

# Traffic Safety Facts

2017 Data

June 2019

DOT HS 812 765



## Key Findings

- There were 783 pedalcyclist deaths in 2017, which accounted for 2.1 percent of all traffic fatalities during the year.
- Seventy-five percent of pedalcyclists who died in motor vehicle crashes in 2017 died in crashes in urban areas.
- Over the past 10 years (2008 to 2017), the average age of pedalcyclists killed in motor vehicle crashes has increased from 41 to 47.
- The pedalcyclist fatality rate per million people was 8 times higher for males than females in 2017.
- Alcohol involvement – either for the motor vehicle operator or for the pedalcyclist – was reported in 37 percent of all fatal pedalcyclist crashes in 2017.
- Twenty-six percent of the pedalcyclists who died in 2017 had blood alcohol concentrations (BACs) of .01 g/dL or greater.



U.S. Department of Transportation  
**National Highway Traffic Safety Administration**

1200 New Jersey Avenue SE  
Washington, DC 20590



## Bicyclists and Other Cyclists

Pedalcyclists, as defined for this fact sheet, are bicyclists and other cyclists including riders of two-wheel, nonmotorized vehicles, tricycles, and unicycles powered solely by pedals. A traffic crash is defined as an incident that involved one or more motor vehicles where at least one vehicle was in transport and the crash originated on a public trafficway such as a road or highway. Crashes that occurred on private property, including parking lots and driveways, are excluded. Pedalcyclist crashes in this fact sheet exclude bicycle crashes that do not involve motor vehicles.

In this fact sheet, the 2017 pedalcyclist information is presented as follows.

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This fact sheet contains information on fatal motor vehicle crashes and fatalities based on data from the Fatality Analysis Reporting System (FARS). Refer to the end of this publication for more information on FARS. Injury estimates are based on data obtained from a nationally representative sample of police-reported crashes, but at the time of publication, estimates for 2016 and 2017 were not available. For more information, read **Crash Report Sampling System (CRSS) Replaces the National Automotive Sampling System (NASS) General Estimates System (GES)** at the end of this publication.

### Overview

In 2017, there were 783 pedalcyclists killed in motor vehicle traffic crashes in the United States, a decrease from 852 in 2016. Pedalcyclist deaths accounted for 2.1 percent of all motor vehicle traffic fatalities (Table 1).

Table 1 presents the distribution of pedalcyclist fatalities as a percentage of total motor vehicle fatalities in the 10-year period from 2008 to 2017. Pedalcyclist deaths have accounted from a high of 2.3 percent to a low of 1.9 percent in those 10 years. The number of pedalcyclists killed in 2017 was 8.1 percent lower than the 852 pedalcyclists killed in 2016.

Table 1  
**Total Fatalities and Pedalcyclist Fatalities in Traffic Crashes, 2008–2017**

Year	Total Fatalities	Pedalcyclist Fatalities	Percentage of Total Fatalities	Year	Total Fatalities	Pedalcyclist Fatalities	Percentage of Total Fatalities
2008	37,423	718	1.9%	2013	32,893	749	2.3%
2009	33,883	628	1.9%	2014	32,744	729	2.2%
2010	32,999	623	1.9%	2015	35,484	829	2.3%
2011	32,479	682	2.1%	2016	37,806	852	2.3%
2012	33,782	734	2.2%	2017	37,133	783	2.1%

Source: Fatality Analysis Reporting System (FARS) 2008–2016 Final File, 2017 Annual Report File (ARF)

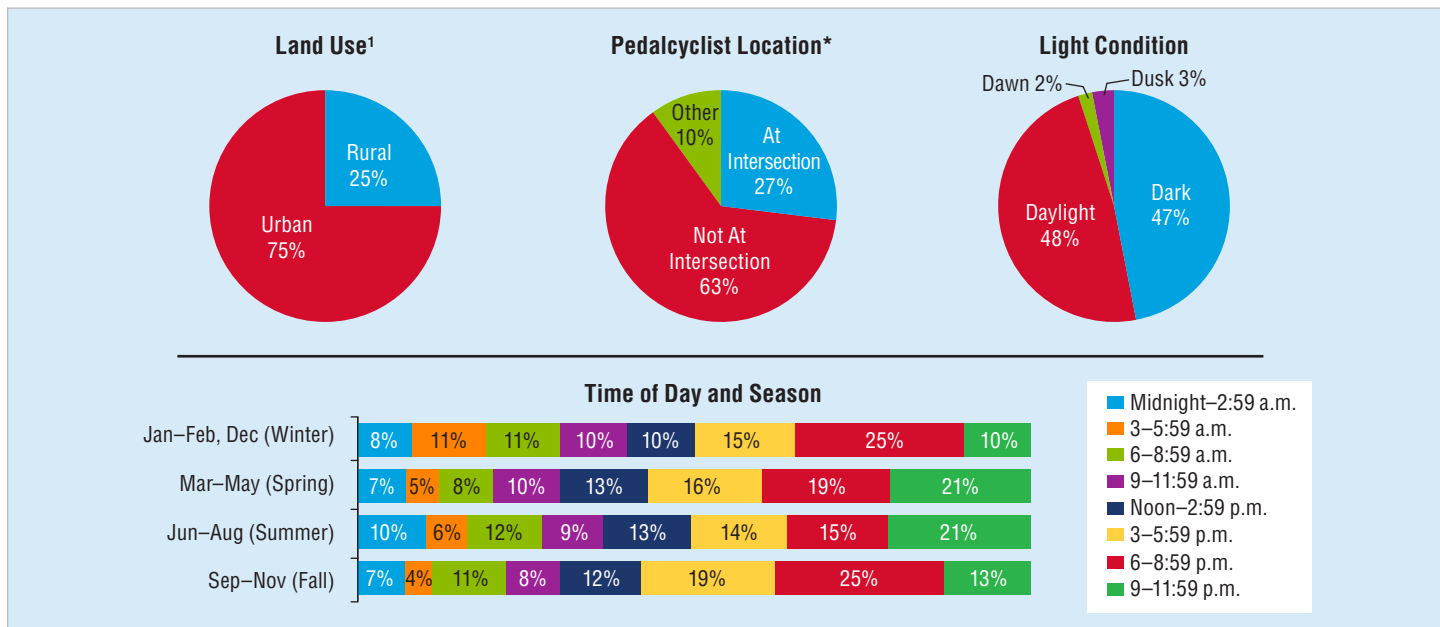
## Environmental Characteristics

Figure 1 shows information about the settings surrounding pedalcyclist fatalities in 2017: land use,<sup>1</sup> pedalcyclist location, light condition, and time of day and season.

- The majority of pedalcyclist fatalities occurred in urban areas (75%) as opposed to rural areas (25%).<sup>1</sup>
- More pedalcyclist fatalities did not occur at intersections (63%) than those that occurred at intersections (27%); the remaining 10 percent occurred at other locations such as roadsides/shoulders, parking lanes/zones, bicycle lanes, sidewalks, medians/crossing islands, driveway accesses, shared-use paths/trails, non-traffic-way areas, and other sides.
- Slightly more pedalcyclist fatalities occurred in daylight crashes (48%) compared to when it was dark (47%); 3 percent of the fatalities occurred during dusk, and the remaining 2 percent during dawn light conditions.

- Time of day is divided into eight 3-hour intervals starting at midnight, and season is defined by months.
  - During the winter months (January, February, and the following December), 25 percent of pedalcyclist fatalities occurred from 6 to 8:59 p.m., followed by 15 percent from 3 to 5:59 p.m.
  - During the spring months (March to May), the largest group (21%) of pedalcyclist fatalities occurred from 9 to 11:59 p.m., followed by 19 percent from 6 to 8:59 p.m., and 16 percent from 3 to 5:59 p.m.
  - During the summer months (June to August), 21 percent of pedalcyclist fatalities occurred from 9 to 11:59 p.m., followed by 15 percent from 6 to 8:59 p.m., and 14 percent from 3 to 5:59 p.m.
  - During the fall months (September to November), 25 percent of the pedalcyclist fatalities occurred from 6 to 8:59 p.m., followed by 19 percent from 3 to 5:59 p.m., and 13 percent from 9 to 11:59 p.m.

Figure 1  
**Percentage of Pedalcyclist Fatalities in Relation to Land Use<sup>1</sup>, Pedalcyclist Location, Light Condition, and Time of Day and Season, 2017**



Source: FARS 2017 ARF

\*Based on location of pedalcyclists struck at the time of the crash. "Other" includes sidewalk, bicycle lane, median/crossing island, parking lane/zone, shoulder/roadside, driveway access, shared-use path, and non-traffic area, which may or may not have been at intersection, but were not distinguished by collected data. Thus, "At Intersection" and "Not At Intersection" does not include those in the "Other" category that were at an intersection or not at an intersection.

Note: Percent values may not add up to 100 percent due to independent rounding. Unknown values were removed before calculating percentages.

<sup>1</sup> See the Census Bureau link for definitions of urban and rural areas:

<https://www.census.gov/programs-surveys/geography/guidance/geo-areas/urban-rural/2010-urban-rural.html>

## Time of Day and Day of Week

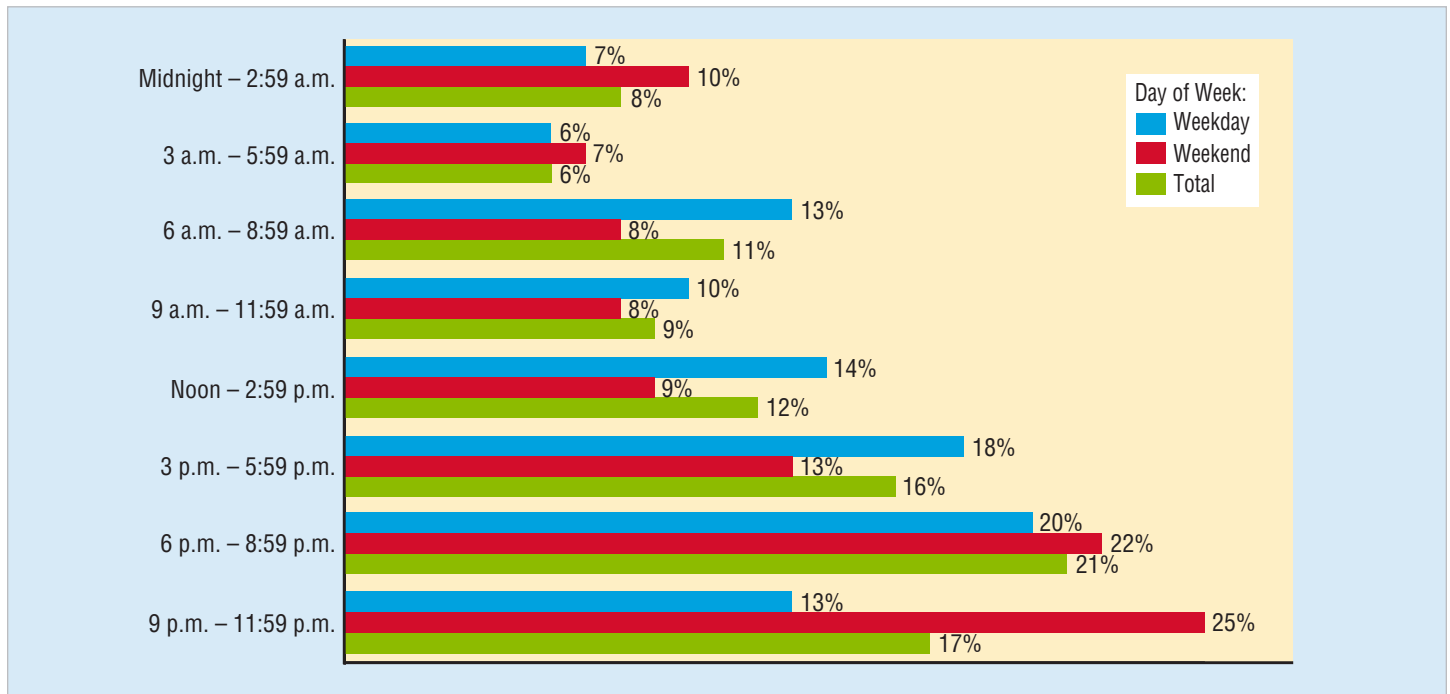
In Figure 2, time of day is divided into eight 3-hour time intervals starting at midnight, and day of week is defined as weekday (6 a.m. Monday to 5:59 p.m. Friday) and weekend (6 p.m. Friday to 5:59 a.m. Monday). To summarize this information concerning 2017 pedalcyclist fatalities:

- During weekdays, the time period with the highest frequency of pedalcyclist fatalities was from 6 p.m. to 8:59 p.m. (20%), compared to weekends during which 9 p.m. to 11:59 p.m. had the most frequent occurrence of pedalcyclist fatalities (25%).

- On weekdays, the second highest percentage (18%) of pedalcyclist fatalities occurred between 3 p.m. and 5:59 p.m. On weekends, the second highest percentage (22%) of pedalcyclist fatalities occurred between 6 p.m. to 8:59 p.m.
- The time period with the largest frequency of pedalcyclist fatalities overall was 6 p.m. to 8:59 p.m. (21%) followed by 9 p.m. to 11:59 p.m. (17%).

Figure 2

**Percentage of Pedalcyclist Fatalities, by Time of Day and Day of Week, 2017**



Source: FARS 2017 ARF

## Age and Gender

In 2017 the average age of pedalcyclists killed in traffic crashes was 47. Over the past 10 years, the average age of pedalcyclists killed in motor vehicle crashes has steadily increased. The average age of pedalcyclists killed has increased from 41 in 2008 to 47 in 2017.

The majority of pedalcyclists killed (89%) in 2017 were males. The largest number of pedalcyclist fatalities were in the 50-54 age group.

In 2017 the population-based pedalcyclist fatality rate was 8 times higher for males than for females (see Table 2). Pedalcyclists

50-to-54 years old had the highest fatality rate (5.05 per million people) based on population. The rate for this age group for males, 9.51 per million males, was also the highest. For females, the 45-49 age group had the highest rate, 1.13 per million females.

Children under 15 accounted for 7 percent of all pedalcyclists killed. Table 2 groups pedalcyclist killed in 2017 according to their age and gender, and presents population-based fatality rates as well.

Table 2

**Pedalcyclists Killed in Traffic Crashes and Fatality Rates, by Age Group and Gender, 2017**

Age Group	Male			Female			Total		
	Killed	Population (thousands)	Fatality Rate*	Killed	Population (thousands)	Fatality Rate*	Killed	Population (thousands)	Fatality Rate*
<5	1	10,196	0.10	2	9,743	0.21	3	19,939	0.15
5-9	13	10,368	1.25	2	9,936	0.20	15	20,304	0.74
10-14	29	10,605	2.73	6	10,173	0.59	35	20,778	1.68
<i>Children (≤14)</i>	<i>43</i>	<i>31,169</i>	<i>1.38</i>	<i>10</i>	<i>29,852</i>	<i>0.33</i>	<i>53</i>	<i>61,021</i>	<i>0.87</i>
15-19	44	10,800	4.07	4	10,331	0.39	48	21,132	2.27
20-24	27	11,349	2.38	6	10,769	0.56	33	22,119	1.49
25-29	40	11,902	3.36	6	11,468	0.52	46	23,370	1.97
30-34	37	11,089	3.34	8	10,883	0.74	45	21,972	2.05
35-39	33	10,616	3.11	5	10,616	0.47	38	21,232	1.79
40-44	37	9,753	3.79	5	9,890	0.51	42	19,643	2.14
45-49	45	10,386	4.33	12	10,588	1.13	57	20,974	2.72
50-54	100	10,520	9.51	8	10,881	0.74	108	21,401	5.05
55-59	90	10,701	8.41	9	11,307	0.80	100	22,008	4.54
60-64	62	9,557	6.49	5	10,430	0.48	67	19,988	3.35
65-69	52	7,930	6.56	2	8,907	0.22	54	16,836	3.21
70-74	34	5,947	5.72	2	6,900	0.29	36	12,847	2.80
75-79	29	3,899	7.44	2	4,842	0.41	31	8,741	3.55
80+	15	4,789	3.13	3	7,645	0.39	18	12,434	1.45
<i>Seniors (65+)</i>	<i>130</i>	<i>22,565</i>	<i>5.76</i>	<i>9</i>	<i>28,294</i>	<i>0.32</i>	<i>139</i>	<i>50,858</i>	<i>2.73</i>
<b>Total†</b>	<b>693</b>	<b>160,408</b>	<b>4.32</b>	<b>87</b>	<b>165,311</b>	<b>0.53</b>	<b>783</b>	<b>325,719</b>	<b>2.40</b>

Sources: FARS 2017 ARF; Population – Census Bureau

\*Rate per million resident population.

† Total includes 5 males killed of unknown age, 2 killed of unknown age and gender, and 1 killed of known age (55-59) but unknown gender.

## Alcohol Involvement

Alcohol involvement (BAC of .01+ g/dL) – either for a motor vehicle driver involved in a fatal pedalcyclist crash and/or the fatally injured pedalcyclist – was reported in 37 percent of the traffic crashes that resulted in pedalcyclist fatalities in 2017, as shown in Table 3 (note that Table 3 contains data about the number and percentages of *crashes* rather than the number

and percentages of *fatalities* as in Table 4). If more than one pedalcyclist was killed in a crash, the pedalcyclist with the highest BAC was used. If more than one driver was involved in a crash, the driver with the highest BAC was used.

- An estimated 20 percent of fatal pedalcyclist crashes had a pedalcyclist with a BAC of .08 g/dL or higher.

■ An estimated 16 percent of fatal pedalcyclist crashes had a driver with a BAC of .08 g/dL or higher. Note that a BAC of

.08 g/dL is the legal limit for alcohol impairment for drivers in all 50 States, the District of Columbia, and Puerto Rico.

Table 3

**Alcohol Involvement of Drivers and Pedalcyclists in Crashes Resulting in Pedalcyclist Fatalities, 2017**

	Driver, No Alcohol (BAC=.00 g/dL)		Driver, BAC=.01-.07 g/dL		Alcohol-Impaired Driver, (BAC=.08+ g/dL)		Total	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Pedalcyclist, No Alcohol	491	63%	19	2%	84	11%	594	76%
Pedalcyclist, BAC=.01-.07 g/dL	21	3%	4	0%	5	1%	30	4%
Alcohol-Impaired Pedalcyclist, BAC=.08+ g/dL	115	15%	7	1%	37	5%	159	20%
<b>Total Crashes</b>	<b>627</b>	<b>80%</b>	<b>30</b>	<b>4%</b>	<b>126</b>	<b>16%</b>	<b>782</b>	<b>100%</b>

Source: FARS 2017 ARF

Note: The alcohol levels in this table were determined using the alcohol levels of pedalcyclists killed and the involved drivers (killed or surviving).

As shown in Table 4, more than one-fourth (26%) of the pedalcyclists killed in 2017 had BACs of .01 g/dL or higher, and more than one-fifth (22%) had BACs of .08 g/dL or higher. These percentages are markedly lower than 10 years ago when 31 percent of pedalcyclists killed had BACs of .01 g/dL or higher and 25 percent had BACs of .08 g/dL or higher.

In 2008 the age group 45-54 had the highest alcohol involvement (43%) at .01+ g/dL, and this age group also had the highest alcohol impairment (36%) at .08+ g/dL. In 2017, those in the 25-34 and 45-54 age groups had highest percentage of pedalcyclists killed at both the .01+ g/dL and the .08+ g/dL BAC levels.

Table 4

**Alcohol Involvement of Pedalcyclists Killed in Traffic Crashes, by Age Group, 2008 and 2017**

Age Group	2008					2017				
	Number of Fatalities	Percentage With No Alcohol (BAC=.00 g/dL)	Percentage With BAC=.01+ g/dL	Percentage With BAC=.01-.07 g/dL	Alcohol-Impaired Percentage With BAC=.08+ g/dL	Number of Fatalities	Percentage With No Alcohol (BAC=.00 g/dL)	Percentage With BAC=.01+ g/dL	Percentage With BAC=.01-.07 g/dL	Alcohol-Impaired Percentage With BAC=.08+ g/dL
16-20	52	82%	18%	6%	12%	46	93%	7%	0%	7%
21-24	42	68%	32%	3%	29%	27	77%	23%	9%	14%
25-34	75	64%	36%	5%	31%	91	66%	34%	7%	27%
35-44	90	64%	36%	5%	31%	80	74%	26%	2%	24%
45-54	181	57%	43%	8%	36%	165	65%	35%	5%	30%
55-64	112	77%	23%	7%	16%	167	69%	31%	5%	26%
65-74	36	94%	6%	1%	5%	90	87%	13%	2%	11%
75-84	24	98%	3%	0%	2%	43	93%	7%	0%	6%
85+	7	100%	0%	0%	0%	6	83%	17%	17%	0%
<b>Total Killed*</b>	<b>619</b>	<b>69%</b>	<b>31%</b>	<b>6%</b>	<b>25%</b>	<b>715</b>	<b>74%</b>	<b>26%</b>	<b>4%</b>	<b>22%</b>

Source: FARS 2008 Final File, 2017 ARF

\*Excluding pedalcyclists under 16 years old and pedalcyclists of unknown age.

## Vehicle Type and Impact Point

Table 5 presents the number of pedalcyclists killed by vehicle type and initial point of impact of the vehicle when it contacted the pedalcyclist in single-vehicle crashes in 2017.

- Ninety-six percent (753) of the pedalcyclists killed were involved in single-vehicle crashes.
- Pedalcyclists were struck by the front of the vehicle in 82 percent of the fatal crashes.
- Light trucks were the most frequently involved vehicle in motor vehicle crashes in which a pedalcyclist was killed. Forty-four percent (328 of the 753) of the pedalcyclists killed were contacted by light trucks. In 88 percent (288) of these

crashes, the pedalcyclist came in contact with the front of the light truck.

- Large trucks and buses showed a different pattern than passenger vehicles with respect to impact point. Fewer than one-half of the pedalcyclists killed were struck by the front of the large truck, and two-fifths were contacted by the front of the bus, compared to over 85 percent for other vehicles.
- The right side of the bus or large truck was the most frequent impact points, accounting for 40 and 28 percent of the fatalities, respectively, whereas for passenger vehicles this percentage was 7 percent or less. This could be due to the wide right turns required of buses and large trucks.

Table 5

**Pedalcyclists Killed in Single-Vehicle Crashes, by Vehicle Type Involved and Initial Point of Impact, 2017**

Vehicle Type	Initial Point of Impact on Vehicle										Total Number
	Front		Right Side		Left Side		Rear		Other/Unknown		
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent	
Passenger Car	249	88.3%	11	3.9%	7	2.5%	3	1.1%	12	4.3%	282
Light Truck*	288	87.8%	23	7.0%	7	2.1%	3	0.9%	7	2.1%	328
SUV	123	86.6%	11	7.7%	3	2.1%	2	1.4%	3	2.1%	142
Pickup	125	90.6%	7	5.1%	3	2.2%	1	0.7%	2	1.4%	138
Van	40	85.1%	5	10.6%	1	2.1%	0	0.0%	1	2.1%	47
Large Truck	36	48.0%	21	28.0%	3	4.0%	7	9.3%	8	10.7%	75
Bus	4	40.0%	4	40.0%	1	10.0%	1	10.0%	0	0.0%	10
Other/ Unknown Vehicle	37	63.8%	2	3.4%	0	0.0%	0	0.0%	19	32.8%	58
<b>Total</b>	<b>614</b>	<b>81.5%</b>	<b>61</b>	<b>8.1%</b>	<b>18</b>	<b>2.4%</b>	<b>14</b>	<b>1.9%</b>	<b>46</b>	<b>6.1%</b>	<b>753</b>

Source: FARS 2017 ARF

\*Includes other/unknown light trucks.

## Fatalities by State

Table 6 shows the population, total traffic fatalities, pedalcyclist fatalities, the percentage of total traffic fatalities that were pedalcyclist, and the population based pedalcyclist fatality rates by State for 2017. Among all States, the District of Columbia, and Puerto Rico, fatalities in all motor vehicle traffic crashes in 2017 ranged from 31 (District of Columbia) to 3,722 (Texas), in part depending on size and population. Note that in this section, as well as the following section on fatalities by city, the populations of States and cities can vary greatly from the recorded resident population. States with substantial seasonal tourism, such as Florida, and cities with a large influx of daily commuters, such as Washington, DC, have at times a substantially larger

population than is reflected in their numbers of residents. Puerto Rico is included in Table 6, but is not included in the overall U.S. total. Figure 3 contains a color-coded map of the percentage of total traffic fatalities who were pedalcyclists by State in 2017.

In 2017:

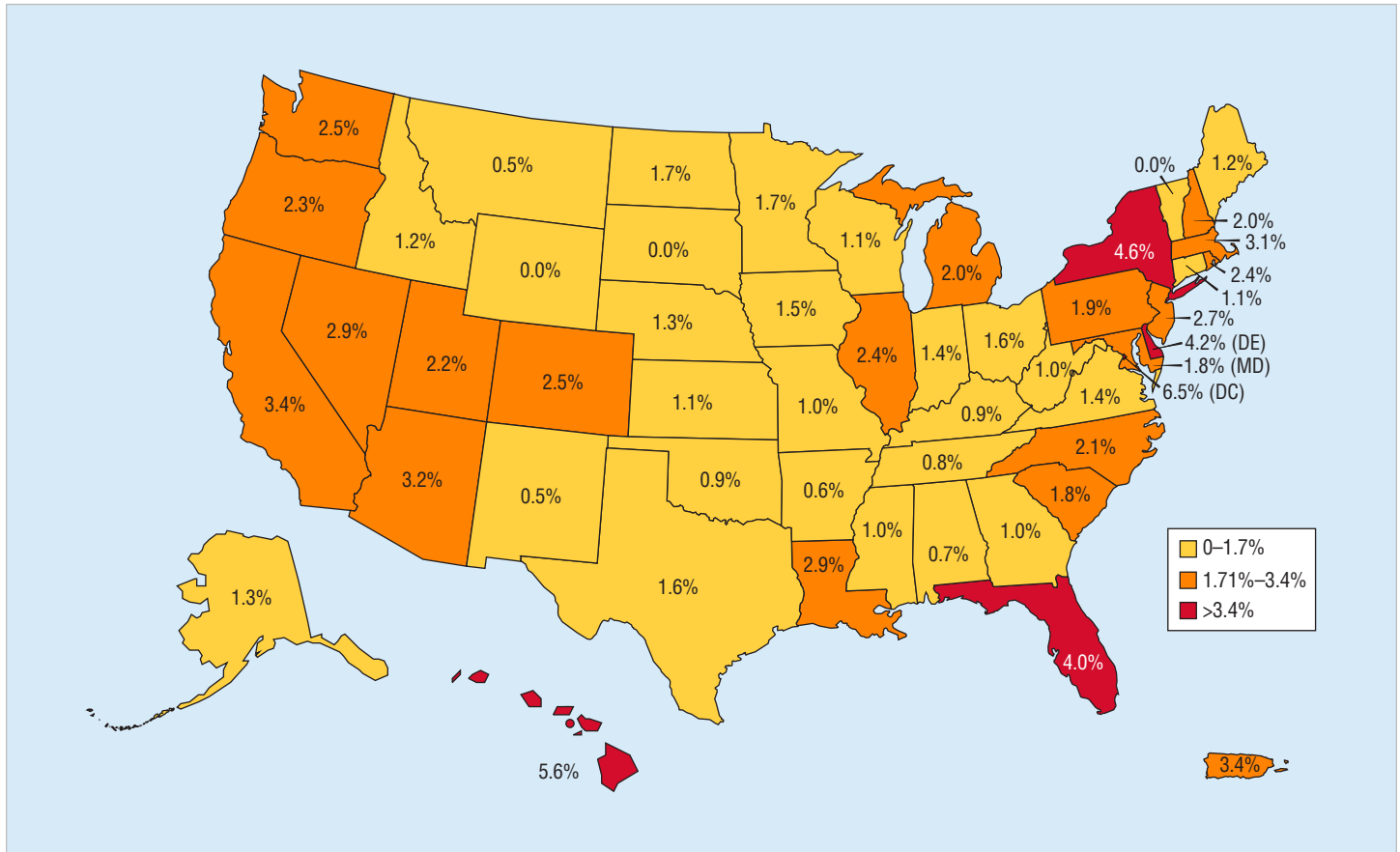
- Pedalcyclist fatalities were highest in Florida (125), California (124), and Texas (59). Every other State had 50 or fewer pedalcyclist fatalities.
- There were no pedalcyclist fatalities in South Dakota, Vermont or Wyoming.

- The percentage of pedalcyclist fatalities among total fatalities in States ranged from a high of 6.5 percent (the District of Columbia) to a low of 0.5 percent (New Mexico or Montana) for those States experiencing pedalcyclist fatalities, compared to the national percentage of 2.1 percent as shown in Figure 3.
- The highest fatality rate per million population was in Florida (5.96 fatalities per million residents) followed by Delaware

(5.20 fatalities per million residents), compared to the national rate of 2.40. Of those States that experienced pedalcyclist fatalities, Connecticut had the lowest fatality rate per million population (0.84) followed by Montana (0.95).

Additional State/county-level data is available at NHTSA’s State Traffic Safety Information website at <https://cdan.nhtsa.gov/stsi.htm>.

Figure 3  
**Percentage of Pedalcyclist Fatalities by State, 2017**



Source: FARS 2017 ARF

Table 6

**Population, Total and Pedalcyclist Traffic Fatalities, the Percentage of Fatalities Who Were Pedalcyclists, and Pedalcyclist Fatality Rates, by State, 2017**

State	Resident Population (thousands)	Total Traffic Fatalities	Pedalcyclist Fatalities	Percentage of Total Traffic Fatalities Who Were Pedalcyclists	Pedalcyclist Fatalities per Million Population
Alabama	4,875	948	7	0.7%	1.44
Alaska	740	79	1	1.3%	1.35
Arizona	7,016	1,000	32	3.2%	4.56
Arkansas	3,004	493	3	0.6%	1.00
California	39,537	3,602	124	3.4%	3.14
Colorado	5,607	648	16	2.5%	2.85
Connecticut	3,588	278	3	1.1%	0.84
Delaware	962	119	5	4.2%	5.20
District of Columbia	694	31	2	6.5%	2.88
Florida	20,984	3,112	125	4.0%	5.96
Georgia	10,429	1,540	15	1.0%	1.44
Hawaii	1,428	107	6	5.6%	4.20
Idaho	1,717	244	3	1.2%	1.75
Illinois	12,802	1,097	26	2.4%	2.03
Indiana	6,667	914	13	1.4%	1.95
Iowa	3,146	330	5	1.5%	1.59
Kansas	2,913	461	5	1.1%	1.72
Kentucky	4,454	782	7	0.9%	1.57
Louisiana	4,684	760	22	2.9%	4.70
Maine	1,336	172	2	1.2%	1.50
Maryland	6,052	550	10	1.8%	1.65
Massachusetts	6,860	350	11	3.1%	1.60
Michigan	9,962	1,030	21	2.0%	2.11
Minnesota	5,577	357	6	1.7%	1.08
Mississippi	2,984	690	7	1.0%	2.35
Missouri	6,114	930	9	1.0%	1.47
Montana	1,050	186	1	0.5%	0.95
Nebraska	1,920	228	3	1.3%	1.56
Nevada	2,998	309	9	2.9%	3.00
New Hampshire	1,343	102	2	2.0%	1.49
New Jersey	9,006	624	17	2.7%	1.89
New Mexico	2,088	379	2	0.5%	0.96
New York	19,849	999	46	4.6%	2.32
North Carolina	10,273	1,412	29	2.1%	2.82
North Dakota	755	115	2	1.7%	2.65
Ohio	11,659	1,179	19	1.6%	1.63
Oklahoma	3,931	655	6	0.9%	1.53
Oregon	4,143	437	10	2.3%	2.41
Pennsylvania	12,806	1,137	22	1.9%	1.72
Rhode Island	1,060	83	2	2.4%	1.89
South Carolina	5,024	988	18	1.8%	3.58
South Dakota	870	129	0	0.0%	0.00
Tennessee	6,716	1,040	8	0.8%	1.19
Texas	28,305	3,722	59	1.6%	2.08
Utah	3,102	273	6	2.2%	1.93
Vermont	624	69	0	0.0%	0.00
Virginia	8,470	839	12	1.4%	1.42
Washington	7,406	565	14	2.5%	1.89
West Virginia	1,816	303	3	1.0%	1.65
Wisconsin	5,795	613	7	1.1%	1.21
Wyoming	579	123	0	0.0%	0.00
<b>U.S. Total</b>	<b>325,719</b>	<b>37,133</b>	<b>783</b>	<b>2.1%</b>	<b>2.40</b>
Puerto Rico	3,337	290	10	3.4%	3.00

Sources: FARS 2017 ARF; Population – Census Bureau



## Fatalities by City

For each U.S. city with a population of over 500,000, Table 7 shows the population, total traffic fatalities, pedalcyclist fatalities, the percentage of total traffic fatalities who were pedalcyclists, and the population based fatality rates for both all traffic fatalities and pedalcyclist fatalities in 2017.

- The large cities with the highest pedestrian fatality rates were Phoenix (8.61 pedalcyclist fatalities per 1 million people) and Sacramento (5.98 pedalcyclist fatalities per 1 million people).

- Of those major cities that had pedalcyclist fatalities, the cities with the lowest fatality rates were Dallas (0.75 pedalcyclist fatalities per 1 million people) and Columbus or Fort Worth (1.14 pedalcyclist fatalities per 1 million people).
- Four major cities reported zero pedalcyclist fatalities in motor vehicle crashes in 2017: San Diego, Detroit, Nashville, and Baltimore.

Table 7

### Population, Total and Pedalcyclist Traffic Fatalities, the Percentage of Fatalities Who Were Pedalcyclists, and Pedalcyclist Fatality Rates, in Cities with Populations of 500,000 or Greater, 2017 (sorted by highest to lowest resident population)

City	Resident Population	Total Traffic Fatalities	Pedalcyclist Fatalities	Percentage of Total Traffic Fatalities Who Were Pedalcyclists	Fatality Rate per 1 Million Population	
					Total	Pedalcyclist
New York, NY	8,622,698	207	22	10.6%	24.01	2.55
Los Angeles, CA	3,999,759	257	14	5.4%	64.25	3.50
Chicago, IL	2,716,450	147	6	4.1%	54.11	2.21
Houston, TX	2,312,717	245	6	2.4%	105.94	2.59
Phoenix, AZ	1,626,078	249	14	5.6%	153.13	8.61
Philadelphia, PA	1,580,863	94	2	2.1%	59.46	1.27
San Antonio, TX	1,511,946	146	3	2.1%	96.56	1.98
San Diego, CA	1,419,516	74	0	0.0%	52.13	0.00
Dallas, TX	1,341,075	194	1	0.5%	144.66	0.75
San Jose, CA	1,035,317	45	4	8.9%	43.46	3.86
Austin, TX	950,715	80	5	6.3%	84.15	5.26
Jacksonville, FL	892,062	145	4	2.8%	162.54	4.48
San Francisco, CA	884,363	25	2	8.0%	28.27	2.26
Columbus, OH	879,170	58	1	1.7%	65.97	1.14
Fort Worth, TX	874,168	110	1	0.9%	125.83	1.14
Indianapolis, IN	863,002	96	2	2.1%	111.24	2.32
Charlotte, NC	859,035	103	5	4.9%	119.90	5.82
Seattle, WA	724,745	30	3	10.0%	41.39	4.14
Denver, CO	704,621	49	1	2.0%	69.54	1.42
Washington, DC	693,972	31	2	6.5%	44.67	2.88
Boston, MA	685,094	26	2	7.7%	37.95	2.92
El Paso, TX	683,577	50	1	2.0%	73.14	1.46
Detroit, MI	673,104	103	0	0.0%	153.02	0.00
Nashville, TN	667,560	68	0	0.0%	101.86	0.00
Memphis, TN	652,236	99	2	2.0%	151.79	3.07
Portland, OR	647,805	48	2	4.2%	74.10	3.09
Oklahoma City, OK	643,648	96	2	2.1%	149.15	3.11
Las Vegas, NV	641,676	45	2	4.4%	70.13	3.12
Louisville, KY	621,349	89	2	2.2%	143.24	3.22
Baltimore, MD	611,648	38	0	0.0%	62.13	0.00
Milwaukee, WI	595,351	70	2	2.9%	117.58	3.36
Albuquerque, NM	558,545	84	2	2.4%	150.39	3.58
Tucson, AZ	535,677	64	1	1.6%	119.47	1.87
Fresno, CA	527,438	61	3	4.9%	115.65	5.69
Sacramento, CA	501,901	69	3	4.3%	137.48	5.98

Sources: FARS 2017 ARF; Population – Census Bureau

## Important Safety Reminders

- All bicyclists should wear properly fitted bicycle helmets every time they ride. A helmet is the single most effective way to prevent head injury resulting from a bicycle crash.
- Bicyclists are considered vehicle operators; they are required to obey the same rules of the road as other vehicle operators, including obeying traffic signs, signals, and lane markings. When cycling in the street, cyclists must ride in the same direction as traffic.
- Drivers of motor vehicles need to share the road with bicyclists. Be courteous – allow at least 3 feet of clearance when passing a bicyclist on the road, look for cyclists before opening a car door or pulling from a parking space, and yield to cyclists at intersections and as directed by signs and signals. Be especially watchful for cyclists when making turns, either left or right.
- Bicyclists should increase their visibility to drivers by wearing fluorescent or brightly colored clothing during the day, and at dawn and dusk. To be noticed when riding at night, use a front light and a red reflector or flashing rear light, and use retro-reflective tape or markings on equipment or clothing.

— NHTSA's Office of Safety Programs

For more information on Bicycle Safety visit [www.nhtsa.gov/Driving-Safety/Bicycles](http://www.nhtsa.gov/Driving-Safety/Bicycles).

## Fatality Analysis Reporting System (FARS)

The Fatality Analysis Reporting System (FARS) contains data on every fatal traffic crash within the 50 States, the District of Columbia, and Puerto Rico. To be included in FARS, a crash must involve a motor vehicle traveling on a public trafficway and must result in the death of a vehicle occupant or a nonoccupant within 30 days of the crash. The Annual Report File (ARF) is the FARS data file associated with the most recent available year, which is subject to change when it is finalized about a year later. The final version of the file is aptly known as the Final file. The additional time between the ARF and the Final file provides the opportunity for submission of important variable data requiring outside sources, which may lead to changes in the final counts.

The updated final counts for a given previous calendar year will be reflected with the release of the recent year's ARF. For example, along with the release of the 2017 ARF, the 2016 Final file was also released to replace the previous year's 2016 ARF. The final fatality count in motor vehicle crashes for 2016 was 37,806, which was updated from 37,461 from the 2016 ARF. The pedalcyclist fatality count from the 2016 Final file was 852, versus 840 from the 2016 ARF.

## Crash Report Sampling System (CRSS) Replaces the National Automotive Sampling System (NASS) General Estimates System (GES)

NHTSA's National Center for Statistics and Analysis (NCSA) redesigned the nationally representative sample of police-reported traffic crashes, which estimates the number of police-reported injury and property-damage-only crashes in the United States. The new system, called CRSS, replaced NASS GES in 2016. NCSA released the 2016 CRSS data in March 2018, but is

currently reassessing this data, which is subject to change. NCSA released the updated 2016 and the new 2017 CRSS files in April 2019, but no CRSS estimates are presented in this fact sheet. For more information on CRSS, see the Additional Resources section of the CRSS web page at [www.nhtsa.gov/national-center-statistics-and-analysis-ncsa/crash-report-sampling-system-crss](http://www.nhtsa.gov/national-center-statistics-and-analysis-ncsa/crash-report-sampling-system-crss).

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### For more information:

Information on traffic fatalities is available from the National Center for Statistics and Analysis, NSA-230, 1200 New Jersey Avenue SE, Washington, DC 20590. NCSA can be contacted at 800-934-8517 or by e-mail at [NCSARequests@dot.gov](mailto:NCSARequests@dot.gov). General information on highway traffic safety can be found at [www.nhtsa.gov/research-data](http://www.nhtsa.gov/research-data). To report a safety-related problem or to inquire about motor vehicle safety information, contact the Vehicle Safety Hotline at 888-327-4236.

Other fact sheets available from the National Center for Statistics and Analysis are *Alcohol-Impaired Driving*, *Children*, *Large Trucks*, *Motorcycles*, *Occupant Protection in Passenger Vehicles*, *Older Population*, *Passenger Vehicles*, *Pedestrians*, *Rural/Urban Comparison of Traffic Fatalities*, *School-Transportation-Related Crashes*, *Speeding*, *State Alcohol-Impaired-Driving Estimates*, *State Traffic Data*, *Summary of Motor Vehicle Crashes*, and *Young Drivers*. Detailed data on motor vehicle traffic crashes are published annually in *Traffic Safety Facts: A Compilation of Motor Vehicle Crash Data*. The fact sheets and annual Traffic Safety Facts report can be found at <https://crashstats.nhtsa.dot.gov/>.



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