Traffic Safety Facts

2016 Data

May 2018

DOT HS 812 507

NHTSA

Bicyclists and Other Cyclists

Key Findings

- There were 840 pedalcyclist deaths in 2016, which accounted for 2.2 percent of all traffic fatalities during the year.
- Seventy one percent of pedalcyclists who died in motor vehicle crashes in 2016 died in crashes in urban areas.
- From 2007 to 2016, the average age of pedalcyclists killed in motor vehicle crashes increased from 40 to 46.
- The pedalcyclist fatality rate per million people was 5.6 times higher for males than females in 2016.
- Alcohol involvement—either for the motor vehicle operator or for the pedalcyclist—was reported in 35 percent of all fatal pedalcyclist crashes in 2016.
- More than 26 percent of the pedalcyclists who died in 2016 had blood alcohol concentrations (BACs) of .01 g/dL or greater.

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 2016 pedalcyclist information is presented as follows.

- Overview
- Environmental Characteristics
- Time of Day and Day of Week
- Age and Gender
- Alcohol Involvement
- Vehicle Type and Impact Point
- Fatalities by State
- Fatalities by City
- Important Safety Reminders

This fact sheet contains information on fatal motor vehicle crashes and fatalities, based on data from the Fatality Analysis Reporting System (FARS). FARS is a census of fatal crashes in the 50 States, the District of Columbia, and Puerto Rico (Puerto Rico is not included in U.S. totals). Injury estimates for 2016 were not available at the time of publication, thus no injury estimates will be presented. For more information about injury estimates, 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 2016, there were 840 pedalcyclists killed in motor vehicle traffic crashes in the United States, an increase from 829 in 2015. Pedalcyclist deaths accounted for 2.2 percent of all motor vehicle traffic fatalities (Table 1).

The number of pedalcyclists killed in 2016 is 1.3 percent higher than the 829 pedalcyclists killed in 2015.

U.S. Department of Transportation

National Highway Traffic Safety Administration

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Table 1
Total Fatalities and Pedalcyclist Fatalities in Traffic Crashes, 2007–2016

Year	Total Fatalities	Pedalcyclist Fatalities	Percentage of Total Fatalities
2007	41,259	701	1.7%
2008	37,423	718	1.9%
2009	33,883	628	1.9%
2010	32,999	623	1.9%
2011	32,479	682	2.1%
2012	33,782	734	2.2%
2013	32,893	749	2.3%
2014	32,744	729	2.2%
2015	35,485	829	2.3%
2016	37,461	840	2.2%

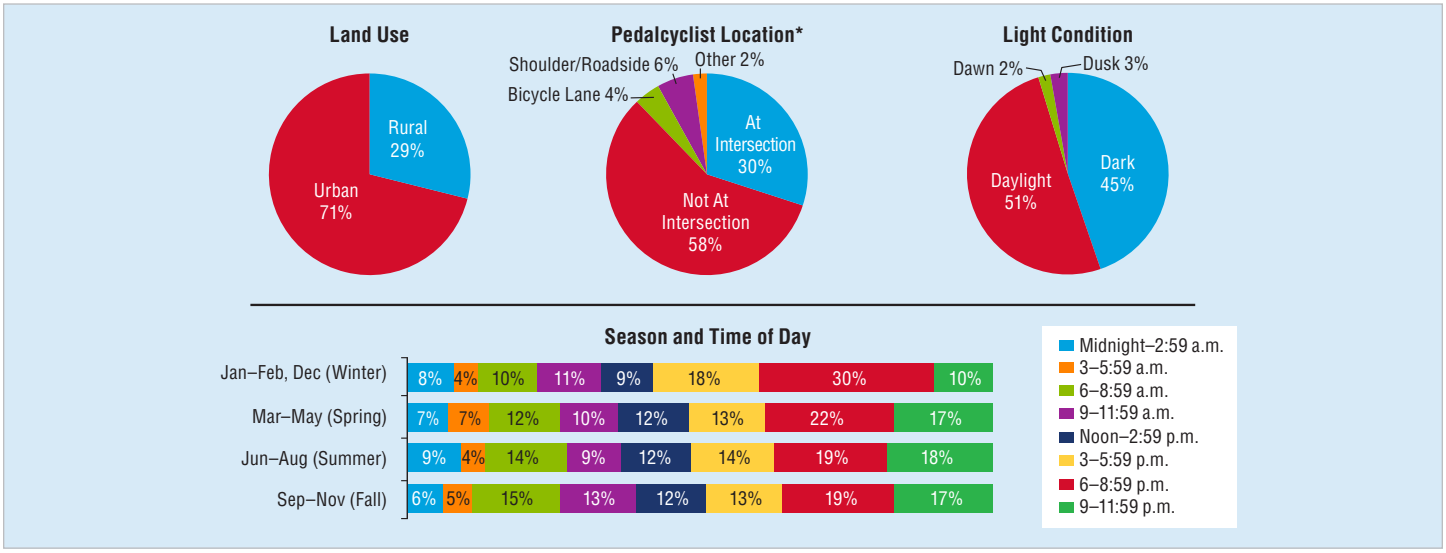
Source: Fatality Analysis Reporting System (FARS) 2007–2015 Final File, 2016 Annual Report File (ARF).

Environmental Characteristics

Figure 1 shows information about the settings surrounding pedalcyclist fatalities in 2016: land use, pedalcyclist location, light condition, and time of day and season.

- The majority of pedalcyclist fatalities occurred in urban areas (71%) as opposed to rural areas (29%).
- Most pedalcyclist fatalities did not occur at intersection locations (58%) as compared to 30 percent that occurred at intersections; 4 percent occurred in bicycle lanes.
- More pedalcyclist fatalities occurred in daylight crashes (51%) compared to when it was dark (45%). Three 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.
  - Regardless of season, the 6 p.m. to 8:59 p.m time period had the highest percentage (compared to all other 3-hour periods) of pedalcyclist fatalities: 30 percent in winter, 22 percent in spring, 19 percent in summer, and 19 percent in fall.
  - During the winter months (January, February, and the following December), 30 percent of pedalcyclist fatalities occurred from 6 to 8:59 p.m., followed by 18 percent from 3 to 5:59 p.m., and 11 percent from 9 to 11:59 a.m.
  - During the spring months (March to May), the largest group (22%) of pedalcyclist fatalities occurred from 6 to 8:59 p.m., followed by 17 percent from 9 to 11:59 p.m., and 13 percent from 3 to 5:59 p.m.
  - During the summer months (June to August), 19 percent of pedalcyclist fatalities occurred from 6 to 8:59 p.m., followed by 18 percent from 9 to 11:59 p.m., and 14 percent during both 6 to 8:59 a.m. and 3 to 5:59 p.m. time periods.
  - During the fall months (September to November), 19 percent of the pedalcyclist fatalities occurred from 6 to 8:59 p.m., followed by 17 percent from 9 to 11:59 p.m., and 15 percent from 6 to 8:59 a.m.

Figure 1
Percentage of Pedalcyclist Fatalities in Relation to Land Use, Pedalcyclist Location, Light Condition, and Season and Time of Day, 2016



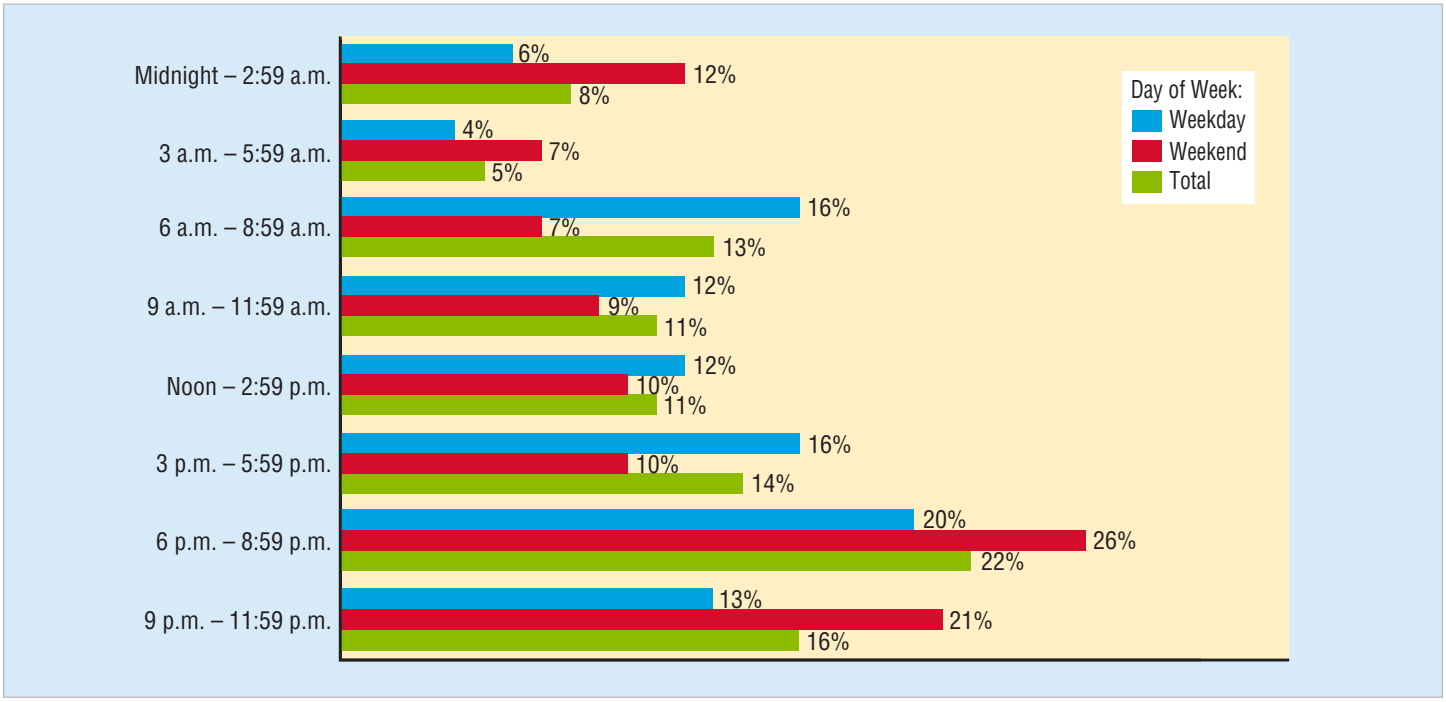
Source: FARS 2016 ARF. *Based on location of pedalcyclist struck at the time of the crash. "Other" includes sidewalk, median/crossing island, parking lane/zone, driveway access, shared-use path, and non-traffic area. Bicycle Lane, Shoulder/Roadside, and Other may or may not have been at intersection, but were not distinguished by collected data. Thus, "At Intersection" and "Not At Intersection" does not include those in Bicycle Lane, Shoulder/Roadside, or Other that were at an intersection or not at an intersection.
Note: Percentage of unknown values are not displayed. Segments may not total 100% due to rounding.

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 2016 pedalcyclist fatalities:

- The time period 6 p.m. to 8:59 p.m. had the highest frequency of pedalcyclist fatalities during both weekdays (20%) and weekends (26%).
- On weekdays, the second highest percentage (16%) of pedalcyclist fatalities occurred between 6 a.m. and 8:59 a.m. and between 3 p.m. and 5:59 p.m. On weekends, the second highest percentage (21%) of pedalcyclist fatalities occurred between 9 p.m. and 11:59 p.m.

Figure 2
Percentage of Pedalcyclist Fatalities, by Time of Day and Day of Week, 2016



Source: FARS 2016 ARF.

Age and Gender

In 2016, the average age of pedalcyclists killed in traffic crashes was 46. 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 40 in 2007 to 46 in 2016.

The majority of pedalcyclists killed (84%) in 2016 were males. The largest number of pedalcyclist fatalities were in age groups 50 to 54 and 55 to 59 with 12 percent each.

In 2016, the population-based pedalcyclist fatality rate was 5.6 times higher for males than for females (see Table 2). Pedalcyclists 60 to 64 years old had the highest fatality rate (4.72 per million people) based on population. The rate for this age group for females, 1.38 per million females, was also the highest. For males, the age group 55-59 had the highest rate, 8.42 per million males.

Children under 15 accounted for 7 percent of all pedalcyclists killed in traffic crashes in 2016. Table 2 groups pedalcyclist killed in 2016 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 and Gender, 2016

Age (Years)	Male			Female			Total		
	Killed	Population (thousands)	Fatality Rate*	Killed	Population (thousands)	Fatality Rate*	Killed	Population (thousands)	Fatality Rate*
<5	5	10,187	0.49	0	9,740	0.00	5	19,927	0.25
5–9	11	10,430	1.05	4	10,000	0.40	15	20,430	0.73
10–14	31	10,519	2.95	8	10,100	0.79	39	20,618	1.89
Children (≤14)	*47*	*31,136*	*1.51*	*12*	*29,840*	*0.40*	*59*	*60,975*	*0.97*
15–19	38	10,802	3.52	4	10,328	0.39	42	21,130	1.99
20–24	33	11,491	2.87	13	10,890	1.19	46	22,381	2.06
25–29	36	11,631	3.10	11	11,259	0.98	47	22,891	2.05
30–34	38	10,968	3.46	12	10,818	1.11	50	21,786	2.30
35–39	35	10,376	3.37	8	10,397	0.77	43	20,774	2.07
40–44	42	9,776	4.30	9	9,920	0.91	51	19,696	2.59
45–49	57	10,376	5.49	10	10,572	0.95	67	20,948	3.20
50–54	87	10,730	8.11	14	11,109	1.26	101	21,839	4.62
55–59	90	10,683	8.42	11	11,297	0.97	101	21,980	4.60
60–64	78	9,316	8.37	14	10,167	1.38	92	19,483	4.72
65–69	45	7,937	5.67	5	8,883	0.56	50	16,820	2.97
70–74	33	5,454	6.05	4	6,356	0.63	37	11,810	3.13
75–79	22	3,724	5.91	0	4,644	0.00	22	8,368	2.63
80+	19	4,678	4.06	2	7,568	0.26	21	12,246	1.71
People ≥65+	*119*	*21,793*	*5.46*	*11*	*27,451*	*0.40*	*130*	*49,244*	*2.64*
Total†	**705**	**159,079**	**4.43**	**129**	**164,049**	**0.79**	**840**	**323,128**	**2.60**

Sources: 2016 ARF. NASS GES 2015. Bureau of the Census population projections.
*Rate per million resident population. Population estimates from *Annual Estimates of the Resident Population for Selected Age Groups by Sex for the United States, States, Counties and Puerto Rico Commonwealth and Municipios: April 1, 2010 to July 1, 2015;* Source: U.S. Census Bureau, Population Division; Release Date: June 2016. Retrieved from http://factfinder2.census.gov/bkmk/table/1.0/en/PEP/2015/PEPSR5H.
†Six pedalcyclist of unknown gender not included. Total includes 5 males killed of unknown age.

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 35 percent of the traffic crashes that resulted in pedalcyclist fatalities in 2016 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). In 29 percent of the crashes, either the driver or the pedalcyclist (or both) was reported to have BACs of .08 g/dL or higher.

Table 3
Alcohol Involvement of Drivers and Pedalcyclists in Crashes Resulting in Pedalcyclist Fatalities, 2016

	Driver, BAC=.00		Driver, BAC=.01–.07		Driver, BAC=.08+		Total	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Pedalcyclist, BAC=.00	541	65%	22	3%	64	8%	628	76%
Pedalcyclist, BAC=.01–.07	27	3%	3	0%	2	0%	32	4%
Pedalcyclist, BAC=.08+	141	17%	6	1%	24	3%	171	21%
Total	709	85%	31	4%	90	11%	831	100%

Source: FARS 2016 ARF.
Note: The alcohol levels in this table were determined using the alcohol levels of pedalcyclists killed and the involved drivers (killed or surviving).

More than one-fourth (26%) of the pedalcyclists killed in 2016 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 33 percent of pedalcyclists killed had BACs of .01 g/dL or higher and 27 percent had BACs of .08 g/dL or higher.

As shown in Table 4, in 2007 the age group 45-to-54 had the highest alcohol involvement (45%) at .01+ g/dL and the age group 35-to-44 had the highest alcohol involvement (38%) at .08+ g/dL; the 25-to-34 age group also had a large percent at both .01+ and .08+.

In 2016, the percentage of those with any level of alcohol involvement were generally lower than in 2007. Those in the 35-to-44 and 45-to-54 age groups had highest percentage of fatally injured pedalcyclists at both the .01+ and the .08+ BAC levels in 2016.

Table 4
Alcohol Involvement of Pedalcyclists Killed in Traffic Crashes, by Age, 2007 and 2016

Age Group (Years)	2007					2016				
	Number of Fatalities	Percentage With BAC=.00	Percentage With BAC=.01–.07	Percentage With BAC=.08+	Percentage With BAC=.01+	Number of Fatalities	Percentage With BAC=.00	Percentage With BAC=.01–.07	Percentage With BAC=.08+	Percentage With BAC=.01+
16–20	47	86%	5%	9%	14%	40	92%	0%	8%	8%
21–24	29	80%	2%	18%	20%	40	70%	6%	24%	30%
25–34	88	57%	8%	34%	43%	97	74%	4%	23%	26%
35–44	116	59%	3%	38%	41%	94	69%	4%	27%	31%
45–54	146	55%	11%	33%	45%	168	62%	7%	31%	38%
55–64	95	75%	5%	20%	25%	193	74%	4%	21%	26%
65–74	47	89%	3%	8%	11%	87	87%	3%	11%	13%
75–84	17	89%	8%	3%	11%	31	92%	1%	7%	8%
85+	2	100%	0%	0%	0%	12	94%	0%	6%	6%
Total*	587	67%	6%	27%	33%	762	74%	4%	22%	26%

Source: FARS 2007 Final File, 2016 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 2016.

- Ninety-five percent (800) of the pedalcyclists killed were involved in single-vehicle crashes.
- Pedalcyclists were struck by the front of the vehicle in 78 percent of the fatal crashes.
- Light trucks were the most frequently involved vehicle in motor vehicle crashes in which a pedalcyclist was killed. Forty-two percent (334 of the 800) of the pedalcyclists killed were contacted by light trucks. In 83 percent (276) 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 half of the pedalcyclists killed were struck by the front of the large truck, and one-half were contacted by the front of the bus, compared to over 80 percent for other vehicles.
- The right side of the large truck was the most fequent impact point, accounting for 22 percent of the fatalities, whereas for passenger vehicles this percentage was 10 percent or less. This could be due to the wide right turns required of a large truck.

Table 5
Pedalcyclists Killed in Single-Vehicle Crashes, by Vehicle Type Involved and Point of Impact, 2016

Vehicle Type	Initial Point of Impact on Vehicle										Total
	Front		Right Side		Left Side		Rear		Other/Unknown		
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number
Passenger Car	263	88.6%	15	5.1%	3	1.0%	1	0.3%	15	5.1%	297
Light Trucks*	276	82.6%	33	9.9%	9	2.7%	4	1.2%	12	3.6%	334
SUV	*105*	*87.5%*	*5*	*4.2%*	*6*	*5.0%*	*2*	*1.7%*	*2*	*1.7%*	*120*
Pickup	*134*	*81.7%*	*19*	*11.6%*	*3*	*1.8%*	*2*	*1.2%*	*6*	*3.7%*	*164*
Van	*33*	*73.3%*	*9*	*20.0%*	-	-	-	-	*3*	*6.7%*	*45*
Other/Unknown Light Truck	*4*	*80.0%*	-	-	-	-	-	-	*1*	*20.0%*	*5*
Large Truck	41	48.2%	19	22.4%	8	9.4%	6	7.1%	11	12.9%	85
Bus	6	50.0%	3	25.0%	2	16.7%	-	-	1	8.3%	12
Other/ Unknown Vehicle	39	54.2%	4	5.6%	-	-	1	1.4%	28	38.9%	72
Total	625	78.1%	74	9.3%	22	2.8%	12	1.5%	67	8.4%	800

*Includes other/unknown light trucks.
Source: FARS 2016 ARF

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 fatalities by State for 2016. Among all States and the District of Columbia (DC), fatalities in all motor vehicle traffic crashes in 2016 ranged from 3,623 (California) to 27 (District of Columbia), 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.

In 2016:

- Pedalcyclist fatalities were highest in California (147), Florida (138), and Texas (65). Each other State had 50 or fewer pedalcyclist fatalities.
- There were no pedalcyclist fatalities in Hawaii or South Dakota.
- The percentage of pedalcyclist fatalities among total fatalities in States ranged from a high of 4.3 percent (Florida) to a low of 0.2 percent (Alabama) for those States experiencing pedalcyclist fatalities, compared to the national percentage of 2.2 percent.
- The highest fatality rate per million population was in Florida (6.7 fatalities per million residents) followed by South Carolina (5 fatalities per million residents), compared to the national rate of 2.6. Of those States that experienced pedalcyclist fatalitities, Alabama had the lowest fatality rate per million population (0.41) followed by Nebraska (0.52).

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

Table 6

Motor Vehicle Traffic Crash Fatalities, Pedalcyclist Traffic Fatalities, and Fatality Rates, by State, 2016

State	Resident Population (thousands)	Total Traffic Fatalities	Pedalcyclist Fatalities	Percentage of Total Traffic Fatalities	Pedalcyclist Fatalities per Million Population
Alabama	4,863	1,038	2	0.2%	0.41
Alaska	742	84	1	1.2%	1.35
Arizona	6,931	962	31	3.2%	4.47
Arkansas	2,988	545	3	0.6%	1.00
California	39,250	3,623	147	4.1%	3.75
Colorado	5,541	608	16	2.6%	2.89
Connecticut	3,576	293	5	1.7%	1.40
Delaware	952	119	2	1.7%	2.10
District of Columbia	681	27	1	3.7%	1.47
Florida	20,612	3,174	138	4.3%	6.69
Georgia	10,310	1,554	29	1.9%	2.81
Hawaii	1,429	120	0	0%	0
Idaho	1,683	253	6	2.4%	3.56
Illinois	12,802	1,082	20	1.8%	1.56
Indiana	6,633	821	19	2.3%	2.86
Iowa	3,135	404	8	2.0%	2.55
Kansas	2,907	429	5	1.2%	1.72
Kentucky	4,437	834	9	1.1%	2.03
Louisiana	4,682	757	22	2.9%	4.70
Maine	1,331	161	4	2.5%	3.00
Maryland	6,016	505	16	3.2%	2.66
Massachusetts	6,812	389	10	2.6%	1.47
Michigan	9,928	1,064	38	3.6%	3.83
Minnesota	5,520	392	7	1.8%	1.27
Mississippi	2,989	690	5	0.7%	1.67
Missouri	6,093	945	8	0.8%	1.31
Montana	1,043	190	3	1.6%	2.88
Nebraska	1,907	218	1	0.5%	0.52
Nevada	2,940	328	6	1.8%	2.04
New Hampshire	1,335	136	2	1.5%	1.50
New Jersey	8,944	601	18	3.0%	2.01
New Mexico	2,081	402	4	1.0%	1.92
New York	19,745	1,025	38	3.7%	1.92
North Carolina	10,147	1,450	17	1.2%	1.68
North Dakota	758	113	3	2.7%	3.96
Ohio	11,614	1,132	18	1.6%	1.55
Oklahoma	3,924	683	5	0.7%	1.27
Oregon	4,093	495	10	2.0%	2.44
Pennsylvania	12,784	1,188	16	1.3%	1.25
Rhode Island	1,056	51	2	3.9%	1.89
South Carolina	4,961	1,015	25	2.5%	5.04
South Dakota	865	116	0	0%	0
Tennessee	6,651	1,041	9	0.9%	1.35
Texas	27,863	3,776	65	1.7%	2.33
Utah	3,051	281	5	1.8%	1.64
Vermont	625	62	1	1.6%	1.60
Virginia	8,412	760	10	1.3%	1.19
Washington	7,288	537	17	3.2%	2.33
West Virginia	1,831	269	1	0.4%	0.55
Wisconsin	5,779	607	11	1.8%	1.90
Wyoming	586	112	1	0.9%	1.71
U.S. Total	323,128	37,461	840	2.2%	2.60
Puerto Rico	3,411	279	9	3.2%	2.64

Source: FARS 2016 ARF. Population estimates from *Estimates of the Total Resident Population and Resident Population Age 18 Years and Older for the United States, States, and Puerto Rico: July 1, 2015* (SCPRC-EST2015-18+POP-RES); Source: U.S. Census Bureau, Population Division; Release Date: December 2015; Retrieved from www.census.gov/popest/data/state/asrh/2015/files/SCPRC-EST2015-18+POP-RES.xlsx.

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 that were pedalcyclist, and the population based fatality rates for both all traffic fatalities and pedalcyclist fatalities in 2016. The large cities with the highest pedestrian fatality rates were Jacksonville (7.95 pedalcyclist fatalities per 1,000,000 people) and Portland (7.81 pedalcyclist fatalities per 1,000,000 people). Of those major cities that had pedalcyclist fatalities, the cities with the lowest fatality rates were San Diego (0.71 pedalcyclist fatalities per 1,000,000 people) and San Francisco (1.15 pedalcyclist fatalities per 1,000,000 people). Four major cities reported zero pedalcyclist fatalities in motor vehicle crashes in 2016—Boston, El Paso, Dallas, and Fresno City.

Table 7

Population, Total Traffic Fatalities, Pedalcyclist Traffic Fatalities, and Fatality Rates in Cities With Populations of 500,000 Or Greater, 2016 (sorted by highest to lowest resident population)

City	Resident Population	Total Traffic Fatalities	Pedalcyclist Fatalities	Percentage of Total Traffic Fatalities	Fatality Rate per 1 Million Population	
					Total	Pedalcyclist
New York city, NY	8,537,673	230	19	8.3%	26.94	2.23
Los Angeles city, CA	3,976,322	315	20	6.3%	79.22	5.03
Chicago city, IL	2,704,958	123	5	4.1%	45.47	1.85
Houston city, TX	2,303,482	248	7	2.8%	107.66	3.04
Phoenix city, AZ	1,615,017	225	8	3.6%	139.32	4.95
Philadelphia city, PA	1,567,872	101	3	3.0%	64.42	1.91
San Antonio city, TX	1,492,510	194	5	2.6%	129.98	3.35
San Diego city, CA	1,406,630	96	1	1.0%	68.25	0.71
Dallas city, TX	1,317,929	190	0	0.0%	144.17	0.00
San Jose city, CA	1,025,350	60	3	5.0%	58.52	2.93
Austin city, TX	947,890	86	2	2.3%	90.73	2.11
Jacksonville city, FL	880,619	149	7	4.7%	169.20	7.95
San Francisco city, CA	870,887	28	1	3.6%	32.15	1.15
Columbus city, OH	860,090	53	1	1.9%	61.62	1.16
Indianapolis city (balance), IN	855,164	96	6	6.3%	112.26	7.02
Fort Worth city, TX	854,113	84	1	1.2%	98.35	1.17
Charlotte city, NC	842,051	93	1	1.1%	110.44	1.19
Seattle city, WA	704,352	27	2	7.4%	38.33	2.84
Denver city, CO	693,060	54	4	7.4%	77.92	5.77
El Paso city, TX	683,080	67	0	0.0%	98.09	0.00
Washington city, DC	681,170	27	1	3.7%	39.64	1.47
Boston city, MA	673,184	27	0	0.0%	40.11	0.00
Detroit city, MI	672,795	118	4	3.4%	175.39	5.95
Nashville-Davidson metropolitan government (balance), TN	660,388	65	1	1.5%	98.43	1.51
Memphis city, TN	652,717	120	2	1.7%	183.85	3.06
Portland city, OR	639,863	43	5	11.6%	67.20	7.81
Oklahoma City, OK	638,367	87	2	2.3%	136.29	3.13
Las Vegas city, NV	632,912	58	2	3.4%	91.64	3.16
Louisville/Jefferson County metro government (balance), KY	616,261	87	2	2.3%	141.17	3.25
Baltimore city, MD	614,664	41	1	2.4%	66.70	1.63
Milwaukee city, WI	595,047	59	1	1.7%	99.15	1.68
Albuquerque city, NM	559,277	94	1	1.1%	168.07	1.79
Tucson city, AZ	530,706	59	3	5.1%	111.17	5.65
Fresno city, CA	522,053	13	0	0.0%	24.90	0.00

Source: FARS 2016 ARF. Population estimates from *Annual Estimates of the Resident Population for Incorporated Places of 50,000 or More, Ranked by July 1, 2016 Population: April 1, 2010 to July 1, 2016;* Source: U.S. Census Bureau, Population Division; Release Date: May 2017. Retrieved from https://factfinder.census.gov/bkmk/table/1.0/en/PEP/2016/PEPANNRSIP.US12A.

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 three feet of clearance when passing a bicyclists 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 makrings on equipment or clothing.

— NHTSA's Office of Safety Programs

For more information on Bicycle Safety visit www.nhtsa.gov/Driving-Safety/Bicycles.

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.

The 2016 CRSS data was released the last week of March 2018. For more information, see the Additional Resources section of the CRSS web page at: https://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 (NCSA), 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. General information on highway traffic safety can be found at www.nhtsa.gov/NCSA. 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 Comparisons of Traffic Fatalities, School-Transportation-Related Crashes, Speeding, State Alcohol 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 from the Fatality Analysis Reporting System and the General Estimates System.* The fact sheets and annual Traffic Safety Facts report can be found at https://crashstats.nhtsa.dot.gov/.

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