Traffic Safety Facts

2014 Data

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DOT HS 812 282

NHTSA

Key Findings

- The 726 pedalcyclist deaths in 2014 accounted for 2 percent of all traffic fatalities during the year.
- Seventy-one percent of all pedalcyclists who died in motor vehicle crashes in 2014 died in crashes in urban areas.
- Over the past 10 years (2005 to 2014), the average age of pedalcyclists killed in motor vehicle crashes has steadily increased from 39 to 45.
- The pedalcyclist fatality rate per capita (rate per *million* people) was almost 8 times greater for males than females in 2014.
- Alcohol involvement – either for the motor vehicle operator or for the pedalcyclist – was reported in more than 35 percent of all fatal pedalcyclist crashes in 2014.
- Twenty-four percent of the pedalcyclists who died in 2014 had blood alcohol concentrations (BACs) of .01 g/dL or greater.

U.S. Department of Transportation

National Highway Traffic Safety Administration

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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 2014 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

Overview

In 2014, there were 726 pedalcyclists killed and an additional 50,000 injured in motor vehicle traffic crashes. Pedalcyclist deaths accounted for 2 percent of all motor vehicle traffic fatalities (Table 1) and made up 2 percent of the people injured in traffic crashes during the year.

The number of pedalcyclists killed in 2014 is 3 percent lower than the 749 pedalcyclists killed in 2013. The decrease in 2014 is the first decrease after 3 years of increases in pedalcyclist fatalities.

Table 1
Total Fatalities and Pedalcyclist Fatalities in Traffic Crashes, 2005–2014

Year	Total Fatalities	Pedalcyclist Fatalities	Percentage of Total Fatalities
2005	43,510	786	1.8%
2006	42,708	772	1.8%
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	32,894	749	2.3%
2014	32,675	726	2.2%

Source: Fatality Analysis Reporting System (FARS) 2005–2013 Final File, 2014 Annual Report File (ARF).

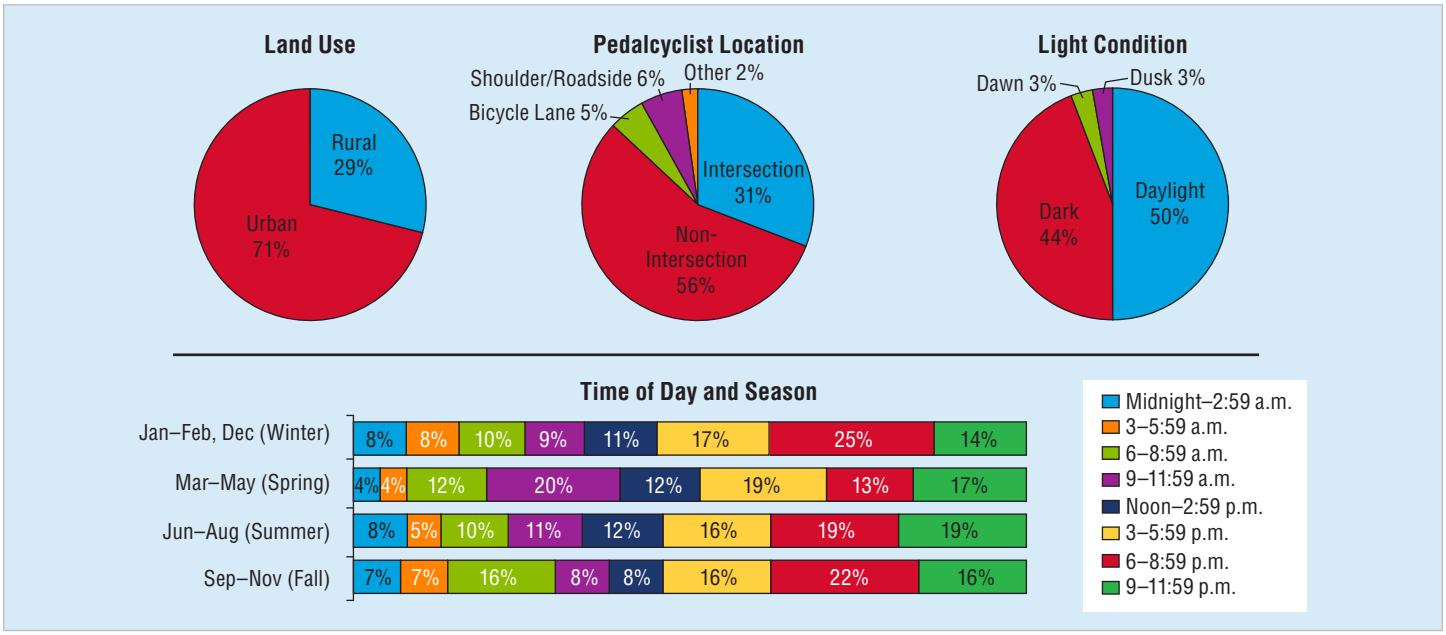
Environmental Characteristics

Figure 1 shows information about the setting surrounding the pedalcyclist fatalities in 2014 including land use, pedalcyclist location, light condition, and time of day and season.

- The majority occurred in urban areas (71%) as opposed to rural areas (29%).
- Half of the fatalities occurred in crashes during daylight. Six percent of the fatalities occurred during dawn or dusk light conditions.
- Most occurred at non-intersections (56%) whereas 5 percent occurred in bicycle lanes.
- Time of day is divided into eight 3-hour intervals starting at midnight, and season is defined by months.
  - In the winter months (January, February, and December of the same calendar year), one-quarter of the pedalcyclist fatalities occurred from 6 p.m. to 8:59 p.m., followed by the interval 3 p.m. to to 5:59 p.m. (17%).
  - The spring season showed a different pattern for frequency of pedalcyclist fatalities. Twenty percent of the fatalities occurred from 9 a.m. to 11:59 a.m. Nineteen percent of the spring pedalcyclist fatalities occurred from 3 p.m. to 5:59 p.m.
  - Summer months had peak frequencies from 6 p.m. to 8:59 p.m. and 9 p.m. to 11:59 p.m. The lowest percentage of pedalcyclist fatalities in the summer occurred between 3 a.m. to 5:59 a.m.
  - During the fall season, 22 percent of the pedalcyclist fatalities occurred between 6 p.m. and 8:59 p.m. Three other intervals each experienced 16 percent of the pedalcyclist fatalities (6 a.m. to 8:59 a.m., 3 p.m. to 5:59 p.m., and 9 p.m. to 11:59 p.m.).

Figure 1

Percentage of Pedalcyclist Fatalities in Relation to Land Use, Pedalcyclist Location, Light Condition, and Time of Day and Season, 2014



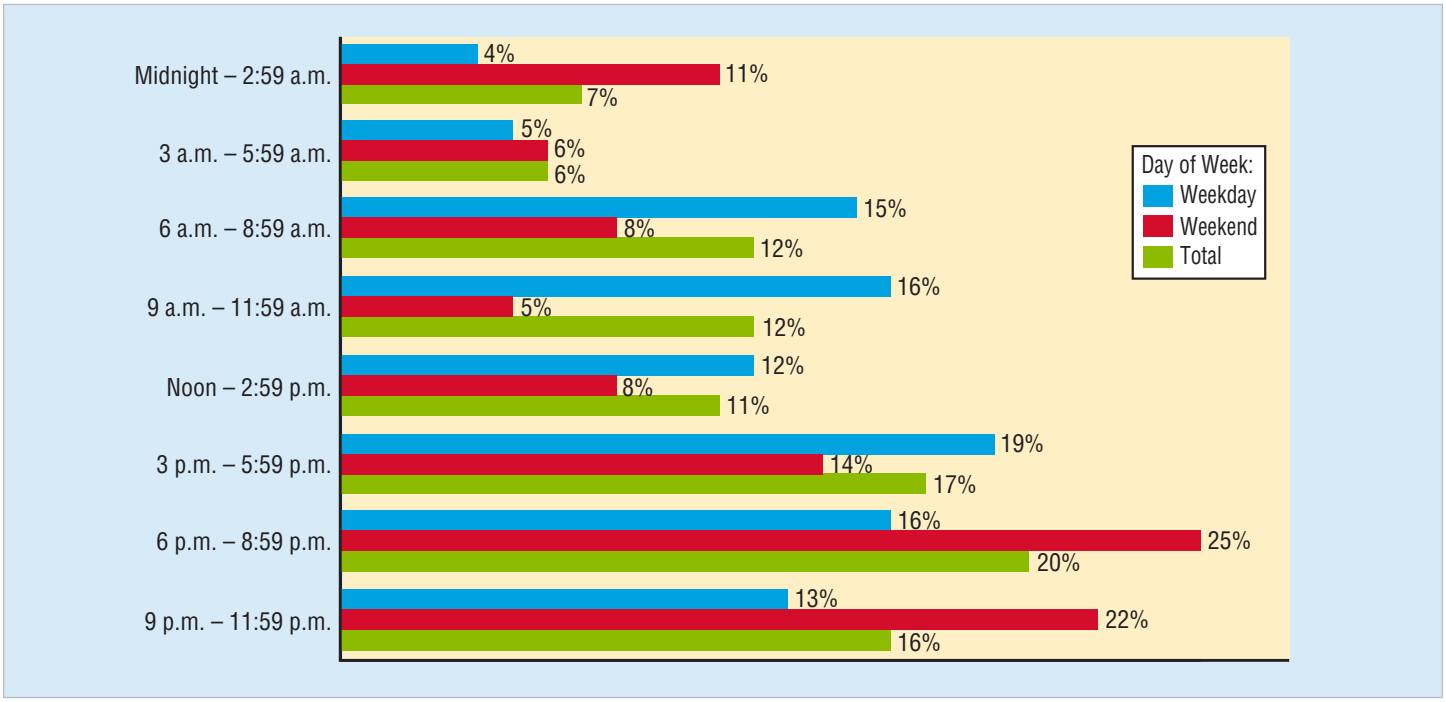
Source: FARS 2014 ARF.
Note: Percentage of unknown values are not displayed.

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 the 2014 pedalcyclist fatalities:

- During the weekdays, the time period with the highest frequency of pedalcyclist fatalities is from 3 p.m. to 5:59 p.m. (19%) compared to weekends during which 6 p.m. to 8:59 p.m. has the most frequent occurrence of pedalcyclist fatalities (25%).
- On the weekends, 11 percent of pedalcyclist fatalities occurred between midnight and 2:59 a.m. During the weekdays, however, only 4 percent of pedalcyclist fatalities occurred during this time.
- The time period with the greatest frequency of pedalcyclist fatalities overall is 6 p.m. to 8:59 p.m. (20%) followed by 3 p.m. to 5:59 p.m. (17%).

Figure 2
Percentage of Pedalcyclist Fatalities, by Time of Day and Day of Week, 2014



Source: FARS 2014 ARF.

Age and Gender

In 2014, the average age of pedalcyclists killed in traffic crashes was 45. During the past 10 years, there has been a steady increase in the average age of pedalcyclists both killed and injured in incidents involving motor vehicles. The average age of pedalcyclist killed has increased from 39 in 2005 to 45 in 2014. The average age of pedalcyclists injured has increased from 29 in 2005 to 33 in 2014.

Pedalcyclists 55 to 59 years old had the highest fatality rate (4.42 per *million* people) based on population. The rate was the highest for both males and females for this age group (7.85 and 1.17, respectively). However, the highest injury rate (376 per *million* people) occurred in the 20-to-24 age group. The rate was highest for both males and females in this age group (523 and 221, respectively).

Children under 15 accounted for 7 percent of all pedalcyclists killed and 11 percent of those injured in traffic crashes in 2014. Table 2 provides a breakdown of pedalcyclist killed and injured in 2014, as well as fatality and injury rates according to the age and gender of the pedalcyclist.

The majority of the pedalcyclists killed or injured in 2014 were males (88% and 82%, respectively). The highest number of male fatalities were 55 to 59 years old (82), and the most males injured were 20 to 24 years old (6,000). In 2014, the pedalcyclist fatality rate per capita was almost 8 times higher for males than for females, and the injury rate per capita was almost 5 times higher for males (see Table 2).

Table 2

Pedalcyclists Killed and Injured and Fatality and Injury Rates, by Age and Gender, 2014

Age (Years)	Male			Female			Total		
	Killed	Population (thousands)	Fatality Rate*	Killed	Population (thousands)	Fatality Rate*	Killed	Population (thousands)	Fatality Rate*
<5	3	10,156	0.30	2	9,721	0.21	5	19,877	0.25
5–9	13	10,478	1.24	6	10,041	0.60	19	20,520	0.93
10–14	24	10,551	2.27	6	10,120	0.59	30	20,672	1.45
Children (≤14)	40	31,185	1.28	10	29,883	0.33	50	61,068	0.82
15–19	41	10,784	3.80	0	10,284	0.00	41	21,068	1.95
20–24	36	11,739	3.07	6	11,173	0.54	42	22,912	1.83
25–29	46	11,161	4.12	5	10,827	0.46	51	21,988	2.32
30–34	34	10,809	3.15	10	10,720	0.93	44	21,529	2.04
35–39	29	9,940	2.92	3	9,982	0.30	32	19,922	1.61
40–44	43	10,219	4.21	6	10,372	0.58	49	20,591	2.38
45–49	52	10,347	5.03	5	10,541	0.47	57	20,888	2.73
50–54	78	11,078	7.04	8	11,493	0.70	86	22,571	3.81
55–59	82	10,444	7.85	13	11,067	1.17	95	21,511	4.42
60–64	55	8,878	6.20	5	9,688	0.52	60	18,566	3.23
65–69	39	7,249	5.38	4	8,076	0.50	43	15,325	2.81
70–74	26	5,100	5.10	3	5,973	0.50	29	11,073	2.62
75–79	16	3,512	4.56	1	4,411	0.23	17	7,922	2.15
80+	18	4,491	4.01	1	7,432	0.13	19	11,923	1.59
Seniors (≥65)	99	20,351	4.86	9	25,892	0.35	108	46,243	2.34
Total†	**640**	**156,936**	**4.08**	**84**	**161,921**	**0.52**	**724**	**318,857**	**2.27**

Age (Years)	Male			Female			Total		
	Injured	Population (thousands)	Injury Rate*	Injured	Population (thousands)	Injury Rate*	Injured	Population (thousands)	Injury Rate*
<5	**	10,156	**	**	9,721	**	**	19,877	**
5–9	1,000	10,478	71	**	10,041	**	1,000	20,520	54
10–14	3,000	10,551	315	1,000	10,120	94	4,000	20,672	207
Children (≤14)	4,000	31,185	135	1,000	29,883	45	6,000	61,068	91
15–19	5,000	10,784	446	1,000	10,284	104	6,000	21,068	279
20–24	6,000	11,739	523	2,000	11,173	221	9,000	22,912	376
25–29	4,000	11,161	356	1,000	10,827	122	5,000	21,988	241
30–34	4,000	10,809	351	1,000	10,720	70	5,000	21,529	211
35–39	3,000	9,940	292	1,000	9,982	56	3,000	19,922	174
40–44	3,000	10,219	315	**	10,372	**	4,000	20,591	175
45–49	3,000	10,347	242	**	10,541	**	3,000	20,888	132
50–54	3,000	11,078	258	**	11,493	**	3,000	22,571	144
55–59	3,000	10,444	276	**	11,067	**	3,000	21,511	150
60–64	1,000	8,878	151	**	9,688	**	1,000	18,566	74
65–69	1,000	7,249	122	**	8,076	**	1,000	15,325	72
70–74	1,000	5,100	222	**	5,973	**	1,000	11,073	105
75–79	**	3,512	**	**	4,411	**	**	7,922	**
80+	**	4,491	**	**	7,432	**	**	11,923	**
Seniors (≥65)	3,000	20,351	124	**	25,892	**	3,000	46,243	62
Total	**41,000**	**156,936**	**262**	**9,000**	**161,921**	**57**	**50,000**	**318,857**	**158**

Sources: 2014 ARF. NASS GES 2014. Bureau of the Census population projections.
*Rate per *million* population.
**Less than 500 injured; injury rate not shown.
†Total includes 5 male fatalities of unknown age; two pedalcyclists of unknown gender are not included.
Note: Injured totals may not equal sum of components due to independent rounding.

Alcohol Involvement

Alcohol involvement (BAC of .01+ g/dL) – either for the motor vehicle driver and/or the pedalcyclist – was reported in 35 percent of the traffic crashes that resulted in pedalcyclist fatalities in 2014 as shown in Table 3. (Note: Table 3 contains data about the number and percentages of crashes rather than the number and percentages of fatalities as in Table 4.) In 30 percent of the crashes, either the driver or the pedalcyclist (or both) was reported to have a BAC of .08 g/dL or higher. Lower alcohol levels (BACs of .01 to .07 g/dL) were reported for the driver and/or the pedalcyclist in 7 percent of the crashes.

Table 3
Crashes That Resulted in Pedalcyclist Fatalities, by Alcohol Involvement, 2014

	Driver, BAC=.00		Driver, BAC=.01–.07		Driver, BAC=.08+		Total	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Pedalcyclist, BAC=.00	470	65%	23	3%	72	10%	565	78%
Pedalcyclist, BAC=.01–.07	17	2%	1	0%	3	0%	21	3%
Pedalcyclist, BAC=.08+	108	15%	8	1%	23	3%	140	19%
Total	595	82%	32	4%	98	13%	725	100%

Source: FARS 2014 ARF.
Note: The alcohol levels in this table were determined using the alcohol levels of pedalcyclists killed and the involved drivers (killed or surviving).

About one-fourth (24%) of the pedalcyclists killed in 2014 had BACs of .01 g/dL or higher, and more than one-fifth (21%) 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 28 percent had BACs of .08 g/dL or higher. In 2005, the age group with the highest alcohol involvement – at both .01+ g/dL and .08+ g/dL – was the 45-to-54 age group whereas in 2014, the highest alcohol involvement was the 35-to-44 age group.

Table 4
Pedalcyclists Killed in Traffic Crashes, by Age and Pedalcyclist Alcohol Involvement, 2005 and 2014

Age Group (Years)	2005					2014				
	Number of Fatalities	Percentage w/ BAC=.00	Percentage w/ BAC=.01–.07	Percentage w/ BAC=.08+	Percentage w/ BAC=.01+	Number of Fatalities	Percentage w/ BAC=.00	Percentage w/ BAC=.01–.07	Percentage w/ BAC=.08+	Percentage w/ BAC=.01+
16–20	47	81%	1%	18%	19%	40	94%	1%	6%	6%
21–24	42	67%	3%	29%	33%	33	89%	0%	11%	11%
25–34	75	66%	3%	30%	34%	95	74%	3%	22%	26%
35–44	152	60%	8%	32%	40%	81	61%	5%	34%	39%
45–54	158	53%	6%	41%	47%	143	69%	2%	29%	31%
55–64	82	75%	3%	23%	25%	155	77%	4%	19%	23%
65–74	48	93%	0%	7%	7%	72	81%	3%	16%	19%
75–84	28	95%	4%	1%	5%	29	91%	4%	4%	9%
85+	4	100%	0%	0%	0%	7	97%	0%	3%	3%
Total*	636	68%	4%	28%	33%	655	76%	3%	21%	24%

Source: FARS 2005 Final File, 2014 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 2014.

- Ninety-six percent (699) of the pedalcyclists killed were involved in single-vehicle crashes.
- Light trucks were the most frequently involved vehicle – 44 percent (308 of 699) of the pedalcyclists killed were contacted by light trucks. In 88 percent of these crashes, the pedalcyclist came in contact with the front of the light truck.
- Pedalcyclists were impacted by the front of the vehicle in 83 percent of the fatal crashes.

- Large trucks showed a different pattern than other vehicles with respect to impact point. Only half of the pedalcyclists killed were contacted by the front of the large truck, compared to over 85 percent for the other vehicles. The right side of the large truck was the impact point in 29 percent of the fatalities, whereas for other vehicles this percentage was 6 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, 2014

	Initial Point of Impact on Vehicle										Total	
	Front		Right Side		Left Side		Rear		Other/Unknown			
Vehicle Type	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Passenger Car	245	89.1%	12	4.4%	5	1.8%	2	0.7%	11	4.0%	275	100.0%
Light Truck*	270	87.7%	14	4.5%	8	2.6%	4	1.3%	12	3.9%	308	100.0%
SUV	101	85.6%	7	5.9%	4	3.4%	2	1.7%	4	3.4%	118	100.0%
Pickup	110	86.6%	5	3.9%	4	3.1%	2	1.6%	6	4.7%	127	100.0%
Van	57	93.4%	2	3.3%	–	–	–	–	2	3.3%	61	100.0%
Other/Unknown Light Truck	2	100.0%	–	–	–	–	–	–	–	–	2	100.0%
Large Truck	30	50.8%	17	28.8%	3	5.1%	2	3.4%	7	11.9%	59	100.0%
Bus	12	85.7%	–	–	1	7.1%	1	7.1%	–	–	14	100.0%
Other/ Unknown Vehicle	23	53.5%	1	2.3%	–	–	2	4.7%	17	39.5%	43	100.0%
Total	580	83.0%	44	6.3%	17	2.4%	11	1.6%	47	6.7%	699	100.0%

*Includes other/unknown light trucks
Source: FARS 2014 ARF

Fatalities by State

Table 6 shows total traffic fatalities, pedalcyclist fatalities, population, and fatality rates by State in 2014. Among all States and the District of Columbia, fatalities in all motor vehicle traffic crashes in 2014 ranged from 3,538 (highest) to 23 (lowest), in part depending on the size and population of the State and DC. Included also in Table 6 is Puerto Rico, which is not included in the overall U.S. total. In 2014:

- Pedalcyclist fatalities were highest in Florida (139), California (128), and Texas (50).
- There were no pedalcyclist fatalities in Rhode Island and Vermont.
- The percentage of pedalcyclist fatalities among total fatalities in States ranged from a high of 5.6 percent (Florida) to a low of 0.5 percent (Tennessee) for those States experiencing pedalcyclist fatalities, compared to the national percentage of 2.2 percent.
- The highest fatality rate per *million* population was in Wyoming (8.56 fatalities per *million* residents) followed by Florida (6.99 fatalities per *million* residents), compared to the national rate of 2.28. Of those States that experienced pedalcyclist fatalitities, Wisconsin had the lowest fatality rate per *million* population (0.69) followed by Tennessee (0.76).

Table 6

Total and Pedalcyclist Traffic Fatalities and Fatality Rates, by State, 2014

State	Resident Population (thousands)	Total Traffic Fatalities	Pedalcyclist Fatalities	Percentage of Total Traffic Fatalities	Pedalcyclist Fatalities per Million Population
Alabama	4,849	820	9	1.1%	1.86
Alaska	737	73	3	4.1%	4.07
Arizona	6,731	770	29	3.8%	4.31
Arkansas	2,966	466	7	1.5%	2.36
California	38,803	3,074	128	4.2%	3.30
Colorado	5,356	488	10	2.0%	1.87
Connecticut	3,597	248	3	1.2%	0.83
Delaware	936	121	3	2.5%	3.21
Dist of Columbia	659	23	1	4.3%	1.52
Florida	19,893	2,494	139	5.6%	6.99
Georgia	10,097	1,164	19	1.6%	1.88
Hawaii	1,420	95	4	4.2%	2.82
Idaho	1,634	186	2	1.1%	1.22
Illinois	12,881	924	27	2.9%	2.10
Indiana	6,597	746	12	1.6%	1.82
Iowa	3,107	321	4	1.2%	1.29
Kansas	2,904	385	7	1.8%	2.41
Kentucky	4,413	672	4	0.6%	0.91
Louisiana	4,650	737	12	1.6%	2.58
Maine	1,330	131	2	1.5%	1.50
Maryland	5,976	442	5	1.1%	0.84
Massachusetts	6,745	328	8	2.4%	1.19
Michigan	9,910	901	22	2.4%	2.22
Minnesota	5,457	361	5	1.4%	0.92
Mississippi	2,994	607	6	1.0%	2.00
Missouri	6,064	766	5	0.7%	0.82
Montana	1,024	192	2	1.0%	1.95
Nebraska	1,882	225	2	0.9%	1.06
Nevada	2,839	290	8	2.8%	2.82
New Hampshire	1,327	95	3	3.2%	2.26
New Jersey	8,938	556	11	2.0%	1.23
New Mexico	2,086	383	5	1.3%	2.40
New York	19,746	1,039	46	4.4%	2.33
North Carolina	9,944	1,284	19	1.5%	1.91
North Dakota	739	135	3	2.2%	4.06
Ohio	11,594	1,006	11	1.1%	0.95
Oklahoma	3,878	669	4	0.6%	1.03
Oregon	3,970	357	7	2.0%	1.76
Pennsylvania	12,787	1,195	19	1.6%	1.49
Rhode Island	1,055	52	0	0	0
South Carolina	4,832	824	14	1.7%	2.90
South Dakota	853	136	2	1.5%	2.34
Tennessee	6,549	962	5	0.5%	0.76
Texas	26,957	3,538	50	1.4%	1.85
Utah	2,943	256	9	3.5%	3.06
Vermont	627	44	0	0	0
Virginia	8,326	703	12	1.7%	1.44
Washington	7,062	462	7	1.5%	0.99
West Virginia	1,850	272	2	0.7%	1.08
Wisconsin	5,758	507	4	0.8%	0.69
Wyoming	584	150	5	3.3%	8.56
U.S. Total	318,857	32,675	726	2.2%	2.28
Puerto Rico	3,548	304	12	3.9%	3.38

Source: FARS 2014 ARF.

Fatalities by City

For each U.S. city with a population of over 500,000, Table 7 shows population, total traffic fatalities, pedalcyclist fatalities, and fatality rates (both overall fatality rates and pedalcyclist fatality rates) in 2014. The large cities with the highest pedalcyclist fatality rates were both in Arizona: Tucson (11.36 pedalcyclist fatalities per 1,000,000 people) and Phoenix (7.16 pedalcyclist fatalities per 1,000,000 people). Of those major cities that had pedalcyclist fatalities, the cities with the lowest fatality rates were both in Texas: San Antonio (0.70 pedalcyclist fatalities per 1,000,000 people) and Dallas (0.78 pedalcyclist fatalities per 1,000,000 people). Seven major cities did not have any pedalcyclist fatalities in 2014.

Table 7

People Killed, Pedalcyclists Killed, Population, and Fatality Rates in Cities With a Population of 500,000 or Greater, 2014

City	Resident Population	Total Traffic Fatalities	Pedalcyclist Fatalities	Percentage of Total Traffic Fatalities	Fatality Rate per 1,000,000 Population	
					Total	Pedalcyclist
New York, NY	8,491,079	248	20	8.1%	29.21	2.36
Los Angeles, CA	3,928,864	240	7	2.9%	61.09	1.78
Chicago, IL	2,722,389	120	6	5.0%	44.08	2.20
Houston, TX	2,239,558	232	6	2.6%	103.59	2.68
Philadelphia, PA	1,560,297	97	3	3.1%	62.17	1.92
Phoenix, AZ	1,537,058	177	11	6.2%	115.16	7.16
San Antonio, TX	1,436,697	147	1	0.7%	102.32	0.70
San Diego, CA	1,381,069	79	3	3.8%	57.20	2.17
Dallas, TX	1,281,047	154	1	0.6%	120.21	0.78
San Jose, CA	1,015,785	55	2	3.6%	54.15	1.97
Austin, TX	912,791	58	0	0.0%	63.54	0.00
Jacksonville, FL	853,382	106	1	0.9%	124.21	1.17
San Francisco, CA	852,469	32	2	6.3%	37.54	2.35
Indianapolis, IN	848,788	83	1	1.2%	97.79	1.18
Columbus, OH	835,957	49	3	6.1%	58.62	3.59
Fort Worth, TX	812,238	76	1	1.3%	93.57	1.23
Charlotte, NC	809,958	62	1	1.6%	76.55	1.23
Detroit, MI	680,250	125	3	2.4%	183.76	4.41
El Paso, TX	679,036	49	0	0.0%	72.16	0.00
Seattle, WA	668,342	18	2	11.1%	26.93	2.99
Denver, CO	663,862	42	3	7.1%	63.27	4.52
Washington, DC	658,893	23	1	4.3%	34.91	1.52
Memphis, TN	656,861	89	0	0.0%	135.49	0.00
Boston, MA	655,884	22	1	4.5%	33.54	1.52
Nashville-Davidson metropolitan area, TN	644,014	52	0	0.0%	80.74	0.00
Baltimore, MD	622,793	30	1	3.3%	48.17	1.61
Oklahoma City, OK	620,602	68	2	2.9%	109.57	3.22
Portland, OR	619,360	21	0	0.0%	33.91	0.00
Las Vegas, NV	613,599	39	0	0.0%	63.56	0.00
Louisville/Jefferson County metropolitan area, KY	612,780	70	1	1.4%	114.23	1.63
Milwaukee, WI	599,642	50	0	0.0%	83.38	0.00
Albuquerque, NM	557,169	55	1	1.8%	98.71	1.79
Tucson, AZ	527,972	51	6	11.8%	96.60	11.36
Fresno, CA	515,986	21	1	4.8%	40.70	1.94

Source: FARS 2014 ARF, Population – U.S. 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 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 markings on equipment or clothing.

— NHTSA's Office of Safety Programs

This fact sheet contains information on motor vehicle fatalities and fatal crashes, based on data from the Fatality Analysis Reporting System (FARS). FARS is a census of fatal crashes within the 50 States, the District of Columbia, and Puerto Rico (although Puerto Rico is not included in U.S. totals). Crash and injury statistics are based on data from the National Automotive Sampling System (NASS) General Estimates System (GES). The NASS GES is a probability-based sample of police-reported crashes, from 60 locations across the country, from which estimates of national totals for injury and property-damage-only crashes are derived.

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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 ncsaweb@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, Older Population, Passenger Vehicles, Pedestrians, Rural/Urban Comparisons, 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 www-nrd.nhtsa.dot.gov/cats/index.aspx.

U.S. Department of Transportation

National Highway Traffic Safety Administration