Traffic Safety Facts

2019 Data

October 2021

DOT HS 813 197

In this fact sheet for 2019 the information is presented as follows.

- <u>Overview</u>
- <u>Age and Sex</u>
- <u>Alcohol</u>
- Crash Characteristics
- Time of Day and Day of Week
- Vehicle Type and Impact Point
- <u>State</u>
- <u>City</u>
- Important Safety Reminders

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. This fact sheet does not include pedalcyclist crashes that do not involve motor vehicles.

Key Findings

- In 2019 there were 846 pedalcyclist fatalities, which accounted for 2.3 percent of all traffic fatalities during the year.
- The 846 pedalcyclists killed in 2019 are 3 percent lower than the 871 pedalcyclists killed in 2018.
- In 2019 an estimated 49,000 pedalcyclists were injured, a 5.4-percent increase from 47,000 pedalcyclists injured in 2018.
- In 2019 the pedalcyclist fatality rate per 100,000 people was 6 times higher for males than females. The injury rate for pedalcyclists per 100,000 people was almost 5 times higher for males than for females.
- Alcohol involvement (BAC=.01+ g/dL) either for the motor vehicle driver involved in a fatal pedalcyclist crash and/ or the killed pedalcyclist – was reported in 34 percent of all fatal pedalcyclist crashes in 2019.
- Twenty-five percent of the pedalcyclists who died in 2019 had blood alcohol concentrations (BACs) of .01 grams per deciliter (g/dL) or greater.
- Seventy-eight percent of pedalcyclists who died in traffic crashes in 2019 were in urban areas.

This fact sheet contains information on fatal motor vehicle traffic crashes based on data from the Fatality Analysis Reporting System (FARS) and non-fatal motor vehicle traffic crashes from the National Automotive Sampling System (NASS) General Estimates System (GES) and Crash Report Sampling System (CRSS). Refer to the end of this publication for more information on FARS, NASS GES, and CRSS.

A motor vehicle traffic crash is defined as an incident that involved one or more motor vehicles in transport that originated on a public trafficway, such as a road or highway. Crashes that occurred on private property, including parking lots and driveways, are excluded. The terms "motor vehicle traffic crash" and "traffic crash" are used interchangeably.



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

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Overview

In 2019 there were 846 pedalcyclists killed in traffic crashes in the United States, a decline of 3 percent from 871 in 2018. Pedalcyclist deaths accounted for 2.3 percent of all traffic fatalities (Table 1) in 2019.

Table 1 presents the distribution of pedalcyclist fatalities as a percentage of total fatalities as well as pedalcyclists injured as a percentage of total people injured in the 10-year period from

2010 to 2019. Pedalcyclist deaths have accounted from a high of 2.4 percent to a low of 1.9 percent in those 10 years.

In 2019 an estimated 49,000 pedalcyclists were injured, a 5.4-percent increase from 47,000 pedalcyclists injured in 2018. Pedalcyclists injured made up of 1.8 percent of the total people injured in 2019.

Table 1

Total Fa	talities and Pe	dalcyclist Fatalities	, and Total Injured	and Peo	dalcyclists Inju	red in Traffic Crast	ıes, 2010–2019

		Pedalcyclist Fatalities				Pe	dalcyclists Injured
Year	Total Fatalities	Number	Percentage of Total Fatalities	Year	Total Injured	Number	Percentage of Total Injured*
2010	32,999	623	1.9%	2010	2,248,000	52,000	2.3%
2011	32,479	682	2.1%	2011	2,227,000	48,000	2.2%
2012	33,782	734	2.2%	2012	2,369,000	49,000	2.1%
2013	32,893	749	2.3%	2013	2,319,000	48,000	2.1%
2014	32,744	729	2.2%	2014	2,343,000	50,000	2.2%
2015	35,484	829	2.3%	2015	2,455,000	45,000	1.8%
2016	37,806	853	2.3%	2016 [†]	3,062,000	64,000	2.1%
2017	37,473	806	2.2%	2017†	2,745,000	50,000	1.8%
2018	36,835	871	2.4%	2018 [†]	2,710,000	47,000	1.7%
2019	36,096	846	2.3%	2019†	2,740,000	49,000	1.8%

Sources: FARS 2010–2018 Final File, 2019 Annual Report File (ARF); NASS GES 2010–2015 and CRSS 2016–2019

*Percentages were calculated using injury estimates before rounding.

[†]CRSS estimates and NASS GES estimates are not comparable due to different sample designs. Refer to end of document for more information about CRSS.

Age and Sex

Over the 10-year period from 2010 to 2019, the average age of pedalcyclists killed in traffic crashes has steadily increased from 42 in 2010 to 48 in 2019.

Table 2 contains the number of pedalcyclists killed and injured in 2019 by age group and sex. For each sex and the total, fatality and injury rates per 100,000 population are calculated by age group. In 2019 the majority of pedalcyclists killed (86%) were males. The population-based pedalcyclist fatality rate was 6 times higher for males than for females. The pedalcyclist injury rate was almost 5 times higher for males than for females. The overall male pedalcyclist injury rate was 25, compared with 5 for females.

The largest number of pedalcyclist fatalities were in the 55-to-59 age group. Pedalcyclists in the 55-to-59 and 65-to-69 age groups each had the highest fatality rate (0.46 per 100,000 people) based on population. The highest pedalcyclist injury rate by age group were those 15-to-20 followed by 21-to-24 (32 and 25 per 100,000 population, respectively).

In 2019 children 14 and younger accounted for 5 percent of all pedalcyclists killed. The population-based injury rate for children 14 and younger was 11 per 100,000 population.

Table 2

Pedalcyclists Killed and Injured in Traffic Crashes, and Fatality and Injury Rates per 100,000 Population, by Age Group and Sex, 2019

		Male			Female		Total*			
Age Group	Killed	Population	Fatality Rate	Killed	Population	Fatality Rate	Killed	Population	Fatality Rate	
<5	3	10,009,207	0.03	2	9,567,476	0.02	5	19,576,683	0.03	
5-9	10	10,322,762	0.10	0	9,873,133	0.00	10	20,195,895	0.05	
10-14	22	10,618,261	0.21	3	10,180,007	0.03	25	20,798,268	0.12	
Children (≤14)	35	30,950,230	0.11	5	29,620,616	0.02	40	60,570,846	0.07	
15-20	38	12,928,746	0.29	8	12,395,507	0.06	46	25,324,253	0.18	
21-24	29	8,881,613	0.33	3	8,481,644	0.04	32	17,363,257	0.18	
25-29	36	12,004,570	0.30	12	11,504,446	0.10	48	23,509,016	0.20	
30-34	46	11,354,610	0.41	13	11,076,695	0.12	59	22,431,305	0.26	
35-39	49	10,884,941	0.45	11	10,852,580	0.10	60	21,737,521	0.28	
40-44	40	9,907,139	0.40	12	10,014,484	0.12	52	19,921,623	0.26	
45-49	55	10,085,355	0.55	6	10,312,396	0.06	61	20,397,751	0.30	
50-54	72	10,086,611	0.71	10	10,390,540	0.10	82	20,477,151	0.40	
55-59	92	10,642,489	0.86	9	11,234,902	0.08	101	21,877,391	0.46	
60-64	77	9,856,730	0.78	13	10,714,416	0.12	90	20,571,146	0.44	
65-69	72	8,199,773	0.88	7	9,255,228	0.08	80	17,455,001	0.46	
70-74	32	6,499,806	0.49	5	7,528,626	0.07	37	14,028,432	0.26	
75-79	22	4,318,499	0.51	3	5,334,166	0.06	25	9,652,665	0.26	
80+	27	5,056,212	0.53	2	7,865,953	0.03	29	12,922,165	0.22	
Ages 65+	153	24,074,290	0.64	17	29,983,973	0.06	171	54,058,263	0.32	
Total ¹	725	161,657,324	0.45	119	166,582,199	0.07	846	328,239,523	0.26	
	Mala						Total			
		Male			Female			Total		
Age Group	Injured	Male Population	Injury Rate ²	Injured	Female Population	Injury Rate ²	Injured	Total Population	Injury Rate ²	
Age Group 0-4	Injured **	Male Population 10,009,207	Injury Rate ²	Injured **	Female Population 9,567,476	Injury Rate ²	Injured **	Total Population 19,576,683	Injury Rate ²	
Age Group 0-4 5-9	Injured ** 1,000	Male Population 10,009,207 10,322,762	Injury Rate ² ** 10	Injured ** **	Female Population 9,567,476 9,873,133	Injury Rate ² ** **	Injured ** 2,000	Total Population 19,576,683 20,195,895	Injury Rate ² ** 8	
Age Group 0-4 5-9 10-14	Injured ** 1,000 4,000	Male Population 10,009,207 10,322,762 10,618,261	Injury Rate ² ** 10 39	Injured ** ** 1,000	Female Population 9,567,476 9,873,133 10,180,007	Injury Rate ² ** ** 9	Injured ** 2,000 5,000	Total Population 19,576,683 20,195,895 20,798,268	Injury Rate ² ** 8 24	
Age Group 0-4 5-9 10-14 <i>Children</i> (≤14)	Injured ** 1,000 4,000 5,000	Male Population 10,009,207 10,322,762 10,618,261 30,950,230	Injury Rate ² ** 10 39 17	Injured ** 1,000 1,000	Female Population 9,567,476 9,873,133 10,180,007 29,620,616	Injury Rate ² ** 9 5	Injured ** 2,000 5,000 7,000	Total Population 19,576,683 20,195,895 20,798,268 60,570,846	Injury Rate ² ** 8 24 11	
Age Group 0-4 5-9 10-14 <i>Children (≤14)</i> 15-20	Injured ** 1,000 4,000 5,000 7,000	Male Population 10,009,207 10,322,762 10,618,261 30,950,230 12,928,746	Injury Rate ² ** 10 39 17 51	Injured ** 1,000 1,000 1,000	Female Population 9,567,476 9,873,133 10,180,007 29,620,616 12,395,507	Injury Rate ² ** 9 5 12	Injured ** 2,000 5,000 7,000 8,000	Total Population 19,576,683 20,195,895 20,798,268 60,570,846 25,324,253	Injury Rate ² ** 8 24 11 32	
Age Group 0-4 5-9 10-14 <i>Children (≤14)</i> 15-20 21-24	Injured ** 1,000 4,000 5,000 7,000 3,000	Male Population 10,009,207 10,322,762 10,618,261 30,950,230 12,928,746 8,881,613	Injury Rate ² ** 10 39 17 51 38	Injured ** 1,000 1,000 1,000 1,000	Female Population 9,567,476 9,873,133 10,180,007 29,620,616 12,395,507 8,481,644	Injury Rate ² ** 9 5 12 11	Injured ** 2,000 5,000 7,000 8,000 4,000	Total Population 19,576,683 20,195,895 20,798,268 60,570,846 25,324,253 17,363,257	Injury Rate ² ** 8 24 11 32 25	
Age Group 0-4 5-9 10-14 <i>Children</i> (≤14) 15-20 21-24 25-29	Injured ** 1,000 4,000 5,000 7,000 3,000 4,000	Male Population 10,009,207 10,322,762 10,618,261 30,950,230 12,928,746 8,881,613 12,004,570	Injury Rate ² ** 10 39 17 51 38 36	Injured ** ** 1,000 1,000 1,000 1,000 1,000 1,000 1,000	Female Population 9,567,476 9,873,133 10,180,007 29,620,616 12,395,507 8,481,644 11,504,446	Injury Rate ² ** 9 5 12 11 8	Injured ** 2,000 5,000 7,000 8,000 4,000 5,000	Total Population 19,576,683 20,195,895 20,798,268 60,570,846 25,324,253 17,363,257 23,509,016	Injury Rate ² ** 8 24 11 32 25 22	
Age Group 0-4 5-9 10-14 Children (≤14) 15-20 21-24 25-29 30-34	Injured ** 1,000 4,000 5,000 7,000 3,000 4,000 3,000	Male Population 10,009,207 10,322,762 10,618,261 30,950,230 12,928,746 8,881,613 12,004,570 11,354,610	Injury Rate ² ** 10 39 17 51 38 36 27	Injured ** ** 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000	Female Population 9,567,476 9,873,133 10,180,007 29,620,616 12,395,507 8,481,644 11,504,446 11,076,695	Injury Rate ² ** 9 5 12 11 8 6	Injured ** 2,000 5,000 7,000 8,000 4,000 5,000 4,000	Total Population 19,576,683 20,195,895 20,798,268 60,570,846 25,324,253 17,363,257 23,509,016 22,431,305	Injury Rate ² ** 8 24 11 32 25 22 17	
Age Group 0-4 5-9 10-14 <i>Children (≤14)</i> 15-20 21-24 25-29 30-34 35-39	Injured ** 1,000 4,000 5,000 7,000 3,000 4,000 3,000 2,000	Male Population 10,009,207 10,322,762 10,618,261 30,950,230 12,928,746 8,881,613 12,004,570 11,354,610 10,884,941	Injury Rate ² ** 10 39 17 51 38 36 27 23	Injured ** 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000	Female Population 9,567,476 9,873,133 10,180,007 29,620,616 12,395,507 8,481,644 11,504,446 11,076,695 10,852,580	Injury Rate ² ** 9 5 12 11 8 6 5 5	Injured ** 2,000 5,000 7,000 8,000 4,000 5,000 4,000 3,000	Total Population 19,576,683 20,195,895 20,798,268 60,570,846 25,324,253 17,363,257 23,509,016 22,431,305 21,737,521	Injury Rate ² ** 8 24 11 32 25 25 22 17 14	
Age Group 0-4 5-9 10-14 <i>Children (≤14)</i> 15-20 21-24 25-29 30-34 35-39 40-44	Injured ** 1,000 4,000 5,000 7,000 3,000 4,000 3,000 2,000 2,000	Male Population 10,009,207 10,322,762 10,618,261 30,950,230 12,928,746 8,881,613 12,004,570 11,354,610 10,884,941 9,907,139	Injury Rate ² ** 10 39 17 51 38 36 36 27 23 19	Injured ** ** 1,000 1,00	Female Population 9,567,476 9,873,133 10,180,007 29,620,616 12,395,507 8,481,644 11,504,446 11,076,695 10,852,580 10,014,484	Injury Rate ² ** 9 5 12 11 8 6 5 5 5 5	Injured ** 2,000 5,000 7,000 8,000 4,000 5,000 4,000 3,000 2,000	Total Population 19,576,683 20,195,895 20,798,268 60,570,846 25,324,253 17,363,257 23,509,016 22,431,305 21,737,521 19,921,623	Injury Rate ² ** 8 24 11 32 25 22 17 14 12	
Age Group 0-4 5-9 10-14 Children (≤14) 15-20 21-24 25-29 30-34 35-39 40-44 45-49	Injured ** 1,000 4,000 5,000 7,000 3,000 4,000 3,000 2,000 2,000 2,000 2,000	Male Population 10,009,207 10,322,762 10,618,261 30,950,230 12,928,746 8,881,613 12,004,570 11,354,610 10,884,941 9,907,139 10,085,355	Injury Rate ² *** 10 39 17 51 51 38 36 27 23 19 23	Injured ** ** 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 **	Female Population 9,567,476 9,873,133 10,180,007 29,620,616 12,395,507 8,481,644 11,504,446 11,076,695 10,852,580 10,014,484 10,312,396	Injury Rate ² *** 9 5 12 11 8 6 6 5 5 5 **	Injured ** 2,000 5,000 7,000 8,000 4,000 5,000 4,000 3,000 2,000 3,000 3,000	Total Population 19,576,683 20,195,895 20,798,268 60,570,846 25,324,253 17,363,257 23,509,016 22,431,305 21,737,521 19,921,623 20,397,751	Injury Rate ² ** 8 24 11 32 25 22 17 14 12 14 12 14	
Age Group 0-4 5-9 10-14 <i>Children (≤14)</i> 15-20 21-24 25-29 30-34 35-39 40-44 45-49 50-54	Injured ** 1,000 4,000 5,000 7,000 3,000 4,000 3,000 2,000 2,000 2,000 3,000	Male Population 10,009,207 10,322,762 10,618,261 30,950,230 12,928,746 8,881,613 12,004,570 11,354,610 10,884,941 9,907,139 10,085,355 10,086,611	Injury Rate ² ** 10 39 17 51 51 38 36 27 23 19 23 19 23 29	Injured ** ** 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000	Female Population 9,567,476 9,873,133 10,180,007 29,620,616 12,395,507 8,481,644 11,504,446 11,076,695 10,852,580 10,014,484 10,312,396 10,390,540	Injury Rate ² ** 9 5 12 11 8 6 5 5 5 5 ** 6	Injured ** 2,000 5,000 7,000 8,000 4,000 5,000 4,000 3,000 2,000 3,000 3,000 3,000	Total Population 19,576,683 20,195,895 20,798,268 60,570,846 25,324,253 17,363,257 23,509,016 22,431,305 21,737,521 19,921,623 20,397,751 20,397,751	Injury Rate ² ** 8 24 11 32 25 25 22 17 14 12 14 12 14 17	
Age Group 0-4 5-9 10-14 <i>Children (≤14)</i> 15-20 21-24 25-29 30-34 35-39 40-44 45-49 50-54 55-59	Injured ** 1,000 4,000 5,000 7,000 3,000 4,000 2,000 2,000 2,000 3,000 3,000	Male Population 10,009,207 10,322,762 10,618,261 30,950,230 12,928,746 8,881,613 12,004,570 11,354,610 10,884,941 9,907,139 10,085,355 10,086,611 10,642,489	Injury Rate ² ** 10 39 17 51 38 36 27 23 19 23 19 23 29 28	Injured ** ** 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 ** 1,000 **	Female Population 9,567,476 9,873,133 10,180,007 29,620,616 12,395,507 8,481,644 11,504,446 11,076,695 10,852,580 10,014,484 10,312,396 10,390,540 11,234,902	Injury Rate ² ** ** 9 5 12 11 8 6 5 5 ** 6 **	Injured ** 2,000 5,000 7,000 8,000 4,000 5,000 4,000 3,000 2,000 3,000 3,000 3,000 3,000 3,000	Total Population 19,576,683 20,195,895 20,798,268 60,570,846 25,324,253 17,363,257 23,509,016 22,431,305 21,737,521 19,921,623 20,397,751 20,477,151 21,877,391	Injury Rate ² ** 8 24 11 32 25 25 22 17 14 12 14 17 15	
Age Group 0-4 5-9 10-14 Children (≤14) 15-20 21-24 25-29 30-34 35-39 40-44 45-49 50-54 55-59 60-64	Injured ** 1,000 4,000 5,000 7,000 3,000 4,000 3,000 2,000 2,000 2,000 3,000 2,000 3,000 3,000 2,000 3,000 3,000 2,000	Male Population 10,009,207 10,322,762 10,618,261 30,950,230 12,928,746 8,881,613 12,004,570 11,354,610 10,884,941 9,907,139 10,085,355 10,086,611 10,642,489 9,856,730	Injury Rate2 *** 10 39 17 51 38 36 27 23 19 23 29 28 23	Injured ** ** 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 ** 1,000 ** 1,000 ** 1,000	Female Population 9,567,476 9,873,133 10,180,007 29,620,616 12,395,507 8,481,644 11,504,446 11,076,695 10,852,580 10,014,484 10,312,396 10,390,540 11,234,902 10,714,416	Injury Rate ² *** 9 5 12 11 11 8 6 5 5 5 *** 6 ** 6 **	Injured ** 2,000 5,000 7,000 8,000 4,000 5,000 4,000 3,000 2,000 3,000 3,000 3,000 3,000 3,000 3,000 3,000	Total Population 19,576,683 20,195,895 20,798,268 60,570,846 25,324,253 17,363,257 23,509,016 22,431,305 21,737,521 19,921,623 20,397,751 20,477,151 21,877,391 20,571,146	Injury Rate ² *** 8 24 111 32 25 22 17 14 12 14 12 14 17 15 13	
Age Group 0-4 5-9 10-14 Children (≤14) 15-20 21-24 25-29 30-34 35-39 40-44 45-49 50-54 55-59 60-64 65-69	Injured ** 1,000 4,000 5,000 7,000 3,000 4,000 3,000 2,000 2,000 3,000 3,000 2,000 3,000 3,000 2,000 3,000 3,000 2,000 2,000 2,000 2,000 2,000 2,000 2,000	Male Population 10,009,207 10,322,762 10,618,261 30,950,230 12,928,746 8,881,613 12,004,570 11,354,610 10,884,941 9,907,139 10,085,355 10,086,611 10,642,489 9,856,730 8,199,773	Injury Rate2 ** 10 39 17 51 38 36 27 23 19 23 29 28 23 23 29 28 23 23 29 28 23 20	Injured ** ** 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 ** 1,000 ** ** ** **	Female Population 9,567,476 9,873,133 10,180,007 29,620,616 12,395,507 8,481,644 11,504,446 11,076,695 10,852,580 10,014,484 10,312,396 10,390,540 11,234,902 10,714,416 9,255,228	Injury Rate ² *** 9 5 12 11 11 8 6 5 5 5 *** 6 ** 6 ** **	Injured ** 2,000 5,000 7,000 8,000 4,000 5,000 4,000 3,000 3,000 3,000 3,000 3,000 3,000 3,000 3,000 3,000 3,000 3,000 3,000 3,000	Total Population 19,576,683 20,195,895 20,798,268 60,570,846 25,324,253 17,363,257 23,509,016 22,431,305 21,737,521 19,921,623 20,397,751 20,477,151 21,877,391 20,571,146 17,455,001	Injury Rate ² ** 8 24 11 32 25 25 22 17 14 12 14 12 14 12 14 15 13 10	
Age Group 0-4 5-9 10-14 <i>Children (≤14)</i> 15-20 21-24 25-29 30-34 35-39 40-44 45-49 50-54 55-59 60-64 65-69 70-74	Injured ** 1,000 4,000 5,000 7,000 3,000 4,000 3,000 2,000 2,000 3,000 2,000 2,000 3,000 2,000 3,000 2,000 2,000 2,000 2,000 2,000 1,000	Male Population 10,009,207 10,322,762 10,618,261 30,950,230 12,928,746 8,881,613 12,004,570 11,354,610 10,884,941 9,907,139 10,085,355 10,086,611 10,642,489 9,856,730 8,199,773 6,499,806	Injury Rate2 ** 10 39 17 51 38 36 27 23 19 23 29 28 23 20 10	Injured ** ** 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 ** 1,000 ** 1,000 ** ** ** **	Female Population 9,567,476 9,873,133 10,180,007 29,620,616 12,395,507 8,481,644 11,504,446 11,076,695 10,852,580 10,014,484 10,312,396 10,390,540 11,234,902 10,714,416 9,255,228 7,528,626	Injury Rate ² *** 9 9 5 12 11 11 8 6 5 5 5 5 ** 6 ** 6 ** ** **	Injured ** 2,000 5,000 7,000 8,000 4,000 5,000 4,000 3,000 2,000 3,000 3,000 3,000 3,000 3,000 3,000 3,000 3,000 3,000 3,000 3,000 1,000	Total Population 19,576,683 20,195,895 20,798,268 60,570,846 25,324,253 17,363,257 23,509,016 22,431,305 21,737,521 19,921,623 20,397,751 20,477,151 21,877,391 20,571,146 17,455,001 14,028,432	Injury Rate ² ** 8 24 11 32 25 25 22 17 14 12 14 12 14 17 15 13 10 6	
Age Group 0-4 5-9 10-14 Children (≤14) 15-20 21-24 25-29 30-34 35-39 40-44 45-49 50-54 55-59 60-64 65-69 70-74 75-79	Injured ** 1,000 4,000 5,000 7,000 3,000 4,000 3,000 2,000 2,000 2,000 3,000 2,000 2,000 3,000 3,000 3,000 2,000 2,000 2,000 2,000 1,000 **	Male Population 10,009,207 10,322,762 10,618,261 30,950,230 12,928,746 8,881,613 12,004,570 11,354,610 10,884,941 9,907,139 10,085,355 10,086,611 10,642,489 9,856,730 8,199,773 6,499,806 4,318,499	Injury Rate2 *** 10 39 17 51 38 36 27 23 19 23 29 28 23 20 10 **	Injured ** ** 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 ** 1,000 ** 1,000 ** 1,000 ** ** ** ** **	Female Population 9,567,476 9,873,133 10,180,007 29,620,616 12,395,507 8,481,644 11,504,446 11,076,695 10,852,580 10,014,484 10,312,396 10,390,540 11,234,902 10,714,416 9,255,228 7,528,626 5,334,166	Injury Rate ² *** 9 5 12 12 11 8 6 5 5 5 5 *** 6 ** 6 ** 6 ** ** ** **	Injured ** 2,000 5,000 7,000 8,000 4,000 5,000 4,000 5,000 4,000 3,000 3,000 3,000 3,000 3,000 3,000 3,000 3,000 2,000 1,000 **	Total Population 19,576,683 20,195,895 20,798,268 60,570,846 25,324,253 17,363,257 23,509,016 22,431,305 21,737,521 19,921,623 20,397,751 20,477,151 21,877,391 20,571,146 17,455,001 14,028,432 9,652,665	Injury Rate ² *** 8 8 24 11 32 25 22 17 12 14 12 14 12 14 12 14 15 13 10 6 ***	
Age Group 0-4 5-9 10-14 Children (≤14) 15-20 21-24 25-29 30-34 35-39 40-44 45-49 50-54 55-59 60-64 65-69 70-74 75-79 80+	Injured ** 1,000 4,000 5,000 7,000 3,000 4,000 3,000 2,000 2,000 2,000 3,000 2,000 2,000 3,000 3,000 2,000 3,000 2,000 1,000 ** **	Male Population 10,009,207 10,322,762 10,618,261 30,950,230 12,928,746 8,881,613 12,004,570 11,354,610 10,884,941 9,907,139 10,085,355 10,086,611 10,642,489 9,856,730 8,199,773 6,499,806 4,318,499 5,056,212	Injury Rate2 *** 10 39 17 51 38 36 27 23 19 23 29 28 23 20 10 **	Injured ** ** 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 ** 1,000 ** ** ** ** ** ** **	Female Population 9,567,476 9,873,133 10,180,007 29,620,616 12,395,507 8,481,644 11,504,446 11,076,695 10,852,580 10,014,484 10,312,396 10,390,540 11,234,902 10,714,416 9,255,228 7,528,626 5,334,166 7,865,953	Injury Rate ² *** 9 5 12 12 11 8 6 6 5 5 5 ** 6 ** 6 ** ** ** ** ** **	Injured ** 2,000 5,000 7,000 8,000 4,000 5,000 4,000 3,000 3,000 3,000 3,000 3,000 3,000 3,000 3,000 3,000 3,000 1,000 ** **	Total Population 19,576,683 20,195,895 20,798,268 60,570,846 25,324,253 17,363,257 23,509,016 22,431,305 21,737,521 19,921,623 20,397,751 20,477,151 21,877,391 20,571,146 17,455,001 14,028,432 9,652,665 12,922,165	Injury Rate ² *** 8 24 111 32 25 25 22 17 14 12 14 12 14 12 14 15 13 10 6 **	
Age Group 0-4 5-9 10-14 Children (≤14) 15-20 21-24 25-29 30-34 35-39 40-44 45-49 50-54 55-59 60-64 65-69 70-74 75-79 80+ Ages 65+	Injured ** 1,000 4,000 5,000 7,000 3,000 4,000 3,000 2,000 2,000 2,000 3,000 2,000 2,000 2,000 3,000 3,000 3,000 2,000 1,000 ** ** 3,000	Male Population 10,009,207 10,322,762 10,618,261 30,950,230 12,928,746 8,881,613 12,004,570 11,354,610 10,884,941 9,907,139 10,085,355 10,086,611 10,642,489 9,856,730 8,199,773 6,499,806 4,318,499 5,056,212 24,074,290	Injury Rate2 ** 10 39 17 51 38 36 27 23 19 23 29 28 23 20 10 ** 10 ** 12	Injured ** ** 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 ** 1,000 ** 1,000 ** ** ** ** ** ** ** ** ** ** ** **	Female Population 9,567,476 9,873,133 10,180,007 29,620,616 12,395,507 8,481,644 11,504,446 11,076,695 10,852,580 10,014,484 10,312,396 10,390,540 11,234,902 10,714,416 9,255,228 7,528,626 5,334,166 7,865,953 29,983,973	Injury Rate ² ** ** 9 5 12 11 11 8 6 5 5 5 ** 6 ** 6 ** **	Injured ** 2,000 5,000 7,000 8,000 4,000 5,000 4,000 3,000 2,000 3,000 3,000 3,000 3,000 3,000 3,000 2,000 1,000 ** ** 3,000	Total Population 19,576,683 20,195,895 20,798,268 60,570,846 25,324,253 17,363,257 23,509,016 22,431,305 21,737,521 19,921,623 20,397,751 20,477,151 21,877,391 20,571,146 17,455,001 14,028,432 9,652,665 12,922,165 54,058,263	Injury Rate ² ** 8 24 11 32 25 25 22 17 17 14 12 14 12 14 12 14 17 15 13 10 6 ** ** 6	

Sources: FARS 2019 ARF; CRSS 2019; Population - Census Bureau

*Includes fatalities of unknown sex. **Less than 500 injured; injury rate not shown.

¹Includes fatalities of unknown age.

²Were calculated using injured estimates before rounding.

³Injured totals may not equal sum of components due to independent rounding.

Alcohol

Alcohol involvement (BAC of .01 + g/dL) – either for a motor vehicle driver involved in a fatal pedalcyclist crash and/or the killed pedalcyclist - was reported in 34 percent of the traffic crashes that resulted in pedalcyclist fatalities in 2019, while in 66 percent of these crashes there was no alcohol involvement by either the driver or pedalcyclist, 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 considered. If more than one driver was involved in a crash, the driver with the highest BAC was considered.

- An estimated 20 percent of fatal pedalcyclist crashes had a pedalcyclist fatality with a BAC of .08 g/dL or higher.
- An estimated 12 percent of fatal pedalcyclist crashes had a driver involved with a BAC of .08 g/dL or higher. (Note: It is illegal in every State to drive with a BAC of .08 g/dL or higher. However, Utah set a lower threshold of .05 g/dL or higher that went into effect on December 30, 2018.)
- An estimated 3 percent of fatal pedalcyclist crashes had both a pedalcyclist and a driver involved with BACs of .08 g/dL or higher.

Table 3

Traffic Crashes Resulting in Pedalcyclist Fatalities, by Alcohol Involvement of Drivers and Pedalcyclists, 2019

	Driver, No Alcohol, BAC=.00 g/dL		Driver, BAC=.01–.07 g/dL		Alcohol-Imp BAC=.0	aired Driver, 8+ g/dL	Total	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Pedalcyclist, No Alcohol	556	66%	9	1%	68	8%	632	75%
Pedalcyclist, BAC=.0107 g/dL	30	3%	2	0%	8	1%	40	5%
Pedalcyclist, BAC=.08+ g/dL	139	16%	3	0%	29	3%	171	20%
Total Crashes	724	86%	14	2%	105	12 %	843	100%

Source: FARS 2019 ARF

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

As shown in Table 4, one-fourth (25%) of the pedalcyclists killed in 2019 had BACs of .01 g/dL or higher, and one-fifth (20%) had BACs of .08 g/dL or higher. In 2010, 24 percent of pedalcyclists killed had BACs of .01 g/dL or higher and 21 percent had BACs of .08 g/dL or higher.

In 2010 the age group 45-to-54 had the highest alcohol involvement (40%) at .01 + g/dL, and this age group also had the highest alcohol impairment (35%) at .08+ g/dL.

In 2019 those in the 55-to-64 age group had highest percentages with both BACs of .01 g/dL or higher (36%) and BACs of .08 g/dL or higher (30%).

Table 4

Pedalcyclists Killed in Traffic Crashes, by Age Group and Their BACs, 2010 and 2019

			2010			2019					
Age Group	Number of Fatalities	Percentage With No Alcohol (BAC=.00 g/dL)	Percentage With BAC=.01+ g/dL	Percentage With BAC= .01–.07 g/dL	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	Percentage With BAC= .08+ g/dL	
<21	109	94%	6%	1%	6%	86	92%	8%	3%	5%	
21-24	39	71%	29%	5%	24%	32	74%	26%	4%	22%	
25-34	62	71%	29%	4%	24%	107	66%	34%	7%	27%	
35-44	82	68%	32%	3%	29%	112	77%	23%	5%	18%	
45-54	149	60%	40%	4%	35%	143	72%	28%	4%	24%	
55-64	111	80%	20%	4%	16%	191	64%	36%	6%	30%	
65-74	44	92%	8%	0%	8%	117	84%	16%	4%	12%	
75-84	21	98%	2%	0%	2%	38	93%	7%	0%	7%	
85+	2	90%	10%	0%	10%	16	93%	8%	1%	6%	
Total Killed*	623	76 %	24%	3%	21 %	846	75%	25%	5%	20%	

Source: FARS 2010 Final File, 2019 ARF

Crash Characteristics

Figure 1 shows information about the crash characteristics describing pedalcyclist fatalities in 2019: land use, pedalcyclist location, light condition, season, and time of day.

- More than three-quarters of pedalcyclist fatalities occurred in urban areas (78%) as opposed to rural areas (22%).
- Twenty-seven percent of the pedalcyclist fatalities occurred at intersections, 64 percent occurred at locations that were not intersections, and the remaining 9 percent occurred at other locations including shoulders/roadsides, parking lanes/zones, bicycle lanes, sidewalks, and driveway accesses.
- More pedalcyclist fatalities occurred in the daylight (49%) than in dark (47%), dusk (2%), and dawn (2%).
- Pedalcyclist fatalities by season (defined by months) and the time of day (divided into eight 3-hour intervals starting at midnight), are presented below.
 - Thirty-three percent of pedalcyclist fatalities occurred during the summer months (June to August), 25 percent

occurred during the fall months (September to November), 22 percent occurred during the spring months (March to May), and 20 percent occurred during the winter months (January, February, and the following December).

- During the winter months, the largest group (27%) of pedalcyclist fatalities occurred from 6 to 8:59 p.m., followed by 18 percent from 3 to 5:59 p.m.
- During the spring months, the 6 to 8:59 p.m. time period had the highest percentage (20%) of pedalcyclist fatalities, followed by 19 percent from 3 to 5:59 p.m., and 14 percent from 9 to 11:59 p.m.
- During the summer months, more pedalcyclist fatalities occurred from 9 to 11:59 p.m. (22%) than any other time, followed by 20 percent from 6 to 8:59 a.m.
- During the fall months, 19 percent of the pedalcyclist fatalities occurred from 6 to 8:59 p.m., followed by 16 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, 2019



Source: FARS 2019 ARF

*Based on location of pedalcyclist 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" do not include those in the "Other" category that were at intersection or not at intersection.

Notes: Percentages may not add up to 100 percent due to independent rounding. Unknowns were removed before calculating percentages.

Time of Day and Day of Week

In 2019 there were 555 (66%) pedalcyclist fatalities during weekdays and 289 (34%) pedalcyclist fatalities during weekends. In Figure 2 the time of day is divided into eight 3-hour time intervals starting at midnight, and day of week is defined as weekday (Monday 6 a.m. to Friday 5:59 p.m.) and weekend (Friday 6 p.m. to Monday 5:59 a.m.). The following summarizes information about 2019 pedalcyclist fatalities.

The period 3 p.m. to 5:59 p.m. had the highest frequency of pedalcyclist fatalities during weekdays (19%) and the time period 6 p.m. to 8:59 p.m. had the highest frequency of pedalcyclist fatalities during weekends (30%).

On weekdays the second highest percentage (16%) of pedalcyclist fatalities occurred from 6 a.m. to 8:59 a.m. and 6 p.m. to 8:59 p.m. On weekends the second highest percentage (22%) of pedalcyclist fatalities occurred from 9 p.m. to 11:59 p.m.



Figure 2 Percentage of Pedalcyclist Fatalities, by Time of Day and Day of Week, 2019

Source: FARS 2019 ARF

Weekday—Monday 6 a.m. to Friday 5:59 p.m.

Weekend—Friday 6 p.m. to Monday 5:59 a.m.

Note: Unknowns were removed before calculating percentages

Vehicle Type and Impact Point

Ninety-six percent (812) of the pedalcyclists were killed in single-vehicle traffic crashes in 2019; 4 percent (34) were killed in multi-vehicle crashes. Of the 812 pedalcyclists killed in singlevehicle crashes, 99 percent (804) were killed in crashes where the first harmful event was collision with a pedalcyclist. Table 5 presents the 804 pedalcyclists killed in these crashes by vehicle type and location of the initial point of impact on the striking vehicle.

In 2019:

- Pedalcyclists who died in single-vehicle crashes were most likely to be struck by the front of the vehicles.
- Light trucks were the most frequently involved vehicles in traffic crashes in which a pedalcyclist was killed (345 of the

804). In 88 percent (303) of these crashes, the pedalcyclist came in contact with the front of the light truck.

- Pedalcyclists who died in single-vehicle crashes involving passenger vehicles (passenger cars and light trucks including SUVs, pickups, and vans) were more likely to be hit by the front of these vehicles as compared to crashes involving large trucks or buses.
- Buses and large trucks had the highest percentage of rightside impacts, accounting for 20.5 and 19.3 percent of the fatalities, whereas for passenger vehicles this percentage was 4.6 percent.
- Large trucks had the highest percentage of rear-impact pedalcyclists fatalities (12.5%).

Table 5

	Initial Point of Impact on Vehicle											
	Fre	ont	Right Side		Left Side		Rear		Other/Unknown		Total	
Vehicle Type	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Passenger Car	277	89.9%	15	4.9%	9	2.9%	1	0.3%	6	1.9%	308	100.0%
Light Truck*	303	87.8%	15	4.3%	13	3.8%	3	0.9%	11	3.2%	345	100.0%
— SUV	143	91.7%	5	3.2%	5	3.2%	1	0.6%	2	1.3%	156	100.0%
— Pickup	117	83.0%	10	7.1%	5	3.5%	2	1.4%	7	5.0%	141	100.0%
— Van	41	91.1%	0	0.0%	3	6.7%	0	0.0%	1	2.2%	45	100.0%
Large Truck	48	54.5%	17	19.3%	5	5.7%	11	12.5%	7	8.0%	88	100.0%
Bus	6	50.0%	3	25.0%	2	16.7%	0	0.0%	1	8.3%	12	100.0%
Other/ Unknown Vehicle	28	54.9%	2	3.9%	0	0.0%	1	2.0%	20	39.2%	51	100.0%
Total	662	82.3%	52	6.5%	29	3.6%	16	2.0%	45	5.6%	804	100.0%

Pedalcyclists Killed in Single-Vehicle Crashes Where the First Harmful Event Was Collision With a Pedalcyclist, by Vehicle Type and Initial Point of Impact on Vehicle, 2019

Source: FARS 2019 ARF

*Includes other/unknown light-truck vehicle types.

State

Figure 3 contains a map of the percentage of total traffic fatalities who were pedalcyclists by State in 2019. Table 6 shows the population, number of total and pedalcyclist fatalities, the percentage of total fatalities who were pedalcyclists, and the population-based pedalcyclist fatality rates by State for 2019. Note that in this section, as well as the following section on fatalities by city, the populations of States and cities can vary from the recorded 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. More important, the population may not reflect the number of pedalcyclists. Some States may have a higher proportion of the population biking than others. Puerto Rico is included in Table 6, but is not included in the overall U.S. total.

- Pedalcyclist fatalities were highest in Florida (161), followed by California (133) and Texas (66).
- There were no pedalcyclist fatalities in New Hampshire, Rhode Island, Vermont or Wyoming.
- The percentage of pedalcyclist fatalities among total fatalities in States ranged from a high of 5.3 percent (Delaware) to a low of 0.4 percent (Nebraska) for those States experiencing

pedalcyclist fatalities, compared to the national percentage of 2.3 percent as shown in Figure 3.

The highest fatality rate per 100,000 population was in Florida (0.75 fatalities per 100,000 residents) followed by Delaware (0.72 fatalities per 100,000 residents), compared to the national rate of 0.26. Of those States that experienced pedalcyclist fatalities, Nebraska had the lowest fatality rate per 100,000 population (0.05) followed by Massachusetts (0.07).

Percentage of Total Fatalities Who Were Pedalcyclists, by State, 2019



Source: FARS 2019 ARF

Figure 3

Table 6Total and Pedalcyclist Fatalities, and Pedalcyclist Fatality Rates, by State, 2019

Otato Parcentage of Cola Fatallities Peoplation per 100,000 Population Abakana 67 2 3,0% 731,545 0.27 Aracona 981 3,00 731,545 0.27 Aracona 981 3,00 731,545 0.27 Arkensas 5,05 3 0.6% 3,017,804 0.10 Caliornia 3,005 13 3,7% 9,951,223 0.34 Colorado 5,96 20 3,4% 5,756,736 0.35 Connecticut 249 128 3,756 3,977,64 0.72 Delavare 132 7 5,3% 973,744 0.72 Delavare 13,88 161 5,1% 12,477,237 0.75 Beorgia 1,409 21 1,45,872 0.28 0.28 Ibroid 224 4 1,8% 1,415,872 0.28 Beorgia 1,091 224 1,2% 0.16 0.29 Ibroid 224 </th <th></th> <th></th> <th>Pedal</th> <th>cyclist Fatalities</th> <th></th> <th>Pedalcyclist Fatality Rate</th>			Pedal	cyclist Fatalities		Pedalcyclist Fatality Rate
Abatama 930 6 0.0% 4.903,185 0.12 Acsna 67 2 3.0% 7.218,175 0.41 Araonas 951 30 0.6% 3.07,104 0.10 Calfornia 3.606 133 3.7% 39512,23 0.34 Calfornia 3.606 133 3.7% 39512,23 0.34 Calfornia 2.69 3.4% 5.758,236 0.35 Contraction 1.28 7 5.3% 973,764 0.72 Delaware 1.32 7 5.3% 973,764 0.72 Delaware 1.343 1061 5.1% 2.1477,37 0.76 Georgia 1.411 2.1 1.44% 1.067,749 0.14 Rotira tion 0.09 12 1.2% 1.02 0.24 Hawaii 106 2.0% 6.75,221 0.02 0.02 Illinois 1.099 12 1.2% 1.35,070 0.29 <t< th=""><th>State</th><th>Total Fatalities</th><th>Number</th><th>Percentage of Total Fatalities</th><th>Population</th><th>per 100,000 Population</th></t<>	State	Total Fatalities	Number	Percentage of Total Fatalities	Population	per 100,000 Population
Alaska 67 2 3.0% 731,945 0.27 Arkanasa 505 3 0.6% 3.07,704 0.41 Arkanasa 505 3 0.6% 3.07,704 0.010 Calfornia 3.666 133 3.7% 39512,223 0.34 Colorado 596 20 3.4% 5.768,786 0.35 Connecticuit 2.49 3 1.2% 3.565,287 0.08 Deavare 132 7 5.5% 9.72,744 0.12 District of Columbia 2.33 1 4.4% 7.65,732 0.28 Beavare 132 1 4.4% 7.737 0.75 Georgia 1.491 21 1.4% 1.161,75,72 0.22 Ibrois 1.009 12 1.2% 12,67,1821 0.09 Indiana 809 16 2.0% 6,722,29 0.24 Ibrois 1.09% 6,045,680 0.17 Kanasa <	Alabama	930	6	0.6%	4,903,185	0.12
Arkonas 981 30 3.1% 7.278,77 0.41 California 3.606 133 3.7% 39.512,23 0.34 Calorado 596 20 3.4% 5.758,736 0.35 Connecticut 2.49 3 1.2% 3.565,287 0.08 Delavare 1.32 7 5.3% 973,764 0.72 Distict of Columbia 2.3 1 4.3% 705,749 0.14 Forda 3.183 161 5.1% 21,477,737 0.75 Georgia 1.491 2.1 1.4% 10,67,423 0.20 Havai 108 4 3.7% 1.415,872 0.28 Idabo 2.24 4 1.8% 1.767,065 0.22 Ilinois 1.009 12 1.2% 1.2,671,821 0.09 Ioxa 3.36 9 2.7% 3.156,070 0.29 Kansas 411 8 1.9% 6.468,0703 0.11 <td>Alaska</td> <td>67</td> <td>2</td> <td>3.0%</td> <td>731,545</td> <td>0.27</td>	Alaska	67	2	3.0%	731,545	0.27
Arkansas 505 3 0.6% 3.077,84 0.10 Colorado 566 20 3.4% 5.782,78 0.35 Colorado 566 20 3.4% 5.782,78 0.08 Delaware 132 7 5.3% 973,744 0.72 Dianted Columbia 22 1 4.3% 705,749 0.14 Delaware 132 1 4.3% 705,749 0.14 Delaware 3.183 161 5.1% 2.1/47,737 0.75 Georgia 1.481 21 1.4% 10.617,423 0.20 Havaii 1068 4 3.7% 1.475,672 0.28 Idaho 224 4 1.8% 1.787,065 0.22 Indiana 809 16 2.0% 6,732,219 0.24 Iowa 336 9 2.7% 9,155,070 0.29 Kansas 411 8 1.9% 6,645,800 0.17 <	Arizona	981	30	3.1%	7,278,717	0.41
California 3.006 133 3.7% 39.152.232 0.34 Colorado 596 20 3.4% 5.758.736 0.35 Conrecticut 249 3 1.2% 3.665.287 0.08 Delaware 132 7 5.8% 973.764 0.72 District of Columbia 2.3 1 4.3% 705.749 0.73 Georgia 1.4191 21 1.4% 10.617.423 0.20 Hawaii 108 4 3.7% 1.45.872 0.28 Idaho 224 4 1.8% 1.787.085 0.22 Ilinois 1.009 12 1.2% 12.671.821 0.09 Iowa 336 9 2.7% 3.155.070 0.29 Kanasa 411 8 1.9% 2.913.314 0.27 Kentucky 732 5 0.7% 4.464.673 0.11 Loustanta 77 2 3.3% 0.644.680 0.17	Arkansas	505	3	0.6%	3,017,804	0.10
Colorado 596 20 3.4% 5.78,736 0.35 Connecticut 249 3 1.2% 3.865,287 0.08 Delaware 132 7 5.3% 973,744 0.72 District of Columbia 2.3 1 4.3% 705,749 0.14 Prorta 3.183 161 5.1% 21.477,737 0.75 Georgia 1.491 21 1.4% 10.617,423 0.20 Hawaii 108 4 3.7% 1.415,872 0.28 Idaho 224 4 1.8% 1.787,065 0.22 Ilhois 1.009 12 1.2% 12,671,821 0.09 Indiana 809 16 2.0% 6,732,219 0.24 Kansas 411 8 1.9% 2,913,314 0.27 Kansas 411 8 1.9% 6,942,603 0.07 Maine 157 2 3.3% 0.4466,734 0.21	California	3,606	133	3.7%	39,512,223	0.34
Connectiont 249 3 12% 3.662.277 0.08 Delaware 132 7 5.3% 973.764 0.72 District of Columbia 23 1 4.3% 772 0.75 Georgia 1.491 21 1.4% 1.0617.423 0.20 Hawai 108 4 3.7% 1.415.872 0.23 Idaho 224 4 1.8% 1.787.065 0.22 Ildaho 224 4 1.8% 1.787.065 0.22 Ildaho 1009 12 1.2% 1.267.121 0.09 Iodana 809 16 2.0% 6.732.219 0.24 Iowa 3.36 9 2.7% 3.155.070 0.29 Kansas 4.11 8 1.9% 6.446.7673 0.11 Louisiana 727 22 3.0% 4.467.673 0.11 Louisiana 727 22 3.0% 6.498.680 0.17	Colorado	596	20	3.4%	5,758,736	0.35
Delaware 132 7 5.3% 972,744 0.72 District of Columbia 3,183 161 5.1% 21.477,737 0.75 Goorgia 1.491 21 1.4% 10.617.423 0.20 Havail 108 4 3.7% 1.415.872 0.23 Itakia 224 4 1.8% 1.2671.821 0.09 Indiana 809 16 2.0% 6,732.219 0.24 Itakia 1.8% 1.9% 2.671.821 0.09 Indiana 809 16 2.0% 6,732.219 0.24 Kentacky 732 5 0.7% 4,467.673 0.11 Louisiana 727 22 3.0% 4,644.794 0.47 Maine 157 2 1.3% 1.644.680 0.17 Maryand 521 10 1.9% 6,645.680 0.07 Minesota 344 5 1.5% 6,982.633 0.07 M	Connecticut	249	3	1.2%	3,565,287	0.08
District of Columbia 23 1 4.3% 707.949 0.14 Bordia 3.183 161 5.1% 21.477.737 0.75 Georgia 1.491 21 1.4% 10.617.423 0.20 Hawaii 108 4 3.7% 1.415.672 0.28 Idaho 224 4 1.8% 1.787.065 0.22 Illinois 1.009 12 1.2% 12.67.1821 0.09 Iowa 336 9 2.7% 3.155.070 0.24 Iowa 336 9 2.7% 3.155.070 0.29 Kansas 411 8 1.9% 2.913.314 0.27 Kansas 411 8 1.9% 6.045.680 0.11 Louisiana 727 22 3.0% 4.648.794 0.47 Maschuetts 334 5 1.5% 6.082.563 0.21 Minscota 364 11 3.0% 5.639.632 0.20 M	Delaware	132	7	5.3%	973,764	0.72
Florida 3.183 161 5.1% 21,477,37 0.75 Georgia 1,491 21 1,4% 10,617,423 0.20 Idaho 224 4 1,8% 1,787,065 0.22 Idaho 224 4 1,8% 1,787,065 0.22 Indiana 809 16 2,0% 6,732,219 0.24 Indiana 809 16 2,0% 6,732,219 0.24 Kentucky 732 5 0,7% 4,467,63 0.11 Louisiana 727 22 3,0% 4,648,794 0.47 Maine 157 2 1,3% 1,344,122 0.15 Maryland 521 10 1,9% 6,045,680 0.17 Masseubusetts 334 5 1,5% 6,892,603 0.07 Michigan 965 211 2,1% 9,986,857 0.21 Minesota 364 11 3,0% 5,639,632 0.20	District of Columbia	23	1	4.3%	705,749	0.14
Georgia 1.491 21 1.4% 10.67.423 0.20 Hawaii 108 4 3.7% 1.415.872 0.23 Hawaii 108 4 3.7% 1.415.872 0.22 Illinois 1.009 12 1.2% 1.278.766 0.22 Illinois 1.009 12 1.2% 12.67.82,19 0.24 Iowa 336 9 2.7% 3.155.070 0.29 Kanasa 411 8 1.9% 2.913.314 0.27 Kentucky 732 5 0.7% 4.467.673 0.11 Louisiana 727 22 3.0% 4.648.794 0.47 Mare 157 2 1.3% 1.344.212 0.15 Massachuzetts 334 5 1.5% 6.892.503 0.07 Missachuzetts 334 5 1.2% 9.986.857 0.21 Missoui 880 14 1.6% 1.087.78 0.28	Florida	3,183	161	5.1%	21,477,737	0.75
Hawaii 108 4 3.7% 1.115.872 0.28 Idaho 224 4 1.8% 1.787,065 0.22 Illinois 1,009 12 1.2% 12.671,821 0.09 Indiana 809 16 2.0%, 6,732,219 0.24 Iowa 336 9 2.7% 3,155,070 0.29 Kansas 411 8 1.9%, 2,913,314 0.27 Kentucky 732 5 0.7% 4,467,673 0.11 Louisiana 727 2 3.0%, 4,648,794 0.47 Marjand 521 10 1.9%, 6,045,680 0.17 Masachusetts 334 5 1.5%, 6,982,503 0.07 Mississipi 643 8 1.2%, 2,976,149 0.27 Minesota 364 11 3.0%, 5,639,632 0.20 Mississipi 643 8 1.2%, 1,968,778 0.28 <	Georgia	1,491	21	1.4%	10,617,423	0.20
Idaho 224 4 1.8% 1.787,065 0.22 llinois 1,009 12 1.2% 12,671,821 0.09 lowa 336 9 2.7% 5,155,070 0.29 Kansas 4111 8 1.9% 2.913,314 0.27 Kentucky 732 5 0.7% 4.467,673 0.11 Louslana 727 22 3.0% 4.648,794 0.47 Maine 157 2 1.3% 1.344,212 0.15 Maryand 521 10 1.9% 6.645,680 0.17 Missechusetts 334 5 1.5% 6.892,503 0.07 Michigan 986 21 2.1% 9.986,857 0.21 Minsesota 364 11 3.0% 5.639,632 0.20 Missosipi 643 8 1.2% 2.976,149 0.27 Missosipi 643 1.12% 2.086,857 0.23 Nothama <td>Hawaii</td> <td>108</td> <td>4</td> <td>3.7%</td> <td>1,415,872</td> <td>0.28</td>	Hawaii	108	4	3.7%	1,415,872	0.28
Ilinois 1.009 12 1.2% 1.267i.821 0.09 Indiana 809 16 2.0% 6,732.219 0.24 Iowa 336 9 2.7% 3,155,070 0.29 Kansas 411 8 1.9% 2,913,314 0.27 Kentucky 732 5 0.7% 4,467,673 0.11 Louisiana 727 22 3.0% 4,648,794 0.47 Maire 157 2 1.3% 1,344,212 0.15 Maryland 5521 10 1.9% 6,045,680 0.17 Massachusetts 334 5 1.5% 6,892,503 0.07 Minesota 364 11 3.0% 5,539,652 0.20 Missispipi 643 8 1.2% 2,976,149 0.27 Missouri 880 14 1.6% 6,137,428 0.23 Montaria 184 3 1.6% 1,984,408 0.05	Idaho	224	4	1.8%	1.787.065	0.22
Indiana 809 16 2.0% 6.732.219 0.24 lowa 336 9 2.7% 3.156.070 0.29 Kansas 4111 8 1.9% 2.013.314 0.27 Kentucky 732 5 0.7% 4.467.673 0.11 Louisiana 727 22 3.0% 4.548.794 0.47 Maine 157 2 1.3% 1.344.212 0.15 Maryand 521 10 1.9% 6.045.680 0.17 Massachusetts 334 5 1.5% 6.892.503 0.07 Minesota 364 11 3.0% 5.639.632 0.20 Mississippi 643 8 1.2% 2.976.149 0.27 Missosipi 643 8 1.2% 2.976.149 0.28 Netraska 248 1 0.4% 1.984.708 0.05 Nersaka 248 1 0.4% 1.934.408 0.05	Illinois	1.009	12	1.2%	12.671.821	0.09
Jowa 336 9 2.7% 3,155,070 0.29 Kansas 411 8 1.9% 2,913,314 0.27 Kentucky 732 5 0.7% 4,467,673 0.11 Louisiana 727 22 3.0% 4,648,794 0.47 Maire 157 2 1.3% 1.344,212 0.15 Maryland 521 10 1.9% 6.045,680 0.17 Massachusetts 334 5 1.5% 6.892,503 0.07 Michigan 985 21 2.1% 9.986,857 0.21 Missouri 880 14 1.6% 6.137,428 0.23 Missouri 880 14 1.6% 6.137,428 0.23 Mohtana 184 3 1.6% 1.08,778 0.28 Nebraska 2.48 1 0.4% 1.934,408 0.05 Nevada 304 8 2.6% 3.060,156 0.26	Indiana	809	16	2.0%	6.732.219	0.24
Kansas 411 8 1.9% 2.913,314 0.27 Kentucky 732 5 0.7% 4.467,673 0.11 Louisiana 727 22 3.0% 4.648,794 0.47 Maine 157 2 1.3% 1.344,212 0.15 Maryland 521 10 1.9% 6.046,680 0.17 Massachusetts 334 5 1.5% 6.892,503 0.07 Minesota 364 11 3.0% 5.639,632 0.20 Mississippi 643 8 1.2% 2.976,149 0.27 Missouri 880 14 1.6% 6.137,428 0.23 Montana 184 3 1.6% 1.068,778 0.26 New Hampshire 101 0 0.0% 1.399,711 0.00 New Hampshire 101 0 0.0% 1.399,711 0.00 New Hampshire 101 0 0.0% 1.399,711 0.00	lowa	336	9	2.7%	3,155,070	0.29
Activity 732 5 0.7% 4.467,673 0.11 Louisiana 727 22 3.0% 4.648,794 0.47 Maine 157 2 1.3% 1.342,212 0.15 Maryland 521 10 1.9% 6.045,680 0.17 Massachusetts 334 5 1.5% 6.892,503 0.07 Minesota 364 11 3.0% 5.639,632 0.21 Mississippi 643 8 1.2% 2.976,149 0.27 Missouri 880 14 1.6% 6.137,428 0.23 Montana 184 3 1.6% 1.068,778 0.28 Nevada 304 8 2.6% 3.080,156 0.26 New Jersey 559 13 2.3% 8.882,190 0.15 New Jersey 559 13 2.3% 8.882,190 0.15 New Jersey 559 13 2.3% 8.882,190 0.15	Kansas	411	8	1.9%	2 913 314	0.27
Louisiana 727 22 3.0% 4.648,794 0.47 Maine 157 2 1.3% 1,344,212 0.15 Maryland 521 10 1.9% 6.045,680 0.17 Massachusetts 334 5 1.5% 6.892,503 0.07 Michigan 985 21 2.1% 9.986,857 0.21 Minnesota 364 11 3.0% 5.639,632 0.20 Mississippi 643 8 1.2% 2.976,149 0.27 Missouri 880 14 1.6% 6.137,428 0.28 Netraska 248 1 0.4% 1.934,408 0.05 Nevada 304 8 2.6% 3.080,156 0.26 New Hampshire 101 0 0.0% 1.352,711 0.00 New Hampshire 101 0 0.0% 1.352,610 0.24 North Carloina 1.373 17 1.2% 10.483,2610 0.21<	Kentucky	732	5	0.7%	4 467 673	0.11
Dotation 112 12 0.032 0.0332 0.0342 0.041 Marine 157 2 1.3% 1.344,212 0.15 Maryland 521 10 1.9% 6.045,680 0.17 Massachusetts 334 5 1.5% 6.892,503 0.07 Minnesota 364 11 3.0% 5.639,632 0.21 Minnesota 364 11 3.0% 5.639,632 0.27 Missouri 880 14 1.6% 6.137,428 0.23 Montana 184 3 1.6% 1.068,778 0.28 Nevada 304 8 2.6% 3.080,166 0.26 New Agreey 559 13 2.3% 8.882,190 0.15 New Merco 424 9 2.1% 2.068,29 0.43 New Jersey 559 13 2.3% 8.882,190 0.15 New Merco 424 9 2.1% 2.068,29		702	22	3.0%	4 648 794	0.47
Maryland E2 10.9% 6.044,680 0.17 Maryland 521 10 1.9% 6.045,680 0.17 Massachusetts 334 5 1.5% 6.892,503 0.07 Minesota 364 11 3.0% 5.639,632 0.20 Mississippi 643 8 1.2% 2.976,149 0.27 Missouri 880 14 1.6% 6.137,428 0.23 Montana 184 3 1.6% 1.068,778 0.28 Nevada 304 8 2.6% 3.080,156 0.26 New Hampshire 101 0 0.0% 1.359,711 0.00 New Hampshire 101 0 0.0% 1.359,711 0.00 New Hampshire 101 0 0.0% 1.359,711 0.00 New Hampshire 101 0 0.0% 1.68,84 0.16 North Carolina 1.373 17 1.2% 0.43 0.24 <	Maine	157	2	1.3%	1 344 212	0.15
Marginol Del 1.5% 0.505000 0.11 Massachusetts 334 5 1.5% 6.892,503 0.07 Michigan 995 21 2.1% 9.986,857 0.21 Minesota 364 11 3.0% 5.639,632 0.20 Mississippi 643 8 1.2% 2.976,149 0.27 Mississippi 643 8 1.2% 2.976,149 0.27 Mississippi 643 8 1.0% 6.137,428 0.23 Montana 184 3 1.6% 1.068,778 0.28 Nebraska 248 1 0.4% 1.934,408 0.05 New data 304 8 2.6% 3.060,156 0.26 New Hampshire 101 0 0.0% 1.359,711 0.00 0.0 New York 931 46 4.9% 19,453,561 0.24 0.24 North Dakota 100 2 2.0% 762,062	Maryland	521	10	1.0%	6.045.680	0.17
Maskaluseus 0.04 0 0.1% 0.024,003 0.01 Minesota 364 11 3.0% 5.639,632 0.20 Missouri 880 14 1.6% 2.976,149 0.27 Missouri 880 14 1.6% 6.137,428 0.23 Montana 184 3 1.6% 1.068,778 0.28 Nebraska 248 1 0.4% 1.934,408 0.05 Newada 304 8 2.6% 3.080,156 0.26 New Hampshire 101 0 0.0% 1.359,711 0.00 New Jarsey 559 13 2.3% 8.882,190 0.15 New Mexico 424 9 2.1% 2.096,829 0.43 New Tork 931 46 4.9% 19.453,561 0.24 North Carolina 1.373 17 1.2% 10.480,084 0.16 North Dakota 100 2 2.0% 762,062 0.26 <td>Massachusette</td> <td>32/</td> <td>5</td> <td>1.5%</td> <td>6 802 503</td> <td>0.07</td>	Massachusette	32/	5	1.5%	6 802 503	0.07
Miningsita 363 21 2.1% 3.00,007 0.21 Minnesota 364 11 3.0% 5.639,632 0.20 Missispipi 643 8 1.2% 2.976,149 0.27 Missouri 880 14 1.6% 6,137,428 0.23 Montana 184 3 1.6% 1.068,778 0.28 Nebraska 248 1 0.4% 1.934,408 0.05 New Hampshire 101 0 0.0% 1.359,711 0.000 New Hampshire 1010 2.3% 8.882,190 0.15 New Hampshire 0.24 North Carolina 1.373 17 1.2% 10,488,084 0.16 North Carolina 0.24 0.24 0.24	Michigan	085	21	2 1%	0,092,000	0.07
Minimova 3.0% 11 3.0% <	Minnesota	364	11	3.0%	5 630 632	0.21
Missispin 043 0 1.2.% 2.370,143 0.2.7 Missouri 880 14 1.6% 6,137,428 0.23 Montana 184 3 1.6% 1,068,778 0.28 Nebraska 248 1 0.4% 1,934,408 0.05 New Hampshire 101 0 0.0% 1,359,711 0.00 New Jersey 559 13 2.3% 8,882,190 0.15 New Markico 424 9 2.1% 19,483,081 0.24 North Caolina 1,373 17 1.2% 10,488,084 0.16 North Dakota 100 2 2.0% 762,062 0.26 Oregon 489 12 2.5% 4,217,737	Minitesota	642	0 0	1.0%	2 076 140	0.20
Missouri 000 14 1.0% 0,137,420 0.23 Montana 184 3 1.6% 1,068,778 0.28 Nebraska 248 1 0.4% 1,934,408 0.05 New dampshire 101 0 0.0% 1,359,711 0.00 New Jarsey 559 13 2.3% 6.882,190 0.15 New Mexico 424 9 2.1% 2,096,829 0.43 New Vork 931 46 4.9% 19,453,561 0.24 North Dakota 100 2 2.0% 762,062 0.26 North Dakota 100 2 2.0% 762,062 0.26 Ohio 1,153 25 2.2% 11,689,100 0.21 Oklahoma 640 13 2.0% 3,956,971 0.33 Oregon 489 12 2.5% 4,217,737 0.28 Pennsylvania 1,059 14 1.3% 12,801,989 0.11	Missouri	043	14	1.270	6 127 /29	0.27
Montana 104 3 1.0% 1.000,778 0.28 Nebraska 248 1 0.4% 1,393,408 0.05 Nevada 304 8 2.6% 3,080,156 0.26 New Hampshire 101 0 0.0% 1,359,711 0.00 New Jersey 559 13 2.3% 8,882,190 0.15 New Merkico 424 9 2.1% 2.096,829 0.43 New York 931 46 4.9% 19,453,561 0.24 North Carolina 1,373 17 1.2% 10,480,084 0.16 North Dakota 100 2 2.0% 762,062 0.26 Ohio 1,153 25 2.2% 11,689,100 0.21 Oklahoma 640 13 2.0% 3,956,971 0.33 Oregon 489 12 2.5% 4,217,737 0.28 Pennsylvania 1,059 14 1.3% 12,801,989 0.11 </td <td>Montana</td> <td>10/</td> <td>14</td> <td>1.0 %</td> <td>1 069 779</td> <td>0.23</td>	Montana	10/	14	1.0 %	1 069 779	0.23
Neurada 240 1 0.4% 1,894,400 0.03 Newada 304 8 2.6% 3,080,156 0.26 New Hampshire 101 0 0.0% 1,359,711 0.00 New Jersey 559 13 2.3% 8,882,190 0.15 New Mexico 424 9 2.1% 2.096,829 0.43 New York 931 46 4.9% 19,453,561 0.24 North Carolina 1,373 17 1.2% 10,488,084 0.16 North Dakota 100 2 2.0% 762,062 0.26 Ohio 1,153 25 2.2% 11,689,100 0.21 Oregon 489 12 2.5% 4,217,737 0.28 Pennsylvania 1,059 14 1.3% 12,801,989 0.11 Rhode Island 57 0 0.0% 1,059,361 0.00 South Dakota 102 1 1.0% 884,659 0.1	Nobrooko	104	1	0.4%	1,000,770	0.20
New Hampshire 101 0 2.5% 5,000,136 0.26 New Jampshire 101 0 0.0% 1,359,711 0.00 New Jampshire 101 0 0.0% 1,359,711 0.00 New Jersey 559 13 2.3% 8,882,190 0.15 New Mexico 424 9 2.1% 2,096,829 0.43 New York 931 46 4.9% 19,453,561 0.24 North Dakota 100 2 2.0% 762,062 0.26 Ohio 1,153 25 2.2% 11,689,100 0.21 Oklahoma 640 13 2.0% 3.956,971 0.33 Oregon 489 12 2.5% 4,217,737 0.28 Pennsylvania 1,059 14 1.3% 12,801,989 0.11 Rhode Island 57 0 0.0% 5,148,714 0.50 South Carolina 1,001 26 2.6% 5,148,714	Neurodo	240	0	0.4 /0	2,000,156	0.05
New Jersey 559 13 2.3% 8,882,190 0.15 New Mexico 424 9 2.1% 2,096,829 0.43 New York 931 46 4.9% 19,453,561 0.24 North Carolina 1,373 17 1.2% 10,488,084 0.16 North Dakota 100 2 2.0% 762,062 0.26 Ohio 1,153 25 2.2% 11,689,100 0.21 Oklahoma 640 13 2.0% 3,956,971 0.33 Oregon 489 12 2.5% 4,217,737 0.28 Pennsylvania 1,059 14 1.3% 12,801,989 0.11 Rhode Island 57 0 0.0% 1,059,361 0.00 South Carolina 1,001 26 2.6% 5,148,714 0.50 South Dakota 102 1 1.0% 884,659 0.11 Tennessee 1,135 7 0.6% 6.829,174	Nevaua New Hampahira	101	0	2.0%	3,000,100	0.20
New Mexico 424 9 2.3% 0,682,190 0.13 New Mexico 424 9 2.1% 2,096,829 0.43 New York 931 46 4.9% 19,453,561 0.24 North Carolina 1,373 17 1.2% 10,488,084 0.16 North Dakota 100 2 2.0% 762,062 0.26 Ohio 1,153 25 2.2% 11,689,100 0.21 Oklahoma 640 13 2.0% 3,956,971 0.33 Oregon 489 12 2.5% 4,217,737 0.28 Pennsylvania 1,059 14 1.3% 12,801,989 0.11 Rhode Island 57 0 0.0% 1,059,361 0.00 South Carolina 1,001 26 2.6% 5,148,714 0.50 South Dakota 102 1 1.0% 884,659 0.11 Texas 3,615 66 1.8% 28,995,881	New Jaragy	101	10	0.0%	1,309,711	0.00
New York 931 46 4.9% 19,453,561 0.24 North Carolina 1,373 17 1.2% 10,488,084 0.16 North Dakota 100 2 2.0% 762,062 0.26 Ohio 1,153 25 2.2% 11,689,100 0.21 Oklahoma 640 13 2.0% 3,956,971 0.33 Oregon 489 12 2.5% 4,217,737 0.28 Pennsylvania 1,059 14 1.3% 12,801,989 0.11 Rhode Island 57 0 0.0% 1,059,361 0.00 South Carolina 1,001 26 2.6% 5,148,714 0.50 South Carolina 1,001 26 2.6% 5,148,714 0.50 South Dakota 102 1 1.0% 884,659 0.11 Texas 3,615 66 1.8% 28,995,881 0.23 Utah 248 6 2.4% 3,205,958	New Mexico	009	13	2.3%	0,002,190	0.10
New York 931 46 4.9% 19,435,361 0.24 North Carolina 1,373 17 1.2% 10,488,084 0.16 North Dakota 100 2 2.0% 762,062 0.26 Ohio 1,153 25 2.2% 11,689,100 0.21 Oklahoma 640 13 2.0% 3,956,971 0.33 Oregon 489 12 2.5% 4,217,737 0.28 Pennsylvania 1,059 14 1.3% 12,801,989 0.11 Rhode Island 57 0 0.0% 1,059,361 0.00 South Carolina 1,001 26 2.6% 5,148,714 0.50 South Dakota 102 1 1.0% 884,659 0.11 Texas 3,615 66 1.8% 28,995,881 0.23 Utah 248 6 2.4% 3,205,958 0.19 Vermont 47 0 0.0% 623,989 0.00 <td>New Wexico</td> <td>424</td> <td>9</td> <td>2.1%</td> <td>2,090,829</td> <td>0.43</td>	New Wexico	424	9	2.1%	2,090,829	0.43
North Dakota 1,373 17 1.2% 10,483,064 0.16 North Dakota 100 2 2.0% 762,062 0.26 Ohio 1,153 25 2.2% 11,689,100 0.21 Oklahoma 640 13 2.0% 3,956,971 0.33 Oregon 489 12 2.5% 4,217,737 0.28 Pennsylvania 1,059 14 1.3% 12,801,989 0.11 Rhode Island 57 0 0.0% 1,059,361 0.00 South Carolina 1,001 26 2.6% 5,148,714 0.50 South Carolina 1,001 26 2.6% 5,148,714 0.50 South Dakota 102 1 1.0% 884,659 0.11 Tennessee 1,135 7 0.6% 6,829,174 0.10 Texas 3,615 66 1.8% 28,995,881 0.23 Utah 248 6 2.4% 3,205,958	New YOIK	931	40	4.9%	19,403,001	0.24
North Dakota 100 2 2.0% 762,062 0.26 Ohio 1,153 25 2.2% 11,689,100 0.21 Oklahoma 640 13 2.0% 3,956,971 0.33 Oregon 489 12 2.5% 4,217,737 0.28 Pennsylvania 1,059 14 1.3% 12,801,989 0.11 Rhode Island 57 0 0.0% 1,059,361 0.00 South Carolina 1,001 26 2.6% 5,148,714 0.50 South Dakota 102 1 1.0% 884,659 0.11 Tennessee 1,135 7 0.6% 6,829,174 0.10 Texas 3,615 66 1.8% 28,995,881 0.23 Utah 248 6 2.4% 3,205,958 0.19 Vermont 47 0 0.0% 623,989 0.00 Virginia 831 13 1.6% 8,535,519 0.15 <	North Carolina	1,3/3	17	1.2%	10,488,084	0.16
Onio 1,153 25 2.2% 11,689,100 0.21 Oklahoma 640 13 2.0% 3,956,971 0.33 Oregon 489 12 2.5% 4,217,737 0.28 Pennsylvania 1,059 14 1.3% 12,801,989 0.11 Rhode Island 57 0 0.0% 1,059,361 0.00 South Carolina 1,001 26 2.6% 5,148,714 0.50 South Dakota 102 1 1.0% 884,659 0.11 Tennessee 1,135 7 0.6% 6,829,174 0.10 Texas 3,615 66 1.8% 28,995,881 0.23 Utah 248 6 2.4% 3,205,958 0.19 Vermont 47 0 0.0% 623,989 0.00 Virginia 831 13 1.6% 8,535,519 0.15 Washington 519 9 1.7% 7,614,893 0.12 <	North Dakota	100	2	2.0%	762,062	0.26
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Oregon489122.5%4,217,7370.28Pennsylvania1,059141.3%12,801,9890.11Rhode Island5700.0%1,059,3610.00South Carolina1,001262.6%5,148,7140.50South Dakota10211.0%884,6590.11Tennessee1,13570.6%6,829,1740.10Texas3,615661.8%28,995,8810.23Utah24862.4%3,205,9580.19Vermont4700.0%623,9890.00Virginia831131.6%8,535,5190.15Washington51991.7%7,614,8930.12West Virginia26031.2%1,792,1470.17Wisconsin566142.5%5,822,4340.24Wyoming14700.0%578,7590.00U.S. Total36,0968462.3%328,239,5230.26Puerto Rico28993.1%3,193,6940.28	Okianoma	640	13	2.0%	3,956,971	0.33
Pennsylvania1,059141.3%12,801,8890.11Rhode Island5700.0%1,059,3610.00South Carolina1,001262.6%5,148,7140.50South Dakota10211.0%884,6590.11Tennessee1,13570.6%6,829,1740.10Texas3,615661.8%28,995,8810.23Utah24862.4%3,205,9580.19Vermont4700.0%623,9890.00Virginia831131.6%8,535,5190.15Washington51991.7%7,614,8930.12West Virginia26031.2%1,792,1470.17Wisconsin566142.5%5,822,4340.24Wyoming14700.0%578,7590.00U.S. Total36,0968462.3%328,239,5230.26Puerto Rico28993.1%3,193,6940.28	Oregon	489	12	2.5%	4,217,737	0.28
Rhode Island5700.0%1,059,3610.00South Carolina1,001262.6%5,148,7140.50South Dakota10211.0%884,6590.11Tennessee1,13570.6%6,829,1740.10Texas3,615661.8%28,995,8810.23Utah24862.4%3,205,9580.19Vermont4700.0%623,9890.00Virginia831131.6%8,535,5190.15Washington51991.7%7,614,8930.12West Virginia26031.2%1,792,1470.17Wisconsin566142.5%5,822,4340.24Wyoming14700.0%578,7590.00U.S. Total36,0968462.3%328,239,5230.26Puerto Rico28993.1%3,193,6940.28	Pennsylvania	1,059	14	1.3%	12,801,989	0.11
South Carolina1,001262.6%5,148,7140.50South Dakota10211.0%884,6590.11Tennessee1,13570.6%6,829,1740.10Texas3,615661.8%28,995,8810.23Utah24862.4%3,205,9580.19Vermont4700.0%623,9890.00Virginia831131.6%8,535,5190.15Washington51991.7%7,614,8930.12West Virginia26031.2%1,792,1470.17Wisconsin566142.5%5,822,4340.24Wyoming14700.0%578,7590.00U.S. Total36,0968462.3%328,239,5230.26Puerto Rico28993.1%3,193,6940.28	Rhode Island	57	0	0.0%	1,059,361	0.00
South Dakota10211.0%884,6590.11Tennessee1,13570.6%6,829,1740.10Texas3,615661.8%28,995,8810.23Utah24862.4%3,205,9580.19Vermont4700.0%623,9890.00Virginia831131.6%8,535,5190.15Washington51991.7%7,614,8930.12West Virginia26031.2%1,792,1470.17Wisconsin566142.5%5,822,4340.24Wyoming14700.0%578,7590.00U.S. Total36,0968462.3%328,239,5230.26Puerto Rico28993.1%3,193,6940.28	South Carolina	1,001	26	2.6%	5,148,714	0.50
Tennessee1,13570.6%6,829,1740.10Texas3,615661.8%28,995,8810.23Utah24862.4%3,205,9580.19Vermont4700.0%623,9890.00Virginia831131.6%8,535,5190.15Washington51991.7%7,614,8930.12West Virginia26031.2%1,792,1470.17Wisconsin566142.5%5,822,4340.24Wyoming14700.0%578,7590.00U.S. Total36,0968462.3%328,239,5230.26Puerto Rico28993.1%3,193,6940.28	South Dakota	102	1	1.0%	884,659	0.11
Texas3,615661.8%28,995,8810.23Utah24862.4%3,205,9580.19Vermont4700.0%623,9890.00Virginia831131.6%8,535,5190.15Washington51991.7%7,614,8930.12West Virginia26031.2%1,792,1470.17Wisconsin566142.5%5,822,4340.24Wyoming14700.0%578,7590.00U.S. Total36,0968462.3%328,239,5230.26Puerto Rico28993.1%3,193,6940.28	Tennessee	1,135	7	0.6%	6,829,174	0.10
Utah24862.4%3,205,9580.19Vermont4700.0%623,9890.00Virginia831131.6%8,535,5190.15Washington51991.7%7,614,8930.12West Virginia26031.2%1,792,1470.17Wisconsin566142.5%5,822,4340.24Wyoming14700.0%578,7590.00U.S. Total36,0968462.3%328,239,5230.26Puerto Rico28993.1%3,193,6940.28	Texas	3,615	66	1.8%	28,995,881	0.23
Vermont4700.0%623,9890.00Virginia831131.6%8,535,5190.15Washington51991.7%7,614,8930.12West Virginia26031.2%1,792,1470.17Wisconsin566142.5%5,822,4340.24Wyoming14700.0%578,7590.00U.S. Total36,0968462.3%328,239,5230.26Puerto Rico28993.1%3,193,6940.28	Utah	248	6	2.4%	3,205,958	0.19
Virginia831131.6%8,535,5190.15Washington51991.7%7,614,8930.12West Virginia26031.2%1,792,1470.17Wisconsin566142.5%5,822,4340.24Wyoming14700.0%578,7590.00U.S. Total36,0968462.3%328,239,5230.26Puerto Rico28993.1%3,193,6940.28	Vermont	47	0	0.0%	623,989	0.00
Washington 519 9 1.7% 7,614,893 0.12 West Virginia 260 3 1.2% 1,792,147 0.17 Wisconsin 566 14 2.5% 5,822,434 0.24 Wyoming 147 0 0.0% 578,759 0.00 U.S. Total 36,096 846 2.3% 328,239,523 0.26 Puerto Rico 289 9 3.1% 3,193,694 0.28	Virginia	831	13	1.6%	8,535,519	0.15
West Virginia 260 3 1.2% 1,792,147 0.17 Wisconsin 566 14 2.5% 5,822,434 0.24 Wyoming 147 0 0.0% 578,759 0.00 U.S. Total 36,096 846 2.3% 328,239,523 0.26 Puerto Rico 289 9 3.1% 3,193,694 0.28	Washington	519	9	1.7%	7,614,893	0.12
Wisconsin 566 14 2.5% 5,822,434 0.24 Wyoming 147 0 0.0% 578,759 0.00 U.S. Total 36,096 846 2.3% 328,239,523 0.26 Puerto Rico 289 9 3.1% 3,193,694 0.28	West Virginia	260	3	1.2%	1,792,147	0.17
Wyoming 147 0 0.0% 578,759 0.00 U.S. Total 36,096 846 2.3% 328,239,523 0.26 Puerto Rico 289 9 3.1% 3,193,694 0.28	Wisconsin	566	14	2.5%	5,822,434	0.24
U.S. Total 36,096 846 2.3% 328,239,523 0.26 Puerto Rico 289 9 3.1% 3,193,694 0.28	Wyoming	147	0	0.0%	578,759	0.00
Puerto Rico 289 9 3.1% 3,193,694 0.28	U.S. Total	36,096	846	2.3%	328,239,523	0.26
	Puerto Rico	289	9	3.1%	3,193,694	0.28

Sources: FARS 2019 ARF; Population – Census Bureau

City

For each U.S. city with a population of over 500,000, Table 7 shows the population, number of total fatalities and pedalcyclist fatalities, the percentage of total fatalities who were pedalcyclists, and the population-based fatality rates for all traffic fatalities and pedalcyclist fatalities in 2019.

- Among large cities, the city with the highest pedalcyclist fatality rates was Tucson (1.09 pedalcyclist fatalities per 100,000 people), followed by Jacksonville (0.99 pedalcyclist fatalities per 100,000 people).
- Of those major cities that had pedalcyclist fatalities, the lowest fatality rates were Columbus (0.11 pedalcyclist fatalities per 100,000 people) and San Francisco (0.11 pedalcyclist fatalities per 100,000 people).
- Five major cities reported zero pedalcyclist fatalities in traffic crashes in 2019: Fort Worth, Charlotte, Nashville, Las Vegas, and Memphis.
- The pedalcyclist fatalities in these major cities account for about 17 percent of all pedalcyclist fatalities nationwide.

Table 7

Total and Pedalcyclist Fatalities in Cities With Populations of 500,000 or Greater, and Fatality Rates, 2019

		Pedalcyclist Fatalities			Fatality Rate per 100,000 Population		
City	Total Fatalities	Number	Percentage of Total Fatalities	Population	Total	Pedalcyclist	
New York, NY	214	24	11.2%	8,336,817	2.57	0.29	
Los Angeles, CA	267	14	5.2%	3,979,576	6.71	0.35	
Chicago, IL	141	5	3.5%	2,693,976	5.23	0.19	
Houston, TX	256	16	6.3%	2,320,268	11.03	0.69	
Phoenix, AZ	205	8	3.9%	1,680,992	12.20	0.48	
Philadelphia, PA	90	2	2.2%	1,584,064	5.68	0.13	
San Antonio, TX	151	5	3.3%	1,547,253	9.76	0.32	
San Diego, CA	88	6	6.8%	1,423,851	6.18	0.42	
Dallas, TX	182	3	1.6%	1,343,573	13.55	0.22	
San Jose, CA	79	4	5.1%	1,021,795	7.73	0.39	
Austin, TX	91	3	3.3%	978,908	9.30	0.31	
Jacksonville, FL	149	9	6.0%	911,507	16.35	0.99	
Fort Worth, TX	95	0	0.0%	909,585	10.44	0.00	
Columbus, OH	74	1	1.4%	898,553	8.24	0.11	
Charlotte, NC	73	0	0.0%	885,708	8.24	0.00	
San Francisco, CA	39	1	2.6%	881,549	4.42	0.11	
Indianapolis, IN	100	3	3.0%	876,384	11.41	0.34	
Seattle, WA	24	2	8.3%	753,675	3.18	0.27	
Denver, CO	61	3	4.9%	727,211	8.39	0.41	
Washington, DC	23	1	4.3%	705,749	3.26	0.14	
Boston, MA	20	1	5.0%	692,600	2.89	0.14	
El Paso, TX	69	1	1.4%	681,728	10.12	0.15	
Nashville, TN	97	0	0.0%	670,820	14.46	0.00	
Detroit, MI	115	2	1.7%	670,031	17.16	0.30	
Oklahoma City, OK	83	2	2.4%	655,057	12.67	0.31	
Portland, OR	49	2	4.1%	654,741	7.48	0.31	
Las Vegas, NV	33	0	0.0%	651,319	5.07	0.00	
Memphis, TN	130	0	0.0%	651,073	19.97	0.00	
Louisville, KY	94	2	2.1%	617,638	15.22	0.32	
Baltimore, MD	44	2	4.5%	593,490	7.41	0.34	
Milwaukee, WI	55	1	1.8%	590,157	9.32	0.17	
Albuquerque, NM	101	4	4.0%	560,513	18.02	0.71	
Tucson, AZ	107	6	5.6%	548,073	19.52	1.09	
Fresno, CA	45	2	4.4%	531,576	8.47	0.38	
Mesa, AZ	44	3	6.8%	518,012	8.49	0.58	
Sacramento, CA	50	2	4.0%	513,624	9.73	0.39	
Atlanta, GA	86	2	2.3%	506,811	16.97	0.39	

Sources: FARS 2019 ARF; Population – Census Bureau Note: Sorted by highest to lowest population.

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. www.youtube.com/watch?time_continue=22&v=hLlXs wx0VvQ&feature=emb_logo
- 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.
- Consult State and local laws for safety reminders as they may differ from the ones above.

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

- NHTSA's Research and Program Development

Fatality Analysis Reporting System

FARS contains data on every fatal motor vehicle traffic crash within the 50 States, the District of Columbia, and Puerto Rico. To be included in FARS, a traffic crash must involve a motor vehicle traveling on a public trafficway that results 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 the following year to the final version 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. More information on FARS can be found at <u>www.nhtsa.gov/ crash-data-systems/fatality-analysis-reporting-system</u>. The updated final counts for the previous data year will be reflected with the release of the recent year's ARF. For example, along with the release of the 2019 ARF, the 2018 Final File was released to replace the 2018 ARF. The final fatality count in motor vehicle traffic crashes for 2018 was 36,835, which was updated from 36,560 in the 2018 ARF. The number of pedalcyclist fatalities from the 2018 Final File was 871, which was updated from 857 from the 2018 ARF.

The 2016 and 2017 Final Files have been amended, but this amendment did not change the overall number of fatal crashes or fatalities.

Crash Report Sampling System

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 the National Automotive Sampling System (NASS) General Estimates System (GES) in 2016. More information on CRSS can be found at <u>www.nhtsa.gov/crash-data-systems/crash-report-sampling-system-crss</u>.

Methodology Change for Estimating People Injured

NCSA changed the methodology of estimating people nonfatally injured in motor vehicle traffic crashes. The new approach combines people nonfatally injured from both FARS and NASS GES/CRSS. This is done by extracting people nonfatally injured in fatal crashes from FARS with people nonfatally injured in police-reported injury crashes from NASS GES/CRSS. The old approach extracted people nonfatally injured from only NASS GES/CRSS, regardless of crash severity. This change in methodology caused some estimates of people injured to change for prior years.

Additional data visualization tools for fact sheets can be found at <u>https://cdan.dot.gov/DataVisualization/DataVisualization.</u> <u>htm#</u>.

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For More Information:

Motor vehicle traffic crash data are available from the National Center for Statistics and Analysis (NCSA), NSA-230. NCSA can be contacted at <u>NCSARequests@dot.gov</u> or 800-934-8517. NCSA programs and data can be found at <u>www.nhtsa.gov/data</u>. Additional data tools, such as the State Traffic Safety Information (STSI), Fatality and Injury Reporting System Tool (FIRST), and more can be found at <u>https://cdan.nhtsa.gov/</u>. To report a motor vehicle safety-related problem or to inquire about safety information, contact the Vehicle Safety Hotline at 888-327-4236 or <u>www-odi.nhtsa.dot.gov/VehicleComplaint/</u>.

Other fact sheets available from NCSA 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 Traffic Safety Facts annual report can be found at https://crashstats.nhtsa.dot.gov/



U.S. Department of Transportation

National Highway Traffic Safety Administration