Traffic Safety Facts

2019 Data

October 2021

DOT HS 813 197

NHTSA

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

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 Fatalities and Pedalcyclist Fatalities, and Total Injured and Pedalcyclists Injured in Traffic Crashes, 2010–2019

		Pedalcyclist Fatalities				Pedalcyclists 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**

	Male			Female			Total		
Age Group	Injured	Population	Injury Rate[2]	Injured	Population	Injury Rate[2]	Injured	Population	Injury Rate[2]
0-4	**	10,009,207	**	**	9,567,476	**	**	19,576,683	**
5-9	1,000	10,322,762	10	**	9,873,133	**	2,000	20,195,895	8
10-14	4,000	10,618,261	39	1,000	10,180,007	9	5,000	20,798,268	24
Children (≤14)	*5,000*	*30,950,230*	*17*	*1,000*	*29,620,616*	*5*	*7,000*	*60,570,846*	*11*
15-20	7,000	12,928,746	51	1,000	12,395,507	12	8,000	25,324,253	32
21-24	3,000	8,881,613	38	1,000	8,481,644	11	4,000	17,363,257	25
25-29	4,000	12,004,570	36	1,000	11,504,446	8	5,000	23,509,016	22
30-34	3,000	11,354,610	27	1,000	11,076,695	6	4,000	22,431,305	17
35-39	2,000	10,884,941	23	1,000	10,852,580	5	3,000	21,737,521	14
40-44	2,000	9,907,139	19	1,000	10,014,484	5	2,000	19,921,623	12
45-49	2,000	10,085,355	23	**	10,312,396	**	3,000	20,397,751	14
50-54	3,000	10,086,611	29	1,000	10,390,540	6	3,000	20,477,151	17
55-59	3,000	10,642,489	28	**	11,234,902	**	3,000	21,877,391	15
60-64	2,000	9,856,730	23	**	10,714,416	**	3,000	20,571,146	13
65-69	2,000	8,199,773	20	**	9,255,228	**	2,000	17,455,001	10
70-74	1,000	6,499,806	10	**	7,528,626	**	1,000	14,028,432	6
75-79	**	4,318,499	**	**	5,334,166	**	**	9,652,665	**
80+	**	5,056,212	**	**	7,865,953	**	**	12,922,165	**
Ages 65+	*3,000*	*24,074,290*	*12*	**	*29,983,973*	**	*3,000*	*54,058,263*	*6*
Total[3]	**40,000**	**161,657,324**	**25**	**9,000**	**166,582,199**	**5**	**49,000**	**328,239,523**	**15**

Sources: FARS 2019 ARF; CRSS 2019; Population – Census Bureau
*Includes fatalities of unknown sex.
**Less than 500 injured; injury rate not shown.
[1]Includes fatalities of unknown age.
[2]Were calculated using injured estimates before rounding.
[3]Injured 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-Impaired Driver, BAC=.08+ g/dL		Total	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Pedalcyclist, No Alcohol	556	66%	9	1%	68	8%	632	75%
Pedalcyclist, BAC=.01–.07 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
*Includes pedalcyclists of unknown age.

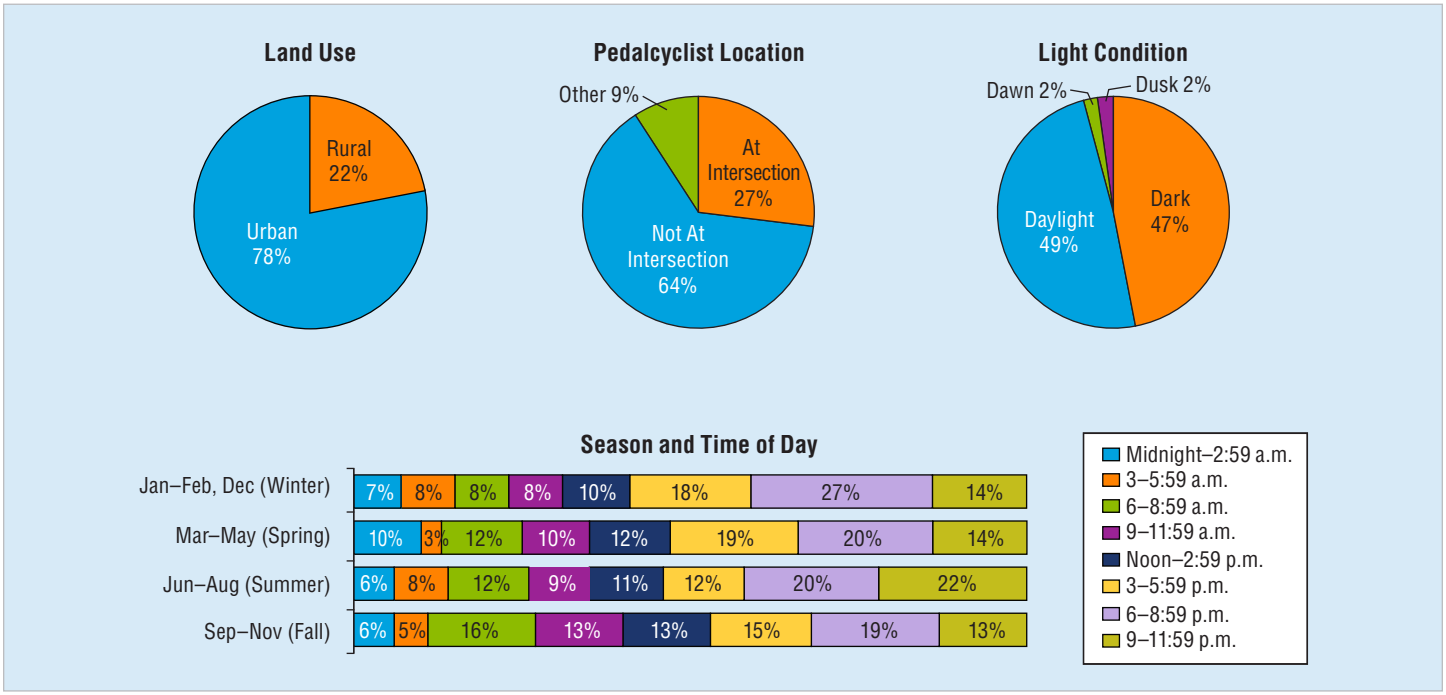
Crash Characteristics

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.

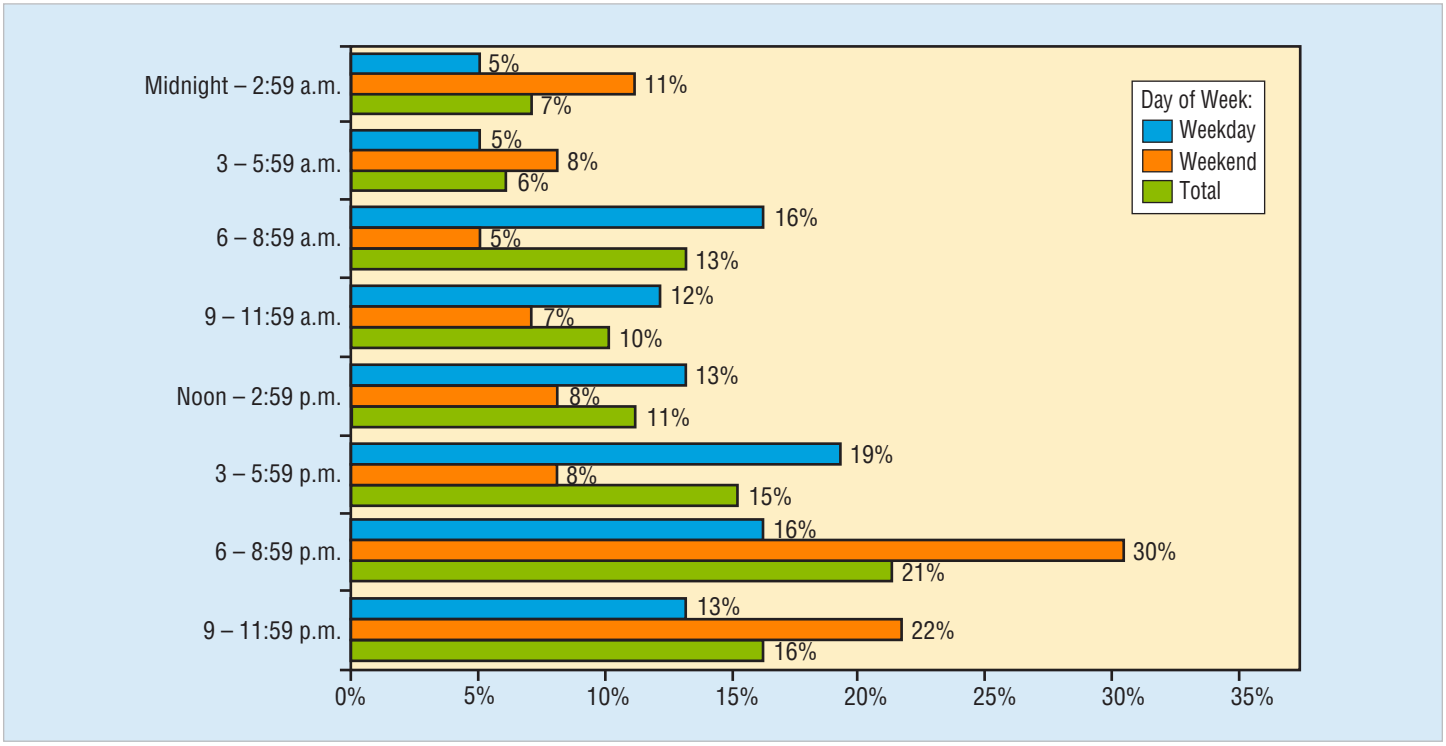
Notes: Percentages may not add up to 100 percent due to independent rounding. Unknowns were removed before calculating percentages.

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 single-vehicle 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 right-side 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

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

	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	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%**

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.

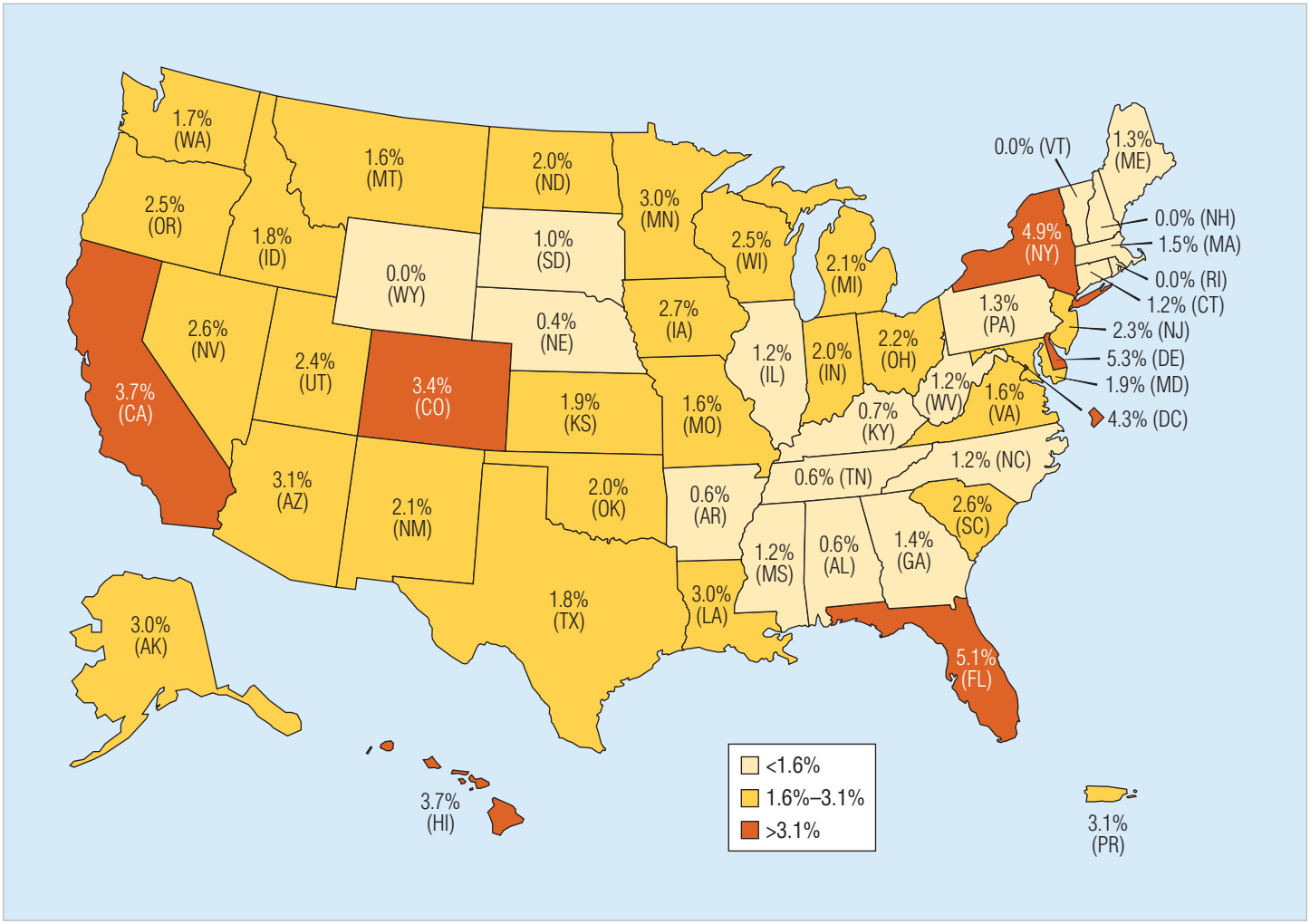
- Pedalcyclist fatalities were highest in Florida (161), followed by California (133) and Texas (66).
- There were no pedalcyclist fatalities in New Hampshire, Rhode Island, Vermont or Wyoming.
- The percentage of pedalcyclist fatalities among total fatalities in States ranged from a high of 5.3 percent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

Figure 3

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



Source: FARS 2019 ARF

Table 6

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

State	Total Fatalities	Pedalcyclist Fatalities		Population	Pedalcyclist Fatality Rate per 100,000 Population
		Number	Percentage of Total Fatalities		
Alabama	930	6	0.6%	4,903,185	0.12
Alaska	67	2	3.0%	731,545	0.27
Arizona	981	30	3.1%	7,278,717	0.41
Arkansas	505	3	0.6%	3,017,804	0.10
California	3,606	133	3.7%	39,512,223	0.34
Colorado	596	20	3.4%	5,758,736	0.35
Connecticut	249	3	1.2%	3,565,287	0.08
Delaware	132	7	5.3%	973,764	0.72
District of Columbia	23	1	4.3%	705,749	0.14
Florida	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
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	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	0.23
Montana	184	3	1.6%	1,068,778	0.28
Nebraska	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%	1,359,711	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
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
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

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

City	Total Fatalities	Pedalcyclist Fatalities		Population	Fatality Rate per 100,000 Population	
		Number	Percentage of Total Fatalities		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=hLlXswx0VvQ&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 www.nhtsa.gov/Driving-Safety/Bicycles

— 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 www.nhtsa.gov/crash-data-systems/fatality-analysis-reporting-system.

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 www.nhtsa.gov/crash-data-systems/crash-report-sampling-system-crss.

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 https://cdan.dot.gov/DataVisualization/DataVisualization.htm#.

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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 NCSARequests@dot.gov or 800-934-8517. NCSA programs and data can be found at www.nhtsa.gov/data. Additional data tools, such as the State Traffic Safety Information (STSI), Fatality and Injury Reporting System Tool (FIRST), and more can be found at https://cdan.nhtsa.gov/. To report a motor vehicle safety-related problem or to inquire about safety information, contact the Vehicle Safety Hotline at 888-327-4236 or www-odi.nhtsa.dot.gov/VehicleComplaint/.

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