Traffic Safety Facts

2020 Data

June 2022

DOT HS 813 322

NHTSA

In this fact sheet for 2020 the information is presented as follows.

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

Bicyclists and Other Cyclists

As defined for this fact sheet, pedalcyclists 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 2020 there were 938 pedalcyclist fatalities, which accounted for 2.4 percent of all traffic fatalities during the year.
- In 2020 there was a 9-percent increase in pedalcyclists killed (938) from the 859 pedalcyclists killed in 2019.
- In 2020 an estimated 38,886 pedalcyclists were injured, a 21-percent decrease from 49,057 pedalcyclists injured in 2019.
- In 2020 the pedalcyclist fatality rate per 100,000 people was 7 times higher for males than females. The injury rate for pedalcyclists per 100,000 people was almost 4 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 2020.
- Twenty-two percent of the pedalcyclists who died in 2020 had blood alcohol concentrations (BACs) of .01 grams per deciliter (g/dL) or greater.
- Seventy-nine percent of fatal pedalcyclist crashes in 2020 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). A change instituted with the release of 2020 data is rounding estimates to the nearest whole number instead of the nearest thousand for all police-reported crashes, including injury estimates. 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 2020 there were 938 pedalcyclists killed in traffic crashes in the United States, an increase of 9 percent from 859 in 2019. Pedalcyclist deaths accounted for 2.4 percent of all traffic fatalities (Table 1) in 2020.

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 2011 to 2020. Pedalcyclist deaths have accounted from a high of 2.4 percent to a low of 2.1 percent in those 10 years.

In 2020 an estimated 38,886 pedalcyclists were injured, a 21-percent decrease from 49,057 pedalcyclists injured in 2019. Pedalcyclists injured made up 1.7 percent of the total people injured in 2020.

Table 1
Total Fatalities and Pedalcyclist Fatalities, and Total Injured and Pedalcyclists Injured in Traffic Crashes, 2011–2020

		Pedalcyclist Fatalities				Pedalcyclists Injured	
Year	Total Fatalities	Number	Percentage of Total Fatalities	Year	Total Injured	Number	Percentage of Total Injured
2011	32,479	682	2.1%	2011	2,227,209	48,134	2.2%
2012	33,782	734	2.2%	2012	2,369,083	49,300	2.1%
2013	32,893	749	2.3%	2013	2,318,992	48,088	2.1%
2014	32,744	729	2.2%	2014	2,342,621	50,414	2.2%
2015	35,484	829	2.3%	2015	2,454,778	45,066	1.8%
2016	37,806	853	2.3%	2016†	3,061,885	64,218	2.1%
2017	37,473	806	2.2%	2017†	2,745,268	49,698	1.8%
2018	36,835	871	2.4%	2018†	2,710,059	46,536	1.7%
2019	36,355	859	2.4%	2019†	2,740,141	49,057	1.8%
2020	38,824	938	2.4%	2020†	2,282,015	38,886	1.7%

Sources: FARS 2011–2019 Final File, 2020 Annual Report File (ARF); NASS GES 2011–2015 and CRSS 2016–2020
†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 2011 to 2020, the average age of pedalcyclists killed in traffic crashes has steadily increased from 43 in 2011 to 48 in 2020.

Table 2 contains the number of pedalcyclists killed and injured in 2020 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 2020 the majority of pedalcyclists killed (87%) and pedalcyclists injured (81%) were males. The population-based pedalcyclist fatality rate was 7 times higher for males than for females. The pedalcyclist injury rate was 4 times higher for males than for females. The overall male pedalcyclist injury rate was 19 (per 100,000 people), compared with 4 for females.

The largest number of pedalcyclist fatalities was in the 60-to-64 age group. Pedalcyclists in this age group also had the highest fatality rate (0.57 per 100,000 people) based on population. The highest pedalcyclist injury rate by age group was those 15-to-20 followed by 10-to-14 (19 and 17 per 100,000 population, respectively).

In 2020 children 14 and younger accounted for 5 percent of all pedalcyclists killed and 13 percent of all pedalcyclists injured.

Table 2

Pedalcyclists Killed and Injured in Traffic Crashes, and Fatality and Injury Rates per 100,000 Population, by Age Group and Sex, 2020

	Male			Female			Total[1]		
Age Group	Killed	Population	Fatality Rate	Killed	Population	Fatality Rate	Killed	Population	Fatality Rate
<5	4	9,861,157	0.04	1	9,440,135	0.01	5	19,301,292	0.03
5-9	6	10,346,753	0.06	1	9,890,958	0.01	7	20,237,711	0.03
10-14	30	10,594,968	0.28	6	10,159,455	0.06	36	20,754,423	0.17
Children (≤14)	*40*	*30,802,878*	*0.13*	*8*	*29,490,548*	*0.03*	*48*	*60,293,426*	*0.08*
15-20	50	12,916,029	0.39	7	12,389,472	0.06	57	25,305,501	0.23
21-24	28	8,811,414	0.32	5	8,438,769	0.06	33	17,250,183	0.19
25-29	34	11,875,126	0.29	12	11,356,117	0.11	46	23,231,243	0.20
30-34	36	11,569,253	0.31	10	11,269,150	0.09	46	22,838,403	0.20
35-39	59	10,937,588	0.54	5	10,890,716	0.05	64	21,828,304	0.29
40-44	51	10,108,280	0.50	11	10,199,608	0.11	64	20,307,888	0.32
45-49	69	9,872,904	0.70	4	10,097,702	0.04	74	19,970,606	0.37
50-54	81	10,051,788	0.81	6	10,343,739	0.06	87	20,395,527	0.43
55-59	107	10,511,928	1.02	7	11,091,171	0.06	116	21,603,099	0.54
60-64	101	9,977,506	1.01	17	10,823,072	0.16	119	20,800,578	0.57
65-69	52	8,390,351	0.62	7	9,483,316	0.07	59	17,873,667	0.33
70-74	40	6,793,189	0.59	9	7,882,542	0.11	49	14,675,731	0.33
75-79	30	4,473,684	0.67	4	5,513,149	0.07	34	9,986,833	0.34
80+	25	5,164,284	0.48	5	7,958,850	0.06	30	13,123,134	0.23
Ages 65+	*147*	*24,821,508*	*0.59*	*25*	*30,837,857*	*0.08*	*172*	*55,659,365*	*0.31*
Total[2]	**812**	**162,256,202**	**0.50**	**117**	**167,227,921**	**0.07**	**938**	**329,484,123**	**0.28**

	Male			Female			Total[3]		
Age Group	Injured	Population	Injury Rate	Injured	Population	Injury Rate	Injured	Population	Injury Rate
0-4	77	9,861,157	1	57	9,440,135	1	134	19,301,292	1
5-9	1,150	10,346,753	11	281	9,890,958	3	1,431	20,237,711	7
10-14	2,746	10,594,968	26	873	10,159,455	9	3,619	20,754,423	17
Children (≤14)	*3,973*	*30,802,878*	*13*	*1,211*	*29,490,548*	*4*	*5,184*	*60,293,426*	*9*
15-20	3,895	12,916,029	30	838	12,389,472	7	4,733	25,305,501	19
21-24	2,030	8,811,414	23	625	8,438,769	7	2,655	17,250,183	15
25-29	2,609	11,875,126	22	848	11,356,117	7	3,457	23,231,243	15
30-34	2,685	11,569,253	23	718	11,269,150	6	3,403	22,838,403	15
35-39	2,509	10,937,588	23	530	10,890,716	5	3,039	21,828,304	14
40-44	1,950	10,108,280	19	595	10,199,608	6	2,546	20,307,888	13
45-49	2,065	9,872,904	21	335	10,097,702	3	2,400	19,970,606	12
50-54	2,173	10,051,788	22	362	10,343,739	3	2,535	20,395,527	12
55-59	2,585	10,511,928	25	386	11,091,171	3	2,972	21,603,099	14
60-64	2,199	9,977,506	22	446	10,823,072	4	2,646	20,800,578	13
65-69	1,382	8,390,351	16	226	9,483,316	2	1,608	17,873,667	9
70-74	836	6,793,189	12	175	7,882,542	2	1,011	14,675,731	7
75-79	441	4,473,684	10	15	5,513,149	0	456	9,986,833	5
80+	241	5,164,284	5	0	7,958,850	0	241	13,123,134	2
Ages 65+	*2,900*	*24,821,508*	*12*	*416*	*30,837,857*	*1*	*3,316*	*55,659,365*	*6*
Total[4]	**31,573**	**162,256,202**	**19**	**7,311**	**167,227,921**	**4**	**38,886**	**329,484,123**	**12**

Sources: FARS 2020 ARF; CRSS 2020; Population – Census Bureau
[1]Includes unknown sex for pedalcyclists killed.
[2]Includes unknown age for pedalcyclists killed.
[3]Includes unknown sex for pedalcyclists injured in fatal crashes.
[4]Includes unknown age for pedalcyclists injured in fatal crashes.
Note: 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 2020. Alcohol involvement is defined as whether alcohol was consumed by the driver and/or the pedalcyclist prior to the crash; the presence of alcohol may or may not be a contributing factor in the crash. "No alcohol" refers to a blood alcohol concentration (BAC) of .00 grams per deciliter (g/dL).

A total of 930 traffic crashes each had one or more pedalcyclist fatalities. Table 3 charts the estimated alcohol involvement for the pedalcyclist killed, by the alcohol involvement of all drivers involved in those 930 crashes, whether the drivers were killed or not. If more than one pedalcyclist was killed in a crash, the pedalcyclist with the highest BAC was used. If more than one driver was involved in a crash, the driver with the highest BAC was used.

In 2020:

- An estimated 18 percent of fatal pedalcyclist crashes had a pedalcyclist fatality with a BAC of .08 g/dL or higher.
- An estimated 13 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, 2020

	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	617	66%	19	2%	90	10%	725	78%
Pedalcyclist, BAC=.01–.07 g/dL	32	3%	2	0%	7	1%	42	4%
Pedalcyclist, BAC=.08+ g/dL	130	14%	5	1%	28	3%	163	18%
Total Crashes	**779**	**84%**	**25**	**3%**	**125**	**13%**	**930**	**100%**

Source: FARS 2020 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, an estimated 22 percent of pedalcyclists killed had BACs of .01 g/dL or higher in 2020, compared to 28 percent in 2011. In 2011 pedalcyclists killed in the 35-to-44 age group had highest percentages with both BACs of .01 g/dL or higher (42%) and BACs of .08 g/dL or higher (36%). In 2020 pedalcyclists in the age group 45-to-54 had the highest alcohol involvement (32%) at .01+ g/dL, and age group 35-to-44 had the highest alcohol impairment (27%) at .08+ g/dL.

Table 4

Pedalcyclists Killed in Traffic Crashes, by Age Group and Their BACs, 2011 and 2020

	2011					2020				
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	116	89%	11%	4%	7%	105	93%	7%	2%	5%
21-24	53	61%	39%	13%	26%	33	79%	21%	2%	18%
25-34	71	66%	34%	5%	29%	92	79%	21%	4%	17%
35-44	80	58%	42%	7%	36%	128	69%	31%	4%	27%
45-54	159	64%	36%	4%	32%	161	68%	32%	8%	23%
55-64	110	72%	28%	5%	23%	235	76%	24%	5%	20%
65-74	58	91%	9%	2%	7%	108	87%	13%	4%	9%
75-84	23	89%	11%	5%	6%	56	92%	8%	0%	8%
85+	9	89%	11%	11%	0%	8	96%	4%	1%	3%
Total Killed*	**682**	**72%**	**28%**	**5%**	**22%**	**938**	**78%**	**22%**	**4%**	**17%**

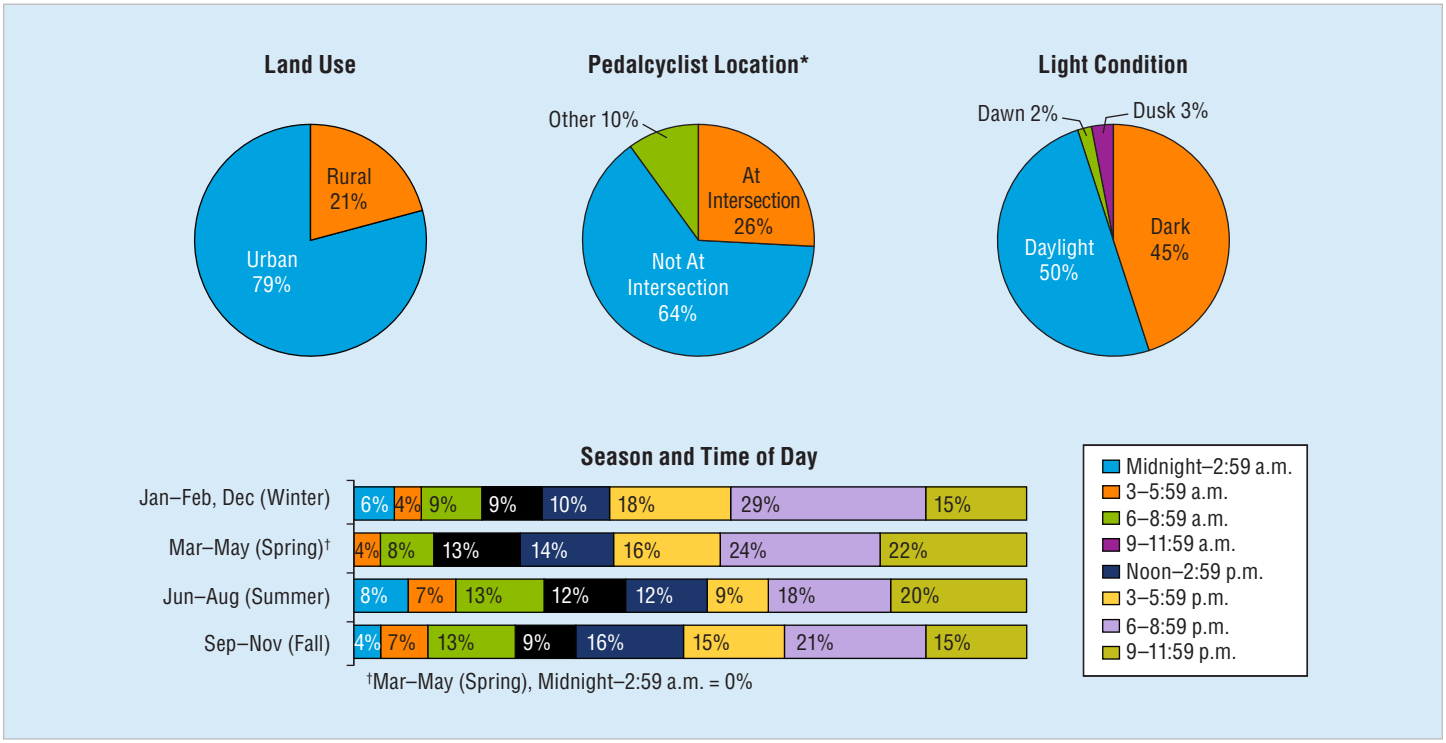
Source: FARS 2011 Final File, 2020 ARF
*Includes pedalcyclists of unknown age.

Crash Characteristics

Figure 1 shows information about the crash characteristics describing pedalcyclist fatalities in 2020: land use, pedalcyclist location, light condition, and season and time of day.

- More than three-quarters of pedalcyclist fatalities occurred in urban areas (79%) as opposed to rural areas (21%).
- Twenty-six percent of the pedalcyclist fatalities occurred at intersections, 64 percent occurred at locations that were not intersections, and the remaining 10 percent occurred at other locations including shoulders/roadsides, parking lanes/zones, bicycle lanes, sidewalks, and driveway accesses.
- More pedalcyclist fatalities occurred in the daylight (50%) than in dark (45%), dusk (3%), 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-four percent of pedalcyclist fatalities occurred during the summer months (June to August), 26 percent occurred during the fall months (September to November), 23 percent occurred during the spring months (March to May), and 17 percent occurred during the winter months (January, February, and the following December).
  - During the winter months, the largest group (29%) 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 (24%) of pedalcyclist fatalities, followed by 22 percent from 9 to 11:59 p.m., and 16 percent from 3 to 5:59 p.m.
  - During the summer months, more pedalcyclist fatalities occurred from 9 to 11:59 p.m. (20%) than any other time, followed by 18 percent from 6 to 8:59 a.m.
  - During the fall months, 21 percent of the pedalcyclist fatalities occurred from 6 to 8:59 p.m., followed by 16 percent from noon to 2:59 p.m.

Figure 1
Percentage of Pedalcyclist Fatalities in Relation to Land Use, Pedalcyclist Location, Light Condition, and Season and Time of Day, 2020



Source: FARS 2020 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.

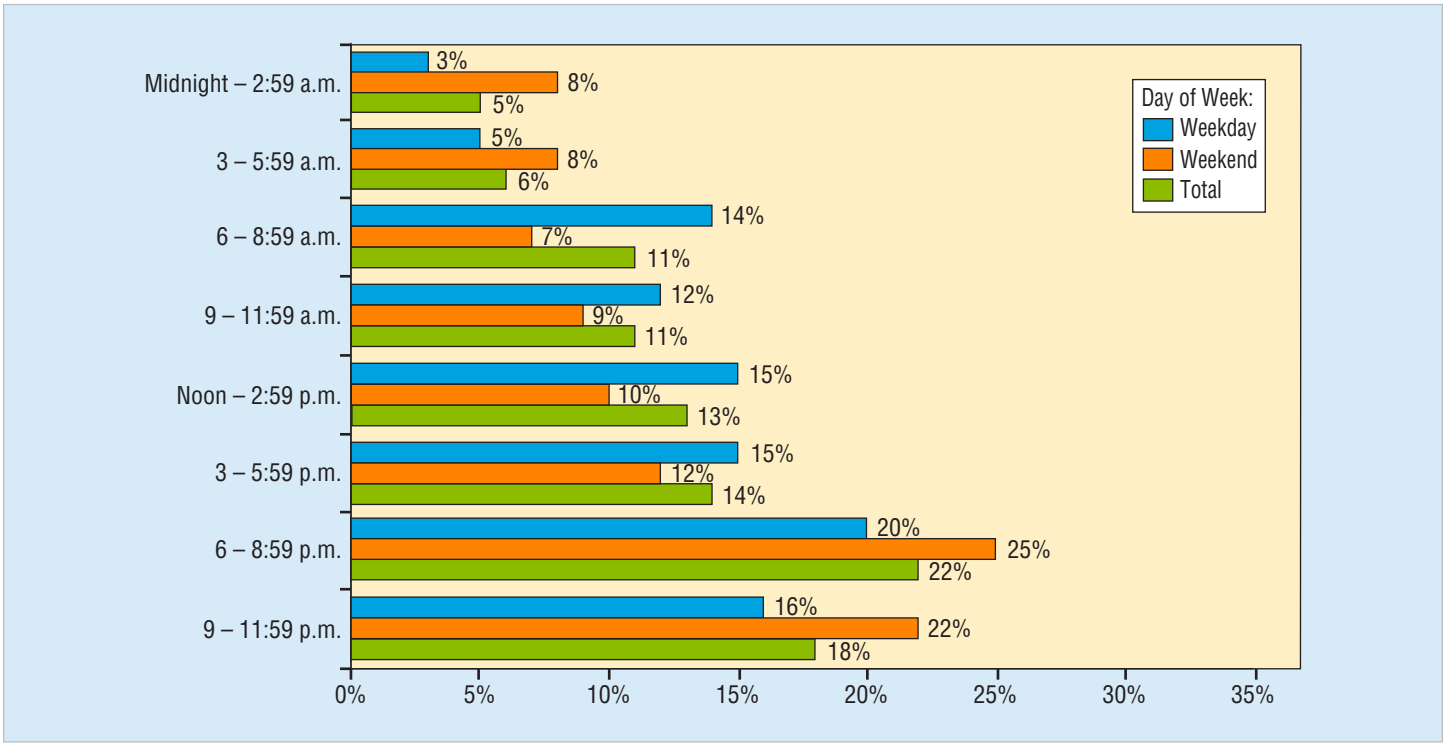
Time of Day and Day of Week

In 2020 there were 573 (61%) pedalcyclist fatalities during weekdays and 362 (39%) 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 2020 pedalcyclist fatalities.

- The period 6 p.m. to 8:59 p.m. had the highest frequency of pedalcyclist fatalities during both weekdays (20%) and weekends (25%).
- The second highest percentage of pedalcyclist fatalities occurred from 9 p.m. to 11:59 p.m. on both weekdays (16%) and weekends (22%).

Figure 2

Percentage of Pedalcyclist Fatalities, by Time of Day and Day of Week, 2020



Source: FARS 2020 ARF
Weekday—Monday 6 a.m. to Friday 5:59 p.m. (4.5 days)
Weekend—Friday 6 p.m. to Monday 5:59 a.m. (2.5 days)
Note: Unknowns were removed before calculating percentages.

Vehicle Type and Impact Point

Ninety-three percent (874) of the pedalcyclists killed were in single-vehicle traffic crashes in 2020; 7 percent (64) were killed in multiple-vehicle crashes. Of the 874 pedalcyclists killed in single-vehicle crashes, 99.5 percent (870) were killed in crashes where the first harmful event was collision with a pedalcyclist. Table 5 presents the 870 pedalcyclists killed in these crashes by vehicle type and location of the initial point of impact on the striking vehicle.

In 2020:

- Pedalcyclists who died in single-vehicle crashes were most likely to be struck by the front of the vehicles.
- 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.
- Light trucks were the most frequently involved vehicles in traffic crashes in which a pedalcyclist was killed (361 of the 870). Eighty-nine percent (320) of these pedalcyclists came in contact with the front of the light truck.
- Large trucks had the highest percentage of right-side impacts, accounting for 13 percent of the fatalities, whereas for passenger vehicles this percentage was 5 percent.
- Large trucks had the highest percentage of rear-impact pedalcyclist fatalities (6.5%).

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, 2020

	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	304	89.9%	19	5.6%	6	1.8%	0	–	9	2.7%	338	100%
Light Truck*	320	88.6%	16	4.4%	8	2.2%	5	1.4%	12	3.3%	361	100%
— SUV	*137*	*87.8%*	*7*	*4.5%*	*3*	*1.9%*	*2*	*1.3%*	*7*	*4.5%*	*156*	*100%*
— Pickup	*141*	*91.0%*	*6*	*3.9%*	*4*	*2.6%*	*1*	*0.6%*	*3*	*1.9%*	*155*	*100%*
— Van	*39*	*84.8%*	*3*	*6.5%*	*1*	*2.2%*	*2*	*4.3%*	*1*	*2.2%*	*46*	*100%*
Large Truck	47	61.0%	10	13.0%	8	10.4%	5	6.5%	7	9.1%	77	100%
Bus	5	83.3%	0	–	1	16.7%	0	–	0	–	6	100%
Other/ Unknown Vehicle	48	54.5%	3	3.4%	0	–	1	1.1%	36	40.9%	88	100%
Total	**724**	**83.2%**	**48**	**5.5%**	**23**	**2.6%**	**11**	**1.3%**	**64**	**7.4%**	**870**	**100%**

Source: FARS 2020 ARF
*Includes other/unknown light-truck vehicle types.

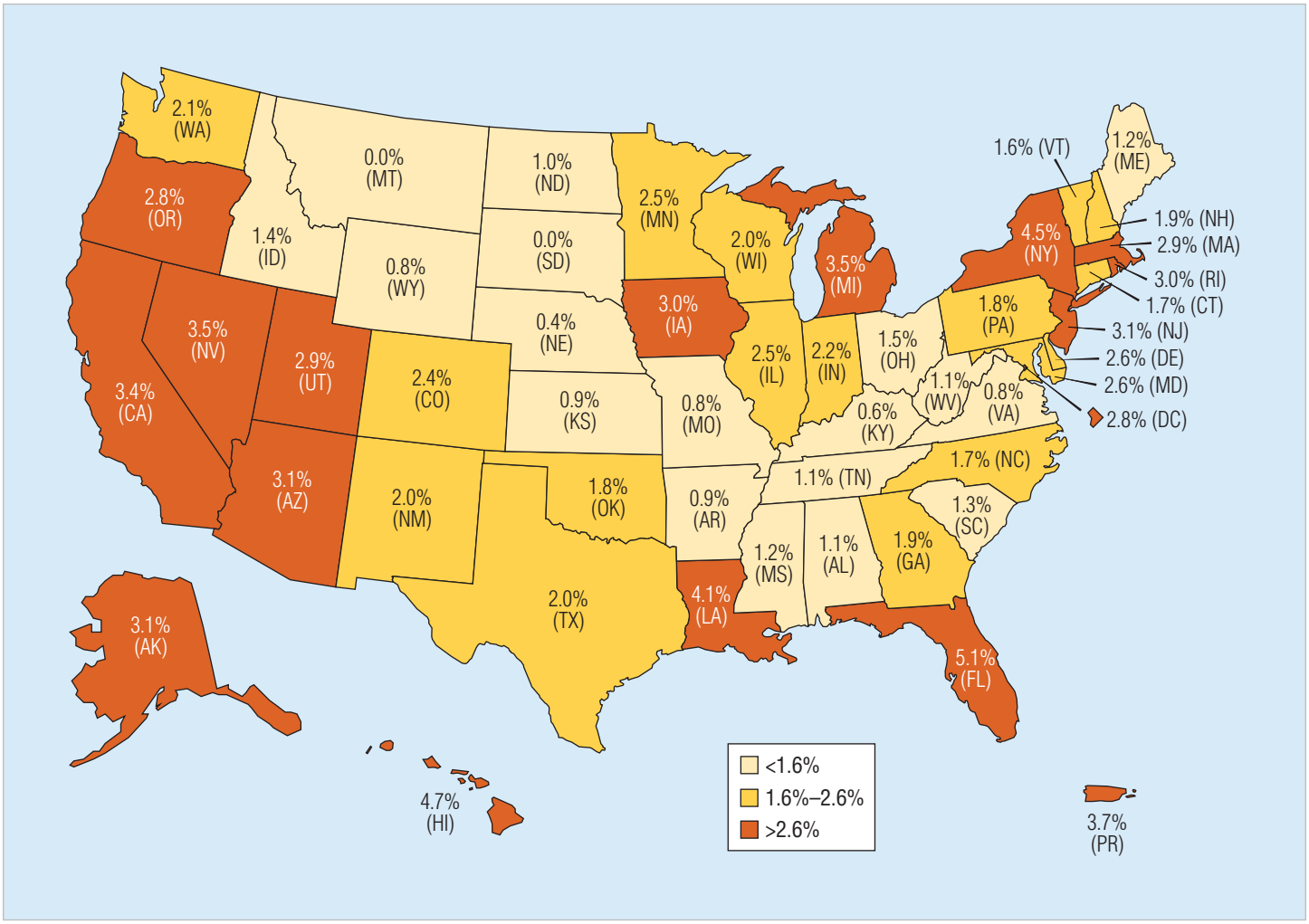
State

Figure 3 contains a map of the percentage of total traffic fatalities who were pedalcyclists by State in 2020. 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 2020. 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 higher proportions of the population biking than others. Also included in Table 6 is Puerto Rico, which is not included in the overall U.S. total.

In 2020:

- Pedalcyclist fatalities were highest in Florida (170), followed by California (129) and Texas (79).
- There were no pedalcyclist fatalities in Montana and South Dakota.
- The percentage of pedalcyclist fatalities among total fatalities in States ranged from a high of 5.1 percent (Florida) to a low of 0.4 percent (Nebraska) for those States with pedalcyclist fatalities, compared to the national percentage of 2.4 percent as shown in Figure 3.
- The highest fatality rate per 100,000 population was in Florida (0.78 fatalities per 100,000 residents) followed by Louisiana (0.73 fatalities per 100,000 residents), compared to the national rate of 0.28. Of those States with pedalcyclist fatalities, Nebraska had the lowest fatality rate per 100,000 population (0.05) followed by Virginia (0.08).

Figure 3
Percentage of Total Fatalities Who Were Pedalcyclists, by State, 2020



Source: FARS 2020 ARF

Table 6

Total and Pedalcyclist Fatalities, and Pedalcyclist Fatality Rates, by State, 2020

State	Total Fatalities	Pedalcyclist Fatalities		Population	Pedalcyclist Fatality Rate per 100,000 Population
		Number	Percentage of Total Fatalities		
Alabama	934	10	1.1%	4,921,532	0.20
Alaska	64	2	3.1%	731,158	0.27
Arizona	1,054	33	3.1%	7,421,401	0.44
Arkansas	638	6	0.9%	3,030,522	0.20
California	3,847	129	3.4%	39,368,078	0.33
Colorado	622	15	2.4%	5,807,719	0.26
Connecticut	295	5	1.7%	3,557,006	0.14
Delaware	116	3	2.6%	986,809	0.30
District of Columbia	36	1	2.8%	712,816	0.14
Florida	3,331	170	5.1%	21,733,312	0.78
Georgia	1,664	32	1.9%	10,710,017	0.30
Hawaii	85	4	4.7%	1,407,006	0.28
Idaho	214	3	1.4%	1,826,913	0.16
Illinois	1,194	30	2.5%	12,587,530	0.24
Indiana	897	20	2.2%	6,754,953	0.30
Iowa	337	10	3.0%	3,163,561	0.32
Kansas	426	4	0.9%	2,913,805	0.14
Kentucky	780	5	0.6%	4,477,251	0.11
Louisiana	828	34	4.1%	4,645,318	0.73
Maine	164	2	1.2%	1,350,141	0.15
Maryland	567	15	2.6%	6,055,802	0.25
Massachusetts	343	10	2.9%	6,893,574	0.15
Michigan	1,084	38	3.5%	9,966,555	0.38
Minnesota	394	10	2.5%	5,657,342	0.18
Mississippi	752	9	1.2%	2,966,786	0.30
Missouri	987	8	0.8%	6,151,548	0.13
Montana	213	0	0.0%	1,080,577	0.00
Nebraska	233	1	0.4%	1,937,552	0.05
Nevada	317	11	3.5%	3,138,259	0.35
New Hampshire	104	2	1.9%	1,366,275	0.15
New Jersey	584	18	3.1%	8,882,371	0.20
New Mexico	398	8	2.0%	2,106,319	0.38
New York	1,046	47	4.5%	19,336,776	0.24
North Carolina	1,538	26	1.7%	10,600,823	0.25
North Dakota	100	1	1.0%	765,309	0.13
Ohio	1,230	18	1.5%	11,693,217	0.15
Oklahoma	652	12	1.8%	3,980,783	0.30
Oregon	508	14	2.8%	4,241,507	0.33
Pennsylvania	1,129	20	1.8%	12,783,254	0.16
Rhode Island	67	2	3.0%	1,057,125	0.19
South Carolina	1,064	14	1.3%	5,218,040	0.27
South Dakota	141	0	0.0%	892,717	0.00
Tennessee	1,217	13	1.1%	6,886,834	0.19
Texas	3,874	79	2.0%	29,360,759	0.27
Utah	276	8	2.9%	3,249,879	0.25
Vermont	62	1	1.6%	623,347	0.16
Virginia	850	7	0.8%	8,590,563	0.08
Washington	560	12	2.1%	7,693,612	0.16
West Virginia	267	3	1.1%	1,784,787	0.17
Wisconsin	614	12	2.0%	5,832,655	0.21
Wyoming	127	1	0.8%	582,328	0.17
U.S. Total	**38,824**	**938**	**2.4%**	**329,484,123**	**0.28**
Puerto Rico	242	9	3.7%	3,159,343	0.28

Sources: FARS 2020 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 2020. Of the 37 cities listed, 15 had lower pedalcyclist fatality rates than the national average of 0.28 per 100,000 population.

- Among large cities, the city with the highest pedalcyclist fatality rate was for Tucson (1.26 pedalcyclist fatalities per 100,000 people), followed by Detroit (1.20 pedalcyclist fatalities per 100,000 people).
- Of those major cities that had pedalcyclist fatalities, the lowest fatality rates were San Antonio (0.06 pedalcyclist fatalities per 100,000 people), Fort Worth, and Columbus (both were 0.11 pedalcyclist fatalities per 100,000 people).
- Four major cities reported zero pedalcyclist fatalities in traffic crashes in 2020: Denver, El Paso, Nashville, and Atlanta.
- The pedalcyclist fatalities in these major cities account for about 15 percent of all pedalcyclist fatalities nationwide.

Table 7

Total and Pedalcyclist Fatalities in Cities With Populations of 500,000 or Greater, and Fatality Rates, 2020

City	Total Fatalities	Pedalcyclist Fatalities		Population	Fatality Rate per 100,000 Population	
		Number	Percentage of Total Fatalities		Total	Pedalcyclist
New York, NY	235	17	7.2%	8,253,213	2.85	0.21
Los Angeles, CA	282	12	4.3%	3,970,219	7.10	0.30
Chicago, IL	190	8	4.2%	2,677,643	7.10	0.30
Houston, TX	266	10	3.8%	2,316,120	11.48	0.43
Phoenix, AZ	224	5	2.2%	1,708,127	13.11	0.29
Philadelphia, PA	166	5	3.0%	1,578,487	10.52	0.32
San Antonio, TX	157	1	0.6%	1,567,118	10.02	0.06
San Diego, CA	104	2	1.9%	1,422,420	7.31	0.14
Dallas, TX	222	3	1.4%	1,343,266	16.53	0.22
San Jose, CA	56	3	5.4%	1,013,616	5.52	0.30
Austin, TX	94	4	4.3%	995,484	9.44	0.40
Fort Worth, TX	110	1	0.9%	927,720	11.86	0.11
Jacksonville, FL	178	10	5.6%	920,570	19.34	1.09
Columbus, OH	81	1	1.2%	903,852	8.96	0.11
Charlotte, NC	101	3	3.0%	900,350	11.22	0.33
Indianapolis, IN	134	5	3.7%	877,903	15.26	0.57
San Francisco, CA	31	1	3.2%	866,606	3.58	0.12
Seattle, WA	26	1	3.8%	769,714	3.38	0.13
Denver, CO	51	0	0.0%	735,538	6.93	0.00
Washington, DC	36	1	2.8%	712,816	5.05	0.14
Boston, MA	18	2	11.1%	691,531	2.60	0.29
El Paso, TX	64	0	0.0%	681,534	9.39	0.00
Nashville, TN	104	0	0.0%	671,295	15.49	0.00
Detroit, MI	191	8	4.2%	665,369	28.71	1.20
Las Vegas, NV	32	2	6.3%	662,368	4.83	0.30
Oklahoma City, OK	81	2	2.5%	662,314	12.23	0.30
Portland, OR	56	5	8.9%	656,751	8.53	0.76
Memphis, TN	223	4	1.8%	649,705	34.32	0.62
Louisville, KY	113	1	0.9%	618,338	18.27	0.16
Milwaukee, WI	87	3	3.4%	589,067	14.77	0.51
Baltimore, MD	62	1	1.6%	586,131	10.58	0.17
Albuquerque, NM	105	4	3.8%	562,540	18.67	0.71
Tucson, AZ	125	7	5.6%	553,571	22.58	1.26
Fresno, CA	71	5	7.0%	530,267	13.39	0.94
Mesa, AZ	47	2	4.3%	528,159	8.90	0.38
Sacramento, CA	43	2	4.7%	512,838	8.38	0.39
Atlanta, GA	81	0	0.0%	512,550	15.80	0.00

Sources: FARS 2020 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 2020 ARF, the 2019 Final File was released to replace the 2019 ARF. The final fatality count in motor vehicle traffic crashes for 2019 was 36,355, which was updated from 36,096 in the 2019 ARF. The number of pedalcyclist fatalities from the 2019 Final File was 859, which was updated from 846 from the 2019 ARF.

The 2017 and 2018 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.

In calendar year 2020, 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.

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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 can be found at www.nhtsa.gov/data. 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/.

The following data tools and resources can be found at https://cdan.nhtsa.gov/.

- Fatal Motor Vehicle Crash Data Visualizations
- Fatality and Injury Reporting System Tool (FIRST)
- State Traffic Safety Information (STSI)
- Traffic Safety Facts Annual Report Tables
- FARS Data Tables (FARS Encyclopedia)
- Crash Viewer
- Product Information Catalog and Vehicle Listing (vPIC)
- FARS, NASS GES, CRSS, NASS Crashworthiness Data System (CDS), and Crash Investigation Sampling System (CISS) data can be downloaded for further analysis.

Other fact sheets available from NCSA:

- 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
- 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