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

Traffic Safety Facts
2023 Data

DOT HS 813 739 July 2025

Bicyclists and Other Cyclists

In this fact sheet for 2023 the information is presented as follows.

As defined for this fact sheet, prior to 2022, pedalcyclists are riders on bicycles and other cycles (tricycles and unicycles) powered solely by pedals. Starting in 2022, pedalcyclists include riders on bicycles powered by **pedals and/or motors**. This fact sheet only includes pedalcyclist crashes that involve motor vehicles in-transport.

Important Change for Motorized Bicycles: Prior to 2022, motorized bicycles were collected as motor vehicles and classified as motorcycles in the Fatality Analysis Reporting System (FARS) and the Crash Report Sampling System (CRSS), and their operators and passengers were captured as motorists. Beginning in 2022, FARS and CRSS are no longer collecting motorized bicycles as motor vehicles. Consequently, operators and passengers of motorized bicycles will be captured as pedalcyclists when involved in a motor vehicle traffic crash. *Any traffic crash involving only motorized bicycle(s) will no longer be captured in FARS or CRSS.* In 2021 there were 43 traffic fatalities on motorized bicycles reported to FARS. Of the 43 traffic fatalities on motorized bicycles, 7 were in crashes involving only motorized bicycles.

Key Findings

- In 2023 there were 1,166 pedalcyclist fatalities, accounting for 2.9 percent of all traffic fatalities.
- In 2023 there was a 4-percent increase in pedalcyclists killed (1,166) from the 1,117 pedalcyclists killed in 2022.
- In 2023 an estimated 49,989 pedalcyclists were injured, an 8-percent increase from 46,195 pedalcyclists injured in 2022.
- In 2023 there were an estimated 49,989 pedalcyclists injured, accounting for 2.0 percent of all people injured in traffic crashes.
- In 2023 the pedalcyclist fatality rate per 100,000 people was more than 7 times higher for males than females. The injury rate for pedalcyclists per 100,000 people was 5 times higher for males than for females.
- Alcohol involvement (blood alcohol concentration [BAC] of .01 grams per deciliter [g/dL] or higher) – 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 2023.
- Twenty-two percent of the pedalcyclists who died in 2023 had BACs of .01 g/dL or higher.
- In 2023 most pedalcyclist fatalities (81%) were in urban areas.

- Twenty-eight percent of pedalcyclist fatalities in 2023 occurred at intersections.
- Pedalcyclists who died in single-vehicle traffic 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 and buses.

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). Results from FARS, such as fatal crashes and fatalities, are actual counts, while results from NASS GES and CRSS, such as non-fatal crashes and people injured, are estimates. Refer to the end of this publication for more information on FARS, NASS GES, and CRSS.

Due to a vehicle classification change, the 2020 and later-year vehicle type classifications are not comparable to 2019 and earlier-year vehicle type classifications. This change affects any analysis with a vehicle component to it. Refer to the end of this publication for more information on Product Information Catalog and Vehicle Listing (vPIC).

A motor vehicle traffic crash is defined as an incident that involved one or more motor vehicles in-transport that originated on or had a harmful event (injury or damage) on a public trafficway, such as a road or highway. Crashes that occurred on private property not regularly used by the public for transport, including some parts of parking lots and driveways, are excluded. The terms “motor vehicle traffic crash” and “traffic crash” are used interchangeably in this document.

Overview

In 2023 there were 1,166 pedalcyclists killed in traffic crashes in the United States, an increase of 4 percent from 1,117 in 2022. Pedalcyclist deaths accounted for 2.9 percent of all traffic fatalities (Table 1) in 2023.

Table 1 shows the distribution of pedalcyclist fatalities as percentages of total fatalities as well as pedalcyclists injured as percentages of total people injured in the 10-year period from 2014 to 2023. Pedalcyclist deaths have accounted from a high of 2.9 percent to a low of 2.2 percent in those 10 years.

In 2023 an estimated 49,989 pedalcyclists were injured, an 8-percent increase from 46,195 pedalcyclists injured in 2022. Pedalcyclists injured made up 2.0 percent of the total people injured in 2023.

Table 1. Total Fatalities, Pedalcyclist Fatalities, Total Injured, and Pedalcyclists Injured in Traffic Crashes, 2014–2023

		Pedalcyclist Fatalities				Pedalcyclists Injured	
Year	Total Fatalities	Number	Percentages of Total Fatalities	Year	Total Injured	Number	Percentages of Total Injured
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	39,007	948	2.4%	2020	2,282,209	38,886	1.7%
2021	43,230	976	2.3%	2021	2,497,869	41,615	1.7%
2022	42,721	1,117*	2.6%	2022	2,382,833	46,195*	1.9%
2023	40,901	1,166*	2.9%	2023	2,442,581	49,989*	2.0%

Sources: FARS 2014–2022 Final File, 2023 Annual Report File (ARF); NASS GES 2014–2015 and CRSS 2016–2023
†NASS GES and CRSS estimates are not comparable due to different sample designs. Refer to end of document for more information about CRSS.
*Starting in 2022, pedalcyclists include people on motorized bicycles.

Age and Sex

Table 2 shows the number of pedalcyclists killed and injured in 2023 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 2023 the majority of pedalcyclists killed (87%) and pedalcyclists injured (83%) were males. The population-based pedalcyclist fatality rate was more than 7 times higher for males than for females. The pedalcyclist injury rate was 5 times higher for males than for females. The overall male pedalcyclist injury rate was 25 (per 100,000 people), compared with 5 for females.

In 2023 the average age of pedalcyclists killed in traffic crashes was 48. The largest numbers of pedalcyclist fatalities were in the 55-to-59 and 60-to-64 age groups. Pedalcyclists in these age groups also had the highest fatality rates (0.65 and 0.60 deaths per 100,000 population, respectively). The highest pedalcyclist injury rates by age group were in the 10-to-14 age group followed by those in the 15-to-20 age group (28 and 26 people injured per 100,000 population, respectively).

In 2023 children 14 and younger accounted for 4 percent of all pedalcyclists killed and 14 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, 2023

	Male			Female			Total[1]		
Age Group	Killed	Population	Fatality Rate	Killed	Population	Fatality Rate	Killed	Population	Fatality Rate
<5	2	9,459,399	0.02	2	9,051,761	0.02	4	18,511,160	0.02
5-9	3	10,304,720	0.03	1	9,848,037	0.01	4	20,152,757	0.02
10-14	27	10,667,918	0.25	6	10,166,646	0.06	33	20,834,564	0.16
Children (≤14)	*32*	*30,432,037*	*0.11*	*9*	*29,066,444*	*0.03*	*41*	*59,498,481*	*0.07*
15-20	58	13,516,176	0.43	6	12,903,196	0.05	64	26,419,372	0.24
21-24	23	8,907,270	0.26	4	8,560,010	0.05	29	17,467,280	0.17
25-29	42	11,175,898	0.38	5	10,842,462	0.05	48	22,018,360	0.22
30-34	70	11,883,289	0.59	12	11,640,867	0.10	82	23,524,156	0.35
35-39	79	11,364,080	0.70	20	11,142,564	0.18	100	22,506,644	0.44
40-44	93	10,998,156	0.85	16	10,885,893	0.15	109	21,884,049	0.50
45-49	84	9,886,355	0.85	11	9,930,655	0.11	95	19,817,010	0.48
50-54	89	10,300,754	0.86	7	10,376,017	0.07	96	20,676,771	0.46
55-59	124	10,166,391	1.22	10	10,439,866	0.10	134	20,606,257	0.65
60-64	111	10,337,454	1.07	16	10,910,700	0.15	127	21,248,154	0.60
65-69	94	9,125,260	1.03	10	10,025,468	0.10	105	19,150,728	0.55
70-74	48	7,209,820	0.67	5	8,324,736	0.06	53	15,534,556	0.34
75-79	33	5,166,023	0.64	3	6,221,394	0.05	36	11,387,417	0.32
80+	28	5,280,437	0.53	1	7,895,223	0.01	29	13,175,660	0.22
Ages 65+	*203*	*26,781,540*	*0.76*	*19*	*32,466,821*	*0.06*	*223*	*59,248,361*	*0.38*
Total[2]	**1,016**	**165,749,400**	**0.61**	**139**	**169,165,495**	**0.08**	**1,166**	**334,914,895**	**0.35**

	Male			Female			Total[3]		
Age Group	Injured	Population	Injury Rate	Injured	Population	Injury Rate	Injured	Population	Injury Rate
<5	73	9,459,399	1	45	9,051,761	0	118	18,511,160	1
5-9	850	10,304,720	8	271	9,848,037	3	1,120	20,152,757	6
10-14	4,939	10,667,918	46	936	10,166,646	9	5,875	20,834,564	28
Children (≤14)	*5,861*	*30,432,037*	*19*	*1,252*	*29,066,444*	*4*	*7,113*	*59,498,481*	*12*
15-20	5,926	13,516,176	44	953	12,903,196	7	6,879	26,419,372	26
21-24	2,630	8,907,270	30	556	8,560,010	6	3,185	17,467,280	18
25-29	3,735	11,175,898	33	928	10,842,462	9	4,664	22,018,360	21
30-34	4,028	11,883,289	34	953	11,640,867	8	4,981	23,524,156	21
35-39	3,790	11,364,080	33	635	11,142,564	6	4,425	22,506,644	20
40-44	2,584	10,998,156	23	514	10,885,893	5	3,098	21,884,049	14
45-49	2,272	9,886,355	23	577	9,930,655	6	2,849	19,817,010	14
50-54	2,514	10,300,754	24	499	10,376,017	5	3,013	20,676,771	15

Age Group	Male			Female			Total[3]		
	Injured	Population	Injury Rate	Injured	Population	Injury Rate	Injured	Population	Injury Rate
55-59	2,985	10,166,391	29	371	10,439,866	4	3,356	20,606,257	16
60-64	2,176	10,337,454	21	387	10,910,700	4	2,563	21,248,154	12
65-69	1,683	9,125,260	18	257	10,025,468	3	1,939	19,150,728	10
70-74	834	7,209,820	12	167	8,324,736	2	1,001	15,534,556	6
75-79	376	5,166,023	7	175	6,221,394	3	551	11,387,417	5
80+	321	5,280,437	6	51	7,895,223	1	372	13,175,660	3
Ages 65+	*3,214*	*26,781,540*	*12*	*649*	*32,466,821*	*2*	*3,863*	*59,248,361*	*7*
Total[4]	**41,716**	**165,749,400**	**25**	**8,273**	**169,165,495**	**5**	**49,989**	**334,914,895**	**15**

Sources: FARS 2023 ARF; CRSS 2023; 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 (a BAC of .01g/dL or higher) — either for a motor vehicle driver involved in a fatal pedalcyclist crash, the killed pedalcyclist, or both — was reported in 34 percent of the traffic crashes that resulted in pedalcyclist fatalities in 2023. Alcohol involvement is defined as whether alcohol was consumed by the driver or the pedalcyclist or both prior to the crash; the presence of alcohol may or may not be a contributing factor in the crash. “No alcohol” refers to a BAC of .00 g/dL.

A total of 1,162 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 1,162 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 2023:

- An estimated 18 percent of fatal pedalcyclist traffic crashes had a pedalcyclist involved with a BAC of .08 g/dL or higher.
- An estimated 14 percent of fatal pedalcyclist traffic 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 that went into effect on December 30, 2018.)
- An estimated 3 percent of fatal pedalcyclist traffic 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, 2023

	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	764	66%	26	2%	120	10%	910	78%
Pedalcyclist, BAC=.01-.07 g/dL	31	3%	3	0%	5	0%	39	3%
Pedalcyclist, BAC=.08+ g/dL	166	14%	10	1%	37	3%	213	18%
Total Crashes	**961**	**83%**	**38**	**3%**	**162**	**14%**	**1,162**	**100%**

Source: FARS 2023 ARF
Notes: The alcohol levels in this table were determined using the alcohol levels of the pedalcyclists killed and the involved drivers (killed or survived). NHTSA estimates BACs when alcohol test results are unknown.

As shown in Table 4, an estimated 22 percent of pedalcyclists killed had BACs of .01 g/dL or higher in 2023, compared to 24 percent in 2014. In 2014 pedalcyclists in the 35-to-44 age group had the highest percentages with both BACS of .01 g/dL or higher (38%) and BACs of .08 g/dL or higher (34%). In 2023 pedalcyclists killed in the age group 35-to-44 had the highest alcohol involvement (32%) at .01+ g/dL and the highest alcohol impairment (29%) at .08+ g/dL.

Table 4. Pedalcyclists Killed in Traffic Crashes, by Age Group and Their BACs, 2014 and 2023

Age Group	2014					2023				
	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
15-20	51	95%	5%	0%	4%	64	94%	6%	0%	6%
21-24	33	87%	13%	1%	12%	29	82%	18%	4%	14%
25-34	94	75%	25%	2%	23%	130	78%	22%	1%	21%
35-44	82	62%	38%	4%	34%	209	68%	32%	3%	29%
45-54	143	68%	32%	3%	29%	191	75%	25%	3%	23%
55-64	156	77%	23%	4%	19%	261	75%	25%	6%	18%
65-74	72	83%	17%	3%	14%	158	85%	15%	4%	11%
75-84	30	93%	7%	3%	4%	56	89%	11%	2%	9%
85+	7	100%	0%	0%	0%	9	92%	8%	1%	7%
Total Killed*	**668**	**76%**	**24%**	**3%**	**21%**	**1,107**	**78%**	**22%**	**3%**	**19%**

Source: FARS 2014 Final File, 2023 ARF
Note: NHTSA estimates BACs when alcohol test results are unknown.
*Excludes pedalcyclists younger than 15 and pedalcyclists of unknown age.

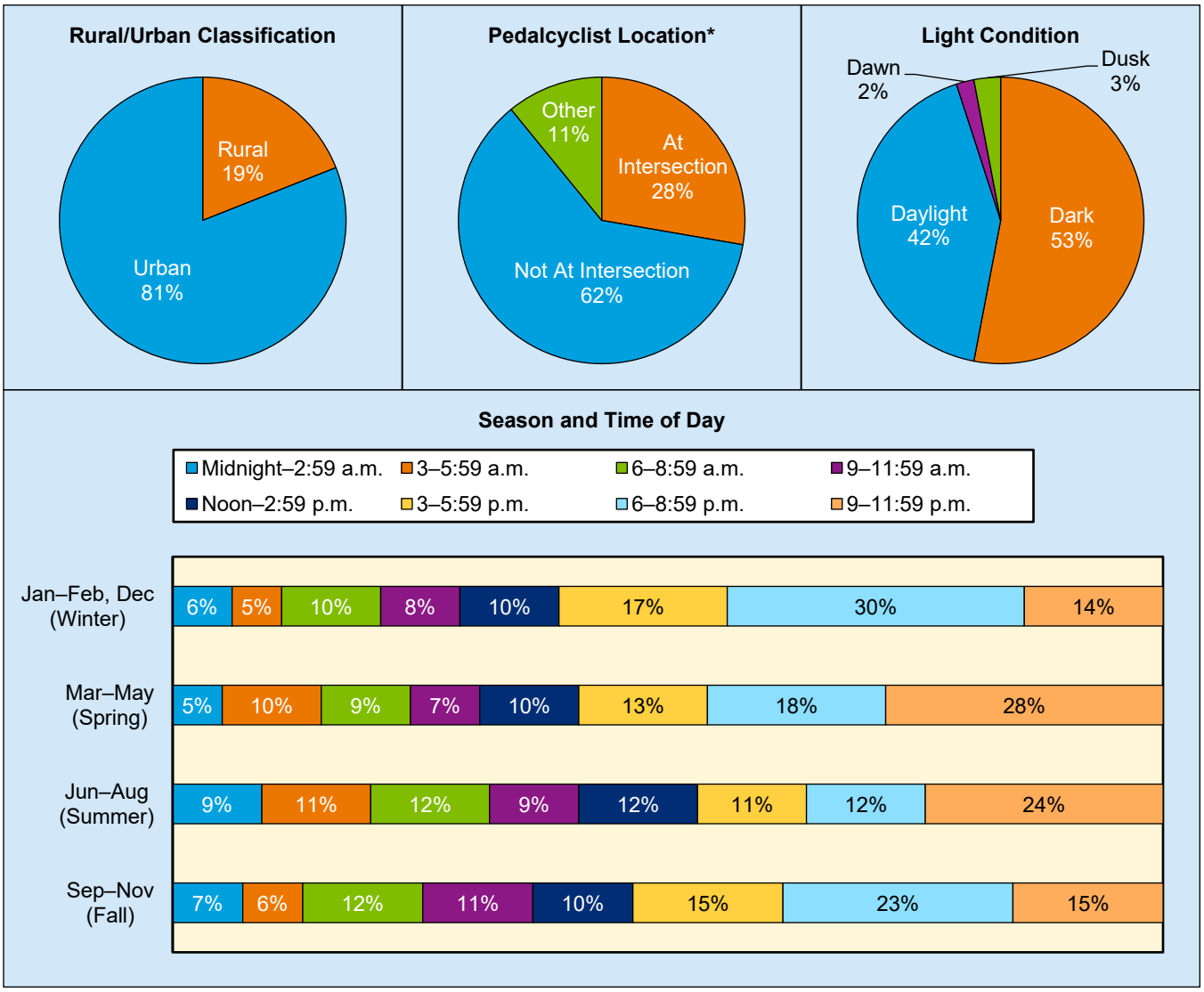
Crash Characteristics

Figure 1 shows information about the crash characteristics describing pedalcyclist fatalities in traffic crashes in 2023: rural/urban classification, pedalcyclist location, light condition, and season and time of day.

- About 4 in 5 pedalcyclist fatalities (81%) occurred in urban areas as opposed to rural areas (19%).
- Sixty-two percent of pedalcyclist fatalities occurred at locations that were not intersections, 28 percent occurred at intersections, and the remaining 11 percent occurred at other locations including bicycle lanes, shoulders/roadsides, driveway accesses, sidewalks, medians/crossing islands, parking lanes/zones, and non-trafficway areas.
- More pedalcyclist fatalities occurred in the dark (53%) than in daylight (42%), dusk (3%), or dawn (2%).
- Pedalcyclist fatalities by season (defined by months) and the time of day (divided into eight 3-hour intervals starting at midnight), are listed here.
    - Thirty-one percent of pedalcyclist fatalities occurred during the fall months (September to November), 28 percent in summer months (June to August), and 21 percent in both spring (March to May) and winter months (January, February, and the following December).
    - During the winter months, the largest group (30%) of pedalcyclist fatalities occurred from 6 to 8:59 p.m., followed by 17 percent from 3 to 5:59 p.m., and 14 percent from 9 to 11:59 p.m.
    - During the spring months, the 9 to 11:59 p.m. time period had the highest percentage (28%) of pedalcyclist fatalities, followed by 18 percent from 6 to 8:59 p.m., and 13 percent from 3 to 5:59 p.m.
    - During the summer months, more pedalcyclist fatalities occurred from 9 to 11:59 p.m. (24%) than any other time, followed by 12 percent in each of the following time periods: from 6 to 8:59 a.m., from 12 to 2:59 p.m., and from 6 to 8:59 p.m.

- During the fall months, more pedalcyclist fatalities occurred from 6 to 8:59 p.m. (23%) than any other time, followed by 15 percent both from 3 to 5:59 p.m. and from 9 to 11:59 p.m.

Figure 1. Percentages of Pedalcyclist Fatalities in Traffic Crashes, by Rural/Urban Classification, Pedalcyclist Location, Light Condition, and Season and Time of Day, 2023



Source: FARS 2023 ARF
*Based on location of pedalcyclist struck at the time of the crash. "Other" includes bicycle lanes, shoulders/roadsides, driveway accesses, sidewalks, medians/crossing islands, parking lanes/zones, and non-trafficway areas, 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.

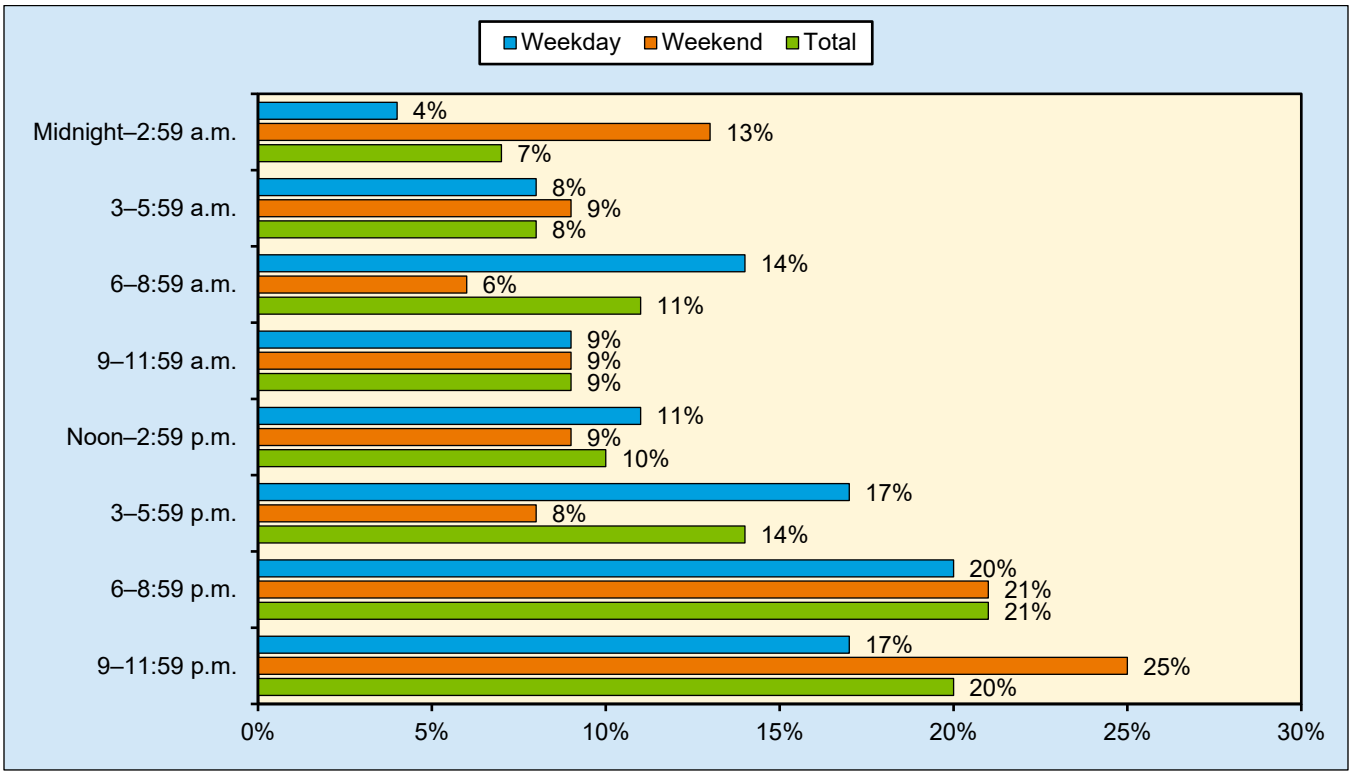
Time of Day and Day of Week

In 2023 there were 733 (63%) pedalcyclist fatalities during weekdays and 428 (37%) 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 pedalcyclist fatalities in traffic crashes by time of day and day of week in 2023:

- The period 6 p.m. to 8:59 p.m. had the highest percentage of pedalcyclist fatalities during weekdays (20%). The next highest percentage of pedalcyclist fatalities during weekdays occurred from both 3 to 5:59 p.m. (17%) and 9 to 11:59 p.m. (17%), followed by 6 to 8:59 a.m. (14%).

- The period 9 p.m. to 11:59 p.m. had the highest percentage of pedalcyclist fatalities during weekends (25%). The next highest percentage of pedalcyclist fatalities during weekends occurred from 6 to 8:59 p.m. (21%), followed by midnight to 2:59 a.m. (13%).

Figure 2. Percentages of Pedalcyclist Fatalities in Traffic Crashes, by Time of Day and Day of Week, 2023



Source: FARS 2023 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)
Notes: Percentages were calculated within each day of week category (weekday/weekend/total). Unknowns were removed before calculating percentages.

Vehicle Type and Impact Point

Ninety-four percent (1,098) of pedalcyclists killed were in single-vehicle traffic crashes in 2023; 6 percent (68) were killed in multi-vehicle crashes. Of the 1,098 pedalcyclists killed in single-vehicle traffic crashes, 99.4 percent (1,091) were killed in crashes where the first harmful event was collision with a pedalcyclist. Table 5 shows the 1,091 pedalcyclists killed in these crashes by vehicle type and the initial point of impact on the striking vehicle.

In 2023:

- Pedalcyclists who died in single-vehicle traffic crashes were most likely to be struck by the front of the vehicles.
- Pedalcyclists who died in single-vehicle traffic 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 and buses.
- Light trucks were the most frequently involved vehicle in single-vehicle traffic crashes in which a pedalcyclist was killed (557 of the 1,091). In 85 percent (473) of these crashes, the pedalcyclist was struck by the front of the light truck.

- Buses and large trucks had the highest percentages of right-side impacts, accounting for 27 and 25 percent of pedalcyclist fatalities respectively, whereas for passenger vehicles this percentage was 6 percent.
- Buses had the highest percentage of rear-impact pedalcyclist fatalities (18%).

Table 5. Pedalcyclists Killed in Single-Vehicle Traffic Crashes Where the First Harmful Event Was Collision With a Pedalcyclist, by Vehicle Type and Initial Point of Impact on Vehicle, 2023

Vehicle Type	Initial Point of Impact on Vehicle										Total	
	Front		Right Side		Left Side		Rear		Other/Unknown			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Passenger Car	298	92.3%	11	3.4%	5	1.5%	2	0.6%	7	2.2%	323	100%
Light Truck	473	84.9%	42	7.5%	19	3.4%	7	1.3%	16	2.9%	557	100%
— *SUV*	247	85.8%	20	6.9%	11	3.8%	4	1.4%	6	2.1%	288	100%
— *Pickup*	179	82.9%	20	9.3%	6	2.8%	2	0.9%	9	4.2%	216	100%
— *Van*	47	88.7%	2	3.8%	2	3.8%	1	1.9%	1	1.9%	53	100%
Large Truck	52	58.4%	22	24.7%	3	3.4%	3	3.4%	9	10.1%	89	100%
Bus	6	54.5%	3	27.3%	0	0.0%	2	18.2%	0	0.0%	11	100%
Other/Unknown Vehicle	69	62.2%	8	7.2%	0	0.0%	0	0.0%	34	30.6%	111	100%
Total	**898**	**82.3%**	**86**	**7.9%**	**27**	**2.5%**	**14**	**1.3%**	**66**	**6.0%**	**1,091**	**100%**

Source: FARS 2023 ARF

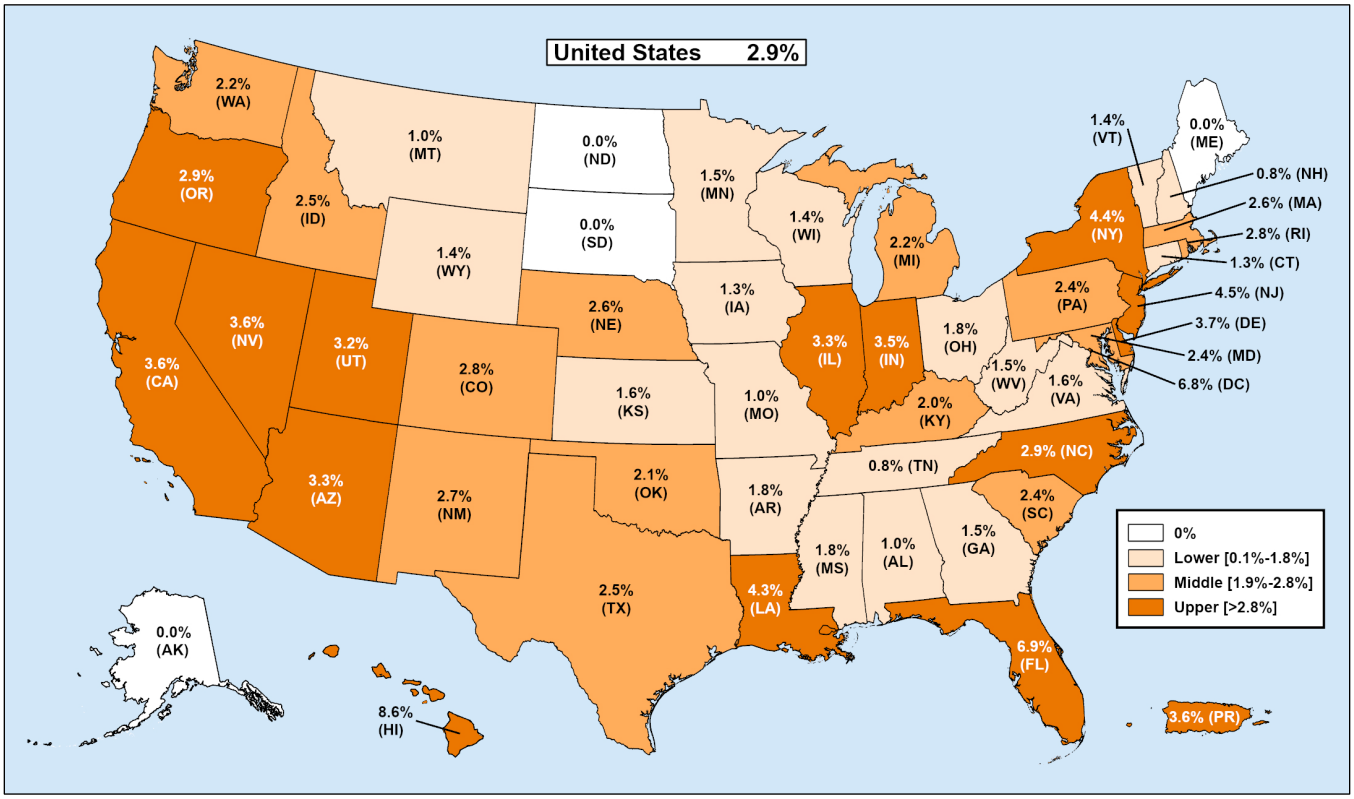
State

Figure 3 is a map of the percentages of total traffic fatalities who were pedalcyclists by State in 2023. Table 6 shows the population, the number of total and pedalcyclist fatalities, the percentages of total fatalities who were pedalcyclists, and the population-based pedalcyclist fatality rates by State for 2023. Note that in this and 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 importantly, 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 2023:

- Pedalcyclist fatalities were highest in Florida (234), followed by California (145) and Texas (106).
- There were no pedalcyclist fatalities in Alaska, Maine, North Dakota, or South Dakota.
- For those States with pedalcyclist fatalities, the percentages of pedalcyclist fatalities among total fatalities ranged from a high of 8.6 percent (Hawaii) to a low of 0.8 percent (New Hampshire and Tennessee), compared to the national percentage of 2.9 percent.
- The highest fatality rate per 100,000 population was in Florida (1.03 fatalities per 100,000 people) followed by Louisiana (0.77 fatalities per 100,000 people), compared to the national rate of 0.35. Of those States with pedalcyclist fatalities, New Hampshire had the lowest fatality rate per 100,000 population (0.07) followed by Minnesota (0.10).

Figure 3. Percentages of Total Traffic Fatalities Who Were Pedalcyclists, by State, 2023



Source: FARS 2023 ARF

Table 6. Total and Pedalcyclist Fatalities in Traffic Crashes, and Pedalcyclist Fatality Rates per 100,000 Population, by State, 2023

State	Total Fatalities	Pedalcyclist Fatalities		Population	Pedalcyclist Fatality Rate per 100,000 Population
		Number	Percentages of Total Fatalities		
Alabama	974	10	1.0%	5,108,468	0.20
Alaska	60	0	0.0%	733,406	0.00
Arizona	1,304	43	3.3%	7,431,344	0.58
Arkansas	596	11	1.8%	3,067,732	0.36
California	4,061	145	3.6%	38,965,193	0.37
Colorado	720	20	2.8%	5,877,610	0.34
Connecticut	308	4	1.3%	3,617,176	0.11
Delaware	135	5	3.7%	1,031,890	0.48
District of Columbia	44	3	6.8%	678,972	0.44
Florida	3,396	234	6.9%	22,610,726	1.03
Georgia	1,615	24	1.5%	11,029,227	0.22
Hawaii	93	8	8.6%	1,435,138	0.56
Idaho	275	7	2.5%	1,964,726	0.36
Illinois	1,241	41	3.3%	12,549,689	0.33
Indiana	898	31	3.5%	6,862,199	0.45
Iowa	377	5	1.3%	3,207,004	0.16
Kansas	387	6	1.6%	2,940,546	0.20
Kentucky	814	16	2.0%	4,526,154	0.35
Louisiana	811	35	4.3%	4,573,749	0.77
Maine	135	0	0.0%	1,395,722	0.00
Maryland	621	15	2.4%	6,180,253	0.24
Massachusetts	343	9	2.6%	7,001,399	0.13
Michigan	1,094	24	2.2%	10,037,261	0.24
Minnesota	409	6	1.5%	5,737,915	0.10
Mississippi	732	13	1.8%	2,939,690	0.44
Missouri	991	10	1.0%	6,196,156	0.16
Montana	208	2	1.0%	1,132,812	0.18
Nebraska	227	6	2.6%	1,978,379	0.30
Nevada	389	14	3.6%	3,194,176	0.44
New Hampshire	130	1	0.8%	1,402,054	0.07
New Jersey	606	27	4.5%	9,290,841	0.29
New Mexico	437	12	2.7%	2,114,371	0.57
New York	1,114	49	4.4%	19,571,216	0.25
North Carolina	1,561	46	2.9%	10,835,491	0.42
North Dakota	106	0	0.0%	783,926	0.00
Ohio	1,242	22	1.8%	11,785,935	0.19
Oklahoma	718	15	2.1%	4,053,824	0.37
Oregon	587	17	2.9%	4,233,358	0.40
Pennsylvania	1,211	29	2.4%	12,961,683	0.22
Rhode Island	71	2	2.8%	1,095,962	0.18
South Carolina	1,047	25	2.4%	5,373,555	0.47
South Dakota	140	0	0.0%	919,318	0.00
Tennessee	1,323	11	0.8%	7,126,489	0.15
Texas	4,291	106	2.5%	30,503,301	0.35
Utah	280	9	3.2%	3,417,734	0.26
Vermont	69	1	1.4%	647,464	0.15
Virginia	913	15	1.6%	8,715,698	0.17
Washington	810	18	2.2%	7,812,880	0.23
West Virginia	260	4	1.5%	1,770,071	0.23
Wisconsin	583	8	1.4%	5,910,955	0.14
Wyoming	144	2	1.4%	584,057	0.34
U.S. Total	**40,901**	**1,166**	**2.9%**	**334,914,895**	**0.35**
Puerto Rico	307	11	3.6%	3,205,691	0.34

Sources: FARS 2023 ARF; Population – Census Bureau

City

For each U.S. city with a population of 500,000 or greater, Table 7 shows the population, number of total fatalities and pedalcyclist fatalities, the percentages of total fatalities who were pedalcyclists, and the population-based fatality rates for all traffic fatalities and pedalcyclist fatalities in 2023. Of the 38 cities listed, 21 had lower pedalcyclist fatality rates than the national average of 0.35 per 100,000 population.

- Among large cities, the city with the highest pedalcyclist fatality rate was in Sacramento, CA (1.52 pedalcyclist fatalities per 100,000 people), followed by Tucson, AZ (1.46 pedalcyclist fatalities per 100,000 people).
- Of those major cities that had pedalcyclist fatalities, the lowest fatality rates were in Charlotte, NC (0.11 pedalcyclist fatalities per 100,000 people) followed by San Francisco, CA (0.12 pedalcyclist fatalities per 100,000 people), and Seattle, WA (0.13 pedalcyclist fatalities per 100,000 people).
- Two major cities reported zero pedalcyclist fatalities in traffic crashes in 2023: Fort Worth, TX, and El Paso, TX.
- Pedalcyclist fatalities in traffic crashes in these major cities account for about 14 percent of all pedalcyclist fatalities in traffic crashes nationwide.

Table 7. Total and Pedalcyclist Fatalities in Traffic Crashes in Cities With Populations of 500,000 or Greater, and Fatality Rates per 100,000 Population, 2023

City	Total Fatalities	Pedalcyclist Fatalities		Population	Fatality Rate per 100,000 Population	
		Number	Percentages of Total Fatalities		Total	Pedalcyclist
New York, NY	204	22	10.8%	8,258,035	2.47	0.27
Los Angeles, CA	329	10	3.0%	3,820,914	8.61	0.26
Chicago, IL	167	7	4.2%	2,664,452	6.27	0.26
Houston, TX	296	16	5.4%	2,314,157	12.79	0.69
Phoenix, AZ	308	7	2.3%	1,650,070	18.67	0.42
Philadelphia, PA	135	9	6.7%	1,550,542	8.71	0.58
San Antonio, TX	178	8	4.5%	1,495,295	11.90	0.54
San Diego, CA	94	2	2.1%	1,388,320	6.77	0.14
Dallas, TX	207	5	2.4%	1,302,868	15.89	0.38
Jacksonville, FL	164	6	3.7%	985,843	16.64	0.61
Austin, TX	94	5	5.3%	979,882	9.59	0.51
Fort Worth, TX	118	0	0.0%	978,468	12.06	0.00
San Jose, CA	61	2	3.3%	969,655	6.29	0.21
Columbus, OH	98	3	3.1%	913,175	10.73	0.33
Charlotte, NC	89	1	1.1%	911,311	9.77	0.11
Indianapolis, IN	120	6	5.0%	879,293	13.65	0.68
San Francisco, CA	34	1	2.9%	808,988	4.20	0.12
Seattle, WA	35	1	2.9%	755,078	4.64	0.13
Denver, CO	76	2	2.6%	716,577	10.61	0.28
Oklahoma City, OK	101	2	2.0%	702,767	14.37	0.28
Nashville, TN	110	1	0.9%	687,788	15.99	0.15
Washington, DC	44	3	6.8%	678,972	6.48	0.44
El Paso, TX	84	0	0.0%	678,958	12.37	0.00
Las Vegas, NV	42	1	2.4%	660,929	6.35	0.15
Boston, MA	18	1	5.6%	653,833	2.75	0.15
Detroit, MI	131	3	2.3%	633,218	20.69	0.47
Portland, OR	69	2	2.9%	630,498	10.94	0.32
Louisville, KY	118	4	3.4%	622,981	18.94	0.64
Memphis, TN	244	2	0.8%	618,639	39.44	0.32
Baltimore, MD	46	1	2.2%	565,239	8.14	0.18
Milwaukee, WI	79	3	3.8%	561,385	14.07	0.53
Albuquerque, NM	109	3	2.8%	560,274	19.45	0.54
Tucson, AZ	147	8	5.4%	547,239	26.86	1.46
Fresno, CA	52	1	1.9%	545,716	9.53	0.18
Sacramento, CA	69	8	11.6%	526,384	13.11	1.52
Mesa, AZ	69	7	10.1%	511,648	13.49	1.37
Atlanta, GA	84	1	1.2%	510,823	16.44	0.20
Kansas City, MO	98	3	3.1%	510,704	19.19	0.59

Sources: FARS 2023 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.
- 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 trafficway customarily open to the public and must result 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 2023 ARF, the 2022 Final File was released to replace the 2022 ARF. The final fatality count in motor vehicle traffic crashes for 2022 was 42,721, which was updated from 42,514 in the 2022 ARF. The number of pedalcyclist fatalities from the 2022 Final File was 1,117, which was updated from 1,105 from the 2022 ARF.

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. 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.

Product Information Catalog and Vehicle Listing (vPIC) Vehicle Classification

Historically, vehicle type classifications (e.g., passenger cars, light trucks, large trucks, motorcycles, buses) from FARS, NASS GES, and CRSS used for analysis and data reporting were based on analyst-coded vehicle body type. NHTSA did not have manufacturer authoritative data to assist in vehicle body type coding. NCSA has developed a Product Information Catalog and Vehicle Listing (vPIC) dataset that is being used to decode VINs (Vehicle Identification Numbers) and extract vehicle information. Details of vehicles (make, model, body class, etc.) involved in crashes are obtained from vPIC via VIN-linkage. The VIN-derived information from vPIC uses the manufacturer's classification of body class, which allows for more accurate vehicle type analysis.

The vPIC-based analysis data are available beginning with 2020 FARS and CRSS data files. Vehicle-related analysis for 2020 and later years are based on vPIC vehicle classification. As a result, the 2020 and later-year vehicle type classifications are not comparable to 2019 and earlier-year vehicle type classifications. This change affects any analysis with a vehicle component to it. More information on vPIC can be found at https://vpic.nhtsa.dot.gov/.

The suggested APA format citation for this document is:

National Center for Statistics and Analysis. (2025, July). *Bicyclists and other cyclists: 2023 data* (Traffic Safety Facts. Report No. DOT HS 813 739). National Highway Traffic Safety Administration.

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.nhtsa.gov/report-a-safety-problem.

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

- Fatal Motor Vehicle Traffic 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)
- Motor Vehicle Crash Databook
- Leading Cause of Death Reports
- 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
- Race and Ethnicity
- Rural/Urban Traffic Fatalities
- School-Transportation-Related Traffic Crashes
- Speeding
- State Alcohol-Impaired-Driving Estimates
- State Traffic Data
- Summary of Motor Vehicle Traffic Crashes
- Young Drivers

Detailed data on motor vehicle traffic crashes are published annually in *Traffic Safety Facts: A Compilation of Motor Vehicle Traffic 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