



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



Traffic Safety Facts

2024 Data



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Bicyclists and Other Cyclists

In this fact sheet for 2024 the information is presented as follows.

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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, motors, or both**. 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 bicycles 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 2024 there were 1,103 pedalcyclist fatalities, accounting for 2.8 percent of all traffic fatalities.
- Pedalcyclist fatalities decreased 6 percent, from 1,173 in 2023 to 1,103 in 2024.
- In 2024 there were an estimated 52,887 pedalcyclists injured, accounting for 2.2 percent of all people injured in traffic crashes.
- Pedalcyclists injured increased 6 percent, from an estimated 49,989 in 2023 to an estimated 52,887 in 2024.
- In 2024 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 in a fatal pedalcyclist crash and/or the killed pedalcyclist – was reported in 33 percent of all fatal pedalcyclist crashes in 2024.
- Twenty-one percent of the pedalcyclists who died in 2024 had BACs of .01 g/dL or higher.
- In 2024 most pedalcyclist fatalities (81%) were in urban areas.

- Thirty percent of pedalcyclist fatalities in 2024 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 has motor vehicle traffic crash data from the Fatality Analysis Reporting System (FARS), 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 information on Product Information Catalog and Vehicle Listing (vPIC) Vehicle Classification.

A motor vehicle traffic crash is defined as an incident that involved one or more motor vehicles in-transport and originated on or had a harmful event (injury or damage) on a public trafficway, such as a road or highway. Crashes that occur 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 fact sheet.

Overview

In 2024 there were 1,103 pedalcyclists killed in traffic crashes in the United States, a decrease of 6 percent from 1,173 in 2023. Pedalcyclist deaths accounted for 2.8 percent of all traffic fatalities (Table 1) in 2024.

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 2015 to 2024. Pedalcyclist deaths have accounted from a high of 2.9 percent to a low of 2.2 percent in those 10 years.

In 2024 an estimated 52,887 pedalcyclists were injured, a 6-percent increase from 49,989 pedalcyclists injured in 2023. Pedalcyclists injured made up 2.2 percent of the total people injured in 2024.

Table 1. Total Fatalities, Pedalcyclist Fatalities, Total Injured, and Pedalcyclists Injured in Traffic Crashes, 2015–2024

Year	Total Fatalities	Pedalcyclist Fatalities		Year	Total Injured	Pedalcyclists Injured	
		Number	Percentage of Total Fatalities			Number	Percentage of Total Injured
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	41,025	1,173*	2.9%	2023	2,442,694	49,989*	2.0%
2024	39,254	1,103*	2.8%	2024	2,422,195	52,887*	2.2%

Sources: FARS 2015–2023 Final File, 2024 Annual Report File (ARF); NASS GES 2015 and CRSS 2016–2024

†NASS GES and CRSS estimates are not comparable due to different sample designs. Refer to end of this publication 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 2024 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 2024 the majority of pedalcyclists killed (87%) and pedalcyclists injured (83%) were male. 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 26 (per 100,000 people), compared with 5 for females.

In 2024 the average age of pedalcyclists killed in traffic crashes was 48. The largest numbers of pedalcyclist fatalities were in the 60-to-64 and 55-to-59 age groups. Pedalcyclists in the 60-to-64 age group had the highest fatality rate, followed by those in the 55-to-59 and 65-to-69 age groups (0.53 and 0.52 deaths per 100,000 population). The highest pedalcyclist injury rates by age group were in the 15-to-20 age group, followed by those in the 10-to-14 and 21-to-24 age groups (32 and 24 people injured per 100,000 population).

In 2024 children 14 and younger accounted for 5 percent of all pedalcyclists killed and 12 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, 2024

Age Group	Male			Female			Total ¹		
	Killed	Population	Fatality Rate	Killed	Population	Fatality Rate	Killed	Population	Fatality Rate
<5	4	9,501,043	0.04	2	9,098,271	0.02	6	18,599,314	0.03
5-9	16	10,319,642	0.16	3	9,878,030	0.03	19	20,197,672	0.09
10-14	25	10,701,148	0.23	5	10,200,006	0.05	31	20,901,154	0.15
Children (≤14)	45	30,521,833	0.15	10	29,176,307	0.03	56	59,698,140	0.09
15-20	45	13,756,659	0.33	9	13,105,119	0.07	54	26,861,778	0.20
21-24	29	9,156,925	0.32	4	8,779,058	0.05	33	17,935,983	0.18
25-29	52	11,390,736	0.46	10	11,069,140	0.09	62	22,459,876	0.28
30-34	58	12,127,715	0.48	13	11,866,273	0.11	72	23,993,988	0.30
35-39	81	11,702,213	0.69	12	11,467,859	0.10	93	23,170,072	0.40
40-44	66	11,253,735	0.59	8	11,115,417	0.07	75	22,369,152	0.34
45-49	76	10,129,805	0.75	13	10,164,244	0.13	89	20,294,049	0.44
50-54	82	10,192,640	0.80	16	10,293,667	0.16	98	20,486,307	0.48
55-59	93	10,051,985	0.93	11	10,307,943	0.11	105	20,359,928	0.52
60-64	102	10,363,023	0.98	10	10,938,774	0.09	113	21,301,797	0.53
65-69	98	9,297,585	1.05	4	10,191,886	0.04	102	19,489,471	0.52
70-74	52	7,402,084	0.70	4	8,553,407	0.05	56	15,955,491	0.35
75-79	37	5,435,868	0.68	6	6,557,458	0.09	43	11,993,326	0.36
80+	34	5,555,076	0.61	2	8,186,554	0.02	36	13,741,630	0.26
Ages 65+	221	27,690,613	0.80	16	33,489,305	0.05	237	61,179,918	0.39
Total²	959	168,337,882	0.57	133	171,773,106	0.08	1,103	340,110,988	0.32

Age Group	Male			Female			Total ³		
	Injured	Population	Injury Rate	Injured	Population	Injury Rate	Injured	Population	Injury Rate
<5	52	9,501,043	1	28	9,098,271	0	80	18,599,314	0
5-9	885	10,319,642	9	429	9,878,030	4	1,314	20,197,672	7
10-14	4,197	10,701,148	39	906	10,200,006	9	5,103	20,901,154	24
Children (≤14)	5,135	30,521,833	17	1,363	29,176,307	5	6,497	59,698,140	11
15-20	6,926	13,756,659	50	1,762	13,105,119	13	8,688	26,861,778	32
21-24	3,820	9,156,925	42	538	8,779,058	6	4,358	17,935,983	24
25-29	4,356	11,390,736	38	830	11,069,140	8	5,186	22,459,876	23
30-34	3,905	12,127,715	32	912	11,866,273	8	4,818	23,993,988	20
35-39	3,233	11,702,213	28	506	11,467,859	4	3,739	23,170,072	16
40-44	2,581	11,253,735	23	604	11,115,417	5	3,184	22,369,152	14
45-49	2,227	10,129,805	22	632	10,164,244	6	2,859	20,294,049	14
50-54	2,747	10,192,640	27	538	10,293,667	5	3,284	20,486,307	16

Age Group	Male			Female			Total ³		
	Injured	Population	Injury Rate	Injured	Population	Injury Rate	Injured	Population	Injury Rate
55-59	2,201	10,051,985	22	539	10,307,943	5	2,740	20,359,928	13
60-64	2,800	10,363,023	27	381	10,938,774	3	3,182	21,301,797	15
65-69	1,610	9,297,585	17	348	10,191,886	3	1,958	19,489,471	10
70-74	1,391	7,402,084	19	82	8,553,407	1	1,473	15,955,491	9
75-79	582	5,435,868	11	81	6,557,458	1	663	11,993,326	6
80+	198	5,555,076	4	60	8,186,554	1	258	13,741,630	2
Ages 65+	3,782	27,690,613	14	571	33,489,305	2	4,352	61,179,918	7
Total⁴	43,712	168,337,882	26	9,176	171,773,106	5	52,887	340,110,988	16

Sources: FARS 2024 ARF; CRSS 2024; Population – Census Bureau

¹Includes unknown sex for pedalcyclists killed.

²Includes unknown age for pedalcyclists killed.

³Includes unknown sex for pedalcyclists injured in fatal crashes.

⁴Includes 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 in a fatal pedalcyclist crash, the killed pedalcyclist, or both — was reported in 33 percent of the traffic crashes that resulted in pedalcyclist fatalities in 2024. Alcohol involvement is defined by 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 1,101 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 in those 1,101 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 in a crash, the driver with the highest BAC was used.

In 2024:

- An estimated 17 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; 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, 2024

	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	734	67%	30	3%	109	10%	874	79%
Pedalcyclist, BAC=.01-.07 g/dL	31	3%	2	0%	10	1%	43	4%
Pedalcyclist, BAC=.08+ g/dL	139	13%	11	1%	34	3%	184	17%
Total Crashes	904	82%	44	4%	154	14%	1,101	100%

Source: FARS 2024 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 21 percent of pedalcyclists killed had BACs of .01 g/dL or higher in 2024, compared to 27 percent in 2015. In 2015 pedalcyclists killed in the 25-to-34 age group had the highest alcohol involvement (37%) with BACs of .01 g/dL or higher, and those killed in the 45-to-54 age group had the highest alcohol impairment with BACs of .08 g/dL or higher (30%). In 2024 pedalcyclists killed in the 25-to-34 age group had both the highest alcohol involvement (28%) with BACs of .01 g/dL or higher and the highest alcohol impairment (22%) with BACs of .08 g/dL or higher.

Table 4. Pedalcyclists Killed in Traffic Crashes, by Age Group and Their BACs, 2015 and 2024

Age Group	2015					2024				
	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	58	87%	13%	2%	11%	54	88%	12%	0%	12%
21-24	41	71%	29%	5%	23%	33	73%	27%	6%	20%
25-34	97	63%	37%	8%	29%	134	72%	28%	6%	22%
35-44	110	71%	29%	7%	23%	168	78%	22%	3%	19%
45-54	180	66%	34%	4%	30%	187	78%	22%	5%	17%
55-64	188	74%	26%	6%	20%	218	76%	24%	5%	19%
65-74	77	83%	17%	3%	14%	158	81%	19%	4%	15%
75-84	21	98%	2%	0%	2%	61	93%	7%	1%	6%
85+	5	98%	2%	0%	2%	18	82%	18%	1%	17%
Total Killed*	777	73%	27%	5%	22%	1,031	79%	21%	4%	17%

Source: FARS 2015 Final File, 2024 ARF

Note: NHTSA estimates BACs when alcohol test results are unknown.

*Excludes pedalcyclists younger than 15 and pedalcyclists of unknown age.

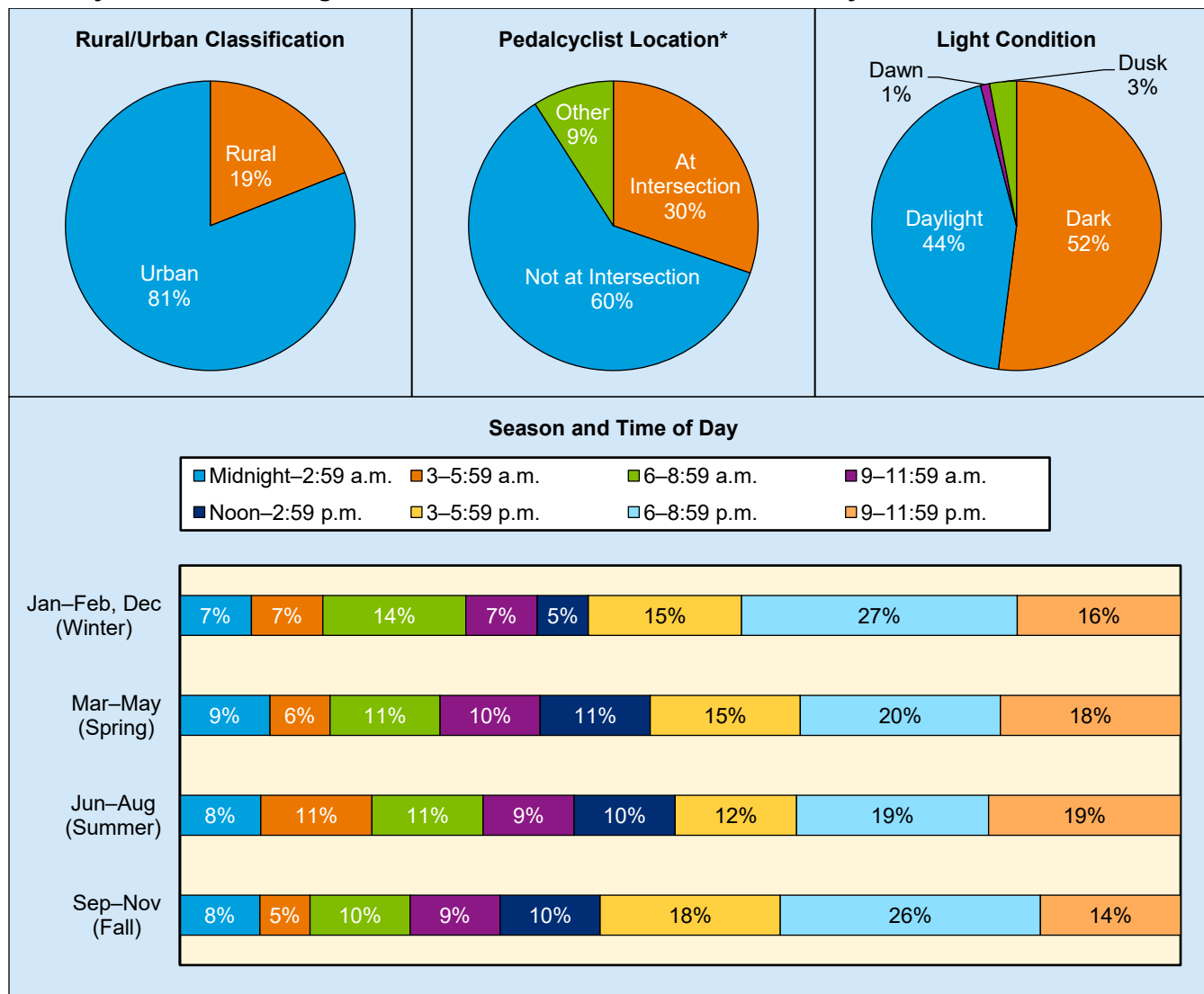
Crash Characteristics

Figure 1 shows information about the crash characteristics describing pedalcyclist fatalities in traffic crashes in 2024: 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 percent of pedalcyclist fatalities occurred at locations that were not intersections, 30 percent occurred at intersections, and the remaining 9 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 (52%) than in daylight (44%), dusk (3%), or dawn (1%).
- 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 summer months (June to August), 30 percent in fall months (September to November), 21 percent in spring months (March to May), and 18 percent in 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 16 percent from 9 to 11:59 p.m., and 15 percent from 6 to 8:59 a.m.
 - During the spring months, the 6 to 8:59 p.m. time period had the highest percentage (20%) of pedalcyclist fatalities, followed by 18 percent from 9 to 11:59 p.m., and 15 percent from 3 to 5:59 p.m.

- During the summer months, the largest percentage of pedalcyclist fatalities occurred from 6 to 8:59 p.m. (19%), followed by 12 percent from 3 to 5:59 p.m.
- During the fall months, more pedalcyclist fatalities occurred from 6 to 8:59 p.m. (26%) than any other time, followed by 18 percent from 3 to 5:59 p.m., and 14 percent 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, 2024



Source: FARS 2024 ARF

*Based on the 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 the 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.

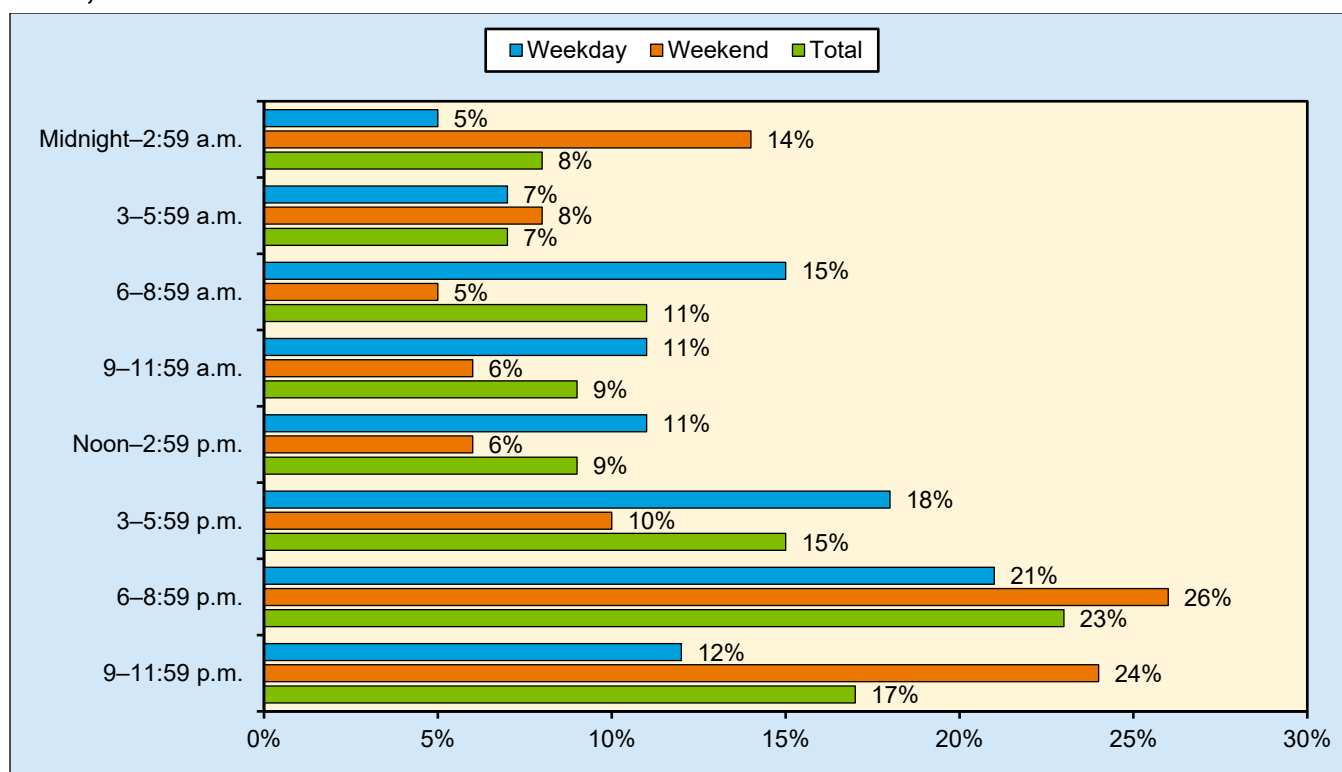
Notes: Percentages may not add up to 100 percent due to independent rounding. Unknowns were removed before calculating percentages.

Time of Day and Day of Week

In 2024 there were 681 (62%) pedalcyclist fatalities during weekdays and 420 (38%) 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 2024:

- The period 6 p.m. to 8:59 p.m. had the highest percentage of pedalcyclist fatalities during weekdays (21%). The next highest percentage of pedalcyclist fatalities during weekdays occurred from 3 to 5:59 p.m. (18%), followed by 6 to 8:59 a.m. (15%).
- The period 6 p.m. to 8:59 p.m. had the highest percentage of pedalcyclist fatalities during weekends (26%). The next highest percentage of pedalcyclist fatalities during weekends occurred from 9 to 11:59 p.m. (24%), followed by midnight to 2:59 a.m. (14%).

Figure 2. Percentages of Pedalcyclist Fatalities in Traffic Crashes, by Time of Day and Day of Week, 2024



Source: FARS 2024 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-five percent (1,050) of pedalcyclists killed were in single-vehicle traffic crashes in 2024; 5 percent (53) were killed in multivehicle crashes. Of the 1,050 pedalcyclists killed in single-vehicle traffic crashes, 99 percent (1,035) were killed in crashes where the first harmful event was collision with a pedalcyclist. Table 5 shows the 1,035 pedalcyclists killed in these crashes by vehicle type and the initial point of impact on the striking vehicle.

In 2024:

- Pedalcyclists who died in single-vehicle traffic crashes were most likely to be struck by the fronts of 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 (552 of the 1,035). In 89 percent (492) 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 25 and 20 percent of pedalcyclist fatalities, whereas for passenger vehicles this percentage was 5 percent.
- Large trucks had the highest percentage of rear-impact pedalcyclist fatalities (9%).

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, 2024

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	262	92.9%	7	2.5%	4	1.4%	1	0.4%	8	2.8%	282	100%
Light Truck	492	89.1%	36	6.5%	7	1.3%	6	1.1%	11	2.0%	552	100%
— SUV	266	91.1%	12	4.1%	5	1.7%	3	1.0%	6	2.1%	292	100%
— Pickup	195	88.6%	19	8.6%	0	0.0%	2	0.9%	4	1.8%	220	100%
— Van	31	77.5%	5	12.5%	2	5.0%	1	2.5%	1	2.5%	40	100%
Large Truck	53	59.6%	18	20.2%	5	5.6%	8	9.0%	5	5.6%	89	100%
Bus	6	75.0%	2	25.0%	0	0.0%	0	0.0%	0	0.0%	8	100%
Other/Unknown Vehicle	56	53.8%	3	2.9%	0	0.0%	0	0.0%	45	43.3%	104	100%
Total	869	84.0%	66	6.4%	16	1.5%	15	1.4%	69	6.7%	1,035	100%

Source: FARS 2024 ARF

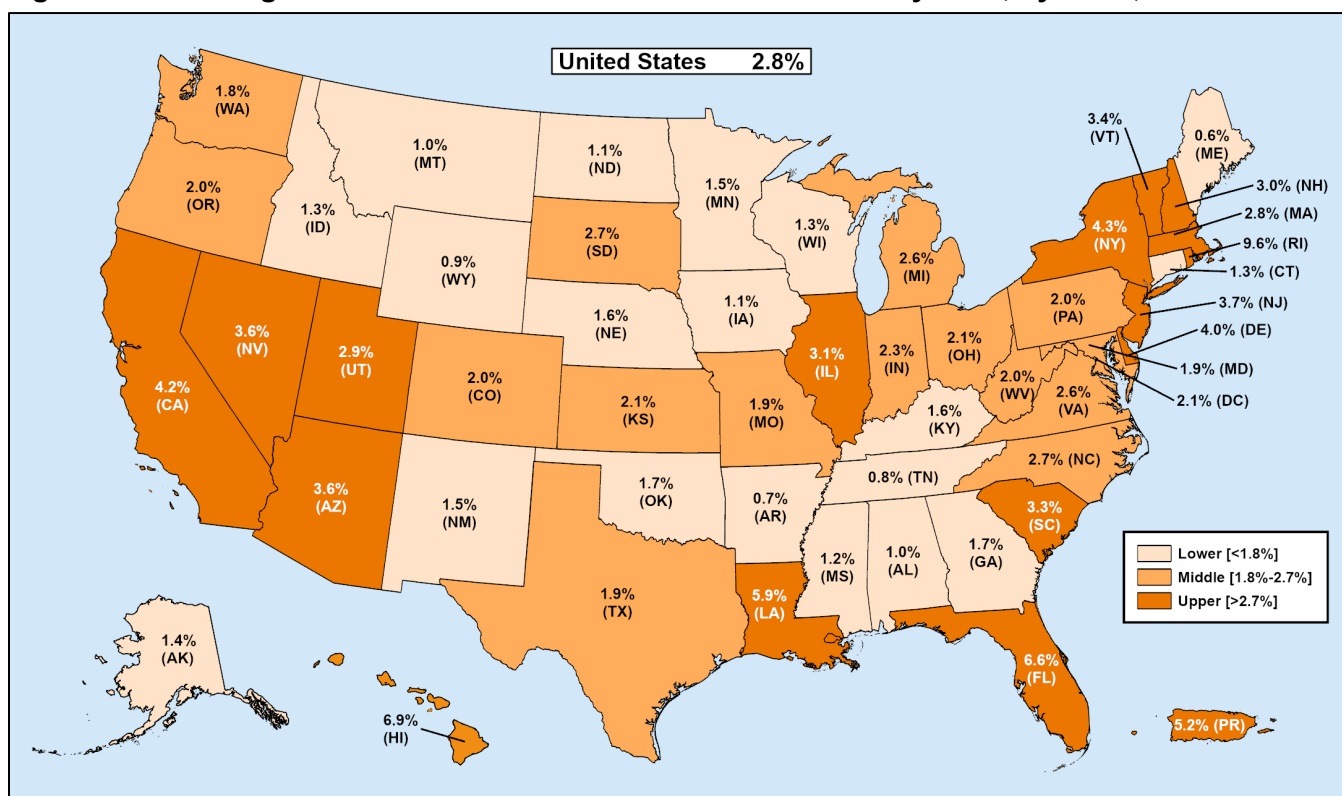
States

Figure 3 is a map of the percentages of total traffic fatalities who were pedalcyclists by State in 2024. 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 2024.

In 2024:

- Pedalcyclist fatalities were highest in Florida (208), followed by California (163) and Texas (79).
- The percentages of pedalcyclist fatalities among total fatalities ranged from a high of 9.6 (Rhode Island) to a low of 0.6 percent (Maine), compared to the national percentage of 2.8 percent.
- The highest pedalcyclist fatality rate per 100,000 population was in Louisiana (0.96 fatalities per 100,000 people), followed by Florida (0.89 fatalities per 100,000 people), compared to the national rate of 0.32. Maine had the lowest pedalcyclist fatality rate per 100,000 population (0.07) followed by Connecticut (0.11).

Figure 3. Percentages of Total Traffic Fatalities Who Were Pedalcyclists, by State, 2024



Source: FARS 2024 ARF

Table 6. Total and Pedalcyclist Fatalities in Traffic Crashes, and Pedalcyclist Fatality Rates per 100,000 Population, by State, 2024

State	Total Fatalities	Pedalcyclist Fatalities		Population	Pedalcyclist Fatality Rate per 100,000 Population
		Number	Percentage of Total Fatalities		
Alabama	962	10	1.0%	5,157,699	0.19
Alaska	70	1	1.4%	740,133	0.14
Arizona	1,229	44	3.6%	7,582,384	0.58
Arkansas	603	4	0.7%	3,088,354	0.13
California	3,876	163	4.2%	39,431,263	0.41
Colorado	689	14	2.0%	5,957,493	0.23
Connecticut	310	4	1.3%	3,675,069	0.11
Delaware	126	5	4.0%	1,051,917	0.48
District of Columbia	47	1	2.1%	702,250	0.14
Florida	3,138	208	6.6%	23,372,215	0.89
Georgia	1,403	24	1.7%	11,180,878	0.21
Hawaii	102	7	6.9%	1,446,146	0.48
Idaho	238	3	1.3%	2,001,619	0.15
Illinois	1,177	37	3.1%	12,710,158	0.29
Indiana	832	19	2.3%	6,924,275	0.27
Iowa	356	4	1.1%	3,241,488	0.12
Kansas	339	7	2.1%	2,970,606	0.24
Kentucky	707	11	1.6%	4,588,372	0.24
Louisiana	752	44	5.9%	4,597,740	0.96
Maine	177	1	0.6%	1,405,012	0.07
Maryland	578	11	1.9%	6,263,220	0.18
Massachusetts	363	10	2.8%	7,136,171	0.14
Michigan	1,098	29	2.6%	10,140,459	0.29
Minnesota	477	7	1.5%	5,793,151	0.12
Mississippi	753	9	1.2%	2,943,045	0.31
Missouri	955	18	1.9%	6,245,466	0.29
Montana	206	2	1.0%	1,137,233	0.18
Nebraska	251	4	1.6%	2,005,465	0.20
Nevada	417	15	3.6%	3,267,467	0.46
New Hampshire	133	4	3.0%	1,409,032	0.28
New Jersey	670	25	3.7%	9,500,851	0.26
New Mexico	409	6	1.5%	2,130,256	0.28
New York	1,101	47	4.3%	19,867,248	0.24
North Carolina	1,619	44	2.7%	11,046,024	0.40
North Dakota	90	1	1.1%	796,568	0.13
Ohio	1,157	24	2.1%	11,883,304	0.20
Oklahoma	645	11	1.7%	4,095,393	0.27
Oregon	538	11	2.0%	4,272,371	0.26
Pennsylvania	1,127	22	2.0%	13,078,751	0.17
Rhode Island	52	5	9.6%	1,112,308	0.45
South Carolina	1,038	34	3.3%	5,478,831	0.62
South Dakota	146	4	2.7%	924,669	0.43
Tennessee	1,197	9	0.8%	7,227,750	0.12
Texas	4,160	79	1.9%	31,290,831	0.25
Utah	277	8	2.9%	3,503,613	0.23
Vermont	59	2	3.4%	648,493	0.31
Virginia	917	24	2.6%	8,811,195	0.27
Washington	730	13	1.8%	7,958,180	0.16
West Virginia	256	5	2.0%	1,769,979	0.28
Wisconsin	595	8	1.3%	5,960,975	0.13
Wyoming	107	1	0.9%	587,618	0.17
U.S. Total	39,254	1,103	2.8%	340,110,988	0.32
Puerto Rico	288	15	5.2%	3,203,295	0.47

Sources: FARS 2024 ARF; Population – Census Bureau

Cities

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 2024. Of the 38 cities listed, 20 had lower pedalcyclist fatality rates than the national average of 0.32 per 100,000 population.

- Among large cities, the city with the highest pedalcyclist fatality rate was in Tucson, AZ (1.44 pedalcyclist fatalities per 100,000 people), followed by Sacramento, CA (1.12 pedalcyclist fatalities per 100,000 people).
- Of those major cities that had pedalcyclist fatalities, the lowest fatality rates were in Nashville, TN and Washington, D.C. (0.14 pedalcyclist fatalities per 100,000 people) followed by Chicago, IL; Boston, MA; and Detroit, MI (0.15 pedalcyclist fatalities per 100,000 people).
- Seven major cities reported zero pedalcyclist fatalities in traffic crashes in 2024: Dallas, TX; Fort Worth, TX; Seattle, WA; Denver, CO; El Paso, TX; Memphis, TN; and Milwaukee, WI.
- Pedalcyclist fatalities in traffic crashes in these major cities accounted for about 13 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, 2024

City	Total Fatalities	Pedalcyclist Fatalities		Population	Fatality Rate per 100,000 Population	
		Number	Percentage of Total Fatalities		Total	Pedalcyclist
New York, NY	209	18	8.6%	8,478,072	2.47	0.21
Los Angeles, CA	308	13	4.2%	3,878,704	7.94	0.34
Chicago, IL	167	4	2.4%	2,721,308	6.14	0.15
Houston, TX	351	9	2.6%	2,390,125	14.69	0.38
Phoenix, AZ	279	16	5.7%	1,673,164	16.67	0.96
Philadelphia, PA	136	5	3.7%	1,573,916	8.64	0.32
San Antonio, TX	179	6	3.4%	1,526,656	11.72	0.39
San Diego, CA	109	4	3.7%	1,404,452	7.76	0.28
Dallas, TX	227	0	0.0%	1,326,087	17.12	0.00
Jacksonville, FL	146	8	5.5%	1,009,833	14.46	0.79
Fort Worth, TX	111	0	0.0%	1,008,106	11.01	0.00
San Jose, CA	54	4	7.4%	997,368	5.41	0.40
Austin, TX	100	3	3.0%	993,588	10.06	0.30
Charlotte, NC	113	4	3.5%	943,476	11.98	0.42
Columbus, OH	66	3	4.5%	933,263	7.07	0.32
Indianapolis, IN	109	4	3.7%	891,484	12.23	0.45
San Francisco, CA	47	2	4.3%	827,526	5.68	0.24
Seattle, WA	43	0	0.0%	780,995	5.51	0.00
Denver, CO	63	0	0.0%	729,019	8.64	0.00
Oklahoma City, OK	97	4	4.1%	712,919	13.61	0.56
Nashville, TN	100	1	1.0%	704,963	14.19	0.14
Washington, DC	47	1	2.1%	702,250	6.69	0.14
El Paso, TX	70	0	0.0%	681,723	10.27	0.00
Las Vegas, NV	58	2	3.4%	678,922	8.54	0.29
Boston, MA	27	1	3.7%	673,458	4.01	0.15
Detroit, MI	105	1	1.0%	645,705	16.26	0.15
Louisville, KY	106	1	0.9%	640,796	16.54	0.16
Portland, OR	60	3	5.0%	635,749	9.44	0.47
Memphis, TN	188	0	0.0%	610,919	30.77	0.00
Baltimore, MD	61	2	3.3%	568,271	10.73	0.35
Milwaukee, WI	73	0	0.0%	563,531	12.95	0.00
Albuquerque, NM	111	2	1.8%	560,326	19.81	0.36
Tucson, AZ	143	8	5.6%	554,013	25.81	1.44
Fresno, CA	61	4	6.6%	550,105	11.09	0.73
Sacramento, CA	49	6	12.2%	535,798	9.15	1.12
Atlanta, GA	56	1	1.8%	520,070	10.77	0.19
Mesa, AZ	60	2	3.3%	517,151	11.60	0.39
Kansas City, MO	95	1	1.1%	516,032	18.41	0.19

Sources: FARS 2024 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=hLIXswx0VvQ&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 2024 ARF, the 2023 Final File was released to replace the 2023 ARF. The final fatality count in motor vehicle traffic crashes for 2023 was 41,025, updated from 40,901 in the 2023 ARF. The number of pedalcyclist fatalities from the 2023 Final File was 1,173, updated from 1,166 from the 2023 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 (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 vPIC dataset to decode VINs (Vehicle Identification Numbers) and extract vehicle information. Details of vehicles (make, model, body class, etc.) 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 is available beginning with the 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>.

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For More Information:

Motor vehicle traffic crash data is available from the National Center for Statistics and Analysis, 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 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 reports can be found at <https://crashstats.nhtsa.dot.gov>.



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**National Highway
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