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Pedestrian and Bicyclist Crash Statistics

In 2015, 5,376 pedestrians and 818 bicyclists were killed in crashes with motor vehicles (National Highway Traffic Safety Administration, Traffic Safety Facts). These two modes accounted for 17.7 percent of the 35,092 total U.S. fatalities that year. Here are more facts and figures on pedestrian and bicycle crashes:

Pedestrians

[*Click here to jump to Bicycle Crash figures*](#)

In 2015, 5,376 people were killed in pedestrian/motor vehicle crashes, nearly 15 people every day of the year ([NHTSA Traffic Safety Facts](#)). This represents the highest number of pedestrians killed in one year since 1996. Though total traffic fatalities in the US fell by nearly 18 percent from 2006 to 2015, pedestrian fatalities rose by 12 percent during the same ten year period.

There were an estimated 70,000 pedestrians injured in crashes in 2015, compared to 61,000 in 2006 — a nearly 15 percent increase over ten years. Furthermore, we know

from research into hospital records that only a fraction of pedestrian crashes that cause injury are ever recorded by the police.

Quick facts

- Pedestrian deaths in 2006: 4,795
- Pedestrian deaths in 2015: 5,376 ([NHTSA Traffic Safety Facts](#))
- Change in pedestrian fatalities between 2006 and 2015: 12.1 percent increase
- Estimated pedestrian injuries in 2006: 61,000
- Estimated pedestrian injuries in 2015: 70,000 ([NHTSA Traffic Safety Facts](#))
- Change in estimated pedestrian injuries between 2006 and 2015: 14.8 percent increase
- The total cost of pedestrian injury among children ages 14 and younger is \$5.2 billion per year ([Pedestrian and Pedalcyclist Injury Costs in the United States by Age and Injury Severity](#)).



The raw numbers hide many trends, truths, and lessons, and they present a wide range of questions: Is walking more dangerous than other modes of travel? Is walking getting safer? Who is getting killed in pedestrian crashes, where, when, and why? The following section seeks to answer some of these questions and provide a better perspective and context for the facts.

Is walking more dangerous than other modes of travel?

Pedestrians are over-represented in the crash data, accounting for 14 percent of all traffic fatalities but only 10.9 percent of trips. However, there is no reliable source of exposure data to really answer this question—transportation professionals don't have an accurate sense of how many miles people walk each year, or how many minutes or hours people spend walking or crossing the street (and thus how long they are exposed to motor vehicle traffic).



As with every mode of travel, there is clearly some risk associated with walking. However, walking remains a healthful, inherently safe activity for tens of millions of people every year. The public health community recognizes that lack of physical activity, and a decline in bicycling and walking in particular, is a major contributor to the hundreds of thousands of deaths caused by heart attacks and strokes—this number dwarfs the 32,675 total deaths due to motor vehicle crashes and the relatively small 4,884 pedestrian deaths in 2014. In fact, the number of deaths in 2000 caused by poor diet and physical inactivity increased by approximately 66,000, accounting for about 15.2 percent of the total number of deaths (1).

1. Allison, David B., Kevin R. Fontaine, JoAnn E. Manson, June Stevens, Theodore B. VanItallie, and Ali H. Mokdad. *Annual Deaths Attributable to Obesity in the United States*, JAMA. 1999; 282:1530-1538. Vol. 293 No. 3, January 19, 2005.

Is walking getting safer?

Without a better understanding of how many people are walking, where they are walking, and how far/often they are walking, it is difficult to determine if safety improvements are truly being made. A reduction in pedestrian crashes could be attributed to fewer people walking in general, or to improvements in facilities, law enforcement, education, and behavior that are really leading to more people walking and to fewer pedestrian fatalities.

Causes of injury

According to the [2012 National Survey on Bicyclist and Pedestrian Attitudes and Behaviors](#), poor quality facilities are the leading cause of pedestrian injury.

Six most Frequent Sources of Injury	Percent
Tripped on an uneven/cracked sidewalk	24
Tripped/fell	17
Hit by a car	12
Wildlife/pets involved	6
Tripped on stone	5
Stepped in a hole	5

Who is getting killed in pedestrian crashes?

A detailed breakdown of the age, gender, and location of pedestrian crash victims is available from the [National Highway Traffic Safety Administration \(NHTSA\)](#) and the [Insurance Institute for Highway Safety \(IIHS\)](#) fact sheets. Some of the more noteworthy trends or numbers are:

- 70 percent of pedestrian killed in 2014 were males.
- Almost three out of every four pedestrian fatalities occur in urban areas (73 percent).
- More than a quarter (26 percent) of all pedestrian fatalities occurred between 6 and 8:59 p.m.

- 47 is the average age of pedestrians killed in 2014, and 37 is the average age of those injured in 2014.
- 34 percent of pedestrians killed had a blood alcohol concentration of 0.08 g/dL or higher.
- 14 percent of drivers in a pedestrian crash had a blood alcohol concentration of 0.08 g/dL or higher.
- California (697), Florida (588), and Texas (476) lead the nation in total pedestrian fatalities.

Bicycling

How many people are killed/injured riding bikes?

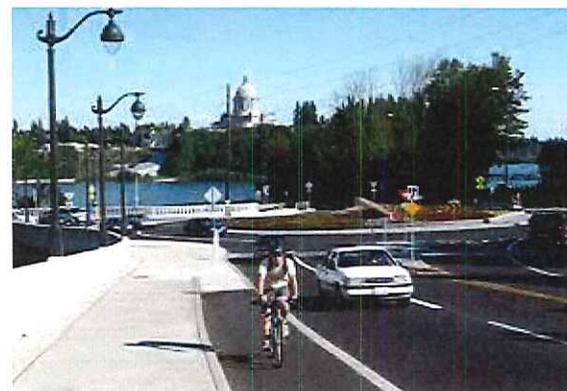
In 2015, 818 people lost their lives in bicycle/motor vehicle crashes, more than two people every day of the year in the U.S. This represents a 6 percent increase in bicyclist fatalities since 2006 and a 12.2 percent increase from the previous year (2014).

These numbers represent just over two percent of the total number of people killed and injured in traffic crashes in 2015.

The number of estimated bicyclist injuries dropped to 45,000 in 2015, down from 50,000 in 2014. However, like pedestrian injury estimates, research into hospital records shows that only a fraction of bicycle crashes causing injury are ever recorded by the police, possibly as low as ten percent.

Quick Facts

- Bicyclist deaths in 2006: 732
- Bicyclist deaths in 2015: 726 ([NHTSA Traffic Safety Facts](#))



- Change in bicyclist fatalities between 2006 and 2015: 6 percent increase
- Estimated bicyclist injuries in 2006: 44,000
- Estimated bicyclist injuries in 2015: 45,000 ([NHTSA Traffic Safety Facts](#))
- Change in estimated bicyclist injuries between 2006 and 2015: 2.3 percent increase
- The total cost of bicyclist injury and death is [over \\$4 billion per year](#) ([National Safety Council](#)).

Is bicycling more dangerous than other modes of travel?

Obviously with more than 800 deaths per year, there are risks associated with riding a bicycle. Bicycle fatalities represent less than two percent of all traffic fatalities, and yet bicycle trips account for only one percent of all trips in the United States. However, bicycling remains a healthful, inherently safe activity for tens of millions of people every year.

As mentioned, bicyclists seem to be over-represented in the crash data, but, there is no reliable source of exposure data as we don't know how many miles bicyclists travel each year, and we don't know how long it takes them to cover those miles (and thus how long they are exposed to motor vehicle traffic). Risk based on exposure varies by time of day (with night time being more risky), experience level of rider, location of riding, alcohol use, and many other factors. Until we have better exposure measures, we just don't know how bicyclist risk compares to other modes, but the health benefits of riding may offset some of this risk.

Is bicycling getting safer?

The 3 percent decline in fatalities from 2013 to 2014 is hopeful, but without knowing how many people are riding and how far they are riding, there's no way of knowing whether the drop in crashes is because conditions are actually safer, more people are bicycling, or they're bicycling in

different locations.



In 1994, the U.S. Department of Transportation adopted a policy of doubling the percentage of trips made by bicycling and walking while simultaneously reducing by 10 percent the number of bicyclists and pedestrians injured in traffic crashes. The goals are to be pursued together—one cannot or should not be achieved at the expense of the other goal. Experience from many European countries suggests that increasing levels of bicycling can be done without

increasing crash rates, and that strength in numbers can yield safety benefits.

Who is getting killed in bicycling crashes?

A detailed breakdown of the age, gender, and location of bicycle crash victims is available from The [National Highway Traffic Safety Administration](#). Some of the more noteworthy trends and numbers are:

- The average age of bicyclists killed in crashes with motor vehicles continues to increase, climbing to 45 years old in 2014, up from 39 in 2004, 32 in 1998, and 24 in 1988.
- 88 percent of those killed were male.
- 71 percent of bicyclist fatalities occurred in urban areas.
- 20 percent of bicyclist fatalities occurred between 6 and 8:59 p.m.
- 19 percent of bicyclists killed had blood alcohol concentrations of 0.08 g/dL or higher.
- In 35 percent of the crashes, either the driver or the bicyclist had blood alcohol concentrations of 0.08 g/dL or higher.
- California (128), Florida (139), and Texas (50) lead the nation in the number of bicyclist fatalities.
- Just two states, Rhode Island and Vermont, reported no fatalities in 2014.

Causes of injury

According to the [2012 National Survey on Bicyclist and Pedestrian Attitudes and Behaviors](#), nearly a third of all injuries are caused when bicyclists are struck by cars.

Six most Frequent Sources of Injury	Percent
Hit by car	29
Fell	17
Roadway/walkway not in good repair	13
Rider error/not paying attention	13
Crashed/collision	7
Dog ran out	4

For more pedestrian and bicyclist crash facts, check with these organizations:

- [National Highway Traffic Safety Administration \(NHTSA\)](#)
- [NHTSA Traffic Safety Facts](#)
- [Insurance Institute for Highway Safety \(IIHS\)](#)
- [Fatality Analysis Reporting System \(FARS\)](#)

Local bicycling and pedestrian data

Your local city planning agency or public works department may have inventories of walking and bicycling facilities and possibly, measures of walking and bicycling activity. If you are looking for local pedestrian and bicycle crash statistics, try these sources:

- Police Department
- Hospital/Emergency Room
- Local or State Department of Transportation (DOT)
- Department of Public Health or Other Sources

Police Department

First, check with your local police department for crash records involving bicyclists and pedestrians. In addition to crash statistics, the police may be able to recommend other local sources of data. One thing to consider, however, is that police reports often represent a fraction of the total bicycle and pedestrian crashes in an area.

Hospital/Emergency Room

Another good source of crash data is the emergency room of the local hospital or health care facility. These records will help supplement the data found in police reports. Contact the hospital for help finding the appropriate department for crash statistics.

Local or State Department of Transportation

A third source for crash data is the state or local Department of Transportation. Start by contacting your state DOT and asking for a source of bicyclist and pedestrian crash statistics. Also ask for any local organizations or agencies that might be involved in bicycle and/or pedestrian safety research in the community or region.

Department of Public Health or Other Sources

Other local sources of crash data can include Departments of Public Health, neighborhood safety advocates, university programs, and town transportation planning

boards. Even if these sources do not have crash statistics, they may know of other agencies that collect such information.

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Traffic Safety Facts

2013 Data

May 2015

DOT HS 812 151



Key Findings

- The 743 pedalcyclist deaths in 2013 accounted for 2 percent of all traffic fatalities during the year.
- Sixty-eight percent of all pedalcyclists who died in motor vehicle crashes in 2013 died in urban area crashes.
- Over a 10-year period (2004 to 2013), the average age of pedalcyclists killed in motor vehicle crashes has steadily increased from 39 to 44.
- The pedalcyclist fatality rate per capita (rate per *million* people) was almost 7 times greater for males than females in 2013.
- Alcohol involvement—either for the motor vehicle operator or for the pedalcyclist—was reported in more than 34 percent of all fatal pedalcyclist crashes in 2013.
- Of the pedalcyclists who died in 2013, 24 percent of them had blood alcohol concentrations (BACs) of .01 g/dL or greater.



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

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Bicyclists and Other Cyclists

Pedalcyclists, as defined for this fact sheet, are bicyclists and other cyclists including riders of two-wheel, nonmotorized vehicles, tricycles, and unicycles powered solely by pedals. A traffic crash is defined as an incident that involved one or more motor vehicles where at least one vehicle was in transport and the crash originated on a public traffic way, such as a road or highway. Crashes that occurred on private property, including parking lots and driveways, are excluded. Pedalcyclist crashes in this fact sheet will not include bicycle wrecks that do not involve motor vehicles.

In this fact sheet, the 2013 pedalcyclist information is presented in the following order.

- Overview
- Environmental Characteristics
- Age
- Gender
- Alcohol Involvement
- Fatalities by State
- Important Safety Reminders

Overview

In 2013, there were 743 pedalcyclists killed and an estimated 48,000 injured in motor vehicle traffic crashes. Pedalcyclist deaths accounted for 2 percent of all motor vehicle traffic fatalities (Table 1) and injured pedalcyclists made up 2 percent of the people injured in traffic crashes during the year.

The number of pedalcyclists killed in 2013 is 1 percent higher than the 734 pedalcyclists killed in 2012. The increase in 2013 is the third straight increase in pedalcyclist fatalities, a 19-percent increase since 2010.

Table 1
Total Fatalities and Pedalcyclist Fatalities in Traffic Crashes, 2004-2013

Year	Total Fatalities	Pedalcyclist Fatalities	Percentage of Total Fatalities
2004	42,836	727	1.7%
2005	43,510	786	1.8%
2006	42,708	772	1.8%
2007	41,259	701	1.7%
2008	37,423	718	1.9%
2009	33,883	628	1.9%
2010	32,999	623	1.9%
2011	32,479	682	2.1%
2012	33,782	734	2.2%
2013	32,719	743	2.3%

Source: Fatality Analysis Reporting System (FARS) 2004-2012 Final File, 2013 Annual Report File (ARF).

Environmental Characteristics

Table 2 shows information about the setting surrounding the pedalcyclist fatalities in 2013 including land use, pedalcyclist location, and time of day.

- The majority occurred in urban areas (68%) as opposed to rural areas (32%).
- Most occurred at non-intersections (57%); a decrease from the 60 percent at non-intersections in 2012.
- Over half (56%) occurred from 3 p.m. to 11:59 p.m.
- The fewest pedalcyclist fatalities occurred from midnight to 5:59 a.m. (5% in each time frame).

Table 2
Percentage of Pedalcyclist Fatalities in Relation to Land Use, Pedalcyclist Location, and Time of Day, 2013

Crash Setting Characteristic	Percentage of the Pedalcyclists Killed	
	2012	2013
Land Use		
Rural	31%	32%
Urban	69%	68%
Pedalcyclist Location		
Intersection	30%	34%
Non-Intersection	60%	57%
Other	10%	9%
Time of Day		
Midnight – 2:59 a.m.	6%	5%
3 a.m. – 5:59 a.m.	5%	5%
6 a.m. – 8:59 a.m.	12%	11%
9 a.m. – 11:59 a.m.	10%	11%
Noon – 2:59 p.m.	14%	11%
3 p.m. – 5:59 p.m.	13%	17%
6 p.m. – 8:59 p.m.	24%	22%
9 p.m. – 11:59 p.m.	16%	17%

Source: FARS 2012 Final File, 2013 ARF.
 Note: Percentage of unknown values are not displayed.

Age

In 2013, the average age of pedalcyclists killed in traffic crashes was 44. During the decade from 2004 to 2013, there was a steady increase in the average age of pedalcyclists both killed and injured in incidents involving motor vehicles as shown in Table 3.

Table 3
Average Age of Pedalcyclists Killed and Injured 2004–2013

Year	Average Age of Pedalcyclist Killed	Average Age of Pedalcyclist Injured
2004	39	29
2005	39	29
2006	41	30
2007	40	29
2008	41	30
2009	41	30
2010	42	31
2011	43	32
2012	43	32
2013	44	32
2004–2013	41	31

Sources: FARS 2004–2012 Final File, 2013 ARF. National Automotive Sampling System (NASS) General Estimates System (GES) 2004–2013.

Pedalcyclists 55 to 59 years old had the highest fatality rate (4.86 per million people) based on population. However, the highest injury rate (376 per million people) occurred in the 20-to-24 age group.

Children under 15 accounted for 7 percent of all pedalcyclists killed and 11 percent of those injured in traffic crashes in 2013. Table 4 provides a breakdown of pedalcyclist killed and injured in 2013, as well as fatality and injury rates according to the age of the pedalcyclist.

Table 4
Pedalcyclists Killed and Injured and Fatality and Injury Rates by Age and Gender, 2013

Age (Years)	Male			Female			Total		
	Killed	Population (thousands)	Fatality Rate*	Killed	Population (thousands)	Fatality Rate*	Killed	Population (thousands)	Fatality Rate*
<5	3	10,152	0.30	0	9,716	0.00	3	19,868	0.15
5-9	15	10,509	1.43	2	10,062	0.20	17	20,571	0.83
10-14	30	10,553	2.84	2	10,098	0.20	32	20,650	1.55
Children (≤14)	48	31,214	1.54	4	29,875	0.13	52	61,089	0.85
15-19	49	10,846	4.52	8	10,313	0.78	57	21,159	2.69
20-24	37	11,679	3.17	17	11,116	1.53	54	22,795	2.37
25-29	35	10,960	3.19	7	10,620	0.66	42	21,580	1.95
30-34	26	10,682	2.43	4	10,583	0.38	30	21,264	1.41
35-39	25	9,785	2.55	4	9,819	0.41	29	19,604	1.48
40-44	40	10,360	3.86	4	10,489	0.38	44	20,849	2.11
45-49	66	10,498	6.29	10	10,710	0.93	76	21,208	3.58
50-54	79	11,071	7.14	12	11,488	1.04	91	22,559	4.03
55-59	91	10,282	8.85	12	10,912	1.10	103	21,194	4.86
60-64	52	8,674	5.99	7	9,448	0.74	59	18,122	3.26
65-69	41	6,913	5.93	4	7,696	0.52	45	14,609	3.08
70-74	22	4,884	4.50	2	5,724	0.35	24	10,608	2.26
75-79	12	3,390	3.54	1	4,288	0.23	13	7,678	1.69
80+	17	4,412	3.85	1	7,397	0.14	18	11,809	1.52
Seniors (≥65)	92	19,600	4.69	8	25,104	0.32	100	44,704	2.24
Total†	645	155,652	4.14	97	160,477	0.60	742	316,129	2.35

Age (Years)	Male			Female			Total		
	Injured	Population (thousands)	Injury Rate*	Injured	Population (thousands)	Injury Rate*	Injured	Population (thousands)	Injury Rate*
<5	**	10,152	**	**	9,716	**	**	19,868	**
5-9	1,000	10,509	73	**	10,062	**	1,000	20,571	50
10-14	3,000	10,553	325	1,000	10,098	53	4,000	20,650	192
Children (≤14)	4,000	31,214	136	1,000	29,875	29	5,000	61,089	83
15-19	5,000	10,846	486	1,000	10,313	130	7,000	21,159	313
20-24	7,000	11,679	623	1,000	11,116	117	9,000	22,795	376
25-29	5,000	10,960	428	1,000	10,620	81	6,000	21,580	257
30-34	4,000	10,682	331	1,000	10,583	61	4,000	21,264	197
35-39	2,000	9,785	164	**	9,819	**	2,000	19,604	101
40-44	3,000	10,360	327	**	10,489	**	4,000	20,849	176
45-49	3,000	10,498	282	1,000	10,710	89	4,000	21,208	184
50-54	3,000	11,071	245	**	11,488	**	3,000	22,559	139
55-59	1,000	10,282	142	**	10,912	**	2,000	21,194	82
60-64	1,000	8,674	142	**	9,448	**	1,000	18,122	76
65-69	1,000	6,913	88	**	7,696	**	1,000	14,609	70
70-74	1,000	4,884	117	**	5,724	**	1,000	10,608	61
75-79	**	3,390	**	**	4,288	**	**	7,678	**
80+	**	4,412	**	**	7,397	**	**	11,809	**
Seniors (≥65)	2,000	19,600	88	1,000	25,104	22	2,000	44,704	51
Total	40,000	155,652	258	8,000	160,477	50	48,000	316,129	152

Sources: FARS 2012 Final File, 2013 ARF, NASS GES 2013. Bureau of the Census population.

*Rate per million population.

**Less than 500 injured; injury rate not shown.

†Total includes 5 male fatalities of unknown age. One pedalcyclist of unknown gender is not included.

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

Gender

The majority of the pedalcyclists killed (87%) or injured (83%) in 2013 were males. The highest number of male fatalities were 55 to 59 years old (91), and the most males injured were between 20 to 24 years old (7,000). In 2013, the pedalcyclist fatality rate per capita was almost 7 times higher for males than for females, and the injury rate per capita was over 5 times higher for males (Table 4).

Alcohol Involvement

Almost one-fourth (24%) of the pedalcyclists killed in 2013 had BACs of .01 g/dL or higher, and one-fifth (20%) had BACs of .08 g/dL or higher.

Alcohol involvement (BAC of .01+ g/dL)—either for the motor vehicle driver or the pedalcyclist—was reported in 34 percent of the traffic crashes that resulted in pedalcyclist fatalities in 2013 as shown in Table 5. In 29 percent of the crashes, either the driver or the pedalcyclist was reported to have a BAC of .08 g/dL or higher. Lower alcohol levels (BAC .01 to .07 g/dL) were reported in 5 percent of the crashes.

Table 5
Crashes Involving Pedalcyclist Fatalities by the Highest BAC of Involved Pedalcyclists and Drivers

Year	BAC=.00		BAC=.01-.07		BAC=.08+		BAC=.01+		Total
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number
2012	456	62%	39	5%	236	32%	275	38%	730
2013	488	66%	39	5%	213	29%	252	34%	740

Source: FARS 2012 Final File, 2013 ARF.

Fatalities by State

Table 6 shows total traffic fatalities, pedalcyclist fatalities, population, and fatality rates by State in 2013. Among all States and the District of Columbia (DC), fatalities in all motor vehicle traffic crashes in 2013 ranged from 3,382 (highest) to 20 (lowest) depending on the size and population of the State and DC. Included also in Table 6 is Puerto Rico, which is not included in the overall U.S. total. In 2013:

- Pedalcyclist fatalities were highest in California (141), Florida (133) and Texas (48).
- There were no pedalcyclist fatalities in Vermont, Wyoming, South Dakota, Nebraska, and West Virginia.

- The proportion of pedalcyclist fatalities among total fatalities in States ranged from a high of 5.5 percent (Florida) to a low of 0.4 percent (Montana) for those States experiencing pedalcyclist fatalities, compared to the national proportion of 2.3 percent.
- The highest fatality rate per *million* population was in Florida (6.80 fatalities per *million* residents) followed by Arizona (4.70 fatalities per *million* residents), compared to the national rate of 2.35.

Table 6
Total and Pedalcyclist Traffic Fatalities and Fatality Rates by State, 2013

State	Total Traffic Fatalities	Pedalcyclist Fatalities	Percentage of Total Traffic Fatalities	Resident Population (thousands)	Pedalcyclist Fatalities per Million Population
Alabama	852	6	0.7%	4,834	1.24
Alaska	51	1	2.0%	735	1.36
Arizona	849	31	3.7%	6,627	4.68
Arkansas	483	4	0.8%	2,959	1.35
California	3,000	141	4.7%	38,333	3.68
Colorado	481	12	2.5%	5,268	2.28
Connecticut	276	3	1.1%	3,596	0.83
Delaware	99	1	1.0%	926	1.08
Dist of Columbia	20	1	5.0%	646	1.55
Florida	2,407	133	5.5%	19,553	6.80
Georgia	1,179	28	2.4%	9,992	2.80
Hawaii	102	2	2.0%	1,404	1.42
Idaho	214	3	1.4%	1,612	1.86
Illinois	991	30	3.0%	12,882	2.33
Indiana	783	14	1.8%	6,571	2.13
Iowa	317	3	0.9%	3,090	0.97
Kansas	350	6	1.7%	2,894	2.07
Kentucky	638	3	0.5%	4,395	0.68
Louisiana	703	14	2.0%	4,625	3.03
Maine	145	4	2.8%	1,328	3.01
Maryland	465	6	1.3%	5,929	1.01
Massachusetts	326	6	1.8%	6,693	0.90
Michigan	947	27	2.9%	9,896	2.73
Minnesota	387	6	1.6%	5,420	1.11
Mississippi	613	6	1.0%	2,991	2.01
Missouri	757	4	0.5%	6,044	0.66
Montana	229	1	0.4%	1,015	0.99
Nebraska	211	0	0.0%	1,869	0.00
Nevada	262	7	2.7%	2,790	2.51
New Hampshire	135	4	3.0%	1,323	3.02
New Jersey	542	14	2.6%	8,899	1.57
New Mexico	310	4	1.3%	2,085	1.92
New York	1,199	40	3.3%	19,651	2.04
North Carolina	1,289	22	1.7%	9,848	2.23
North Dakota	148	1	0.7%	723	1.38
Ohio	989	19	1.9%	11,571	1.64
Oklahoma	678	13	1.9%	3,851	3.38
Oregon	313	3	1.0%	3,930	0.76
Pennsylvania	1,208	11	0.9%	12,774	0.86
Rhode Island	65	3	4.6%	1,052	2.85
South Carolina	767	15	2.0%	4,775	3.14
South Dakota	135	0	0.0%	845	0.00
Tennessee	995	8	0.8%	6,496	1.23
Texas	3,382	48	1.4%	26,448	1.81
Utah	220	6	2.7%	2,901	2.07
Vermont	69	0	0.0%	627	0.00
Virginia	740	8	1.1%	8,260	0.97
Washington	436	11	2.5%	6,971	1.58
West Virginia	332	0	0.0%	1,854	0.00
Wisconsin	543	10	1.8%	5,743	1.74
Wyoming	87	0	0.0%	583	0.00
U.S. Total	32,719	743	2.3%	316,129	2.35
Puerto Rico	344	11	3.2%	3,615	3.04

Source: FARS 2013 ARF. Bureau of Census 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.
- 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 three feet of clearance when passing bicyclists 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.

— NHTSA's Office of Safety Programs

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For more information:

Information on traffic fatalities is available from the National Center for Statistics and Analysis (NCSA), NVS-424, 1200 New Jersey Avenue SE., Washington, DC 20590. NCSA can be contacted at 800-934-8517 or by e-mail at ncsaweb@dot.gov. General information on highway traffic safety can be found at www.nhtsa.gov/NCSA. To report a safety-related problem or to inquire about motor vehicle safety information, contact the Vehicle Safety Hotline at 888-327-4236.

Other fact sheets available from the National Center for Statistics and Analysis are *Alcohol-Impaired Driving*, *Children*, *Large Trucks*, *Motorcycles*, *Occupant Protection*, *Older Population*, *Overview*, *Passenger Vehicles*, *Pedestrians*, *Rural/Urban Comparisons*, *School Transportation-Related Crashes*, *Speeding*, *State Alcohol Estimates*, *State Traffic Data*, and *Young Drivers*. Detailed data on motor vehicle traffic crashes are published annually in *Traffic Safety Facts: A Compilation of Motor Vehicle Crash Data from the Fatality Analysis Reporting System and the General Estimates System*. The fact sheets and annual Traffic Safety Facts report can be found at www.nrd.nhtsa.dot.gov/CATS/index.aspx.



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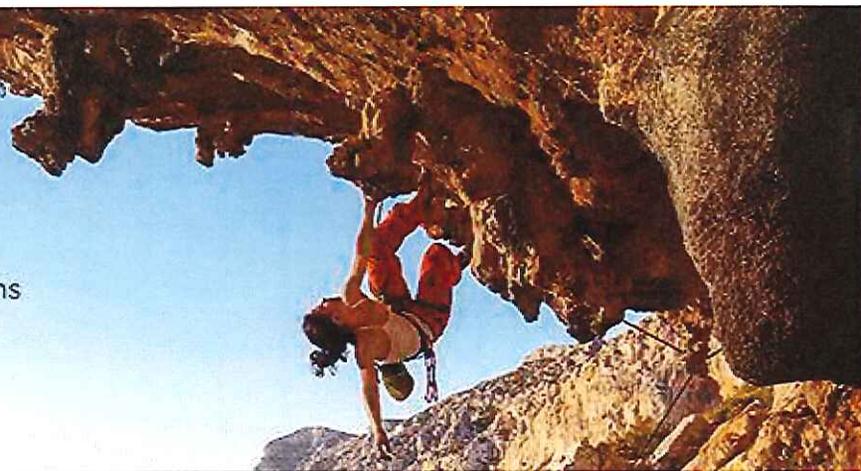
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The 10 most dangerous states for cyclists—and the coverage riders need

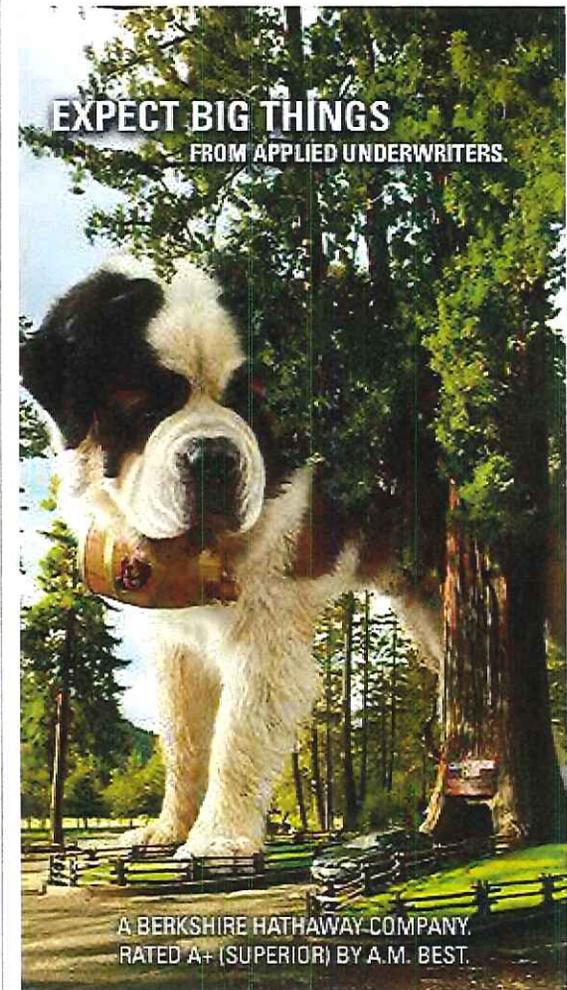
by Caitlin Bronson
06 Apr 2015

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Spring is here and legions of bicyclists are taking to the streets.

Bicycling is a great way to increase health and happiness, but it's also a liability—particularly if you live in some areas of the US. For cyclists in these states, certain insurance policies are vital.

Florida is the most hostile state for bicyclists, with 6.56 pedalcyclist fatalities per million people in 2011, according to data from the US Department of Transportation. Louisiana



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and Oregon follow close behind, with 3.93 and 3.87 deaths per million.

In Arizona, the city of Phoenix alone averages between 450 and 500 accidents a year involving bicycles.

No one is quite sure why these states rank as highly as they do in cyclist fatalities. Each municipality has different reporting procedures for accidents, which makes drawing conclusions about factors like time of day, model of bicycle, and rural versus urban streets more difficult. However, they do send an important message about potential safety hazards that producers in these areas would do well to express to cycling clients.

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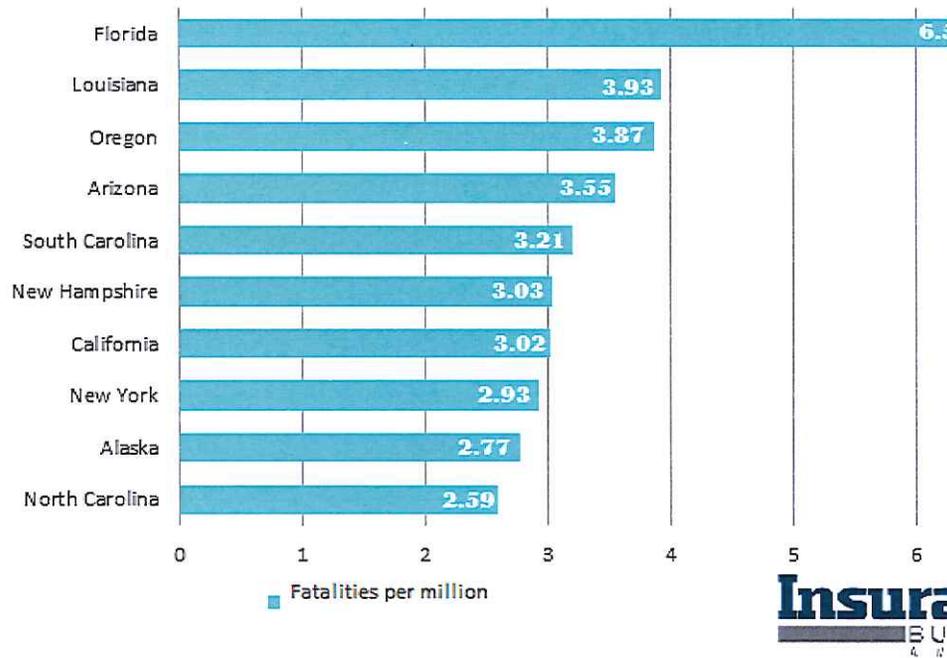
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TOP 10 MOST DANGEROUS STATES FOR CYCLISTS



Merely updating medical and liability coverage for clients who bicycle won't cut it, says the League of American Bicyclists.

"Claims against any of your existing policies may result in an increase in premiums," said Scott Williams, membership director for the League. "But filing bike-related claims under a bike-specific policy may protect you from rate increases—and provide additional, supplemental coverage."

Instead, producers in at-risk states should try to spread the risk. Williams recommends looking at carriers who offer cycle-centric policies that combine enhanced medical, accident, liability and damage coverage.

Such policies base premiums off of a client's level of participation in cycling, and offer uninsured motorist coverage and roadside assistance as well as medical payments for incidents ranging from head injuries—the most common cycling injury—to death.

Policies aren't overly expensive, either. Markel, a carrier for specialist insurance, offers comprehensive coverage ranging from \$250 to \$300 a year for most riders.

And cyclist insurance isn't just for people who bicycle professionally, says bicycle attorney Robert Mionske. Producers would do well to recommend cyclist insurance to all clients who regularly ride a bike and don't have proper coverage elsewhere.

"It has to do with what other insurance you have in place. If you own a car and that's insured, you've got a lot of coverage there," said Mionske. "But bicycle insurance does some extra things. It covers bicycle theft, bicycle damage—no other policy does that—roadside assistance, and trip interruption coverage. That's critical."

Mionske noted that with more people biking to work and fewer young people with driver's licenses, there is a "big movement" in the insurance industry for bicycle coverage, which may pay off handsomely for producers in at-risk states.

You may also enjoy: ["The top 5 most stolen SUVs/CUVs"](#)
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DAVE WILLIAMS 11/4/2013 8:27:53 AM

A Markel cyclist policy instant quote is available online from www.velosurance.com Velosurance is a cyclist owned and staffed company and you are always dealing with another cyclist who understands your insurance needs.

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Neill Campbell 4/1/2014 11:22:37 PM

Is that per million people or per million cyclists? I would expect fatalities to correlate more closely to number of cyclists.

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DAVE WILLIAMS 4/2/2014 11:53:23 AM

The accident rate is per million state residents per the US Census. There is no census of bicycle riders per state that we know of.

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