

Quick Facts

Illinois Crash Information 2013

Pedalcyclists

Pedalcyclists involved in motor vehicle incidents constitute a unique subset of crash victims by age group and the type of safety equipment that can protect them.

	All Crashes	Crashes Involving Pedalcyclists
Crashes:	285,468	3,624
Fatal Crashes:	895	30 ^a
Injury Crashes:	61,001	3,349 ^a
Total People Involved:	675,852 ^b	3,657 ^c
Total Fatalities:	991 ^b	30 ^c
Total Non-Fatal Injuries:	85,030 ^b	3,372 ^c

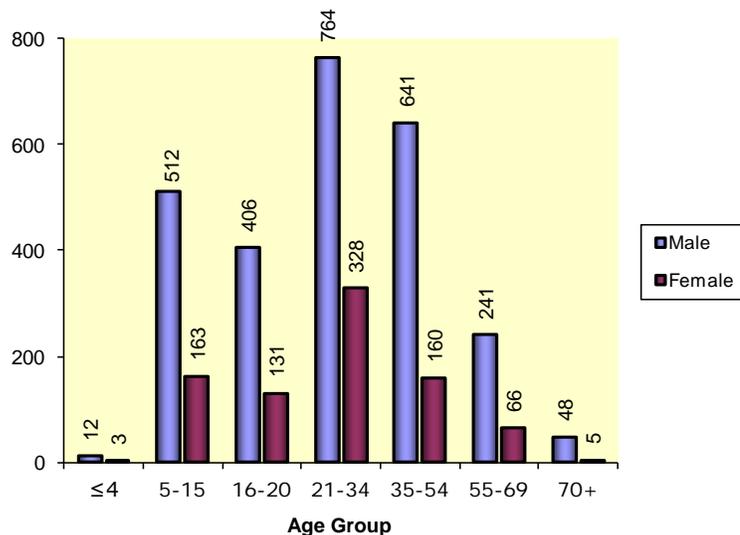
^a Numbers only reflect crashes in which fatality or non-fatal injury was specifically a pedalcyclist

^b Totals include occupants and non-occupants; e.g. 675,852 total people = 667,061 occupants + 8,791 non-occupants

^c Numbers include pedalcyclists only

Just 3,624 (1.3%) of all 285,468 crashes in Illinois in 2013 involved pedalcyclists. Pedalcyclist fatalities accounted for 30 (3.0%) of all 991 traffic fatalities.

**Pedalcyclists Involved in Crashes
by Age and Gender**



Where age and sex were known

Demographic Facts

- 2,708 (75.6%) of all 3,583 pedalcyclists involved in crashes were male, where sex was known
- 675 (19.4%) of all 3,480 pedalcyclists involved in crashes were children aged 5 to 15, where age was known

Note: Data as of January 7, 2015; with 285,468 crash records, 532,753 vehicle records and 676,984 person records.

The law regarding the reporting threshold for Property Damage Only crashes was amended effective January 1, 2009, resulting in decreased reporting of crashes in this specific category. It did not affect the reporting of injury or fatal crashes. For details of the reporting amendment, see also <http://app.idph.state.il.us/emsrpt/crash.asp>.

Funding and development of this fact sheet was provided by: Illinois Department of Transportation and Illinois EMSC (a collaborative program between the Illinois Department of Public Health and Loyola University Medical Center). April 2015

Protective Equipment*

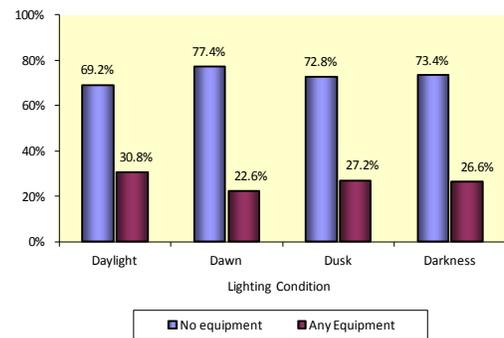
Use of protective equipment – contrasting clothing, reflective clothing and other light sources – may reduce the likelihood of a pedalcyclist being involved in a motor vehicle incident.

- Overall, 977 (29.8%) of 3,275 pedalcyclists involved in crashes were using one of these forms of protective equipment (where usage was known)
- The majority (22 of 29, or 75.9%) of pedalcyclists who were fatally injured used no protective equipment (where usage was known)

	Protective Equipment Used				Total
	Contrasting clothing	Reflective material	Other light source used	None	
Not injured # (%)	28 (14.4)	6 (3.1)	7 (3.6)	153 (78.9)	194 (100.0)
Injured # (%)	697 (22.8)	124 (4.1)	108 (3.5)	2123 (69.6)	3052 (100.0)
Fatally Injured # (%)	5 (17.2)	1 (3.4)	1 (3.4)	22 (75.9)	29 (100.0)
TOTAL # (%)	730 (22.3)	131 (4.0)	116 (3.5)	2298 (70.2)	3275 (100.0)

- Usage rates for protective equipment varied by the lighting condition (time of day) in which crashes involving pedalcyclists occurred. 771 (30.8%) of the 2,507 pedalcyclists involved in daylight crashes used protective equipment, while 166 (26.6%) of all 625 did so in darkness crashes (where usage was known).

Percentage of Pedalcyclists Using Protective Equipment, by Lighting Condition



Geographic Facts

- 2,457 (67.8%) of all 3,624 pedalcyclist-related crashes took place in Cook County
 - In comparison, Cook County accounts for 40.5% of the overall population of Illinois[†] and 30.4% of the annual vehicle miles traveled[‡]

	Crashes Involving One or More Pedalcyclists	Crashes Involving No Pedalcyclists
	n (%)	n (%)
Chicago	1,730 (47.7%)	77,650 (27.6%)
Suburban Cook County	727 (20.1%)	57,156 (20.3%)
Chicago Collar Counties	523 (14.4%)	59,275 (21.0%)
Rest of State - Urban	431 (11.9%)	45,370 (16.1%)
Rest of State - Rural	213 (5.9%)	42,393 (15.0%)

Note: Counties were stratified according to criteria defined by the Behavioral Risk Factor Surveillance System for the Illinois Department of Public Health
 URL: <http://app.idph.state.il.us/brfss/default.asp>

- In addition to geographic location, 3,397 (93.7%) of all 3,624 crashes involving pedalcyclists took place on roads or highways that were classified as "urban" use

* Protective equipment in this context refers to equipment for visibility: contrasting clothing, reflective material and light sources

[†] Source: Census 2010, U.S. Census Bureau

[‡] Source: Illinois Travel Statistics 2013, Illinois Department of Transportation