

Bicyclists



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Section 10: Bicyclists

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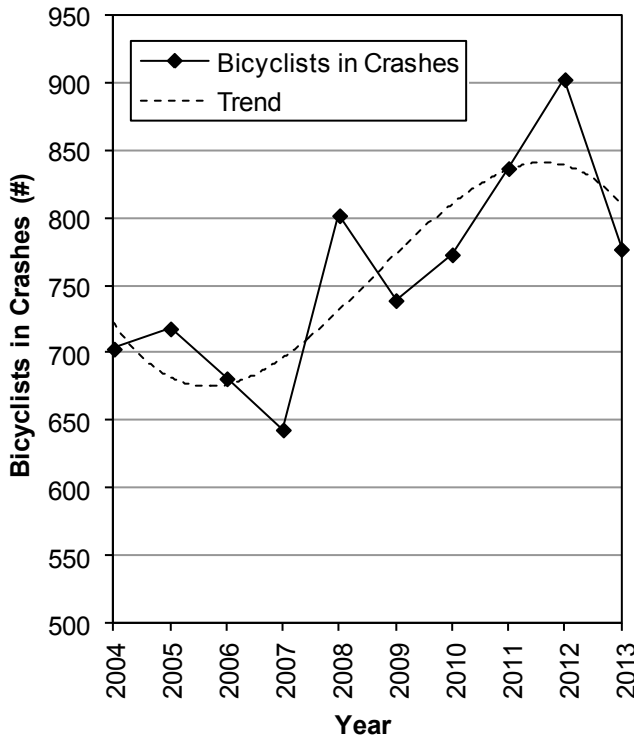
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Trends

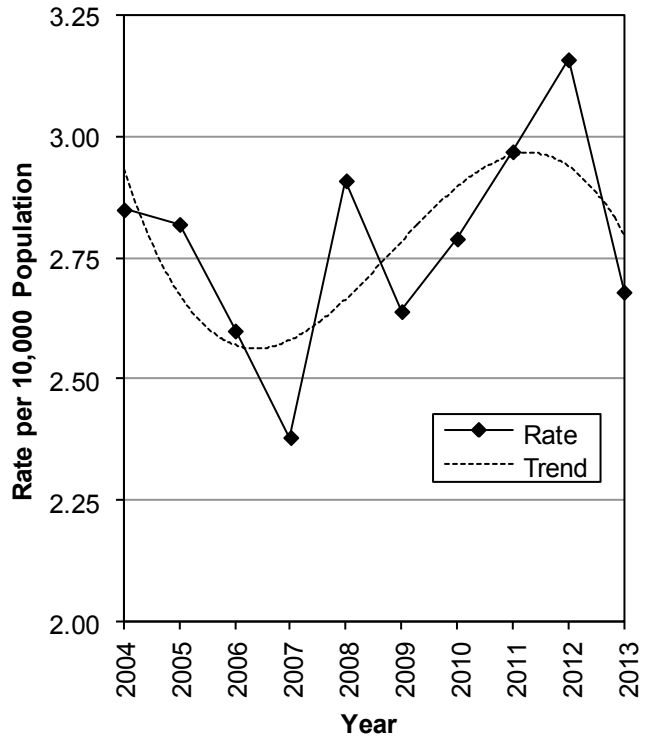
Bicyclists in Crashes (Utah 2004-2013)

Bicyclists								
Year	Non-Injured		Injured		Killed		Total	
	#	Rate per 10,000 Pop.	#	Rate per 10,000 Pop.	#	Rate per 10,000 Pop.	#	Rate per 10,000 Pop.
2004	49	0.20	648	2.67	6	0.025	703	2.89
2005	61	0.24	654	2.61	3	0.012	718	2.87
2006	79	0.31	592	2.30	10	0.039	681	2.64
2007	53	0.20	584	2.22	6	0.023	643	2.44
2008	90	0.33	708	2.63	4	0.015	802	2.98
2009	83	0.30	651	2.38	5	0.018	739	2.71
2010	86	0.31	680	2.45	7	0.025	773	2.79
2011	85	0.30	747	2.65	5	0.018	837	2.97
2012	63	0.22	837	2.93	3	0.011	903	3.16
2013	83	0.29	688	2.37	6	0.021	777	2.68
Total	732	0.27	6,789	2.52	55	0.020	7,576	2.81

Bicyclists in Crashes (Utah 2004-2013)



Bicyclist Crash Rates Per Population (Utah 2004-2013)



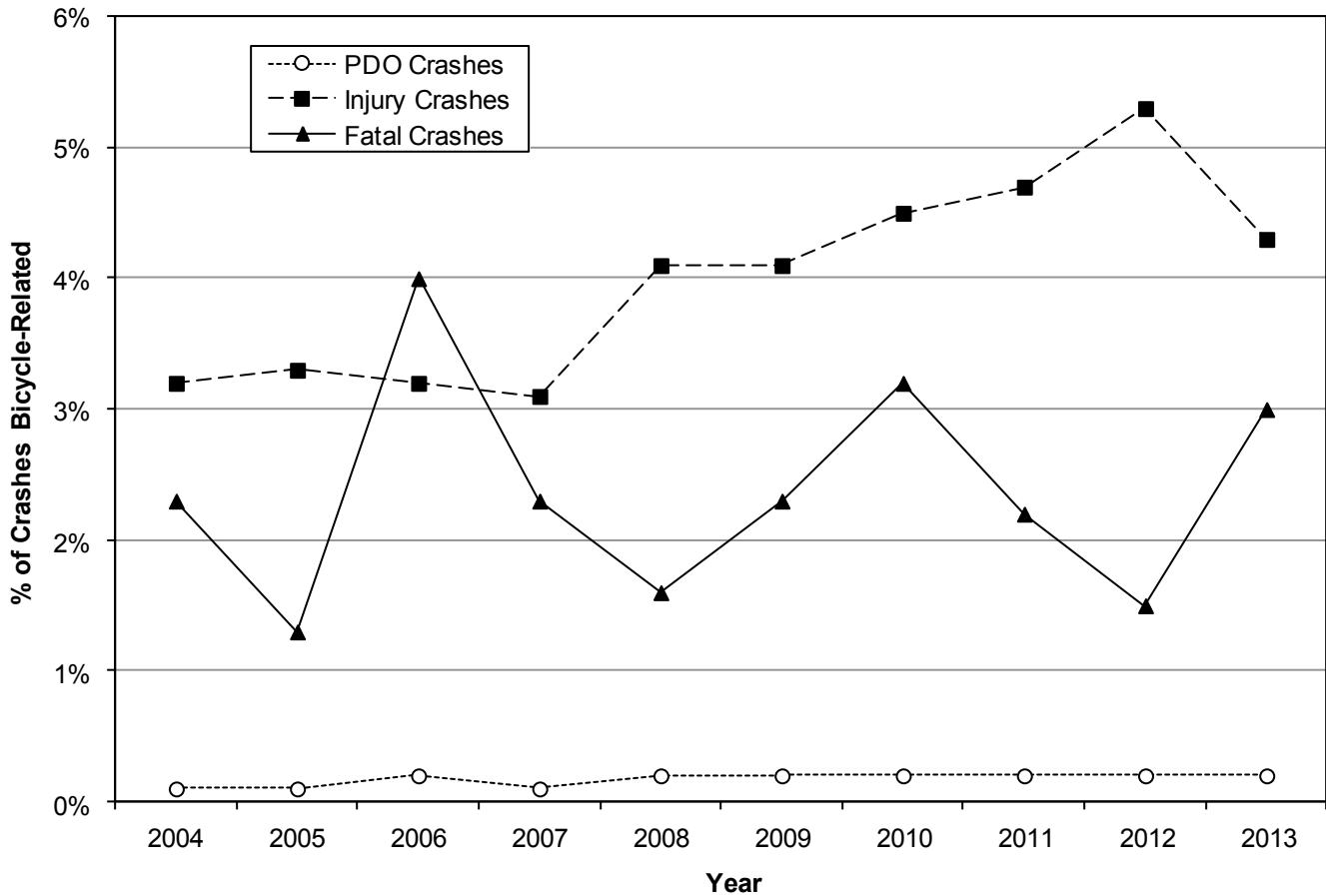
- On average, 758 bicyclists are in crashes every year.
- In 2013, the total number of bicyclists in crashes decreased 14% from 2012.
- 2012 had the highest number of bicyclists in crashes (903).
- In 2013, the total rate per population of bicyclists in crashes decreased 15% from the 2012 rate.
- 2007 had the lowest bicyclist crash rate per population (2.44).
- 2012 had the highest bicyclist crash rate per population (3.16).

Trends

Bicycle-Motor Vehicle Crashes (Utah 2004-2013)

Bicycle-Motor Vehicle Crashes												
Year	Property Damage Only			Injury			Fatal			Total		
	All	Bicycle		All	Bicycle		All	Bicycle		All	Bicycle	
	#	#	%	#	#	%	#	#	%	#	#	%
2004	34,222	45	0.1%	19,423	626	3.2%	260	6	2.3%	53,905	677	1.3%
2005	35,158	50	0.1%	19,545	637	3.3%	235	3	1.3%	54,938	690	1.3%
2006	37,749	71	0.2%	18,189	589	3.2%	249	10	4.0%	56,187	670	1.2%
2007	42,368	46	0.1%	18,619	579	3.1%	258	6	2.3%	61,245	631	1.0%
2008	38,997	83	0.2%	17,125	697	4.1%	245	4	1.6%	56,367	784	1.4%
2009	35,398	83	0.2%	15,752	651	4.1%	217	5	2.3%	51,367	739	1.4%
2010	34,155	78	0.2%	14,995	669	4.5%	218	7	3.2%	49,368	754	1.5%
2011	36,418	73	0.2%	15,645	735	4.7%	224	5	2.2%	52,287	813	1.6%
2012	34,635	59	0.2%	15,765	833	5.3%	200	3	1.5%	50,600	895	1.8%
2013	39,301	74	0.2%	16,134	686	4.3%	202	6	3.0%	55,637	766	1.4%
Total	368,401	662	0.2%	171,192	6,702	3.9%	2,308	55	2.4%	541,901	7,419	1.4%

Percent of Crashes Involving a Bicyclist (Utah 2004-2013)



- The 10-year trend shows that bicycle-motor vehicle crashes represent 0.2% of property damage only crashes, 3.9% of injury crashes, and 2.4% of fatal crashes.
- During the last 10 years, 7,419 crashes involved a bicyclist. There are approximately 670 injury crashes and six fatal crashes involving bicyclists a year.

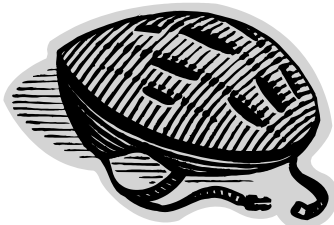
Bicycle-Motor Vehicle Crash Conditions

Bicyclists in Crashes by County (Utah 2013)

County	Bicyclists							
	Non-Injured		Injured		Killed		Total	
	#	Rate per 10,000 Pop.	#	Rate per 10,000 Pop.	#	Rate per 10,000 Pop.	#	Rate per 10,000 Pop.
Salt Lake	35	0.32	380	3.52	2	0.02	417	3.86
Cache	5	0.43	27	2.31	0	0.00	32	2.74
Washington	2	0.14	31	2.10	1	0.07	34	2.30
Davis	9	0.28	65	2.02	0	0.00	74	2.30
Weber	4	0.17	48	2.01	1	0.04	53	2.22
Utah	21	0.38	100	1.81	1	0.02	122	2.21
Sevier	1	0.48	3	1.44	0	0.00	4	1.92
Iron	1	0.21	6	1.28	0	0.00	7	1.50
Duchesne	0	0.00	2	0.98	1	0.49	3	1.48
Uintah	3	0.84	2	0.56	0	0.00	5	1.41
Kane	0	0.00	1	1.38	0	0.00	1	1.38
Summit	0	0.00	5	1.30	0	0.00	5	1.30
Tooele	1	0.16	6	0.99	0	0.00	7	1.15
Wasatch	1	0.38	2	0.76	0	0.00	3	1.13
Grand	0	0.00	1	1.07	0	0.00	1	1.07
Box Elder	0	0.00	5	0.98	0	0.00	5	0.98
Juab	0	0.00	1	0.97	0	0.00	1	0.97
Carbon	0	0.00	2	0.95	0	0.00	2	0.95
San Juan	0	0.00	1	0.67	0	0.00	1	0.67
Beaver	0	0.00	0	0.00	0	0.00	0	0.00
Daggett	0	0.00	0	0.00	0	0.00	0	0.00
Emery	0	0.00	0	0.00	0	0.00	0	0.00
Garfield	0	0.00	0	0.00	0	0.00	0	0.00
Millard	0	0.00	0	0.00	0	0.00	0	0.00
Morgan	0	0.00	0	0.00	0	0.00	0	0.00
Piute	0	0.00	0	0.00	0	0.00	0	0.00
Rich	0	0.00	0	0.00	0	0.00	0	0.00
Sanpete	0	0.00	0	0.00	0	0.00	0	0.00
Wayne	0	0.00	0	0.00	0	0.00	0	0.00
Statewide	83	0.29	688	2.37	6	0.02	777	2.68

- Urban areas (2.98) had a much higher total bicycle-motor vehicle crash rate per 10,000 population than rural areas (1.01).
- Salt Lake (3.86), Cache (2.74), Washington (2.30), and Davis (2.30) counties had the highest rates per population of total bicyclists in crashes per 10,000 population.
- Salt Lake County accounted for 54% of the bicyclists in crashes.
- Beaver, Daggett, Emery, Garfield, Millard, Morgan, Piute, Rich, Sanpete, and Wayne counties had no bicyclists in crashes.

Bicyclists and Helmet Use (Utah 2013)



Helmet Use	Bicyclists							
	Non-Injured		Injured		Killed		Total	
	#	%	#	%	#	%	#	%
Helmet Worn	10	12.0%	106	15.4%	3	50.0%	119	15.3%
Helmet Not Worn	24	28.9%	289	42.0%	3	50.0%	316	40.7%
Unknown	49	59.0%	293	42.6%	0	0.0%	342	44.0%
Total	83	100.0%	688	100.0%	6	100.0%	777	100.0%

- Where helmet use is known for bicyclists, 27.4% of bicyclists were wearing a helmet.

Bicycle-Motor Vehicle Crash Conditions

Age of Bicyclists in Crashes (Utah 2013)

Bicyclists								
Age	Non-Injured		Injured		Killed		Total	
	#	%	#	%	#	%	#	%
0-4	1	1.2%	9	1.3%	0	0.0%	10	1.3%
5-9	0	0.0%	38	5.5%	0	0.0%	38	4.9%
10-14	12	14.5%	78	11.3%	1	16.7%	91	11.7%
15-19	7	8.4%	96	14.0%	1	16.7%	104	13.4%
20-24	5	6.0%	107	15.6%	0	0.0%	112	14.4%
25-29	1	1.2%	71	10.3%	0	0.0%	72	9.3%
30-34	4	4.8%	51	7.4%	0	0.0%	55	7.1%
35-39	4	4.8%	36	5.2%	1	16.7%	41	5.3%
40-44	4	4.8%	35	5.1%	0	0.0%	39	5.0%
45-49	2	2.4%	33	4.8%	0	0.0%	35	4.5%
50-54	0	0.0%	40	5.8%	0	0.0%	40	5.1%
55-59	2	2.4%	24	3.5%	1	16.7%	27	3.5%
60-64	1	1.2%	12	1.7%	1	16.7%	14	1.8%
65-69	2	2.4%	10	1.5%	1	16.7%	13	1.7%
70+	0	0.0%	9	1.3%	0	0.0%	9	1.2%
Unknown	38	45.8%	39	5.7%	0	0.0%	77	9.9%
Total	83	100.0%	688	100.0%	6	100.0%	777	100.0%

- Nearly two-thirds (61.0% of known) of the bicyclists in crashes were under 30 years.
- The average age of a bicyclist in a crash was 29 years.

Driver Age (Utah 2013)

Drivers (Bicycle-Motor Vehicle Crashes)								
Age	PDO Crashes		Injury Crashes		Fatal Crashes		Total	
	#	%	#	%	#	%	#	%
<15	0	0.0%	0	0.0%	0	0.0%	0	0.0%
15-19	6	7.1%	54	7.5%	0	0.0%	60	7.4%
20-24	16	18.8%	75	10.4%	0	0.0%	91	11.2%
25-29	9	10.6%	55	7.6%	0	0.0%	64	7.9%
30-34	7	8.2%	52	7.2%	0	0.0%	59	7.3%
35-39	2	2.4%	69	9.6%	2	33.3%	73	9.0%
40-44	6	7.1%	51	7.1%	0	0.0%	57	7.0%
45-49	5	5.9%	58	8.1%	2	33.3%	65	8.0%
50-54	1	1.2%	59	8.2%	0	0.0%	60	7.4%
55-59	5	5.9%	44	6.1%	1	16.7%	50	6.2%
60-64	4	4.7%	47	6.5%	0	0.0%	51	6.3%
65-69	2	2.4%	25	3.5%	0	0.0%	27	3.3%
70-74	1	1.2%	14	1.9%	0	0.0%	15	1.9%
75-79	1	1.2%	13	1.8%	1	16.7%	15	1.9%
80-84	2	2.4%	4	0.6%	0	0.0%	6	0.7%
85+	2	2.4%	2	0.3%	0	0.0%	4	0.5%
Unknown	16	18.8%	97	13.5%	0	0.0%	113	14.0%
Total	85	100.0%	719	100.0%	6	100.0%	810	100.0%

- Nearly half (49.8% of known) of drivers in total bicycle-motor vehicle crashes were under age 40 years.
- The average age of a driver that hit a bicyclist was 41 years.

Bicycle-Motor Vehicle Crash Conditions

Gender of Bicyclists in Crashes (Utah 2013)

Bicyclists								
Gender	Non-Injured		Injured		Killed		Total	
	#	%	#	%	#	%	#	%
Male	44	53.0%	520	75.6%	6	100.0%	570	73.4%
Female	4	4.8%	150	21.8%	0	0.0%	154	19.8%
Unknown	35	42.2%	18	2.6%	0	0.0%	53	6.8%
Total	83	100.0%	688	100.0%	6	100.0%	777	100.0%

- The majority of all bicyclists (78.7% of known) in crashes were male.

Driver Gender (Utah 2013)

- The majority of drivers in total bicycle-motor vehicle crashes (55.9% of known) were male.

Drivers (Bicycle-Motor Vehicle Crashes)								
Gender	PDO Crashes		Injury Crashes		Fatal Crashes		Total	
	#	%	#	%	#	%	#	%
Male	39	45.9%	357	49.7%	4	66.7%	400	49.4%
Female	36	42.4%	277	38.5%	2	33.3%	315	38.9%
Unknown	10	11.8%	85	11.8%	0	0.0%	95	11.7%
Total	85	100.0%	719	100.0%	6	100.0%	810	100.0%

Bicycle-Motor Vehicle Crashes by Month (Utah 2013)

Bicyclists								
Month	Non-Injured		Injured		Killed		Total	
	#	Rate per Day	#	Rate per Day	#	Rate per Day	#	Rate per Day
January	0	0.0	11	0.4	0	0.00	11	0.4
February	1	0.0	14	0.5	1	0.04	16	0.6
March	3	0.1	32	1.0	1	0.03	36	1.2
April	2	0.1	54	1.8	0	0.00	56	1.9
May	8	0.3	92	3.0	0	0.00	100	3.2
June	8	0.3	98	3.3	0	0.00	106	3.5
July	13	0.4	97	3.1	1	0.03	111	3.6
August	15	0.5	106	3.4	0	0.00	121	3.9
September	8	0.3	77	2.6	2	0.07	87	2.9
October	16	0.5	56	1.8	1	0.03	73	2.4
November	6	0.2	37	1.2	0	0.00	43	1.4
December	3	0.1	14	0.5	0	0.00	17	0.5
Total	83	0.2	688	1.9	6	0.02	777	2.1

- August (3.9), July (3.6), and June (3.5) had the highest rates per day of total bicycle-motor vehicle crashes.

Bicycle-Motor Vehicle Crashes by Day of Week (Utah 2013)

- The highest percentage of total bicycle-motor vehicle crashes occurred on Friday (19.4%).

Bicyclists								
Day of Week	Non-Injured		Injured		Killed		Total	
	#	%	#	%	#	%	#	%
Sunday	4	4.8%	41	6.0%	1	16.7%	46	5.9%
Monday	15	18.1%	107	15.6%	1	16.7%	123	15.8%
Tuesday	17	20.5%	118	17.2%	1	16.7%	136	17.5%
Wednesday	14	16.9%	102	14.8%	1	16.7%	117	15.1%
Thursday	9	10.8%	110	16.0%	1	16.7%	120	15.4%
Friday	10	12.0%	140	20.3%	1	16.7%	151	19.4%
Saturday	14	16.9%	70	10.2%	0	0.0%	84	10.8%
Total	83	100.0%	688	100.0%	6	100.0%	777	100.0%

Bicycle-Motor Vehicle Crash Conditions

Bicycle-Motor Vehicle Crashes by Hour (Utah 2013)

Bicyclists								
Hour	Non-Injured		Injured		Killed		Total	
	#	%	#	%	#	%	#	%
Midnight	1	1.2%	6	0.9%	0	0.0%	7	0.9%
1 a.m.	0	0.0%	1	0.1%	0	0.0%	1	0.1%
2 a.m.	0	0.0%	0	0.0%	0	0.0%	0	0.0%
3 a.m.	0	0.0%	1	0.1%	0	0.0%	1	0.1%
4 a.m.	1	1.2%	1	0.1%	0	0.0%	2	0.3%
5 a.m.	1	1.2%	7	1.0%	0	0.0%	8	1.0%
6 a.m.	0	0.0%	14	2.0%	0	0.0%	14	1.8%
7 a.m.	4	4.8%	34	4.9%	3	50.0%	41	5.3%
8 a.m.	1	1.2%	47	6.8%	0	0.0%	48	6.2%
9 a.m.	4	4.8%	28	4.1%	0	0.0%	32	4.1%
10 a.m.	1	1.2%	34	4.9%	0	0.0%	35	4.5%
11 a.m.	5	6.0%	32	4.7%	0	0.0%	37	4.8%
Noon	6	7.2%	39	5.7%	0	0.0%	45	5.8%
1 p.m.	6	7.2%	42	6.1%	1	16.7%	49	6.3%
2 p.m.	6	7.2%	47	6.8%	0	0.0%	53	6.8%
3 p.m.	6	7.2%	51	7.4%	0	0.0%	57	7.3%
4 p.m.	12	14.5%	73	10.6%	0	0.0%	85	10.9%
5 p.m.	6	7.2%	67	9.7%	0	0.0%	73	9.4%
6 p.m.	4	4.8%	57	8.3%	0	0.0%	61	7.9%
7 p.m.	8	9.6%	33	4.8%	1	16.7%	42	5.4%
8 p.m.	6	7.2%	34	4.9%	1	16.7%	41	5.3%
9 p.m.	3	3.6%	20	2.9%	0	0.0%	23	3.0%
10 p.m.	0	0.0%	12	1.7%	0	0.0%	12	1.5%
11 p.m.	2	2.4%	8	1.2%	0	0.0%	10	1.3%
Total	83	100.0%	688	100.0%	6	100.0%	777	100.0%

- Total bicycle-motor vehicle crashes were highest between 3:00 p.m. and 6:59 p.m.

Contributing Factors of Bicyclists in Crashes (Utah 2013)

Bicyclists								
Contributing Factors	Non-Injured		Injured		Killed		Total	
	#	%	#	%	#	%	#	%
None	31	37.3%	252	36.6%	5	83.3%	288	37.1%
Wrong Side of Road	11	13.3%	72	10.5%	0	0.0%	83	10.7%
Improper Crossing	6	7.2%	39	5.7%	0	0.0%	45	5.8%
Failure to Obey Traffic Signs/Signals	1	1.2%	41	6.0%	0	0.0%	42	5.4%
Not Visible	6	7.2%	30	4.4%	0	0.0%	36	4.6%
Darting	1	1.2%	27	3.9%	1	16.7%	29	3.7%
Failure to Yield Right of Way	0	0.0%	29	4.2%	0	0.0%	29	3.7%
Inattentive	4	4.8%	23	3.3%	0	0.0%	27	3.5%
In Roadway (standing/kneeling/lying)	1	1.2%	8	1.2%	0	0.0%	9	1.2%
Other	0	0.0%	17	2.5%	0	0.0%	17	2.2%
Unknown	22	26.5%	150	21.8%	0	0.0%	172	22.1%
Total	83	100.0%	688	100.0%	6	100.0%	777	100.0%

- Wrong side of road, improper crossing, and failure to obey traffic signs/signals were the leading contributing factors for bicyclists in total crashes.
- No bicyclist contributing factors were listed for 47.6% (of known) of the total bicyclists in crashes.

- Other contributing factors to consider are driver factors, roadway factors (such as high speeds, inadequate on-road bicycle facilities), and vehicle factors (such as vehicle design, vehicle size).

Bicycle-Motor Vehicle Crash Conditions

Bicyclist Location in Bicycle-Motor Vehicle Crashes (Utah 2013)

Bicyclists								
Bicyclist Location	Non-Injured		Injured		Killed		Total	
	#	%	#	%	#	%	#	%
Marked Crosswalk	19	22.9%	142	20.6%	1	16.7%	162	20.8%
In Roadway (not at intersection)	10	12.0%	118	17.2%	2	33.3%	130	16.7%
Shoulder	17	20.5%	92	13.4%	1	16.7%	110	14.2%
Sidewalk	14	16.9%	87	12.6%	0	0.0%	101	13.0%
Unmarked Crosswalk	2	2.4%	47	6.8%	2	33.3%	51	6.6%
Bike Path/Lane	2	2.4%	32	4.7%	0	0.0%	34	4.4%
Outside Right of Way	1	1.2%	5	0.7%	0	0.0%	6	0.8%
Shared Use Path/Trail	0	0.0%	6	0.9%	0	0.0%	6	0.8%
Other	2	2.4%	13	1.9%	0	0.0%	15	1.9%
Unknown	16	19.3%	146	21.2%	0	0.0%	162	20.8%
Total	83	100.0%	688	100.0%	6	100.0%	777	100.0%

- For total crashes, the largest percentages of bicyclist location prior to the crash were marked crosswalk (26.3% of known), in roadway, (21.1% of known), and shoulder (17.9% of known).
- Bicycles are considered vehicles and have a legal right to the road.

Motor Vehicle Maneuver Prior to Crash (Utah 2013)

- For total bicycle-motor vehicle crashes, the leading motor vehicle maneuvers prior to the crash were turning right (35.5%), straight ahead (29.3%), and turning left (13.8%).

Motor Vehicles (Bicycle-Motor Vehicle Crashes)								
Vehicle Maneuver	PDO Crashes		Injury Crashes		Fatal Crashes		Total	
	#	%	#	%	#	%	#	%
Turning Right	32	37.6%	258	35.5%	0	0.0%	290	35.5%
Straight Ahead	22	25.9%	214	29.4%	4	66.7%	240	29.3%
Turning Left	9	10.6%	102	14.0%	2	33.3%	113	13.8%
Entering/Leaving Traffic Lane	1	1.2%	17	2.3%	0	0.0%	18	2.2%
Stopped/Slowing in Traffic Lane	0	0.0%	17	2.3%	0	0.0%	17	2.1%
Parked/Parking	1	1.2%	13	1.8%	0	0.0%	14	1.7%
Backing	3	3.5%	8	1.1%	0	0.0%	11	1.3%
Making U-turn	1	1.2%	6	0.8%	0	0.0%	7	0.9%
Overtaking/Passing	0	0.0%	5	0.7%	0	0.0%	5	0.6%
Changing Lanes	0	0.0%	2	0.3%	0	0.0%	2	0.2%
Other	0	0.0%	6	0.8%	0	0.0%	6	0.7%
Unknown	16	18.8%	79	10.9%	0	0.0%	95	11.6%
Total	85	100.0%	727	100.0%	6	100.0%	818	100.0%

Travel Speed of Motor Vehicles in Bicycle Crashes (Utah 2013)

Motor Vehicles (Bicycle-Motor Vehicle Crash)								
Travel Speed	PDO Crashes		Injury Crashes		Fatal Crashes		Total	
	#	%	#	%	#	%	#	%
Parked	1	1.2%	13	1.8%	0	0.0%	14	1.7%
Stopped	2	2.4%	19	2.6%	0	0.0%	21	2.6%
1-9 MPH	33	38.8%	206	28.3%	0	0.0%	239	29.2%
10-19 MPH	9	10.6%	104	14.3%	2	33.3%	115	14.1%
20-29 MPH	2	2.4%	42	5.8%	0	0.0%	44	5.4%
30-39 MPH	3	3.5%	27	3.7%	1	16.7%	31	3.8%
40-49 MPH	2	2.4%	13	1.8%	1	16.7%	16	2.0%
50+ MPH	1	1.2%	4	0.6%	2	33.3%	7	0.9%
Unknown	32	37.6%	299	41.1%	0	0.0%	331	40.5%
Total	85	100.0%	727	100.0%	6	100.0%	818	100.0%

- Nearly three-fourths (72.7% of known) of motor vehicles were travelling 1-19 MPH in crashes with bicycles.

Bicycle-Motor Vehicle Crash Conditions

Bicycle-Motor Vehicle Crashes by Speed Limit (Utah 2013)

Motor Vehicles (Bicycle-Motor Vehicle Crashes)								
Speed Limit	PDO Crashes		Injury Crashes		Fatal Crashes		Total	
	#	%	#	%	#	%	#	%
5-15 MPH	2	2.4%	13	1.8%	0	0.0%	15	1.8%
20-25 MPH	11	12.9%	168	23.1%	1	16.7%	180	22.0%
30-35 MPH	24	28.2%	167	23.0%	1	16.7%	192	23.5%
40-45 MPH	15	17.6%	98	13.5%	1	16.7%	114	13.9%
50-55 MPH	2	2.4%	10	1.4%	1	16.7%	13	1.6%
60+ MPH	1	1.2%	4	0.6%	2	33.3%	7	0.9%
Unknown	30	35.3%	267	36.7%	0	0.0%	297	36.3%
Total	85	100.0%	727	100.0%	6	100.0%	818	100.0%

- Nearly all (93.3% of known) of bicycle-motor vehicle crashes occurred where the speed limit was 20-45 MPH.

Contributing Factors in Bicycle Crashes (Utah 2013)

Drivers/Motor Vehicles (Bicycle-Motor Vehicle Crashes)								
Contributing Factors	PDO Crashes		Injury Crashes		Fatal Crashes		Total	
	#	%	#	%	#	%	#	%
Failed to Yield Right of Way	32	45.1%	266	43.3%	1	7.1%	299	42.8%
Other Improper Driving	8	11.3%	55	9.0%	0	0.0%	63	9.0%
Hit and Run	7	9.9%	44	7.2%	0	0.0%	51	7.3%
Driver Distraction	1	1.4%	32	5.2%	3	21.4%	36	5.2%
Improper Turn	3	4.2%	28	4.6%	0	0.0%	31	4.4%
Vision Obscured by Glare	3	4.2%	24	3.9%	1	7.1%	28	4.0%
Disregard Traffic Signal/Sign	0	0.0%	24	3.9%	2	14.3%	26	3.7%
Vision Obscured by Other	3	4.2%	18	2.9%	0	0.0%	21	3.0%
Vision Obscured by Building, Sign	2	2.8%	16	2.6%	0	0.0%	18	2.6%
Vision Obscured by Vegetation	1	1.4%	14	2.3%	0	0.0%	15	2.1%
Failed to Keep in Proper Lane	0	0.0%	14	2.3%	0	0.0%	14	2.0%
Vision Obscured by Moving Vehicle	1	1.4%	10	1.6%	0	0.0%	11	1.6%
Vision Obscured by Weather	2	2.8%	9	1.5%	0	0.0%	11	1.6%
Improper Parking/Stopping	0	0.0%	9	1.5%	0	0.0%	9	1.3%
Speed Too Fast	1	1.4%	8	1.3%	0	0.0%	9	1.3%
Vehicle Defective Condition	0	0.0%	8	1.3%	0	0.0%	8	1.1%
Improper Backing	2	2.8%	4	0.7%	0	0.0%	6	0.9%
Driver Illness/Medical	0	0.0%	3	0.5%	1	7.1%	4	0.6%
Followed Too Closely	1	1.4%	2	0.3%	1	7.1%	4	0.6%
Ran Off Road	1	1.4%	2	0.3%	1	7.1%	4	0.6%
Vision Obscured by Parked Vehicle	0	0.0%	4	0.7%	0	0.0%	4	0.6%
Wrong Side/Wrong Way	0	0.0%	3	0.5%	1	7.1%	4	0.6%
Driving Under the Influence	1	1.4%	2	0.3%	0	0.0%	3	0.4%
Improper Lane Change	0	0.0%	3	0.5%	0	0.0%	3	0.4%
Improper Passing	0	0.0%	3	0.5%	0	0.0%	3	0.4%
Reckless/Aggressive Driving	0	0.0%	2	0.3%	1	7.1%	3	0.4%
Windshield/Window Obscured	0	0.0%	2	0.3%	1	7.1%	3	0.4%
Driver Asleep/Fatigue	0	0.0%	1	0.2%	1	7.1%	2	0.3%
Driver Emotional Prior to Crash	0	0.0%	2	0.3%	0	0.0%	2	0.3%
Other Driver Condition	1	1.4%	1	0.2%	0	0.0%	2	0.3%
Swerved or Evasive Action	1	1.4%	1	0.2%	0	0.0%	2	0.3%
Total	71	100.0%	614	100.0%	14	100.0%	699	100.0%

- Failed to yield right of way (42.8%), hit and run (7.3%), and driver distraction (5.2%) were the leading contributing factors in total bicycle-motor vehicle crashes.