



Trends
2007–2012 Bicycle Severity 133

Counties
Bicycle Crashes by County 134

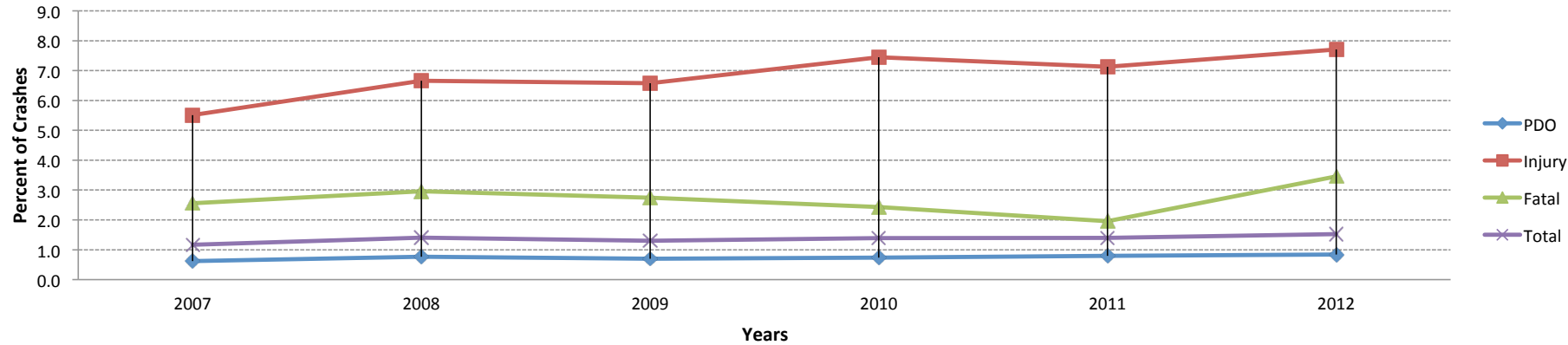
Bicyclists
Helmet Use 135
Bicyclist Severity 136
Bicyclist Age Range 137
Bicyclist Gender 138

Bicycles

Motor Vehicle Drivers
Other Drivers Age Range 139
Other Driver Gender 140

Crash Conditions
Month 141
Day of Week 141
Hour of Day 142
At-fault Bicycle Movement 143
At-fault Vehicle Movement 144
Human Contributing Factor 145
Road Conditions 146
Weather Conditions 147
Road Descriptions 148

2007–2012 Bicycle Related Crashes by Severity



2007–2012 BICYCLE RELATED CRASHES BY SEVERITY												
YEAR	PDO			INJURY			FATAL			TOTAL		
	ALL	BICYCLE CRASHES	%	ALL	BICYCLE CRASHES	%	ALL	BICYCLE CRASHES	%	ALL	BICYCLE CRASHES	%
	#	#	%	#	#	%	#	#	%	#	#	%
2007	99,159	615	0.6	12,231	674	5.5	509	13	2.6	111,899	1,302	1.2
2008	93,146	713	0.8	11,213	747	6.7	473	14	3.0	104,832	1,474	1.4
2009	91,044	639	0.7	10,216	672	6.6	438	12	2.7	101,698	1,323	1.3
2010	89,183	659	0.7	9,523	709	7.4	411	10	2.4	99,117	1,378	1.4
2011	91,117	722	0.8	9,581	683	7.1	409	8	2.0	101,107	1,413	1.4
2012	90,482	757	0.8	9,965	768	7.7	434	15	3.5	100,881	1,540	1.5

- While the total number of crashes generally decreased over the six-year period, bicycle related crashes increased approximately 18.3% from 2007 to 2012.
- In 2012, only 1.5% of all crashes were bicycle related.
- Bicycle injury occurrence was at its lowest in 2007 but increased steadily to a high of 7.7% of total injury crashes in 2012.
- Between 2007 and 2011, recorded fatalities in bicycle related crashes declined until the highest rates were observed in 2012. Bicycle related crash fatalities increased by approximately 88% from 2011 to 2012.

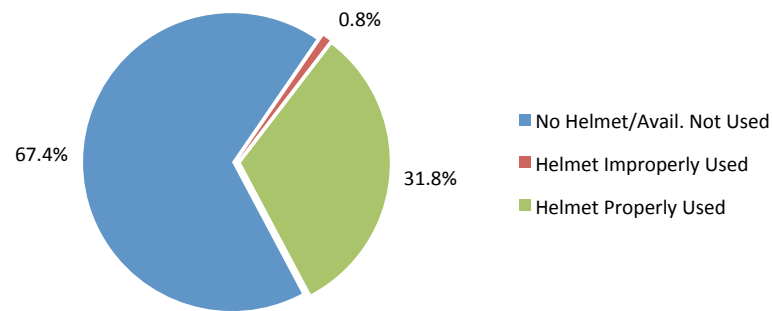
2012 BICYCLE RELATED CRASHES BY COUNTY

COUNTY	CRASHES				PERSONS		TOTAL CRASHES	% OF TOTAL CRASHES
	PDO	INJURY	FATAL	TOTAL	INJURED	FATALITY		
Adams	47	41	-	88	41	-	9,136	1.0
Alamosa	7	1	-	8	1	-	341	2.3
Arapahoe	93	86	2	181	86	2	10,722	1.7
Archuleta	-	3	-	3	3	-	296	1.0
Baca	-	-	-	-	-	-	45	0.0
Bent	-	-	-	-	-	-	72	0.0
Boulder	64	115	1	180	115	1	5,325	3.4
Broomfield	5	10	-	15	10	-	1,187	1.3
Chaffee	2	2	1	5	2	1	350	1.4
Cheyenne	-	-	-	-	-	-	47	0.0
Clear Creek	-	-	-	-	-	-	528	0.0
Conejos	-	-	-	-	-	-	106	0.0
Costilla	-	-	-	-	-	-	153	0.0
Crowley	-	-	-	-	-	-	32	0.0
Custer	-	-	-	-	-	-	71	0.0
Delta	3	2	1	6	2	1	469	1.3
Denver	139	150	2	291	150	2	17,020	1.7
Dolores	-	-	-	-	-	-	41	0.0
Douglas	23	12	1	36	12	1	4,166	0.9
Eagle	4	6	-	10	6	-	1,024	1.0
El Paso	63	58	-	121	58	-	10,658	1.1
Elbert	-	-	1	1	-	1	277	0.4
Fremont	4	1	1	6	1	1	669	0.9
Garfield	8	7	-	15	7	-	1,385	1.1
Gilpin	-	-	-	-	-	-	125	0.0
Grand	1	1	-	2	1	-	389	0.5
Gunnison	-	1	1	2	1	1	305	0.7
Hinsdale	-	-	-	-	-	-	16	0.0
Huerfano	-	2	-	2	2	-	242	0.8
Jackson	1	1	-	2	1	-	84	2.4
Jefferson	84	66	2	152	66	2	10,320	1.5
Kiowa	-	-	-	-	-	-	23	0.0

COUNTY	CRASHES				PERSONS		TOTAL CRASHES	% OF TOTAL CRASHES
	PDO	INJURY	FATAL	TOTAL	INJURED	FATALITY		
Kit Carson	-	-	-	-	-	-	142	0.0
La Plata	3	8	-	11	8	-	1,199	0.9
Lake	-	-	-	-	-	-	76	0.0
Larimer	102	112	-	214	112	-	5,392	4.0
Las Animas	-	-	-	-	-	-	370	0.0
Lincoln	-	-	-	-	-	-	113	0.0
Logan	-	2	-	2	2	-	441	0.5
Mesa	21	26	-	47	26	-	2,562	1.8
Mineral	-	-	-	-	-	-	81	0.0
Moffat	1	-	-	1	-	-	325	0.3
Montezuma	2	2	-	4	2	-	503	0.8
Montrose	2	4	-	6	4	-	587	1.0
Morgan	-	1	1	2	1	1	548	0.4
Otero	1	-	-	1	-	-	252	0.4
Ouray	-	-	-	-	-	-	122	0.0
Park	-	-	-	-	-	-	363	0.0
Phillips	-	1	-	1	1	-	47	2.1
Pitkin	4	3	-	7	3	-	536	1.3
Prowers	-	2	-	2	2	-	157	1.3
Pueblo	39	2	-	41	2	-	3,693	1.1
Rio Blanco	-	-	-	-	-	-	154	0.0
Rio Grande	-	1	-	1	1	-	230	0.4
Routt	4	5	-	9	5	-	681	1.3
Saguache	-	1	-	1	1	-	150	0.7
San Juan	-	-	-	-	-	-	49	0.0
San Miguel	1	1	-	2	1	-	145	1.4
Sedgwick	-	1	-	1	1	-	43	2.3
Summit	2	4	-	6	4	-	814	0.7
Teller	1	2	-	3	2	-	439	0.7
Washington	-	-	-	-	-	-	125	0.0
Weld	26	25	1	52	25	1	4,792	1.1
Yuma	-	-	-	-	-	-	126	0.0
TOTAL	757	768	15	1,540	768	15	100,881	1.5

- Of Colorado's 64 counties, 23 did not record a bicycle related crash in 2012.
- In 2012, Denver County had the highest total number of bicycle related crashes (291).
- Larimer County had the highest percentage of bicycle related crashes, 1 in 25 crashes involved a cyclist in 2012.
- The five counties with the highest occurrence of bicycle related crashes were Denver, Larimer, Arapahoe, Boulder, and Jefferson counties.

2012 Bicyclists and Helmet use in Crashes (Of Known Helmet Use)

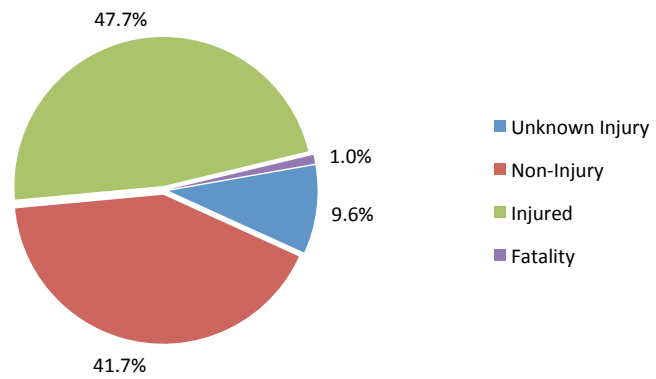


2012 BICYCLISTS AND HELMET USE IN CRASHES										
HELMET USE	UNKNOWN INJURY		NON-INJURED		INJURED		FATALITY		TOTAL	
	#	%	#	%	#	%	#	%	#	%
N/A (Cars/Trucks)	5	3.4	43	6.6	27	3.6	1	6.7	76	4.9
No Helmet	29	19.5	398	61.2	445	59.9	8	53.3	880	56.5
Available Not Used	-	0.0	1	0.2	-	0.0	-	0.0	1	0.1
Helmet Improperly Used	-	0.0	4	0.6	7	0.9	-	0.0	11	0.7
Helmet Properly Used	7	4.7	169	26.0	234	31.5	6	40.0	416	26.7
Unknown	108	72.5	35	5.4	30	4.0	-	0.0	173	11.1
TOTAL	149	100.0	650	100.0	743	100.0	15	100.0	1,557	100.0

2012 BICYCLISTS AND HELMET USE IN CRASHES (EXCLUDING "N/A (CARS & TRUCKS)" AND "UNKNOWN")		
HELMET USE	TOTAL	
	#	%
No Helmet/Avail. Not Used	881	67.4
Helmet Improperly Used	11	0.8
Helmet Properly Used	416	31.8
TOTAL	1,308	100.0

- No helmet was used in 67.4% of bicycle related crashes.
- The majority of injuries (59.9%) in bicycle related crashes occurred when the bicyclist was not wearing a helmet.

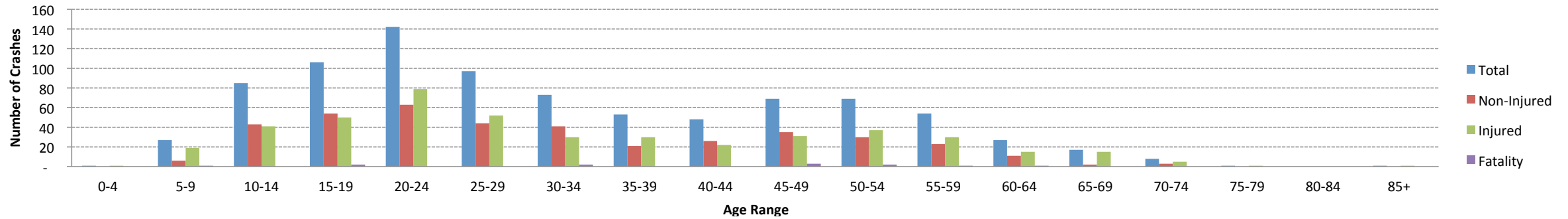
2012 Injury Severity of Bicyclist in Crashes



2012 INJURY SEVERITY OF BICYCLIST IN CRASHES				
UNKNOWN INJURY	NON-INJURY	INJURED	FATALITY	TOTAL
149	650	743	15	1,557

- Cyclists were injured in 47.7% of bicycle related crashes in 2012.
- Nearly 1 in 100 bicycle related crashes in 2012 resulted in a cyclist fatality.

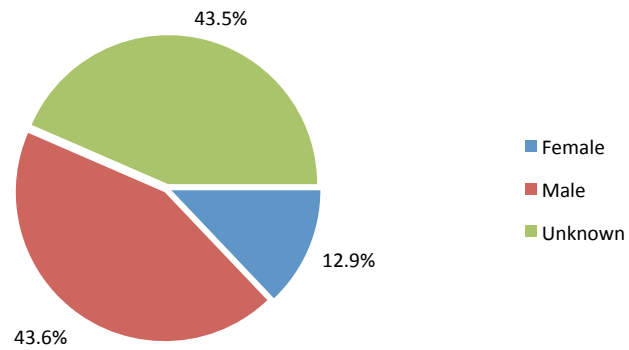
2012 Age Range of All Bicyclists in Crashes



2012 AGE RANGE OF ALL BICYCLISTS IN CRASHES										
AGE	UNKNOWN INJURY		NON-INJURED		INJURED		FATALITY		TOTAL	
	#	%	#	%	#	%	#	%	#	%
0-4	-	0.0	-	0.0	1	0.1	-	0.0	1	0.1
5-9	1	0.7	6	0.9	19	2.6	1	6.7	27	1.7
10-14	1	0.7	43	6.6	41	5.5	-	0.0	85	5.5
15-19	-	0.0	54	8.3	50	6.7	2	13.3	106	6.8
20-24	-	0.0	63	9.7	79	10.6	-	0.0	142	9.1
25-29	1	0.7	44	6.8	52	7.0	-	0.0	97	6.2
30-34	-	0.0	41	6.3	30	4.0	2	13.3	73	4.7
35-39	2	1.3	21	3.2	30	4.0	-	0.0	53	3.4
40-44	-	0.0	26	4.0	22	3.0	-	0.0	48	3.1
45-49	-	0.0	35	5.4	31	4.2	3	20.0	69	4.4
50-54	-	0.0	30	4.6	37	5.0	2	13.3	69	4.4
55-59	-	0.0	23	3.5	30	4.0	1	6.7	54	3.5
60-64	-	0.0	11	1.7	15	2.0	1	6.7	27	1.7
65-69	-	0.0	2	0.3	15	2.0	-	0.0	17	1.1
70-74	-	0.0	3	0.5	5	0.7	-	0.0	8	0.5
75-79	-	0.0	-	0.0	1	0.1	-	0.0	1	0.1
80-84	-	0.0	-	0.0	-	0.0	-	0.0	-	0.0
85+	-	0.0	-	0.0	1	0.1	-	0.0	1	0.1
Unknown	144	96.6	248	38.2	284	38.2	3	20.0	679	43.6
TOTAL	149	100.0	650	100.0	743	100.0	15	100.0	1,557	100.0

- Cyclists aged 20–24 were involved in more crashes than any other age group in 2012.
- Cyclists aged 15–19 and 25–29 were the second and third most often observed group in crashes in 2012.
- While 9.1% of bicycle related crashes involved cyclists aged 20–24, no fatalities were reported among the group.
- The highest fatality rate was observed in cyclists aged between 45 and 49.

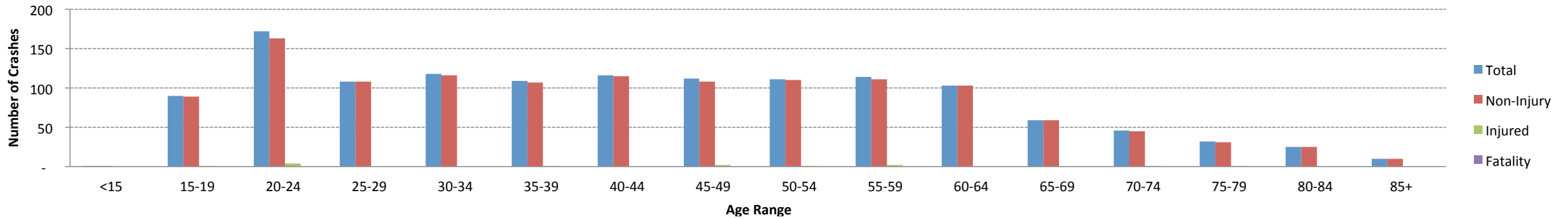
2012 Gender of Bicyclists in Crashes



2012 GENDER OF BICYCLISTS IN CRASHES										
GENDER	UNKNOWN		NON-INJURED		INJURED		FATALITY		TOTAL	
	#	%	#	%	#	%	#	%	#	%
Female	7	4.7	89	13.7	104	14.0	1	6.7	201	12.9
Male	15	10.1	308	47.4	345	46.4	11	73.3	679	43.6
Unknown	127	85.2	253	38.9	294	39.6	3	20.0	677	43.5
TOTAL	149	100.0	650	100.0	743	100.0	15	100.0	1,557	100.0

- Where the gender was known, male cyclists made up 76.8% of the injuries and 91.7% of the fatalities in bicycle related crashes.
- In crashes where cyclist gender was known, 22.8% of cyclists were female.

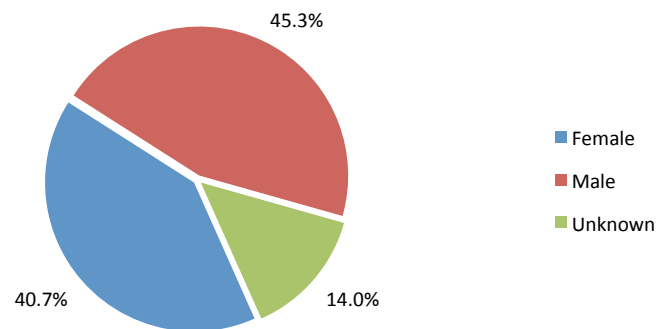
2012 Age of All Other Drivers in Bicycle Related Crashes



2012 AGE OF ALL OTHER DRIVERS IN BICYCLE RELATED CRASHES										
AGE	UNKNOWN INJURY		NON-INJURY		INJURED		FATALITY		TOTAL	
	#	%	#	%	#	%	#	%	#	%
<15	-	0.0	1	0.1	-	0.0	-	0.0	1	0.1
15-19	-	0.0	89	6.8	1	7.7	-	0.0	90	5.8
20-24	5	2.2	163	12.4	4	30.8	-	0.0	172	11.1
25-29	-	0.0	108	8.2	-	0.0	-	0.0	108	7.0
30-34	2	0.9	116	8.8	-	0.0	-	0.0	118	7.6
35-39	1	0.4	107	8.2	1	7.7	-	0.0	109	7.0
40-44	1	0.4	115	8.8	-	0.0	-	0.0	116	7.5
45-49	2	0.9	108	8.2	2	15.4	-	0.0	112	7.2
50-54	-	0.0	110	8.4	1	7.7	-	0.0	111	7.2
55-59	1	0.4	111	8.5	2	15.4	-	0.0	114	7.4
60-64	-	0.0	103	7.9	-	0.0	-	0.0	103	6.7
65-69	-	0.0	59	4.5	-	0.0	-	0.0	59	3.8
70-74	-	0.0	45	3.4	1	7.7	-	0.0	46	3.0
75-79	-	0.0	31	2.4	1	7.7	-	0.0	32	2.1
80-84	-	0.0	25	1.9	-	0.0	-	0.0	25	1.6
85+	-	0.0	10	0.8	-	0.0	-	0.0	10	0.6
Unknown	212	94.6	10	0.8	-	0.0	-	0.0	222	14.3
TOTAL	224	100.0	1,311	100.0	13	100.0	-	100.0	1,548	100.0

- Other drivers aged between 20 and 24 were most likely to be involved in a bicycle related crash in 2012, 11.1% of the total belonged to that age group.
- Injury reported among other drivers was low (<1%) however, other drivers within age groups 20–24, 45–49 and 55–59 were injured more often.
- No fatalities were reported among drivers involved in a bicycle related crash.

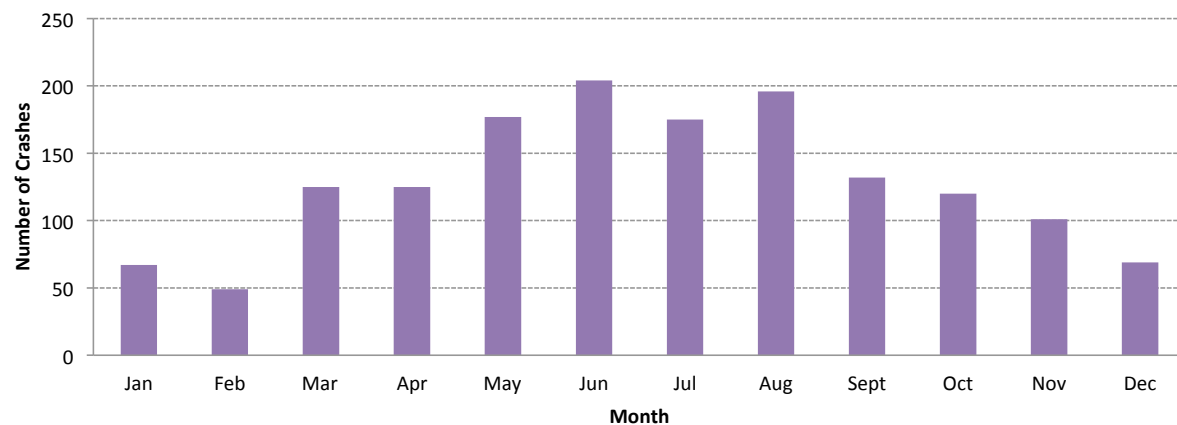
2012 Gender of Other Drivers in Bicycle Related Crashes



2012 GENDER OF OTHER DRIVERS IN BICYCLE RELATED CRASHES										
GENDER	UNKNOWN INJURY		NON-INJURED		INJURED		FATAL		TOTAL	
	#	%	#	%	#	%	#	%	#	%
Female	6	2.7	621	47.4	3	23.1	-	0.0	630	40.7
Male	10	4.5	682	52.0	10	76.9	-	0.0	702	45.3
Unknown	208	92.9	8	0.6	-	0.0	-	0.0	216	14.0
TOTAL	224	100.0	1,311	100.0	13	100.0	-	100.0	1,548	100.0

- In bicycle related crashes where other driver gender was known, male drivers were involved in 52.7% of crashes.

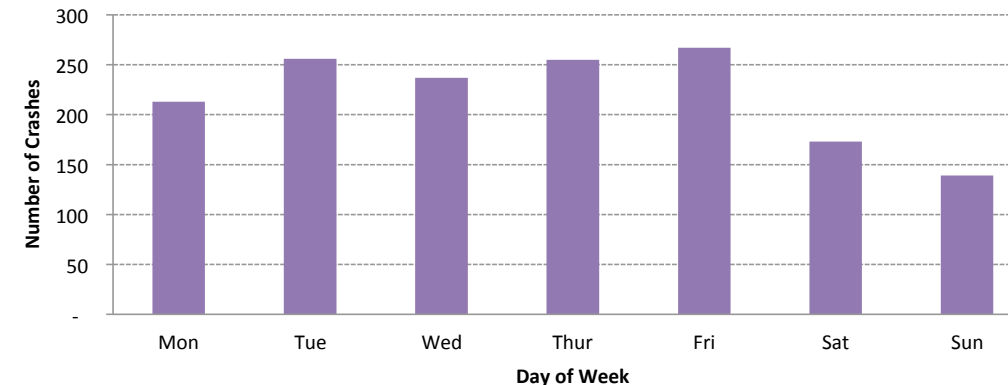
2012 Bicycle Related Crashes by Month of Year



2007–2012 BICYCLE RELATED CRASHES BY MONTH OF YEAR												
YEAR	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEPT	OCT	NOV	DEC
2007	15	38	84	80	130	185	182	193	152	142	79	22
2008	30	47	63	104	137	185	213	197	210	150	101	37
2009	53	66	78	68	154	159	178	190	166	95	88	28
2010	37	34	75	102	133	150	169	172	235	131	75	65
2011	51	44	74	99	116	179	172	223	211	135	69	40
2012	67	49	125	125	177	204	175	196	132	120	101	69

- Over the six-year period the highest numbers of bicycle related crashes were observed in September 2010 (235), the fewest were recorded January 2007 (15).
- Warm weather months May through October saw the most crashes over the six-year period. Of those 36 months, only one (October 2009) recorded less than 100 bicycle related crashes.
- May through October, for all 6 years considered, accounts for 71.7% of the total bicycle related crashes.
- In 2012, June and August had the most bicycle related crashes; followed closely by May and July.
- February saw the fewest number of bicycle related crashes in 2012.

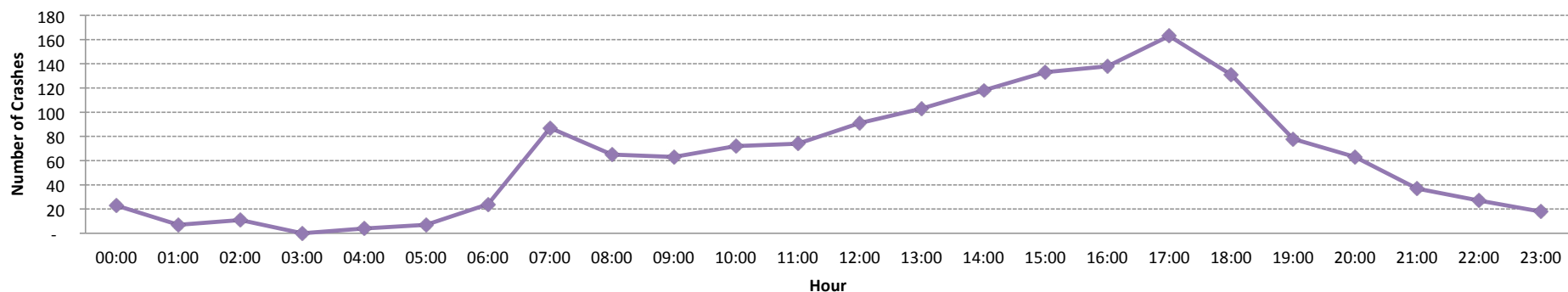
2012 Bicycle Related Crashes by Day of Week



2007–2012 BICYCLE RELATED CRASHES BY DAY OF WEEK							
YEAR	MON	TUE	WED	THUR	FRI	SAT	SUN
2007	194	218	205	171	239	157	118
2008	216	250	253	235	229	172	119
2009	179	232	210	225	209	153	115
2010	219	239	217	202	216	166	119
2011	205	234	207	230	246	169	122
2012	213	256	237	255	267	173	139

- Over the six-year period, bicycle related crashes were far more common during the work week than during the weekend.
- In 2012 Fridays saw more bicycle related crashes than any other day of the week followed closely by Tuesdays.
- Tuesdays, Thursdays, Fridays, Saturdays and Sundays in 2012 saw more bicycle crashes than those same days in the five preceding years.
- Sundays, Saturdays and Mondays saw the fewest bicycle related crashes in 2012.

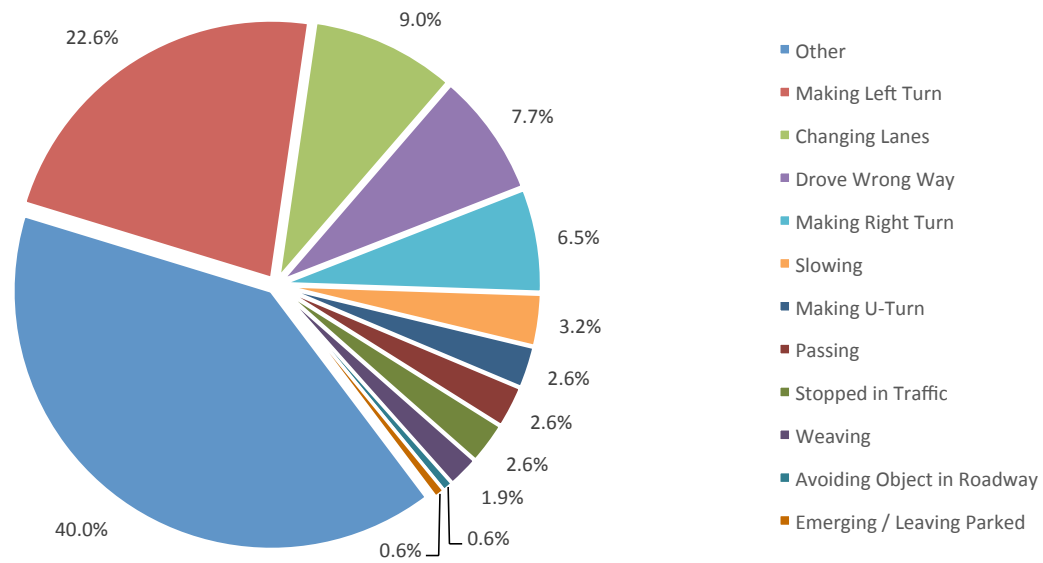
2012 Bicycle Related Crashes by Hour of Day



2007–2012 BICYCLE RELATED CRASHES BY HOUR OF DAY																								
YEAR	00:00	01:00	02:00	03:00	04:00	05:00	06:00	07:00	08:00	09:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00
2007	14	5	6	4	3	6	43	70	64	39	57	66	88	79	95	142	110	151	96	58	52	23	19	12
2008	17	12	5	2	1	10	31	100	65	44	61	84	88	74	103	131	139	181	112	71	54	36	27	18
2009	14	13	5	2	2	6	29	74	51	53	59	71	83	92	94	126	122	135	89	73	47	45	21	11
2010	16	7	11	2	1	5	29	78	55	45	71	61	104	79	93	157	125	157	93	67	38	32	26	21
2011	15	11	5	-	4	7	34	81	71	54	53	84	95	92	111	131	134	141	97	63	50	39	16	18
2012	23	7	11	-	4	7	24	87	65	63	72	74	91	103	118	133	138	163	131	78	63	37	27	18

- Over the six-year period the highest number of bicycle related crashes generally occurred between 3 PM and 5 PM. In 2012, this greater bicycle traffic continued into the 6 PM hour.
- Even though 2012 saw the highest rate of bicycle related crashes over the six-year period, the fewest number of crashes was recorded during the 6 AM hour in 2012 as compared to the previous five years.
- As in previous years, in 2012 the highest occurrence of bicycle related crashes was during the 5 PM hour.
- In 2012 and 2011, no bicycle related crashes were reported during the 3 AM hour.

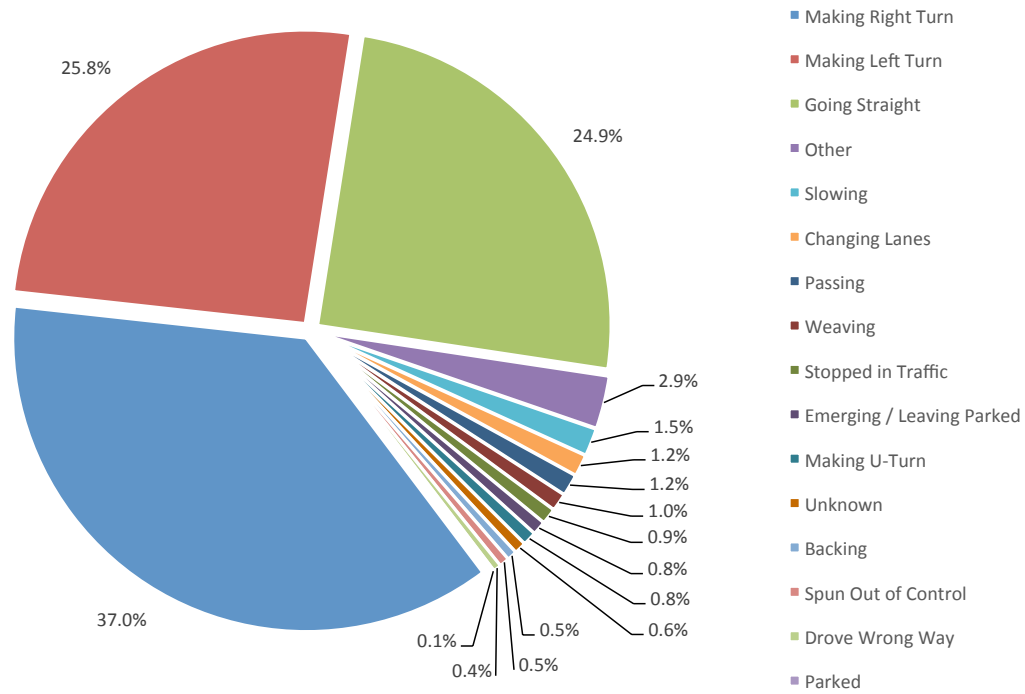
2012 At-Fault Bicycle Movement in Crashes (Other than Going Straight)



2012 AT-FAULT BICYCLE MOVEMENT IN CRASHES				
AT-FAULT BICYCLE	PDO	INJURY	FATAL	TOTAL
Going Straight	238	209	6	453
Other	35	26	1	62
Making Left Turn	17	18	-	35
Changing Lanes	3	11	-	14
Drove Wrong Way	8	4	-	12
Making Right Turn	4	6	-	10
Slowing	2	3	-	5
Making U-Turn	2	2	-	4
Passing	1	3	-	4
Stopped in Traffic	3	1	-	4
Weaving	1	2	-	3
Avoiding Object in Roadway	-	1	-	1
Emerging / Leaving Parked	-	1	-	1
Backing	-	-	-	-
Parked	-	-	-	-
Spun Out of Control	-	-	-	-
Unknown	-	-	-	-
TOTAL	314	287	7	608

- The bicycle was going straight in 74.5% of bicycle related crashes where the cyclist was determined to be at fault.
- In crashes where the bicycle was determined to be at-fault, making a left turn were the most common type of movement other than “going straight” and “other”.

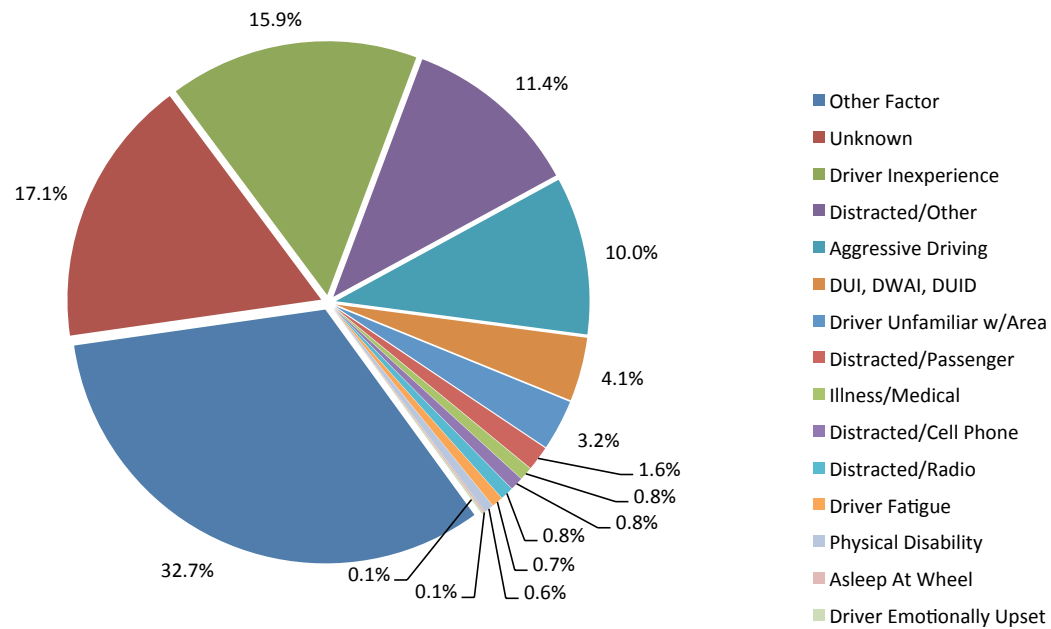
2012 Movement of At-Fault Vehicle in Bicycle Related Crashes



2012 MOVEMENT OF AT-FAULT VEHICLE IN BICYCLE RELATED CRASHES				
AT-FAULT VEHICLE	PDO	INJURY	FATAL	TOTAL
Making Right Turn	201	143	1	345
Making Left Turn	95	144	1	240
Going Straight	97	128	7	232
Other	14	13	-	27
Slowing	8	6	-	14
Changing Lanes	2	9	-	11
Passing	3	8	-	11
Weaving	3	6	-	9
Stopped in Traffic	3	5	-	8
Emerging / Leaving Parked	3	4	-	7
Making U-Turn	3	4	-	7
Unknown	4	2	-	6
Backing	4	1	-	5
Spun Out of Control	2	3	-	5
Drove Wrong Way	1	3	-	4
Parked	-	1	-	1
Avoiding Object in Roadway	-	-	-	-
TOTAL	443	480	9	932

- Vehicles were determined to be at-fault in 60.5% of the bicycle related crashes in 2012.
- In bicycle related crashes where the driver was determined to be at fault, approximately 63% were making a turn.
- Making a right turn, making a left turn, and going straight were the most common types of movement in a bicycle related crash where the vehicle was at-fault.

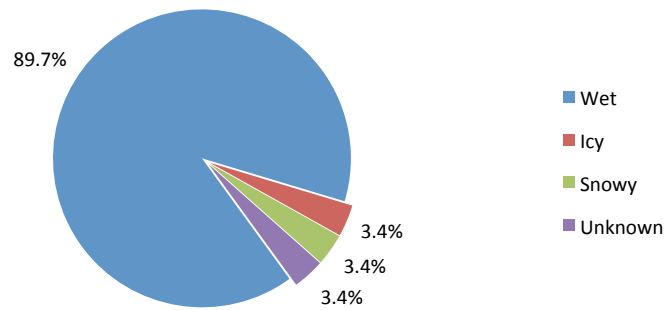
2012 Bicycle Related Crashes by Human Contributing Factors of the At-Fault Traffic Unit (Other than “None Apparent”)



2012 HUMAN CONTRIBUTING FACTOR OF THE AT-FAULT TRAFFIC UNIT				
ACTION	PDO	INJURY	FATAL	TOTAL
None Apparent	367	330	6	703
Other Factor	133	138	3	274
Unknown	80	63	-	143
Driver Inexperience	55	78	-	133
Distracted/Other	44	51	-	95
Aggressive Driving	37	45	2	84
DUI, DWAI, DUID	10	21	3	34
Driver Unfamiliar w/Area	12	15	-	27
Distracted/Passenger	5	8	-	13
Illness/Medical	2	5	-	7
Distracted/Cell Phone	4	3	-	7
Distracted/Radio	2	5	-	7
Driver Fatigue	3	3	-	6
Physical Disability	2	3	-	5
Asleep At Wheel	1	-	-	1
Driver Emotionally Upset	-	-	1	1
Physical Disability	-	-	-	-
TOTAL	757	768	15	1,540

- Driver Inexperience and Distracted/Other factors were the most common known contributing factors in bicycle related crashes.
- Driver Inexperience was responsible for 8.6% of the total bicycle related crashes, but 10.2% of the total injuries.
- All distractions contributed to 14.6% of bicycle related crashes (other than “None Apparent”).

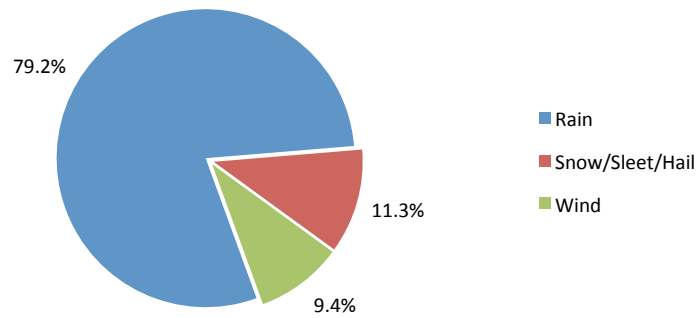
2012 Bicycle Related Crashes by Road Condition (Other than Dry)



- Dry road conditions were present in 96.2% of all bicycle related crashes in 2012.
- Where inclement road conditions were observed in bicycle related crashes; wet, icy, and snowy roads were present in 89.7%, 3.4% and 3.4% respectively.
- No bicycle related crashes were reported on treated roadways.

2012 BICYCLE RELATED CRASHES BY ROAD CONDITION				
CONDITION	PDO	INJURY	FATAL	TOTAL
Dry	734	733	15	1,482
Wet	20	32	-	52
Icy	1	1	-	2
Snowy	1	1	-	2
Unknown	1	1	-	2
Muddy	-	-	-	-
Slushy	-	-	-	-
Foreign Material	-	-	-	-
Dry W/Vis. Icy Rd Treatment	-	-	-	-
Wet W/Vis. Icy Rd Treatment	-	-	-	-
Snowy W/Vis. Icy Rd Treatment	-	-	-	-
Icy W/Vis. Icy Rd Treatment	-	-	-	-
Slushy W/Vis. Icy Rd Treatment	-	-	-	-
TOTAL	757	768	15	1,540

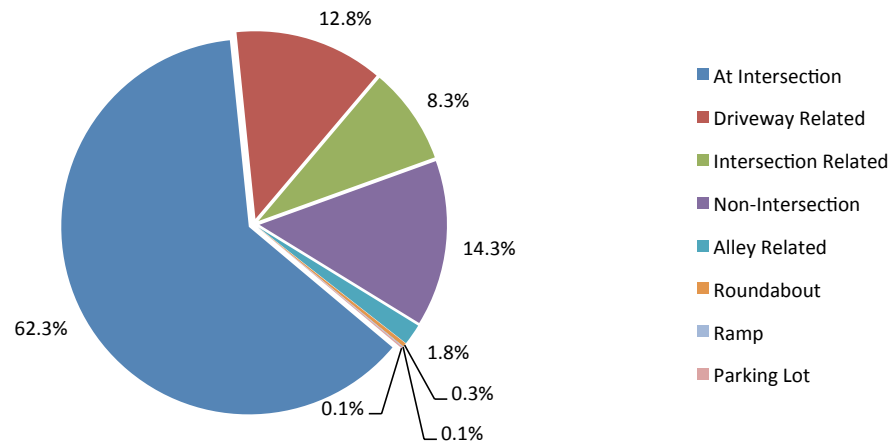
2012 Bicycle Related Crashes by Inclement Weather Conditions



2012 WEATHER CONDITIONS IN BICYCLE RELATED CRASHES				
CONDITION	PDO	INJURY	FATAL	TOTAL
None	731	741	15	1,487
Rain	21	21	-	42
Snow/Sleet/Hail	2	4	-	6
Wind	3	2	-	5
Fog	-	-	-	-
Dust	-	-	-	-
TOTAL	757	768	15	1,540

- No inclement weather conditions were observed in 96.6% of bicycle related crashes.
- Every fatality related to a bicycle related crash occurred where no inclement weather was present.
- Where inclement weather conditions were observed, rain was present during 79.2% of bicycle related crashes.

2012 Bicycle Related Crashes by Road Description



2012 BICYCLE RELATED CRASHES BY ROAD DESCRIPTION				
ROAD	PDO	INJURY	FATAL	TOTAL
At Intersection	489	462	8	959
Driveway Related	110	86	1	197
Intersection Related	56	71	1	128
Non-Intersection	83	132	5	220
Alley Related	15	13	-	28
Roundabout	2	3	-	5
Ramp	-	1	-	1
Parking Lot	2	-	-	2
TOTAL	757	768	15	1,540

- The majority (62.3%) of bicycle related crashes in 2012 occurred at intersections.
- Of the total bicycle related fatal crashes, 53.3% were at intersection and 33.3% were non-intersection related.
- Injuries were reported in 60% of non-intersection bicycle related crashes.