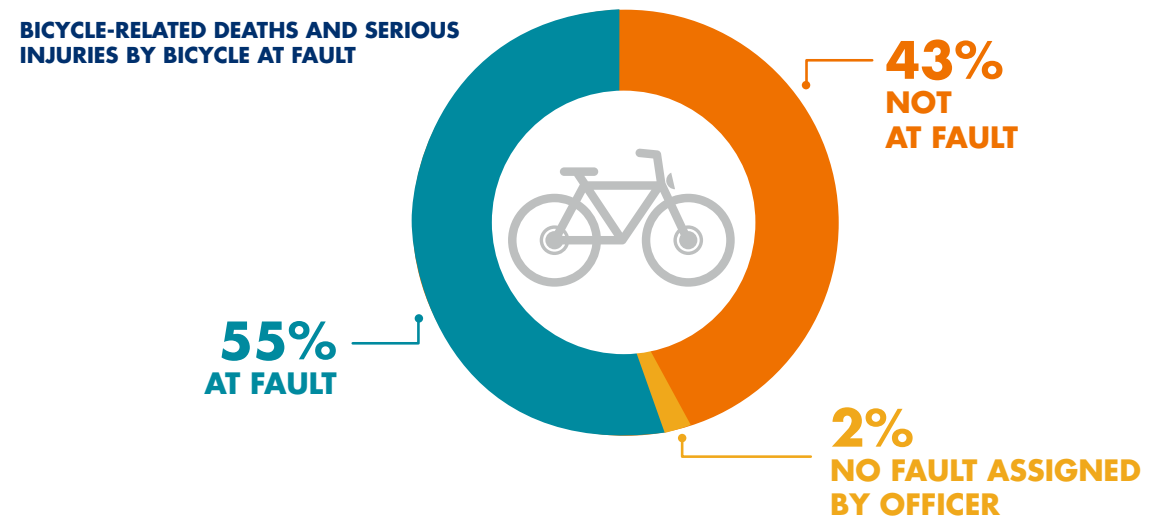


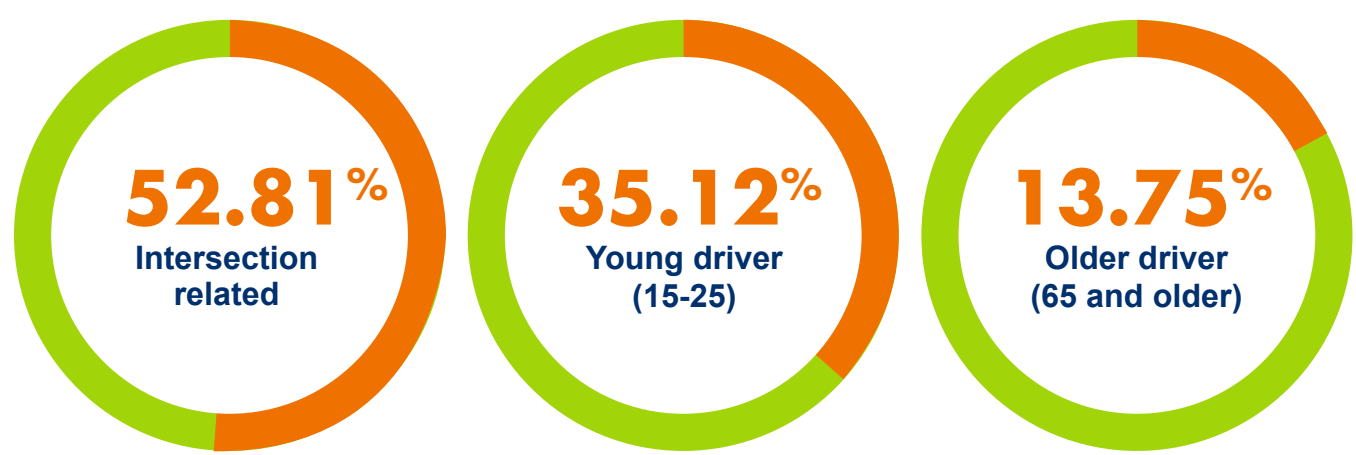
CONTRIBUTING FACTORS

Motorists and bicyclists share responsibility for causing crashes. Over half of the bicycle-related deaths and serious injuries occurred in crashes where the bicyclist was at fault. Motorists were also at fault about 43% of the time.



BICYCLE-RELATED DEATHS AND SERIOUS INJURIES BY RELATED SHSP EMPHASIS AREAS

Bicycle-related deaths and serious injuries occurred at intersections 52 percent of the time. Young drivers were a factor in 35 percent of bicycle-related deaths and serious injuries from crashes and older drivers were a factor 14 percent of the time.



Note: All data from 2008-2012, except Overview section

BICYCLE DATA FACT SHEET

OVERVIEW OF BICYCLE-RELATED CRASHES

Between 2006 and 2012, 116 people died and 1,579 people were seriously injured in bicycle-related crashes.

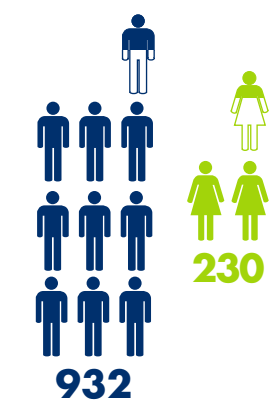
Bicycle-related crashes accounted for approximately 2 percent of Ohio's deaths and about 2 percent of serious injuries. However, since Ohio's first SHSP was adopted in 2006, serious injuries increased 3 percent and deaths by 6 percent.



WHO WAS INVOLVED IN CRASHES

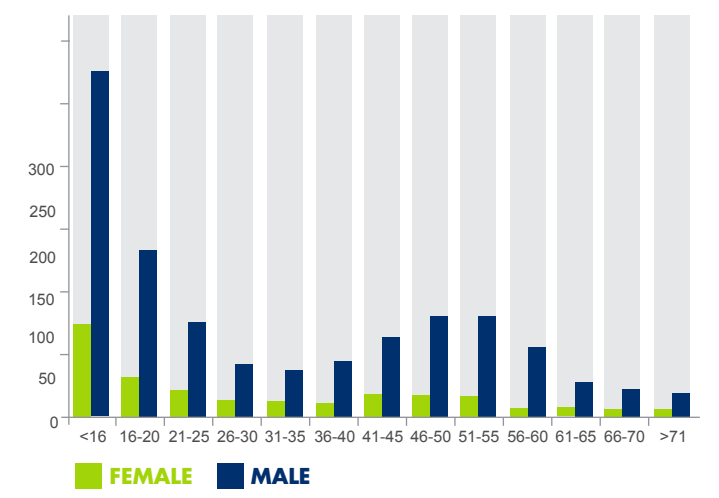
Males under the age of 20 were involved in the highest number of deaths and serious injuries when bicycling.

Male bicyclists accounted for 932 deaths and serious injuries, and females accounted for 230 deaths and serious injuries.



Note: All data from 2008-2012, except Overview section

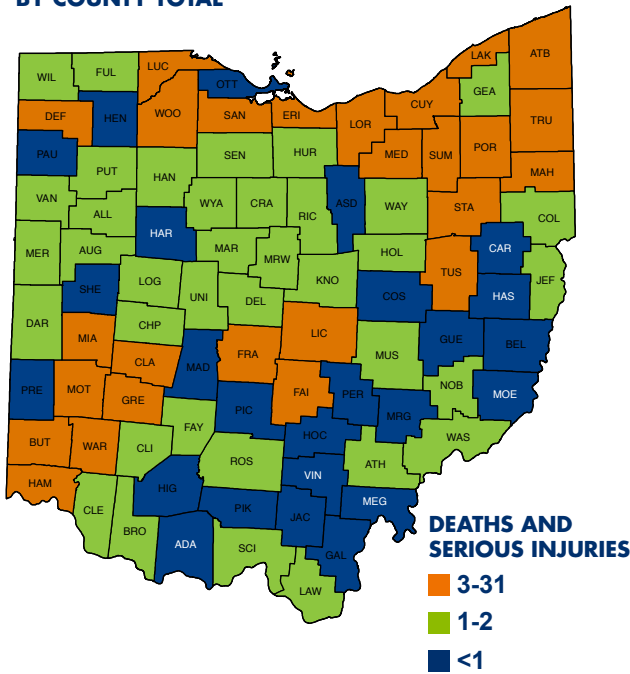
BICYCLE-RELATED DEATHS AND SERIOUS INJURIES BY AGE AND GENDER



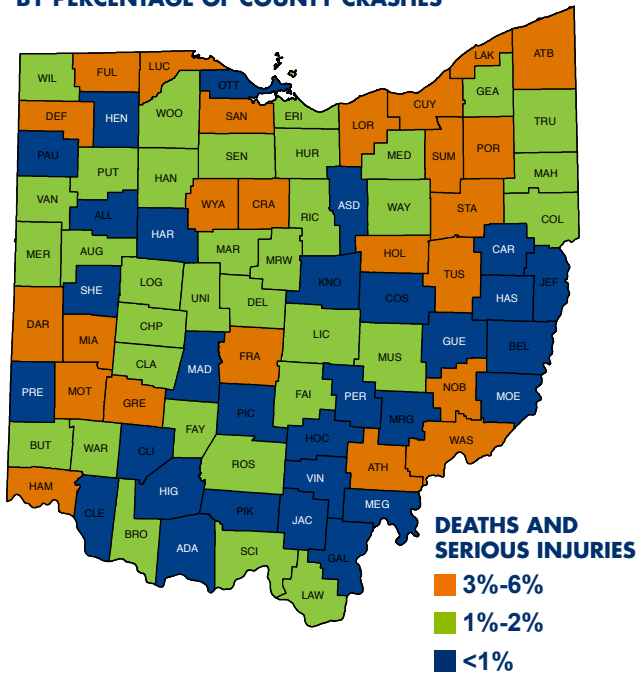
WHERE CRASHES OCCURRED

These maps rank Ohio counties by the number of bicycle-related deaths and serious injuries. Warm colors indicate more crashes relative to cool colors. **Most urbanized counties have a higher total number and a higher percentage of serious bicycle crashes.**

BICYCLE-RELATED DEATHS AND SERIOUS INJURIES BY COUNTY TOTAL

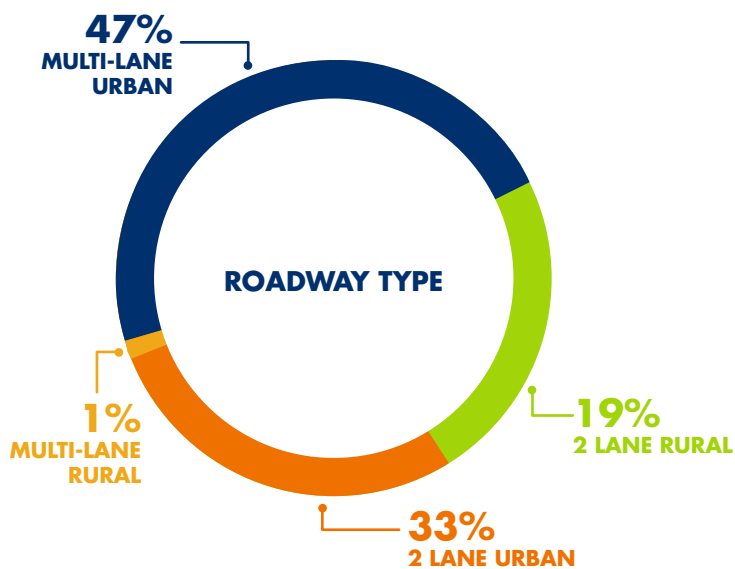


BICYCLE-RELATED DEATHS AND SERIOUS INJURIES BY PERCENTAGE OF COUNTY CRASHES



BICYCLE-RELATED DEATHS AND SERIOUS INJURIES BY ROADWAY TYPE

Bicycle crashes on urban roads accounted for 80 percent of bicycle-related deaths and serious injuries, with 47 percent occurring on multi-lane urban roads where bicycles have to cross multiple lanes. The time needed to cross and the visibility of oncoming cars were primary contributing factors.



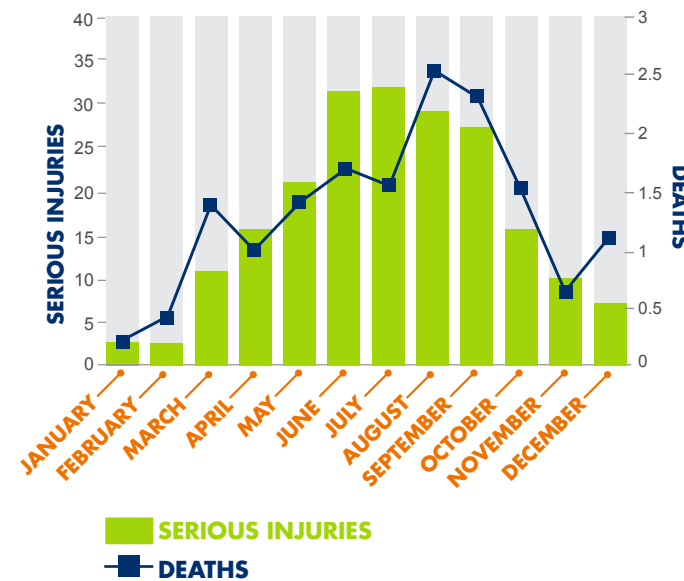
Note: All data from 2008-2012, except Overview section

WHEN CRASHES OCCURRED

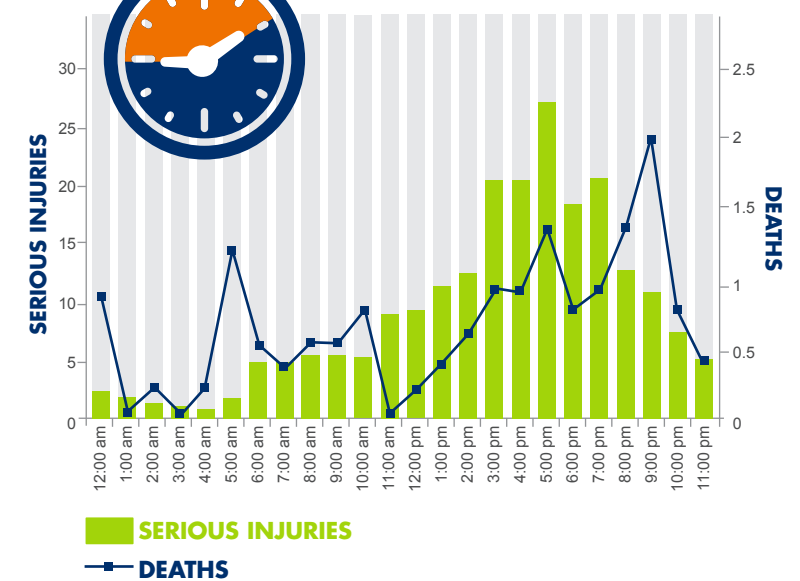
Most bicycle-related deaths and serious injuries occurred during the summer and fall months of June through September, likely the result of favorable weather.

The number of serious injuries in bicycle-related crashes increased between 3-7 p.m. due to higher volumes of bicyclists and motor vehicles. The serious injury numbers decreased late at night when fewer drivers and bicyclists were on the road. Deaths fluctuated during the day, but are highest around traveler commute times.

BICYCLE-RELATED DEATHS AND SERIOUS INJURIES BY MONTH



BICYCLE-RELATED DEATHS AND SERIOUS INJURIES BY TIME OF DAY



AN AVERAGE OF 1 PERSON DIED OR WAS SERIOUSLY INJURED EACH DAY IN BICYCLE-RELATED CRASHES.

Note: All data from 2008-2012, except Overview section