

Revised 7/2016 to 2q2016 refresh 2014-2016

State collision data is obtained and compiled from SWITRS.

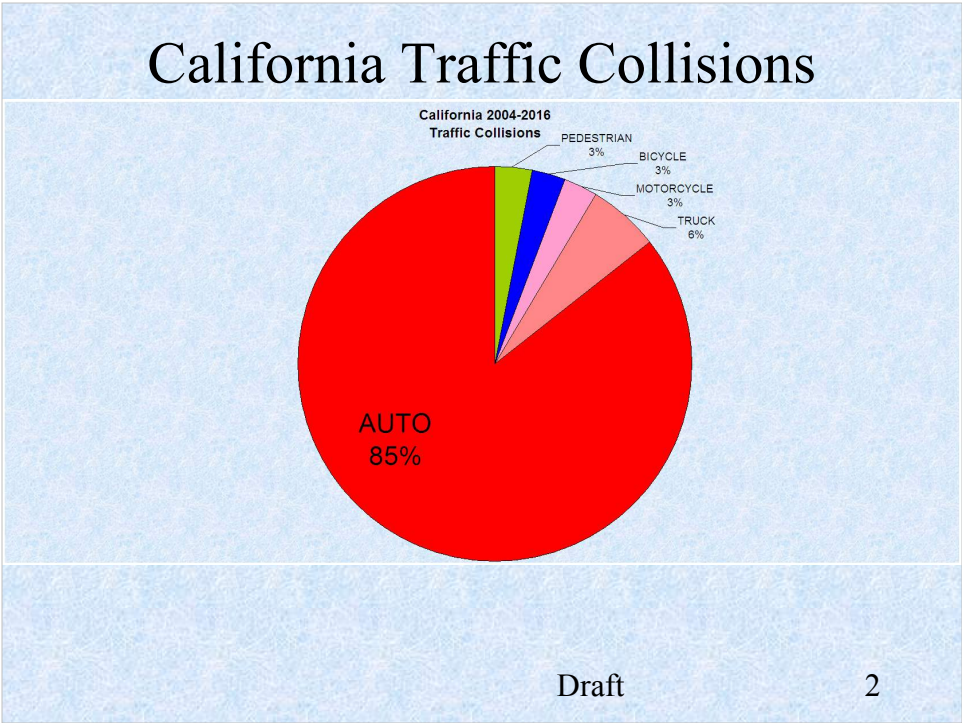
State population data is obtained and compiled from the State of California Dept. of Finance.

Note on rates:

Rates shown in this report are used to represent the ability to convey the relation of bike collisions relative to the general population and do not reflect the bike riding population since that information does not exist; therefore the information presented should be viewed more as a potential of what would be possible if it did, and viewed as a item of interest in the most general sense.

If and when bike riding population counts are made available, the structure and scale are in place to accurately reflect their relationship.

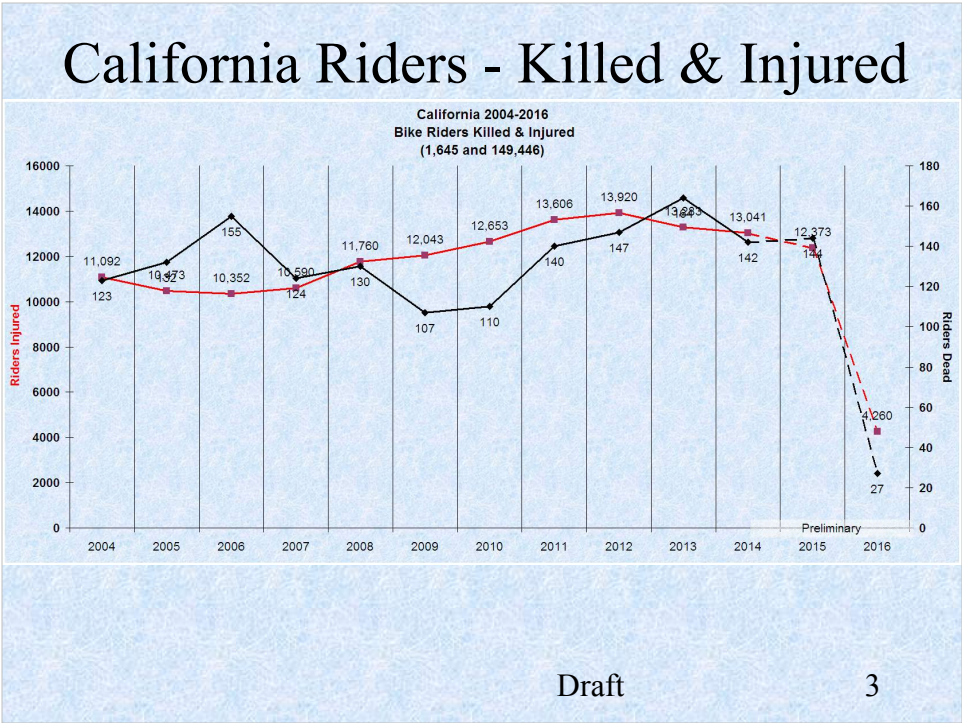
Thank you



Aggregated traffic collisions reveal 94% of traffic collisions in the State were between motorized vehicles with the remaining 6% divided evenly between people on bikes and people using their feet.

This and subsequent reports will focus on the 3% of collisions involving people on bikes with the intent to quantify bike collision data in order to identify areas of concern, suggest remedial actions, and measure whether those actions result in a positive outcome.

Similar but separate series are available for the other collision types.

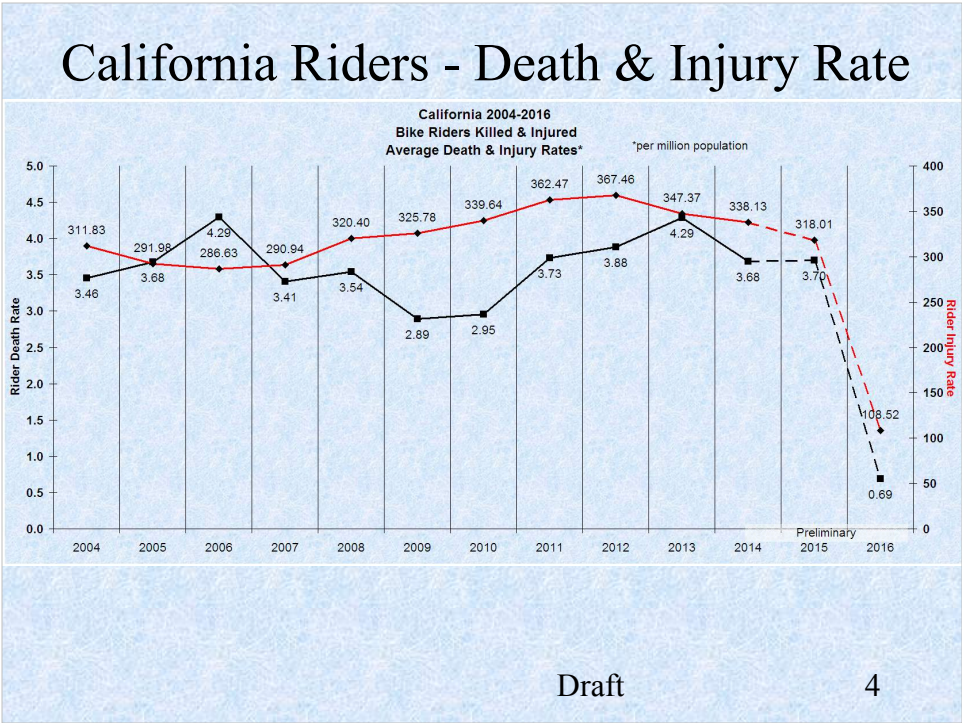


This chart shows the trend of bike riders killed and injured in California from 2004 to 2016.

Counts shown are the absolute number of fatalities and injuries as reflected from SWITRS.

2014-2016 are shown in dotted lines indicating the preliminary nature of these counts.

Data is still in-flowing for 2014-2016 so expect these counts to change at the next revision.

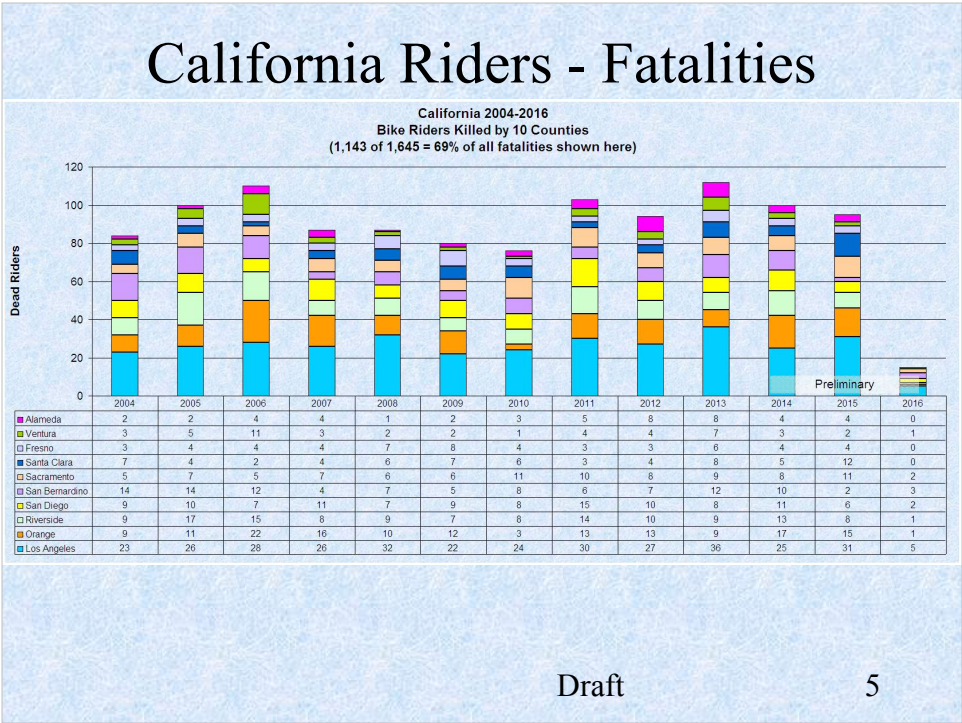


This chart shows the trend of the injury and death rate for bike riders killed and injured in California from 2004 to 2016.

Counts shown are the number of fatalities and injuries per million while the counts in the previous chart were the actual number of reported bike collisions.

2014-2016 are shown in dotted lines indicating the preliminary nature of these rates.

Data is still in-flowing for 2014-2016 so expect these rates to change at the next revision.

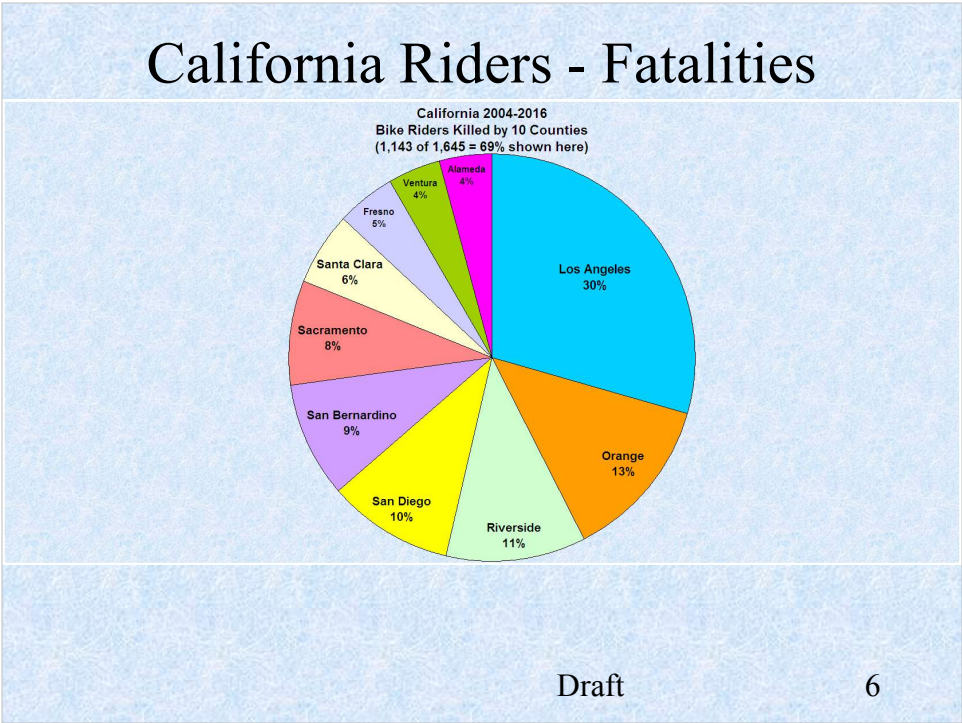


Here are 10 Counties with the highest count of rider fatalities in the State from 2004-2016.

Counts are provided in the table.

An overall sense of the trend over the years for these 10 counties may be discerned by following the top of the bars from left to right.

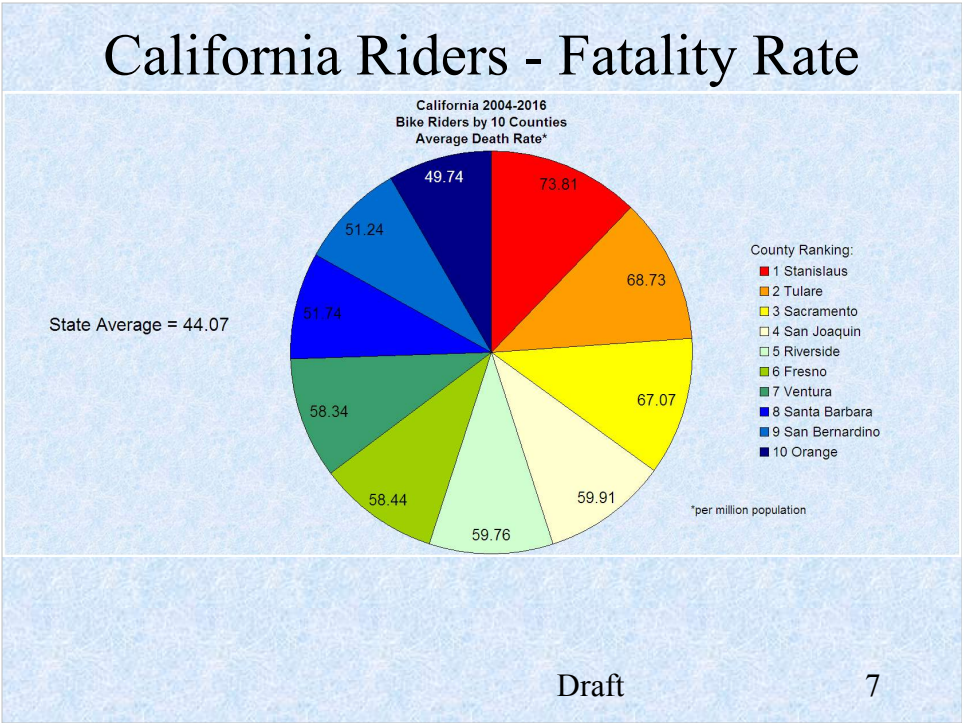
Data is still in-flowing for 2014-2016 so expect these counts to change at the next revision.



This is the same information as the previous chart arranged to show the percentage each County contributes to the overall State fatality count from 2004 to 2016.

Here's how the "Top 10" stack up - worst to bad, top to bottom.

| Rank | County | Rider Count |
|------|----------------|-------------|
| 1 | Los Angeles | 335 |
| 2 | Orange | 151 |
| 3 | Riverside | 128 |
| 4 | San Diego | 113 |
| 5 | San Bernardino | 104 |
| 6 | Sacramento | 95 |
| 7 | Santa Clara | 68 |
| 8 | Fresno | 54 |
| 9 | Ventura | 48 |
| 10 | Alameda | 47 |



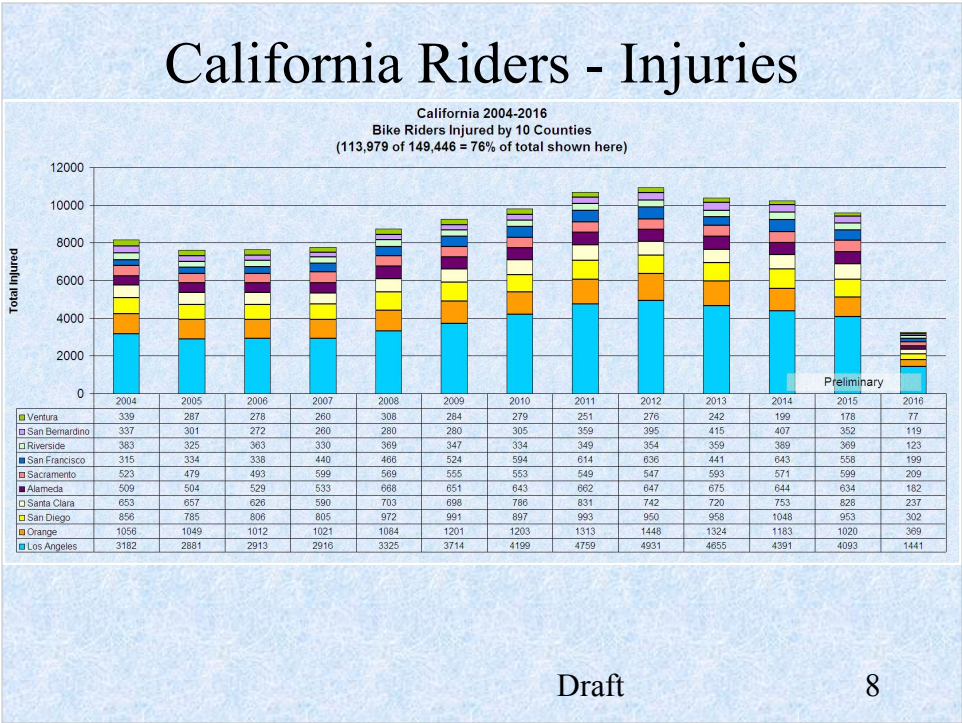
Welcome to the color wheel of death rates for bike riders in California.

Shown here are the 10 Counties with the highest rate of bike rider fatalities relative to the population of the County from 2004-2016.

Rates shown are relative per million population.

Here's the list to 2 decimal places:

| Rank | County | Fatality Rate |
|---------------|----------------|---------------|
| 1 | Stanislaus | 73.81 |
| 2 | Tulare | 68.73 |
| 3 | Sacramento | 67.07 |
| 4 | San Joaquin | 59.91 |
| 5 | Riverside | 59.76 |
| 6 | Fresno | 58.44 |
| 7 | Ventura | 58.34 |
| 8 | Santa Barbara | 51.74 |
| 9 | San Bernardino | 51.24 |
| 10 | Orange | 49.74 |
| State Average | | 44.07 |



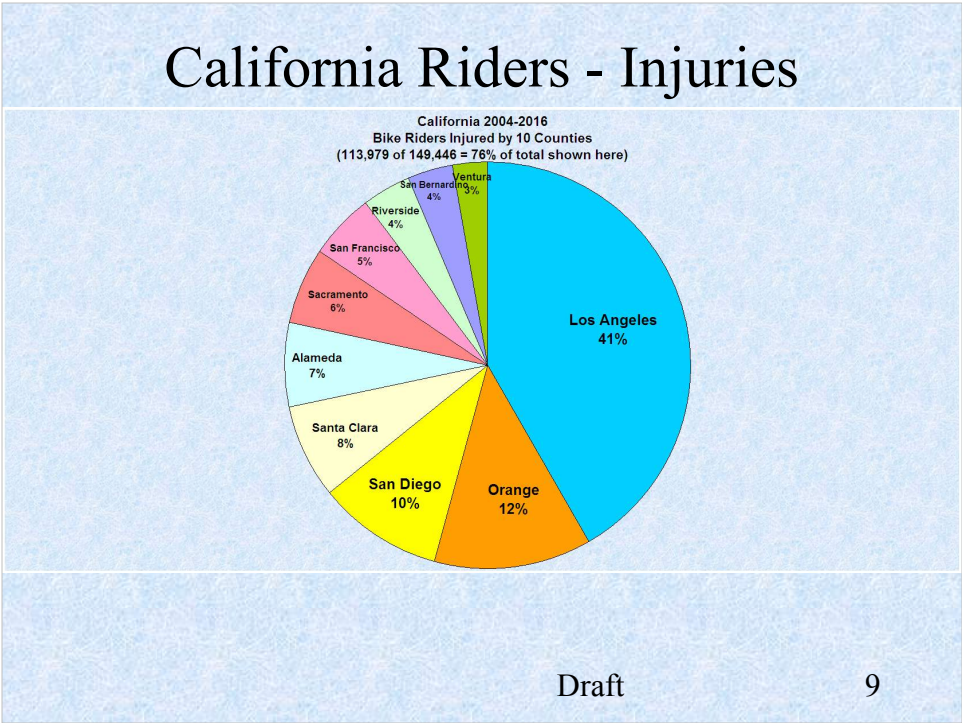
Draft 8

Here are the 10 Counties with the highest count of rider injuries in the State.

Counts are provided in the table.

An overall sense of the trend over the years for these 10 counties may be discerned by following the top of the bars from left to right.

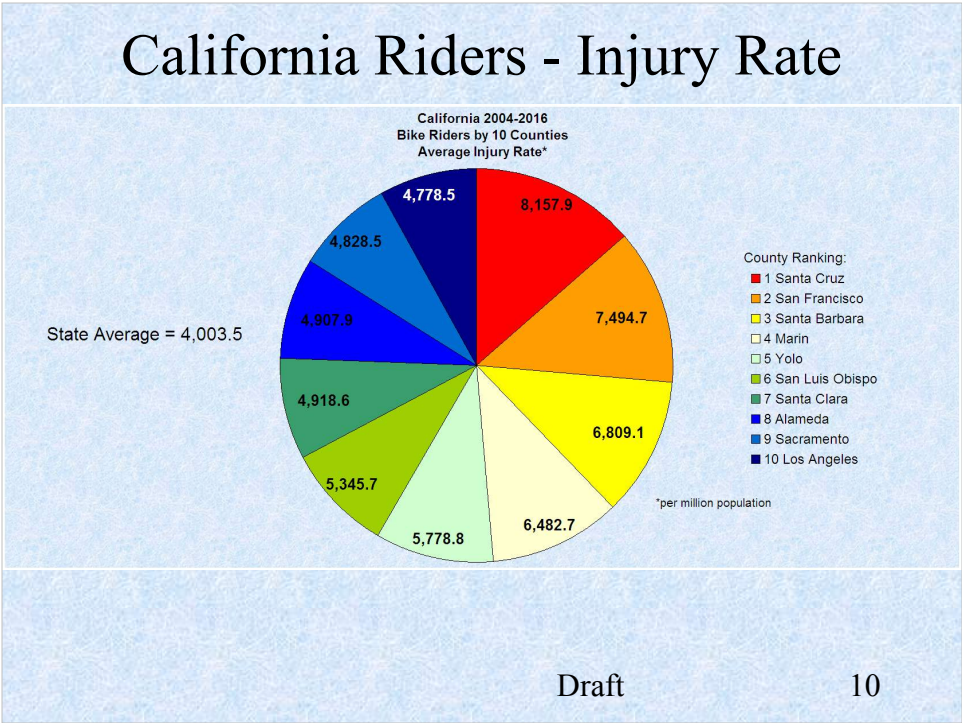
Data is still in-flowing for 2014-2016 so expect these counts to change at the next revision.



This is the same information as the previous chart arranged to show the percentage each County contributes to the overall State injury count from 2004 to 2016.

Here's how the "Top 10" stack up - worst to bad, top to bottom.

| Rank | County | Rider Count |
|------|----------------|-------------|
| 1 | Los Angeles | 57260 |
| 2 | Orange | 17290 |
| 3 | San Diego | 13809 |
| 4 | Santa Clara | 10691 |
| 5 | Alameda | 9088 |
| 6 | Sacramento | 8413 |
| 7 | San Francisco | 7061 |
| 8 | Riverside | 5339 |
| 9 | San Bernardino | 5099 |
| 10 | Ventura | 4210 |



Welcome to the color wheel of injury rates for bike riders in California.
Shown here are the 10 Counties with the highest rate of bike rider injuries
relative to the population of the County from 2004-2016.

Rates shown are relative per million population.

Here's the list to 2 decimal places:

| Rank | County | Injury Rate |
|---------------|-----------------|-------------|
| 1 | Santa Cruz | 8,158.0 |
| 2 | San Francisco | 7,494.8 |
| 3 | Santa Barbara | 6,809.2 |
| 4 | Marin | 6,482.7 |
| 5 | Yolo | 5,778.8 |
| 6 | San Luis Obispo | 5,345.8 |
| 7 | Santa Clara | 4,918.6 |
| 8 | Alameda | 4,907.9 |
| 9 | Sacramento | 4,828.5 |
| 10 | Los Angeles | 4,778.5 |
| State Average | | 4,003.5 |

California Bike Collisions
State
2004-2016

End

Draft11

Due to their high count or high relative rate, focus and priority to increase and improve roadway safety should begin with the following Counties:

| | | | |
|---------------|-------------|-----------------|----------------|
| Alameda | Fresno | Los Angeles | Marin |
| Orange | Riverside | Sacramento | San Bernardino |
| San Francisco | San Joaquin | San Luis Obispo | Santa Barbara |
| Santa Clara | Santa Cruz | Stanislaus | Tulare |
| Ventura | Yolo | | |

Additional information is available in the individual County presentations.