

2020 Crash Data

Pedestrian and Cyclist Injury
Severity and Sociodemographics
during the Illinois Stay at Home
Order of 2020





Increase in Fatalities

Since the pandemic began, there has been an increase in pedestrians and cyclists struck and killed on our roadways.

How did pedestrian and cyclist crashes change during the stay at home order of 2020?

Fewer Crashes, More Fatalities

Similar to all other crashes in 2020, while the number of struck pedestrians and cyclists was down relative to the prior four years – the rate of fatalities was up, by a factor of 2.3 compared to previous years and about twice the rate of 2019.



Why the Increase?

Cycling gained popularity in 2020.



Risky Driving Behaviors



Impaired Driving

The proportion of cases involving an impaired driver increased by a factor of 2.4, and the proportion of cases involving an impaired pedestrian or cyclist increased by a factor of 1.9.



Speeding

The share of cases in which speeding was cited as a contributing factor has been on the rise since 2016 and increased again in 2020 by about 2.5 percentage points.



Distracted Driving

While distracted driving cases had been on the rise since 2016, the data show that during the 2020 stay at home order incidences were slightly lower than previous years.

Increased Hospital Charges



Average hospital charges among struck pedestrians rose sharply in 2019 and again in 2020 more than **44.9 percent** more than the prior four year mean.



Average hospital charges were also up for struck cyclists to **56.7 percent** more than the previous four year average.

Race as a Factor



Black pedestrians and cyclists fared the worst during the 2020 stay at home order with an 11.3 percentage point increase in their proportion of crashes.



Poverty and Race

In 2020, children struck by a motor vehicle were more likely to live in a zip code of above average poverty with above average rates of carless households.

Black males and Black females were all more likely to live in above average poverty.

Change in Incidents from the 2016-2019 Average to 2020 by Age, Gender, Race and Ethnicity*

Person	Year		Point Change
	2016-19	2020	
Child	24.1%	16.7%	-7.40
Adult	67.5%	74.7%	7.20
Senior	8.37%	8.56%	0.190
Male	62.3%	69.3%	7.00
Female	37.7%	30.7%	-7.00
Black	28.0%	39.3%	11.3
White	43.8%	43.1%	-0.70
Hispanic	19.4%	10.9%	-8.50
Black Male	17.1%	23.7%	6.60
White Male	27.9%	31.9%	4.00
Black Female	10.9%	15.6%	4.70
White Female	15.8%	11.3%	-4.50
Hispanic Male	13.1%	8.2%	-4.93
Hispanic Female	6.25%	2.72%	-3.53

**Green shades indicate a decrease in occurrence, yellow a relatively small change, and orange/red an increase.*

Poverty and Victim Rates

Being struck by a motor vehicle in Illinois as a pedestrian or cyclist is not randomly distributed among people.

This was especially true during the 2020 stay at home order as poor minorities were the most likely victims





What can be done?

Investments in alternative transportation, especially in areas with high poverty and carless household rates, could help lower the exposure to crashes by vulnerable populations.