Zip codes with the highest rates of unreported struck cyclists are more commonly those with high rates of carless households - among the affluent who choose to be car-free and the poor who are forced to be car-less.

Unreported struck cyclists were reported by hospitals as having suffered more severe injuries relative to unreported struck pedestrians.

An increase in injury among vulnerable road users was seen following the onset of COVID.

More severe injuries have consistently greater rates of reporting. For example, head and thorax injuries climb 20 percentage points over the average reporting rate.

An increase in risky behavior led to more aggressive driving, speeding, and impaired driving.

Cyclists struck by a motor vehicle are much less likely to report the incident to police compared to pedestrians by a margin of up to 20 percentage points.

Both pedestrians and cyclists were less likely to report being struck to police in 2020 compared to previous years.

Unreported rate among struck cyclists who are females generally increased following stay at home orders while decreasing among males.

The reluctance to report increases outside of metropolitan areas, especially among Black struck cyclists.

Examining the effects of reporting by cyclists who were struck by a motor vehicle during Illinois’ stay at home order.