



COVID'S IMPACT ON CYCLIST REPORTING

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

PREPARED BY THE UIS CENTER FOR STATE POLICY AND LEADERSHIP USING LINKED DATA FROM HOSPITAL AND POLICE RECORDS FROM 2016 - 2020

REPORTING RATES

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.

RISKY BEHAVIOR

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



2020 REPORTING

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.

INJURIES

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.

RACIAL IMPACT

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



GENDER IMPACT

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



COMMUNITY IMPACT

Metropolitan cyclists struck by a motor vehicle are much more likely to report the incident to police than their rural counterparts.

