

SAFETY

Information on bicycle- and pedestrian-related crashes comes from the Virginia Department of Motor Vehicles. Statewide trends show that over the last 10 years, the number of yearly bicycle- and pedestrian-related fatalities has stayed roughly the same, while the number of yearly injuries has declined. Injury data is commonly underreported mainly due to issues with capturing the data; in this instance, hospital discharge figures are utilized for injury data, and individuals who do not pursue medical care are excluded.

Table 2: Bicycle and Pedestrian Fatalities

	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	Total
Caroline County	0	0	0	1	0	0	1	0	0	2	4
King George County	1	0	0	0	0	0	0	1	1	1	4
Spotsylvania County	3	2	1	3	2	3	0	2	0	2	18
Stafford County	1	1	0	0	1	1	1	0	2	2	9
City of Fredericksburg	0	0	1	0	0	0	0	0	0	0	1
GW Region Total	5	3	2	4	3	4	2	3	3	7	36
% of fatalities in GW Region	5.3%	3.3%	2.4%	4.5%	3.7%	4.0%	2.9%	3.7%	4.2%	6.3%	
Commonwealth of Virginia	95	90	84	88	81	99	70	82	72	112	873

Source: Virginia Department of Motor Vehicles

Table 3: Bicycle and Pedestrian Injuries

	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	Total
Caroline County	2	2	4	4	2	7	1	4	3	0	29
King George County	2	1	1	2	0	1	0	3	4	1	15
Spotsylvania County	5	18	10	25	22	13	19	12	16	12	152
Stafford County	16	17	17	14	22	10	14	19	11	13	153
City of Fredericksburg	14	10	13	6	5	10	8	6	6	9	87
GW Region Total	39	48	45	51	51	41	42	44	40	35	436
% of crashes in GW Region	1.5%	2.0%	2.2%	2.3%	2.1%	3.1%	2.9%	3.2%	3.0%	2.8%	
Commonwealth of Virginia	2,600	2,412	2,009	2,207	2,442	1,306	1,454	1,378	1,334	1,236	18,378

Source: Virginia Department of Motor Vehicles

As shown in **Table 2**, on average the GW Region accounts for approximately four percent of the bicycle- and pedestrian-related fatalities in a given year. This is on par with the Region’s percentage of the state population, though it does not mean the rate is acceptable. Over the past four years, the rate has gone up. This is likely due

to the increase in vehicle miles traveled during that same time period. The injury rate for the GW Region (**Table 3**) is slightly better at about two and a half percent in a given year; however, as noted above, this data is often underreported. Although the figures related to injuries and fatalities are small, it is still extremely important to make safety a top priority in the Region by educating all age groups about safe bicycling and walking practices and promoting enforcement of laws pertaining to motorists, bicyclists and pedestrians.