

2024 – 2025

Micromobility Analysis



**ZERO DEATHS
MARYLAND**

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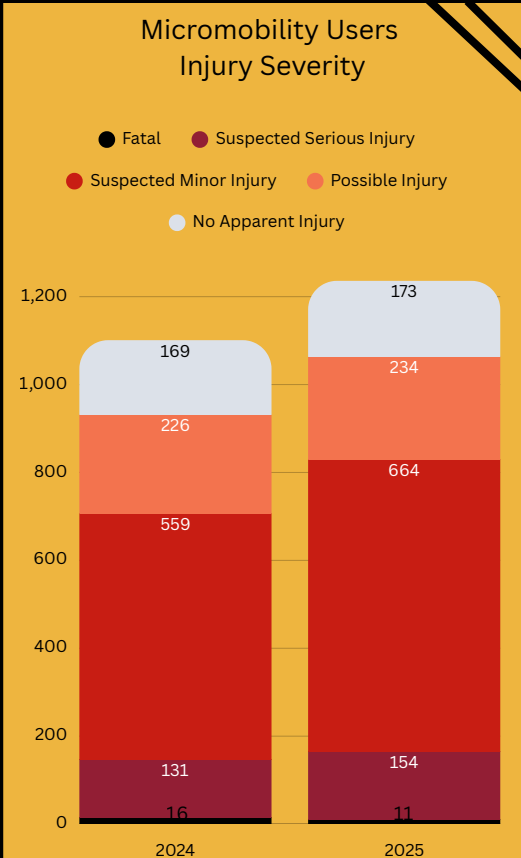
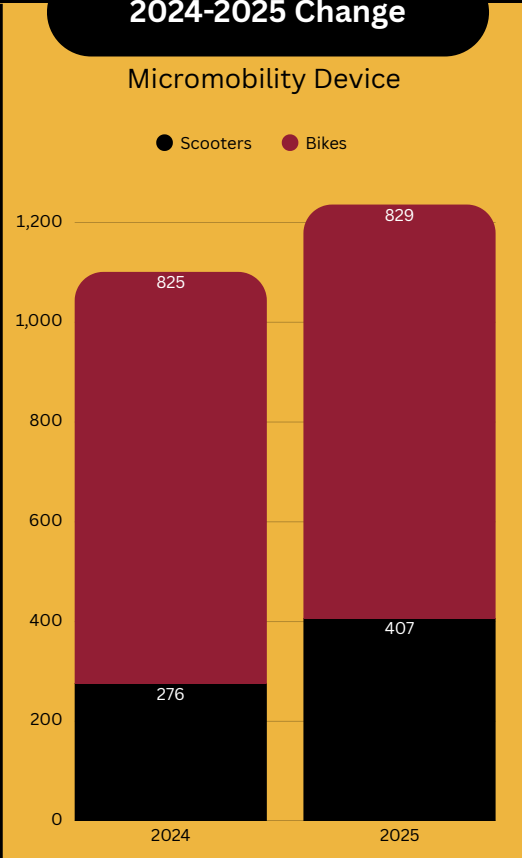
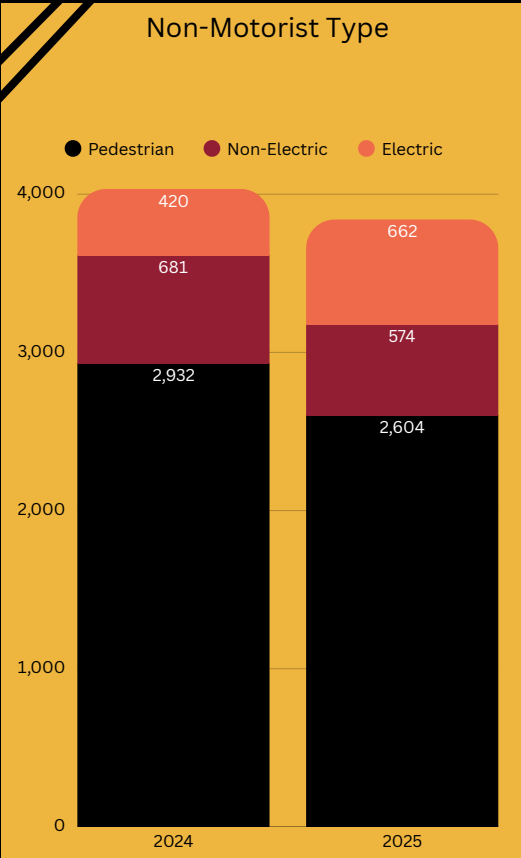
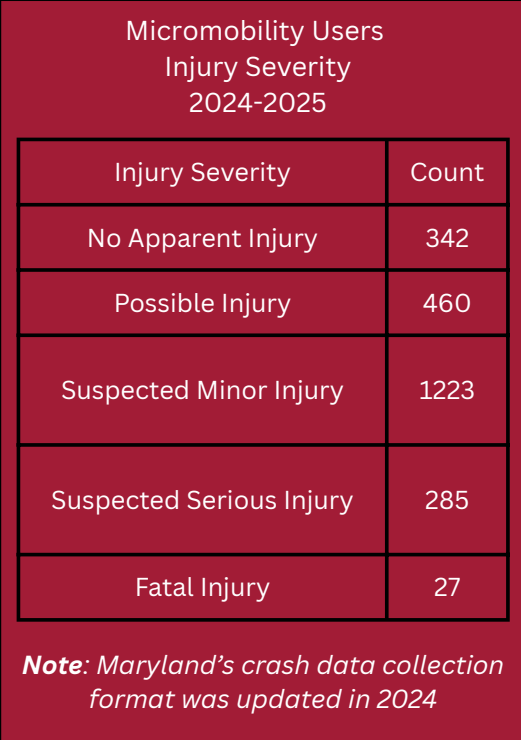
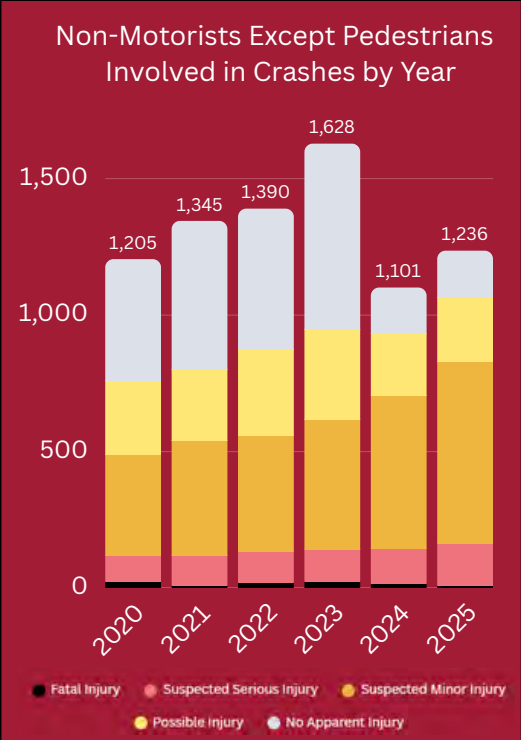
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Note:

Maryland Crash data format was updated in 2024.
All crash data used was collected from Maryland
State Police Tableau data download tool.

Micromobility Crash Overview

Source: Motor vehicle crash data is compiled from police crash reports submitted to the Maryland State Police (MSP) through the Automated Crash Reporting System (ACRS) and is subject to change. Data were extracted from the MDSP Public Tableau data download tool on 1/13/26.

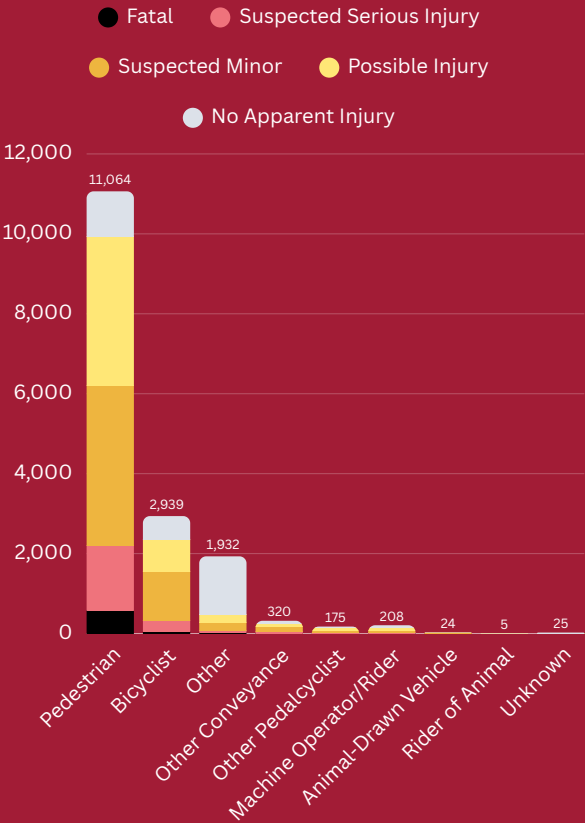


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Non-Motorist Injury Severity by Type

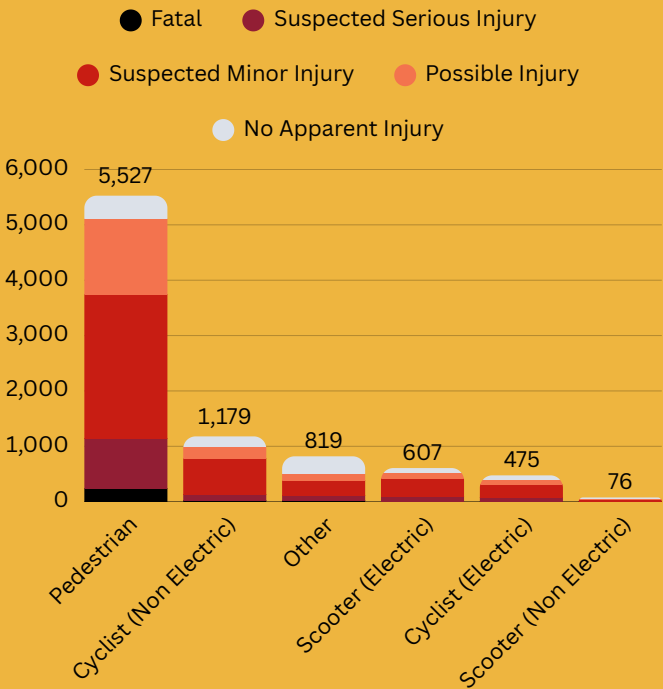
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2020 - 2023



Non-Motorist Type	Fatal	Suspected Serious Injury	Suspected Minor Injury	Possible Injury
Pedestrian	567	1,647	3,986	3,744
Bicyclist	45	291	1,225	804
Other	18	62	206	181
Other Conveyance	12	44	127	75
Other Pedalcyclist	2	21	66	57
Machine Operator/Rider	1	16	69	66
Animal-Drawn Vehicle	1	8	6	2
Rider of Animal	0	0	1	2
Unknown	1	0	5	2

2024-2025



Non-Motorist Type	Fatal	Suspected Serious Injury	Suspected Minor Injury	Possible Injury	No Apparent Injury
Pedestrian	235	900	2,603	1,372	417
Cyclist (Non Electric)	13	125	638	223	180
Scooter (Electric)	6	84	322	121	74
Cyclist (Electric)	7	67	229	94	78
Scooter (Non Electric)	1	9	34	22	10
Other*	14	97	273	126	309

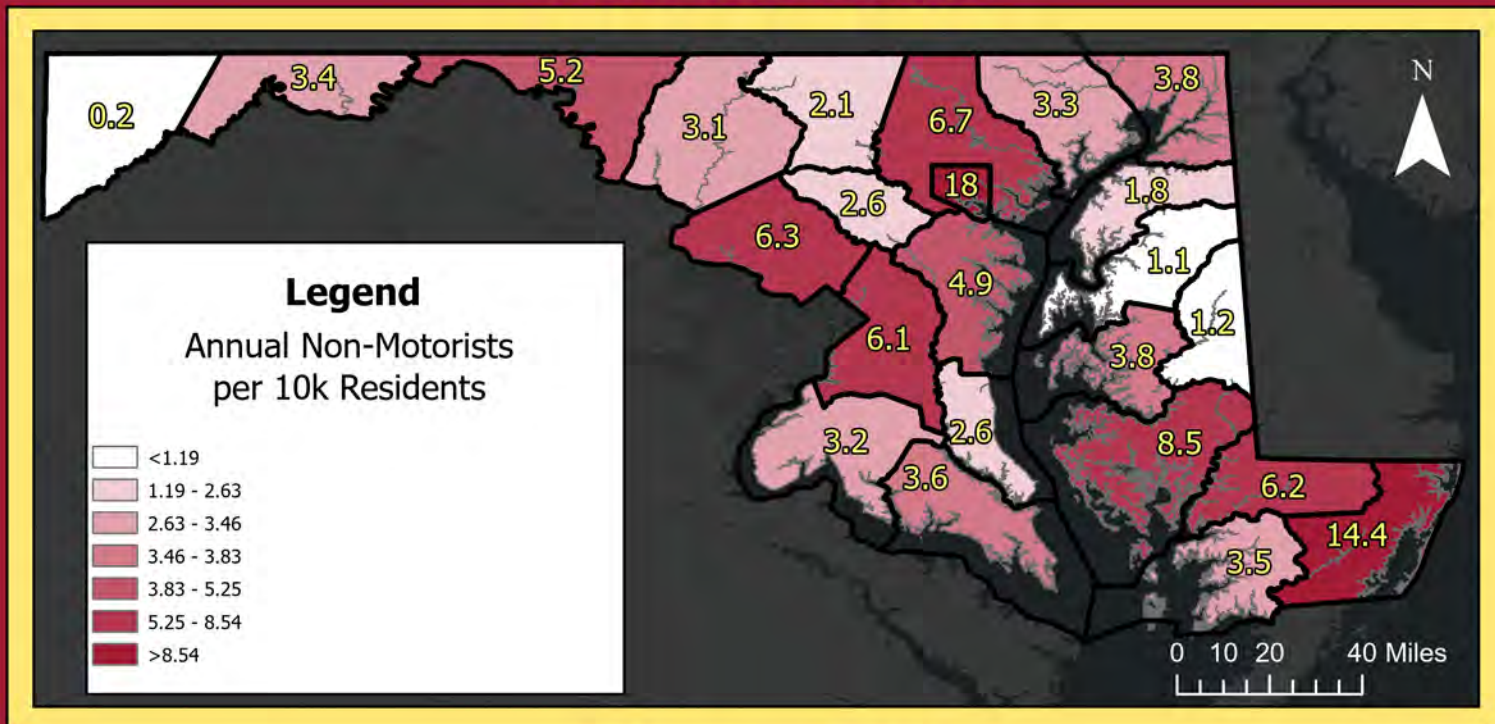
This report was funded by the MDOT Motor Vehicle Administration Highway Safety Office. The views, analyses, interpretations, and conclusions expressed herein are solely those of the author(s) and do not represent, reflect, or imply the official policies, positions, or opinions of the MDOT MVA. *Occupant of a non-motor vehicle transportation device; occupant of motor vehicle not in transport, other pedestrian, unknown, unknown type of non-motorist, electric and non-electric wheelchair.

Non-Motorists and Micromobility

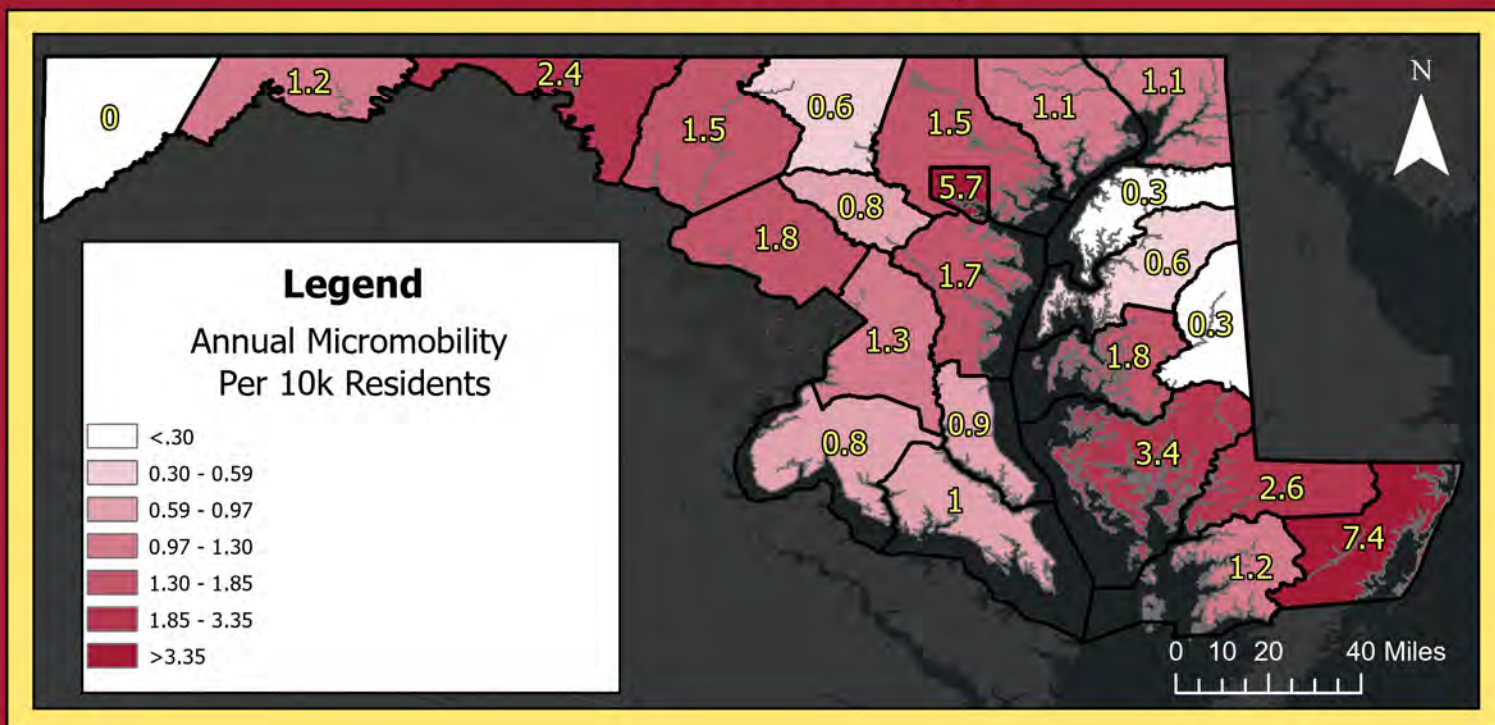
Crash Rates by Jurisdiction (2024-2025)

Source: Motor vehicle crash data is compiled from police crash reports submitted to the Maryland State Police (MSP) through the Automated Crash Reporting System (ACRS) and is subject to change. Data were extracted from the MDSP Public Tableau data download tool on 1/13/25.

Non-Motorists



Micromobility



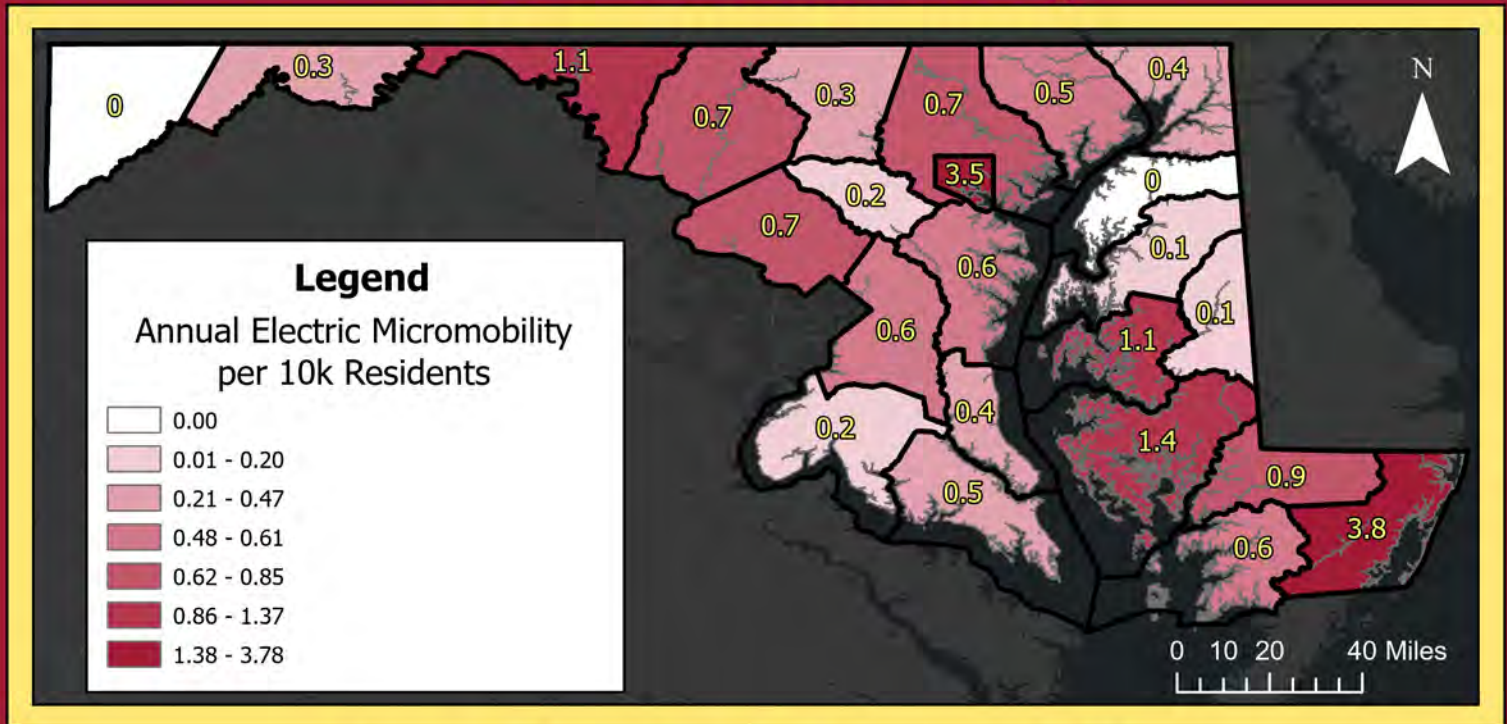
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Electric and Non-Electric Micromobility

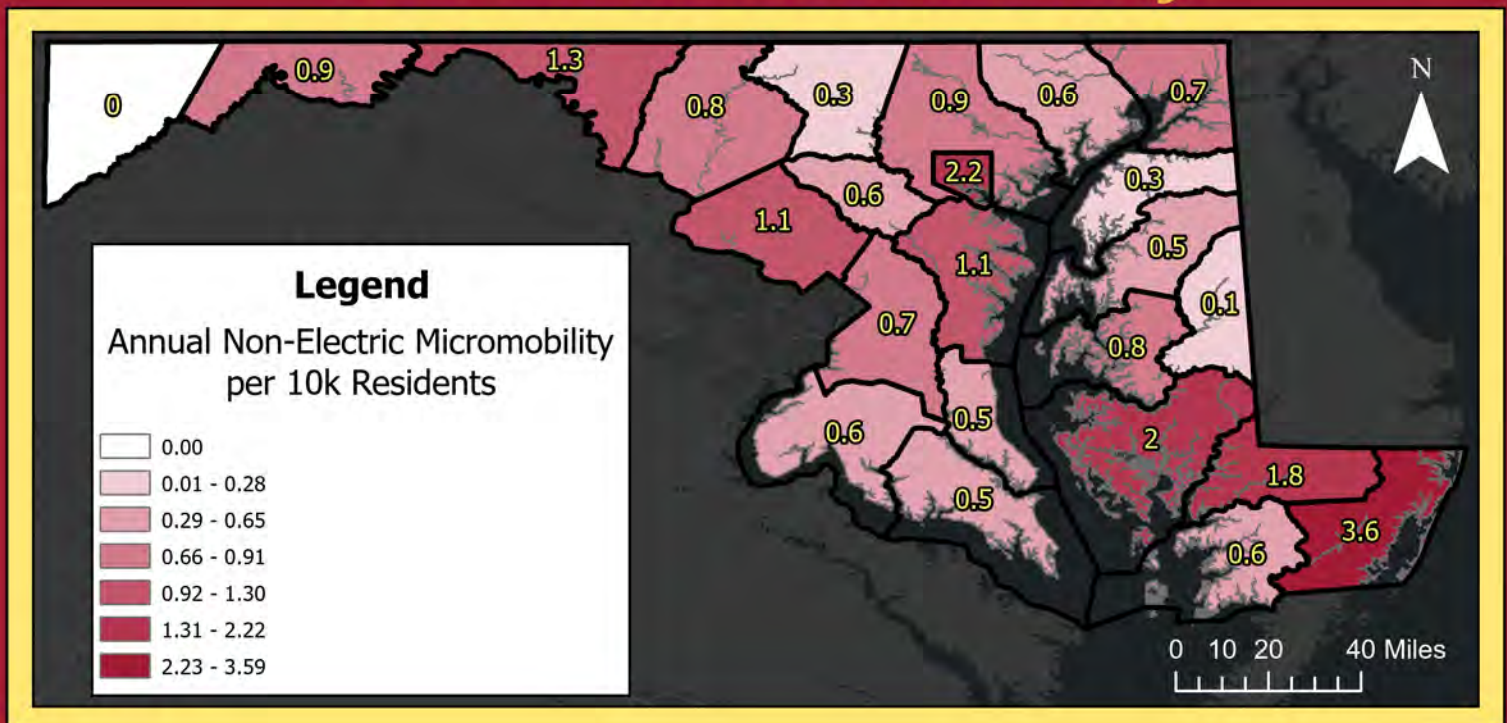
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Electric Micromobility



Non-Electric Micromobility

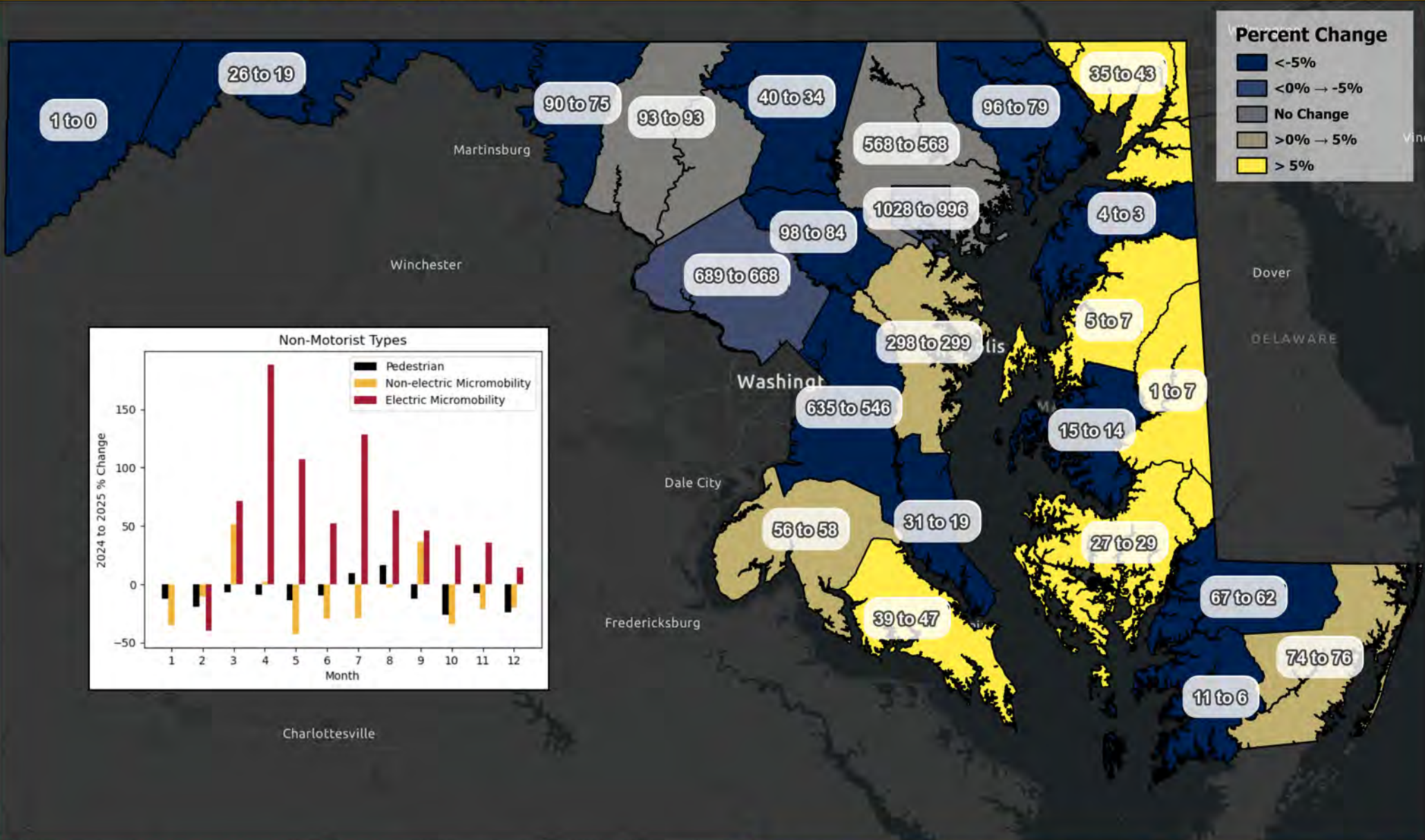


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Non-Motorist Percent Change

Crashes Difference from 2024 to 2025

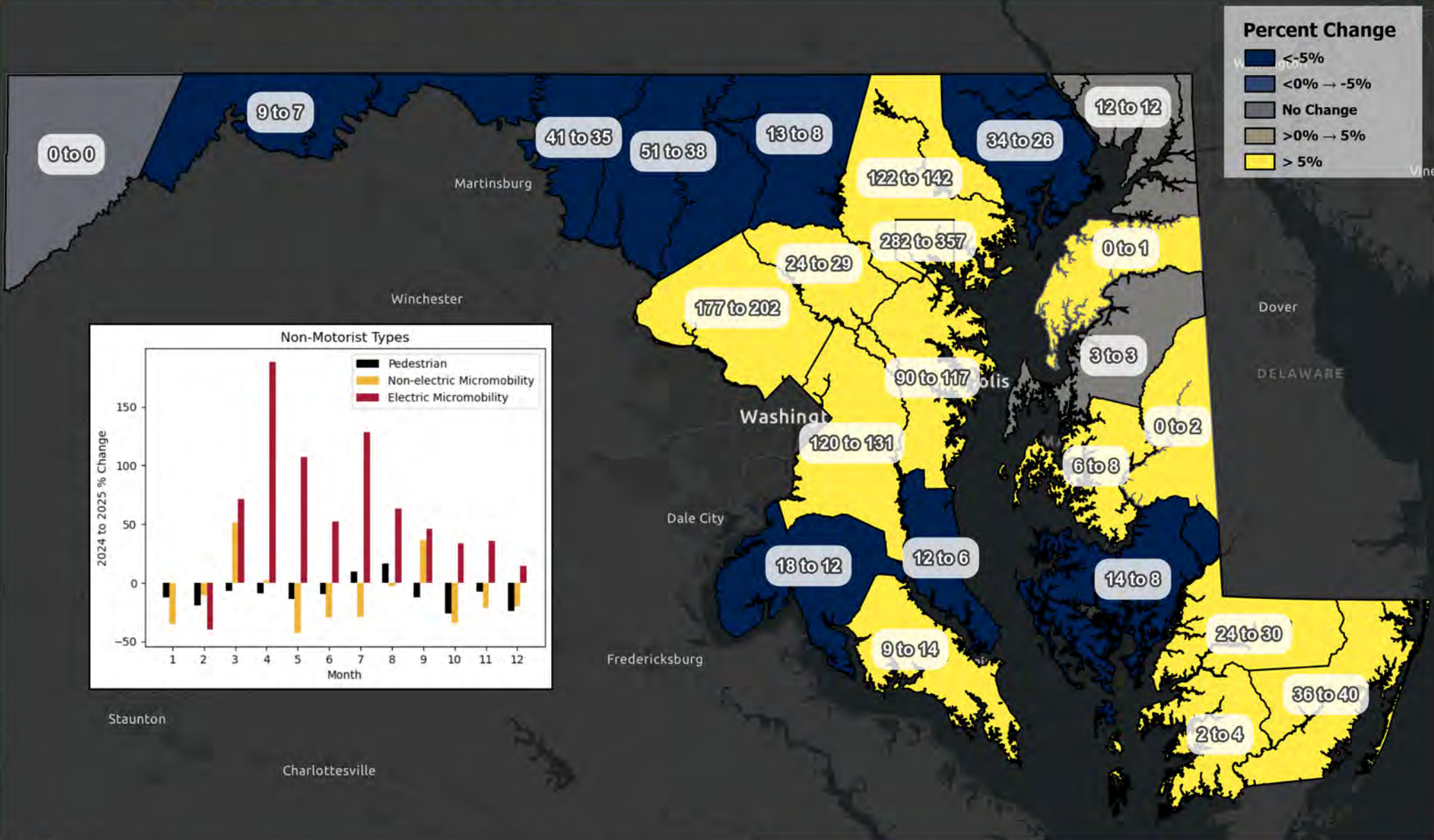
Source: Motor vehicle crash data is compiled from police crash reports submitted to the Maryland State Police (MSP) through the Automated Crash Reporting System (ACRS) and is subject to change. Data were extracted from the MDSP Public Tableau data download tool on 1/13/26.



Micromobility Percent Change

Crashes Difference from 2024 to 2025

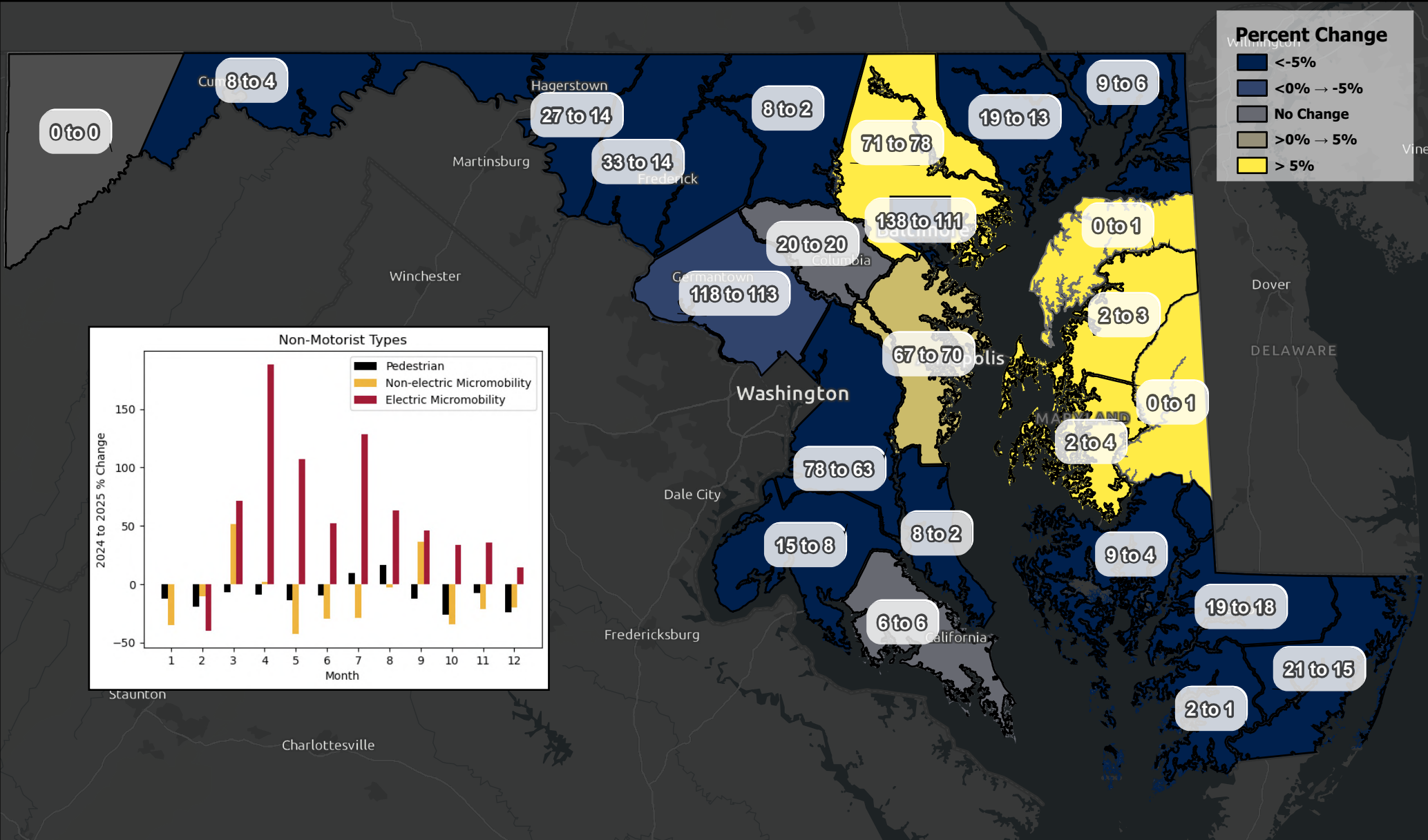
Source: Motor vehicle crash data is compiled from police crash reports submitted to the Maryland State Police (MSP) through the Automated Crash Reporting System (ACRS) and is subject to change. Data were extracted from the MDSP Public Tableau data download tool on 1/13/26.



Non-Electric Micromobility Devices Crash Percent Change

Crashes Difference from 2024 to 2025

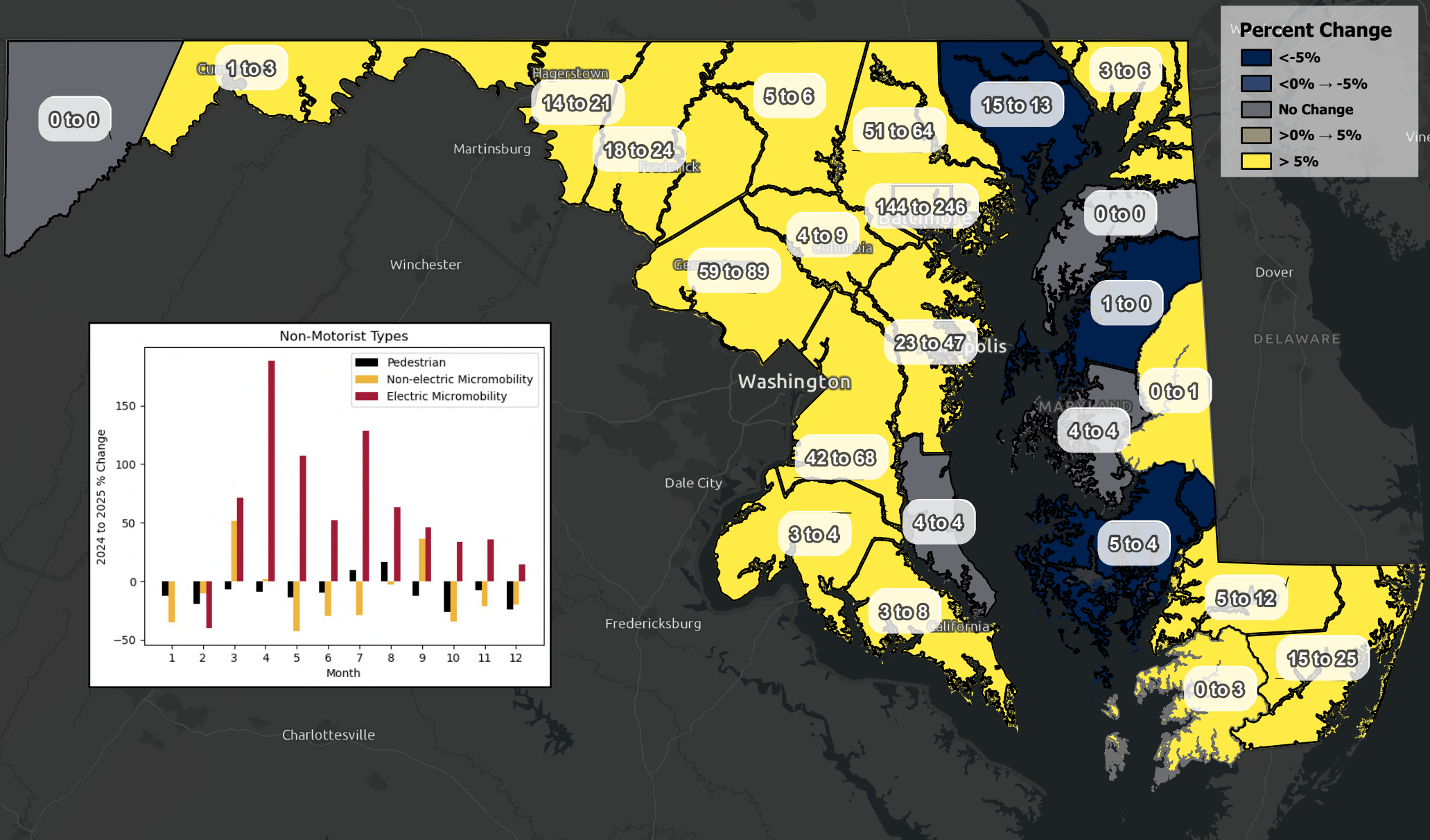
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Electric Micromobility Devices Crash Percent Change

Crashes Difference from 2024 to 2025

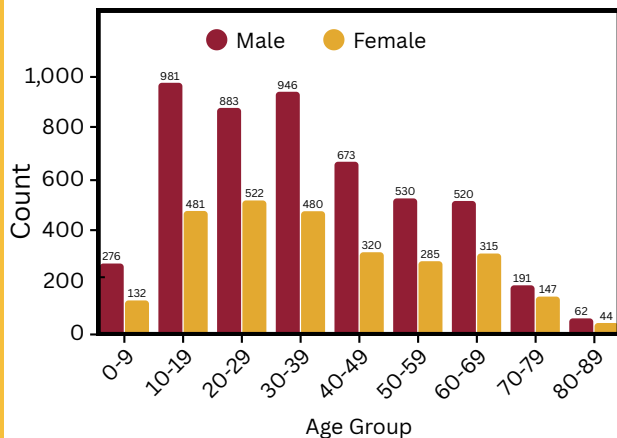
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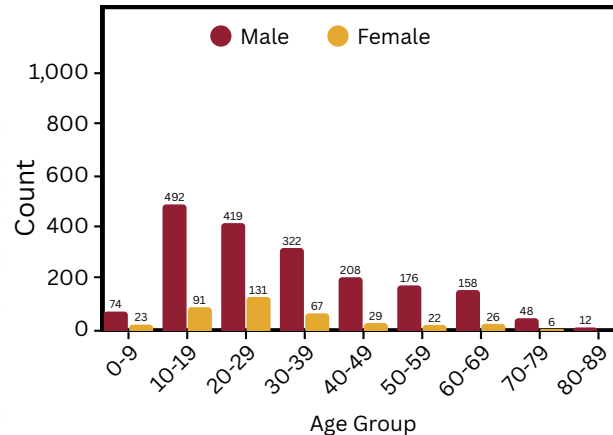
Non-Motorist Age and Sex Charts

Source: Motor vehicle crash data is compiled from police crash reports submitted to the Maryland State Police (MSP) through the Automated Crash Reporting System (ACRS) and is subject to change.
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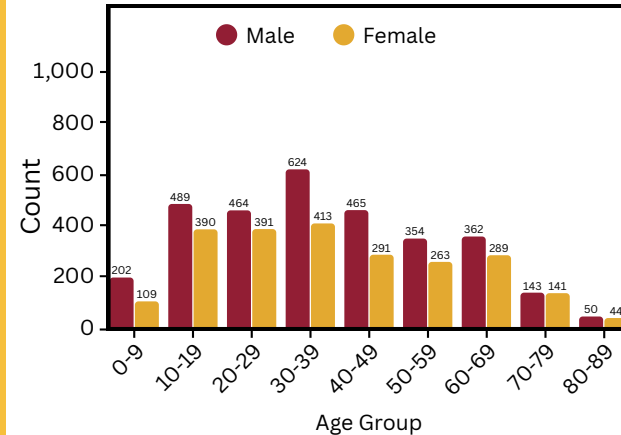
Non-Motorist Demographics



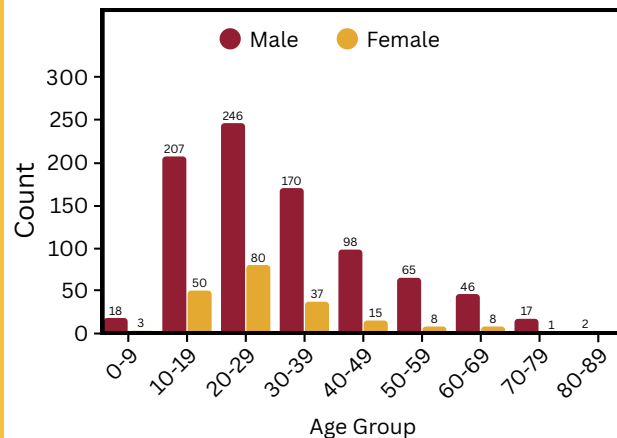
Micromobility Demographics



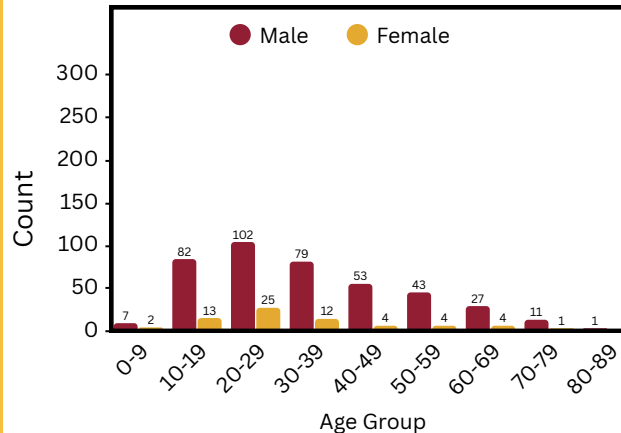
Pedestrian Demographics



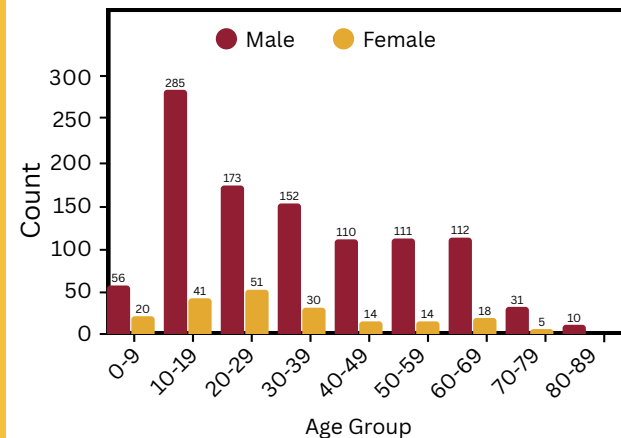
Electric Micromobility Demographics



Electric Cyclist Demographics



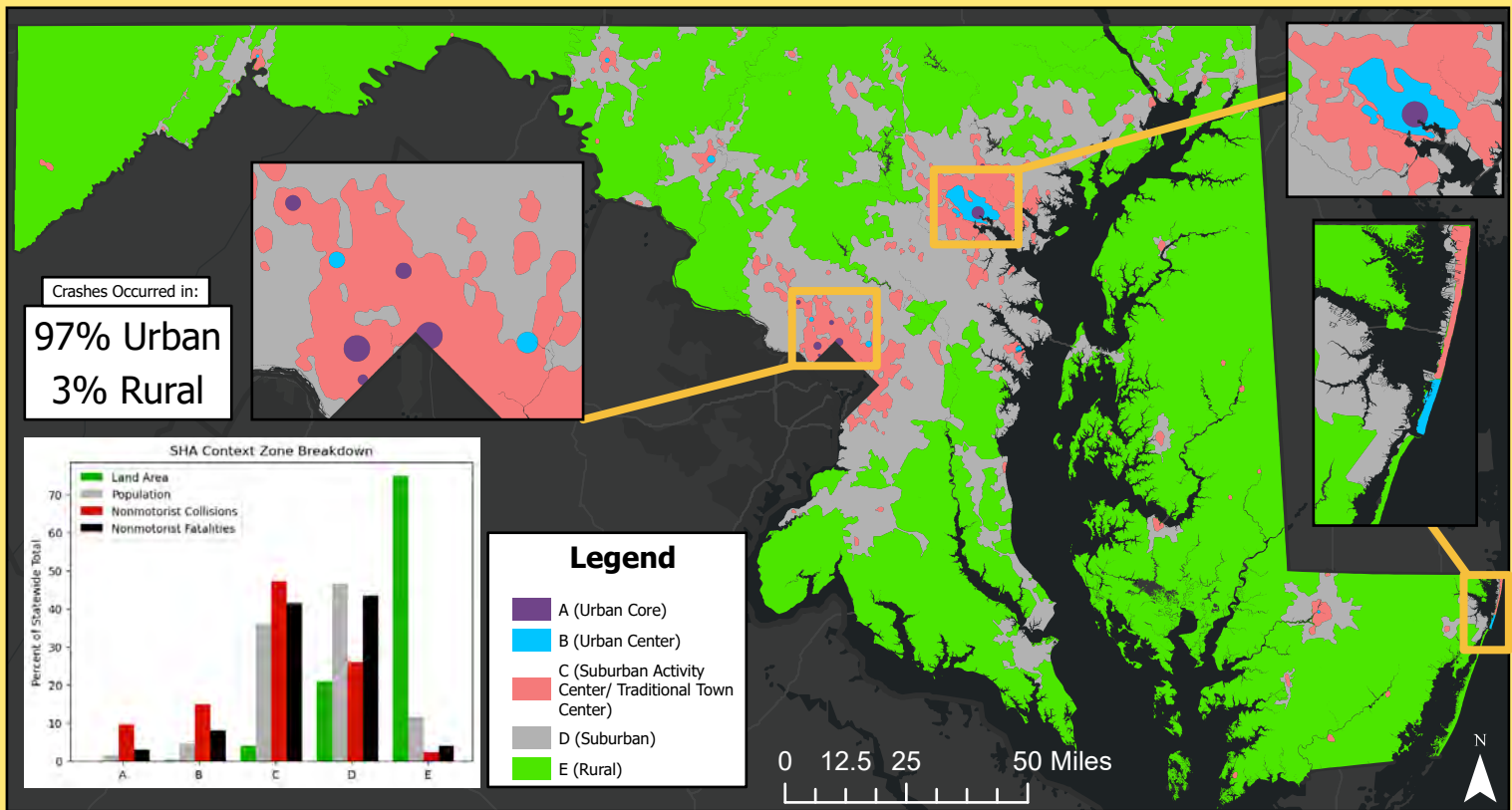
Non-Electric Micromobility Demographics



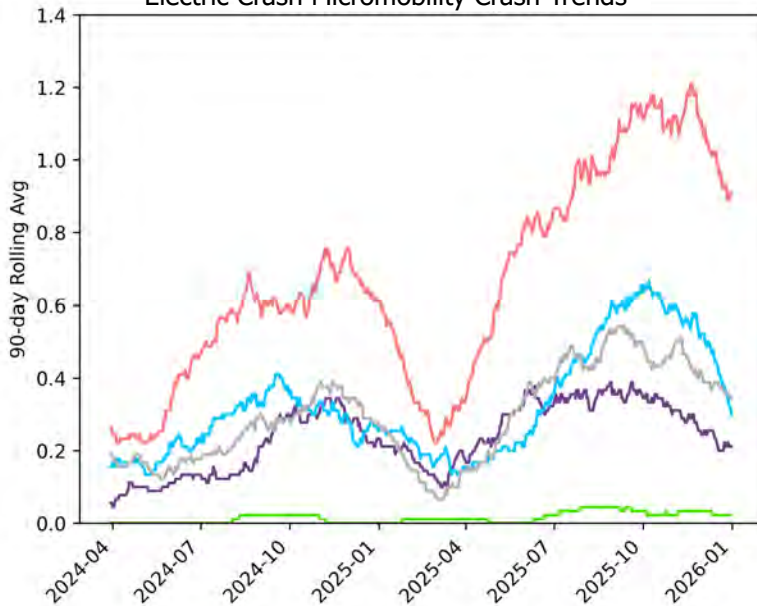
Zonal Analysis

Breakdown by SHA Context Zones

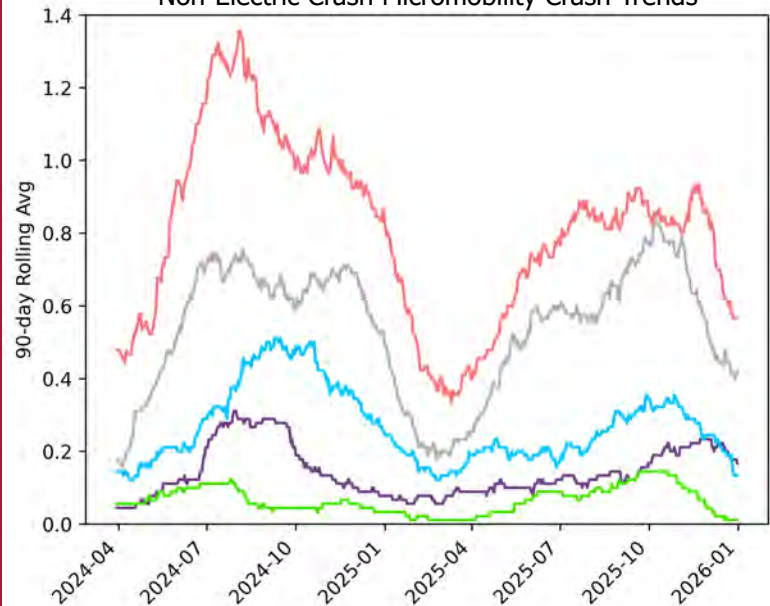
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Electric Crash Micromobility Crash Trends



Non-Electric Crash Micromobility Crash Trends



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Non-Motorist Crash Overview

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Non-Motorists in Crashes

7,874
Non-Motorists

377
In Distracted Crashes

98
In Impaired Crashes

Injury Severity	Count
No Apparent Injury	759
Possible Injury	1832
Suspected Minor Injury	3825
Suspected Serious Injury	1185
Fatal Injury	271

Top Ten Non-Home Zip Codes

City	Individuals
21202	185
21201	173
21217	91
21218	87
21215	74
20910	74
20852	73
21224	72
21223	70
21842	70

Pedestrians in Crashes

5,537
Pedestrians

308
In Distracted Crashes

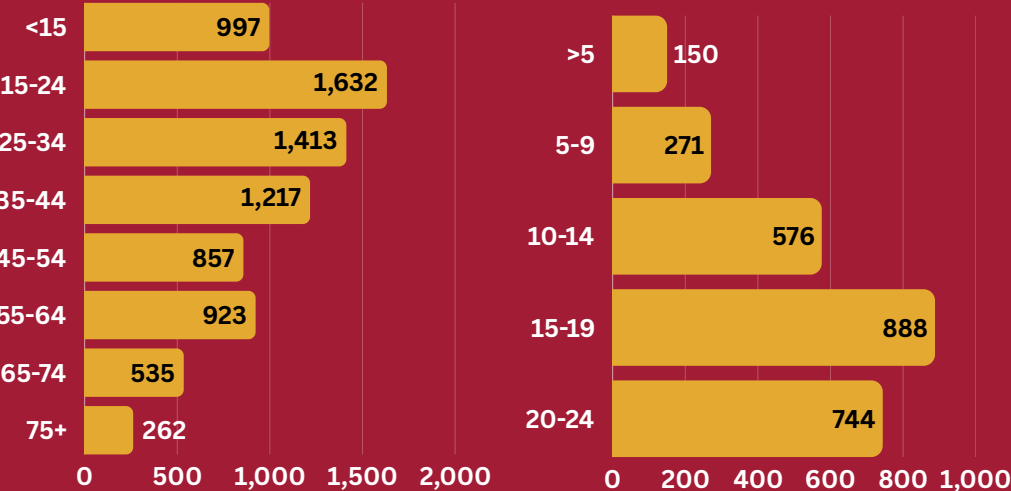
90
In Impaired Crashes

Injury Severity	Count
No Apparent Injury	417
Possible Injury	1372
Suspected Minor Injury	2603
Suspected Serious Injury	900
Fatal Injury	244

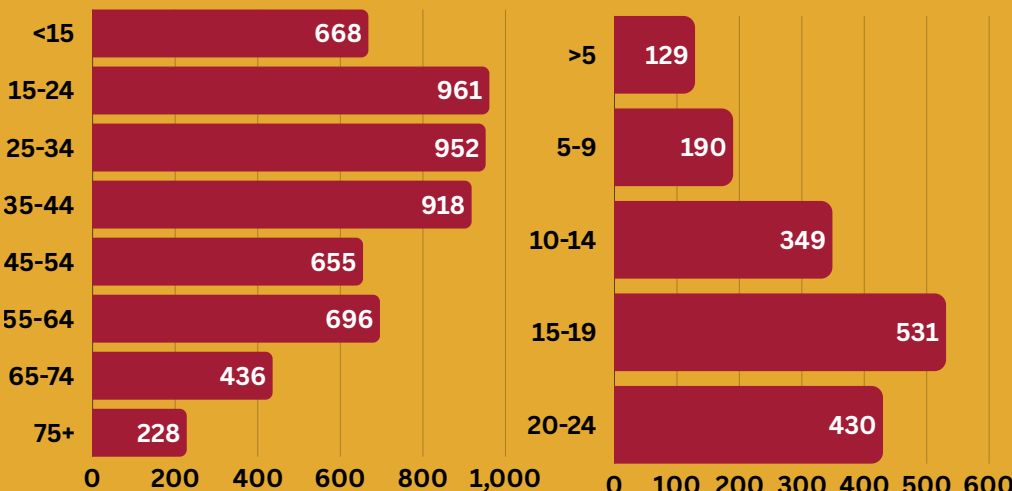
Top Ten Non-Home Zip Codes

City	Individuals
21202	108
21201	104
21215	63
21218	58
21217	55
21224	53
20910	51
21223	49
21842	48
20852	47

Age Range Breakdown



Age Range Breakdown



Electric vs Non Electric Crash Overview

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Electric Micromobility

1,082
Electric

30

In Distracted Crashes

3

In Impaired Crashes

Injury Severity	Count
No Apparent Injury	152
Possible Injury	215
Suspected Minor Injury	551
Suspected Serious Injury	151
Fatal Injury	13

Top Ten Non-Home Zip Codes

City	Individuals
21202	50
21201	49
21217	24
21218	20
21224	17
21231	17
21230	16
20910	14
20852	14
20742	12

Non-Electric Micromobility

1,255
Non-electric

39

In Distracted Crashes

5

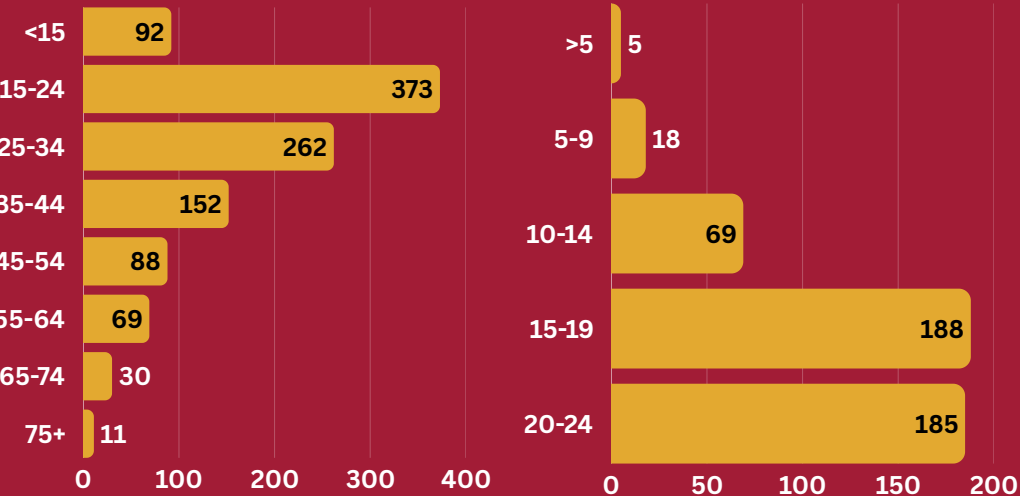
In Impaired Crashes

Injury Severity	Count
No Apparent Injury	190
Possible Injury	245
Suspected Minor Injury	134
Suspected Serious Injury	134
Fatal Injury	14

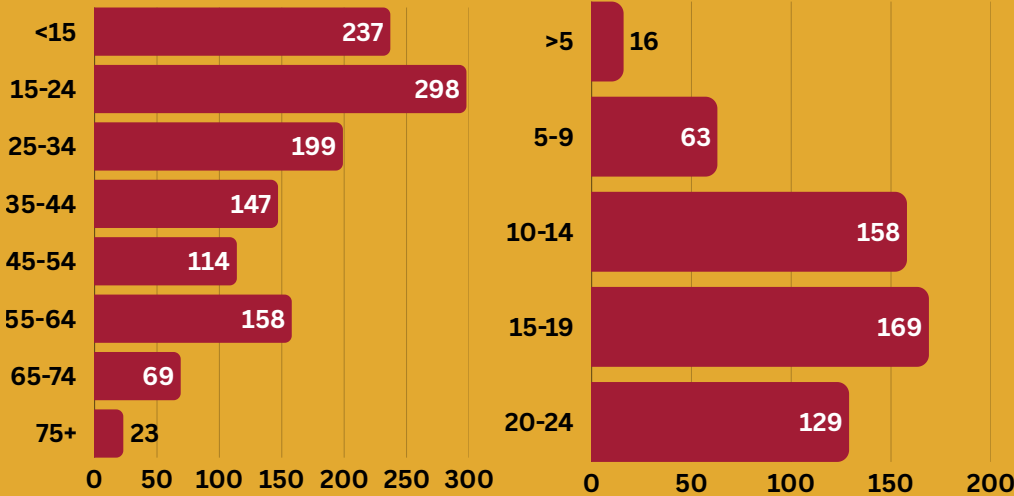
Top Ten Non-Home Zip Codes

City	Individuals
21202	27
21201	20
20852	12
21217	12
20814	12
20783	11
21842	11
20742	10
20782	10
21801	10

Age Range Breakdown



Age Range Breakdown



Micromobility Crash Overview

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Micromobility Users in Crashes

2,337

Micromobility Users in Crashes

69

In Distracted Crashes

8

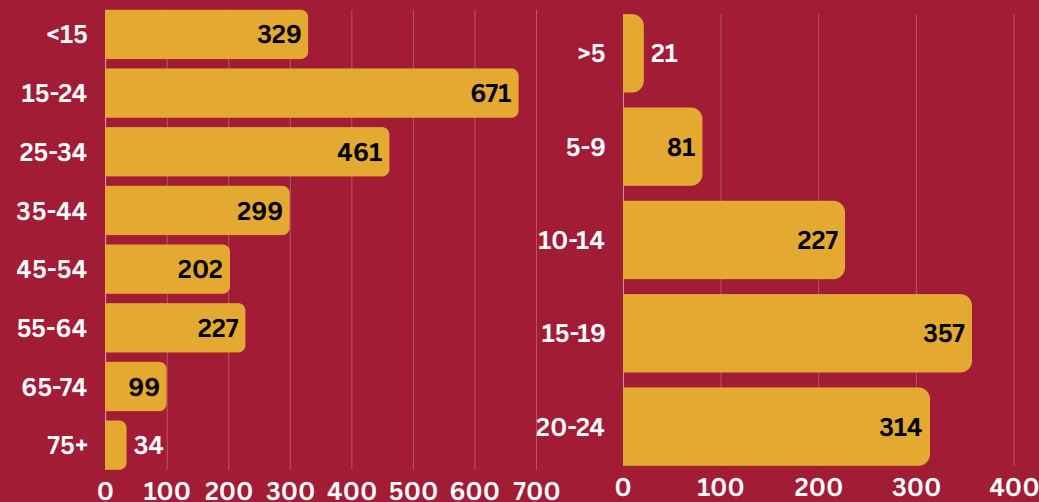
In Impaired Crashes

Injury Severity	Count
No Apparent Injury	342
Possible Injury	460
Suspected Minor Injury	1223
Suspected Serious Injury	285
Fatal Injury	27

Top Ten Non-Home Zip Codes

City	Individuals
21202	77
21201	69
21217	36
21218	29
20852	26
21231	25
20910	23
21230	22
20742	22
21842	22

Age Range Breakdown



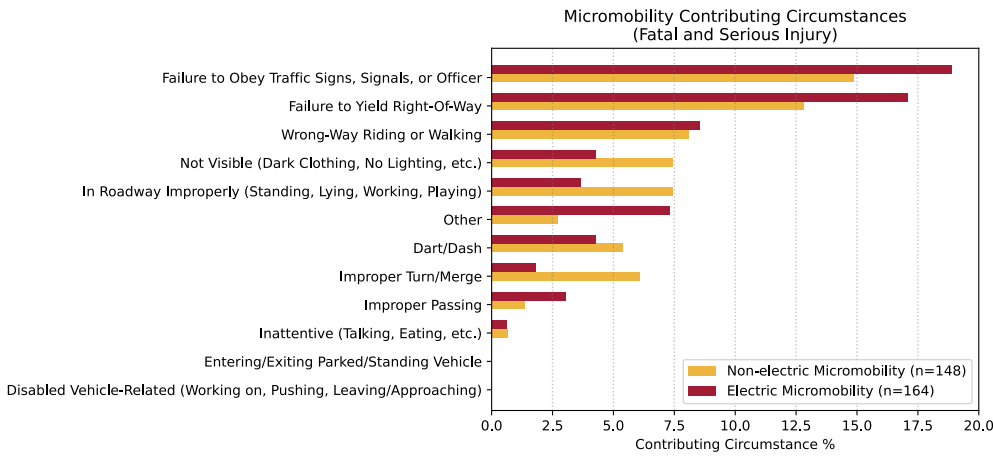
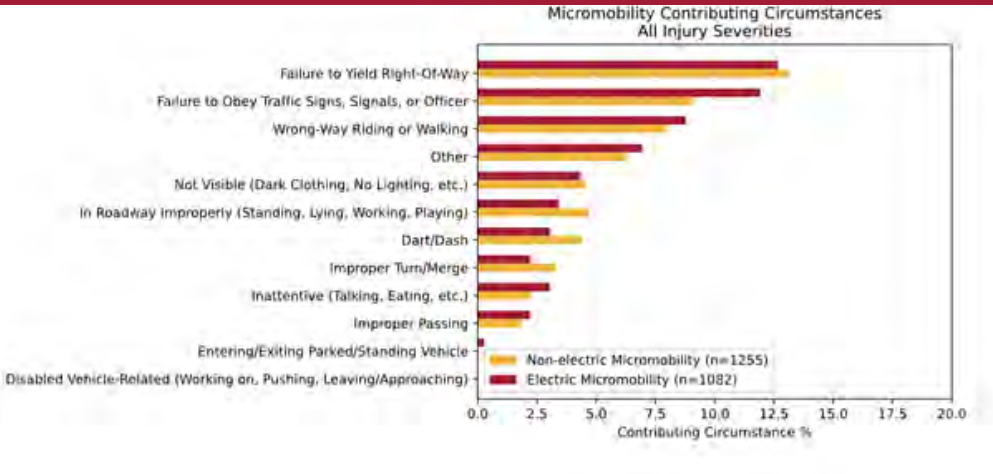
Crash Hour and Location

	0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300
Intersection - Marked Crosswalk	3	0	3	1	2	3	10	20	23	21	25	20	27	30	30	42	49	61	30	32	26	20	12	13
Travel Lane - Other Location	6	4	6	4	0	1	6	14	18	15	18	20	24	24	19	35	39	41	36	25	21	14	16	8
Intersection - Other	4	5	1	1	0	6	6	12	9	15	12	12	9	21	36	31	49	32	31	21	20	15	9	7
Shoulder/Roadside	3	4	1	0	1	2	6	13	8	7	13	5	9	8	23	24	23	28	15	14	6	11	5	5
Intersection - Unmarked Crosswalk	1	1	3	0	0	1	3	6	3	5	8	3	13	15	26	21	17	19	18	16	10	4	5	0
Other	2	2	0	1	1	0	1	1	2	7	7	5	6	8	8	16	14	24	14	18	7	8	5	3
On-Street Bike Lanes	2	2	1	1	0	1	2	3	6	5	5	5	2	4	10	4	10	8	9	2	4	3	3	1
Sidewalk	1	0	0	0	0	0	0	3	5	4	3	6	9	7	9	11	7	9	6	1	5	2	2	1
Driveway Access	0	1	0	0	0	1	0	3	1	5	5	3	6	7	5	7	14	7	7	3	4	4	2	1
Unknown	3	1	1	0	0	0	1	1	2	3	0	4	2	2	5	7	10	8	3	6	7	2	1	3
Midblock - Marked Crosswalk	0	0	0	0	0	0	0	3	0	0	0	2	2	1	2	2	6	2	4	1	1	0	0	0
Shared Lane Markings	0	0	1	1	0	0	0	0	1	0	1	0	1	3	1	3	1	4	1	2	0	1	1	0
Non-Trafficway Area	0	0	0	0	1	1	0	0	1	1	0	0	1	2	1	2	1	3	1	2	1	0	0	0
Separated Bike Lanes	0	0	0	0	0	0	0	1	1	0	0	0	2	1	1	2	1	2	2	1	0	0	0	0
Off-Street Trails/ Sidepaths	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	1	3	0	1	3	1	0	0	0
On-Street Buffered Bike Lanes	0	0	0	0	0	0	0	2	0	0	1	0	0	0	0	2	1	2	0	0	1	0	0	0
Shared-Use Path or Trail	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2	1	1	1	0	1	0
Signed Route (no pavement marking)	0	0	0	0	0	0	2	1	0	0	0	0	0	0	0	1	0	3	0	1	0	0	0	0
Median/Crossing Island	0	0	0	0	0	0	0	0	0	0	1	1	0	1	1	1	1	0	0	0	0	0	0	0

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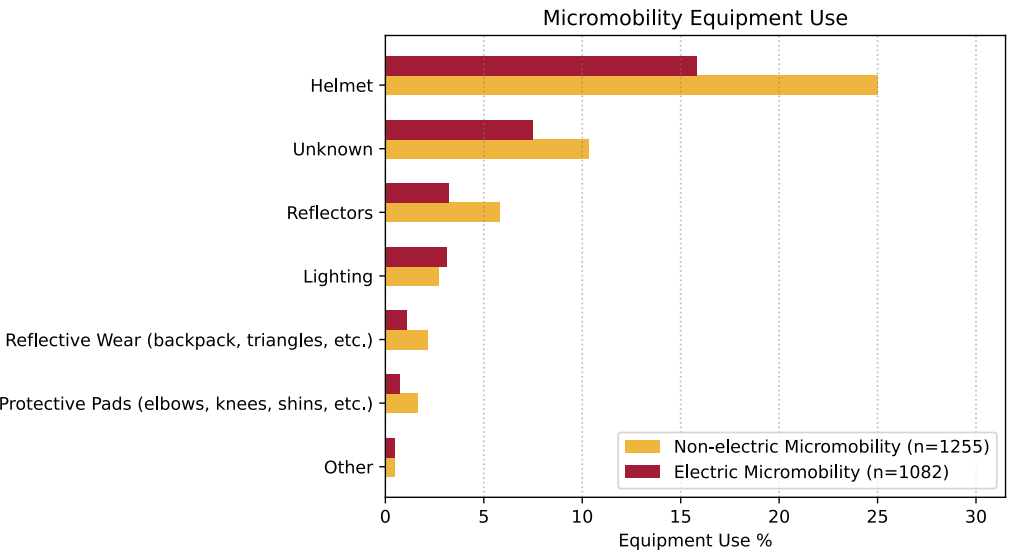
Micromobility Crash Contributing Factors

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All Micromobility Known Destinations	Electric Micromobility Known Destinations	Non-Electric Micromobility Known Destinations
20%	17%	22%
Headed to School	Headed to School	Headed to School
80%	83%	78%
Headed to Transit	Headed to Transit	Headed to Transit
N= 360	N= 173	N= 187



289
Headed to
Transit

71
Headed to
School

Day and Time Comparison

Non-Motorist Crashes

Time of Day		Day of Week		Day/Time	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Grand Total
0000	114	Sunday	843	0000	30	12	16	9	11	11	25	114
0100	90	Monday	1185	0100	30	8	5	3	7	14	23	90
0200	85	Tuesday	1165	0200	24	13	7	4	4	6	27	85
0300	52	Wednesday	1187	0300	8	6	9	6	6	9	8	52
0400	59	Thursday	1252	0400	10	8	5	4	12	11	9	59
0500	84	Friday	1239	0500	6	15	19	16	15	11	2	84
0600	178	Saturday	1003	0600	10	30	41	30	29	30	8	178
0700	327	Top Three Times of Day		0700	11	69	55	61	64	53	14	327
0800	350	1700		0800	19	54	64	70	55	58	30	350
0900	299	1600		0900	19	46	46	60	48	53	27	299
1000	305	1500		1000	33	49	56	44	47	40	36	305
1100	313	Top Three Days of Week		1100	33	45	44	52	39	49	51	313
1200	395	Thursday		1200	46	57	59	65	55	57	56	395
1300	411	Friday		1300	63	60	40	70	75	62	41	411
1400	521	Wednesday		1400	55	100	68	75	82	72	69	521
1500	606	Top Three Times and Days		1500	44	97	85	81	98	116	85	606
1600	671	Friday from 1500 to 1700		1600	59	107	118	98	123	101	65	671
1700	703	Thursday from 1500 to 1700		1700	63	103	117	120	133	93	74	703
1800	581	Tuesday from 1600 to 1800		1800	75	77	87	80	98	94	70	581
1900	507			1900	65	83	62	89	79	71	58	507
2000	437			2000	51	61	55	54	58	76	82	437
2100	379			2100	45	46	54	52	48	70	64	379
2200	219			2200	25	18	24	22	35	44	51	219
2300	187			2300	19	21	28	22	31	38	28	187
				Grand Total	843	1185	1164	1187	1252	1239	1003	7873

Total Crashes

LowMediumHigh

Source: Motor vehicle crash data is compiled from police crash reports submitted to the Maryland State Police (MSP) through the Automated Crash Reporting System (ACRS) and is subject to change. Data were extracted from the MDSP Public Tableau data download tool on 1/13/26.

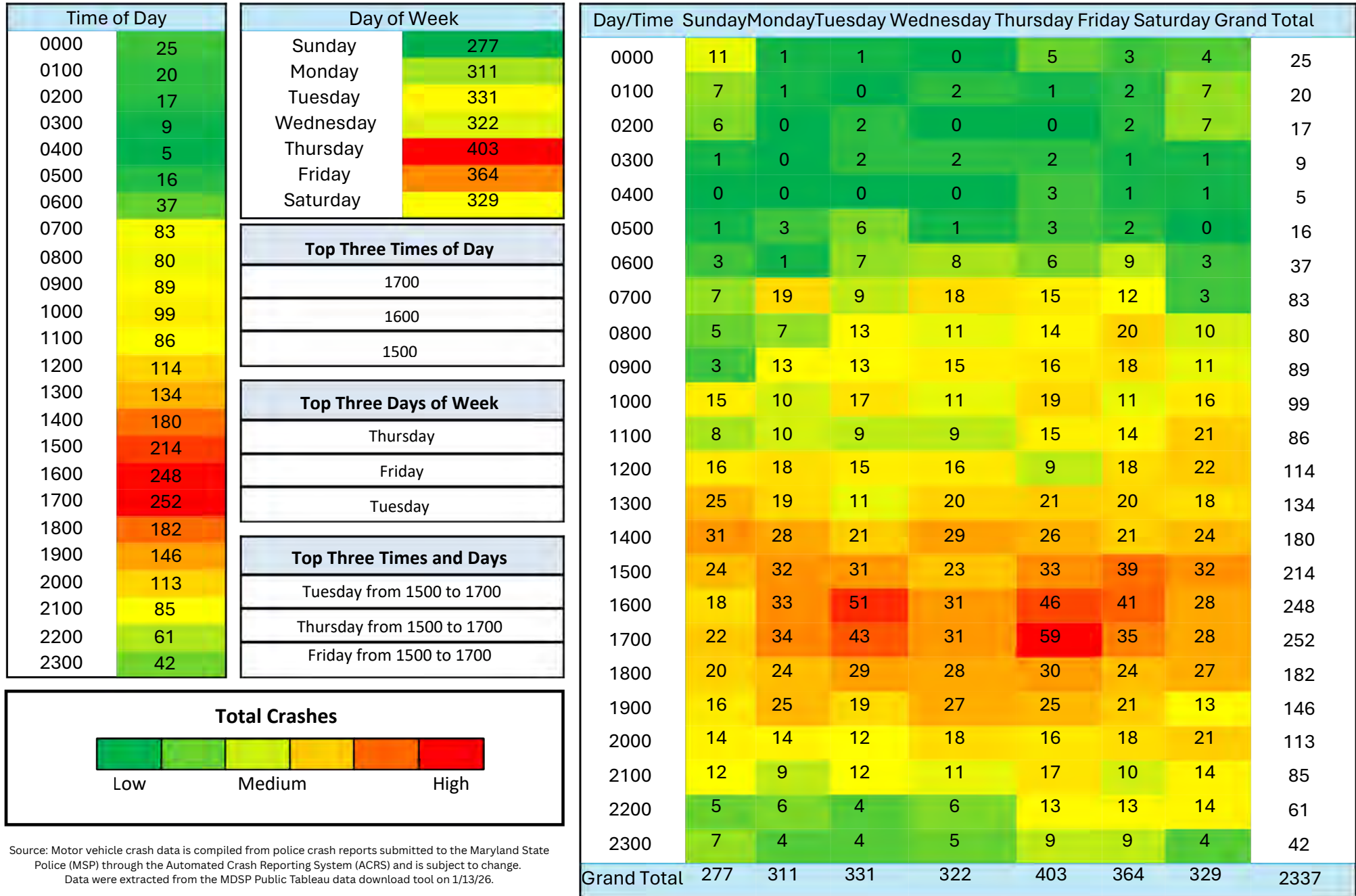
Total Crashes



Source: Motor vehicle crash data is compiled from police crash reports submitted to the Maryland State Police (MSP) through the Automated Crash Reporting System (ACRS) and is subject to change. Data were extracted from the MDSP Public Tableau data download tool on 1/13/26.

Day and Time Comparison

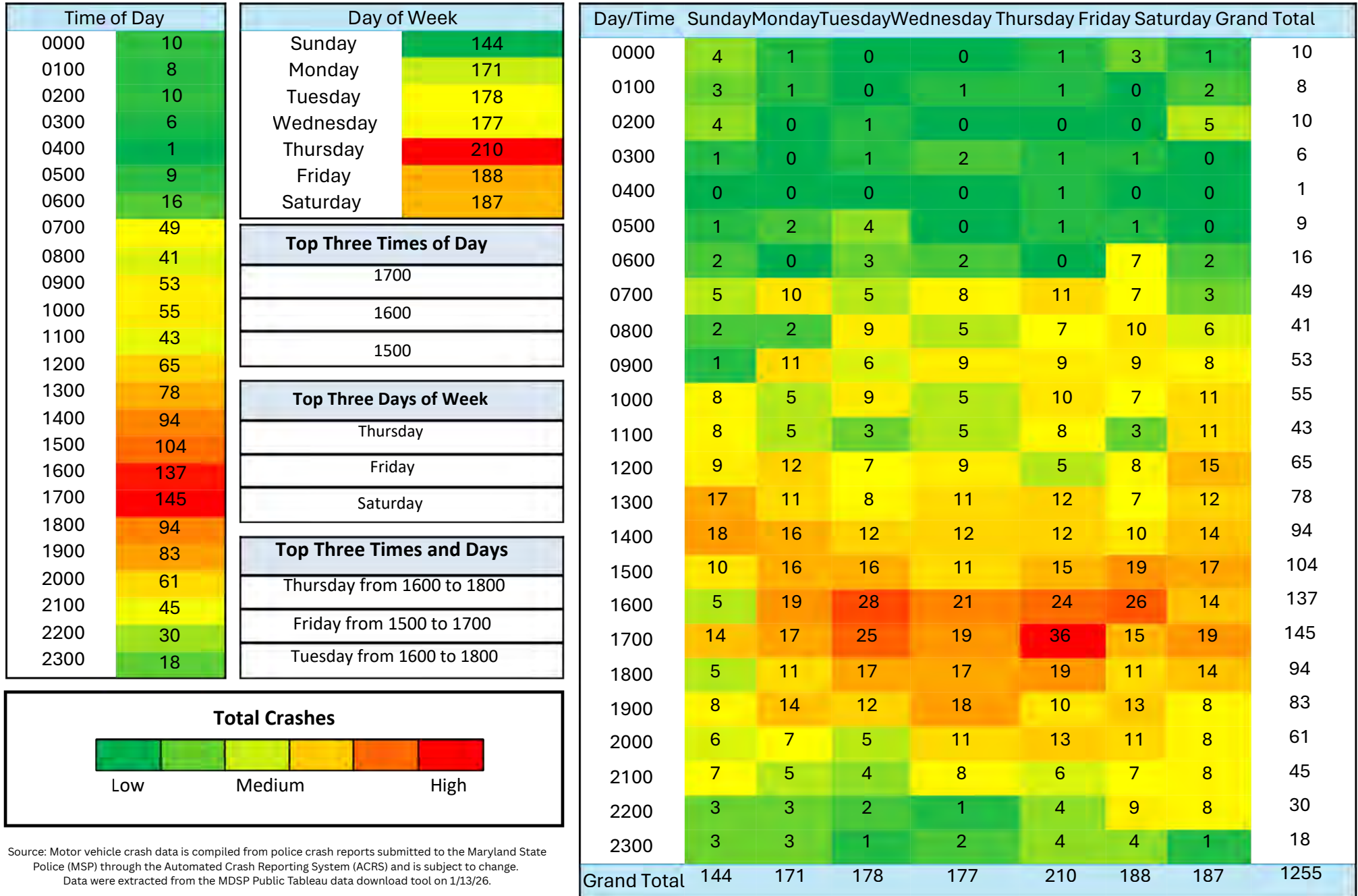
Micromobility Crashes



Source: Motor vehicle crash data is compiled from police crash reports submitted to the Maryland State Police (MSP) through the Automated Crash Reporting System (ACRS) and is subject to change. Data were extracted from the MDSP Public Tableau data download tool on 1/13/26.

Day and Time Comparison

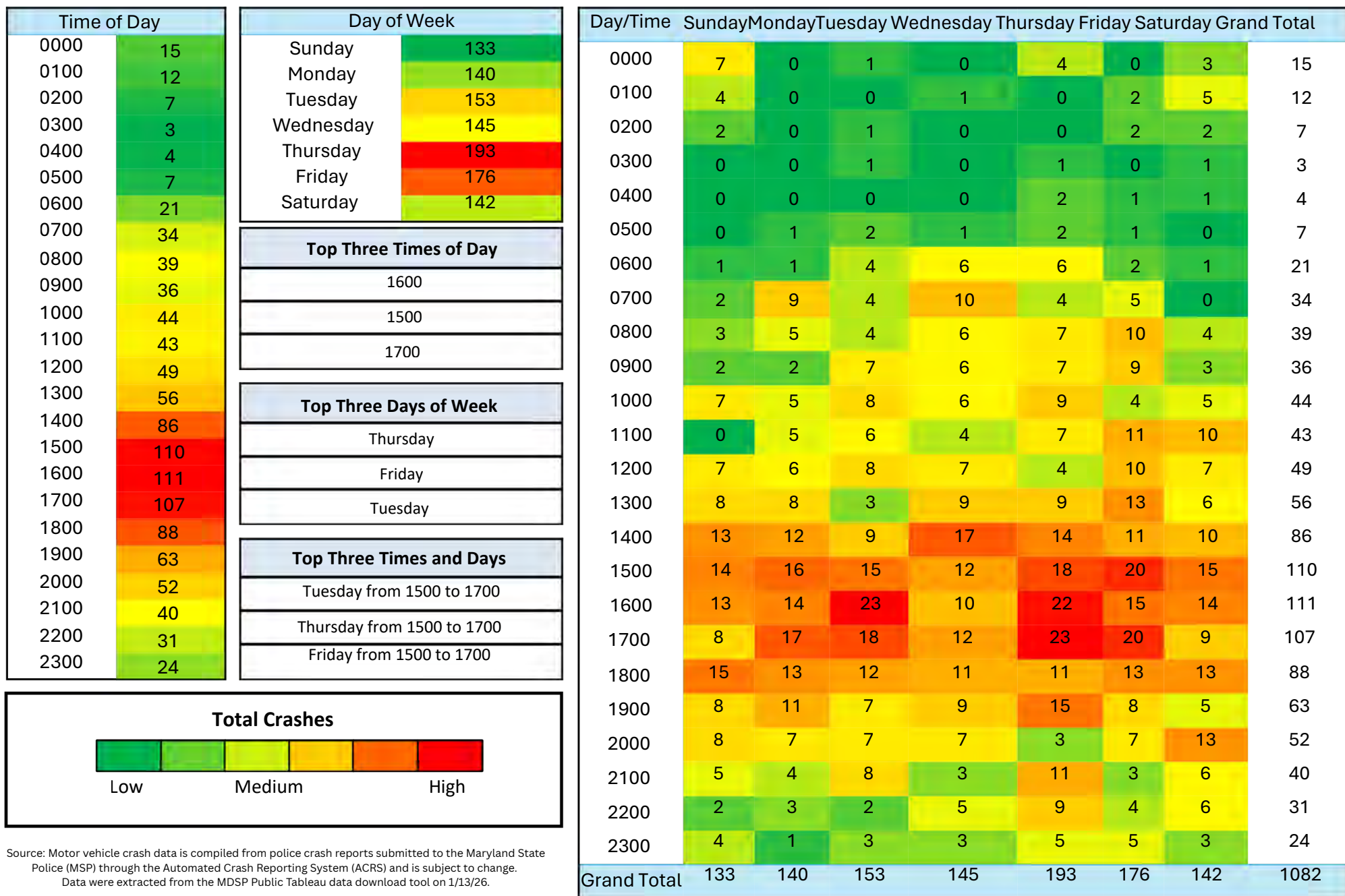
Non-Electric Micromobility Crashes



Source: Motor vehicle crash data is compiled from police crash reports submitted to the Maryland State Police (MSP) through the Automated Crash Reporting System (ACRS) and is subject to change. Data were extracted from the MDSP Public Tableau data download tool on 1/13/26.

Day and Time Comparison

Electric Micromobility Crashes



Source: Motor vehicle crash data is compiled from police crash reports submitted to the Maryland State Police (MSP) through the Automated Crash Reporting System (ACRS) and is subject to change. Data were extracted from the MDSP Public Tableau data download tool on 1/13/26.

Appendix

Crash Data

Source: Motor vehicle crash data is compiled from police crash reports submitted to the Maryland State Police (MSP) through the Automated Crash Reporting System (ACRS) and is subject to change. Data were extracted from the MDSP Public Tableau data download tool on 1/13/26.

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Disclaimer

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Non-Motorist Crash Limitation Disclaimer

In order for a crash to be collected and appear in this report, at least one motor vehicle must be involved. Incidents only involving non-motorists will not be present in this report.

Additional Notes

Pedestrian Crash Definition: Type_NM_Description = 'Pedestrian'

Bicyclist Crash Definition: Type_NM_Description IN ('Cyclist (non-electric)', 'Cyclist (Electric)')

Scooter Crash Definition: Type_NM_Description IN ('Scooter (non-Electric)', 'Scooter (electric)')

All micromobility: scooters (electric and non-electric); bicyclists (electric and non-electric)

Non-electric micromobility: scooters (non-electric only); bicyclists (non-electric only)

Electric micromobility: scooters (electric only); bicyclists (electric only)

Non-Home Zip Codes: Refers to individuals who were involved in crashes that took place in a zip code other than their home zip code.

90 Day Rolling Average: is a daily average of the total micromobility collisions over the previous 90 days of that given date