2003

PENNSYLVANIA CRASH FACTS & STATISTICS

GOVERNOR

Edward G. Rendell

SECRETARY OF TRANSPORTATION

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Introduction

The *2003 Pennsylvania Crash Facts and Statistics* booklet is a report published by the Bureau of Highway Safety and Traffic Engineering, Pennsylvania Department of Transportation. Permission is given to freely copy and distribute this booklet and the information within it. This booklet can now be found on the web at **http://www.dot.state.pa.us**. Click on the following set of links to get to the booklet: *Local & Regional Offices, PennDOT Organizations, Bureau of Highway Safety, Crash Information Systems and Analysis, Crash Facts and Statistics Books*, and finally click on the year in which you are interested.

This publication is a statistical review of reportable motor vehicle crashes in the Commonwealth of Pennsylvania for calendar year 2003. The figures are compiled from the traffic crash reports that are submitted to the Pennsylvania Department of Transportation by state, county, municipal, and other law enforcement agencies, as specified in the Pennsylvania Vehicle Code (75 Pa. C.S., Chapter 37, Subchapter C).

In 2001, Pennsylvania began using a new crash form and reporting system and additional changes were made in 2003. Some data fields have been changed, or combined, and others eliminated. There are no dramatic changes to this book, but you may notice some subtle changes.

Due to the implementation of the new form and system, a large backlog of crash cases to process was created. A decision was made at the time to temporarily skip the 2002 crash year. This book reflects that decision as references to old data are made to the 2001 crash year. PennDOT is currently in the process of recovering the 2002 data which will be published in the future upon completion.

Specific questions regarding data presented in this report should be addressed to:

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> Bureau of Highway Safety and Traffic Engineering
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Special Thanks

Our analysts have worked very hard at making this transition as smooth as possible and we appreciate their hard work along with the many police officers who provide us with accurate crash information. Without these quality people, a book like this would not be possible.

How to Use This Booklet

This booklet is divided into sections by topic. In most cases, the topics are presented at a general level and become more specific. This year's booklet is similar to last year's format with only a few minor changes related to the data. Please read the narrative and notes associated with the tables/graphs to make sure the data presented are understood.

Look over the *Table of Contents* on the next page to see the list of topics and sections. If you are trying to find a particular piece of information, you might be able to locate it more quickly by looking at the *Index* on page 70.

Skim through the Definitions beginning on page 4. Some terms can be misleading or confusing, even to experienced readers. For example, an "alcohol-related" crash does not necessarily mean the driver of the vehicle causing the crash was drunk. The driver of the vehicle not at fault might have been drinking, or even a pedestrian involved with the crash might have been drinking.

Black squares containing the section title are located near the outer margins to make it easier for you to thumb through this booklet to find the section you are looking for.

After you have used this booklet, please complete and return the feedback survey form on the last page. We read every survey returned and consider every response important.

About the Cover

The picture on the front cover shows a sudden white-out crash involving 42 vehicles and 48 people and closed the highway for 30 hours. The vehicles involved did not adjust their speed accordingly to the sudden weather condition causing a disastrous situation. Properly reacting to weather and road conditions are an important part of safe driving.

In 2003, 287 people were killed in adverse weather condition crashes, up 29% from 2001. For more information on weather and road condition crashes and fatalities, see page 12.

Table of Contents

Definitions

Crash: A reportable crash is one in which an injury or a fatality occurs or at least one of the vehicles involved requires towing from the scene.

General Terms

Alcohol-Related Crash: Any reportable crash in which one or more of the drivers was reported to have been drinking, or a drinking pedestrian was involved.

DUI: Driving Under the Influence – specifically a driver was drinking.

Child Passenger Restraint System: A combination of an approved child safety seat and existing vehicle safety belt restraints. Mandatory in Pennsylvania for all passengers under age four.

Harmful Event: An action which occurs within a crash (e.g., hitting a tree, hitting a deer, hitting a pedestrian, hitting another vehicle, etc.) and often results in personal injury or property damage.

Holidays: The holiday weekend begins at 6:00 PM of the last working day before the holiday and ends at midnight on the last day of the holiday. Pre-holiday weekends and post holiday weekends are time periods equivalent to that of the weekend before or the weekend after the holiday, respectively. The same applies to holidays during the middle of the workweek where no weekend is involved. It is significant to look at pre- and post-holiday statistics because, in many instances, the number of crashes and/or deaths/injuries are equal to, or greater than, those occurring on the actual holiday weekend.

Passive Restraint: A safety restraint, i.e., air bag, automatic lap/shoulder harness, that is not actively engaged by a vehicle occupant.

Reportable Crash: A crash resulting in a death within 30 days of the crash; or injury in any degree, to any person involved; or crashes resulting in damage to any vehicle serious enough to require towing.

Speed-Related Crash: Any reportable crash in which speed was listed as a contributing factor, whether or not the driver was noted as going over the posted speed limit.

TCD: Traffic Control Device. Includes traffic signals, stop signs, yield signs, and railroad crossing controls.

Vehicle Defect: A fault in the vehicle, due to improper maintenance or other reasons, that can cause the driver to lose control, possibly resulting in a crash.

Vehicle-Miles of Travel: A measure that indicates the number of miles traveled by vehicles on PA roadways.

Work Zone: An area, usually marked by signs, barricades, or other devices indicating that highway construction or maintenance activities are going on.

Crash Types

A description which characterizes the first harmful event of the crash and is described as one of the following:

Non-Collision: A harmful event that does not involve a collision with a fixed object or a non-fixed object. These events include explosion, fire, overturn, immersion and vehicle struck by flying object.

Angle: A crash in which two vehicles on opposite roadways collide at a point of junction, such as a road intersection, driveway, or entrance ramp.

Rear-End: A crash in which vehicles traveling in the same direction, on the same road, collide (vehicle front into vehicle rear).

Head-On: A crash in which vehicles traveling in opposite directions, on the same road, collide (vehicle front into vehicle front).

Sideswipe: A crash between two vehicles (traveling in same direction or opposite direction) in which the sides of both vehicles engage.

Hit Fixed Object: A collision in which a vehicle collides with stationary object(s) along and adjacent to the roadway, (i.e. bridge piers, trees, utility poles, embankment, guiderail, etc.).

Hit Pedestrian: A collision between a motor vehicle and any person(s) not in or upon the vehicle.

Crash Severity

Fatal Crash: A crash in which one or more of the involved persons died within 30 days of the crash and the death(s) are attributable to the crash.

Injury Crash: A crash in which none of the involved persons were killed, but at least one was injured.

Property Damage Only (PDO): A reportable crash where no one was killed or injured, but damage occurred to a vehicle requiring towing.

Injury Severity

Death: As used in this booklet, any injury which causes death within 30 days of a crash and that death is attributable to the crash.

Major Injury: Any injury, other than fatal, which by its severity requires immediate emergency transport, such as an ambulance, to a hospital or clinic for medical treatment and /or hospitalization. Major injuries would include amputation of limb(s), severe burns, etc.

Moderate Injury: Any injury which may require some form of medical treatment, but is not life-threatening or incapacitating. These injuries should be visible. Moderate injuries would include a cut which requires several stitches, or a broken finger or toe.

Minor Injury: Any injury which can be treated by first aid application, whether at the scene of the crash or in a medical facility. Complaints of injuries which are not visible, and do not appear to be of any major or moderate nature, should be considered as minor injuries.

Person Type

Driver: The occupant of a vehicle who is in actual physical control of a vehicle in transport or, for an out-of-control vehicle, the occupant who was in control before control was lost.

Occupant: Any person who is in or upon a vehicle, including the driver, passenger, and person riding on the outside of the vehicle.

Passenger: Any occupant of a vehicle who is not the driver.

Pedestrian: Any person not in or upon a vehicle.

Road Types

Local Roads: Any roadway that is maintained by an entity other than the state. Includes county, township, town, borough, and private.

State Highway (Interstate): Any state-maintained roadway that carries the interstate designation and is marked with red, white, and blue shield-shaped sign.

State Highway (Other): Any state-maintained roadway that is not designated as an interstate. Many (but not all) such roads are marked with a black and white keystone-shaped sign.

Turnpike: The Pennsylvania Turnpike system, which includes the main Turnpike and other toll facilities maintained by the Pennsylvania Turnpike Commission.

Vehicle Types

Passenger Car: Vehicle designed to transport eight people or less. Includes: convertible, hardtop, sedan, station wagon, limousine, etc.

Light Truck / SUV / Van: Single vehicle designed for carrying a load of property on or in the vehicle. Includes: pickup truck, sport utility vehicle, van, jeep, tow truck, etc.

Heavy Truck: Single vehicle or tractor-trailer combination designed for carrying a heavy load of property on or in the vehicle. Includes: single unit trucks (e.g., coal truck), tractor-trailers, motor homes, etc.

Bus: Vehicle designed to transport more than fifteen people. Includes school bus, cross-country bus, urban transit, trackless trolley.

Motorcycle: Includes: motorcycle, mo-ped, mini-bike, motor scooter, trike (motorized tricycle), go-cart, vendor cycle.

Bicycle: As used in this booklet, any non-motorized vehicle propelled by pedaling. Includes: unicycle, bicycle, tricycle, "Big Wheel".

Track/Non-Motorized Vehicle: Includes: train, trolley, horse and buggy, horse and rider.

Overview

The Commonwealth of Pennsylvania is comprised of 67 counties. Each county is made up of local municipalities, a combination of cities, boroughs, first class townships, and/or second class townships. In total, there are approximately 2,500 municipalities throughout the 67 counties. One of these municipalities, the Town of Bloomsburg in Columbia County, is the only official "town" in Pennsylvania.

Pennsylvania has over 120,000 miles* of roads and highways; 33% (39,906 miles*) are state highways maintained by the Pennsylvania Department of Transportation (PENNDOT), and the remaining 67% (80,392 miles*) are maintained by local municipalities and other entities.

Motor-vehicle traffic crashes which occur on Pennsylvania roads and highways are investigated and reported on by both the Pennsylvania State Police and the approximately 1,300 local municipal police departments. The valuable information originating from these police crash reports is the basis for the statistics that are presented throughout this booklet.

In 2003, there were 140,207 reportable traffic crashes in Pennsylvania. These crashes claimed the lives of 1,577 people and injured another 106,372 people. To add some perspective, the 2003 total reportable traffic crashes is one of the lowest in the last five years.

Last year, there were approximately 104.8 billion vehicle-miles* of travel on Pennsylvania's roads and highways. The 2003 fatality rate of 1.50 deaths per hundred million vehicle-miles of travel* was slightly higher than the 2001 fatality rate of 1.48.

2003 Briefs

On Average in Pennsylvania:
- Each day 384 reportable traffic crashes occurred (about 16 crashes every hour).
- Each day 4 persons were killed in reportable traffic crashes (one death every 6 hours).
- Each day 291 persons were injured in reportable crashes (about 12 injuries every hour).

Based on Pennsylvania's 2003 population (12,365,455 people):
- 1 out of every 36 people was involved in a reportable traffic crash.
- 1 out of every 7,841 people was killed in a reportable traffic crash.
- 1 out of every 116 people was injured in a reportable traffic crash.

* For consistency purposes, the prior year's data is used at the time of publication because of timing issues. For this Crash Facts & Statistics book, 2002 information was used.

All Crashes and Deaths
—WHO WAS INVOLVED—

Crashes by Injury Severity

Crashes involving deaths and major injuries are always devastating to the family and friends of the victims. Thankfully, the vast majority of crashes are not fatal. Most crashes, however, do cause varying types of injuries. Of the total people involved in crashes in Pennsylvania in 2003, most were not injured, and the vast majority who were injured suffered only minor injuries.

Total Crashes

Fatal Crashes (1,435)

PDO Crashes (65,213)

Injury Crashes (73,559)

All Crashes

Total People

Killed (1,577)

Injured (106,372)

No Injury (233,757)

Total People--Injured

Unknown (5,476)

Major (4,645)

Moderate (22,331)

Minor (73,920)
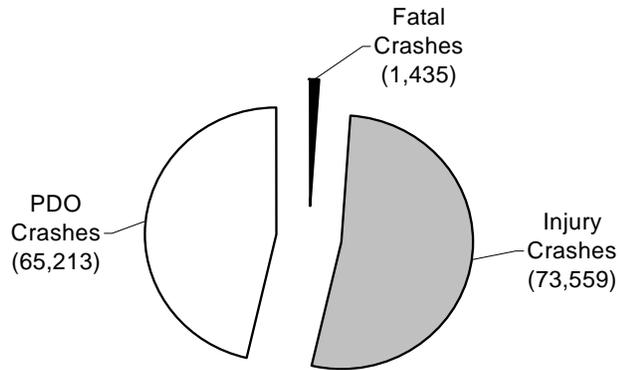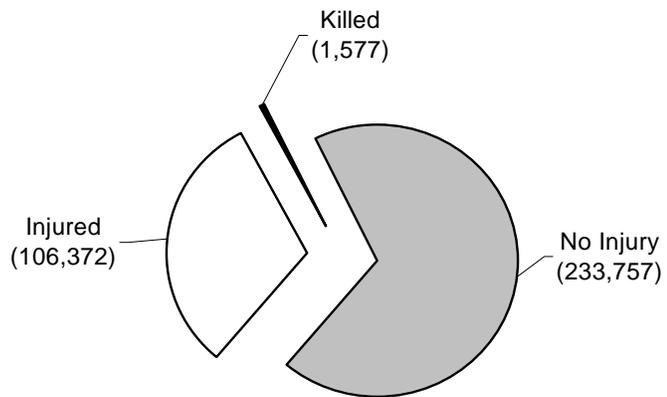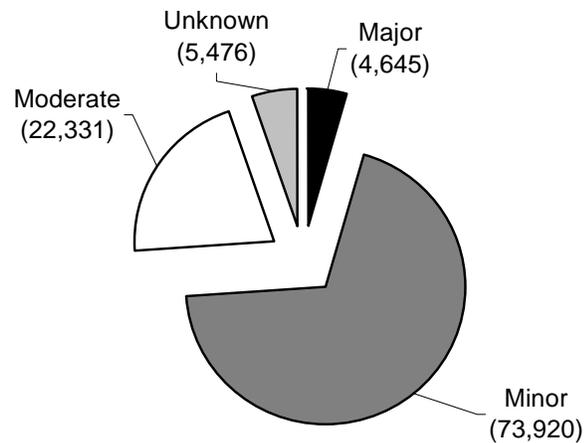
Deaths and Injuries—Five-Year Trends

Total reported crashes in 2003 increased 6.8% compared to 2001; deaths increased by 2.9% while total injuries decreased by 9.7%.**

	1998	1999	2000	2001	2003
Reported Crashes	140,972	144,171	147,253	131,292	140,207
Total Deaths	1,486	1,549	1,520	1,532	1,577
Total Injuries	134,092	133,783	131,471	117,860	106,372
Major Injury	*5,081*	*5,162*	*5,136*	*5,039*	*4,645*
Moderate Injury	*25,139*	*25,337*	*24,785*	*23,292*	*22,331*
Minor Injury	*83,100*	*82,944*	*82,968*	*76,796*	*73,920*
Unknown Injury	*20,772*	*20,340*	*18,582*	*12,733*	*5,476*
Pedestrian Deaths	166	187	172	195	175
Pedestrian Injuries	5,895	5,855	5,531	5,190	4,842
Motorcyclist Deaths	111	111	150	127	156
Motorcyclist Injuries	2,626	2,676	2,763	2,896	2,931
Bicyclist Deaths	23	18	15	13	20
Bicyclist Injuries	2,768	2,385	2,342	1,799	1,512
Heavy-Truck-Related Deaths	192	234	182	179	214
Alcohol-Related Deaths	535	528	510	529	558
Speed-Related Deaths	197	202	194	256	452
Billions of Vehicle-Miles*	100.4	100.4	102.5	103.5	104.8
Deaths per 100 Million Vehicle-Miles*	1.48	1.54	1.48	1.48	1.50

Note: Speed-Related Deaths only count those crashes where speed was considered the prime contributing factor in the crash.

* Beginning in 1999, vehicle mileage uses the prior years' vehicle mileage information (because at the time of publication, the current years' vehicle mileage is not available).

** Beginning in 2003, due to changes on the report form, the difference between unknown injury severity and unknown if injured resulted in more accurate injury counts.

Economic Loss Due to Reportable Traffic Crashes

Severity	Number	Average Cost	Estimated Total Costs
Deaths (persons)	1,577	$3,100,760	$4,889,898,520
Major Injuries (persons)	4,645	$1,129,705	$5,247,479,725
Moderate Injuries (persons)	22,331	$75,621	$1,688,692,551
Minor Injuries (persons)	73,920	$5,963	$440,784,960
Property Damage Only (crashes)	61,401	$2,385	$146,441,385
Unknown Injuries (persons)	5,476	$5,963	$32,653,388
		TOTAL	$12,445,950,529

In 2003, the economic loss due to traffic crashes was
$1,007
to every man, woman, and child in Pennsylvania.

Figures are based on the latest PENNDOT estimates (in 2003 dollars). The economic loss per Pennsylvania citizen is based on the ratio of estimated total cost to the estimated total population of Pennsylvania.

Crashes by Crash Type

Many different types of crashes occur on Pennsylvania roads, but certain types of crashes are more prevalent. More crashes involved a single vehicle hitting a fixed object (tree, guide rail, etc.) than any other type. Head-on collisions, though they occur much less frequently, cause the second highest number of deaths.
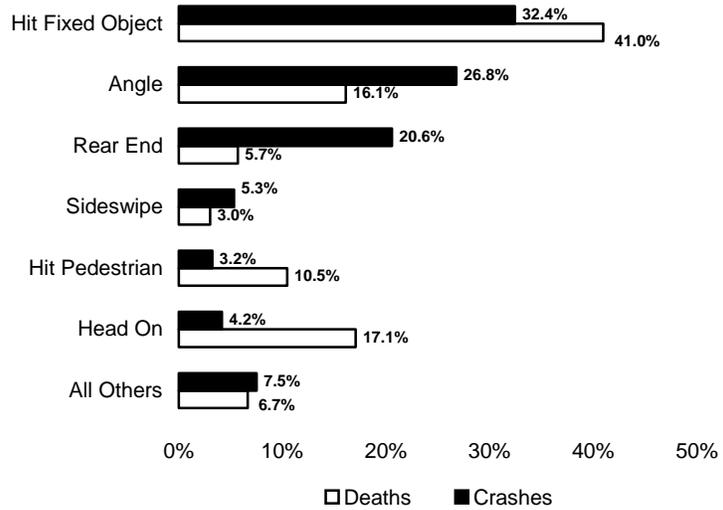
Crash Type	Crashes	Deaths
Angle	37,535	254
Backing Up	274	2
Head On	5,853	269
Hit Fixed Object	45,450	646
Hit Pedestrian	4,537	165
Non-Collision	5,296	81
Rear End	28,830	90
Sideswipe	7,480	48
Other	4,952	22
TOTAL	**140,207**	**1,577**

*Note that, by definition, a Hit Pedestrian Crash only involves those crashes where the pedestrian being struck was the first harmful event. Therefore the pedestrian crashes and deaths shown in this section are slightly different than those shown elsewhere in this book, which include all pedestrian harmful events.

Vehicles Involved in Crashes

Passenger cars were involved in more crashes than all other vehicle types combined. Coupled with light trucks, vans, and SUVs they accounted for the vast majority of crashes and occupant deaths.
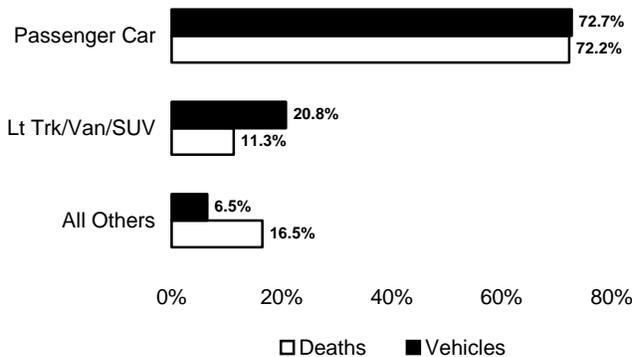
	Vehicles	Occupant Deaths
Passenger Car	168,455	1,012
Lt Trk/Van/SUV	48,138	158
Heavy Truck	7,429	26
Motorcycle	3,129	156
Bicycle	1,624	20
Commercial Bus	613	2
School Bus	573	0
Other	1,681	27

Driver Involvement in Crashes by Age and Sex

In every age group, male drivers are involved in more crashes than female drivers. Male drivers ages 16-20 are involved in more crashes than drivers in any other age group (male or female).

Driver	Male	Female	Total Drivers
Under 16	291 (0.2%)	105 (0.1%)	**396**
16-20	22,487 (16.5%)	14,944 (16.9%)	**37,431**
21-25	18,793 (13.8%)	12,344 (13.9%)	**31,137**
26-30	12,811 (9.4%)	8,394 (9.5%)	**21,205**
31-35	12,756 (9.4%)	8,417 (9.5%)	**21,173**
36-40	12,900 (9.5%)	8,749 (9.9%)	**21,649**
41-45	12,485 (9.2%)	8,428 (9.5%)	**20,913**
46-50	11,067 (8.1%)	7,001 (7.9%)	**18,068**
51-55	8,734 (6.4%)	5,558 (6.3%)	**14,292**
56-60	6,339 (4.7%)	4,092 (4.6%)	**10,431**
61-65	4,320 (3.2%)	2,670 (3.0%)	**6,990**
66-70	3,179 (2.3%)	1,935 (2.2%)	**5,114**
71-75	2,885 (2.1%)	1,912 (2.2%)	**4,797**
Over 75	4,821 (3.5%)	3,184 (3.6%)	**8,005**
Unknown	2,360 (1.7%)	853 (1.0%)	**3,213**
DRIVERS	**136,228 (100.0%)**	**88,586 (100.0%)**	**224,814**
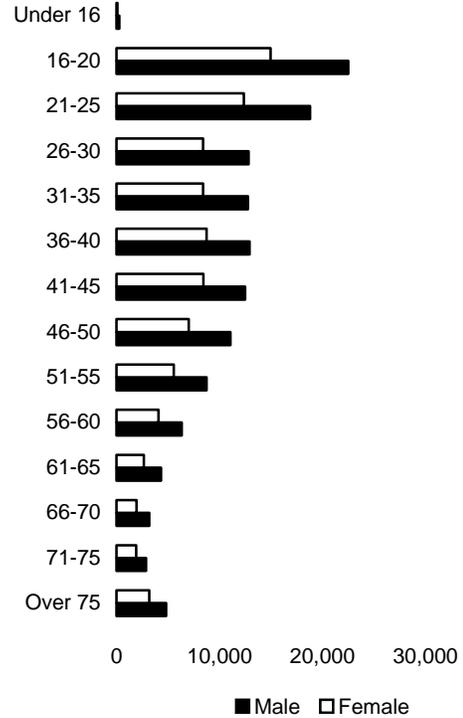
Note: Does not include 3,913 drivers of unknown sex or drivers of non-motorized vehicles.

Highway Crash Historical Data

Fatality rates have fallen dramatically over the past 60 years as vehicles, roadways, and other factors have improved. Pennsylvania's fatality rate has also been lower than the US average for most years since 1937, with this year being one of the exceptions. The chart below shows the periodic fatality rates since 1965.
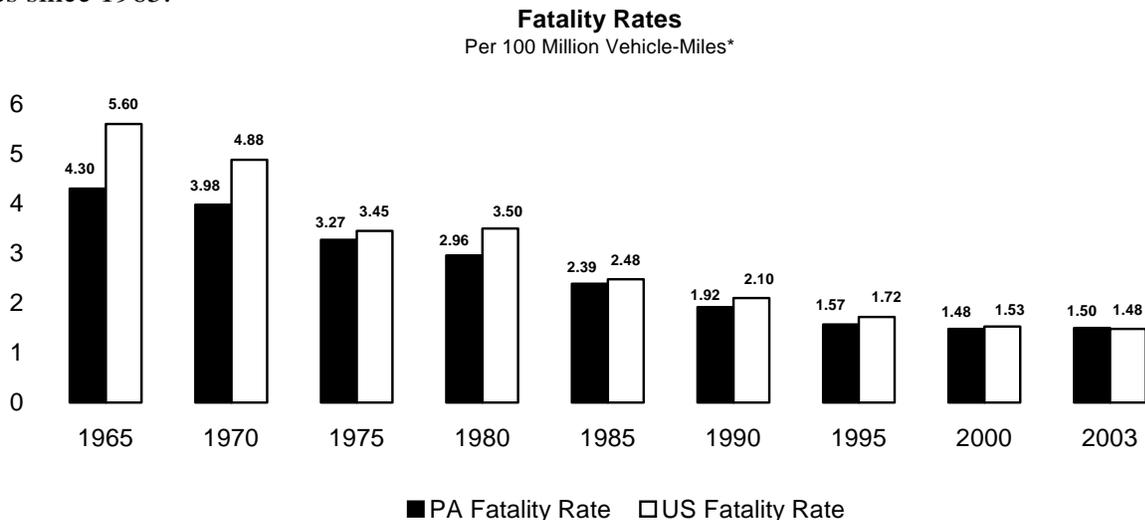
Fatality Rates
Per 100 Million Vehicle-Miles*

■ PA Fatality Rate   □ US Fatality Rate

* Beginning in 1999, vehicle mileage uses the prior years' vehicle mileage information (because at the time of publication, the current years' vehicle mileage is not available).

Year	Total Crashes	Total Killed	Total Injured	Registered Vehicles	Motor Vehicle Mileage*	PA Fatality Rate**	US Fatality Rate**
1935	50,436	2,361	48,398	1,851,945	11.1	21.30	15.90
1936	55,727	2,426	50,854	1,989,507	12.6	19.20	15.10
1937	73,534	2,564	61,445	2,124,525	17.6	14.60	14.70
1938	93,153	1,892	50,598	2,101,299	16.3	11.60	12.00
1939	69,950	1,871	55,821	2,237,960	18.5	10.10	11.30
1940	78,625	2,074	58,664	2,307,723	19.8	10.50	11.40
1941	83,507	2,298	60,499	2,432,319	21.3	10.80	12.00
1942	59,280	1,745	41,122	2,267,301	17.6	9.90	10.60
1943	37,419	1,374	27,312	2,084,332	13.9	9.90	11.50
1944	42,699	1,328	29,928	2,010,163	14.4	9.20	11.50
1945	53,304	1,453	35,686	2,145,452	16.0	9.10	11.30
1946	70,065	1,794	45,889	2,387,542	22.1	8.10	9.80
1947	89,190	1,678	49,938	2,604,741	22.4	7.50	8.80
1948	103,478	1,671	52,709	2,804,056	23.9	7.00	8.10
1949	102,098	1,624	54,290	2,993,903	25.8	6.30	7.50
1950	113,748	1,624	62,103	3,262,243	27.1	6.00	7.60
1951	123,088	1,642	65,643	3,413,836	28.8	5.70	7.10
1952	126,820	1,680	67,143	3,510,064	30.5	5.50	7.10
1953	129,791	1,643	70,531	3,684,468	31.6	5.20	6.70
1954	130,326	1,538	68,571	3,903,917	32.0	4.80	6.10
1955	147,837	1,737	76,836	4,045,995	34.5	5.00	6.10
1956	160,371	1,790	84,813	4,175,217	36.5	4.90	6.10
1957	161,080	1,698	84,755	4,250,576	37.7	4.50	5.80
1958	156,825	1,654	86,733	4,355,813	38.5	4.30	5.40
1959	157,191	1,685	90,807	4,507,262	39.2	4.30	5.40
1960	159,051	1,609	92,792	4,707,055	40.2	4.00	5.30
1961	156,559	1,486	73,997	4,842,400	40.2	3.70	5.20
1962	161,557	1,625	81,936	4,849,400	41.7	3.90	5.30
1963	174,527	1,830	86,892	5,117,229	44.6	4.10	5.50
1964	183,910	1,889	93,564	5,351,350	46.1	4.10	5.70
1965	213,769	2,079	111,123	5,436,349	48.3	4.30	5.60
1966	254,450	2,180	116,537	5,497,000	55.1	4.27	5.70
1967	243,798	2,331	126,417	5,673,000	53.4	4.37	5.50
1968	279,663	2,410	138,389	5,791,000	56.1	4.29	5.40
1969	292,192	2,401	141,728	5,879,000	58.6	4.10	5.21
1970	311,981	2,255	136,518	5,947,000	56.7	3.98	4.88
1971	301,374	2,299	127,318	6,079,000	60.9	3.78	4.57
1972†	277,556	2,352	135,938	6,244,000	67.0	3.51	4.43
1973	307,648	2,444	145,452	7,007,192	66.5	3.67	4.24
1974	277,271	2,155	132,689	8,354,063	63.9	3.37	3.59
1975	288,245	2,082	134,969	8,654,333	63.7	3.27	3.45
1976	303,771	2,025	135,308	9,124,915	69.4	2.92	3.33
1977	234,702	2,071	148,725	8,833,745	72.3	2.87	3.35
1978‡	158,361	2,137	146,403	7,254,893	72.7	2.94	3.39
1979	156,622	2,204	144,300	7,451,021	70.3	3.14	3.50
1980	142,489	2,114	133,716	7,307,974	71.3	2.96	3.50
1981	138,764	2,049	131,301	7,252,836	71.5	2.87	3.30
1982	131,579	1,848	126,026	7,417,311	71.3	2.59	2.88
1983	131,081	1,752	126,707	7,562,726	72.3	2.42	2.69
1984	139,914	1,752	134,714	7,724,686	74.1	2.36	2.68
1985	143,244	1,809	140,067	7,860,497	75.6	2.39	2.48
1986	150,683	1,928	148,044	7,793,921	77.2	2.50	2.48
1987	152,631	2,006	151,457	8,313,799	78.9	2.54	2.40
1988	152,906	1,932	154,018	8,452,365	81.3	2.38	2.32
1989	151,461	1,878	152,589	8,605,747	84.5	2.22	2.20
1990	141,340	1,646	142,945	8,675,835	85.7	1.92	2.10
1991	130,404	1,661	130,446	8,757,129	87.3	1.90	1.90
1992	133,913	1,545	133,113	8,915,621	89.0	1.74	1.80
1993	134,315	1,530	131,503	9,044,901	90.8	1.68	1.80
1994	134,171	1,440	130,678	9,255,714	92.3	1.56	1.83
1995	136,804	1,480	133,177	9,271,517	94.5	1.57	1.72
1996	142,867	1,470	136,949	9,411,261	96.4	1.53	1.69
1997	143,981	1,562	138,820	9,692,499	98.3	1.59	1.64
1998	140,972	1,486	134,092	9,842,427	100.4	1.48	1.58
1999+	144,171	1,549	133,783	9,901,148	100.4	1.54	1.55
2000	147,253	1,520	131,471	10,085,392	102.5	1.48	1.53
2001	131,358	1,532	117,915	10,629,896	103.5	1.48	1.51
2003	140,197	1,577	112,615	10,768,222	104.8	1.50	1.48

All Crashes

* In billions

** Per 100 million vehicle-miles

† From 1972 to 1978, reportable crashes defined as over $200 in damage

‡ From 1978 to present, reportable crashes defined as involving any type of injury and/or vehicle(s) requiring towing from the scene

+ Beginning in 1999, motor vehicle mileage and PA Fatality Rate uses the prior years' motor vehicle mileage information (because at the time of publication, the current years' roadway mileage is not available)

—WHAT CONDITIONS WERE—

Crashes by Weather and Road Surface Conditions

Adverse weather and road surface conditions negatively affect vehicle handling and driver sight. Interestingly, the vast majority of crashes occur under no adverse conditions. This can be attributable to: 1) weather and roads being clear and dry most of the time and 2) drivers failing to use caution under optimal road conditions. The figures shown in both tables are for all highway types.

Weather Condition	Crashes	Deaths
No Adverse Conditions	103,631 (73.9%)	1,290 (81.8%)
Rain/Rain & Fog	19,954 (14.2%)	157 (10.0%)
Snow/Sleet/Freezing Rain	14,042 (10.0%)	90 (5.7%)
Fog/Smoke, Etc.	938 (0.7%)	18 (1.1%)
Other	1,642 (1.2%)	22 (1.4%)
TOTAL	**140,207 (100.0%)**	**1,577 (100.0%)**

Road Surface Condition	Crashes	Deaths
Dry	90,148 (64.3%)	1,164 (73.8%)
Wet	29,464 (21.0%)	279 (17.7%)
Snow/Slush	11,312 (8.1%)	74 (4.7%)
Ice/Ice Patches	7,485 (5.3%)	48 (3.0%)
Other	1,798 (1.3%)	12 (0.8%)
TOTAL	**140,207 (100.0%)**	**1,577 (100.0%)**

Crashes Involving Vehicle Defects

Improperly-maintained vehicles can lead to crashes. In 2003, tire/wheel, brake-related, and power train failures contributed to the majority of vehicle defect related crashes. The percentages in the graph below refer to the number of crashes involving vehicle defects.

Tire/Wheel-Related — 34.7%
Brake-Related — 25.2%
Power Train Failure — 13.6%
All Other Defects — 26.6%
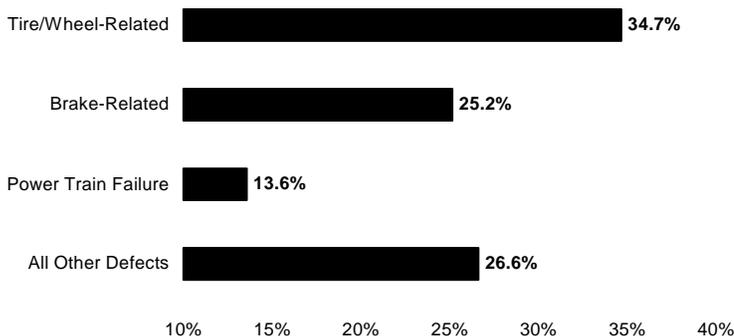
Vehicle Defect	Crashes
Tire/Wheel-Related	853
Brake-Related	619
Power Train Failure	334
Total Steering System Failure	239
Unsecure/Shifted Trailer Load	114
Suspension	72
Vehicle Lighting-Related	50
Dirty/Frosty Windshield	32
Other Known Defects	148

Note: The above list only counts crashes where a vehicle defect was the primary contributing factor in the crash.

Work Zone Crashes

Work zones are potentially dangerous areas because conditions are constantly changing, and drivers do not always anticipate these changes and exercise the appropriate level of caution. Fifty-four percent of work zone crashes in 2003 contained fatalities or injuries.

Fatal Crashes
1.5%

PDO Crashes
46.0%

Injury Crashes
52.5%
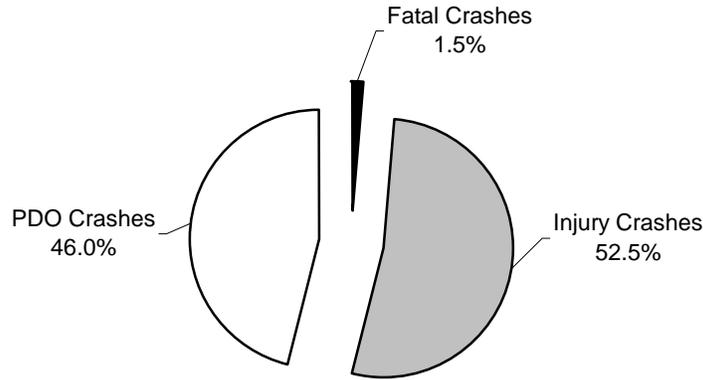
All Crashes

Total Crashes: **2,125**

Total Killed: **34** (Workers Killed: **4**)

Total Injured: **1,663**

Work Zone Crashes—Vehicles Involved

Vehicle Type	State Hwy (Interstate)	State Hwy (Other)	Turnpike	Local Road
Passenger Car	568 (59.1%)	1,677 (70.3%)	177 (59.8%)	267 (75.9%)
Light Truck/SUV	183 (19.0%)	525 (22.0%)	46 (15.5%)	46 (13.1%)
Heavy Truck/Bus	196 (20.4%)	138 (5.8%)	72 (24.3%)	19 (5.4%)
Motorcycle	13 (1.4%)	25 (1.1%)	1 (0.3%)	3 (0.9%)
Other	1 (0.1%)	22 (0.9%)	0 (0.0%)	17 (4.8%)
TOTAL	**961 (100.0%)**	**2,387 (100.0%)**	**296 (100.0%)**	**352 (100.0%)**

Note: State highway (other) includes state-maintained roads that are not designated as interstates. Legally parked vehicles are not included in the above table.

Work Zone Crashes by Road Type—Five-Year Trends

Year	Road Type	Crashes		Deaths	
		Number	*% Total*	*Number*	*% Total*
1998	State Hwy (Interstate)	313	15.5%	4	21.1%
	State Hwy (Other)	1,312	65.1%	14	73.7%
	Turnpike	58	2.9%	0	0.0%
	Local Road	249	12.4%	0	0.0%
	Ramp	84	4.2%	1	5.3%
	TOTAL	**2,016**	**100.0%**	**19**	**100.0%**
1999	State Hwy (Interstate)	243	11.1%	6	22.2%
	State Hwy (Other)	1,441	66.0%	16	59.3%
	Turnpike	142	6.5%	5	18.5%
	Local Road	248	11.4%	0	0.0%
	Ramp	110	5.0%	0	0.0%
	TOTAL	**2,184**	**100.0%**	**27**	**100.0%**
2000	State Hwy (Interstate)	215	10.8%	3	13.0%
	State Hwy (Other)	1,282	64.5%	19	82.6%
	Turnpike	179	9.0%	0	0.0%
	Local Road	220	11.1%	1	4.4%
	Ramp	92	4.6%	0	0.0%
	TOTAL	**1,988**	**100.0%**	**23**	**100.0%**
2001	State Hwy (Interstate)	350	17.6%	3	15.0%
	State Hwy (Other)	1,172	59.1%	16	80.0%
	Turnpike	143	7.2%	0	0.0%
	Local Road	206	10.4%	1	5.0%
	Ramp	113	5.7%	0	0.0%
	TOTAL	**1,984**	**100.0%**	**20**	**100.0%**
2003	State Hwy (Interstate)	503	23.7%	6	17.7%
	State Hwy (Other)	1,224	57.6%	21	61.8%
	Turnpike	167	7.9%	5	14.7%
	Local Road	229	10.8%	2	5.9%
	Other/Unknown Road	2	0.1%	0	0.0%
	TOTAL	**2,125**	**100.0%**	**34**	**100.0%**

Note: State highway (other) includes state-maintained roads that are not designated as interstates. Also note that beginning in 2003 ramps are included as part of the road to which it is connected.

Crashes with Roadside Objects and Animals

Unfortunately, roadside objects are hit often in Pennsylvania crashes. While there are many different roadside objects, a few are more predominant in crashes than others. The table below lists crashes with various types of roadside objects whether or not they were the first object struck.

Roadside Object	Crashes	% Total	Deaths	% Total
Hit Bridge	958	0.7%	35	2.2%
Hit Building	1,492	1.1%	30	1.9%
Hit Culvert	932	0.7%	22	1.4%
Hit Curb	4,126	2.9%	60	3.8%
Hit Ditch	3,483	2.5%	41	2.6%
Hit Embankment	9,781	7.0%	201	12.8%
Hit Fence or Wall	3,385	2.4%	79	5.0%
Hit Fire Hydrant	484	0.4%	5	0.3%
Hit Guiderail	7,769	5.5%	182	11.5%
Hit Impact Attenuator	113	0.1%	3	0.2%
Hit Mailbox(es)	1,501	1.1%	23	1.5%
Hit Median Barrier	4,197	3.0%	46	2.9%
Hit Other Fixed Object	3,749	2.7%	85	5.4%
Hit Parked Vehicle	6,561	4.7%	48	3.0%
Hit Rock(s) or Obstacle on Roadway	785	0.6%	11	0.7%
Hit Signal/Sign Support	2,746	2.0%	48	3.0%
Hit Snow Bank	1,092	0.8%	12	0.8%
Hit Temporary Construction Barrier	67	0.1%	1	0.1%
Hit Traffic Island or Channelization	280	0.2%	3	0.2%
Hit Tree(s) or Shrubs/Hedges	11,446	8.2%	319	20.2%
Hit Utility Pole(s)	10,401	7.4%	143	9.1%
Hit Deer	2,576	1.8%	14	0.9%
Hit Other Animal	250	0.2%	2	0.1%

All Crashes

Note: "% Total" lists the percentage compared to *all* crashes or deaths, not only the ones listed in this table. Also note that a single crash can involve a collision with multiple objects.

—WHERE THEY HAPPENED—

Crashes by Road Type

	State Hwy (Interstate)	State Hwy (Other)	Turnpike	Local Road	Other
Crashes	8,895	87,701	2,723	40,747	141
Person Killed	120	1,182	31	244	0
Persons Injured	5,911	73,142	1,752	31,732	90
Miles of Maintained Road	1,285	39,499	529	79,852	---
100 MVM* Traveled	179.4	625.5	61.0	182.3	---
Crashes/MVM*	0.50	1.40	0.45	2.24	---
Persons Killed/100 MVM*	0.67	1.89	0.51	1.34	---
Persons Injured/MVM*	0.33	1.17	0.29	1.74	---

* MVM = million vehicle-miles

Note: State highway (other) includes state-maintained roads that are not designated as interstates. The road mileage and MVM data are from the 2002 Highway Performance Monitoring System (HPMS) package and reflects 2002 length and travel activity data. Ramps are included as part of the roadway to which it is connected.

Crashes Between Trains and Other Vehicles—Five-Year Trends

Motor vehicle/train crashes make up a very small percentage of total crashes. In the last five years, only 10 deaths have occurred in this type of crash.
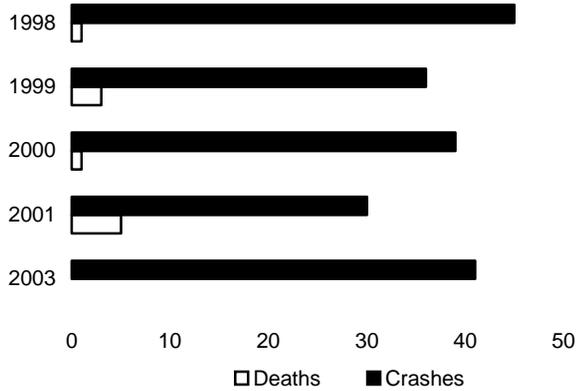
Year	Crashes	Deaths
1998	45	1
1999	36	3
2000	39	1
2001	30	5
2003	41	0

☐Deaths ■Crashes

All Crashes

Train/Vehicle Crashes by Vehicle Type

Passenger cars, light trucks, SUVs, and vans were the predominant vehicles type involved in crashes with trains in 2003.

Passenger Car 65.9% / 0.0%
Lt Trk/SUV/Van 22.0% / 0.0%
Heavy Truck 9.8% / 0.0%
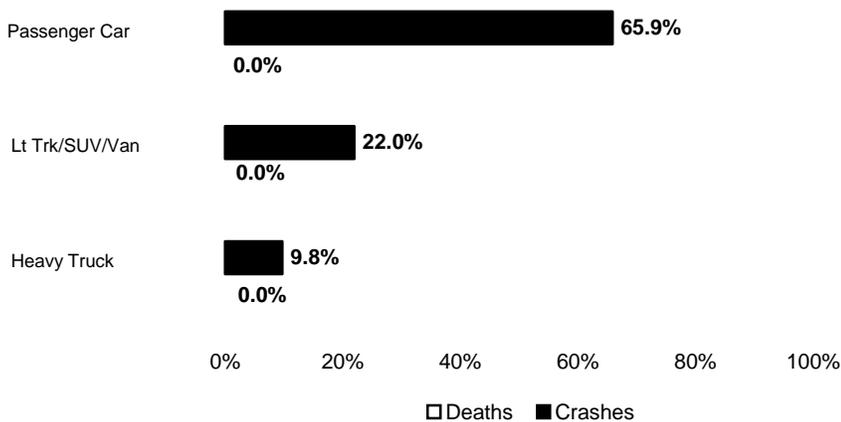
☐Deaths ■Crashes

Vehicle Type	Crashes	Deaths
Passenger Car	27	0
Lt Trk/SUV/Van	9	0
Heavy Truck	4	0
Commercial Bus	1	0
Bicycle	0	0
Motorcycle	0	0
School Bus	0	0
Unknown	0	0
TOTAL	**41**	**0**

Train/Vehicle Crashes by Road Type

Road Type	Crashes	Deaths
Local Road	27	0
State Hwy (Other)	14	0
TOTAL	**41**	**0**

All Crashes

Train/Vehicle Crashes by Light Level
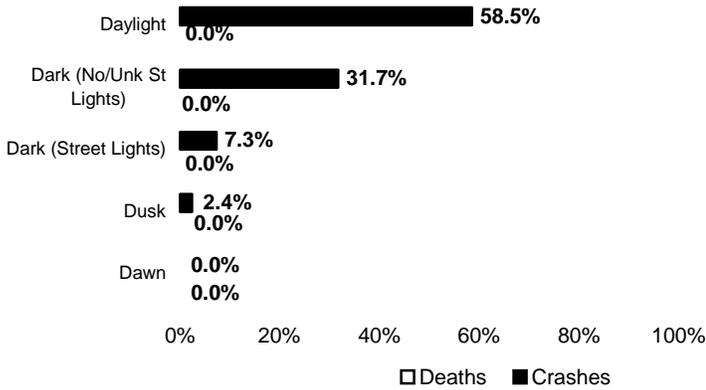
Light Level	Crashes	Deaths
Daylight	24	0
Dark (No/Unk St Lights)	13	0
Dark (Street Lights)	3	0
Dusk	1	0
Dawn	0	0
TOTAL	**41**	**0**

Daylight 58.5% / 0.0%
Dark (No/Unk St Lights) 31.7% / 0.0%
Dark (Street Lights) 7.3% / 0.0%
Dusk 2.4% / 0.0%
Dawn 0.0% / 0.0%

□ Deaths　■ Crashes

Train/Vehicle Crashes by County

County	Crashes	Deaths	County	Crashes	Deaths
Allegheny	4	0	Lehigh	1	0
Berks	1	0	Luzerne	1	0
Blair	1	0	Mercer	1	0
Centre	1	0	Montgomery	1	0
Clearfield	2	0	Northampton	1	0
Cumberland	2	0	Northumberland	3	0
Dauphin	1	0	Philadelphia	2	0
Elk	1	0	Somerset	1	0
Erie	1	0	Venango	1	0
Franklin	3	0	Warren	2	0
Huntingdon	1	0	Washington	1	0
Lackawanna	1	0	York	3	0
Lancaster	1	0	**TOTAL**	**41**	**0**
Lawrence	2	0			
Lebanon	1	0			

—WHEN THEY HAPPENED—

Crashes by Month
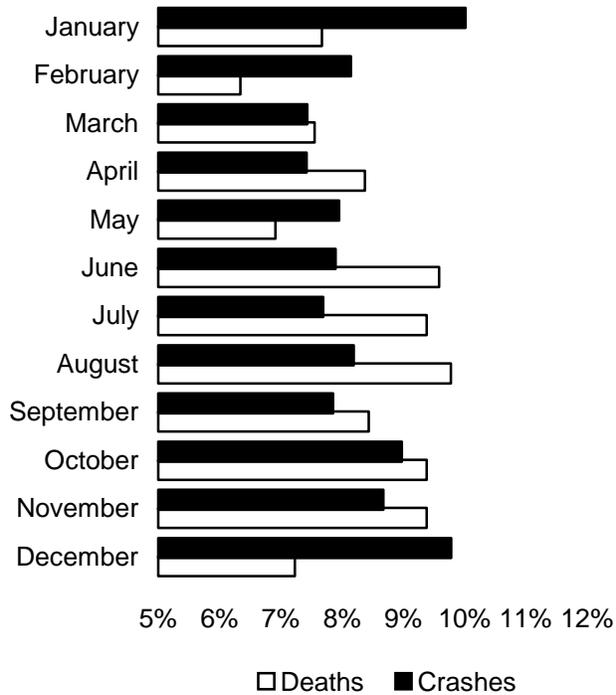
Month	Crashes	Deaths
January	14,028 (10.0%)	121 (7.7%)
February	11,419 (8.1%)	100 (6.3%)
March	10,423 (7.4%)	119 (7.6%)
April	10,401 (7.4%)	132 (8.4%)
May	11,153 (8.0%)	109 (6.9%)
June	11,064 (7.9%)	151 (9.6%)
July	10,780 (7.7%)	148 (9.4%)
August	11,480 (8.2%)	154 (9.8%)
September	11,012 (7.9%)	133 (8.4%)
October	12,573 (9.0%)	148 (9.4%)
November	12,155 (8.7%)	148 (9.4%)
December	13,719 (9.8%)	114 (7.2%)
TOTAL	**140,207 (100.0%)**	**1,577 (100.0%)**

□ Deaths   ■ Crashes

Crashes by Day of Week

More crashes and deaths tend to occur on Friday and Saturdays. The number of deaths on weekends (Saturday and Sunday) is proportionally greater than the number of crashes, which could be attributed to alcohol use. (See ***Victims of Fatal Crashes by Day of Week***, page 29).
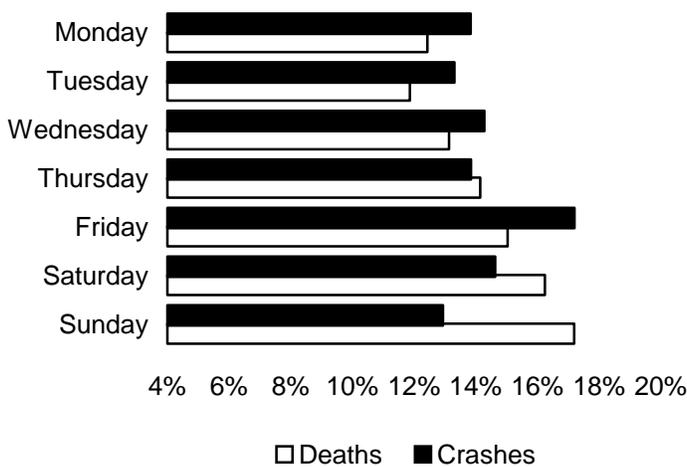
Day	Crashes	Deaths
Monday	19,395 (13.8%)	196 (12.4%)
Tuesday	18,655 (13.3%)	187 (11.9%)
Wednesday	20,001 (14.3%)	207 (13.1%)
Thursday	19,408 (13.8%)	223 (14.1%)
Friday	24,102 (17.2%)	237 (15.0%)
Saturday	20,518 (14.6%)	256 (16.2%)
Sunday	18,127 (12.9%)	271 (17.2%)
TOTAL	**140,207 (100.0%)**	**1,577 (100.0%)**

□ Deaths   ■ Crashes

Crashes by Hour of Day

Some hours of the day are more dangerous than others with regard to crashes and deaths. Not surprisingly, crashes and deaths were higher during peak traffic times. Some hours of the day experience a low percentage of crashes, but they are much more deadly. For example, only 2.8% of all crashes in 2003 occurred in the 2:00 AM hour, but 5.2% of all deaths—the fifth highest percentage—occurred then. The higher volume of traffic itself is a factor during peak traffic hours, particularly the rush-hours.
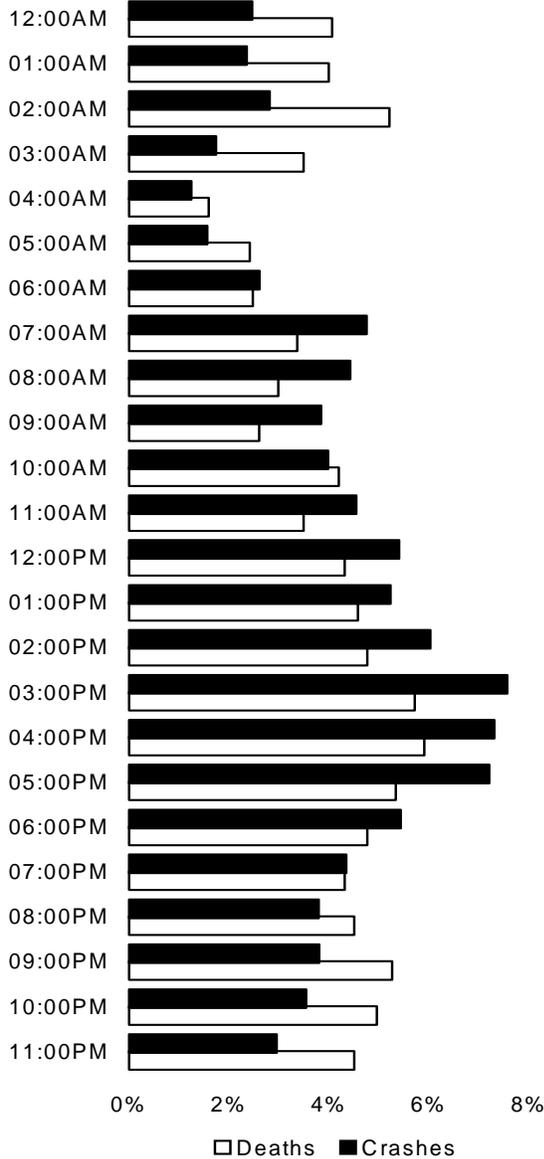
Hour	Crashes	Deaths
12:00AM	3,455	64
01:00AM	3,295	63
02:00AM	3,939	82
03:00AM	2,441	55
04:00AM	1,745	25
05:00AM	2,191	38
06:00AM	3,653	39
07:00AM	6,662	53
08:00AM	6,202	47
09:00AM	5,378	41
10:00AM	5,585	66
11:00AM	6,365	55
12:00PM	7,578	68
01:00PM	7,328	72
02:00PM	8,444	75
03:00PM	10,597	90
04:00PM	10,241	93
05:00PM	10,099	84
06:00PM	7,615	75
07:00PM	6,084	68
08:00PM	5,316	71
09:00PM	5,321	83
10:00PM	4,966	78
11:00PM	4,133	71

Crashes by Light Level

In 2003, more crashes occurred in daylight than all other light levels combined. This is not surprising, since more vehicles are on the road during daylight. However, deaths in 2003 occurred just as often during non-daylight hours (dark and dusk/dawn conditions). If 2003 deaths per 1000 crashes are compared (Daylight—8.9 deaths per 1000 crashes versus Non-Daylight—15.3 deaths per 1000 crashes), it is apparent that non-daylight crashes resulted in deaths more often than daylight crashes.

Crashes

Dawn
1.3%

Other/Unknown
0.4%

Dusk
2.0%

Dark (Street Lights)
15.5%

Dark (No/Unk St Lights)
17.8%

Daylight
63.0%

All Crashes

Deaths

Dawn
1.3%

Dusk
2.4%

Other/Unknown
0.2%

Dark (No Street Lights)
30.2%

Dark (No/Unk St Lights)
31.8%
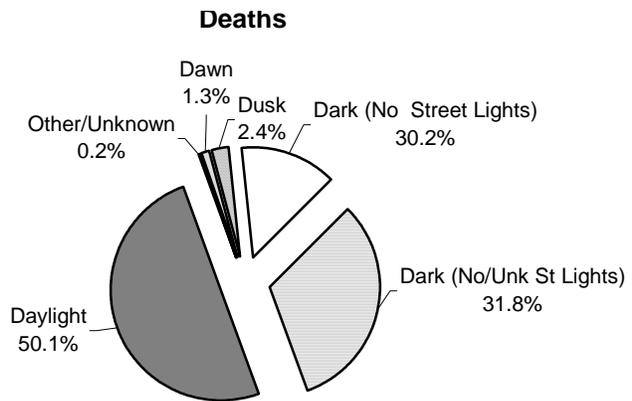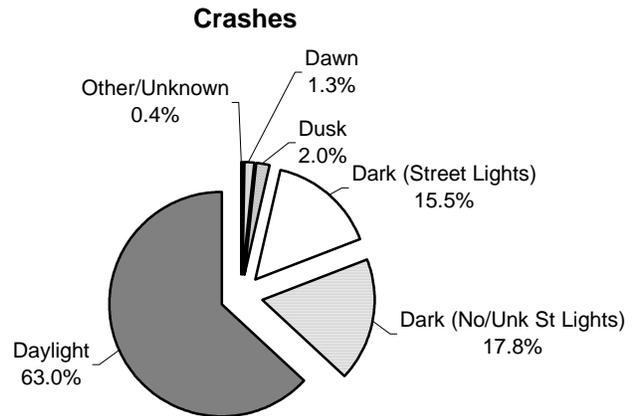
Daylight
50.1%

Light Level	Crashes	Deaths
Daylight	88,382	790
Dark (No/Unk St Lights)	24,893	502
Dark (Street Lights)	21,757	224
Dusk	2,876	38
Dawn	1,805	20
Other/Unknown	494	3
TOTAL	**140,207**	**1,577**

Crashes by Holiday

With few exceptions, most crashes occurred in the weekends directly before or after a holiday. Most deaths, however, averaged about the same before, during, and after the holiday. The graphs below illustrate the ranking in descending order, of total crashes and deaths, respectively, for each holiday period. The table shows a breakdown of crashes and deaths for each holiday period in 2003.

All Crashes

Crashes

Period	Percent
Post-Thanksgiving	14.9%
Pre-Thanksgiving	9.7%
Thanksgiving	9.2%
Post Memorial Day	7.1%
Pre-Memorial Day	6.8%
Labor Day	6.5%
Memorial Day	6.5%
Post-Independence Day	6.4%
Pre-Labor Day	6.3%
Pre-Independence Day	6.1%
Independence Day	5.9%
Post-Labor Day	5.8%
Pre-Christmas **	2.9%
Christmas **	2.3%
Post New Years **	2.1%
New Years **	1.7%
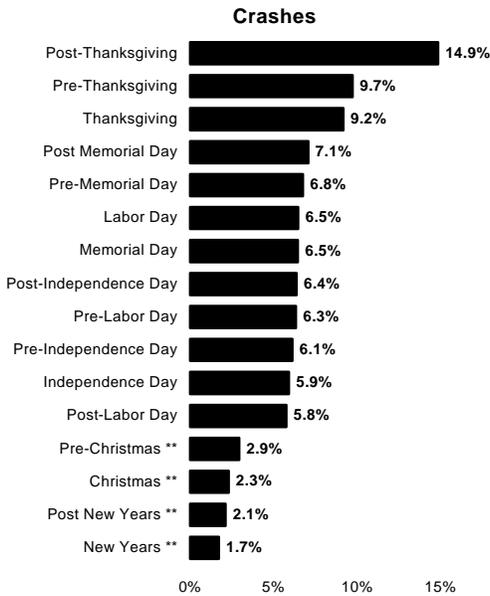
Period*	Crashes	Deaths
New Years **	305	4
Post New Years **	377	7
Pre-Memorial Day	1,202	13
Memorial Day	1,148	19
Post Memorial Day	1,260	12
Pre-Independence Day	1,088	15
Independence Day	1,051	18
Post-Independence Day	1,133	20
Pre-Labor Day	1,128	21
Labor Day	1,153	17
Post-Labor Day	1,025	11
Pre-Thanksgiving	1,730	27
Thanksgiving	1,632	24
Post-Thanksgiving	2,645	17
Pre-Christmas **	521	6
Christmas **	409	4
TOTAL	**17,807**	**235**
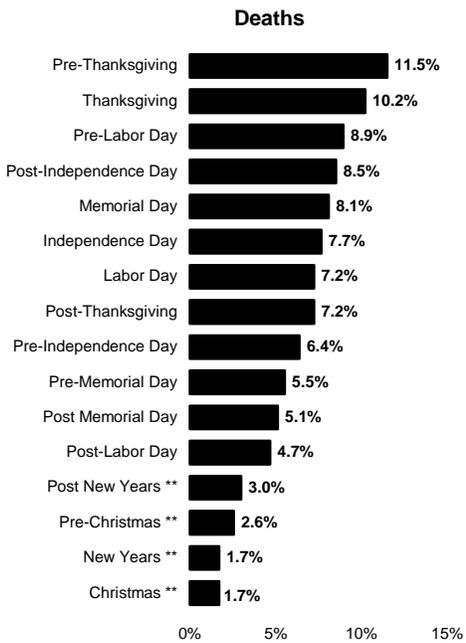
Deaths

Period	Percent
Pre-Thanksgiving	11.5%
Thanksgiving	10.2%
Pre-Labor Day	8.9%
Post-Independence Day	8.5%
Memorial Day	8.1%
Independence Day	7.7%
Labor Day	7.2%
Post-Thanksgiving	7.2%
Pre-Independence Day	6.4%
Pre-Memorial Day	5.5%
Post Memorial Day	5.1%
Post-Labor Day	4.7%
Post New Years **	3.0%
Pre-Christmas **	2.6%
New Years **	1.7%
Christmas **	1.7%

*   See *Holidays* under **Definitions** for explanation of pre- and post-holiday weekends.

** Not part of a holiday weekend in 2003.

Drivers

Drivers Overview

Every traffic crash involves 3 elements: the driver, roadway, and vehicle. It has been stated nationally that 85-90% of all traffic crashes involve some sort of driver error that contributes to the crash. Therefore, as drivers, we can greatly impact traffic safety by driving smart and driving defensively.

Of all drivers represented in crashes, the young driver and the mature driver are two groups that stand out. Young drivers (ages 16-21) are the least experienced drivers and they are also prone to over zealous driving performance, perhaps due to their youth and peer pressure. Mature drivers (ages 65 & over) on the other hand experience driving difficulties related to deteriorating physical abilities (eyesight, hearing, head movement, etc.).

Drivers

Crashes Involving Driver Error

Some form of poor/degraded driver performance is present in the majority of crashes. Alcohol use and speeding continue as big contributors to fatal crashes.

Contributing Factor	Crashes	Fatal Crashes
Speed-Related	39,574	555
Drinking Driver	13,235	289
Improper Turning-Related	13,204	77
Proceeded Without Clearance	9,740	51
Careless/Illegal Passing	4,275	50
Distracted Driver	11,153	45
Drowsy Drivers	2,041	9
Tailgating	6,633	9

Note: Beginning in 2003, drinking driver and drowsy driver factors determined from the driver's condition field, rather than the crash factor field.

Single and Multiple Vehicle Crashes of Young and Mature Drivers

As the table below shows, mature drivers are over-represented in multiple vehicle crashes, due in part to the loss of physical and cognitive abilities.

Number of Vehicles	All Drivers	Young Drivers (16-21)	Mature Drivers (65-74)	Mature Drivers (75+)
Single **Vehicle Crash**	45.1%	39.5%	18.0%	18.7%
	63,172 crashes	16,439 crashes	1,776 crashes	1,613 crashes
Multiple **Vehicle Crash**	54.9%	60.5%	82.0%	81.3%
	76,923 crashes	25,135 crashes	8,098 crashes	6,999 crashes

Drivers in Crashes by Age Group

Looking at the 2003 Pennsylvania driver data, as driver age groups increase in age, the percentage of Pennsylvania total drivers involved in crashes within each age group decreases considerably. Note the percentage of 16-year old drivers involved in crashes. This number is significantly lower than other young driver age groups due to a law enacted in December 1999 that requires a mandatory six month waiting period between obtaining a Learner's Permit and testing for licensure. It also reflects the limited time 16-year old drivers are using the roads and the more controlled situations in which they are permitted to drive during the permit process.

Age Group	PA Drivers Involved in Crashes	*PA Total Drivers	% Involved in Crashes
16	3,642	70,131	5.2%
17	8,408	97,401	8.6%
18	8,723	121,490	7.2%
19	7,607	132,047	5.8%
20	6,717	131,878	5.1%
21	6,585	136,276	4.8%
22-24	16,399	405,011	4.0%
25-29	19,715	622,292	3.2%
30-39	38,130	1,495,850	2.5%
40-54	49,684	2,610,356	1.9%
55-59	10,052	681,707	1.5%
60-64	7,055	526,372	1.3%
65-69	4,859	417,730	1.2%
70-74	4,527	371,673	1.2%
75 and Over	8,401	734,380	1.1%
Unknown	847	N/A	N/A

* PA Total Drivers includes total PA Licensed Drivers and PA Drivers who have their Learner's Permit (no driver's license).

Comparison of Young and Mature Drivers by Crash Type

Young drivers are over-represented in hit fixed object crashes (single vehicle run-off-the-road type crashes), while mature drivers are over-represented in angle and rear-end crashes (multiple vehicle interaction type crashes).

Crash Type	All Drivers	Young Drivers (16-21)	Mature Drivers (65-74)	Mature Drivers (75+)
Non-Collision	3.8%	2.7%	1.7%	1.1%
	5,292 crashes	1,128 crashes	164 crashes	94 crashes
Rear-End	20.6%	22.3%	27.3%	23.3%
	28,816 crashes	9,268 crashes	2,695 crashes	2,003 crashes
Head-On	4.2%	4.6%	5.0%	4.9%
	5,845 crashes	1,900 crashes	495 crashes	421 crashes
Backing Up	0.2%	0.1%	0.2%	0.2%
	273 crashes	54 crashes	19 crashes	13 crashes
Angle	26.8%	29.4%	43.6%	49.1%
	37,524 crashes	12,238 crashes	4,306 crashes	4,225 crashes
Sideswipe	5.3%	4.6%	5.9%	5.3%
	7,470 crashes	1,913 crashes	581 crashes	455 crashes
Hit Fixed Object	32.4%	33.0%	12.1%	12.5%
	45,423 crashes	13,726 crashes	1,199 crashes	1,074 crashes
Hit Pedestrian	3.2%	1.1%	2.2%	2.2%
	4,505 crashes	467 crashes	215 crashes	193 crashes
Other	3.5%	2.1%	2.0%	1.6%
	4,947 crashes	880 crashes	200 crashes	134 crashes

Drivers

Intersection vs. Non-Intersection Crashes of Young and Mature Drivers

In keeping with the data presented previously on single vehicle versus multiple vehicle crashes, mature drivers are more likely to be involved in crashes at intersections compared to other age groups. Intersections can be confusing and problematic for the mature driver, as numerous and complex movements are present.

	All Drivers	Young Drivers (16-21)	Mature Drivers (65-74)	Mature Drivers (75+)
Intersection	38.9%	39.5%	52.8%	56.6%
	54,437 crashes	16,440 crashes	5,217 crashes	4,876 crashes
Non-Intersection	61.1%	60.5%	47.2%	43.4%
	85,658 crashes	25,134 crashes	4,657 crashes	3,736 crashes

Alcohol-Related Crashes

Alcohol Overview

► In Pennsylvania, drinking and driving remains a top safety issue. In 2003, alcohol-related crashes, 13,689, decreased from 13,840 alcohol-related crashes in 2001 while alcohol-related deaths, 558, increased from 529 alcohol-related deaths in 2001.

► Of particular concern is the involvement of drinking drivers under the age of 21. 25% of the driver deaths in the 16-20 age group were drinking drivers, down from 37% in 2001. Additionally, underage drinking drivers in crashes in 2003 decreased 2% from 2001.

► Of equal focus is the 21 to 30 age group, in which over 44% of the driver deaths were drinking drivers. The 21 to 25 age group increased from 50% in 2001 to 58% in 2003, and the 26 to 30 age group increased from 43% in 2001 to 44% in 2003.

► In 2003, alcohol-related deaths were 35% of the total traffic deaths, the same as in 2001.

► Pennsylvania continues to take an aggressive posture to prevent and deter drinking and driving (particularly through the widespread use of sobriety checkpoints and saturation patrols).

2003 Briefs

► 558 people died in alcohol-related crashes.

► 91% of the alcohol-related occupant deaths (drivers and passengers) were in the vehicle driven by the drinking driver; 74% were the drinking drivers themselves.

► 80% of the drinking drivers in traffic crashes were male.

► 75% of the alcohol-related crashes were during the hours of darkness, usually on weekends.

► On average each day, 38 alcohol-related traffic crashes occurred.

► On average each day, 1.5 persons were killed in alcohol-related traffic crashes.

► On average each day, 31 persons were injured in alcohol-related traffic crashes.

Note: Beginning with 2003 data, alcohol involvement criteria changed to account for both BAC levels and suspected involvement when BAC is unknown. The effect can mostly be seen in the alcohol related fatalities for years 2003 and after.

Alcohol Involvement in Crashes

Although alcohol-related crashes accounted for approximately 10% of the total crashes in 2003, they resulted in 35% of all persons killed in crashes. Alcohol-related crashes were 3 to 4 times more likely to result in death than those not related to alcohol (3.7% of the alcohol-related crashes resulted in death, compared to 1.0% of crashes which were not alcohol-related). "PDO Crashes" in the table below refers to property damage only crashes.

	Fatal Crashes	Deaths	Injury Crashes	Injuries	PDO Crashes
Alcohol-Related	511 (35.6%)	558 (35.4%)	7,746 (10.0%)	11,274 (10.0%)	5,432 (8.9%)
Non-Alcohol-Related	924 (64.4%)	1,019 (64.6%)	69,619 (90.0%)	101,346 (90.0%)	55,960 (91.2%)
TOTAL	1,435 (100.0%)	1,577 (100.0%)	77,365 (100.0%)	112,620 (100.0%)	61,392 (100.0%)

Alcohol-Related Crashes—Five-Year Trends

Alcohol-related crashes decreased in 2003, while alcohol-related deaths increased. "PDO Crashes" in the table below refers to property damage only crashes.

Alcohol-Related Crashes

Year	
1998	
1999	
2000	
2001	
2003	

10,000 11,000 12,000 13,000 14,000 15,000

Alcohol-Related Deaths

Year	
1998	
1999	
2000	
2001	
2003	

400   450   500   550   600
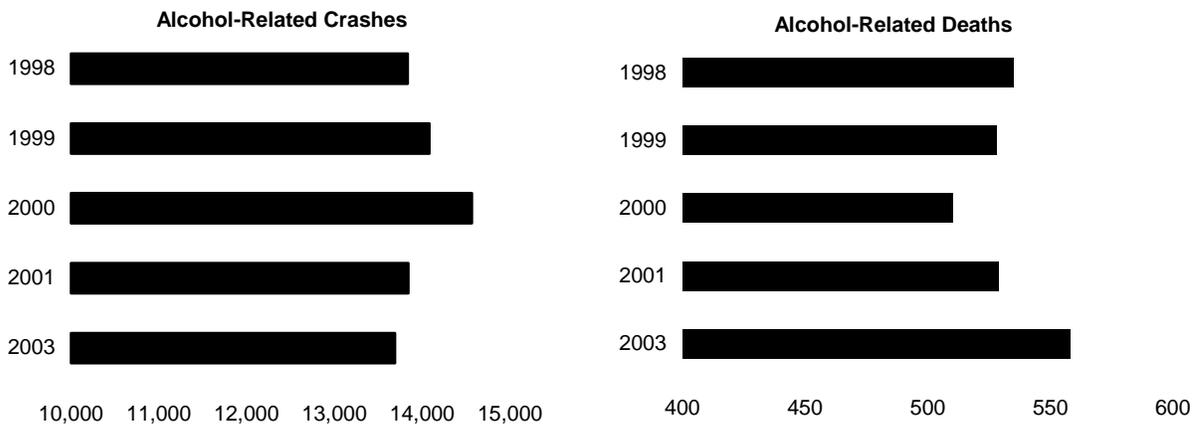
	1998	1999	2000	2001	2003
Crashes	13,835	14,079	14,564	13,840	13,689
Fatal Crashes	486	473	470	469	511
Injury Crashes	8,853	9,020	9,078	8,523	7,746
PDO Crashes	4,496	4,586	5,016	4,848	5,432
Deaths	535	528	510	529	558
Injuries	13,156	13,438	13,454	12,694	11,274
Fatal Crashes per 100,000 Licensed Drivers	5.5	5.6	5.7	5.6	6.0
Deaths per 100,000 Licensed Drivers	6.1	6.2	6.2	6.3	6.6

Note: Beginning with 2003 data, alcohol involvement criteria changed to account for both BAC levels and suspected involvement when BAC is unknown. The effect can mostly be seen in the alcohol related fatalities for years 2003 and after.

Victims of Alcohol-Related Fatal Crashes

There were 505 driver and passenger deaths in alcohol-related crashes in 2003, while 462 (91%) were the drinking drivers or their passengers.

Persons Involved	Deaths
Drivers	**402**
Drinking Drivers	*373 (92.8%)*
Non-Drinking Drivers	*29 (7.2%)*
Passengers	**103**
Passengers with Drinking Driver	*89 (86.4%)*
Passengers with Non-Drinking Driver	*14 (13.6%)*
Pedestrians	**46**
Drinking Pedestrian	*33 (71.7%)*
Non-Drinking Pedestrian	*13 (28.3%)*
TOTAL DEATHS*	**558**

*Includes 7 victims, status unknown

Alcohol-
Related

Victims of Fatal Crashes by Time of Day

Alcohol-related crashes occurring between 8:00 PM and 4:00 AM produced the vast majority of deaths (65% of alcohol-related deaths). In contrast, nearly half of the deaths from non-alcohol-related crashes resulted from crashes occurring between noon and 8:00 PM.

Midnight-3:59 AM — Alcohol-Related 34.1%, Non-Alcohol-Related 7.3%
4:00-07:59 AM — Alcohol-Related 7.4%, Non-Alcohol-Related 11.2%
8:00-11:59 AM — Alcohol-Related 2.7%, Non-Alcohol-Related 19.0%
Noon-3:59 PM — Alcohol-Related 5.9%, Non-Alcohol-Related 26.7%
4:00-7:59 PM — Alcohol-Related 17.6%, Non-Alcohol-Related 21.8%
8:00-11:59 PM — Alcohol-Related 30.7%, Non-Alcohol-Related 13.0%

0%   10%   20%   30%   40%
□ Non-Alcohol-Related   ■ Alcohol-Related

Time of Occurrence	Non-Alcohol-Related	Alcohol-Related
Midnight-3:59 AM	74	190
4:00-07:59 AM	114	41
8:00-11:59 AM	194	15
Noon-3:59 PM	272	33
4:00-7:59 PM	222	98
8:00-11:59 PM	132	171
Time Unknown	11	10
TOTAL DEATHS	**1,019**	**558**

Victims of Fatal Crashes by Day of Week

The majority (61%) of alcohol-related fatal crash victims were the result of crashes occurring on Friday, Saturday, and Sunday, while fatal crash victims of non-alcohol-related crashes tended to be distributed more evenly throughout the work week.
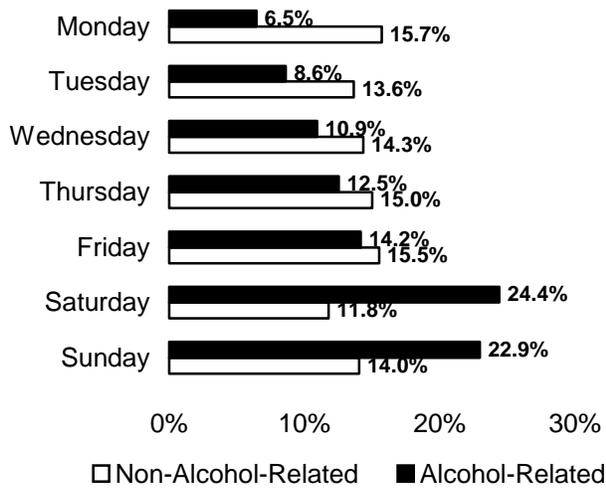
Day of Occurrence	Non-Alcohol-Related	Alcohol-Related
Monday	160	36
Tuesday	139	48
Wednesday	146	61
Thursday	153	70
Friday	158	79
Saturday	120	136
Sunday	143	128
TOTAL DEATHS	**1,019**	**558**

Monday 6.5% / 15.7%
Tuesday 8.6% / 13.6%
Wednesday 10.9% / 14.3%
Thursday 12.5% / 15.0%
Friday 14.2% / 15.5%
Saturday 24.4% / 11.8%
Sunday 22.9% / 14.0%

□ Non-Alcohol-Related   ■ Alcohol-Related

Alcohol-Related Crashes—Day vs. Night

75% of alcohol-related crashes occur at night. The graph below shows the breakdown of alcohol-related crashes by day and night.

Night 74.7%

Day 25.3%
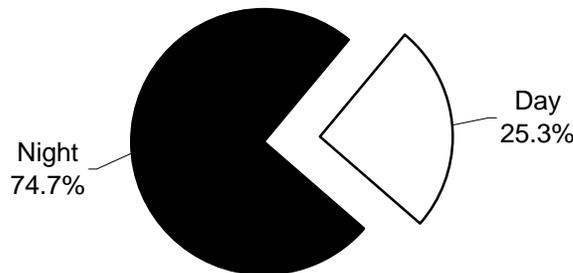
Alcohol-Related Holiday Crashes

In 2003, 12% of all holiday crashes involved alcohol use; however, 46% of deaths which occurred during holiday weekends were related to alcohol use. (See ***Crashes by Holiday***, page 22.)

Total Crashes

Holiday	Percent
Thanksgiving	9.9%
Pre-Thanksgiving	9.4%
Memorial Day	8.1%
Post Memorial Day	7.9%
Pre-Memorial Day	7.8%
Pre-Independence Day	7.4%
Post-Independence Day	7.1%
Labor Day	7.0%
Independence Day	6.8%
Post-Labor Day	6.6%
Pre-Labor Day	6.4%
Post-Thanksgiving	6.1%
New Years **	3.1%
Post New Years **	2.4%
Christmas **	2.4%
Pre-Christmas **	1.8%
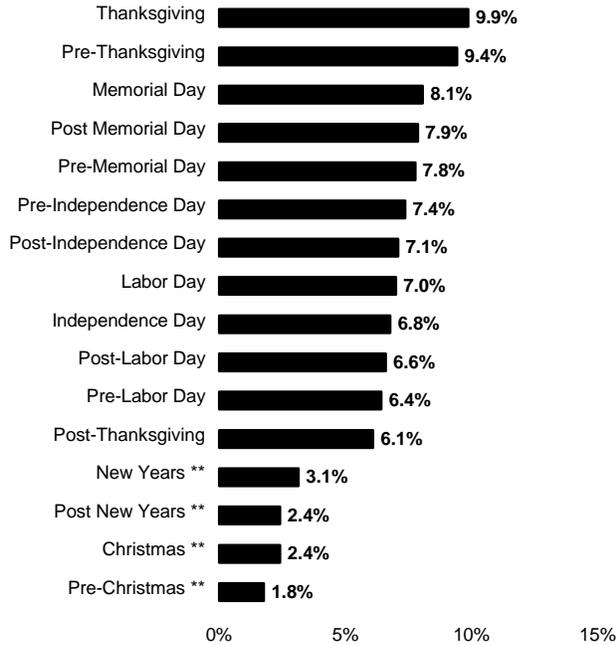
Period*	Crashes	Deaths
New Years **	69	2
Post New Years **	53	1
Pre-Memorial Day	171	6
Memorial Day	177	13
Post Memorial Day	173	6
Pre-Independence Day	162	9
Independence Day	149	9
Post-Independence Day	156	13
Pre-Labor Day	141	1
Labor Day	154	10
Post-Labor Day	145	7
Pre-Thanksgiving	207	14
Thanksgiving	217	9
Post-Thanksgiving	134	6
Pre-Christmas **	39	2
Christmas **	53	0
TOTAL	**2,200**	**108**

Deaths
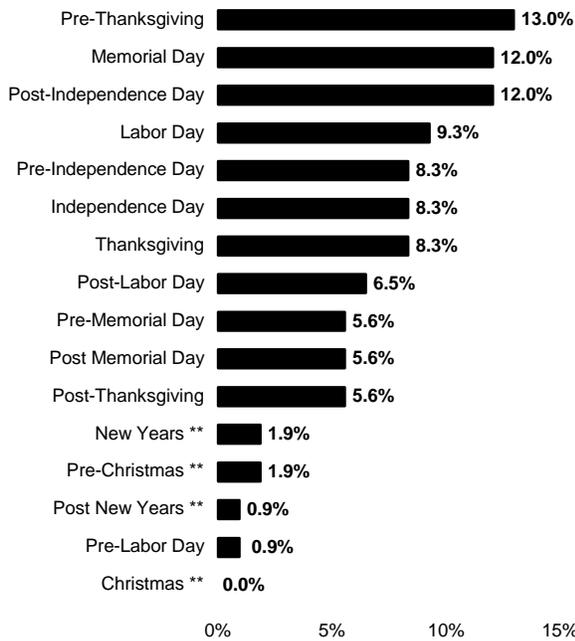
Holiday	Percent
Pre-Thanksgiving	13.0%
Memorial Day	12.0%
Post-Independence Day	12.0%
Labor Day	9.3%
Pre-Independence Day	8.3%
Independence Day	8.3%
Thanksgiving	8.3%
Post-Labor Day	6.5%
Pre-Memorial Day	5.6%
Post Memorial Day	5.6%
Post-Thanksgiving	5.6%
New Years **	1.9%
Pre-Christmas **	1.9%
Post New Years **	0.9%
Pre-Labor Day	0.9%
Christmas **	0.0%

*   See *Holidays* under **Definitions** for explanation of pre- and post-holiday weekends.

** Not part of a holiday weekend in 2003.

Driver Involvement in Alcohol-Related Crashes by Vehicle Type

Motorcycle crashes involved a large number of drinking drivers; almost twice the average for all vehicles. Drinking drivers of light trucks, vans, and sport utility vehicles were also above the average for drivers of all vehicle types.

Total Drivers in Crashes **228,727**	Passenger Car		167,654
	Lt Trk/SUV/Van		47,915
	Heavy Truck		7,359
	Motorcycle		3,127
	Bus		1,183
	Other		1,489
Drinking Drivers in Crashes **13,556 (5.9% of total)**	Passenger Car	9,821	(5.9% of total)
	Lt Trk/SUV/Van	3,306	(6.9% of total)
	Heavy Truck	39	(0.5% of total)
	Motorcycle	299	(9.6% of total)
	Bus	2	(0.2% of total)
	Other	89	(6.0% of total)

Drinking Drivers in Crashes by Age and Sex

In 2003, roughly four out of five drinking drivers in crashes were male (across most age groups), with only slight variations among the age groups. The table below does not include an additional 144 drivers for whom age and/or sex were not known.
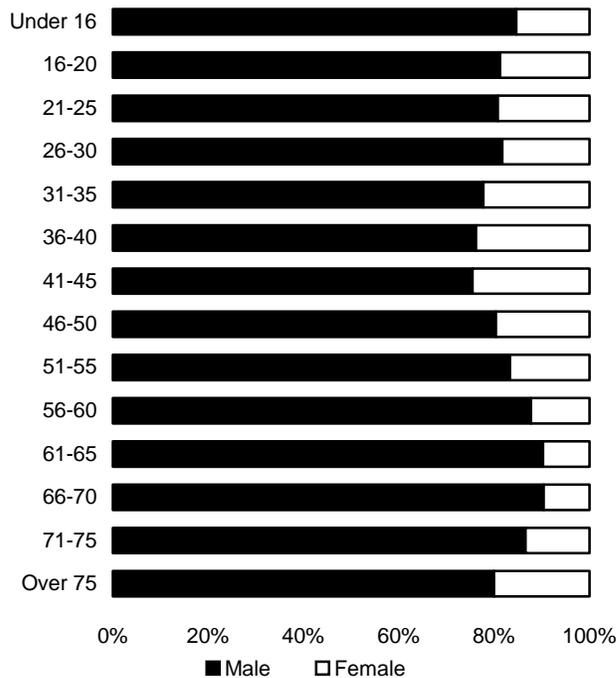
Age Group	Male	Female	Total
Under 16	11	2	13
16-20	1,253	290	1,543
21-25	2,558	609	3,167
26-30	1,352	302	1,654
31-35	1,208	346	1,554
36-40	1,225	383	1,608
41-45	1,110	361	1,471
46-50	847	207	1,054
51-55	505	101	606
56-60	314	44	358
61-65	148	16	164
66-70	75	8	83
71-75	58	9	67
Over 75	56	14	70
Total	**10,720**	**2,692**	**13,412**

Drinking Drivers vs. Non-Drinking Drivers Involved in Crashes by Age Group

In 2003, as the table and graph below show, the four age groups from 21 to 40 had the highest percentage of drinking drivers within their respective age groups. After age 40, the percentage of drinking drivers within the succeeding age groups steadily declined. The under 21 age groups had smaller percentages, but still involved 1,557 underage drinking drivers.
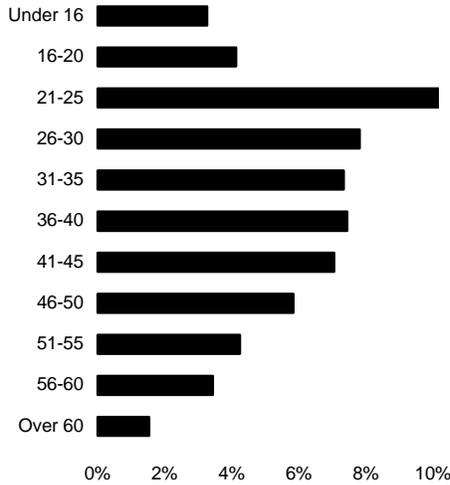
Age Group	Drinking Driver	Non-Drinking Driver
Under 16	13 (3.3%)	386 (96.7%)
16-20	1,544 (4.1%)	35,944 (95.9%)
21-25	3,167 (10.2%)	28,019 (89.8%)
26-30	1,657 (7.8%)	19,591 (92.2%)
31-35	1,555 (7.3%)	19,657 (92.7%)
36-40	1,612 (7.4%)	20,084 (92.6%)
41-45	1,474 (7.0%)	19,467 (93.0%)
46-50	1,055 (5.8%)	17,047 (94.2%)
51-55	607 (4.2%)	13,708 (95.8%)
56-60	358 (3.4%)	10,089 (96.6%)
Over 60	385 (1.5%)	24,562 (98.5%)

Drinking Driver Deaths as a Percentage of Total Driver Deaths, by Age Group

The graph below shows drinking driver deaths as a percentage of total driver deaths within each respective age group for 2003 crashes. The five age groups from 21 to 45 had the highest percentages, with over 43% of the driver deaths in these age groups involving a drinking driver. The 16-20 age group decreased 11.9% from 2001 (36.9%), making this age group the lowest under age 60 other than the under 16 age group.

Age Group	Percentage
Under 16	0.0%
16-20	25.0%
21-25	58.4%
26-30	43.8%
31-35	47.4%
36-40	52.7%
41-45	51.2%
46-50	34.4%
51-55	33.3%
56-60	35.9%
61-65	15.2%
66-70	8.0%
71-75	12.5%
Over 75	4.7%
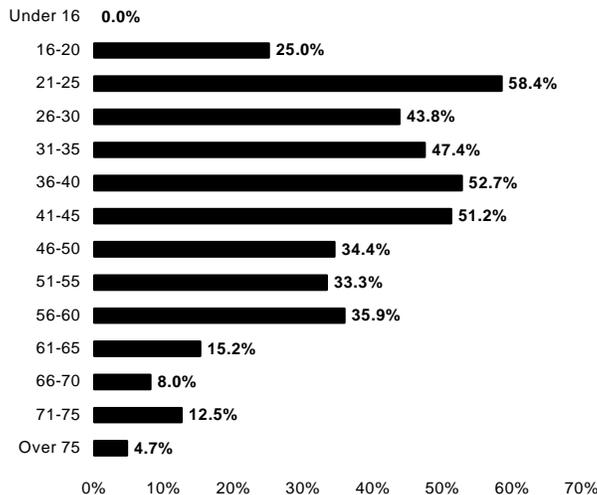
Underage Drinking Drivers in Pennsylvania Crashes—Historical Data

Act 31, commonly known as the "Underage Drinking Law," went into effect on May 24, 1988. From that year, and until 1994, the number of underage drinking drivers involved in Pennsylvania crashes declined each year. Following an increase in 1997, the number of underage drinking drivers has flattened out over the last seven years.
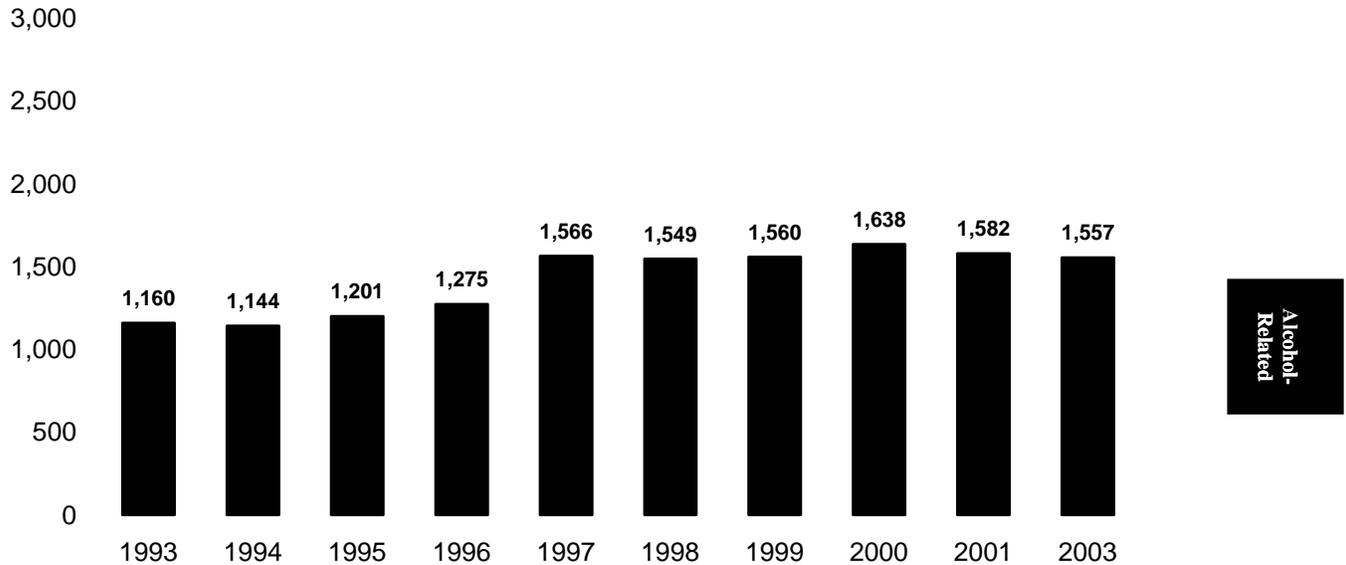
Note: Beginning with 2003 data, alcohol involvement criteria changed to account for both BAC levels and suspected involvement when BAC is unknown. The effect can mostly be seen in the alcohol related fatalities for years 2003 and after.

Seat Belts, Child Safety Seats, and Air Bags

Restraints Overview

Safety Belts

- Pennsylvania's seat belt law requires drivers and front seat passengers to be properly buckled up when riding in a passenger car, Class 1 and Class 2 truck, or motor home. Children age 8 and older, but under age 18, are required to be secured in a seat belt system anywhere in the vehicle due to law that became effective on February 21, 2003.

- A driver who is under 18 years of age may not operate a motor vehicle in which the number of passengers exceeds the number of available seat belts in the vehicle.

- The combination of lap/shoulder seat belts, when used, reduces the risk of fatal injury to front seat passenger car occupants by 45% and the risk of moderate-to-critical injury by 50%. For light truck occupants, seat belts reduce the risk of fatal injury by 60% and moderate-to-critical injury by 65%.

- All passengers should wear a seat belt whenever riding in a motor vehicle—even for short distances. Three out of four crashes occur within 25 miles of home.

- If everyone would wear seat belts when riding in a motor vehicle, hundreds of lives in Pennsylvania alone would be saved (see page 36). Research shows that children are likely to be buckled 92% of the time when adults are buckled and only 72% of the time when adults are *not* buckled. Everyone should buckle up, every time!

Child Safety Seats

- Pennsylvania law requires children under the age of four to be properly restrained in a child passenger restraint system whenever riding anywhere in the vehicle. Children age four and older, but under age eight, are required to be in an appropriately fitting child booster seat whenever riding anywhere in the vehicle due to law that became effective on February 21, 2003.

- Research shows that child safety seats, when properly installed, reduce the risk of death by 71% for infants and 54% for toddlers.

- When placing a child safety seat in a vehicle, follow the manufacturer's instructions for the vehicle and the child safety seat instructions exactly. There are different types of child safety seats—infant, convertible, and booster. Children under 1 year of age **and** 20 pounds should ride in a rear-facing position. Toddlers should ride forward-facing and upright from age 1 to about 40 pounds. Small children should use a belt positioning booster seat from 40 pounds to about 80 pounds and 4 feet 9 inches tall. The belt positioning booster seat must be used with a lap/shoulder belt.

- Children should ride in the rear seat whenever possible, and should always be properly buckled.

Air Bag Safety

- Air bags are supplemental protection devices. Everyone should still buckle up with both lap and shoulder belts on every trip.

- *Child Safety*
  - Children age 12 and under should ride buckled up in the back seat.
  - Infants in rear-facing child safety seats should **NEVER** ride in the front seat of a vehicle equipped with a passenger-side air bag.
  - If an older child must ride in a front seat equipped with a passenger-side air bag, put the child in a front-facing seat or belt-positioning booster seat for the proper weight of the child, or use a correctly fitting lap/shoulder belt, **and** move the vehicle seat as far back as possible.

- *Adult Safety*
  - Everyone should buckle up with both lap and shoulder belts on every trip.
  - The lap belt should be worn under the abdomen and low across the hips. The shoulder portion should come over the collarbone away from the neck and cross over the breastbone.
  - Driver and front passenger seats should be moved as far back as practical, particularly for shorter people.

Seat Belt Use in Crashes—Total People Involved

Seat belts have proven to be effective in reducing the severity of injuries sustained in a crash. In 2003, as shown in the two pie graphs below, 71.0% of all people involved in crashes were wearing seat belts. Nearly twice as many people not wearing seat belts died in crashes as those who did. The table at the bottom shows the total number of people involved in crashes in 2003 by severity of injury and belt use.

Total People Involved in Crashes

Belts in Use
71.0%

Belts Not in Use
10.2%

Belt Use Unknown
18.8%
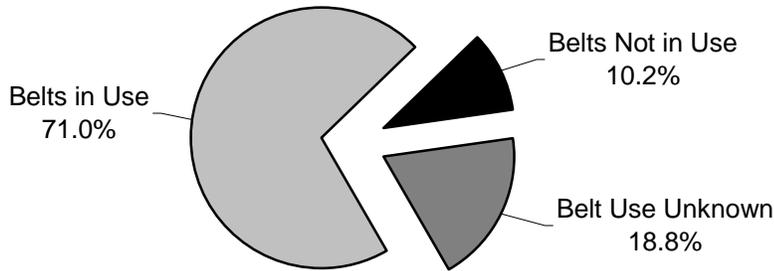
Total Deaths

Belts in Use
32.9%

Belt Use Unknown
14.9%

Belts Not in Use
52.3%

Seat Belts, Etc.
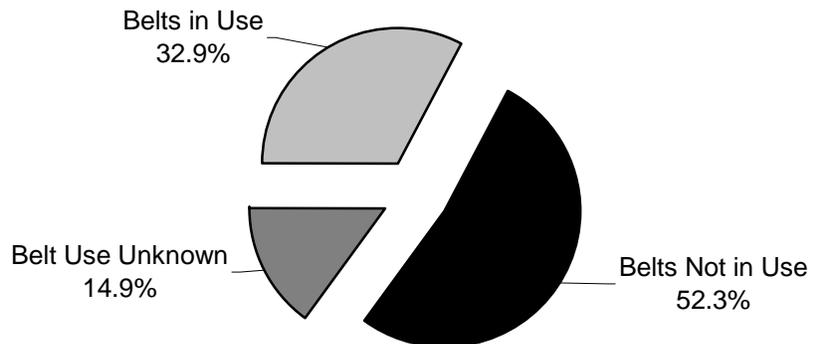
	Belts in Use	Belts Not in Use	Belt Use Unknown
Killed	393	625	178
Major Injury	1,512	1,390	724
Moderate Injury	11,331	4,570	3,326
Minor Injury	47,194	9,307	11,087
No Injury	163,949	15,979	43,285
Unknown Injury	2,564	593	1,653
TOTAL	**226,943**	**32,464**	**60,253**

Note: Vehicles involved include passenger cars, light trucks, SUVs, vans, and heavy trucks.   "Belts Not Available" is included in "Belts Not In Use".

Seat Belt Use in Crashes—Impact on Deaths and Injuries

The table and graph below give estimates of the impact that 100% seat belt use would have on traffic deaths and injuries. The numbers in parentheses, in the last row of the table below, are the estimated decreases in 2003 deaths and injuries if 100% seat belt use was achieved. (Note: The data below is for passenger cars only.) The estimated economic savings of 100% belt use in 2003 would have been **$2,412,307,521** or approximately **$195** for every man, woman, and child in Pennsylvania. More importantly, 432 people would have survived if they had worn their belts.

	Deaths	Injuries			
		Major	*Moderate*	*Minor*	*None*
Belts Used	336	1,154	8,866	37,899	106,656
Belts Not Used	486	991	3,410	7,416	10,369
TOTAL	**822**	**2,145**	**12,276**	**45,315**	**117,025**
If 100% Belt Use	**390**	**1,342**	**10,239**	**43,372**	**122,238**
Net Increase/(Decrease)	**(432)**	**(803)**	**(2,037)**	**(1,943)**	**5,213**
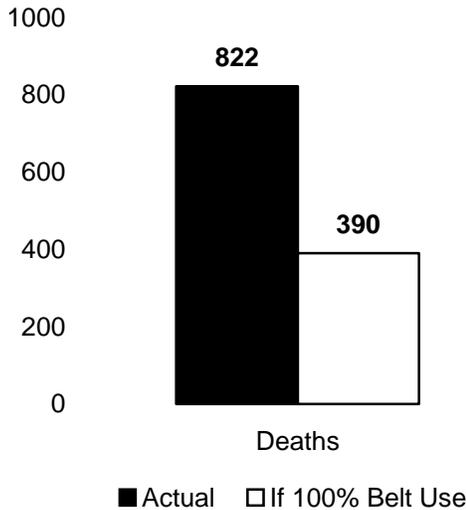
Note: PENNDOT's cost estimating procedures were revised in 2003 dollars. "No Belts" is included in "Belts Not Used".

Seat Belt Use in Crashes—Historical Data

On November 1, 1983, Pennsylvania passed a primary law requiring drivers to secure children under age four in an approved child passenger restraint system when riding in a passenger car, Class I truck, Class II truck, classic motor vehicle, antique motor vehicle, or motor home registered in Pennsylvania. Children ages one to four could be in the back seat in a child safety belt in lieu of a child passenger restraint system. Fines took effect January 1, 1985.

On November 23, 1987, Pennsylvania passed a safety belt law. The law requires the driver and front seat passengers of a passenger car, Class I and Class II trucks, or motor home to wear a properly-adjusted and fastened safety belt. The driver is responsible for securing children ages four to eighteen in a safety belt when riding in the front seat. This is a secondary violation. Fines took effect March 23, 1988.

Effective August 21, 1993, the child passenger restraint law was upgraded to require all drivers (not just those with vehicles registered in Pennsylvania) to secure a child up to age four in a child passenger restraint system when sitting anywhere in the vehicle.

Effective February 21, 2003, the child passenger restraint law was upgraded to require children ages 4 through 7 to be in an appropriately fitting child booster seat and those children ages 8 through 17 to be secured in a seat belt system whenever riding anywhere in a vehicle.

The graph below shows the percentage of seat belt users in Pennsylvania since 1983. A sharp upward trend was experienced in the year following the passage of the seat belt law. The trend slowly increased over the next several years, although the increase has flattened out over the past ten years.
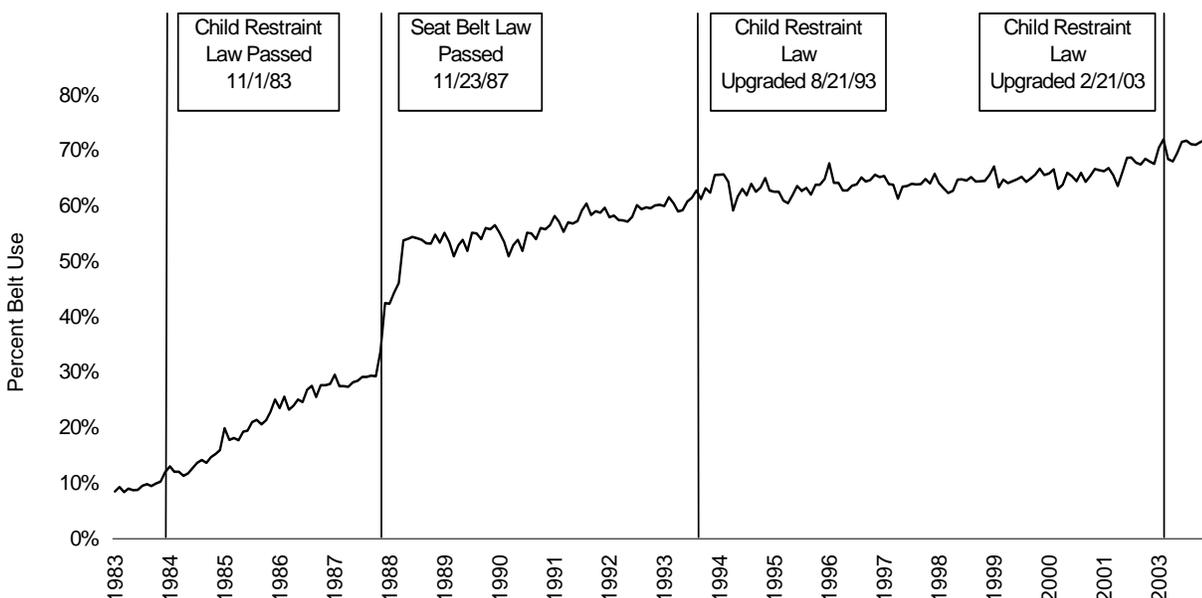
Note: Data shown for passenger cars only.

Seat Belt Observational Surveys—Historical Data

Observed seat belt use (the percent of front seat vehicle occupants wearing seat belts) is based upon a statewide statistical sampling of front seat occupants in passenger cars and light trucks. The observed seat belt use is at its highest levels ever.

Period	Percent Belt Use
Fall '89	49.0%
Spring '90	52.8%
Fall '90	53.1%
Spring '91	55.7%
Summer '91	59.7%
Fall '91	60.4%
Spring '92	62.3%
Fall '92	63.0%
Spring '93	63.7%
Fall '93	67.5%
Fall '94	71.0%
Fall '95	71.0%
Fall '96	65.0%
Fall '97	64.7%
Fall '98	67.8%
Fall '99	69.7%
Fall '00	70.7%
Fall '01	70.5%
Fall '02	75.7%
Fall '03	79.0%

Percent Belt Use
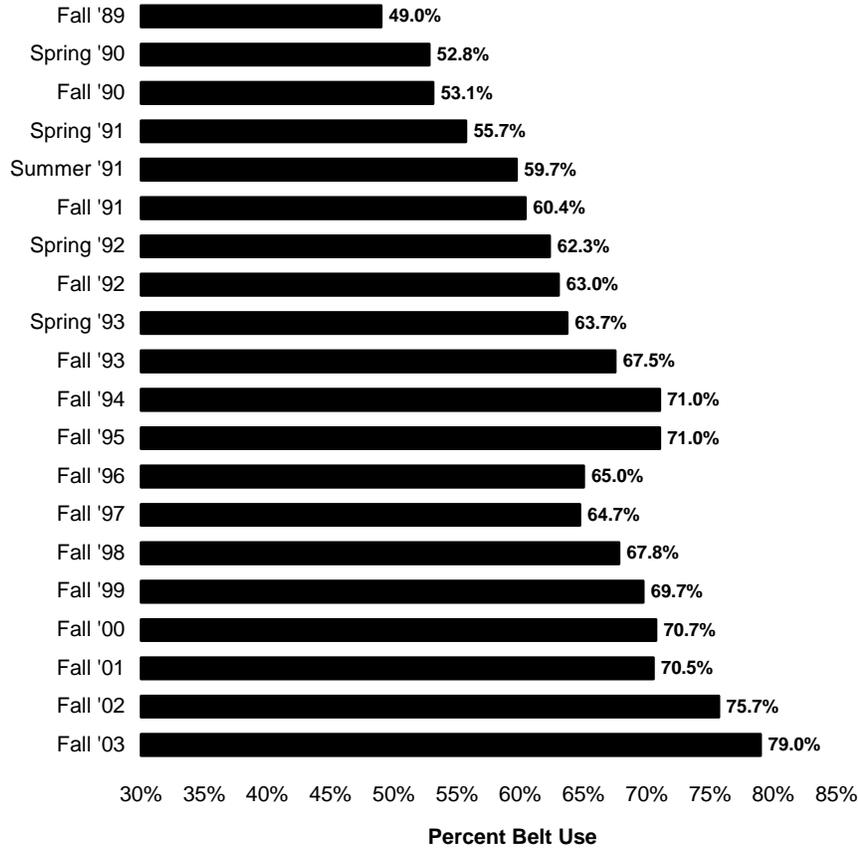
Child Passenger Restraints in Crashes—Five Year Data

Since August 21, 1993, all drivers traveling in Pennsylvania have been required to secure children up to age four in a child passenger restraint system while sitting anywhere in the vehicle. As shown in the table below (for 1998-2001, 2003 crashes involving children under age four), the percentages of deaths and injuries (within restraint type by row) were lower when restraints were used. From 1998-2001,2003 84% of the children under age four who were involved in crashes and restrained in a child seat sustained no injury.

| Child Restraint | Deaths | Injuries | | | | | Total |
		Major	*Moderate*	*Minor*	*Unknown*	*No Injury*	**Persons**
Child Seat In Use	26 (0.1%)	78 (0.3%)	326 (1.1%)	2,787 (9.5%)	1,443 (4.9%)	24,827 (84.2%)	**29,487**
Other Restraint In Use	3 (0.1%)	24 (0.6%)	98 (2.5%)	564 (14.2%)	185 (4.7%)	3,096 (78.0%)	**3,970**
No Restraint In Use	18 (0.4%)	43 (0.9%)	157 (3.4%)	776 (17.0%)	542 (11.9%)	3,030 (66.4%)	**4,566**

Note: "Child Seat Not In Use" and "Other Restraint Not In Use" have been combined into "No Restraint in Use".

Air Bag Deployment in Crashes—Injuries and Deaths

Air bags are becoming more and more prevalent, but many vehicles in crashes still do not have airbags. Additionally, not all seats in a vehicle have an available air bag. The table and graph below show the safety benefits of wearing a seat belt, both with and without air bag deployment. (Table percentages are listed within restraint type by row.)

Passive Restaint Status	Seat Belt Status	Deaths	Injuries					Total Persons
			Major	*Moderate*	*Minor*	*Unknown*	*No Injury*	
None	n/a	587 (0.4%)	1,979 (1.2%)	9,899 (5.9%)	33,934 (20.1%)	6,753 (4.0%)	115,997 (68.6%)	**169,149**
Air Bag Deployed	Used	153 (0.4%)	622 (1.7%)	3,819 (10.6%)	11,953 (33.1%)	1,334 (3.7%)	18,263 (50.5%)	**36,144**
Air Bag Deployed	Not Used	216 (4.4%)	348 (7.1%)	1,052 (21.3%)	1,732 (35.1%)	248 (5.0%)	1,334 (27.1%)	**4,930**
Air Bag Deployed	Unknown	43 (0.7%)	191 (3.3%)	821 (14.1%)	1,845 (31.7%)	557 (9.6%)	2,368 (40.7%)	**5,825**
Air Bag Not Deployed	Used	50 (0.1%)	183 (0.3%)	2,294 (3.3%)	13,024 (18.5%)	1,893 (2.7%)	53,028 (75.3%)	**70,472**
Air Bag Not Deployed	Not Used	78 (1.7%)	122 (2.7%)	515 (11.5%)	1,360 (30.3%)	192 (4.3%)	2,227 (49.6%)	**4,494**
Air Bag Not Deployed	Unknown	13 (0.2%)	52 (0.9%)	276 (4.6%)	1,095 (18.2%)	374 (6.2%)	4,219 (70.0%)	**6,029**
Unknown If Deployed	n/a	8 (1.5%)	15 (2.8%)	57 (10.7%)	143 (26.8%)	23 (4.3%)	287 (53.9%)	**533**

In crashes that are severe enough to deploy an airbag (for vehicles and seats so equipped), the data below shows that you are nearly 10 times more likely to die if you are not wearing a seat belt (6.9 deaths vs. 0.7 deaths per 100 crashes).

Deaths per 100 Crashes

Category	Value
Air Bag Deployed/Seat Belt Not Used	6.9
Air Bag Not Deployed/Seat Belt Not Used	3.2
Air Bag Deployed/Seat Belt Unknown	1.1
Air Bag Deployed/Seat Belt Used	0.7
Air Bag Not Deployed/Seat Belt Unknown	0.4
Air Bag Not Deployed/Seat Belt Used	0.2
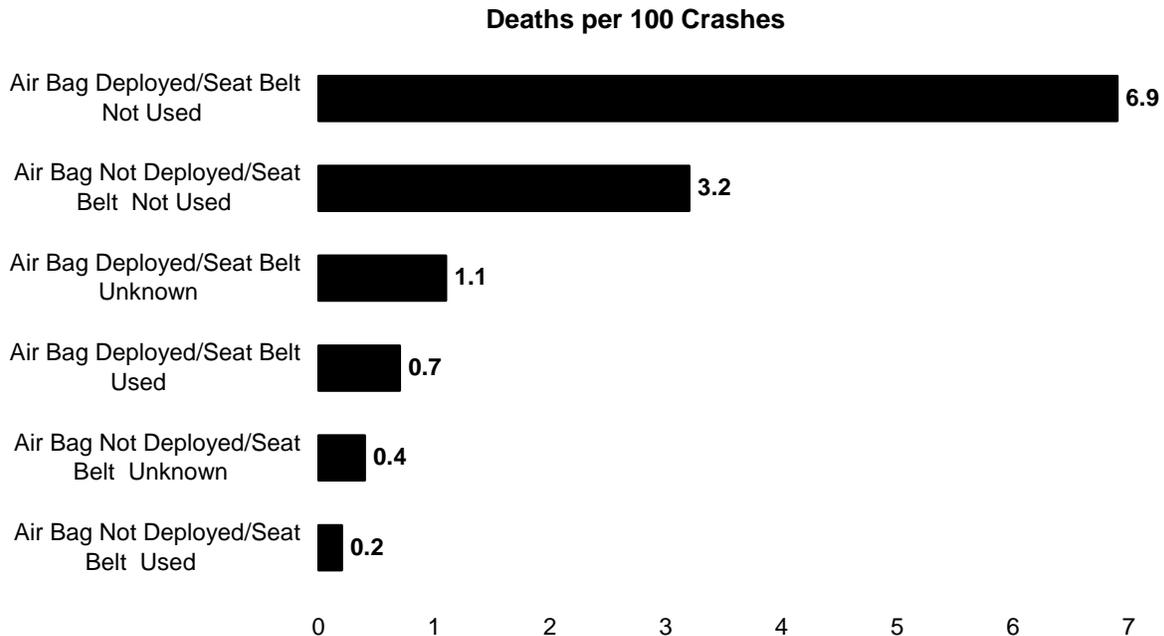
Seat Belts, Etc.

Air Bag Deployment by Initial Vehicle Impact Point

Most air bags are designed to deploy in frontal impacts, but side impact air bags are becoming more common. The table below shows the initial vehicle impact points for all 2003 crashes. It is probable that a vehicle which is initially impacted in the rear may be pushed into the vehicle in front (secondary impact), thus deploying the air bag (such as the 971 occasions in which air bags deployed in center rear impacts).
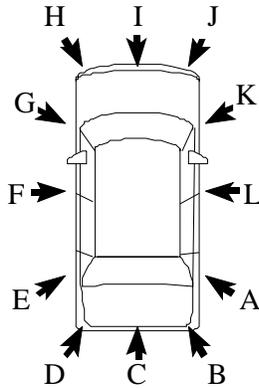
Impact Point	Vehicles	Air Bag Not Present	Air Bag Present Deployed	Air Bag Present, Not Deployed	Unknown/ Other
Right Side Rear (A)	3,575	1,433	313 (20.5%)	1,217 (79.5%)	612
Right Rear (B)	5,396	2,128	305 (12.8%)	2,079 (87.2%)	884
Center Rear (C)	30,537	11,374	971 (6.9%)	13,137 (93.1%)	5,055
Left Rear (D)	5,096	2,114	259 (12.2%)	1,870 (87.8%)	853
Left Side Rear (E)	3,532	1,485	254 (17.4%)	1,209 (82.6%)	584
Left Side Center (F)	7,591	3,166	727 (22.7%)	2,479 (77.3%)	1,219
Left Side Forward (G)	7,685	2,970	1,046 (30.1%)	2,428 (69.9%)	1,241
Left Front (H)	32,045	11,570	6,698 (42.7%)	9,007 (57.4%)	4,770
Center Front (I)	69,624	23,506	19,067 (54.3%)	16,079 (45.8%)	10,972
Right Front (J)	31,307	11,559	6,771 (45.6%)	8,095 (54.5%)	4,882
Right Side Forward (K)	8,541	3,214	1,333 (34.3%)	2,556 (65.7%)	1,438
Right Side Center (L)	7,583	3,048	906 (28.0%)	2,335 (72.1%)	1,294
Other	6,979	2,585	821 (30.0%)	1,912 (70.0%)	1,661
None	3,855	2,128	212 (16.6%)	1,065 (83.4%)	450
TOTAL	**223,346**	**82,280**	**39,683 (37.7%)**	**65,468 (62.3%)**	**35,915**

(Impact point diagram showing positions labeled H, I, J across top; G, K on upper sides; F, L on middle sides; E, A on lower sides; D, C, B across bottom of a vehicle outline.)

Air Bag Deployment by Age Group

While air bags are an important safety feature, they must be used with a seat belt for maximum effectiveness. Air bag deployment without seat belts can be dangerous. As the table below shows (from a percentage perspective), people using seat belts were less likely to suffer moderate and major injuries, and even death, during crashes involving air bag deployment. (Percentages listed in the table are by age group.)

Seat Belts Used

Age Group	Deaths	Injuries Major	Moderate	Minor	Unknown	No Injury	Total Persons
0-4	0 (0.0%)	0 (0.0%)	3 (12.0%)	9 (36.0%)	3 (12.0%)	10 (40.0%)	25
5-8	0 (0.0%)	0 (0.0%)	10 (9.4%)	36 (34.0%)	1 (0.9%)	59 (55.7%)	106
9-12	0 (0.0%)	3 (1.1%)	25 (8.9%)	121 (42.9%)	11 (3.9%)	122 (43.3%)	282
13-64	93 (0.3%)	522 (1.6%)	3,261 (10.1%)	10,533 (32.7%)	1,140 (3.5%)	16,682 (51.8%)	32,231
65-74	20 (1.2%)	48 (2.8%)	234 (13.4%)	626 (35.9%)	97 (5.6%)	719 (41.2%)	1,744
75+	40 (2.3%)	49 (2.8%)	286 (16.3%)	628 (35.8%)	82 (4.7%)	671 (38.2%)	1,756
Total	**153 (0.4%)**	**622 (1.7%)**	**3,819 (10.6%)**	**11,953 (33.1%)**	**1,334 (3.7%)**	**18,263 (50.5%)**	**36,144**

Seat Belts Not Used

Age Group	Deaths	Injuries Major	Moderate	Minor	Unknown	No Injury	Total Persons
0-4	0 (0.0%)	0 (0.0%)	1 (33.3%)	1 (33.3%)	0 (0.0%)	1 (33.3%)	3
5-8	0 (0.0%)	0 (0.0%)	1 (33.3%)	2 (66.7%)	0 (0.0%)	0 (0.0%)	3
9-12	0 (0.0%)	0 (0.0%)	3 (13.6%)	9 (40.9%)	4 (18.2%)	6 (27.3%)	22
13-64	181 (3.9%)	326 (7.1%)	983 (21.4%)	1,616 (35.1%)	229 (5.0%)	1,267 (27.5%)	4,602
65-74	13 (9.8%)	5 (3.8%)	30 (22.6%)	51 (38.4%)	6 (4.5%)	28 (21.1%)	133
75+	22 (13.2%)	17 (10.2%)	34 (20.4%)	53 (31.7%)	9 (5.4%)	32 (19.2%)	167
Total	**216 (4.4%)**	**348 (7.1%)**	**1,052 (21.3%)**	**1,732 (35.1%)**	**248 (5.0%)**	**1,334 (27.1%)**	**4,930**

Seat Belts, Etc.

Pedestrian and Bicycle Crashes

Pedestrian and Bicycles Overview

► Pedestrian-related crashes represent 3.6% of the total reported traffic crashes; however, they account for 11.1% of all traffic crash deaths. (See also *Pennsylvania County Crashes*, pages 62, 63, and 68.)

► Bicycle crashes represent 1.1% of the total reported crashes and 1.3% of all traffic deaths. Although these percentages are small, they still represent 20 bicyclist deaths and 1,512 injuries in 2003.

Pedestrian Crashes—Five-Year Trends

Reported crashes involving pedestrians has decreased in each of the five years shown below. Pedestrian deaths, however, have fluctuated over the same period averaging 179 deaths a year.

Total Crashes

Year	
1998	5,842
1999	5,833
2000	5,501
2001	5,202
2003	5,054

Deaths

Year	
1998	166
1999	187
2000	172
2001	195
2003	175
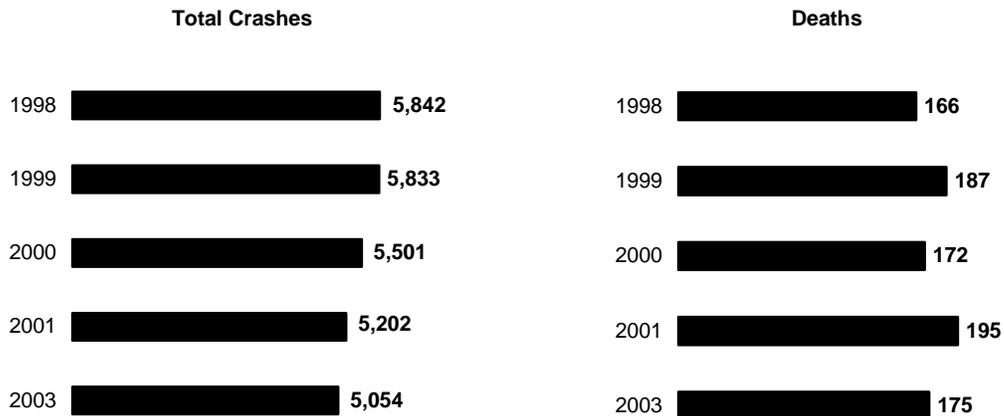
Year	Total Crashes	Deaths
1998	5,842	166
1999	5,833	187
2000	5,501	172
2001	5,202	195
2003	5,054	175

Peds & Bikes

Pedestrian-Related Crashes

Referring to the table and pie charts below, most pedestrian crashes and deaths occur while pedestrians are "entering crossing/specified location." This means that a pedestrian was most likely crossing the street at an intersection, mid-block crossing, or driveway entrance.

Top Crash-Related Pedestrian Actions

Walking/Running/Jogging/Playing 31.0%

Standing 4.9%

Entering Crossing/Specified Location 38.9%

All Others 25.3%
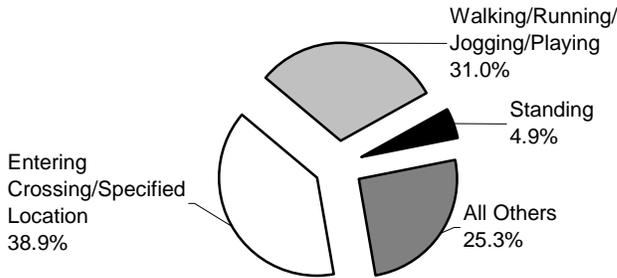
Top Fatal Pedestrian Actions

Walking/Running/Jogging/Playing 21.7%

Standing 8.0%

Entering Crossing/Specified Location 48.6%

All Others 21.7%

Peds & Bikes
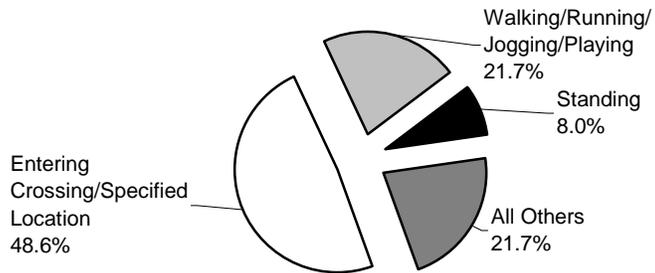
Pedestrian Action	Deaths	Pedestrians Involved
Entering Crossing/Specified Location	85	2,057
Walking/Running/Jogging/Playing	38	1,638
Working	1	105
Pushing a Vehicle	0	5
Working on Vehicle	3	56
Standing	14	257
Approaching/Leaving a Vehicle	8	210
Other/Unknown	26	964
Total	**175**	**5,292**

Pedestrian Deaths by Age and Sex

Pedestrians aged 75 and over represent a large portion of pedestrian deaths as seen in the chart below. Overall, male pedestrian deaths were 60% of all pedestrian deaths. *Note:* Pedestrians of unknown sex are not included in the numbers below.
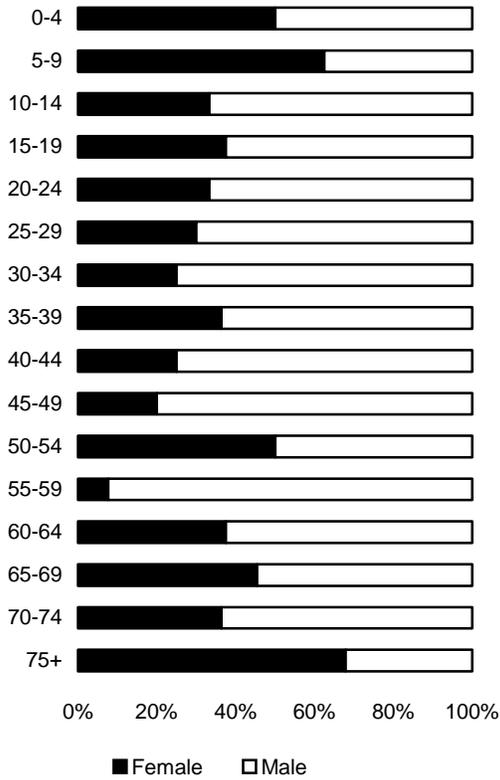
Age Group	Female	Male	Total
0-4	1	1	2
5-9	5	3	8
10-14	2	4	6
15-19	3	5	8
20-24	4	8	12
25-29	3	7	10
30-34	2	6	8
35-39	4	7	11
40-44	3	9	12
45-49	2	8	10
50-54	4	4	8
55-59	1	12	13
60-64	3	5	8
65-69	5	6	11
70-74	4	7	11
75 and over	19	9	28
Unknown	5	4	9
TOTAL	**70**	**105**	**175**

■Female □Male

Pedestrian Injury Severity by Municipality Type

The majority of pedestrians are injured in cities; however, there is a much higher percentage of pedestrian deaths in Townships, perhaps due to higher vehicle speeds on rural roads.

Municipality Type	Deaths	Injuries	Non-Injury	Total
City	56 (32.0%)	3,448 (71.2%)	123 (44.7%)	**3,627 (68.5%)**
Borough/Town	32 (18.3%)	597 (12.3%)	76 (27.6%)	**705 (13.3%)**
Township	87 (49.7%)	790 (16.3%)	73 (26.6%)	**950 (18.0%)**
Other	0 (0.0%)	7 (0.1%)	3 (1.1%)	**10 (0.2%)**
TOTAL	**175 (100.0%)**	**4,842 (100.0%)**	**275 (100.0%)**	**5,292 (100.0%)**

Note: "Other" includes colleges/universities, parks, etc.

Peds & Bikes

Pedestrian Deaths and Injuries by Age

Elderly pedestrians, although involved in fewer pedestrian crashes, are more likely to be killed if struck by a moving vehicle. Younger pedestrians (age 19 and under) account for 42% of the pedestrian injuries.

Note: The totals in the table do not include an additional 275 pedestrians who were not killed or injured or where their injury severity was unknown.

Pedestrian Age	Deaths	Injuries
0-4	2 (1.1%)	205 (4.2%)
5-9	8 (4.6%)	620 (12.8%)
10-14	6 (3.4%)	694 (14.3%)
15-19	8 (4.6%)	501 (10.4%)
20-24	12 (6.9%)	355 (7.3%)
25-29	10 (5.7%)	261 (5.4%)
30-34	8 (4.6%)	262 (5.4%)
35-39	11 (6.3%)	276 (5.7%)
40-44	12 (6.9%)	287 (5.9%)
45-49	10 (5.7%)	283 (5.8%)
50-54	8 (4.6%)	237 (4.9%)
55-59	13 (7.4%)	160 (3.3%)
60-64	8 (4.6%)	110 (2.3%)
65-69	11 (6.3%)	80 (1.7%)
70-74	11 (6.3%)	86 (1.8%)
75 and over	28 (16.0%)	213 (4.4%)
Unknown	9 (5.1%)	212 (4.4%)
TOTAL	**175 (100.0%)**	**4,842 (100.0%)**

Peds & Bikes
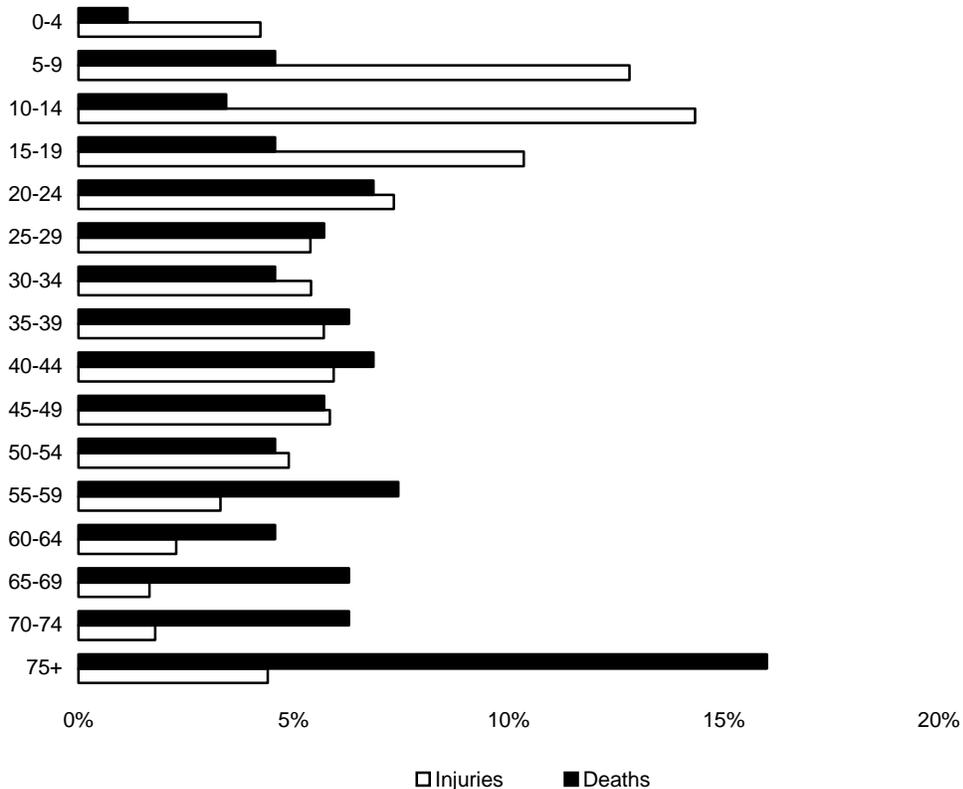
□ Injuries   ■ Deaths

Pedestrian Deaths and Injuries by Light Level

The majority of pedestrians are injured in the daytime (66.5%), but more pedestrian deaths occur during non-daylight hours (61.7%). As shown in the bar chart, pedestrians are more likely to be killed if struck in a non-daylight crash as compared to a day crash.
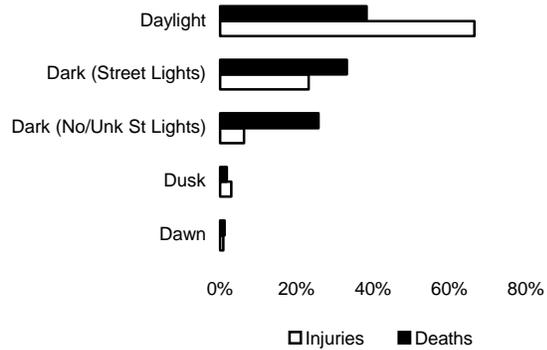
Light Level	Deaths	Injuries
Dawn	2 (1.1%)	42 (0.9%)
Daylight	67 (38.3%)	3,219 (66.5%)
Dark (Street Lights)	58 (33.1%)	1,119 (23.1%)
Dark (No/Unk St Lights)	45 (25.7%)	302 (6.2%)
Dusk	3 (1.7%)	143 (3.0%)
Other/Unknown	0 (0.0%)	17 (0.4%)
TOTAL	**175 (100.0%)**	**4,842 (100.0%)**

Note: The totals in the table do not include an additional 275 pedestrians who were not killed or injured or where their injury severity was unknown.

Pedestrian Deaths and Injuries by Intersection Type

Nearly 70% of pedestrian deaths and over half of pedestrian injuries occurred in areas other than intersections. "Non-intersections" as used below includes mid-block crossings, driveway crossings, etc.

Peds & Bikes
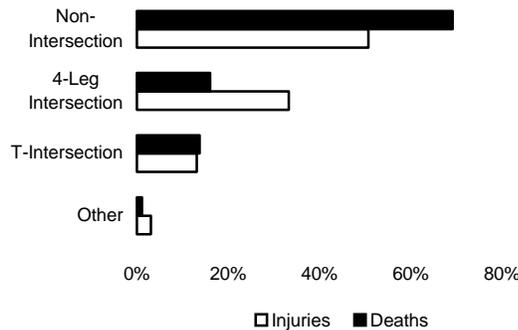
Intersection	Deaths	Injuries
Non-Intersection	121 (69.1%)	2,452 (50.6%)
4-Leg Intersection	28 (16.0%)	1,608 (33.2%)
T-Intersection	24 (13.7%)	634 (13.1%)
Other	2 (1.1%)	148 (3.1%)
TOTAL	**175 (100.0%)**	**4,842 (100.0%)**

Note: The totals in the table do not include an additional 275 pedestrians who were not killed or injured or where their injury severity was unknown.

Pedestrian Deaths and Injuries by Road Type

As the graph shows, the majority of pedestrians are injured on local roads, whereas the majority of pedestrian deaths occur on state highways.
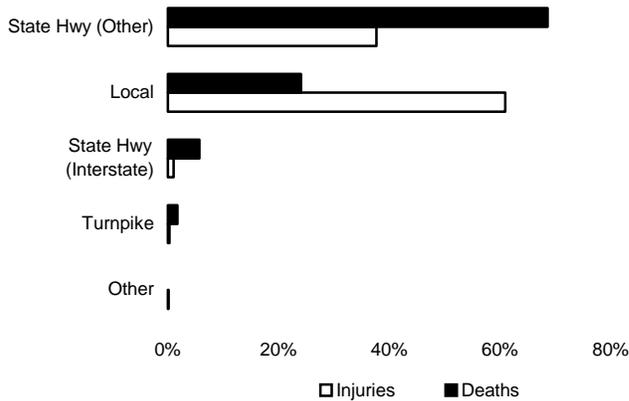
Note: The totals in the table do not include an additional 275 pedestrians who were not killed or injured or where their injury severity was unknown.

Road Type	Deaths	Injuries
State Hwy (Other)	120 (68.6%)	1,823 (37.7%)
Local	42 (24.0%)	2,949 (60.9%)
State Hwy (Interstate)	10 (5.7%)	49 (1.0%)
Turnpike	3 (1.7%)	14 (0.3%)
Other	0 (0.0%)	7 (0.1%)
TOTAL	**175 (100.0%)**	**4,842 (100.0%)**

Pedestrian Deaths and Injuries

As the graph shows, most pedestrian deaths and injuries occurred in areas without traffic control devices (TCDs). However, notice the number of pedestrians injured at traffic signal intersections.
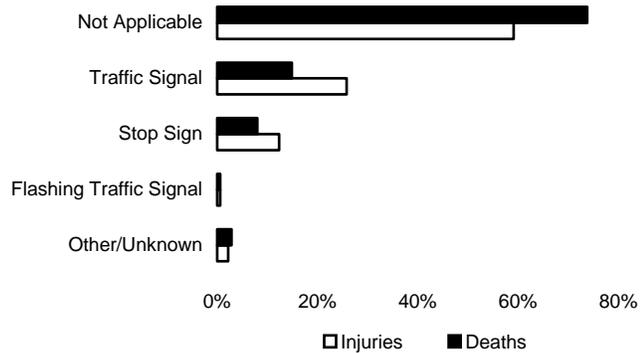
Note: The totals in the table do not include an additional 275 pedestrians who were not killed or injured or where their injury severity was unknown.

Traffic Control Device	Deaths	Injuries
Not Applicable	129 (73.7%)	2,861 (59.1%)
Traffic Signal	26 (14.9%)	1,248 (25.8%)
Stop Sign	14 (8.0%)	598 (12.4%)
Flashing Traffic Signal	1 (0.6%)	28 (0.6%)
Other/Unknown	5 (2.9%)	107 (2.2%)
TOTAL	**175 (100.0%)**	**4,842 (100.0%)**

Peds & Bikes

Bicycle Crashes—Five-Year Trends

The total number of bicycle crashes in 2003 decreased 10% from 2001, however bicycle deaths increased 54% from 2001.

Year	Total Crashes	Deaths
1998	2,757	23
1999	2,392	18
2000	2,332	15
2001	1,782	13
2003	1,604	20

Total Crashes

1998	2,757
1999	2,392
2000	2,332
2001	1,782
2003	1,604

Deaths

1998	23
1999	18
2000	15
2001	13
2003	20

Bicycle Deaths and Injuries by Age

Children ages 5 to 14 are the most vulnerable to death and injury while riding a bicycle. Over one-third of the deaths and nearly half the injuries involving bicycles were suffered by this age group. Another vulnerable, but larger group, are persons ages 15 to 34, who suffered 25% of the total deaths and over 30% of the total injuries.

Peds & Bikes

Victim's Age	Deaths	Injuries
0-4	0 (0.0%)	11 (0.7%)
5-9	1 (5.0%)	212 (14.0%)
10-14	6 (30.0%)	448 (29.6%)
15-19	3 (15.0%)	228 (15.1%)
20-34	2 (10.0%)	267 (17.7%)
35-44	5 (25.0%)	135 (8.9%)
45-54	1 (5.0%)	110 (7.3%)
55-64	2 (10.0%)	30 (2.0%)
65-74	0 (0.0%)	11 (0.7%)
75+	0 (0.0%)	5 (0.3%)
Unknown	0 (0.0%)	55 (3.6%)
TOTAL	**20 (100.0%)**	**1,512 (100.0%)**

The totals in the table do not include an additional 124 bicyclists who were not killed or injured or where their injury severity was unknown.

Bicycle Deaths and Injuries by Light Level

The majority of bicyclists are killed or injured during the day. The after dark deaths increased from 4 in 2001 to 8 in 2003.

Light Level	Deaths	Injuries
Dawn	0 (0.0%)	7 (0.5%)
Daylight	10 (50.0%)	1,159 (76.7%)
Dark (Street Lights)	6 (30.0%)	243 (16.1%)
Dark (No/Unk St Lights)	2 (10.0%)	52 (3.4%)
Dusk	1 (5.0%)	44 (2.9%)
Other/Unknown	1 (5.0%)	7 (0.5%)
TOTAL	**20 (100.0%)**	**1,512 (100.0%)**

Note: The totals in the table do not include an additional 124 bicyclists who were not killed or injured or where their injury severity was unknown.

Bicycle Deaths and Injuries by Intersection

The majority of bicyclists are injured at intersections, but deaths in 2003 were split evenly between intersections and non-intersections.
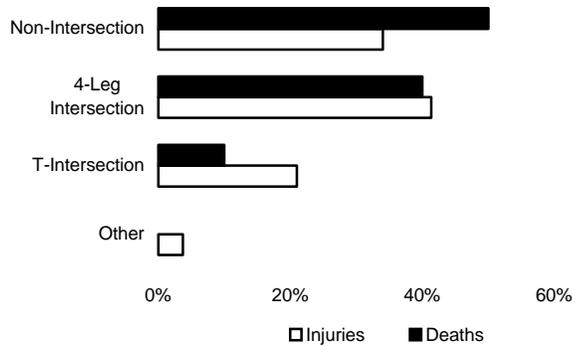
| Intersection	Deaths	Injuries
Non-Intersection	10 (50.0%)	514 (34.0%)
4-Leg Intersection	8 (40.0%)	625 (41.3%)
T-Intersection	2 (10.0%)	317 (21.0%)
Other	0 (0.0%)	56 (3.7%)
TOTAL	**20 (100.0%)**	**1,512 (100.0%)**

Note: The totals in the table do not include an additional 124 bicyclists who were not killed or injured or where their injury severity was unknown.

Bicycle Deaths and Injuries by Traffic Control Device

Deaths were more likely to occur where there were not traffic control devices (TCD), while injuries occurred more often at TCDs.

Traffic Control Device	Deaths	Injuries
Not Applicable	11 (55.0%)	706 (46.7%)
Stop Sign	6 (30.0%)	458 (30.3%)
Traffic Signal	3 (15.0%)	322 (21.3%)
Flashing Traffic Signal	0 (0.0%)	1 (0.1%)
Other/Unknown	0 (0.0%)	25 (1.7%)
TOTAL	20 (100.0%)	1,512 (100.0%)
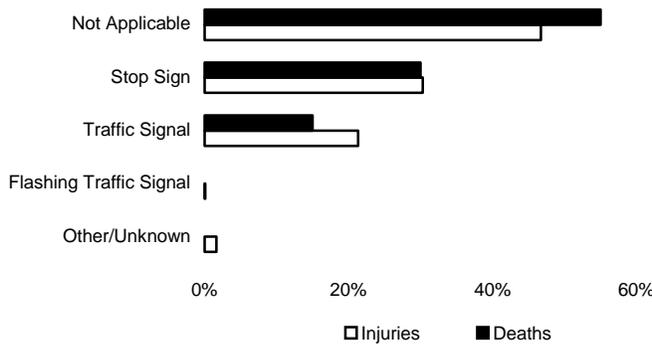
Note: The totals in the table do not include an additional 124 bicyclists who were not killed or injured or where their injury severity was unknown.

Bicycle Deaths and Injuries by Road Type

Over half the deaths of bicyclists occurred on state roads, while over half the injuries occurred on non-state roads.
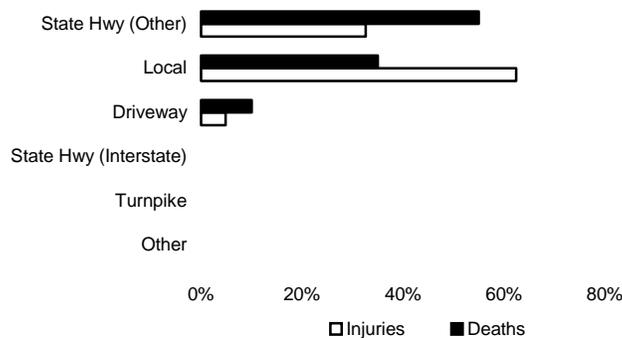
Note: The totals in the table do not include an additional 124 bicyclists who were not killed or injured or where their injury severity was unknown.
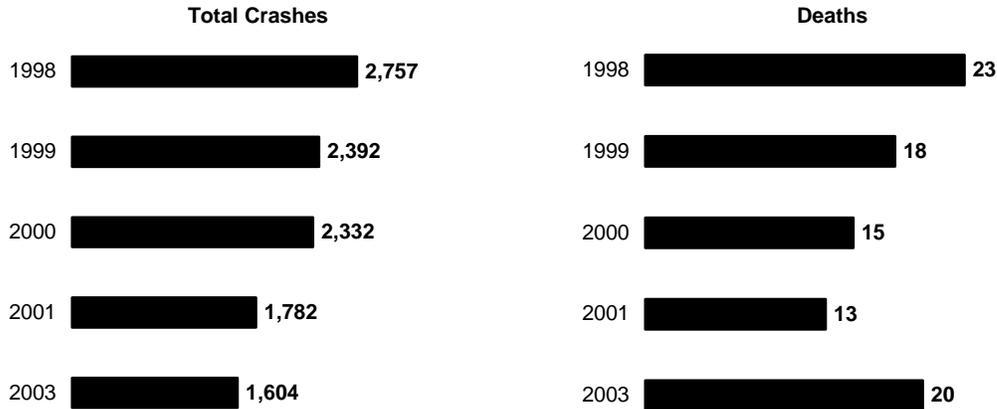
Road Type	Deaths	Injuries
State Hwy (Other)	11 (55.0%)	493 (32.6%)
Local	7 (35.0%)	944 (62.4%)
Driveway	2 (10.0%)	73 (4.8%)
State Hwy (Interstate)	0 (0.0%)	1 (0.1%)
Turnpike	0 (0.0%)	0 (0.0%)
Other	0 (0.0%)	1 (0.1%)
TOTAL	20 (100.0%)	1,512 (100.0%)

Crashes by Motor Vehicle Type

Vehicle Crashes by Vehicle Types

	Fatal Crashes	Injury Crashes	PDO Crashes	Total Crashes
Passenger Car	76.3%	84.1%	82.8%	83.5%
	1,095 crashes	65,060 crashes	50,861 crashes	117,016 crashes
Lt Trk/SUV/Van	22.4%	29.5%	30.7%	29.9%
	322 crashes	22,823 crashes	18,829 crashes	41,974 crashes
Heavy Truck	12.8%	4.6%	5.2%	4.9%
	183 crashes	3,533 crashes	3,175 crashes	6,891 crashes
Bicycle	1.5%	2.0%	0.0%	1.1%
	21 crashes	1,566 crashes	17 crashes	1,604 crashes
Motorcycle	10.7%	3.5%	0.3%	2.2%
	153 crashes	2,700 crashes	204 crashes	3,057 crashes
School Bus	0.9%	0.4%	0.4%	0.4%
	13 crashes	334 crashes	221 crashes	568 crashes
Commercial Bus	1.0%	0.6%	0.2%	0.4%
	14 crashes	476 crashes	118 crashes	608 crashes
Other	2.8%	1.4%	0.9%	1.2%
	40 crashes	1,061 crashes	533 crashes	1,634 crashes

Percentages compare the number of crashes with the total number of crashes in the crash severity category (for example, passenger cars were involved in 76.3% of all fatal crashes). Percentage totals exceed 100% due to multiple vehicle crashes.

Vehicle Crashes—Single Vehicle Hitting Fixed Objects

Crashes in Which a Single Vehicle Hit a Fixed Object:	**44,462**	Passenger Car	33,204	74.7%
		Lt Trk/SUV/Van	9,580	21.6%
		Heavy Truck	851	1.9%
		Motorcycle	588	1.3%
		School Bus	26	0.1%
		Commercial Bus	28	0.1%
		Other	185	0.4%

Vehicle Crashes—Two-Vehicle Collisions

	Vehicle Struck								
Striking Vehicle	Passenger Car	Light Truck	Heavy Truck	Motor-cycle	Bicycle	School Bus	Commer-cial Bus	Other/ Unknown	Total
Passenger Car	36,281	1,739	9,767	334	749	217	200	281	**49,568**
Lt Trk/SUV/Van	8,599	476	3,862	103	159	62	29	81	**13,371**
Heavy Truck	1,451	298	370	6	12	6	7	10	**2,160**
Motorcycle	635	26	180	46	5	2	4	14	**912**
Bicycle	464	5	101	4	0	0	5	3	**582**
School Bus	108	2	24	0	5	4	0	1	**144**
Commercial Bus	142	4	10	2	5	3	2	0	**168**
Other/Unknown	345	9	82	10	32	4	4	28	**514**

Crashes by Vehicle

Passenger Car Crashes—Five-Year Trends

Total passenger car crashes and fatal crashes in 2003 were the highest in five years.

Total Crashes

Year	Crashes
1998	115,082
1999	115,318
2000	116,759
2001	109,082
2003	117,016

90,000   97,500   105,000   112,500   120,000

Fatal Crashes

Year	Crashes
1998	963
1999	953
2000	950
2001	977
2003	1,095

600   700   800   900   1,000   1,100
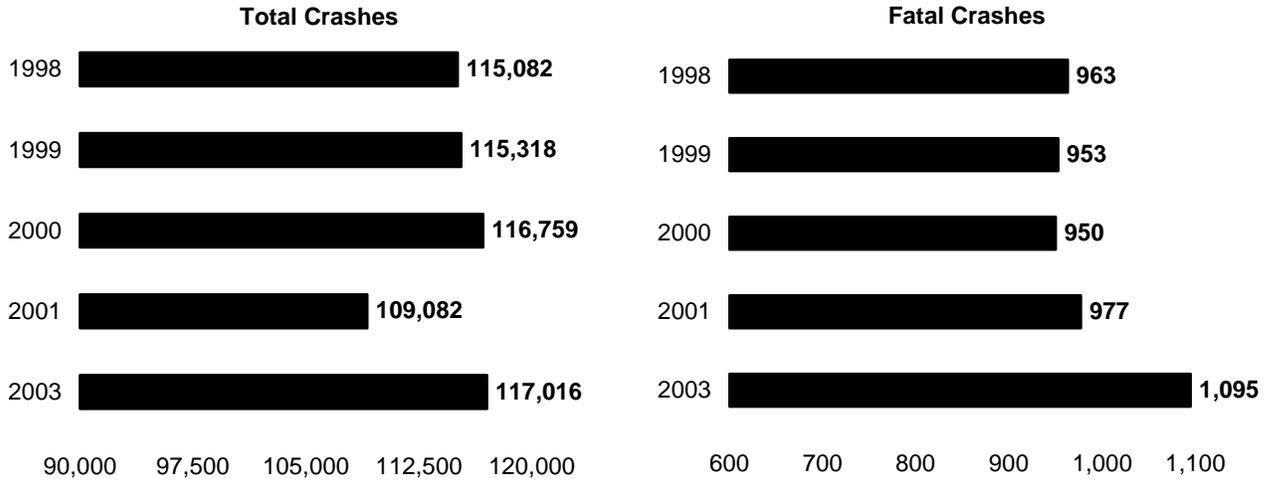
Passenger Car Deaths by Seating Position

In 2003, 64% of crash deaths involved passenger car occupants. The table below depicts the passenger car deaths in 2003 by seating position.

Total Deaths 1012		Position		
	Drivers **738 (72.9%)**		1 →	
	Total Passengers **250 (24.7%)**	*Center Front* **0 (0.0%)**	2 →	
		Right Front **175 (17.3%)**	3 →	
		Left Rear **33 (3.3%)**	4 →	
		Center Rear **10 (1.0%)**	5 →	
		Right Rear **32 (3.2%)**	6 →	
	Others **24 (2.4%)**			

Crashes by Vehicle

"Others" might be passengers in the rearmost seat of a station wagon; persons in a towed unit; or any person on or attached to the outside of the car.

Motorcycle Crashes—Five-Year Trends

In 2003, total motorcycle crashes and motorcycle fatal crashes were the highest in five years.

Total Crashes

Year	Crashes
1998	2,628
1999	2,688
2000	2,837
2001	2,973
2003	3,057

1,000 1,500 2,000 2,500 3,000 3,500

Fatal Crashes

Year	Fatal Crashes
1998	107
1999	109
2000	150
2001	126
2003	153

0   50   100   150   200

Motorcycle Deaths—Five-Year Trends
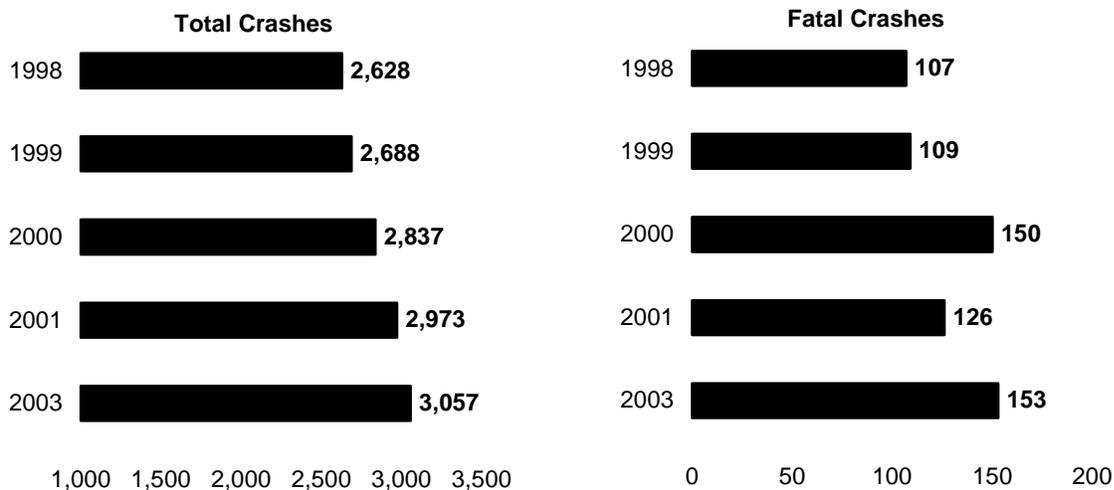
Year	Deaths
1998	111
1999	111
2000	150
2001	127
2003	156
TOTAL	**655**

Of the 156 deaths in 2003 involving motorcycle drivers or passengers:

► 146 (93.6%) were drivers

► 10 (6.4%) were passengers

Crashes by Vehicle

Motorcycle Helmet Use in Crashes

The table below shows injury severities of motorcycle riders (driver or passenger) by helmet usage.

	Deaths	Injuries	Not Injured	Total Motorcyclists
Helmets	121 (77.6%)	2,097 (71.6%)	263 (57.3%)	2,481 (70.0%)
No Helmets	29 (18.6%)	652 (22.2%)	117 (25.5%)	798 (22.5%)
Unknown	6 (3.9%)	182 (6.2%)	79 (17.2%)	267 (7.5%)
TOTAL	**156 (100.0%)**	**2,931 (100.0%)**	**459 (100.0%)**	**3,546 (100.0%)**

Light Truck / SUV / Van Crashes—Five-Year Trends

Pickups, minivans, and sport utility vehicles have become more popular over the last several years. However, total crashes in 2003 were 19% lower than in 1998 while fatal crashes were 37% lower than 1997 involving these vehicle types.

Total Crashes

Year	Crashes
1998	52,061
1999	55,605
2000	58,502
2001	42,583
2003	41,974

5,000 20,000 35,000 50,000 65,000

Fatal Crashes

Year	Crashes
1998	512
1999	540
2000	537
2001	508
2003	322

0 100 200 300 400 500 600
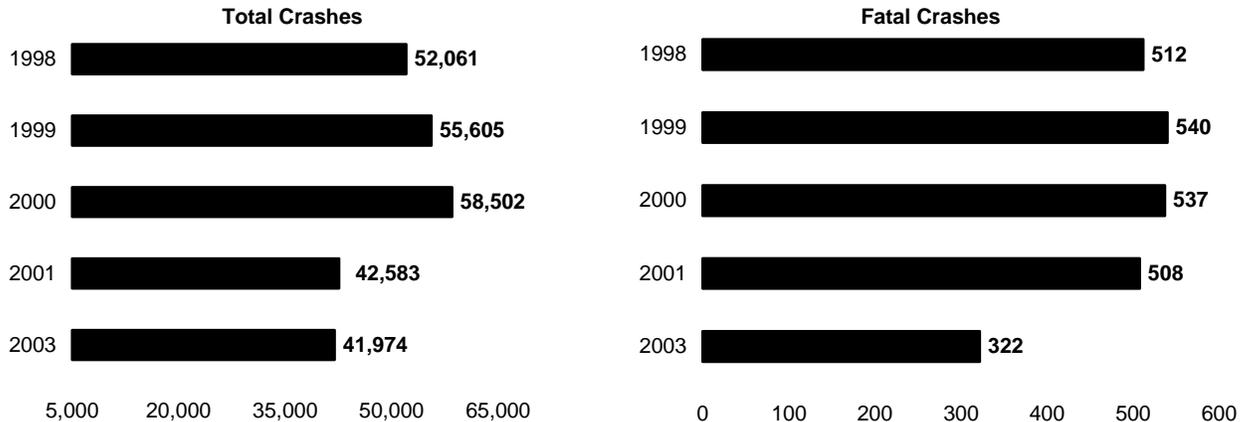
Light Truck / SUV / Van Rollovers Compared to Passenger Cars

► The percentage of 2003 light truck / SUV / van crashes was higher than passenger cars in crashes involving rollovers (7.7% of all light truck / SUV / van crashes compared to 5.8% of all passenger car crashes).

	Rollover Crashes	Rollover Deaths
Lt Trk/SUV/Van	3,217 (7.7%)	75 (47.5%)
Passenger Cars	6,770 (5.8%)	195 (19.3%)

► In 2003 rollover crashes, the percentage of light truck / SUV / van occupant deaths was more than twice as high as passenger car occupant deaths (47.5% of deaths compared to 19.3%).

Light Truck / SUV / Van Deaths by Seating Position

In 2003, 10% of crash deaths involved occupants in light trucks, vans, and sport utility vehicles. The table below depicts light truck deaths in 2003 by seating position.

Total Deaths 158

Position	Deaths
Drivers	122 (77.2%)
Total Passengers	36 (22.8%)
Center Front (2)	0 (0.0%)
Right Front (3)	25 (15.8%)
Left Rear (4)	2 (1.3%)
Center Rear (5)	2 (1.3%)
Right Rear (6)	7 (4.4%)
Truck Bed / Cargo Area / Ext.	0 (0.0%)
Towed Unit / Other	0 (0.0%)

Seating positions: 1 2 3 / 4 5 6

Heavy Truck Crashes—Five Year Trends

Total crashes involving heavy trucks in 2003 were the third lowest since 1992. Fatal crashes in 2003 were the fourth highest in the same time period.

Total Crashes

Year	Crashes
1998	7,299
1999	7,755
2000	8,145
2001	6,536
2003	6,891

1,000 3,000 5,000 7,000 9,000

Fatal Crashes

Year	Crashes
1998	172
1999	194
2000	161
2001	154
2003	183

100 120 140 160 180 200
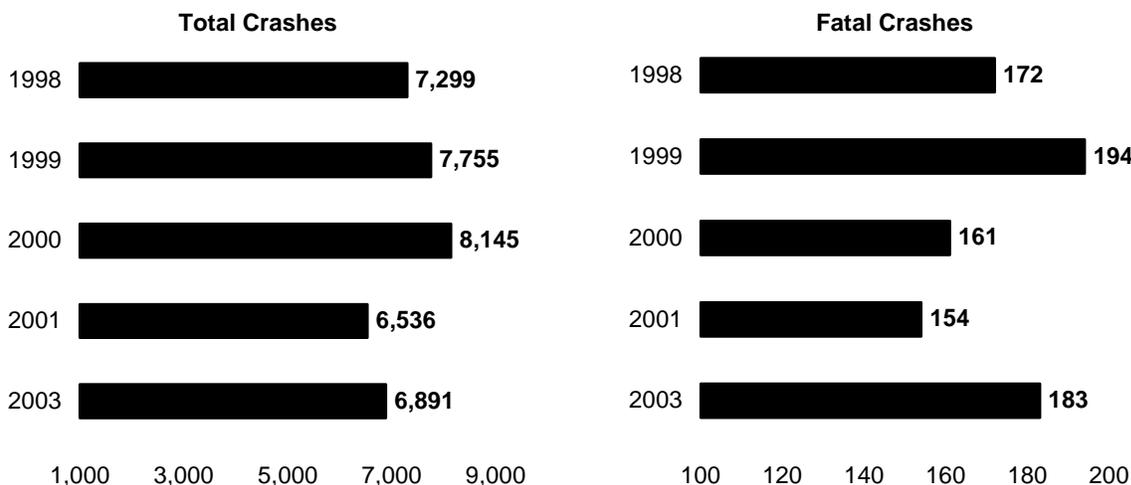
Heavy Truck Crashes Involving Vehicle Failures

The vast majority of heavy truck crashes involving vehicle failures as primary contributing factors in the crash were related to tires and wheels, brakes, and unsecured or overloaded trailers.

Vehicle Defect	Crashes
Tire/Wheel-Related	88
Unsecure Trailer/Overloaded	86
Brake-Related	66
Power Train Failure	19
Suspension	16
Trailer Hitch/Improper Towing	15
Total Steering System Failure	11
Exhaust System Failure	3
Vehicle Lighting Related	2
Windshield/Defective Wipers	2

Crashes by Vehicle

Heavy Truck Crashes by Road Type

Road Type	Crashes	Occupant Deaths
State Hwy (Interstate)	1,783 (25.9%)	12 (46.2%)
State Hwy (Other)	3,872 (56.2%)	9 (34.6%)
Turnpike	494 (7.2%)	2 (7.7%)
Local Road	739 (10.7%)	3 (11.5%)
Other	3 (0.0%)	0 (0.0%)
TOTAL	**6,891 (100.0%)**	**26 (100.0%)**

Note: State highway (other) includes state-maintained roads that are not designated as interstates.

Hazardous Material Crashes by Road Type

Road Type	Crashes	HazMat Released
State Hwy (Interstate)	48 (22.2%)	8 (22.2%)
State Hwy (Other)	136 (63.0%)	22 (61.1%)
Turnpike	7 (3.2%)	1 (2.8%)
Local Road	25 (11.6%)	5 (13.9%)
Other	0 (0.0%)	0 (0.0%)
TOTAL	**216 (100.0%)**	**36 (100.0%)**

Note: State highway (other) includes state-maintained roads that are not designated as interstates.

Heavy Truck Deaths by Seating Position

In 2003, only 2% of crash deaths involved heavy truck occupants. The table below depicts the heavy truck deaths in 2003 by seating position.

	Drivers		1 ➜
	21 (80.8%)		
		Center Front	2 ➜
Total Deaths	Total Passengers	**0 (0.0%)**	
26	**0 (0.0%)**	Right Front	3 ➜
		0 (0.0%)	
	Others		
	5 (19.2%)		
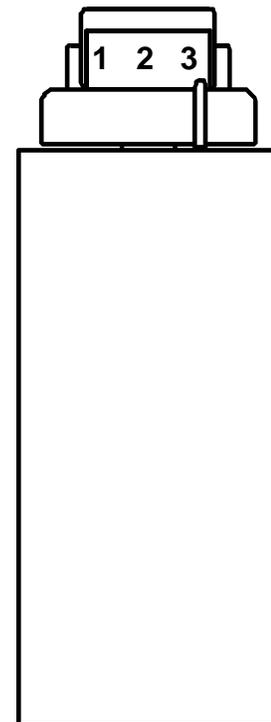
"Others" might be persons in the sleeping compartment; persons in the cargo trailer; or someone on, or attached to, the outside of the truck.

Crashes by Vehicle

School Bus Crashes

Of the more than 6000 persons involved in school bus crashes in 2003, only 14 were killed. Over 89% suffered no injury at all. See the tables at the bottom of page 57 for a breakdown of the persons involved. As shown, most fatalities are not the school bus passengers.

Total persons involved: **6,188**

Persons Involved

Killed (14)

Injured (621)

No Injury (5,553)
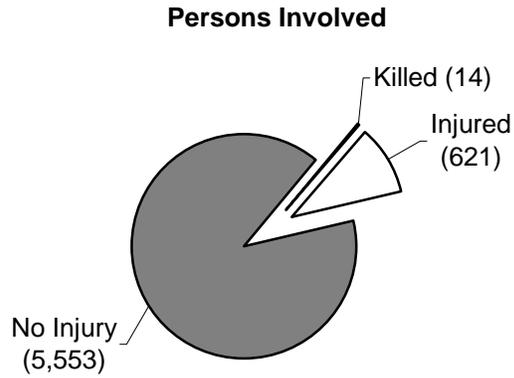
The majority (59%) of school bus crashes in 2003 were injury crashes. However, as the pie chart above shows, most persons involved in school bus crashes suffer no injuries at all.

Total Crashes

Fatal Crashes (13)

PDO Crashes (243)

Injury Crashes (312)
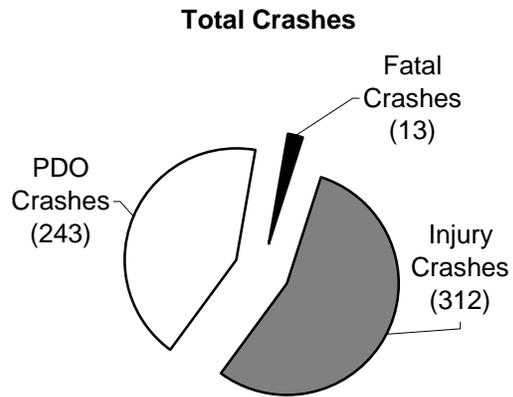
School Bus Crashes by Road Type

Road Type	Crashes	
State Hwy (Interstate)	9	1.6%
State Hwy (Other)	354	62.3%
Turnpike	2	0.4%
Local Road	203	35.7%
Other	0	0.0%
TOTAL	**568**	**100.0%**

Note: State highway (other) includes state-maintained roads that are not designated as interstates.

School Bus Crashes—Five-Year Trends

The total number of school bus crashes has fluctuated over the five years shown below, as have each of the severity sub-categories. School bus related deaths are 0.9% of total fatalities in 2003. Most of the persons killed were not school bus passengers at the time of the crash.

Total Crashes

Year	Count
1998	**495**
1999	**507**
2000	**604**
2001	**427**
2003	**568**

Total Deaths

Year	Count
1998	**7**
1999	**12**
2000	**5**
2001	**4**
2003	**14**
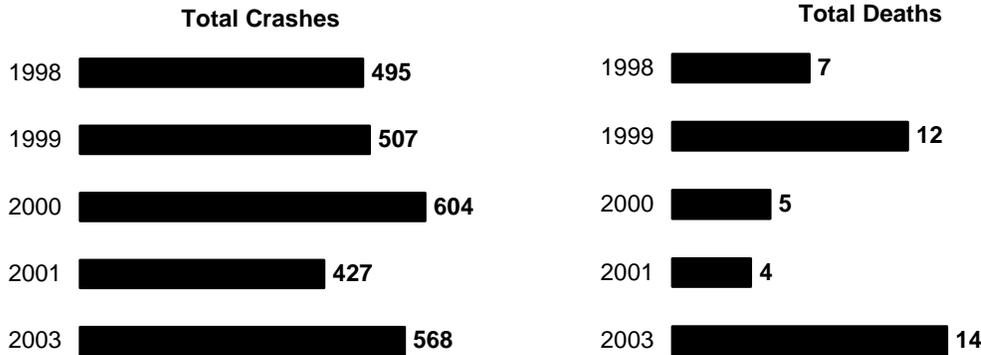
	Crash Severity					
Year	*Fatal*	*Injury*	*PDO*	*Total*	**Deaths**	**Injuries**
1998	7	330	158	495	7	884
1999	9	322	176	507	12	1,004
2000	5	395	204	604	5	906
2001	3	259	165	427	4	748
2003	13	312	243	568	14	621
TOTAL	**37**	**1,618**	**946**	**2,601**	**42**	**4,163**

School Bus Deaths/Injuries by Persons Involved—Five-Year Trends

The tables below show the breakdown of persons killed and injured in school bus crashes. Most of the persons who were killed or injured in these crashes were not school bus passengers.

DEATHS					Driver/		
Year	School Bus Drivers	School Bus Passengers	School-Age Pedestrians	Other Pedestrians	Passenger of Other Vehicle	Other/ Unknown	Total Deaths
1998	1	0	0	0	5	1	**7**
1999	1	0	0	0	11	0	**12**
2000	0	0	2	0	3	0	**5**
2001	0	0	0	1	3	0	**4**
2003	0	0	0	2	12	0	**14**
TOTAL	**2**	**0**	**2**	**3**	**34**	**1**	**42**

INJURIES					Driver/		
Year	School Bus Drivers	School Bus Passengers	School-Age Pedestrians	Other Pedestrians	Passenger of Other Vehicle	Other/ Unknown	Total Injuries
1998	73	493	8	9	295	6	**884**
1999	54	626	5	12	290	17	**1,004**
2000	67	492	10	12	320	5	**906**
2001	38	221	7	14	462	6	**748**
2003	58	273	7	12	264	7	**621**
TOTAL	**290**	**2,105**	**37**	**59**	**1,631**	**41**	**4,163**

Crashes by Vehicle

Pennsylvania County Crashes

County Overview

The Commonwealth of Pennsylvania is comprised of 67 counties. Each county is made up of local municipalities, a combination of cities, boroughs, first class townships, and/or second class townships. In total, there are approximately 2,500 municipalities throughout the 67 counties. In 2003, Pennsylvania's total population was 12,365,455 people.

The ten most populated counties were:

Philadelphia (11.9%)	Allegheny (10.2%)	Montgomery (6.2%)
Bucks (5.0%)	Delaware (4.5%)	Lancaster (3.9%)
Chester (3.7%)	York (3.2%)	Berks (3.1%)
Westmoreland (3.0%)	*See page 59.*	

The ten least populated counties were:

Forest (0.04%)	Cameron (0.05%)	Sullivan (0.05%)
Fulton (0.12%)	Montour (0.15%)	Potter (0.15%)
Juniata (0.19%)	Wyoming (0.23%)	Elk (0.28%)
Snyder (0.31%)	*See page 59.*	

The ten counties with the most miles of state highways (maintained by PENNDOT) were:*

Westmoreland (3.01%)	Allegheny (2.95%)	York (2.85%)
Washington (2.75%)	Lancaster (2.67%)	Chester (2.57%)
Bucks (2.42%)	Crawford (2.28%)	Bradford (2.25%)
Somerset (2.21%)		

The ten counties with the most miles of local roads and streets (maintained by local municipalities) were:*

Allegheny (5.94%)	Lancaster (3.59%)	Montgomery (3.54%)
York (3.37%)	Bucks (3.12%)	Westmoreland (3.11%)
Chester (3.06%)	Berks (3.04%)	Philadelphia (2.70%)
Erie (2.33%)		

The ten counties with the most reported traffic crashes were:

Allegheny (9.1%)	Philadelphia (8.9%)	Montgomery (7.0%)
Bucks (5.5%)	Lancaster (4.1%)	Chester (3.8%)
Berks (3.8%)	Delaware (3.6%)	Lehigh (3.6%)
York (3.5%)	*See page 59.*	

The ten counties with the most traffic-related deaths were:

Philadelphia (7.2%)	Allegheny (5.0%)	Montgomery (5.0%)
Bucks (4.7%)	Lancaster (3.7%)	Chester (3.3%)
Delaware (3.0%)	York (2.9%)	Luzerne (2.9%)
Westmoreland (2.7%)	*See page 61.*	

*Information provided by PENNDOT's Bureau of Planning and Research, Performance Monitoring Division. For consistency purposes, the prior year's data is used at the time of publication because of timing issues. For this Crash Facts & Statistics book, 2002 information was used.

Pennsylvania Crashes by County

Percentages compare the number to the statewide total at the bottom of the columns.

County	Population	Fatal Crashes	Injury Crashes	PDO Crashes	Total Crashes
Adams	96,456 (0.8%)	23 (1.6%)	536 (0.7%)	526 (0.8%)	1,085 (0.8%)
Allegheny	1,261,303 (10.2%)	77 (5.4%)	6,138 (8.3%)	6,551 (10.1%)	12,766 (9.1%)
Armstrong	71,659 (0.6%)	14 (1.0%)	376 (0.5%)	330 (0.5%)	720 (0.5%)
Beaver	178,697 (1.5%)	18 (1.3%)	824 (1.1%)	857 (1.3%)	1,699 (1.2%)
Bedford	49,941 (0.4%)	17 (1.2%)	403 (0.6%)	411 (0.6%)	831 (0.6%)
Berks	385,307 (3.1%)	37 (2.6%)	2,475 (3.4%)	2,763 (4.2%)	5,275 (3.8%)
Blair	127,175 (1.0%)	20 (1.4%)	819 (1.1%)	749 (1.2%)	1,588 (1.1%)
Bradford	62,643 (0.5%)	11 (0.8%)	369 (0.5%)	304 (0.5%)	684 (0.5%)
Bucks	613,110 (5.0%)	66 (4.6%)	3,627 (4.9%)	3,967 (6.1%)	7,660 (5.5%)
Butler	180,040 (1.5%)	23 (1.6%)	1,103 (1.5%)	1,082 (1.7%)	2,208 (1.6%)
Cambria	149,453 (1.2%)	18 (1.3%)	770 (1.1%)	781 (1.2%)	1,569 (1.1%)
Cameron	5,777 (0.1%)	0 (0.0%)	35 (0.1%)	35 (0.1%)	70 (0.1%)
Carbon	60,131 (0.5%)	13 (0.9%)	418 (0.6%)	408 (0.6%)	839 (0.6%)
Centre	141,636 (1.1%)	23 (1.6%)	856 (1.2%)	715 (1.1%)	1,594 (1.1%)
Chester	457,393 (3.7%)	45 (3.1%)	2,293 (3.1%)	2,987 (4.6%)	5,325 (3.8%)
Clarion	41,208 (0.3%)	10 (0.7%)	316 (0.4%)	293 (0.5%)	619 (0.4%)
Clearfield	82,874 (0.7%)	16 (1.1%)	574 (0.8%)	458 (0.7%)	1,048 (0.8%)
Clinton	37,435 (0.3%)	5 (0.4%)	265 (0.4%)	234 (0.4%)	504 (0.4%)
Columbia	64,605 (0.5%)	15 (1.1%)	392 (0.5%)	448 (0.7%)	855 (0.6%)
Crawford	89,846 (0.7%)	18 (1.3%)	564 (0.8%)	433 (0.7%)	1,015 (0.7%)
Cumberland	219,892 (1.8%)	28 (2.0%)	1,176 (1.6%)	1,461 (2.2%)	2,665 (1.9%)
Dauphin	253,388 (2.1%)	19 (1.3%)	1,654 (2.3%)	1,697 (2.6%)	3,370 (2.4%)
Delaware	554,432 (4.5%)	45 (3.1%)	2,433 (3.3%)	2,603 (4.0%)	5,081 (3.6%)
Elk	34,310 (0.3%)	10 (0.7%)	189 (0.3%)	152 (0.2%)	351 (0.3%)
Erie	279,966 (2.3%)	22 (1.5%)	1,664 (2.3%)	1,288 (2.0%)	2,974 (2.1%)
Fayette	146,121 (1.2%)	21 (1.5%)	855 (1.2%)	643 (1.0%)	1,519 (1.1%)
Forest	4,989 (0.0%)	2 (0.1%)	62 (0.1%)	44 (0.1%)	108 (0.1%)
Franklin	133,155 (1.1%)	31 (2.2%)	862 (1.2%)	827 (1.3%)	1,720 (1.2%)
Fulton	14,534 (0.1%)	9 (0.6%)	148 (0.2%)	152 (0.2%)	309 (0.2%)
Greene	40,398 (0.3%)	12 (0.8%)	175 (0.2%)	193 (0.3%)	380 (0.3%)
Huntingdon	45,865 (0.4%)	7 (0.5%)	277 (0.4%)	238 (0.4%)	522 (0.4%)
Indiana	89,054 (0.7%)	20 (1.4%)	495 (0.7%)	407 (0.6%)	922 (0.7%)
Jefferson	45,945 (0.4%)	8 (0.6%)	270 (0.4%)	231 (0.4%)	509 (0.4%)
Juniata	23,065 (0.2%)	5 (0.4%)	153 (0.2%)	97 (0.2%)	255 (0.2%)
Lackawanna	210,458 (1.7%)	18 (1.3%)	1,090 (1.5%)	1,098 (1.7%)	2,206 (1.6%)
Lancaster	482,775 (3.9%)	52 (3.6%)	2,957 (4.0%)	2,759 (4.2%)	5,768 (4.1%)
Lawrence	93,408 (0.8%)	17 (1.2%)	559 (0.8%)	472 (0.7%)	1,048 (0.8%)
Lebanon	122,652 (1.0%)	15 (1.1%)	897 (1.2%)	798 (1.2%)	1,710 (1.2%)
Lehigh	320,517 (2.6%)	33 (2.3%)	2,656 (3.6%)	2,346 (3.6%)	5,035 (3.6%)
Luzerne	313,528 (2.5%)	39 (2.7%)	1,967 (2.7%)	1,741 (2.7%)	3,747 (2.7%)
Lycoming	118,438 (1.0%)	13 (0.9%)	580 (0.8%)	678 (1.0%)	1,271 (0.9%)
McKean	45,236 (0.4%)	3 (0.2%)	204 (0.3%)	169 (0.3%)	376 (0.3%)
Mercer	119,895 (1.0%)	19 (1.3%)	872 (1.2%)	730 (1.1%)	1,621 (1.2%)
Mifflin	46,335 (0.4%)	8 (0.6%)	243 (0.3%)	244 (0.4%)	495 (0.4%)
Monroe	154,495 (1.3%)	30 (2.1%)	1,299 (1.8%)	1,398 (2.1%)	2,727 (1.9%)
Montgomery	770,747 (6.2%)	72 (5.0%)	4,975 (6.8%)	4,789 (7.3%)	9,836 (7.0%)
Montour	18,083 (0.2%)	8 (0.6%)	104 (0.1%)	126 (0.2%)	238 (0.2%)
Northampton	278,169 (2.3%)	19 (1.3%)	1,464 (2.0%)	1,538 (2.4%)	3,021 (2.2%)
Northumberland	93,323 (0.8%)	18 (1.3%)	347 (0.5%)	323 (0.5%)	688 (0.5%)
Perry	44,188 (0.4%)	8 (0.6%)	295 (0.4%)	306 (0.5%)	609 (0.4%)
Philadelphia	1,479,339 (11.9%)	108 (7.5%)	10,073 (13.7%)	2,268 (3.5%)	12,449 (8.9%)
Pike	52,163 (0.4%)	8 (0.6%)	324 (0.4%)	295 (0.5%)	627 (0.5%)
Potter	18,141 (0.2%)	2 (0.1%)	79 (0.1%)	46 (0.1%)	127 (0.1%)
Schuylkill	147,944 (1.2%)	23 (1.6%)	872 (1.2%)	907 (1.4%)	1,802 (1.3%)
Snyder	38,015 (0.3%)	9 (0.6%)	235 (0.3%)	228 (0.4%)	472 (0.3%)
Somerset	79,365 (0.6%)	21 (1.5%)	517 (0.7%)	488 (0.8%)	1,026 (0.7%)
Sullivan	6,427 (0.1%)	5 (0.4%)	51 (0.1%)	49 (0.1%)	105 (0.1%)
Susquehanna	41,812 (0.3%)	14 (1.0%)	287 (0.4%)	250 (0.4%)	551 (0.4%)
Tioga	41,557 (0.3%)	10 (0.7%)	207 (0.3%)	254 (0.4%)	471 (0.3%)
Union	42,552 (0.3%)	7 (0.5%)	197 (0.3%)	208 (0.3%)	412 (0.3%)
Venango	56,600 (0.5%)	16 (1.1%)	390 (0.5%)	337 (0.5%)	743 (0.5%)
Warren	42,820 (0.4%)	12 (0.8%)	259 (0.4%)	202 (0.3%)	473 (0.3%)
Washington	204,286 (1.7%)	26 (1.8%)	960 (1.3%)	1,035 (1.6%)	2,021 (1.4%)
Wayne	49,092 (0.4%)	6 (0.4%)	338 (0.5%)	294 (0.5%)	638 (0.5%)
Westmoreland	368,224 (3.0%)	37 (2.6%)	2,077 (2.8%)	1,914 (2.9%)	4,028 (2.9%)
Wyoming	28,153 (0.2%)	8 (0.6%)	195 (0.3%)	144 (0.2%)	347 (0.3%)
York	394,915 (3.2%)	43 (3.0%)	2,423 (3.3%)	2,364 (3.6%)	4,830 (3.4%)
TOTAL	**12,365,455 (100.0%)**	**1,435 (100.0%)**	**73,559 (100.0%)**	**65,213 (100.0%)**	**140,207 (100.0%)**

Counties

Crashes by County—Five-Year Trends

Percentages compare the number to the statewide total at the bottom of the columns.

County	1998 Crashes	1999 Crashes	2000 Crashes	2001 Crashes	2003 Crashes
Adams	932 (0.7%)	1,035 (0.7%)	1,028 (0.7%)	991 (0.8%)	1,085 (0.8%)
Allegheny	13,425 (9.5%)	13,798 (9.6%)	13,850 (9.4%)	12,625 (9.6%)	12,785 (9.1%)
Armstrong	714 (0.5%)	732 (0.5%)	755 (0.5%)	654 (0.5%)	720 (0.5%)
Beaver	1,821 (1.3%)	1,860 (1.3%)	1,905 (1.3%)	1,598 (1.2%)	1,699 (1.2%)
Bedford	771 (0.6%)	835 (0.6%)	837 (0.6%)	751 (0.6%)	831 (0.6%)
Berks	4,890 (3.5%)	5,021 (3.5%)	5,418 (3.7%)	4,800 (3.7%)	5,278 (3.8%)
Blair	1,889 (1.3%)	1,771 (1.2%)	1,762 (1.2%)	1,653 (1.3%)	1,589 (1.1%)
Bradford	671 (0.5%)	613 (0.4%)	698 (0.5%)	616 (0.5%)	684 (0.5%)
Bucks	7,273 (5.2%)	7,603 (5.3%)	7,647 (5.2%)	6,944 (5.3%)	7,663 (5.5%)
Butler	1,962 (1.4%)	1,968 (1.4%)	2,113 (1.4%)	1,951 (1.5%)	2,209 (1.6%)
Cambria	1,436 (1.0%)	1,425 (1.0%)	1,508 (1.0%)	1,367 (1.0%)	1,569 (1.1%)
Cameron	58 (0.0%)	60 (0.0%)	67 (0.1%)	64 (0.1%)	70 (0.1%)
Carbon	780 (0.6%)	873 (0.6%)	793 (0.5%)	780 (0.6%)	838 (0.6%)
Centre	1,481 (1.1%)	1,557 (1.1%)	1,578 (1.1%)	1,521 (1.2%)	1,595 (1.1%)
Chester	5,194 (3.7%)	5,192 (3.6%)	5,390 (3.7%)	4,770 (3.6%)	5,327 (3.8%)
Clarion	546 (0.4%)	585 (0.4%)	665 (0.5%)	552 (0.4%)	619 (0.4%)
Clearfield	1,038 (0.7%)	1,071 (0.7%)	1,078 (0.7%)	1,043 (0.8%)	1,048 (0.8%)
Clinton	466 (0.3%)	495 (0.3%)	508 (0.3%)	495 (0.4%)	505 (0.4%)
Columbia	777 (0.6%)	831 (0.6%)	843 (0.6%)	684 (0.5%)	855 (0.6%)
Crawford	1,056 (0.8%)	1,058 (0.7%)	1,106 (0.8%)	983 (0.8%)	1,015 (0.7%)
Cumberland	2,527 (1.8%)	2,579 (1.8%)	2,529 (1.7%)	2,430 (1.9%)	2,665 (1.9%)
Dauphin	3,211 (2.3%)	3,241 (2.3%)	3,458 (2.4%)	3,109 (2.4%)	3,371 (2.4%)
Delaware	5,468 (3.9%)	5,307 (3.7%)	5,535 (3.8%)	4,843 (3.7%)	5,081 (3.6%)
Elk	388 (0.3%)	388 (0.3%)	415 (0.3%)	369 (0.3%)	351 (0.3%)
Erie	3,343 (2.4%)	3,288 (2.3%)	3,352 (2.3%)	2,951 (2.3%)	2,974 (2.1%)
Fayette	1,659 (1.2%)	1,638 (1.1%)	1,688 (1.2%)	1,497 (1.1%)	1,519 (1.1%)
Forest	99 (0.1%)	86 (0.1%)	91 (0.1%)	80 (0.1%)	108 (0.1%)
Franklin	1,607 (1.1%)	1,567 (1.1%)	1,694 (1.2%)	1,464 (1.1%)	1,720 (1.2%)
Fulton	318 (0.2%)	369 (0.3%)	322 (0.2%)	296 (0.2%)	309 (0.2%)
Greene	496 (0.4%)	493 (0.3%)	479 (0.3%)	457 (0.4%)	380 (0.3%)
Huntingdon	512 (0.4%)	515 (0.4%)	550 (0.4%)	471 (0.4%)	522 (0.4%)
Indiana	1,017 (0.7%)	985 (0.7%)	993 (0.7%)	933 (0.7%)	922 (0.7%)
Jefferson	548 (0.4%)	566 (0.4%)	580 (0.4%)	469 (0.4%)	509 (0.4%)
Juniata	246 (0.2%)	268 (0.2%)	269 (0.2%)	230 (0.2%)	255 (0.2%)
Lackawanna	2,511 (1.8%)	2,638 (1.8%)	2,807 (1.9%)	2,110 (1.6%)	2,210 (1.6%)
Lancaster	5,714 (4.1%)	5,699 (4.0%)	5,773 (3.9%)	5,175 (3.9%)	5,769 (4.1%)
Lawrence	1,134 (0.8%)	1,112 (0.8%)	1,111 (0.8%)	895 (0.7%)	1,049 (0.8%)
Lebanon	1,523 (1.1%)	1,615 (1.1%)	1,547 (1.1%)	1,442 (1.1%)	1,710 (1.2%)
Lehigh	4,816 (3.4%)	4,782 (3.3%)	4,781 (3.3%)	4,309 (3.3%)	5,038 (3.6%)
Luzerne	3,550 (2.5%)	3,805 (2.6%)	4,012 (2.7%)	3,468 (2.6%)	3,750 (2.7%)
Lycoming	1,239 (0.9%)	1,390 (1.0%)	1,294 (0.9%)	1,154 (0.9%)	1,271 (0.9%)
McKean	486 (0.3%)	461 (0.3%)	481 (0.3%)	377 (0.3%)	376 (0.3%)
Mercer	1,647 (1.2%)	1,578 (1.1%)	1,744 (1.2%)	1,408 (1.1%)	1,622 (1.2%)
Mifflin	434 (0.3%)	436 (0.3%)	502 (0.3%)	405 (0.3%)	495 (0.4%)
Monroe	2,198 (1.6%)	2,343 (1.6%)	2,447 (1.7%)	2,370 (1.8%)	2,727 (1.9%)
Montgomery	9,777 (6.9%)	9,771 (6.8%)	10,022 (6.8%)	9,030 (6.9%)	9,836 (7.0%)
Montour	196 (0.1%)	206 (0.1%)	218 (0.2%)	216 (0.2%)	239 (0.2%)
Northampton	3,086 (2.2%)	3,005 (2.1%)	3,037 (2.1%)	2,688 (2.1%)	3,021 (2.2%)
Northumberland	795 (0.6%)	878 (0.6%)	830 (0.6%)	696 (0.5%)	687 (0.5%)
Perry	621 (0.4%)	603 (0.4%)	574 (0.4%)	562 (0.4%)	609 (0.4%)
Philadelphia	14,231 (10.1%)	15,087 (10.5%)	15,197 (10.3%)	13,097 (10.0%)	12,456 (8.9%)
Pike	503 (0.4%)	560 (0.4%)	537 (0.4%)	526 (0.4%)	626 (0.5%)
Potter	156 (0.1%)	167 (0.1%)	193 (0.1%)	171 (0.1%)	127 (0.1%)
Schuylkill	1,753 (1.2%)	1,766 (1.2%)	1,876 (1.3%)	1,625 (1.2%)	1,802 (1.3%)
Snyder	421 (0.3%)	451 (0.3%)	458 (0.3%)	429 (0.3%)	472 (0.3%)
Somerset	886 (0.6%)	901 (0.6%)	976 (0.7%)	889 (0.7%)	1,025 (0.7%)
Sullivan	76 (0.1%)	95 (0.1%)	100 (0.1%)	83 (0.1%)	105 (0.1%)
Susquehanna	505 (0.4%)	553 (0.4%)	550 (0.4%)	504 (0.4%)	552 (0.4%)
Tioga	437 (0.3%)	489 (0.3%)	475 (0.3%)	405 (0.3%)	471 (0.3%)
Union	360 (0.3%)	448 (0.3%)	422 (0.3%)	382 (0.3%)	412 (0.3%)
Venango	732 (0.5%)	726 (0.5%)	813 (0.6%)	620 (0.5%)	743 (0.5%)
Warren	478 (0.3%)	510 (0.4%)	478 (0.3%)	460 (0.4%)	473 (0.3%)
Washington	2,276 (1.6%)	2,319 (1.6%)	2,315 (1.6%)	1,926 (1.5%)	2,020 (1.4%)
Wayne	601 (0.4%)	668 (0.5%)	683 (0.5%)	659 (0.5%)	636 (0.5%)
Westmoreland	4,011 (2.9%)	4,215 (2.9%)	4,336 (2.9%)	3,782 (2.9%)	4,029 (2.9%)
Wyoming	382 (0.3%)	384 (0.3%)	383 (0.3%)	382 (0.3%)	348 (0.3%)
York	4,818 (3.4%)	4,837 (3.4%)	4,777 (3.2%)	4,606 (3.5%)	4,831 (3.5%)
TOTAL	140,972 (100.0%)	144,171 (100.0%)	147,253 (100.0%)	131,292 (100.0%)	140,207 (100.0%)

Counties

Traffic Deaths by County—Five-Year Trends

Percentages compare the number to the statewide totals at the bottom of the columns.

County	1998 Deaths	1999 Deaths	2000 Deaths	2001 Deaths	2003 Deaths
Adams	17 (1.1%)	21 (1.4%)	13 (0.9%)	13 (0.9%)	24 (1.5%)
Allegheny	78 (5.3%)	73 (4.7%)	81 (5.3%)	110 (7.2%)	79 (5.0%)
Armstrong	12 (0.8%)	20 (1.3%)	19 (1.3%)	9 (0.6%)	15 (1.0%)
Beaver	16 (1.1%)	20 (1.3%)	25 (1.6%)	20 (1.3%)	19 (1.2%)
Bedford	10 (0.7%)	28 (1.8%)	14 (0.9%)	12 (0.8%)	18 (1.1%)
Berks	54 (3.6%)	59 (3.8%)	56 (3.7%)	46 (3.0%)	41 (2.6%)
Blair	18 (1.2%)	21 (1.4%)	21 (1.4%)	26 (1.7%)	21 (1.3%)
Bradford	5 (0.3%)	13 (0.8%)	7 (0.5%)	10 (0.7%)	13 (0.8%)
Bucks	54 (3.6%)	73 (4.7%)	61 (4.0%)	66 (4.3%)	74 (4.7%)
Butler	25 (1.7%)	18 (1.2%)	32 (2.1%)	19 (1.2%)	28 (1.8%)
Cambria	18 (1.2%)	14 (0.9%)	16 (1.1%)	23 (1.5%)	23 (1.5%)
Cameron	2 (0.1%)	0 (0.0%)	1 (0.1%)	1 (0.1%)	0 (0.0%)
Carbon	17 (1.1%)	10 (0.7%)	19 (1.3%)	10 (0.7%)	13 (0.8%)
Centre	18 (1.2%)	12 (0.8%)	18 (1.2%)	22 (1.4%)	27 (1.7%)
Chester	49 (3.3%)	58 (3.7%)	61 (4.0%)	47 (3.1%)	52 (3.3%)
Clarion	12 (0.8%)	9 (0.6%)	10 (0.7%)	10 (0.7%)	12 (0.8%)
Clearfield	16 (1.1%)	20 (1.3%)	18 (1.2%)	21 (1.4%)	16 (1.0%)
Clinton	10 (0.7%)	6 (0.4%)	6 (0.4%)	14 (0.9%)	6 (0.4%)
Columbia	6 (0.4%)	16 (1.0%)	6 (0.4%)	11 (0.7%)	16 (1.0%)
Crawford	16 (1.1%)	24 (1.6%)	23 (1.5%)	23 (1.5%)	19 (1.2%)
Cumberland	18 (1.2%)	32 (2.1%)	20 (1.3%)	18 (1.2%)	34 (2.2%)
Dauphin	26 (1.8%)	36 (2.3%)	29 (1.9%)	32 (2.1%)	19 (1.2%)
Delaware	40 (2.7%)	31 (2.0%)	29 (1.9%)	42 (2.7%)	48 (3.0%)
Elk	10 (0.7%)	8 (0.5%)	14 (0.9%)	5 (0.3%)	13 (0.8%)
Erie	40 (2.7%)	42 (2.7%)	40 (2.6%)	44 (2.9%)	25 (1.6%)
Fayette	40 (2.7%)	19 (1.2%)	19 (1.3%)	20 (1.3%)	24 (1.5%)
Forest	2 (0.1%)	2 (0.1%)	3 (0.2%)	0 (0.0%)	2 (0.1%)
Franklin	28 (1.9%)	26 (1.7%)	21 (1.4%)	24 (1.6%)	33 (2.1%)
Fulton	10 (0.7%)	14 (0.9%)	6 (0.4%)	3 (0.2%)	13 (0.8%)
Greene	5 (0.3%)	6 (0.4%)	8 (0.5%)	6 (0.4%)	15 (1.0%)
Huntingdon	23 (1.6%)	4 (0.3%)	15 (1.0%)	7 (0.5%)	7 (0.4%)
Indiana	21 (1.4%)	21 (1.4%)	15 (1.0%)	23 (1.5%)	23 (1.5%)
Jefferson	6 (0.4%)	10 (0.7%)	12 (0.8%)	7 (0.5%)	9 (0.6%)
Juniata	3 (0.2%)	7 (0.5%)	8 (0.5%)	3 (0.2%)	5 (0.3%)
Lackawanna	32 (2.2%)	19 (1.2%)	18 (1.2%)	28 (1.8%)	19 (1.2%)
Lancaster	55 (3.7%)	57 (3.7%)	61 (4.0%)	54 (3.5%)	58 (3.7%)
Lawrence	22 (1.5%)	13 (0.8%)	14 (0.9%)	10 (0.7%)	18 (1.1%)
Lebanon	22 (1.5%)	16 (1.0%)	7 (0.5%)	21 (1.4%)	16 (1.0%)
Lehigh	42 (2.8%)	34 (2.2%)	31 (2.0%)	34 (2.2%)	35 (2.2%)
Luzerne	30 (2.0%)	37 (2.4%)	47 (3.1%)	52 (3.4%)	46 (2.9%)
Lycoming	14 (0.9%)	17 (1.1%)	12 (0.8%)	18 (1.2%)	23 (1.5%)
McKean	11 (0.7%)	10 (0.7%)	7 (0.5%)	5 (0.3%)	3 (0.2%)
Mercer	19 (1.3%)	12 (0.8%)	40 (2.6%)	18 (1.2%)	21 (1.3%)
Mifflin	3 (0.2%)	6 (0.4%)	3 (0.2%)	5 (0.3%)	8 (0.5%)
Monroe	28 (1.9%)	26 (1.7%)	32 (2.1%)	39 (2.6%)	30 (1.9%)
Montgomery	69 (4.6%)	47 (3.0%)	62 (4.1%)	62 (4.1%)	78 (5.0%)
Montour	4 (0.3%)	4 (0.3%)	6 (0.4%)	4 (0.3%)	8 (0.5%)
Northampton	26 (1.8%)	34 (2.2%)	28 (1.8%)	25 (1.6%)	20 (1.3%)
Northumberland	21 (1.4%)	21 (1.4%)	11 (0.7%)	12 (0.8%)	20 (1.3%)
Perry	7 (0.5%)	12 (0.8%)	10 (0.7%)	18 (1.2%)	9 (0.6%)
Philadelphia	104 (7.0%)	133 (8.6%)	121 (8.0%)	120 (7.8%)	114 (7.2%)
Pike	14 (0.9%)	7 (0.5%)	11 (0.7%)	11 (0.7%)	8 (0.5%)
Potter	3 (0.2%)	6 (0.4%)	3 (0.2%)	2 (0.1%)	2 (0.1%)
Schuylkill	32 (2.2%)	44 (2.8%)	30 (2.0%)	40 (2.6%)	26 (1.7%)
Snyder	6 (0.4%)	9 (0.6%)	6 (0.4%)	6 (0.4%)	10 (0.6%)
Somerset	27 (1.8%)	20 (1.3%)	17 (1.1%)	14 (0.9%)	24 (1.5%)
Sullivan	0 (0.0%)	0 (0.0%)	3 (0.2%)	4 (0.3%)	5 (0.3%)
Susquehanna	11 (0.7%)	14 (0.9%)	8 (0.5%)	10 (0.7%)	14 (0.9%)
Tioga	5 (0.3%)	11 (0.7%)	7 (0.5%)	4 (0.3%)	10 (0.6%)
Union	5 (0.3%)	9 (0.6%)	6 (0.4%)	5 (0.3%)	7 (0.4%)
Venango	10 (0.7%)	15 (1.0%)	16 (1.1%)	7 (0.5%)	18 (1.1%)
Warren	9 (0.6%)	11 (0.7%)	7 (0.5%)	14 (0.9%)	12 (0.8%)
Washington	16 (1.1%)	29 (1.9%)	30 (2.0%)	23 (1.5%)	26 (1.7%)
Wayne	14 (0.9%)	5 (0.3%)	13 (0.9%)	9 (0.6%)	6 (0.4%)
Westmoreland	45 (3.0%)	40 (2.6%)	48 (3.2%)	46 (3.0%)	42 (2.7%)
Wyoming	9 (0.6%)	6 (0.4%)	4 (0.3%)	10 (0.7%)	9 (0.6%)
York	46 (3.1%)	52 (3.4%)	55 (3.6%)	55 (3.6%)	46 (2.9%)
TOTAL	1,486 (100.0%)	1,549 (100.0%)	1,520 (100.0%)	1,532 (100.0%)	1,577 (100.0%)

Counties

Pedestrian Deaths by County—Five-Year Trends

County	1998	1999	2000	2001	2003
Adams	3	1	1	1	2
Allegheny	13	16	15	23	21
Armstrong	0	1	1	0	1
Beaver	2	1	2	7	2
Bedford	1	0	1	0	1
Berks	7	3	7	7	6
Blair	1	4	2	0	2
Bradford	0	0	0	1	1
Bucks	9	14	4	10	9
Butler	3	1	3	1	2
Cambria	2	0	2	2	0
Cameron	0	0	0	0	0
Carbon	0	0	0	0	2
Centre	0	2	3	2	1
Chester	5	5	6	3	3
Clarion	1	0	1	1	4
Clearfield	1	0	0	1	3
Clinton	1	1	0	2	0
Columbia	1	2	0	1	0
Crawford	1	2	2	2	1
Cumberland	0	5	1	3	3
Dauphin	4	3	1	5	2
Delaware	12	8	7	6	12
Elk	0	2	0	2	0
Erie	4	6	2	5	3
Fayette	2	2	0	4	2
Forest	0	0	0	0	0
Franklin	1	3	2	3	2
Fulton	0	1	0	0	2
Greene	0	1	0	0	0
Huntingdon	1	0	0	1	0
Indiana	1	2	0	1	1
Jefferson	2	1	0	2	4
Juniata	0	2	1	1	0
Lackawanna	5	2	3	1	5
Lancaster	5	7	12	5	6
Lawrence	3	1	2	1	1
Lebanon	2	3	0	1	0
Lehigh	5	8	4	10	4
Luzerne	5	6	6	3	1
Lycoming	3	1	2	2	0
McKean	1	0	0	0	0
Mercer	1	0	2	0	0
Mifflin	0	0	0	0	0
Monroe	3	2	3	3	3
Montgomery	5	6	5	11	14
Montour	0	0	1	0	1
Northampton	5	2	4	2	2
Northumberland	2	3	0	2	3
Perry	0	1	2	1	0
Philadelphia	27	34	39	32	34
Pike	1	0	0	3	0
Potter	0	2	0	0	0
Schuylkill	2	3	2	3	3
Snyder	0	1	0	0	0
Somerset	1	3	0	0	0
Sullivan	0	0	1	1	0
Susquehanna	1	1	0	0	0
Tioga	1	2	1	0	0
Union	0	1	1	0	1
Venango	0	0	0	2	1
Warren	1	0	0	2	0
Washington	1	6	3	7	1
Wayne	0	0	0	1	0
Westmoreland	4	1	10	4	1
Wyoming	0	0	0	0	0
York	4	2	5	1	2
TOTAL	**166**	**187**	**172**	**195**	**175**

Counties

Pedestrian Deaths and Injuries by Age Group by County

County	Age 0-4		Age 5-9		Age 10-14		Age 15-59		Age 60+		Total	
	Death	Injury	Death	Injury	Death	Injury	Death	Injury	Death	Injury	Death	Injury
Adams	0	0	0	0	0	0	0	4	2	3	2	7
Allegheny	0	10	0	40	1	43	14	231	6	68	21	392
Armstrong	0	0	0	0	0	0	1	1	0	0	1	1
Beaver	0	1	0	1	0	0	1	5	1	3	2	10
Bedford	0	1	0	0	0	0	0	3	1	0	1	4
Berks	0	15	0	30	0	24	3	66	2	11	5	146
Blair	0	0	0	2	0	3	2	11	0	3	2	19
Bradford	0	0	0	0	0	0	1	6	0	3	1	9
Bucks	0	2	1	7	0	17	6	59	2	9	9	94
Butler	1	0	0	2	0	2	0	12	1	1	2	17
Cambria	0	0	0	2	0	1	0	13	0	1	0	17
Cameron	0	0	0	0	0	0	0	0	0	0	0	0
Carbon	0	0	0	1	0	1	1	6	1	1	2	9
Centre	0	1	1	2	0	2	0	39	0	6	1	50
Chester	0	3	0	6	0	3	0	17	3	9	3	38
Clarion	0	0	0	0	0	0	3	3	1	2	4	5
Clearfield	0	0	0	1	0	3	1	11	2	2	3	17
Clinton	0	0	0	0	0	2	0	7	0	0	0	9
Columbia	0	0	0	1	0	3	0	6	0	1	0	11
Crawford	0	0	0	0	0	4	1	9	0	3	1	16
Cumberland	0	0	0	3	0	8	1	33	1	9	2	53
Dauphin	0	3	1	25	1	12	0	49	0	8	2	97
Delaware	0	4	0	19	0	24	8	65	3	12	11	124
Elk	0	0	0	1	0	1	0	2	0	1	0	5
Erie	0	4	0	9	0	8	0	44	3	9	3	74
Fayette	0	0	0	3	0	4	2	15	0	3	2	25
Forest	0	0	0	0	0	0	0	1	0	0	0	1
Franklin	0	2	0	0	0	4	1	13	1	2	2	21
Fulton	0	0	0	0	0	0	2	1	0	0	2	1
Greene	0	0	0	0	0	1	0	2	0	1	0	4
Huntingdon	0	0	0	2	0	3	0	3	0	0	0	8
Indiana	0	0	0	1	0	3	0	18	1	0	1	22
Jefferson	0	0	1	0	0	0	2	5	1	3	4	8
Juniata	0	1	0	0	0	0	0	1	0	1	0	3
Lackawanna	0	1	0	5	0	11	0	38	3	11	3	66
Lancaster	1	5	0	14	1	22	4	60	0	12	6	113
Lawrence	0	0	0	1	0	1	1	6	0	0	1	8
Lebanon	0	2	0	5	0	7	0	13	0	3	0	30
Lehigh	0	7	0	19	1	26	2	71	1	11	4	134
Luzerne	0	3	0	7	0	10	1	47	0	12	1	79
Lycoming	0	0	0	2	0	6	0	10	0	3	0	21
McKean	0	1	0	0	0	0	0	3	0	2	0	6
Mercer	0	0	0	4	0	3	0	13	0	4	0	24
Mifflin	0	0	0	2	0	1	0	6	0	0	0	9
Monroe	0	1	0	1	0	4	2	16	1	3	3	25
Montgomery	0	7	0	10	2	23	6	118	4	32	12	190
Montour	0	0	0	0	0	0	1	1	0	2	1	3
Northampton	0	1	0	5	0	9	2	38	0	8	2	61
Northumberland	0	1	0	2	0	3	2	8	0	3	2	17
Perry	0	0	0	1	0	0	0	2	0	0	0	3
Philadelphia	0	122	3	348	0	354	17	1,243	13	185	33	2,252
Pike	0	0	0	1	0	0	0	1	0	0	0	2
Potter	0	0	0	0	0	0	0	2	0	0	0	2
Schuylkill	0	1	0	3	0	4	0	18	3	7	3	33
Snyder	0	0	0	0	0	1	0	3	0	1	0	5
Somerset	0	0	0	0	0	2	0	3	0	0	0	5
Sullivan	0	0	0	0	0	0	0	1	0	0	0	1
Susquehanna	0	0	0	0	0	0	0	2	0	0	0	2
Tioga	0	0	0	1	0	2	0	3	0	1	0	7
Union	0	0	1	0	0	0	0	5	0	1	1	6
Venango	0	0	0	0	0	4	0	12	1	1	1	17
Warren	0	0	0	0	0	1	0	5	0	0	0	6
Washington	0	1	0	3	0	4	1	18	0	3	1	29
Wayne	0	0	0	0	0	1	0	8	0	1	0	10
Westmoreland	0	0	0	5	0	5	1	28	0	6	1	44
Wyoming	0	0	0	0	0	0	0	1	0	0	0	1
York	0	5	0	23	0	14	2	58	0	2	2	102
TOTAL	**2**	**205**	**8**	**620**	**6**	**694**	**92**	**2,622**	**58**	**489**	**166**	**4,630**

Note: The above totals do not include any additional pedestrians of unknown age.

Counties

Percent Seat Belt Use in Crashes by County—Five-Year Trends

County	1998 Belt Use	1999 Belt Use	2000 Belt Use	2001 Belt Use	2003 Belt Use
Adams	71	74	71	73	82
Allegheny	61	62	61	63	68
Armstrong	67	72	67	69	75
Beaver	50	55	49	56	57
Bedford	81	82	80	83	82
Berks	64	65	66	66	72
Blair	78	77	78	80	81
Bradford	74	73	75	78	79
Bucks	68	69	71	69	72
Butler	72	75	72	76	77
Cambria	64	63	65	65	64
Cameron	70	71	70	79	80
Carbon	62	63	68	66	71
Centre	77	76	79	80	79
Chester	73	74	76	75	78
Clarion	70	80	79	79	84
Clearfield	75	72	72	72	76
Clinton	73	75	80	79	81
Columbia	65	72	67	72	77
Crawford	74	74	75	78	80
Cumberland	74	77	79	80	84
Dauphin	72	73	74	74	79
Delaware	57	57	58	62	66
Elk	73	73	73	76	77
Erie	69	69	70	74	74
Fayette	69	70	67	68	74
Forest	70	71	79	76	78
Franklin	72	76	75	75	77
Fulton	75	82	77	82	85
Greene	77	74	75	77	78
Huntingdon	70	72	73	73	82
Indiana	79	80	81	79	81
Jefferson	65	72	72	73	76
Juniata	74	68	70	76	78
Lackawanna	57	59	61	60	59
Lancaster	76	78	78	79	82
Lawrence	60	65	64	68	65
Lebanon	71	74	72	74	77
Lehigh	75	76	75	76	76
Luzerne	66	67	70	71	75
Lycoming	70	74	74	71	72
McKean	63	63	68	69	68
Mercer	65	65	64	68	70
Mifflin	69	68	68	69	72
Monroe	75	79	78	77	80
Montgomery	73	74	75	76	79
Montour	81	79	80	81	87
Northampton	72	69	72	73	75
Northumberland	65	65	65	65	73
Perry	79	78	81	82	81
Philadelphia	19	21	20	25	29
Pike	78	78	77	80	81
Potter	77	73	79	80	80
Schuylkill	65	66	69	69	79
Snyder	81	80	81	76	82
Somerset	72	74	72	70	79
Sullivan	70	75	76	70	80
Susquehanna	73	75	75	75	79
Tioga	76	76	77	81	84
Union	78	72	76	76	80
Venango	73	74	70	70	73
Warren	78	82	81	78	81
Washington	64	67	69	70	75
Wayne	77	78	79	76	83
Westmoreland	73	73	73	73	76
Wyoming	77	74	75	73	78
York	71	72	73	75	77
STATEWIDE	**64**	**65**	**65**	**67**	**71**

Counties

Alcohol-Related Deaths by County—Five-Year Trends

County	1998 Deaths	1999 Deaths	2000 Deaths	2001 Deaths	2003 Deaths
Adams	4	9	10	6	15
Allegheny	28	29	22	40	26
Armstrong	4	11	5	3	9
Beaver	11	4	11	5	6
Bedford	7	9	5	7	7
Berks	17	9	12	16	13
Blair	7	9	8	8	4
Bradford	2	7	3	5	2
Bucks	20	30	14	36	25
Butler	7	6	9	8	7
Cambria	6	6	8	7	6
Cameron	1	0	0	0	0
Carbon	10	4	10	1	5
Centre	4	4	6	8	11
Chester	12	13	19	16	27
Clarion	5	2	0	6	3
Clearfield	7	7	9	6	6
Clinton	2	1	2	3	3
Columbia	1	7	4	2	7
Crawford	8	3	4	9	7
Cumberland	3	11	8	4	8
Dauphin	7	15	7	11	4
Delaware	14	16	15	13	19
Elk	8	5	5	1	5
Erie	16	14	11	16	8
Fayette	22	6	9	2	14
Forest	0	1	1	0	0
Franklin	10	8	12	5	12
Fulton	7	5	1	0	1
Greene	1	2	3	4	8
Huntingdon	16	3	2	2	3
Indiana	14	5	5	7	7
Jefferson	0	1	4	3	1
Juniata	2	4	3	1	1
Lackawanna	13	7	4	10	4
Lancaster	11	11	12	19	22
Lawrence	10	6	8	3	5
Lebanon	8	8	2	3	10
Lehigh	13	7	8	7	15
Luzerne	10	7	15	17	21
Lycoming	5	7	4	9	6
McKean	4	8	4	1	1
Mercer	11	5	17	7	7
Mifflin	0	2	1	3	5
Monroe	13	10	8	16	8
Montgomery	23	17	16	18	24
Montour	1	1	0	0	2
Northampton	9	4	11	8	6
Northumberland	4	8	6	5	5
Perry	3	3	6	5	3
Philadelphia	15	27	19	27	31
Pike	1	3	2	4	1
Potter	1	4	1	1	1
Schuylkill	14	18	13	9	9
Snyder	4	2	2	4	2
Somerset	15	10	10	4	14
Sullivan	0	0	2	1	2
Susquehanna	4	8	2	4	4
Tioga	4	3	3	2	3
Union	0	4	2	2	1
Venango	3	5	5	2	6
Warren	1	5	6	7	5
Washington	7	14	18	10	14
Wayne	5	4	3	4	2
Westmoreland	23	22	21	15	22
Wyoming	3	1	3	8	2
York	14	21	29	33	15
TOTAL	**535**	**528**	**510**	**529**	**558**

Counties

Note: Beginning with 2003 data, alcohol involvement criteria changed to account for both BAC levels and suspected involvement when BAC is unknown. The effect can mostly be seen in the alcohol related fatalities for years 2003 and after.

Pennsylvania Counties

Use the map below as a key to county names for other maps.

The following county-by-county maps have their data broken into five groups, with roughly the same number of counties in each group.

Total Crashes by County

Urban counties, with their higher populations, number of vehicles, and vehicle-miles of travel, lend themselves to a higher number of crashes. Referring to the map below, 59% of the total traffic crashes occurred in only 12 of Pennsylvania's 67 counties. These 12 counties appear in black on the map.
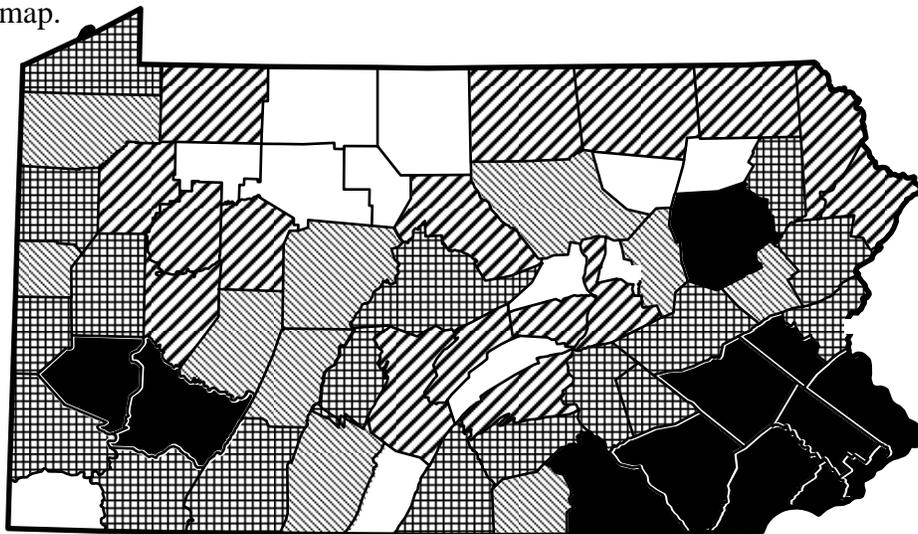
Total Crashes:	☐ 450 or less	▨ 451-750	▨ 751-1,500
	▦ 1,501-3,600	■ 3,601 or more	

Traffic Deaths by County

Referring to the map below, 50% of the total traffic deaths occurred in only 14 of Pennsylvania's 67 counties. These 14 counties appear in black on the map.

Deaths:　☐ 8 or less　▨ 9-13　▨ 14-18　▦ 19-30　■ 31 or more
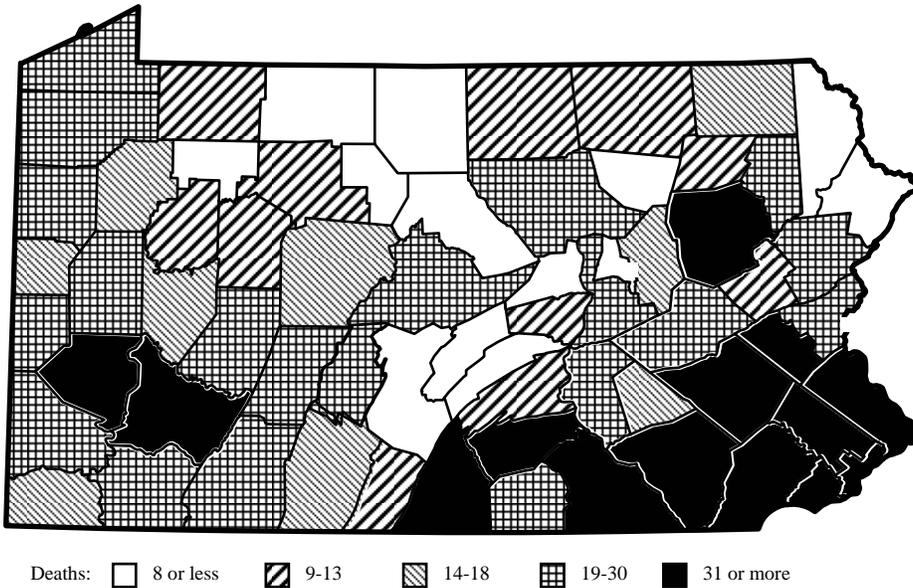
Alcohol-Related Deaths by County

Referring to the map below, 59% of the total alcohol-related deaths occurred in only 17 of Pennsylvania's 67 counties. These 17 counties appear in black on the map.

Deaths:　☐ 2 or less　▨ 3-4　▨ 5-7　▦ 8-11　■ 12 or more
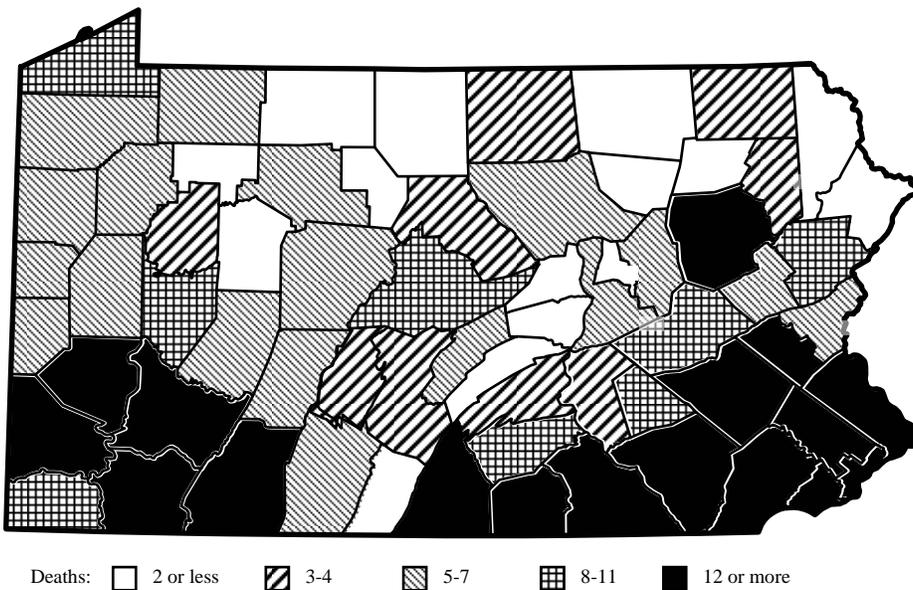
Counties

Percent Seat Belt Use in Crashes by County

While the percent seat belt use in crashes tended to be lower in counties with major urban areas, some rural areas also had lower seat belt use in crashes. Below the worst 9 counties having 70% or less seat belt usage in crashes are shown in black on the map.

Belt Usage: ☐ 80% or more   ▨ 77%-79%   ▦ 74%-76%
              ▦ 71%-73%   ■ 70% or less
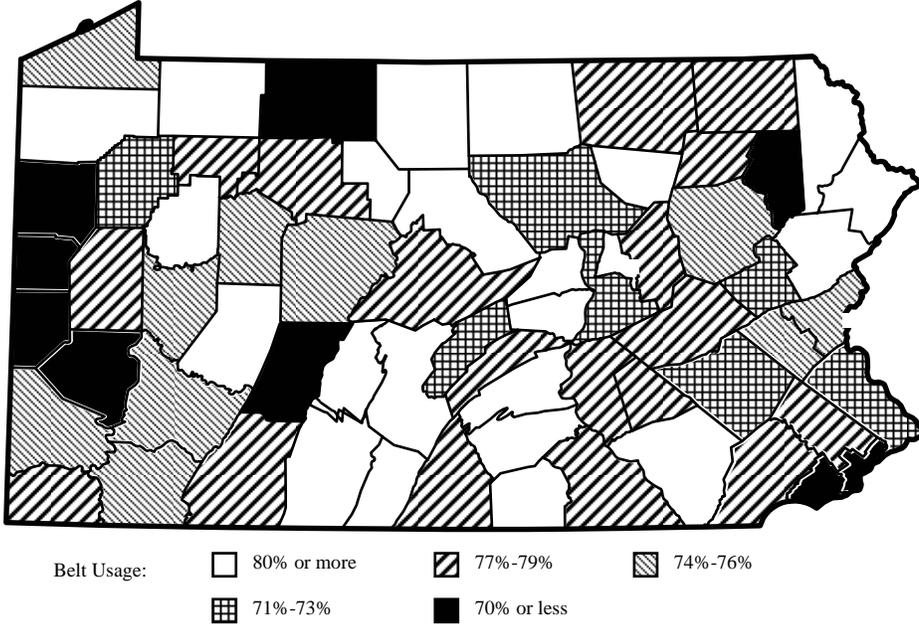
Pedestrian Deaths by County

Referring to the map below, 58% of the total pedestrian deaths occurred in only 7 of Pennsylvania's 67 counties. These 7 counties appear in black on the map.

Deaths: ☐ None   ▨ 1   ▨ 2-3   ▦ 4-5   ■ 6 or more
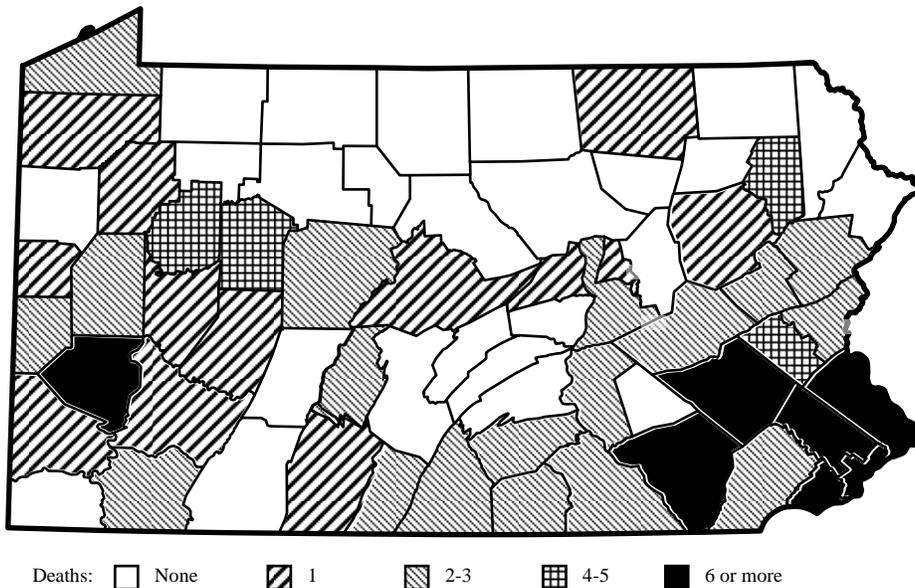
Counties

Crashes by Engineering District

The map below illustrates the eleven PENNDOT engineering districts in Pennsylvania. The table below lists a breakdown of the number of crashes, deaths, and injuries in 2003 by engineering district.

District	Crashes	Deaths	Injuries
1	6,934	97	5,652
2	4,820	80	3,698
3	5,196	112	3,661
4	8,116	102	6,029
5	18,699	165	13,334
6	40,351	366	33,992
8	21,757	239	15,400
9	5,845	106	4,387
10	4,978	87	3,680
11	15,513	116	10,647
12	7,948	107	5,891
Total	**140,207**	**1,577**	**106,372**

Counties

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2003 Pennsylvania Crash Facts & Statistics Feedback Survey

The 2003 edition of the *Pennsylvania Crash Facts and Statistics* booklet continues to use the format that began with the 1996 edition. In our continuing effort to make this booklet as useful as possible, we would appreciate your taking the time to fill out this survey. Your opinions will help shape future editions including a planned major revision in the next few years.

Does this booklet provide information which is useful to you? (check one) ❑ Yes   ❑ No

If not, what information would you like to see included? _____

_____

_____

Is the format easy to follow? (check one) ❑ Yes   ❑ No If not, what changes would make the format better and easier for you?

_____

_____

_____

Please rate the following sections of the booklet as to whether you find them Useful, Somewhat Useful, or Not Useful.

	Useful	Somewhat	Not Useful
How to Use This Booklet	❑	❑	❑
Definitions	❑	❑	❑
Overview	❑	❑	❑
All Crashes and Deaths	❑	❑	❑
Drivers	❑	❑	❑
Alcohol-Related Crashes	❑	❑	❑
Seat Belt, Child Safety Seats, etc.	❑	❑	❑
Pedestrians and Bicycle Crashes	❑	❑	❑
Crashes by Motor Vehicle Type	❑	❑	❑
Pennsylvania County Crashes	❑	❑	❑
Index	❑	❑	❑

What section(s) of the booklet do you use *most* often? _____

_____

Your name and organization (optional): _____

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Thank you for your involvement and response.

1. Cut this page out of the booklet.
2. Fold along the dotted lines and tape shut.
3. Place a stamp where indicated.
4. Drop into the nearest mailbox.

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Pennsylvania Department and Transportation
Bureau of Highway Safety and Traffic Engineering
P.O. Box 2047
Harrisburg, PA 17105-2047

2003 Pennsylvania Crash Facts & Statistics Survey Form

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