**PENNDOT**

# 2005

# PENNSYLVANIA
# CRASH FACTS
# & STATISTICS



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## Introduction

The *2005 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: *PennDOT Organizations, Bureaus & Offices, Bureau of Highway Safety and Traffic Engineering, 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 2005. 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.

**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 the data for 2002 is missing. 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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## 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 the result of a single unit crash where the SUV ran off the road and hit a fixed object. While overall single unit hit fixed object crashes have decreased for all vehicles, the occurrence of the situation continues to rise for the Light Truck/Van/SUV category of vehicles.

In 2005, 12,452 crashes occurred where a light truck, van, or SUV went off the roadway and struck a fixed object. This accounted for 30% of all single unit run-off-the-road crashes. For more information on SUV crashes and single unit hit fixed object crashes, see the section starting on page 50.

# *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% (39,890 miles*) are state highways maintained by the Pennsylvania Department of Transportation (PennDOT), and the remaining 67% (80,733 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 2005, there were 132,829 reportable traffic crashes in Pennsylvania. These crashes claimed the lives of 1,616 people and injured another 100,381 people. To add some perspective, the 2005 total reportable traffic crashes is the second lowest in the last five years.

Last year, there were approximately 107.2 billion vehicle-miles* of travel on Pennsylvania's roads and highways. The 2005 fatality rate of 1.51 deaths per hundred million vehicle-miles of travel* was a big increase from the 2004 fatality rate of 1.40 and just slightly higher than the 1.50 rate from 2003.

**2005 Briefs**

*On Average in Pennsylvania:*
- Each day 364 reportable traffic crashes occurred (about 15 crashes every hour).
- Each day 4 persons were killed in reportable traffic crashes (one death every 5 hours).
- Each day 275 persons were injured in reportable crashes (about 11 injuries every hour).

*Based on Pennsylvania's 2005 population (12,429,616 people):*
- 1 out of every 39 people was involved in a reportable traffic crash.
- 1 out of every 7,692 people was killed in a reportable traffic crash.
- 1 out of every 124 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, 2004 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 2005, most were not injured, and the vast majority who were injured suffered only minor injuries. However the 1,616 deaths in 2005 represent the highest number of fatalities in Pennsylvania motor vehicle crashes since 2002, when there were 1,617 fatalities.

**Total Crashes**

Fatal Crashes (1,497)

PDO Crashes (61,332)

Injury Crashes (70,000)

**Total People**

Killed (1,616)

Injured (100,381)

No Injury (217,738)

**Total People--Injured**

Unk Severity (21,612)

Major (4,324)

Moderate (17,470)

Minor (56,975)
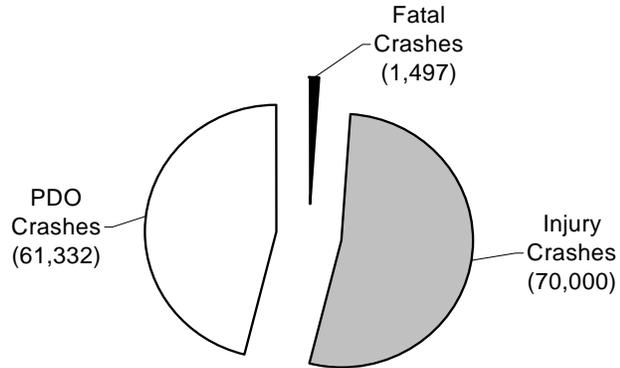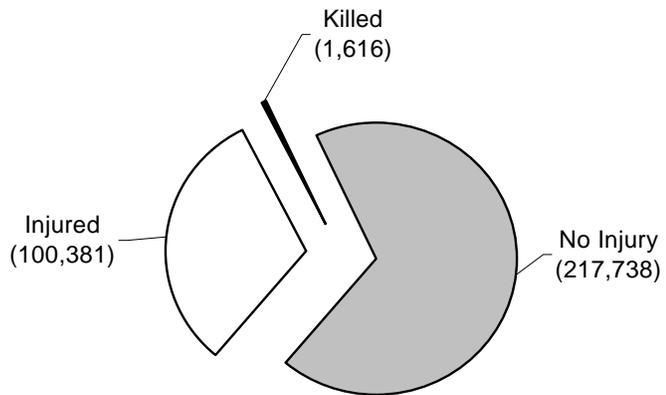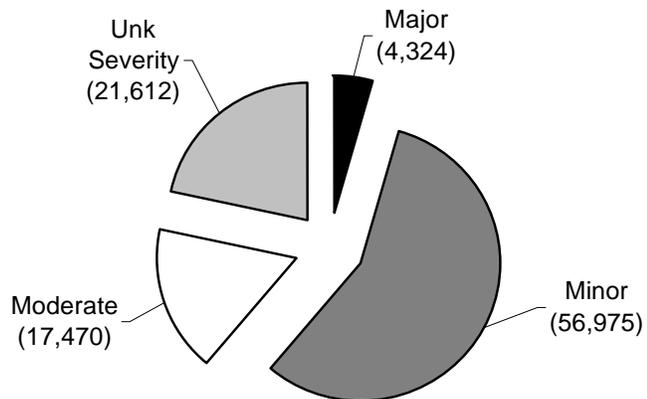
*All Crashes*

## Deaths and Injuries—Five-Year Trends

Total reported crashes in 2005 decreased 3.3% compared to 2004; deaths increased by 8.5% while total injuries decreased by 4.6%.**

|  | 2000 | 2001 | 2003 | 2004 | 2005 |
|---|---|---|---|---|---|
| Reported Crashes | 147,253 | 131,292 | 140,207 | 137,410 | 132,829 |
| Total Deaths | 1,520 | 1,532 | 1,577 | 1,490 | 1,616 |
| Total Injuries | 131,471 | 117,860 | 106,372 | 105,222 | 100,381 |
| *Major Injury* | *5,136* | *5,039* | *4,645* | *4,365* | *4,324* |
| *Moderate Injury* | *24,785* | *23,292* | *22,331* | *19,580* | *17,470* |
| *Minor Injury* | *82,968* | *76,796* | *73,920* | *63,888* | *56,975* |
| *Unknown Injury Severity* | *18,582* | *12,733* | *5,476* | *17,389* | *21,612* |
| Pedestrian Deaths | 172 | 195 | 175 | 151 | 162 |
| Pedestrian Injuries | 5,531 | 5,190 | 4,842 | 4,830 | 4,663 |
| Motorcyclist Deaths | 150 | 127 | 156 | 158 | 205 |
| Motorcyclist Injuries | 2,763 | 2,896 | 2,931 | 3,523 | 3,953 |
| Bicyclist Deaths | 15 | 13 | 20 | 14 | 18 |
| Bicyclist Injuries | 2,342 | 1,799 | 1,512 | 1,542 | 1,313 |
| Heavy-Truck-Related Deaths | 182 | 179 | 214 | 184 | 186 |
| Alcohol-Related Deaths | 510 | 529 | 558 | 541 | 580 |
| Speed-Related Deaths | 194 | 256 | 452 | 439 | 505 |
| Billions of Vehicle-Miles* | 102.5 | 103.5 | 104.8 | 106.1 | 107.2 |
| Deaths per 100 Million Vehicle-Miles* | 1.48 | 1.48 | 1.50 | 1.40 | 1.51 |

*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, recording 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) | 1,616 | $3,278,600 | $5,298,217,600 |
| Major Injuries (persons) | 4,324 | $1,195,471 | $5,169,216,604 |
| Moderate Injuries (persons) | 17,470 | $79,856 | $1,395,084,320 |
| Minor Injuries (persons) | 56,975 | $6,305 | $359,227,375 |
| Property Damage Only (crashes) | 60,190 | $2,522 | $151,799,180 |
| Unknown Injuries (persons) | 21,612 | $6,305 | $136,263,660 |
|  |  | TOTAL | $12,509,808,739 |

> **In 2005, the economic loss due to traffic crashes was**
> # $1,006
> **to every man, woman, and child in Pennsylvania.**

Figures are based on the latest PennDOT estimates (in 2005 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 third highest number of deaths.

Hit Fixed Object — Crashes 32.4%, Deaths 40.7%
Angle — Crashes 26.5%, Deaths 23.5%
Rear End — Crashes 20.5%, Deaths 5.5%
Sideswipe — Crashes 5.9%, Deaths 4.0%
Hit Pedestrian — Crashes 3.2%, Deaths 9.3%
Head On — Crashes 4.4%, Deaths 10.8%
All Others — Crashes 7.1%, Deaths 6.3%
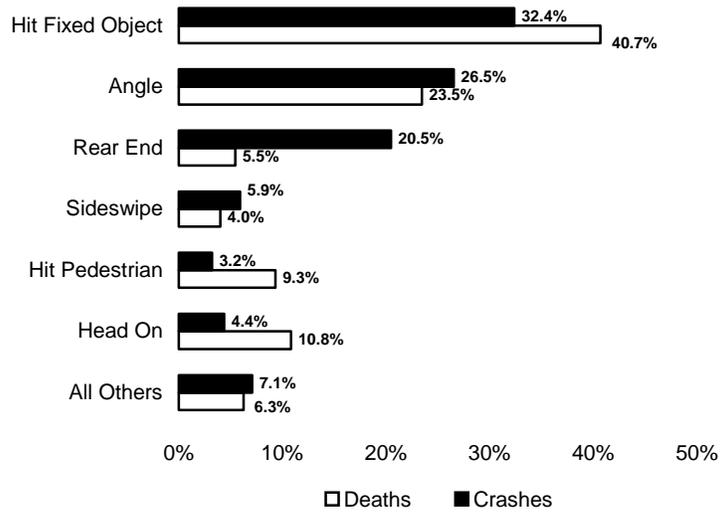
☐ Deaths    ■ Crashes

| Crash Type | Crashes | Deaths |
|---|---|---|
| Angle | 35,241 | 379 |
| Backing Up | 222 | 0 |
| Head On | 5,839 | 175 |
| Hit Fixed Object | 42,976 | 657 |
| Hit Pedestrian | 4,291 | 151 |
| Non-Collision | 5,667 | 90 |
| Rear End | 27,206 | 88 |
| Sideswipe | 7,883 | 65 |
| Other | 3,504 | 11 |
| TOTAL | 132,829 | 1,616 |

*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. Compared with previous years, light truck, van, and SUV vehicles in 2005 were involved in more crashes and have had more occupant deaths which are consistent with recent vehicle buying trends.

Passenger Car — Vehicles 64.5%, Deaths 55.4%
Lt Trk/Van/SUV — Vehicles 28.0%, Deaths 25.2%
All Others — Vehicles 7.4%, Deaths 19.4%
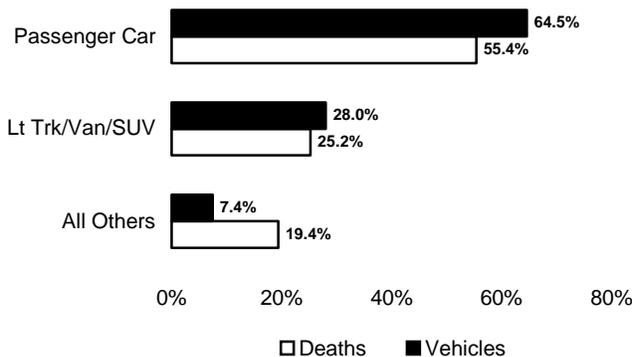
☐ Deaths    ■ Vehicles

| | Vehicles | Occupant Deaths |
|---|---|---|
| Passenger Car | 141,506 | 805 |
| Lt Trk/Van/SUV | 61,425 | 367 |
| Heavy Truck | 7,910 | 31 |
| Motorcycle | 4,140 | 205 |
| Bicycle | 1,369 | 18 |
| Commercial Bus | 674 | 1 |
| School Bus | 493 | 0 |
| Other | 1,733 | 27 |

All Crashes

## 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 | 286 (0.2%) | 94 (0.1%) | **380** |
| 16-20 | 20,468 (15.9%) | 13,773 (16.4%) | **34,241** |
| 21-25 | 18,243 (14.2%) | 12,155 (14.5%) | **30,398** |
| 26-30 | 12,083 (9.4%) | 8,117 (9.7%) | **20,200** |
| 31-35 | 11,429 (8.9%) | 7,641 (9.1%) | **19,070** |
| 36-40 | 11,647 (9.1%) | 7,704 (9.2%) | **19,351** |
| 41-45 | 11,893 (9.2%) | 7,805 (9.3%) | **19,698** |
| 46-50 | 10,808 (8.4%) | 7,053 (8.4%) | **17,861** |
| 51-55 | 8,547 (6.6%) | 5,483 (6.5%) | **14,030** |
| 56-60 | 6,867 (5.3%) | 4,203 (5.0%) | **11,070** |
| 61-65 | 4,591 (3.6%) | 2,705 (3.2%) | **7,296** |
| 66-70 | 3,124 (2.4%) | 1,961 (2.3%) | **5,085** |
| 71-75 | 2,609 (2.0%) | 1,708 (2.0%) | **4,317** |
| Over 75 | 4,482 (3.5%) | 3,053 (3.6%) | **7,535** |
| Unknown | 1,630 (1.3%) | 486 (0.6%) | **2,116** |
| **DRIVERS** | **128,707 (100.0%)** | **83,941 (100.0%)** | **212,648** |
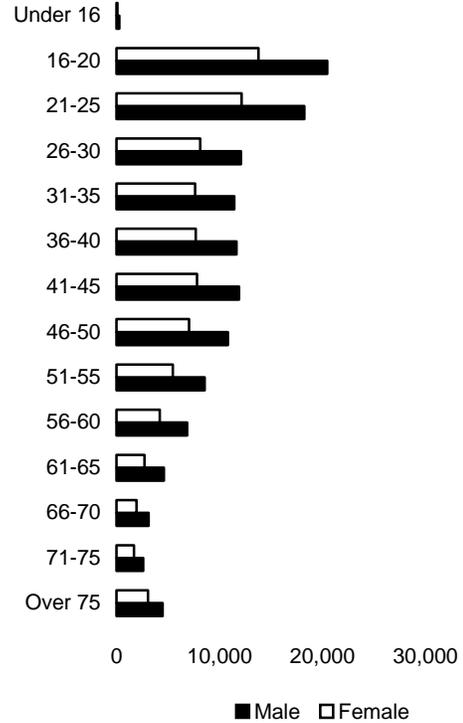
*Note:* Does not include 3,750 drivers of unknown sex or drivers of non-motorized vehicles.

## 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.  Please note that the 2005 US average fatality rate was not finalized by the time of this publication.  The chart below shows the periodic fatality rates since 1965.

**Fatality Rates**
Per 100 Million Vehicle-Miles*
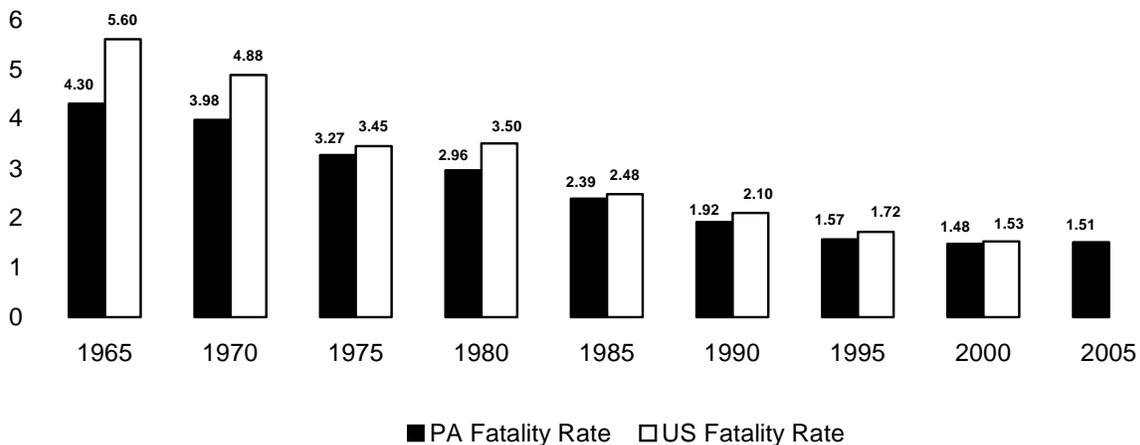
| Year | PA Fatality Rate | US Fatality Rate |
|---|---|---|
| 1965 | 4.30 | 5.60 |
| 1970 | 3.98 | 4.88 |
| 1975 | 3.27 | 3.45 |
| 1980 | 2.96 | 3.50 |
| 1985 | 2.39 | 2.48 |
| 1990 | 1.92 | 2.10 |
| 1995 | 1.57 | 1.72 |
| 2000 | 1.48 | 1.53 |
| 2005 | 1.51 | |

■ 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** |
|---|---|---|---|---|---|---|---|
| 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 | 117,860 | 10,629,896 | 103.5 | 1.48 | 1.51 |
| 2003 | 140,197 | 1,577 | 106,372 | 10,768,222 | 104.8 | 1.50 | 1.48 |
| 2004 | 137,410 | 1,490 | 105,222 | 10,921,683 | 106.1 | 1.40 | 1.46 |
| 2005 | 132,840 | 1,616 | 100,381 | 11,058,567 | 107.2 | 1.51 | -- |

\*   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 | 102,440 (77.1%) | 1,341 (83.0%) |
| Rain/Rain & Fog | 15,991 (12.0%) | 162 (10.0%) |
| Snow/Sleet/Freezing Rain | 12,430 (9.4%) | 75 (4.6%) |
| Fog/Smoke, Etc. | 587 (0.4%) | 17 (1.1%) |
| Other | 1,381 (1.0%) | 21 (1.3%) |
| **TOTAL** | **132,829 (100.0%)** | **1,616 (100.0%)** |

| Road Surface Condition | Crashes | Deaths |
|---|---|---|
| Dry | 92,388 (69.6%) | 1,266 (78.3%) |
| Wet | 23,109 (17.4%) | 237 (14.7%) |
| Snow/Slush | 10,667 (8.0%) | 70 (4.3%) |
| Ice/Ice Patches | 5,715 (4.3%) | 28 (1.7%) |
| Other | 950 (0.7%) | 15 (0.9%) |
| **TOTAL** | **132,829 (100.0%)** | **1,616 (100.0%)** |

## Crashes Involving Vehicle Defects

Improperly-maintained vehicles can lead to crashes. In 2005, tire/wheel, brake-related, and steering system 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 — 33.5%
Brake-Related — 29.3%
Total Steering System Failure — 11.8%
All Other Defects — 25.4%
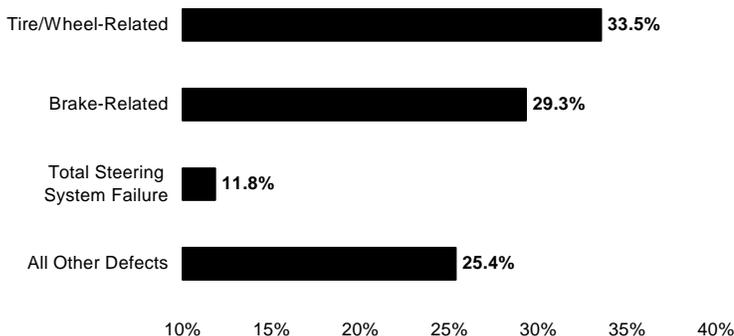
| Vehicle Defect | Crashes |
|---|---|
| Tire/Wheel-Related | 888 |
| Brake-Related | 776 |
| Total Steering System Failure | 313 |
| Power Train Failure | 285 |
| Unsecure/Shifted Trailer Load | 126 |
| Suspension | 78 |
| Vehicle Lighting-Related | 33 |
| Dirty/Frosty Windshield | 28 |
| Other Known Defects | 121 |

**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 2005 contained fatalities or injuries.



Fatal Crashes
1.4%

PDO Crashes
46.2%

Injury Crashes
52.4%
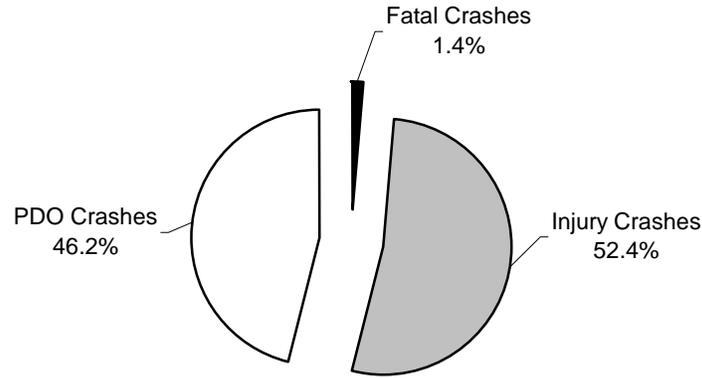
All Crashes

Total Crashes: **1,885**

Total Killed: **30** (Workers Killed: **3**)

Total Injured: **1,458**

## *Work Zone Crashes—Vehicles Involved*

| Vehicle Type | State Hwy (Interstate) | State Hwy (Other) | Turnpike | Local Road |
|---|---|---|---|---|
| Passenger Car | 486 (48.2%) | 1,224 (58.8%) | 102 (48.8%) | 185 (65.4%) |
| Light Truck/SUV | 242 (24.0%) | 646 (31.0%) | 44 (21.1%) | 75 (26.5%) |
| Heavy Truck/Bus | 261 (25.9%) | 155 (7.5%) | 58 (27.8%) | 13 (4.6%) |
| Motorcycle | 10 (1.0%) | 30 (1.4%) | 2 (1.0%) | 4 (1.4%) |
| Other | 10 (1.0%) | 26 (1.3%) | 3 (1.4%) | 6 (2.1%) |
| **TOTAL** | **1,009 (100.0%)** | **2,081 (100.0%)** | **209 (100.0%)** | **283 (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* |
| 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%** |
| 2004 | State Hwy (Interstate) | 419 | 23.8% | 5 | 31.3% |
|      | State Hwy (Other) | 1,030 | 58.5% | 8 | 50.0% |
|      | Turnpike | 140 | 8.0% | 2 | 12.5% |
|      | Local Road | 172 | 9.8% | 1 | 6.3% |
|      | Other/Unknown Road | 1 | 0.1% | 0 | 0.0% |
|      | **TOTAL** | **1,762** | **100.0%** | **16** | **100.0%** |
| 2005 | State Hwy (Interstate) | 512 | 27.2% | 8 | 26.7% |
|      | State Hwy (Other) | 1,077 | 57.1% | 17 | 56.7% |
|      | Turnpike | 121 | 6.4% | 3 | 10.0% |
|      | Local Road | 175 | 9.3% | 2 | 6.7% |
|      | Other/Unknown Road | 0 | 0.0% | 0 | 0.0% |
|      | **TOTAL** | **1,885** | **100.0%** | **30** | **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 | 873 | 0.7% | 22 | 1.4% |
| Hit Building | 1,431 | 1.1% | 23 | 1.4% |
| Hit Culvert | 976 | 0.7% | 27 | 1.7% |
| Hit Curb | 4,488 | 3.4% | 84 | 5.2% |
| Hit Ditch | 3,767 | 2.8% | 82 | 5.1% |
| Hit Embankment | 9,216 | 6.9% | 219 | 13.6% |
| Hit Fence or Wall | 3,163 | 2.4% | 57 | 3.5% |
| Hit Fire Hydrant | 410 | 0.3% | 10 | 0.6% |
| Hit Guiderail | 7,626 | 5.7% | 187 | 11.6% |
| Hit Impact Attenuator | 145 | 0.1% | 0 | 0.0% |
| Hit Mailbox(es) | 1,443 | 1.1% | 38 | 2.4% |
| Hit Median Barrier | 4,551 | 3.4% | 54 | 3.3% |
| Hit Other Fixed Object | 3,905 | 2.9% | 63 | 3.9% |
| Hit Parked Vehicle | 6,513 | 4.9% | 50 | 3.1% |
| Hit Rock(s) or Obstacle on Roadway | 663 | 0.5% | 3 | 0.2% |
| Hit Signal/Sign Support | 2,551 | 1.9% | 61 | 3.8% |
| Hit Snow Bank | 488 | 0.4% | 5 | 0.3% |
| Hit Temporary Construction Barrier | 69 | 0.1% | 1 | 0.1% |
| Hit Traffic Island or Channelization | 266 | 0.2% | 6 | 0.4% |
| Hit Tree(s) or Shrubs/Hedges | 10,993 | 8.3% | 326 | 20.2% |
| Hit Utility Pole(s) | 9,985 | 7.5% | 169 | 10.5% |
| | | | | |
| Hit Deer | 2,339 | 1.8% | 9 | 0.6% |
| Hit Other Animal | 208 | 0.2% | 0 | 0.0% |

*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 | 9,314 | 82,712 | 2,742 | 37,931 | 129 |
| Person Killed | 101 | 1,249 | 28 | 237 | 1 |
| Persons Injured | 6,354 | 65,855 | 1,610 | 28,319 | 73 |
| Miles of Maintained Road | 1,285 | 39,482 | 529 | 80,194 | --- |
| 100 MVM* Traveled | 191.0 | 631.3 | 65.4 | 184.6 | --- |
| Crashes/MVM* | 0.49 | 1.31 | 0.42 | 2.05 | --- |
| Persons Killed/100 MVM* | 0.53 | 1.98 | 0.43 | 1.28 | --- |
| Persons Injured/MVM* | 0.33 | 1.04 | 0.25 | 1.53 | --- |

\* 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 2004 Highway Performance Monitoring System (HPMS) package and reflects 2004 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.  In 2005, 4 deaths occurred after two years of no fatalities in this type of crash.
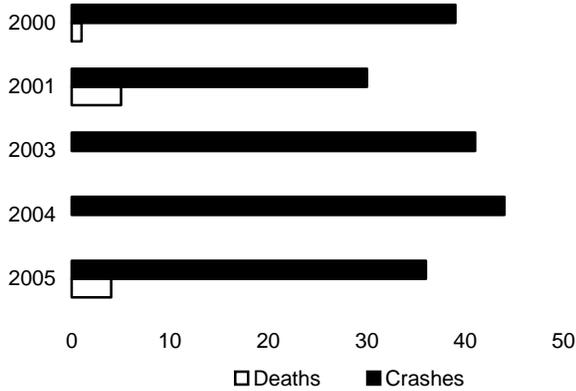


| Year | Crashes | Deaths |
|------|---------|--------|
| 2000 | 39 | 1 |
| 2001 | 30 | 5 |
| 2003 | 41 | 0 |
| 2004 | 44 | 0 |
| 2005 | 36 | 4 |

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 2005.  In 2005, all 4 train crash deaths involved a passenger car.
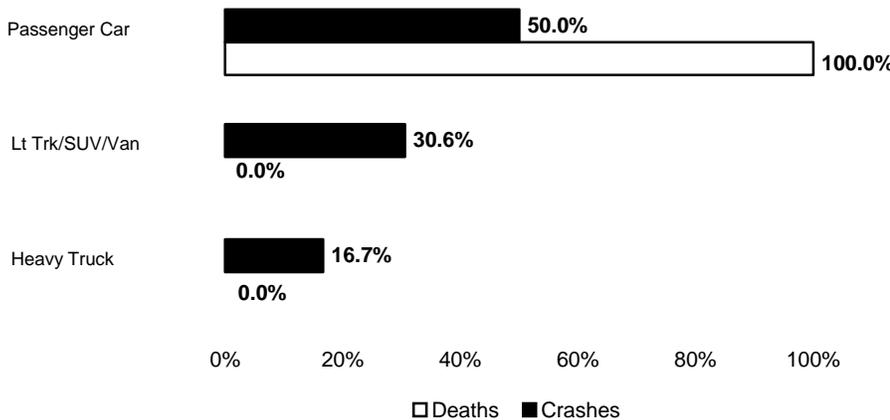


| Vehicle Type | Crashes | Deaths |
|--------------|---------|--------|
| Passenger Car | 18 | 4 |
| Lt Trk/SUV/Van | 11 | 0 |
| Heavy Truck | 6 | 0 |
| Bicycle | 0 | 0 |
| Commercial Bus | 0 | 0 |
| Motorcycle | 0 | 0 |
| School Bus | 0 | 0 |
| Unknown | 1 | 0 |
| **TOTAL** | **36** | **4** |

## Train/Vehicle Crashes by Road Type

| Road Type | Crashes | Deaths |
|-----------|---------|--------|
| Local Road | 22 | 1 |
| State Hwy (Other) | 14 | 3 |
| **TOTAL** | **36** | **4** |

## Train/Vehicle Crashes by Light Level

Daylight — 58.3% / 25.0%
Dark (No/Unk St Lights) — 27.8% / 25.0%
Dark (Street Lights) — 13.9% / 50.0%
Dawn — 0.0% / 0.0%
Dusk — 0.0% / 0.0%
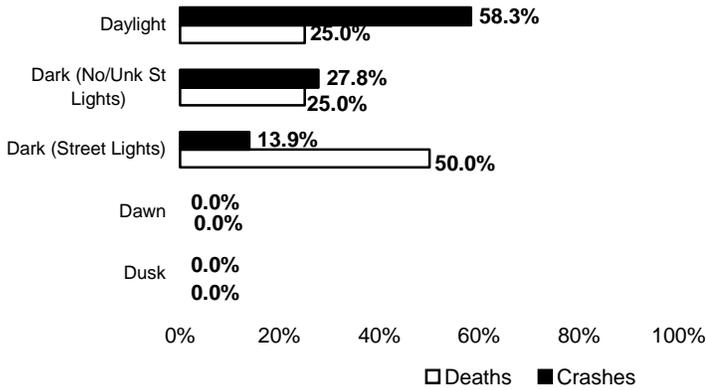
☐ Deaths ■ Crashes

| Light Level | Crashes | Deaths |
|-------------|---------|--------|
| Daylight | 21 | 1 |
| Dark (No/Unk St Lights) | 10 | 1 |
| Dark (Street Lights) | 5 | 2 |
| Dawn | 0 | 0 |
| Dusk | 0 | 0 |
| **TOTAL** | **36** | **4** |

## Train/Vehicle Crashes by County

| County | Crashes | Deaths | County | Crashes | Deaths |
|--------|---------|--------|--------|---------|--------|
| Allegheny | 2 | 0 | Luzerne | 1 | 0 |
| Bucks | 1 | 0 | Montour | 1 | 1 |
| Crawford | 1 | 0 | Northampton | 1 | 0 |
| Cumberland | 2 | 0 | Northumberland | 1 | 0 |
| Dauphin | 2 | 0 | Perry | 1 | 0 |
| Elk | 2 | 0 | Philadelphia | 1 | 0 |
| Erie | 2 | 0 | Union | 1 | 0 |
| Fayette | 1 | 0 | Washington | 3 | 0 |
| Franklin | 2 | 0 | Westmoreland | 1 | 0 |
| Lackawanna | 2 | 0 | York | 2 | 2 |
| Lancaster | 2 | 0 | **TOTAL** | **36** | **4** |
| Lebanon | 4 | 1 | | | |

# —WHEN THEY HAPPENED—

## Crashes by Month
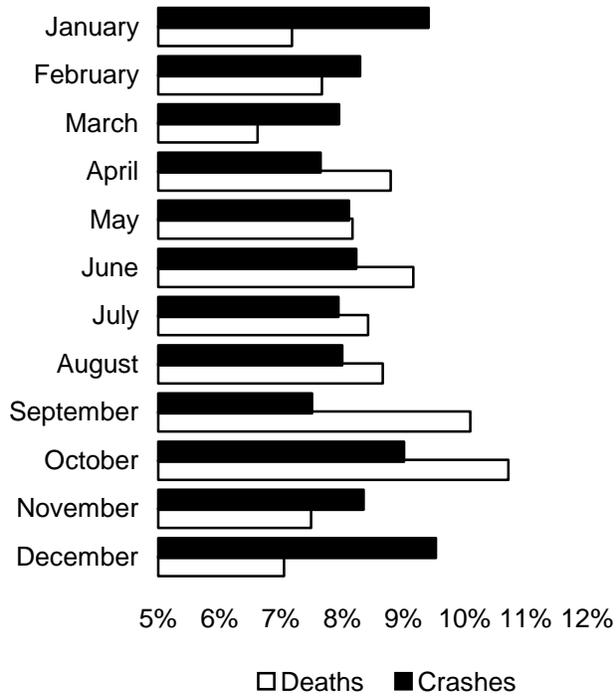


☐ Deaths   ■ Crashes

| Month | Crashes | Deaths |
|-------|---------|--------|
| January | 12,498 (9.4%) | 116 (7.2%) |
| February | 11,017 (8.3%) | 124 (7.7%) |
| March | 10,558 (8.0%) | 107 (6.6%) |
| April | 10,168 (7.7%) | 142 (8.8%) |
| May | 10,774 (8.1%) | 132 (8.2%) |
| June | 10,929 (8.2%) | 148 (9.2%) |
| July | 10,550 (7.9%) | 136 (8.4%) |
| August | 10,629 (8.0%) | 140 (8.7%) |
| September | 9,977 (7.5%) | 163 (10.1%) |
| October | 11,973 (9.0%) | 173 (10.7%) |
| November | 11,094 (8.4%) | 121 (7.5%) |
| December | 12,662 (9.5%) | 114 (7.1%) |
| **TOTAL** | **132,829 (100.0%)** | **1,616 (100.0%)** |

All 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).
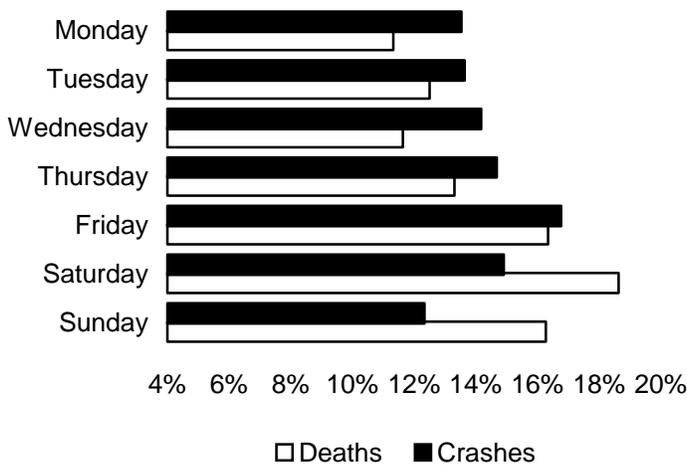


☐ Deaths   ■ Crashes

| Day | Crashes | Deaths |
|-----|---------|--------|
| Monday | 17,970 (13.5%) | 183 (11.3%) |
| Tuesday | 18,099 (13.6%) | 202 (12.5%) |
| Wednesday | 18,818 (14.2%) | 188 (11.6%) |
| Thursday | 19,495 (14.7%) | 215 (13.3%) |
| Friday | 22,265 (16.8%) | 264 (16.3%) |
| Saturday | 19,794 (14.9%) | 301 (18.6%) |
| Sunday | 16,386 (12.3%) | 263 (16.3%) |
| **TOTAL** | **132,829 (100.0%)** | **1,616 (100.0%)** |

## 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 2.9% of all crashes in 2005 occurred in the 2:00 AM hour, but 6.1% of all deaths—the highest percentage—occurred then. The higher volume of traffic itself is a factor during peak traffic hours, particularly the rush-hours.

**All Crashes**
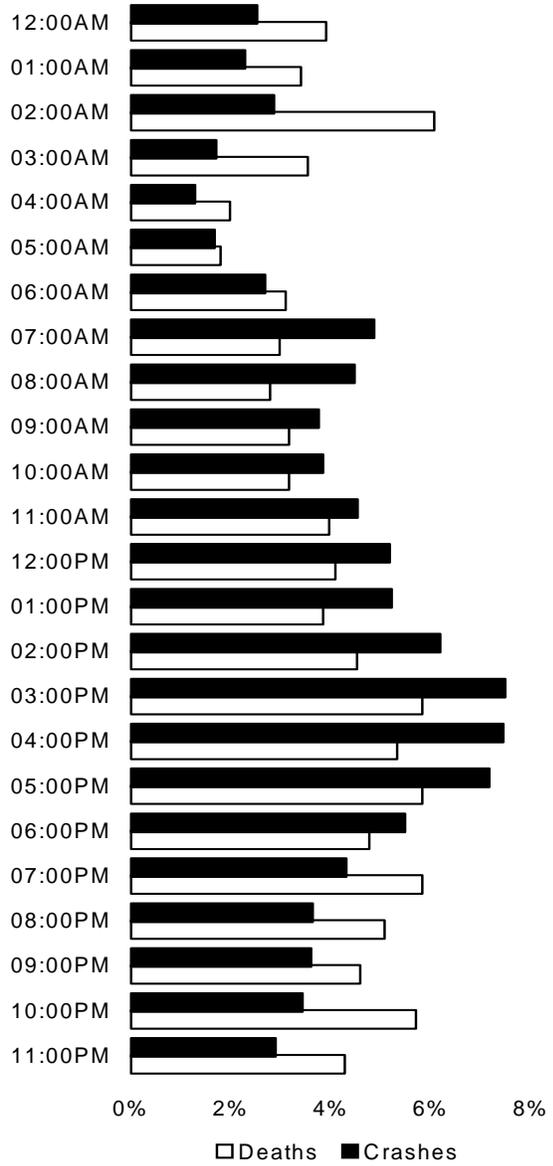
| Hour | Crashes | Deaths |
|---|---|---|
| 12:00AM | 3,343 | 63 |
| 01:00AM | 3,032 | 55 |
| 02:00AM | 3,804 | 98 |
| 03:00AM | 2,262 | 57 |
| 04:00AM | 1,696 | 32 |
| 05:00AM | 2,212 | 29 |
| 06:00AM | 3,563 | 50 |
| 07:00AM | 6,462 | 48 |
| 08:00AM | 5,936 | 45 |
| 09:00AM | 4,982 | 51 |
| 10:00AM | 5,098 | 51 |
| 11:00AM | 6,011 | 64 |
| 12:00PM | 6,871 | 66 |
| 01:00PM | 6,921 | 62 |
| 02:00PM | 8,214 | 73 |
| 03:00PM | 9,931 | 94 |
| 04:00PM | 9,883 | 86 |
| 05:00PM | 9,505 | 94 |
| 06:00PM | 7,276 | 77 |
| 07:00PM | 5,707 | 94 |
| 08:00PM | 4,818 | 82 |
| 09:00PM | 4,782 | 74 |
| 10:00PM | 4,553 | 92 |
| 11:00PM | 3,843 | 69 |

Deaths   Crashes

## *Crashes by Light Level*

In 2005, 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 2005 occurred slightly more often during non-daylight hours (dark and dusk/dawn conditions). If 2005 deaths per 1000 crashes are compared (Daylight—9.2 deaths per 1000 crashes versus Non-Daylight—17.4 deaths per 1000 crashes), it is apparent that non-daylight crashes resulted in deaths more often than daylight crashes.

**Crashes**

Other/Unknown 0.2%
Dawn 1.2%
Dusk 1.8%
Dark (Street Lights) 15.5%
Dark (No/Unk Street Lights) 17.4%
Daylight 63.9%

**All Crashes**

**Deaths**

Dawn 1.5%
Other/Unknown 0.2%
Dusk 2.7%
Dark (Street Lights) 15.2%
Dark (No/Unk Street Lights) 31.8%
Daylight 48.3%
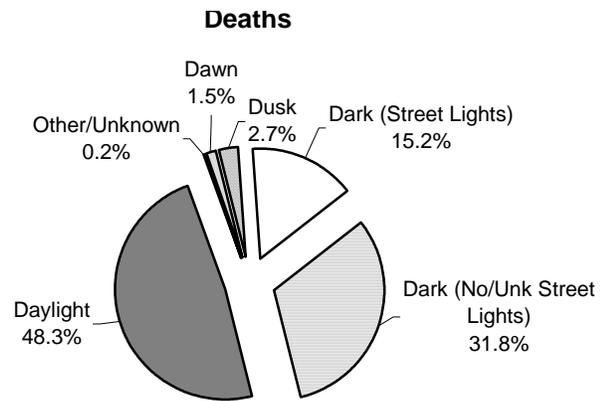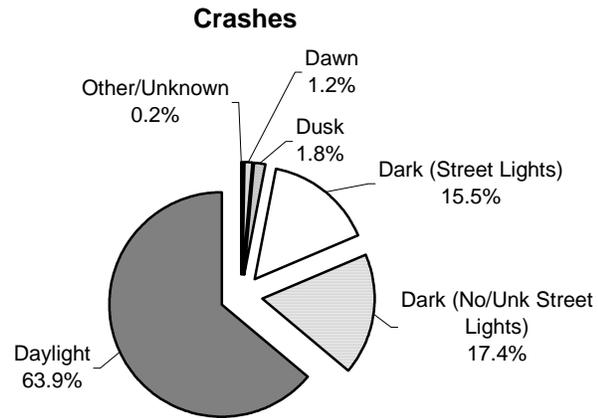
| Light Level | Crashes | Deaths |
|---|---|---|
| Daylight | 84,888 | 780 |
| Dark (No/Unk Street Lights) | 23,105 | 514 |
| Dark (Street Lights) | 20,627 | 250 |
| Dusk | 2,404 | 44 |
| Dawn | 1,577 | 24 |
| Other/Unknown | 228 | 4 |
| **TOTAL** | **132,829** | **1,616** |

## Crashes by Holiday

With few exceptions, most crashes occurred in the weekends directly before or after a holiday. Most deaths, however, were the same or slightly higher during the holiday weekend itself, with Memorial Day being the exception. 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 2005.

**Crashes**
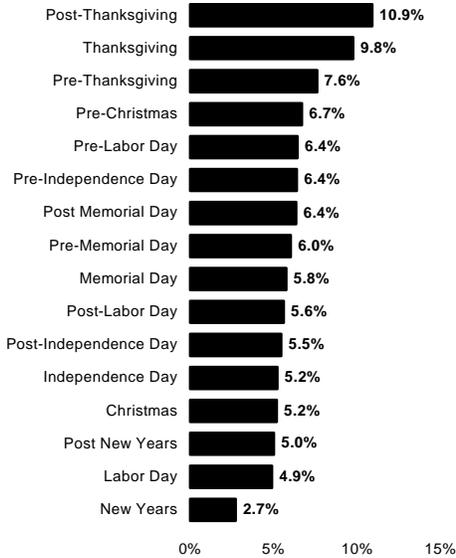
| Period | Percent |
|---|---|
| Post-Thanksgiving | 10.9% |
| Thanksgiving | 9.8% |
| Pre-Thanksgiving | 7.6% |
| Pre-Christmas | 6.7% |
| Pre-Labor Day | 6.4% |
| Pre-Independence Day | 6.4% |
| Post Memorial Day | 6.4% |
| Pre-Memorial Day | 6.0% |
| Memorial Day | 5.8% |
| Post-Labor Day | 5.6% |
| Post-Independence Day | 5.5% |
| Independence Day | 5.2% |
| Christmas | 5.2% |
| Post New Years | 5.0% |
| Labor Day | 4.9% |
| New Years | 2.7% |

| Period* | Crashes | Deaths |
|---|---|---|
| New Years | 520 | 9 |
| Post New Years | 953 | 8 |
| Pre-Memorial Day | 1,148 | 19 |
| Memorial Day | 1,094 | 18 |
| Post Memorial Day | 1,209 | 23 |
| Pre-Independence Day | 1,216 | 16 |
| Independence Day | 995 | 23 |
| Post-Independence Day | 1,040 | 21 |
| Pre-Labor Day | 1,223 | 10 |
| Labor Day | 933 | 20 |
| Post-Labor Day | 1,066 | 17 |
| Pre-Thanksgiving | 1,446 | 10 |
| Thanksgiving | 1,855 | 18 |
| Post-Thanksgiving | 2,077 | 18 |
| Pre-Christmas | 1,273 | 12 |
| Christmas | 987 | 11 |
| **TOTAL** | **19,035** | **253** |

**Deaths**

| Period | Percent |
|---|---|
| Post Memorial Day | 9.1% |
| Independence Day | 9.1% |
| Post-Independence Day | 8.3% |
| Labor Day | 7.9% |
| Pre-Memorial Day | 7.5% |
| Memorial Day | 7.1% |
| Thanksgiving | 7.1% |
| Post-Thanksgiving | 7.1% |
| Post-Labor Day | 6.7% |
| Pre-Independence Day | 6.3% |
| Pre-Christmas | 4.7% |
| Christmas | 4.4% |
| Pre-Labor Day | 4.0% |
| Pre-Thanksgiving | 4.0% |
| New Years | 3.6% |
| Post New Years | 3.2% |
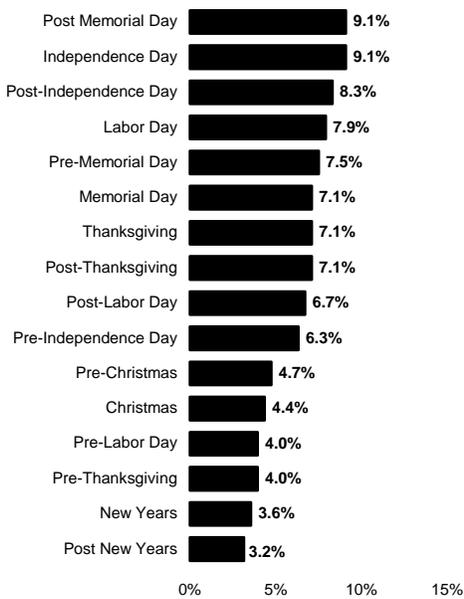
\* See *Holidays* under **Definitions** for explanation of pre- and post-holiday weekends.

# *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 | 37,898 | 682 |
| Drinking Driver | 12,590 | 313 |
| Improper Turning-Related | 12,915 | 84 |
| Careless/Illegal Passing | 4,431 | 76 |
| Distracted Driver | 11,945 | 74 |
| Proceeded Without Clearance | 8,769 | 67 |
| Tailgating | 5,634 | 41 |
| Drowsy Drivers | 2,250 | 24 |

*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 | 45.2%<br>59,969 crashes | 39.9%<br>15,312 crashes | 18.6%<br>1,755 crashes | 18.5%<br>1,502 crashes |
| Multiple Vehicle Crash | 54.8%<br>72,704 crashes | 60.1%<br>23,052 crashes | 81.4%<br>7,677 crashes | 81.5%<br>6,621 crashes |

**Drivers**

## Drivers in Crashes by Age Group

Looking at the 2005 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 | 3,177 | 60,739 | 5.2% |
| 17 | 7,404 | 114,514 | 6.5% |
| 18 | 7,877 | 128,911 | 6.1% |
| 19 | 7,250 | 138,662 | 5.2% |
| 20 | 6,413 | 139,655 | 4.6% |
| 21 | 6,158 | 138,962 | 4.4% |
| 22-24 | 16,363 | 414,609 | 3.9% |
| 25-29 | 19,342 | 650,171 | 3.0% |
| 30-39 | 34,287 | 1,431,977 | 2.4% |
| 40-54 | 48,014 | 2,635,034 | 1.8% |
| 55-59 | 10,712 | 744,733 | 1.4% |
| 60-64 | 7,168 | 559,551 | 1.3% |
| 65-69 | 4,900 | 429,399 | 1.1% |
| 70-74 | 4,125 | 362,154 | 1.1% |
| 75 and Over | 7,987 | 682,821 | 1.2% |
| Unknown | 294 | 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 slightly over-represented in hit fixed object crashes (single vehicle run-off-the-road type crashes), while mature drivers are heavily 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** | 4.3% | 3.2% | 2.0% | 1.1% |
| | 5,663 crashes | 1,212 crashes | 190 crashes | 90 crashes |
| **Rear-End** | 20.5% | 21.8% | 27.3% | 21.5% |
| | 27,194 crashes | 8,373 crashes | 2,576 crashes | 1,748 crashes |
| **Head-On** | 4.4% | 4.8% | 5.9% | 5.6% |
| | 5,832 crashes | 1,839 crashes | 552 crashes | 453 crashes |
| **Backing Up** | 0.2% | 0.1% | 0.2% | 0.3% |
| | 219 crashes | 39 crashes | 14 crashes | 20 crashes |
| **Angle** | 26.6% | 29.4% | 42.4% | 50.1% |
| | 35,226 crashes | 11,276 crashes | 3,995 crashes | 4,068 crashes |
| **Sideswipe** | 5.9% | 5.1% | 6.6% | 6.5% |
| | 7,862 crashes | 1,957 crashes | 625 crashes | 524 crashes |
| **Hit Fixed Object** | 32.4% | 33.1% | 12.2% | 11.6% |
| | 42,919 crashes | 12,709 crashes | 1,147 crashes | 938 crashes |
| **Hit Pedestrian** | 3.2% | 1.1% | 2.3% | 2.4% |
| | 4,257 crashes | 406 crashes | 214 crashes | 198 crashes |
| **Other** | 2.6% | 1.4% | 1.3% | 1.0% |
| | 3,501 crashes | 553 crashes | 119 crashes | 84 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** | 39.2% | 40.6% | 52.9% | 56.7% |
| | 52,067 crashes | 15,583 crashes | 4,987 crashes | 4,609 crashes |
| **Non-Intersection** | 60.8% | 59.4% | 47.1% | 43.3% |
| | 80,606 crashes | 22,781 crashes | 4,445 crashes | 3,514 crashes |

# *Alcohol-Related Crashes*

## *Alcohol Overview*

► In Pennsylvania, drinking and driving remains a top safety issue.  In 2005, alcohol-related crashes, 13,179, decreased from 13,624 alcohol-related crashes in 2004.  Alcohol-related deaths, 580, increased from 541 alcohol-related deaths in 2004.

► Of particular concern is the involvement of drinking drivers under the age of 21.  22% of the driver deaths in the 16-20 age group were drinking drivers, down from 27% in 2004.  This is positive news, but more work still needs to be done.

► Of equal focus is the 21 to 35 age group, in which over 50% of the driver deaths were drinking drivers.  The 31 to 35 age group increased from 52% in 2004 to 58% in 2005.  Some positive news occurred in the 36 to 40 age group, decreasing from 58% in 2004 to 45% in 2005.

► In 2005, alcohol-related deaths were 36% of the total traffic deaths, the same as in 2004.

► 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).

**2005 Briefs**

► 580 people died in alcohol-related crashes.

► 89% of the alcohol-related occupant deaths (drivers and passengers) were in the vehicle driven by the drinking driver; 72% were the drinking drivers themselves.

► 79% of the drinking drivers in traffic crashes were male.

► 77% of the alcohol-related crashes were during the hours of darkness, usually on weekends.

► On average each day, 36 alcohol-related traffic crashes occurred.

► On average each day, 1.6 persons were killed in alcohol-related traffic crashes.

► On average each day, 29 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 2005, they resulted in 36% of all persons killed in crashes. Alcohol-related crashes were 4 times more likely to result in death than those not related to alcohol (4.1% of the alcohol-related crashes resulted in death, compared to 1.1% 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 | 537 (35.9%) | 580 (35.9%) | 7,390 (10.4%) | 10,423 (10.2%) | 5,252 (8.7%) |
| Non-Alcohol-Related | 960 (64.1%) | 1,036 (64.1%) | 63,750 (89.6%) | 91,787 (89.8%) | 54,938 (91.3%) |
| **TOTAL** | **1,497 (100.0%)** | **1,616 (100.0%)** | **71,140 (100.0%)** | **102,210 (100.0%)** | **60,190 (100.0%)** |

## Alcohol-Related Crashes—Five-Year Trends

Alcohol-related crashes again decreased in 2005, while alcohol-related deaths were the highest in the last five years. "PDO Crashes" in the table below refers to property damage only crashes.

**Alcohol-Related Crashes**

| | |
|---|---|
| 2000 | |
| 2001 | |
| 2003 | |
| 2004 | |
| 2005 | |

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

**Alcohol-Related Deaths**

| | |
|---|---|
| 2000 | |
| 2001 | |
| 2003 | |
| 2004 | |
| 2005 | |

400    450    500    550    600
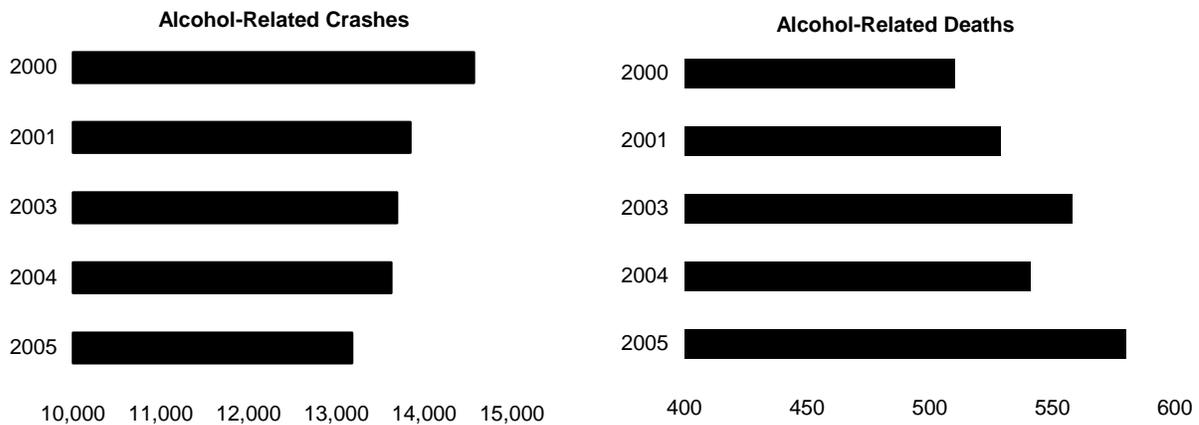
|  | 2000 | 2001 | 2003 | 2004 | 2005 |
|---|---|---|---|---|---|
| Crashes | 14,564 | 13,840 | 13,689 | 13,624 | 13,179 |
| *Fatal Crashes* | 470 | 469 | 511 | 487 | 537 |
| *Injury Crashes* | 9,078 | 8,523 | 7,746 | 7,641 | 7,390 |
| *PDO Crashes* | 5,016 | 4,848 | 5,432 | 5,496 | 5,252 |
| Deaths | 510 | 529 | 558 | 541 | 580 |
| Injuries | 13,454 | 12,694 | 11,274 | 10,822 | 10,423 |
| Fatal Crashes per 100,000 Licensed Drivers | 5.7 | 5.6 | 6.0 | 5.8 | 6.3 |
| Deaths per 100,000 Licensed Drivers | 6.2 | 6.3 | 6.6 | 6.4 | 6.8 |

*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 524 driver and passenger deaths in alcohol-related crashes in 2005, while 466 (89%) were the drinking drivers or their passengers.

| Persons Involved | Deaths | |
|---|---|---|
| **Drivers** | **418** | |
| *Drinking Drivers* | *375* | *(89.7%)* |
| *Non-Drinking Drivers* | *43* | *(10.3%)* |
| **Passengers** | **106** | |
| *Passengers with Drinking Driver* | *91* | *(85.9%)* |
| *Passengers with Non-Drinking Driver* | *15* | *(14.2%)* |
| **Pedestrians** | **51** | |
| *Drinking Pedestrian* | *36* | *(70.6%)* |
| *Non-Drinking Pedestrian* | *15* | *(29.4%)* |
| **TOTAL DEATHS\*** | **580** | |

*\*Includes 5 victims, status unknown*

## 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 (66% 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 — 36.7% / 5.8%
4:00-07:59 AM — 7.2% / 11.3%
8:00-11:59 AM — 1.9% / 19.3%
Noon-3:59 PM — 5.7% / 25.3%
4:00-7:59 PM — 18.1% / 23.8%
8:00-11:59 PM — 29.7% / 14.0%

0%   10%   20%   30%   40%
□ Non-Alcohol-Related   ■ Alcohol-Related
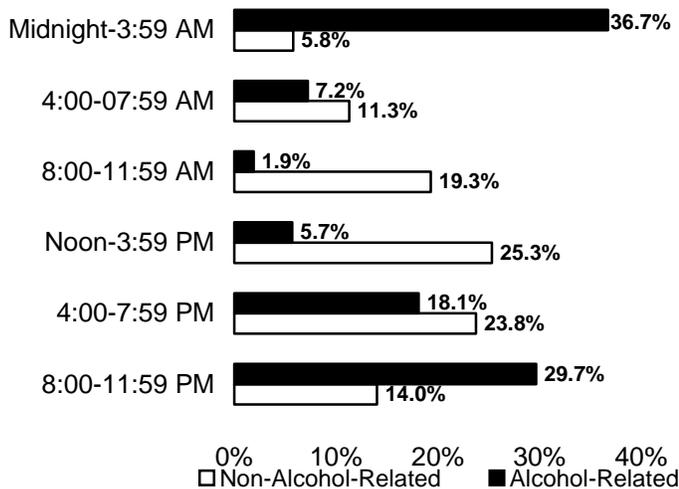
| Time of Occurrence | Non-Alcohol-Related | Alcohol-Related |
|---|---|---|
| Midnight-3:59 AM | 60 | 213 |
| 4:00-07:59 AM | 117 | 42 |
| 8:00-11:59 AM | 200 | 11 |
| Noon-3:59 PM | 262 | 33 |
| 4:00-7:59 PM | 246 | 105 |
| 8:00-11:59 PM | 145 | 172 |
| Time Unknown | 6 | 4 |
| **TOTAL DEATHS** | **1,036** | **580** |

## *Victims of Fatal Crashes by Day of Week*

The almost two-thirds (63%) 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.

| Monday | 7.8% 13.3% |
| Tuesday | 10.0% 13.9% |
| Wednesday | 8.8% 13.2% |
| Thursday | 10.2% 15.1% |
| Friday | 16.0% 16.5% |
| Saturday | 26.4% 14.3% |
| Sunday | 20.9% 13.7% |

0%    10%    20%    30%

☐ Non-Alcohol-Related    ■ Alcohol-Related
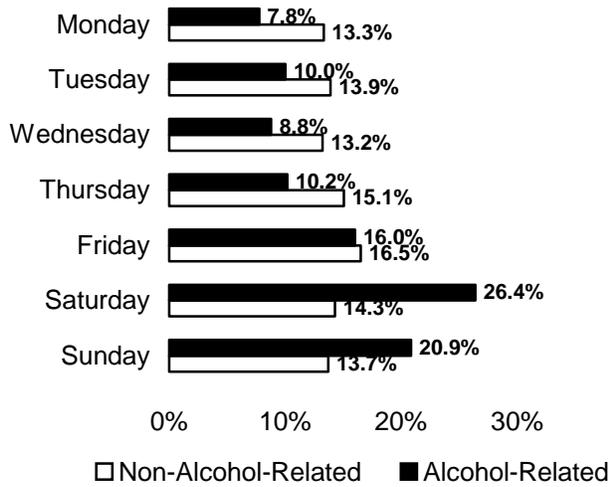
| Day of Occurrence | Non-Alcohol-Related | Alcohol-Related |
|---|---|---|
| Monday | 138 | 45 |
| Tuesday | 144 | 58 |
| Wednesday | 137 | 51 |
| Thursday | 156 | 59 |
| Friday | 171 | 93 |
| Saturday | 148 | 153 |
| Sunday | 142 | 121 |
| **TOTAL DEATHS** | **1,036** | **580** |

Alcohol-Related

## *Alcohol-Related Crashes—Day vs. Night*

77% of alcohol-related crashes occur at night.  The graph below shows the breakdown of alcohol-related crashes by day and night.

Day
22.7%

Night
77.3%
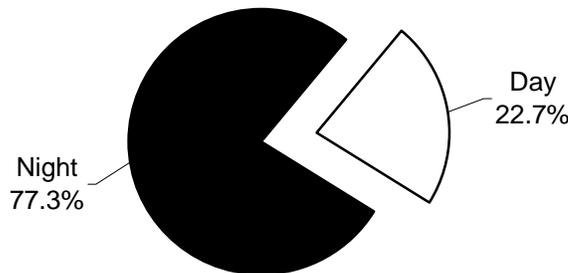
## *Alcohol-Related Holiday Crashes*

In 2005, 14% of all holiday crashes involved alcohol use; however, 47% of deaths which occurred during holiday weekends were related to alcohol use. (See ***Crashes by Holiday***, page 22.)

**Total Crashes**
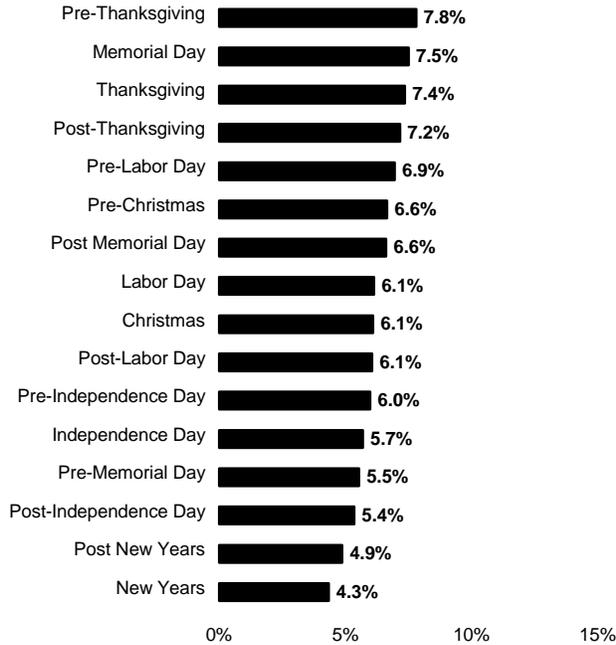
| Period | % |
|---|---|
| Pre-Thanksgiving | 7.8% |
| Memorial Day | 7.5% |
| Thanksgiving | 7.4% |
| Post-Thanksgiving | 7.2% |
| Pre-Labor Day | 6.9% |
| Pre-Christmas | 6.6% |
| Post Memorial Day | 6.6% |
| Labor Day | 6.1% |
| Christmas | 6.1% |
| Post-Labor Day | 6.1% |
| Pre-Independence Day | 6.0% |
| Independence Day | 5.7% |
| Pre-Memorial Day | 5.5% |
| Post-Independence Day | 5.4% |
| Post New Years | 4.9% |
| New Years | 4.3% |

| Period* | Crashes | Deaths |
|---|---|---|
| New Years | 117 | 4 |
| Post New Years | 131 | 3 |
| Pre-Memorial Day | 149 | 10 |
| Memorial Day | 202 | 7 |
| Post Memorial Day | 178 | 12 |
| Pre-Independence Day | 161 | 8 |
| Independence Day | 153 | 12 |
| Post-Independence Day | 144 | 5 |
| Pre-Labor Day | 187 | 5 |
| Labor Day | 165 | 12 |
| Post-Labor Day | 163 | 9 |
| Pre-Thanksgiving | 210 | 6 |
| Thanksgiving | 198 | 6 |
| Post-Thanksgiving | 193 | 8 |
| Pre-Christmas | 179 | 6 |
| Christmas | 164 | 7 |
| **TOTAL** | **2,694** | **120** |

**Deaths**

| Period | % |
|---|---|
| Post Memorial Day | 10.0% |
| Independence Day | 10.0% |
| Labor Day | 10.0% |
| Pre-Memorial Day | 8.3% |
| Post-Labor Day | 7.5% |
| Pre-Independence Day | 6.7% |
| Post-Thanksgiving | 6.7% |
| Memorial Day | 5.8% |
| Christmas | 5.8% |
| Pre-Thanksgiving | 5.0% |
| Thanksgiving | 5.0% |
| Pre-Christmas | 5.0% |
| Post-Independence Day | 4.2% |
| Pre-Labor Day | 4.2% |
| New Years | 3.3% |
| Post New Years | 2.5% |
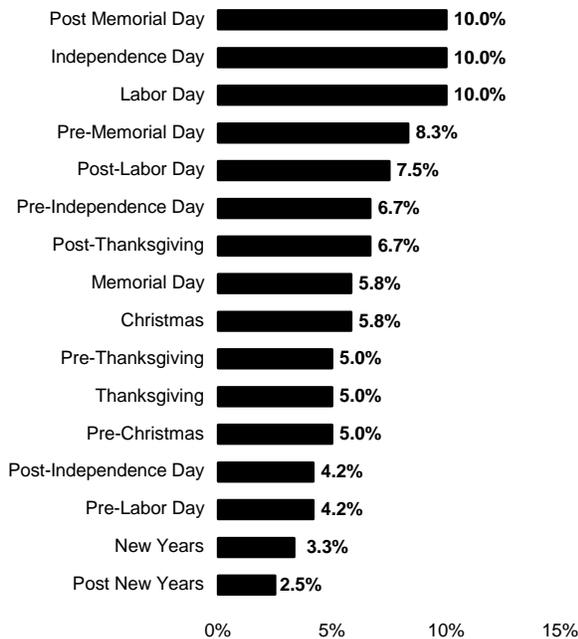
\*   See *Holidays* under **Definitions** for explanation of pre- and post-holiday weekends.

## *Driver Involvement in Alcohol-Related Crashes by Vehicle Type*

Motorcyclists had the largest percentage of drinking drivers to total drivers compared to the drivers of other types of vehicles. Drinking drivers of light trucks, vans, and sport utility vehicles were also above the average for drivers of all vehicle types. Bus and heavy truck drivers accounted for very few of the drinking drivers.

| | | | |
|---|---|---|---|
| **Total Drivers in Crashes 216,398** | Passenger Car | | 140,726 |
| | Lt Trk/SUV/Van | | 61,093 |
| | Heavy Truck | | 7,811 |
| | Motorcycle | | 4,138 |
| | Bus | | 1,160 |
| | Other | | 1,470 |
| **Drinking Drivers in Crashes 13,047 (6.0% of total)** | Passenger Car | 8,313 | (5.9% of total) |
| | Lt Trk/SUV/Van | 4,172 | (6.8% of total) |
| | Heavy Truck | 67 | (0.9% of total) |
| | Motorcycle | 431 | (10.4% of total) |
| | Bus | 2 | (0.2% of total) |
| | Other | 62 | (4.2% of total) |

## *Drinking Drivers in Crashes by Age and Sex*

In 2005, 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 140 drivers for whom age and/or sex were not known.
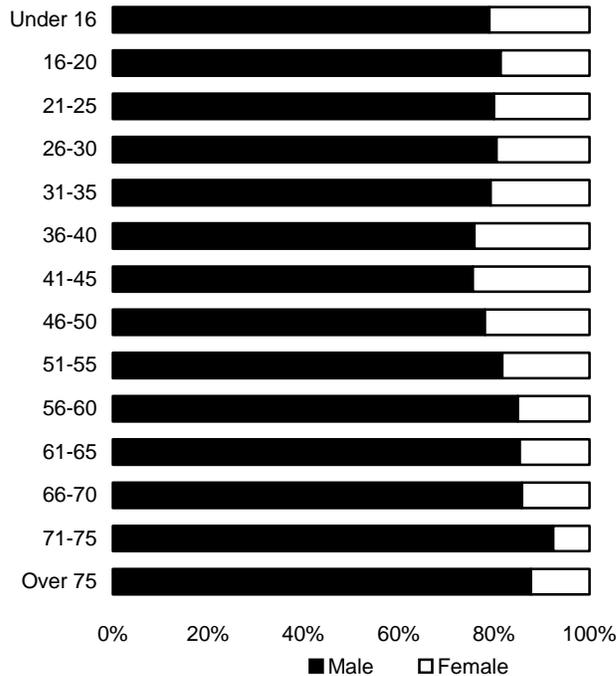


| Age Group | Male | Female | Total |
|---|---|---|---|
| Under 16 | 15 | 4 | 19 |
| 16-20 | 1,132 | 259 | 1,391 |
| 21-25 | 2,563 | 642 | 3,205 |
| 26-30 | 1,385 | 335 | 1,720 |
| 31-35 | 1,122 | 294 | 1,416 |
| 36-40 | 1,048 | 334 | 1,382 |
| 41-45 | 1,067 | 346 | 1,413 |
| 46-50 | 814 | 229 | 1,043 |
| 51-55 | 478 | 107 | 585 |
| 56-60 | 283 | 50 | 333 |
| 61-65 | 152 | 26 | 178 |
| 66-70 | 85 | 14 | 99 |
| 71-75 | 61 | 5 | 66 |
| Over 75 | 50 | 7 | 57 |
| **Total** | **10,255** | **2,652** | **12,907** |

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

In 2005, as the table and graph below show, the two age groups from 21 to 30 had the highest percentage of drinking drivers within their respective age groups. After age 45, the percentage of drinking drivers within the succeeding age groups steadily declined. The under 16 age group is of particular concern, as it included 19 drinking drivers.
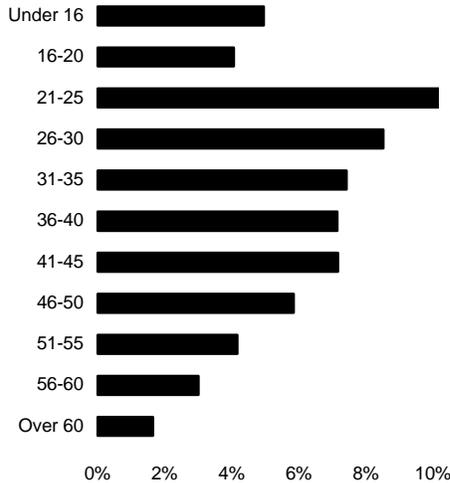
| Age Group | Drinking Driver | Non-Drinking Driver |
|---|---|---|
| Under 16 | 19 (5.0%) | 365 (95.1%) |
| 16-20 | 1,391 (4.1%) | 32,894 (95.9%) |
| 21-25 | 3,208 (10.5%) | 27,251 (89.5%) |
| 26-30 | 1,723 (8.5%) | 18,519 (91.5%) |
| 31-35 | 1,417 (7.4%) | 17,696 (92.6%) |
| 36-40 | 1,385 (7.1%) | 18,009 (92.9%) |
| 41-45 | 1,413 (7.2%) | 18,327 (92.8%) |
| 46-50 | 1,046 (5.8%) | 16,851 (94.2%) |
| 51-55 | 585 (4.2%) | 13,465 (95.8%) |
| 56-60 | 333 (3.0%) | 10,753 (97.0%) |
| Over 60 | 400 (1.7%) | 23,875 (98.4%) |

## *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 2005 crashes. The three age groups from 21 to 35 had the highest percentages, with over 50% of the driver deaths in these age groups being a drinking driver. The 16-20 age group decreased slightly from 26.5% in 2004. Of particular concern is the under 16 group who not only chose to drive without a license but combine alcohol usage with this dangerous behavior.
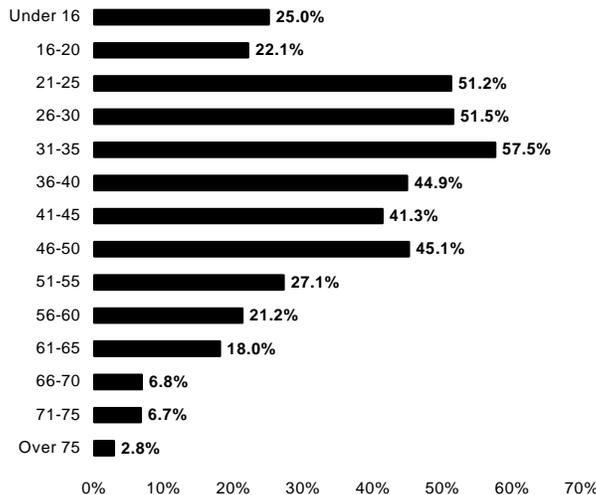
## *Underage Drinking Drivers in Pennsylvania Crashes—Historical Data*

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. From 1997 until 2000, the amount of underage drinking drivers remained consistently high. Over the last few years, a steady decrease has been witnessed.
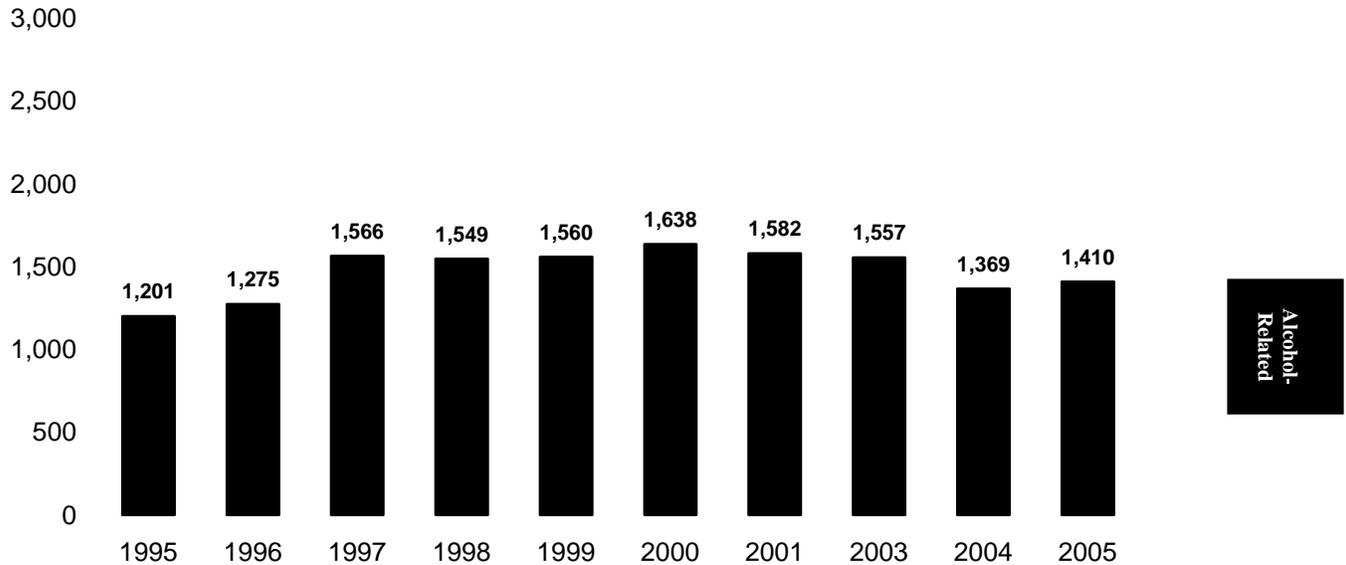
| Year | Value |
|------|-------|
| 1995 | 1,201 |
| 1996 | 1,275 |
| 1997 | 1,566 |
| 1998 | 1,549 |
| 1999 | 1,560 |
| 2000 | 1,638 |
| 2001 | 1,582 |
| 2003 | 1,557 |
| 2004 | 1,369 |
| 2005 | 1,410 |

*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*
  - o Children age 12 and under should ride buckled up in the back seat.
  - o Infants in rear-facing child safety seats should **NEVER** ride in the front seat of a vehicle equipped with a passenger-side air bag.
  - o 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*
  - o Everyone should buckle up with both lap and shoulder belts on every trip.
  - o 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.
  - o Driver and front passenger seats should be moved as far back as practical, particularly for shorter people.

Seat Belts, Etc.

## *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 2005, as shown in the two pie graphs below, 73.3% of all people involved in crashes were wearing seat belts.  Many more people not wearing seat belts died in crashes than those who did. The table at the bottom shows the total number of people involved in crashes in 2005 by severity of injury and belt use.

**Total People Involved in Crashes**

Belts in Use
73.3%

Belts Not in Use
9.1%

Belt Use Unknown
17.5%
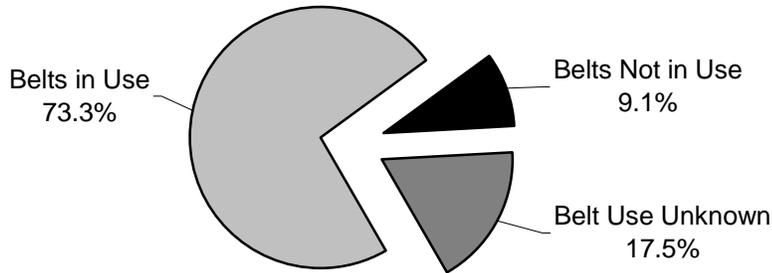
**Total Deaths**

Belts in Use
31.7%

Belt Use Unknown
14.1%
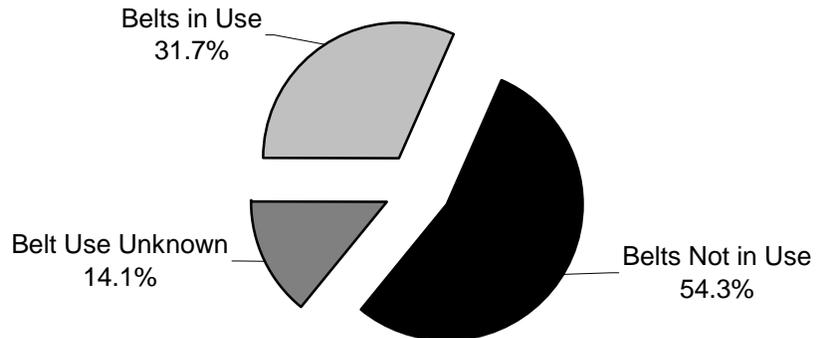
Belts Not in Use
54.3%

|  | Belts in Use | Belts Not in Use | Belt Use Unknown |
|---|---|---|---|
| Killed | 381 | 653 | 169 |
| Major Injury | 1,429 | 1,184 | 610 |
| Moderate Injury | 8,907 | 3,410 | 2,193 |
| Minor Injury | 38,001 | 6,732 | 7,189 |
| Unk Injury Sev | 11,319 | 2,355 | 5,325 |
| No Injury | 158,068 | 12,842 | 36,631 |
| **TOTAL** | **218,105** | **27,176** | **52,117** |

*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 2005 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 for occupants of just passenger cars in 2005 would have been **$2,037,752,000** or approximately **$164** for every man, woman, and child in Pennsylvania. More importantly, 364 people would have survived if they had worn their belts.

|  | Deaths | Injuries | | | |
|---|---|---|---|---|---|
|  |  | *Major* | *Moderate* | *Minor* | *None* |
| Belts Used | 278 | 987 | 6,103 | 33,834 | 91,448 |
| Belts Not Used | 401 | 751 | 2,239 | 6,230 | 7,805 |
| **TOTAL** | **679** | **1,738** | **8,342** | **40,064** | **99,253** |
| *If 100% Belt Use* | **315** | **1,133** | **6,967** | **38,275** | **103,385** |
| **Net Increase/(Decrease)** | **(364)** | **(605)** | **(1,375)** | **(1,789)** | **4,132** |
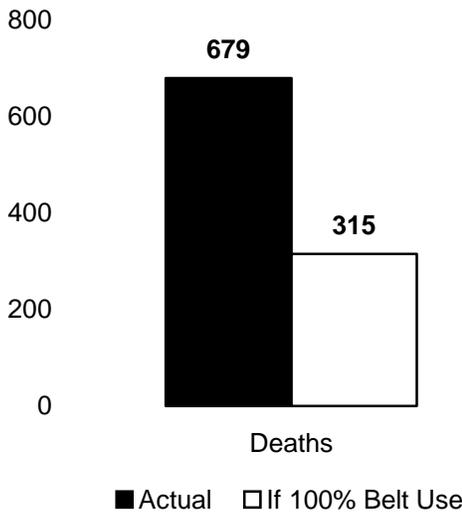


*Note:* PENNDOT's cost estimating procedures were revised in 2005 dollars. "No Belts" is included in "Belts Not Used".

## *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 recent trend shows that the usage rate is still on the rise in crashes.
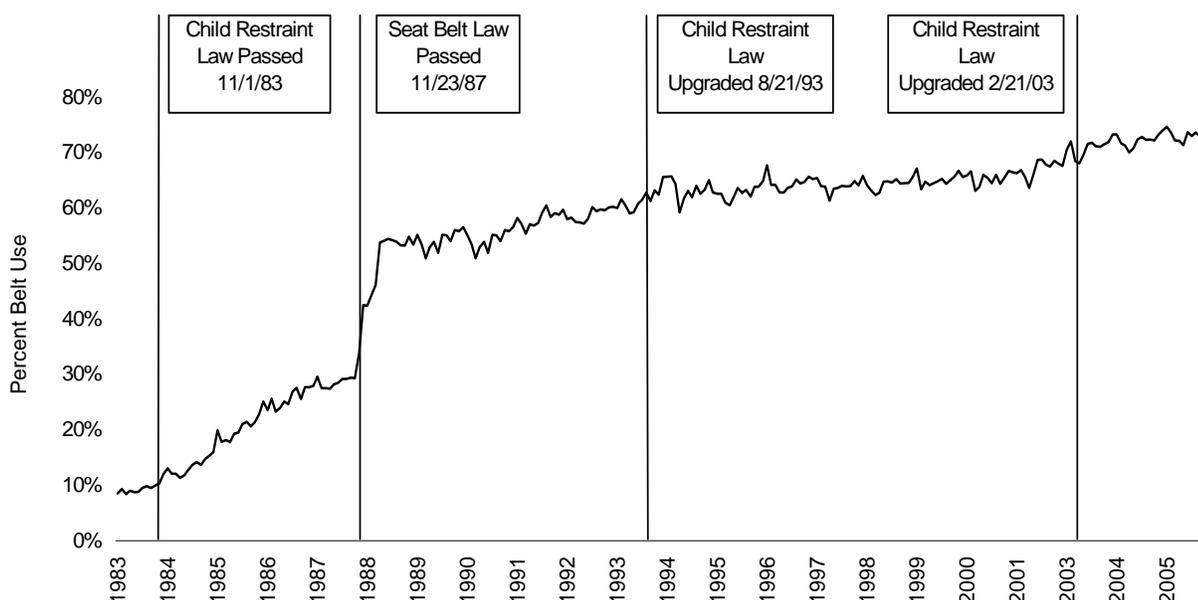


*Note:*  Data shown for passenger cars only.

## *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 |
|---|---|
| Spring '90 | 52.8% |
| | 53.1% |
| Spring '91 | 55.7% |
| | 59.7% |
| Fall '91 | 60.4% |
| | 62.3% |
| Fall '92 | 63.0% |
| | 63.7% |
| Fall '93 | 67.5% |
| | 71.0% |
| Fall '95 | 71.0% |
| | 65.0% |
| Fall '97 | 64.7% |
| | 67.8% |
| Fall '99 | 69.7% |
| | 70.7% |
| Fall '01 | 70.5% |
| | 75.7% |
| Fall '03 | 79.0% |
| | 81.8% |
| Fall '05 | 83.3% |

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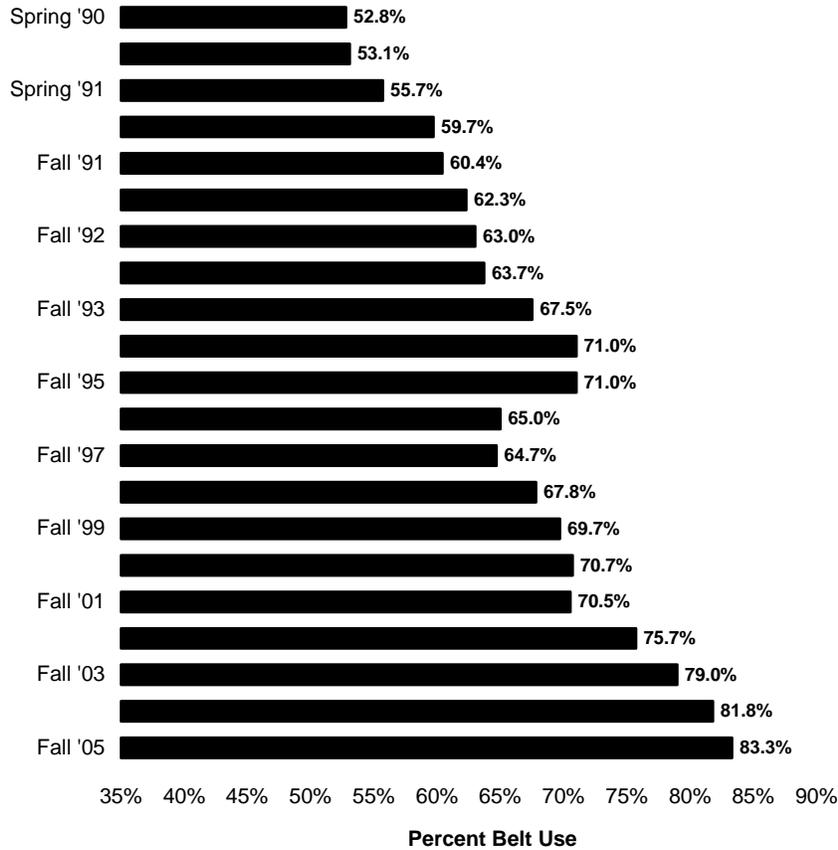
## *Child Passenger Restraints in Crashes—Five Year Data*

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 2000-2001, 2003-2005 crashes involving children under age four), the percentages of deaths and injuries (within restraint type by row) were lower when restraints were used. From 2000-2001,2003-2005 83% 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 | 35 (0.1%) | 81 (0.3%) | 301 (1.0%) | 2,714 (9.4%) | 1,668 (5.8%) | 24,061 (83.4%) | **28,860** |
| Other Restraint In Use | 2 (0.1%) | 16 (0.6%) | 65 (2.4%) | 396 (14.4%) | 160 (5.8%) | 2,117 (76.8%) | **2,756** |
| No Restraint In Use | 13 (0.4%) | 33 (1.0%) | 104 (3.2%) | 522 (16.2%) | 428 (13.3%) | 2,116 (65.8%) | **3,216** |

*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 prevalent, but many vehicles in crashes still do not have airbags as there are still many older vehicles in use. Additionally, not all seats in a vehicle have an 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 | 544 (0.4%) | 1,515 (1.0%) | 6,554 (4.4%) | 23,505 (15.8%) | 12,820 (8.6%) | 103,612 (69.8%) | **148,550** |
| Air Bag Deployed | Used | 181 (0.5%) | 655 (1.7%) | 3,401 (8.8%) | 11,043 (28.6%) | 3,432 (8.9%) | 19,905 (51.5%) | **38,617** |
| Air Bag Deployed | Not Used | 238 (4.8%) | 370 (7.4%) | 988 (19.7%) | 1,481 (29.6%) | 562 (11.2%) | 1,369 (27.3%) | **5,008** |
| Air Bag Deployed | Unknown | 56 (1.0%) | 192 (3.4%) | 590 (10.3%) | 1,416 (24.7%) | 1,179 (20.6%) | 2,301 (40.1%) | **5,734** |
| Air Bag Not Deployed | Used | 63 (0.1%) | 208 (0.3%) | 1,933 (2.7%) | 10,909 (15.4%) | 3,710 (5.2%) | 53,952 (76.2%) | **70,775** |
| Air Bag Not Deployed | Not Used | 85 (2.2%) | 140 (3.6%) | 420 (10.7%) | 1,054 (26.8%) | 359 (9.1%) | 1,869 (47.6%) | **3,927** |
| Air Bag Not Deployed | Unknown | 11 (0.2%) | 54 (1.1%) | 226 (4.7%) | 728 (15.1%) | 566 (11.8%) | 3,227 (67.1%) | **4,812** |
| Unknown If Deployed | n/a | 10 (1.2%) | 14 (1.6%) | 65 (7.6%) | 158 (18.4%) | 129 (15.0%) | 484 (56.3%) | **860** |

In crashes that are severe enough to deploy an airbag (for vehicles and seats so equipped), the data below shows that you are over 8 times more likely to die if you are not wearing a seat belt (7.9 deaths vs. 0.9 deaths per 100 crashes).

**Deaths per 100 Crashes**

| Category | Value |
|---|---|
| Air Bag Deployed/Seat Belt Not Used | 7.9 |
| Air Bag Not Deployed/Seat Belt Not Used | 4.1 |
| Air Bag Deployed/Seat Belt Unknown | 1.7 |
| Air Bag Deployed/Seat Belt Used | 0.9 |
| Air Bag Not Deployed/Seat Belt Unknown | 0.5 |
| Air Bag Not Deployed/Seat Belt Used | 0.2 |
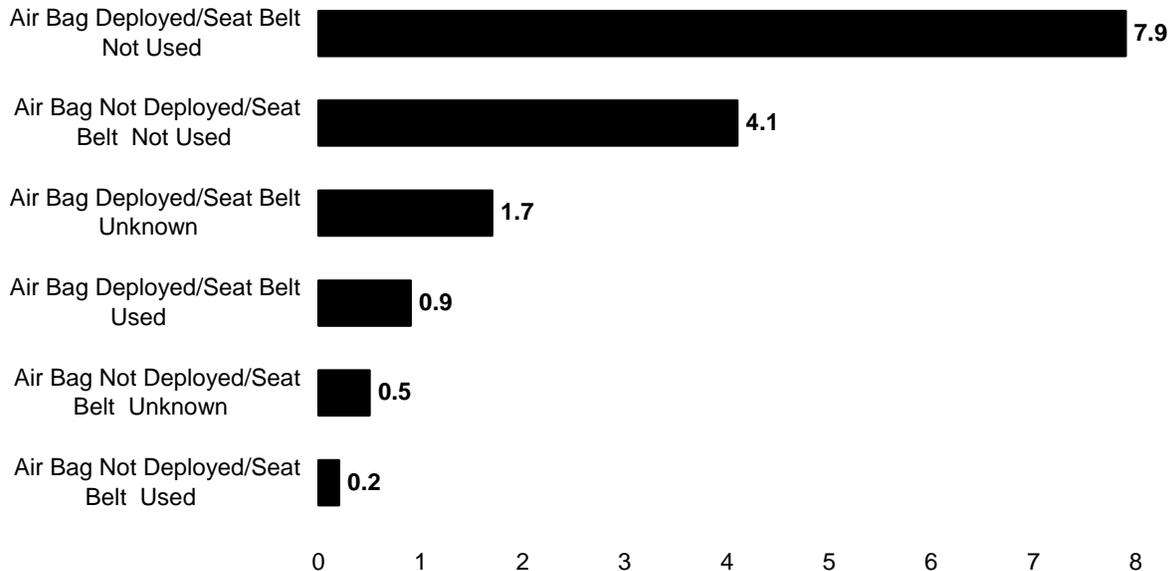
Seat Belts, Etc.

## 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 2005 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 975 occasions in which air bags deployed in center rear impacts).
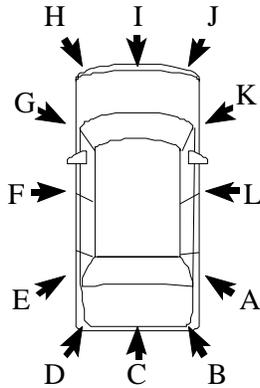
| Impact Point | Vehicles | Air Bag Not Present | Air Bag Present Deployed | Air Bag Present, Not Deployed | Unknown/ Other |
|---|---|---|---|---|---|
| Right Side Rear (A) | 2,732 | 1,041 | 271 (20.8%) | 1,030 (79.2%) | 390 |
| Right Rear (B) | 5,369 | 2,196 | 383 (15.6%) | 2,072 (84.4%) | 718 |
| Center Rear (C) | 28,735 | 11,195 | 975 (7.2%) | 12,614 (92.8%) | 3,951 |
| Left Rear (D) | 5,074 | 2,127 | 329 (14.2%) | 1,982 (85.8%) | 636 |
| Left Side Rear (E) | 2,796 | 1,136 | 257 (19.6%) | 1,056 (80.4%) | 347 |
| Left Side Center (F) | 7,596 | 3,112 | 901 (27.1%) | 2,422 (72.9%) | 1,161 |
| Left Side Forward (G) | 6,432 | 2,390 | 1,027 (32.0%) | 2,186 (68.0%) | 829 |
| Left Front (H) | 28,639 | 10,143 | 6,714 (44.5%) | 8,372 (55.5%) | 3,410 |
| Center Front (I) | 65,399 | 20,657 | 19,936 (55.3%) | 16,148 (44.8%) | 8,658 |
| Right Front (J) | 28,678 | 9,991 | 6,827 (46.6%) | 7,829 (53.4%) | 4,031 |
| Right Side Forward (K) | 8,755 | 3,274 | 1,565 (37.4%) | 2,622 (62.6%) | 1,294 |
| Right Side Center (L) | 8,213 | 3,303 | 1,137 (31.3%) | 2,497 (68.7%) | 1,276 |
| Other | 6,932 | 2,445 | 962 (33.6%) | 1,900 (66.4%) | 1,625 |
| None | 4,767 | 2,386 | 350 (21.3%) | 1,291 (78.7%) | 740 |
| **TOTAL** | **210,117** | **75,396** | **41,634 (39.4%)** | **64,021 (60.6%)** | **29,066** |

Diagram labels: H, I, J, G, K, F, L, E, A, D, C, B

## 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 | Major | Moderate | Minor | Unknown | No Injury | Total Persons |
|---|---|---|---|---|---|---|---|
| 0-4 | 0 (0.0%) | 1 (3.6%) | 0 (0.0%) | 6 (21.4%) | 2 (7.1%) | 19 (67.9%) | 28 |
| 5-8 | 0 (0.0%) | 2 (1.6%) | 11 (8.9%) | 47 (38.2%) | 14 (11.4%) | 49 (39.8%) | 123 |
| 9-12 | 0 (0.0%) | 2 (0.7%) | 22 (7.5%) | 114 (38.9%) | 40 (13.7%) | 115 (39.3%) | 293 |
| 13-64 | 113 (0.3%) | 546 (1.6%) | 2,927 (8.5%) | 9,705 (28.1%) | 2,916 (8.4%) | 18,362 (53.1%) | 34,569 |
| 65-74 | 20 (1.1%) | 56 (3.2%) | 222 (12.5%) | 585 (32.9%) | 198 (11.1%) | 697 (39.2%) | 1,778 |
| 75+ | 48 (2.6%) | 48 (2.6%) | 219 (12.0%) | 586 (32.1%) | 262 (14.4%) | 663 (36.3%) | 1,826 |
| **Total** | **181 (0.5%)** | **655 (1.7%)** | **3,401 (8.8%)** | **11,043 (28.6%)** | **3,432 (8.9%)** | **19,905 (51.5%)** | **38,617** |

### Seat Belts Not Used

| Age Group | Deaths | Major | Moderate | Minor | Unknown | No Injury | Total Persons |
|---|---|---|---|---|---|---|---|
| 0-4 | 0 (0.0%) | 1 (20.0%) | 2 (40.0%) | 1 (20.0%) | 1 (20.0%) | 0 (0.0%) | 5 |
| 5-8 | 1 (25.0%) | 0 (0.0%) | 1 (25.0%) | 2 (50.0%) | 0 (0.0%) | 0 (0.0%) | 4 |
| 9-12 | 2 (10.0%) | 2 (10.0%) | 8 (40.0%) | 6 (30.0%) | 0 (0.0%) | 2 (10.0%) | 20 |
| 13-64 | 199 (4.3%) | 342 (7.3%) | 915 (19.5%) | 1,398 (29.8%) | 524 (11.2%) | 1,307 (27.9%) | 4,685 |
| 65-74 | 14 (10.5%) | 14 (10.5%) | 24 (18.1%) | 38 (28.6%) | 15 (11.3%) | 28 (21.1%) | 133 |
| 75+ | 22 (13.7%) | 11 (6.8%) | 38 (23.6%) | 36 (22.4%) | 22 (13.7%) | 32 (19.9%) | 161 |
| **Total** | **238 (4.8%)** | **370 (7.4%)** | **988 (19.7%)** | **1,481 (29.6%)** | **562 (11.2%)** | **1,369 (27.3%)** | **5,008** |

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 10.0% of all traffic crash deaths. (See also *Pennsylvania County Crashes*, pages 62, 63, and 68.)

► Bicycle crashes represent 1.0% of the total reported crashes and 1.1% of all traffic deaths. Although these percentages are small, they still represent 18 bicyclist deaths and 1,313 injuries in 2005.

## *Pedestrian Crashes—Five-Year Trends*

Reported crashes involving pedestrians has decreased in each of the five years shown below. Pedestrian deaths have fluctuated slightly over the same period but are relatively consistent.

**Total Crashes**

| Year | |
|---|---|
| 2000 | 5,501 |
| 2001 | 5,202 |
| 2003 | 5,054 |
| 2004 | 4,996 |
| 2005 | 4,763 |

**Deaths**

| Year | |
|---|---|
| 2000 | 172 |
| 2001 | 195 |
| 2003 | 175 |
| 2004 | 151 |
| 2005 | 162 |

Peds & Bikes
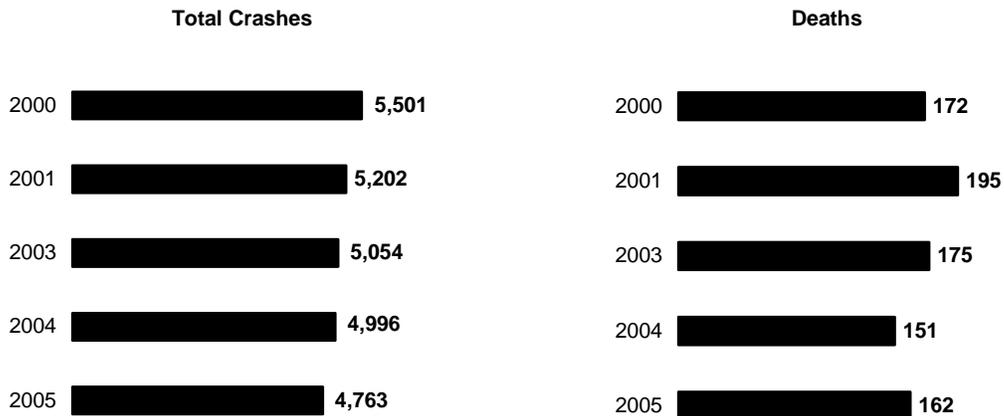
| Year | Total Crashes | Deaths |
|---|---|---|
| 2000 | 5,501 | 172 |
| 2001 | 5,202 | 195 |
| 2003 | 5,054 | 175 |
| 2004 | 4,996 | 151 |
| 2005 | 4,763 | 162 |

## *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
4.7%

All Others
30.1%

Entering Crossing/Specified Location
33.6%
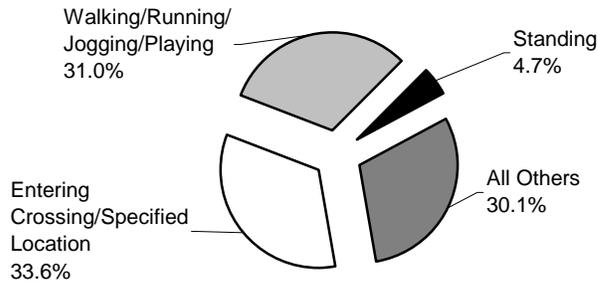
**Top Fatal Pedestrian Actions**

Walking/Running/Jogging/Playing
21.7%

Standing
11.1%

All Others
18.5%

Entering Crossing/Specified Location
46.9%

**Peds & Bikes**
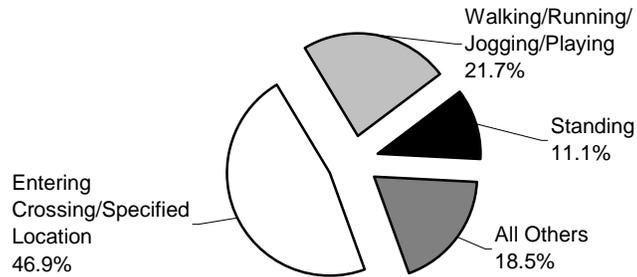
| Pedestrian Action | Deaths | Pedestrians Involved |
|---|---|---|
| Entering Crossing/Specified Location | 76 | 1,670 |
| Walking/Running/Jogging/Playing | 38 | 1,574 |
| Working | 4 | 84 |
| Pushing a Vehicle | 0 | 8 |
| Working on Vehicle | 3 | 32 |
| Standing | 18 | 235 |
| Approaching/Leaving a Vehicle | 4 | 171 |
| Other/Unknown | 19 | 1,200 |
| **Total** | **162** | **4,974** |

## *Pedestrian Deaths by Age and Sex*

Pedestrians aged 75 and over represent a sizable portion of pedestrian deaths as seen in the chart below. Overall, male pedestrian deaths were 59% of all pedestrian deaths, down from 63% in 2004. *Note:* Pedestrians of unknown sex are not included in the numbers below.
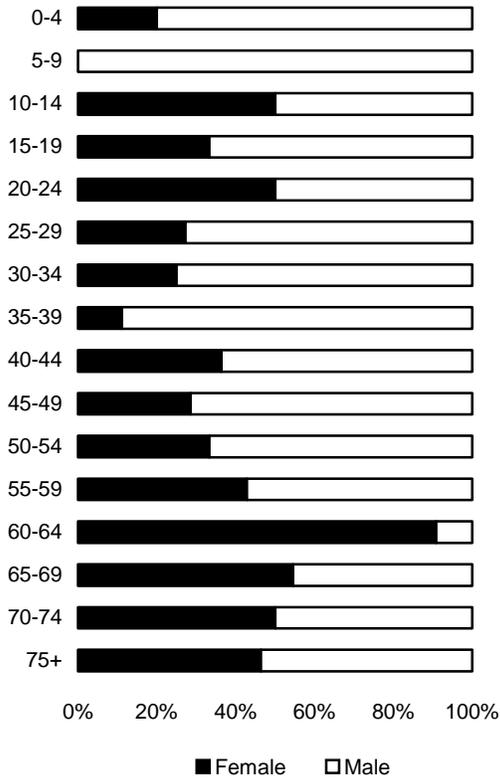
| Age Group | Female | Male | Total |
|---|---|---|---|
| 0-4 | 1 | 4 | 5 |
| 5-9 | 0 | 1 | 1 |
| 10-14 | 2 | 2 | 4 |
| 15-19 | 3 | 6 | 9 |
| 20-24 | 5 | 5 | 10 |
| 25-29 | 3 | 8 | 11 |
| 30-34 | 2 | 6 | 8 |
| 35-39 | 1 | 8 | 9 |
| 40-44 | 4 | 7 | 11 |
| 45-49 | 4 | 10 | 14 |
| 50-54 | 3 | 6 | 9 |
| 55-59 | 3 | 4 | 7 |
| 60-64 | 10 | 1 | 11 |
| 65-69 | 6 | 5 | 11 |
| 70-74 | 6 | 6 | 12 |
| 75 and over | 13 | 15 | 28 |
| Unknown | 0 | 2 | 2 |
| **TOTAL** | **66** | **96** | **162** |

## *Pedestrian Injury Severity by Municipality Type*

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

| Municipality Type | Deaths | Injuries | Non-Injury | Total |
|---|---|---|---|---|
| City | 59 (36.4%) | 3,176 (68.1%) | 75 (50.3%) | **3,310 (66.6%)** |
| Borough/Town | 28 (17.3%) | 631 (13.5%) | 43 (28.9%) | **702 (14.1%)** |
| Township | 75 (46.3%) | 852 (18.3%) | 31 (20.8%) | **958 (19.3%)** |
| Other | 0 (0.0%) | 4 (0.1%) | 0 (0.0%) | **4 (0.1%)** |
| **TOTAL** | **162 (100.0%)** | **4,663 (100.0%)** | **149 (100.0%)** | **4,974 (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 41% of the pedestrian injuries.

*Note:* The totals in the table do not include an additional 149 pedestrians who were not killed or injured or where their injury severity was unknown.

| Pedestrian Age | Deaths | Injuries |
|---|---|---|
| 0-4 | 5 (3.1%) | 194 (4.2%) |
| 5-9 | 1 (0.6%) | 549 (11.8%) |
| 10-14 | 4 (2.5%) | 609 (13.1%) |
| 15-19 | 9 (5.6%) | 530 (11.4%) |
| 20-24 | 10 (6.2%) | 382 (8.2%) |
| 25-29 | 11 (6.8%) | 256 (5.5%) |
| 30-34 | 8 (4.9%) | 213 (4.6%) |
| 35-39 | 9 (5.6%) | 238 (5.1%) |
| 40-44 | 11 (6.8%) | 289 (6.2%) |
| 45-49 | 14 (8.6%) | 298 (6.4%) |
| 50-54 | 9 (5.6%) | 233 (5.0%) |
| 55-59 | 7 (4.3%) | 227 (4.9%) |
| 60-64 | 11 (6.8%) | 128 (2.8%) |
| 65-69 | 11 (6.8%) | 94 (2.0%) |
| 70-74 | 12 (7.4%) | 82 (1.8%) |
| 75 and over | 28 (17.3%) | 197 (4.2%) |
| Unknown | 2 (1.2%) | 144 (3.1%) |
| **TOTAL** | **162 (100.0%)** | **4,663 (100.0%)** |

**Peds & Bikes**
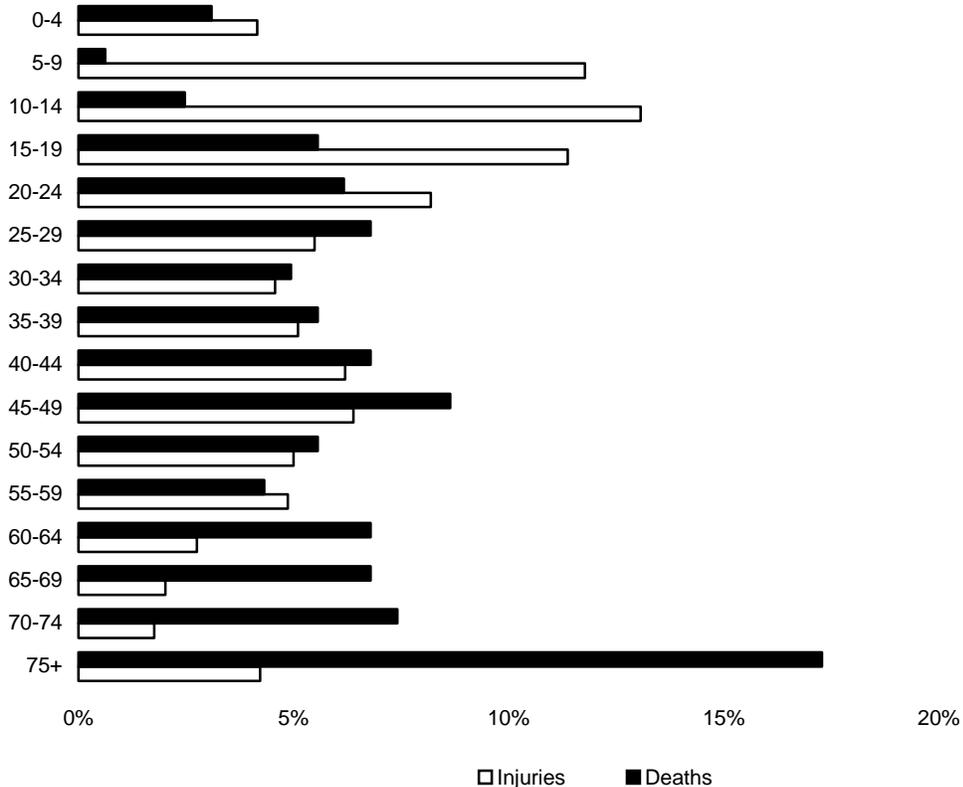
## *Pedestrian Deaths and Injuries by Light Level*

The majority of pedestrians are injured in the daytime (67.1%), but more pedestrian deaths occur during non-daylight hours (63.6%).  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.
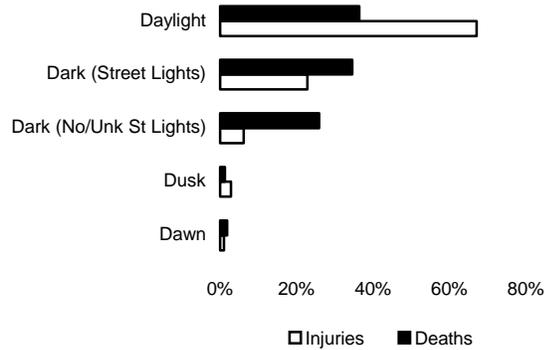


| Light Level | Deaths | Injuries |
|---|---|---|
| Dawn | 3 (1.9%) | 46 (1.0%) |
| Daylight | 59 (36.4%) | 3,130 (67.1%) |
| Dark (Street Lights) | 56 (34.6%) | 1,062 (22.8%) |
| Dark (No/Unk St Lights) | 42 (25.9%) | 289 (6.2%) |
| Dusk | 2 (1.2%) | 130 (2.8%) |
| Other/Unknown | 0 (0.0%) | 6 (0.1%) |
| **TOTAL** | **162 (100.0%)** | **4,663 (100.0%)** |

*Note:* The totals in the table do not include an additional 149 pedestrians who were not killed or injured or where their injury severity was unknown.

## *Pedestrian Deaths and Injuries by Intersection Type*

Over 72% of pedestrian deaths and nearly half of pedestrian injuries occurred in areas other than intersections.  "Non-intersections" as used below includes mid-block crossings, driveway crossings, etc.

**Peds & Bikes**
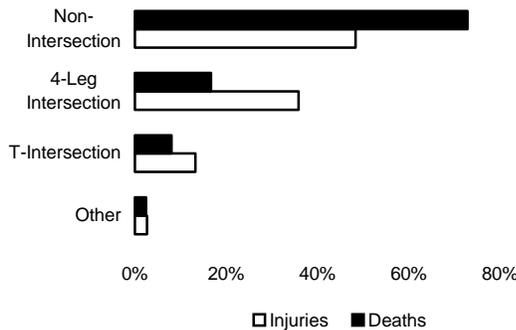


| Intersection | Deaths | Injuries |
|---|---|---|
| Non-Intersection | 118 (72.8%) | 2,251 (48.3%) |
| 4-Leg Intersection | 27 (16.7%) | 1,670 (35.8%) |
| T-Intersection | 13 (8.0%) | 618 (13.3%) |
| Other | 4 (2.5%) | 124 (2.7%) |
| **TOTAL** | **162 (100.0%)** | **4,663 (100.0%)** |

*Note:* The totals in the table do not include an additional 149 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 non-interstate state roadways.
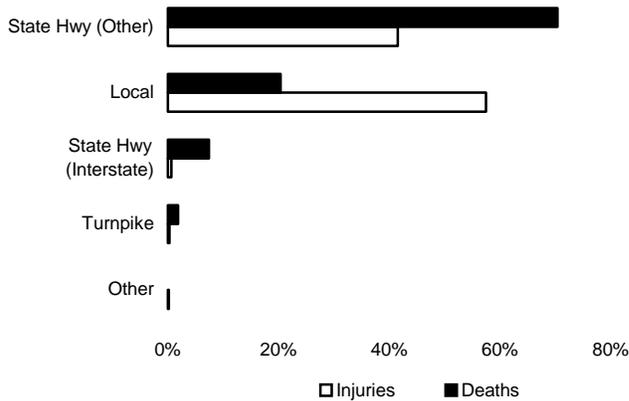


*Note:* The totals in the table do not include an additional 149 pedestrians who were not killed or injured or where their injury severity was unknown.

| Road Type | Deaths | Injuries |
|---|---|---|
| State Hwy (Other) | 114 (70.4%) | 1,934 (41.5%) |
| Local | 33 (20.4%) | 2,676 (57.4%) |
| State Hwy (Interstate) | 12 (7.4%) | 31 (0.7%) |
| Turnpike | 3 (1.9%) | 14 (0.3%) |
| Other | 0 (0.0%) | 8 (0.2%) |
| **TOTAL** | **162 (100.0%)** | **4,663 (100.0%)** |

## *Pedestrian Deaths and Injuries*

As the graph shows, most pedestrian deaths and injuries occurred in areas without traffic control devices (TCDs). These areas accounted for 124 pedestrian deaths and 2,664 injuries.
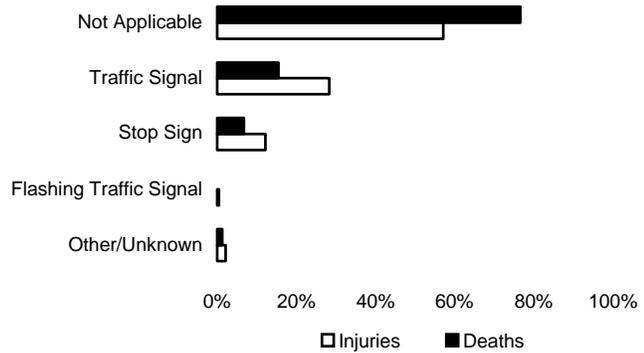


*Note:* The totals in the table do not include an additional 149 pedestrians who were not killed or injured or where their injury severity was unknown.

| Traffic Control Device | Deaths | Injuries |
|---|---|---|
| Not Applicable | 124 (76.5%) | 2,664 (57.1%) |
| Traffic Signal | 25 (15.4%) | 1,318 (28.3%) |
| Stop Sign | 11 (6.8%) | 566 (12.1%) |
| Flashing Traffic Signal | 0 (0.0%) | 18 (0.4%) |
| Other/Unknown | 2 (1.2%) | 97 (2.1%) |
| **TOTAL** | **162 (100.0%)** | **4,663 (100.0%)** |

## Bicycle Crashes—Five-Year Trends

The total number of bicycle crashes has shown a steady decrease since 2000; however bicycle deaths have fluctuated over the same time period.

| Year | Total Crashes | Deaths |
|------|--------------|--------|
| 2000 | 2,332 | 15 |
| 2001 | 1,782 | 13 |
| 2003 | 1,604 | 20 |
| 2004 | 1,595 | 14 |
| 2005 | 1,353 | 18 |

**Total Crashes**

| Year | |
|------|------|
| 2000 | 2,332 |
| 2001 | 1,782 |
| 2003 | 1,604 |
| 2004 | 1,595 |
| 2005 | 1,353 |

**Deaths**

| Year | |
|------|------|
| 2000 | 15 |
| 2001 | 13 |
| 2003 | 20 |
| 2004 | 14 |
| 2005 | 18 |
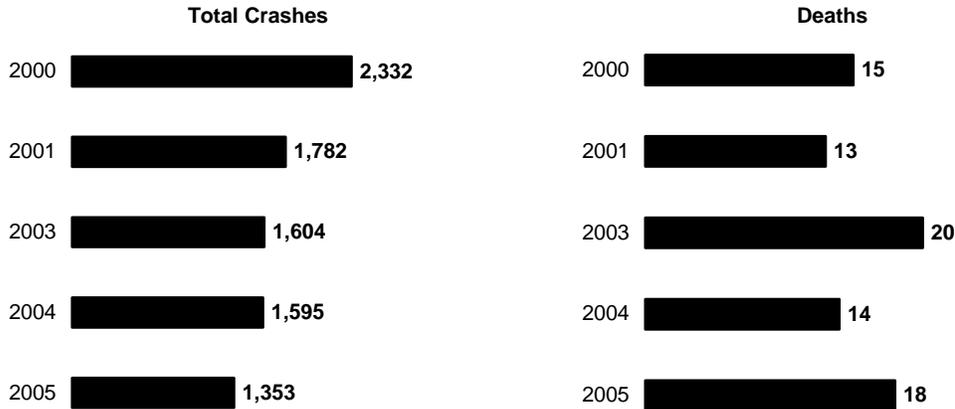
## Bicycle Deaths and Injuries by Age

Children ages 5 to 14 are the most vulnerable to death and injury while riding a bicycle. Over a third of the injuries involving bicycles were suffered by this age group. Sadly, 5 of the 18 bicyclist deaths were in this age group. Another vulnerable, but larger group, persons ages 15 to 34, suffered 37% of the total deaths and almost 30% of the total injuries.

**Peds & Bikes**

| Victim's Age | Deaths | Injuries |
|--------------|--------|----------|
| 0-4 | 0 (0.0%) | 3 (0.2%) |
| 5-9 | 0 (0.0%) | 140 (10.7%) |
| 10-14 | 5 (27.8%) | 346 (26.4%) |
| 15-19 | 4 (22.2%) | 215 (16.4%) |
| 20-34 | 1 (5.6%) | 275 (20.9%) |
| 35-44 | 4 (22.2%) | 135 (10.3%) |
| 45-54 | 2 (11.1%) | 115 (8.8%) |
| 55-64 | 1 (5.6%) | 42 (3.2%) |
| 65-74 | 1 (5.6%) | 9 (0.7%) |
| 75+ | 0 (0.0%) | 8 (0.6%) |
| Unknown | 0 (0.0%) | 25 (1.9%) |
| **TOTAL** | **18 (100.0%)** | **1,313 (100.0%)** |

The totals in the table do not include an additional 78 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 injured during the day.  In a change from previous years, a majority of the deaths occurred also during daylight conditions.  The after dark deaths decreased from 71% of total bicyclist deaths in 2004 to 28% in 2005.

| Light Level | Deaths | Injuries |
|---|---|---|
| Dawn | 1 (5.6%) | 7 (0.5%) |
| Daylight | 13 (72.2%) | 1,017 (77.5%) |
| Dark (Street Lights) | 2 (11.1%) | 215 (16.4%) |
| Dark (No/Unk St Lights) | 2 (11.1%) | 39 (3.0%) |
| Dusk | 0 (0.0%) | 35 (2.7%) |
| Other/Unknown | 0 (0.0%) | 0 (0.0%) |
| **TOTAL** | **18 (100.0%)** | **1,313 (100.0%)** |

*Note:* The totals in the table do not include an additional 78 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 most deaths in 2005 occurred at non-intersections.
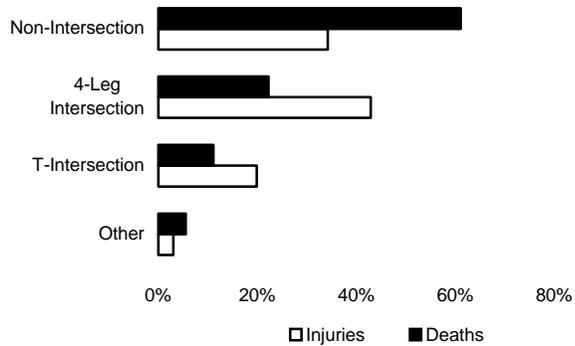


| Intersection | Deaths | Injuries |
|---|---|---|
| Non-Intersection | 11 (61.1%) | 449 (34.2%) |
| 4-Leg Intersection | 4 (22.2%) | 563 (42.9%) |
| T-Intersection | 2 (11.1%) | 261 (19.9%) |
| Other | 1 (5.6%) | 40 (3.1%) |
| **TOTAL** | **18 (100.0%)** | **1,313 (100.0%)** |

*Note:* The totals in the table do not include an additional 78 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 pretty evenly at TCDs and where there were no controls.

| Traffic Control Device | Deaths | Injuries |
|---|---|---|
| Not Applicable | 12 (66.7%) | 643 (49.0%) |
| Stop Sign | 6 (33.3%) | 354 (27.0%) |
| Traffic Signal | 0 (0.0%) | 303 (23.1%) |
| Flashing Traffic Signal | 0 (0.0%) | 1 (0.1%) |
| Other/Unknown | 0 (0.0%) | 12 (0.9%) |
| **TOTAL** | **18 (100.0%)** | **1,313 (100.0%)** |
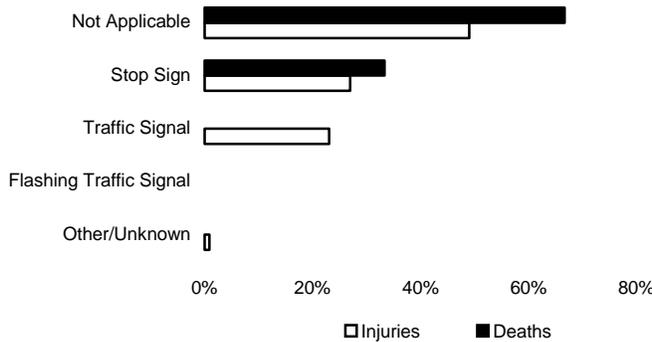


*Note:* The totals in the table do not include an additional 78 bicyclists who were not killed or injured or where their injury severity was unknown.

## *Bicycle Deaths and Injuries by Road Type*

Over three-quarters of the deaths of bicyclists occurred on state roads in 2005, while just under 60% the injuries occurred on non-state roads.
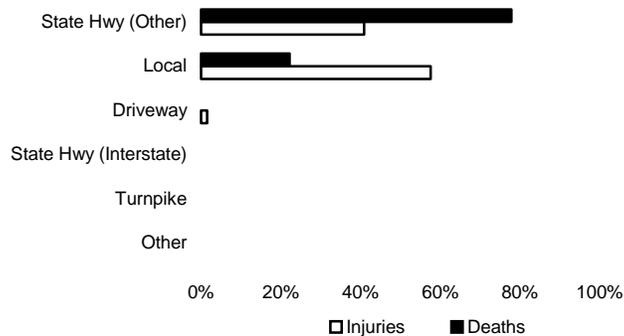


*Note:* The totals in the table do not include an additional 78 bicyclists who were not killed or injured or where their injury severity was unknown.

| Road Type | Deaths | Injuries |
|---|---|---|
| State Hwy (Other) | 14 (77.8%) | 537 (40.9%) |
| Local | 4 (22.2%) | 756 (57.6%) |
| Driveway | 0 (0.0%) | 20 (1.5%) |
| State Hwy (Interstate) | 0 (0.0%) | 0 (0.0%) |
| Turnpike | 0 (0.0%) | 0 (0.0%) |
| Other | 0 (0.0%) | 0 (0.0%) |
| **TOTAL** | **18 (100.0%)** | **1,313 (100.0%)** |

# Crashes by Motor Vehicle Type

## Vehicle Crashes by Vehicle Types

|  | Fatal Crashes | Injury Crashes | PDO Crashes | Total Crashes |
|---|---|---|---|---|
| **Passenger Car** | 60.8% | 77.5% | 76.4% | 76.8% |
|  | 910 crashes | 55,138 crashes | 45,973 crashes | 102,021 crashes |
| **Lt Trk/Van/SUV** | 43.9% | 38.5% | 40.5% | 39.5% |
|  | 657 crashes | 27,412 crashes | 24,363 crashes | 52,432 crashes |
| **Heavy Truck** | 11.6% | 4.9% | 5.9% | 5.4% |
|  | 173 crashes | 3,507 crashes | 3,551 crashes | 7,231 crashes |
| **Bicycle** | 1.3% | 1.9% | 0.0% | 1.0% |
|  | 19 crashes | 1,325 crashes | 9 crashes | 1,353 crashes |
| **Motorcycle** | 13.4% | 5.1% | 0.4% | 3.0% |
|  | 201 crashes | 3,622 crashes | 216 crashes | 4,039 crashes |
| **School Bus** | 0.3% | 0.4% | 0.3% | 0.4% |
|  | 5 crashes | 284 crashes | 202 crashes | 491 crashes |
| **Commercial Bus** | 0.9% | 0.7% | 0.3% | 0.5% |
|  | 13 crashes | 499 crashes | 157 crashes | 669 crashes |
| **Other** | 3.0% | 1.4% | 1.0% | 1.3% |
|  | 45 crashes | 1,025 crashes | 606 crashes | 1,676 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 60.8% 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:** | **41,901** | Passenger Car | 27,553 | 65.8% |
|---|---|---|---|---|
|  |  | Lt Trk/Van/SUV | 12,452 | 29.7% |
|  |  | Heavy Truck | 857 | 2.1% |
|  |  | Motorcycle | 807 | 1.9% |
|  |  | School Bus | 28 | 0.1% |
|  |  | Commercial Bus | 17 | 0.0% |
|  |  | Other | 187 | 0.5% |

## 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 | 27,784 | 1,536 | 11,358 | 433 | 582 | 141 | 177 | 248 | **42,259** |
| Lt Trk/Van/SUV | 9,572 | 713 | 5,492 | 160 | 184 | 82 | 71 | 113 | **16,387** |
| Heavy Truck | 1,375 | 337 | 514 | 11 | 10 | 8 | 6 | 18 | **2,279** |
| Motorcycle | 733 | 22 | 295 | 50 | 12 | 3 | 3 | 14 | **1,132** |
| Bicycle | 351 | 3 | 129 | 4 | 0 | 3 | 6 | 2 | **498** |
| School Bus | 93 | 6 | 34 | 1 | 1 | 2 | 3 | 0 | **140** |
| Commercial Bus | 142 | 5 | 39 | 3 | 7 | 0 | 4 | 2 | **202** |
| Other/Unknown | 298 | 13 | 127 | 15 | 19 | 1 | 1 | 31 | **505** |

Crashes by Vehicle

## *Passenger Car Crashes—Five-Year Trends*

Total passenger car crashes and fatal crashes in 2005 were the lowest in the five years shown below.

**Total Crashes**

| Year | Crashes |
|------|---------|
| 2000 | 116,759 |
| 2001 | 109,082 |
| 2003 | 117,016 |
| 2004 | 108,382 |
| 2005 | 102,021 |

60,000    80,000    100,000    120,000

**Fatal Crashes**

| Year | Crashes |
|------|---------|
| 2000 | 950 |
| 2001 | 977 |
| 2003 | 1,095 |
| 2004 | 920 |
| 2005 | 910 |

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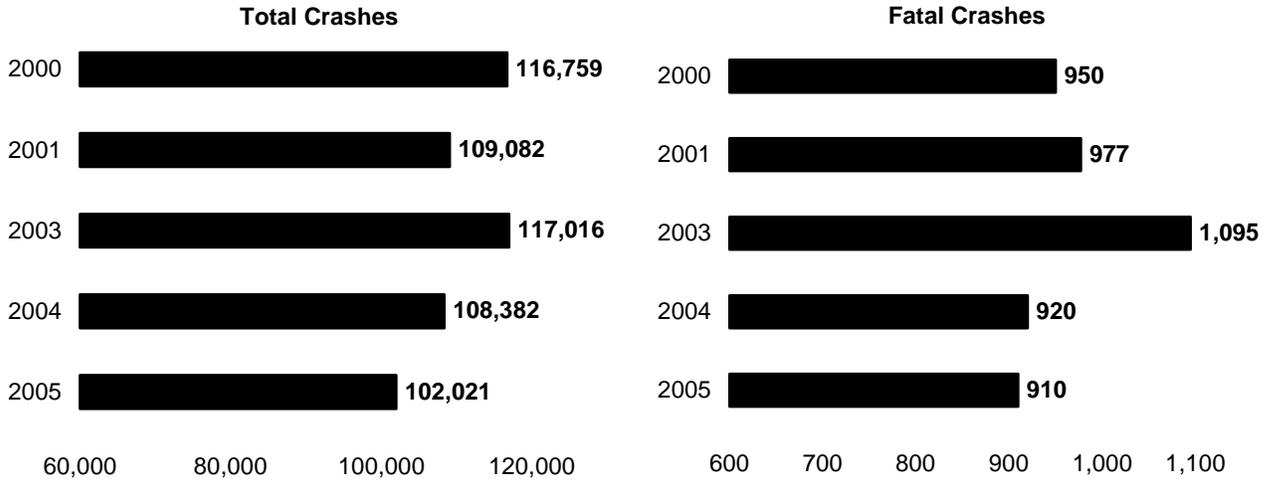
## *Passenger Car Deaths by Seating Position*

In 2005, 50% of crash deaths involved passenger car occupants.  The table below depicts the passenger car deaths in 2005 by seating position.

| | | Seating Position | No. | |
|---|---|---|---|---|
| | Drivers **578 (71.8%)** | | 1 | → |
| **Total Deaths 805** | Total Passengers **210 (26.1%)** | *Center Front* **0 (0.0%)** | 2 | → |
| | | *Right Front* **159 (19.8%)** | 3 | → |
| | | *Left Rear* **18 (2.2%)** | 4 | → |
| | | *Center Rear* **5 (0.6%)** | 5 | → |
| | | *Right Rear* **28 (3.5%)** | 6 | → |
| | Others **17 (2.1%)** | | | |

| 1 | 2 | 3 |
|---|---|---|
| 4 | 5 | 6 |
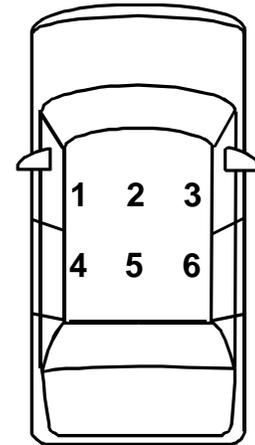
"Others" might be passengers in the rearmost seat of a station wagon; persons in a towed unit; or any person on or attached to the outside of the car.

## *Motorcycle Crashes—Five-Year Trends*

In 2005, total motorcycle crashes increased 11.5% from 2004 while motorcycle fatal crashes increased 32% from 2004.

**Total Crashes**

| Year | Crashes |
|------|---------|
| 2000 | 2,837 |
| 2001 | 2,973 |
| 2003 | 3,057 |
| 2004 | 3,621 |
| 2005 | 4,039 |

1,500   2,500   3,500   4,500

**Fatal Crashes**

| Year | Fatal Crashes |
|------|---------------|
| 2000 | 150 |
| 2001 | 126 |
| 2003 | 153 |
| 2004 | 152 |
| 2005 | 201 |

0   50   100   150   200   250
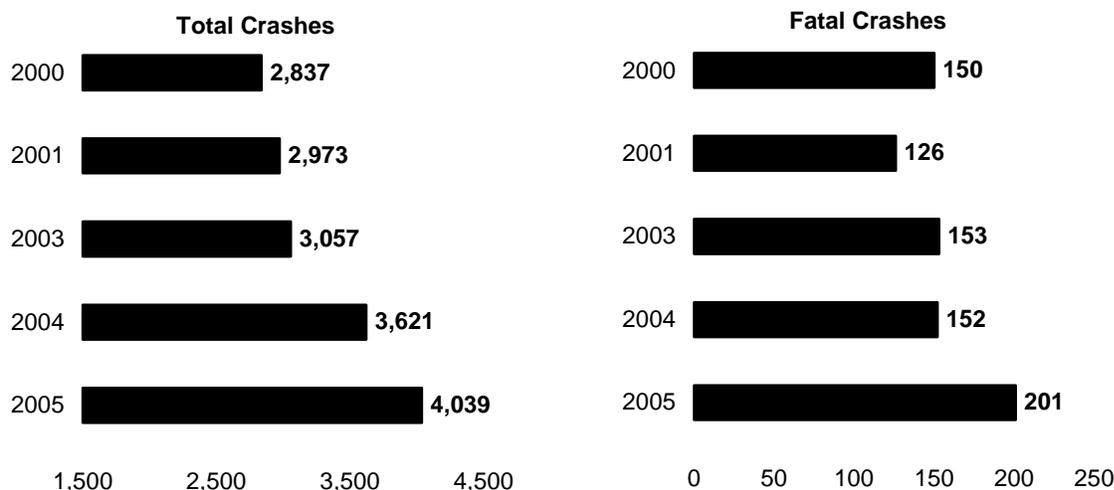
| Year | Deaths |
|------|--------|
| 2000 | 150 |
| 2001 | 127 |
| 2003 | 156 |
| 2004 | 158 |
| 2005 | 205 |
| **TOTAL** | **796** |

## *Motorcycle Deaths—Five-Year Trends*

Of the 205 deaths in 2005 involving motorcycle drivers or passengers:

► 195 (95.1%) were drivers
► 10 (4.9%) were passengers

## *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 | 109 (53.2%) | 2,205 (55.8%) | 241 (49.9%) | 2,555 (55.1%) |
| No Helmets | 89 (43.4%) | 1,539 (38.9%) | 182 (37.7%) | 1,810 (39.0%) |
| Unknown | 7 (3.4%) | 209 (5.3%) | 60 (12.4%) | 276 (6.0%) |
| **TOTAL** | **205 (100.0%)** | **3,953 (100.0%)** | **483 (100.0%)** | **4,641 (100.0%)** |

Crashes by Vehicle

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

Pickups, minivans, and sport utility vehicles have become more popular over the last several years.  Total crashes and fatal crashes for 2005 are higher than 2004 and most years shown in the graphs below.

**Total Crashes**

| Year | Value |
|------|-------|
| 2000 | 58,502 |
| 2001 | 42,583 |
| 2003 | 41,974 |
| 2004 | 50,874 |
| 2005 | 52,432 |

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

**Fatal Crashes**

| Year | Value |
|------|-------|
| 2000 | 537 |
| 2001 | 508 |
| 2003 | 322 |
| 2004 | 503 |
| 2005 | 657 |

0   100   200   300   400   500   600   700
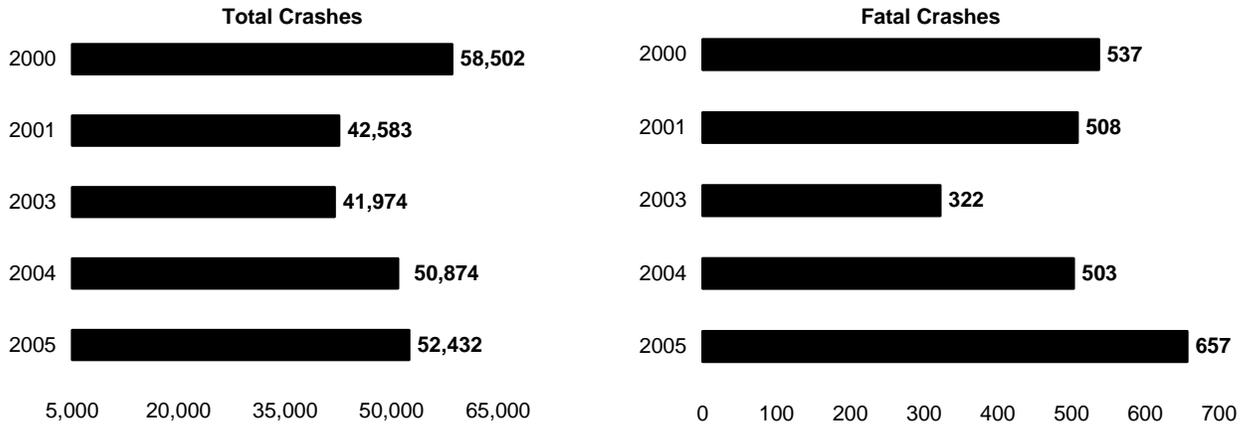
## *Light Truck / SUV / Van Rollovers Compared to Passenger Cars*

► The percentage of 2005 light truck / SUV / van crashes was higher than passenger cars in crashes involving rollovers (8.6% of all light truck / SUV / van crashes compared to 5.2% of all passenger car crashes).

|  | Rollover Crashes | Rollover Deaths |
|--|------------------|-----------------|
| Lt Trk/Van/SUV | 4,519 (8.6%) | 135 (36.8%) |
| Passenger Cars | 5,326 (5.2%) | 169 (21.0%) |

► In 2005 rollover crashes, the percentage of light truck / SUV / van occupant deaths was almost twice as high as passenger car occupant deaths (36.8% of deaths compared to 21.0%).

## *Light Truck / SUV / Van Deaths by Seating Position*

In 2005, 23% of crash deaths involved occupants in light trucks, vans, and sport utility vehicles.  The table below depicts light truck deaths in 2005 by seating position.

| | | | |
|--|--|--|--|
| **Total Deaths** **367** | Total Passengers **78 (21.3%)** | Drivers **285 (77.7%)** | 1 → |
| | | *Center Front* **3 (0.8%)** | 2 → |
| | | *Right Front* **52 (14.2%)** | 3 → |
| | | *Left Rear* **12 (3.3%)** | 4 → |
| | | *Center Rear* **3 (0.8%)** | 5 → |
| | | *Right Rear* **8 (2.2%)** | 6 → |
| | Truck Bed/Cargo Area/Veh Extr **3 (0.8%)** | | |
| | Towed Unit/Other **1 (0.3%)** | | |

1  2  3
4  5  6

1  2  3
4  5  6
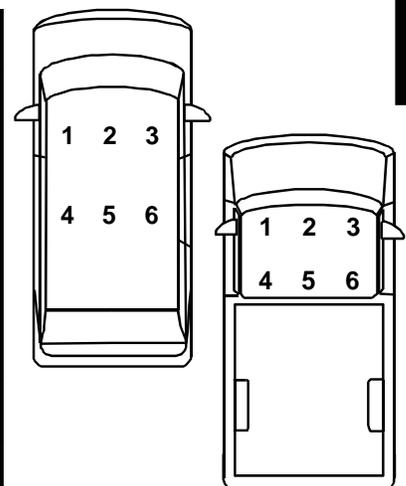
**Crashes by Vehicle**

## *Heavy Truck Crashes—Five Year Trends*

Total crashes involving heavy trucks in 2005 were the second highest since 2000 for the years shown below.  Fatal crashes in 2005 were also the second highest in the same time period.

**Total Crashes**

| Year | Crashes |
|------|---------|
| 2000 | 8,145 |
| 2001 | 6,536 |
| 2003 | 6,891 |
| 2004 | 6,851 |
| 2005 | 7,231 |

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

**Fatal Crashes**

| Year | Crashes |
|------|---------|
| 2000 | 161 |
| 2001 | 154 |
| 2003 | 183 |
| 2004 | 161 |
| 2005 | 173 |

80   100   120   140   160   180   200
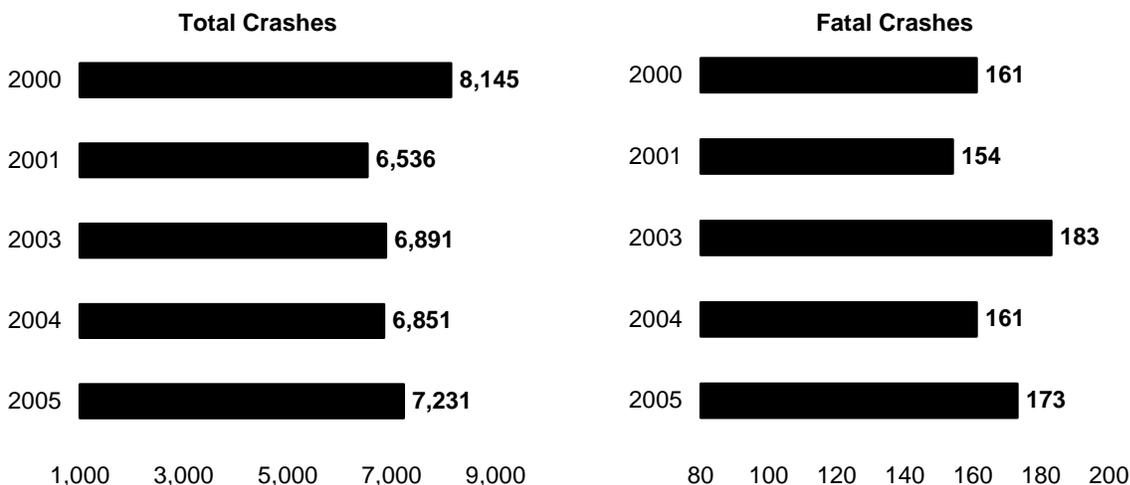
## *Heavy Truck Crashes Involving Vehicle Failures*

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

| Vehicle Defect | Crashes |
|----------------|---------|
| Tire/Wheel-Related | 97 |
| Brake-Related | 90 |
| Unsecure Trailer/Overloaded | 80 |
| Power Train Failure | 43 |
| Total Steering System Failure | 26 |
| Suspension | 10 |
| Trailer Hitch/Improper Towing | 6 |
| Other Failure | 4 |
| Vehicle Lighting Related | 4 |
| Windshield/Defective Wipers | 3 |

**Crashes by Vehicle**

## *Heavy Truck Crashes by Road Type*

| Road Type | Crashes | Occupant Deaths |
|-----------|---------|-----------------|
| State Hwy (Interstate) | 1,982 (27.4%) | 8 (25.8%) |
| State Hwy (Other) | 3,909 (54.1%) | 16 (51.6%) |
| Turnpike | 547 (7.6%) | 4 (12.9%) |
| Local Road | 791 (10.9%) | 3 (9.7%) |
| Other | 2 (0.0%) | 0 (0.0%) |
| **TOTAL** | **7,231 (100.0%)** | **31 (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) | 37 (21.5%) | 4 (12.9%) |
| State Hwy (Other) | 104 (60.5%) | 20 (64.5%) |
| Turnpike | 11 (6.4%) | 2 (6.5%) |
| Local Road | 20 (11.6%) | 5 (16.1%) |
| Other | 0 (0.0%) | 0 (0.0%) |
| **TOTAL** | **172 (100.0%)** | **31 (100.0%)** |

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

## *Heavy Truck Deaths by Seating Position*

In 2005, only 2% of crash deaths involved heavy truck occupants. The table below depicts the heavy truck deaths in 2005 by seating position.

| | | | |
|---|---|---|---|
| | Drivers | 1 ➔ | |
| | **27 (87.1%)** | | |
| | | *Center Front* | 2 ➔ |
| **Total Deaths** | Total Passengers | **1 (3.2%)** | |
| **31** | **2 (6.5%)** | *Right Front* | 3 ➔ |
| | | **1 (3.2%)** | |
| | Others | | |
| | **2 (6.5%)** | | |

**1  2  3**
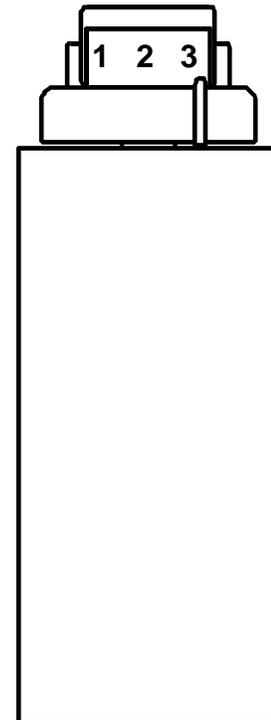
"Others" might be persons in the sleeping compartment; persons in the cargo trailer; or someone on, or attached to, the outside of the truck.

**Crashes by Vehicle**

## *School Bus Crashes*

Of the more than 5000 persons involved in school bus crashes in 2005, only 5 were killed. 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: **5,326**

**Persons Involved**

Killed (5)

Injured (578)

No Injury (4,743)
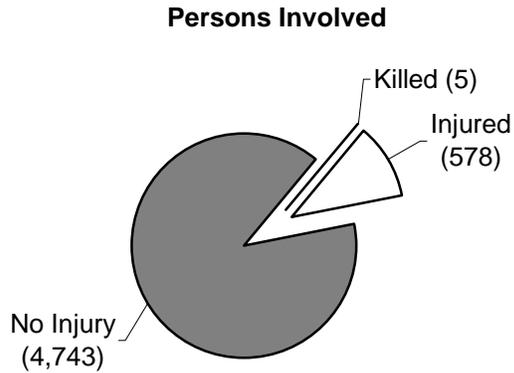
The majority (56%) of school bus crashes in 2005 were injury crashes. However, as the pie chart above shows, most persons involved in school bus crashes suffer no injuries at all.

**Total Crashes**

Fatal Crashes (5)

PDO Crashes (209)

Injury Crashes (277)
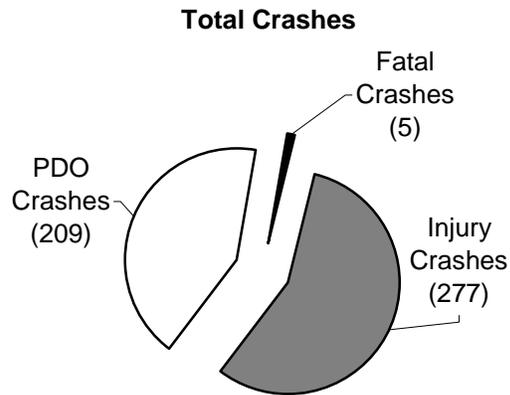
## *School Bus Crashes by Road Type*

| Road Type | Crashes | |
|---|---|---|
| State Hwy (Interstate) | 9 | 1.8% |
| State Hwy (Other) | 312 | 63.5% |
| Turnpike | 0 | 0.0% |
| Local Road | 170 | 34.6% |
| Other | 0 | 0.0% |
| **TOTAL** | **491** | **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 0.3% of total fatalities in 2005.  Most of the persons killed were not school bus passengers at the time of the crash.

**Total Crashes**

| Year | Crashes |
|------|---------|
| 2000 | 604 |
| 2001 | 427 |
| 2003 | 568 |
| 2004 | 486 |
| 2005 | 491 |

**Total Deaths**
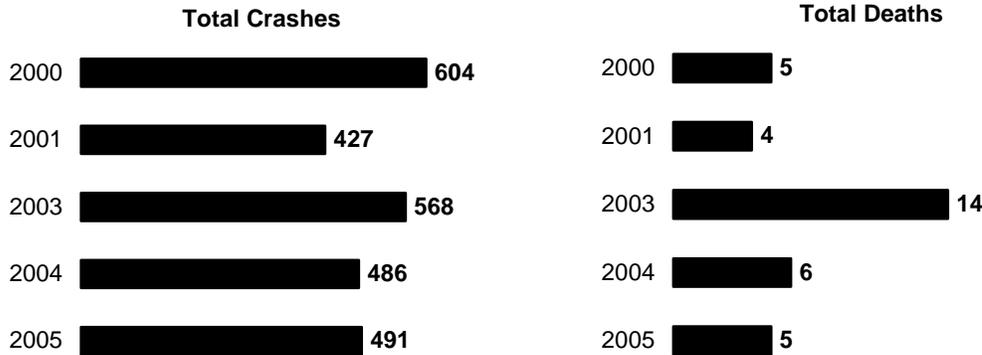
| Year | Deaths |
|------|--------|
| 2000 | 5 |
| 2001 | 4 |
| 2003 | 14 |
| 2004 | 6 |
| 2005 | 5 |

| | **Crash Severity** | | | | | |
|------|-------|--------|-----|--------|--------|----------|
| **Year** | *Fatal* | *Injury* | *PDO* | *Total* | **Deaths** | **Injuries** |
| 2000 | 5 | 395 | 204 | 604 | 5 | 906 |
| 2001 | 3 | 259 | 165 | 427 | 4 | 748 |
| 2003 | 13 | 312 | 243 | 568 | 14 | 621 |
| 2004 | 6 | 300 | 180 | 486 | 6 | 750 |
| 2005 | 5 | 277 | 209 | 491 | 5 | 578 |
| **TOTAL** | **32** | **1,543** | **1,001** | **2,576** | **34** | **3,603** |

## *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** |
| 2000 | 0 | 0 | 2 | 0 | 3 | 0 | **5** |
| 2001 | 0 | 0 | 0 | 1 | 3 | 0 | **4** |
| 2003 | 0 | 0 | 0 | 2 | 12 | 0 | **14** |
| 2004 | 0 | 0 | 0 | 1 | 5 | 0 | **6** |
| 2005 | 0 | 0 | 1 | 1 | 3 | 0 | **5** |
| **TOTAL** | **0** | **0** | **3** | **5** | **26** | **0** | **34** |

| **INJURIES** | | | | | **Driver/** | | |
|------|-----------|-----------|-----------|-----------|------------|---------|-------|
| **Year** | **School Bus Drivers** | **School Bus Passengers** | **School-Age Pedestrians** | **Other Pedestrians** | **Passenger of Other Vehicle** | **Other/ Unknown** | **Total Injuries** |
| 2000 | 67 | 492 | 10 | 12 | 320 | 5 | **906** |
| 2001 | 38 | 221 | 7 | 14 | 462 | 6 | **748** |
| 2003 | 58 | 273 | 7 | 12 | 264 | 7 | **621** |
| 2004 | 53 | 436 | 12 | 14 | 224 | 11 | **750** |
| 2005 | 44 | 260 | 9 | 6 | 246 | 13 | **578** |
| **TOTAL** | **216** | **1,422** | **36** | **52** | **1,270** | **29** | **3,025** |

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 2005, Pennsylvania's total population was 12,429,616 people.

The ten most populated counties were:

| | | |
|---|---|---|
| Philadelphia (11.8%) | Allegheny (9.9%) | Montgomery (6.2%) |
| Bucks (5.0%) | Delaware (4.5%) | Lancaster (4.0%) |
| Chester (3.8%) | York (3.3%) | Berks (3.2%) |
| Westmoreland (3.0%) | *See page 59.* | |

The ten least populated counties were:

| | | |
|---|---|---|
| Forest (0.05%) | Cameron (0.05%) | Sullivan (0.05%) |
| Fulton (0.12%) | Potter (0.14%) | Montour (0.15%) |
| Juniata (0.19%) | Wyoming (0.23%) | Elk (0.27%) |
| 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 (2.84%) |
| Washington (2.75%) | Lancaster (2.66%) | Chester (2.56%) |
| Bucks (2.41%) | Crawford (2.28%) | Bradford (2.25%) |
| Berks (2.22%) | | |

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

| | | |
|---|---|---|
| Allegheny (5.94%) | Lancaster (3.57%) | Montgomery (3.56%) |
| York (3.37%) | Bucks (3.16%) | Chester (3.13%) |
| Westmoreland (3.10%) | Berks (3.05%) | Philadelphia (2.68%) |
| Erie (2.32%) | | |

The ten counties with the most reported traffic crashes were:

| | | |
|---|---|---|
| Allegheny (9.1%) | Philadelphia (8.8%) | Montgomery (7.2%) |
| Bucks (5.1%) | Lancaster (4.3%) | Lehigh (4.0%) |
| Berks (3.8%) | Delaware (3.7%) | York (3.6%) |
| Chester (3.5%) | *See page 59.* | |

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

| | | |
|---|---|---|
| Allegheny (6.4%) | Philadelphia (6.1%) | Bucks (4.6%) |
| Berks (4.5%) | Lancaster (4.4%) | Westmoreland (3.3%) |
| Chester (3.2%) | York (3.1%) | Lehigh (3.0%) |
| Montgomery (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, 2004 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 | 99,749 (0.8%) | 25 (1.7%) | 505 (0.7%) | 495 (0.8%) | **1,025 (0.8%)** |
| Allegheny | 1,235,841 (9.9%) | 99 (6.6%) | 5,780 (8.3%) | 6,226 (10.2%) | **12,105 (9.1%)** |
| Armstrong | 70,586 (0.6%) | 9 (0.6%) | 355 (0.5%) | 309 (0.5%) | **673 (0.5%)** |
| Beaver | 177,377 (1.4%) | 18 (1.2%) | 796 (1.1%) | 804 (1.3%) | **1,618 (1.2%)** |
| Bedford | 50,091 (0.4%) | 15 (1.0%) | 366 (0.5%) | 402 (0.7%) | **783 (0.6%)** |
| Berks | 396,314 (3.2%) | 67 (4.5%) | 2,462 (3.5%) | 2,467 (4.0%) | **4,996 (3.8%)** |
| Blair | 126,795 (1.0%) | 17 (1.1%) | 726 (1.0%) | 695 (1.1%) | **1,438 (1.1%)** |
| Bradford | 62,537 (0.5%) | 9 (0.6%) | 345 (0.5%) | 289 (0.5%) | **643 (0.5%)** |
| Bucks | 621,342 (5.0%) | 67 (4.5%) | 3,460 (4.9%) | 3,307 (5.4%) | **6,834 (5.1%)** |
| Butler | 182,087 (1.5%) | 20 (1.3%) | 1,005 (1.4%) | 940 (1.5%) | **1,965 (1.5%)** |
| Cambria | 148,073 (1.2%) | 19 (1.3%) | 747 (1.1%) | 759 (1.2%) | **1,525 (1.2%)** |
| Cameron | 5,639 (0.1%) | 0 (0.0%) | 43 (0.1%) | 24 (0.0%) | **67 (0.1%)** |
| Carbon | 61,959 (0.5%) | 13 (0.9%) | 419 (0.6%) | 363 (0.6%) | **795 (0.6%)** |
| Centre | 140,561 (1.1%) | 17 (1.1%) | 724 (1.0%) | 659 (1.1%) | **1,400 (1.1%)** |
| Chester | 474,027 (3.8%) | 50 (3.3%) | 2,038 (2.9%) | 2,595 (4.2%) | **4,683 (3.5%)** |
| Clarion | 40,589 (0.3%) | 13 (0.9%) | 308 (0.4%) | 248 (0.4%) | **569 (0.4%)** |
| Clearfield | 82,783 (0.7%) | 22 (1.5%) | 541 (0.8%) | 527 (0.9%) | **1,090 (0.8%)** |
| Clinton | 37,439 (0.3%) | 11 (0.7%) | 231 (0.3%) | 246 (0.4%) | **488 (0.4%)** |
| Columbia | 64,939 (0.5%) | 14 (0.9%) | 331 (0.5%) | 396 (0.7%) | **741 (0.6%)** |
| Crawford | 89,442 (0.7%) | 20 (1.3%) | 557 (0.8%) | 486 (0.8%) | **1,063 (0.8%)** |
| Cumberland | 223,089 (1.8%) | 31 (2.1%) | 1,089 (1.6%) | 1,346 (2.2%) | **2,466 (1.9%)** |
| Dauphin | 253,995 (2.0%) | 35 (2.3%) | 1,405 (2.0%) | 1,526 (2.5%) | **2,966 (2.2%)** |
| Delaware | 555,648 (4.5%) | 31 (2.1%) | 2,476 (3.5%) | 2,363 (3.9%) | **4,870 (3.7%)** |
| Elk | 33,577 (0.3%) | 8 (0.5%) | 209 (0.3%) | 144 (0.2%) | **361 (0.3%)** |
| Erie | 280,446 (2.3%) | 23 (1.5%) | 1,493 (2.1%) | 1,250 (2.0%) | **2,766 (2.1%)** |
| Fayette | 146,142 (1.2%) | 27 (1.8%) | 717 (1.0%) | 549 (0.9%) | **1,293 (1.0%)** |
| Forest | 5,739 (0.1%) | 2 (0.1%) | 57 (0.1%) | 40 (0.1%) | **99 (0.1%)** |
| Franklin | 137,409 (1.1%) | 18 (1.2%) | 772 (1.1%) | 815 (1.3%) | **1,605 (1.2%)** |
| Fulton | 14,673 (0.1%) | 9 (0.6%) | 164 (0.2%) | 148 (0.2%) | **321 (0.2%)** |
| Greene | 39,808 (0.3%) | 7 (0.5%) | 198 (0.3%) | 209 (0.3%) | **414 (0.3%)** |
| Huntingdon | 45,947 (0.4%) | 9 (0.6%) | 251 (0.4%) | 222 (0.4%) | **482 (0.4%)** |
| Indiana | 88,703 (0.7%) | 18 (1.2%) | 483 (0.7%) | 396 (0.7%) | **897 (0.7%)** |
| Jefferson | 45,759 (0.4%) | 6 (0.4%) | 286 (0.4%) | 248 (0.4%) | **540 (0.4%)** |
| Juniata | 23,507 (0.2%) | 8 (0.5%) | 165 (0.2%) | 122 (0.2%) | **295 (0.2%)** |
| Lackawanna | 209,525 (1.7%) | 23 (1.5%) | 1,134 (1.6%) | 1,145 (1.9%) | **2,302 (1.7%)** |
| Lancaster | 490,562 (4.0%) | 62 (4.1%) | 2,910 (4.2%) | 2,764 (4.5%) | **5,736 (4.3%)** |
| Lawrence | 92,809 (0.8%) | 12 (0.8%) | 533 (0.8%) | 446 (0.7%) | **991 (0.8%)** |
| Lebanon | 125,578 (1.0%) | 13 (0.9%) | 800 (1.1%) | 721 (1.2%) | **1,534 (1.2%)** |
| Lehigh | 330,433 (2.7%) | 46 (3.1%) | 2,630 (3.8%) | 2,626 (4.3%) | **5,302 (4.0%)** |
| Luzerne | 312,861 (2.5%) | 28 (1.9%) | 1,624 (2.3%) | 1,540 (2.5%) | **3,192 (2.4%)** |
| Lycoming | 118,395 (1.0%) | 17 (1.1%) | 561 (0.8%) | 570 (0.9%) | **1,148 (0.9%)** |
| McKean | 44,370 (0.4%) | 5 (0.3%) | 201 (0.3%) | 200 (0.3%) | **406 (0.3%)** |
| Mercer | 119,598 (1.0%) | 27 (1.8%) | 753 (1.1%) | 671 (1.1%) | **1,451 (1.1%)** |
| Mifflin | 46,235 (0.4%) | 8 (0.5%) | 134 (0.2%) | 122 (0.2%) | **264 (0.2%)** |
| Monroe | 163,234 (1.3%) | 35 (2.3%) | 1,366 (2.0%) | 1,486 (2.4%) | **2,887 (2.2%)** |
| Montgomery | 775,883 (6.2%) | 41 (2.7%) | 4,906 (7.0%) | 4,662 (7.6%) | **9,609 (7.2%)** |
| Montour | 18,032 (0.2%) | 3 (0.2%) | 127 (0.2%) | 102 (0.2%) | **232 (0.2%)** |
| Northampton | 287,767 (2.3%) | 31 (2.1%) | 1,427 (2.0%) | 1,423 (2.3%) | **2,881 (2.2%)** |
| Northumberland | 92,610 (0.8%) | 14 (0.9%) | 347 (0.5%) | 290 (0.5%) | **651 (0.5%)** |
| Perry | 44,728 (0.4%) | 11 (0.7%) | 281 (0.4%) | 275 (0.5%) | **567 (0.4%)** |
| Philadelphia | 1,463,281 (11.8%) | 96 (6.4%) | 9,533 (13.6%) | 2,117 (3.5%) | **11,746 (8.8%)** |
| Pike | 56,337 (0.5%) | 12 (0.8%) | 361 (0.5%) | 302 (0.5%) | **675 (0.5%)** |
| Potter | 17,834 (0.1%) | 5 (0.3%) | 125 (0.2%) | 71 (0.1%) | **201 (0.2%)** |
| Schuylkill | 147,447 (1.2%) | 28 (1.9%) | 839 (1.2%) | 839 (1.4%) | **1,706 (1.3%)** |
| Snyder | 38,207 (0.3%) | 5 (0.3%) | 240 (0.3%) | 214 (0.4%) | **459 (0.4%)** |
| Somerset | 78,907 (0.6%) | 22 (1.5%) | 410 (0.6%) | 377 (0.6%) | **809 (0.6%)** |
| Sullivan | 6,391 (0.1%) | 2 (0.1%) | 34 (0.1%) | 35 (0.1%) | **71 (0.1%)** |
| Susquehanna | 42,124 (0.3%) | 12 (0.8%) | 292 (0.4%) | 270 (0.4%) | **574 (0.4%)** |
| Tioga | 41,649 (0.3%) | 9 (0.6%) | 227 (0.3%) | 214 (0.4%) | **450 (0.3%)** |
| Union | 43,131 (0.4%) | 9 (0.6%) | 202 (0.3%) | 170 (0.3%) | **381 (0.3%)** |
| Venango | 55,928 (0.5%) | 11 (0.7%) | 357 (0.5%) | 279 (0.5%) | **647 (0.5%)** |
| Warren | 42,033 (0.3%) | 9 (0.6%) | 255 (0.4%) | 178 (0.3%) | **442 (0.3%)** |
| Washington | 206,406 (1.7%) | 26 (1.7%) | 948 (1.4%) | 991 (1.6%) | **1,965 (1.5%)** |
| Wayne | 50,113 (0.4%) | 14 (0.9%) | 291 (0.4%) | 314 (0.5%) | **619 (0.5%)** |
| Westmoreland | 367,635 (3.0%) | 48 (3.2%) | 1,937 (2.8%) | 1,790 (2.9%) | **3,775 (2.8%)** |
| Wyoming | 28,160 (0.2%) | 9 (0.6%) | 183 (0.3%) | 160 (0.3%) | **352 (0.3%)** |
| York | 408,801 (3.3%) | 47 (3.1%) | 2,528 (3.6%) | 2,259 (3.7%) | **4,834 (3.6%)** |
| **TOTAL** | **12,429,616 (100.0%)** | **1,497 (100.0%)** | **70,000 (100.0%)** | **61,332 (99.9%)** | **132,829 (99.9%)** |

**Counties**

## *Crashes by County—Five-Year Trends*

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

| County | 2000 Crashes | 2001 Crashes | 2003 Crashes | 2004 Crashes | 2005 Crashes |
|---|---|---|---|---|---|
| Adams | 1,028 (0.7%) | 991 (0.8%) | 1,085 (0.8%) | 1,095 (0.8%) | 1,025 (0.8%) |
| Allegheny | 13,850 (9.4%) | 12,625 (9.6%) | 12,785 (9.1%) | 12,415 (9.0%) | 12,105 (9.1%) |
| Armstrong | 755 (0.5%) | 654 (0.5%) | 720 (0.5%) | 610 (0.4%) | 673 (0.5%) |
| Beaver | 1,905 (1.3%) | 1,598 (1.2%) | 1,699 (1.2%) | 1,612 (1.2%) | 1,618 (1.2%) |
| Bedford | 837 (0.6%) | 751 (0.6%) | 831 (0.6%) | 800 (0.6%) | 783 (0.6%) |
| Berks | 5,418 (3.7%) | 4,800 (3.7%) | 5,278 (3.8%) | 5,394 (3.9%) | 4,996 (3.8%) |
| Blair | 1,762 (1.2%) | 1,653 (1.3%) | 1,589 (1.1%) | 1,414 (1.0%) | 1,438 (1.1%) |
| Bradford | 698 (0.5%) | 616 (0.5%) | 684 (0.5%) | 603 (0.4%) | 643 (0.5%) |
| Bucks | 7,647 (5.2%) | 6,944 (5.3%) | 7,663 (5.5%) | 7,472 (5.4%) | 6,834 (5.1%) |
| Butler | 2,113 (1.4%) | 1,951 (1.5%) | 2,209 (1.6%) | 2,035 (1.5%) | 1,965 (1.5%) |
| Cambria | 1,508 (1.0%) | 1,367 (1.0%) | 1,569 (1.1%) | 1,545 (1.1%) | 1,525 (1.2%) |
| Cameron | 67 (0.1%) | 64 (0.1%) | 70 (0.1%) | 52 (0.0%) | 67 (0.1%) |
| Carbon | 793 (0.5%) | 780 (0.6%) | 838 (0.6%) | 758 (0.6%) | 795 (0.6%) |
| Centre | 1,578 (1.1%) | 1,521 (1.2%) | 1,595 (1.1%) | 1,355 (1.0%) | 1,400 (1.1%) |
| Chester | 5,390 (3.7%) | 4,770 (3.6%) | 5,327 (3.8%) | 5,092 (3.7%) | 4,683 (3.5%) |
| Clarion | 665 (0.5%) | 552 (0.4%) | 619 (0.4%) | 560 (0.4%) | 569 (0.4%) |
| Clearfield | 1,078 (0.7%) | 1,043 (0.8%) | 1,048 (0.8%) | 1,062 (0.8%) | 1,090 (0.8%) |
| Clinton | 508 (0.3%) | 495 (0.4%) | 505 (0.4%) | 525 (0.4%) | 488 (0.4%) |
| Columbia | 843 (0.6%) | 684 (0.5%) | 855 (0.6%) | 862 (0.6%) | 741 (0.6%) |
| Crawford | 1,106 (0.8%) | 983 (0.8%) | 1,015 (0.7%) | 991 (0.7%) | 1,063 (0.8%) |
| Cumberland | 2,529 (1.7%) | 2,430 (1.9%) | 2,665 (1.9%) | 2,493 (1.8%) | 2,466 (1.9%) |
| Dauphin | 3,458 (2.4%) | 3,109 (2.4%) | 3,371 (2.4%) | 3,016 (2.2%) | 2,966 (2.2%) |
| Delaware | 5,535 (3.8%) | 4,843 (3.7%) | 5,081 (3.6%) | 4,810 (3.5%) | 4,870 (3.7%) |
| Elk | 415 (0.3%) | 369 (0.3%) | 351 (0.3%) | 353 (0.3%) | 361 (0.3%) |
| Erie | 3,352 (2.3%) | 2,951 (2.3%) | 2,974 (2.1%) | 2,875 (2.1%) | 2,766 (2.1%) |
| Fayette | 1,688 (1.2%) | 1,497 (1.1%) | 1,519 (1.1%) | 1,425 (1.0%) | 1,293 (1.0%) |
| Forest | 91 (0.1%) | 80 (0.1%) | 108 (0.1%) | 92 (0.1%) | 99 (0.1%) |
| Franklin | 1,694 (1.2%) | 1,464 (1.1%) | 1,720 (1.2%) | 1,629 (1.2%) | 1,605 (1.2%) |
| Fulton | 322 (0.2%) | 296 (0.2%) | 309 (0.2%) | 301 (0.2%) | 321 (0.2%) |
| Greene | 479 (0.3%) | 457 (0.4%) | 380 (0.3%) | 415 (0.3%) | 414 (0.3%) |
| Huntingdon | 550 (0.4%) | 471 (0.4%) | 522 (0.4%) | 464 (0.3%) | 482 (0.4%) |
| Indiana | 993 (0.7%) | 933 (0.7%) | 922 (0.7%) | 900 (0.7%) | 897 (0.7%) |
| Jefferson | 580 (0.4%) | 469 (0.4%) | 509 (0.4%) | 526 (0.4%) | 540 (0.4%) |
| Juniata | 269 (0.2%) | 230 (0.2%) | 255 (0.2%) | 245 (0.2%) | 295 (0.2%) |
| Lackawanna | 2,807 (1.9%) | 2,110 (1.6%) | 2,210 (1.6%) | 2,431 (1.8%) | 2,302 (1.7%) |
| Lancaster | 5,773 (3.9%) | 5,175 (3.9%) | 5,769 (4.1%) | 5,834 (4.3%) | 5,736 (4.3%) |
| Lawrence | 1,111 (0.8%) | 895 (0.7%) | 1,049 (0.8%) | 977 (0.7%) | 991 (0.8%) |
| Lebanon | 1,547 (1.1%) | 1,442 (1.1%) | 1,710 (1.2%) | 1,656 (1.2%) | 1,534 (1.2%) |
| Lehigh | 4,781 (3.3%) | 4,309 (3.3%) | 5,038 (3.6%) | 5,229 (3.8%) | 5,302 (4.0%) |
| Luzerne | 4,012 (2.7%) | 3,468 (2.6%) | 3,750 (2.7%) | 3,319 (2.4%) | 3,192 (2.4%) |
| Lycoming | 1,294 (0.9%) | 1,154 (0.9%) | 1,271 (0.9%) | 1,255 (0.9%) | 1,148 (0.9%) |
| McKean | 481 (0.3%) | 377 (0.3%) | 376 (0.3%) | 335 (0.2%) | 406 (0.3%) |
| Mercer | 1,744 (1.2%) | 1,408 (1.1%) | 1,622 (1.2%) | 1,526 (1.1%) | 1,451 (1.1%) |
| Mifflin | 502 (0.3%) | 405 (0.3%) | 495 (0.4%) | 400 (0.3%) | 264 (0.2%) |
| Monroe | 2,447 (1.7%) | 2,370 (1.8%) | 2,727 (1.9%) | 2,878 (2.1%) | 2,887 (2.2%) |
| Montgomery | 10,022 (6.8%) | 9,030 (6.9%) | 9,836 (7.0%) | 9,885 (7.2%) | 9,609 (7.2%) |
| Montour | 218 (0.2%) | 216 (0.2%) | 239 (0.2%) | 212 (0.2%) | 232 (0.2%) |
| Northampton | 3,037 (2.1%) | 2,688 (2.1%) | 3,021 (2.2%) | 3,121 (2.3%) | 2,881 (2.2%) |
| Northumberland | 830 (0.6%) | 696 (0.5%) | 687 (0.5%) | 661 (0.5%) | 651 (0.5%) |
| Perry | 574 (0.4%) | 562 (0.4%) | 609 (0.4%) | 559 (0.4%) | 567 (0.4%) |
| Philadelphia | 15,197 (10.3%) | 13,097 (10.0%) | 12,456 (8.9%) | 12,978 (9.4%) | 11,746 (8.8%) |
| Pike | 537 (0.4%) | 526 (0.4%) | 626 (0.5%) | 655 (0.5%) | 675 (0.5%) |
| Potter | 193 (0.1%) | 171 (0.1%) | 127 (0.1%) | 164 (0.1%) | 201 (0.2%) |
| Schuylkill | 1,876 (1.3%) | 1,625 (1.2%) | 1,802 (1.3%) | 1,648 (1.2%) | 1,706 (1.3%) |
| Snyder | 458 (0.3%) | 429 (0.3%) | 472 (0.3%) | 443 (0.3%) | 459 (0.4%) |
| Somerset | 976 (0.7%) | 889 (0.7%) | 1,025 (0.7%) | 931 (0.7%) | 809 (0.6%) |
| Sullivan | 100 (0.1%) | 83 (0.1%) | 105 (0.1%) | 89 (0.1%) | 71 (0.1%) |
| Susquehanna | 550 (0.4%) | 504 (0.4%) | 552 (0.4%) | 532 (0.4%) | 574 (0.4%) |
| Tioga | 475 (0.3%) | 405 (0.3%) | 471 (0.3%) | 421 (0.3%) | 450 (0.3%) |
| Union | 422 (0.3%) | 382 (0.3%) | 412 (0.3%) | 347 (0.3%) | 381 (0.3%) |
| Venango | 813 (0.6%) | 620 (0.5%) | 743 (0.5%) | 688 (0.5%) | 647 (0.5%) |
| Warren | 478 (0.3%) | 460 (0.4%) | 473 (0.3%) | 409 (0.3%) | 442 (0.3%) |
| Washington | 2,315 (1.6%) | 1,926 (1.5%) | 2,020 (1.4%) | 1,930 (1.4%) | 1,965 (1.5%) |
| Wayne | 683 (0.5%) | 659 (0.5%) | 636 (0.5%) | 659 (0.5%) | 619 (0.5%) |
| Westmoreland | 4,336 (2.9%) | 3,782 (2.9%) | 4,029 (2.9%) | 3,923 (2.9%) | 3,775 (2.8%) |
| Wyoming | 383 (0.3%) | 382 (0.3%) | 348 (0.3%) | 336 (0.2%) | 352 (0.3%) |
| York | 4,777 (3.2%) | 4,606 (3.5%) | 4,831 (3.5%) | 5,074 (3.7%) | 4,834 (3.6%) |
| **TOTAL** | **147,253 (100.0%)** | **131,292 (100.0%)** | **140,207 (100.0%)** | **137,410 (99.9%)** | **132,829 (99.9%)** |

**Counties**

## *Traffic Deaths by County—Five-Year Trends*

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

| County | 2000 Deaths | 2001 Deaths | 2003 Deaths | 2004 Deaths | 2005 Deaths |
|---|---|---|---|---|---|
| Adams | 13 (0.9%) | 13 (0.9%) | 24 (1.5%) | 17 (1.1%) | 27 (1.7%) |
| Allegheny | 81 (5.3%) | 110 (7.2%) | 79 (5.0%) | 77 (5.2%) | 104 (6.4%) |
| Armstrong | 19 (1.3%) | 9 (0.6%) | 15 (1.0%) | 16 (1.1%) | 9 (0.6%) |
| Beaver | 25 (1.6%) | 20 (1.3%) | 19 (1.2%) | 9 (0.6%) | 18 (1.1%) |
| Bedford | 14 (0.9%) | 12 (0.8%) | 18 (1.1%) | 23 (1.5%) | 18 (1.1%) |
| Berks | 56 (3.7%) | 46 (3.0%) | 41 (2.6%) | 59 (4.0%) | 73 (4.5%) |
| Blair | 21 (1.4%) | 26 (1.7%) | 21 (1.3%) | 19 (1.3%) | 20 (1.2%) |
| Bradford | 7 (0.5%) | 10 (0.7%) | 13 (0.8%) | 12 (0.8%) | 9 (0.6%) |
| Bucks | 61 (4.0%) | 66 (4.3%) | 74 (4.7%) | 53 (3.6%) | 74 (4.6%) |
| Butler | 32 (2.1%) | 19 (1.2%) | 28 (1.8%) | 35 (2.4%) | 21 (1.3%) |
| Cambria | 16 (1.1%) | 23 (1.5%) | 23 (1.5%) | 12 (0.8%) | 19 (1.2%) |
| Cameron | 1 (0.1%) | 1 (0.1%) | 0 (0.0%) | 2 (0.1%) | 0 (0.0%) |
| Carbon | 19 (1.3%) | 10 (0.7%) | 13 (0.8%) | 13 (0.9%) | 14 (0.9%) |
| Centre | 18 (1.2%) | 22 (1.4%) | 27 (1.7%) | 20 (1.3%) | 18 (1.1%) |
| Chester | 61 (4.0%) | 47 (3.1%) | 52 (3.3%) | 56 (3.8%) | 52 (3.2%) |
| Clarion | 10 (0.7%) | 10 (0.7%) | 12 (0.8%) | 8 (0.5%) | 14 (0.9%) |
| Clearfield | 18 (1.2%) | 21 (1.4%) | 16 (1.0%) | 13 (0.9%) | 23 (1.4%) |
| Clinton | 6 (0.4%) | 14 (0.9%) | 6 (0.4%) | 8 (0.5%) | 12 (0.7%) |
| Columbia | 6 (0.4%) | 11 (0.7%) | 16 (1.0%) | 9 (0.6%) | 14 (0.9%) |
| Crawford | 23 (1.5%) | 23 (1.5%) | 19 (1.2%) | 15 (1.0%) | 22 (1.4%) |
| Cumberland | 20 (1.3%) | 18 (1.2%) | 34 (2.2%) | 20 (1.3%) | 38 (2.4%) |
| Dauphin | 29 (1.9%) | 32 (2.1%) | 19 (1.2%) | 31 (2.1%) | 36 (2.2%) |
| Delaware | 29 (1.9%) | 42 (2.7%) | 48 (3.0%) | 34 (2.3%) | 31 (1.9%) |
| Elk | 14 (0.9%) | 5 (0.3%) | 13 (0.8%) | 15 (1.0%) | 8 (0.5%) |
| Erie | 40 (2.6%) | 44 (2.9%) | 25 (1.6%) | 35 (2.4%) | 23 (1.4%) |
| Fayette | 19 (1.3%) | 20 (1.3%) | 24 (1.5%) | 21 (1.4%) | 28 (1.7%) |
| Forest | 3 (0.2%) | 0 (0.0%) | 2 (0.1%) | 0 (0.0%) | 2 (0.1%) |
| Franklin | 21 (1.4%) | 24 (1.6%) | 33 (2.1%) | 24 (1.6%) | 18 (1.1%) |
| Fulton | 6 (0.4%) | 3 (0.2%) | 13 (0.8%) | 5 (0.3%) | 10 (0.6%) |
| Greene | 8 (0.5%) | 6 (0.4%) | 15 (1.0%) | 10 (0.7%) | 8 (0.5%) |
| Huntingdon | 15 (1.0%) | 7 (0.5%) | 7 (0.4%) | 6 (0.4%) | 9 (0.6%) |
| Indiana | 15 (1.0%) | 23 (1.5%) | 23 (1.5%) | 14 (0.9%) | 21 (1.3%) |
| Jefferson | 12 (0.8%) | 7 (0.5%) | 9 (0.6%) | 8 (0.5%) | 8 (0.5%) |
| Juniata | 8 (0.5%) | 3 (0.2%) | 5 (0.3%) | 5 (0.3%) | 8 (0.5%) |
| Lackawanna | 18 (1.2%) | 28 (1.8%) | 19 (1.2%) | 22 (1.5%) | 24 (1.5%) |
| Lancaster | 61 (4.0%) | 54 (3.5%) | 58 (3.7%) | 54 (3.6%) | 71 (4.4%) |
| Lawrence | 14 (0.9%) | 10 (0.7%) | 18 (1.1%) | 9 (0.6%) | 13 (0.8%) |
| Lebanon | 7 (0.5%) | 21 (1.4%) | 16 (1.0%) | 24 (1.6%) | 15 (0.9%) |
| Lehigh | 31 (2.0%) | 34 (2.2%) | 35 (2.2%) | 37 (2.5%) | 49 (3.0%) |
| Luzerne | 47 (3.1%) | 52 (3.4%) | 46 (2.9%) | 39 (2.6%) | 31 (1.9%) |
| Lycoming | 12 (0.8%) | 18 (1.2%) | 23 (1.5%) | 26 (1.7%) | 19 (1.2%) |
| McKean | 7 (0.5%) | 5 (0.3%) | 3 (0.2%) | 6 (0.4%) | 6 (0.4%) |
| Mercer | 40 (2.6%) | 18 (1.2%) | 21 (1.3%) | 26 (1.7%) | 27 (1.7%) |
| Mifflin | 3 (0.2%) | 5 (0.3%) | 8 (0.5%) | 4 (0.3%) | 10 (0.6%) |
| Monroe | 32 (2.1%) | 39 (2.6%) | 30 (1.9%) | 38 (2.6%) | 40 (2.5%) |
| Montgomery | 62 (4.1%) | 62 (4.1%) | 78 (5.0%) | 57 (3.8%) | 44 (2.7%) |
| Montour | 6 (0.4%) | 4 (0.3%) | 8 (0.5%) | 2 (0.1%) | 5 (0.3%) |
| Northampton | 28 (1.8%) | 25 (1.6%) | 20 (1.3%) | 37 (2.5%) | 32 (2.0%) |
| Northumberland | 11 (0.7%) | 12 (0.8%) | 20 (1.3%) | 24 (1.6%) | 18 (1.1%) |
| Perry | 10 (0.7%) | 18 (1.2%) | 9 (0.6%) | 11 (0.7%) | 12 (0.7%) |
| Philadelphia | 121 (8.0%) | 120 (7.8%) | 114 (7.2%) | 121 (8.1%) | 99 (6.1%) |
| Pike | 11 (0.7%) | 11 (0.7%) | 8 (0.5%) | 10 (0.7%) | 12 (0.7%) |
| Potter | 3 (0.2%) | 2 (0.1%) | 2 (0.1%) | 5 (0.3%) | 5 (0.3%) |
| Schuylkill | 30 (2.0%) | 40 (2.6%) | 26 (1.7%) | 40 (2.7%) | 29 (1.8%) |
| Snyder | 6 (0.4%) | 6 (0.4%) | 10 (0.6%) | 5 (0.3%) | 7 (0.4%) |
| Somerset | 17 (1.1%) | 14 (0.9%) | 24 (1.5%) | 13 (0.9%) | 26 (1.6%) |
| Sullivan | 3 (0.2%) | 4 (0.3%) | 5 (0.3%) | 4 (0.3%) | 3 (0.2%) |
| Susquehanna | 8 (0.5%) | 10 (0.7%) | 14 (0.9%) | 8 (0.5%) | 13 (0.8%) |
| Tioga | 7 (0.5%) | 4 (0.3%) | 10 (0.6%) | 6 (0.4%) | 11 (0.7%) |
| Union | 6 (0.4%) | 5 (0.3%) | 7 (0.4%) | 9 (0.6%) | 11 (0.7%) |
| Venango | 16 (1.1%) | 7 (0.5%) | 18 (1.1%) | 7 (0.5%) | 11 (0.7%) |
| Warren | 7 (0.5%) | 14 (0.9%) | 12 (0.8%) | 8 (0.5%) | 10 (0.6%) |
| Washington | 30 (2.0%) | 23 (1.5%) | 26 (1.7%) | 27 (1.8%) | 27 (1.7%) |
| Wayne | 13 (0.9%) | 9 (0.6%) | 6 (0.4%) | 11 (0.7%) | 14 (0.9%) |
| Westmoreland | 48 (3.2%) | 46 (3.0%) | 42 (2.7%) | 50 (3.4%) | 54 (3.3%) |
| Wyoming | 4 (0.3%) | 10 (0.7%) | 9 (0.6%) | 3 (0.2%) | 9 (0.6%) |
| York | 55 (3.6%) | 55 (3.6%) | 46 (2.9%) | 43 (2.9%) | 50 (3.1%) |
| **TOTAL** | **1,520 (100.0%)** | **1,532 (100.0%)** | **1,577 (100.0%)** | **1,490 (100.0%)** | **1,616 (100.0%)** |

Counties

## *Pedestrian Deaths by County—Five-Year Trends*

| County | 2000 | 2001 | 2003 | 2004 | 2005 |
|---|---|---|---|---|---|
| Adams | 1 | 1 | 2 | 0 | 0 |
| Allegheny | 15 | 23 | 21 | 16 | 14 |
| Armstrong | 1 | 0 | 1 | 1 | 1 |
| Beaver | 2 | 7 | 2 | 3 | 2 |
| Bedford | 1 | 0 | 1 | 2 | 2 |
| Berks | 7 | 7 | 6 | 5 | 6 |
| Blair | 2 | 0 | 2 | 1 | 2 |
| Bradford | 0 | 1 | 1 | 0 | 0 |
| Bucks | 4 | 10 | 9 | 8 | 10 |
| Butler | 3 | 1 | 2 | 0 | 2 |
| Cambria | 2 | 2 | 0 | 0 | 1 |
| Cameron | 0 | 0 | 0 | 0 | 0 |
| Carbon | 0 | 0 | 2 | 0 | 1 |
| Centre | 3 | 2 | 1 | 1 | 1 |
| Chester | 6 | 3 | 3 | 1 | 3 |
| Clarion | 1 | 1 | 4 | 0 | 1 |
| Clearfield | 0 | 1 | 3 | 0 | 2 |
| Clinton | 0 | 2 | 0 | 1 | 2 |
| Columbia | 0 | 1 | 0 | 0 | 0 |
| Crawford | 2 | 2 | 1 | 1 | 2 |
| Cumberland | 1 | 3 | 3 | 1 | 1 |
| Dauphin | 1 | 5 | 2 | 3 | 7 |
| Delaware | 7 | 6 | 12 | 3 | 7 |
| Elk | 0 | 2 | 0 | 0 | 0 |
| Erie | 2 | 5 | 3 | 4 | 4 |
| Fayette | 0 | 4 | 2 | 1 | 2 |
| Forest | 0 | 0 | 0 | 0 | 0 |
| Franklin | 2 | 3 | 2 | 3 | 0 |
| Fulton | 0 | 0 | 2 | 0 | 0 |
| Greene | 0 | 0 | 0 | 0 | 1 |
| Huntingdon | 0 | 1 | 0 | 0 | 0 |
| Indiana | 0 | 1 | 1 | 1 | 0 |
| Jefferson | 0 | 2 | 4 | 1 | 0 |
| Juniata | 1 | 1 | 0 | 0 | 0 |
| Lackawanna | 3 | 1 | 5 | 1 | 5 |
| Lancaster | 12 | 5 | 6 | 2 | 6 |
| Lawrence | 2 | 1 | 1 | 1 | 1 |
| Lebanon | 0 | 1 | 0 | 2 | 3 |
| Lehigh | 4 | 10 | 4 | 6 | 7 |
| Luzerne | 6 | 3 | 1 | 6 | 2 |
| Lycoming | 2 | 2 | 0 | 2 | 1 |
| McKean | 0 | 0 | 0 | 1 | 0 |
| Mercer | 2 | 0 | 0 | 3 | 2 |
| Mifflin | 0 | 0 | 0 | 0 | 0 |
| Monroe | 3 | 3 | 3 | 0 | 3 |
| Montgomery | 5 | 11 | 14 | 8 | 3 |
| Montour | 1 | 0 | 1 | 0 | 0 |
| Northampton | 4 | 2 | 2 | 4 | 3 |
| Northumberland | 0 | 2 | 3 | 0 | 0 |
| Perry | 2 | 1 | 0 | 0 | 0 |
| Philadelphia | 39 | 32 | 34 | 39 | 30 |
| Pike | 0 | 3 | 0 | 1 | 0 |
| Potter | 0 | 0 | 0 | 0 | 0 |
| Schuylkill | 2 | 3 | 3 | 4 | 3 |
| Snyder | 0 | 0 | 0 | 1 | 2 |
| Somerset | 0 | 0 | 0 | 0 | 3 |
| Sullivan | 1 | 1 | 0 | 0 | 0 |
| Susquehanna | 0 | 0 | 0 | 1 | 0 |
| Tioga | 1 | 0 | 0 | 0 | 1 |
| Union | 1 | 0 | 1 | 0 | 1 |
| Venango | 0 | 2 | 1 | 0 | 1 |
| Warren | 0 | 2 | 0 | 0 | 0 |
| Washington | 3 | 7 | 1 | 2 | 3 |
| Wayne | 0 | 1 | 0 | 1 | 1 |
| Westmoreland | 10 | 4 | 1 | 4 | 1 |
| Wyoming | 0 | 0 | 0 | 0 | 1 |
| York | 5 | 1 | 2 | 5 | 5 |
| **TOTAL** | **172** | **195** | **175** | **151** | **162** |

Counties

## Pedestrian Deaths and Injuries by Age Group by County

| County | Age 0-4 Death | Age 0-4 Injury | Age 5-9 Death | Age 5-9 Injury | Age 10-14 Death | Age 10-14 Injury | Age 15-59 Death | Age 15-59 Injury | Age 60+ Death | Age 60+ Injury | Total Death | Total Injury |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Adams | 0 | 0 | 0 | 5 | 0 | 2 | 0 | 8 | 0 | 1 | 0 | 16 |
| Allegheny | 2 | 10 | 0 | 23 | 1 | 39 | 4 | 259 | 7 | 61 | 14 | 392 |
| Armstrong | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 6 | 0 | 2 | 1 | 9 |
| Beaver | 0 | 1 | 0 | 2 | 1 | 0 | 1 | 17 | 0 | 3 | 2 | 23 |
| Bedford | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 4 | 0 | 0 | 2 | 6 |
| Berks | 0 | 17 | 0 | 23 | 0 | 22 | 4 | 83 | 2 | 24 | 6 | 169 |
| Blair | 0 | 1 | 0 | 2 | 0 | 5 | 2 | 14 | 0 | 3 | 2 | 25 |
| Bradford | 0 | 0 | 0 | 2 | 0 | 1 | 0 | 4 | 0 | 1 | 0 | 8 |
| Bucks | 0 | 1 | 0 | 5 | 1 | 12 | 7 | 78 | 2 | 13 | 10 | 109 |
| Butler | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 11 | 0 | 1 | 2 | 13 |
| Cambria | 0 | 1 | 0 | 1 | 0 | 2 | 0 | 9 | 1 | 3 | 1 | 16 |
| Cameron | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 3 |
| Carbon | 0 | 0 | 0 | 1 | 0 | 3 | 0 | 8 | 1 | 1 | 1 | 13 |
| Centre | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 28 | 1 | 1 | 1 | 31 |
| Chester | 0 | 0 | 0 | 6 | 0 | 9 | 1 | 34 | 2 | 6 | 3 | 55 |
| Clarion | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 1 | 0 | 1 | 4 |
| Clearfield | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 10 | 0 | 1 | 2 | 13 |
| Clinton | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 1 | 0 | 0 | 2 | 3 |
| Columbia | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 4 | 0 | 0 | 0 | 6 |
| Crawford | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 9 | 2 | 3 | 2 | 16 |
| Cumberland | 0 | 0 | 0 | 4 | 0 | 3 | 0 | 27 | 1 | 11 | 1 | 45 |
| Dauphin | 0 | 6 | 0 | 14 | 0 | 10 | 3 | 37 | 4 | 15 | 7 | 82 |
| Delaware | 0 | 8 | 0 | 22 | 0 | 21 | 5 | 87 | 2 | 15 | 7 | 153 |
| Elk | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 4 | 0 | 2 | 0 | 7 |
| Erie | 0 | 3 | 0 | 4 | 0 | 14 | 3 | 47 | 1 | 13 | 4 | 81 |
| Fayette | 0 | 0 | 0 | 2 | 0 | 2 | 1 | 15 | 1 | 1 | 2 | 20 |
| Forest | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| Franklin | 0 | 2 | 0 | 4 | 0 | 7 | 0 | 11 | 0 | 2 | 0 | 26 |
| Fulton | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 2 |
| Greene | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 2 | 0 | 0 | 1 | 3 |
| Huntingdon | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 3 |
| Indiana | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 11 | 0 | 2 | 0 | 15 |
| Jefferson | 0 | 0 | 0 | 1 | 0 | 2 | 0 | 5 | 0 | 3 | 0 | 11 |
| Juniata | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 3 | 0 | 2 | 0 | 6 |
| Lackawanna | 0 | 1 | 0 | 6 | 0 | 6 | 3 | 36 | 1 | 8 | 4 | 57 |
| Lancaster | 0 | 9 | 0 | 27 | 0 | 13 | 1 | 68 | 5 | 17 | 6 | 134 |
| Lawrence | 0 | 0 | 0 | 1 | 0 | 3 | 1 | 9 | 0 | 3 | 1 | 16 |
| Lebanon | 1 | 0 | 0 | 5 | 0 | 7 | 1 | 11 | 1 | 3 | 3 | 26 |
| Lehigh | 0 | 8 | 0 | 27 | 0 | 38 | 4 | 87 | 3 | 20 | 7 | 180 |
| Luzerne | 0 | 1 | 0 | 5 | 0 | 8 | 1 | 42 | 1 | 9 | 2 | 65 |
| Lycoming | 0 | 1 | 0 | 5 | 0 | 4 | 0 | 9 | 1 | 3 | 1 | 22 |
| McKean | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 3 | 0 | 1 | 0 | 5 |
| Mercer | 1 | 0 | 0 | 2 | 0 | 5 | 1 | 13 | 0 | 3 | 2 | 23 |
| Mifflin | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Monroe | 0 | 0 | 0 | 2 | 0 | 3 | 2 | 18 | 0 | 2 | 2 | 25 |
| Montgomery | 0 | 4 | 0 | 20 | 0 | 24 | 2 | 160 | 1 | 18 | 3 | 226 |
| Montour | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 2 |
| Northampton | 0 | 5 | 0 | 8 | 0 | 10 | 0 | 39 | 3 | 9 | 3 | 71 |
| Northumberland | 0 | 1 | 0 | 2 | 0 | 3 | 0 | 9 | 0 | 1 | 0 | 16 |
| Perry | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 1 | 0 | 4 |
| Philadelphia | 0 | 98 | 0 | 284 | 1 | 273 | 18 | 1,181 | 11 | 188 | 30 | 2,024 |
| Pike | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 3 | 0 | 2 | 0 | 6 |
| Potter | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 3 |
| Schuylkill | 0 | 2 | 0 | 4 | 0 | 9 | 1 | 19 | 2 | 4 | 3 | 38 |
| Snyder | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 4 | 2 | 1 | 2 | 7 |
| Somerset | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 9 | 1 | 2 | 3 | 11 |
| Sullivan | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Susquehanna | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 2 | 0 | 1 | 0 | 4 |
| Tioga | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 1 |
| Union | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 3 | 0 | 1 | 1 | 5 |
| Venango | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 3 | 0 | 0 | 1 | 4 |
| Warren | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 6 | 0 | 1 | 0 | 8 |
| Washington | 1 | 1 | 0 | 0 | 0 | 1 | 2 | 8 | 0 | 2 | 3 | 12 |
| Wayne | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 1 | 2 | 1 | 5 |
| Westmoreland | 0 | 1 | 0 | 4 | 0 | 4 | 0 | 24 | 1 | 2 | 1 | 35 |
| Wyoming | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 4 | 0 | 0 | 1 | 5 |
| York | 0 | 9 | 0 | 14 | 0 | 21 | 5 | 46 | 0 | 4 | 5 | 94 |
| **TOTAL** | **5** | **194** | **1** | **549** | **4** | **609** | **88** | **2,666** | **62** | **501** | **160** | **4,519** |

*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 | 2000 Belt Use | 2001 Belt Use | 2003 Belt Use | 2004 Belt Use | 2005 Belt Use |
|---|---|---|---|---|---|
| Adams | 71 | 73 | 82 | 83 | 78 |
| Allegheny | 61 | 63 | 68 | 71 | 73 |
| Armstrong | 67 | 69 | 75 | 76 | 78 |
| Beaver | 49 | 56 | 57 | 65 | 65 |
| Bedford | 80 | 83 | 82 | 84 | 85 |
| Berks | 66 | 66 | 72 | 71 | 73 |
| Blair | 78 | 80 | 81 | 84 | 84 |
| Bradford | 75 | 78 | 79 | 81 | 83 |
| Bucks | 71 | 69 | 72 | 74 | 76 |
| Butler | 72 | 76 | 77 | 81 | 83 |
| Cambria | 65 | 65 | 64 | 67 | 69 |
| Cameron | 70 | 79 | 80 | 75 | 72 |
| Carbon | 68 | 66 | 71 | 71 | 75 |
| Centre | 79 | 80 | 79 | 82 | 82 |
| Chester | 76 | 75 | 78 | 81 | 81 |
| Clarion | 79 | 79 | 84 | 84 | 84 |
| Clearfield | 72 | 72 | 76 | 76 | 77 |
| Clinton | 80 | 79 | 81 | 85 | 82 |
| Columbia | 67 | 72 | 77 | 75 | 78 |
| Crawford | 75 | 78 | 80 | 81 | 79 |
| Cumberland | 79 | 80 | 84 | 85 | 83 |
| Dauphin | 74 | 74 | 79 | 80 | 81 |
| Delaware | 58 | 62 | 66 | 66 | 71 |
| Elk | 73 | 76 | 77 | 80 | 82 |
| Erie | 70 | 74 | 74 | 78 | 77 |
| Fayette | 67 | 68 | 74 | 74 | 78 |
| Forest | 79 | 76 | 78 | 70 | 87 |
| Franklin | 75 | 75 | 77 | 77 | 81 |
| Fulton | 77 | 82 | 85 | 84 | 83 |
| Greene | 75 | 77 | 78 | 77 | 77 |
| Huntingdon | 73 | 73 | 82 | 78 | 77 |
| Indiana | 81 | 79 | 81 | 83 | 81 |
| Jefferson | 72 | 73 | 76 | 78 | 82 |
| Juniata | 70 | 76 | 78 | 78 | 82 |
| Lackawanna | 61 | 60 | 59 | 64 | 62 |
| Lancaster | 78 | 79 | 82 | 83 | 83 |
| Lawrence | 64 | 68 | 65 | 66 | 69 |
| Lebanon | 72 | 74 | 77 | 78 | 79 |
| Lehigh | 75 | 76 | 76 | 77 | 77 |
| Luzerne | 70 | 71 | 75 | 77 | 78 |
| Lycoming | 74 | 71 | 72 | 72 | 77 |
| McKean | 68 | 69 | 68 | 76 | 71 |
| Mercer | 64 | 68 | 70 | 76 | 77 |
| Mifflin | 68 | 69 | 72 | 76 | 77 |
| Monroe | 78 | 77 | 80 | 80 | 79 |
| Montgomery | 75 | 76 | 79 | 81 | 82 |
| Montour | 80 | 81 | 87 | 84 | 87 |
| Northampton | 72 | 73 | 75 | 79 | 80 |
| Northumberland | 65 | 65 | 73 | 71 | 73 |
| Perry | 81 | 82 | 81 | 83 | 83 |
| Philadelphia | 20 | 25 | 29 | 30 | 31 |
| Pike | 77 | 80 | 81 | 84 | 84 |
| Potter | 79 | 80 | 80 | 82 | 81 |
| Schuylkill | 69 | 69 | 79 | 77 | 78 |
| Snyder | 81 | 76 | 82 | 83 | 84 |
| Somerset | 72 | 70 | 79 | 79 | 78 |
| Sullivan | 76 | 70 | 80 | 83 | 88 |
| Susquehanna | 75 | 75 | 79 | 79 | 82 |
| Tioga | 77 | 81 | 84 | 87 | 87 |
| Union | 76 | 76 | 80 | 79 | 85 |
| Venango | 70 | 70 | 73 | 76 | 75 |
| Warren | 81 | 78 | 81 | 85 | 86 |
| Washington | 69 | 70 | 75 | 72 | 78 |
| Wayne | 79 | 76 | 83 | 81 | 82 |
| Westmoreland | 73 | 73 | 76 | 78 | 80 |
| Wyoming | 75 | 73 | 78 | 82 | 83 |
| York | 73 | 75 | 77 | 81 | 80 |
| **STATEWIDE** | **65** | **67** | **71** | **72** | **73** |

**Counties**

## *Alcohol-Related Deaths by County—Five-Year Trends*

| County | 2000 Deaths | 2001 Deaths | 2003 Deaths | 2004 Deaths | 2005 Deaths |
|---|---|---|---|---|---|
| Adams | 10 | 6 | 15 | 5 | 13 |
| Allegheny | 22 | 40 | 26 | 30 | 42 |
| Armstrong | 5 | 3 | 9 | 4 | 4 |
| Beaver | 11 | 5 | 6 | 2 | 9 |
| Bedford | 5 | 7 | 7 | 10 | 4 |
| Berks | 12 | 16 | 13 | 21 | 22 |
| Blair | 8 | 8 | 4 | 5 | 7 |
| Bradford | 3 | 5 | 2 | 3 | 6 |
| Bucks | 14 | 36 | 25 | 17 | 23 |
| Butler | 9 | 8 | 7 | 14 | 8 |
| Cambria | 8 | 7 | 6 | 6 | 10 |
| Cameron | 0 | 0 | 0 | 0 | 0 |
| Carbon | 10 | 1 | 5 | 9 | 6 |
| Centre | 6 | 8 | 11 | 4 | 5 |
| Chester | 19 | 16 | 27 | 16 | 16 |
| Clarion | 0 | 6 | 3 | 2 | 5 |
| Clearfield | 9 | 6 | 6 | 5 | 8 |
| Clinton | 2 | 3 | 3 | 2 | 4 |
| Columbia | 4 | 2 | 7 | 4 | 3 |
| Crawford | 4 | 9 | 7 | 5 | 11 |
| Cumberland | 8 | 4 | 8 | 9 | 14 |
| Dauphin | 7 | 11 | 4 | 8 | 11 |
| Delaware | 15 | 13 | 19 | 13 | 13 |
| Elk | 5 | 1 | 5 | 4 | 5 |
| Erie | 11 | 16 | 8 | 15 | 13 |
| Fayette | 9 | 2 | 14 | 5 | 13 |
| Forest | 1 | 0 | 0 | 0 | 1 |
| Franklin | 12 | 5 | 12 | 10 | 7 |
| Fulton | 1 | 0 | 1 | 1 | 3 |
| Greene | 3 | 4 | 8 | 5 | 6 |
| Huntingdon | 2 | 2 | 3 | 1 | 4 |
| Indiana | 5 | 7 | 7 | 8 | 11 |
| Jefferson | 4 | 3 | 1 | 1 | 3 |
| Juniata | 3 | 1 | 1 | 2 | 2 |
| Lackawanna | 4 | 10 | 4 | 7 | 7 |
| Lancaster | 12 | 19 | 22 | 13 | 18 |
| Lawrence | 8 | 3 | 5 | 1 | 6 |
| Lebanon | 2 | 3 | 10 | 8 | 2 |
| Lehigh | 8 | 7 | 15 | 13 | 12 |
| Luzerne | 15 | 17 | 21 | 20 | 17 |
| Lycoming | 4 | 9 | 6 | 10 | 7 |
| McKean | 4 | 1 | 1 | 3 | 3 |
| Mercer | 17 | 7 | 7 | 10 | 8 |
| Mifflin | 1 | 3 | 5 | 2 | 6 |
| Monroe | 8 | 16 | 8 | 15 | 18 |
| Montgomery | 16 | 18 | 24 | 20 | 16 |
| Montour | 0 | 0 | 2 | 0 | 1 |
| Northampton | 11 | 8 | 6 | 11 | 12 |
| Northumberland | 6 | 5 | 5 | 8 | 6 |
| Perry | 6 | 5 | 3 | 3 | 3 |
| Philadelphia | 19 | 27 | 31 | 42 | 27 |
| Pike | 2 | 4 | 1 | 3 | 2 |
| Potter | 1 | 1 | 1 | 3 | 4 |
| Schuylkill | 13 | 9 | 9 | 16 | 8 |
| Snyder | 2 | 4 | 2 | 2 | 4 |
| Somerset | 10 | 4 | 14 | 11 | 12 |
| Sullivan | 2 | 1 | 2 | 3 | 2 |
| Susquehanna | 2 | 4 | 4 | 3 | 5 |
| Tioga | 3 | 2 | 3 | 1 | 0 |
| Union | 2 | 2 | 1 | 2 | 5 |
| Venango | 5 | 2 | 6 | 3 | 1 |
| Warren | 6 | 7 | 5 | 4 | 5 |
| Washington | 18 | 10 | 14 | 12 | 11 |
| Wayne | 3 | 4 | 2 | 5 | 2 |
| Westmoreland | 21 | 15 | 22 | 19 | 14 |
| Wyoming | 3 | 8 | 2 | 0 | 3 |
| York | 29 | 33 | 15 | 22 | 21 |
| **TOTAL** | **510** | **529** | **558** | **541** | **580** |

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, 56% of the total traffic crashes occurred in only 11 of Pennsylvania's 67 counties. These 11 counties appear in black on the map.
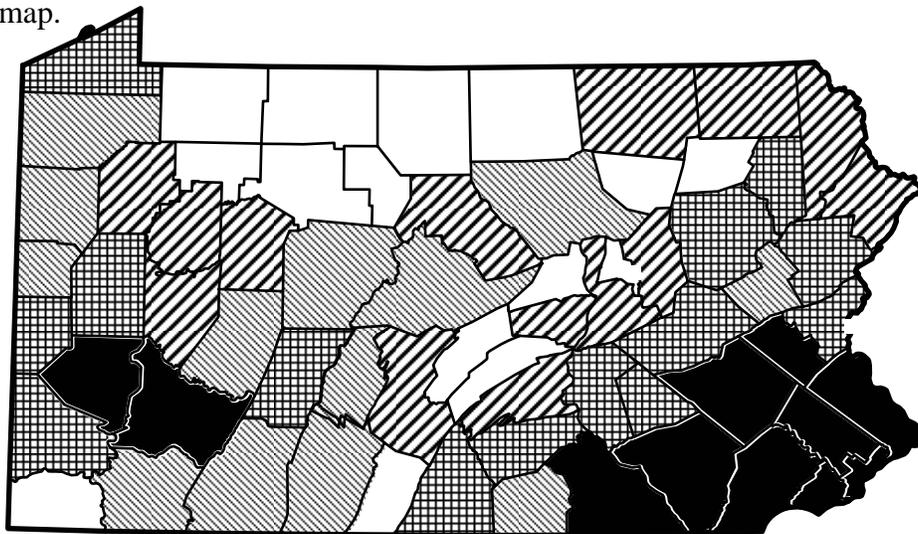
## *Traffic Deaths by County*

Referring to the map below, 54% of the total traffic deaths occurred in only 16 of Pennsylvania's 67 counties. These 16 counties appear in black on the map.

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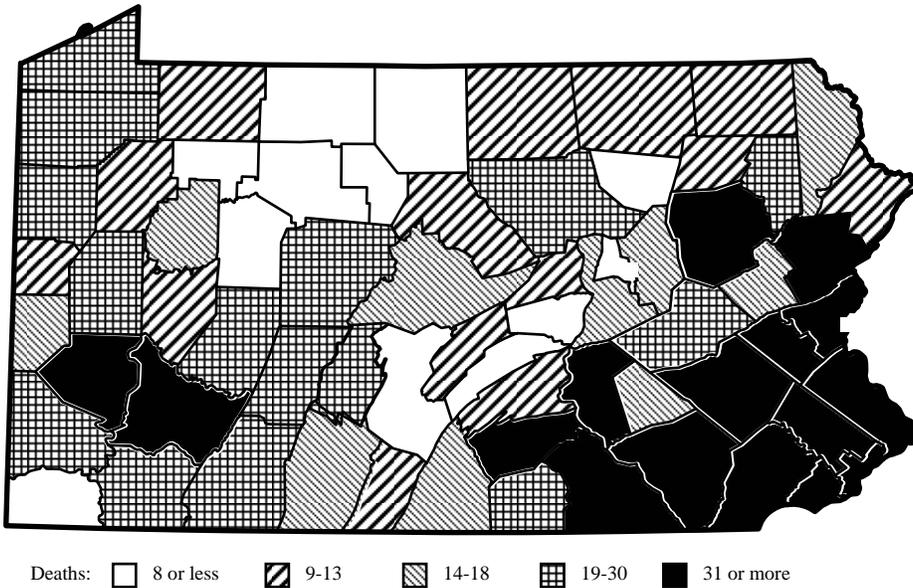
## *Alcohol-Related Deaths by County*

Referring to the map below, 58% of the total alcohol-related deaths occurred in only 19 of Pennsylvania's 67 counties. These 19 counties appear in black on the map.

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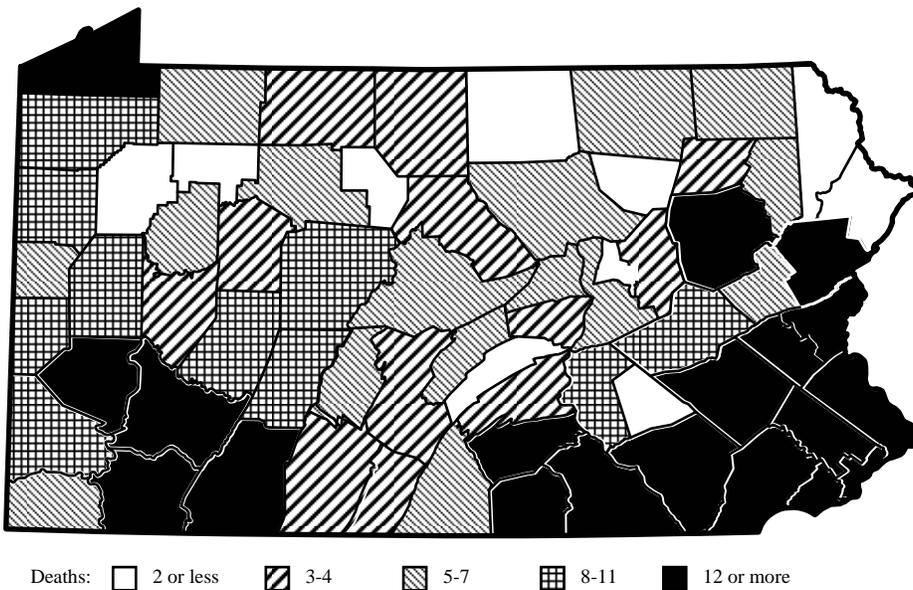
**Counties**

## 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 5 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
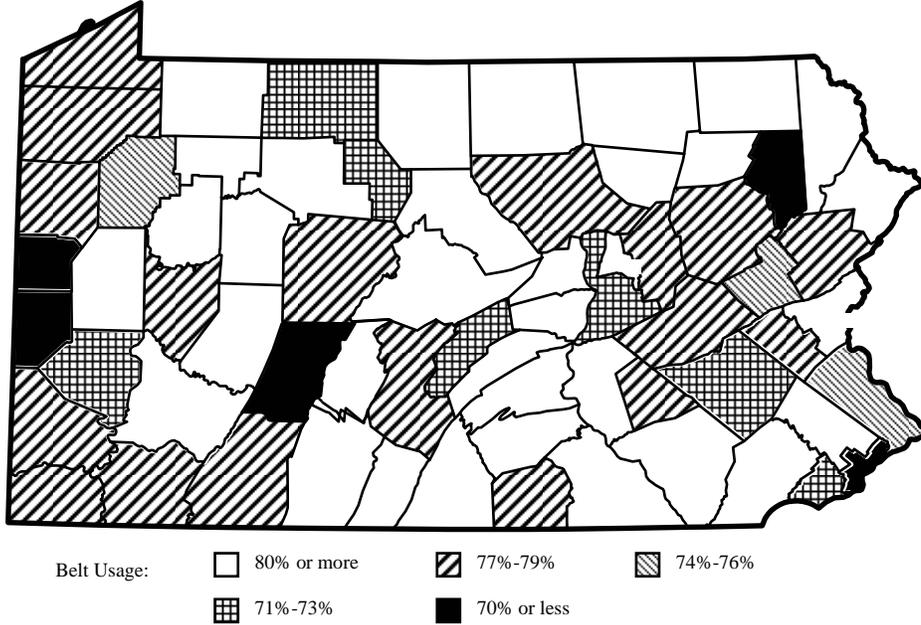
## Pedestrian Deaths by County

Referring to the map below, 54% of the total pedestrian deaths occurred in only 8 of Pennsylvania's 67 counties. These 8 counties appear in black on the map.



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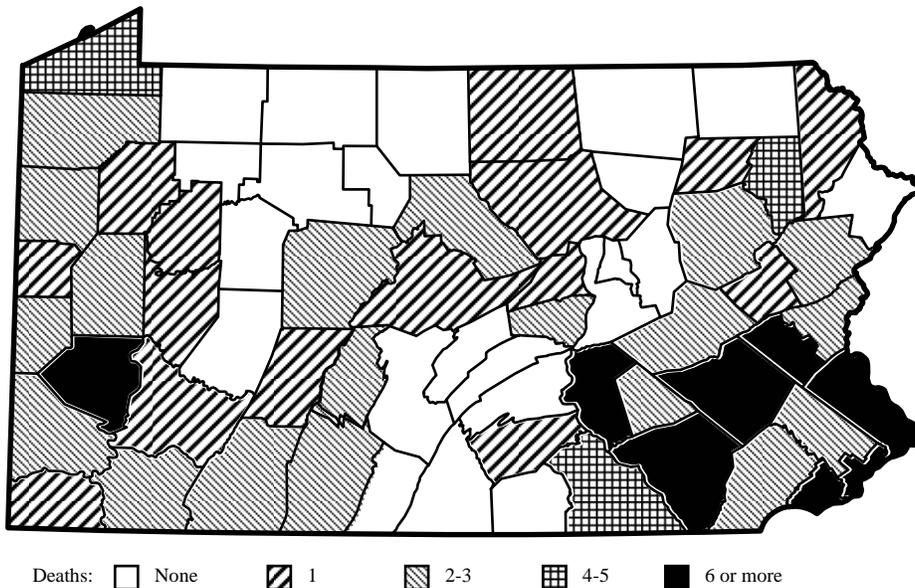
**Counties**

## *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 2005 by engineering district.

| District | Crashes | Deaths | Injuries |
|---------|--------|-------|---------|
| 1 | 6,468 | 95 | 4,933 |
| 2 | 4,572 | 90 | 3,300 |
| 3 | 4,776 | 97 | 3,466 |
| 4 | 7,714 | 103 | 5,591 |
| 5 | 18,567 | 237 | 13,329 |
| 6 | 37,742 | 300 | 32,416 |
| 8 | 20,733 | 267 | 14,695 |
| 9 | 5,358 | 102 | 3,846 |
| 10 | 4,644 | 73 | 3,494 |
| 11 | 14,714 | 135 | 9,889 |
| 12 | 7,447 | 117 | 5,422 |
| **Total** | **132,829** | **1,616** | **100,381** |



Counties

# *Index*

## *2005 Pennsylvania Crash Facts & Statistics Feedback Survey*

The 2005 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):  _____

_____

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**

*2005 Pennsylvania Crash Facts & Statistics Survey Form*

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