pennsylvania
DEPARTMENT OF TRANSPORTATION

2008

PENNSYLVANIA CRASH FACTS & STATISTICS

GOVERNOR

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SECRETARY OF TRANSPORTATION

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Introduction

The ***2008 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 2008. 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).

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

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Special Thanks

Quality information is important for creating a highly accurate publication. Our analysts and the police officers that report the crashes that make it to this publication have dedicated many of their days to providing good data. Many police departments have taken the plunge to report electronically which has improved the quality and timeliness of the data we receive. We appreciate everyone's hard work because without this effort, 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. We are planning many changes with this publication in the upcoming year or two and your opinions are vital to determining what is important to include.

About the Cover

The picture on the front cover shows the result of a two-vehicle crash between a large truck and a passenger vehicle. In 2008, crashes involving large trucks were the lowest in the last five years. Even so, this type of collision is of special concern to the Pennsylvania Department of Transportation as they often shut down highways for longer periods than crashes not involving large trucks. This in itself can increase the chances of secondary crashes. Additional information on crashes involving large trucks can be found on pages 54 and 55.

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 121,000 miles* of roads and highways; 33% (39,872 miles*) are state highways maintained by the Pennsylvania Department of Transportation (PennDOT), and the remaining 67% (81,709 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 2008, there were 125,327 reportable traffic crashes in Pennsylvania. These crashes claimed the lives of 1,468 people and injured another 88,709 people. To add some perspective, the 2008 total reportable traffic crashes is the lowest total since 1951 when 123,088 crashes were reported.

Last year, there were approximately 108.4 billion vehicle-miles* of travel on Pennsylvania's roads and highways. The 2008 fatality rate of 1.35 deaths per hundred million vehicle-miles of travel* was again the lowest ever recorded in Pennsylvania since the department started keeping records of this in 1935.

2008 Briefs

On Average in Pennsylvania:

- Each day 343 reportable traffic crashes occurred (about 14 crashes every hour).
- Each day 4 persons were killed in reportable traffic crashes (one death every 6 hours).
- Each day 243 persons were injured in reportable crashes (about 10 injuries every hour).

Based on Pennsylvania's 2007 population (12,448,279 people):

- 1 out of every 43 people was involved in a reportable traffic crash.
- 1 out of every 8,480 people was killed in a reportable traffic crash.
- 1 out of every 140 people was injured in a reportable traffic crash.

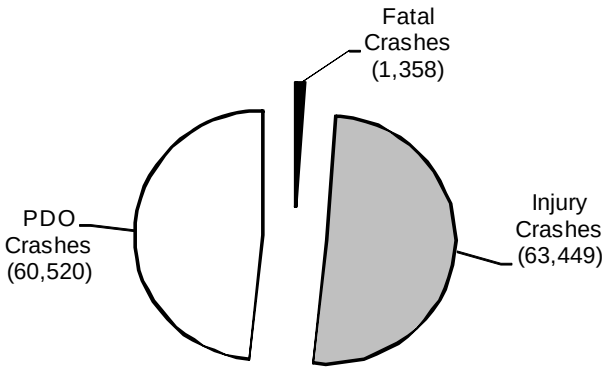
* For consistency purposes, the prior year's data is used at the time of publication because of timing issues. For this Crash Facts & Statistics book, 2007 information was used.

All Crashes and Deaths
—WHO WAS INVOLVED—

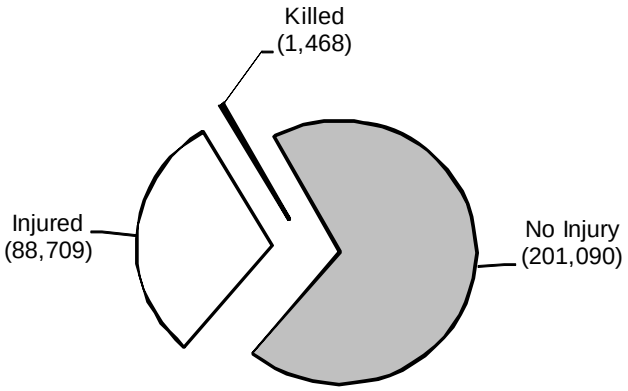
Crashes by Injury Severity

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 2008, most were not injured, and the vast majority who were injured suffered only minor injuries. The 1,468 deaths in 2008 represent the second lowest number of fatalities in Pennsylvania motor vehicle crashes over the last sixty-three years.

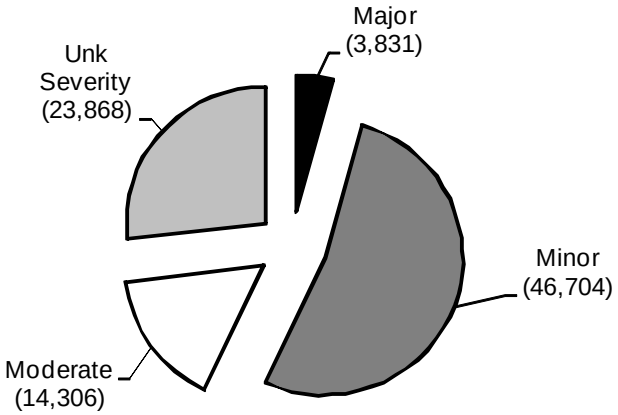
Total Crashes



Total People



Total People--Injured



Deaths and Injuries—Five-Year Trends

Total reported crashes in 2008 decreased 4.1% compared to 2007; deaths decreased by 1.5% while total injuries decreased by 6.3%.

	2004	2005	2006	2007	2008
Reported Crashes	137,410	132,829	128,342	130,675	125,327
Total Deaths	1,490	1,616	1,525	1,491	1,468
Total Injuries	105,222	100,381	96,597	94,633	88,709
Major Injury	*4,365*	*4,324*	*4,200*	*4,087*	*3,831*
Moderate Injury	*19,580*	*17,470*	*16,514*	*16,004*	*14,306*
Minor Injury	*63,888*	*56,975*	*52,740*	*50,535*	*46,704*
Unknown Injury Severity	*17,389*	*21,612*	*23,143*	*24,007*	*23,868*
Pedestrian Deaths	151	162	170	155	142
Pedestrian Injuries	4,830	4,663	4,569	4,618	4,389
Motorcyclist Deaths	158	205	187	225	237
Motorcyclist Injuries	3,523	3,953	3,751	4,067	4,077
Bicyclist Deaths	14	18	13	20	8
Bicyclist Injuries	1,542	1,313	1,310	1,426	1,419
Heavy-Truck-Related Deaths	184	186	192	194	184
Alcohol-Related Deaths	541	580	545	535	534
Speed-Related Deaths	439	505	474	497	474
Billions of Vehicle-Miles*	106.1	107.2	107.9	108.1	108.4
Deaths per 100 Million Vehicle-Miles*	1.40	1.51	1.41	1.38	1.35

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

* Vehicle mileage uses the prior years' vehicle mileage information (because at the time of publication, the current year's vehicle mileage is not available).

Economic Loss Due to Reportable Traffic Crashes

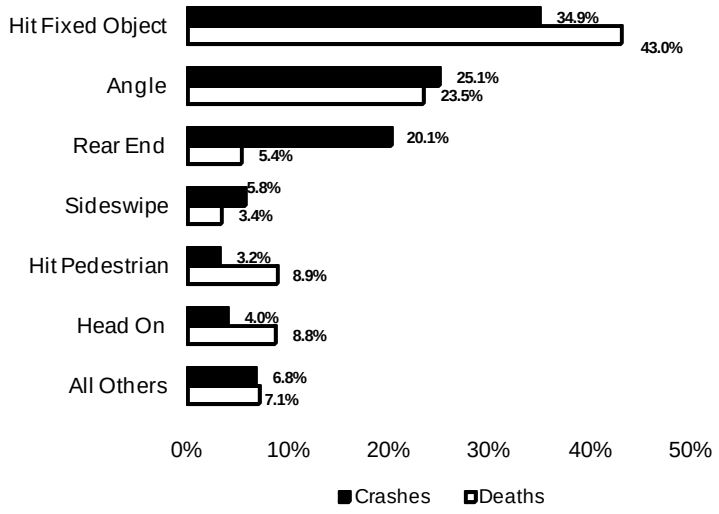
Severity	Number	Average Cost	Estimated Total Costs
Deaths (persons)	1,468	$5,800,000	$8,514,400,000
Major Injuries (persons)	3,831	$1,306,346	$5,004,611,526
Moderate Injuries (persons)	14,306	$87,175	$1,247,125,550
Minor Injuries (persons)	46,704	$6,885	$321,557,040
Property Damage Only (crashes)	60,521	$2,754	$166,674,834
Unknown Injuries (persons)	23,868	$6,885	$164,331,180
		TOTAL	**$15,418,700,130**

In 2008, the economic loss due to traffic crashes was
$926
to every man, woman, and child in Pennsylvania.

Figures are based on the latest PennDOT estimates (in 2008 dollars). The economic loss per Pennsylvania citizen is based on the ratio of estimated total cost to the estimated total population of Pennsylvania. Also note that the Federal guidelines changed for determining the average cost of a fatality in 2008.

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 fourth highest number of deaths.

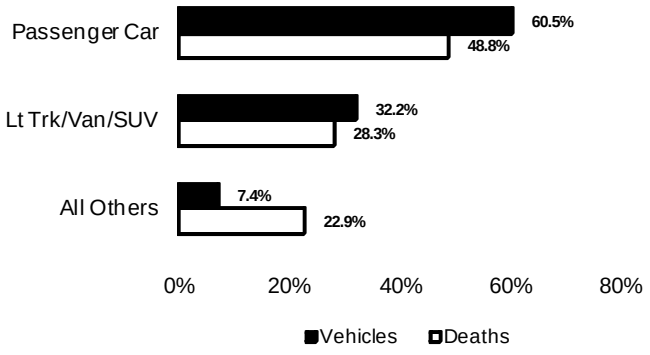


Crash Type	Crashes	Deaths
Angle	31,441	345
Backing Up	165	0
Head On	5,041	129
Hit Fixed Object	43,782	631
Hit Pedestrian	4,046	130
Non-Collision	4,746	90
Rear End	25,236	79
Sideswipe	7,278	50
Other	3,592	14
TOTAL	**125,327**	**1,468**

*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 2008 were involved in a higher percent of crashes. Occupant fatalities of motorcycles rose again from 225 in 2007 to 237 in 2008.



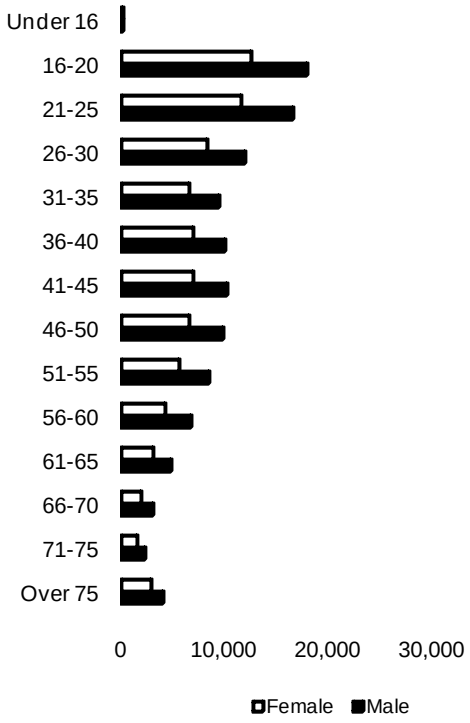
	Vehicles	Occupant Deaths
Passenger Car	122,391	647
Lt Trk/Van/SUV	65,106	375
Heavy Truck	6,469	27
Motorcycle	4,288	237
Bicycle	1,430	8
Commercial Bus	678	1
School Bus	383	1
Other	1,701	30

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).

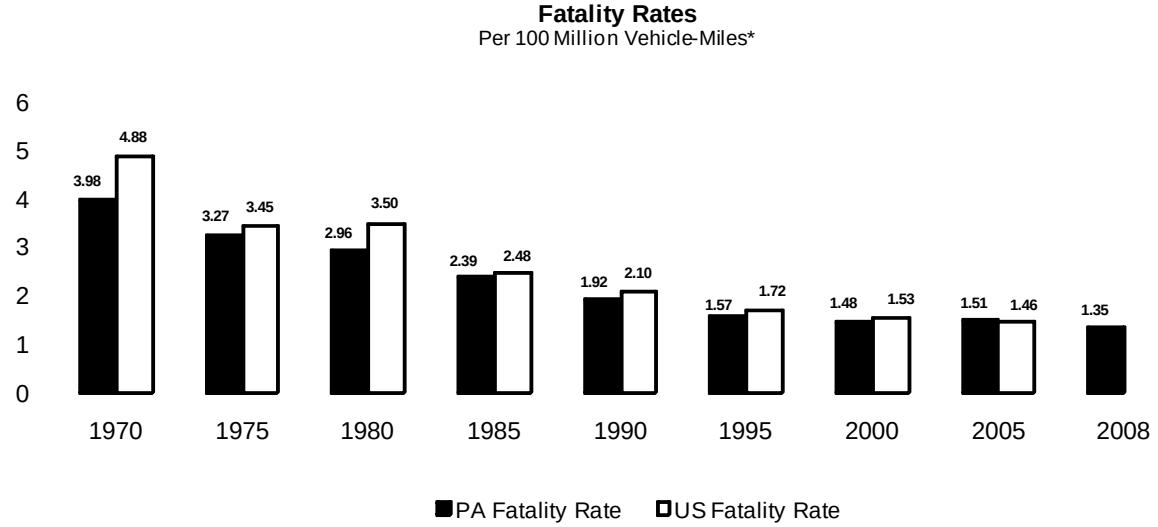
Driver	Male	Female	Total Drivers
Under 16	171 (0.2%)	81 (0.1%)	**252**
16-20	18,044 (15.4%)	12,511 (15.8%)	**30,555**
21-25	16,605 (14.2%)	11,672 (14.7%)	**28,277**
26-30	11,986 (10.2%)	8,239 (10.4%)	**20,225**
31-35	9,465 (8.1%)	6,489 (8.2%)	**15,954**
36-40	10,027 (8.6%)	7,011 (8.9%)	**17,038**
41-45	10,344 (8.8%)	6,929 (8.7%)	**17,273**
46-50	9,926 (8.5%)	6,667 (8.4%)	**16,593**
51-55	8,549 (7.3%)	5,578 (7.0%)	**14,127**
56-60	6,732 (5.7%)	4,294 (5.4%)	**11,026**
61-65	4,854 (4.1%)	3,050 (3.9%)	**7,904**
66-70	3,166 (2.7%)	2,022 (2.6%)	**5,188**
71-75	2,336 (2.0%)	1,548 (2.0%)	**3,884**
Over 75	4,082 (3.5%)	2,834 (3.6%)	**6,916**
Unknown	1,010 (0.9%)	322 (0.4%)	**1,332**
DRIVERS	**117,297 (100.0%)**	**79,247 (100.0%)**	**196,544**

Note: Does not include 3,172 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 2008 US average fatality rate was not finalized by the time of this publication. The chart below shows the periodic fatality rates since 1970.



* 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**
1941	83,507	2,298	60,499	2,432,319	21.3	10.80	12.00
1942	59,280	1,745	41,122	2,267,301	17.6	9.90	10.60
1943	37,419	1,374	27,312	2,084,332	13.9	9.90	11.50
1944	42,699	1,328	29,928	2,010,163	14.4	9.20	11.50
1945	53,304	1,453	35,686	2,145,452	16.0	9.10	11.30
1946	70,065	1,794	45,889	2,387,542	22.1	8.10	9.80
1947	89,190	1,678	49,938	2,604,741	22.4	7.50	8.80
1948	103,478	1,671	52,709	2,804,056	23.9	7.00	8.10
1949	102,098	1,624	54,290	2,993,903	25.8	6.30	7.50
1950	113,748	1,624	62,103	3,262,243	27.1	6.00	7.60
1951	123,088	1,642	65,643	3,413,836	28.8	5.70	7.10
1952	126,820	1,680	67,143	3,510,064	30.5	5.50	7.10
1953	129,791	1,643	70,531	3,684,468	31.6	5.20	6.70
1954	130,326	1,538	68,571	3,903,917	32.0	4.80	6.10
1955	147,837	1,737	76,836	4,045,995	34.5	5.00	6.10
1956	160,371	1,790	84,813	4,175,217	36.5	4.90	6.10
1957	161,080	1,698	84,755	4,250,576	37.7	4.50	5.80
1958	156,825	1,654	86,733	4,355,813	38.5	4.30	5.40
1959	157,191	1,685	90,807	4,507,262	39.2	4.30	5.40
1960	159,051	1,609	92,792	4,707,055	40.2	4.00	5.30
1961	156,559	1,486	73,997	4,842,400	40.2	3.70	5.20
1962	161,557	1,625	81,936	4,849,400	41.7	3.90	5.30
1963	174,527	1,830	86,892	5,117,229	44.6	4.10	5.50
1964	183,910	1,889	93,564	5,351,350	46.1	4.10	5.70
1965	213,769	2,079	111,123	5,436,349	48.3	4.30	5.60
1966	254,450	2,180	116,537	5,497,000	55.1	4.27	5.70
1967	243,798	2,331	126,417	5,673,000	53.4	4.37	5.50
1968	279,663	2,410	138,389	5,791,000	56.1	4.29	5.40
1969	292,192	2,401	141,728	5,879,000	58.6	4.10	5.21
1970	311,981	2,255	136,518	5,947,000	56.7	3.98	4.88
1971	301,374	2,299	127,318	6,079,000	60.9	3.78	4.57
1972†	277,556	2,352	135,938	6,244,000	67.0	3.51	4.43
1973	307,648	2,444	145,452	7,007,192	66.5	3.67	4.24
1974	277,271	2,155	132,689	8,354,063	63.9	3.37	3.59
1975	288,245	2,082	134,969	8,654,333	63.7	3.27	3.45
1976	303,771	2,025	135,308	9,124,915	69.4	2.92	3.33
1977	234,702	2,071	148,725	8,833,745	72.3	2.87	3.35
1978‡	158,361	2,137	146,403	7,254,893	72.7	2.94	3.39
1979	156,622	2,204	144,300	7,451,021	70.3	3.14	3.50
1980	142,489	2,114	133,716	7,307,974	71.3	2.96	3.50
1981	138,764	2,049	131,301	7,252,836	71.5	2.87	3.30
1982	131,579	1,848	126,026	7,417,311	71.3	2.59	2.88
1983	131,081	1,752	126,707	7,562,726	72.3	2.42	2.69
1984	139,914	1,752	134,714	7,724,686	74.1	2.36	2.68
1985	143,244	1,809	140,067	7,860,497	75.6	2.39	2.48
1986	150,683	1,928	148,044	7,793,921	77.2	2.50	2.48
1987	152,631	2,006	151,457	8,313,799	78.9	2.54	2.40
1988	152,906	1,932	154,018	8,452,365	81.3	2.38	2.32
1989	151,461	1,878	152,589	8,605,747	84.5	2.22	2.20
1990	141,340	1,646	142,945	8,675,835	85.7	1.92	2.10
1991	130,404	1,661	130,446	8,757,129	87.3	1.90	1.90
1992	133,913	1,545	133,113	8,915,621	89.0	1.74	1.80
1993	134,315	1,530	131,503	9,044,901	90.8	1.68	1.80
1994	134,171	1,440	130,678	9,255,714	92.3	1.56	1.83
1995	136,804	1,480	133,177	9,271,517	94.5	1.57	1.72
1996	142,867	1,470	136,949	9,411,261	96.4	1.53	1.69
1997	143,981	1,562	138,820	9,692,499	98.3	1.59	1.64
1998	140,972	1,486	134,092	9,842,427	100.4	1.48	1.58
1999+	144,171	1,549	133,783	9,901,148	100.4	1.54	1.55
2000	147,253	1,520	131,471	10,085,392	102.5	1.48	1.53
2001	131,358	1,532	117,915	10,629,896	103.5	1.48	1.51
2002	138,115	1,618	109,900	10,519,757	103.5	1.56	1.51
2003	140,197	1,577	112,615	10,768,222	104.8	1.50	1.48
2004	137,410	1,490	108,146	10,921,683	106.1	1.40	1.46
2005	132,840	1,616	102,223	11,058,567	107.2	1.51	1.46
2006	128,342	1,525	97,971	11,086,810	107.9	1.41	1.41
2007	130,675	1,491	95,585	11,220,816	108.1	1.38	1.36
2008	125,327	1,468	88,711	11,301,853	108.4	1.35	---

* 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

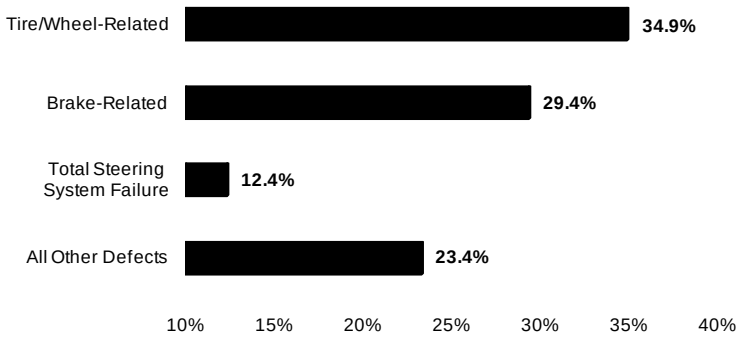
Adverse weather and road surface conditions negatively affect vehicle handling and driver sight. Interestingly, the vast majority of crashes occur under no adverse conditions. This can be attributable to: 1) weather and roads being clear and dry most of the time and 2) drivers failing to use caution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

Weather Condition	Crashes	Deaths
No Adverse Conditions	93,264 (74.4%)	1,227 (83.6%)
Rain/Rain & Fog	18,049 (14.4%)	145 (9.9%)
Snow/Sleet/Freezing Rain	11,560 (9.2%)	55 (3.8%)
Fog/Smoke, Etc.	731 (0.6%)	22 (1.5%)
Other	1,723 (1.4%)	19 (1.3%)
TOTAL	**125,327 (100.0%)**	**1,468 (100.0%)**

Road Surface Condition	Crashes	Deaths
Dry	85,255 (68.0%)	1,145 (78.0%)
Wet	22,896 (18.3%)	211 (14.4%)
Ice/Ice Patches	8,204 (6.6%)	49 (3.3%)
Snow/Slush	8,190 (6.5%)	48 (3.3%)
Other	782 (0.6%)	15 (1.0%)
TOTAL	**125,327 (100.0%)**	**1,468 (100.0%)**

Crashes Involving Vehicle Defects

Improperly-maintained vehicles can lead to crashes. In 2008, tire/wheel and brake-related failures again contributed to the majority of vehicle defect related crashes. The percentages in the graph below refer to the number of crashes involving vehicle defects.

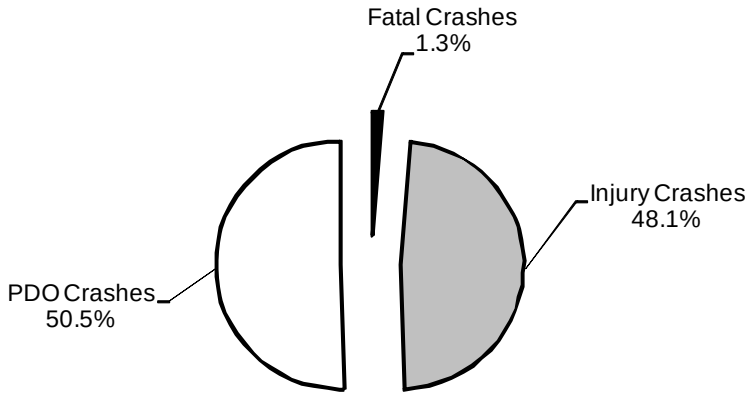


Vehicle Defect	Crashes
Tire/Wheel-Related	850
Brake-Related	714
Total Steering System Failure	301
Power Train Failure	256
Suspension	97
Unsecure/Shifted Trailer Load	71
Vehicle Lighting-Related	30
Body/Doors/Hood, Etc.	25
Other Known Defects	89

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 nor exercise the appropriate level of caution. Forty-nine percent of work zone crashes in 2008 contained fatalities or injuries.



Total Crashes: **1,417**

Total Killed: **23** (Workers Killed: **2**)

Total Injured: **988**

Work Zone Crashes—Vehicles Involved

Vehicle Type	State Hwy (Interstate)	State Hwy (Other)	Turnpike	Local Road
Passenger Car	275 (49.7%)	897 (55.1%)	138 (48.6%)	105 (63.6%)
Light Truck/SUV	152 (27.5%)	560 (34.4%)	63 (22.2%)	39 (23.6%)
Heavy Truck/Bus	114 (20.6%)	111 (6.8%)	73 (25.7%)	8 (4.9%)
Motorcycle	11 (2.0%)	36 (2.2%)	5 (1.8%)	3 (1.8%)
Other	1 (0.2%)	24 (1.5%)	5 (1.8%)	10 (6.1%)
TOTAL	**553 (100.0%)**	**1,628 (100.0%)**	**284 (100.0%)**	**165 (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

		Crashes		Deaths	
Year	Road Type	*Number*	*% Total*	*Number*	*% Total*
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%**
2006	State Hwy (Interstate)	313	17.6%	6	30.0%
	State Hwy (Other)	1,105	62.0%	9	45.0%
	Turnpike	195	11.0%	2	10.0%
	Local Road	166	9.3%	3	15.0%
	Other/Unknown Road	2	0.1%	0	0.0%
	TOTAL	**1,781**	**100.0%**	**20**	**100.0%**
2007	State Hwy (Interstate)	342	20.4%	10	38.5%
	State Hwy (Other)	970	57.8%	12	46.2%
	Turnpike	208	12.4%	2	7.7%
	Local Road	156	9.3%	2	7.7%
	Other/Unknown Road	1	0.1%	0	0.0%
	TOTAL	**1,677**	**100.0%**	**26**	**100.0%**
2008	State Hwy (Interstate)	307	21.7%	8	34.8%
	State Hwy (Other)	843	59.5%	14	60.9%
	Turnpike	173	12.2%	1	4.4%
	Local Road	94	6.6%	0	0.0%
	Other/Unknown Road	0	0.0%	0	0.0%
	TOTAL	**1,417**	**100.0%**	**23**	**100.0%**

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

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	868	0.7%	22	1.5%
Hit Building	1,445	1.2%	39	2.7%
Hit Culvert	993	0.8%	33	2.3%
Hit Curb	4,501	3.6%	74	5.0%
Hit Ditch	3,798	3.0%	66	4.5%
Hit Embankment	9,241	7.4%	181	12.3%
Hit Fence or Wall	3,179	2.5%	67	4.6%
Hit Fire Hydrant	435	0.4%	2	0.1%
Hit Guiderail	7,483	6.0%	176	12.0%
Hit Impact Attenuator	123	0.1%	3	0.2%
Hit Mailbox(es)	1,532	1.2%	42	2.9%
Hit Median Barrier	4,541	3.6%	54	3.7%
Hit Other Fixed Object	4,061	3.2%	69	4.7%
Hit Parked Vehicle	6,427	5.1%	42	2.9%
Hit Rock(s) or Obstacle on Roadway	489	0.4%	3	0.2%
Hit Signal/Sign Support	2,337	1.9%	56	3.8%
Hit Snow Bank	117	0.1%	0	0.0%
Hit Temporary Construction Barrier	48	0.0%	1	0.1%
Hit Traffic Island or Channelization	291	0.2%	6	0.4%
Hit Tree(s) or Shrubs/Hedges	10,660	8.5%	319	21.7%
Hit Utility Pole(s)	9,696	7.7%	153	10.4%
Hit Deer	2,794	2.2%	11	0.8%
Hit Other Animal	230	0.2%	1	0.1%

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

—WHERE THEY HAPPENED—

Crashes by Road Type

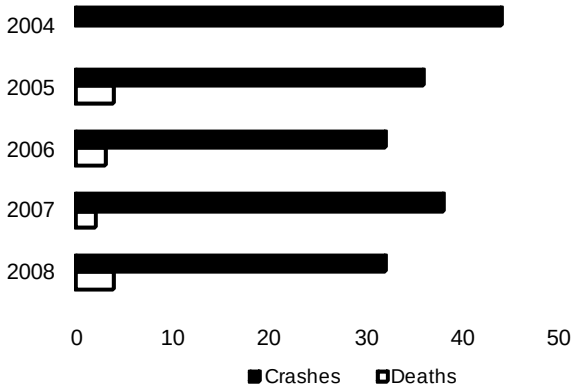
	State Hwy (Interstate)	State Hwy (Other)	Turnpike	Local Road	Other
Crashes	8,629	80,124	2,479	33,958	136
Persons Killed	122	1,085	24	236	1
Persons Injured	5,221	59,305	1,269	22,839	77
Miles of Maintained Road	1,286	39,494	535	81,164	---
100 MVM* Traveled	195.1	636.0	62.9	189.9	---
Crashes/MVM*	0.44	1.26	0.39	1.79	---
Persons Killed/100 MVM*	0.63	1.71	0.38	1.24	---
Persons Injured/MVM*	0.27	0.93	0.20	1.20	---

* 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 2007 Highway Performance Monitoring System (HPMS) package and reflects 2007 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

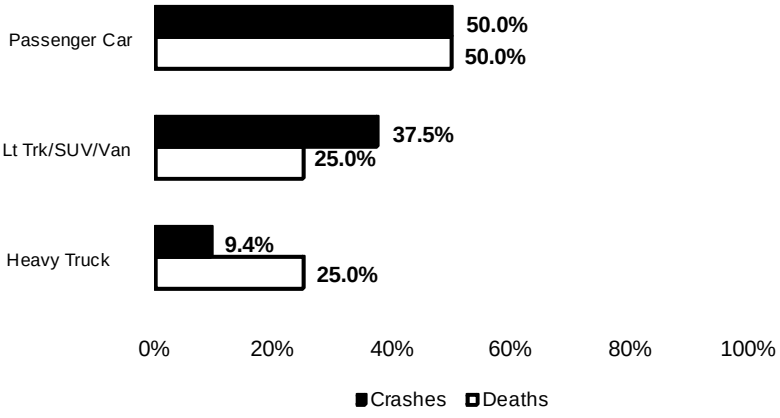
Motor vehicle/train crashes make up a very small percentage of total crashes. In the last five years, only 13 deaths have occurred in this type of crash. In 2008, 4 deaths occurred, two more than the 2 deaths in 2007.



Year	Crashes	Deaths
2004	44	0
2005	36	4
2006	32	3
2007	38	2
2008	32	4

Train/Vehicle Crashes by Vehicle Type

Passenger cars, light trucks, vans, and SUVs were the predominant vehicle types involved in crashes with trains in 2008. In 2008, heavy truck involvement with trains decreased to 3 crashes from 8 in 2007.

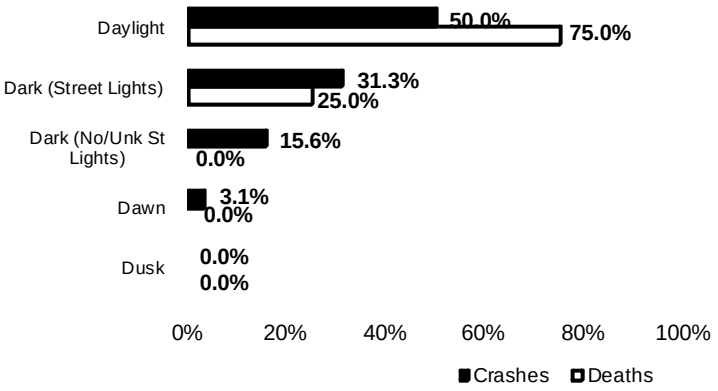


Vehicle Type	Crashes	Deaths
Passenger Car	16	2
Lt Trk/SUV/Van	12	1
Heavy Truck	3	1
Motorcycle	1	0
Bicycle	0	0
Commercial Bus	0	0
School Bus	0	0
Unknown	0	0
TOTAL	**32**	**4**

Train/Vehicle Crashes by Road Type

Road Type	Crashes	Deaths
Local Road	21	4
State Hwy (Other)	11	0
TOTAL	**32**	**4**

Train/Vehicle Crashes by Light Level



Light Level	Crashes	Deaths
Daylight	16	3
Dark (Street Lights)	10	1
Dark (No/Unk St Lights)	5	0
Dawn	1	0
Dusk	0	0
TOTAL	**32**	**4**

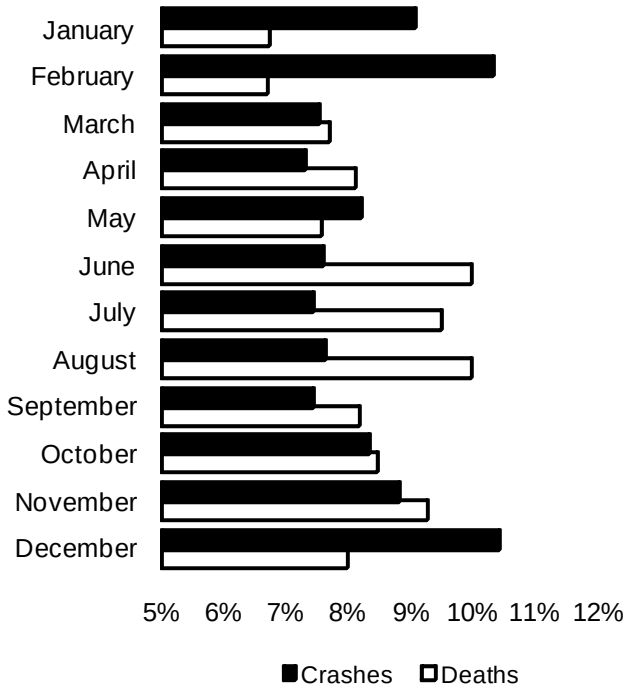
Train/Vehicle Crashes by County

County	Crashes	Deaths
Allegheny	2	0
Beaver	2	1
Bucks	1	0
Butler	1	0
Chester	1	0
Dauphin	1	0
Erie	3	0
Fayette	1	0
Jefferson	1	0

County	Crashes	Deaths
Lancaster	2	0
Mercer	2	0
Mifflin	1	0
Montgomery	1	0
Northumberland	1	0
Philadelphia	2	0
Washington	2	2
Westmoreland	3	0
York	5	1
TOTAL	**32**	**4**

—WHEN THEY HAPPENED—

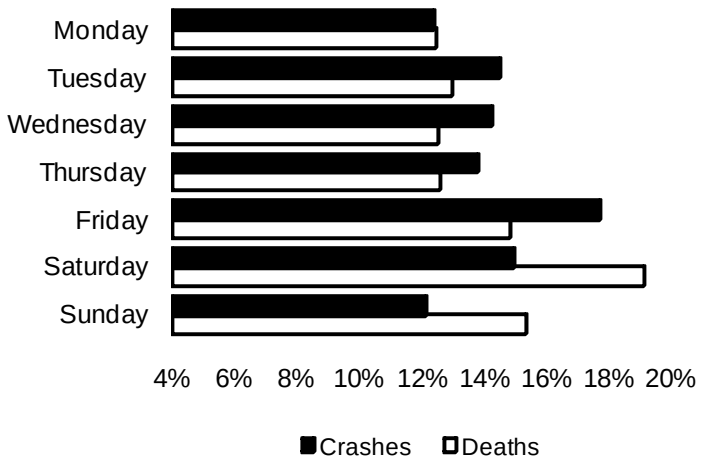
Crashes by Month



Month	Crashes	Deaths
January	11,342 (9.1%)	99 (6.7%)
February	12,939 (10.3%)	98 (6.7%)
March	9,441 (7.5%)	113 (7.7%)
April	9,141 (7.3%)	119 (8.1%)
May	10,281 (8.2%)	111 (7.6%)
June	9,526 (7.6%)	146 (10.0%)
July	9,308 (7.4%)	139 (9.5%)
August	9,540 (7.6%)	146 (10.0%)
September	9,314 (7.4%)	120 (8.2%)
October	10,437 (8.3%)	124 (8.5%)
November	11,034 (8.8%)	136 (9.3%)
December	13,024 (10.4%)	117 (8.0%)
TOTAL	**125,327 (100.0%)**	**1,468 (100.0%)**

Crashes by Day of Week

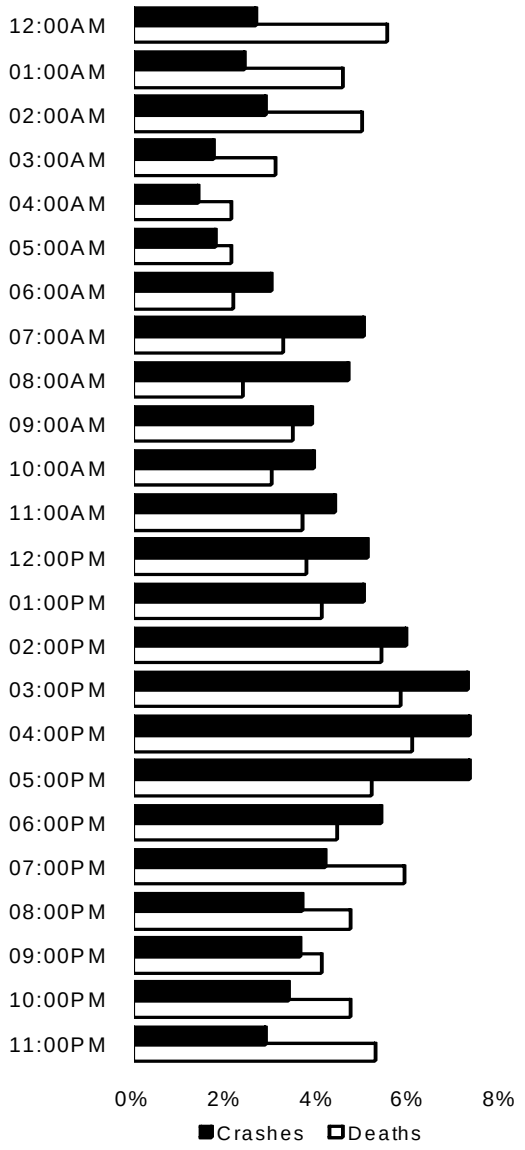
More crashes and deaths tend to occur on Friday and Saturday. The number of deaths on weekends (Saturday and Sunday) is proportionally greater than the number of crashes, which could be attributed to alcohol use. (See ***Victims of Fatal Crashes by Day of Week***, page 29).



Day	Crashes	Deaths
Monday	15,534 (12.4%)	183 (12.5%)
Tuesday	18,251 (14.6%)	191 (13.0%)
Wednesday	17,907 (14.3%)	184 (12.5%)
Thursday	17,373 (13.9%)	185 (12.6%)
Friday	22,255 (17.8%)	218 (14.9%)
Saturday	18,807 (15.0%)	281 (19.1%)
Sunday	15,199 (12.1%)	226 (15.4%)
TOTAL	**125,327 (100.0%)**	**1,468 (100.0%)**

Crashes by Hour of Day

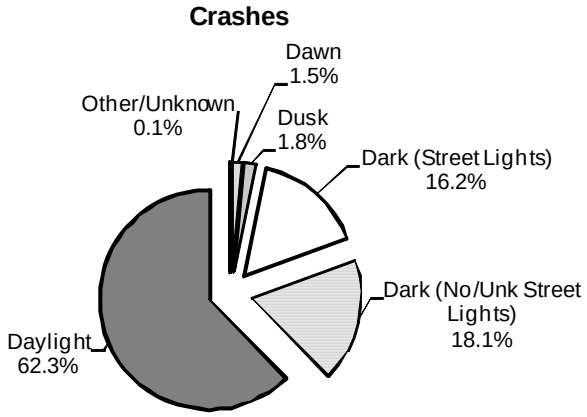
Some hours of the day are more dangerous than others with regard to crashes and deaths. Not surprisingly, crashes and deaths were higher during peak traffic times. Some hours of the day experience a low percentage of crashes, but they are much more deadly. For example, only 2.7% of all crashes in 2008 occurred in the 12:00 AM hour, but 5.5% of all deaths—the fourth highest percentage—occurred then. The higher volume of traffic itself is a factor during peak traffic hours, particularly the rush-hours.

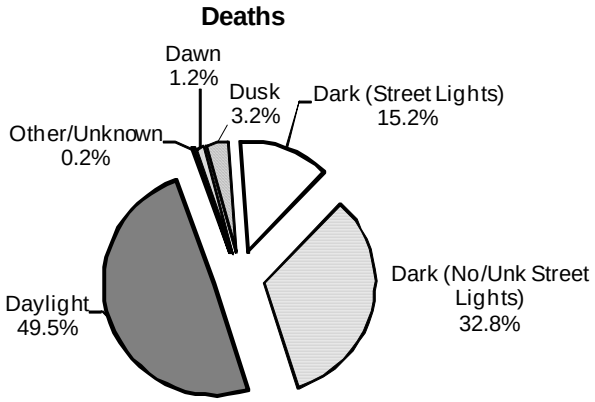


Hour	Crashes	Deaths
12:00AM	3,362	81
01:00AM	3,045	67
02:00AM	3,589	73
03:00AM	2,214	45
04:00AM	1,798	31
05:00AM	2,251	31
06:00AM	3,737	32
07:00AM	6,296	48
08:00AM	5,865	35
09:00AM	4,834	51
10:00AM	4,910	44
11:00AM	5,506	54
12:00PM	6,385	55
01:00PM	6,285	60
02:00PM	7,402	79
03:00PM	9,076	85
04:00PM	9,124	89
05:00PM	9,167	76
06:00PM	6,745	65
07:00PM	5,197	86
08:00PM	4,589	69
09:00PM	4,533	60
10:00PM	4,214	69
11:00PM	3,619	77

Crashes by Light Level

In 2008, 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 2008 occurred slightly more often during non-daylight hours (dark and dusk/dawn conditions). If 2008 deaths per 1000 crashes are compared (Daylight—9.3 deaths per 1000 crashes versus Non-Daylight—15.7 deaths per 1000 crashes), it is apparent that non-daylight crashes resulted in deaths more often than daylight crashes.

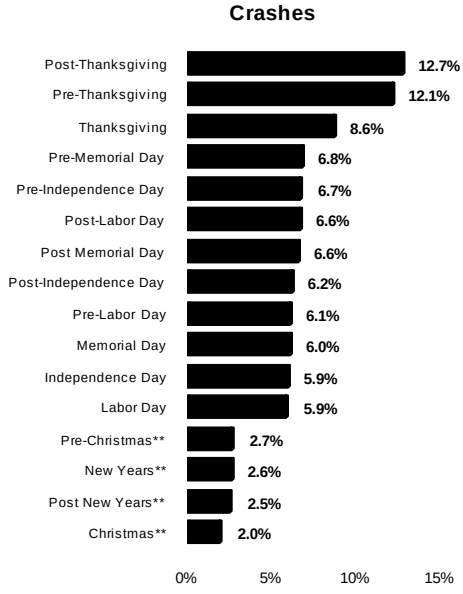




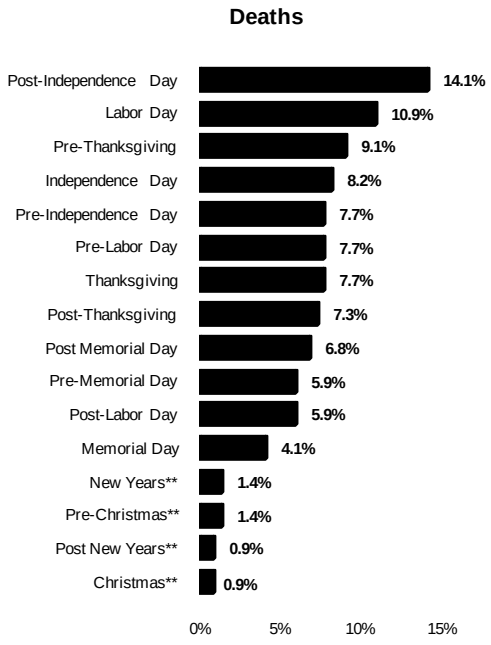
Light Level	Crashes	Deaths
Daylight	78,079	726
Dark (No/Unk Street Lights)	22,623	482
Dark (Street Lights)	20,325	193
Dusk	2,297	47
Dawn	1,847	17
Other/Unknown	156	3
TOTAL	**125,327**	**1,468**

Crashes by Holiday

Crashes tend to go up during holiday periods due to the increased traffic on the road. Many times the weekend before and the weekend after the holiday have nearly as many crashes and fatalities, and sometimes more. 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 2008.



Period*	Crashes	Deaths
New Years**	415	3
Post New Years**	405	2
Pre-Memorial Day	1,077	13
Memorial Day	962	9
Post Memorial Day	1,044	15
Pre-Independence Day	1,064	17
Independence Day	946	18
Post-Independence Day	987	31
Pre-Labor Day	963	17
Labor Day	935	24
Post-Labor Day	1,052	13
Pre-Thanksgiving	1,927	20
Thanksgiving	1,375	17
Post-Thanksgiving	2,026	16
Pre-Christmas**	425	3
Christmas**	311	2
TOTAL	**15,914**	**220**



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

** Not part of a holiday weekend in 2008.

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.).

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	34,716	650
Drinking Driver	11,565	281
Improper Turning-Related	11,678	81
Careless/Illegal Passing	3,873	72
Proceeded Without Clearance	7,463	54
Distracted Driver	12,144	53
Tailgating	4,627	19
Drowsy Drivers	2,353	19

Note: Drinking driver and drowsy driver factors determined from the driver's condition 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. Younger drivers are also over-represented in multi-vehicle crashes as younger drivers are more easily distracted while driving.

Number of Vehicles	All Drivers	Young Drivers (16-21)	Mature Drivers (65-74)	Mature Drivers (75+)
Single Vehicle Crash	48.4% 60,550 crashes	42.4% 14,651 crashes	21.7% 2,061 crashes	20.3% 1,502 crashes
Multiple Vehicle Crash	51.6% 64,640 crashes	57.7% 19,946 crashes	78.3% 7,429 crashes	79.7% 5,885 crashes

Drivers in Crashes by Age Group

Looking at the 2008 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. Driver inexperience and less cautious driving often are attributed characteristics given to the reason all young driver ages have higher rates.

Age Group	PA Drivers Involved in Crashes	*PA Total Drivers	% Involved in Crashes
16	2,270	67,798	3.3%
17	6,384	101,112	6.3%
18	7,346	128,801	5.7%
19	6,664	140,143	4.8%
20	5,946	142,103	4.2%
21	5,766	140,907	4.1%
22-24	15,089	424,882	3.6%
25-29	19,392	687,131	2.8%
30-39	30,020	1,375,897	2.2%
40-54	44,334	2,591,876	1.7%
55-59	10,542	790,628	1.3%
60-64	7,794	650,875	1.2%
65-69	5,232	488,899	1.1%
70-74	3,810	372,233	1.0%
75 and Over	7,252	702,463	1.0%
Unknown	94	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	3.8% 4,743 crashes	2.7% 943 crashes	2.0% 185 crashes	0.8% 57 crashes
Rear-End	20.2% 25,223 crashes	22.2% 7,688 crashes	27.4% 2,603 crashes	22.8% 1,685 crashes
Head-On	4.0% 5,033 crashes	4.4% 1,537 crashes	5.4% 512 crashes	5.4% 398 crashes
Backing Up	0.1% 165 crashes	0.1% 30 crashes	0.2% 20 crashes	0.3% 19 crashes
Angle	25.1% 31,422 crashes	27.6% 9,555 crashes	39.2% 3,724 crashes	47.2% 3,489 crashes
Sideswipe	5.8% 7,264 crashes	4.9% 1,710 crashes	6.8% 648 crashes	6.6% 484 crashes
Hit Fixed Object	34.9% 43,731 crashes	35.5% 12,296 crashes	15.0% 1,420 crashes	13.9% 1,027 crashes
Hit Pedestrian	3.2% 4,019 crashes	1.1% 396 crashes	2.2% 207 crashes	2.3% 170 crashes
Other	2.9% 3,590 crashes	1.3% 442 crashes	1.8% 171 crashes	0.8% 58 crashes

* Crash Type refers to the first event of the *crash* which may or may not be an event of the drivers above.

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	37.2% 46,598 crashes	38.7% 13,404 crashes	50.2% 4,760 crashes	54.8% 4,051 crashes
Non-Intersection	62.8% 78,592 crashes	61.3% 21,193 crashes	49.8% 4,730 crashes	45.2% 3,336 crashes

Alcohol-Related Crashes

Alcohol Overview

► In Pennsylvania, drinking and driving remains a top safety issue. In 2008, alcohol-related crashes, 12,752, decreased from 12,867 alcohol-related crashes in 2007. Alcohol-related deaths, 534, remained relatively the same decreasing from 535 in 2007.

► 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, slightly up from 21% in 2007. Improvement in this age group is a very important need.

► Of equal focus is the 21 to 25 age group, in which 55% of the driver deaths were drinking drivers. This age group had the worst percentage of all groups, and was up from 48% in 2007. The 26 to 30 age group did not change from 2007 when it was 48%.

► In 2008, alcohol-related deaths were 36% of the total traffic deaths, the same as in 2006 and 2007.

► 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).

2008 Briefs

► 534 people died in alcohol-related crashes.

► 90% of the alcohol-related occupant deaths (drivers and passengers) were in the vehicle driven by the drinking driver; 75% were the drinking drivers themselves.

► 77% of the drinking drivers in traffic crashes were male.

► 76% of the alcohol-related crashes were during the hours of darkness, usually on weekends.

► On average each day, 35 alcohol-related traffic crashes occurred.

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

► On average each day, 26 persons were injured in alcohol-related traffic crashes.

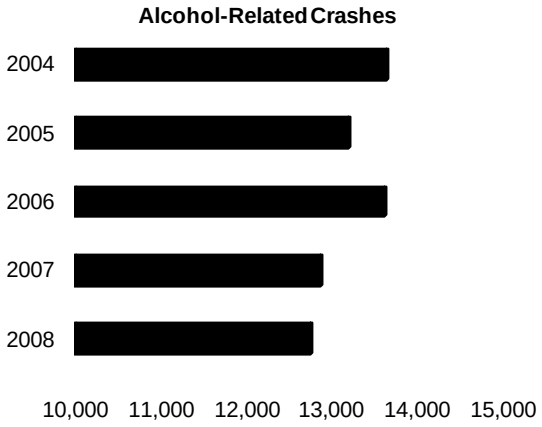
Alcohol Involvement in Crashes

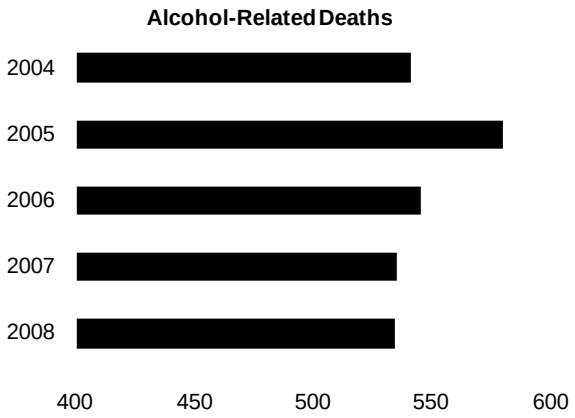
Although alcohol-related crashes accounted for approximately 10% of the total crashes in 2008, they resulted in 36% of all persons killed in crashes. Alcohol-related crashes were almost 5 times more likely to result in death than those not related to alcohol (3.9% of the alcohol-related crashes resulted in death, compared to 0.8% 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	498 (36.7%)	534 (36.4%)	6,911 (10.9%)	9,565 (10.8%)	5,343 (8.8%)
Non-Alcohol-Related	860 (63.3%)	934 (63.6%)	56,537 (89.1%)	79,146 (89.2%)	55,178 (91.2%)
TOTAL	**1,358 (100.0%)**	**1,468 (100.0%)**	**63,448 (100.0%)**	**88,711 (100.0%)**	**60,521 (100.0%)**

Alcohol-Related Crashes—Five-Year Trends

Alcohol-related crashes and fatalities both decreased in 2008, and were the lowest totals in the last five years. Both categories are trending in a good direction.





	2004	2005	2006	2007	2008
Crashes	13,624	13,179	13,616	12,867	12,752
Fatal Crashes	487	537	510	497	498
Injury Crashes	7,641	7,390	7,580	7,015	6,911
PDO Crashes	5,496	5,252	5,526	5,355	5,343
Deaths	541	580	545	535	534
Injuries	10,822	10,423	10,529	9,825	9,565
Fatal Crashes per 100,000 Licensed Drivers	5.8	6.3	6.0	5.8	5.8
Deaths per 100,000 Licensed Drivers	6.4	6.8	6.4	6.2	6.2

Victims of Alcohol-Related Fatal Crashes

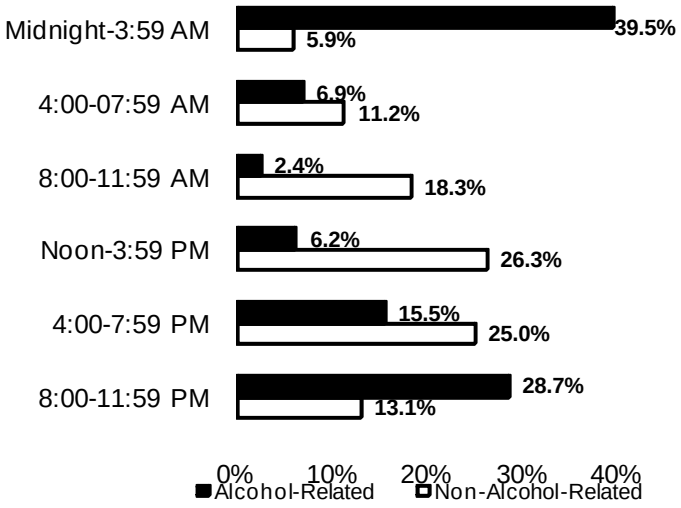
There were 492 driver and passenger deaths in alcohol-related crashes in 2008, while 444 (90%) were the drinking drivers or their passengers.

Persons Involved	Deaths
Drivers	**404**
Drinking Drivers	*371 (91.8%)*
Non-Drinking Drivers	*33 (8.2%)*
Passengers	**88**
Passengers with Drinking Driver	*73 (83.0%)*
Passengers with Non-Drinking Driver	*15 (17.1%)*
Pedestrians	**38**
Drinking Pedestrian	*29 (76.3%)*
Non-Drinking Pedestrian	*9 (23.7%)*
TOTAL DEATHS*	**534**

**Includes 4 victims, status unknown*

Victims of Fatal Crashes by Time of Day

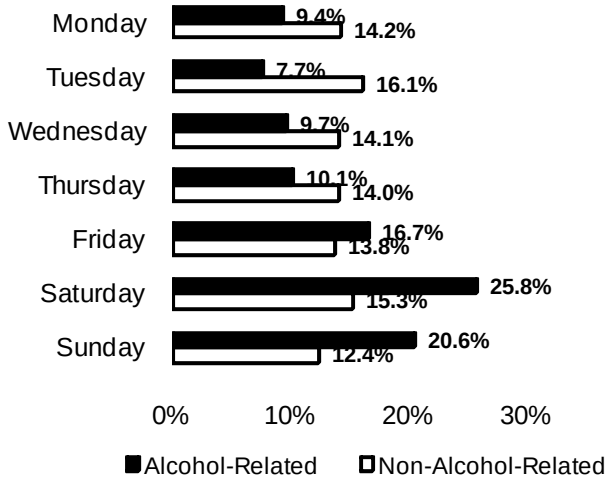
Alcohol-related crashes occurring between 8:00 PM and 4:00 AM produced the vast majority of deaths (68% of alcohol-related deaths). In contrast, just over half of the deaths from non-alcohol-related crashes resulted from crashes occurring between noon and 8:00 PM.



Time of Occurrence	Non-Alcohol-Related	Alcohol-Related
Midnight-3:59 AM	55	211
4:00-07:59 AM	105	37
8:00-11:59 AM	171	13
Noon-3:59 PM	246	33
4:00-7:59 PM	233	83
8:00-11:59 PM	122	153
Time Unknown	2	4
TOTAL DEATHS	**934**	**534**

Victims of Fatal Crashes by Day of Week

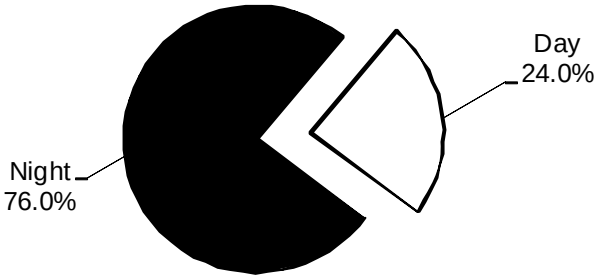
Just under half (46%) of alcohol-related fatal crash victims were the result of crashes occurring on Saturday and Sunday, while fatal crash victims of non-alcohol-related crashes tended to be distributed more evenly throughout the work week with the fewest occurring on Sunday.



Day of Occurrence	Non-Alcohol-Related	Alcohol-Related
Monday	133	50
Tuesday	150	41
Wednesday	132	52
Thursday	131	54
Friday	129	89
Saturday	143	138
Sunday	116	110
TOTAL DEATHS	**934**	**534**

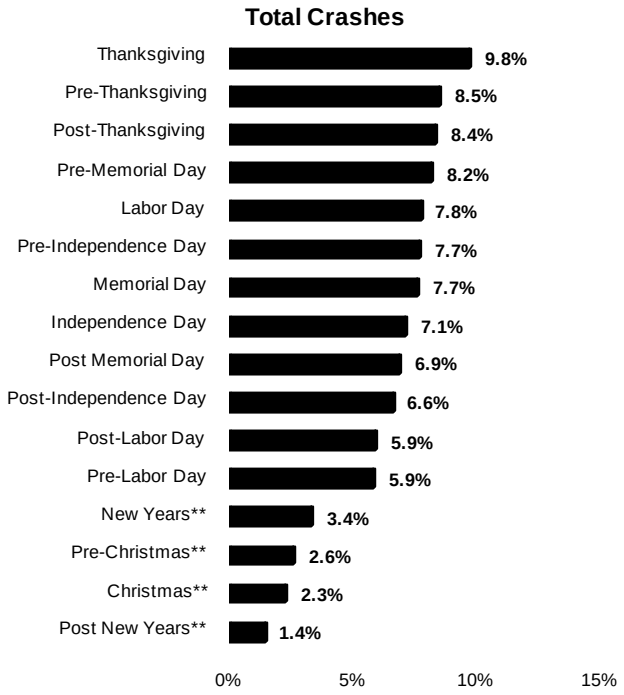
Alcohol-Related Crashes—Day vs. Night

76% of alcohol-related crashes occurred at night. The graph below shows the breakdown of alcohol-related crashes by day and night.

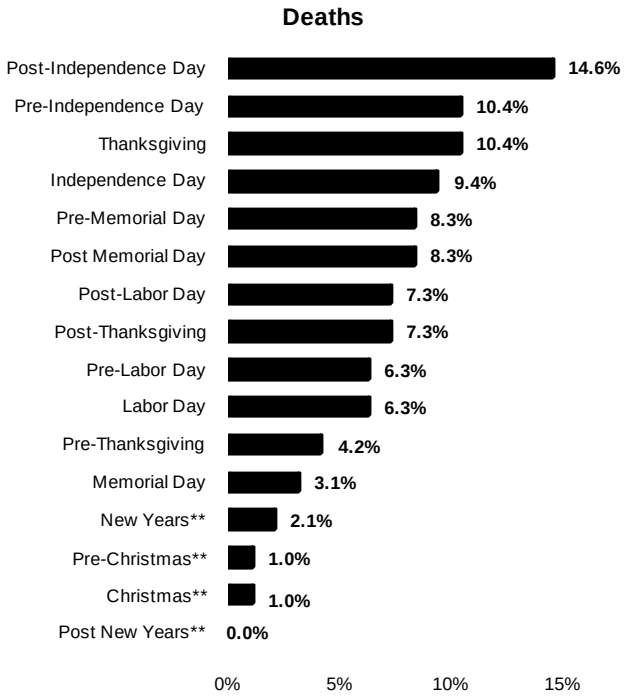


Alcohol-Related Holiday Crashes

In 2008, 14% of all holiday crashes involved alcohol use; however, 44% of deaths which occurred during holiday weekends were related to alcohol use. (See ***Crashes by Holiday***, page 22.)



Period*	Crashes	Deaths
New Years**	73	2
Post New Years**	31	0
Pre-Memorial Day	179	8
Memorial Day	167	3
Post Memorial Day	151	8
Pre-Independence Day	168	10
Independence Day	155	9
Post-Independence Day	144	14
Pre-Labor Day	128	6
Labor Day	169	6
Post-Labor Day	129	7
Pre-Thanksgiving	186	4
Thanksgiving	213	10
Post-Thanksgiving	182	7
Pre-Christmas**	56	1
Christmas**	49	1
TOTAL	**2,180**	**96**



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

** Not part of a holiday weekend in 2008.

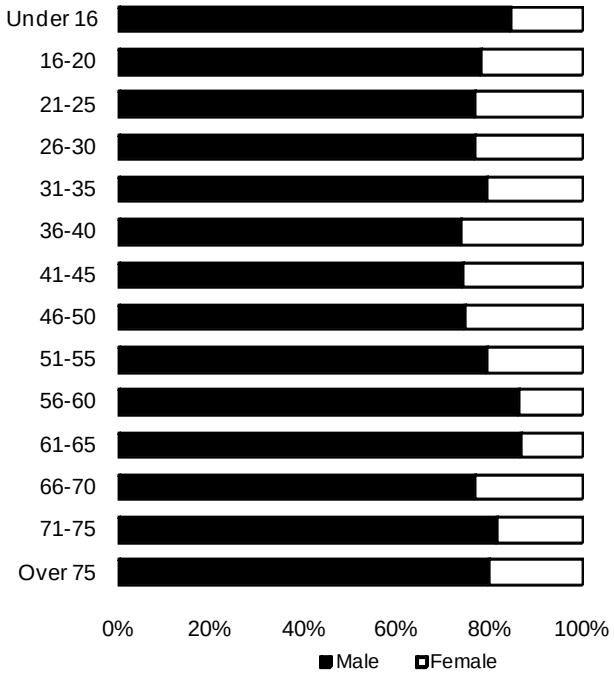
Driver Involvement in Alcohol-Related Crashes by Vehicle Type

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 in crashes.

Total Drivers in Crashes 199,714	Passenger Car		121,777
	Lt Trk/SUV/Van		64,751
	Heavy Truck		6,380
	Motorcycle		4,287
	Bus		1,059
	Other		1,460
Drinking Drivers in Crashes 12,680 (6.3% of total)	Passenger Car	7,619	(6.3% of total)
	Lt Trk/SUV/Van	4,486	(6.9% of total)
	Heavy Truck	33	(0.5% of total)
	Motorcycle	459	(10.7% of total)
	Bus	2	(0.2% of total)
	Other	81	(5.5% of total)

Drinking Drivers in Crashes by Age and Sex

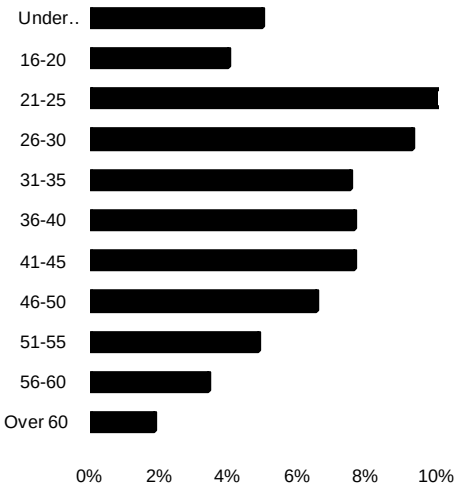
In 2008, roughly three out of four drinking drivers in crashes were male (across most age groups), with only slight variations among the age groups. The table below does not include an additional 76 drivers for whom age and/or sex were not known.



Age Group	Male	Female	Total
Under 16	11	2	13
16-20	961	265	1,226
21-25	2,338	700	3,038
26-30	1,459	433	1,892
31-35	961	247	1,208
36-40	965	340	1,305
41-45	984	341	1,325
46-50	817	273	1,090
51-55	548	143	691
56-60	329	51	380
61-65	189	29	218
66-70	80	24	104
71-75	44	10	54
Over 75	48	12	60
Total	**9,734**	**2,870**	**12,604**

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

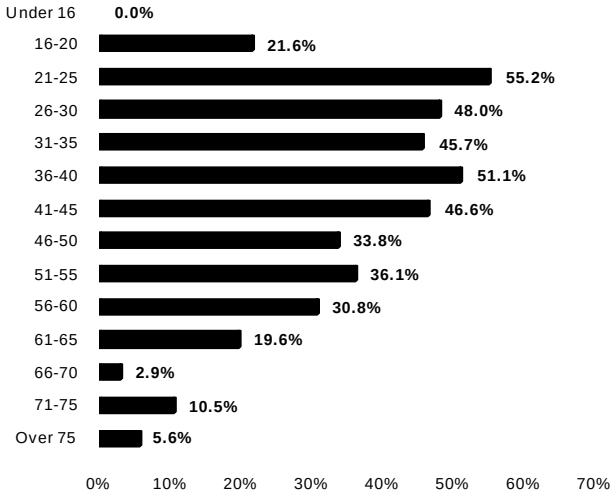
In 2008, as the table and graph below show, the two age groups from 21 to 30 had the highest percentage of drinking drivers within their respective age groups. After age 45, the percentage of drinking drivers within the succeeding age groups steadily declined. The Under 16 age group continues to be of particular concern, as it included 13 drinking drivers.



Age Group	Drinking Driver	Non-Drinking Driver
Under 16	13 (5.0%)	246 (95.0%)
16-20	1,226 (4.0%)	29,355 (96.0%)
21-25	3,039 (10.7%)	25,269 (89.3%)
26-30	1,894 (9.4%)	18,369 (90.7%)
31-35	1,208 (7.6%)	14,775 (92.4%)
36-40	1,305 (7.7%)	15,759 (92.4%)
41-45	1,325 (7.7%)	15,964 (92.3%)
46-50	1,090 (6.6%)	15,520 (93.4%)
51-55	693 (4.9%)	13,456 (95.1%)
56-60	380 (3.4%)	10,659 (96.6%)
Over 60	440 (1.8%)	23,477 (98.2%)

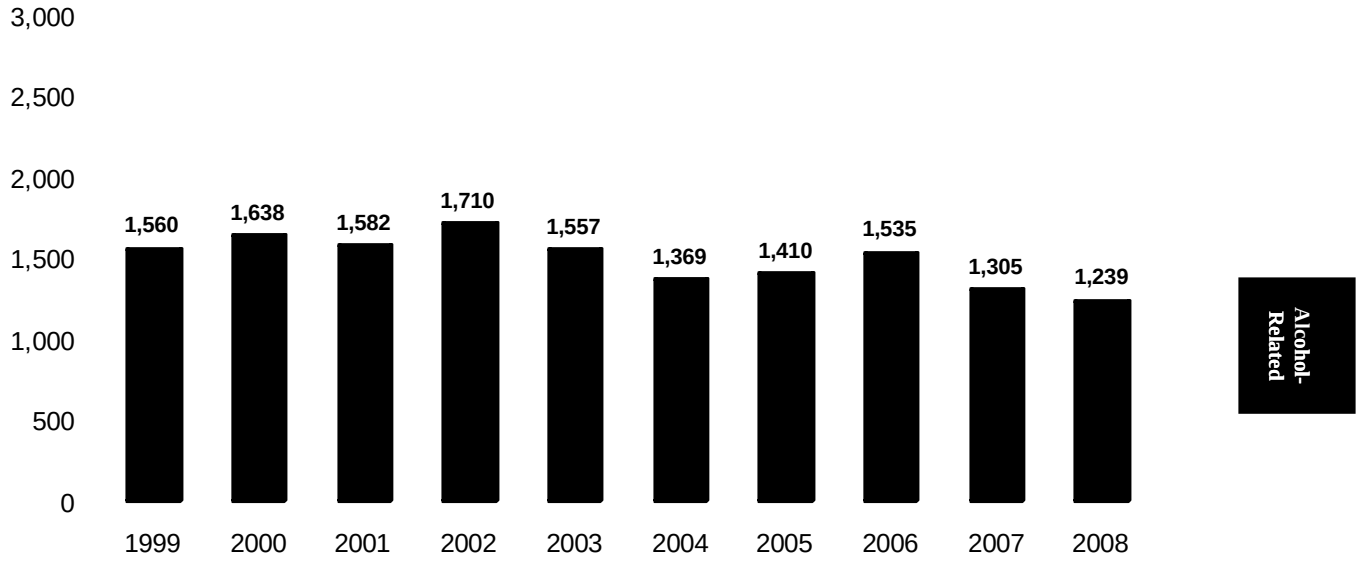
Drinking Driver Deaths as a Percentage of Total Driver Deaths, by Age Group

The graph below shows drinking driver deaths as a percentage of total driver deaths within each respective age group for 2008 crashes. The age group from 21 to 25 had the highest percentage, with over 55% of the driver deaths in this age group being a drinking driver. The 16-20 age group increased slightly from 21.4% in 2007. In 2008, there were no drivers under the age of 16 who chose to combine alcohol usage and driving without a license.



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 2002, the amount of underage drinking drivers remained consistently high. From that point until now there has been a downward trend with 2005 and 2006 disrupting the steady decrease.



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

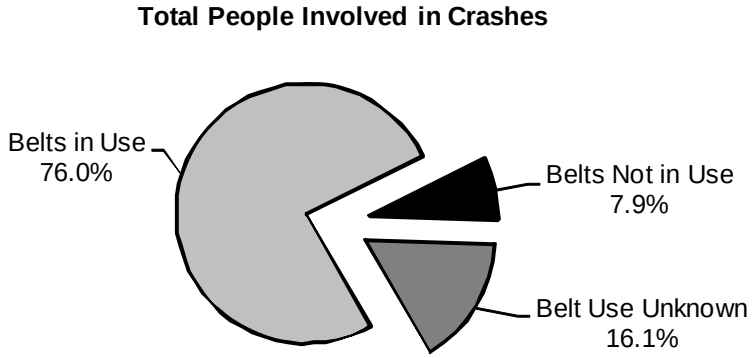
- Pennsylvania law requires children under the age of four to be properly restrained in a child passenger restraint system whenever riding anywhere in the vehicle. Children age four and older, but under age eight, are required to be in an appropriately fitting child booster seat whenever riding anywhere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

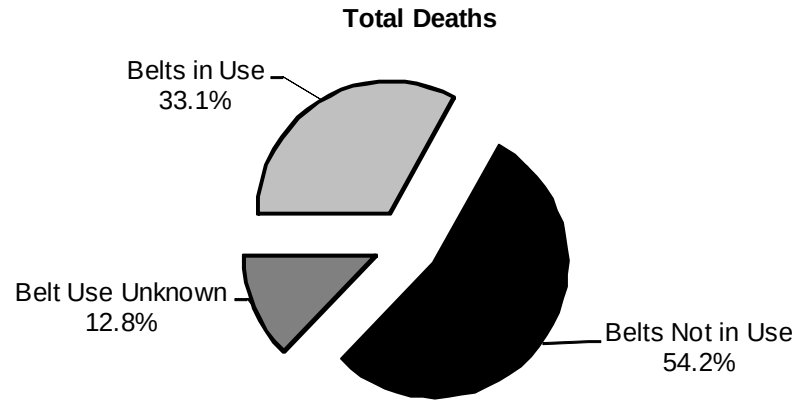
Air Bag Safety

- Driver and front seat passenger air bags have been a requirement in new passenger cars since 1998 and light trucks since 1999. However, air bags are supplemental protection devices. Everyone should still buckle up with both lap and shoulder belts on every trip.
- *Child Safety*
  - Children age 12 and under should ride buckled up in the back seat.
  - Infants in rear-facing child safety seats should **NEVER** ride in the front seat of a vehicle equipped with a passenger-side air bag.
  - If an older child must ride in a front seat equipped with a passenger-side air bag, put the child in a front-facing seat or belt-positioning booster seat for the proper weight of the child, or use a correctly fitting lap/shoulder belt, **and** move the vehicle seat as far back as possible.
- *Adult Safety*
  - Everyone should buckle up with both lap and shoulder belts on every trip.
  - The lap belt should be worn under the abdomen and low across the hips. The shoulder portion should come over the collarbone away from the neck and cross over the breastbone.
  - Driver and front passenger seats should be moved as far back as practical, particularly for shorter people.

Seat Belt Use in Crashes—Total People Involved

Seat belts have proven to be effective in reducing the severity of injuries sustained in a crash. In 2008, as shown in the two pie graphs below, 76.0% 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 2008 by severity of injury and belt use.





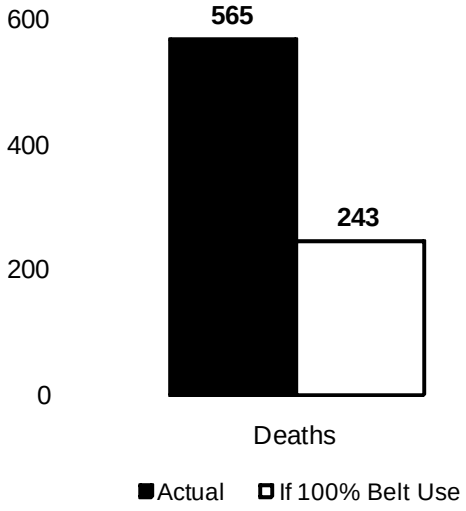
	Belts in Use	Belts Not in Use	Belt Use Unknown
Killed	347	568	134
Major Injury	1,271	1,057	410
Moderate Injury	7,452	2,515	1,551
Minor Injury	32,041	4,878	5,023
Unk Injury Sev	13,189	2,365	5,368
No Injury	151,184	9,891	31,004
TOTAL	**205,484**	**21,274**	**43,490**

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 2008 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 2008 would have been **$2,679,815,684** or approximately **$215** for every man, woman, and child in Pennsylvania. More importantly, 322 people would have survived if they had worn their belts.

		Injuries			
	Deaths	*Major*	*Moderate*	*Minor*	*None*
Belts Used	220	807	4,770	29,074	82,757
Belts Not Used	345	645	1,531	4,598	5,607
TOTAL	**565**	**1,452**	**6,301**	**33,672**	**88,364**
If 100% Belt Use	**243**	**903**	**5,328**	**32,189**	**91,690**
Net Increase/(Decrease)	**(322)**	**(549)**	**(973)**	**(1,483)**	**3,326**



Note: PENNDOT's cost estimating procedures were revised in 2008 dollars. "No Belts" is included in "Belts Not Used".

Seat Belt Use in Crashes—Historical Data

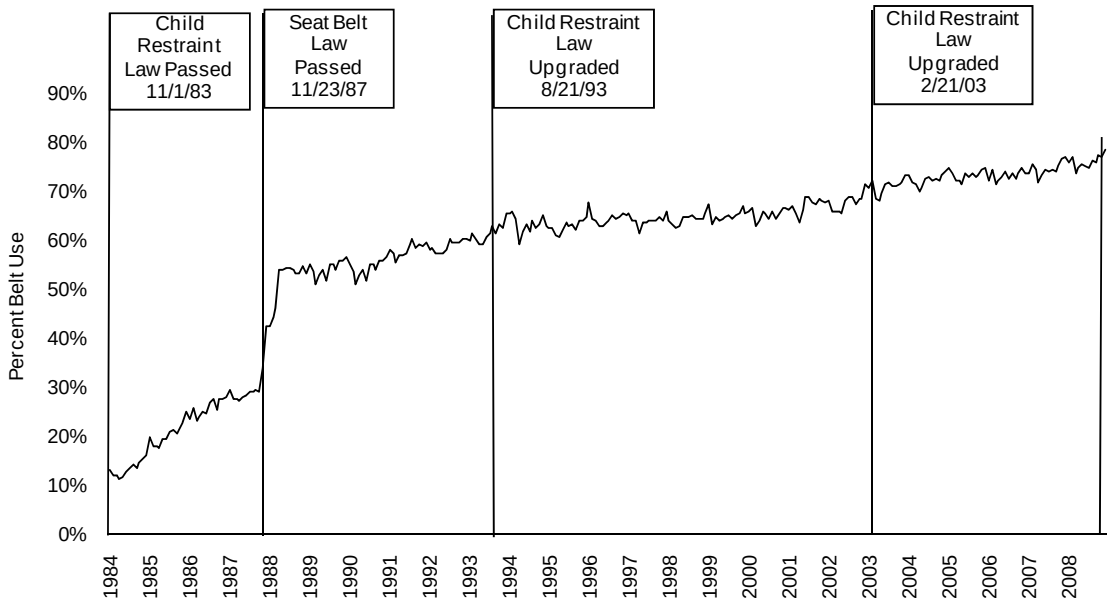
On November 1, 1983, Pennsylvania passed a primary law requiring drivers to secure children under age four in an approved child passenger restraint system when riding in a passenger car, Class I truck, Class II truck, classic motor vehicle, antique motor vehicle, or motor home registered in Pennsylvania. 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.

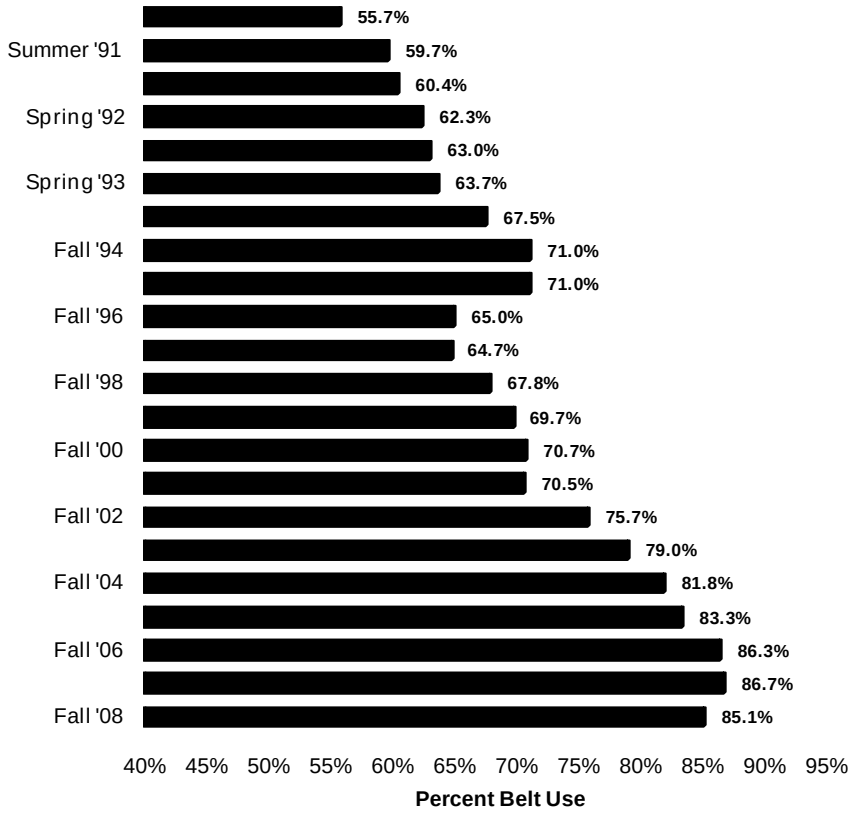
The graph below shows the percentage of seat belt users in Pennsylvania since 1983. A sharp upward trend was experienced in the year following the passage of the seat belt law. The recent trend shows that the usage rate is still on the rise in crashes.



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 in 2008 is slightly lower than the previous two years, most likely due to the redesign of the study methodology in 2008, which provided more detailed accounts.



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 2004-2008 crashes involving children under age four), the percentages of deaths and injuries (within restraint type by row) were lower when restraints were used. From 2004-2008, 82% of the children under age four who were involved in crashes and restrained in a child seat sustained no injury.

		Injuries					Total
Child Restraint	**Deaths**	*Major*	*Moderate*	*Minor*	*Unknown*	*No Injury*	**Persons**
Child Seat In Use	27 (0.1%)	79 (0.3%)	253 (0.9%)	2,308 (8.4%)	2,336 (8.5%)	22,475 (81.8%)	**27,478**
Other Restraint In Use	0 (0.0%)	8 (0.5%)	38 (2.2%)	216 (12.3%)	171 (9.7%)	1,326 (75.4%)	**1,759**
No Restraint In Use	5 (0.2%)	26 (1.2%)	49 (2.3%)	311 (14.7%)	479 (22.7%)	1,243 (58.8%)	**2,113**

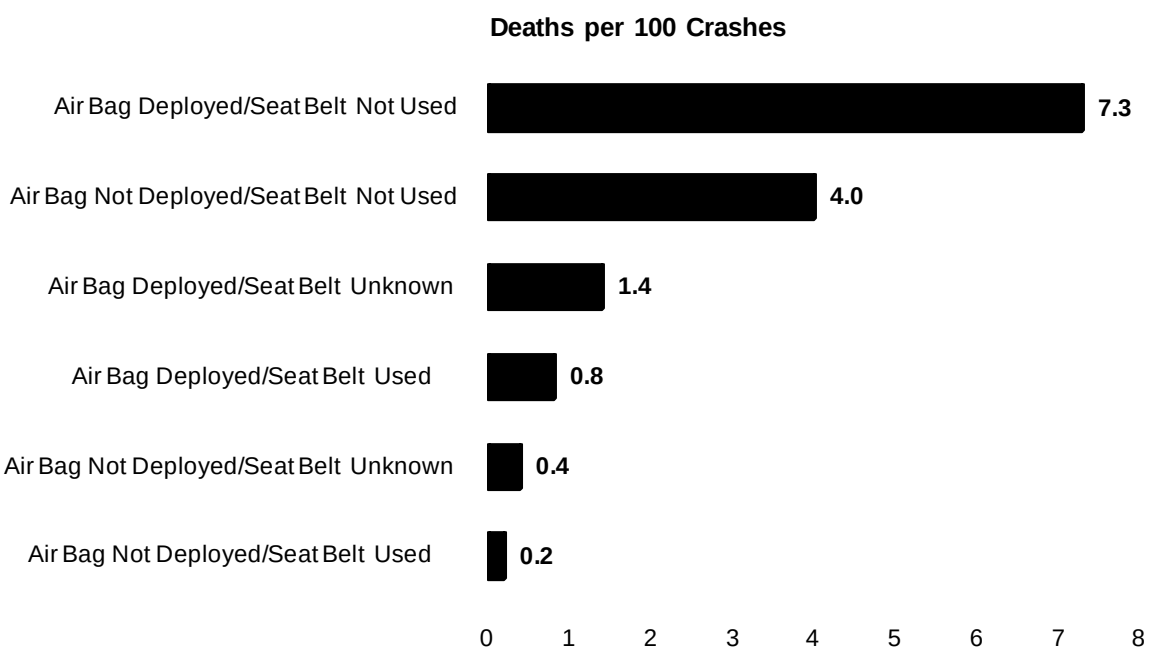
Note: "Child Seat Not In Use" and "Other Restraint Not In Use" have been combined into "No Restraint in Use".

Air Bag Deployment in Crashes—Injuries and Deaths

Air bags are becoming more prevalent for vehicles in crashes due to the manufacturing laws of the late 1990s, 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.)

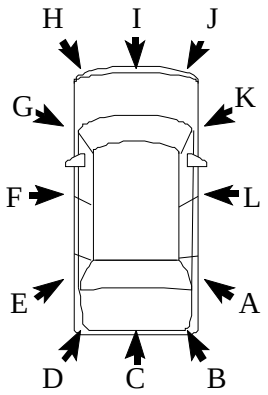
Passive Restraint Status	Seat Belt Status	Deaths	Injuries					Total Persons
			Major	*Moderate*	*Minor*	*Unknown*	*No Injury*	
None	n/a	374 (0.3%)	1,001 (0.9%)	4,089 (3.5%)	15,359 (13.0%)	11,683 (9.9%)	85,758 (72.5%)	**118,264**
Air Bag Deployed	Used	188 (0.5%)	658 (1.6%)	3,199 (7.8%)	10,730 (26.2%)	4,382 (10.7%)	21,727 (53.1%)	**40,884**
Air Bag Deployed	Not Used	243 (4.9%)	422 (8.5%)	875 (17.7%)	1,333 (27.0%)	732 (14.8%)	1,339 (27.1%)	**4,944**
Air Bag Deployed	Unknown	51 (0.9%)	139 (2.5%)	515 (9.2%)	1,171 (20.8%)	1,385 (24.6%)	2,363 (42.0%)	**5,624**
Air Bag Not Deployed	Used	61 (0.1%)	239 (0.3%)	1,939 (2.6%)	10,428 (13.8%)	4,192 (5.6%)	58,537 (77.6%)	**75,396**
Air Bag Not Deployed	Not Used	92 (2.4%)	155 (4.0%)	466 (12.0%)	1,063 (27.3%)	434 (11.2%)	1,681 (43.2%)	**3,891**
Air Bag Not Deployed	Unknown	8 (0.2%)	56 (1.3%)	147 (3.5%)	491 (11.7%)	703 (16.8%)	2,777 (66.4%)	**4,182**
Unknown If Deployed	n/a	23 (1.5%)	16 (1.0%)	89 (5.8%)	247 (16.1%)	241 (15.7%)	916 (59.8%)	**1,532**

In crashes that are severe enough to deploy an airbag (for vehicles and seats so equipped), the data below shows that you are over 9 times more likely to die if you are not wearing a seat belt (7.3 deaths vs. 0.8 deaths per 100 crashes).



Air Bag Deployment by Initial Vehicle Impact Point

Most air bags are designed to deploy in frontal impacts, but side impact air bags are also common for newer model year vehicles. The table below shows the initial vehicle impact points for all 2008 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 1,023 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)	2,470	877	332 (25.6%)	965 (74.4%)	296
Right Rear (B)	4,982	1,781	402 (15.6%)	2,177 (84.4%)	622
Center Rear (C)	26,809	10,020	1,023 (7.4%)	12,842 (92.6%)	2,924
Left Rear (D)	4,724	1,767	398 (16.4%)	2,030 (83.6%)	529
Left Side Rear (E)	2,377	818	310 (24.5%)	957 (75.5%)	292
Left Side Center (F)	6,689	2,343	1,070 (31.1%)	2,374 (68.9%)	902
Left Side Forward (G)	6,583	2,107	1,276 (34.2%)	2,455 (65.8%)	745
Left Front (H)	25,902	7,592	6,614 (42.9%)	8,805 (57.1%)	2,891
Center Front (I)	61,546	16,373	20,590 (54.5%)	17,213 (45.5%)	7,370
Right Front (J)	24,753	7,316	6,701 (47.2%)	7,502 (52.8%)	3,234
Right Side Forward (K)	9,228	2,951	1,925 (37.7%)	3,181 (62.3%)	1,171
Right Side Center (L)	7,741	2,645	1,327 (33.7%)	2,613 (66.3%)	1,156
Other	6,129	1,719	951 (33.6%)	1,880 (66.4%)	1,579
None	3,368	1,395	203 (12.5%)	1,418 (87.5%)	352
TOTAL	**193,301**	**59,704**	**43,122 (39.4%)**	**66,412 (60.6%)**	**24,063**

Air Bag Deployment by Age Group

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

Seat Belts Used

Age Group	Deaths	Injuries: *Major*	*Moderate*	*Minor*	*Unknown*	*No Injury*	Total Persons
0-4	0 (0.0%)	0 (0.0%)	3 (9.4%)	5 (15.6%)	2 (6.3%)	22 (68.8%)	32
5-8	0 (0.0%)	3 (2.7%)	3 (2.7%)	30 (26.8%)	11 (9.8%)	65 (58.0%)	112
9-12	0 (0.0%)	2 (0.7%)	16 (5.4%)	95 (32.0%)	43 (14.5%)	141 (47.5%)	297
13-64	134 (0.4%)	561 (1.5%)	2,743 (7.5%)	9,419 (25.8%)	3,729 (10.2%)	19,962 (54.6%)	36,548
65-74	18 (0.9%)	42 (2.1%)	227 (11.3%)	606 (30.2%)	275 (13.7%)	840 (41.8%)	2,008
75+	36 (1.9%)	50 (2.7%)	207 (11.0%)	575 (30.5%)	322 (17.1%)	697 (36.9%)	1,887
Total	**188 (0.5%)**	**658 (1.6%)**	**3,199 (7.8%)**	**10,730 (26.2%)**	**4,382 (10.7%)**	**21,727 (53.1%)**	**40,884**

Seat Belts Not Used

Age Group	Deaths	Injuries: *Major*	*Moderate*	*Minor*	*Unknown*	*No Injury*	Total Persons
0-4	0 (0.0%)	2 (28.6%)	0 (0.0%)	1 (14.3%)	4 (57.1%)	0 (0.0%)	7
5-8	0 (0.0%)	1 (16.7%)	2 (33.3%)	1 (16.7%)	2 (33.3%)	0 (0.0%)	6
9-12	0 (0.0%)	0 (0.0%)	2 (12.5%)	4 (25.0%)	6 (37.5%)	4 (25.0%)	16
13-64	204 (4.4%)	397 (8.5%)	812 (17.4%)	1,280 (27.4%)	679 (14.5%)	1,297 (27.8%)	4,669
65-74	16 (13.2%)	10 (8.3%)	26 (21.5%)	24 (19.8%)	27 (22.3%)	18 (14.9%)	121
75+	23 (18.4%)	12 (9.6%)	33 (26.4%)	23 (18.4%)	14 (11.2%)	20 (16.0%)	125
Total	**243 (4.9%)**	**422 (8.5%)**	**875 (17.7%)**	**1,333 (27.0%)**	**732 (14.8%)**	**1,339 (27.1%)**	**4,944**

Pedestrian and Bicycle Crashes

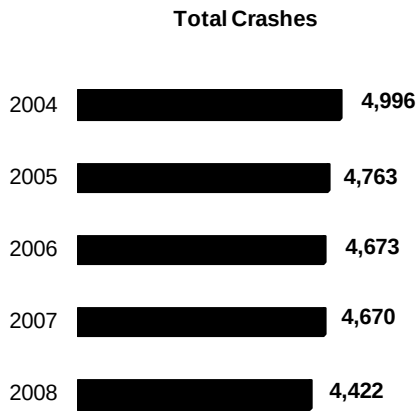
Pedestrian and Bicycles Overview

- Pedestrian-related crashes represent 3.5% of the total reported traffic crashes; however, they account for 9.7% of all traffic crash deaths. (See also ***Pennsylvania County Crashes***, pages 62, 63, and 68.)

- Bicycle crashes represent 1.1% of the total reported crashes and 0.5% of all traffic deaths. Although these percentages are small, they still represent 8 bicyclist deaths and 1,419 injuries in 2008.

Pedestrian Crashes—Five-Year Trends

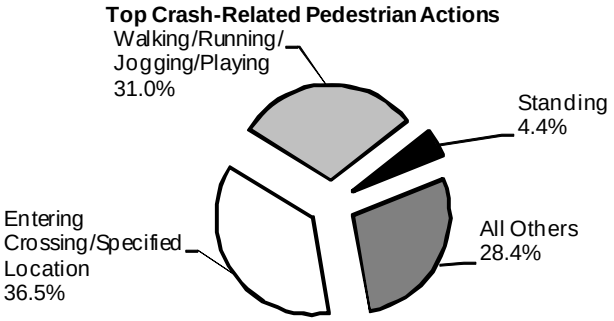
Reported crashes involving pedestrians has slightly decreased in each of the last five years. Pedestrian deaths have fluctuated over the same period, but have gone down the last two years.

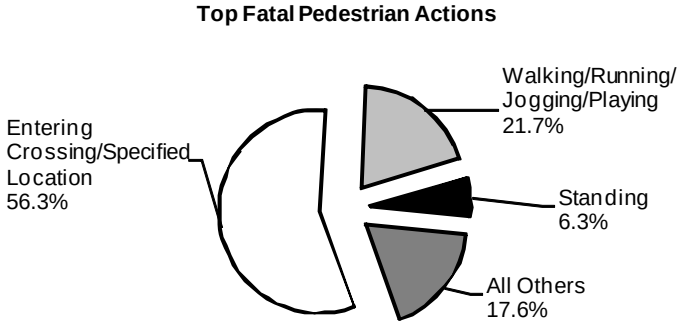


Year	Total Crashes	Deaths
2004	4,996	151
2005	4,763	162
2006	4,673	170
2007	4,670	155
2008	4,422	142

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.

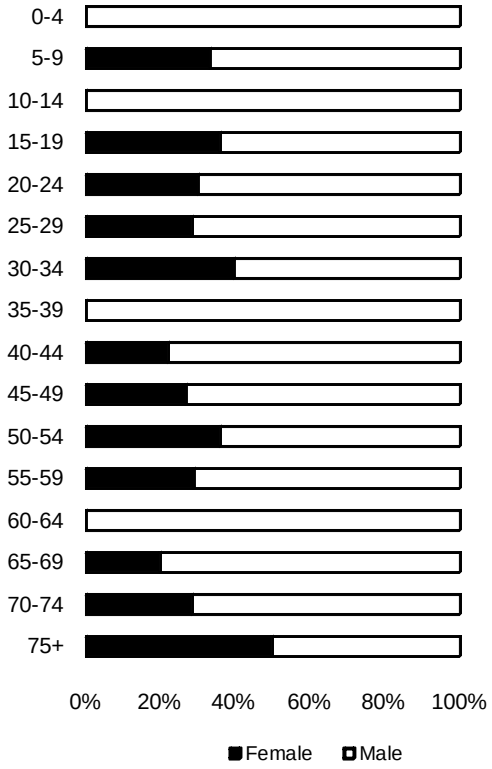




Pedestrian Action	Deaths	Pedestrians Involved
Entering Crossing/Specified Location	80	1,675
Walking/Running/Jogging/Playing	28	1,406
Working	1	95
Pushing a Vehicle	1	9
Working on Vehicle	4	26
Standing	9	203
Approaching/Leaving a Vehicle	7	141
Other/Unknown	12	1,034
Total	**142**	**4,589**

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 69% of all pedestrian deaths, up from 67% in 2007. ***Note:*** Pedestrians of unknown sex are not included in the numbers below.



Age Group	Female	Male	Total
0-4	0	4	4
5-9	1	2	3
10-14	0	3	3
15-19	4	7	11
20-24	3	7	10
25-29	2	5	7
30-34	4	6	10
35-39	0	4	4
40-44	2	7	9
45-49	3	8	11
50-54	4	7	11
55-59	5	12	17
60-64	0	3	3
65-69	1	4	5
70-74	2	5	7
75 and over	13	13	26
Unknown	0	1	1
TOTAL	**44**	**98**	**142**

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	57 (40.1%)	2,884 (65.7%)	31 (53.5%)	**2,972 (64.8%)**
Borough/Town	20 (14.1%)	594 (13.5%)	15 (25.9%)	**629 (13.7%)**
Township	65 (45.8%)	902 (20.6%)	12 (20.7%)	**979 (21.3%)**
Other	0 (0.0%)	9 (0.2%)	0 (0.0%)	**9 (0.2%)**
TOTAL	**142 (100.0%)**	**4,389 (100.0%)**	**58 (100.0%)**	**4,589 (100.0%)**

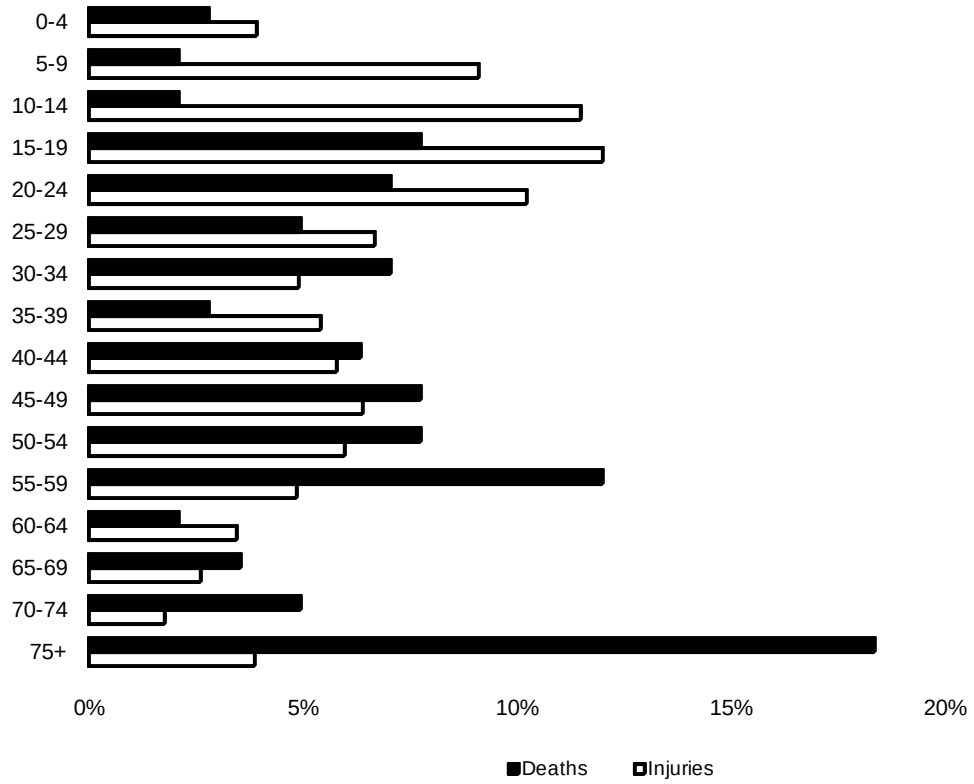
Note: "Other" includes colleges/universities, parks, etc.

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 36% of the pedestrian injuries.

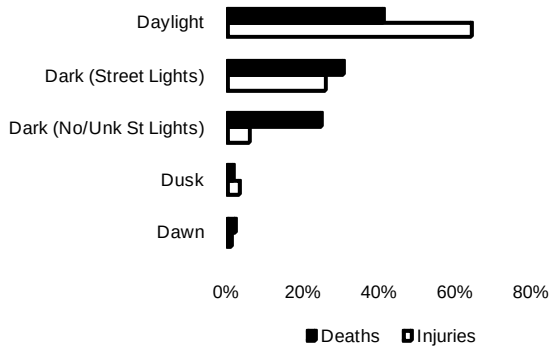
Note: The totals in the table do not include an additional 58 pedestrians who were not killed or injured or where their injury severity was unknown.

Pedestrian Age	Deaths	Injuries
0-4	4 (2.8%)	172 (3.9%)
5-9	3 (2.1%)	398 (9.1%)
10-14	3 (2.1%)	504 (11.5%)
15-19	11 (7.8%)	525 (12.0%)
20-24	10 (7.0%)	449 (10.2%)
25-29	7 (4.9%)	292 (6.7%)
30-34	10 (7.0%)	214 (4.9%)
35-39	4 (2.8%)	237 (5.4%)
40-44	9 (6.3%)	254 (5.8%)
45-49	11 (7.8%)	280 (6.4%)
50-54	11 (7.8%)	262 (6.0%)
55-59	17 (12.0%)	212 (4.8%)
60-64	3 (2.1%)	152 (3.5%)
65-69	5 (3.5%)	115 (2.6%)
70-74	7 (4.9%)	77 (1.8%)
75 and over	26 (18.3%)	170 (3.9%)
Unknown	1 (0.7%)	76 (1.7%)
TOTAL	**142 (100.0%)**	**4,389 (100.0%)**



Pedestrian Deaths and Injuries by Light Level

The majority of pedestrians are injured in the daytime (64.2%), but more pedestrian deaths occur during non-daylight hours (59.1%). 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.

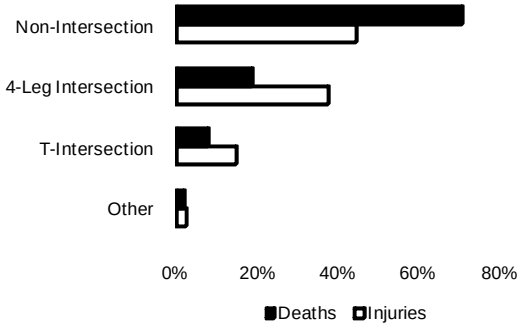


Light Level	Deaths	Injuries
Dawn	3 (2.1%)	43 (1.0%)
Daylight	58 (40.9%)	2,816 (64.2%)
Dark (Street Lights)	43 (30.3%)	1,134 (25.8%)
Dark (No/Unk St Lights)	35 (24.7%)	255 (5.8%)
Dusk	2 (1.4%)	129 (2.9%)
Other/Unknown	1 (0.7%)	12 (0.3%)
TOTAL	**142 (100.0%)**	**4,389 (100.0%)**

Note: The totals in the table do not include an additional 58 pedestrians who were not killed or injured or where their injury severity was unknown.

Pedestrian Deaths and Injuries by Intersection Type

Over 70% of pedestrian deaths and nearly 45% of pedestrian injuries occurred in areas other than intersections. "Non-intersections" as used below includes mid-block crossings, driveway crossings, etc.

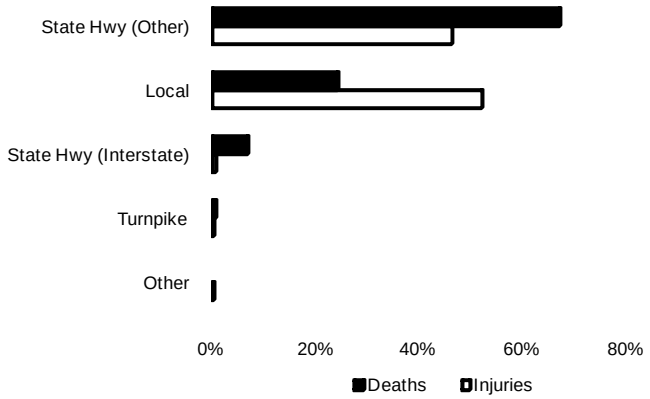


Intersection	Deaths	Injuries
Non-Intersection	101 (71.1%)	1,957 (44.6%)
4-Leg Intersection	27 (19.0%)	1,664 (37.9%)
T-Intersection	11 (7.8%)	651 (14.8%)
Other	3 (2.1%)	117 (2.7%)
TOTAL	**142 (100.0%)**	**4,389 (100.0%)**

Note: The totals in the table do not include an additional 58 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, over half of pedestrians are injured on local roads, whereas the majority of pedestrian deaths occur on non-interstate state roadways.



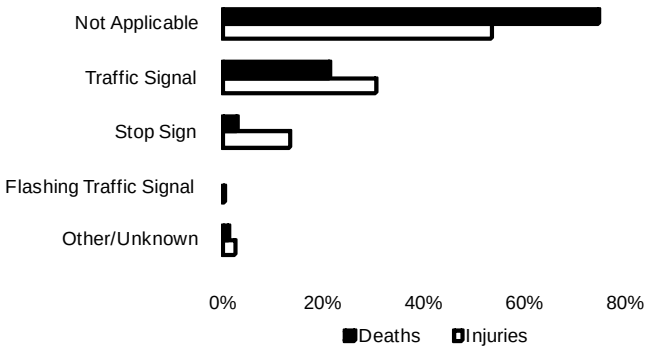
Note: The totals in the table do not include an additional 58 pedestrians who were not killed or injured or where their injury severity was unknown.

Road Type	Deaths	Injuries
State Hwy (Other)	96 (67.6%)	2,049 (46.7%)
Local	35 (24.7%)	2,294 (52.3%)
State Hwy (Interstate)	10 (7.0%)	29 (0.7%)
Turnpike	1 (0.7%)	7 (0.2%)
Other	0 (0.0%)	10 (0.2%)
TOTAL	**142 (100.0%)**	**4,389 (100.0%)**

Pedestrian Deaths and Injuries

Peds & Bikes

As the graph shows, most pedestrian deaths and injuries occurred in areas without traffic control devices (TCDs). These areas accounted for 106 pedestrian deaths and 2,333 injuries.



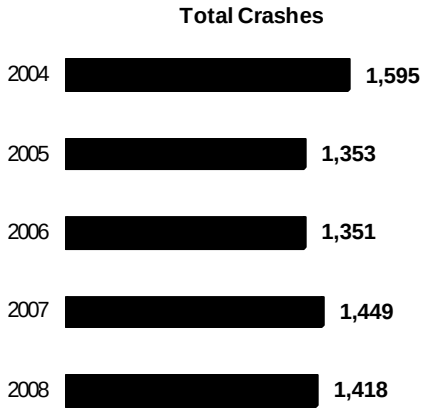
Note: The totals in the table do not include an additional 58 pedestrians who were not killed or injured or where their injury severity was unknown.

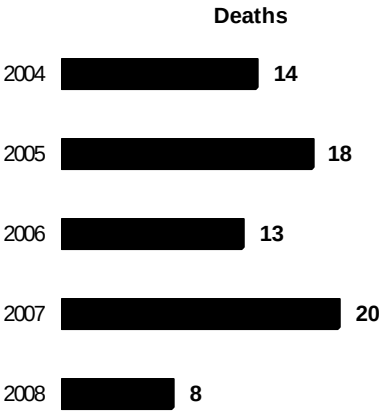
Traffic Control Device	Deaths	Injuries
Not Applicable	106 (74.7%)	2,333 (53.2%)
Traffic Signal	30 (21.1%)	1,338 (30.5%)
Stop Sign	4 (2.8%)	581 (13.2%)
Flashing Traffic Signal	0 (0.0%)	23 (0.5%)
Other/Unknown	2 (1.4%)	114 (2.6%)
TOTAL	**142 (100.0%)**	**4,389 (100.0%)**

Bicycle Crashes—Five-Year Trends

The total number of bicycle crashes decreased in 2008, but remains very consistent over the last five years; bicycle deaths have fluctuated over the same time period, but in 2008 was the lowest.

Year	Total Crashes	Deaths
2004	1,595	14
2005	1,353	18
2006	1,351	13
2007	1,449	20
2008	1,418	8





Bicycle Deaths and Injuries by Age

Children ages 5 to 14 are the most vulnerable to death and injury while riding a bicycle. Almost a third of the injuries involving bicycles were suffered by this age group. Sadly, 2 of the 8 bicyclist deaths were in this age group. Another vulnerable group, persons ages 15 to 19, suffered a death and 17% of the total injuries.

Victim's Age	Deaths	Injuries
0-4	0 (0.0%)	7 (0.5%)
5-9	0 (0.0%)	138 (9.7%)
10-14	2 (25.0%)	278 (19.6%)
15-19	1 (12.5%)	243 (17.1%)
20-34	0 (0.0%)	349 (24.6%)
35-44	3 (37.5%)	151 (10.6%)
45-54	2 (25.0%)	151 (10.6%)
55-64	0 (0.0%)	63 (4.4%)
65-74	0 (0.0%)	20 (1.4%)
75+	0 (0.0%)	6 (0.4%)
Unknown	0 (0.0%)	13 (0.9%)
TOTAL	**8 (100.0%)**	**1,419 (100.0%)**

The totals in the table do not include an additional 22 bicyclists who were not killed or injured or where their injury severity was unknown.

Bicycle Deaths and Injuries by Light Level

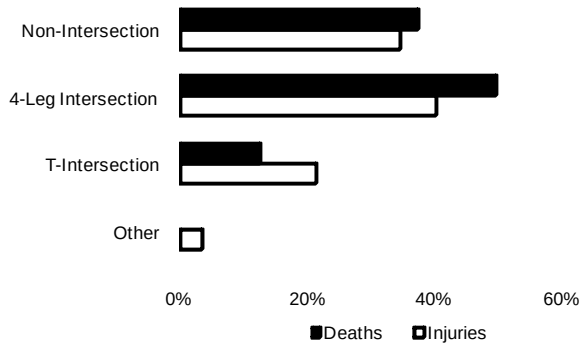
The majority of bicyclists are injured during the day. However, a majority of the deaths occurred during non-daylight conditions. These deaths totaled 75% of total bicyclist deaths in 2008 compared to 60% in 2007.

Light Level	Deaths	Injuries
Dawn	0 (0.0%)	5 (0.4%)
Daylight	2 (25.0%)	1,106 (77.9%)
Dark (Street Lights)	5 (62.5%)	211 (14.9%)
Dark (No/Unk St Lights)	1 (12.5%)	52 (3.7%)
Dusk	0 (0.0%)	44 (3.1%)
Other/Unknown	0 (0.0%)	1 (0.1%)
TOTAL	**8 (100.0%)**	**1,419 (100.0%)**

Note: The totals in the table do not include an additional 22 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 in 2008, unlike the past few years, most deaths also occurred at intersections.



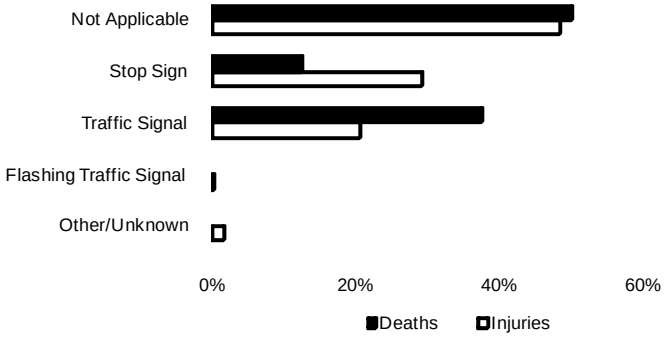
Intersection	Deaths	Injuries
Non-Intersection	3 (37.5%)	491 (34.6%)
4-Leg Intersection	4 (50.0%)	572 (40.3%)
T-Intersection	1 (12.5%)	307 (21.6%)
Other	0 (0.0%)	49 (3.5%)
TOTAL	**8 (100.0%)**	**1,419 (100.0%)**

Note: The totals in the table do not include an additional 22 bicyclists who were not killed or injured or where their injury severity was unknown.

Bicycle Deaths and Injuries by Traffic Control Device

In 2008, both deaths and injuries occurred pretty evenly at traffic control devices (TCD) and where there were no controls.

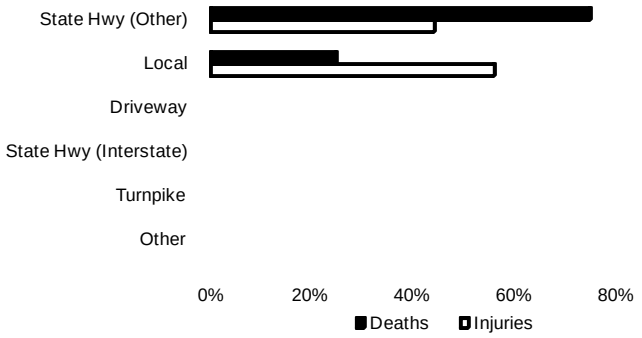
Traffic Control Device	Deaths	Injuries
Not Applicable	4 (50.0%)	685 (48.3%)
Stop Sign	1 (12.5%)	412 (29.0%)
Traffic Signal	3 (37.5%)	293 (20.7%)
Flashing Traffic Signal	0 (0.0%)	5 (0.4%)
Other/Unknown	0 (0.0%)	24 (1.7%)
TOTAL	**8 (100.0%)**	**1,419 (100.0%)**



Note: The totals in the table do not include an additional 22 bicyclists who were not killed or injured or where their injury severity was unknown.

Bicycle Deaths and Injuries by Road Type

Exactly 75% of the deaths of bicyclists occurred on state roads in 2008, while 56% of the injuries occurred on non-state roads.



Note: The totals in the table do not include an additional 22 bicyclists who were not killed or injured or where their injury severity was unknown.

Road Type	Deaths	Injuries
State Hwy (Other)	6 (75.0%)	625 (44.1%)
Local	2 (25.0%)	794 (56.0%)
Driveway	0 (0.0%)	0 (0.0%)
State Hwy (Interstate)	0 (0.0%)	0 (0.0%)
Turnpike	0 (0.0%)	0 (0.0%)
Other	0 (0.0%)	0 (0.0%)
TOTAL	**8 (100.0%)**	**1,419 (100.0%)**

Crashes by Motor Vehicle Type

Vehicle Crashes by Vehicle Types

	Fatal Crashes	Injury Crashes	PDO Crashes	Total Crashes
Passenger Car	55.9%	72.7%	73.8%	73.1%
	759 crashes	46,144 crashes	44,651 crashes	91,554 crashes
Lt Trk/Van/SUV	42.6%	44.3%	44.4%	44.3%
	579 crashes	28,098 crashes	26,850 crashes	55,527 crashes
Heavy Truck	12.2%	4.3%	5.1%	4.8%
	166 crashes	2,752 crashes	3,054 crashes	5,972 crashes
Bicycle	0.6%	2.2%	0.0%	1.1%
	8 crashes	1,398 crashes	13 crashes	1,419 crashes
Motorcycle	17.0%	5.9%	0.4%	3.4%
	231 crashes	3,746 crashes	216 crashes	4,193 crashes
School Bus	0.2%	0.3%	0.3%	0.3%
	3 crashes	218 crashes	159 crashes	380 crashes
Commercial Bus	0.4%	0.8%	0.3%	0.5%
	6 crashes	501 crashes	167 crashes	674 crashes
Other	3.2%	1.6%	1.0%	1.3%
	44 crashes	992 crashes	624 crashes	1,660 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 55.9% of all fatal crashes). Percentage totals exceed 100% due to multiple vehicle crashes.

Vehicle Crashes—Single Vehicle Hitting Fixed Objects

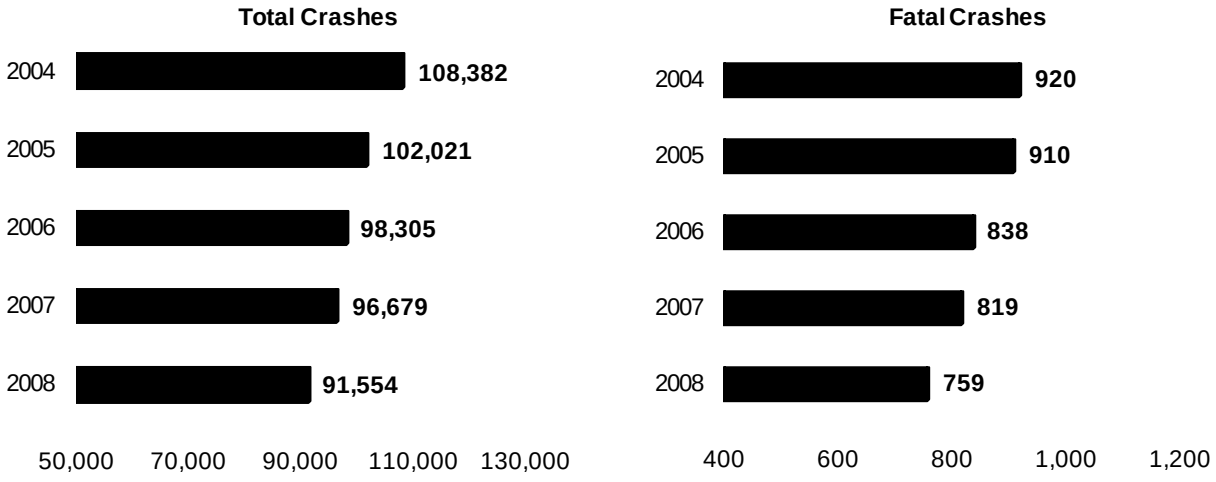
Crashes in Which a Single Vehicle Hit a Fixed Object:	**42,784**	Passenger Car	26,432	61.8%
		Lt Trk/Van/SUV	14,544	34.0%
		Heavy Truck	744	1.7%
		Motorcycle	860	2.0%
		School Bus	19	0.0%
		Commercial Bus	26	0.1%
		Other	159	0.4%

Vehicle Crashes—Two-Vehicle Collisions

	Vehicle Struck								
Striking Vehicle	**Passenger Car**	**Heavy Truck**	**Lt Trk/ Vn/Sv**	**Motor-cycle**	**Bicycle**	**School Bus**	**Commer-cial Bus**	**Other/ Unknown**	**Total**
Passenger Car	21,182	1,212	11,617	375	563	126	174	238	**35,487**
Lt Trk/Van/SUV	9,349	615	5,978	201	240	65	92	116	**16,656**
Heavy Truck	1,103	267	447	16	11	8	14	10	**1,876**
Motorcycle	648	21	363	62	13	5	5	19	**1,136**
Bicycle	310	4	178	2	0	1	7	2	**504**
School Bus	60	5	26	0	3	2	1	2	**99**
Commercial Bus	116	5	46	1	15	0	3	1	**187**
Other/Unknown	300	13	118	14	30	0	3	23	**501**

Passenger Car Crashes—Five-Year Trends

Total passenger car crashes and fatal crashes in 2008 were the lowest in the last five years.

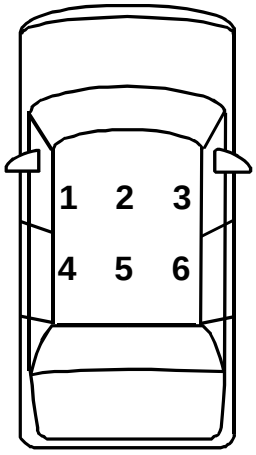


Passenger Car Deaths by Seating Position

In 2008, 44% of crash deaths involved passenger car occupants. The table below depicts the passenger car deaths in 2008 by seating position.

Total Deaths
647

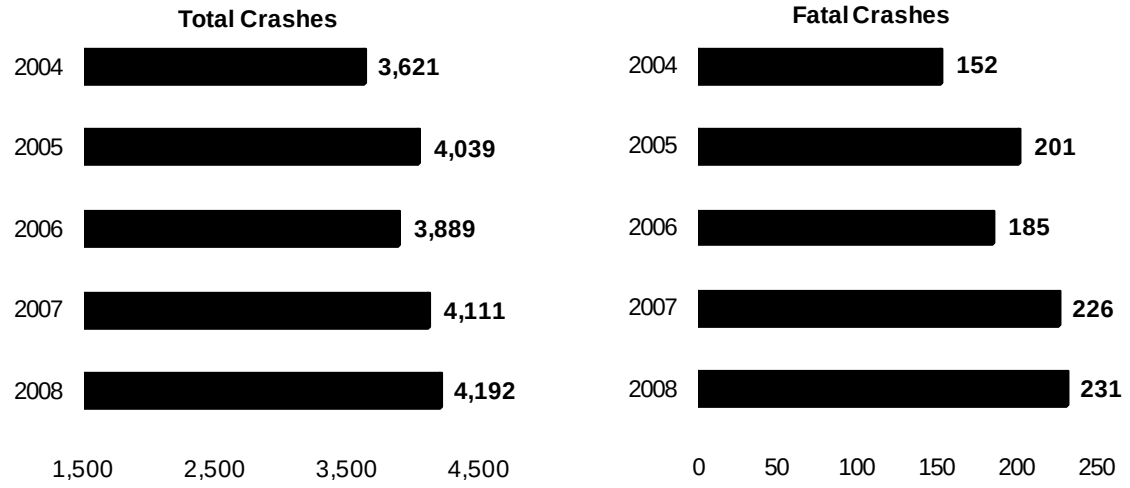
Drivers **495 (76.5%)**			1 →
Total Passengers **147 (22.7%)**	*Center Front* **0 (0.0%)**		2 →
	Right Front **108 (16.7%)**		3 →
	Left Rear **15 (2.3%)**		4 →
	Center Rear **5 (0.8%)**		5 →
	Right Rear **19 (2.9%)**		6 →
Others **5 (0.8%)**			



"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 2008, total motorcycle crashes increased 2.0% from 2007 while motorcycle fatal crashes increased 2.2% from 2007. These 2008 numbers were again the highest totals over the last twenty years.



Year	Deaths
2004	158
2005	205
2006	187
2007	225
2008	237
TOTAL	**1,012**

Motorcycle Deaths—Five-Year Trends

Of the 237 deaths in 2008 involving motorcycle drivers or passengers:

- ► 225 (94.9%) were drivers
- ► 12 (5.1%) were passengers

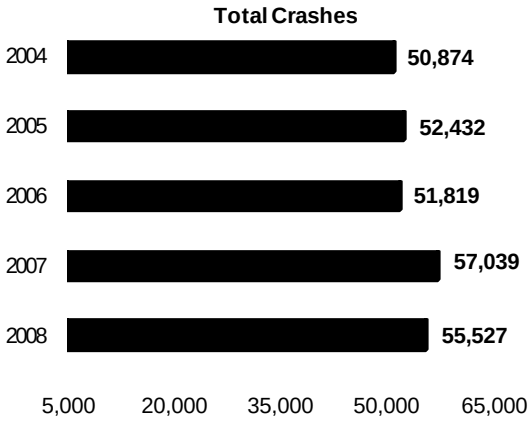
Motorcycle Helmet Use in Crashes

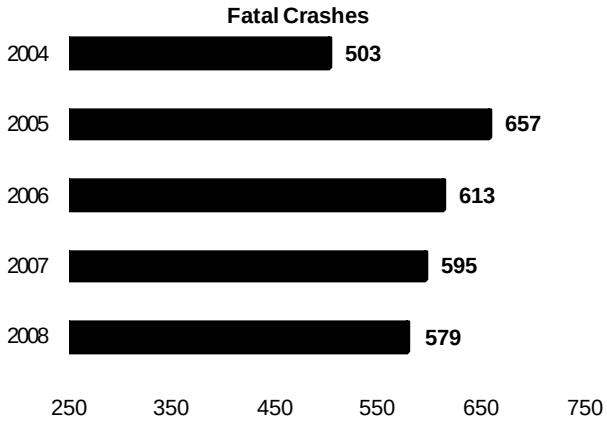
The table below shows injury severities of motorcycle riders (driver or passenger) by helmet usage.

	Deaths	Injuries	Not Injured	Total Motorcyclists
Helmets	115 (48.5%)	2,467 (60.5%)	236 (57.3%)	2,818 (59.6%)
No Helmets	114 (48.1%)	1,469 (36.0%)	132 (32.0%)	1,715 (36.3%)
Unknown	8 (3.4%)	141 (3.5%)	44 (10.7%)	193 (4.1%)
TOTAL	**237 (100.0%)**	**4,077 (100.0%)**	**412 (100.0%)**	**4,726 (100.0%)**

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

Pickups, minivans, and sport utility vehicles have become more popular over the last 10 years. Crashes involving these vehicles in 2008 decreased 2.7% from 2007 but remain high in comparison to other years.





Light Truck / SUV / Van Rollovers Compared to Passenger Cars

- The percentage of 2008 light truck / SUV / van crashes was higher than passenger cars in crashes involving rollovers (8.5% of all light truck / SUV / van crashes compared to 4.8% of all passenger car crashes).

	Rollover Crashes	Rollover Deaths
Lt Trk/Van/SUV	4,701 (8.5%)	153 (40.8%)
Passenger Cars	4,420 (4.8%)	157 (24.3%)

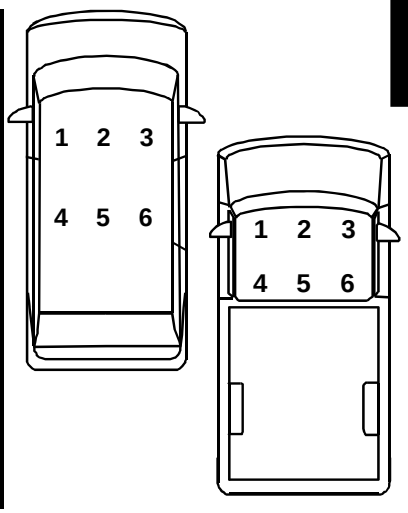
- In 2008 rollover crashes, the percentage of light truck / SUV / van occupant deaths was nearly 70% higher than passenger car occupant deaths (40.8% of deaths compared to 24.3%).

Light Truck / SUV / Van Deaths by Seating Position

In 2008, 25.5% of crash deaths involved occupants in light trucks, vans, and sport utility vehicles. The table below depicts these deaths in 2008 by seating position.

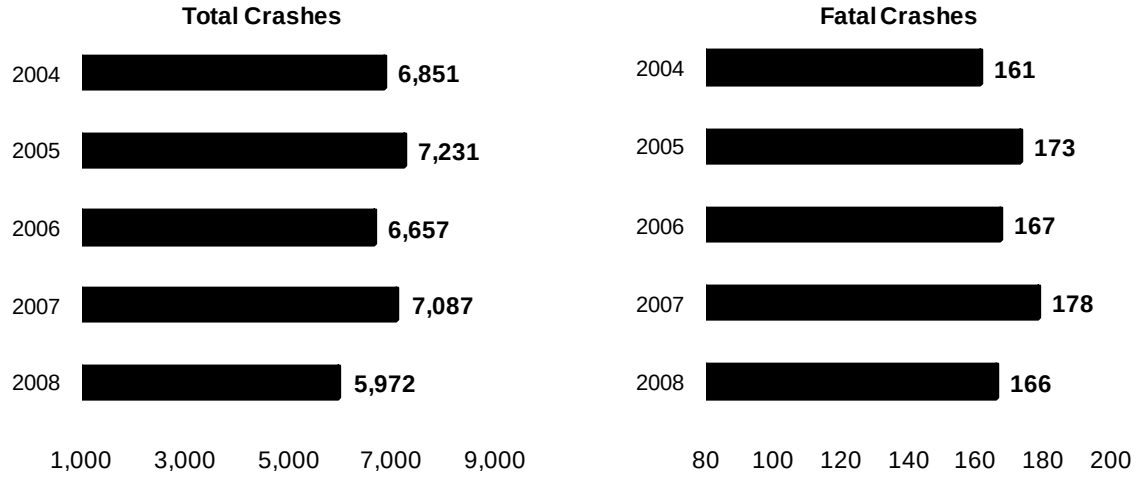
Total Deaths
375

Drivers **278 (74.1%)**			1 →
Total Passengers **87 (23.2%)**	*Center Front* **3 (0.8%)**		2 →
	Right Front **58 (15.5%)**		3 →
	Left Rear **9 (2.4%)**		4 →
	Center Rear **2 (0.5%)**		5 →
	Right Rear **15 (4.0%)**		6 →
Truck Bed/Cargo Area/Veh Extr **3 (0.8%)**			
Towed Unit/Other **7 (1.9%)**			



Heavy Truck Crashes—Five Year Trends

Total crashes involving heavy trucks in 2008 were the lowest since 2004. Fatal crashes in 2008 were the second lowest over the last five years. The totals for fatal crashes have stayed fairly consistent over a number of years.



Heavy Truck Crashes Involving Vehicle Failures

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

Vehicle Defect	Crashes
Tire/Wheel-Related	92
Brake-Related	75
Unsecure Trailer/Overloaded	46
Power Train Failure	28
Total Steering System Failure	17
Trailer Hitch/Improper Towing	13
Suspension	12
Other Failure	8
Vehicle Lighting Related	2
Exhaust System Failure	1

Heavy Truck Crashes by Road Type

Road Type	Crashes	Occupant Deaths
State Hwy (Interstate)	1,495 (25.0%)	14 (51.9%)
State Hwy (Other)	3,369 (56.4%)	6 (22.2%)
Turnpike	465 (7.8%)	2 (7.4%)
Local Road	642 (10.8%)	5 (18.5%)
Other	1 (0.0%)	0 (0.0%)
TOTAL	**5,972 (100.0%)**	**27 (100.0%)**

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

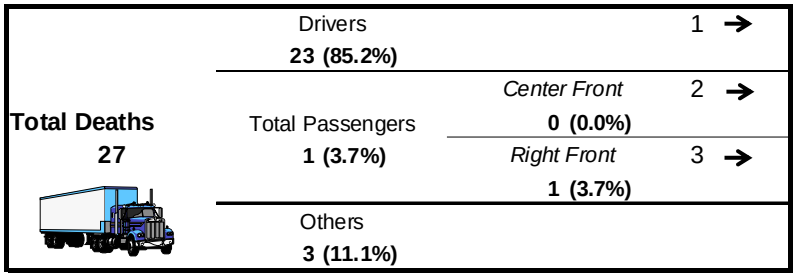
Hazardous Material Crashes by Road Type

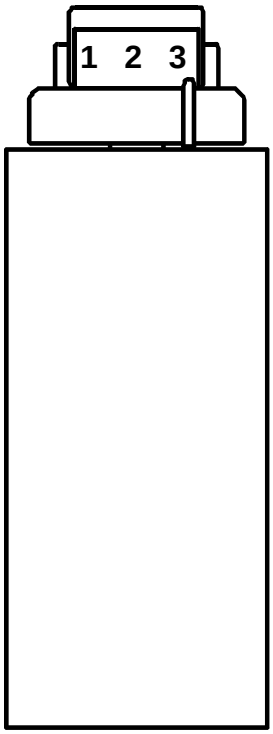
Road Type	Crashes	HazMat Released
State Hwy (Interstate)	39 (25.3%)	5 (23.8%)
State Hwy (Other)	85 (55.2%)	12 (57.1%)
Turnpike	11 (7.1%)	1 (4.8%)
Local Road	19 (12.3%)	3 (14.3%)
Other	0 (0.0%)	0 (0.0%)
TOTAL	**154 (100.0%)**	**21 (100.0%)**

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

Heavy Truck Deaths by Seating Position

In 2008, only 1.8% of crash deaths involved heavy truck occupants. The table below depicts the heavy truck deaths in 2008 by seating position.



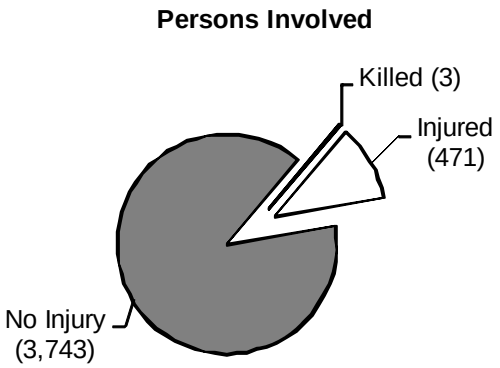


"Others" might be persons in the sleeping compartment; persons in the cargo trailer; or someone on, or attached to, the outside of the truck.

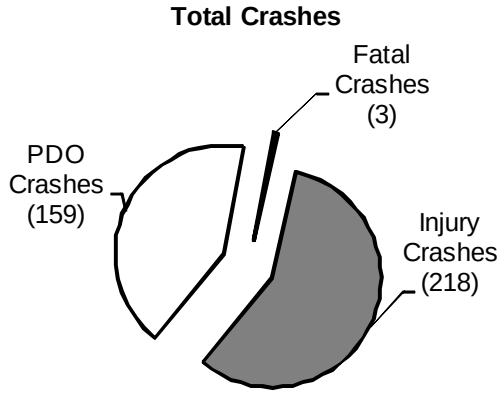
School Bus Crashes

Of the more than 4000 persons involved in school bus crashes in 2008, only 3 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: **4,217**



The majority (67%) of school bus crashes in 2008 were injury crashes. However, as the pie chart above shows, most persons involved in school bus crashes suffer no injuries at all.



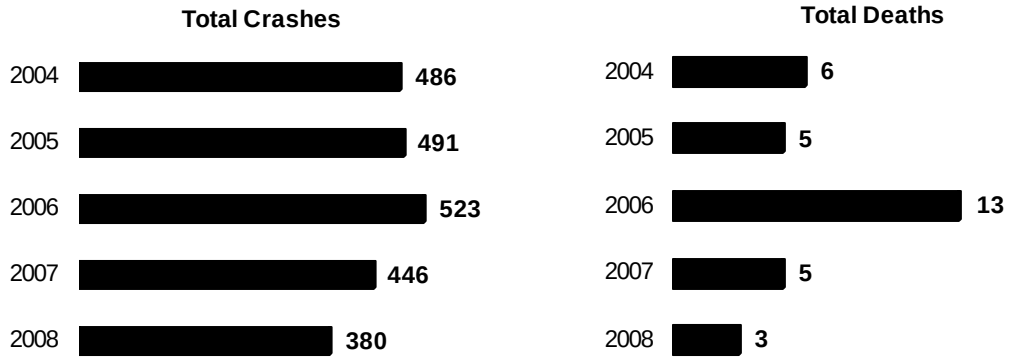
School Bus Crashes by Road Type

Road Type	Crashes	
State Hwy (Interstate)	7	1.8%
State Hwy (Other)	251	66.1%
Turnpike	0	0.0%
Local Road	122	32.1%
Other	0	0.0%
TOTAL	**380**	**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 and involved deaths decreased to their lowest totals in 2008. School bus related deaths are 0.2% of total fatalities in 2008. None of the persons killed were school bus passengers at the time of the crash, but one was a school bus driver.



Crash Severity						
Year	*Fatal*	*Injury*	*PDO*	***Total***	Deaths	Injuries
2004	6	300	180	486	6	750
2005	5	277	209	491	5	578
2006	12	312	199	523	13	798
2007	4	268	174	446	5	604
2008	3	218	159	380	3	471
TOTAL	**30**	**1,375**	**921**	**2,326**	**32**	**3,201**

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. None of the persons who were killed in these crashes were 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
2004	0	0	0	1	5	0	**6**
2005	0	0	1	1	3	0	**5**
2006	1	0	1	2	9	0	**13**
2007	0	0	0	0	4	1	**5**
2008	1	0	0	1	1	0	**3**
TOTAL	**2**	**0**	**2**	**5**	**22**	**1**	**32**

INJURIES					Driver/		
Year	School Bus Drivers	School Bus Passengers	School-Age Pedestrians	Other Pedestrians	Passenger of Other Vehicle	Other/ Unknown	Total Injuries
2004	53	436	12	14	224	11	**750**
2005	44	260	9	6	246	13	**578**
2006	74	436	6	12	257	13	**798**
2007	53	324	7	8	207	5	**604**
2008	34	217	7	8	199	6	**471**
TOTAL	**171**	**1,132**	**27**	**32**	**727**	**37**	**2,126**

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 2008, Pennsylvania's total population was 12,448,279 people.

The ten most populated counties were:

Philadelphia (11.6%)	Allegheny (9.8%)	Montgomery (6.3%)
Bucks (5.0%)	Delaware (4.5%)	Lancaster (4.0%)
Chester (4.0%)	York (3.4%)	Berks (3.2%)
Westmoreland (2.9%)	*See page 59.*	

The ten least populated counties were:

Cameron (0.04%)	Sullivan (0.05%)	Forest (0.05%)
Fulton (0.12%)	Potter (0.13%)	Montour (0.14%)
Juniata (0.19%)	Wyoming (0.22%)	Elk (0.26%)
Clinton (0.30%)	*See page 59.*	

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

Westmoreland (3.01%)	Allegheny (2.96%)	York (2.84%)
Washington (2.74%)	Lancaster (2.63%)	Chester (2.56%)
Bucks (2.41%)	Crawford (2.28%)	Bradford (2.25%)
Somerset (2.21%)		

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

Allegheny (5.93%)	Lancaster (3.61%)	Montgomery (3.61%)
York (3.39%)	Chester (3.19%)	Bucks (3.17%)
Westmoreland (3.07%)	Berks (3.06%)	Philadelphia (2.87%)
Erie (2.30%)		

The ten counties with the most reported traffic crashes were:

Allegheny (9.4%)	Philadelphia (8.5%)	Montgomery (6.7%)
Bucks (5.0%)	Lancaster (4.6%)	Berks (3.8%)
Chester (3.8%)	York (3.7%)	Delaware (3.6%)
Lehigh (3.6%)	*See page 59.*	

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

Philadelphia (6.3%)	Allegheny (5.1%)	Lancaster (4.5%)
Berks (4.3%)	Westmoreland (4.0%)	Bucks (3.7%)
York (3.5%)	Montgomery (3.1%)	Lehigh (2.8%)
Chester (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, 2007 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	101,119 (0.8%)	21 (1.6%)	485 (0.8%)	528 (0.9%)	**1,034 (0.8%)**
Allegheny	1,215,103 (9.8%)	70 (5.2%)	5,386 (8.5%)	6,298 (10.4%)	**11,754 (9.4%)**
Armstrong	68,790 (0.6%)	8 (0.6%)	259 (0.4%)	280 (0.5%)	**547 (0.4%)**
Beaver	172,476 (1.4%)	19 (1.4%)	696 (1.1%)	869 (1.4%)	**1,584 (1.3%)**
Bedford	49,727 (0.4%)	15 (1.1%)	372 (0.6%)	383 (0.6%)	**770 (0.6%)**
Berks	403,595 (3.2%)	55 (4.1%)	2,267 (3.6%)	2,485 (4.1%)	**4,807 (3.8%)**
Blair	125,174 (1.0%)	15 (1.1%)	728 (1.2%)	745 (1.2%)	**1,488 (1.2%)**
Bradford	61,233 (0.5%)	8 (0.6%)	288 (0.5%)	335 (0.6%)	**631 (0.5%)**
Bucks	621,643 (5.0%)	54 (4.0%)	3,093 (4.9%)	3,099 (5.1%)	**6,246 (5.0%)**
Butler	182,902 (1.5%)	22 (1.6%)	947 (1.5%)	968 (1.6%)	**1,937 (1.6%)**
Cambria	144,319 (1.2%)	16 (1.2%)	732 (1.2%)	671 (1.1%)	**1,419 (1.1%)**
Cameron	5,266 (0.0%)	2 (0.2%)	20 (0.0%)	29 (0.1%)	**51 (0.0%)**
Carbon	63,558 (0.5%)	14 (1.0%)	315 (0.5%)	375 (0.6%)	**704 (0.6%)**
Centre	144,779 (1.2%)	20 (1.5%)	675 (1.1%)	665 (1.1%)	**1,360 (1.1%)**
Chester	491,489 (4.0%)	37 (2.7%)	1,870 (3.0%)	2,793 (4.6%)	**4,700 (3.8%)**
Clarion	39,989 (0.3%)	8 (0.6%)	270 (0.4%)	286 (0.5%)	**564 (0.5%)**
Clearfield	82,896 (0.7%)	23 (1.7%)	502 (0.8%)	507 (0.8%)	**1,032 (0.8%)**
Clinton	37,038 (0.3%)	6 (0.4%)	211 (0.3%)	247 (0.4%)	**464 (0.4%)**
Columbia	65,004 (0.5%)	13 (1.0%)	325 (0.5%)	383 (0.6%)	**721 (0.6%)**
Crawford	88,411 (0.7%)	14 (1.0%)	519 (0.8%)	552 (0.9%)	**1,085 (0.9%)**
Cumberland	229,361 (1.8%)	21 (1.6%)	964 (1.5%)	1,355 (2.2%)	**2,340 (1.9%)**
Dauphin	256,562 (2.1%)	34 (2.5%)	1,390 (2.2%)	1,502 (2.5%)	**2,926 (2.3%)**
Delaware	553,619 (4.5%)	21 (1.6%)	2,382 (3.8%)	2,129 (3.5%)	**4,532 (3.6%)**
Elk	32,268 (0.3%)	7 (0.5%)	165 (0.3%)	170 (0.3%)	**342 (0.3%)**
Erie	279,175 (2.2%)	31 (2.3%)	1,518 (2.4%)	1,268 (2.1%)	**2,817 (2.3%)**
Fayette	143,925 (1.2%)	27 (2.0%)	713 (1.1%)	562 (0.9%)	**1,302 (1.0%)**
Forest	6,825 (0.1%)	4 (0.3%)	49 (0.1%)	35 (0.1%)	**88 (0.1%)**
Franklin	143,495 (1.2%)	21 (1.6%)	746 (1.2%)	723 (1.2%)	**1,490 (1.2%)**
Fulton	14,935 (0.1%)	6 (0.4%)	155 (0.2%)	159 (0.3%)	**320 (0.3%)**
Greene	39,344 (0.3%)	8 (0.6%)	242 (0.4%)	185 (0.3%)	**435 (0.4%)**
Huntingdon	45,543 (0.4%)	12 (0.9%)	271 (0.4%)	224 (0.4%)	**507 (0.4%)**
Indiana	87,479 (0.7%)	11 (0.8%)	432 (0.7%)	450 (0.7%)	**893 (0.7%)**
Jefferson	45,105 (0.4%)	5 (0.4%)	271 (0.4%)	261 (0.4%)	**537 (0.4%)**
Juniata	23,146 (0.2%)	6 (0.4%)	115 (0.2%)	176 (0.3%)	**297 (0.2%)**
Lackawanna	209,408 (1.7%)	19 (1.4%)	1,275 (2.0%)	1,224 (2.0%)	**2,518 (2.0%)**
Lancaster	502,370 (4.0%)	62 (4.6%)	2,897 (4.6%)	2,768 (4.6%)	**5,727 (4.6%)**
Lawrence	90,272 (0.7%)	11 (0.8%)	397 (0.6%)	430 (0.7%)	**838 (0.7%)**
Lebanon	128,934 (1.0%)	19 (1.4%)	729 (1.2%)	692 (1.1%)	**1,440 (1.2%)**
Lehigh	339,989 (2.7%)	40 (3.0%)	2,166 (3.4%)	2,310 (3.8%)	**4,516 (3.6%)**
Luzerne	311,983 (2.5%)	30 (2.2%)	1,360 (2.1%)	1,278 (2.1%)	**2,668 (2.1%)**
Lycoming	116,670 (0.9%)	12 (0.9%)	570 (0.9%)	662 (1.1%)	**1,244 (1.0%)**
McKean	43,537 (0.4%)	11 (0.8%)	188 (0.3%)	200 (0.3%)	**399 (0.3%)**
Mercer	116,652 (0.9%)	24 (1.8%)	632 (1.0%)	642 (1.1%)	**1,298 (1.0%)**
Mifflin	46,062 (0.4%)	4 (0.3%)	188 (0.3%)	228 (0.4%)	**420 (0.3%)**
Monroe	165,058 (1.3%)	34 (2.5%)	964 (1.5%)	1,095 (1.8%)	**2,093 (1.7%)**
Montgomery	778,048 (6.3%)	44 (3.2%)	4,127 (6.5%)	4,202 (6.9%)	**8,373 (6.7%)**
Montour	17,705 (0.1%)	4 (0.3%)	105 (0.2%)	97 (0.2%)	**206 (0.2%)**
Northampton	294,787 (2.4%)	20 (1.5%)	1,365 (2.2%)	1,414 (2.3%)	**2,799 (2.2%)**
Northumberland	91,091 (0.7%)	12 (0.9%)	356 (0.6%)	354 (0.6%)	**722 (0.6%)**
Perry	45,185 (0.4%)	15 (1.1%)	287 (0.5%)	291 (0.5%)	**593 (0.5%)**
Philadelphia	1,447,395 (11.6%)	88 (6.5%)	8,150 (12.8%)	2,367 (3.9%)	**10,605 (8.5%)**
Pike	59,664 (0.5%)	13 (1.0%)	345 (0.5%)	377 (0.6%)	**735 (0.6%)**
Potter	16,720 (0.1%)	5 (0.4%)	84 (0.1%)	73 (0.1%)	**162 (0.1%)**
Schuylkill	147,254 (1.2%)	32 (2.4%)	615 (1.0%)	644 (1.1%)	**1,291 (1.0%)**
Snyder	38,074 (0.3%)	9 (0.7%)	202 (0.3%)	222 (0.4%)	**433 (0.4%)**
Somerset	77,454 (0.6%)	12 (0.9%)	425 (0.7%)	430 (0.7%)	**867 (0.7%)**
Sullivan	6,124 (0.1%)	1 (0.1%)	40 (0.1%)	39 (0.1%)	**80 (0.1%)**
Susquehanna	40,831 (0.3%)	10 (0.7%)	248 (0.4%)	257 (0.4%)	**515 (0.4%)**
Tioga	40,574 (0.3%)	12 (0.9%)	234 (0.4%)	241 (0.4%)	**487 (0.4%)**
Union	43,640 (0.4%)	7 (0.5%)	190 (0.3%)	170 (0.3%)	**367 (0.3%)**
Venango	54,423 (0.4%)	7 (0.5%)	272 (0.4%)	319 (0.5%)	**598 (0.5%)**
Warren	40,728 (0.3%)	9 (0.7%)	243 (0.4%)	197 (0.3%)	**449 (0.4%)**
Washington	206,407 (1.7%)	25 (1.8%)	922 (1.5%)	1,066 (1.8%)	**2,013 (1.6%)**
Wayne	52,016 (0.4%)	9 (0.7%)	281 (0.4%)	271 (0.5%)	**561 (0.5%)**
Westmoreland	361,589 (2.9%)	48 (3.5%)	1,775 (2.8%)	1,690 (2.8%)	**3,513 (2.8%)**
Wyoming	27,759 (0.2%)	6 (0.4%)	168 (0.3%)	151 (0.3%)	**325 (0.3%)**
York	424,583 (3.4%)	50 (3.7%)	2,276 (3.6%)	2,333 (3.9%)	**4,659 (3.7%)**
TOTAL	**12,448,279 (100.0%)**	**1,358 (100.0%)**	**63,449 (100.0%)**	**60,520 (99.9%)**	**125,327 (99.9%)**

Crashes by County—Five-Year Trends

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

County	2004 Crashes	2005 Crashes	2006 Crashes	2007 Crashes	2008 Crashes
Adams	1,095 (0.8%)	1,025 (0.8%)	974 (0.8%)	1,061 (0.8%)	**1,034 (0.8%)**
Allegheny	12,415 (9.0%)	12,105 (9.1%)	11,609 (9.1%)	12,086 (9.3%)	**11,754 (9.4%)**
Armstrong	610 (0.4%)	673 (0.5%)	582 (0.5%)	595 (0.5%)	**547 (0.4%)**
Beaver	1,612 (1.2%)	1,618 (1.2%)	1,479 (1.2%)	1,513 (1.2%)	**1,584 (1.3%)**
Bedford	800 (0.6%)	783 (0.6%)	785 (0.6%)	770 (0.6%)	**770 (0.6%)**
Berks	5,394 (3.9%)	4,996 (3.8%)	4,972 (3.9%)	5,130 (3.9%)	**4,807 (3.8%)**
Blair	1,414 (1.0%)	1,438 (1.1%)	1,325 (1.0%)	1,444 (1.1%)	**1,488 (1.2%)**
Bradford	603 (0.4%)	643 (0.5%)	563 (0.4%)	597 (0.5%)	**631 (0.5%)**
Bucks	7,472 (5.4%)	6,834 (5.1%)	6,467 (5.0%)	6,751 (5.2%)	**6,246 (5.0%)**
Butler	2,035 (1.5%)	1,965 (1.5%)	1,858 (1.5%)	1,936 (1.5%)	**1,937 (1.6%)**
Cambria	1,545 (1.1%)	1,525 (1.2%)	1,308 (1.0%)	1,435 (1.1%)	**1,419 (1.1%)**
Cameron	52 (0.0%)	67 (0.1%)	60 (0.1%)	60 (0.1%)	**51 (0.0%)**
Carbon	758 (0.6%)	795 (0.6%)	763 (0.6%)	731 (0.6%)	**704 (0.6%)**
Centre	1,355 (1.0%)	1,400 (1.1%)	1,301 (1.0%)	1,357 (1.0%)	**1,360 (1.1%)**
Chester	5,092 (3.7%)	4,683 (3.5%)	4,585 (3.6%)	4,611 (3.5%)	**4,700 (3.8%)**
Clarion	560 (0.4%)	569 (0.4%)	504 (0.4%)	540 (0.4%)	**564 (0.5%)**
Clearfield	1,062 (0.8%)	1,090 (0.8%)	1,066 (0.8%)	985 (0.8%)	**1,032 (0.8%)**
Clinton	525 (0.4%)	488 (0.4%)	485 (0.4%)	480 (0.4%)	**464 (0.4%)**
Columbia	862 (0.6%)	741 (0.6%)	723 (0.6%)	770 (0.6%)	**721 (0.6%)**
Crawford	991 (0.7%)	1,063 (0.8%)	1,049 (0.8%)	1,101 (0.8%)	**1,085 (0.9%)**
Cumberland	2,493 (1.8%)	2,466 (1.9%)	2,574 (2.0%)	2,604 (2.0%)	**2,340 (1.9%)**
Dauphin	3,016 (2.2%)	2,966 (2.2%)	2,872 (2.2%)	3,110 (2.4%)	**2,926 (2.3%)**
Delaware	4,810 (3.5%)	4,870 (3.7%)	4,920 (3.8%)	4,613 (3.5%)	**4,532 (3.6%)**
Elk	353 (0.3%)	361 (0.3%)	349 (0.3%)	359 (0.3%)	**342 (0.3%)**
Erie	2,875 (2.1%)	2,766 (2.1%)	2,554 (2.0%)	2,731 (2.1%)	**2,817 (2.3%)**
Fayette	1,425 (1.0%)	1,293 (1.0%)	1,174 (0.9%)	1,250 (1.0%)	**1,302 (1.0%)**
Forest	92 (0.1%)	99 (0.1%)	88 (0.1%)	74 (0.1%)	**88 (0.1%)**
Franklin	1,629 (1.2%)	1,605 (1.2%)	1,613 (1.3%)	1,608 (1.2%)	**1,490 (1.2%)**
Fulton	301 (0.2%)	321 (0.2%)	314 (0.2%)	337 (0.3%)	**320 (0.3%)**
Greene	415 (0.3%)	414 (0.3%)	375 (0.3%)	381 (0.3%)	**435 (0.4%)**
Huntingdon	464 (0.3%)	482 (0.4%)	530 (0.4%)	482 (0.4%)	**507 (0.4%)**
Indiana	900 (0.7%)	897 (0.7%)	830 (0.7%)	920 (0.7%)	**893 (0.7%)**
Jefferson	526 (0.4%)	540 (0.4%)	530 (0.4%)	471 (0.4%)	**537 (0.4%)**
Juniata	245 (0.2%)	295 (0.2%)	243 (0.2%)	242 (0.2%)	**297 (0.2%)**
Lackawanna	2,431 (1.8%)	2,302 (1.7%)	2,356 (1.8%)	2,408 (1.8%)	**2,518 (2.0%)**
Lancaster	5,834 (4.3%)	5,736 (4.3%)	5,663 (4.4%)	5,875 (4.5%)	**5,727 (4.6%)**
Lawrence	977 (0.7%)	991 (0.8%)	841 (0.7%)	829 (0.6%)	**838 (0.7%)**
Lebanon	1,656 (1.2%)	1,534 (1.2%)	1,579 (1.2%)	1,578 (1.2%)	**1,440 (1.2%)**
Lehigh	5,229 (3.8%)	5,302 (4.0%)	5,040 (3.9%)	4,964 (3.8%)	**4,516 (3.6%)**
Luzerne	3,319 (2.4%)	3,192 (2.4%)	3,089 (2.4%)	2,926 (2.2%)	**2,668 (2.1%)**
Lycoming	1,255 (0.9%)	1,148 (0.9%)	1,085 (0.9%)	1,313 (1.0%)	**1,244 (1.0%)**
McKean	335 (0.2%)	406 (0.3%)	328 (0.3%)	376 (0.3%)	**399 (0.3%)**
Mercer	1,526 (1.1%)	1,451 (1.1%)	1,393 (1.1%)	1,391 (1.1%)	**1,298 (1.0%)**
Mifflin	400 (0.3%)	264 (0.2%)	350 (0.3%)	429 (0.3%)	**420 (0.3%)**
Monroe	2,878 (2.1%)	2,887 (2.2%)	2,572 (2.0%)	2,241 (1.7%)	**2,093 (1.7%)**
Montgomery	9,885 (7.2%)	9,609 (7.2%)	9,788 (7.6%)	9,443 (7.2%)	**8,373 (6.7%)**
Montour	212 (0.2%)	232 (0.2%)	208 (0.2%)	202 (0.2%)	**206 (0.2%)**
Northampton	3,121 (2.3%)	2,881 (2.2%)	3,003 (2.3%)	3,042 (2.3%)	**2,799 (2.2%)**
Northumberland	661 (0.5%)	651 (0.5%)	655 (0.5%)	678 (0.5%)	**722 (0.6%)**
Perry	559 (0.4%)	567 (0.4%)	566 (0.4%)	587 (0.5%)	**593 (0.5%)**
Philadelphia	12,978 (9.4%)	11,746 (8.8%)	11,682 (9.1%)	11,436 (8.8%)	**10,605 (8.5%)**
Pike	655 (0.5%)	675 (0.5%)	641 (0.5%)	684 (0.5%)	**735 (0.6%)**
Potter	164 (0.1%)	201 (0.2%)	135 (0.1%)	160 (0.1%)	**162 (0.1%)**
Schuylkill	1,648 (1.2%)	1,706 (1.3%)	1,541 (1.2%)	1,563 (1.2%)	**1,291 (1.0%)**
Snyder	443 (0.3%)	459 (0.4%)	430 (0.3%)	412 (0.3%)	**433 (0.4%)**
Somerset	931 (0.7%)	809 (0.6%)	794 (0.6%)	931 (0.7%)	**867 (0.7%)**
Sullivan	89 (0.1%)	71 (0.1%)	87 (0.1%)	89 (0.1%)	**80 (0.1%)**
Susquehanna	532 (0.4%)	574 (0.4%)	527 (0.4%)	507 (0.4%)	**515 (0.4%)**
Tioga	421 (0.3%)	450 (0.3%)	424 (0.3%)	463 (0.4%)	**487 (0.4%)**
Union	347 (0.3%)	381 (0.3%)	325 (0.3%)	379 (0.3%)	**367 (0.3%)**
Venango	688 (0.5%)	647 (0.5%)	637 (0.5%)	642 (0.5%)	**598 (0.5%)**
Warren	409 (0.3%)	442 (0.3%)	375 (0.3%)	483 (0.4%)	**449 (0.4%)**
Washington	1,930 (1.4%)	1,965 (1.5%)	1,781 (1.4%)	1,962 (1.5%)	**2,013 (1.6%)**
Wayne	659 (0.5%)	619 (0.5%)	629 (0.5%)	592 (0.5%)	**561 (0.5%)**
Westmoreland	3,923 (2.9%)	3,775 (2.8%)	3,407 (2.7%)	3,623 (2.8%)	**3,513 (2.8%)**
Wyoming	336 (0.2%)	352 (0.3%)	309 (0.2%)	307 (0.2%)	**325 (0.3%)**
York	5,074 (3.7%)	4,834 (3.6%)	4,580 (3.6%)	4,916 (3.8%)	**4,659 (3.7%)**
TOTAL	**137,410 (99.9%)**	**132,829 (99.9%)**	**128,342 (99.9%)**	**130,675 (99.9%)**	**125,327 (99.9%)**

Traffic Deaths by County—Five-Year Trends

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

County	2004 Deaths	2005 Deaths	2006 Deaths	2007 Deaths	2008 Deaths
Adams	17 (1.1%)	27 (1.7%)	19 (1.3%)	17 (1.1%)	**22 (1.5%)**
Allegheny	77 (5.2%)	104 (6.4%)	79 (5.2%)	76 (5.1%)	**75 (5.1%)**
Armstrong	16 (1.1%)	9 (0.6%)	16 (1.1%)	7 (0.5%)	**9 (0.6%)**
Beaver	9 (0.6%)	18 (1.1%)	25 (1.6%)	15 (1.0%)	**19 (1.3%)**
Bedford	23 (1.5%)	18 (1.1%)	20 (1.3%)	12 (0.8%)	**15 (1.0%)**
Berks	59 (4.0%)	73 (4.5%)	50 (3.3%)	49 (3.3%)	**63 (4.3%)**
Blair	19 (1.3%)	20 (1.2%)	25 (1.6%)	10 (0.7%)	**15 (1.0%)**
Bradford	12 (0.8%)	9 (0.6%)	9 (0.6%)	7 (0.5%)	**8 (0.5%)**
Bucks	53 (3.6%)	74 (4.6%)	72 (4.7%)	60 (4.0%)	**54 (3.7%)**
Butler	35 (2.4%)	21 (1.3%)	26 (1.7%)	28 (1.9%)	**23 (1.6%)**
Cambria	12 (0.8%)	19 (1.2%)	24 (1.6%)	14 (0.9%)	**20 (1.4%)**
Cameron	2 (0.1%)	0 (0.0%)	0 (0.0%)	1 (0.1%)	**2 (0.1%)**
Carbon	13 (0.9%)	14 (0.9%)	17 (1.1%)	13 (0.9%)	**16 (1.1%)**
Centre	20 (1.3%)	18 (1.1%)	23 (1.5%)	19 (1.3%)	**20 (1.4%)**
Chester	56 (3.8%)	52 (3.2%)	54 (3.5%)	55 (3.7%)	**40 (2.7%)**
Clarion	8 (0.5%)	14 (0.9%)	13 (0.9%)	11 (0.7%)	**10 (0.7%)**
Clearfield	13 (0.9%)	23 (1.4%)	21 (1.4%)	22 (1.5%)	**25 (1.7%)**
Clinton	8 (0.5%)	12 (0.7%)	13 (0.9%)	11 (0.7%)	**8 (0.5%)**
Columbia	9 (0.6%)	14 (0.9%)	18 (1.2%)	14 (0.9%)	**15 (1.0%)**
Crawford	15 (1.0%)	22 (1.4%)	19 (1.3%)	22 (1.5%)	**15 (1.0%)**
Cumberland	20 (1.3%)	38 (2.4%)	29 (1.9%)	30 (2.0%)	**23 (1.6%)**
Dauphin	31 (2.1%)	36 (2.2%)	24 (1.6%)	37 (2.5%)	**35 (2.4%)**
Delaware	34 (2.3%)	31 (1.9%)	29 (1.9%)	22 (1.5%)	**21 (1.4%)**
Elk	15 (1.0%)	8 (0.5%)	3 (0.2%)	6 (0.4%)	**9 (0.6%)**
Erie	35 (2.4%)	23 (1.4%)	36 (2.4%)	27 (1.8%)	**39 (2.7%)**
Fayette	21 (1.4%)	28 (1.7%)	19 (1.3%)	38 (2.6%)	**27 (1.8%)**
Forest	0 (0.0%)	2 (0.1%)	5 (0.3%)	2 (0.1%)	**4 (0.3%)**
Franklin	24 (1.6%)	18 (1.1%)	23 (1.5%)	37 (2.5%)	**21 (1.4%)**
Fulton	5 (0.3%)	10 (0.6%)	5 (0.3%)	1 (0.1%)	**6 (0.4%)**
Greene	10 (0.7%)	8 (0.5%)	6 (0.4%)	12 (0.8%)	**9 (0.6%)**
Huntingdon	6 (0.4%)	9 (0.6%)	12 (0.8%)	5 (0.3%)	**12 (0.8%)**
Indiana	14 (0.9%)	21 (1.3%)	9 (0.6%)	16 (1.1%)	**12 (0.8%)**
Jefferson	8 (0.5%)	8 (0.5%)	4 (0.3%)	10 (0.7%)	**6 (0.4%)**
Juniata	5 (0.3%)	8 (0.5%)	10 (0.7%)	3 (0.2%)	**6 (0.4%)**
Lackawanna	22 (1.5%)	24 (1.5%)	23 (1.5%)	24 (1.6%)	**22 (1.5%)**
Lancaster	54 (3.6%)	71 (4.4%)	63 (4.1%)	64 (4.3%)	**66 (4.5%)**
Lawrence	9 (0.6%)	13 (0.8%)	12 (0.8%)	8 (0.5%)	**12 (0.8%)**
Lebanon	24 (1.6%)	15 (0.9%)	20 (1.3%)	19 (1.3%)	**22 (1.5%)**
Lehigh	37 (2.5%)	49 (3.0%)	40 (2.6%)	38 (2.6%)	**41 (2.8%)**
Luzerne	39 (2.6%)	31 (1.9%)	51 (3.3%)	53 (3.6%)	**32 (2.2%)**
Lycoming	26 (1.7%)	19 (1.2%)	22 (1.4%)	20 (1.3%)	**13 (0.9%)**
McKean	6 (0.4%)	6 (0.4%)	3 (0.2%)	9 (0.6%)	**12 (0.8%)**
Mercer	26 (1.7%)	27 (1.7%)	26 (1.7%)	22 (1.5%)	**25 (1.7%)**
Mifflin	4 (0.3%)	10 (0.6%)	5 (0.3%)	4 (0.3%)	**6 (0.4%)**
Monroe	38 (2.6%)	40 (2.5%)	36 (2.4%)	33 (2.2%)	**37 (2.5%)**
Montgomery	57 (3.8%)	44 (2.7%)	54 (3.5%)	57 (3.8%)	**45 (3.1%)**
Montour	2 (0.1%)	5 (0.3%)	4 (0.3%)	2 (0.1%)	**5 (0.3%)**
Northampton	37 (2.5%)	32 (2.0%)	31 (2.0%)	21 (1.4%)	**23 (1.6%)**
Northumberland	24 (1.6%)	18 (1.1%)	14 (0.9%)	9 (0.6%)	**13 (0.9%)**
Perry	11 (0.7%)	12 (0.7%)	18 (1.2%)	9 (0.6%)	**17 (1.2%)**
Philadelphia	121 (8.1%)	99 (6.1%)	104 (6.8%)	125 (8.4%)	**92 (6.3%)**
Pike	10 (0.7%)	12 (0.7%)	9 (0.6%)	9 (0.6%)	**13 (0.9%)**
Potter	5 (0.3%)	5 (0.3%)	3 (0.2%)	4 (0.3%)	**5 (0.3%)**
Schuylkill	40 (2.7%)	29 (1.8%)	32 (2.1%)	30 (2.0%)	**33 (2.3%)**
Snyder	5 (0.3%)	7 (0.4%)	10 (0.7%)	6 (0.4%)	**9 (0.6%)**
Somerset	13 (0.9%)	26 (1.6%)	13 (0.9%)	23 (1.5%)	**12 (0.8%)**
Sullivan	4 (0.3%)	3 (0.2%)	0 (0.0%)	0 (0.0%)	**1 (0.1%)**
Susquehanna	8 (0.5%)	13 (0.8%)	8 (0.5%)	11 (0.7%)	**11 (0.8%)**
Tioga	6 (0.4%)	11 (0.7%)	11 (0.7%)	9 (0.6%)	**13 (0.9%)**
Union	9 (0.6%)	11 (0.7%)	10 (0.7%)	3 (0.2%)	**7 (0.5%)**
Venango	7 (0.5%)	11 (0.7%)	9 (0.6%)	11 (0.7%)	**7 (0.5%)**
Warren	8 (0.5%)	10 (0.6%)	7 (0.5%)	11 (0.7%)	**10 (0.7%)**
Washington	27 (1.8%)	27 (1.7%)	21 (1.4%)	32 (2.2%)	**31 (2.1%)**
Wayne	11 (0.7%)	14 (0.9%)	11 (0.7%)	12 (0.8%)	**9 (0.6%)**
Westmoreland	50 (3.4%)	54 (3.3%)	35 (2.3%)	50 (3.4%)	**58 (4.0%)**
Wyoming	3 (0.2%)	9 (0.6%)	7 (0.5%)	0 (0.0%)	**10 (0.7%)**
York	43 (2.9%)	50 (3.1%)	56 (3.7%)	54 (3.6%)	**52 (3.5%)**
TOTAL	**1,490 (100.0%)**	**1,616 (100.0%)**	**1,525 (100.0%)**	**1,491 (100.0%)**	**1,468 (100.0%)**

Pedestrian Deaths by County—Five-Year Trends

County	2004	2005	2006	2007	2008
Adams	0	0	0	2	1
Allegheny	16	14	14	10	14
Armstrong	1	1	0	0	1
Beaver	3	2	0	0	2
Bedford	2	2	1	0	0
Berks	5	6	3	4	7
Blair	1	2	3	0	4
Bradford	0	0	0	0	0
Bucks	8	10	13	9	9
Butler	0	2	3	2	2
Cambria	0	1	3	0	1
Cameron	0	0	0	0	0
Carbon	0	1	2	0	0
Centre	1	1	3	1	0
Chester	1	3	4	7	2
Clarion	0	1	0	1	0
Clearfield	0	2	1	6	0
Clinton	1	2	1	1	0
Columbia	0	0	1	1	2
Crawford	1	2	3	0	0
Cumberland	1	1	5	2	3
Dauphin	3	7	3	4	6
Delaware	3	7	7	2	3
Elk	0	0	0	0	0
Erie	4	4	3	2	0
Fayette	1	2	1	4	0
Forest	0	0	0	0	0
Franklin	3	0	2	3	1
Fulton	0	0	0	0	0
Greene	0	1	0	0	2
Huntingdon	0	0	2	0	0
Indiana	1	0	0	1	0
Jefferson	1	0	0	0	0
Juniata	0	0	1	0	0
Lackawanna	1	5	6	4	3
Lancaster	2	6	4	6	6
Lawrence	1	1	0	0	0
Lebanon	2	3	1	2	1
Lehigh	6	7	3	7	4
Luzerne	6	2	9	4	5
Lycoming	2	1	1	2	0
McKean	1	0	0	1	0
Mercer	3	2	2	3	2
Mifflin	0	0	0	0	0
Monroe	0	3	2	3	4
Montgomery	8	3	5	9	5
Montour	0	0	1	1	1
Northampton	4	3	3	1	0
Northumberland	0	0	0	1	0
Perry	0	0	1	0	1
Philadelphia	39	30	37	35	32
Pike	1	0	0	0	1
Potter	0	0	0	0	0
Schuylkill	4	3	1	2	2
Snyder	1	2	1	0	1
Somerset	0	3	1	0	2
Sullivan	0	0	0	0	0
Susquehanna	1	0	0	0	0
Tioga	0	1	1	0	0
Union	0	1	1	0	1
Venango	0	1	2	0	0
Warren	0	0	0	1	2
Washington	2	3	1	1	3
Wayne	1	1	0	0	0
Westmoreland	4	1	2	8	2
Wyoming	0	1	0	0	0
York	5	5	6	2	4
TOTAL	**151**	**162**	**170**	**155**	**142**

Pedestrian Deaths and Injuries by Age Group by County

	Age 0-4		Age 5-9		Age 10-14		Age 15-59		Age 60+		Total	
County	Death	Injury	Death	Injury	Death	Injury	Death	Injury	Death	Injury	Death	Injury
Adams	0	0	0	1	0	4	0	4	1	3	1	12
Allegheny	0	9	0	25	0	30	6	286	8	64	14	414
Armstrong	0	0	0	0	0	2	1	1	0	0	1	3
Beaver	1	1	0	1	0	5	1	14	0	0	2	21
Bedford	0	0	0	0	0	0	0	4	0	2	0	6
Berks	0	7	0	21	1	18	4	108	2	15	7	169
Blair	0	1	1	2	0	1	2	11	1	3	4	18
Bradford	0	0	0	1	0	0	0	4	0	1	0	6
Bucks	0	3	0	3	0	13	7	76	2	16	9	111
Butler	0	1	0	1	0	6	2	15	0	4	2	27
Cambria	0	0	0	3	0	2	1	12	0	5	1	22
Cameron	0	0	0	1	0	0	0	0	0	0	0	1
Carbon	0	1	0	1	0	0	0	5	0	0	0	7
Centre	0	1	0	2	0	1	0	39	0	8	0	51
Chester	0	5	0	4	0	6	1	46	1	2	2	63
Clarion	0	0	0	0	0	0	0	2	0	0	0	2
Clearfield	0	0	0	1	0	1	0	6	0	0	0	8
Clinton	0	0	0	0	0	0	0	1	0	0	0	1
Columbia	0	0	0	0	0	2	2	8	0	2	2	12
Crawford	0	0	0	0	0	1	0	13	0	0	0	14
Cumberland	1	1	0	0	0	4	1	23	1	5	3	33
Dauphin	0	6	0	11	0	6	4	53	2	8	6	84
Delaware	0	9	0	14	0	27	3	117	0	20	3	187
Elk	0	0	0	0	0	1	0	1	0	1	0	3
Erie	0	6	0	11	0	8	0	48	0	5	0	78
Fayette	0	0	0	0	0	3	0	14	0	1	0	18
Forest	0	0	0	0	0	0	0	0	0	0	0	0
Franklin	0	0	0	3	0	10	1	17	0	2	1	32
Fulton	0	0	0	2	0	1	0	0	0	0	0	3
Greene	0	1	0	0	0	2	2	4	0	1	2	8
Huntingdon	0	0	0	2	0	0	0	3	0	0	0	5
Indiana	0	0	0	0	0	1	0	9	0	0	0	10
Jefferson	0	0	0	0	0	0	0	4	0	3	0	7
Juniata	0	0	0	0	0	1	0	0	0	0	0	1
Lackawanna	0	2	0	3	0	9	3	53	0	15	3	82
Lancaster	0	7	0	10	1	15	3	86	2	12	6	130
Lawrence	0	0	0	1	0	2	0	5	0	0	0	8
Lebanon	0	1	0	5	0	9	1	16	0	9	1	40
Lehigh	0	6	0	17	0	28	4	97	0	9	4	157
Luzerne	0	2	0	6	0	7	3	32	2	10	5	57
Lycoming	0	1	0	2	0	4	0	12	0	1	0	20
McKean	0	0	0	1	0	0	0	4	0	0	0	5
Mercer	0	0	1	2	0	0	1	8	0	4	2	14
Mifflin	0	0	0	0	0	0	0	5	0	1	0	6
Monroe	0	0	0	1	0	2	3	8	1	2	4	13
Montgomery	1	7	0	15	0	28	2	127	1	44	4	221
Montour	0	0	0	0	0	0	1	5	0	0	1	5
Northampton	0	3	0	12	0	17	0	49	0	14	0	95
Northumberland	0	1	0	2	0	1	0	10	0	4	0	18
Perry	0	0	0	2	0	0	1	5	0	0	1	7
Philadelphia	1	75	1	189	0	198	19	1,113	11	187	32	1,762
Pike	0	0	0	0	0	0	1	5	0	0	1	5
Potter	0	0	0	0	0	0	0	1	0	0	0	1
Schuylkill	0	3	0	1	0	4	2	20	0	4	2	32
Snyder	0	0	0	0	0	1	1	2	0	1	1	4
Somerset	0	0	0	0	0	0	0	5	2	1	2	6
Sullivan	0	0	0	0	0	0	0	0	0	0	0	0
Susquehanna	0	0	0	0	0	0	0	2	0	1	0	3
Tioga	0	0	0	0	0	0	0	3	0	1	0	4
Union	0	0	0	0	0	0	0	1	1	0	1	1
Venango	0	1	0	0	0	0	0	4	0	0	0	5
Warren	0	1	0	0	0	1	2	4	0	3	2	9
Washington	0	0	0	1	0	3	2	9	1	1	3	14
Wayne	0	0	0	0	0	2	0	7	0	0	0	9
Westmoreland	0	2	0	0	0	2	2	20	0	8	2	32
Wyoming	0	0	0	0	0	0	0	3	0	0	0	3
York	0	8	0	18	1	15	1	56	2	11	4	108
TOTAL	**4**	**172**	**3**	**398**	**3**	**504**	**90**	**2,725**	**41**	**514**	**141**	**4,313**

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

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

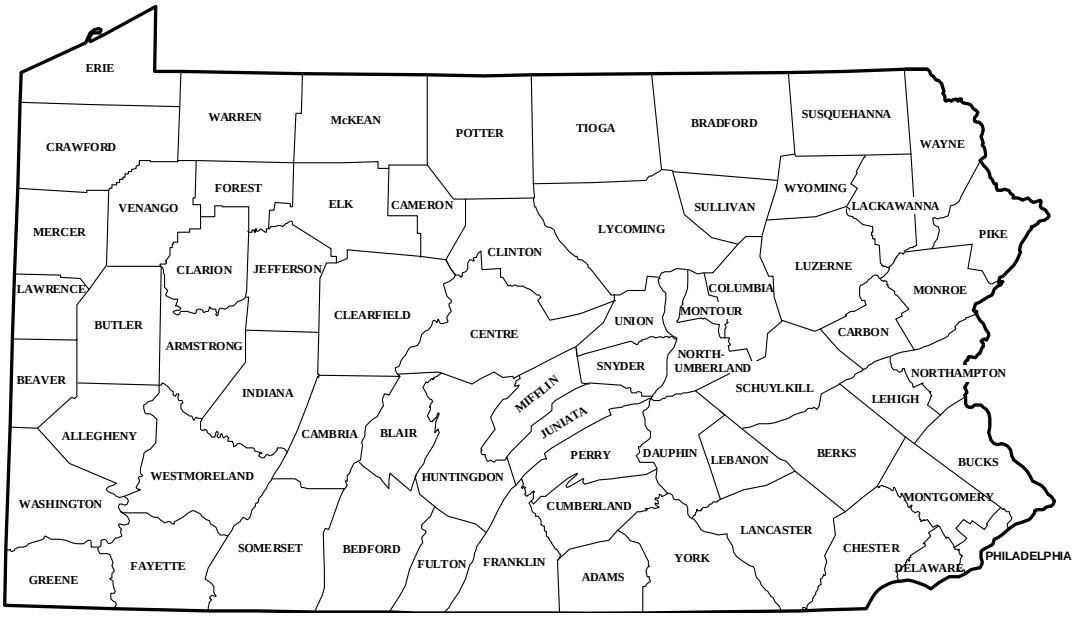
County	2004 Belt Use	2005 Belt Use	2006 Belt Use	2007 Belt Use	2008 Belt Use
Adams	83	78	83	85	83
Allegheny	71	73	73	74	76
Armstrong	76	78	76	78	82
Beaver	65	65	66	64	68
Bedford	84	85	82	88	87
Berks	71	73	74	76	76
Blair	84	84	83	84	86
Bradford	81	83	79	86	85
Bucks	74	76	76	76	76
Butler	81	83	85	85	86
Cambria	67	69	70	72	75
Cameron	75	72	75	81	85
Carbon	71	75	72	74	77
Centre	82	82	81	84	83
Chester	81	81	80	82	82
Clarion	84	84	84	86	88
Clearfield	76	77	76	81	81
Clinton	85	82	82	83	84
Columbia	75	78	79	81	83
Crawford	81	79	81	84	85
Cumberland	85	83	84	86	87
Dauphin	80	81	81	80	84
Delaware	66	71	72	75	76
Elk	80	82	80	84	79
Erie	78	77	77	77	79
Fayette	74	78	76	76	77
Forest	70	87	77	71	85
Franklin	77	81	77	80	82
Fulton	84	83	83	85	83
Greene	77	77	77	76	77
Huntingdon	78	77	74	81	77
Indiana	83	81	83	85	86
Jefferson	78	82	76	78	77
Juniata	78	82	81	84	85
Lackawanna	64	62	62	65	66
Lancaster	83	83	83	84	84
Lawrence	66	69	71	74	71
Lebanon	78	79	82	84	83
Lehigh	77	77	76	75	73
Luzerne	77	78	77	77	77
Lycoming	72	77	72	75	80
McKean	76	71	73	74	71
Mercer	76	77	77	78	78
Mifflin	76	77	77	77	79
Monroe	80	79	83	87	90
Montgomery	81	82	83	83	84
Montour	84	87	87	87	88
Northampton	79	80	80	80	84
Northumberland	71	73	75	77	77
Perry	83	83	80	84	85
Philadelphia	30	31	29	32	38
Pike	84	84	85	88	89
Potter	82	81	80	74	75
Schuylkill	77	78	76	79	78
Snyder	83	84	83	86	84
Somerset	79	78	75	80	82
Sullivan	83	88	82	79	80
Susquehanna	79	82	76	78	81
Tioga	87	87	80	82	85
Union	79	85	81	79	82
Venango	76	75	76	78	85
Warren	85	86	83	88	85
Washington	72	78	79	78	81
Wayne	81	82	83	84	85
Westmoreland	78	80	80	80	81
Wyoming	82	83	83	75	76
York	81	80	83	83	84
STATEWIDE	**72**	**73**	**73**	**75**	**76**

Alcohol-Related Deaths by County—Five-Year Trends

County	2004 Deaths	2005 Deaths	2006 Deaths	2007 Deaths	2008 Deaths
Adams	5	13	9	3	8
Allegheny	30	42	21	37	25
Armstrong	4	4	6	1	2
Beaver	2	9	8	3	6
Bedford	10	4	9	3	2
Berks	21	22	19	15	26
Blair	5	7	4	6	6
Bradford	3	6	5	5	4
Bucks	17	23	22	24	18
Butler	14	8	12	12	5
Cambria	6	10	5	5	9
Cameron	0	0	0	1	1
Carbon	9	6	3	3	6
Centre	4	5	9	8	6
Chester	16	16	20	25	20
Clarion	2	5	5	3	3
Clearfield	5	8	2	5	10
Clinton	2	4	3	4	6
Columbia	4	3	8	5	3
Crawford	5	11	11	6	5
Cumberland	9	14	11	9	7
Dauphin	8	11	11	13	10
Delaware	13	13	9	8	7
Elk	4	5	1	2	3
Erie	15	13	17	9	10
Fayette	5	13	7	22	15
Forest	0	1	4	2	1
Franklin	10	7	7	11	8
Fulton	1	3	2	1	3
Greene	5	6	1	5	3
Huntingdon	1	4	6	1	6
Indiana	8	11	4	2	7
Jefferson	1	3	1	1	4
Juniata	2	2	2	0	3
Lackawanna	7	7	9	9	8
Lancaster	13	18	26	18	19
Lawrence	1	6	2	2	5
Lebanon	8	2	7	6	9
Lehigh	13	12	11	8	16
Luzerne	20	17	24	25	8
Lycoming	10	7	6	6	6
McKean	3	3	3	3	5
Mercer	10	8	8	5	6
Mifflin	2	6	2	0	1
Monroe	15	18	9	6	15
Montgomery	20	16	23	23	14
Montour	0	1	2	1	2
Northampton	11	12	7	7	8
Northumberland	8	6	8	2	3
Perry	3	3	5	6	8
Philadelphia	42	27	23	40	27
Pike	3	2	5	3	4
Potter	3	4	0	3	3
Schuylkill	16	8	8	9	5
Snyder	2	4	0	2	3
Somerset	11	12	4	8	4
Sullivan	3	2	0	0	1
Susquehanna	3	5	6	4	4
Tioga	1	0	1	3	4
Union	2	5	7	1	2
Venango	3	1	5	5	1
Warren	4	5	6	4	5
Washington	12	11	9	16	12
Wayne	5	2	5	4	6
Westmoreland	19	14	22	23	33
Wyoming	0	3	5	0	5
York	22	21	23	23	24
TOTAL	**541**	**580**	**545**	**535**	**534**

Pennsylvania Counties

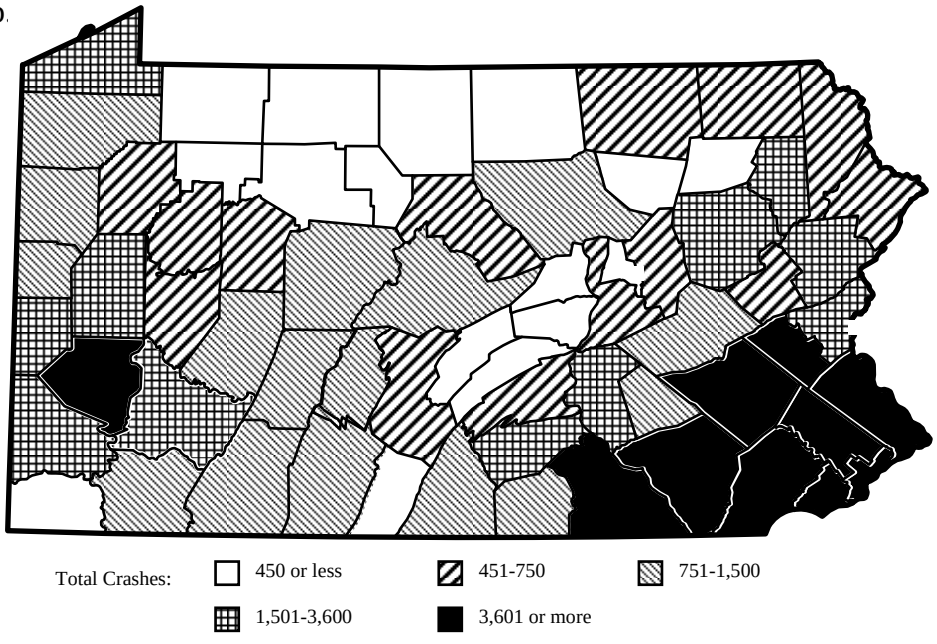
Use the map below as a key to county names for other maps.



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

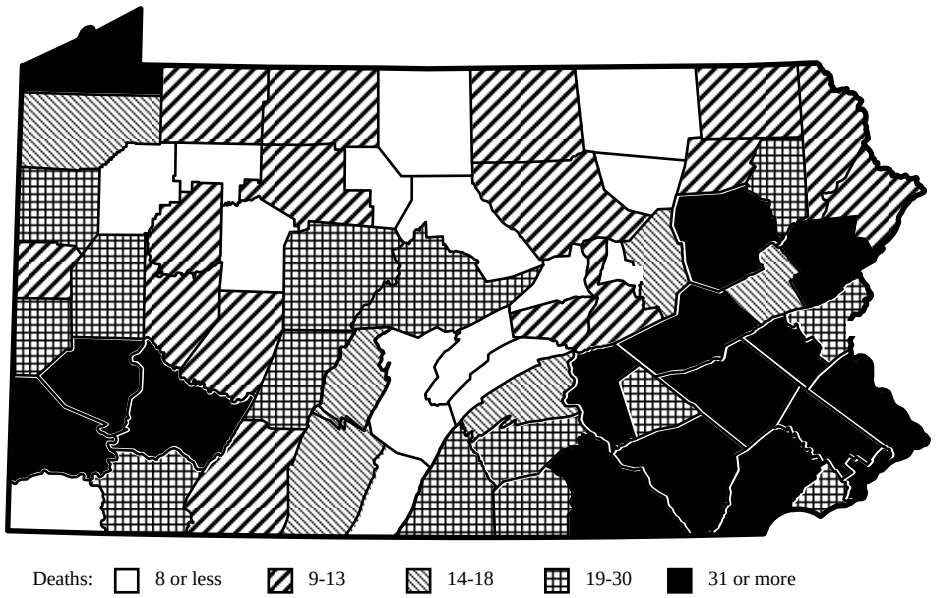
Total Crashes by County

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, 53% of the total traffic crashes occurred in only 10 of Pennsylvania's 67 counties. These 10 counties appear in black on the map.



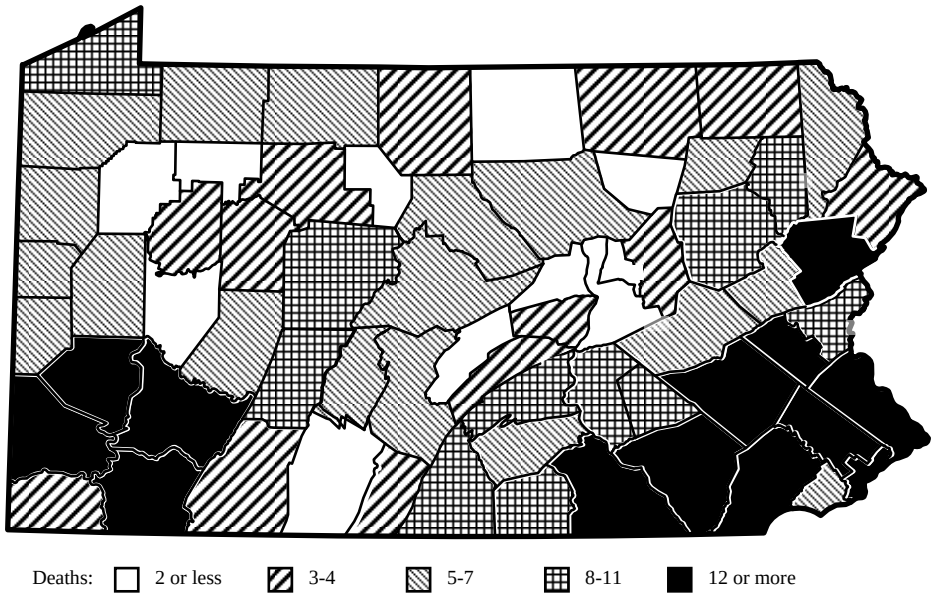
Traffic Deaths by County

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.



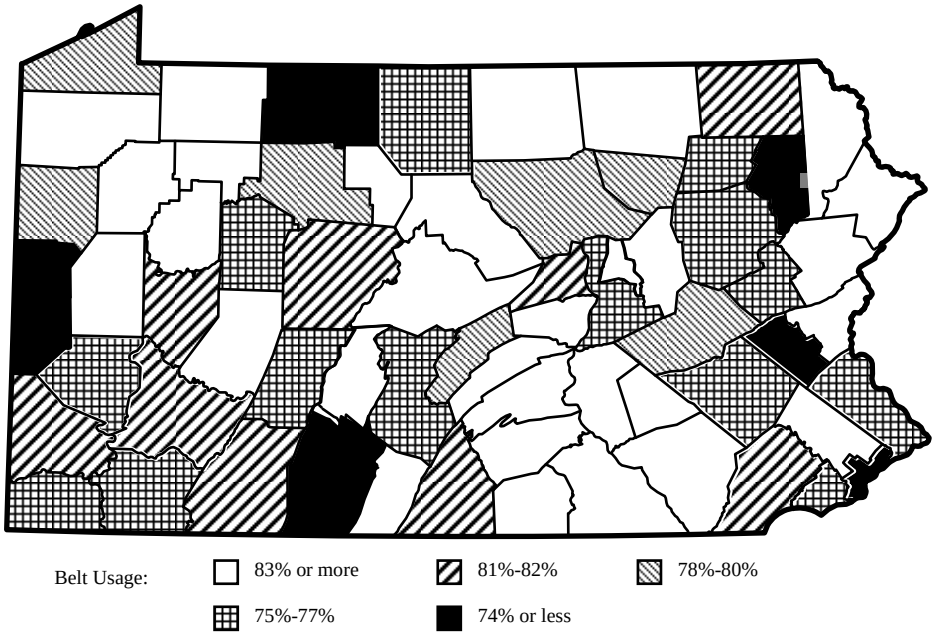
Alcohol-Related Deaths by County

Referring to the map below, 49% of the total alcohol-related deaths occurred in only 13 of Pennsylvania's 67 counties. These 13 counties appear in black on the map.



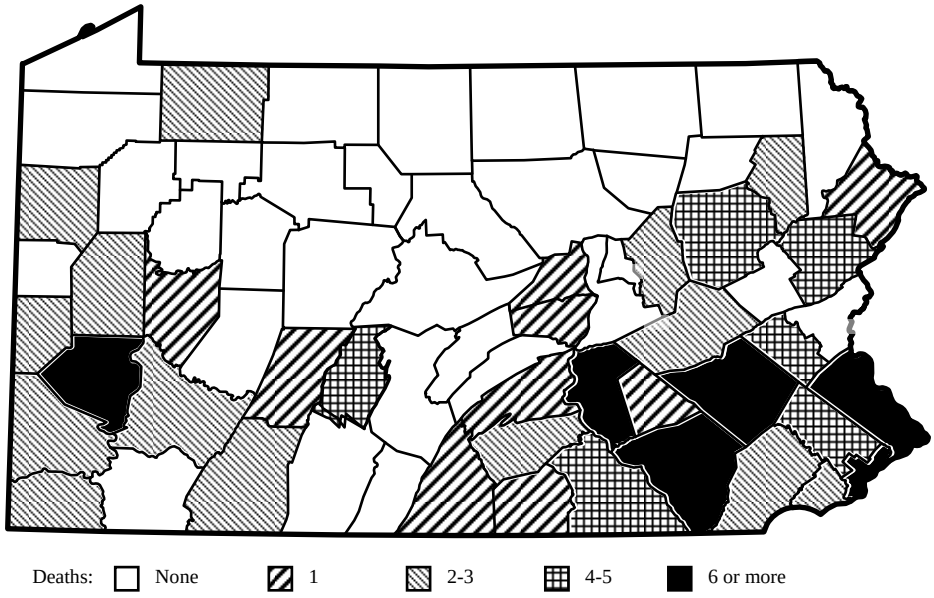
Percent Seat Belt Use in Crashes by County

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 6 counties having 74% or less seat belt usage in crashes are shown in black on the map.



Pedestrian Deaths by County

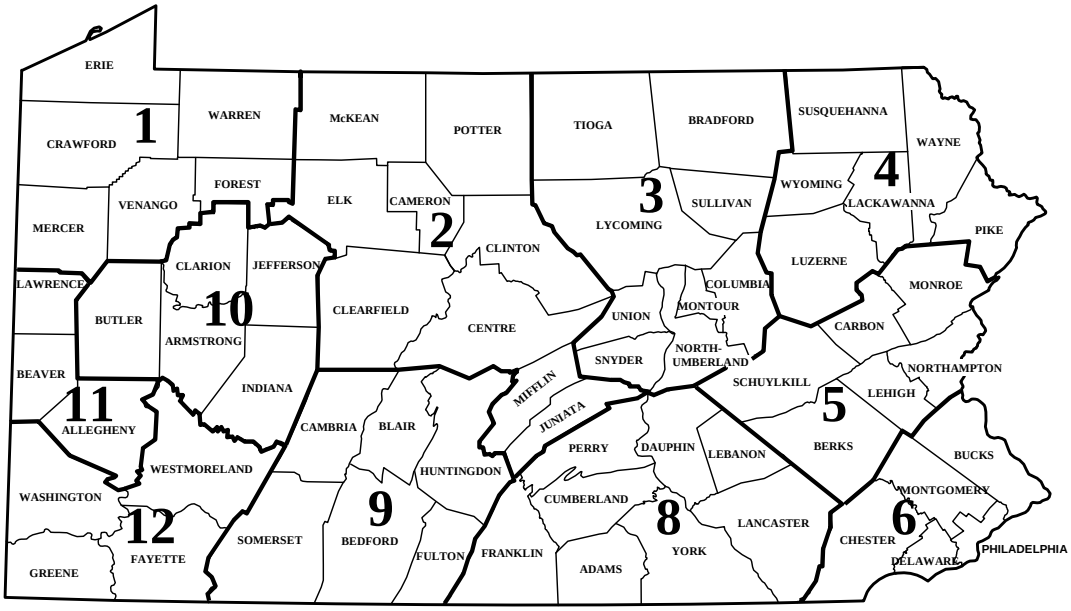
Referring to the map below, 52% of the total pedestrian deaths occurred in only 6 of Pennsylvania's 67 counties. These 6 counties appear in black on the map.



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 2008 by engineering district.

District	Crashes	Deaths	Injuries
1	6,335	100	4,609
2	4,527	93	3,003
3	4,891	84	3,261
4	7,322	97	5,253
5	16,210	213	10,748
6	34,456	252	27,549
8	20,209	258	13,655
9	5,371	80	3,716
10	4,478	60	2,970
11	14,176	106	8,838
12	7,263	125	5,107
Total	**125,327**	**1,468**	**88,709**



Index

NEW 2008 Pennsylvania Crash Facts & Statistics Feedback Survey

The 2008 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

What information would you like to see included in a new version? _____

_____

_____

Is the format easy to follow? (check one) ❑ Yes ❑ No Keeping in mind a new version may be electronic and possibly interactive, what suggestions do you have to make the format better and easier for you?

_____

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_____

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	❑	❑	❑

If you had only one wish for a new electronic version what would that suggestion be? _____

_____

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