pennsylvania
DEPARTMENT OF TRANSPORTATION

2011

PENNSYLVANIA CRASH FACTS & STATISTICS

GOVERNOR
Tom Corbett

SECRETARY OF TRANSPORTATION
Barry J. Schoch, P.E.

Introduction

The *2011 Pennsylvania Crash Facts and Statistics* booklet is a report published by the Bureau of Maintenance And Operations, 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 2011. 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:

> Pennsylvania Department of Transportation
> Bureau of Maintenance And Operations
> P.O. Box 2047
> Harrisburg, PA 17105-2047
> E-mail: penndotcrashhelp@pa.gov
> Phone: (717) 787-2855   Fax: (717) 783-8012

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 crash involving a small truck, whose driver had been drinking, striking a tree. In 2011 the percentage of drinking drivers to total drivers was 6.6 pecent. Crashes involving alcohol are a special concern to the Pennsylvania Department of Transportation. Additional information on crashes involving alcohol can be found on pages 26 to 33.

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 consists of 67 counties. Each county includes 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 nearly 120,000 miles* of roads and highways; 33% (39,799 miles*) are state highways maintained by the Pennsylvania Department of Transportation (PennDOT), and the remaining 67% (79,887 miles*) are maintained by local municipalities and other entities.

Motor-vehicle traffic crashes that occur on Pennsylvania roads and highways are investigated and reported 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 2011, there were 125,395 reportable traffic crashes in Pennsylvania. These crashes claimed the lives of 1,286 people and injured another 87,839 people. To add some perspective, the 2011 total of reportable traffic crashes is the fifth lowest total since 1951 when 123,088 crashes were reported.

Last year, there were approximately 101.2 billion vehicle-miles* of travel on Pennsylvania's roads and highways. The 2011 fatality rate of 1.27 deaths per hundred million vehicle-miles of travel* was the second lowest ever recorded in Pennsylvania since the department started keeping records of this in 1935.

2011 Briefs

On Average in Pennsylvania:
- Each day 344 reportable traffic crashes occurred (about 14 crashes every hour).
- Each day 4 persons were killed in reportable traffic crashes (one death every 7 hours).
- Each day 241 persons were injured in reportable crashes (about 10 injuries every hour).

Based on Pennsylvania's 2011 population (12,742,886 people):
- 1 out of every 43 people was involved in a reportable traffic crash.
- 1 out of every 9,909 people was killed in a reportable traffic crash.
- 1 out of every 145 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, 2010 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 2011, most were not injured, and those who were injured suffered mostly minor injuries. The 1,286 deaths in 2011 represent the second lowest number of fatalities in Pennsylvania motor vehicle crashes over the last 68 years.

Total Crashes

Fatal Crashes (1,191)
PDO Crashes (61,416)
Injury Crashes (62,788)

Total People

Killed (1,286)
Injured (87,839)
No Injury (204,885)

Total People--Injured

Major (3,409)
Unk Severity (26,635)
Minor (43,980)
Moderate (13,815)
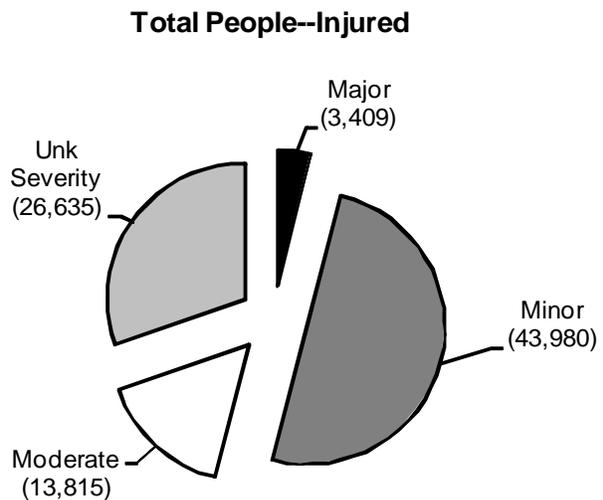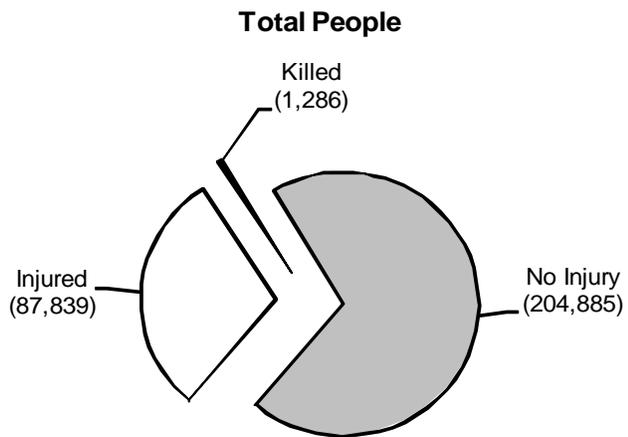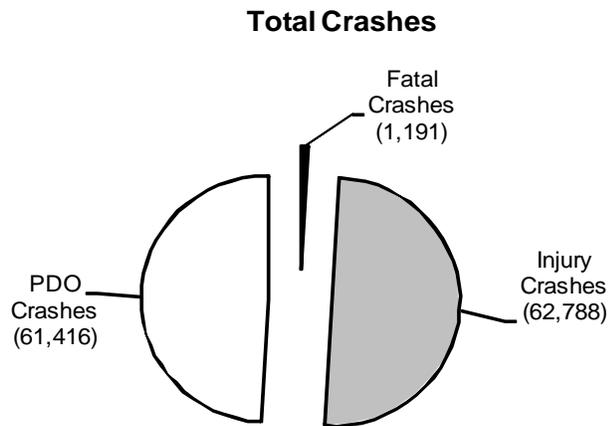
Deaths and Injuries—Five-Year Trends

Total reported crashes in 2011 increased 3.4% compared to 2010; deaths decreased by 2.9% while total injuries decreased by 0.1%.

	2007	2008	2009	2010	2011
Reported Crashes	130,675	125,327	121,242	121,312	125,395
Total Deaths	1,491	1,468	1,256	1,324	1,286
Total Injuries	94,633	88,709	87,126	87,949	87,839
Major Injury	*4,087*	*3,831*	*3,483*	*3,555*	*3,409*
Moderate Injury	*16,004*	*14,306*	*13,783*	*14,036*	*13,815*
Minor Injury	*50,535*	*46,704*	*45,306*	*44,564*	*43,980*
Unknown Injury Severity	*24,007*	*23,868*	*24,554*	*25,794*	*26,635*
Pedestrian Deaths	155	142	136	148	149
Pedestrian Injuries	4,618	4,389	4,249	4,474	4,532
Motorcyclist Deaths	225	237	204	223	199
Motorcyclist Injuries	4,067	4,077	3,677	3,930	3,603
Bicyclist Deaths	20	8	16	21	11
Bicyclist Injuries	1,426	1,419	1,380	1,474	1,312
Heavy-Truck-Related Deaths	194	184	136	157	156
Alcohol-Related Deaths	535	534	449	459	428
Speed-Related Deaths	497	474	355	404	346
Billions of Vehicle-Miles*	108.1	108.4	107.0	103.3	101.2
Deaths per 100 Million Vehicle-Miles*	1.38	1.35	1.17	1.28	1.27

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)	1,286	$6,146,552	$7,904,465,525
Major Injuries (persons)	3,409	$1,342,853	$4,577,787,547
Moderate Injuries (persons)	13,815	$89,803	$1,240,633,971
Minor Injuries (persons)	43,980	$7,130	$313,577,400
Property Damage Only (crashes)	61,418	$2,852	$175,164,136
Unknown Injuries (persons)	26,635	$7,130	$189,907,550
		TOTAL	**$14,401,536,129**

> **In 2011, the economic loss due to traffic crashes was**
> # **$1,130**
> **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 2010.

All Crashes

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. Hit pedestrian crashes, though they occur much less frequently, cause the third highest number of deaths.
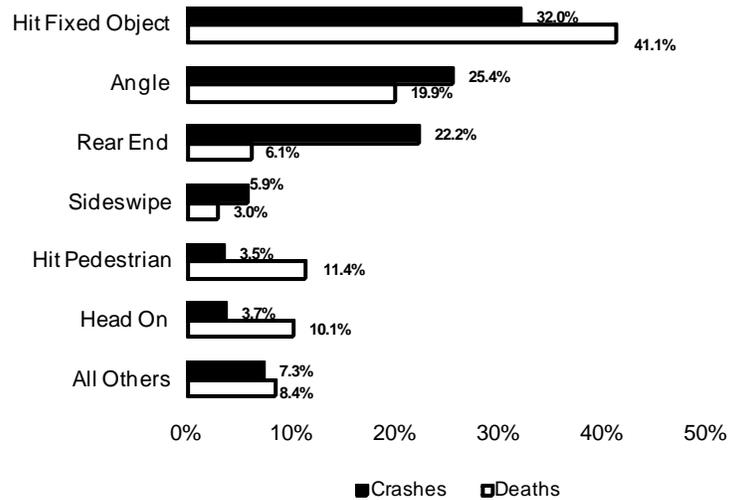

Crash Type	Crashes	Deaths
Angle	31,887	256
Backing Up	154	0
Head On	4,608	130
Hit Fixed Object	40,121	529
Hit Pedestrian	4,442	147
Non-Collision	4,703	92
Rear End	27,813	78
Sideswipe	7,358	38
Other	4,309	16
TOTAL	**125,395**	**1,286**

*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 2011 were involved in a higher percentage of crashes. Occupant fatalities of motorcycles decreased from 223 in 2010 to 199 in 2011.
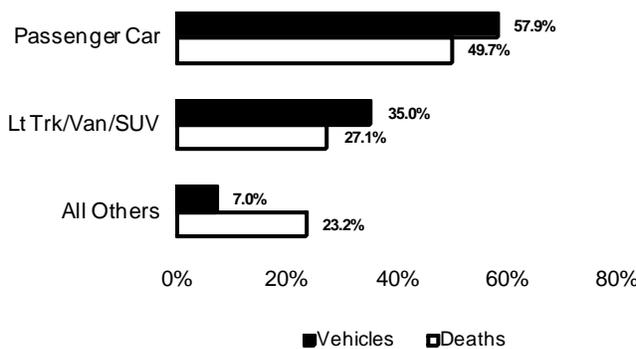
	Vehicles	Occupant Deaths
Passenger Car	119,132	565
Lt Trk/Van/SUV	72,038	308
Heavy Truck	6,799	28
Motorcycle	3,750	199
Bicycle	1,320	11
Commercial Bus	644	1
School Bus	391	1
Other	1,536	24

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 21-25 were involved in more crashes than drivers in any other age group (male or female).

Driver	Male	Female	Total Drivers
Under 16	140 (0.1%)	72 (0.1%)	**212**
16-20	15,684 (13.2%)	11,129 (13.7%)	**26,813**
21-25	17,446 (14.7%)	12,603 (15.5%)	**30,049**
26-30	12,717 (10.7%)	8,813 (10.8%)	**21,530**
31-35	10,016 (8.4%)	7,030 (8.6%)	**17,046**
36-40	9,439 (8.0%)	6,591 (8.1%)	**16,030**
41-45	9,912 (8.4%)	6,741 (8.3%)	**16,653**
46-50	9,823 (8.3%)	6,701 (8.2%)	**16,524**
51-55	9,396 (7.9%)	5,901 (7.3%)	**15,297**
56-60	7,445 (6.3%)	4,726 (5.8%)	**12,171**
61-65	5,433 (4.6%)	3,611 (4.4%)	**9,044**
66-70	3,569 (3.0%)	2,367 (2.9%)	**5,936**
71-75	2,442 (2.1%)	1,750 (2.2%)	**4,192**
Over 75	4,160 (3.5%)	3,078 (3.8%)	**7,238**
Unknown	1,022 (0.9%)	294 (0.4%)	**1,316**
DRIVERS	**118,644 (100.0%)**	**81,407 (100.0%)**	**200,051**
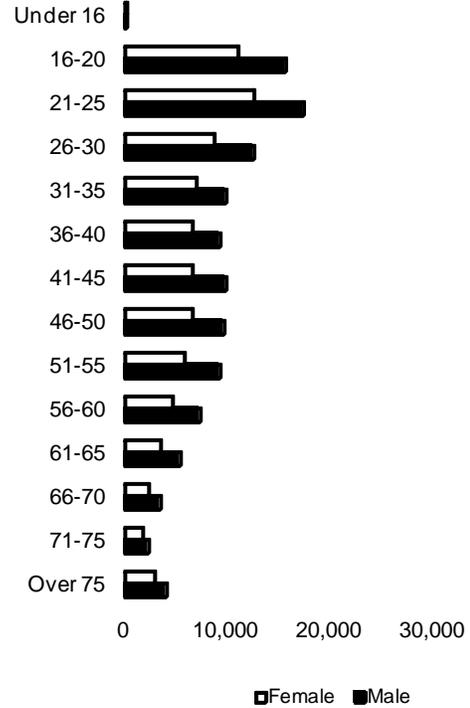
Note: Does not include 2,752 drivers of unknown sex or drivers of non-motorized vehicles.

□Female ■Male

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 2011 US average fatality rate was not finalized by the time of this publication. The chart below shows the periodic fatality rates since 1970.

Fatality Rates
Per 100 Million Vehicle-Miles*

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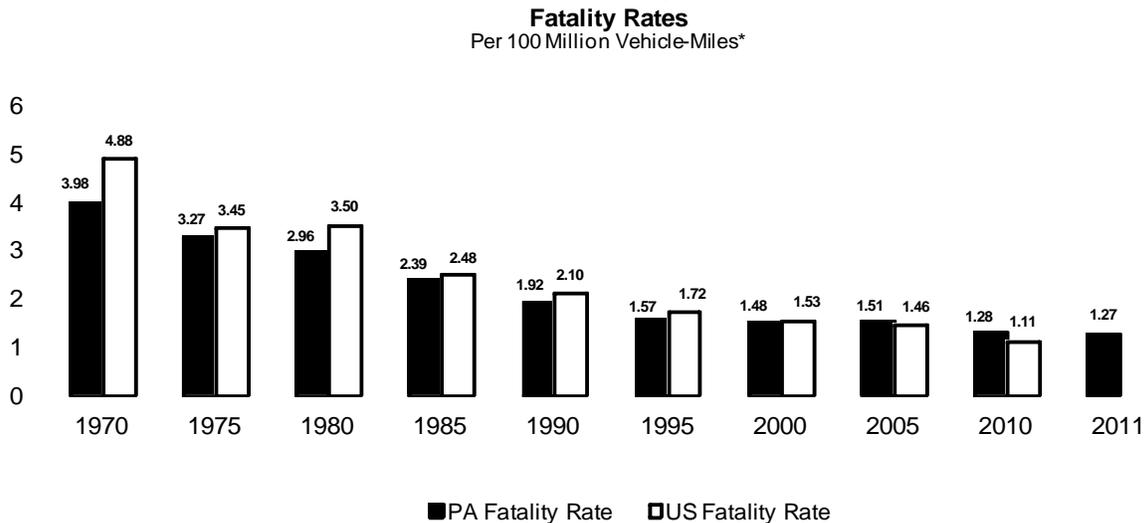
* Beginning in 1999, vehicle mileage uses the prior years' vehicle mileage information (because at the time of publication, the current years' vehicle mileage is not available).

Year	Total Crashes	Total Killed	Total Injured	Registered Vehicles	Motor Vehicle Mileage*	PA Fatality Rate**	US Fatality Rate**
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	1.27
2009	121,242	1,256	87,132	11,324,357	107.0	1.17	1.13
2010	121,312	1,324	87,948	11,373,291	103.3	1.28	1.11
2011	125,395	1,286	87,835	11,477,916	101.2	1.27	---

*   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 affected vehicle handling and driver sight. Interestingly, the vast majority of crashes occurred under no adverse conditions. This can be attributed 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	96,744 (77.2%)	1,069 (83.1%)
Rain/Rain & Fog	18,477 (14.7%)	158 (12.3%)
Snow/Sleet/Freezing Rain	8,244 (6.6%)	45 (3.5%)
Fog/Smoke, Etc.	707 (0.6%)	6 (0.5%)
Other	1,223 (1.0%)	8 (0.6%)
TOTAL	**125,395 (100.0%)**	**1,286 (100.0%)**

Road Surface Condition	Crashes	Deaths
Dry	87,951 (70.1%)	1,004 (78.1%)
Wet	24,998 (19.9%)	220 (17.1%)
Snow/Slush	6,969 (5.6%)	30 (2.3%)
Ice/Ice Patches	4,812 (3.8%)	27 (2.1%)
Other	665 (0.5%)	5 (0.4%)
TOTAL	**125,395 (100.0%)**	**1,286 (100.0%)**

Crashes Involving Vehicle Defects

Improperly-maintained vehicles can lead to crashes. In 2011, 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.

Tire/Wheel-Related	35.7%
Brake-Related	30.1%
Total Steering System Failure	13.9%
All Other Defects	20.3%

10%   15%   20%   25%   30%   35%   40%
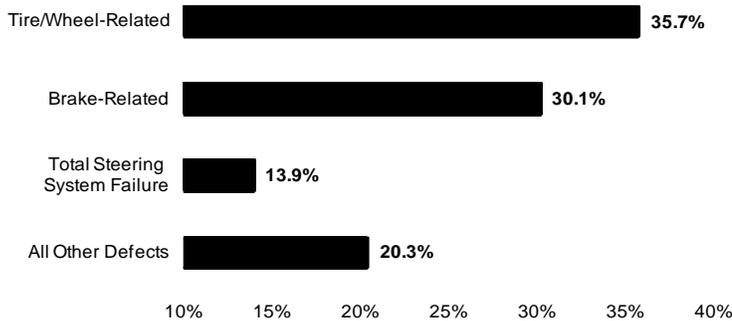
Vehicle Defect	Crashes
Tire/Wheel-Related	966
Brake-Related	815
Total Steering System Failure	376
Power Train Failure	262
Suspension	84
Unsecure/Shifted Trailer Load	67
Body/Doors/Hood, Etc.	35
Vehicle Lighting-Related	23
Other Known Defects	80

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. Drivers do not always anticipate these changes nor exercise the appropriate level of caution. 48 percent of work zone crashes in 2011 contained fatalities or injuries.

Fatal Crashes
1.1%

Injury Crashes
46.9%

PDO Crashes
52.0%
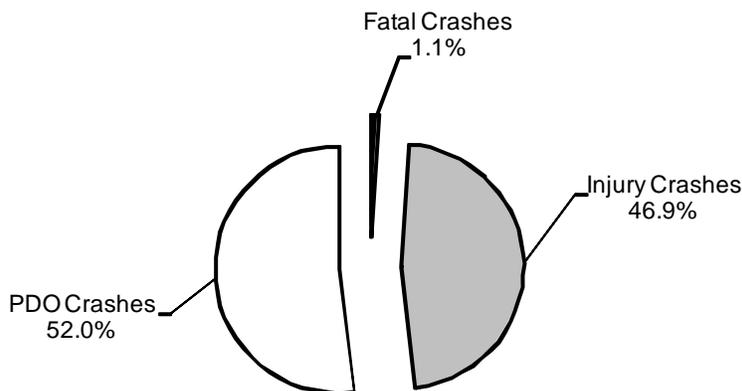
All Crashes

Total Crashes: **1,812**

Total Killed: **21** (Workers Killed: 1)

Total Injured: **1,315**

Work Zone Crashes—Vehicles Involved

Vehicle Type	State Hwy (Interstate)	State Hwy (Other)	Turnpike	Local Road
Passenger Car	443 (45.5%)	1,058 (53.8%)	161 (48.1%)	100 (57.5%)
Light Truck/SUV	348 (35.8%)	736 (37.4%)	95 (28.4%)	51 (29.3%)
Heavy Truck/Bus	170 (17.5%)	124 (6.3%)	73 (21.8%)	10 (5.8%)
Motorcycle	6 (0.6%)	35 (1.8%)	4 (1.2%)	4 (2.3%)
Other	6 (0.6%)	14 (0.7%)	2 (0.6%)	9 (5.2%)
TOTAL	**973 (100.0%)**	**1,967 (100.0%)**	**335 (100.0%)**	**174 (100.0%)**

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

Work Zone Crashes by Road Type—Five-Year Trends

Year	Road Type	Crashes		Deaths	
		Number	*% Total*	*Number*	*% Total*
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%**
2009	State Hwy (Interstate)	366	24.2%	3	13.0%
	State Hwy (Other)	900	59.5%	16	69.6%
	Turnpike	155	10.2%	2	8.7%
	Local Road	91	6.0%	2	8.7%
	Other/Unknown Road	1	0.1%	0	0.0%
	TOTAL	**1,513**	**100.0%**	**23**	**100.0%**
2010	State Hwy (Interstate)	518	27.5%	6	26.1%
	State Hwy (Other)	1,106	58.6%	14	60.9%
	Turnpike	151	8.0%	3	13.0%
	Local Road	110	5.8%	0	0.0%
	Other/Unknown Road	1	0.1%	0	0.0%
	TOTAL	**1,886**	**100.0%**	**23**	**100.0%**
2011	State Hwy (Interstate)	477	26.3%	5	23.8%
	State Hwy (Other)	1,017	56.1%	11	52.4%
	Turnpike	202	11.2%	5	23.8%
	Local Road	116	6.4%	0	0.0%
	Other/Unknown Road	0	0.0%	0	0.0%
	TOTAL	**1,812**	**100.0%**	**21**	**100.0%**

Note: "State Highway (Other)" includes state-maintained roads that are not designated as interstates.

All Crashes

Crashes with Roadside Objects and Animals

Unfortunately, roadside objects were 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 no matter the sequence of harmful events.

Roadside Object	Crashes	% Total	Deaths	% Total
Hit Bridge	679	0.5%	13	1.0%
Hit Building	1,412	1.1%	34	2.6%
Hit Culvert	888	0.7%	16	1.2%
Hit Curb	4,115	3.3%	54	4.2%
Hit Ditch	3,234	2.6%	46	3.6%
Hit Embankment	7,396	5.9%	157	12.2%
Hit Fence or Wall	2,904	2.3%	58	4.5%
Hit Fire Hydrant	466	0.4%	6	0.5%
Hit Guiderail	7,049	5.6%	163	12.7%
Hit Impact Attenuator	157	0.1%	0	0.0%
Hit Mailbox(es)	1,422	1.1%	29	2.3%
Hit Median Barrier	4,687	3.7%	27	2.1%
Hit Other Fixed Object	3,878	3.1%	73	5.7%
Hit Parked Vehicle	6,826	5.4%	43	3.3%
Hit Rock(s) or Obstacle on Roadway	526	0.4%	4	0.3%
Hit Signal/Sign Support	2,397	1.9%	47	3.7%
Hit Snow Bank	451	0.4%	10	0.8%
Hit Temporary Construction Barrier	59	0.1%	1	0.1%
Hit Traffic Island or Channelization	257	0.2%	5	0.4%
Hit Tree(s) or Shrubs/Hedges	9,576	7.6%	253	19.7%
Hit Utility Pole(s)	9,257	7.4%	122	9.5%
Hit Deer	3,400	2.7%	9	0.7%
Hit Other Animal	237	0.2%	1	0.1%

All Crashes

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

—WHERE THEY HAPPENED—

Crashes by Road Type

	State Hwy (Interstate)	State Hwy (Other)	Turnpike	Local Road	Other
Crashes	9,712	82,197	2,652	30,793	41
Persons Killed	110	941	21	213	1
Persons Injured	6,035	59,923	1,304	20,550	23
Miles of Maintained Road	1,367	39,251	556	79,320	---
100 MVM* Traveled	177.4	590.6	57.9	186.2	---
Crashes/MVM*	0.55	1.39	0.46	1.65	---
Persons Killed/100 MVM*	0.62	1.59	0.36	1.14	---
Persons Injured/MVM*	0.34	1.01	0.23	1.10	---

* 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 2010 Highway Performance Monitoring System (HPMS) package and reflects 2010 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 2011, six deaths occurred.
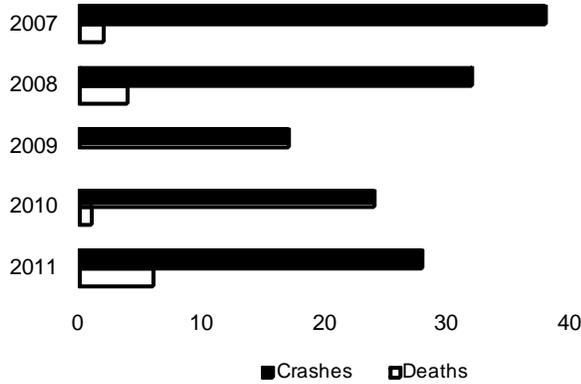
Year	Crashes	Deaths
2007	38	2
2008	32	4
2009	17	0
2010	24	1
2011	28	6

■Crashes □Deaths

All Crashes

Train/Vehicle Crashes by Vehicle Type

Passenger cars, light trucks, vans, and SUVs were the predominant vehicle types involved in crashes with trains in 2011. In 2011, heavy truck involvement with trains decreased to 3 crashes from 5 in 2010.

Heavy Truck — 10.7% / 0.0%
Light Truck — 39.3% / 50.0%
Passenger Car — 50.0% / 50.0%
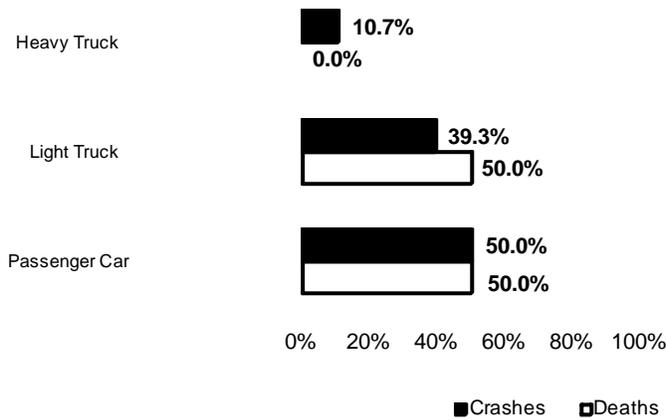
■Crashes □Deaths

Vehicle Type	Crashes	Deaths
Passenger Car	14	3
Light Truck	11	3
Heavy Truck	3	0
Bicycle	0	0
Commercial Bus	0	0
Motorcycle	0	0
School Bus	0	0
Unknown	0	0
TOTAL	**28**	**6**

Train/Vehicle Crashes by Road Type

Road Type	Crashes	Deaths
Local Road	16	4
State Hwy (Other)	12	2
TOTAL	**28**	**6**

All Crashes

Train/Vehicle Crashes by Light Level

Daylight **71.4%** **83.3%**

Dark (Street Lights) **10.7%** **0.0%**

Dark (No Street Lights) **17.9%** **16.7%**

Dusk **0.0%** **0.0%**

Dawn **0.0%** **0.0%**

0% 20% 40% 60% 80% 100%
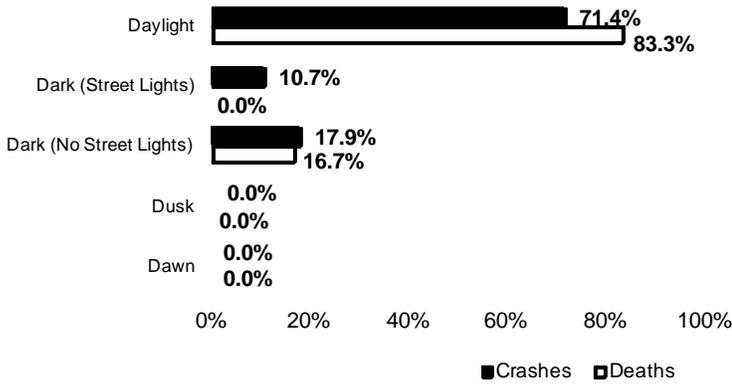
■Crashes ▢Deaths

Light Level	Crashes	Deaths
Daylight	20	5
Dark (Street Lights)	3	0
Dark (No Street Lights)	5	1
Dusk	0	0
Dawn	0	0
TOTAL	**28**	**6**

Train/Vehicle Crashes by County

County	Crashes	Deaths
Allegheny	3	0
Beaver	1	1
Berks	1	0
Chester	1	0
Clearfield	2	0
Columbia	1	1
Crawford	1	0
Dauphin	1	0
Delaware	1	0
Erie	1	0
Franklin	1	0
Lancaster	1	0

County	Crashes	Deaths
Lawrence	1	0
Luzerne	1	0
Mercer	1	0
Montour	1	0
Northampton	1	0
Northumberland	1	2
Perry	1	1
Philadelphia	1	0
Somerset	2	1
Washington	1	0
York	2	0
TOTAL	**28**	**6**

—WHEN THEY HAPPENED—

Crashes by Month
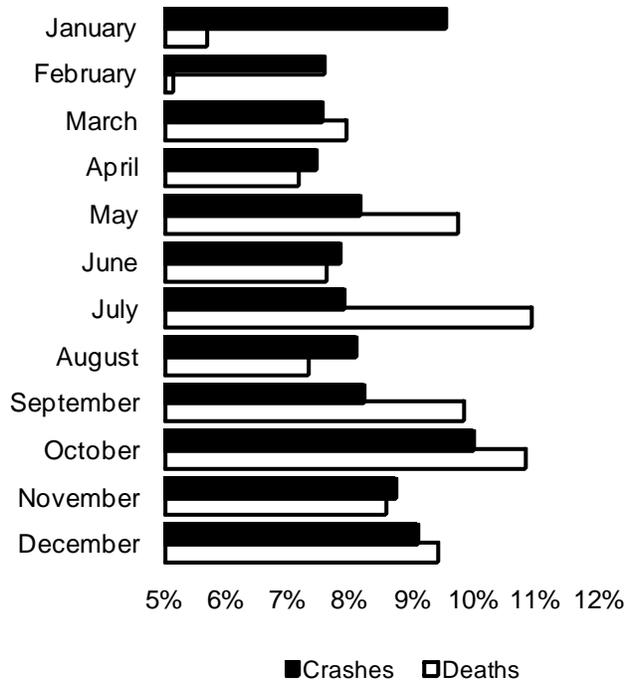
Month	Crashes	Deaths
January	11,950 (9.5%)	73 (5.7%)
February	9,477 (7.6%)	66 (5.1%)
March	9,447 (7.5%)	102 (7.9%)
April	9,317 (7.4%)	92 (7.2%)
May	10,226 (8.2%)	125 (9.7%)
June	9,800 (7.8%)	98 (7.6%)
July	9,907 (7.9%)	140 (10.9%)
August	10,142 (8.1%)	94 (7.3%)
September	10,306 (8.2%)	126 (9.8%)
October	12,501 (10.0%)	139 (10.8%)
November	10,950 (8.7%)	110 (8.6%)
December	11,372 (9.1%)	121 (9.4%)
TOTAL	**125,395 (100.0%)**	**1,286 (100.0%)**

■Crashes   □Deaths

Crashes by Day of Week

More crashes occurred on Friday and Saturday. The number of deaths on weekends (Saturday and Sunday) is proportionally greater than the number of crashes. This could be attributed to alcohol use. (See *Victims of Fatal Crashes by Day of Week*, page 29).
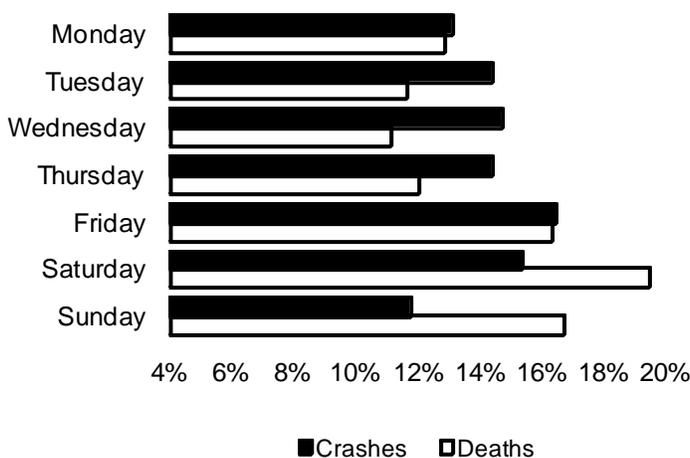
Day	Crashes	Deaths
Monday	16,434 (13.1%)	165 (12.8%)
Tuesday	17,993 (14.4%)	149 (11.6%)
Wednesday	18,413 (14.7%)	143 (11.1%)
Thursday	18,042 (14.4%)	154 (12.0%)
Friday	20,582 (16.4%)	210 (16.3%)
Saturday	19,229 (15.3%)	250 (19.4%)
Sunday	14,702 (11.7%)	215 (16.7%)
TOTAL	**125,395 (100.0%)**	**1,286 (100.0%)**

■Crashes   □Deaths

Crashes by Hour of Day

Some hours of the day are more dangerous than others with regard to crashes and deaths. Not surprisingly, crashes and deaths were higher during peak traffic times. Some hours of the day experience a low percentage of crashes, but they are much more deadly. For example, only 2.8% of all crashes in 2011 occurred in the 2:00 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.
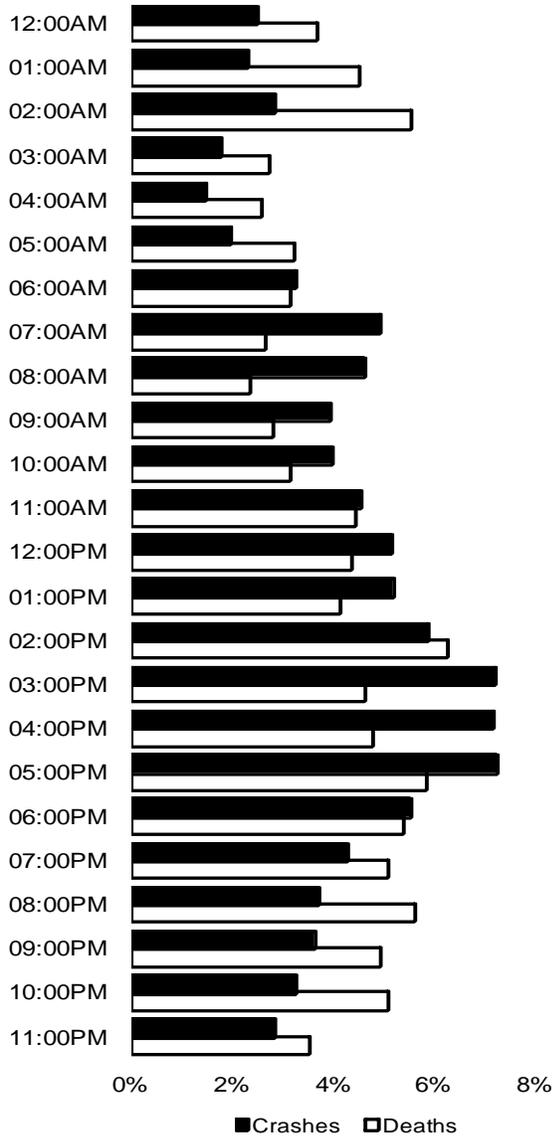
Hour	Crashes	Deaths
12:00AM	3,121	47
01:00AM	2,886	58
02:00AM	3,527	71
03:00AM	2,219	35
04:00AM	1,817	33
05:00AM	2,440	41
06:00AM	4,065	40
07:00AM	6,145	34
08:00AM	5,762	30
09:00AM	4,912	36
10:00AM	4,983	40
11:00AM	5,666	57
12:00PM	6,414	56
01:00PM	6,513	53
02:00PM	7,358	80
03:00PM	9,006	59
04:00PM	8,981	61
05:00PM	9,082	75
06:00PM	6,931	69
07:00PM	5,331	65
08:00PM	4,626	72
09:00PM	4,530	63
10:00PM	4,070	65
11:00PM	3,529	45

Crashes by Light Level

In 2011, 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 2011 occurred slightly more often during non-daylight hours (dark and dusk/dawn conditions). If 2011 deaths per 1000 crashes are compared (Daylight—8.1 deaths per 1000 crashes versus Non-Daylight—14.4 deaths per 1000 crashes), it is apparent that non-daylight crashes resulted in deaths more often than daylight crashes.

Crashes

Dawn
1.7%

Other/Unknown
0.1%

Dusk
1.8%

Dark (No/Unk Street Lights)
16.9%

Dark (Street Lights)
17.0%

Daylight
62.5%

Deaths

Dawn
1.6%

Dusk
1.7%

Other/Unknown
0.2%

Dark (No/Unk Street Lights)
31.3%

Daylight
49.6%

Dark (Street Lights)
15.6%
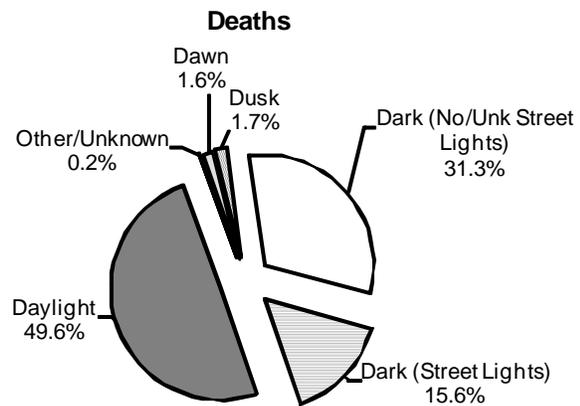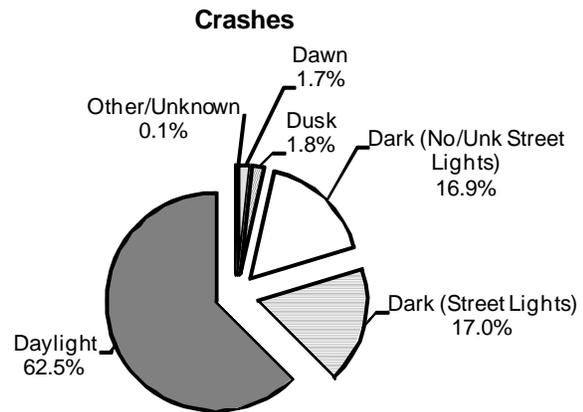
All Crashes

Light Level	Crashes	Deaths
Daylight	78,328	638
Dark (Street Lights)	21,328	201
Dark (No/Unk Street Lights)	21,228	403
Dusk	2,245	22
Dawn	2,092	20
Other/Unknown	174	2
TOTAL	**125,395**	**1,286**

Crashes by Holiday

Crashes increased during holiday periods due to the volume of traffic on the roadway. 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 2011.

Crashes

Period	%
Post New Years	10.0%
Post-Thanksgiving	8.5%
Pre-Thanksgiving	8.5%
Pre-Christmas	7.9%
Thanksgiving	7.0%
Pre-Memorial Day	6.1%
Labor Day	6.0%
Post Memorial Day	5.9%
Pre-Labor Day	5.8%
Pre-Independence Day	5.6%
Post-Independence Day	5.6%
Memorial Day	5.4%
Post-Labor Day	5.3%
Independence Day	5.1%
Christmas	4.7%
New Years	2.8%
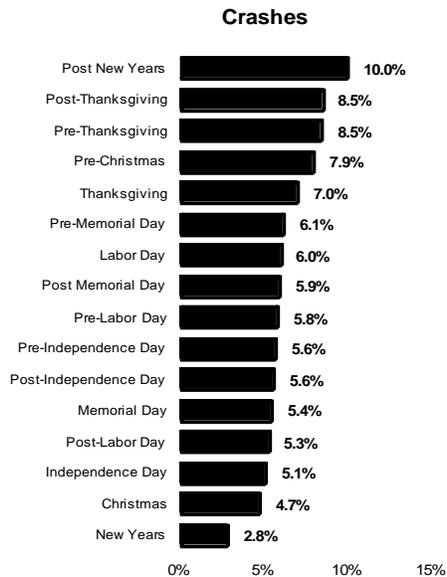
Period*	Crashes	Deaths
New Years	486	8
Post New Years	1,750	5
Pre-Memorial Day	1,073	14
Memorial Day	948	20
Post Memorial Day	1,032	13
Pre-Independence Day	989	13
Independence Day	891	14
Post-Independence Day	980	23
Pre-Labor Day	1,019	10
Labor Day	1,046	17
Post-Labor Day	922	11
Pre-Thanksgiving	1,484	13
Thanksgiving	1,232	19
Post-Thanksgiving	1,487	17
Pre-Christmas	1,388	14
Christmas	825	7
TOTAL	**17,552**	**218**
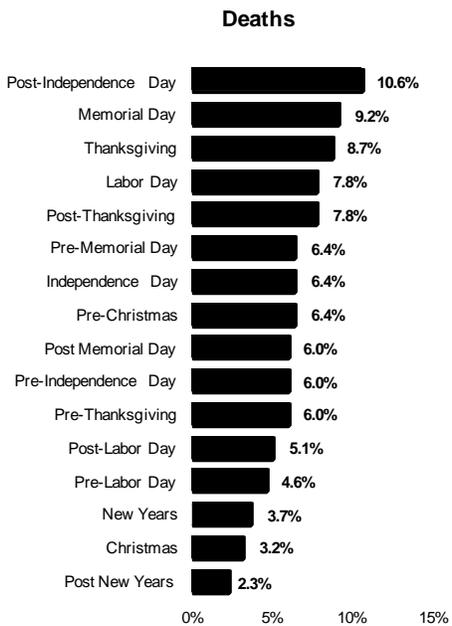
Deaths

Period	%
Post-Independence Day	10.6%
Memorial Day	9.2%
Thanksgiving	8.7%
Labor Day	7.8%
Post-Thanksgiving	7.8%
Pre-Memorial Day	6.4%
Independence Day	6.4%
Pre-Christmas	6.4%
Post Memorial Day	6.0%
Pre-Independence Day	6.0%
Pre-Thanksgiving	6.0%
Post-Labor Day	5.1%
Pre-Labor Day	4.6%
New Years	3.7%
Christmas	3.2%
Post New Years	2.3%

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

** Not part of a holiday weekend in 2011.

Drivers

Drivers Overview

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

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

Drivers

Crashes Involving Driver Error

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

Contributing Factor	Crashes	Fatal Crashes
Speed-Related	32,946	530
Drinking Driver	10,672	238
Proceeded Without Clearance	8,171	68
Improper Turning-Related	12,356	66
Careless/Illegal Passing	4,098	63
Distracted Driver	14,260	58
Tailgating	5,565	29
Drowsy Drivers	2,454	17

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	46.2% 57,841 crashes	39.9% 12,562 crashes	20.1% 2,094 crashes	21.4% 1,669 crashes
Multiple Vehicle Crash	53.8% 67,318 crashes	60.1% 18,927 crashes	79.9% 8,307 crashes	78.7% 6,149 crashes

Drivers

Drivers in Crashes by Age Group

Looking at the 2011 Pennsylvania driver data, as driver age groups increased in age, the percentage of Pennsylvania total drivers involved in crashes within each age group decreased 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 required a mandatory six month waiting period between obtaining a Learner's Permit and testing for licensure. It also reflected the limited time 16-year old drivers used 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	1,885	72,646	2.6%
17	5,122	111,357	4.6%
18	6,133	126,422	4.9%
19	6,082	137,552	4.4%
20	5,980	142,003	4.2%
21	6,131	148,019	4.1%
22-24	16,119	436,749	3.7%
25-29	20,652	710,633	2.9%
30-39	30,197	1,344,377	2.2%
40-54	44,584	2,520,703	1.8%
55-59	11,581	845,646	1.4%
60-64	8,939	727,645	1.2%
65-69	5,830	537,415	1.1%
70-74	4,092	391,235	1.0%
75 and Over	7,635	712,387	1.1%
Unknown	49	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%	2.7%	1.8%	1.0%
	4,691 crashes	846 crashes	182 crashes	77 crashes
Rear-End	22.2%	24.2%	29.1%	25.2%
	27,795 crashes	7,614 crashes	3,024 crashes	1,967 crashes
Head-On	3.7%	4.0%	4.9%	4.6%
	4,600 crashes	1,257 crashes	508 crashes	363 crashes
Backing Up	0.1%	0.1%	0.1%	0.2%
	153 crashes	23 crashes	12 crashes	16 crashes
Angle	25.5%	28.3%	40.0%	45.1%
	31,861 crashes	8,919 crashes	4,165 crashes	3,525 crashes
Sideswipe	5.9%	5.1%	6.3%	6.1%
	7,324 crashes	1,603 crashes	659 crashes	475 crashes
Hit Fixed Object	32.0%	32.9%	13.1%	14.2%
	40,035 crashes	10,369 crashes	1,357 crashes	1,110 crashes
Hit Pedestrian	3.5%	1.2%	2.6%	2.6%
	4,394 crashes	363 crashes	274 crashes	202 crashes
Other	3.4%	1.6%	2.1%	1.1%
	4,306 crashes	495 crashes	220 crashes	83 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	38.0%	39.2%	51.1%	54.7%
	47,583 crashes	12,354 crashes	5,313 crashes	4,275 crashes
Non-Intersection	62.0%	60.8%	48.9%	45.3%
	77,576 crashes	19,135 crashes	5,088 crashes	3,543 crashes

Alcohol-Related Crashes

Alcohol Overview

► In Pennsylvania, drinking and driving remains a top safety issue. In 2011, alcohol-related crashes decreased to 11,805 from 12,426 alcohol-related crashes in 2010. Alcohol-related deaths decreased from 459 to 428 in 2010.

► Of particular concern is the involvement of drinking drivers under the age of 21. 26% of the driver deaths in the 16-20 age group were drinking drivers, down from 31% in 2010. Improvement in this age group is a very important need.

► Of equal focus is the 21 to 25 age group, in which 45% of the driver deaths were drinking drivers. This age group had the fourth worst percentage of all groups, and was down from 50% in 2010. The 26 to 30 age group increased to 47% from 45% in 2010.

► In 2011, alcohol-related deaths were 33% of the total traffic deaths, nearly the same as in 2007, 2008 and 2009.

► 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).

Alcohol-Related

2011 Briefs

► 428 people died in alcohol-related crashes.

► 91% of the alcohol-related occupant deaths (drivers and passengers) were in the vehicle driven by the drinking driver; 73% were the drinking drivers themselves.

► 76% 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, 32 alcohol-related traffic crashes occurred.

► On average each day, 1.2 persons were killed in alcohol-related traffic crashes.

► On average each day, 23 persons were injured in alcohol-related traffic crashes.

Alcohol Involvement in Crashes

Although alcohol-related crashes accounted for approximately 9% of the total crashes in 2011, they resulted in 33% of all persons killed in crashes. Alcohol-related crashes were 4.7 times more likely to result in death than those not related to alcohol (3.3% of the alcohol-related crashes resulted in death, compared to 0.7% 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	393 (33.0%)	428 (33.3%)	6,241 (9.9%)	8,471 (9.6%)	5,171 (8.4%)
Non-Alcohol-Related	798 (67.0%)	858 (66.7%)	56,545 (90.1%)	79,364 (90.4%)	56,239 (91.6%)
TOTAL	**1,191 (100.0%)**	**1,286 (100.0%)**	**62,786 (100.0%)**	**87,835 (100.0%)**	**61,410 (100.0%)**

Alcohol-Related Crashes—Five-Year Trends

Alcohol-related crashes decreased in 2011, and were the lowest total in the last five years. Alcohol-related crashes are trending in a good direction. Alcohol-related fatalities decreased in 2011, and were the lowest total in the last five years.

Alcohol-Related

Alcohol-Related Crashes

Year	
2007	
2008	
2009	
2010	
2011	

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

Alcohol-Related Deaths

Year	
2007	
2008	
2009	
2010	
2011	

400   450   500   550
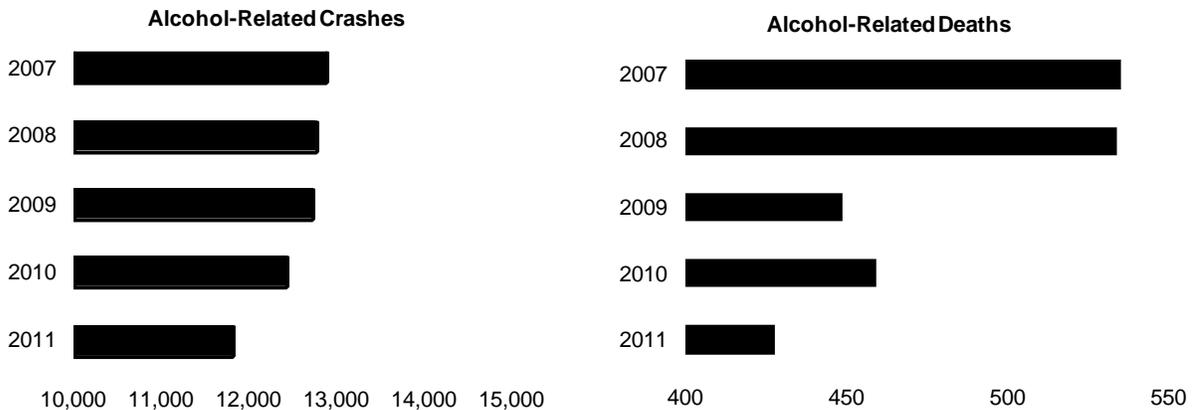
	2007	2008	2009	2010	2011
Crashes	12,867	12,752	12,712	12,426	11,805
Fatal Crashes	497	498	397	408	393
Injury Crashes	7,015	6,911	6,887	6,773	6,241
PDO Crashes	5,355	5,343	5,428	5,245	5,171
Deaths	535	534	449	459	428
Injuries	9,825	9,565	9,536	9,321	8,471
Fatal Crashes per 100,000 Licensed Drivers	5.8	5.8	4.6	4.7	4.5
Deaths per 100,000 Licensed Drivers	6.2	6.2	5.2	5.2	4.9

Victims of Alcohol-Related Fatal Crashes

There were 380 driver and passenger deaths in alcohol-related crashes in 2011, while 344 (91%) were the drinking drivers or their passengers.

Persons Involved	Deaths
Drivers	**302**
Drinking Drivers	*277 (91.7%)*
Non-Drinking Drivers	*25 (8.3%)*
Passengers	**78**
Passengers with Drinking Driver	*67 (85.9%)*
Passengers with Non-Drinking Driver	*11 (14.1%)*
Pedestrians	**45**
Drinking Pedestrian	*41 (91.1%)*
Non-Drinking Pedestrian	*4 (8.9%)*
TOTAL DEATHS*	**428**

Includes 3 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 (65% of alcohol-related deaths). In contrast, just under half of the deaths (48%) from non-alcohol-related crashes resulted from crashes occurring between noon and 8:00 PM.

Midnight-3:59 AM	7.0%	35.3%
4:00-07:59 AM	8.6%	12.9%
8:00-11:59 AM	1.9%	18.1%
Noon-3:59 PM	4.7%	26.6%
4:00-7:59 PM	19.4%	21.8%
8:00-11:59 PM	29.9%	13.6%

0% 10% 20% 30% 40%
■Alcohol-Related □Non-Alcohol-Related
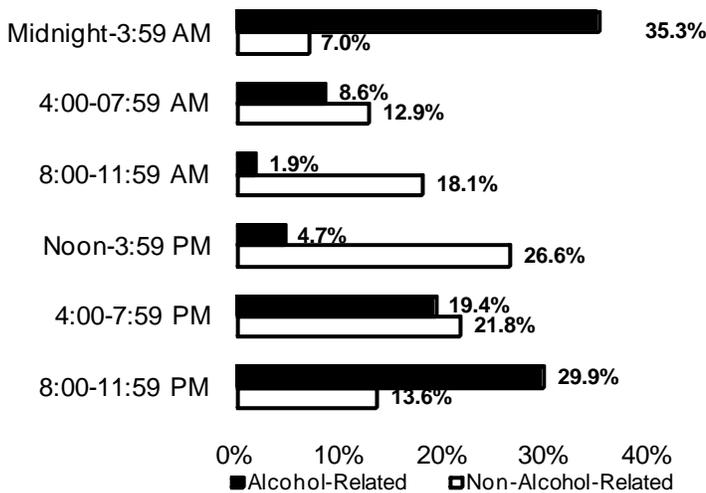
Time of Occurrence	Non-Alcohol-Related	Alcohol-Related
Midnight-3:59 AM	60	151
4:00-07:59 AM	111	37
8:00-11:59 AM	155	8
Noon-3:59 PM	228	20
4:00-7:59 PM	187	83
8:00-11:59 PM	117	128
Time Unknown	0	1
TOTAL DEATHS	**858**	**428**

Victims of Fatal Crashes by Day of Week

Just under half (49%) 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 Wednesday.
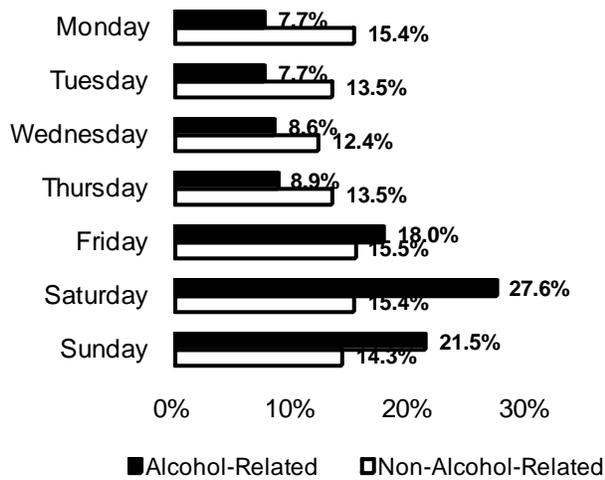
Day of Occurrence	Non-Alcohol-Related	Alcohol-Related
Monday	132	33
Tuesday	116	33
Wednesday	106	37
Thursday	116	38
Friday	133	77
Saturday	132	118
Sunday	123	92
TOTAL DEATHS	**858**	**428**

Bar chart — Victims of Fatal Crashes by Day of Week:

Day	Alcohol-Related	Non-Alcohol-Related
Monday	7.7%	15.4%
Tuesday	7.7%	13.5%
Wednesday	8.6%	12.4%
Thursday	8.9%	13.5%
Friday	18.0%	15.5%
Saturday	27.6%	15.4%
Sunday	21.5%	14.3%

■ Alcohol-Related   □ Non-Alcohol-Related

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.

Pie chart:
- Day: 24.5%
- Night: 75.5%
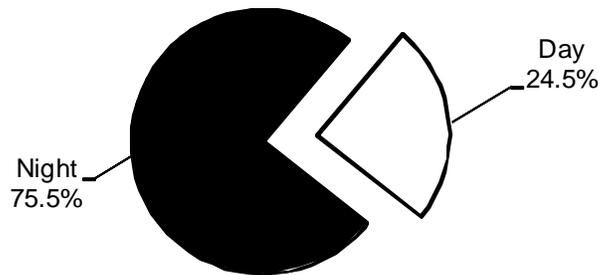
Alcohol-Related Holiday Crashes

In 2011, 13% of all holiday crashes involved alcohol use; however, 41% of deaths which occurred during holiday weekends were related to alcohol use. (See ***Crashes by Holiday***, page 22.)

Total Crashes

Holiday	%
Labor Day	8.2%
Post-Thanksgiving	7.9%
Thanksgiving	7.9%
Pre-Christmas	7.1%
Pre-Thanksgiving	6.9%
Independence Day	6.4%
Memorial Day	6.2%
Post New Years	6.2%
Pre-Independence Day	6.2%
Post-Labor Day	5.8%
Post Memorial Day	5.7%
Christmas	5.5%
Post-Independence Day	5.2%
Pre-Labor Day	5.2%
New Years	4.9%
Pre-Memorial Day	4.9%
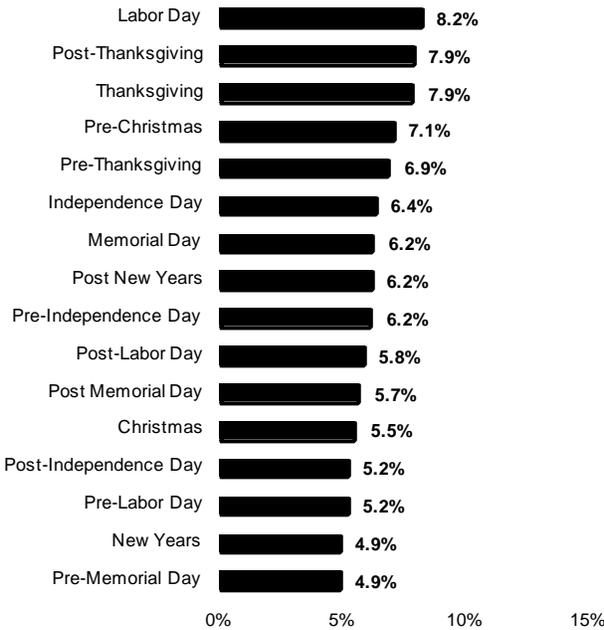
Period*	Crashes	Deaths
New Years	112	7
Post New Years	142	2
Pre-Memorial Day	112	3
Memorial Day	143	10
Post Memorial Day	130	5
Pre-Independence Day	141	3
Independence Day	146	6
Post-Independence Day	120	6
Pre-Labor Day	119	5
Labor Day	188	8
Post-Labor Day	134	5
Pre-Thanksgiving	158	7
Thanksgiving	180	8
Post-Thanksgiving	181	7
Pre-Christmas	162	6
Christmas	126	2
TOTAL	**2,294**	**90**

Deaths
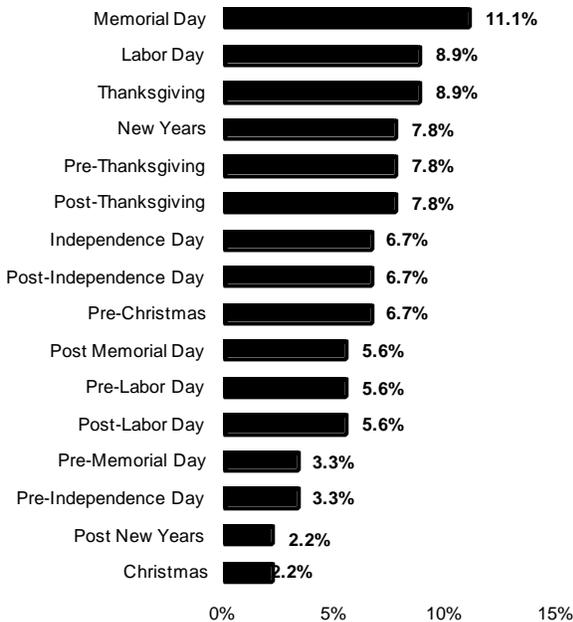
Holiday	%
Memorial Day	11.1%
Labor Day	8.9%
Thanksgiving	8.9%
New Years	7.8%
Pre-Thanksgiving	7.8%
Post-Thanksgiving	7.8%
Independence Day	6.7%
Post-Independence Day	6.7%
Pre-Christmas	6.7%
Post Memorial Day	5.6%
Pre-Labor Day	5.6%
Post-Labor Day	5.6%
Pre-Memorial Day	3.3%
Pre-Independence Day	3.3%
Post New Years	2.2%
Christmas	2.2%

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

** Not part of a holiday weekend in 2011.

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 passenger cars, 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 202,802	Passenger Car		118,442
	Lt Trk/SUV/Van		71,624
	Heavy Truck		6,702
	Motorcycle		3,746
	Bus		1,032
	Other		1,256
Drinking Drivers in Crashes 11,603 (5.7% of total)	Passenger Car	6,915	(5.8% of total)
	Lt Trk/SUV/Van	4,251	(5.9% of total)
	Heavy Truck	44	(0.7% of total)
	Motorcycle	320	(8.5% of total)
	Bus	0	(0.0% of total)
	Other	73	(5.8% of total)

Alcohol-Related

Drinking Drivers in Crashes by Age and Sex

In 2011, roughly 3 out of 4 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 69 drivers for whom age and/or sex were not known.

Age Group	Male	Female	Total
Under 16	7	2	9
16-20	698	236	934
21-25	2,124	702	2,826
26-30	1,305	432	1,737
31-35	925	282	1,207
36-40	783	272	1,055
41-45	776	306	1,082
46-50	762	258	1,020
51-55	578	158	736
56-60	372	80	452
61-65	198	45	243
66-70	101	15	116
71-75	50	11	61
Over 75	51	5	56
Total	**8,730**	**2,804**	**11,534**

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

In 2011, 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 40, 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 9 drinking drivers.

Age Group	Drinking Driver	Non-Drinking Driver
Under 16	9 (4.1%)	209 (95.9%)
16-20	934 (3.5%)	25,900 (96.5%)
21-25	2,829 (9.4%)	27,265 (90.6%)
26-30	1,737 (8.1%)	19,820 (91.9%)
31-35	1,210 (7.1%)	15,863 (92.9%)
36-40	1,057 (6.6%)	14,999 (93.4%)
41-45	1,083 (6.5%)	15,587 (93.5%)
46-50	1,021 (6.2%)	15,526 (93.8%)
51-55	736 (4.8%)	14,578 (95.2%)
56-60	452 (3.7%)	11,728 (96.3%)
Over 60	478 (1.8%)	25,967 (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 2011 crashes. The age group from 41 to 45 had the highest percentage, with 51% of the driver deaths in this age group being a drinking driver. The 16-20 age group decreased from 31.3% in 2010. In 2011, there were no drivers under the age of 16 who chose to combine alcohol usage and driving without a license.
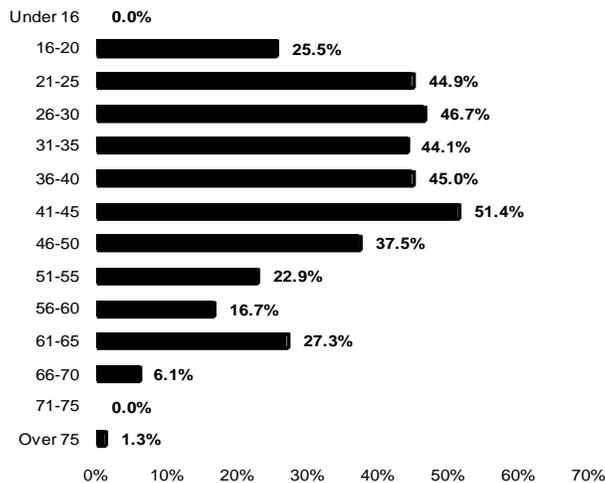
Underage Drinking Drivers in Pennsylvania Crashes—Historical Data

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 2008 there has been a downward trend with 2005, 2006, 2009 and 2010 disrupting the steady decrease.

Year	Value
2002	1,710
2003	1,557
2004	1,369
2005	1,410
2006	1,535
2007	1,305
2008	1,239
2009	1,294
2010	1,265
2011	943
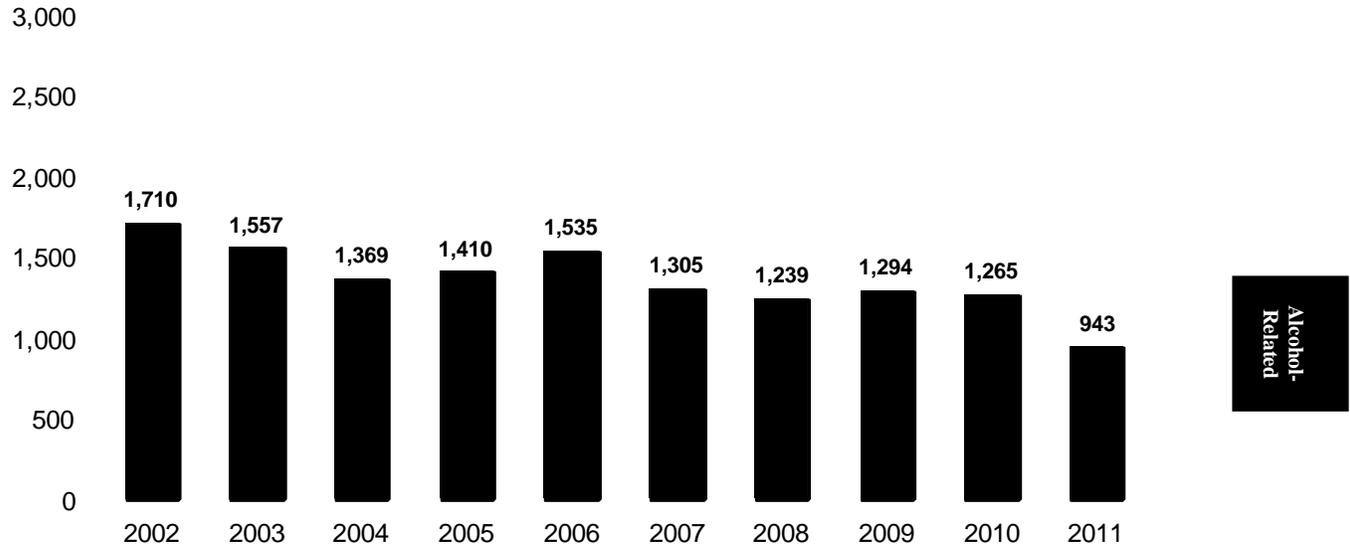
Note: Beginning with 2003 data, alcohol involvement criteria changed to account for both BAC levels and suspected involvement when BAC is unknown. The effect can mostly be seen in the alcohol related fatalities for years 2003 and after.

Seat Belts, Child Safety Seats, and Air Bags

Restraints Overview

Safety Belts

- Pennsylvania's seat belt law requires that drivers and front seat passengers be properly buckled 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 the law becoming effective on February 21, 2003.

- A driver under the age of 18 may not operate a motor vehicle when 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 injuries to front seat passenger car occupants by 45% and the risk of moderate-to-critical injuries by 50%. For light truck occupants, seat belts reduce the risk of fatal injuries by 60% and the risk of moderate-to-critical injuries 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 wore 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 that children under the age of 4 to be properly restrained in a child passenger restraint system when riding anywhere in a vehicle. Children age 4 and older, but under age 8, are required to be in an appropriately fitting child booster seat when riding anywhere in a vehicle due to the law becoming 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 age 1 **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 required 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 Belts, Etc.

Seat Belt Use in Crashes—Total People Involved

Seat belts have proven to be effective in reducing the severity of injuries sustained in a crash. In 2011, as shown in the two pie graphs below, 77.5% of all people involved in crashes were wearing seat belts. 56.9% of all people who died in crashes were not wearing seat belts. The table at the bottom shows the total number of people involved in crashes in 2011 by severity of injury and belt use.

Total People Involved in Crashes

Belts in Use 77.5%
Belts Not in Use 8.0%
Belt Use Unknown 14.6%
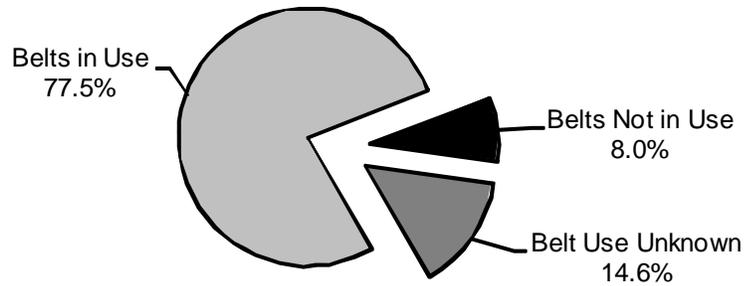
Total Deaths

Belts in Use 30.6%
Belt Use Unknown 12.4%
Belts Not in Use 56.9%

Seat Belts, Etc.
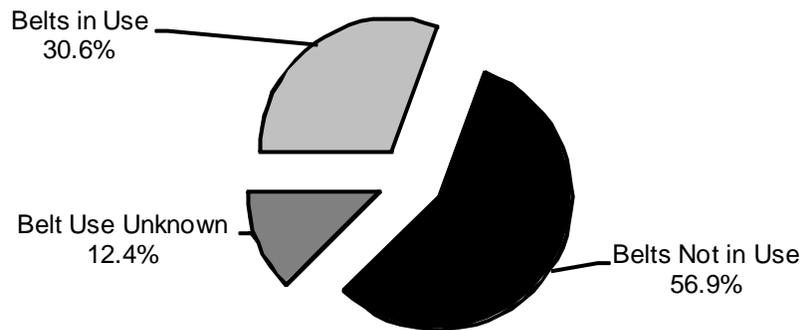
	Belts in Use	Belts Not in Use	Belt Use Unknown
Killed	276	513	112
Major Injury	1,093	931	328
Moderate Injury	7,341	2,576	1,342
Minor Injury	30,433	4,582	4,526
Unk Injury Sev	15,643	2,718	5,165
No Injury	157,117	10,569	28,334
TOTAL	**211,903**	**21,889**	**39,807**

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 display the estimated impact that seat belts worn 100% of the time would have on traffic deaths and injuries. The numbers in parentheses, in the last row, are the estimated decreases in 2011 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% seat belt use for occupants of just passenger cars in 2011 would have been **$2,489,942,471** or approximately **$195** for every man, woman, and child in Pennsylvania. More importantly, 286 people would have survived if they had worn their belts.

		Injuries			
	Deaths	*Major*	*Moderate*	*Minor*	*None*
Belts Used	186	692	4,559	28,122	80,546
Belts Not Used	303	551	1,523	4,546	5,573
TOTAL	**489**	**1,243**	**6,082**	**32,668**	**86,119**
If 100% Belt Use	**203**	**772**	**5,090**	**31,201**	**89,335**
Net Increase/(Decrease)	**(286)**	**(471)**	**(992)**	**(1,467)**	**3,216**
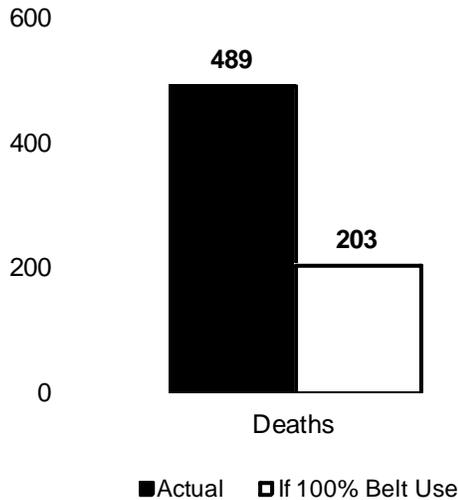
Note: PENNDOT's cost estimating procedures were revised in 2008 dollars. "No Belts" is included in "Belts Not Used".

Seat Belt Use in Crashes—Historical Data

On November 1, 1983, Pennsylvania passed a primary law requiring that drivers secure children under age 4 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 1 to 4 could be in the back seat in a child safety belt in lieu of a child passenger restraint system. Fines began taking effect January 1, 1985.

On November 23, 1987, Pennsylvania passed a safety belt law. The law requires that drivers and front seat passengers of a passenger car, Class I and Class II trucks, or motor home wear a properly-adjusted and fastened safety belt. The driver is responsible for securing children ages 4 to 18 in a safety belt when riding in the front seat. This is a secondary violation. Fines began taking effect March 23, 1988.

Effective August 21, 1993, the child passenger restraint law was upgraded requiring that drivers (not just those with vehicles registered in Pennsylvania) secure a child up to age 4 in a child passenger restraint system when sitting anywhere in the vehicle.

Effective February 21, 2003, the child passenger restraint law was upgraded requiring that children ages 4 through 7 be in an appropriately fitting child booster seat and those children ages 8 through 17 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.
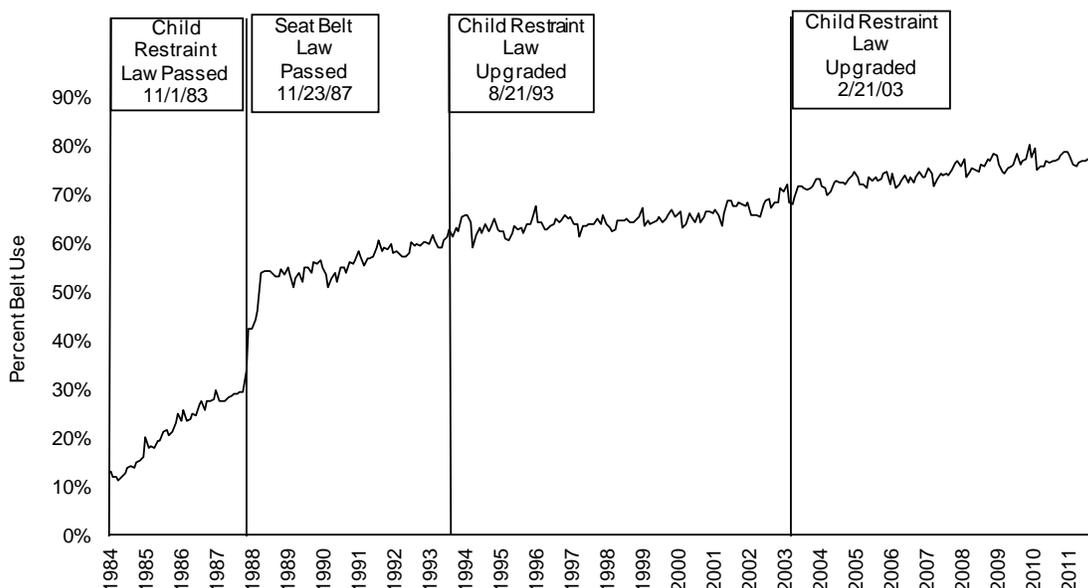
Seat Belts, Etc.

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 2 years, most likely due to the redesign of the study methodology in 2008, that provided more detailed accounts.

Period	Percent Belt Use
	62.3%
Fall '92	63.0%
	63.7%
Fall '93	67.5%
	71.0%
Fall '95	71.0%
	65.0%
Fall '97	64.7%
	67.8%
Fall '99	69.7%
	70.7%
Fall '01	70.5%
	75.7%
Fall '03	79.0%
	81.8%
Fall '05	83.3%
	86.3%
Fall '07	86.7%
	85.1%
Fall '09	87.9%
	86.0%
Spring '11	83.8%

Percent Belt Use
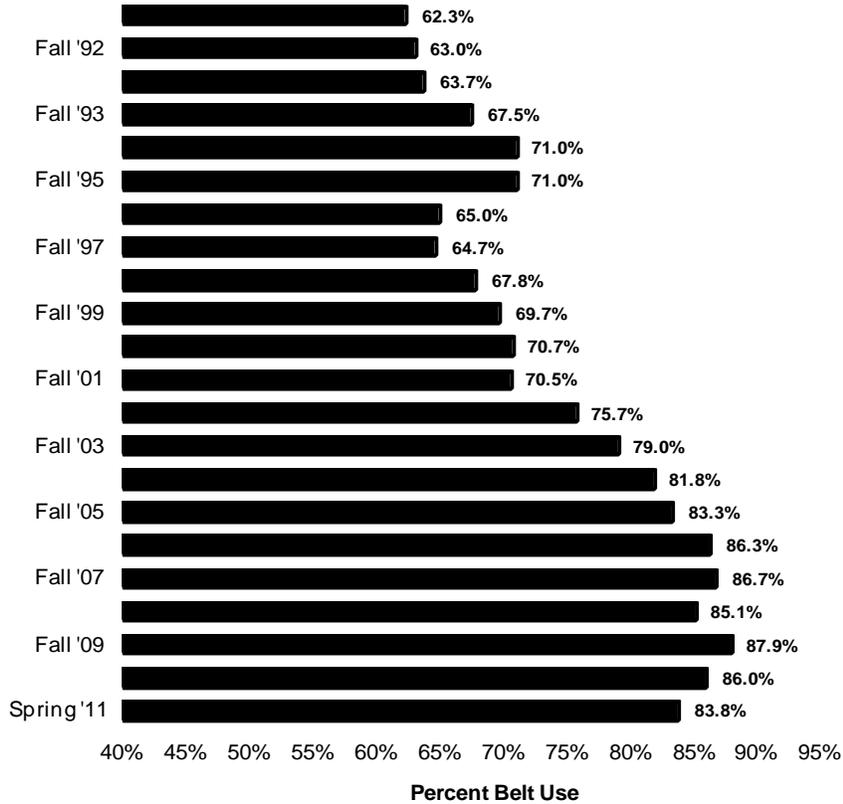
Seat Belts, Etc.

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 4 in a child passenger restraint system while sitting anywhere in a vehicle. As shown in the table below (for 2007-2011 crashes involving children under age 4), the percentages of deaths and injuries (within restraint type by row) were lower when restraints were used. From 2007-2011, 82% of the children under age 4 who were involved in crashes and restrained in a child seat sustained no injury.

| Child Restraint | Deaths | Injuries | | | | | Total Persons |
		Major	*Moderate*	*Minor*	*Unknown*	*No Injury*	
Child Seat In Use	13 (0.1%)	60 (0.2%)	234 (0.9%)	2,066 (7.8%)	2,557 (9.6%)	21,742 (81.5%)	**26,672**
No Restraint In Use	5 (0.3%)	19 (1.0%)	43 (2.3%)	231 (12.3%)	493 (26.2%)	1,093 (58.0%)	**1,884**
Other Restraint In Use	2 (0.1%)	7 (0.5%)	25 (1.7%)	180 (12.0%)	159 (10.6%)	1,123 (75.1%)	**1,496**

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, however some vehicles in crashes still do not have airbags as there are still older vehicles in use. Additionally, not all seats in a vehicle have an air bag. The table and graph below show the safety benefits of wearing a seat belt, both with and without air bag deployment. (Table percentages are listed within restraint type by row.)

Passive Restaint Status	Seat Belt Status	Deaths	Injuries					Total Persons
			Major	*Moderate*	*Minor*	*Unknown*	*No Injury*	
None	n/a	268 (0.2%)	726 (0.6%)	3,570 (3.2%)	13,417 (11.9%)	12,319 (10.9%)	82,819 (73.2%)	**113,119**
Air Bag Deployed	Used	172 (0.4%)	622 (1.4%)	3,343 (7.7%)	10,531 (24.2%)	5,387 (12.4%)	23,454 (53.9%)	**43,509**
Air Bag Deployed	Not Used	241 (4.5%)	431 (8.1%)	993 (18.6%)	1,322 (24.7%)	900 (16.8%)	1,458 (27.3%)	**5,345**
Air Bag Deployed	Unknown	43 (0.8%)	146 (2.6%)	492 (8.9%)	1,014 (18.4%)	1,534 (27.8%)	2,293 (41.5%)	**5,522**
Air Bag Not Deployed	Used	49 (0.1%)	189 (0.2%)	1,896 (2.3%)	10,467 (12.9%)	5,177 (6.4%)	63,454 (78.1%)	**81,232**
Air Bag Not Deployed	Not Used	98 (2.4%)	138 (3.3%)	503 (12.2%)	1,043 (25.2%)	509 (12.3%)	1,849 (44.7%)	**4,140**
Air Bag Not Deployed	Unknown	10 (0.3%)	32 (0.8%)	151 (3.7%)	497 (12.2%)	598 (14.7%)	2,774 (68.3%)	**4,062**
Unknown If Deployed	n/a	14 (0.8%)	31 (1.7%)	126 (6.9%)	276 (15.2%)	274 (15.1%)	1,096 (60.3%)	**1,817**

In crashes that are severe enough to deploy an airbag (for vehicles and seats so equipped), the data below shows that you are 10 times more likely to die if you are not wearing a seat belt (6.6 deaths vs. 0.7 deaths per 100 crashes).

Deaths per 100 Crashes

Air Bag Deployed/Seat Belt Not Used	6.6
Air Bag Not Deployed/Seat Belt Not Used	4.2
Air Bag Deployed/Seat Belt Unknown	1.2
Air Bag Deployed/Seat Belt Used	0.7
Air Bag Not Deployed/Seat Belt Unknown	0.5
Air Bag Not Deployed/Seat Belt Used	0.1
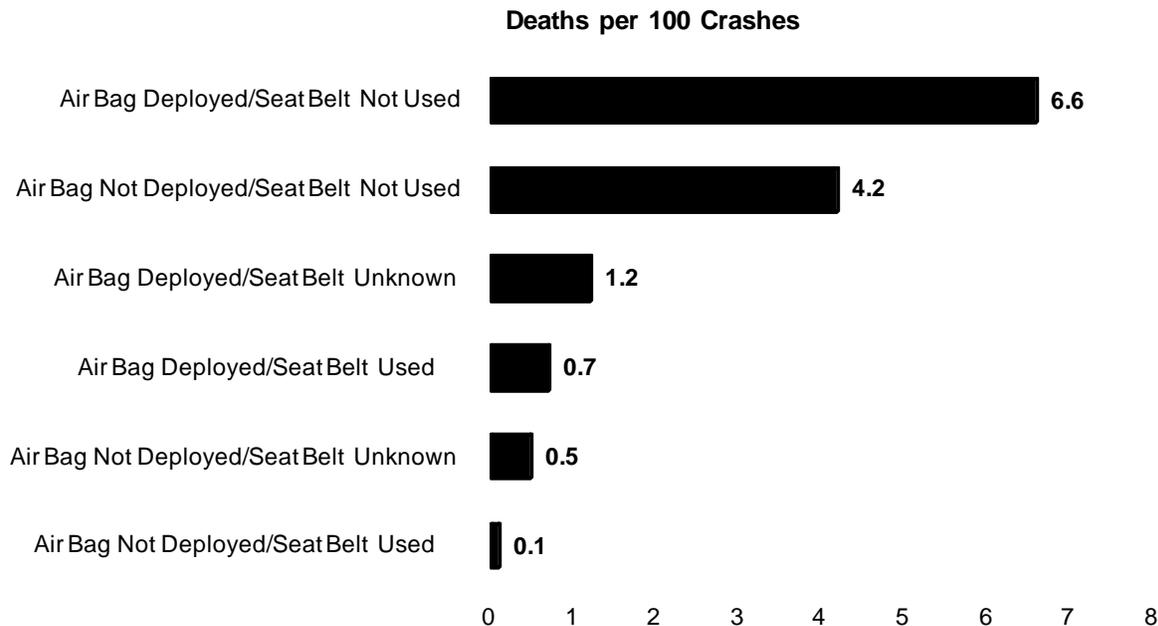
Seat Belts, Etc.

Air Bag Deployment by Initial Vehicle Impact Point

Most air bags are designed to deploy in frontal impacts, but side impact air bags are also common for newer model year vehicles. The table below shows the initial vehicle impact points for all 2011 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 1073 occasions in which air bags deployed in center rear impacts).
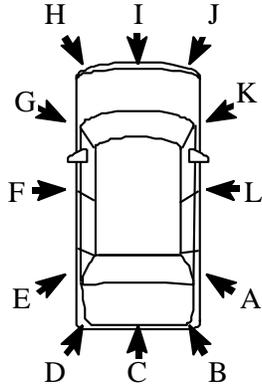
Impact Point	Vehicles	Air Bag Not Present	Air Bag Present Deployed	Air Bag Present, Not Deployed	Unknown/ Other
Right Side Rear (A)	2,447	836	409 (30.6%)	928 (69.4%)	274
Right Rear (B)	5,243	1,841	494 (17.2%)	2,381 (82.8%)	527
Center Rear (C)	29,445	10,791	1,073 (6.8%)	14,714 (93.2%)	2,867
Left Rear (D)	4,841	1,654	437 (16.0%)	2,287 (84.0%)	463
Left Side Rear (E)	2,372	810	337 (26.2%)	951 (73.8%)	274
Left Side Center (F)	6,450	2,134	1,285 (36.5%)	2,236 (63.5%)	795
Left Side Forward (G)	6,534	2,112	1,371 (36.9%)	2,348 (63.1%)	703
Left Front (H)	25,907	7,461	6,839 (43.1%)	9,017 (56.9%)	2,590
Center Front (I)	63,857	16,385	21,976 (54.0%)	18,735 (46.0%)	6,761
Right Front (J)	24,187	6,961	6,588 (45.6%)	7,853 (54.4%)	2,785
Right Side Forward (K)	9,730	3,174	2,132 (39.1%)	3,319 (60.9%)	1,105
Right Side Center (L)	7,524	2,475	1,551 (38.2%)	2,508 (61.8%)	990
Other	5,000	1,417	779 (33.2%)	1,570 (66.8%)	1,234
None	3,740	1,402	283 (14.1%)	1,720 (85.9%)	335
TOTAL	**197,277**	**59,453**	**45,554 (39.2%)**	**70,567 (60.8%)**	**21,703**

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					Total Persons
		Major	Moderate	Minor	Unknown	No Injury	
0-4	0 (0.0%)	0 (0.0%)	3 (8.8%)	11 (32.4%)	4 (11.8%)	16 (47.1%)	34
5-8	0 (0.0%)	1 (0.8%)	9 (7.6%)	31 (26.1%)	14 (11.8%)	64 (53.8%)	119
9-12	2 (0.6%)	2 (0.6%)	18 (5.3%)	99 (28.9%)	52 (15.2%)	170 (49.6%)	343
13-64	109 (0.3%)	524 (1.4%)	2,872 (7.4%)	9,132 (23.6%)	4,506 (11.7%)	21,506 (55.6%)	38,649
65-74	26 (1.1%)	50 (2.2%)	242 (10.5%)	635 (27.5%)	417 (18.1%)	939 (40.7%)	2,309
75+	35 (1.7%)	45 (2.2%)	199 (9.7%)	623 (30.3%)	394 (19.2%)	759 (36.9%)	2,055
Total	**172 (0.4%)**	**622 (1.4%)**	**3,343 (7.7%)**	**10,531 (24.2%)**	**5,387 (12.4%)**	**23,454 (53.9%)**	**43,509**

Seat Belts Not Used

Age Group	Deaths	Injuries					Total Persons
		Major	Moderate	Minor	Unknown	No Injury	
0-4	1 (33.3%)	0 (0.0%)	0 (0.0%)	1 (33.3%)	1 (33.3%)	0 (0.0%)	3
5-8	0 (0.0%)	0 (0.0%)	1 (20.0%)	0 (0.0%)	0 (0.0%)	4 (80.0%)	5
9-12	1 (8.3%)	2 (16.7%)	1 (8.3%)	1 (8.3%)	2 (16.7%)	5 (41.7%)	12
13-64	199 (4.0%)	409 (8.1%)	942 (18.7%)	1,257 (24.9%)	835 (16.6%)	1,399 (27.8%)	5,041
65-74	13 (9.8%)	11 (8.3%)	20 (15.0%)	31 (23.3%)	31 (23.3%)	27 (20.3%)	133
75+	27 (17.9%)	9 (6.0%)	29 (19.2%)	32 (21.2%)	31 (20.5%)	23 (15.2%)	151
Total	**241 (4.5%)**	**431 (8.1%)**	**993 (18.6%)**	**1,322 (24.7%)**	**900 (16.8%)**	**1,458 (27.3%)**	**5,345**

Pedestrian and Bicycle Crashes

Pedestrian and Bicycles Overview

► Pedestrian-related crashes represent 3.6% of the total reported traffic crashes; however, they account for 11.6% of all traffic crash deaths. (See also *Pennsylvania County Crashes*, pages 62, 63, and 68.)

► Bicycle crashes represent 1.0% of the total reported crashes and 0.9% of all traffic deaths. Although these percentages are small, they still represent 11 bicyclist deaths and 1,312 injuries in 2011.

Pedestrian Crashes—Five-Year Trends

Reported crashes involving pedestrians have increased in 2 of the last 5 years. Pedestrian deaths have fluctuated over the same period, and have increased in the past year.

Total Crashes

Year	
2007	4,670
2008	4,422
2009	4,208
2010	4,454
2011	4,515

Deaths

Year	
2007	155
2008	142
2009	136
2010	148
2011	149

Year	Total Crashes	Deaths
2007	4,670	155
2008	4,422	142
2009	4,208	136
2010	4,454	148
2011	4,515	149

Peds & Bikes

Pedestrian-Related Crashes

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

Top Crash-Related Pedestrian Actions

Walking/Running/
Jogging/Playing
31.5%

Standing
5.1%

Entering
Crossing/Specified
Location
35.8%

All Others
27.7%

Top Fatal Pedestrian Actions

Walking/Running/
Jogging/Playing
27.5%

Standing
4.7%

Entering
Crossing/Specified
Location
47.0%

All Others
20.8%

Peds & Bikes
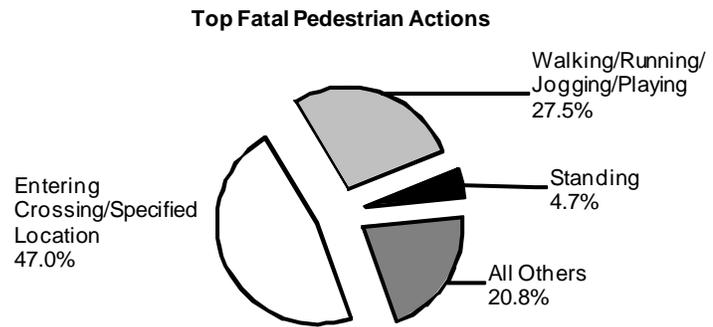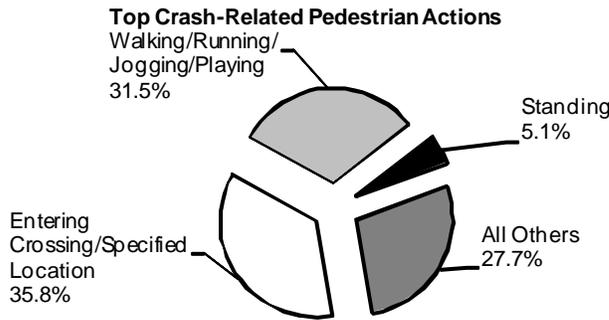
Pedestrian Action	Deaths	Pedestrians Involved
Entering Crossing/Specified Location	70	1,698
Walking/Running/Jogging/Playing	41	1,494
Working	0	82
Pushing a Vehicle	1	13
Working on Vehicle	1	30
Standing	7	240
Approaching/Leaving a Vehicle	5	161
Other/Unknown	24	1,030
Total	**149**	**4,748**

Pedestrian Deaths by Age and Sex

Pedestrians ages 75 and over represent a sizable portion of pedestrian deaths as displayed in the chart below. Overall, male pedestrian deaths consisted of 66% of all pedestrian deaths, deecreasing from 70% in 2010. *Note:* Pedestrians of unknown sex are not included in the
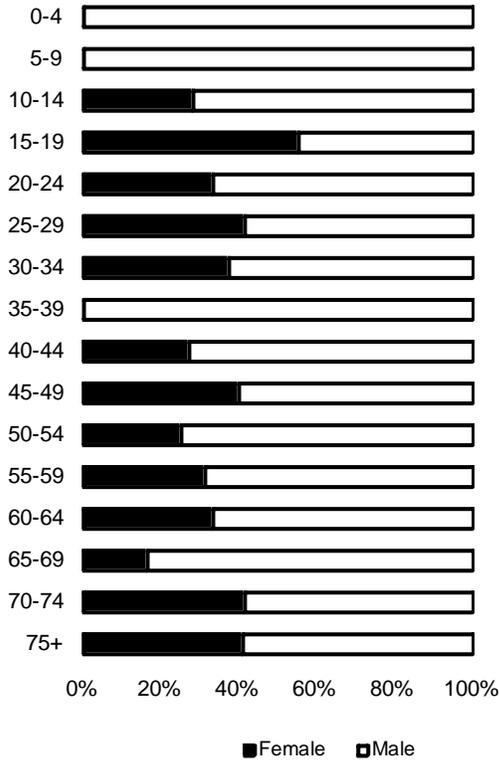
Age Group	Female	Male	Total
0-4	0	1	1
5-9	0	1	1
10-14	2	5	7
15-19	5	4	9
20-24	4	8	12
25-29	5	7	12
30-34	3	5	8
35-39	0	4	4
40-44	3	8	11
45-49	4	6	10
50-54	2	6	8
55-59	6	13	19
60-64	4	8	12
65-69	1	5	6
70-74	5	7	12
75 and over	7	10	17
Unknown	0	0	0
TOTAL	**51**	**98**	**149**

■Female □Male

Pedestrian Injury Severity by Municipality Type

The majority of pedestrian injuries occurred in cities; however, the percentage of pedestrian deaths in townships was higher, perhaps due to higher vehicle speeds on rural roads.

Municipality Type	Deaths	Injuries	Non-Injury	Total
City	55 (36.9%)	2,890 (63.8%)	37 (55.2%)	**2,982 (62.8%)**
Borough/Town	28 (18.8%)	661 (14.6%)	16 (23.9%)	**705 (14.9%)**
Township	66 (44.3%)	970 (21.4%)	14 (20.9%)	**1,050 (22.1%)**
Other	0 (0.0%)	11 (0.2%)	0 (0.0%)	**11 (0.2%)**
TOTAL	**149 (100.0%)**	**4,532 (100.0%)**	**67 (100.0%)**	**4,748 (100.0%)**

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

Peds & Bikes

Pedestrian Deaths and Injuries by Age

Elderly pedestrians, although involved in fewer pedestrian crashes, are more likely to be killed if struck by a moving vehicle. Younger pedestrians (age 19 and under) account for 34% of the pedestrian injuries.

Note: The totals in the table do not include an additional 67 pedestrians who were not killed or injured or where their injury severity was unknown.

Pedestrian Age	Deaths	Injuries
0-4	1 (0.7%)	156 (3.4%)
5-9	1 (0.7%)	367 (8.1%)
10-14	7 (4.7%)	477 (10.5%)
15-19	9 (6.0%)	519 (11.5%)
20-24	12 (8.1%)	448 (9.9%)
25-29	12 (8.1%)	351 (7.7%)
30-34	8 (5.4%)	275 (6.1%)
35-39	4 (2.7%)	246 (5.4%)
40-44	11 (7.4%)	260 (5.7%)
45-49	10 (6.7%)	270 (6.0%)
50-54	8 (5.4%)	275 (6.1%)
55-59	19 (12.8%)	248 (5.5%)
60-64	12 (8.1%)	186 (4.1%)
65-69	6 (4.0%)	120 (2.7%)
70-74	12 (8.1%)	98 (2.2%)
75 and over	17 (11.4%)	173 (3.8%)
Unknown	0 (0.0%)	63 (1.4%)
TOTAL	**149 (100.0%)**	**4,532 (100.0%)**

Peds & Bikes
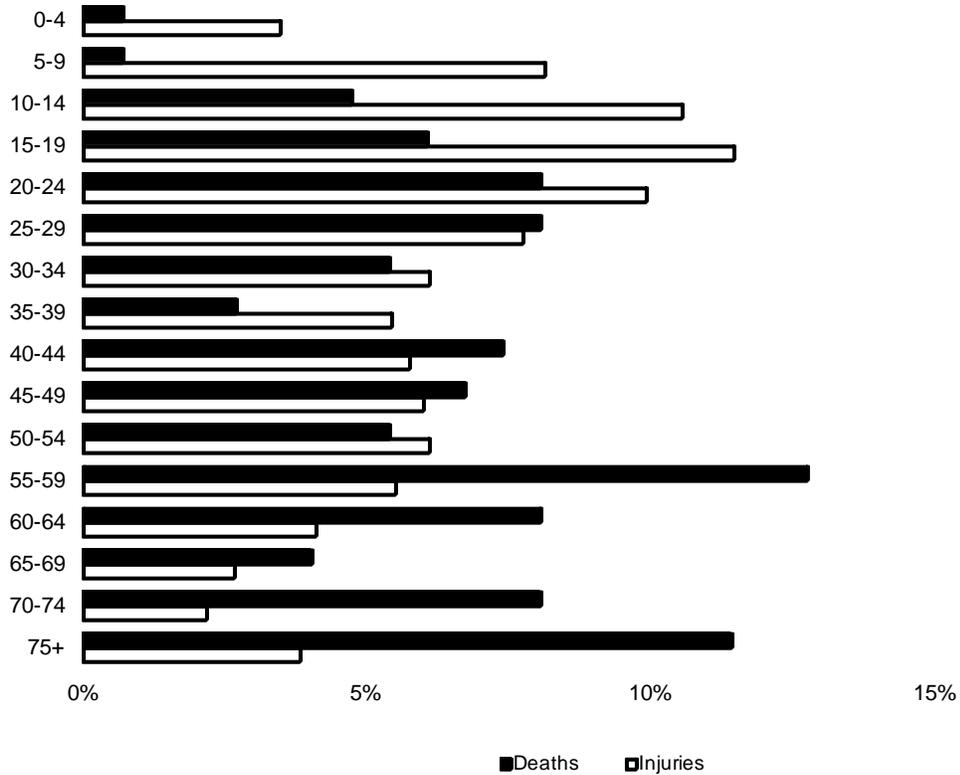
■Deaths   □Injuries

Pedestrian Deaths and Injuries by Light Level

The majority of pedestrians were injured in the daytime (61.7%), but more pedestrian deaths occurred during non-daylight hours (72.5. As shown in the bar chart, pedestrians were more likely to be killed if struck in a non-daylight crash as compared to a day crash.
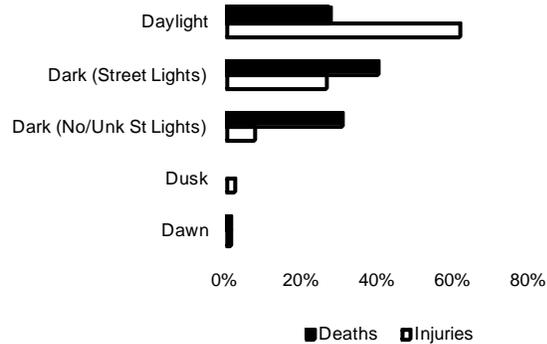
Light Level	Deaths	Injuries
Dawn	2 (1.3%)	67 (1.5%)
Daylight	41 (27.5%)	2,797 (61.7%)
Dark (Street Lights)	60 (40.3%)	1,194 (26.4%)
Dark (No/Unk St Lights)	46 (30.9%)	345 (7.6%)
Dusk	0 (0.0%)	114 (2.5%)
Other/Unknown	0 (0.0%)	15 (0.3%)
TOTAL	**149 (100.0%)**	**4,532 (100.0%)**

Note: The totals in the table do not include an additional 67 pedestrians who were not killed or injured or where their injury severity was unknown.

Pedestrian Deaths and Injuries by Intersection Type

Over 73% of pedestrian deaths and 45% of pedestrian injuries occurred in areas other than intersections. "Non-intersections" as used below includes mid-block crossings, driveway crossings, etc.

Peds & Bikes
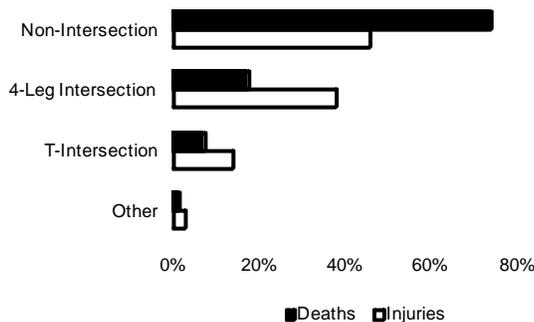
Intersection	Deaths	Injuries
Non-Intersection	110 (73.8%)	2,079 (45.9%)
4-Leg Intersection	26 (17.5%)	1,714 (37.8%)
T-Intersection	11 (7.4%)	614 (13.6%)
Other	2 (1.3%)	125 (2.8%)
TOTAL	**149 (100.0%)**	**4,532 (100.0%)**

Note: The totals in the table do not include an additional 67 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, almost half of pedestrians were injured on local roads, whereas the majority of pedestrian deaths occurred on non-interstate state roadways.
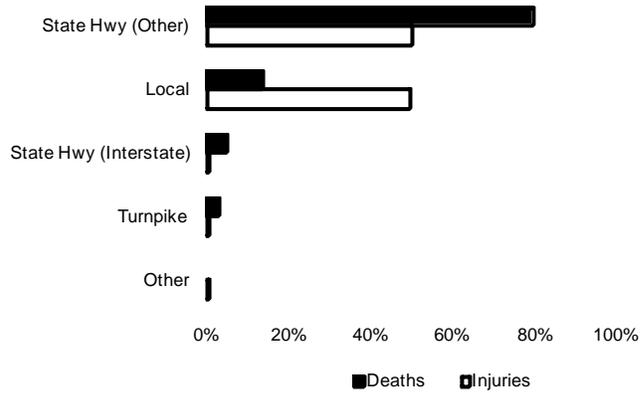
Note: The totals in the table do not include an additional 67 pedestrians who were not killed or injured or where their injury severity was unknown.

Road Type	Deaths	Injuries
State Hwy (Other)	118 (79.2%)	2,265 (50.0%)
Local	20 (13.4%)	2,228 (49.2%)
State Hwy (Interstate)	7 (4.7%)	22 (0.5%)
Turnpike	4 (2.7%)	7 (0.2%)
Other	0 (0.0%)	10 (0.2%)
TOTAL	**149 (100.0%)**	**4,532 (100.0%)**

Pedestrian Deaths and Injuries

As the graph shows, most pedestrian deaths and injuries occurred in areas without traffic control devices (TCDs). These areas accounted for 116 pedestrian deaths and 2,471 injuries.
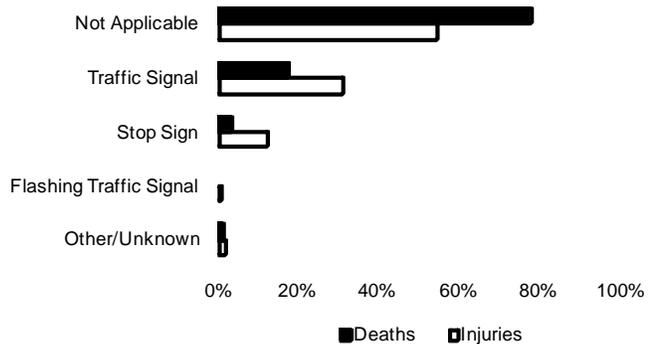
Peds & Bikes

Note: The totals in the table do not include an additional 67 pedestrians who were not killed or injured or where their injury severity was unknown.

Traffic Control Device	Deaths	Injuries
Not Applicable	116 (77.9%)	2,471 (54.5%)
Traffic Signal	26 (17.5%)	1,394 (30.8%)
Stop Sign	5 (3.4%)	559 (12.3%)
Flashing Traffic Signal	0 (0.0%)	18 (0.4%)
Other/Unknown	2 (1.3%)	90 (2.0%)
TOTAL	**149 (100.0%)**	**4,532 (100.0%)**

Bicycle Crashes—Five-Year Trends

The total number of bicycle crashes decreased in 2011, but remained very consistent over the last 5 years; bicycle deaths have fluctuated over the same time period, however in 2008 were the lowest.

Year	Total Crashes	Deaths
2007	1,449	20
2008	1,418	8
2009	1,380	16
2010	1,483	21
2011	1,316	11

Total Crashes

2007	1,449
2008	1,418
2009	1,380
2010	1,483
2011	1,316

Deaths

2007	20
2008	8
2009	16
2010	21
2011	11
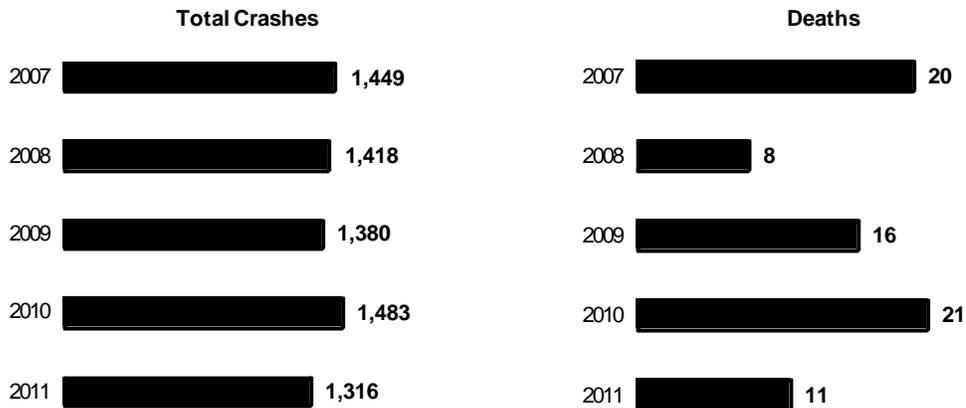
Bicycle Deaths and Injuries by Age

Children ages 5 to 14 were the most vulnerable to death and injury while riding a bicycle. Almost a fourth of the injuries involving bicycles were suffered by this age group. Sadly, 2 of the 11 bicyclist deaths were in this age group. Another vulnerable group, persons ages 15 to 19, suffered 2 deaths and accounted for 16% of the total injuries.

Peds & Bikes

Victim's Age	Deaths	Injuries
0-4	0 (0.0%)	3 (0.2%)
5-9	1 (9.1%)	101 (7.7%)
10-14	1 (9.1%)	214 (16.3%)
15-19	2 (18.2%)	212 (16.2%)
20-34	0 (0.0%)	393 (30.0%)
35-44	0 (0.0%)	116 (8.8%)
45-54	6 (54.6%)	152 (11.6%)
55-64	0 (0.0%)	77 (5.9%)
65-74	1 (9.1%)	17 (1.3%)
75+	0 (0.0%)	12 (0.9%)
Unknown	0 (0.0%)	15 (1.1%)
TOTAL	**11 (100.0%)**	**1,312 (100.0%)**

The totals in the table do not include an additional 16 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' injuries occurred during daylight hours. However, several of the deaths occurred during non-daylight conditions. These deaths totaled 45% of total bicyclists' deaths in 2011 compared to 29% in 2010.

Light Level	Deaths	Injuries
Dawn	1 (9.1%)	5 (0.4%)
Daylight	6 (54.6%)	975 (74.3%)
Dark (Street Lights)	2 (18.2%)	240 (18.3%)
Dark (No/Unk St Lights)	1 (9.1%)	46 (3.5%)
Dusk	1 (9.1%)	43 (3.3%)
Other/Unknown	0 (0.0%)	3 (0.2%)
TOTAL	**11 (100.0%)**	**1,312 (100.0%)**

Note: The totals in the table do not include an additional 16 bicyclists who were not killed or injured or where their injury severity was unknown.

Bicycle Deaths and Injuries by Intersection

In 2011, the majority of bicyclists were injured or killed at intersections.
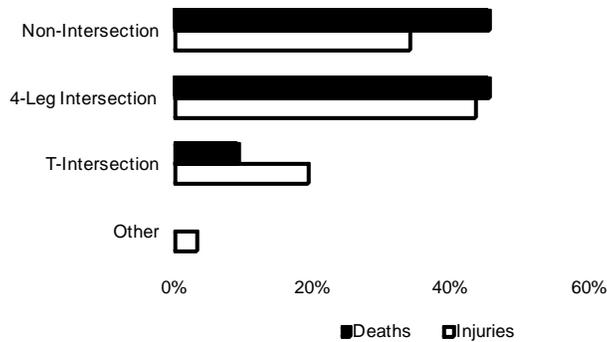
Intersection	Deaths	Injuries
Non-Intersection	5 (45.5%)	447 (34.1%)
4-Leg Intersection	5 (45.5%)	570 (43.5%)
T-Intersection	1 (9.1%)	253 (19.3%)
Other	0 (0.0%)	42 (3.2%)
TOTAL	**11 (100.0%)**	**1,312 (100.0%)**

Note: The totals in the table do not include an additional 16 bicyclists who were not killed or injured or where their injury severity was unknown.

Bicycle Deaths and Injuries by Traffic Control Device

In 2011, injuries occurred almost evenly at traffic control devices (TCD) and where there were no controls, but 55% of deaths occurred where there were no controls.

Traffic Control Device	Deaths	Injuries
Not Applicable	6 (54.6%)	592 (45.1%)
Stop Sign	2 (18.2%)	377 (28.7%)
Traffic Signal	3 (27.3%)	331 (25.2%)
Flashing Traffic Signal	0 (0.0%)	5 (0.4%)
Other/Unknown	0 (0.0%)	7 (0.5%)
TOTAL	**11 (100.0%)**	**1,312 (100.0%)**
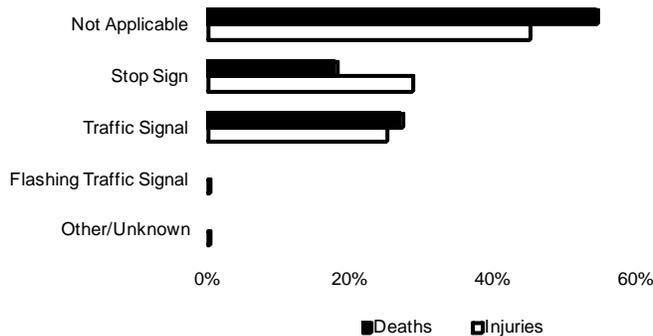
Note: The totals in the table do not include an additional 16 bicyclists who were not killed or injured or where their injury severity was unknown.

Bicycle Deaths and Injuries by Road Type

55% of the deaths of bicyclists occurred on state roads in 2011, while 55% of the injuries occurred on non-state roads.
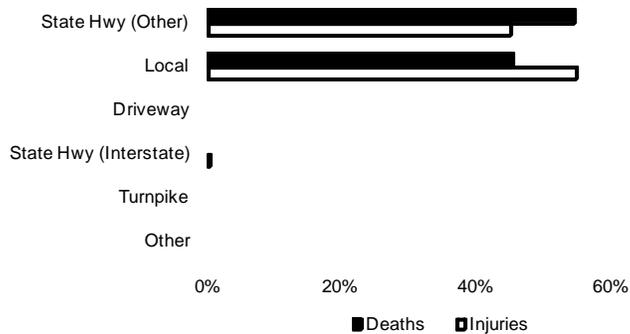
Note: The totals in the table do not include an additional 16 bicyclists who were not killed or injured or where their injury severity was unknown.

Road Type	Deaths	Injuries
State Hwy (Other)	6 (54.6%)	590 (45.0%)
Local	5 (45.5%)	721 (55.0%)
Driveway	0 (0.0%)	0 (0.0%)
State Hwy (Interstate)	0 (0.0%)	1 (0.1%)
Turnpike	0 (0.0%)	0 (0.0%)
Other	0 (0.0%)	0 (0.0%)
TOTAL	**11 (100.0%)**	**1,312 (100.0%)**

Peds & Bikes

Crashes by Motor Vehicle Type

Vehicle Crashes by Vehicle Types

	Fatal Crashes	Injury Crashes	PDO Crashes	Total Crashes
Passenger Car	54.5%	72.0%	72.4%	72.0%
	649 crashes	45,205 crashes	44,471 crashes	90,325 crashes
Lt Trk/Van/SUV	45.8%	47.9%	47.8%	47.9%
	546 crashes	30,089 crashes	29,363 crashes	59,998 crashes
Heavy Truck	12.2%	4.5%	5.5%	5.1%
	145 crashes	2,852 crashes	3,349 crashes	6,346 crashes
Bicycle	0.9%	2.1%	0.0%	1.1%
	11 crashes	1,305 crashes	0 crashes	1,316 crashes
Motorcycle	16.8%	5.2%	0.3%	2.9%
	200 crashes	3,247 crashes	194 crashes	3,641 crashes
School Bus	0.1%	0.3%	0.3%	0.3%
	1 crashes	195 crashes	191 crashes	387 crashes
Commercial Bus	0.8%	0.7%	0.3%	0.5%
	9 crashes	452 crashes	176 crashes	637 crashes
Other	3.1%	1.5%	0.9%	1.2%
	37 crashes	936 crashes	526 crashes	1,499 crashes

The percentages in the table above compare the number of crashes with the total number of crashes in the crash severity category (for example, passenger cars were involved in 54.5% 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:	**39,208**	Passenger Car	24,050	61.3%
		Lt Trk/Van/SUV	13,516	34.5%
		Heavy Truck	837	2.1%
		Motorcycle	655	1.7%
		School Bus	22	0.1%
		Commercial Bus	21	0.1%
		Other	107	0.3%

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	19,639	1,285	12,935	320	504	113	183	200	**35,179**
Lt Trk/Van/SUV	10,190	754	7,408	195	265	79	86	105	**19,082**
Heavy Truck	1,064	285	524	9	9	6	8	13	**1,918**
Motorcycle	543	27	335	59	9	0	5	15	**993**
Bicycle	264	8	141	2	0	5	5	7	**432**
School Bus	62	7	27	0	3	1	2	0	**102**
Commercial Bus	110	7	50	4	11	1	3	0	**186**
Other/Unknown	272	16	116	9	38	1	0	17	**469**

Crashes by Vehicle

Passenger Car Crashes—Five-Year Trends

Total passenger car crashes and fatal crashes in 2010 were the lowest in the last five years.

Total Crashes

Year	Crashes
2007	96,679
2008	91,554
2009	88,916
2010	88,146
2011	90,325

50,000   70,000   90,000   110,000

Fatal Crashes

Year	Crashes
2007	819
2008	759
2009	655
2010	637
2011	649

400   600   800   1,000   1,200
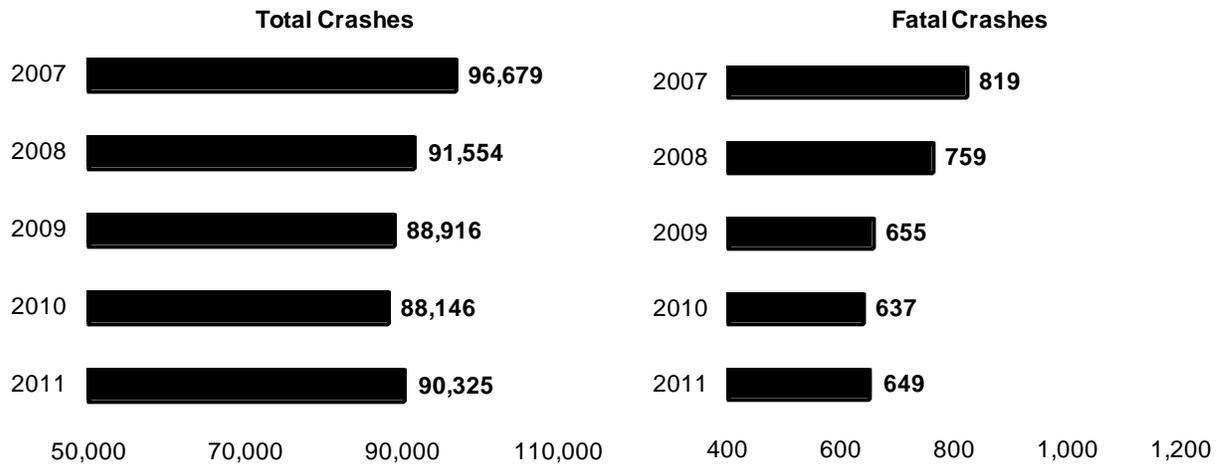
Passenger Car Deaths by Seating Position

In 2010, 41% of crash deaths involved passenger car occupants. The table below depicts the passenger car deaths in 2010 by seating position.

Total Deaths 565	Drivers **421 (74.5%)**		1 →
	Total Passengers **140 (24.8%)**	*Center Front* **0 (0.0%)**	2 →
		Right Front **102 (18.1%)**	3 →
		Left Rear **12 (2.1%)**	4 →
		Center Rear **5 (0.9%)**	5 →
		Right Rear **21 (3.7%)**	6 →
	Others **4 (0.7%)**		

1 2 3
4 5 6

Crashes by Vehicle

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

Motorcycle Crashes—Five-Year Trends

In 2011, total motorcycle crashes decreased 9.4% from 2010 while motorcycle fatal crashes decreased 6.5% from 2010.

Total Crashes

Year	Crashes
2007	4,111
2008	4,192
2009	3,736
2010	4,018
2011	3,641

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

Fatal Crashes

Year	Crashes
2007	226
2008	231
2009	195
2010	214
2011	200

0   50   100   150   200   250
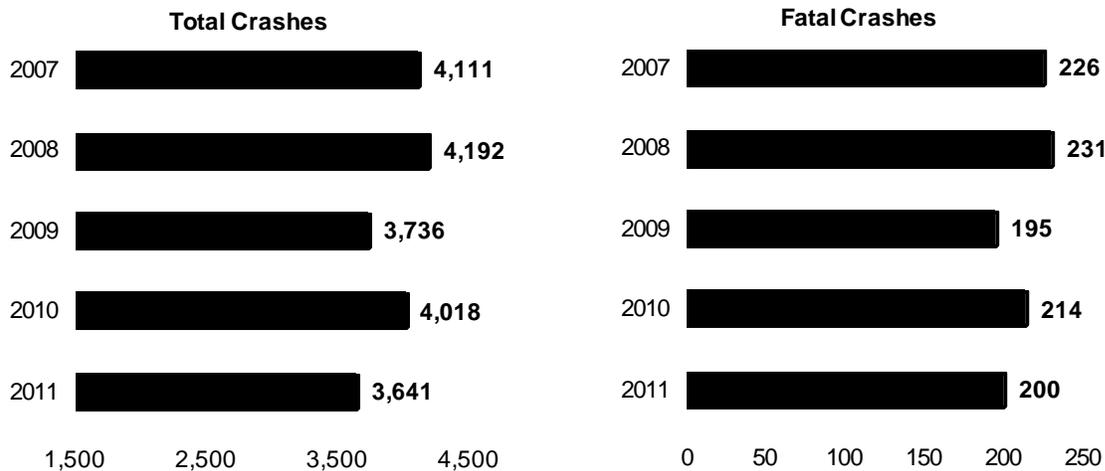
Year	Deaths
2007	225
2008	237
2009	204
2010	223
2011	199
TOTAL	**1,088**

Motorcycle Deaths—Five-Year Trends

Of the 199 deaths in 2011 involving motorcycle drivers or passengers:

► 189 (95.0%) were drivers

► 10 (5.0%) were passengers

Crashes by Vehicle

Motorcycle Helmet Use in Crashes

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

	Deaths	Injuries	Not Injured	Total Motorcyclists
Helmets	100 (50.3%)	2,193 (60.9%)	211 (58.5%)	2,504 (60.2%)
No Helmets	94 (47.2%)	1,292 (35.9%)	112 (31.0%)	1,498 (36.0%)
Unknown	5 (2.5%)	118 (3.3%)	38 (10.5%)	161 (3.9%)
TOTAL	**199 (100.0%)**	**3,603 (100.0%)**	**361 (100.0%)**	**4,163 (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 2011 increased 4.2% from 2010 and remain high in comparison to other years.

Total Crashes

Year	Crashes
2007	57,039
2008	55,527
2009	55,261
2010	57,585
2011	59,998

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

Fatal Crashes

Year	Crashes
2007	595
2008	579
2009	516
2010	539
2011	546

250   350   450   550   650
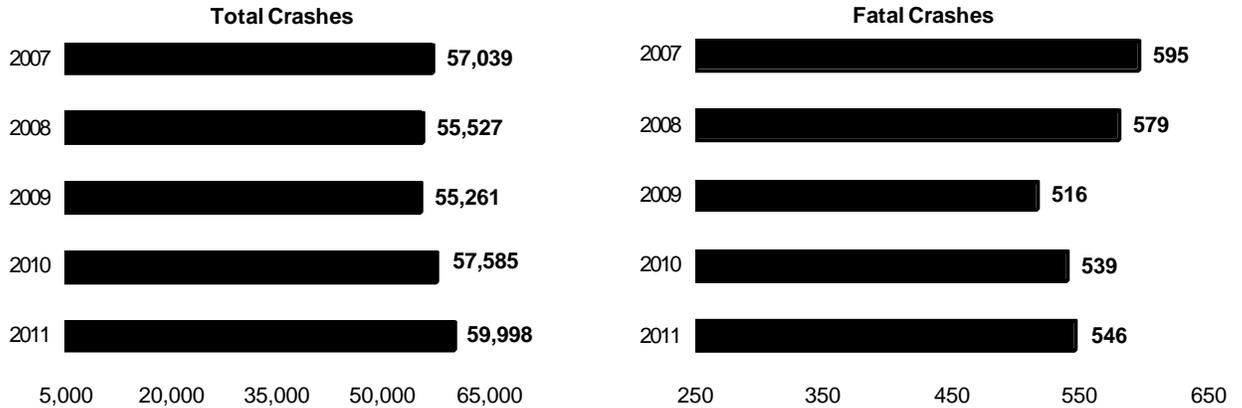
Light Truck / SUV / Van Rollovers Compared to Passenger Cars

► The percentage of 2011 light truck / SUV / van crashes were higher than passenger cars in crashes involving rollovers (6.8% of all light truck / SUV / van crashes compared to 4.2% of all passenger car crashes).

	Rollover Crashes	Rollover Deaths
Lt Trk/Van/SUV	4,095 (6.8%)	134 (43.5%)
Passenger Cars	3,759 (4.2%)	113 (20.0%)

► In 2011 rollover crashes, the percentage of light truck / SUV / van occupant deaths were nearly 118% higher than passenger car occupant deaths (43.5% of deaths compared to 20.0%).

Light Truck / SUV / Van Deaths by Seating Position

In 2011, 24.0% of crash deaths involved occupants in light trucks, vans, and sport utility vehicles. The table below depicts these deaths in 2011 by seating position.

Total Deaths 308		Position	#
	Drivers **233 (75.7%)**		1 →
	Total Passengers **64 (20.8%)**	*Center Front* **1 (0.3%)**	2 →
		Right Front **45 (14.6%)**	3 →
		Left Rear **5 (1.6%)**	4 →
		Center Rear **2 (0.7%)**	5 →
		Right Rear **11 (3.6%)**	6 →
	Truck Bed/Cargo Area/Veh Extr **2 (0.7%)**		
	Towed Unit/Other **9 (2.9%)**		

1 2 3
4 5 6

1 2 3
4 5 6
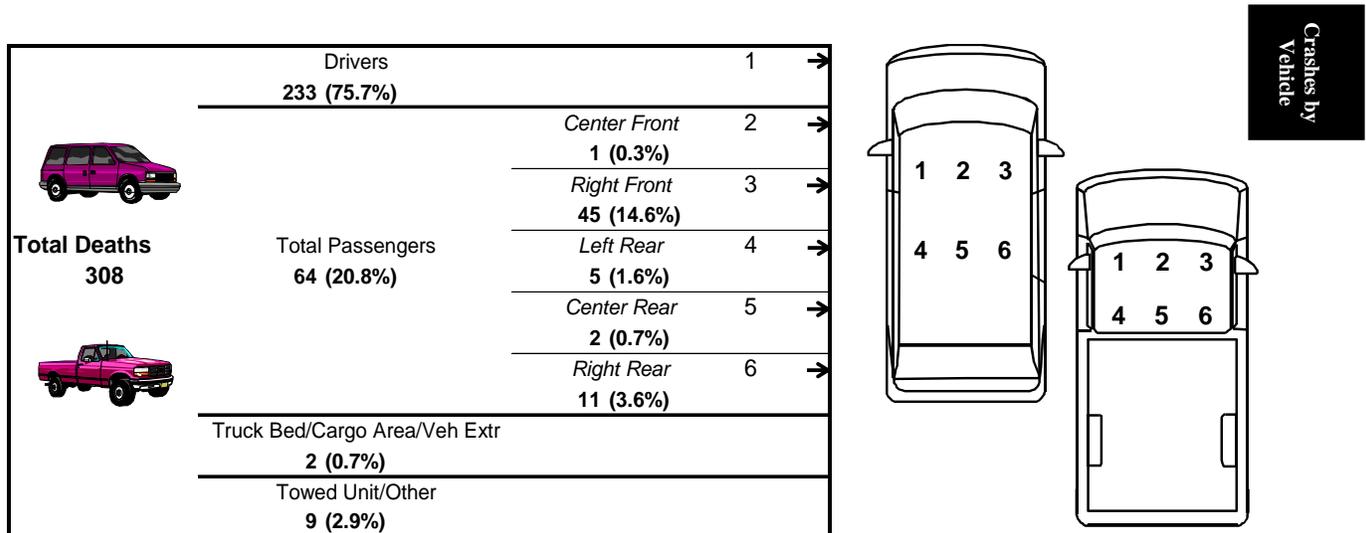
Heavy Truck Crashes—Five Year Trends

Total crashes involving heavy trucks in 2011 were the fourth lowest since 2005. Fatal crashes in 2011 were the second lowest over the last 5 years. The totals for fatal crashes have stayed somewhat consistent over a number of years.

Total Crashes

Year	Crashes
2007	7,087
2008	5,972
2009	5,247
2010	5,846
2011	6,346

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

Fatal Crashes

Year	Crashes
2007	178
2008	166
2009	122
2010	145
2011	145

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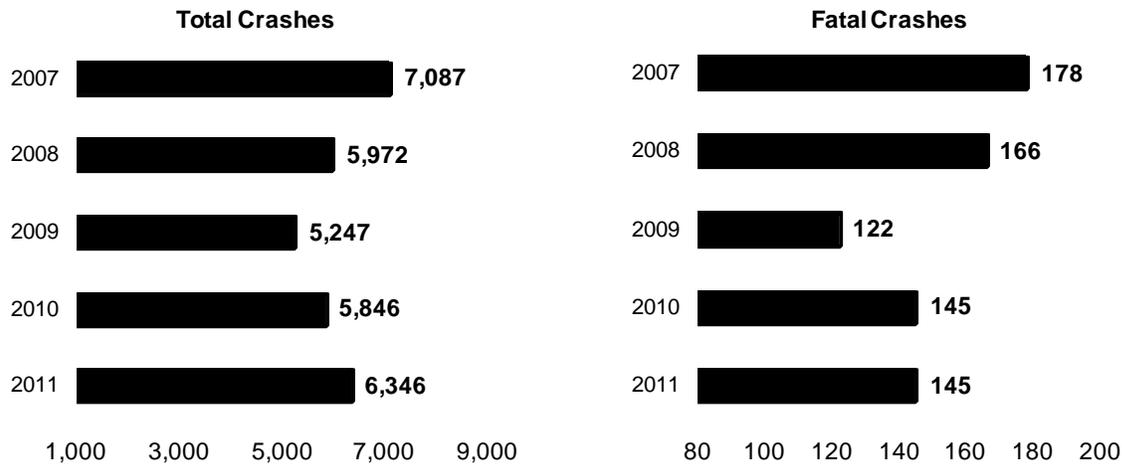
Heavy Truck Crashes Involving Vehicle Failures

The vast majority of primary factors in heavy truck vehicle failure crashes were related to tires and wheels, brakes, and unsecured or overloaded trailers.

Vehicle Defect	Crashes
Tire/Wheel-Related	117
Brake-Related	101
Unsecure Trailer/Overloaded	43
Power Train Failure	26
Suspension	12
Total Steering System Failure	10
Other Failure	6
Trailer Hitch/Improper Towing	6
Vehicle Lighting Related	5
Exhaust System Failure	2

Crashes by Vehicle

Heavy Truck Crashes by Road Type

Road Type	Crashes	Occupant Deaths
State Hwy (Interstate)	1,525 (24.0%)	16 (57.1%)
State Hwy (Other)	3,766 (59.3%)	10 (35.7%)
Turnpike	450 (7.1%)	1 (3.6%)
Local Road	605 (9.5%)	1 (3.6%)
Other	0 (0.0%)	0 (0.0%)
TOTAL	**6,346 (100.0%)**	**28 (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)	40 (24.5%)	4 (19.1%)
State Hwy (Other)	103 (63.2%)	12 (57.1%)
Turnpike	8 (4.9%)	2 (9.5%)
Local Road	12 (7.4%)	3 (14.3%)
Other	0 (0.0%)	0 (0.0%)
TOTAL	**163 (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 2011, only 2.2% of crash deaths involved heavy truck occupants. The table below depicts the heavy truck deaths in 2011 by seating position.

	Drivers		1 →
	23 (82.1%)		
		Center Front	2 →
Total Deaths	Total Passengers	**0 (0.0%)**	
28	**3 (10.7%)**	*Right Front*	3 →
		3 (10.7%)	
	Others		
	2 (7.1%)		

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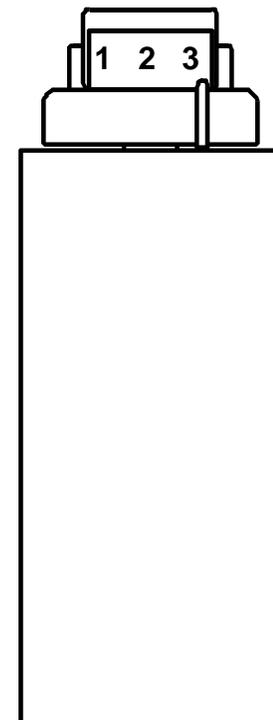
"Others" might be persons in the sleeping compartment; persons in the cargo trailer; or someone on, or attached to, the outside of the truck.

Crashes by Vehicle

School Bus Crashes

Of the more than 4,400 persons involved in school bus crashes in 2011, only 1 was killed, and 91% 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 were not school bus passengers.

Total persons involved: **4,432**

Persons Involved

Killed (1)

Injured (393)

No Injury (4,038)
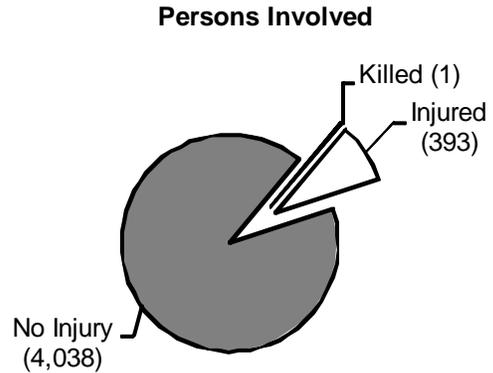
The majority (50.4%) of school bus crashes in 2011 were injury crashes. However, as the pie chart above shows, most persons involved in school bus crashes suffer no injuries at all.

Total Crashes

Fatal Crashes (1)

Injury Crashes (195)

PDO Crashes (191)
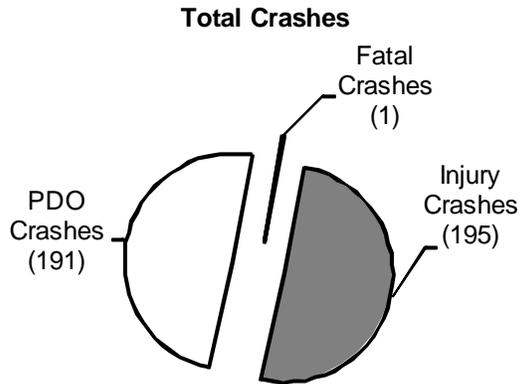
School Bus Crashes by Road Type

Road Type	Crashes	
State Hwy (Interstate)	6	1.6%
State Hwy (Other)	271	70.0%
Turnpike	0	0.0%
Local Road	110	28.4%
Other	0	0.0%
TOTAL	**387**	**100.0%**

Note: "State Highway (Other)" includes state-maintained roads that are not designated as interstates.

Crashes by Vehicle

School Bus Crashes—Five-Year Trends

The total number of school bus crashes increased and the involved deaths decreased in 2011. School bus related deaths were 0.1% of total fatalities in 2011. None of the persons killed were school bus passengers at the time of the crash, but one was a school bus driver.

Total Crashes

2007	446
2008	380
2009	414
2010	368
2011	387

Total Deaths

2007	5
2008	3
2009	4
2010	6
2011	1
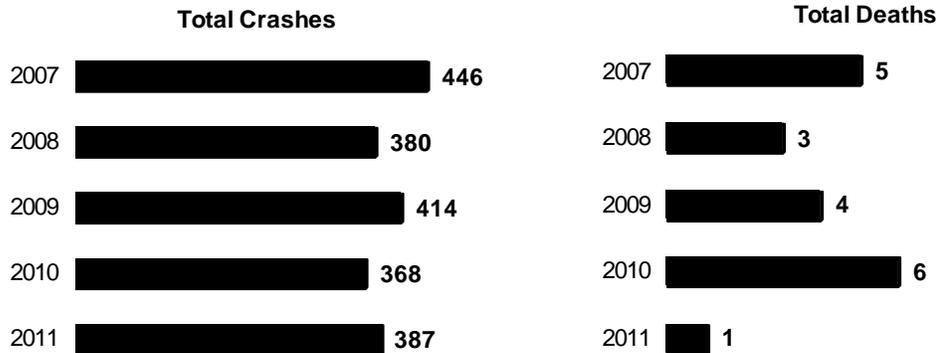
	Crash Severity				Deaths	Injuries
Year	Fatal	Injury	PDO	Total		
2007	4	268	174	446	5	604
2008	3	218	159	380	3	471
2009	4	233	177	414	4	484
2010	6	215	147	368	6	463
2011	1	195	191	387	1	393
TOTAL	**18**	**1,129**	**848**	**1,995**	**19**	**2,415**

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
2007	0	0	0	0	4	1	**5**
2008	1	0	0	1	1	0	**3**
2009	0	0	0	0	4	0	**4**
2010	0	0	1	0	5	0	**6**
2011	1	0	0	0	0	0	**1**
TOTAL	**2**	**0**	**1**	**1**	**14**	**1**	**19**

INJURIES					Driver/		
Year	School Bus Drivers	School Bus Passengers	School-Age Pedestrians	Other Pedestrians	Passenger of Other Vehicle	Other/ Unknown	Total Injuries
2007	53	324	7	8	207	5	**604**
2008	34	217	7	8	199	6	**471**
2009	44	227	2	9	186	16	**484**
2010	49	231	8	8	166	1	**463**
2011	31	193	4	3	151	11	**393**
TOTAL	**211**	**1,192**	**28**	**36**	**909**	**39**	**2,415**

Crashes by Vehicle

Pennsylvania County Crashes

County Overview

The Commonwealth of Pennsylvania consists of 67 counties. Each county includes 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 2011, Pennsylvania's total population was 12,742,886 people.

The ten most populated counties were:

Philadelphia (12.1%)	Allegheny (9.6%)	Montgomery (6.3%)
Bucks (4.9%)	Delaware (4.4%)	Lancaster (4.1%)
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 (0.06%)
Fulton (0.12%)	Potter (0.14%)	Montour (0.14%)
Juniata (0.19%)	Wyoming (0.22%)	Elk (0.25%)
Greene (0.30%)	*See page 59.*	

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

Westmoreland (2.99%)	Allegheny (2.96%)	York (2.85%)
Washington (2.74%)	Lancaster (2.61%)	Chester (2.56%)
Bucks (2.41%)	Crawford (2.29%)	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%)	Montgomery (3.63%)	Lancaster (3.63%)
York (3.40%)	Chester (3.25%)	Bucks (3.18%)
Westmoreland (3.08%)	Berks (3.07%)	Philadelphia (2.85%)
Luzerne (2.29%)		

The ten counties with the most reported traffic crashes were:

Allegheny (9.7%)	Philadelphia (8.7%)	Montgomery (6.7%)
Bucks (4.9%)	Lancaster (4.3%)	Berks (3.7%)
York (3.7%)	Delaware (3.7%)	Chester (3.6%)
Lehigh (3.6%)	*See page 59.*	

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

Philadelphia (6.8%)	Allegheny (5.0%)	Bucks (4.7%)
Lancaster (4.0%)	Berks (3.6%)	Montgomery (3.5%)
York (3.4%)	Luzerne (3.2%)	Chester (3.1%)
Westmoreland (2.8%)	*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, 2010 information was used.

Pennsylvania Crashes by County

The 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	101,434 (0.8%)	12 (1.0%)	486 (0.8%)	578 (0.9%)	**1,076 (0.9%)**
Allegheny	1,227,066 (9.6%)	57 (4.8%)	5,567 (8.9%)	6,491 (10.6%)	**12,115 (9.7%)**
Armstrong	68,568 (0.5%)	10 (0.8%)	271 (0.4%)	269 (0.4%)	**550 (0.4%)**
Beaver	170,414 (1.3%)	24 (2.0%)	618 (1.0%)	766 (1.3%)	**1,408 (1.1%)**
Bedford	49,739 (0.4%)	15 (1.3%)	286 (0.5%)	423 (0.7%)	**724 (0.6%)**
Berks	412,778 (3.2%)	41 (3.4%)	2,186 (3.5%)	2,463 (4.0%)	**4,690 (3.7%)**
Blair	127,099 (1.0%)	12 (1.0%)	680 (1.1%)	696 (1.1%)	**1,388 (1.1%)**
Bradford	62,917 (0.5%)	10 (0.8%)	373 (0.6%)	464 (0.8%)	**847 (0.7%)**
Bucks	626,854 (4.9%)	59 (5.0%)	3,006 (4.8%)	3,109 (5.1%)	**6,174 (4.9%)**
Butler	184,848 (1.5%)	16 (1.3%)	815 (1.3%)	1,002 (1.6%)	**1,833 (1.5%)**
Cambria	143,728 (1.1%)	17 (1.4%)	647 (1.0%)	688 (1.1%)	**1,352 (1.1%)**
Cameron	5,010 (0.0%)	0 (0.0%)	38 (0.1%)	32 (0.1%)	**70 (0.1%)**
Carbon	65,154 (0.5%)	8 (0.7%)	351 (0.6%)	353 (0.6%)	**712 (0.6%)**
Centre	154,722 (1.2%)	18 (1.5%)	618 (1.0%)	684 (1.1%)	**1,320 (1.1%)**
Chester	503,897 (4.0%)	35 (2.9%)	1,824 (2.9%)	2,682 (4.4%)	**4,541 (3.6%)**
Clarion	40,013 (0.3%)	7 (0.6%)	228 (0.4%)	223 (0.4%)	**458 (0.4%)**
Clearfield	81,445 (0.6%)	10 (0.8%)	427 (0.7%)	490 (0.8%)	**927 (0.7%)**
Clinton	39,208 (0.3%)	5 (0.4%)	203 (0.3%)	231 (0.4%)	**439 (0.4%)**
Columbia	67,476 (0.5%)	12 (1.0%)	362 (0.6%)	452 (0.7%)	**826 (0.7%)**
Crawford	88,740 (0.7%)	12 (1.0%)	435 (0.7%)	450 (0.7%)	**897 (0.7%)**
Cumberland	237,892 (1.9%)	22 (1.9%)	1,057 (1.7%)	1,371 (2.2%)	**2,450 (2.0%)**
Dauphin	268,977 (2.1%)	30 (2.5%)	1,354 (2.2%)	1,633 (2.7%)	**3,017 (2.4%)**
Delaware	559,494 (4.4%)	19 (1.6%)	2,388 (3.8%)	2,186 (3.6%)	**4,593 (3.7%)**
Elk	31,751 (0.3%)	9 (0.8%)	143 (0.2%)	147 (0.2%)	**299 (0.2%)**
Erie	280,985 (2.2%)	31 (2.6%)	1,417 (2.3%)	1,266 (2.1%)	**2,714 (2.2%)**
Fayette	136,097 (1.1%)	23 (1.9%)	632 (1.0%)	481 (0.8%)	**1,136 (0.9%)**
Forest	7,589 (0.1%)	0 (0.0%)	38 (0.1%)	32 (0.1%)	**70 (0.1%)**
Franklin	150,811 (1.2%)	20 (1.7%)	714 (1.1%)	735 (1.2%)	**1,469 (1.2%)**
Fulton	14,801 (0.1%)	5 (0.4%)	122 (0.2%)	152 (0.3%)	**279 (0.2%)**
Greene	38,623 (0.3%)	9 (0.8%)	196 (0.3%)	192 (0.3%)	**397 (0.3%)**
Huntingdon	45,875 (0.4%)	11 (0.9%)	205 (0.3%)	190 (0.3%)	**406 (0.3%)**
Indiana	89,298 (0.7%)	15 (1.3%)	414 (0.7%)	392 (0.6%)	**821 (0.7%)**
Jefferson	44,976 (0.4%)	6 (0.5%)	216 (0.3%)	230 (0.4%)	**452 (0.4%)**
Juniata	24,400 (0.2%)	2 (0.2%)	118 (0.2%)	129 (0.2%)	**249 (0.2%)**
Lackawanna	214,166 (1.7%)	17 (1.4%)	1,276 (2.0%)	1,293 (2.1%)	**2,586 (2.1%)**
Lancaster	523,594 (4.1%)	48 (4.0%)	2,632 (4.2%)	2,737 (4.5%)	**5,417 (4.3%)**
Lawrence	90,535 (0.7%)	13 (1.1%)	378 (0.6%)	391 (0.6%)	**782 (0.6%)**
Lebanon	134,311 (1.1%)	20 (1.7%)	708 (1.1%)	718 (1.2%)	**1,446 (1.2%)**
Lehigh	352,947 (2.8%)	23 (1.9%)	2,166 (3.5%)	2,290 (3.7%)	**4,479 (3.6%)**
Luzerne	320,651 (2.5%)	38 (3.2%)	1,686 (2.7%)	1,658 (2.7%)	**3,382 (2.7%)**
Lycoming	116,747 (0.9%)	19 (1.6%)	619 (1.0%)	686 (1.1%)	**1,324 (1.1%)**
McKean	43,222 (0.3%)	10 (0.8%)	162 (0.3%)	188 (0.3%)	**360 (0.3%)**
Mercer	116,205 (0.9%)	19 (1.6%)	711 (1.1%)	626 (1.0%)	**1,356 (1.1%)**
Mifflin	46,858 (0.4%)	7 (0.6%)	178 (0.3%)	201 (0.3%)	**386 (0.3%)**
Monroe	169,882 (1.3%)	32 (2.7%)	1,087 (1.7%)	1,256 (2.1%)	**2,375 (1.9%)**
Montgomery	804,210 (6.3%)	42 (3.5%)	4,221 (6.7%)	4,194 (6.8%)	**8,457 (6.7%)**
Montour	18,296 (0.1%)	1 (0.1%)	129 (0.2%)	97 (0.2%)	**227 (0.2%)**
Northampton	298,476 (2.3%)	25 (2.1%)	1,402 (2.2%)	1,416 (2.3%)	**2,843 (2.3%)**
Northumberland	94,558 (0.7%)	11 (0.9%)	364 (0.6%)	367 (0.6%)	**742 (0.6%)**
Perry	46,042 (0.4%)	8 (0.7%)	245 (0.4%)	255 (0.4%)	**508 (0.4%)**
Philadelphia	1,536,471 (12.1%)	83 (7.0%)	8,332 (13.3%)	2,461 (4.0%)	**10,876 (8.7%)**
Pike	56,852 (0.5%)	8 (0.7%)	302 (0.5%)	323 (0.5%)	**633 (0.5%)**
Potter	17,453 (0.1%)	3 (0.3%)	65 (0.1%)	68 (0.1%)	**136 (0.1%)**
Schuylkill	147,513 (1.2%)	19 (1.6%)	708 (1.1%)	694 (1.1%)	**1,421 (1.1%)**
Snyder	39,819 (0.3%)	5 (0.4%)	194 (0.3%)	209 (0.3%)	**408 (0.3%)**
Somerset	77,405 (0.6%)	7 (0.6%)	372 (0.6%)	472 (0.8%)	**851 (0.7%)**
Sullivan	6,479 (0.1%)	1 (0.1%)	39 (0.1%)	55 (0.1%)	**95 (0.1%)**
Susquehanna	43,192 (0.3%)	10 (0.8%)	229 (0.4%)	275 (0.5%)	**514 (0.4%)**
Tioga	42,419 (0.3%)	10 (0.8%)	275 (0.4%)	325 (0.5%)	**610 (0.5%)**
Union	44,847 (0.4%)	4 (0.3%)	169 (0.3%)	188 (0.3%)	**361 (0.3%)**
Venango	54,683 (0.4%)	8 (0.7%)	277 (0.4%)	297 (0.5%)	**582 (0.5%)**
Warren	41,441 (0.3%)	6 (0.5%)	213 (0.3%)	195 (0.3%)	**414 (0.3%)**
Washington	208,282 (1.6%)	24 (2.0%)	897 (1.4%)	1,115 (1.8%)	**2,036 (1.6%)**
Wayne	53,004 (0.4%)	5 (0.4%)	272 (0.4%)	261 (0.4%)	**538 (0.4%)**
Westmoreland	364,471 (2.9%)	35 (2.9%)	1,665 (2.7%)	1,705 (2.8%)	**3,405 (2.7%)**
Wyoming	28,406 (0.2%)	5 (0.4%)	178 (0.3%)	178 (0.3%)	**361 (0.3%)**
York	436,770 (3.4%)	43 (3.6%)	2,202 (3.5%)	2,382 (3.9%)	**4,627 (3.7%)**
TOTAL	**12,742,886 (100.0%)**	**1,191 (100.0%)**	**62,788 (100.0%)**	**61,416 (99.7%)**	**125,395 (99.9%)**

Counties

Crashes by County—Five-Year Trends

The percentages compare the number to the statewide total at the bottom of the columns.

County	2007 Crashes	2008 Crashes	2009 Crashes	2010 Crashes	2011 Crashes
Adams	1,061 (0.8%)	1,034 (0.8%)	1,158 (1.0%)	1,007 (0.8%)	1,076 (0.9%)
Allegheny	12,086 (9.3%)	11,754 (9.4%)	11,616 (9.6%)	11,234 (9.3%)	12,115 (9.7%)
Armstrong	595 (0.5%)	547 (0.4%)	556 (0.5%)	577 (0.5%)	550 (0.4%)
Beaver	1,513 (1.2%)	1,584 (1.3%)	1,461 (1.2%)	1,524 (1.3%)	1,408 (1.1%)
Bedford	770 (0.6%)	770 (0.6%)	680 (0.6%)	653 (0.5%)	724 (0.6%)
Berks	5,130 (3.9%)	4,807 (3.8%)	4,563 (3.8%)	4,466 (3.7%)	4,690 (3.7%)
Blair	1,444 (1.1%)	1,488 (1.2%)	1,339 (1.1%)	1,319 (1.1%)	1,388 (1.1%)
Bradford	597 (0.5%)	631 (0.5%)	586 (0.5%)	770 (0.6%)	847 (0.7%)
Bucks	6,751 (5.2%)	6,246 (5.0%)	6,512 (5.4%)	6,094 (5.0%)	6,174 (4.9%)
Butler	1,936 (1.5%)	1,937 (1.6%)	1,742 (1.4%)	1,713 (1.4%)	1,833 (1.5%)
Cambria	1,435 (1.1%)	1,419 (1.1%)	1,370 (1.1%)	1,388 (1.1%)	1,352 (1.1%)
Cameron	60 (0.1%)	51 (0.0%)	44 (0.0%)	68 (0.1%)	70 (0.1%)
Carbon	731 (0.6%)	704 (0.6%)	660 (0.5%)	744 (0.6%)	712 (0.6%)
Centre	1,357 (1.0%)	1,360 (1.1%)	1,262 (1.0%)	1,208 (1.0%)	1,320 (1.1%)
Chester	4,611 (3.5%)	4,700 (3.8%)	4,484 (3.7%)	4,256 (3.5%)	4,541 (3.6%)
Clarion	540 (0.4%)	564 (0.5%)	484 (0.4%)	479 (0.4%)	458 (0.4%)
Clearfield	985 (0.8%)	1,032 (0.8%)	966 (0.8%)	956 (0.8%)	927 (0.7%)
Clinton	480 (0.4%)	464 (0.4%)	375 (0.3%)	417 (0.3%)	439 (0.4%)
Columbia	770 (0.6%)	721 (0.6%)	729 (0.6%)	755 (0.6%)	826 (0.7%)
Crawford	1,101 (0.8%)	1,085 (0.9%)	898 (0.7%)	874 (0.7%)	897 (0.7%)
Cumberland	2,604 (2.0%)	2,340 (1.9%)	2,310 (1.9%)	2,497 (2.1%)	2,450 (2.0%)
Dauphin	3,110 (2.4%)	2,926 (2.3%)	2,931 (2.4%)	2,867 (2.4%)	3,017 (2.4%)
Delaware	4,613 (3.5%)	4,532 (3.6%)	4,360 (3.6%)	4,379 (3.6%)	4,593 (3.7%)
Elk	359 (0.3%)	342 (0.3%)	286 (0.2%)	290 (0.2%)	299 (0.2%)
Erie	2,731 (2.1%)	2,817 (2.3%)	2,572 (2.1%)	2,668 (2.2%)	2,714 (2.2%)
Fayette	1,250 (1.0%)	1,302 (1.0%)	1,183 (1.0%)	1,185 (1.0%)	1,136 (0.9%)
Forest	74 (0.1%)	88 (0.1%)	65 (0.1%)	85 (0.1%)	70 (0.1%)
Franklin	1,608 (1.2%)	1,490 (1.2%)	1,415 (1.2%)	1,397 (1.2%)	1,469 (1.2%)
Fulton	337 (0.3%)	320 (0.3%)	329 (0.3%)	267 (0.2%)	279 (0.2%)
Greene	381 (0.3%)	435 (0.4%)	358 (0.3%)	387 (0.3%)	397 (0.3%)
Huntingdon	482 (0.4%)	507 (0.4%)	433 (0.4%)	373 (0.3%)	406 (0.3%)
Indiana	920 (0.7%)	893 (0.7%)	872 (0.7%)	845 (0.7%)	821 (0.7%)
Jefferson	471 (0.4%)	537 (0.4%)	408 (0.3%)	443 (0.4%)	452 (0.4%)
Juniata	242 (0.2%)	297 (0.2%)	249 (0.2%)	241 (0.2%)	249 (0.2%)
Lackawanna	2,408 (1.8%)	2,518 (2.0%)	2,443 (2.0%)	2,558 (2.1%)	2,586 (2.1%)
Lancaster	5,875 (4.5%)	5,727 (4.6%)	5,308 (4.4%)	5,057 (4.2%)	5,417 (4.3%)
Lawrence	829 (0.6%)	838 (0.7%)	777 (0.6%)	773 (0.6%)	782 (0.6%)
Lebanon	1,578 (1.2%)	1,440 (1.2%)	1,394 (1.2%)	1,296 (1.1%)	1,446 (1.2%)
Lehigh	4,964 (3.8%)	4,516 (3.6%)	4,439 (3.7%)	4,424 (3.7%)	4,479 (3.6%)
Luzerne	2,926 (2.2%)	2,668 (2.1%)	3,125 (2.6%)	3,395 (2.8%)	3,382 (2.7%)
Lycoming	1,313 (1.0%)	1,244 (1.0%)	1,162 (1.0%)	1,226 (1.0%)	1,324 (1.1%)
McKean	376 (0.3%)	399 (0.3%)	339 (0.3%)	318 (0.3%)	360 (0.3%)
Mercer	1,391 (1.1%)	1,298 (1.0%)	1,227 (1.0%)	1,259 (1.0%)	1,356 (1.1%)
Mifflin	429 (0.3%)	420 (0.3%)	394 (0.3%)	385 (0.3%)	386 (0.3%)
Monroe	2,241 (1.7%)	2,093 (1.7%)	2,113 (1.7%)	2,439 (2.0%)	2,375 (1.9%)
Montgomery	9,443 (7.2%)	8,373 (6.7%)	8,182 (6.8%)	8,284 (6.8%)	8,457 (6.7%)
Montour	202 (0.2%)	206 (0.2%)	202 (0.2%)	202 (0.2%)	227 (0.2%)
Northampton	3,042 (2.3%)	2,799 (2.2%)	2,883 (2.4%)	2,760 (2.3%)	2,843 (2.3%)
Northumberland	678 (0.5%)	722 (0.6%)	604 (0.5%)	630 (0.5%)	742 (0.6%)
Perry	587 (0.5%)	593 (0.5%)	474 (0.4%)	470 (0.4%)	508 (0.4%)
Philadelphia	11,436 (8.8%)	10,605 (8.5%)	10,688 (8.8%)	10,965 (9.0%)	10,876 (8.7%)
Pike	684 (0.5%)	735 (0.6%)	595 (0.5%)	667 (0.6%)	633 (0.5%)
Potter	160 (0.1%)	162 (0.1%)	127 (0.1%)	148 (0.1%)	136 (0.1%)
Schuylkill	1,563 (1.2%)	1,291 (1.0%)	1,352 (1.1%)	1,356 (1.1%)	1,421 (1.1%)
Snyder	412 (0.3%)	433 (0.4%)	387 (0.3%)	386 (0.3%)	408 (0.3%)
Somerset	931 (0.7%)	867 (0.7%)	834 (0.7%)	844 (0.7%)	851 (0.7%)
Sullivan	89 (0.1%)	80 (0.1%)	82 (0.1%)	105 (0.1%)	95 (0.1%)
Susquehanna	507 (0.4%)	515 (0.4%)	503 (0.4%)	471 (0.4%)	514 (0.4%)
Tioga	463 (0.4%)	487 (0.4%)	427 (0.4%)	552 (0.5%)	610 (0.5%)
Union	379 (0.3%)	367 (0.3%)	370 (0.3%)	345 (0.3%)	361 (0.3%)
Venango	642 (0.5%)	598 (0.5%)	560 (0.5%)	571 (0.5%)	582 (0.5%)
Warren	483 (0.4%)	449 (0.4%)	411 (0.3%)	372 (0.3%)	414 (0.3%)
Washington	1,962 (1.5%)	2,013 (1.6%)	1,898 (1.6%)	1,934 (1.6%)	2,036 (1.6%)
Wayne	592 (0.5%)	561 (0.5%)	480 (0.4%)	588 (0.5%)	538 (0.4%)
Westmoreland	3,623 (2.8%)	3,513 (2.8%)	3,104 (2.6%)	3,128 (2.6%)	3,405 (2.7%)
Wyoming	307 (0.2%)	325 (0.3%)	325 (0.3%)	346 (0.3%)	361 (0.3%)
York	4,916 (3.8%)	4,659 (3.7%)	4,661 (3.8%)	4,506 (3.7%)	4,627 (3.7%)
TOTAL	**130,675 (99.9%)**	**125,327 (99.9%)**	**121,242 (99.9%)**	**121,312 (99.9%)**	**125,395 (99.9%)**

Counties

Traffic Deaths by County—Five-Year Trends

The percentages compare the number to the statewide totals at the bottom of the columns.

County	2007 Deaths	2008 Deaths	2009 Deaths	2010 Deaths	2011 Deaths
Adams	17 (1.1%)	22 (1.5%)	22 (1.8%)	16 (1.2%)	16 (1.2%)
Allegheny	76 (5.1%)	75 (5.1%)	58 (4.6%)	70 (5.3%)	64 (5.0%)
Armstrong	7 (0.5%)	9 (0.6%)	11 (0.9%)	13 (1.0%)	14 (1.1%)
Beaver	15 (1.0%)	19 (1.3%)	13 (1.0%)	10 (0.8%)	24 (1.9%)
Bedford	12 (0.8%)	15 (1.0%)	15 (1.2%)	13 (1.0%)	15 (1.2%)
Berks	49 (3.3%)	63 (4.3%)	50 (4.0%)	39 (3.0%)	46 (3.6%)
Blair	10 (0.7%)	15 (1.0%)	9 (0.7%)	20 (1.5%)	12 (0.9%)
Bradford	7 (0.5%)	8 (0.5%)	10 (0.8%)	20 (1.5%)	10 (0.8%)
Bucks	60 (4.0%)	54 (3.7%)	64 (5.1%)	45 (3.4%)	61 (4.7%)
Butler	28 (1.9%)	23 (1.6%)	21 (1.7%)	29 (2.2%)	17 (1.3%)
Cambria	14 (0.9%)	20 (1.4%)	11 (0.9%)	14 (1.1%)	18 (1.4%)
Cameron	1 (0.1%)	2 (0.1%)	0 (0.0%)	2 (0.2%)	0 (0.0%)
Carbon	13 (0.9%)	16 (1.1%)	11 (0.9%)	13 (1.0%)	8 (0.6%)
Centre	19 (1.3%)	20 (1.4%)	13 (1.0%)	11 (0.8%)	18 (1.4%)
Chester	55 (3.7%)	40 (2.7%)	31 (2.5%)	32 (2.4%)	40 (3.1%)
Clarion	11 (0.7%)	10 (0.7%)	7 (0.6%)	11 (0.8%)	9 (0.7%)
Clearfield	22 (1.5%)	25 (1.7%)	23 (1.8%)	24 (1.8%)	11 (0.9%)
Clinton	11 (0.7%)	8 (0.5%)	4 (0.3%)	7 (0.5%)	5 (0.4%)
Columbia	14 (0.9%)	15 (1.0%)	9 (0.7%)	17 (1.3%)	12 (0.9%)
Crawford	22 (1.5%)	15 (1.0%)	10 (0.8%)	14 (1.1%)	12 (0.9%)
Cumberland	30 (2.0%)	23 (1.6%)	19 (1.5%)	24 (1.8%)	23 (1.8%)
Dauphin	37 (2.5%)	35 (2.4%)	27 (2.2%)	40 (3.0%)	32 (2.5%)
Delaware	22 (1.5%)	21 (1.4%)	20 (1.6%)	23 (1.7%)	20 (1.6%)
Elk	6 (0.4%)	9 (0.6%)	7 (0.6%)	7 (0.5%)	10 (0.8%)
Erie	27 (1.8%)	39 (2.7%)	30 (2.4%)	39 (3.0%)	32 (2.5%)
Fayette	38 (2.6%)	27 (1.8%)	33 (2.6%)	19 (1.4%)	27 (2.1%)
Forest	2 (0.1%)	4 (0.3%)	3 (0.2%)	4 (0.3%)	0 (0.0%)
Franklin	37 (2.5%)	21 (1.4%)	19 (1.5%)	22 (1.7%)	24 (1.9%)
Fulton	1 (0.1%)	6 (0.4%)	1 (0.1%)	8 (0.6%)	5 (0.4%)
Greene	12 (0.8%)	9 (0.6%)	5 (0.4%)	7 (0.5%)	9 (0.7%)
Huntingdon	5 (0.3%)	12 (0.8%)	10 (0.8%)	11 (0.8%)	12 (0.9%)
Indiana	16 (1.1%)	12 (0.8%)	18 (1.4%)	23 (1.7%)	16 (1.2%)
Jefferson	10 (0.7%)	6 (0.4%)	6 (0.5%)	7 (0.5%)	6 (0.5%)
Juniata	3 (0.2%)	6 (0.4%)	6 (0.5%)	10 (0.8%)	2 (0.2%)
Lackawanna	24 (1.6%)	22 (1.5%)	19 (1.5%)	19 (1.4%)	19 (1.5%)
Lancaster	64 (4.3%)	66 (4.5%)	49 (3.9%)	65 (4.9%)	51 (4.0%)
Lawrence	8 (0.5%)	12 (0.8%)	8 (0.6%)	11 (0.8%)	13 (1.0%)
Lebanon	19 (1.3%)	22 (1.5%)	18 (1.4%)	15 (1.1%)	25 (1.9%)
Lehigh	38 (2.6%)	41 (2.8%)	35 (2.8%)	22 (1.7%)	24 (1.9%)
Luzerne	53 (3.6%)	32 (2.2%)	40 (3.2%)	30 (2.3%)	41 (3.2%)
Lycoming	20 (1.3%)	13 (0.9%)	17 (1.4%)	22 (1.7%)	19 (1.5%)
McKean	9 (0.6%)	12 (0.8%)	5 (0.4%)	6 (0.5%)	12 (0.9%)
Mercer	22 (1.5%)	25 (1.7%)	18 (1.4%)	13 (1.0%)	21 (1.6%)
Mifflin	4 (0.3%)	6 (0.4%)	11 (0.9%)	8 (0.6%)	9 (0.7%)
Monroe	33 (2.2%)	37 (2.5%)	30 (2.4%)	35 (2.6%)	33 (2.6%)
Montgomery	57 (3.8%)	45 (3.1%)	41 (3.3%)	33 (2.5%)	45 (3.5%)
Montour	2 (0.1%)	5 (0.3%)	0 (0.0%)	1 (0.1%)	1 (0.1%)
Northampton	21 (1.4%)	23 (1.6%)	24 (1.9%)	29 (2.2%)	27 (2.1%)
Northumberland	9 (0.6%)	13 (0.9%)	8 (0.6%)	10 (0.8%)	13 (1.0%)
Perry	9 (0.6%)	17 (1.2%)	10 (0.8%)	15 (1.1%)	8 (0.6%)
Philadelphia	125 (8.4%)	92 (6.3%)	95 (7.6%)	93 (7.0%)	87 (6.8%)
Pike	9 (0.6%)	13 (0.9%)	5 (0.4%)	7 (0.5%)	8 (0.6%)
Potter	4 (0.3%)	5 (0.3%)	0 (0.0%)	1 (0.1%)	3 (0.2%)
Schuylkill	30 (2.0%)	33 (2.3%)	30 (2.4%)	20 (1.5%)	19 (1.5%)
Snyder	6 (0.4%)	9 (0.6%)	5 (0.4%)	9 (0.7%)	5 (0.4%)
Somerset	23 (1.5%)	12 (0.8%)	12 (1.0%)	20 (1.5%)	8 (0.6%)
Sullivan	0 (0.0%)	1 (0.1%)	3 (0.2%)	6 (0.5%)	1 (0.1%)
Susquehanna	11 (0.7%)	11 (0.8%)	8 (0.6%)	12 (0.9%)	11 (0.9%)
Tioga	9 (0.6%)	13 (0.9%)	7 (0.6%)	13 (1.0%)	12 (0.9%)
Union	3 (0.2%)	7 (0.5%)	7 (0.6%)	7 (0.5%)	5 (0.4%)
Venango	11 (0.7%)	7 (0.5%)	6 (0.5%)	10 (0.8%)	11 (0.9%)
Warren	11 (0.7%)	10 (0.7%)	11 (0.9%)	7 (0.5%)	7 (0.5%)
Washington	32 (2.2%)	31 (2.1%)	33 (2.6%)	24 (1.8%)	27 (2.1%)
Wayne	12 (0.8%)	9 (0.6%)	6 (0.5%)	8 (0.6%)	5 (0.4%)
Westmoreland	50 (3.4%)	58 (4.0%)	47 (3.7%)	44 (3.3%)	36 (2.8%)
Wyoming	0 (0.0%)	10 (0.7%)	9 (0.7%)	8 (0.6%)	6 (0.5%)
York	54 (3.6%)	52 (3.5%)	43 (3.4%)	37 (2.8%)	44 (3.4%)
TOTAL	**1,491 (100.0%)**	**1,468 (100.0%)**	**1,256 (100.0%)**	**1,324 (100.0%)**	**1,286 (100.0%)**

Counties

Pedestrian Deaths by County—Five-Year Trends

County	2007	2008	2009	2010	2011
Adams	2	1	3	0	0
Allegheny	10	14	6	13	7
Armstrong	0	1	2	2	0
Beaver	0	2	0	0	2
Bedford	0	0	1	0	0
Berks	4	7	4	6	4
Blair	0	4	1	5	2
Bradford	0	0	0	0	2
Bucks	9	9	15	8	10
Butler	2	2	1	3	0
Cambria	0	1	0	1	2
Cameron	0	0	0	0	0
Carbon	0	0	1	0	1
Centre	1	0	3	1	1
Chester	7	2	2	1	7
Clarion	1	0	0	0	1
Clearfield	6	0	1	3	0
Clinton	1	0	0	1	1
Columbia	1	2	0	0	0
Crawford	0	0	0	0	2
Cumberland	2	3	4	2	3
Dauphin	4	6	2	6	4
Delaware	2	3	6	4	4
Elk	0	0	1	1	0
Erie	2	0	1	2	6
Fayette	4	0	0	0	2
Forest	0	0	0	0	0
Franklin	3	1	0	0	1
Fulton	0	0	0	0	0
Greene	0	2	0	1	0
Huntingdon	0	0	1	0	0
Indiana	1	0	2	3	2
Jefferson	0	0	0	0	0
Juniata	0	0	0	0	0
Lackawanna	4	3	0	2	1
Lancaster	6	6	0	7	6
Lawrence	0	0	0	0	0
Lebanon	2	1	0	2	1
Lehigh	7	4	4	5	5
Luzerne	4	5	4	6	5
Lycoming	2	0	1	1	1
McKean	1	0	0	1	0
Mercer	3	2	1	1	2
Mifflin	0	0	0	0	0
Monroe	3	4	4	5	4
Montgomery	9	5	8	3	12
Montour	1	1	0	0	0
Northampton	1	0	4	4	1
Northumberland	1	0	1	2	1
Perry	0	1	2	0	0
Philadelphia	35	32	32	30	30
Pike	0	1	1	0	0
Potter	0	0	0	0	1
Schuylkill	2	2	3	2	2
Snyder	0	1	0	0	0
Somerset	0	2	1	0	0
Sullivan	0	0	0	0	0
Susquehanna	0	0	0	0	0
Tioga	0	0	0	0	0
Union	0	1	0	0	0
Venango	0	0	0	1	0
Warren	1	2	1	2	1
Washington	1	3	5	1	1
Wayne	0	0	0	0	1
Westmoreland	8	2	4	4	4
Wyoming	0	0	0	0	0
York	2	4	3	6	6
TOTAL	**155**	**142**	**136**	**148**	**149**

Counties

Pedestrian Deaths and Injuries by Age Group by County

County	Age 0-4 Death	Age 0-4 Injury	Age 5-9 Death	Age 5-9 Injury	Age 10-14 Death	Age 10-14 Injury	Age 15-59 Death	Age 15-59 Injury	Age 60+ Death	Age 60+ Injury	Total Death	Total Injury
Adams	0	1	0	1	0	3	0	15	0	0	0	20
Allegheny	0	8	0	19	0	26	3	326	4	59	7	438
Armstrong	0	0	0	0	0	0	0	7	0	3	0	10
Beaver	0	0	0	1	0	4	0	20	2	5	2	30
Bedford	0	0	0	0	0	1	0	6	0	1	0	8
Berks	0	2	0	17	0	23	3	92	1	17	4	151
Blair	0	2	0	1	0	3	2	23	0	6	2	35
Bradford	0	1	0	2	0	2	1	7	1	2	2	14
Bucks	0	1	0	4	0	10	7	82	3	17	10	114
Butler	0	0	0	0	0	2	0	19	0	1	0	22
Cambria	0	0	0	0	0	6	1	13	1	5	2	24
Cameron	0	0	0	0	0	0	0	0	0	0	0	0
Carbon	0	0	0	0	0	0	1	7	0	1	1	8
Centre	0	0	0	0	0	3	0	34	1	4	1	41
Chester	0	2	0	6	0	5	6	39	1	8	7	60
Clarion	0	0	0	0	0	0	1	7	0	0	1	7
Clearfield	0	0	0	0	0	0	0	5	0	2	0	7
Clinton	0	2	0	2	0	0	1	6	0	0	1	10
Columbia	0	0	0	1	0	2	0	14	0	3	0	20
Crawford	0	1	0	0	0	1	2	6	0	3	2	11
Cumberland	0	1	0	2	1	6	2	31	0	8	3	48
Dauphin	0	1	1	12	0	11	3	50	0	6	4	80
Delaware	0	7	0	16	0	34	2	123	2	30	4	210
Elk	0	0	0	0	0	2	0	2	0	1	0	5
Erie	0	4	0	0	1	15	4	65	1	5	6	89
Fayette	0	0	0	0	0	3	1	17	1	4	2	24
Forest	0	0	0	0	0	0	0	0	0	0	0	0
Franklin	0	0	0	6	0	0	1	14	0	6	1	26
Fulton	0	0	0	0	0	0	0	0	0	0	0	0
Greene	0	0	0	0	0	0	0	2	0	0	0	2
Huntingdon	0	0	0	0	0	0	0	3	0	5	0	8
Indiana	0	1	0	0	1	2	1	7	0	2	2	12
Jefferson	0	0	0	0	0	0	0	7	0	1	0	8
Juniata	0	0	0	0	0	0	0	1	0	0	0	1
Lackawanna	0	3	0	5	0	6	1	62	0	14	1	90
Lancaster	0	8	0	11	0	19	5	75	1	20	6	133
Lawrence	0	1	0	3	0	0	0	15	0	2	0	21
Lebanon	0	0	0	2	0	6	1	15	0	2	1	25
Lehigh	0	9	0	19	0	24	4	83	1	23	5	158
Luzerne	0	1	0	2	0	11	2	51	3	16	5	81
Lycoming	0	2	0	2	0	3	0	9	1	7	1	23
McKean	0	0	0	0	0	2	0	4	0	0	0	6
Mercer	0	0	0	3	0	2	0	10	2	7	2	22
Mifflin	0	0	0	1	0	1	0	1	0	0	0	3
Monroe	0	0	0	2	0	1	2	15	2	3	4	21
Montgomery	0	6	0	7	0	17	10	164	2	29	12	223
Montour	0	0	0	0	0	0	0	2	0	1	0	3
Northampton	0	2	0	5	0	8	1	53	0	9	1	77
Northumberland	0	0	0	6	0	5	0	4	1	5	1	20
Perry	0	0	0	1	0	1	0	2	0	1	0	5
Philadelphia	1	85	0	180	1	176	23	1,103	5	183	30	1,727
Pike	0	0	0	0	0	0	0	5	0	0	0	5
Potter	0	0	0	0	0	0	0	3	1	0	1	3
Schuylkill	0	2	0	2	0	5	0	24	2	9	2	42
Snyder	0	0	0	0	0	1	0	0	0	1	0	2
Somerset	0	0	0	0	0	0	0	8	0	2	0	10
Sullivan	0	0	0	0	0	0	0	2	0	0	0	2
Susquehanna	0	0	0	0	0	0	0	1	0	1	0	2
Tioga	0	0	0	1	0	0	0	2	0	1	0	4
Union	0	0	0	0	0	0	0	6	0	1	0	7
Venango	0	3	0	2	0	0	0	3	0	4	0	12
Warren	0	0	0	0	0	2	0	5	1	1	1	8
Washington	0	0	0	0	0	1	0	16	1	5	1	22
Wayne	0	0	0	0	0	0	0	4	1	1	1	5
Westmoreland	0	0	0	4	1	8	1	32	2	4	4	48
Wyoming	0	0	0	1	0	0	0	1	0	2	0	4
York	0	0	0	18	2	14	1	62	3	18	6	112
TOTAL	**1**	**156**	**1**	**367**	**7**	**477**	**93**	**2,892**	**47**	**577**	**149**	**4,469**

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

Counties

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

| County	2007 Belt Use	2008 Belt Use	2009 Belt Use	2010 Belt Use	2011 Belt Use
Adams	85	83	87	86	86
Allegheny	74	76	77	77	78
Armstrong	78	82	81	80	81
Beaver	64	68	69	66	67
Bedford	88	87	87	89	85
Berks	76	76	78	76	78
Blair	84	86	87	87	87
Bradford	86	85	87	85	86
Bucks	76	76	78	79	79
Butler	85	86	86	87	86
Cambria	72	75	76	75	71
Cameron	81	85	85	86	81
Carbon	74	77	76	76	79
Centre	84	83	86	86	85
Chester	82	82	83	84	83
Clarion	86	88	84	87	87
Clearfield	81	81	80	80	82
Clinton	83	84	89	86	87
Columbia	81	83	84	85	83
Crawford	84	85	87	86	83
Cumberland	86	87	88	88	88
Dauphin	80	84	83	85	85
Delaware	75	76	75	76	76
Elk	84	79	78	82	76
Erie	77	79	80	79	80
Fayette	76	77	77	78	79
Forest	71	85	84	85	88
Franklin	80	82	84	83	81
Fulton	85	83	92	87	86
Greene	76	77	75	73	81
Huntingdon	81	77	83	83	81
Indiana	85	86	84	85	85
Jefferson	78	77	81	79	84
Juniata	84	85	83	83	84
Lackawanna	65	66	67	72	72
Lancaster	84	84	85	84	86
Lawrence	74	71	71	73	74
Lebanon	84	83	84	85	85
Lehigh	75	73	74	78	77
Luzerne	77	77	79	78	77
Lycoming	75	80	82	79	81
McKean	74	71	75	73	71
Mercer	78	78	79	80	78
Mifflin	77	79	79	78	82
Monroe	87	90	89	88	88
Montgomery	83	84	85	85	86
Montour	87	88	92	88	87
Northampton	80	84	83	84	84
Northumberland	77	77	77	76	75
Perry	84	85	82	82	85
Philadelphia	32	38	39	41	40
Pike	88	89	89	88	88
Potter	74	75	79	84	76
Schuylkill	79	78	82	83	84
Snyder	86	84	87	88	89
Somerset	80	82	83	82	82
Sullivan	79	80	86	84	84
Susquehanna	78	81	82	78	83
Tioga	82	85	84	87	85
Union	79	82	85	88	86
Venango	78	85	84	79	78
Warren	88	85	87	87	86
Washington	78	81	78	79	78
Wayne	84	85	87	88	88
Westmoreland	80	81	82	83	82
Wyoming	75	76	82	85	84
York	83	84	85	85	85
STATEWIDE	**75**	**76**	**77**	**77**	**78**

Counties

Alcohol-Related Deaths by County—Five-Year Trends

County	2007 Deaths	2008 Deaths	2009 Deaths	2010 Deaths	2011 Deaths
Adams	3	8	11	7	4
Allegheny	37	25	15	15	17
Armstrong	1	2	2	5	7
Beaver	3	6	7	2	7
Bedford	3	2	3	6	8
Berks	15	26	20	18	16
Blair	6	6	1	5	6
Bradford	5	4	0	7	4
Bucks	24	18	21	14	20
Butler	12	5	10	9	4
Cambria	5	9	7	5	5
Cameron	1	1	0	1	0
Carbon	3	6	5	5	3
Centre	8	6	5	3	7
Chester	25	20	8	12	14
Clarion	3	3	5	2	4
Clearfield	5	10	6	5	2
Clinton	4	6	1	2	2
Columbia	5	3	2	7	3
Crawford	6	5	4	8	5
Cumberland	9	7	5	7	7
Dauphin	13	10	12	12	15
Delaware	8	7	7	8	4
Elk	2	3	1	3	7
Erie	9	10	9	17	12
Fayette	22	15	16	6	15
Forest	2	1	3	2	0
Franklin	11	8	8	13	7
Fulton	1	3	0	1	2
Greene	5	3	1	2	4
Huntingdon	1	6	4	2	5
Indiana	2	7	6	8	5
Jefferson	1	4	4	5	1
Juniata	0	3	3	2	0
Lackawanna	9	8	4	4	5
Lancaster	18	19	14	26	14
Lawrence	2	5	3	2	5
Lebanon	6	9	5	4	4
Lehigh	8	16	17	7	12
Luzerne	25	8	16	7	13
Lycoming	6	6	4	8	7
McKean	3	5	0	4	4
Mercer	5	6	7	5	6
Mifflin	0	1	5	2	3
Monroe	6	15	8	12	11
Montgomery	23	14	17	11	13
Montour	1	2	0	0	1
Northampton	7	8	11	11	8
Northumberland	2	3	2	3	1
Perry	6	8	4	5	4
Philadelphia	40	27	34	25	23
Pike	3	4	2	2	2
Potter	3	3	0	0	1
Schuylkill	9	5	11	8	5
Snyder	2	3	2	3	1
Somerset	8	4	6	14	1
Sullivan	0	1	1	0	0
Susquehanna	4	4	1	7	5
Tioga	3	4	3	7	2
Union	1	2	3	3	2
Venango	5	1	1	0	3
Warren	4	5	2	2	5
Washington	16	12	14	6	10
Wayne	4	6	4	4	2
Westmoreland	23	33	15	15	13
Wyoming	0	5	6	6	2
York	23	24	15	20	18
TOTAL	**535**	**534**	**449**	**459**	**428**

Counties

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.
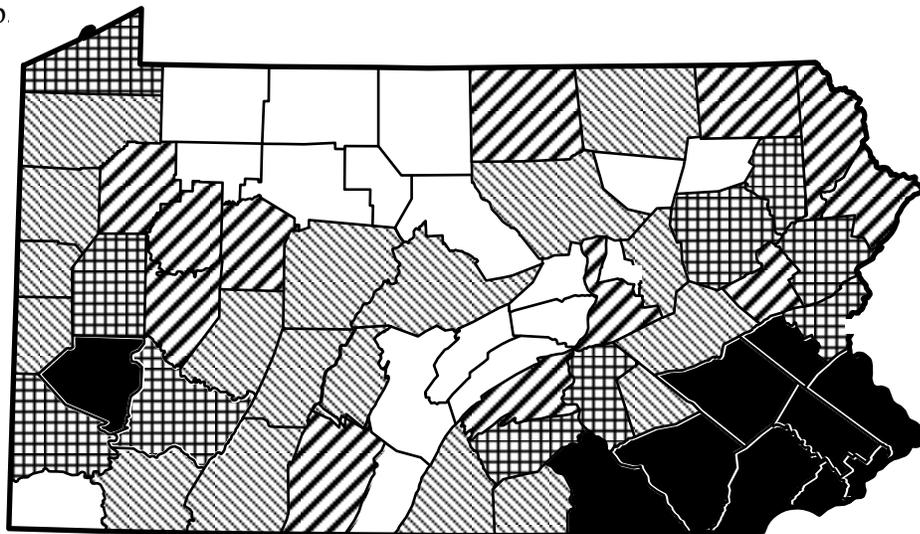

Total Crashes: ☐ 450 or less   ▨ 451-750   ▧ 751-1,500
                ▦ 1,501-3,600   ■ 3,601 or more

Counties

Traffic Deaths by County

Referring to the map below, 48% of the total traffic deaths occurred in only 13 of Pennsylvania's 67 counties. These 13 counties appear in black on the map.

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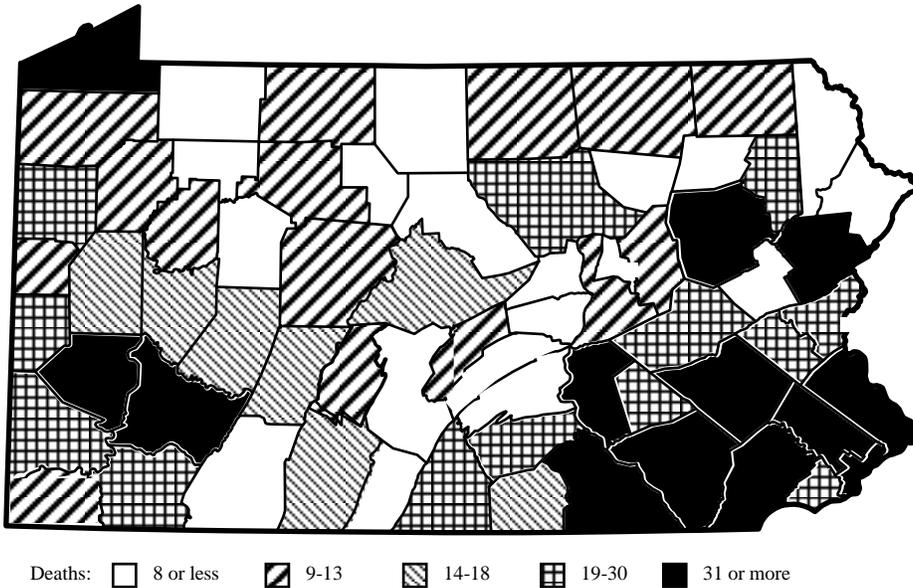
Alcohol-Related Deaths by County

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

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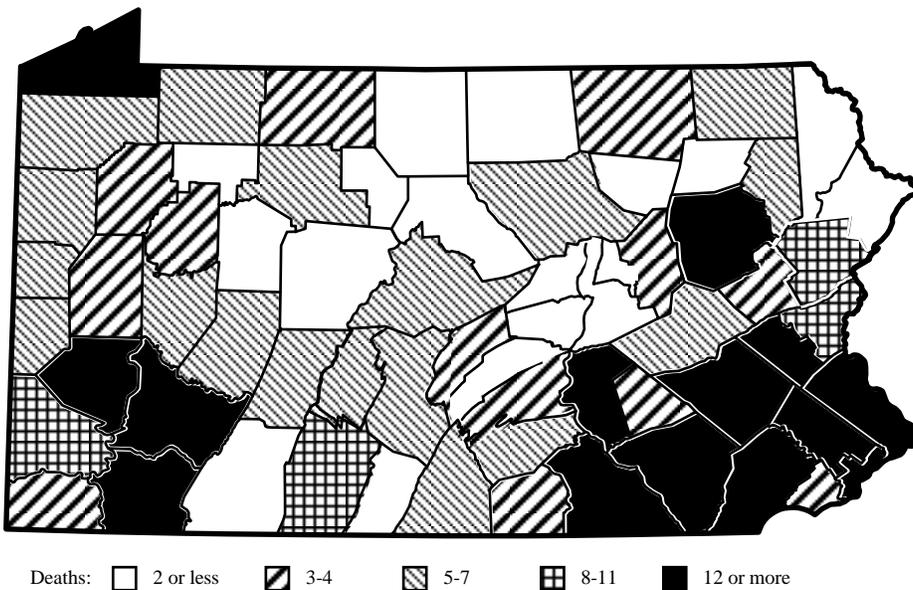
Counties

Percent Seat Belt Use in Crashes by County

While the percentage of 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 use in crashes are shown in black on the map.

Belt Usage: ☐ 83% or more   ▧ 81%-82%   ▨ 78%-80%
             ⊞ 75%-77%   ■ 74% or less
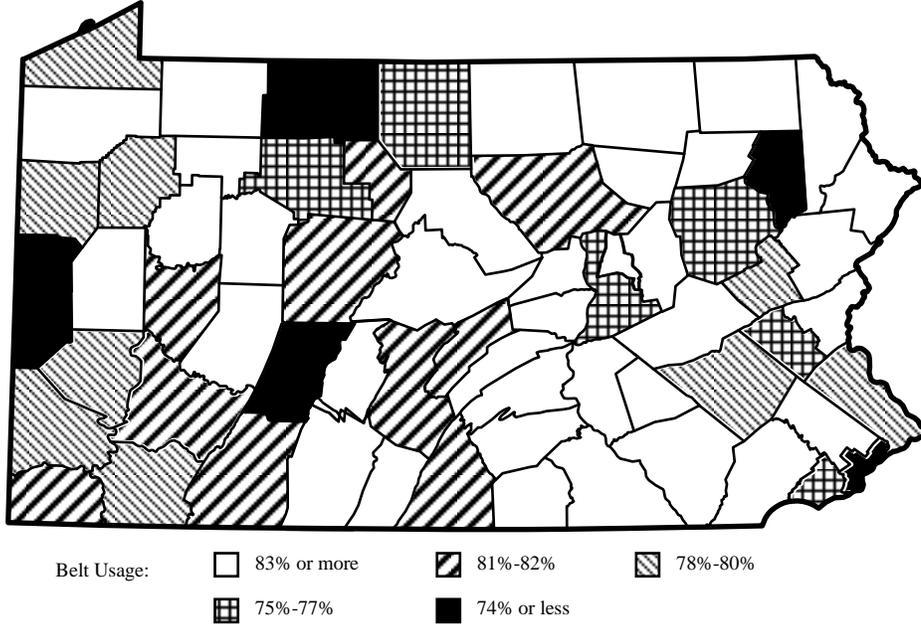
Pedestrian Deaths by County

Referring to the map below, 56% of the total pedestrian deaths occurred in only 8 of Pennsylvania's 67 counties. These 8 counties appear in black on the map.


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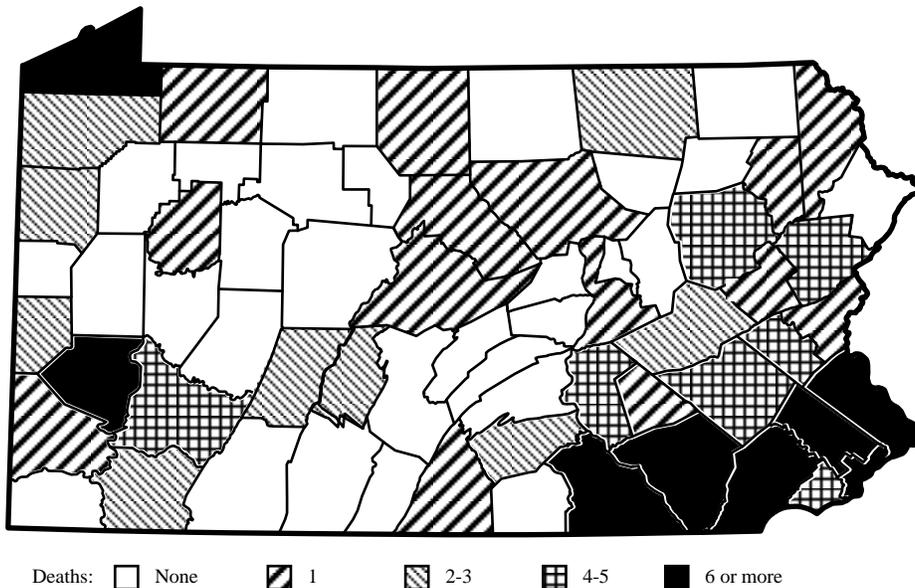
Counties

Crashes by Engineering District

The map below illustrates the 11 PENNDOT engineering districts in Pennsylvania. The table below lists a breakdown of the number of crashes, deaths, and injuries in 2011 by engineering district.

District	Crashes	Deaths	Injuries
01	6,033	83	4,303
02	4,186	70	2,728
03	5,440	78	3,463
04	8,014	90	5,535
05	16,520	157	11,083
06	34,641	253	28,151
08	20,010	223	13,077
09	5,000	70	3,155
10	4,114	62	2,666
11	14,305	101	8,952
12	6,974	99	4,726
Total	**125,395**	**1,286**	**87,839**

Counties

Index

Index

NEW 2011 Pennsylvania Crash Facts & Statistics Feedback Survey

The 2011 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?

_____

_____

_____

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? _____

_____

Your name and organization (optional): _____

Thank you for your involvement and response.

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

Pennsylvania Department and Transportation
Bureau of Maintenance And Operations
P.O. Box 2047
Harrisburg, PA 17105-2047

2011 Pennsylvania Crash Facts & Statistics Survey Form

Dedication

The Commonwealth of Pennsylvania would like to extend its deepest sympathy to the families and friends of the victims of fatal motor vehicle crashes here in Pennsylvania.

We look to the day when publications such as this will no longer be necessary. Until that time, however, the Commonwealth of Pennsylvania will continue to strive to make our roads safer.

Pennsylvania Department of Transportation
Bureau of Maintenance And Operations
P.O. Box 2047
Harrisburg, PA 17105-2047

ADDRESS SERVICE REQUESTED