pennsylvania
DEPARTMENT OF TRANSPORTATION

2012

PENNSYLVANIA CRASH FACTS & STATISTICS

GOVERNOR
Tom Corbett

SECRETARY OF TRANSPORTATION
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Introduction

The ***2012 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 2012. The figures are compiled from the traffic crash reports that are submitted to the Pennsylvania Department of Transportation by state, county, municipal, and other law enforcement agencies, as specified in the Pennsylvania Vehicle Code (75 Pa. C.S., Chapter 37, Subchapter C).

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

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Special Thanks

Quality information is important for creating a highly accurate publication. Our analysts and the police officers that report the crashes that make it to this publication have dedicated many of their days to providing good data. Many police departments have taken the plunge to report electronically which has improved the quality and timeliness of the data we receive. We appreciate everyone's hard work because without this effort, a book like this would not be possible.

How to Use This Booklet

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

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

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

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

After you have used this booklet, please complete and return the feedback survey form on the last page. We read every survey returned and consider every response important. We are planning many changes with this publication in the upcoming year or two and your opinions are vital to determining what is important to include.

About the Cover

The picture on the front cover shows the result of a crash involving a large truck, striking a ditch. In 2012 the percentage of crashes involving a large truck was 4.7 percent. Crashes involving large trucks are a special concern to the Pennsylvania Department of Transportation. Additional information on crashes involving large trucks can be found on pages 54 and 55.

Table of Contents

Definitions

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

General Terms

Alcohol-Related Crash: Any reportable crash in which one or more of the drivers was reported to have been drinking, or a drinking pedestrian was involved.
DUI: Driving Under the Influence – specifically a driver was drinking.
Child Passenger Restraint System: A combination of an approved child safety seat and existing vehicle safety belt restraints. Mandatory in Pennsylvania for all passengers under age four.
Harmful Event: An action which occurs within a crash (e.g., hitting a tree, hitting a deer, hitting a pedestrian, hitting another vehicle, etc.) and often results in personal injury or property damage.
Holidays: The holiday weekend begins at 6:00 PM of the last working day before the holiday and ends at midnight on the last day of the holiday. Pre-holiday weekends and post holiday weekends are time periods equivalent to that of the weekend before or the weekend after the holiday, respectively. The same applies to holidays during the middle of the workweek where no weekend is involved. It is significant to look at pre- and post-holiday statistics because, in many instances, the number of crashes and/or deaths/injuries are equal to, or greater than, those occurring on the actual holiday weekend.
Passive Restraint: A safety restraint, i.e., air bag, automatic lap/shoulder harness, that is not actively engaged by a vehicle occupant.
Reportable Crash: A crash resulting in a death within 30 days of the crash; or injury in any degree, to any person involved; or crashes resulting in damage to any vehicle serious enough to require towing.
Speed-Related Crash: Any reportable crash in which speed was listed as a contributing factor, whether or not the driver was noted as going over the posted speed limit.
TCD: Traffic Control Device. Includes traffic signals, stop signs, yield signs, and railroad crossing controls.
Vehicle Defect: A fault in the vehicle, due to improper maintenance or other reasons, that can cause the driver to lose control, possibly resulting in a crash.
Vehicle-Miles of Travel: A measure that indicates the number of miles traveled by vehicles on PA roadways.
Work Zone: An area, usually marked by signs, barricades, or other devices indicating that highway construction or maintenance activities are going on.

Crash Types

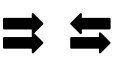
A description which characterizes the first harmful event of the crash and is described as one of the following:


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


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

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


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


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


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


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

Crash Severity

Fatal Crash: A crash in which one or more of the involved persons died within 30 days of the crash and the death(s) are attributable to the crash.
Injury Crash: A crash in which none of the involved persons were killed, but at least one was injured.
Property Damage Only (PDO): A reportable crash where no one was killed or injured, but damage occurred to a vehicle requiring towing.

Injury Severity

Death: As used in this booklet, any injury which causes death within 30 days of a crash and that death is attributable to the crash.
Major Injury: Any injury, other than fatal, which by its severity requires immediate emergency transport, such as an ambulance, to a hospital or clinic for medical treatment and /or hospitalization. Major injuries would include amputation of limb(s), severe burns, etc.
Moderate Injury: Any injury which may require some form of medical treatment, but is not life-threatening or incapacitating. These injuries should be visible. Moderate injuries would include a cut which requires several stitches, or a broken finger or toe.
Minor Injury: Any injury which can be treated by first aid application, whether at the scene of the crash or in a medical facility. Complaints of injuries which are not visible, and do not appear to be of any major or moderate nature, should be considered as minor injuries.

Person Type

Driver: The occupant of a vehicle who is in actual physical control of a vehicle in transport or, for an out-of-control vehicle, the occupant who was in control before control was lost.
Occupant: Any person who is in or upon a vehicle, including the driver, passenger, and person riding on the outside of the vehicle.
Passenger: Any occupant of a vehicle who is not the driver.
Pedestrian: Any person not in or upon a vehicle.

Road Types

Local Roads: Any roadway that is maintained by an entity other than the state. Includes county, township, town, borough, and private.
State Highway (Interstate): Any state-maintained roadway that carries the interstate designation and is marked with red, white, and blue shield-shaped sign.
State Highway (Other): Any state-maintained roadway that is not designated as an interstate. Many (but not all) such roads are marked with a black and white keystone-shaped sign.
Turnpike: The Pennsylvania Turnpike system, which includes the main Turnpike and other toll facilities maintained by the Pennsylvania Turnpike Commission.

Vehicle Types

Passenger Car: Vehicle designed to transport eight people or less. Includes: convertible, hardtop, sedan, station wagon, limousine, etc.
Light Truck / SUV / Van: Single vehicle designed for carrying a load of property on or in the vehicle. Includes: pickup truck, sport utility vehicle, van, jeep, tow truck, etc.
Heavy Truck: Single vehicle or tractor-trailer combination designed for carrying a heavy load of property on or in the vehicle. Includes: single unit trucks (e.g., coal truck), tractor-trailers, motor homes, etc.
Bus: Vehicle designed to transport more than fifteen people. Includes school bus, cross-country bus, urban transit, trackless trolley.
Motorcycle: Includes: motorcycle, mo-ped, mini-bike, motor scooter, trike (motorized tricycle), go-cart, vendor cycle.
Bicycle: As used in this booklet, any non-motorized vehicle propelled by pedaling. Includes: unicycle, bicycle, tricycle, “Big Wheel”.
Track/Non-Motorized Vehicle: Includes: train, trolley, horse and buggy, horse and rider.

Overview

The Commonwealth of Pennsylvania 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% (39,792 miles*) are state highways maintained by the Pennsylvania Department of Transportation (PennDOT), and the remaining 67% (79,979 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 2012, there were 124,092 reportable traffic crashes in Pennsylvania. These crashes claimed the lives of 1,310 people and injured another 87,846 people. To add some perspective, the 2012 total of reportable traffic crashes is the fourth lowest total since 1951 when 123,088 crashes were reported.

Last year, there were approximately 100.2 billion vehicle-miles* of travel on Pennsylvania's roads and highways. The 2012 fatality rate of 1.31 deaths per hundred million vehicle-miles of travel* was the fourth lowest ever recorded in Pennsylvania since the department started keeping records of this in 1935.

2012 Briefs

On Average in Pennsylvania:

- Each day 340 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 238 persons were injured in reportable crashes (about 10 injuries every hour).

Based on Pennsylvania's 2012 population (12,763,536 people):

- 1 out of every 44 people was involved in a reportable traffic crash.
- 1 out of every 9,743 people was killed in a reportable traffic crash.
- 1 out of every 147 people was injured in a reportable traffic crash.

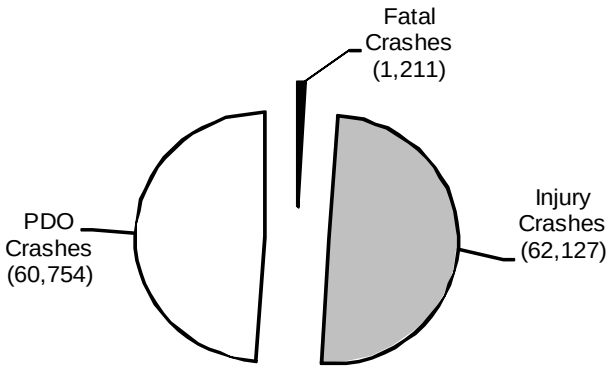
* For consistency purposes, the prior year's data is used at the time of publication because of timing issues. For this Crash Facts & Statistics book, 2011 information was used.

All Crashes and Deaths
—WHO WAS INVOLVED—

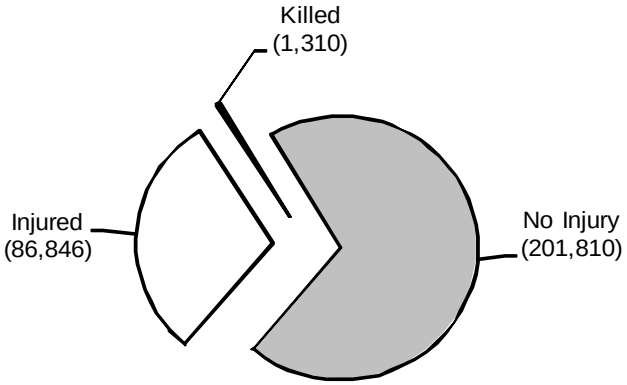
Crashes by Injury Severity

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 2012, most were not injured, and those who were injured suffered mostly minor injuries. The 1,310 deaths in 2012 represent the third lowest number of fatalities in Pennsylvania motor vehicle crashes over the last 68 years.

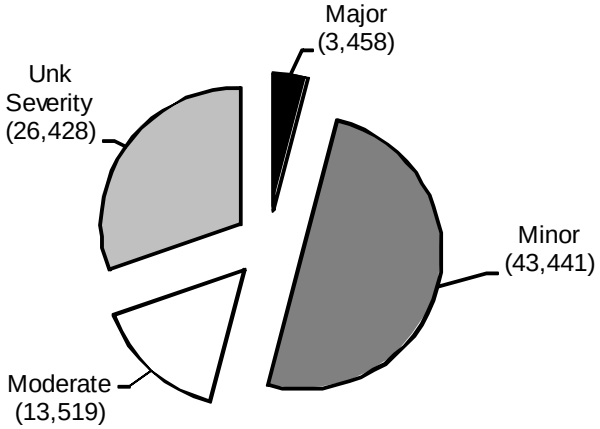
Total Crashes



Total People



Total People--Injured



Deaths and Injuries—Five-Year Trends

Total reported crashes in 2012 decreased 1.0% compared to 2011; deaths increased by 1.9% while total injuries decreased by 1.1%.

	2008	2009	2010	2011	2012
Reported Crashes	125,327	121,242	121,312	125,395	124,092
Total Deaths	1,468	1,256	1,324	1,286	1,310
Total Injuries	88,709	87,126	87,949	87,839	86,846
Major Injury	*3,831*	*3,483*	*3,555*	*3,409*	*3,458*
Moderate Injury	*14,306*	*13,783*	*14,036*	*13,815*	*13,519*
Minor Injury	*46,704*	*45,306*	*44,564*	*43,980*	*43,441*
Unknown Injury Severity	*23,868*	*24,554*	*25,794*	*26,635*	*26,428*
Pedestrian Deaths	142	136	148	149	168
Pedestrian Injuries	4,389	4,249	4,474	4,532	4,548
Motorcyclist Deaths	237	204	223	199	210
Motorcyclist Injuries	4,077	3,677	3,930	3,603	3,919
Bicyclist Deaths	8	16	21	11	16
Bicyclist Injuries	1,419	1,380	1,474	1,312	1,377
Heavy-Truck-Related Deaths	184	136	157	156	159
Alcohol-Related Deaths	534	449	459	428	404
Speed-Related Deaths	474	355	404	346	371
Billions of Vehicle-Miles*	108.4	107.0	103.3	101.2	100.2
Deaths per 100 Million Vehicle-Miles*	1.35	1.17	1.28	1.27	1.31

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

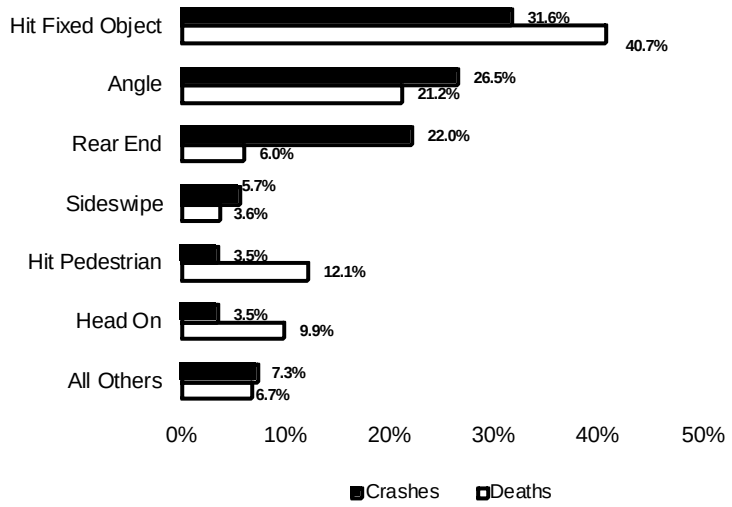
Severity	Number	Average Cost	Estimated Total Costs
Deaths (persons)	1,310	$6,258,621	$8,198,793,104
Major Injuries (persons)	3,458	$1,369,921	$4,737,187,060
Moderate Injuries (persons)	13,519	$91,545	$1,237,601,587
Minor Injuries (persons)	43,441	$7,260	$315,381,660
Property Damage Only (crashes)	60,754	$2,904	$176,429,616
Unknown Injuries (persons)	26,428	$7,260	$191,867,280
		TOTAL	**$14,857,260,307**

In 2012, the economic loss due to traffic crashes was
$1,164
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 2012.

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.

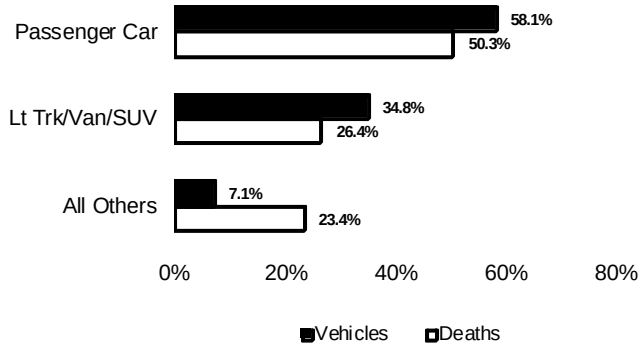


Crash Type	Crashes	Deaths
Angle	32,884	277
Backing Up	133	0
Head On	4,315	129
Hit Fixed Object	39,200	533
Hit Pedestrian	4,317	159
Non-Collision	4,540	72
Rear End	27,356	78
Sideswipe	7,033	47
Other	4,314	15
TOTAL	**124,092**	**1,310**

*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 2012 were involved in a lower percentage of crashes. Occupant fatalities of motorcycles increased from 199 in 2011 to 210 in 2012.

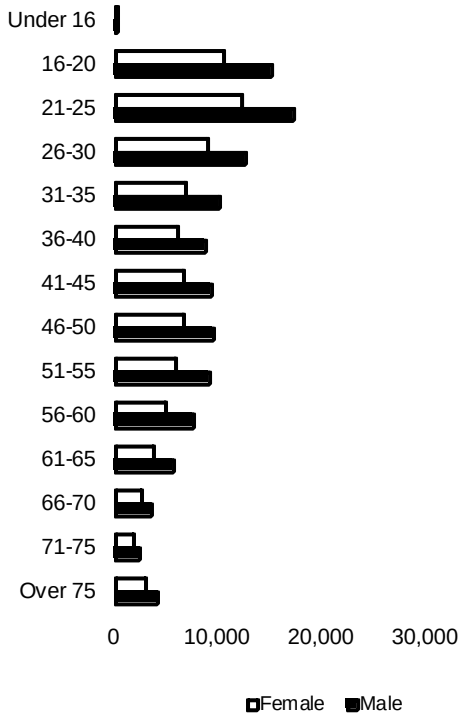


	Vehicles	Occupant Deaths
Passenger Car	118,359	574
Lt Trk/Van/SUV	70,866	301
Heavy Truck	6,261	20
Motorcycle	4,095	210
Bicycle	1,383	16
Commercial Bus	584	0
School Bus	399	0
Other	1,680	21

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).

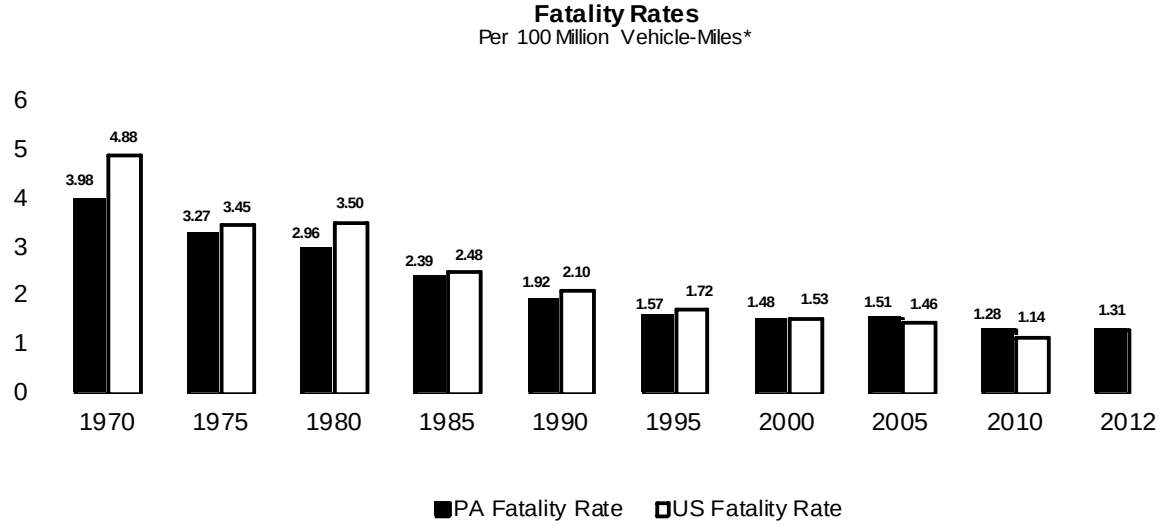
Driver	Male	Female	Total Drivers
Under 16	132 (0.1%)	46 (0.1%)	**178**
16-20	15,227 (13.0%)	10,539 (13.0%)	**25,766**
21-25	17,324 (14.8%)	12,305 (15.2%)	**29,629**
26-30	12,639 (10.8%)	8,926 (11.0%)	**21,565**
31-35	10,082 (8.6%)	6,922 (8.6%)	**17,004**
36-40	8,808 (7.5%)	6,159 (7.6%)	**14,967**
41-45	9,384 (8.0%)	6,717 (8.3%)	**16,101**
46-50	9,582 (8.2%)	6,645 (8.2%)	**16,227**
51-55	9,142 (7.8%)	5,955 (7.4%)	**15,097**
56-60	7,604 (6.5%)	4,951 (6.1%)	**12,555**
61-65	5,699 (4.9%)	3,809 (4.7%)	**9,508**
66-70	3,661 (3.1%)	2,545 (3.2%)	**6,206**
71-75	2,447 (2.1%)	1,851 (2.3%)	**4,298**
Over 75	4,077 (3.5%)	3,095 (3.8%)	**7,172**
Unknown	1,091 (0.9%)	360 (0.5%)	**1,451**
DRIVERS	**116,899 (100.0%)**	**80,825 (100.0%)**	**197,724**



Note: Does not include 2,482 drivers of unknown sex or drivers of non-motorized vehicles.

Highway Crash Historical Data

Fatality rates have fallen dramatically over the past 60 years as vehicles, roadways, and other factors have improved. Pennsylvania's fatality rate has also been lower than the US average for most years since 1937. Please note that the 2012 US average fatality rate was not finalized by the time of this publication. The chart below shows the periodic fatality rates since 1970.



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

Year	Total Crashes	Total Killed	Total Injured	Registered Vehicles	Motor Vehicle Mileage*	PA Fatality Rate**	US Fatality Rate**
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	1.10
2012	124,092	1,310	86,846	11,508,559	100.2	1.31	---

* 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

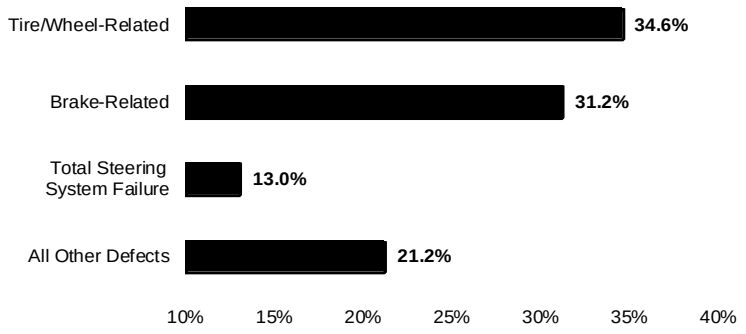
Adverse weather and road surface conditions negatively affected vehicle handling and driver sight. Interestingly, the vast majority of crashes occurred under no adverse conditions. This can be attributed to: 1) weather and roads being clear and dry most of the time and 2) drivers failing to use caution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

Weather Condition	Crashes	Deaths
No Adverse Conditions	99,058 (79.8%)	1,125 (85.9%)
Rain/Rain & Fog	16,096 (13.0%)	128 (9.8%)
Snow/Sleet/Freezing Rain	7,135 (5.8%)	31 (2.4%)
Fog/Smoke, Etc.	882 (0.7%)	14 (1.1%)
Other	921 (0.7%)	12 (0.9%)
TOTAL	**124,092 (100.0%)**	**1,310 (100.0%)**

Road Surface Condition	Crashes	Deaths
Dry	92,739 (74.7%)	1,067 (81.5%)
Wet	22,516 (18.1%)	195 (14.9%)
Snow/Slush	5,488 (4.4%)	22 (1.7%)
Ice/Ice Patches	2,684 (2.2%)	17 (1.3%)
Other	665 (0.5%)	9 (0.7%)
TOTAL	**124,092 (100.0%)**	**1,310 (100.0%)**

Crashes Involving Vehicle Defects

Improperly-maintained vehicles can lead to crashes. In 2012, tire/wheel and brake-related failures again contributed to the majority of vehicle defect related crashes. The percentages in the graph below refer to the number of crashes involving vehicle defects.

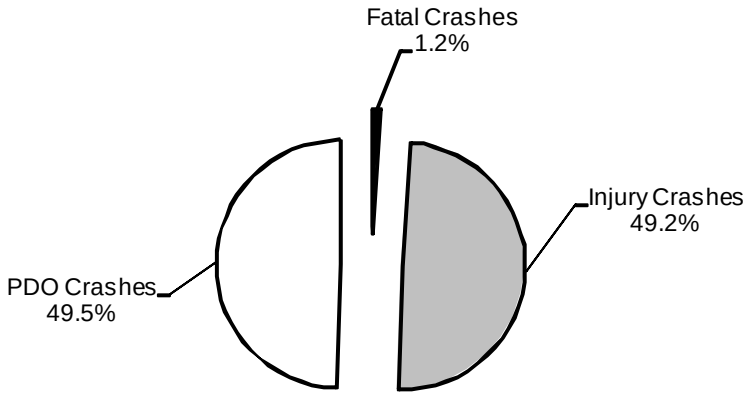


Vehicle Defect	Crashes
Tire/Wheel-Related	939
Brake-Related	847
Total Steering System Failure	354
Power Train Failure	282
Suspension	91
Unsecure/Shifted Trailer Load	50
Body/Doors/Hood, Etc.	38
Vehicle Lighting-Related	32
Other Known Defects	83

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. 50 percent of work zone crashes in 2012 contained fatalities or injuries.



Total Crashes: **1,661**

Total Killed: **21** (Workers Killed: 3)

Total Injured: **1,124**

Work Zone Crashes—Vehicles Involved

Vehicle Type	State Hwy (Interstate)	State Hwy (Other)	Turnpike	Local Road
Passenger Car	366 (47.5%)	1,017 (55.7%)	167 (44.8%)	114 (57.0%)
Light Truck/SUV	237 (30.8%)	668 (36.6%)	105 (28.2%)	63 (31.5%)
Heavy Truck/Bus	152 (19.7%)	92 (5.0%)	88 (23.6%)	16 (8.0%)
Motorcycle	6 (0.8%)	34 (1.9%)	8 (2.1%)	4 (2.0%)
Other	9 (1.2%)	15 (0.8%)	5 (1.3%)	3 (1.5%)
TOTAL	**770 (100.0%)**	**1,826 (100.0%)**	**373 (100.0%)**	**200 (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*
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%**
2012	State Hwy (Interstate)	390	23.5%	4	19.1%
	State Hwy (Other)	928	55.9%	15	71.4%
	Turnpike	228	13.7%	2	9.5%
	Local Road	115	6.9%	0	0.0%
	Other/Unknown Road	0	0.0%	0	0.0%
	TOTAL	**1,661**	**100.0%**	**21**	**100.0%**

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

Crashes with Roadside Objects and Animals

Unfortunately, roadside objects 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	661	0.5%	16	1.2%
Hit Building	1,404	1.1%	34	2.6%
Hit Culvert	892	0.7%	20	1.5%
Hit Curb	4,286	3.5%	49	3.7%
Hit Ditch	3,242	2.6%	55	4.2%
Hit Embankment	7,330	5.9%	127	9.7%
Hit Fence or Wall	2,883	2.3%	52	4.0%
Hit Fire Hydrant	422	0.3%	1	0.1%
Hit Guiderail	6,697	5.4%	136	10.4%
Hit Impact Attenuator	179	0.1%	2	0.2%
Hit Mailbox(es)	1,387	1.1%	21	1.6%
Hit Median Barrier	4,456	3.6%	45	3.4%
Hit Other Fixed Object	4,038	3.3%	94	7.2%
Hit Parked Vehicle	7,155	5.8%	53	4.1%
Hit Rock(s) or Obstacle on Roadway	550	0.4%	7	0.5%
Hit Signal/Sign Support	2,384	1.9%	43	3.3%
Hit Snow Bank	43	0.0%	0	0.0%
Hit Temporary Construction Barrier	60	0.1%	3	0.2%
Hit Traffic Island or Channelization	243	0.2%	4	0.3%
Hit Tree(s) or Shrubs/Hedges	9,657	7.8%	267	20.4%
Hit Utility Pole(s)	9,173	7.4%	120	9.2%
Hit Deer	3,362	2.7%	8	0.6%
Hit Other Animal	239	0.2%	0	0.0%

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

—WHERE THEY HAPPENED—

Crashes by Road Type

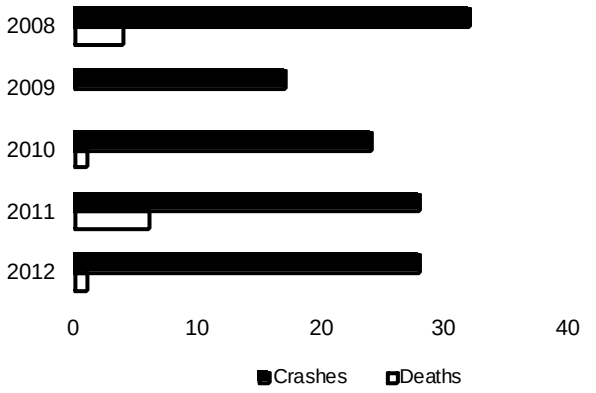
	State Hwy (Interstate)	State Hwy (Other)	Turnpike	Local Road	Other
Crashes	9,235	80,390	2,521	31,930	16
Persons Killed	105	985	18	202	0
Persons Injured	5,631	58,753	1,120	21,362	15
Miles of Maintained Road	1,367	39,248	556	79,412	---
100 MVM* Traveled	178.9	582.0	57.8	183.1	---
Crashes/MVM*	0.52	1.38	0.44	1.74	---
Persons Killed/100 MVM*	0.59	1.69	0.31	1.10	---
Persons Injured/MVM*	0.31	1.01	0.19	1.17	---

* 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 2011 Highway Performance Monitoring System (HPMS) package and reflects 2011 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

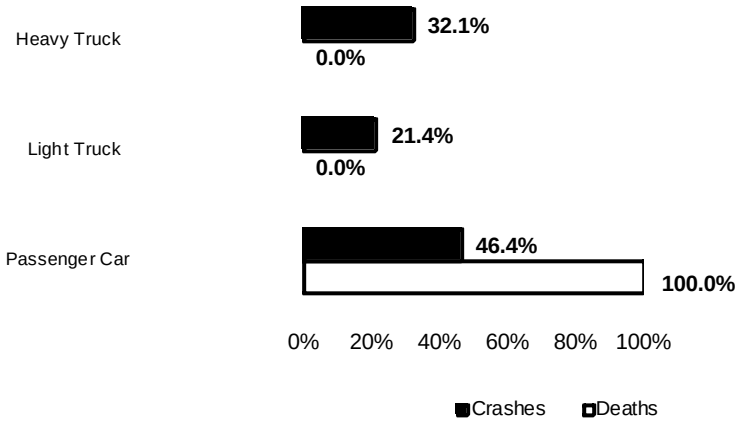
Motor vehicle/train crashes make up a very small percentage of total crashes. In the last five years, only 12 deaths have occurred in this type of crash. In 2012, one death occurred.



Year	Crashes	Deaths
2008	32	4
2009	17	0
2010	24	1
2011	28	6
2012	28	1

Train/Vehicle Crashes by Vehicle Type

Passenger cars, light trucks, vans, and SUVs were the predominant vehicle types involved in crashes with trains in 2012. In 2012, heavy truck involvement with trains increased to 9 crashes from 3 in 2011.

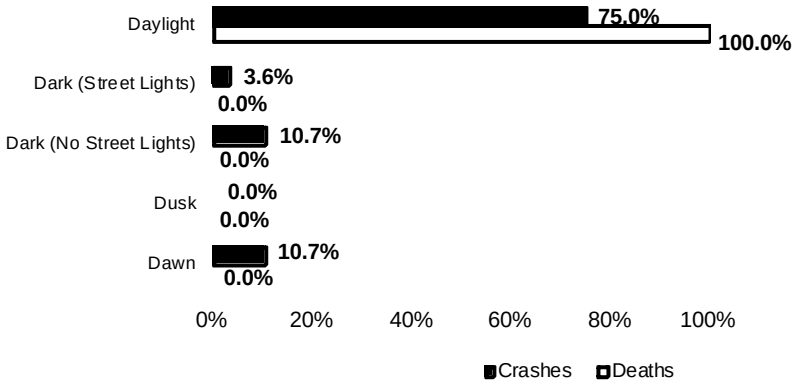


Vehicle Type	Crashes	Deaths
Passenger Car	13	1
Heavy Truck	9	0
Light Truck	6	0
Bicycle	0	0
Commercial Bus	0	0
Motorcycle	0	0
School Bus	0	0
Unknown	0	0
TOTAL	**28**	**1**

Train/Vehicle Crashes by Road Type

Road Type	Crashes	Deaths
Local Road	17	1
State Hwy (Other)	11	0
TOTAL	**28**	**1**

Train/Vehicle Crashes by Light Level



Light Level	Crashes	Deaths
Daylight	21	1
Dark (Street Lights)	1	0
Dark (No Street Lights)	3	0
Dusk	0	0
Dawn	3	0
TOTAL	**28**	**1**

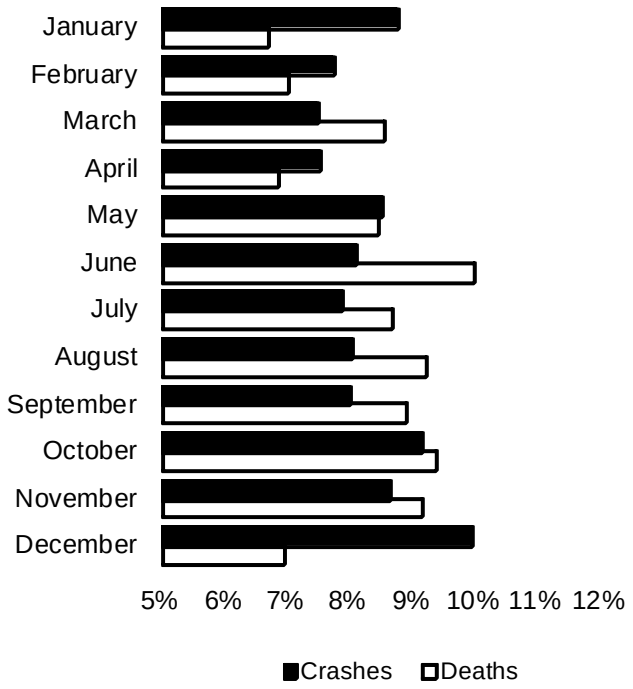
Train/Vehicle Crashes by County

County	Crashes	Deaths
Allegheny	4	0
Berks	2	0
Bucks	1	0
Chester	1	0
Delaware	3	0
Erie	1	0
Fayette	2	0
Lackawanna	1	0
Lancaster	1	0
Lehigh	1	0
Luzerne	1	0
Lycoming	1	0

County	Crashes	Deaths
Northampton	2	0
Northumberland	1	1
Venango	1	0
Washington	1	0
Westmoreland	1	0
Wyoming	1	0
York	2	0
Butler	0	0
Cambria	0	0
Cameron	0	0
Carbon	0	0
TOTAL	**28**	**1**

—WHEN THEY HAPPENED—

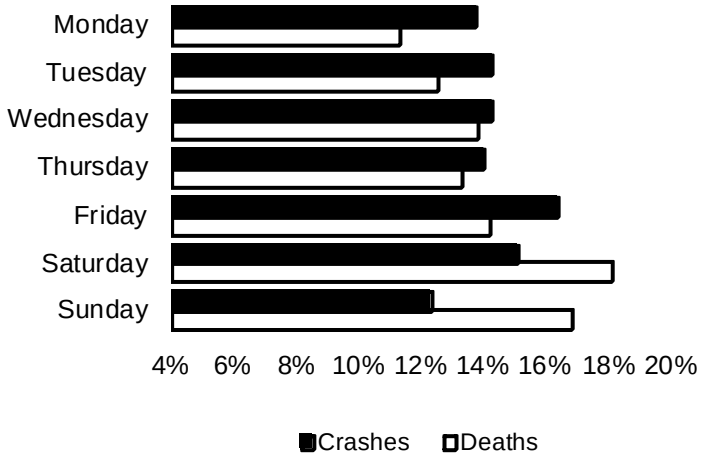
Crashes by Month



Month	Crashes	Deaths
January	10,900 (8.8%)	88 (6.7%)
February	9,611 (7.8%)	92 (7.0%)
March	9,319 (7.5%)	112 (8.6%)
April	9,340 (7.5%)	90 (6.9%)
May	10,594 (8.5%)	111 (8.5%)
June	10,090 (8.1%)	131 (10.0%)
July	9,777 (7.9%)	114 (8.7%)
August	9,976 (8.0%)	121 (9.2%)
September	9,962 (8.0%)	117 (8.9%)
October	11,396 (9.2%)	123 (9.4%)
November	10,738 (8.7%)	120 (9.2%)
December	12,389 (10.0%)	91 (7.0%)
TOTAL	**124,092 (100.0%)**	**1,310 (100.0%)**

Crashes by Day of Week

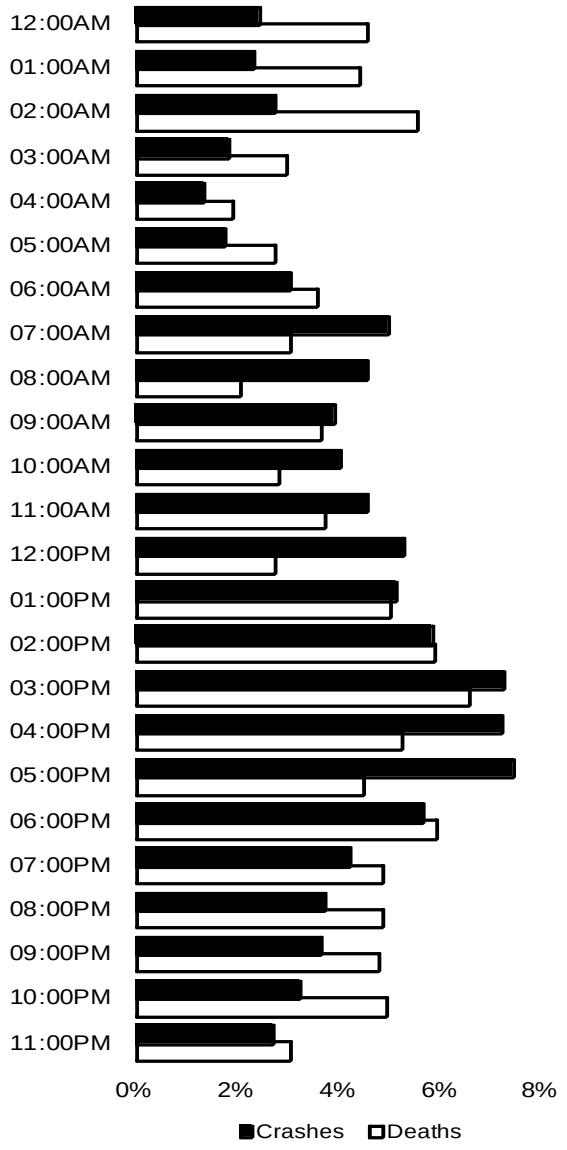
More crashes occurred on Friday and Saturday. The number of deaths on weekends (Saturday and Sunday) is proportionally greater than the number of crashes. This could be attributed to alcohol use. (See ***Victims of Fatal Crashes by Day of Week***, page 29).



Day	Crashes	Deaths
Monday	17,021 (13.7%)	148 (11.3%)
Tuesday	17,707 (14.3%)	164 (12.5%)
Wednesday	17,719 (14.3%)	181 (13.8%)
Thursday	17,341 (14.0%)	174 (13.3%)
Friday	20,313 (16.4%)	186 (14.2%)
Saturday	18,719 (15.1%)	237 (18.1%)
Sunday	15,272 (12.3%)	220 (16.8%)
TOTAL	**124,092 (100.0%)**	**1,310 (100.0%)**

Crashes by Hour of Day

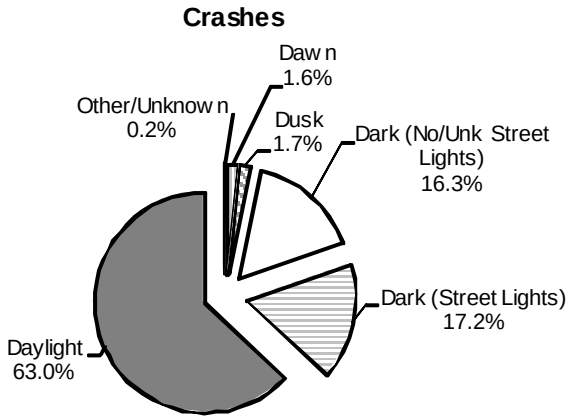
Some hours of the day are more dangerous than others with regard to crashes and deaths. Not surprisingly, crashes and deaths were higher during peak traffic times. Some hours of the day experience a low percentage of crashes, but they are much more deadly. For example, only 2.7% of all crashes in 2012 occurred in the 2:00 AM hour, but 5.6% 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.

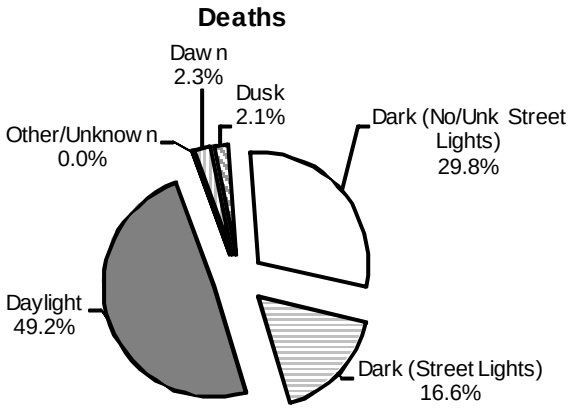


Hour	Crashes	Deaths
12:00AM	3,058	60
01:00AM	2,919	58
02:00AM	3,395	73
03:00AM	2,277	39
04:00AM	1,664	25
05:00AM	2,178	36
06:00AM	3,814	47
07:00AM	6,165	40
08:00AM	5,647	27
09:00AM	4,854	48
10:00AM	4,998	37
11:00AM	5,688	49
12:00PM	6,579	36
01:00PM	6,388	66
02:00PM	7,266	77
03:00PM	9,026	86
04:00PM	8,964	69
05:00PM	9,258	59
06:00PM	7,050	78
07:00PM	5,265	64
08:00PM	4,636	64
09:00PM	4,540	63
10:00PM	4,042	65
11:00PM	3,373	40

Crashes by Light Level

In 2012, 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 2012 occurred slightly more often during non-daylight hours (dark and dusk/dawn conditions). If 2012 deaths per 1000 crashes are compared (Daylight—8.2 deaths per 1000 crashes versus Non-Daylight—14.5 deaths per 1000 crashes), it is apparent that non-daylight crashes resulted in deaths more often than daylight crashes.



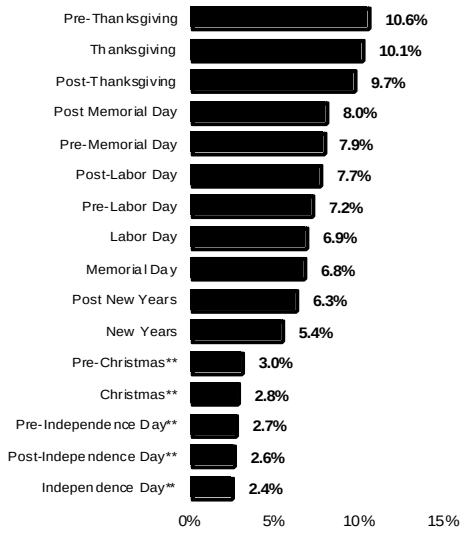


Light Level	Crashes	Deaths
Daylight	78,221	644
Dark (Street Lights)	21,364	218
Dark (No/Unk Street Lights)	20,263	390
Dusk	2,125	28
Dawn	1,922	30
Other/Unknown	197	0
TOTAL	**124,092**	**1,310**

Crashes by Holiday

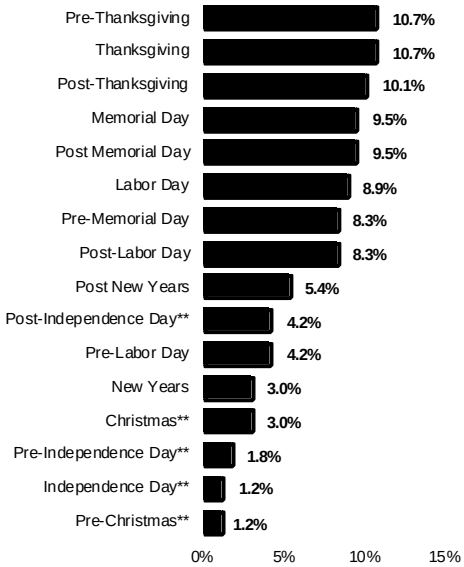
Crashes increased during holiday periods due to the volume of traffic on the roadway. Many times the weekend before and the weekend after the holiday have nearly as many crashes and fatalities, and sometimes more. The graphs below illustrate the ranking in descending order, of total crashes and deaths, respectively, for each holiday period. The table shows a breakdown of crashes and deaths for each holiday period in 2012.

Crashes



Period*	Crashes	Deaths
New Years	766	5
Post New Years	889	9
Pre-Memorial Day	1,112	14
Memorial Day	954	16
Post Memorial Day	1,133	16
Pre-Independence Day**	379	3
Independence Day**	342	2
Post-Independence Day**	365	7
Pre-Labor Day	1,018	7
Labor Day	972	15
Post-Labor Day	1,087	14
Pre-Thanksgiving	1,497	18
Thanksgiving	1,433	18
Post-Thanksgiving	1,368	17
Pre-Christmas**	426	2
Christmas**	392	5
TOTAL	**14,133**	**168**

Deaths



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

** Not part of a holiday weekend in 2012.

Drivers

Drivers Overview

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

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

Crashes Involving Driver Error

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

Contributing Factor	Crashes	Fatal Crashes
Speed-Related	32,220	534
Drinking Driver	10,941	217
Improper Turning-Related	12,700	82
Careless/Illegal Passing	4,337	64
Distracted Driver	14,633	53
Proceeded Without Clearance	8,119	45
Drowsy Drivers	2,673	24
Tailgating	5,555	16

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	46.1% 57,021 crashes	40.1% 12,201 crashes	21.4% 2,392 crashes	21.1% 1,617 crashes
Multiple Vehicle Crash	53.9% 66,615 crashes	60.0% 18,266 crashes	78.6% 8,772 crashes	78.9% 6,060 crashes

Drivers in Crashes by Age Group

Looking at the 2012 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	1,758	66,504	2.6%
17	5,008	96,151	5.2%
18	5,859	118,104	5.0%
19	5,839	131,212	4.5%
20	5,739	136,870	4.2%
21	5,958	141,619	4.2%
22-24	16,055	441,568	3.6%
25-29	20,498	717,867	2.9%
30-39	29,429	1,353,194	2.2%
40-54	43,255	2,461,150	1.8%
55-59	11,869	865,157	1.4%
60-64	9,117	740,085	1.2%
65-69	6,456	582,032	1.1%
70-74	4,297	420,695	1.0%
75 and Over	7,497	732,808	1.0%
Unknown	174	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	3.7% 4,531 crashes	2.8% 841 crashes	2.1% 232 crashes	0.9% 70 crashes
Rear-End	22.1% 27,321 crashes	24.4% 7,430 crashes	28.6% 3,192 crashes	23.2% 1,779 crashes
Head-On	3.5% 4,296 crashes	3.8% 1,153 crashes	4.3% 480 crashes	4.7% 363 crashes
Backing Up	0.1% 132 crashes	0.1% 22 crashes	0.2% 23 crashes	0.1% 5 crashes
Angle	26.5% 32,811 crashes	28.6% 8,725 crashes	40.2% 4,483 crashes	47.7% 3,658 crashes
Sideswipe	5.7% 6,987 crashes	4.6% 1,413 crashes	6.1% 675 crashes	6.0% 461 crashes
Hit Fixed Object	31.6% 39,083 crashes	33.1% 10,098 crashes	13.4% 1,494 crashes	13.6% 1,042 crashes
Hit Pedestrian	3.4% 4,179 crashes	1.1% 327 crashes	2.9% 322 crashes	3.0% 232 crashes
Other	3.5% 4,296 crashes	1.5% 458 crashes	2.4% 263 crashes	0.9% 67 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	38.7% 47,790 crashes	39.4% 11,988 crashes	50.3% 5,612 crashes	54.5% 4,180 crashes
Non-Intersection	61.4% 75,846 crashes	60.7% 18,479 crashes	49.7% 5,552 crashes	45.6% 3,497 crashes

Alcohol-Related Crashes

Alcohol Overview

► In Pennsylvania, drinking and driving remains a top safety issue. In 2012, alcohol-related crashes increased to 11,956 from 11,805 alcohol-related crashes in 2011. Alcohol-related deaths decreased from 428 to 404 in 2012.

► Of particular concern is the involvement of drinking drivers under the age of 21. 18% of the driver deaths in the 16-20 age group were drinking drivers, down from 26% in 2011. Improvement in this age group is a very important need.

► Of equal focus is the 21 to 25 age group, in which 40% of the driver deaths were drinking drivers. This age group had the fifth worst percentage of all groups, and was down from 45% in 2011. The 26 to 30 age group decreased to 44% from 47% in 2011.

► In 2012, alcohol-related deaths were 31% of the total traffic deaths, nearly the same as in 2009, 2010 and 2011.

► 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).

2012 Briefs

► 404 people died in alcohol-related crashes.

► 90% of the alcohol-related occupant deaths (drivers and passengers) were in the vehicle driven by the drinking driver; 74% were the drinking drivers themselves.

► 75% of the drinking drivers in traffic crashes were male.

► 74% of the alcohol-related crashes were during the hours of darkness, usually on weekends.

► On average each day, 33 alcohol-related traffic crashes occurred.

► On average each day, 1.1 persons were killed in alcohol-related traffic crashes.

► On average each day, 24 persons were injured in alcohol-related traffic crashes.

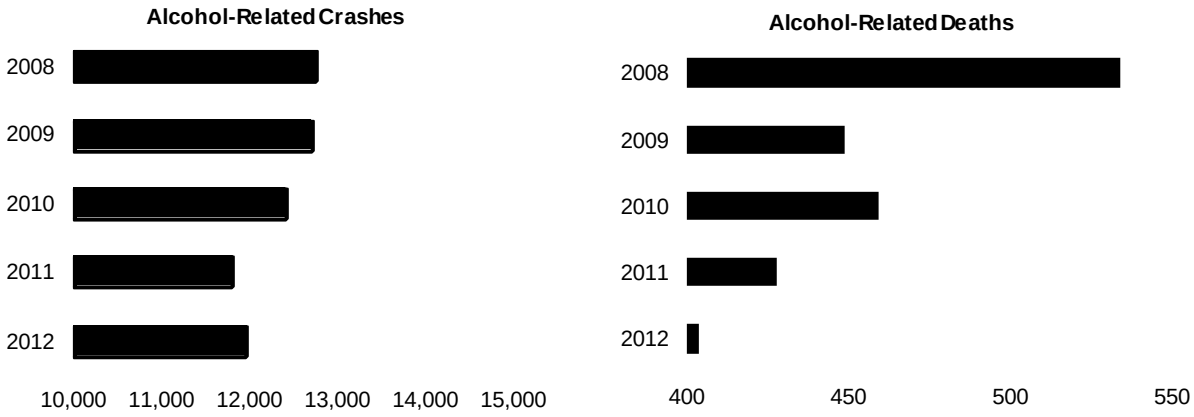
Alcohol Involvement in Crashes

Although alcohol-related crashes accounted for approximately 10% of the total crashes in 2012, they resulted in 31% of all persons killed in crashes. Alcohol-related crashes were 4.2 times more likely to result in death than those not related to alcohol (3.1% of the alcohol-related crashes resulted in death, compared to 0.8% of crashes which were not alcohol-related). "PDO Crashes" in the table below refers to property damage only crashes.

	Fatal Crashes	Deaths	Injury Crashes	Injuries	PDO Crashes
Alcohol-Related	375 (31.0%)	404 (30.8%)	6,425 (10.3%)	8,724 (10.0%)	5,156 (8.5%)
Non-Alcohol-Related	836 (69.0%)	906 (69.2%)	55,707 (89.7%)	78,152 (90.0%)	55,584 (91.5%)
TOTAL	**1,211 (100.0%)**	**1,310 (100.0%)**	**62,132 (100.0%)**	**86,876 (100.0%)**	**60,740 (100.0%)**

Alcohol-Related Crashes—Five-Year Trends

Alcohol-related crashes increased in 2012, and were the second lowest total in the last five years. Alcohol-related fatalities decreased in 2012, and were the lowest total in the last five years. Alcohol-related fatalities are trending in a good direction.



	2008	2009	2010	2011	2012
Crashes	12,752	12,712	12,426	11,805	11,956
Fatal Crashes	498	397	408	393	375
Injury Crashes	6,911	6,887	6,773	6,241	6,425
PDO Crashes	5,343	5,428	5,245	5,171	5,156
Deaths	534	449	459	428	404
Injuries	9,565	9,536	9,321	8,471	8,724
Fatal Crashes per 100,000 Licensed Drivers	5.8	4.6	4.7	4.5	4.2
Deaths per 100,000 Licensed Drivers	6.2	5.2	5.2	4.9	4.6

Victims of Alcohol-Related Fatal Crashes

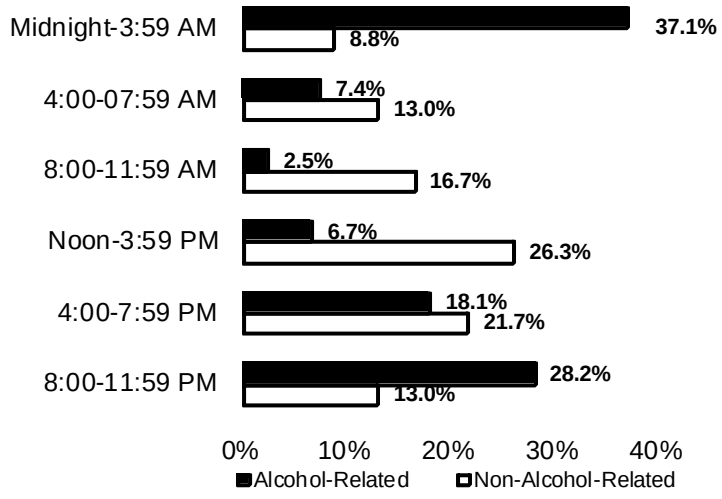
There were 364 driver and passenger deaths in alcohol-related crashes in 2012, while 329 (90%) were the drinking drivers or their passengers.

Persons Involved	Deaths
Drivers	**296**
Drinking Drivers	*271 (91.6%)*
Non-Drinking Drivers	*25 (8.5%)*
Passengers	**68**
Passengers with Drinking Driver	*58 (85.3%)*
Passengers with Non-Drinking Driver	*10 (14.7%)*
Pedestrians	**37**
Drinking Pedestrian	*27 (73.0%)*
Non-Drinking Pedestrian	*10 (27.0%)*
TOTAL DEATHS*	**404**

**Includes 3 victims, status unknown*

Victims of Fatal Crashes by Time of Day

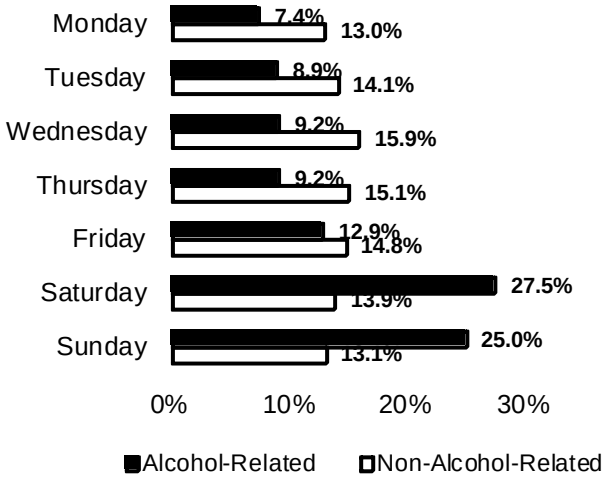
Alcohol-related crashes occurring between 8:00 PM and 4:00 AM produced the vast majority of deaths (65% of alcohol-related deaths). In contrast, just under half of the deaths (48%) from non-alcohol-related crashes resulted from crashes occurring between noon and 8:00 PM.



Time of Occurrence	Non-Alcohol-Related	Alcohol-Related
Midnight-3:59 AM	80	150
4:00-07:59 AM	118	30
8:00-11:59 AM	151	10
Noon-3:59 PM	238	27
4:00-7:59 PM	197	73
8:00-11:59 PM	118	114
Time Unknown	4	0
TOTAL DEATHS	**906**	**404**

Victims of Fatal Crashes by Day of Week

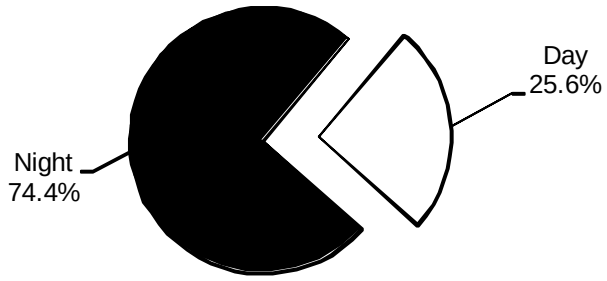
Just over half (52%) of alcohol-related fatal crash victims were the result of crashes occurring on Saturday and Sunday, while fatal crash victims of non-alcohol-related crashes tended to be distributed more evenly throughout the work week with the fewest occurring on Monday.



Day of Occurrence	Non-Alcohol-Related	Alcohol-Related
Monday	118	30
Tuesday	128	36
Wednesday	144	37
Thursday	137	37
Friday	134	52
Saturday	126	111
Sunday	119	101
TOTAL DEATHS	**906**	**404**

Alcohol-Related Crashes—Day vs. Night

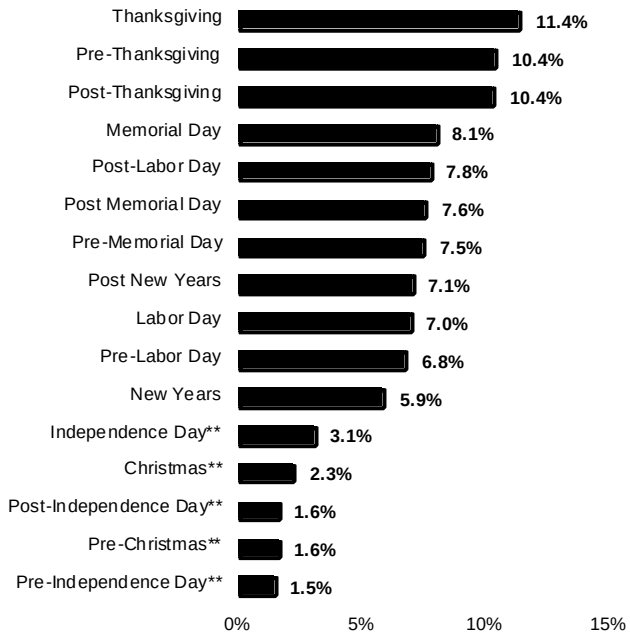
74% of alcohol-related crashes occurred at night. The graph below shows the breakdown of alcohol-related crashes by day and night.



Alcohol-Related Holiday Crashes

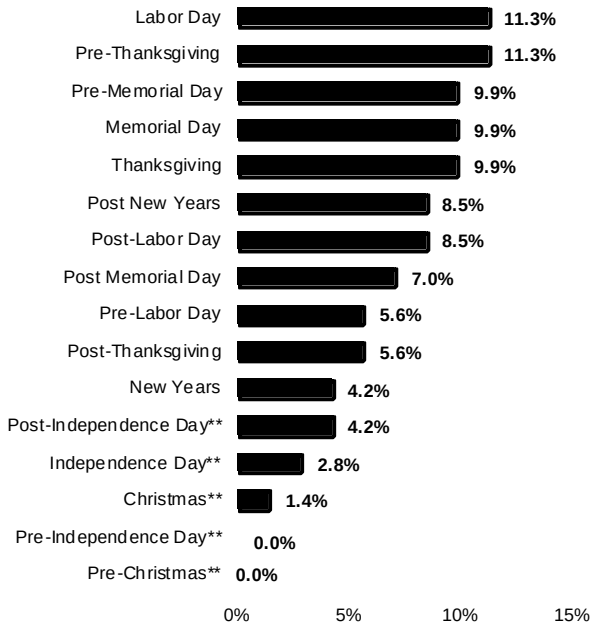
In 2012, 13% of all holiday crashes involved alcohol use; however, 42% of deaths which occurred during holiday weekends were related to alcohol use. (See ***Crashes by Holiday***, page 22.)

Total Crashes



Period*	Crashes	Deaths
New Years	105	3
Post New Years	126	6
Pre-Memorial Day	134	7
Memorial Day	143	7
Post Memorial Day	135	5
Pre-Independence Day**	26	0
Independence Day**	55	2
Post-Independence Day**	29	3
Pre-Labor Day	121	4
Labor Day	124	8
Post-Labor Day	139	6
Pre-Thanksgiving	185	8
Thanksgiving	202	7
Post-Thanksgiving	184	4
Pre-Christmas**	29	0
Christmas**	40	1
TOTAL	**1,777**	**71**

Deaths



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

** Not part of a holiday weekend in 2012.

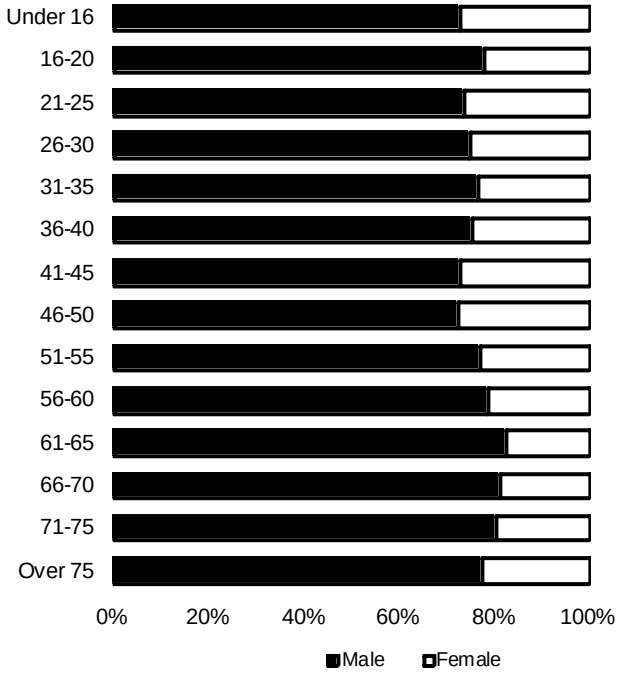
Driver Involvement in Alcohol-Related Crashes by Vehicle Type

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 200,201	Passenger Car		117,352
	Lt Trk/SUV/Van		70,328
	Heavy Truck		6,148
	Motorcycle		4,081
	Bus		968
	Other		1,324
Drinking Drivers in Crashes 11,723 (5.9% of total)	Passenger Car	6,889	(5.9% of total)
	Lt Trk/SUV/Van	4,309	(6.1% of total)
	Heavy Truck	38	(0.6% of total)
	Motorcycle	403	(9.9% of total)
	Bus	0	(0.0% of total)
	Other	84	(6.3% of total)

Drinking Drivers in Crashes by Age and Sex

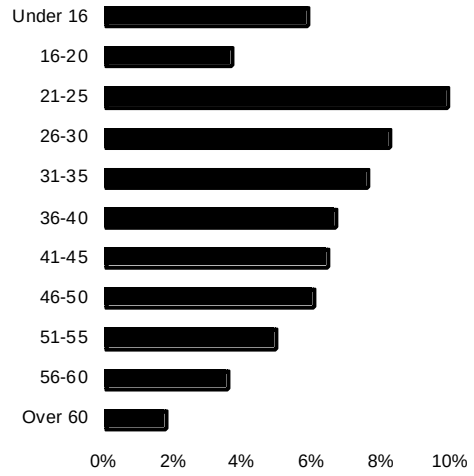
In 2012, roughly 3 out of 4 drinking drivers in crashes were male (across most age groups), with only slight variations among the age groups. The table below does not include an additional 61 drivers for whom age and/or sex were not known.



Age Group	Male	Female	Total
Under 16	8	3	11
16-20	735	207	942
21-25	2,170	772	2,942
26-30	1,327	446	1,773
31-35	998	300	1,298
36-40	758	245	1,003
41-45	759	282	1,041
46-50	711	271	982
51-55	581	171	752
56-60	349	95	444
61-65	215	46	261
66-70	83	19	102
71-75	50	12	62
Over 75	38	11	49
Total	**8,782**	**2,880**	**11,662**

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

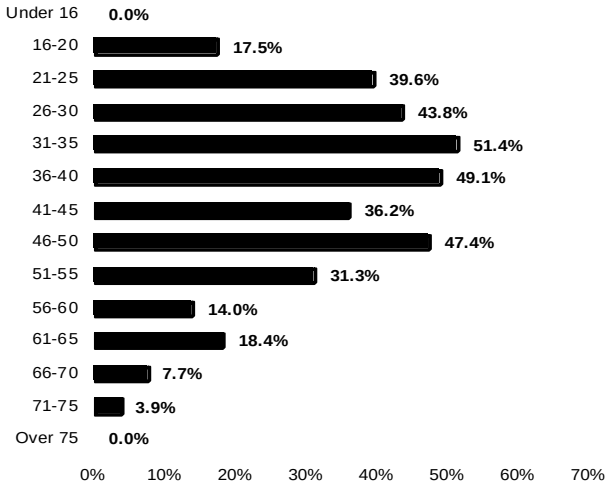
In 2012, as the table and graph below show, the two age groups from 21 to 30 had the highest percentage of drinking drivers within their respective age groups. After age 40, the percentage of drinking drivers within the succeeding age groups steadily declined. The Under 16 age group continues to be of particular concern, as it included 11 drinking drivers.



Age Group	Drinking Driver	Non-Drinking Driver
Under 16	11 (5.9%)	177 (94.2%)
16-20	943 (3.7%)	24,852 (96.3%)
21-25	2,942 (9.9%)	26,725 (90.1%)
26-30	1,776 (8.2%)	19,815 (91.8%)
31-35	1,300 (7.6%)	15,737 (92.4%)
36-40	1,004 (6.7%)	13,986 (93.3%)
41-45	1,042 (6.5%)	15,079 (93.5%)
46-50	982 (6.0%)	15,263 (94.0%)
51-55	752 (5.0%)	14,368 (95.0%)
56-60	445 (3.5%)	12,122 (96.5%)
Over 60	475 (1.8%)	26,740 (98.3%)

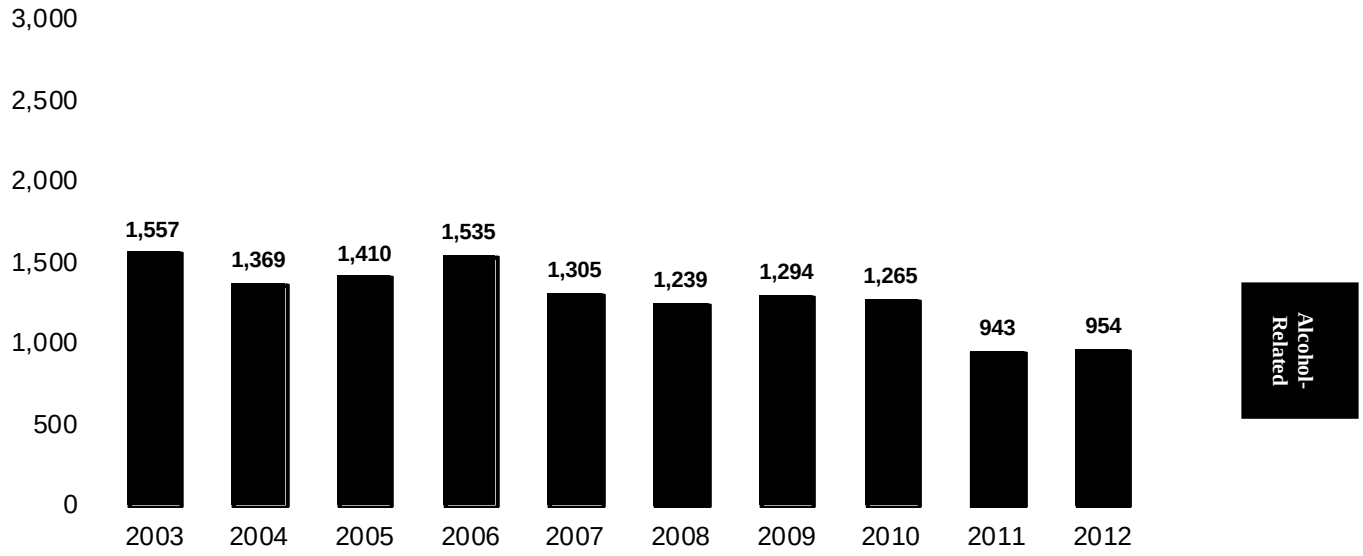
Drinking Driver Deaths as a Percentage of Total Driver Deaths, by Age Group

The graph below shows drinking driver deaths as a percentage of total driver deaths within each respective age group for 2012 crashes. The age group from 31 to 35 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 25.5% in 2011. In 2012, 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 2012 there has been a downward trend with 2005, 2006, 2009, 2010 and 2012 disrupting the steady decrease.



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

Seat Belts, Child Safety Seats, and Air Bags

Restraints Overview

Safety Belts

- Pennsylvania's seat belt law requires 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 ages 1 to 3 should be kept rear-facing as long as possible…until they reach the top height or weight limit allowed by the car seat's manufacturer. Children ages 4 to 7 should be kept forward-facing with a harness until they reach the top height or weight limit allowed by the car seat's manufacturer. Children ages 8 to 12 should be kept in a booster seat until they are big enough to fit the seat belt properly, that is, the lap belt must lie snugly across the upper thighs and the shoulder belt should lie snugly across the shoulder and chest and not cross the neck or face.
- Children should ride in the rear seat whenever possible, and should always be properly buckled.

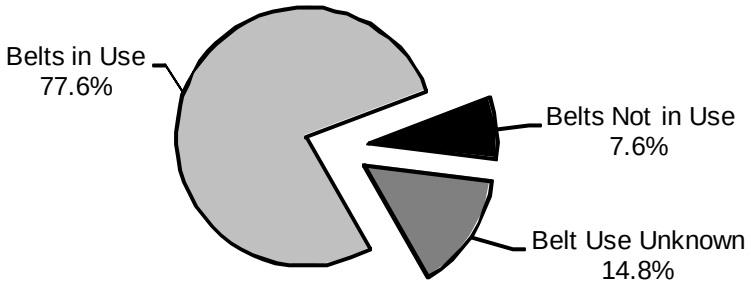
Air Bag Safety

- 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.

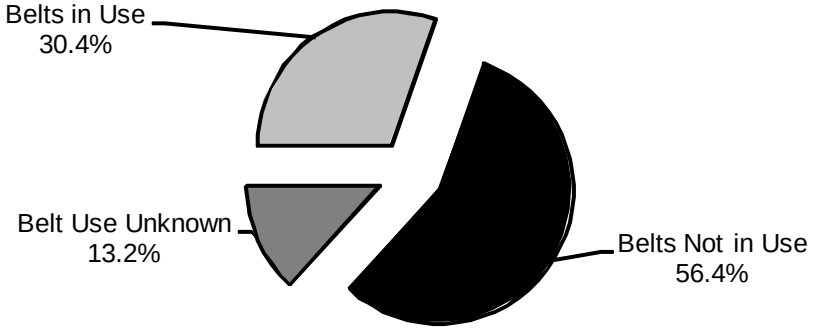
Seat Belt Use in Crashes—Total People Involved

Seat belts have proven to be effective in reducing the severity of injuries sustained in a crash. In 2012, as shown in the two pie graphs below, 77.6% of all people involved in crashes were wearing seat belts. 56.4% 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 2012 by severity of injury and belt use.

Total People Involved in Crashes



Total Deaths



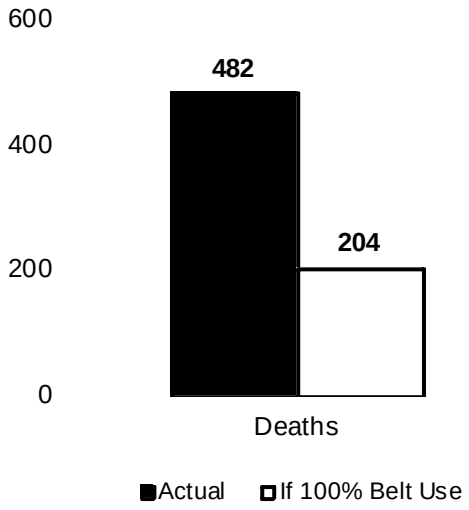
	Belts in Use	Belts Not in Use	Belt Use Unknown
Killed	272	505	118
Major Injury	1,075	881	404
Moderate Injury	7,115	2,306	1,365
Minor Injury	29,713	4,537	4,682
Unk Injury Sev	15,775	2,507	4,981
No Injury	155,063	9,852	28,320
TOTAL	**209,013**	**20,588**	**39,870**

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 2012 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 2012 would have been **$2,433,452,315** or approximately **$191** for every man, woman, and child in Pennsylvania. More importantly, 278 people would have survived if they had worn their belts.

		Injuries			
	Deaths	*Major*	*Moderate*	*Minor*	*None*
Belts Used	185	654	4,463	27,945	80,409
Belts Not Used	297	519	1,374	4,331	5,321
TOTAL	**482**	**1,173**	**5,837**	**32,279**	**85,733**
If 100% Belt Use	**204**	**733**	**4,960**	**30,832**	**88,734**
Net Increase/(Decrease)	**(278)**	**(440)**	**(877)**	**(1,447)**	**3,001**



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

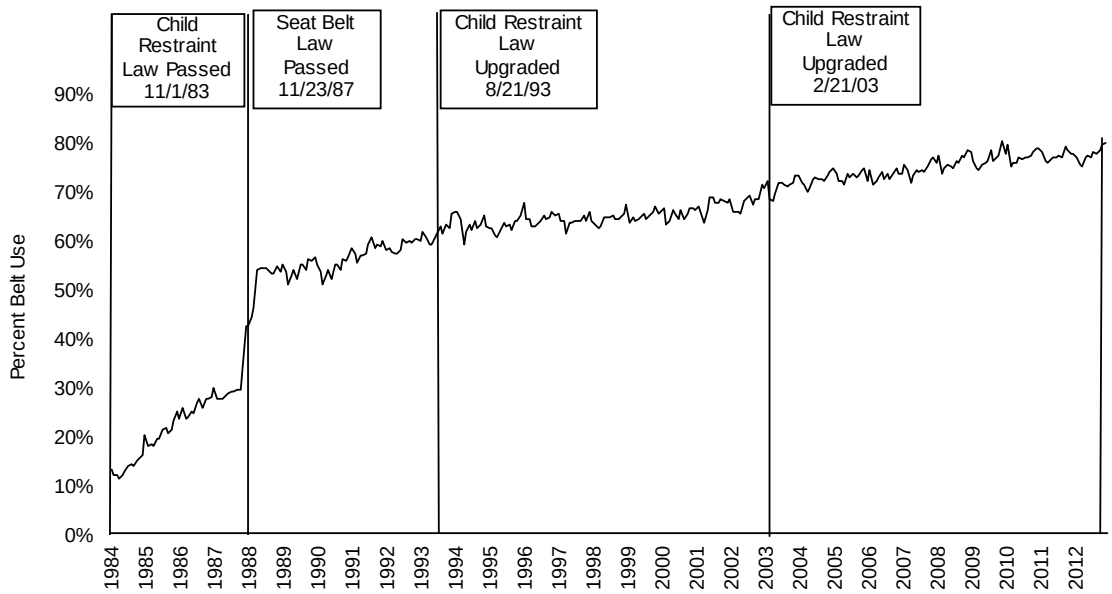
On November 1, 1983, Pennsylvania passed a primary law requiring that drivers secure children under age 4 in an approved child passenger restraint system when riding in a passenger car, Class I truck, Class II truck, classic motor vehicle, antique motor vehicle, or motor home registered in Pennsylvania. 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.

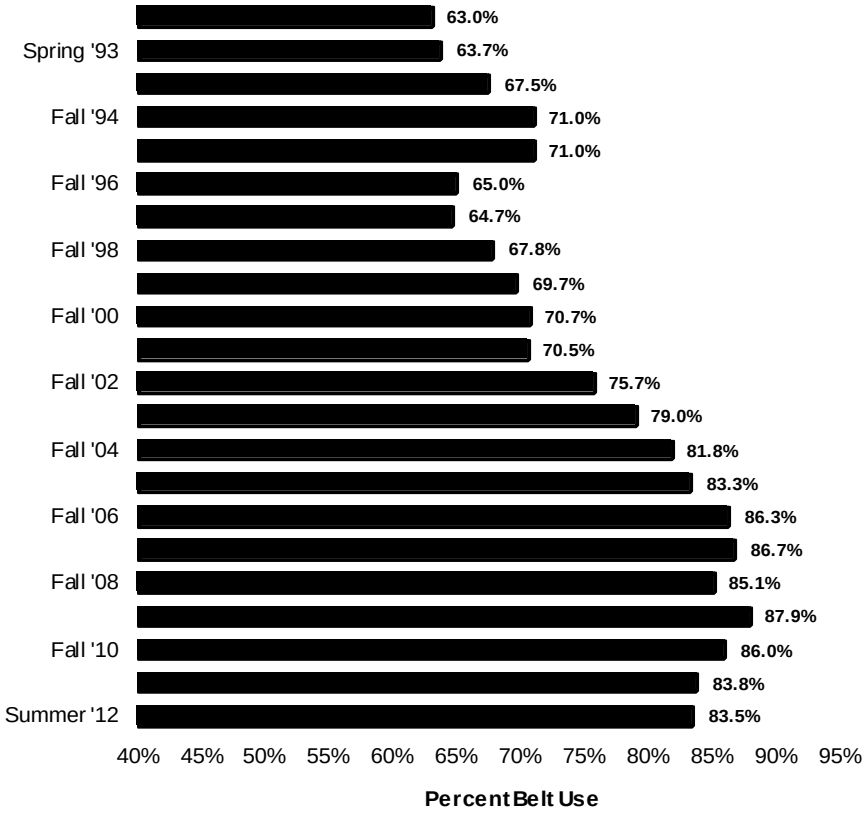
The graph below shows the percentage of seat belt users in Pennsylvania since 1983. A sharp upward trend was experienced in the year following the passage of the seat belt law. The recent trend shows that the usage rate is still on the rise in crashes.



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.



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 2008-2012 crashes involving children under age 4), the percentages of deaths and injuries (within restraint type by row) were lower when restraints were used. From 2008-2012, 81% of the children under age 4 who were involved in crashes and restrained in a child seat sustained no injury.

		Injuries					Total
Child Restraint	**Deaths**	*Major*	*Moderate*	*Minor*	*Unknown*	*No Injury*	**Persons**
Child Seat In Use	16 (0.1%)	60 (0.2%)	234 (0.9%)	2,021 (7.7%)	2,596 (9.9%)	21,399 (81.3%)	**26,326**
No Restraint In Use	6 (0.3%)	18 (1.0%)	34 (1.9%)	212 (11.7%)	477 (26.4%)	1,060 (58.7%)	**1,807**
Other Restraint In Use	2 (0.1%)	8 (0.6%)	16 (1.1%)	164 (11.6%)	166 (11.7%)	1,059 (74.8%)	**1,415**

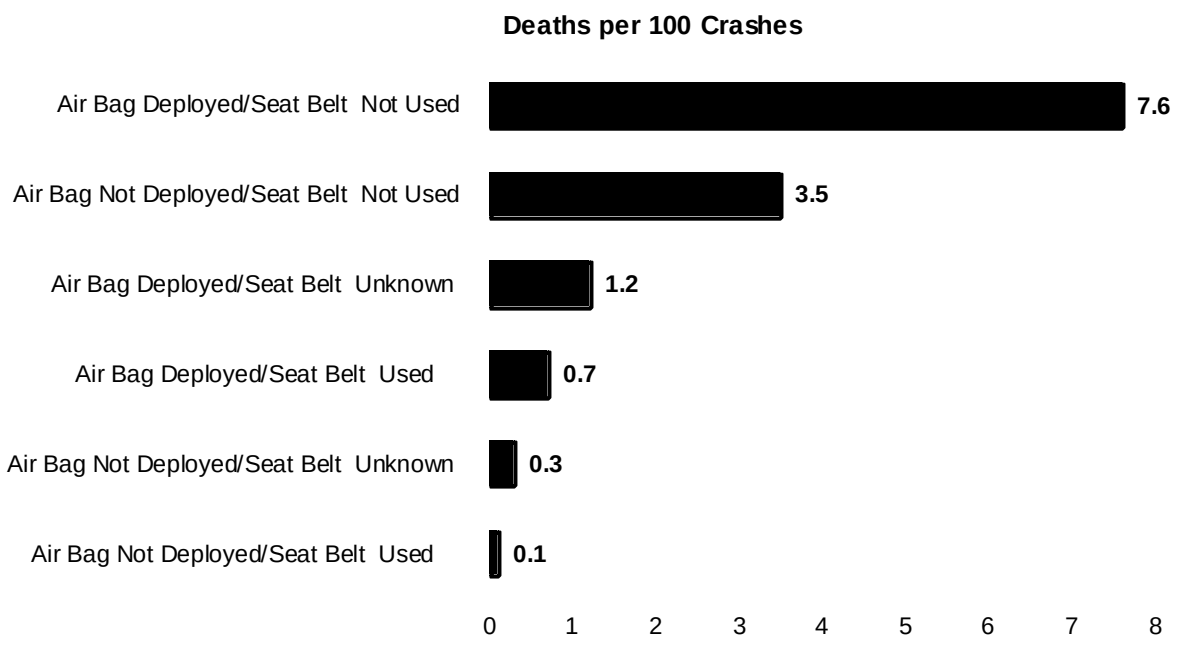
Note: "Child Seat Not In Use" and "Other Restraint Not In Use" have been combined into "No Restraint in Use".

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.)

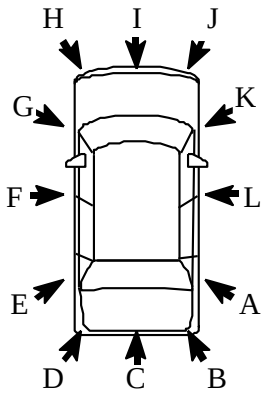
Passive Restraint Status	Seat Belt Status	Deaths	Injuries					Total Persons
			Major	*Moderate*	*Minor*	*Unknown*	*No Injury*	
None	n/a	236 (0.2%)	695 (0.6%)	3,312 (3.0%)	13,004 (11.9%)	11,814 (10.8%)	80,451 (73.5%)	**109,512**
Air Bag Deployed	Used	171 (0.4%)	598 (1.4%)	3,421 (7.7%)	10,630 (24.1%)	5,589 (12.7%)	23,762 (53.8%)	**44,171**
Air Bag Deployed	Not Used	294 (5.3%)	418 (7.5%)	940 (16.9%)	1,479 (26.6%)	957 (17.2%)	1,472 (26.5%)	**5,560**
Air Bag Deployed	Unknown	43 (0.8%)	178 (3.2%)	485 (8.6%)	1,150 (20.4%)	1,446 (25.7%)	2,326 (41.3%)	**5,628**
Air Bag Not Deployed	Used	39 (0.1%)	213 (0.3%)	1,747 (2.2%)	9,821 (12.3%)	5,158 (6.5%)	62,624 (78.7%)	**79,602**
Air Bag Not Deployed	Not Used	84 (2.1%)	146 (3.6%)	462 (11.4%)	1,070 (26.3%)	536 (13.2%)	1,764 (43.4%)	**4,062**
Air Bag Not Deployed	Unknown	8 (0.2%)	38 (0.9%)	150 (3.5%)	478 (11.0%)	677 (15.6%)	2,988 (68.9%)	**4,339**
Unknown If Deployed	n/a	13 (0.7%)	37 (2.1%)	119 (6.6%)	263 (14.6%)	288 (16.0%)	1,086 (60.1%)	**1,806**

In crashes that are severe enough to deploy an airbag (for vehicles and seats so equipped), the data below shows that you are 12 times more likely to die if you are not wearing a seat belt (7.6 deaths vs. 0.7 deaths per 100 crashes).



Air Bag Deployment by Initial Vehicle Impact Point

Most air bags are designed to deploy in frontal impacts, but side impact air bags are also common for newer model year vehicles. The table below shows the initial vehicle impact points for all 2012 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 1100 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)	2,410	795	406 (29.7%)	962 (70.3%)	247
Right Rear (B)	5,071	1,807	524 (18.8%)	2,269 (81.2%)	471
Center Rear (C)	29,329	10,825	1,100 (7.0%)	14,659 (93.0%)	2,745
Left Rear (D)	5,029	1,747	482 (17.2%)	2,324 (82.8%)	476
Left Side Rear (E)	2,388	796	356 (27.0%)	962 (73.0%)	274
Left Side Center (F)	6,139	2,045	1,337 (39.8%)	2,022 (60.2%)	735
Left Side Forward (G)	6,356	2,043	1,372 (37.8%)	2,258 (62.2%)	683
Left Front (H)	25,730	7,334	6,964 (43.8%)	8,932 (56.2%)	2,500
Center Front (I)	62,276	15,692	21,957 (54.7%)	18,200 (45.3%)	6,427
Right Front (J)	24,073	6,847	6,818 (47.0%)	7,698 (53.0%)	2,710
Right Side Forward (K)	9,706	3,091	2,176 (40.2%)	3,233 (59.8%)	1,206
Right Side Center (L)	7,480	2,335	1,769 (42.5%)	2,392 (57.5%)	984
Other	4,810	1,232	877 (35.9%)	1,569 (64.2%)	1,132
None	3,489	1,262	274 (14.3%)	1,644 (85.7%)	309
TOTAL	**194,286**	**57,851**	**46,412 (40.2%)**	**69,124 (59.8%)**	**20,899**

Air Bag Deployment by Age Group

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

Seat Belts Used

Age Group	Deaths	Injuries: *Major*	*Moderate*	*Minor*	*Unknown*	*No Injury*	Total Persons
0-4	1 (3.2%)	1 (3.2%)	1 (3.2%)	6 (19.4%)	8 (25.8%)	14 (45.2%)	31
5-8	0 (0.0%)	3 (2.2%)	5 (3.7%)	42 (30.9%)	16 (11.8%)	70 (51.5%)	136
9-12	0 (0.0%)	5 (1.4%)	21 (5.7%)	104 (28.3%)	51 (13.9%)	187 (50.8%)	368
13-64	110 (0.3%)	482 (1.2%)	2,864 (7.3%)	9,258 (23.7%)	4,669 (12.0%)	21,687 (55.5%)	39,070
65-74	18 (0.7%)	54 (2.2%)	274 (11.0%)	640 (25.7%)	434 (17.4%)	1,073 (43.0%)	2,493
75+	42 (2.0%)	53 (2.6%)	256 (12.4%)	580 (28.0%)	411 (19.8%)	731 (35.3%)	2,073
Total	**171 (0.4%)**	**598 (1.4%)**	**3,421 (7.7%)**	**10,630 (24.1%)**	**5,589 (12.7%)**	**23,762 (53.8%)**	**44,171**

Seat Belts Not Used

Age Group	Deaths	Injuries: *Major*	*Moderate*	*Minor*	*Unknown*	*No Injury*	Total Persons
0-4	0 (0.0%)	1 (16.7%)	0 (0.0%)	1 (16.7%)	0 (0.0%)	4 (66.7%)	6
5-8	0 (0.0%)	0 (0.0%)	1 (10.0%)	6 (60.0%)	2 (20.0%)	1 (10.0%)	10
9-12	0 (0.0%)	2 (11.1%)	5 (27.8%)	4 (22.2%)	6 (33.3%)	1 (5.6%)	18
13-64	247 (4.7%)	394 (7.5%)	881 (16.8%)	1,409 (26.9%)	894 (17.1%)	1,418 (27.1%)	5,243
65-74	30 (18.2%)	10 (6.1%)	25 (15.2%)	39 (23.6%)	32 (19.4%)	29 (17.6%)	165
75+	17 (14.4%)	11 (9.3%)	28 (23.7%)	20 (17.0%)	23 (19.5%)	19 (16.1%)	118
Total	**294 (5.3%)**	**418 (7.5%)**	**940 (16.9%)**	**1,479 (26.6%)**	**957 (17.2%)**	**1,472 (26.5%)**	**5,560**

Pedestrian and Bicycle Crashes

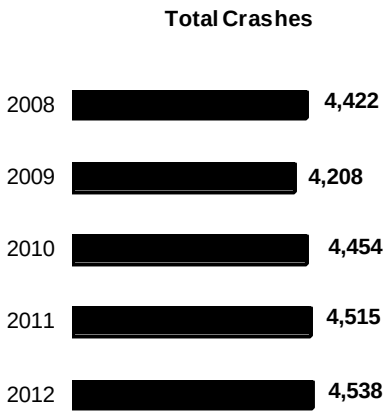
Pedestrian and Bicycles Overview

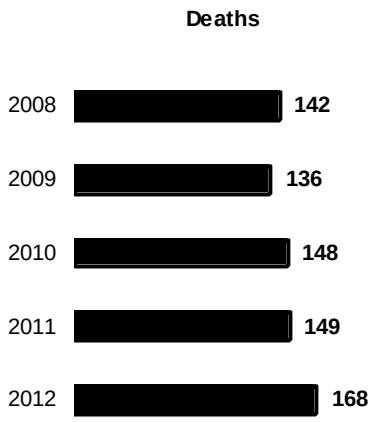
- Pedestrian-related crashes represent 3.7% of the total reported traffic crashes; however, they account for 12.8% of all traffic crash deaths. (See also ***Pennsylvania County Crashes***, pages 62, 63, and 68.)

- Bicycle crashes represent 1.1% of the total reported crashes and 1.2% of all traffic deaths. Although these percentages are small, they still represent 16 bicyclist deaths and 1,377 injuries in 2012.

Pedestrian Crashes—Five-Year Trends

Reported crashes involving pedestrians have increased in 3 of the last 5 years. Pedestrian deaths have fluctuated over the same period, and have increased in the past year.

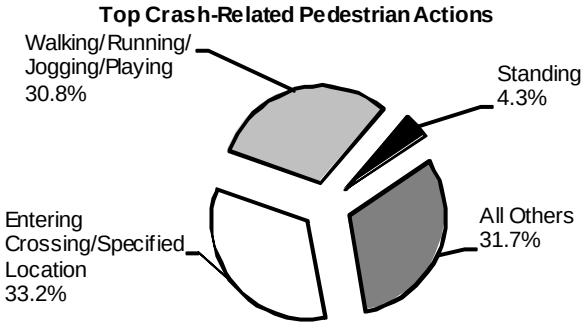


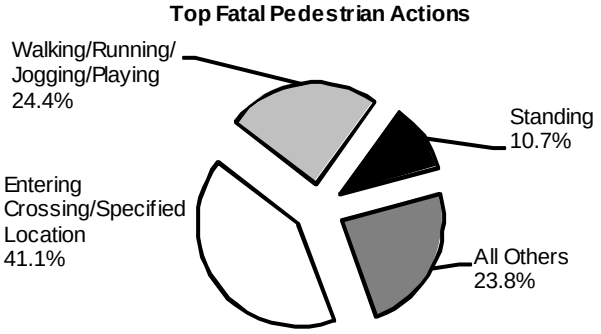


Year	Total Crashes	Deaths
2008	4,422	142
2009	4,208	136
2010	4,454	148
2011	4,515	149
2012	4,538	168

Pedestrian-Related Crashes

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

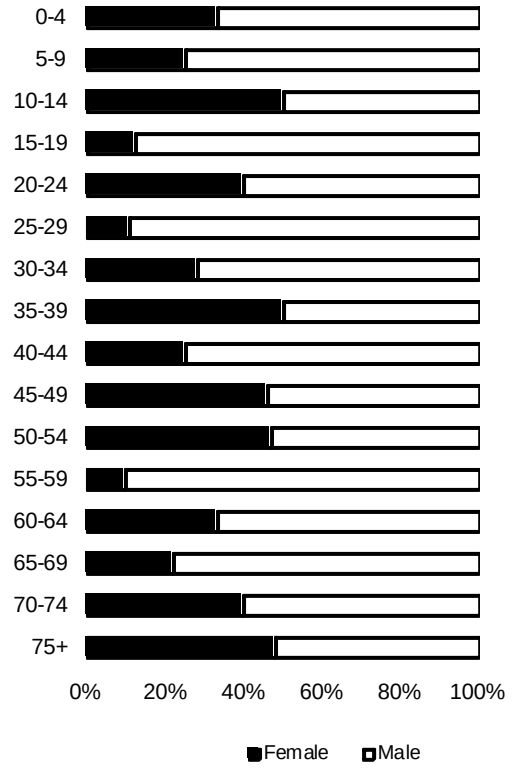




Pedestrian Action	Deaths	Pedestrians Involved
Entering Crossing/Specified Location	69	1,591
Walking/Running/Jogging/Playing	41	1,477
Working	7	91
Pushing a Vehicle	1	11
Working on Vehicle	2	23
Standing	18	205
Approaching/Leaving a Vehicle	5	162
Other/Unknown	25	1,230
Total	**168**	**4,790**

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 65% of all pedestrian deaths, decreasing from 66% in 2011. ***Note:*** Pedestrians of unknown sex are not included in the numbers below.



Age Group	Female	Male	Total
0-4	1	2	3
5-9	1	3	4
10-14	3	3	6
15-19	1	7	8
20-24	6	9	15
25-29	1	8	9
30-34	2	5	7
35-39	2	2	4
40-44	3	9	12
45-49	6	7	13
50-54	9	10	19
55-59	1	9	10
60-64	4	8	12
65-69	2	7	9
70-74	4	6	10
75 and over	13	14	27
Unknown	0	0	0
TOTAL	**59**	**109**	**168**

Peds & Bikes

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	60 (35.7%)	2,924 (64.3%)	39 (52.7%)	**3,023 (63.1%)**
Borough/Town	29 (17.3%)	710 (15.6%)	18 (24.3%)	**757 (15.8%)**
Township	79 (47.0%)	907 (19.9%)	17 (23.0%)	**1,003 (20.9%)**
Other	0 (0.0%)	7 (0.2%)	0 (0.0%)	**7 (0.2%)**
TOTAL	**168 (100.0%)**	**4,548 (100.0%)**	**74 (100.0%)**	**4,790 (100.0%)**

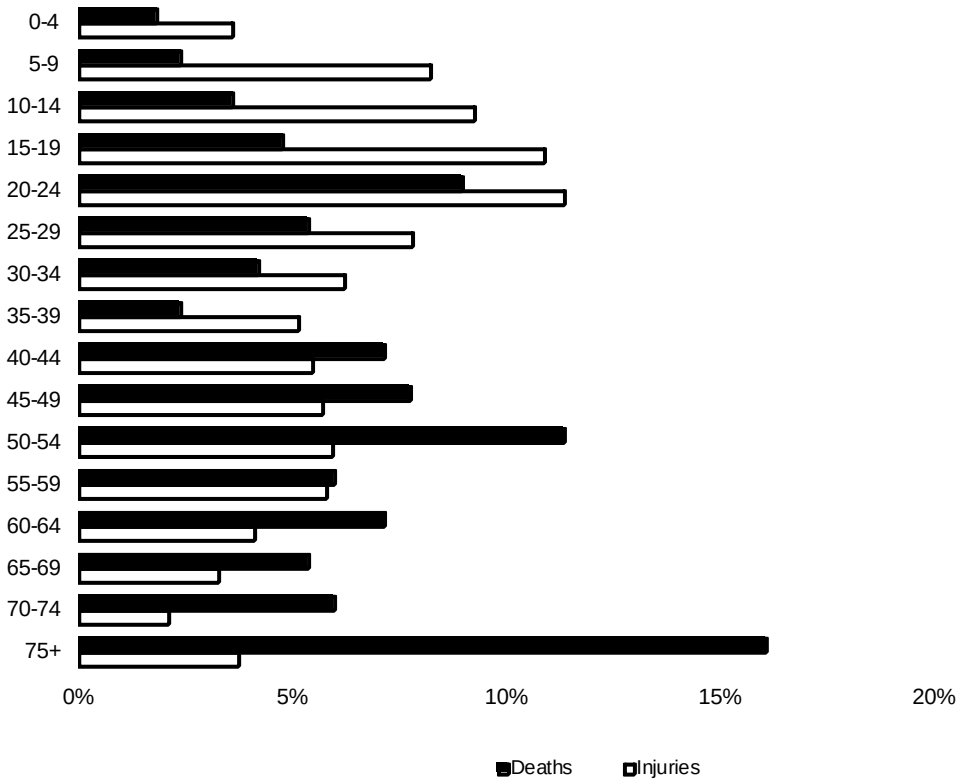
Note: "Other" includes colleges/universities, parks, etc.

Pedestrian Deaths and Injuries by Age

Elderly pedestrians, although involved in fewer pedestrian crashes, are more likely to be killed if struck by a moving vehicle. Younger pedestrians (age 19 and under) account for 32% of the pedestrian injuries.

Note: The totals in the table do not include an additional 74 pedestrians who were not killed or injured or where their injury severity was unknown.

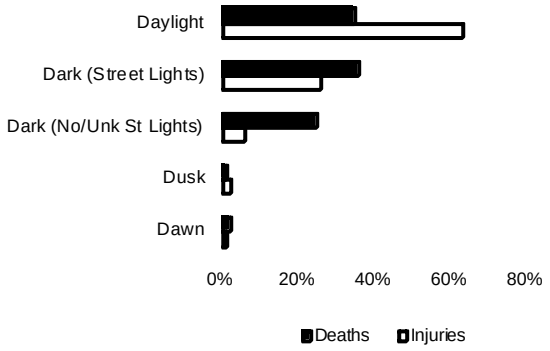
Pedestrian Age	Deaths	Injuries
0-4	3 (1.8%)	162 (3.6%)
5-9	4 (2.4%)	373 (8.2%)
10-14	6 (3.6%)	420 (9.2%)
15-19	8 (4.8%)	495 (10.9%)
20-24	15 (8.9%)	515 (11.3%)
25-29	9 (5.4%)	354 (7.8%)
30-34	7 (4.2%)	281 (6.2%)
35-39	4 (2.4%)	233 (5.1%)
40-44	12 (7.1%)	247 (5.4%)
45-49	13 (7.7%)	259 (5.7%)
50-54	19 (11.3%)	269 (5.9%)
55-59	10 (6.0%)	262 (5.8%)
60-64	12 (7.1%)	185 (4.1%)
65-69	9 (5.4%)	147 (3.2%)
70-74	10 (6.0%)	94 (2.1%)
75 and over	27 (16.1%)	169 (3.7%)
Unknown	0 (0.0%)	83 (1.8%)
TOTAL	**168 (100.0%)**	**4,548 (100.0%)**



Peds & Bikes

Pedestrian Deaths and Injuries by Light Level

The majority of pedestrians were injured in the daytime (63.4%), but more pedestrian deaths occurred during non-daylight hours (64.9). 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.

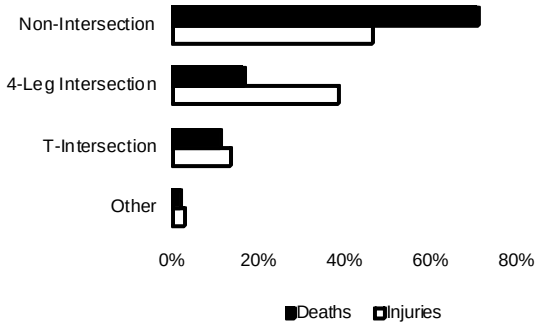


Light Level	Deaths	Injuries
Dawn	4 (2.4%)	56 (1.2%)
Daylight	59 (35.1%)	2,884 (63.4%)
Dark (Street Lights)	61 (36.3%)	1,194 (26.3%)
Dark (No/Unk St Lights)	42 (25.0%)	284 (6.2%)
Dusk	2 (1.2%)	110 (2.4%)
Other/Unknown	0 (0.0%)	20 (0.4%)
TOTAL	**168 (100.0%)**	**4,548 (100.0%)**

Note: The totals in the table do not include an additional 74 pedestrians who were not killed or injured or where their injury severity was unknown.

Pedestrian Deaths and Injuries by Intersection Type

Over 70% of pedestrian deaths and 46% of pedestrian injuries occurred in areas other than intersections. "Non-intersections" as used below includes mid-block crossings, driveway crossings, etc.

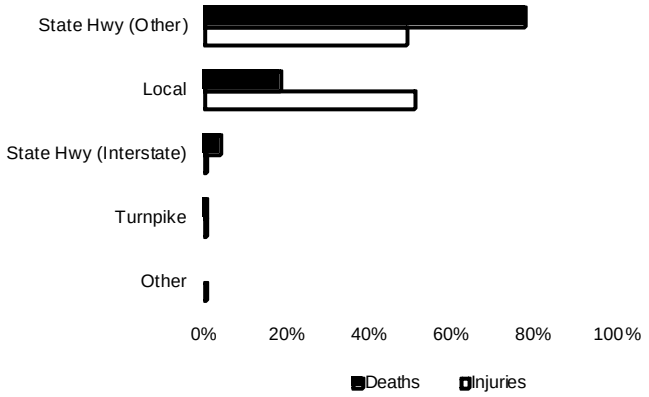


Intersection	Deaths	Injuries
Non-Intersection	119 (70.8%)	2,100 (46.2%)
4-Leg Intersection	28 (16.7%)	1,730 (38.0%)
T-Intersection	18 (10.7%)	592 (13.0%)
Other	3 (1.8%)	126 (2.8%)
TOTAL	**168 (100.0%)**	**4,548 (100.0%)**

Note: The totals in the table do not include an additional 74 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, just over half of pedestrians were injured on local roads, whereas the majority of pedestrian deaths occurred on non-interstate state roadways.



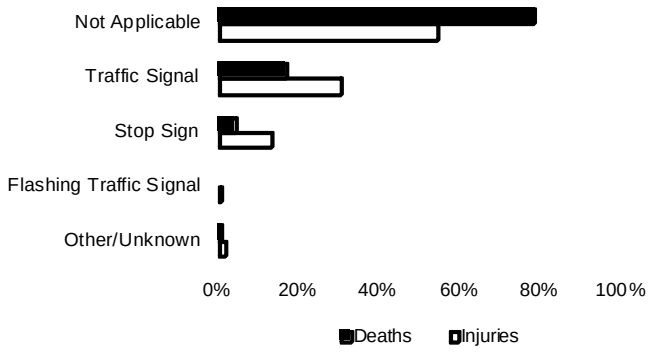
Note: The totals in the table do not include an additional 74 pedestrians who were not killed or injured or where their injury severity was unknown.

Road Type	Deaths	Injuries
State Hwy (Other)	130 (77.4%)	2,217 (48.8%)
Local	31 (18.5%)	2,303 (50.6%)
State Hwy (Interstate)	6 (3.6%)	20 (0.4%)
Turnpike	1 (0.6%)	5 (0.1%)
Other	0 (0.0%)	3 (0.1%)
TOTAL	**168 (100.0%)**	**4,548 (100.0%)**

Pedestrian Deaths and Injuries

Peds & Bikes

As the graph shows, most pedestrian deaths and injuries occurred in areas without traffic control devices (TCDs). These areas accounted for 132 pedestrian deaths and 2,467 injuries.



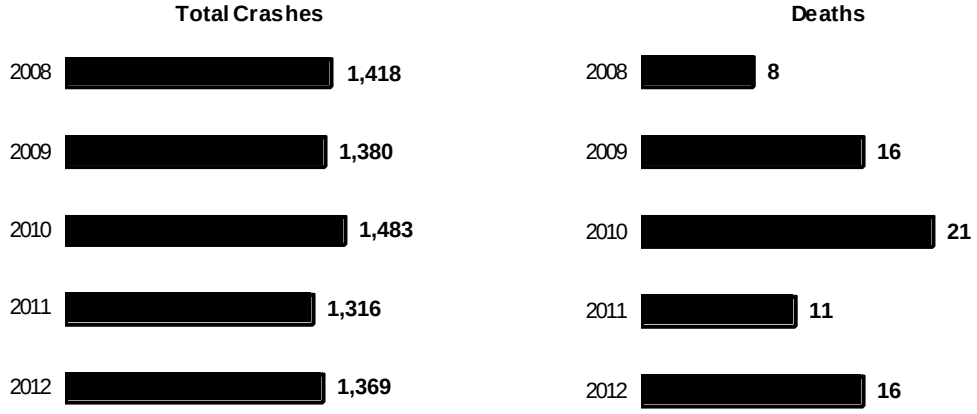
Note: The totals in the table do not include an additional 74 pedestrians who were not killed or injured or where their injury severity was unknown.

Traffic Control Device	Deaths	Injuries
Not Applicable	132 (78.6%)	2,467 (54.2%)
Traffic Signal	28 (16.7%)	1,378 (30.3%)
Stop Sign	7 (4.2%)	599 (13.2%)
Flashing Traffic Signal	0 (0.0%)	18 (0.4%)
Other/Unknown	1 (0.6%)	86 (1.9%)
TOTAL	**168 (100.0%)**	**4,548 (100.0%)**

Bicycle Crashes—Five-Year Trends

The total number of bicycle crashes increased in 2012, 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
2008	1,418	8
2009	1,380	16
2010	1,483	21
2011	1,316	11
2012	1,369	16



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. None of the 16 bicyclist deaths were in this age group. Another vulnerable group, persons ages 15 to 19, suffered 3 deaths and accounted for 16% of the total injuries.

Victim's Age	Deaths	Injuries
0-4	0 (0.0%)	9 (0.7%)
5-9	0 (0.0%)	97 (7.0%)
10-14	0 (0.0%)	226 (16.4%)
15-19	3 (18.8%)	215 (15.6%)
20-34	1 (6.3%)	396 (28.8%)
35-44	2 (12.5%)	123 (8.9%)
45-54	5 (31.3%)	162 (11.8%)
55-64	2 (12.5%)	83 (6.0%)
65-74	3 (18.8%)	32 (2.3%)
75+	0 (0.0%)	11 (0.8%)
Unknown	0 (0.0%)	23 (1.7%)
TOTAL	**16 (100.0%)**	**1,377 (100.0%)**

The totals in the table do not include an additional 6 bicyclists who were not killed or injured or where their injury severity was unknown.

Bicycle Deaths and Injuries by Light Level

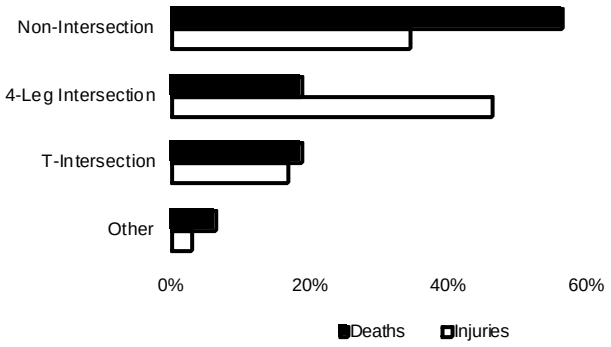
The majority of bicyclists' injuries occurred during daylight hours. However, several of the deaths occurred during non-daylight conditions. These deaths totaled 50% of total bicyclists' deaths in 2012 compared to 45% in 2011.

Light Level	Deaths	Injuries
Dawn	0 (0.0%)	13 (0.9%)
Daylight	8 (50.0%)	1,032 (75.0%)
Dark (Street Lights)	7 (43.8%)	234 (17.0%)
Dark (No/Unk St Lights)	1 (6.3%)	45 (3.3%)
Dusk	0 (0.0%)	50 (3.6%)
Other/Unknown	0 (0.0%)	3 (0.2%)
TOTAL	**16 (100.0%)**	**1,377 (100.0%)**

Note: The totals in the table do not include an additional 6 bicyclists who were not killed or injured or where their injury severity was unknown.

Bicycle Deaths and Injuries by Intersection

In 2012, the majority of bicyclists were injured at intersections, but killed at non-intersections.



Peds & Bikes

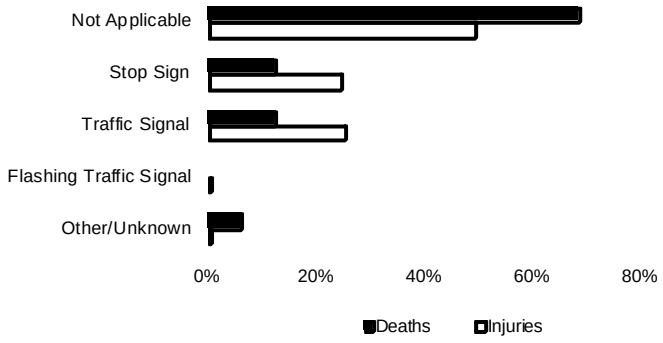
Intersection	Deaths	Injuries
Non-Intersection	9 (56.3%)	473 (34.4%)
4-Leg Intersection	3 (18.8%)	635 (46.1%)
T-Intersection	3 (18.8%)	231 (16.8%)
Other	1 (6.3%)	38 (2.8%)
TOTAL	**16 (100.0%)**	**1,377 (100.0%)**

Note: The totals in the table do not include an additional 6 bicyclists who were not killed or injured or where their injury severity was unknown.

Bicycle Deaths and Injuries by Traffic Control Device

In 2012, injuries occurred almost evenly at traffic control devices (TCD) and where there were no controls, but 69% of deaths occurred where there were no controls.

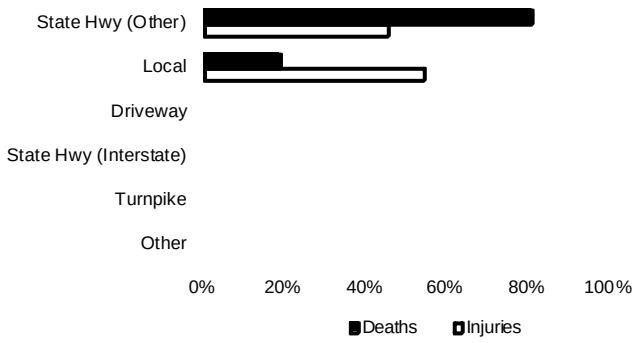
Traffic Control Device	Deaths	Injuries
Not Applicable	11 (68.8%)	679 (49.3%)
Stop Sign	2 (12.5%)	338 (24.6%)
Traffic Signal	2 (12.5%)	348 (25.3%)
Flashing Traffic Signal	0 (0.0%)	2 (0.2%)
Other/Unknown	1 (6.3%)	10 (0.7%)
TOTAL	**16 (100.0%)**	**1,377 (100.0%)**



Note: The totals in the table do not include an additional 6 bicyclists who were not killed or injured or where their injury severity was unknown.

Bicycle Deaths and Injuries by Road Type

81% of the deaths of bicyclists occurred on state roads in 2012, while 54% of the injuries occurred on non-state roads.



Note: The totals in the table do not include an additional 6 bicyclists who were not killed or injured or where their injury severity was unknown.

Road Type	Deaths	Injuries
State Hwy (Other)	13 (81.3%)	630 (45.8%)
Local	3 (18.8%)	747 (54.3%)
Driveway	0 (0.0%)	0 (0.0%)
State Hwy (Interstate)	0 (0.0%)	0 (0.0%)
Turnpike	0 (0.0%)	0 (0.0%)
Other	0 (0.0%)	0 (0.0%)
TOTAL	**16 (100.0%)**	**1,377 (100.0%)**

Crashes by Motor Vehicle Type

Vehicle Crashes by Vehicle Types

	Fatal Crashes	Injury Crashes	PDO Crashes	Total Crashes
Passenger Car	56.2% 681 crashes	71.7% 44,546 crashes	72.9% 44,282 crashes	72.1% 89,509 crashes
Lt Trk/Van/SUV	43.9% 532 crashes	47.7% 29,619 crashes	47.7% 28,961 crashes	47.6% 59,112 crashes
Heavy Truck	11.8% 143 crashes	4.4% 2,734 crashes	5.0% 3,014 crashes	4.8% 5,891 crashes
Bicycle	1.3% 16 crashes	2.2% 1,351 crashes	0.0% 3 crashes	1.1% 1,370 crashes
Motorcycle	16.9% 205 crashes	5.8% 3,574 crashes	0.3% 206 crashes	3.2% 3,985 crashes
School Bus	0.3% 3 crashes	0.3% 206 crashes	0.3% 184 crashes	0.3% 393 crashes
Commercial Bus	0.8% 10 crashes	0.7% 409 crashes	0.3% 162 crashes	0.5% 581 crashes
Other	2.5% 30 crashes	1.7% 1,077 crashes	0.9% 522 crashes	1.3% 1,629 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 56.2% of all fatal crashes). Percentage totals exceed 100% due to multiple vehicle crashes.

Vehicle Crashes—Single Vehicle Hitting Fixed Objects

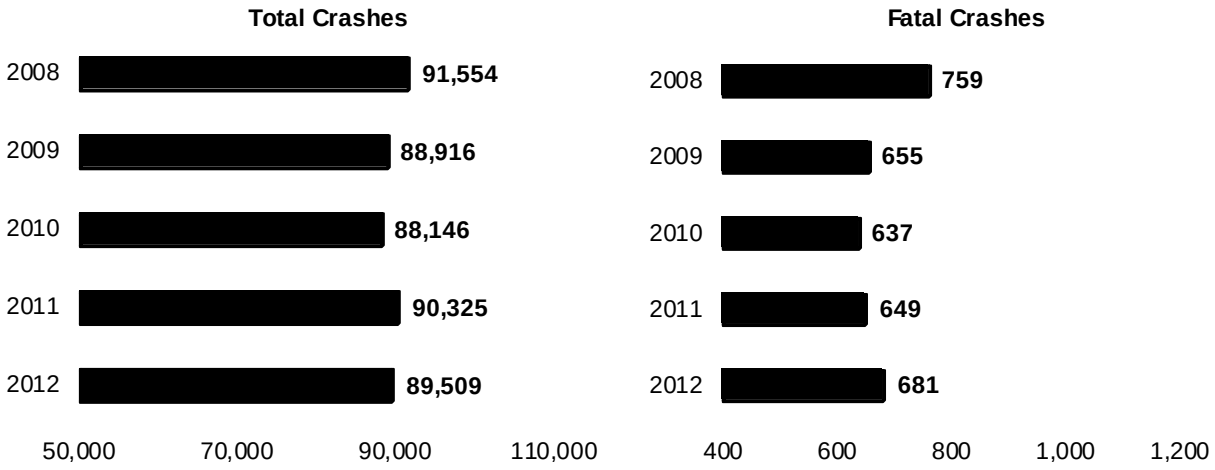
Crashes in Which a Single Vehicle Hit a Fixed Object:	**38,312**	Passenger Car	23,578	61.5%
		Lt Trk/Van/SUV	13,077	34.1%
		Heavy Truck	808	2.1%
		Motorcycle	694	1.8%
		School Bus	21	0.1%
		Commercial Bus	14	0.0%
		Other	120	0.3%

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	19,531	1,224	12,866	331	492	110	170	204	**34,928**
Lt Trk/Van/SUV	10,011	671	7,311	201	280	80	77	136	**18,767**
Heavy Truck	967	213	474	10	12	7	8	6	**1,697**
Motorcycle	611	43	392	56	8	5	5	13	**1,133**
Bicycle	293	9	160	2	1	0	7	3	**475**
School Bus	46	2	31	1	2	4	0	0	**86**
Commercial Bus	89	6	43	2	8	1	1	2	**152**
Other/Unknown	258	10	146	12	38	3	3	24	**494**

Passenger Car Crashes—Five-Year Trends

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

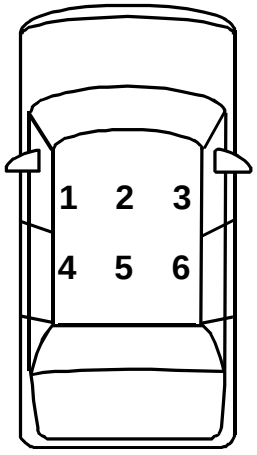


Passenger Car Deaths by Seating Position

In 2012, 44% of crash deaths involved passenger car occupants. The table below depicts the passenger car deaths in 2012 by seating position.

Total Deaths
574

Drivers **440 (76.7%)**			1 →
Total Passengers **126 (22.0%)**	*Center Front* **0 (0.0%)**		2 →
	Right Front **97 (16.9%)**		3 →
	Left Rear **11 (1.9%)**		4 →
	Center Rear **7 (1.2%)**		5 →
	Right Rear **11 (1.9%)**		6 →
Others **8 (1.4%)**			



"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 2012, total motorcycle crashes increased 9.4% from 2011 while motorcycle fatal crashes increased 2.5% from 2011.

Year	Deaths
2008	237
2009	204
2010	223
2011	199
2012	210
TOTAL	**1,073**

Motorcycle Deaths—Five-Year Trends

Of the 210 deaths in 2012 involving motorcycle drivers or passengers:

- 200 (95.2%) were drivers
- 10 (4.8%) were passengers

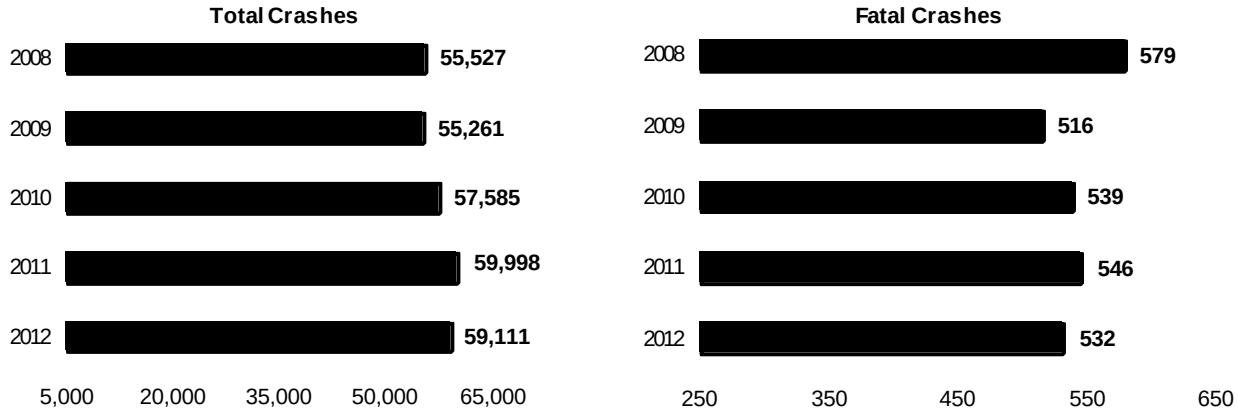
Motorcycle Helmet Use in Crashes

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

	Deaths	Injuries	Not Injured	Total Motorcyclists
Helmets	100 (47.6%)	2,343 (59.8%)	217 (56.5%)	2,660 (58.9%)
No Helmets	104 (49.5%)	1,421 (36.3%)	121 (31.5%)	1,646 (36.5%)
Unknown	6 (2.9%)	155 (4.0%)	46 (12.0%)	207 (4.6%)
TOTAL	**210 (100.0%)**	**3,919 (100.0%)**	**384 (100.0%)**	**4,513 (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 2012 decreased 1.5% from 2011 and remain high in comparison to other years.



Light Truck / SUV / Van Rollovers Compared to Passenger Cars

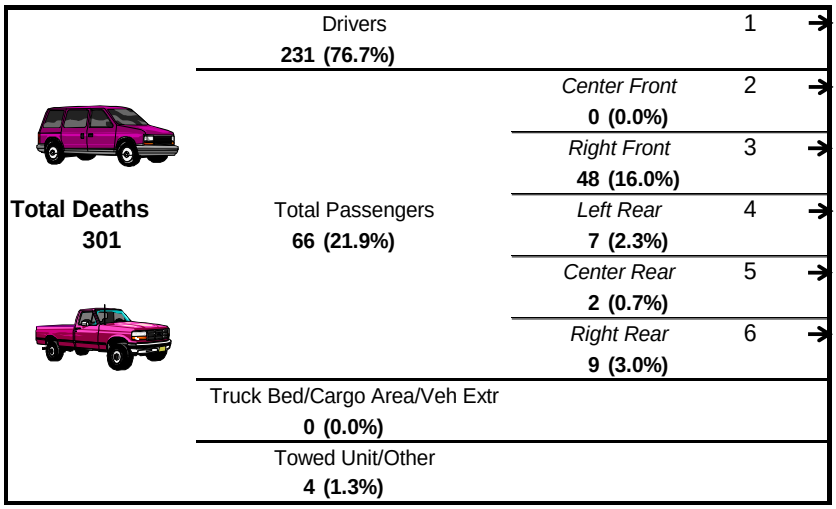
- The percentage of 2012 light truck / SUV / van crashes were higher than passenger cars in crashes involving rollovers (6.8% of all light truck / SUV / van crashes compared to 4.2% of all passenger car crashes).

	Rollover Crashes	Rollover Deaths
Lt Trk/Van/SUV	4,021 (6.8%)	118 (39.2%)
Passenger Cars	3,741 (4.2%)	122 (21.3%)

- In 2012 rollover crashes, the percentage of light truck / SUV / van occupant deaths were nearly 84% higher than passenger car occupant deaths (39.2% of deaths compared to 21.3%).

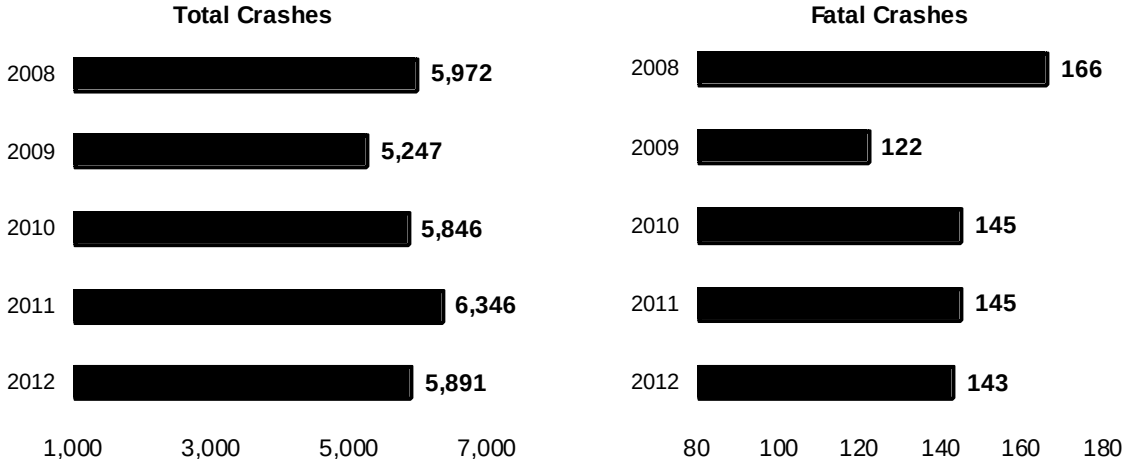
Light Truck / SUV / Van Deaths by Seating Position

In 2012, 23.0% of crash deaths involved occupants in light trucks, vans, and sport utility vehicles. The table below depicts these deaths in 2012 by seating position.



Heavy Truck Crashes—Five Year Trends

Total crashes involving heavy trucks in 2012 were the third lowest since 2008. Fatal crashes in 2012 were the second lowest over the last 5 years. The totals for fatal crashes have stayed somewhat consistent over a number of years.



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	112
Brake-Related	91
Power Train Failure	39
Unsecure Trailer/Overloaded	30
Total Steering System Failure	16
Other Failure	8
Suspension	8
Trailer Hitch/Improper Towing	5
Vehicle Lighting Related	5
Exhaust System Failure	1

Heavy Truck Crashes by Road Type

Road Type	Crashes	Occupant Deaths
State Hwy (Interstate)	1,484 (25.2%)	6 (30.0%)
State Hwy (Other)	3,400 (57.7%)	11 (55.0%)
Turnpike	438 (7.4%)	2 (10.0%)
Local Road	568 (9.6%)	1 (5.0%)
Other	1 (0.0%)	0 (0.0%)
TOTAL	**5,891 (100.0%)**	**20 (100.0%)**

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

Hazardous Material Crashes by Road Type

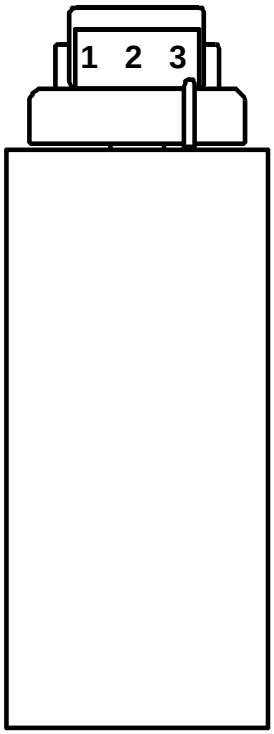
Road Type	Crashes	HazMat Released
State Hwy (Interstate)	40 (25.8%)	5 (19.2%)
State Hwy (Other)	91 (58.7%)	20 (76.9%)
Turnpike	11 (7.1%)	1 (3.9%)
Local Road	13 (8.4%)	0 (0.0%)
Other	0 (0.0%)	0 (0.0%)
TOTAL	**155 (100.0%)**	**26 (100.0%)**

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

Heavy Truck Deaths by Seating Position

In 2012, only 1.5% of crash deaths involved heavy truck occupants. The table below depicts the heavy truck deaths in 2012 by seating position.

	Drivers **19 (95.0%)**		1 →
Total Deaths 20 	Total Passengers **1 (5.0%)**	*Center Front* **0 (0.0%)**	2 →
		Right Front **1 (5.0%)**	3 →
	Others **0 (0.0%)**		

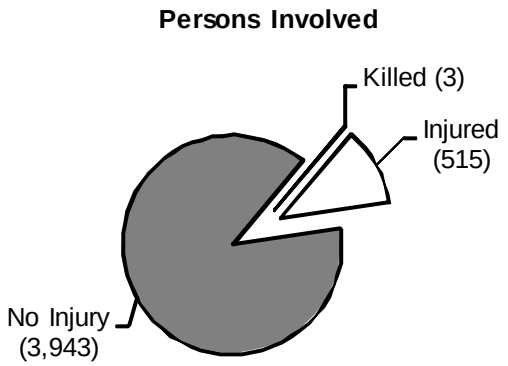


"Others" might be persons in the sleeping compartment; persons in the cargo trailer; or someone on, or attached to, the outside of the truck.

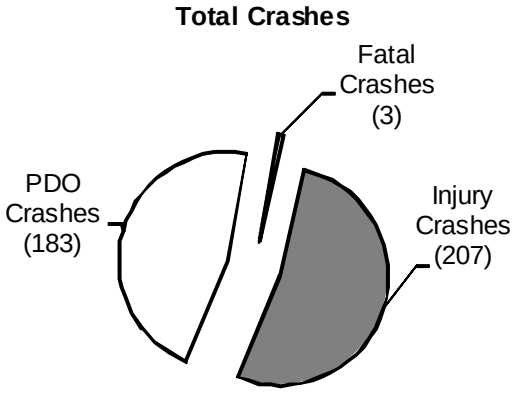
School Bus Crashes

Of the more than 4,400 persons involved in school bus crashes in 2012, 3 were killed, and 88% suffered no injury at all. See the tables at the bottom of page 57 for a breakdown of the persons involved. As shown, no fatalities were school bus passengers.

Total persons involved: **4,461**



The majority (52.7%) of school bus crashes in 2012 were injury crashes. However, as the pie chart above shows, most persons involved in school bus crashes suffer no injuries at all.



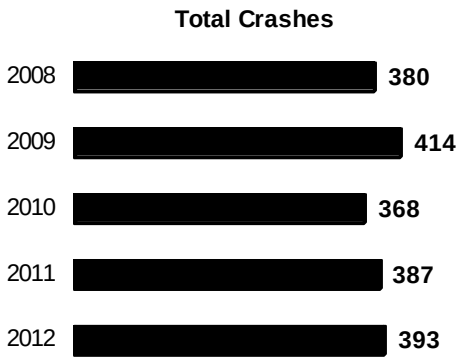
School Bus Crashes by Road Type

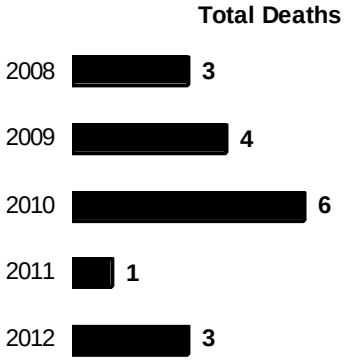
Road Type	Crashes	
State Hwy (Interstate)	7	1.8%
State Hwy (Other)	283	72.0%
Turnpike	0	0.0%
Local Road	103	26.2%
Other	0	0.0%
TOTAL	**393**	**100.0%**

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

School Bus Crashes—Five-Year Trends

The total number of school bus crashes and the involved deaths increased in 2012. School bus related deaths were 0.2% of total fatalities in 2012. None of the persons killed were school bus passengers at the time of the crash, and none were school bus drivers.





Year	Crash Severity				Deaths	Injuries
	Fatal	*Injury*	*PDO*	***Total***		
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
2012	3	207	183	393	3	515
TOTAL	**17**	**1,068**	**857**	**1,942**	**17**	**2,326**

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 Year	School Bus Drivers	School Bus Passengers	School-Age Pedestrians	Other Pedestrians	Driver/ Passenger of Other Vehicle	Other/ Unknown	Total Deaths
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**
2012	0	0	0	1	2	0	**3**
TOTAL	**2**	**0**	**1**	**2**	**12**	**0**	**17**

INJURIES Year	School Bus Drivers	School Bus Passengers	School-Age Pedestrians	Other Pedestrians	Driver/ Passenger of Other Vehicle	Other/ Unknown	Total Injuries
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**
2012	33	297	6	8	163	7	**514**
TOTAL	**191**	**1,165**	**27**	**36**	**865**	**41**	**2,325**

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 2012, Pennsylvania's total population was 12,763,536 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 (0.20%)	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 (5.94%)	Montgomery (3.64%)	Lancaster (3.62%)
York (3.39%)	Chester (3.27%)	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 (9.8%)	Philadelphia (9.1%)	Montgomery (6.8%)
Bucks (4.8%)	Lancaster (4.2%)	Berks (3.8%)
Lehigh (3.7%)	Delaware (3.7%)	York (3.6%)
Chester (3.5%)	*See page 59.*	

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

Philadelphia (8.2%)	Allegheny (5.1%)	Bucks (5.0%)
Westmoreland (4.2%)	Berks (3.8%)	Lancaster (3.6%)
Montgomery (3.4%)	Lehigh (3.2%)	Luzerne (2.7%)
Schuylkill (2.5%)	*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, 2011 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	101,482 (0.8%)	13 (1.1%)	444 (0.7%)	538 (0.9%)	**995 (0.8%)**
Allegheny	1,229,338 (9.6%)	64 (5.3%)	5,573 (9.0%)	6,472 (10.7%)	**12,109 (9.8%)**
Armstrong	68,409 (0.5%)	10 (0.8%)	253 (0.4%)	264 (0.4%)	**527 (0.4%)**
Beaver	170,245 (1.3%)	19 (1.6%)	649 (1.0%)	790 (1.3%)	**1,458 (1.2%)**
Bedford	49,324 (0.4%)	15 (1.2%)	276 (0.4%)	378 (0.6%)	**669 (0.5%)**
Berks	413,491 (3.2%)	49 (4.1%)	2,183 (3.5%)	2,472 (4.1%)	**4,704 (3.8%)**
Blair	127,121 (1.0%)	19 (1.6%)	607 (1.0%)	748 (1.2%)	**1,374 (1.1%)**
Bradford	62,792 (0.5%)	13 (1.1%)	366 (0.6%)	397 (0.7%)	**776 (0.6%)**
Bucks	627,053 (4.9%)	60 (5.0%)	2,858 (4.6%)	2,982 (4.9%)	**5,900 (4.8%)**
Butler	184,970 (1.5%)	27 (2.2%)	892 (1.4%)	1,050 (1.7%)	**1,969 (1.6%)**
Cambria	141,584 (1.1%)	15 (1.2%)	552 (0.9%)	645 (1.1%)	**1,212 (1.0%)**
Cameron	4,939 (0.0%)	2 (0.2%)	30 (0.1%)	25 (0.0%)	**57 (0.1%)**
Carbon	65,006 (0.5%)	6 (0.5%)	329 (0.5%)	367 (0.6%)	**702 (0.6%)**
Centre	155,171 (1.2%)	13 (1.1%)	596 (1.0%)	678 (1.1%)	**1,287 (1.0%)**
Chester	506,575 (4.0%)	29 (2.4%)	1,824 (2.9%)	2,457 (4.0%)	**4,310 (3.5%)**
Clarion	39,646 (0.3%)	7 (0.6%)	245 (0.4%)	214 (0.4%)	**466 (0.4%)**
Clearfield	81,184 (0.6%)	19 (1.6%)	469 (0.8%)	467 (0.8%)	**955 (0.8%)**
Clinton	39,517 (0.3%)	11 (0.9%)	194 (0.3%)	223 (0.4%)	**428 (0.3%)**
Columbia	66,887 (0.5%)	9 (0.7%)	314 (0.5%)	425 (0.7%)	**748 (0.6%)**
Crawford	87,598 (0.7%)	15 (1.2%)	400 (0.6%)	459 (0.8%)	**874 (0.7%)**
Cumberland	238,614 (1.9%)	18 (1.5%)	1,171 (1.9%)	1,431 (2.4%)	**2,620 (2.1%)**
Dauphin	269,665 (2.1%)	24 (2.0%)	1,381 (2.2%)	1,473 (2.4%)	**2,878 (2.3%)**
Delaware	561,098 (4.4%)	28 (2.3%)	2,357 (3.8%)	2,188 (3.6%)	**4,573 (3.7%)**
Elk	31,550 (0.3%)	4 (0.3%)	132 (0.2%)	164 (0.3%)	**300 (0.2%)**
Erie	280,646 (2.2%)	26 (2.2%)	1,358 (2.2%)	1,224 (2.0%)	**2,608 (2.1%)**
Fayette	135,660 (1.1%)	19 (1.6%)	594 (1.0%)	565 (0.9%)	**1,178 (1.0%)**
Forest	7,667 (0.1%)	1 (0.1%)	49 (0.1%)	36 (0.1%)	**86 (0.1%)**
Franklin	151,275 (1.2%)	16 (1.3%)	679 (1.1%)	757 (1.3%)	**1,452 (1.2%)**
Fulton	14,772 (0.1%)	3 (0.3%)	132 (0.2%)	146 (0.2%)	**281 (0.2%)**
Greene	38,085 (0.3%)	12 (1.0%)	209 (0.3%)	190 (0.3%)	**411 (0.3%)**
Huntingdon	45,943 (0.4%)	5 (0.4%)	193 (0.3%)	180 (0.3%)	**378 (0.3%)**
Indiana	88,218 (0.7%)	8 (0.7%)	379 (0.6%)	399 (0.7%)	**786 (0.6%)**
Jefferson	44,764 (0.4%)	6 (0.5%)	221 (0.4%)	211 (0.4%)	**438 (0.4%)**
Juniata	24,904 (0.2%)	3 (0.3%)	119 (0.2%)	136 (0.2%)	**258 (0.2%)**
Lackawanna	214,477 (1.7%)	15 (1.2%)	1,233 (2.0%)	1,340 (2.2%)	**2,588 (2.1%)**
Lancaster	526,823 (4.1%)	42 (3.5%)	2,523 (4.1%)	2,684 (4.4%)	**5,249 (4.2%)**
Lawrence	89,871 (0.7%)	10 (0.8%)	340 (0.6%)	390 (0.6%)	**740 (0.6%)**
Lebanon	135,251 (1.1%)	14 (1.2%)	695 (1.1%)	694 (1.1%)	**1,403 (1.1%)**
Lehigh	355,245 (2.8%)	35 (2.9%)	2,277 (3.7%)	2,321 (3.8%)	**4,633 (3.7%)**
Luzerne	321,027 (2.5%)	34 (2.8%)	1,683 (2.7%)	1,619 (2.7%)	**3,336 (2.7%)**
Lycoming	117,168 (0.9%)	15 (1.2%)	592 (1.0%)	641 (1.1%)	**1,248 (1.0%)**
McKean	43,127 (0.3%)	7 (0.6%)	174 (0.3%)	170 (0.3%)	**351 (0.3%)**
Mercer	115,655 (0.9%)	15 (1.2%)	630 (1.0%)	635 (1.1%)	**1,280 (1.0%)**
Mifflin	46,773 (0.4%)	4 (0.3%)	136 (0.2%)	214 (0.4%)	**354 (0.3%)**
Monroe	168,798 (1.3%)	26 (2.2%)	1,059 (1.7%)	1,171 (1.9%)	**2,256 (1.8%)**
Montgomery	808,460 (6.3%)	41 (3.4%)	4,166 (6.7%)	4,178 (6.9%)	**8,385 (6.8%)**
Montour	18,356 (0.1%)	0 (0.0%)	107 (0.2%)	117 (0.2%)	**224 (0.2%)**
Northampton	299,267 (2.3%)	20 (1.7%)	1,565 (2.5%)	1,441 (2.4%)	**3,026 (2.4%)**
Northumberland	94,428 (0.7%)	8 (0.7%)	338 (0.5%)	361 (0.6%)	**707 (0.6%)**
Perry	45,701 (0.4%)	14 (1.2%)	198 (0.3%)	265 (0.4%)	**477 (0.4%)**
Philadelphia	1,547,607 (12.1%)	97 (8.0%)	8,490 (13.7%)	2,749 (4.5%)	**11,336 (9.1%)**
Pike	56,899 (0.5%)	6 (0.5%)	268 (0.4%)	319 (0.5%)	**593 (0.5%)**
Potter	17,577 (0.1%)	2 (0.2%)	73 (0.1%)	45 (0.1%)	**120 (0.1%)**
Schuylkill	147,063 (1.2%)	28 (2.3%)	725 (1.2%)	711 (1.2%)	**1,464 (1.2%)**
Snyder	39,672 (0.3%)	8 (0.7%)	183 (0.3%)	175 (0.3%)	**366 (0.3%)**
Somerset	76,957 (0.6%)	12 (1.0%)	359 (0.6%)	422 (0.7%)	**793 (0.6%)**
Sullivan	6,461 (0.1%)	2 (0.2%)	45 (0.1%)	46 (0.1%)	**93 (0.1%)**
Susquehanna	42,696 (0.3%)	13 (1.1%)	252 (0.4%)	246 (0.4%)	**511 (0.4%)**
Tioga	42,577 (0.3%)	8 (0.7%)	214 (0.3%)	289 (0.5%)	**511 (0.4%)**
Union	44,952 (0.4%)	9 (0.7%)	173 (0.3%)	163 (0.3%)	**345 (0.3%)**
Venango	54,272 (0.4%)	14 (1.2%)	291 (0.5%)	301 (0.5%)	**606 (0.5%)**
Warren	41,146 (0.3%)	7 (0.6%)	219 (0.4%)	179 (0.3%)	**405 (0.3%)**
Washington	208,716 (1.6%)	25 (2.1%)	955 (1.5%)	1,104 (1.8%)	**2,084 (1.7%)**
Wayne	51,955 (0.4%)	8 (0.7%)	250 (0.4%)	232 (0.4%)	**490 (0.4%)**
Westmoreland	363,395 (2.9%)	52 (4.3%)	1,552 (2.5%)	1,722 (2.8%)	**3,326 (2.7%)**
Wyoming	28,125 (0.2%)	6 (0.5%)	177 (0.3%)	165 (0.3%)	**348 (0.3%)**
York	437,846 (3.4%)	26 (2.2%)	2,157 (3.5%)	2,259 (3.7%)	**4,442 (3.6%)**
TOTAL	**12,763,536 (100.0%)**	**1,211 (100.0%)**	**62,127 (100.0%)**	**60,754 (99.6%)**	**124,092 (99.8%)**

Crashes by County—Five-Year Trends

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

County	2008 Crashes	2009 Crashes	2010 Crashes	2011 Crashes	2012 Crashes
Adams	1,034 (0.8%)	1,158 (1.0%)	1,007 (0.8%)	1,076 (0.9%)	**995 (0.8%)**
Allegheny	11,754 (9.4%)	11,616 (9.6%)	11,234 (9.3%)	12,115 (9.7%)	**12,109 (9.8%)**
Armstrong	547 (0.4%)	556 (0.5%)	577 (0.5%)	550 (0.4%)	**527 (0.4%)**
Beaver	1,584 (1.3%)	1,461 (1.2%)	1,524 (1.3%)	1,408 (1.1%)	**1,458 (1.2%)**
Bedford	770 (0.6%)	680 (0.6%)	653 (0.5%)	724 (0.6%)	**669 (0.5%)**
Berks	4,807 (3.8%)	4,563 (3.8%)	4,466 (3.7%)	4,690 (3.7%)	**4,704 (3.8%)**
Blair	1,488 (1.2%)	1,339 (1.1%)	1,319 (1.1%)	1,388 (1.1%)	**1,374 (1.1%)**
Bradford	631 (0.5%)	586 (0.5%)	770 (0.6%)	847 (0.7%)	**776 (0.6%)**
Bucks	6,246 (5.0%)	6,512 (5.4%)	6,094 (5.0%)	6,174 (4.9%)	**5,900 (4.8%)**
Butler	1,937 (1.6%)	1,742 (1.4%)	1,713 (1.4%)	1,833 (1.5%)	**1,969 (1.6%)**
Cambria	1,419 (1.1%)	1,370 (1.1%)	1,388 (1.1%)	1,352 (1.1%)	**1,212 (1.0%)**
Cameron	51 (0.0%)	44 (0.0%)	68 (0.1%)	70 (0.1%)	**57 (0.1%)**
Carbon	704 (0.6%)	660 (0.5%)	744 (0.6%)	712 (0.6%)	**702 (0.6%)**
Centre	1,360 (1.1%)	1,262 (1.0%)	1,208 (1.0%)	1,320 (1.1%)	**1,287 (1.0%)**
Chester	4,700 (3.8%)	4,484 (3.7%)	4,256 (3.5%)	4,541 (3.6%)	**4,310 (3.5%)**
Clarion	564 (0.5%)	484 (0.4%)	479 (0.4%)	458 (0.4%)	**466 (0.4%)**
Clearfield	1,032 (0.8%)	966 (0.8%)	956 (0.8%)	927 (0.7%)	**955 (0.8%)**
Clinton	464 (0.4%)	375 (0.3%)	417 (0.3%)	439 (0.4%)	**428 (0.3%)**
Columbia	721 (0.6%)	729 (0.6%)	755 (0.6%)	826 (0.7%)	**748 (0.6%)**
Crawford	1,085 (0.9%)	898 (0.7%)	874 (0.7%)	897 (0.7%)	**874 (0.7%)**
Cumberland	2,340 (1.9%)	2,310 (1.9%)	2,497 (2.1%)	2,450 (2.0%)	**2,620 (2.1%)**
Dauphin	2,926 (2.3%)	2,931 (2.4%)	2,867 (2.4%)	3,017 (2.4%)	**2,878 (2.3%)**
Delaware	4,532 (3.6%)	4,360 (3.6%)	4,379 (3.6%)	4,593 (3.7%)	**4,573 (3.7%)**
Elk	342 (0.3%)	286 (0.2%)	290 (0.2%)	299 (0.2%)	**300 (0.2%)**
Erie	2,817 (2.3%)	2,572 (2.1%)	2,668 (2.2%)	2,714 (2.2%)	**2,608 (2.1%)**
Fayette	1,302 (1.0%)	1,183 (1.0%)	1,185 (1.0%)	1,136 (0.9%)	**1,178 (1.0%)**
Forest	88 (0.1%)	65 (0.1%)	85 (0.1%)	70 (0.1%)	**86 (0.1%)**
Franklin	1,490 (1.2%)	1,415 (1.2%)	1,397 (1.2%)	1,469 (1.2%)	**1,452 (1.2%)**
Fulton	320 (0.3%)	329 (0.3%)	267 (0.2%)	279 (0.2%)	**281 (0.2%)**
Greene	435 (0.4%)	358 (0.3%)	387 (0.3%)	397 (0.3%)	**411 (0.3%)**
Huntingdon	507 (0.4%)	433 (0.4%)	373 (0.3%)	406 (0.3%)	**378 (0.3%)**
Indiana	893 (0.7%)	872 (0.7%)	845 (0.7%)	821 (0.7%)	**786 (0.6%)**
Jefferson	537 (0.4%)	408 (0.3%)	443 (0.4%)	452 (0.4%)	**438 (0.4%)**
Juniata	297 (0.2%)	249 (0.2%)	241 (0.2%)	249 (0.2%)	**258 (0.2%)**
Lackawanna	2,518 (2.0%)	2,443 (2.0%)	2,558 (2.1%)	2,586 (2.1%)	**2,588 (2.1%)**
Lancaster	5,727 (4.6%)	5,308 (4.4%)	5,057 (4.2%)	5,417 (4.3%)	**5,249 (4.2%)**
Lawrence	838 (0.7%)	777 (0.6%)	773 (0.6%)	782 (0.6%)	**740 (0.6%)**
Lebanon	1,440 (1.2%)	1,394 (1.2%)	1,296 (1.1%)	1,446 (1.2%)	**1,403 (1.1%)**
Lehigh	4,516 (3.6%)	4,439 (3.7%)	4,424 (3.7%)	4,479 (3.6%)	**4,633 (3.7%)**
Luzerne	2,668 (2.1%)	3,125 (2.6%)	3,395 (2.8%)	3,382 (2.7%)	**3,336 (2.7%)**
Lycoming	1,244 (1.0%)	1,162 (1.0%)	1,226 (1.0%)	1,324 (1.1%)	**1,248 (1.0%)**
McKean	399 (0.3%)	339 (0.3%)	318 (0.3%)	360 (0.3%)	**351 (0.3%)**
Mercer	1,298 (1.0%)	1,227 (1.0%)	1,259 (1.0%)	1,356 (1.1%)	**1,280 (1.0%)**
Mifflin	420 (0.3%)	394 (0.3%)	385 (0.3%)	386 (0.3%)	**354 (0.3%)**
Monroe	2,093 (1.7%)	2,113 (1.7%)	2,439 (2.0%)	2,375 (1.9%)	**2,256 (1.8%)**
Montgomery	8,373 (6.7%)	8,182 (6.8%)	8,284 (6.8%)	8,457 (6.7%)	**8,385 (6.8%)**
Montour	206 (0.2%)	202 (0.2%)	202 (0.2%)	227 (0.2%)	**224 (0.2%)**
Northampton	2,799 (2.2%)	2,883 (2.4%)	2,760 (2.3%)	2,843 (2.3%)	**3,026 (2.4%)**
Northumberland	722 (0.6%)	604 (0.5%)	630 (0.5%)	742 (0.6%)	**707 (0.6%)**
Perry	593 (0.5%)	474 (0.4%)	470 (0.4%)	508 (0.4%)	**477 (0.4%)**
Philadelphia	10,605 (8.5%)	10,688 (8.8%)	10,965 (9.0%)	10,876 (8.7%)	**11,336 (9.1%)**
Pike	735 (0.6%)	595 (0.5%)	667 (0.6%)	633 (0.5%)	**593 (0.5%)**
Potter	162 (0.1%)	127 (0.1%)	148 (0.1%)	136 (0.1%)	**120 (0.1%)**
Schuylkill	1,291 (1.0%)	1,352 (1.1%)	1,356 (1.1%)	1,421 (1.1%)	**1,464 (1.2%)**
Snyder	433 (0.4%)	387 (0.3%)	386 (0.3%)	408 (0.3%)	**366 (0.3%)**
Somerset	867 (0.7%)	834 (0.7%)	844 (0.7%)	851 (0.7%)	**793 (0.6%)**
Sullivan	80 (0.1%)	82 (0.1%)	105 (0.1%)	95 (0.1%)	**93 (0.1%)**
Susquehanna	515 (0.4%)	503 (0.4%)	471 (0.4%)	514 (0.4%)	**511 (0.4%)**
Tioga	487 (0.4%)	427 (0.4%)	552 (0.5%)	610 (0.5%)	**511 (0.4%)**
Union	367 (0.3%)	370 (0.3%)	345 (0.3%)	361 (0.3%)	**345 (0.3%)**
Venango	598 (0.5%)	560 (0.5%)	571 (0.5%)	582 (0.5%)	**606 (0.5%)**
Warren	449 (0.4%)	411 (0.3%)	372 (0.3%)	414 (0.3%)	**405 (0.3%)**
Washington	2,013 (1.6%)	1,898 (1.6%)	1,934 (1.6%)	2,036 (1.6%)	**2,084 (1.7%)**
Wayne	561 (0.5%)	480 (0.4%)	588 (0.5%)	538 (0.4%)	**490 (0.4%)**
Westmoreland	3,513 (2.8%)	3,104 (2.6%)	3,128 (2.6%)	3,405 (2.7%)	**3,326 (2.7%)**
Wyoming	325 (0.3%)	325 (0.3%)	346 (0.3%)	361 (0.3%)	**348 (0.3%)**
York	4,659 (3.7%)	4,661 (3.8%)	4,506 (3.7%)	4,627 (3.7%)	**4,442 (3.6%)**
TOTAL	**125,327 (99.9%)**	**121,242 (99.9%)**	**121,312 (99.9%)**	**125,395 (99.9%)**	**124,092 (99.8%)**

Traffic Deaths by County—Five-Year Trends

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

County	2008 Deaths	2009 Deaths	2010 Deaths	2011 Deaths	2012 Deaths
Adams	22 (1.5%)	22 (1.8%)	16 (1.2%)	16 (1.2%)	**14 (1.1%)**
Allegheny	75 (5.1%)	58 (4.6%)	70 (5.3%)	64 (5.0%)	**67 (5.1%)**
Armstrong	9 (0.6%)	11 (0.9%)	13 (1.0%)	14 (1.1%)	**10 (0.8%)**
Beaver	19 (1.3%)	13 (1.0%)	10 (0.8%)	24 (1.9%)	**19 (1.5%)**
Bedford	15 (1.0%)	15 (1.2%)	13 (1.0%)	15 (1.2%)	**17 (1.3%)**
Berks	63 (4.3%)	50 (4.0%)	39 (3.0%)	46 (3.6%)	**50 (3.8%)**
Blair	15 (1.0%)	9 (0.7%)	20 (1.5%)	12 (0.9%)	**19 (1.5%)**
Bradford	8 (0.5%)	10 (0.8%)	20 (1.5%)	10 (0.8%)	**15 (1.2%)**
Bucks	54 (3.7%)	64 (5.1%)	45 (3.4%)	61 (4.7%)	**65 (5.0%)**
Butler	23 (1.6%)	21 (1.7%)	29 (2.2%)	17 (1.3%)	**28 (2.1%)**
Cambria	20 (1.4%)	11 (0.9%)	14 (1.1%)	18 (1.4%)	**17 (1.3%)**
Cameron	2 (0.1%)	0 (0.0%)	2 (0.2%)	0 (0.0%)	**2 (0.2%)**
Carbon	16 (1.1%)	11 (0.9%)	13 (1.0%)	8 (0.6%)	**6 (0.5%)**
Centre	20 (1.4%)	13 (1.0%)	11 (0.8%)	18 (1.4%)	**14 (1.1%)**
Chester	40 (2.7%)	31 (2.5%)	32 (2.4%)	40 (3.1%)	**31 (2.4%)**
Clarion	10 (0.7%)	7 (0.6%)	11 (0.8%)	9 (0.7%)	**7 (0.5%)**
Clearfield	25 (1.7%)	23 (1.8%)	24 (1.8%)	11 (0.9%)	**20 (1.5%)**
Clinton	8 (0.5%)	4 (0.3%)	7 (0.5%)	5 (0.4%)	**12 (0.9%)**
Columbia	15 (1.0%)	9 (0.7%)	17 (1.3%)	12 (0.9%)	**9 (0.7%)**
Crawford	15 (1.0%)	10 (0.8%)	14 (1.1%)	12 (0.9%)	**15 (1.2%)**
Cumberland	23 (1.6%)	19 (1.5%)	24 (1.8%)	23 (1.8%)	**18 (1.4%)**
Dauphin	35 (2.4%)	27 (2.2%)	40 (3.0%)	32 (2.5%)	**24 (1.8%)**
Delaware	21 (1.4%)	20 (1.6%)	23 (1.7%)	20 (1.6%)	**28 (2.1%)**
Elk	9 (0.6%)	7 (0.6%)	7 (0.5%)	10 (0.8%)	**4 (0.3%)**
Erie	39 (2.7%)	30 (2.4%)	39 (3.0%)	32 (2.5%)	**28 (2.1%)**
Fayette	27 (1.8%)	33 (2.6%)	19 (1.4%)	27 (2.1%)	**20 (1.5%)**
Forest	4 (0.3%)	3 (0.2%)	4 (0.3%)	0 (0.0%)	**1 (0.1%)**
Franklin	21 (1.4%)	19 (1.5%)	22 (1.7%)	24 (1.9%)	**19 (1.5%)**
Fulton	6 (0.4%)	1 (0.1%)	8 (0.6%)	5 (0.4%)	**4 (0.3%)**
Greene	9 (0.6%)	5 (0.4%)	7 (0.5%)	9 (0.7%)	**16 (1.2%)**
Huntingdon	12 (0.8%)	10 (0.8%)	11 (0.8%)	12 (0.9%)	**5 (0.4%)**
Indiana	12 (0.8%)	18 (1.4%)	23 (1.7%)	16 (1.2%)	**8 (0.6%)**
Jefferson	6 (0.4%)	6 (0.5%)	7 (0.5%)	6 (0.5%)	**9 (0.7%)**
Juniata	6 (0.4%)	6 (0.5%)	10 (0.8%)	2 (0.2%)	**3 (0.2%)**
Lackawanna	22 (1.5%)	19 (1.5%)	19 (1.4%)	19 (1.5%)	**16 (1.2%)**
Lancaster	66 (4.5%)	49 (3.9%)	65 (4.9%)	51 (4.0%)	**47 (3.6%)**
Lawrence	12 (0.8%)	8 (0.6%)	11 (0.8%)	13 (1.0%)	**11 (0.8%)**
Lebanon	22 (1.5%)	18 (1.4%)	15 (1.1%)	25 (1.9%)	**16 (1.2%)**
Lehigh	41 (2.8%)	35 (2.8%)	22 (1.7%)	24 (1.9%)	**42 (3.2%)**
Luzerne	32 (2.2%)	40 (3.2%)	30 (2.3%)	41 (3.2%)	**35 (2.7%)**
Lycoming	13 (0.9%)	17 (1.4%)	22 (1.7%)	19 (1.5%)	**15 (1.2%)**
McKean	12 (0.8%)	5 (0.4%)	6 (0.5%)	12 (0.9%)	**8 (0.6%)**
Mercer	25 (1.7%)	18 (1.4%)	13 (1.0%)	21 (1.6%)	**17 (1.3%)**
Mifflin	6 (0.4%)	11 (0.9%)	8 (0.6%)	9 (0.7%)	**4 (0.3%)**
Monroe	37 (2.5%)	30 (2.4%)	35 (2.6%)	33 (2.6%)	**27 (2.1%)**
Montgomery	45 (3.1%)	41 (3.3%)	33 (2.5%)	45 (3.5%)	**44 (3.4%)**
Montour	5 (0.3%)	0 (0.0%)	1 (0.1%)	1 (0.1%)	**0 (0.0%)**
Northampton	23 (1.6%)	24 (1.9%)	29 (2.2%)	27 (2.1%)	**23 (1.8%)**
Northumberland	13 (0.9%)	8 (0.6%)	10 (0.8%)	13 (1.0%)	**9 (0.7%)**
Perry	17 (1.2%)	10 (0.8%)	15 (1.1%)	8 (0.6%)	**18 (1.4%)**
Philadelphia	92 (6.3%)	95 (7.6%)	93 (7.0%)	87 (6.8%)	**107 (8.2%)**
Pike	13 (0.9%)	5 (0.4%)	7 (0.5%)	8 (0.6%)	**6 (0.5%)**
Potter	5 (0.3%)	0 (0.0%)	1 (0.1%)	3 (0.2%)	**2 (0.2%)**
Schuylkill	33 (2.3%)	30 (2.4%)	20 (1.5%)	19 (1.5%)	**33 (2.5%)**
Snyder	9 (0.6%)	5 (0.4%)	9 (0.7%)	5 (0.4%)	**8 (0.6%)**
Somerset	12 (0.8%)	12 (1.0%)	20 (1.5%)	8 (0.6%)	**12 (0.9%)**
Sullivan	1 (0.1%)	3 (0.2%)	6 (0.5%)	1 (0.1%)	**2 (0.2%)**
Susquehanna	11 (0.8%)	8 (0.6%)	12 (0.9%)	11 (0.9%)	**15 (1.2%)**
Tioga	13 (0.9%)	7 (0.6%)	13 (1.0%)	12 (0.9%)	**10 (0.8%)**
Union	7 (0.5%)	7 (0.6%)	7 (0.5%)	5 (0.4%)	**9 (0.7%)**
Venango	7 (0.5%)	6 (0.5%)	10 (0.8%)	11 (0.9%)	**18 (1.4%)**
Warren	10 (0.7%)	11 (0.9%)	7 (0.5%)	7 (0.5%)	**7 (0.5%)**
Washington	31 (2.1%)	33 (2.6%)	24 (1.8%)	27 (2.1%)	**29 (2.2%)**
Wayne	9 (0.6%)	6 (0.5%)	8 (0.6%)	5 (0.4%)	**8 (0.6%)**
Westmoreland	58 (4.0%)	47 (3.7%)	44 (3.3%)	36 (2.8%)	**55 (4.2%)**
Wyoming	10 (0.7%)	9 (0.7%)	8 (0.6%)	6 (0.5%)	**7 (0.5%)**
York	52 (3.5%)	43 (3.4%)	37 (2.8%)	44 (3.4%)	**26 (2.0%)**
TOTAL	**1,468 (100.0%)**	**1,256 (100.0%)**	**1,324 (100.0%)**	**1,286 (100.0%)**	**1,310 (100.0%)**

Pedestrian Deaths by County—Five-Year Trends

County	2008	2009	2010	2011	2012
Adams	1	3	0	0	0
Allegheny	14	6	13	7	9
Armstrong	1	2	2	0	2
Beaver	2	0	0	2	3
Bedford	0	1	0	0	1
Berks	7	4	6	4	8
Blair	4	1	5	2	2
Bradford	0	0	0	2	0
Bucks	9	15	8	10	10
Butler	2	1	3	0	2
Cambria	1	0	1	2	1
Cameron	0	0	0	0	0
Carbon	0	1	0	1	0
Centre	0	3	1	1	0
Chester	2	2	1	7	2
Clarion	0	0	0	1	1
Clearfield	0	1	3	0	0
Clinton	0	0	1	1	0
Columbia	2	0	0	0	1
Crawford	0	0	0	2	2
Cumberland	3	4	2	3	2
Dauphin	6	2	6	4	7
Delaware	3	6	4	4	10
Elk	0	1	1	0	0
Erie	0	1	2	6	1
Fayette	0	0	0	2	1
Forest	0	0	0	0	0
Franklin	1	0	0	1	2
Fulton	0	0	0	0	0
Greene	2	0	1	0	1
Huntingdon	0	1	0	0	0
Indiana	0	2	3	2	1
Jefferson	0	0	0	0	0
Juniata	0	0	0	0	1
Lackawanna	3	0	2	1	2
Lancaster	6	0	7	6	3
Lawrence	0	0	0	0	1
Lebanon	1	0	2	1	1
Lehigh	4	4	5	5	10
Luzerne	5	4	6	5	6
Lycoming	0	1	1	1	2
McKean	0	0	1	0	1
Mercer	2	1	1	2	0
Mifflin	0	0	0	0	0
Monroe	4	4	5	4	1
Montgomery	5	8	3	12	11
Montour	1	0	0	0	0
Northampton	0	4	4	1	3
Northumberland	0	1	2	1	0
Perry	1	2	0	0	0
Philadelphia	32	32	30	30	34
Pike	1	1	0	0	1
Potter	0	0	0	1	0
Schuylkill	2	3	2	2	4
Snyder	1	0	0	0	2
Somerset	2	1	0	0	1
Sullivan	0	0	0	0	0
Susquehanna	0	0	0	0	2
Tioga	0	0	0	0	0
Union	1	0	0	0	1
Venango	0	0	1	0	1
Warren	2	1	2	1	0
Washington	3	5	1	1	1
Wayne	0	0	0	1	1
Westmoreland	2	4	4	4	6
Wyoming	0	0	0	0	1
York	4	3	6	6	2
TOTAL	**142**	**136**	**148**	**149**	**168**

Pedestrian Deaths and Injuries by Age Group by County

	Age 0-4		Age 5-9		Age 10-14		Age 15-59		Age 60+		Total	
County	Death	Injury	Death	Injury	Death	Injury	Death	Injury	Death	Injury	Death	Injury
Adams	0	0	0	0	0	2	0	7	0	2	0	11
Allegheny	0	8	0	28	0	27	5	324	4	85	9	472
Armstrong	0	0	0	0	0	0	0	4	2	3	2	7
Beaver	0	1	0	2	0	3	0	21	3	2	3	29
Bedford	0	0	0	0	0	0	1	0	0	2	1	2
Berks	1	11	0	20	0	25	3	82	4	21	8	159
Blair	0	1	0	1	0	5	1	21	1	5	2	33
Bradford	0	1	0	1	0	1	0	5	0	1	0	9
Bucks	0	0	0	4	0	5	6	87	4	21	10	117
Butler	0	1	0	2	0	7	2	7	0	4	2	21
Cambria	0	0	0	2	0	3	0	10	1	5	1	20
Cameron	0	0	0	0	0	0	0	0	0	0	0	0
Carbon	0	0	0	0	0	0	0	4	0	1	0	5
Centre	0	1	0	0	0	0	0	44	0	3	0	48
Chester	0	0	0	1	0	2	2	37	0	10	2	50
Clarion	0	0	0	0	0	0	0	5	1	1	1	6
Clearfield	0	0	0	0	0	4	0	8	0	3	0	15
Clinton	0	0	0	0	0	0	0	4	0	3	0	7
Columbia	0	1	0	1	0	1	1	10	0	2	1	15
Crawford	0	1	0	0	0	0	1	11	1	4	2	16
Cumberland	0	2	0	1	0	3	2	31	0	13	2	50
Dauphin	0	2	1	9	0	10	4	58	2	6	7	85
Delaware	0	9	0	22	0	20	5	112	5	25	10	188
Elk	0	0	0	0	0	1	0	2	0	1	0	4
Erie	0	1	0	9	0	9	1	63	0	13	1	95
Fayette	0	2	0	0	0	2	1	6	0	2	1	12
Forest	0	0	0	0	0	1	0	0	0	0	0	1
Franklin	0	4	0	2	1	4	1	24	0	0	2	34
Fulton	0	0	0	0	0	0	0	2	0	0	0	2
Greene	0	0	0	0	0	0	1	4	0	1	1	5
Huntingdon	0	0	0	0	0	1	0	6	0	1	0	8
Indiana	0	1	0	0	0	1	1	17	0	2	1	21
Jefferson	0	0	0	0	0	0	0	1	0	2	0	3
Juniata	0	0	0	2	0	0	1	1	0	0	1	3
Lackawanna	0	3	0	1	0	6	2	50	0	14	2	74
Lancaster	0	4	1	12	0	17	2	85	0	16	3	134
Lawrence	0	0	1	2	0	0	0	7	0	1	1	10
Lebanon	0	4	0	1	0	4	0	19	1	4	1	32
Lehigh	1	3	0	21	1	24	5	114	3	25	10	187
Luzerne	0	0	1	10	0	15	3	57	2	10	6	92
Lycoming	0	1	0	0	0	6	1	7	1	4	2	18
McKean	0	0	0	0	0	0	1	3	0	1	1	4
Mercer	0	0	0	1	0	2	0	11	0	3	0	17
Mifflin	0	0	0	0	0	0	0	2	0	1	0	3
Monroe	0	0	0	1	0	0	0	14	1	0	1	15
Montgomery	0	4	0	16	1	20	7	141	3	39	11	220
Montour	0	0	0	1	0	0	0	1	0	0	0	2
Northampton	1	1	0	8	0	5	0	57	2	12	3	83
Northumberland	0	0	0	2	0	4	0	17	0	1	0	24
Perry	0	0	0	0	0	0	0	2	0	1	0	3
Philadelphia	0	86	0	168	1	153	25	1,153	8	179	34	1,739
Pike	0	0	0	0	0	1	1	1	0	1	1	3
Potter	0	0	0	0	0	1	0	1	0	0	0	2
Schuylkill	0	0	0	0	1	9	0	23	3	5	4	37
Snyder	0	0	0	1	0	0	0	2	2	1	2	4
Somerset	0	0	0	0	0	1	0	4	1	3	1	8
Sullivan	0	0	0	0	0	0	0	0	0	0	0	0
Susquehanna	0	0	0	0	0	0	2	2	0	0	2	2
Tioga	0	1	0	1	0	0	0	5	0	2	0	9
Union	0	1	0	0	0	0	1	3	0	0	1	4
Venango	0	0	0	1	1	0	0	5	0	3	1	9
Warren	0	0	0	0	0	1	0	10	0	1	0	12
Washington	0	2	0	1	0	0	0	13	1	5	1	21
Wayne	0	0	0	2	0	0	0	3	1	4	1	9
Westmoreland	0	0	0	2	0	3	6	24	0	7	6	36
Wyoming	0	0	0	0	0	0	1	1	0	0	1	1
York	0	5	0	14	0	11	1	60	1	8	2	98
TOTAL	**3**	**162**	**4**	**373**	**6**	**420**	**97**	**2,915**	**58**	**595**	**168**	**4,465**

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

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

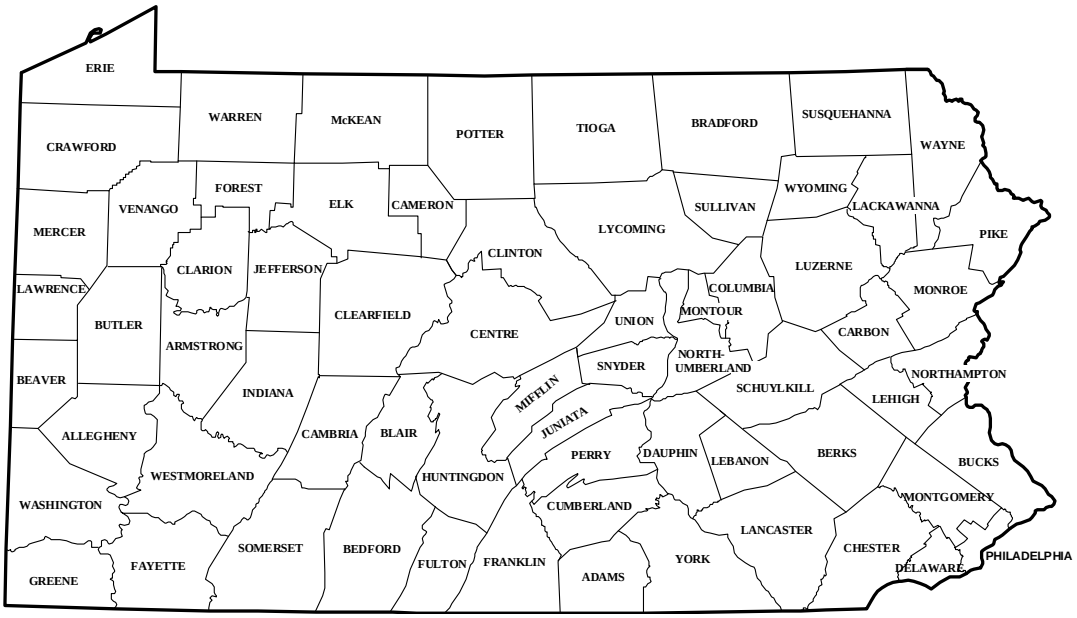
County	2008 Belt Use	2009 Belt Use	2010 Belt Use	2011 Belt Use	2012 Belt Use
Adams	83	87	86	86	85
Allegheny	76	77	77	78	77
Armstrong	82	81	80	81	83
Beaver	68	69	66	67	67
Bedford	87	87	89	85	86
Berks	76	78	76	78	79
Blair	86	87	87	87	87
Bradford	85	87	85	86	82
Bucks	76	78	79	79	82
Butler	86	86	87	86	87
Cambria	75	76	75	71	75
Cameron	85	85	86	81	81
Carbon	77	76	76	79	76
Centre	83	86	86	85	86
Chester	82	83	84	83	86
Clarion	88	84	87	87	86
Clearfield	81	80	80	82	81
Clinton	84	89	86	87	86
Columbia	83	84	85	83	87
Crawford	85	87	86	83	82
Cumberland	87	88	88	88	88
Dauphin	84	83	85	85	85
Delaware	76	75	76	76	75
Elk	79	78	82	76	77
Erie	79	80	79	80	79
Fayette	77	77	78	79	81
Forest	85	84	85	88	82
Franklin	82	84	83	81	82
Fulton	83	92	87	86	90
Greene	77	75	73	81	79
Huntingdon	77	83	83	81	79
Indiana	86	84	85	85	86
Jefferson	77	81	79	84	81
Juniata	85	83	83	84	85
Lackawanna	66	67	72	72	73
Lancaster	84	85	84	86	86
Lawrence	71	71	73	74	76
Lebanon	83	84	85	85	85
Lehigh	73	74	78	77	76
Luzerne	77	79	78	77	78
Lycoming	80	82	79	81	80
McKean	71	75	73	71	76
Mercer	78	79	80	78	77
Mifflin	79	79	78	82	79
Monroe	90	89	88	88	86
Montgomery	84	85	85	86	86
Montour	88	92	88	87	93
Northampton	84	83	84	84	84
Northumberland	77	77	76	75	75
Perry	85	82	82	85	84
Philadelphia	38	39	41	40	40
Pike	89	89	88	88	91
Potter	75	79	84	76	73
Schuylkill	78	82	83	84	80
Snyder	84	87	88	89	89
Somerset	82	83	82	82	84
Sullivan	80	86	84	84	77
Susquehanna	81	82	78	83	86
Tioga	85	84	87	85	87
Union	82	85	88	86	87
Venango	85	84	79	78	83
Warren	85	87	87	86	83
Washington	81	78	79	78	79
Wayne	85	87	88	88	86
Westmoreland	81	82	83	82	82
Wyoming	76	82	85	84	85
York	84	85	85	85	86
STATEWIDE	**76**	**77**	**77**	**78**	**78**

Alcohol-Related Deaths by County—Five-Year Trends

County	2008 Deaths	2009 Deaths	2010 Deaths	2011 Deaths	2012 Deaths
Adams	8	11	7	4	8
Allegheny	25	15	15	17	10
Armstrong	2	2	5	7	1
Beaver	6	7	2	7	6
Bedford	2	3	6	8	4
Berks	26	20	18	16	17
Blair	6	1	5	6	9
Bradford	4	0	7	4	2
Bucks	18	21	14	20	26
Butler	5	10	9	4	9
Cambria	9	7	5	5	8
Cameron	1	0	1	0	1
Carbon	6	5	5	3	1
Centre	6	5	3	7	1
Chester	20	8	12	14	12
Clarion	3	5	2	4	1
Clearfield	10	6	5	2	8
Clinton	6	1	2	2	3
Columbia	3	2	7	3	2
Crawford	5	4	8	5	4
Cumberland	7	5	7	7	3
Dauphin	10	12	12	15	6
Delaware	7	7	8	4	8
Elk	3	1	3	7	2
Erie	10	9	17	12	10
Fayette	15	16	6	15	5
Forest	1	3	2	0	0
Franklin	8	8	13	7	5
Fulton	3	0	1	2	2
Greene	3	1	2	4	3
Huntingdon	6	4	2	5	1
Indiana	7	6	8	5	4
Jefferson	4	4	5	1	3
Juniata	3	3	2	0	2
Lackawanna	8	4	4	5	5
Lancaster	19	14	26	14	15
Lawrence	5	3	2	5	2
Lebanon	9	5	4	4	3
Lehigh	16	17	7	12	13
Luzerne	8	16	7	13	13
Lycoming	6	4	8	7	6
McKean	5	0	4	4	2
Mercer	6	7	5	6	9
Mifflin	1	5	2	3	1
Monroe	15	8	12	11	9
Montgomery	14	17	11	13	19
Montour	2	0	0	1	0
Northampton	8	11	11	8	4
Northumberland	3	2	3	1	2
Perry	8	4	5	4	7
Philadelphia	27	34	25	23	37
Pike	4	2	2	2	0
Potter	3	0	0	1	1
Schuylkill	5	11	8	5	5
Snyder	3	2	3	1	0
Somerset	4	6	14	1	6
Sullivan	1	1	0	0	2
Susquehanna	4	1	7	5	8
Tioga	4	3	7	2	2
Union	2	3	3	2	3
Venango	1	1	0	3	3
Warren	5	2	2	5	1
Washington	12	14	6	10	7
Wayne	6	4	4	2	2
Westmoreland	33	15	15	13	16
Wyoming	5	6	6	2	3
York	24	15	20	18	11
TOTAL	**534**	**449**	**459**	**428**	**404**

Pennsylvania Counties

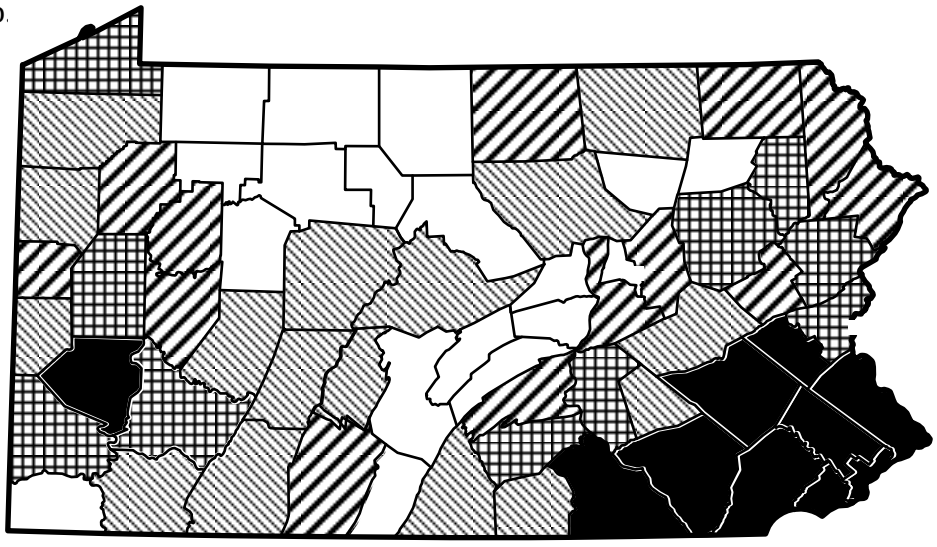
Use the map below as a key to county names for other maps.



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

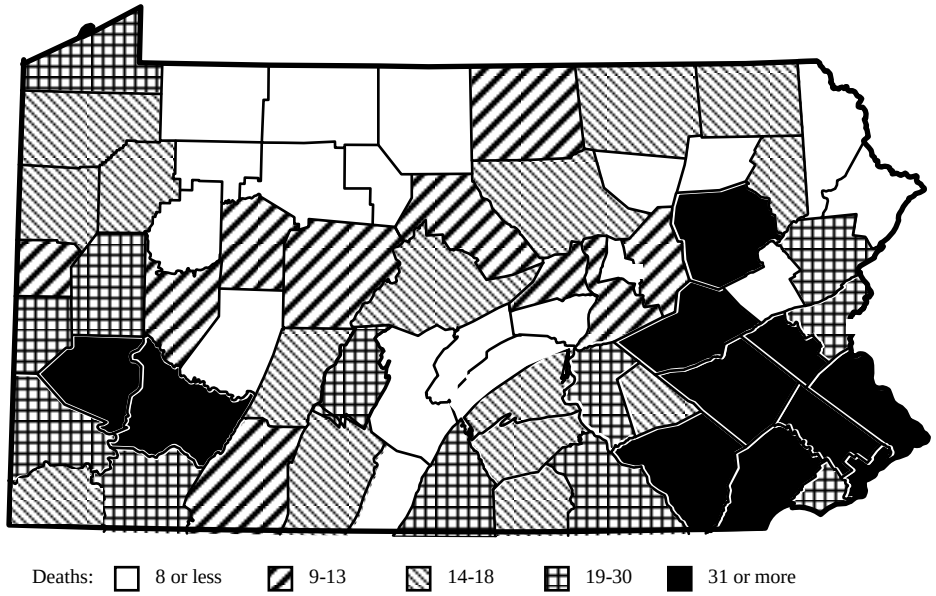
Total Crashes by County

Urban counties, with their higher populations, number of vehicles, and vehicle-miles of travel, lend themselves to a higher number of crashes. Referring to the map below, 53% of the total traffic crashes occurred in only 10 of Pennsylvania's 67 counties. These 10 counties appear in black on the map.



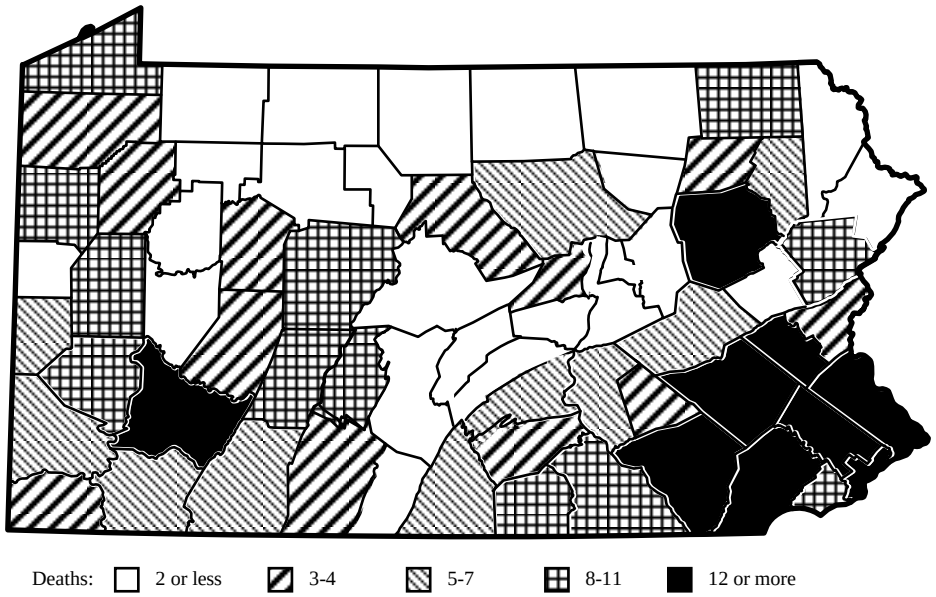
Traffic Deaths by County

Referring to the map below, 44% of the total traffic deaths occurred in only 11 of Pennsylvania's 67 counties. These 11 counties appear in black on the map.



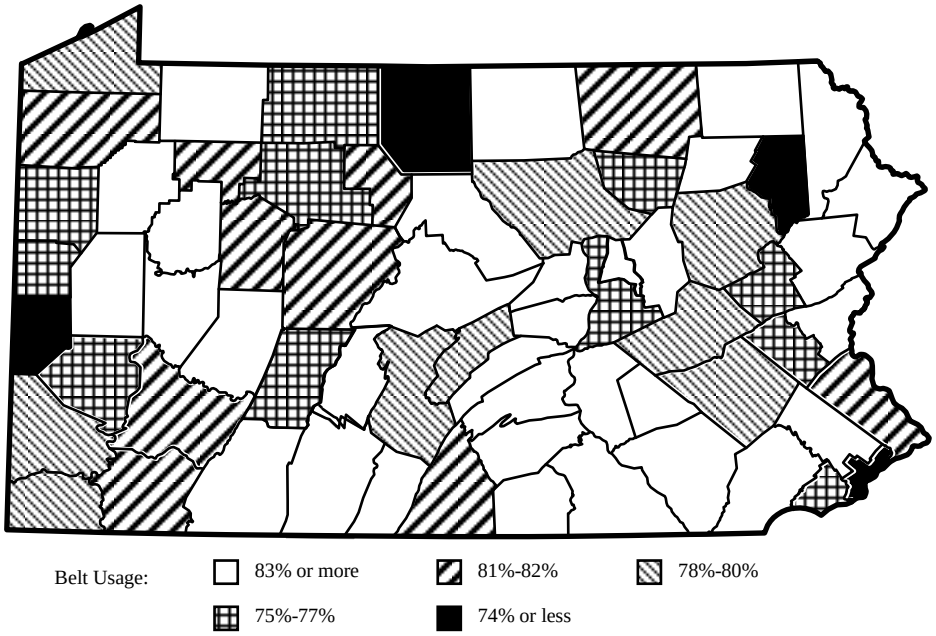
Alcohol-Related Deaths by County

Referring to the map below, 42% of the total alcohol-related deaths occurred in only 9 of Pennsylvania's 67 counties. These 9 counties appear in black on the map.



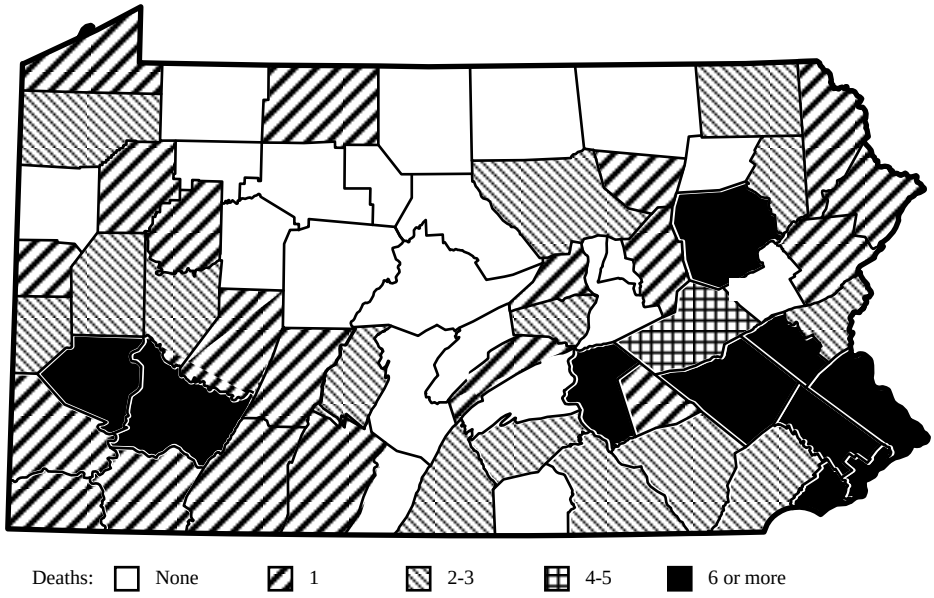
Percent Seat Belt Use in Crashes by County

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



Pedestrian Deaths by County

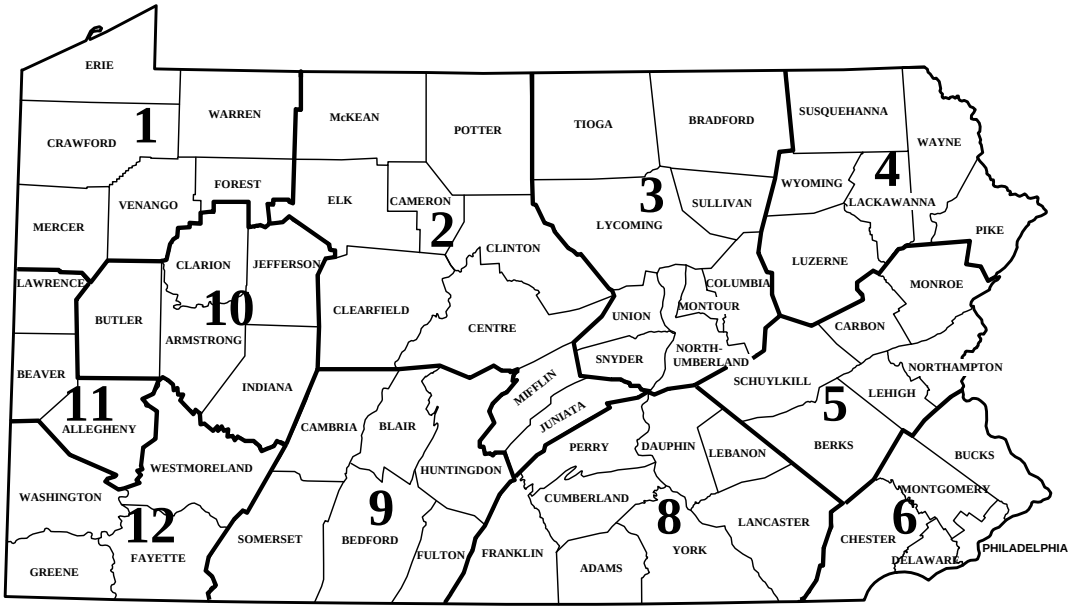
Referring to the map below, 66% of the total pedestrian deaths occurred in only 10 of Pennsylvania's 67 counties. These 10 counties appear in black on the map.



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 2012 by engineering district.

District	Crashes	Deaths	Injuries
01	5,859	86	4,134
02	4,110	69	2,633
03	5,018	77	3,241
04	7,866	87	5,374
05	16,785	181	11,436
06	34,504	275	27,991
08	19,516	182	12,833
09	4,707	74	2,959
10	4,186	62	2,825
11	14,307	97	8,812
12	6,999	120	4,608
Total	**124,092**	**1,310**	**86,846**



Counties

Index

NEW 2012 Pennsylvania Crash Facts & Statistics Feedback Survey

The 2012 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.
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4. Drop into the nearest mailbox.

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

2012 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

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