

PENNSYLVANIA CRASH FACTS & STATISTICS



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Introduction

The **2014 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 Maintenance and Operations, Highway Safety and Traffic Operations Division, 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 2014. 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 heavy truck, striking an automobile at an intersection. In 2014 the percentage of crashes at intersections was 37.2 percent. Crashes at intersections are a special concern to the Pennsylvania Department of Transportation. PennDOT has recently issued SOL 482-13-13, which includes guidance for the planning and project development of roundabouts, as part of its modernization plans. Additional information on crashes at intersections can be found on pages 25, 42, 45 and 48.

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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 work week 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.



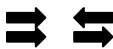
Angle: A crash in which two vehicles on opposite roadways collide at a point of junction, such as a road intersection, driveway, or entrance ramp.



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% (39,787 miles*) are state highways maintained by the Pennsylvania Department of Transportation (PennDOT), and the remaining 67% (80,149 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 2014, there were 121,317 reportable traffic crashes in Pennsylvania. These crashes claimed the lives of 1,195 people and injured another 79,758 people. To add some perspective, the 2014 total of reportable traffic crashes is the fourth lowest total since 1950 when 113,748 crashes were reported.

Last year, there were approximately 98.6 billion vehicle-miles* of travel on Pennsylvania’s roads and highways. The 2014 fatality rate of 1.21 deaths per hundred million vehicle-miles of travel* was the second lowest ever recorded in Pennsylvania since the department started keeping records of this in 1935.

2014 Briefs

On Average in Pennsylvania:

- Each day 332 reportable traffic crashes occurred (about 14 crashes every hour).
- Each day 3 persons were killed in reportable traffic crashes (one death every 7 hours).
- Each day 219 persons were injured in reportable crashes (about 9 injuries every hour).

Based on Pennsylvania’s 2013 population (12,787,209 people):

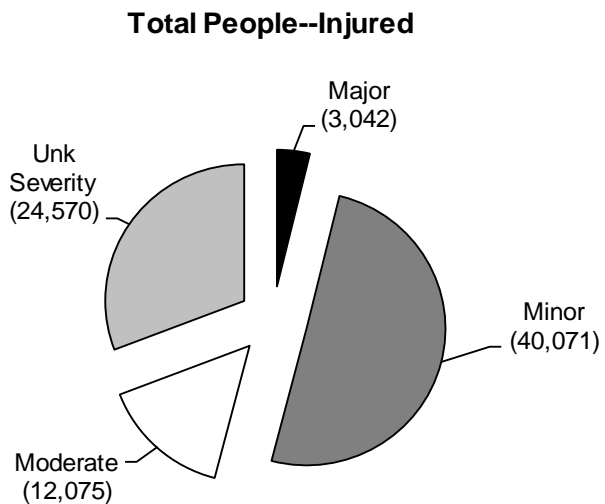
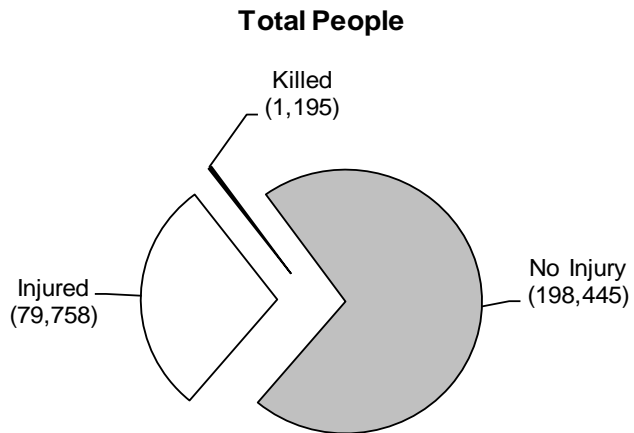
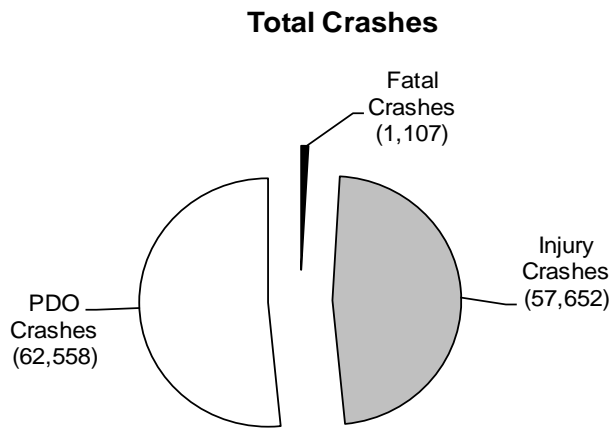
- 1 out of every 46 people was involved in a reportable traffic crash.
- 1 out of every 10,701 people was killed in a reportable traffic crash.
- 1 out of every 160 people was injured in a reportable traffic crash.

* 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, 2013 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 2014, most were not injured, and those who were injured suffered mostly minor injuries. The 1,195 deaths in 2014 represent the lowest number of fatalities in Pennsylvania motor vehicle crashes over the last 86 years.



Deaths and Injuries—Five-Year Trends

Total reported crashes in 2014 decreased 2.3% compared to 2013; deaths decreased by 1.1% while total injuries decreased by 4.0%.

All Crashes

	2010	2011	2012	2013	2014
Reported Crashes	121,312	125,395	124,092	124,149	121,317
Total Deaths	1,324	1,286	1,310	1,208	1,195
Total Injuries	87,949	87,839	86,846	83,089	79,758
Major Injury	3,555	3,409	3,458	3,254	3,042
Moderate Injury	14,036	13,815	13,519	12,662	12,075
Minor Injury	44,564	43,980	43,441	41,755	40,071
Unknown Injury Severity	25,794	26,635	26,428	25,418	24,570
Pedestrian Deaths	148	149	168	151	166
Pedestrian Injuries	4,474	4,532	4,548	4,413	3,985
Motorcyclist Deaths	223	199	210	181	186
Motorcyclist Injuries	3,930	3,603	3,919	3,322	3,207
Bicyclist Deaths	21	11	16	11	19
Bicyclist Injuries	1,474	1,312	1,377	1,374	1,298
Heavy-Truck-Related Deaths	157	156	159	147	151
Alcohol-Related Deaths	459	428	404	381	333
Speed-Related Deaths	404	346	371	322	312
Billions of Vehicle-Miles*	103.3	101.2	100.2	99.5	98.6
Deaths per 100 Million Vehicle-Miles*	1.28	1.27	1.31	1.21	1.21

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

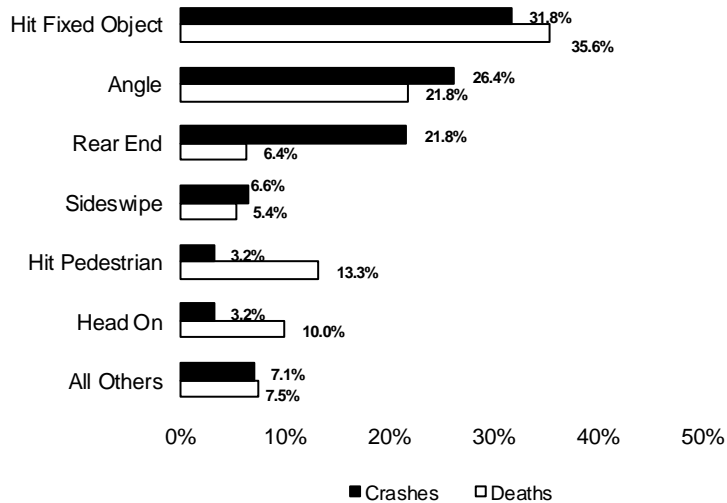
Severity	Number	Average Cost	Estimated Total Costs
Deaths (persons)	1,195	\$6,474,138	\$7,736,594,826
Major Injuries (persons)	3,042	\$1,412,675	\$4,297,357,380
Moderate Injuries (persons)	12,075	\$94,465	\$1,140,669,947
Minor Injuries (persons)	40,071	\$7,510	\$300,933,210
Property Damage Only (crashes)	62,558	\$3,004	\$187,924,232
Unknown Injuries (persons)	24,570	\$7,510	\$184,520,700
	TOTAL		\$13,848,000,295

**In 2014, the economic loss due to traffic crashes was
\$1,083
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 2014.

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.



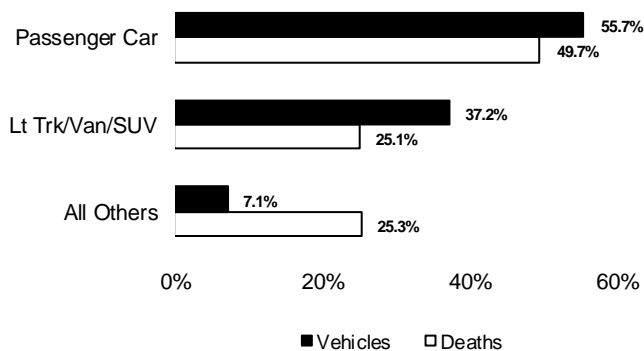
All Crashes

Crash Type	Crashes	Deaths
Angle	31,969	261
Backing Up	172	1
Head On	3,921	120
Hit Fixed Object	38,553	425
Hit Pedestrian	3,890	159
Non-Collision	4,275	75
Rear End	26,388	76
Sideswipe	8,000	64
Other	4,149	14
TOTAL	121,317	1,195

*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 2014 were involved in a higher percentage of crashes. Occupant fatalities of motorcycles increased from 181 in 2013 to 186 in 2014.



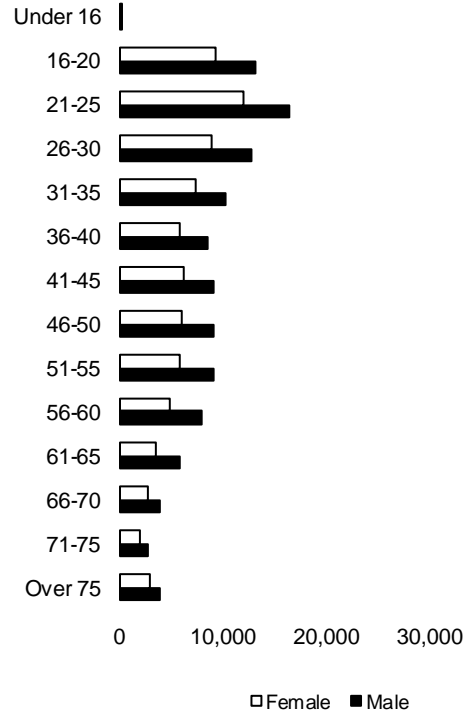
	Vehicles	Occupant Deaths
Passenger Car	111,070	511
Lt Trk/Van/SUV	74,268	258
Heavy Truck	7,168	27
Motorcycle	3,368	186
Bicycle	1,311	19
Commercial Bus	498	0
School Bus	369	0
Other	1,536	28

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).

All Crashes

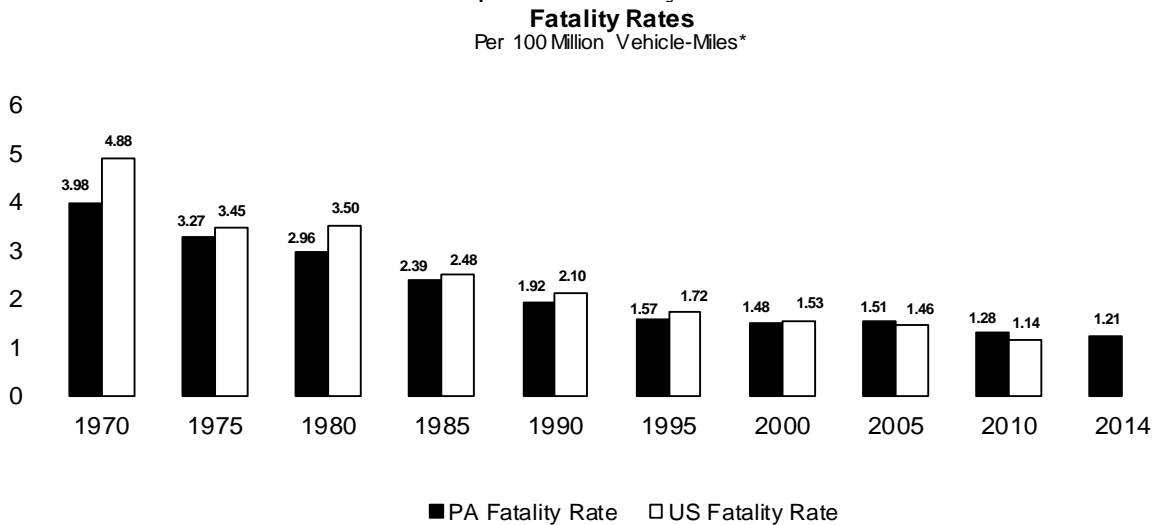
Driver	Male	Female	Total Drivers
Under 16	94 (0.1%)	34 (0.0%)	128
16-20	13,201 (11.5%)	9,353 (11.9%)	22,554
21-25	16,568 (14.4%)	12,130 (15.4%)	28,698
26-30	12,902 (11.2%)	9,021 (11.4%)	21,923
31-35	10,391 (9.0%)	7,503 (9.5%)	17,894
36-40	8,648 (7.5%)	5,947 (7.5%)	14,595
41-45	9,100 (7.9%)	6,307 (8.0%)	15,407
46-50	9,234 (8.0%)	6,154 (7.8%)	15,388
51-55	9,188 (8.0%)	5,870 (7.4%)	15,058
56-60	8,019 (7.0%)	4,950 (6.3%)	12,969
61-65	5,952 (5.2%)	3,672 (4.7%)	9,624
66-70	4,049 (3.5%)	2,732 (3.5%)	6,781
71-75	2,727 (2.4%)	2,021 (2.6%)	4,748
Over 75	3,932 (3.4%)	2,941 (3.7%)	6,873
Unknown	981 (0.9%)	305 (0.4%)	1,286
DRIVERS	114,986 (100.0%)	78,940 (100.0%)	193,926



Note: Does not include 2,924 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 2014 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**
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	1.16
2013	124,149	1,208	83,089	11,616,715	99.5	1.21	1.11
2014	121,317	1,195	79,758	11,715,722	98.6	1.21	---

* 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)

All Crashes

—WHAT CONDITIONS WERE—

Crashes by Weather and Road Surface Conditions

Adverse weather and road surface conditions negatively affect vehicle handling and driver sight. Interestingly, the vast majority of crashes 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.

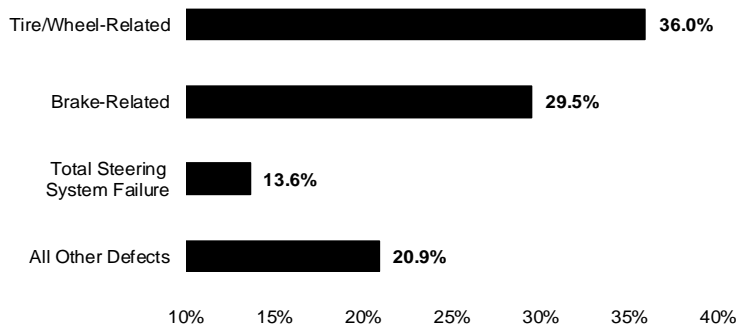
All Crashes

Weather Condition	Crashes	Deaths
No Adverse Conditions	95,132 (78.4%)	1,013 (84.8%)
Rain/Rain & Fog	13,870 (11.4%)	115 (9.6%)
Snow/Sleet/Freezing Rain	10,236 (8.4%)	44 (3.7%)
Fog/Smoke, Etc.	694 (0.6%)	11 (0.9%)
Other	1,385 (1.1%)	12 (1.0%)
TOTAL	121,317 (100.0%)	1,195 (100.0%)

Road Surface Condition	Crashes	Deaths
Dry	85,844 (70.8%)	944 (79.0%)
Wet	19,343 (15.9%)	170 (14.2%)
Snow/Slush	8,583 (7.1%)	33 (2.8%)
Ice/Ice Patches	6,854 (5.7%)	37 (3.1%)
Other	693 (0.6%)	11 (0.9%)
TOTAL	121,317 (100.0%)	1,195 (100.0%)

Crashes Involving Vehicle Defects

Improperly-maintained vehicles can lead to crashes. In 2014, 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.

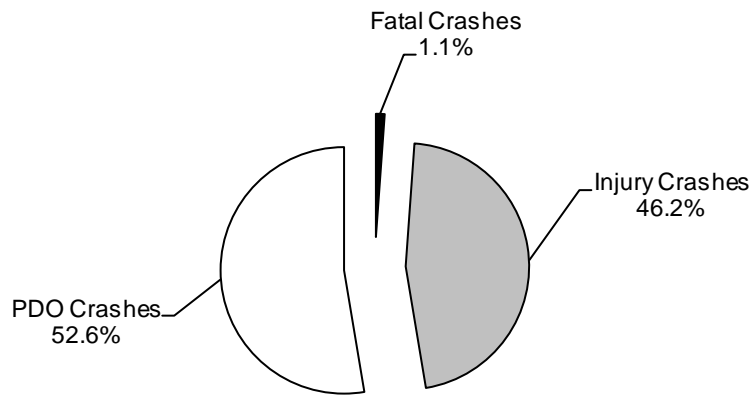


Vehicle Defect	Crashes
Tire/Wheel-Related	861
Brake-Related	707
Total Steering System Failure	326
Power Train Failure	248
Suspension	94
Unsecure/Shifted Trailer Load	42
Vehicle Lighting-Related	26
Body/Doors/Hood, Etc.	20
Other Known Defects	71

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. 47 percent of work zone crashes in 2014 contained fatalities or injuries.



Total Crashes: **1,845**

Total Killed: **24** (Workers Killed: 3)

Total Injured: **1,241**

Work Zone Crashes—Vehicles Involved

Vehicle Type	State Hwy (Interstate)	State Hwy (Other)	Turnpike	Local Road
Passenger Car	512 (48.6%)	934 (52.9%)	169 (41.7%)	108 (51.7%)
Light Truck/SUV	362 (34.4%)	663 (37.5%)	130 (32.1%)	82 (39.2%)
Heavy Truck/Bus	166 (15.8%)	126 (7.1%)	100 (24.7%)	9 (4.3%)
Motorcycle	4 (0.4%)	28 (1.6%)	3 (0.7%)	4 (1.9%)
Other	10 (1.0%)	15 (0.9%)	3 (0.7%)	6 (2.9%)
TOTAL	1,054 (100.0%)	1,766 (100.0%)	405 (100.0%)	209 (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
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%
2013	State Hwy (Interstate)	506	27.4%	3	18.8%
	State Hwy (Other)	958	51.9%	11	68.8%
	Turnpike	269	14.6%	2	12.5%
	Local Road	112	6.1%	0	0.0%
	Other/Unknown Road	0	0.0%	0	0.0%
	TOTAL	1,845	100.0%	16	100.0%
2014	State Hwy (Interstate)	530	28.7%	12	50.0%
	State Hwy (Other)	952	51.6%	7	29.2%
	Turnpike	244	13.2%	4	16.7%
	Local Road	119	6.5%	1	4.2%
	Other/Unknown Road	0	0.0%	0	0.0%
	TOTAL	1,845	100.0%	24	100.0%

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

*Crashes and deaths on this page occurring at locations involving multiple road types are listed once, ranked from highest class to lowest: Interstate/Turnpike, Non-Interstate State Road, and then Local.

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	742	0.6%	10	0.8%
Hit Building	1,321	1.1%	22	1.8%
Hit Culvert	842	0.7%	12	1.0%
Hit Curb	3,940	3.3%	48	4.0%
Hit Ditch	3,000	2.5%	33	2.8%
Hit Embankment	6,743	5.6%	100	8.4%
Hit Fence or Wall	2,788	2.3%	37	3.1%
Hit Fire Hydrant	444	0.4%	7	0.6%
Hit Guiderail	6,863	5.7%	111	9.3%
Hit Impact Attenuator	191	0.2%	2	0.2%
Hit Mailbox(es)	1,390	1.2%	19	1.6%
Hit Median Barrier	4,579	3.8%	31	2.6%
Hit Other Fixed Object	3,667	3.0%	82	6.9%
Hit Parked Vehicle	7,013	5.8%	38	3.2%
Hit Rock(s) or Obstacle on Roadway	488	0.4%	3	0.3%
Hit Signal/Sign Support	2,337	1.9%	34	2.9%
Hit Snow Bank	652	0.5%	5	0.4%
Hit Temporary Construction Barrier	81	0.1%	2	0.2%
Hit Traffic Island or Channelization	305	0.3%	6	0.5%
Hit Tree(s) or Shrubs/Hedges	8,974	7.4%	223	18.7%
Hit Utility Pole(s)	8,980	7.4%	114	9.5%
Hit Deer	3,487	2.9%	9	0.8%
Hit Other Animal	209	0.2%	2	0.2%

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	9,462	79,250	2,455	30,138	12
Persons Killed	94	887	16	198	0
Persons Injured	5,474	54,292	1,143	18,842	8
Miles of Maintained Road	1,368	392,234	551	79,588	---
100 MVM* Traveled	175.0	571.0	57.8	182.5	---
Crashes/MVM*	0.54	1.39	0.42	1.65	---
Persons Killed/100 MVM*	0.54	1.55	0.28	1.08	---
Persons Injured/MVM*	0.31	0.95	0.20	1.03	---

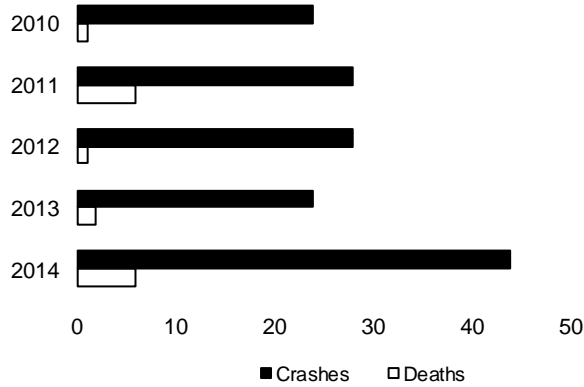
* MVM = million vehicle-miles

Note: “State Highway (Other)” includes state-maintained roads that are not designated as interstates. The road mileage and MVM data are from the 2013 Highway Performance Monitoring System (HPMS) package and reflects 2013 length and travel activity data. Ramps are included as part of the roadway to which it is connected.

***Crashes, deaths and injuries on this page occurring at locations involving multiple road types are listed once, ranked from highest class to lowest: Interstate/Turnpike, Non-Interstate State Road, and then Local.

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 16 deaths have occurred in this type of crash. In 2014, six deaths occurred.

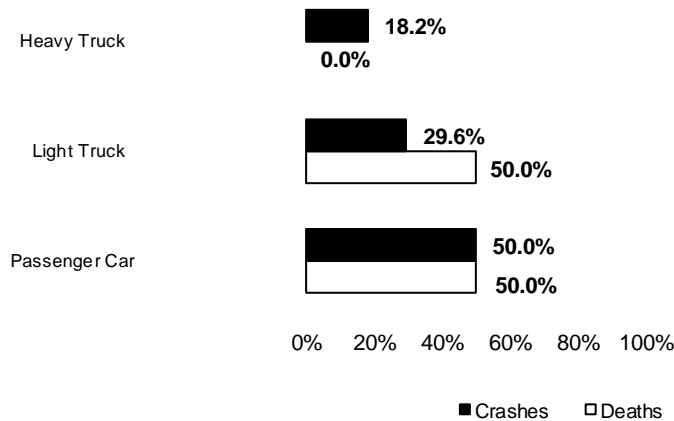


Year	Crashes	Deaths
2010	24	1
2011	28	6
2012	28	1
2013	24	2
2014	44	6

All Crashes

Train/Vehicle Crashes by Vehicle Type

Passenger cars, light trucks, vans, and SUVs were the predominant vehicle types involved in crashes with trains in 2014. In 2014, heavy truck involvement with trains increased to 8 crashes from 3 in 2013.



Vehicle Type	Crashes	Deaths
Passenger Car	22	3
Light Truck	13	3
Heavy Truck	8	0
Bicycle	0	0
Commercial Bus	0	0
Motorcycle	0	0
School Bus	0	0
Unknown	1	0
TOTAL	44	6

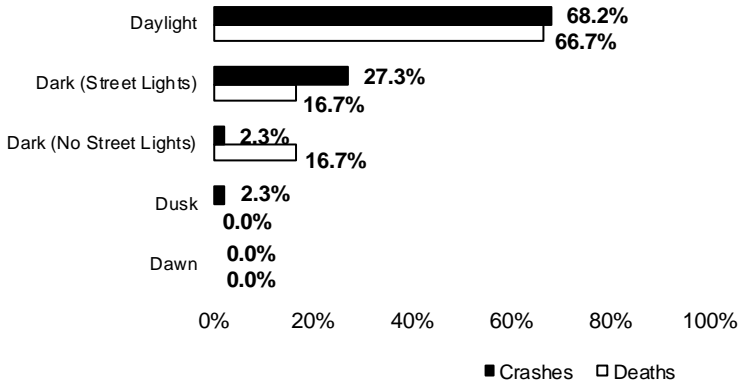
Train/Vehicle Crashes by Road Type*

Road Type	Crashes	Deaths
Local Road	28	4
State Hwy (Other)	16	2
TOTAL	44	6

All Crashes

*Crashes and deaths on this page occurring at locations involving multiple road types are listed once, ranked from highest class to lowest: Interstate/Turnpike, Non-Interstate State Road, and then Local.

Train/Vehicle Crashes by Light Level



Light Level	Crashes	Deaths
Daylight	30	4
Dark (Street Lights)	12	1
Dark (No Street Lights)	1	1
Dusk	1	0
Dawn	0	0
TOTAL	44	6

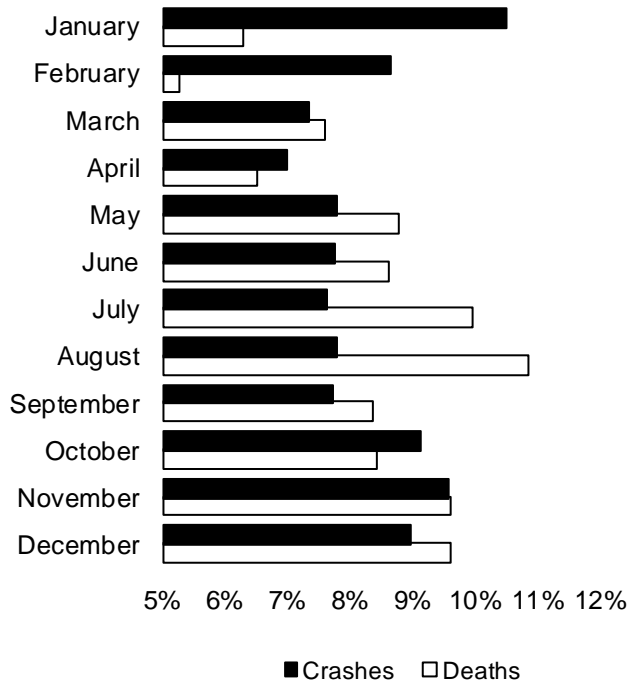
Train/Vehicle Crashes by County

County	Crashes	Deaths
Allegheny	5	0
Berks	3	0
Blair	1	0
Bradford	2	0
Bucks	4	0
Clearfield	1	0
Columbia	2	0
Delaware	1	0
Erie	2	1
Fayette	1	0
Franklin	1	0
Lackawanna	1	0
Lancaster	2	0
Lehigh	2	0
Luzerne	1	0

County	Crashes	Deaths
Lycoming	1	2
Mercer	1	0
Mifflin	1	1
Montgomery	3	1
Northumberland	1	0
Philadelphia	1	0
Somerset	1	0
Tioga	1	0
Washington	2	0
Westmoreland	1	0
York	2	1
TOTAL	44	6

—WHEN THEY HAPPENED—

Crashes by Month

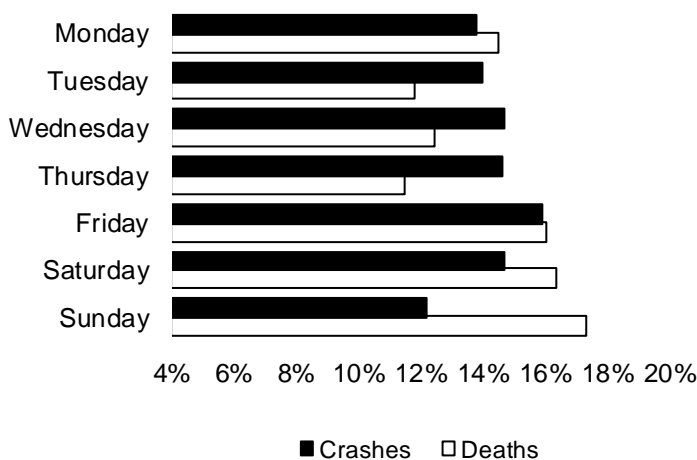


Month	Crashes	Deaths
January	12,756 (10.5%)	75 (6.3%)
February	10,503 (8.7%)	63 (5.3%)
March	8,928 (7.4%)	91 (7.6%)
April	8,489 (7.0%)	78 (6.5%)
May	9,478 (7.8%)	105 (8.8%)
June	9,419 (7.8%)	103 (8.6%)
July	9,272 (7.6%)	119 (10.0%)
August	9,471 (7.8%)	130 (10.9%)
September	9,367 (7.7%)	100 (8.4%)
October	11,073 (9.1%)	101 (8.5%)
November	11,651 (9.6%)	115 (9.6%)
December	10,910 (9.0%)	115 (9.6%)
TOTAL	121,317 (100.0%)	1,195 (100.0%)

All Crashes

Crashes by Day of Week

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

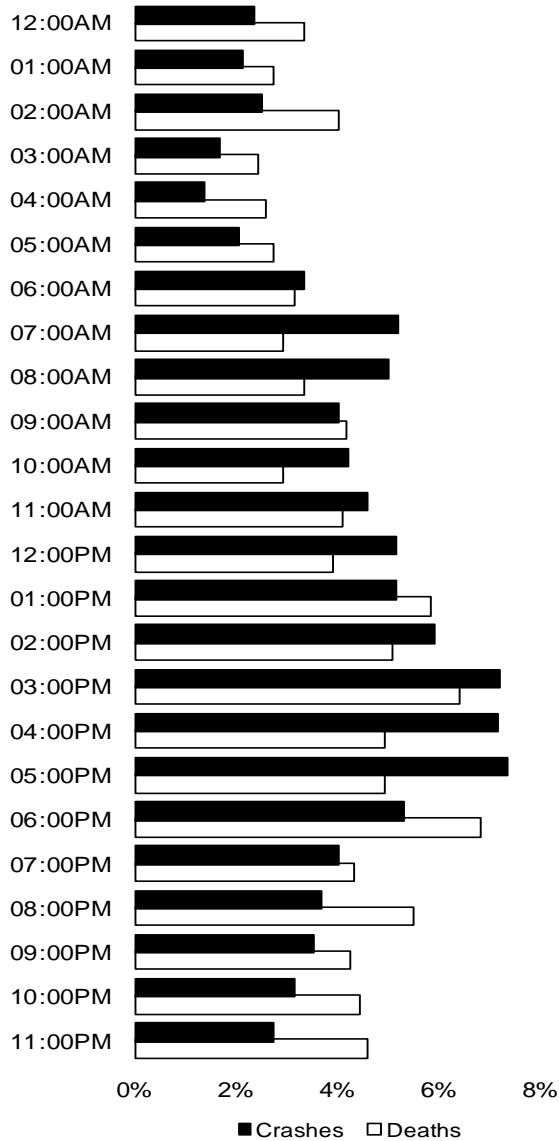


Day	Crashes	Deaths
Monday	16,781 (13.8%)	173 (14.5%)
Tuesday	16,968 (14.0%)	141 (11.8%)
Wednesday	17,793 (14.7%)	149 (12.5%)
Thursday	17,790 (14.7%)	137 (11.5%)
Friday	19,328 (15.9%)	192 (16.1%)
Saturday	17,829 (14.7%)	196 (16.4%)
Sunday	14,828 (12.2%)	207 (17.3%)
TOTAL	121,317 (100.0%)	1,195 (100.0%)

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 3.7% of all crashes in 2014 occurred in the 8:00 PM hour, but 5.5% of all deaths—the fourth highest percentage—occurred then. The higher volume of traffic itself is a factor during peak traffic hours, particularly the rush-hours.

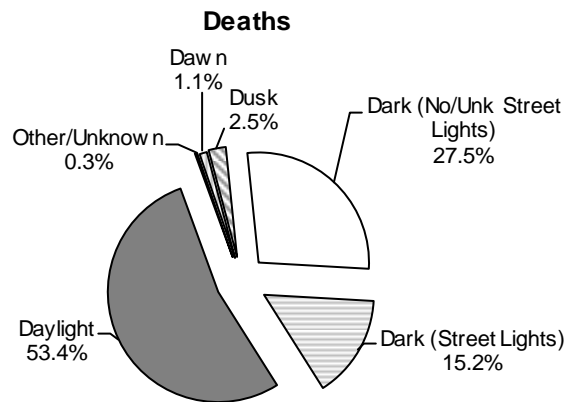
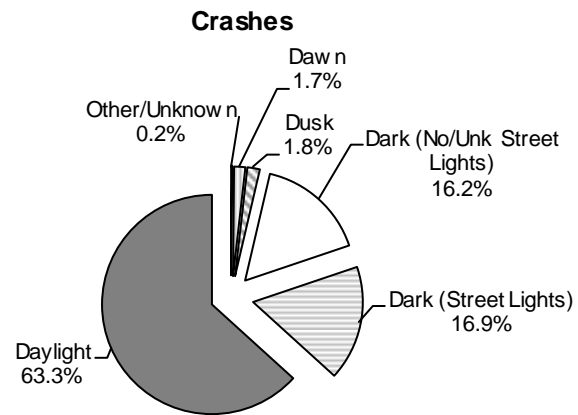
All Crashes



Hour	Crashes	Deaths
12:00AM	2,886	40
01:00AM	2,599	33
02:00AM	3,062	48
03:00AM	2,021	29
04:00AM	1,681	31
05:00AM	2,505	33
06:00AM	4,093	38
07:00AM	6,307	35
08:00AM	6,110	40
09:00AM	4,902	50
10:00AM	5,109	35
11:00AM	5,603	49
12:00PM	6,295	47
01:00PM	6,271	70
02:00PM	7,180	61
03:00PM	8,781	77
04:00PM	8,716	59
05:00PM	8,941	59
06:00PM	6,482	82
07:00PM	4,912	52
08:00PM	4,476	66
09:00PM	4,306	51
10:00PM	3,816	53
11:00PM	3,326	55

Crashes by Light Level

In 2014, 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 2014 occurred slightly less often during non-daylight hours (dark and dusk/dawn conditions). If 2014 deaths per 1000 crashes are compared (Daylight—8.3 deaths per 1000 crashes versus Non-Daylight—12.5 deaths per 1000 crashes), it is apparent that non-daylight crashes resulted in deaths more often than daylight crashes.



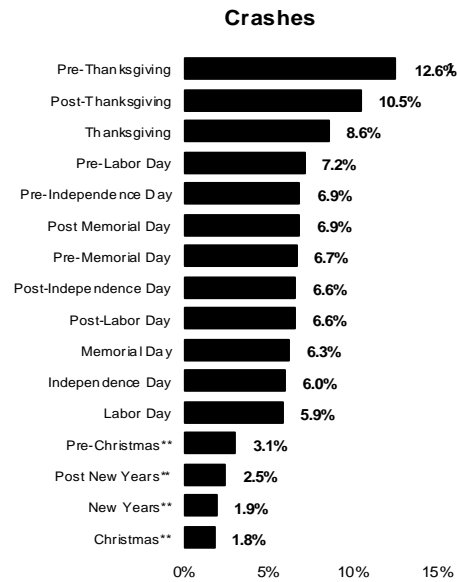
Light Level	Crashes	Deaths
Daylight	76,736	638
Dark (Street Lights)	20,549	181
Dark (No/Unk Street Lights)	19,611	329
Dusk	2,235	30
Dawn	2,001	13
Other/Unknown	185	4
TOTAL	121,317	1,195

All Crashes

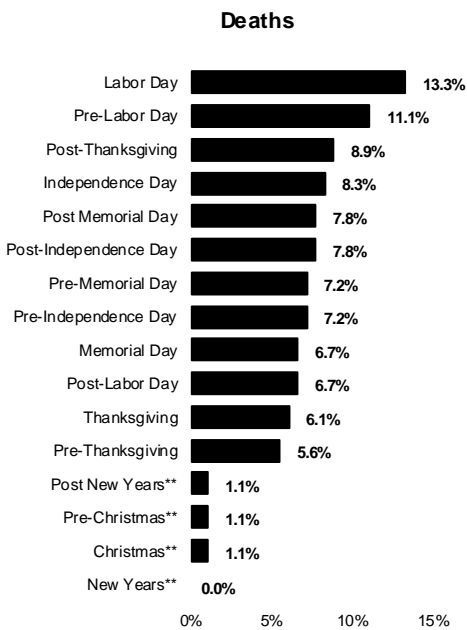
Crashes by Holiday

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 2014.

All Crashes



Period*	Crashes	Deaths
New Years**	283	0
Post New Years**	363	2
Pre-Memorial Day	975	13
Memorial Day	915	12
Post Memorial Day	1,005	14
Pre-Independence Day	1,008	13
Independence Day	879	15
Post-Independence Day	966	14
Pre-Labor Day	1,044	20
Labor Day	858	24
Post-Labor Day	962	12
Pre-Thanksgiving	1,841	10
Thanksgiving	1,256	11
Post-Thanksgiving	1,531	16
Pre-Christmas**	450	2
Christmas**	263	2
TOTAL	14,599	180



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

** Not part of a holiday weekend in 2014.

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	32,069	434
Drinking Driver	9,609	188
Improper Turning-Related	12,182	72
Proceeded Without Clearance	7,861	68
Careless/Illegal Passing	4,162	61
Distracted Driver	13,964	49
Drowsy Drivers	2,567	20
Tailgating	5,456	9

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	46.0%	39.0%	20.8%	21.2%
	55,726 crashes	10,504 crashes	2,486 crashes	1,595 crashes
Multiple Vehicle Crash	54.0%	61.0%	79.2%	78.8%
	65,466 crashes	16,442 crashes	9,446 crashes	5,921 crashes

Drivers in Crashes by Age Group

Looking at the 2014 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	1,543	59,768	2.6%
17	4,253	94,171	4.5%
18	4,968	114,163	4.4%
19	5,260	126,053	4.2%
20	5,139	132,283	3.9%
21	5,412	136,593	4.0%
22-24	15,781	433,452	3.6%
25-29	20,933	734,456	2.9%
30-39	30,395	1,378,379	2.2%
40-54	41,289	2,351,050	1.8%
55-59	12,254	883,605	1.4%
60-64	9,376	779,028	1.2%
65-69	6,759	641,657	1.1%
70-74	4,680	454,024	1.0%
75 and Over	7,386	770,036	1.0%
Unknown	27	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	3.5% 4,267 crashes	2.7% 727 crashes	1.9% 225 crashes	1.1% 81 crashes
Rear-End	21.8% 26,378 crashes	24.1% 6,490 crashes	28.1% 3,350 crashes	23.8% 1,785 crashes
Head-On	3.2% 3,918 crashes	3.7% 1,002 crashes	4.2% 505 crashes	4.3% 323 crashes
Backing Up	0.1% 172 crashes	0.1% 26 crashes	0.1% 15 crashes	0.2% 18 crashes
Angle	26.4% 31,958 crashes	29.6% 7,981 crashes	40.6% 4,847 crashes	46.8% 3,514 crashes
Sideswipe	6.6% 7,988 crashes	5.3% 1,440 crashes	7.0% 829 crashes	6.6% 492 crashes
Hit Fixed Object	31.8% 38,509 crashes	32.0% 8,627 crashes	13.6% 1,619 crashes	13.9% 1,047 crashes
Hit Pedestrian	3.2% 3,856 crashes	1.0% 257 crashes	2.3% 268 crashes	2.4% 181 crashes
Other	3.4% 4,146 crashes	1.5% 396 crashes	2.3% 274 crashes	1.0% 75 crashes

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

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

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

	All Drivers	Young Drivers (16-21)	Mature Drivers (65-74)	Mature Drivers (75+)
Intersection	37.2% 45,025 crashes	38.8% 10,445 crashes	49.5% 5,910 crashes	52.1% 3,913 crashes
Non-Intersection	62.9% 76,167 crashes	61.2% 16,501 crashes	50.5% 6,022 crashes	47.9% 3,603 crashes

Alcohol-Related Crashes

Alcohol Overview

- ▶ In Pennsylvania, drinking and driving remains a top safety issue. In 2014, alcohol-related crashes decreased to 10,550 from 11,041 alcohol-related crashes in 2013. In 2014, alcohol-related deaths decreased to 333 from 381 alcohol-related deaths in 2013.
- ▶ Of particular concern is the involvement of drinking drivers under the age of 21. 13% of the driver deaths in the 16-20 age group were drinking drivers, down from 19% in 2013. Improvement in this age group is a very important need.
- ▶ Of equal focus is the 21 to 25 age group, in which 43% of the driver deaths were drinking drivers. This age group had the worst percentage of all groups, and was down from 44% in 2013. The 26 to 30 age group decreased to 31% from 34% in 2013.
- ▶ In 2014, alcohol-related deaths were 28% of the total traffic deaths, less than in 2010, 2011 and 2012.
- ▶ Pennsylvania continues to take an aggressive posture to prevent and deter drinking and driving (particularly through the widespread use of sobriety checkpoints and saturation patrols).

Alcohol-Related

2014 Briefs

- ▶ 333 people died in alcohol-related crashes.
- ▶ 87% of the alcohol-related occupant deaths (drivers and passengers) were in the vehicle driven by the drinking driver; 72% were the drinking drivers themselves.
- ▶ 74% of the drinking drivers in traffic crashes were male.
- ▶ 72% of the alcohol-related crashes were during the hours of darkness, usually on weekends.
- ▶ On average each day, 29 alcohol-related traffic crashes occurred.
- ▶ On average each day, 0.9 persons were killed in alcohol-related traffic crashes.
- ▶ On average each day, 20 persons were injured in alcohol-related traffic crashes.

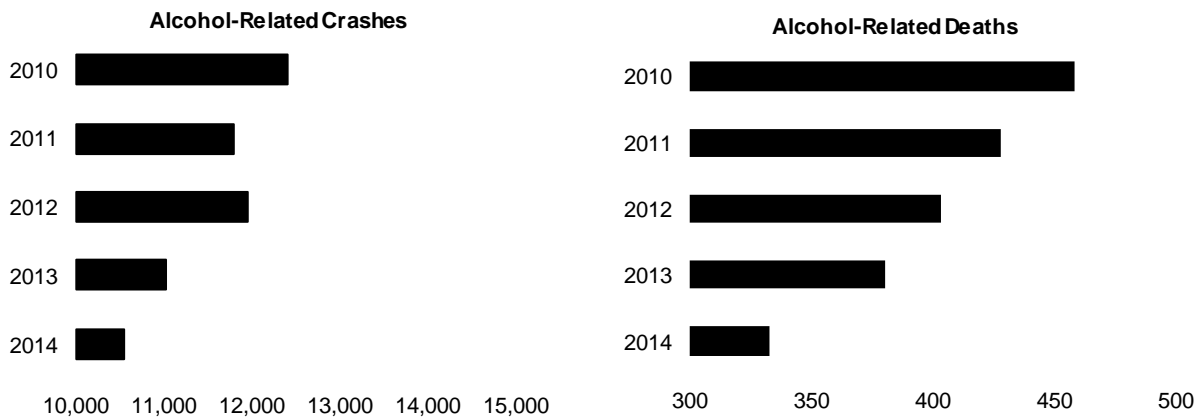
Alcohol Involvement in Crashes

Although alcohol-related crashes accounted for approximately 9% of the total crashes in 2014, they resulted in 28% of all persons killed in crashes. Alcohol-related crashes were 4.1 times more likely to result in death than those not related to alcohol (2.9% of the alcohol-related crashes resulted in death, compared to 0.7% of crashes which were not alcohol-related). “PDO Crashes” in the table below refers to property damage only crashes.

	Fatal Crashes	Deaths	Injury Crashes	Injuries	PDO Crashes
Alcohol-Related	311 (28.1%)	333 (27.9%)	5,377 (9.3%)	7,265 (9.1%)	4,862 (7.8%)
Non-Alcohol-Related	796 (71.9%)	862 (72.1%)	52,275 (90.7%)	72,493 (90.9%)	57,686 (92.2%)
TOTAL	1,107 (100.0%)	1,195 (100.0%)	57,652 (100.0%)	79,758 (100.0%)	62,548 (100.0%)

Alcohol-Related Crashes—Five-Year Trends

Alcohol-related crashes decreased in 2014, and were the lowest total in the last five years. Alcohol-related fatalities decreased in 2014, and were the lowest total in the last five years. Alcohol-related fatalities are trending downward.



Alcohol-Related

	2010	2011	2012	2013	2014
Crashes	12,426	11,805	11,956	11,041	10,550
Fatal Crashes	408	393	375	363	311
Injury Crashes	6,773	6,241	6,425	5,864	5,377
PDO Crashes	5,245	5,171	5,156	4,814	4,862
Deaths	459	428	404	381	333
Injuries	9,321	8,471	8,724	7,900	7,265
Fatal Crashes per 100,000 Licensed Drivers	4.7	4.5	4.2	4.1	3.5
Deaths per 100,000 Licensed Drivers	5.2	4.9	4.6	4.3	3.7

Victims of Alcohol-Related Fatal Crashes

There were 282 driver and passenger deaths in alcohol-related crashes in 2014, while 244 (87%) were the drinking drivers or their passengers.

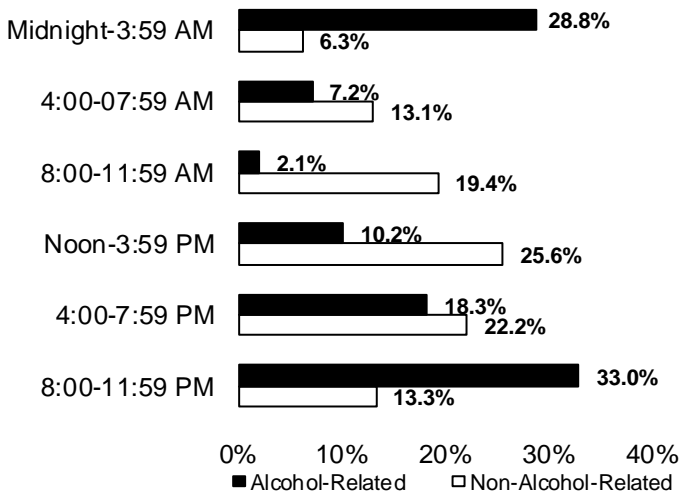
Persons Involved	Deaths
Drivers	235
<i>Drinking Drivers</i>	203 (86.4%)
<i>Non-Drinking Drivers</i>	32 (13.6%)
Passengers	47
<i>Passengers with Drinking Driver</i>	41 (87.2%)
<i>Passengers with Non-Drinking Driver</i>	6 (12.8%)
Pedestrians	42
<i>Drinking Pedestrian</i>	31 (73.8%)
<i>Non-Drinking Pedestrian</i>	11 (26.2%)
TOTAL DEATHS*	333

*Includes 9 victims, status unknown

Alcohol-Related

Victims of Fatal Crashes by Time of Day

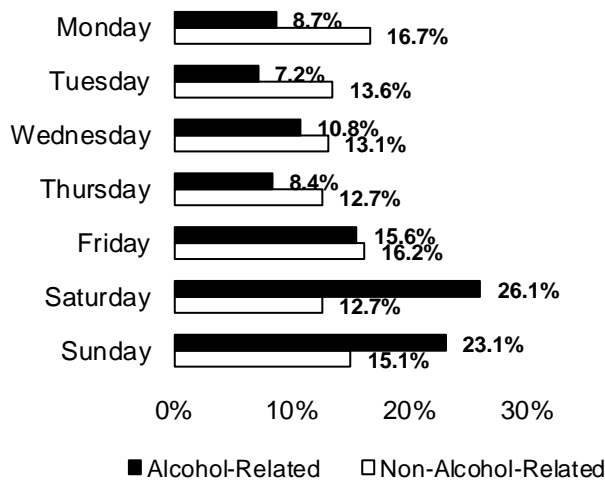
Alcohol-related crashes occurring between 8:00 PM and 4:00 AM produced the vast majority of deaths (62% of alcohol-related deaths). In contrast, under half of the deaths (48%) from non-alcohol-related crashes resulted from crashes occurring between noon and 8:00 PM.



Time of Occurrence	Non-Alcohol-Related	Alcohol-Related
Midnight-3:59 AM	54	96
4:00-07:59 AM	113	24
8:00-11:59 AM	167	7
Noon-3:59 PM	221	34
4:00-7:59 PM	191	61
8:00-11:59 PM	115	110
Time Unknown	1	1
TOTAL DEATHS	862	333

Victims of Fatal Crashes by Day of Week

Just under half (49%) of alcohol-related fatal crash victims were the result of crashes occurring on Saturday and Sunday, while fatal crash victims of non-alcohol-related crashes tended to be distributed more evenly throughout the work week with the fewest occurring on Thursday and Saturday.

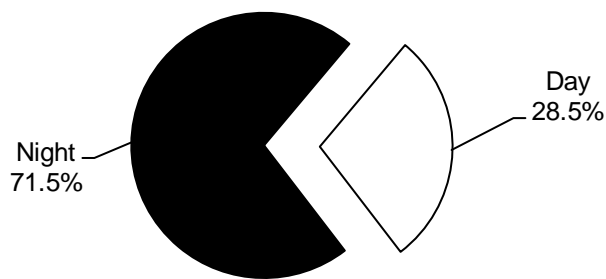


Day of Occurrence	Non-Alcohol-Related	Alcohol-Related
Monday	144	29
Tuesday	117	24
Wednesday	113	36
Thursday	109	28
Friday	140	52
Saturday	109	87
Sunday	130	77
TOTAL DEATHS	862	333

Alcohol-Related

Alcohol-Related Crashes—Day vs. Night

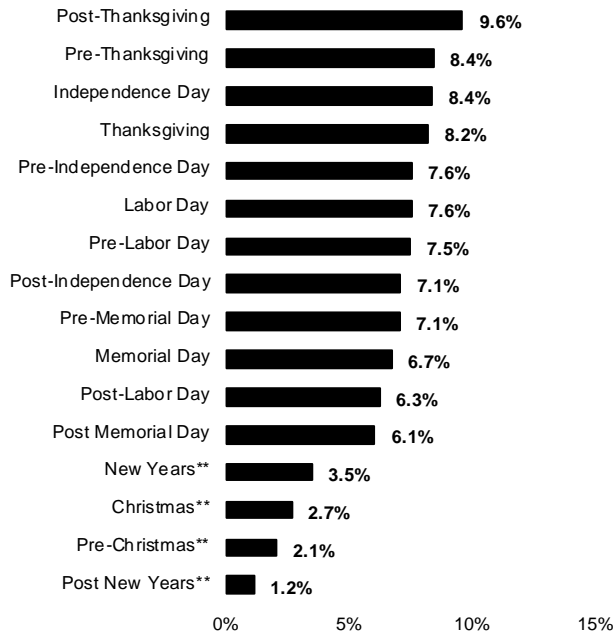
71.5% of alcohol-related crashes occurred at night. The graph below shows the breakdown of alcohol-related crashes by day and night.



Alcohol-Related Holiday Crashes

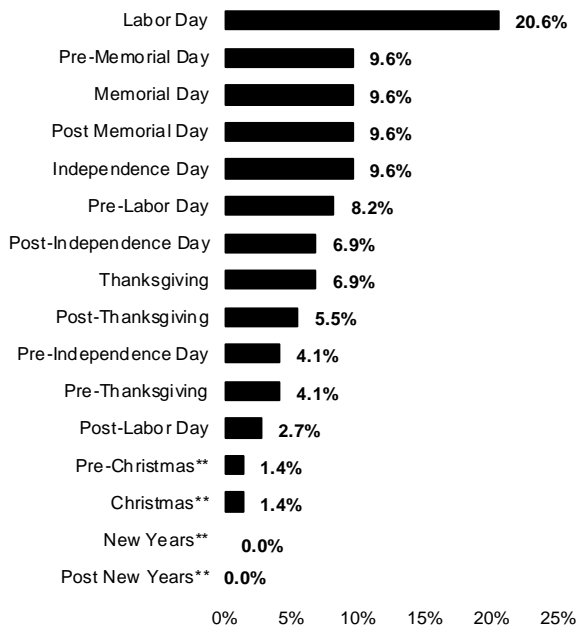
In 2014, 13% of all holiday crashes involved alcohol use; however, 41% of deaths that occurred during holiday weekends were related to alcohol use. (See *Crashes by Holiday*, page 22.)

Total Crashes



Period*	Crashes	Deaths
New Years**	64	0
Post New Years**	21	0
Pre-Memorial Day	129	7
Memorial Day	123	7
Post Memorial Day	111	7
Pre-Independence Day	138	3
Independence Day	153	7
Post-Independence Day	130	5
Pre-Labor Day	137	6
Labor Day	138	15
Post-Labor Day	114	2
Pre-Thanksgiving	154	3
Thanksgiving	150	5
Post-Thanksgiving	176	4
Pre-Christmas**	38	1
Christmas**	49	1
TOTAL	1,825	73

Deaths



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

** Not part of a holiday weekend in 2014.

Driver Involvement in Alcohol-Related Crashes by Vehicle Type

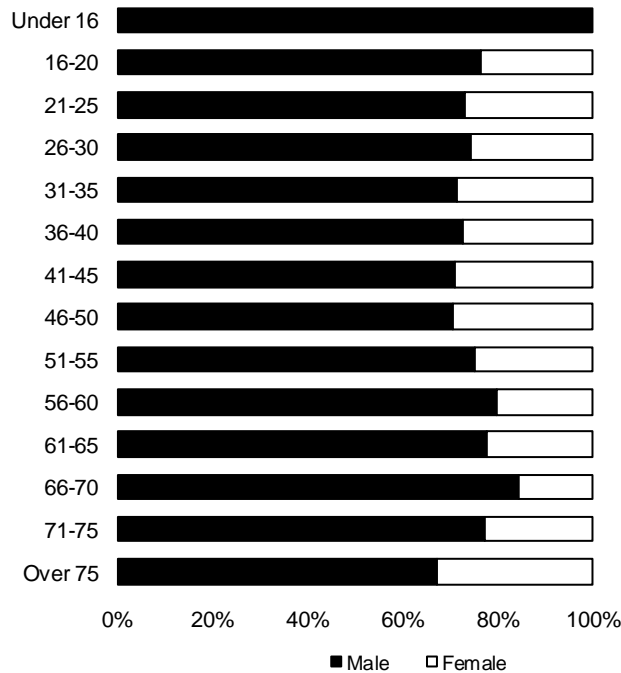
Motorcyclists had the largest percentage of drinking drivers to total drivers compared to the drivers of other types of vehicles. Drinking drivers of passenger cars, light trucks, vans, and sport utility vehicles were equal to or just above the average for drivers of all vehicle types. Bus and heavy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

Total Drivers in Crashes 196,850	Passenger Car	110,430
	Lt Trk/SUV/Van	73,852
	Heavy Truck	7,059
	Motorcycle	3,360
	Bus	865
	Other	1,284
Drinking Drivers in Crashes 10,336 (5.3% of total)	Passenger Car	6,001 (5.4% of total)
	Lt Trk/SUV/Van	3,933 (5.3% of total)
	Heavy Truck	39 (0.6% of total)
	Motorcycle	293 (8.7% of total)
	Bus	2 (0.2% of total)
	Other	68 (5.3% of total)

Alcohol-Related

Drinking Drivers in Crashes by Age and Sex

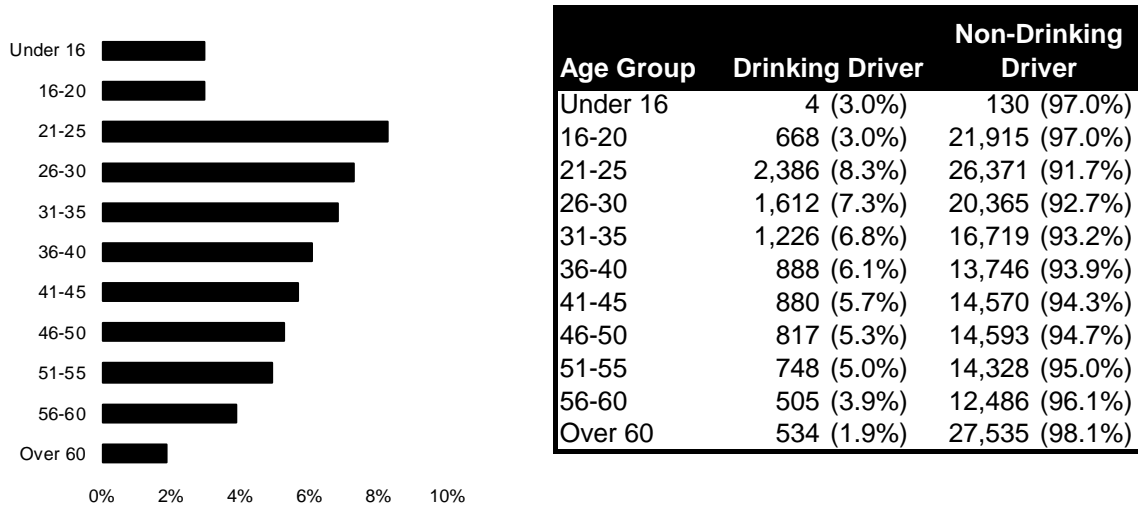
In 2014, roughly 3 out of 4 drinking drivers in crashes were male (across most age groups), with only slight variations among the age groups. The table below does not include an additional 78 drivers for whom age and/or sex were not known.



Age Group	Male	Female	Total
Under 16	4	0	4
16-20	511	156	667
21-25	1,754	632	2,386
26-30	1,204	408	1,612
31-35	875	347	1,222
36-40	649	239	888
41-45	627	251	878
46-50	580	237	817
51-55	564	183	747
56-60	402	101	503
61-65	232	65	297
66-70	120	22	142
71-75	45	13	58
Over 75	25	12	37
Total	7,592	2,666	10,258

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

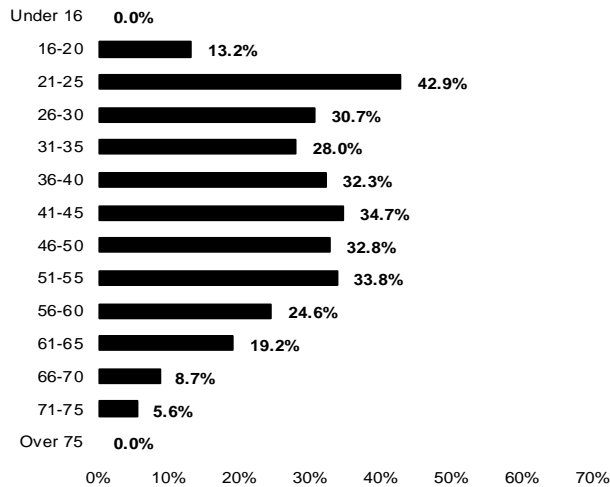
In 2014, as the table and graph below show, the two age groups from 21 to 30 had the highest percentage of drinking drivers within their respective age groups. After age 40, the percentage of drinking drivers within the succeeding age groups steadily declined. The Under 16 age group continues to be of particular concern, as it included 4 drinking drivers.



Alcohol-Related

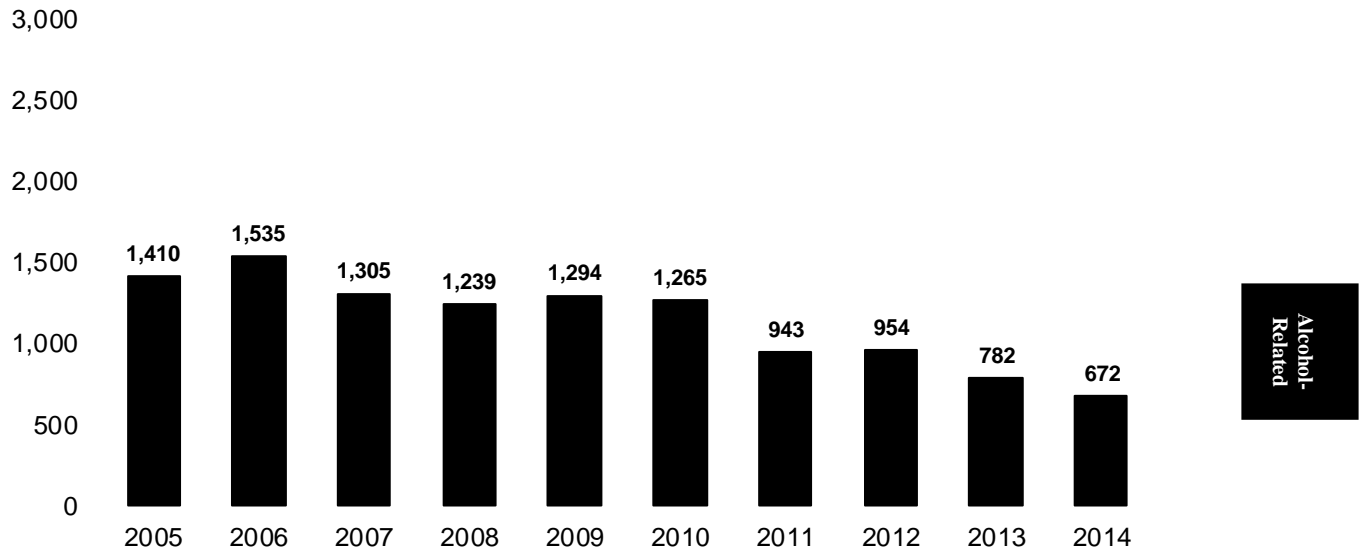
Drinking Driver Deaths as a Percentage of Total Driver Deaths, by Age Group

The graph below shows drinking driver deaths as a percentage of total driver deaths within each respective age group for 2014 crashes. The age group from 21 to 25 had the highest percentage, with 43% of the driver deaths in this age group being a drinking driver. The 16-20 age group decreased from 18.6% in 2013. In 2014, 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 2014 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.

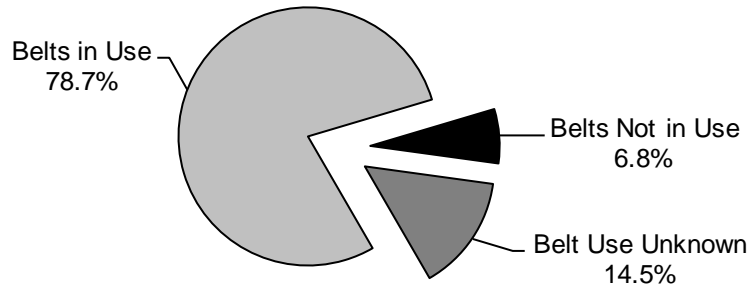
Air Bag Safety

- 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.

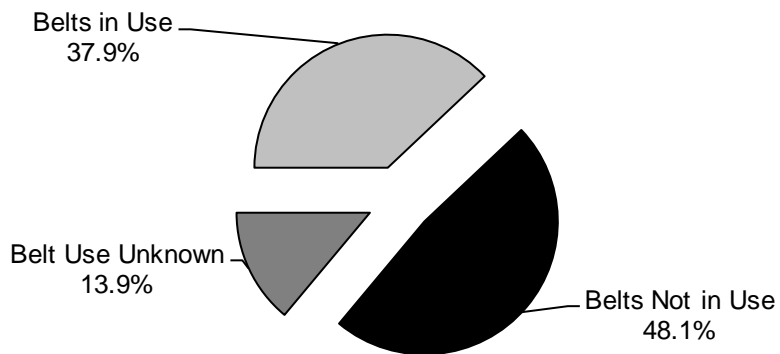
Seat Belt Use in Crashes—Total People Involved

Seat belts have proven to be effective in reducing the severity of injuries sustained in a crash. In 2014, as shown in the two pie graphs below, 78.7% of all people involved in crashes were wearing seat belts. 48.1% 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 2014 by severity of injury and belt use.

Total People Involved in Crashes



Total Deaths



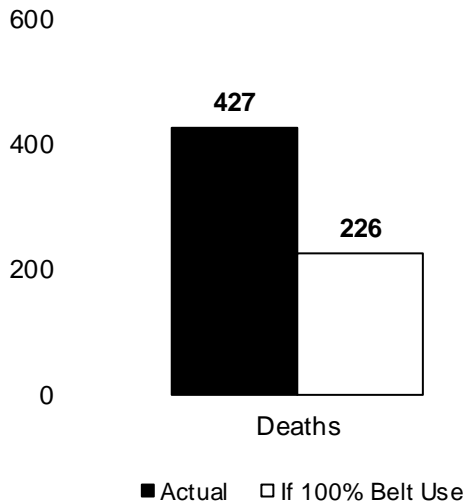
	Belts in Use	Belts Not in Use	Belt Use Unknown
Killed	302	383	111
Major Injury	1,031	765	345
Moderate Injury	6,614	1,956	1,143
Minor Injury	28,149	3,695	4,328
Unk Injury Sev	15,195	2,169	4,461
No Injury	154,462	8,767	27,479
TOTAL	205,753	17,735	37,867

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 2014 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 2014 would have been **\$1,896,745,328** or approximately **\$148** for every man, woman, and child in Pennsylvania. More importantly, 201 people would have survived if they had worn their belts.

	Deaths	Injuries			
		Major	Moderate	Minor	None
Belts Used	207	561	3,942	25,468	76,452
Belts Not Used	220	421	1,119	3,504	4,605
TOTAL	427	982	5,061	28,972	81,057
<i>If 100% Belt Use</i>	<i>226</i>	<i>616</i>	<i>4,323</i>	<i>27,815</i>	<i>83,519</i>
Net Increase/(Decrease)	(201)	(366)	(738)	(1,157)	2,462



Note: PENNDOT’s cost estimating procedures were revised in 2008 dollars. “No Belts” is included in “Belts Not Used”.

Seat Belts, Etc.

Seat Belt Use in Crashes—Historical Data

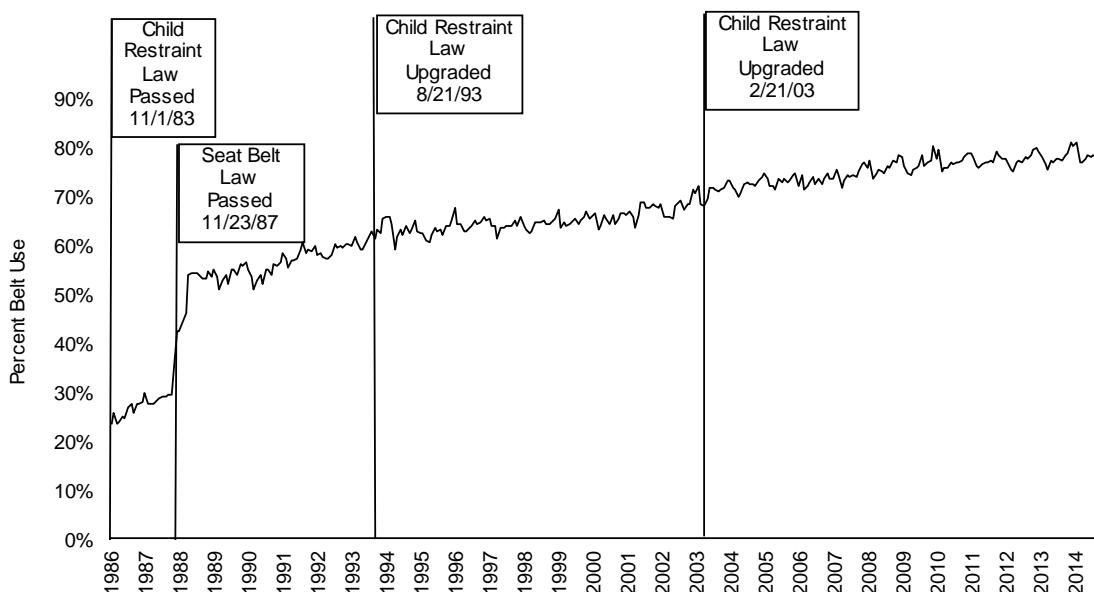
On November 1, 1983, Pennsylvania passed a primary law requiring that drivers secure children under age 4 in an approved child passenger restraint system when riding in a passenger car, Class I truck, Class II truck, classic motor vehicle, antique motor vehicle, or motor home registered in Pennsylvania. Children ages 1 to 4 could be in the back seat in a child safety belt in lieu of a child passenger restraint system. Fines began taking effect January 1, 1985.

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

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

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

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

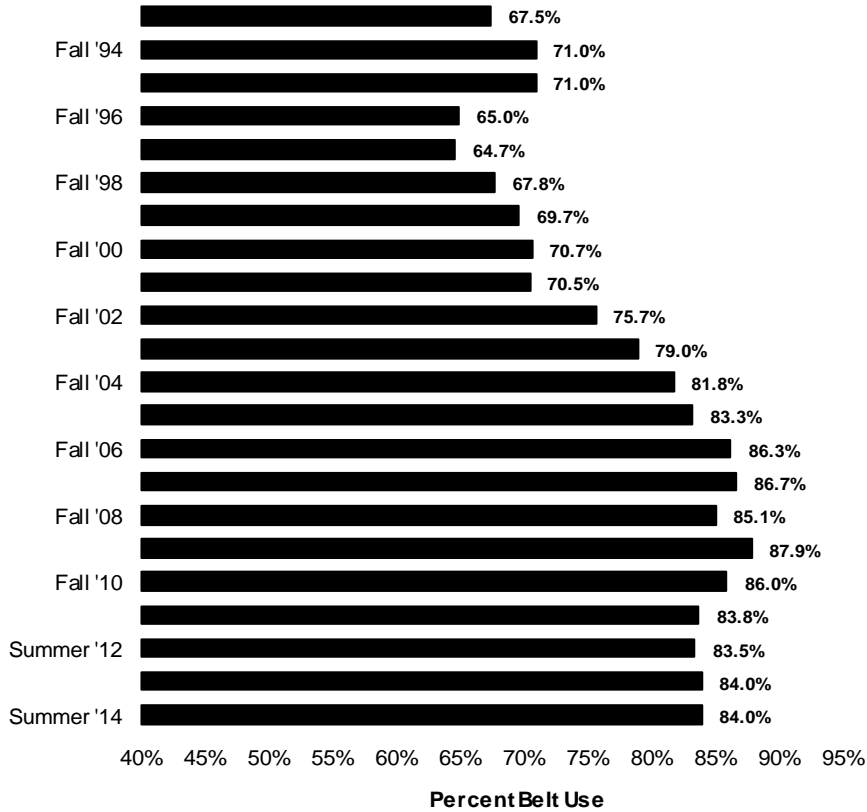


Seat Belts,
Etc.

Note: Data shown for passenger cars only.

Seat Belt Observational Surveys—Historical Data

Observed seat belt use (the percent of front seat vehicle occupants wearing seat belts) is based upon a statewide statistical sampling of front seat occupants in passenger cars and light trucks. The observed seat belt use in 2008 is slightly lower than the previous 2 years, most likely due to the redesign of the study methodology in 2008, that provided more detailed accounts.



Seat Belts,
Etc.

Child Passenger Restraints i 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 2010-2014 crashes involving children under age 4), the percentages of deaths and injuries (within restraint type by row) were lower when restraints were used. From 2010-2014, 82% of the children under age 4 who were involved in crashes and restrained in a child seat sustained no injury.

Child Restraint	Deaths	Injuries					No Injury	Total Persons
		Major	Moderate	Minor	Unknown			
Child Seat In Use	23 (0.1%)	58 (0.2%)	232 (0.9%)	1,901 (7.3%)	2,542 (9.8%)	21,227 (81.7%)	25,983	
No Restraint In Use	5 (0.3%)	9 (0.5%)	39 (2.3%)	199 (11.8%)	474 (28.0%)	968 (57.1%)	1,694	
Other Restraint In Use	2 (0.1%)	9 (0.6%)	21 (1.5%)	167 (11.9%)	160 (11.4%)	1,044 (74.4%)	1,403	

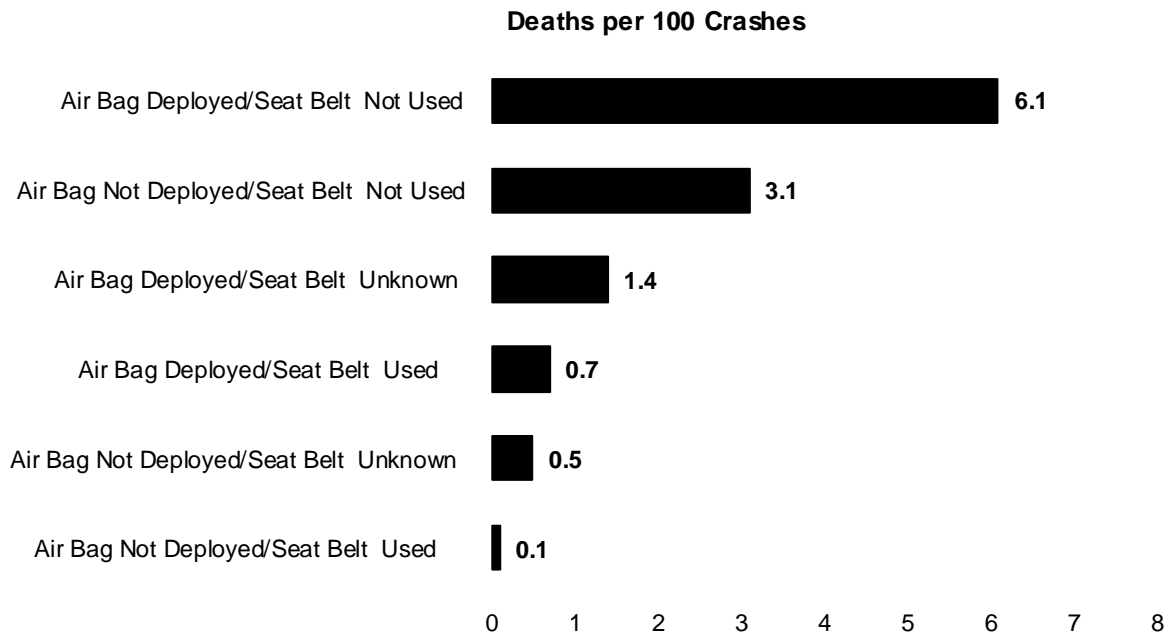
Note: “Child Seat Not In Use” and “Other Restraint Not In Use” have been combined into “No Restraint in Use”.

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	209 (0.2%)	615 (0.6%)	2,753 (2.7%)	11,474 (11.1%)	10,437 (10.1%)	77,572 (75.3%)	103,060
Air Bag Deployed	Used	190 (0.4%)	589 (1.3%)	3,300 (7.2%)	10,559 (23.0%)	5,691 (12.4%)	25,541 (55.7%)	45,870
Air Bag Deployed	Not Used	206 (4.2%)	376 (7.7%)	819 (16.8%)	1,210 (24.9%)	823 (16.9%)	1,430 (29.4%)	4,864
Air Bag Deployed	Unknown	50 (0.9%)	147 (2.6%)	435 (7.8%)	1,062 (19.1%)	1,453 (26.1%)	2,419 (43.5%)	5,566
Air Bag Not Deployed	Used	40 (0.1%)	186 (0.2%)	1,634 (2.1%)	9,303 (11.9%)	4,767 (6.1%)	62,594 (79.7%)	78,524
Air Bag Not Deployed	Not Used	67 (1.9%)	128 (3.5%)	399 (11.0%)	884 (24.4%)	482 (13.3%)	1,659 (45.8%)	3,619
Air Bag Not Deployed	Unknown	10 (0.3%)	32 (0.8%)	115 (2.9%)	461 (11.4%)	602 (14.9%)	2,815 (69.8%)	4,035
Unknown If Deployed	n/a	21 (1.1%)	24 (1.3%)	109 (5.9%)	278 (15.1%)	290 (15.7%)	1,123 (60.9%)	1,845

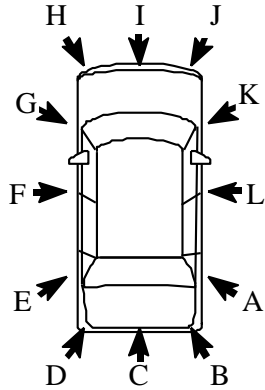
In crashes that are severe enough to deploy an airbag (for vehicles and seats so equipped), the data below shows that you are 9 times more likely to die if you are not wearing a seat belt (6.1 deaths vs. 0.7 deaths per 100 crashes).



Seat Belts, Etc.

Air Bag Deployment by Initial Vehicle Impact Point

Most air bags are designed to deploy in frontal impacts, but side impact air bags are also common for newer model year vehicles. The table below shows the initial vehicle impact points for all 2014 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 1216 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)	2,515	815	539 (37.6%)	894 (62.4%)	267
Right Rear (B)	5,142	1,830	534 (18.9%)	2,289 (81.1%)	489
Center Rear (C)	28,007	10,246	1,216 (8.0%)	13,946 (92.0%)	2,599
Left Rear (D)	4,809	1,704	479 (17.8%)	2,211 (82.2%)	415
Left Side Rear (E)	2,398	811	446 (32.5%)	926 (67.5%)	215
Left Side Center (F)	6,177	1,896	1,501 (42.0%)	2,075 (58.0%)	705
Left Side Forward (G)	6,537	2,087	1,442 (37.6%)	2,391 (62.4%)	617
Left Front (H)	25,528	7,150	7,117 (44.7%)	8,812 (55.3%)	2,449
Center Front (I)	61,403	15,281	22,160 (55.6%)	17,724 (44.4%)	6,238
Right Front (J)	23,794	6,721	6,733 (46.3%)	7,807 (53.7%)	2,533
Right Side Forward (K)	9,995	3,163	2,346 (40.3%)	3,469 (59.7%)	1,017
Right Side Center (L)	7,415	2,274	1,848 (43.6%)	2,390 (56.4%)	903
Other	4,664	1,212	764 (34.1%)	1,476 (65.9%)	1,212
None	3,470	1,231	301 (15.4%)	1,648 (84.6%)	290
TOTAL	191,854	56,421	47,426 (41.1%)	68,058 (58.9%)	19,949

Seat Belts, Etc.

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.)

Age Group	Deaths	Injuries					Total Persons
		Major	Moderate	Minor	Unknown	No Injury	
0-4	1 (2.8%)	1 (2.8%)	1 (2.8%)	5 (13.9%)	5 (13.9%)	23 (63.9%)	36
5-8	0 (0.0%)	2 (1.2%)	3 (1.9%)	36 (22.4%)	22 (13.7%)	98 (60.9%)	161
9-12	0 (0.0%)	4 (1.0%)	24 (6.0%)	98 (24.3%)	45 (11.2%)	232 (57.6%)	403
13-64	110 (0.3%)	474 (1.2%)	2,741 (6.8%)	9,107 (22.6%)	4,687 (11.6%)	23,132 (57.5%)	40,251
65-74	37 (1.3%)	55 (1.9%)	305 (10.6%)	712 (24.8%)	509 (17.8%)	1,249 (43.6%)	2,867
75+	42 (2.0%)	53 (2.5%)	226 (10.5%)	601 (27.9%)	423 (19.7%)	807 (37.5%)	2,152
Total	190 (0.4%)	589 (1.3%)	3,300 (7.2%)	10,559 (23.0%)	5,691 (12.4%)	25,541 (55.7%)	45,870

Age Group	Deaths	Injuries					Total Persons
		Major	Moderate	Minor	Unknown	No Injury	
0-4	0 (0.0%)	0 (0.0%)	1 (20.0%)	1 (20.0%)	2 (40.0%)	1 (20.0%)	5
5-8	0 (0.0%)	1 (9.1%)	0 (0.0%)	4 (36.4%)	2 (18.2%)	4 (36.4%)	11
9-12	0 (0.0%)	0 (0.0%)	0 (0.0%)	6 (60.0%)	2 (20.0%)	2 (20.0%)	10
13-64	163 (3.6%)	348 (7.7%)	750 (16.5%)	1,145 (25.2%)	763 (16.8%)	1,374 (30.2%)	4,543
65-74	15 (9.2%)	20 (12.3%)	38 (23.3%)	29 (17.8%)	34 (20.9%)	27 (16.6%)	163
75+	28 (21.2%)	7 (5.3%)	30 (22.7%)	25 (18.9%)	20 (15.2%)	22 (16.7%)	132
Total	206 (4.2%)	376 (7.7%)	819 (16.8%)	1,210 (24.9%)	823 (16.9%)	1,430 (29.4%)	4,864

Pedestrian and Bicycle Crashes

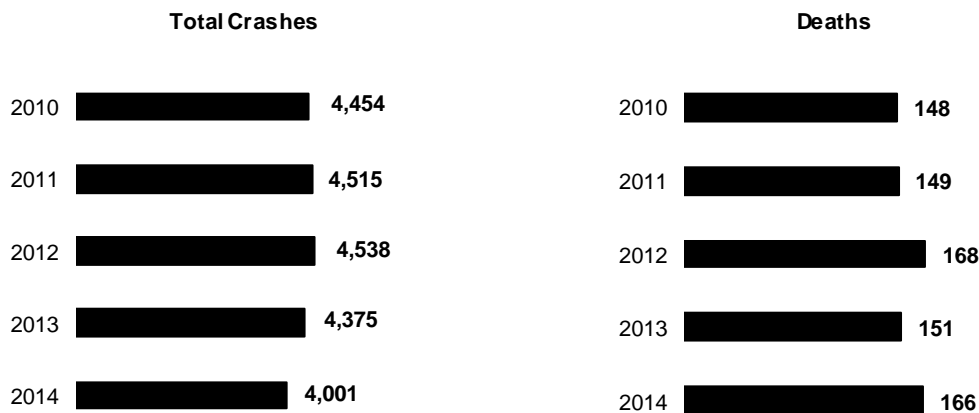
Pedestrian and Bicycles Overview

- ▶ Pedestrian-related crashes represent 3.3% of the total reported traffic crashes; however, they account for 13.9% 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 1.6% of all traffic deaths. Although these percentages are small, they still represent 19 bicyclist deaths and 1,298 injuries in 2014.

Pedestrian Crashes—Five-Year Trends

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

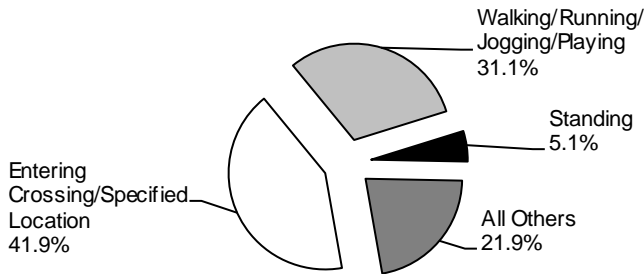


Year	Total Crashes	Deaths
2010	4,454	148
2011	4,515	149
2012	4,538	168
2013	4,375	151
2014	4,001	166

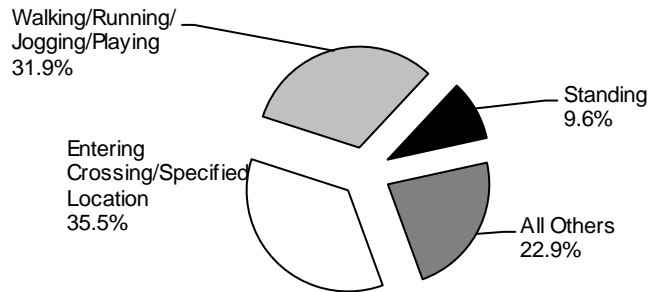
Pedestrian-Related Crashes

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.

Top Crash-Related Pedestrian Actions



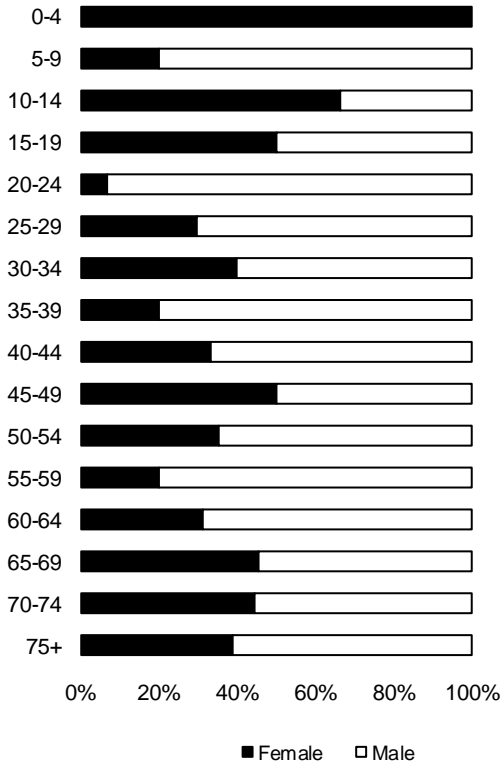
Top Fatal Pedestrian Actions



Pedestrian Action	Deaths	Pedestrians Involved
Entering Crossing/Specified Location	59	1,762
Walking/Running/Jogging/Playing	53	1,309
Working	3	68
Pushing a Vehicle	0	6
Working on Vehicle	3	20
Standing	16	216
Approaching/Leaving a Vehicle	3	161
Other/Unknown	29	667
Total	166	4,209

Pedestrian Deaths by Age and Sex

Pedestrians ages 75 and over represent a sizable portion of pedestrian deaths as displayed in the chart below. Overall, male pedestrian deaths consisted of 66% of all pedestrian deaths, and were unchanged from 66% in 2013. *Note:* Pedestrians of unknown sex are not included in the numbers below.



Age Group	Female	Male	Total
0-4	1	0	1
5-9	1	4	5
10-14	2	1	3
15-19	4	4	8
20-24	1	13	14
25-29	3	7	10
30-34	4	6	10
35-39	1	4	5
40-44	2	4	6
45-49	4	4	8
50-54	5	9	14
55-59	3	12	15
60-64	6	13	19
65-69	5	6	11
70-74	4	5	9
75 and over	9	14	23
Unknown	2	3	5
TOTAL	57	109	166

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	64 (38.6%)	2,589 (65.0%)	31 (53.5%)	2,684 (63.8%)
Borough/Town	28 (16.9%)	585 (14.7%)	14 (24.1%)	627 (14.9%)
Township	74 (44.6%)	805 (20.2%)	13 (22.4%)	892 (21.2%)
Other	0 (0.0%)	6 (0.2%)	0 (0.0%)	6 (0.1%)
TOTAL	166 (100.0%)	3,985 (100.0%)	58 (100.0%)	4,209 (100.0%)

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

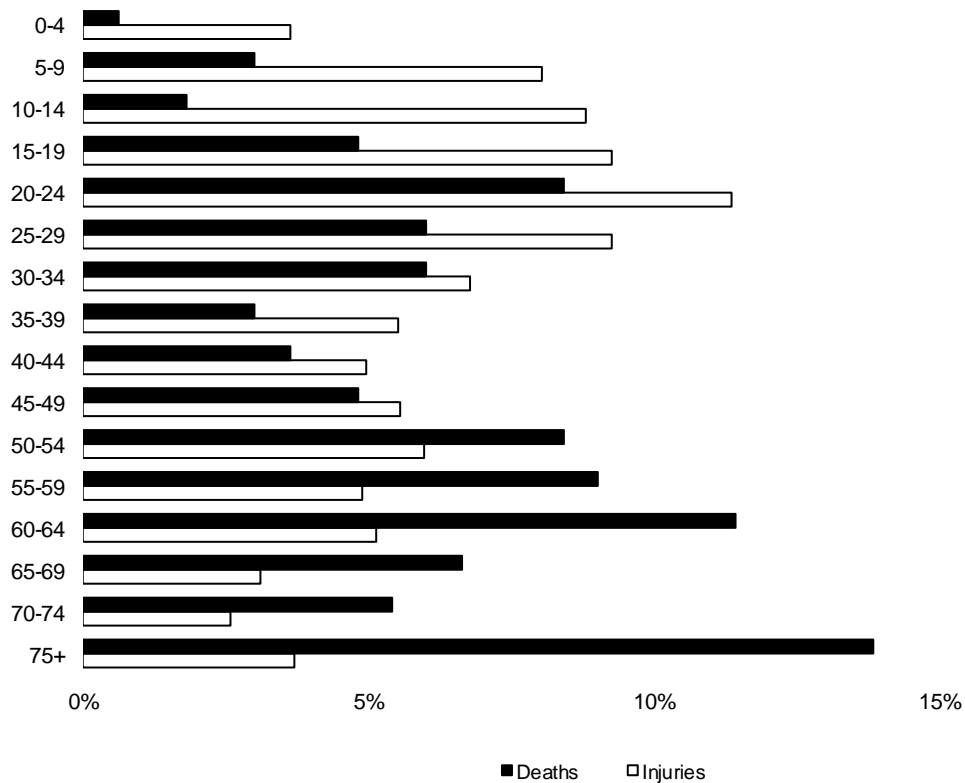


Pedestrian Deaths and Injuries by Age

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 30% of the pedestrian injuries.

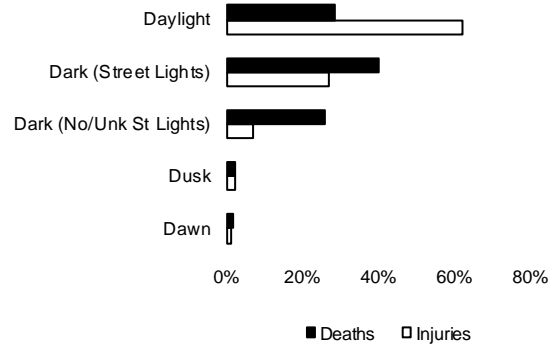
Note: The totals in the table do not include an additional 58 pedestrians who were not killed or injured or where their injury severity was unknown.

Pedestrian Age	Deaths	Injuries
0-4	1 (0.6%)	145 (3.6%)
5-9	5 (3.0%)	320 (8.0%)
10-14	3 (1.8%)	351 (8.8%)
15-19	8 (4.8%)	369 (9.3%)
20-24	14 (8.4%)	453 (11.4%)
25-29	10 (6.0%)	370 (9.3%)
30-34	10 (6.0%)	270 (6.8%)
35-39	5 (3.0%)	220 (5.5%)
40-44	6 (3.6%)	198 (5.0%)
45-49	8 (4.8%)	222 (5.6%)
50-54	14 (8.4%)	238 (6.0%)
55-59	15 (9.0%)	195 (4.9%)
60-64	19 (11.5%)	205 (5.1%)
65-69	11 (6.6%)	123 (3.1%)
70-74	9 (5.4%)	103 (2.6%)
75 and over	23 (13.9%)	148 (3.7%)
Unknown	5 (3.0%)	55 (1.4%)
TOTAL	166 (100.0%)	3,985 (100.0%)



Pedestrian Deaths and Injuries by Light Level

The majority of pedestrians were injured in the daytime (62.3%), but more pedestrian deaths occurred during non-daylight hours (71.1%). 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.

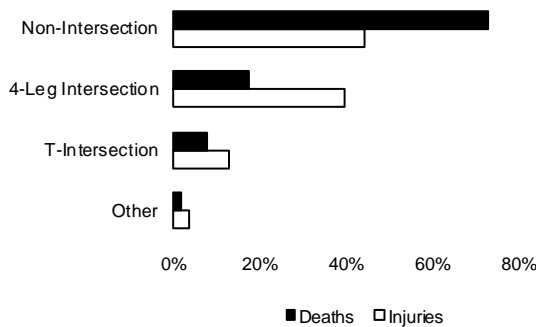


Light Level	Deaths	Injuries
Dawn	3 (1.8%)	44 (1.1%)
Daylight	48 (28.9%)	2,483 (62.3%)
Dark (Street Lights)	67 (40.4%)	1,083 (27.2%)
Dark (No/Unk St Lights)	43 (25.9%)	281 (7.1%)
Dusk	4 (2.4%)	88 (2.2%)
Other/Unknown	1 (0.6%)	6 (0.2%)
TOTAL	166 (100.0%)	3,985 (100.0%)

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

Pedestrian Deaths and Injuries by Intersection Type

72.9% of pedestrian deaths and 44.2% of pedestrian injuries occurred in areas other than intersections. “Non-intersections” as used below includes mid-block crossings, driveway crossings, etc.

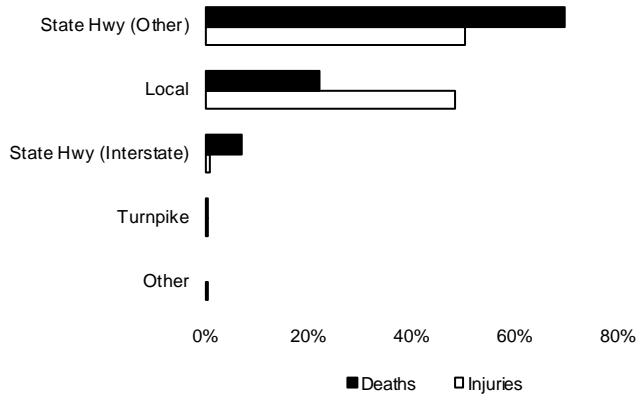


Intersection	Deaths	Injuries
Non-Intersection	121 (72.9%)	1,760 (44.2%)
4-Leg Intersection	29 (17.5%)	1,582 (39.7%)
T-Intersection	13 (7.8%)	512 (12.9%)
Other	3 (1.8%)	131 (3.3%)
TOTAL	166 (100.0%)	3,985 (100.0%)

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

Pedestrian Deaths and Injuries by Road Type*

As the graph shows, just under 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 58 pedestrians who were not killed or injured or where their injury severity was unknown.

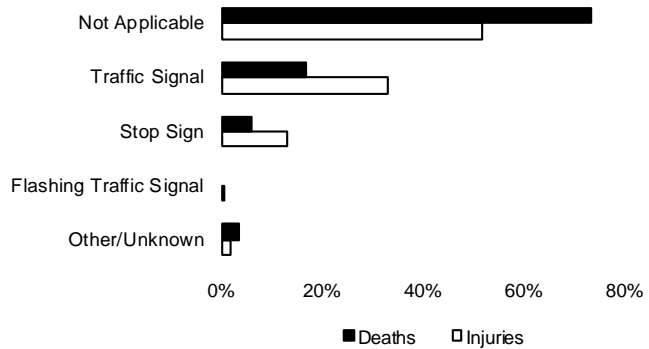
Road Type	Deaths	Injuries
State Hwy (Other)	116 (69.9%)	2,006 (50.3%)
Local	37 (22.3%)	1,930 (48.4%)
State Hwy (Interstate)	12 (7.2%)	37 (0.9%)
Turnpike	1 (0.6%)	11 (0.3%)
Other	0 (0.0%)	1 (0.0%)
TOTAL	166 (100.0%)	3,985 (100.0%)

*Crashes, deaths and injuries on this page occurring at locations involving multiple road types are listed once, ranked from highest class to lowest: Interstate/Turnpike, Non-Interstate State Road, and then Local.



Pedestrian Deaths and Injuries

As the graph shows, most pedestrian deaths and injuries occurred in areas without traffic control devices (TCDs). These areas accounted for 122 pedestrian deaths and 2,066 injuries.



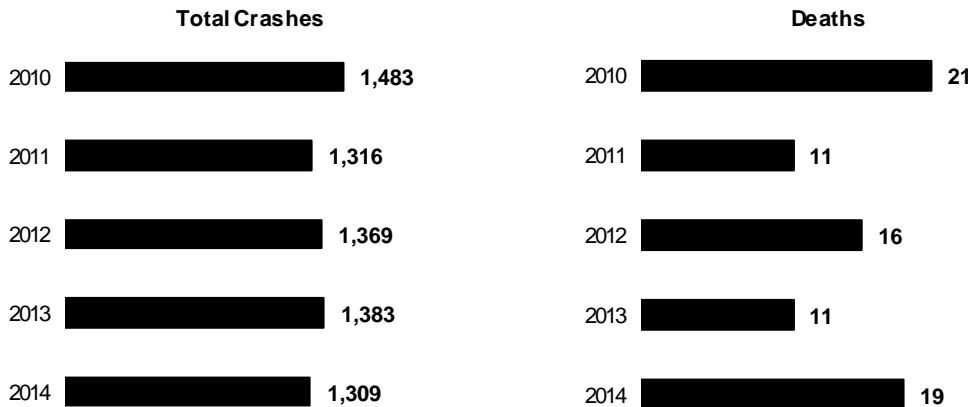
Note: The totals in the table do not include an additional 58 pedestrians who were not killed or injured or where their injury severity was unknown.

Traffic Control Device	Deaths	Injuries
Not Applicable	122 (73.5%)	2,066 (51.8%)
Traffic Signal	28 (16.9%)	1,315 (33.0%)
Stop Sign	10 (6.0%)	518 (13.0%)
Flashing Traffic Signal	0 (0.0%)	9 (0.2%)
Other/Unknown	6 (3.6%)	77 (1.9%)
TOTAL	166 (100.0%)	3,985 (100.0%)

Bicycle Crashes—Five-Year Trends

The total number of bicycle crashes decreased in 2014, but remained very consistent over the last 5 years; bicycle deaths have fluctuated over the same time period, however in 2011 and 2013 were the lowest.

Year	Total Crashes	Deaths
2010	1,483	21
2011	1,316	11
2012	1,369	16
2013	1,383	11
2014	1,309	19



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. 3 of the 19 bicyclist deaths were in this age group. Another vulnerable group, persons ages 15 to 19, suffered 1 death and accounted for 15.5% of the total injuries.

Victim's Age	Deaths	Injuries
0-4	0 (0.0%)	7 (0.5%)
5-9	2 (10.5%)	94 (7.2%)
10-14	1 (5.3%)	185 (14.3%)
15-19	1 (5.3%)	201 (15.5%)
20-34	4 (21.1%)	425 (32.7%)
35-44	3 (15.8%)	108 (8.3%)
45-54	0 (0.0%)	130 (10.0%)
55-64	4 (21.1%)	98 (7.6%)
65-74	2 (10.5%)	27 (2.1%)
75+	1 (5.3%)	7 (0.5%)
Unknown	1 (5.3%)	16 (1.2%)
TOTAL	19 (100.0%)	1,298 (100.0%)

The totals in the table do not include an additional 3 bicyclists who were not killed or injured or where their injury severity was unknown.



Bicycle Deaths and Injuries by Light Level

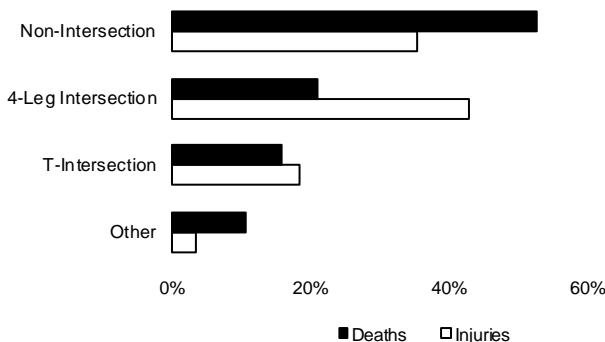
The majority of bicyclists' injuries occurred during daylight hours. However, several of the deaths occurred during non-daylight conditions. These deaths totaled 47% of total bicyclists' deaths in 2014 compared to 45% in 2013.

Light Level	Deaths	Injuries
Dawn	0 (0.0%)	4 (0.3%)
Daylight	10 (52.6%)	975 (75.1%)
Dark (Street Lights)	5 (26.3%)	225 (17.3%)
Dark (No/Unk St Lights)	4 (21.1%)	40 (3.1%)
Dusk	0 (0.0%)	54 (4.2%)
Other/Unknown	0 (0.0%)	0 (0.0%)
TOTAL	19 (100.0%)	1,298 (100.0%)

Note: The totals in the table do not include an additional 3 bicyclists who were not killed or injured or where their injury severity was unknown.

Bicycle Deaths and Injuries by Intersection

In 2014, the majority of bicyclists were injured at intersections and killed at non-intersections.



Intersection	Deaths	Injuries
Non-Intersection	10 (52.6%)	459 (35.4%)
4-Leg Intersection	4 (21.1%)	556 (42.8%)
T-Intersection	3 (15.8%)	239 (18.4%)
Other	2 (10.5%)	44 (3.4%)
TOTAL	19 (100.0%)	1,298 (100.0%)

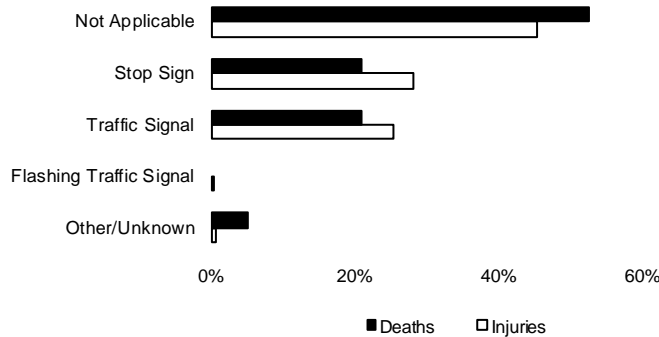
Note: The totals in the table do not include an additional 3 bicyclists who were not killed or injured or where their injury severity was unknown.



Bicycle Deaths and Injuries by Traffic Control Device

In 2014, injuries occurred more often at traffic control devices (TCD) than where there were no controls, but 53% of deaths occurred where there were no controls.

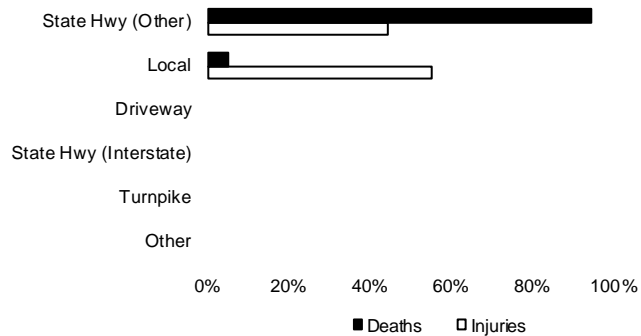
Traffic Control Device	Deaths	Injuries
Not Applicable	10 (52.6%)	591 (45.5%)
Stop Sign	4 (21.1%)	366 (28.2%)
Traffic Signal	4 (21.1%)	329 (25.4%)
Flashing Traffic Signal	0 (0.0%)	4 (0.3%)
Other/Unknown	1 (5.3%)	8 (0.6%)
TOTAL	19 (100.0%)	1,298 (100.0%)



Note: The totals in the table do not include an additional 3 bicyclists who were not killed or injured or where their injury severity was unknown.

Bicycle Deaths and Injuries by Road Type*

95% of the deaths of bicyclists occurred on state roads in 2014, while 56% of the injuries occurred on non-state roads.



* Crashes, deaths and injuries on this page occurring at locations involving multiple road types are listed once, ranked from highest class to lowest: Interstate/Turnpike, Non-Interstate State Road, and then Local.

Note: The totals in the table do not include an additional 3 bicyclists who were not killed or injured or where their injury severity was unknown.

Road Type	Deaths	Injuries
State Hwy (Other)	18 (94.7%)	576 (44.4%)
Local	1 (5.3%)	722 (55.6%)
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	19 (100.0%)	1,298 (100.0%)



Crashes by Motor Vehicle Type

Vehicle Crashes by Vehicle Types

	Fatal Crashes	Injury Crashes	PDO Crashes	Total Crashes
Passenger Car	55.1%	70.1%	70.5%	70.1%
	610 crashes	40,405 crashes	44,069 crashes	85,084 crashes
Lt Trk/Van/SUV	44.1%	51.4%	49.8%	50.5%
	488 crashes	29,641 crashes	31,178 crashes	61,307 crashes
Heavy Truck	12.3%	5.0%	5.8%	5.4%
	136 crashes	2,863 crashes	3,597 crashes	6,596 crashes
Bicycle	1.7%	2.2%	0.0%	1.1%
	19 crashes	1,290 crashes	0 crashes	1,309 crashes
Motorcycle	16.6%	5.1%	0.3%	2.7%
	184 crashes	2,921 crashes	179 crashes	3,284 crashes
School Bus	0.3%	0.4%	0.3%	0.3%
	3 crashes	206 crashes	156 crashes	365 crashes
Commercial Bus	0.5%	0.6%	0.2%	0.4%
	5 crashes	340 crashes	148 crashes	493 crashes
Other	4.1%	1.6%	0.8%	1.2%
	45 crashes	936 crashes	515 crashes	1,496 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 55.1% of all fatal crashes). Percentage totals exceed 100% due to multiple vehicle crashes.

Vehicle Crashes—Single Vehicle Hitting Fixed Objects

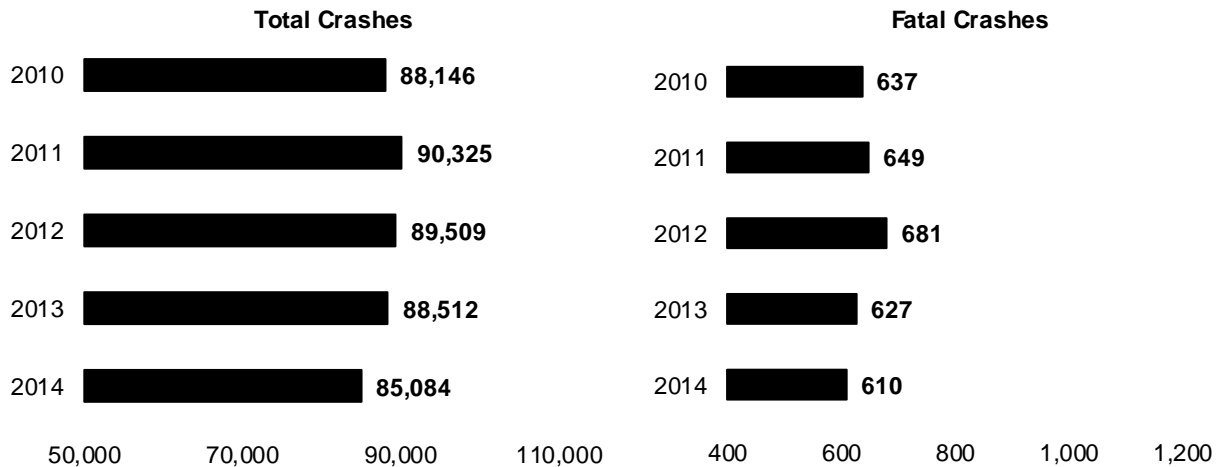
Crashes in Which a Single Vehicle Hit a Fixed Object:	37,668	Passenger Car	22,211	59.0%
		Lt Trk/Van/SUV	13,873	36.8%
		Heavy Truck	899	2.4%
		Motorcycle	563	1.5%
		School Bus	16	0.0%
		Commercial Bus	16	0.0%
		Other	90	0.2%

Vehicle Crashes—Two-Vehicle Collisions

Striking Vehicle	Vehicle Struck								Total
	Passenger Car	Heavy Truck	Lt Trk/Vn/Sv	Motor-cycle	Bicycle	School Bus	Commer-cial Bus	Other/Unknown	
Passenger Car	17,554	1,320	12,924	280	478	107	149	188	33,000
Lt Trk/Van/SUV	10,191	806	8,044	158	301	75	80	141	19,796
Heavy Truck	1,059	303	580	15	11	6	7	8	1,989
Motorcycle	494	19	377	51	3	1	2	8	955
Bicycle	259	13	175	4	0	1	1	3	456
School Bus	45	2	35	1	2	2	1	0	88
Commercial Bus	69	3	40	0	4	1	4	2	123
Other/Unknown	294	15	131	10	37	1	1	20	509


Passenger Car Crashes—Five-Year Trends

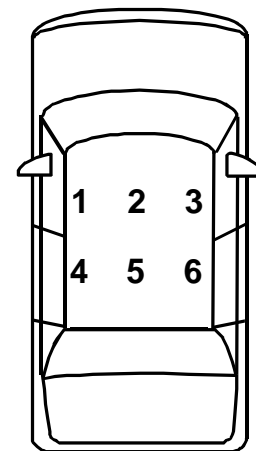
Total passenger car crashes in 2014 and fatal crashes in 2014 were the lowest in the last five years.



Passenger Car Deaths by Seating Position

In 2014, 43% of crash deaths involved passenger car occupants. The table below depicts the passenger car deaths in 2014 by seating position.

	Drivers	1 →
	400 (78.3%)	
	Center Front	2 →
	0 (0.0%)	
	Right Front	3 →
	75 (14.7%)	
	Left Rear	4 →
	14 (2.7%)	
Center Rear	5 →	
2 (0.4%)		
Right Rear	6 →	
11 (2.2%)		
Total Passengers		
102 (20.0%)		
Others		
9 (1.8%)		
Total Deaths	511	

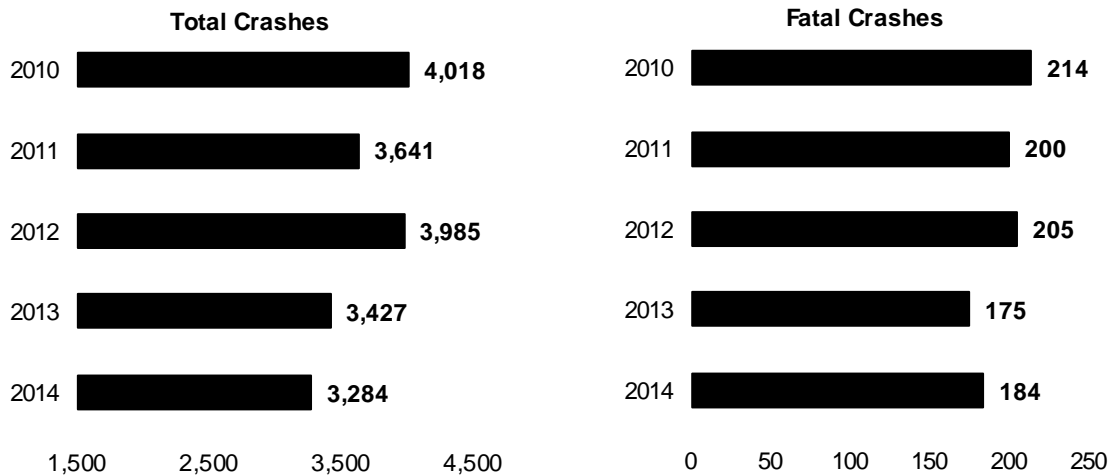


Crashes by Vehicle

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

Motorcycle Crashes—Five-Year Trends

In 2014, total motorcycle crashes decreased 4.2% from 2013 while motorcycle fatal crashes increased 5.1% from 2013.



Year	Deaths
2010	223
2011	199
2012	210
2013	181
2014	186
TOTAL	999

Motorcycle Deaths—Five-Year Trends

Of the 186 deaths in 2014 involving motorcycle drivers or passengers:

- ▶ 173 (93.0%) were drivers
- ▶ 13 (7.0%) were passengers

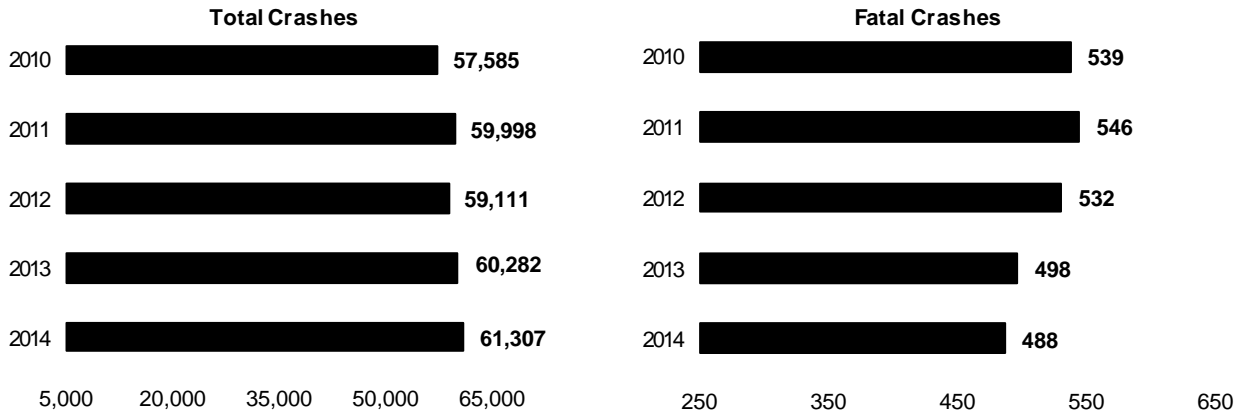
Motorcycle Helmet Use in Crashes

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

	Deaths	Injuries	Not Injured	Total Motorcyclists
Helmets	80 (43.0%)	1,899 (59.2%)	200 (56.7%)	2,179 (58.2%)
No Helmets	99 (53.2%)	1,168 (36.4%)	115 (32.6%)	1,382 (36.9%)
Unknown	7 (3.8%)	140 (4.4%)	38 (10.8%)	185 (4.9%)
TOTAL	186 (100.0%)	3,207 (100.0%)	353 (100.0%)	3,746 (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 increased 1.7% in 2014 from 2013 and remain high in comparison to other years.





Light Truck / SUV / Van Rollovers Compared to Passenger Cars

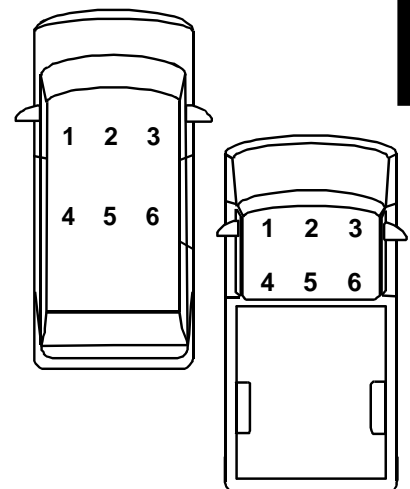
- ▶ The percentage of 2014 light truck / SUV / van crashes were higher than passenger cars in crashes involving rollovers (6.7% of all light truck / SUV / van crashes compared to 4.0% of all passenger car crashes).
- ▶ In 2014 rollover crashes, the percentage of light truck / SUV / van occupant deaths were nearly 155% higher than passenger car occupant deaths (40.3% of deaths compared to 15.9%).

	Rollover Crashes	Rollover Deaths
Lt Trk/Van/SUV	4,127 (6.7%)	104 (40.3%)
Passenger Cars	3,383 (4.0%)	81 (15.9%)

Light Truck / SUV / Van Deaths by Seating Position

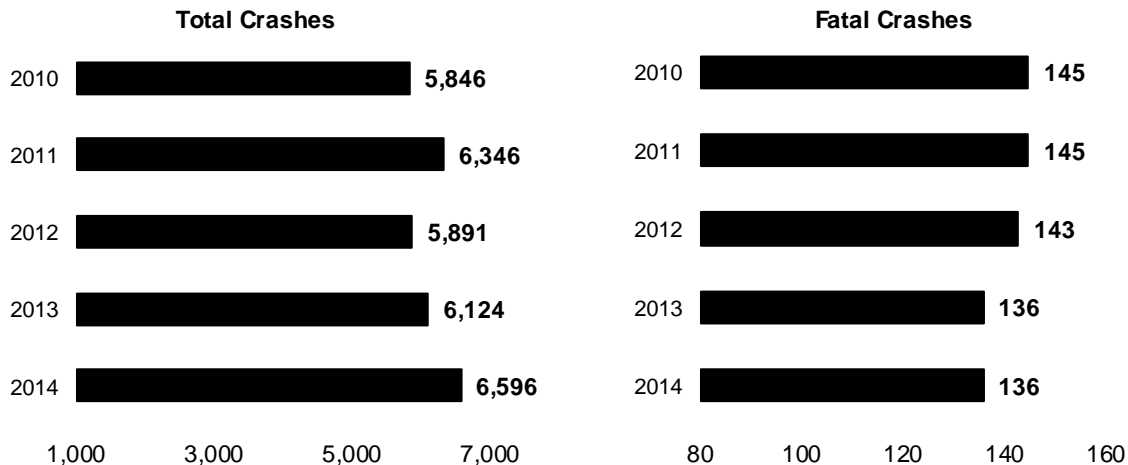
In 2014, 21.6% of crash deaths involved occupants in light trucks, vans, and sport utility vehicles. The table below depicts these deaths in 2014 by seating position.

	Drivers	1
	194 (75.2%)	
	Center Front	2
	0 (0.0%)	
	Right Front	3
	33 (12.8%)	
	Left Rear	4
	12 (4.7%)	
	Center Rear	5
	3 (1.2%)	
Right Rear	6	
12 (4.7%)		
Truck Bed/Cargo Area/Veh Extr		
0 (0.0%)		
Towed Unit/Other		
4 (1.6%)		
Total Deaths	Total Passengers	
258	60 (23.3%)	



Heavy Truck Crashes—Five Year Trends

Total crashes involving heavy trucks in 2014 were the highest since 2010. Fatal crashes in 2014 were the 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	106
Brake-Related	72
Power Train Failure	36
Total Steering System Failure	28
Unsecure Trailer/Overloaded	26
Trailer Hitch/Improper Towing	9
Suspension	4
Exhaust System Failure	2
Other Failure	1
Vehicle Lighting Related	1

Heavy Truck Crashes by Road Type*

Road Type	Crashes	Occupant Deaths
State Hwy (Interstate)	1,600 (24.3%)	12 (44.4%)
State Hwy (Other)	3,820 (57.9%)	11 (40.7%)
Turnpike	481 (7.3%)	3 (11.1%)
Local Road	695 (10.5%)	1 (3.7%)
Other	0 (0.0%)	0 (0.0%)
TOTAL	6,596 (100.0%)	27 (100.0%)

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

*Crashes and deaths on this page occurring at locations involving multiple road types are listed once, ranked from highest class to lowest: Interstate/Turnpike, Non-Interstate State Road, and then Local.

Hazardous Material Crashes by Road Type


Road Type	Crashes	HazMat Released
State Hwy (Interstate)	43 (23.6%)	5 (17.2%)
State Hwy (Other)	119 (65.4%)	22 (75.9%)
Turnpike	11 (6.0%)	2 (6.9%)
Local Road	9 (5.0%)	0 (0.0%)
Other	0 (0.0%)	0 (0.0%)
TOTAL	182 (100.0%)	29 (100.0%)

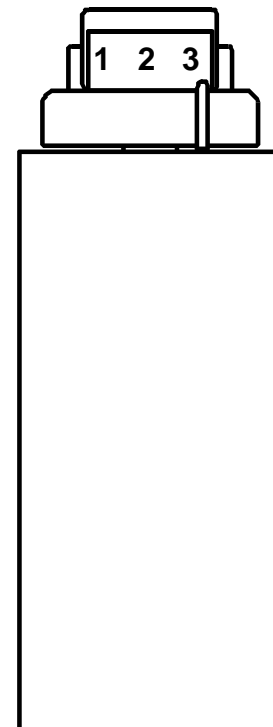
Note: “State Highway (Other)” includes state-maintained roads that are not designated as interstates.

*Crashes on this page occurring at locations involving multiple road types are listed once, ranked from highest class to lowest: Interstate/Turnpike, Non-Interstate State Road, and then Local.

Heavy Truck Deaths by Seating Position

In 2014, only 2.3% of crash deaths involved heavy truck occupants. The table below depicts the heavy truck deaths in 2014 by seating position.

Total Deaths 27 	Drivers	1 →	
	27 (100.0%)		
	Total Passengers	Center Front	2 →
		Right Front	3 →
		0 (0.0%)	
Others	0 (0.0%)		



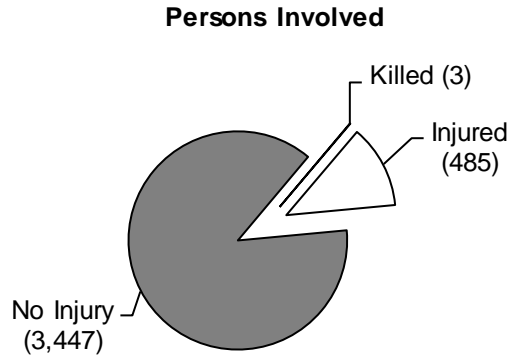
“Others” might be persons in the sleeping compartment; persons in the cargo trailer; or someone on, or attached to, the outside of the truck.

Crashes by Vehicle

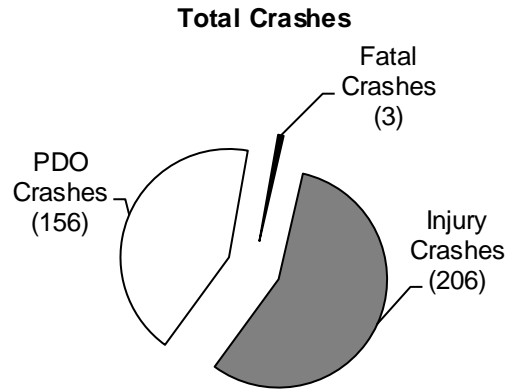
School Bus Crashes

Of the more than 3,900 persons involved in school bus crashes in 2014, 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: **3,935**



The majority (56.4%) of school bus crashes in 2014 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*

Crashes by Vehicle

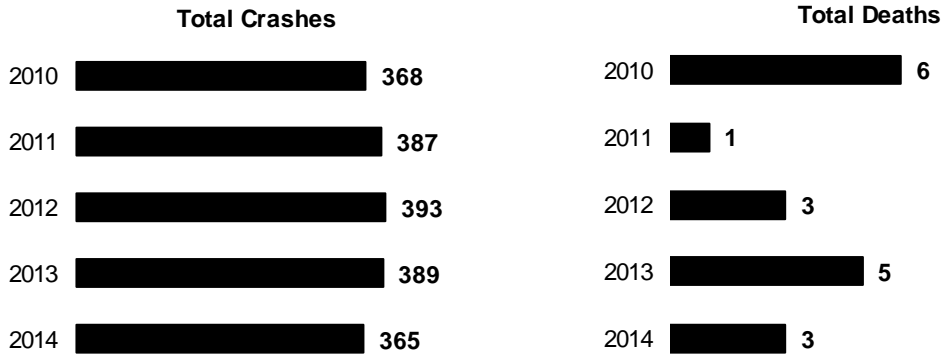
Road Type	Crashes	Percentage
State Hwy (Interstate)	6	1.6%
State Hwy (Other)	249	68.2%
Turnpike	0	0.0%
Local Road	110	30.1%
Other	0	0.0%
TOTAL	365	100.0%

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

*Crashes on this page occurring at locations involving multiple road types are listed once, ranked from highest class to lowest: Interstate/Turnpike, Non-Interstate State Road, and then Local.

School Bus Crashes—Five-Year Trends

The total number of school bus crashes and the involved deaths decreased in 2014. School bus related deaths were 0.3% of total fatalities in 2014. None of the persons killed were school bus passengers at the time of the crash, and none were school bus drivers.



Year	Crash Severity				Total	Deaths	Injuries
	Fatal	Injury	PDO	Total			
2010	6	215	147	368	6	463	
2011	1	195	191	387	1	393	
2012	3	207	183	393	3	515	
2013	5	203	181	389	5	397	
2014	3	206	156	365	3	485	
TOTAL	18	1,026	858	1,902	18	2,253	

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

The tables below show the breakdown of persons killed and injured in school bus crashes. None of the persons who were killed in these crashes were school bus passengers.

DEATHS					Driver/		
Year	School Bus Drivers	School Bus Passengers	School-Age Pedestrians	Other Pedestrians	Passenger of Other Vehicle	Other/Unknown	Total Deaths
2010	0	0	1	0	5	0	6
2011	1	0	0	0	0	0	1
2012	0	0	0	1	2	0	3
2013	0	0	0	3	2	0	5
2014	0	0	0	1	2	0	3
TOTAL	1	0	1	5	11	0	18

INJURIES					Driver/		
Year	School Bus Drivers	School Bus Passengers	School-Age Pedestrians	Other Pedestrians	Passenger of Other Vehicle	Other/Unknown	Total Injuries
2010	49	231	8	8	166	1	463
2011	31	193	4	3	151	11	393
2012	33	297	6	8	163	7	514
2013	38	198	5	8	142	6	397
2014	36	266	3	5	170	5	485
TOTAL	187	1,185	26	32	792	30	2,252

Crashes by Vehicle

Pennsylvania County Crashes

County Overview

The Commonwealth of Pennsylvania consists of 67 counties. Each county includes local municipalities, a combination of cities, boroughs, first class townships, and/or second class townships. In total, there are approximately 2,500 municipalities throughout the 67 counties. In 2014, Pennsylvania’s total population was 12,787,209 people.

The ten most populated counties were:

Philadelphia (12.2%)	Allegheny (9.6%)	Montgomery (6.4%)
Bucks (4.9%)	Delaware (4.4%)	Lancaster (4.2%)
Chester (4.0%)	York (3.4%)	Berks (3.2%)
Westmoreland (2.8%)	<i>See page 59.</i>	

The ten least populated counties were:

Cameron (0.04%)	Sullivan (0.05%)	Forest (0.06%)
Fulton (0.11%)	Potter (0.14%)	Montour (0.15%)
Juniata (0.19%)	Wyoming (0.22%)	Elk (0.24%)
Greene (0.30%)	<i>See page 59.</i>	

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

Westmoreland (2.98%)	Allegheny (2.96%)	York (2.85%)
Washington (2.74%)	Lancaster (2.62%)	Chester (2.56%)
Bucks (2.42%)	Crawford (2.29%)	Bradford (2.25%)
Somerset (2.21%)		

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

Allegheny (5.93%)	Montgomery (3.65%)	Lancaster (3.61%)
York (3.40%)	Chester (3.30%)	Bucks (3.21%)
Westmoreland (3.09%)	Berks (3.07%)	Philadelphia (2.84%)
Luzerne (2.30%)		

The ten counties with the most reported traffic crashes were:

Allegheny (10.0%)	Philadelphia (8.6%)	Montgomery (6.7%)
Bucks (4.8%)	Lancaster (4.4%)	Chester (3.9%)
Berks (3.8%)	Delaware (3.8%)	Lehigh (3.7%)
York (3.6%)	<i>See page 59.</i>	

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

Philadelphia (8.1%)	Lancaster (5.2%)	Allegheny (4.9%)
York (3.8%)	Bucks (3.7%)	Luzerne (3.2%)
Montgomery (3.2%)	Lehigh (3.1%)	Westmoreland (2.9%)
Chester (2.9%)	<i>See page 61.</i>	

*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, 2013 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	101,714 (0.8%)	6 (0.5%)	452 (0.8%)	568 (0.9%)	1,026 (0.9%)
Allegheny	1,231,255 (9.6%)	57 (5.2%)	5,460 (9.5%)	6,637 (10.6%)	12,154 (10.0%)
Armstrong	67,785 (0.5%)	10 (0.9%)	239 (0.4%)	277 (0.4%)	526 (0.4%)
Beaver	169,392 (1.3%)	10 (0.9%)	587 (1.0%)	807 (1.3%)	1,404 (1.2%)
Bedford	48,946 (0.4%)	13 (1.2%)	282 (0.5%)	355 (0.6%)	650 (0.5%)
Berks	413,691 (3.2%)	30 (2.7%)	1,975 (3.4%)	2,588 (4.1%)	4,593 (3.8%)
Blair	125,955 (1.0%)	13 (1.2%)	545 (1.0%)	719 (1.2%)	1,277 (1.1%)
Bradford	61,784 (0.5%)	8 (0.7%)	288 (0.5%)	354 (0.6%)	650 (0.5%)
Bucks	626,685 (4.9%)	43 (3.9%)	2,654 (4.6%)	3,082 (4.9%)	5,779 (4.8%)
Butler	185,943 (1.5%)	24 (2.2%)	837 (1.5%)	1,090 (1.7%)	1,951 (1.6%)
Cambria	137,732 (1.1%)	13 (1.2%)	527 (0.9%)	678 (1.1%)	1,218 (1.0%)
Cameron	4,805 (0.0%)	1 (0.1%)	20 (0.0%)	35 (0.1%)	56 (0.1%)
Carbon	64,441 (0.5%)	6 (0.5%)	278 (0.5%)	406 (0.7%)	690 (0.6%)
Centre	158,742 (1.2%)	11 (1.0%)	552 (1.0%)	647 (1.0%)	1,210 (1.0%)
Chester	512,784 (4.0%)	33 (3.0%)	1,899 (3.3%)	2,744 (4.4%)	4,676 (3.9%)
Clarion	38,821 (0.3%)	5 (0.5%)	227 (0.4%)	219 (0.4%)	451 (0.4%)
Clearfield	81,191 (0.6%)	14 (1.3%)	382 (0.7%)	444 (0.7%)	840 (0.7%)
Clinton	39,745 (0.3%)	8 (0.7%)	184 (0.3%)	248 (0.4%)	440 (0.4%)
Columbia	67,122 (0.5%)	10 (0.9%)	307 (0.5%)	410 (0.7%)	727 (0.6%)
Crawford	87,175 (0.7%)	13 (1.2%)	340 (0.6%)	504 (0.8%)	857 (0.7%)
Cumberland	243,762 (1.9%)	23 (2.1%)	1,009 (1.8%)	1,361 (2.2%)	2,393 (2.0%)
Dauphin	271,453 (2.1%)	16 (1.5%)	1,307 (2.3%)	1,646 (2.6%)	2,969 (2.5%)
Delaware	562,960 (4.4%)	26 (2.4%)	2,230 (3.9%)	2,290 (3.7%)	4,546 (3.8%)
Elk	31,194 (0.2%)	7 (0.6%)	140 (0.2%)	180 (0.3%)	327 (0.3%)
Erie	278,443 (2.2%)	29 (2.6%)	1,302 (2.3%)	1,405 (2.3%)	2,736 (2.3%)
Fayette	134,086 (1.1%)	15 (1.4%)	575 (1.0%)	594 (1.0%)	1,184 (1.0%)
Forest	7,518 (0.1%)	0 (0.0%)	35 (0.1%)	33 (0.1%)	68 (0.1%)
Franklin	152,892 (1.2%)	24 (2.2%)	680 (1.2%)	737 (1.2%)	1,441 (1.2%)
Fulton	14,632 (0.1%)	6 (0.5%)	99 (0.2%)	141 (0.2%)	246 (0.2%)
Greene	37,843 (0.3%)	11 (1.0%)	173 (0.3%)	198 (0.3%)	382 (0.3%)
Huntingdon	45,750 (0.4%)	10 (0.9%)	170 (0.3%)	178 (0.3%)	358 (0.3%)
Indiana	87,706 (0.7%)	9 (0.8%)	371 (0.6%)	399 (0.6%)	779 (0.6%)
Jefferson	44,638 (0.4%)	5 (0.5%)	192 (0.3%)	234 (0.4%)	431 (0.4%)
Juniata	24,796 (0.2%)	4 (0.4%)	111 (0.2%)	145 (0.2%)	260 (0.2%)
Lackawanna	212,719 (1.7%)	15 (1.4%)	1,209 (2.1%)	1,356 (2.2%)	2,580 (2.1%)
Lancaster	533,320 (4.2%)	57 (5.2%)	2,481 (4.3%)	2,801 (4.5%)	5,339 (4.4%)
Lawrence	88,771 (0.7%)	10 (0.9%)	339 (0.6%)	392 (0.6%)	741 (0.6%)
Lebanon	136,359 (1.1%)	6 (0.5%)	642 (1.1%)	708 (1.1%)	1,356 (1.1%)
Lehigh	357,823 (2.8%)	35 (3.2%)	2,101 (3.6%)	2,365 (3.8%)	4,501 (3.7%)
Luzerne	318,829 (2.5%)	34 (3.1%)	1,596 (2.8%)	1,667 (2.7%)	3,297 (2.7%)
Lycoming	116,508 (0.9%)	16 (1.5%)	438 (0.8%)	637 (1.0%)	1,091 (0.9%)
McKean	42,554 (0.3%)	8 (0.7%)	169 (0.3%)	221 (0.4%)	398 (0.3%)
Mercer	114,884 (0.9%)	14 (1.3%)	554 (1.0%)	648 (1.0%)	1,216 (1.0%)
Mifflin	46,552 (0.4%)	4 (0.4%)	166 (0.3%)	196 (0.3%)	366 (0.3%)
Monroe	166,314 (1.3%)	18 (1.6%)	981 (1.7%)	1,164 (1.9%)	2,163 (1.8%)
Montgomery	816,857 (6.4%)	38 (3.4%)	3,747 (6.5%)	4,319 (6.9%)	8,104 (6.7%)
Montour	18,641 (0.2%)	2 (0.2%)	86 (0.2%)	133 (0.2%)	221 (0.2%)
Northampton	300,654 (2.4%)	26 (2.4%)	1,436 (2.5%)	1,465 (2.3%)	2,927 (2.4%)
Northumberland	93,944 (0.7%)	6 (0.5%)	365 (0.6%)	378 (0.6%)	749 (0.6%)
Perry	45,634 (0.4%)	6 (0.5%)	216 (0.4%)	276 (0.4%)	498 (0.4%)
Philadelphia	1,560,297 (12.2%)	89 (8.0%)	7,788 (13.5%)	2,750 (4.4%)	10,627 (8.8%)
Pike	56,191 (0.4%)	9 (0.8%)	240 (0.4%)	342 (0.6%)	591 (0.5%)
Potter	17,206 (0.1%)	0 (0.0%)	54 (0.1%)	44 (0.1%)	98 (0.1%)
Schuylkill	145,797 (1.1%)	26 (2.4%)	612 (1.1%)	735 (1.2%)	1,373 (1.1%)
Snyder	40,323 (0.3%)	7 (0.6%)	146 (0.3%)	180 (0.3%)	333 (0.3%)
Somerset	76,218 (0.6%)	14 (1.3%)	307 (0.5%)	389 (0.6%)	710 (0.6%)
Sullivan	6,339 (0.1%)	1 (0.1%)	26 (0.1%)	43 (0.1%)	70 (0.1%)
Susquehanna	41,920 (0.3%)	10 (0.9%)	204 (0.4%)	309 (0.5%)	523 (0.4%)
Tioga	42,274 (0.3%)	10 (0.9%)	189 (0.3%)	208 (0.3%)	407 (0.3%)
Union	44,874 (0.4%)	7 (0.6%)	167 (0.3%)	176 (0.3%)	350 (0.3%)
Venango	53,529 (0.4%)	7 (0.6%)	257 (0.5%)	283 (0.5%)	547 (0.5%)
Warren	40,703 (0.3%)	3 (0.3%)	179 (0.3%)	200 (0.3%)	382 (0.3%)
Washington	208,187 (1.6%)	28 (2.5%)	859 (1.5%)	1,069 (1.7%)	1,956 (1.6%)
Wayne	51,401 (0.4%)	9 (0.8%)	193 (0.3%)	226 (0.4%)	428 (0.4%)
Westmoreland	359,320 (2.8%)	33 (3.0%)	1,453 (2.5%)	1,786 (2.9%)	3,272 (2.7%)
Wyoming	28,131 (0.2%)	7 (0.6%)	122 (0.2%)	193 (0.3%)	322 (0.3%)
York	440,755 (3.5%)	39 (3.5%)	1,901 (3.3%)	2,472 (4.0%)	4,412 (3.6%)
TOTAL	12,787,209 (100.0%)	1,107 (100.0%)	57,652 (100.0%)	62,558 (99.9%)	121,317 (99.9%)

Counties

Crashes by County—Five-Year Trends

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

County	2010 Crashes	2011 Crashes	2012 Crashes	2013 Crashes	2014 Crashes
Adams	1,007 (0.8%)	1,076 (0.9%)	995 (0.8%)	1,063 (0.9%)	1,026 (0.9%)
Allegheny	11,234 (9.3%)	12,115 (9.7%)	12,109 (9.8%)	11,952 (9.6%)	12,154 (10.0%)
Armstrong	577 (0.5%)	550 (0.4%)	527 (0.4%)	624 (0.5%)	526 (0.4%)
Beaver	1,524 (1.3%)	1,408 (1.1%)	1,458 (1.2%)	1,459 (1.2%)	1,404 (1.2%)
Bedford	653 (0.5%)	724 (0.6%)	669 (0.5%)	665 (0.5%)	650 (0.5%)
Berks	4,466 (3.7%)	4,690 (3.7%)	4,704 (3.8%)	4,573 (3.7%)	4,593 (3.8%)
Blair	1,319 (1.1%)	1,388 (1.1%)	1,374 (1.1%)	1,400 (1.1%)	1,277 (1.1%)
Bradford	770 (0.6%)	847 (0.7%)	776 (0.6%)	662 (0.5%)	650 (0.5%)
Bucks	6,094 (5.0%)	6,174 (4.9%)	5,900 (4.8%)	5,891 (4.8%)	5,779 (4.8%)
Butler	1,713 (1.4%)	1,833 (1.5%)	1,969 (1.6%)	2,092 (1.7%)	1,951 (1.6%)
Cambria	1,388 (1.1%)	1,352 (1.1%)	1,212 (1.0%)	1,293 (1.0%)	1,218 (1.0%)
Cameron	68 (0.1%)	70 (0.1%)	57 (0.1%)	60 (0.1%)	56 (0.1%)
Carbon	744 (0.6%)	712 (0.6%)	702 (0.6%)	722 (0.6%)	690 (0.6%)
Centre	1,208 (1.0%)	1,320 (1.1%)	1,287 (1.0%)	1,242 (1.0%)	1,210 (1.0%)
Chester	4,256 (3.5%)	4,541 (3.6%)	4,310 (3.5%)	4,517 (3.6%)	4,676 (3.9%)
Clarion	479 (0.4%)	458 (0.4%)	466 (0.4%)	496 (0.4%)	451 (0.4%)
Clearfield	956 (0.8%)	927 (0.7%)	955 (0.8%)	940 (0.8%)	840 (0.7%)
Clinton	417 (0.3%)	439 (0.4%)	428 (0.3%)	446 (0.4%)	440 (0.4%)
Columbia	755 (0.6%)	826 (0.7%)	748 (0.6%)	717 (0.6%)	727 (0.6%)
Crawford	874 (0.7%)	897 (0.7%)	874 (0.7%)	963 (0.8%)	857 (0.7%)
Cumberland	2,497 (2.1%)	2,450 (2.0%)	2,620 (2.1%)	2,564 (2.1%)	2,393 (2.0%)
Dauphin	2,867 (2.4%)	3,017 (2.4%)	2,878 (2.3%)	3,025 (2.4%)	2,969 (2.5%)
Delaware	4,379 (3.6%)	4,593 (3.7%)	4,573 (3.7%)	4,611 (3.7%)	4,546 (3.8%)
Elk	290 (0.2%)	299 (0.2%)	300 (0.2%)	325 (0.3%)	327 (0.3%)
Erie	2,668 (2.2%)	2,714 (2.2%)	2,608 (2.1%)	2,719 (2.2%)	2,736 (2.3%)
Fayette	1,185 (1.0%)	1,136 (0.9%)	1,178 (1.0%)	1,185 (1.0%)	1,184 (1.0%)
Forest	85 (0.1%)	70 (0.1%)	86 (0.1%)	84 (0.1%)	68 (0.1%)
Franklin	1,397 (1.2%)	1,469 (1.2%)	1,452 (1.2%)	1,370 (1.1%)	1,441 (1.2%)
Fulton	267 (0.2%)	279 (0.2%)	281 (0.2%)	286 (0.2%)	246 (0.2%)
Greene	387 (0.3%)	397 (0.3%)	411 (0.3%)	367 (0.3%)	382 (0.3%)
Huntingdon	373 (0.3%)	406 (0.3%)	378 (0.3%)	392 (0.3%)	358 (0.3%)
Indiana	845 (0.7%)	821 (0.7%)	786 (0.6%)	781 (0.6%)	779 (0.6%)
Jefferson	443 (0.4%)	452 (0.4%)	438 (0.4%)	508 (0.4%)	431 (0.4%)
Juniata	241 (0.2%)	249 (0.2%)	258 (0.2%)	287 (0.2%)	260 (0.2%)
Lackawanna	2,558 (2.1%)	2,586 (2.1%)	2,588 (2.1%)	2,636 (2.1%)	2,580 (2.1%)
Lancaster	5,057 (4.2%)	5,417 (4.3%)	5,249 (4.2%)	5,251 (4.2%)	5,339 (4.4%)
Lawrence	773 (0.6%)	782 (0.6%)	740 (0.6%)	748 (0.6%)	741 (0.6%)
Lebanon	1,296 (1.1%)	1,446 (1.2%)	1,403 (1.1%)	1,458 (1.2%)	1,356 (1.1%)
Lehigh	4,424 (3.7%)	4,479 (3.6%)	4,633 (3.7%)	4,632 (3.7%)	4,501 (3.7%)
Luzerne	3,395 (2.8%)	3,382 (2.7%)	3,336 (2.7%)	3,360 (2.7%)	3,297 (2.7%)
Lycoming	1,226 (1.0%)	1,324 (1.1%)	1,248 (1.0%)	1,187 (1.0%)	1,091 (0.9%)
McKean	318 (0.3%)	360 (0.3%)	351 (0.3%)	383 (0.3%)	398 (0.3%)
Mercer	1,259 (1.0%)	1,356 (1.1%)	1,280 (1.0%)	1,287 (1.0%)	1,216 (1.0%)
Mifflin	385 (0.3%)	386 (0.3%)	354 (0.3%)	418 (0.3%)	366 (0.3%)
Monroe	2,439 (2.0%)	2,375 (1.9%)	2,256 (1.8%)	2,269 (1.8%)	2,163 (1.8%)
Montgomery	8,284 (6.8%)	8,457 (6.7%)	8,385 (6.8%)	8,332 (6.7%)	8,104 (6.7%)
Montour	202 (0.2%)	227 (0.2%)	224 (0.2%)	211 (0.2%)	221 (0.2%)
Northampton	2,760 (2.3%)	2,843 (2.3%)	3,026 (2.4%)	2,954 (2.4%)	2,927 (2.4%)
Northumberland	630 (0.5%)	742 (0.6%)	707 (0.6%)	710 (0.6%)	749 (0.6%)
Perry	470 (0.4%)	508 (0.4%)	477 (0.4%)	508 (0.4%)	498 (0.4%)
Philadelphia	10,965 (9.0%)	10,876 (8.7%)	11,336 (9.1%)	11,146 (9.0%)	10,627 (8.8%)
Pike	667 (0.6%)	633 (0.5%)	593 (0.5%)	579 (0.5%)	591 (0.5%)
Potter	148 (0.1%)	136 (0.1%)	120 (0.1%)	144 (0.1%)	98 (0.1%)
Schuylkill	1,356 (1.1%)	1,421 (1.1%)	1,464 (1.2%)	1,425 (1.2%)	1,373 (1.1%)
Snyder	386 (0.3%)	408 (0.3%)	366 (0.3%)	382 (0.3%)	333 (0.3%)
Somerset	844 (0.7%)	851 (0.7%)	793 (0.6%)	808 (0.7%)	710 (0.6%)
Sullivan	105 (0.1%)	95 (0.1%)	93 (0.1%)	75 (0.1%)	70 (0.1%)
Susquehanna	471 (0.4%)	514 (0.4%)	511 (0.4%)	533 (0.4%)	523 (0.4%)
Tioga	552 (0.5%)	610 (0.5%)	511 (0.4%)	483 (0.4%)	407 (0.3%)
Union	345 (0.3%)	361 (0.3%)	345 (0.3%)	382 (0.3%)	350 (0.3%)
Venango	571 (0.5%)	582 (0.5%)	606 (0.5%)	539 (0.4%)	547 (0.5%)
Warren	372 (0.3%)	414 (0.3%)	405 (0.3%)	412 (0.3%)	382 (0.3%)
Washington	1,934 (1.6%)	2,036 (1.6%)	2,084 (1.7%)	1,972 (1.6%)	1,956 (1.6%)
Wayne	588 (0.5%)	538 (0.4%)	490 (0.4%)	507 (0.4%)	428 (0.4%)
Westmoreland	3,128 (2.6%)	3,405 (2.7%)	3,326 (2.7%)	3,209 (2.6%)	3,272 (2.7%)
Wyoming	346 (0.3%)	361 (0.3%)	348 (0.3%)	371 (0.3%)	322 (0.3%)
York	4,506 (3.7%)	4,627 (3.7%)	4,442 (3.6%)	4,472 (3.6%)	4,412 (3.6%)
TOTAL	121,312 (99.9%)	125,395 (99.9%)	124,092 (99.8%)	124,149 (99.9%)	121,317 (99.9%)

Counties

Traffic Deaths by County—Five-Year Trends

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

County	2010 Deaths	2011 Deaths	2012 Deaths	2013 Deaths	2014 Deaths
Adams	16 (1.2%)	16 (1.2%)	14 (1.1%)	5 (0.4%)	6 (0.5%)
Allegheny	70 (5.3%)	64 (5.0%)	67 (5.1%)	65 (5.4%)	59 (4.9%)
Armstrong	13 (1.0%)	14 (1.1%)	10 (0.8%)	6 (0.5%)	14 (1.2%)
Beaver	10 (0.8%)	24 (1.9%)	19 (1.5%)	12 (1.0%)	10 (0.8%)
Bedford	13 (1.0%)	15 (1.2%)	17 (1.3%)	12 (1.0%)	13 (1.1%)
Berks	39 (3.0%)	46 (3.6%)	50 (3.8%)	42 (3.5%)	33 (2.8%)
Blair	20 (1.5%)	12 (0.9%)	19 (1.5%)	24 (2.0%)	13 (1.1%)
Bradford	20 (1.5%)	10 (0.8%)	15 (1.2%)	15 (1.2%)	8 (0.7%)
Bucks	45 (3.4%)	61 (4.7%)	65 (5.0%)	44 (3.6%)	44 (3.7%)
Butler	29 (2.2%)	17 (1.3%)	28 (2.1%)	18 (1.5%)	25 (2.1%)
Cambria	14 (1.1%)	18 (1.4%)	17 (1.3%)	11 (0.9%)	13 (1.1%)
Cameron	2 (0.2%)	0 (0.0%)	2 (0.2%)	2 (0.2%)	1 (0.1%)
Carbon	13 (1.0%)	8 (0.6%)	6 (0.5%)	16 (1.3%)	10 (0.8%)
Centre	11 (0.8%)	18 (1.4%)	14 (1.1%)	12 (1.0%)	12 (1.0%)
Chester	32 (2.4%)	40 (3.1%)	31 (2.4%)	33 (2.7%)	34 (2.9%)
Clarion	11 (0.8%)	9 (0.7%)	7 (0.5%)	12 (1.0%)	5 (0.4%)
Clearfield	24 (1.8%)	11 (0.9%)	20 (1.5%)	15 (1.2%)	14 (1.2%)
Clinton	7 (0.5%)	5 (0.4%)	12 (0.9%)	9 (0.8%)	9 (0.8%)
Columbia	17 (1.3%)	12 (0.9%)	9 (0.7%)	6 (0.5%)	11 (0.9%)
Crawford	14 (1.1%)	12 (0.9%)	15 (1.2%)	29 (2.4%)	14 (1.2%)
Cumberland	24 (1.8%)	23 (1.8%)	18 (1.4%)	15 (1.2%)	25 (2.1%)
Dauphin	40 (3.0%)	32 (2.5%)	24 (1.8%)	25 (2.1%)	17 (1.4%)
Delaware	23 (1.7%)	20 (1.6%)	28 (2.1%)	27 (2.2%)	26 (2.2%)
Elk	7 (0.5%)	10 (0.8%)	4 (0.3%)	8 (0.7%)	7 (0.6%)
Erie	39 (3.0%)	32 (2.5%)	28 (2.1%)	35 (2.9%)	30 (2.5%)
Fayette	19 (1.4%)	27 (2.1%)	20 (1.5%)	17 (1.4%)	18 (1.5%)
Forest	4 (0.3%)	0 (0.0%)	1 (0.1%)	5 (0.4%)	0 (0.0%)
Franklin	22 (1.7%)	24 (1.9%)	19 (1.5%)	20 (1.7%)	26 (2.2%)
Fulton	8 (0.6%)	5 (0.4%)	4 (0.3%)	1 (0.1%)	9 (0.8%)
Greene	7 (0.5%)	9 (0.7%)	16 (1.2%)	8 (0.7%)	12 (1.0%)
Huntingdon	11 (0.8%)	12 (0.9%)	5 (0.4%)	14 (1.2%)	11 (0.9%)
Indiana	23 (1.7%)	16 (1.2%)	8 (0.6%)	15 (1.2%)	9 (0.8%)
Jefferson	7 (0.5%)	6 (0.5%)	9 (0.7%)	8 (0.7%)	5 (0.4%)
Juniata	10 (0.8%)	2 (0.2%)	3 (0.2%)	6 (0.5%)	5 (0.4%)
Lackawanna	19 (1.4%)	19 (1.5%)	16 (1.2%)	23 (1.9%)	17 (1.4%)
Lancaster	65 (4.9%)	51 (4.0%)	47 (3.6%)	45 (3.7%)	62 (5.2%)
Lawrence	11 (0.8%)	13 (1.0%)	11 (0.8%)	7 (0.6%)	10 (0.8%)
Lebanon	15 (1.1%)	25 (1.9%)	16 (1.2%)	18 (1.5%)	8 (0.7%)
Lehigh	22 (1.7%)	24 (1.9%)	42 (3.2%)	30 (2.5%)	37 (3.1%)
Luzerne	30 (2.3%)	41 (3.2%)	35 (2.7%)	39 (3.2%)	38 (3.2%)
Lycoming	22 (1.7%)	19 (1.5%)	15 (1.2%)	10 (0.8%)	18 (1.5%)
McKean	6 (0.5%)	12 (0.9%)	8 (0.6%)	15 (1.2%)	8 (0.7%)
Mercer	13 (1.0%)	21 (1.6%)	17 (1.3%)	28 (2.3%)	14 (1.2%)
Mifflin	8 (0.6%)	9 (0.7%)	4 (0.3%)	9 (0.8%)	5 (0.4%)
Monroe	35 (2.6%)	33 (2.6%)	27 (2.1%)	25 (2.1%)	23 (1.9%)
Montgomery	33 (2.5%)	45 (3.5%)	44 (3.4%)	40 (3.3%)	38 (3.2%)
Montour	1 (0.1%)	1 (0.1%)	0 (0.0%)	1 (0.1%)	2 (0.2%)
Northampton	29 (2.2%)	27 (2.1%)	23 (1.8%)	18 (1.5%)	29 (2.4%)
Northumberland	10 (0.8%)	13 (1.0%)	9 (0.7%)	15 (1.2%)	6 (0.5%)
Perry	15 (1.1%)	8 (0.6%)	18 (1.4%)	9 (0.8%)	7 (0.6%)
Philadelphia	93 (7.0%)	87 (6.8%)	107 (8.2%)	89 (7.4%)	97 (8.1%)
Pike	7 (0.5%)	8 (0.6%)	6 (0.5%)	8 (0.7%)	9 (0.8%)
Potter	1 (0.1%)	3 (0.2%)	2 (0.2%)	3 (0.3%)	0 (0.0%)
Schuylkill	20 (1.5%)	19 (1.5%)	33 (2.5%)	23 (1.9%)	29 (2.4%)
Snyder	9 (0.7%)	5 (0.4%)	8 (0.6%)	4 (0.3%)	7 (0.6%)
Somerset	20 (1.5%)	8 (0.6%)	12 (0.9%)	11 (0.9%)	16 (1.3%)
Sullivan	6 (0.5%)	1 (0.1%)	2 (0.2%)	0 (0.0%)	1 (0.1%)
Susquehanna	12 (0.9%)	11 (0.9%)	15 (1.2%)	8 (0.7%)	10 (0.8%)
Tioga	13 (1.0%)	12 (0.9%)	10 (0.8%)	11 (0.9%)	10 (0.8%)
Union	7 (0.5%)	5 (0.4%)	9 (0.7%)	5 (0.4%)	7 (0.6%)
Venango	10 (0.8%)	11 (0.9%)	18 (1.4%)	5 (0.4%)	8 (0.7%)
Warren	7 (0.5%)	7 (0.5%)	7 (0.5%)	4 (0.3%)	3 (0.3%)
Washington	24 (1.8%)	27 (2.1%)	29 (2.2%)	29 (2.4%)	29 (2.4%)
Wayne	8 (0.6%)	5 (0.4%)	8 (0.6%)	6 (0.5%)	11 (0.9%)
Westmoreland	44 (3.3%)	36 (2.8%)	55 (4.2%)	29 (2.4%)	35 (2.9%)
Wyoming	8 (0.6%)	6 (0.5%)	7 (0.5%)	5 (0.4%)	8 (0.7%)
York	37 (2.8%)	44 (3.4%)	26 (2.0%)	44 (3.6%)	45 (3.8%)
TOTAL	1,324 (100.0%)	1,286 (100.0%)	1,310 (100.0%)	1,208 (100.0%)	1,195 (100.0%)

Counties

Pedestrian Deaths by County—Five-Year Trends

County	2010	2011	2012	2013	2014
Adams	0	0	0	1	1
Allegheny	13	7	9	13	11
Armstrong	2	0	2	0	1
Beaver	0	2	3	1	0
Bedford	0	0	1	1	2
Berks	6	4	8	4	5
Blair	5	2	2	2	0
Bradford	0	2	0	0	0
Bucks	8	10	10	6	8
Butler	3	0	2	0	3
Cambria	1	2	1	0	0
Cameron	0	0	0	0	1
Carbon	0	1	0	1	1
Centre	1	1	0	1	2
Chester	1	7	2	5	5
Clarion	0	1	1	0	0
Clearfield	3	0	0	2	0
Clinton	1	1	0	0	2
Columbia	0	0	1	0	0
Crawford	0	2	2	0	0
Cumberland	2	3	2	1	1
Dauphin	6	4	7	2	0
Delaware	4	4	10	3	8
Elk	1	0	0	1	0
Erie	2	6	1	4	3
Fayette	0	2	1	1	0
Forest	0	0	0	0	0
Franklin	0	1	2	2	2
Fulton	0	0	0	0	0
Greene	1	0	1	0	0
Huntingdon	0	0	0	2	2
Indiana	3	2	1	0	0
Jefferson	0	0	0	0	0
Juniata	0	0	1	1	1
Lackawanna	2	1	2	7	3
Lancaster	7	6	3	4	11
Lawrence	0	0	1	2	3
Lebanon	2	1	1	0	1
Lehigh	5	5	10	6	9
Luzerne	6	5	6	8	3
Lycoming	1	1	2	0	2
McKean	1	0	1	0	0
Mercer	1	2	0	2	2
Mifflin	0	0	0	4	1
Monroe	5	4	1	0	1
Montgomery	3	12	11	9	4
Montour	0	0	0	0	0
Northampton	4	1	3	4	6
Northumberland	2	1	0	0	2
Perry	0	0	0	0	0
Philadelphia	30	30	34	37	38
Pike	0	0	1	1	0
Potter	0	1	0	0	0
Schuylkill	2	2	4	1	5
Snyder	0	0	2	1	0
Somerset	0	0	1	0	0
Sullivan	0	0	0	0	1
Susquehanna	0	0	2	0	2
Tioga	0	0	0	0	0
Union	0	0	1	0	0
Venango	1	0	1	0	2
Warren	2	1	0	0	0
Washington	1	1	1	4	4
Wayne	0	1	1	0	1
Westmoreland	4	4	6	0	3
Wyoming	0	0	1	0	0
York	6	6	2	7	3
TOTAL	148	149	168	151	166

Counties

Pedestrian Deaths and Injuries by Age Group by County

County	Age 0-4		Age 5-9		Age 10-14		Age 15-59		Age 60+		Total	
	Death	Injury	Death	Injury	Death	Injury	Death	Injury	Death	Injury	Death	Injury
Adams	0	0	0	0	0	4	0	4	1	2	1	10
Allegheny	0	9	0	23	1	20	5	257	4	69	10	378
Armstrong	0	0	0	1	0	1	0	4	1	1	1	7
Beaver	0	2	0	1	0	0	0	10	0	2	0	15
Bedford	0	0	0	0	0	0	2	3	0	2	2	5
Berks	0	3	0	11	0	8	2	74	3	18	5	114
Blair	0	2	0	0	0	3	0	9	0	2	0	16
Bradford	0	0	0	0	0	0	0	6	0	2	0	8
Bucks	0	1	0	2	0	7	6	54	2	10	8	74
Butler	0	0	0	0	0	0	1	15	2	1	3	16
Cambria	0	1	0	0	0	1	0	10	0	7	0	19
Cameron	0	0	0	0	0	0	0	1	1	0	1	1
Carbon	0	0	0	1	0	2	0	9	1	4	1	16
Centre	0	1	1	0	0	0	1	38	0	3	2	42
Chester	0	0	0	6	0	2	2	56	3	10	5	74
Clarion	0	0	0	0	0	0	0	10	0	0	0	10
Clearfield	0	1	0	1	0	2	0	5	0	2	0	11
Clinton	0	0	0	1	0	0	2	0	0	0	2	1
Columbia	0	1	0	1	0	1	0	6	0	1	0	10
Crawford	0	0	0	0	0	1	0	3	0	2	0	6
Cumberland	0	1	0	4	0	4	0	32	1	5	1	46
Dauphin	0	6	0	9	0	9	0	52	0	13	0	89
Delaware	0	7	0	16	0	13	4	124	3	25	7	185
Elk	0	0	0	1	0	0	0	1	0	0	0	2
Erie	0	0	0	11	0	7	2	31	1	16	3	65
Fayette	0	1	0	2	0	2	0	21	0	7	0	33
Forest	0	0	0	0	0	0	0	0	0	0	0	0
Franklin	0	1	0	3	0	3	2	13	0	6	2	26
Fulton	0	0	0	0	0	0	0	2	0	0	0	2
Greene	0	0	0	0	0	0	0	5	0	0	0	5
Huntingdon	0	0	0	2	0	0	1	2	1	1	2	5
Indiana	0	0	0	0	0	0	0	8	0	1	0	9
Jefferson	0	0	0	1	0	0	0	7	0	1	0	9
Juniata	0	0	0	0	0	0	1	3	0	1	1	4
Lackawanna	0	3	0	1	0	6	1	56	2	18	3	84
Lancaster	0	3	1	13	1	12	5	94	4	26	11	148
Lawrence	0	0	0	0	0	0	2	6	1	3	3	9
Lebanon	0	1	0	1	0	4	0	21	1	4	1	31
Lehigh	1	4	0	13	0	26	4	87	4	14	9	144
Luzerne	0	1	0	3	0	11	2	41	1	16	3	72
Lycoming	0	0	0	1	0	3	1	23	1	2	2	29
McKean	0	0	0	0	0	0	0	4	0	3	0	7
Mercer	0	0	0	0	0	0	0	12	2	4	2	16
Mifflin	0	0	0	2	0	0	1	2	0	1	1	5
Monroe	0	0	0	1	0	0	1	24	0	2	1	27
Montgomery	0	2	1	7	0	19	3	128	0	36	4	192
Montour	0	0	0	0	0	1	0	1	0	1	0	3
Northampton	0	2	0	5	0	7	5	38	1	13	6	65
Northumberland	0	1	0	1	0	1	0	5	2	2	2	10
Perry	0	0	0	0	0	0	0	5	0	0	0	5
Philadelphia	0	84	2	157	1	149	23	973	9	185	35	1,548
Pike	0	0	0	0	0	0	0	4	0	1	0	5
Potter	0	0	0	1	0	0	0	0	0	1	0	2
Schuylkill	0	2	0	0	0	6	2	15	3	3	5	26
Snyder	0	0	0	0	0	1	0	1	0	1	0	3
Somerset	0	0	0	0	0	1	0	5	0	1	0	7
Sullivan	0	0	0	0	0	0	0	0	1	0	1	0
Susquehanna	0	0	0	0	0	1	1	1	1	0	2	2
Tioga	0	1	0	0	0	0	0	4	0	0	0	5
Union	0	0	0	1	0	0	0	3	0	0	0	4
Venango	0	0	0	1	0	1	1	10	1	2	2	14
Warren	0	0	0	0	0	0	0	4	0	2	0	6
Washington	0	0	0	0	0	3	2	11	2	3	4	17
Wayne	0	0	0	0	0	0	1	2	0	0	1	2
Westmoreland	0	0	0	2	0	0	2	27	1	11	3	40
Wyoming	0	0	0	0	0	0	0	1	0	0	0	1
York	0	4	0	13	0	9	2	52	1	10	3	88
TOTAL	1	145	5	320	3	351	90	2,535	62	579	161	3,930

Counties

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	2010 Belt Use	2011 Belt Use	2012 Belt Use	2013 Belt Use	2014 Belt Use
Adams	86	86	85	87	86
Allegheny	77	78	77	78	78
Armstrong	80	81	83	81	80
Beaver	66	67	67	68	69
Bedford	89	85	86	85	88
Berks	76	78	79	78	80
Blair	87	87	87	87	86
Bradford	85	86	82	86	89
Bucks	79	79	82	81	83
Butler	87	86	87	88	88
Cambria	75	71	75	74	78
Cameron	86	81	81	84	94
Carbon	76	79	76	78	80
Centre	86	85	86	87	87
Chester	84	83	86	87	87
Clarion	87	87	86	85	89
Clearfield	80	82	81	83	80
Clinton	86	87	86	84	91
Columbia	85	83	87	88	87
Crawford	86	83	82	84	85
Cumberland	88	88	88	89	89
Dauphin	85	85	85	83	85
Delaware	76	76	75	76	77
Elk	82	76	77	73	78
Erie	79	80	79	81	81
Fayette	78	79	81	80	81
Forest	85	88	82	87	82
Franklin	83	81	82	83	84
Fulton	87	86	90	89	88
Greene	73	81	79	82	77
Huntingdon	83	81	79	79	84
Indiana	85	85	86	82	84
Jefferson	79	84	81	79	85
Juniata	83	84	85	83	81
Lackawanna	72	72	73	77	78
Lancaster	84	86	86	87	86
Lawrence	73	74	76	76	75
Lebanon	85	85	85	86	88
Lehigh	78	77	76	77	79
Luzerne	78	77	78	78	79
Lycoming	79	81	80	83	81
McKean	73	71	76	78	76
Mercer	80	78	77	80	80
Mifflin	78	82	79	79	82
Monroe	88	88	86	87	87
Montgomery	85	86	86	86	87
Montour	88	87	93	91	91
Northampton	84	84	84	86	85
Northumberland	76	75	75	75	77
Perry	82	85	84	84	84
Philadelphia	41	40	40	40	40
Pike	88	88	91	90	92
Potter	84	76	73	79	80
Schuylkill	83	84	80	82	84
Snyder	88	89	89	86	89
Somerset	82	82	84	86	86
Sullivan	84	84	77	86	92
Susquehanna	78	83	86	85	84
Tioga	87	85	87	86	86
Union	88	86	87	87	86
Venango	79	78	83	84	80
Warren	87	86	83	85	91
Washington	79	78	79	77	81
Wayne	88	88	86	84	86
Westmoreland	83	82	82	83	85
Wyoming	85	84	85	79	85
York	85	85	86	87	87
STATEWIDE	77	78	78	78	79

Counties

Alcohol-Related Deaths by County—Five-Year Trends

County	2010 Deaths	2011 Deaths	2012 Deaths	2013 Deaths	2014 Deaths
Adams	7	4	8	3	1
Allegheny	15	17	10	19	19
Armstrong	5	7	1	4	7
Beaver	2	7	6	3	3
Bedford	6	8	4	3	2
Berks	18	16	17	13	6
Blair	5	6	9	8	1
Bradford	7	4	2	7	4
Bucks	14	20	26	11	14
Butler	9	4	9	1	9
Cambria	5	5	8	5	6
Cameron	1	0	1	1	1
Carbon	5	3	1	6	4
Centre	3	7	1	3	2
Chester	12	14	12	17	11
Clarion	2	4	1	6	2
Clearfield	5	2	8	3	2
Clinton	2	2	3	1	4
Columbia	7	3	2	2	3
Crawford	8	5	4	10	5
Cumberland	7	7	3	4	8
Dauphin	12	15	6	5	3
Delaware	8	4	8	7	6
Elk	3	7	2	4	4
Erie	17	12	10	13	9
Fayette	6	15	5	8	5
Forest	2	0	0	1	0
Franklin	13	7	5	2	3
Fulton	1	2	2	0	1
Greene	2	4	3	0	3
Huntingdon	2	5	1	2	6
Indiana	8	5	4	3	3
Jefferson	5	1	3	1	2
Juniata	2	0	2	0	2
Lackawanna	4	5	5	7	5
Lancaster	26	14	15	18	16
Lawrence	2	5	2	2	2
Lebanon	4	4	3	6	1
Lehigh	7	12	13	11	7
Luzerne	7	13	13	13	17
Lycoming	8	7	6	5	9
McKean	4	4	2	5	4
Mercer	5	6	9	8	3
Mifflin	2	3	1	2	0
Monroe	12	11	9	8	8
Montgomery	11	13	19	12	11
Montour	0	1	0	0	1
Northampton	11	8	4	9	8
Northumberland	3	1	2	0	0
Perry	5	4	7	7	0
Philadelphia	25	23	37	22	18
Pike	2	2	0	1	4
Potter	0	1	1	1	0
Schuylkill	8	5	5	5	6
Snyder	3	1	0	2	0
Somerset	14	1	6	7	4
Sullivan	0	0	2	0	0
Susquehanna	7	5	8	5	6
Tioga	7	2	2	2	3
Union	3	2	3	1	2
Venango	0	3	3	1	4
Warren	2	5	1	1	0
Washington	6	10	7	9	12
Wayne	4	2	2	2	1
Westmoreland	15	13	16	16	7
Wyoming	6	2	3	1	2
York	20	18	11	16	11
TOTAL	459	428	404	381	333

Counties

Pennsylvania Counties

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

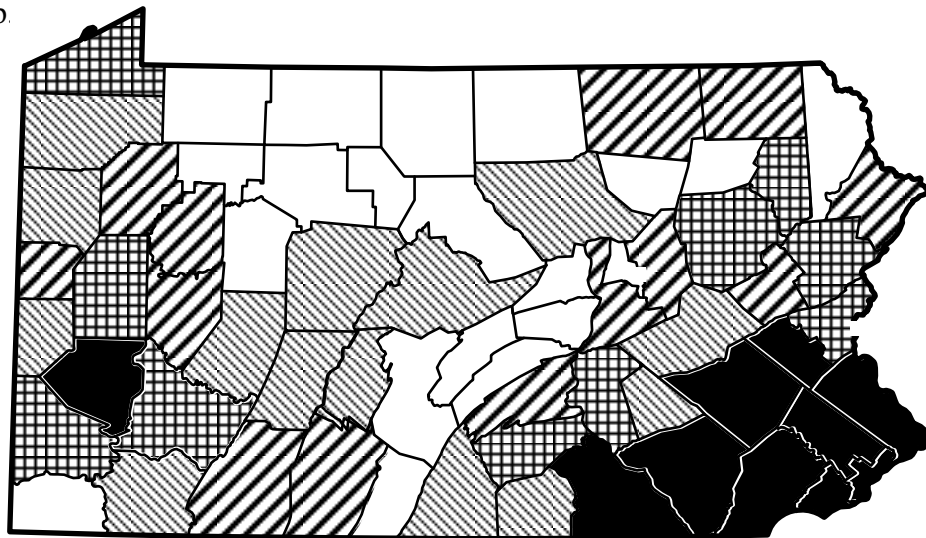


The following county-by-county maps have their data broken into five groups, with roughly the same number of counties in each group.

Total Crashes by County

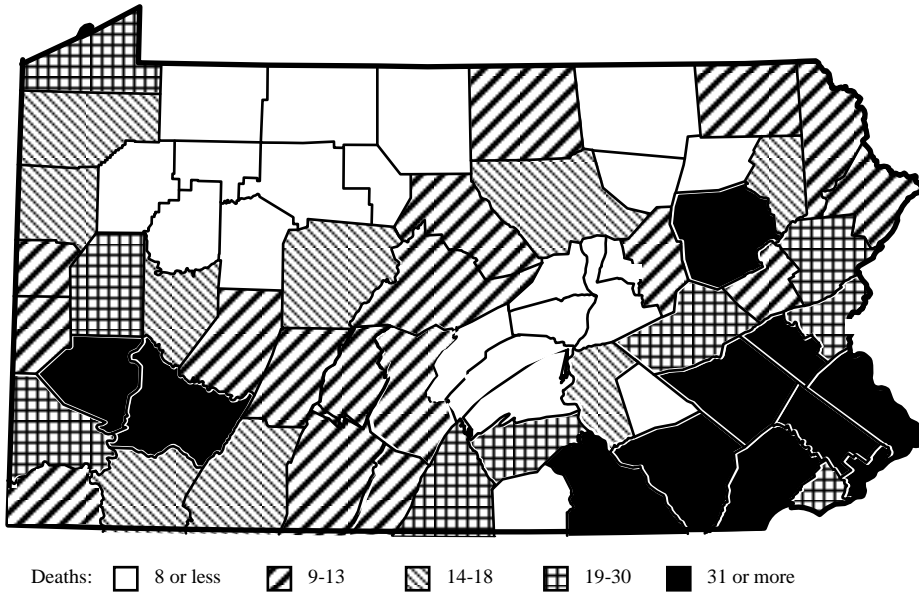
Urban counties, with their higher populations, number of vehicles, and vehicle-miles of travel, lend themselves to a higher number of crashes. Referring to the map below, 53% of the total traffic crashes occurred in only 10 of Pennsylvania’s 67 counties. These 10 counties appear in black on the map.

Counties



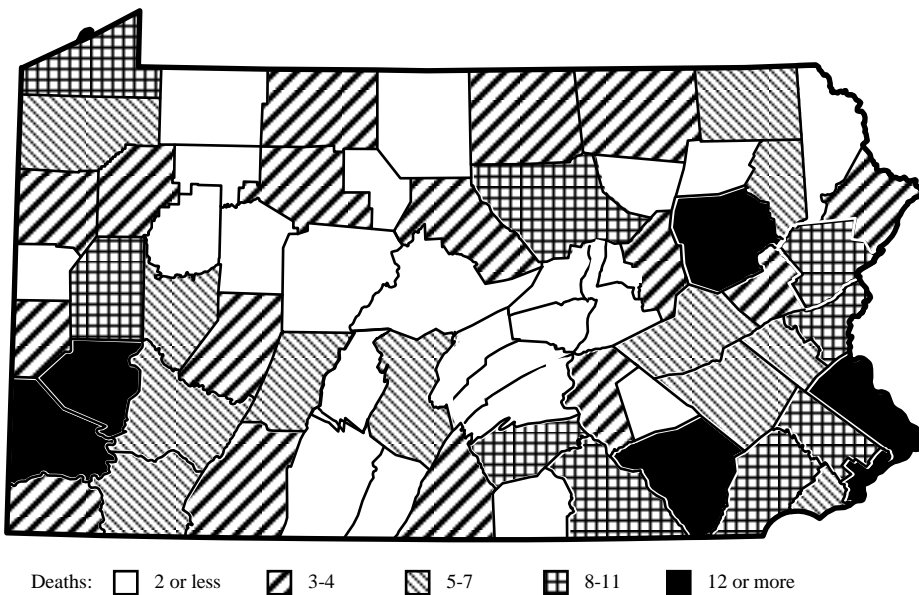
Traffic Deaths by County

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

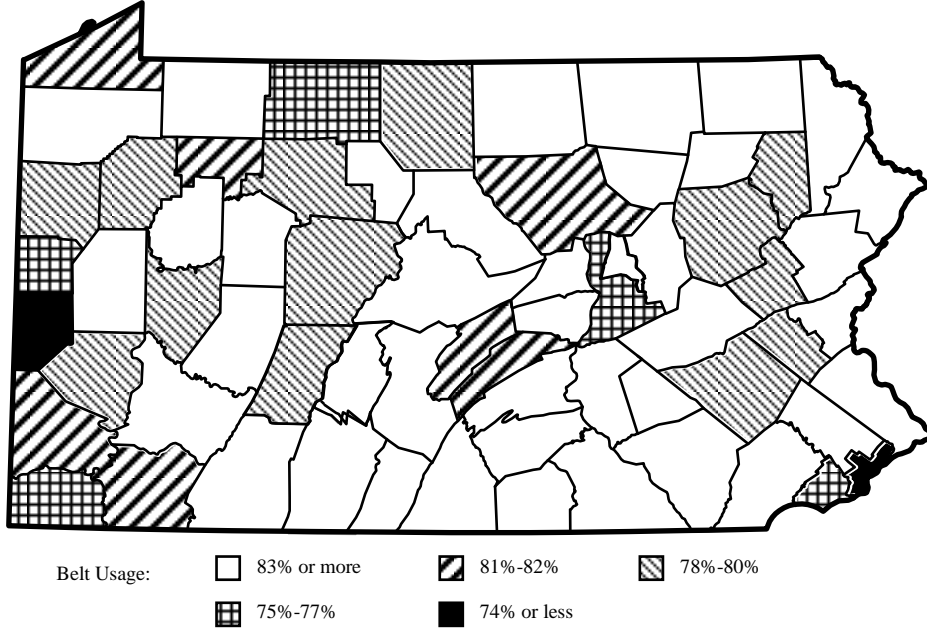
Referring to the map below, 29% of the total alcohol-related deaths occurred in only 6 of Pennsylvania’s 67 counties. These 6 counties appear in black on the map.



Counties

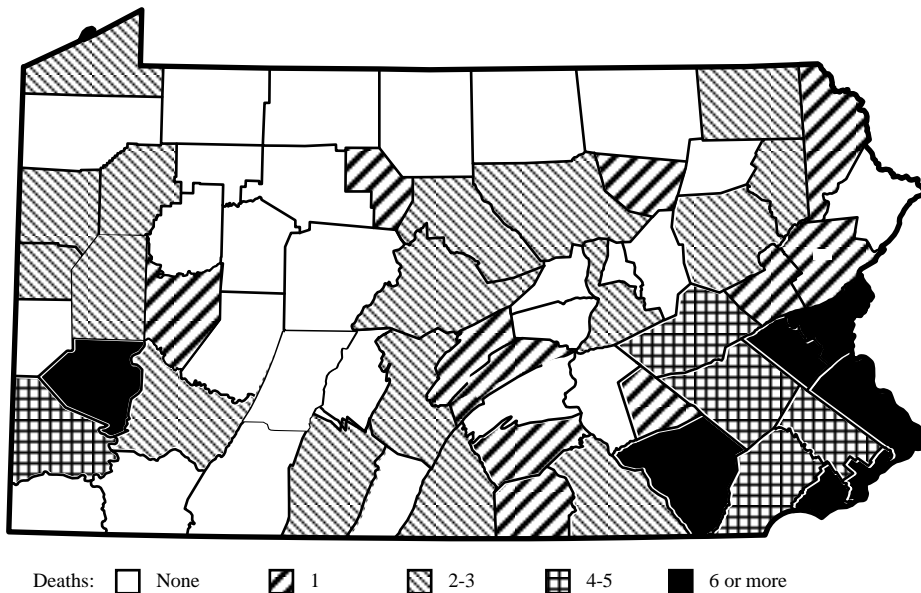
Percent Seat Belt Use in Crashes by County

While the percentage of seat belt use in crashes tended to be lower in counties with major urban areas, some rural areas also had lower seat belt use in crashes. Below the worst 2 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, 55% of the total pedestrian deaths occurred in only 7 of Pennsylvania's 67 counties. These 7 counties appear in black on the map.

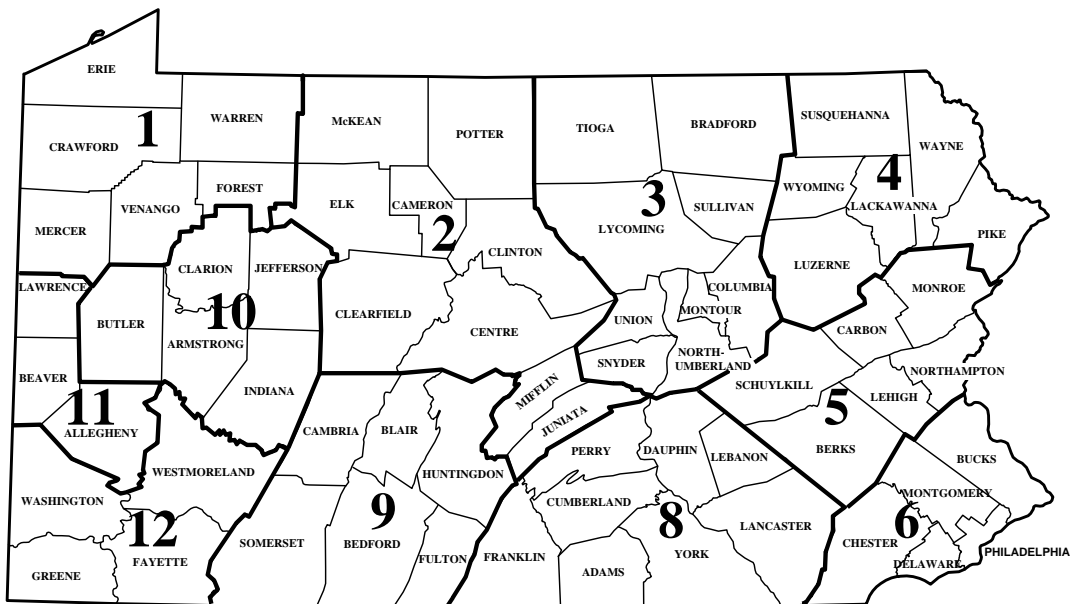


Counties

Crashes by Engineering District

The map below illustrates the 11 PENNDOT engineering districts in Pennsylvania. The table below lists a breakdown of the number of crashes, deaths, and injuries in 2014 by engineering district.

District	Crashes	Deaths	Injuries
01	5,806	69	3,709
02	3,995	61	2,530
03	4,598	70	2,769
04	7,741	93	4,921
05	16,247	161	10,170
06	33,732	239	25,664
08	19,434	196	11,968
09	4,459	75	2,652
10	4,138	58	2,542
11	14,299	79	8,633
12	6,794	94	4,200
Total	121,317	1,195	79,758



Index

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Alcohol.....	4, 8, 26-33, 65, 67
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School Buses.....	9, 17, 56, 57
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by Hour of Day.....	20
by Light Level.....	18, 21, 45, 48
by Month.....	19
by Road Surface Conditions.....	12
by Road Type.....	14, 16, 18, 46, 54-56
by Sex.....	10, 31, 43
by Vehicle Type.....	9, 13, 17, 31, 50
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by Day of Week.....	19, 29
by Hour of Day.....	20, 28
by Light Level.....	18, 21, 45
by Month.....	19
by Road Type.....	14, 16, 18, 46, 49
by Sex.....	43
by Vehicle Type.....	9, 17
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Motorcyclists.....	8
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Motorcycles.....	5, 9, 13, 17, 31, 50, 52
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NEW 2014 Pennsylvania Crash Facts & Statistics Feedback Survey

The 2014 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
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Definitions	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Overview	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
All Crashes and Deaths	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Drivers	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Alcohol-Related Crashes	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Seat Belt, Child Safety Seats, etc.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Pedestrians and Bicycle Crashes	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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2. Fold along the dotted lines and tape shut.
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Bureau of Maintenance And Operations
P.O. Box 2047
Harrisburg, PA 17105-2047**

2014 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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