

PENNSYLVANIA CRASH FACTS & STATISTICS



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Introduction

The **2021 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 our Pennsylvania Crash Information Tool website at <https://crashinfo.penndot.gov>

This publication is a statistical review of reportable motor vehicle crashes in the Commonwealth of Pennsylvania for calendar year 2021. 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 who report the crashes that are used in this publication have dedicated many of their days to providing good data. All crashes are now reported 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 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.

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. While suggestions may not impact changes to the book itself, we have taken some suggestions and added reports to our Pennsylvania Crash Information Tool website.

About the Cover

The picture on the front cover shows the result of a motorcycle and SUV crash at an intersection. In 2021, motorcyclist fatalities increased to a number not seen since 2008. Motorcycle Safety is one of the focus areas in the Pennsylvania Department of Transportation's 2022 Strategic Highway Safety Plan. Additional information on motorcycle crashes can be found on page 52 of this document.

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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.

Distracted Driving: any activity that could divert a person's attention away from the primary task of driving. Examples of distracted driving include, but are not limited to, texting, eating, grooming, talking to passengers, etc.

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 fatalities/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 fatality 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 fatality(ies) are attributable to the crash.

Injury Crash: A crash in which none of the involved persons were fatally injured, but at least one was injured.

Property Damage Only (PDO): A reportable crash where no one was fatally injured or injured, but damage occurred to a vehicle requiring towing.

Injury Severity*

Fatal Injury: The person dies as a result of injuries sustained in the crash within 30 days of the crash.

Suspected Serious Injury: Any injury other than fatal which results in one or more of the following: severe laceration, significant loss of blood, broken or distorted extremity, crush injuries, suspected skull, chest or abdominal injury, significant burns, unconsciousness, or paralysis.

Suspected Minor Injury: Any injury that is evident at the scene of the crash, other than fatal or serious injuries. Examples include lump on the head, abrasions, bruises, minor lacerations (cuts on the skin surface with minimal bleeding and no exposure of deeper tissue/muscle).

Possible Injury: Any injury reported or claimed which is not a fatal, suspected serious or suspected minor injury. Examples include momentary loss of consciousness, claim of injury, limping, or complaint of pain or nausea. Possible injuries are those which are reported by the person or are indicated by their behavior, but no wounds or injuries are readily evident.

**Note:* In 2016, the injury severity descriptions and definitions changed to match federal standards.

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 (three wheeled motorcycle), 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 over 120,000 miles* of roads and highways; 33% (39,720 miles*) are state highways maintained by the Pennsylvania Department of Transportation (PennDOT), and the remaining 67% (81,132 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 1,100 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 2021, there were 117,899 reportable traffic crashes in Pennsylvania. These crashes claimed the lives of 1,230 people and injured another 69,599 people. To add some perspective, the 2021 total of reportable traffic crashes is the second lowest total since 1950 when 113,748 crashes were reported.

Last year, there were approximately 85.3 billion vehicle-miles* of travel on Pennsylvania’s roads and highways. The 2021 fatality rate of 1.44 fatalities per hundred million vehicle-miles of travel* was the highest recorded in Pennsylvania since 2005.

2021 Briefs

On Average in Pennsylvania:

- Each day 323 reportable traffic crashes occurred (about 13 crashes every hour).
- Each day 3 persons were fatally injured in reportable traffic crashes (one fatality every 7 hours).
- Each day 191 persons were injured in reportable crashes (about 8 injuries every hour).

Based on Pennsylvania’s 2021 population (12,964,056 people):

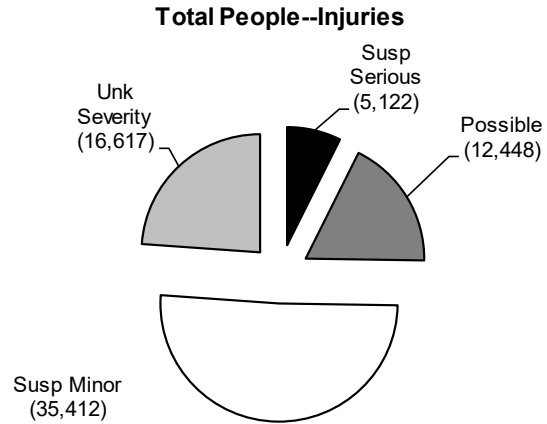
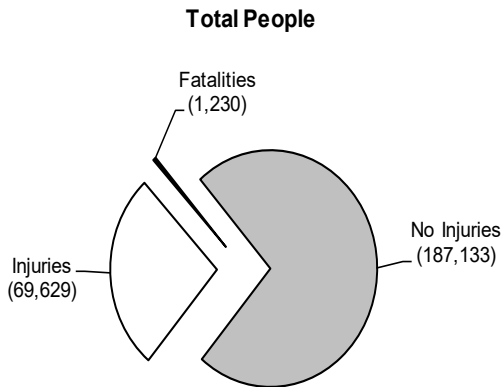
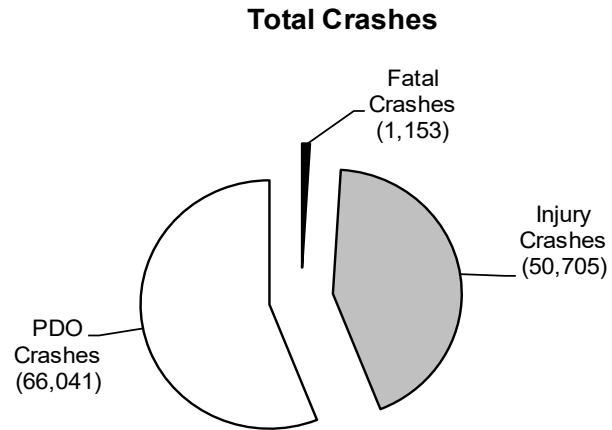
- 1 out of every 50 people was involved in a reportable traffic crash.
- 1 out of every 10,540 people was fatally injured in a reportable traffic crash.
- 1 out of every 186 people was injured in a reportable traffic crash.

* For consistency purposes, the prior year’s data was used at the time of publication because of timing issues. For this Crash Facts & Statistics book, 2020 information was used.

All Crashes and Fatalities —WHO WAS INVOLVED—

Crashes by Injury Severity

Crashes involving fatalities 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 2021, most were not injured. Yet, the 1,230 fatalities in 2021 represent the highest number of fatalities in Pennsylvania motor vehicle crashes since 2012.



Please note that beginning January 1, 2016, PennDOT adopted the Federal standard for collecting injury severity data. The field descriptions and definitions changed from the state standard that had been in use for decades. This resulted in a substantial shift in severity levels. Therefore, comparison of the “Suspected Serious Injury”, “Suspected Minor Injury” and “Possible Injury” categories will not be consistent for crashes taking place before versus after the adoption of the new standard.



Fatalities and Injuries—Five-Year Trends

Total reported crashes in 2021 increased 12.8% compared to 2020; fatalities increased by 8.9% while total injuries increased by 13.6%.

All Crashes

	2017	2018	2019	2020	2021
Reported Crashes	128,188	128,420	125,267	104,475	117,899
Total Fatalities	1,137	1,190	1,059	1,129	1,230
Total Injuries	80,612	78,219	76,243	61,248	69,599
<i>Suspected Serious Injury</i>	4,227	4,534	4,680	4,436	5,122
<i>Suspected Minor Injury</i>	27,237	33,551	35,539	30,727	35,412
<i>Possible Injury</i>	22,629	17,290	15,188	10,745	12,448
<i>Unknown Severity</i>	26,519	22,844	20,836	15,340	16,617
Pedestrian Fatalities	150	201	154	146	182
Pedestrian Injuries	4,106	4,090	4,099	2,788	3,053
Motorcyclist Fatalities	185	164	174	217	226
Motorcyclist Injuries	3,052	2,611	2,860	3,227	3,361
Bicyclist Fatalities	21	18	16	22	24
Bicyclist Injuries	1,127	962	1,003	799	754
Heavy-Truck-Related Fatalities	155	136	128	122	156
Alcohol-Related Fatalities	293	331	299	293	311
Speed-Related Fatalities	304	280	264	269	285
Billions of Vehicle-Miles*	101.1	101.6	102.1	102.8	85.3
Deaths per 100 Million Vehicle-Miles*	1.12	1.17	1.04	1.10	1.44

Note: Speed-Related Fatalities 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).

Comprehensive Loss Due to Reportable Traffic Crashes

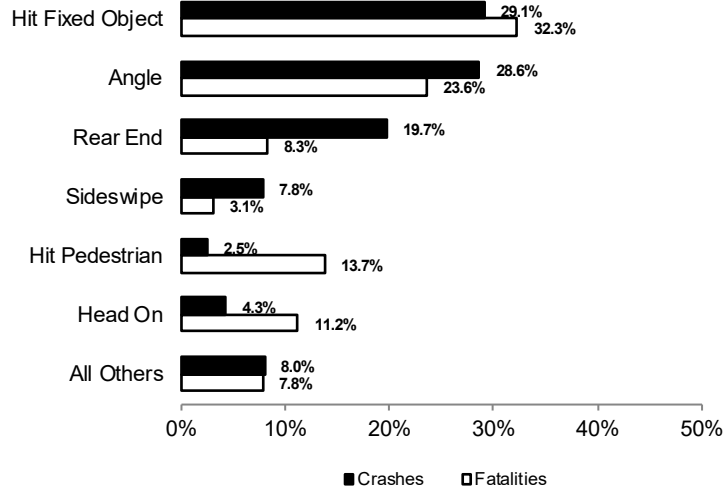
Max Severity	Number	Average Cost	Estimated Total Costs
Fatal Injury (crashes)	1,153	\$13,220,708	\$15,243,476,324
Suspected Serious Injury (crashes)	4,267	\$765,057	\$3,264,498,219
Suspected Minor Injury (crashes)	26,721	\$243,566	\$6,508,327,086
Possible Injury (crashes)	24,028	\$135,569	\$3,257,451,932
Property Damage Only (crashes)	61,719	\$12,904	\$796,421,976
TOTAL			\$29,070,175,537

In 2021, the comprehensive loss due to traffic crashes was
\$2,242
to every man, woman, and child in Pennsylvania.

The comprehensive loss per Pennsylvania citizen is based on the ratio of estimated total cost (including economic and QALY) to the estimated total population of Pennsylvania. Also note that the Federal guidelines changed for determining the average cost of a crash in 2019. Cost is now based on max crash severity, not injury severity level.

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 fatalities.



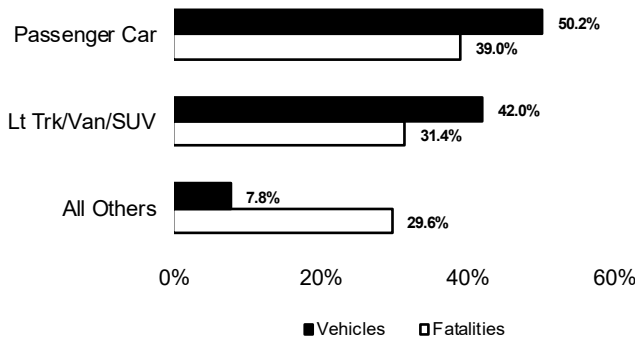
All Crashes

Crash Type	Crashes	Fatalities
Angle	33,763	290
Backing Up	440	0
Head On	5,055	138
Hit Fixed Object	34,267	397
Hit Pedestrian	2,955	169
Non-Collision	3,737	76
Rear End	23,217	102
Sideswipe	9,214	38
Other	5,251	20
TOTAL	117,899	1,230

*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 fatalities. Compared with previous years, light truck, van, and SUV vehicles in 2021 were involved in a higher percentage of crashes. Occupant fatalities of motorcycles increased from 217 in 2020 to 226 in 2021.



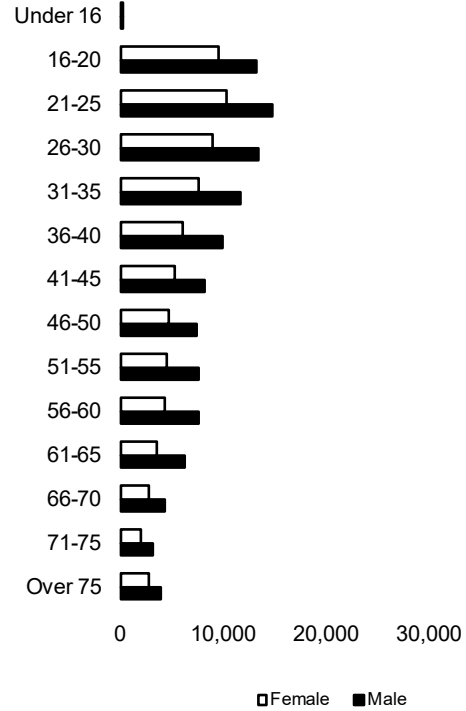
	Vehicles	Occupant Fatalities
Passenger Car	97,267	408
Lt Trk/Van/SUV	81,487	329
Heavy Truck	7,832	27
Motorcycle	3,685	226
Bicycle	777	24
Commercial Bus	426	0
School Bus	222	2
Other	2,162	31

Driver Involvement in Crashes by Age and Sex

In most age groups, 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

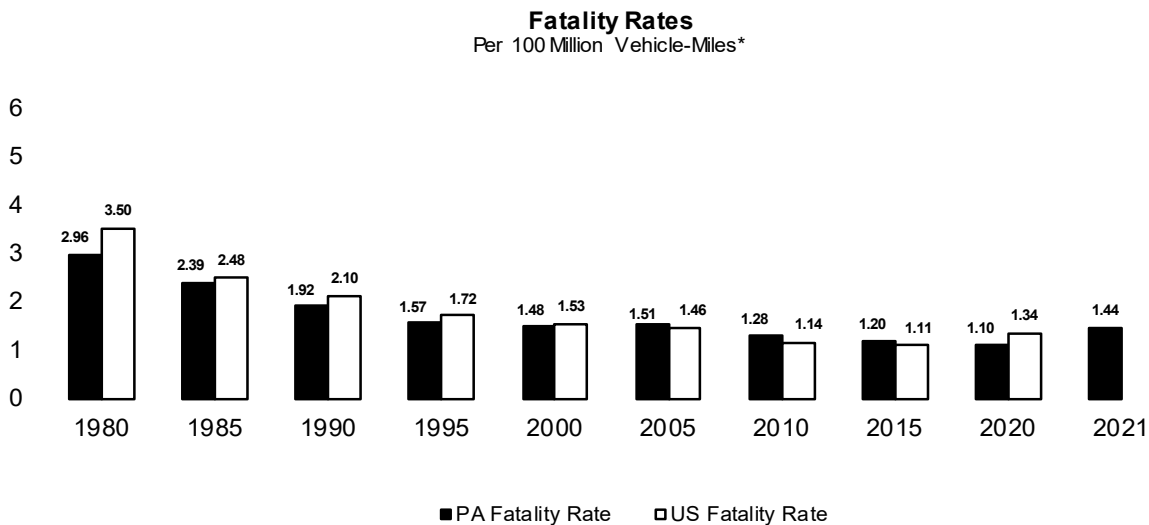
Driver	Male	Female	Total Drivers
Under 16	140 (0.1%)	42 (0.1%)	182
16-20	13,272 (11.7%)	9,550 (13.0%)	22,822
21-25	14,728 (13.0%)	10,414 (14.2%)	25,142
26-30	13,458 (11.9%)	9,044 (12.3%)	22,502
31-35	11,737 (10.4%)	7,620 (10.4%)	19,357
36-40	10,061 (8.9%)	6,188 (8.4%)	16,249
41-45	8,295 (7.3%)	5,251 (7.2%)	13,546
46-50	7,516 (6.6%)	4,651 (6.3%)	12,167
51-55	7,684 (6.8%)	4,539 (6.2%)	12,223
56-60	7,596 (6.7%)	4,431 (6.0%)	12,027
61-65	6,302 (5.6%)	3,650 (5.0%)	9,952
66-70	4,377 (3.9%)	2,839 (3.9%)	7,216
71-75	3,190 (2.8%)	2,113 (2.9%)	5,303
Over 75	4,000 (3.5%)	2,864 (3.9%)	6,864
Unknown	894 (0.8%)	290 (0.4%)	1,184
DRIVERS	113,250 (100.0%)	73,486 (100.0%)	186,736



Note: Does not include 4,174 drivers of unknown sex or drivers of non-motorized vehicles.

Highway Crash Historical Data

Fatality rates have fallen dramatically over the past 85 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 2021 US average fatality rate was not finalized by the time of this publication. The chart below shows the periodic fatality rates since 1980.



* 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 Fatalities	Total Injuries	Registered Vehicles	Motor Vehicle Mileage*	PA Fatality Rate** ††	US Fatality Rate**
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	1.10
2014	121,317	1,195	79,758	11,715,722	98.6	1.21	1.07
2015	127,127	1,200	82,004	11,974,651	99.8	1.20	1.13
2016	129,395	1,188	82,971	12,066,651	100.9	1.18	1.16
2017	128,188	1,137	80,612	11,832,317	101.1	1.12	1.16
2018	128,420	1,190	78,219	12,036,372	101.6	1.17	1.13
2019	125,267	1,059	76,243	12,007,611	102.1	1.04	1.12
2020	104,475	1,129	61,248	12,007,136	102.8	1.10	1.34
2021	117,899	1,230	69,607	12,126,271	85.3	1.44	---

* 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.

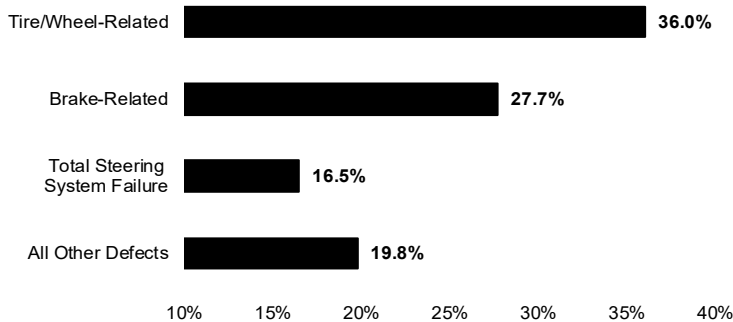
All Crashes

Weather Condition	Crashes	Fatalities
No Adverse Conditions	91,072 (77.3%)	1,019 (82.9%)
Rain/Rain & Fog	12,741 (10.8%)	94 (7.6%)
Snow/Sleet/Freezing Rain	6,202 (5.3%)	30 (2.4%)
Fog/Smoke, Etc.	531 (0.5%)	6 (0.5%)
Other	7,353 (6.2%)	81 (6.6%)
TOTAL	117,899 (100.0%)	1,230 (100.0%)

Road Surface Condition	Crashes	Fatalities
Dry	91,906 (78.0%)	1,039 (84.5%)
Wet	17,891 (15.2%)	134 (10.9%)
Snow/Slush	4,214 (3.6%)	11 (0.9%)
Ice/Ice Patches	2,344 (2.0%)	19 (1.5%)
Other	1,544 (1.3%)	27 (2.2%)
TOTAL	117,899 (100.0%)	1,230 (100.0%)

Crashes Involving Vehicle Defects

Improperly maintained vehicles can lead to crashes. In 2021, 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.

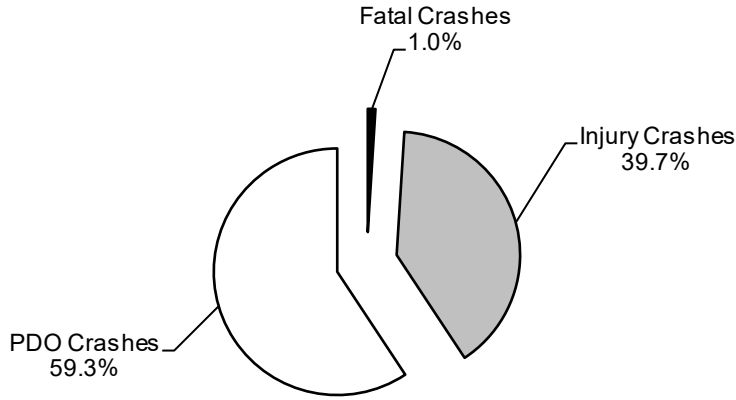


Vehicle Defect	Crashes
Tire/Wheel-Related	874
Brake-Related	672
Total Steering System Failure	400
Power Train Failure	201
Suspension	85
Unsecure/Shifted Trailer Load	53
Vehicle Lighting-Related	29
Body/Doors/Hood, Etc.	28
Other Known Defects	84

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. 41 percent of work zone crashes in 2021 contained fatalities or injuries.



Total Crashes: **1,508**

Total Fatally Injured: **16** (Workers Fatally Injured: 0)

Total Injured: **893**

Work Zone Crashes—Vehicles Involved

Vehicle Type	State Hwy (Interstate)	State Hwy (Other)	Turnpike	Local Road
Light Truck/SUV	526 (39.6%)	608 (45.4%)	70 (35.9%)	81 (36.8%)
Passenger Car	463 (34.8%)	596 (44.5%)	55 (28.2%)	112 (50.9%)
Heavy Truck/Bus	294 (22.1%)	106 (7.9%)	64 (32.8%)	18 (8.2%)
Motorcycle	18 (1.4%)	14 (1.1%)	1 (0.5%)	3 (1.4%)
Other	28 (2.1%)	14 (1.1%)	5 (2.6%)	6 (2.7%)
TOTAL	1,329 (100.0%)	1,338 (100.0%)	195 (100.0%)	220 (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		Fatalities	
		Number	% Total	Number	% Total
2017	State Hwy (Interstate)	721	40.6%	12	63.2%
	State Hwy (Other)	778	43.8%	4	21.1%
	Turnpike	186	10.5%	2	10.5%
	Local Road	93	5.2%	1	5.3%
	Other/Unknown Road	0	0.0%	0	0.0%
	TOTAL	1,778	100.0%	19	100.0%
2018	State Hwy (Interstate)	650	39.2%	13	56.5%
	State Hwy (Other)	759	45.8%	9	39.1%
	Turnpike	159	9.6%	0	0.0%
	Local Road	91	5.5%	1	4.4%
	Other/Unknown Road	0	0.0%	0	0.0%
	TOTAL	1,659	100.0%	23	100.0%
2019	State Hwy (Interstate)	606	37.3%	7	43.8%
	State Hwy (Other)	777	47.8%	9	56.3%
	Turnpike	152	9.4%	0	0.0%
	Local Road	91	5.6%	0	0.0%
	Other/Unknown Road	0	0.0%	0	0.0%
	TOTAL	1,626	100.0%	16	100.0%
2020	State Hwy (Interstate)	518	40.1%	6	40.0%
	State Hwy (Other)	576	44.6%	8	53.3%
	Turnpike	115	8.9%	0	0.0%
	Local Road	82	6.4%	1	6.7%
	Other/Unknown Road	1	0.1%	0	0.0%
	TOTAL	1,292	100.0%	15	100.0%
2021	State Hwy (Interstate)	683	41.4%	9	56.3%
	State Hwy (Other)	710	43.1%	5	31.3%
	Turnpike	116	7.0%	2	12.5%
	Local Road	140	8.5%	0	0.0%
	Other/Unknown Road	0	0.0%	0	0.0%
	TOTAL	1,649	100.0%	16	100.0%

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

*Crashes and fatalities 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	Fatalities	% Total
Hit Bridge	552	0.5%	20	1.6%
Hit Building	1,323	1.1%	24	2.0%
Hit Culvert	630	0.5%	12	1.0%
Hit Curb	3,431	2.9%	44	3.6%
Hit Ditch	2,849	2.4%	25	2.0%
Hit Embankment	5,567	4.7%	92	7.5%
Hit Fence or Wall	2,540	2.2%	56	4.6%
Hit Fire Hydrant	400	0.3%	2	0.2%
Hit Guiderail	6,649	5.6%	119	9.7%
Hit Impact Attenuator	212	0.2%	0	0.0%
Hit Mailbox(es)	1,214	1.0%	18	1.5%
Hit Median Barrier	4,253	3.6%	34	2.8%
Hit Other Fixed Object	3,358	2.9%	52	4.2%
Hit Parked Vehicle	9,077	7.7%	46	3.7%
Hit Rock(s) or Obstacle on Roadway	467	0.4%	4	0.3%
Hit Signal/Sign Support	2,320	2.0%	48	3.9%
Hit Snow Bank	299	0.3%	1	0.1%
Hit Temporary Construction Barrier	75	0.1%	0	0.0%
Hit Traffic Island or Channelization	198	0.2%	2	0.2%
Hit Tree(s) or Shrubs/Hedges	7,050	6.0%	191	15.5%
Hit Utility Pole(s)	8,558	7.3%	118	9.6%
Hit Deer	4,343	3.7%	11	0.9%
Hit Other Animal	197	0.2%	1	0.1%

Note: “% Total” lists the percentage compared to *all* crashes or fatalities, 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	10,863	75,464	2,343	29,225	4
Persons Fatally Injured	95	900	22	213	0
Persons Injured	5,996	46,892	990	15,727	2
Miles of Maintained Road	1,317	39,321	553	79,108	---
100 MVM* Traveled	170.5	443.2	55.1	131.3	---
Crashes/MVM*	0.64	1.70	0.43	2.23	---
Persons Fatally Injured/100 MVM*	0.56	2.03	0.40	1.62	---
Persons Injured/MVM*	0.35	1.06	0.18	1.20	---

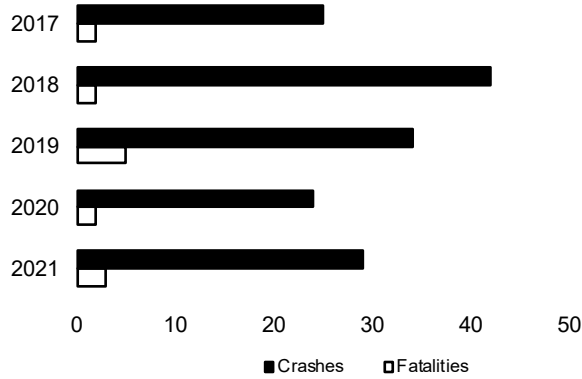
* MVM = million vehicle-miles

Note: “State Highway (Other)” includes state-maintained roads that are not designated as interstates. The road mileage and MVM data are from the 2020 Highway Performance Monitoring System (HPMS) package and reflects 2020 length and travel activity data. Ramps are included as part of the roadway to which it is connected.

***Crashes, fatalities 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 14 fatalities have occurred in this type of crash. In 2021, three fatalities occurred.

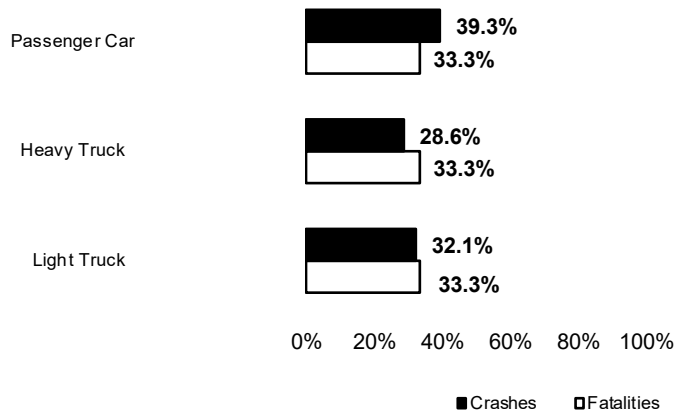


Year	Crashes	Fatalities
2017	25	2
2018	42	2
2019	34	5
2020	24	2
2021	28	3

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 2021. In 2021, heavy truck involvement with trains increased to 8 crashes from 2 in 2020.



Vehicle Type	Crashes	Fatalities
Passenger Car	11	1
Light Truck	9	1
Heavy Truck	8	1
Bicycle	0	0
Commercial Bus	0	0
Motorcycle	0	0
School Bus	0	0
Unknown	0	0
TOTAL	28	3

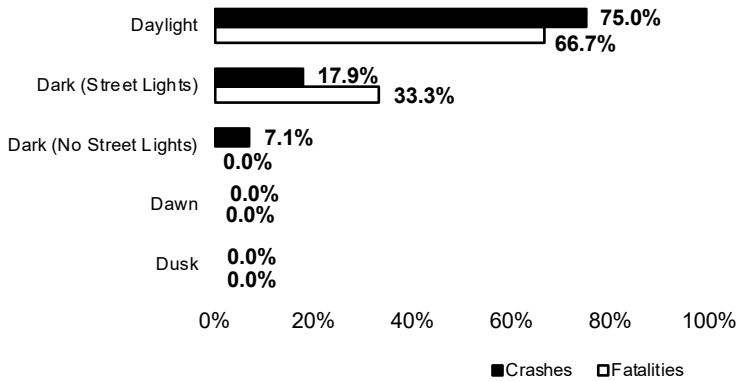
Train/Vehicle Crashes by Road Type*

Road Type	Crashes	Fatalities
Local Road	16	1
State Hwy (Other)	12	2
TOTAL	28	3

All Crashes

*Crashes and fatalities 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	Fatalities
Daylight	21	2
Dark (Street Lights)	5	1
Dark (No Street Lights)	2	0
Dawn	0	0
Dusk	0	0
TOTAL	28	3

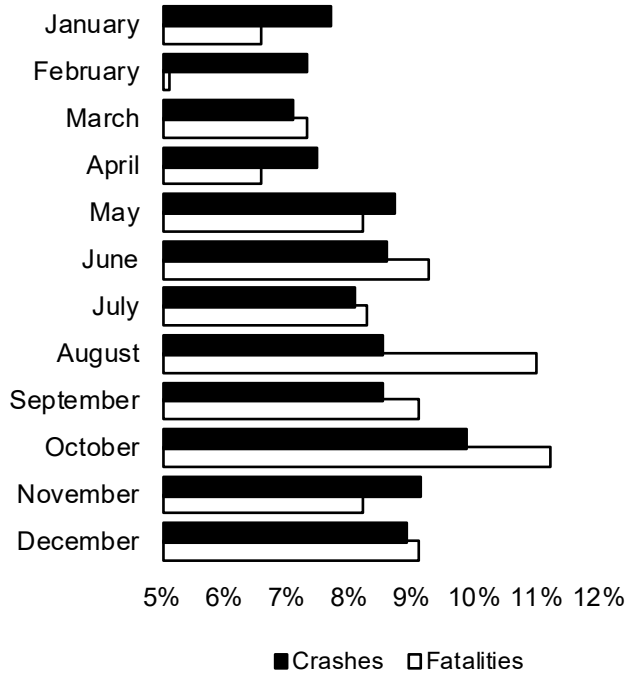
Train/Vehicle Crashes by County

County	Crashes	Fatalities
Allegheny	8	1
Beaver	1	0
Berks	1	0
Cambria	1	0
Delaware	1	1
Erie	1	0
Franklin	1	0
Indiana	1	0
Lancaster	1	0

County	Crashes	Fatalities
Lawrence	1	0
Lehigh	2	0
Luzerne	1	0
Mercer	1	0
Mifflin	2	0
Northampton	1	0
Philadelphia	2	0
Schuylkill	1	0
York	1	1
TOTAL	28	3

—WHEN THEY HAPPENED—

Crashes by Month

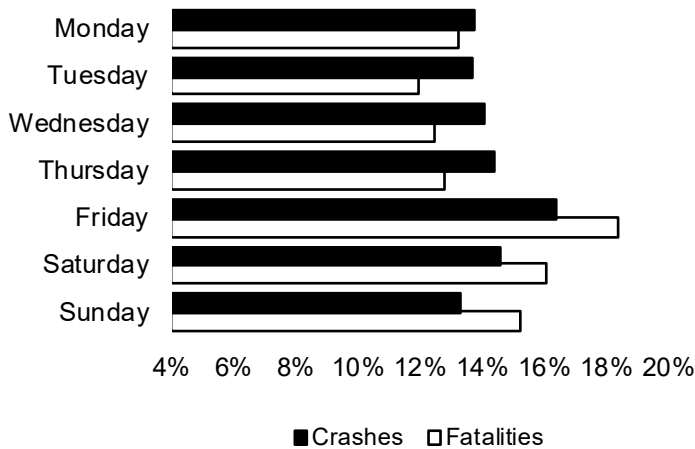


Month	Crashes	Fatalities
January	9,088 (7.7%)	81 (6.6%)
February	8,633 (7.3%)	63 (5.1%)
March	8,371 (7.1%)	90 (7.3%)
April	8,817 (7.5%)	81 (6.6%)
May	10,287 (8.7%)	101 (8.2%)
June	10,131 (8.6%)	114 (9.3%)
July	9,534 (8.1%)	102 (8.3%)
August	10,070 (8.5%)	135 (11.0%)
September	10,047 (8.5%)	112 (9.1%)
October	11,635 (9.9%)	138 (11.2%)
November	10,792 (9.2%)	101 (8.2%)
December	10,494 (8.9%)	112 (9.1%)
TOTAL	117,899 (100.0%)	1,230 (100.0%)

All Crashes

Crashes by Day of Week

More crashes occurred on Friday and Saturday. The number of fatalities on weekends (Friday, 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).

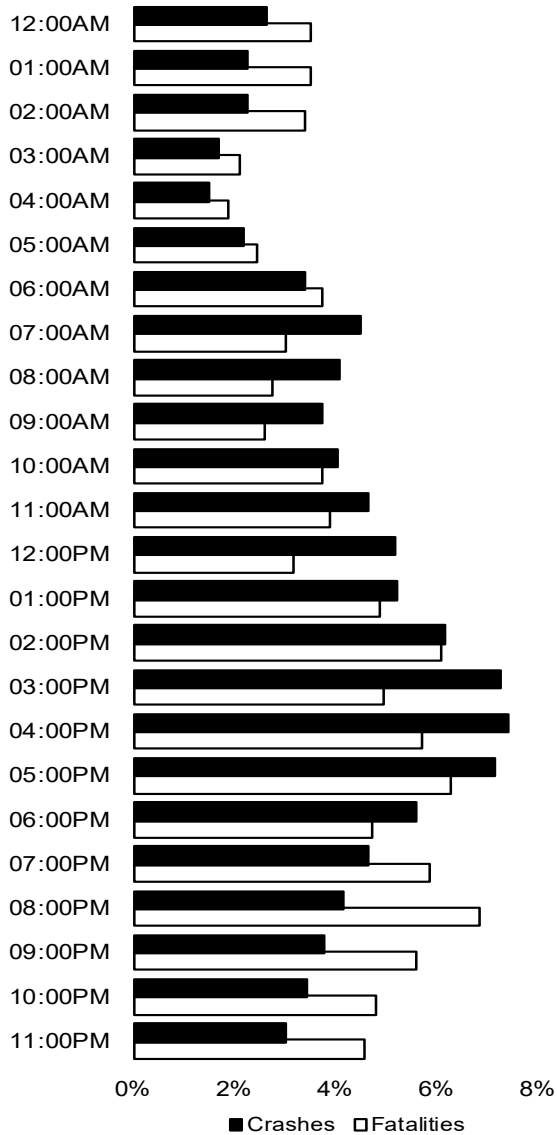


Day	Crashes	Fatalities
Monday	16,161 (13.7%)	163 (13.3%)
Tuesday	16,127 (13.7%)	147 (12.0%)
Wednesday	16,584 (14.1%)	153 (12.4%)
Thursday	16,933 (14.4%)	157 (12.8%)
Friday	19,273 (16.4%)	226 (18.4%)
Saturday	17,153 (14.6%)	197 (16.0%)
Sunday	15,668 (13.3%)	187 (15.2%)
TOTAL	117,899 (100.0%)	1,230 (100.0%)

Crashes by Hour of Day

Some hours of the day are more dangerous than others with regard to crashes and fatalities. Not surprisingly, crashes and fatalities 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 4.2% of all crashes in 2021 occurred in the 8:00 PM hour, but 6.8% of all fatalities —the highest percentage—occurred then. The higher volume of traffic itself is a factor during peak traffic hours, particularly the rush-hours.

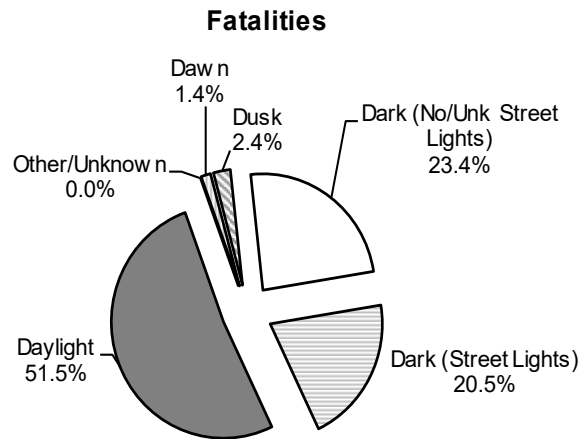
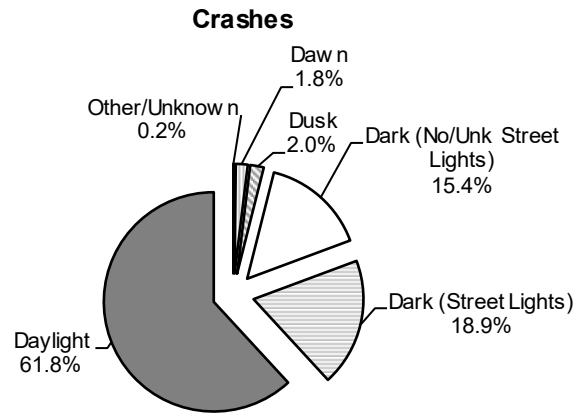
All Crashes



Hour	Crashes	Fatalities
12:00AM	3,093	43
01:00AM	2,665	43
02:00AM	2,678	42
03:00AM	1,966	26
04:00AM	1,741	23
05:00AM	2,585	30
06:00AM	3,987	46
07:00AM	5,316	37
08:00AM	4,826	34
09:00AM	4,406	32
10:00AM	4,749	46
11:00AM	5,473	48
12:00PM	6,090	39
01:00PM	6,146	60
02:00PM	7,285	75
03:00PM	8,561	61
04:00PM	8,730	70
05:00PM	8,416	77
06:00PM	6,605	58
07:00PM	5,463	72
08:00PM	4,894	84
09:00PM	4,458	69
10:00PM	4,046	59
11:00PM	3,555	56

Crashes by Light Level

In 2021, 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, fatalities in 2021 occurred roughly only 50% of the time during daylight. If 2021 fatalities per 1000 crashes are compared (Daylight — 8.7 fatalities per 1000 crashes versus Non-Daylight — 13.3 fatalities per 1000 crashes), it is apparent that non-daylight crashes resulted in fatalities more often than daylight crashes.



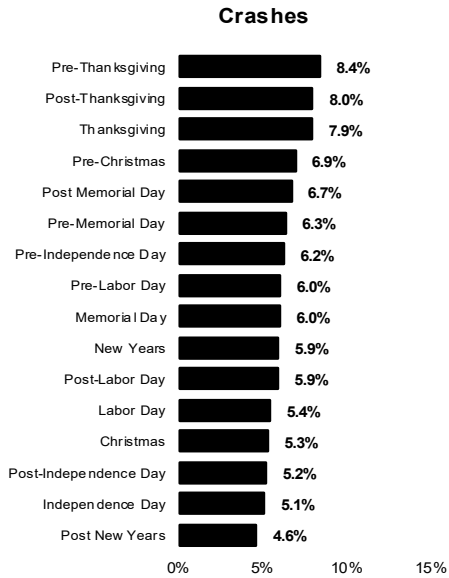
Light Level	Crashes	Fatalities
Daylight	72,897	634
Dark (Street Lights)	22,226	252
Dark (No/Unk Street Lights)	18,154	297
Dusk	2,360	30
Dawn	2,063	17
Other/Unknown	199	0
TOTAL	117,899	1,230

All Crashes

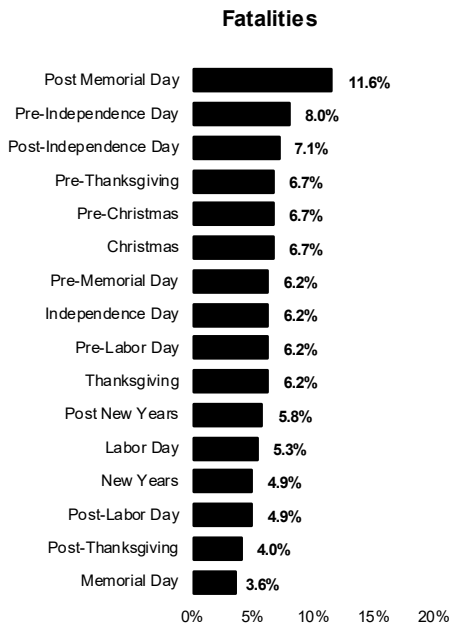
Crashes by Holiday

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 fatalities, respectively, for each holiday period. The table shows a breakdown of crashes and fatalities for each holiday period in 2021.

All Crashes



Period*	Crashes	Fatalities
New Years	1,028	11
Post New Years	803	13
Pre-Memorial Day	1,100	14
Memorial Day	1,042	8
Post Memorial Day	1,162	26
Pre-Independence Day	1,084	18
Independence Day	886	14
Post-Independence Day	901	16
Pre-Labor Day	1,046	14
Labor Day	945	12
Post-Labor Day	1,025	11
Pre-Thanksgiving	1,454	15
Thanksgiving	1,377	14
Post-Thanksgiving	1,384	9
Pre-Christmas	1,203	15
Christmas	920	15
TOTAL	17,360	225



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

** Not part of a holiday weekend in 2021. (n/a in 2021)

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 older 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. Older 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. Impaired driving and speeding continue to be big contributors to fatal crashes.

Contributing Factor	Crashes	Fatal Crashes
Speed-Related	25,958	441
Drinking Driver	8,013	124
Careless/Illegal Passing	5,462	71
Improper Turning-Related	12,525	65
Distracted Driver	12,703	58
Proceeded Without Clearance	8,585	49
Tailgating	5,486	18
Drowsy Drivers	2,337	15

Note: Drinking driver and drowsy driver factors determined from the driver's condition field.

Single and Multiple Vehicle Crashes of Young and Older Drivers

As the table below shows, older 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 typically have less experience in complex situations and are more easily distracted while driving.

Number of Vehicles	All Drivers	Young Drivers (16-21)	Older Drivers (65-74)	Older Drivers (75+)
Single Vehicle Crash	44.8%	34.6%	21.0%	20.8%
	52,669 crashes	9,164 crashes	2,704 crashes	1,551 crashes
Multiple Vehicle Crash	55.2%	65.4%	79.0%	79.2%
	64,909 crashes	17,306 crashes	10,178 crashes	5,913 crashes

Drivers in Crashes by Age Group

Looking at the 2021 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	1,813	59,541	3.0%
17	4,483	109,740	4.1%
18	5,124	120,713	4.2%
19	4,855	125,132	3.9%
20	4,861	125,900	3.9%
21	4,688	132,091	3.5%
22-24	13,244	397,357	3.3%
25-29	20,003	709,146	2.8%
30-39	32,457	1,508,868	2.2%
40-54	34,341	2,111,528	1.6%
55-59	10,807	805,209	1.3%
60-64	9,564	836,481	1.1%
65-69	7,044	747,888	0.9%
70-74	5,359	605,727	0.9%
75 and Over	7,215	853,804	0.8%
Unknown	42	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 Older Drivers by Crash Type

Young drivers are slightly under-represented in hit fixed object crashes (single vehicle run-off-the-road type crashes), while older drivers are heavily over-represented in angle crashes (multiple vehicle interaction type crashes).

Crash Type	All Drivers	Young Drivers (16-21)	Older Drivers (65-74)	Older Drivers (75+)
Non-Collision	3.2% 3,733 crashes	2.4% 635 crashes	1.8% 226 crashes	1.3% 93 crashes
Rear-End	19.7% 23,189 crashes	22.3% 5,913 crashes	25.0% 3,220 crashes	20.9% 1,562 crashes
Head-On	4.3% 5,031 crashes	4.6% 1,212 crashes	5.2% 666 crashes	5.4% 399 crashes
Backing Up	0.4% 437 crashes	0.2% 56 crashes	0.4% 56 crashes	0.4% 32 crashes
Angle	28.7% 33,745 crashes	34.2% 9,057 crashes	42.4% 5,465 crashes	48.3% 3,604 crashes
Sideswipe	7.8% 9,184 crashes	6.4% 1,681 crashes	7.7% 988 crashes	6.9% 516 crashes
Hit Fixed Object	29.1% 34,177 crashes	27.0% 7,134 crashes	12.8% 1,649 crashes	13.3% 996 crashes
Hit Pedestrian	2.4% 2,841 crashes	0.8% 221 crashes	1.7% 217 crashes	2.0% 152 crashes
Other	4.5% 5,241 crashes	2.1% 561 crashes	3.1% 395 crashes	1.5% 110 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 Older Drivers

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

	All Drivers	Young Drivers (16-21)	Older Drivers (65-74)	Older Drivers (75+)
Intersection	37.0% 43,540 crashes	41.3% 10,931 crashes	47.5% 6,113 crashes	51.2% 3,820 crashes
Non-Intersection	63.0% 74,038 crashes	58.7% 15,539 crashes	52.6% 6,769 crashes	48.8% 3,644 crashes



Alcohol-Related Crashes

Alcohol Overview

- ▶ In Pennsylvania, drinking and driving remains a top safety issue. In 2021, alcohol-related crashes increased to 9,220 from 7,700 alcohol-related crashes in 2020. In 2021, alcohol-related fatalities increased to 311 from 293 alcohol-related fatalities in 2020.
- ▶ Of particular concern is the involvement of drinking drivers under the age of 21. 18% of the driver fatalities in the 16-20 age group were drinking drivers, up from 17% in 2020. Improvement in this age group is a very important need.
- ▶ Of equal focus is the 26 to 30 age group, in which 46% of the driver fatalities were drinking drivers. This age group had the worst percentage of all groups and was up from 36% in 2020. The 51 to 55 age group increased to 39% from 28% in 2020.
- ▶ In 2021, alcohol-related fatalities were 25% of the total traffic fatalities.
- ▶ Pennsylvania continues to take an aggressive posture to prevent and deter impaired driving (particularly through the widespread use of sobriety checkpoints, saturation patrols, and its DRE program).

Alcohol-
Related

2021 Briefs

- ▶ 311 people died in alcohol-related crashes.
- ▶ 94% of the alcohol-related occupant fatalities (drivers and passengers) were in the vehicle driven by the drinking driver; 79% were the drinking drivers themselves.
- ▶ 73% of the drinking drivers in traffic crashes were male.
- ▶ 71% of the alcohol-related crashes were during the hours of darkness, usually on weekends.
- ▶ On average each day, 25 alcohol-related traffic crashes occurred.
- ▶ On average each day, 0.9 persons were fatally injured in alcohol-related traffic crashes.
- ▶ On average each day, 16 persons were injured in alcohol-related traffic crashes.

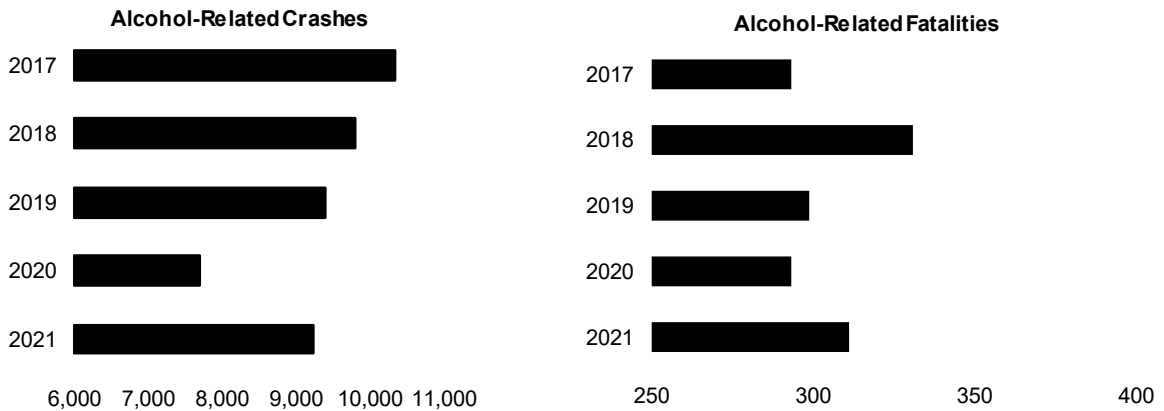
Alcohol Involvement in Crashes

Although alcohol-related crashes accounted for approximately 8% of the total crashes in 2021, they resulted in 25% of all persons fatally injured in crashes. Alcohol-related crashes were 4.0 times more likely to result in fatal injury than those not related to alcohol (3.2% of the alcohol-related crashes resulted in fatal injury, compared to 0.8% of crashes which were not alcohol-related). “PDO Crashes” in the table below refers to property damage only crashes.

	Fatal Crashes	Fatalities	Injury Crashes	Injuries	PDO Crashes
Alcohol-Related	293 (25.4%)	311 (25.3%)	4,349 (8.6%)	5,837 (8.4%)	4,578 (6.9%)
Non-Alcohol-Related	860 (74.6%)	919 (74.7%)	46,334 (91.4%)	63,766 (91.6%)	61,458 (93.1%)
TOTAL	1,153 (100.0%)	1,230 (100.0%)	50,683 (100.0%)	69,603 (100.0%)	66,036 (100.0%)

Alcohol-Related Crashes—Five-Year Trends

Alcohol-related crashes increased in 2021 but were the second lowest total in the last five years. Alcohol-related fatalities increased in 2021, and were the second highest total in the last five years.



Alcohol-Related

	2017	2018	2019	2020	2021
Crashes	10,346	9,811	9,390	7,700	9,220
Fatal Crashes	280	307	280	270	293
Injury Crashes	4,908	4,665	4,490	3,701	4,349
PDO Crashes	5,158	4,839	4,620	3,729	4,578
Fatalities	293	331	299	293	311
Injuries	6,565	6,227	5,938	4,917	5,837
Fatal Crashes per 100,000 Licensed Drivers	3.0	3.1	3.4	3.1	3.2
Fatalities per 100,000 Licensed Drivers	3.3	3.3	3.7	3.3	3.4

Victims of Alcohol-Related Fatal Crashes

There were 255 driver and passenger fatalities in alcohol-related crashes in 2021, while 239 (94%) were the drinking drivers or their passengers.

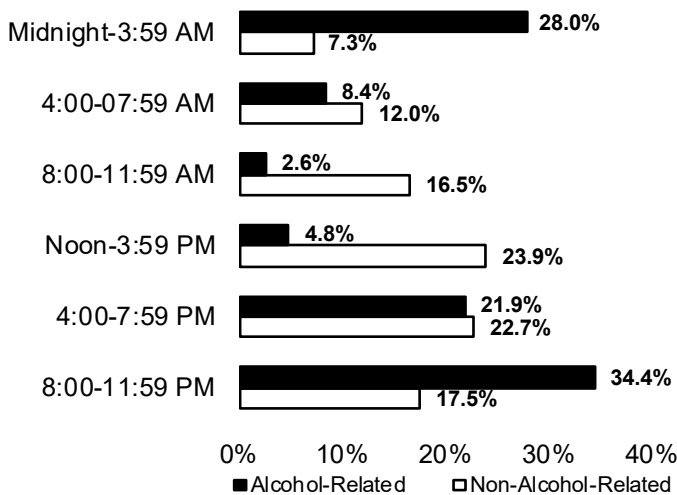
Persons Involved	Fatalities
Drivers	214
<i>Drinking Drivers</i>	202 (94.4%)
<i>Non-Drinking Drivers</i>	12 (5.6%)
Passengers	41
<i>Passengers with Drinking Driver</i>	37 (90.2%)
<i>Passengers with Non-Drinking Driver</i>	4 (9.8%)
Pedestrians	53
<i>Drinking Pedestrian</i>	45 (84.9%)
<i>Non-Drinking Pedestrian</i>	8 (15.1%)
TOTAL FATALITIES*	311

*Includes 3 victims, status unknown

Alcohol-Related

Victims of Fatal Crashes by Time of Day

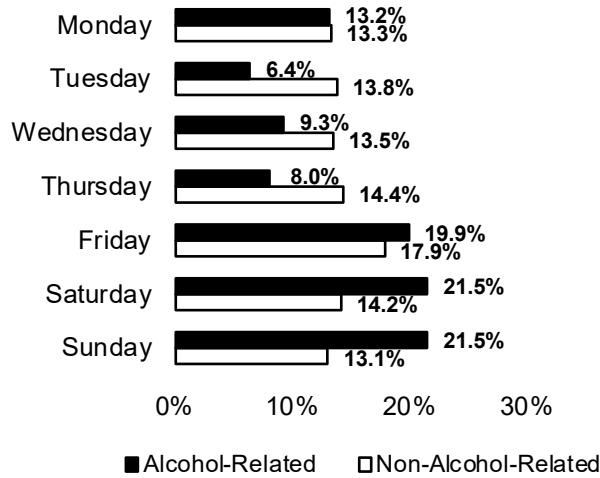
Alcohol-related crashes occurring between 8:00 PM and 4:00 AM produced the vast majority of fatalities (62% of alcohol-related fatalities). In contrast, just under half of the fatalities (47%) from non-alcohol-related crashes resulted from crashes occurring between noon and 8:00 PM.



Time of Occurrence	Non-Alcohol-Related	Alcohol-Related
Midnight-3:59 AM	67	87
4:00-07:59 AM	110	26
8:00-11:59 AM	152	8
Noon-3:59 PM	220	15
4:00-7:59 PM	209	68
8:00-11:59 PM	161	107
Time Unknown	0	0
TOTAL FATALITIES	919	311

Victims of Fatal Crashes by Day of Week

Nearly two-thirds (63%) of alcohol-related fatal crash victims were the result of crashes occurring on Friday, Saturday, and Sunday, while fatal crash victims of non-alcohol-related crashes tended to be distributed more evenly throughout the work week with the fewest occurring on Sunday and Monday.

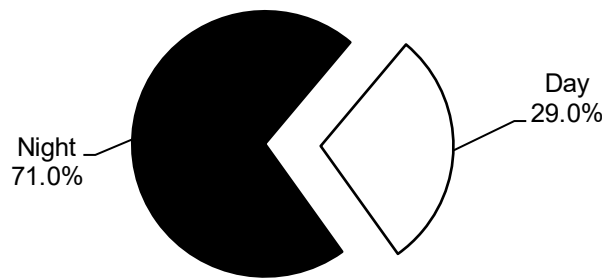


Day of Occurrence	Non-Alcohol-Related	Alcohol-Related
Monday	122	41
Tuesday	127	20
Wednesday	124	29
Thursday	132	25
Friday	164	62
Saturday	130	67
Sunday	120	67
TOTAL FATALITIES	919	311

Alcohol-Related

Alcohol-Related Crashes—Day vs. Night

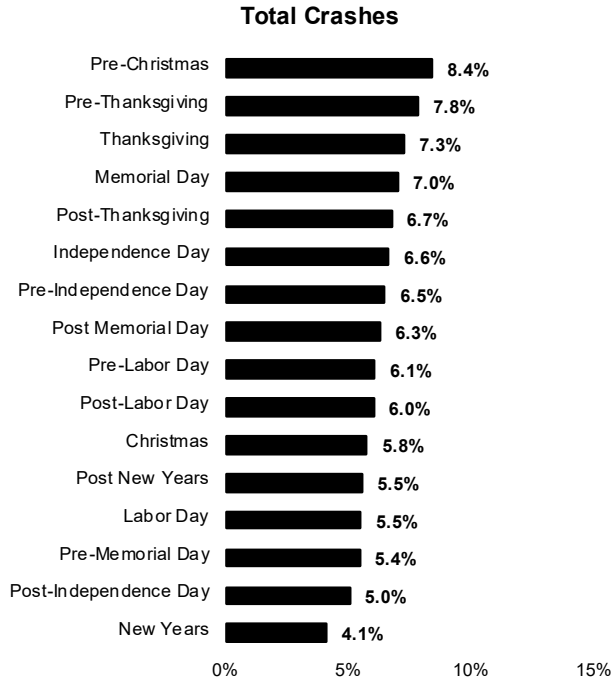
71.0% of alcohol-related crashes occurred at night. The graph below shows the breakdown of alcohol-related crashes by day and night.



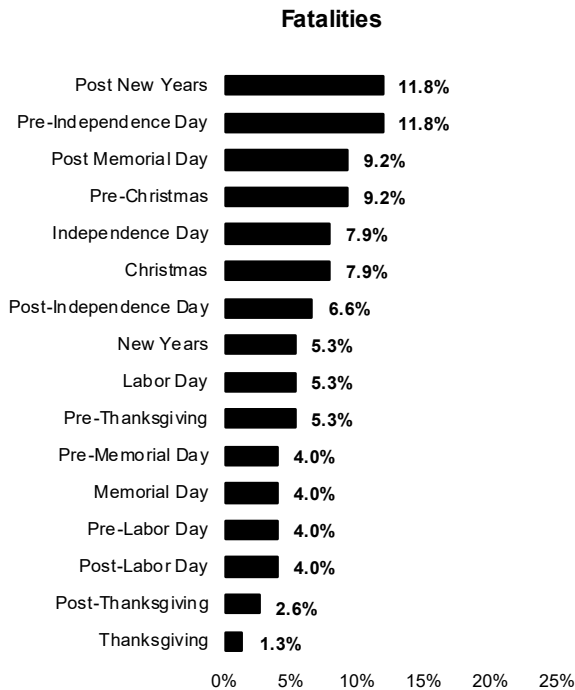
Alcohol-Related Holiday Crashes

In 2021, 11% of all holiday crashes involved alcohol use; however, 34% of fatalities that occurred during holiday weekends were related to alcohol use. (See *Crashes by Holiday*, page 22.)

Alcohol-Related



Period*	Crashes	Fatalities
New Years	79	4
Post New Years	107	9
Pre-Memorial Day	105	3
Memorial Day	135	3
Post Memorial Day	121	7
Pre-Independence Day	125	9
Independence Day	128	6
Post-Independence Day	97	5
Pre-Labor Day	117	3
Labor Day	106	4
Post-Labor Day	116	3
Pre-Thanksgiving	151	4
Thanksgiving	140	1
Post-Thanksgiving	130	2
Pre-Christmas	162	7
Christmas	111	6
TOTAL	1,930	76



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

** Not part of a holiday weekend in 2021. (n/a in 2021)

Driver Involvement in Alcohol-Related Crashes by Vehicle Type

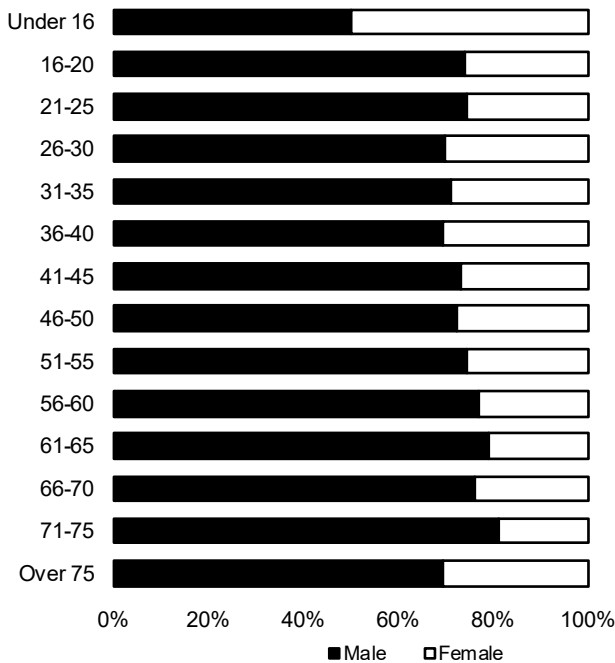
Motorcyclists had the largest percentage of drinking drivers to total drivers; this is compared to the drivers of other types of vehicles. Drinking drivers of passenger cars, light trucks, vans, and sport utility vehicles were relatively equal to the average for drivers of all vehicle types. Bus and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

Total Drivers in Crashes 190,904	Passenger Car	96,329
	Lt Trk/SUV/Van	80,868
	Heavy Truck	7,715
	Motorcycle	3,671
	Bus	644
	Other	1,677
Drinking Drivers in Crashes 9,082 (4.8% of total)	Passenger Car	4,983 (5.2% of total)
	Lt Trk/SUV/Van	3,659 (4.5% of total)
	Heavy Truck	66 (0.9% of total)
	Motorcycle	297 (8.1% of total)
	Bus	1 (0.2% of total)
	Other	76 (4.5% of total)

Alcohol-Related

Drinking Drivers in Crashes by Age and Sex

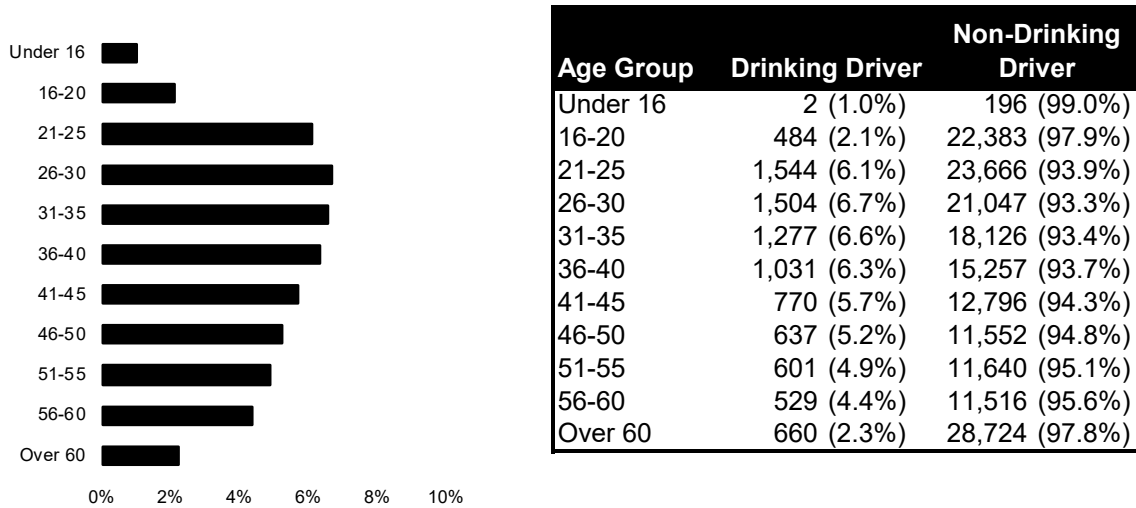
In 2021, nearly 3 out of 4 drinking drivers in crashes were male (across most age groups), with only slight variations among the age groups. The table below does not include an additional 63 drivers for whom age and/or sex were not known.



Age Group	Male	Female	Total
Under 16	1	1	2
16-20	359	125	484
21-25	1,146	395	1,541
26-30	1,051	450	1,501
31-35	905	368	1,273
36-40	713	314	1,027
41-45	563	206	769
46-50	459	176	635
51-55	447	153	600
56-60	407	121	528
61-65	260	68	328
66-70	146	45	191
71-75	74	17	91
Over 75	34	15	49
Total	6,565	2,454	9,019

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

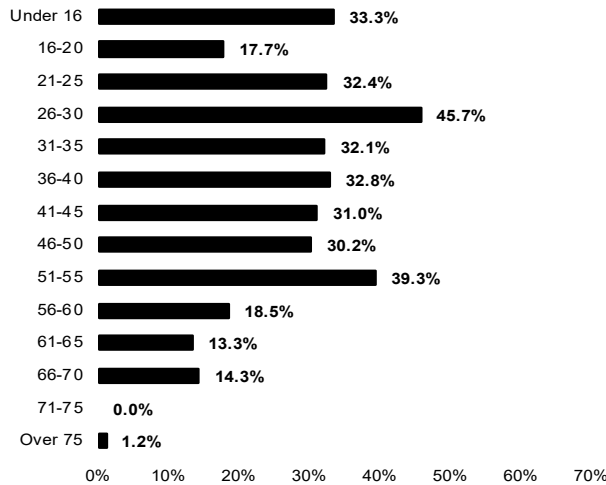
In 2021, as the table and graph below show, the two age groups from 26 to 35 had the highest percentage of drinking drivers within their respective age groups. After age 30, the percentage of drinking drivers within the succeeding age groups steadily declined. The Under 16 age group continues to be of particular concern, as it included 2 drinking drivers.



Alcohol-Related

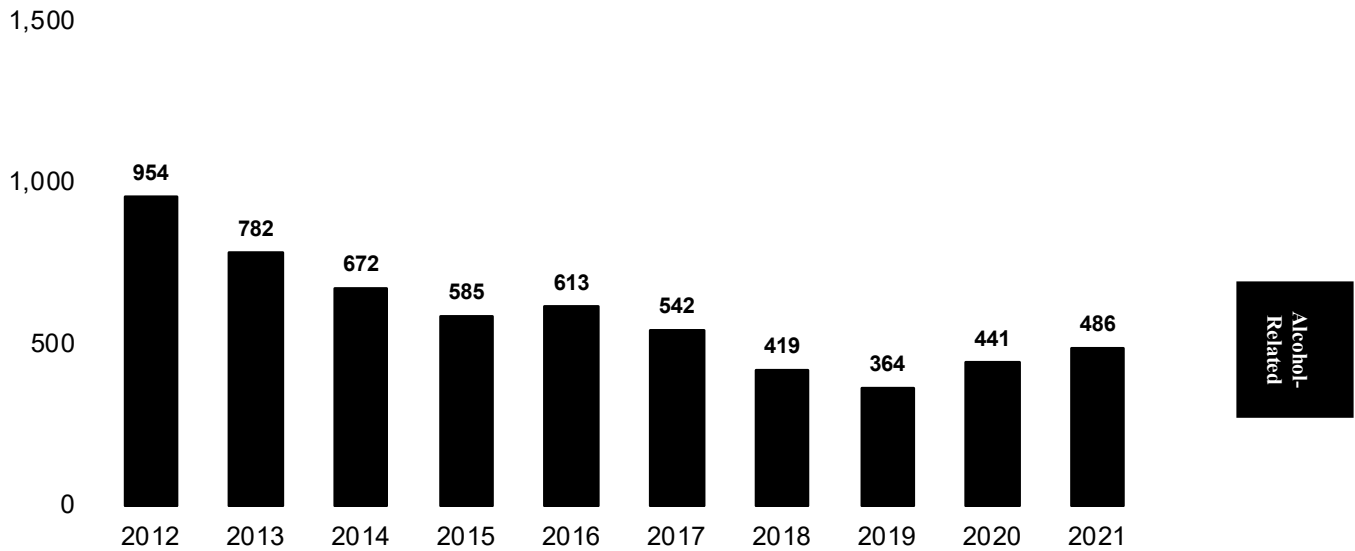
Drinking Driver Fatalities as a Percentage of Total Driver Fatalities, by Age Group

The graph below shows drinking driver fatalities as a percentage of total driver fatalities within each respective age group for 2021 crashes. The age group from 26 to 30 had the highest percentage, with 46% of the driver fatalities in this age group being a drinking driver. The 16-20 age group increased from 16.7% in 2020. In 2021, unfortunately 33.3% of fatal drivers under the age of 16 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 2019 there had been a downward trend with 2020 and 2021 reversing the trend.



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 suspected minor-to-critical injuries by 50%. For light truck occupants, seat belts reduce the risk of fatal injuries by 60% and the risk of suspected minor -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 under 2 must be secured in a rear-facing car seat until the child outgrows the maximum weight and height limits designated by the car seat manufacturer. Children age 4 up to age 8, are required to be in an appropriately fitting child booster seat when riding anywhere in a vehicle. Children from age 8 up to age 18 must be in a seat belt.
- Research shows that child safety seats, when properly installed, reduce the risk of fatal injury 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 2 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.

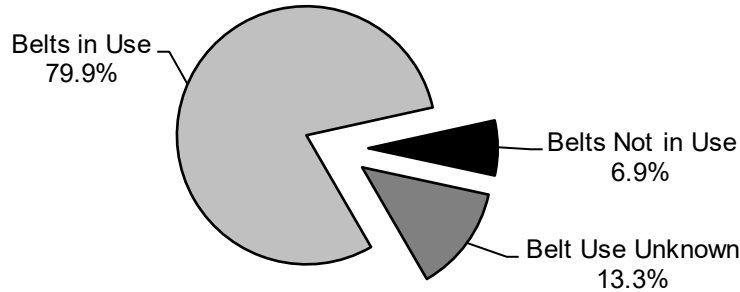
Air Bag Safety

- 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.

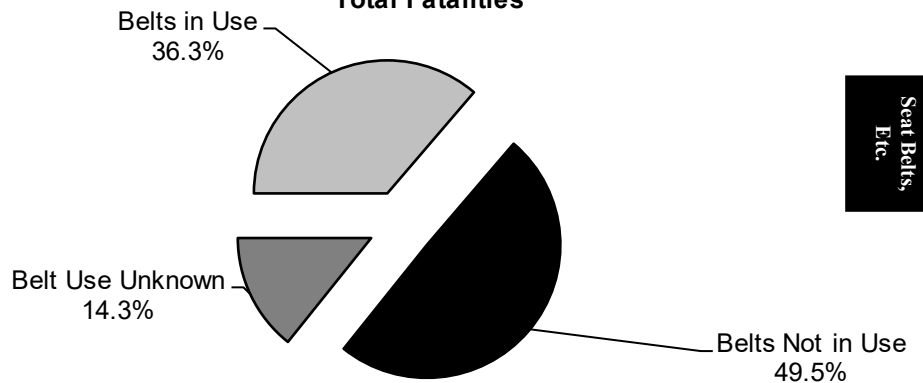
Seat Belt Use in Crashes—Total People Involved

Seat belts have proven to be effective in reducing the severity of injuries sustained in a crash. In 2021, as shown in the two pie graphs below, 79.9% of all people involved in crashes were wearing seat belts. 49.5% 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 2021 by severity of injury and belt use.

Total People Involved in Crashes



Total Fatalities



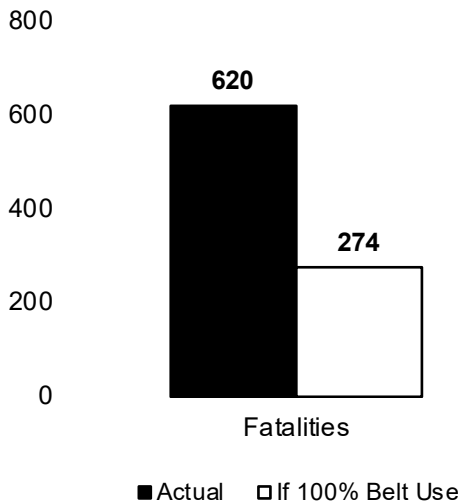
	Belts in Use	Belts Not in Use	Belt Use Unknown
Fatal Injury	277	378	109
Suspected Serious Injury	1,846	1,066	546
Suspected Minor Injury	24,565	3,506	3,723
Possible Injury	9,355	968	1,334
Unknown Severity	10,098	1,816	2,457
No Injury	148,659	9,005	24,197
TOTAL	194,800	16,739	32,366

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 Fatalities and Injuries

The table and graph below display the estimated impact that seat belts worn 100% of the time would have on traffic fatalities and injuries. The numbers in parentheses, in the last row, are the estimated decreases in 2021 fatalities and injuries if 100% seat belt use was achieved. (*Note:* The data below is for passenger cars, small trucks, SUVs and vans.) 346 people would have survived if they had worn their belts.

	Fatalities	Susp Ser	Injuries		
			Susp Min	Possible	None
Belts Used	253	1,742	22,970	18,322	128,711
Belts Not Used	367	1,021	3,375	2,672	7,672
TOTAL	620	2,763	26,345	20,994	136,383
If 100% Belt Use	274	1,913	25,089	19,876	139,953
Net Increase/(Decrease)	(346)	(850)	(1,256)	(1,118)	3,570



Note: “No Belts” is included in “Belts Not Used”.

Note: Starting in 2016, the data presented is for passenger cars, small trucks, SUVs and vans. Prior to 2016 only passenger cars were evaluated.

Seat Belt Use in Crashes—Historical Data

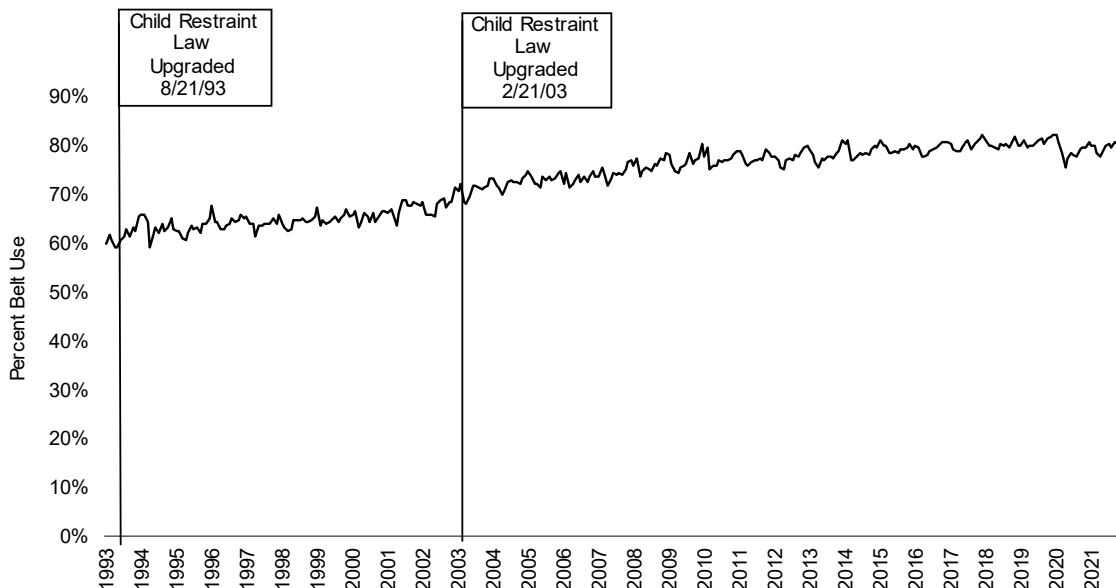
On November 1, 1983, Pennsylvania passed a primary law requiring that drivers secure children under age 4 in an approved child passenger restraint system when riding in a passenger car, Class I truck, Class II truck, classic motor vehicle, antique motor vehicle, or motor home registered in Pennsylvania.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

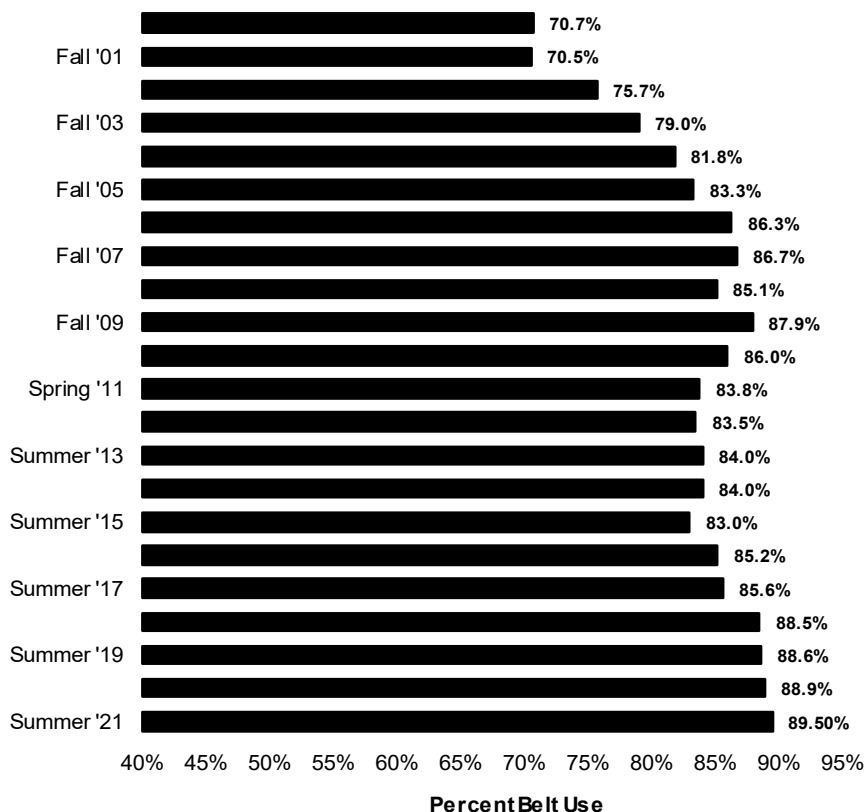
The graph below shows the percentage of seat belt users in Pennsylvania since 1993. A sharp upward trend was experienced in the year following the passage of the seat belt laws. The recent trend shows that the usage rate is still on the rise in crashes.



Note: Data shown for passenger cars only.

Seat Belt Observational Surveys—Historical Data

Observed seat belt use (the percent of front seat vehicle occupants wearing seat belts) is based upon a statewide statistical sampling of front seat occupants in passenger cars and light trucks. The observed seat belt use in 2021 is slightly higher than the previous 3 years, after a good jump from 2017.



Seat Belts,
Etc.

Child Passenger Restraints in Crashes—Five Year Data

Since August 21, 1993, all drivers traveling in Pennsylvania have been required to secure children up to age 4 in a child passenger restraint system while sitting anywhere in a vehicle. As shown in the table below (for 2017-2021 crashes involving children under age 4), the percentages of fatalities and injuries (within restraint type by row) were lower when restraints were used. From 2017-2021, 83% of the children under age 4 who were involved in crashes and restrained in a child seat sustained no injury.

Child Restraint	Fatalities	Susp Ser	Susp Min	Injuries			Total Persons
				Possible	Unknown	No Injury	
Child Seat In Use	16 (0.1%)	55 (0.3%)	1,060 (5.2%)	1,067 (5.3%)	1,316 (6.5%)	16,809 (82.7%)	20,323
No Restraint In Use	9 (0.5%)	18 (1.1%)	126 (7.4%)	128 (7.5%)	372 (21.7%)	1,058 (61.8%)	1,711
Other Restraint In Use	2 (0.1%)	12 (0.4%)	255 (7.8%)	193 (5.9%)	288 (8.8%)	2,514 (77.0%)	3,264

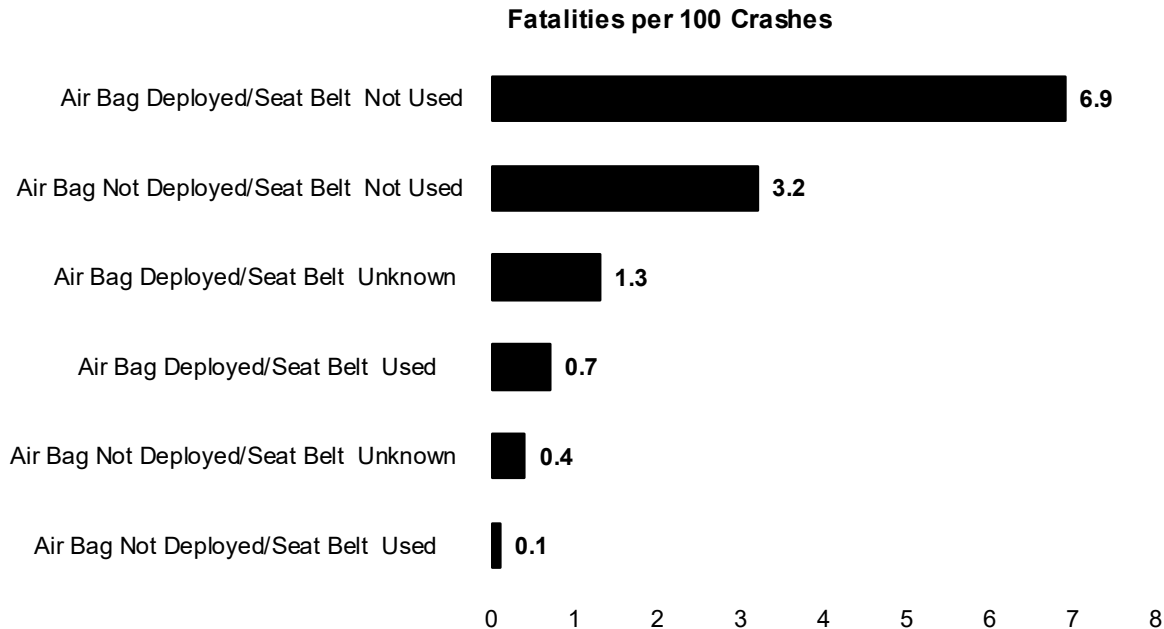
Note: “Child Seat Not In Use” and “Other Restraint Not In Use” have been combined into “No Restraint in Use”.

Air Bag Deployment in Crashes—Injuries and Fatalities

Air bags are now prevalent for most 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	Injuries					No Injury	Total Persons
		Fatalities	Susp Ser	Susp Min	Possible	Unknown		
None	n/a	171 (0.2%)	921 (1.0%)	9,861 (10.2%)	4,084 (4.2%)	6,689 (6.9%)	75,375 (77.6%)	97,101
Air Bag Deployed	Used	201 (0.4%)	1,178 (2.2%)	11,737 (22.3%)	3,535 (6.7%)	5,301 (10.1%)	30,608 (58.2%)	52,560
Air Bag Deployed	Not Used	230 (4.8%)	580 (12.0%)	1,355 (28.0%)	320 (6.6%)	904 (18.7%)	1,448 (29.9%)	4,837
Air Bag Deployed	Unknown	46 (0.8%)	278 (4.8%)	1,252 (21.7%)	364 (6.3%)	1,272 (22.1%)	2,551 (44.3%)	5,763
Air Bag Not Deployed	Used	25 (0.0%)	220 (0.4%)	5,455 (8.8%)	2,487 (4.0%)	2,461 (4.0%)	51,394 (82.8%)	62,042
Air Bag Not Deployed	Not Used	44 (1.9%)	126 (5.3%)	581 (24.6%)	161 (6.8%)	314 (13.3%)	1,141 (48.2%)	2,367
Air Bag Not Deployed	Unknown	9 (0.2%)	42 (1.1%)	409 (10.3%)	144 (3.6%)	501 (12.7%)	2,857 (72.1%)	3,962
Unknown If Deployed	n/a	31 (1.4%)	45 (2.0%)	394 (17.5%)	125 (5.5%)	396 (17.5%)	1,267 (56.1%)	2,258

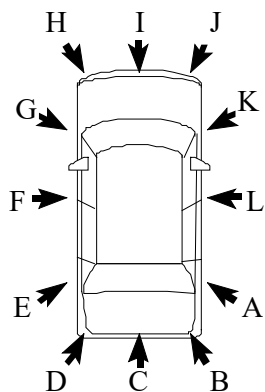
In crashes that are severe enough to deploy an airbag (for vehicles and seats so equipped), the data below shows that you are 10 times more likely to die if you are not wearing a seat belt (6.9 fatalities vs. 0.7 fatalities per 100 crashes).



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 2021 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 1381 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)	2,405	841	670 (48.6%)	708 (51.4%)	186
Right Rear (B)	5,382	2,062	880 (30.0%)	2,057 (70.0%)	383
Center Rear (C)	23,309	9,742	1,381 (11.6%)	10,547 (88.4%)	1,639
Left Rear (D)	5,262	2,018	775 (26.8%)	2,116 (73.2%)	353
Left Side Rear (E)	2,447	896	619 (45.4%)	744 (54.6%)	188
Left Side Center (F)	6,639	2,188	2,304 (59.0%)	1,599 (41.0%)	548
Left Side Forward (G)	6,578	2,404	1,679 (46.3%)	1,945 (53.7%)	550
Left Front (H)	24,878	8,350	7,575 (51.7%)	7,089 (48.3%)	1,864
Center Front (I)	61,318	18,596	23,460 (62.7%)	13,937 (37.3%)	5,325
Right Front (J)	22,628	7,562	7,017 (53.2%)	6,185 (46.9%)	1,864
Right Side Forward (K)	10,449	3,655	2,753 (47.9%)	2,993 (52.1%)	1,048
Right Side Center (L)	8,302	2,931	2,678 (58.9%)	1,869 (41.1%)	824
Other	3,518	1,073	643 (39.8%)	972 (60.2%)	830
None	2,650	1,029	416 (29.1%)	1,015 (70.9%)	190
TOTAL	185,765	63,347	52,850 (49.6%)	53,776 (50.4%)	15,792

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 suspected serious and minor injuries, and even fatal injury, during crashes involving air bag deployment. (Percentages listed in the table are by age group.)

Seat Belts Used		Injuries					Total Persons
Age Group	Fatalities	Susp Ser	Susp Min	Possible	Unknown	No Injury	
0-4	3 (3.3%)	1 (1.1%)	27 (30.0%)	8 (8.9%)	8 (8.9%)	43 (47.8%)	90
5-8	1 (0.4%)	6 (2.3%)	70 (26.2%)	20 (7.5%)	27 (10.1%)	143 (53.6%)	267
9-12	1 (0.2%)	11 (2.0%)	132 (23.7%)	45 (8.1%)	48 (8.6%)	319 (57.4%)	556
13-64	108 (0.2%)	918 (2.0%)	9,762 (21.5%)	2,952 (6.5%)	4,329 (9.5%)	27,325 (60.2%)	45,394
65-74	34 (0.9%)	142 (3.8%)	1,041 (27.7%)	300 (8.0%)	475 (12.6%)	1,767 (47.0%)	3,759
75+	54 (2.2%)	100 (4.0%)	705 (28.3%)	210 (8.4%)	414 (16.6%)	1,011 (40.5%)	2,494
Total	201 (0.4%)	1,178 (2.2%)	11,737 (22.3%)	3,535 (6.7%)	5,301 (10.1%)	30,608 (58.2%)	52,560

Seat Belts Not Used		Injuries					Total Persons
Age Group	Fatalities	Susp Ser	Susp Min	Possible	Unknown	No Injury	
0-4	0 (0.0%)	3 (18.8%)	4 (25.0%)	2 (12.5%)	3 (18.8%)	4 (25.0%)	16
5-8	1 (4.4%)	6 (26.1%)	5 (21.7%)	2 (8.7%)	3 (13.0%)	6 (26.1%)	23
9-12	1 (5.0%)	2 (10.0%)	4 (20.0%)	3 (15.0%)	5 (25.0%)	5 (25.0%)	20
13-64	188 (4.2%)	527 (11.8%)	1,244 (27.9%)	299 (6.7%)	824 (18.5%)	1,380 (30.9%)	4,462
65-74	15 (8.4%)	26 (14.5%)	55 (30.7%)	8 (4.5%)	42 (23.5%)	33 (18.4%)	179
75+	25 (18.3%)	16 (11.7%)	43 (31.4%)	6 (4.4%)	27 (19.7%)	20 (14.6%)	137
Total	230 (4.8%)	580 (12.0%)	1,355 (28.0%)	320 (6.6%)	904 (18.7%)	1,448 (29.9%)	4,837

Pedestrian and Bicycle Crashes

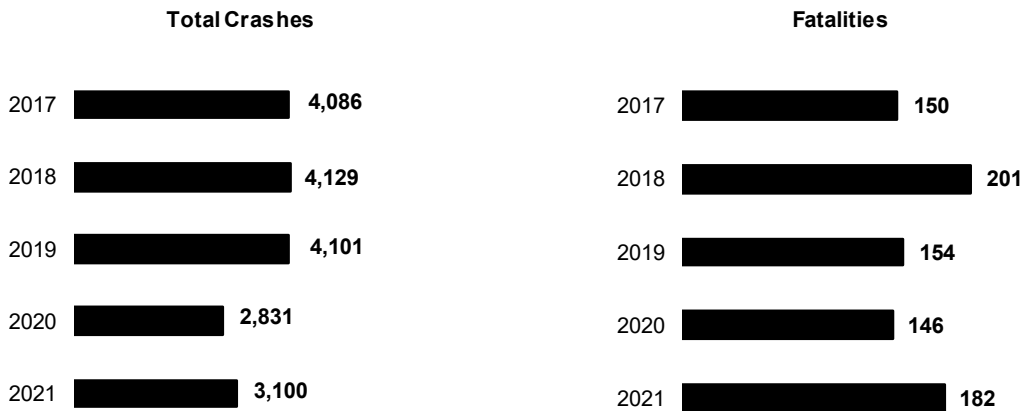
Pedestrian and Bicycles Overview

- ▶ Pedestrian-related crashes represent 2.6% of the total reported traffic crashes; however, they account for 14.8% of all traffic crash fatalities. (See also *Pennsylvania County Crashes*, pages 62, 63, and 68.)

- ▶ Bicycle crashes represent 0.6% of the total reported crashes and 2.0% of all traffic fatalities. Although these percentages are small, they still represent 24 bicyclist fatalities and 766 injuries in 2021.

Pedestrian Crashes—Five-Year Trends

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

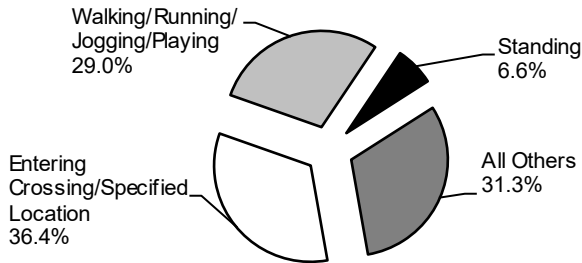


Year	Total Crashes	Fatalities
2017	4,086	150
2018	4,129	201
2019	4,101	154
2020	2,831	146
2021	3,100	182

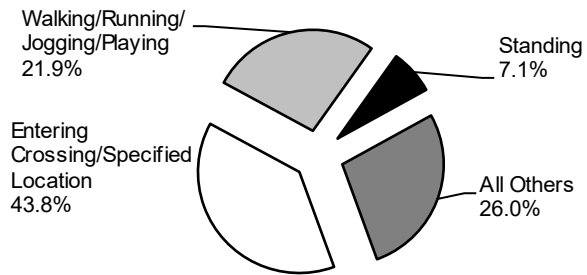
Pedestrian-Related Crashes

Referring to the table and pie charts below, many pedestrian crashes and fatalities 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



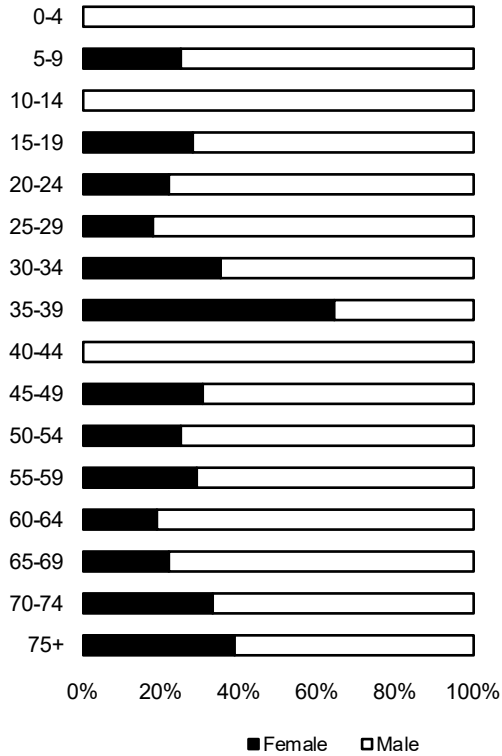
Top Fatal Pedestrian Actions



Pedestrian Action	Fatalities	Pedestrians Involved
Entering Crossing/Specified Location	70	1,083
Walking/Running/Jogging/Playing	49	946
Working	0	54
Working on Vehicle	2	25
Standing	13	214
Pedestrian was Distracted	3	29
Approaching/Leaving a Vehicle	4	121
Other/Unknown	41	792
TOTAL	182	3,264

Pedestrian Fatalities by Age and Sex

Pedestrians ages 75 and over represent a sizable portion of pedestrian fatalities as displayed in the chart below. Overall, male pedestrian fatalities consisted of 71% of all pedestrian fatalities and were more than in 2020 (67%). *Note:* Pedestrians of unknown sex are not included in the numbers below.



Age Group	Female	Male	Total
0-4	0	1	1
5-9	1	3	4
10-14	0	1	1
15-19	2	5	7
20-24	2	7	9
25-29	2	9	11
30-34	5	9	14
35-39	9	5	14
40-44	0	8	8
45-49	4	9	13
50-54	3	9	12
55-59	5	12	17
60-64	4	17	21
65-69	4	14	18
70-74	3	6	9
75 and over	9	14	23
Unknown	0	0	0
TOTAL	53	129	182

Pedestrian Injury Severity by Municipality Type

The majority of pedestrian injuries occurred in cities; the percentage of pedestrian fatalities in cities was also higher, perhaps due to higher vehicle speeds on city roads.

Municipality Type	Fatalities	Injuries	Non-Injury	Total
City	74 (40.7%)	1,790 (58.6%)	16 (59.3%)	1,880 (57.6%)
Borough/Town	32 (17.6%)	461 (15.1%)	2 (7.4%)	495 (15.2%)
Township	76 (41.8%)	804 (26.3%)	9 (33.3%)	889 (27.2%)
Other	0 (0.0%)	0 (0.0%)	0 (0.0%)	0 (0.0%)
TOTAL	182 (100.0%)	3,055 (100.0%)	27 (100.0%)	3,264 (100.0%)

Note: “Other” includes colleges/universities, parks, etc.



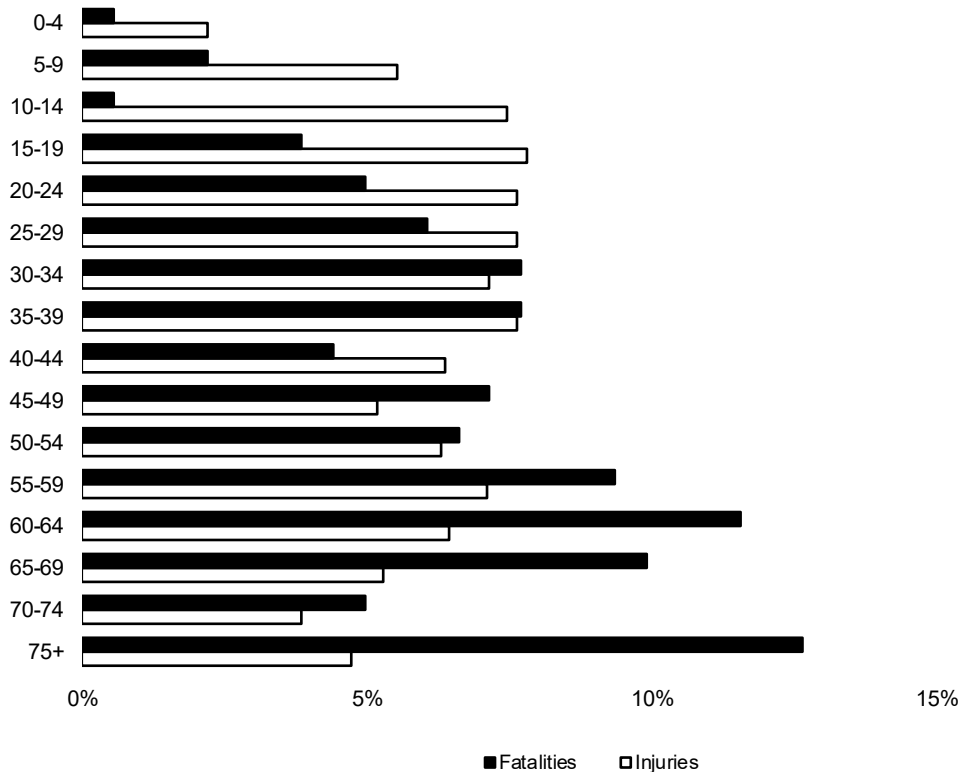
Pedestrian Fatalities and Injuries by Age

Elderly pedestrians, although involved in fewer pedestrian crashes, are more likely to be fatally injured if struck by a moving vehicle. Younger pedestrians (age 19 and under) account for 23% of the pedestrian injuries.

Note: The totals in the table do not include an additional 27 pedestrians who were not fatally injured or injured or where their injury severity was unknown.

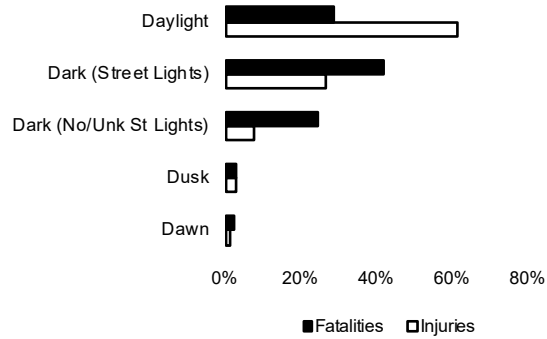
Pedestrian Age	Fatalities	Injuries
0-4	1 (0.6%)	67 (2.2%)
5-9	4 (2.2%)	169 (5.5%)
10-14	1 (0.6%)	228 (7.5%)
15-19	7 (3.9%)	238 (7.8%)
20-24	9 (5.0%)	233 (7.6%)
25-29	11 (6.0%)	233 (7.6%)
30-34	14 (7.7%)	218 (7.1%)
35-39	14 (7.7%)	233 (7.6%)
40-44	8 (4.4%)	194 (6.4%)
45-49	13 (7.1%)	158 (5.2%)
50-54	12 (6.6%)	192 (6.3%)
55-59	17 (9.3%)	217 (7.1%)
60-64	21 (11.5%)	196 (6.4%)
65-69	18 (9.9%)	161 (5.3%)
70-74	9 (5.0%)	117 (3.8%)
75 and over	23 (12.6%)	144 (4.7%)
Unknown	0 (0.0%)	57 (1.9%)
TOTAL	182 (100.0%)	3,055 (100.0%)

Peds & Bikes



Pedestrian Fatalities and Injuries by Light Level

The majority of pedestrians were injured in daylight (61.5%), but more pedestrian fatalities occurred during non-daylight hours (71.4%). As shown in the bar chart, pedestrians were more likely to be fatally injured if struck in a non-daylight crash as compared to a day crash.

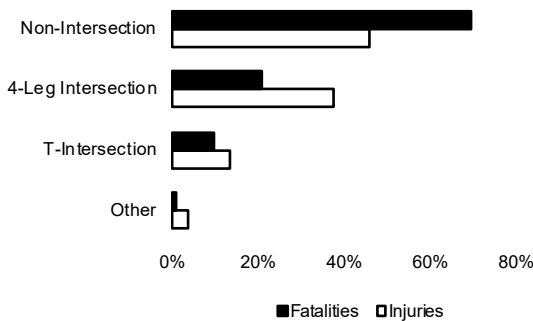


Light Level	Fatalities	Injuries
Dawn	4 (2.2%)	33 (1.1%)
Daylight	52 (28.6%)	1,878 (61.5%)
Dark (Street Lights)	76 (41.8%)	815 (26.7%)
Dark (No/Unk St Lights)	45 (24.7%)	226 (7.4%)
Dusk	5 (2.8%)	95 (3.1%)
Other/Unknown	0 (0.0%)	8 (0.3%)
TOTAL	182 (100.0%)	3,055 (100.0%)

Note: The totals in the table do not include an additional 27 pedestrians who were not fatally injured or injured or where their injury severity was unknown.

Pedestrian Fatalities and Injuries by Intersection Type

69.2% of pedestrian fatalities and 45.9% of pedestrian injuries occurred in areas other than intersections. “Non-intersections” as used below includes mid-block crossings, driveway crossings, etc.

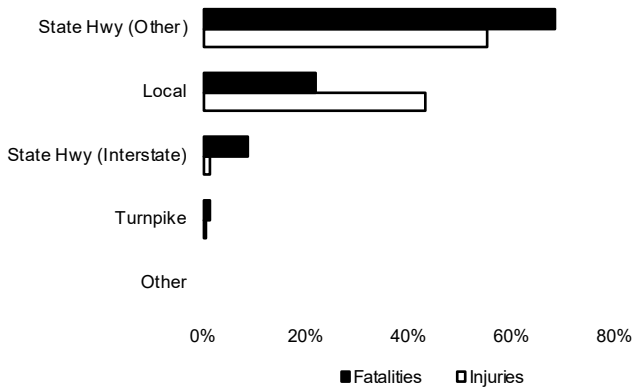


Intersection	Fatalities	Injuries
Non-Intersection	126 (69.2%)	1,402 (45.9%)
4-Leg Intersection	38 (20.9%)	1,134 (37.1%)
T-Intersection	17 (9.3%)	406 (13.3%)
Other	1 (0.6%)	113 (3.7%)
TOTAL	182 (100.0%)	3,055 (100.0%)

Note: The totals in the table do not include an additional 27 pedestrians who were not fatally injured or injured or where their injury severity was

Pedestrian Fatalities and Injuries by Road Type*

As the graph shows, under half of pedestrians were injured on local roads, whereas the majority of pedestrian fatalities occurred on non-interstate state roadways.



Note: The totals in the table do not include an additional 27 pedestrians who were not fatally injured or injured or where their injury severity was unknown.

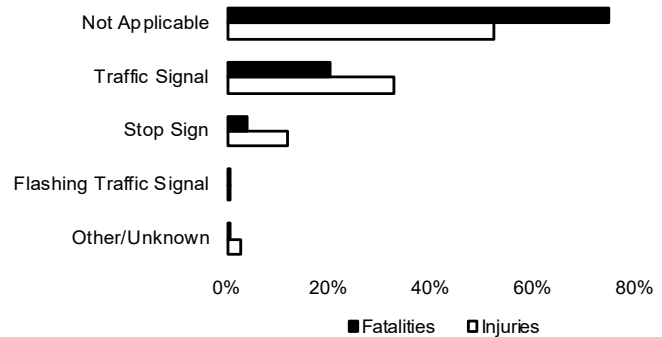
Road Type	Fatalities	Injuries
State Hwy (Other)	124 (68.1%)	1,682 (55.1%)
Local	40 (22.0%)	1,317 (43.1%)
State Hwy (Interstate)	16 (8.8%)	41 (1.3%)
Turnpike	2 (1.1%)	15 (0.5%)
Other	0 (0.0%)	0 (0.0%)
TOTAL	182 (100.0%)	3,055 (100.0%)

*Crashes, fatalities 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.

Peds & Bikes

Pedestrian Fatalities and Injuries

As the graph shows, most pedestrian fatalities and injuries occurred in areas without traffic control devices (TCDs). These areas accounted for 136 pedestrian fatalities and 1,601 injuries.



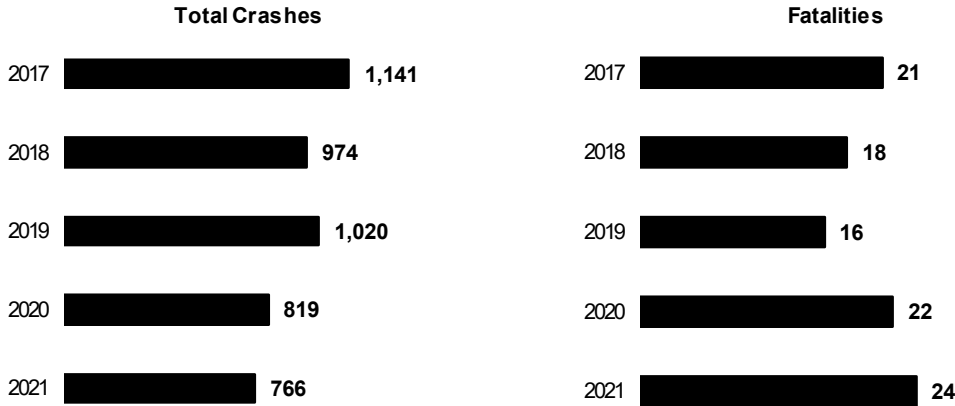
Note: The totals in the table do not include an additional 27 pedestrians who were not fatally injured or injured or where their injury severity was unknown.

Traffic Control Device	Fatalities	Injuries
Not Applicable	136 (74.7%)	1,601 (52.4%)
Traffic Signal	37 (20.3%)	994 (32.5%)
Stop Sign	7 (3.9%)	357 (11.7%)
Flashing Traffic Signal	1 (0.6%)	21 (0.7%)
Other/Unknown	1 (0.6%)	82 (2.7%)
TOTAL	182 (100.0%)	3,055 (100.0%)

Bicycle Crashes—Five-Year Trends

The total number of bicycle crashes decreased in 2021 and has been trending downward over the last 5 years; bicycle fatalities have fluctuated over the same time period, however 2021 was the highest with 24 in the 5-year span.

Year	Total Crashes	Fatalities
2017	1,141	21
2018	974	18
2019	1,020	16
2020	819	22
2021	766	24



Bicycle Fatalities and Injuries by Age

Children ages 0 to 14 are some of the most vulnerable to fatal injury and injury while riding a bicycle. Close to a fifth of the injuries involving bicycles were suffered by this age group. Two of the 24 bicyclist fatalities were in this age group. Another vulnerable group, persons ages 15 to 19, suffered two fatalities and accounted for 14.2% of the total injuries.

Victim's Age	Fatalities	Injuries
0-4	1 (4.2%)	3 (0.4%)
5-9	1 (4.2%)	26 (3.5%)
10-14	0 (0.0%)	100 (13.3%)
15-19	2 (8.3%)	107 (14.2%)
20-34	3 (12.5%)	177 (23.5%)
35-44	4 (16.7%)	100 (13.3%)
45-54	2 (8.3%)	79 (10.5%)
55-64	7 (29.2%)	100 (13.3%)
65-74	2 (8.3%)	48 (6.4%)
75+	2 (8.3%)	8 (1.1%)
Unknown	0 (0.0%)	6 (0.8%)
TOTAL	24 (100.0%)	754 (100.0%)

The totals in the table do not include an additional 9 bicyclists who were not fatally injured or injured or where their injury severity was unknown.



Bicycle Fatalities and Injuries by Light Level

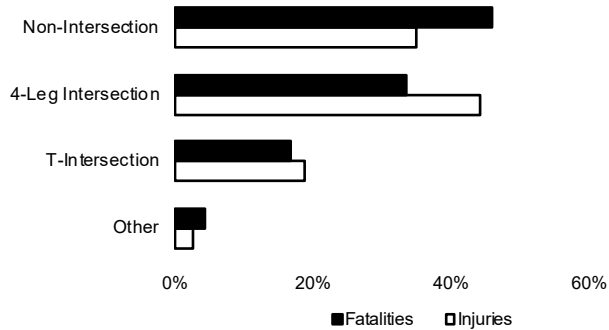
The majority of bicyclists’ injuries occurred during daylight hours. However, over half of the fatalities occurred during non-daylight conditions. These fatalities totaled 58% of total bicyclists’ fatalities in 2021 compared to 41% in 2020.

Light Level	Fatalities	Injuries
Dawn	0 (0.0%)	8 (1.1%)
Daylight	10 (41.7%)	568 (75.3%)
Dark (Street Lights)	9 (37.5%)	123 (16.3%)
Dark (No/Unk St Lights)	5 (20.8%)	31 (4.1%)
Dusk	0 (0.0%)	22 (2.9%)
Other/Unknown	0 (0.0%)	2 (0.3%)
TOTAL	24 (100.0%)	754 (100.0%)

Note: The totals in the table do not include an additional 9 bicyclists who were not fatally injured or injured or where their injury severity was unknown.

Bicycle Fatalities and Injuries by Intersection

In 2021, the majority of bicyclists were injured at intersections and almost one half were fatally injured at non-intersections.



Peds & Bikes

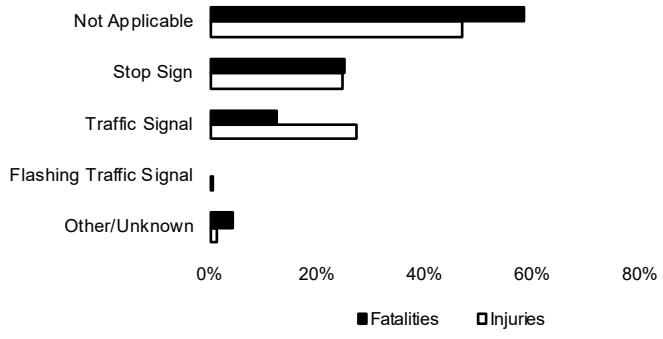
Intersection	Fatalities	Injuries
Non-Intersection	11 (45.8%)	263 (34.9%)
4-Leg Intersection	8 (33.3%)	332 (44.0%)
T-Intersection	4 (16.7%)	140 (18.6%)
Other	1 (4.2%)	19 (2.5%)
TOTAL	24 (100.0%)	754 (100.0%)

Note: The totals in the table do not include an additional 9 bicyclists who were not fatally injured or injured or where their injury severity was unknown.

Bicycle Fatalities and Injuries by Traffic Control Device

In 2021, injuries occurred more often at traffic control devices (TCD) than where there were no controls, but 58% of fatalities occurred where there were no controls.

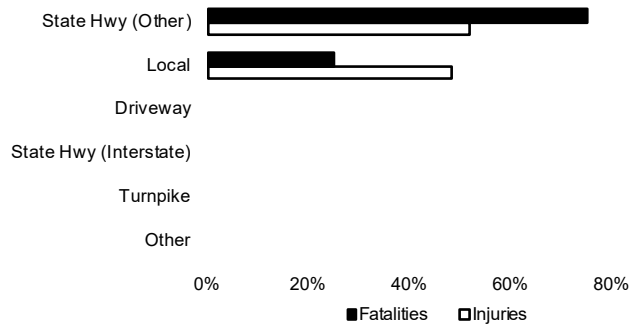
Traffic Control Device	Fatalities	Injuries
Not Applicable	14 (58.3%)	353 (46.8%)
Stop Sign	6 (25.0%)	185 (24.5%)
Traffic Signal	3 (12.5%)	204 (27.1%)
Flashing Traffic Signal	0 (0.0%)	1 (0.1%)
Other/Unknown	1 (4.2%)	11 (1.5%)
TOTAL	24 (100.0%)	754 (100.0%)



Note: The totals in the table do not include an additional 9 bicyclists who were not fatally injured or injured or where their injury severity was unknown.

Bicycle Fatalities and Injuries by Road Type*

75% of the fatalities of bicyclists occurred on state roads in 2021, while 48% of the injuries occurred on non-state roads.



* Crashes, fatalities 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 9 bicyclists who were not fatally injured or injured or where their injury severity was unknown.

Road Type	Fatalities	Injuries
State Hwy (Other)	18 (75.0%)	391 (51.9%)
Local	6 (25.0%)	363 (48.1%)
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	24 (100.0%)	754 (100.0%)



Crashes by Motor Vehicle Type

Vehicle Crashes by Vehicle Types

	Fatal Crashes	Injury Crashes	PDO Crashes	Total Crashes
Passenger Car	47.7%	64.0%	65.2%	64.5%
	550 crashes	32,455 crashes	43,047 crashes	76,052 crashes
Lt Trk/Van/SUV	50.9%	55.9%	53.5%	54.5%
	587 crashes	28,340 crashes	35,320 crashes	64,247 crashes
Heavy Truck	12.5%	5.9%	6.3%	6.1%
	144 crashes	2,969 crashes	4,131 crashes	7,244 crashes
Bicycle	2.1%	1.5%	0.0%	0.7%
	24 crashes	740 crashes	0 crashes	766 crashes
Motorcycle	19.3%	6.2%	0.4%	3.0%
	223 crashes	3,121 crashes	236 crashes	3,580 crashes
School Bus	0.1%	0.2%	0.2%	0.2%
	1 crashes	110 crashes	108 crashes	219 crashes
Commercial Bus	0.5%	0.6%	0.2%	0.4%
	6 crashes	291 crashes	126 crashes	423 crashes
Other	4.7%	2.4%	1.3%	1.8%
	54 crashes	1,232 crashes	849 crashes	2,135 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 47.7% of all fatal injury 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: 33,584	Passenger Car	18,338	54.6%
	Lt Trk/Van/SUV	13,463	40.1%
	Heavy Truck	1,081	3.2%
	Motorcycle	573	1.7%
	School Bus	9	0.0%
	Commercial Bus	12	0.0%
	Other	108	0.3%

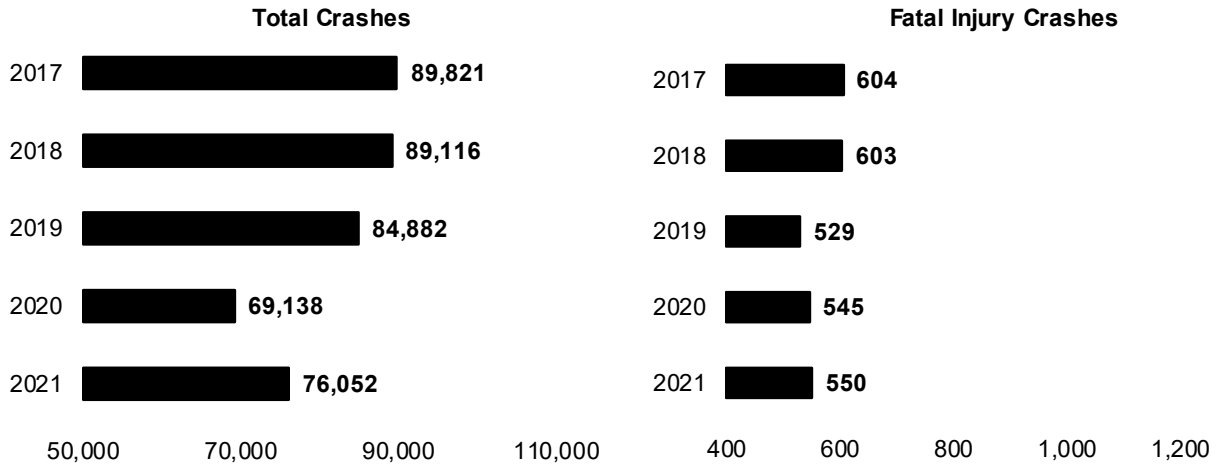
Crashes by Vehicle

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	15,248	1,198	12,308	303	247	49	131	218	29,702
Lt Trk/Van/SUV	9,189	1,040	11,143	250	195	51	78	186	22,132
Heavy Truck	945	323	803	15	7	4	5	15	2,117
Motorcycle	489	39	473	54	3	5	2	17	1,082
Bicycle	117	7	114	1	0	1	1	4	245
School Bus	18	3	27	0	3	2	1	0	54
Commercial Bus	43	5	45	0	2	0	1	3	99
Other/Unknown	485	23	268	20	26	0	5	11	838


Passenger Car Crashes—Five-Year Trends

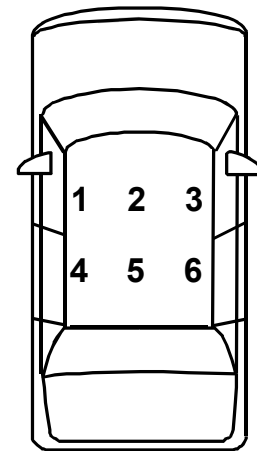
Total passenger car crashes in 2021 were the second lowest in the last five years and fatal crashes in 2021 were the third lowest in the last five years.



Passenger Car Fatalities by Seating Position

In 2021, 33% of crash fatalities involved passenger car occupants. The table below depicts the passenger car fatalities in 2021 by seating position.

	Drivers	1 →
	303 (74.3%)	
	Center Front	2 →
	0 (0.0%)	
	Right Front	3 →
	77 (18.9%)	
	Left Rear	4 →
10 (2.5%)		
Center Rear	5 →	
1 (0.3%)		
Right Rear	6 →	
17 (4.2%)		
Others		
0 (0.0%)		
Total Fatalities	Total Passengers	
408	105 (25.7%)	

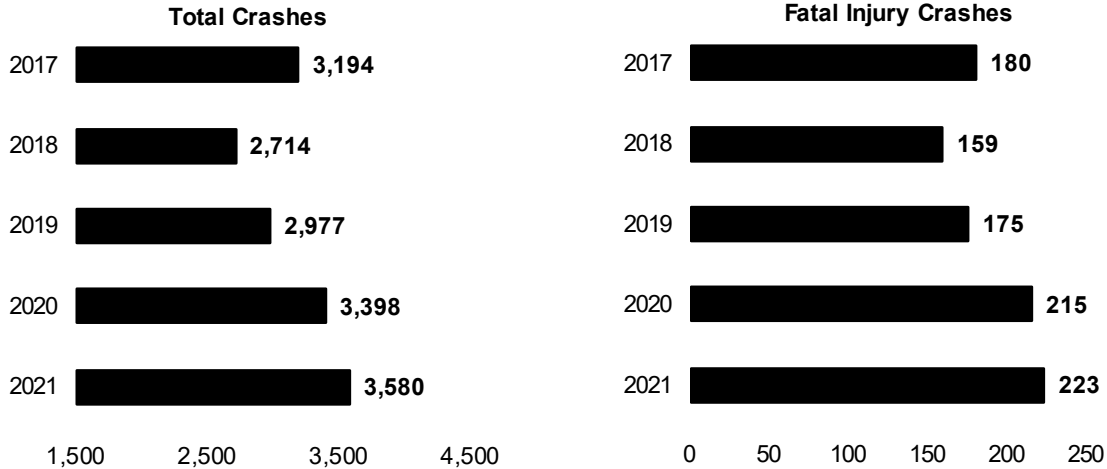


Crashes by Vehicle

“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 2021, total motorcycle crashes increased 5.5% from 2020 while motorcycle fatal injury crashes increased 3.7% from 2020.



Year	Fatalities
2017	185
2018	164
2019	174
2020	217
2021	226
TOTAL	966

Motorcycle Fatalities—Five-Year Trends

Of the 226 fatalities in 2021 involving motorcycle drivers or passengers:

- ▶ 215 (95.1%) were drivers
- ▶ 11 (4.9%) were passengers

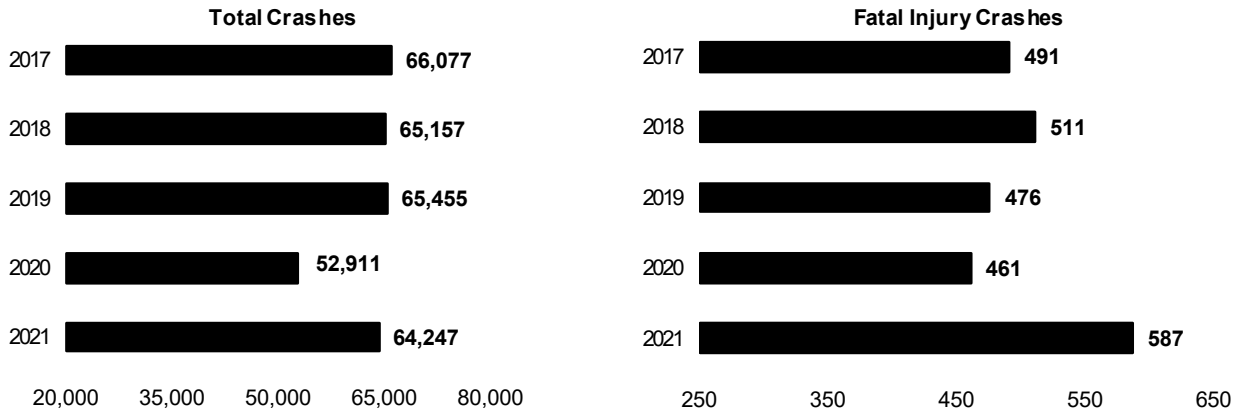
Motorcycle Helmet Use in Crashes

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

	Fatalities	Injuries	Not Injured	Total Motorcyclists
Helmets	113 (50.0%)	1,817 (54.1%)	206 (50.6%)	2,136 (53.5%)
No Helmets	106 (46.9%)	1,373 (40.9%)	137 (33.7%)	1,616 (40.5%)
Unknown	7 (3.1%)	171 (5.1%)	64 (15.7%)	242 (6.1%)
TOTAL	226 (100.0%)	3,361 (100.0%)	407 (100.0%)	3,994 (100.0%)

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

Pickups, minivans, and sport utility vehicles have become more popular over the last 20 years. Crashes involving these vehicles increased 21.4% in 2021 from 2020. Fatal crashes involving these vehicles exploded in 2021, increasing 27.3% from 2020.



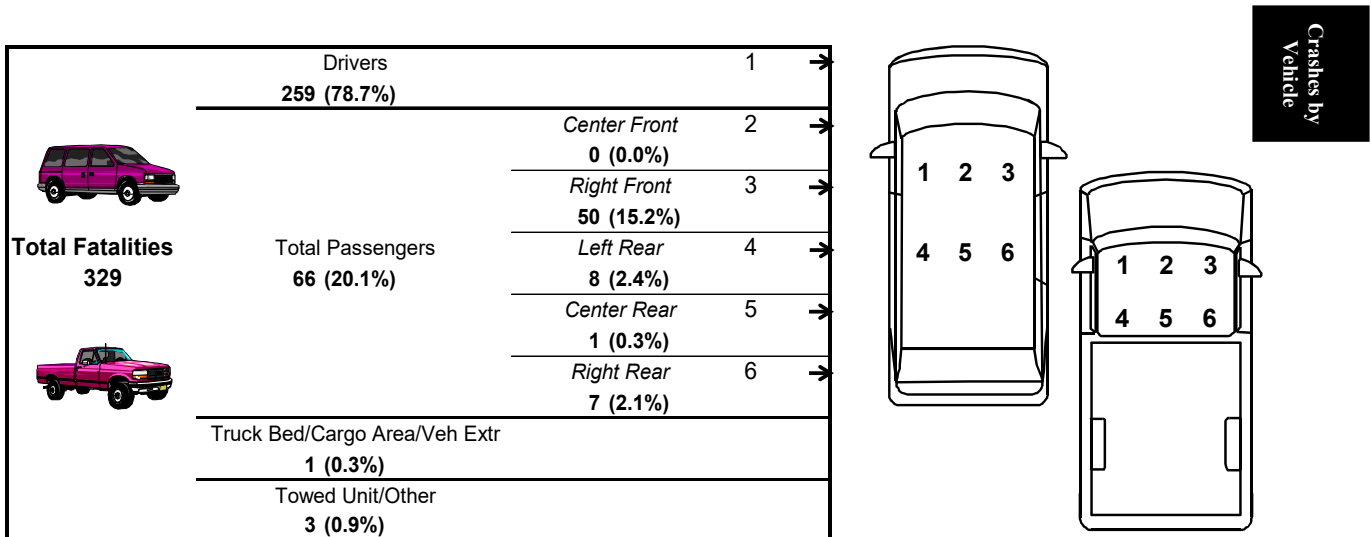
Light Truck / SUV / Van Rollovers Compared to Passenger Cars

- ▶ The percentage of 2021 light truck / SUV / van crashes were higher than passenger cars in crashes involving rollovers (5.0% of all light truck / SUV / van crashes compared to 3.2% of all passenger car crashes).
- ▶ In 2021 rollover crashes, the percentage of light truck / SUV / van occupant fatalities were 46% higher than passenger car occupant fatalities (31.3% of fatalities compared to 15.9%).

	Rollover Crashes	Rollover Fatalities
Lt Trk/Van/SUV	3,181 (5.0%)	103 (31.3%)
Passenger Cars	2,409 (3.2%)	65 (15.9%)

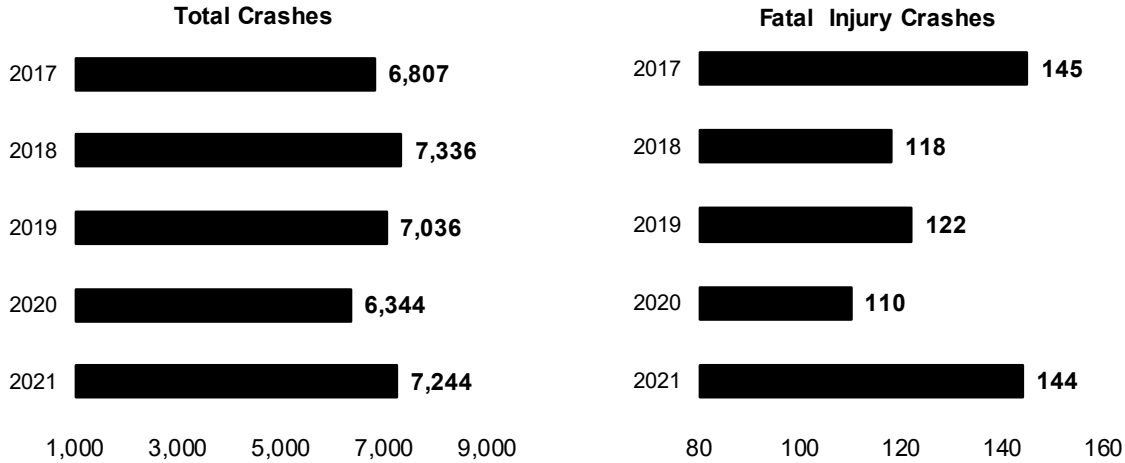
Light Truck / SUV / Van Fatalities by Seating Position

In 2021, 26.7% of crash fatalities involved occupants in light trucks, vans, and sport utility vehicles. The table below depicts these fatalities in 2021 by seating position.



Heavy Truck Crashes—Five Year Trends

Total crashes involving heavy trucks in 2021 were the second highest in the last 5 years. Fatal injury crashes in 2021 were also the second highest over the last 5 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, steering systems and unsecure /overloaded trailers.

Vehicle Defect	Crashes
Brake-Related	103
Tire/Wheel-Related	91
Total Steering System Failure	31
Unsecure Trailer/Overloaded	30
Power Train Failure	19
Trailer Hitch/Improper Towing	9
Suspension	8
Other Failure	5
Vehicle Lighting Related	3
Exhaust System Failure	0

Crashes by Vehicle

Heavy Truck Crashes by Road Type*

Road Type	Crashes	Occupant Fatalities
State Hwy (Interstate)	1,942 (26.8%)	9 (33.3%)
State Hwy (Other)	4,020 (55.5%)	13 (48.2%)
Turnpike	514 (7.1%)	5 (18.5%)
Local Road	768 (10.6%)	0 (0.0%)
Other	0 (0.0%)	0 (0.0%)
TOTAL	7,244 (100.0%)	27 (100.0%)

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

*Crashes and fatalities 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)	38 (25.2%)	6 (21.4%)
State Hwy (Other)	94 (62.3%)	22 (78.6%)
Turnpike	13 (8.6%)	0 (0.0%)
Local Road	6 (4.0%)	0 (0.0%)
Other	0 (0.0%)	0 (0.0%)
TOTAL	151 (100.0%)	28 (100.0%)

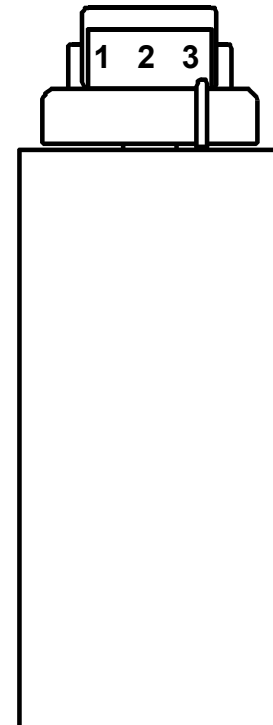
Note: “State Highway (Other)” includes state-maintained roads that are not designated as interstates.

*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 Fatalities by Seating Position

In 2021, only 2.2% of crash fatalities involved heavy truck occupants. The table below depicts the heavy truck fatalities in 2021 by seating position.

Total Fatalities 27 	Drivers	1 →	
	22 (81.5%)		
	Total Passengers	Center Front	2 →
		Right Front	3 →
		2 (7.4%)	
Others	3 (11.1%)		



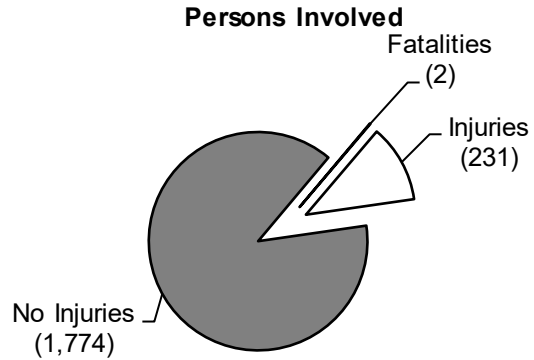
“Others” might be persons in the sleeping compartment; persons in the cargo trailer; or someone on, or attached to, the outside of the truck.

Crashes by Vehicle

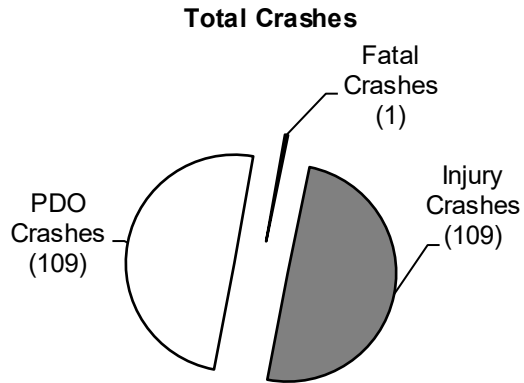
School Bus Crashes

Of the more than 2,000 persons involved in school bus crashes in 2021, only 2 were fatally injured, 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, 1 was a school bus passenger.

Total persons involved: **2,007**



Half (49.8%) of school bus crashes in 2021 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

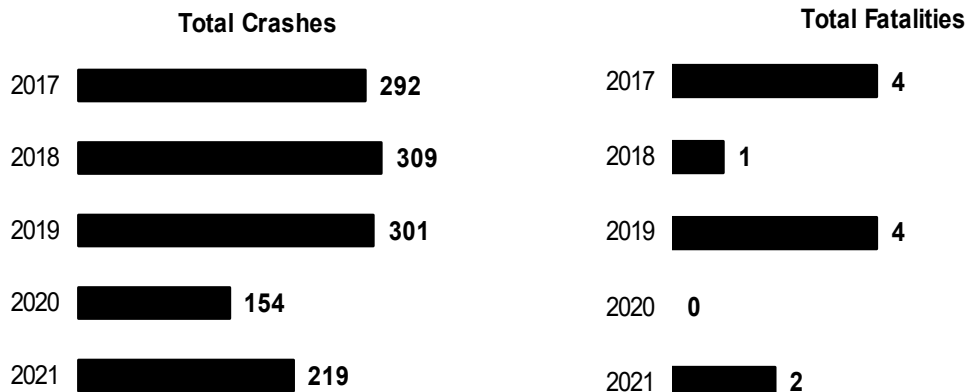
Road Type	Crashes	Percentage
State Hwy (Interstate)	5	2.3%
State Hwy (Other)	151	69.0%
Turnpike	2	0.9%
Local Road	61	27.9%
Other	0	0.0%
TOTAL	219	100.0%

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 fatalities increased in 2021. School bus related fatalities were 0.2% of total fatalities in 2021. One of the persons fatally injured was a school bus passenger at the time of the crash.



Year	Crash Severity			Total	Fatalities	Injuries
	Fatal	Injury	PDO			
2017	4	156	132	292	4	371
2018	1	157	151	309	1	333
2019	4	151	146	301	4	329
2020	0	68	86	154	0	146
2021	1	109	109	219	2	231
TOTAL	10	641	624	1,275	11	1,410

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

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

FATALITIES							
Year	School Bus Drivers	School Bus Passengers	School-Age Pedestrians	Other Pedestrians	Driver/ Passenger of Other Vehicle	Other/ Unknown	Total Fatalities
2017	1	0	0	0	3	0	4
2018	0	0	0	1	0	0	1
2019	0	0	0	1	3	0	4
2020	0	0	0	0	0	0	0
2021	1	1	0	0	0	0	2
TOTAL	2	1	0	2	6	0	11

INJURIES							
Year	School Bus Drivers	School Bus Passengers	School-Age Pedestrians	Other Pedestrians	Driver/ Passenger of Other Vehicle	Other/ Unknown	Total Injuries
2017	35	212	3	5	113	3	371
2018	34	168	2	5	115	9	333
2019	24	188	4	7	99	7	329
2020	14	74	0	3	55	0	146
2021	20	112	2	4	88	5	231
TOTAL	127	754	11	24	470	24	1,410

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 2021, Pennsylvania’s total population was 12,964,056 people.

The ten most populated counties were:

Philadelphia (12.2%)	Allegheny (9.6%)	Montgomery (6.6%)
Bucks (5.0%)	Delaware (4.4%)	Lancaster (4.3%)
Chester (4.2%)	York (3.5%)	Berks (3.3%)
Lehigh (2.9%)	<i>See page 59.</i>	

The ten least populated counties were:

Cameron (0.03%)	Sullivan (0.05%)	Forest (0.05%)
Fulton (0.11%)	Potter (0.13%)	Montour (0.14%)
Juniata (0.18%)	Wyoming (0.20%)	Elk (0.24%)
Greene (0.27%)	<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 (2.43%)	Crawford (2.29%)	Bradford (2.25%)
Somerset (2.24%)		

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

Allegheny (5.89%)	Montgomery (3.66%)	Lancaster (3.63%)
York (3.44%)	Chester (3.37%)	Bucks (3.24%)
Westmoreland (3.07%)	Berks (3.07%)	Philadelphia (2.83%)
Erie (2.28%)		

The ten counties with the most reported traffic crashes were:

Allegheny (9.9%)	Philadelphia (8.8%)	Montgomery (6.7%)
Bucks (4.8%)	Lancaster (4.8%)	Delaware (4.3%)
Berks (4.2%)	Lehigh (4.1%)	York (3.9%)
Chester (3.4%)	<i>See page 59.</i>	

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

Philadelphia (10.8%)	Lancaster (5.9%)	Allegheny (5.5%)
Bucks (4.5%)	York (3.7%)	Berks (3.7%)
Luzerne (3.3%)	Dauphin (3.3%)	Montgomery (3.2%)
Westmoreland (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, 2020 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 InjuryCrashes	Injury Crashes	PDO Crashes	Total Crashes
Adams	104,127 (0.8%)	10 (0.9%)	331 (0.7%)	545 (0.8%)	886 (0.8%)
Allegheny	1,238,090 (9.6%)	67 (5.8%)	4,626 (9.1%)	6,966 (10.5%)	11,659 (9.9%)
Armstrong	65,093 (0.5%)	10 (0.9%)	176 (0.4%)	275 (0.4%)	461 (0.4%)
Beaver	166,624 (1.3%)	10 (0.9%)	494 (1.0%)	793 (1.2%)	1,297 (1.1%)
Bedford	47,461 (0.4%)	12 (1.0%)	214 (0.4%)	439 (0.7%)	665 (0.6%)
Berks	429,342 (3.3%)	40 (3.5%)	1,936 (3.8%)	2,935 (4.4%)	4,911 (4.2%)
Blair	121,767 (0.9%)	7 (0.6%)	527 (1.0%)	778 (1.2%)	1,312 (1.1%)
Bradford	59,892 (0.5%)	7 (0.6%)	227 (0.5%)	332 (0.5%)	566 (0.5%)
Bucks	646,098 (5.0%)	51 (4.4%)	2,436 (4.8%)	3,161 (4.8%)	5,648 (4.8%)
Butler	194,273 (1.5%)	17 (1.5%)	592 (1.2%)	1,018 (1.5%)	1,627 (1.4%)
Cambria	132,167 (1.0%)	7 (0.6%)	387 (0.8%)	597 (0.9%)	991 (0.8%)
Cameron	4,459 (0.0%)	1 (0.1%)	16 (0.0%)	15 (0.0%)	32 (0.0%)
Carbon	65,412 (0.5%)	7 (0.6%)	276 (0.5%)	416 (0.6%)	699 (0.6%)
Centre	157,527 (1.2%)	10 (0.9%)	422 (0.8%)	609 (0.9%)	1,041 (0.9%)
Chester	538,649 (4.2%)	34 (3.0%)	1,565 (3.1%)	2,458 (3.7%)	4,057 (3.4%)
Clarion	37,156 (0.3%)	6 (0.5%)	149 (0.3%)	223 (0.3%)	378 (0.3%)
Clearfield	80,082 (0.6%)	14 (1.2%)	320 (0.6%)	382 (0.6%)	716 (0.6%)
Clinton	37,465 (0.3%)	7 (0.6%)	157 (0.3%)	198 (0.3%)	362 (0.3%)
Columbia	64,872 (0.5%)	5 (0.4%)	258 (0.5%)	409 (0.6%)	672 (0.6%)
Crawford	83,351 (0.6%)	17 (1.5%)	347 (0.7%)	544 (0.8%)	908 (0.8%)
Cumberland	262,919 (2.0%)	23 (2.0%)	1,009 (2.0%)	1,348 (2.0%)	2,380 (2.0%)
Dauphin	287,400 (2.2%)	37 (3.2%)	1,167 (2.3%)	1,754 (2.7%)	2,958 (2.5%)
Delaware	573,849 (4.4%)	23 (2.0%)	2,347 (4.6%)	2,655 (4.0%)	5,025 (4.3%)
Elk	30,783 (0.2%)	3 (0.3%)	113 (0.2%)	144 (0.2%)	260 (0.2%)
Erie	269,011 (2.1%)	21 (1.8%)	1,191 (2.4%)	1,336 (2.0%)	2,548 (2.2%)
Fayette	126,931 (1.0%)	12 (1.0%)	461 (0.9%)	590 (0.9%)	1,063 (0.9%)
Forest	7,032 (0.1%)	1 (0.1%)	19 (0.0%)	20 (0.0%)	40 (0.0%)
Franklin	156,289 (1.2%)	13 (1.1%)	602 (1.2%)	879 (1.3%)	1,494 (1.3%)
Fulton	14,523 (0.1%)	6 (0.5%)	103 (0.2%)	177 (0.3%)	286 (0.2%)
Greene	35,369 (0.3%)	3 (0.3%)	117 (0.2%)	200 (0.3%)	320 (0.3%)
Huntingdon	43,889 (0.3%)	9 (0.8%)	111 (0.2%)	202 (0.3%)	322 (0.3%)
Indiana	82,886 (0.6%)	10 (0.9%)	248 (0.5%)	408 (0.6%)	666 (0.6%)
Jefferson	44,114 (0.3%)	6 (0.5%)	140 (0.3%)	211 (0.3%)	357 (0.3%)
Juniata	23,297 (0.2%)	7 (0.6%)	119 (0.2%)	134 (0.2%)	260 (0.2%)
Lackawanna	215,663 (1.7%)	18 (1.6%)	1,054 (2.1%)	1,387 (2.1%)	2,459 (2.1%)
Lancaster	553,652 (4.3%)	69 (6.0%)	2,295 (4.5%)	3,261 (4.9%)	5,625 (4.8%)
Lawrence	85,497 (0.7%)	10 (0.9%)	288 (0.6%)	428 (0.7%)	726 (0.6%)
Lebanon	143,493 (1.1%)	24 (2.1%)	666 (1.3%)	919 (1.4%)	1,609 (1.4%)
Lehigh	375,539 (2.9%)	26 (2.3%)	2,229 (4.4%)	2,598 (3.9%)	4,853 (4.1%)
Luzerne	326,053 (2.5%)	40 (3.5%)	1,437 (2.8%)	1,900 (2.9%)	3,377 (2.9%)
Lycoming	113,605 (0.9%)	17 (1.5%)	369 (0.7%)	537 (0.8%)	923 (0.8%)
McKean	39,941 (0.3%)	5 (0.4%)	107 (0.2%)	158 (0.2%)	270 (0.2%)
Mercer	109,972 (0.9%)	11 (1.0%)	494 (1.0%)	667 (1.0%)	1,172 (1.0%)
Mifflin	46,136 (0.4%)	5 (0.4%)	149 (0.3%)	235 (0.4%)	389 (0.3%)
Monroe	169,273 (1.3%)	25 (2.2%)	884 (1.7%)	1,249 (1.9%)	2,158 (1.8%)
Montgomery	860,578 (6.6%)	38 (3.3%)	3,483 (6.9%)	4,394 (6.7%)	7,915 (6.7%)
Montour	18,087 (0.1%)	2 (0.2%)	73 (0.1%)	117 (0.2%)	192 (0.2%)
Northampton	313,628 (2.4%)	13 (1.1%)	1,251 (2.5%)	1,592 (2.4%)	2,856 (2.4%)
Northumberland	91,266 (0.7%)	7 (0.6%)	296 (0.6%)	361 (0.6%)	664 (0.6%)
Perry	45,986 (0.4%)	5 (0.4%)	172 (0.3%)	231 (0.4%)	408 (0.4%)
Philadelphia	1,576,251 (12.2%)	128 (11.1%)	6,462 (12.8%)	3,827 (5.8%)	10,417 (8.8%)
Pike	59,952 (0.5%)	4 (0.4%)	209 (0.4%)	269 (0.4%)	482 (0.4%)
Potter	16,259 (0.1%)	3 (0.3%)	37 (0.1%)	50 (0.1%)	90 (0.1%)
Schuylkill	143,264 (1.1%)	25 (2.2%)	545 (1.1%)	831 (1.3%)	1,401 (1.2%)
Snyder	39,621 (0.3%)	4 (0.4%)	147 (0.3%)	193 (0.3%)	344 (0.3%)
Somerset	73,627 (0.6%)	12 (1.0%)	262 (0.5%)	369 (0.6%)	643 (0.6%)
Sullivan	5,868 (0.1%)	0 (0.0%)	21 (0.0%)	35 (0.1%)	56 (0.1%)
Susquehanna	38,389 (0.3%)	6 (0.5%)	172 (0.3%)	250 (0.4%)	428 (0.4%)
Tioga	40,929 (0.3%)	10 (0.9%)	109 (0.2%)	185 (0.3%)	304 (0.3%)
Union	42,568 (0.3%)	6 (0.5%)	151 (0.3%)	186 (0.3%)	343 (0.3%)
Venango	49,938 (0.4%)	10 (0.9%)	180 (0.4%)	329 (0.5%)	519 (0.4%)
Warren	38,134 (0.3%)	5 (0.4%)	127 (0.3%)	202 (0.3%)	334 (0.3%)
Washington	209,470 (1.6%)	22 (1.9%)	652 (1.3%)	962 (1.5%)	1,636 (1.4%)
Wayne	51,431 (0.4%)	9 (0.8%)	195 (0.4%)	246 (0.4%)	450 (0.4%)
Westmoreland	353,057 (2.7%)	31 (2.7%)	1,141 (2.3%)	1,849 (2.8%)	3,021 (2.6%)
Wyoming	26,034 (0.2%)	7 (0.6%)	101 (0.2%)	149 (0.2%)	257 (0.2%)
York	458,696 (3.5%)	43 (3.7%)	1,723 (3.4%)	2,781 (4.2%)	4,547 (3.9%)
TOTAL	12,964,056 (100.0%)	1,153 (100.0%)	50,684 (100.0%)	66,062 (99.8%)	117,899 (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	2017 Crashes	2018 Crashes	2019 Crashes	2020 Crashes	2021 Crashes
Adams	1,002 (0.8%)	1,044 (0.8%)	929 (0.8%)	849 (0.8%)	886 (0.8%)
Allegheny	12,470 (9.7%)	12,369 (9.6%)	12,225 (9.6%)	9,818 (9.4%)	11,659 (9.9%)
Armstrong	546 (0.4%)	495 (0.4%)	488 (0.4%)	420 (0.4%)	461 (0.4%)
Beaver	1,265 (1.0%)	1,361 (1.1%)	1,385 (1.1%)	1,189 (1.1%)	1,297 (1.1%)
Bedford	765 (0.6%)	859 (0.7%)	755 (0.7%)	613 (0.6%)	665 (0.6%)
Berks	5,034 (3.9%)	5,118 (4.0%)	4,886 (4.0%)	4,357 (4.2%)	4,911 (4.2%)
Blair	1,545 (1.2%)	1,478 (1.2%)	1,451 (1.2%)	1,165 (1.1%)	1,312 (1.1%)
Bradford	571 (0.5%)	597 (0.5%)	583 (0.5%)	579 (0.6%)	566 (0.5%)
Bucks	6,175 (4.8%)	6,193 (4.8%)	6,103 (4.8%)	4,825 (4.6%)	5,648 (4.8%)
Butler	1,871 (1.5%)	1,874 (1.5%)	1,748 (1.5%)	1,507 (1.4%)	1,627 (1.4%)
Cambria	1,218 (1.0%)	1,205 (0.9%)	1,188 (0.9%)	957 (0.9%)	991 (0.8%)
Cameron	65 (0.1%)	53 (0.0%)	42 (0.0%)	32 (0.0%)	32 (0.0%)
Carbon	745 (0.6%)	749 (0.6%)	748 (0.6%)	623 (0.6%)	699 (0.6%)
Centre	1,246 (1.0%)	1,216 (1.0%)	1,191 (1.0%)	887 (0.9%)	1,041 (0.9%)
Chester	4,777 (3.7%)	4,924 (3.8%)	4,717 (3.8%)	3,488 (3.3%)	4,057 (3.4%)
Clarion	392 (0.3%)	423 (0.3%)	443 (0.3%)	367 (0.4%)	378 (0.3%)
Clearfield	821 (0.6%)	834 (0.7%)	747 (0.7%)	718 (0.7%)	716 (0.6%)
Clinton	365 (0.3%)	369 (0.3%)	360 (0.3%)	319 (0.3%)	362 (0.3%)
Columbia	779 (0.6%)	765 (0.6%)	684 (0.6%)	590 (0.6%)	672 (0.6%)
Crawford	911 (0.7%)	946 (0.7%)	937 (0.7%)	762 (0.7%)	908 (0.8%)
Cumberland	2,520 (2.0%)	2,605 (2.0%)	2,549 (2.0%)	2,029 (1.9%)	2,380 (2.0%)
Dauphin	3,457 (2.7%)	3,448 (2.7%)	3,188 (2.7%)	2,531 (2.4%)	2,958 (2.5%)
Delaware	5,022 (3.9%)	4,944 (3.9%)	4,926 (3.9%)	4,292 (4.1%)	5,025 (4.3%)
Elk	307 (0.2%)	298 (0.2%)	293 (0.2%)	223 (0.2%)	260 (0.2%)
Erie	2,619 (2.0%)	2,472 (1.9%)	2,624 (1.9%)	2,327 (2.2%)	2,548 (2.2%)
Fayette	1,247 (1.0%)	1,246 (1.0%)	1,079 (1.0%)	1,104 (1.1%)	1,063 (0.9%)
Forest	59 (0.1%)	72 (0.1%)	68 (0.1%)	59 (0.1%)	40 (0.0%)
Franklin	1,485 (1.2%)	1,546 (1.2%)	1,569 (1.2%)	1,283 (1.2%)	1,494 (1.3%)
Fulton	246 (0.2%)	278 (0.2%)	274 (0.2%)	235 (0.2%)	286 (0.2%)
Greene	344 (0.3%)	440 (0.3%)	420 (0.3%)	297 (0.3%)	320 (0.3%)
Huntingdon	434 (0.3%)	358 (0.3%)	392 (0.3%)	304 (0.3%)	322 (0.3%)
Indiana	709 (0.6%)	742 (0.6%)	723 (0.6%)	592 (0.6%)	666 (0.6%)
Jefferson	437 (0.3%)	413 (0.3%)	385 (0.3%)	378 (0.4%)	357 (0.3%)
Juniata	275 (0.2%)	265 (0.2%)	289 (0.2%)	229 (0.2%)	260 (0.2%)
Lackawanna	2,712 (2.1%)	2,687 (2.1%)	2,531 (2.1%)	2,119 (2.0%)	2,459 (2.1%)
Lancaster	5,822 (4.5%)	6,038 (4.7%)	5,955 (4.7%)	4,794 (4.6%)	5,625 (4.8%)
Lawrence	728 (0.6%)	770 (0.6%)	752 (0.6%)	596 (0.6%)	726 (0.6%)
Lebanon	1,579 (1.2%)	1,609 (1.3%)	1,534 (1.3%)	1,317 (1.3%)	1,609 (1.4%)
Lehigh	5,138 (4.0%)	4,713 (3.7%)	5,089 (3.7%)	4,186 (4.0%)	4,853 (4.1%)
Luzerne	3,604 (2.8%)	3,612 (2.8%)	3,418 (2.8%)	2,956 (2.8%)	3,377 (2.9%)
Lycoming	1,089 (0.9%)	1,115 (0.9%)	1,000 (0.9%)	869 (0.8%)	923 (0.8%)
McKean	347 (0.3%)	316 (0.3%)	326 (0.3%)	263 (0.3%)	270 (0.2%)
Mercer	1,291 (1.0%)	1,223 (1.0%)	1,129 (1.0%)	969 (0.9%)	1,172 (1.0%)
Mifflin	453 (0.4%)	469 (0.4%)	441 (0.4%)	361 (0.4%)	389 (0.3%)
Monroe	2,456 (1.9%)	2,461 (1.9%)	2,393 (1.9%)	1,977 (1.9%)	2,158 (1.8%)
Montgomery	8,982 (7.0%)	9,235 (7.2%)	9,113 (7.2%)	6,944 (6.7%)	7,915 (6.7%)
Montour	218 (0.2%)	218 (0.2%)	195 (0.2%)	160 (0.2%)	192 (0.2%)
Northampton	3,088 (2.4%)	2,975 (2.3%)	3,081 (2.3%)	2,510 (2.4%)	2,856 (2.4%)
Northumberland	703 (0.6%)	739 (0.6%)	712 (0.6%)	595 (0.6%)	664 (0.6%)
Perry	486 (0.4%)	538 (0.4%)	495 (0.4%)	405 (0.4%)	408 (0.4%)
Philadelphia	11,160 (8.7%)	11,003 (8.6%)	11,120 (8.6%)	10,108 (9.7%)	10,417 (8.8%)
Pike	621 (0.5%)	574 (0.5%)	562 (0.5%)	512 (0.5%)	482 (0.4%)
Potter	151 (0.1%)	141 (0.1%)	128 (0.1%)	121 (0.1%)	90 (0.1%)
Schuylkill	1,367 (1.1%)	1,358 (1.1%)	1,268 (1.1%)	1,187 (1.1%)	1,401 (1.2%)
Snyder	393 (0.3%)	392 (0.3%)	431 (0.3%)	288 (0.3%)	344 (0.3%)
Somerset	774 (0.6%)	822 (0.6%)	688 (0.6%)	650 (0.6%)	643 (0.6%)
Sullivan	73 (0.1%)	89 (0.1%)	67 (0.1%)	60 (0.1%)	56 (0.1%)
Susquehanna	477 (0.4%)	494 (0.4%)	462 (0.4%)	359 (0.3%)	428 (0.4%)
Tioga	429 (0.3%)	455 (0.4%)	406 (0.4%)	345 (0.3%)	304 (0.3%)
Union	386 (0.3%)	423 (0.3%)	367 (0.3%)	320 (0.3%)	343 (0.3%)
Venango	554 (0.4%)	502 (0.4%)	518 (0.4%)	520 (0.5%)	519 (0.4%)
Warren	412 (0.3%)	347 (0.3%)	317 (0.3%)	292 (0.3%)	334 (0.3%)
Washington	1,926 (1.5%)	2,038 (1.6%)	1,899 (1.6%)	1,458 (1.4%)	1,636 (1.4%)
Wayne	546 (0.4%)	541 (0.4%)	460 (0.4%)	384 (0.4%)	450 (0.4%)
Westmoreland	3,254 (2.5%)	3,325 (2.6%)	3,124 (2.6%)	2,543 (2.4%)	3,021 (2.6%)
Wyoming	304 (0.2%)	317 (0.3%)	270 (0.3%)	239 (0.2%)	257 (0.2%)
York	4,794 (3.7%)	4,793 (3.7%)	4,557 (3.7%)	3,972 (3.8%)	4,547 (3.9%)
TOTAL	128,188 (99.9%)	128,420 (99.9%)	125,267 (99.9%)	104,475 (99.9%)	117,899 (99.9%)

Counties

Traffic Fatalities by County—Five-Year Trends

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

County	2017 Fatalities	2018 Fatalities	2019 Fatalities	2020 Fatalities	2021 Fatalities
Adams	5 (0.4%)	16 (1.3%)	12 (1.3%)	16 (1.4%)	11 (0.9%)
Allegheny	67 (5.9%)	68 (5.7%)	62 (5.7%)	60 (5.3%)	68 (5.5%)
Armstrong	9 (0.8%)	9 (0.8%)	11 (0.8%)	5 (0.4%)	11 (0.9%)
Beaver	17 (1.5%)	15 (1.3%)	16 (1.3%)	13 (1.2%)	10 (0.8%)
Bedford	12 (1.1%)	8 (0.7%)	6 (0.7%)	4 (0.4%)	14 (1.1%)
Berks	50 (4.4%)	41 (3.5%)	49 (3.5%)	37 (3.3%)	46 (3.7%)
Blair	9 (0.8%)	12 (1.0%)	7 (1.0%)	10 (0.9%)	7 (0.6%)
Bradford	9 (0.8%)	13 (1.1%)	13 (1.1%)	6 (0.5%)	9 (0.7%)
Bucks	50 (4.4%)	54 (4.5%)	48 (4.5%)	52 (4.6%)	55 (4.5%)
Butler	17 (1.5%)	18 (1.5%)	16 (1.5%)	10 (0.9%)	18 (1.5%)
Cambria	12 (1.1%)	9 (0.8%)	12 (0.8%)	7 (0.6%)	7 (0.6%)
Cameron	0 (0.0%)	0 (0.0%)	3 (0.0%)	1 (0.1%)	1 (0.1%)
Carbon	9 (0.8%)	13 (1.1%)	7 (1.1%)	9 (0.8%)	11 (0.9%)
Centre	16 (1.4%)	13 (1.1%)	1 (1.1%)	14 (1.2%)	10 (0.8%)
Chester	35 (3.1%)	46 (3.9%)	29 (3.9%)	33 (2.9%)	34 (2.8%)
Clarion	7 (0.6%)	8 (0.7%)	6 (0.7%)	3 (0.3%)	7 (0.6%)
Clearfield	16 (1.4%)	18 (1.5%)	10 (1.5%)	15 (1.3%)	14 (1.1%)
Clinton	8 (0.7%)	4 (0.3%)	6 (0.3%)	8 (0.7%)	7 (0.6%)
Columbia	6 (0.5%)	9 (0.8%)	3 (0.8%)	9 (0.8%)	5 (0.4%)
Crawford	10 (0.9%)	14 (1.2%)	9 (1.2%)	5 (0.4%)	19 (1.5%)
Cumberland	26 (2.3%)	22 (1.9%)	17 (1.9%)	14 (1.2%)	24 (2.0%)
Dauphin	36 (3.2%)	42 (3.5%)	16 (3.5%)	20 (1.8%)	41 (3.3%)
Delaware	25 (2.2%)	19 (1.6%)	31 (1.6%)	29 (2.6%)	25 (2.0%)
Elk	3 (0.3%)	7 (0.6%)	4 (0.6%)	1 (0.1%)	4 (0.3%)
Erie	27 (2.4%)	21 (1.8%)	26 (1.8%)	15 (1.3%)	21 (1.7%)
Fayette	23 (2.0%)	19 (1.6%)	18 (1.6%)	27 (2.4%)	15 (1.2%)
Forest	2 (0.2%)	2 (0.2%)	1 (0.2%)	0 (0.0%)	1 (0.1%)
Franklin	20 (1.8%)	23 (1.9%)	21 (1.9%)	15 (1.3%)	15 (1.2%)
Fulton	7 (0.6%)	5 (0.4%)	4 (0.4%)	2 (0.2%)	6 (0.5%)
Greene	9 (0.8%)	9 (0.8%)	15 (0.8%)	2 (0.2%)	3 (0.2%)
Huntingdon	5 (0.4%)	3 (0.3%)	7 (0.3%)	7 (0.6%)	9 (0.7%)
Indiana	7 (0.6%)	10 (0.8%)	12 (0.8%)	15 (1.3%)	11 (0.9%)
Jefferson	3 (0.3%)	5 (0.4%)	6 (0.4%)	6 (0.5%)	6 (0.5%)
Juniata	2 (0.2%)	2 (0.2%)	1 (0.2%)	4 (0.4%)	7 (0.6%)
Lackawanna	20 (1.8%)	30 (2.5%)	10 (2.5%)	22 (2.0%)	19 (1.5%)
Lancaster	43 (3.8%)	45 (3.8%)	44 (3.8%)	47 (4.2%)	73 (5.9%)
Lawrence	9 (0.8%)	17 (1.4%)	8 (1.4%)	11 (1.0%)	11 (0.9%)
Lebanon	22 (1.9%)	15 (1.3%)	19 (1.3%)	22 (2.0%)	26 (2.1%)
Lehigh	28 (2.5%)	26 (2.2%)	26 (2.2%)	32 (2.8%)	30 (2.4%)
Luzerne	27 (2.4%)	20 (1.7%)	32 (1.7%)	35 (3.1%)	41 (3.3%)
Lycoming	9 (0.8%)	10 (0.8%)	10 (0.8%)	12 (1.1%)	21 (1.7%)
McKean	3 (0.3%)	4 (0.3%)	13 (0.3%)	3 (0.3%)	5 (0.4%)
Mercer	10 (0.9%)	12 (1.0%)	15 (1.0%)	13 (1.2%)	11 (0.9%)
Mifflin	7 (0.6%)	2 (0.2%)	7 (0.2%)	11 (1.0%)	5 (0.4%)
Monroe	18 (1.6%)	21 (1.8%)	17 (1.8%)	11 (1.0%)	27 (2.2%)
Montgomery	41 (3.6%)	50 (4.2%)	32 (4.2%)	35 (3.1%)	39 (3.2%)
Montour	5 (0.4%)	3 (0.3%)	2 (0.3%)	3 (0.3%)	2 (0.2%)
Northampton	26 (2.3%)	21 (1.8%)	14 (1.8%)	21 (1.9%)	13 (1.1%)
Northumberland	9 (0.8%)	12 (1.0%)	9 (1.0%)	11 (1.0%)	7 (0.6%)
Perry	8 (0.7%)	9 (0.8%)	6 (0.8%)	8 (0.7%)	5 (0.4%)
Philadelphia	94 (8.3%)	103 (8.7%)	91 (8.7%)	166 (14.7%)	133 (10.8%)
Pike	4 (0.4%)	10 (0.8%)	19 (0.8%)	6 (0.5%)	4 (0.3%)
Potter	2 (0.2%)	6 (0.5%)	3 (0.5%)	1 (0.1%)	3 (0.2%)
Schuylkill	23 (2.0%)	23 (1.9%)	22 (1.9%)	19 (1.7%)	26 (2.1%)
Snyder	4 (0.4%)	5 (0.4%)	3 (0.4%)	8 (0.7%)	4 (0.3%)
Somerset	11 (1.0%)	14 (1.2%)	17 (1.2%)	9 (0.8%)	12 (1.0%)
Sullivan	4 (0.4%)	1 (0.1%)	0 (0.1%)	1 (0.1%)	0 (0.0%)
Susquehanna	9 (0.8%)	7 (0.6%)	9 (0.6%)	11 (1.0%)	6 (0.5%)
Tioga	11 (1.0%)	5 (0.4%)	8 (0.4%)	5 (0.4%)	10 (0.8%)
Union	4 (0.4%)	9 (0.8%)	4 (0.8%)	5 (0.4%)	6 (0.5%)
Venango	6 (0.5%)	6 (0.5%)	7 (0.5%)	11 (1.0%)	12 (1.0%)
Warren	7 (0.6%)	6 (0.5%)	6 (0.5%)	7 (0.6%)	5 (0.4%)
Washington	27 (2.4%)	29 (2.4%)	24 (2.4%)	29 (2.6%)	23 (1.9%)
Wayne	6 (0.5%)	6 (0.5%)	11 (0.5%)	9 (0.8%)	10 (0.8%)
Westmoreland	36 (3.2%)	35 (2.9%)	37 (2.9%)	39 (3.5%)	36 (2.9%)
Wyoming	7 (0.6%)	2 (0.2%)	4 (0.2%)	4 (0.4%)	7 (0.6%)
York	38 (3.3%)	49 (4.1%)	25 (4.1%)	28 (2.5%)	46 (3.7%)
TOTAL	1,137 (100.0%)	1,190 (100.0%)	1,059 (100.0%)	1,129 (100.0%)	1,230 (100.0%)

Counties

Pedestrian Fatalities by County—Five-Year Trends

County	2017	2018	2019	2020	2021
Adams	0	5	0	1	1
Allegheny	16	14	13	9	16
Armstrong	0	0	1	0	2
Beaver	0	1	0	1	1
Bedford	0	0	0	0	2
Berks	3	4	5	6	5
Blair	0	1	0	0	2
Bradford	0	0	2	1	0
Bucks	11	12	12	6	17
Butler	0	1	3	0	1
Cambria	1	0	1	0	1
Cameron	0	0	1	0	0
Carbon	2	1	0	1	0
Centre	1	0	0	2	0
Chester	2	5	5	3	2
Clarion	0	0	1	0	0
Clearfield	2	0	0	1	0
Clinton	1	1	1	1	1
Columbia	0	1	1	0	0
Crawford	0	2	1	1	1
Cumberland	1	5	2	2	5
Dauphin	4	10	4	2	7
Delaware	7	6	10	2	5
Elk	0	0	0	0	0
Erie	3	4	5	1	5
Fayette	0	2	2	1	0
Forest	0	0	0	0	0
Franklin	3	4	2	1	3
Fulton	1	0	0	0	0
Greene	0	0	0	0	1
Huntingdon	0	0	0	0	0
Indiana	0	2	0	3	0
Jefferson	0	0	0	0	0
Juniata	0	0	0	1	0
Lackawanna	4	4	4	2	4
Lancaster	5	8	7	6	7
Lawrence	1	2	1	0	0
Lebanon	4	4	5	1	2
Lehigh	5	3	3	4	7
Luzerne	2	5	4	6	6
Lycoming	4	1	2	0	1
McKean	0	0	0	1	0
Mercer	0	2	1	1	1
Mifflin	1	0	0	0	0
Monroe	4	3	1	0	3
Montgomery	6	18	7	9	9
Montour	0	0	0	1	0
Northampton	4	2	2	4	1
Northumberland	0	3	1	0	0
Perry	1	3	0	0	1
Philadelphia	37	42	29	49	45
Pike	0	0	1	0	0
Potter	0	1	0	0	0
Schuylkill	1	2	2	3	1
Snyder	0	0	0	0	1
Somerset	0	2	0	1	1
Sullivan	0	0	0	0	0
Susquehanna	0	1	1	0	1
Tioga	0	1	0	0	0
Union	0	0	0	0	0
Venango	1	0	0	0	0
Warren	1	0	1	0	0
Washington	0	5	1	3	4
Wayne	1	1	2	0	0
Westmoreland	0	2	4	4	2
Wyoming	1	0	1	0	1
York	9	5	2	5	6
TOTAL	150	201	154	146	182

Counties

Pedestrian Fatalities and Injuries by Age Group by County

County	Age 0-4		Age 5-9		Age 10-14		Age 15-59		Age 60+		Total	
	Fatality	Injury	Fatality	Injury	Fatality	Injury	Fatality	Injury	Fatality	Injury	Fatality	Injury
Adams	0	0	0	0	0	0	1	12	0	2	1	14
Allegheny	0	7	1	15	0	20	11	198	4	64	16	304
Armstrong	0	0	0	0	0	1	1	3	1	1	2	5
Beaver	0	1	0	3	0	1	1	10	0	4	1	19
Bedford	0	0	0	0	0	0	1	6	1	0	2	6
Berks	0	1	0	9	0	14	2	81	3	27	5	132
Blair	0	1	0	2	0	2	0	11	2	3	2	19
Bradford	0	0	0	0	0	0	0	1	0	1	0	2
Bucks	0	1	0	0	0	6	10	70	7	21	17	98
Butler	0	0	0	0	0	2	1	10	0	2	1	14
Cambria	0	0	0	0	0	3	0	9	1	2	1	14
Cameron	0	0	0	0	0	0	0	0	0	0	0	0
Carbon	0	0	0	0	0	0	0	3	0	1	0	4
Centre	0	0	0	0	0	1	0	15	0	4	0	20
Chester	0	3	0	2	0	2	1	32	1	13	2	52
Clarion	0	0	0	0	0	0	0	3	0	3	0	6
Clearfield	0	0	0	0	0	0	0	4	0	7	0	11
Clinton	0	0	0	0	0	0	0	4	1	0	1	4
Columbia	0	0	0	0	0	1	0	5	0	3	0	9
Crawford	0	0	0	0	0	1	0	6	1	4	1	11
Cumberland	0	1	0	3	0	6	2	20	3	8	5	38
Dauphin	0	1	0	3	0	2	3	47	4	15	7	68
Delaware	0	6	0	20	0	27	4	106	1	29	5	188
Elk	0	0	0	1	0	0	0	0	0	0	0	1
Erie	0	2	0	7	1	7	2	40	2	6	5	62
Fayette	0	0	0	0	0	0	0	10	0	3	0	13
Forest	0	0	0	0	0	0	0	0	0	0	0	0
Franklin	0	0	0	1	0	2	1	14	2	8	3	25
Fulton	0	0	0	0	0	0	0	1	0	0	0	1
Greene	0	0	0	0	0	0	1	2	0	2	1	4
Huntingdon	0	0	0	1	0	1	0	6	0	1	0	9
Indiana	0	0	0	0	0	1	0	3	0	4	0	8
Jefferson	0	0	0	0	0	1	0	1	0	1	0	3
Juniata	0	0	0	0	0	0	0	1	0	0	0	1
Lackawanna	0	1	0	1	0	10	3	32	1	18	4	62
Lancaster	0	1	0	10	0	9	4	63	3	25	7	108
Lawrence	0	0	0	0	0	3	0	3	0	1	0	7
Lebanon	1	0	0	2	0	8	1	10	0	4	2	24
Lehigh	0	4	0	7	0	9	3	88	4	21	7	129
Luzerne	0	0	0	5	0	8	5	39	1	14	6	66
Lycoming	0	0	0	0	0	5	1	11	0	6	1	22
McKean	0	0	0	0	0	0	0	1	0	2	0	3
Mercer	0	1	0	0	0	0	1	14	0	8	1	23
Mifflin	0	1	0	0	0	0	0	2	0	0	0	3
Monroe	0	0	0	1	0	0	2	7	1	3	3	11
Montgomery	0	3	0	7	0	11	3	127	6	38	9	186
Montour	0	0	0	0	0	0	0	4	0	0	0	4
Northampton	0	1	0	1	0	2	1	24	0	11	1	39
Northumberland	0	0	0	0	0	2	0	7	0	2	0	11
Perry	0	0	0	0	0	0	0	4	1	0	1	4
Philadelphia	0	26	3	60	0	48	25	640	17	179	45	953
Pike	0	0	0	1	0	0	0	3	0	1	0	5
Potter	0	0	0	0	0	0	0	0	0	0	0	0
Schuylkill	0	1	0	2	0	3	0	16	1	6	1	28
Snyder	0	1	0	0	0	0	1	1	0	2	1	4
Somerset	0	0	0	0	0	0	1	4	0	0	1	4
Sullivan	0	0	0	0	0	0	0	0	0	1	0	1
Susquehanna	0	0	0	0	0	0	1	1	0	0	1	1
Tioga	0	0	0	0	0	0	0	2	0	1	0	3
Union	0	1	0	0	0	0	0	6	0	1	0	8
Venango	0	0	0	0	0	1	0	5	0	1	0	7
Warren	0	0	0	0	0	0	0	2	0	1	0	3
Washington	0	0	0	0	0	2	4	4	0	2	4	8
Wayne	0	0	0	0	0	0	0	3	0	0	0	3
Westmoreland	0	1	0	0	0	2	1	13	1	6	2	22
Wyoming	0	0	0	0	0	0	1	2	0	2	1	4
York	0	1	0	5	0	4	5	44	1	23	6	77
TOTAL	1	67	4	169	1	228	105	1,916	71	618	182	2,998

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	2017 Belt Use	2018 Belt Use	2019 Belt Use	2020 Belt Use	2021 Belt Use
Adams	88	87	86	86	87
Allegheny	80	80	81	79	78
Armstrong	81	85	86	83	83
Beaver	71	75	74	73	73
Bedford	89	88	91	90	90
Berks	80	79	80	79	79
Blair	86	87	88	84	84
Bradford	87	87	88	90	89
Bucks	84	86	86	85	84
Butler	90	90	90	88	90
Cambria	78	76	78	75	75
Cameron	86	93	87	89	91
Carbon	78	82	84	83	78
Centre	91	89	90	89	90
Chester	88	87	86	86	86
Clarion	90	85	91	89	86
Clearfield	82	82	79	83	83
Clinton	87	87	82	86	88
Columbia	90	89	87	88	87
Crawford	87	87	89	87	87
Cumberland	89	90	92	90	90
Dauphin	85	84	86	82	82
Delaware	78	78	79	73	73
Elk	75	82	81	83	78
Erie	83	84	84	81	83
Fayette	81	82	80	82	85
Forest	83	85	85	84	90
Franklin	85	86	85	88	89
Fulton	86	89	89	88	87
Greene	87	84	81	78	82
Huntingdon	85	85	84	86	86
Indiana	87	88	88	84	84
Jefferson	87	86	86	86	87
Juniata	86	90	88	87	88
Lackawanna	82	84	84	80	82
Lancaster	89	89	89	90	89
Lawrence	77	77	75	74	73
Lebanon	87	88	87	88	85
Lehigh	85	78	84	79	80
Luzerne	80	82	83	81	80
Lycoming	77	78	82	78	77
McKean	81	81	82	79	86
Mercer	83	78	79	81	82
Mifflin	86	83	82	77	81
Monroe	91	90	91	89	91
Montgomery	88	86	85	86	86
Montour	92	91	92	88	89
Northampton	86	87	85	85	88
Northumberland	80	77	83	82	86
Perry	89	89	89	85	87
Philadelphia	41	43	45	46	48
Pike	92	92	90	91	91
Potter	88	83	91	86	88
Schuylkill	84	82	84	86	88
Snyder	92	91	92	89	92
Somerset	84	85	86	81	84
Sullivan	83	91	85	86	85
Susquehanna	84	87	86	84	88
Tioga	88	89	93	91	84
Union	91	92	89	87	88
Venango	83	88	86	88	85
Warren	91	91	87	89	88
Washington	81	81	81	79	79
Wayne	87	89	85	83	88
Westmoreland	85	86	86	85	83
Wyoming	89	91	88	87	86
York	86	86	87	87	87
STATEWIDE	80	80	81	79	80

Note: Applicable Motor Vehicle Occupants who were properly restrained compared to those who were not properly restrained or where restraint usage was not reported or was not known.

Counties

Alcohol-Related Fatalities by County—Five-Year Trends

County	2017 Fatalities	2018 Fatalities	2019 Fatalities	2020 Fatalities	2021 Fatalities
Adams	3	4	2	3	5
Allegheny	22	15	23	11	19
Armstrong	4	4	5	3	5
Beaver	2	6	3	2	1
Bedford	1	2	2	0	3
Berks	10	6	16	14	10
Blair	1	1	1	2	1
Bradford	2	3	5	3	1
Bucks	14	21	12	12	12
Butler	6	2	5	7	4
Cambria	5	2	2	3	2
Cameron	0	0	0	0	1
Carbon	1	3	3	1	1
Centre	2	7	0	5	4
Chester	15	12	3	13	9
Clarion	0	2	2	1	3
Clearfield	3	4	2	2	4
Clinton	2	0	3	3	1
Columbia	0	3	0	3	1
Crawford	4	3	5	2	2
Cumberland	8	8	4	1	6
Dauphin	9	12	5	4	17
Delaware	7	9	9	10	5
Elk	2	2	0	1	2
Erie	8	8	7	5	4
Fayette	7	5	6	14	2
Forest	0	2	1	0	0
Franklin	4	5	2	5	1
Fulton	1	0	0	1	1
Greene	1	4	10	2	1
Huntingdon	2	2	1	1	1
Indiana	1	2	3	4	3
Jefferson	0	0	0	0	1
Juniata	1	2	1	2	3
Lackawanna	4	6	0	5	3
Lancaster	7	8	14	8	25
Lawrence	2	5	3	0	3
Lebanon	9	2	4	1	7
Lehigh	6	3	5	10	14
Luzerne	5	4	10	9	12
Lycoming	6	2	5	2	6
McKean	1	0	7	1	1
Mercer	3	7	3	5	4
Mifflin	2	1	2	2	2
Monroe	5	7	3	4	6
Montgomery	12	10	9	8	12
Montour	1	0	0	0	1
Northampton	3	5	2	4	4
Northumberland	2	3	1	3	1
Perry	5	5	2	5	2
Philadelphia	17	28	28	29	24
Pike	1	3	8	2	2
Potter	1	3	0	0	2
Schuylkill	3	10	2	9	4
Snyder	1	2	0	2	0
Somerset	4	6	9	3	1
Sullivan	0	0	0	0	0
Susquehanna	3	3	2	6	3
Tioga	1	0	2	1	4
Union	1	4	1	2	0
Venango	2	3	2	1	5
Warren	2	2	4	1	1
Washington	8	10	6	10	7
Wayne	1	0	3	3	2
Westmoreland	12	10	8	10	8
Wyoming	2	0	2	1	2
York	13	18	9	6	7
TOTAL	293	331	299	293	311

Pennsylvania Counties

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

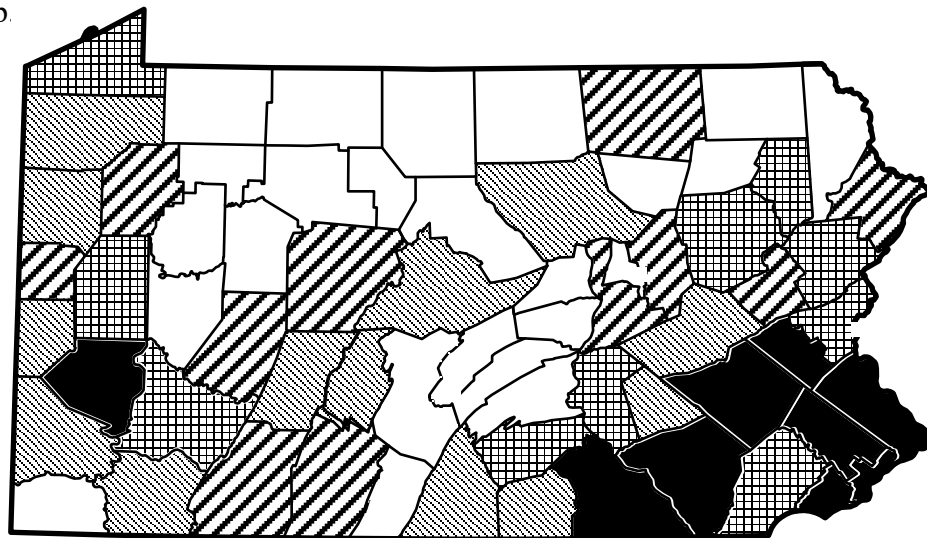


The following county-by-county maps have their data broken into five groups, with roughly the same number of counties in each group.

Total Crashes by County

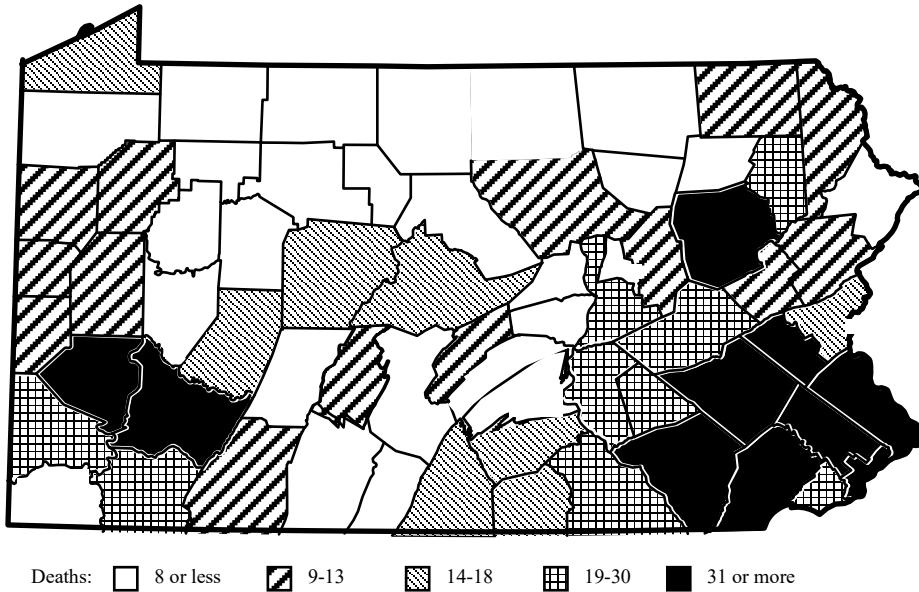
Urban counties, with their higher populations, number of vehicles, and vehicle-miles of travel, lend themselves to a higher number of crashes. Referring to the map below, 51% of the total traffic crashes occurred in only 9 of Pennsylvania’s 67 counties. These 9 counties appear in black on the map.

Counties



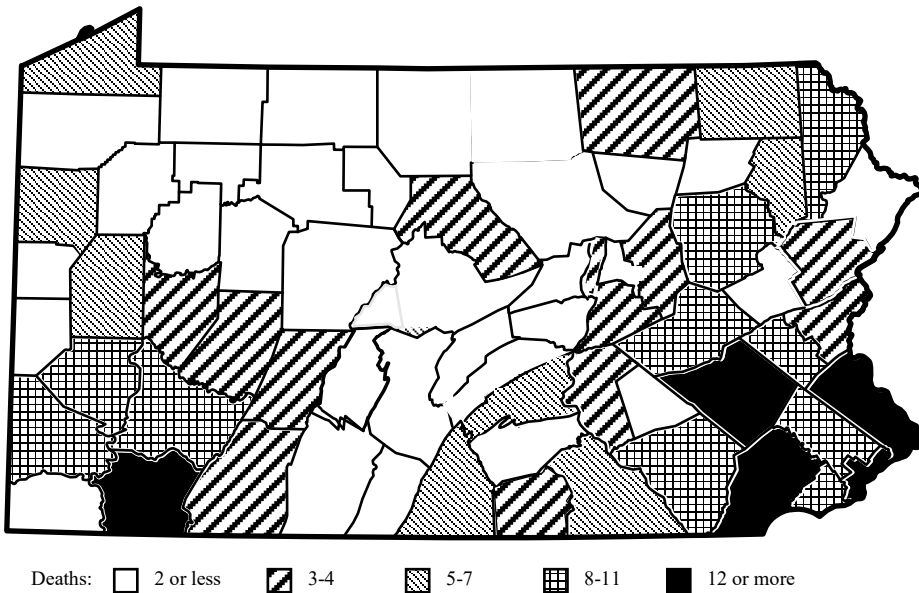
Traffic Fatalities by County

Referring to the map below, 47% of the total traffic fatalities occurred in only 10 of Pennsylvania's 67 counties. These 10 counties appear in black on the map.



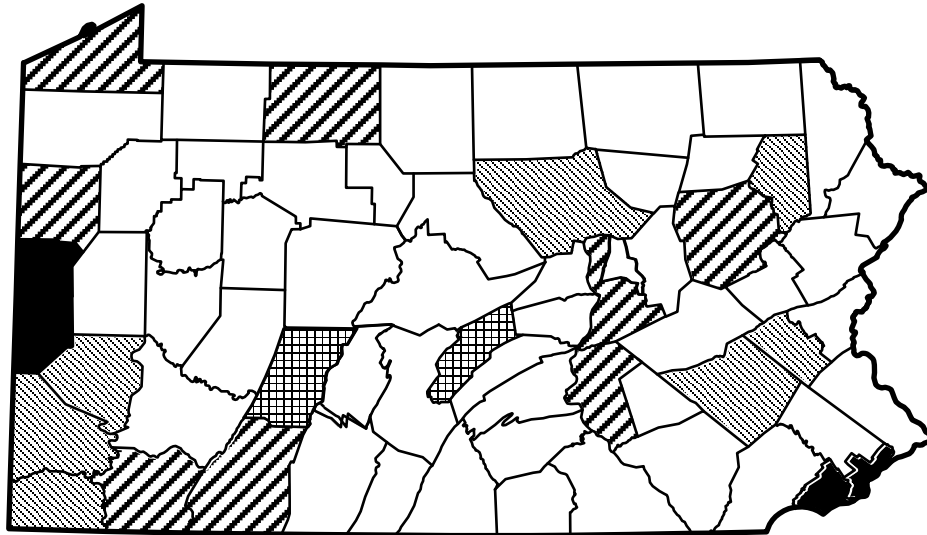
Alcohol-Related Fatalities by County

Referring to the map below, 28% of the total alcohol-related fatalities occurred in only 5 of Pennsylvania's 67 counties. These 5 counties appear in black on the map.



Percent Seat Belt Use in Crashes by County

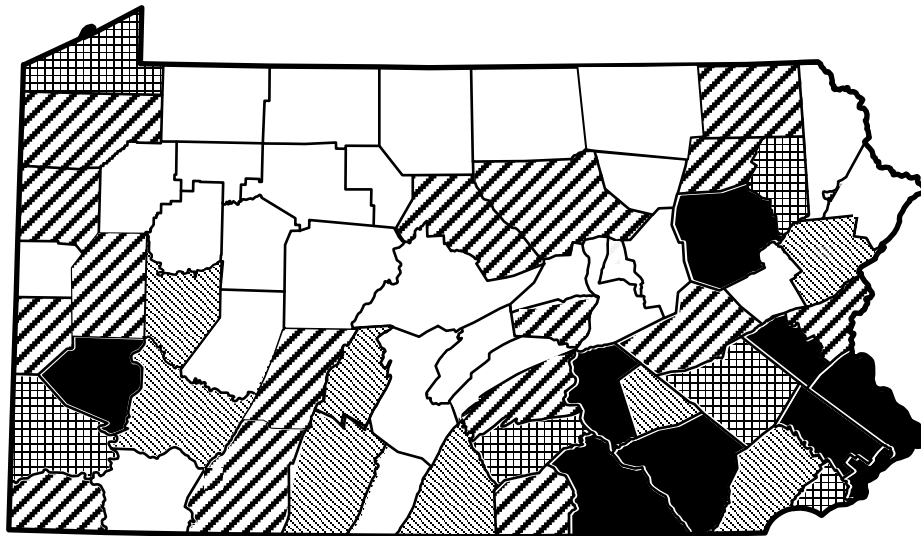
The percentage of seat belt use in crashes tended to be lower in counties with major urban areas; even some rural areas also had lower seat belt use in crashes. Below the three counties having 74% or less seat belt use in crashes is shown in black on the map.



Belt Usage:
 □ 83% or more ▨ 81%-82% ▩ 78%-80%
 ▧ 75%-77% ■ 74% or less

Pedestrian Fatalities by County

Referring to the map below, 66% of the total pedestrian fatalities occurred in only 9 of Pennsylvania’s 67 counties. These 9 counties appear in black on the map.



Deaths: □ None ▨ 1 ▩ 2-3 ▧ 4-5 ■ 6 or more

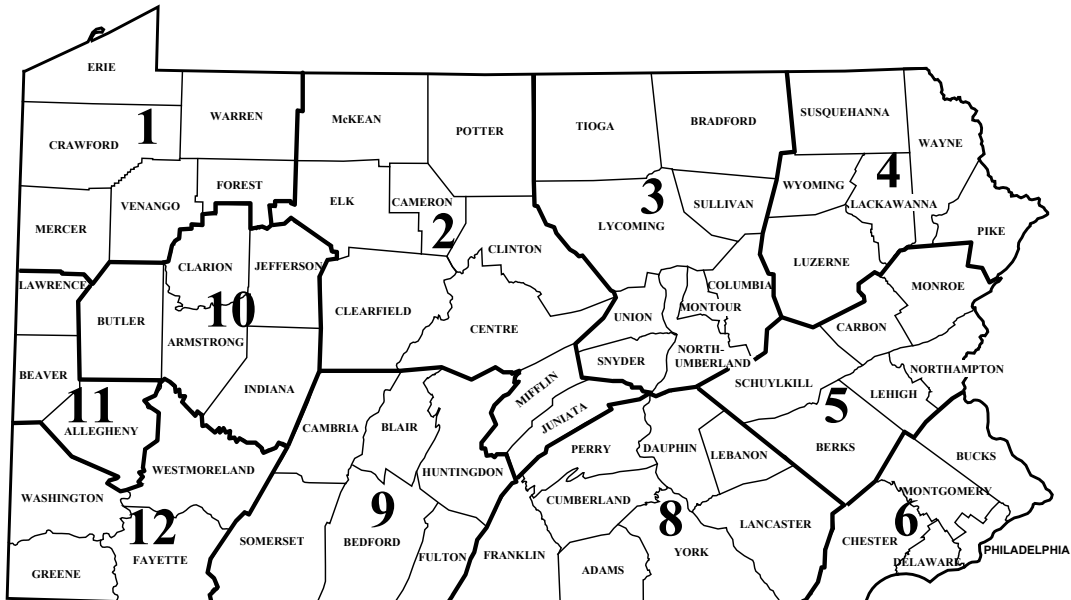
Counties

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, fatalities, and injuries in 2021 by engineering district.

District	Crashes	Fatalities	Injuries
1	5,521	69	3,289
2	3,420	56	1,909
3	4,064	64	2,206
4	7,453	87	4,303
5	16,878	153	9,953
6	33,062	286	22,661
8	19,907	241	10,922
9	4,219	55	2,156
10	3,489	53	1,805
11	13,682	89	7,181
12	6,040	77	3,214
Total	117,899	1,230	69,599



Counties

Index

Age.....	10, 24, 25, 30, 31, 32, 34, 44, 47, 63	Passenger Car Crashes.....	51
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2021 Pennsylvania Crash Facts & Statistics Feedback Survey

The 2021 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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All Crashes and Fatalities	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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Alcohol-Related Crashes	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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Pedestrians and Bicycle Crashes	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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2021 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 injury 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
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