pennsylvania
DEPARTMENT OF TRANSPORTATION

2015

# PENNSYLVANIA CRASH FACTS & STATISTICS

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## *Introduction*

The ***2015 Pennsylvania Crash Facts and Statistics*** booklet is a report published by the Bureau of Maintenance and Operations, Pennsylvania Department of Transportation. Permission is given to freely copy and distribute this booklet and the information within it. This booklet can now be found on the web at **http://www. penndot.gov**. Click on the following set of menu links to get to the booklet: *Travel in PA, Safety, Crash Facts and Statistics*, and finally click on the year in which you are interested. You may also search using the term, "crash facts".

This publication is a statistical review of reportable motor vehicle crashes in the Commonwealth of Pennsylvania for calendar year 2015. The figures are compiled from the traffic crash reports that are submitted to the Pennsylvania Department of Transportation by state, county, municipal, and other law enforcement agencies, as specified in the Pennsylvania Vehicle Code (75 Pa. C.S., Chapter 37, Subchapter C).

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

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## *Special Thanks*

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

## *How to Use This Booklet*

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

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

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

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

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

## *About the Cover*

The picture on the front cover shows the result of a crash involving a heavy truck striking an SUV. In 2015 the percentage of heavy truck crashes was 5.4 percent. Heavy truck crashes are a special concern to the Pennsylvania Department of Transportation. Additional information on heavy truck crashes can be found on pages 5, 8, 9, 13, 17, 31, 50, 54 and 55.

# Table of Contents

# Definitions

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

## *General Terms*

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

## *Crash Types*

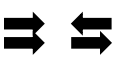
A description which characterizes the first harmful event of the crash and is described as one of the following:


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


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


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


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


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


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


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

## *Crash Severity*

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

## *Injury Severity*

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

## *Person Type*

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

## *Road Types*

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

## *Vehicle Types*

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

# Overview

The Commonwealth of Pennsylvania consists of 67 counties. Each county includes local municipalities, a combination of cities, boroughs, first class townships, and/or second class townships. In total, there are approximately 2,500 municipalities throughout the 67 counties. One of these municipalities, the Town of Bloomsburg in Columbia County, is the only official "town" in Pennsylvania.

Pennsylvania has over 120,000 miles* of roads and highways; 33% (39,770 miles*) are state highways maintained by the Pennsylvania Department of Transportation (PennDOT), and the remaining 67% (80,268 miles*) are maintained by local municipalities and other entities.

Motor-vehicle traffic crashes that occur on Pennsylvania roads and highways are investigated and reported by both the Pennsylvania State Police and the approximately 1,300 local municipal police departments. The valuable information originating from these police crash reports is the basis for the statistics that are presented throughout this booklet.

In 2015, there were 127,127 reportable traffic crashes in Pennsylvania. These crashes claimed the lives of 1,200 people and injured another 80,004 people. To add some perspective, the 2015 total of reportable traffic crashes is the eleventh lowest total since 1950 when 113,748 crashes were reported.

Last year, there were approximately 99.8 billion vehicle-miles* of travel on Pennsylvania's roads and highways. The 2015 fatality rate of 1.20 deaths per hundred million vehicle-miles of travel* was the second lowest ever recorded in Pennsylvania since the department started keeping records of this in 1935.

**2015 Briefs**

***On Average in Pennsylvania:***

- Each day 348 reportable traffic crashes occurred (about 15 crashes every hour).
- Each day 3 persons were killed in reportable traffic crashes (one death every 7 hours).
- Each day 225 persons were injured in reportable crashes (about 9 injuries every hour).

***Based on Pennsylvania's 2015 population (12,802,503 people):***

- 1 out of every 44 people was involved in a reportable traffic crash.
- 1 out of every 10,669 people was killed in a reportable traffic crash.
- 1 out of every 156 people was injured in a reportable traffic crash.

* For consistency purposes, the prior year's data is used at the time of publication because of timing issues. For this Crash Facts & Statistics book, 2014 information was used.

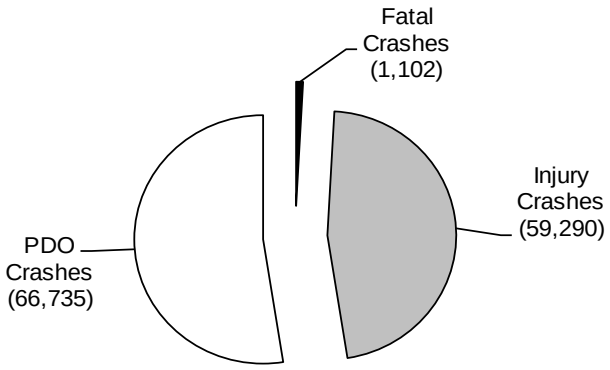
# All Crashes and Deaths
## —WHO WAS INVOLVED—



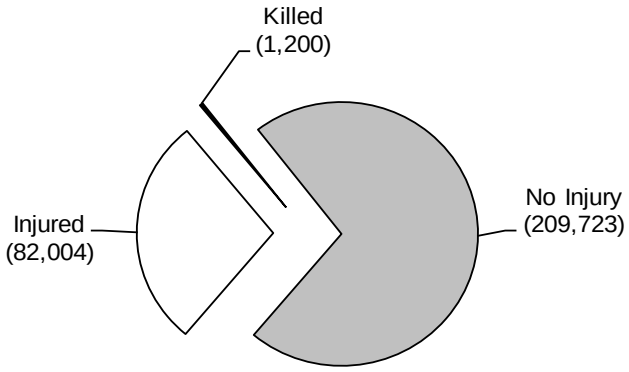
### Crashes by Injury Severity

Crashes involving deaths and major injuries are always devastating to the family and friends of the victims. Thankfully, the vast majority of crashes are not fatal. Most crashes, however, do cause varying types of injuries. Of the total people involved in crashes in Pennsylvania in 2015, most were not injured, and those who were injured suffered mostly minor injuries. The 1,200 deaths in 2015 represent the second lowest number of fatalities in Pennsylvania motor vehicle crashes over the last 86 years.

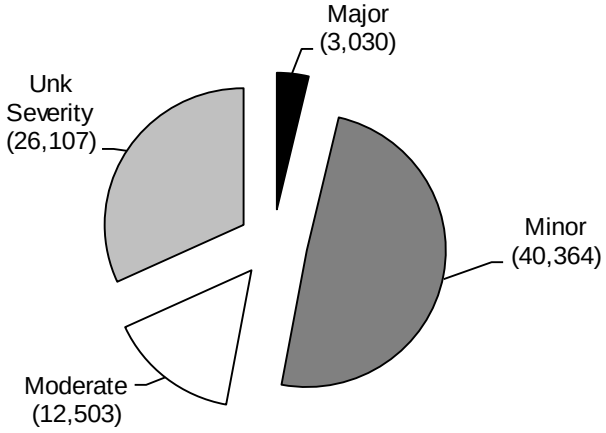
**Total Crashes**




**Total People**




**Total People--Injured**



## Deaths and Injuries—Five-Year Trends

Total reported crashes in 2015 increased 4.8% compared to 2014; deaths increased by 0.4% while total injuries increased by 2.8%.

| | 2011 | 2012 | 2013 | 2014 | 2015 |
|---|---|---|---|---|---|
| Reported Crashes | 125,395 | 124,092 | 124,149 | 121,317 | 127,127 |
| Total Deaths | 1,286 | 1,310 | 1,208 | 1,195 | 1,200 |
| Total Injuries | 87,839 | 86,846 | 83,089 | 79,758 | 82,004 |
| *Major Injury* | *3,409* | *3,458* | *3,254* | *3,042* | *3,030* |
| *Moderate Injury* | *13,815* | *13,519* | *12,662* | *12,075* | *12,503* |
| *Minor Injury* | *43,980* | *43,441* | *41,755* | *40,071* | *40,364* |
| *Unknown Injury Severity* | *26,635* | *26,428* | *25,418* | *24,570* | *26,107* |
| Pedestrian Deaths | 149 | 168 | 151 | 166 | 153 |
| Pedestrian Injuries | 4,532 | 4,548 | 4,413 | 3,985 | 4,002 |
| Motorcyclist Deaths | 199 | 210 | 181 | 186 | 179 |
| Motorcyclist Injuries | 3,603 | 3,919 | 3,322 | 3,207 | 3,312 |
| Bicyclist Deaths | 11 | 16 | 11 | 19 | 16 |
| Bicyclist Injuries | 1,312 | 1,377 | 1,374 | 1,298 | 1,268 |
| Heavy-Truck-Related Deaths | 156 | 159 | 147 | 151 | 149 |
| Alcohol-Related Deaths | 428 | 404 | 381 | 333 | 345 |
| Speed-Related Deaths | 346 | 371 | 322 | 312 | 302 |
| Billions of Vehicle-Miles* | 101.2 | 100.2 | 99.5 | 98.6 | 99.8 |
| Deaths per 100 Million Vehicle-Miles* | 1.27 | 1.31 | 1.21 | 1.21 | 1.20 |

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

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

## Economic Loss Due to Reportable Traffic Crashes

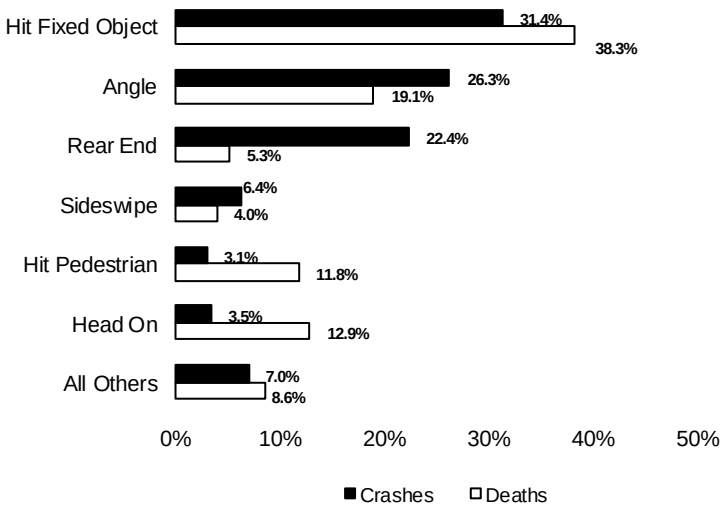
| Severity | Number | Average Cost | Estimated Total Costs |
|---|---|---|---|
| Deaths (persons) | 1,200 | $6,568,966 | $7,882,759,200 |
| Major Injuries (persons) | 3,030 | $1,429,846 | $4,332,433,380 |
| Moderate Injuries (persons) | 12,503 | $95,699 | $1,196,524,597 |
| Minor Injuries (persons) | 40,364 | $7,620 | $307,573,680 |
| Property Damage Only (crashes) | 66,735 | $3,048 | $203,408,280 |
| Unknown Injuries (persons) | 26,107 | $7,620 | $198,935,340 |
| | | **TOTAL** | **$14,121,634,477** |

**In 2015, the economic loss due to traffic crashes was**
**$1,103**
**to every man, woman, and child in Pennsylvania.**

Figures are based on the latest PennDOT estimates (in 2008 dollars). The economic loss per Pennsylvania citizen is based on the ratio of estimated total cost to the estimated total population of Pennsylvania. Also note that the Federal guidelines changed for determining the average cost of a fatality in 2015.

## 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 fourth highest number of deaths.

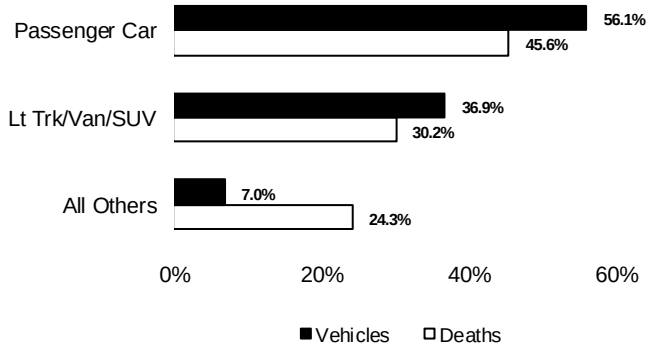



| Crash Type | Crashes | Deaths |
|---|---|---|
| Angle | 33,479 | 229 |
| Backing Up | 193 | 0 |
| Head On | 4,424 | 155 |
| Hit Fixed Object | 39,885 | 460 |
| Hit Pedestrian | 3,876 | 142 |
| Non-Collision | 4,381 | 86 |
| Rear End | 28,467 | 63 |
| Sideswipe | 8,067 | 48 |
| Other | 4,355 | 17 |
| **TOTAL** | **127,127** | **1,200** |

*Note that, by definition, a Hit Pedestrian Crash only involves those crashes where the pedestrian being struck was the first harmful event. Therefore, the pedestrian crashes and deaths shown in this section are slightly different than those shown elsewhere in this book, which include all pedestrian harmful events.

## Vehicles Involved in Crashes

Passenger cars were involved in more crashes than all other vehicle types combined. Coupled with light trucks, vans, and SUVs they accounted for the vast majority of crashes and occupant deaths. Compared with previous years, light truck, van, and SUV vehicles in 2015 were involved in a lower percentage of crashes. Occupant fatalities of motorcycles decreased from 186 in 2014 to 179 in 2015.



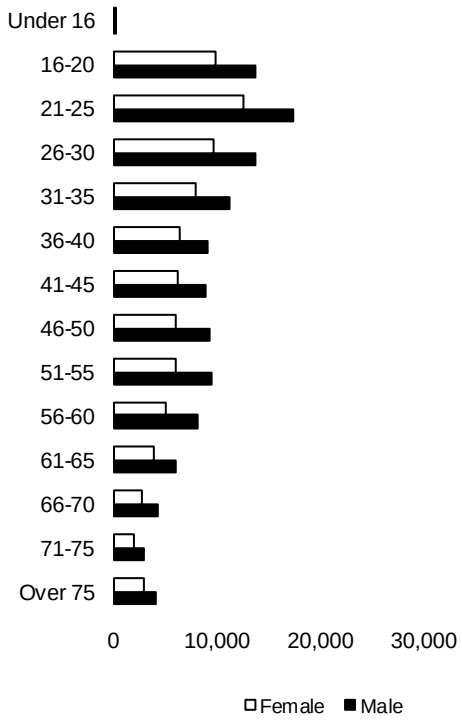

| | Vehicles | Occupant Deaths |
|---|---|---|
| Passenger Car | 117,776 | 477 |
| Lt Trk/Van/SUV | 77,413 | 316 |
| Heavy Truck | 7,465 | 27 |
| Motorcycle | 3,508 | 179 |
| Bicycle | 1,282 | 16 |
| Commercial Bus | 594 | 3 |
| School Bus | 314 | 0 |
| Other | 1,556 | 29 |

## Driver Involvement in Crashes by Age and Sex

In every age group, male drivers are involved in more crashes than female drivers. Male drivers ages 21-25 were involved in more crashes than drivers in any other age group (male or female).

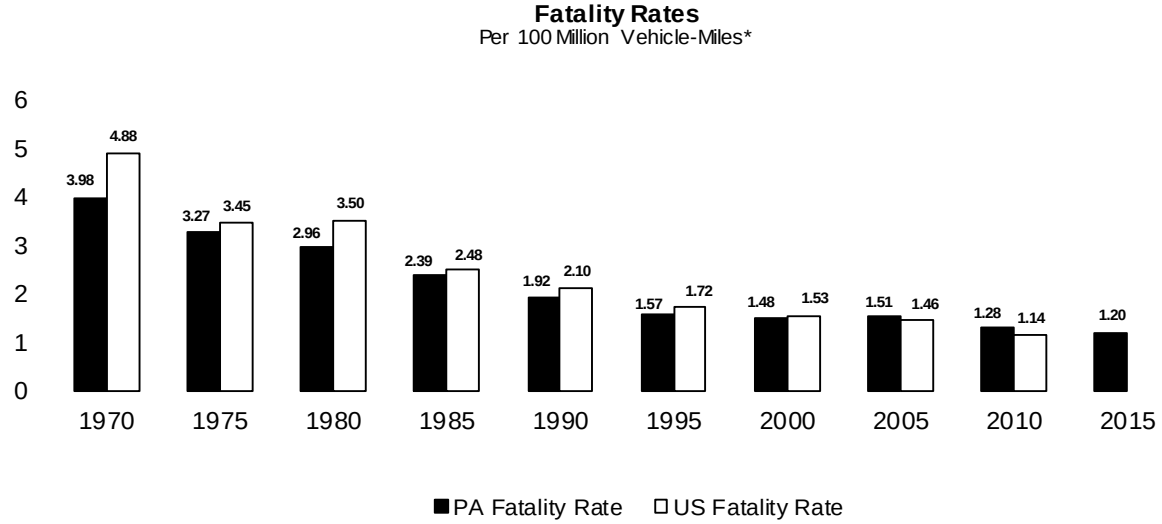
| Driver | Male | Female | Total Drivers |
|---|---|---|---|
| Under 16 | 99 (0.1%) | 39 (0.1%) | **138** |
| 16-20 | 13,853 (11.5%) | 9,973 (12.0%) | **23,826** |
| 21-25 | 17,444 (14.4%) | 12,765 (15.4%) | **30,209** |
| 26-30 | 13,755 (11.4%) | 9,759 (11.7%) | **23,514** |
| 31-35 | 11,323 (9.4%) | 7,989 (9.6%) | **19,312** |
| 36-40 | 9,270 (7.7%) | 6,496 (7.8%) | **15,766** |
| 41-45 | 9,055 (7.5%) | 6,356 (7.7%) | **15,411** |
| 46-50 | 9,449 (7.8%) | 6,158 (7.4%) | **15,607** |
| 51-55 | 9,594 (7.9%) | 6,074 (7.3%) | **15,668** |
| 56-60 | 8,239 (6.8%) | 5,203 (6.3%) | **13,442** |
| 61-65 | 6,188 (5.1%) | 3,983 (4.8%) | **10,171** |
| 66-70 | 4,393 (3.6%) | 2,864 (3.5%) | **7,257** |
| 71-75 | 2,976 (2.5%) | 2,071 (2.5%) | **5,047** |
| Over 75 | 4,247 (3.5%) | 3,072 (3.7%) | **7,319** |
| Unknown | 959 (0.8%) | 309 (0.4%) | **1,268** |
| **DRIVERS** | **120,844 (100.0%)** | **83,111 (100.0%)** | **203,955** |

***Note:*** Does not include 3,058 drivers of unknown sex or drivers of non-motorized vehicles.




## Highway Crash Historical Data

Fatality rates have fallen dramatically over the past 60 years as vehicles, roadways, and other factors have improved. Pennsylvania's fatality rate has also been lower than the US average for most years since 1937. Please note that the 2015 US average fatality rate was not finalized by the time of this publication. The chart below shows the periodic fatality rates since 1970.




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

| Year | Total Crashes | Total Killed | Total Injured | Registered Vehicles | Motor Vehicle Mileage* | PA Fatality Rate** | US Fatality Rate** |
|---|---|---|---|---|---|---|---|
| 1948 | 103,478 | 1,671 | 52,709 | 2,804,056 | 23.9 | 7.00 | 8.10 |
| 1949 | 102,098 | 1,624 | 54,290 | 2,993,903 | 25.8 | 6.30 | 7.50 |
| 1950 | 113,748 | 1,624 | 62,103 | 3,262,243 | 27.1 | 6.00 | 7.60 |
| 1951 | 123,088 | 1,642 | 65,643 | 3,413,836 | 28.8 | 5.70 | 7.10 |
| 1952 | 126,820 | 1,680 | 67,143 | 3,510,064 | 30.5 | 5.50 | 7.10 |
| 1953 | 129,791 | 1,643 | 70,531 | 3,684,468 | 31.6 | 5.20 | 6.70 |
| 1954 | 130,326 | 1,538 | 68,571 | 3,903,917 | 32.0 | 4.80 | 6.10 |
| 1955 | 147,837 | 1,737 | 76,836 | 4,045,995 | 34.5 | 5.00 | 6.10 |
| 1956 | 160,371 | 1,790 | 84,813 | 4,175,217 | 36.5 | 4.90 | 6.10 |
| 1957 | 161,080 | 1,698 | 84,755 | 4,250,576 | 37.7 | 4.50 | 5.80 |
| 1958 | 156,825 | 1,654 | 86,733 | 4,355,813 | 38.5 | 4.30 | 5.40 |
| 1959 | 157,191 | 1,685 | 90,807 | 4,507,262 | 39.2 | 4.30 | 5.40 |
| 1960 | 159,051 | 1,609 | 92,792 | 4,707,055 | 40.2 | 4.00 | 5.30 |
| 1961 | 156,559 | 1,486 | 73,997 | 4,842,400 | 40.2 | 3.70 | 5.20 |
| 1962 | 161,557 | 1,625 | 81,936 | 4,849,400 | 41.7 | 3.90 | 5.30 |
| 1963 | 174,527 | 1,830 | 86,892 | 5,117,229 | 44.6 | 4.10 | 5.50 |
| 1964 | 183,910 | 1,889 | 93,564 | 5,351,350 | 46.1 | 4.10 | 5.70 |
| 1965 | 213,769 | 2,079 | 111,123 | 5,436,349 | 48.3 | 4.30 | 5.60 |
| 1966 | 254,450 | 2,180 | 116,537 | 5,497,000 | 55.1 | 4.27 | 5.70 |
| 1967 | 243,798 | 2,331 | 126,417 | 5,673,000 | 53.4 | 4.37 | 5.50 |
| 1968 | 279,663 | 2,410 | 138,389 | 5,791,000 | 56.1 | 4.29 | 5.40 |
| 1969 | 292,192 | 2,401 | 141,728 | 5,879,000 | 58.6 | 4.10 | 5.21 |
| 1970 | 311,981 | 2,255 | 136,518 | 5,947,000 | 56.7 | 3.98 | 4.88 |
| 1971 | 301,374 | 2,299 | 127,318 | 6,079,000 | 60.9 | 3.78 | 4.57 |
| 1972† | 277,556 | 2,352 | 135,938 | 6,244,000 | 67.0 | 3.51 | 4.43 |
| 1973 | 307,648 | 2,444 | 145,452 | 7,007,192 | 66.5 | 3.67 | 4.24 |
| 1974 | 277,271 | 2,155 | 132,689 | 8,354,063 | 63.9 | 3.37 | 3.59 |
| 1975 | 288,245 | 2,082 | 134,969 | 8,654,333 | 63.7 | 3.27 | 3.45 |
| 1976 | 303,771 | 2,025 | 135,308 | 9,124,915 | 69.4 | 2.92 | 3.33 |
| 1977 | 234,702 | 2,071 | 148,725 | 8,833,745 | 72.3 | 2.87 | 3.35 |
| 1978‡ | 158,361 | 2,137 | 146,403 | 7,254,893 | 72.7 | 2.94 | 3.39 |
| 1979 | 156,622 | 2,204 | 144,300 | 7,451,021 | 70.3 | 3.14 | 3.50 |
| 1980 | 142,489 | 2,114 | 133,716 | 7,307,974 | 71.3 | 2.96 | 3.50 |
| 1981 | 138,764 | 2,049 | 131,301 | 7,252,836 | 71.5 | 2.87 | 3.30 |
| 1982 | 131,579 | 1,848 | 126,026 | 7,417,311 | 71.3 | 2.59 | 2.88 |
| 1983 | 131,081 | 1,752 | 126,707 | 7,562,726 | 72.3 | 2.42 | 2.69 |
| 1984 | 139,914 | 1,752 | 134,714 | 7,724,686 | 74.1 | 2.36 | 2.68 |
| 1985 | 143,244 | 1,809 | 140,067 | 7,860,497 | 75.6 | 2.39 | 2.48 |
| 1986 | 150,683 | 1,928 | 148,044 | 7,793,921 | 77.2 | 2.50 | 2.48 |
| 1987 | 152,631 | 2,006 | 151,457 | 8,313,799 | 78.9 | 2.54 | 2.40 |
| 1988 | 152,906 | 1,932 | 154,018 | 8,452,365 | 81.3 | 2.38 | 2.32 |
| 1989 | 151,461 | 1,878 | 152,589 | 8,605,747 | 84.5 | 2.22 | 2.20 |
| 1990 | 141,340 | 1,646 | 142,945 | 8,675,835 | 85.7 | 1.92 | 2.10 |
| 1991 | 130,404 | 1,661 | 130,446 | 8,757,129 | 87.3 | 1.90 | 1.90 |
| 1992 | 133,913 | 1,545 | 133,113 | 8,915,621 | 89.0 | 1.74 | 1.80 |
| 1993 | 134,315 | 1,530 | 131,503 | 9,044,901 | 90.8 | 1.68 | 1.80 |
| 1994 | 134,171 | 1,440 | 130,678 | 9,255,714 | 92.3 | 1.56 | 1.83 |
| 1995 | 136,804 | 1,480 | 133,177 | 9,271,517 | 94.5 | 1.57 | 1.72 |
| 1996 | 142,867 | 1,470 | 136,949 | 9,411,261 | 96.4 | 1.53 | 1.69 |
| 1997 | 143,981 | 1,562 | 138,820 | 9,692,499 | 98.3 | 1.59 | 1.64 |
| 1998 | 140,972 | 1,486 | 134,092 | 9,842,427 | 100.4 | 1.48 | 1.58 |
| 1999+ | 144,171 | 1,549 | 133,783 | 9,901,148 | 100.4 | 1.54 | 1.55 |
| 2000 | 147,253 | 1,520 | 131,471 | 10,085,392 | 102.5 | 1.48 | 1.53 |
| 2001 | 131,358 | 1,532 | 117,915 | 10,629,896 | 103.5 | 1.48 | 1.51 |
| 2002 | 138,115 | 1,618 | 109,900 | 10,519,757 | 103.5 | 1.56 | 1.51 |
| 2003 | 140,197 | 1,577 | 112,615 | 10,768,222 | 104.8 | 1.50 | 1.48 |
| 2004 | 137,410 | 1,490 | 108,146 | 10,921,683 | 106.1 | 1.40 | 1.46 |
| 2005 | 132,840 | 1,616 | 102,223 | 11,058,567 | 107.2 | 1.51 | 1.46 |
| 2006 | 128,342 | 1,525 | 97,971 | 11,086,810 | 107.9 | 1.41 | 1.41 |
| 2007 | 130,675 | 1,491 | 95,585 | 11,220,816 | 108.1 | 1.38 | 1.36 |
| 2008 | 125,327 | 1,468 | 88,711 | 11,301,853 | 108.4 | 1.35 | 1.27 |
| 2009 | 121,242 | 1,256 | 87,132 | 11,324,357 | 107.0 | 1.17 | 1.13 |
| 2010 | 121,312 | 1,324 | 87,948 | 11,373,291 | 103.3 | 1.28 | 1.11 |
| 2011 | 125,395 | 1,286 | 87,835 | 11,477,916 | 101.2 | 1.27 | 1.10 |
| 2012 | 124,092 | 1,310 | 86,846 | 11,508,559 | 100.2 | 1.31 | 1.16 |
| 2013 | 124,149 | 1,208 | 83,089 | 11,616,715 | 99.5 | 1.21 | 1.10 |
| 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 | --- |

* In billions

** Per 100 million vehicle-miles

† From 1972 to 1978, reportable crashes defined as over $200 in damage

‡ From 1978 to present, reportable crashes defined as involving any type of injury and/or vehicle(s) requiring towing from the scene

\+ Beginning in 1999, motor vehicle mileage and PA Fatality Rate uses the prior years' motor vehicle mileage information (because at the time of publication, the current years' roadway mileage is not available)

# —WHAT CONDITIONS WERE—

## Crashes by Weather and Road Surface Conditions

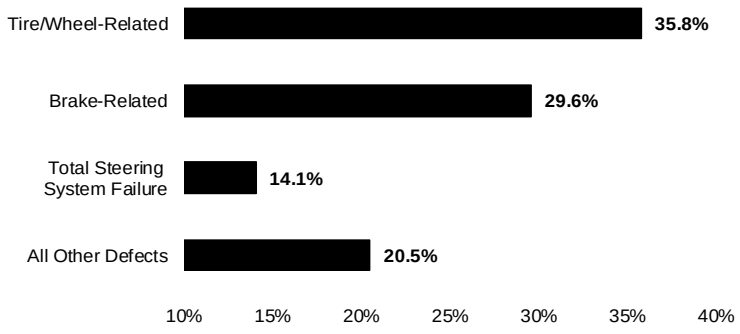
Adverse weather and road surface conditions negatively affect vehicle handling and driver sight. Interestingly, the vast majority of crashes occurred under no adverse conditions. This can be attributed to: 1) weather and roads being clear and dry most of the time and 2) drivers failing to use caution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

| Weather Condition | Crashes | Deaths |
|---|---|---|
| No Adverse Conditions | 100,036 (78.7%) | 1,017 (84.8%) |
| Rain/Rain & Fog | 14,939 (11.8%) | 110 (9.2%) |
| Snow/Sleet/Freezing Rain | 9,860 (7.8%) | 39 (3.3%) |
| Fog/Smoke, Etc. | 846 (0.7%) | 19 (1.6%) |
| Other | 1,446 (1.1%) | 15 (1.3%) |
| **TOTAL** | **127,127 (100.0%)** | **1,200 (100.0%)** |

| Road Surface Condition | Crashes | Deaths |
|---|---|---|
| Dry | 91,598 (72.1%) | 946 (78.8%) |
| Wet | 19,975 (15.7%) | 169 (14.1%) |
| Snow/Slush | 8,560 (6.7%) | 35 (2.9%) |
| Ice/Ice Patches | 6,308 (5.0%) | 39 (3.3%) |
| Other | 686 (0.5%) | 11 (0.9%) |
| **TOTAL** | **127,127 (100.0%)** | **1,200 (100.0%)** |

## Crashes Involving Vehicle Defects

Improperly-maintained vehicles can lead to crashes. In 2015, 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.

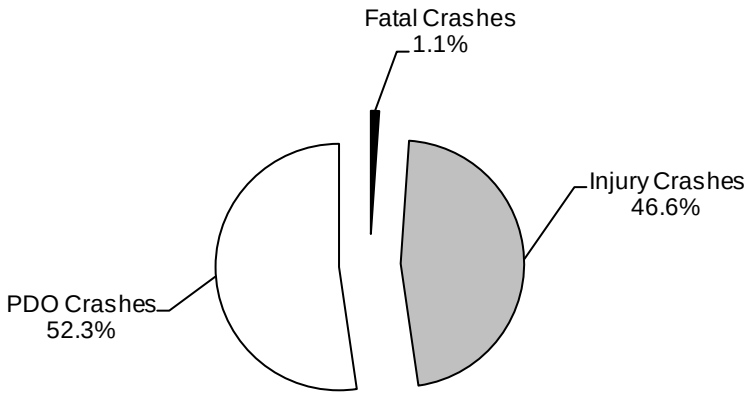



| Vehicle Defect | Crashes |
|---|---|
| Tire/Wheel-Related | 916 |
| Brake-Related | 757 |
| Total Steering System Failure | 360 |
| Power Train Failure | 266 |
| Suspension | 89 |
| Unsecure/Shifted Trailer Load | 50 |
| Body/Doors/Hood, Etc. | 32 |
| Vehicle Lighting-Related | 21 |
| Other Known Defects | 67 |

**Note:** The above list only counts crashes where a vehicle defect was the primary contributing factor in the crash.

## Work Zone Crashes

Work zones are potentially dangerous areas because conditions are constantly changing. Drivers do not always anticipate these changes nor exercise the appropriate level of caution. 48 percent of work zone crashes in 2015 contained fatalities or injuries.




Total Crashes: **1,935**

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

Total Injured: **1,327**

## Work Zone Crashes—Vehicles Involved

| Vehicle Type | State Hwy (Interstate) | State Hwy (Other) | Turnpike | Local Road |
|---|---|---|---|---|
| Passenger Car | 579 (45.8%) | 951 (51.4%) | 182 (40.3%) | 88 (54.7%) |
| Light Truck/SUV | 458 (36.2%) | 728 (39.4%) | 150 (33.2%) | 49 (30.4%) |
| Heavy Truck/Bus | 195 (15.4%) | 114 (6.2%) | 115 (25.4%) | 15 (9.3%) |
| Motorcycle | 22 (1.7%) | 35 (1.9%) | 3 (0.7%) | 4 (2.5%) |
| Other | 10 (0.8%) | 21 (1.1%) | 2 (0.4%) | 5 (3.1%) |
| **TOTAL** | **1,264 (100.0%)** | **1,849 (100.0%)** | **452 (100.0%)** | **161 (100.0%)** |

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

## *Work Zone Crashes by Road Type—Five-Year Trends**

| Year | Road Type | Crashes | | Deaths | |
|---|---|---|---|---|---|
| | | *Number* | *% Total* | *Number* | *% Total* |
| 2011 | State Hwy (Interstate) | 477 | 26.3% | 5 | 23.8% |
| | State Hwy (Other) | 1,017 | 56.1% | 11 | 52.4% |
| | Turnpike | 202 | 11.2% | 5 | 23.8% |
| | Local Road | 116 | 6.4% | 0 | 0.0% |
| | Other/Unknown Road | 0 | 0.0% | 0 | 0.0% |
| | **TOTAL** | **1,812** | **100.0%** | **21** | **100.0%** |
| 2012 | State Hwy (Interstate) | 390 | 23.5% | 4 | 19.1% |
| | State Hwy (Other) | 928 | 55.9% | 15 | 71.4% |
| | Turnpike | 228 | 13.7% | 2 | 9.5% |
| | Local Road | 115 | 6.9% | 0 | 0.0% |
| | Other/Unknown Road | 0 | 0.0% | 0 | 0.0% |
| | **TOTAL** | **1,661** | **100.0%** | **21** | **100.0%** |
| 2013 | State Hwy (Interstate) | 506 | 27.4% | 3 | 18.8% |
| | State Hwy (Other) | 958 | 51.9% | 11 | 68.8% |
| | Turnpike | 269 | 14.6% | 2 | 12.5% |
| | Local Road | 112 | 6.1% | 0 | 0.0% |
| | Other/Unknown Road | 0 | 0.0% | 0 | 0.0% |
| | **TOTAL** | **1,845** | **100.0%** | **16** | **100.0%** |
| 2014 | State Hwy (Interstate) | 530 | 28.7% | 12 | 50.0% |
| | State Hwy (Other) | 952 | 51.6% | 7 | 29.2% |
| | Turnpike | 244 | 13.2% | 4 | 16.7% |
| | Local Road | 119 | 6.5% | 1 | 4.2% |
| | Other/Unknown Road | 0 | 0.0% | 0 | 0.0% |
| | **TOTAL** | **1,845** | **100.0%** | **24** | **100.0%** |
| 2015 | State Hwy (Interstate) | 610 | 31.5% | 4 | 17.4% |
| | State Hwy (Other) | 962 | 49.7% | 13 | 56.5% |
| | Turnpike | 264 | 13.6% | 5 | 21.7% |
| | Local Road | 99 | 5.1% | 1 | 4.4% |
| | Other/Unknown Road | 0 | 0.0% | 0 | 0.0% |
| | **TOTAL** | **1,935** | **100.0%** | **23** | **100.0%** |

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

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

## Crashes with Roadside Objects and Animals

Unfortunately, roadside objects were hit often in Pennsylvania crashes. While there are many different roadside objects, a few are more predominant in crashes than others. The table below lists crashes with various types of roadside objects no matter the sequence of harmful events.



| Roadside Object | Crashes | % Total | Deaths | % Total |
|---|---|---|---|---|
| Hit Bridge | 661 | 0.5% | 16 | 1.3% |
| Hit Building | 1,414 | 1.1% | 23 | 1.9% |
| Hit Culvert | 771 | 0.6% | 9 | 0.8% |
| Hit Curb | 3,965 | 3.1% | 44 | 3.7% |
| Hit Ditch | 2,832 | 2.2% | 32 | 2.7% |
| Hit Embankment | 6,809 | 5.4% | 112 | 9.3% |
| Hit Fence or Wall | 2,920 | 2.3% | 50 | 4.2% |
| Hit Fire Hydrant | 445 | 0.4% | 3 | 0.3% |
| Hit Guiderail | 7,242 | 5.7% | 112 | 9.3% |
| Hit Impact Attenuator | 198 | 0.2% | 2 | 0.2% |
| Hit Mailbox(es) | 1,408 | 1.1% | 28 | 2.3% |
| Hit Median Barrier | 4,782 | 3.8% | 38 | 3.2% |
| Hit Other Fixed Object | 3,995 | 3.1% | 63 | 5.3% |
| Hit Parked Vehicle | 7,643 | 6.0% | 39 | 3.3% |
| Hit Rock(s) or Obstacle on Roadway | 482 | 0.4% | 4 | 0.3% |
| Hit Signal/Sign Support | 2,444 | 1.9% | 51 | 4.3% |
| Hit Snow Bank | 444 | 0.4% | 2 | 0.2% |
| Hit Temporary Construction Barrier | 68 | 0.1% | 1 | 0.1% |
| Hit Traffic Island or Channelization | 258 | 0.2% | 5 | 0.4% |
| Hit Tree(s) or Shrubs/Hedges | 9,138 | 7.2% | 240 | 20.0% |
| Hit Utility Pole(s) | 9,310 | 7.3% | 111 | 9.3% |
| Hit Deer | 3,618 | 2.9% | 6 | 0.5% |
| Hit Other Animal | 194 | 0.2% | 3 | 0.3% |

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

# *WHERE THEY HAPPENED—*

## *Crashes by Road Type****

| | State Hwy (Interstate) | State Hwy (Other) | Turnpike | Local Road | Other |
|---|---|---|---|---|---|
| Crashes | 10,544 | 82,040 | 2,517 | 32,011 | 15 |
| Persons Killed | 100 | 851 | 16 | 233 | 0 |
| Persons Injured | 6,175 | 55,398 | 1,197 | 19,233 | 7 |
| Miles of Maintained Road | 1,374 | 39,217 | 554 | 79,699 | --- |
| 100 MVM* Traveled | 188.3 | 568.9 | 59.5 | 182.1 | --- |
| Crashes/MVM* | 0.56 | 1.44 | 0.42 | 1.76 | --- |
| Persons Killed/100 MVM* | 0.53 | 1.50 | 0.27 | 1.28 | --- |
| Persons Injured/MVM* | 0.33 | 0.97 | 0.20 | 1.06 | --- |

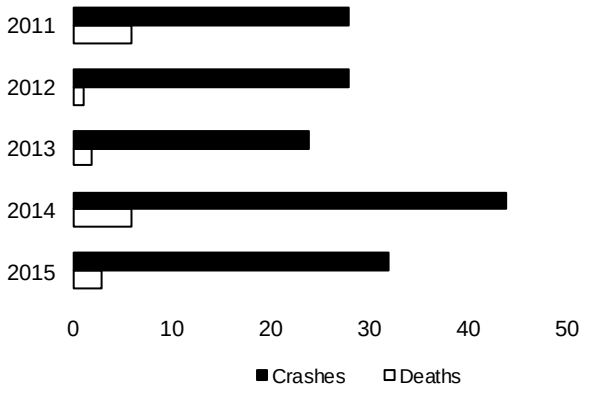
* MVM = million vehicle-miles

***Note:*** "State Highway (Other)" includes state-maintained roads that are not designated as interstates. The road mileage and MVM data are from the 2014 Highway Performance Monitoring System (HPMS) package and reflects 2014 length and travel activity data. Ramps are included as part of the roadway to which it is connected.

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

## Crashes Between Trains and Other Vehicles—Five-Year Trends

Motor vehicle/train crashes make up a very small percentage of total crashes. In the last five years, only 18 deaths have occurred in this type of crash. In 2015, three deaths occurred.

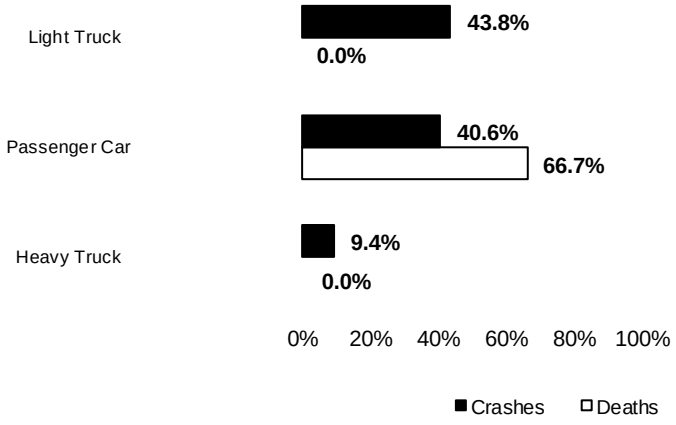



| Year | Crashes | Deaths |
|---|---|---|
| 2011 | 28 | 6 |
| 2012 | 28 | 1 |
| 2013 | 24 | 2 |
| 2014 | 44 | 6 |
| 2015 | 32 | 3 |



## Train/Vehicle Crashes by Vehicle Type

Passenger cars, light trucks, vans, and SUVs were the predominant vehicle types involved in crashes with trains in 2015. In 2015, heavy truck involvement with trains decreased to 3 crashes from 8 in 2014.




| Vehicle Type | Crashes | Deaths |
|---|---|---|
| Light Truck | 14 | 0 |
| Passenger Car | 13 | 2 |
| Heavy Truck | 3 | 0 |
| Motorcycle | 2 | 1 |
| Bicycle | 0 | 0 |
| Commercial Bus | 0 | 0 |
| School Bus | 0 | 0 |
| Unknown | 0 | 0 |
| **TOTAL** | **32** | **3** |

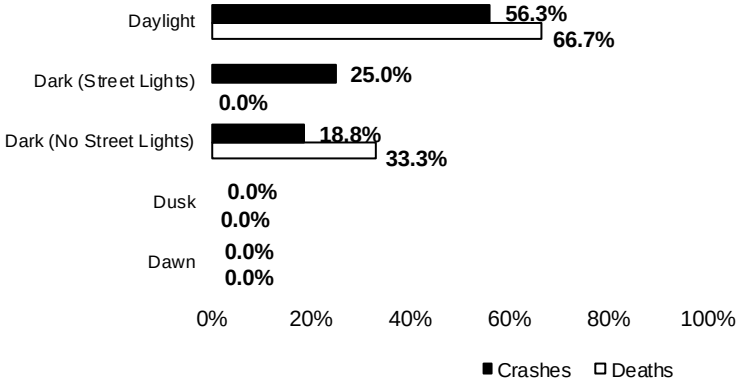
## *Train/Vehicle Crashes by Road Type**

| Road Type | Crashes | Deaths |
|---|---|---|
| Local Road | 18 | 1 |
| State Hwy (Other) | 14 | 2 |
| **TOTAL** | **32** | **3** |



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

## *Train/Vehicle Crashes by Light Level*




| Light Level | Crashes | Deaths |
|---|---|---|
| Daylight | 18 | 2 |
| Dark (Street Lights) | 8 | 0 |
| Dark (No Street Lights) | 6 | 1 |
| Dusk | 0 | 0 |
| Dawn | 0 | 0 |
| **TOTAL** | **32** | **3** |

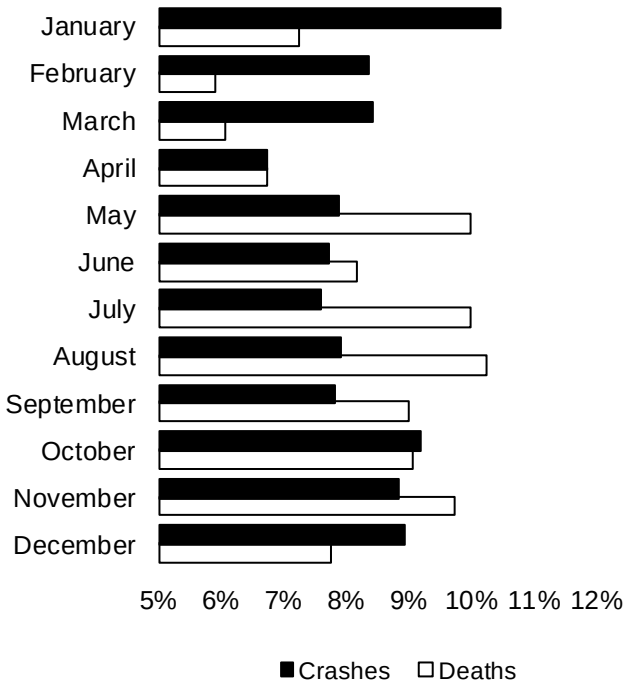
## *Train/Vehicle Crashes by County*

| County | Crashes | Deaths |
|---|---|---|
| Allegheny | 4 | 0 |
| Berks | 1 | 0 |
| Blair | 1 | 0 |
| Bradford | 1 | 0 |
| Bucks | 1 | 0 |
| Butler | 1 | 0 |
| Cumberland | 1 | 0 |
| Dauphin | 1 | 0 |
| Delaware | 3 | 1 |
| Erie | 2 | 1 |
| Fayette | 1 | 0 |
| Franklin | 1 | 0 |
| Jefferson | 2 | 0 |
| Lancaster | 1 | 0 |
| Lawrence | 1 | 0 |

| County | Crashes | Deaths |
|---|---|---|
| Mckean | 1 | 0 |
| Mercer | 1 | 0 |
| Montgomery | 3 | 0 |
| Montour | 1 | 1 |
| Northampton | 1 | 0 |
| Schuylkill | 1 | 0 |
| Westmoreland | 2 | 0 |
| Cambria | 0 | 0 |
| Cameron | 0 | 0 |
| Carbon | 0 | 0 |
| Centre | 0 | 0 |
| **TOTAL** | **32** | **3** |

# —WHEN THEY HAPPENED—

## Crashes by Month

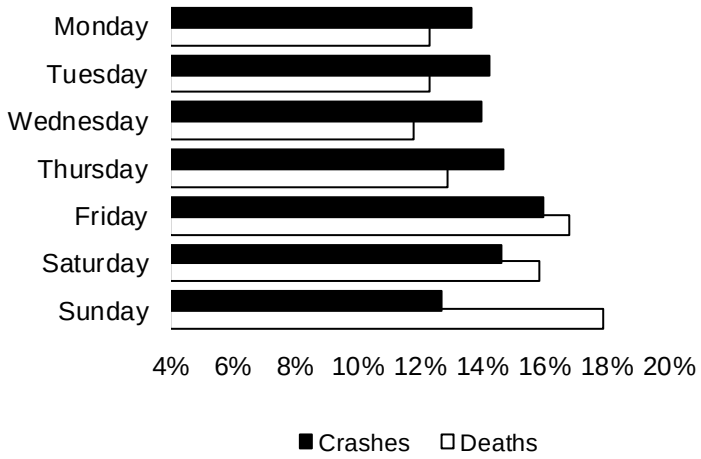



| Month | Crashes | Deaths |
|---|---|---|
| January | 13,322 (10.5%) | 87 (7.3%) |
| February | 10,646 (8.4%) | 71 (5.9%) |
| March | 10,731 (8.4%) | 73 (6.1%) |
| April | 8,574 (6.7%) | 81 (6.8%) |
| May | 10,037 (7.9%) | 120 (10.0%) |
| June | 9,838 (7.7%) | 98 (8.2%) |
| July | 9,688 (7.6%) | 120 (10.0%) |
| August | 10,054 (7.9%) | 123 (10.3%) |
| September | 9,937 (7.8%) | 108 (9.0%) |
| October | 11,681 (9.2%) | 109 (9.1%) |
| November | 11,239 (8.8%) | 117 (9.8%) |
| December | 11,380 (9.0%) | 93 (7.8%) |
| **TOTAL** | **127,127 (100.0%)** | **1,200 (100.0%)** |



## Crashes by Day of Week

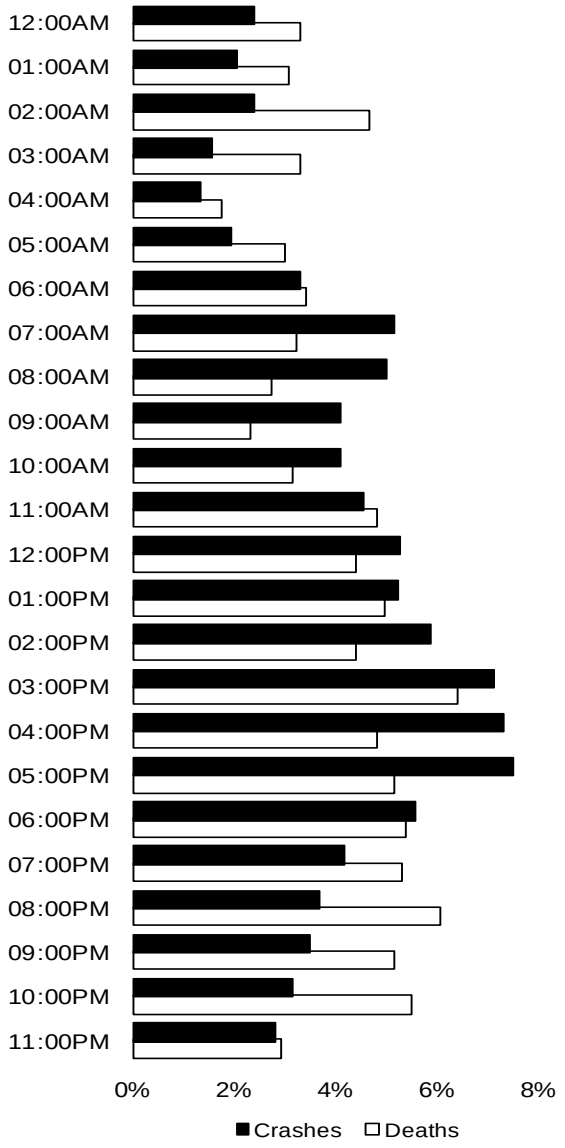
More crashes occurred on Thursday and Friday. The number of deaths on weekends (Saturday and Sunday) is proportionally greater than the number of crashes. This could be attributed to alcohol use. (See ***Victims of Fatal Crashes by Day of Week***, page 29).




| Day | Crashes | Deaths |
|---|---|---|
| Monday | 17,415 (13.7%) | 148 (12.3%) |
| Tuesday | 18,139 (14.3%) | 148 (12.3%) |
| Wednesday | 17,829 (14.0%) | 142 (11.8%) |
| Thursday | 18,651 (14.7%) | 155 (12.9%) |
| Friday | 20,327 (16.0%) | 202 (16.8%) |
| Saturday | 18,606 (14.6%) | 190 (15.8%) |
| Sunday | 16,160 (12.7%) | 215 (17.9%) |
| **TOTAL** | **127,127 (100.0%)** | **1,200 (100.0%)** |

## *Crashes by Hour of Day*

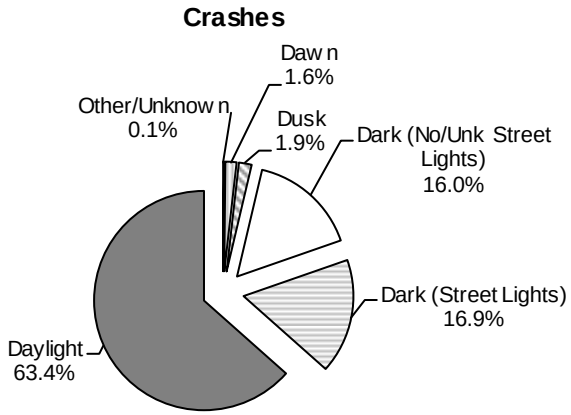
Some hours of the day are more dangerous than others with regard to crashes and deaths. Not surprisingly, crashes and deaths were higher during peak traffic times. Some hours of the day experience a low percentage of crashes, but they are much more deadly. For example, only 3.7% of all crashes in 2015 occurred in the 8:00 PM hour, but 6.0% of all deaths—the second highest percentage—occurred then. The higher volume of traffic itself is a factor during peak traffic hours, particularly the rush-hours.

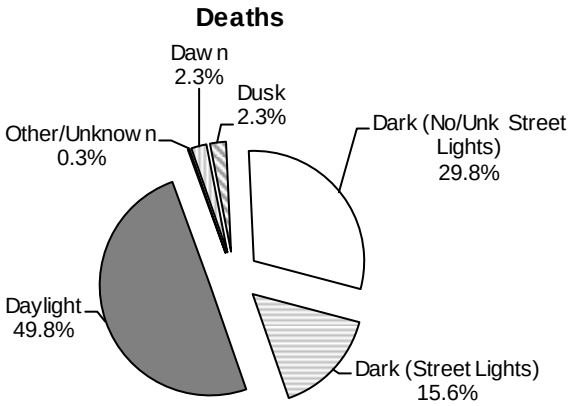



| Hour | Crashes | Deaths |
|---|---|---|
| 12:00AM | 3,078 | 40 |
| 01:00AM | 2,624 | 37 |
| 02:00AM | 3,077 | 56 |
| 03:00AM | 2,012 | 40 |
| 04:00AM | 1,721 | 21 |
| 05:00AM | 2,465 | 36 |
| 06:00AM | 4,217 | 41 |
| 07:00AM | 6,576 | 39 |
| 08:00AM | 6,393 | 33 |
| 09:00AM | 5,224 | 28 |
| 10:00AM | 5,227 | 38 |
| 11:00AM | 5,825 | 58 |
| 12:00PM | 6,727 | 53 |
| 01:00PM | 6,677 | 60 |
| 02:00PM | 7,512 | 53 |
| 03:00PM | 9,086 | 77 |
| 04:00PM | 9,331 | 58 |
| 05:00PM | 9,568 | 62 |
| 06:00PM | 7,113 | 65 |
| 07:00PM | 5,323 | 64 |
| 08:00PM | 4,674 | 73 |
| 09:00PM | 4,468 | 62 |
| 10:00PM | 4,038 | 66 |
| 11:00PM | 3,566 | 35 |

## Crashes by Light Level

In 2015, more crashes occurred in daylight than all other light levels combined. This is not surprising, since more vehicles are on the road during daylight. However, deaths in 2015 occurred slightly less often during non-daylight hours (dark and dusk/dawn conditions). If 2015 deaths per 1000 crashes are compared (Daylight—7.4 deaths per 1000 crashes versus Non-Daylight—13.0 deaths per 1000 crashes), it is apparent that non-daylight crashes resulted in deaths more often than daylight crashes.



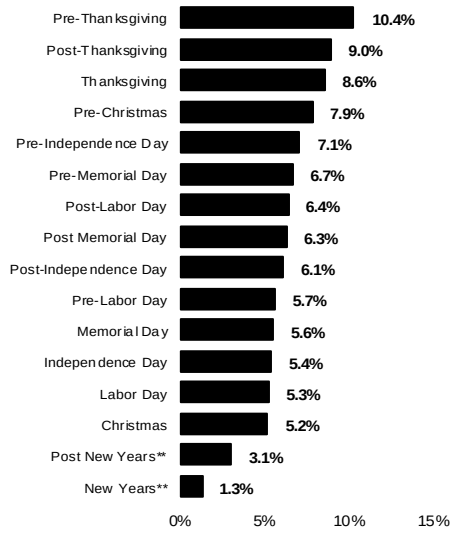




| Light Level | Crashes | Deaths |
|---|---|---|
| Daylight | 80,638 | 597 |
| Dark (Street Lights) | 21,512 | 187 |
| Dark (No/Unk Street Lights) | 20,323 | 358 |
| Dusk | 2,384 | 28 |
| Dawn | 2,083 | 27 |
| Other/Unknown | 187 | 3 |
| **TOTAL** | **127,127** | **1,200** |

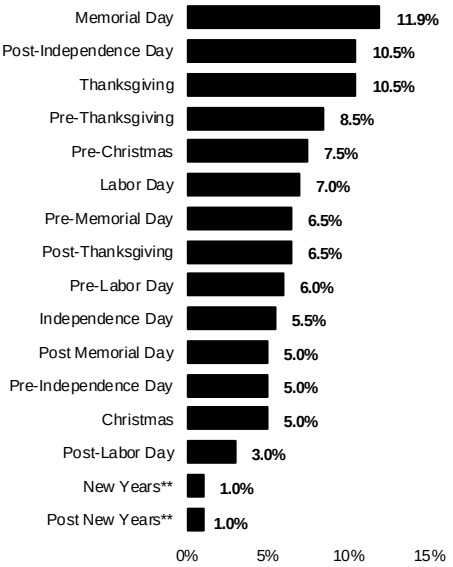
## *Crashes by Holiday*

Crashes increased during holiday periods due to the volume of traffic on the roadway. Many times the weekend before and the weekend after the holiday have nearly as many crashes and fatalities, and sometimes more. The graphs below illustrate the ranking in descending order, of total crashes and deaths, respectively, for each holiday period. The table shows a breakdown of crashes and deaths for each holiday period in 2015.

**Crashes**




**Deaths**




| Period* | Crashes | Deaths |
|---|---|---|
| New Years** | 217 | 2 |
| Post New Years** | 509 | 2 |
| Pre-Memorial Day | 1,110 | 13 |
| Memorial Day | 923 | 24 |
| Post Memorial Day | 1,049 | 10 |
| Pre-Independence Day | 1,184 | 10 |
| Independence Day | 901 | 11 |
| Post-Independence Day | 1,019 | 21 |
| Pre-Labor Day | 938 | 12 |
| Labor Day | 876 | 14 |
| Post-Labor Day | 1,068 | 6 |
| Pre-Thanksgiving | 1,719 | 17 |
| Thanksgiving | 1,428 | 21 |
| Post-Thanksgiving | 1,487 | 13 |
| Pre-Christmas | 1,307 | 15 |
| Christmas | 869 | 10 |
| **TOTAL** | **16,604** | **201** |

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

** Not part of a holiday weekend in 2015.

# Drivers

## Drivers Overview

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

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



## Crashes Involving Driver Error

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

| Contributing Factor | Crashes | Fatal Crashes |
|---|---|---|
| Speed-Related | 33,176 | 467 |
| Drinking Driver | 9,520 | 167 |
| Improper Turning-Related | 12,928 | 78 |
| Distracted Driver | 14,805 | 61 |
| Careless/Illegal Passing | 4,389 | 60 |
| Proceeded Without Clearance | 8,434 | 40 |
| Drowsy Drivers | 2,606 | 19 |
| Tailgating | 5,829 | 5 |

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

## Single and Multiple Vehicle Crashes of Young and Mature Drivers

As the table below shows, mature drivers are over-represented in multiple vehicle crashes, due in part to the loss of physical and cognitive abilities. Younger drivers are also over-represented in multi-vehicle crashes as younger drivers are more easily distracted while driving.

| Number of Vehicles | All Drivers | Young Drivers (16-21) | Mature Drivers (65-74) | Mature Drivers (75+) |
|---|---|---|---|---|
| **Single Vehicle Crash** | 45.4%<br>57,661 crashes | 38.6%<br>10,931 crashes | 20.6%<br>2,625 crashes | 21.2%<br>1,673 crashes |
| **Multiple Vehicle Crash** | 54.6%<br>69,255 crashes | 61.4%<br>17,388 crashes | 79.4%<br>10,090 crashes | 78.8%<br>6,229 crashes |



## Drivers in Crashes by Age Group

Looking at the 2015 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 | 1,665 | 62,767 | 2.7% |
| 17 | 4,621 | 95,271 | 4.9% |
| 18 | 5,293 | 112,185 | 4.7% |
| 19 | 5,444 | 124,923 | 4.4% |
| 20 | 5,236 | 130,438 | 4.0% |
| 21 | 5,473 | 134,262 | 4.1% |
| 22-24 | 16,258 | 427,784 | 3.8% |
| 25-29 | 22,581 | 744,365 | 3.0% |
| 30-39 | 32,519 | 1,402,095 | 2.3% |
| 40-54 | 42,003 | 2,300,593 | 1.8% |
| 55-59 | 12,775 | 883,586 | 1.4% |
| 60-64 | 9,884 | 798,935 | 1.2% |
| 65-69 | 7,156 | 664,646 | 1.1% |
| 70-74 | 5,017 | 468,705 | 1.1% |
| 75 and Over | 7,722 | 768,435 | 1.0% |
| Unknown | 32 | N/A | N/A |

* PA Total Drivers includes total PA Licensed Drivers and PA Drivers who have their Learner's Permit (no driver's license).

## Comparison of Young and Mature Drivers by Crash Type

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

| Crash Type | All Drivers | Young Drivers (16-21) | Mature Drivers (65-74) | Mature Drivers (75+) |
|---|---|---|---|---|
| **Non-Collision** | 3.4%<br>4,369 crashes | 2.6%<br>729 crashes | 1.9%<br>241 crashes | 1.2%<br>94 crashes |
| **Rear-End** | 22.4%<br>28,447 crashes | 24.9%<br>7,050 crashes | 28.9%<br>3,668 crashes | 23.5%<br>1,854 crashes |
| **Head-On** | 3.5%<br>4,417 crashes | 3.9%<br>1,117 crashes | 4.7%<br>595 crashes | 5.1%<br>403 crashes |
| **Backing Up** | 0.2%<br>193 crashes | 0.1%<br>19 crashes | 0.2%<br>23 crashes | 0.2%<br>13 crashes |
| **Angle** | 26.4%<br>33,456 crashes | 29.4%<br>8,314 crashes | 39.9%<br>5,078 crashes | 46.2%<br>3,647 crashes |
| **Sideswipe** | 6.3%<br>8,046 crashes | 5.0%<br>1,422 crashes | 6.4%<br>807 crashes | 6.3%<br>500 crashes |
| **Hit Fixed Object** | 31.4%<br>39,800 crashes | 31.6%<br>8,960 crashes | 13.6%<br>1,731 crashes | 14.2%<br>1,121 crashes |
| **Hit Pedestrian** | 3.0%<br>3,840 crashes | 0.9%<br>250 crashes | 2.2%<br>285 crashes | 2.2%<br>176 crashes |
| **Other** | 3.4%<br>4,348 crashes | 1.6%<br>458 crashes | 2.3%<br>287 crashes | 1.2%<br>94 crashes |

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

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

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

| | All Drivers | Young Drivers (16-21) | Mature Drivers (65-74) | Mature Drivers (75+) |
|---|---|---|---|---|
| **Intersection** | 37.0%<br>46,989 crashes | 38.6%<br>10,927 crashes | 48.2%<br>6,132 crashes | 53.0%<br>4,187 crashes |
| **Non-Intersection** | 63.0%<br>79,927 crashes | 61.4%<br>17,392 crashes | 51.8%<br>6,583 crashes | 47.0%<br>3,715 crashes |

# Alcohol-Related Crashes

## Alcohol Overview

- In Pennsylvania, drinking and driving remains a top safety issue. In 2015, alcohol-related crashes increased to 10,558 from 10,550 alcohol-related crashes in 2014. In 2015, alcohol-related deaths increased to 345 from 333 alcohol-related deaths in 2014.

- Of particular concern is the involvement of drinking drivers under the age of 21. 16% of the driver deaths in the 16-20 age group were drinking drivers, up from 13% in 2014. Improvement in this age group is a very important need.

- Of equal focus is the 21 to 25 age group, in which 44% of the driver deaths were drinking drivers. This age group had the second worst percentage of all groups, and was up from 43% in 2014. The 26 to 30 age group increased to 37% from 31% in 2014.



- In 2015, alcohol-related deaths were 29% of the total traffic deaths, less than in 2011, 2012 and 2013.

- Pennsylvania continues to take an aggressive posture to prevent and deter drinking and driving (particularly through the widespread use of sobriety checkpoints and saturation patrols).

**2015 Briefs**

- 345 people died in alcohol-related crashes.

- 93% of the alcohol-related occupant deaths (drivers and passengers) were in the vehicle driven by the drinking driver; 79% were the drinking drivers themselves.

- 74% of the drinking drivers in traffic crashes were male.

- 73% of the alcohol-related crashes were during the hours of darkness, usually on weekends.

- On average each day, 29 alcohol-related traffic crashes occurred.

- On average each day, 0.9 persons were killed in alcohol-related traffic crashes.

- On average each day, 19 persons were injured in alcohol-related traffic crashes.

## Alcohol Involvement in Crashes

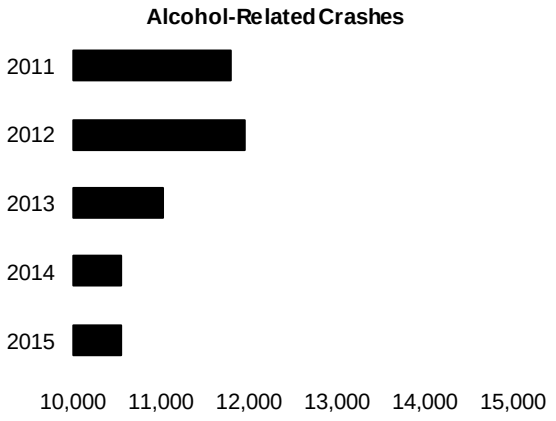
Although alcohol-related crashes accounted for approximately 8% of the total crashes in 2015, they resulted in 29% of all persons killed in crashes. Alcohol-related crashes were 4.5 times more likely to result in death than those not related to alcohol (3.0% of the alcohol-related crashes resulted in death, compared to 0.7% of crashes which were not alcohol-related). "PDO Crashes" in the table below refers to property damage only crashes.

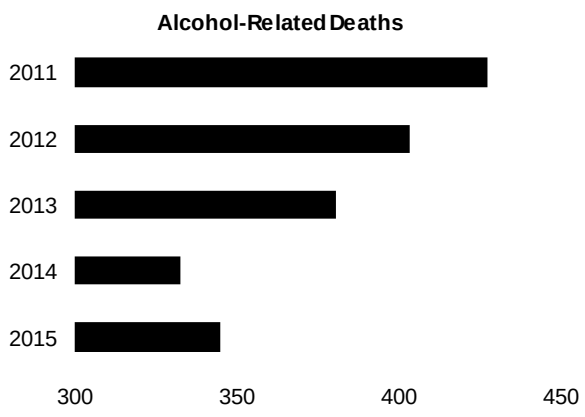
| | Fatal Crashes | Deaths | Injury Crashes | Injuries | PDO Crashes |
|---|---|---|---|---|---|
| Alcohol-Related | 321 (29.1%) | 345 (28.8%) | 5,274 (8.9%) | 7,055 (8.6%) | 4,963 (7.4%) |
| Non-Alcohol-Related | 781 (70.9%) | 855 (71.3%) | 54,017 (91.1%) | 74,955 (91.4%) | 61,764 (92.6%) |
| **TOTAL** | **1,102 (100.0%)** | **1,200 (100.0%)** | **59,291 (100.0%)** | **82,010 (100.0%)** | **66,727 (100.0%)** |

## Alcohol-Related Crashes—Five-Year Trends

Alcohol-related crashes increased in 2015, and were the second lowest total in the last five years. Alcohol-related fatalities increased in 2015, and were the second lowest total in the last five years. Alcohol-related fatalities are trending downward.






| | 2011 | 2012 | 2013 | 2014 | 2015 |
|---|---|---|---|---|---|
| Crashes | 11,805 | 11,956 | 11,041 | 10,550 | 10,558 |
| *Fatal Crashes* | 393 | 375 | 363 | 311 | 321 |
| *Injury Crashes* | 6,241 | 6,425 | 5,864 | 5,377 | 5,274 |
| *PDO Crashes* | 5,171 | 5,156 | 4,814 | 4,862 | 4,963 |
| Deaths | 428 | 404 | 381 | 333 | 345 |
| Injuries | 8,471 | 8,724 | 7,900 | 7,265 | 7,055 |
| Fatal Crashes per 100,000 Licensed Drivers | 4.5 | 4.2 | 4.1 | 3.5 | 3.6 |
| Deaths per 100,000 Licensed Drivers | 4.9 | 4.6 | 4.3 | 3.7 | 3.9 |

## *Victims of Alcohol-Related Fatal Crashes*

There were 297 driver and passenger deaths in alcohol-related crashes in 2015, while 277 (93%) were the drinking drivers or their passengers.

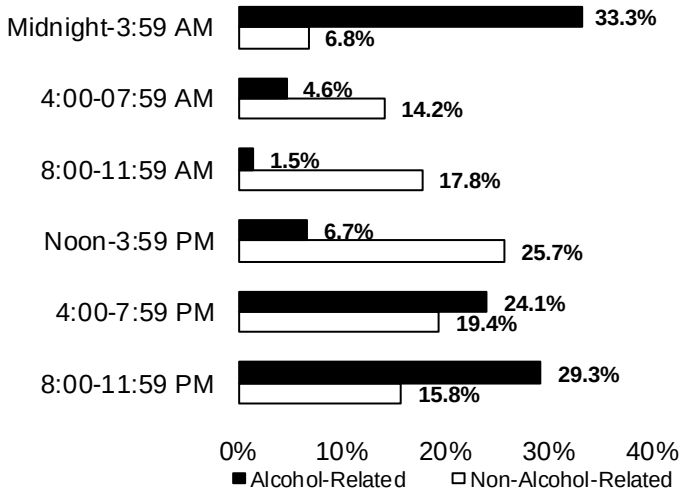
| Persons Involved | Deaths | |
|---|---|---|
| **Drivers** | **248** | |
| *Drinking Drivers* | *234* | *(94.4%)* |
| *Non-Drinking Drivers* | *14* | *(5.7%)* |
| **Passengers** | **49** | |
| *Passengers with Drinking Driver* | *43* | *(87.8%)* |
| *Passengers with Non-Drinking Driver* | *6* | *(12.2%)* |
| **Pedestrians** | **43** | |
| *Drinking Pedestrian* | *35* | *(81.4%)* |
| *Non-Drinking Pedestrian* | *8* | *(18.6%)* |
| **TOTAL DEATHS*** | **345** | |

**Includes 5 victims, status unknown*



## *Victims of Fatal Crashes by Time of Day*

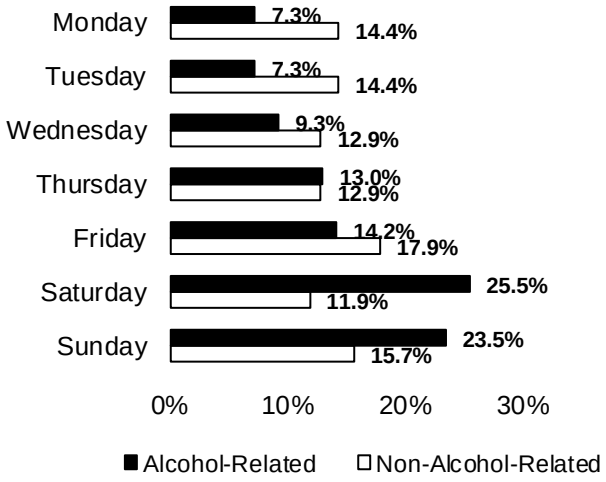
Alcohol-related crashes occurring between 8:00 PM and 4:00 AM produced the vast majority of deaths (63% of alcohol-related deaths). In contrast, under half of the deaths (45%) from non-alcohol-related crashes resulted from crashes occurring between noon and 8:00 PM.




| Time of Occurrence | Non-Alcohol-Related | Alcohol-Related |
|---|---|---|
| Midnight-3:59 AM | 58 | 115 |
| 4:00-07:59 AM | 121 | 16 |
| 8:00-11:59 AM | 152 | 5 |
| Noon-3:59 PM | 220 | 23 |
| 4:00-7:59 PM | 166 | 83 |
| 8:00-11:59 PM | 135 | 101 |
| Time Unknown | 3 | 2 |
| **TOTAL DEATHS** | **855** | **345** |

## Victims of Fatal Crashes by Day of Week

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

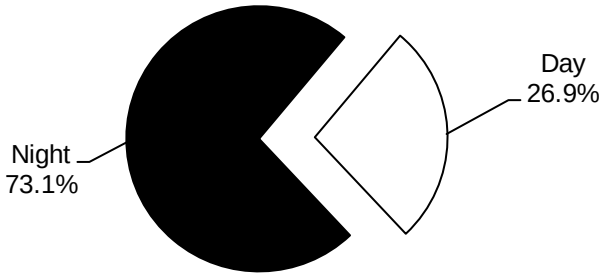



| Day of Occurrence | Non-Alcohol-Related | Alcohol-Related |
|---|---|---|
| Monday | 123 | 25 |
| Tuesday | 123 | 25 |
| Wednesday | 110 | 32 |
| Thursday | 110 | 45 |
| Friday | 153 | 49 |
| Saturday | 102 | 88 |
| Sunday | 134 | 81 |
| **TOTAL DEATHS** | **855** | **345** |



## Alcohol-Related Crashes—Day vs. Night

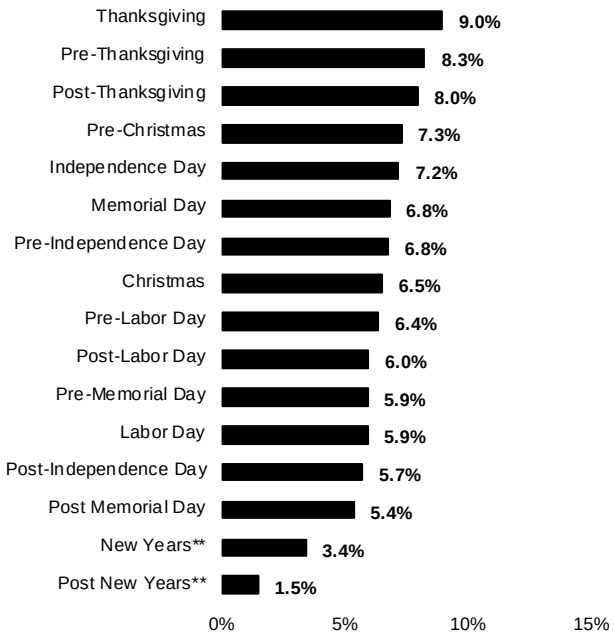
73.1% of alcohol-related crashes occurred at night. The graph below shows the breakdown of alcohol-related crashes by day and night.



## Alcohol-Related Holiday Crashes

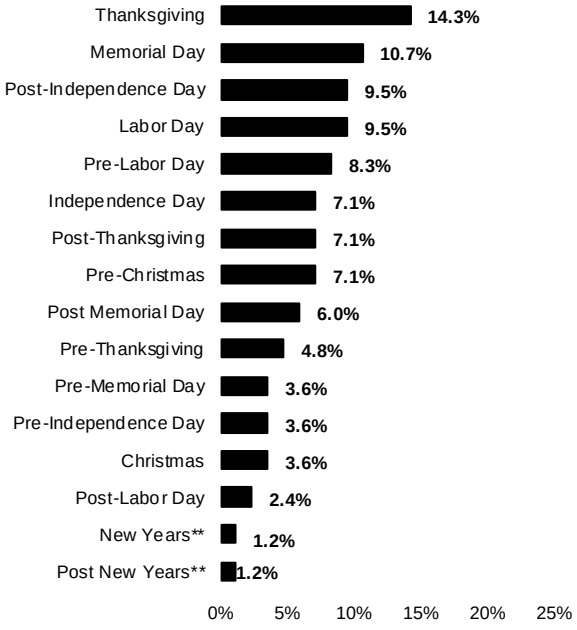
In 2015, 12% of all holiday crashes involved alcohol use; however, 42% of deaths that occurred during holiday weekends were related to alcohol use. (See ***Crashes by Holiday***, page 22.)

**Total Crashes**




| Period* | Crashes | Deaths |
|---|---|---|
| New Years** | 69 | 1 |
| Post New Years** | 30 | 1 |
| Pre-Memorial Day | 119 | 3 |
| Memorial Day | 137 | 9 |
| Post Memorial Day | 108 | 5 |
| Pre-Independence Day | 136 | 3 |
| Independence Day | 145 | 6 |
| Post-Independence Day | 115 | 8 |
| Pre-Labor Day | 128 | 7 |
| Labor Day | 119 | 8 |
| Post-Labor Day | 120 | 2 |
| Pre-Thanksgiving | 166 | 4 |
| Thanksgiving | 180 | 12 |
| Post-Thanksgiving | 160 | 6 |
| Pre-Christmas | 147 | 6 |
| Christmas | 131 | 3 |
| **TOTAL** | **2,010** | **84** |

**Deaths**




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

** Not part of a holiday weekend in 2015.

## Driver Involvement in Alcohol-Related Crashes by Vehicle Type

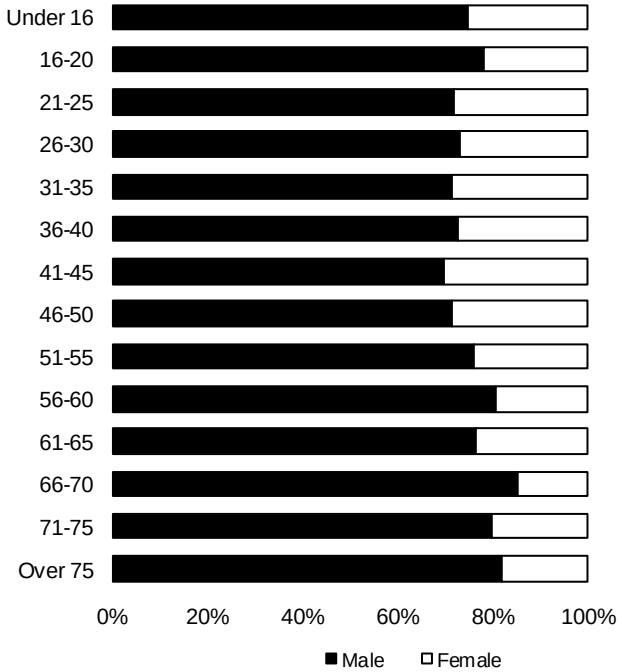
Motorcyclists had the largest percentage of drinking drivers to total drivers compared to the drivers of other types of vehicles. Drinking drivers of passenger cars, light trucks, vans, and sport utility vehicles were equal to or just above the average for drivers of all vehicle types. Bus and heavy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

| | | | |
|---|---|---|---|
| **Total Drivers in Crashes 207,013** | Passenger Car | | 117,069 |
| | Lt Trk/SUV/Van | | 76,898 |
| | Heavy Truck | | 7,370 |
| | Motorcycle | | 3,502 |
| | Bus | | 907 |
| | Other | | 1,267 |
| **Drinking Drivers in Crashes 10,336 (5.0% of total)** | Passenger Car | 6,026 | (5.1% of total) |
| | Lt Trk/SUV/Van | 3,907 | (5.1% of total) |
| | Heavy Truck | 43 | (0.6% of total) |
| | Motorcycle | 296 | (8.5% of total) |
| | Bus | 1 | (0.1% of total) |
| | Other | 63 | (5.0% of total) |



## Drinking Drivers in Crashes by Age and Sex

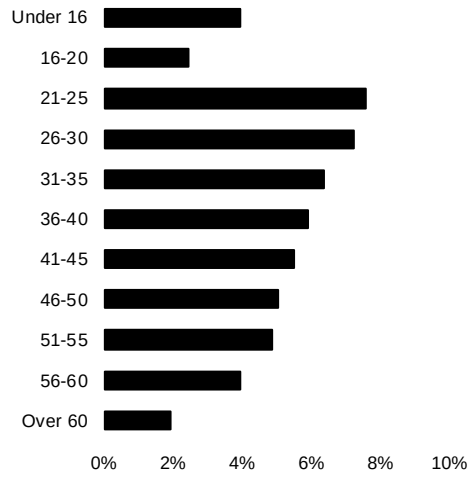
In 2015, roughly 3 out of 4 drinking drivers in crashes were male (across most age groups), with only slight variations among the age groups. The table below does not include an additional 45 drivers for whom age and/or sex were not known.




| Age Group | Male | Female | Total |
|---|---|---|---|
| Under 16 | 3 | 1 | 4 |
| 16-20 | 454 | 125 | 579 |
| 21-25 | 1,658 | 647 | 2,305 |
| 26-30 | 1,255 | 452 | 1,707 |
| 31-35 | 885 | 354 | 1,239 |
| 36-40 | 680 | 255 | 935 |
| 41-45 | 597 | 257 | 854 |
| 46-50 | 567 | 225 | 792 |
| 51-55 | 586 | 182 | 768 |
| 56-60 | 429 | 101 | 530 |
| 61-65 | 209 | 63 | 272 |
| 66-70 | 158 | 27 | 185 |
| 71-75 | 56 | 14 | 70 |
| Over 75 | 42 | 9 | 51 |
| **Total** | **7,579** | **2,712** | **10,291** |

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

In 2015, as the table and graph below show, the two age groups from 21 to 30 had the highest percentage of drinking drivers within their respective age groups. After age 40, the percentage of drinking drivers within the succeeding age groups steadily declined. The Under 16 age group continues to be of particular concern, as it included 6 drinking drivers.

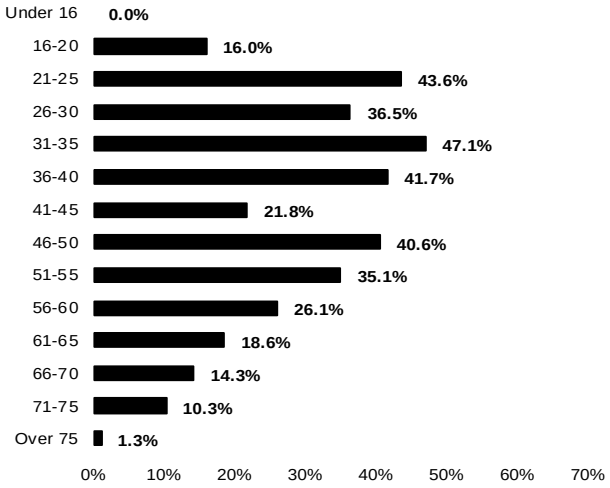



| Age Group | Drinking Driver | Non-Drinking Driver |
|---|---|---|
| Under 16 | 6 (4.0%) | 145 (96.0%) |
| 16-20 | 579 (2.4%) | 23,287 (97.6%) |
| 21-25 | 2,305 (7.6%) | 27,971 (92.4%) |
| 26-30 | 1,708 (7.2%) | 21,878 (92.8%) |
| 31-35 | 1,239 (6.4%) | 18,131 (93.6%) |
| 36-40 | 937 (5.9%) | 14,875 (94.1%) |
| 41-45 | 854 (5.5%) | 14,603 (94.5%) |
| 46-50 | 793 (5.1%) | 14,849 (94.9%) |
| 51-55 | 770 (4.9%) | 14,927 (95.1%) |
| 56-60 | 530 (3.9%) | 12,928 (96.1%) |
| Over 60 | 578 (1.9%) | 29,276 (98.1%) |



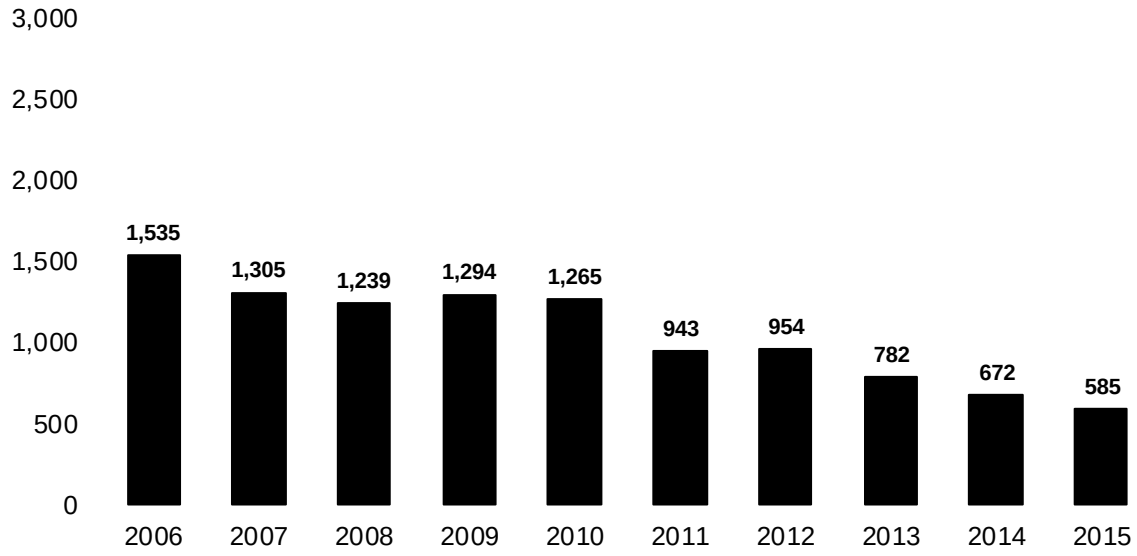
## *Drinking Driver Deaths as a Percentage of Total Driver Deaths, by Age Group*

The graph below shows drinking driver deaths as a percentage of total driver deaths within each respective age group for 2015 crashes. The age group from 31 to 35 had the highest percentage, with 47% of the driver deaths in this age group being a drinking driver. The 16-20 age group increased from 13.2% in 2014. In 2015, there were no drivers under the age of 16 who chose to combine alcohol usage and driving without a license.



## Underage Drinking Drivers in Pennsylvania Crashes—Historical Data

Act 31, commonly known as the "*Underage Drinking Law*," went into effect on May 24, 1988. From that year, and until 1994, the number of underage drinking drivers involved in Pennsylvania crashes declined each year. From 1997 until 2002, the amount of underage drinking drivers remained consistently high. From that point until 2015 there has been a downward trend with 2005, 2006, 2009, 2010 and 2012 disrupting the steady decrease.




Alcohol-Related

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

# Seat Belts, Child Safety Seats, and Air Bags

## Restraints Overview

### Safety Belts

- Pennsylvania's seat belt law requires that drivers and front seat passengers be properly buckled when riding in a passenger car, Class 1 and Class 2 truck, or motor home. Children age 8 and older, but under age 18, are required to be secured in a seat belt system anywhere in the vehicle due to the law becoming effective on February 21, 2003.
- A driver under the age of 18 may not operate a motor vehicle when the number of passengers exceeds the number of available seat belts in the vehicle.
- The combination of lap/shoulder seat belts, when used, reduces the risk of fatal injuries to front seat passenger car occupants by 45% and the risk of moderate-to-critical injuries by 50%. For light truck occupants, seat belts reduce the risk of fatal injuries by 60% and the risk of moderate-to-critical injuries by 65%.
- All passengers should wear a seat belt whenever riding in a motor vehicle—even for short distances. Three out of four crashes occur within 25 miles of home.
- If everyone wore seat belts when riding in a motor vehicle, hundreds of lives in Pennsylvania alone would be saved (see page 36). Research shows that children are likely to be buckled 92% of the time when adults are buckled and only 72% of the time when adults are *not* buckled. Everyone should buckle up, every time!

### Child Safety Seats

- Pennsylvania law requires that children under the age of 4 to be properly restrained in a child passenger restraint system when riding anywhere in a vehicle. Children age 4 and older, but under age 8, are required to be in an appropriately fitting child booster seat when riding anywhere in a vehicle due to the law becoming effective on February 21, 2003.
- Research shows that child safety seats, when properly installed, reduce the risk of death by 71% for infants and 54% for toddlers.
- When placing a child safety seat in a vehicle, follow the manufacturer's instructions for the vehicle and the child safety seat instructions exactly. There are different types of child safety seats—infant, convertible, and booster. Children ages 1 to 3 should be kept rear-facing as long as possible…until they reach the top height or weight limit allowed by the car seat's manufacturer. Children ages 4 to 7 should be kept forward-facing with a harness until they reach the top height or weight limit allowed by the car seat's manufacturer. Children ages 8 to 12 should be kept in a booster seat until they are big enough to fit the seat belt properly, that is, the lap belt must lie snugly across the upper thighs and the shoulder belt should lie snugly across the shoulder and chest and not cross the neck or face.
- Children should ride in the rear seat whenever possible, and should always be properly buckled.

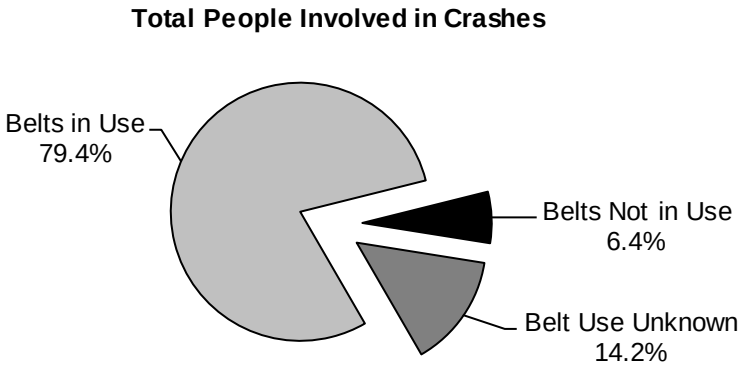


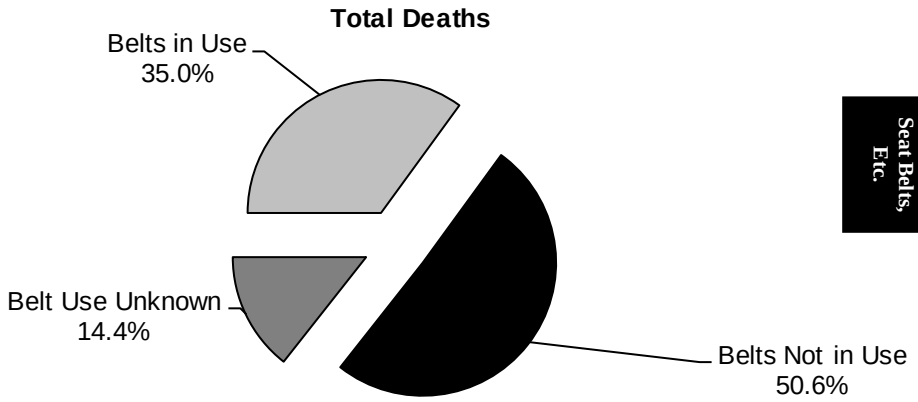
### Air Bag Safety

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

## *Seat Belt Use in Crashes—Total People Involved*

Seat belts have proven to be effective in reducing the severity of injuries sustained in a crash. In 2015, as shown in the two pie graphs below, 79.4% of all people involved in crashes were wearing seat belts. 50.6% 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 2015 by severity of injury and belt use.





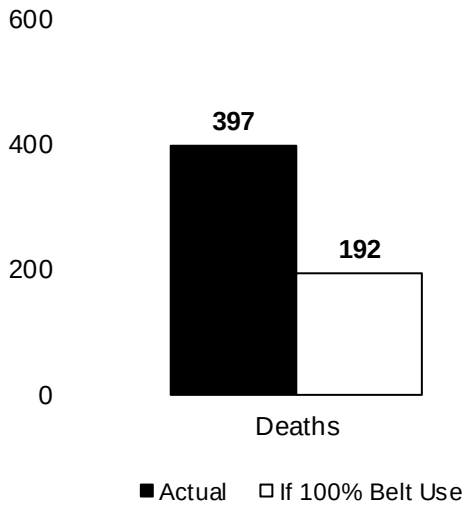

| | Belts in Use | Belts Not in Use | Belt Use Unknown |
|---|---|---|---|
| Killed | 287 | 415 | 118 |
| Major Injury | 1,067 | 739 | 323 |
| Moderate Injury | 6,932 | 1,956 | 1,257 |
| Minor Injury | 28,649 | 3,593 | 4,236 |
| Unk Injury Sev | 16,294 | 2,234 | 4,734 |
| No Injury | 164,968 | 8,706 | 28,208 |
| **TOTAL** | **218,197** | **17,643** | **38,876** |

***Note:*** Vehicles involved include passenger cars, light trucks, SUVs, vans, and heavy trucks. "Belts Not Available" is included in "Belts Not In Use".

## *Seat Belt Use in Crashes—Impact on Deaths and Injuries*

The table and graph below display the estimated impact that seat belts worn 100% of the time would have on traffic deaths and injuries. The numbers in parentheses, in the last row, are the estimated decreases in 2015 deaths and injuries if 100% seat belt use was achieved. (Note: The data below is for passenger cars only.) The estimated economic savings of 100% seat belt use for occupants of just passenger cars in 2015 would have been **$1,982,525,159** or approximately **$155** for every man, woman, and child in Pennsylvania. More importantly, 205 people would have survived if they had worn their belts.

| | | Injuries | | | |
|---|---|---|---|---|---|
| | **Deaths** | *Major* | *Moderate* | *Minor* | *None* |
| Belts Used | 178 | 643 | 4,124 | 26,353 | 82,706 |
| Belts Not Used | 219 | 441 | 1,187 | 3,439 | 4,548 |
| **TOTAL** | **397** | **1,084** | **5,311** | **29,792** | **87,254** |
| ***If 100% Belt Use*** | **192** | **700** | **4,496** | **28,633** | **89,817** |
| **Net Increase/(Decrease)** | **(205)** | **(384)** | **(815)** | **(1,159)** | **2,563** |




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

## Seat Belt Use in Crashes—Historical Data

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

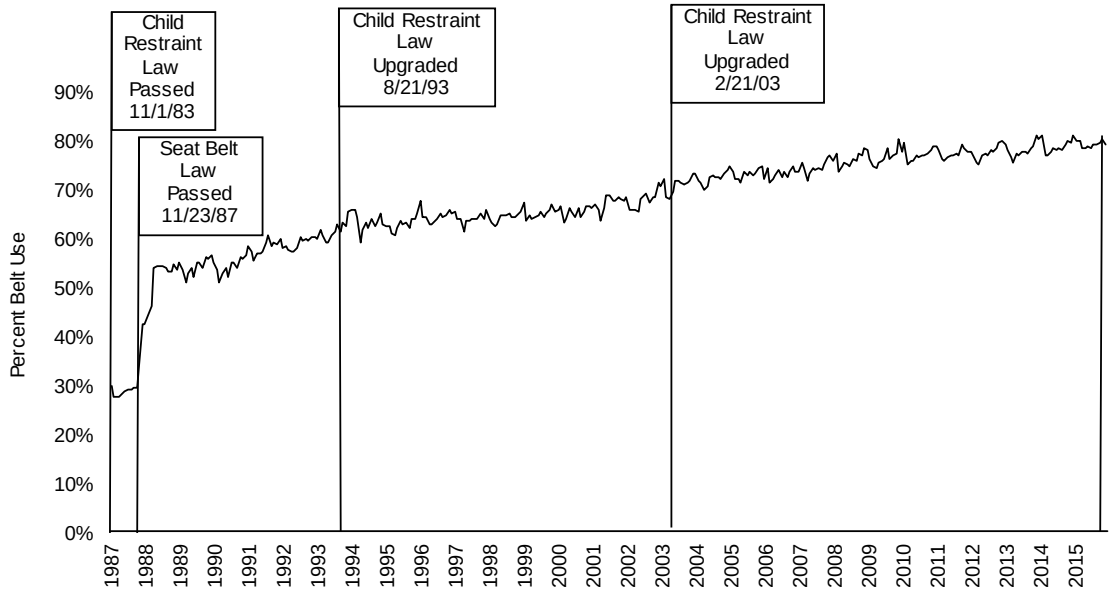
On November 23, 1987, Pennsylvania passed a safety belt law. The law requires that drivers and front seat passengers of a passenger car, Class I and Class II trucks, or motor home wear a properly-adjusted and fastened safety belt. The driver is responsible for securing children ages 4 to 18 in a safety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

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

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

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

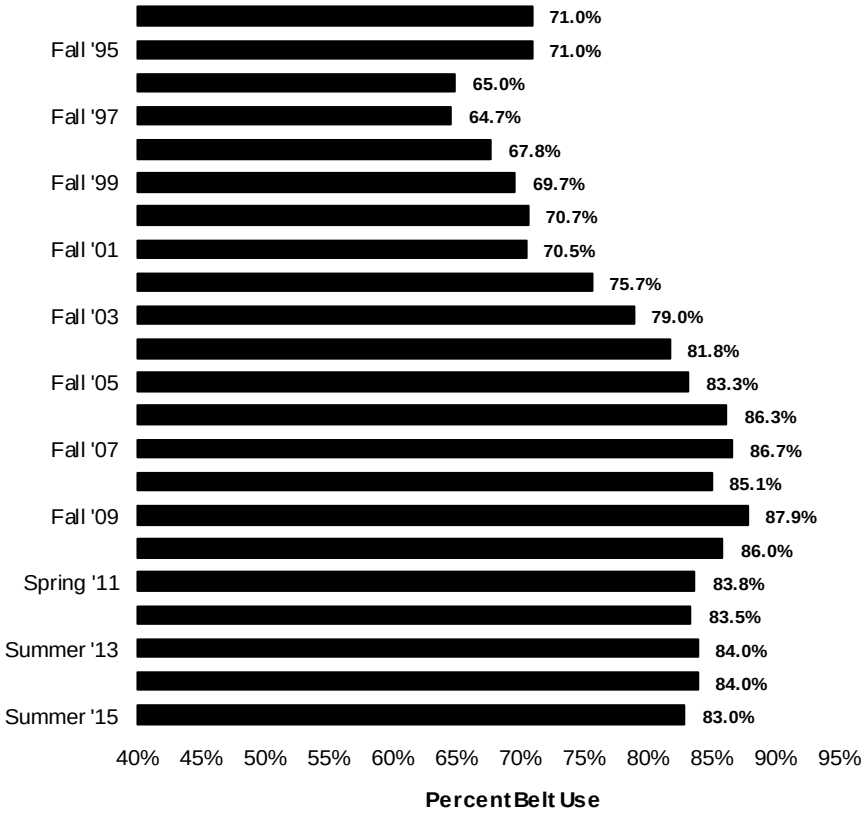





***Note:*** Data shown for passenger cars only.

## *Seat Belt Observational Surveys—Historical Data*

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






## *Child Passenger Restraints in Crashes—Five Year Data*

Since August 21, 1993, all drivers traveling in Pennsylvania have been required to secure children up to age 4 in a child passenger restraint system while sitting anywhere in a vehicle. As shown in the table below (for 2011-2015 crashes involving children under age 4), the percentages of deaths and injuries (within restraint type by row) were lower when restraints were used. From 2011-2015, 82% of the children under age 4 who were involved in crashes and restrained in a child seat sustained no injury.

| | | Injuries | | | | | Total |
|---|---|---|---|---|---|---|---|
| **Child Restraint** | **Deaths** | *Major* | *Moderate* | *Minor* | *Unknown* | *No Injury* | **Persons** |
| Child Seat In Use | 24 (0.1%) | 63 (0.2%) | 218 (0.8%) | 1,828 (7.1%) | 2,493 (9.6%) | 21,281 (82.1%) | **25,907** |
| No Restraint In Use | 5 (0.3%) | 10 (0.6%) | 36 (2.1%) | 206 (12.2%) | 466 (27.7%) | 961 (57.1%) | **1,684** |
| Other Restraint In Use | 1 (0.1%) | 6 (0.4%) | 20 (1.4%) | 176 (12.3%) | 157 (10.9%) | 1,076 (74.9%) | **1,436** |

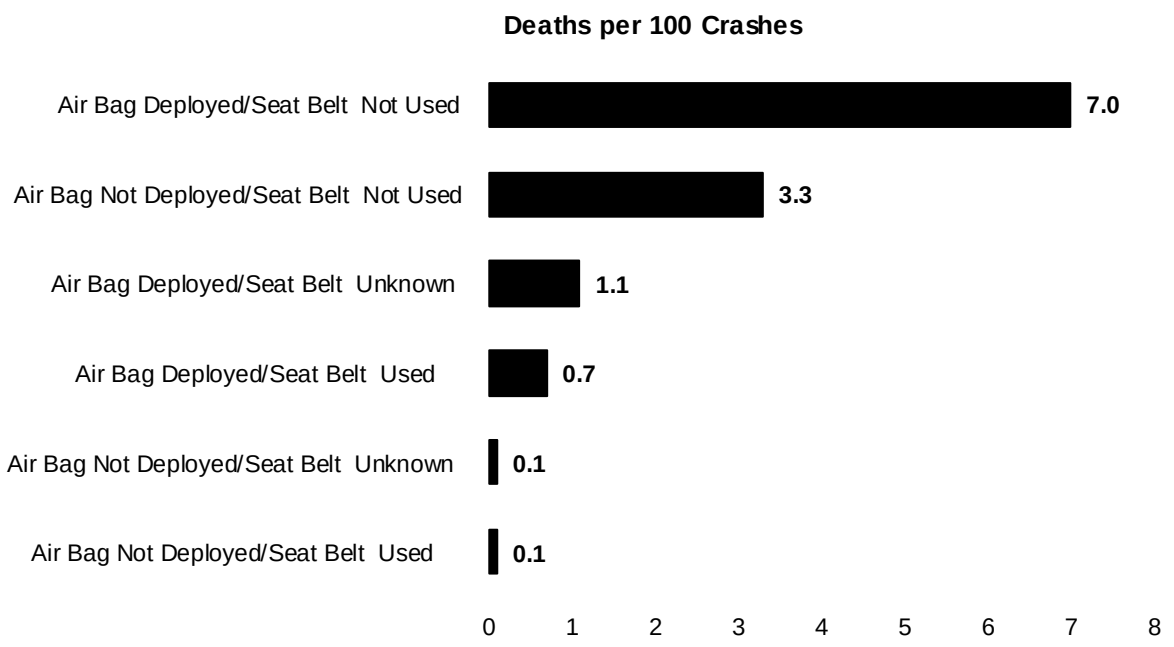
***Note***: "Child Seat Not In Use" and "Other Restraint Not In Use" have been combined into "No Restraint in Use".

## Air Bag Deployment in Crashes—Injuries and Deaths

Air bags are becoming more prevalent for vehicles in crashes due to the manufacturing laws of the late 1990s, however some vehicles in crashes still do not have airbags as there are still older vehicles in use. Additionally, not all seats in a vehicle have an air bag. The table and graph below show the safety benefits of wearing a seat belt, both with and without air bag deployment. (Table percentages are listed within restraint type by row.)

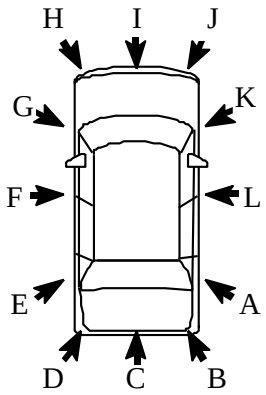
| Passive Restraint Status | Seat Belt Status | Deaths | Injuries | | | | | Total Persons |
|---|---|---|---|---|---|---|---|---|
| | | | *Major* | *Moderate* | *Minor* | *Unknown* | *No Injury* | |
| None | n/a | 188 (0.2%) | 559 (0.5%) | 2,906 (2.7%) | 11,253 (10.5%) | 10,862 (10.1%) | 81,446 (76.0%) | **107,214** |
| Air Bag Deployed | Used | 196 (0.4%) | 674 (1.3%) | 3,525 (7.0%) | 11,217 (22.3%) | 6,408 (12.8%) | 28,252 (56.2%) | **50,272** |
| Air Bag Deployed | Not Used | 246 (4.9%) | 390 (7.8%) | 878 (17.6%) | 1,198 (24.0%) | 872 (17.5%) | 1,410 (28.2%) | **4,994** |
| Air Bag Deployed | Unknown | 43 (0.7%) | 148 (2.5%) | 487 (8.1%) | 1,104 (18.4%) | 1,529 (25.5%) | 2,695 (44.9%) | **6,006** |
| Air Bag Not Deployed | Used | 48 (0.1%) | 157 (0.2%) | 1,594 (1.9%) | 9,271 (11.3%) | 4,945 (6.0%) | 66,250 (80.5%) | **82,265** |
| Air Bag Not Deployed | Not Used | 68 (2.0%) | 108 (3.1%) | 396 (11.5%) | 871 (25.3%) | 491 (14.3%) | 1,503 (43.7%) | **3,437** |
| Air Bag Not Deployed | Unknown | 3 (0.1%) | 34 (0.8%) | 117 (2.9%) | 423 (10.3%) | 649 (15.8%) | 2,878 (70.1%) | **4,104** |
| Unknown If Deployed | n/a | 22 (1.3%) | 22 (1.3%) | 63 (3.8%) | 209 (12.7%) | 261 (15.9%) | 1,063 (64.8%) | **1,640** |

In crashes that are severe enough to deploy an airbag (for vehicles and seats so equipped), the data below shows that you are 11 times more likely to die if you are not wearing a seat belt (7.0 deaths vs. 0.7 deaths per 100 crashes).



## *Air Bag Deployment by Initial Vehicle Impact Point*

Most air bags are designed to deploy in frontal impacts, but side impact air bags are also common for newer model year vehicles. The table below shows the initial vehicle impact points for all 2015 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 1261 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) | 2,443 | 806 | 544 (37.7%) | 898 (62.3%) | 195 |
| Right Rear (B) | 5,528 | 1,959 | 643 (20.7%) | 2,458 (79.3%) | 468 |
| Center Rear (C) | 30,022 | 11,116 | 1,261 (7.7%) | 15,182 (92.3%) | 2,463 |
| Left Rear (D) | 5,237 | 1,824 | 569 (19.0%) | 2,425 (81.0%) | 419 |
| Left Side Rear (E) | 2,448 | 799 | 496 (34.9%) | 926 (65.1%) | 227 |
| Left Side Center (F) | 6,454 | 1,951 | 1,754 (45.9%) | 2,068 (54.1%) | 681 |
| Left Side Forward (G) | 6,510 | 2,095 | 1,511 (39.7%) | 2,295 (60.3%) | 609 |
| Left Front (H) | 26,794 | 7,720 | 7,657 (46.0%) | 8,979 (54.0%) | 2,438 |
| Center Front (I) | 65,044 | 16,324 | 24,008 (56.3%) | 18,664 (43.7%) | 6,048 |
| Right Front (J) | 24,648 | 7,023 | 7,258 (48.1%) | 7,840 (51.9%) | 2,527 |
| Right Side Forward (K) | 10,466 | 3,310 | 2,572 (42.6%) | 3,472 (57.5%) | 1,112 |
| Right Side Center (L) | 7,991 | 2,528 | 2,133 (46.8%) | 2,428 (53.2%) | 902 |
| Other | 4,733 | 1,378 | 797 (36.9%) | 1,361 (63.1%) | 1,197 |
| None | 3,625 | 1,233 | 345 (16.4%) | 1,754 (83.6%) | 293 |
| **TOTAL** | **201,943** | **60,066** | **51,548 (42.2%)** | **70,750 (57.9%)** | **19,579** |



## *Air Bag Deployment by Age Group*

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

**Seat Belts Used**

| Age Group | Deaths | Injuries: *Major* | *Moderate* | *Minor* | *Unknown* | *No Injury* | Total Persons |
|---|---|---|---|---|---|---|---|
| 0-4 | 1 (1.7%) | 1 (1.7%) | 6 (10.2%) | 18 (30.5%) | 8 (13.6%) | 25 (42.4%) | 59 |
| 5-8 | 2 (1.0%) | 2 (1.0%) | 7 (3.6%) | 57 (29.1%) | 30 (15.3%) | 98 (50.0%) | 196 |
| 9-12 | 0 (0.0%) | 2 (0.4%) | 21 (4.6%) | 134 (29.6%) | 44 (9.7%) | 252 (55.6%) | 453 |
| 13-64 | 122 (0.3%) | 556 (1.3%) | 2,925 (6.7%) | 9,530 (21.7%) | 5,244 (11.9%) | 25,558 (58.2%) | 43,935 |
| 65-74 | 27 (0.8%) | 67 (2.0%) | 313 (9.5%) | 844 (25.7%) | 579 (17.6%) | 1,457 (44.3%) | 3,287 |
| 75+ | 44 (1.9%) | 46 (2.0%) | 253 (10.8%) | 634 (27.1%) | 503 (21.5%) | 862 (36.8%) | 2,342 |
| **Total** | **196 (0.4%)** | **674 (1.3%)** | **3,525 (7.0%)** | **11,217 (22.3%)** | **6,408 (12.8%)** | **28,252 (56.2%)** | **50,272** |

**Seat Belts Not Used**

| Age Group | Deaths | Injuries: *Major* | *Moderate* | *Minor* | *Unknown* | *No Injury* | Total Persons |
|---|---|---|---|---|---|---|---|
| 0-4 | 0 (0.0%) | 0 (0.0%) | 0 (0.0%) | 2 (25.0%) | 2 (25.0%) | 4 (50.0%) | 8 |
| 5-8 | 0 (0.0%) | 2 (25.0%) | 3 (37.5%) | 0 (0.0%) | 2 (25.0%) | 1 (12.5%) | 8 |
| 9-12 | 0 (0.0%) | 1 (8.3%) | 0 (0.0%) | 4 (33.3%) | 3 (25.0%) | 4 (33.3%) | 12 |
| 13-64 | 195 (4.2%) | 364 (7.8%) | 821 (17.6%) | 1,136 (24.3%) | 806 (17.3%) | 1,346 (28.8%) | 4,668 |
| 65-74 | 22 (12.7%) | 12 (6.9%) | 33 (19.1%) | 33 (19.1%) | 33 (19.1%) | 40 (23.1%) | 173 |
| 75+ | 29 (23.2%) | 11 (8.8%) | 21 (16.8%) | 23 (18.4%) | 26 (20.8%) | 15 (12.0%) | 125 |
| **Total** | **246 (4.9%)** | **390 (7.8%)** | **878 (17.6%)** | **1,198 (24.0%)** | **872 (17.5%)** | **1,410 (28.2%)** | **4,994** |

# Pedestrian and Bicycle Crashes

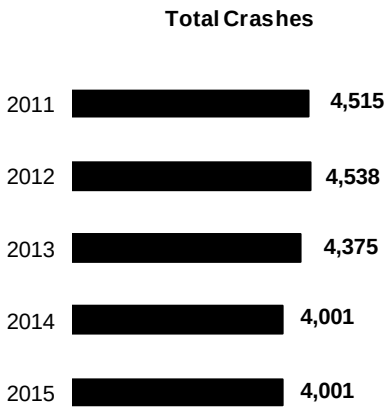
## Pedestrian and Bicycles Overview

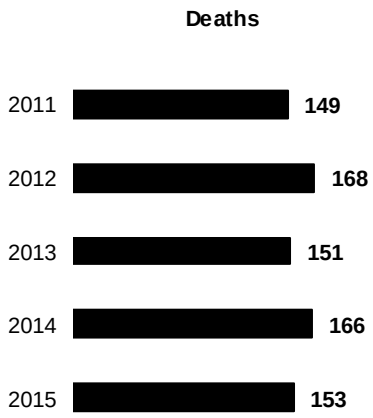
- Pedestrian-related crashes represent 3.2% of the total reported traffic crashes; however, they account for 12.8% of all traffic crash deaths. (See also ***Pennsylvania County Crashes***, pages 62, 63, and 68.)

- Bicycle crashes represent 1.0% of the total reported crashes and 1.3% of all traffic deaths. Although these percentages are small, they still represent 16 bicyclist deaths and 1,268 injuries in 2015.

## Pedestrian Crashes—Five-Year Trends

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

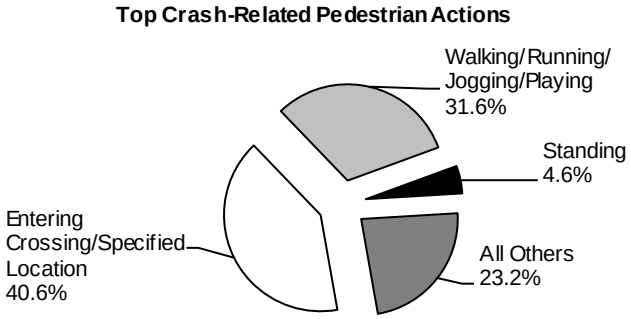


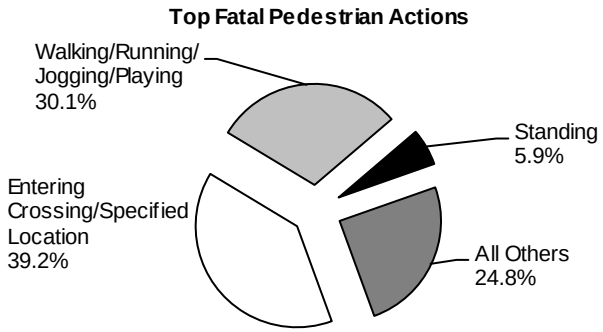




| Year | Total Crashes | Deaths |
|---|---|---|
| 2011 | 4,515 | 149 |
| 2012 | 4,538 | 168 |
| 2013 | 4,375 | 151 |
| 2014 | 4,001 | 166 |
| 2015 | 4,001 | 153 |

## *Pedestrian-Related Crashes*

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



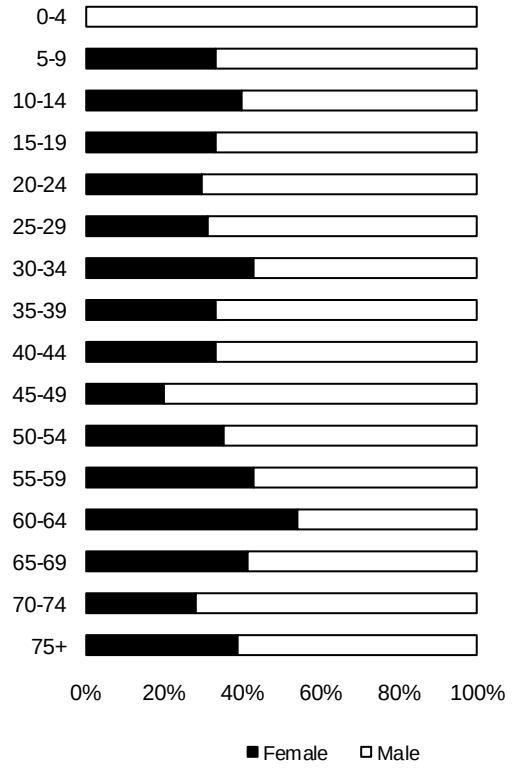






| Pedestrian Action | Deaths | Pedestrians Involved |
|---|---|---|
| Entering Crossing/Specified Location | 60 | 1,700 |
| Walking/Running/Jogging/Playing | 46 | 1,321 |
| Working | 4 | 68 |
| Pushing a Vehicle | 2 | 7 |
| Working on Vehicle | 2 | 22 |
| Standing | 9 | 194 |
| Approaching/Leaving a Vehicle | 4 | 142 |
| Other/Unknown | 26 | 731 |
| **Total** | **153** | **4,185** |

## Pedestrian Deaths by Age and Sex

Pedestrians ages 75 and over represent a sizable portion of pedestrian deaths as displayed in the chart below. Overall, male pedestrian deaths consisted of 65% of all pedestrian deaths, and were nearly unchanged from 66% in 2014. ***Note:*** Pedestrians of unknown sex are not included in the numbers below.




| Age Group | Female | Male | Total |
|---|---|---|---|
| 0-4 | 0 | 4 | 4 |
| 5-9 | 1 | 2 | 3 |
| 10-14 | 2 | 3 | 5 |
| 15-19 | 1 | 2 | 3 |
| 20-24 | 3 | 7 | 10 |
| 25-29 | 5 | 11 | 16 |
| 30-34 | 3 | 4 | 7 |
| 35-39 | 4 | 8 | 12 |
| 40-44 | 3 | 6 | 9 |
| 45-49 | 2 | 8 | 10 |
| 50-54 | 6 | 11 | 17 |
| 55-59 | 3 | 4 | 7 |
| 60-64 | 6 | 5 | 11 |
| 65-69 | 5 | 7 | 12 |
| 70-74 | 2 | 5 | 7 |
| 75 and over | 7 | 11 | 18 |
| Unknown | 0 | 2 | 2 |
| **TOTAL** | **53** | **100** | **153** |



## Pedestrian Injury Severity by Municipality Type

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

| Municipality Type | Deaths | Injuries | Non-Injury | Total |
|---|---|---|---|---|
| City | 56 (36.6%) | 2,618 (65.4%) | 15 (51.7%) | **2,689 (64.3%)** |
| Borough/Town | 28 (18.3%) | 576 (14.4%) | 7 (24.1%) | **611 (14.6%)** |
| Township | 69 (45.1%) | 803 (20.1%) | 7 (24.1%) | **879 (21.0%)** |
| Other | 0 (0.0%) | 6 (0.2%) | 0 (0.0%) | **6 (0.1%)** |
| **TOTAL** | **153 (100.0%)** | **4,003 (100.0%)** | **29 (100.0%)** | **4,185 (100.0%)** |

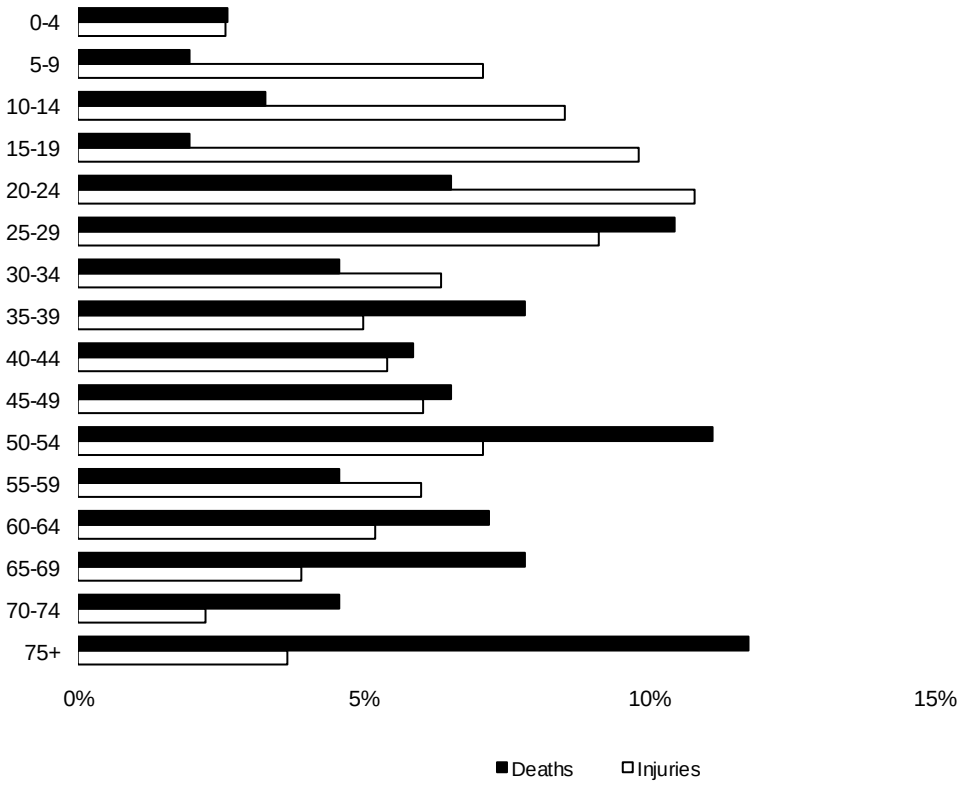
***Note:*** "Other" includes colleges/universities, parks, etc.

## *Pedestrian Deaths and Injuries by Age*

Elderly pedestrians, although involved in fewer pedestrian crashes, are more likely to be killed if struck by a moving vehicle. Younger pedestrians (age 19 and under) account for 28% of the pedestrian injuries.

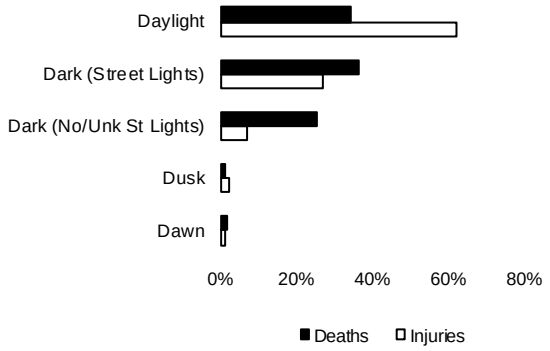
***Note:*** The totals in the table do not include an additional 29 pedestrians who were not killed or injured or where their injury severity was unknown.

| Pedestrian Age | Deaths | Injuries |
|---|---|---|
| 0-4 | 4 (2.6%) | 103 (2.6%) |
| 5-9 | 3 (2.0%) | 284 (7.1%) |
| 10-14 | 5 (3.3%) | 341 (8.5%) |
| 15-19 | 3 (2.0%) | 394 (9.8%) |
| 20-24 | 10 (6.5%) | 433 (10.8%) |
| 25-29 | 16 (10.5%) | 366 (9.1%) |
| 30-34 | 7 (4.6%) | 255 (6.4%) |
| 35-39 | 12 (7.8%) | 200 (5.0%) |
| 40-44 | 9 (5.9%) | 217 (5.4%) |
| 45-49 | 10 (6.5%) | 242 (6.1%) |
| 50-54 | 17 (11.1%) | 284 (7.1%) |
| 55-59 | 7 (4.6%) | 240 (6.0%) |
| 60-64 | 11 (7.2%) | 208 (5.2%) |
| 65-69 | 12 (7.8%) | 156 (3.9%) |
| 70-74 | 7 (4.6%) | 89 (2.2%) |
| 75 and over | 18 (11.8%) | 147 (3.7%) |
| Unknown | 2 (1.3%) | 44 (1.1%) |
| **TOTAL** | **153 (100.0%)** | **4,003 (100.0%)** |



## Pedestrian Deaths and Injuries by Light Level

The majority of pedestrians were injured in the daytime (62.5%), but more pedestrian deaths occurred during non-daylight hours (65.4%). As shown in the bar chart, pedestrians were more likely to be killed if struck in a non-daylight crash as compared to a day crash.



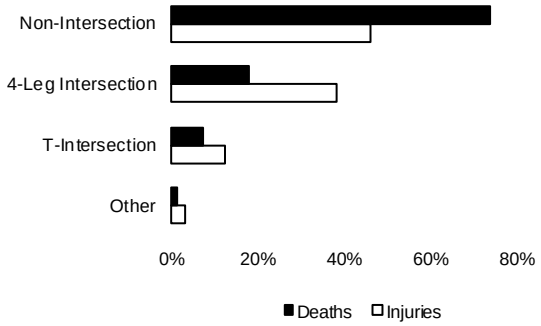

| Light Level | Deaths | Injuries |
|---|---|---|
| Dawn | 3 (2.0%) | 44 (1.1%) |
| Daylight | 53 (34.6%) | 2,500 (62.5%) |
| Dark (Street Lights) | 56 (36.6%) | 1,082 (27.0%) |
| Dark (No/Unk St Lights) | 39 (25.5%) | 283 (7.1%) |
| Dusk | 2 (1.3%) | 89 (2.2%) |
| Other/Unknown | 0 (0.0%) | 5 (0.1%) |
| **TOTAL** | **153 (100.0%)** | **4,003 (100.0%)** |

***Note:*** The totals in the table do not include an additional 29 pedestrians who were not killed or injured or where their injury severity was unknown.

## Pedestrian Deaths and Injuries by Intersection Type

73.9% of pedestrian deaths and 46.3% of pedestrian injuries occurred in areas other than intersections. "Non-intersections" as used below includes mid-block crossings, driveway crossings, etc.



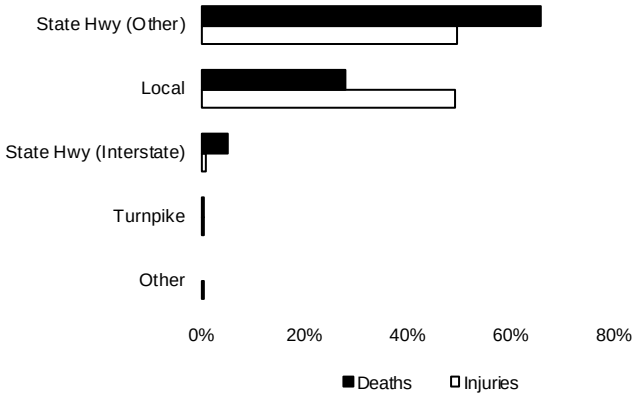



| Intersection | Deaths | Injuries |
|---|---|---|
| Non-Intersection | 113 (73.9%) | 1,854 (46.3%) |
| 4-Leg Intersection | 27 (17.7%) | 1,540 (38.5%) |
| T-Intersection | 11 (7.2%) | 487 (12.2%) |
| Other | 2 (1.3%) | 122 (3.1%) |
| **TOTAL** | **153 (100.0%)** | **4,003 (100.0%)** |

***Note:*** The totals in the table do not include an additional 29 pedestrians who were not killed or injured or where their injury severity was unknown.

## *Pedestrian Deaths and Injuries by Road Type**

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




***Note:*** The totals in the table do not include an additional 29 pedestrians who were not killed or injured or where their injury severity was unknown.

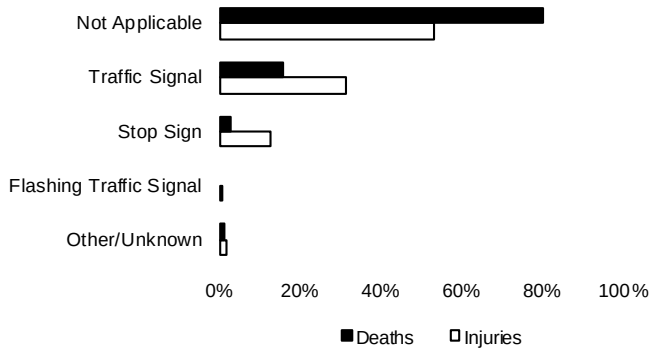
| Road Type | Deaths | Injuries |
|---|---|---|
| State Hwy (Other) | 101 (66.0%) | 1,992 (49.8%) |
| Local | 43 (28.1%) | 1,968 (49.2%) |
| State Hwy (Interstate) | 8 (5.2%) | 36 (0.9%) |
| Turnpike | 1 (0.7%) | 5 (0.1%) |
| Other | 0 (0.0%) | 2 (0.1%) |
| **TOTAL** | **153 (100.0%)** | **4,003 (100.0%)** |

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

Peds & Bikes

## *Pedestrian Deaths and Injuries*

As the graph shows, most pedestrian deaths and injuries occurred in areas without traffic control devices (TCDs). These areas accounted for 123 pedestrian deaths and 2,140 injuries.



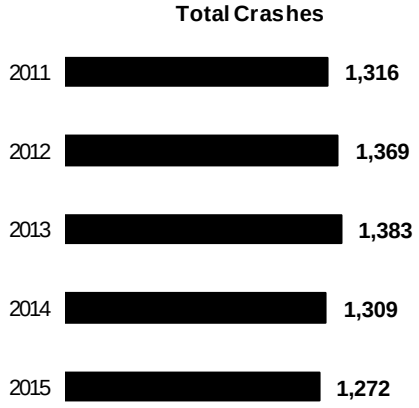

***Note:*** The totals in the table do not include an additional 29 pedestrians who were not killed or injured or where their injury severity was unknown.

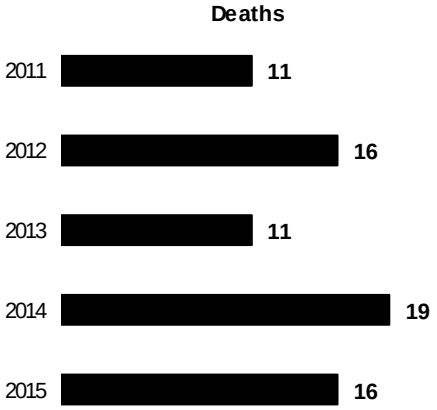
| Traffic Control Device | Deaths | Injuries |
|---|---|---|
| Not Applicable | 123 (80.4%) | 2,140 (53.5%) |
| Traffic Signal | 24 (15.7%) | 1,256 (31.4%) |
| Stop Sign | 4 (2.6%) | 519 (13.0%) |
| Flashing Traffic Signal | 0 (0.0%) | 13 (0.3%) |
| Other/Unknown | 2 (1.3%) | 75 (1.9%) |
| **TOTAL** | **153 (100.0%)** | **4,003 (100.0%)** |

## Bicycle Crashes—Five-Year Trends

The total number of bicycle crashes decreased in 2015, but remained very consistent over the last 5 years; bicycle deaths have fluctuated over the same time period, however, and in 2011 and 2013 were the lowest.

| Year | Total Crashes | Deaths |
|---|---|---|
| 2011 | 1,316 | 11 |
| 2012 | 1,369 | 16 |
| 2013 | 1,383 | 11 |
| 2014 | 1,309 | 19 |
| 2015 | 1,272 | 16 |




## Bicycle Deaths and Injuries by Age

Children ages 5 to 14 were the most vulnerable to death and injury while riding a bicycle. Almost a fourth of the injuries involving bicycles were suffered by this age group. 1 of the 16 bicyclist deaths were in this age group. Another vulnerable group, persons ages 15 to 19, suffered 1 death and accounted for 14.6% of the total injuries.



| Victim's Age | Deaths | Injuries |
|---|---|---|
| 0-4 | 0 (0.0%) | 3 (0.2%) |
| 5-9 | 0 (0.0%) | 88 (6.9%) |
| 10-14 | 1 (6.3%) | 185 (14.6%) |
| 15-19 | 1 (6.3%) | 185 (14.6%) |
| 20-34 | 3 (18.8%) | 413 (32.6%) |
| 35-44 | 1 (6.3%) | 120 (9.5%) |
| 45-54 | 4 (25.0%) | 153 (12.1%) |
| 55-64 | 4 (25.0%) | 85 (6.7%) |
| 65-74 | 1 (6.3%) | 19 (1.5%) |
| 75+ | 0 (0.0%) | 5 (0.4%) |
| Unknown | 1 (6.3%) | 12 (1.0%) |
| **TOTAL** | **16 (100.0%)** | **1,268 (100.0%)** |

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

## *Bicycle Deaths and Injuries by Light Level*

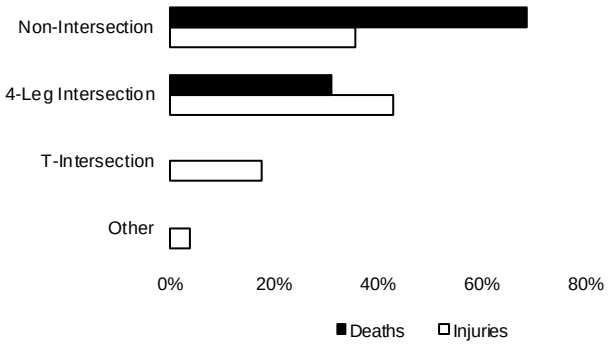
The majority of bicyclists' injuries occurred during daylight hours. However, several of the deaths occurred during non-daylight conditions. These deaths totaled 44% of total bicyclists' deaths in 2015 compared to 47% in 2014.

| Light Level | Deaths | Injuries |
|---|---|---|
| Dawn | 1 (6.3%) | 7 (0.6%) |
| Daylight | 9 (56.3%) | 969 (76.4%) |
| Dark (Street Lights) | 5 (31.3%) | 208 (16.4%) |
| Dark (No/Unk St Lights) | 1 (6.3%) | 44 (3.5%) |
| Dusk | 0 (0.0%) | 40 (3.2%) |
| Other/Unknown | 0 (0.0%) | 0 (0.0%) |
| **TOTAL** | **16 (100.0%)** | **1,268 (100.0%)** |

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

## *Bicycle Deaths and Injuries by Intersection*

In 2015, the majority of bicyclists were injured at intersections and killed at non-intersections.



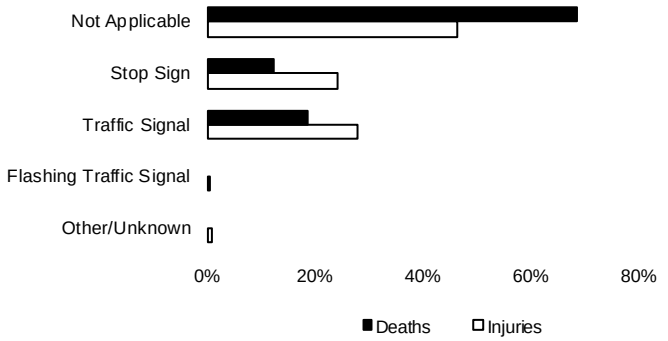

| Intersection | Deaths | Injuries |
|---|---|---|
| Non-Intersection | 11 (68.8%) | 451 (35.6%) |
| 4-Leg Intersection | 5 (31.3%) | 544 (42.9%) |
| T-Intersection | 0 (0.0%) | 224 (17.7%) |
| Other | 0 (0.0%) | 49 (3.9%) |
| **TOTAL** | **16 (100.0%)** | **1,268 (100.0%)** |

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

## Bicycle Deaths and Injuries by Traffic Control Device

In 2015, injuries occurred more often at traffic control devices (TCD) than where there were no controls, but 69% of deaths occurred where there were no controls.

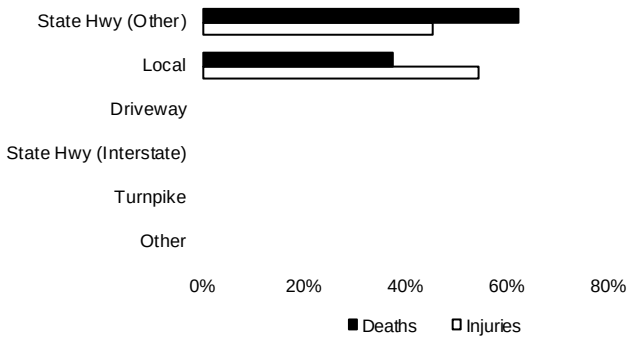
| Traffic Control Device | Deaths | Injuries |
|---|---|---|
| Not Applicable | 11 (68.8%) | 589 (46.5%) |
| Stop Sign | 2 (12.5%) | 309 (24.4%) |
| Traffic Signal | 3 (18.8%) | 356 (28.1%) |
| Flashing Traffic Signal | 0 (0.0%) | 2 (0.2%) |
| Other/Unknown | 0 (0.0%) | 12 (1.0%) |
| **TOTAL** | **16 (100.0%)** | **1,268 (100.0%)** |




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

## Bicycle Deaths and Injuries by Road Type*

63% of the deaths of bicyclists occurred on state roads in 2015, while 55% of the injuries occurred on non-state roads.




Peds & Bikes

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

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

| Road Type | Deaths | Injuries |
|---|---|---|
| State Hwy (Other) | 10 (62.5%) | 577 (45.5%) |
| Local | 6 (37.5%) | 691 (54.5%) |
| Driveway | 0 (0.0%) | 0 (0.0%) |
| State Hwy (Interstate) | 0 (0.0%) | 0 (0.0%) |
| Turnpike | 0 (0.0%) | 0 (0.0%) |
| Other | 0 (0.0%) | 0 (0.0%) |
| **TOTAL** | **16 (100.0%)** | **1,268 (100.0%)** |

# *Crashes by Motor Vehicle Type*

## *Vehicle Crashes by Vehicle Types*

| | Fatal Crashes | Injury Crashes | PDO Crashes | Total Crashes |
|---|---|---|---|---|
| **Passenger Car** | 52.5%<br>579 crashes | 70.3%<br>41,692 crashes | 71.3%<br>47,611 crashes | 70.7%<br>89,882 crashes |
| **Lt Trk/Van/SUV** | 47.7%<br>526 crashes | 50.8%<br>30,131 crashes | 49.3%<br>32,879 crashes | 50.0%<br>63,536 crashes |
| **Heavy Truck** | 11.8%<br>130 crashes | 5.1%<br>3,003 crashes | 5.7%<br>3,783 crashes | 5.4%<br>6,916 crashes |
| **Bicycle** | 1.5%<br>16 crashes | 2.1%<br>1,255 crashes | 0.0%<br>0 crashes | 1.0%<br>1,272 crashes |
| **Motorcycle** | 16.0%<br>176 crashes | 5.1%<br>3,040 crashes | 0.3%<br>197 crashes | 2.7%<br>3,413 crashes |
| **School Bus** | 0.5%<br>6 crashes | 0.3%<br>156 crashes | 0.2%<br>150 crashes | 0.3%<br>312 crashes |
| **Commercial Bus** | 0.9%<br>10 crashes | 0.7%<br>412 crashes | 0.3%<br>166 crashes | 0.5%<br>588 crashes |
| **Other** | 3.9%<br>43 crashes | 1.6%<br>917 crashes | 0.8%<br>560 crashes | 1.2%<br>1,520 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 52.5% of all fatal crashes). Percentage totals exceed 100% due to multiple vehicle crashes.

## *Vehicle Crashes—Single Vehicle Hitting Fixed Objects*

**Crashes in Which a Single Vehicle Hit a Fixed Object: 38,979**

| | | |
|---|---|---|
| Passenger Car | 23,342 | 59.9% |
| Lt Trk/Van/SUV | 13,957 | 35.8% |
| Heavy Truck | 971 | 2.5% |
| Motorcycle | 568 | 1.5% |
| School Bus | 20 | 0.1% |
| Commercial Bus | 21 | 0.1% |
| Other | 100 | 0.3% |

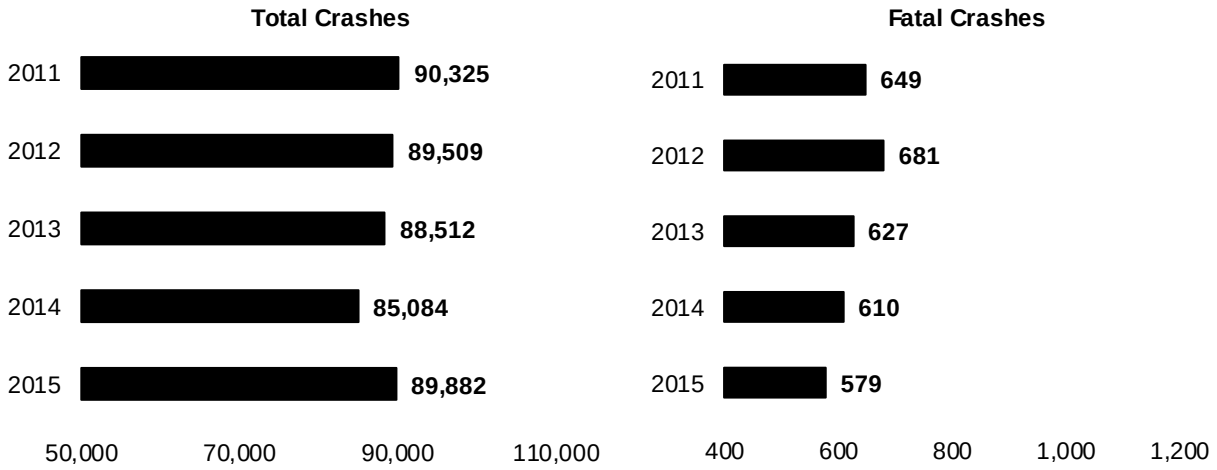


## *Vehicle Crashes—Two-Vehicle Collisions*

| | *Vehicle Struck* | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| ***Striking Vehicle*** | **Passenger Car** | **Heavy Truck** | **Lt Trk/ Vn/Sv** | **Motor-cycle** | **Bicycle** | **School Bus** | **Commer-cial Bus** | **Other/ Unknown** | **Total** |
| Passenger Car | 18,737 | 1,474 | 13,587 | 347 | 498 | 97 | 163 | 192 | **35,095** |
| Lt Trk/Van/SUV | 10,433 | 818 | 8,570 | 206 | 269 | 67 | 83 | 110 | **20,556** |
| Heavy Truck | 1,099 | 299 | 565 | 5 | 11 | 4 | 7 | 9 | **1,999** |
| Motorcycle | 509 | 28 | 391 | 57 | 9 | 0 | 2 | 12 | **1,008** |
| Bicycle | 225 | 5 | 167 | 3 | 0 | 0 | 2 | 2 | **404** |
| School Bus | 38 | 2 | 23 | 2 | 0 | 1 | 2 | 0 | **68** |
| Commercial Bus | 90 | 8 | 48 | 1 | 4 | 0 | 3 | 3 | **157** |
| Other/Unknown | 288 | 16 | 140 | 13 | 36 | 0 | 3 | 16 | **512** |

## Passenger Car Crashes—Five-Year Trends

Total passenger car crashes in 2014 and fatal crashes in 2015 were the lowest in the last five years.

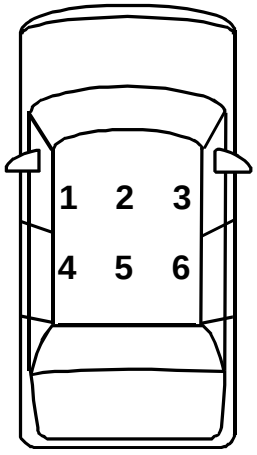



## Passenger Car Deaths by Seating Position

In 2015, 40% of crash deaths involved passenger car occupants. The table below depicts the passenger car deaths in 2015 by seating position.

**Total Deaths**
**477**

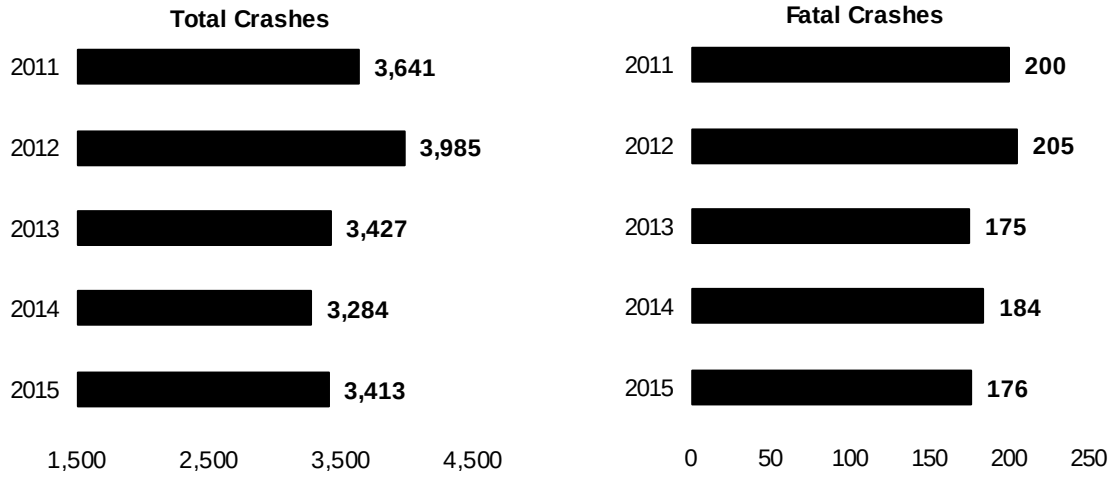
| | | | |
|---|---|---|---|
| Drivers **367 (76.9%)** | | | 1 → |
| Total Passengers **102 (21.4%)** | *Center Front* **0 (0.0%)** | | 2 → |
| | *Right Front* **83 (17.4%)** | | 3 → |
| | *Left Rear* **5 (1.1%)** | | 4 → |
| | *Center Rear* **2 (0.4%)** | | 5 → |
| | *Right Rear* **12 (2.5%)** | | 6 → |
| Others **8 (1.7%)** | | | |




"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 2015, total motorcycle crashes increased 3.9% from 2014 while motorcycle fatal crashes decreased 4.3% from 2014.




| Year | Deaths |
|---|---|
| 2011 | 199 |
| 2012 | 210 |
| 2013 | 181 |
| 2014 | 186 |
| 2015 | 179 |
| **TOTAL** | **955** |

## *Motorcycle Deaths—Five-Year Trends*

Of the 179 deaths in 2015 involving motorcycle drivers or passengers:

- 171 (95.5%) were drivers
- 8 (4.5%) were passengers

Crashes by Vehicle

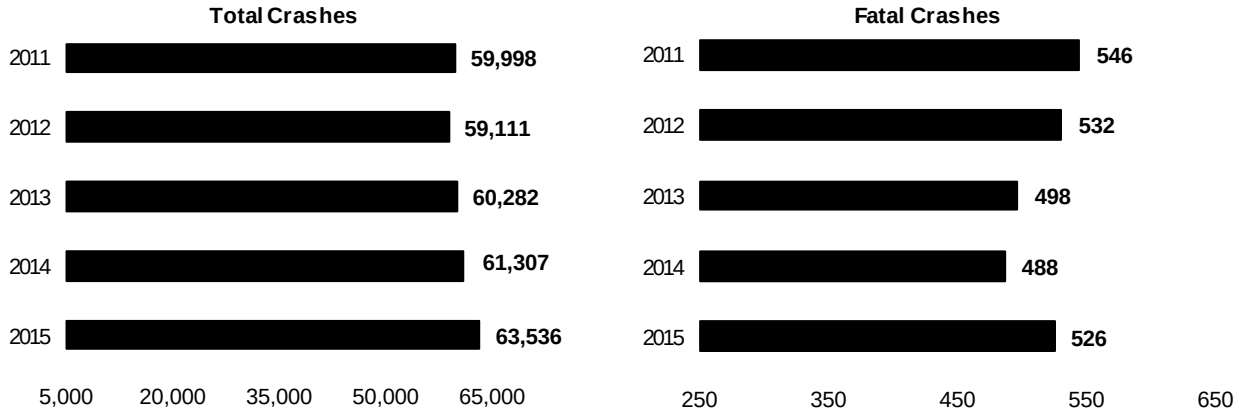
## *Motorcycle Helmet Use in Crashes*

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

| | Deaths | Injuries | Not Injured | Total Motorcyclists |
|---|---|---|---|---|
| Helmets | 91 (50.8%) | 1,945 (58.7%) | 217 (57.0%) | 2,253 (58.2%) |
| No Helmets | 86 (48.0%) | 1,227 (37.1%) | 115 (30.2%) | 1,428 (36.9%) |
| Unknown | 2 (1.1%) | 140 (4.2%) | 49 (12.9%) | 191 (4.9%) |
| **TOTAL** | **179 (100.0%)** | **3,312 (100.0%)** | **381 (100.0%)** | **3,872 (100.0%)** |

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

Pickups, minivans, and sport utility vehicles have become more popular over the last 10 years. Crashes involving these vehicles increased 3.6% in 2015 from 2014 and remain high in comparison to other years.




## Light Truck / SUV / Van Rollovers Compared to Passenger Cars

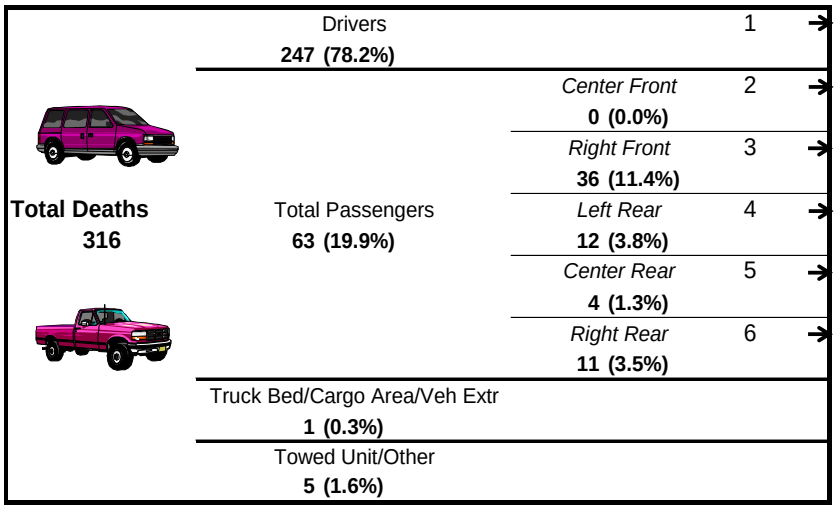
- The percentage of 2015 light truck / SUV / van crashes were higher than passenger cars in crashes involving rollovers (6.0% of all light truck / SUV / van crashes compared to 3.8% of all passenger car crashes).

| | Rollover Crashes | Rollover Deaths |
|---|---|---|
| Lt Trk/Van/SUV | 3,802 (6.0%) | 99 (31.3%) |
| Passenger Cars | 3,375 (3.8%) | 96 (20.1%) |

- In 2015 rollover crashes, the percentage of light truck / SUV / van occupant deaths were nearly 56% higher than passenger car occupant deaths (31.3% of deaths compared to 20.1%).

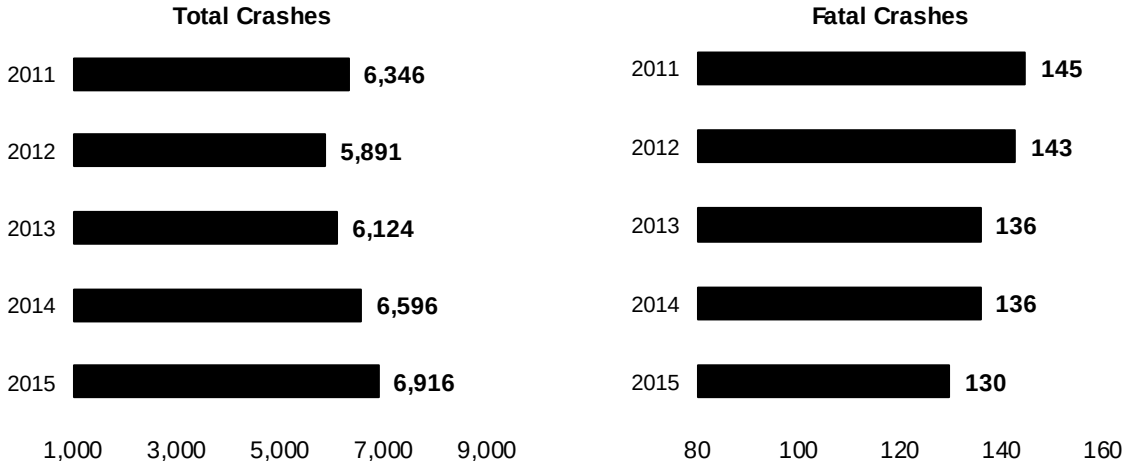
## Light Truck / SUV / Van Deaths by Seating Position

In 2015, 26.3% of crash deaths involved occupants in light trucks, vans, and sport utility vehicles. The table below depicts these deaths in 2015 by seating position.



## *Heavy Truck Crashes—Five Year Trends*

Total crashes involving heavy trucks in 2015 were the highest since 2011. Fatal crashes in 2015 were the lowest over the last 5 years. The totals for fatal crashes have stayed somewhat consistent over a number of years.




## *Heavy Truck Crashes Involving Vehicle Failures*

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

| Vehicle Defect | Crashes |
|---|---|
| Tire/Wheel-Related | 108 |
| Brake-Related | 85 |
| Unsecure Trailer/Overloaded | 37 |
| Power Train Failure | 25 |
| Total Steering System Failure | 22 |
| Other Failure | 10 |
| Trailer Hitch/Improper Towing | 8 |
| Suspension | 6 |
| Vehicle Lighting Related | 2 |
| Exhaust System Failure | 0 |



## *Heavy Truck Crashes by Road Type**

| Road Type | Crashes | Occupant Deaths |
|---|---|---|
| State Hwy (Interstate) | 1,807 (26.1%) | 12 (44.4%) |
| State Hwy (Other) | 3,879 (56.1%) | 10 (37.0%) |
| Turnpike | 486 (7.0%) | 2 (7.4%) |
| Local Road | 744 (10.8%) | 3 (11.1%) |
| Other | 0 (0.0%) | 0 (0.0%) |
| **TOTAL** | **6,916 (100.0%)** | **27 (100.0%)** |

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

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

## Hazardous Material Crashes by Road Type

| Road Type | Crashes | HazMat Released |
|---|---|---|
| State Hwy (Interstate) | 42 (27.1%) | 5 (22.7%) |
| State Hwy (Other) | 87 (56.1%) | 14 (63.6%) |
| Turnpike | 12 (7.7%) | 2 (9.1%) |
| Local Road | 14 (9.0%) | 1 (4.6%) |
| Other | 0 (0.0%) | 0 (0.0%) |
| **TOTAL** | **155 (100.0%)** | **22 (100.0%)** |

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

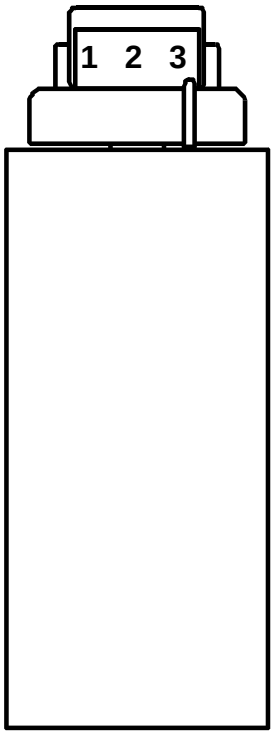
*Crashes on this page occurring at locations involving multiple road types are listed once, ranked from highest class to lowest: Interstate/Turnpike, Non-Interstate State Road, and then Local.

## Heavy Truck Deaths by Seating Position

In 2015, only 2.3% of crash deaths involved heavy truck occupants. The table below depicts the heavy truck deaths in 2015 by seating position.

**Total Deaths**
**27**

| | | |
|---|---|---|
| Drivers **24 (88.9%)** | | 1 → |
| Total Passengers **0 (0.0%)** | *Center Front* **0 (0.0%)** | 2 → |
| | *Right Front* **0 (0.0%)** | 3 → |
| Others **3 (11.1%)** | | |

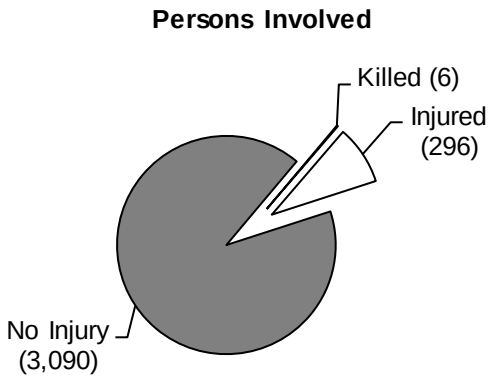



"Others" might be persons in the sleeping compartment; persons in the cargo trailer; or someone on, or attached to, the outside of the truck.

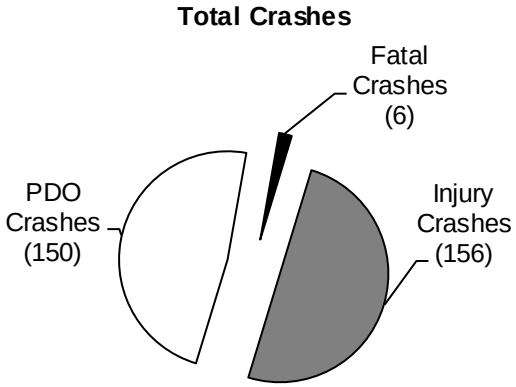
## *School Bus Crashes*

Of the almost 3,400 persons involved in school bus crashes in 2015, 6 were killed, and 91% suffered no injury at all. See the tables at the bottom of page 57 for a breakdown of the persons involved. As shown, no fatalities were school bus passengers.

Total persons involved: **3,392**




One half (50.0%) of school bus crashes in 2015 were injury crashes. However, as the pie chart above shows, most persons involved in school bus crashes suffer no injuries at all.




## *School Bus Crashes by Road Type**

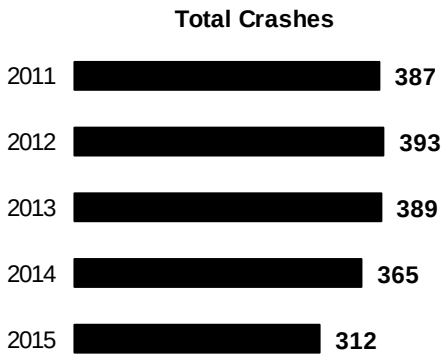
| Road Type | Crashes | |
|---|---|---|
| State Hwy (Interstate) | 11 | 3.5% |
| State Hwy (Other) | 214 | 68.6% |
| Turnpike | 0 | 0.0% |
| Local Road | 87 | 27.9% |
| Other | 0 | 0.0% |
| **TOTAL** | **312** | **100.0%** |

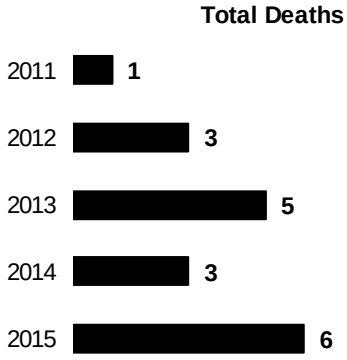
***Note:*** "State Highway (Other)" includes state-maintained roads that are not designated as interstates.

*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 decreased and the involved deaths increased in 2015. School bus related deaths were 0.5% of total fatalities in 2015. None of the persons killed were school bus passengers at the time of the crash, and none were school bus drivers.




| Year | Crash Severity | | | | Deaths | Injuries |
|---|---|---|---|---|---|---|
| | *Fatal* | *Injury* | *PDO* | ***Total*** | | |
| 2011 | 1 | 195 | 191 | 387 | 1 | 393 |
| 2012 | 3 | 207 | 183 | 393 | 3 | 515 |
| 2013 | 5 | 203 | 181 | 389 | 5 | 397 |
| 2014 | 3 | 206 | 156 | 365 | 3 | 485 |
| 2015 | 6 | 156 | 150 | 312 | 6 | 296 |
| **TOTAL** | **18** | **967** | **861** | **1,846** | **18** | **2,086** |

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

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

| DEATHS Year | School Bus Drivers | School Bus Passengers | School-Age Pedestrians | Other Pedestrians | Driver/ Passenger of Other Vehicle | Other/ Unknown | Total Deaths |
|---|---|---|---|---|---|---|---|
| 2011 | 1 | 0 | 0 | 0 | 0 | 0 | **1** |
| 2012 | 0 | 0 | 0 | 1 | 2 | 0 | **3** |
| 2013 | 0 | 0 | 0 | 3 | 2 | 0 | **5** |
| 2014 | 0 | 0 | 0 | 1 | 2 | 0 | **3** |
| 2015 | 0 | 0 | 1 | 0 | 5 | 0 | **6** |
| **TOTAL** | **1** | **0** | **1** | **5** | **11** | **0** | **18** |

| INJURIES Year | School Bus Drivers | School Bus Passengers | School-Age Pedestrians | Other Pedestrians | Driver/ Passenger of Other Vehicle | Other/ Unknown | Total Injuries |
|---|---|---|---|---|---|---|---|
| 2011 | 31 | 193 | 4 | 3 | 151 | 11 | **393** |
| 2012 | 33 | 297 | 6 | 8 | 163 | 7 | **514** |
| 2013 | 38 | 198 | 5 | 8 | 142 | 6 | **397** |
| 2014 | 36 | 266 | 3 | 5 | 170 | 5 | **485** |
| 2015 | 29 | 128 | 0 | 3 | 126 | 10 | **296** |
| **TOTAL** | **167** | **1,082** | **18** | **27** | **752** | **39** | **2,085** |

# 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 2015, Pennsylvania's total population was 12,802,503 people.

The ten most populated counties were:

| | | |
|---|---|---|
| Philadelphia (12.2%) | Allegheny (9.6%) | Montgomery (6.4%) |
| Bucks (4.9%) | Delaware (4.4%) | Lancaster (4.2%) |
| Chester (4.0%) | York (3.5%) | Berks (3.2%) |
| Lehigh (2.8%) | *See page 59.* | |

The ten least populated counties were:

| | | |
|---|---|---|
| Cameron (0.04%) | Sullivan (0.05%) | Forest (0.06%) |
| Fulton (0.11%) | Potter (0.13%) | Montour (0.15%) |
| Juniata (0.19%) | Wyoming (0.22%) | Elk (0.24%) |
| Greene (0.29%) | *See page 59.* | |

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 (2.22%) | | |

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

| | | |
|---|---|---|
| Allegheny (5.93%) | Montgomery (3.65%) | Lancaster (3.61%) |
| York (3.40%) | Chester (3.31%) | Bucks (3.21%) |
| Westmoreland (3.10%) | Berks (3.07%) | Philadelphia (2.83%) |
| Luzerne (2.30%) | | |

The ten counties with the most reported traffic crashes were:

| | | |
|---|---|---|
| Allegheny (10.0%) | Philadelphia (9.1%) | Montgomery (6.7%) |
| Bucks (4.7%) | Lancaster (4.4%) | Chester (3.9%) |
| Delaware (3.8%) | Berks (3.8%) | York (3.7%) |
| Lehigh (3.7%) | *See page 59.* | |

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

| | | |
|---|---|---|
| Philadelphia (7.8%) | Bucks (4.6%) | Allegheny (4.5%) |
| Lancaster (4.0%) | Westmoreland (3.4%) | York (3.3%) |
| Luzerne (3.3%) | Berks (3.3%) | Lehigh (3.2%) |
| Montgomery (2.9%) | *See page 61.* | |

*Information provided by PENNDOT's Bureau of Planning and Research, Performance Monitoring Division. For consistency purposes, the prior year's data is used at the time of publication because of timing issues. For this Crash Facts & Statistics book, 2014 information was used.

## Pennsylvania Crashes by County

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

| County | Population | Fatal Crashes | Injury Crashes | PDO Crashes | Total Crashes |
|---|---|---|---|---|---|
| Adams | 102,295 (0.8%) | 14 (1.3%) | 394 (0.7%) | 582 (0.9%) | **990 (0.8%)** |
| Allegheny | 1,230,459 (9.6%) | 49 (4.5%) | 5,354 (9.0%) | 7,262 (10.9%) | **12,665 (10.0%)** |
| Armstrong | 67,052 (0.5%) | 12 (1.1%) | 241 (0.4%) | 264 (0.4%) | **517 (0.4%)** |
| Beaver | 168,871 (1.3%) | 12 (1.1%) | 598 (1.0%) | 835 (1.3%) | **1,445 (1.1%)** |
| Bedford | 48,586 (0.4%) | 7 (0.6%) | 312 (0.5%) | 430 (0.6%) | **749 (0.6%)** |
| Berks | 415,271 (3.2%) | 38 (3.5%) | 2,115 (3.6%) | 2,678 (4.0%) | **4,831 (3.8%)** |
| Blair | 125,593 (1.0%) | 20 (1.8%) | 651 (1.1%) | 782 (1.2%) | **1,453 (1.1%)** |
| Bradford | 61,281 (0.5%) | 14 (1.3%) | 270 (0.5%) | 321 (0.5%) | **605 (0.5%)** |
| Bucks | 627,367 (4.9%) | 53 (4.8%) | 2,705 (4.6%) | 3,174 (4.8%) | **5,932 (4.7%)** |
| Butler | 186,818 (1.5%) | 15 (1.4%) | 769 (1.3%) | 1,063 (1.6%) | **1,847 (1.5%)** |
| Cambria | 136,411 (1.1%) | 8 (0.7%) | 484 (0.8%) | 705 (1.1%) | **1,197 (0.9%)** |
| Cameron | 4,732 (0.0%) | 1 (0.1%) | 19 (0.0%) | 22 (0.0%) | **42 (0.0%)** |
| Carbon | 63,960 (0.5%) | 9 (0.8%) | 308 (0.5%) | 418 (0.6%) | **735 (0.6%)** |
| Centre | 160,580 (1.3%) | 15 (1.4%) | 569 (1.0%) | 716 (1.1%) | **1,300 (1.0%)** |
| Chester | 515,939 (4.0%) | 33 (3.0%) | 1,903 (3.2%) | 3,002 (4.5%) | **4,938 (3.9%)** |
| Clarion | 39,498 (0.3%) | 4 (0.4%) | 204 (0.3%) | 224 (0.3%) | **432 (0.3%)** |
| Clearfield | 80,994 (0.6%) | 18 (1.6%) | 365 (0.6%) | 418 (0.6%) | **801 (0.6%)** |
| Clinton | 39,441 (0.3%) | 8 (0.7%) | 175 (0.3%) | 223 (0.3%) | **406 (0.3%)** |
| Columbia | 66,672 (0.5%) | 12 (1.1%) | 283 (0.5%) | 439 (0.7%) | **734 (0.6%)** |
| Crawford | 86,484 (0.7%) | 8 (0.7%) | 357 (0.6%) | 507 (0.8%) | **872 (0.7%)** |
| Cumberland | 246,338 (1.9%) | 13 (1.2%) | 1,096 (1.9%) | 1,524 (2.3%) | **2,633 (2.1%)** |
| Dauphin | 272,983 (2.1%) | 18 (1.6%) | 1,436 (2.4%) | 1,709 (2.6%) | **3,163 (2.5%)** |
| Delaware | 563,894 (4.4%) | 19 (1.7%) | 2,298 (3.9%) | 2,548 (3.8%) | **4,865 (3.8%)** |
| Elk | 30,872 (0.2%) | 3 (0.3%) | 137 (0.2%) | 153 (0.2%) | **293 (0.2%)** |
| Erie | 278,045 (2.2%) | 28 (2.5%) | 1,286 (2.2%) | 1,445 (2.2%) | **2,759 (2.2%)** |
| Fayette | 133,628 (1.0%) | 25 (2.3%) | 549 (0.9%) | 663 (1.0%) | **1,237 (1.0%)** |
| Forest | 7,410 (0.1%) | 0 (0.0%) | 35 (0.1%) | 20 (0.0%) | **55 (0.0%)** |
| Franklin | 153,638 (1.2%) | 20 (1.8%) | 697 (1.2%) | 787 (1.2%) | **1,504 (1.2%)** |
| Fulton | 14,629 (0.1%) | 5 (0.5%) | 98 (0.2%) | 161 (0.2%) | **264 (0.2%)** |
| Greene | 37,519 (0.3%) | 6 (0.5%) | 162 (0.3%) | 219 (0.3%) | **387 (0.3%)** |
| Huntingdon | 45,668 (0.4%) | 5 (0.5%) | 197 (0.3%) | 199 (0.3%) | **401 (0.3%)** |
| Indiana | 86,966 (0.7%) | 15 (1.4%) | 312 (0.5%) | 423 (0.6%) | **750 (0.6%)** |
| Jefferson | 44,430 (0.4%) | 7 (0.6%) | 199 (0.3%) | 250 (0.4%) | **456 (0.4%)** |
| Juniata | 24,737 (0.2%) | 11 (1.0%) | 112 (0.2%) | 162 (0.2%) | **285 (0.2%)** |
| Lackawanna | 211,917 (1.7%) | 19 (1.7%) | 1,197 (2.0%) | 1,371 (2.1%) | **2,587 (2.0%)** |
| Lancaster | 536,624 (4.2%) | 46 (4.2%) | 2,484 (4.2%) | 3,075 (4.6%) | **5,605 (4.4%)** |
| Lawrence | 88,082 (0.7%) | 10 (0.9%) | 321 (0.5%) | 409 (0.6%) | **740 (0.6%)** |
| Lebanon | 137,067 (1.1%) | 17 (1.5%) | 653 (1.1%) | 823 (1.2%) | **1,493 (1.2%)** |
| Lehigh | 360,685 (2.8%) | 35 (3.2%) | 2,208 (3.7%) | 2,495 (3.7%) | **4,738 (3.7%)** |
| Luzerne | 318,449 (2.5%) | 33 (3.0%) | 1,730 (2.9%) | 1,927 (2.9%) | **3,690 (2.9%)** |
| Lycoming | 116,048 (0.9%) | 21 (1.9%) | 481 (0.8%) | 659 (1.0%) | **1,161 (0.9%)** |
| McKean | 42,412 (0.3%) | 7 (0.6%) | 148 (0.3%) | 216 (0.3%) | **371 (0.3%)** |
| Mercer | 114,234 (0.9%) | 12 (1.1%) | 558 (0.9%) | 690 (1.0%) | **1,260 (1.0%)** |
| Mifflin | 46,500 (0.4%) | 3 (0.3%) | 206 (0.4%) | 250 (0.4%) | **459 (0.4%)** |
| Monroe | 166,397 (1.3%) | 32 (2.9%) | 1,059 (1.8%) | 1,413 (2.1%) | **2,504 (2.0%)** |
| Montgomery | 819,264 (6.4%) | 34 (3.1%) | 3,942 (6.7%) | 4,523 (6.8%) | **8,499 (6.7%)** |
| Montour | 18,557 (0.1%) | 5 (0.5%) | 113 (0.2%) | 133 (0.2%) | **251 (0.2%)** |
| Northampton | 300,813 (2.4%) | 24 (2.2%) | 1,490 (2.5%) | 1,563 (2.3%) | **3,077 (2.4%)** |
| Northumberland | 93,246 (0.7%) | 9 (0.8%) | 309 (0.5%) | 361 (0.5%) | **679 (0.5%)** |
| Perry | 45,685 (0.4%) | 10 (0.9%) | 186 (0.3%) | 267 (0.4%) | **463 (0.4%)** |
| Philadelphia | 1,567,442 (12.2%) | 85 (7.7%) | 8,341 (14.1%) | 3,118 (4.7%) | **11,544 (9.1%)** |
| Pike | 55,949 (0.4%) | 4 (0.4%) | 282 (0.5%) | 318 (0.5%) | **604 (0.5%)** |
| Potter | 17,093 (0.1%) | 2 (0.2%) | 61 (0.1%) | 42 (0.1%) | **105 (0.1%)** |
| Schuylkill | 144,590 (1.1%) | 14 (1.3%) | 610 (1.0%) | 757 (1.1%) | **1,381 (1.1%)** |
| Snyder | 40,444 (0.3%) | 8 (0.7%) | 170 (0.3%) | 220 (0.3%) | **398 (0.3%)** |
| Somerset | 75,522 (0.6%) | 11 (1.0%) | 290 (0.5%) | 475 (0.7%) | **776 (0.6%)** |
| Sullivan | 6,328 (0.1%) | 2 (0.2%) | 25 (0.0%) | 33 (0.1%) | **60 (0.1%)** |
| Susquehanna | 41,666 (0.3%) | 10 (0.9%) | 206 (0.4%) | 251 (0.4%) | **467 (0.4%)** |
| Tioga | 41,877 (0.3%) | 5 (0.5%) | 165 (0.3%) | 200 (0.3%) | **370 (0.3%)** |
| Union | 44,954 (0.4%) | 3 (0.3%) | 176 (0.3%) | 232 (0.4%) | **411 (0.3%)** |
| Venango | 53,119 (0.4%) | 2 (0.2%) | 243 (0.4%) | 296 (0.4%) | **541 (0.4%)** |
| Warren | 40,396 (0.3%) | 6 (0.5%) | 189 (0.3%) | 184 (0.3%) | **379 (0.3%)** |
| Washington | 208,261 (1.6%) | 21 (1.9%) | 843 (1.4%) | 1,061 (1.6%) | **1,925 (1.5%)** |
| Wayne | 51,198 (0.4%) | 7 (0.6%) | 238 (0.4%) | 258 (0.4%) | **503 (0.4%)** |
| Westmoreland | 357,956 (2.8%) | 40 (3.6%) | 1,471 (2.5%) | 1,807 (2.7%) | **3,318 (2.6%)** |
| Wyoming | 27,800 (0.2%) | 4 (0.4%) | 134 (0.2%) | 192 (0.3%) | **330 (0.3%)** |
| York | 442,867 (3.5%) | 36 (3.3%) | 2,068 (3.5%) | 2,643 (4.0%) | **4,747 (3.7%)** |
| **TOTAL** | **12,802,503 (100.0%)** | **1,102 (100.0%)** | **59,287 (100.0%)** | **66,738 (99.8%)** | **127,127 (99.9%)** |

## *Crashes by County—Five-Year Trends*

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

| County | 2011 Crashes | 2012 Crashes | 2013 Crashes | 2014 Crashes | 2015 Crashes |
|---|---|---|---|---|---|
| Adams | 1,076 (0.9%) | 995 (0.8%) | 1,063 (0.9%) | 1,026 (0.9%) | **990 (0.8%)** |
| Allegheny | 12,115 (9.7%) | 12,109 (9.8%) | 11,952 (9.6%) | 12,154 (10.0%) | **12,665 (10.0%)** |
| Armstrong | 550 (0.4%) | 527 (0.4%) | 624 (0.5%) | 526 (0.4%) | **517 (0.4%)** |
| Beaver | 1,408 (1.1%) | 1,458 (1.2%) | 1,459 (1.2%) | 1,404 (1.2%) | **1,445 (1.1%)** |
| Bedford | 724 (0.6%) | 669 (0.5%) | 665 (0.5%) | 650 (0.5%) | **749 (0.6%)** |
| Berks | 4,690 (3.7%) | 4,704 (3.8%) | 4,573 (3.7%) | 4,593 (3.8%) | **4,831 (3.8%)** |
| Blair | 1,388 (1.1%) | 1,374 (1.1%) | 1,400 (1.1%) | 1,277 (1.1%) | **1,453 (1.1%)** |
| Bradford | 847 (0.7%) | 776 (0.6%) | 662 (0.5%) | 650 (0.5%) | **605 (0.5%)** |
| Bucks | 6,174 (4.9%) | 5,900 (4.8%) | 5,891 (4.8%) | 5,779 (4.8%) | **5,932 (4.7%)** |
| Butler | 1,833 (1.5%) | 1,969 (1.6%) | 2,092 (1.7%) | 1,951 (1.6%) | **1,847 (1.5%)** |
| Cambria | 1,352 (1.1%) | 1,212 (1.0%) | 1,293 (1.0%) | 1,218 (1.0%) | **1,197 (0.9%)** |
| Cameron | 70 (0.1%) | 57 (0.1%) | 60 (0.1%) | 56 (0.1%) | **42 (0.0%)** |
| Carbon | 712 (0.6%) | 702 (0.6%) | 722 (0.6%) | 690 (0.6%) | **735 (0.6%)** |
| Centre | 1,320 (1.1%) | 1,287 (1.0%) | 1,242 (1.0%) | 1,210 (1.0%) | **1,300 (1.0%)** |
| Chester | 4,541 (3.6%) | 4,310 (3.5%) | 4,517 (3.6%) | 4,676 (3.9%) | **4,938 (3.9%)** |
| Clarion | 458 (0.4%) | 466 (0.4%) | 496 (0.4%) | 451 (0.4%) | **432 (0.3%)** |
| Clearfield | 927 (0.7%) | 955 (0.8%) | 940 (0.8%) | 840 (0.7%) | **801 (0.6%)** |
| Clinton | 439 (0.4%) | 428 (0.3%) | 446 (0.4%) | 440 (0.4%) | **406 (0.3%)** |
| Columbia | 826 (0.7%) | 748 (0.6%) | 717 (0.6%) | 727 (0.6%) | **734 (0.6%)** |
| Crawford | 897 (0.7%) | 874 (0.7%) | 963 (0.8%) | 857 (0.7%) | **872 (0.7%)** |
| Cumberland | 2,450 (2.0%) | 2,620 (2.1%) | 2,564 (2.1%) | 2,393 (2.0%) | **2,633 (2.1%)** |
| Dauphin | 3,017 (2.4%) | 2,878 (2.3%) | 3,025 (2.4%) | 2,969 (2.5%) | **3,163 (2.5%)** |
| Delaware | 4,593 (3.7%) | 4,573 (3.7%) | 4,611 (3.7%) | 4,546 (3.8%) | **4,865 (3.8%)** |
| Elk | 299 (0.2%) | 300 (0.2%) | 325 (0.3%) | 327 (0.3%) | **293 (0.2%)** |
| Erie | 2,714 (2.2%) | 2,608 (2.1%) | 2,719 (2.2%) | 2,736 (2.3%) | **2,759 (2.2%)** |
| Fayette | 1,136 (0.9%) | 1,178 (1.0%) | 1,185 (1.0%) | 1,184 (1.0%) | **1,237 (1.0%)** |
| Forest | 70 (0.1%) | 86 (0.1%) | 84 (0.1%) | 68 (0.1%) | **55 (0.0%)** |
| Franklin | 1,469 (1.2%) | 1,452 (1.2%) | 1,370 (1.1%) | 1,441 (1.2%) | **1,504 (1.2%)** |
| Fulton | 279 (0.2%) | 281 (0.2%) | 286 (0.2%) | 246 (0.2%) | **264 (0.2%)** |
| Greene | 397 (0.3%) | 411 (0.3%) | 367 (0.3%) | 382 (0.3%) | **387 (0.3%)** |
| Huntingdon | 406 (0.3%) | 378 (0.3%) | 392 (0.3%) | 358 (0.3%) | **401 (0.3%)** |
| Indiana | 821 (0.7%) | 786 (0.6%) | 781 (0.6%) | 779 (0.6%) | **750 (0.6%)** |
| Jefferson | 452 (0.4%) | 438 (0.4%) | 508 (0.4%) | 431 (0.4%) | **456 (0.4%)** |
| Juniata | 249 (0.2%) | 258 (0.2%) | 287 (0.2%) | 260 (0.2%) | **285 (0.2%)** |
| Lackawanna | 2,586 (2.1%) | 2,588 (2.1%) | 2,636 (2.1%) | 2,580 (2.1%) | **2,587 (2.0%)** |
| Lancaster | 5,417 (4.3%) | 5,249 (4.2%) | 5,251 (4.2%) | 5,339 (4.4%) | **5,605 (4.4%)** |
| Lawrence | 782 (0.6%) | 740 (0.6%) | 748 (0.6%) | 741 (0.6%) | **740 (0.6%)** |
| Lebanon | 1,446 (1.2%) | 1,403 (1.1%) | 1,458 (1.2%) | 1,356 (1.1%) | **1,493 (1.2%)** |
| Lehigh | 4,479 (3.6%) | 4,633 (3.7%) | 4,632 (3.7%) | 4,501 (3.7%) | **4,738 (3.7%)** |
| Luzerne | 3,382 (2.7%) | 3,336 (2.7%) | 3,360 (2.7%) | 3,297 (2.7%) | **3,690 (2.9%)** |
| Lycoming | 1,324 (1.1%) | 1,248 (1.0%) | 1,187 (1.0%) | 1,091 (0.9%) | **1,161 (0.9%)** |
| McKean | 360 (0.3%) | 351 (0.3%) | 383 (0.3%) | 398 (0.3%) | **371 (0.3%)** |
| Mercer | 1,356 (1.1%) | 1,280 (1.0%) | 1,287 (1.0%) | 1,216 (1.0%) | **1,260 (1.0%)** |
| Mifflin | 386 (0.3%) | 354 (0.3%) | 418 (0.3%) | 366 (0.3%) | **459 (0.4%)** |
| Monroe | 2,375 (1.9%) | 2,256 (1.8%) | 2,269 (1.8%) | 2,163 (1.8%) | **2,504 (2.0%)** |
| Montgomery | 8,457 (6.7%) | 8,385 (6.8%) | 8,332 (6.7%) | 8,104 (6.7%) | **8,499 (6.7%)** |
| Montour | 227 (0.2%) | 224 (0.2%) | 211 (0.2%) | 221 (0.2%) | **251 (0.2%)** |
| Northampton | 2,843 (2.3%) | 3,026 (2.4%) | 2,954 (2.4%) | 2,927 (2.4%) | **3,077 (2.4%)** |
| Northumberland | 742 (0.6%) | 707 (0.6%) | 710 (0.6%) | 749 (0.6%) | **679 (0.5%)** |
| Perry | 508 (0.4%) | 477 (0.4%) | 508 (0.4%) | 498 (0.4%) | **463 (0.4%)** |
| Philadelphia | 10,876 (8.7%) | 11,336 (9.1%) | 11,146 (9.0%) | 10,627 (8.8%) | **11,544 (9.1%)** |
| Pike | 633 (0.5%) | 593 (0.5%) | 579 (0.5%) | 591 (0.5%) | **604 (0.5%)** |
| Potter | 136 (0.1%) | 120 (0.1%) | 144 (0.1%) | 98 (0.1%) | **105 (0.1%)** |
| Schuylkill | 1,421 (1.1%) | 1,464 (1.2%) | 1,425 (1.2%) | 1,373 (1.1%) | **1,381 (1.1%)** |
| Snyder | 408 (0.3%) | 366 (0.3%) | 382 (0.3%) | 333 (0.3%) | **398 (0.3%)** |
| Somerset | 851 (0.7%) | 793 (0.6%) | 808 (0.7%) | 710 (0.6%) | **776 (0.6%)** |
| Sullivan | 95 (0.1%) | 93 (0.1%) | 75 (0.1%) | 70 (0.1%) | **60 (0.1%)** |
| Susquehanna | 514 (0.4%) | 511 (0.4%) | 533 (0.4%) | 523 (0.4%) | **467 (0.4%)** |
| Tioga | 610 (0.5%) | 511 (0.4%) | 483 (0.4%) | 407 (0.3%) | **370 (0.3%)** |
| Union | 361 (0.3%) | 345 (0.3%) | 382 (0.3%) | 350 (0.3%) | **411 (0.3%)** |
| Venango | 582 (0.5%) | 606 (0.5%) | 539 (0.4%) | 547 (0.5%) | **541 (0.4%)** |
| Warren | 414 (0.3%) | 405 (0.3%) | 412 (0.3%) | 382 (0.3%) | **379 (0.3%)** |
| Washington | 2,036 (1.6%) | 2,084 (1.7%) | 1,972 (1.6%) | 1,956 (1.6%) | **1,925 (1.5%)** |
| Wayne | 538 (0.4%) | 490 (0.4%) | 507 (0.4%) | 428 (0.4%) | **503 (0.4%)** |
| Westmoreland | 3,405 (2.7%) | 3,326 (2.7%) | 3,209 (2.6%) | 3,272 (2.7%) | **3,318 (2.6%)** |
| Wyoming | 361 (0.3%) | 348 (0.3%) | 371 (0.3%) | 322 (0.3%) | **330 (0.3%)** |
| York | 4,627 (3.7%) | 4,442 (3.6%) | 4,472 (3.6%) | 4,412 (3.6%) | **4,747 (3.7%)** |
| **TOTAL** | **125,395 (99.9%)** | **124,092 (99.8%)** | **124,149 (99.9%)** | **121,317 (99.9%)** | **127,127 (99.9%)** |

## Traffic Deaths by County—Five-Year Trends

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

| County | 2011 Deaths | 2012 Deaths | 2013 Deaths | 2014 Deaths | 2015 Deaths |
|---|---|---|---|---|---|
| Adams | 16 (1.2%) | 14 (1.1%) | 5 (0.4%) | 6 (0.5%) | **14 (1.2%)** |
| Allegheny | 64 (5.0%) | 67 (5.1%) | 65 (5.4%) | 59 (4.9%) | **54 (4.5%)** |
| Armstrong | 14 (1.1%) | 10 (0.8%) | 6 (0.5%) | 14 (1.2%) | **14 (1.2%)** |
| Beaver | 24 (1.9%) | 19 (1.5%) | 12 (1.0%) | 10 (0.8%) | **12 (1.0%)** |
| Bedford | 15 (1.2%) | 17 (1.3%) | 12 (1.0%) | 13 (1.1%) | **7 (0.6%)** |
| Berks | 46 (3.6%) | 50 (3.8%) | 42 (3.5%) | 33 (2.8%) | **39 (3.3%)** |
| Blair | 12 (0.9%) | 19 (1.5%) | 24 (2.0%) | 13 (1.1%) | **23 (1.9%)** |
| Bradford | 10 (0.8%) | 15 (1.2%) | 15 (1.2%) | 8 (0.7%) | **16 (1.3%)** |
| Bucks | 61 (4.7%) | 65 (5.0%) | 44 (3.6%) | 44 (3.7%) | **55 (4.6%)** |
| Butler | 17 (1.3%) | 28 (2.1%) | 18 (1.5%) | 25 (2.1%) | **16 (1.3%)** |
| Cambria | 18 (1.4%) | 17 (1.3%) | 11 (0.9%) | 13 (1.1%) | **9 (0.8%)** |
| Cameron | 0 (0.0%) | 2 (0.2%) | 2 (0.2%) | 1 (0.1%) | **2 (0.2%)** |
| Carbon | 8 (0.6%) | 6 (0.5%) | 16 (1.3%) | 10 (0.8%) | **11 (0.9%)** |
| Centre | 18 (1.4%) | 14 (1.1%) | 12 (1.0%) | 12 (1.0%) | **15 (1.3%)** |
| Chester | 40 (3.1%) | 31 (2.4%) | 33 (2.7%) | 34 (2.9%) | **35 (2.9%)** |
| Clarion | 9 (0.7%) | 7 (0.5%) | 12 (1.0%) | 5 (0.4%) | **4 (0.3%)** |
| Clearfield | 11 (0.9%) | 20 (1.5%) | 15 (1.2%) | 14 (1.2%) | **20 (1.7%)** |
| Clinton | 5 (0.4%) | 12 (0.9%) | 9 (0.8%) | 9 (0.8%) | **10 (0.8%)** |
| Columbia | 12 (0.9%) | 9 (0.7%) | 6 (0.5%) | 11 (0.9%) | **14 (1.2%)** |
| Crawford | 12 (0.9%) | 15 (1.2%) | 29 (2.4%) | 14 (1.2%) | **8 (0.7%)** |
| Cumberland | 23 (1.8%) | 18 (1.4%) | 15 (1.2%) | 25 (2.1%) | **13 (1.1%)** |
| Dauphin | 32 (2.5%) | 24 (1.8%) | 25 (2.1%) | 17 (1.4%) | **19 (1.6%)** |
| Delaware | 20 (1.6%) | 28 (2.1%) | 27 (2.2%) | 26 (2.2%) | **21 (1.8%)** |
| Elk | 10 (0.8%) | 4 (0.3%) | 8 (0.7%) | 7 (0.6%) | **4 (0.3%)** |
| Erie | 32 (2.5%) | 28 (2.1%) | 35 (2.9%) | 30 (2.5%) | **31 (2.6%)** |
| Fayette | 27 (2.1%) | 20 (1.5%) | 17 (1.4%) | 18 (1.5%) | **28 (2.3%)** |
| Forest | 0 (0.0%) | 1 (0.1%) | 5 (0.4%) | 0 (0.0%) | **0 (0.0%)** |
| Franklin | 24 (1.9%) | 19 (1.5%) | 20 (1.7%) | 26 (2.2%) | **25 (2.1%)** |
| Fulton | 5 (0.4%) | 4 (0.3%) | 1 (0.1%) | 9 (0.8%) | **5 (0.4%)** |
| Greene | 9 (0.7%) | 16 (1.2%) | 8 (0.7%) | 12 (1.0%) | **6 (0.5%)** |
| Huntingdon | 12 (0.9%) | 5 (0.4%) | 14 (1.2%) | 11 (0.9%) | **7 (0.6%)** |
| Indiana | 16 (1.2%) | 8 (0.6%) | 15 (1.2%) | 9 (0.8%) | **17 (1.4%)** |
| Jefferson | 6 (0.5%) | 9 (0.7%) | 8 (0.7%) | 5 (0.4%) | **7 (0.6%)** |
| Juniata | 2 (0.2%) | 3 (0.2%) | 6 (0.5%) | 5 (0.4%) | **12 (1.0%)** |
| Lackawanna | 19 (1.5%) | 16 (1.2%) | 23 (1.9%) | 17 (1.4%) | **19 (1.6%)** |
| Lancaster | 51 (4.0%) | 47 (3.6%) | 45 (3.7%) | 62 (5.2%) | **48 (4.0%)** |
| Lawrence | 13 (1.0%) | 11 (0.8%) | 7 (0.6%) | 10 (0.8%) | **11 (0.9%)** |
| Lebanon | 25 (1.9%) | 16 (1.2%) | 18 (1.5%) | 8 (0.7%) | **19 (1.6%)** |
| Lehigh | 24 (1.9%) | 42 (3.2%) | 30 (2.5%) | 37 (3.1%) | **38 (3.2%)** |
| Luzerne | 41 (3.2%) | 35 (2.7%) | 39 (3.2%) | 38 (3.2%) | **39 (3.3%)** |
| Lycoming | 19 (1.5%) | 15 (1.2%) | 10 (0.8%) | 18 (1.5%) | **23 (1.9%)** |
| McKean | 12 (0.9%) | 8 (0.6%) | 15 (1.2%) | 8 (0.7%) | **7 (0.6%)** |
| Mercer | 21 (1.6%) | 17 (1.3%) | 28 (2.3%) | 14 (1.2%) | **13 (1.1%)** |
| Mifflin | 9 (0.7%) | 4 (0.3%) | 9 (0.8%) | 5 (0.4%) | **4 (0.3%)** |
| Monroe | 33 (2.6%) | 27 (2.1%) | 25 (2.1%) | 23 (1.9%) | **34 (2.8%)** |
| Montgomery | 45 (3.5%) | 44 (3.4%) | 40 (3.3%) | 38 (3.2%) | **35 (2.9%)** |
| Montour | 1 (0.1%) | 0 (0.0%) | 1 (0.1%) | 2 (0.2%) | **5 (0.4%)** |
| Northampton | 27 (2.1%) | 23 (1.8%) | 18 (1.5%) | 29 (2.4%) | **27 (2.3%)** |
| Northumberland | 13 (1.0%) | 9 (0.7%) | 15 (1.2%) | 6 (0.5%) | **9 (0.8%)** |
| Perry | 8 (0.6%) | 18 (1.4%) | 9 (0.8%) | 7 (0.6%) | **11 (0.9%)** |
| Philadelphia | 87 (6.8%) | 107 (8.2%) | 89 (7.4%) | 97 (8.1%) | **94 (7.8%)** |
| Pike | 8 (0.6%) | 6 (0.5%) | 8 (0.7%) | 9 (0.8%) | **7 (0.6%)** |
| Potter | 3 (0.2%) | 2 (0.2%) | 3 (0.3%) | 0 (0.0%) | **4 (0.3%)** |
| Schuylkill | 19 (1.5%) | 33 (2.5%) | 23 (1.9%) | 29 (2.4%) | **15 (1.3%)** |
| Snyder | 5 (0.4%) | 8 (0.6%) | 4 (0.3%) | 7 (0.6%) | **9 (0.8%)** |
| Somerset | 8 (0.6%) | 12 (0.9%) | 11 (0.9%) | 16 (1.3%) | **12 (1.0%)** |
| Sullivan | 1 (0.1%) | 2 (0.2%) | 0 (0.0%) | 1 (0.1%) | **2 (0.2%)** |
| Susquehanna | 11 (0.9%) | 15 (1.2%) | 8 (0.7%) | 10 (0.8%) | **10 (0.8%)** |
| Tioga | 12 (0.9%) | 10 (0.8%) | 11 (0.9%) | 10 (0.8%) | **5 (0.4%)** |
| Union | 5 (0.4%) | 9 (0.7%) | 5 (0.4%) | 7 (0.6%) | **3 (0.3%)** |
| Venango | 11 (0.9%) | 18 (1.4%) | 5 (0.4%) | 8 (0.7%) | **2 (0.2%)** |
| Warren | 7 (0.5%) | 7 (0.5%) | 4 (0.3%) | 3 (0.3%) | **6 (0.5%)** |
| Washington | 27 (2.1%) | 29 (2.2%) | 29 (2.4%) | 29 (2.4%) | **23 (1.9%)** |
| Wayne | 5 (0.4%) | 8 (0.6%) | 6 (0.5%) | 11 (0.9%) | **8 (0.7%)** |
| Westmoreland | 36 (2.8%) | 55 (4.2%) | 29 (2.4%) | 35 (2.9%) | **41 (3.4%)** |
| Wyoming | 6 (0.5%) | 7 (0.5%) | 5 (0.4%) | 8 (0.7%) | **4 (0.3%)** |
| York | 44 (3.4%) | 26 (2.0%) | 44 (3.6%) | 45 (3.8%) | **40 (3.3%)** |
| **TOTAL** | **1,286 (100.0%)** | **1,310 (100.0%)** | **1,208 (100.0%)** | **1,195 (100.0%)** | **1,200 (100.0%)** |

# *Pedestrian Deaths by County—Five-Year Trends*

| County | 2011 | 2012 | 2013 | 2014 | 2015 |
|---|---|---|---|---|---|
| Adams | 0 | 0 | 1 | 1 | 0 |
| Allegheny | 7 | 9 | 13 | 11 | 15 |
| Armstrong | 0 | 2 | 0 | 1 | 2 |
| Beaver | 2 | 3 | 1 | 0 | 1 |
| Bedford | 0 | 1 | 1 | 2 | 0 |
| Berks | 4 | 8 | 4 | 5 | 3 |
| Blair | 2 | 2 | 2 | 0 | 3 |
| Bradford | 2 | 0 | 0 | 0 | 4 |
| Bucks | 10 | 10 | 6 | 8 | 8 |
| Butler | 0 | 2 | 0 | 3 | 0 |
| Cambria | 2 | 1 | 0 | 0 | 3 |
| Cameron | 0 | 0 | 0 | 1 | 0 |
| Carbon | 1 | 0 | 1 | 1 | 1 |
| Centre | 1 | 0 | 1 | 2 | 1 |
| Chester | 7 | 2 | 5 | 5 | 3 |
| Clarion | 1 | 1 | 0 | 0 | 2 |
| Clearfield | 0 | 0 | 2 | 0 | 3 |
| Clinton | 1 | 0 | 0 | 2 | 0 |
| Columbia | 0 | 1 | 0 | 0 | 0 |
| Crawford | 2 | 2 | 0 | 0 | 2 |
| Cumberland | 3 | 2 | 1 | 1 | 2 |
| Dauphin | 4 | 7 | 2 | 0 | 4 |
| Delaware | 4 | 10 | 3 | 8 | 2 |
| Elk | 0 | 0 | 1 | 0 | 1 |
| Erie | 6 | 1 | 4 | 3 | 5 |
| Fayette | 2 | 1 | 1 | 0 | 2 |
| Forest | 0 | 0 | 0 | 0 | 0 |
| Franklin | 1 | 2 | 2 | 2 | 0 |
| Fulton | 0 | 0 | 0 | 0 | 1 |
| Greene | 0 | 1 | 0 | 0 | 0 |
| Huntingdon | 0 | 0 | 2 | 2 | 0 |
| Indiana | 2 | 1 | 0 | 0 | 2 |
| Jefferson | 0 | 0 | 0 | 0 | 0 |
| Juniata | 0 | 1 | 1 | 1 | 1 |
| Lackawanna | 1 | 2 | 7 | 3 | 4 |
| Lancaster | 6 | 3 | 4 | 11 | 7 |
| Lawrence | 0 | 1 | 2 | 3 | 1 |
| Lebanon | 1 | 1 | 0 | 1 | 1 |
| Lehigh | 5 | 10 | 6 | 9 | 4 |
| Luzerne | 5 | 6 | 8 | 3 | 6 |
| Lycoming | 1 | 2 | 0 | 2 | 1 |
| McKean | 0 | 1 | 0 | 0 | 0 |
| Mercer | 2 | 0 | 2 | 2 | 0 |
| Mifflin | 0 | 0 | 4 | 1 | 0 |
| Monroe | 4 | 1 | 0 | 1 | 4 |
| Montgomery | 12 | 11 | 9 | 4 | 9 |
| Montour | 0 | 0 | 0 | 0 | 0 |
| Northampton | 1 | 3 | 4 | 6 | 4 |
| Northumberland | 1 | 0 | 0 | 2 | 0 |
| Perry | 0 | 0 | 0 | 0 | 1 |
| Philadelphia | 30 | 34 | 37 | 38 | 26 |
| Pike | 0 | 1 | 1 | 0 | 0 |
| Potter | 1 | 0 | 0 | 0 | 0 |
| Schuylkill | 2 | 4 | 1 | 5 | 2 |
| Snyder | 0 | 2 | 1 | 0 | 1 |
| Somerset | 0 | 1 | 0 | 0 | 0 |
| Sullivan | 0 | 0 | 0 | 1 | 0 |
| Susquehanna | 0 | 2 | 0 | 2 | 1 |
| Tioga | 0 | 0 | 0 | 0 | 0 |
| Union | 0 | 1 | 0 | 0 | 0 |
| Venango | 0 | 1 | 0 | 2 | 0 |
| Warren | 1 | 0 | 0 | 0 | 0 |
| Washington | 1 | 1 | 4 | 4 | 3 |
| Wayne | 1 | 1 | 0 | 1 | 0 |
| Westmoreland | 4 | 6 | 0 | 3 | 4 |
| Wyoming | 0 | 1 | 0 | 0 | 0 |
| York | 6 | 2 | 7 | 3 | 3 |
| **TOTAL** | **149** | **168** | **151** | **166** | **153** |

# Pedestrian Deaths and Injuries by Age Group by County

| | Age 0-4 | | Age 5-9 | | Age 10-14 | | Age 15-59 | | Age 60+ | | Total | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| County | Death | Injury | Death | Injury | Death | Injury | Death | Injury | Death | Injury | Death | Injury |
| Adams | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 12 | 0 | 1 | 0 | 14 |
| Allegheny | 0 | 12 | 1 | 15 | 0 | 18 | 6 | 248 | 8 | 85 | 15 | 378 |
| Armstrong | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 2 | 0 |
| Beaver | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 14 | 1 | 4 | 1 | 20 |
| Bedford | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 1 | 0 | 4 |
| Berks | 0 | 8 | 0 | 22 | 1 | 22 | 2 | 81 | 0 | 15 | 3 | 148 |
| Blair | 0 | 3 | 0 | 2 | 0 | 4 | 3 | 16 | 0 | 2 | 3 | 27 |
| Bradford | 0 | 0 | 0 | 1 | 0 | 0 | 2 | 1 | 2 | 1 | 4 | 3 |
| Bucks | 0 | 1 | 0 | 2 | 1 | 3 | 5 | 77 | 2 | 7 | 8 | 90 |
| Butler | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 6 | 0 | 7 | 0 | 14 |
| Cambria | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 11 | 1 | 1 | 3 | 14 |
| Cameron | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 |
| Carbon | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 9 | 1 | 0 | 1 | 10 |
| Centre | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 33 | 0 | 1 | 1 | 35 |
| Chester | 0 | 2 | 0 | 3 | 0 | 8 | 3 | 49 | 0 | 6 | 3 | 68 |
| Clarion | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 11 | 1 | 2 | 2 | 14 |
| Clearfield | 0 | 0 | 0 | 0 | 0 | 1 | 3 | 6 | 0 | 1 | 3 | 8 |
| Clinton | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 1 | 0 | 4 |
| Columbia | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 9 | 0 | 2 | 0 | 14 |
| Crawford | 0 | 1 | 0 | 1 | 0 | 1 | 1 | 10 | 1 | 2 | 2 | 15 |
| Cumberland | 0 | 1 | 0 | 1 | 0 | 2 | 2 | 23 | 0 | 10 | 2 | 37 |
| Dauphin | 0 | 3 | 0 | 9 | 0 | 3 | 4 | 60 | 0 | 9 | 4 | 84 |
| Delaware | 0 | 5 | 0 | 14 | 0 | 23 | 2 | 112 | 0 | 27 | 2 | 181 |
| Elk | 0 | 0 | 0 | 2 | 0 | 0 | 1 | 2 | 0 | 2 | 1 | 6 |
| Erie | 0 | 0 | 0 | 6 | 0 | 6 | 4 | 53 | 1 | 8 | 5 | 73 |
| Fayette | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 11 | 1 | 3 | 2 | 16 |
| Forest | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Franklin | 0 | 0 | 0 | 3 | 0 | 5 | 0 | 16 | 0 | 5 | 0 | 29 |
| Fulton | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 |
| Greene | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 2 | 0 | 1 | 0 | 4 |
| Huntingdon | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 2 | 0 | 3 |
| Indiana | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 6 | 0 | 3 | 2 | 9 |
| Jefferson | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 2 | 0 | 7 |
| Juniata | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 1 | 2 |
| Lackawanna | 0 | 0 | 0 | 3 | 0 | 6 | 2 | 48 | 2 | 17 | 4 | 74 |
| Lancaster | 0 | 2 | 0 | 10 | 1 | 13 | 3 | 82 | 3 | 14 | 7 | 121 |
| Lawrence | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 1 | 5 | 1 | 10 |
| Lebanon | 0 | 2 | 0 | 3 | 0 | 4 | 1 | 15 | 0 | 4 | 1 | 28 |
| Lehigh | 0 | 5 | 1 | 16 | 1 | 23 | 1 | 92 | 1 | 21 | 4 | 157 |
| Luzerne | 1 | 1 | 0 | 5 | 0 | 7 | 2 | 52 | 3 | 18 | 6 | 83 |
| Lycoming | 0 | 1 | 0 | 0 | 0 | 2 | 1 | 17 | 0 | 0 | 1 | 20 |
| McKean | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 5 |
| Mercer | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 10 | 0 | 3 | 0 | 14 |
| Mifflin | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 3 | 0 | 5 |
| Monroe | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 20 | 2 | 0 | 4 | 21 |
| Montgomery | 0 | 3 | 0 | 7 | 0 | 16 | 7 | 135 | 2 | 28 | 9 | 189 |
| Montour | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 2 |
| Northampton | 0 | 0 | 0 | 3 | 0 | 9 | 3 | 55 | 1 | 13 | 4 | 80 |
| Northumberland | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 5 | 0 | 3 | 0 | 9 |
| Perry | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 3 | 0 | 2 | 1 | 6 |
| Philadelphia | 3 | 42 | 0 | 129 | 0 | 136 | 15 | 1,035 | 6 | 215 | 24 | 1,557 |
| Pike | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 4 | 0 | 0 | 0 | 5 |
| Potter | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 |
| Schuylkill | 0 | 1 | 0 | 1 | 0 | 3 | 1 | 15 | 1 | 7 | 2 | 27 |
| Snyder | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 5 | 1 | 0 | 1 | 6 |
| Somerset | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 3 |
| Sullivan | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Susquehanna | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 1 | 1 | 3 |
| Tioga | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 3 | 0 | 5 |
| Union | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 3 | 0 | 8 |
| Venango | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 0 | 2 | 0 | 12 |
| Warren | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 0 | 0 | 9 |
| Washington | 0 | 0 | 0 | 0 | 0 | 3 | 1 | 16 | 2 | 0 | 3 | 19 |
| Wayne | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 2 | 0 | 1 | 0 | 5 |
| Westmoreland | 0 | 1 | 0 | 2 | 0 | 3 | 3 | 28 | 1 | 10 | 4 | 44 |
| Wyoming | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| York | 0 | 7 | 1 | 10 | 0 | 9 | 1 | 59 | 1 | 14 | 3 | 99 |
| **TOTAL** | **4** | **103** | **3** | **284** | **5** | **341** | **91** | **2,631** | **48** | **600** | **151** | **3,959** |

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

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

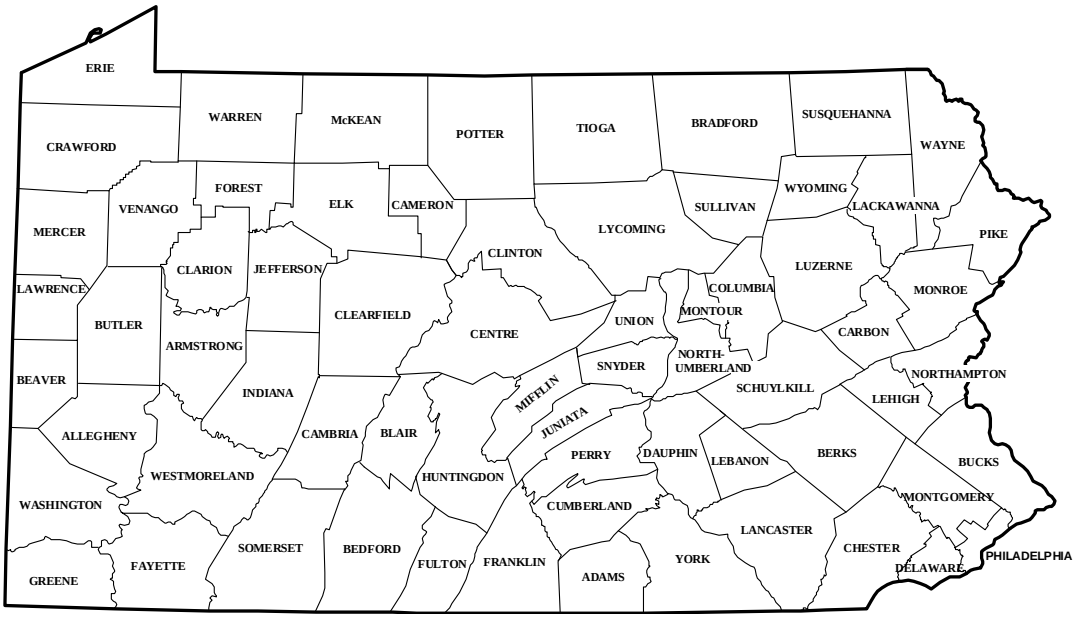
| County | 2011 Belt Use | 2012 Belt Use | 2013 Belt Use | 2014 Belt Use | 2015 Belt Use |
|---|---|---|---|---|---|
| Adams | 86 | 85 | 87 | 86 | 86 |
| Allegheny | 78 | 77 | 78 | 78 | 80 |
| Armstrong | 81 | 83 | 81 | 80 | 87 |
| Beaver | 67 | 67 | 68 | 69 | 72 |
| Bedford | 85 | 86 | 85 | 88 | 86 |
| Berks | 78 | 79 | 78 | 80 | 80 |
| Blair | 87 | 87 | 87 | 86 | 86 |
| Bradford | 86 | 82 | 86 | 89 | 88 |
| Bucks | 79 | 82 | 81 | 83 | 85 |
| Butler | 86 | 87 | 88 | 88 | 89 |
| Cambria | 71 | 75 | 74 | 78 | 77 |
| Cameron | 81 | 81 | 84 | 94 | 95 |
| Carbon | 79 | 76 | 78 | 80 | 80 |
| Centre | 85 | 86 | 87 | 87 | 89 |
| Chester | 83 | 86 | 87 | 87 | 87 |
| Clarion | 87 | 86 | 85 | 89 | 89 |
| Clearfield | 82 | 81 | 83 | 80 | 82 |
| Clinton | 87 | 86 | 84 | 91 | 89 |
| Columbia | 83 | 87 | 88 | 87 | 88 |
| Crawford | 83 | 82 | 84 | 85 | 87 |
| Cumberland | 88 | 88 | 89 | 89 | 89 |
| Dauphin | 85 | 85 | 83 | 85 | 86 |
| Delaware | 76 | 75 | 76 | 77 | 79 |
| Elk | 76 | 77 | 73 | 78 | 79 |
| Erie | 80 | 79 | 81 | 81 | 83 |
| Fayette | 79 | 81 | 80 | 81 | 81 |
| Forest | 88 | 82 | 87 | 82 | 83 |
| Franklin | 81 | 82 | 83 | 84 | 83 |
| Fulton | 86 | 90 | 89 | 88 | 88 |
| Greene | 81 | 79 | 82 | 77 | 82 |
| Huntingdon | 81 | 79 | 79 | 84 | 83 |
| Indiana | 85 | 86 | 82 | 84 | 82 |
| Jefferson | 84 | 81 | 79 | 85 | 87 |
| Juniata | 84 | 85 | 83 | 81 | 85 |
| Lackawanna | 72 | 73 | 77 | 78 | 77 |
| Lancaster | 86 | 86 | 87 | 86 | 88 |
| Lawrence | 74 | 76 | 76 | 75 | 76 |
| Lebanon | 85 | 85 | 86 | 88 | 87 |
| Lehigh | 77 | 76 | 77 | 79 | 78 |
| Luzerne | 77 | 78 | 78 | 79 | 79 |
| Lycoming | 81 | 80 | 83 | 81 | 80 |
| McKean | 71 | 76 | 78 | 76 | 81 |
| Mercer | 78 | 77 | 80 | 80 | 78 |
| Mifflin | 82 | 79 | 79 | 82 | 82 |
| Monroe | 88 | 86 | 87 | 87 | 91 |
| Montgomery | 86 | 86 | 86 | 87 | 87 |
| Montour | 87 | 93 | 91 | 91 | 92 |
| Northampton | 84 | 84 | 86 | 85 | 87 |
| Northumberland | 75 | 75 | 75 | 77 | 80 |
| Perry | 85 | 84 | 84 | 84 | 87 |
| Philadelphia | 40 | 40 | 40 | 40 | 41 |
| Pike | 88 | 91 | 90 | 92 | 92 |
| Potter | 76 | 73 | 79 | 80 | 83 |
| Schuylkill | 84 | 80 | 82 | 84 | 85 |
| Snyder | 89 | 89 | 86 | 89 | 90 |
| Somerset | 82 | 84 | 86 | 86 | 85 |
| Sullivan | 84 | 77 | 86 | 92 | 90 |
| Susquehanna | 83 | 86 | 85 | 84 | 86 |
| Tioga | 85 | 87 | 86 | 86 | 90 |
| Union | 86 | 87 | 87 | 86 | 89 |
| Venango | 78 | 83 | 84 | 80 | 86 |
| Warren | 86 | 83 | 85 | 91 | 88 |
| Washington | 78 | 79 | 77 | 81 | 82 |
| Wayne | 88 | 86 | 84 | 86 | 83 |
| Westmoreland | 82 | 82 | 83 | 85 | 85 |
| Wyoming | 84 | 85 | 79 | 85 | 87 |
| York | 85 | 86 | 87 | 87 | 86 |
| **STATEWIDE** | **78** | **78** | **78** | **79** | **80** |

# Alcohol-Related Deaths by County—Five-Year Trends

| County | 2011 Deaths | 2012 Deaths | 2013 Deaths | 2014 Deaths | 2015 Deaths |
|---|---|---|---|---|---|
| Adams | 4 | 8 | 3 | 1 | 2 |
| Allegheny | 17 | 10 | 19 | 19 | 11 |
| Armstrong | 7 | 1 | 4 | 7 | 4 |
| Beaver | 7 | 6 | 3 | 3 | 0 |
| Bedford | 8 | 4 | 3 | 2 | 2 |
| Berks | 16 | 17 | 13 | 6 | 14 |
| Blair | 6 | 9 | 8 | 1 | 8 |
| Bradford | 4 | 2 | 7 | 4 | 7 |
| Bucks | 20 | 26 | 11 | 14 | 13 |
| Butler | 4 | 9 | 1 | 9 | 3 |
| Cambria | 5 | 8 | 5 | 6 | 2 |
| Cameron | 0 | 1 | 1 | 1 | 0 |
| Carbon | 3 | 1 | 6 | 4 | 2 |
| Centre | 7 | 1 | 3 | 2 | 6 |
| Chester | 14 | 12 | 17 | 11 | 15 |
| Clarion | 4 | 1 | 6 | 2 | 1 |
| Clearfield | 2 | 8 | 3 | 2 | 9 |
| Clinton | 2 | 3 | 1 | 4 | 3 |
| Columbia | 3 | 2 | 2 | 3 | 4 |
| Crawford | 5 | 4 | 10 | 5 | 2 |
| Cumberland | 7 | 3 | 4 | 8 | 2 |
| Dauphin | 15 | 6 | 5 | 3 | 6 |
| Delaware | 4 | 8 | 7 | 6 | 7 |
| Elk | 7 | 2 | 4 | 4 | 0 |
| Erie | 12 | 10 | 13 | 9 | 6 |
| Fayette | 15 | 5 | 8 | 5 | 5 |
| Forest | 0 | 0 | 1 | 0 | 0 |
| Franklin | 7 | 5 | 2 | 3 | 2 |
| Fulton | 2 | 2 | 0 | 1 | 1 |
| Greene | 4 | 3 | 0 | 3 | 2 |
| Huntingdon | 5 | 1 | 2 | 6 | 2 |
| Indiana | 5 | 4 | 3 | 3 | 9 |
| Jefferson | 1 | 3 | 1 | 2 | 4 |
| Juniata | 0 | 2 | 0 | 2 | 3 |
| Lackawanna | 5 | 5 | 7 | 5 | 5 |
| Lancaster | 14 | 15 | 18 | 16 | 16 |
| Lawrence | 5 | 2 | 2 | 2 | 2 |
| Lebanon | 4 | 3 | 6 | 1 | 1 |
| Lehigh | 12 | 13 | 11 | 7 | 14 |
| Luzerne | 13 | 13 | 13 | 17 | 18 |
| Lycoming | 7 | 6 | 5 | 9 | 5 |
| McKean | 4 | 2 | 5 | 4 | 2 |
| Mercer | 6 | 9 | 8 | 3 | 1 |
| Mifflin | 3 | 1 | 2 | 0 | 0 |
| Monroe | 11 | 9 | 8 | 8 | 6 |
| Montgomery | 13 | 19 | 12 | 11 | 6 |
| Montour | 1 | 0 | 0 | 1 | 1 |
| Northampton | 8 | 4 | 9 | 8 | 10 |
| Northumberland | 1 | 2 | 0 | 0 | 1 |
| Perry | 4 | 7 | 7 | 0 | 1 |
| Philadelphia | 23 | 37 | 22 | 18 | 31 |
| Pike | 2 | 0 | 1 | 4 | 4 |
| Potter | 1 | 1 | 1 | 0 | 0 |
| Schuylkill | 5 | 5 | 5 | 6 | 4 |
| Snyder | 1 | 0 | 2 | 0 | 4 |
| Somerset | 1 | 6 | 7 | 4 | 3 |
| Sullivan | 0 | 2 | 0 | 0 | 1 |
| Susquehanna | 5 | 8 | 5 | 6 | 2 |
| Tioga | 2 | 2 | 2 | 3 | 1 |
| Union | 2 | 3 | 1 | 2 | 2 |
| Venango | 3 | 3 | 1 | 4 | 0 |
| Warren | 5 | 1 | 1 | 0 | 0 |
| Washington | 10 | 7 | 9 | 12 | 9 |
| Wayne | 2 | 2 | 2 | 1 | 4 |
| Westmoreland | 13 | 16 | 16 | 7 | 16 |
| Wyoming | 2 | 3 | 1 | 2 | 1 |
| York | 18 | 11 | 16 | 11 | 17 |
| **TOTAL** | **428** | **404** | **381** | **333** | **345** |

## Pennsylvania Counties

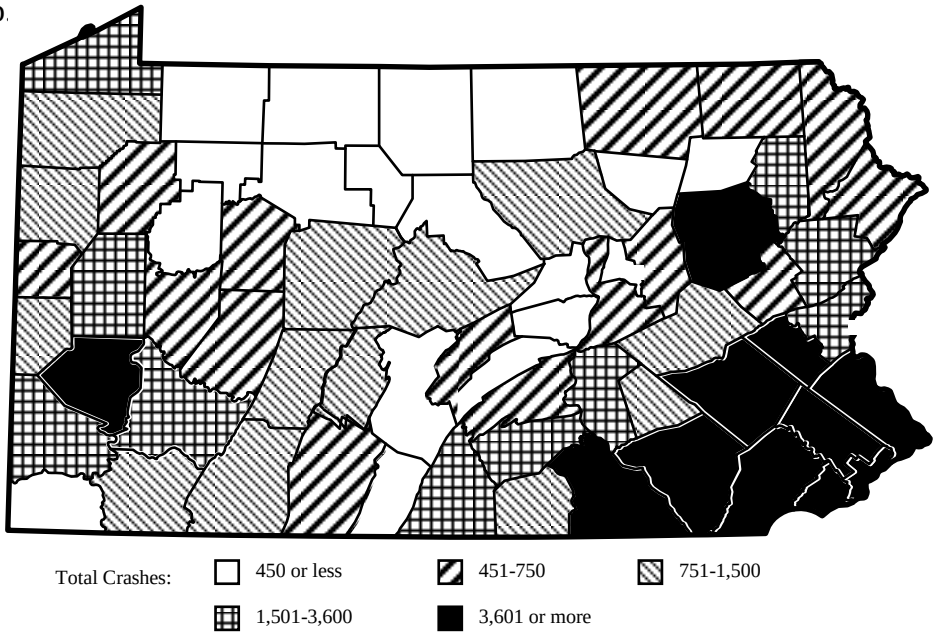
Use the map below as a key to county names for other maps.




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

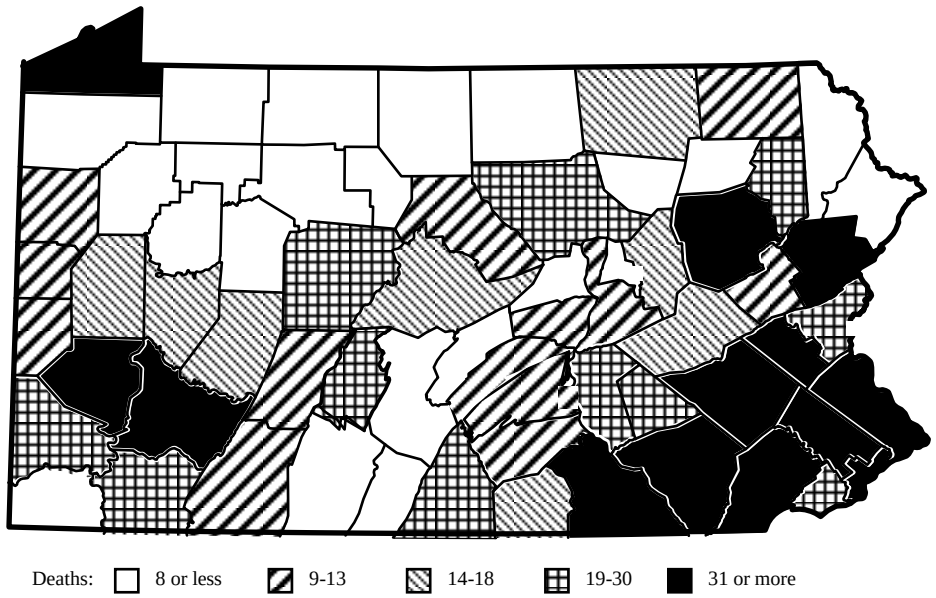
## Total Crashes by County

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, 59% of the total traffic crashes occurred in only 11 of Pennsylvania's 67 counties. These 11 counties appear in black on the map.



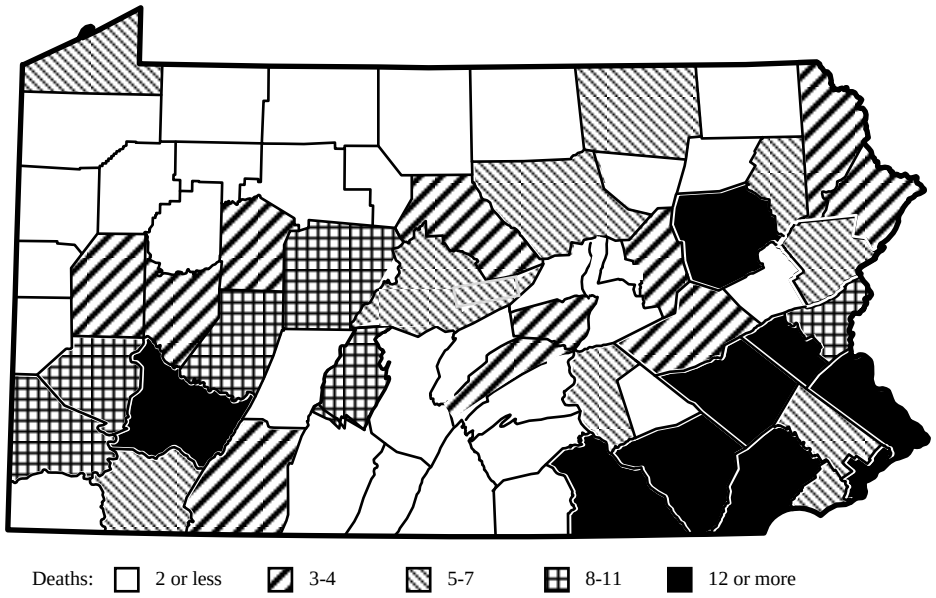
## Traffic Deaths by County

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



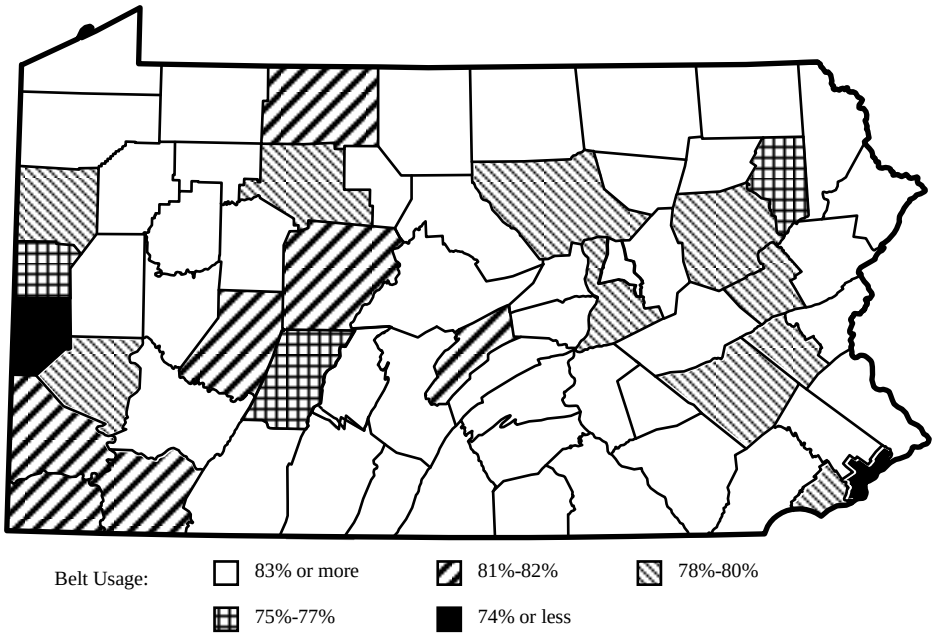

## Alcohol-Related Deaths by County

Referring to the map below, 45% of the total alcohol-related deaths occurred in only 9 of Pennsylvania's 67 counties. These 9 counties appear in black on the map.



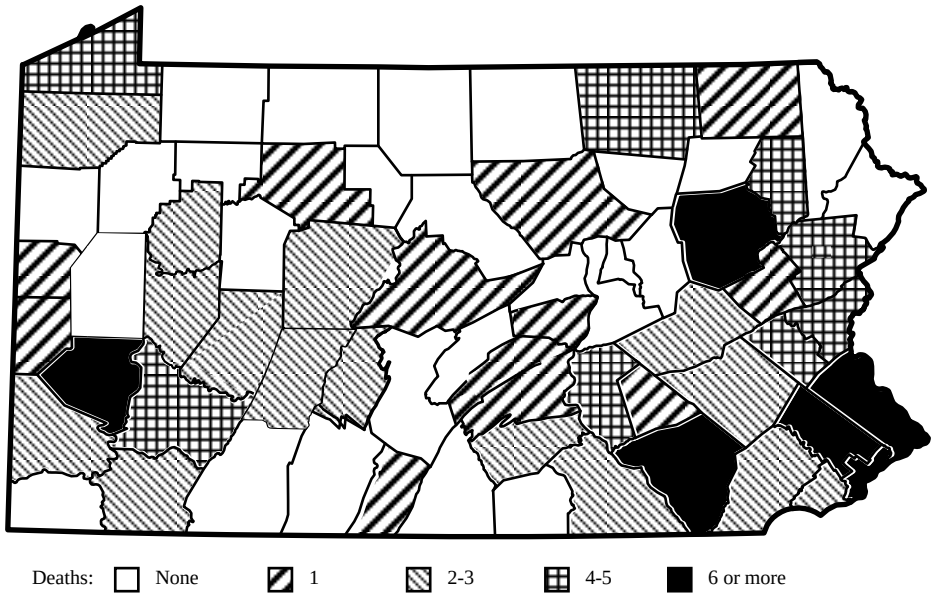
## *Percent Seat Belt Use in Crashes by County*

While the percentage of seat belt use in crashes tended to be lower in counties with major urban areas, some rural areas also had lower seat belt use in crashes. Below the worst 2 counties having 74% or less seat belt use in crashes are shown in black on the map.




## *Pedestrian Deaths by County*

Referring to the map below, 46% of the total pedestrian deaths occurred in only 6 of Pennsylvania's 67 counties. These 6 counties appear in black on the map.



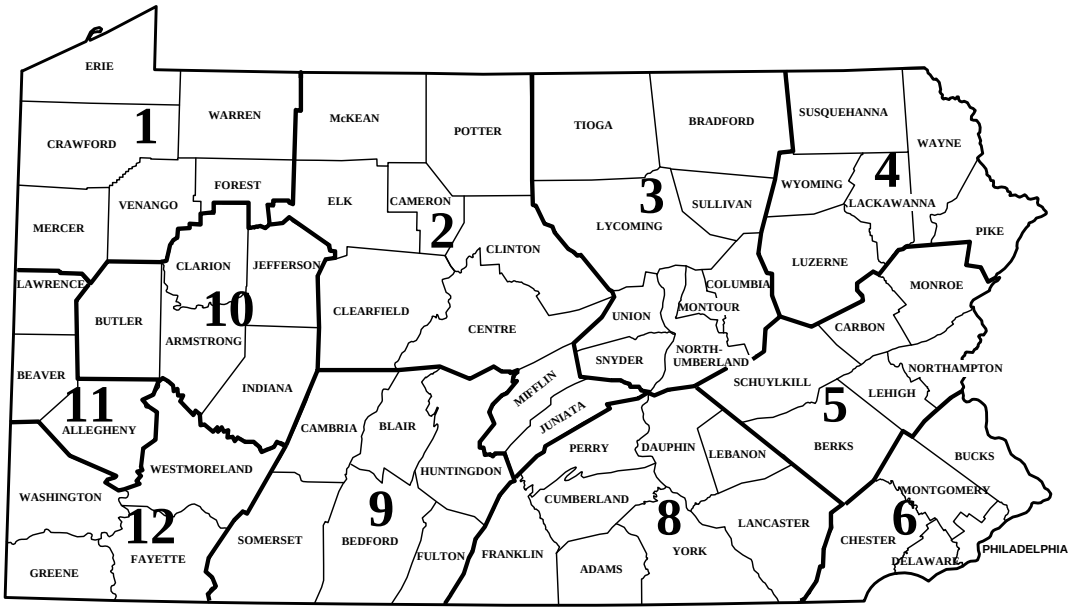



Counties

## Crashes by Engineering District

The map below illustrates the 11 PENNDOT engineering districts in Pennsylvania. The table below lists a breakdown of the number of crashes, deaths, and injuries in 2015 by engineering district.

| District | Crashes | Deaths | Injuries |
|---|---|---|---|
| 01 | 5,866 | 60 | 3,676 |
| 02 | 4,062 | 78 | 2,393 |
| 03 | 4,669 | 86 | 2,743 |
| 04 | 8,181 | 87 | 5,174 |
| 05 | 17,266 | 164 | 10,840 |
| 06 | 35,778 | 240 | 26,995 |
| 08 | 20,598 | 189 | 12,312 |
| 09 | 4,840 | 63 | 2,738 |
| 10 | 4,002 | 58 | 2,342 |
| 11 | 14,850 | 77 | 8,621 |
| 12 | 6,867 | 98 | 4,170 |
| **Total** | **127,127** | **1,200** | **82,004** |




Counties

# Index

## *NEW 2015 Pennsylvania Crash Facts & Statistics Feedback Survey*

The 2015 edition of the *Pennsylvania Crash Facts and Statistics* booklet continues to use the format that began with the 1996 edition. In our continuing effort to make this booklet as useful as possible, we would appreciate your taking the time to fill out this survey. Your opinions will help shape future editions including a planned major revision in the next few years.

Does this booklet provide information which is useful to you? (check one) ❑ Yes ❑ No

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

_____

_____

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

_____

_____

_____

Please rate the following sections of the booklet as to whether you find them Useful, Somewhat Useful, or Not Useful.

| | Useful | Somewhat | Not Useful |
|---|---|---|---|
| How to Use This Booklet | ❑ | ❑ | ❑ |
| Definitions | ❑ | ❑ | ❑ |
| Overview | ❑ | ❑ | ❑ |
| All Crashes and Deaths | ❑ | ❑ | ❑ |
| Drivers | ❑ | ❑ | ❑ |
| Alcohol-Related Crashes | ❑ | ❑ | ❑ |
| Seat Belt, Child Safety Seats, etc. | ❑ | ❑ | ❑ |
| Pedestrians and Bicycle Crashes | ❑ | ❑ | ❑ |
| Crashes by Motor Vehicle Type | ❑ | ❑ | ❑ |
| Pennsylvania County Crashes | ❑ | ❑ | ❑ |
| Index | ❑ | ❑ | ❑ |

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

_____

Your name and organization (optional): _____

Thank you for your involvement and response.

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

PLACE
STAMP
HERE

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

***2015 Pennsylvania Crash Facts & Statistics Survey Form***

# *Dedication*

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

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

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

**ADDRESS SERVICE REQUESTED**