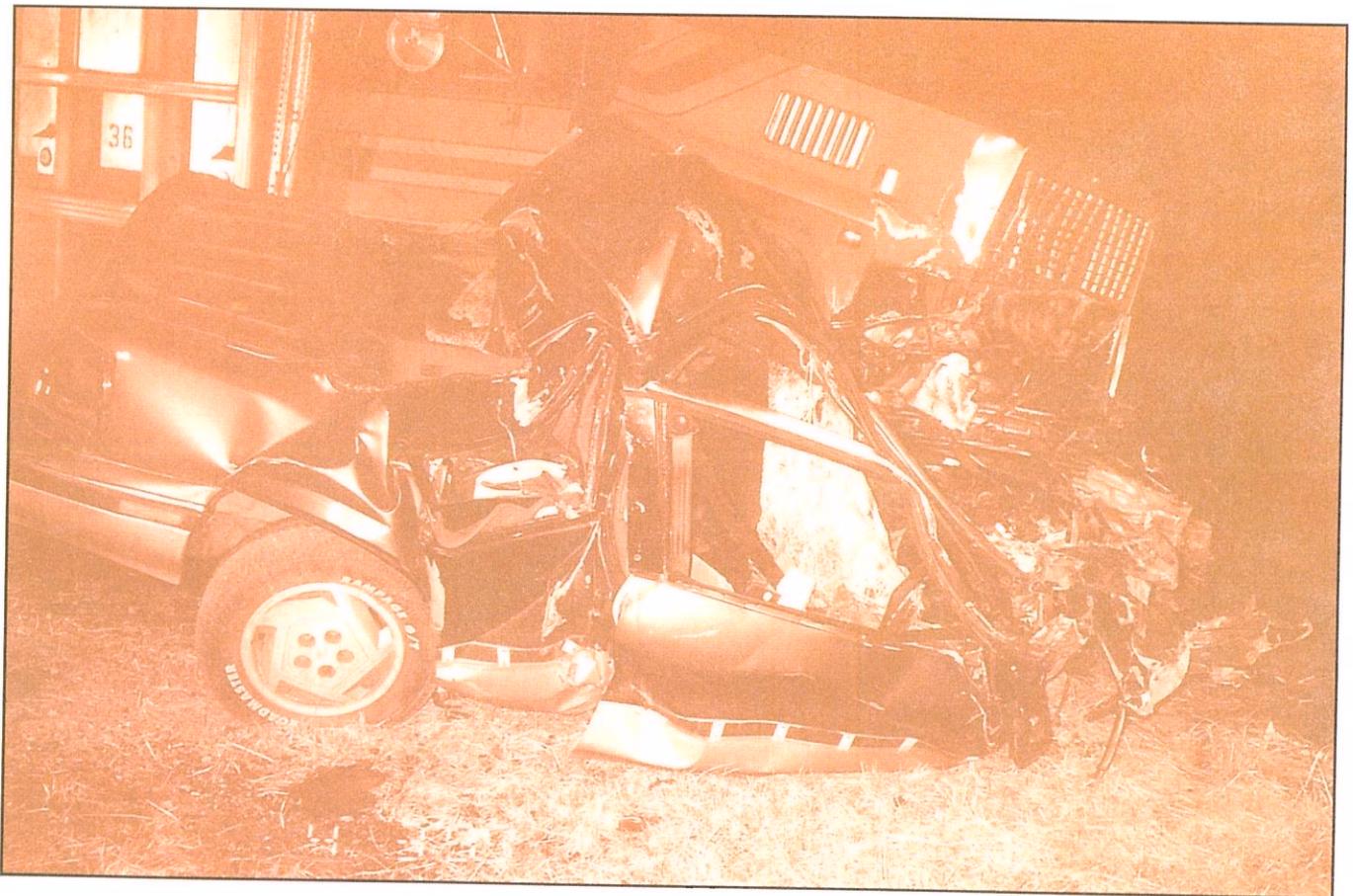


**2000**

# **PENNSYLVANIA CRASH FACTS & STATISTICS**



GOVERNOR

*Tom Ridge*

SECRETARY OF  
TRANSPORTATION

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## **Introduction**

The *2000 Pennsylvania Crash Facts and Statistics* booklet is a report published by the Bureau of Highway Safety and Traffic Engineering, Pennsylvania Department of Transportation. Permission is given to freely copy and distribute this booklet and the information within it. This booklet can now be found on the web at <http://www.dot.state.pa.us>. Click on the *Special Interests* link, page down to *Crash Statistics*, and click on the *PA Crash Facts and Statistics* book.

This publication is a statistical review of reportable motor vehicle crashes in the Commonwealth of Pennsylvania for calendar year 2000. 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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## **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 is the data you want.

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 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 have been added 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.**

## **About the Cover**

The picture on the front cover shows an alcohol-related, head-on crash involving a passenger car and a heavy truck. The driver of the passenger car, who had been drinking, crossed over the center line into the lane of a heavy truck and struck it head-on. The driver of the passenger car was pronounced dead at the scene, while the driver of the heavy truck escaped with only minor injuries (both were wearing their seat belts).

In 2000, 8,145 crashes involved heavy trucks, 161 people were killed in heavy truck-related crashes, and 510 people were killed in alcohol-related crashes in Pennsylvania. While heavy truck-related crashes increased in 2000, fatalities in heavy truck-related crashes decreased 17% in 2000. For more information on alcohol and heavy truck-related crashes, see pages 26-33 and 50-55 respectively.

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## Definitions

### General Terms

**Alcohol-Related Crash:** Any reportable crash in which one or more of the drivers was reported to have been drinking, or a drinking pedestrian was involved.

**DUI:** Driving Under the Influence – specifically a driver was drinking.

**Child Passenger Restraint System:** A combination of an approved child safety seat and existing vehicle safety belt restraints. Mandatory in Pennsylvania for all passengers under age four.

**Harmful Event:** An action which occurs within a crash (e.g., hitting a tree, hitting a deer, hitting a pedestrian, hitting another vehicle, etc.) and often results in personal injury or property damage.

**Holidays:** The holiday weekend begins at 6:00 PM of the last working day before the holiday and ends at midnight on the last day of the holiday. Pre-holiday weekends and post holiday weekends are time periods equivalent to that of the weekend before or the weekend after the holiday, respectively. The same applies to holidays during the middle of the workweek where no weekend is involved. It is significant to look at pre- and post-holiday statistics because, in many instances, the number of crashes and/or deaths/injuries are equal to, or greater than, those occurring on the actual holiday weekend.

**Passive Restraint:** A safety restraint, i.e., air bag, automatic lap/shoulder harness, that is not actively engaged by a vehicle occupant.

**Reportable Crash:** A crash resulting in a death within 30 days of the crash; or injury in any degree, to any person involved; or crashes resulting in damage to any vehicle serious enough to require towing.

**Speed-Related Crash:** Any reportable crash in which speed was listed as a contributing factor, whether or not the driver was noted as going over the posted speed limit.

**TCD:** Traffic Control Device. Includes traffic signals, stop signs, yield signs, and railroad crossing controls.

**Vehicle Defect:** A fault in the vehicle, due to improper maintenance or other reasons, that can cause the driver to lose control, possibly resulting in a crash.

**Vehicle-Miles of Travel:** A measure that indicates the number of miles traveled by vehicles on PA roadways.

**Work Zone:** An area, usually marked by signs, barricades, or other devices indicating that highway construction or maintenance activities are going on.

### Crash Types

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

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

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

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

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

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

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

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

### Crash Severity

**Fatal Crash:** A crash in which one or more of the involved persons died within 30 days of the crash and the death(s) are attributable to the crash.

### *Crash Severity (continued)*

**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 to the vehicle required 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:** Single vehicle designed for carrying a load of property on or in the vehicle. Includes: pickup truck, sport utility vehicle, van (excluding moving horse), 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 is comprised of 67 counties. Each county is made up of 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 119,000 miles\* of roads and highways; 34% (40,606 miles\*) are state highways maintained by the Pennsylvania Department of Transportation (PENNDOT), and the remaining 66% (78,775 miles\*) are maintained by local municipalities and other entities.

Motor-vehicle traffic crashes which occur on Pennsylvania roads and highways are investigated and reported on 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 2000, there were 147,253 reportable traffic crashes in Pennsylvania. These crashes claimed the lives of 1,520 people and injured another 131,471 people. To add some perspective, the 2000 total reportable traffic crashes is the highest in over five years.

Last year, there were approximately 102.5 billion vehicle-miles\* of travel on Pennsylvania's roads and highways. The 2000 fatality rate of 1.48 deaths per hundred million vehicle-miles of travel\* was the lowest ever recorded in Pennsylvania (tied with 1998).

### 2000 Briefs

#### *On Average in Pennsylvania:*

- Each day 403 reportable traffic crashes occurred (about 17 crashes every hour).
- Each day 4 persons were killed in reportable traffic crashes (one death every 6 hours).
- Each day 360 persons were injured in reportable crashes (about 15 injuries every hour).

#### *Based on Pennsylvania's 2000 population (12,281,054 people):*

- 1 out of every 33 people was involved in a reportable traffic crash.
- 1 out of every 8,080 people was killed in a reportable traffic crash.
- 1 out of every 93 people was injured in a reportable traffic crash.

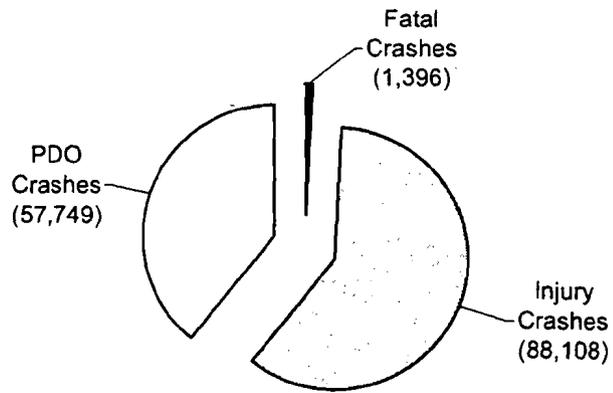
\* At time of publication, 2000 roadway mileage information was not available so 1999 information was used.

## All Crashes and Deaths —WHO WAS INVOLVED—

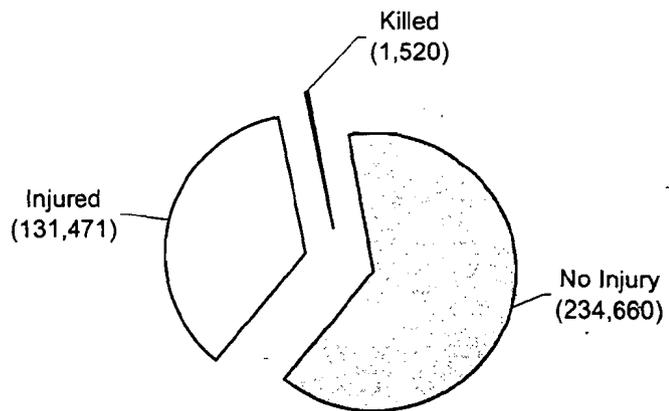
### Crashes by Injury Severity

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 2000, most were not injured, and the vast majority who were injured suffered only minor injuries.

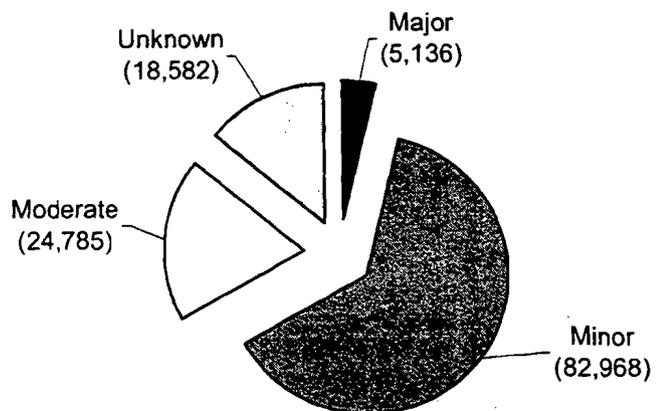
**Total Crashes**



**Total People**



**Total People--Injured**



All Crashes

## Deaths and Injuries—Five-Year Trends

Total reported crashes in 2000 increased 2.1% compared to 1999; deaths decreased by 1.9% while total injuries decreased by 0.2%. Alcohol-related deaths decreased by 0.3%.

|                                       | 1996    | 1997    | 1998    | 1999    | 2000    |
|---------------------------------------|---------|---------|---------|---------|---------|
| Reported Crashes                      | 142,867 | 143,981 | 140,972 | 144,171 | 147,253 |
| Total Deaths                          | 1,470   | 1,562   | 1,486   | 1,549   | 1,520   |
| Total Injuries                        | 136,949 | 138,820 | 134,092 | 133,783 | 131,471 |
| Major Injury                          | 5,250   | 5,373   | 5,081   | 5,162   | 5,136   |
| Moderate Injury                       | 17,493  | 18,837  | 25,139  | 25,337  | 24,785  |
| Minor Injury                          | 95,148  | 93,806  | 83,100  | 82,944  | 82,968  |
| Unknown Injury                        | 19,058  | 20,804  | 20,772  | 20,340  | 18,582  |
| Pedestrian Deaths                     | 218     | 175     | 166     | 187     | 172     |
| Pedestrian Injuries                   | 5,863   | 6,021   | 5,895   | 5,855   | 5,531   |
| Motorcyclist Deaths                   | 98      | 92      | 111     | 111     | 150     |
| Motorcyclist Injuries                 | 2,320   | 2,478   | 2,626   | 2,676   | 2,763   |
| Bicyclist Deaths                      | 26      | 17      | 23      | 18      | 15      |
| Bicyclist Injuries                    | 2,403   | 2,525   | 2,768   | 2,385   | 2,342   |
| Heavy-Truck-Related Deaths            | 192     | 203     | 192     | 234     | 182     |
| Alcohol-Related Deaths                | 503     | 514     | 535     | 528     | 510     |
| Speed-Related Deaths                  | 268     | 251     | 197     | 202     | 194     |
| Billions of Vehicle-Miles*            | 96.4    | 98.3    | 100.4   | 100.4   | 102.5   |
| Deaths per 100 Million Vehicle-Miles* | 1.53    | 1.59    | 1.48    | 1.54    | 1.48    |

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

\* 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).

## Economic Loss Due to Reportable Traffic Crashes

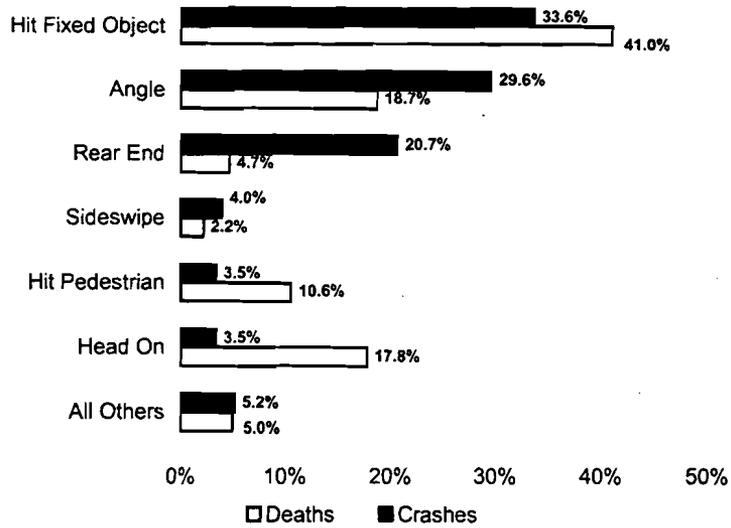
| Severity                       | Number | Average Cost | Estimated Total Costs   |
|--------------------------------|--------|--------------|-------------------------|
| Deaths (persons)               | 1,520  | \$2,882,516  | \$4,381,424,320         |
| Major Injuries (persons)       | 5,136  | \$1,043,826  | \$5,361,090,336         |
| Moderate Injuries (persons)    | 24,785 | \$69,990     | \$1,734,702,150         |
| Minor Injuries (persons)       | 82,968 | \$5,543      | \$459,891,624           |
| Property Damage Only (crashes) | 57,749 | \$2,217      | \$128,029,533           |
| Unknown Injuries (persons)     | 18,582 | \$5,543      | \$103,000,026           |
|                                |        | <b>TOTAL</b> | <b>\$12,168,137,989</b> |

**In 2000, the economic loss due to traffic crashes was  
\$991  
to every man, woman, and child in Pennsylvania.**

Figures are based on the latest PENNDOT estimates (in 2000 dollars). The economic loss per Pennsylvania citizen is based on the ratio of estimated total cost to the estimated total population of Pennsylvania.

### 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. Head-on collisions, though they occur much less frequently, cause the third highest number of deaths.



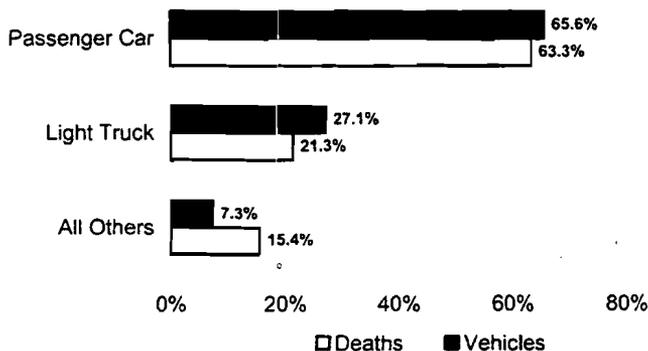
All Crashes

| Crash Type       | Crashes        | Deaths       |
|------------------|----------------|--------------|
| Angle            | 43,520         | 284          |
| Backing Up       | 498            | 2            |
| Head On          | 5,113          | 270          |
| Hit Fixed Object | 49,417         | 623          |
| Hit Pedestrian   | 5,131          | 161          |
| Non-Collision    | 4,400          | 70           |
| Rear End         | 30,428         | 72           |
| Sideswipe        | 5,941          | 34           |
| Other            | 2,805          | 4            |
| <b>TOTAL</b>     | <b>147,253</b> | <b>1,520</b> |

\*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, they accounted for the vast majority of crashes and occupant deaths.



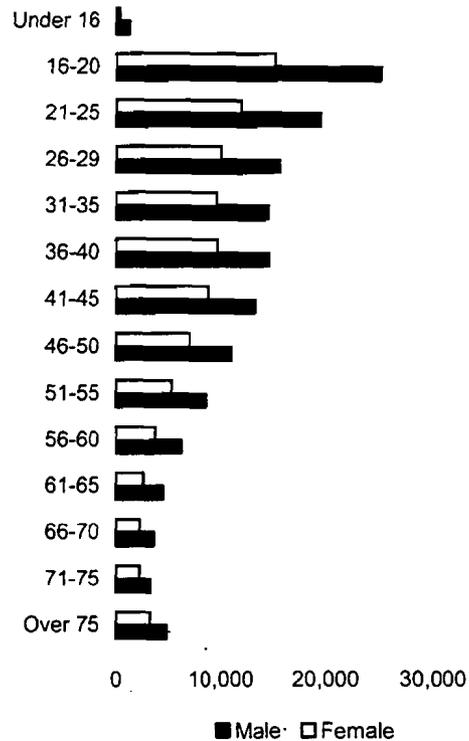
| Vehicle Type   | Occupant |        |
|----------------|----------|--------|
|                | Vehicles | Deaths |
| Passenger Car  | 162,620  | 853    |
| Light Truck    | 67,209   | 287    |
| Heavy Truck    | 8,845    | 22     |
| Motorcycle     | 2,894    | 150    |
| Bicycle        | 2,352    | 15     |
| Commercial Bus | 749      | 0      |
| School Bus     | 612      | 0      |
| Other          | 2,672    | 21     |

### Driver Involvement in Crashes by Age and Sex

In every age group, male drivers are involved in more crashes than female drivers. Male drivers ages 16-20 are involved in more crashes than drivers in any other age group (male or female).

All Crashes

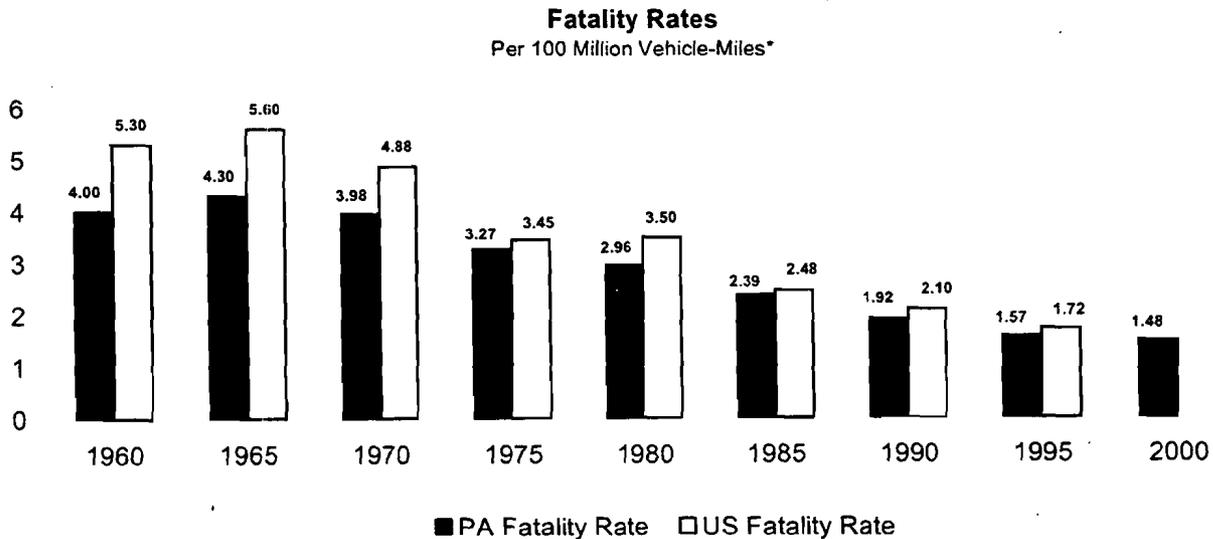
| Driver         | Male                    | Female                 | Total Drivers  |
|----------------|-------------------------|------------------------|----------------|
| Under 16       | 1,271 (0.9%)            | 298 (0.3%)             | 1,569          |
| 16-20          | 25,102 (16.8%)          | 15,242 (16.4%)         | 40,344         |
| 21-25          | 19,528 (13.1%)          | 11,931 (12.9%)         | 31,459         |
| 26-29          | 15,683 (10.5%)          | 10,027 (10.8%)         | 25,710         |
| 31-35          | 14,579 (9.7%)           | 9,619 (10.4%)          | 24,198         |
| 36-40          | 14,733 (9.8%)           | 9,662 (10.4%)          | 24,395         |
| 41-45          | 13,328 (8.9%)           | 8,734 (9.4%)           | 22,062         |
| 46-50          | 11,090 (7.4%)           | 7,011 (7.6%)           | 18,101         |
| 51-55          | 8,600 (5.8%)            | 5,313 (5.7%)           | 13,913         |
| 56-60          | 6,268 (4.2%)            | 3,773 (4.1%)           | 10,041         |
| 61-65          | 4,571 (3.1%)            | 2,561 (2.8%)           | 7,132          |
| 66-70          | 3,691 (2.5%)            | 2,215 (2.4%)           | 5,906          |
| 71-75          | 3,410 (2.3%)            | 2,218 (2.4%)           | 5,628          |
| Over 75        | 4,892 (3.3%)            | 3,269 (3.5%)           | 8,161          |
| Unknown        | 2,934 (2.0%)            | 883 (1.0%)             | 3,817          |
| <b>DRIVERS</b> | <b>149,680 (100.0%)</b> | <b>92,756 (100.0%)</b> | <b>242,436</b> |



Note: Does not include 4,427 drivers of unknown sex.

### 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. The chart below shows periodic fatality rates since 1960.



\* 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** |
|-------|---------------|--------------|---------------|---------------------|------------------------|--------------------|--------------------|
| 1928  | 27,082        | 2,080        | 20,223        | 1,713,920           | -                      | -                  | -                  |
| 1929  | 43,776        | 2,331        | 35,648        | 1,829,685           | -                      | -                  | -                  |
| 1930  | 47,917        | 2,566        | 99,793        | 1,843,539           | -                      | -                  | -                  |
| 1931  | 46,588        | 2,503        | 40,800        | 1,826,736           | -                      | -                  | -                  |
| 1932  | 41,004        | 2,131        | 41,836        | 1,750,664           | -                      | -                  | -                  |
| 1933  | 45,374        | 2,279        | 47,908        | 1,716,104           | -                      | -                  | -                  |
| 1934  | 52,157        | 2,535        | 51,847        | 1,791,870           | -                      | -                  | -                  |
| 1935  | 50,436        | 2,361        | 48,398        | 1,851,945           | 11.1                   | 21.30              | 15.90              |
| 1936  | 55,727        | 2,426        | 50,854        | 1,989,507           | 12.6                   | 19.20              | 15.10              |
| 1937  | 73,534        | 2,564        | 61,445        | 2,124,525           | 17.6                   | 14.60              | 14.70              |
| 1938  | 93,153        | 1,892        | 50,598        | 2,101,299           | 16.3                   | 11.60              | 12.00              |
| 1939  | 69,950        | 1,871        | 55,821        | 2,237,960           | 18.5                   | 10.10              | 11.30              |
| 1940  | 78,625        | 2,074        | 58,664        | 2,307,723           | 19.8                   | 10.50              | 11.40              |
| 1941  | 83,507        | 2,298        | 60,499        | 2,432,319           | 21.3                   | 10.80              | 12.00              |
| 1942  | 59,230        | 1,745        | 41,122        | 2,267,301           | 17.6                   | 9.90               | 10.60              |
| 1943  | 37,419        | 1,374        | 27,312        | 2,084,332           | 13.9                   | 9.90               | 11.50              |
| 1944  | 42,699        | 1,328        | 29,928        | 2,010,163           | 14.4                   | 9.20               | 11.50              |
| 1945  | 53,304        | 1,453        | 35,686        | 2,145,452           | 16.0                   | 9.10               | 11.30              |
| 1946  | 70,065        | 1,794        | 45,889        | 2,387,542           | 22.1                   | 8.10               | 9.80               |
| 1947  | 89,190        | 1,678        | 49,938        | 2,604,741           | 22.4                   | 7.50               | 8.80               |
| 1948  | 103,478       | 1,671        | 52,709        | 2,804,056           | 23.9                   | 7.00               | 8.10               |
| 1949  | 102,098       | 1,624        | 54,290        | 2,993,903           | 25.8                   | 6.30               | 7.50               |
| 1950  | 113,748       | 1,624        | 62,103        | 3,262,243           | 27.1                   | 6.00               | 7.60               |
| 1951  | 123,088       | 1,642        | 65,643        | 3,413,836           | 28.8                   | 5.70               | 7.10               |
| 1952  | 126,820       | 1,680        | 67,143        | 3,510,064           | 30.5                   | 5.50               | 7.10               |
| 1953  | 129,791       | 1,643        | 70,531        | 3,684,468           | 31.6                   | 5.20               | 6.70               |
| 1954  | 130,326       | 1,538        | 68,571        | 3,903,917           | 32.0                   | 4.80               | 6.10               |
| 1955  | 147,837       | 1,737        | 76,836        | 4,045,995           | 34.5                   | 5.00               | 6.10               |
| 1956  | 160,371       | 1,790        | 84,813        | 4,175,217           | 36.5                   | 4.90               | 6.10               |
| 1957  | 161,080       | 1,698        | 84,755        | 4,250,576           | 37.7                   | 4.50               | 5.80               |
| 1958  | 156,825       | 1,654        | 86,733        | 4,355,813           | 38.5                   | 4.30               | 5.40               |
| 1959  | 157,191       | 1,685        | 90,807        | 4,507,262           | 39.2                   | 4.30               | 5.40               |
| 1960  | 159,051       | 1,609        | 92,792        | 4,707,055           | 40.2                   | 4.00               | 5.30               |
| 1961  | 156,559       | 1,486        | 73,997        | 4,842,400           | 40.2                   | 3.70               | 5.20               |
| 1962  | 161,557       | 1,625        | 81,936        | 4,849,400           | 41.7                   | 3.90               | 5.30               |
| 1963  | 174,527       | 1,830        | 86,892        | 5,117,229           | 44.6                   | 4.10               | 5.50               |
| 1964  | 183,910       | 1,889        | 93,564        | 5,351,350           | 46.1                   | 4.10               | 5.70               |
| 1965  | 213,769       | 2,079        | 111,123       | 5,436,349           | 48.3                   | 4.30               | 5.60               |
| 1966  | 254,450       | 2,180        | 116,537       | 5,497,000           | 55.1                   | 4.27               | 5.70               |
| 1967  | 243,798       | 2,331        | 126,417       | 5,673,000           | 53.4                   | 4.37               | 5.50               |
| 1968  | 279,663       | 2,410        | 138,389       | 5,791,000           | 56.1                   | 4.29               | 5.40               |
| 1969  | 292,192       | 2,401        | 141,728       | 5,879,000           | 58.6                   | 4.10               | 5.21               |
| 1970  | 311,981       | 2,255        | 136,518       | 5,947,000           | 56.7                   | 3.98               | 4.88               |
| 1971  | 301,374       | 2,299        | 127,318       | 6,079,000           | 60.9                   | 3.78               | 4.57               |
| 1972† | 277,556       | 2,352        | 135,938       | 6,244,000           | 67.0                   | 3.51               | 4.43               |
| 1973  | 307,848       | 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               | -                  |

\* In billions

\*\* Per 100 million vehicle-miles

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

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

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

All Crashes

—WHAT CONDITIONS WERE—

**Crashes by Weather and Road Surface Conditions**

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

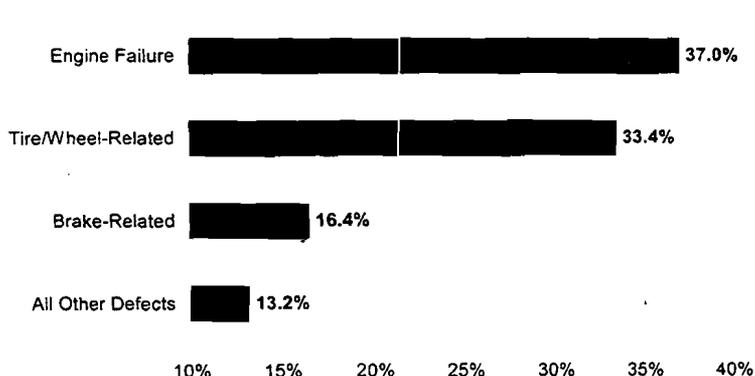
All Crashes

| Weather Condition        | Crashes                 | Deaths                |
|--------------------------|-------------------------|-----------------------|
| No Adverse Conditions    | 114,747 (77.9%)         | 1,265 (83.2%)         |
| Rain/Rain & Fog          | 19,770 (13.4%)          | 155 (10.2%)           |
| Snow/Sleet/Freezing Rain | 10,831 (7.4%)           | 72 (4.7%)             |
| Fog/Smoke, Etc.          | 1,055 (0.7%)            | 25 (1.6%)             |
| Other                    | 850 (0.6%)              | 3 (0.2%)              |
| <b>TOTAL</b>             | <b>147,253 (100.0%)</b> | <b>1,520 (100.0%)</b> |

| Road Surface Condition | Crashes                 | Deaths                |
|------------------------|-------------------------|-----------------------|
| Dry                    | 102,885 (69.9%)         | 1,167 (76.8%)         |
| Wet                    | 27,771 (18.9%)          | 247 (16.3%)           |
| Snow                   | 7,222 (4.9%)            | 37 (2.4%)             |
| Ice/Ice Patches        | 5,536 (3.8%)            | 48 (3.2%)             |
| Other                  | 3,839 (2.6%)            | 21 (1.4%)             |
| <b>TOTAL</b>           | <b>147,253 (100.0%)</b> | <b>1,520 (100.0%)</b> |

**Crashes Involving Vehicle Defects**

Improperly-maintained vehicles can lead to crashes. In 2000, engine and tire/wheel failures contributed to the majority of vehicle defect related crashes. The percentages in the graph below refer to the number of crashes involving vehicle defects.

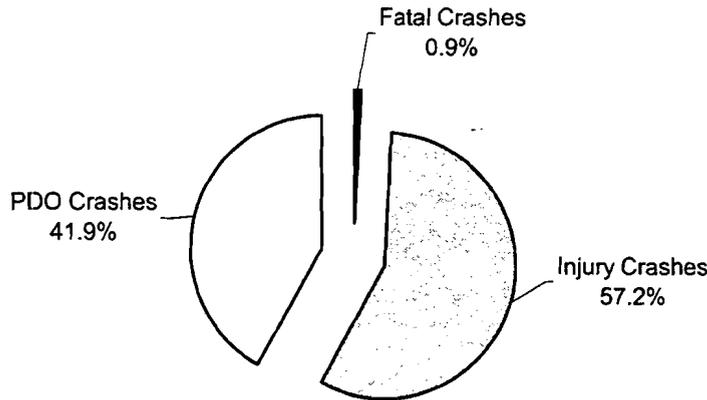


| Vehicle Defect                | Crashes |
|-------------------------------|---------|
| Engine Failure                | 913     |
| Tire/Wheel-Related            | 825     |
| Brake-Related                 | 406     |
| Total Steering System Failure | 156     |
| Dirty/Frosty Windshield       | 41      |
| Transmission Problem          | 40      |
| Suspension                    | 39      |
| Vehicle Lighting-Related      | 38      |
| Defective Defrosting          | 7       |
| Defective Wipers              | 2       |
| Exhaust System Failure        | 2       |

**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, and drivers do not always anticipate these changes and exercise the appropriate level of caution. Almost sixty percent of work zone crashes in 2000 contained injuries.



All Crashes

Total Crashes: 1,988

Total Killed: 23 (Workers Killed: 1)

Total Injured: 1,757 (Workers Injured: 20)

### Work Zone Crashes—Vehicles Involved

| Vehicle Type    | State Hwy (Interstate) | State Hwy (Other)     | Turnpike            | Local Road          |
|-----------------|------------------------|-----------------------|---------------------|---------------------|
| Passenger Car   | 183 (43.1%)            | 1,500 (63.2%)         | 137 (45.7%)         | 272 (67.8%)         |
| Light Truck     | 98 (23.1%)             | 639 (26.9%)           | 61 (20.3%)          | 74 (18.5%)          |
| Heavy Truck/Bus | 137 (32.2%)            | 193 (8.1%)            | 95 (31.7%)          | 31 (7.7%)           |
| Motorcycle      | 4 (0.9%)               | 16 (0.7%)             | 4 (1.3%)            | 5 (1.3%)            |
| Other           | 3 (0.7%)               | 24 (1.0%)             | 3 (1.0%)            | 19 (4.7%)           |
| <b>TOTAL</b>    | <b>425 (100.0%)</b>    | <b>2,372 (100.0%)</b> | <b>300 (100.0%)</b> | <b>401 (100.0%)</b> |

*Note:* State highway (other) includes state-maintained roads that are not designated as interstates.

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

| Year | Road Type              | Crashes      |               | Deaths    |               |
|------|------------------------|--------------|---------------|-----------|---------------|
|      |                        | Number       | % Total       | Number    | % Total       |
| 1996 | State Hwy (Interstate) | 448          | 22.1%         | 4         | 26.7%         |
|      | State Hwy (Other)      | 1,086        | 53.6%         | 8         | 53.3%         |
|      | Turnpike               | 130          | 6.4%          | 1         | 6.7%          |
|      | Local Road             | 273          | 13.5%         | 1         | 6.7%          |
|      | Ramp                   | 89           | 4.4%          | 1         | 6.7%          |
|      | <b>TOTAL</b>           | <b>2,026</b> | <b>100.0%</b> | <b>15</b> | <b>100.0%</b> |
| 1997 | State Hwy (Interstate) | 387          | 20.1%         | 3         | 18.8%         |
|      | State Hwy (Other)      | 1,096        | 56.8%         | 11        | 68.8%         |
|      | Turnpike               | 68           | 3.5%          | 0         | 0.0%          |
|      | Local Road             | 270          | 14.0%         | 2         | 12.5%         |
|      | Ramp                   | 109          | 5.6%          | 0         | 0.0%          |
|      | <b>TOTAL</b>           | <b>1,930</b> | <b>100.0%</b> | <b>16</b> | <b>100.0%</b> |
| 1998 | State Hwy (Interstate) | 313          | 15.5%         | 4         | 21.1%         |
|      | State Hwy (Other)      | 1,312        | 65.1%         | 14        | 73.7%         |
|      | Turnpike               | 58           | 2.9%          | 0         | 0.0%          |
|      | Local Road             | 249          | 12.4%         | 0         | 0.0%          |
|      | Ramp                   | 84           | 4.2%          | 1         | 5.3%          |
|      | <b>TOTAL</b>           | <b>2,016</b> | <b>100.0%</b> | <b>19</b> | <b>100.0%</b> |
| 1999 | State Hwy (Interstate) | 243          | 11.1%         | 6         | 22.2%         |
|      | State Hwy (Other)      | 1,441        | 66.0%         | 16        | 59.3%         |
|      | Turnpike               | 142          | 6.5%          | 5         | 18.5%         |
|      | Local Road             | 248          | 11.4%         | 0         | 0.0%          |
|      | Ramp                   | 110          | 5.0%          | 0         | 0.0%          |
|      | <b>TOTAL</b>           | <b>2,184</b> | <b>100.0%</b> | <b>27</b> | <b>100.0%</b> |
| 2000 | State Hwy (Interstate) | 215          | 10.8%         | 3         | 13.0%         |
|      | State Hwy (Other)      | 1,282        | 64.5%         | 19        | 82.6%         |
|      | Turnpike               | 179          | 9.0%          | 0         | 0.0%          |
|      | Local Road             | 220          | 11.1%         | 1         | 4.4%          |
|      | Ramp                   | 92           | 4.6%          | 0         | 0.0%          |
|      | <b>TOTAL</b>           | <b>1,988</b> | <b>100.0%</b> | <b>23</b> | <b>100.0%</b> |

**Note:** State highway (other) includes state-maintained roads that are not designated as interstates.

### Crashes with Roadside Objects and Animals

Unfortunately, roadside objects are 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 whether or not they were the first object struck.

| Roadside Object                      | Crashes | % Total | Deaths | % Total |
|--------------------------------------|---------|---------|--------|---------|
| Hit Bridge                           | 1,064   | 0.7%    | 20     | 1.3%    |
| Hit Building                         | 1,790   | 1.2%    | 35     | 2.3%    |
| Hit Culvert                          | 1,030   | 0.7%    | 31     | 2.0%    |
| Hit Curb                             | 4,275   | 2.9%    | 84     | 5.5%    |
| Hit Ditch                            | 2,930   | 2.0%    | 55     | 3.6%    |
| Hit Embankment                       | 9,969   | 6.8%    | 232    | 15.3%   |
| Hit Fence                            | 2,338   | 1.6%    | 43     | 2.8%    |
| Hit Fire Hydrant                     | 478     | 0.3%    | 3      | 0.2%    |
| Hit Guiderail                        | 6,897   | 4.7%    | 154    | 10.1%   |
| Hit Impact Attenuator                | 45      | 0.0%    | 1      | 0.1%    |
| Hit Mailbox(es)                      | 1,613   | 1.1%    | 33     | 2.2%    |
| Hit Median Barrier                   | 3,419   | 2.3%    | 25     | 1.6%    |
| Hit Obstacle on Roadway              | 679     | 0.5%    | 6      | 0.4%    |
| Hit Other Fixed Object               | 1,321   | 0.9%    | 48     | 3.2%    |
| Hit Overhead Structure               | 89      | 0.1%    | 0      | 0.0%    |
| Hit Parked Vehicle                   | 6,962   | 4.7%    | 44     | 2.9%    |
| Hit Rock(s)                          | 1,150   | 0.8%    | 34     | 2.2%    |
| Hit Shrubs/Hedges                    | 3,446   | 2.3%    | 144    | 9.5%    |
| Hit Signal/Sign Support              | 3,454   | 2.4%    | 85     | 5.6%    |
| Hit Snow Bank                        | 522     | 0.4%    | 6      | 0.4%    |
| Hit Temporary Construction Barrier   | 95      | 0.1%    | 4      | 0.3%    |
| Hit Traffic Island or Channelization | 381     | 0.3%    | 5      | 0.3%    |
| Hit Tree(s)                          | 9,787   | 6.7%    | 288    | 19.0%   |
| Hit Utility Pole(s)                  | 10,951  | 7.4%    | 195    | 12.8%   |
| Hit Wall                             | 1,365   | 0.9%    | 19     | 1.3%    |
| Hit Deer                             | 2,564   | 1.7%    | 3      | 0.2%    |
| Hit Other Animal                     | 171     | 0.1%    | 1      | 0.1%    |

**Note:** “% Total” lists the percentage compared to *all* crashes or deaths, not only the ones listed in this table.

**—WHERE THEY HAPPENED—**

**Crashes by Road Type**

|                          | State Hwy<br>(Interstate) | State Hwy<br>(Other) | Turnpike | Local Road | Ramp  |
|--------------------------|---------------------------|----------------------|----------|------------|-------|
| Crashes                  | 7,414                     | 90,989               | 2,407    | 44,284     | 2,159 |
| Person Killed            | 101                       | 1,113                | 18       | 269        | 19    |
| Persons Injured          | 5,648                     | 84,390               | 1,677    | 38,029     | 1,727 |
| Miles of Maintained Road | 1,286                     | 38,815               | 505      | 78,775     | 800   |
| 100 MVM* Traveled        | 169.2                     | 609.8                | 54.5     | 191.3      | ---   |
| Crashes/MVM*             | 0.44                      | 1.49                 | 0.44     | 2.31       | ---   |
| Persons Killed/100 MVM*  | 0.60                      | 1.83                 | 0.33     | 1.41       | ---   |
| Persons Injured/MVM*     | 0.33                      | 1.38                 | 0.31     | 1.99       | ---   |

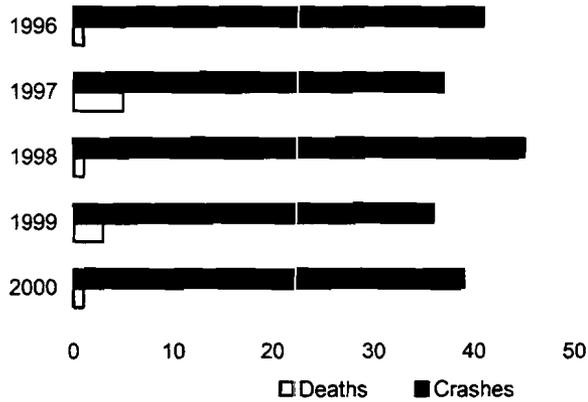
\* MVM = million vehicle-miles

**Note:** State highway (other) includes state-maintained roads that are not designated as interstates. The road mileage and MVM data are from the 1999 Highway Performance Monitoring System (HPMS) package and reflects 1999 length and travel activity data. Ramp miles are not included in any category or total.

At the time of publication, 2000 roadway mileage information was not available so 1999 information was used.

### 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 11 deaths have occurred in this type of crash.

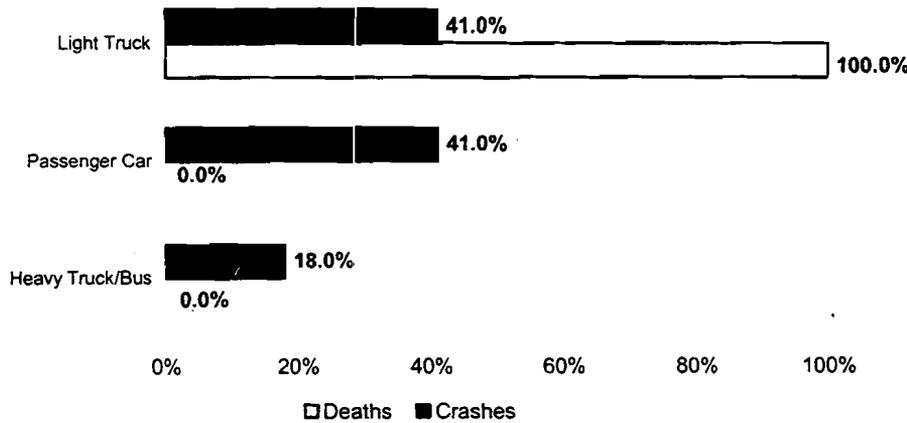


| Year | Crashes | Deaths |
|------|---------|--------|
| 1996 | 41      | 1      |
| 1997 | 37      | 5      |
| 1998 | 45      | 1      |
| 1999 | 36      | 3      |
| 2000 | 39      | 1      |

All Crashes

### Train/Vehicle Crashes by Vehicle Type

Light trucks and passenger cars were the predominant vehicles type involved in crashes with trains in 2000.



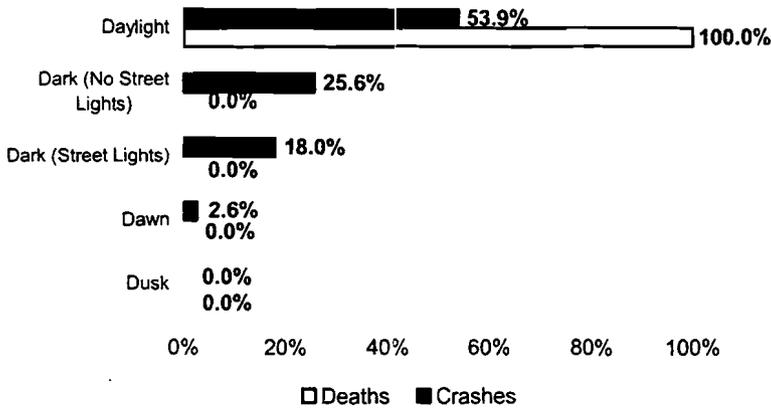
| Vehicle Type   | Crashes   | Deaths   |
|----------------|-----------|----------|
| Light Truck    | 16        | 1        |
| Passenger Car  | 16        | 0        |
| Heavy Truck    | 7         | 0        |
| Bicycle        | 0         | 0        |
| Commercial Bus | 0         | 0        |
| Motorcycle     | 0         | 0        |
| School Bus     | 0         | 0        |
| Unknown        | 0         | 0        |
| <b>TOTAL</b>   | <b>39</b> | <b>1</b> |

**Train/Vehicle Crashes by Road Type**

| Road Type         | Crashes   | Deaths   |
|-------------------|-----------|----------|
| Local Road        | 25        | 1        |
| State Hwy (Other) | 14        | 0        |
| <b>TOTAL</b>      | <b>39</b> | <b>1</b> |

All Crashes

**Train/Vehicle Crashes by Light Level**



| Light Level             | Crashes   | Deaths   |
|-------------------------|-----------|----------|
| Daylight                | 21        | 1        |
| Dark (No Street Lights) | 10        | 0        |
| Dark (Street Lights)    | 7         | 0        |
| Dawn                    | 1         | 0        |
| Dusk                    | 0         | 0        |
| <b>TOTAL</b>            | <b>39</b> | <b>1</b> |

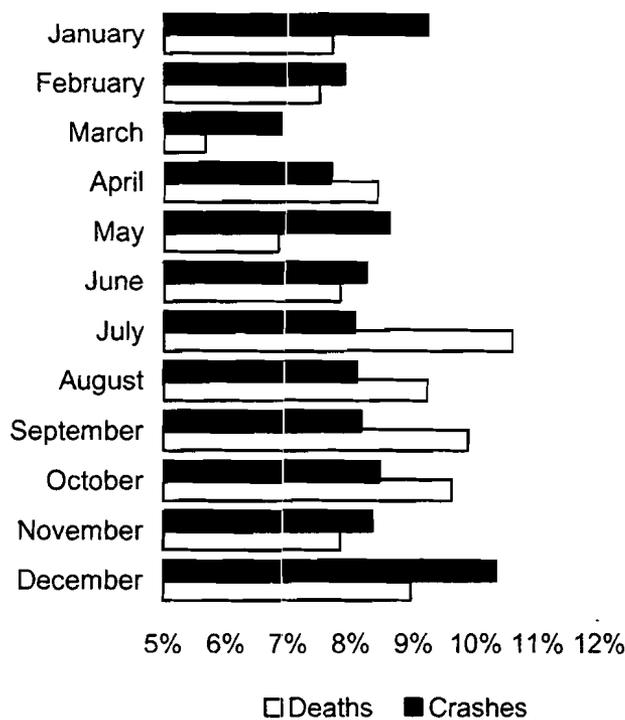
**Train/Vehicle Crashes by County**

| County     | Crashes | Deaths |
|------------|---------|--------|
| Adams      | 1       | 0      |
| Allegheny  | 4       | 0      |
| Beaver     | 1       | 0      |
| Berks      | 2       | 0      |
| Cambria    | 1       | 0      |
| Delaware   | 1       | 0      |
| Erie       | 4       | 0      |
| Franklin   | 1       | 0      |
| Indiana    | 1       | 0      |
| Juniata    | 1       | 0      |
| Lancaster  | 3       | 0      |
| Lehigh     | 3       | 1      |
| Luzerne    | 1       | 0      |
| Lycoming   | 1       | 0      |
| Montgomery | 1       | 0      |

| County         | Crashes   | Deaths   |
|----------------|-----------|----------|
| Northumberland | 1         | 0        |
| Schuylkill     | 1         | 0        |
| Somerset       | 1         | 0        |
| Warren         | 1         | 0        |
| Washington     | 2         | 0        |
| Westmoreland   | 5         | 0        |
| York           | 2         | 0        |
| <b>TOTAL</b>   | <b>39</b> | <b>1</b> |

—WHEN THEY HAPPENED—

**Crashes by Month**

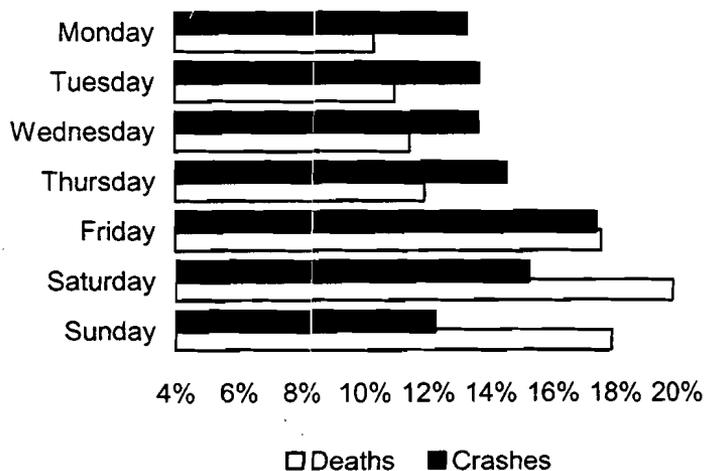


| Month        | Crashes                 | Deaths                |
|--------------|-------------------------|-----------------------|
| January      | 13,565 (9.2%)           | 117 (7.7%)            |
| February     | 11,638 (7.9%)           | 114 (7.5%)            |
| March        | 10,135 (6.9%)           | 86 (5.7%)             |
| April        | 11,313 (7.7%)           | 128 (8.4%)            |
| May          | 12,682 (8.6%)           | 104 (6.8%)            |
| June         | 12,143 (8.3%)           | 119 (7.8%)            |
| July         | 11,875 (8.1%)           | 161 (10.6%)           |
| August       | 11,918 (8.1%)           | 140 (9.2%)            |
| September    | 12,020 (8.2%)           | 150 (9.9%)            |
| October      | 12,461 (8.5%)           | 146 (9.6%)            |
| November     | 12,276 (8.3%)           | 119 (7.8%)            |
| December     | 15,227 (10.3%)          | 136 (9.0%)            |
| <b>TOTAL</b> | <b>147,253 (100.0%)</b> | <b>1,520 (100.0%)</b> |

All Crashes

**Crashes by Day of Week**

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

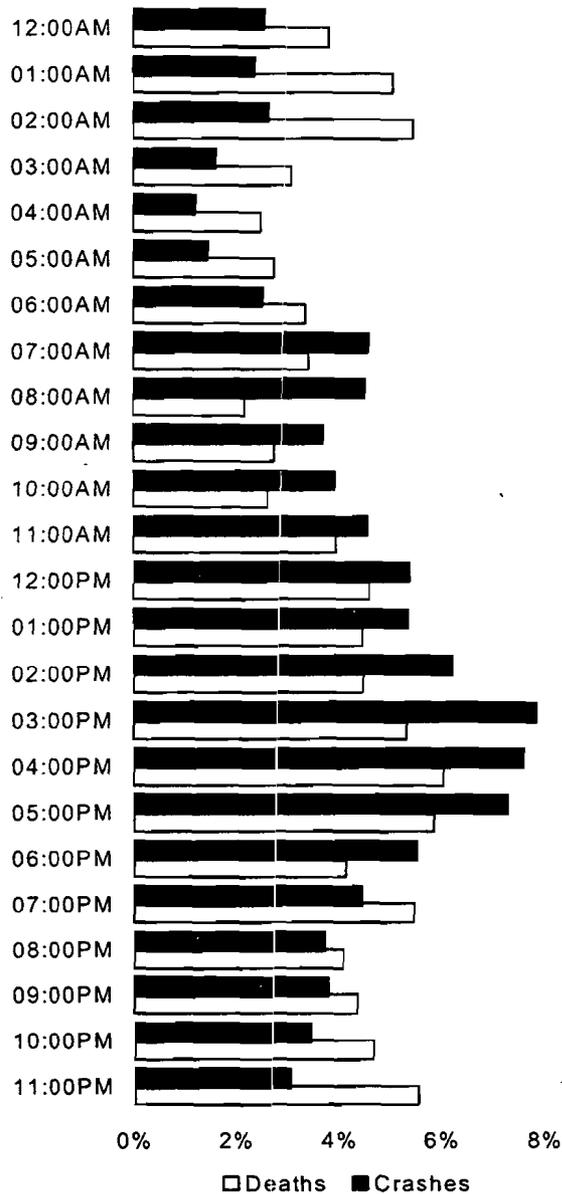


| Day          | Crashes                 | Deaths                |
|--------------|-------------------------|-----------------------|
| Monday       | 19,561 (13.3%)          | 157 (10.3%)           |
| Tuesday      | 20,140 (13.7%)          | 167 (11.0%)           |
| Wednesday    | 20,059 (13.6%)          | 174 (11.5%)           |
| Thursday     | 21,412 (14.5%)          | 181 (11.9%)           |
| Friday       | 25,617 (17.4%)          | 267 (17.6%)           |
| Saturday     | 22,446 (15.2%)          | 302 (19.9%)           |
| Sunday       | 18,018 (12.2%)          | 272 (17.9%)           |
| <b>TOTAL</b> | <b>147,253 (100.0%)</b> | <b>1,520 (100.0%)</b> |

### 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 time. Some hours of the day experience a low percentage of crashes, but they are much more deadly. For example, only 2.6% of all crashes in 2000 occurred in the 2:00 AM hour, but 5.5% of all deaths—the fourth highest percentage—occurred then. The higher the volume of traffic itself is a factor during peak traffic hours, particularly the rush-hours.

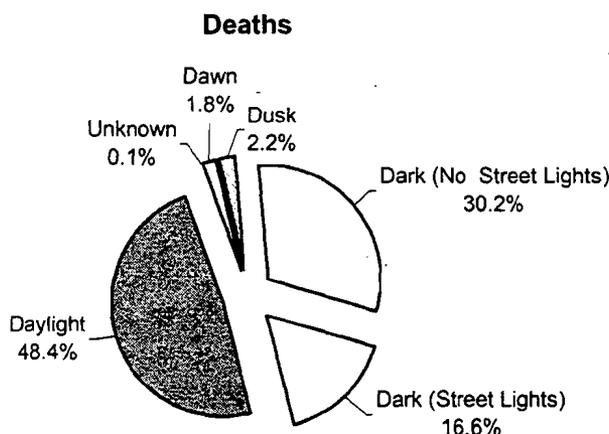
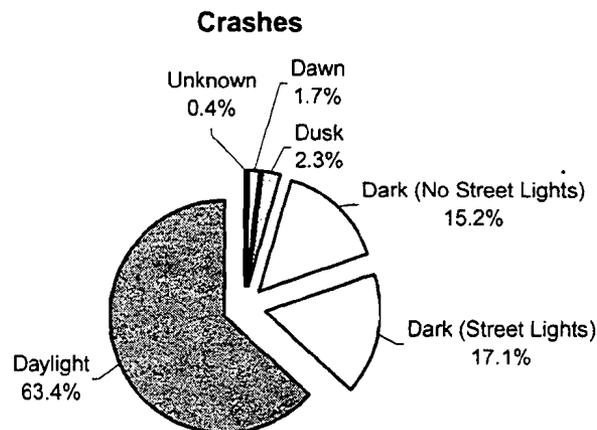
All Crashes



| Hour    | Crashes | Deaths |
|---------|---------|--------|
| 12:00AM | 3,787   | 58     |
| 01:00AM | 3,511   | 77     |
| 02:00AM | 3,898   | 83     |
| 03:00AM | 2,380   | 47     |
| 04:00AM | 1,799   | 38     |
| 05:00AM | 2,152   | 42     |
| 06:00AM | 3,747   | 51     |
| 07:00AM | 6,747   | 52     |
| 08:00AM | 6,650   | 33     |
| 09:00AM | 5,465   | 42     |
| 10:00AM | 5,793   | 40     |
| 11:00AM | 6,715   | 60     |
| 12:00PM | 7,915   | 70     |
| 01:00PM | 7,871   | 68     |
| 02:00PM | 9,149   | 68     |
| 03:00PM | 11,553  | 81     |
| 04:00PM | 11,205  | 92     |
| 05:00PM | 10,734  | 89     |
| 06:00PM | 8,138   | 63     |
| 07:00PM | 6,559   | 83     |
| 08:00PM | 5,485   | 62     |
| 09:00PM | 5,587   | 66     |
| 10:00PM | 5,074   | 71     |
| 11:00PM | 4,477   | 84     |

### Crashes by Light Level

In 2000, 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 2000 occurred slightly more often during non-daylight hours (dark and dusk/dawn conditions). If 2000 deaths per 1000 crashes are compared (Daylight—7.9 deaths per 1000 crashes versus Non-Daylight—14.7 deaths per 1000 crashes), it is apparent that non-daylight crashes resulted in deaths more often than daylight crashes.

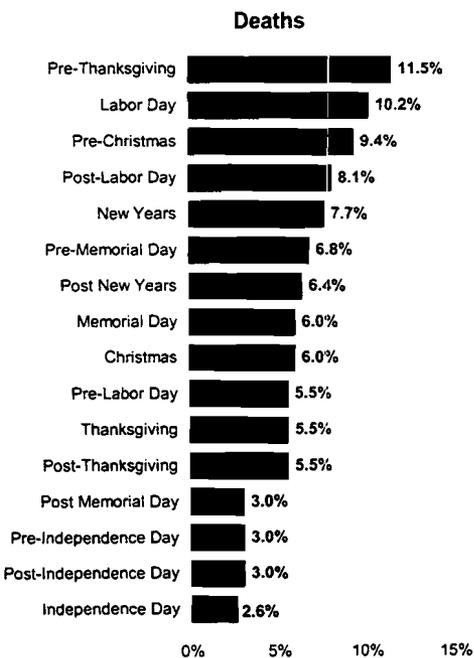
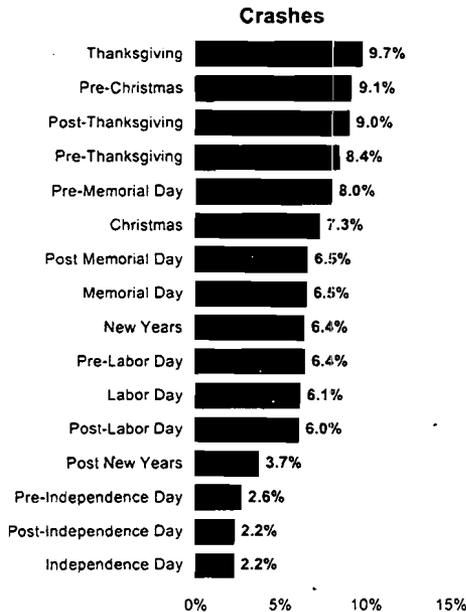


| Light Level             | Crashes        | Deaths       |
|-------------------------|----------------|--------------|
| Daylight                | 93,282         | 736          |
| Dark (Street Lights)    | 25,106         | 252          |
| Dark (No Street Lights) | 22,378         | 470          |
| Dusk                    | 3,416          | 33           |
| Dawn                    | 2,540          | 28           |
| Unknown                 | 531            | 1            |
| <b>TOTAL</b>            | <b>147,253</b> | <b>1,520</b> |

### Crashes by Holiday

With few exceptions, most crashes occurred in the weekends directly before or after a holiday. Most deaths, however, averaged about the same before, during, and after the holiday. 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 2000.

All Crashes



| Period*                  | Crashes       | Deaths     |
|--------------------------|---------------|------------|
| New Years                | 1,197         | 18         |
| Post New Years           | 692           | 15         |
| Pre-Memorial Day         | 1,495         | 16         |
| Memorial Day             | 1,218         | 14         |
| Post Memorial Day        | 1,229         | 7          |
| Pre-Independence Day **  | 496           | 7          |
| Independence Day **      | 418           | 6          |
| Post-Independence Day ** | 420           | 7          |
| Pre-Labor Day            | 1,197         | 13         |
| Labor Day                | 1,147         | 24         |
| Post-Labor Day           | 1,134         | 19         |
| Pre-Thanksgiving         | 1,574         | 27         |
| Thanksgiving             | 1,825         | 13         |
| Post-Thanksgiving        | 1,687         | 13         |
| Pre-Christmas            | 1,718         | 22         |
| Christmas                | 1,365         | 14         |
| <b>TOTAL</b>             | <b>18,384</b> | <b>235</b> |

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

\*\* Not part of a holiday weekend in 2000.

## Drivers

### Drivers Overview

Every traffic crash involves 3 elements: the driver, highway, 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 as big contributors to fatal crashes.

Note that in 2000, only primary contributing factors in the crash are considered.

| Contributing Factor         | Crashes | Fatal Crashes |
|-----------------------------|---------|---------------|
| Drinking Driver             | 8,237   | 185           |
| Speed-Related               | 20,945  | 173           |
| Proceeded Without Clearance | 10,295  | 67            |
| Improper Turning-Related    | 11,833  | 50            |
| Careless/illegal Passing    | 1,671   | 24            |
| Drowsy Drivers              | 2,363   | 21            |
| Tailgating                  | 11,717  | 18            |
| Distracted Driver           | 2,358   | 7             |

### 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.

| Number of Vehicles            | All Drivers    | Young Drivers (16-21) | Mature Drivers (65-74) | Mature Drivers (75+) |
|-------------------------------|----------------|-----------------------|------------------------|----------------------|
| <b>Single Vehicle Crash</b>   | 40.9%          | 36.1%                 | 15.7%                  | 15.3%                |
|                               | 60,156 crashes | 15,853 crashes        | 1,792 crashes          | 1,363 crashes        |
| <b>Multiple Vehicle Crash</b> | 59.2%          | 63.9%                 | 84.3%                  | 84.7%                |
|                               | 87,097 crashes | 28,085 crashes        | 9,617 crashes          | 7,563 crashes        |

### Drivers in Crashes by Age Group

Looking at the 2000 Pennsylvania driver data, as driver age groups increase in age, the percentage of Pennsylvania total drivers involved in crashes within each age group decreases 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 requires a mandatory six month waiting period between obtaining a Learner's Permit and testing for licensure.

| Age Group   | PA Drivers Involved in Crashes | *PA Total Drivers | % Involved in Crashes |
|-------------|--------------------------------|-------------------|-----------------------|
| 16          | 4,393                          | 81,665            | 5.4%                  |
| 17          | 8,665                          | 114,371           | 7.6%                  |
| 18          | 8,888                          | 128,384           | 6.9%                  |
| 19          | 8,159                          | 133,297           | 6.1%                  |
| 20          | 7,178                          | 130,247           | 5.5%                  |
| 21          | 6,578                          | 131,402           | 5.0%                  |
| 22-24       | 16,471                         | 375,529           | 4.4%                  |
| 25-29       | 22,749                         | 646,160           | 3.5%                  |
| 30-39       | 43,930                         | 1,618,994         | 2.7%                  |
| 40-54       | 51,263                         | 2,556,329         | 2.0%                  |
| 55-59       | 9,524                          | 578,291           | 1.6%                  |
| 60-64       | 6,867                          | 466,737           | 1.5%                  |
| 65-69       | 5,586                          | 410,897           | 1.4%                  |
| 70-74       | 5,397                          | 397,906           | 1.4%                  |
| 75 and Over | 8,785                          | 588,802           | 1.5%                  |
| Unknown     | 645                            | N/A               | N/A                   |

\* PA Total Licensed Drivers has been changed to reflect PA Total Drivers in 2000. PA Total Drivers includes total PA Licensed Drivers and PA Drivers who have their Learner's Permit only (no driver's license).

### Comparison of Young and Mature Drivers by Crash Type

Young drivers and mature drivers are over-represented in angle and rear-end crashes (multiple vehicle interaction type crashes).

| Crash Type              | All Drivers    | Young Drivers<br>(16-21) | Mature Drivers<br>(65-74) | Mature Drivers<br>(75+) |
|-------------------------|----------------|--------------------------|---------------------------|-------------------------|
| <b>Non-Collision</b>    | 3.0%           | 2.1%                     | 1.1%                      | 0.5%                    |
|                         | 4,400 crashes  | 913 crashes              | 128 crashes               | 45 crashes              |
| <b>Rear-End</b>         | 20.7%          | 22.0%                    | 27.0%                     | 22.7%                   |
|                         | 30,428 crashes | 9,646 crashes            | 3,085 crashes             | 2,024 crashes           |
| <b>Head-On</b>          | 3.5%           | 4.1%                     | 3.9%                      | 3.4%                    |
|                         | 5,113 crashes  | 1,814 crashes            | 440 crashes               | 303 crashes             |
| <b>Backing Up</b>       | 0.3%           | 0.3%                     | 0.4%                      | 0.4%                    |
|                         | 498 crashes    | 128 crashes              | 45 crashes                | 33 crashes              |
| <b>Angle</b>            | 29.6%          | 32.6%                    | 47.4%                     | 53.7%                   |
|                         | 43,520 crashes | 14,334 crashes           | 5,413 crashes             | 4,790 crashes           |
| <b>Sideswipe</b>        | 4.0%           | 3.9%                     | 4.3%                      | 3.8%                    |
|                         | 5,941 crashes  | 1,729 crashes            | 493 crashes               | 337 crashes             |
| <b>Hit Fixed Object</b> | 33.6%          | 32.8%                    | 13.0%                     | 13.1%                   |
|                         | 49,417 crashes | 14,420 crashes           | 1,483 crashes             | 1,169 crashes           |
| <b>Hit Pedestrian</b>   | 3.5%           | 1.2%                     | 2.0%                      | 2.3%                    |
|                         | 5,131 crashes  | 534 crashes              | 226 crashes               | 201 crashes             |
| <b>Other</b>            | 1.9%           | 1.0%                     | 0.8%                      | 0.3%                    |
|                         | 2,805 crashes  | 420 crashes              | 96 crashes                | 24 crashes              |

DRIVERS

### 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<br>(16-21) | Mature Drivers<br>(65-74) | Mature Drivers<br>(75+) |
|-------------------------|----------------|--------------------------|---------------------------|-------------------------|
| <b>Intersection</b>     | 40.3%          | 41.2%                    | 54.0%                     | 57.2%                   |
|                         | 59,314 crashes | 18,090 crashes           | 6,160 crashes             | 5,107 crashes           |
| <b>Non-Intersection</b> | 59.7%          | 58.8%                    | 46.0%                     | 42.8%                   |
|                         | 87,939 crashes | 25,848 crashes           | 5,249 crashes             | 3,819 crashes           |

## Alcohol-Related Crashes

### Alcohol Overview

- ▶ In Pennsylvania, drinking and driving remains a top safety issue. In 2000, alcohol-related crashes, 14,564, increased from 14,079 alcohol-related crashes in 1999 while alcohol-related deaths, 510, decreased from 528 alcohol-related deaths in 1999.
- ▶ Of particular concern is the involvement of drinking drivers under the age of 21. Underage drinking drivers in 2000 went up 5% since last year. Also in 2000, 30% of the driver deaths in the 16-20 age group were drinking drivers. But on a more positive note, this percentage is down from over 35% in 1999.
- ▶ Of equal focus is the 21 to 30 age group, in which over 45% of the driver deaths were drinking drivers. The 21 to 25 age group decreased from 53% in 1999 to 46% in 2000, and the 26 to 30 age group decreased from 56% in 1999 to 45% in 2000.
- ▶ In 2000, alcohol-related deaths were 34% of the total traffic deaths, the same as 1999.
- ▶ 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).

### 2000 Briefs

- ▶ 510 people died in alcohol-related crashes.
- ▶ 90% of the alcohol-related occupant deaths (drivers and passengers) were in the vehicle driven by the drinking driver; 70% were the drinking drivers themselves.
- ▶ 82% of the drinking drivers in traffic crashes were male.
- ▶ 79% of the alcohol-related crashes were during the hours of darkness, usually on weekends.
- ▶ On average each day, 40 alcohol-related traffic crashes occurred.
- ▶ On average each day, 1.4 persons were killed in alcohol-related traffic crashes.
- ▶ On average each day, 37 persons were injured in alcohol-related traffic crashes.

### Alcohol Involvement in Crashes

Although alcohol-related crashes accounted for less than 10% of the total crashes in 2000, they resulted in 34% of all persons killed in crashes. Alcohol-related crashes were about 5 times more likely to result in death than those not related to alcohol (3.2% of the alcohol-related crashes resulted in death, compared to 0.69% 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     | 470 (33.7%)           | 510 (33.6%)           | 9,078 (10.3%)          | 13,454 (10.2%)          | 5,016 (8.7%)           |
| Non-Alcohol-Related | 926 (66.3%)           | 1,010 (66.5%)         | 79,030 (89.7%)         | 118,017 (89.8%)         | 52,733 (91.3%)         |
| <b>TOTAL</b>        | <b>1,396 (100.0%)</b> | <b>1,520 (100.0%)</b> | <b>88,108 (100.0%)</b> | <b>131,471 (100.0%)</b> | <b>57,749 (100.0%)</b> |

### Alcohol-Related Crashes—Five-Year Trends

Alcohol-related crashes increased in 2000 to its highest amount in the last five years, while alcohol-related deaths decreased. "PDO Crashes" in the table below refers to property damage only crashes.



|  | 1996   | 1997   | 1998   | 1999   | 2000   |
|--|--------|--------|--------|--------|--------|
| Crashes                                    | 13,343 | 13,996 | 13,835 | 14,079 | 14,564 |
| Fatal Crashes                              | 462    | 460    | 486    | 473    | 470    |
| Injury Crashes                             | 8,572  | 9,083  | 8,853  | 9,020  | 9,078  |
| PDO Crashes                                | 4,309  | 4,453  | 4,496  | 4,586  | 5,016  |
| Deaths                                     | 503    | 514    | 535    | 528    | 510    |
| Injuries                                   | 12,760 | 13,868 | 13,156 | 13,438 | 13,454 |
| Fatal Crashes per 100,000 Licensed Drivers | 5.7    | 5.7    | 5.5    | 5.6    | 5.7    |
| Deaths per 100,000 Licensed Drivers        | 6.3    | 6.2    | 6.1    | 6.2    | 6.2    |

### Victims of Alcohol-Related Fatal Crashes

There were 465 driver and passenger deaths in alcohol-related crashes in 2000, while 420 (90%) were the drinking drivers or their passengers.

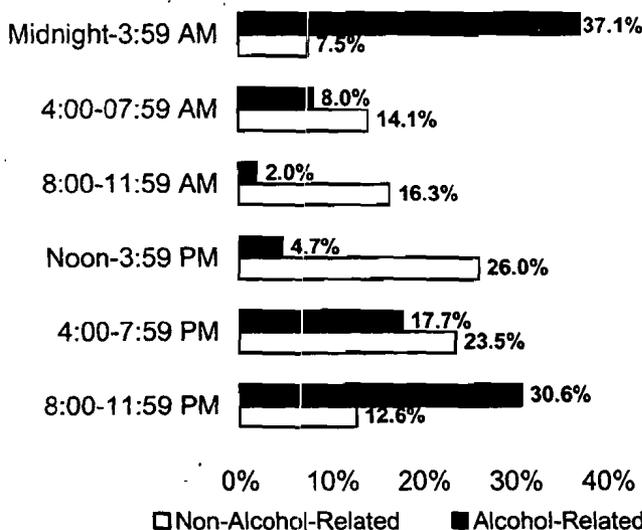
| Persons Involved                           | Deaths      |
|--|-------------|
| <b>Drivers</b>                             | <b>357</b>  |
| <i>Drinking Drivers</i>                    | 325 (91.0%) |
| <i>Non-Drinking Drivers</i>                | 32 (9.0%)   |
| <b>Passengers</b>                          | <b>108</b>  |
| <i>Passengers with Drinking Driver</i>     | 95 (88.0%)  |
| <i>Passengers with Non-Drinking Driver</i> | 13 (12.0%)  |
| <b>Pedestrians</b>                         | <b>42</b>   |
| <i>Drinking Pedestrian</i>                 | 31 (73.8%)  |
| <i>Non-Drinking Pedestrian</i>             | 11 (26.2%)  |
| <b>TOTAL DEATHS*</b>                       | <b>510</b>  |

\*Includes 3 victims, status unknown

Alcohol-Related

### Victims of Fatal Crashes by Time of Day

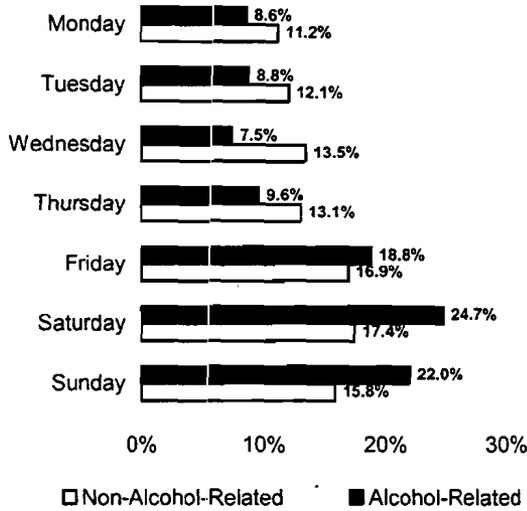
Alcohol-related crashes occurring between 8:00 PM and 4:00 AM produced the vast majority of deaths (68% of alcohol-related deaths). In contrast, nearly half the deaths from non-alcohol-related crashes resulted from crashes occurring between noon and 8:00 PM.



| Time of Occurrence  | Non-Alcohol-Related | Alcohol-Related |
|---------------------|---------------------|-----------------|
| Midnight-3:59 AM    | 76                  | 189             |
| 4:00-07:59 AM       | 142                 | 41              |
| 8:00-11:59 AM       | 165                 | 10              |
| Noon-3:59 PM        | 263                 | 24              |
| 4:00-7:59 PM        | 237                 | 90              |
| 8:00-11:59 PM       | 127                 | 156             |
| <b>TOTAL DEATHS</b> | <b>1,010</b>        | <b>510</b>      |

### Victims of Fatal Crashes by Day of Week

The majority (65%) of alcohol-related fatal crash victims were the result of crashes occurring on Friday, Saturday, and Sunday, while fatal crash victims of non-alcohol-related crashes tended to be distributed more evenly throughout the week.

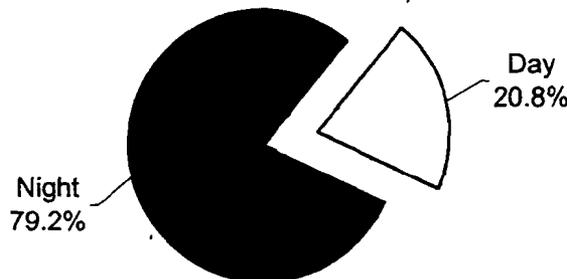


| Day of Occurrence   | Non-Alcohol-Related | Alcohol-Related |
|---------------------|---------------------|-----------------|
| Monday              | 113                 | 44              |
| Tuesday             | 122                 | 45              |
| Wednesday           | 136                 | 38              |
| Thursday            | 132                 | 49              |
| Friday              | 171                 | 96              |
| Saturday            | 176                 | 126             |
| Sunday              | 160                 | 112             |
| <b>TOTAL DEATHS</b> | <b>1,010</b>        | <b>510</b>      |

Alcohol-Related

### Alcohol-Related Crashes—Day vs. Night

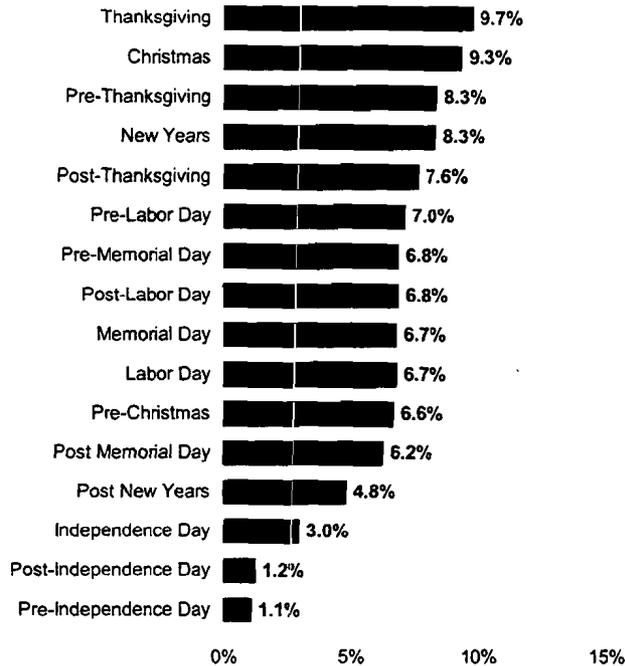
Almost 80% of alcohol-related crashes occur at night. The graph below shows the breakdown of alcohol-related crashes by day and night.



### Alcohol-Related Holiday Crashes

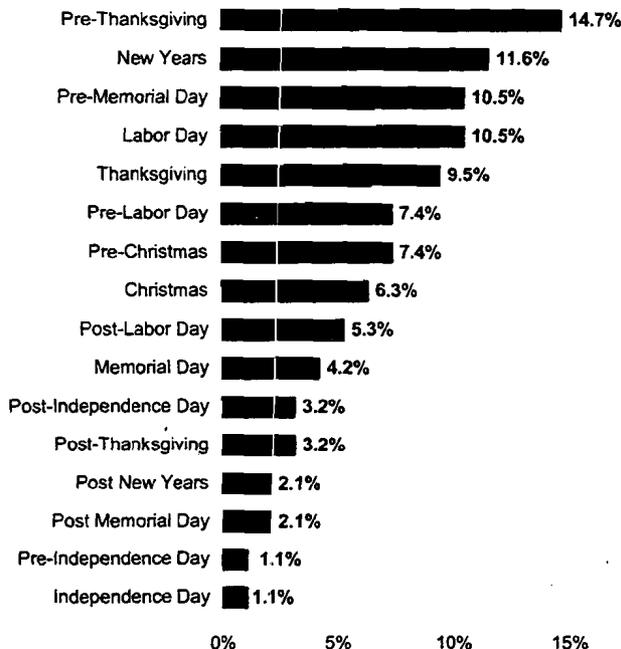
In 2000, 14% of all holiday crashes involved alcohol use; however, 40% of deaths which occurred during holiday weekends were related to alcohol use. (See *Crashes by Holiday*, page 22.)

**Total Crashes**



| Period*                  | Crashes      | Deaths    |
|--------------------------|--------------|-----------|
| New Years                | 218          | 11        |
| Post New Years           | 126          | 2         |
| Pre-Memorial Day         | 180          | 10        |
| Memorial Day             | 178          | 4         |
| Post Memorial Day        | 164          | 2         |
| Pre-Independence Day **  | 28           | 1         |
| Independence Day **      | 78           | 1         |
| Post-Independence Day ** | 32           | 3         |
| Pre-Labor Day            | 186          | 7         |
| Labor Day                | 178          | 10        |
| Post-Labor Day           | 180          | 5         |
| Pre-Thanksgiving         | 219          | 14        |
| Thanksgiving             | 256          | 9         |
| Post-Thanksgiving        | 200          | 3         |
| Pre-Christmas            | 175          | 7         |
| Christmas                | 245          | 6         |
| <b>TOTAL</b>             | <b>2,643</b> | <b>95</b> |

**Deaths**



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

\*\* Not part of a holiday weekend in 2000.

Alcohol-Related

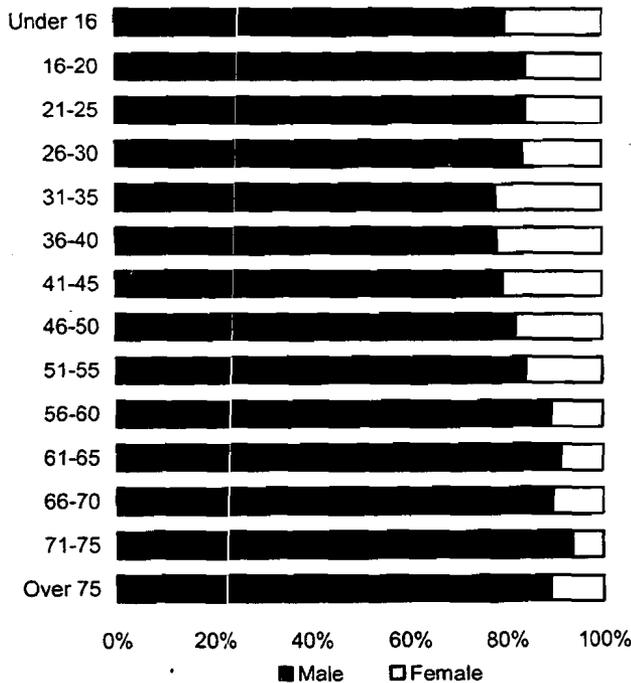
### Driver Involvement in Alcohol-Related Crashes by Vehicle Type

Motorcycle crashes involved a large number of drinking drivers; almost twice the average for all vehicles. Drinking drivers of light trucks (which include pickups, vans, sport utility vehicles, etc.) were also above the average for drivers of all vehicle types.

|  |               |                       |
|--|---------------|-----------------------|
| <b>Total Drivers in Crashes</b><br>246,863                   | Passenger Car | 161,992               |
|  | Light Truck   | 66,899                |
|  | Heavy Truck   | 8,764                 |
|  | Motorcycle    | 2,887                 |
|  | Bus           | 1,357                 |
|  | Other         | 4,964                 |
| <b>Drinking Drivers in Crashes</b><br>14,599 (5.9% of total) | Passenger Car | 9,554 (5.9% of total) |
|  | Light Truck   | 4,541 (6.8% of total) |
|  | Heavy Truck   | 39 (0.4% of total)    |
|  | Motorcycle    | 335 (11.6% of total)  |
|  | Bus           | 3 (0.2% of total)     |
|  | Other         | 127 (2.6% of total)   |

### Drinking Drivers in Crashes by Age and Sex

In 2000, roughly four out of five 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 151 drivers for whom age and/or sex were not known.

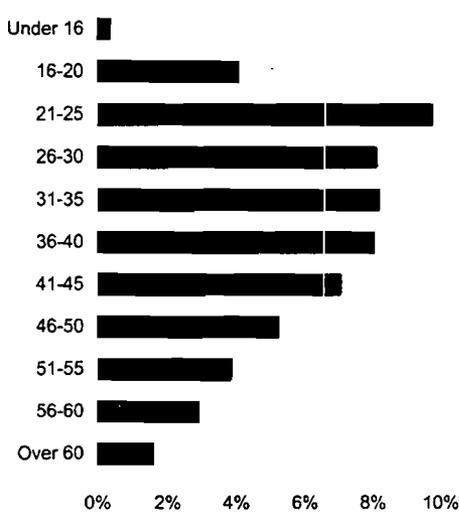


| Age Group    | Male          | Female       | Total         |
|--------------|---------------|--------------|---------------|
| Under 16     | 4             | 1            | 5             |
| 16-20        | 1,377         | 256          | 1,633         |
| 21-25        | 2,578         | 483          | 3,061         |
| 26-30        | 1,737         | 342          | 2,079         |
| 31-35        | 1,545         | 435          | 1,980         |
| 36-40        | 1,529         | 426          | 1,955         |
| 41-45        | 1,229         | 319          | 1,548         |
| 46-50        | 772           | 169          | 941           |
| 51-55        | 447           | 84           | 531           |
| 56-60        | 260           | 31           | 291           |
| 61-65        | 176           | 17           | 193           |
| 66-70        | 103           | 12           | 115           |
| 71-75        | 57            | 4            | 61            |
| Over 75      | 49            | 6            | 55            |
| <b>Total</b> | <b>11,863</b> | <b>2,585</b> | <b>14,448</b> |

Alcohol-Related

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

In 2000, as the table and graph below show, the four age groups from 21 to 40 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 21 age groups had smaller percentages, but still involved 1,638 underage drinking drivers.

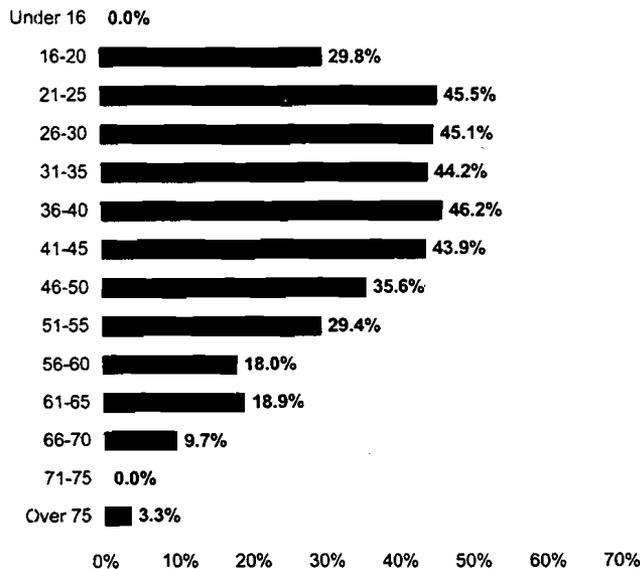


| Age Group | Drinking Driver | Non-Drinking Driver |
|-----------|-----------------|---------------------|
| Under 16  | 5 (0.3%)        | 1,564 (99.7%)       |
| 16-20     | 1,633 (4.1%)    | 38,711 (96.0%)      |
| 21-25     | 3,061 (9.7%)    | 28,398 (90.3%)      |
| 26-30     | 2,079 (8.1%)    | 23,631 (91.9%)      |
| 31-35     | 1,980 (8.2%)    | 22,218 (91.8%)      |
| 36-40     | 1,955 (8.0%)    | 22,440 (92.0%)      |
| 41-45     | 1,548 (7.0%)    | 20,514 (93.0%)      |
| 46-50     | 941 (5.2%)      | 17,160 (94.8%)      |
| 51-55     | 531 (3.8%)      | 13,382 (96.2%)      |
| 56-60     | 291 (2.9%)      | 9,750 (97.1%)       |
| Over 60   | 424 (1.6%)      | 26,403 (98.4%)      |

Alcohol-Related

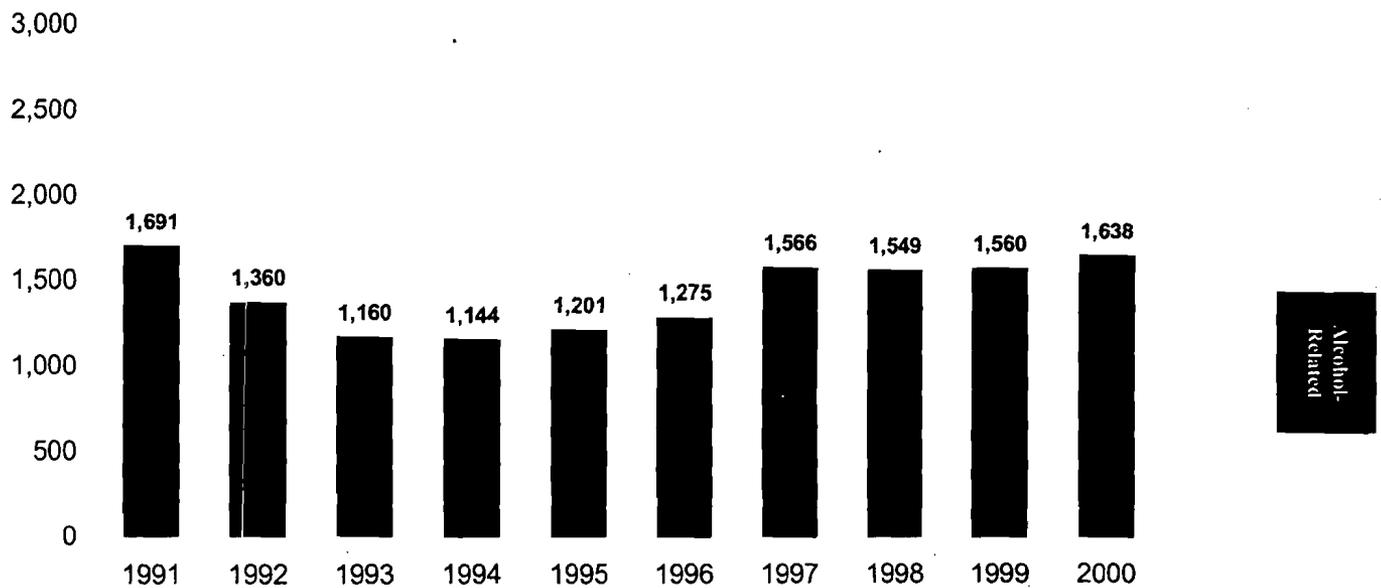
### Drinking Driver Deaths as a Percentage of Total Driver Deaths, by Age Group

The graph below shows drinking driver deaths as a percentage of total driver deaths within each respective age group for 2000 crashes. The five age groups from 21 to 45 had the highest percentages, with over 43% of the driver deaths in these age groups involving a drinking driver. The 16-20 age group decreased 3% from 1999 (32.6%).



### **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. Following an increase in 1997, the number of underage drinking drivers has flattened out over the last four years.



## Seat Belts, Child Safety Seats, and Air Bags

### Restraints Overview

#### Safety Belts

- ▶ Pennsylvania's seat belt law requires drivers and front seat passengers to be properly buckled up when riding in a passenger car, Class 1 and Class 2 truck, or motor home.
- ▶ A driver who is under 18 years of age may not operate a motor vehicle in which 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 injury to front seat passenger car occupants by 45% and the risk of moderate-to-critical injury by 50%.
- ▶ 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 would wear seat belts when riding in a motor vehicle, hundreds of lives in Pennsylvania alone would be saved (see page 36). Everyone should buckle up, every time!

#### Child Safety Seats

- ▶ Pennsylvania law requires children under the age of four to be properly restrained in a child passenger restraint system whenever riding anywhere in the vehicle.
- ▶ Research shows that child safety seats, when properly installed, reduce the risk of death by 71% for infants and 54% for toddlers.
- ▶ When placing a child safety seat in a vehicle, follow the manufacturer's instructions for the vehicle and the child safety seat instructions exactly. There are different types of child safety seats—infant, convertible, and booster. Children under 1 year of age **and** 20 pounds should ride in a rear-facing position. Toddlers should ride forward-facing and upright from age 1 to about 40 pounds. Small children should use a belt positioning booster seat from 40 pounds to about 80 pounds and 4 feet 9 inches tall. The belt positioning booster seat must be used with a lap/shoulder belt.
- ▶ Children should ride in the rear seat whenever possible, and should always be properly buckled.

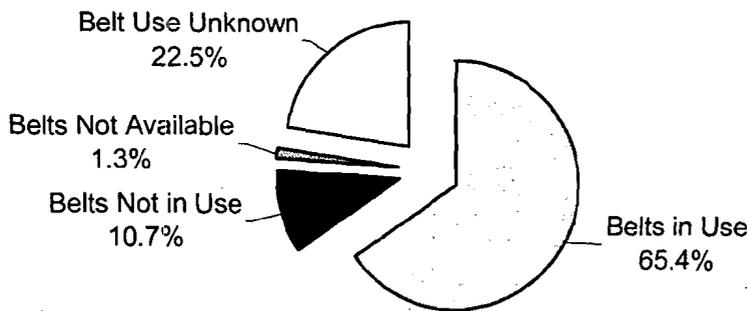
#### Air Bag Safety

- ▶ 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.

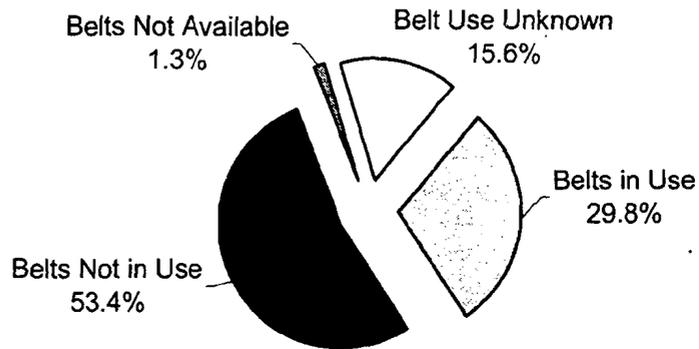
### Seat Belt Use in Crashes—Total People Involved

Seat belts have proven to be effective in reducing the severity of injuries sustained in a crash. In 2000, as shown in the two pie graphs below, 65.4% of all people involved in crashes were wearing seat belts. Nearly twice as many people not wearing seat belts died in crashes as those who did. The table at the bottom shows the total number of people involved in crashes in 2000 by severity of injury and belt use.

**Total People Involved in Crashes**



**Total Deaths**



Seat Belts, Etc.

|                 | Belts in Use   | Belts Not in Use | Belts Not Available | Belt Use Unknown |
|-----------------|----------------|------------------|---------------------|------------------|
| Killed          | 346            | 620              | 15                  | 181              |
| Major Injury    | 1,539          | 1,518            | 96                  | 999              |
| Moderate Injury | 11,177         | 5,498            | 343                 | 4,499            |
| Minor Injury    | 49,642         | 11,829           | 855                 | 14,120           |
| No Injury       | 154,669        | 15,731           | 3,080               | 50,412           |
| Unknown Injury  | 7,528          | 1,682            | 228                 | 7,239            |
| <b>TOTAL</b>    | <b>224,901</b> | <b>36,878</b>    | <b>4,617</b>        | <b>77,450</b>    |

**Note:** Vehicles involved include passenger cars, light trucks, and heavy trucks.

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

The table and graph below give estimates of the impact that 100% seat belt use would have on traffic deaths and injuries. The numbers in parentheses, in the last row of the table below, are the estimated decreases in 2000 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% belt use in 2000 would have been \$2,521,703,895 or approximately \$205 for every man, woman, and child in Pennsylvania. More importantly, 419 people would have survived if they had worn their belts.

|                                | Deaths       | Injuries       |                |                |                |
|--------------------------------|--------------|----------------|----------------|----------------|----------------|
|                                |              | Major          | Moderate       | Minor          | None           |
| No Belts                       | 5            | 34             | 207            | 557            | 1,667          |
| Belts Used                     | 256          | 1,116          | 8,061          | 35,475         | 93,920         |
| Belts Not Used                 | 424          | 991            | 3,758          | 8,033          | 9,324          |
| Use Unknown                    | 92           | 479            | 1,875          | 5,442          | 15,255         |
| <b>TOTAL</b>                   | <b>777</b>   | <b>2,620</b>   | <b>13,901</b>  | <b>49,507</b>  | <b>120,166</b> |
| <b>If 100% Belt Use</b>        | <b>358</b>   | <b>1,550</b>   | <b>11,040</b>  | <b>47,740</b>  | <b>126,283</b> |
| <b>Net Increase/(Decrease)</b> | <b>(419)</b> | <b>(1,070)</b> | <b>(2,861)</b> | <b>(1,767)</b> | <b>6,117</b>   |



*Note:* PENNDOT's cost estimating procedures were revised in 2000 dollars.

Seat Belts, Etc.

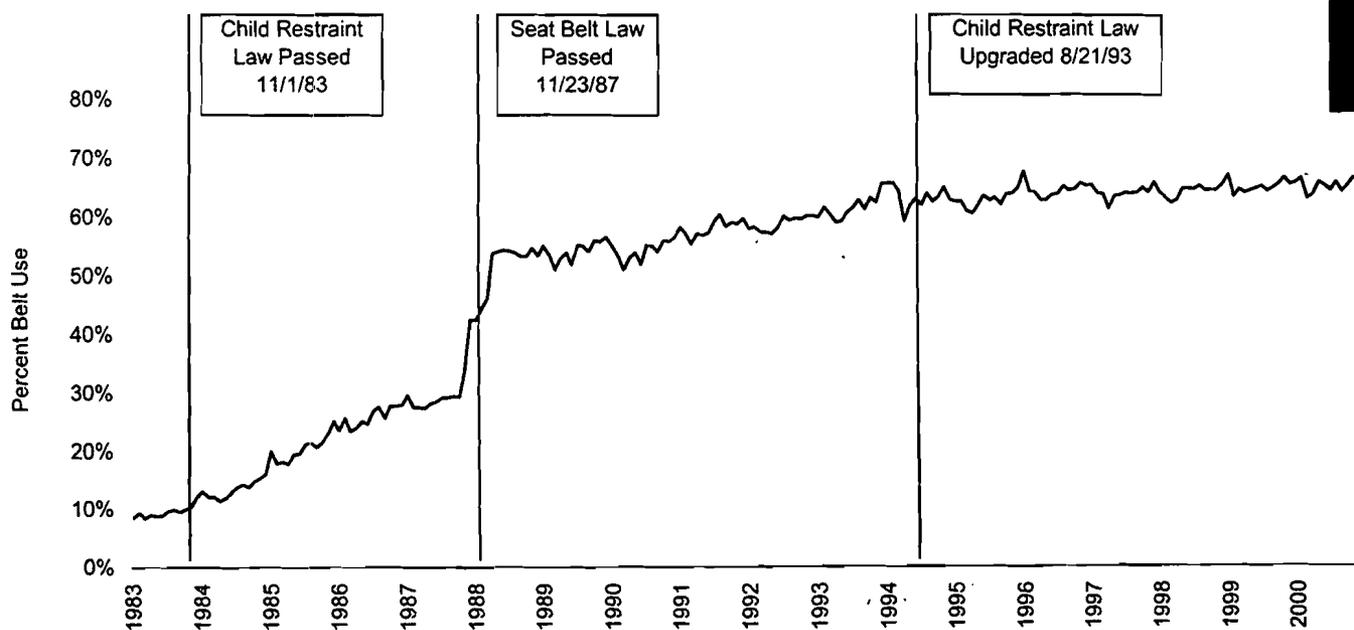
## Seat Belt Use in Crashes—Historical Data

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

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

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

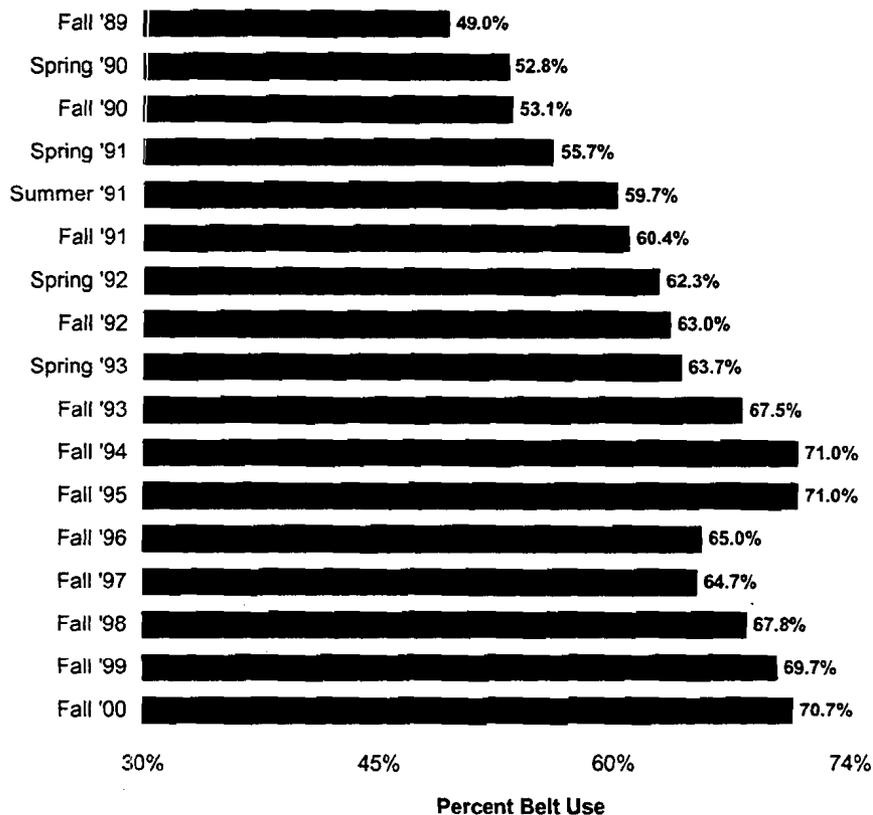
The graph below shows the percentage of seat belt users in Pennsylvania since 1983. A sharp upward trend was experienced in the year following the passage of the seat belt law. The trend slowly increased over the next several years, although it has flattened out over the past seven years.



**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 has increased each of the last three years.



Seat Belts  
Etc.

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

Since August 21, 1993, all drivers traveling in Pennsylvania have been required to secure children up to age four in a child passenger restraint system while sitting anywhere in the vehicle. As shown in the table below (for 1996-2000 crashes involving children up to age four), the percentages of deaths and injuries (within restraint type by row) were lower when restraints were used. In 1996-2000, 84% of the children who were involved in crashes and restrained in a child seat sustained no injury.

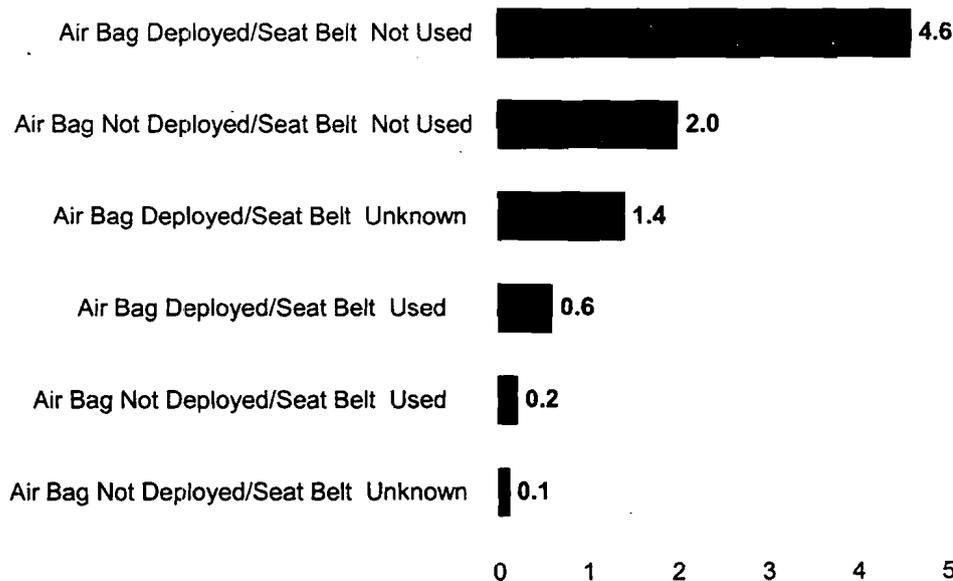
| Child Restraint            | Deaths    | Injuries  |            |               |              | No Injury      | Total Persons |
|----------------------------|-----------|-----------|------------|---------------|--------------|----------------|---------------|
|                            |           | Major     | Moderate   | Minor         | Unknown      |                |               |
| Child Seat In Use          | 24 (0.1%) | 78 (0.2%) | 349 (1.1%) | 3,122 (9.5%)  | 1,687 (5.1%) | 27,577 (84.0%) | 32,837        |
| Child Seat Not In Use      | 9 (0.6%)  | 17 (1.1%) | 31 (2.1%)  | 215 (14.4%)   | 173 (11.6%)  | 1,050 (70.2%)  | 1,495         |
| Other Restraint In Use     | 8 (0.1%)  | 59 (0.5%) | 228 (1.9%) | 1,835 (15.4%) | 476 (4.0%)   | 9,318 (78.1%)  | 11,924        |
| Other Restraint Not In Use | 27 (0.4%) | 67 (1.1%) | 260 (4.2%) | 1,348 (21.7%) | 751 (12.1%)  | 3,759 (60.5%)  | 6,212         |

### Air Bag Deployment in Crashes—Injuries and Deaths

Passive restraints, most notably air bags, are becoming more and more prevalent, but the majority of vehicles on the road still do not have air bags. 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     |               |                |              | No Injury       | Total Persons |
|--------------------------|------------------|------------|--------------|---------------|----------------|--------------|-----------------|---------------|
|                          |                  |            | Major        | Moderate      | Minor          | Unknown      |                 |               |
| None                     | n/a              | 884 (0.5%) | 2,731 (1.6%) | 12,469 (7.4%) | 39,509 (23.5%) | 6,125 (3.6%) | 106,377 (63.3%) | 168,095       |
| Air Bag Deployed         | Used             | 100 (0.4%) | 461 (1.7%)   | 2,915 (10.7%) | 9,937 (36.5%)  | 1,199 (4.4%) | 12,584 (46.3%)  | 27,196        |
| Air Bag Deployed         | Not Used         | 129 (2.9%) | 265 (6.0%)   | 893 (20.3%)   | 1,720 (39.1%)  | 213 (4.8%)   | 1,184 (26.9%)   | 4,404         |
| Air Bag Deployed         | Unknown          | 32 (0.9%)  | 161 (4.4%)   | 509 (14.0%)   | 1,139 (31.3%)  | 358 (9.9%)   | 1,436 (39.5%)   | 3,635         |
| Air Bag Not Deployed     | Used             | 47 (0.1%)  | 193 (0.3%)   | 1,927 (3.3%)  | 11,599 (19.7%) | 1,809 (3.1%) | 43,244 (73.5%)  | 58,819        |
| Air Bag Not Deployed     | Not Used         | 49 (1.0%)  | 114 (2.3%)   | 466 (9.5%)    | 1,477 (30.2%)  | 195 (4.0%)   | 2,591 (53.0%)   | 4,892         |
| Air Bag Not Deployed     | Unknown          | 3 (0.1%)   | 53 (1.0%)    | 291 (5.3%)    | 1,022 (18.8%)  | 382 (7.0%)   | 3,697 (67.9%)   | 5,448         |
| Other                    | n/a              | 47 (0.2%)  | 245 (0.9%)   | 1,478 (5.1%)  | 5,751 (19.9%)  | 1,953 (6.7%) | 19,485 (67.3%)  | 28,959        |

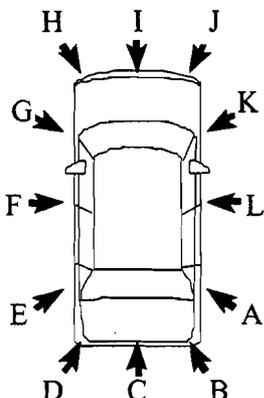
Deaths per 100 Crashes



Seat Belts, Etc.

### Air Bag Deployment by Initial Vehicle Impact Point

Most air bags are designed to deploy in frontal impacts. The table below shows the initial vehicle impact points for all 2000 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 850 occasions in which air bags deployed in center rear impacts).



| Impact Point           | Vehicles       | Air Bag        |                       | Unknown/<br>Other     |               |
|------------------------|----------------|----------------|-----------------------|-----------------------|---------------|
|                        |                | Not Present    | Present Deployed      |                       |               |
| Right Side Rear (A)    | 3,293          | 1,457          | 213 (18.9%)           | 917 (81.2%)           | 706           |
| Right Rear (B)         | 6,485          | 2,906          | 280 (12.3%)           | 1,989 (87.7%)         | 1,310         |
| Center Rear (C)        | 34,681         | 14,245         | 850 (6.4%)            | 12,378 (93.6%)        | 7,208         |
| Left Rear (D)          | 6,084          | 2,778          | 256 (12.4%)           | 1,812 (87.6%)         | 1,238         |
| Left Side Rear (E)     | 3,223          | 1,438          | 160 (14.3%)           | 961 (85.7%)           | 664           |
| Left Side Center (F)   | 9,530          | 4,708          | 578 (20.3%)           | 2,277 (79.8%)         | 1,967         |
| Left Side Forward (G)  | 8,611          | 3,629          | 849 (26.6%)           | 2,345 (73.4%)         | 1,788         |
| Left Front (H)         | 35,373         | 15,493         | 5,549 (41.1%)         | 7,969 (59.0%)         | 6,362         |
| Center Front (I)       | 77,304         | 32,680         | 15,301 (52.3%)        | 13,975 (47.7%)        | 15,348        |
| Right Front (J)        | 35,304         | 15,165         | 5,461 (42.5%)         | 7,404 (57.6%)         | 7,274         |
| Right Side Forward (K) | 8,659          | 3,749          | 826 (28.0%)           | 2,120 (72.0%)         | 1,964         |
| Right Side Center (L)  | 8,890          | 4,270          | 640 (23.1%)           | 2,132 (76.9%)         | 1,848         |
| Other                  | 8,163          | 3,592          | 599 (28.0%)           | 1,541 (72.0%)         | 2,431         |
| None                   | 1,263          | 943            | 11 (6.7%)             | 153 (93.3%)           | 156           |
| <b>TOTAL</b>           | <b>246,863</b> | <b>107,053</b> | <b>31,573 (35.3%)</b> | <b>57,973 (64.7%)</b> | <b>50,264</b> |

Seat Belts, Etc.

### Air Bag Deployment by Age Group

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

| Seat Belts Used |                   | Injuries          |                      |                      |                     |                       | Total         |
|-----------------|-------------------|-------------------|----------------------|----------------------|---------------------|-----------------------|---------------|
| Age Group       | Deaths            | Major             | Moderate             | Minor                | Unknown             | No Injury             | Persons       |
| 0-4             | 0 (0.0%)          | 1 (4.0%)          | 0 (0.0%)             | 13 (52.0%)           | 2 (8.0%)            | 9 (36.0%)             | 25            |
| 5-8             | 0 (0.0%)          | 2 (1.9%)          | 12 (11.1%)           | 42 (38.9%)           | 6 (5.6%)            | 46 (42.6%)            | 108           |
| 9-12            | 0 (0.0%)          | 0 (0.0%)          | 22 (10.7%)           | 93 (45.2%)           | 10 (4.9%)           | 81 (39.3%)            | 206           |
| 13-64           | 64 (0.3%)         | 393 (1.6%)        | 2,461 (10.3%)        | 8,652 (36.1%)        | 1,013 (4.2%)        | 11,413 (47.6%)        | 23,996        |
| 65-74           | 11 (0.7%)         | 44 (2.8%)         | 214 (13.8%)          | 612 (39.5%)          | 92 (5.9%)           | 577 (37.2%)           | 1,550         |
| 75+             | 25 (1.9%)         | 21 (1.6%)         | 206 (15.7%)          | 525 (40.1%)          | 76 (5.8%)           | 458 (34.9%)           | 1,311         |
| <b>Total</b>    | <b>100 (0.4%)</b> | <b>461 (1.7%)</b> | <b>2,915 (10.7%)</b> | <b>9,937 (36.5%)</b> | <b>1,199 (4.4%)</b> | <b>12,584 (46.3%)</b> | <b>27,196</b> |

| Seat Belts Not Used |                   | Injuries          |                    |                      |                   |                      | Total        |
|---------------------|-------------------|-------------------|--------------------|----------------------|-------------------|----------------------|--------------|
| Age Group           | Deaths            | Major             | Moderate           | Minor                | Unknown           | No Injury            | Persons      |
| 0-4                 | 0 (0.0%)          | 0 (0.0%)          | 1 (50.0%)          | 0 (0.0%)             | 0 (0.0%)          | 1 (50.0%)            | 2            |
| 5-8                 | 0 (0.0%)          | 0 (0.0%)          | 3 (30.0%)          | 7 (70.0%)            | 0 (0.0%)          | 0 (0.0%)             | 10           |
| 9-12                | 0 (0.0%)          | 1 (4.8%)          | 3 (14.3%)          | 14 (66.7%)           | 1 (4.8%)          | 2 (9.5%)             | 21           |
| 13-64               | 107 (2.6%)        | 250 (6.1%)        | 801 (19.7%)        | 1,584 (38.9%)        | 198 (4.9%)        | 1,134 (27.8%)        | 4,074        |
| 65-74               | 9 (6.0%)          | 6 (4.0%)          | 42 (28.0%)         | 59 (39.3%)           | 7 (4.7%)          | 27 (18.0%)           | 150          |
| 75+                 | 13 (8.8%)         | 8 (5.4%)          | 43 (29.3%)         | 56 (38.1%)           | 7 (4.8%)          | 20 (13.6%)           | 147          |
| <b>Total</b>        | <b>129 (2.9%)</b> | <b>265 (6.0%)</b> | <b>893 (20.3%)</b> | <b>1,720 (39.1%)</b> | <b>213 (4.8%)</b> | <b>1,184 (26.9%)</b> | <b>4,404</b> |

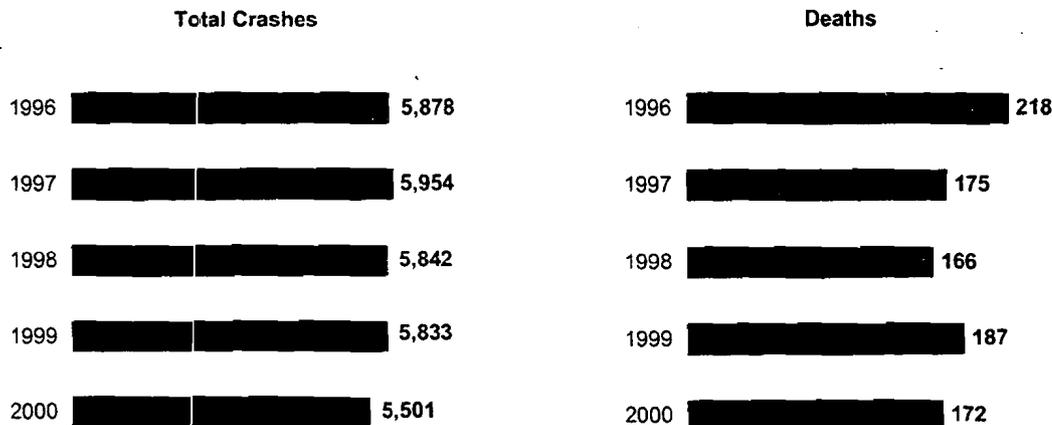
## Pedestrian and Bicycle Crashes

### Pedestrian and Bicycles Overview

- ▶ Pedestrian-related crashes represent 3.7% of the total reported traffic crashes; however, they account for 11.3% of all traffic crash deaths. (See also *Pennsylvania County Crashes*, pages 62, 63, and 68.)
- ▶ Bicycle crashes represent 1.6% of the total reported crashes and 1.1% of all traffic deaths. Although these percentages are small, they still represent 16 bicyclist deaths and 2,342 injuries in 2000.

### Pedestrian Crashes—Five-Year Trends

The percent of reported crashes involving pedestrians decreased from 4.1% in 1996 to 3.7% in 2000. Pedestrian deaths in 2000 decreased 8% from 1999.



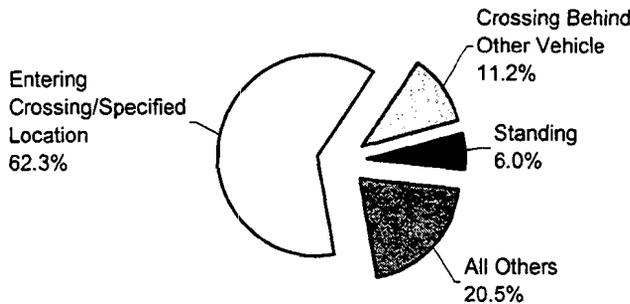
| Year | Total Crashes | Deaths |
|------|---------------|--------|
| 1996 | 5,878         | 218    |
| 1997 | 5,954         | 175    |
| 1998 | 5,842         | 166    |
| 1999 | 5,833         | 187    |
| 2000 | 5,501         | 172    |

Peds & Bikes

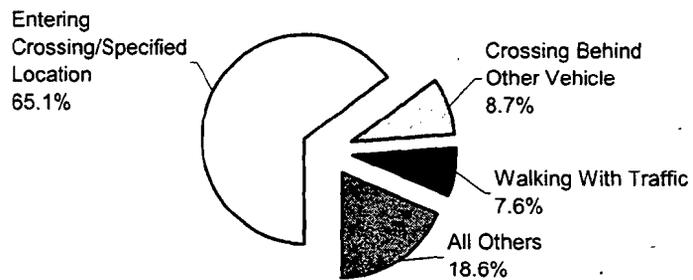
### Pedestrian-Related Crashes

Referring to the table and pie charts below, most pedestrian crashes and deaths occur while pedestrians are “entering crossing/specified location.” This means that a pedestrian was most likely crossing the street at either an intersection, mid-block crossing, or driveway entrance. “Other Vehicle,” as used in the pie chart below under Top Crash-Related Pedestrian Actions, refers to a person getting struck after emerging from behind any vehicle other than a school bus.

**Top Crash-Related Pedestrian Actions**



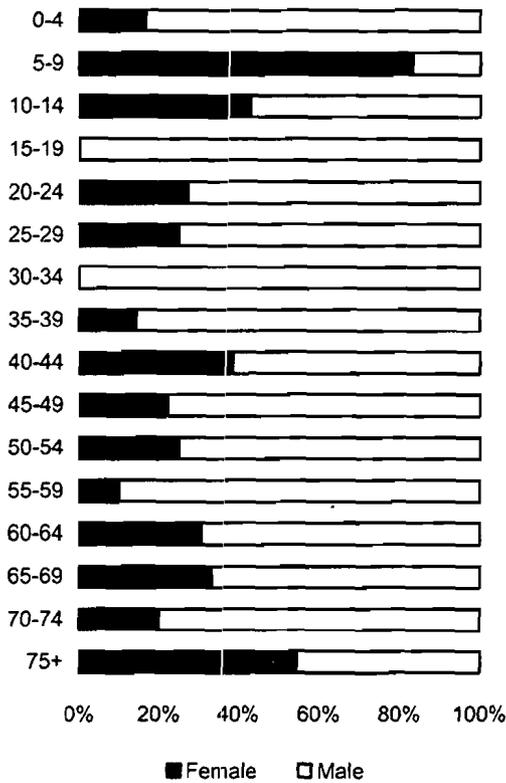
**Top Fatal Pedestrian Actions**



| Pedestrian Action                     | Deaths     | Total Pedestrians Involved |
|---------------------------------------|------------|----------------------------|
| Entering Crossing/Specified Location  | 112        | 3,589                      |
| Crossing Behind School Bus            | 0          | 7                          |
| Crossing Behind Other Vehicle         | 15         | 646                        |
| Walking With Traffic                  | 13         | 140                        |
| Walking Against Traffic               | 5          | 55                         |
| Leaving/Returning to Disabled Vehicle | 0          | 4                          |
| Approaching/Leaving School Bus        | 0          | 5                          |
| Playing/Working on Vehicle            | 4          | 63                         |
| Other Working                         | 3          | 98                         |
| Standing                              | 5          | 346                        |
| Playing                               | 0          | 77                         |
| Lying at Specific Location            | 4          | 12                         |
| Approaching/Leaving Other Vehicle     | 2          | 144                        |
| Other/Unknown                         | 9          | 574                        |
| <b>TOTAL</b>                          | <b>172</b> | <b>5,760</b>               |

### Pedestrian Deaths by Age and Sex

Pedestrians aged 75 and over represent a large portion of pedestrian deaths as seen in the chart below. Overall, male pedestrian deaths were 67% of all pedestrian deaths. *Note:* Pedestrians of unknown sex are not included in the numbers below.



| Age Group    | Female    | Male       | Total      |
|--------------|-----------|------------|------------|
| 0-4          | 1         | 5          | 6          |
| 5-9          | 5         | 1          | 6          |
| 10-14        | 3         | 4          | 7          |
| 15-19        | 0         | 7          | 7          |
| 20-24        | 3         | 8          | 11         |
| 25-29        | 2         | 6          | 8          |
| 30-34        | 0         | 9          | 9          |
| 35-39        | 1         | 6          | 7          |
| 40-44        | 5         | 8          | 13         |
| 45-49        | 2         | 7          | 9          |
| 50-54        | 2         | 6          | 8          |
| 55-59        | 1         | 9          | 10         |
| 60-64        | 4         | 9          | 13         |
| 65-69        | 3         | 6          | 9          |
| 70-74        | 1         | 4          | 5          |
| 75 and over  | 24        | 20         | 44         |
| <b>TOTAL</b> | <b>57</b> | <b>115</b> | <b>172</b> |

### Pedestrian Injury Severity by Municipality Type

The majority of pedestrians are injured in cities; however, there is a much higher percentage of pedestrian deaths in Townships, perhaps due to higher vehicle speeds on rural roads.

| Municipality Type | Deaths              | Injuries              | Non-Injury         | Total                 |
|-------------------|---------------------|-----------------------|--------------------|-----------------------|
| City              | 66 (38.4%)          | 3,764 (68.1%)         | 30 (52.6%)         | 3,860 (67.0%)         |
| Borough/Town      | 28 (16.3%)          | 779 (14.1%)           | 10 (17.5%)         | 817 (14.2%)           |
| Township          | 78 (45.4%)          | 982 (17.8%)           | 17 (29.8%)         | 1,077 (18.7%)         |
| Other             | 0 (0.0%)            | 6 (0.1%)              | 0 (0.0%)           | 6 (0.1%)              |
| <b>TOTAL</b>      | <b>172 (100.0%)</b> | <b>5,531 (100.0%)</b> | <b>57 (100.0%)</b> | <b>5,760 (100.0%)</b> |

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

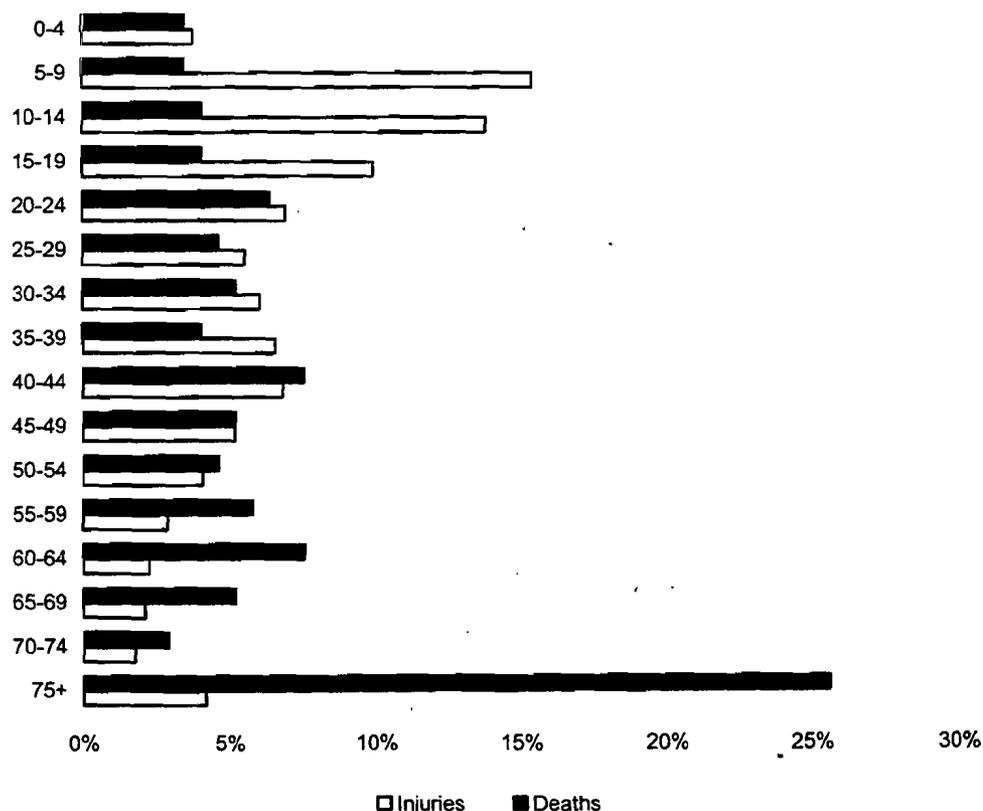
Pedestrian & Bicycles

### 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 43% of the pedestrian injuries.

**Note:** The totals in the table do not include an additional 57 pedestrians who were not killed or injured.

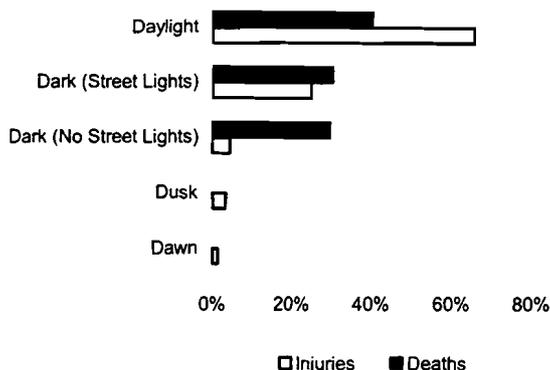
| Pedestrian Age | Deaths              | Injuries              |
|----------------|---------------------|-----------------------|
| 0-4            | 6 (3.5%)            | 209 (3.8%)            |
| 5-9            | 6 (3.5%)            | 853 (15.4%)           |
| 10-14          | 7 (4.1%)            | 766 (13.9%)           |
| 15-19          | 7 (4.1%)            | 549 (9.9%)            |
| 20-24          | 11 (6.4%)           | 382 (6.9%)            |
| 25-29          | 8 (4.7%)            | 307 (5.6%)            |
| 30-34          | 9 (5.2%)            | 335 (6.1%)            |
| 35-39          | 7 (4.1%)            | 364 (6.6%)            |
| 40-44          | 13 (7.6%)           | 377 (6.8%)            |
| 45-49          | 9 (5.2%)            | 287 (5.2%)            |
| 50-54          | 8 (4.7%)            | 226 (4.1%)            |
| 55-59          | 10 (5.8%)           | 160 (2.9%)            |
| 60-64          | 13 (7.6%)           | 125 (2.3%)            |
| 65-69          | 9 (5.2%)            | 116 (2.1%)            |
| 70-74          | 5 (2.9%)            | 97 (1.8%)             |
| 75 and over    | 44 (25.6%)          | 231 (4.2%)            |
| Unknown        | 0 (0.0%)            | 147 (2.7%)            |
| <b>TOTAL</b>   | <b>172 (100.0%)</b> | <b>5,531 (100.0%)</b> |



Peds. & Bikes

### Pedestrian Deaths and Injuries by Light Level

The majority of pedestrians are injured in the daytime, but more pedestrian deaths occur during non-daylight hours. As shown in the bar chart, pedestrians are more likely to be killed if struck in a non-daylight crash as compared to a day crash.

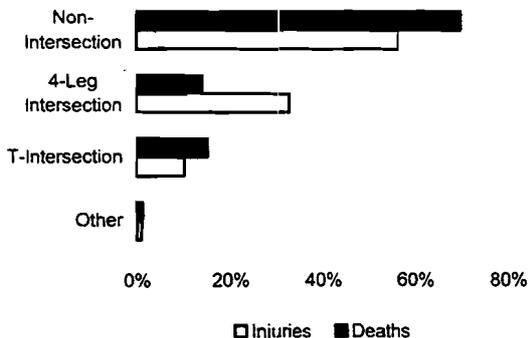


| Light Level             | Deaths              | Injuries              |
|-------------------------|---------------------|-----------------------|
| Dawn                    | 0 (0.0%)            | 72 (1.3%)             |
| Daylight                | 69 (40.1%)          | 3,634 (65.7%)         |
| Dark (Street Lights)    | 52 (30.2%)          | 1,377 (24.9%)         |
| Dark (No Street Lights) | 51 (29.7%)          | 238 (4.3%)            |
| Dusk                    | 0 (0.0%)            | 174 (3.2%)            |
| Unknown                 | 0 (0.0%)            | 36 (0.7%)             |
| <b>TOTAL</b>            | <b>172 (100.0%)</b> | <b>5,531 (100.0%)</b> |

*Note:* The totals in the table do not include an additional 57 pedestrians who were not killed or injured.

### Pedestrian Deaths and Injuries by Intersection Type

More than two-thirds of pedestrian deaths and over half of pedestrian injuries occurred in areas other than intersections. "Non-intersections" as used below includes mid-block crossings, driveway crossings, etc.



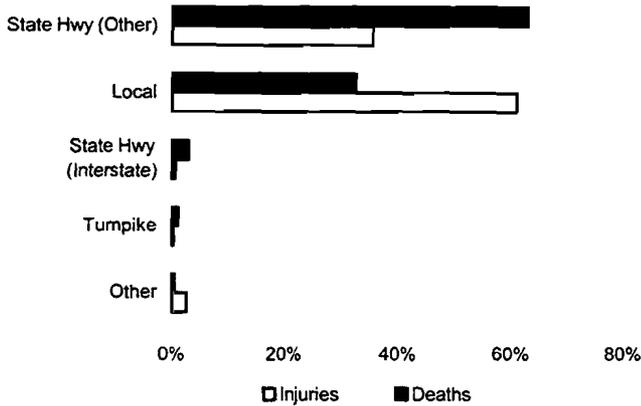
| Intersection       | Deaths              | Injuries              |
|--------------------|---------------------|-----------------------|
| Non-Intersection   | 120 (69.8%)         | 3,116 (56.3%)         |
| 4-Leg Intersection | 24 (14.0%)          | 1,801 (32.6%)         |
| T-Intersection     | 26 (15.1%)          | 558 (10.1%)           |
| Other              | 2 (1.2%)            | 56 (1.0%)             |
| <b>TOTAL</b>       | <b>172 (100.0%)</b> | <b>5,531 (100.0%)</b> |

*Note:* The totals in the table do not include an additional 57 pedestrians who were not killed or injured.



### Pedestrian Deaths and Injuries by Road Type

As the graph shows, the majority of pedestrians are injured on local roads, whereas the majority of pedestrian deaths occur on state highways.

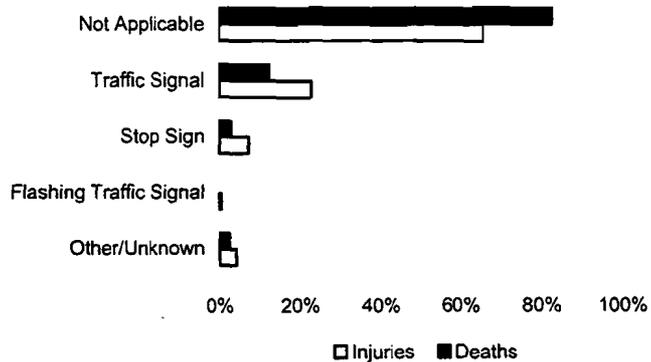


**Note:** "Road Type" relates to the road on which the motor vehicle was traveling immediately prior to striking the pedestrian. The totals in the table do not include an additional 57 pedestrians who were not killed or injured.

| Road Type              | Deaths              | Injuries              |
|------------------------|---------------------|-----------------------|
| State Hwy (Other)      | 108 (62.8%)         | 1,969 (35.6%)         |
| Local                  | 56 (32.6%)          | 3,370 (60.9%)         |
| State Hwy (Interstate) | 5 (2.9%)            | 36 (0.7%)             |
| Turnpike               | 2 (1.2%)            | 17 (0.3%)             |
| Other                  | 1 (0.6%)            | 139 (2.5%)            |
| <b>TOTAL</b>           | <b>172 (100.0%)</b> | <b>5,531 (100.0%)</b> |

### Pedestrian Deaths and Injuries

As the graph shows, most pedestrian deaths and injuries occurred in areas without traffic control devices (TCDs). However, notice the number of pedestrians injured at traffic signal intersections.



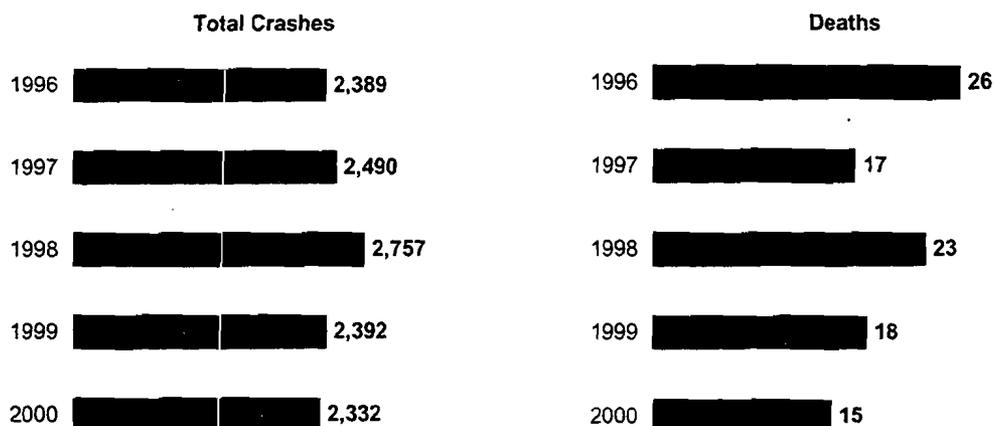
**Note:** "Traffic Control Device" relates to the TCD which was present for the motor vehicle immediately prior to striking the pedestrian. The totals in the table do not include an additional 57 pedestrians who were not killed or injured.

| Traffic Control Device  | Deaths              | Injuries              |
|-------------------------|---------------------|-----------------------|
| Not Applicable          | 142 (82.6%)         | 3,629 (65.6%)         |
| Traffic Signal          | 21 (12.2%)          | 1,255 (22.7%)         |
| Stop Sign               | 5 (2.9%)            | 398 (7.2%)            |
| Flashing Traffic Signal | 0 (0.0%)            | 24 (0.4%)             |
| Other/Unknown           | 4 (2.3%)            | 225 (4.1%)            |
| <b>TOTAL</b>            | <b>172 (100.0%)</b> | <b>5,531 (100.0%)</b> |

### Bicycle Crashes—Five-Year Trends

The total number of bicycle crashes and deaths in 2000 decreased 3% and 17% respectively from 1999.

| Year | Total Crashes | Deaths |
|------|---------------|--------|
| 1996 | 2,389         | 26     |
| 1997 | 2,490         | 17     |
| 1998 | 2,757         | 23     |
| 1999 | 2,392         | 18     |
| 2000 | 2,332         | 15     |



### Bicycle Deaths and Injuries by Age

Children ages 5 to 14 are the most vulnerable to death and injury while riding a bicycle. About half the deaths and injuries involving bicycles were suffered by this age group. Another vulnerable, but larger group, are persons ages 15 to 44, who also suffered over 40% of the total deaths and total injuries.



| Victim's Age | Deaths             | Injuries              |
|--------------|--------------------|-----------------------|
| 0-4          | 0 (0.0%)           | 17 (0.7%)             |
| 5-9          | 2 (13.3%)          | 423 (18.1%)           |
| 10-14        | 2 (13.3%)          | 698 (29.8%)           |
| 15-19        | 5 (33.3%)          | 345 (14.7%)           |
| 20-34        | 1 (6.7%)           | 397 (17.0%)           |
| 35-44        | 3 (20.0%)          | 249 (10.6%)           |
| 45-54        | 1 (6.7%)           | 128 (5.5%)            |
| 55-64        | 0 (0.0%)           | 32 (1.4%)             |
| 65-74        | 1 (6.7%)           | 16 (0.7%)             |
| 75+          | 0 (0.0%)           | 7 (0.3%)              |
| Unknown      | 0 (0.0%)           | 30 (1.3%)             |
| <b>TOTAL</b> | <b>15 (100.0%)</b> | <b>2,342 (100.0%)</b> |

The totals in the table do not include an additional 33 bicyclists who were not killed or injured.

### Bicycle Deaths and Injuries by Light Level

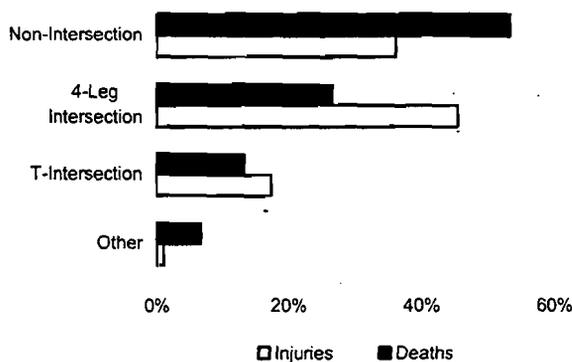
The majority of bicyclists are killed or injured during the day. The after dark deaths, 6, remained the same in 2000 as in 1999.

| Light Level             | Deaths             | Injuries              |
|-------------------------|--------------------|-----------------------|
| Dawn                    | 0 (0.0%)           | 14 (0.6%)             |
| Daylight                | 9 (60.0%)          | 1,773 (75.7%)         |
| Dark (Street Lights)    | 4 (26.7%)          | 392 (16.7%)           |
| Dark (No Street Lights) | 2 (13.3%)          | 48 (2.1%)             |
| Dusk                    | 0 (0.0%)           | 106 (4.5%)            |
| Unknown                 | 0 (0.0%)           | 9 (0.4%)              |
| <b>TOTAL</b>            | <b>15 (100.0%)</b> | <b>2,342 (100.0%)</b> |

*Note:* The totals in the table do not include an additional 33 bicyclists who were not killed or injured.

### Bicycle Deaths and Injuries by Intersection

The majority of bicyclists are injured at intersections, while deaths occur more often in non-intersection crashes.



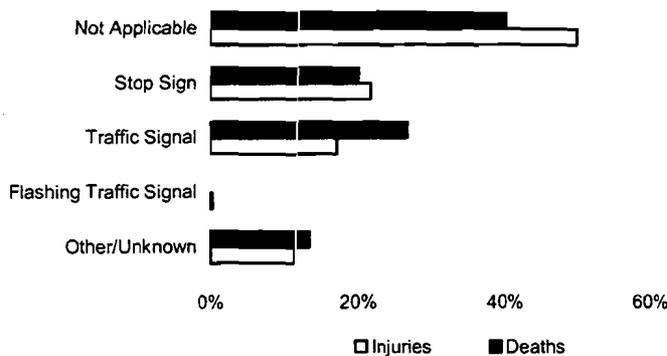
| Intersection       | Deaths             | Injuries              |
|--------------------|--------------------|-----------------------|
| Non-Intersection   | 8 (53.3%)          | 846 (36.1%)           |
| 4-Leg Intersection | 4 (26.7%)          | 1,065 (45.5%)         |
| T-Intersection     | 2 (13.3%)          | 406 (17.3%)           |
| Other              | 1 (6.7%)           | 25 (1.1%)             |
| <b>TOTAL</b>       | <b>15 (100.0%)</b> | <b>2,342 (100.0%)</b> |

*Note:* The totals in the table do not include an additional 33 bicyclists who were not killed or injured.

### Bicycle Deaths and Injuries by Traffic Control Device

Injuries were more likely to occur where there were no traffic control devices (TCD), while deaths occurred more often at TCDs.

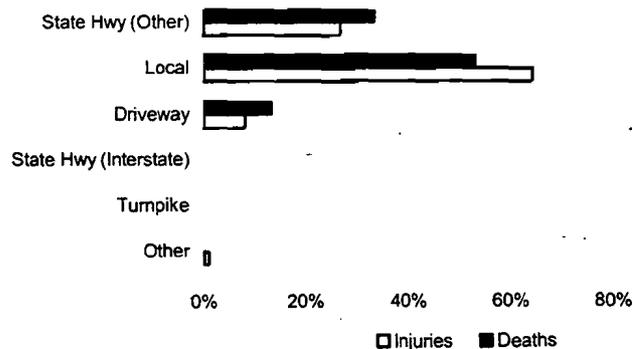
| Traffic Control Device  | Deaths             | Injuries              |
|-------------------------|--------------------|-----------------------|
| Not Applicable          | 6 (40.0%)          | 1,166 (49.8%)         |
| Stop Sign               | 3 (20.0%)          | 506 (21.6%)           |
| Traffic Signal          | 4 (26.7%)          | 400 (17.1%)           |
| Flashing Traffic Signal | 0 (0.0%)           | 6 (0.3%)              |
| Other/Unknown           | 2 (13.3%)          | 264 (11.3%)           |
| <b>TOTAL</b>            | <b>15 (100.0%)</b> | <b>2,342 (100.0%)</b> |



*Note:* "Traffic Control Device" relates to the TCD that was present for the bike immediately prior to the crash. The totals in the table do not include an additional 33 bicyclists who were not killed or injured.

### Bicycle Deaths and Injuries by Road Type

Well over half the deaths and injuries involving bicycles occurred on local roads. Note the deaths and injuries involving driveways.



*Note:* "Road Type" relates to the road on which the bicyclist was traveling immediately prior to the crash. The totals in the table do not include an additional 33 bicyclists who were not killed or injured.

| Road Type              | Deaths             | Injuries              |
|------------------------|--------------------|-----------------------|
| State Hwy (Other)      | 5 (33.3%)          | 625 (26.7%)           |
| Local                  | 8 (53.3%)          | 1,505 (64.3%)         |
| Driveway               | 2 (13.3%)          | 191 (8.2%)            |
| State Hwy (Interstate) | 0 (0.0%)           | 0 (0.0%)              |
| Turnpike               | 0 (0.0%)           | 0 (0.0%)              |
| Other                  | 0 (0.0%)           | 21 (0.9%)             |
| <b>TOTAL</b>           | <b>15 (100.0%)</b> | <b>2,342 (100.0%)</b> |

Pedestrian & Bicycles

## Crashes by Motor Vehicle Type

### Vehicle Crashes by Vehicle Types

|                       | Fatal Crashes | Injury Crashes | PDO Crashes    | Total Crashes   |
|-----------------------|---------------|----------------|----------------|-----------------|
| <b>Passenger Car</b>  | 68.1%         | 80.7%          | 77.4%          | 79.3%           |
|                       | 950 crashes   | 71,106 crashes | 44,703 crashes | 116,759 crashes |
| <b>Light Truck</b>    | 38.5%         | 39.4%          | 40.3%          | 39.7%           |
|                       | 537 crashes   | 34,706 crashes | 23,259 crashes | 58,502 crashes  |
| <b>Heavy Truck</b>    | 11.5%         | 4.9%           | 6.4%           | 5.5%            |
|                       | 161 crashes   | 4,289 crashes  | 3,695 crashes  | 8,145 crashes   |
| <b>Bicycle</b>        | 1.1%          | 2.6%           | 0.0%           | 1.6%            |
|                       | 15 crashes    | 2,314 crashes  | 3 crashes      | 2,332 crashes   |
| <b>Motorcycle</b>     | 10.7%         | 2.9%           | 0.3%           | 1.9%            |
|                       | 150 crashes   | 2,527 crashes  | 160 crashes    | 2,837 crashes   |
| <b>School Bus</b>     | 0.4%          | 0.5%           | 0.4%           | 0.4%            |
|                       | 5 crashes     | 395 crashes    | 204 crashes    | 604 crashes     |
| <b>Commercial Bus</b> | 0.7%          | 0.7%           | 0.3%           | 0.5%            |
|                       | 10 crashes    | 577 crashes    | 151 crashes    | 738 crashes     |
| <b>Other</b>          | 2.7%          | 2.2%           | 1.1%           | 1.8%            |
|                       | 37 crashes    | 1,923 crashes  | 652 crashes    | 2,612 crashes   |

Percentages compare the number of crashes with the total number of crashes in the crash severity category (for example, passenger cars were involved in 68.1% of all fatal crashes). Percentage totals exceed 100% due to multiple vehicle crashes.

### Vehicle Crashes—Single Vehicle Hitting Fixed Objects

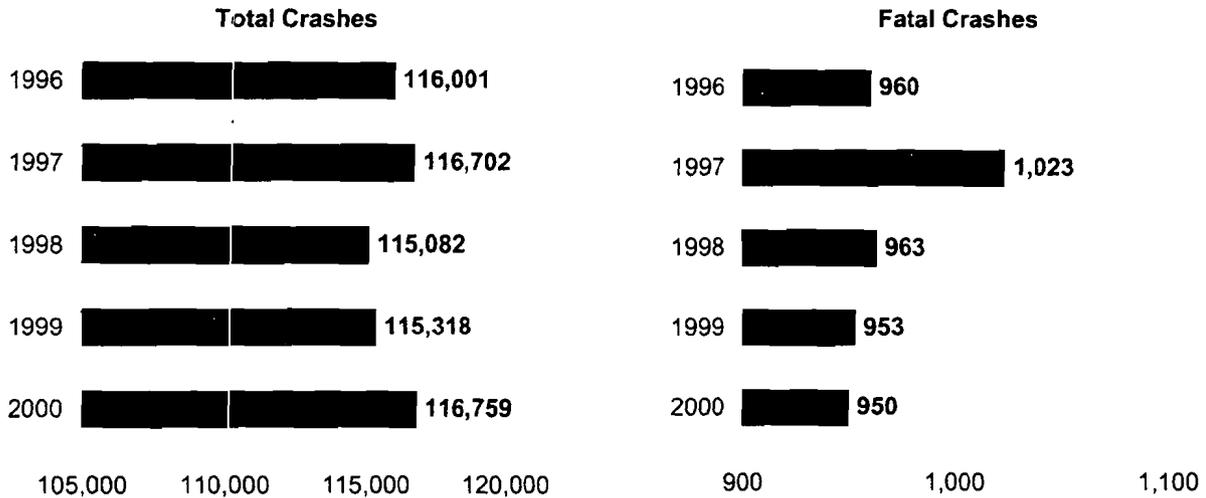
|   |                |        |       |
|---|----------------|--------|-------|
| <b>Crashes in Which a Single Vehicle Hit a Fixed Object: 48,291</b> | Passenger Car  | 32,788 | 67.9% |
|   | Light Truck    | 13,379 | 27.7% |
|   | Heavy Truck    | 1,134  | 2.4%  |
|   | Motorcycle     | 627    | 1.3%  |
|   | School Bus     | 42     | 0.1%  |
|   | Commercial Bus | 40     | 0.1%  |
|   | Other          | 281    | 0.6%  |

### Vehicle Crashes—Two-Vehicle Collisions

| Striking Vehicle | Vehicle Struck |             |             |            |         |            |                |               |        | Total |
|------------------|----------------|-------------|-------------|------------|---------|------------|----------------|---------------|--------|-------|
|                  | Passenger Car  | Light Truck | Heavy Truck | Motorcycle | Bicycle | School Bus | Commercial Bus | Other/Unknown |        |       |
| Passenger Car    | 32,872         | 1,789       | 13,912      | 286        | 998     | 192        | 219            | 293           | 50,561 |       |
| Light Truck      | 12,395         | 786         | 5,385       | 99         | 312     | 100        | 72             | 120           | 19,269 |       |
| Heavy Truck      | 1,605          | 388         | 597         | 4          | 13      | 6          | 11             | 11            | 2,635  |       |
| Motorcycle       | 553            | 23          | 265         | 42         | 10      | 1          | 6              | 8             | 908    |       |
| Bicycle          | 603            | 6           | 213         | 4          | 0       | 1          | 2              | 23            | 852    |       |
| School Bus       | 129            | 3           | 39          | 0          | 0       | 7          | 0              | 1             | 179    |       |
| Commercial Bus   | 157            | 6           | 32          | 0          | 8       | 1          | 8              | 4             | 216    |       |
| Other/Unknown    | 756            | 13          | 149         | 14         | 101     | 1          | 4              | 28            | 1,066  |       |

### Passenger Car Crashes—Five-Year Trends

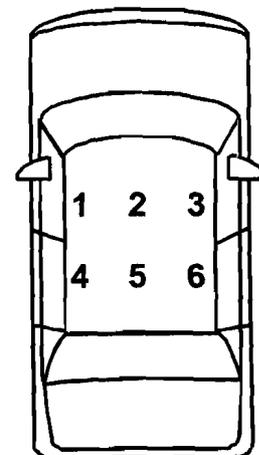
Total passenger car crashes in 2000 were the highest in five years, but fatal crashes were the lowest in five years.



### Passenger Car Deaths by Seating Position

In 2000, 56% of crash deaths involved passenger car occupants. The table below depicts the passenger car deaths in 2000 by seating position.

|   |                    |     |
|---|--------------------|-----|
|  | Drivers            | 1 → |
|   | <b>610 (71.5%)</b> |     |
|   | Center Front       | 2 → |
|   | <b>2 (0.2%)</b>    |     |
|   | Right Front        | 3 → |
|   | <b>151 (17.7%)</b> |     |
|   | Left Rear          | 4 → |
|   | <b>23 (2.7%)</b>   |     |
| Total Deaths<br><b>853</b>  | Total Passengers   |     |
|   | <b>225 (26.4%)</b> |     |
|   | Center Rear        | 5 → |
|   | <b>9 (1.1%)</b>    |     |
|   | Right Rear         | 6 → |
|   | <b>40 (4.7%)</b>   |     |
|   | Others             |     |
|   | <b>18 (2.1%)</b>   |     |

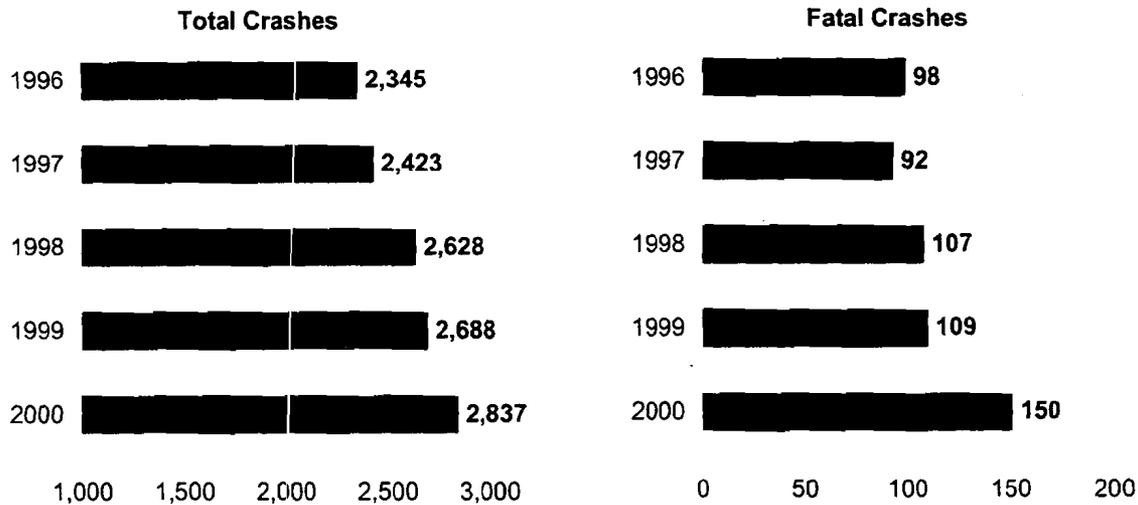


Crashes by Vehicle

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

### Motorcycle Crashes—Five-Year Trends

In 2000, total motorcycle crashes were the highest in five years, and fatal crashes increased 38% since last year.



| Year         | Deaths     |
|--------------|------------|
| 1996         | 98         |
| 1997         | 92         |
| 1998         | 111        |
| 1999         | 111        |
| 2000         | 150        |
| <b>TOTAL</b> | <b>562</b> |

### Motorcycle Deaths—Five-Year Trends

Of the 150 deaths in 2000 involving motorcycle drivers or passengers:

- ▶ 143 (95.3%) were drivers
- ▶ 7 (4.7%) were passengers

Crashes by Vehicle

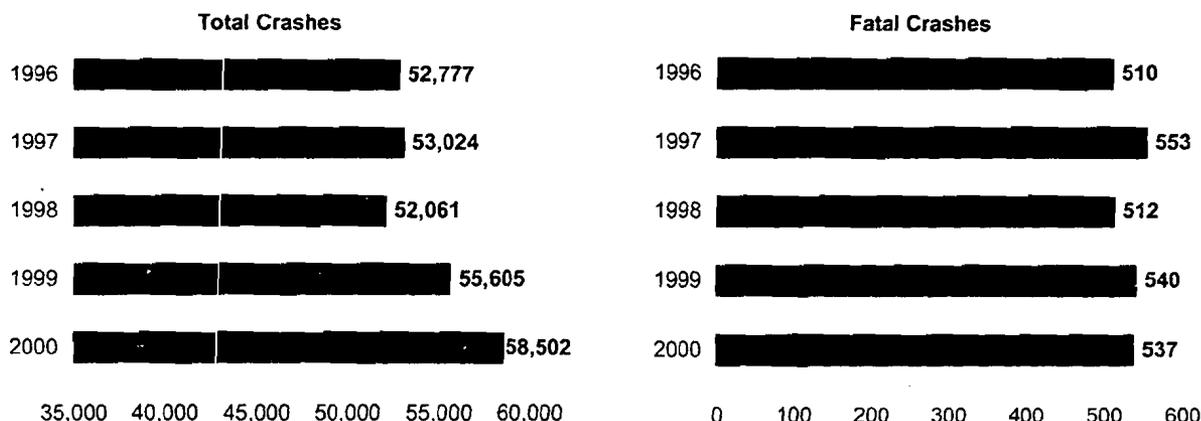
### Motorcycle Helmet Use in Crashes

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

|              | Deaths              | Injuries              | Not Injured         | Total Motorcyclists   |
|--------------|---------------------|-----------------------|---------------------|-----------------------|
| Helmets      | 103 (68.7%)         | 1,886 (68.3%)         | 196 (59.8%)         | 2,185 (67.4%)         |
| No Helmets   | 24 (16.0%)          | 404 (14.6%)           | 60 (18.3%)          | 488 (15.1%)           |
| Unknown      | 23 (15.3%)          | 473 (17.1%)           | 72 (22.0%)          | 568 (17.5%)           |
| <b>TOTAL</b> | <b>150 (100.0%)</b> | <b>2,763 (100.0%)</b> | <b>328 (100.0%)</b> | <b>3,241 (100.0%)</b> |

### Light Truck Crashes—Five-Year Trends

As pickups, minivans, and sport utility vehicles have become more popular over the last several years, crashes involving these types of vehicles have also risen. Total crashes in 2000 were 11% higher than in 1996; fatal crashes were 5% higher than in 1996.



### Light Truck Rollovers Compared to Passenger Cars

- ▶ The percentage of 2000 light truck crashes was much higher than passenger cars in crashes involving rollovers (7.8% of all light truck crashes compared to 4.8% of all passenger car crashes).

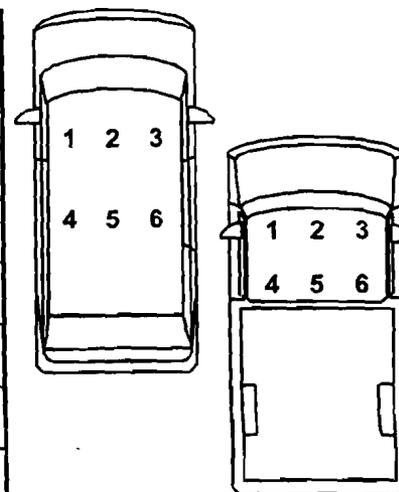
|                | Rollover Crashes | Rollover Deaths |
|----------------|------------------|-----------------|
| Light Trucks   | 4,573 (7.8%)     | 125 (43.6%)     |
| Passenger Cars | 5,541 (4.8%)     | 183 (21.5%)     |

- ▶ In 2000 rollover crashes, the percentage of light truck occupant deaths was more than twice as high as passenger car occupant deaths (43.6% of deaths compared to 21.5%).

### Light Truck Deaths by Seating Position

In 2000, 19% of crash deaths involved occupants in light trucks (jeeps, pickups, vans, sport utility vehicles, etc.). The table below depicts light truck deaths in 2000 by seating position, but includes others who were riding on the vehicles in unusual positions.

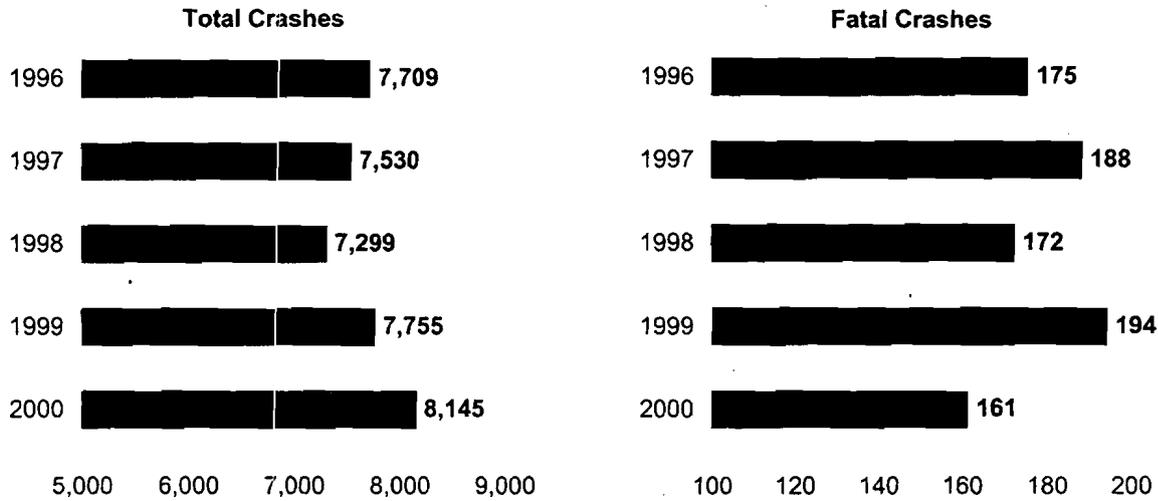
|                                    |                  |              |     |
|------------------------------------|------------------|--------------|-----|
| <p><b>Total Deaths</b><br/>287</p> | Drivers          | 1 →          |     |
|                                    | 206 (71.8%)      |              |     |
|                                    | Total Passengers | Center Front | 2 → |
|                                    |                  | 2 (0.7%)     |     |
|                                    |                  | Right Front  | 3 → |
|                                    |                  | 48 (16.7%)   |     |
|                                    |                  | Left Rear    | 4 → |
|                                    |                  | 8 (2.8%)     |     |
|                                    | Center Rear      | 5 →          |     |
|                                    | 1 (0.4%)         |              |     |
| Right Rear                         | 6 →              |              |     |
| 10 (3.5%)                          |                  |              |     |
| Truck Bed or Vehicle Exterior      |                  |              |     |
| 7 (2.4%)                           |                  |              |     |
| Towed Unit/Other                   |                  |              |     |
| 5 (1.7%)                           |                  |              |     |



Crashes by Vehicle

### Heavy Truck Crashes—Five Year Trends

Total crashes involving heavy trucks in 2000 were the highest in the last five years, however, fatal crashes were the lowest in the last five years.



### Heavy Truck Crashes Involving Vehicle Defects

The vast majority of heavy truck crashes involving vehicle defects as primary contributing factors were related to tires and wheels, engine failures, and brakes. *Note:* 2000 data uses primary contributing factors.

| Vehicle Defect                | Crashes |
|-------------------------------|---------|
| Tire/Wheel-Related            | 110     |
| Engine Failure                | 86      |
| Brake-Related                 | 46      |
| Total Steering System Failure | 13      |
| Suspension                    | 12      |
| Transmission Problem          | 8       |
| Dirty/Frosty Windshield       | 2       |
| Vehicle Lighting-Related      | 2       |
| Defective Defrosting          | 0       |
| Defective Wipers              | 0       |
| Exhaust System Failure        | 0       |

Crashes by Vehicle

### Heavy Truck Crashes by Road Type

| Road Type              | Crashes               | Occupant Deaths    |
|------------------------|-----------------------|--------------------|
| State Hwy (Interstate) | 1,731 (21.3%)         | 8 (36.4%)          |
| State Hwy (Other)      | 4,414 (54.2%)         | 11 (50.0%)         |
| Turnpike               | 566 (7.0%)            | 3 (13.6%)          |
| Local Road             | 1,177 (14.5%)         | 0 (0.0%)           |
| Ramp                   | 257 (3.2%)            | 0 (0.0%)           |
| <b>TOTAL</b>           | <b>8,145 (100.0%)</b> | <b>22 (100.0%)</b> |

*Note:* State highway (other) includes state-maintained roads that are not designated as interstates.

### Hazardous Material Crashes by Road Type

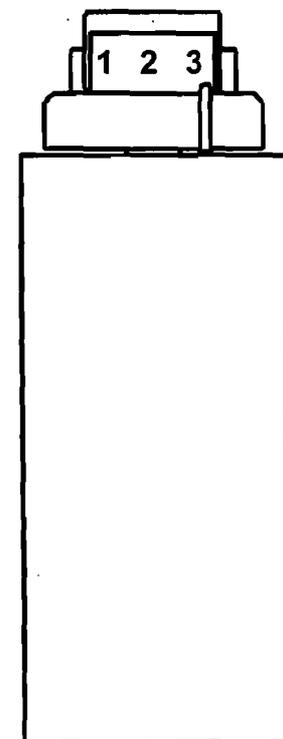
| Road Type              | Crashes             | HazMat Released    |
|------------------------|---------------------|--------------------|
| State Hwy (Interstate) | 39 (18.5%)          | 11 (20.0%)         |
| State Hwy (Other)      | 126 (59.7%)         | 30 (54.6%)         |
| Turnpike               | 9 (4.3%)            | 1 (1.8%)           |
| Local Road             | 28 (13.3%)          | 8 (14.6%)          |
| Ramp                   | 9 (4.3%)            | 5 (9.1%)           |
| <b>TOTAL</b>           | <b>211 (100.0%)</b> | <b>55 (100.0%)</b> |

*Note:* State highway (other) includes state-maintained roads that are not designated as interstates.

### Heavy Truck Deaths by Seating Position

In 2000, only 1% of crash deaths involved heavy truck occupants. The table below depicts the heavy truck deaths in 2000 by seating position.

|   |                   |          |
|---|-------------------|----------|
| <b>Total Deaths</b><br><b>22</b><br> | Drivers           | 1 →      |
|   | <b>19 (86.4%)</b> |          |
|   | Center Front      | 2 →      |
|   | Total Passengers  | 0 (0.0%) |
|   | Right Front       | 3 →      |
|   | Others            | 1 (4.6%) |
|   | 2 (9.1%)          |          |



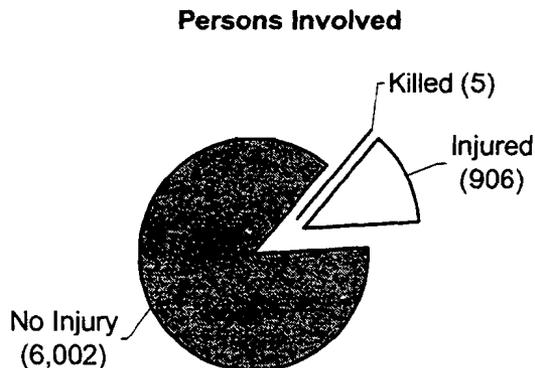
“Others” might be persons in the sleeping compartment; persons in the cargo trailer; or someone on, or attached to, the outside of the truck.

Crashes by Vehicle

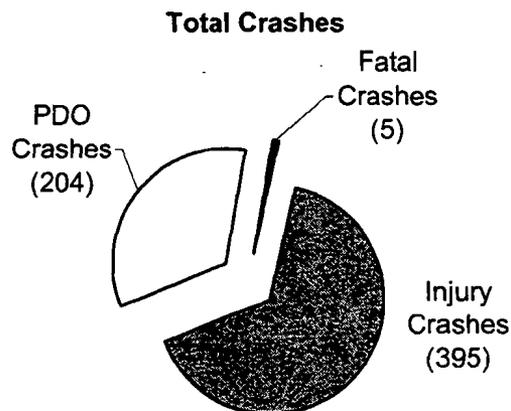
### School Bus Crashes

Of the almost 7,000 persons involved in school bus crashes in 2000, only 5 were killed. Over 85% suffered no injury at all. See the tables at the bottom of page 57 for a breakdown of the persons involved. As shown, most are not the school bus passengers.

Total persons involved: **6,913**



The majority (65%) of school bus crashes in 2000 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    | Percentage    |
|------------------------|------------|---------------|
| State Hwy (Interstate) | 8          | 1.3%          |
| State Hwy (Other)      | 373        | 61.8%         |
| Turnpike               | 1          | 0.2%          |
| Local Road             | 214        | 35.4%         |
| Ramp                   | 8          | 1.3%          |
| <b>TOTAL</b>           | <b>604</b> | <b>100.0%</b> |

**Note:** State highway (other) includes state-maintained roads that are not designated as interstates.

### School Bus Crashes—Five-Year Trends

The total number of school bus crashes has fluctuated over the past five years, as have injury and property damage only (PDO) crashes. School bus related deaths are 0.3% of total fatalities in 2000. Most of the persons killed were not school bus passengers at the time of the crash.

| Total Crashes |     | Total Deaths |    |
|---------------|-----|--------------|----|
| 1996          | 568 | 1996         | 4  |
| 1997          | 572 | 1997         | 6  |
| 1998          | 495 | 1998         | 7  |
| 1999          | 507 | 1999         | 12 |
| 2000          | 604 | 2000         | 5  |

| Year         | Crash Severity |              |            | Total        | Deaths    | Injuries     |
|--------------|----------------|--------------|------------|--------------|-----------|--------------|
|              | Fatal          | Injury       | PDO        |              |           |              |
| 1996         | 4              | 374          | 190        | 568          | 4         | 1,212        |
| 1997         | 5              | 363          | 204        | 572          | 6         | 1,020        |
| 1998         | 7              | 330          | 158        | 495          | 7         | 884          |
| 1999         | 9              | 322          | 176        | 507          | 12        | 1,004        |
| 2000         | 5              | 395          | 204        | 604          | 5         | 906          |
| <b>TOTAL</b> | <b>30</b>      | <b>1,784</b> | <b>932</b> | <b>2,746</b> | <b>34</b> | <b>5,026</b> |

### 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. Most of the persons who were killed or injured in these crashes were not school bus passengers.

| Year         | DEATHS             |                       |                        |                   | Driver/                    |               | Total Deaths |
|--------------|--------------------|-----------------------|------------------------|-------------------|----------------------------|---------------|--------------|
|              | School Bus Drivers | School Bus Passengers | School-Age Pedestrians | Other Pedestrians | Passenger of Other Vehicle | Other/Unknown |              |
| 1996         | 0                  | 0                     | 3                      | 0                 | 1                          | 0             | 4            |
| 1997         | 0                  | 0                     | 0                      | 1                 | 5                          | 0             | 6            |
| 1998         | 1                  | 0                     | 0                      | 0                 | 5                          | 1             | 7            |
| 1999         | 1                  | 0                     | 0                      | 0                 | 11                         | 0             | 12           |
| 2000         | 0                  | 0                     | 2                      | 0                 | 3                          | 0             | 5            |
| <b>TOTAL</b> | <b>2</b>           | <b>0</b>              | <b>5</b>               | <b>1</b>          | <b>25</b>                  | <b>1</b>      | <b>34</b>    |

| Year         | INJURIES           |                       |                        |                   | Driver/                    |               | Total Injuries |
|--------------|--------------------|-----------------------|------------------------|-------------------|----------------------------|---------------|----------------|
|              | School Bus Drivers | School Bus Passengers | School-Age Pedestrians | Other Pedestrians | Passenger of Other Vehicle | Other/Unknown |                |
| 1996         | 72                 | 782                   | 12                     | 7                 | 322                        | 17            | 1,212          |
| 1997         | 80                 | 635                   | 4                      | 9                 | 287                        | 5             | 1,020          |
| 1998         | 73                 | 493                   | 8                      | 9                 | 295                        | 6             | 884            |
| 1999         | 54                 | 626                   | 5                      | 12                | 290                        | 17            | 1,004          |
| 2000         | 67                 | 492                   | 10                     | 12                | 320                        | 5             | 906            |
| <b>TOTAL</b> | <b>346</b>         | <b>3,028</b>          | <b>39</b>              | <b>49</b>         | <b>1,514</b>               | <b>50</b>     | <b>5,026</b>   |

Crashes by Vehicle

## Pennsylvania County Crashes

### County Overview

The Commonwealth of Pennsylvania is comprised of 67 counties. Each county is made up of 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 2000, Pennsylvania's total population was 12,281,054 people.

The ten most populated counties were:

|                      |                     |                   |
|----------------------|---------------------|-------------------|
| Philadelphia (12.4%) | Allegheny (10.4%)   | Montgomery (6.1%) |
| Bucks (4.9%)         | Delaware (4.5%)     | Lancaster (3.8%)  |
| Chester (3.5%)       | York (3.1%)         | Berks (3.0%)      |
| Westmoreland (3.0%)  | <i>See page 59.</i> |                   |

The ten least populated counties were:

|                 |                     |                  |
|-----------------|---------------------|------------------|
| Forest (0.04%)  | Cameron (0.05%)     | Sullivan (0.05%) |
| Fulton (0.12%)  | Potter (0.15%)      | Montour (0.15%)  |
| Juniata (0.19%) | Wyoming (0.23%)     | Elk (0.29%)      |
| Snyder (0.31%)  | <i>See page 59.</i> |                  |

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

|                      |                    |                  |
|----------------------|--------------------|------------------|
| Westmoreland (2.99%) | Allegheny (2.95%)  | York (2.86%)     |
| Lancaster (2.76%)    | Washington (2.73%) | Chester (2.58%)  |
| Bucks (2.40%)        | Crawford (2.28%)   | Bradford (2.25%) |
| Berks (2.22%)        |                    |                  |

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

|                   |                      |                      |
|-------------------|----------------------|----------------------|
| Allegheny (5.95%) | Lancaster (3.55%)    | Montgomery (3.47%)   |
| York (3.34%)      | Westmoreland (3.12%) | Berks (3.07%)        |
| Bucks (3.05%)     | Chester (3.00%)      | Philadelphia (2.74%) |
| Erie (2.31%)      |                      |                      |

The ten counties with the most reported traffic crashes were:

|                      |                     |                   |
|----------------------|---------------------|-------------------|
| Philadelphia (10.3%) | Allegheny (9.4%)    | Montgomery (6.8%) |
| Bucks (5.2%)         | Lancaster (3.9%)    | Delaware (3.8%)   |
| Berks (3.7%)         | Chester (3.7%)      | Lehigh (3.3%)     |
| York (3.2%)          | <i>See page 59.</i> |                   |

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

|                     |                     |                     |
|---------------------|---------------------|---------------------|
| Philadelphia (8.0%) | Allegheny (5.3%)    | Montgomery (4.1%)   |
| Bucks (4.0%)        | Chester (4.0%)      | Lancaster (4.0%)    |
| Berks (3.7%)        | York (3.6%)         | Westmoreland (3.2%) |
| Luzerne (3.1%)      | <i>See page 61.</i> |                     |

\*Information provided by PENNDOT's Bureau of Planning and Research, Performance Monitoring Division. Note, at the time of publication, 2000 roadway mileage was not available so 1999 information was used.

## Pennsylvania Crashes by County

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          | 91,292 (0.7%)              | 12 (0.9%)             | 531 (0.6%)             | 485 (0.8%)             | 1,028 (0.7%)            |
| Allegheny      | 1,281,666 (10.4%)          | 73 (5.2%)             | 8,091 (9.2%)           | 5,686 (9.9%)           | 13,850 (9.4%)           |
| Armstrong      | 72,392 (0.6%)              | 19 (1.4%)             | 416 (0.5%)             | 320 (0.6%)             | 755 (0.5%)              |
| Beaver         | 181,412 (1.5%)             | 25 (1.8%)             | 1,100 (1.3%)           | 780 (1.4%)             | 1,905 (1.3%)            |
| Bedford        | 49,984 (0.4%)              | 14 (1.0%)             | 497 (0.6%)             | 326 (0.6%)             | 837 (0.6%)              |
| Berks          | 373,638 (3.0%)             | 51 (3.7%)             | 2,941 (3.3%)           | 2,426 (4.2%)           | 5,418 (3.7%)            |
| Blair          | 129,144 (1.1%)             | 18 (1.3%)             | 1,009 (1.2%)           | 735 (1.3%)             | 1,762 (1.2%)            |
| Bradford       | 62,761 (0.5%)              | 7 (0.5%)              | 392 (0.4%)             | 299 (0.5%)             | 698 (0.5%)              |
| Bucks          | 597,635 (4.9%)             | 60 (4.3%)             | 4,580 (5.2%)           | 3,007 (5.2%)           | 7,647 (5.2%)            |
| Butler         | 174,083 (1.4%)             | 27 (1.9%)             | 1,199 (1.4%)           | 887 (1.5%)             | 2,113 (1.4%)            |
| Cambria        | 152,598 (1.2%)             | 12 (0.9%)             | 905 (1.0%)             | 591 (1.0%)             | 1,508 (1.0%)            |
| Cameron        | 5,974 (0.1%)               | 1 (0.1%)              | 38 (0.0%)              | 28 (0.1%)              | 67 (0.1%)               |
| Carbon         | 58,802 (0.5%)              | 19 (1.4%)             | 427 (0.5%)             | 347 (0.6%)             | 793 (0.5%)              |
| Centre         | 135,758 (1.1%)             | 14 (1.0%)             | 897 (1.0%)             | 667 (1.2%)             | 1,578 (1.1%)            |
| Chester        | 433,501 (3.5%)             | 58 (4.2%)             | 2,790 (3.2%)           | 2,542 (4.4%)           | 5,390 (3.7%)            |
| Clarion        | 41,765 (0.3%)              | 8 (0.6%)              | 383 (0.4%)             | 274 (0.5%)             | 665 (0.5%)              |
| Clearfield     | 83,382 (0.7%)              | 18 (1.3%)             | 637 (0.7%)             | 423 (0.7%)             | 1,078 (0.7%)            |
| Clinton        | 37,914 (0.3%)              | 6 (0.4%)              | 270 (0.3%)             | 232 (0.4%)             | 508 (0.3%)              |
| Columbia       | 64,151 (0.5%)              | 6 (0.4%)              | 497 (0.6%)             | 340 (0.6%)             | 843 (0.6%)              |
| Crawford       | 90,366 (0.7%)              | 20 (1.4%)             | 620 (0.7%)             | 466 (0.8%)             | 1,106 (0.8%)            |
| Cumberland     | 213,674 (1.7%)             | 19 (1.4%)             | 1,380 (1.6%)           | 1,130 (2.0%)           | 2,529 (1.7%)            |
| Dauphin        | 251,798 (2.1%)             | 25 (1.8%)             | 1,927 (2.2%)           | 1,506 (2.6%)           | 3,458 (2.4%)            |
| Delaware       | 550,864 (4.5%)             | 29 (2.1%)             | 3,518 (4.0%)           | 1,988 (3.4%)           | 5,535 (3.8%)            |
| Elk            | 35,112 (0.3%)              | 12 (0.9%)             | 240 (0.3%)             | 163 (0.3%)             | 415 (0.3%)              |
| Erie           | 280,843 (2.3%)             | 37 (2.7%)             | 2,050 (2.3%)           | 1,265 (2.2%)           | 3,352 (2.3%)            |
| Fayette        | 148,644 (1.2%)             | 17 (1.2%)             | 1,078 (1.2%)           | 593 (1.0%)             | 1,688 (1.2%)            |
| Forest         | 4,946 (0.0%)               | 3 (0.2%)              | 50 (0.1%)              | 38 (0.1%)              | 91 (0.1%)               |
| Franklin       | 129,313 (1.1%)             | 19 (1.4%)             | 966 (1.1%)             | 709 (1.2%)             | 1,694 (1.2%)            |
| Fulton         | 14,261 (0.1%)              | 6 (0.4%)              | 173 (0.2%)             | 143 (0.3%)             | 322 (0.2%)              |
| Greene         | 40,672 (0.3%)              | 8 (0.6%)              | 257 (0.3%)             | 214 (0.4%)             | 479 (0.3%)              |
| Huntingdon     | 45,586 (0.4%)              | 13 (0.9%)             | 343 (0.4%)             | 194 (0.3%)             | 550 (0.4%)              |
| Indiana        | 89,605 (0.7%)              | 13 (0.9%)             | 551 (0.6%)             | 429 (0.7%)             | 993 (0.7%)              |
| Jefferson      | 45,932 (0.4%)              | 11 (0.8%)             | 340 (0.4%)             | 229 (0.4%)             | 580 (0.4%)              |
| Juniata        | 22,621 (0.2%)              | 8 (0.6%)              | 162 (0.2%)             | 99 (0.2%)              | 269 (0.2%)              |
| Lackawanna     | 213,295 (1.7%)             | 16 (1.2%)             | 1,620 (1.8%)           | 1,171 (2.0%)           | 2,807 (1.9%)            |
| Lancaster      | 470,658 (3.8%)             | 56 (4.0%)             | 3,363 (3.8%)           | 2,354 (4.1%)           | 5,773 (3.9%)            |
| Lawrence       | 94,643 (0.8%)              | 12 (0.9%)             | 671 (0.8%)             | 428 (0.7%)             | 1,111 (0.8%)            |
| Lebanon        | 120,327 (1.0%)             | 7 (0.5%)              | 935 (1.1%)             | 605 (1.1%)             | 1,547 (1.1%)            |
| Lehigh         | 312,090 (2.5%)             | 28 (2.0%)             | 2,760 (3.1%)           | 1,993 (3.5%)           | 4,781 (3.3%)            |
| Luzerne        | 319,250 (2.6%)             | 43 (3.1%)             | 2,444 (2.8%)           | 1,525 (2.6%)           | 4,012 (2.7%)            |
| Lycoming       | 120,044 (1.0%)             | 11 (0.8%)             | 688 (0.8%)             | 595 (1.0%)             | 1,294 (0.9%)            |
| McKean         | 45,936 (0.4%)              | 7 (0.5%)              | 278 (0.3%)             | 196 (0.3%)             | 481 (0.3%)              |
| Mercer         | 120,293 (1.0%)             | 29 (2.1%)             | 1,018 (1.2%)           | 697 (1.2%)             | 1,744 (1.2%)            |
| Mifflin        | 46,486 (0.4%)              | 3 (0.2%)              | 279 (0.3%)             | 220 (0.4%)             | 502 (0.3%)              |
| Monroe         | 138,687 (1.1%)             | 30 (2.2%)             | 1,334 (1.5%)           | 1,083 (1.9%)           | 2,447 (1.7%)            |
| Montgomery     | 750,097 (6.1%)             | 54 (3.9%)             | 5,934 (6.7%)           | 4,034 (7.0%)           | 10,022 (6.8%)           |
| Montour        | 18,236 (0.2%)              | 6 (0.4%)              | 128 (0.2%)             | 84 (0.2%)              | 218 (0.2%)              |
| Northampton    | 267,066 (2.2%)             | 25 (1.8%)             | 1,715 (2.0%)           | 1,297 (2.3%)           | 3,037 (2.1%)            |
| Northumberland | 94,556 (0.8%)              | 10 (0.7%)             | 479 (0.5%)             | 341 (0.6%)             | 830 (0.6%)              |
| Perry          | 43,602 (0.4%)              | 10 (0.7%)             | 310 (0.4%)             | 254 (0.4%)             | 574 (0.4%)              |
| Philadelphia   | 1,517,550 (12.4%)          | 110 (7.9%)            | 11,934 (13.5%)         | 3,153 (5.5%)           | 15,197 (10.3%)          |
| Pike           | 46,302 (0.4%)              | 10 (0.7%)             | 308 (0.4%)             | 219 (0.4%)             | 537 (0.4%)              |
| Potter         | 18,080 (0.2%)              | 3 (0.2%)              | 109 (0.1%)             | 81 (0.1%)              | 193 (0.1%)              |
| Schuylkill     | 150,336 (1.2%)             | 28 (2.0%)             | 1,013 (1.2%)           | 835 (1.5%)             | 1,876 (1.3%)            |
| Snyder         | 37,546 (0.3%)              | 6 (0.4%)              | 263 (0.3%)             | 189 (0.3%)             | 458 (0.3%)              |
| Somerset       | 80,023 (0.7%)              | 16 (1.2%)             | 504 (0.6%)             | 456 (0.8%)             | 976 (0.7%)              |
| Sullivan       | 6,556 (0.1%)               | 2 (0.1%)              | 51 (0.1%)              | 47 (0.1%)              | 100 (0.1%)              |
| Susquehanna    | 42,238 (0.3%)              | 8 (0.6%)              | 288 (0.3%)             | 254 (0.4%)             | 550 (0.4%)              |
| Tioga          | 41,373 (0.3%)              | 7 (0.5%)              | 262 (0.3%)             | 206 (0.4%)             | 475 (0.3%)              |
| Union          | 41,624 (0.3%)              | 6 (0.4%)              | 218 (0.3%)             | 198 (0.3%)             | 422 (0.3%)              |
| Venango        | 57,565 (0.5%)              | 15 (1.1%)             | 435 (0.5%)             | 363 (0.6%)             | 813 (0.6%)              |
| Warren         | 43,863 (0.4%)              | 5 (0.4%)              | 253 (0.3%)             | 220 (0.4%)             | 478 (0.3%)              |
| Washington     | 202,897 (1.7%)             | 30 (2.2%)             | 1,344 (1.5%)           | 941 (1.6%)             | 2,315 (1.6%)            |
| Wayne          | 47,722 (0.4%)              | 13 (0.9%)             | 361 (0.4%)             | 309 (0.5%)             | 683 (0.5%)              |
| Westmoreland   | 369,993 (3.0%)             | 45 (3.2%)             | 2,549 (2.9%)           | 1,742 (3.0%)           | 4,336 (2.9%)            |
| Wyoming        | 23,080 (0.2%)              | 4 (0.3%)              | 216 (0.3%)             | 163 (0.3%)             | 383 (0.3%)              |
| York           | 381,751 (3.1%)             | 53 (3.8%)             | 2,789 (3.2%)           | 1,935 (3.4%)           | 4,777 (3.2%)            |
| <b>TOTAL</b>   | <b>12,281,054 (100.0%)</b> | <b>1,396 (100.0%)</b> | <b>88,108 (100.0%)</b> | <b>57,749 (100.0%)</b> | <b>147,253 (100.0%)</b> |

Counties

### Crashes by County—Five-Year Trends

Percentages compare the number to the statewide total at the bottom of the columns.

| County         | 1996 Crashes            | 1997 Crashes            | 1998 Crashes            | 1999 Crashes            | 2000 Crashes            |
|----------------|-------------------------|-------------------------|-------------------------|-------------------------|-------------------------|
| Adams          | 908 (0.6%)              | 977 (0.7%)              | 932 (0.7%)              | 1,035 (0.7%)            | 1,028 (0.7%)            |
| Allegheny      | 13,818 (9.7%)           | 13,903 (9.7%)           | 13,425 (9.5%)           | 13,798 (9.6%)           | 13,850 (9.4%)           |
| Armstrong      | 769 (0.5%)              | 764 (0.5%)              | 714 (0.5%)              | 732 (0.5%)              | 755 (0.5%)              |
| Beaver         | 1,816 (1.3%)            | 1,952 (1.4%)            | 1,821 (1.3%)            | 1,860 (1.3%)            | 1,905 (1.3%)            |
| Bedford        | 709 (0.5%)              | 747 (0.5%)              | 771 (0.6%)              | 835 (0.6%)              | 837 (0.6%)              |
| Berks          | 5,051 (3.5%)            | 5,195 (3.6%)            | 4,890 (3.5%)            | 5,021 (3.5%)            | 5,418 (3.7%)            |
| Blair          | 1,764 (1.2%)            | 1,861 (1.3%)            | 1,889 (1.3%)            | 1,771 (1.2%)            | 1,762 (1.2%)            |
| Bradford       | 713 (0.5%)              | 681 (0.5%)              | 671 (0.5%)              | 613 (0.4%)              | 698 (0.5%)              |
| Bucks          | 7,515 (5.3%)            | 7,446 (5.2%)            | 7,273 (5.2%)            | 7,603 (5.3%)            | 7,647 (5.2%)            |
| Butler         | 1,923 (1.3%)            | 2,171 (1.5%)            | 1,962 (1.4%)            | 1,968 (1.4%)            | 2,113 (1.4%)            |
| Cambria        | 1,481 (1.0%)            | 1,591 (1.1%)            | 1,436 (1.0%)            | 1,425 (1.0%)            | 1,508 (1.0%)            |
| Cameron        | 75 (0.1%)               | 65 (0.0%)               | 58 (0.0%)               | 60 (0.0%)               | 67 (0.1%)               |
| Carbon         | 772 (0.5%)              | 802 (0.6%)              | 780 (0.6%)              | 873 (0.6%)              | 793 (0.5%)              |
| Centre         | 1,508 (1.1%)            | 1,444 (1.0%)            | 1,481 (1.1%)            | 1,557 (1.1%)            | 1,578 (1.1%)            |
| Chester        | 5,109 (3.6%)            | 5,212 (3.6%)            | 5,194 (3.7%)            | 5,192 (3.6%)            | 5,390 (3.7%)            |
| Clarion        | 598 (0.4%)              | 632 (0.4%)              | 546 (0.4%)              | 585 (0.4%)              | 665 (0.5%)              |
| Clearfield     | 1,041 (0.7%)            | 1,089 (0.8%)            | 1,038 (0.7%)            | 1,071 (0.7%)            | 1,078 (0.7%)            |
| Clinton        | 475 (0.3%)              | 497 (0.3%)              | 466 (0.3%)              | 495 (0.3%)              | 508 (0.3%)              |
| Columbia       | 756 (0.5%)              | 769 (0.5%)              | 777 (0.6%)              | 831 (0.6%)              | 843 (0.6%)              |
| Crawford       | 1,118 (0.8%)            | 1,123 (0.8%)            | 1,056 (0.8%)            | 1,058 (0.7%)            | 1,106 (0.8%)            |
| Cumberland     | 2,605 (1.8%)            | 2,528 (1.8%)            | 2,527 (1.8%)            | 2,579 (1.8%)            | 2,529 (1.7%)            |
| Dauphin        | 3,197 (2.2%)            | 3,204 (2.2%)            | 3,211 (2.3%)            | 3,241 (2.3%)            | 3,458 (2.4%)            |
| Delaware       | 5,419 (3.8%)            | 5,562 (3.9%)            | 5,468 (3.9%)            | 5,307 (3.7%)            | 5,535 (3.8%)            |
| Elk            | 380 (0.3%)              | 423 (0.3%)              | 388 (0.3%)              | 388 (0.3%)              | 415 (0.3%)              |
| Erie           | 3,635 (2.5%)            | 3,474 (2.4%)            | 3,343 (2.4%)            | 3,288 (2.3%)            | 3,352 (2.3%)            |
| Fayette        | 1,593 (1.1%)            | 1,598 (1.1%)            | 1,659 (1.2%)            | 1,638 (1.1%)            | 1,688 (1.2%)            |
| Forest         | 83 (0.1%)               | 97 (0.1%)               | 99 (0.1%)               | 86 (0.1%)               | 91 (0.1%)               |
| Franklin       | 1,654 (1.2%)            | 1,666 (1.2%)            | 1,607 (1.1%)            | 1,567 (1.1%)            | 1,694 (1.2%)            |
| Fulton         | 303 (0.2%)              | 316 (0.2%)              | 318 (0.2%)              | 369 (0.3%)              | 322 (0.2%)              |
| Greene         | 425 (0.3%)              | 480 (0.3%)              | 496 (0.4%)              | 493 (0.3%)              | 479 (0.3%)              |
| Huntingdon     | 487 (0.3%)              | 520 (0.4%)              | 512 (0.4%)              | 515 (0.4%)              | 550 (0.4%)              |
| Indiana        | 1,034 (0.7%)            | 1,072 (0.7%)            | 1,017 (0.7%)            | 985 (0.7%)              | 993 (0.7%)              |
| Jefferson      | 600 (0.4%)              | 572 (0.4%)              | 548 (0.4%)              | 566 (0.4%)              | 580 (0.4%)              |
| Juniata        | 267 (0.2%)              | 266 (0.2%)              | 246 (0.2%)              | 268 (0.2%)              | 269 (0.2%)              |
| Lackawanna     | 2,642 (1.8%)            | 2,672 (1.9%)            | 2,511 (1.8%)            | 2,638 (1.8%)            | 2,807 (1.9%)            |
| Lancaster      | 5,662 (4.0%)            | 5,654 (3.9%)            | 5,714 (4.1%)            | 5,699 (4.0%)            | 5,773 (3.9%)            |
| Lawrence       | 1,113 (0.8%)            | 1,134 (0.8%)            | 1,134 (0.8%)            | 1,112 (0.8%)            | 1,111 (0.8%)            |
| Lebanon        | 1,419 (1.0%)            | 1,541 (1.1%)            | 1,523 (1.1%)            | 1,615 (1.1%)            | 1,547 (1.1%)            |
| Lehigh         | 4,495 (3.1%)            | 4,509 (3.1%)            | 4,816 (3.4%)            | 4,782 (3.3%)            | 4,781 (3.3%)            |
| Luzerne        | 3,862 (2.7%)            | 3,953 (2.7%)            | 3,550 (2.5%)            | 3,805 (2.6%)            | 4,012 (2.7%)            |
| Lycoming       | 1,398 (1.0%)            | 1,364 (0.9%)            | 1,239 (0.9%)            | 1,390 (1.0%)            | 1,294 (0.9%)            |
| McKean         | 459 (0.3%)              | 468 (0.3%)              | 486 (0.3%)              | 461 (0.3%)              | 481 (0.3%)              |
| Mercer         | 1,655 (1.2%)            | 1,670 (1.2%)            | 1,647 (1.2%)            | 1,578 (1.1%)            | 1,744 (1.2%)            |
| Mifflin        | 452 (0.3%)              | 429 (0.3%)              | 434 (0.3%)              | 436 (0.3%)              | 502 (0.3%)              |
| Monroe         | 2,161 (1.5%)            | 2,234 (1.6%)            | 2,198 (1.6%)            | 2,343 (1.6%)            | 2,447 (1.7%)            |
| Montgomery     | 9,873 (6.9%)            | 9,751 (6.8%)            | 9,777 (6.9%)            | 9,771 (6.8%)            | 10,022 (6.8%)           |
| Montour        | 214 (0.1%)              | 226 (0.2%)              | 196 (0.1%)              | 206 (0.1%)              | 218 (0.2%)              |
| Northampton    | 3,220 (2.3%)            | 3,243 (2.3%)            | 3,086 (2.2%)            | 3,005 (2.1%)            | 3,037 (2.1%)            |
| Northumberland | 826 (0.6%)              | 878 (0.6%)              | 795 (0.6%)              | 878 (0.6%)              | 830 (0.6%)              |
| Perry          | 581 (0.4%)              | 621 (0.4%)              | 621 (0.4%)              | 603 (0.4%)              | 574 (0.4%)              |
| Philadelphia   | 14,120 (9.9%)           | 13,928 (9.7%)           | 14,231 (10.1%)          | 15,087 (10.5%)          | 15,197 (10.3%)          |
| Pike           | 469 (0.3%)              | 535 (0.4%)              | 503 (0.4%)              | 560 (0.4%)              | 537 (0.4%)              |
| Potter         | 151 (0.1%)              | 165 (0.1%)              | 156 (0.1%)              | 167 (0.1%)              | 193 (0.1%)              |
| Schuylkill     | 1,783 (1.2%)            | 1,799 (1.2%)            | 1,753 (1.2%)            | 1,766 (1.2%)            | 1,876 (1.3%)            |
| Snyder         | 398 (0.3%)              | 432 (0.3%)              | 421 (0.3%)              | 451 (0.3%)              | 458 (0.3%)              |
| Somerset       | 940 (0.7%)              | 991 (0.7%)              | 886 (0.6%)              | 901 (0.6%)              | 976 (0.7%)              |
| Sullivan       | 90 (0.1%)               | 91 (0.1%)               | 76 (0.1%)               | 95 (0.1%)               | 100 (0.1%)              |
| Susquehanna    | 537 (0.4%)              | 602 (0.4%)              | 505 (0.4%)              | 553 (0.4%)              | 550 (0.4%)              |
| Tioga          | 481 (0.3%)              | 474 (0.3%)              | 437 (0.3%)              | 489 (0.3%)              | 475 (0.3%)              |
| Union          | 422 (0.3%)              | 381 (0.3%)              | 360 (0.3%)              | 448 (0.3%)              | 422 (0.3%)              |
| Venango        | 815 (0.6%)              | 755 (0.5%)              | 732 (0.5%)              | 726 (0.5%)              | 813 (0.6%)              |
| Warren         | 602 (0.4%)              | 524 (0.4%)              | 478 (0.3%)              | 510 (0.4%)              | 478 (0.3%)              |
| Washington     | 2,168 (1.5%)            | 2,342 (1.6%)            | 2,276 (1.6%)            | 2,319 (1.6%)            | 2,315 (1.6%)            |
| Wayne          | 581 (0.4%)              | 655 (0.5%)              | 601 (0.4%)              | 668 (0.5%)              | 683 (0.5%)              |
| Westmoreland   | 4,505 (3.2%)            | 4,249 (3.0%)            | 4,011 (2.9%)            | 4,215 (2.9%)            | 4,336 (2.9%)            |
| Wyoming        | 429 (0.3%)              | 365 (0.3%)              | 382 (0.3%)              | 384 (0.3%)              | 383 (0.3%)              |
| York           | 4,743 (3.3%)            | 4,647 (3.2%)            | 4,818 (3.4%)            | 4,837 (3.4%)            | 4,777 (3.2%)            |
| <b>TOTAL</b>   | <b>142,867 (100.0%)</b> | <b>143,981 (100.0%)</b> | <b>140,972 (100.0%)</b> | <b>144,171 (100.0%)</b> | <b>147,253 (100.0%)</b> |

Counties

### Traffic Deaths by County—Five-Year Trends

Percentages compare the number to the statewide totals at the bottom of the columns.

| County         | 1996 Deaths           | 1997 Deaths           | 1998 Deaths           | 1999 Deaths           | 2000 Deaths           |
|----------------|-----------------------|-----------------------|-----------------------|-----------------------|-----------------------|
| Adams          | 20 (1.4%)             | 16 (1.0%)             | 17 (1.1%)             | 21 (1.4%)             | 13 (0.9%)             |
| Allegheny      | 73 (5.0%)             | 85 (5.4%)             | 78 (5.3%)             | 73 (4.7%)             | 81 (5.3%)             |
| Armstrong      | 10 (0.7%)             | 15 (1.0%)             | 12 (0.8%)             | 20 (1.3%)             | 19 (1.3%)             |
| Beaver         | 14 (1.0%)             | 16 (1.0%)             | 15 (1.1%)             | 20 (1.3%)             | 25 (1.6%)             |
| Bedford        | 15 (1.0%)             | 11 (0.7%)             | 10 (0.7%)             | 28 (1.8%)             | 14 (0.9%)             |
| Berks          | 49 (3.3%)             | 59 (3.8%)             | 54 (3.6%)             | 59 (3.8%)             | 56 (3.7%)             |
| Blair          | 15 (1.0%)             | 17 (1.1%)             | 18 (1.2%)             | 21 (1.4%)             | 21 (1.4%)             |
| Bradford       | 12 (0.8%)             | 11 (0.7%)             | 5 (0.3%)              | 13 (0.8%)             | 7 (0.5%)              |
| Bucks          | 77 (5.2%)             | 64 (4.1%)             | 54 (3.6%)             | 73 (4.7%)             | 61 (4.0%)             |
| Butler         | 28 (1.9%)             | 27 (1.7%)             | 25 (1.7%)             | 18 (1.2%)             | 32 (2.1%)             |
| Cambria        | 16 (1.1%)             | 13 (0.8%)             | 18 (1.2%)             | 14 (0.9%)             | 16 (1.1%)             |
| Cameron        | 3 (0.2%)              | 2 (0.1%)              | 2 (0.1%)              | 0 (0.0%)              | 1 (0.1%)              |
| Carbon         | 17 (1.2%)             | 17 (1.1%)             | 17 (1.1%)             | 10 (0.7%)             | 19 (1.3%)             |
| Centre         | 12 (0.8%)             | 25 (1.6%)             | 18 (1.2%)             | 12 (0.8%)             | 18 (1.2%)             |
| Chester        | 34 (2.3%)             | 51 (3.3%)             | 49 (3.3%)             | 58 (3.7%)             | 61 (4.0%)             |
| Clarion        | 14 (1.0%)             | 10 (0.6%)             | 12 (0.8%)             | 9 (0.6%)              | 10 (0.7%)             |
| Clearfield     | 18 (1.2%)             | 28 (1.8%)             | 16 (1.1%)             | 20 (1.3%)             | 18 (1.2%)             |
| Clinton        | 9 (0.6%)              | 11 (0.7%)             | 10 (0.7%)             | 6 (0.4%)              | 6 (0.4%)              |
| Columbia       | 18 (1.2%)             | 4 (0.3%)              | 6 (0.4%)              | 16 (1.0%)             | 6 (0.4%)              |
| Crawford       | 17 (1.2%)             | 15 (1.0%)             | 16 (1.1%)             | 24 (1.6%)             | 23 (1.5%)             |
| Cumberland     | 28 (1.9%)             | 21 (1.3%)             | 18 (1.2%)             | 32 (2.1%)             | 20 (1.3%)             |
| Dauphin        | 25 (1.7%)             | 27 (1.7%)             | 26 (1.8%)             | 36 (2.3%)             | 29 (1.9%)             |
| Delaware       | 32 (2.2%)             | 41 (2.6%)             | 40 (2.7%)             | 31 (2.0%)             | 29 (1.9%)             |
| Elk            | 13 (0.9%)             | 10 (0.6%)             | 10 (0.7%)             | 8 (0.5%)              | 14 (0.9%)             |
| Erie           | 34 (2.3%)             | 39 (2.5%)             | 40 (2.7%)             | 42 (2.7%)             | 40 (2.6%)             |
| Fayette        | 25 (1.7%)             | 28 (1.8%)             | 40 (2.7%)             | 19 (1.2%)             | 19 (1.3%)             |
| Forest         | 0 (0.0%)              | 2 (0.1%)              | 2 (0.1%)              | 2 (0.1%)              | 3 (0.2%)              |
| Franklin       | 20 (1.4%)             | 22 (1.4%)             | 28 (1.9%)             | 26 (1.7%)             | 21 (1.4%)             |
| Fulton         | 7 (0.5%)              | 10 (0.6%)             | 10 (0.7%)             | 14 (0.9%)             | 6 (0.4%)              |
| Greene         | 6 (0.4%)              | 5 (0.3%)              | 5 (0.3%)              | 6 (0.4%)              | 8 (0.5%)              |
| Huntingdon     | 8 (0.5%)              | 8 (0.5%)              | 23 (1.6%)             | 4 (0.3%)              | 15 (1.0%)             |
| Indiana        | 16 (1.1%)             | 21 (1.3%)             | 21 (1.4%)             | 21 (1.4%)             | 15 (1.0%)             |
| Jefferson      | 11 (0.7%)             | 6 (0.4%)              | 6 (0.4%)              | 10 (0.7%)             | 12 (0.8%)             |
| Juniata        | 4 (0.3%)              | 7 (0.4%)              | 3 (0.2%)              | 7 (0.5%)              | 8 (0.5%)              |
| Lackawanna     | 13 (0.9%)             | 18 (1.2%)             | 32 (2.2%)             | 19 (1.2%)             | 18 (1.2%)             |
| Lancaster      | 49 (3.3%)             | 66 (4.2%)             | 55 (3.7%)             | 57 (3.7%)             | 61 (4.0%)             |
| Lawrence       | 11 (0.7%)             | 15 (1.0%)             | 22 (1.5%)             | 13 (0.8%)             | 14 (0.9%)             |
| Lebanon        | 19 (1.3%)             | 17 (1.1%)             | 22 (1.5%)             | 16 (1.0%)             | 7 (0.5%)              |
| Lehigh         | 28 (1.9%)             | 37 (2.4%)             | 42 (2.8%)             | 34 (2.2%)             | 31 (2.0%)             |
| Luzerne        | 42 (2.9%)             | 46 (2.9%)             | 30 (2.0%)             | 37 (2.4%)             | 47 (3.1%)             |
| Lycoming       | 26 (1.8%)             | 17 (1.1%)             | 14 (0.9%)             | 17 (1.1%)             | 12 (0.8%)             |
| McKean         | 9 (0.6%)              | 7 (0.4%)              | 11 (0.7%)             | 10 (0.7%)             | 7 (0.5%)              |
| Mercer         | 23 (1.6%)             | 24 (1.5%)             | 19 (1.3%)             | 12 (0.8%)             | 40 (2.6%)             |
| Mifflin        | 8 (0.5%)              | 8 (0.5%)              | 3 (0.2%)              | 6 (0.4%)              | 3 (0.2%)              |
| Monroe         | 14 (1.0%)             | 28 (1.8%)             | 28 (1.9%)             | 26 (1.7%)             | 32 (2.1%)             |
| Montgomery     | 72 (4.9%)             | 65 (4.2%)             | 69 (4.6%)             | 47 (3.0%)             | 62 (4.1%)             |
| Montour        | 3 (0.2%)              | 2 (0.1%)              | 4 (0.3%)              | 4 (0.3%)              | 6 (0.4%)              |
| Northampton    | 28 (1.9%)             | 28 (1.8%)             | 26 (1.8%)             | 34 (2.2%)             | 28 (1.8%)             |
| Northumberland | 15 (1.0%)             | 16 (1.0%)             | 21 (1.4%)             | 21 (1.4%)             | 11 (0.7%)             |
| Perry          | 12 (0.8%)             | 10 (0.6%)             | 7 (0.5%)              | 12 (0.8%)             | 10 (0.7%)             |
| Philadelphia   | 140 (9.5%)            | 150 (9.6%)            | 104 (7.0%)            | 133 (8.6%)            | 121 (8.0%)            |
| Pike           | 6 (0.4%)              | 8 (0.5%)              | 14 (0.9%)             | 7 (0.5%)              | 11 (0.7%)             |
| Potter         | 2 (0.1%)              | 5 (0.3%)              | 3 (0.2%)              | 6 (0.4%)              | 3 (0.2%)              |
| Schuylkill     | 21 (1.4%)             | 37 (2.4%)             | 32 (2.2%)             | 44 (2.8%)             | 30 (2.0%)             |
| Snyder         | 13 (0.9%)             | 7 (0.4%)              | 6 (0.4%)              | 9 (0.6%)              | 6 (0.4%)              |
| Somerset       | 12 (0.8%)             | 13 (0.8%)             | 27 (1.8%)             | 20 (1.3%)             | 17 (1.1%)             |
| Sullivan       | 4 (0.3%)              | 2 (0.1%)              | 0 (0.0%)              | 0 (0.0%)              | 3 (0.2%)              |
| Susquehanna    | 10 (0.7%)             | 11 (0.7%)             | 11 (0.7%)             | 14 (0.9%)             | 8 (0.5%)              |
| Tioga          | 5 (0.3%)              | 10 (0.6%)             | 5 (0.3%)              | 11 (0.7%)             | 7 (0.5%)              |
| Union          | 5 (0.3%)              | 9 (0.6%)              | 5 (0.3%)              | 9 (0.6%)              | 6 (0.4%)              |
| Venango        | 15 (1.1%)             | 15 (1.0%)             | 10 (0.7%)             | 15 (1.0%)             | 16 (1.1%)             |
| Warren         | 19 (1.3%)             | 7 (0.4%)              | 9 (0.6%)              | 11 (0.7%)             | 7 (0.5%)              |
| Washington     | 28 (1.9%)             | 30 (1.9%)             | 16 (1.1%)             | 29 (1.9%)             | 30 (2.0%)             |
| Wayne          | 12 (0.8%)             | 10 (0.6%)             | 14 (0.9%)             | 5 (0.3%)              | 13 (0.9%)             |
| Westmoreland   | 58 (3.9%)             | 51 (3.3%)             | 45 (3.0%)             | 40 (2.6%)             | 48 (3.2%)             |
| Wyoming        | 8 (0.5%)              | 6 (0.4%)              | 9 (0.6%)              | 6 (0.4%)              | 4 (0.3%)              |
| York           | 39 (2.7%)             | 43 (2.8%)             | 46 (3.1%)             | 52 (3.4%)             | 55 (3.6%)             |
| <b>TOTAL</b>   | <b>1,470 (100.0%)</b> | <b>1,562 (100.0%)</b> | <b>1,486 (100.0%)</b> | <b>1,549 (100.0%)</b> | <b>1,520 (100.0%)</b> |

Counties

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

| County         | 1996       | 1997       | 1998       | 1999       | 2000       |
|----------------|------------|------------|------------|------------|------------|
| Adams          | 0          | 2          | 3          | 1          | 1          |
| Allegheny      | 15         | 21         | 13         | 16         | 15         |
| Armstrong      | 0          | 0          | 0          | 1          | 1          |
| Beaver         | 2          | 0          | 2          | 1          | 2          |
| Bedford        | 1          | 2          | 1          | 0          | 1          |
| Berks          | 4          | 4          | 7          | 3          | 7          |
| Blair          | 3          | 5          | 1          | 4          | 2          |
| Bradford       | 1          | 0          | 0          | 0          | 0          |
| Bucks          | 13         | 6          | 9          | 14         | 4          |
| Butler         | 2          | 4          | 3          | 1          | 3          |
| Cambria        | 1          | 1          | 2          | 0          | 2          |
| Cameron        | 0          | 0          | 0          | 0          | 0          |
| Carbon         | 2          | 1          | 0          | 0          | 0          |
| Centre         | 2          | 4          | 0          | 2          | 3          |
| Chester        | 6          | 4          | 5          | 5          | 6          |
| Clarion        | 3          | 0          | 1          | 0          | 1          |
| Clearfield     | 0          | 2          | 1          | 0          | 0          |
| Clinton        | 0          | 2          | 1          | 1          | 0          |
| Columbia       | 1          | 2          | 1          | 2          | 0          |
| Crawford       | 3          | 0          | 1          | 2          | 2          |
| Cumberland     | 1          | 3          | 0          | 5          | 1          |
| Dauphin        | 3          | 5          | 4          | 3          | 1          |
| Delaware       | 7          | 5          | 12         | 8          | 7          |
| Elk            | 0          | 1          | 0          | 2          | 0          |
| Erie           | 8          | 4          | 4          | 6          | 2          |
| Fayette        | 7          | 1          | 2          | 2          | 0          |
| Forest         | 0          | 0          | 0          | 0          | 0          |
| Franklin       | 3          | 3          | 1          | 3          | 2          |
| Fulton         | 0          | 0          | 0          | 1          | 0          |
| Greene         | 0          | 1          | 0          | 1          | 0          |
| Huntingdon     | 0          | 0          | 1          | 0          | 0          |
| Indiana        | 1          | 2          | 1          | 2          | 0          |
| Jefferson      | 0          | 0          | 2          | 1          | 0          |
| Juniata        | 0          | 1          | 0          | 2          | 1          |
| Lackawanna     | 0          | 0          | 5          | 2          | 3          |
| Lancaster      | 5          | 5          | 5          | 7          | 12         |
| Lawrence       | 4          | 1          | 3          | 1          | 2          |
| Lebanon        | 4          | 1          | 2          | 3          | 0          |
| Lehigh         | 2          | 4          | 5          | 8          | 4          |
| Luzerne        | 9          | 5          | 5          | 6          | 6          |
| Lycoming       | 4          | 1          | 3          | 1          | 2          |
| McKean         | 1          | 0          | 1          | 0          | 0          |
| Mercer         | 0          | 3          | 1          | 0          | 2          |
| Mifflin        | 0          | 0          | 0          | 0          | 0          |
| Monroe         | 2          | 2          | 3          | 2          | 3          |
| Montgomery     | 15         | 7          | 5          | 6          | 5          |
| Montour        | 0          | 0          | 0          | 0          | 1          |
| Northampton    | 4          | 4          | 5          | 2          | 4          |
| Northumberland | 1          | 3          | 2          | 3          | 0          |
| Perry          | 1          | 0          | 0          | 1          | 2          |
| Philadelphia   | 56         | 36         | 27         | 34         | 39         |
| Pike           | 0          | 0          | 1          | 0          | 0          |
| Potter         | 0          | 0          | 0          | 2          | 0          |
| Schuylkill     | 4          | 5          | 2          | 3          | 2          |
| Snyder         | 1          | 0          | 0          | 1          | 0          |
| Somerset       | 0          | 0          | 1          | 3          | 0          |
| Sullivan       | 0          | 0          | 0          | 0          | 1          |
| Susquehanna    | 0          | 1          | 1          | 1          | 0          |
| Tioga          | 0          | 0          | 1          | 2          | 1          |
| Union          | 1          | 0          | 0          | 1          | 1          |
| Venango        | 0          | 0          | 0          | 0          | 0          |
| Warren         | 1          | 0          | 1          | 0          | 0          |
| Washington     | 2          | 1          | 1          | 6          | 3          |
| Wayne          | 1          | 1          | 0          | 0          | 0          |
| Westmoreland   | 4          | 5          | 4          | 1          | 10         |
| Wyoming        | 2          | 3          | 0          | 0          | 0          |
| York           | 5          | 1          | 4          | 2          | 5          |
| <b>TOTAL</b>   | <b>218</b> | <b>175</b> | <b>166</b> | <b>187</b> | <b>172</b> |

Counties

**Pedestrian Deaths and Injuries by Age Group by County**

| County         | Age 0-4  |            | Age 5-9  |            | Age 10-14 |            | Age 15-59 |              | Age 60+   |            | Total      |              |
|----------------|----------|------------|----------|------------|-----------|------------|-----------|--------------|-----------|------------|------------|--------------|
|                | Death    | Injury     | Death    | Injury     | Death     | Injury     | Death     | Injury       | Death     | Injury     | Death      | Injury       |
| Adams          | 0        | 0          | 0        | 2          | 0         | 1          | 1         | 9            | 0         | 1          | 1          | 13           |
| Allegheny      | 0        | 9          | 0        | 71         | 0         | 54         | 6         | 343          | 9         | 74         | 15         | 551          |
| Armstrong      | 0        | 0          | 0        | 2          | 0         | 1          | 1         | 8            | 0         | 1          | 1          | 12           |
| Beaver         | 0        | 2          | 1        | 1          | 0         | 0          | 0         | 10           | 1         | 3          | 2          | 16           |
| Bedford        | 0        | 0          | 0        | 0          | 0         | 2          | 0         | 5            | 1         | 2          | 1          | 9            |
| Berks          | 1        | 6          | 0        | 41         | 1         | 29         | 2         | 96           | 3         | 20         | 7          | 192          |
| Blair          | 0        | 2          | 0        | 4          | 1         | 8          | 0         | 21           | 1         | 3          | 2          | 38           |
| Bradford       | 0        | 0          | 0        | 0          | 0         | 0          | 0         | 3            | 0         | 0          | 0          | 3            |
| Bucks          | 0        | 0          | 0        | 9          | 0         | 22         | 3         | 87           | 1         | 10         | 4          | 128          |
| Butler         | 0        | 0          | 0        | 3          | 0         | 5          | 3         | 9            | 0         | 5          | 3          | 22           |
| Cambria        | 0        | 1          | 0        | 2          | 0         | 3          | 0         | 11           | 2         | 4          | 2          | 21           |
| Cameron        | 0        | 0          | 0        | 0          | 0         | 1          | 0         | 0            | 0         | 1          | 0          | 2            |
| Carbon         | 0        | 0          | 0        | 0          | 0         | 2          | 0         | 8            | 0         | 0          | 0          | 10           |
| Centre         | 0        | 0          | 0        | 3          | 0         | 3          | 1         | 32           | 2         | 2          | 3          | 40           |
| Chester        | 0        | 2          | 0        | 15         | 1         | 6          | 3         | 43           | 2         | 7          | 6          | 73           |
| Clarion        | 0        | 0          | 0        | 1          | 0         | 1          | 0         | 2            | 1         | 1          | 1          | 5            |
| Clearfield     | 0        | 1          | 0        | 0          | 0         | 3          | 0         | 11           | 0         | 2          | 0          | 17           |
| Clinton        | 0        | 0          | 0        | 1          | 0         | 1          | 0         | 6            | 0         | 4          | 0          | 12           |
| Columbia       | 0        | 1          | 0        | 1          | 0         | 3          | 0         | 8            | 0         | 0          | 0          | 13           |
| Crawford       | 0        | 1          | 0        | 2          | 0         | 1          | 1         | 12           | 1         | 4          | 2          | 20           |
| Cumberland     | 0        | 1          | 0        | 0          | 0         | 7          | 0         | 24           | 1         | 5          | 1          | 37           |
| Dauphin        | 0        | 5          | 0        | 17         | 0         | 16         | 0         | 43           | 1         | 6          | 1          | 87           |
| Delaware       | 0        | 7          | 0        | 51         | 1         | 41         | 2         | 111          | 4         | 23         | 7          | 233          |
| Elk            | 0        | 0          | 0        | 1          | 0         | 0          | 0         | 4            | 0         | 2          | 0          | 7            |
| Erie           | 0        | 2          | 0        | 14         | 0         | 18         | 0         | 51           | 2         | 11         | 2          | 96           |
| Fayette        | 0        | 0          | 0        | 8          | 0         | 1          | 0         | 14           | 0         | 4          | 0          | 27           |
| Forest         | 0        | 0          | 0        | 0          | 0         | 0          | 0         | 0            | 0         | 0          | 0          | 0            |
| Franklin       | 1        | 3          | 0        | 2          | 0         | 2          | 1         | 16           | 0         | 2          | 2          | 25           |
| Fulton         | 0        | 0          | 0        | 2          | 0         | 0          | 0         | 2            | 0         | 1          | 0          | 5            |
| Greene         | 0        | 1          | 0        | 1          | 0         | 0          | 0         | 1            | 0         | 0          | 0          | 3            |
| Huntingdon     | 0        | 1          | 0        | 1          | 0         | 0          | 0         | 3            | 0         | 0          | 0          | 5            |
| Indiana        | 0        | 0          | 0        | 0          | 0         | 2          | 0         | 14           | 0         | 0          | 0          | 16           |
| Jefferson      | 0        | 0          | 0        | 0          | 0         | 0          | 0         | 4            | 0         | 0          | 0          | 4            |
| Juniata        | 0        | 0          | 1        | 0          | 0         | 0          | 0         | 2            | 0         | 0          | 1          | 2            |
| Lackawanna     | 0        | 1          | 0        | 8          | 0         | 21         | 2         | 45           | 1         | 17         | 3          | 92           |
| Lancaster      | 1        | 7          | 0        | 27         | 0         | 16         | 7         | 58           | 4         | 10         | 12         | 118          |
| Lawrence       | 0        | 1          | 0        | 2          | 0         | 2          | 1         | 18           | 1         | 1          | 2          | 24           |
| Lebanon        | 0        | 3          | 0        | 9          | 0         | 5          | 0         | 19           | 0         | 4          | 0          | 40           |
| Lehigh         | 0        | 8          | 0        | 22         | 0         | 30         | 3         | 73           | 1         | 17         | 4          | 150          |
| Luzerne        | 0        | 1          | 0        | 14         | 0         | 13         | 2         | 50           | 4         | 21         | 6          | 99           |
| Lycoming       | 0        | 2          | 0        | 8          | 0         | 4          | 1         | 10           | 1         | 2          | 2          | 26           |
| McKean         | 0        | 0          | 0        | 0          | 0         | 0          | 0         | 7            | 0         | 3          | 0          | 10           |
| Mercer         | 0        | 2          | 0        | 2          | 0         | 4          | 1         | 12           | 1         | 5          | 2          | 25           |
| Mifflin        | 0        | 1          | 0        | 1          | 0         | 2          | 0         | 10           | 0         | 2          | 0          | 16           |
| Monroe         | 0        | 0          | 1        | 1          | 0         | 0          | 2         | 9            | 0         | 4          | 3          | 14           |
| Montgomery     | 0        | 3          | 0        | 14         | 0         | 20         | 3         | 144          | 2         | 24         | 5          | 205          |
| Montour        | 0        | 0          | 0        | 0          | 1         | 0          | 0         | 2            | 0         | 1          | 1          | 3            |
| Northampton    | 0        | 3          | 0        | 10         | 0         | 10         | 2         | 41           | 2         | 7          | 4          | 71           |
| Northumberland | 0        | 1          | 0        | 3          | 0         | 7          | 0         | 8            | 0         | 4          | 0          | 23           |
| Perry          | 0        | 0          | 1        | 2          | 0         | 1          | 1         | 4            | 0         | 1          | 2          | 8            |
| Philadelphia   | 3        | 114        | 1        | 429        | 1         | 349        | 19        | 1,314        | 15        | 203        | 39         | 2,409        |
| Pike           | 0        | 0          | 0        | 0          | 0         | 0          | 0         | 5            | 0         | 3          | 0          | 8            |
| Potter         | 0        | 0          | 0        | 0          | 0         | 0          | 0         | 0            | 0         | 0          | 0          | 0            |
| Schuylkill     | 0        | 1          | 1        | 4          | 0         | 4          | 1         | 15           | 0         | 9          | 2          | 33           |
| Snyder         | 0        | 0          | 0        | 1          | 0         | 0          | 0         | 2            | 0         | 1          | 0          | 4            |
| Somerset       | 0        | 3          | 0        | 2          | 0         | 0          | 0         | 4            | 0         | 0          | 0          | 9            |
| Sullivan       | 0        | 0          | 0        | 0          | 0         | 0          | 1         | 1            | 0         | 0          | 1          | 1            |
| Susquehanna    | 0        | 0          | 0        | 1          | 0         | 0          | 0         | 1            | 0         | 1          | 0          | 3            |
| Tioga          | 0        | 0          | 0        | 0          | 0         | 0          | 0         | 2            | 1         | 1          | 1          | 3            |
| Union          | 0        | 0          | 0        | 0          | 0         | 0          | 1         | 4            | 0         | 2          | 1          | 6            |
| Venango        | 0        | 0          | 0        | 4          | 0         | 3          | 0         | 9            | 0         | 2          | 0          | 18           |
| Warren         | 0        | 0          | 0        | 1          | 0         | 0          | 0         | 2            | 0         | 1          | 0          | 4            |
| Washington     | 0        | 2          | 0        | 2          | 0         | 7          | 2         | 18           | 1         | 1          | 3          | 30           |
| Wayne          | 0        | 0          | 0        | 0          | 0         | 2          | 0         | 4            | 0         | 4          | 0          | 10           |
| Westmoreland   | 0        | 3          | 0        | 6          | 1         | 10         | 6         | 31           | 3         | 12         | 10         | 62           |
| Wyoming        | 0        | 0          | 0        | 0          | 0         | 1          | 0         | 3            | 0         | 0          | 0          | 4            |
| York           | 0        | 8          | 0        | 25         | 0         | 22         | 3         | 49           | 2         | 8          | 5          | 112          |
| <b>TOTAL</b>   | <b>6</b> | <b>209</b> | <b>6</b> | <b>853</b> | <b>7</b>  | <b>766</b> | <b>82</b> | <b>2,987</b> | <b>71</b> | <b>569</b> | <b>172</b> | <b>5,384</b> |

Counties

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

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

| County         | 1996 Belt Use | 1997 Belt Use | 1998 Belt Use | 1999 Belt Use | 2000 Belt Use |
|----------------|---------------|---------------|---------------|---------------|---------------|
| Adams          | 70            | 72            | 71            | 74            | 71            |
| Allegheny      | 60            | 60            | 61            | 62            | 61            |
| Armstrong      | 71            | 69            | 67            | 72            | 67            |
| Beaver         | 52            | 49            | 50            | 55            | 49            |
| Bedford        | 78            | 80            | 81            | 82            | 80            |
| Berks          | 64            | 63            | 64            | 65            | 66            |
| Blair          | 74            | 75            | 78            | 77            | 78            |
| Bradford       | 72            | 75            | 74            | 73            | 75            |
| Bucks          | 69            | 67            | 68            | 69            | 71            |
| Butler         | 71            | 69            | 72            | 75            | 72            |
| Cambria        | 66            | 67            | 64            | 63            | 65            |
| Cameron        | 60            | 72            | 70            | 71            | 70            |
| Carbon         | 68            | 61            | 62            | 63            | 68            |
| Centre         | 74            | 78            | 77            | 76            | 79            |
| Chester        | 74            | 74            | 73            | 74            | 76            |
| Clanton        | 76            | 74            | 70            | 80            | 79            |
| Clearfield     | 73            | 74            | 75            | 72            | 72            |
| Clinton        | 74            | 72            | 73            | 75            | 80            |
| Columbia       | 67            | 67            | 65            | 72            | 67            |
| Crawford       | 71            | 70            | 74            | 74            | 75            |
| Cumberland     | 77            | 76            | 74            | 77            | 79            |
| Dauphin        | 70            | 70            | 72            | 73            | 74            |
| Delaware       | 57            | 55            | 57            | 57            | 58            |
| Elk            | 69            | 69            | 73            | 73            | 73            |
| Erie           | 69            | 68            | 69            | 69            | 70            |
| Fayette        | 72            | 69            | 69            | 70            | 67            |
| Forest         | 68            | 78            | 70            | 71            | 79            |
| Franklin       | 73            | 72            | 72            | 76            | 75            |
| Fulton         | 73            | 74            | 75            | 82            | 77            |
| Greene         | 79            | 79            | 77            | 74            | 75            |
| Huntingdon     | 74            | 73            | 70            | 72            | 73            |
| Indiana        | 79            | 79            | 79            | 80            | 81            |
| Jefferson      | 71            | 70            | 65            | 72            | 72            |
| Juniata        | 69            | 73            | 74            | 68            | 70            |
| Lackawanna     | 59            | 55            | 57            | 59            | 61            |
| Lancaster      | 74            | 74            | 76            | 78            | 78            |
| Lawrence       | 60            | 60            | 60            | 65            | 64            |
| Lebanon        | 67            | 71            | 71            | 74            | 72            |
| Lehigh         | 78            | 75            | 75            | 76            | 75            |
| Luzerne        | 66            | 67            | 66            | 67            | 70            |
| Lycoming       | 69            | 72            | 70            | 74            | 74            |
| McKean         | 62            | 63            | 63            | 63            | 68            |
| Mercer         | 65            | 64            | 65            | 65            | 64            |
| Mifflin        | 69            | 69            | 69            | 68            | 68            |
| Monroe         | 78            | 77            | 75            | 79            | 78            |
| Montgomery     | 73            | 73            | 73            | 74            | 75            |
| Montour        | 82            | 82            | 81            | 79            | 80            |
| Northampton    | 68            | 69            | 72            | 69            | 72            |
| Northumberland | 62            | 64            | 65            | 65            | 65            |
| Perry          | 75            | 79            | 79            | 78            | 81            |
| Philadelphia   | 21            | 20            | 19            | 21            | 20            |
| Pike           | 80            | 77            | 78            | 78            | 77            |
| Potter         | 74            | 74            | 77            | 73            | 79            |
| Schuylkill     | 70            | 69            | 65            | 66            | 69            |
| Snyder         | 72            | 76            | 81            | 80            | 81            |
| Somerset       | 72            | 75            | 72            | 74            | 72            |
| Sullivan       | 67            | 79            | 70            | 75            | 76            |
| Susquehanna    | 74            | 74            | 73            | 75            | 75            |
| Tioga          | 74            | 76            | 76            | 76            | 77            |
| Union          | 75            | 74            | 78            | 72            | 76            |
| Venango        | 72            | 71            | 73            | 74            | 70            |
| Warren         | 75            | 76            | 78            | 82            | 81            |
| Washington     | 69            | 69            | 64            | 67            | 69            |
| Wayne          | 76            | 75            | 77            | 78            | 79            |
| Westmoreland   | 73            | 72            | 73            | 73            | 73            |
| Wyoming        | 70            | 77            | 77            | 74            | 75            |
| York           | 73            | 72            | 71            | 72            | 73            |
| STATEWIDE      | 65            | 64            | 64            | 65            | 65            |

Counties

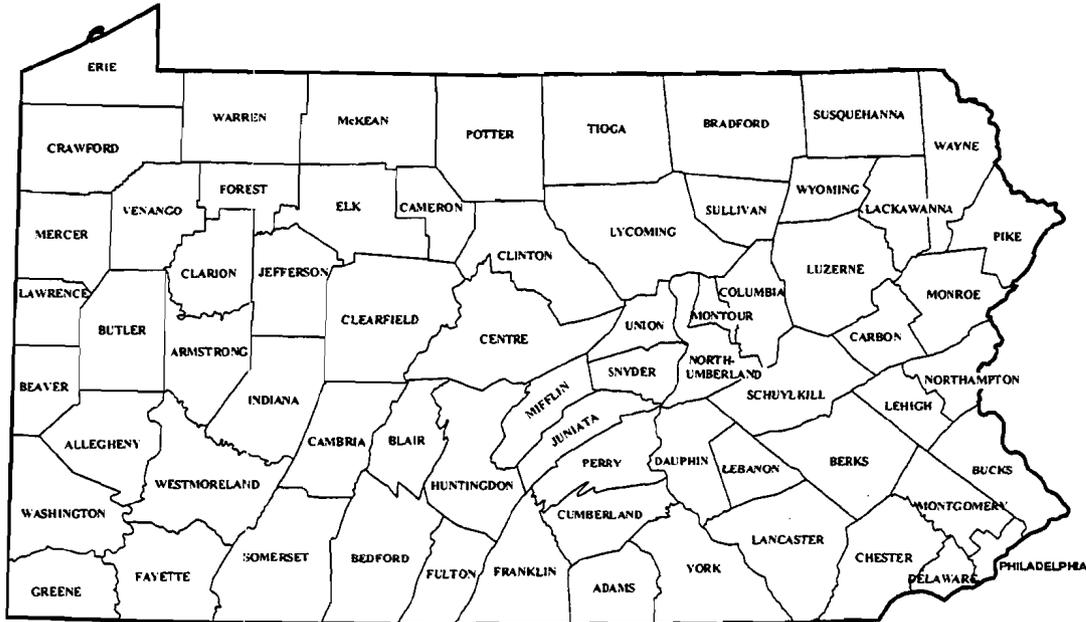
**Alcohol-Related Deaths by County—Five-Year Trends**

| County         | 1996 Deaths | 1997 Deaths | 1998 Deaths | 1999 Deaths | 2000 Deaths |
|----------------|-------------|-------------|-------------|-------------|-------------|
| Adams          | 12          | 5           | 4           | 9           | 10          |
| Allegheny      | 34          | 40          | 28          | 29          | 22          |
| Armstrong      | 4           | 4           | 4           | 11          | 5           |
| Beaver         | 7           | 9           | 11          | 4           | 11          |
| Bedford        | 7           | 4           | 7           | 9           | 5           |
| Berks          | 11          | 13          | 17          | 9           | 12          |
| Blair          | 6           | 6           | 7           | 9           | 8           |
| Bradford       | 3           | 3           | 2           | 7           | 3           |
| Bucks          | 27          | 19          | 20          | 30          | 14          |
| Butler         | 10          | 8           | 7           | 6           | 9           |
| Cambria        | 4           | 4           | 6           | 6           | 8           |
| Cameron        | 1           | 1           | 1           | 0           | 0           |
| Carbon         | 8           | 5           | 10          | 4           | 10          |
| Centre         | 2           | 5           | 4           | 4           | 6           |
| Chester        | 14          | 11          | 12          | 13          | 19          |
| Clarion        | 6           | 3           | 5           | 2           | 0           |
| Clearfield     | 9           | 13          | 7           | 7           | 9           |
| Clinton        | 3           | 2           | 2           | 1           | 2           |
| Columbia       | 8           | 1           | 1           | 7           | 4           |
| Crawford       | 7           | 7           | 8           | 3           | 4           |
| Cumberland     | 8           | 3           | 3           | 11          | 8           |
| Dauphin        | 12          | 5           | 7           | 15          | 7           |
| Delaware       | 8           | 16          | 14          | 16          | 15          |
| Elk            | 5           | 6           | 8           | 5           | 5           |
| Erie           | 13          | 10          | 16          | 14          | 11          |
| Fayette        | 8           | 16          | 22          | 6           | 9           |
| Forest         | 0           | 0           | 0           | 1           | 1           |
| Franklin       | 3           | 10          | 10          | 8           | 12          |
| Fulton         | 2           | 5           | 7           | 5           | 1           |
| Greene         | 4           | 2           | 1           | 2           | 3           |
| Huntingdon     | 2           | 2           | 16          | 3           | 2           |
| Indiana        | 12          | 7           | 14          | 5           | 5           |
| Jefferson      | 3           | 1           | 0           | 1           | 4           |
| Juniata        | 0           | 3           | 2           | 4           | 3           |
| Lackawanna     | 3           | 8           | 13          | 7           | 4           |
| Lancaster      | 18          | 20          | 11          | 11          | 12          |
| Lawrence       | 1           | 3           | 10          | 6           | 8           |
| Lebanon        | 4           | 3           | 8           | 8           | 2           |
| Lehigh         | 5           | 9           | 13          | 7           | 8           |
| Luzerne        | 16          | 12          | 10          | 7           | 15          |
| Lycoming       | 8           | 5           | 5           | 7           | 4           |
| McKean         | 5           | 2           | 4           | 8           | 4           |
| Mercer         | 6           | 11          | 11          | 5           | 17          |
| Mifflin        | 4           | 3           | 0           | 2           | 1           |
| Monroe         | 5           | 13          | 13          | 10          | 8           |
| Montgomery     | 27          | 25          | 23          | 17          | 16          |
| Montour        | 1           | 0           | 1           | 1           | 0           |
| Northampton    | 10          | 11          | 9           | 4           | 11          |
| Northumberland | 3           | 6           | 4           | 8           | 6           |
| Perry          | 3           | 2           | 3           | 3           | 6           |
| Philadelphia   | 20          | 22          | 15          | 27          | 19          |
| Pike           | 5           | 1           | 1           | 3           | 2           |
| Potter         | 2           | 3           | 1           | 4           | 1           |
| Schuylkill     | 7           | 12          | 14          | 18          | 13          |
| Snyder         | 2           | 2           | 4           | 2           | 2           |
| Somerset       | 2           | 8           | 15          | 10          | 10          |
| Sullivan       | 2           | 1           | 0           | 0           | 2           |
| Susquehanna    | 8           | 4           | 4           | 8           | 2           |
| Tioga          | 3           | 5           | 4           | 3           | 3           |
| Union          | 1           | 2           | 0           | 4           | 2           |
| Venango        | 3           | 8           | 3           | 5           | 5           |
| Warren         | 8           | 4           | 1           | 5           | 6           |
| Washington     | 9           | 9           | 7           | 14          | 18          |
| Wayne          | 5           | 3           | 5           | 4           | 3           |
| Westmoreland   | 26          | 18          | 23          | 22          | 21          |
| Wyoming        | 3           | 2           | 3           | 1           | 3           |
| York           | 15          | 28          | 14          | 21          | 29          |
| <b>TOTAL</b>   | <b>503</b>  | <b>514</b>  | <b>535</b>  | <b>528</b>  | <b>510</b>  |

Counties

### Pennsylvania Counties

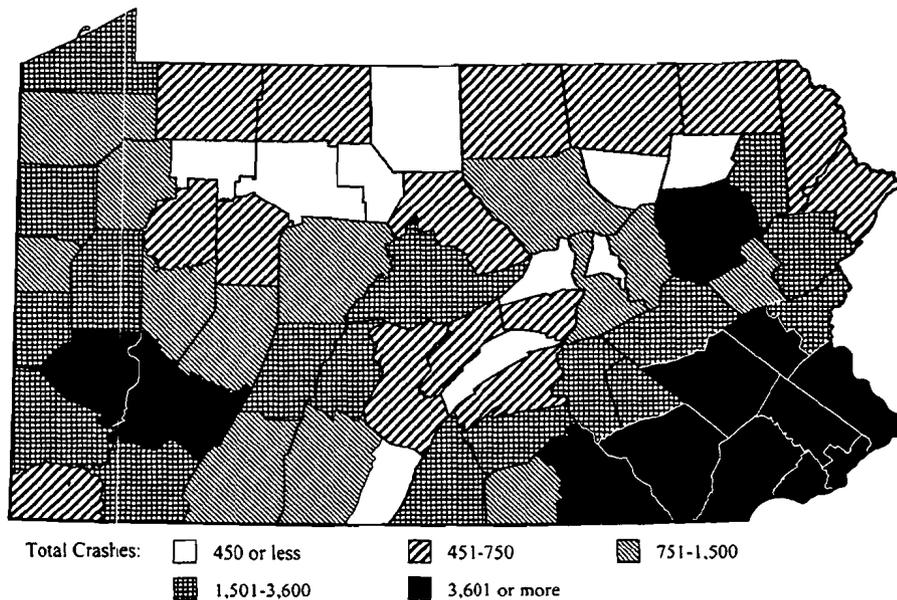
Use the map below as a key to county names for other maps.



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

### Total Crashes by County

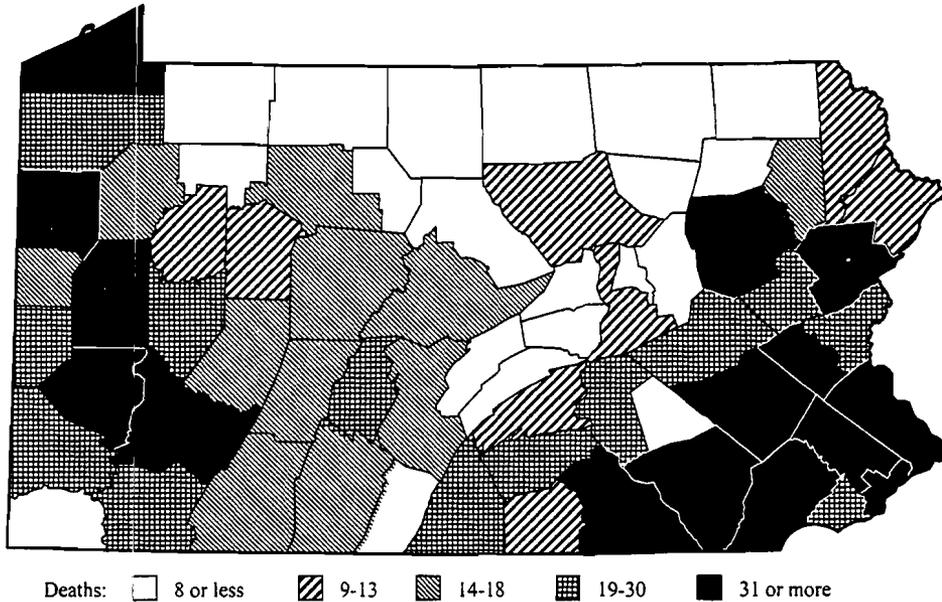
Urban counties, with their higher populations, number of vehicles, and vehicle-miles of travel, lend themselves to a higher number of crashes. Referring to the map below, 59% of the total traffic crashes occurred in only 12 of Pennsylvania's 67 counties. These 12 counties appear in black on the map.



Counties

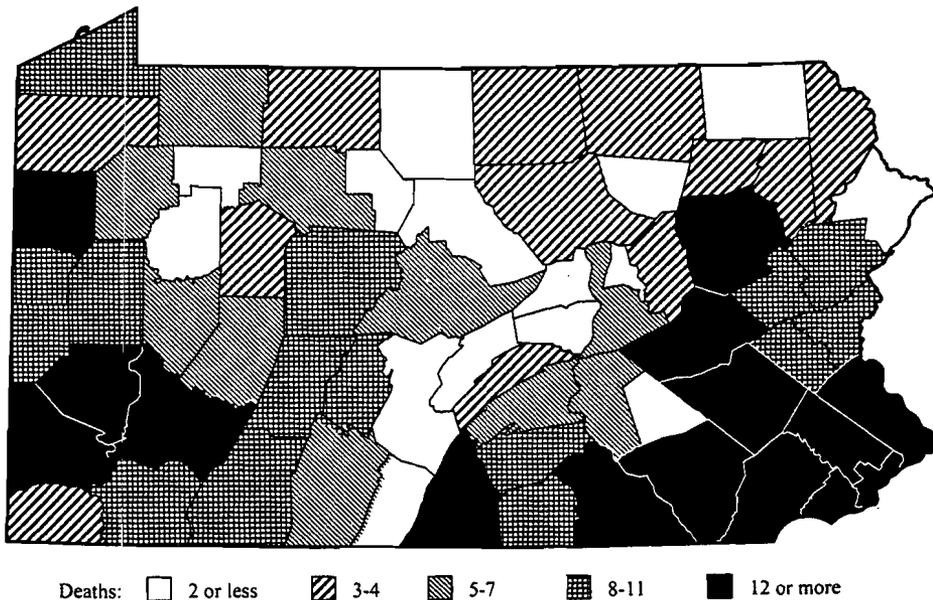
### Traffic Deaths by County

Referring to the map below, 54% of the total traffic deaths occurred in only 15 of Pennsylvania's 67 counties. These 15 counties appear in black on the map.



### Alcohol-Related Deaths by County

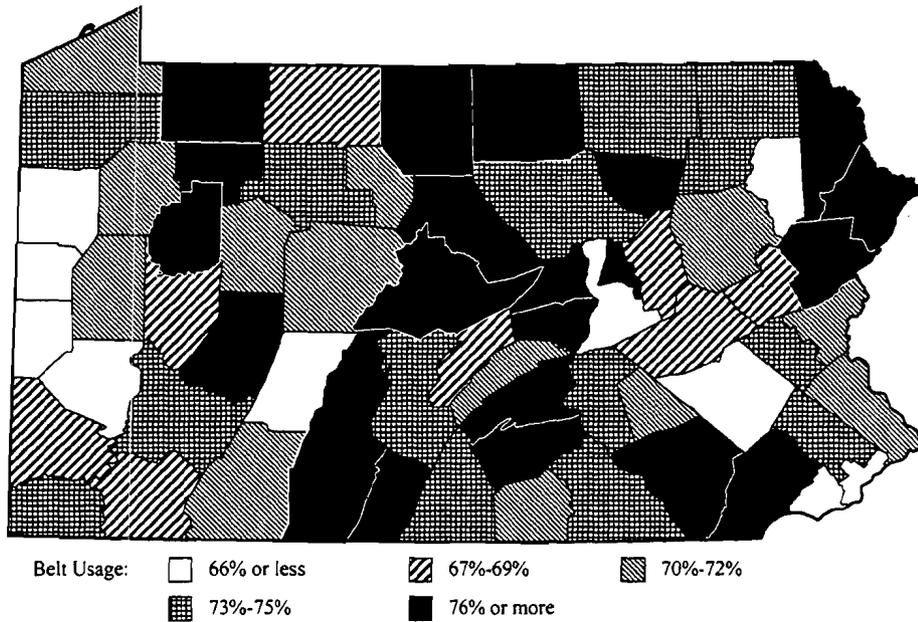
Referring to the map below, 50% of the total alcohol-related deaths occurred in only 15 of Pennsylvania's 67 counties. These 15 counties appear in black on the map.



Counties

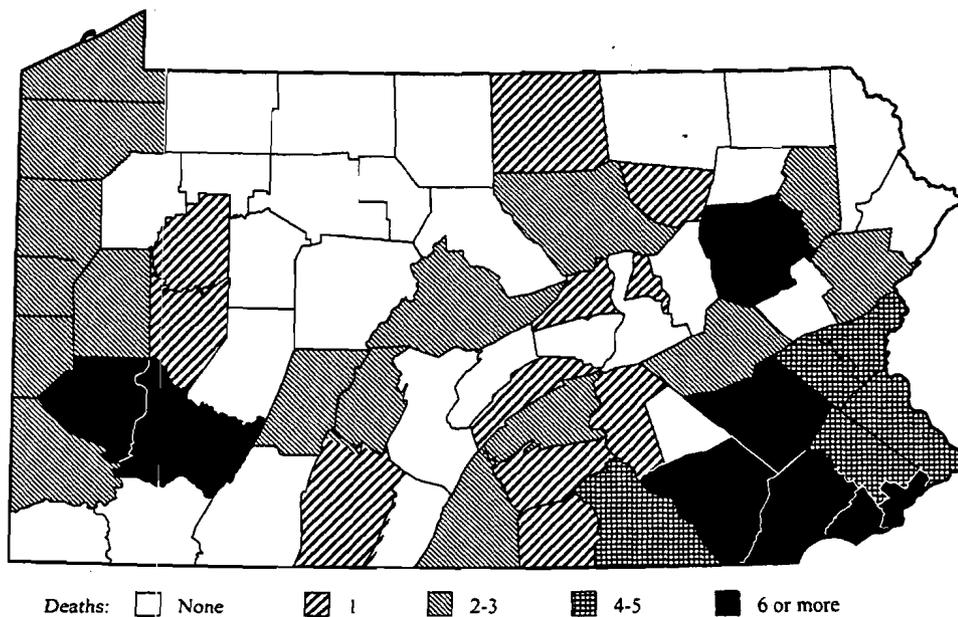
### Percent Seat Belt Use in Crashes by County

The percent seat belt use in crashes tended to be lower in counties with major urban areas with 10 counties having 66% or less seat belt usage in crashes. These 10 counties appear in white on the map.



### Pedestrian Deaths by County

Referring to the map below, 59% of the total pedestrian deaths occurred in only 8 of Pennsylvania's 67 counties. These 8 counties appear in black on the map.

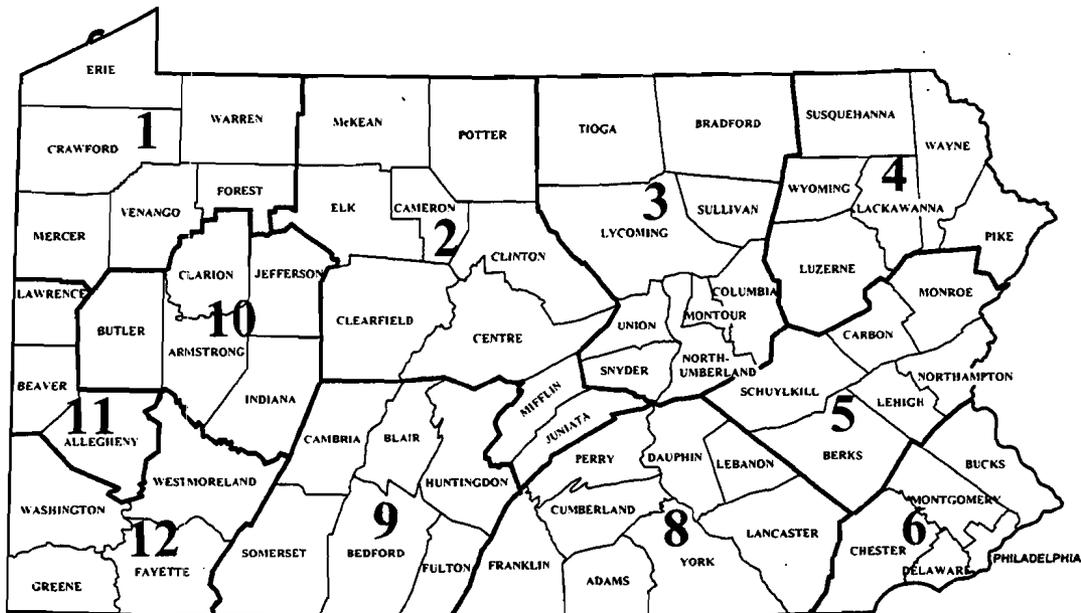


Counties

### Crashes by Engineering District

The map below illustrates the eleven PENNDOT engineering districts in Pennsylvania. The table below lists a breakdown of the number of crashes, deaths, and injuries in 2000 by engineering district.

| District     | Crashes        | Deaths       | Injuries       |
|--------------|----------------|--------------|----------------|
| 01           | 7,584          | 129          | 6,640          |
| 02           | 5,091          | 78           | 4,211          |
| 03           | 5,338          | 64           | 4,449          |
| 04           | 8,972          | 101          | 7,848          |
| 05           | 18,352         | 196          | 15,211         |
| 06           | 43,791         | 334          | 43,534         |
| 08           | 21,380         | 216          | 18,083         |
| 09           | 5,955          | 89           | 5,091          |
| 10           | 5,106          | 88           | 4,291          |
| 11           | 16,866         | 120          | 14,410         |
| 12           | 8,818          | 105          | 7,703          |
| <b>Total</b> | <b>147,253</b> | <b>1,520</b> | <b>131,471</b> |



# Index

|  |  |
|--|--|
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| by Month.....                            | 19                                     |
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## 2000 Pennsylvania Crash Facts & Statistics Feedback Survey

The 2000 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 for as many people as possible, we would appreciate your taking the time to fill out this survey and return it to us. Your opinions will shape future editions.

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*2000 Pennsylvania Crash Facts & Statistics Survey Form*

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## *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.*

**PENNDOT**  
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