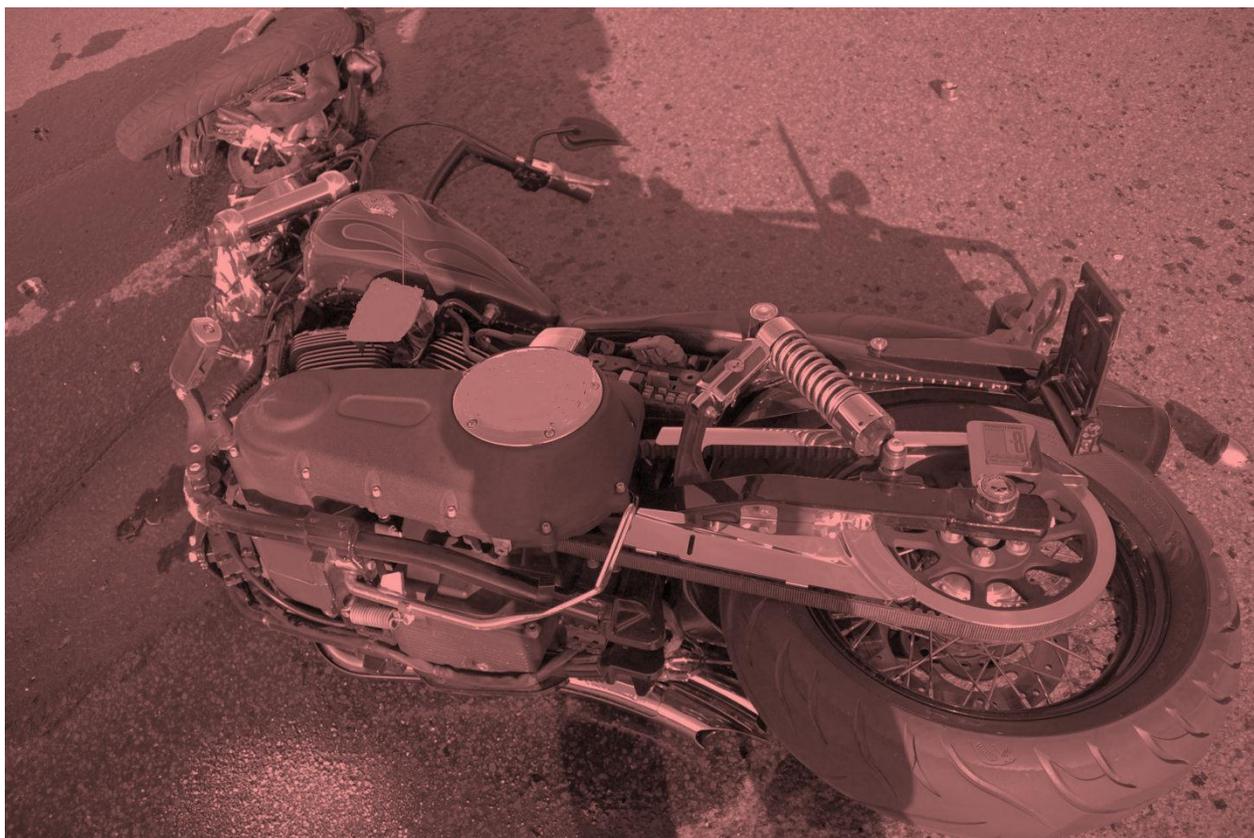


# **PENNSYLVANIA CRASH FACTS & STATISTICS**



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## ***Introduction***

The **2013 Pennsylvania Crash Facts and Statistics** booklet is a report published by the Bureau of Maintenance And Operations, Pennsylvania Department of Transportation. Permission is given to freely copy and distribute this booklet and the information within it. This booklet can now be found on the web at <http://www.dot.state.pa.us>. Click on the following set of links to get to the booklet: *PennDOT Organizations, Bureaus & Offices, Bureau of Maintenance and Operations, Highway Safety and Traffic Operations Division, Crash Information Systems and Analysis, Crash Facts and Statistics Books*, and finally click on the year in which you are interested.

This publication is a statistical review of reportable motor vehicle crashes in the Commonwealth of Pennsylvania for calendar year 2013. The figures are compiled from the traffic crash reports that are submitted to the Pennsylvania Department of Transportation by state, county, municipal, and other law enforcement agencies, as specified in the Pennsylvania Vehicle Code (75 Pa. C.S., Chapter 37, Subchapter C).

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

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## ***Special Thanks***

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

## ***How to Use This Booklet***

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

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

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

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

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

## ***About the Cover***

The picture on the front cover shows the result of a crash involving a motorcycle, striking a sport utility vehicle. In 2013 the percentage of crashes involving a motorcycle was 2.8 percent. Crashes involving motorcycles are a special concern to the Pennsylvania Department of Transportation. Additional information on crashes involving motorcycles can be found on pages 50 and 52.

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## Definitions

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

### General Terms

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

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

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

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

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

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

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

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

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

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

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

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

### Crash Types

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

-  **Non-Collision:** A harmful event that does not involve a collision with a fixed object or a non-fixed object. These events include explosion, fire, overturn, immersion and vehicle struck by flying object.
-  **Angle:** A crash in which two vehicles on opposite roadways collide at a point of junction, such as a road intersection, driveway, or entrance ramp.
-  **Rear-End:** A crash in which vehicles traveling in the same direction, on the same road, collide (vehicle front into vehicle rear).
-  **Head-On:** A crash in which vehicles traveling in opposite directions, on the same road, collide (vehicle front into vehicle front).
-  **Sideswipe:** A crash between two vehicles (traveling in same direction or opposite direction) in which the sides of both vehicles engage.
-  **Hit Fixed Object:** A collision in which a vehicle collides with stationary object(s) along and adjacent to the roadway, (i.e. bridge piers, trees, utility poles, embankment, guiderail, etc.).
-  **Hit Pedestrian:** A collision between a motor vehicle and any person(s) not in or upon the vehicle.

### ***Crash Severity***

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

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

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

### ***Injury Severity***

**Death:** As used in this booklet, any injury which causes death within 30 days of a crash and that death is attributable to the crash.

**Major Injury:** Any injury, other than fatal, which by its severity requires immediate emergency transport, such as an ambulance, to a hospital or clinic for medical treatment and /or hospitalization. Major injuries would include amputation of limb(s), severe burns, etc.

**Moderate Injury:** Any injury which may require some form of medical treatment, but is not life-threatening or incapacitating. These injuries should be visible. Moderate injuries would include a cut which requires several stitches, or a broken finger or toe.

**Minor Injury:** Any injury which can be treated by first aid application, whether at the scene of the crash or in a medical facility. Complaints of injuries which are not visible, and do not appear to be of any major or moderate nature, should be considered as minor injuries.

### ***Person Type***

**Driver:** The occupant of a vehicle who is in actual physical control of a vehicle in transport or, for an out-of-control vehicle, the occupant who was in control before control was lost.

**Occupant:** Any person who is in or upon a vehicle, including the driver, passenger, and person riding on the outside of the vehicle.

**Passenger:** Any occupant of a vehicle who is not the driver.

**Pedestrian:** Any person not in or upon a vehicle.

### ***Road Types***

**Local Roads:** Any roadway that is maintained by an entity other than the state. Includes county, township, town, borough, and private.

**State Highway (Interstate):** Any state-maintained roadway that carries the interstate designation and is marked with red, white, and blue shield-shaped sign.

**State Highway (Other):** Any state-maintained roadway that is not designated as an interstate. Many (but not all) such roads are marked with a black and white keystone-shaped sign.

**Turnpike:** The Pennsylvania Turnpike system, which includes the main Turnpike and other toll facilities maintained by the Pennsylvania Turnpike Commission.

### ***Vehicle Types***

**Passenger Car:** Vehicle designed to transport eight people or less. Includes: convertible, hardtop, sedan, station wagon, limousine, etc.

**Light Truck / SUV / Van:** Single vehicle designed for carrying a load of property on or in the vehicle. Includes: pickup truck, sport utility vehicle, van, jeep, tow truck, etc.

**Heavy Truck:** Single vehicle or tractor-trailer combination designed for carrying a heavy load of property on or in the vehicle. Includes: single unit trucks (e.g., coal truck), tractor-trailers, motor homes, etc.

**Bus:** Vehicle designed to transport more than fifteen people. Includes school bus, cross-country bus, urban transit, trackless trolley.

**Motorcycle:** Includes: motorcycle, mo-ped, mini-bike, motor scooter, trike (motorized tricycle), go-cart, vendor cycle.

**Bicycle:** As used in this booklet, any non-motorized vehicle propelled by pedaling. Includes: unicycle, bicycle, tricycle, "Big Wheel".

**Track/Non-Motorized Vehicle:** Includes: train, trolley, horse and buggy, horse and rider.

## Overview

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

Pennsylvania has nearly 120,000 miles\* of roads and highways; 33% (39,792 miles\*) are state highways maintained by the Pennsylvania Department of Transportation (PennDOT), and the remaining 67% (80,055 miles\*) are maintained by local municipalities and other entities.

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

In 2013, there were 124,149 reportable traffic crashes in Pennsylvania. These crashes claimed the lives of 1,208 people and injured another 83,089 people. To add some perspective, the 2013 total of reportable traffic crashes is the fifth lowest total since 1951 when 123,088 crashes were reported.

Last year, there were approximately 99.5 billion vehicle-miles\* of travel on Pennsylvania’s roads and highways. The 2013 fatality rate of 1.21 deaths per hundred million vehicle-miles of travel\* was the second lowest ever recorded in Pennsylvania since the department started keeping records of this in 1935.

### 2013 Briefs

#### ***On Average in Pennsylvania:***

- Each day 340 reportable traffic crashes occurred (about 14 crashes every hour).
- Each day 3 persons were killed in reportable traffic crashes (one death every 7 hours).
- Each day 228 persons were injured in reportable crashes (about 9 injuries every hour).

#### ***Based on Pennsylvania’s 2013 population (12,773,801 people):***

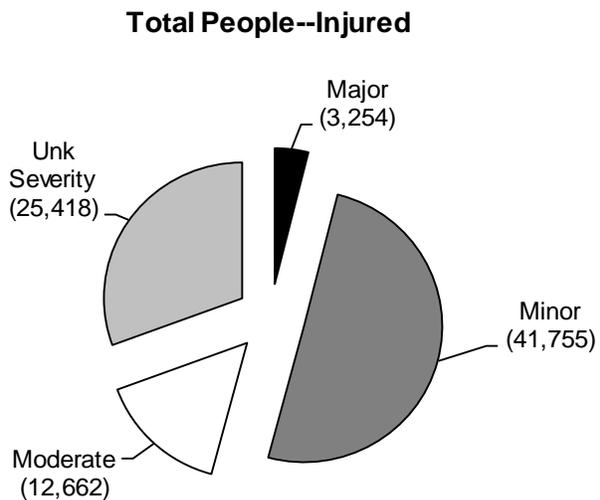
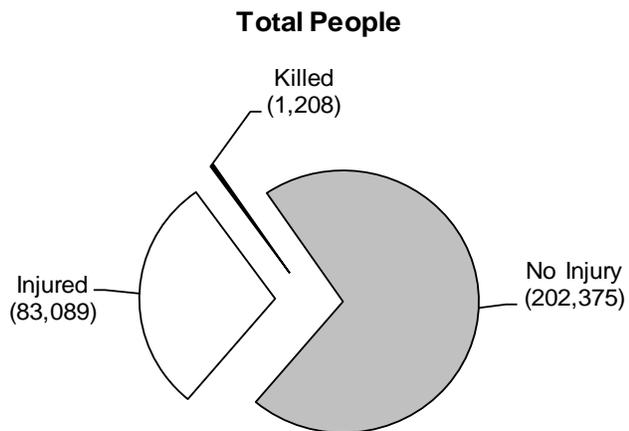
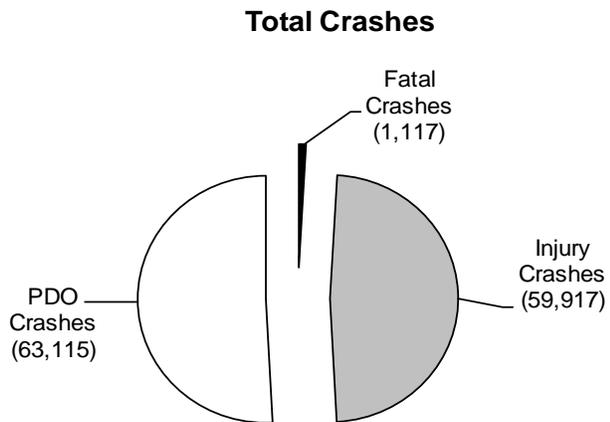
- 1 out of every 45 people was involved in a reportable traffic crash.
- 1 out of every 10,574 people was killed in a reportable traffic crash.
- 1 out of every 154 people was injured in a reportable traffic crash.

\* For consistency purposes, the prior year’s data is used at the time of publication because of timing issues. For this Crash Facts & Statistics book, 2012 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 2013, most were not injured, and those who were injured suffered mostly minor injuries. The 1,208 deaths in 2013 represent the lowest number of fatalities in Pennsylvania motor vehicle crashes over the last 68 years.



### Deaths and Injuries—Five-Year Trends

Total reported crashes in 2013 increased 0.1% compared to 2012; deaths decreased by 7.8% while total injuries decreased by 4.3%.

All Crashes

	2009	2010	2011	2012	2013
Reported Crashes	121,242	121,312	125,395	124,092	124,149
Total Deaths	1,256	1,324	1,286	1,310	1,208
Total Injuries	87,126	87,949	87,839	86,846	83,089
Major Injury	3,483	3,555	3,409	3,458	3,254
Moderate Injury	13,783	14,036	13,815	13,519	12,662
Minor Injury	45,306	44,564	43,980	43,441	41,755
Unknown Injury Severity	24,554	25,794	26,635	26,428	25,418
Pedestrian Deaths	136	148	149	168	151
Pedestrian Injuries	4,249	4,474	4,532	4,548	4,413
Motorcyclist Deaths	204	223	199	210	181
Motorcyclist Injuries	3,677	3,930	3,603	3,919	3,322
Bicyclist Deaths	16	21	11	16	11
Bicyclist Injuries	1,380	1,474	1,312	1,377	1,374
Heavy-Truck-Related Deaths	136	157	156	159	147
Alcohol-Related Deaths	449	459	428	404	381
Speed-Related Deaths	355	404	346	371	322
Billions of Vehicle-Miles*	107.0	103.3	101.2	100.2	99.5
Deaths per 100 Million Vehicle-Miles*	1.17	1.28	1.27	1.31	1.21

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

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

### Economic Loss Due to Reportable Traffic Crashes

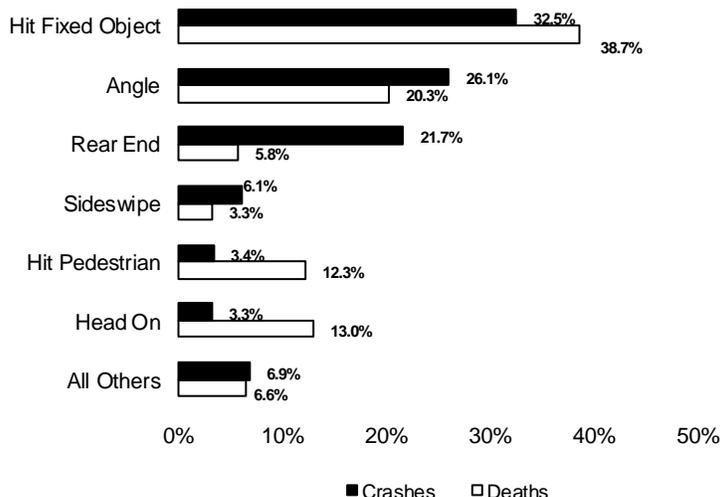
Severity	Number	Average Cost	Estimated Total Costs
Deaths (persons)	1,208	\$6,349,138	\$7,669,758,704
Major Injuries (persons)	3,254	\$1,388,032	\$4,516,656,128
Moderate Injuries (persons)	12,662	\$92,765	\$1,174,590,430
Minor Injuries (persons)	41,755	\$7,365	\$307,525,575
Property Damage Only (crashes)	63,115	\$2,946	\$185,936,790
Unknown Injuries (persons)	25,418	\$7,365	\$187,203,570
	<b>TOTAL</b>		<b>\$14,041,671,197</b>

**In 2013, the economic loss due to traffic crashes was  
\$1,099  
to every man, woman, and child in Pennsylvania.**

Figures are based on the latest PennDOT estimates (in 2008 dollars). The economic loss per Pennsylvania citizen is based on the ratio of estimated total cost to the estimated total population of Pennsylvania. Also note that the Federal guidelines changed for determining the average cost of a fatality in 2013.

### Crashes by Crash Type

Many different types of crashes occur on Pennsylvania roads, but certain types of crashes are more prevalent. More crashes involved a single vehicle hitting a fixed object (tree, guide rail, etc.) than any other type. Hit pedestrian crashes, though they occur much less frequently, cause the fourth highest number of deaths.



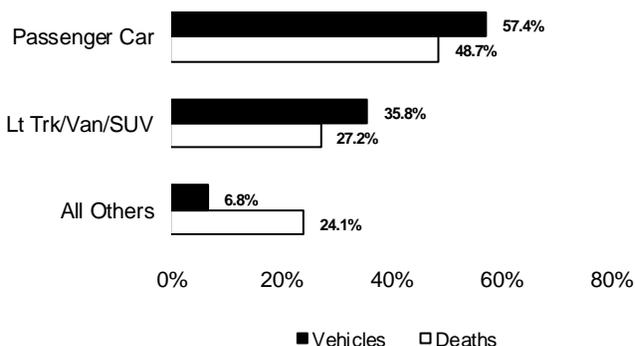
All Crashes

Crash Type	Crashes	Deaths
Angle	32,349	245
Backing Up	160	0
Head On	4,089	157
Hit Fixed Object	40,398	468
Hit Pedestrian	4,272	148
Non-Collision	4,296	61
Rear End	26,893	70
Sideswipe	7,586	40
Other	4,106	19
<b>TOTAL</b>	<b>124,149</b>	<b>1,208</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, vans, and SUVs they accounted for the vast majority of crashes and occupant deaths. Compared with previous years, light truck, van, and SUV vehicles in 2013 were involved in a higher percentage of crashes. Occupant fatalities of motorcycles decreased from 210 in 2012 to 181 in 2013.



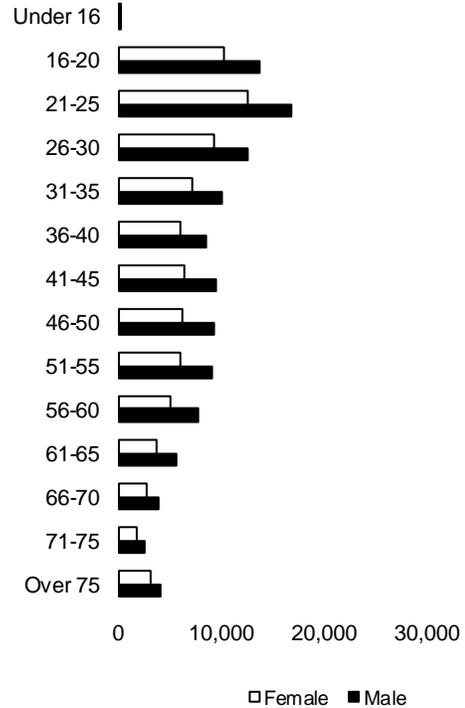
	Occupant	
	Vehicles	Deaths
Passenger Car	116,367	515
Lt Trk/Van/SUV	72,598	287
Heavy Truck	6,573	28
Motorcycle	3,507	181
Bicycle	1,390	11
Commercial Bus	534	9
School Bus	391	0
Other	1,443	26

### Driver Involvement in Crashes by Age and Sex

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

All Crashes

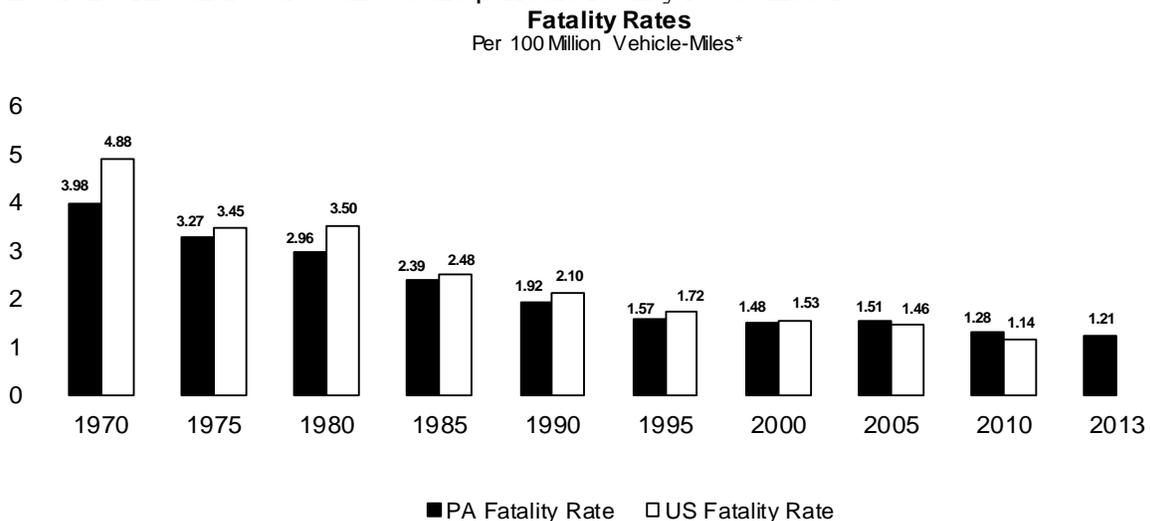
Driver	Male	Female	Total Drivers
Under 16	114 (0.1%)	38 (0.1%)	152
16-20	13,902 (12.0%)	10,279 (12.6%)	24,181
21-25	17,015 (14.7%)	12,601 (15.5%)	29,616
26-30	12,720 (11.0%)	9,346 (11.5%)	22,066
31-35	10,251 (8.8%)	7,301 (9.0%)	17,552
36-40	8,703 (7.5%)	6,128 (7.5%)	14,831
41-45	9,516 (8.2%)	6,489 (8.0%)	16,005
46-50	9,475 (8.2%)	6,334 (7.8%)	15,809
51-55	9,229 (8.0%)	6,018 (7.4%)	15,247
56-60	7,806 (6.7%)	5,048 (6.2%)	12,854
61-65	5,723 (4.9%)	3,757 (4.6%)	9,480
66-70	3,902 (3.4%)	2,752 (3.4%)	6,654
71-75	2,623 (2.3%)	1,820 (2.2%)	4,443
Over 75	4,118 (3.6%)	3,108 (3.8%)	7,226
Unknown	894 (0.8%)	273 (0.3%)	1,167
<b>DRIVERS</b>	<b>115,991 (100.0%)</b>	<b>81,292 (100.0%)</b>	<b>197,283</b>



**Note:** Does not include 2,766 drivers of unknown sex or drivers of non-motorized vehicles.

### Highway Crash Historical Data

Fatality rates have fallen dramatically over the past 60 years as vehicles, roadways, and other factors have improved. Pennsylvania’s fatality rate has also been lower than the US average for most years since 1937. Please note that the 2013 US average fatality rate was not finalized by the time of this publication. The chart below shows the periodic fatality rates since 1970.



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

Year	Total Crashes	Total Killed	Total Injured	Registered Vehicles	Motor Vehicle Mileage*	PA Fatality Rate**	US Fatality Rate**
1946	70,065	1,794	45,889	2,387,542	22.1	8.10	9.80
1947	89,190	1,678	49,938	2,604,741	22.4	7.50	8.80
1948	103,478	1,671	52,709	2,804,056	23.9	7.00	8.10
1949	102,098	1,624	54,290	2,993,903	25.8	6.30	7.50
1950	113,748	1,624	62,103	3,262,243	27.1	6.00	7.60
1951	123,088	1,642	65,643	3,413,836	28.8	5.70	7.10
1952	126,820	1,680	67,143	3,510,064	30.5	5.50	7.10
1953	129,791	1,643	70,531	3,684,468	31.6	5.20	6.70
1954	130,326	1,538	68,571	3,903,917	32.0	4.80	6.10
1955	147,837	1,737	76,836	4,045,995	34.5	5.00	6.10
1956	160,371	1,790	84,813	4,175,217	36.5	4.90	6.10
1957	161,080	1,698	84,755	4,250,576	37.7	4.50	5.80
1958	156,825	1,654	86,733	4,355,813	38.5	4.30	5.40
1959	157,191	1,685	90,807	4,507,262	39.2	4.30	5.40
1960	159,051	1,609	92,792	4,707,055	40.2	4.00	5.30
1961	156,559	1,486	73,997	4,842,400	40.2	3.70	5.20
1962	161,557	1,625	81,936	4,849,400	41.7	3.90	5.30
1963	174,527	1,830	86,892	5,117,229	44.6	4.10	5.50
1964	183,910	1,889	93,564	5,351,350	46.1	4.10	5.70
1965	213,769	2,079	111,123	5,436,349	48.3	4.30	5.60
1966	254,450	2,180	116,537	5,497,000	55.1	4.27	5.70
1967	243,798	2,331	126,417	5,673,000	53.4	4.37	5.50
1968	279,663	2,410	138,389	5,791,000	56.1	4.29	5.40
1969	292,192	2,401	141,728	5,879,000	58.6	4.10	5.21
1970	311,981	2,255	136,518	5,947,000	56.7	3.98	4.88
1971	301,374	2,299	127,318	6,079,000	60.9	3.78	4.57
1972†	277,556	2,352	135,938	6,244,000	67.0	3.51	4.43
1973	307,648	2,444	145,452	7,007,192	66.5	3.67	4.24
1974	277,271	2,155	132,689	8,354,063	63.9	3.37	3.59
1975	288,245	2,082	134,969	8,654,333	63.7	3.27	3.45
1976	303,771	2,025	135,308	9,124,915	69.4	2.92	3.33
1977	234,702	2,071	148,725	8,833,745	72.3	2.87	3.35
1978‡	158,361	2,137	146,403	7,254,893	72.7	2.94	3.39
1979	156,622	2,204	144,300	7,451,021	70.3	3.14	3.50
1980	142,489	2,114	133,716	7,307,974	71.3	2.96	3.50
1981	138,764	2,049	131,301	7,252,836	71.5	2.87	3.30
1982	131,579	1,848	126,026	7,417,311	71.3	2.59	2.88
1983	131,081	1,752	126,707	7,562,726	72.3	2.42	2.69
1984	139,914	1,752	134,714	7,724,686	74.1	2.36	2.68
1985	143,244	1,809	140,067	7,860,497	75.6	2.39	2.48
1986	150,683	1,928	148,044	7,793,921	77.2	2.50	2.48
1987	152,631	2,006	151,457	8,313,799	78.9	2.54	2.40
1988	152,906	1,932	154,018	8,452,365	81.3	2.38	2.32
1989	151,461	1,878	152,589	8,605,747	84.5	2.22	2.20
1990	141,340	1,646	142,945	8,675,835	85.7	1.92	2.10
1991	130,404	1,661	130,446	8,757,129	87.3	1.90	1.90
1992	133,913	1,545	133,113	8,915,621	89.0	1.74	1.80
1993	134,315	1,530	131,503	9,044,901	90.8	1.68	1.80
1994	134,171	1,440	130,678	9,255,714	92.3	1.56	1.83
1995	136,804	1,480	133,177	9,271,517	94.5	1.57	1.72
1996	142,867	1,470	136,949	9,411,261	96.4	1.53	1.69
1997	143,981	1,562	138,820	9,692,499	98.3	1.59	1.64
1998	140,972	1,486	134,092	9,842,427	100.4	1.48	1.58
1999+	144,171	1,549	133,783	9,901,148	100.4	1.54	1.55
2000	147,253	1,520	131,471	10,085,392	102.5	1.48	1.53
2001	131,358	1,532	117,915	10,629,896	103.5	1.48	1.51
2002	138,115	1,618	109,900	10,519,757	103.5	1.56	1.51
2003	140,197	1,577	112,615	10,768,222	104.8	1.50	1.48
2004	137,410	1,490	108,146	10,921,683	106.1	1.40	1.46
2005	132,840	1,616	102,223	11,058,567	107.2	1.51	1.46
2006	128,342	1,525	97,971	11,086,810	107.9	1.41	1.41
2007	130,675	1,491	95,585	11,220,816	108.1	1.38	1.36
2008	125,327	1,468	88,711	11,301,853	108.4	1.35	1.27
2009	121,242	1,256	87,132	11,324,357	107.0	1.17	1.13
2010	121,312	1,324	87,948	11,373,291	103.3	1.28	1.11
2011	125,395	1,286	87,835	11,477,916	101.2	1.27	1.10
2012	124,092	1,310	86,846	11,508,559	100.2	1.31	1.16
2013	124,149	1,208	83,089	11,616,715	99.5	1.21	---

\* In billions

\*\* Per 100 million vehicle-miles

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

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

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

All Crashes

—WHAT CONDITIONS WERE—

**Crashes by Weather and Road Surface Conditions**

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

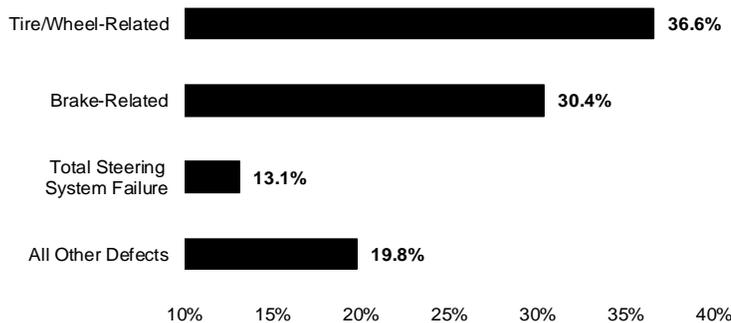
All Crashes

Weather Condition	Crashes	Deaths
No Adverse Conditions	96,131 (77.4%)	1,003 (83.0%)
Rain/Rain & Fog	14,460 (11.7%)	116 (9.6%)
Snow/Sleet/Freezing Rain	11,628 (9.4%)	59 (4.9%)
Fog/Smoke, Etc.	818 (0.7%)	14 (1.2%)
Other	1,112 (0.9%)	16 (1.3%)
<b>TOTAL</b>	<b>124,149 (100.0%)</b>	<b>1,208 (100.0%)</b>

Road Surface Condition	Crashes	Deaths
Dry	88,885 (71.6%)	927 (76.7%)
Wet	21,127 (17.0%)	202 (16.7%)
Snow/Slush	8,961 (7.2%)	37 (3.1%)
Ice/Ice Patches	4,454 (3.6%)	23 (1.9%)
Other	722 (0.6%)	19 (1.6%)
<b>TOTAL</b>	<b>124,149 (100.0%)</b>	<b>1,208 (100.0%)</b>

**Crashes Involving Vehicle Defects**

Improperly-maintained vehicles can lead to crashes. In 2013, tire/wheel and brake-related failures again contributed to the majority of vehicle defect related crashes. The percentages in the graph below refer to the number of crashes involving vehicle defects.

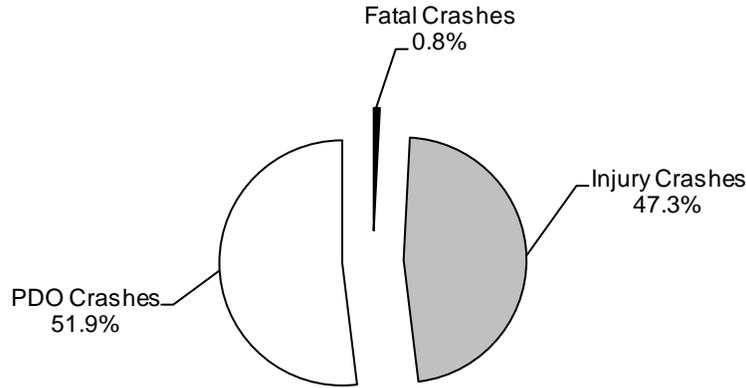


Vehicle Defect	Crashes
Tire/Wheel-Related	912
Brake-Related	757
Total Steering System Failure	327
Power Train Failure	228
Suspension	89
Unsecure/Shifted Trailer Load	55
Vehicle Lighting-Related	35
Body/Doors/Hood, Etc.	25
Other Known Defects	61

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

### Work Zone Crashes

Work zones are potentially dangerous areas because conditions are constantly changing. Drivers do not always anticipate these changes nor exercise the appropriate level of caution. 48 percent of work zone crashes in 2013 contained fatalities or injuries.



Total Crashes: **1,845**

Total Killed: **16** (Workers Killed: 0)

Total Injured: **1,262**

### Work Zone Crashes—Vehicles Involved

Vehicle Type	State Hwy (Interstate)	State Hwy (Other)	Turnpike	Local Road
Passenger Car	566 (52.2%)	969 (52.1%)	215 (44.2%)	118 (58.7%)
Light Truck/SUV	357 (32.9%)	716 (38.5%)	169 (34.7%)	65 (32.3%)
Heavy Truck/Bus	141 (13.0%)	131 (7.0%)	95 (19.5%)	6 (3.0%)
Motorcycle	7 (0.7%)	21 (1.1%)	2 (0.4%)	1 (0.5%)
Other	13 (1.2%)	23 (1.2%)	6 (1.2%)	11 (5.5%)
<b>TOTAL</b>	<b>1,084 (100.0%)</b>	<b>1,860 (100.0%)</b>	<b>487 (100.0%)</b>	<b>201 (100.0%)</b>

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

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

Year	Road Type	Crashes		Deaths	
		Number	% Total	Number	% Total
2009	State Hwy (Interstate)	366	24.2%	3	13.0%
	State Hwy (Other)	900	59.5%	16	69.6%
	Turnpike	155	10.2%	2	8.7%
	Local Road	91	6.0%	2	8.7%
	Other/Unknown Road	1	0.1%	0	0.0%
	<b>TOTAL</b>	<b>1,513</b>	<b>100.0%</b>	<b>23</b>	<b>100.0%</b>
2010	State Hwy (Interstate)	518	27.5%	6	26.1%
	State Hwy (Other)	1,106	58.6%	14	60.9%
	Turnpike	151	8.0%	3	13.0%
	Local Road	110	5.8%	0	0.0%
	Other/Unknown Road	1	0.1%	0	0.0%
	<b>TOTAL</b>	<b>1,886</b>	<b>100.0%</b>	<b>23</b>	<b>100.0%</b>
2011	State Hwy (Interstate)	477	26.3%	5	23.8%
	State Hwy (Other)	1,017	56.1%	11	52.4%
	Turnpike	202	11.2%	5	23.8%
	Local Road	116	6.4%	0	0.0%
	Other/Unknown Road	0	0.0%	0	0.0%
	<b>TOTAL</b>	<b>1,812</b>	<b>100.0%</b>	<b>21</b>	<b>100.0%</b>
2012	State Hwy (Interstate)	390	23.5%	4	19.1%
	State Hwy (Other)	928	55.9%	15	71.4%
	Turnpike	228	13.7%	2	9.5%
	Local Road	115	6.9%	0	0.0%
	Other/Unknown Road	0	0.0%	0	0.0%
	<b>TOTAL</b>	<b>1,661</b>	<b>100.0%</b>	<b>21</b>	<b>100.0%</b>
2013	State Hwy (Interstate)	506	27.4%	3	18.8%
	State Hwy (Other)	958	51.9%	11	68.8%
	Turnpike	269	14.6%	2	12.5%
	Local Road	112	6.1%	0	0.0%
	Other/Unknown Road	0	0.0%	0	0.0%
	<b>TOTAL</b>	<b>1,845</b>	<b>100.0%</b>	<b>16</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 were hit often in Pennsylvania crashes. While there are many different roadside objects, a few are more predominant in crashes than others. The table below lists crashes with various types of roadside objects no matter the sequence of harmful events.

Roadside Object	Crashes	% Total	Deaths	% Total
Hit Bridge	685	0.6%	14	1.2%
Hit Building	1,440	1.2%	22	1.8%
Hit Culvert	902	0.7%	19	1.6%
Hit Curb	4,447	3.6%	59	4.9%
Hit Ditch	3,203	2.6%	37	3.1%
Hit Embankment	7,544	6.1%	139	11.5%
Hit Fence or Wall	2,823	2.3%	35	2.9%
Hit Fire Hydrant	475	0.4%	3	0.3%
Hit Guiderail	6,836	5.5%	115	9.5%
Hit Impact Attenuator	196	0.2%	2	0.2%
Hit Mailbox(es)	1,446	1.2%	22	1.8%
Hit Median Barrier	4,598	3.7%	32	2.7%
Hit Other Fixed Object	4,000	3.2%	65	5.4%
Hit Parked Vehicle	7,089	5.7%	37	3.1%
Hit Rock(s) or Obstacle on Roadway	462	0.4%	2	0.2%
Hit Signal/Sign Support	2,446	2.0%	49	4.1%
Hit Snow Bank	126	0.1%	2	0.2%
Hit Temporary Construction Barrier	45	0.0%	1	0.1%
Hit Traffic Island or Channelization	244	0.2%	2	0.2%
Hit Tree(s) or Shrubs/Hedges	9,793	7.9%	256	21.2%
Hit Utility Pole(s)	9,088	7.3%	103	8.5%
Hit Deer	3,364	2.7%	11	0.9%
Hit Other Animal	227	0.2%	4	0.3%

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

**WHERE THEY HAPPENED—****Crashes by Road Type**

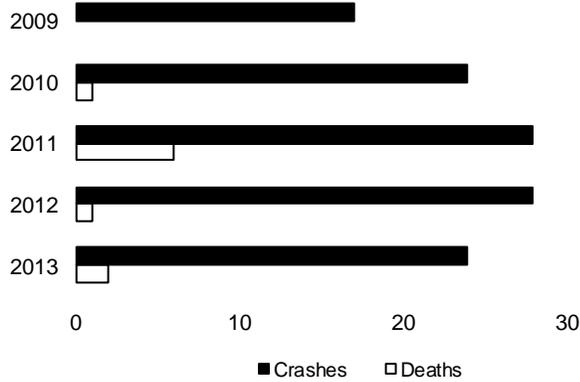
	State Hwy (Interstate)	State Hwy (Other)	Turnpike	Local Road	Other
Crashes	9,297	80,830	2,430	31,579	13
Persons Killed	98	911	16	183	0
Persons Injured	5,727	56,330	1,179	19,848	9
Miles of Maintained Road	1,367	39,246	551	79,493	---
100 MVM* Traveled	178.9	575.1	57.8	183.4	---
Crashes/MVM*	0.52	1.41	0.42	1.72	---
Persons Killed/100 MVM*	0.55	1.58	0.28	1.00	---
Persons Injured/MVM*	0.32	0.98	0.20	1.08	---

\* 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 2012 Highway Performance Monitoring System (HPMS) package and reflects 2012 length and travel activity data. Ramps are included as part of the roadway to which it is connected.

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

Motor vehicle/train crashes make up a very small percentage of total crashes. In the last five years, only 10 deaths have occurred in this type of crash. In 2013, two deaths occurred.

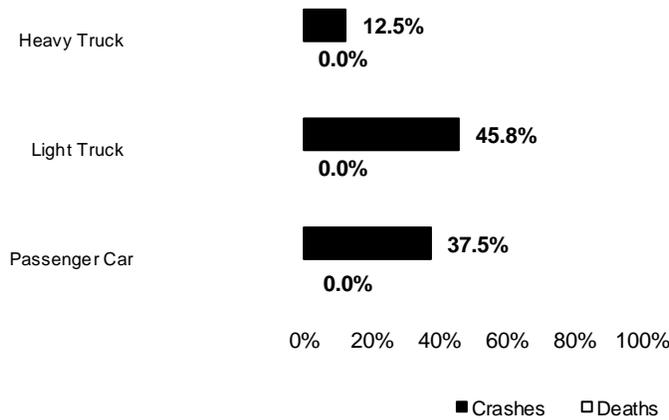


Year	Crashes	Deaths
2009	17	0
2010	24	1
2011	28	6
2012	28	1
2013	24	2

All Crashes

### Train/Vehicle Crashes by Vehicle Type

Passenger cars, light trucks, vans, and SUVs were the predominant vehicle types involved in crashes with trains in 2013. In 2013, heavy truck involvement with trains decreased to 3 crashes from 9 in 2012.



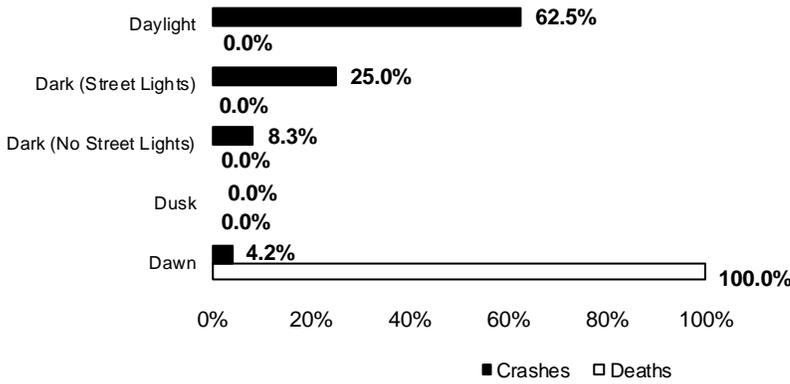
Vehicle Type	Crashes	Deaths
Light Truck	11	0
Passenger Car	9	0
Heavy Truck	3	0
Commercial Bus	1	2
Bicycle	0	0
Motorcycle	0	0
School Bus	0	0
Unknown	0	0
<b>TOTAL</b>	<b>24</b>	<b>2</b>

### Train/Vehicle Crashes by Road Type

Road Type	Crashes	Deaths
Local Road	15	2
State Hwy (Other)	9	0
<b>TOTAL</b>	<b>24</b>	<b>2</b>

All Crashes

### Train/Vehicle Crashes by Light Level



Light Level	Crashes	Deaths
Daylight	15	0
Dark (Street Lights)	6	0
Dark (No Street Lights)	2	0
Dusk	0	0
Dawn	1	2
<b>TOTAL</b>	<b>24</b>	<b>2</b>

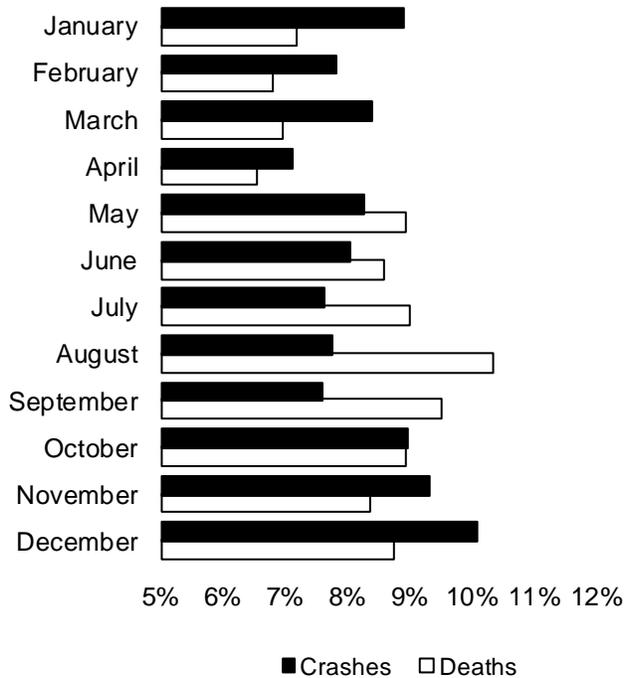
### Train/Vehicle Crashes by County

County	Crashes	Deaths
Allegheny	1	0
Armstrong	1	0
Berks	1	0
Bucks	1	0
Butler	3	2
Chester	1	0
Delaware	2	0
Erie	1	0
Fayette	1	0
Franklin	1	0
Lancaster	1	0
Lebanon	1	0

County	Crashes	Deaths
Lehigh	1	0
Montgomery	1	0
Northampton	1	0
Philadelphia	1	0
Washington	3	0
Wyoming	1	0
York	1	0
Cambria	0	0
Cameron	0	0
Carbon	0	0
Centre	0	0
<b>TOTAL</b>	<b>24</b>	<b>2</b>

—**WHEN THEY HAPPENED**—

**Crashes by Month**

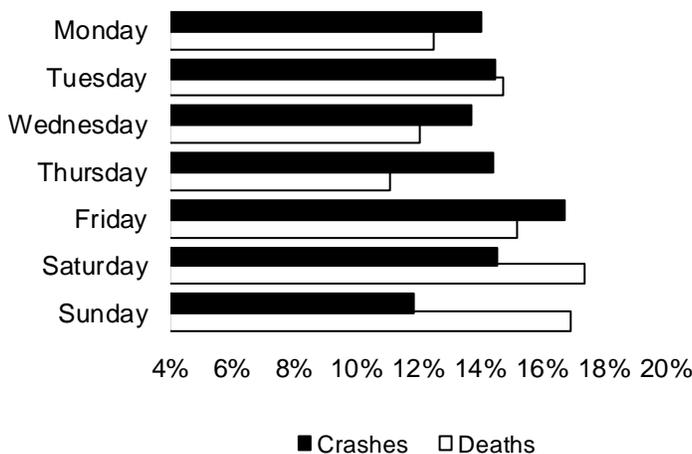


Month	Crashes	Deaths
January	11,052 (8.9%)	87 (7.2%)
February	9,739 (7.8%)	82 (6.8%)
March	10,429 (8.4%)	84 (7.0%)
April	8,862 (7.1%)	79 (6.5%)
May	10,271 (8.3%)	108 (8.9%)
June	9,998 (8.1%)	104 (8.6%)
July	9,471 (7.6%)	109 (9.0%)
August	9,624 (7.8%)	125 (10.4%)
September	9,439 (7.6%)	115 (9.5%)
October	11,145 (9.0%)	108 (8.9%)
November	11,574 (9.3%)	101 (8.4%)
December	12,545 (10.1%)	106 (8.8%)
<b>TOTAL</b>	<b>124,149 (100.0%)</b>	<b>1,208 (100.0%)</b>

All Crashes

**Crashes by Day of Week**

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

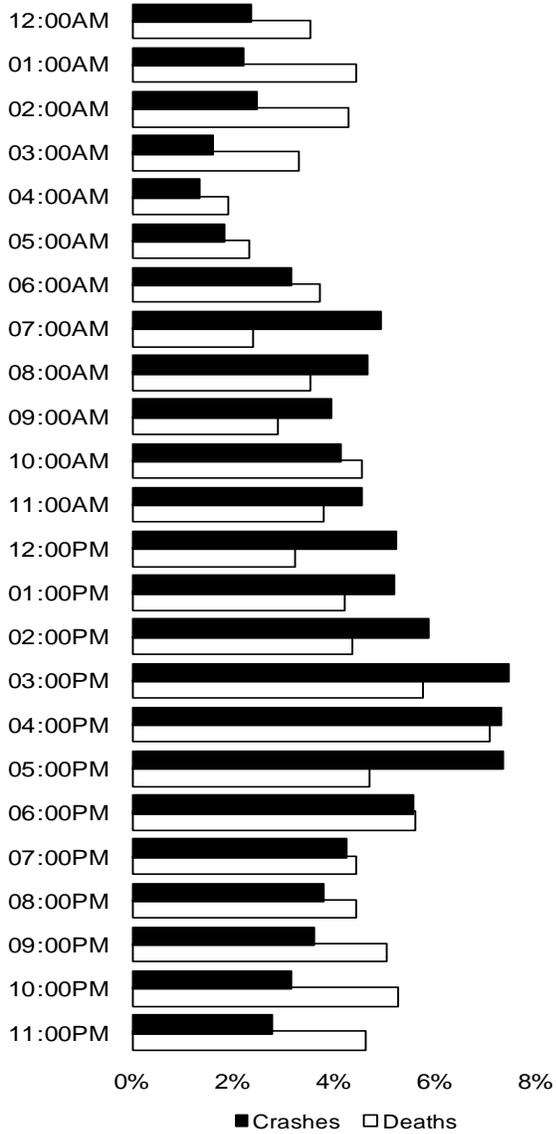


Day	Crashes	Deaths
Monday	17,464 (14.1%)	151 (12.5%)
Tuesday	18,044 (14.5%)	178 (14.7%)
Wednesday	17,049 (13.7%)	146 (12.1%)
Thursday	17,896 (14.4%)	134 (11.1%)
Friday	20,820 (16.8%)	184 (15.2%)
Saturday	18,106 (14.6%)	210 (17.4%)
Sunday	14,770 (11.9%)	205 (17.0%)
<b>TOTAL</b>	<b>124,149 (100.0%)</b>	<b>1,208 (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 times. Some hours of the day experience a low percentage of crashes, but they are much more deadly. For example, only 3.2% of all crashes in 2013 occurred in the 10:00 PM hour, but 5.3% of all deaths—the fourth highest percentage—occurred then. The higher volume of traffic itself is a factor during peak traffic hours, particularly the rush-hours.

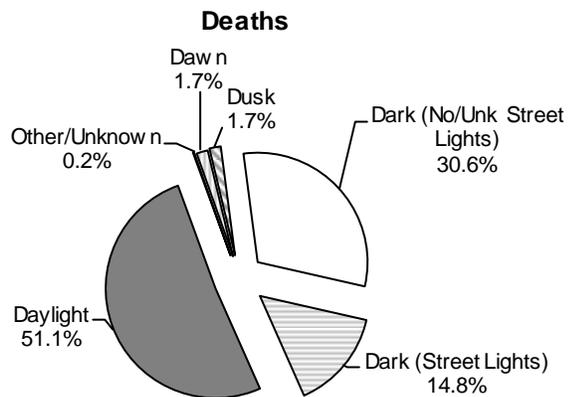
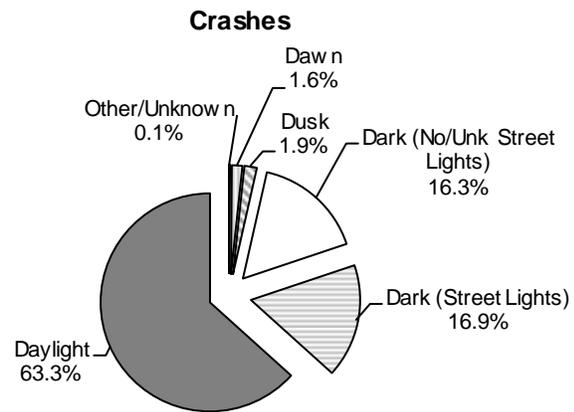
All Crashes



Hour	Crashes	Deaths
12:00AM	2,949	43
01:00AM	2,743	54
02:00AM	3,062	52
03:00AM	2,014	40
04:00AM	1,692	23
05:00AM	2,254	28
06:00AM	3,931	45
07:00AM	6,146	29
08:00AM	5,834	43
09:00AM	4,913	35
10:00AM	5,154	55
11:00AM	5,662	46
12:00PM	6,535	39
01:00PM	6,475	51
02:00PM	7,314	53
03:00PM	9,272	70
04:00PM	9,091	86
05:00PM	9,175	57
06:00PM	6,966	68
07:00PM	5,319	54
08:00PM	4,747	54
09:00PM	4,486	61
10:00PM	3,950	64
11:00PM	3,468	56

### Crashes by Light Level

In 2013, 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 2013 occurred slightly less often during non-daylight hours (dark and dusk/dawn conditions). If 2013 deaths per 1000 crashes are compared (Daylight—7.9 deaths per 1000 crashes versus Non-Daylight—13.0 deaths per 1000 crashes), it is apparent that non-daylight crashes resulted in deaths more often than daylight crashes.



Light Level	Crashes	Deaths
Daylight	78,575	617
Dark (Street Lights)	20,933	179
Dark (No/Unk Street Lights)	20,258	370
Dusk	2,300	20
Dawn	1,928	20
Other/Unknown	155	2
<b>TOTAL</b>	<b>124,149</b>	<b>1,208</b>

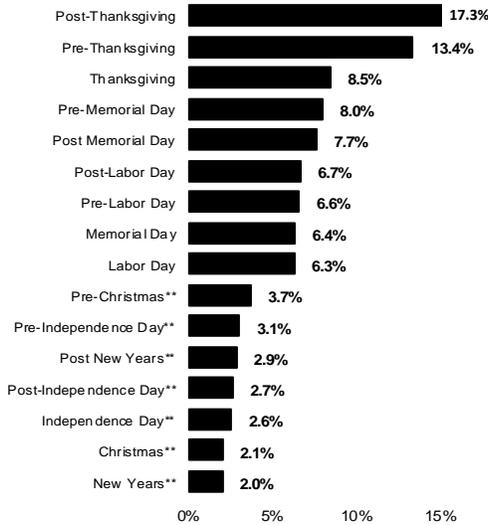


### Crashes by Holiday

Crashes increased during holiday periods due to the volume of traffic on the roadway. Many times the weekend before and the weekend after the holiday have nearly as many crashes and fatalities, and sometimes more. The graphs below illustrate the ranking in descending order, of total crashes and deaths, respectively, for each holiday period. The table shows a breakdown of crashes and deaths for each holiday period in 2013.

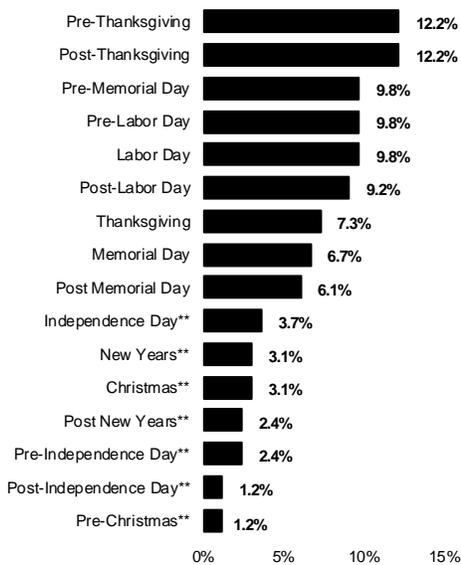
All Crashes

**Crashes**



Period*	Crashes	Deaths
New Years**	282	5
Post New Years**	398	4
Pre-Memorial Day	1,105	16
Memorial Day	878	11
Post Memorial Day	1,057	10
Pre-Independence Day**	427	4
Independence Day**	359	6
Post-Independence Day**	369	2
Pre-Labor Day	913	16
Labor Day	874	16
Post-Labor Day	923	15
Pre-Thanksgiving	1,853	20
Thanksgiving	1,168	12
Post-Thanksgiving	2,392	20
Pre-Christmas**	514	2
Christmas**	285	5
<b>TOTAL</b>	<b>13,797</b>	<b>164</b>

**Deaths**



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

\*\* Not part of a holiday weekend in 2013.

## Drivers

### Drivers Overview

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

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

### Crashes Involving Driver Error

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

Contributing Factor	Crashes	Fatal Crashes
Speed-Related	33,813	485
Drinking Driver	10,084	217
Improper Turning-Related	12,389	60
Distracted Driver	14,372	59
Proceeded Without Clearance	8,089	56
Careless/Illegal Passing	4,125	55
Tailgating	5,646	14
Drowsy Drivers	2,455	8

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

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

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

Number of Vehicles	All Drivers	Young Drivers (16-21)	Mature Drivers (65-74)	Mature Drivers (75+)
<b>Single Vehicle Crash</b>	46.7%	40.7%	21.3%	21.5%
	57,920 crashes	11,705 crashes	2,468 crashes	1,675 crashes
<b>Multiple Vehicle Crash</b>	53.3%	59.3%	78.7%	78.5%
	66,078 crashes	17,043 crashes	9,136 crashes	6,118 crashes

### Drivers in Crashes by Age Group

Looking at the 2013 Pennsylvania driver data, as driver age groups increased in age, the percentage of Pennsylvania total drivers involved in crashes within each age group decreased considerably. Note the percentage of 16-year old drivers involved in crashes. This number is significantly lower than other young driver age groups due to a law enacted in December 1999 that required a mandatory six month waiting period between obtaining a Learner's Permit and testing for licensure. It also reflected the limited time 16-year old drivers used the roads and the more controlled situations in which they are permitted to drive during the permit process. Driver inexperience and less cautious driving often are attributed characteristics given to the reason all young driver ages have higher rates.

Age Group	PA Drivers Involved in Crashes	*PA Total Drivers	% Involved in Crashes
16	1,688	54,618	3.1%
17	4,771	97,359	4.9%
18	5,425	115,524	4.7%
19	5,440	128,339	4.2%
20	5,388	135,316	4.0%
21	5,581	138,914	4.0%
22-24	16,233	440,459	3.7%
25-29	21,176	727,090	2.9%
30-39	30,169	1,364,509	2.2%
40-54	42,680	2,408,468	1.8%
55-59	12,230	878,307	1.4%
60-64	9,248	759,324	1.2%
65-69	6,520	610,271	1.1%
70-74	4,566	443,694	1.0%
75 and Over	7,638	762,468	1.0%
Unknown	30	N/A	N/A

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

## Comparison of Young and Mature Drivers by Crash Type

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

Crash Type	All Drivers	Young Drivers (16-21)	Mature Drivers (65-74)	Mature Drivers (75+)
<b>Non-Collision</b>	3.5%	2.6%	1.7%	0.8%
	4,292 crashes	756 crashes	200 crashes	63 crashes
<b>Rear-End</b>	21.7%	23.5%	28.4%	24.1%
	26,874 crashes	6,744 crashes	3,290 crashes	1,881 crashes
<b>Head-On</b>	3.3%	3.5%	4.2%	4.5%
	4,087 crashes	1,007 crashes	488 crashes	353 crashes
<b>Backing Up</b>	0.1%	0.1%	0.2%	0.2%
	160 crashes	27 crashes	17 crashes	18 crashes
<b>Angle</b>	26.1%	29.0%	40.3%	46.4%
	32,334 crashes	8,328 crashes	4,671 crashes	3,619 crashes
<b>Sideswipe</b>	6.1%	4.9%	6.8%	6.2%
	7,578 crashes	1,410 crashes	784 crashes	485 crashes
<b>Hit Fixed Object</b>	32.5%	33.9%	13.9%	14.2%
	40,345 crashes	9,748 crashes	1,615 crashes	1,109 crashes
<b>Hit Pedestrian</b>	3.4%	1.1%	2.3%	2.5%
	4,224 crashes	317 crashes	272 crashes	191 crashes
<b>Other</b>	3.3%	1.4%	2.3%	1.0%
	4,104 crashes	411 crashes	267 crashes	74 crashes

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

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

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

	All Drivers	Young Drivers (16-21)	Mature Drivers (65-74)	Mature Drivers (75+)
<b>Intersection</b>	38.2%	39.6%	49.7%	54.6%
	47,300 crashes	11,371 crashes	5,762 crashes	4,255 crashes
<b>Non-Intersection</b>	61.9%	60.5%	50.3%	45.4%
	76,698 crashes	17,377 crashes	5,842 crashes	3,538 crashes

## Alcohol-Related Crashes

### Alcohol Overview

- ▶ In Pennsylvania, drinking and driving remains a top safety issue. In 2013, alcohol-related crashes decreased to 11,041 from 11,956 alcohol-related crashes in 2012. Alcohol-related deaths decreased from 404 to 381 in 2012.
- ▶ Of particular concern is the involvement of drinking drivers under the age of 21. 19% of the driver deaths in the 16-20 age group were drinking drivers, up from 18% in 2012. Improvement in this age group is a very important need.
- ▶ Of equal focus is the 21 to 25 age group, in which 44% of the driver deaths were drinking drivers. This age group had the third worst percentage of all groups, and was up from 40% in 2012. The 26 to 30 age group decreased to 34% from 44% in 2012.
- ▶ In 2013, alcohol-related deaths were 32% of the total traffic deaths, nearly the same as in 2010, 2011 and 2012.
- ▶ Pennsylvania continues to take an aggressive posture to prevent and deter drinking and driving (particularly through the widespread use of sobriety checkpoints and saturation patrols).

Alcohol-  
Related

### 2013 Briefs

- ▶ 381 people died in alcohol-related crashes.
- ▶ 91% of the alcohol-related occupant deaths (drivers and passengers) were in the vehicle driven by the drinking driver; 77% were the drinking drivers themselves.
- ▶ 75% of the drinking drivers in traffic crashes were male.
- ▶ 74% of the alcohol-related crashes were during the hours of darkness, usually on weekends.
- ▶ On average each day, 30 alcohol-related traffic crashes occurred.
- ▶ On average each day, 1.0 persons were killed in alcohol-related traffic crashes.
- ▶ On average each day, 22 persons were injured in alcohol-related traffic crashes.

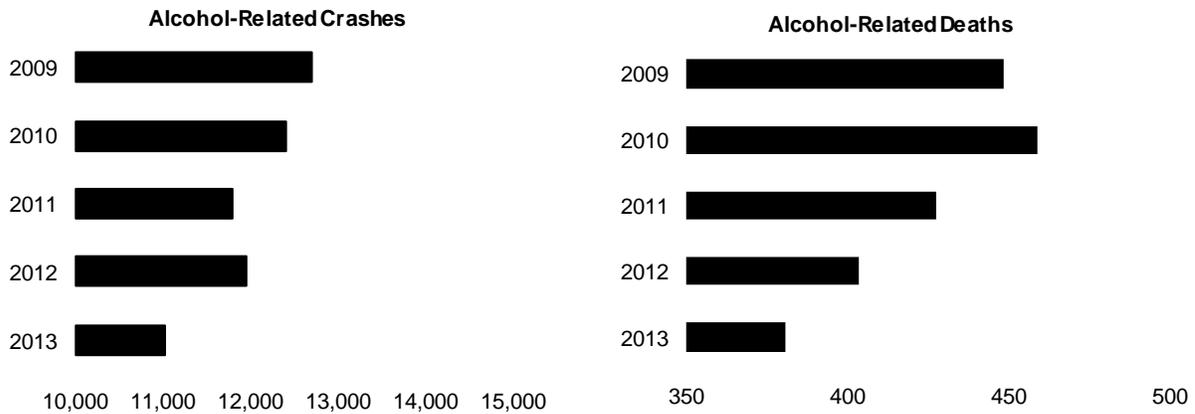
### Alcohol Involvement in Crashes

Although alcohol-related crashes accounted for approximately 9% of the total crashes in 2013, they resulted in 32% of all persons killed in crashes. Alcohol-related crashes were 4.9 times more likely to result in death than those not related to alcohol (3.3% of the alcohol-related crashes resulted in death, compared to 0.7% of crashes which were not alcohol-related). “PDO Crashes” in the table below refers to property damage only crashes.

	Fatal Crashes	Deaths	Injury Crashes	Injuries	PDO Crashes
Alcohol-Related	363 (32.5%)	381 (31.5%)	5,864 (9.8%)	7,900 (9.5%)	4,814 (7.6%)
Non-Alcohol-Related	754 (67.5%)	827 (68.5%)	54,053 (90.2%)	75,193 (90.5%)	58,293 (92.4%)
<b>TOTAL</b>	<b>1,117 (100.0%)</b>	<b>1,208 (100.0%)</b>	<b>59,917 (100.0%)</b>	<b>83,093 (100.0%)</b>	<b>63,107 (100.0%)</b>

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

Alcohol-related crashes decreased in 2013, and were the lowest total in the last five years. Alcohol-related fatalities decreased in 2013, and were the lowest total in the last five years. Alcohol-related fatalities are trending in a good direction.



Alcohol-Related

	2009	2010	2011	2012	2013
Crashes	12,712	12,426	11,805	11,956	11,041
Fatal Crashes	397	408	393	375	363
Injury Crashes	6,887	6,773	6,241	6,425	5,864
PDO Crashes	5,428	5,245	5,171	5,156	4,814
Deaths	449	459	428	404	381
Injuries	9,536	9,321	8,471	8,724	7,900
Fatal Crashes per 100,000 Licensed Drivers	4.6	4.7	4.5	4.2	4.1
Deaths per 100,000 Licensed Drivers	5.2	5.2	4.9	4.6	4.3

### Victims of Alcohol-Related Fatal Crashes

There were 328 driver and passenger deaths in alcohol-related crashes in 2013, while 297 (91%) were the drinking drivers or their passengers.

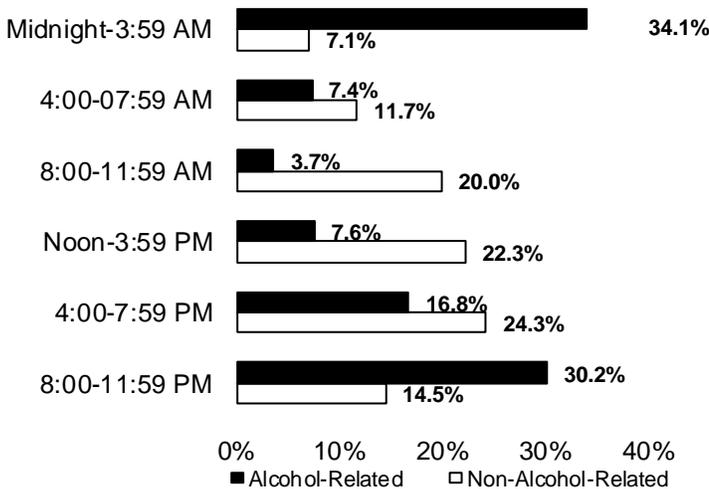
Persons Involved	Deaths
<b>Drivers</b>	<b>278</b>
<i>Drinking Drivers</i>	252 (90.7%)
<i>Non-Drinking Drivers</i>	26 (9.4%)
<b>Passengers</b>	<b>50</b>
<i>Passengers with Drinking Driver</i>	45 (90.0%)
<i>Passengers with Non-Drinking Driver</i>	5 (10.0%)
<b>Pedestrians</b>	<b>49</b>
<i>Drinking Pedestrian</i>	32 (65.3%)
<i>Non-Drinking Pedestrian</i>	17 (34.7%)
<b>TOTAL DEATHS*</b>	<b>381</b>

\*Includes 4 victims, status unknown

Alcohol-Related

### Victims of Fatal Crashes by Time of Day

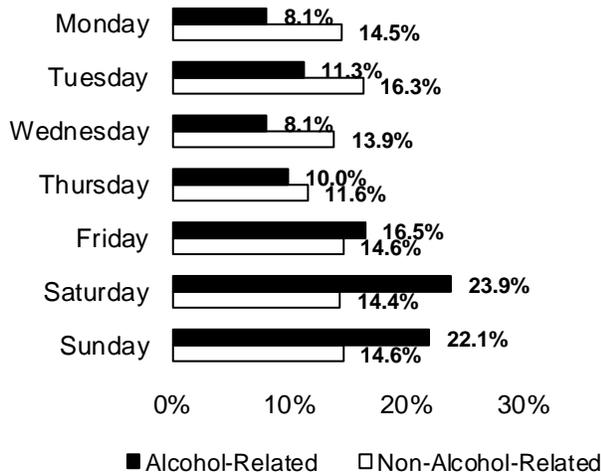
Alcohol-related crashes occurring between 8:00 PM and 4:00 AM produced the vast majority of deaths (64% of alcohol-related deaths). In contrast, under half of the deaths (47%) from non-alcohol-related crashes resulted from crashes occurring between noon and 8:00 PM.



Time of Occurrence	Non-Alcohol-Related	Alcohol-Related
Midnight-3:59 AM	59	130
4:00-07:59 AM	97	28
8:00-11:59 AM	165	14
Noon-3:59 PM	184	29
4:00-7:59 PM	201	64
8:00-11:59 PM	120	115
Time Unknown	1	1
<b>TOTAL DEATHS</b>	<b>827</b>	<b>381</b>

### Victims of Fatal Crashes by Day of Week

Just under half (46%) of alcohol-related fatal crash victims were the result of crashes occurring on Saturday and Sunday, while fatal crash victims of non-alcohol-related crashes tended to be distributed more evenly throughout the work week with the fewest occurring on Thursday.

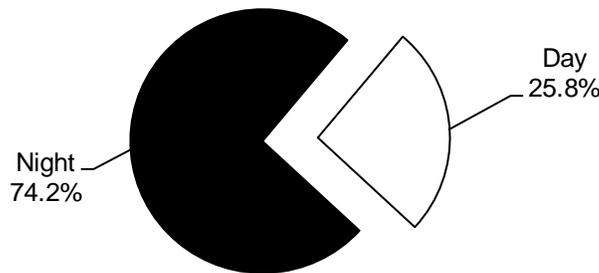


Day of Occurrence	Non-Alcohol-Related	Alcohol-Related
Monday	120	31
Tuesday	135	43
Wednesday	115	31
Thursday	96	38
Friday	121	63
Saturday	119	91
Sunday	121	84
<b>TOTAL DEATHS</b>	<b>827</b>	<b>381</b>

Alcohol-Related

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

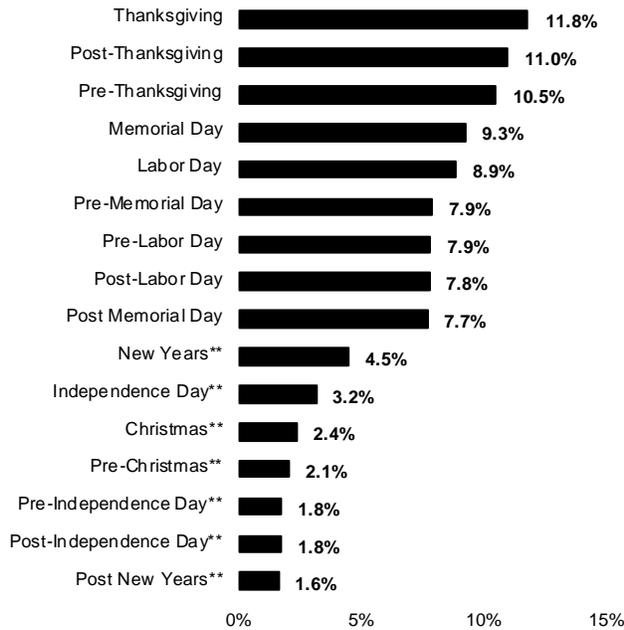
74% of alcohol-related crashes occurred at night. The graph below shows the breakdown of alcohol-related crashes by day and night.



### Alcohol-Related Holiday Crashes

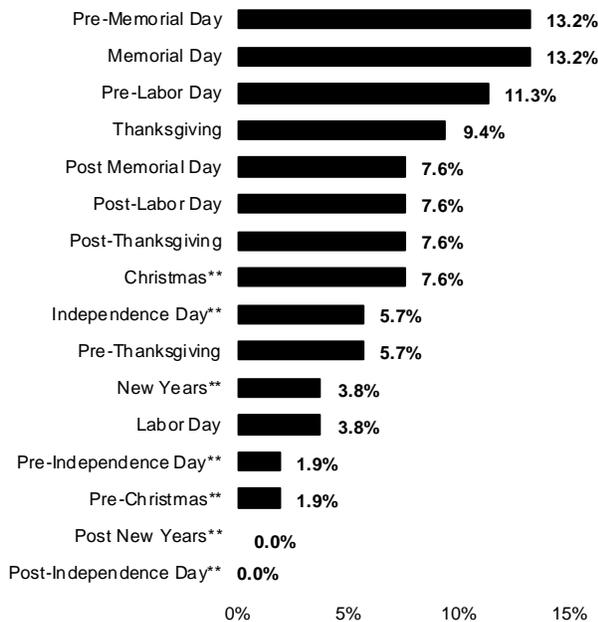
In 2013, 12% of all holiday crashes involved alcohol use; however, 32% of deaths which occurred during holiday weekends were related to alcohol use. (See *Crashes by Holiday*, page 22.)

**Total Crashes**



Period*	Crashes	Deaths
New Years**	74	2
Post New Years**	27	0
Pre-Memorial Day	130	7
Memorial Day	152	7
Post Memorial Day	127	4
Pre-Independence Day**	29	1
Independence Day**	52	3
Post-Independence Day**	29	0
Pre-Labor Day	129	6
Labor Day	146	2
Post-Labor Day	128	4
Pre-Thanksgiving	172	3
Thanksgiving	194	5
Post-Thanksgiving	180	4
Pre-Christmas**	34	1
Christmas**	39	4
<b>TOTAL</b>	<b>1,642</b>	<b>53</b>

**Deaths**



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

\*\* Not part of a holiday weekend in 2013.

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

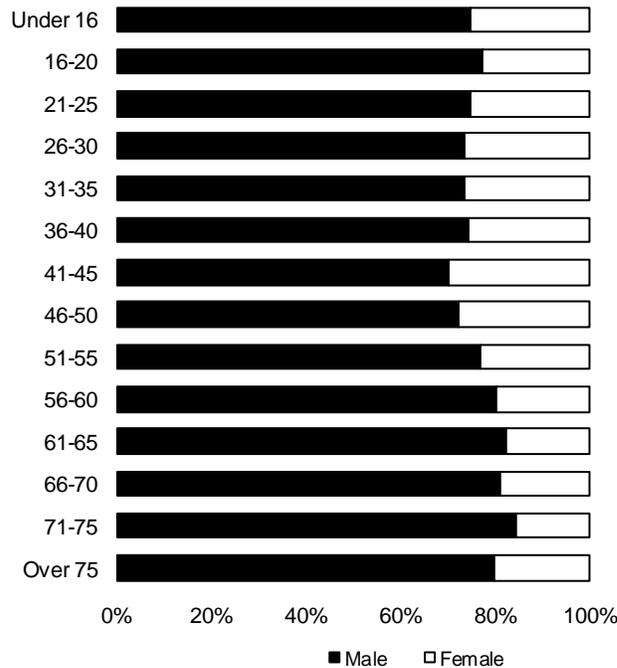
Motorcyclists had the largest percentage of drinking drivers to total drivers compared to the drivers of other types of vehicles. Drinking drivers of passenger cars, light trucks, vans, and sport utility vehicles were also above the average for drivers of all vehicle types. Bus and heavy truck drivers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

<b>Total Drivers in Crashes</b> 200,049	Passenger Car	115,741
	Lt Trk/SUV/Van	72,201
	Heavy Truck	6,469
	Motorcycle	3,500
	Bus	923
	Other	1,215
<b>Drinking Drivers in Crashes</b> 10,806 (5.4% of total)	Passenger Car	6,325 (5.5% of total)
	Lt Trk/SUV/Van	4,038 (5.6% of total)
	Heavy Truck	36 (0.6% of total)
	Motorcycle	338 (9.7% of total)
	Bus	2 (0.2% of total)
	Other	67 (5.5% of total)

Alcohol-Related

### Drinking Drivers in Crashes by Age and Sex

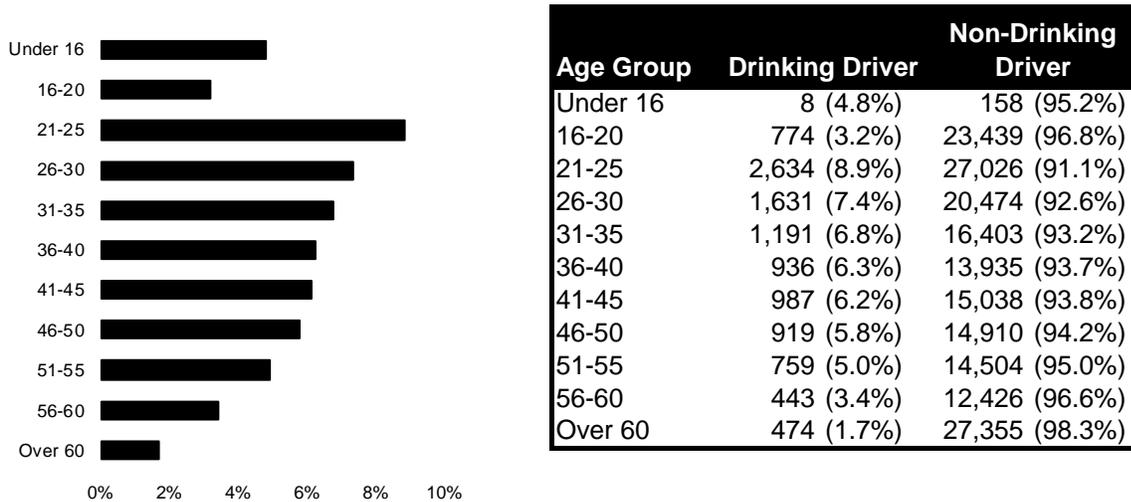
In 2013, roughly 3 out of 4 drinking drivers in crashes were male (across most age groups), with only slight variations among the age groups. The table below does not include an additional 67 drivers for whom age and/or sex were not known.



Age Group	Male	Female	Total
Under 16	6	2	8
16-20	600	173	773
21-25	1,973	659	2,632
26-30	1,203	424	1,627
31-35	874	314	1,188
36-40	697	236	933
41-45	694	292	986
46-50	663	254	917
51-55	585	173	758
56-60	356	87	443
61-65	204	43	247
66-70	105	24	129
71-75	49	9	58
Over 75	32	8	40
<b>Total</b>	<b>8,041</b>	<b>2,698</b>	<b>10,739</b>

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

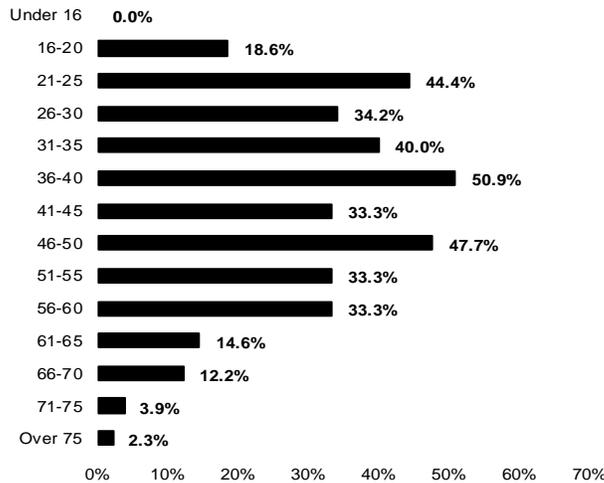
In 2013, as the table and graph below show, the two age groups from 21 to 30 had the highest percentage of drinking drivers within their respective age groups. After age 40, the percentage of drinking drivers within the succeeding age groups steadily declined. The Under 16 age group continues to be of particular concern, as it included 8 drinking drivers.



Alcohol-Related

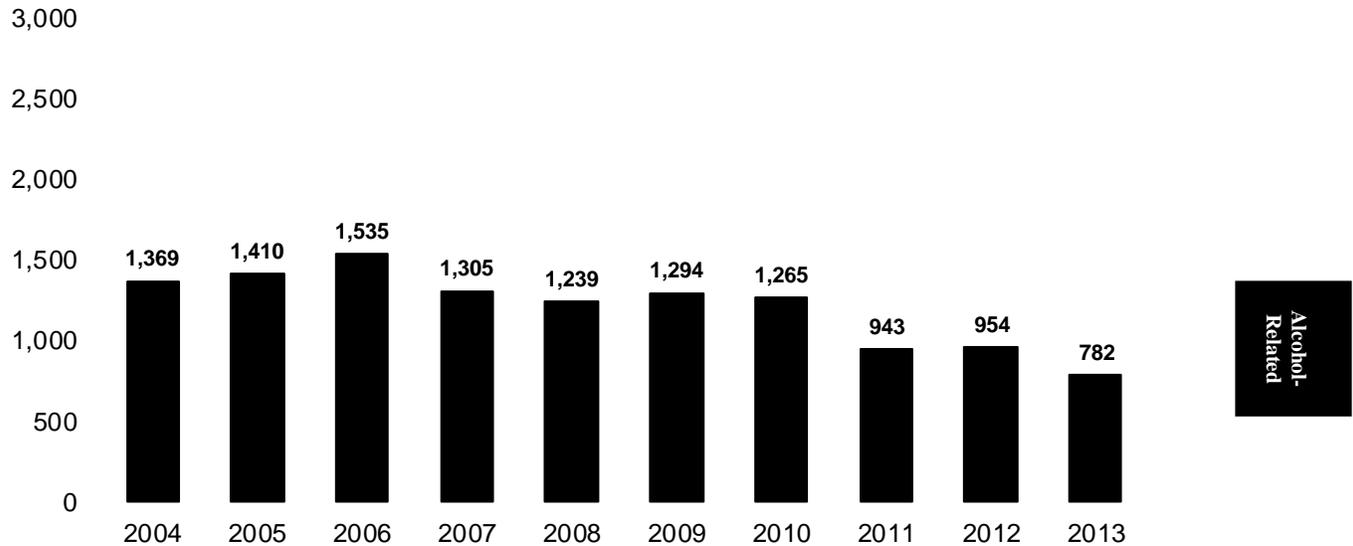
### Drinking Driver Deaths as a Percentage of Total Driver Deaths, by Age Group

The graph below shows drinking driver deaths as a percentage of total driver deaths within each respective age group for 2013 crashes. The age group from 36 to 40 had the highest percentage, with 51% of the driver deaths in this age group being a drinking driver. The 16-20 age group increased from 17.5% in 2012. In 2013, there were no drivers under the age of 16 who chose to combine alcohol usage and driving without a license.



### ***Underage Drinking Drivers in Pennsylvania Crashes—Historical Data***

Act 31, commonly known as the “*Underage Drinking Law*,” went into effect on May 24, 1988. From that year, and until 1994, the number of underage drinking drivers involved in Pennsylvania crashes declined each year. From 1997 until 2002, the amount of underage drinking drivers remained consistently high. From that point until 2013 there has been a downward trend with 2005, 2006, 2009, 2010 and 2012 disrupting the steady decrease.



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

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

### Restraints Overview

#### Safety Belts

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

#### Child Safety Seats

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

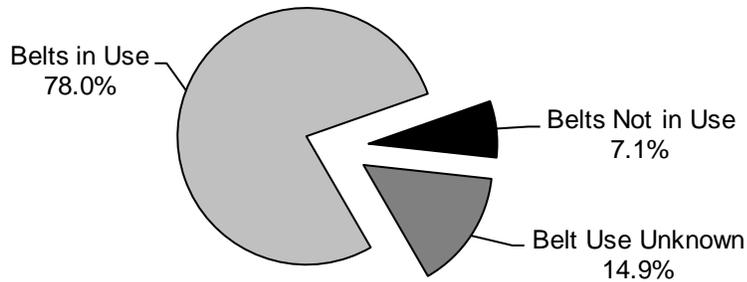
#### Air Bag Safety

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

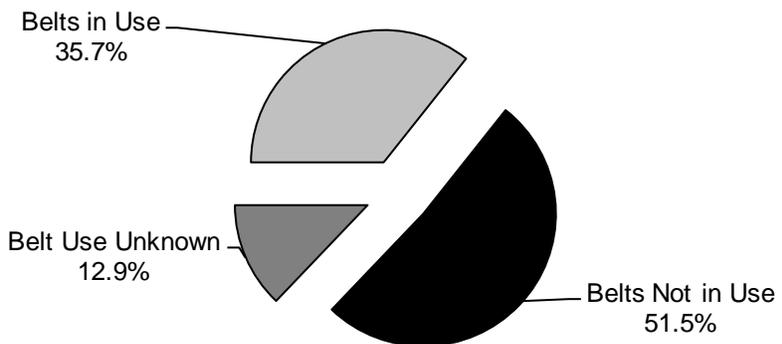
### Seat Belt Use in Crashes—Total People Involved

Seat belts have proven to be effective in reducing the severity of injuries sustained in a crash. In 2013, as shown in the two pie graphs below, 78.0% of all people involved in crashes were wearing seat belts. 57.5% of all people who died in crashes were not wearing seat belts. The table at the bottom shows the total number of people involved in crashes in 2013 by severity of injury and belt use.

**Total People Involved in Crashes**



**Total Deaths**



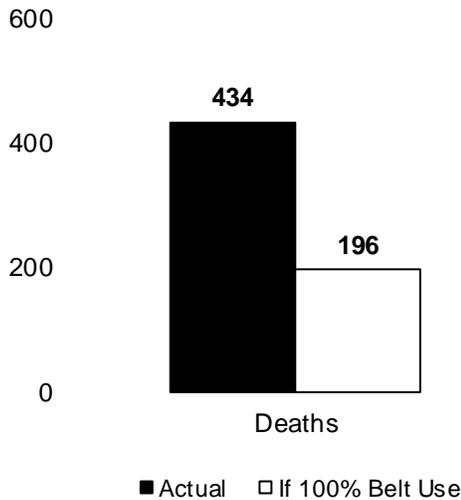
	Belts in Use	Belts Not in Use	Belt Use Unknown
Killed	296	427	107
Major Injury	1,020	880	384
Moderate Injury	6,777	2,160	1,296
Minor Injury	28,734	4,066	4,700
Unk Injury Sev	15,379	2,386	4,744
No Injury	156,531	9,123	28,767
<b>TOTAL</b>	<b>208,737</b>	<b>19,042</b>	<b>39,998</b>

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

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

The table and graph below display the estimated impact that seat belts worn 100% of the time would have on traffic deaths and injuries. The numbers in parentheses, in the last row, are the estimated decreases in 2013 deaths and injuries if 100% seat belt use was achieved. (Note: The data below is for passenger cars only.) The estimated economic savings of 100% seat belt use for occupants of just passenger cars in 2013 would have been **\$2,209,403,766** or approximately **\$173** for every man, woman, and child in Pennsylvania. More importantly, 238 people would have survived if they had worn their belts.

	Deaths	Injuries			
		Major	Moderate	Minor	None
Belts Used	179	622	4,074	26,288	79,958
Belts Not Used	255	505	1,255	3,932	4,921
<b>TOTAL</b>	<b>434</b>	<b>1,127</b>	<b>5,329</b>	<b>30,220</b>	<b>84,879</b>
<i>If 100% Belt Use</i>	<i>196</i>	<i>686</i>	<i>4,509</i>	<i>28,846</i>	<i>87,752</i>
<b>Net Increase/(Decrease)</b>	<b>(238)</b>	<b>(441)</b>	<b>(820)</b>	<b>(1,374)</b>	<b>2,873</b>



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

Seat Belts,  
Etc.

### Seat Belt Use in Crashes—Historical Data

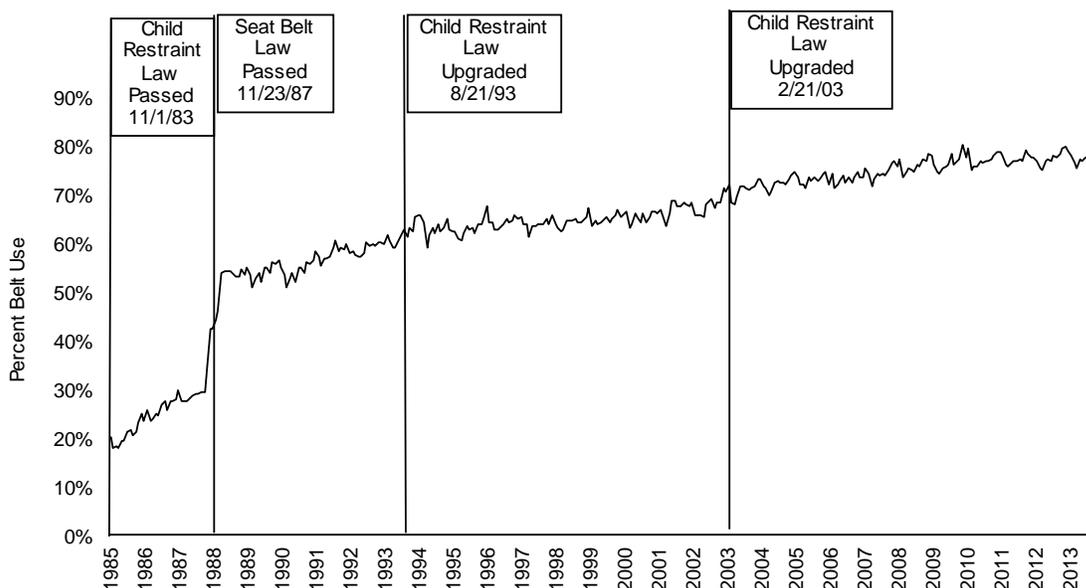
On November 1, 1983, Pennsylvania passed a primary law requiring that drivers secure children under age 4 in an approved child passenger restraint system when riding in a passenger car, Class I truck, Class II truck, classic motor vehicle, antique motor vehicle, or motor home registered in Pennsylvania.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

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

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

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

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

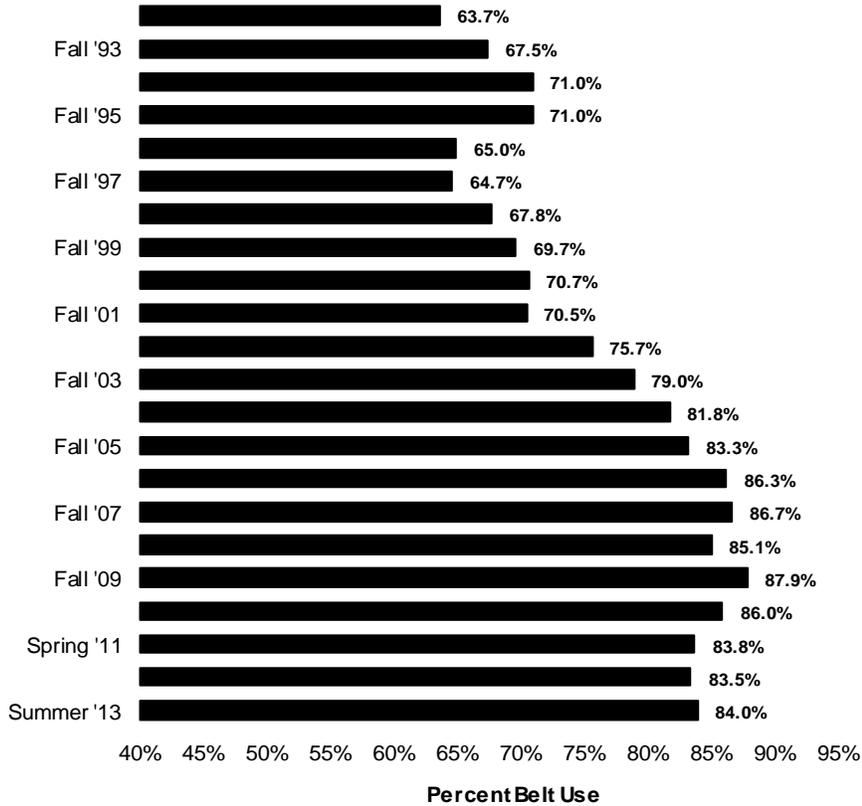


Seat Belts,  
Etc.

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

### Seat Belt Observational Surveys—Historical Data

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



Seat Belts,  
Etc.

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

Since August 21, 1993, all drivers traveling in Pennsylvania have been required to secure children up to age 4 in a child passenger restraint system while sitting anywhere in a vehicle. As shown in the table below (for 2009-2013 crashes involving children under age 4), the percentages of deaths and injuries (within restraint type by row) were lower when restraints were used. From 2009-2013, 81% of the children under age 4 who were involved in crashes and restrained in a child seat sustained no injury.

Child Restraint	Deaths	Injuries				No Injury	Total Persons
		Major	Moderate	Minor	Unknown		
Child Seat In Use	22 (0.1%)	51 (0.2%)	225 (0.9%)	2,002 (7.6%)	2,614 (9.9%)	21,527 (81.4%)	26,441
No Restraint In Use	5 (0.3%)	12 (0.7%)	39 (2.2%)	209 (11.7%)	477 (26.7%)	1,048 (58.6%)	1,790
Other Restraint In Use	2 (0.1%)	9 (0.7%)	16 (1.2%)	164 (11.8%)	165 (11.9%)	1,033 (74.4%)	1,389

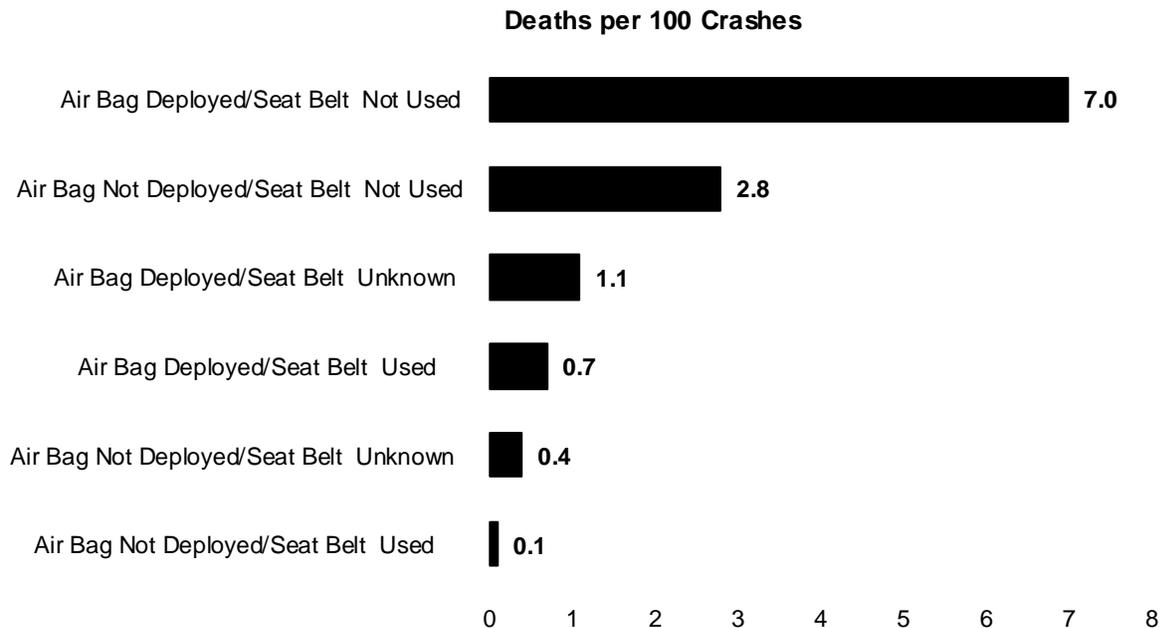
**Note:** “Child Seat Not In Use” and “Other Restraint Not In Use” have been combined into “No Restraint in Use”.

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

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

Passive Restraint Status	Seat Belt Status	Deaths	Injuries					Total Persons
			Major	Moderate	Minor	Unknown	No Injury	
None	n/a	215 (0.2%)	623 (0.6%)	2,935 (2.7%)	12,445 (11.5%)	11,057 (10.2%)	81,074 (74.8%)	108,349
Air Bag Deployed	Used	178 (0.4%)	617 (1.4%)	3,322 (7.4%)	10,406 (23.3%)	5,576 (12.5%)	24,620 (55.1%)	44,719
Air Bag Deployed	Not Used	244 (4.8%)	442 (8.8%)	862 (17.1%)	1,276 (25.3%)	843 (16.7%)	1,371 (27.2%)	5,038
Air Bag Deployed	Unknown	39 (0.7%)	165 (2.9%)	472 (8.3%)	1,083 (19.0%)	1,505 (26.4%)	2,430 (42.7%)	5,694
Air Bag Not Deployed	Used	50 (0.1%)	188 (0.2%)	1,738 (2.2%)	9,486 (11.9%)	4,994 (6.3%)	63,049 (79.3%)	79,505
Air Bag Not Deployed	Not Used	62 (1.6%)	141 (3.7%)	476 (12.5%)	971 (25.6%)	486 (12.8%)	1,662 (43.8%)	3,798
Air Bag Not Deployed	Unknown	9 (0.2%)	41 (1.0%)	138 (3.3%)	496 (11.9%)	634 (15.2%)	2,859 (68.5%)	4,177
Unknown If Deployed	n/a	19 (1.0%)	30 (1.6%)	112 (5.9%)	293 (15.5%)	299 (15.8%)	1,142 (60.3%)	1,895

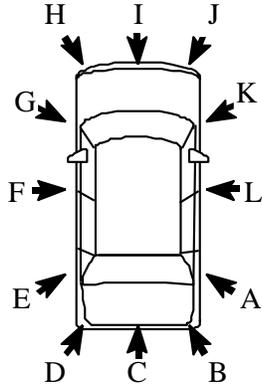
In crashes that are severe enough to deploy an airbag (for vehicles and seats so equipped), the data below shows that you are 10 times more likely to die if you are not wearing a seat belt (7.0 deaths vs. 0.7 deaths per 100 crashes).



Seat Belts, Etc.

### Air Bag Deployment by Initial Vehicle Impact Point

Most air bags are designed to deploy in frontal impacts, but side impact air bags are also common for newer model year vehicles. The table below shows the initial vehicle impact points for all 2013 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 1104 occasions in which air bags deployed in center rear impacts).



Impact Point	Vehicles	Air Bag Not Present	Air Bag Present Deployed	Air Bag Present, Not Deployed	Unknown/Other
Right Side Rear (A)	2,412	771	488 (35.1%)	901 (64.9%)	252
Right Rear (B)	5,324	1,865	563 (19.5%)	2,331 (80.6%)	565
Center Rear (C)	28,523	10,385	1,104 (7.2%)	14,299 (92.8%)	2,735
Left Rear (D)	4,911	1,735	448 (16.4%)	2,286 (83.6%)	442
Left Side Rear (E)	2,219	727	381 (29.7%)	903 (70.3%)	208
Left Side Center (F)	6,571	2,023	1,565 (41.6%)	2,196 (58.4%)	787
Left Side Forward (G)	6,473	2,095	1,366 (37.1%)	2,317 (62.9%)	695
Left Front (H)	25,819	7,403	6,837 (43.2%)	8,997 (56.8%)	2,582
Center Front (I)	62,442	15,403	22,158 (54.9%)	18,211 (45.1%)	6,670
Right Front (J)	24,221	6,880	6,791 (46.3%)	7,874 (53.7%)	2,676
Right Side Forward (K)	9,983	3,225	2,244 (40.4%)	3,305 (59.6%)	1,209
Right Side Center (L)	7,609	2,430	1,769 (42.5%)	2,398 (57.6%)	1,012
Other	4,978	1,311	805 (33.8%)	1,574 (66.2%)	1,288
None	3,390	1,250	281 (15.3%)	1,562 (84.8%)	297
<b>TOTAL</b>	<b>194,875</b>	<b>57,503</b>	<b>46,800 (40.4%)</b>	<b>69,154 (59.6%)</b>	<b>21,418</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.)

Age Group	Deaths	Injuries					Total Persons
		Major	Moderate	Minor	Unknown	No Injury	
0-4	0 (0.0%)	6 (12.5%)	3 (6.3%)	9 (18.8%)	8 (16.7%)	22 (45.8%)	48
5-8	0 (0.0%)	0 (0.0%)	7 (4.9%)	43 (29.9%)	15 (10.4%)	79 (54.9%)	144
9-12	1 (0.3%)	6 (1.6%)	17 (4.5%)	108 (28.6%)	48 (12.7%)	198 (52.4%)	378
13-64	112 (0.3%)	487 (1.2%)	2,760 (7.0%)	9,026 (22.9%)	4,590 (11.7%)	22,385 (56.9%)	39,360
65-74	23 (0.9%)	56 (2.2%)	262 (10.1%)	635 (24.6%)	499 (19.3%)	1,109 (42.9%)	2,584
75+	42 (1.9%)	62 (2.8%)	273 (12.4%)	585 (26.5%)	416 (18.9%)	827 (37.5%)	2,205
<b>Total</b>	<b>178 (0.4%)</b>	<b>617 (1.4%)</b>	<b>3,322 (7.4%)</b>	<b>10,406 (23.3%)</b>	<b>5,576 (12.5%)</b>	<b>24,620 (55.1%)</b>	<b>44,719</b>

Age Group	Deaths	Injuries					Total Persons
		Major	Moderate	Minor	Unknown	No Injury	
0-4	0 (0.0%)	0 (0.0%)	4 (26.7%)	4 (26.7%)	3 (20.0%)	4 (26.7%)	15
5-8	1 (6.3%)	0 (0.0%)	3 (18.8%)	3 (18.8%)	5 (31.3%)	4 (25.0%)	16
9-12	0 (0.0%)	0 (0.0%)	3 (18.8%)	10 (62.5%)	2 (12.5%)	1 (6.3%)	16
13-64	197 (4.2%)	413 (8.8%)	793 (16.9%)	1,209 (25.8%)	778 (16.6%)	1,305 (27.8%)	4,695
65-74	15 (11.1%)	13 (9.6%)	31 (23.0%)	23 (17.0%)	23 (17.0%)	30 (22.2%)	135
75+	31 (19.3%)	16 (9.9%)	28 (17.4%)	27 (16.8%)	32 (19.9%)	27 (16.8%)	161
<b>Total</b>	<b>244 (4.8%)</b>	<b>442 (8.8%)</b>	<b>862 (17.1%)</b>	<b>1,276 (25.3%)</b>	<b>843 (16.7%)</b>	<b>1,371 (27.2%)</b>	<b>5,038</b>

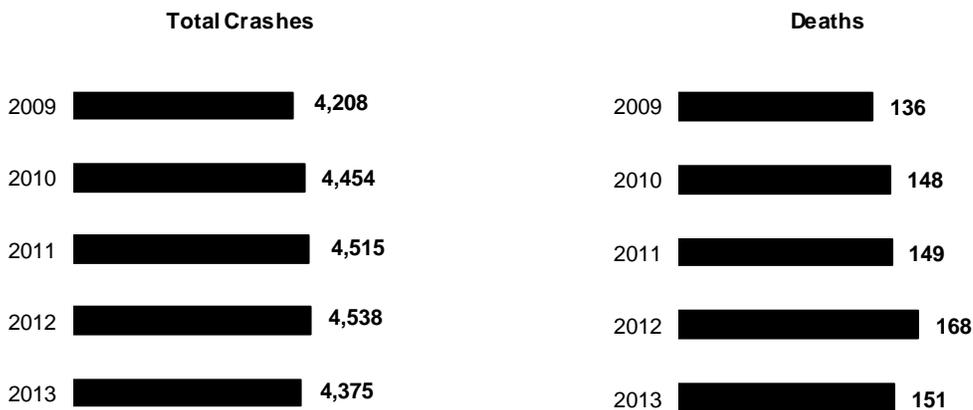
## ***Pedestrian and Bicycle Crashes***

### ***Pedestrian and Bicycles Overview***

- ▶ Pedestrian-related crashes represent 3.5% of the total reported traffic crashes; however, they account for 12.5% of all traffic crash deaths. (See also *Pennsylvania County Crashes*, pages 62, 63, and 68.)
  
- ▶ Bicycle crashes represent 1.1% of the total reported crashes and 0.9% of all traffic deaths. Although these percentages are small, they still represent 11 bicyclist deaths and 1,374 injuries in 2013.

### ***Pedestrian Crashes—Five-Year Trends***

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

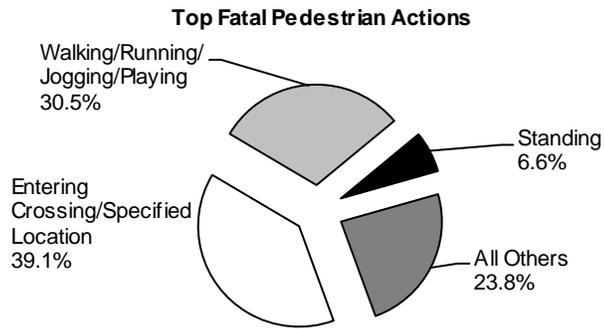
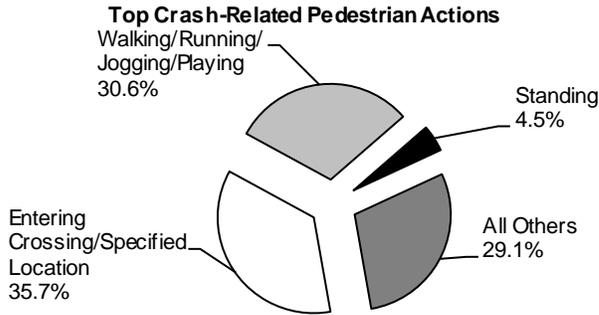


Year	Total Crashes	Deaths
2009	4,208	136
2010	4,454	148
2011	4,515	149
2012	4,538	168
2013	4,375	151



### Pedestrian-Related Crashes

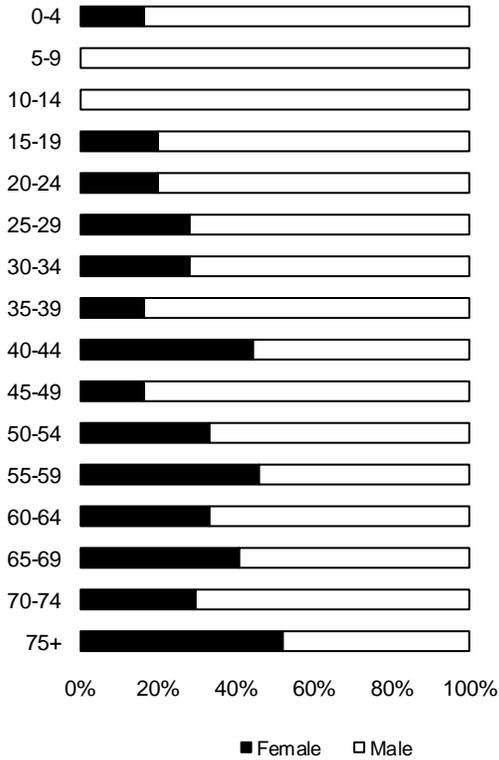
Referring to the table and pie charts below, many pedestrian crashes and deaths occurred while pedestrians were “entering crossing/specified location.” This means that a pedestrian was most likely crossing the street at an intersection, mid-block crossing, or driveway entrance.



Pedestrian Action	Deaths	Pedestrians Involved
Entering Crossing/Specified Location	59	1,646
Walking/Running/Jogging/Playing	46	1,410
Working	2	93
Pushing a Vehicle	0	6
Working on Vehicle	1	22
Standing	10	207
Approaching/Leaving a Vehicle	7	161
Other/Unknown	26	1,060
<b>Total</b>	<b>151</b>	<b>4,605</b>

### Pedestrian Deaths by Age and Sex

Pedestrians ages 75 and over represent a sizable portion of pedestrian deaths as displayed in the chart below. Overall, male pedestrian deaths consisted of 66% of all pedestrian deaths, increasing from 65% in 2012. *Note:* Pedestrians of unknown sex are not included in the numbers below.



Age Group	Female	Male	Total
0-4	1	5	6
5-9	0	2	2
10-14	0	1	1
15-19	1	4	5
20-24	2	8	10
25-29	2	5	7
30-34	2	5	7
35-39	1	5	6
40-44	8	10	18
45-49	1	5	6
50-54	3	6	9
55-59	6	7	13
60-64	4	8	12
65-69	7	10	17
70-74	3	7	10
75 and over	11	10	21
Unknown	0	1	1
<b>TOTAL</b>	<b>52</b>	<b>99</b>	<b>151</b>

### Pedestrian Injury Severity by Municipality Type

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

Municipality Type	Deaths	Injuries	Non-Injury	Total
City	57 (37.8%)	2,871 (65.1%)	27 (65.9%)	2,955 (64.2%)
Borough/Town	29 (19.2%)	640 (14.5%)	10 (24.4%)	679 (14.7%)
Township	65 (43.1%)	896 (20.3%)	4 (9.8%)	965 (21.0%)
Other	0 (0.0%)	6 (0.1%)	0 (0.0%)	6 (0.1%)
<b>TOTAL</b>	<b>151 (100.0%)</b>	<b>4,413 (100.0%)</b>	<b>41 (100.0%)</b>	<b>4,605 (100.0%)</b>

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



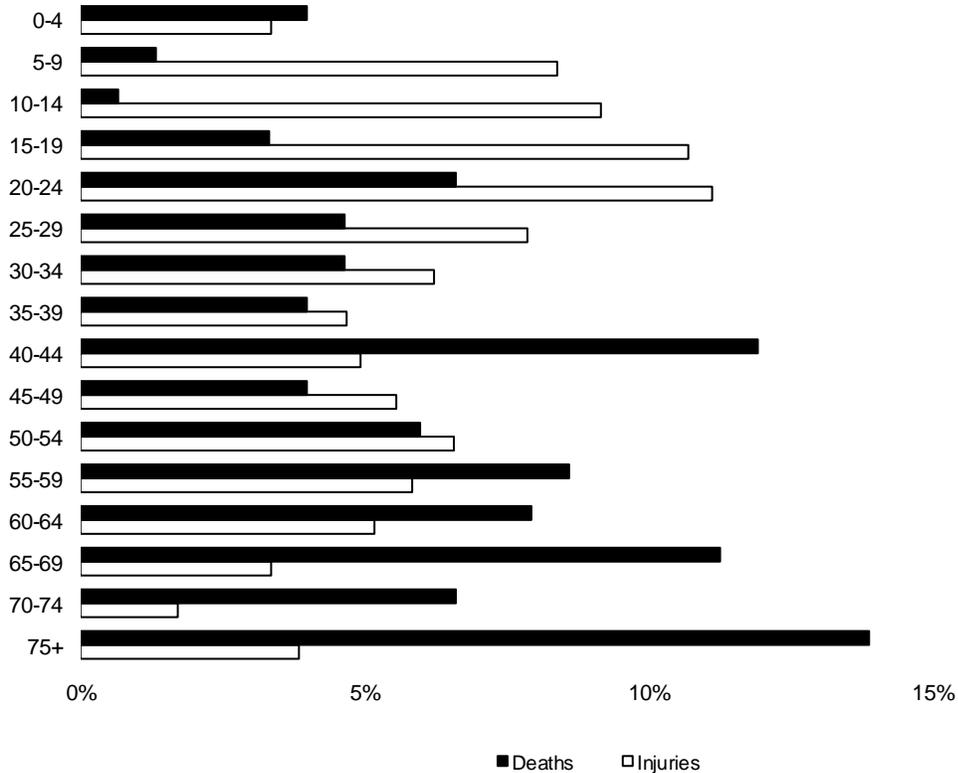
### Pedestrian Deaths and Injuries by Age

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

**Note:** The totals in the table do not include an additional 41 pedestrians who were not killed or injured or where their injury severity was unknown.

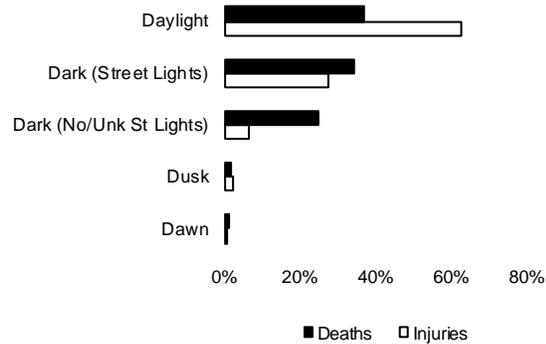
Pedestrian Age	Deaths	Injuries
0-4	6 (4.0%)	147 (3.3%)
5-9	2 (1.3%)	370 (8.4%)
10-14	1 (0.7%)	404 (9.2%)
15-19	5 (3.3%)	473 (10.7%)
20-24	10 (6.6%)	491 (11.1%)
25-29	7 (4.6%)	347 (7.9%)
30-34	7 (4.6%)	275 (6.2%)
35-39	6 (4.0%)	206 (4.7%)
40-44	18 (11.9%)	217 (4.9%)
45-49	6 (4.0%)	245 (5.6%)
50-54	9 (6.0%)	290 (6.6%)
55-59	13 (8.6%)	258 (5.9%)
60-64	12 (8.0%)	228 (5.2%)
65-69	17 (11.3%)	148 (3.4%)
70-74	10 (6.6%)	75 (1.7%)
75 and over	21 (13.9%)	170 (3.9%)
Unknown	1 (0.7%)	69 (1.6%)
<b>TOTAL</b>	<b>151 (100.0%)</b>	<b>4,413 (100.0%)</b>

Peds & Bikes



### Pedestrian Deaths and Injuries by Light Level

The majority of pedestrians were injured in the daytime (62.8%), but more pedestrian deaths occurred during non-daylight hours (62.9). As shown in the bar chart, pedestrians were more likely to be killed if struck in a non-daylight crash as compared to a day crash.

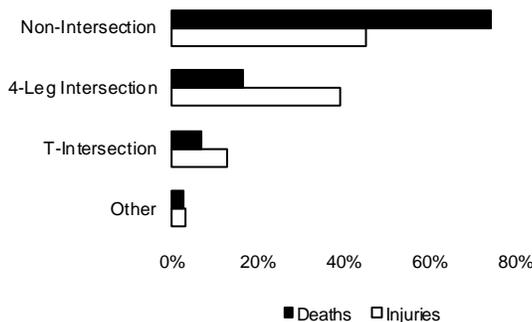


Light Level	Deaths	Injuries
Dawn	2 (1.3%)	39 (0.9%)
Daylight	56 (37.1%)	2,772 (62.8%)
Dark (Street Lights)	52 (34.4%)	1,210 (27.4%)
Dark (No/Unk St Lights)	38 (25.2%)	284 (6.4%)
Dusk	3 (2.0%)	100 (2.3%)
Other/Unknown	0 (0.0%)	8 (0.2%)
<b>TOTAL</b>	<b>151 (100.0%)</b>	<b>4,413 (100.0%)</b>

*Note:* The totals in the table do not include an additional 41 pedestrians who were not killed or injured or where their injury severity was unknown.

### Pedestrian Deaths and Injuries by Intersection Type

Over 74% of pedestrian deaths and 45% of pedestrian injuries occurred in areas other than intersections. “Non-intersections” as used below includes mid-block crossings, driveway crossings, etc.

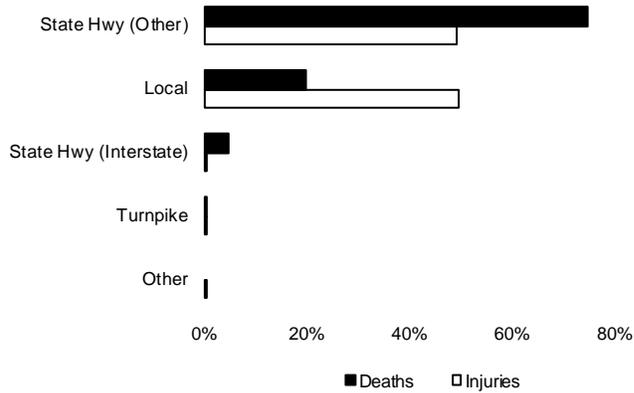


Intersection	Deaths	Injuries
Non-Intersection	112 (74.2%)	1,986 (45.0%)
4-Leg Intersection	25 (16.6%)	1,733 (39.3%)
T-Intersection	10 (6.6%)	567 (12.9%)
Other	4 (2.7%)	127 (2.9%)
<b>TOTAL</b>	<b>151 (100.0%)</b>	<b>4,413 (100.0%)</b>

*Note:* The totals in the table do not include an additional 41 pedestrians who were not killed or injured or where their injury severity was unknown.

### Pedestrian Deaths and Injuries by Road Type

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

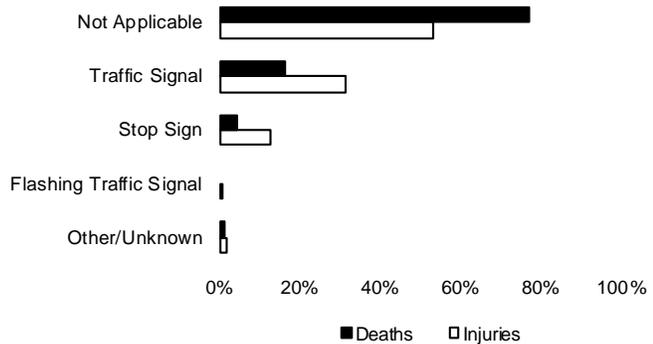


**Note:** The totals in the table do not include an additional 41 pedestrians who were not killed or injured or where their injury severity was unknown.

Road Type	Deaths	Injuries
State Hwy (Other)	113 (74.8%)	2,175 (49.3%)
Local	30 (19.9%)	2,197 (49.8%)
State Hwy (Interstate)	7 (4.6%)	27 (0.6%)
Turnpike	1 (0.7%)	12 (0.3%)
Other	0 (0.0%)	2 (0.1%)
<b>TOTAL</b>	<b>151 (100.0%)</b>	<b>4,413 (100.0%)</b>

### Pedestrian Deaths and Injuries

As the graph shows, most pedestrian deaths and injuries occurred in areas without traffic control devices (TCDs). These areas accounted for 117 pedestrian deaths and 2,367 injuries.



**Note:** The totals in the table do not include an additional 41 pedestrians who were not killed or injured or where their injury severity was unknown.

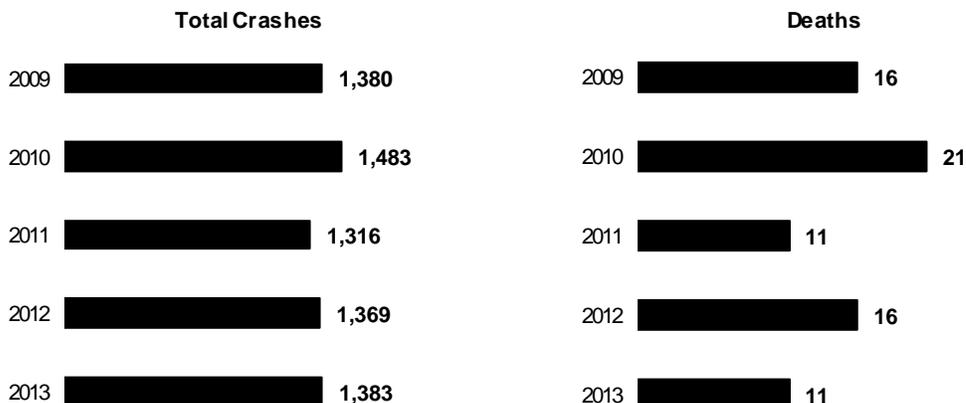
Traffic Control Device	Deaths	Injuries
Not Applicable	117 (77.5%)	2,367 (53.6%)
Traffic Signal	25 (16.6%)	1,391 (31.5%)
Stop Sign	7 (4.6%)	567 (12.9%)
Flashing Traffic Signal	0 (0.0%)	18 (0.4%)
Other/Unknown	2 (1.3%)	70 (1.6%)
<b>TOTAL</b>	<b>151 (100.0%)</b>	<b>4,413 (100.0%)</b>

Peds & Bikes

### Bicycle Crashes—Five-Year Trends

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

Year	Total Crashes	Deaths
2009	1,380	16
2010	1,483	21
2011	1,316	11
2012	1,369	16
2013	1,383	11



### Bicycle Deaths and Injuries by Age

Children ages 5 to 14 were the most vulnerable to death and injury while riding a bicycle. Almost a fourth of the injuries involving bicycles were suffered by this age group. None of the 11 bicyclist deaths were in this age group. Another vulnerable group, persons ages 15 to 19, suffered 2 deaths and accounted for 15% of the total injuries.

Victim's Age	Deaths	Injuries
0-4	0 (0.0%)	2 (0.2%)
5-9	0 (0.0%)	105 (7.6%)
10-14	0 (0.0%)	203 (14.8%)
15-19	2 (18.2%)	206 (15.0%)
20-34	5 (45.5%)	411 (29.9%)
35-44	0 (0.0%)	159 (11.6%)
45-54	1 (9.1%)	146 (10.6%)
55-64	3 (27.3%)	91 (6.6%)
65-74	0 (0.0%)	38 (2.8%)
75+	0 (0.0%)	1 (0.1%)
Unknown	0 (0.0%)	12 (0.9%)
<b>TOTAL</b>	<b>11 (100.0%)</b>	<b>1,374 (100.0%)</b>

The totals in the table do not include an additional 17 bicyclists who were not killed or injured or where their injury severity was unknown.



### Bicycle Deaths and Injuries by Light Level

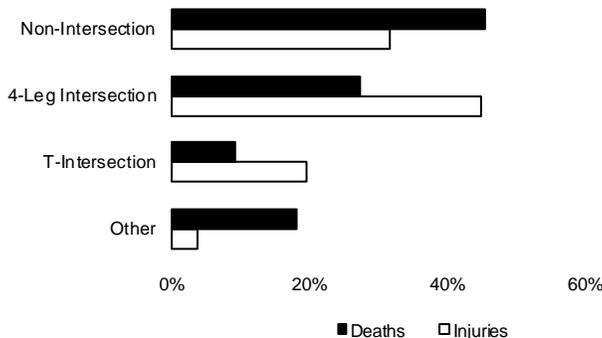
The majority of bicyclists' injuries occurred during daylight hours. However, several of the deaths occurred during non-daylight conditions. These deaths totaled 45% of total bicyclists' deaths in 2013 compared to 50% in 2012.

Light Level	Deaths	Injuries
Dawn	1 (9.1%)	6 (0.4%)
Daylight	6 (54.6%)	1,039 (75.6%)
Dark (Street Lights)	0 (0.0%)	259 (18.9%)
Dark (No/Unk St Lights)	4 (36.4%)	30 (2.2%)
Dusk	0 (0.0%)	39 (2.8%)
Other/Unknown	0 (0.0%)	1 (0.1%)
<b>TOTAL</b>	<b>11 (100.0%)</b>	<b>1,374 (100.0%)</b>

*Note:* The totals in the table do not include an additional 17 bicyclists who were not killed or injured or where their injury severity was unknown.

### Bicycle Deaths and Injuries by Intersection

In 2013, the majority of bicyclists were injured and killed at intersections.



Intersection	Deaths	Injuries
Non-Intersection	5 (45.5%)	437 (31.8%)
4-Leg Intersection	3 (27.3%)	617 (44.9%)
T-Intersection	1 (9.1%)	268 (19.5%)
Other	2 (18.2%)	52 (3.8%)
<b>TOTAL</b>	<b>11 (100.0%)</b>	<b>1,374 (100.0%)</b>

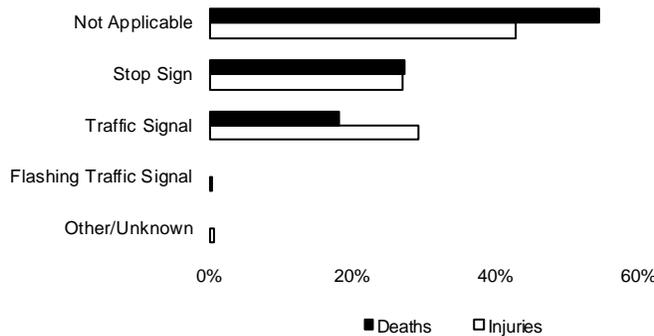
*Note:* The totals in the table do not include an additional 17 bicyclists who were not killed or injured or where their injury severity was unknown.



### Bicycle Deaths and Injuries by Traffic Control Device

In 2013, injuries occurred more often at traffic control devices (TCD) than where there were no controls, but 55% of deaths occurred where there were no controls.

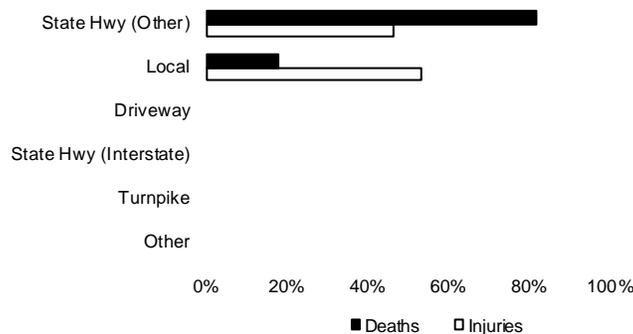
Traffic Control Device	Deaths	Injuries
Not Applicable	6 (54.6%)	590 (42.9%)
Stop Sign	3 (27.3%)	372 (27.1%)
Traffic Signal	2 (18.2%)	403 (29.3%)
Flashing Traffic Signal	0 (0.0%)	1 (0.1%)
Other/Unknown	0 (0.0%)	8 (0.6%)
<b>TOTAL</b>	<b>11 (100.0%)</b>	<b>1,374 (100.0%)</b>



**Note:** The totals in the table do not include an additional 17 bicyclists who were not killed or injured or where their injury severity was unknown.

### Bicycle Deaths and Injuries by Road Type

82% of the deaths of bicyclists occurred on state roads in 2013, while 53% of the injuries occurred on non-state roads.



**Note:** The totals in the table do not include an additional 17 bicyclists who were not killed or injured or where their injury severity was unknown.

Road Type	Deaths	Injuries
State Hwy (Other)	9 (81.8%)	641 (46.7%)
Local	2 (18.2%)	733 (53.4%)
Driveway	0 (0.0%)	0 (0.0%)
State Hwy (Interstate)	0 (0.0%)	0 (0.0%)
Turnpike	0 (0.0%)	0 (0.0%)
Other	0 (0.0%)	0 (0.0%)
<b>TOTAL</b>	<b>11 (100.0%)</b>	<b>1,374 (100.0%)</b>



## Crashes by Motor Vehicle Type

### Vehicle Crashes by Vehicle Types

	Fatal Crashes	Injury Crashes	PDO Crashes	Total Crashes
<b>Passenger Car</b>	56.1%	70.9%	72.0%	71.3%
	627 crashes	42,465 crashes	45,420 crashes	88,512 crashes
<b>Lt Trk/Van/SUV</b>	44.6%	49.2%	48.0%	48.6%
	498 crashes	29,493 crashes	30,291 crashes	60,282 crashes
<b>Heavy Truck</b>	12.2%	4.5%	5.2%	4.9%
	136 crashes	2,717 crashes	3,271 crashes	6,124 crashes
<b>Bicycle</b>	1.0%	2.3%	0.0%	1.1%
	11 crashes	1,372 crashes	0 crashes	1,383 crashes
<b>Motorcycle</b>	15.7%	5.1%	0.4%	2.8%
	175 crashes	3,034 crashes	218 crashes	3,427 crashes
<b>School Bus</b>	0.5%	0.3%	0.3%	0.3%
	5 crashes	203 crashes	181 crashes	389 crashes
<b>Commercial Bus</b>	1.3%	0.7%	0.2%	0.4%
	14 crashes	387 crashes	127 crashes	528 crashes
<b>Other</b>	3.0%	1.5%	0.8%	1.2%
	34 crashes	908 crashes	481 crashes	1,423 crashes

The percentages in the table above compare the number of crashes with the total number of crashes in the crash severity category (for example, passenger cars were involved in 56.1% of all fatal crashes). Percentage totals exceed 100% due to multiple vehicle crashes.

### Vehicle Crashes—Single Vehicle Hitting Fixed Objects

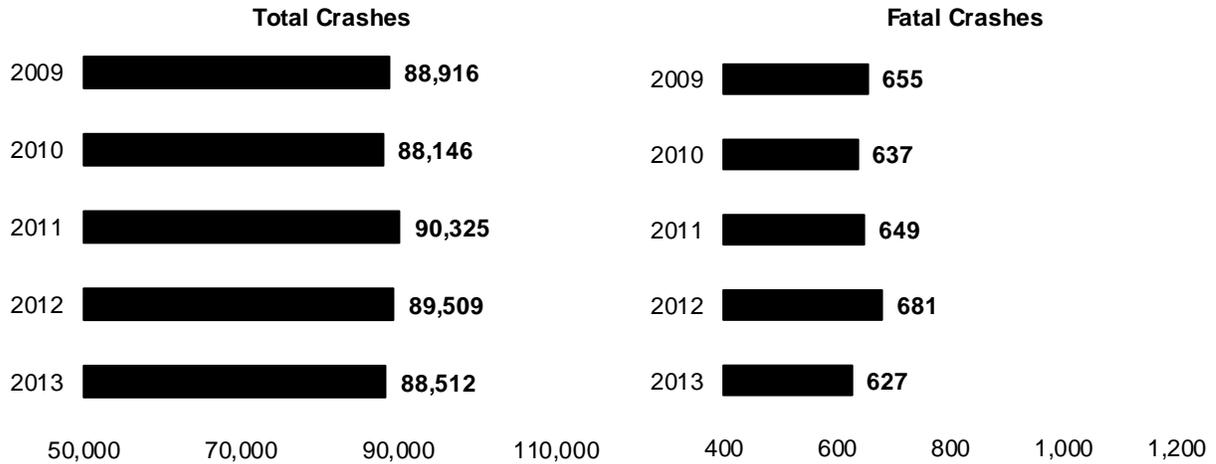
<b>Crashes in Which a Single Vehicle Hit a Fixed Object:</b>	<b>39,479</b>	Passenger Car	23,954	60.7%
		Lt Trk/Van/SUV	13,913	35.2%
		Heavy Truck	859	2.2%
		Motorcycle	617	1.6%
		School Bus	25	0.1%
		Commercial Bus	17	0.0%
		Other	94	0.2%

### Vehicle Crashes—Two-Vehicle Collisions

Striking Vehicle	Vehicle Struck								Total
	Passenger Car	Heavy Truck	Lt Trk/Vn/Sv	Motor-cycle	Bicycle	School Bus	Commer-cial Bus	Other/Unknown	
Passenger Car	19,058	1,286	12,951	316	492	131	145	196	<b>34,575</b>
Lt Trk/Van/SUV	9,882	734	7,743	195	305	76	67	108	<b>19,110</b>
Heavy Truck	992	261	521	5	6	5	3	11	<b>1,804</b>
Motorcycle	498	21	358	44	6	1	4	16	<b>948</b>
Bicycle	296	7	179	3	0	1	5	2	<b>493</b>
School Bus	58	2	28	0	1	2	0	1	<b>92</b>
Commercial Bus	96	5	43	0	3	0	5	0	<b>152</b>
Other/Unknown	259	5	128	10	37	0	2	6	<b>447</b>

### Passenger Car Crashes—Five-Year Trends

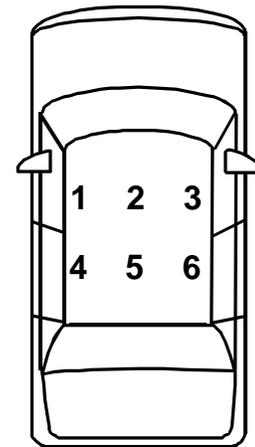
Total passenger car crashes in 2010 and fatal crashes in 2013 were the lowest in the last five years.



### Passenger Car Deaths by Seating Position

In 2013, 43% of crash deaths involved passenger car occupants. The table below depicts the passenger car deaths in 2013 by seating position.

	Drivers	1 →
	<b>401 (77.9%)</b>	
	Center Front	2 →
	<b>1 (0.2%)</b>	
	Right Front	3 →
	<b>67 (13.0%)</b>	
	Left Rear	4 →
	<b>16 (3.1%)</b>	
Center Rear	5 →	
<b>5 (1.0%)</b>		
Right Rear	6 →	
<b>19 (3.7%)</b>		
Total Passengers		
<b>108 (21.0%)</b>		
Others		
<b>6 (1.2%)</b>		
<b>Total Deaths</b>	<b>515</b>	

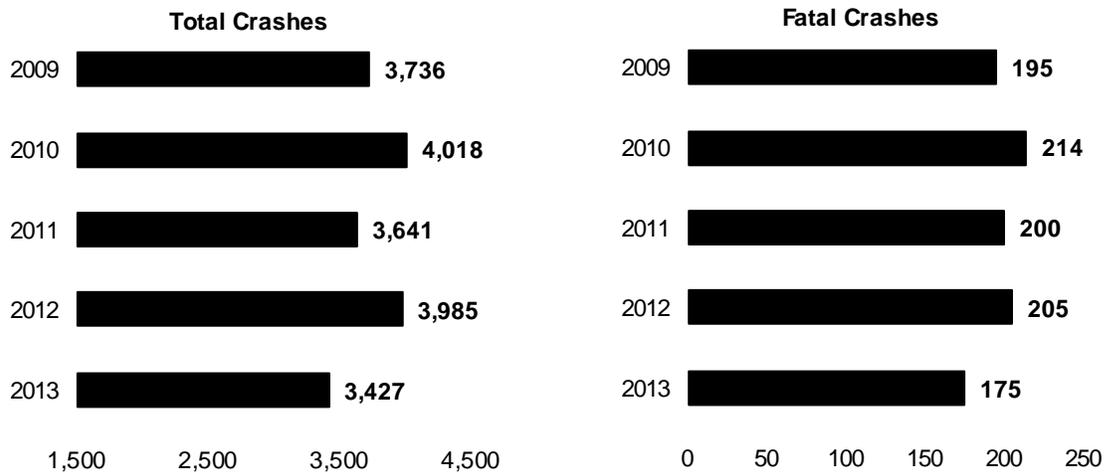


Crashes by Vehicle

“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 2013, total motorcycle crashes decreased 14.0% from 2012 while motorcycle fatal crashes decreased 14.6% from 2012.



Year	Deaths
2009	204
2010	223
2011	199
2012	210
2013	181
<b>TOTAL</b>	<b>1,017</b>

## Motorcycle Deaths—Five-Year Trends

Of the 181 deaths in 2013 involving motorcycle drivers or passengers:

- ▶ 172 (95.0%) were drivers
- ▶ 9 (5.0%) were passengers

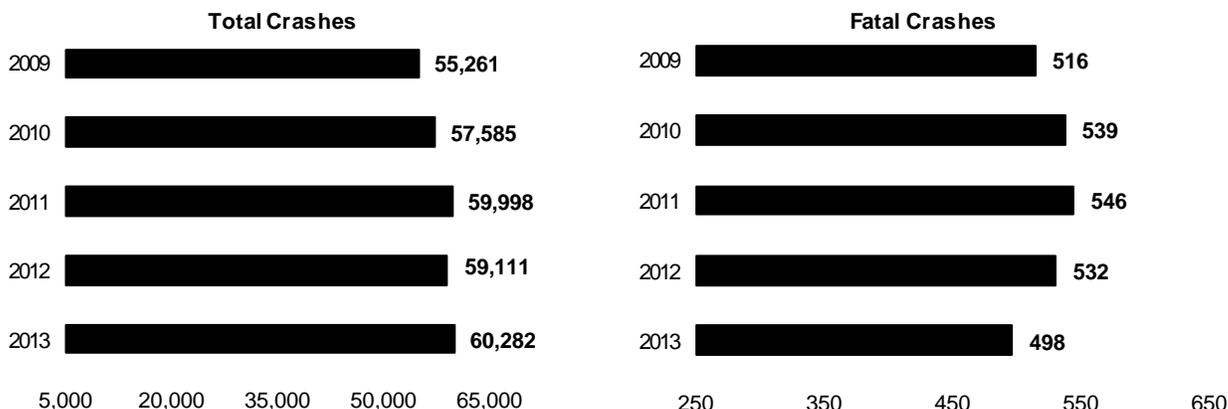
## Motorcycle Helmet Use in Crashes

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

	Deaths	Injuries	Not Injured	Total Motorcyclists
Helmets	82 (45.3%)	1,937 (58.3%)	221 (59.6%)	2,240 (57.8%)
No Helmets	94 (51.9%)	1,263 (38.0%)	108 (29.1%)	1,465 (37.8%)
Unknown	5 (2.8%)	122 (3.7%)	42 (11.3%)	169 (4.4%)
<b>TOTAL</b>	<b>181 (100.0%)</b>	<b>3,322 (100.0%)</b>	<b>371 (100.0%)</b>	<b>3,874 (100.0%)</b>

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

Pickups, minivans, and sport utility vehicles have become more popular over the last 10 years. Crashes involving these vehicles in 2013 increased 2.0% from 2012 and remain high in comparison to other years.



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

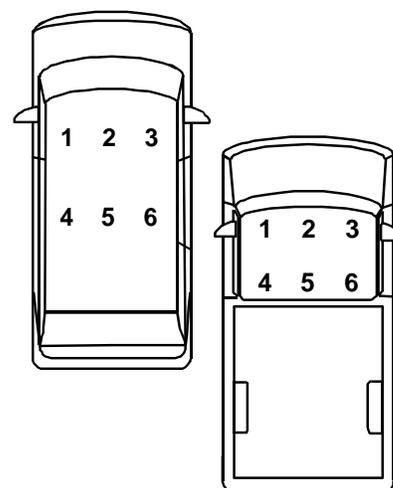
- ▶ The percentage of 2013 light truck / SUV / van crashes were higher than passenger cars in crashes involving rollovers (6.8% of all light truck / SUV / van crashes compared to 4.2% of all passenger car crashes).
- ▶ In 2013 rollover crashes, the percentage of light truck / SUV / van occupant deaths were nearly 75% higher than passenger car occupant deaths (36.9% of deaths compared to 21.2%).

	Rollover Crashes	Rollover Deaths
Lt Trk/Van/SUV	4,074 (6.8%)	106 (36.9%)
Passenger Cars	3,691 (4.2%)	109 (21.2%)

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

In 2013, 23.8% of crash deaths involved occupants in light trucks, vans, and sport utility vehicles. The table below depicts these deaths in 2013 by seating position.

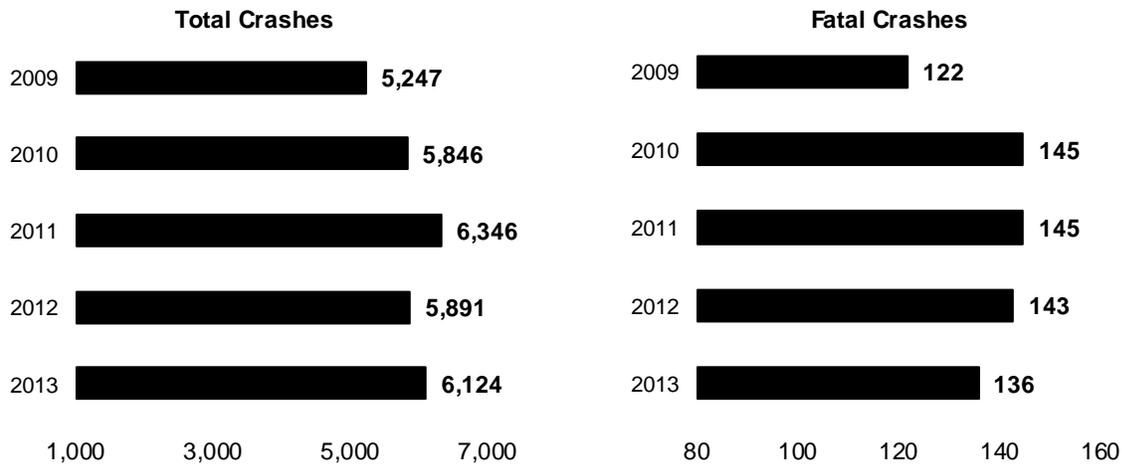
	Drivers	1
	<b>218 (76.0%)</b>	
	Center Front	2
	<b>0 (0.0%)</b>	
	Right Front	3
	<b>47 (16.4%)</b>	
	Left Rear	4
	<b>5 (1.7%)</b>	
	Center Rear	5
	<b>2 (0.7%)</b>	
	Right Rear	6
	<b>8 (2.8%)</b>	
Truck Bed/Cargo Area/Veh Extr		
<b>3 (1.1%)</b>		
Towed Unit/Other		
<b>4 (1.4%)</b>		
<b>Total Deaths</b>	<b>287</b>	
Total Passengers	62 (21.6%)	



Crashes by Vehicle

## Heavy Truck Crashes—Five Year Trends

Total crashes involving heavy trucks in 2013 were the second highest since 2009. Fatal crashes in 2013 were the second lowest over the last 5 years. The totals for fatal crashes have stayed somewhat consistent over a number of years.



## Heavy Truck Crashes Involving Vehicle Failures

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

Vehicle Defect	Crashes
Tire/Wheel-Related	115
Brake-Related	69
Unsecure Trailer/Overloaded	38
Power Train Failure	26
Total Steering System Failure	19
Suspension	8
Trailer Hitch/Improper Towing	8
Other Failure	6
Vehicle Lighting Related	2
Exhaust System Failure	0

## Heavy Truck Crashes by Road Type

Road Type	Crashes	Occupant Deaths
State Hwy (Interstate)	1,540 (25.2%)	8 (28.6%)
State Hwy (Other)	3,607 (58.9%)	14 (50.0%)
Turnpike	388 (6.3%)	4 (14.3%)
Local Road	588 (9.6%)	2 (7.1%)
Other	1 (0.0%)	0 (0.0%)
<b>TOTAL</b>	<b>6,124 (100.0%)</b>	<b>28 (100.0%)</b>

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

### Hazardous Material Crashes by Road Type

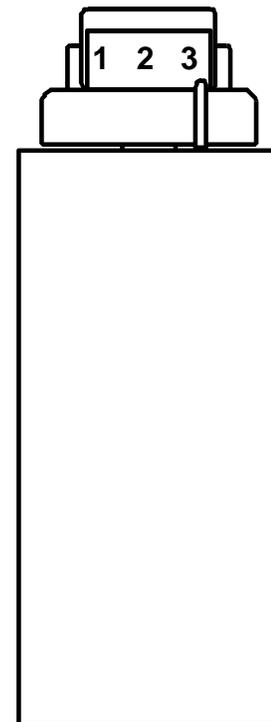
Road Type	Crashes	HazMat Released
State Hwy (Interstate)	35 (22.0%)	8 (33.3%)
State Hwy (Other)	98 (61.6%)	10 (41.7%)
Turnpike	7 (4.4%)	2 (8.3%)
Local Road	19 (12.0%)	4 (16.7%)
Other	0 (0.0%)	0 (0.0%)
<b>TOTAL</b>	<b>159 (100.0%)</b>	<b>24 (100.0%)</b>

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

### Heavy Truck Deaths by Seating Position

In 2013, only 2.3% of crash deaths involved heavy truck occupants. The table below depicts the heavy truck deaths in 2013 by seating position.

<b>Total Deaths</b> <b>28</b> 	Drivers	1 →
	<b>26 (92.9%)</b>	
	Total Passengers	Center Front 2 →
	<b>2 (7.1%)</b>	Right Front 3 →
		<b>2 (7.1%)</b>
	Others	<b>0 (0.0%)</b>



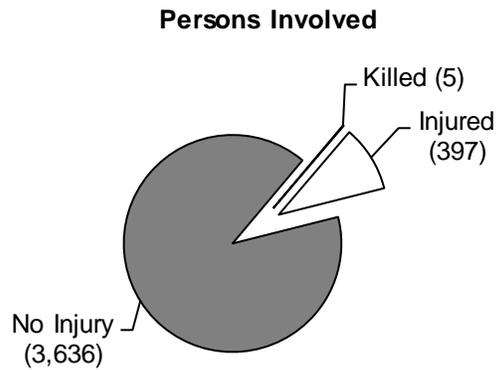
“Others” might be persons in the sleeping compartment; persons in the cargo trailer; or someone on, or attached to, the outside of the truck.

Crashes by Vehicle

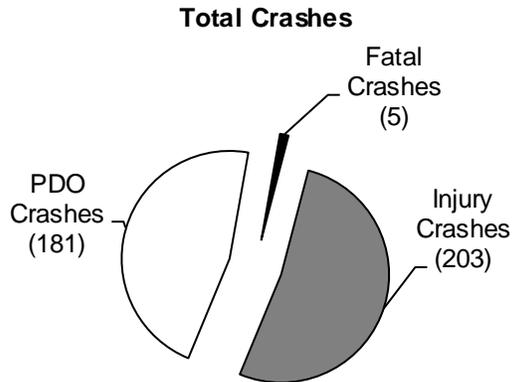
### School Bus Crashes

Of the more than 4,000 persons involved in school bus crashes in 2013, 5 were killed, and 90% suffered no injury at all. See the tables at the bottom of page 57 for a breakdown of the persons involved. As shown, no fatalities were school bus passengers.

Total persons involved: **4,038**



The majority (52.2%) of school bus crashes in 2013 were injury crashes. However, as the pie chart above shows, most persons involved in school bus crashes suffer no injuries at all.



### School Bus Crashes by Road Type

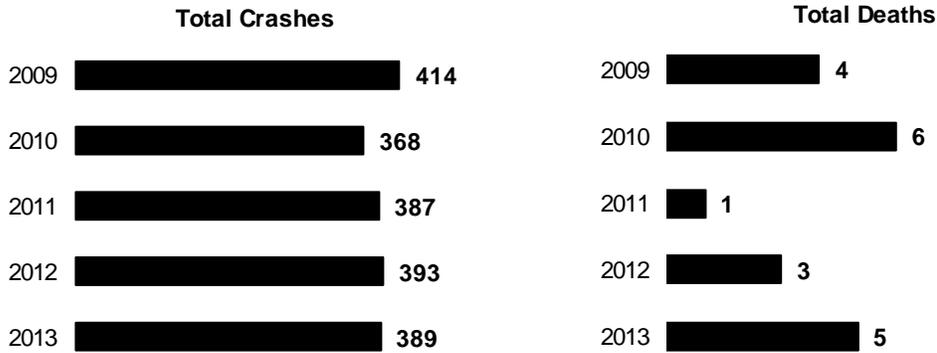
Crashes by Vehicle

Road Type	Crashes	Percentage
State Hwy (Interstate)	9	2.3%
State Hwy (Other)	252	64.8%
Turnpike	1	0.3%
Local Road	127	32.7%
Other	0	0.0%
<b>TOTAL</b>	<b>389</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 and the involved deaths increased in 2013. School bus related deaths were 0.4% of total fatalities in 2013. None of the persons killed were school bus passengers at the time of the crash, and none were school bus drivers.



Year	Crash Severity				Total	Deaths	Injuries
	Fatal	Injury	PDO	Total			
2009	4	233	177	414	4	484	
2010	6	215	147	368	6	463	
2011	1	195	191	387	1	393	
2012	3	207	183	393	3	515	
2013	5	203	181	389	5	397	
<b>TOTAL</b>	<b>19</b>	<b>1,053</b>	<b>879</b>	<b>1,951</b>	<b>19</b>	<b>2,252</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. None of the persons who were killed in these crashes were school bus passengers.

DEATHS					Driver/		
Year	School Bus Drivers	School Bus Passengers	School-Age Pedestrians	Other Pedestrians	Passenger of Other Vehicle	Other/Unknown	Total Deaths
2009	0	0	0	0	4	0	4
2010	0	0	1	0	5	0	6
2011	1	0	0	0	0	0	1
2012	0	0	0	1	2	0	3
2013	0	0	0	3	2	0	5
<b>TOTAL</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>4</b>	<b>13</b>	<b>0</b>	<b>19</b>

INJURIES					Driver/		
Year	School Bus Drivers	School Bus Passengers	School-Age Pedestrians	Other Pedestrians	Passenger of Other Vehicle	Other/Unknown	Total Injuries
2009	44	227	2	9	186	16	484
2010	49	231	8	8	166	1	463
2011	31	193	4	3	151	11	393
2012	33	297	6	8	163	7	514
2013	38	198	5	8	142	6	397
<b>TOTAL</b>	<b>195</b>	<b>1,146</b>	<b>25</b>	<b>36</b>	<b>808</b>	<b>41</b>	<b>2,251</b>

Crashes by Vehicle

## Pennsylvania County Crashes

### County Overview

The Commonwealth of Pennsylvania consists of 67 counties. Each county includes local municipalities, a combination of cities, boroughs, first class townships, and/or second class townships. In total, there are approximately 2,500 municipalities throughout the 67 counties. In 2013, Pennsylvania’s total population was 12,773,801 people.

The ten most populated counties were:

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

The ten least populated counties were:

Cameron (0.04%)	Sullivan (0.05%)	Forest (0.06%)
Fulton (0.11%)	Potter (0.14%)	Montour (0.15%)
Juniata (0.19%)	Wyoming (0.22%)	Elk (0.25%)
Greene (0.30%)	<i>See page 59.</i>	

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

Westmoreland (2.98%)	Allegheny (2.96%)	York (2.85%)
Washington (2.74%)	Lancaster (2.61%)	Chester (2.56%)
Bucks (2.42%)	Crawford (2.29%)	Bradford (2.25%)
Somerset (2.21%)		

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

Allegheny (5.94%)	Montgomery (3.65%)	Lancaster (3.61%)
York (3.40%)	Chester (3.28%)	Bucks (3.20%)
Westmoreland (3.08%)	Berks (3.07%)	Philadelphia (2.84%)
Luzerne (2.30%)		

The ten counties with the most reported traffic crashes were:

Allegheny (9.6%)	Philadelphia (9.0%)	Montgomery (6.7%)
Bucks (4.7%)	Lancaster (4.2%)	Lehigh (3.7%)
Delaware (3.7%)	Berks (3.7%)	Chester (3.6%)
York (3.6%)	<i>See page 59.</i>	

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

Philadelphia (7.4%)	Allegheny (5.4%)	Lancaster (3.7%)
Bucks (3.6%)	York (3.6%)	Berks (3.5%)
Montgomery (3.3%)	Luzerne (3.2%)	Erie (2.9%)
Chester (2.7%)	<i>See page 61.</i>	

\*Information provided by PENNDOT’s Bureau of Planning and Research, Performance Monitoring Division. For consistency purposes, the prior year’s data is used at the time of publication because of timing issues. For this Crash Facts & Statistics book, 2012 information was used.

## Pennsylvania Crashes by County

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

County	Population	Fatal Crashes	Injury Crashes	PDO Crashes	Total Crashes
Adams	101,546 (0.8%)	5 (0.5%)	489 (0.8%)	569 (0.9%)	1,063 (0.9%)
Allegheny	1,231,527 (9.6%)	61 (5.5%)	5,285 (8.8%)	6,606 (10.5%)	11,952 (9.6%)
Armstrong	68,107 (0.5%)	6 (0.5%)	282 (0.5%)	336 (0.5%)	624 (0.5%)
Beaver	170,115 (1.3%)	11 (1.0%)	636 (1.1%)	812 (1.3%)	1,459 (1.2%)
Bedford	49,055 (0.4%)	12 (1.1%)	278 (0.5%)	375 (0.6%)	665 (0.5%)
Berks	413,521 (3.2%)	40 (3.6%)	2,081 (3.5%)	2,452 (3.9%)	4,573 (3.7%)
Blair	126,314 (1.0%)	20 (1.8%)	662 (1.1%)	718 (1.1%)	1,400 (1.1%)
Bradford	62,316 (0.5%)	13 (1.2%)	289 (0.5%)	360 (0.6%)	662 (0.5%)
Bucks	626,976 (4.9%)	43 (3.9%)	2,719 (4.5%)	3,129 (5.0%)	5,891 (4.8%)
Butler	185,476 (1.5%)	14 (1.3%)	933 (1.6%)	1,145 (1.8%)	2,092 (1.7%)
Cambria	140,499 (1.1%)	11 (1.0%)	572 (1.0%)	710 (1.1%)	1,293 (1.0%)
Cameron	4,886 (0.0%)	2 (0.2%)	25 (0.0%)	33 (0.1%)	60 (0.1%)
Carbon	64,786 (0.5%)	15 (1.3%)	319 (0.5%)	388 (0.6%)	722 (0.6%)
Centre	155,403 (1.2%)	11 (1.0%)	557 (0.9%)	674 (1.1%)	1,242 (1.0%)
Chester	509,468 (4.0%)	33 (3.0%)	1,748 (2.9%)	2,736 (4.3%)	4,517 (3.6%)
Clarion	39,155 (0.3%)	11 (1.0%)	249 (0.4%)	236 (0.4%)	496 (0.4%)
Clearfield	81,174 (0.6%)	14 (1.3%)	406 (0.7%)	520 (0.8%)	940 (0.8%)
Clinton	39,954 (0.3%)	7 (0.6%)	170 (0.3%)	269 (0.4%)	446 (0.4%)
Columbia	66,797 (0.5%)	6 (0.5%)	323 (0.5%)	388 (0.6%)	717 (0.6%)
Crawford	87,376 (0.7%)	27 (2.4%)	400 (0.7%)	536 (0.9%)	963 (0.8%)
Cumberland	241,212 (1.9%)	13 (1.2%)	1,092 (1.8%)	1,459 (2.3%)	2,564 (2.1%)
Dauphin	270,937 (2.1%)	23 (2.1%)	1,430 (2.4%)	1,572 (2.5%)	3,025 (2.4%)
Delaware	561,973 (4.4%)	25 (2.2%)	2,300 (3.8%)	2,286 (3.6%)	4,611 (3.7%)
Elk	31,479 (0.3%)	6 (0.5%)	155 (0.3%)	164 (0.3%)	325 (0.3%)
Erie	280,294 (2.2%)	35 (3.1%)	1,346 (2.3%)	1,338 (2.1%)	2,719 (2.2%)
Fayette	134,999 (1.1%)	16 (1.4%)	574 (1.0%)	595 (0.9%)	1,185 (1.0%)
Forest	7,631 (0.1%)	3 (0.3%)	39 (0.1%)	42 (0.1%)	84 (0.1%)
Franklin	152,085 (1.2%)	16 (1.4%)	621 (1.0%)	733 (1.2%)	1,370 (1.1%)
Fulton	14,670 (0.1%)	1 (0.1%)	120 (0.2%)	165 (0.3%)	286 (0.2%)
Greene	37,838 (0.3%)	8 (0.7%)	152 (0.3%)	207 (0.3%)	367 (0.3%)
Huntingdon	45,694 (0.4%)	13 (1.2%)	194 (0.3%)	185 (0.3%)	392 (0.3%)
Indiana	87,745 (0.7%)	12 (1.1%)	378 (0.6%)	391 (0.6%)	781 (0.6%)
Jefferson	44,966 (0.4%)	7 (0.6%)	233 (0.4%)	268 (0.4%)	508 (0.4%)
Juniata	24,768 (0.2%)	6 (0.5%)	117 (0.2%)	164 (0.3%)	287 (0.2%)
Lackawanna	213,931 (1.7%)	22 (2.0%)	1,231 (2.1%)	1,383 (2.2%)	2,636 (2.1%)
Lancaster	529,600 (4.2%)	41 (3.7%)	2,457 (4.1%)	2,753 (4.4%)	5,251 (4.2%)
Lawrence	89,333 (0.7%)	7 (0.6%)	353 (0.6%)	388 (0.6%)	748 (0.6%)
Lebanon	135,486 (1.1%)	18 (1.6%)	664 (1.1%)	776 (1.2%)	1,458 (1.2%)
Lehigh	355,092 (2.8%)	27 (2.4%)	2,171 (3.6%)	2,434 (3.9%)	4,632 (3.7%)
Luzerne	320,103 (2.5%)	36 (3.2%)	1,604 (2.7%)	1,720 (2.7%)	3,360 (2.7%)
Lycoming	116,754 (0.9%)	9 (0.8%)	496 (0.8%)	682 (1.1%)	1,187 (1.0%)
McKean	42,979 (0.3%)	9 (0.8%)	176 (0.3%)	198 (0.3%)	383 (0.3%)
Mercer	115,195 (0.9%)	23 (2.1%)	599 (1.0%)	665 (1.1%)	1,287 (1.0%)
Mifflin	46,616 (0.4%)	9 (0.8%)	180 (0.3%)	229 (0.4%)	418 (0.3%)
Monroe	167,148 (1.3%)	24 (2.2%)	1,020 (1.7%)	1,225 (1.9%)	2,269 (1.8%)
Montgomery	812,376 (6.4%)	37 (3.3%)	4,068 (6.8%)	4,227 (6.7%)	8,332 (6.7%)
Montour	18,541 (0.2%)	1 (0.1%)	89 (0.2%)	121 (0.2%)	211 (0.2%)
Northampton	299,791 (2.4%)	18 (1.6%)	1,458 (2.4%)	1,478 (2.3%)	2,954 (2.4%)
Northumberland	94,076 (0.7%)	11 (1.0%)	317 (0.5%)	382 (0.6%)	710 (0.6%)
Perry	45,562 (0.4%)	8 (0.7%)	203 (0.3%)	297 (0.5%)	508 (0.4%)
Philadelphia	1,553,165 (12.2%)	84 (7.5%)	8,224 (13.7%)	2,838 (4.5%)	11,146 (9.0%)
Pike	56,591 (0.4%)	7 (0.6%)	272 (0.5%)	300 (0.5%)	579 (0.5%)
Potter	17,497 (0.1%)	3 (0.3%)	78 (0.1%)	63 (0.1%)	144 (0.1%)
Schuylkill	146,920 (1.2%)	20 (1.8%)	636 (1.1%)	769 (1.2%)	1,425 (1.2%)
Snyder	39,865 (0.3%)	4 (0.4%)	184 (0.3%)	194 (0.3%)	382 (0.3%)
Somerset	76,520 (0.6%)	11 (1.0%)	351 (0.6%)	446 (0.7%)	808 (0.7%)
Sullivan	6,351 (0.1%)	0 (0.0%)	32 (0.1%)	43 (0.1%)	75 (0.1%)
Susquehanna	42,286 (0.3%)	8 (0.7%)	228 (0.4%)	297 (0.5%)	533 (0.4%)
Tioga	42,463 (0.3%)	11 (1.0%)	228 (0.4%)	244 (0.4%)	483 (0.4%)
Union	44,867 (0.4%)	5 (0.5%)	171 (0.3%)	206 (0.3%)	382 (0.3%)
Venango	53,907 (0.4%)	5 (0.5%)	245 (0.4%)	289 (0.5%)	539 (0.4%)
Warren	40,885 (0.3%)	4 (0.4%)	198 (0.3%)	210 (0.3%)	412 (0.3%)
Washington	208,206 (1.6%)	27 (2.4%)	884 (1.5%)	1,061 (1.7%)	1,972 (1.6%)
Wayne	51,548 (0.4%)	6 (0.5%)	240 (0.4%)	261 (0.4%)	507 (0.4%)
Westmoreland	362,437 (2.8%)	28 (2.5%)	1,508 (2.5%)	1,673 (2.7%)	3,209 (2.6%)
Wyoming	28,003 (0.2%)	5 (0.5%)	183 (0.3%)	183 (0.3%)	371 (0.3%)
York	438,965 (3.4%)	43 (3.9%)	1,995 (3.3%)	2,434 (3.9%)	4,422 (3.6%)
<b>TOTAL</b>	<b>12,773,801 (100.0%)</b>	<b>1,117 (100.0%)</b>	<b>59,917 (100.0%)</b>	<b>63,115 (99.9%)</b>	<b>124,149 (99.9%)</b>

Counties

### Crashes by County—Five-Year Trends

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

County	2009 Crashes	2010 Crashes	2011 Crashes	2012 Crashes	2013 Crashes
Adams	1,158 (1.0%)	1,007 (0.8%)	1,076 (0.9%)	995 (0.8%)	1,063 (0.9%)
Allegheny	11,616 (9.6%)	11,234 (9.3%)	12,115 (9.7%)	12,109 (9.8%)	11,952 (9.6%)
Armstrong	556 (0.5%)	577 (0.5%)	550 (0.4%)	527 (0.4%)	624 (0.5%)
Beaver	1,461 (1.2%)	1,524 (1.3%)	1,408 (1.1%)	1,458 (1.2%)	1,459 (1.2%)
Bedford	680 (0.6%)	653 (0.5%)	724 (0.6%)	669 (0.5%)	665 (0.5%)
Berks	4,563 (3.8%)	4,466 (3.7%)	4,690 (3.7%)	4,704 (3.8%)	4,573 (3.7%)
Blair	1,339 (1.1%)	1,319 (1.1%)	1,388 (1.1%)	1,374 (1.1%)	1,400 (1.1%)
Bradford	586 (0.5%)	770 (0.6%)	847 (0.7%)	776 (0.6%)	662 (0.5%)
Bucks	6,512 (5.4%)	6,094 (5.0%)	6,174 (4.9%)	5,900 (4.8%)	5,891 (4.8%)
Butler	1,742 (1.4%)	1,713 (1.4%)	1,833 (1.5%)	1,969 (1.6%)	2,092 (1.7%)
Cambria	1,370 (1.1%)	1,388 (1.1%)	1,352 (1.1%)	1,212 (1.0%)	1,293 (1.0%)
Cameron	44 (0.0%)	68 (0.1%)	70 (0.1%)	57 (0.1%)	60 (0.1%)
Carbon	660 (0.5%)	744 (0.6%)	712 (0.6%)	702 (0.6%)	722 (0.6%)
Centre	1,262 (1.0%)	1,208 (1.0%)	1,320 (1.1%)	1,287 (1.0%)	1,242 (1.0%)
Chester	4,484 (3.7%)	4,256 (3.5%)	4,541 (3.6%)	4,310 (3.5%)	4,517 (3.6%)
Clarion	484 (0.4%)	479 (0.4%)	458 (0.4%)	466 (0.4%)	496 (0.4%)
Clearfield	966 (0.8%)	956 (0.8%)	927 (0.7%)	955 (0.8%)	940 (0.8%)
Clinton	375 (0.3%)	417 (0.3%)	439 (0.4%)	428 (0.3%)	446 (0.4%)
Columbia	729 (0.6%)	755 (0.6%)	826 (0.7%)	748 (0.6%)	717 (0.6%)
Crawford	898 (0.7%)	874 (0.7%)	897 (0.7%)	874 (0.7%)	963 (0.8%)
Cumberland	2,310 (1.9%)	2,497 (2.1%)	2,450 (2.0%)	2,620 (2.1%)	2,564 (2.1%)
Dauphin	2,931 (2.4%)	2,867 (2.4%)	3,017 (2.4%)	2,878 (2.3%)	3,025 (2.4%)
Delaware	4,360 (3.6%)	4,379 (3.6%)	4,593 (3.7%)	4,573 (3.7%)	4,611 (3.7%)
Elk	286 (0.2%)	290 (0.2%)	299 (0.2%)	300 (0.2%)	325 (0.3%)
Erie	2,572 (2.1%)	2,668 (2.2%)	2,714 (2.2%)	2,608 (2.1%)	2,719 (2.2%)
Fayette	1,183 (1.0%)	1,185 (1.0%)	1,136 (0.9%)	1,178 (1.0%)	1,185 (1.0%)
Forest	65 (0.1%)	85 (0.1%)	70 (0.1%)	86 (0.1%)	84 (0.1%)
Franklin	1,415 (1.2%)	1,397 (1.2%)	1,469 (1.2%)	1,452 (1.2%)	1,370 (1.1%)
Fulton	329 (0.3%)	267 (0.2%)	279 (0.2%)	281 (0.2%)	286 (0.2%)
Greene	358 (0.3%)	387 (0.3%)	397 (0.3%)	411 (0.3%)	367 (0.3%)
Huntingdon	433 (0.4%)	373 (0.3%)	406 (0.3%)	378 (0.3%)	392 (0.3%)
Indiana	872 (0.7%)	845 (0.7%)	821 (0.7%)	786 (0.6%)	781 (0.6%)
Jefferson	408 (0.3%)	443 (0.4%)	452 (0.4%)	438 (0.4%)	508 (0.4%)
Juniata	249 (0.2%)	241 (0.2%)	249 (0.2%)	258 (0.2%)	287 (0.2%)
Lackawanna	2,443 (2.0%)	2,558 (2.1%)	2,586 (2.1%)	2,588 (2.1%)	2,636 (2.1%)
Lancaster	5,308 (4.4%)	5,057 (4.2%)	5,417 (4.3%)	5,249 (4.2%)	5,251 (4.2%)
Lawrence	777 (0.6%)	773 (0.6%)	782 (0.6%)	740 (0.6%)	748 (0.6%)
Lebanon	1,394 (1.2%)	1,296 (1.1%)	1,446 (1.2%)	1,403 (1.1%)	1,458 (1.2%)
Lehigh	4,439 (3.7%)	4,424 (3.7%)	4,479 (3.6%)	4,633 (3.7%)	4,632 (3.7%)
Luzerne	3,125 (2.6%)	3,395 (2.8%)	3,382 (2.7%)	3,336 (2.7%)	3,360 (2.7%)
Lycoming	1,162 (1.0%)	1,226 (1.0%)	1,324 (1.1%)	1,248 (1.0%)	1,187 (1.0%)
McKean	339 (0.3%)	318 (0.3%)	360 (0.3%)	351 (0.3%)	383 (0.3%)
Mercer	1,227 (1.0%)	1,259 (1.0%)	1,356 (1.1%)	1,280 (1.0%)	1,287 (1.0%)
Mifflin	394 (0.3%)	385 (0.3%)	386 (0.3%)	354 (0.3%)	418 (0.3%)
Monroe	2,113 (1.7%)	2,439 (2.0%)	2,375 (1.9%)	2,256 (1.8%)	2,269 (1.8%)
Montgomery	8,182 (6.8%)	8,284 (6.8%)	8,457 (6.7%)	8,385 (6.8%)	8,332 (6.7%)
Montour	202 (0.2%)	202 (0.2%)	227 (0.2%)	224 (0.2%)	211 (0.2%)
Northampton	2,883 (2.4%)	2,760 (2.3%)	2,843 (2.3%)	3,026 (2.4%)	2,954 (2.4%)
Northumberland	604 (0.5%)	630 (0.5%)	742 (0.6%)	707 (0.6%)	710 (0.6%)
Perry	474 (0.4%)	470 (0.4%)	508 (0.4%)	477 (0.4%)	508 (0.4%)
Philadelphia	10,688 (8.8%)	10,965 (9.0%)	10,876 (8.7%)	11,336 (9.1%)	11,146 (9.0%)
Pike	595 (0.5%)	667 (0.6%)	633 (0.5%)	593 (0.5%)	579 (0.5%)
Potter	127 (0.1%)	148 (0.1%)	136 (0.1%)	120 (0.1%)	144 (0.1%)
Schuylkill	1,352 (1.1%)	1,356 (1.1%)	1,421 (1.1%)	1,464 (1.2%)	1,425 (1.2%)
Snyder	387 (0.3%)	386 (0.3%)	408 (0.3%)	366 (0.3%)	382 (0.3%)
Somerset	834 (0.7%)	844 (0.7%)	851 (0.7%)	793 (0.6%)	808 (0.7%)
Sullivan	82 (0.1%)	105 (0.1%)	95 (0.1%)	93 (0.1%)	75 (0.1%)
Susquehanna	503 (0.4%)	471 (0.4%)	514 (0.4%)	511 (0.4%)	533 (0.4%)
Tioga	427 (0.4%)	552 (0.5%)	610 (0.5%)	511 (0.4%)	483 (0.4%)
Union	370 (0.3%)	345 (0.3%)	361 (0.3%)	345 (0.3%)	382 (0.3%)
Venango	560 (0.5%)	571 (0.5%)	582 (0.5%)	606 (0.5%)	539 (0.4%)
Warren	411 (0.3%)	372 (0.3%)	414 (0.3%)	405 (0.3%)	412 (0.3%)
Washington	1,898 (1.6%)	1,934 (1.6%)	2,036 (1.6%)	2,084 (1.7%)	1,972 (1.6%)
Wayne	480 (0.4%)	588 (0.5%)	538 (0.4%)	490 (0.4%)	507 (0.4%)
Westmoreland	3,104 (2.6%)	3,128 (2.6%)	3,405 (2.7%)	3,326 (2.7%)	3,209 (2.6%)
Wyoming	325 (0.3%)	346 (0.3%)	361 (0.3%)	348 (0.3%)	371 (0.3%)
York	4,661 (3.8%)	4,506 (3.7%)	4,627 (3.7%)	4,442 (3.6%)	4,472 (3.6%)
<b>TOTAL</b>	<b>121,242 (99.9%)</b>	<b>121,312 (99.9%)</b>	<b>125,395 (99.9%)</b>	<b>124,092 (99.8%)</b>	<b>124,149 (99.9%)</b>

Counties

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

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

County	2009 Deaths	2010 Deaths	2011 Deaths	2012 Deaths	2013 Deaths
Adams	22 (1.8%)	16 (1.2%)	16 (1.2%)	14 (1.1%)	5 (0.4%)
Allegheny	58 (4.6%)	70 (5.3%)	64 (5.0%)	67 (5.1%)	65 (5.4%)
Armstrong	11 (0.9%)	13 (1.0%)	14 (1.1%)	10 (0.8%)	6 (0.5%)
Beaver	13 (1.0%)	10 (0.8%)	24 (1.9%)	19 (1.5%)	12 (1.0%)
Bedford	15 (1.2%)	13 (1.0%)	15 (1.2%)	17 (1.3%)	12 (1.0%)
Berks	50 (4.0%)	39 (3.0%)	46 (3.6%)	50 (3.8%)	42 (3.5%)
Blair	9 (0.7%)	20 (1.5%)	12 (0.9%)	19 (1.5%)	24 (2.0%)
Bradford	10 (0.8%)	20 (1.5%)	10 (0.8%)	15 (1.2%)	15 (1.2%)
Bucks	64 (5.1%)	45 (3.4%)	61 (4.7%)	65 (5.0%)	44 (3.6%)
Butler	21 (1.7%)	29 (2.2%)	17 (1.3%)	28 (2.1%)	18 (1.5%)
Cambria	11 (0.9%)	14 (1.1%)	18 (1.4%)	17 (1.3%)	11 (0.9%)
Cameron	0 (0.0%)	2 (0.2%)	0 (0.0%)	2 (0.2%)	2 (0.2%)
Carbon	11 (0.9%)	13 (1.0%)	8 (0.6%)	6 (0.5%)	16 (1.3%)
Centre	13 (1.0%)	11 (0.8%)	18 (1.4%)	14 (1.1%)	12 (1.0%)
Chester	31 (2.5%)	32 (2.4%)	40 (3.1%)	31 (2.4%)	33 (2.7%)
Clarion	7 (0.6%)	11 (0.8%)	9 (0.7%)	7 (0.5%)	12 (1.0%)
Clearfield	23 (1.8%)	24 (1.8%)	11 (0.9%)	20 (1.5%)	15 (1.2%)
Clinton	4 (0.3%)	7 (0.5%)	5 (0.4%)	12 (0.9%)	9 (0.8%)
Columbia	9 (0.7%)	17 (1.3%)	12 (0.9%)	9 (0.7%)	6 (0.5%)
Crawford	10 (0.8%)	14 (1.1%)	12 (0.9%)	15 (1.2%)	29 (2.4%)
Cumberland	19 (1.5%)	24 (1.8%)	23 (1.8%)	18 (1.4%)	15 (1.2%)
Dauphin	27 (2.2%)	40 (3.0%)	32 (2.5%)	24 (1.8%)	25 (2.1%)
Delaware	20 (1.6%)	23 (1.7%)	20 (1.6%)	28 (2.1%)	27 (2.2%)
Elk	7 (0.6%)	7 (0.5%)	10 (0.8%)	4 (0.3%)	8 (0.7%)
Erie	30 (2.4%)	39 (3.0%)	32 (2.5%)	28 (2.1%)	35 (2.9%)
Fayette	33 (2.6%)	19 (1.4%)	27 (2.1%)	20 (1.5%)	17 (1.4%)
Forest	3 (0.2%)	4 (0.3%)	0 (0.0%)	1 (0.1%)	5 (0.4%)
Franklin	19 (1.5%)	22 (1.7%)	24 (1.9%)	19 (1.5%)	20 (1.7%)
Fulton	1 (0.1%)	8 (0.6%)	5 (0.4%)	4 (0.3%)	1 (0.1%)
Greene	5 (0.4%)	7 (0.5%)	9 (0.7%)	16 (1.2%)	8 (0.7%)
Huntingdon	10 (0.8%)	11 (0.8%)	12 (0.9%)	5 (0.4%)	14 (1.2%)
Indiana	18 (1.4%)	23 (1.7%)	16 (1.2%)	8 (0.6%)	15 (1.2%)
Jefferson	6 (0.5%)	7 (0.5%)	6 (0.5%)	9 (0.7%)	8 (0.7%)
Juniata	6 (0.5%)	10 (0.8%)	2 (0.2%)	3 (0.2%)	6 (0.5%)
Lackawanna	19 (1.5%)	19 (1.4%)	19 (1.5%)	16 (1.2%)	23 (1.9%)
Lancaster	49 (3.9%)	65 (4.9%)	51 (4.0%)	47 (3.6%)	45 (3.7%)
Lawrence	8 (0.6%)	11 (0.8%)	13 (1.0%)	11 (0.8%)	7 (0.6%)
Lebanon	18 (1.4%)	15 (1.1%)	25 (1.9%)	16 (1.2%)	18 (1.5%)
Lehigh	35 (2.8%)	22 (1.7%)	24 (1.9%)	42 (3.2%)	30 (2.5%)
Luzerne	40 (3.2%)	30 (2.3%)	41 (3.2%)	35 (2.7%)	39 (3.2%)
Lycoming	17 (1.4%)	22 (1.7%)	19 (1.5%)	15 (1.2%)	10 (0.8%)
McKean	5 (0.4%)	6 (0.5%)	12 (0.9%)	8 (0.6%)	15 (1.2%)
Mercer	18 (1.4%)	13 (1.0%)	21 (1.6%)	17 (1.3%)	28 (2.3%)
Mifflin	11 (0.9%)	8 (0.6%)	9 (0.7%)	4 (0.3%)	9 (0.8%)
Monroe	30 (2.4%)	35 (2.6%)	33 (2.6%)	27 (2.1%)	25 (2.1%)
Montgomery	41 (3.3%)	33 (2.5%)	45 (3.5%)	44 (3.4%)	40 (3.3%)
Montour	0 (0.0%)	1 (0.1%)	1 (0.1%)	0 (0.0%)	1 (0.1%)
Northampton	24 (1.9%)	29 (2.2%)	27 (2.1%)	23 (1.8%)	18 (1.5%)
Northumberland	8 (0.6%)	10 (0.8%)	13 (1.0%)	9 (0.7%)	15 (1.2%)
Perry	10 (0.8%)	15 (1.1%)	8 (0.6%)	18 (1.4%)	9 (0.8%)
Philadelphia	95 (7.6%)	93 (7.0%)	87 (6.8%)	107 (8.2%)	89 (7.4%)
Pike	5 (0.4%)	7 (0.5%)	8 (0.6%)	6 (0.5%)	8 (0.7%)
Potter	0 (0.0%)	1 (0.1%)	3 (0.2%)	2 (0.2%)	3 (0.3%)
Schuylkill	30 (2.4%)	20 (1.5%)	19 (1.5%)	33 (2.5%)	23 (1.9%)
Snyder	5 (0.4%)	9 (0.7%)	5 (0.4%)	8 (0.6%)	4 (0.3%)
Somerset	12 (1.0%)	20 (1.5%)	8 (0.6%)	12 (0.9%)	11 (0.9%)
Sullivan	3 (0.2%)	6 (0.5%)	1 (0.1%)	2 (0.2%)	0 (0.0%)
Susquehanna	8 (0.6%)	12 (0.9%)	11 (0.9%)	15 (1.2%)	8 (0.7%)
Tioga	7 (0.6%)	13 (1.0%)	12 (0.9%)	10 (0.8%)	11 (0.9%)
Union	7 (0.6%)	7 (0.5%)	5 (0.4%)	9 (0.7%)	5 (0.4%)
Venango	6 (0.5%)	10 (0.8%)	11 (0.9%)	18 (1.4%)	5 (0.4%)
Warren	11 (0.9%)	7 (0.5%)	7 (0.5%)	7 (0.5%)	4 (0.3%)
Washington	33 (2.6%)	24 (1.8%)	27 (2.1%)	29 (2.2%)	29 (2.4%)
Wayne	6 (0.5%)	8 (0.6%)	5 (0.4%)	8 (0.6%)	6 (0.5%)
Westmoreland	47 (3.7%)	44 (3.3%)	36 (2.8%)	55 (4.2%)	29 (2.4%)
Wyoming	9 (0.7%)	8 (0.6%)	6 (0.5%)	7 (0.5%)	5 (0.4%)
York	43 (3.4%)	37 (2.8%)	44 (3.4%)	26 (2.0%)	44 (3.6%)
<b>TOTAL</b>	<b>1,256 (100.0%)</b>	<b>1,324 (100.0%)</b>	<b>1,286 (100.0%)</b>	<b>1,310 (100.0%)</b>	<b>1,208 (100.0%)</b>

Counties

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

County	2009	2010	2011	2012	2013
Adams	3	0	0	0	1
Allegheny	6	13	7	9	13
Armstrong	2	2	0	2	0
Beaver	0	0	2	3	1
Bedford	1	0	0	1	1
Berks	4	6	4	8	4
Blair	1	5	2	2	2
Bradford	0	0	2	0	0
Bucks	15	8	10	10	6
Butler	1	3	0	2	0
Cambria	0	1	2	1	0
Cameron	0	0	0	0	0
Carbon	1	0	1	0	1
Centre	3	1	1	0	1
Chester	2	1	7	2	5
Clarion	0	0	1	1	0
Clearfield	1	3	0	0	2
Clinton	0	1	1	0	0
Columbia	0	0	0	1	0
Crawford	0	0	2	2	0
Cumberland	4	2	3	2	1
Dauphin	2	6	4	7	2
Delaware	6	4	4	10	3
Elk	1	1	0	0	1
Erie	1	2	6	1	4
Fayette	0	0	2	1	1
Forest	0	0	0	0	0
Franklin	0	0	1	2	2
Fulton	0	0	0	0	0
Greene	0	1	0	1	0
Huntingdon	1	0	0	0	2
Indiana	2	3	2	1	0
Jefferson	0	0	0	0	0
Juniata	0	0	0	1	1
Lackawanna	0	2	1	2	7
Lancaster	0	7	6	3	4
Lawrence	0	0	0	1	2
Lebanon	0	2	1	1	0
Lehigh	4	5	5	10	6
Luzerne	4	6	5	6	8
Lycoming	1	1	1	2	0
McKean	0	1	0	1	0
Mercer	1	1	2	0	2
Mifflin	0	0	0	0	4
Monroe	4	5	4	1	0
Montgomery	8	3	12	11	9
Montour	0	0	0	0	0
Northampton	4	4	1	3	4
Northumberland	1	2	1	0	0
Perry	2	0	0	0	0
Philadelphia	32	30	30	34	37
Pike	1	0	0	1	1
Potter	0	0	1	0	0
Schuylkill	3	2	2	4	1
Snyder	0	0	0	2	1
Somerset	1	0	0	1	0
Sullivan	0	0	0	0	0
Susquehanna	0	0	0	2	0
Tioga	0	0	0	0	0
Union	0	0	0	1	0
Venango	0	1	0	1	0
Warren	1	2	1	0	0
Washington	5	1	1	1	4
Wayne	0	0	1	1	0
Westmoreland	4	4	4	6	0
Wyoming	0	0	0	1	0
York	3	6	6	2	7
<b>TOTAL</b>	<b>136</b>	<b>148</b>	<b>149</b>	<b>168</b>	<b>151</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	0	0	0	1	6	0	5	1	11
Allegheny	0	11	1	15	0	18	5	314	7	74	13	432
Armstrong	0	1	0	1	0	0	0	5	0	0	0	7
Beaver	0	0	0	1	0	1	1	14	0	7	1	23
Bedford	0	0	0	1	0	0	1	1	0	0	1	2
Berks	0	7	0	11	0	16	1	81	3	21	4	136
Blair	0	1	0	3	0	3	1	20	1	5	2	32
Bradford	0	0	0	1	0	0	0	8	0	0	0	9
Bucks	0	1	0	5	0	10	3	82	3	20	6	118
Butler	0	0	0	1	0	1	0	21	0	3	0	26
Cambria	0	0	0	0	0	0	0	12	0	4	0	16
Cameron	0	0	0	0	0	0	0	0	0	0	0	0
Carbon	0	0	0	2	0	4	0	5	1	1	1	12
Centre	0	1	0	0	0	1	1	31	0	5	1	38
Chester	0	4	0	3	0	2	3	44	2	13	5	66
Clarion	0	1	0	1	0	0	0	6	0	1	0	9
Clearfield	0	0	0	1	0	0	2	3	0	1	2	5
Clinton	0	0	0	0	0	2	0	1	0	0	0	3
Columbia	0	0	0	2	0	0	0	8	0	2	0	12
Crawford	0	0	0	0	0	2	0	13	0	2	0	17
Cumberland	0	0	0	0	0	2	0	24	1	10	1	36
Dauphin	0	4	0	6	0	5	1	60	1	9	2	84
Delaware	1	7	0	25	0	29	2	124	0	33	3	218
Elk	0	0	0	0	0	1	1	2	0	3	1	6
Erie	0	3	0	14	0	4	4	69	0	11	4	101
Fayette	0	0	0	1	0	4	1	7	0	3	1	15
Forest	0	0	0	0	0	0	0	1	0	0	0	1
Franklin	0	0	0	2	0	0	1	13	1	4	2	19
Fulton	0	0	0	0	0	0	0	0	0	0	0	0
Greene	0	0	0	0	0	0	0	0	0	0	0	0
Huntingdon	0	0	0	1	0	0	0	2	2	1	2	4
Indiana	0	0	0	0	0	0	0	5	0	0	0	5
Jefferson	0	0	0	0	0	0	0	3	0	2	0	5
Juniata	0	0	0	0	0	0	0	0	1	0	1	0
Lackawanna	0	5	0	7	0	8	4	58	3	11	7	89
Lancaster	1	3	0	8	0	13	0	74	3	17	4	115
Lawrence	0	0	0	1	0	0	1	2	1	3	2	6
Lebanon	0	0	0	1	0	4	0	11	0	1	0	17
Lehigh	0	7	0	18	0	26	2	105	4	23	6	179
Luzerne	0	3	0	1	0	8	6	46	2	8	8	66
Lycoming	0	0	0	2	0	0	0	11	0	3	0	16
McKean	0	0	0	0	0	0	0	2	0	2	0	4
Mercer	0	0	0	0	0	1	2	7	0	1	2	9
Mifflin	0	0	0	1	1	3	2	3	1	5	4	12
Monroe	0	0	0	1	0	3	0	14	0	3	0	21
Montgomery	0	8	0	11	0	25	5	145	4	34	9	223
Montour	0	0	0	0	0	1	0	3	0	1	0	5
Northampton	0	3	0	8	0	9	1	53	3	8	4	81
Northumberland	0	0	0	0	0	1	0	7	0	5	0	13
Perry	0	0	0	2	0	0	0	2	0	0	0	4
Philadelphia	4	72	1	195	0	179	20	1,118	11	197	36	1,761
Pike	0	0	0	0	0	0	1	3	0	2	1	5
Potter	0	0	0	1	0	0	0	3	0	1	0	5
Schuylkill	0	0	0	4	0	1	1	17	0	7	1	29
Snyder	0	1	0	0	0	0	1	1	0	0	1	2
Somerset	0	0	0	0	0	0	0	2	0	3	0	5
Sullivan	0	0	0	0	0	0	0	0	0	0	0	0
Susquehanna	0	0	0	0	0	1	0	3	0	3	0	7
Tioga	0	0	0	0	0	0	0	2	0	0	0	2
Union	0	0	0	0	0	0	0	2	0	3	0	5
Venango	0	0	0	1	0	1	0	10	0	1	0	13
Warren	0	0	0	0	0	0	0	7	0	5	0	12
Washington	0	1	0	0	0	3	1	12	3	3	4	19
Wayne	0	0	0	0	0	1	0	5	0	2	0	8
Westmoreland	0	1	0	2	0	2	0	33	0	15	0	53
Wyoming	0	0	0	0	0	0	0	2	0	0	0	2
York	0	2	0	9	0	9	5	54	2	14	7	88
<b>TOTAL</b>	<b>6</b>	<b>147</b>	<b>2</b>	<b>370</b>	<b>1</b>	<b>404</b>	<b>81</b>	<b>2,802</b>	<b>60</b>	<b>621</b>	<b>150</b>	<b>4,344</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	2009 Belt Use	2010 Belt Use	2011 Belt Use	2012 Belt Use	2013 Belt Use
Adams	87	86	86	85	87
Allegheny	77	77	78	77	78
Armstrong	81	80	81	83	81
Beaver	69	66	67	67	68
Bedford	87	89	85	86	85
Berks	78	76	78	79	78
Blair	87	87	87	87	87
Bradford	87	85	86	82	86
Bucks	78	79	79	82	81
Butler	86	87	86	87	88
Cambria	76	75	71	75	74
Cameron	85	86	81	81	84
Carbon	76	76	79	76	78
Centre	86	86	85	86	87
Chester	83	84	83	86	87
Clarion	84	87	87	86	85
Clearfield	80	80	82	81	83
Clinton	89	86	87	86	84
Columbia	84	85	83	87	88
Crawford	87	86	83	82	84
Cumberland	88	88	88	88	89
Dauphin	83	85	85	85	83
Delaware	75	76	76	75	76
Elk	78	82	76	77	73
Erie	80	79	80	79	81
Fayette	77	78	79	81	80
Forest	84	85	88	82	87
Franklin	84	83	81	82	83
Fulton	92	87	86	90	89
Greene	75	73	81	79	82
Huntingdon	83	83	81	79	79
Indiana	84	85	85	86	82
Jefferson	81	79	84	81	79
Juniata	83	83	84	85	83
Lackawanna	67	72	72	73	77
Lancaster	85	84	86	86	87
Lawrence	71	73	74	76	76
Lebanon	84	85	85	85	86
Lehigh	74	78	77	76	77
Luzerne	79	78	77	78	78
Lycoming	82	79	81	80	83
McKean	75	73	71	76	78
Mercer	79	80	78	77	80
Mifflin	79	78	82	79	79
Monroe	89	88	88	86	87
Montgomery	85	85	86	86	86
Montour	92	88	87	93	91
Northampton	83	84	84	84	86
Northumberland	77	76	75	75	75
Perry	82	82	85	84	84
Philadelphia	39	41	40	40	40
Pike	89	88	88	91	90
Potter	79	84	76	73	79
Schuylkill	82	83	84	80	82
Snyder	87	88	89	89	86
Somerset	83	82	82	84	86
Sullivan	86	84	84	77	86
Susquehanna	82	78	83	86	85
Tioga	84	87	85	87	86
Union	85	88	86	87	87
Venango	84	79	78	83	84
Warren	87	87	86	83	85
Washington	78	79	78	79	77
Wayne	87	88	88	86	84
Westmoreland	82	83	82	82	83
Wyoming	82	85	84	85	79
York	85	85	85	86	87
<b>STATEWIDE</b>	<b>77</b>	<b>77</b>	<b>78</b>	<b>78</b>	<b>78</b>

Counties

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

County	2009 Deaths	2010 Deaths	2011 Deaths	2012 Deaths	2013 Deaths
Adams	11	7	4	8	3
Allegheny	15	15	17	10	19
Armstrong	2	5	7	1	4
Beaver	7	2	7	6	3
Bedford	3	6	8	4	3
Berks	20	18	16	17	13
Blair	1	5	6	9	8
Bradford	0	7	4	2	7
Bucks	21	14	20	26	11
Butler	10	9	4	9	1
Cambria	7	5	5	8	5
Cameron	0	1	0	1	1
Carbon	5	5	3	1	6
Centre	5	3	7	1	3
Chester	8	12	14	12	17
Clarion	5	2	4	1	6
Clearfield	6	5	2	8	3
Clinton	1	2	2	3	1
Columbia	2	7	3	2	2
Crawford	4	8	5	4	10
Cumberland	5	7	7	3	4
Dauphin	12	12	15	6	5
Delaware	7	8	4	8	7
Elk	1	3	7	2	4
Erie	9	17	12	10	13
Fayette	16	6	15	5	8
Forest	3	2	0	0	1
Franklin	8	13	7	5	2
Fulton	0	1	2	2	0
Greene	1	2	4	3	0
Huntingdon	4	2	5	1	2
Indiana	6	8	5	4	3
Jefferson	4	5	1	3	1
Juniata	3	2	0	2	0
Lackawanna	4	4	5	5	7
Lancaster	14	26	14	15	18
Lawrence	3	2	5	2	2
Lebanon	5	4	4	3	6
Lehigh	17	7	12	13	11
Luzerne	16	7	13	13	13
Lycoming	4	8	7	6	5
McKean	0	4	4	2	5
Mercer	7	5	6	9	8
Mifflin	5	2	3	1	2
Monroe	8	12	11	9	8
Montgomery	17	11	13	19	12
Montour	0	0	1	0	0
Northampton	11	11	8	4	9
Northumberland	2	3	1	2	0
Perry	4	5	4	7	7
Philadelphia	34	25	23	37	22
Pike	2	2	2	0	1
Potter	0	0	1	1	1
Schuylkill	11	8	5	5	5
Snyder	2	3	1	0	2
Somerset	6	14	1	6	7
Sullivan	1	0	0	2	0
Susquehanna	1	7	5	8	5
Tioga	3	7	2	2	2
Union	3	3	2	3	1
Venango	1	0	3	3	1
Warren	2	2	5	1	1
Washington	14	6	10	7	9
Wayne	4	4	2	2	2
Westmoreland	15	15	13	16	16
Wyoming	6	6	2	3	1
York	15	20	18	11	16
<b>TOTAL</b>	<b>449</b>	<b>459</b>	<b>428</b>	<b>404</b>	<b>381</b>

Counties

## Pennsylvania Counties

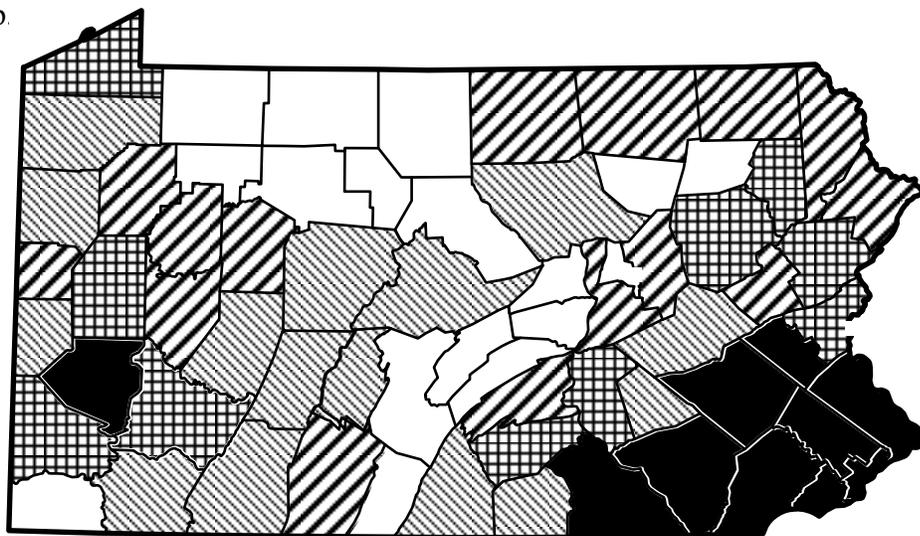
Use the map below as a key to county names for other maps.



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, 53% of the total traffic crashes occurred in only 10 of Pennsylvania’s 67 counties. These 10 counties appear in black on the map.

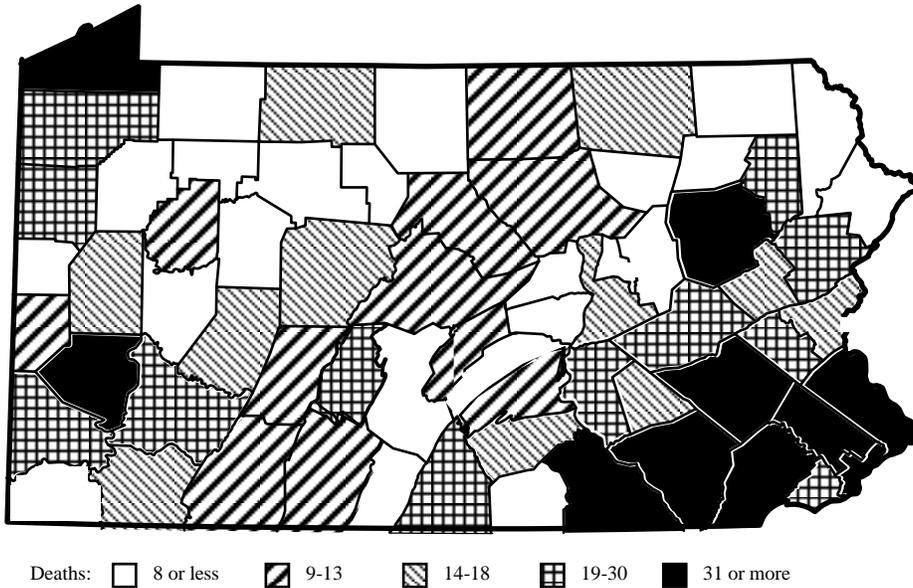


Total Crashes:   
 □ 450 or less      ▨ 451-750      ▩ 751-1,500  
 ▧ 1,501-3,600      ■ 3,601 or more

Counties

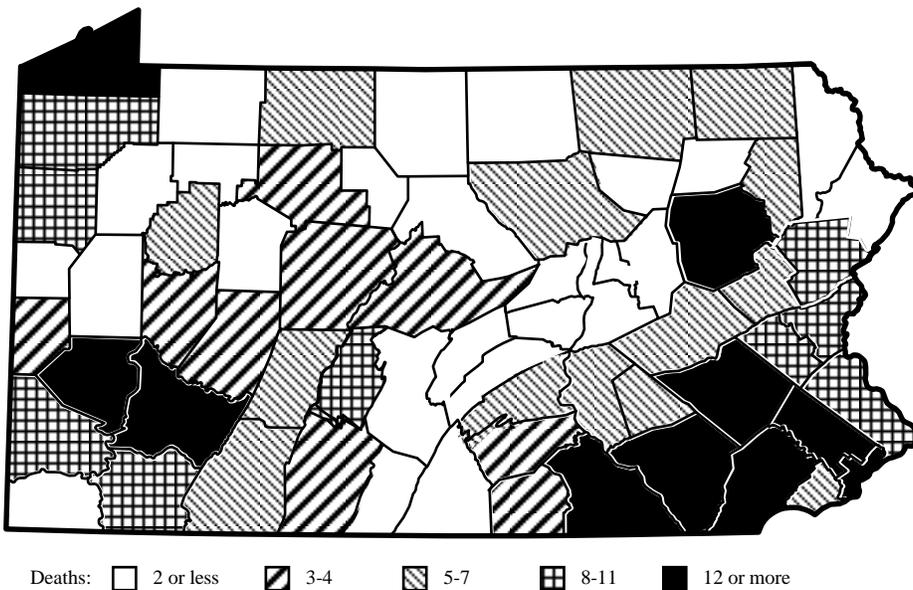
### Traffic Deaths by County

Referring to the map below, 39% of the total traffic deaths occurred in only 10 of Pennsylvania's 67 counties. These 10 counties appear in black on the map.



### Alcohol-Related Deaths by County

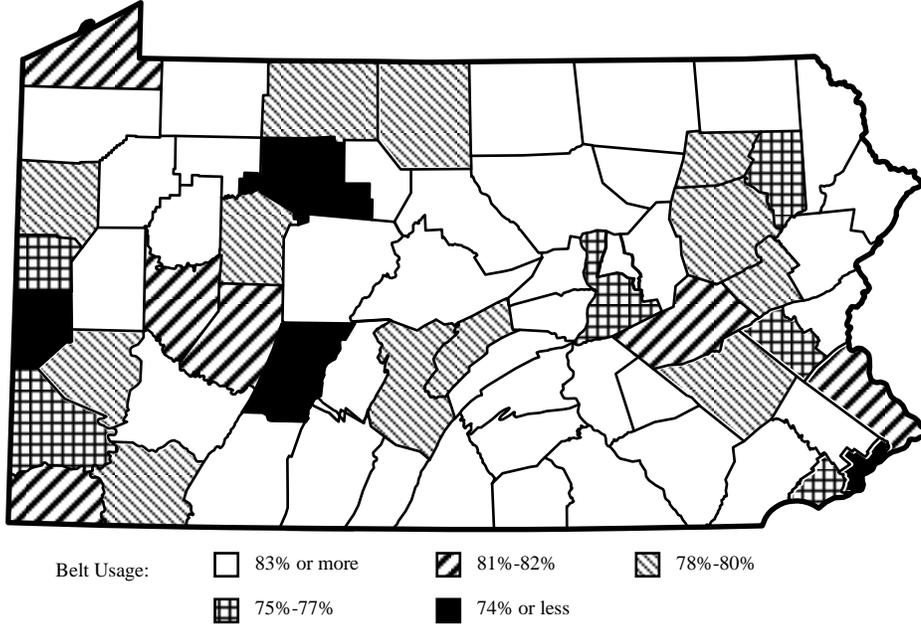
Referring to the map below, 42% of the total alcohol-related deaths occurred in only 10 of Pennsylvania's 67 counties. These 10 counties appear in black on the map.



Counties

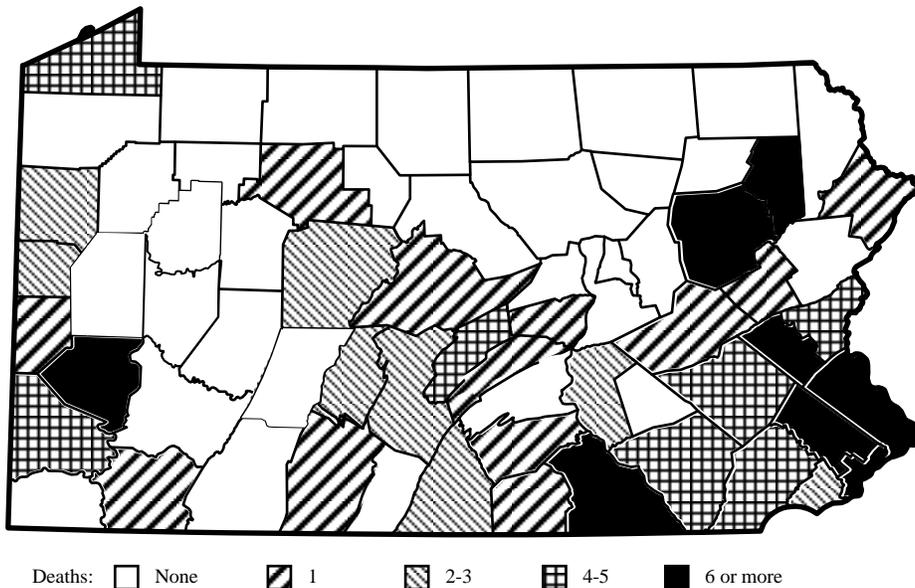
### Percent Seat Belt Use in Crashes by County

While the percentage of seat belt use in crashes tended to be lower in counties with major urban areas, some rural areas also had lower seat belt use in crashes. Below the worst 4 counties having 74% or less seat belt use in crashes are shown in black on the map.



### Pedestrian Deaths by County

Referring to the map below, 62% of the total pedestrian deaths occurred in only 8 of Pennsylvania's 67 counties. These 8 counties appear in black on the map.

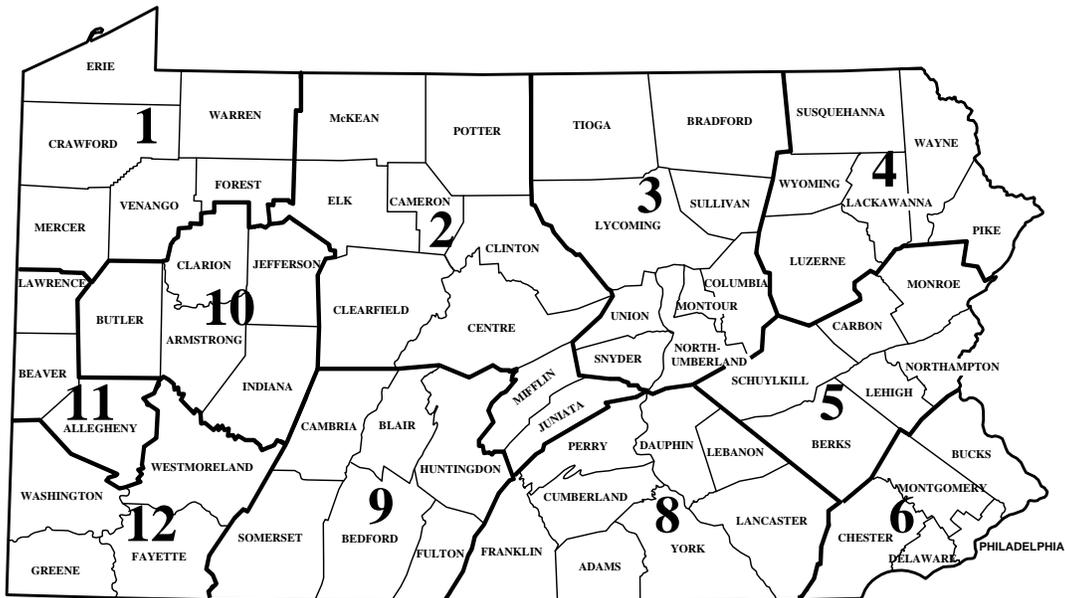


Counties

### Crashes by Engineering District

The map below illustrates the 11 PENNDOT engineering districts in Pennsylvania. The table below lists a breakdown of the number of crashes, deaths, and injuries in 2013 by engineering district.

District	Crashes	Deaths	Injuries
01	6,004	106	3,967
02	4,245	79	2,569
03	4,809	67	2,872
04	7,986	89	5,201
05	16,575	154	10,604
06	34,497	233	26,843
08	19,711	181	12,406
09	4,844	73	3,025
10	4,501	59	2,874
11	14,159	84	8,431
12	6,733	83	4,297
<b>Total</b>	<b>124,149</b>	<b>1,208</b>	<b>83,089</b>



Counties

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## **NEW 2013 Pennsylvania Crash Facts & Statistics Feedback Survey**

The 2013 edition of the *Pennsylvania Crash Facts and Statistics* booklet continues to use the format that began with the 1996 edition. In our continuing effort to make this booklet as useful as possible, we would appreciate your taking the time to fill out this survey. Your opinions will help shape future editions including a planned major revision in the next few years.

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

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

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

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

	Useful	Somewhat	Not Useful
How to Use This Booklet	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Definitions	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Overview	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
All Crashes and Deaths	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Drivers	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Alcohol-Related Crashes	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Seat Belt, Child Safety Seats, etc.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Pedestrians and Bicycle Crashes	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Crashes by Motor Vehicle Type	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Pennsylvania County Crashes	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Index	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

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

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2. Fold along the dotted lines and tape shut.
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P.O. Box 2047  
Harrisburg, PA 17105-2047**

*2013 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.*

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

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