![pennsylvania DEPARTMENT OF TRANSPORTATION]

2019

PENNSYLVANIA CRASH FACTS & STATISTICS

GOVERNOR
Tom Wolf

SECRETARY OF TRANSPORTATION
Yassmin Gramian

Introduction

The *2019 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.dotcrashinfo.pa.gov

This publication is a statistical review of reportable motor vehicle crashes in the Commonwealth of Pennsylvania for calendar year 2019. 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:

> Pennsylvania Department of Transportation
> Bureau of Maintenance And Operations
> P.O. Box 2047
> Harrisburg, PA 17105-2047
> E-mail: penndotcrashhelp@pa.gov
> Phone: (717) 787-2855   Fax: (717) 525-5385

Special Thanks

Quality information is important for creating a highly accurate publication. Our analysts and the police officers who report the crashes that are used in this publication have dedicated many of their days to providing good data. 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 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 hit fixed object. In 2019 the percentage of crashes involving hit fixed objects in crashes was 29.1 percent. Crashes involving hit fixed objects are a special concern to the Pennsylvania Department of Transportation. Additional information on crashes involving hit fixed objects can be found on page 15.

Table of Contents

Definitions

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

General Terms

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

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

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

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

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

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

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

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

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

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

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

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

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

Crash Types

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

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

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

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

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

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

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

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

Crash Severity

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

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

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

Injury Severity*

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

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

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

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

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

Person Type

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

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

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

Pedestrian: Any person not in or upon a vehicle.

Road Types

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

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

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

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

Vehicle Types

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

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

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

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

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

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

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

Overview

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

Pennsylvania has over 120,000 miles* of roads and highways; 33% (39,736 miles*) are state highways maintained by the Pennsylvania Department of Transportation (PennDOT), and the remaining 67% (80,860 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 2019, there were 125,267 reportable traffic crashes in Pennsylvania. These crashes claimed the lives of 1,059 people and injured another 76,243 people. To add some perspective, the 2019 total of reportable traffic crashes is the eighth lowest total since 1950 when 113,748 crashes were reported.

Last year, there were approximately 102.1 billion vehicle-miles* of travel on Pennsylvania's roads and highways. The 2019 fatality rate of 1.04 fatalities per hundred million vehicle-miles of travel* was the lowest ever recorded in Pennsylvania since the department started keeping records of this in 1935.

2019 Briefs

On Average in Pennsylvania:
- Each day 343 reportable traffic crashes occurred (about 14 crashes every hour).
- Each day 3 persons were fatally injured in reportable traffic crashes (one fatality every 8 hours).
- Each day 209 persons were injured in reportable crashes (about 9 injuries every hour).

Based on Pennsylvania's 2019 population (12,801,989 people):
- 1 out of every 45 people was involved in a reportable traffic crash.
- 1 out of every 12,089 people was fatally injured in a reportable traffic crash.
- 1 out of every 168 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, 2018 information was used.

All Crashes and Fatalities
—*WHO WAS INVOLVED*—

Crashes by Injury Severity

Crashes involving fatalities and major injuries are always devastating to the family and friends of the victims. Thankfully, the vast majority of crashes are not fatal. Most crashes, however, do cause varying types of injuries. Of the total people involved in crashes in Pennsylvania in 2019, most were not injured. The 1,059 fatalities in 2019 represent the lowest number of fatalities in Pennsylvania motor vehicle crashes over the last 92 years.

Total Crashes

Fatal Crashes (990)

Injury Crashes (55,552)

PDO Crashes (68,725)

All Crashes

Total People

Fatalities (1,059)

Injuries (76,243)

No Injuries (205,812)

Total People--Injuries

Susp Serious (4,680)

Possible (15,188)

Unk Severity (20,836)

Susp Minor (35,539)
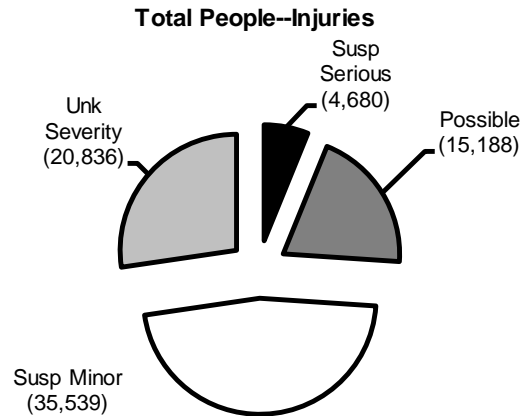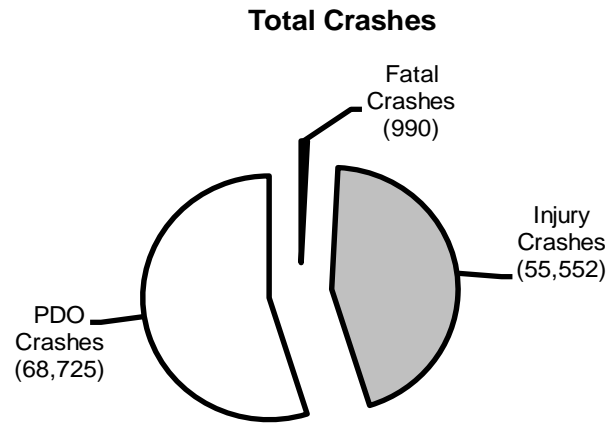
Please note that beginning January 1, 2016, PennDOT adopted the Federal standard for collecting injury severity data. The field descriptions and definitions changed from the state standard that had been in use for decades. This resulted in a substantial shift in severity levels. Therefore, comparison of the "Suspected Serious Injury", "Suspected Minor Injury" and "Possible Injury" categories will not be consistent for crashes taking place before versus after the adoption of the new standard.

Fatalities and Injuries—Five-Year Trends

Total reported crashes in 2019 decreased 2.5% compared to 2018; fatalities decreased by 11.0% while total injuries decreased by 2.5%.

	2015	2016	2017	2018	2019
Reported Crashes	127,127	129,395	128,188	128,420	125,267
Total Fatalities	1,200	1,188	1,137	1,190	1,059
Total Injuries	82,004	82,971	80,612	78,219	76,243
Suspected Serious Injury	*3,030*	*4,397*	*4,227*	*4,534*	*4,680*
Suspected Minor Injury	*12,503*	*26,284*	*27,237*	*33,551*	*35,539*
Possible Injury	*40,364*	*23,050*	*22,629*	*17,290*	*15,188*
Unknown Severity	*26,107*	*29,240*	*26,519*	*22,844*	*20,836*
Pedestrian Fatalities	153	172	150	201	154
Pedestrian Injuries	4,002	4,218	4,106	4,090	4,099
Motorcyclist Fatalities	179	192	185	164	174
Motorcyclist Injuries	3,312	3,321	3,052	2,611	2,860
Bicyclist Fatalities	16	16	21	18	16
Bicyclist Injuries	1,268	1,298	1,127	962	1,003
Heavy-Truck-Related Fatalities	149	162	155	136	128
Alcohol-Related Fatalities	345	297	293	331	299
Speed-Related Fatalities	302	316	304	280	264
Billions of Vehicle-Miles*	99.8	100.9	101.1	101.6	102.1
Deaths per 100 Million Vehicle-Miles*	1.20	1.18	1.12	1.17	1.04

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

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

Economic Loss Due to Reportable Traffic Crashes

Max Severity	Number	Average Cost	Estimated Total Costs
Fatal Injury (crashes)	990	$12,576,411	$12,450,646,890
Suspected Serious Injury (crashes)	3,932	$719,099	$2,827,497,268
Suspected Minor Injury (crashes)	26,791	$223,407	$6,253,206,937
Possible Injury (crashes)	24,829	$127,346	$3,161,873,834
Property Damage Only (crashes)	68,725	$12,543	$862,017,675
		TOTAL	**$25,555,242,604**

> **In 2019, the economic loss due to traffic crashes was**
> # $1,996
> **to every man, woman, and child in Pennsylvania.**

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 crash in 2019. Cost is now based on max crash severity, not injury severity level.

Crashes by Crash Type

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

Hit Fixed Object — Crashes 29.1%, Fatalities 33.1%
Angle — Crashes 27.4%, Fatalities 21.5%
Rear End — Crashes 21.9%, Fatalities 7.1%
Sideswipe — Crashes 6.7%, Fatalities 4.0%
Hit Pedestrian — Crashes 3.2%, Fatalities 14.1%
Head On — Crashes 4.0%, Fatalities 12.2%
All Others — Crashes 7.7%, Fatalities 8.1%
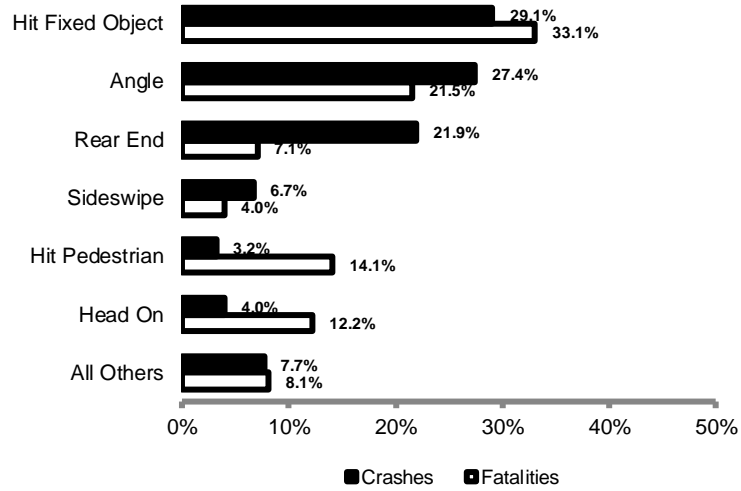
■ Crashes □ Fatalities

Crash Type	Crashes	Fatalities
Angle	34,323	228
Backing Up	407	2
Head On	4,985	129
Hit Fixed Object	36,446	350
Hit Pedestrian	4,027	149
Non-Collision	3,957	67
Rear End	27,477	75
Sideswipe	8,385	42
Other	5,260	17
TOTAL	**125,267**	**1,059**

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

Vehicles Involved in Crashes

Passenger cars were involved in more crashes than all other vehicle types combined. Coupled with light trucks, vans, and SUVs they accounted for the vast majority of crashes and occupant fatalities. Compared with previous years, light truck, van, and SUV vehicles in 2019 were involved in a higher percentage of crashes. Occupant fatalities of motorcycles increased from 164 in 2018 to 174 in 2019.

Passenger Car — Vehicles 53.5%, Fatalities 43.7%
Lt Trk/Van/SUV — Vehicles 39.6%, Fatalities 30.5%
All Others — Vehicles 6.9%, Fatalities 25.9%

■ Vehicles □ Fatalities
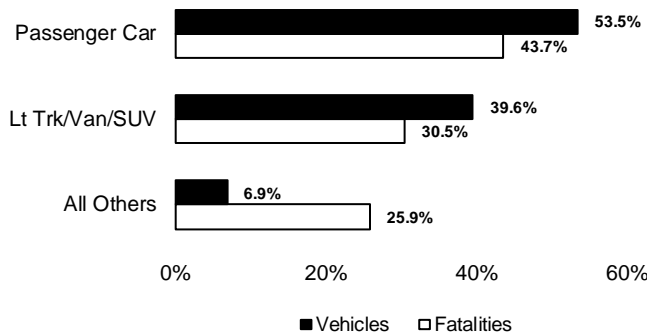
	Vehicles	Occupant Fatalities
Passenger Car	111,604	395
Lt Trk/Van/SUV	82,716	276
Heavy Truck	7,631	22
Motorcycle	3,066	174
Bicycle	1,030	16
Commercial Bus	494	0
School Bus	304	0
Other	1,934	22

Driver Involvement in Crashes by Age and Sex

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

Driver	Male	Female	Total Drivers
Under 16	78 (0.1%)	45 (0.1%)	123
16-20	12,793 (10.7%)	9,498 (11.5%)	22,291
21-25	14,912 (12.5%)	11,336 (13.7%)	26,248
26-30	14,100 (11.8%)	10,147 (12.3%)	24,247
31-35	11,917 (10.0%)	8,127 (9.8%)	20,044
36-40	10,263 (8.6%)	7,110 (8.6%)	17,373
41-45	8,504 (7.1%)	5,990 (7.3%)	14,494
46-50	8,847 (7.4%)	5,871 (7.1%)	14,718
51-55	8,779 (7.4%)	5,566 (6.7%)	14,345
56-60	8,558 (7.2%)	5,276 (6.4%)	13,834
61-65	6,889 (5.8%)	4,397 (5.3%)	11,286
66-70	4,825 (4.1%)	3,229 (3.9%)	8,054
71-75	3,468 (2.9%)	2,420 (2.9%)	5,888
Over 75	4,521 (3.8%)	3,354 (4.1%)	7,875
Unknown	821 (0.7%)	280 (0.3%)	1,101
DRIVERS	**119,275 (100.0%)**	**82,646 (100.0%)**	**201,921**
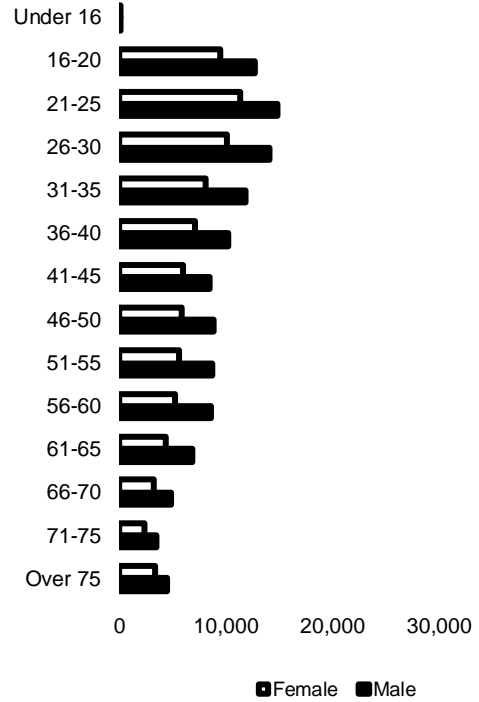
Note: Does not include 4,043 drivers of unknown sex or drivers of non-motorized vehicles.

Female ■Male

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 2019 US average fatality rate was not finalized by the time of this publication. The chart below shows the periodic fatality rates since 1975.

Fatality Rates
Per 100 Million Vehicle-Miles*

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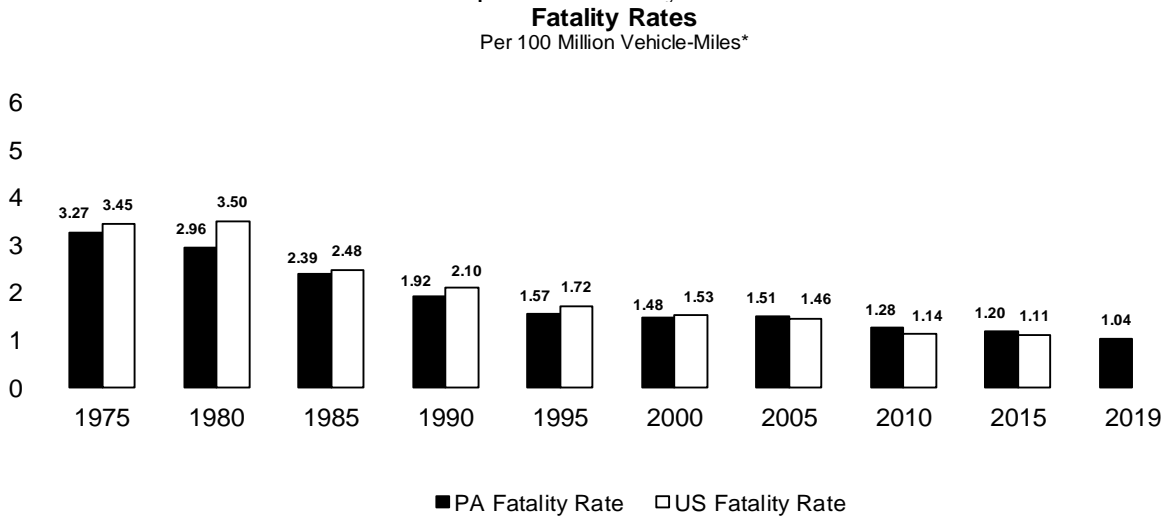
*   Beginning in 1999, vehicle mileage uses the prior years' vehicle mileage information (because at the time of publication, the current years' vehicle mileage is not available).

All Crashes

Year	Total Crashes	Total Fatalities	Total Injuries	Registered Vehicles	Motor Vehicle Mileage*	PA Fatality Rate**	US Fatality Rate**
1952	126,820	1,680	67,143	3,510,064	30.5	5.50	7.10
1953	129,791	1,643	70,531	3,684,468	31.6	5.20	6.70
1954	130,326	1,538	68,571	3,903,917	32.0	4.80	6.10
1955	147,837	1,737	76,836	4,045,995	34.5	5.00	6.10
1956	160,371	1,790	84,813	4,175,217	36.5	4.90	6.10
1957	161,080	1,698	84,755	4,250,576	37.7	4.50	5.80
1958	156,825	1,654	86,733	4,355,813	38.5	4.30	5.40
1959	157,191	1,685	90,807	4,507,262	39.2	4.30	5.40
1960	159,051	1,609	92,792	4,707,055	40.2	4.00	5.30
1961	156,559	1,486	73,997	4,842,400	40.2	3.70	5.20
1962	161,557	1,625	81,936	4,849,400	41.7	3.90	5.30
1963	174,527	1,830	86,892	5,117,229	44.6	4.10	5.50
1964	183,910	1,889	93,564	5,351,350	46.1	4.10	5.70
1965	213,769	2,079	111,123	5,436,349	48.3	4.30	5.60
1966	254,450	2,180	116,537	5,497,000	55.1	4.27	5.70
1967	243,798	2,331	126,417	5,673,000	53.4	4.37	5.50
1968	279,663	2,410	138,389	5,791,000	56.1	4.29	5.40
1969	292,192	2,401	141,728	5,879,000	58.6	4.10	5.21
1970	311,981	2,255	136,518	5,947,000	56.7	3.98	4.88
1971	301,374	2,299	127,318	6,079,000	60.9	3.78	4.57
1972†	277,556	2,352	135,938	6,244,000	67.0	3.51	4.43
1973	307,648	2,444	145,452	7,007,192	66.5	3.67	4.24
1974	277,271	2,155	132,689	8,354,063	63.9	3.37	3.59
1975	288,245	2,082	134,969	8,654,333	63.7	3.27	3.45
1976	303,771	2,025	135,308	9,124,915	69.4	2.92	3.33
1977	234,702	2,071	148,725	8,833,745	72.3	2.87	3.35
1978‡	158,361	2,137	146,403	7,254,893	72.7	2.94	3.39
1979	156,622	2,204	144,300	7,451,021	70.3	3.14	3.50
1980	142,489	2,114	133,716	7,307,974	71.3	2.96	3.50
1981	138,764	2,049	131,301	7,252,836	71.5	2.87	3.30
1982	131,579	1,848	126,026	7,417,311	71.3	2.59	2.88
1983	131,081	1,752	126,707	7,562,726	72.3	2.42	2.69
1984	139,914	1,752	134,714	7,724,686	74.1	2.36	2.68
1985	143,244	1,809	140,067	7,860,497	75.6	2.39	2.48
1986	150,683	1,928	148,044	7,793,921	77.2	2.50	2.48
1987	152,631	2,006	151,457	8,313,799	78.9	2.54	2.40
1988	152,906	1,932	154,018	8,452,365	81.3	2.38	2.32
1989	151,461	1,878	152,589	8,605,747	84.5	2.22	2.20
1990	141,340	1,646	142,945	8,675,835	85.7	1.92	2.10
1991	130,404	1,661	130,446	8,757,129	87.3	1.90	1.90
1992	133,913	1,545	133,113	8,915,621	89.0	1.74	1.80
1993	134,315	1,530	131,503	9,044,901	90.8	1.68	1.80
1994	134,171	1,440	130,678	9,255,714	92.3	1.56	1.83
1995	136,804	1,480	133,177	9,271,517	94.5	1.57	1.72
1996	142,867	1,470	136,949	9,411,261	96.4	1.53	1.69
1997	143,981	1,562	138,820	9,692,499	98.3	1.59	1.64
1998	140,972	1,486	134,092	9,842,427	100.4	1.48	1.58
1999+	144,171	1,549	133,783	9,901,148	100.4	1.54	1.55
2000	147,253	1,520	131,471	10,085,392	102.5	1.48	1.53
2001	131,358	1,532	117,915	10,629,896	103.5	1.48	1.51
2002	138,115	1,618	109,900	10,519,757	103.5	1.56	1.51
2003	140,197	1,577	112,615	10,768,222	104.8	1.50	1.48
2004	137,410	1,490	108,146	10,921,683	106.1	1.40	1.46
2005	132,840	1,616	102,223	11,058,567	107.2	1.51	1.46
2006	128,342	1,525	97,971	11,086,810	107.9	1.41	1.41
2007	130,675	1,491	95,585	11,220,816	108.1	1.38	1.36
2008	125,327	1,468	88,711	11,301,853	108.4	1.35	1.27
2009	121,242	1,256	87,132	11,324,357	107.0	1.17	1.13
2010	121,312	1,324	87,948	11,373,291	103.3	1.28	1.11
2011	125,395	1,286	87,835	11,477,916	101.2	1.27	1.10
2012	124,092	1,310	86,846	11,508,559	100.2	1.31	1.16
2013	124,149	1,208	83,089	11,616,715	99.5	1.21	1.10
2014	121,317	1,195	79,758	11,715,722	98.6	1.21	1.07
2015	127,127	1,200	82,004	11,974,651	99.8	1.20	1.13
2016	129,395	1,188	82,971	12,066,651	100.9	1.18	1.16
2017	128,188	1,137	80,612	11,832,317	101.1	1.12	1.16
2018	128,420	1,190	78,219	12,036,372	101.6	1.17	1.13
2019	125,267	1,059	76,243	12,007,611	102.1	1.04	---

* In billions

** Per 100 million vehicle-miles

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

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

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

—WHAT CONDITIONS WERE—

Crashes by Weather and Road Surface Conditions

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

Weather Condition	Crashes	Fatalities
No Adverse Conditions	98,052 (78.3%)	879 (83.0%)
Rain/Rain & Fog	16,107 (12.9%)	107 (10.1%)
Snow/Sleet/Freezing Rain	8,316 (6.6%)	37 (3.5%)
Fog/Smoke, Etc.	624 (0.5%)	11 (1.0%)
Other	2,168 (1.7%)	25 (2.4%)
TOTAL	**125,267 (100.0%)**	**1,059 (100.0%)**

Road Surface Condition	Crashes	Fatalities
Dry	92,068 (73.5%)	837 (79.0%)
Wet	22,286 (17.8%)	170 (16.1%)
Snow/Slush	6,083 (4.9%)	23 (2.2%)
Ice/Ice Patches	3,876 (3.1%)	16 (1.5%)
Other	954 (0.8%)	13 (1.2%)
TOTAL	**125,267 (100.0%)**	**1,059 (100.0%)**

Crashes Involving Vehicle Defects

Improperly-maintained vehicles can lead to crashes. In 2019, 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.
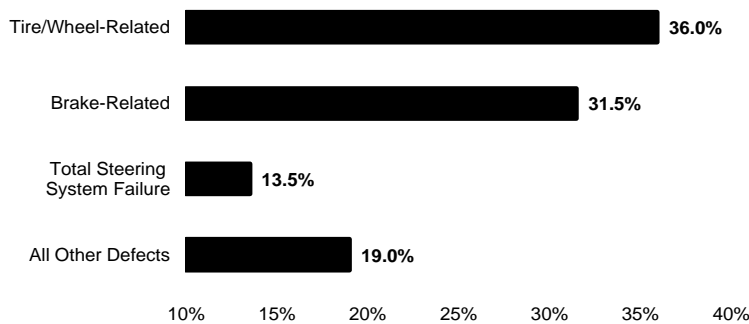
Vehicle Defect	Crashes
Tire/Wheel-Related	915
Brake-Related	802
Total Steering System Failure	344
Power Train Failure	222
Suspension	82
Unsecure/Shifted Trailer Load	53
Body/Doors/Hood, Etc.	27
Vehicle Lighting-Related	24
Other Known Defects	76

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. 45 percent of work zone crashes in 2019 contained fatalities or injuries.
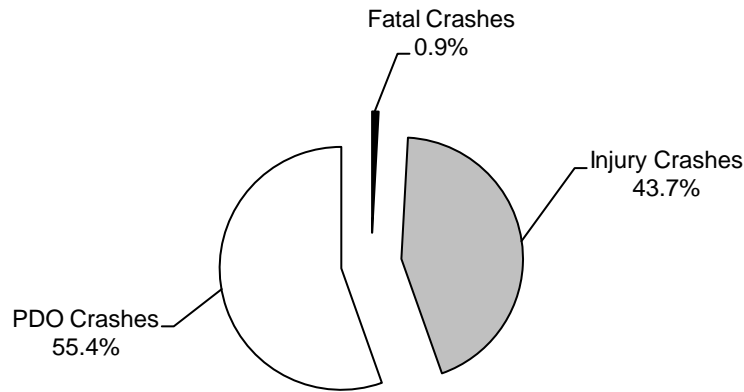
Total Crashes: **1,626**

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

Total Injured: **1,074**

Work Zone Crashes—Vehicles Involved

Vehicle Type	State Hwy (Interstate)	State Hwy (Other)	Turnpike	Local Road
Light Truck/SUV	549 (45.4%)	642 (42.7%)	128 (45.1%)	47 (32.4%)
Passenger Car	424 (35.1%)	682 (45.4%)	102 (35.9%)	83 (57.2%)
Heavy Truck/Bus	212 (17.5%)	129 (8.6%)	48 (16.9%)	9 (6.2%)
Motorcycle	12 (1.0%)	34 (2.3%)	4 (1.4%)	1 (0.7%)
Other	12 (1.0%)	16 (1.1%)	2 (0.7%)	5 (3.5%)
TOTAL	**1,209 (100.0%)**	**1,503 (100.0%)**	**284 (100.0%)**	**145 (100.0%)**

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

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

Year	Road Type	Crashes		Fatalities	
		Number	*% Total*	*Number*	*% Total*
2015	State Hwy (Interstate)	610	31.5%	4	17.4%
	State Hwy (Other)	962	49.7%	13	56.5%
	Turnpike	264	13.6%	5	21.7%
	Local Road	99	5.1%	1	4.4%
	Other/Unknown Road	0	0.0%	0	0.0%
	TOTAL	**1,935**	**100.0%**	**23**	**100.0%**
2016	State Hwy (Interstate)	660	31.8%	4	25.0%
	State Hwy (Other)	971	46.8%	9	56.3%
	Turnpike	348	16.8%	1	6.3%
	Local Road	95	4.6%	2	12.5%
	Other/Unknown Road	1	0.1%	0	0.0%
	TOTAL	**2,075**	**100.0%**	**16**	**100.0%**
2017	State Hwy (Interstate)	721	40.6%	12	63.2%
	State Hwy (Other)	778	43.8%	4	21.1%
	Turnpike	186	10.5%	2	10.5%
	Local Road	93	5.2%	1	5.3%
	Other/Unknown Road	0	0.0%	0	0.0%
	TOTAL	**1,778**	**100.0%**	**19**	**100.0%**
2018	State Hwy (Interstate)	650	39.2%	13	56.5%
	State Hwy (Other)	759	45.8%	9	39.1%
	Turnpike	159	9.6%	0	0.0%
	Local Road	91	5.5%	1	4.4%
	Other/Unknown Road	0	0.0%	0	0.0%
	TOTAL	**1,659**	**100.0%**	**23**	**100.0%**
2019	State Hwy (Interstate)	606	37.3%	7	43.8%
	State Hwy (Other)	777	47.8%	9	56.3%
	Turnpike	152	9.4%	0	0.0%
	Local Road	91	5.6%	0	0.0%
	Other/Unknown Road	0	0.0%	0	0.0%
	TOTAL	**1,626**	**100.0%**	**16**	**100.0%**

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

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

Crashes with Roadside Objects and Animals

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

Roadside Object	Crashes	% Total	Fatalities	% Total
Hit Bridge	585	0.5%	11	1.0%
Hit Building	1,276	1.0%	24	2.3%
Hit Culvert	682	0.5%	11	1.0%
Hit Curb	3,652	2.9%	36	3.4%
Hit Ditch	2,954	2.4%	28	2.6%
Hit Embankment	6,135	4.9%	91	8.6%
Hit Fence or Wall	2,567	2.1%	39	3.7%
Hit Fire Hydrant	454	0.4%	6	0.6%
Hit Guiderail	6,614	5.3%	95	9.0%
Hit Impact Attenuator	213	0.2%	6	0.6%
Hit Mailbox(es)	1,288	1.0%	16	1.5%
Hit Median Barrier	3,965	3.2%	21	2.0%
Hit Other Fixed Object	3,918	3.1%	52	4.9%
Hit Parked Vehicle	7,915	6.3%	49	4.6%
Hit Rock(s) or Obstacle on Roadway	508	0.4%	1	0.1%
Hit Signal/Sign Support	2,408	1.9%	47	4.4%
Hit Snow Bank	103	0.1%	0	0.0%
Hit Temporary Construction Barrier	57	0.1%	0	0.0%
Hit Traffic Island or Channelization	187	0.2%	2	0.2%
Hit Tree(s) or Shrubs/Hedges	8,094	6.5%	202	19.1%
Hit Utility Pole(s)	8,126	6.5%	76	7.2%
Hit Deer	4,346	3.5%	7	0.7%
Hit Other Animal	230	0.2%	2	0.2%

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

—WHERE THEY HAPPENED—

Crashes by Road Type***

	State Hwy (Interstate)	State Hwy (Other)	Turnpike	Local Road	Other
Crashes	11,098	81,129	2,475	30,545	20
Persons Fatally Injured	83	789	14	173	0
Persons Injured	6,114	51,789	1,005	17,324	12
Miles of Maintained Road	1,375	39,185	554	80,290	---
100 MVM* Traveled	205.3	581.1	65.5	169.3	---
Crashes/MVM*	0.54	1.40	0.38	1.80	---
Persons Fatally Injured/100 MVM*	0.40	1.36	0.21	1.02	---
Persons Injured/MVM*	0.30	0.89	0.15	1.02	---

* 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 2018 Highway Performance Monitoring System (HPMS) package and reflects 2018 length and travel activity data. Ramps are included as part of the roadway to which it is connected.

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

Crashes Between Trains and Other Vehicles—Five-Year Trends

Motor vehicle/train crashes make up a very small percentage of total crashes. In the last five years, only 14 fatalities have occurred in this type of crash. In 2019, five fatalities occurred.

Year	Crashes	Fatalities
2015	32	3
2016	25	2
2017	25	2
2018	42	2
2019	34	5

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 2019. In 2019, heavy truck involvement with trains decreased to 6 crashes from 7 in 2018.
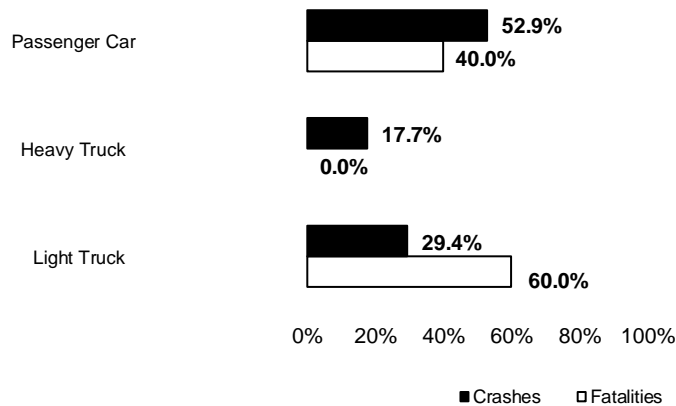
Vehicle Type	Crashes	Fatalities
Passenger Car	18	2
Light Truck	10	3
Heavy Truck	6	0
Bicycle	0	0
Commercial Bus	0	0
Motorcycle	0	0
School Bus	0	0
Unknown	0	0
TOTAL	**34**	**5**

Train/Vehicle Crashes by Road Type*

Road Type	Crashes	Fatalities
Local Road	19	5
State Hwy (Other)	15	0
TOTAL	**34**	**5**

All Crashes

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

Train/Vehicle Crashes by Light Level
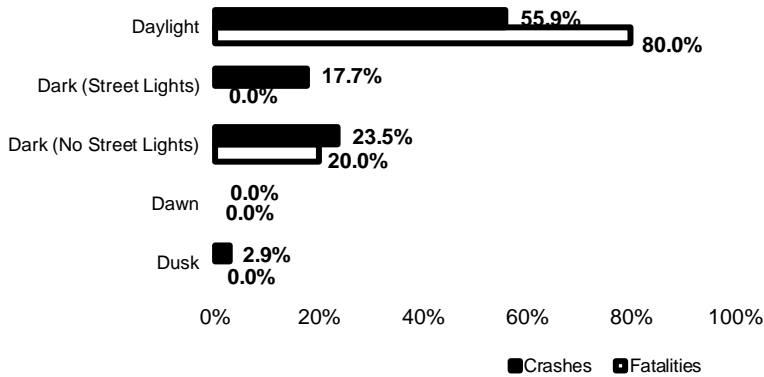
Light Level	Crashes	Fatalities
Daylight	19	4
Dark (Street Lights)	6	0
Dark (No Street Lights)	8	1
Dawn	0	0
Dusk	1	0
TOTAL	**34**	**5**

Train/Vehicle Crashes by County

County	Crashes	Fatalities	County	Crashes	Fatalities
Adams	1	0	York	2	0
Allegheny	5	0	Butler	0	0
Berks	3	1	Cambria	0	0
Cumberland	1	0	Cameron	0	0
Dauphin	1	0	Carbon	0	0
Delaware	2	1	Centre	0	0
Erie	2	2	Chester	0	0
Lancaster	6	0	Clarion	0	0
Lawrence	1	1	Clearfield	0	0
Lehigh	3	0	Clinton	0	0
Luzerne	1	0	Columbia	0	0
Mercer	2	0	**TOTAL**	**34**	**5**
Mifflin	1	0			
Northampton	1	0			
Somerset	2	0			

—WHEN THEY HAPPENED—

Crashes by Month
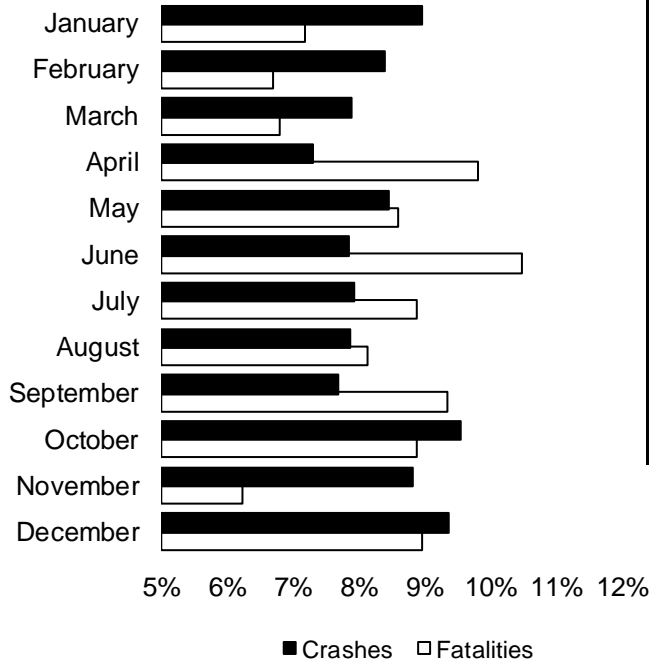
Month	Crashes	Fatalities
January	11,230 (9.0%)	76 (7.2%)
February	10,516 (8.4%)	71 (6.7%)
March	9,869 (7.9%)	72 (6.8%)
April	9,135 (7.3%)	104 (9.8%)
May	10,603 (8.5%)	91 (8.6%)
June	9,818 (7.8%)	111 (10.5%)
July	9,915 (7.9%)	94 (8.9%)
August	9,847 (7.9%)	86 (8.1%)
September	9,618 (7.7%)	99 (9.4%)
October	11,955 (9.5%)	94 (8.9%)
November	11,035 (8.8%)	66 (6.2%)
December	11,726 (9.4%)	95 (9.0%)
TOTAL	125,267 (100.0%)	1,059 (100.0%)

■ Crashes □ Fatalities

Crashes by Day of Week

More crashes occurred on Wednesday and Friday. The number of fatalities 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).
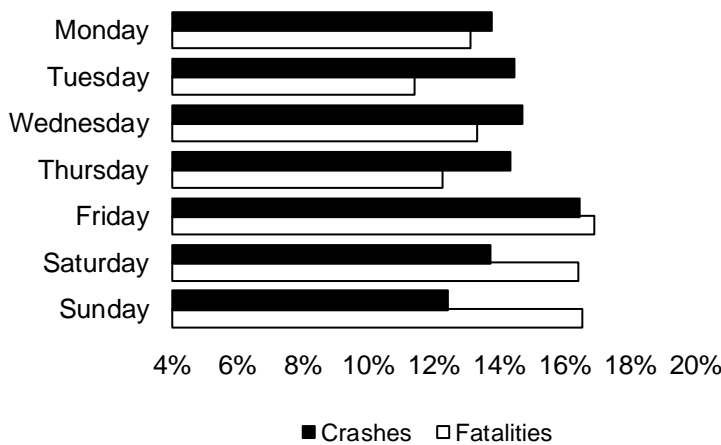
Day	Crashes	Fatalities
Monday	17,273 (13.8%)	139 (13.1%)
Tuesday	18,152 (14.5%)	121 (11.4%)
Wednesday	18,443 (14.7%)	141 (13.3%)
Thursday	17,958 (14.3%)	130 (12.3%)
Friday	20,636 (16.5%)	179 (16.9%)
Saturday	17,215 (13.7%)	174 (16.4%)
Sunday	15,590 (12.5%)	175 (16.5%)
TOTAL	125,267 (100.0%)	1,059 (100.0%)

■ Crashes □ Fatalities

Crashes by Hour of Day

Some hours of the day are more dangerous than others with regard to crashes and fatalities. Not surprisingly, crashes and fatalities were higher during peak traffic times. Some hours of the day experience a low percentage of crashes, but they are much more deadly. For example, only 2.7% of all crashes in 2019 occurred in the 11:00 PM hour, but 6.3% of all fatalities —the second highest percentage—occurred then. The higher volume of traffic itself is a factor during peak traffic hours, particularly the rush-hours.
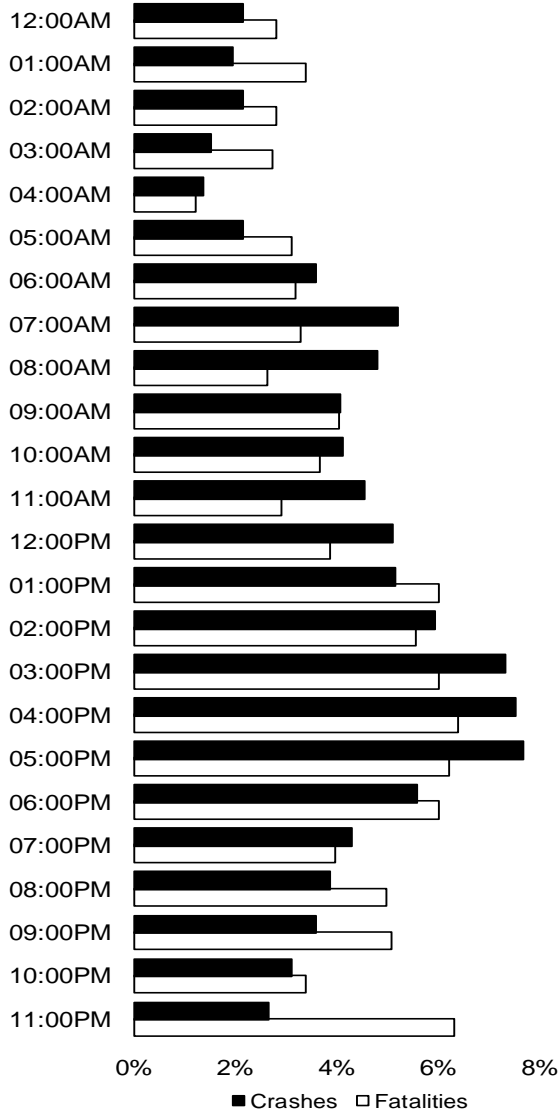
Hour	Crashes	Fatalities
12:00AM	2,718	30
01:00AM	2,464	36
02:00AM	2,721	30
03:00AM	1,922	29
04:00AM	1,730	13
05:00AM	2,707	33
06:00AM	4,518	34
07:00AM	6,539	35
08:00AM	6,044	28
09:00AM	5,104	43
10:00AM	5,185	39
11:00AM	5,724	31
12:00PM	6,424	41
01:00PM	6,464	64
02:00PM	7,460	59
03:00PM	9,202	64
04:00PM	9,447	68
05:00PM	9,639	66
06:00PM	7,031	64
07:00PM	5,403	42
08:00PM	4,846	53
09:00PM	4,507	54
10:00PM	3,914	36
11:00PM	3,342	67

■ Crashes □ Fatalities

Crashes by Light Level

In 2019, more crashes occurred in daylight than all other light levels combined. This is not surprising, since more vehicles are on the road during daylight. However, fatalities in 2019 occurred slightly less often during non-daylight hours (dark and dusk/dawn conditions). If 2019 fatalities per 1000 crashes are compared (Daylight — 7.2 fatalities per 1000 crashes versus Non-Daylight — 10.6 fatalities per 1000 crashes), it is apparent that non-daylight crashes resulted in fatalities more often than daylight crashes.

Crashes

Dusk 1.8%
Other/Unknown 0.2%
Dawn 1.9%
Dark (No/Unk Street Lights) 15.1%
Dark (Street Lights) 17.7%
Daylight 63.2%

All Crashes

Fatalities

Dusk 1.5%
Dawn 1.1%
Dark (No/Unk Street Lights) 26.2%
Other/Unknown 0.3%
Dark (Street Lights) 16.8%
Daylight 54.0%
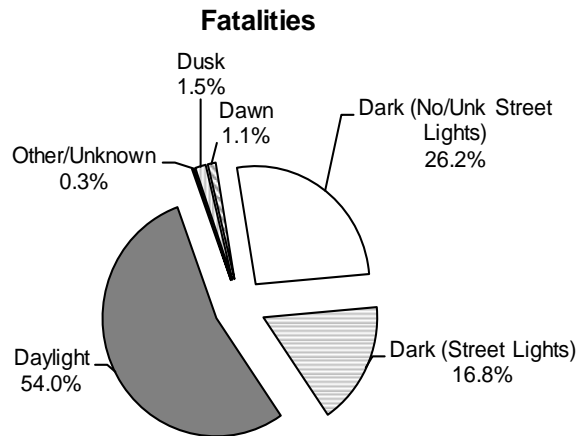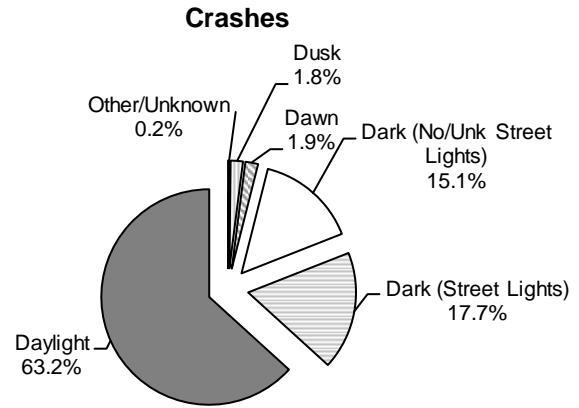
Light Level	Crashes	Fatalities
Daylight	79,217	572
Dark (Street Lights)	22,205	178
Dark (No/Unk Street Lights)	18,920	278
Dawn	2,392	12
Dusk	2,308	16
Other/Unknown	225	3
TOTAL	**125,267**	**1,059**

Crashes by Holiday

Crashes increased during holiday periods due to the volume of traffic on the roadway. Many times the weekend before and the weekend after the holiday have nearly as many crashes and fatalities, and sometimes more. The graphs below illustrate the ranking in descending order, of total crashes and fatalities, respectively, for each holiday period. The table shows a breakdown of crashes and fatalities for each holiday period in 2019.

All Crashes

Crashes

Period	Percent
Pre-Thanksgiving	12.4%
Post-Thanksgiving	11.1%
Thanksgiving	11.0%
Pre-Memorial Day	8.5%
Pre-Labor Day	7.5%
Post Memorial Day	7.3%
Post-Labor Day	7.0%
Memorial Day	6.8%
Labor Day	6.7%
Pre-Christmas**	5.7%
Post New Years**	3.4%
Post-Independence Day**	3.3%
Pre-Independence Day**	3.0%
Independence Day**	2.5%
Christmas**	1.9%
New Years**	1.9%
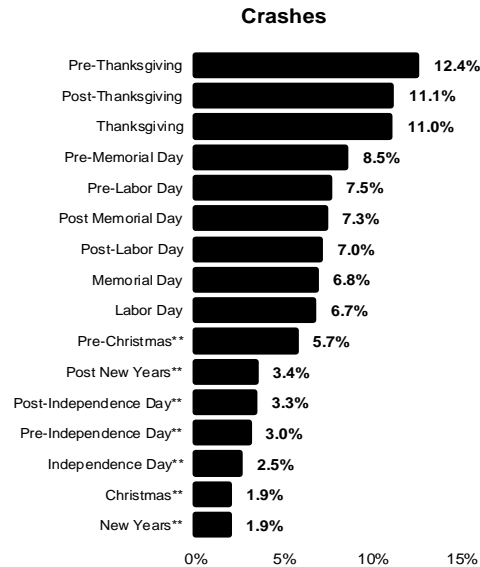
Period*	Crashes	Fatalities
New Years**	247	1
Post New Years**	443	3
Pre-Memorial Day	1,102	8
Memorial Day	884	6
Post Memorial Day	953	13
Pre-Independence Day**	389	3
Independence Day**	327	9
Post-Independence Day**	435	6
Pre-Labor Day	981	11
Labor Day	870	16
Post-Labor Day	916	13
Pre-Thanksgiving	1,620	8
Thanksgiving	1,428	13
Post-Thanksgiving	1,439	14
Pre-Christmas**	736	5
Christmas**	248	1
TOTAL	**13,018**	**130**
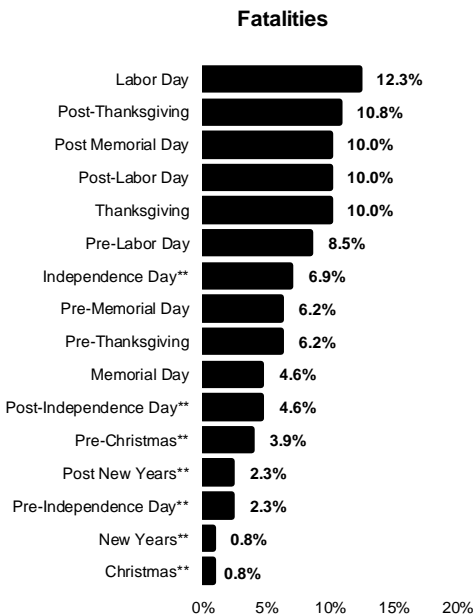
Fatalities

Period	Percent
Labor Day	12.3%
Post-Thanksgiving	10.8%
Post Memorial Day	10.0%
Post-Labor Day	10.0%
Thanksgiving	10.0%
Pre-Labor Day	8.5%
Independence Day**	6.9%
Pre-Memorial Day	6.2%
Pre-Thanksgiving	6.2%
Memorial Day	4.6%
Post-Independence Day**	4.6%
Pre-Christmas**	3.9%
Post New Years**	2.3%
Pre-Independence Day**	2.3%
New Years**	0.8%
Christmas**	0.8%

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

** Not part of a holiday weekend in 2019.

Drivers

Drivers Overview

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

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

Drivers

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	29,978	385
Drinking Driver	8,180	141
Careless/Illegal Passing	5,017	57
Distracted Driver	13,729	56
Proceeded Without Clearance	9,016	53
Improper Turning-Related	13,065	51
Drowsy Drivers	2,509	12
Tailgating	7,107	7

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

Single and Multiple Vehicle Crashes of Young and Older Drivers

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

Number of Vehicles	All Drivers	Young Drivers (16-21)	Older Drivers (65-74)	Older Drivers (75+)
Single Vehicle Crash	43.9% 54,951 crashes	35.4% 9,214 crashes	20.9% 2,988 crashes	21.7% 1,874 crashes
Multiple Vehicle Crash	56.1% 70,180 crashes	64.6% 16,829 crashes	79.1% 11,315 crashes	78.3% 6,757 crashes

Drivers in Crashes by Age Group

Looking at the 2019 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	1,829	44,249	4.1%
17	4,478	105,532	4.2%
18	4,974	115,510	4.3%
19	4,847	124,256	3.9%
20	4,724	128,895	3.7%
21	4,646	128,885	3.6%
22-24	14,019	396,125	3.5%
25-29	22,207	719,461	3.1%
30-39	34,765	1,466,124	2.4%
40-54	39,261	2,131,141	1.8%
55-59	12,879	838,425	1.5%
60-64	10,880	837,468	1.3%
65-69	7,841	719,586	1.1%
70-74	5,919	571,437	1.0%
75 and Over	8,411	826,666	1.0%
Unknown	53	N/A	N/A

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

Comparison of Young and Older Drivers by Crash Type

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

Crash Type	All Drivers	Young Drivers (16-21)	Older Drivers (65-74)	Older Drivers (75+)
Non-Collision	3.2%	2.4%	1.9%	1.0%
	3,955 crashes	635 crashes	272 crashes	84 crashes
Rear-End	22.0%	24.9%	27.5%	22.6%
	27,473 crashes	6,475 crashes	3,935 crashes	1,954 crashes
Head-On	4.0%	4.4%	4.8%	5.2%
	4,979 crashes	1,137 crashes	686 crashes	450 crashes
Backing Up	0.3%	0.2%	0.6%	0.4%
	403 crashes	61 crashes	90 crashes	38 crashes
Angle	27.4%	31.5%	40.2%	45.9%
	34,317 crashes	8,200 crashes	5,745 crashes	3,963 crashes
Sideswipe	6.7%	5.4%	6.8%	6.4%
	8,372 crashes	1,399 crashes	974 crashes	552 crashes
Hit Fixed Object	29.1%	28.2%	12.9%	14.7%
	36,395 crashes	7,351 crashes	1,845 crashes	1,272 crashes
Hit Pedestrian	3.2%	0.9%	2.5%	2.3%
	3,980 crashes	234 crashes	362 crashes	196 crashes
Other	4.2%	2.1%	2.8%	1.4%
	5,257 crashes	551 crashes	394 crashes	122 crashes

Drivers

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

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

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

	All Drivers	Young Drivers (16-21)	Older Drivers (65-74)	Older Drivers (75+)
Intersection	38.5%	41.5%	48.9%	52.4%
	48,151 crashes	10,801 crashes	6,992 crashes	4,521 crashes
Non-Intersection	61.5%	58.5%	51.1%	47.6%
	76,980 crashes	15,242 crashes	7,311 crashes	4,110 crashes

Alcohol-Related Crashes

Alcohol Overview

► In Pennsylvania, drinking and driving remains a top safety issue. In 2019, alcohol-related crashes decreased to 9,380 from 9,811 alcohol-related crashes in 2018. In 2019, alcohol-related fatalities decreased to 299 from 331 alcohol-related fatalities in 2018.

► Of particular concern is the involvement of drinking drivers under the age of 21. 14% of the driver fatalities in the 16-20 age group were drinking drivers, down from 29% in 2018. Improvement in this age group is a very important need.

► Of equal focus is the 21 to 25 age group, in which 43% of the driver fatalities were drinking drivers. This age group had the worst percentage of all groups, and was unchanged from 43% in 2018. The 26 to 30 age group decreased to 34% from 36% in 2018.

► In 2019, alcohol-related fatalities were 28% of the total traffic fatalities, less than in 2015 and 2018.

► 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).

2019 Briefs

     ► 299 people died in alcohol-related crashes.

     ► 87% of the alcohol-related occupant fatalities (drivers and passengers) were in the vehicle driven by the drinking driver; 72% were the drinking drivers themselves.

     ► 73% of the drinking drivers in traffic crashes were male.

     ► 69% of the alcohol-related crashes were during the hours of darkness, usually on weekends.

     ► On average each day, 26 alcohol-related traffic crashes occurred.

     ► On average each day, 0.8 persons were fatally injured in alcohol-related traffic crashes.

     ► On average each day, 16 persons were injured in alcohol-related traffic crashes.

Alcohol Involvement in Crashes

Although alcohol-related crashes accounted for approximately 8% of the total crashes in 2019, they resulted in 28% of all persons fatally injured in crashes. Alcohol-related crashes were 4.9 times more likely to result in fatal injury than those not related to alcohol (3.0% of the alcohol-related crashes resulted in fatal injury, compared to 0.6% of crashes which were not alcohol-related). "PDO Crashes" in the table below refers to property damage only crashes.

	Fatal Crashes	Fatalities	Injury Crashes	Injuries	PDO Crashes
Alcohol-Related	280 (28.3%)	299 (28.2%)	4,490 (8.1%)	5,938 (7.8%)	4,620 (6.7%)
Non-Alcohol-Related	710 (71.7%)	760 (71.8%)	51,056 (91.9%)	70,301 (92.2%)	64,088 (93.3%)
TOTAL	**990 (100.0%)**	**1,059 (100.0%)**	**55,546 (100.0%)**	**76,239 (100.0%)**	**68,708 (100.0%)**

Alcohol-Related Crashes—Five-Year Trends

Alcohol-related crashes decreased in 2019, and were the lowest total in the last five years. Alcohol-related fatalities decreased in 2019, and were the third lowest total in the last five years. Alcohol-related fatalities are trending downward.

Alcohol-Related Crashes

Year	
2015	
2016	
2017	
2018	
2019	

9,000   10,000   11,000   12,000

Alcohol-Related Fatalities

Year	
2015	
2016	
2017	
2018	
2019	

250   300   350   400
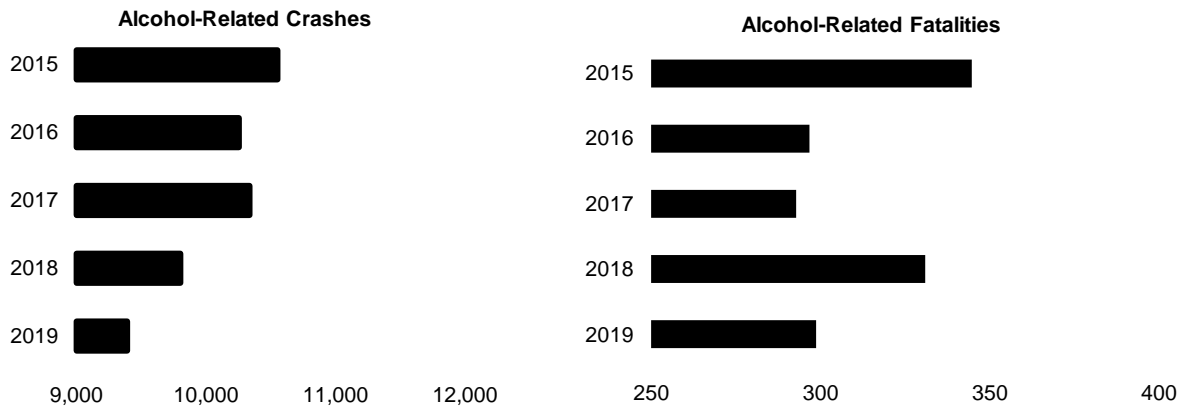
	2015	2016	2017	2018	2019
Crashes	10,558	10,256	10,346	9,811	9,390
Fatal Crashes	321	270	280	307	280
Injury Crashes	5,274	4,911	4,908	4,665	4,490
PDO Crashes	4,963	5,075	5,158	4,839	4,620
Fatalities	345	297	293	331	299
Injuries	7,055	6,589	6,565	6,227	5,938
Fatal Crashes per 100,000 Licensed Drivers	3.6	3.0	3.1	3.4	3.1
Fatalities per 100,000 Licensed Drivers	3.9	3.3	3.3	3.7	3.3

Victims of Alcohol-Related Fatal Crashes

There were 258 driver and passenger fatalities in alcohol-related crashes in 2019, while 225 (87 %) were the drinking drivers or their passengers.

Persons Involved	Fatalities
Drivers	**208**
Drinking Drivers	*187 (89.9%)*
Non-Drinking Drivers	*21 (10.1%)*
Passengers	**50**
Passengers with Drinking Driver	*38 (76.0%)*
Passengers with Non-Drinking Driver	*12 (24.0%)*
Pedestrians	**39**
Drinking Pedestrian	*29 (74.4%)*
Non-Drinking Pedestrian	*10 (25.6%)*
TOTAL FATALITIES*	**299**

*Includes 2 victims, status unknown

Alcohol-Related

Victims of Fatal Crashes by Time of Day

Alcohol-related crashes occurring between 8:00 PM and 4:00 AM produced the vast majority of fatalities (59% of alcohol-related fatalities). In contrast, just under half of the fatalities (49%) from non-alcohol-related crashes resulted from crashes occurring between noon and 8:00 PM.
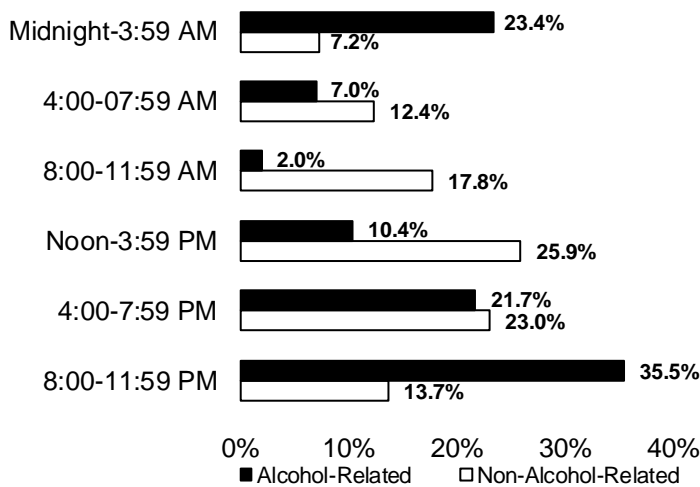
Time of Occurrence	Non-Alcohol-Related	Alcohol-Related
Midnight-3:59 AM	55	70
4:00-07:59 AM	94	21
8:00-11:59 AM	135	6
Noon-3:59 PM	197	31
4:00-7:59 PM	175	65
8:00-11:59 PM	104	106
Time Unknown	0	0
TOTAL FATALITIES	**760**	**299**

Victims of Fatal Crashes by Day of Week

Under half (44%) 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 Tuesday and Thursday.

Monday **11.7%** **13.7%**
Tuesday **8.7%** **12.5%**
Wednesday **10.4%** **14.5%**
Thursday **11.0%** **12.8%**
Friday **14.1%** **18.0%**
Saturday **22.7%** **14.0%**
Sunday **21.4%** **14.6%**

0%   10%   20%   30%

■ Alcohol-Related   □ Non-Alcohol-Related
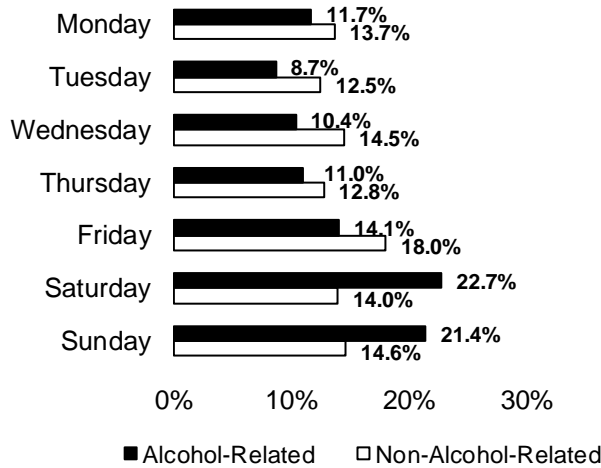
Day of Occurrence	Non-Alcohol-Related	Alcohol-Related
Monday	104	35
Tuesday	95	26
Wednesday	110	31
Thursday	97	33
Friday	137	42
Saturday	106	68
Sunday	111	64
TOTAL FATALITIES	**760**	**299**

Alcohol-Related

Alcohol-Related Crashes—Day vs. Night

68.5% of alcohol-related crashes occurred at night. The graph below shows the breakdown of alcohol-related crashes by day and night.

Night
68.5%

Day
31.5%
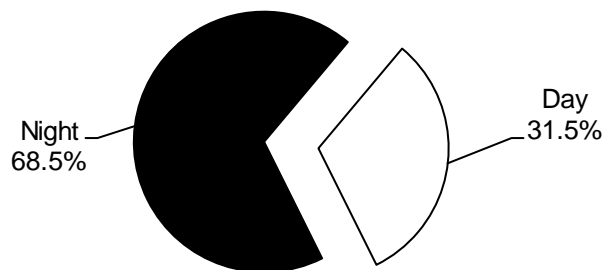
Alcohol-Related Holiday Crashes

In 2019, 10% of all holiday crashes involved alcohol use; however, 31% of fatalities that occurred during holiday weekends were related to alcohol use. (See *Crashes by Holiday*, page 22.)

Total Crashes

Holiday	Percentage
Thanksgiving	12.1%
Pre-Thanksgiving	10.4%
Pre-Memorial Day	9.6%
Pre-Labor Day	9.4%
Post-Thanksgiving	9.1%
Post-Labor Day	9.0%
Memorial Day	8.8%
Labor Day	8.7%
Post Memorial Day	7.0%
New Years**	4.0%
Independence Day**	3.1%
Christmas**	2.6%
Post-Independence Day**	1.7%
Post New Years**	1.6%
Pre-Independence Day**	1.5%
Pre-Christmas**	1.5%
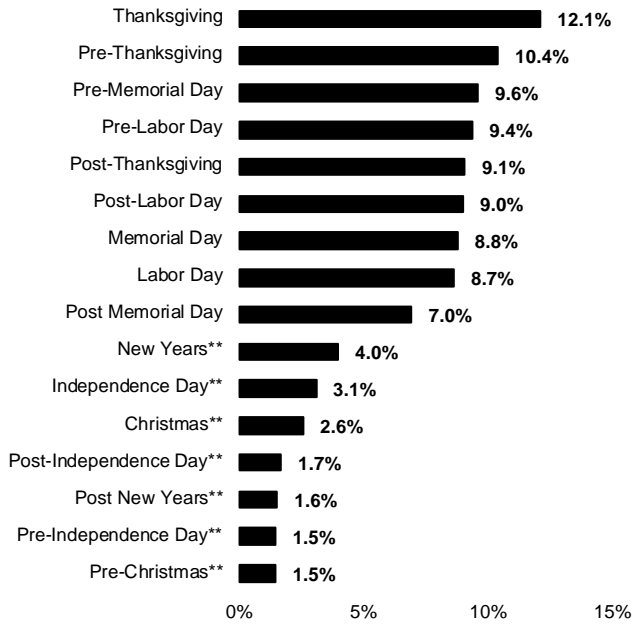
Period*	Crashes	Fatalities
New Years**	54	0
Post New Years**	21	2
Pre-Memorial Day	130	3
Memorial Day	119	4
Post Memorial Day	94	1
Pre-Independence Day**	20	0
Independence Day**	42	0
Post-Independence Day**	23	1
Pre-Labor Day	127	6
Labor Day	117	4
Post-Labor Day	122	9
Pre-Thanksgiving	141	2
Thanksgiving	164	3
Post-Thanksgiving	123	4
Pre-Christmas**	20	1
Christmas**	35	0
TOTAL	**1,352**	**40**

Fatalities
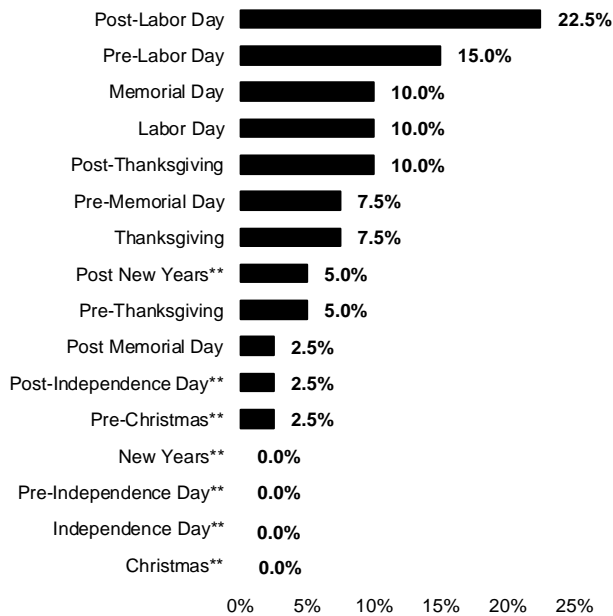
Holiday	Percentage
Post-Labor Day	22.5%
Pre-Labor Day	15.0%
Memorial Day	10.0%
Labor Day	10.0%
Post-Thanksgiving	10.0%
Pre-Memorial Day	7.5%
Thanksgiving	7.5%
Post New Years**	5.0%
Pre-Thanksgiving	5.0%
Post Memorial Day	2.5%
Post-Independence Day**	2.5%
Pre-Christmas**	2.5%
New Years**	0.0%
Pre-Independence Day**	0.0%
Independence Day**	0.0%
Christmas**	0.0%

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

** Not part of a holiday weekend in 2019.

Driver Involvement in Alcohol-Related Crashes by Vehicle Type

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

Total Drivers in Crashes 205,959	Passenger Car		110,775
	Lt Trk/SUV/Van		82,202
	Heavy Truck		7,529
	Motorcycle		3,062
	Bus		795
	Other		1,596
Drinking Drivers in Crashes 9,186 (4.5% of total)	Passenger Car	5,170	(4.7% of total)
	Lt Trk/SUV/Van	3,622	(4.4% of total)
	Heavy Truck	44	(0.6% of total)
	Motorcycle	261	(8.5% of total)
	Bus	2	(0.3% of total)
	Other	87	(5.5% of total)

Drinking Drivers in Crashes by Age and Sex

In 2019, 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 73 drivers for whom age and/or sex were not known.
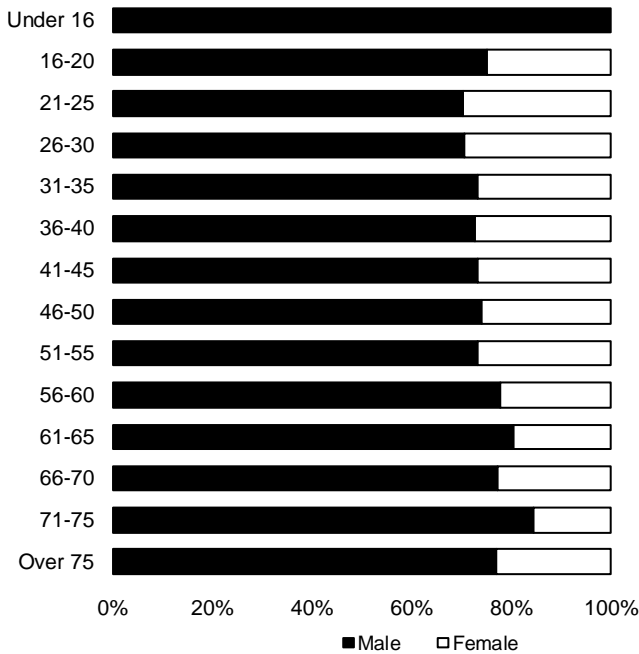
Age Group	Male	Female	Total
Under 16	1	0	1
16-20	272	89	361
21-25	1,183	499	1,682
26-30	1,091	450	1,541
31-35	861	311	1,172
36-40	725	272	997
41-45	535	194	729
46-50	503	175	678
51-55	472	172	644
56-60	480	137	617
61-65	285	69	354
66-70	143	42	185
71-75	77	14	91
Over 75	47	14	61
Total	**6,675**	**2,438**	**9,113**

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

In 2019, 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 20, 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 1 drinking driver.

Age Group	Drinking Driver	Non-Drinking Driver
Under 16	1 (0.8%)	127 (99.2%)
16-20	363 (1.6%)	21,994 (98.4%)
21-25	1,683 (6.4%)	24,674 (93.6%)
26-30	1,544 (6.3%)	22,852 (93.7%)
31-35	1,172 (5.8%)	18,979 (94.2%)
36-40	999 (5.7%)	16,465 (94.3%)
41-45	732 (5.0%)	13,831 (95.0%)
46-50	679 (4.6%)	14,104 (95.4%)
51-55	645 (4.5%)	13,764 (95.5%)
56-60	620 (4.5%)	13,271 (95.5%)
Over 60	692 (2.1%)	32,509 (97.9%)
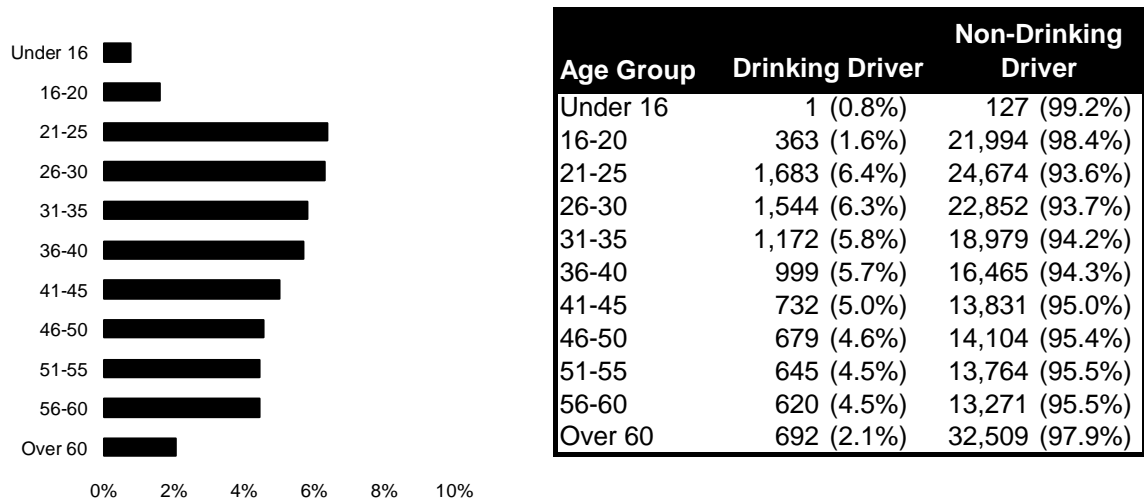
Drinking Driver Fatalities as a Percentage of Total Driver Fatalities, by Age Group

The graph below shows drinking driver fatalities as a percentage of total driver fatalities within each respective age group for 2019 crashes. The age group from 21 to 25 had the highest percentage, with 43% of the driver fatalities in this age group being a drinking driver. The 16-20 age group decreased from 28.9% in 2018. In 2019, there were no drivers under the age of 16 who chose to combine alcohol usage and driving without a license.

Age Group	Percentage
Under 16	0.0%
16-20	14.3%
21-25	43.3%
26-30	33.8%
31-35	39.3%
36-40	26.0%
41-45	38.6%
46-50	26.5%
51-55	29.1%
56-60	27.1%
61-65	26.5%
66-70	2.9%
71-75	13.3%
Over 75	4.4%
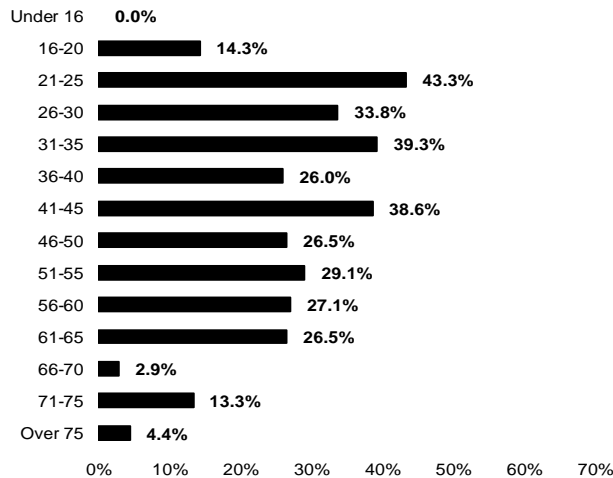
Underage Drinking Drivers in Pennsylvania Crashes—Historical Data

Act 31, commonly known as the "*Underage Drinking Law*," went into effect on May 24, 1988. From that year, and until 1994, the number of underage drinking drivers involved in Pennsylvania crashes declined each year. From 1997 until 2002, the amount of underage drinking drivers remained consistently high. From that point until 2019 there has been a downward trend with 2010, 2012 and 2016 disrupting the steady decrease.
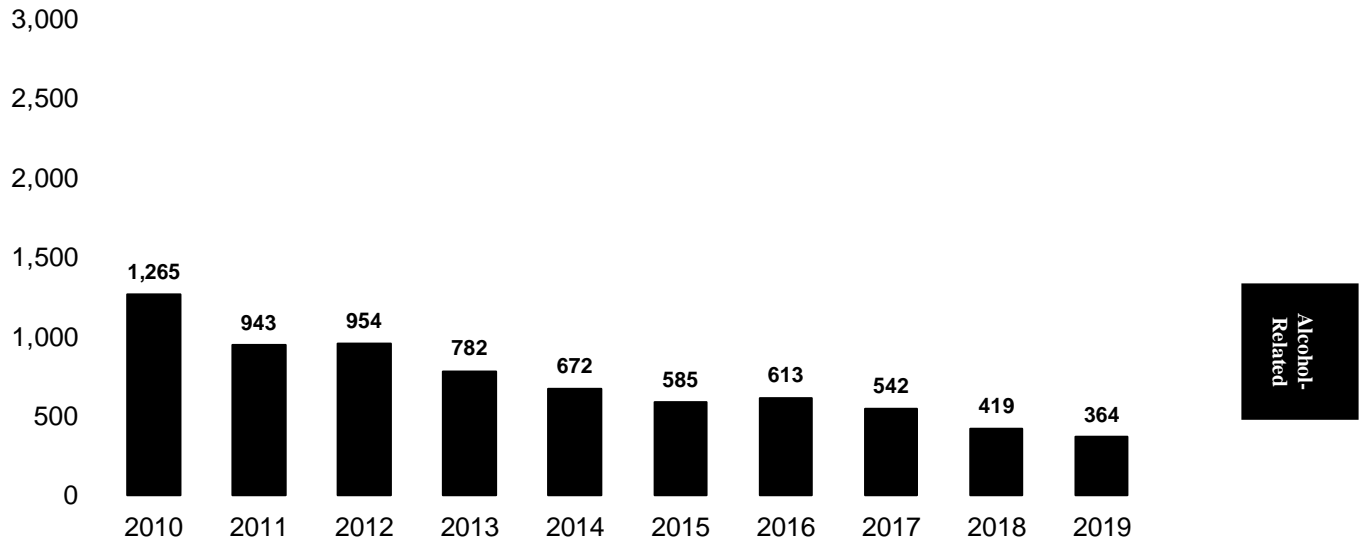
Seat Belts, Child Safety Seats, and Air Bags

Restraints Overview

Safety Belts

- Pennsylvania's seat belt law requires that drivers and front seat passengers be properly buckled when riding in a passenger car, Class 1 and Class 2 truck, or motor home. Children age 8 and older, but under age 18, are required to be secured in a seat belt system anywhere in the vehicle due to the law becoming effective on February 21, 2003.

- A driver under the age of 18 may not operate a motor vehicle when the number of passengers exceeds the number of available seat belts in the vehicle.

- The combination of lap/shoulder seat belts, when used, reduces the risk of fatal injuries to front seat passenger car occupants by 45% and the risk of suspected minor-to-critical injuries by 50%. For light truck occupants, seat belts reduce the risk of fatal injuries by 60% and the risk of suspected minor -to-critical injuries by 65%.

- All passengers should wear a seat belt whenever riding in a motor vehicle—even for short distances. Three out of four crashes occur within 25 miles of home.

- If everyone wore seat belts when riding in a motor vehicle, hundreds of lives in Pennsylvania alone would be saved (see page 36). Research shows that children are likely to be buckled 92% of the time when adults are buckled and only 72% of the time when adults are *not* buckled. Everyone should buckle up, every time!

Child Safety Seats

- Pennsylvania law requires that children under the age of 4 to be properly restrained in a child passenger restraint system when riding anywhere in a vehicle. Children under 2 must be secured in a rear-facing car seat until the child outgrows the maximum weight and height limits designated by the car seat manufacturer. Children age 4 up to age 8, are required to be in an appropriately fitting child booster seat when riding anywhere in a vehicle. Children from age 8 up to age 18 must be in a seat belt.

- Research shows that child safety seats, when properly installed, reduce the risk of fatal injury by 71% for infants and 54% for toddlers.

- When placing a child safety seat in a vehicle, follow the manufacturer's instructions for the vehicle and the child safety seat instructions exactly. There are different types of child safety seats—infant, convertible, and booster. Children ages 2 to 3 should be kept rear-facing as long as possible, until they reach the top height or weight limit allowed by the car seat's manufacturer. Children ages 4 to 7 should be kept forward-facing with a harness until they reach the top height or weight limit allowed by the car seat's manufacturer. Children ages 8 to 12 should be kept in a booster seat until they are big enough to fit the seat belt properly, that is, the lap belt must lie snugly across the upper thighs and the shoulder belt should lie snugly across the shoulder and chest and not cross the neck or face.

- Children should ride in the rear seat whenever possible, and should always be properly buckled.

Air Bag Safety

- Driver and front seat passenger air bags have been required in new passenger cars since 1998 and light trucks since 1999. However, air bags are supplemental protection devices. Everyone should still buckle up with both lap and shoulder belts on every trip.

- *Child Safety*
  - o Children age 12 and under should ride buckled up in the back seat.
  - o Infants in rear-facing child safety seats should **NEVER** ride in the front seat of a vehicle equipped with a passenger-side air bag.
  - o 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*
  - o Everyone should buckle up with both lap and shoulder belts on every trip.
  - o 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.
  - o 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 2019, as shown in the two pie graphs below, 81.1% of all people involved in crashes were wearing seat belts. 47.6% of all people who died in crashes were not wearing seat belts. The table at the bottom shows the total number of people involved in crashes in 2019 by severity of injury and belt use.

Total People Involved in Crashes

Belts in Use
81.1%

Belts Not in Use
6.2%

Belt Use Unknown
12.7%

Total Fatalities

Belts in Use
40.0%

Belt Use Unknown
12.4%

Belts Not in Use
47.6%

Seat Belts, Etc.
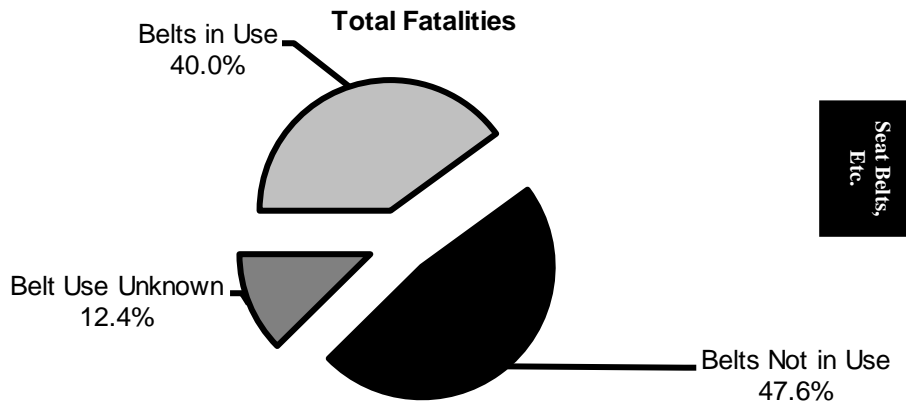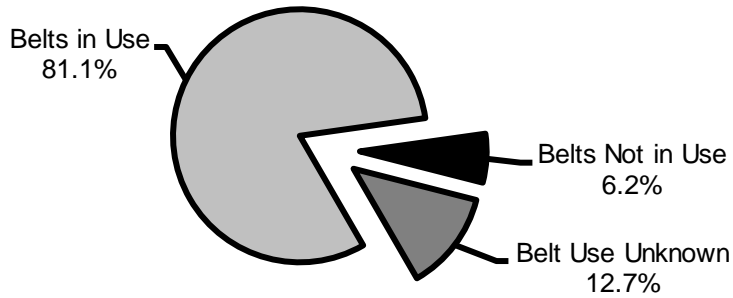
	Belts in Use	Belts Not in Use	Belt Use Unknown
Fatal Injury	277	330	86
Suspected Serious Injury	1,768	920	477
Suspected Minor Injury	24,948	3,390	3,314
Possible Injury	11,260	988	1,815
Unknown Severity	12,860	2,075	3,174
No Injury	165,566	8,892	25,050
TOTAL	**216,679**	**16,595**	**33,916**

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

Seat Belt Use in Crashes—Impact on Fatalities and Injuries

The table and graph below display the estimated impact that seat belts worn 100% of the time would have on traffic fatalities and injuries. The numbers in parentheses, in the last row, are the estimated decreases in 2019 fatalities and injuries if 100% seat belt use was achieved. (*Note*: The data below is for passenger cars, small trucks, SUVs and vans.) 299 people would have survived if they had worn their belts.

	Fatalities	Injuries			
		Susp Ser	*Susp Min*	*Possible*	*None*
Belts Used	255	1,687	23,395	22,752	143,638
Belts Not Used	314	885	3,264	2,958	7,853
TOTAL	**569**	**2,572**	**26,659**	**25,710**	**151,491**
If 100% Belt Use	**270**	**1,824**	**25,342**	**24,485**	**154,978**
Net Increase/(Decrease)	**(299)**	**(748)**	**(1,317)**	**(1,225)**	**3,487**
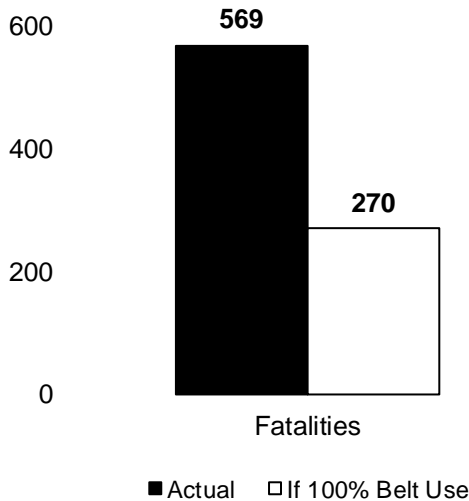
Note: "No Belts" is included in "Belts Not Used".

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

Seat Belt Use in Crashes—Historical Data

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

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

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

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

The graph below shows the percentage of seat belt users in Pennsylvania since 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.
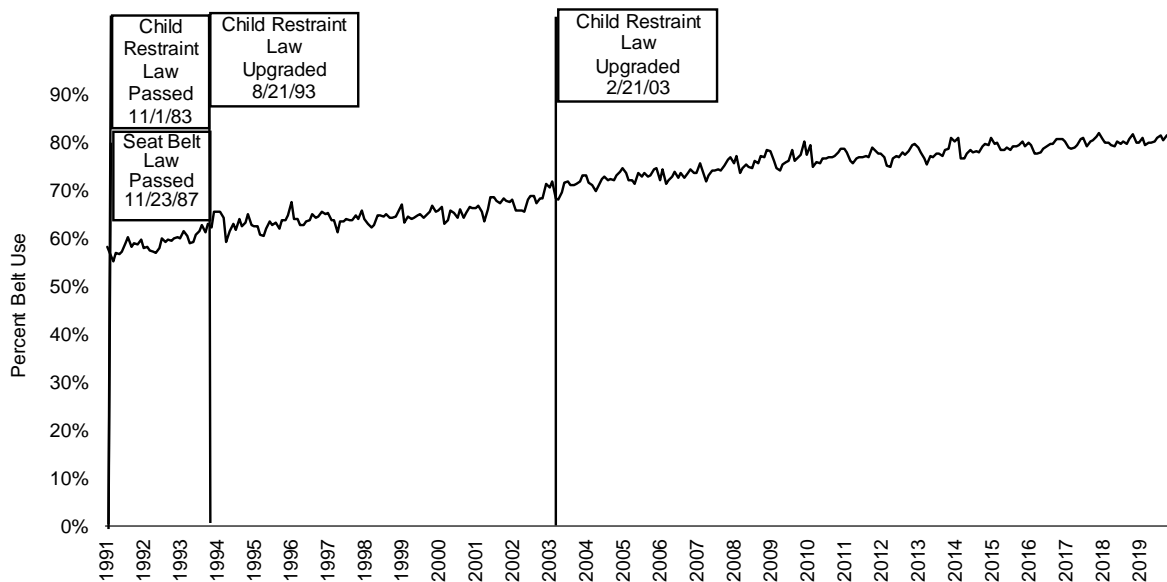
Seat Belts, Etc.

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.
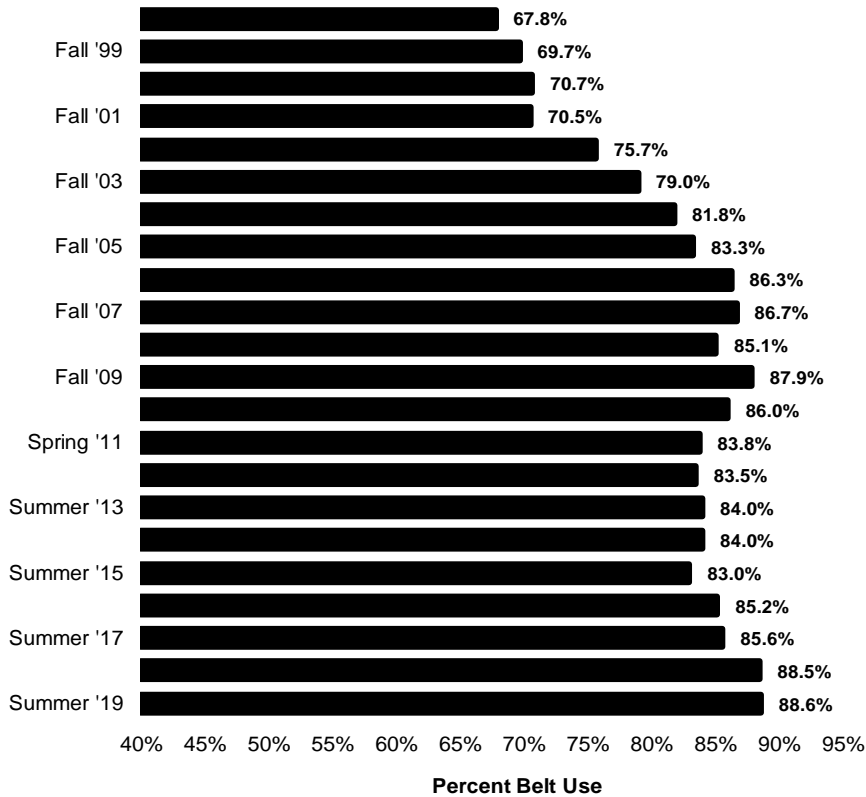
Child Passenger Restraints in Crashes—Five Year Data

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 2015-2019 crashes involving children under age 4), the percentages of fatalities and injuries (within restraint type by row) were lower when restraints were used. From 2015-2019, 83% of the children under age 4 who were involved in crashes and restrained in a child seat sustained no injury.

Child Restraint	Fatalities	*Susp Ser*	*Susp Min*	*Possible*	*Unknown*	*No Injury*	Total Persons
Child Seat In Use	18 (0.1%)	74 (0.3%)	886 (3.7%)	1,305 (5.4%)	1,899 (7.8%)	20,067 (82.8%)	24,249
No Restraint In Use	9 (0.0%)	18 (0.7%)	129 (4.7%)	220 (8.0%)	551 (19.9%)	1,838 (66.5%)	2,765
Other Restraint In Use	0 (0.0%)	4 (0.2%)	98 (5.7%)	130 (7.5%)	134 (7.8%)	1,359 (78.8%)	1,725

The "Injuries" header spans the *Susp Ser*, *Susp Min*, *Possible*, *Unknown*, and *No Injury* columns.

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

Air Bag Deployment in Crashes—Injuries and Fatalities

Air bags are 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 Restaint Status	Seat Belt Status	Fatalities	Injuries					Total Persons
			Susp Ser	*Susp Min*	*Possible*	*Unknown*	*No Injury*	
None	n/a	141 (0.1%)	724 (0.7%)	9,545 (8.6%)	5,181 (4.7%)	8,535 (7.7%)	87,366 (78.4%)	**111,492**
Air Bag Deployed	Used	213 (0.3%)	1,290 (1.6%)	13,723 (17.1%)	5,327 (6.7%)	7,574 (9.5%)	52,025 (64.9%)	**80,152**
Air Bag Deployed	Not Used	225 (4.1%)	543 (9.8%)	1,536 (27.8%)	381 (6.9%)	1,102 (19.9%)	1,743 (31.5%)	**5,530**
Air Bag Deployed	Unknown	49 (0.8%)	250 (3.8%)	1,174 (17.9%)	497 (7.6%)	1,494 (22.7%)	3,109 (47.3%)	**6,573**
Air Bag Not Deployed	Used	24 (0.1%)	135 (0.3%)	4,401 (8.7%)	2,105 (4.2%)	2,419 (4.8%)	41,679 (82.1%)	**50,763**
Air Bag Not Deployed	Not Used	28 (1.6%)	107 (5.9%)	460 (25.5%)	124 (6.9%)	284 (15.7%)	803 (44.5%)	**1,806**
Air Bag Not Deployed	Unknown	5 (0.2%)	38 (1.4%)	240 (9.1%)	142 (5.4%)	358 (13.6%)	1,859 (70.4%)	**2,642**
Unknown If Deployed	n/a	7 (0.3%)	38 (1.6%)	335 (14.2%)	143 (6.1%)	382 (16.2%)	1,449 (61.6%)	**2,354**

In crashes that are severe enough to deploy an airbag (for vehicles and seats so equipped), the data below shows that you are 12 times more likely to die if you are not wearing a seat belt (6.1 fatalities vs. 0.5 fatalities per 100 crashes).

Fatalities per 100 Crashes

Air Bag Deployed/Seat Belt Not Used	6.1
Air Bag Not Deployed/Seat Belt Not Used	2.7
Air Bag Deployed/Seat Belt Unknown	1.2
Air Bag Deployed/Seat Belt Used	0.5
Air Bag Not Deployed/Seat Belt Unknown	0.4
Air Bag Not Deployed/Seat Belt Used	0.1

0   1   2   3   4   5   6   7   8
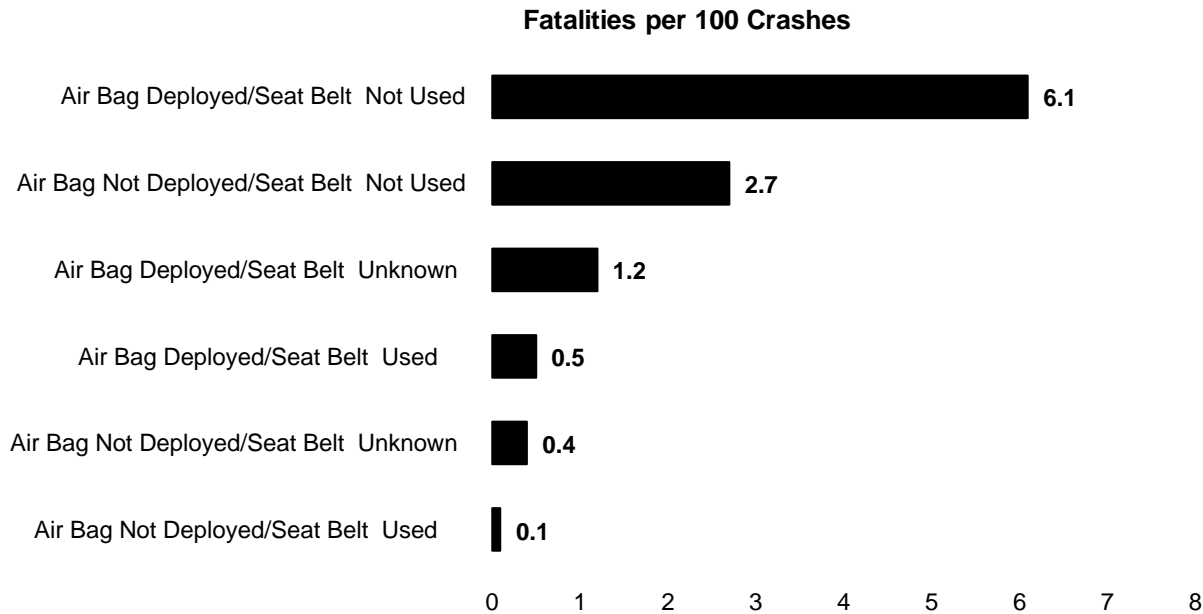
Seat Belts, Etc.

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 2019 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 5757 occasions in which air bags deployed in center rear impacts).
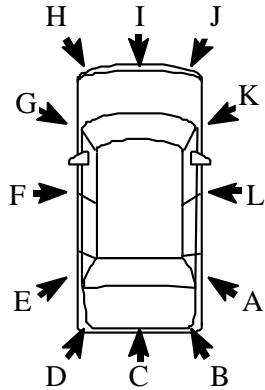
Impact Point	Vehicles	Air Bag Not Present	Air Bag Present Deployed	Air Bag Present, Not Deployed	Unknown/ Other
Right Side Rear (A)	2,496	854	927 (63.6%)	530 (36.4%)	185
Right Rear (B)	5,558	2,145	1,491 (50.2%)	1,480 (49.8%)	442
Center Rear (C)	29,198	12,222	5,757 (39.1%)	8,986 (61.0%)	2,233
Left Rear (D)	5,299	1,989	1,369 (47.1%)	1,539 (52.9%)	402
Left Side Rear (E)	2,542	855	928 (62.8%)	549 (37.2%)	210
Left Side Center (F)	6,791	2,128	2,857 (70.8%)	1,178 (29.2%)	628
Left Side Forward (G)	7,062	2,522	2,491 (63.2%)	1,451 (36.8%)	598
Left Front (H)	26,236	8,405	10,357 (66.0%)	5,348 (34.1%)	2,126
Center Front (I)	66,039	18,630	30,722 (73.6%)	11,033 (26.4%)	5,654
Right Front (J)	23,367	7,395	9,542 (68.3%)	4,420 (31.7%)	2,010
Right Side Forward (K)	10,941	3,899	3,770 (63.2%)	2,192 (36.8%)	1,080
Right Side Center (L)	8,419	2,729	3,429 (71.0%)	1,402 (29.0%)	859
Other	3,544	1,095	943 (57.2%)	707 (42.9%)	799
None	3,157	1,146	797 (45.6%)	952 (54.4%)	262
TOTAL	**200,649**	**66,014**	**75,380 (64.4%)**	**41,767 (35.7%)**	**17,488**

H I J

G K

F L

E A

D C B

Air Bag Deployment by Age Group

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

Seat Belts Used

Age Group	Fatalities	Susp Ser	Susp Min	Possible	Unknown	No Injury	Total Persons
				Injuries			
0-4	1 (0.1%)	8 (0.8%)	114 (10.7%)	70 (6.6%)	92 (8.6%)	783 (73.3%)	1,068
5-8	0 (0.0%)	7 (0.9%)	114 (15.0%)	70 (9.2%)	55 (7.2%)	515 (67.7%)	761
9-12	1 (0.1%)	10 (1.1%)	170 (18.5%)	59 (6.4%)	81 (8.8%)	597 (65.0%)	918
13-64	107 (0.2%)	1,000 (1.5%)	11,284 (16.7%)	4,316 (6.4%)	5,986 (8.9%)	44,916 (66.4%)	67,609
65-74	30 (0.5%)	161 (2.7%)	1,165 (19.9%)	475 (8.1%)	749 (12.8%)	3,286 (56.0%)	5,866
75+	74 (1.9%)	104 (2.6%)	882 (22.2%)	338 (8.5%)	619 (15.6%)	1,951 (49.2%)	3,968
Total	**213 (0.3%)**	**1,290 (1.6%)**	**13,729 (17.1%)**	**5,328 (6.6%)**	**7,582 (9.5%)**	**52,048 (64.9%)**	**80,190**

Seat Belts Not Used

Age Group	Fatalities	Susp Ser	Susp Min	Possible	Unknown	No Injury	Total Persons
				Injuries			
0-4	0 (0.0%)	0 (0.0%)	4 (15.4%)	5 (19.2%)	5 (19.2%)	12 (46.2%)	26
5-8	0 (0.0%)	0 (0.0%)	7 (25.9%)	3 (11.1%)	4 (14.8%)	13 (48.2%)	27
9-12	2 (6.5%)	3 (9.7%)	6 (19.4%)	3 (9.7%)	7 (22.6%)	10 (32.3%)	31
13-64	177 (3.5%)	496 (9.8%)	1,418 (28.0%)	346 (6.8%)	997 (19.7%)	1,639 (32.3%)	5,073
65-74	24 (11.5%)	23 (11.0%)	55 (26.3%)	15 (7.2%)	44 (21.1%)	48 (23.0%)	209
75+	22 (13.0%)	21 (12.4%)	47 (27.8%)	9 (5.3%)	47 (27.8%)	23 (13.6%)	169
Total	**225 (4.1%)**	**543 (9.8%)**	**1,537 (27.8%)**	**381 (6.9%)**	**1,104 (20.0%)**	**1,745 (31.5%)**	**5,535**

Seat Belts, Etc.

Pedestrian and Bicycle Crashes

Pedestrian and Bicycles Overview

► Pedestrian-related crashes represent 3.3% of the total reported traffic crashes; however, they account for 14.5% of all traffic crash fatalities. (See also *Pennsylvania County Crashes*, pages 62, 63, and 68.)

► Bicycle crashes represent 0.8% of the total reported crashes and 0.8% of all traffic fatalities. Although these percentages are small, they still represent 16 bicyclist fatalities and 1003 injuries in 2019.

Pedestrian Crashes—Five-Year Trends

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

Total Crashes

Year	
2015	4,001
2016	4,201
2017	4,086
2018	4,129
2019	4,101

Fatalities

Year	
2015	153
2016	172
2017	150
2018	201
2019	154

Peds & Bikes
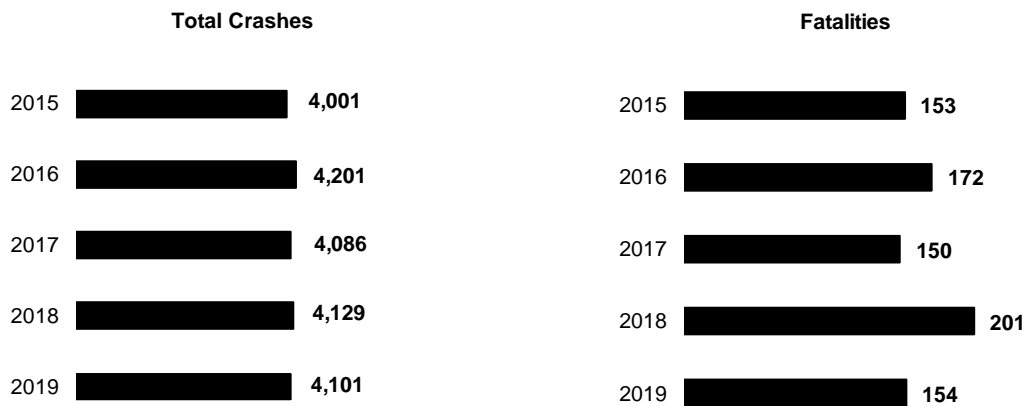
Year	Total Crashes	Fatalities
2015	4,001	153
2016	4,201	172
2017	4,086	150
2018	4,129	201
2019	4,101	154

Pedestrian-Related Crashes

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

Top Crash-Related Pedestrian Actions

Walking/Running/Jogging/Playing 28.9%

Standing 4.8%

Entering Crossing/Specified Location 40.4%

All Others 26.0%
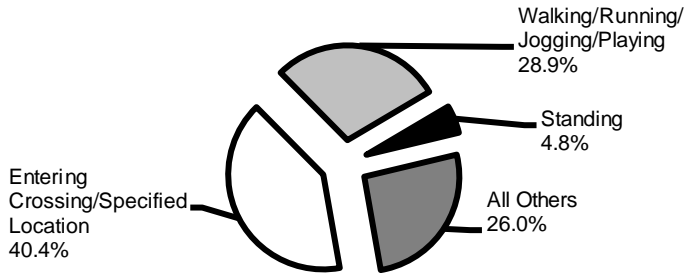
Top Fatal Pedestrian Actions

Walking/Running/Jogging/Playing 27.3%

Standing 5.8%

Entering Crossing/Specified Location 38.3%

All Others 28.6%

Peds & Bikes
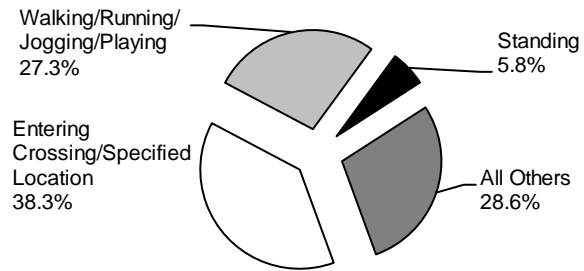
Pedestrian Action	Fatalities	Pedestrians Involved
Entering Crossing/Specified Location	59	1,734
Walking/Running/Jogging/Playing	42	1,241
Working	0	74
Pushing a Vehicle	1	6
Working on Vehicle	2	18
Standing	9	205
Approaching/Leaving a Vehicle	5	148
Other/Unknown	36	869
Total	**154**	**4,295**

Pedestrian Fatalities by Age and Sex

Pedestrians ages 75 and over represent a sizable portion of pedestrian fatalities as displayed in the chart below. Overall, male pedestrian fatalities consisted of 74% of all pedestrian fatalities, and were more than in 2018 (67%). *Note:* Pedestrians of unknown sex are not included in the numbers below.
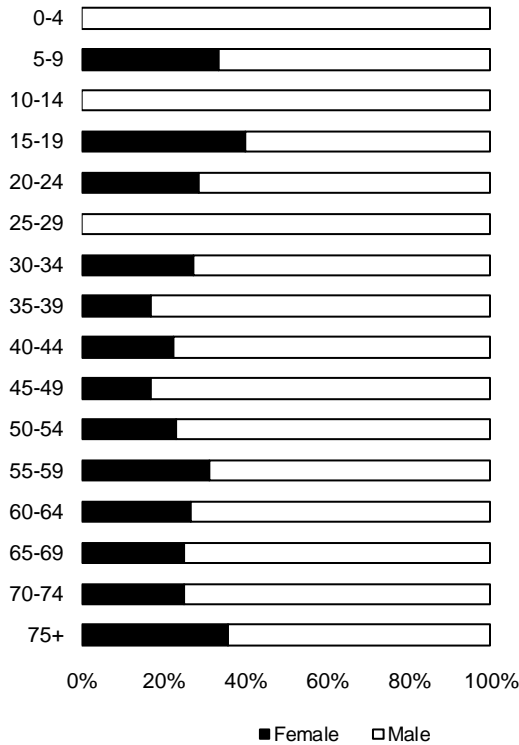
Age Group	Female	Male	Total
0-4	0	0	0
5-9	1	2	3
10-14	0	2	2
15-19	2	3	5
20-24	2	5	7
25-29	0	7	7
30-34	3	8	11
35-39	1	5	6
40-44	2	7	9
45-49	2	10	12
50-54	3	10	13
55-59	5	11	16
60-64	4	11	15
65-69	3	9	12
70-74	2	6	8
75 and over	10	18	28
Unknown	0	0	0
TOTAL	**40**	**114**	**154**

Pedestrian Injury Severity by Municipality Type

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

Municipality Type	Fatalities	Injuries	Non-Injury	Total
City	52 (33.8%)	2,584 (63.0%)	29 (65.9%)	**2,665 (62.0%)**
Borough/Town	28 (18.2%)	630 (15.4%)	7 (15.9%)	**665 (15.5%)**
Township	74 (48.1%)	885 (21.6%)	8 (18.2%)	**967 (22.5%)**
Other	0 (0.0%)	0 (0.0%)	0 (0.0%)	**0 (0.0%)**
TOTAL	**154 (100.0%)**	**4,099 (100.0%)**	**44 (100.0%)**	**4,297 (100.0%)**

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

Pedestrian Fatalities and Injuries by Age

Elderly pedestrians, although involved in fewer pedestrian crashes, are more likely to be fatally injured if struck by a moving vehicle. Younger pedestrians (age 19 and under) account for 27% of the pedestrian injuries.

Note: The totals in the table do not include an additional 44 pedestrians who were not fatally injured or injured or where their injury severity was unknown.

Pedestrian Age	Fatalities	Injuries
0-4	0 (0.0%)	107 (2.6%)
5-9	3 (2.0%)	249 (6.1%)
10-14	2 (1.3%)	315 (7.7%)
15-19	5 (3.3%)	429 (10.5%)
20-24	7 (4.6%)	381 (9.3%)
25-29	7 (4.6%)	333 (8.1%)
30-34	11 (7.1%)	302 (7.4%)
35-39	6 (3.9%)	286 (7.0%)
40-44	9 (5.8%)	212 (5.2%)
45-49	12 (7.8%)	191 (4.7%)
50-54	13 (8.4%)	235 (5.7%)
55-59	16 (10.4%)	248 (6.1%)
60-64	15 (9.7%)	263 (6.4%)
65-69	12 (7.8%)	205 (5.0%)
70-74	8 (5.2%)	119 (2.9%)
75 and over	28 (18.2%)	171 (4.2%)
Unknown	0 (0.0%)	53 (1.3%)
TOTAL	**154 (100.0%)**	**4,099 (100.0%)**
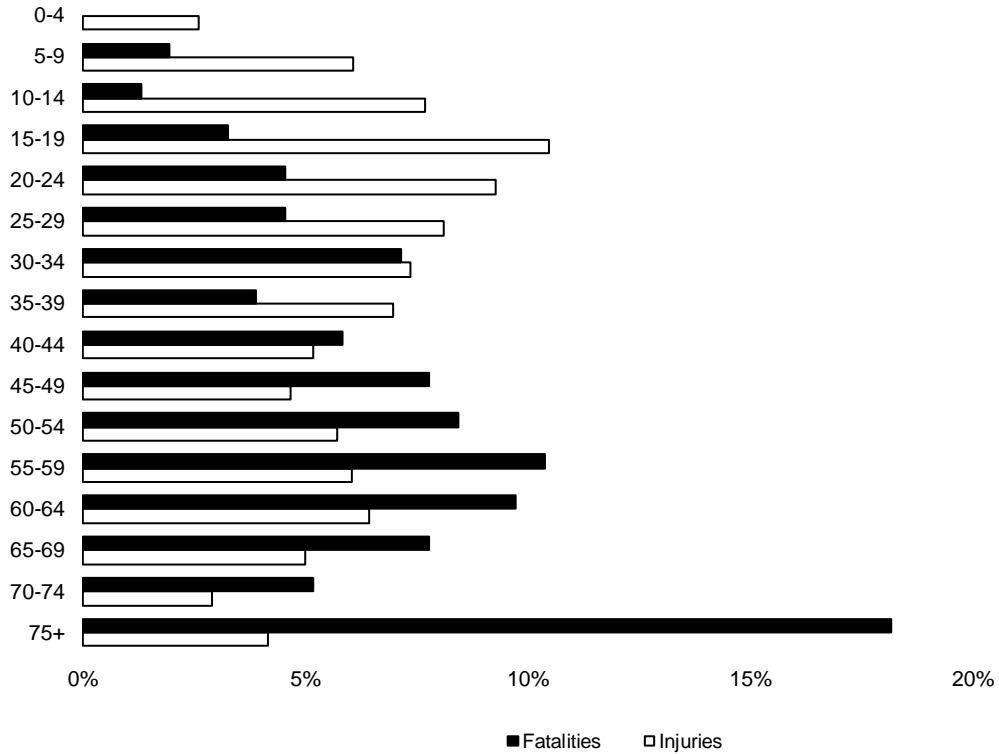
■ Fatalities   □ Injuries

Pedestrian Fatalities and Injuries by Light Level

The majority of pedestrians were injured in daylight (61.3%), but more pedestrian fatalities occurred during non-daylight hours (70.1%). As shown in the bar chart, pedestrians were more likely to be fatally injured if struck in a non-daylight crash as compared to a day crash.
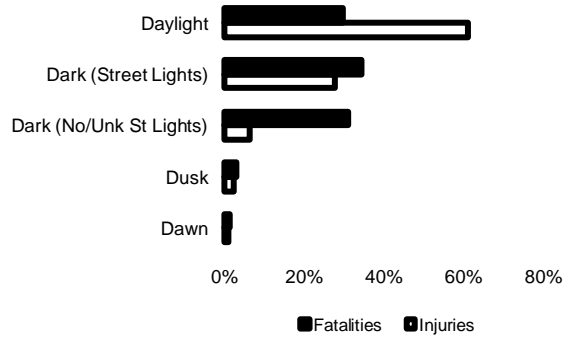
Light Level	Fatalities	Injuries
Dawn	2 (1.3%)	47 (1.2%)
Daylight	46 (29.9%)	2,514 (61.3%)
Dark (Street Lights)	53 (34.4%)	1,149 (28.0%)
Dark (No/Unk St Lights)	48 (31.2%)	268 (6.5%)
Dusk	5 (3.3%)	100 (2.4%)
Other/Unknown	0 (0.0%)	21 (0.5%)
TOTAL	**154 (100.0%)**	**4,099 (100.0%)**

Note: The totals in the table do not include an additional 44 pedestrians who were not fatally injured or injured or where their injury severity was unknown.

Pedestrian Fatalities and Injuries by Intersection Type

70.8% of pedestrian fatalities and 42.9% of pedestrian injuries occurred in areas other than intersections. "Non-intersections" as used below includes mid-block crossings, driveway crossings, etc.

Peds & Bikes
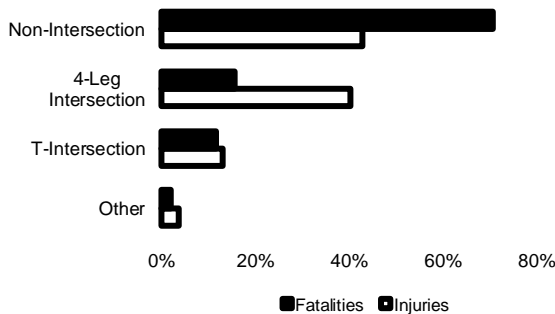
Intersection	Fatalities	Injuries
Non-Intersection	109 (70.8%)	1,760 (42.9%)
4-Leg Intersection	24 (15.6%)	1,654 (40.4%)
T-Intersection	18 (11.7%)	533 (13.0%)
Other	3 (2.0%)	152 (3.7%)
TOTAL	**154 (100.0%)**	**4,099 (100.0%)**

Note: The totals in the table do not include an additional 44 pedestrians who were not fatally injured or injured or where their injury severity was

*Pedestrian Fatalities and Injuries by Road Type**

As the graph shows, under half of pedestrians were injured on local roads, whereas the majority of pedestrian fatalities occurred on non-interstate state roadways.
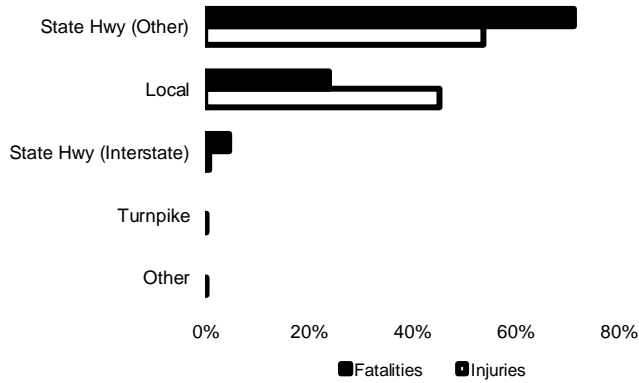
Note: The totals in the table do not include an additional 44 pedestrians who were not fatally injured or injured or where their injury severity was unknown.

Road Type	Fatalities	Injuries
State Hwy (Other)	110 (71.4%)	2,208 (53.9%)
Local	37 (24.0%)	1,861 (45.4%)
State Hwy (Interstate)	7 (4.6%)	23 (0.6%)
Turnpike	0 (0.0%)	5 (0.1%)
Other	0 (0.0%)	2 (0.1%)
TOTAL	**154 (100.0%)**	**4,099 (100.0%)**

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

Pedestrian Fatalities and Injuries

As the graph shows, most pedestrian fatalities and injuries occurred in areas without traffic control devices (TCDs). These areas accounted for 117 pedestrian fatalities and 2,075 injuries.
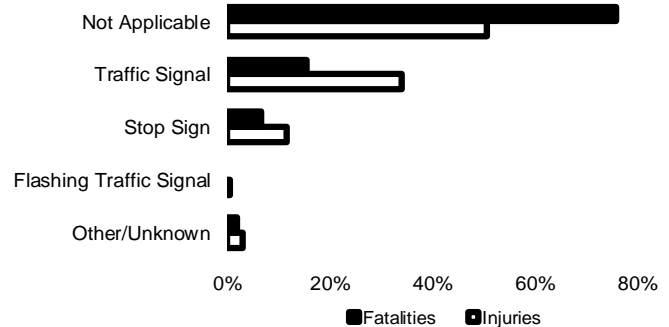
Note: The totals in the table do not include an additional 44 pedestrians who were not fatally injured or injured or where their injury severity was unknown.

Traffic Control Device	Fatalities	Injuries
Not Applicable	117 (76.0%)	2,075 (50.6%)
Traffic Signal	24 (15.6%)	1,398 (34.1%)
Stop Sign	10 (6.5%)	475 (11.6%)
Flashing Traffic Signal	0 (0.0%)	25 (0.6%)
Other/Unknown	3 (2.0%)	126 (3.1%)
TOTAL	**154 (100.0%)**	**4,099 (100.0%)**

Bicycle Crashes—Five-Year Trends

The total number of bicycle crashes increased in 2019, but remained very consistent over the last 5 years; bicycle fatalities have fluctuated over the same time period, however, and in 2015, 2016 and 2019 were the lowest.

Year	Total Crashes	Fatalities
2015	1,272	16
2016	1,304	16
2017	1,141	21
2018	974	18
2019	1,020	16

Total Crashes

2015	1,272
2016	1,304
2017	1,141
2018	974
2019	1,020

Fatalities

2015	16
2016	16
2017	21
2018	18
2019	16
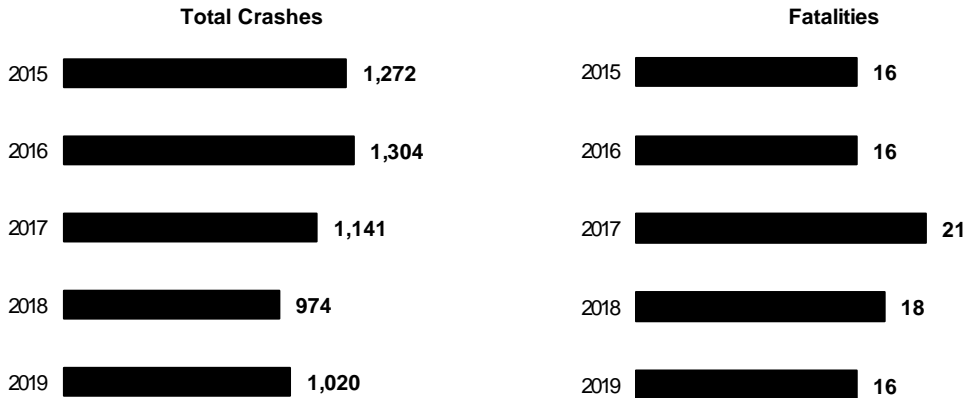
Bicycle Fatalities and Injuries by Age

Children ages 5 to 14 were the most vulnerable to fatal injury and injury while riding a bicycle. Over a fifth of the injuries involving bicycles were suffered by this age group. One of the 16 bicyclist fatalities was in this age group. Another vulnerable group, persons ages 15 to 19, suffered no fatalities and accounted for 13.4% of the total injuries.

Victim's Age	Fatalities	Injuries
0-4	0 (0.0%)	1 (0.1%)
5-9	0 (0.0%)	58 (5.8%)
10-14	1 (6.3%)	157 (15.7%)
15-19	0 (0.0%)	134 (13.4%)
20-34	5 (31.3%)	256 (25.5%)
35-44	4 (25.0%)	124 (12.4%)
45-54	1 (6.3%)	119 (11.9%)
55-64	2 (12.5%)	103 (10.3%)
65-74	3 (18.8%)	31 (3.1%)
75+	0 (0.0%)	9 (0.9%)
Unknown	0 (0.0%)	11 (1.1%)
TOTAL	**16 (100.0%)**	**1,003 (100.0%)**

The totals in the table do not include an additional 13 bicyclists who were not fatally injured or injured or where their injury severity was unknown.

Bicycle Fatalities and Injuries by Light Level

The majority of bicyclists' injuries occurred during daylight hours. However, several of the fatalities occurred during non-daylight conditions. These fatalities totaled 38% of total bicyclists' fatalities in 2019 compared to 44% in 2018.

Light Level	Fatalities	Injuries
Dawn	0 (0.0%)	5 (0.5%)
Daylight	10 (62.5%)	777 (77.5%)
Dark (Street Lights)	4 (25.0%)	145 (14.5%)
Dark (No/Unk St Lights)	2 (12.5%)	45 (4.5%)
Dusk	0 (0.0%)	29 (2.9%)
Other/Unknown	0 (0.0%)	2 (0.2%)
TOTAL	16 (100.0%)	1,003 (100.0%)

Note: The totals in the table do not include an additional 13 bicyclists who were not fatally injured or injured or where their injury severity was unknown.

Bicycle Fatalities and Injuries by Intersection

In 2019, the majority of bicyclists were injured at intersections and one half were fatally injured at non-intersections.
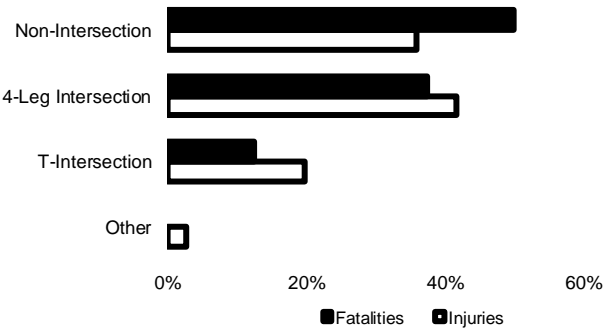
Intersection	Fatalities	Injuries
Non-Intersection	8 (50.0%)	360 (35.9%)
4-Leg Intersection	6 (37.5%)	419 (41.8%)
T-Intersection	2 (12.5%)	198 (19.7%)
Other	0 (0.0%)	26 (2.6%)
TOTAL	16 (100.0%)	1,003 (100.0%)

Note: The totals in the table do not include an additional 13 bicyclists who were not fatally injured or injured or where their injury severity was unknown.

Bicycle Fatalities and Injuries by Traffic Control Device

In 2019, injuries occurred more often at traffic control devices (TCD) than where there were no controls, but 56% of fatalities occurred where there were no controls.

| Traffic Control Device	Fatalities	Injuries
Not Applicable	9 (56.3%)	485 (48.4%)
Stop Sign	3 (18.8%)	256 (25.5%)
Traffic Signal	4 (25.0%)	253 (25.2%)
Flashing Traffic Signal	0 (0.0%)	0 (0.0%)
Other/Unknown	0 (0.0%)	9 (0.9%)
TOTAL	16 (100.0%)	1,003 (100.0%)
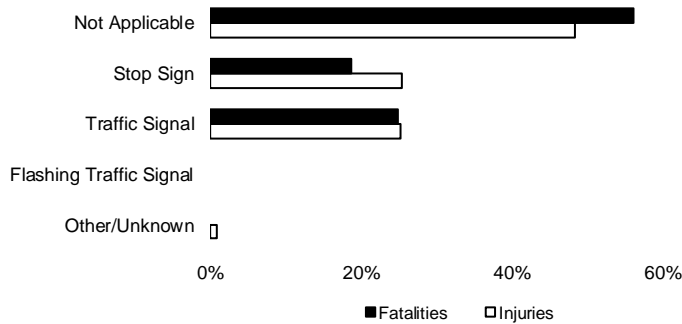
Note: The totals in the table do not include an additional 13 bicyclists who were not fatally injured or injured or where their injury severity was unknown.

Bicycle Fatalities and Injuries by Road Type*

75% of the fatalities of bicyclists occurred on state roads in 2019, while 52% of the injuries occurred on non-state roads.
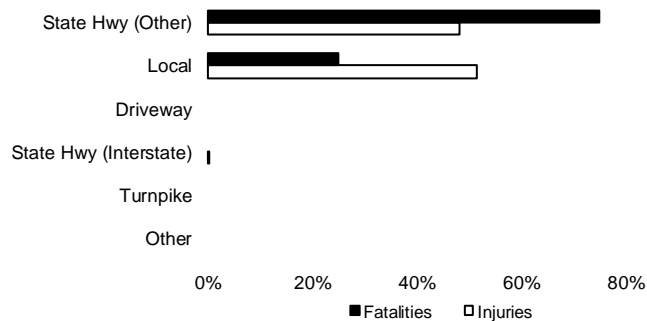
* Crashes, fatalities and injuries on this page occurring at locations involving multiple road types are listed once, ranked from highest class to lowest: Interstate/Turnpike, Non-Interstate State Road, and then Local.

Note: The totals in the table do not include an additional 13 bicyclists who were not fatally injured or injured or where their injury severity was unknown.

Road Type	Fatalities	Injuries
State Hwy (Other)	12 (75.0%)	485 (48.4%)
Local	4 (25.0%)	517 (51.6%)
Driveway	0 (0.0%)	0 (0.0%)
State Hwy (Interstate)	0 (0.0%)	1 (0.1%)
Turnpike	0 (0.0%)	0 (0.0%)
Other	0 (0.0%)	0 (0.0%)
TOTAL	16 (100.0%)	1,003 (100.0%)

Peds & Bikes

Crashes by Motor Vehicle Type

Vehicle Crashes by Vehicle Types

	Fatal Crashes	Injury Crashes	PDO Crashes	Total Crashes
Passenger Car	53.4%	67.1%	68.5%	67.8%
	529 crashes	37,299 crashes	47,054 crashes	84,882 crashes
Lt Trk/Van/SUV	48.1%	53.6%	51.3%	52.3%
	476 crashes	29,751 crashes	35,228 crashes	65,455 crashes
Heavy Truck	12.3%	5.3%	5.8%	5.6%
	122 crashes	2,921 crashes	3,993 crashes	7,036 crashes
Bicycle	1.6%	1.8%	0.0%	0.8%
	16 crashes	999 crashes	0 crashes	1,020 crashes
Motorcycle	17.7%	4.7%	0.3%	2.4%
	175 crashes	2,620 crashes	182 crashes	2,977 crashes
School Bus	0.4%	0.3%	0.2%	0.2%
	4 crashes	151 crashes	146 crashes	301 crashes
Commercial Bus	0.3%	0.6%	0.2%	0.4%
	3 crashes	327 crashes	156 crashes	486 crashes
Other	3.9%	2.1%	1.0%	1.5%
	39 crashes	1,191 crashes	663 crashes	1,893 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 53.4% of all fatal injury crashes). Percentage totals exceed 100% due to multiple vehicle crashes.

Vehicle Crashes—Single Vehicle Hitting Fixed Objects

Crashes in Which a Single Vehicle Hit a Fixed Object:	**35,587**		
		Passenger Car	20,483	57.6%
		Lt Trk/Van/SUV	13,455	37.8%
		Heavy Truck	1,054	3.0%
		Motorcycle	477	1.3%
		School Bus	16	0.0%
		Commercial Bus	15	0.0%
		Other	87	0.2%

Crashes by Vehicle

Vehicle Crashes—Two-Vehicle Collisions

	Vehicle Struck								
Striking Vehicle	Passenger Car	Heavy Truck	Lt Trk/ Vn/Sv	Motor- cycle	Bicycle	School Bus	Commer- cial Bus	Other/ Unknown	Total
Passenger Car	18,640	1,172	13,031	259	346	77	138	212	**33,875**
Lt Trk/Van/SUV	9,940	910	10,651	195	250	63	77	143	**22,229**
Heavy Truck	1,066	307	768	12	10	6	7	5	**2,181**
Motorcycle	393	31	342	49	5	4	2	15	**841**
Bicycle	179	3	140	0	0	0	2	1	**325**
School Bus	40	2	28	0	1	3	0	0	**74**
Commercial Bus	76	2	40	1	2	2	5	1	**129**
Other/Unknown	370	13	206	16	47	3	1	16	**672**

Passenger Car Crashes—Five-Year Trends

Total passenger car crashes in 2019 and fatal crashes in 2019 were the lowest in the last five years.

Total Crashes

Year	Crashes
2015	89,882
2016	91,823
2017	89,821
2018	89,116
2019	84,882

50,000   70,000   90,000   110,000

Fatal Injury Crashes

Year	Crashes
2015	579
2016	608
2017	604
2018	603
2019	529

400   600   800   1,000   1,200
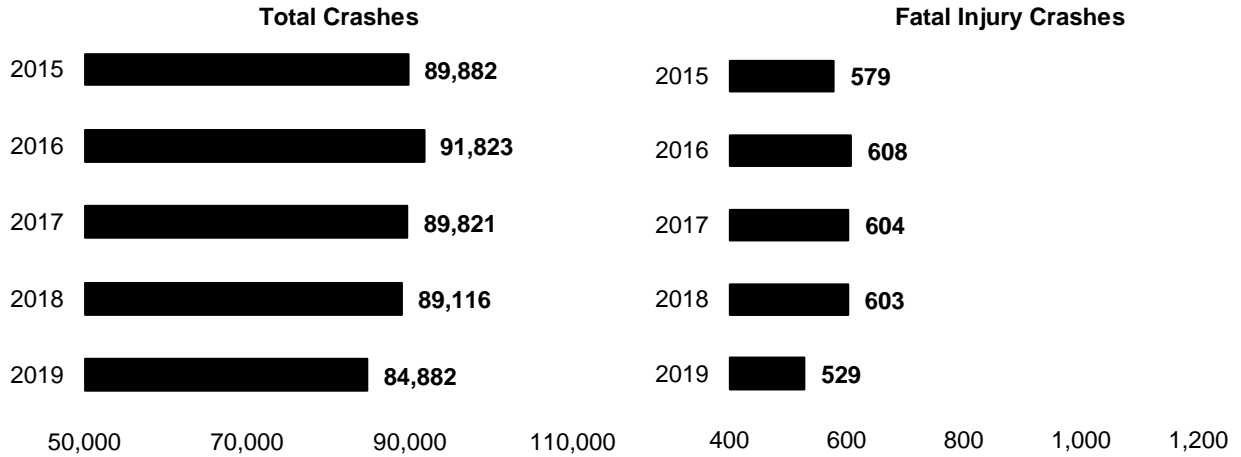
Passenger Car Fatalities by Seating Position

In 2019, 37% of crash fatalities involved passenger car occupants. The table below depicts the passenger car fatalities in 2019 by seating position.

		Position		
		Drivers **301 (76.2%)**	1 →	
	Total Passengers **91 (23.0%)**	*Center Front* **0 (0.0%)**	2 →	
Total Fatalities 395		*Right Front* **68 (17.2%)**	3 →	
		Left Rear **9 (2.3%)**	4 →	
		Center Rear **1 (0.3%)**	5 →	
		Right Rear **13 (3.3%)**	6 →	
	Others **3 (0.8%)**			

```
 1   2   3
 4   5   6
```

"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 2019, total motorcycle crashes increased 10.0% from 2018 while motorcycle fatal injury crashes increased 10.0% from 2018.

Total Crashes

Year	
2015	3,413
2016	3,454
2017	3,194
2018	2,714
2019	2,977

1,500   2,500   3,500   4,500

Fatal Injury Crashes

Year	
2015	176
2016	189
2017	180
2018	159
2019	175

0   50   100   150   200
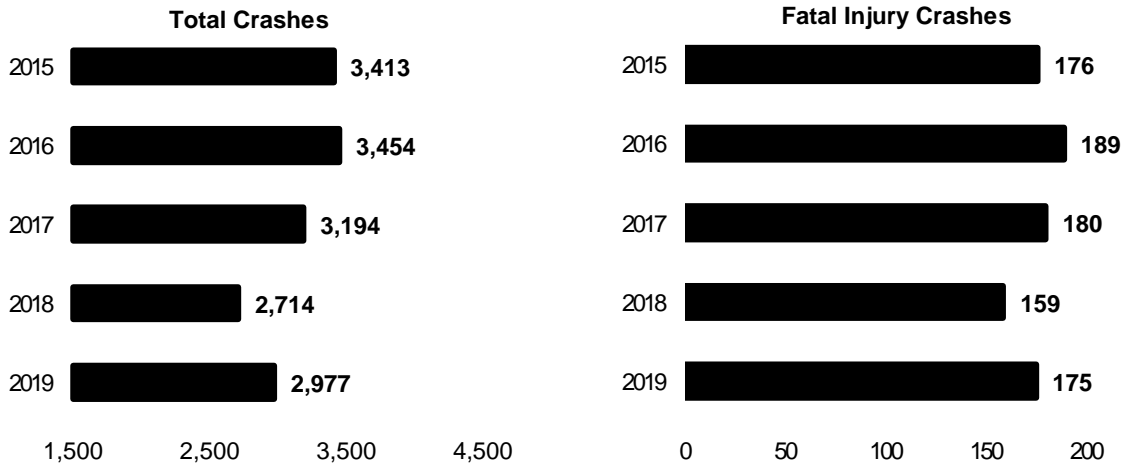
Year	Fatalities
2015	179
2016	192
2017	185
2018	164
2019	174
TOTAL	**894**

Motorcycle Fatalities—Five-Year Trends

Of the 174 fatalities in 2019 involving motorcycle drivers or passengers:

► 164 (94.3%) were drivers

► 10 (5.8%) were passengers

Motorcycle Helmet Use in Crashes

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

	Fatalities	Injuries	Not Injured	Total Motorcyclists
Helmets	87 (50.0%)	1,596 (55.8%)	195 (55.1%)	1,878 (55.4%)
No Helmets	81 (46.6%)	1,115 (39.0%)	120 (33.9%)	1,316 (38.8%)
Unknown	6 (3.5%)	149 (5.2%)	39 (11.0%)	194 (5.7%)
TOTAL	**174 (100.0%)**	**2,860 (100.0%)**	**354 (100.0%)**	**3,388 (100.0%)**

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

Pickups, minivans, and sport utility vehicles have become more popular over the last 10 years. Crashes involving these vehicles increased 0.5% in 2019 from 2018 and remain high in comparison to other years.

Total Crashes

Year	Crashes
2015	63,536
2016	65,671
2017	66,077
2018	65,157
2019	65,455

20,000   35,000   50,000   65,000   80,000

Fatal Injury Crashes

Year	Crashes
2015	526
2016	478
2017	491
2018	511
2019	476

250   350   450   550
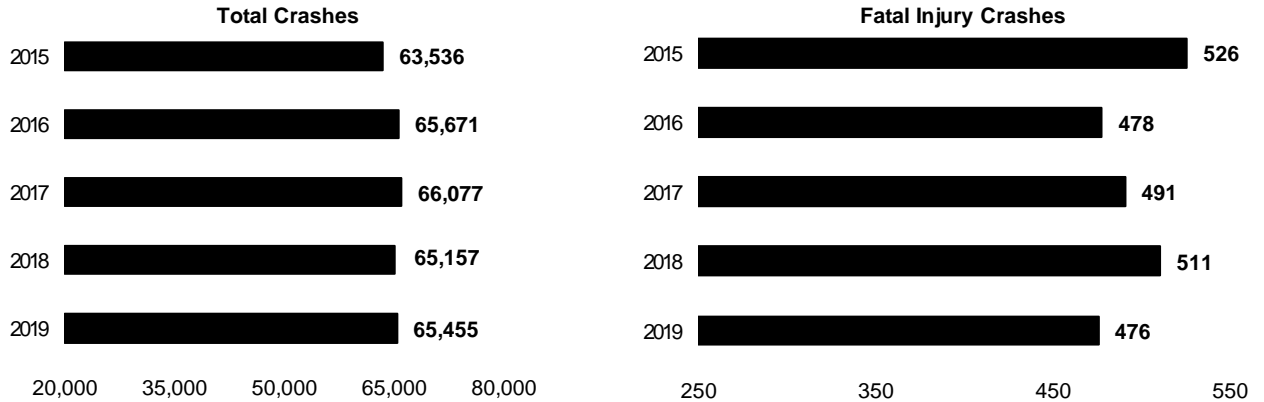
Light Truck / SUV / Van Rollovers Compared to Passenger Cars

► The percentage of 2019 light truck / SUV / van crashes were higher than passenger cars in crashes involving rollovers (4.8% of all light truck / SUV / van crashes compared to 3.1% of all passenger car crashes).

	Rollover Crashes	Rollover Fatalities
Lt Trk/Van/SUV	3,147 (4.8%)	95 (34.4%)
Passenger Cars	2,603 (3.1%)	54 (13.7%)

► In 2019 rollover crashes, the percentage of light truck / SUV / van occupant fatalities were 152% higher than passenger car occupant fatalities (34.4% of fatalities compared to 13.7%).

Light Truck / SUV / Van Fatalities by Seating Position

In 2019, 26.1% of crash fatalities involved occupants in light trucks, vans, and sport utility vehicles. The table below depicts these fatalities in 2019 by seating position.

	Drivers **212 (76.8%)**		1 →
		Center Front **1 (0.4%)**	2 →
		Right Front **39 (14.1%)**	3 →
Total Fatalities 276	Total Passengers **60 (21.7%)**	*Left Rear* **7 (2.5%)**	4 →
		Center Rear **3 (1.1%)**	5 →
		Right Rear **10 (3.6%)**	6 →
	Truck Bed/Cargo Area/Veh Extr **1 (0.4%)**		
	Towed Unit/Other **3 (1.1%)**		

1	2	3
4	5	6

1	2	3
4	5	6

Crashes by Vehicle
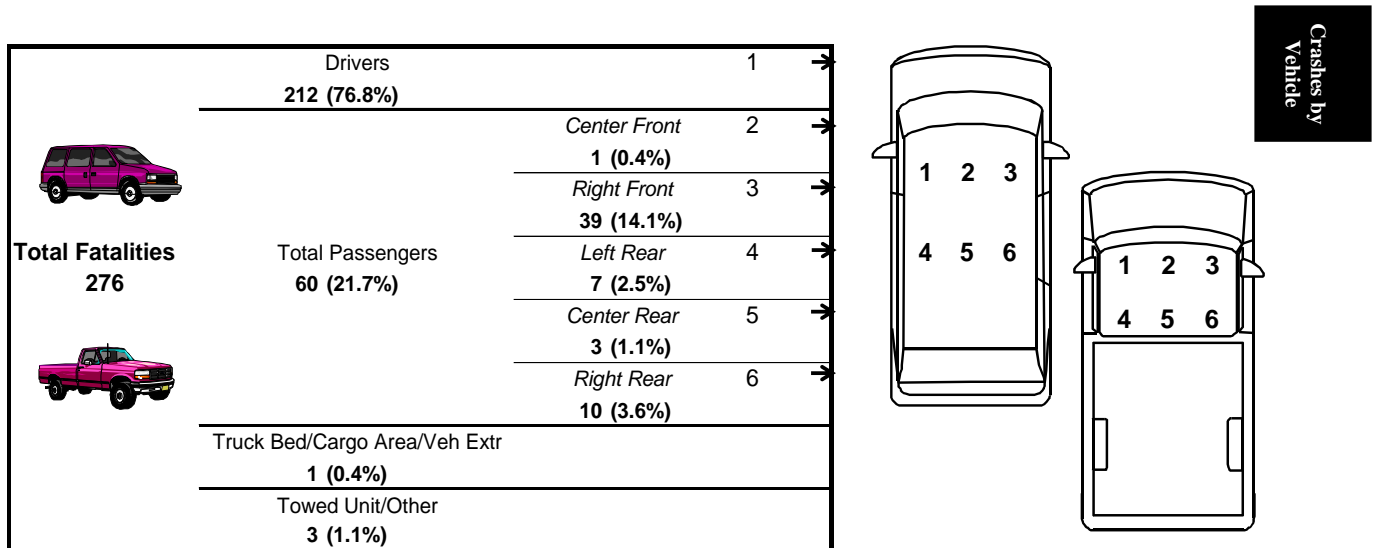
Heavy Truck Crashes—Five Year Trends

Total crashes involving heavy trucks in 2018 were the highest since 2015. Fatal injury crashes in 2018 were the lowest over the last 5 years. The totals for fatal injury crashes have stayed somewhat consistent over a number of years.

Total Crashes

Year	Crashes
2015	6,916
2016	6,740
2017	6,807
2018	7,336
2019	7,036

1,000 3,000 5,000 7,000 9,000

Fatal Injury Crashes

Year	Crashes
2015	130
2016	139
2017	145
2018	118
2019	122

80 100 120 140 160
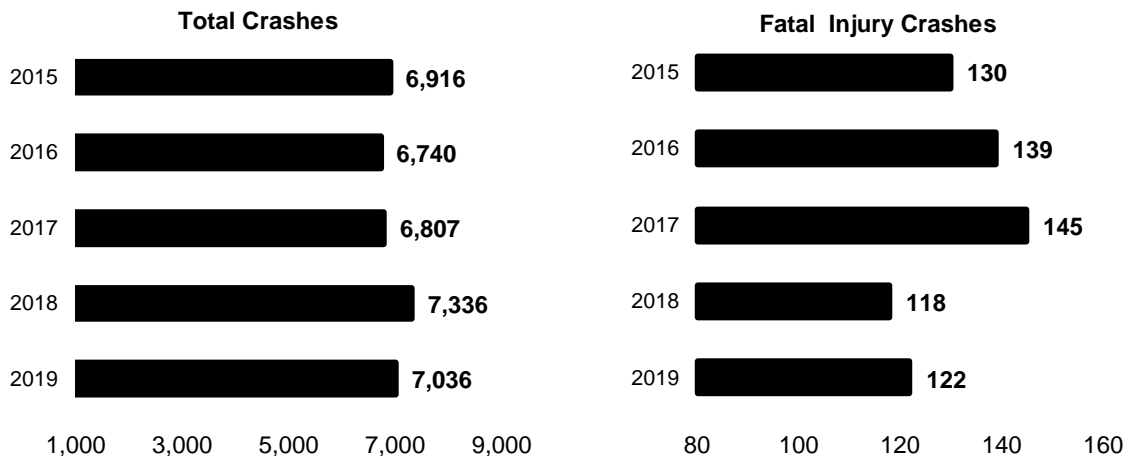
Heavy Truck Crashes Involving Vehicle Failures

The vast majority of primary factors in heavy truck vehicle failure crashes were related to tires and wheels, brakes, power train failure and unsecure trailer/overloaded.

Vehicle Defect	Crashes
Tire/Wheel-Related	122
Brake-Related	77
Unsecure Trailer/Overloaded	37
Power Train Failure	18
Total Steering System Failure	16
Trailer Hitch/Improper Towing	12
Suspension	9
Other Failure	6
Exhaust System Failure	3
Vehicle Lighting Related	2

Crashes by Vehicle

Heavy Truck Crashes by Road Type*

Road Type	Crashes	Occupant Fatalities
State Hwy (Interstate)	1,885 (26.8%)	7 (31.8%)
State Hwy (Other)	3,931 (55.9%)	13 (59.1%)
Turnpike	480 (6.8%)	2 (9.1%)
Local Road	737 (10.5%)	0 (0.0%)
Other	3 (0.0%)	0 (0.0%)
TOTAL	**7,036 (100.0%)**	**22 (100.0%)**

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

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

Hazardous Material Crashes by Road Type

Road Type	Crashes	HazMat Released
State Hwy (Interstate)	31 (20.3%)	3 (17.7%)
State Hwy (Other)	103 (67.3%)	13 (76.5%)
Turnpike	6 (3.9%)	0 (0.0%)
Local Road	13 (8.5%)	1 (5.9%)
Other	0 (0.0%)	0 (0.0%)
TOTAL	**153 (100.0%)**	**17 (100.0%)**

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

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

Heavy Truck Fatalities by Seating Position

In 2019, only 2.1% of crash fatalities involved heavy truck occupants. The table below depicts the heavy truck fatalities in 2019 by seating position.

	Drivers		1 →
	20 (90.9%)		
		Center Front	2 →
Total Fatalities	Total Passengers	**0 (0.0%)**	
22	**2 (9.1%)**	*Right Front*	3 →
		2 (9.1%)	
	Others		
	0 (0.0%)		

1 2 3

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

Crashes by Vehicle

School Bus Crashes

Of the almost 3,000 persons involved in school bus crashes in 2019, four were fatally injured, and 89% 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: 2,991

Persons Involved

Fatalities
(4)

Injuries
(329)
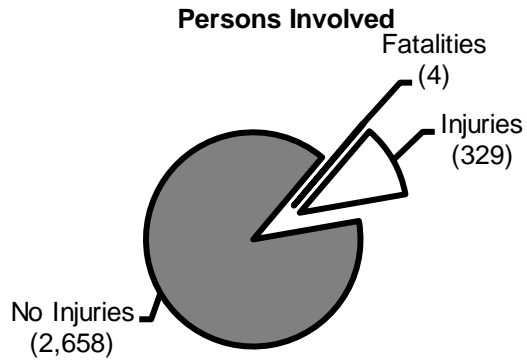
No Injuries
(2,658)

Over one half (50.2%) of school bus crashes in 2019 were injury crashes. However, as the pie chart above shows, most persons involved in school bus crashes suffer no injuries at all.

Total Crashes

Fatal Crashes
(4)

PDO Crashes
(146)

Injury Crashes
(151)
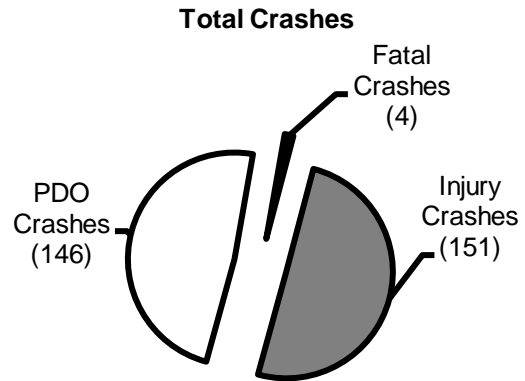
Crashes by Vehicle

School Bus Crashes by Road Type*

Road Type	Crashes	
State Hwy (Interstate)	4	1.3%
State Hwy (Other)	201	66.8%
Turnpike	1	0.3%
Local Road	95	31.6%
Other	0	0.0%
TOTAL	**301**	**100.0%**

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

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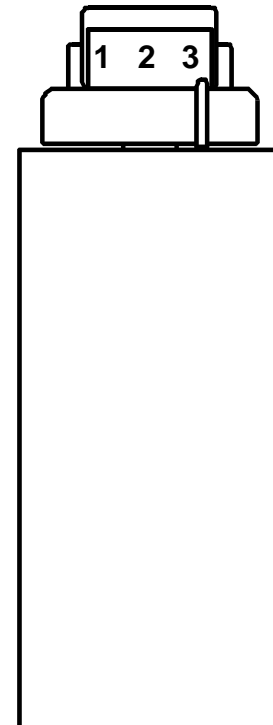
School Bus Crashes—Five-Year Trends

The total number of school bus crashes decreased and the involved fatalities increased in 2019. School bus related fatalities were 0.4% of total fatalities in 2019. None of the persons fatally injured were school bus passengers at the time of the crash. The four fatalities were a non-school age pedestrian and non-school bus occupants.

Total Crashes

Year	Crashes
2015	312
2016	343
2017	292
2018	309
2019	301

Total Fatalities

Year	Fatalities
2015	6
2016	5
2017	4
2018	1
2019	4
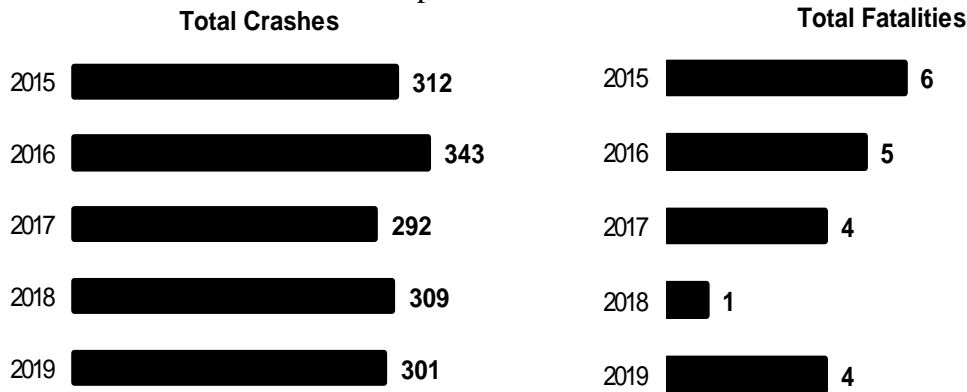
	Crash Severity					
Year	Fatal	Injury	PDO	Total	Fatalities	Injuries
2015	6	156	150	312	6	296
2016	4	187	152	343	5	449
2017	4	156	132	292	4	371
2018	1	157	151	309	1	333
2019	4	151	146	301	4	329
TOTAL	**19**	**807**	**731**	**1,557**	**20**	**1,778**

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

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

FATALITIES					Driver/		
Year	School Bus Drivers	School Bus Passengers	School-Age Pedestrians	Other Pedestrians	Passenger of Other Vehicle	Other/ Unknown	Total Fatalities
2015	0	0	1	0	5	0	6
2016	0	0	0	1	4	0	5
2017	1	0	0	0	3	0	4
2018	0	0	0	1	0	0	1
2019	0	0	0	1	3	0	4
TOTAL	1	0	1	3	15	0	20

INJURIES					Driver/		
Year	School Bus Drivers	School Bus Passengers	School-Age Pedestrians	Other Pedestrians	Passenger of Other Vehicle	Other/ Unknown	Total Injuries
2015	29	128	0	3	126	10	296
2016	44	204	8	5	156	32	449
2017	35	212	3	5	113	3	371
2018	34	168	2	5	115	9	333
2019	24	188	4	7	99	7	329
TOTAL	166	900	17	25	609	61	1,778

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 2019, Pennsylvania's total population was 12,801,989 people.

The ten most populated counties were:

Philadelphia (12.4%)	Allegheny (9.5%)	Montgomery (6.5%)
Bucks (4.9%)	Delaware (4.4%)	Lancaster (4.3%)
Chester (4.1%)	York (3.5%)	Berks (3.3%)
Lehigh (2.9%)	*See page 59.*	

The ten least populated counties were:

Cameron (0.04%)	Sullivan (0.05%)	Forest (0.06%)
Fulton (0.11%)	Potter (0.13%)	Montour (0.14%)
Juniata (0.19%)	Wyoming (0.21%)	Elk (0.23%)
Greene (0.28%)	*See page 59.*	

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

Westmoreland (2.98%)	Allegheny (2.96%)	York (2.85%)
Washington (2.74%)	Lancaster (2.62%)	Chester (2.56%)
Bucks (2.43%)	Crawford (2.29%)	Bradford (2.25%)
Somerset (2.24%)		

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

Allegheny (5.86%)	Montgomery (3.66%)	Lancaster (3.63%)
York (3.43%)	Chester (3.35%)	Bucks (3.24%)
Westmoreland (3.08%)	Berks (3.07%)	Philadelphia (2.83%)
Erie (2.29%)		

The ten counties with the most reported traffic crashes were:

Allegheny (9.8%)	Philadelphia (8.9%)	Montgomery (7.3%)
Bucks (4.9%)	Lancaster (4.8%)	Lehigh (4.1%)
Delaware (3.9%)	Berks (3.9%)	Chester (3.8%)
York (3.7%)	*See page 59.*	

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

Philadelphia (8.6%)	Allegheny (5.9%)	Berks (4.6%)
Bucks (4.5%)	Lancaster (4.2%)	Westmoreland (3.5%)
Luzerne (3.0%)	Montgomery (3.0%)	Delaware (2.9%)
Chester (2.7%)	*See page 61.*	

*Information provided by PENNDOT's Bureau of Planning and Research, Performance Monitoring Division. For consistency purposes, the prior year's data is used at the time of publication because of timing issues. For this Crash Facts & Statistics book, 2018 information was used.

Pennsylvania Crashes by County

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

County	Population	Fatal InjuryCrashes	Injury Crashes	PDO Crashes	Total Crashes
Adams	103,009 (0.8%)	12 (1.2%)	415 (0.8%)	502 (0.7%)	**929 (0.7%)**
Allegheny	1,216,045 (9.5%)	59 (6.0%)	4,973 (9.0%)	7,193 (10.5%)	**12,225 (9.8%)**
Armstrong	64,735 (0.5%)	10 (1.0%)	171 (0.3%)	307 (0.5%)	**488 (0.4%)**
Beaver	163,929 (1.3%)	11 (1.1%)	561 (1.0%)	813 (1.2%)	**1,385 (1.1%)**
Bedford	47,888 (0.4%)	5 (0.5%)	264 (0.5%)	486 (0.7%)	**755 (0.6%)**
Berks	421,164 (3.3%)	42 (4.2%)	2,030 (3.7%)	2,814 (4.1%)	**4,886 (3.9%)**
Blair	121,829 (1.0%)	7 (0.7%)	630 (1.1%)	814 (1.2%)	**1,451 (1.2%)**
Bradford	60,323 (0.5%)	11 (1.1%)	244 (0.4%)	328 (0.5%)	**583 (0.5%)**
Bucks	628,270 (4.9%)	44 (4.4%)	2,788 (5.0%)	3,271 (4.8%)	**6,103 (4.9%)**
Butler	187,853 (1.5%)	16 (1.6%)	643 (1.2%)	1,089 (1.6%)	**1,748 (1.4%)**
Cambria	130,192 (1.0%)	12 (1.2%)	497 (0.9%)	679 (1.0%)	**1,188 (1.0%)**
Cameron	4,447 (0.0%)	3 (0.3%)	16 (0.0%)	23 (0.0%)	**42 (0.0%)**
Carbon	64,182 (0.5%)	7 (0.7%)	273 (0.5%)	468 (0.7%)	**748 (0.6%)**
Centre	162,385 (1.3%)	1 (0.1%)	494 (0.9%)	696 (1.0%)	**1,191 (1.0%)**
Chester	524,989 (4.1%)	27 (2.7%)	1,731 (3.1%)	2,959 (4.3%)	**4,717 (3.8%)**
Clarion	38,438 (0.3%)	6 (0.6%)	171 (0.3%)	266 (0.4%)	**443 (0.4%)**
Clearfield	79,255 (0.6%)	10 (1.0%)	318 (0.6%)	419 (0.6%)	**747 (0.6%)**
Clinton	38,632 (0.3%)	6 (0.6%)	157 (0.3%)	197 (0.3%)	**360 (0.3%)**
Columbia	64,964 (0.5%)	3 (0.3%)	275 (0.5%)	406 (0.6%)	**684 (0.6%)**
Crawford	84,629 (0.7%)	8 (0.8%)	352 (0.6%)	577 (0.8%)	**937 (0.8%)**
Cumberland	253,370 (2.0%)	17 (1.7%)	1,025 (1.9%)	1,507 (2.2%)	**2,549 (2.0%)**
Dauphin	278,299 (2.2%)	16 (1.6%)	1,376 (2.5%)	1,796 (2.6%)	**3,188 (2.5%)**
Delaware	566,747 (4.4%)	30 (3.0%)	2,315 (4.2%)	2,581 (3.8%)	**4,926 (3.9%)**
Elk	29,910 (0.2%)	3 (0.3%)	124 (0.2%)	166 (0.2%)	**293 (0.2%)**
Erie	269,728 (2.1%)	25 (2.5%)	1,195 (2.2%)	1,404 (2.0%)	**2,624 (2.1%)**
Fayette	129,274 (1.0%)	16 (1.6%)	512 (0.9%)	551 (0.8%)	**1,079 (0.9%)**
Forest	7,247 (0.1%)	1 (0.1%)	35 (0.1%)	32 (0.1%)	**68 (0.1%)**
Franklin	155,027 (1.2%)	20 (2.0%)	624 (1.1%)	925 (1.4%)	**1,569 (1.3%)**
Fulton	14,530 (0.1%)	4 (0.4%)	103 (0.2%)	167 (0.2%)	**274 (0.2%)**
Greene	36,233 (0.3%)	11 (1.1%)	152 (0.3%)	257 (0.4%)	**420 (0.3%)**
Huntingdon	45,144 (0.4%)	6 (0.6%)	162 (0.3%)	224 (0.3%)	**392 (0.3%)**
Indiana	84,073 (0.7%)	11 (1.1%)	290 (0.5%)	422 (0.6%)	**723 (0.6%)**
Jefferson	43,425 (0.3%)	6 (0.6%)	154 (0.3%)	225 (0.3%)	**385 (0.3%)**
Juniata	24,763 (0.2%)	1 (0.1%)	116 (0.2%)	172 (0.3%)	**289 (0.2%)**
Lackawanna	209,674 (1.6%)	10 (1.0%)	1,123 (2.0%)	1,398 (2.0%)	**2,531 (2.0%)**
Lancaster	545,724 (4.3%)	43 (4.3%)	2,516 (4.5%)	3,396 (4.9%)	**5,955 (4.8%)**
Lawrence	85,512 (0.7%)	8 (0.8%)	299 (0.5%)	445 (0.7%)	**752 (0.6%)**
Lebanon	141,793 (1.1%)	19 (1.9%)	657 (1.2%)	858 (1.3%)	**1,534 (1.2%)**
Lehigh	369,318 (2.9%)	25 (2.5%)	2,287 (4.1%)	2,777 (4.0%)	**5,089 (4.1%)**
Luzerne	317,417 (2.5%)	30 (3.0%)	1,487 (2.7%)	1,901 (2.8%)	**3,418 (2.7%)**
Lycoming	113,299 (0.9%)	9 (0.9%)	431 (0.8%)	560 (0.8%)	**1,000 (0.8%)**
McKean	40,625 (0.3%)	8 (0.8%)	137 (0.3%)	181 (0.3%)	**326 (0.3%)**
Mercer	109,424 (0.9%)	14 (1.4%)	468 (0.8%)	647 (0.9%)	**1,129 (0.9%)**
Mifflin	46,138 (0.4%)	7 (0.7%)	169 (0.3%)	265 (0.4%)	**441 (0.4%)**
Monroe	170,271 (1.3%)	16 (1.6%)	994 (1.8%)	1,383 (2.0%)	**2,393 (1.9%)**
Montgomery	830,915 (6.5%)	30 (3.0%)	4,156 (7.5%)	4,927 (7.2%)	**9,113 (7.3%)**
Montour	18,230 (0.1%)	2 (0.2%)	84 (0.2%)	109 (0.2%)	**195 (0.2%)**
Northampton	305,285 (2.4%)	14 (1.4%)	1,407 (2.5%)	1,660 (2.4%)	**3,081 (2.5%)**
Northumberland	90,843 (0.7%)	8 (0.8%)	287 (0.5%)	417 (0.6%)	**712 (0.6%)**
Perry	46,272 (0.4%)	6 (0.6%)	199 (0.4%)	290 (0.4%)	**495 (0.4%)**
Philadelphia	1,584,064 (12.4%)	86 (8.7%)	7,410 (13.3%)	3,624 (5.3%)	**11,120 (8.9%)**
Pike	55,809 (0.4%)	17 (1.7%)	252 (0.5%)	293 (0.4%)	**562 (0.5%)**
Potter	16,526 (0.1%)	3 (0.3%)	58 (0.1%)	67 (0.1%)	**128 (0.1%)**
Schuylkill	141,359 (1.1%)	21 (2.1%)	524 (0.9%)	723 (1.1%)	**1,268 (1.0%)**
Snyder	40,372 (0.3%)	3 (0.3%)	183 (0.3%)	245 (0.4%)	**431 (0.3%)**
Somerset	73,447 (0.6%)	16 (1.6%)	262 (0.5%)	410 (0.6%)	**688 (0.6%)**
Sullivan	6,066 (0.1%)	0 (0.0%)	32 (0.1%)	35 (0.1%)	**67 (0.1%)**
Susquehanna	40,328 (0.3%)	9 (0.9%)	187 (0.3%)	266 (0.4%)	**462 (0.4%)**
Tioga	40,591 (0.3%)	8 (0.8%)	132 (0.2%)	266 (0.4%)	**406 (0.3%)**
Union	44,923 (0.4%)	3 (0.3%)	156 (0.3%)	208 (0.3%)	**367 (0.3%)**
Venango	50,668 (0.4%)	7 (0.7%)	211 (0.4%)	300 (0.4%)	**518 (0.4%)**
Warren	39,191 (0.3%)	4 (0.4%)	146 (0.3%)	167 (0.2%)	**317 (0.3%)**
Washington	206,865 (1.6%)	23 (2.3%)	741 (1.3%)	1,135 (1.7%)	**1,899 (1.5%)**
Wayne	51,361 (0.4%)	11 (1.1%)	210 (0.4%)	239 (0.4%)	**460 (0.4%)**
Westmoreland	348,899 (2.7%)	36 (3.6%)	1,296 (2.3%)	1,792 (2.6%)	**3,124 (2.5%)**
Wyoming	26,794 (0.2%)	4 (0.4%)	115 (0.2%)	151 (0.2%)	**270 (0.2%)**
York	449,058 (3.5%)	23 (2.3%)	1,750 (3.2%)	2,784 (4.1%)	**4,557 (3.6%)**
TOTAL	**12,801,989 (100.0%)**	**990 (100.0%)**	**55,552 (100.0%)**	**68,725 (99.9%)**	**125,267 (99.9%)**

Counties

Crashes by County—Five-Year Trends

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

County	2015 Crashes	2016 Crashes	2017 Crashes	2018 Crashes	2019 Crashes
Adams	990 (0.8%)	1,018 (0.8%)	1,002 (0.8%)	1,044 (0.8%)	929 (0.7%)
Allegheny	12,665 (10.0%)	12,858 (9.9%)	12,470 (9.7%)	12,369 (9.6%)	12,225 (9.8%)
Armstrong	517 (0.4%)	511 (0.4%)	546 (0.4%)	495 (0.4%)	488 (0.4%)
Beaver	1,445 (1.1%)	1,301 (1.0%)	1,265 (1.0%)	1,361 (1.1%)	1,385 (1.1%)
Bedford	749 (0.6%)	718 (0.6%)	765 (0.6%)	859 (0.7%)	755 (0.6%)
Berks	4,831 (3.8%)	4,902 (3.8%)	5,034 (3.9%)	5,118 (4.0%)	4,886 (3.9%)
Blair	1,453 (1.1%)	1,437 (1.1%)	1,545 (1.2%)	1,478 (1.2%)	1,451 (1.2%)
Bradford	605 (0.5%)	552 (0.4%)	571 (0.5%)	597 (0.5%)	583 (0.5%)
Bucks	5,932 (4.7%)	6,159 (4.8%)	6,175 (4.8%)	6,193 (4.8%)	6,103 (4.9%)
Butler	1,847 (1.5%)	1,832 (1.4%)	1,871 (1.5%)	1,874 (1.5%)	1,748 (1.4%)
Cambria	1,197 (0.9%)	1,227 (1.0%)	1,218 (1.0%)	1,205 (0.9%)	1,188 (1.0%)
Cameron	42 (0.0%)	40 (0.0%)	65 (0.1%)	53 (0.0%)	42 (0.0%)
Carbon	735 (0.6%)	705 (0.5%)	745 (0.6%)	749 (0.6%)	748 (0.6%)
Centre	1,300 (1.0%)	1,311 (1.0%)	1,246 (1.0%)	1,216 (1.0%)	1,191 (1.0%)
Chester	4,938 (3.9%)	4,889 (3.8%)	4,777 (3.7%)	4,924 (3.8%)	4,717 (3.8%)
Clarion	432 (0.3%)	417 (0.3%)	392 (0.3%)	423 (0.3%)	443 (0.4%)
Clearfield	801 (0.6%)	838 (0.7%)	821 (0.6%)	834 (0.7%)	747 (0.6%)
Clinton	406 (0.3%)	396 (0.3%)	365 (0.3%)	369 (0.3%)	360 (0.3%)
Columbia	734 (0.6%)	789 (0.6%)	779 (0.6%)	765 (0.6%)	684 (0.6%)
Crawford	872 (0.7%)	944 (0.7%)	911 (0.7%)	946 (0.7%)	937 (0.8%)
Cumberland	2,633 (2.1%)	2,644 (2.0%)	2,520 (2.0%)	2,605 (2.0%)	2,549 (2.0%)
Dauphin	3,163 (2.5%)	3,269 (2.5%)	3,457 (2.7%)	3,448 (2.7%)	3,188 (2.5%)
Delaware	4,865 (3.8%)	5,001 (3.9%)	5,022 (3.9%)	4,944 (3.9%)	4,926 (3.9%)
Elk	293 (0.2%)	322 (0.3%)	307 (0.2%)	298 (0.2%)	293 (0.2%)
Erie	2,759 (2.2%)	2,716 (2.1%)	2,619 (2.0%)	2,472 (1.9%)	2,624 (2.1%)
Fayette	1,237 (1.0%)	1,134 (0.9%)	1,247 (1.0%)	1,246 (1.0%)	1,079 (0.9%)
Forest	55 (0.0%)	70 (0.1%)	59 (0.1%)	72 (0.1%)	68 (0.1%)
Franklin	1,504 (1.2%)	1,535 (1.2%)	1,485 (1.2%)	1,546 (1.2%)	1,569 (1.3%)
Fulton	264 (0.2%)	228 (0.2%)	246 (0.2%)	278 (0.2%)	274 (0.2%)
Greene	387 (0.3%)	370 (0.3%)	344 (0.3%)	440 (0.3%)	420 (0.3%)
Huntingdon	401 (0.3%)	415 (0.3%)	434 (0.3%)	358 (0.3%)	392 (0.3%)
Indiana	750 (0.6%)	723 (0.6%)	709 (0.6%)	742 (0.6%)	723 (0.6%)
Jefferson	456 (0.4%)	458 (0.4%)	437 (0.3%)	413 (0.3%)	385 (0.3%)
Juniata	285 (0.2%)	287 (0.2%)	275 (0.2%)	265 (0.2%)	289 (0.2%)
Lackawanna	2,587 (2.0%)	2,690 (2.1%)	2,712 (2.1%)	2,687 (2.1%)	2,531 (2.0%)
Lancaster	5,605 (4.4%)	5,931 (4.6%)	5,822 (4.5%)	6,038 (4.7%)	5,955 (4.8%)
Lawrence	740 (0.6%)	780 (0.6%)	728 (0.6%)	770 (0.6%)	752 (0.6%)
Lebanon	1,493 (1.2%)	1,452 (1.1%)	1,579 (1.2%)	1,609 (1.3%)	1,534 (1.2%)
Lehigh	4,738 (3.7%)	4,970 (3.8%)	5,138 (4.0%)	4,713 (3.7%)	5,089 (4.1%)
Luzerne	3,690 (2.9%)	3,680 (2.8%)	3,604 (2.8%)	3,612 (2.8%)	3,418 (2.7%)
Lycoming	1,161 (0.9%)	1,101 (0.9%)	1,089 (0.9%)	1,115 (0.9%)	1,000 (0.8%)
McKean	371 (0.3%)	389 (0.3%)	347 (0.3%)	316 (0.3%)	326 (0.3%)
Mercer	1,260 (1.0%)	1,300 (1.0%)	1,291 (1.0%)	1,223 (1.0%)	1,129 (0.9%)
Mifflin	459 (0.4%)	451 (0.4%)	453 (0.4%)	469 (0.4%)	441 (0.4%)
Monroe	2,504 (2.0%)	2,621 (2.0%)	2,456 (1.9%)	2,461 (1.9%)	2,393 (1.9%)
Montgomery	8,499 (6.7%)	8,799 (6.8%)	8,982 (7.0%)	9,235 (7.2%)	9,113 (7.3%)
Montour	251 (0.2%)	217 (0.2%)	218 (0.2%)	218 (0.2%)	195 (0.2%)
Northampton	3,077 (2.4%)	3,119 (2.4%)	3,088 (2.4%)	2,975 (2.3%)	3,081 (2.5%)
Northumberland	679 (0.5%)	722 (0.6%)	703 (0.6%)	739 (0.6%)	712 (0.6%)
Perry	463 (0.4%)	463 (0.4%)	486 (0.4%)	538 (0.4%)	495 (0.4%)
Philadelphia	11,544 (9.1%)	12,190 (9.4%)	11,160 (8.7%)	11,003 (8.6%)	11,120 (8.9%)
Pike	604 (0.5%)	582 (0.5%)	621 (0.5%)	574 (0.5%)	562 (0.5%)
Potter	105 (0.1%)	136 (0.1%)	151 (0.1%)	141 (0.1%)	128 (0.1%)
Schuylkill	1,381 (1.1%)	1,349 (1.0%)	1,367 (1.1%)	1,358 (1.1%)	1,268 (1.0%)
Snyder	398 (0.3%)	384 (0.3%)	393 (0.3%)	392 (0.3%)	431 (0.3%)
Somerset	776 (0.6%)	776 (0.6%)	774 (0.6%)	822 (0.6%)	688 (0.6%)
Sullivan	60 (0.1%)	76 (0.1%)	73 (0.1%)	89 (0.1%)	67 (0.1%)
Susquehanna	467 (0.4%)	493 (0.4%)	477 (0.4%)	494 (0.4%)	462 (0.4%)
Tioga	370 (0.3%)	427 (0.3%)	429 (0.3%)	455 (0.4%)	406 (0.3%)
Union	411 (0.3%)	392 (0.3%)	386 (0.3%)	423 (0.3%)	367 (0.3%)
Venango	541 (0.4%)	542 (0.4%)	554 (0.4%)	502 (0.4%)	518 (0.4%)
Warren	379 (0.3%)	411 (0.3%)	412 (0.3%)	347 (0.3%)	317 (0.3%)
Washington	1,925 (1.5%)	2,036 (1.6%)	1,926 (1.5%)	2,038 (1.6%)	1,899 (1.5%)
Wayne	503 (0.4%)	518 (0.4%)	546 (0.4%)	541 (0.4%)	460 (0.4%)
Westmoreland	3,318 (2.6%)	3,288 (2.5%)	3,254 (2.5%)	3,325 (2.6%)	3,124 (2.5%)
Wyoming	330 (0.3%)	288 (0.2%)	304 (0.2%)	317 (0.3%)	270 (0.2%)
York	4,747 (3.7%)	4,696 (3.6%)	4,794 (3.7%)	4,793 (3.7%)	4,557 (3.6%)
TOTAL	**127,127 (99.9%)**	**129,395 (99.9%)**	**128,188 (99.9%)**	**128,420 (99.9%)**	**125,267 (99.9%)**

Counties

Traffic Fatalities by County—Five-Year Trends

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

County	2015 Fatalities	2016 Fatalities	2017 Fatalities	2018 Fatalities	2019 Fatalities
Adams	14 (1.2%)	15 (1.3%)	5 (0.4%)	16 (1.3%)	**12 (1.1%)**
Allegheny	54 (4.5%)	72 (6.1%)	67 (5.9%)	68 (5.7%)	**62 (5.9%)**
Armstrong	14 (1.2%)	6 (0.5%)	9 (0.8%)	9 (0.8%)	**11 (1.0%)**
Beaver	12 (1.0%)	5 (0.4%)	17 (1.5%)	15 (1.3%)	**16 (1.5%)**
Bedford	7 (0.6%)	11 (0.9%)	12 (1.1%)	8 (0.7%)	**6 (0.6%)**
Berks	39 (3.3%)	35 (3.0%)	50 (4.4%)	41 (3.5%)	**49 (4.6%)**
Blair	23 (1.9%)	22 (1.9%)	9 (0.8%)	12 (1.0%)	**7 (0.7%)**
Bradford	16 (1.3%)	10 (0.8%)	9 (0.8%)	13 (1.1%)	**13 (1.2%)**
Bucks	55 (4.6%)	52 (4.4%)	50 (4.4%)	54 (4.5%)	**48 (4.5%)**
Butler	16 (1.3%)	30 (2.5%)	17 (1.5%)	18 (1.5%)	**16 (1.5%)**
Cambria	9 (0.8%)	12 (1.0%)	12 (1.1%)	9 (0.8%)	**12 (1.1%)**
Cameron	2 (0.2%)	0 (0.0%)	0 (0.0%)	0 (0.0%)	**3 (0.3%)**
Carbon	11 (0.9%)	12 (1.0%)	9 (0.8%)	13 (1.1%)	**7 (0.7%)**
Centre	15 (1.3%)	20 (1.7%)	16 (1.4%)	13 (1.1%)	**1 (0.1%)**
Chester	35 (2.9%)	24 (2.0%)	35 (3.1%)	46 (3.9%)	**29 (2.7%)**
Clarion	4 (0.3%)	4 (0.3%)	7 (0.6%)	8 (0.7%)	**6 (0.6%)**
Clearfield	20 (1.7%)	9 (0.8%)	16 (1.4%)	18 (1.5%)	**10 (0.9%)**
Clinton	10 (0.8%)	6 (0.5%)	8 (0.7%)	4 (0.3%)	**6 (0.6%)**
Columbia	14 (1.2%)	7 (0.6%)	6 (0.5%)	9 (0.8%)	**3 (0.3%)**
Crawford	8 (0.7%)	12 (1.0%)	10 (0.9%)	14 (1.2%)	**9 (0.9%)**
Cumberland	13 (1.1%)	28 (2.4%)	26 (2.3%)	22 (1.9%)	**17 (1.6%)**
Dauphin	19 (1.6%)	30 (2.5%)	36 (3.2%)	42 (3.5%)	**16 (1.5%)**
Delaware	21 (1.8%)	29 (2.4%)	25 (2.2%)	19 (1.6%)	**31 (2.9%)**
Elk	4 (0.3%)	11 (0.9%)	3 (0.3%)	7 (0.6%)	**4 (0.4%)**
Erie	31 (2.6%)	27 (2.3%)	27 (2.4%)	21 (1.8%)	**26 (2.5%)**
Fayette	28 (2.3%)	22 (1.9%)	23 (2.0%)	19 (1.6%)	**18 (1.7%)**
Forest	0 (0.0%)	4 (0.3%)	2 (0.2%)	2 (0.2%)	**1 (0.1%)**
Franklin	25 (2.1%)	20 (1.7%)	20 (1.8%)	23 (1.9%)	**21 (2.0%)**
Fulton	5 (0.4%)	2 (0.2%)	7 (0.6%)	5 (0.4%)	**4 (0.4%)**
Greene	6 (0.5%)	5 (0.4%)	9 (0.8%)	9 (0.8%)	**15 (1.4%)**
Huntingdon	7 (0.6%)	4 (0.3%)	5 (0.4%)	3 (0.3%)	**7 (0.7%)**
Indiana	17 (1.4%)	21 (1.8%)	7 (0.6%)	10 (0.8%)	**12 (1.1%)**
Jefferson	7 (0.6%)	11 (0.9%)	3 (0.3%)	5 (0.4%)	**6 (0.6%)**
Juniata	12 (1.0%)	6 (0.5%)	2 (0.2%)	2 (0.2%)	**1 (0.1%)**
Lackawanna	19 (1.6%)	20 (1.7%)	20 (1.8%)	30 (2.5%)	**10 (0.9%)**
Lancaster	48 (4.0%)	44 (3.7%)	43 (3.8%)	45 (3.8%)	**44 (4.2%)**
Lawrence	11 (0.9%)	10 (0.8%)	9 (0.8%)	17 (1.4%)	**8 (0.8%)**
Lebanon	19 (1.6%)	21 (1.8%)	22 (1.9%)	15 (1.3%)	**19 (1.8%)**
Lehigh	38 (3.2%)	28 (2.4%)	28 (2.5%)	26 (2.2%)	**26 (2.5%)**
Luzerne	39 (3.3%)	32 (2.7%)	27 (2.4%)	20 (1.7%)	**32 (3.0%)**
Lycoming	23 (1.9%)	15 (1.3%)	9 (0.8%)	10 (0.8%)	**10 (0.9%)**
McKean	7 (0.6%)	7 (0.6%)	3 (0.3%)	4 (0.3%)	**13 (1.2%)**
Mercer	13 (1.1%)	15 (1.3%)	10 (0.9%)	12 (1.0%)	**15 (1.4%)**
Mifflin	4 (0.3%)	3 (0.3%)	7 (0.6%)	2 (0.2%)	**7 (0.7%)**
Monroe	34 (2.8%)	29 (2.4%)	18 (1.6%)	21 (1.8%)	**17 (1.6%)**
Montgomery	35 (2.9%)	32 (2.7%)	41 (3.6%)	50 (4.2%)	**32 (3.0%)**
Montour	5 (0.4%)	3 (0.3%)	5 (0.4%)	3 (0.3%)	**2 (0.2%)**
Northampton	27 (2.3%)	29 (2.4%)	26 (2.3%)	21 (1.8%)	**14 (1.3%)**
Northumberland	9 (0.8%)	16 (1.4%)	9 (0.8%)	12 (1.0%)	**9 (0.9%)**
Perry	11 (0.9%)	11 (0.9%)	8 (0.7%)	9 (0.8%)	**6 (0.6%)**
Philadelphia	94 (7.8%)	101 (8.5%)	94 (8.3%)	103 (8.7%)	**91 (8.6%)**
Pike	7 (0.6%)	6 (0.5%)	4 (0.4%)	10 (0.8%)	**19 (1.8%)**
Potter	4 (0.3%)	2 (0.2%)	2 (0.2%)	6 (0.5%)	**3 (0.3%)**
Schuylkill	15 (1.3%)	14 (1.2%)	23 (2.0%)	23 (1.9%)	**22 (2.1%)**
Snyder	9 (0.8%)	4 (0.3%)	4 (0.4%)	5 (0.4%)	**3 (0.3%)**
Somerset	12 (1.0%)	8 (0.7%)	11 (1.0%)	14 (1.2%)	**17 (1.6%)**
Sullivan	2 (0.2%)	1 (0.1%)	4 (0.4%)	1 (0.1%)	**0 (0.0%)**
Susquehanna	10 (0.8%)	15 (1.3%)	9 (0.8%)	7 (0.6%)	**9 (0.9%)**
Tioga	5 (0.4%)	13 (1.1%)	11 (1.0%)	5 (0.4%)	**8 (0.8%)**
Union	3 (0.3%)	2 (0.2%)	4 (0.4%)	9 (0.8%)	**4 (0.4%)**
Venango	2 (0.2%)	11 (0.9%)	6 (0.5%)	6 (0.5%)	**7 (0.7%)**
Warren	6 (0.5%)	4 (0.3%)	7 (0.6%)	6 (0.5%)	**6 (0.6%)**
Washington	23 (1.9%)	22 (1.9%)	27 (2.4%)	29 (2.4%)	**24 (2.3%)**
Wayne	8 (0.7%)	12 (1.0%)	6 (0.5%)	6 (0.5%)	**11 (1.0%)**
Westmoreland	41 (3.4%)	33 (2.8%)	36 (3.2%)	35 (2.9%)	**37 (3.5%)**
Wyoming	4 (0.3%)	2 (0.2%)	7 (0.6%)	2 (0.2%)	**4 (0.4%)**
York	40 (3.3%)	39 (3.3%)	38 (3.3%)	49 (4.1%)	**25 (2.4%)**
TOTAL	**1,200 (100.0%)**	**1,188 (100.0%)**	**1,137 (100.0%)**	**1,190 (100.0%)**	**1,059 (100.0%)**

Counties

Pedestrian Fatalities by County—Five-Year Trends

County	2015	2016	2017	2018	2019
Adams	0	1	0	5	0
Allegheny	15	15	16	14	13
Armstrong	2	1	0	0	1
Beaver	1	1	0	1	0
Bedford	0	2	0	0	0
Berks	3	6	3	4	5
Blair	3	1	0	1	0
Bradford	4	0	0	0	2
Bucks	8	8	11	12	12
Butler	0	1	0	1	3
Cambria	3	1	1	0	1
Cameron	0	0	0	0	1
Carbon	1	0	2	1	0
Centre	1	3	1	0	0
Chester	3	4	2	5	5
Clarion	2	0	0	0	1
Clearfield	3	1	2	0	0
Clinton	0	0	1	1	1
Columbia	0	0	0	1	1
Crawford	2	0	0	2	1
Cumberland	2	3	1	5	2
Dauphin	4	6	4	10	4
Delaware	2	7	7	6	10
Elk	1	0	0	0	0
Erie	5	3	3	4	5
Fayette	2	2	0	2	2
Forest	0	0	0	0	0
Franklin	0	1	3	4	2
Fulton	1	0	1	0	0
Greene	0	0	0	0	0
Huntingdon	0	0	0	0	0
Indiana	2	1	0	2	0
Jefferson	0	0	0	0	0
Juniata	1	0	0	0	0
Lackawanna	4	5	4	4	4
Lancaster	7	8	5	8	7
Lawrence	1	2	1	2	1
Lebanon	1	1	4	4	5
Lehigh	4	1	5	3	3
Luzerne	6	4	2	5	4
Lycoming	1	3	4	1	2
McKean	0	0	0	0	0
Mercer	0	1	0	2	1
Mifflin	0	2	1	0	0
Monroe	4	1	4	3	1
Montgomery	9	5	6	18	7
Montour	0	0	0	0	0
Northampton	4	5	4	2	2
Northumberland	0	1	0	3	1
Perry	1	2	1	3	0
Philadelphia	26	44	37	42	29
Pike	0	0	0	0	1
Potter	0	0	0	1	0
Schuylkill	2	3	1	2	2
Snyder	1	0	0	0	0
Somerset	0	1	0	2	0
Sullivan	0	0	0	0	0
Susquehanna	1	0	0	1	1
Tioga	0	0	0	1	0
Union	0	0	0	0	0
Venango	0	1	1	0	0
Warren	0	0	1	0	1
Washington	3	2	0	5	1
Wayne	0	0	1	1	2
Westmoreland	4	5	0	2	4
Wyoming	0	0	1	0	1
York	3	7	9	5	2
TOTAL	**153**	**172**	**150**	**201**	**154**

Counties

Pedestrian Fatalities and Injuries by Age Group by County

County	Age 0-4 Fatality	Age 0-4 Injury	Age 5-9 Fatality	Age 5-9 Injury	Age 10-14 Fatality	Age 10-14 Injury	Age 15-59 Fatality	Age 15-59 Injury	Age 60+ Fatality	Age 60+ Injury	Total Fatality	Total Injury
Adams	0	0	0	1	0	1	0	3	0	2	0	7
Allegheny	0	10	0	17	0	16	7	271	6	100	13	414
Armstrong	0	1	0	0	0	0	1	0	0	2	1	3
Beaver	0	0	0	0	0	0	0	13	0	4	0	17
Bedford	0	0	0	0	0	0	0	2	0	1	0	3
Berks	0	1	0	11	0	19	4	97	1	22	5	150
Blair	0	0	0	2	0	4	0	26	0	6	0	38
Bradford	0	0	0	1	0	0	0	4	2	1	2	6
Bucks	0	1	0	5	0	6	9	89	3	21	12	122
Butler	0	0	0	2	1	1	1	17	1	2	3	22
Cambria	0	1	0	1	0	1	0	13	1	7	1	23
Cameron	0	0	0	0	0	0	0	1	1	0	1	1
Carbon	0	0	0	0	0	1	0	3	0	0	0	4
Centre	0	0	0	0	0	0	0	31	0	6	0	37
Chester	0	1	0	7	0	6	4	44	1	14	5	72
Clarion	0	0	0	1	0	0	1	2	0	3	1	6
Clearfield	0	0	0	1	0	0	0	1	0	2	0	4
Clinton	0	0	0	0	0	0	1	1	0	2	1	3
Columbia	0	0	0	1	0	2	0	9	1	3	1	15
Crawford	0	0	0	0	0	2	1	8	0	3	1	13
Cumberland	0	0	0	4	0	3	1	20	1	11	2	38
Dauphin	0	1	0	7	0	11	1	40	3	17	4	76
Delaware	0	7	1	23	0	23	2	130	7	27	10	210
Elk	0	0	0	0	0	0	0	7	0	0	0	7
Erie	0	4	1	10	0	9	4	50	0	12	5	85
Fayette	0	0	0	0	0	1	2	9	0	4	2	14
Forest	0	0	0	0	0	0	0	1	0	0	0	1
Franklin	0	2	0	0	0	0	1	13	1	2	2	17
Fulton	0	0	0	0	0	1	0	0	0	0	0	1
Greene	0	0	0	0	0	0	0	1	0	0	0	1
Huntingdon	0	0	0	0	0	0	0	1	0	1	0	2
Indiana	0	0	0	0	0	0	0	10	0	1	0	11
Jefferson	0	0	0	1	0	0	0	2	0	1	0	4
Juniata	0	0	0	0	0	0	0	0	0	0	0	0
Lackawanna	0	0	0	0	0	5	3	50	1	25	4	80
Lancaster	0	4	0	7	1	11	3	86	3	20	7	128
Lawrence	0	0	0	0	0	1	1	4	0	1	1	6
Lebanon	0	1	0	2	0	4	3	19	2	8	5	34
Lehigh	0	3	0	6	0	20	2	112	1	30	3	171
Luzerne	0	3	0	2	0	10	3	45	1	14	4	74
Lycoming	0	0	0	1	0	2	0	9	2	7	2	19
McKean	0	0	0	1	0	1	0	2	0	2	0	6
Mercer	0	0	0	0	0	4	1	7	0	6	1	17
Mifflin	0	1	0	0	0	1	0	1	0	2	0	5
Monroe	0	0	0	1	0	0	1	15	0	10	1	26
Montgomery	0	3	0	11	0	23	4	142	3	62	7	241
Montour	0	0	0	1	0	0	0	3	0	0	0	4
Northampton	0	2	0	3	0	5	0	48	2	15	2	73
Northumberland	0	1	0	1	0	1	0	3	1	4	1	10
Perry	0	0	0	0	0	1	0	3	0	1	0	5
Philadelphia	0	56	0	104	0	110	16	1,032	13	212	29	1,514
Pike	0	0	0	0	0	0	1	1	0	2	1	3
Potter	0	0	0	0	0	0	0	1	0	0	0	1
Schuylkill	0	0	0	1	0	2	1	14	1	9	2	26
Snyder	0	0	0	0	0	0	0	4	0	2	0	6
Somerset	0	0	0	0	0	0	0	5	0	1	0	6
Sullivan	0	0	0	0	0	0	0	0	0	0	0	0
Susquehanna	0	0	0	0	0	0	1	2	0	1	1	3
Tioga	0	0	0	0	0	0	0	0	0	0	0	0
Union	0	0	0	0	0	0	0	4	0	2	0	6
Venango	0	0	0	0	0	0	0	8	0	0	0	8
Warren	0	0	1	0	0	0	0	0	0	0	1	0
Washington	0	0	0	1	0	0	0	8	1	4	1	13
Wayne	0	0	0	0	0	0	1	6	1	2	2	8
Westmoreland	0	1	0	4	0	2	2	21	2	19	4	47
Wyoming	0	0	0	0	0	0	1	1	0	0	1	1
York	0	3	0	8	0	5	2	42	0	20	2	78
TOTAL	**0**	**107**	**3**	**249**	**2**	**315**	**86**	**2,617**	**63**	**758**	**154**	**4,046**

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	2015 Belt Use	2016 Belt Use	2017 Belt Use	2018 Belt Use	2019 Belt Use
Adams	86	88	88	87	86
Allegheny	80	80	80	80	81
Armstrong	87	82	81	85	86
Beaver	72	70	71	75	74
Bedford	86	90	89	88	91
Berks	80	79	80	79	80
Blair	86	84	86	87	88
Bradford	88	87	87	87	88
Bucks	85	84	84	86	86
Butler	89	89	90	90	90
Cambria	77	76	78	76	78
Cameron	95	84	86	93	87
Carbon	80	82	78	82	84
Centre	89	89	91	89	90
Chester	87	89	88	87	86
Clarion	89	88	90	85	91
Clearfield	82	85	82	82	79
Clinton	89	89	87	87	82
Columbia	88	89	90	89	87
Crawford	87	88	87	87	89
Cumberland	89	90	89	90	92
Dauphin	86	86	85	84	86
Delaware	79	79	78	78	79
Elk	79	77	75	82	81
Erie	83	83	83	84	84
Fayette	81	81	81	82	80
Forest	83	82	83	85	85
Franklin	83	87	85	86	85
Fulton	88	87	86	89	89
Greene	82	81	87	84	81
Huntingdon	83	82	85	85	84
Indiana	82	85	87	88	88
Jefferson	87	84	87	86	86
Juniata	85	79	86	90	88
Lackawanna	77	81	82	84	84
Lancaster	88	88	89	89	89
Lawrence	76	80	77	77	75
Lebanon	87	86	87	88	87
Lehigh	78	80	85	78	84
Luzerne	79	81	80	82	83
Lycoming	80	80	77	78	82
McKean	81	78	81	81	82
Mercer	78	81	83	78	79
Mifflin	82	80	86	83	82
Monroe	91	91	91	90	91
Montgomery	87	87	88	86	85
Montour	92	92	92	91	92
Northampton	87	85	86	87	85
Northumberland	80	81	80	77	83
Perry	87	86	89	89	89
Philadelphia	41	40	41	43	45
Pike	92	92	92	92	90
Potter	83	81	88	83	91
Schuylkill	85	83	84	82	84
Snyder	90	90	92	91	92
Somerset	85	84	84	85	86
Sullivan	90	90	83	91	85
Susquehanna	86	83	84	87	86
Tioga	90	91	88	89	93
Union	89	89	91	92	89
Venango	86	80	83	88	86
Warren	88	90	91	91	87
Washington	82	82	81	81	81
Wayne	83	88	87	89	85
Westmoreland	85	87	85	86	86
Wyoming	87	88	89	91	88
York	86	87	86	86	87
STATEWIDE	**80**	**80**	**80**	**80**	**81**

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

Counties

Alcohol-Related Fatalities by County—Five-Year Trends

County	2015 Fatalities	2016 Fatalities	2017 Fatalities	2018 Fatalities	2019 Fatalities
Adams	2	4	3	4	2
Allegheny	11	19	22	15	23
Armstrong	4	1	4	4	5
Beaver	0	2	2	6	3
Bedford	2	2	1	2	2
Berks	14	11	10	6	16
Blair	8	5	1	1	1
Bradford	7	1	2	3	5
Bucks	13	16	14	21	12
Butler	3	6	6	2	5
Cambria	2	2	5	2	2
Cameron	0	0	0	0	0
Carbon	2	1	1	3	3
Centre	6	3	2	7	0
Chester	15	5	15	12	3
Clarion	1	0	0	2	2
Clearfield	9	1	3	4	2
Clinton	3	0	2	0	3
Columbia	4	1	0	3	0
Crawford	2	6	4	3	5
Cumberland	2	6	8	8	4
Dauphin	6	7	9	12	5
Delaware	7	6	7	9	9
Elk	0	1	2	2	0
Erie	6	4	8	8	7
Fayette	5	7	7	5	6
Forest	0	0	0	2	1
Franklin	2	2	4	5	2
Fulton	1	0	1	0	0
Greene	2	0	1	4	10
Huntingdon	2	2	2	2	1
Indiana	9	14	1	2	3
Jefferson	4	1	0	0	0
Juniata	3	1	1	2	1
Lackawanna	5	9	4	6	0
Lancaster	16	13	7	8	14
Lawrence	2	2	2	5	3
Lebanon	1	1	9	2	4
Lehigh	14	8	6	3	5
Luzerne	18	8	5	4	10
Lycoming	5	3	6	2	5
McKean	2	2	1	0	7
Mercer	1	3	3	7	3
Mifflin	0	1	2	1	2
Monroe	6	11	5	7	3
Montgomery	6	9	12	10	9
Montour	1	0	1	0	0
Northampton	10	14	3	5	2
Northumberland	1	4	2	3	1
Perry	1	0	5	5	2
Philadelphia	31	16	17	28	28
Pike	4	0	1	3	8
Potter	0	0	1	3	0
Schuylkill	4	3	3	10	2
Snyder	4	2	1	2	0
Somerset	3	0	4	6	9
Sullivan	1	0	0	0	0
Susquehanna	2	6	3	3	2
Tioga	1	4	1	0	2
Union	2	0	1	4	1
Venango	0	2	2	3	2
Warren	0	0	2	2	4
Washington	9	8	8	10	6
Wayne	4	7	1	0	3
Westmoreland	16	13	12	10	8
Wyoming	1	0	2	0	2
York	17	11	13	18	9
TOTAL	345	297	293	331	299

Counties

Pennsylvania Counties

Use the map below as a key to county names for other maps.
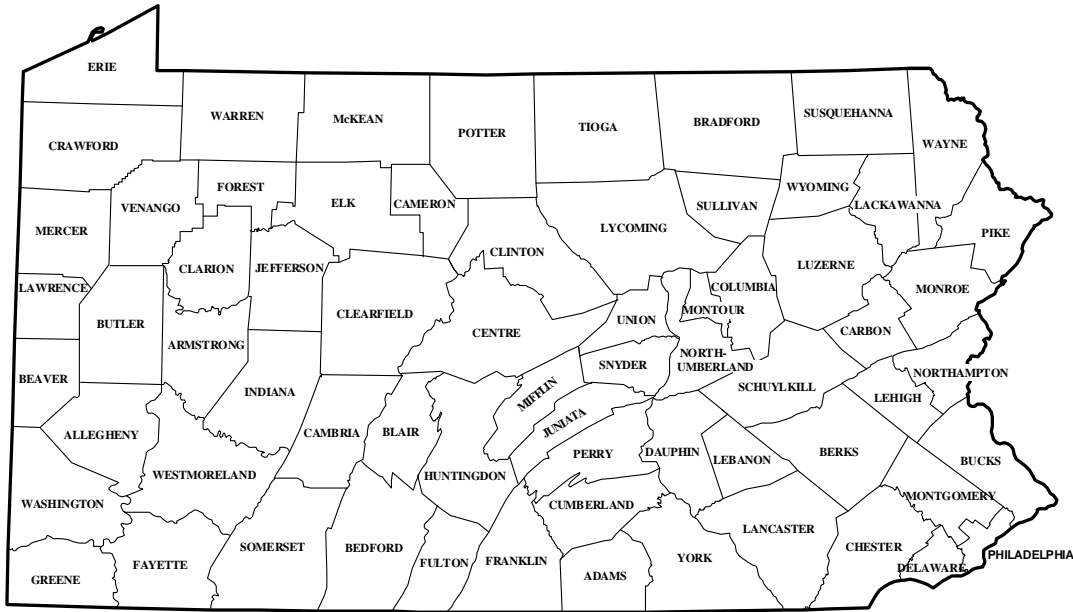
The following county-by-county maps have their data broken into five groups, with roughly the same number of counties in each group.

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, 55% of the total traffic crashes occurred in only 10 of Pennsylvania's 67 counties. These 10 counties appear in black on the map.
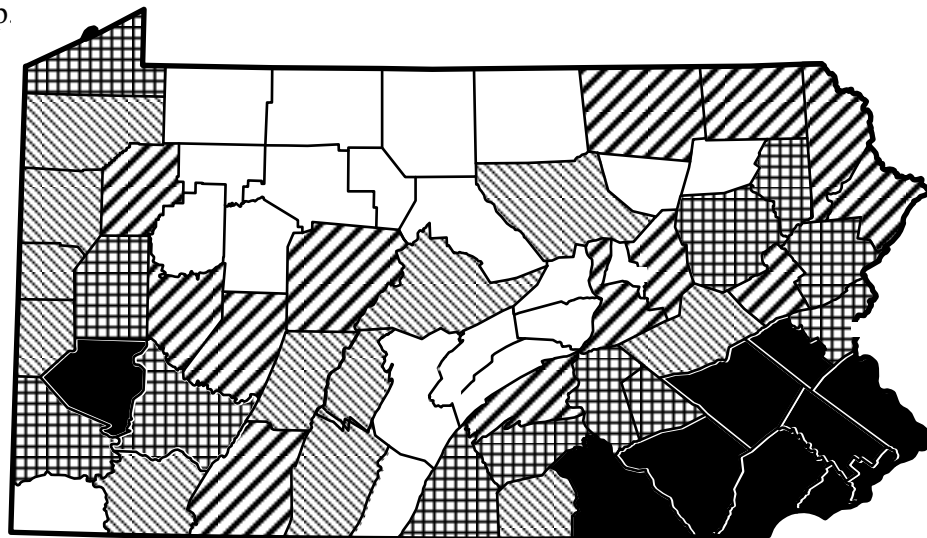
Total Crashes:　□ 450 or less　▨ 451-750　▨ 751-1,500
　　　　　　　　⊞ 1,501-3,600　■ 3,601 or more

Traffic Fatalities by County

Referring to the map below, 40% of the total traffic fatalities occurred in only 9 of Pennsylvania's 67 counties. These 9 counties appear in black on the map.

Deaths: ☐ 8 or less   ▨ 9-13   ▨ 14-18   ⊞ 19-30   ■ 31 or more
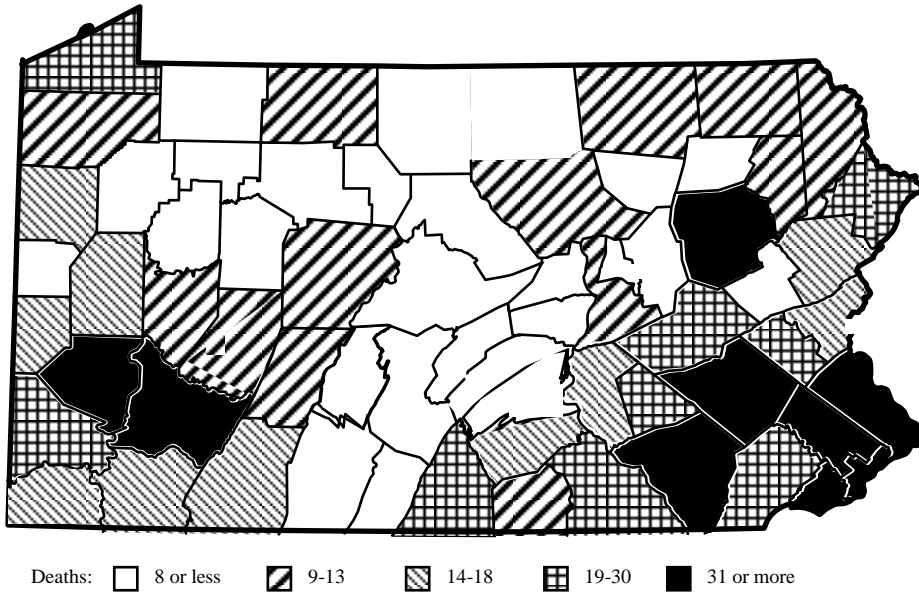
Alcohol-Related Fatalities by County

Referring to the map below, 31% of the total alcohol-related fatalities occurred in only 5 of Pennsylvania's 67 counties. These 5 counties appear in black on the map.

Deaths: ☐ 2 or less   ▨ 3-4   ▨ 5-7   ⊞ 8-11   ■ 12 or more
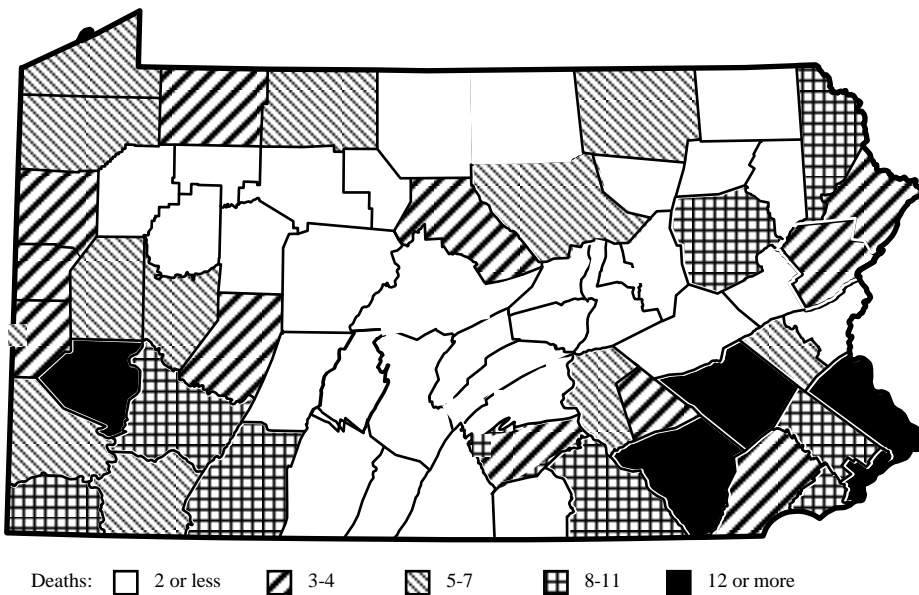
Percent Seat Belt Use in Crashes by County

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

Belt Usage: ☐ 83% or more   ▨ 81%-82%   ▨ 78%-80%
              ▦ 75%-77%   ■ 74% or less
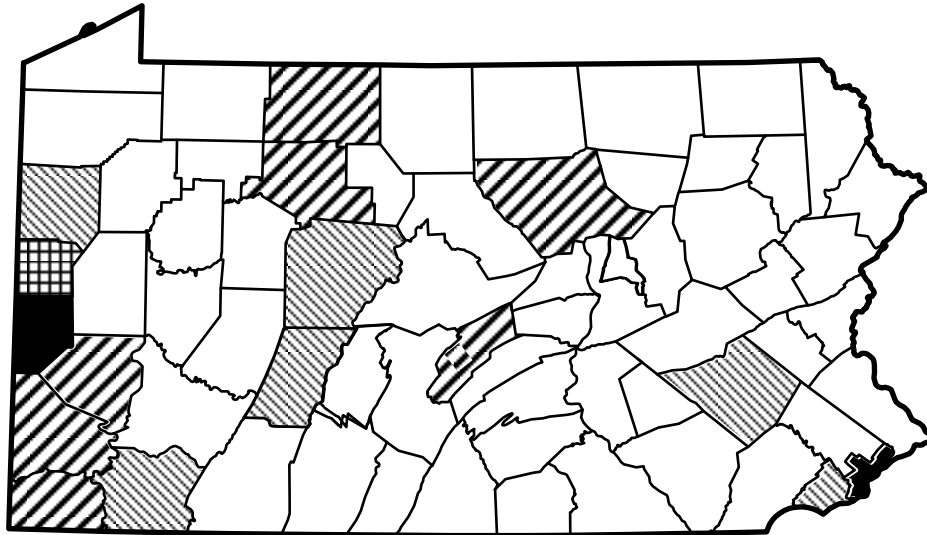
Pedestrian Fatalities by County

Referring to the map below, 51% of the total pedestrian fatalities occurred in only 6 of Pennsylvania's 67 counties. These 6 counties appear in black on the map.

Deaths: ☐ None   ▨ 1   ▨ 2-3   ▦ 4-5   ■ 6 or more
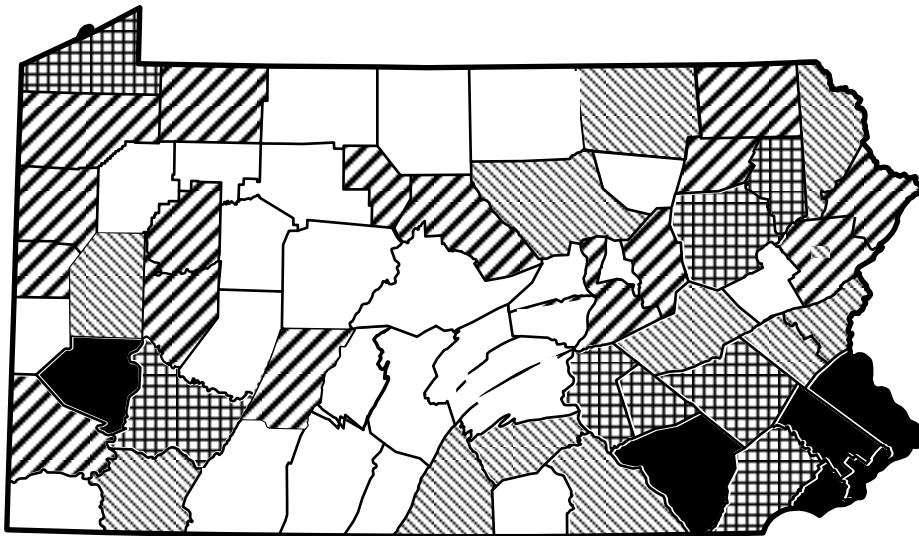
Counties

Counties

Crashes by Engineering District

The map below illustrates the 11 PENNDOT engineering districts in Pennsylvania. The table below lists a breakdown of the number of crashes, fatalities, and injuries in 2019 by engineering district.

District	Crashes	Fatalities	Injuries
01	5,593	64	3,351
02	3,817	48	2,130
03	4,445	52	2,455
04	7,703	85	4,591
05	17,465	135	10,392
06	35,979	231	25,543
08	20,776	160	11,809
09	4,748	53	2,584
10	3,787	51	1,957
11	14,362	86	7,767
12	6,522	94	3,664
Total	**125,267**	**1,059**	**76,243**

Counties

Index

Index

NEW 2019 Pennsylvania Crash Facts & Statistics Feedback Survey

The 2019 edition of the *Pennsylvania Crash Facts and Statistics* booklet continues to use the format that began with the 1996 edition. In our continuing effort to make this booklet as useful as possible, we would appreciate your taking the time to fill out this survey. Your opinions will help shape future editions including a planned major revision in the next few years.

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

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

_____

_____

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

_____

_____

_____

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

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

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

_____

Your name and organization (optional): _____

Thank you for your involvement and response.

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

....

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

2019 Pennsylvania Crash Facts & Statistics Survey Form

....

Dedication

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

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

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

ADDRESS SERVICE REQUESTED