



2006

PENNSYLVANIA CRASH FACTS & STATISTICS



GOVERNOR

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TRANSPORTATION*

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Introduction

The **2006 Pennsylvania Crash Facts and Statistics** booklet is a report published by the Bureau of Highway Safety and Traffic Engineering, Pennsylvania Department of Transportation. Permission is given to freely copy and distribute this booklet and the information within it. This booklet can now be found on the web at <http://www.dot.state.pa.us>. Click on the following set of links to get to the booklet: *PennDOT Organizations, Bureaus & Offices, Bureau of Highway Safety and Traffic Engineering, Crash Information Systems and Analysis, Crash Facts and Statistics Books*, and finally click on the year in which you are interested.

This publication is a statistical review of reportable motor vehicle crashes in the Commonwealth of Pennsylvania for calendar year 2006. 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).

In 2001, Pennsylvania began using a new crash form and reporting system and additional changes were made in 2003. Due to the many changes, delays occurred and a decision was made to skip 2002. This 2006 book is the first Crash Facts and Statistics book to show that 2002 data that had been temporarily skipped.

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

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Special Thanks

Our analysts have worked very hard over the last few years adjusting to all the changes and catching up from the delays caused by the implementation of a new form and system. We appreciate their hard work along with the many police officers who provide us with accurate crash information. Without these quality people, a book like this would not be possible.

How to Use This Booklet

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

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

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

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

After you have used this booklet, please complete and return the feedback survey form on the last page. We read every survey returned and consider every response important.

About the Cover

The picture on the front cover shows the result of a multi-unit head-on crash between a large pick-up truck and a smaller passenger vehicle. Concern has increased over the last few years about crashes between small and large vehicles, especially with the increase in SUV/pick-up trucks on the roads.

In 2006, 51,819 crashes occurred which involved a light truck, van, or SUV. Of those crashes, 4,177 involved the light truck, van, or SUV overturning, which is 8% of the crashes. Passenger deaths resulting from the vehicle overturning accounted for almost 40% of all deaths in these types of vehicles. For more information on light truck, van, and SUV crashes, see page 53.

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Definitions

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

General Terms

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

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

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

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

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

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

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

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

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








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

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

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

Crash Types

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

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

Crash Severity

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

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

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

Injury Severity

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

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

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

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

Person Type

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

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

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

Pedestrian: Any person not in or upon a vehicle.

Road Types

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

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

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

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

Vehicle Types

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

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

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

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

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

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

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

Overview

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

Pennsylvania has over 120,000 miles* of roads and highways; 33% (39,890 miles*) are state highways maintained by the Pennsylvania Department of Transportation (PennDOT), and the remaining 67% (80,777 miles*) are maintained by local municipalities and other entities.

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

In 2006, there were 128,342 reportable traffic crashes in Pennsylvania. These crashes claimed the lives of 1,525 people and injured another 96,597 people. To add some perspective, the 2006 total reportable traffic crashes is the lowest in the last five years.

Last year, there were approximately 107.9 billion vehicle-miles* of travel on Pennsylvania’s roads and highways. The 2006 fatality rate of 1.41 deaths per hundred million vehicle-miles of travel* was a big decrease from the 2005 fatality rate of 1.51 and just slightly higher than the 1.40 rate from 2004.

2006 Briefs

On Average in Pennsylvania:

- Each day 352 reportable traffic crashes occurred (about 15 crashes every hour).
- Each day 4 persons were killed in reportable traffic crashes (one death every 6 hours).
- Each day 265 persons were injured in reportable crashes (about 11 injuries every hour).

Based on Pennsylvania’s 2006 population (12,440,621 people):

- 1 out of every 40 people was involved in a reportable traffic crash.
- 1 out of every 8,158 people was killed in a reportable traffic crash.
- 1 out of every 129 people was injured in a reportable traffic crash.

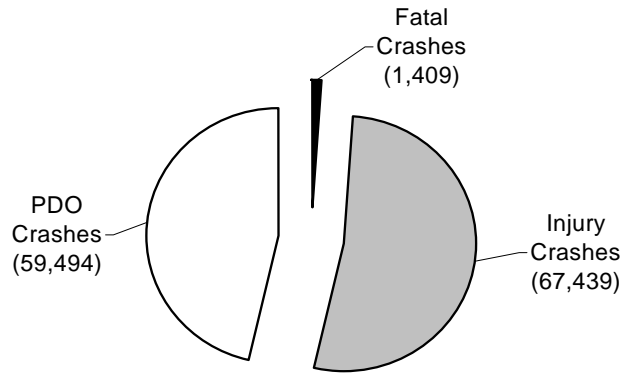
* For consistency purposes, the prior year’s data is used at the time of publication because of timing issues. For this Crash Facts & Statistics book, 2005 information was used.

All Crashes and Deaths —WHO WAS INVOLVED—

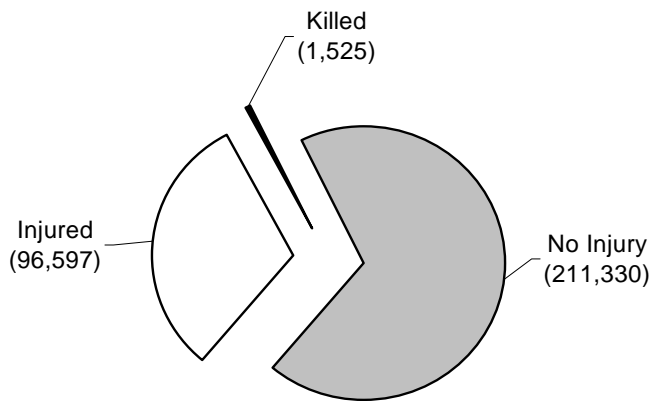
Crashes by Injury Severity

Crashes involving deaths and major injuries are always devastating to the family and friends of the victims. Thankfully, the vast majority of crashes are not fatal. Most crashes, however, do cause varying types of injuries. Of the total people involved in crashes in Pennsylvania in 2006, most were not injured, and the vast majority who were injured suffered only minor injuries. However the 1,525 deaths in 2006 represent the second lowest number of fatalities in Pennsylvania motor vehicle crashes over the last five years.

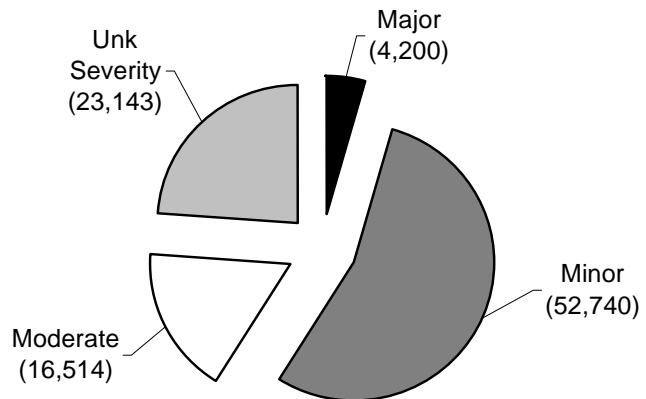
Total Crashes



Total People



Total People--Injured



Deaths and Injuries—Five-Year Trends

Total reported crashes in 2006 decreased 3.4% compared to 2005; deaths decreased by 5.6% while total injuries decreased by 3.8%.**

	2002	2003	2004	2005	2006
Reported Crashes	138,115	140,207	137,410	132,829	128,342
Total Deaths	1,618	1,577	1,490	1,616	1,525
Total Injuries	109,900	106,372	105,222	100,381	96,597
Major Injury	5,216	4,645	4,365	4,324	4,200
Moderate Injury	23,773	22,331	19,580	17,470	16,514
Minor Injury	73,741	73,920	63,888	56,975	52,740
Unknown Injury Severity	7,170	5,476	17,389	21,612	23,143
Pedestrian Deaths	158	175	151	162	170
Pedestrian Injuries	5,262	4,842	4,830	4,663	4,569
Motorcyclist Deaths	134	156	158	205	187
Motorcyclist Injuries	2,818	2,931	3,523	3,953	3,751
Bicyclist Deaths	22	20	14	18	13
Bicyclist Injuries	1,509	1,512	1,542	1,313	1,310
Heavy-Truck-Related Deaths	157	214	184	186	192
Alcohol-Related Deaths	602	558	541	580	545
Speed-Related Deaths	484	452	439	505	474
Billions of Vehicle-Miles*	104.8	104.8	106.1	107.2	107.9
Deaths per 100 Million Vehicle-Miles*	1.60	1.50	1.40	1.51	1.41

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

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

** Beginning in 2003, due to changes on the report form, recording the difference between unknown injury severity and unknown if injured resulted in more accurate injury counts.

Economic Loss Due to Reportable Traffic Crashes

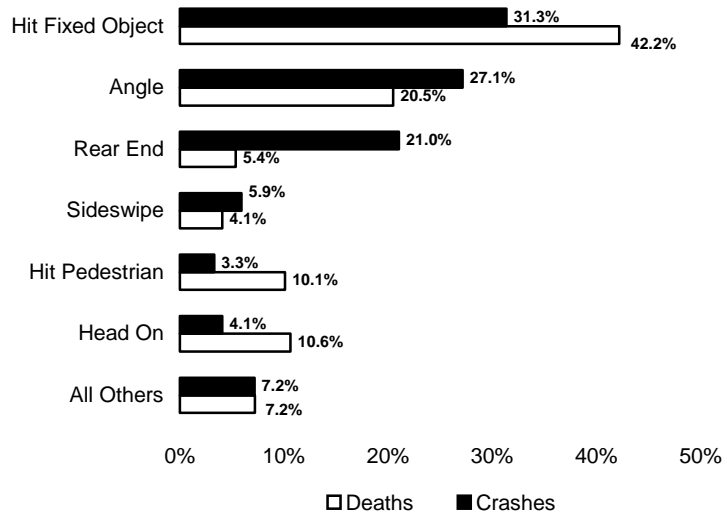
Severity	Number	Average Cost	Estimated Total Costs
Deaths (persons)	1,525	\$3,043,560	\$4,641,429,000
Major Injuries (persons)	4,200	\$1,114,764	\$4,682,008,800
Moderate Injuries (persons)	16,514	\$74,550	\$1,231,118,700
Minor Injuries (persons)	52,740	\$5,853	\$308,687,220
Property Damage Only (crashes)	58,603	\$2,341	\$137,189,623
Unknown Injuries (persons)	23,143	\$5,853	\$135,455,979
	TOTAL		\$11,135,889,322

**In 2006, the economic loss due to traffic crashes was
\$895
to every man, woman, and child in Pennsylvania.**

Figures are based on the latest PennDOT estimates (in 2006 dollars). The economic loss per Pennsylvania citizen is based on the ratio of estimated total cost to the estimated total population of Pennsylvania.

Crashes by Crash Type

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



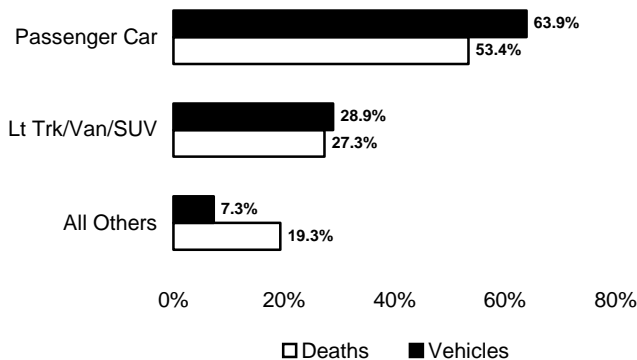
All Crashes

Crash Type	Crashes	Deaths
Angle	34,800	312
Backing Up	173	0
Head On	5,244	162
Hit Fixed Object	40,223	643
Hit Pedestrian	4,256	154
Non-Collision	5,260	95
Rear End	26,989	82
Sideswipe	7,600	62
Other	3,797	15
TOTAL	128,342	1,525

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

Vehicles Involved in Crashes

Passenger cars were involved in more crashes than all other vehicle types combined. Coupled with light trucks, vans, and SUVs they accounted for the vast majority of crashes and occupant deaths. Compared with previous years, light truck, van, and SUV vehicles in 2006 were involved in a higher percent of crashes and have had more occupant deaths which are consistent with recent vehicle buying trends.



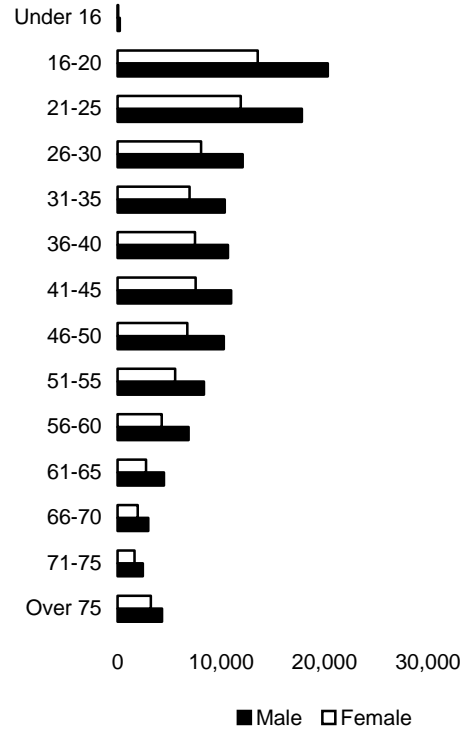
	Vehicles	Occupant Deaths
Passenger Car	135,515	723
Lt Trk/Van/SUV	61,200	370
Heavy Truck	7,182	34
Motorcycle	3,984	187
Bicycle	1,364	13
Commercial Bus	629	1
School Bus	527	1
Other	1,736	26

Driver Involvement in Crashes by Age and Sex

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

All Crashes

Driver	Male	Female	Total Drivers
Under 16	229 (0.2%)	69 (0.1%)	298
16-20	20,299 (16.4%)	13,521 (16.5%)	33,820
21-25	17,795 (14.4%)	11,909 (14.5%)	29,704
26-30	12,068 (9.8%)	8,055 (9.8%)	20,123
31-35	10,361 (8.4%)	6,956 (8.5%)	17,317
36-40	10,665 (8.6%)	7,473 (9.1%)	18,138
41-45	10,968 (8.9%)	7,530 (9.2%)	18,498
46-50	10,246 (8.3%)	6,733 (8.2%)	16,979
51-55	8,327 (6.7%)	5,552 (6.8%)	13,879
56-60	6,847 (5.5%)	4,261 (5.2%)	11,108
61-65	4,475 (3.6%)	2,757 (3.4%)	7,232
66-70	2,971 (2.4%)	1,936 (2.4%)	4,907
71-75	2,437 (2.0%)	1,627 (2.0%)	4,064
Over 75	4,301 (3.5%)	3,215 (3.9%)	7,516
Unknown	1,567 (1.3%)	465 (0.6%)	2,032
DRIVERS	123,556 (100.0%)	82,059 (100.0%)	205,615

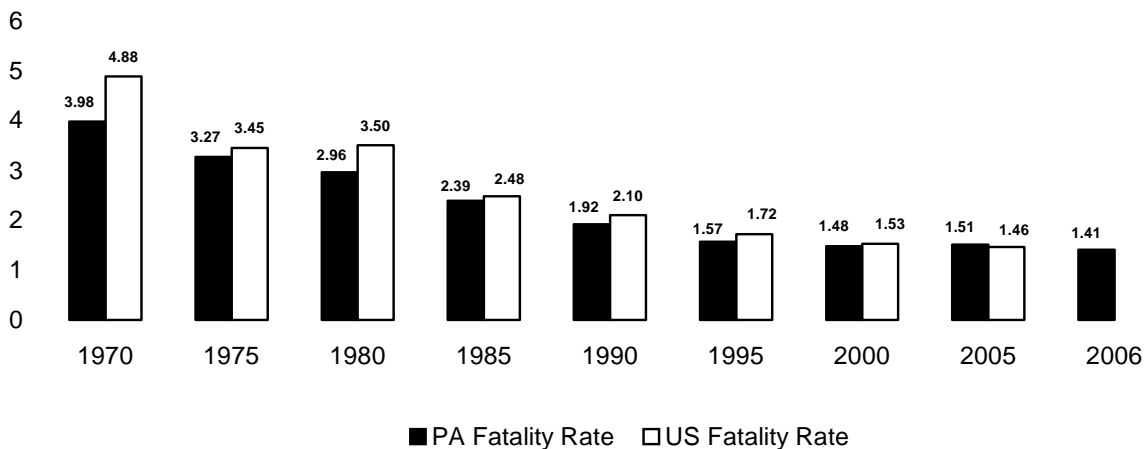


Note: Does not include 3,795 drivers of unknown sex or drivers of non-motorized vehicles.

Highway Crash Historical Data

Fatality rates have fallen dramatically over the past 60 years as vehicles, roadways, and other factors have improved. Pennsylvania’s fatality rate has also been lower than the US average for most years since 1937. Please note that the 2006 US average fatality rate was not finalized by the time of this publication. The chart below shows the periodic fatality rates since 1970.

Fatality Rates
Per 100 Million Vehicle-Miles*



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

Year	Total Crashes	Total Killed	Total Injured	Registered Vehicles	Motor Vehicle Mileage*	PA Fatality Rate**	US Fatality Rate**
1936	55,727	2,426	50,854	1,989,507	12.6	19.20	15.10
1937	73,534	2,564	61,445	2,124,525	17.6	14.60	14.70
1938	93,153	1,892	50,598	2,101,299	16.3	11.60	12.00
1939	69,950	1,871	55,821	2,237,960	18.5	10.10	11.30
1940	78,625	2,074	58,664	2,307,723	19.8	10.50	11.40
1941	83,507	2,298	60,499	2,432,319	21.3	10.80	12.00
1942	59,280	1,745	41,122	2,267,301	17.6	9.90	10.60
1943	37,419	1,374	27,312	2,084,332	13.9	9.90	11.50
1944	42,699	1,328	29,928	2,010,163	14.4	9.20	11.50
1945	53,304	1,453	35,686	2,145,452	16.0	9.10	11.30
1946	70,065	1,794	45,889	2,387,542	22.1	8.10	9.80
1947	89,190	1,678	49,938	2,604,741	22.4	7.50	8.80
1948	103,478	1,671	52,709	2,804,056	23.9	7.00	8.10
1949	102,098	1,624	54,290	2,993,903	25.8	6.30	7.50
1950	113,748	1,624	62,103	3,262,243	27.1	6.00	7.60
1951	123,088	1,642	65,643	3,413,836	28.8	5.70	7.10
1952	126,820	1,680	67,143	3,510,064	30.5	5.50	7.10
1953	129,791	1,643	70,531	3,684,468	31.6	5.20	6.70
1954	130,326	1,538	68,571	3,903,917	32.0	4.80	6.10
1955	147,837	1,737	76,836	4,045,995	34.5	5.00	6.10
1956	160,371	1,790	84,813	4,175,217	36.5	4.90	6.10
1957	161,080	1,698	84,755	4,250,576	37.7	4.50	5.80
1958	156,825	1,654	86,733	4,355,813	38.5	4.30	5.40
1959	157,191	1,685	90,807	4,507,262	39.2	4.30	5.40
1960	159,051	1,609	92,792	4,707,055	40.2	4.00	5.30
1961	156,559	1,486	73,997	4,842,400	40.2	3.70	5.20
1962	161,557	1,625	81,936	4,849,400	41.7	3.90	5.30
1963	174,527	1,830	86,892	5,117,229	44.6	4.10	5.50
1964	183,910	1,889	93,564	5,351,350	46.1	4.10	5.70
1965	213,769	2,079	111,123	5,436,349	48.3	4.30	5.60
1966	254,450	2,180	116,537	5,497,000	55.1	4.27	5.70
1967	243,798	2,331	126,417	5,673,000	53.4	4.37	5.50
1968	279,663	2,410	138,389	5,791,000	56.1	4.29	5.40
1969	292,192	2,401	141,728	5,879,000	58.6	4.10	5.21
1970	311,981	2,255	136,518	5,947,000	56.7	3.98	4.88
1971	301,374	2,299	127,318	6,079,000	60.9	3.78	4.57
1972†	277,556	2,352	135,938	6,244,000	67.0	3.51	4.43
1973	307,648	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	117,860	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	106,372	10,768,222	104.8	1.50	1.48
2004	137,410	1,490	105,222	10,921,683	106.1	1.40	1.46
2005	132,840	1,616	100,381	11,058,567	107.2	1.51	1.46
2006	128,342	1,525	96,597	11,086,810	107.9	1.41	---

* In billions

** Per 100 million vehicle-miles

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

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

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

All Crashes

—WHAT CONDITIONS WERE—

Crashes by Weather and Road Surface Conditions

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

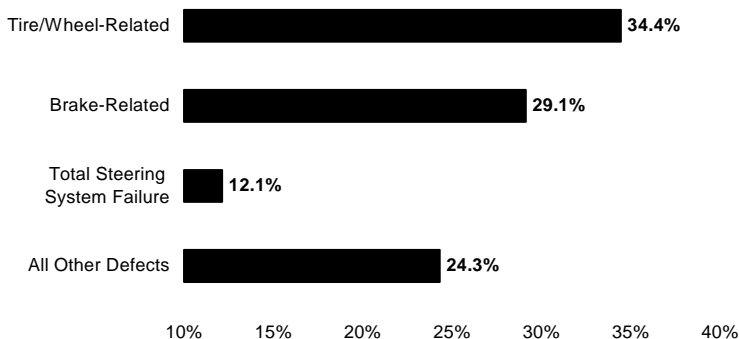
All Crashes

Weather Condition	Crashes	Deaths
No Adverse Conditions	103,160 (80.4%)	1,308 (85.8%)
Rain/Rain & Fog	18,691 (14.6%)	163 (10.7%)
Snow/Sleet/Freezing Rain	4,404 (3.4%)	38 (2.5%)
Fog/Smoke, Etc.	961 (0.8%)	13 (0.9%)
Other	1,126 (0.9%)	3 (0.2%)
TOTAL	128,342 (100.0%)	1,525 (100.0%)

Road Surface Condition	Crashes	Deaths
Dry	96,208 (75.0%)	1,241 (81.4%)
Wet	25,403 (19.8%)	227 (14.9%)
Ice/Ice Patches	3,125 (2.4%)	22 (1.4%)
Snow/Slush	2,823 (2.2%)	23 (1.5%)
Other	783 (0.6%)	12 (0.8%)
TOTAL	128,342 (100.0%)	1,525 (100.0%)

Crashes Involving Vehicle Defects

Improperly-maintained vehicles can lead to crashes. In 2006, tire/wheel and brake-related failures contributed to the majority of vehicle defect related crashes. The percentages in the graph below refer to the number of crashes involving vehicle defects.

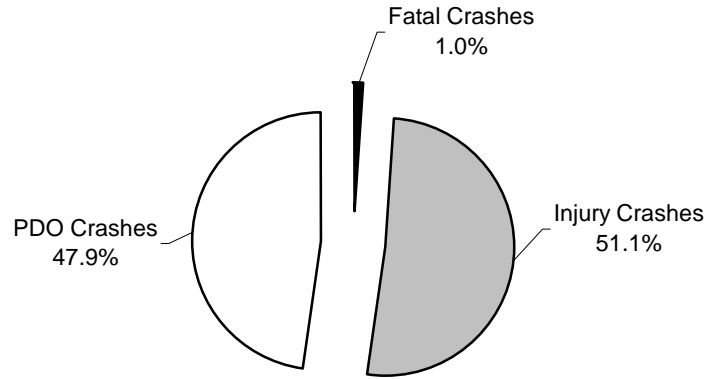


Vehicle Defect	Crashes
Tire/Wheel-Related	900
Brake-Related	761
Total Steering System Failure	317
Power Train Failure	294
Unsecure/Shifted Trailer Load	109
Suspension	81
Body/Doors/Hood, Etc.	26
Dirty/Frosty Windshield	25
Other Known Defects	100

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

Work Zone Crashes

Work zones are potentially dangerous areas because conditions are constantly changing, and drivers do not always anticipate these changes and exercise the appropriate level of caution. Fifty-two percent of work zone crashes in 2006 contained fatalities or injuries.



Total Crashes: **1,781**

Total Killed: **20** (Workers Killed: **1**)

Total Injured: **1,346**

Work Zone Crashes—Vehicles Involved

Vehicle Type	State Hwy (Interstate)	State Hwy (Other)	Turnpike	Local Road
Passenger Car	264 (45.1%)	1,190 (57.2%)	148 (47.1%)	177 (66.8%)
Light Truck/SUV	162 (27.7%)	677 (32.6%)	83 (26.4%)	74 (27.9%)
Heavy Truck/Bus	145 (24.7%)	140 (6.7%)	78 (24.8%)	8 (3.0%)
Motorcycle	8 (1.4%)	50 (2.4%)	3 (1.0%)	1 (0.4%)
Other	7 (1.2%)	23 (1.1%)	2 (0.6%)	5 (1.9%)
TOTAL	586 (100.0%)	2,080 (100.0%)	314 (100.0%)	265 (100.0%)

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

Work Zone Crashes by Road Type—Five-Year Trends

Year	Road Type	Crashes		Deaths	
		Number	% Total	Number	% Total
2002	State Hwy (Interstate)	508	21.7%	3	11.5%
	State Hwy (Other)	1,339	57.3%	20	76.9%
	Turnpike	189	8.1%	0	0.0%
	Local Road	296	12.7%	3	11.5%
	Other/Unknown Road	5	20.0%	0	0.0%
	TOTAL	2,337	100.0%	26	100.0%
2003	State Hwy (Interstate)	503	23.7%	6	17.7%
	State Hwy (Other)	1,224	57.6%	21	61.8%
	Turnpike	167	7.9%	5	14.7%
	Local Road	229	10.8%	2	5.9%
	Other/Unknown Road	2	0.1%	0	0.0%
	TOTAL	2,125	100.0%	34	100.0%
2004	State Hwy (Interstate)	419	23.8%	5	31.3%
	State Hwy (Other)	1,030	58.5%	8	50.0%
	Turnpike	140	8.0%	2	12.5%
	Local Road	172	9.8%	1	6.3%
	Other/Unknown Road	1	0.1%	0	0.0%
	TOTAL	1,762	100.0%	16	100.0%
2005	State Hwy (Interstate)	512	27.2%	8	26.7%
	State Hwy (Other)	1,077	57.1%	17	56.7%
	Turnpike	121	6.4%	3	10.0%
	Local Road	175	9.3%	2	6.7%
	Other/Unknown Road	0	0.0%	0	0.0%
	TOTAL	1,885	100.0%	30	100.0%
2006	State Hwy (Interstate)	313	17.6%	6	30.0%
	State Hwy (Other)	1,105	62.0%	9	45.0%
	Turnpike	195	11.0%	2	10.0%
	Local Road	166	9.3%	3	15.0%
	Other/Unknown Road	2	0.1%	0	0.0%
	TOTAL	1,781	100.0%	20	100.0%

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

Crashes with Roadside Objects and Animals

Unfortunately, roadside objects are hit often in Pennsylvania crashes. While there are many different roadside objects, a few are more predominant in crashes than others. The table below lists crashes with various types of roadside objects whether or not they were the first object struck.

Roadside Object	Crashes	% Total	Deaths	% Total
Hit Bridge	799	0.6%	33	2.2%
Hit Building	1,498	1.2%	25	1.6%
Hit Culvert	874	0.7%	32	2.1%
Hit Curb	4,639	3.6%	57	3.7%
Hit Ditch	3,520	2.7%	67	4.4%
Hit Embankment	8,809	6.9%	232	15.2%
Hit Fence or Wall	3,203	2.5%	67	4.4%
Hit Fire Hydrant	478	0.4%	3	0.2%
Hit Guiderail	6,922	5.4%	141	9.3%
Hit Impact Attenuator	138	0.1%	1	0.1%
Hit Mailbox(es)	1,472	1.2%	33	2.2%
Hit Median Barrier	4,104	3.2%	36	2.4%
Hit Other Fixed Object	3,873	3.0%	67	4.4%
Hit Parked Vehicle	6,864	5.4%	57	3.7%
Hit Rock(s) or Obstacle on Roadway	654	0.5%	2	0.1%
Hit Signal/Sign Support	2,498	2.0%	55	3.6%
Hit Snow Bank	58	0.1%	2	0.1%
Hit Temporary Construction Barrier	72	0.1%	1	0.1%
Hit Traffic Island or Channelization	276	0.2%	6	0.4%
Hit Tree(s) or Shrubs/Hedges	10,535	8.2%	351	23.0%
Hit Utility Pole(s)	9,383	7.3%	164	10.8%
Hit Deer	2,700	2.1%	11	0.7%
Hit Other Animal	240	0.2%	4	0.3%

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

—WHERE THEY HAPPENED—

Crashes by Road Type

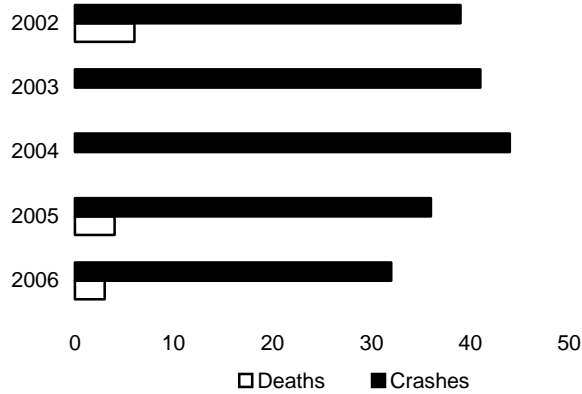
	State Hwy (Interstate)	State Hwy (Other)	Turnpike	Local Road	Other
Crashes	8,232	81,138	2,493	36,371	108
Person Killed	96	1,142	18	268	1
Persons Injured	5,470	64,624	1,394	26,421	62
Miles of Maintained Road	1,286	38,491	529	80,239	---
100 MVM* Traveled	195.4	637.9	61.2	184.5	---
Crashes/MVM*	0.42	1.27	0.41	1.97	---
Persons Killed/100 MVM*	0.49	1.79	0.29	1.45	---
Persons Injured/MVM*	0.28	1.01	0.23	1.43	---

* 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 2005 Highway Performance Monitoring System (HPMS) package and reflects 2005 length and travel activity data. Ramps are included as part of the roadway to which it is connected.

Crashes Between Trains and Other Vehicles—Five-Year Trends

Motor vehicle/train crashes make up a very small percentage of total crashes. In the last five years, only 13 deaths have occurred in this type of crash. In 2006, 3 deaths occurred, one less than the 4 deaths in 2005.

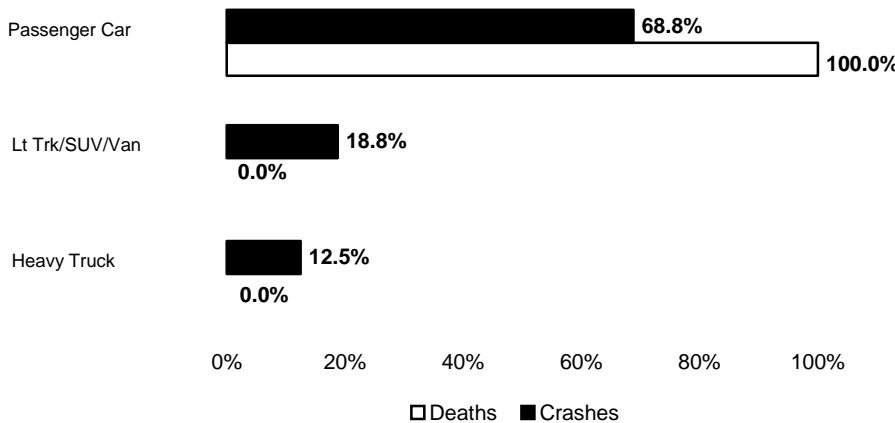


Year	Crashes	Deaths
2002	39	6
2003	41	0
2004	44	0
2005	36	4
2006	32	3

All Crashes

Train/Vehicle Crashes by Vehicle Type

Passenger cars, light trucks, SUVs, and vans were the predominant vehicles type involved in crashes with trains in 2006. In 2006, all 3 train crash deaths involved a passenger car.



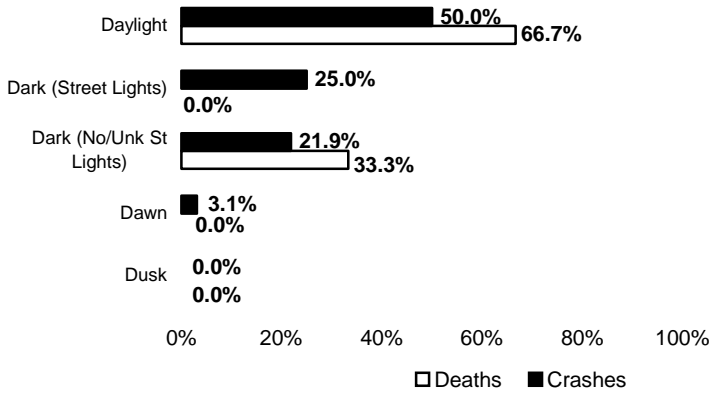
Vehicle Type	Crashes	Deaths
Passenger Car	22	3
Lt Trk/SUV/Van	6	0
Heavy Truck	4	0
Bicycle	0	0
Commercial Bus	0	0
Motorcycle	0	0
School Bus	0	0
Unknown	0	0
TOTAL	32	3

Train/Vehicle Crashes by Road Type

Road Type	Crashes	Deaths
Local Road	20	1
State Hwy (Other)	12	2
TOTAL	32	3

All Crashes

Train/Vehicle Crashes by Light Level



Light Level	Crashes	Deaths
Daylight	16	2
Dark (Street Lights)	8	0
Dark (No/Unk St Lights)	7	1
Dawn	1	0
Dusk	0	0
TOTAL	32	3

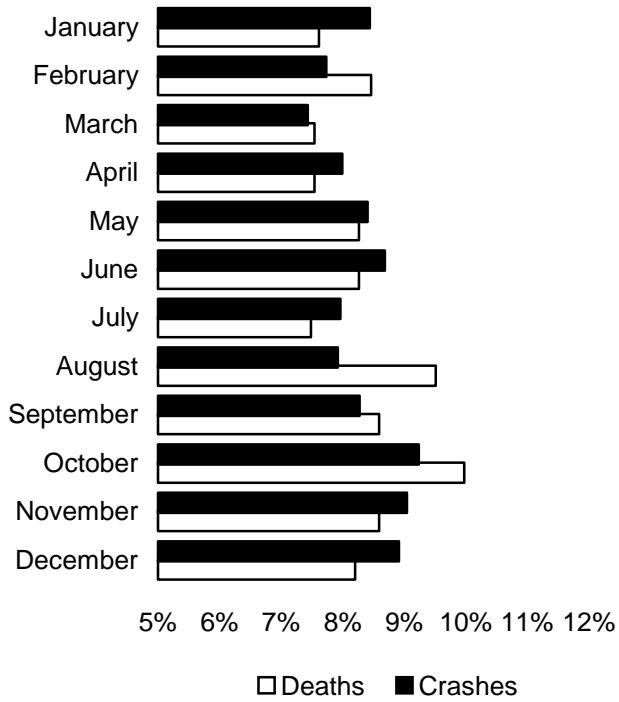
Train/Vehicle Crashes by County

County	Crashes	Deaths
Allegheny	3	0
Berks	2	0
Dauphin	1	0
Delaware	1	0
Fayette	1	0
Franklin	4	2
Indiana	1	0
Lancaster	3	0
Lebanon	2	0

County	Crashes	Deaths
Lehigh	1	0
Lycoming	1	1
Northumberland	1	0
Philadelphia	4	0
Somerset	1	0
Washington	1	0
Westmoreland	3	0
York	2	0
TOTAL	32	3

—WHEN THEY HAPPENED—

Crashes by Month

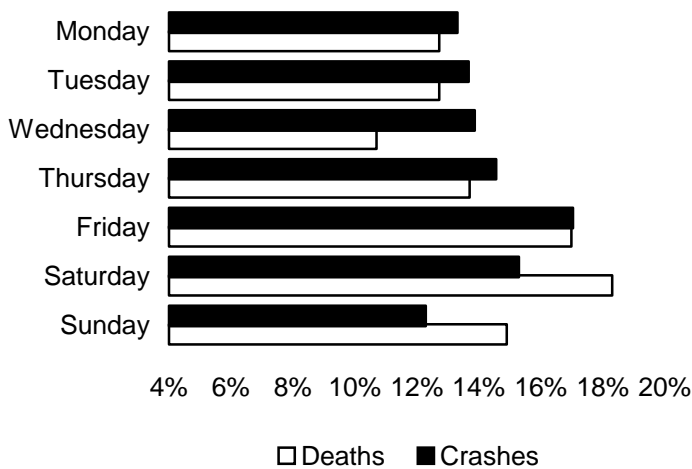


Month	Crashes	Deaths
January	10,836 (8.4%)	116 (7.6%)
February	9,920 (7.7%)	129 (8.5%)
March	9,533 (7.4%)	115 (7.5%)
April	10,260 (8.0%)	115 (7.5%)
May	10,775 (8.4%)	126 (8.3%)
June	11,146 (8.7%)	126 (8.3%)
July	10,211 (8.0%)	114 (7.5%)
August	10,171 (7.9%)	145 (9.5%)
September	10,614 (8.3%)	131 (8.6%)
October	11,843 (9.2%)	152 (10.0%)
November	11,603 (9.0%)	131 (8.6%)
December	11,430 (8.9%)	125 (8.2%)
TOTAL	128,342 (100.0%)	1,525 (100.0%)

All Crashes

Crashes by Day of Week

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

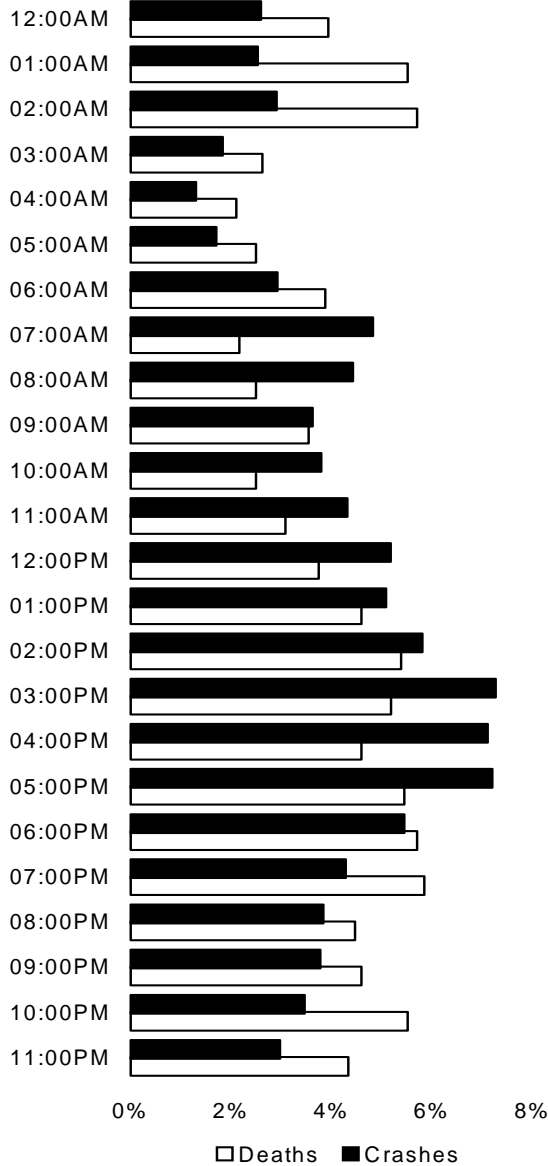


Day	Crashes	Deaths
Monday	17,085 (13.3%)	194 (12.7%)
Tuesday	17,548 (13.7%)	194 (12.7%)
Wednesday	17,792 (13.9%)	163 (10.7%)
Thursday	18,674 (14.6%)	209 (13.7%)
Friday	21,858 (17.0%)	259 (17.0%)
Saturday	19,619 (15.3%)	279 (18.3%)
Sunday	15,766 (12.3%)	227 (14.9%)
TOTAL	128,342 (100.0%)	1,525 (100.0%)

Crashes by Hour of Day

Some hours of the day are more dangerous than others with regard to crashes and deaths. Not surprisingly, crashes and deaths were higher during peak traffic times. Some hours of the day experience a low percentage of crashes, but they are much more deadly. For example, only 2.9% of all crashes in 2006 occurred in the 2:00 AM hour, but 5.7% of all deaths—tied for the highest percentage—occurred then. The higher volume of traffic itself is a factor during peak traffic hours, particularly the rush-hours.

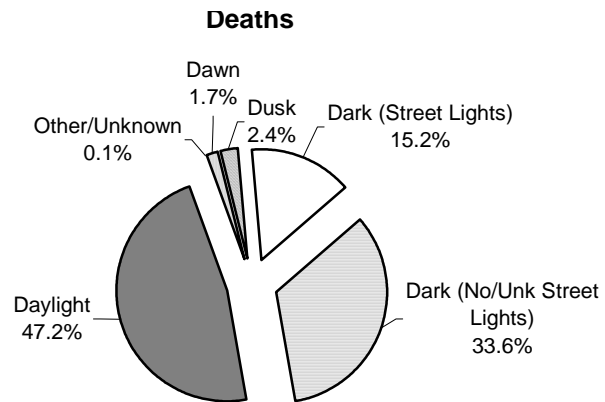
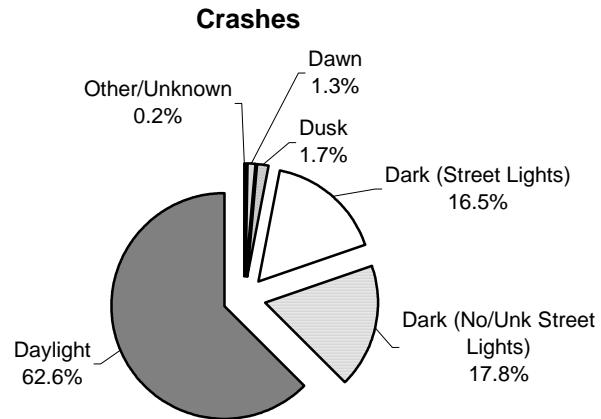
All Crashes



Hour	Crashes	Deaths
12:00AM	3,330	60
01:00AM	3,243	84
02:00AM	3,725	87
03:00AM	2,344	40
04:00AM	1,669	32
05:00AM	2,187	38
06:00AM	3,746	59
07:00AM	6,184	33
08:00AM	5,670	38
09:00AM	4,644	54
10:00AM	4,870	38
11:00AM	5,536	47
12:00PM	6,637	57
01:00PM	6,522	70
02:00PM	7,443	82
03:00PM	9,312	79
04:00PM	9,108	70
05:00PM	9,232	83
06:00PM	6,977	87
07:00PM	5,494	89
08:00PM	4,918	68
09:00PM	4,840	70
10:00PM	4,445	84
11:00PM	3,813	66

Crashes by Light Level

In 2006, more crashes occurred in daylight than all other light levels combined. This is not surprising, since more vehicles are on the road during daylight. However, deaths in 2006 occurred slightly more often during non-daylight hours (dark and dusk/dawn conditions). If 2006 deaths per 1000 crashes are compared (Daylight—9.0 deaths per 1000 crashes versus Non-Daylight—16.8 deaths per 1000 crashes), it is apparent that non-daylight crashes resulted in deaths more often than daylight crashes.



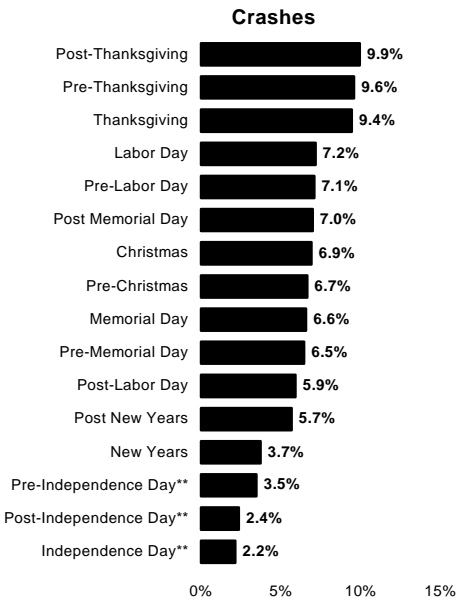
Light Level	Crashes	Deaths
Daylight	80,278	720
Dark (No/Unk Street Lights)	22,797	513
Dark (Street Lights)	21,211	229
Dusk	2,211	36
Dawn	1,623	26
Other/Unknown	222	1
TOTAL	128,342	1,525

All Crashes

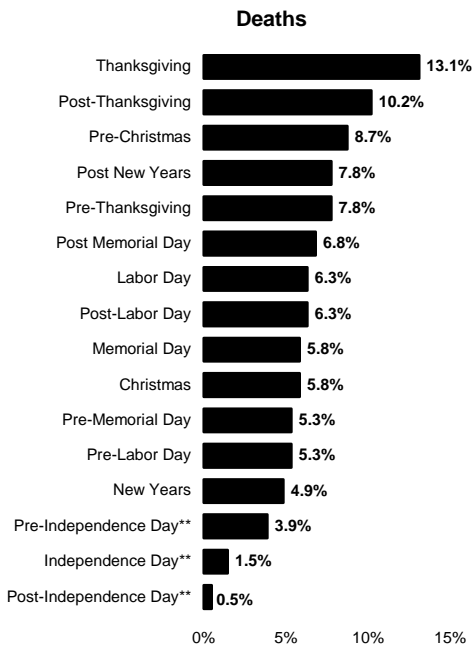
Crashes by Holiday

Crashes tend to go up during holiday periods due to the increased traffic on the road. Many times the weekend before and the weekend after the holiday have nearly as many crashes and fatalities, and sometimes more. The graphs below illustrate the ranking in descending order, of total crashes and deaths, respectively, for each holiday period. The table shows a breakdown of crashes and deaths for each holiday period in 2006.

All Crashes



Period*	Crashes	Deaths
New Years	603	10
Post New Years	918	16
Pre-Memorial Day	1,045	11
Memorial Day	1,063	12
Post Memorial Day	1,131	14
Pre-Independence Day**	561	8
Independence Day**	349	3
Post-Independence Day**	383	1
Pre-Labor Day	1,147	11
Labor Day	1,160	13
Post-Labor Day	956	13
Pre-Thanksgiving	1,552	16
Thanksgiving	1,527	27
Post-Thanksgiving	1,608	21
Pre-Christmas	1,078	18
Christmas	1,119	12
TOTAL	16,200	206



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

** Not part of a holiday weekend in 2006.

Drivers

Drivers Overview

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

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

Crashes Involving Driver Error

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

Contributing Factor	Crashes	Fatal Crashes
Speed-Related	33,593	606
Drinking Driver	12,763	275
Improper Turning-Related	12,947	85
Careless/Illegal Passing	4,483	82
Distracted Driver	12,535	75
Proceeded Without Clearance	8,706	52
Drowsy Drivers	2,297	25
Tailgating	5,543	25

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

Single and Multiple Vehicle Crashes of Young and Mature Drivers

As the table below shows, mature drivers are over-represented in multiple vehicle crashes, due in part to the loss of physical and cognitive abilities.

Number of Vehicles	All Drivers	Young Drivers (16-21)	Mature Drivers (65-74)	Mature Drivers (75+)
Single Vehicle Crash	45.0% 57,684 crashes	40.1% 15,191 crashes	18.9% 1,705 crashes	18.6% 1,500 crashes
Multiple Vehicle Crash	55.0% 70,499 crashes	59.9% 22,702 crashes	81.1% 7,336 crashes	81.4% 6,578 crashes

Drivers in Crashes by Age Group

Looking at the 2006 Pennsylvania driver data, as driver age groups increase in age, the percentage of Pennsylvania total drivers involved in crashes within each age group decreases considerably. Note the percentage of 16-year old drivers involved in crashes. This number is significantly lower than other young driver age groups due to a law enacted in December 1999 that requires a mandatory six month waiting period between obtaining a Learner's Permit and testing for licensure. It also reflects the limited time 16-year old drivers are using 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	2,973	58,617	5.1%
17	7,289	134,081	5.4%
18	8,049	138,386	5.8%
19	7,082	143,022	5.0%
20	6,456	142,097	4.5%
21	6,177	142,960	4.3%
22-24	16,055	416,410	3.9%
25-29	19,231	667,480	2.9%
30-39	31,765	1,418,229	2.2%
40-54	46,016	2,634,909	1.7%
55-59	10,781	763,103	1.4%
60-64	7,102	578,585	1.2%
65-69	4,756	436,665	1.1%
70-74	3,846	358,858	1.1%
75 and Over	7,923	682,355	1.2%
Unknown	234	N/A	N/A

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

Comparison of Young and Mature Drivers by Crash Type

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

Crash Type	All Drivers	Young Drivers (16-21)	Mature Drivers (65-74)	Mature Drivers (75+)
Non-Collision	4.1%	3.1%	2.0%	1.1%
	5,254 crashes	1,160 crashes	181 crashes	90 crashes
Rear-End	21.0%	22.1%	28.2%	23.5%
	26,972 crashes	8,385 crashes	2,545 crashes	1,895 crashes
Head-On	4.1%	4.4%	5.4%	5.5%
	5,237 crashes	1,652 crashes	487 crashes	445 crashes
Backing Up	0.1%	0.1%	0.1%	0.2%
	171 crashes	34 crashes	12 crashes	13 crashes
Angle	27.1%	29.6%	42.0%	48.5%
	34,780 crashes	11,231 crashes	3,795 crashes	3,917 crashes
Sideswipe	5.9%	5.1%	6.2%	6.1%
	7,586 crashes	1,913 crashes	558 crashes	494 crashes
Hit Fixed Object	31.3%	32.9%	11.8%	11.9%
	40,170 crashes	12,463 crashes	1,070 crashes	962 crashes
Hit Pedestrian	3.3%	1.2%	2.6%	2.3%
	4,217 crashes	462 crashes	238 crashes	189 crashes
Other	3.0%	1.6%	1.7%	0.9%
	3,796 crashes	593 crashes	155 crashes	73 crashes

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

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

	All Drivers	Young Drivers (16-21)	Mature Drivers (65-74)	Mature Drivers (75+)
Intersection	40.2%	41.2%	53.5%	56.8%
	51,577 crashes	15,598 crashes	4,834 crashes	4,586 crashes
Non-Intersection	59.8%	58.8%	46.5%	43.2%
	76,606 crashes	22,295 crashes	4,207 crashes	3,492 crashes

Alcohol-Related Crashes

Alcohol Overview

- ▶ In Pennsylvania, drinking and driving remains a top safety issue. In 2006, alcohol-related crashes, 13,616, increased from 13,179 alcohol-related crashes in 2005. Alcohol-related deaths, 545, decreased from 580 alcohol-related deaths in 2005.
- ▶ Of particular concern is the involvement of drinking drivers under the age of 21. 24% of the driver deaths in the 16-20 age group were drinking drivers, up from 22% in 2005. More work still needs to be done.
- ▶ Of equal focus is the 21 to 25 age group, in which 49% of the driver deaths were drinking drivers. This is slightly down from the 51% in 2005. The 26 to 30 age group decreased from 52% in 2005 to 43% in 2006. The 41 to 45 age group had the worst percentage of all groups, 57%, up from 41% in 2005 for this age group.
- ▶ In 2006, alcohol-related deaths were 36% of the total traffic deaths, the same as in 2005.
- ▶ Pennsylvania continues to take an aggressive posture to prevent and deter drinking and driving (particularly through the widespread use of sobriety checkpoints and saturation patrols).

Alcohol-
Related

2006 Briefs

- ▶ 545 people died in alcohol-related crashes.
- ▶ 94% of the alcohol-related occupant deaths (drivers and passengers) were in the vehicle driven by the drinking driver; 77% were the drinking drivers themselves.
- ▶ 78% of the drinking drivers in traffic crashes were male.
- ▶ 79% of the alcohol-related crashes were during the hours of darkness, usually on weekends.
- ▶ On average each day, 37 alcohol-related traffic crashes occurred.
- ▶ On average each day, 1.5 persons were killed in alcohol-related traffic crashes.
- ▶ On average each day, 29 persons were injured in alcohol-related traffic crashes.

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

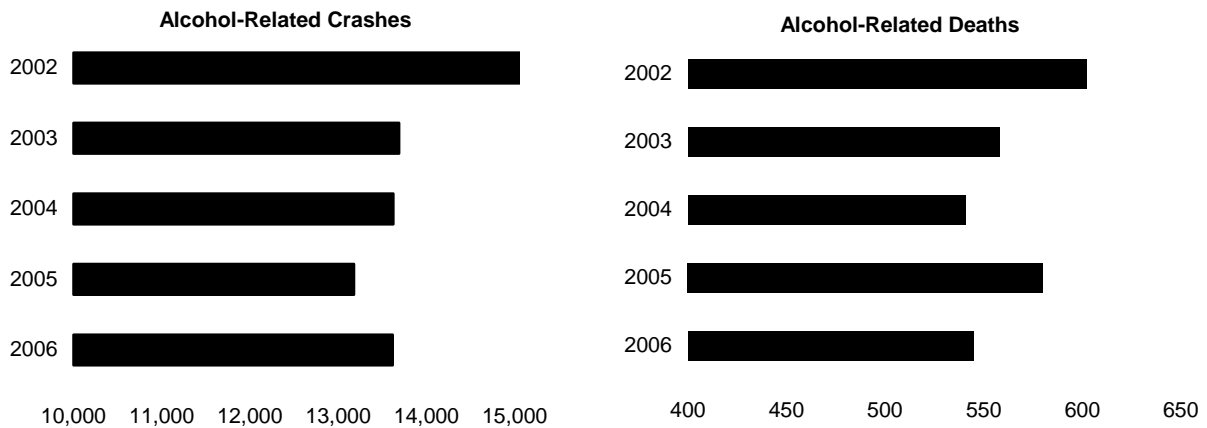
Alcohol Involvement in Crashes

Although alcohol-related crashes accounted for approximately 11% of the total crashes in 2006, they resulted in 36% of all persons killed in crashes. Alcohol-related crashes were over 3 times more likely to result in death than those not related to alcohol (3.7% of the alcohol-related crashes resulted in death, compared to 1.1% of crashes which were not alcohol-related). “PDO Crashes” in the table below refers to property damage only crashes.

	Fatal Crashes	Deaths	Injury Crashes	Injuries	PDO Crashes
Alcohol-Related	510 (36.2%)	545 (35.7%)	7,580 (11.1%)	10,529 (10.8%)	5,526 (9.4%)
Non-Alcohol-Related	899 (63.8%)	980 (64.3%)	60,747 (88.9%)	87,439 (89.3%)	53,076 (90.6%)
TOTAL	1,409 (100.0%)	1,525 (100.0%)	68,327 (100.0%)	97,968 (100.0%)	58,602 (100.0%)

Alcohol-Related Crashes—Five-Year Trends

Alcohol-related crashes increased in 2006, while alcohol-related deaths were the second lowest in the last five years. “PDO Crashes” in the table below refers to property damage only crashes.



Alcohol-Related

	2002	2003	2004	2005	2006
Crashes	15,601	13,689	13,624	13,179	13,616
Fatal Crashes	548	511	487	537	510
Injury Crashes	9,137	7,746	7,641	7,390	7,580
PDO Crashes	5,916	5,432	5,496	5,252	5,526
Deaths	602	558	541	580	545
Injuries	13,266	11,274	10,822	10,423	10,529
Fatal Crashes per 100,000 Licensed Drivers	6.4	6.0	5.8	6.3	6.0
Deaths per 100,000 Licensed Drivers	7.1	6.6	6.4	6.8	6.4

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

Victims of Alcohol-Related Fatal Crashes

There were 481 driver and passenger deaths in alcohol-related crashes in 2006, while 450 (94%) were the drinking drivers or their passengers.

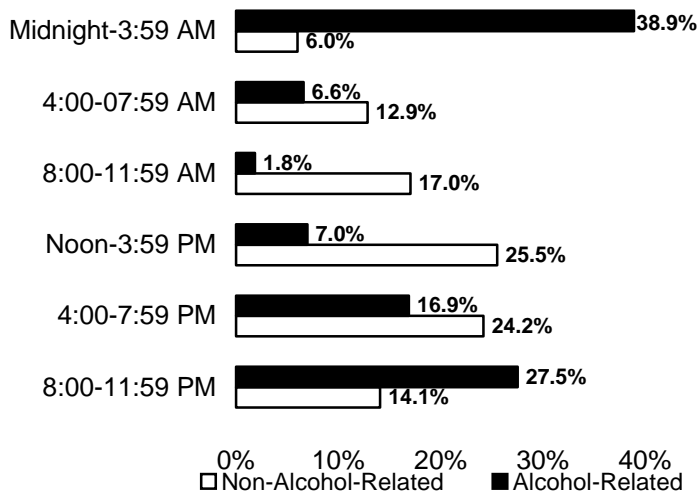
Persons Involved	Deaths
Drivers	395
<i>Drinking Drivers</i>	371 (93.9%)
<i>Non-Drinking Drivers</i>	24 (6.1%)
Passengers	86
<i>Passengers with Drinking Driver</i>	79 (91.9%)
<i>Passengers with Non-Drinking Driver</i>	7 (8.1%)
Pedestrians	59
<i>Drinking Pedestrian</i>	45 (76.3%)
<i>Non-Drinking Pedestrian</i>	14 (23.7%)
TOTAL DEATHS*	545

*Includes 5 victims, status unknown

Alcohol-Related

Victims of Fatal Crashes by Time of Day

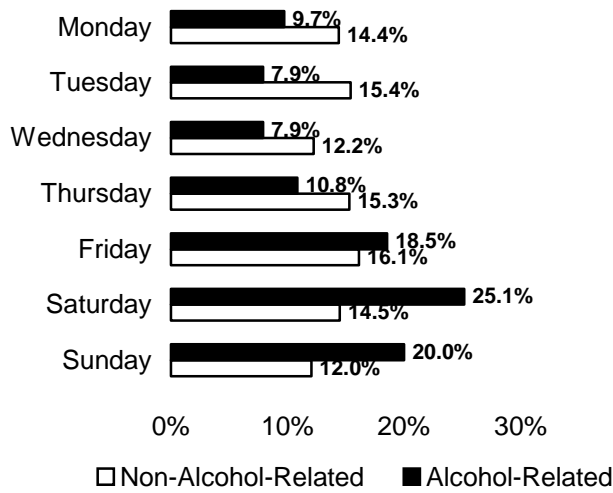
Alcohol-related crashes occurring between 8:00 PM and 4:00 AM produced the vast majority of deaths (66% of alcohol-related deaths). In contrast, nearly half of the deaths from non-alcohol-related crashes resulted from crashes occurring between Noon and 8:00 PM.



Time of Occurrence	Non-Alcohol-Related	Alcohol-Related
Midnight-3:59 AM	59	212
4:00-07:59 AM	126	36
8:00-11:59 AM	167	10
Noon-3:59 PM	250	38
4:00-7:59 PM	237	92
8:00-11:59 PM	138	150
Time Unknown	3	7
TOTAL DEATHS	980	545

Victims of Fatal Crashes by Day of Week

The almost two-thirds (64%) of alcohol-related fatal crash victims were the result of crashes occurring on Friday, Saturday, and Sunday, while fatal crash victims of non-alcohol-related crashes tended to be distributed more evenly throughout the work week.

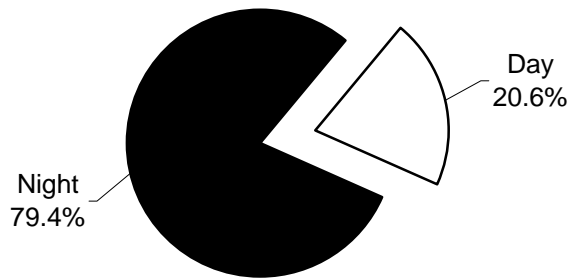


Day of Occurrence	Non-Alcohol-Related	Alcohol-Related
Monday	141	53
Tuesday	151	43
Wednesday	120	43
Thursday	150	59
Friday	158	101
Saturday	142	137
Sunday	118	109
TOTAL DEATHS	980	545

Alcohol-Related

Alcohol-Related Crashes—Day vs. Night

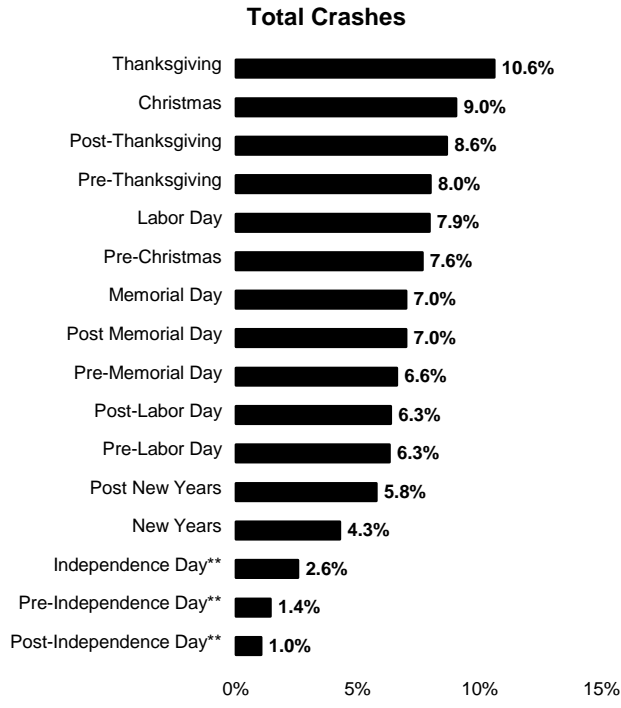
79% of alcohol-related crashes occurred at night. The graph below shows the breakdown of alcohol-related crashes by day and night.



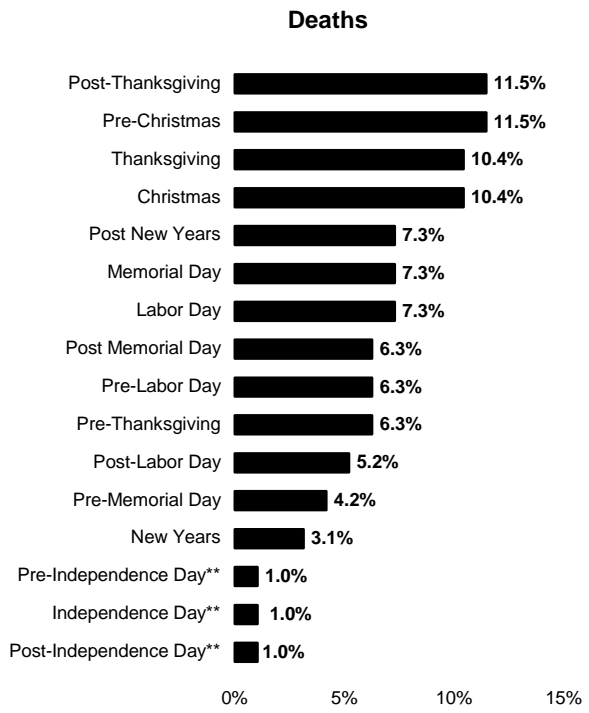
Alcohol-Related Holiday Crashes

In 2006, 15% of all holiday crashes involved alcohol use; however, 47% of deaths which occurred during holiday weekends were related to alcohol use. (See *Crashes by Holiday*, page 22.)

Alcohol-Related



Period*	Crashes	Deaths
New Years	102	3
Post New Years	138	7
Pre-Memorial Day	158	4
Memorial Day	167	7
Post Memorial Day	167	6
Pre-Independence Day**	34	1
Independence Day**	61	1
Post-Independence Day**	25	1
Pre-Labor Day	151	6
Labor Day	190	7
Post-Labor Day	152	5
Pre-Thanksgiving	191	6
Thanksgiving	254	10
Post-Thanksgiving	207	11
Pre-Christmas	183	11
Christmas	216	10
TOTAL	2,396	96



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

** Not part of a holiday weekend in 2006.

Driver Involvement in Alcohol-Related Crashes by Vehicle Type

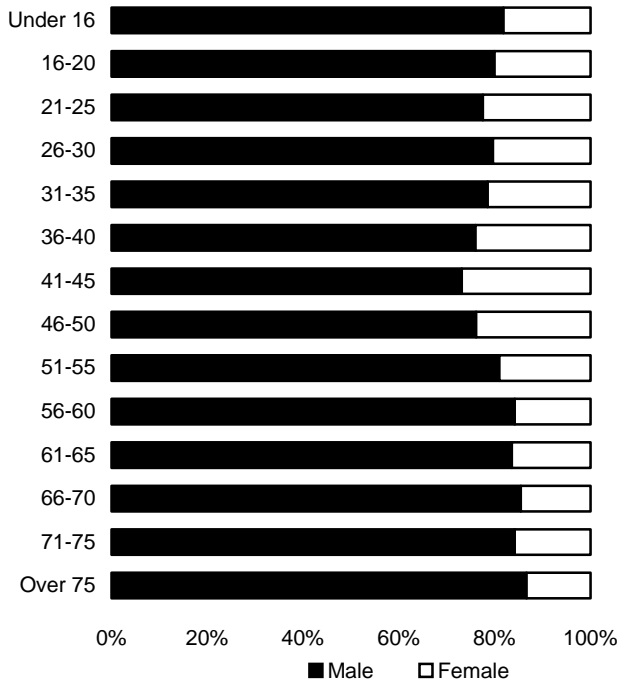
Motorcyclists had the largest percentage of drinking drivers to total drivers compared to the drivers of other types of vehicles. Drinking drivers of light trucks, vans, and sport utility vehicles were also above the average for drivers of all vehicle types. Bus and heavy truck drivers accounted for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

Total Drivers in Crashes 209,410	Passenger Car	134,811	
	Lt Trk/SUV/Van	60,857	
	Heavy Truck	7,092	
	Motorcycle	3,983	
	Bus	1,156	
	Other	1,511	
Drinking Drivers in Crashes 13,443 (6.4% of total)	Passenger Car	8,477	(6.3% of total)
	Lt Trk/SUV/Van	4,382	(7.2% of total)
	Heavy Truck	81	(1.1% of total)
	Motorcycle	422	(10.6% of total)
	Bus	2	(0.2% of total)
	Other	79	(5.2% of total)

Alcohol-Related

Drinking Drivers in Crashes by Age and Sex

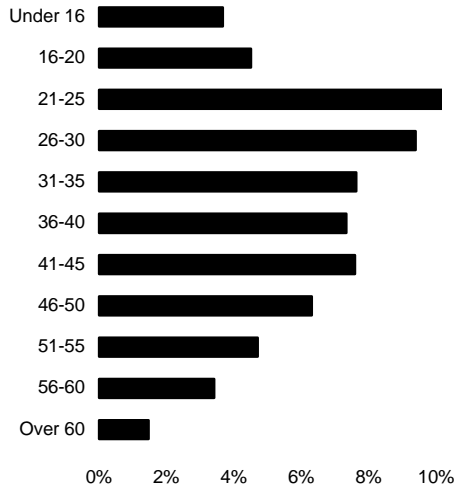
In 2006, roughly four out of five drinking drivers in crashes were male (across most age groups), with only slight variations among the age groups. The table below does not include an additional 133 drivers for whom age and/or sex were not known.



Age Group	Male	Female	Total
Under 16	9	2	11
16-20	1,217	305	1,522
21-25	2,619	759	3,378
26-30	1,505	385	1,890
31-35	1,037	284	1,321
36-40	1,010	320	1,330
41-45	1,028	378	1,406
46-50	814	256	1,070
51-55	528	124	652
56-60	320	60	380
61-65	127	25	152
66-70	82	14	96
71-75	48	9	57
Over 75	39	6	45
Total	10,383	2,927	13,310

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

In 2006, 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 45, the percentage of drinking drivers within the succeeding age groups steadily declined. The under 16 age group is of particular concern, as it included 11 drinking drivers.

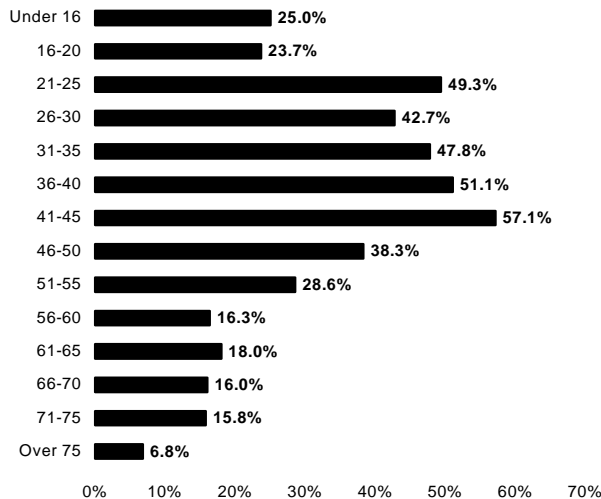


Age Group	Drinking Driver	Non-Drinking Driver
Under 16	11 (3.7%)	289 (96.3%)
16-20	1,524 (4.5%)	32,347 (95.5%)
21-25	3,383 (11.4%)	26,386 (88.6%)
26-30	1,891 (9.4%)	18,277 (90.6%)
31-35	1,322 (7.6%)	16,031 (92.4%)
36-40	1,333 (7.3%)	16,846 (92.7%)
41-45	1,406 (7.6%)	17,131 (92.4%)
46-50	1,071 (6.3%)	15,941 (93.7%)
51-55	653 (4.7%)	13,255 (95.3%)
56-60	380 (3.4%)	10,752 (96.6%)
Over 60	350 (1.5%)	23,402 (98.5%)

Alcohol-Related

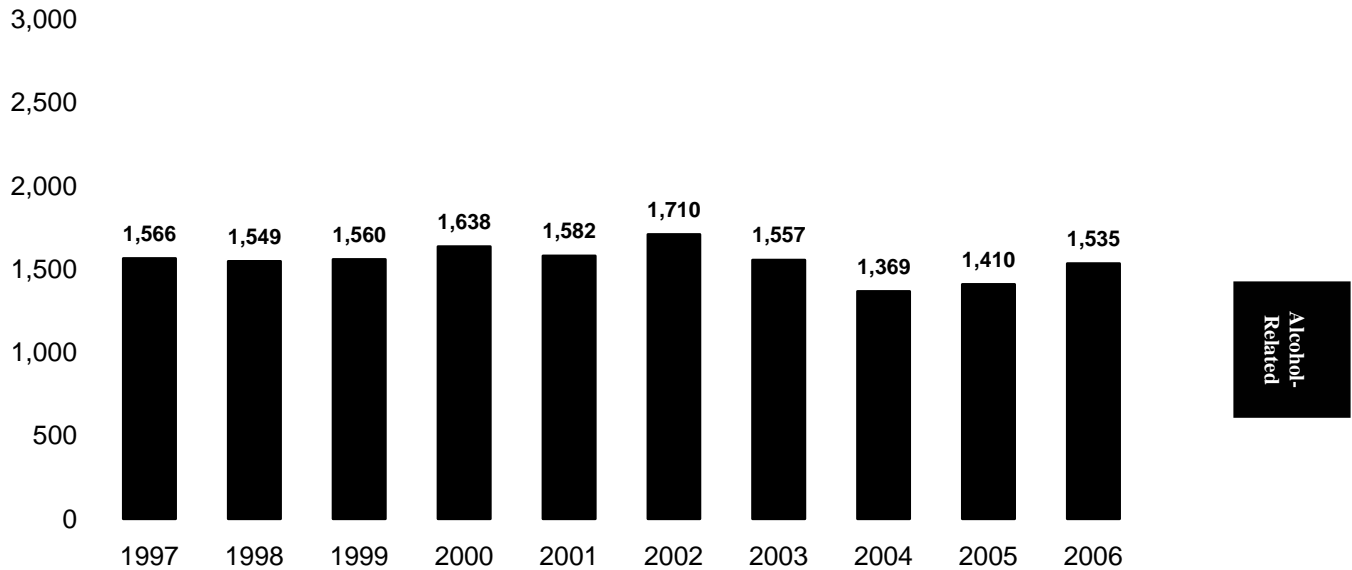
Drinking Driver Deaths as a Percentage of Total Driver Deaths, by Age Group

The graph below shows drinking driver deaths as a percentage of total driver deaths within each respective age group for 2006 crashes. The two age groups from 36 to 45 had the highest percentages, with over 50% of the driver deaths in these age groups being a drinking driver. The 16-20 age group increased slightly from 22.1% in 2005. Of particular concern is the under 16 group who not only chose to drive without a license but combine alcohol usage with this dangerous behavior.



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. The next few years witnessed a steady decrease but there is an upward trend now developing.



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

Seat Belts, Child Safety Seats, and Air Bags

Restraints Overview

Safety Belts

- Pennsylvania's seat belt law requires drivers and front seat passengers to be properly buckled up when riding in a passenger car, Class 1 and Class 2 truck, or motor home. 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 law that became effective on February 21, 2003.
- A driver who is under 18 years of age may not operate a motor vehicle in which the number of passengers exceeds the number of available seat belts in the vehicle.
- The combination of lap/shoulder seat belts, when used, reduces the risk of fatal injury to front seat passenger car occupants by 45% and the risk of moderate-to-critical injury by 50%. For light truck occupants, seat belts reduce the risk of fatal injury by 60% and moderate-to-critical injury 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 would wear 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 children under the age of four to be properly restrained in a child passenger restraint system whenever riding anywhere in the vehicle. Children age four and older, but under age eight, are required to be in an appropriately fitting child booster seat whenever riding anywhere in the vehicle due to law that became effective on February 21, 2003.
- Research shows that child safety seats, when properly installed, reduce the risk of death by 71% for infants and 54% for toddlers.
- When placing a child safety seat in a vehicle, follow the manufacturer's instructions for the vehicle and the child safety seat instructions exactly. There are different types of child safety seats—infant, convertible, and booster. Children under 1 year of age **and** 20 pounds should ride in a rear-facing position. Toddlers should ride forward-facing and upright from age 1 to about 40 pounds. Small children should use a belt positioning booster seat from 40 pounds to about 80 pounds and 4 feet 9 inches tall. The belt positioning booster seat must be used with a lap/shoulder belt.
- Children should ride in the rear seat whenever possible, and should always be properly buckled.

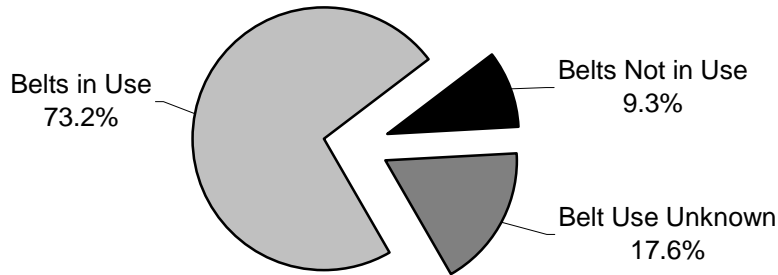
Air Bag Safety

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

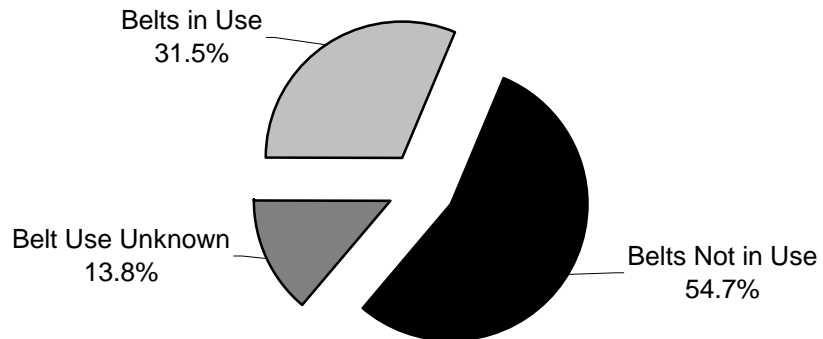
Seat Belt Use in Crashes—Total People Involved

Seat belts have proven to be effective in reducing the severity of injuries sustained in a crash. In 2006, as shown in the two pie graphs below, 73.2% of all people involved in crashes were wearing seat belts. Many more people not wearing seat belts died in crashes than those who did. The table at the bottom shows the total number of people involved in crashes in 2006 by severity of injury and belt use.

Total People Involved in Crashes



Total Deaths



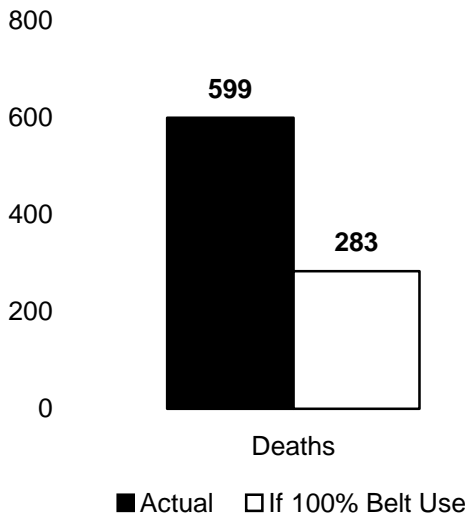
	Belts in Use	Belts Not in Use	Belt Use Unknown
Killed	355	616	156
Major Injury	1,304	1,228	562
Moderate Injury	8,363	3,409	1,981
Minor Injury	34,891	6,297	6,595
Unk Injury Sev	12,082	2,427	5,831
No Injury	153,584	12,637	35,388
TOTAL	210,579	26,614	50,513

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

Seat Belt Use in Crashes—Impact on Deaths and Injuries

The table and graph below give estimates of the impact that 100% seat belt use would have on traffic deaths and injuries. The numbers in parentheses, in the last row of the table below, are the estimated decreases in 2006 deaths and injuries if 100% seat belt use was achieved. (Note: The data below is for passenger cars only.) The estimated economic savings of 100% belt use for occupants of just passenger cars in 2006 would have been **\$1,996,354,763** or approximately **\$160** for every man, woman, and child in Pennsylvania. More importantly, 316 people would have survived if they had worn their belts.

	Deaths	Injuries			
		Major	Moderate	Minor	None
Belts Used	250	859	5,594	31,595	87,916
Belts Not Used	349	772	2,175	5,941	7,390
TOTAL	599	1,631	7,769	37,536	95,306
<i>If 100% Belt Use</i>	283	985	6,405	35,761	99,406
Net Increase/(Decrease)	(316)	(646)	(1,364)	(1,775)	4,100



Note: PENNDOT’s cost estimating procedures were revised in 2006 dollars. “No Belts” is included in “Belts Not Used”.

Seat Belts,
Etc.

Seat Belt Use in Crashes—Historical Data

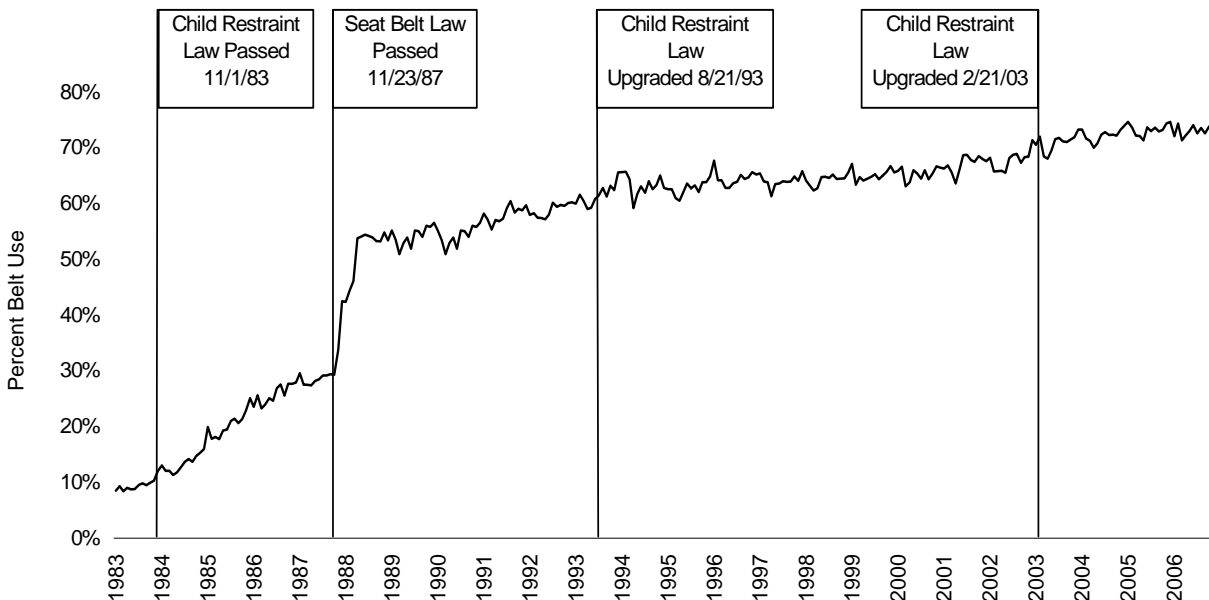
On November 1, 1983, Pennsylvania passed a primary law requiring drivers to secure children under age four in an approved child passenger restraint system when riding in a passenger car, Class I truck, Class II truck, classic motor vehicle, antique motor vehicle, or motor home registered in Pennsylvania.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

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

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

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

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

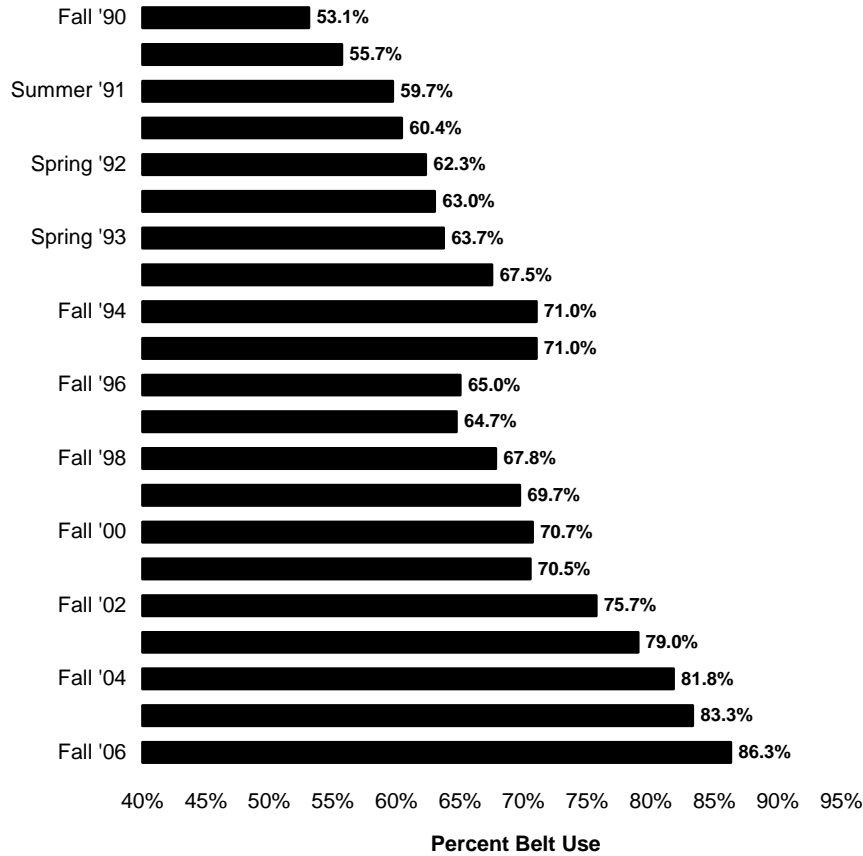


Note: Data shown for passenger cars only.



Seat Belt Observational Surveys—Historical Data

Observed seat belt use (the percent of front seat vehicle occupants wearing seat belts) is based upon a statewide statistical sampling of front seat occupants in passenger cars and light trucks. The observed seat belt use is at its highest levels ever.



Seat Belts,
Etc.

Child Passenger Restraints in Crashes—Five Year Data

Since August 21, 1993, all drivers traveling in Pennsylvania have been required to secure children up to age four in a child passenger restraint system while sitting anywhere in the vehicle. As shown in the table below (for 2002-2006 crashes involving children under age four), the percentages of deaths and injuries (within restraint type by row) were lower when restraints were used. From 2002-2006 82% of the children under age four who were involved in crashes and restrained in a child seat sustained no injury.

Child Restraint	Deaths	Injuries					Total Persons
		Major	Moderate	Minor	Unknown	No Injury	
Child Seat In Use	34 (0.1%)	93 (0.3%)	295 (1.1%)	2,610 (9.3%)	1,977 (7.0%)	23,164 (82.2%)	28,173
Other Restraint In Use	1 (0.1%)	15 (0.7%)	55 (2.5%)	324 (14.8%)	151 (6.9%)	1,649 (75.1%)	2,195
No Restraint In Use	6 (0.2%)	27 (1.0%)	68 (2.6%)	414 (15.7%)	436 (16.6%)	1,681 (63.9%)	2,632

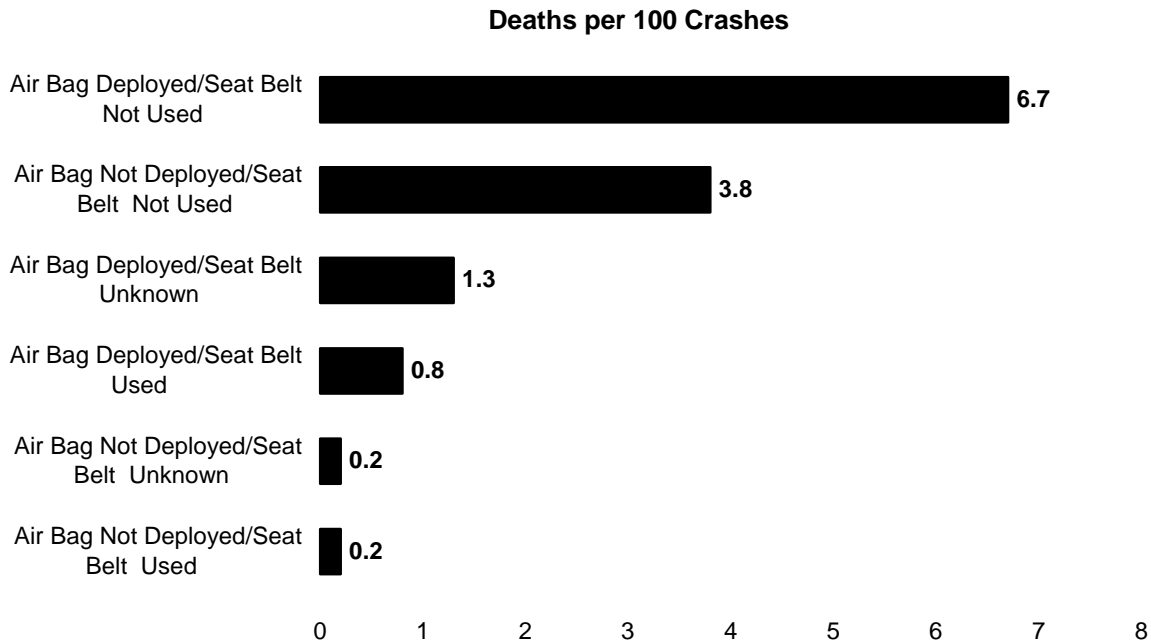
Note: “Child Seat Not In Use” and “Other Restraint Not In Use” have been combined into “No Restraint in Use”.

Air Bag Deployment in Crashes—Injuries and Deaths

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

Passive Restraint Status	Seat Belt Status	Deaths	Injuries					Total Persons
			Major	Moderate	Minor	Unknown	No Injury	
None	n/a	493 (0.4%)	1,308 (0.9%)	5,959 (4.3%)	20,569 (14.7%)	12,894 (9.2%)	98,672 (70.5%)	139,895
Air Bag Deployed	Used	184 (0.5%)	656 (1.7%)	3,381 (8.7%)	10,668 (27.4%)	3,808 (9.8%)	20,290 (52.0%)	38,987
Air Bag Deployed	Not Used	243 (4.4%)	457 (8.2%)	1,031 (18.5%)	1,553 (27.9%)	729 (13.1%)	1,557 (28.0%)	5,570
Air Bag Deployed	Unknown	48 (0.8%)	204 (3.4%)	582 (9.8%)	1,342 (22.5%)	1,333 (22.4%)	2,456 (41.2%)	5,965
Air Bag Not Deployed	Used	47 (0.1%)	191 (0.3%)	1,843 (2.7%)	10,250 (14.9%)	3,691 (5.4%)	52,720 (76.7%)	68,742
Air Bag Not Deployed	Not Used	83 (2.1%)	143 (3.7%)	458 (11.7%)	1,047 (26.7%)	383 (9.8%)	1,804 (46.0%)	3,918
Air Bag Not Deployed	Unknown	5 (0.1%)	47 (1.0%)	188 (3.9%)	649 (13.6%)	628 (13.1%)	3,271 (68.3%)	4,788
Unknown If Deployed	n/a	5 (0.5%)	23 (2.2%)	62 (6.0%)	191 (18.3%)	169 (16.2%)	592 (56.8%)	1,042

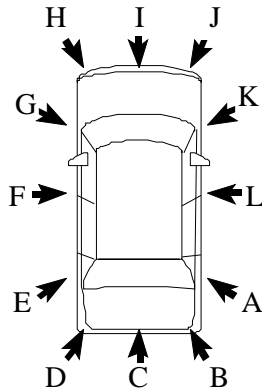
In crashes that are severe enough to deploy an airbag (for vehicles and seats so equipped), the data below shows that you are over 8 times more likely to die if you are not wearing a seat belt (6.7 deaths vs. 0.8 deaths per 100 crashes).



Seat Belts, Etc.

Air Bag Deployment by Initial Vehicle Impact Point

Most air bags are designed to deploy in frontal impacts, but side impact air bags are also common for newer model year vehicles. The table below shows the initial vehicle impact points for all 2006 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 998 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)	2,600	1,018	302 (25.1%)	902 (74.9%)	378
Right Rear (B)	5,055	2,049	378 (16.2%)	1,963 (83.9%)	665
Center Rear (C)	28,738	11,487	998 (7.3%)	12,595 (92.7%)	3,658
Left Rear (D)	4,752	1,980	289 (13.3%)	1,883 (86.7%)	600
Left Side Rear (E)	2,695	1,064	285 (22.1%)	1,003 (77.9%)	343
Left Side Center (F)	7,370	2,988	1,010 (30.9%)	2,255 (69.1%)	1,117
Left Side Forward (G)	6,440	2,292	1,090 (33.8%)	2,136 (66.2%)	922
Left Front (H)	26,712	8,871	6,560 (44.9%)	8,041 (55.1%)	3,240
Center Front (I)	64,049	19,510	20,522 (56.5%)	15,797 (43.5%)	8,220
Right Front (J)	26,976	8,915	6,935 (48.0%)	7,529 (52.1%)	3,597
Right Side Forward (K)	8,672	3,181	1,625 (38.9%)	2,556 (61.1%)	1,310
Right Side Center (L)	7,889	3,101	1,200 (34.2%)	2,305 (65.8%)	1,283
Other	6,639	2,256	1,011 (36.2%)	1,783 (63.8%)	1,589
None	4,638	2,294	404 (24.1%)	1,273 (75.9%)	667
TOTAL	203,225	71,006	42,609 (40.7%)	62,021 (59.3%)	27,589

Seat Belts, Etc.

Air Bag Deployment by Age Group

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

Seat Belts Used				Injuries			Total Persons
Age Group	Deaths	Major	Moderate	Minor	Unknown	No Injury	
0-4	0 (0.0%)	1 (2.3%)	1 (2.3%)	11 (25.6%)	6 (14.0%)	24 (55.8%)	43
5-8	0 (0.0%)	3 (3.2%)	6 (6.4%)	31 (33.0%)	16 (17.0%)	38 (40.4%)	94
9-12	0 (0.0%)	3 (1.1%)	22 (8.0%)	82 (29.8%)	32 (11.6%)	136 (49.5%)	275
13-64	125 (0.4%)	550 (1.6%)	2,865 (8.2%)	9,401 (27.0%)	3,254 (9.3%)	18,641 (53.5%)	34,836
65-74	22 (1.2%)	49 (2.7%)	225 (12.2%)	539 (29.2%)	249 (13.5%)	761 (41.3%)	1,845
75+	37 (2.0%)	50 (2.6%)	262 (13.8%)	604 (31.9%)	251 (13.3%)	690 (36.4%)	1,894
Total	184 (0.5%)	656 (1.7%)	3,381 (8.7%)	10,668 (27.4%)	3,808 (9.8%)	20,290 (52.0%)	38,987

Seat Belts Not Used				Injuries			Total Persons
Age Group	Deaths	Major	Moderate	Minor	Unknown	No Injury	
0-4	0 (0.0%)	1 (14.3%)	2 (28.6%)	1 (14.3%)	1 (14.3%)	2 (28.6%)	7
5-8	0 (0.0%)	0 (0.0%)	5 (45.5%)	3 (27.3%)	2 (18.2%)	1 (9.1%)	11
9-12	0 (0.0%)	0 (0.0%)	3 (21.4%)	7 (50.0%)	2 (14.3%)	2 (14.3%)	14
13-64	210 (4.0%)	429 (8.1%)	975 (18.5%)	1,475 (27.9%)	688 (13.0%)	1,502 (28.5%)	5,279
65-74	11 (8.7%)	10 (7.9%)	26 (20.6%)	31 (24.6%)	21 (16.7%)	27 (21.4%)	126
75+	22 (16.5%)	17 (12.8%)	20 (15.0%)	36 (27.1%)	15 (11.3%)	23 (17.3%)	133
Total	243 (4.4%)	457 (8.2%)	1,031 (18.5%)	1,553 (27.9%)	729 (13.1%)	1,557 (28.0%)	5,570

Pedestrian and Bicycle Crashes

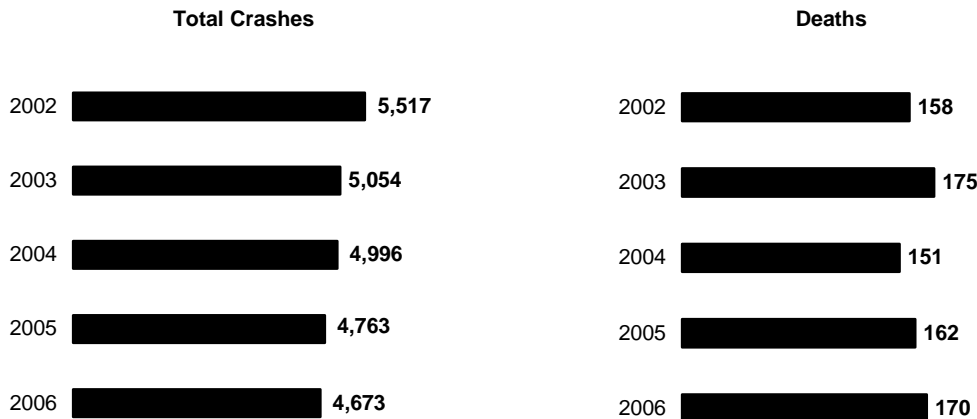
Pedestrian and Bicycles Overview

- ▶ Pedestrian-related crashes represent 3.6% of the total reported traffic crashes; however, they account for 11.1% of all traffic crash deaths. (See also *Pennsylvania County Crashes*, pages 62, 63, and 68.)

- ▶ Bicycle crashes represent 1.1% of the total reported crashes and 0.9% of all traffic deaths. Although these percentages are small, they still represent 13 bicyclist deaths and 1,310 injuries in 2006.

Pedestrian Crashes—Five-Year Trends

Reported crashes involving pedestrians has decreased in each of the last five years. Pedestrian deaths have fluctuated slightly over the same period but are relatively consistent.



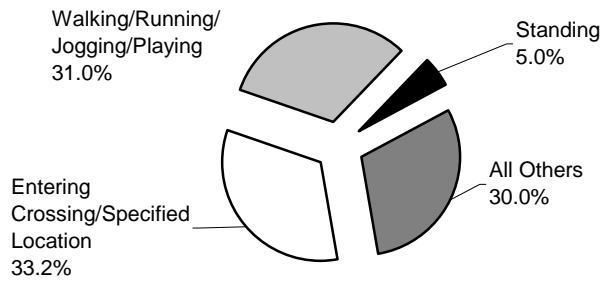
Year	Total Crashes	Deaths
2002	5,517	158
2003	5,054	175
2004	4,996	151
2005	4,763	162
2006	4,673	170



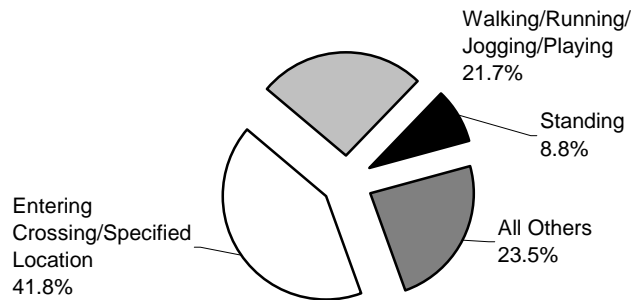
Pedestrian-Related Crashes

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

Top Crash-Related Pedestrian Actions



Top Fatal Pedestrian Actions

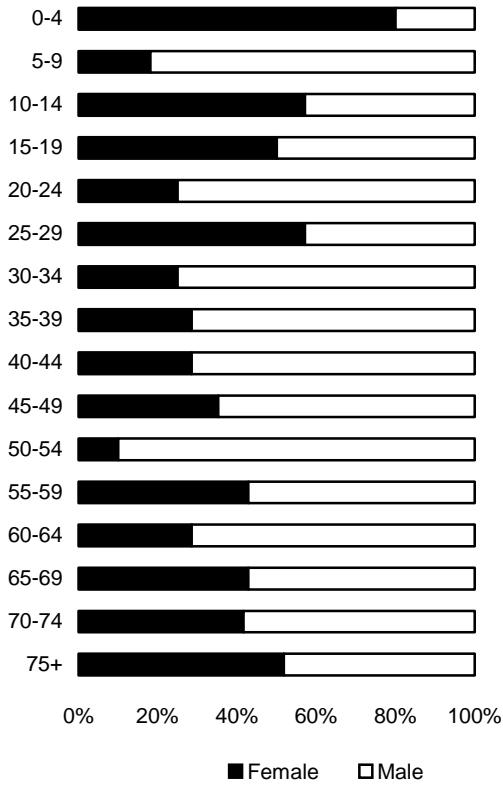


Pedestrian Action	Deaths	Pedestrians Involved
Entering Crossing/Specified Location	71	1,618
Walking/Running/Jogging/Playing	44	1,554
Working	4	88
Pushing a Vehicle	0	8
Working on Vehicle	3	36
Standing	15	243
Approaching/Leaving a Vehicle	11	168
Other/Unknown	22	1,160
Total	170	4,875

Pedestrian Deaths by Age and Sex

Pedestrians aged 75 and over represent a sizable portion of pedestrian deaths as seen in the chart below. Overall, male pedestrian deaths were 62% of all pedestrian deaths, up from 59% in 2005.

Note: Pedestrians of unknown sex are not included in the numbers below.



Age Group	Female	Male	Total
0-4	4	1	5
5-9	2	9	11
10-14	4	3	7
15-19	3	3	6
20-24	3	9	12
25-29	4	3	7
30-34	1	3	4
35-39	4	10	14
40-44	2	5	7
45-49	6	11	17
50-54	1	9	10
55-59	6	8	14
60-64	2	5	7
65-69	3	4	7
70-74	5	7	12
75 and over	14	13	27
Unknown	1	2	3
TOTAL	65	105	170

Pedestrian Injury Severity by Municipality Type

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

Municipality Type	Deaths	Injuries	Non-Injury	Total
City	59 (34.7%)	3,107 (68.0%)	59 (43.4%)	3,225 (66.2%)
Borough/Town	33 (19.4%)	600 (13.1%)	37 (27.2%)	670 (13.7%)
Township	78 (45.9%)	858 (18.8%)	40 (29.4%)	976 (20.0%)
Other	0 (0.0%)	4 (0.1%)	0 (0.0%)	4 (0.1%)
TOTAL	170 (100.0%)	4,569 (100.0%)	136 (100.0%)	4,875 (100.0%)

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



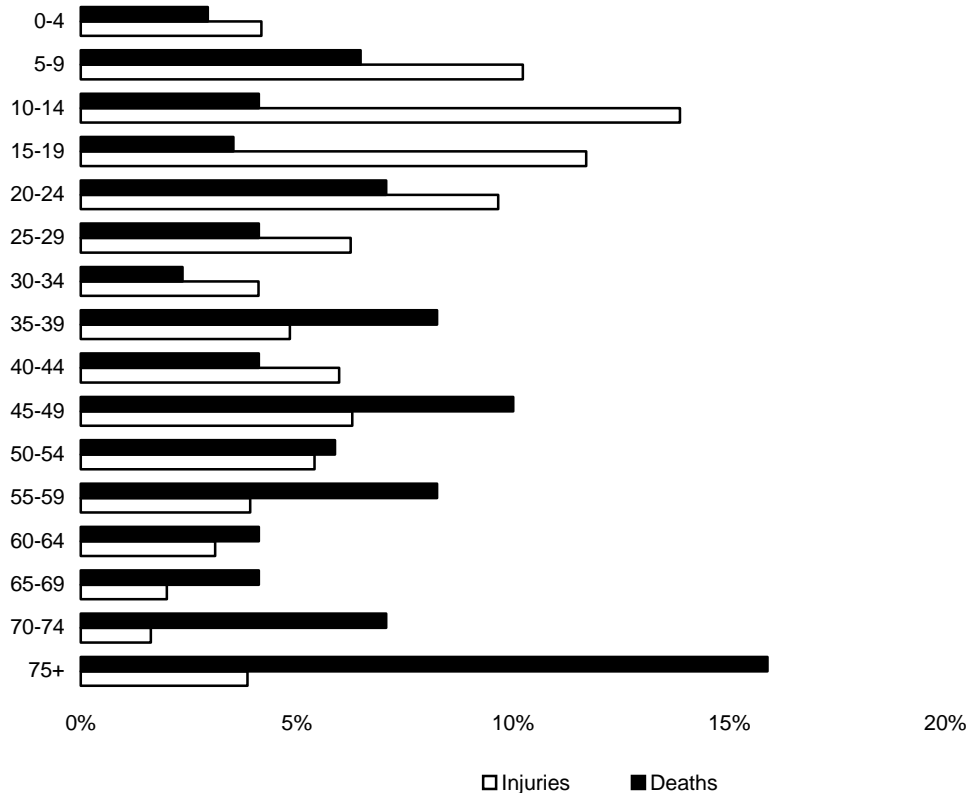
Pedestrian Deaths and Injuries by Age

Elderly pedestrians, although involved in fewer pedestrian crashes, are more likely to be killed if struck by a moving vehicle. Younger pedestrians (age 19 and under) account for 40% of the pedestrian injuries.

Note: The totals in the table do not include an additional 136 pedestrians who were not killed or injured or where their injury severity was unknown.

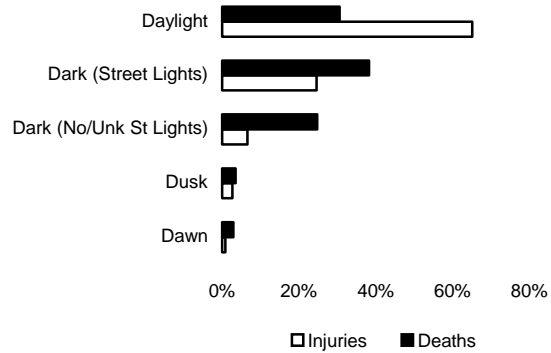
Pedestrian Age	Deaths	Injuries
0-4	5 (2.9%)	191 (4.2%)
5-9	11 (6.5%)	467 (10.2%)
10-14	7 (4.1%)	633 (13.9%)
15-19	6 (3.5%)	534 (11.7%)
20-24	12 (7.1%)	441 (9.7%)
25-29	7 (4.1%)	285 (6.2%)
30-34	4 (2.4%)	188 (4.1%)
35-39	14 (8.2%)	221 (4.8%)
40-44	7 (4.1%)	273 (6.0%)
45-49	17 (10.0%)	287 (6.3%)
50-54	10 (5.9%)	247 (5.4%)
55-59	14 (8.2%)	179 (3.9%)
60-64	7 (4.1%)	142 (3.1%)
65-69	7 (4.1%)	91 (2.0%)
70-74	12 (7.1%)	74 (1.6%)
75 and over	27 (15.9%)	176 (3.9%)
Unknown	3 (1.8%)	140 (3.1%)
TOTAL	170 (100.0%)	4,569 (100.0%)

Peds & Bikes



Pedestrian Deaths and Injuries by Light Level

The majority of pedestrians are injured in the daytime (65.1%), but more pedestrian deaths occur during non-daylight hours (69.4%). As shown in the bar chart, pedestrians are more likely to be killed if struck in a non-daylight crash as compared to a day crash.

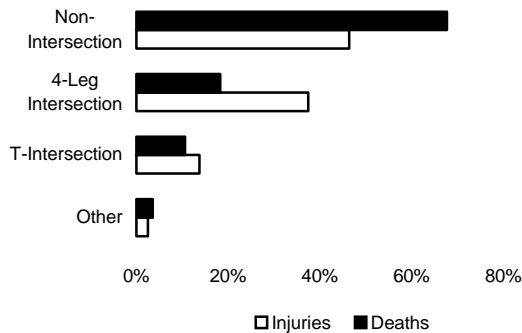


Light Level	Deaths	Injuries
Dawn	5 (2.9%)	38 (0.8%)
Daylight	52 (30.6%)	2,976 (65.1%)
Dark (Street Lights)	65 (38.2%)	1,123 (24.6%)
Dark (No/Unk St Lights)	42 (24.7%)	299 (6.5%)
Dusk	6 (3.5%)	120 (2.6%)
Other/Unknown	0 (0.0%)	13 (0.3%)
TOTAL	170 (100.0%)	4,569 (100.0%)

Note: The totals in the table do not include an additional 136 pedestrians who were not killed or injured or where their injury severity was unknown.

Pedestrian Deaths and Injuries by Intersection Type

Almost 68% of pedestrian deaths and nearly half of pedestrian injuries occurred in areas other than intersections. “Non-intersections” as used below includes mid-block crossings, driveway crossings, etc.



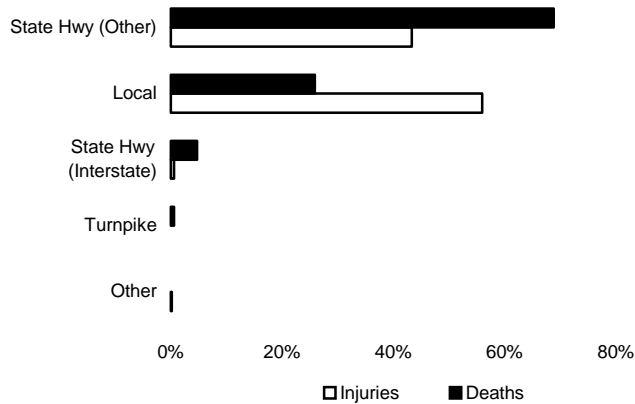
Intersection	Deaths	Injuries
Non-Intersection	115 (67.7%)	2,118 (46.4%)
4-Leg Intersection	31 (18.2%)	1,710 (37.4%)
T-Intersection	18 (10.6%)	626 (13.7%)
Other	6 (3.5%)	115 (2.5%)
TOTAL	170 (100.0%)	4,569 (100.0%)

Note: The totals in the table do not include an additional 136 pedestrians who were not killed or injured or where their injury severity was unknown.



Pedestrian Deaths and Injuries by Road Type

As the graph shows, the majority of pedestrians are injured on local roads, whereas the majority of pedestrian deaths occur on non-interstate state roadways.

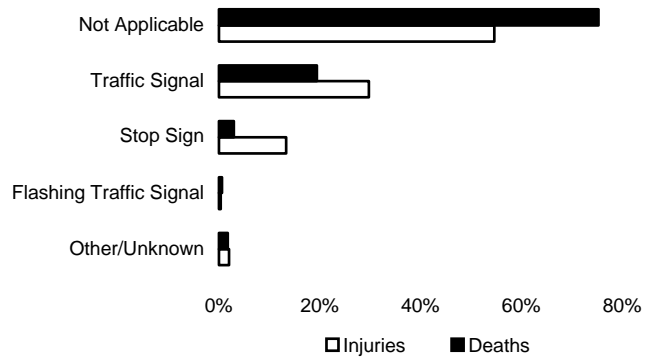


Note: The totals in the table do not include an additional 136 pedestrians who were not killed or injured or where their injury severity was unknown.

Road Type	Deaths	Injuries
State Hwy (Other)	117 (68.8%)	1,978 (43.3%)
Local	44 (25.9%)	2,554 (55.9%)
State Hwy (Interstate)	8 (4.7%)	25 (0.6%)
Turnpike	1 (0.6%)	3 (0.1%)
Other	0 (0.0%)	9 (0.2%)
TOTAL	170 (100.0%)	4,569 (100.0%)

Pedestrian Deaths and Injuries

As the graph shows, most pedestrian deaths and injuries occurred in areas without traffic control devices (TCDs). These areas accounted for 128 pedestrian deaths and 2,496 injuries.



Note: The totals in the table do not include an additional 136 pedestrians who were not killed or injured or where their injury severity was unknown.

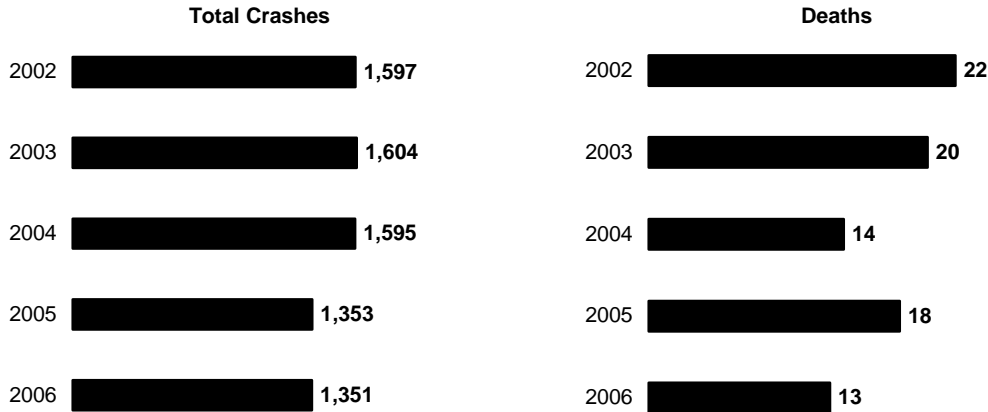
Traffic Control Device	Deaths	Injuries
Not Applicable	128 (75.3%)	2,496 (54.6%)
Traffic Signal	33 (19.4%)	1,357 (29.7%)
Stop Sign	5 (2.9%)	610 (13.4%)
Flashing Traffic Signal	1 (0.6%)	15 (0.3%)
Other/Unknown	3 (1.8%)	91 (2.0%)
TOTAL	170 (100.0%)	4,569 (100.0%)

Peds & Bikes

Bicycle Crashes—Five-Year Trends

The total number of bicycle crashes has shown a steady decrease since 2002; however bicycle deaths have fluctuated over the same time period but is also trending toward a decrease.

Year	Total Crashes	Deaths
2002	1,597	22
2003	1,604	20
2004	1,595	14
2005	1,353	18
2006	1,351	13



Bicycle Deaths and Injuries by Age

Children ages 5 to 14 are the most vulnerable to death and injury while riding a bicycle. Over a third of the injuries involving bicycles were suffered by this age group. Sadly, 4 of the 13 bicyclist deaths were in this age group. Another vulnerable, but larger group, persons ages 15 to 34, suffered 23% of the total deaths and 38% of the total injuries.

Victim's Age	Deaths	Injuries
0-4	0 (0.0%)	9 (0.7%)
5-9	2 (15.4%)	139 (10.6%)
10-14	2 (15.4%)	330 (25.2%)
15-19	0 (0.0%)	223 (17.0%)
20-34	3 (23.1%)	273 (20.8%)
35-44	1 (7.7%)	136 (10.4%)
45-54	1 (7.7%)	121 (9.2%)
55-64	2 (15.4%)	41 (3.1%)
65-74	1 (7.7%)	13 (1.0%)
75+	1 (7.7%)	5 (0.4%)
Unknown	0 (0.0%)	20 (1.5%)
TOTAL	13 (100.0%)	1,310 (100.0%)

The totals in the table do not include an additional 70 bicyclists who were not killed or injured or where their injury severity was unknown.



Bicycle Deaths and Injuries by Light Level

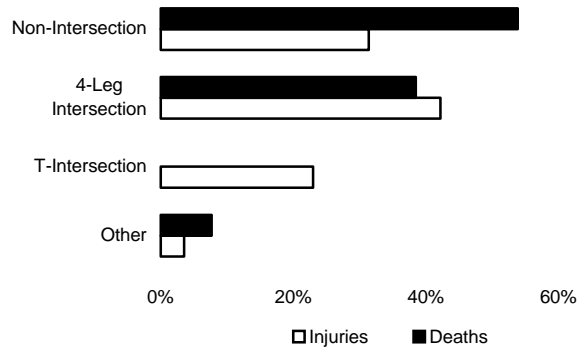
The majority of bicyclists are injured during the day. In a change from previous years, a majority of the deaths occurred also during daylight conditions. The after dark deaths decreased from 71% of total bicyclist deaths in 2004 to 23% in 2006.

Light Level	Deaths	Injuries
Dawn	0 (0.0%)	8 (0.6%)
Daylight	10 (76.9%)	998 (76.2%)
Dark (Street Lights)	2 (15.4%)	209 (16.0%)
Dark (No/Unk St Lights)	1 (7.7%)	40 (3.1%)
Dusk	0 (0.0%)	52 (4.0%)
Other/Unknown	0 (0.0%)	3 (0.2%)
TOTAL	13 (100.0%)	1,310 (100.0%)

Note: The totals in the table do not include an additional 70 bicyclists who were not killed or injured or where their injury severity was unknown.

Bicycle Deaths and Injuries by Intersection

The majority of bicyclists are injured at intersections, but most deaths in 2006 occurred at non-intersections.



Intersection	Deaths	Injuries
Non-Intersection	7 (53.9%)	411 (31.4%)
4-Leg Intersection	5 (38.5%)	552 (42.1%)
T-Intersection	0 (0.0%)	301 (23.0%)
Other	1 (7.7%)	46 (3.5%)
TOTAL	13 (100.0%)	1,310 (100.0%)

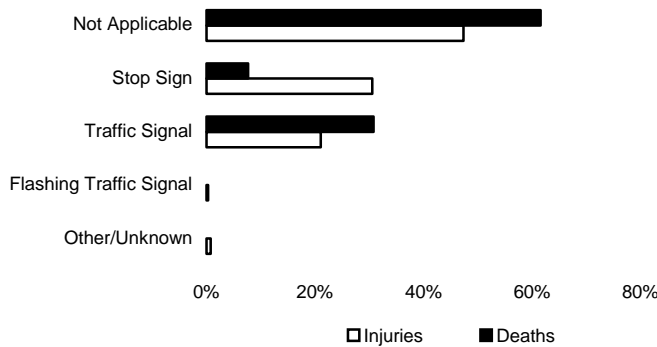
Note: The totals in the table do not include an additional 70 bicyclists who were not killed or injured or where their injury severity was unknown.



Bicycle Deaths and Injuries by Traffic Control Device

Deaths were more likely to occur where there were not traffic control devices (TCD), while injuries occurred pretty evenly at TCDs and where there were no controls.

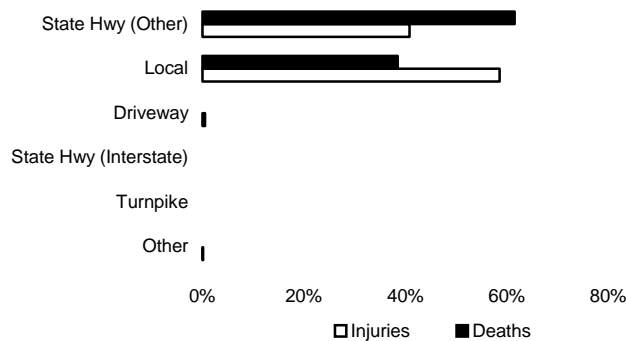
Traffic Control Device	Deaths	Injuries
Not Applicable	8 (61.5%)	620 (47.3%)
Stop Sign	1 (7.7%)	400 (30.5%)
Traffic Signal	4 (30.8%)	276 (21.1%)
Flashing Traffic Signal	0 (0.0%)	4 (0.3%)
Other/Unknown	0 (0.0%)	10 (0.8%)
TOTAL	13 (100.0%)	1,310 (100.0%)



Note: The totals in the table do not include an additional 70 bicyclists who were not killed or injured or where their injury severity was unknown.

Bicycle Deaths and Injuries by Road Type

Over 60% of the deaths of bicyclists occurred on state roads in 2005, while just under 60% the injuries occurred on non-state roads.



Note: The totals in the table do not include an additional 70 bicyclists who were not killed or injured or where their injury severity was unknown.

Road Type	Deaths	Injuries
State Hwy (Other)	8 (61.5%)	534 (40.8%)
Local	5 (38.5%)	767 (58.6%)
Driveway	0 (0.0%)	7 (0.5%)
State Hwy (Interstate)	0 (0.0%)	0 (0.0%)
Turnpike	0 (0.0%)	0 (0.0%)
Other	0 (0.0%)	2 (0.2%)
TOTAL	13 (100.0%)	1,310 (100.0%)



Crashes by Motor Vehicle Type

Vehicle Crashes by Vehicle Types

	Fatal Crashes	Injury Crashes	PDO Crashes	Total Crashes
Passenger Car	59.5%	76.8%	76.8%	76.6%
	838 crashes	52,450 crashes	45,019 crashes	98,307 crashes
Lt Trk/Van/SUV	43.5%	40.0%	40.8%	40.4%
	613 crashes	27,328 crashes	23,878 crashes	51,819 crashes
Heavy Truck	11.9%	4.7%	5.6%	5.2%
	167 crashes	3,237 crashes	3,253 crashes	6,657 crashes
Bicycle	0.9%	1.9%	0.0%	1.1%
	13 crashes	1,320 crashes	19 crashes	1,352 crashes
Motorcycle	13.1%	5.1%	0.4%	3.0%
	185 crashes	3,486 crashes	218 crashes	3,889 crashes
School Bus	0.9%	0.5%	0.3%	0.4%
	12 crashes	315 crashes	196 crashes	523 crashes
Commercial Bus	0.7%	0.7%	0.3%	0.5%
	10 crashes	457 crashes	155 crashes	622 crashes
Other	2.5%	1.5%	1.1%	1.3%
	35 crashes	1,015 crashes	646 crashes	1,696 crashes

Percentages compare the number of crashes with the total number of crashes in the crash severity category (for example, passenger cars were involved in 59.5% of all fatal crashes). Percentage totals exceed 100% due to multiple vehicle crashes.

Vehicle Crashes—Single Vehicle Hitting Fixed Objects

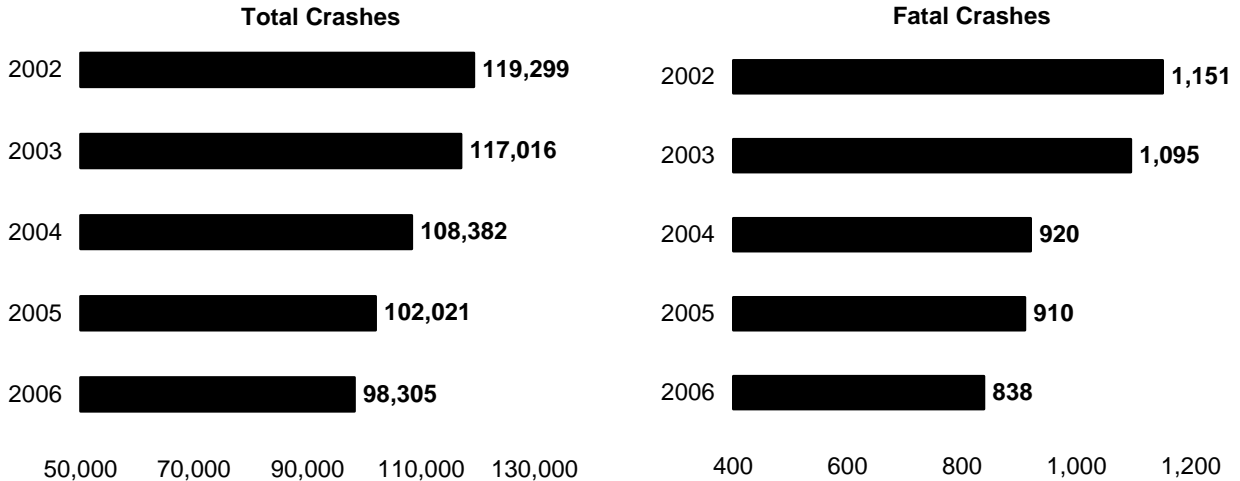
Crashes in Which a Single Vehicle Hit a Fixed Object:	39,334	Passenger Car	25,981	66.1%
		Lt Trk/Van/SUV	11,478	29.2%
		Heavy Truck	916	2.3%
		Motorcycle	731	1.9%
		School Bus	25	0.1%
		Commercial Bus	13	0.0%
		Other	190	0.5%

Vehicle Crashes—Two-Vehicle Collisions

Striking Vehicle	Vehicle Struck									Total
	Passenger Car	Light Truck	Heavy Truck	Motor-cycle	Bicycle	School Bus	Commercial Bus	Other/Unknown		
Passenger Car	26,005	1,376	11,497	385	552	169	200	244	40,428	
Lt Trk/Van/SUV	9,574	611	5,735	144	188	76	54	110	16,492	
Heavy Truck	1,243	309	517	9	9	9	5	14	2,115	
Motorcycle	678	26	326	55	7	5	5	15	1,117	
Bicycle	367	6	131	4	4	1	3	2	518	
School Bus	96	4	33	2	1	2	3	1	142	
Commercial Bus	105	4	43	1	3	3	5	2	166	
Other/Unknown	360	8	117	5	33	1	1	24	549	


Passenger Car Crashes—Five-Year Trends

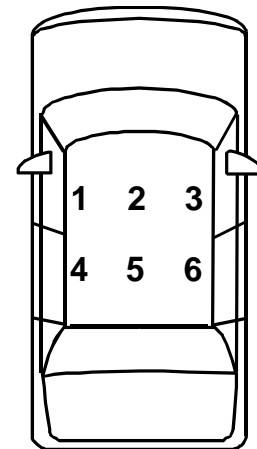
Total passenger car crashes and fatal crashes in 2006 were the lowest in the last five years.



Passenger Car Deaths by Seating Position

In 2006, 47% of crash deaths involved passenger car occupants. The table below depicts the passenger car deaths in 2006 by seating position.

	Drivers	1 →
	538 (74.4%)	
	Center Front	2 →
	0 (0.0%)	
	Right Front	3 →
	128 (17.7%)	
	Left Rear	4 →
	17 (2.4%)	
	Center Rear	5 →
	5 (0.7%)	
Right Rear	6 →	
29 (4.0%)		
Total Deaths		
723		
Total Passengers		
179 (24.8%)		
Others		
6 (0.8%)		

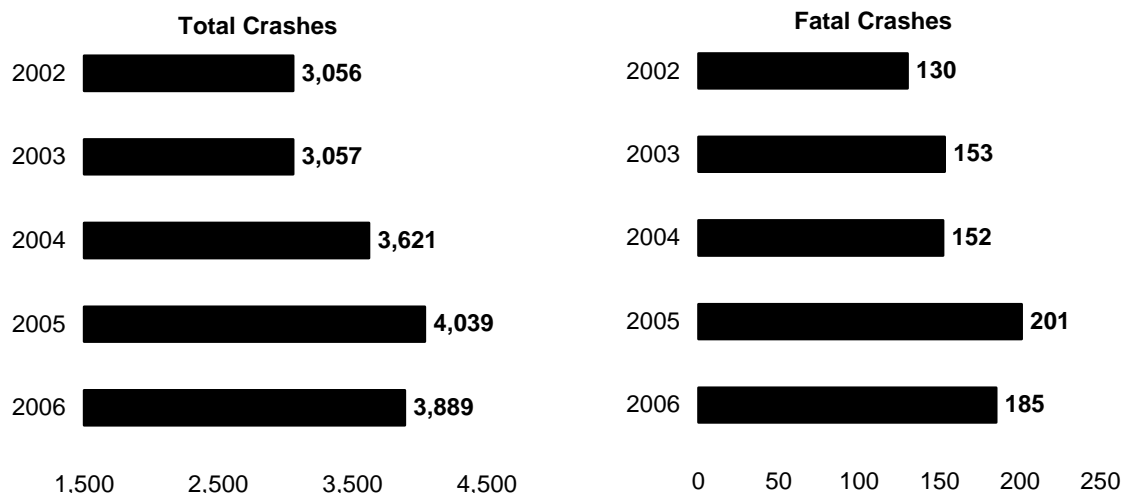


Crashes by Vehicle

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

Motorcycle Crashes—Five-Year Trends

In 2006, total motorcycle crashes decreased 3.7% from 2005 while motorcycle fatal crashes decreased 8.0% from 2005. These 2006 numbers stopped the 4-year trend of continuing increases.



Year	Deaths
2002	134
2003	156
2004	158
2005	205
2006	187
TOTAL	840

Motorcycle Deaths—Five-Year Trends

Of the 187 deaths in 2006 involving motorcycle drivers or passengers:

- ▶ 179 (95.7%) were drivers
- ▶ 8 (4.3%) were passengers

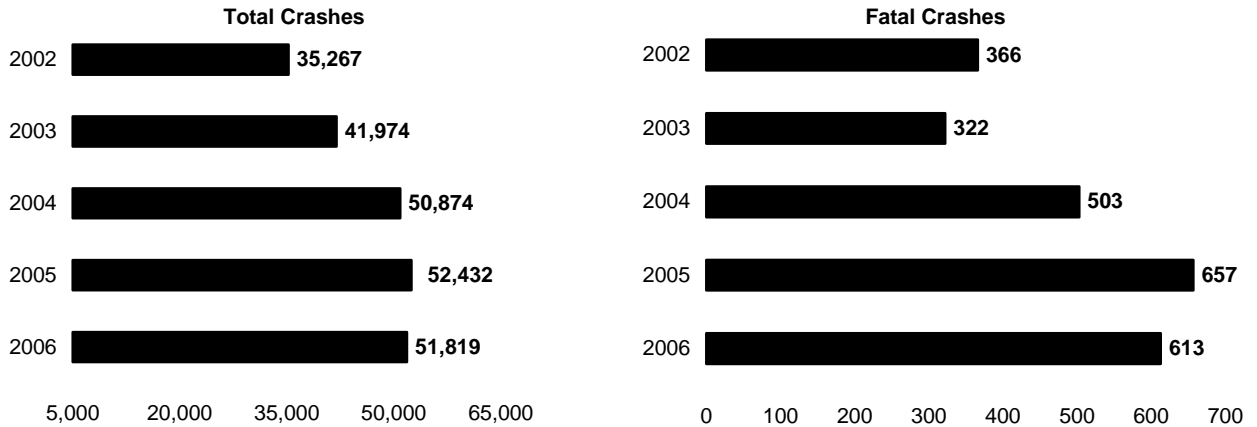
Motorcycle Helmet Use in Crashes

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

	Deaths	Injuries	Not Injured	Total Motorcyclists
Helmets	99 (52.9%)	2,204 (58.8%)	236 (53.6%)	2,539 (58.0%)
No Helmets	84 (44.9%)	1,410 (37.6%)	159 (36.1%)	1,653 (37.8%)
Unknown	4 (2.1%)	137 (3.7%)	45 (10.2%)	186 (4.3%)
TOTAL	187 (100.0%)	3,751 (100.0%)	440 (100.0%)	4,378 (100.0%)

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

Pickups, minivans, and sport utility vehicles have become more popular over the last several years. Total crashes and fatal crashes for 2006 have leveled out after a good number of years of increase.



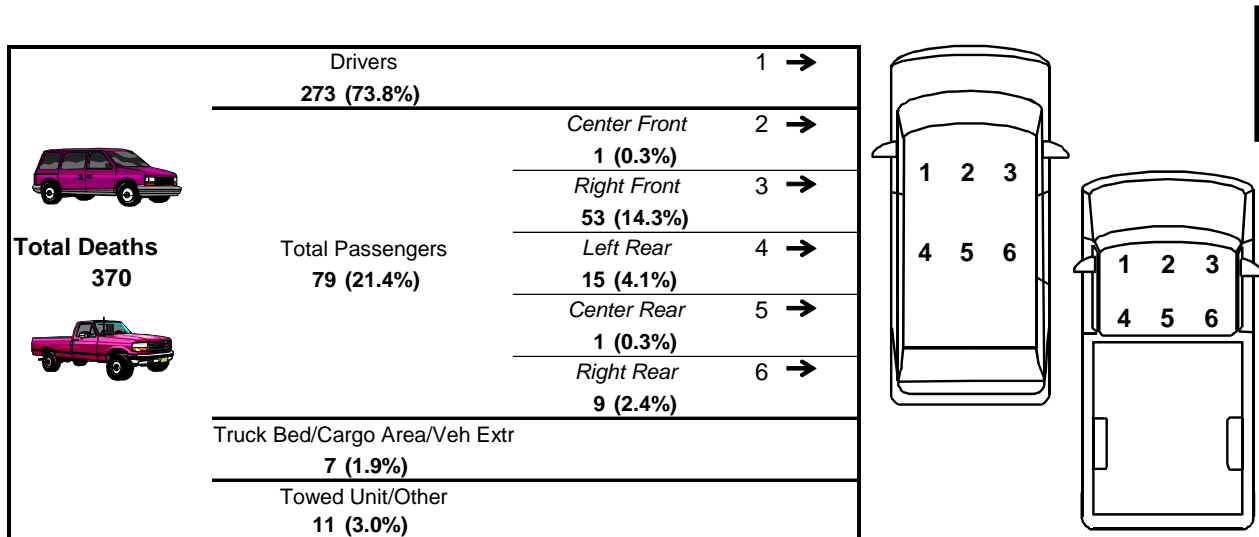
Light Truck / SUV / Van Rollovers Compared to Passenger Cars

- ▶ The percentage of 2006 light truck / SUV / van crashes was higher than passenger cars in crashes involving rollovers (8.1% of all light truck / SUV / van crashes compared to 5.0% of all passenger car crashes).
- ▶ In 2006 rollover crashes, the percentage of light truck / SUV / van occupant deaths was almost twice as high as passenger car occupant deaths (39.5% of deaths compared to 20.8%).

	Rollover Crashes	Rollover Deaths
Lt Trk/Van/SUV	4,177 (8.1%)	146 (39.5%)
Passenger Cars	4,938 (5.0%)	150 (20.8%)

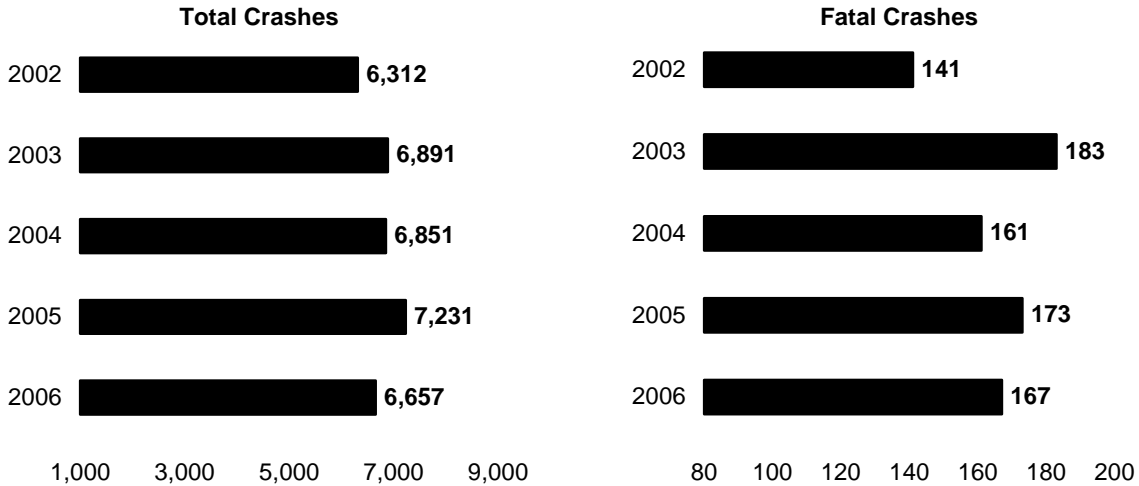
Light Truck / SUV / Van Deaths by Seating Position

In 2006, 24% of crash deaths involved occupants in light trucks, vans, and sport utility vehicles. The table below depicts light truck deaths in 2006 by seating position.



Heavy Truck Crashes—Five Year Trends

Total crashes involving heavy trucks in 2006 were the second lowest since 2002. Fatal crashes in 2006 were about the average number over the last five years.



Heavy Truck Crashes Involving Vehicle Failures

The vast majority of heavy truck crashes involving vehicle failures as primary contributing factors in the crash were related to brakes, tires and wheels, and unsecured or overloaded trailers.

Vehicle Defect	Crashes
Tire/Wheel-Related	113
Brake-Related	91
Unsecure Trailer/Overloaded	77
Power Train Failure	40
Total Steering System Failure	14
Trailer Hitch/Improper Towing	10
Suspension	7
Exhaust System Failure	3
Other Failure	3
Vehicle Lighting Related	2

Crashes by Vehicle

Heavy Truck Crashes by Road Type

Road Type	Crashes	Occupant Deaths
State Hwy (Interstate)	1,576 (23.7%)	11 (32.4%)
State Hwy (Other)	3,847 (57.8%)	19 (55.9%)
Turnpike	479 (7.2%)	2 (5.9%)
Local Road	755 (11.3%)	2 (5.9%)
Other	0 (0.0%)	0 (0.0%)
TOTAL	6,657 (100.0%)	34 (100.0%)

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


Hazardous Material Crashes by Road Type

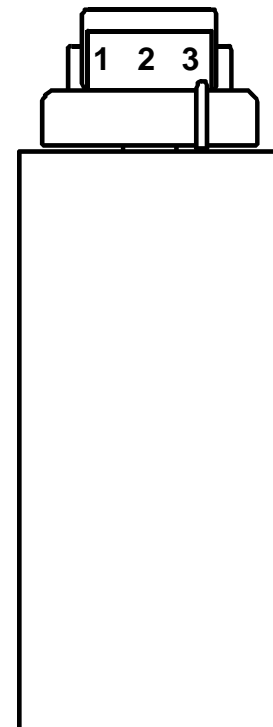
Road Type	Crashes	HazMat Released
State Hwy (Interstate)	34 (19.9%)	2 (10.5%)
State Hwy (Other)	115 (67.3%)	15 (79.0%)
Turnpike	8 (4.7%)	1 (5.3%)
Local Road	14 (8.2%)	1 (5.3%)
Other	0 (0.0%)	0 (0.0%)
TOTAL	171 (100.0%)	19 (100.0%)

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

Heavy Truck Deaths by Seating Position

In 2006, only 2% of crash deaths involved heavy truck occupants. The table below depicts the heavy truck deaths in 2006 by seating position.

Total Deaths 34 	Drivers	1 →
	31 (91.2%)	
	Center Front	2 →
	Total Passengers	0 (0.0%)
	1 (2.9%)	Right Front 3 →
	1 (2.9%)	
	Others	
	2 (5.9%)	



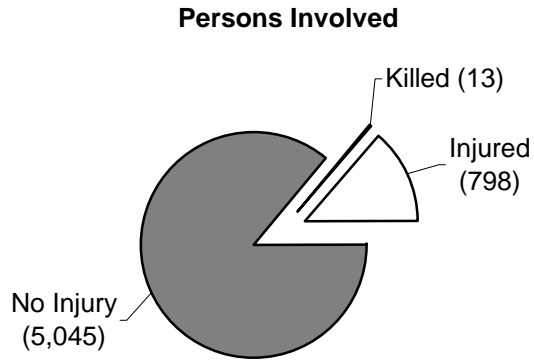
“Others” might be persons in the sleeping compartment; persons in the cargo trailer; or someone on, or attached to, the outside of the truck.

Crashes by Vehicle

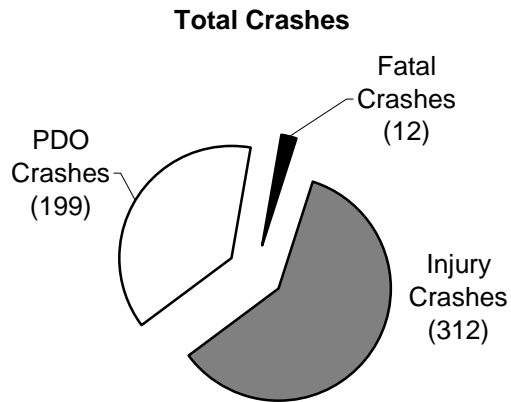
School Bus Crashes

Of the more than 5000 persons involved in school bus crashes in 2006, only 13 were killed. 86% suffered no injury at all. See the tables at the bottom of page 57 for a breakdown of the persons involved. As shown, most fatalities are not the school bus passengers.

Total persons involved: **5,856**



The majority (60%) of school bus crashes in 2006 were injury crashes. However, as the pie chart above shows, most persons involved in school bus crashes suffer no injuries at all.



School Bus Crashes by Road Type

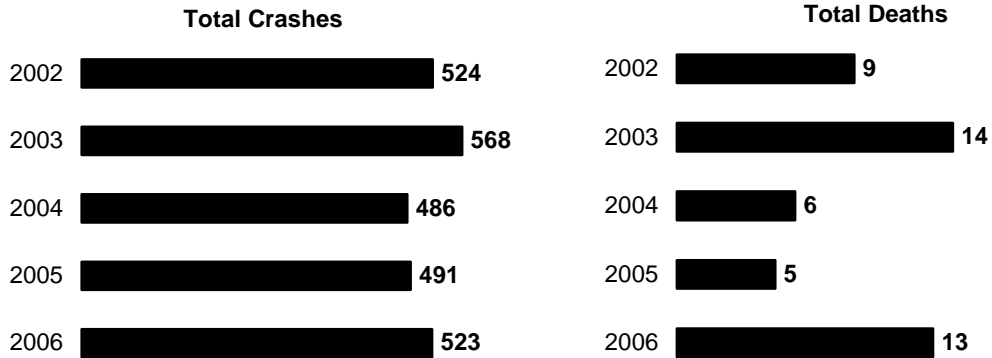
Crashes by Vehicle

Road Type	Crashes	Percentage
State Hwy (Interstate)	17	3.3%
State Hwy (Other)	340	65.0%
Turnpike	0	0.0%
Local Road	166	31.7%
Other	0	0.0%
TOTAL	523	100.0%

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

School Bus Crashes—Five-Year Trends

The total number of school bus crashes has fluctuated over the five years shown below, as have each of the severity sub-categories. School bus related deaths are 0.9% of total fatalities in 2006. Most of the persons killed were not school bus passengers at the time of the crash.



Year	Crash Severity				Total	Deaths	Injuries
	Fatal	Injury	PDO				
2002	9	300	215	524	9	655	
2003	13	312	243	568	14	621	
2004	6	300	180	486	6	750	
2005	5	277	209	491	5	578	
2006	12	312	199	523	13	798	
TOTAL	45	1,501	1,046	2,592	47	3,402	

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

The tables below show the breakdown of persons killed and injured in school bus crashes. Most of the persons who were killed or injured in these crashes were not school bus passengers.

DEATHS					Driver/		Total Deaths
Year	School Bus Drivers	School Bus Passengers	School-Age Pedestrians	Other Pedestrians	Passenger of Other Vehicle	Other/Unknown	
2002	0	0	0	0	9	0	9
2003	0	0	0	2	12	0	14
2004	0	0	0	1	5	0	6
2005	0	0	1	1	3	0	5
2006	1	0	1	2	9	0	13
TOTAL	1	0	2	6	38	0	47

INJURIES					Driver/		Total Injuries
Year	School Bus Drivers	School Bus Passengers	School-Age Pedestrians	Other Pedestrians	Passenger of Other Vehicle	Other/Unknown	
2002	50	327	5	15	241	17	655
2003	58	273	7	12	264	7	621
2004	53	436	12	14	224	11	750
2005	44	260	9	6	246	13	578
2006	74	436	6	12	257	13	798
TOTAL	161	1,036	24	41	729	35	2,026

Crashes by Vehicle

Pennsylvania County Crashes

County Overview

The Commonwealth of Pennsylvania is comprised of 67 counties. Each county is made up of local municipalities, a combination of cities, boroughs, first class townships, and/or second class townships. In total, there are approximately 2,500 municipalities throughout the 67 counties. In 2006, Pennsylvania’s total population was 12,440,621 people.

The ten most populated counties were:

Philadelphia (11.6%)	Allegheny (9.8%)	Montgomery (6.2%)
Bucks (5.0%)	Delaware (4.5%)	Lancaster (4.0%)
Chester (3.9%)	York (3.4%)	Berks (3.2%)
Westmoreland (3.0%)	<i>See page 59.</i>	

The ten least populated counties were:

Cameron (0.04%)	Sullivan (0.05%)	Forest (0.05%)
Fulton (0.12%)	Potter (0.14%)	Montour (0.14%)
Juniata (0.19%)	Wyoming (0.23%)	Elk (0.27%)
Clinton (0.30%)	<i>See page 59.</i>	

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

Westmoreland (3.02%)	Allegheny (2.95%)	York (2.84%)
Washington (2.75%)	Lancaster (2.65%)	Chester (2.56%)
Bucks (2.41%)	Crawford (2.28%)	Bradford (2.25%)
Somerset (2.21%)		

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

Allegheny (5.93%)	Lancaster (3.57%)	Montgomery (3.56%)
York (3.37%)	Chester (3.17%)	Bucks (3.16%)
Westmoreland (3.10%)	Berks (3.05%)	Philadelphia (2.69%)
Erie (2.33%)		

The ten counties with the most reported traffic crashes were:

Philadelphia (9.1%)	Allegheny (9.1%)	Montgomery (7.6%)
Bucks (5.0%)	Lancaster (4.4%)	Lehigh (3.9%)
Berks (3.9%)	Delaware (3.8%)	Chester (3.6%)
York (3.6%)	<i>See page 59.</i>	

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

Philadelphia (6.8%)	Allegheny (5.2%)	Bucks (4.7%)
Lancaster (4.1%)	York (3.7%)	Montgomery (3.5%)
Chester (3.5%)	Luzerne (3.3%)	Berks (3.3%)
Lehigh (2.6%)	<i>See page 61.</i>	

*Information provided by PENNDOT’s Bureau of Planning and Research, Performance Monitoring Division. For consistency purposes, the prior year’s data is used at the time of publication because of timing issues. For this Crash Facts & Statistics book, 2005 information was used.

Pennsylvania Crashes by County

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

County	Population	Fatal Crashes	Injury Crashes	PDO Crashes	Total Crashes
Adams	101,105 (0.8%)	16 (1.1%)	468 (0.7%)	490 (0.8%)	974 (0.8%)
Allegheny	1,223,411 (9.8%)	70 (5.0%)	5,610 (8.3%)	5,929 (10.0%)	11,609 (9.1%)
Armstrong	70,096 (0.6%)	14 (1.0%)	315 (0.5%)	253 (0.4%)	582 (0.5%)
Beaver	175,736 (1.4%)	24 (1.7%)	713 (1.1%)	742 (1.3%)	1,479 (1.2%)
Bedford	49,927 (0.4%)	17 (1.2%)	416 (0.6%)	352 (0.6%)	785 (0.6%)
Berks	401,149 (3.2%)	43 (3.1%)	2,418 (3.6%)	2,511 (4.2%)	4,972 (3.9%)
Blair	126,494 (1.0%)	20 (1.4%)	690 (1.0%)	615 (1.0%)	1,325 (1.0%)
Bradford	62,471 (0.5%)	9 (0.6%)	276 (0.4%)	278 (0.5%)	563 (0.4%)
Bucks	623,205 (5.0%)	68 (4.8%)	3,363 (5.0%)	3,036 (5.1%)	6,467 (5.0%)
Butler	182,901 (1.5%)	25 (1.8%)	965 (1.4%)	868 (1.5%)	1,858 (1.5%)
Cambria	146,967 (1.2%)	24 (1.7%)	632 (0.9%)	652 (1.1%)	1,308 (1.0%)
Cameron	5,489 (0.0%)	0 (0.0%)	38 (0.1%)	22 (0.0%)	60 (0.1%)
Carbon	62,567 (0.5%)	14 (1.0%)	395 (0.6%)	354 (0.6%)	763 (0.6%)
Centre	140,953 (1.1%)	21 (1.5%)	674 (1.0%)	606 (1.0%)	1,301 (1.0%)
Chester	482,112 (3.9%)	50 (3.6%)	2,019 (3.0%)	2,516 (4.2%)	4,585 (3.6%)
Clarion	40,385 (0.3%)	12 (0.9%)	265 (0.4%)	227 (0.4%)	504 (0.4%)
Clearfield	82,442 (0.7%)	20 (1.4%)	567 (0.8%)	479 (0.8%)	1,066 (0.8%)
Clinton	37,232 (0.3%)	13 (0.9%)	240 (0.4%)	232 (0.4%)	485 (0.4%)
Columbia	65,014 (0.5%)	17 (1.2%)	341 (0.5%)	365 (0.6%)	723 (0.6%)
Crawford	89,389 (0.7%)	19 (1.4%)	537 (0.8%)	493 (0.8%)	1,049 (0.8%)
Cumberland	226,117 (1.8%)	27 (1.9%)	1,035 (1.5%)	1,512 (2.5%)	2,574 (2.0%)
Dauphin	254,176 (2.0%)	21 (1.5%)	1,373 (2.0%)	1,478 (2.5%)	2,872 (2.2%)
Delaware	555,996 (4.5%)	25 (1.8%)	2,478 (3.7%)	2,417 (4.1%)	4,920 (3.8%)
Elk	33,179 (0.3%)	3 (0.2%)	205 (0.3%)	141 (0.2%)	349 (0.3%)
Erie	279,811 (2.3%)	30 (2.1%)	1,358 (2.0%)	1,166 (2.0%)	2,554 (2.0%)
Fayette	145,760 (1.2%)	19 (1.4%)	662 (1.0%)	493 (0.8%)	1,174 (0.9%)
Forest	6,506 (0.1%)	3 (0.2%)	48 (0.1%)	37 (0.1%)	88 (0.1%)
Franklin	139,991 (1.1%)	22 (1.6%)	715 (1.1%)	876 (1.5%)	1,613 (1.3%)
Fulton	14,783 (0.1%)	5 (0.4%)	163 (0.2%)	146 (0.3%)	314 (0.2%)
Greene	40,432 (0.3%)	4 (0.3%)	177 (0.3%)	194 (0.3%)	375 (0.3%)
Huntingdon	45,771 (0.4%)	10 (0.7%)	278 (0.4%)	242 (0.4%)	530 (0.4%)
Indiana	88,234 (0.7%)	9 (0.6%)	451 (0.7%)	370 (0.6%)	830 (0.7%)
Jefferson	45,725 (0.4%)	4 (0.3%)	276 (0.4%)	250 (0.4%)	530 (0.4%)
Juniata	23,512 (0.2%)	10 (0.7%)	123 (0.2%)	110 (0.2%)	243 (0.2%)
Lackawanna	209,728 (1.7%)	23 (1.6%)	1,187 (1.8%)	1,146 (1.9%)	2,356 (1.8%)
Lancaster	494,486 (4.0%)	60 (4.3%)	2,841 (4.2%)	2,762 (4.6%)	5,663 (4.4%)
Lawrence	91,795 (0.7%)	10 (0.7%)	433 (0.6%)	398 (0.7%)	841 (0.7%)
Lebanon	126,883 (1.0%)	18 (1.3%)	789 (1.2%)	772 (1.3%)	1,579 (1.2%)
Lehigh	335,544 (2.7%)	38 (2.7%)	2,593 (3.8%)	2,409 (4.1%)	5,040 (3.9%)
Luzerne	313,020 (2.5%)	48 (3.4%)	1,595 (2.4%)	1,446 (2.4%)	3,089 (2.4%)
Lycoming	117,668 (1.0%)	16 (1.1%)	555 (0.8%)	514 (0.9%)	1,085 (0.9%)
McKean	44,065 (0.4%)	3 (0.2%)	169 (0.3%)	156 (0.3%)	328 (0.3%)
Mercer	118,551 (1.0%)	26 (1.9%)	709 (1.1%)	658 (1.1%)	1,393 (1.1%)
Mifflin	46,057 (0.4%)	5 (0.4%)	168 (0.3%)	177 (0.3%)	350 (0.3%)
Monroe	165,685 (1.3%)	31 (2.2%)	1,141 (1.7%)	1,400 (2.4%)	2,572 (2.0%)
Montgomery	775,688 (6.2%)	51 (3.6%)	4,886 (7.3%)	4,851 (8.2%)	9,788 (7.6%)
Montour	17,934 (0.1%)	4 (0.3%)	96 (0.1%)	108 (0.2%)	208 (0.2%)
Northampton	291,306 (2.3%)	30 (2.1%)	1,527 (2.3%)	1,446 (2.4%)	3,003 (2.3%)
Northumberland	91,654 (0.7%)	13 (0.9%)	330 (0.5%)	312 (0.5%)	655 (0.5%)
Perry	45,087 (0.4%)	16 (1.1%)	280 (0.4%)	270 (0.5%)	566 (0.4%)
Philadelphia	1,448,394 (11.6%)	100 (7.1%)	9,455 (14.0%)	2,127 (3.6%)	11,682 (9.1%)
Pike	58,195 (0.5%)	8 (0.6%)	302 (0.5%)	331 (0.6%)	641 (0.5%)
Potter	17,568 (0.1%)	3 (0.2%)	68 (0.1%)	64 (0.1%)	135 (0.1%)
Schuylkill	147,405 (1.2%)	30 (2.1%)	743 (1.1%)	768 (1.3%)	1,541 (1.2%)
Snyder	38,226 (0.3%)	10 (0.7%)	230 (0.3%)	190 (0.3%)	430 (0.3%)
Somerset	78,508 (0.6%)	13 (0.9%)	402 (0.6%)	379 (0.6%)	794 (0.6%)
Sullivan	6,277 (0.1%)	0 (0.0%)	40 (0.1%)	47 (0.1%)	87 (0.1%)
Susquehanna	41,889 (0.3%)	8 (0.6%)	270 (0.4%)	249 (0.4%)	527 (0.4%)
Tioga	41,137 (0.3%)	11 (0.8%)	210 (0.3%)	203 (0.3%)	424 (0.3%)
Union	43,387 (0.4%)	8 (0.6%)	166 (0.3%)	151 (0.3%)	325 (0.3%)
Venango	55,488 (0.5%)	9 (0.6%)	316 (0.5%)	312 (0.5%)	637 (0.5%)
Warren	41,742 (0.3%)	7 (0.5%)	185 (0.3%)	183 (0.3%)	375 (0.3%)
Washington	206,432 (1.7%)	21 (1.5%)	881 (1.3%)	879 (1.5%)	1,781 (1.4%)
Wayne	50,929 (0.4%)	11 (0.8%)	313 (0.5%)	305 (0.5%)	629 (0.5%)
Westmoreland	366,440 (3.0%)	33 (2.3%)	1,759 (2.6%)	1,615 (2.7%)	3,407 (2.7%)
Wyoming	28,093 (0.2%)	6 (0.4%)	152 (0.2%)	151 (0.3%)	309 (0.2%)
York	416,322 (3.4%)	51 (3.6%)	2,364 (3.5%)	2,165 (3.6%)	4,580 (3.6%)
TOTAL	12,440,621 (100.0%)	1,409 (100.0%)	67,439 (100.0%)	59,494 (99.8%)	128,342 (99.9%)

Counties

Crashes by County—Five-Year Trends

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

County	2002 Crashes	2003 Crashes	2004 Crashes	2005 Crashes	2006 Crashes
Adams	1,055 (0.8%)	1,085 (0.8%)	1,095 (0.8%)	1,025 (0.8%)	974 (0.8%)
Allegheny	12,770 (9.3%)	12,785 (9.1%)	12,415 (9.0%)	12,105 (9.1%)	11,609 (9.1%)
Armstrong	691 (0.5%)	720 (0.5%)	610 (0.4%)	673 (0.5%)	582 (0.5%)
Beaver	1,637 (1.2%)	1,699 (1.2%)	1,612 (1.2%)	1,618 (1.2%)	1,479 (1.2%)
Bedford	777 (0.6%)	831 (0.6%)	800 (0.6%)	783 (0.6%)	785 (0.6%)
Berks	5,264 (3.8%)	5,278 (3.8%)	5,394 (3.9%)	4,996 (3.8%)	4,972 (3.9%)
Blair	1,582 (1.2%)	1,589 (1.1%)	1,414 (1.0%)	1,438 (1.1%)	1,325 (1.0%)
Bradford	663 (0.5%)	684 (0.5%)	603 (0.4%)	643 (0.5%)	563 (0.4%)
Bucks	7,169 (5.2%)	7,663 (5.5%)	7,472 (5.4%)	6,834 (5.1%)	6,467 (5.0%)
Butler	2,157 (1.6%)	2,209 (1.6%)	2,035 (1.5%)	1,965 (1.5%)	1,858 (1.5%)
Cambria	1,439 (1.0%)	1,569 (1.1%)	1,545 (1.1%)	1,525 (1.2%)	1,308 (1.0%)
Cameron	70 (0.1%)	70 (0.1%)	52 (0.0%)	67 (0.1%)	60 (0.1%)
Carbon	754 (0.6%)	838 (0.6%)	758 (0.6%)	795 (0.6%)	763 (0.6%)
Centre	1,504 (1.1%)	1,595 (1.1%)	1,355 (1.0%)	1,400 (1.1%)	1,301 (1.0%)
Chester	5,100 (3.7%)	5,327 (3.8%)	5,092 (3.7%)	4,683 (3.5%)	4,585 (3.6%)
Clarion	588 (0.4%)	619 (0.4%)	560 (0.4%)	569 (0.4%)	504 (0.4%)
Clearfield	1,132 (0.8%)	1,048 (0.8%)	1,062 (0.8%)	1,090 (0.8%)	1,066 (0.8%)
Clinton	459 (0.3%)	505 (0.4%)	525 (0.4%)	488 (0.4%)	488 (0.4%)
Columbia	824 (0.6%)	855 (0.6%)	862 (0.6%)	741 (0.6%)	723 (0.6%)
Crawford	1,030 (0.8%)	1,015 (0.7%)	991 (0.7%)	1,063 (0.8%)	1,049 (0.8%)
Cumberland	2,543 (1.8%)	2,665 (1.9%)	2,493 (1.8%)	2,466 (1.9%)	2,574 (2.0%)
Dauphin	3,360 (2.4%)	3,371 (2.4%)	3,016 (2.2%)	2,966 (2.2%)	2,872 (2.2%)
Delaware	5,204 (3.8%)	5,081 (3.6%)	4,810 (3.5%)	4,870 (3.7%)	4,920 (3.8%)
Elk	355 (0.3%)	351 (0.3%)	353 (0.3%)	361 (0.3%)	349 (0.3%)
Erie	2,991 (2.2%)	2,974 (2.1%)	2,875 (2.1%)	2,766 (2.1%)	2,554 (2.0%)
Fayette	1,495 (1.1%)	1,519 (1.1%)	1,425 (1.0%)	1,293 (1.0%)	1,174 (0.9%)
Forest	110 (0.1%)	108 (0.1%)	92 (0.1%)	99 (0.1%)	88 (0.1%)
Franklin	1,626 (1.2%)	1,720 (1.2%)	1,629 (1.2%)	1,605 (1.2%)	1,613 (1.3%)
Fulton	289 (0.2%)	309 (0.2%)	301 (0.2%)	321 (0.2%)	314 (0.2%)
Greene	400 (0.3%)	380 (0.3%)	415 (0.3%)	414 (0.3%)	375 (0.3%)
Huntingdon	432 (0.3%)	522 (0.4%)	464 (0.3%)	482 (0.4%)	530 (0.4%)
Indiana	989 (0.7%)	922 (0.7%)	900 (0.7%)	897 (0.7%)	830 (0.7%)
Jefferson	578 (0.4%)	509 (0.4%)	526 (0.4%)	540 (0.4%)	530 (0.4%)
Juniata	251 (0.2%)	255 (0.2%)	245 (0.2%)	295 (0.2%)	243 (0.2%)
Lackawanna	2,267 (1.6%)	2,210 (1.6%)	2,431 (1.8%)	2,302 (1.7%)	2,356 (1.8%)
Lancaster	5,484 (4.0%)	5,769 (4.1%)	5,834 (4.3%)	5,736 (4.3%)	5,663 (4.4%)
Lawrence	999 (0.7%)	1,049 (0.8%)	977 (0.7%)	991 (0.8%)	841 (0.7%)
Lebanon	1,560 (1.1%)	1,710 (1.2%)	1,656 (1.2%)	1,534 (1.2%)	1,579 (1.2%)
Lehigh	4,766 (3.5%)	5,038 (3.6%)	5,229 (3.8%)	5,302 (4.0%)	5,040 (3.9%)
Luzerne	3,744 (2.7%)	3,750 (2.7%)	3,319 (2.4%)	3,192 (2.4%)	3,089 (2.4%)
Lycoming	1,216 (0.9%)	1,271 (0.9%)	1,255 (0.9%)	1,148 (0.9%)	1,085 (0.9%)
McKean	409 (0.3%)	376 (0.3%)	335 (0.2%)	406 (0.3%)	328 (0.3%)
Mercer	1,560 (1.1%)	1,622 (1.2%)	1,526 (1.1%)	1,451 (1.1%)	1,393 (1.1%)
Mifflin	457 (0.3%)	495 (0.4%)	400 (0.3%)	264 (0.2%)	350 (0.3%)
Monroe	2,617 (1.9%)	2,727 (1.9%)	2,878 (2.1%)	2,887 (2.2%)	2,572 (2.0%)
Montgomery	9,781 (7.1%)	9,836 (7.0%)	9,885 (7.2%)	9,609 (7.2%)	9,788 (7.6%)
Montour	208 (0.2%)	239 (0.2%)	212 (0.2%)	232 (0.2%)	208 (0.2%)
Northampton	2,736 (2.0%)	3,021 (2.2%)	3,121 (2.3%)	2,881 (2.2%)	3,003 (2.3%)
Northumberland	703 (0.5%)	687 (0.5%)	661 (0.5%)	651 (0.5%)	655 (0.5%)
Perry	545 (0.4%)	609 (0.4%)	559 (0.4%)	567 (0.4%)	566 (0.4%)
Philadelphia	13,426 (9.7%)	12,456 (8.9%)	12,978 (9.4%)	11,746 (8.8%)	11,682 (9.1%)
Pike	560 (0.4%)	626 (0.5%)	655 (0.5%)	675 (0.5%)	641 (0.5%)
Potter	177 (0.1%)	127 (0.1%)	164 (0.1%)	201 (0.2%)	135 (0.1%)
Schuylkill	1,652 (1.2%)	1,802 (1.3%)	1,648 (1.2%)	1,706 (1.3%)	1,541 (1.2%)
Snyder	482 (0.4%)	472 (0.3%)	443 (0.3%)	459 (0.4%)	430 (0.3%)
Somerset	998 (0.7%)	1,025 (0.7%)	931 (0.7%)	809 (0.6%)	794 (0.6%)
Sullivan	109 (0.1%)	105 (0.1%)	89 (0.1%)	71 (0.1%)	87 (0.1%)
Susquehanna	521 (0.4%)	552 (0.4%)	532 (0.4%)	574 (0.4%)	527 (0.4%)
Tioga	516 (0.4%)	471 (0.3%)	421 (0.3%)	450 (0.3%)	424 (0.3%)
Union	414 (0.3%)	412 (0.3%)	347 (0.3%)	381 (0.3%)	325 (0.3%)
Venango	690 (0.5%)	743 (0.5%)	688 (0.5%)	647 (0.5%)	637 (0.5%)
Warren	461 (0.3%)	473 (0.3%)	409 (0.3%)	442 (0.3%)	375 (0.3%)
Washington	1,913 (1.4%)	2,020 (1.4%)	1,930 (1.4%)	1,965 (1.5%)	1,781 (1.4%)
Wayne	693 (0.5%)	636 (0.5%)	659 (0.5%)	619 (0.5%)	629 (0.5%)
Westmoreland	4,079 (3.0%)	4,029 (2.9%)	3,923 (2.9%)	3,775 (2.8%)	3,407 (2.7%)
Wyoming	378 (0.3%)	348 (0.3%)	336 (0.2%)	352 (0.3%)	309 (0.2%)
York	4,665 (3.4%)	4,831 (3.5%)	5,074 (3.7%)	4,834 (3.6%)	4,580 (3.6%)
TOTAL	138,115 (100.0%)	140,207 (100.0%)	137,410 (99.9%)	132,829 (99.9%)	128,342 (99.9%)

Counties

Traffic Deaths by County—Five-Year Trends

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

County	2002 Deaths	2003 Deaths	2004 Deaths	2005 Deaths	2006 Deaths
Adams	18 (1.1%)	24 (1.5%)	17 (1.1%)	27 (1.7%)	19 (1.3%)
Allegheny	95 (5.9%)	79 (5.0%)	77 (5.2%)	104 (6.4%)	79 (5.2%)
Armstrong	15 (0.9%)	15 (1.0%)	16 (1.1%)	9 (0.6%)	16 (1.1%)
Beaver	11 (0.7%)	19 (1.2%)	9 (0.6%)	18 (1.1%)	25 (1.6%)
Bedford	12 (0.7%)	18 (1.1%)	23 (1.5%)	18 (1.1%)	20 (1.3%)
Berks	57 (3.5%)	41 (2.6%)	59 (4.0%)	73 (4.5%)	50 (3.3%)
Blair	14 (0.9%)	21 (1.3%)	19 (1.3%)	20 (1.2%)	25 (1.6%)
Bradford	19 (1.2%)	13 (0.8%)	12 (0.8%)	9 (0.6%)	9 (0.6%)
Bucks	65 (4.0%)	74 (4.7%)	53 (3.6%)	74 (4.6%)	72 (4.7%)
Butler	28 (1.7%)	28 (1.8%)	35 (2.4%)	21 (1.3%)	26 (1.7%)
Cambria	16 (1.0%)	23 (1.5%)	12 (0.8%)	19 (1.2%)	24 (1.6%)
Cameron	1 (0.1%)	0 (0.0%)	2 (0.1%)	0 (0.0%)	0 (0.0%)
Carbon	10 (0.6%)	13 (0.8%)	13 (0.9%)	14 (0.9%)	17 (1.1%)
Centre	16 (1.0%)	27 (1.7%)	20 (1.3%)	18 (1.1%)	23 (1.5%)
Chester	45 (2.8%)	52 (3.3%)	56 (3.8%)	52 (3.2%)	54 (3.5%)
Clarion	15 (0.9%)	12 (0.8%)	8 (0.5%)	14 (0.9%)	13 (0.9%)
Clearfield	24 (1.5%)	16 (1.0%)	13 (0.9%)	23 (1.4%)	21 (1.4%)
Clinton	12 (0.7%)	6 (0.4%)	8 (0.5%)	12 (0.7%)	13 (0.9%)
Columbia	16 (1.0%)	16 (1.0%)	9 (0.6%)	14 (0.9%)	18 (1.2%)
Crawford	23 (1.4%)	19 (1.2%)	15 (1.0%)	22 (1.4%)	19 (1.3%)
Cumberland	30 (1.9%)	34 (2.2%)	20 (1.3%)	38 (2.4%)	29 (1.9%)
Dauphin	48 (3.0%)	19 (1.2%)	31 (2.1%)	36 (2.2%)	24 (1.6%)
Delaware	31 (1.9%)	48 (3.0%)	34 (2.3%)	31 (1.9%)	29 (1.9%)
Elk	4 (0.3%)	13 (0.8%)	15 (1.0%)	8 (0.5%)	3 (0.2%)
Erie	41 (2.5%)	25 (1.6%)	35 (2.4%)	23 (1.4%)	36 (2.4%)
Fayette	28 (1.7%)	24 (1.5%)	21 (1.4%)	28 (1.7%)	19 (1.3%)
Forest	5 (0.3%)	2 (0.1%)	0 (0.0%)	2 (0.1%)	5 (0.3%)
Franklin	20 (1.2%)	33 (2.1%)	24 (1.6%)	18 (1.1%)	23 (1.5%)
Fulton	7 (0.4%)	13 (0.8%)	5 (0.3%)	10 (0.6%)	5 (0.3%)
Greene	15 (0.9%)	15 (1.0%)	10 (0.7%)	8 (0.5%)	6 (0.4%)
Huntingdon	14 (0.9%)	7 (0.4%)	6 (0.4%)	9 (0.6%)	12 (0.8%)
Indiana	16 (1.0%)	23 (1.5%)	14 (0.9%)	21 (1.3%)	9 (0.6%)
Jefferson	16 (1.0%)	9 (0.6%)	8 (0.5%)	8 (0.5%)	4 (0.3%)
Juniata	6 (0.4%)	5 (0.3%)	5 (0.3%)	8 (0.5%)	10 (0.7%)
Lackawanna	32 (2.0%)	19 (1.2%)	22 (1.5%)	24 (1.5%)	23 (1.5%)
Lancaster	59 (3.7%)	58 (3.7%)	54 (3.6%)	71 (4.4%)	63 (4.1%)
Lawrence	15 (0.9%)	18 (1.1%)	9 (0.6%)	13 (0.8%)	12 (0.8%)
Lebanon	13 (0.8%)	16 (1.0%)	24 (1.6%)	15 (0.9%)	20 (1.3%)
Lehigh	27 (1.7%)	35 (2.2%)	37 (2.5%)	49 (3.0%)	40 (2.6%)
Luzerne	49 (3.0%)	46 (2.9%)	39 (2.6%)	31 (1.9%)	51 (3.3%)
Lycoming	25 (1.6%)	23 (1.5%)	26 (1.7%)	19 (1.2%)	22 (1.4%)
McKean	14 (0.9%)	3 (0.2%)	6 (0.4%)	6 (0.4%)	3 (0.2%)
Mercer	26 (1.6%)	21 (1.3%)	26 (1.7%)	27 (1.7%)	26 (1.7%)
Mifflin	11 (0.7%)	8 (0.5%)	4 (0.3%)	10 (0.6%)	5 (0.3%)
Monroe	34 (2.1%)	30 (1.9%)	38 (2.6%)	40 (2.5%)	36 (2.4%)
Montgomery	60 (3.7%)	78 (5.0%)	57 (3.8%)	44 (2.7%)	54 (3.5%)
Montour	3 (0.2%)	8 (0.5%)	2 (0.1%)	5 (0.3%)	4 (0.3%)
Northampton	27 (1.7%)	20 (1.3%)	37 (2.5%)	32 (2.0%)	31 (2.0%)
Northumberland	10 (0.6%)	20 (1.3%)	24 (1.6%)	18 (1.1%)	14 (0.9%)
Perry	17 (1.1%)	9 (0.6%)	11 (0.7%)	12 (0.7%)	18 (1.2%)
Philadelphia	118 (7.3%)	114 (7.2%)	121 (8.1%)	99 (6.1%)	104 (6.8%)
Pike	13 (0.8%)	8 (0.5%)	10 (0.7%)	12 (0.7%)	9 (0.6%)
Potter	5 (0.3%)	2 (0.1%)	5 (0.3%)	5 (0.3%)	3 (0.2%)
Schuylkill	31 (1.9%)	26 (1.7%)	40 (2.7%)	29 (1.8%)	32 (2.1%)
Snyder	8 (0.5%)	10 (0.6%)	5 (0.3%)	7 (0.4%)	10 (0.7%)
Somerset	9 (0.6%)	24 (1.5%)	13 (0.9%)	26 (1.6%)	13 (0.9%)
Sullivan	2 (0.1%)	5 (0.3%)	4 (0.3%)	3 (0.2%)	0 (0.0%)
Susquehanna	17 (1.1%)	14 (0.9%)	8 (0.5%)	13 (0.8%)	8 (0.5%)
Tioga	9 (0.6%)	10 (0.6%)	6 (0.4%)	11 (0.7%)	11 (0.7%)
Union	11 (0.7%)	7 (0.4%)	9 (0.6%)	11 (0.7%)	10 (0.7%)
Venango	13 (0.8%)	18 (1.1%)	7 (0.5%)	11 (0.7%)	9 (0.6%)
Warren	13 (0.8%)	12 (0.8%)	8 (0.5%)	10 (0.6%)	7 (0.5%)
Washington	27 (1.7%)	26 (1.7%)	27 (1.8%)	27 (1.7%)	21 (1.4%)
Wayne	18 (1.1%)	6 (0.4%)	11 (0.7%)	14 (0.9%)	11 (0.7%)
Westmoreland	49 (3.0%)	42 (2.7%)	50 (3.4%)	54 (3.3%)	35 (2.3%)
Wyoming	6 (0.4%)	9 (0.6%)	3 (0.2%)	9 (0.6%)	7 (0.5%)
York	54 (3.3%)	46 (2.9%)	43 (2.9%)	50 (3.1%)	56 (3.7%)
TOTAL	1,618 (100.0%)	1,577 (100.0%)	1,490 (100.0%)	1,616 (100.0%)	1,525 (100.0%)

Counties

Pedestrian Deaths by County—Five-Year Trends

County	2002	2003	2004	2005	2006
Adams	1	2	0	0	0
Allegheny	14	21	16	14	14
Armstrong	0	1	1	1	0
Beaver	1	2	3	2	0
Bedford	0	1	2	2	1
Berks	7	6	5	6	3
Blair	0	2	1	2	3
Bradford	0	1	0	0	0
Bucks	13	9	8	10	13
Butler	0	2	0	2	3
Cambria	2	0	0	1	3
Cameron	0	0	0	0	0
Carbon	1	2	0	1	2
Centre	1	1	1	1	3
Chester	0	3	1	3	4
Clarion	0	4	0	1	0
Clearfield	3	3	0	2	1
Clinton	2	0	1	2	1
Columbia	1	0	0	0	1
Crawford	1	1	1	2	3
Cumberland	3	3	1	1	5
Dauphin	5	2	3	7	3
Delaware	8	12	3	7	7
Elk	0	0	0	0	0
Erie	6	3	4	4	3
Fayette	2	2	1	2	1
Forest	0	0	0	0	0
Franklin	1	2	3	0	2
Fulton	0	2	0	0	0
Greene	1	0	0	1	0
Huntingdon	0	0	0	0	2
Indiana	1	1	1	0	0
Jefferson	0	4	1	0	0
Juniata	0	0	0	0	1
Lackawanna	2	5	1	5	6
Lancaster	8	6	2	6	4
Lawrence	3	1	1	1	0
Lebanon	0	0	2	3	1
Lehigh	2	4	6	7	3
Luzerne	6	1	6	2	9
Lycoming	4	0	2	1	1
McKean	2	0	1	0	0
Mercer	3	0	3	2	2
Mifflin	0	0	0	0	0
Monroe	3	3	0	3	2
Montgomery	10	14	8	3	5
Montour	0	1	0	0	1
Northampton	2	2	4	3	3
Northumberland	0	3	0	0	0
Perry	0	0	0	0	1
Philadelphia	24	34	39	30	37
Pike	2	0	1	0	0
Potter	0	0	0	0	0
Schuylkill	1	3	4	3	1
Snyder	0	0	1	2	1
Somerset	0	0	0	3	1
Sullivan	0	0	0	0	0
Susquehanna	1	0	1	0	0
Tioga	0	0	0	1	1
Union	3	1	0	1	1
Venango	0	1	0	1	2
Warren	1	0	0	0	0
Washington	0	1	2	3	1
Wayne	1	0	1	1	0
Westmoreland	4	1	4	1	2
Wyoming	0	0	0	1	0
York	2	2	5	5	6
TOTAL	158	175	151	162	170

Counties

Pedestrian Deaths and Injuries by Age Group by County

County	Age 0-4		Age 5-9		Age 10-14		Age 15-59		Age 60+		Total	
	Death	Injury	Death	Injury	Death	Injury	Death	Injury	Death	Injury	Death	Injury
Adams	0	0	0	0	0	1	0	8	0	2	0	11
Allegheny	0	6	0	35	1	47	6	288	6	50	13	426
Armstrong	0	0	0	0	0	1	0	2	0	0	0	3
Beaver	0	0	0	3	0	4	0	6	0	1	0	14
Bedford	0	0	0	2	0	0	1	5	0	0	1	7
Berks	0	17	0	10	0	29	1	72	2	19	3	147
Blair	0	2	0	4	0	2	1	15	2	4	3	27
Bradford	0	0	0	1	0	4	0	5	0	1	0	11
Bucks	0	3	0	7	0	12	7	48	6	21	13	91
Butler	0	1	0	2	0	3	1	12	2	1	3	19
Cambria	0	2	1	1	0	0	2	6	0	2	3	11
Cameron	0	1	0	0	0	0	0	0	0	0	0	1
Carbon	1	1	0	1	0	1	0	8	1	1	2	12
Centre	0	1	0	0	0	1	3	31	0	3	3	36
Chester	0	0	0	5	0	4	3	49	1	6	4	64
Clarion	0	1	0	0	0	4	0	5	0	0	0	10
Clearfield	0	0	0	0	0	2	1	6	0	2	1	10
Clinton	0	0	0	0	0	3	1	5	0	2	1	10
Columbia	0	0	0	1	0	2	1	5	0	0	1	8
Crawford	0	0	0	5	0	3	2	8	1	2	3	18
Cumberland	0	0	1	2	0	9	4	22	0	3	5	36
Dauphin	0	4	0	12	1	15	2	35	0	9	3	75
Delaware	0	6	0	13	0	28	4	89	2	17	6	153
Elk	0	0	0	0	0	1	0	3	0	1	0	5
Erie	0	5	0	5	0	8	3	43	0	6	3	67
Fayette	0	0	0	3	0	3	1	15	0	2	1	23
Forest	0	0	0	0	0	0	0	0	0	0	0	0
Franklin	0	0	0	4	0	5	0	13	1	2	1	24
Fulton	0	0	0	0	0	0	0	1	0	0	0	1
Greene	0	0	0	0	0	1	0	2	0	0	0	3
Huntingdon	0	0	0	1	0	2	0	4	2	1	2	8
Indiana	0	0	0	0	0	3	0	10	0	4	0	17
Jefferson	0	0	0	0	0	1	0	3	0	3	0	7
Juniata	0	0	0	1	0	0	0	2	1	0	1	3
Lackawanna	0	2	1	2	0	11	3	33	2	7	6	55
Lancaster	0	7	0	14	1	12	2	67	1	13	4	113
Lawrence	0	0	0	2	0	1	0	9	0	1	0	13
Lebanon	0	3	0	5	0	6	1	22	0	4	1	40
Lehigh	0	9	0	26	0	26	2	100	1	13	3	174
Luzerne	0	2	1	3	0	10	7	40	1	11	9	66
Lycoming	0	0	0	4	0	5	0	21	1	2	1	32
McKean	0	0	0	0	0	0	0	5	0	2	0	7
Mercer	0	0	0	0	0	3	1	15	1	5	2	23
Mifflin	0	0	0	1	0	0	0	2	0	0	0	3
Monroe	0	0	0	1	0	0	1	15	1	4	2	20
Montgomery	1	6	0	11	0	32	1	135	3	29	5	213
Montour	0	0	0	0	0	0	0	0	1	0	1	0
Northampton	0	1	1	6	0	13	1	43	1	8	3	71
Northumberland	0	0	0	2	0	0	0	4	0	2	0	8
Perry	0	1	0	1	0	1	1	2	0	0	1	5
Philadelphia	2	101	4	246	2	269	19	1,177	10	184	37	1,977
Pike	0	0	0	0	0	0	0	3	0	2	0	5
Potter	0	0	0	0	0	0	0	0	0	0	0	0
Schuylkill	0	1	0	4	0	10	0	17	1	7	1	39
Snyder	0	0	0	1	0	2	1	1	0	0	1	4
Somerset	0	0	0	0	0	2	1	4	0	1	1	7
Sullivan	0	0	0	0	0	0	0	1	0	0	0	1
Susquehanna	0	0	0	0	0	1	0	0	0	2	0	3
Tioga	0	1	0	2	0	0	1	2	0	1	1	6
Union	0	0	0	0	0	2	1	2	0	1	1	5
Venango	0	2	1	1	0	1	0	7	1	3	2	14
Warren	0	0	0	0	0	2	0	7	0	0	0	9
Washington	0	1	0	1	0	2	1	15	0	1	1	20
Wayne	0	0	0	0	0	0	0	4	0	4	0	8
Westmoreland	1	2	0	3	0	7	1	19	0	4	2	35
Wyoming	0	0	0	0	0	0	0	1	0	0	0	1
York	0	2	1	13	2	16	2	56	1	7	6	94
TOTAL	5	191	11	467	7	633	91	2,655	53	483	167	4,429

Counties

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

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

County	2002 Belt Use	2003 Belt Use	2004 Belt Use	2005 Belt Use	2006 Belt Use
Adams	75	82	83	78	83
Allegheny	64	68	71	73	73
Armstrong	69	75	76	78	76
Beaver	56	57	65	65	66
Bedford	79	82	84	85	82
Berks	67	72	71	73	74
Blair	79	81	84	84	83
Bradford	79	79	81	83	79
Bucks	68	72	74	76	76
Butler	74	77	81	83	85
Cambria	61	64	67	69	70
Cameron	61	80	75	72	75
Carbon	65	71	71	75	72
Centre	78	79	82	82	81
Chester	75	78	81	81	80
Clarion	76	84	84	84	84
Clearfield	71	76	76	77	76
Clinton	78	81	85	82	82
Columbia	71	77	75	78	79
Crawford	78	80	81	79	81
Cumberland	81	84	85	83	84
Dauphin	77	79	80	81	81
Delaware	61	66	66	71	72
Elk	71	77	80	82	80
Erie	72	74	78	77	77
Fayette	69	74	74	78	76
Forest	72	78	70	87	77
Franklin	76	77	77	81	77
Fulton	84	85	84	83	83
Greene	71	78	77	77	77
Huntingdon	74	82	78	77	74
Indiana	79	81	83	81	83
Jefferson	73	76	78	82	76
Juniata	80	78	78	82	81
Lackawanna	59	59	64	62	62
Lancaster	79	82	83	83	83
Lawrence	68	65	66	69	71
Lebanon	73	77	78	79	82
Lehigh	72	76	77	77	76
Luzerne	72	75	77	78	77
Lycoming	65	72	72	77	72
McKean	69	68	76	71	73
Mercer	68	70	76	77	77
Mifflin	71	72	76	77	77
Monroe	78	80	80	79	83
Montgomery	75	79	81	82	83
Montour	81	87	84	87	87
Northampton	73	75	79	80	80
Northumberland	69	73	71	73	75
Perry	75	81	83	83	80
Philadelphia	27	29	30	31	29
Pike	77	81	84	84	85
Potter	76	80	82	81	80
Schuylkill	71	79	77	78	76
Snyder	76	82	83	84	83
Somerset	73	79	79	78	75
Sullivan	73	80	83	88	82
Susquehanna	77	79	79	82	76
Tioga	78	84	87	87	80
Union	77	80	79	85	81
Venango	71	73	76	75	76
Warren	76	81	85	86	83
Washington	72	75	72	78	79
Wayne	78	83	81	82	83
Westmoreland	73	76	78	80	80
Wyoming	76	78	82	83	83
York	73	77	81	80	83
STATEWIDE	67	71	72	73	73

Counties

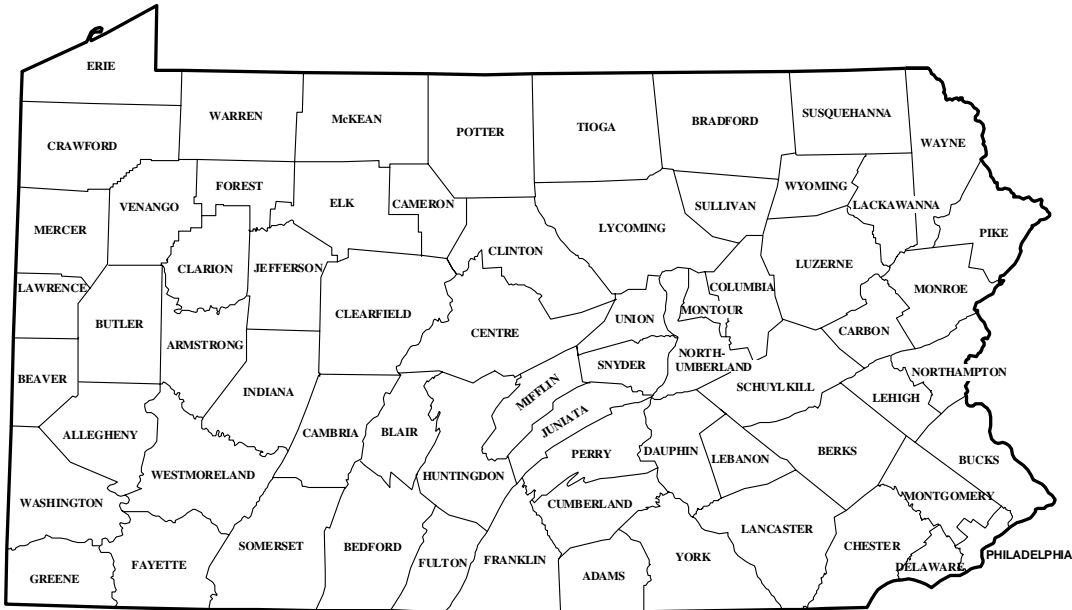
Alcohol-Related Deaths by County—Five-Year Trends

County	2002 Deaths	2003 Deaths	2004 Deaths	2005 Deaths	2006 Deaths
Adams	4	15	5	13	9
Allegheny	39	26	30	42	21
Armstrong	6	9	4	4	6
Beaver	5	6	2	9	8
Bedford	4	7	10	4	9
Berks	18	13	21	22	19
Blair	6	4	5	7	4
Bradford	8	2	3	6	5
Bucks	19	25	17	23	22
Butler	9	7	14	8	12
Cambria	9	6	6	10	5
Cameron	0	0	0	0	0
Carbon	4	5	9	6	3
Centre	7	11	4	5	9
Chester	18	27	16	16	20
Clarion	7	3	2	5	5
Clearfield	6	6	5	8	2
Clinton	5	3	2	4	3
Columbia	4	7	4	3	8
Crawford	12	7	5	11	11
Cumberland	9	8	9	14	11
Dauphin	25	4	8	11	11
Delaware	7	19	13	13	9
Elk	1	5	4	5	1
Erie	19	8	15	13	17
Fayette	10	14	5	13	7
Forest	1	0	0	1	4
Franklin	8	12	10	7	7
Fulton	1	1	1	3	2
Greene	10	8	5	6	1
Huntingdon	6	3	1	4	6
Indiana	8	7	8	11	4
Jefferson	10	1	1	3	1
Juniata	1	1	2	2	2
Lackawanna	14	4	7	7	9
Lancaster	19	22	13	18	26
Lawrence	5	5	1	6	2
Lebanon	4	10	8	2	7
Lehigh	9	15	13	12	11
Luzerne	21	21	20	17	24
Lycoming	10	6	10	7	6
McKean	10	1	3	3	3
Mercer	7	7	10	8	8
Mifflin	3	5	2	6	2
Monroe	13	8	15	18	9
Montgomery	14	24	20	16	23
Montour	0	2	0	1	2
Northampton	7	6	11	12	7
Northumberland	4	5	8	6	8
Perry	13	3	3	3	5
Philadelphia	37	31	42	27	23
Pike	5	1	3	2	5
Potter	0	1	3	4	0
Schuylkill	14	9	16	8	8
Snyder	4	2	2	4	0
Somerset	5	14	11	12	4
Sullivan	0	2	3	2	0
Susquehanna	8	4	3	5	6
Tioga	3	3	1	0	1
Union	0	1	2	5	7
Venango	4	6	3	1	5
Warren	6	5	4	5	6
Washington	10	14	12	11	9
Wayne	5	2	5	2	5
Westmoreland	25	22	19	14	22
Wyoming	3	2	0	3	5
York	14	15	22	21	23
TOTAL	602	558	541	580	545

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

Pennsylvania Counties

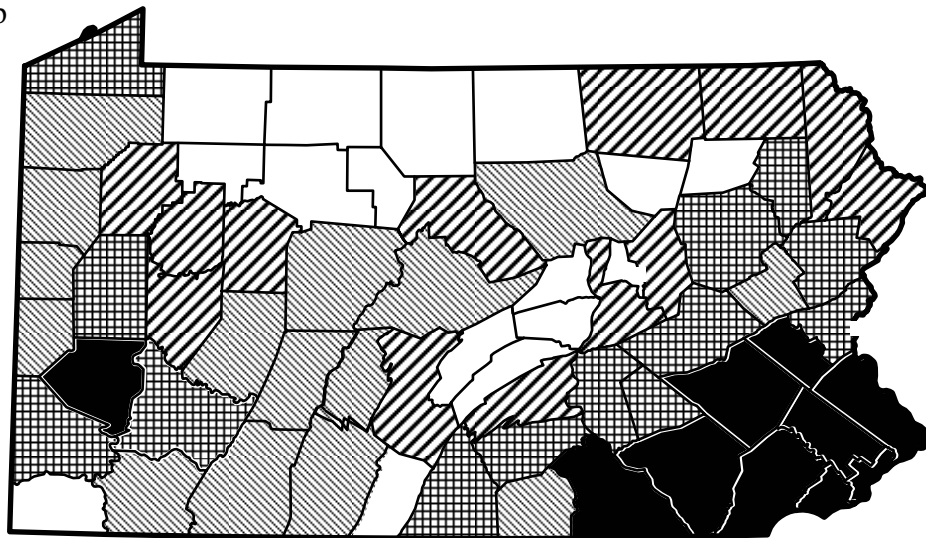
Use the map below as a key to county names for other maps.



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

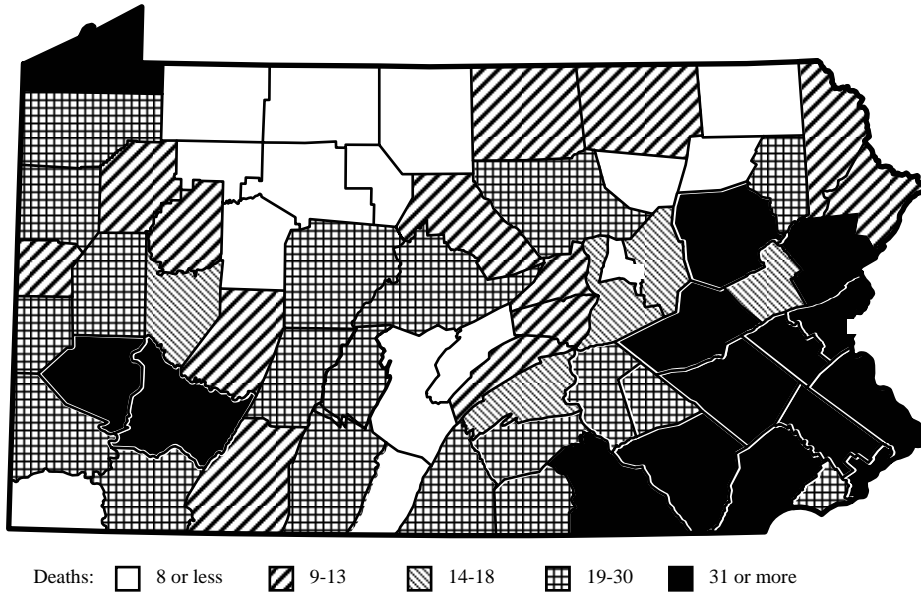
Urban counties, with their higher populations, number of vehicles, and vehicle-miles of travel, lend themselves to a higher number of crashes. Referring to the map below, 54% of the total traffic crashes occurred in only 10 of Pennsylvania's 67 counties. These 10 counties appear in black on the map



Counties

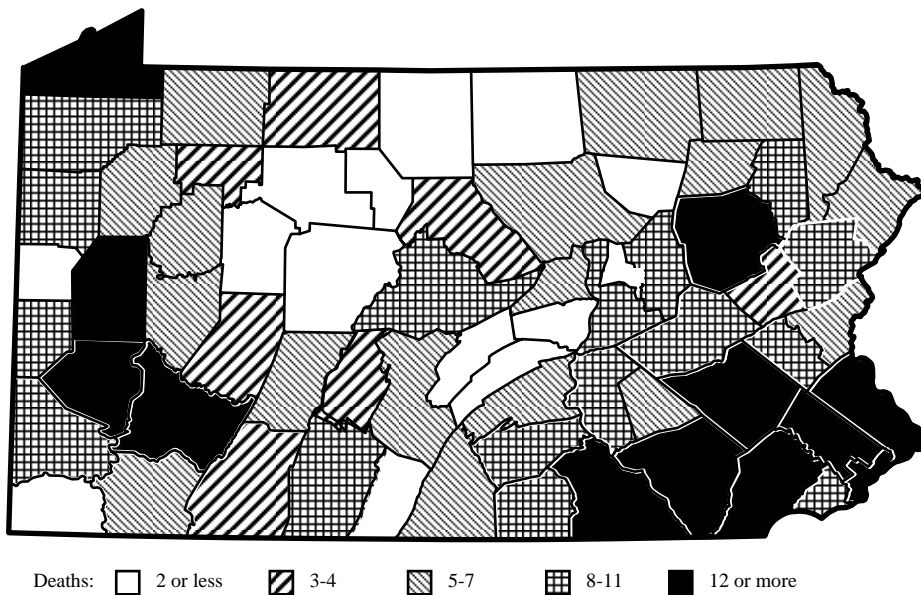
Traffic Deaths by County

Referring to the map below, 52% of the total traffic deaths occurred in only 15 of Pennsylvania's 67 counties. These 15 counties appear in black on the map.



Alcohol-Related Deaths by County

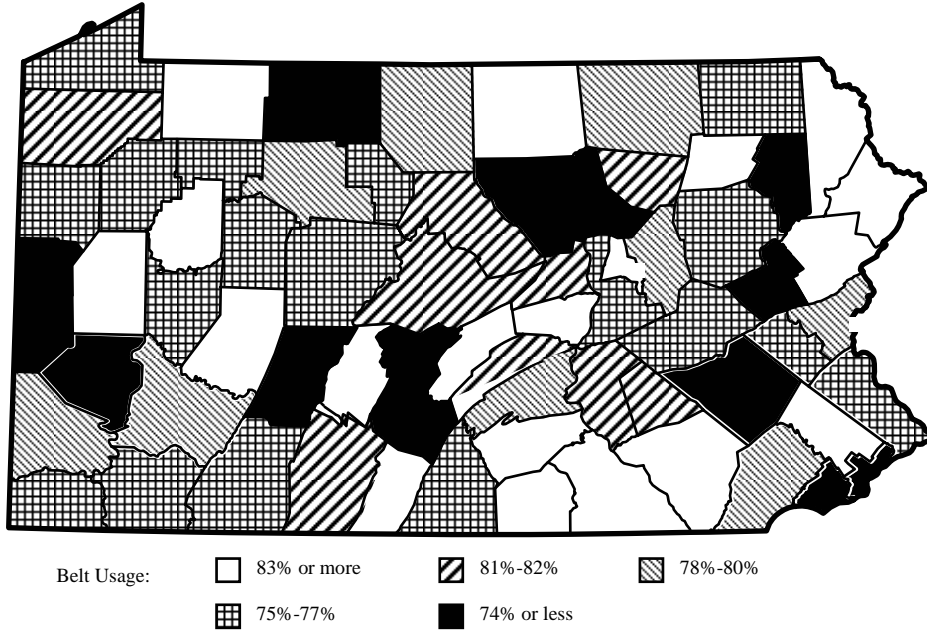
Referring to the map below, 46% of the total alcohol-related deaths occurred in only 12 of Pennsylvania's 67 counties. These 12 counties appear in black on the map.



Counties

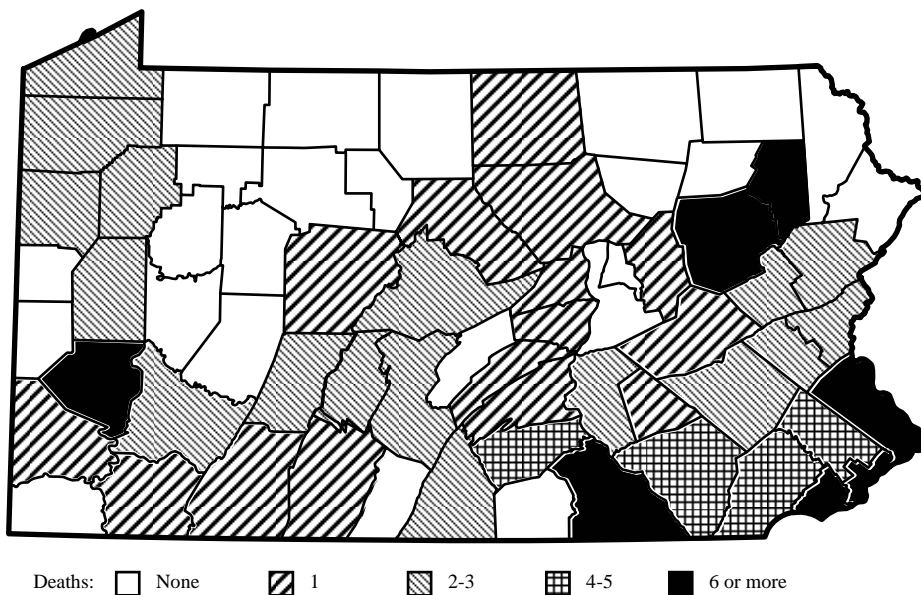
Percent Seat Belt Use in Crashes by County

While the percent seat belt use in crashes tended to be lower in counties with major urban areas, some rural areas also had lower seat belt use in crashes. Below the worst 11 counties having 74% or less seat belt usage in crashes are shown in black on the map.



Pedestrian Deaths by County

Referring to the map below, 54% of the total pedestrian deaths occurred in only 7 of Pennsylvania's 67 counties. These 7 counties appear in black on the map.

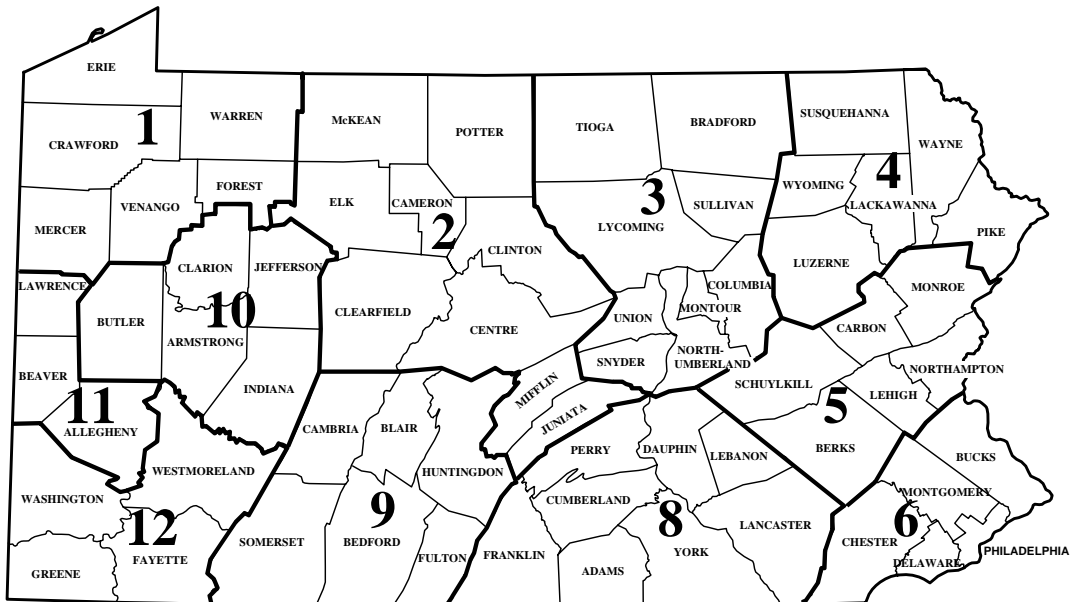


Counties

Crashes by Engineering District

The map below illustrates the eleven PENNDOT engineering districts in Pennsylvania. The table below lists a breakdown of the number of crashes, deaths, and injuries in 2006 by engineering district.

District	Crashes	Deaths	Injuries
01	6,096	102	4,511
02	4,317	81	3,191
03	4,500	98	3,231
04	7,551	109	5,558
05	17,891	206	12,686
06	37,442	313	32,441
08	20,421	252	13,863
09	5,056	99	3,629
10	4,304	68	3,231
11	13,929	116	9,388
12	6,737	81	4,868
Total	128,342	1,525	96,597



Counties

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2006 Pennsylvania Crash Facts & Statistics Feedback Survey

The 2006 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

If not, what information would you like to see included? _____

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Overview	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
All Crashes and Deaths	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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