2004

Pennsylvania Crash Facts & Statistics

Governor

Edward G. Rendell

Secretary of Transportation

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Introduction

The ***2004 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 2004. 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. Some data fields have been changed, or combined, and others eliminated.

Due to the implementation of the new form and system, a large backlog of crash cases to process was created. A decision was made at the time to temporarily skip the 2002 crash year. This book reflects that decision as the data for 2002 is missing. PennDOT is currently in the process of recovering the 2002 data which will be published in the future upon completion.

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

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Special Thanks

Our analysts have worked very hard at making this transition as smooth as possible and 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 five unit crash involving three tractor trailers/large trucks, one of which was already disabled from a previous incident. Large vehicles pose a danger as they are harder to control and see other vehicles and pedestrians. Drivers of other vehicles and pedestrians should be aware of this and show caution and patience when traveling near large vehicles.

In 2004, 6,851 crashes occurred involving heavy trucks, including tractor trailers, killing 183 people. This number is actually a decrease of 14% from 2003, but underscores the importance of safe driving around such large vehicles. For more information on heavy truck crashes, see page 54.

Table of Contents

Definitions

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

General Terms

Alcohol-Related Crash: Any reportable crash in which one or more of the drivers was reported to have been drinking, or a drinking pedestrian was involved.
DUI: Driving Under the Influence – specifically a driver was drinking.
Child Passenger Restraint System: A combination of an approved child safety seat and existing vehicle safety belt restraints. Mandatory in Pennsylvania for all passengers under age four.
Harmful Event: An action which occurs within a crash (e.g., hitting a tree, hitting a deer, hitting a pedestrian, hitting another vehicle, etc.) and often results in personal injury or property damage.
Holidays: The holiday weekend begins at 6:00 PM of the last working day before the holiday and ends at midnight on the last day of the holiday. Pre-holiday weekends and post holiday weekends are time periods equivalent to that of the weekend before or the weekend after the holiday, respectively. The same applies to holidays during the middle of the 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

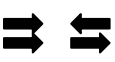
A description which characterizes the first harmful event of the crash and is described as one of the following:


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% (39,893 miles*) are state highways maintained by the Pennsylvania Department of Transportation (PENNDOT), and the remaining 67% (80,530 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 2004, there were 137,410 reportable traffic crashes in Pennsylvania. These crashes claimed the lives of 1,490 people and injured another 105,222 people. To add some perspective, the 2004 total reportable traffic crashes, like the 2003 total, is one of the lowest in the last five years.

Last year, there were approximately 106.1 billion vehicle-miles* of travel on Pennsylvania's roads and highways. The 2004 fatality rate of 1.40 deaths per hundred million vehicle-miles of travel* was a nice decrease from the 2003 fatality rate of 1.50. This number also represents the lowest fatality rate in the last five years.

2004 Briefs

On Average in Pennsylvania:

- Each day 376 reportable traffic crashes occurred (about 16 crashes every hour).
- Each day 4 persons were killed in reportable traffic crashes (one death every 6 hours).
- Each day 288 persons were injured in reportable crashes (about 12 injuries every hour).

Based on Pennsylvania's 2004 population (12,394,471 people):

- 1 out of every 37 people was involved in a reportable traffic crash.
- 1 out of every 8,318 people was killed in a reportable traffic crash.
- 1 out of every 118 people was injured in a reportable traffic crash.

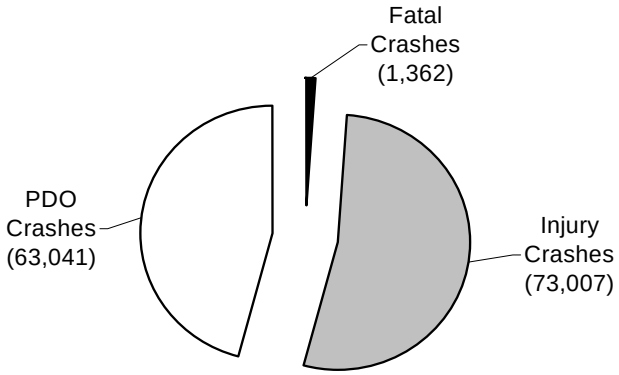
* For consistency purposes, the prior year's data is used at the time of publication because of timing issues. For this Crash Facts & Statistics book, 2003 information was used.

All Crashes and Deaths
—WHO WAS INVOLVED—

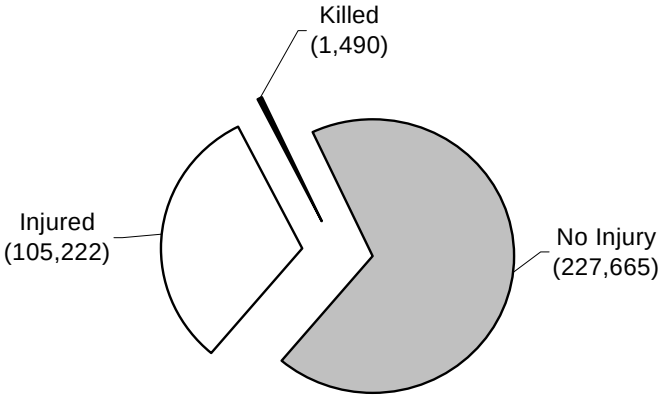
Crashes by Injury Severity

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 2004, most were not injured, and the vast majority who were injured suffered only minor injuries. The 1490 deaths in 2004 represent the lowest number of fatalities in Pennsylvania motor vehicle crashes since 1998, when there were 1486 fatalities.

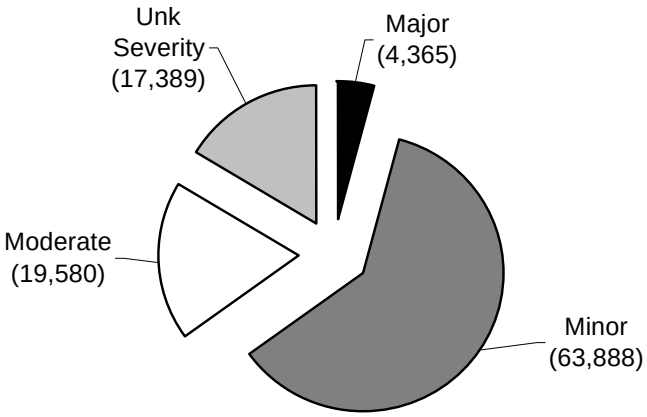
Total Crashes



Total People



Total People--Injured



Deaths and Injuries—Five-Year Trends

Total reported crashes in 2004 decreased 2.0% compared to 2003; deaths decreased by 5.5% while total injuries decreased by 1.1%.**

	1999	2000	2001	2003	2004
Reported Crashes	144,171	147,253	131,292	140,207	137,410
Total Deaths	1,549	1,520	1,532	1,577	1,490
Total Injuries	133,783	131,471	117,860	106,372	105,222
Major Injury	*5,162*	*5,136*	*5,039*	*4,645*	*4,365*
Moderate Injury	*25,337*	*24,785*	*23,292*	*22,331*	*19,580*
Minor Injury	*82,944*	*82,968*	*76,796*	*73,920*	*63,888*
Unknown Injury Severity	*20,340*	*18,582*	*12,733*	*5,476*	*17,389*
Pedestrian Deaths	187	172	195	175	151
Pedestrian Injuries	5,855	5,531	5,190	4,842	4,830
Motorcyclist Deaths	111	150	127	156	158
Motorcyclist Injuries	2,676	2,763	2,896	2,931	3,523
Bicyclist Deaths	18	15	13	20	14
Bicyclist Injuries	2,385	2,342	1,799	1,512	1,542
Heavy-Truck-Related Deaths	234	182	179	214	184
Alcohol-Related Deaths	528	510	529	558	541
Speed-Related Deaths	202	194	256	452	439
Billions of Vehicle-Miles*	100.4	102.5	103.5	104.8	106.1
Deaths per 100 Million Vehicle-Miles*	1.54	1.48	1.48	1.50	1.40

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

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

** 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

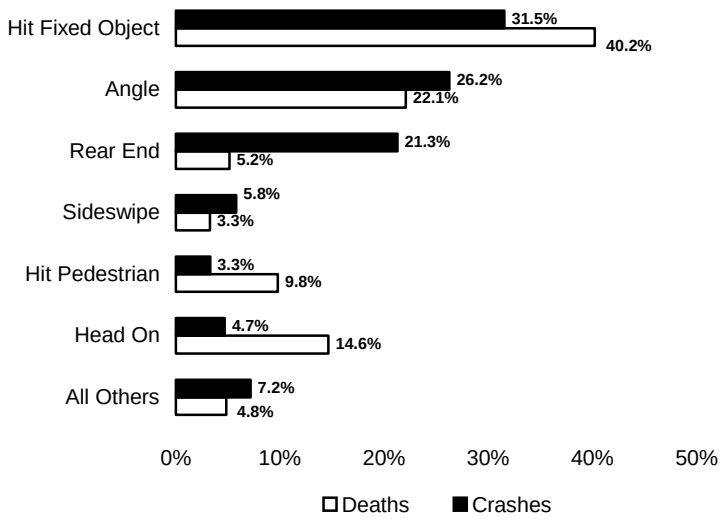
Severity	Number	Average Cost	Estimated Total Costs
Deaths (persons)	1,490	$3,190,200	$4,753,398,000
Major Injuries (persons)	4,365	$1,159,574	$5,061,540,510
Moderate Injuries (persons)	19,580	$77,593	$1,519,270,940
Minor Injuries (persons)	63,888	$6,135	$391,952,880
Property Damage Only (crashes)	61,275	$2,454	$150,368,850
Unknown Injuries (persons)	17,389	$6,135	$106,681,515
		TOTAL	**$11,983,212,695**

In 2004, the economic loss due to traffic crashes was
$967
to every man, woman, and child in Pennsylvania.

Figures are based on the latest PENNDOT estimates (in 2004 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.

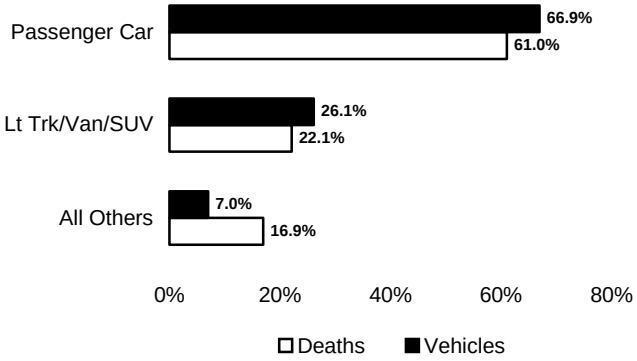


Crash Type	Crashes	Deaths
Angle	36,061	329
Backing Up	241	0
Head On	6,467	218
Hit Fixed Object	43,292	599
Hit Pedestrian	4,562	146
Non-Collision	5,682	67
Rear End	29,210	77
Sideswipe	7,956	49
Other	3,939	5
TOTAL	**137,410**	**1,490**

*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 2004 were involved in more crashes and have had more occupant deaths which are consistent with recent vehicle buying trends.



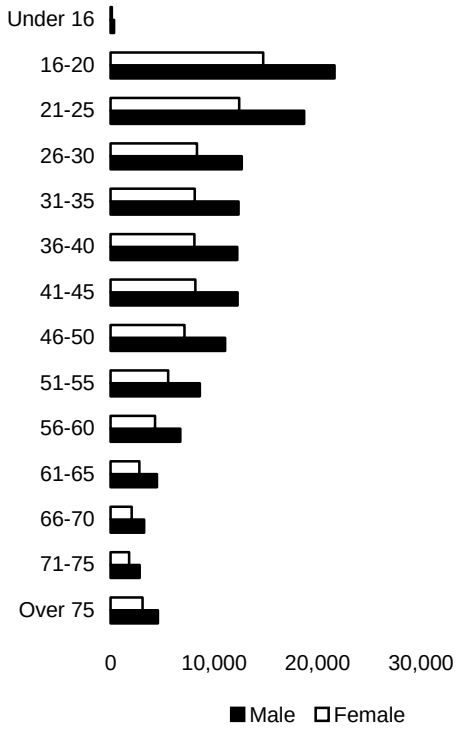
	Vehicles	Occupant Deaths
Passenger Car	152,533	815
Lt Trk/Van/SUV	59,462	295
Heavy Truck	7,492	27
Motorcycle	3,725	158
Bicycle	1,618	14
Commercial Bus	672	1
School Bus	492	0
Other	1,971	26

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).

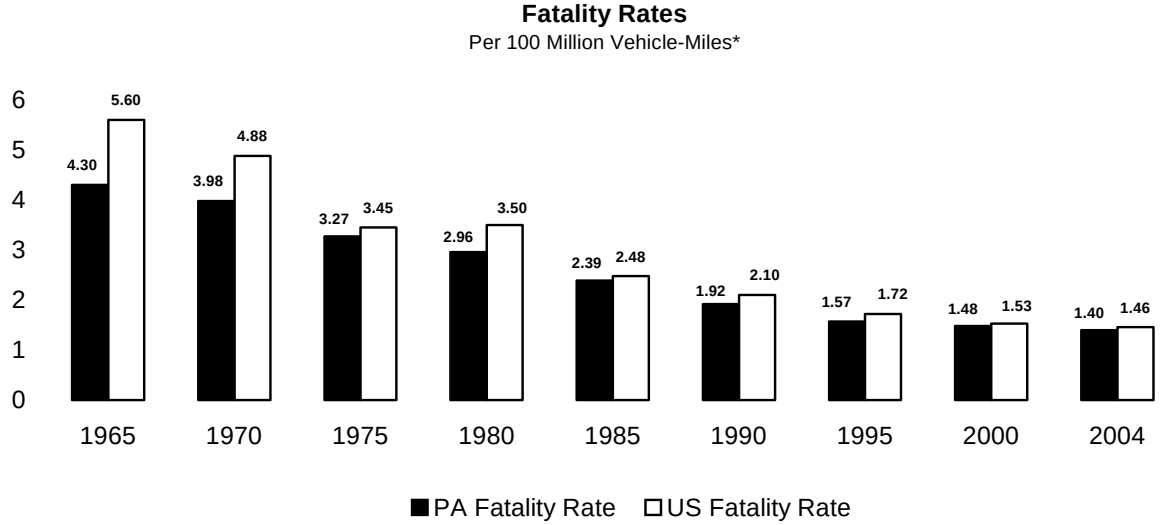
Driver	Male	Female	Total Drivers
Under 16	325 (0.2%)	117 (0.1%)	**442**
16-20	21,638 (16.2%)	14,732 (16.9%)	**36,370**
21-25	18,689 (14.0%)	12,426 (14.2%)	**31,115**
26-30	12,667 (9.5%)	8,355 (9.6%)	**21,022**
31-35	12,355 (9.2%)	8,134 (9.3%)	**20,489**
36-40	12,241 (9.2%)	8,082 (9.2%)	**20,323**
41-45	12,273 (9.2%)	8,180 (9.4%)	**20,453**
46-50	11,063 (8.3%)	7,146 (8.2%)	**18,209**
51-55	8,627 (6.5%)	5,552 (6.4%)	**14,179**
56-60	6,722 (5.0%)	4,304 (4.9%)	**11,026**
61-65	4,493 (3.4%)	2,769 (3.2%)	**7,262**
66-70	3,234 (2.4%)	2,051 (2.4%)	**5,285**
71-75	2,801 (2.1%)	1,798 (2.1%)	**4,599**
Over 75	4,560 (3.4%)	3,088 (3.5%)	**7,648**
Unknown	2,026 (1.5%)	722 (0.8%)	**2,748**
DRIVERS	**133,714 (100.0%)**	**87,456 (100.0%)**	**221,170**

Note: Does not include 3,655 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, with 2004 being no exception. The chart below shows the periodic fatality rates since 1965.



* 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**
1935	50,436	2,361	48,398	1,851,945	11.1	21.30	15.90
1936	55,727	2,426	50,854	1,989,507	12.6	19.20	15.10
1937	73,534	2,564	61,445	2,124,525	17.6	14.60	14.70
1938	93,153	1,892	50,598	2,101,299	16.3	11.60	12.00
1939	69,950	1,871	55,821	2,237,960	18.5	10.10	11.30
1940	78,625	2,074	58,664	2,307,723	19.8	10.50	11.40
1941	83,507	2,298	60,499	2,432,319	21.3	10.80	12.00
1942	59,280	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	117,915	10,629,896	103.5	1.48	1.51
2003	140,197	1,577	112,615	10,768,222	104.8	1.50	1.48
2004	137,410	1,490	108,146	10,921,683	106.1	1.40	1.46

* In billions

** Per 100 million vehicle-miles

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

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

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

—WHAT CONDITIONS WERE—

Crashes by Weather and Road Surface Conditions

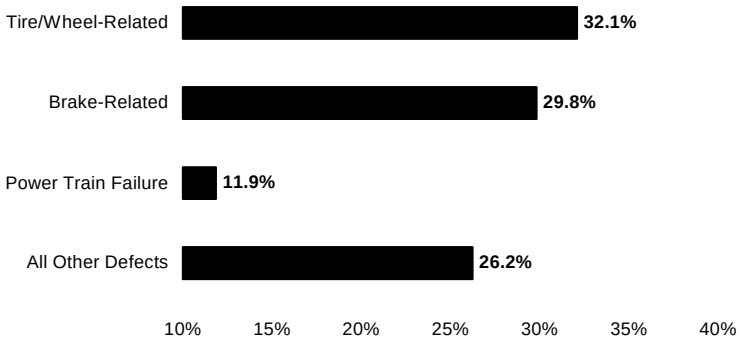
Adverse weather and road surface conditions negatively affect vehicle handling and driver sight. Interestingly, the vast majority of crashes occur under no adverse conditions. This can be attributable to: 1) weather and roads being clear and dry most of the time and 2) drivers failing to use caution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

Weather Condition	Crashes	Deaths
No Adverse Conditions	104,723 (76.2%)	1,192 (80.0%)
Rain/Rain & Fog	19,710 (14.3%)	177 (11.9%)
Snow/Sleet/Freezing Rain	10,395 (7.6%)	87 (5.8%)
Fog/Smoke, Etc.	902 (0.7%)	21 (1.4%)
Other	1,680 (1.2%)	13 (0.9%)
TOTAL	**137,410 (100.0%)**	**1,490 (100.0%)**

Road Surface Condition	Crashes	Deaths
Dry	93,391 (68.0%)	1,104 (74.1%)
Wet	26,929 (19.6%)	267 (17.9%)
Snow/Slush	8,542 (6.2%)	59 (4.0%)
Ice/Ice Patches	7,290 (5.3%)	47 (3.2%)
Other	1,258 (0.9%)	13 (0.9%)
TOTAL	**137,410 (100.0%)**	**1,490 (100.0%)**

Crashes Involving Vehicle Defects

Improperly-maintained vehicles can lead to crashes. In 2004, tire/wheel, brake-related, and power train 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.

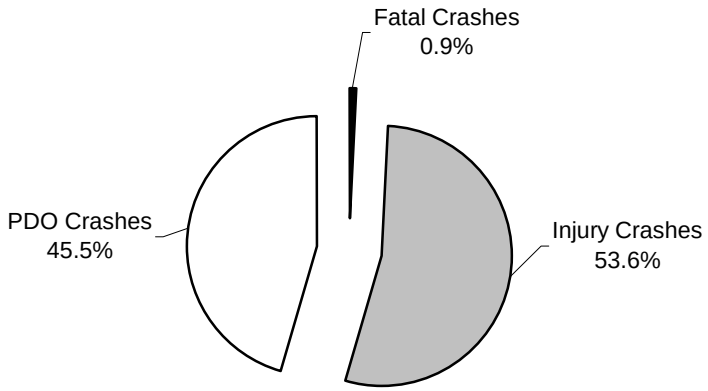


Vehicle Defect	Crashes
Tire/Wheel-Related	904
Brake-Related	840
Power Train Failure	334
Total Steering System Failure	305
Unsecure/Shifted Trailer Load	121
Suspension	95
Vehicle Lighting-Related	47
Body/Doors/Hood, Etc.	35
Other Known Defects	136

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-five percent of work zone crashes in 2004 contained fatalities or injuries.



Total Crashes: **1,762**

Total Killed: **16** (Workers Killed: **2**)

Total Injured: **1,448**

Work Zone Crashes—Vehicles Involved

Vehicle Type	State Hwy (Interstate)	State Hwy (Other)	Turnpike	Local Road
Passenger Car	385 (48.3%)	1,243 (62.2%)	95 (39.9%)	204 (69.2%)
Light Truck/SUV	197 (24.7%)	554 (27.7%)	51 (21.4%)	61 (20.7%)
Heavy Truck/Bus	196 (24.6%)	143 (7.2%)	90 (37.8%)	12 (4.1%)
Motorcycle	10 (1.3%)	36 (1.8%)	1 (0.4%)	5 (1.7%)
Other	9 (1.1%)	23 (1.2%)	1 (0.4%)	13 (4.4%)
TOTAL	**797 (100.0%)**	**1,999 (100.0%)**	**238 (100.0%)**	**295 (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*
1999	State Hwy (Interstate)	243	11.1%	6	22.2%
	State Hwy (Other)	1,441	66.0%	16	59.3%
	Turnpike	142	6.5%	5	18.5%
	Local Road	248	11.4%	0	0.0%
	Ramp	110	5.0%	0	0.0%
	TOTAL	**2,184**	**100.0%**	**27**	**100.0%**
2000	State Hwy (Interstate)	215	10.8%	3	13.0%
	State Hwy (Other)	1,282	64.5%	19	82.6%
	Turnpike	179	9.0%	0	0.0%
	Local Road	220	11.1%	1	4.4%
	Ramp	92	4.6%	0	0.0%
	TOTAL	**1,988**	**100.0%**	**23**	**100.0%**
2001	State Hwy (Interstate)	350	17.6%	3	15.0%
	State Hwy (Other)	1,172	59.1%	16	80.0%
	Turnpike	143	7.2%	0	0.0%
	Local Road	206	10.4%	1	5.0%
	Ramp	113	5.7%	0	0.0%
	TOTAL	**1,984**	**100.0%**	**20**	**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%**

Note: State highway (other) includes state-maintained roads that are not designated as interstates. Also note that beginning in 2003 ramps are included as part of the road to which it is connected.

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	855	0.6%	18	1.2%
Hit Building	1,403	1.0%	29	2.0%
Hit Culvert	924	0.7%	20	1.3%
Hit Curb	4,316	3.1%	52	3.5%
Hit Ditch	3,660	2.7%	49	3.3%
Hit Embankment	9,259	6.7%	183	12.3%
Hit Fence or Wall	3,325	2.4%	58	3.9%
Hit Fire Hydrant	451	0.3%	5	0.3%
Hit Guiderail	7,718	5.6%	143	9.6%
Hit Impact Attenuator	102	0.1%	2	0.1%
Hit Mailbox(es)	1,533	1.1%	38	2.6%
Hit Median Barrier	4,325	3.2%	44	3.0%
Hit Other Fixed Object	4,131	3.0%	68	4.6%
Hit Parked Vehicle	6,696	4.9%	62	4.2%
Hit Rock(s) or Obstacle on Roadway	688	0.5%	2	0.1%
Hit Signal/Sign Support	2,634	1.9%	48	3.2%
Hit Snow Bank	604	0.4%	2	0.1%
Hit Temporary Construction Barrier	90	0.1%	2	0.1%
Hit Traffic Island or Channelization	298	0.2%	2	0.1%
Hit Tree(s) or Shrubs/Hedges	11,180	8.1%	311	20.9%
Hit Utility Pole(s)	10,175	7.4%	153	10.3%
Hit Deer	2,414	1.8%	2	0.1%
Hit Other Animal	232	0.2%	2	0.1%

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

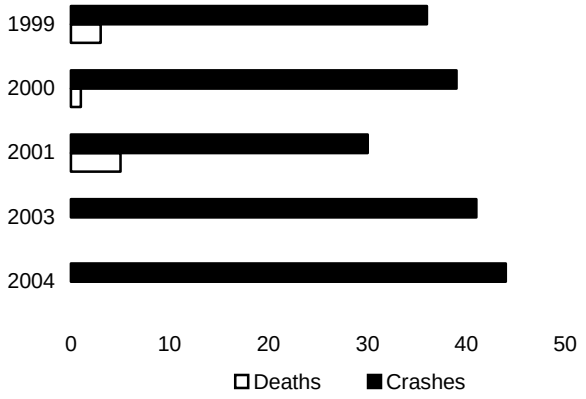
	State Hwy (Interstate)	State Hwy (Other)	Turnpike	Local Road	Other
Crashes	8,767	87,955	2,744	37,780	164
Person Killed	103	1,134	17	232	4
Persons Injured	5,791	71,966	1,522	28,723	144
Miles of Maintained Road	1,285	39,481	529	79,990	---
100 MVM* Traveled	185.7	628.6	63.8	183.0	---
Crashes/MVM*	0.47	1.40	0.43	2.06	---
Persons Killed/100 MVM*	0.55	1.80	0.27	1.27	---
Persons Injured/MVM*	0.31	1.14	0.24	1.57	---

* 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 2003 Highway Performance Monitoring System (HPMS) package and reflects 2003 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

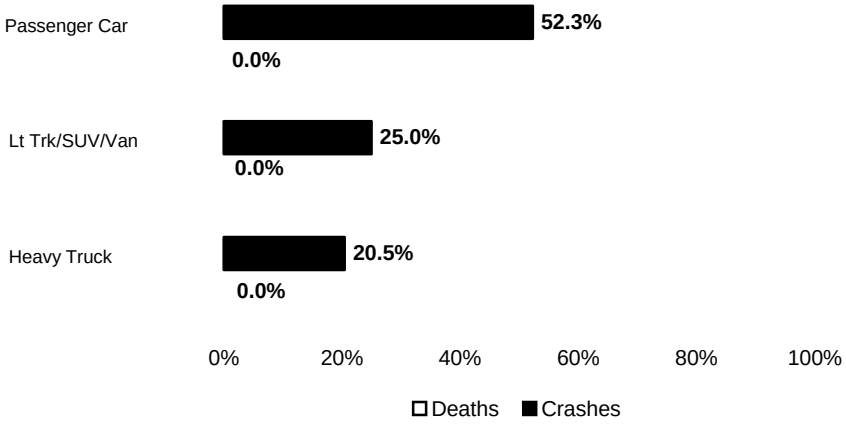
Motor vehicle/train crashes make up a very small percentage of total crashes. In the last five years, only 9 deaths have occurred in this type of crash, with none occurring in the last two years.



Year	Crashes	Deaths
1999	36	3
2000	39	1
2001	30	5
2003	41	0
2004	44	0

Train/Vehicle Crashes by Vehicle Type

Passenger cars, light trucks, SUVs, and vans were the predominant vehicles type involved in crashes with trains in 2004.

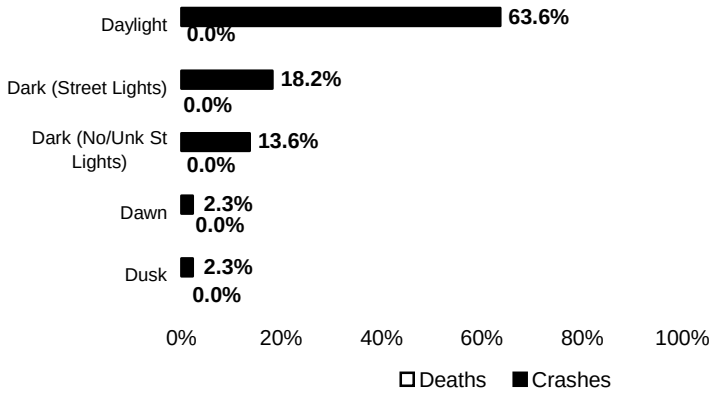


Vehicle Type	Crashes	Deaths
Passenger Car	23	0
Lt Trk/SUV/Van	11	0
Heavy Truck	9	0
Bicycle	0	0
Commercial Bus	0	0
Motorcycle	0	0
School Bus	0	0
Unknown	1	0
TOTAL	**44**	**0**

Train/Vehicle Crashes by Road Type

Road Type	Crashes	Deaths
Local Road	30	0
State Hwy (Other)	14	0
TOTAL	**44**	**0**

Train/Vehicle Crashes by Light Level



Light Level	Crashes	Deaths
Daylight	28	0
Dark (Street Lights)	8	0
Dark (No/Unk St Lights)	6	0
Dawn	1	0
Dusk	1	0
TOTAL	**44**	**0**

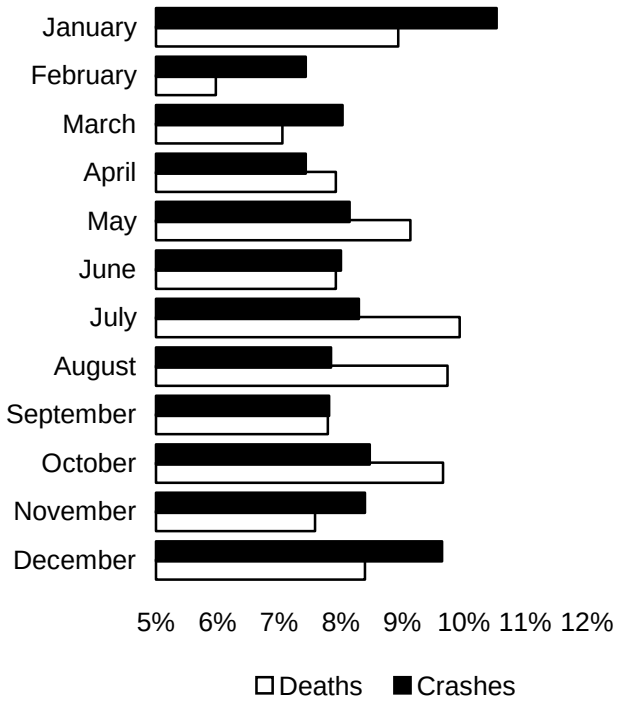
Train/Vehicle Crashes by County

County	Crashes	Deaths
Adams	1	0
Allegheny	2	0
Berks	2	0
Blair	1	0
Centre	1	0
Clarion	1	0
Cumberland	2	0
Delaware	3	0
Erie	1	0
Fayette	1	0
Franklin	2	0
Jefferson	1	0

County	Crashes	Deaths
Lackawanna	1	0
Lancaster	5	0
Lebanon	2	0
Montgomery	3	0
Montour	2	0
Northumberland	3	0
Philadelphia	1	0
Somerset	1	0
Washington	2	0
Westmoreland	4	0
York	2	0
TOTAL	**44**	**0**

—WHEN THEY HAPPENED—

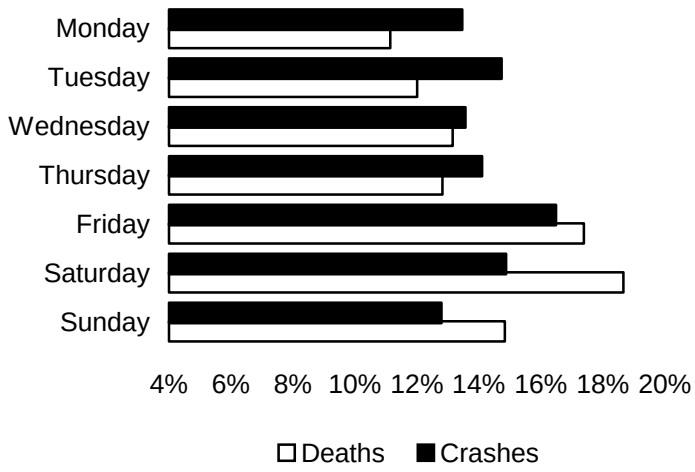
Crashes by Month



Month	Crashes	Deaths
January	14,466 (10.5%)	133 (8.9%)
February	10,214 (7.4%)	89 (6.0%)
March	11,037 (8.0%)	105 (7.1%)
April	10,214 (7.4%)	118 (7.9%)
May	11,186 (8.1%)	136 (9.1%)
June	10,993 (8.0%)	118 (7.9%)
July	11,385 (8.3%)	148 (9.9%)
August	10,775 (7.8%)	145 (9.7%)
September	10,726 (7.8%)	116 (7.8%)
October	11,642 (8.5%)	144 (9.7%)
November	11,525 (8.4%)	113 (7.6%)
December	13,247 (9.6%)	125 (8.4%)
TOTAL	**137,410 (100.0%)**	**1,490 (100.0%)**

Crashes by Day of Week

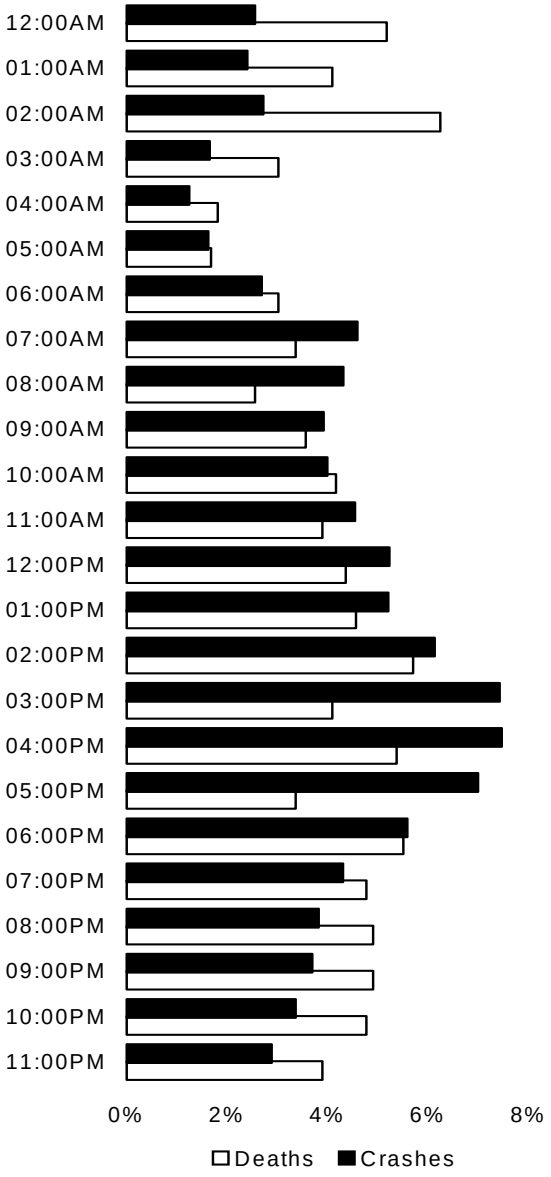
More crashes and deaths tend to occur on Friday and Saturdays. The number of deaths on weekends (Saturday and Sunday) is proportionally greater than the number of crashes, which could be attributed to alcohol use. (See ***Victims of Fatal Crashes by Day of Week***, page 29).



Day	Crashes	Deaths
Monday	18,494 (13.5%)	166 (11.1%)
Tuesday	20,243 (14.7%)	179 (12.0%)
Wednesday	18,637 (13.6%)	196 (13.2%)
Thursday	19,381 (14.1%)	191 (12.8%)
Friday	22,651 (16.5%)	259 (17.4%)
Saturday	20,432 (14.9%)	278 (18.7%)
Sunday	17,572 (12.8%)	221 (14.8%)
TOTAL	**137,410 (100.0%)**	**1,490 (100.0%)**

Crashes by Hour of Day

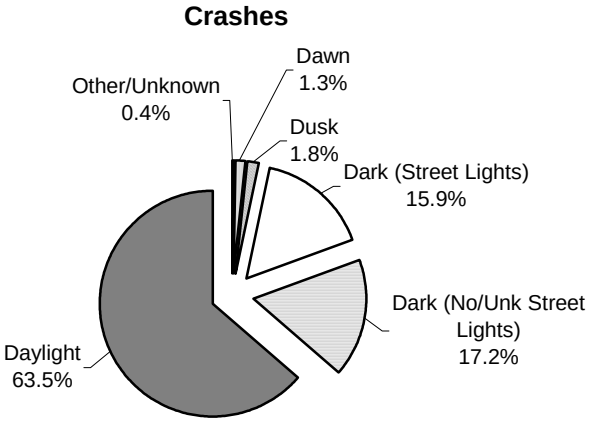
Some hours of the day are more dangerous than others with regard to crashes and deaths. Not surprisingly, crashes and deaths were higher during peak traffic times. Some hours of the day experience a low percentage of crashes, but they are much more deadly. For example, only 2.7% of all crashes in 2004 occurred in the 2:00 AM hour, but 6.2% of all deaths—the highest percentage—occurred then. The higher volume of traffic itself is a factor during peak traffic hours, particularly the rush-hours.

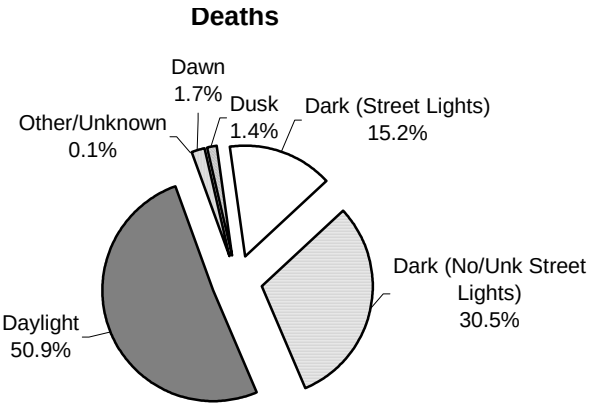


Hour	Crashes	Deaths
12:00AM	3,510	77
01:00AM	3,300	61
02:00AM	3,740	93
03:00AM	2,268	45
04:00AM	1,703	27
05:00AM	2,227	25
06:00AM	3,695	45
07:00AM	6,305	50
08:00AM	5,918	38
09:00AM	5,384	53
10:00AM	5,477	62
11:00AM	6,237	58
12:00PM	7,182	65
01:00PM	7,150	68
02:00PM	8,426	85
03:00PM	10,196	61
04:00PM	10,248	80
05:00PM	9,604	50
06:00PM	7,672	82
07:00PM	5,905	71
08:00PM	5,251	73
09:00PM	5,067	73
10:00PM	4,617	71
11:00PM	3,964	58

Crashes by Light Level

In 2004, 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 2004 occurred almost as often during non-daylight hours (dark and dusk/dawn conditions). If 2004 deaths per 1000 crashes are compared (Daylight—8.7 deaths per 1000 crashes versus Non-Daylight—14.7 deaths per 1000 crashes), it is apparent that non-daylight crashes resulted in deaths more often than daylight crashes.

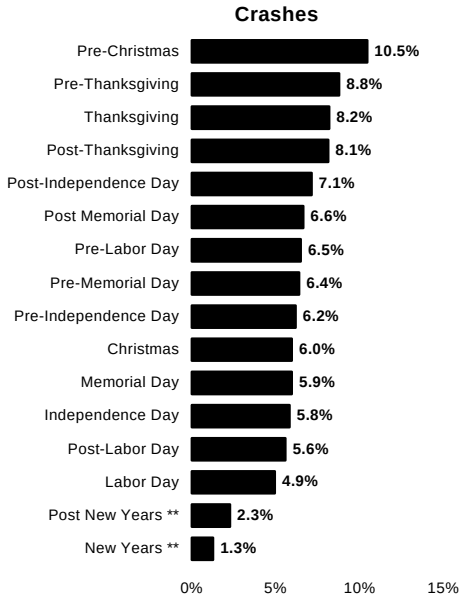


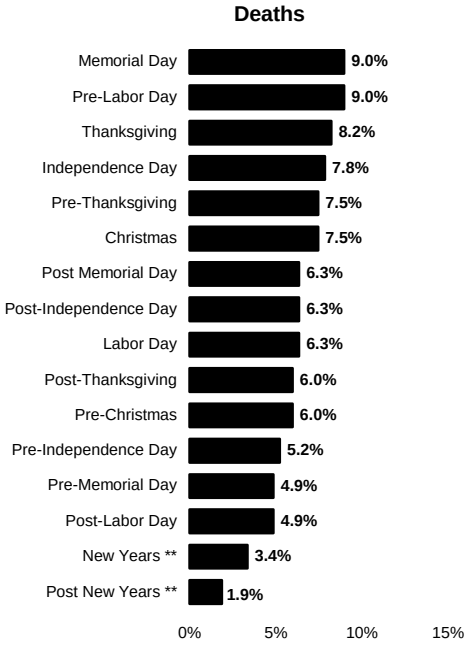


Light Level	Crashes	Deaths
Daylight	87,239	759
Dark (No/Unk Street Lights)	23,617	455
Dark (Street Lights)	21,886	227
Dusk	2,425	21
Dawn	1,719	26
Other/Unknown	524	2
TOTAL	**137,410**	**1,490**

Crashes by Holiday

With few exceptions, most crashes occurred in the weekends directly before or after a holiday. Most deaths, however, were slightly higher during the holiday weekend itself, with Labor Day being the exception. 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 2004.





Period*	Crashes	Deaths
New Years **	236	9
Post New Years **	422	5
Pre-Memorial Day	1,192	13
Memorial Day	1,111	24
Post Memorial Day	1,239	17
Pre-Independence Day	1,155	14
Independence Day	1,088	21
Post-Independence Day	1,334	17
Pre-Labor Day	1,211	24
Labor Day	921	17
Post-Labor Day	1,039	13
Pre-Thanksgiving	1,639	20
Thanksgiving	1,527	22
Post-Thanksgiving	1,517	16
Pre-Christmas	1,954	16
Christmas	1,112	20
TOTAL	**18,697**	**268**

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

** Not part of a holiday weekend in 2004.

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	38,038	568
Drinking Driver	13,358	285
Improper Turning-Related	13,472	84
Proceeded Without Clearance	9,034	65
Distracted Driver	12,279	63
Careless/Illegal Passing	4,441	56
Drowsy Drivers	2,202	17
Tailgating	5,837	13

Note: Beginning in 2003, drinking driver and drowsy driver factors determined from the driver's condition field, rather than the crash factor 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	44.5% 61,026 crashes	38.8% 15,713 crashes	17.9% 1,779 crashes	18.0% 1,498 crashes
Multiple Vehicle Crash	55.5% 76,192 crashes	61.3% 24,833 crashes	82.1% 8,138 crashes	82.0% 6,843 crashes

Drivers in Crashes by Age Group

Looking at the 2004 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.

Age Group	PA Drivers Involved in Crashes	*PA Total Drivers	% Involved in Crashes
16	3,384	68,265	5.0%
17	7,922	128,310	6.2%
18	8,695	135,144	6.4%
19	7,634	141,533	5.4%
20	6,654	137,406	4.8%
21	6,592	138,521	4.8%
22-24	16,750	412,188	4.1%
25-29	19,943	634,447	3.1%
30-39	36,380	1,471,394	2.5%
40-54	49,708	2,637,646	1.9%
55-59	10,715	707,384	1.5%
60-64	7,093	535,984	1.3%
65-69	5,126	419,355	1.2%
70-74	4,376	364,490	1.2%
75 and Over	8,155	650,699	1.3%
Unknown	731	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% 5,678 crashes	3.0% 1,222 crashes	1.8% 176 crashes	1.1% 91 crashes
Rear-End	21.3% 29,194 crashes	22.5% 9,102 crashes	28.3% 2,804 crashes	24.3% 2,028 crashes
Head-On	4.7% 6,458 crashes	5.1% 2,062 crashes	6.3% 625 crashes	5.7% 478 crashes
Backing Up	0.2% 241 crashes	0.2% 62 crashes	0.2% 17 crashes	0.1% 11 crashes
Angle	26.3% 36,040 crashes	29.3% 11,893 crashes	41.4% 4,102 crashes	48.1% 4,011 crashes
Sideswipe	5.8% 7,933 crashes	5.2% 2,098 crashes	6.6% 652 crashes	5.9% 491 crashes
Hit Fixed Object	31.5% 43,233 crashes	32.0% 12,953 crashes	11.5% 1,141 crashes	11.2% 933 crashes
Hit Pedestrian	3.3% 4,507 crashes	1.2% 470 crashes	2.3% 227 crashes	2.3% 189 crashes
Other	2.9% 3,934 crashes	1.7% 684 crashes	1.7% 173 crashes	1.3% 109 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	39.1% 53,699 crashes	40.9% 16,572 crashes	52.9% 5,245 crashes	57.1% 4,764 crashes
Non-Intersection	60.9% 83,519 crashes	59.1% 23,974 crashes	47.1% 4,672 crashes	42.9% 3,577 crashes

Alcohol-Related Crashes

Alcohol Overview

- In Pennsylvania, drinking and driving remains a top safety issue. In 2004, alcohol-related crashes, 13,624, decreased from 13,689 alcohol-related crashes in 2003 along with alcohol-related deaths, 541, which decreased from 558 alcohol-related deaths in 2003.

- Of particular concern is the involvement of drinking drivers under the age of 21. 27% of the driver deaths in the 16-20 age group were drinking drivers, up from 25% in 2003. On the positive side, underage drinking drivers in crashes in 2004 decreased 12% from 2003.

- Of equal focus is the 21 to 40 age group, in which over 48% of the driver deaths were drinking drivers. The 31 to 35 age group increased from 47% in 2003 to 52% in 2004, and even more alarming, the 36 to 40 age group increased from 53% in 2003 to 58% in 2004.

- In 2004, alcohol-related deaths were 36% of the total traffic deaths, up from 35% in 2003.

- 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).

2004 Briefs

- 541 people died in alcohol-related crashes.

- 89% of the alcohol-related occupant deaths (drivers and passengers) were in the vehicle driven by the drinking driver; 70% were the drinking drivers themselves.

- 80% of the drinking drivers in traffic crashes were male.

- 77% 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, 30 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.

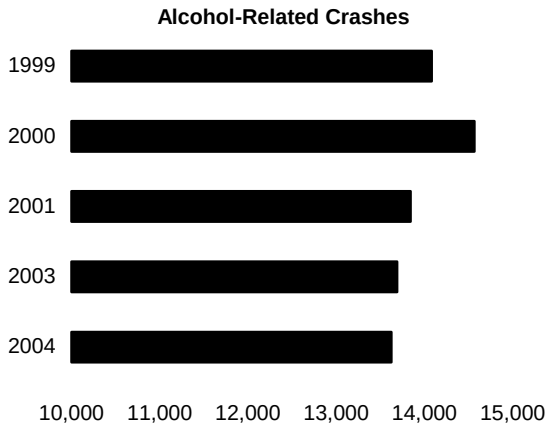
Alcohol Involvement in Crashes

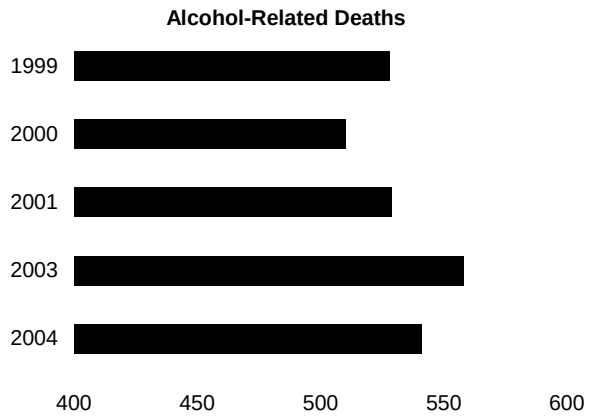
Although alcohol-related crashes accounted for approximately 10% of the total crashes in 2004, they resulted in 36% of all persons killed in crashes. Alcohol-related crashes were 4 to 5 times more likely to result in death than those not related to alcohol (3.6% of the alcohol-related crashes resulted in death, compared to 0.8% 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	487 (35.8%)	541 (36.3%)	7,641 (10.2%)	10,822 (10.0%)	5,496 (9.0%)
Non-Alcohol-Related	875 (64.2%)	949 (63.7%)	67,128 (89.8%)	97,318 (90.0%)	55,775 (91.0%)
TOTAL	**1,362 (100.0%)**	**1,490 (100.0%)**	**74,769 (100.0%)**	**108,140 (100.0%)**	**61,271 (100.0%)**

Alcohol-Related Crashes—Five-Year Trends

Alcohol-related crashes again decreased in 2004, while alcohol-related deaths reversed a trend and decreased in 2004. "PDO Crashes" in the table below refers to property damage only crashes.





	1999	2000	2001	2003	2004
Crashes	14,079	14,564	13,840	13,689	13,624
Fatal Crashes	473	470	469	511	487
Injury Crashes	9,020	9,078	8,523	7,746	7,641
PDO Crashes	4,586	5,016	4,848	5,432	5,496
Deaths	528	510	529	558	541
Injuries	13,438	13,454	12,694	11,274	10,822
Fatal Crashes per 100,000 Licensed Drivers	5.6	5.7	5.6	6.0	5.8
Deaths per 100,000 Licensed Drivers	6.2	6.2	6.3	6.6	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

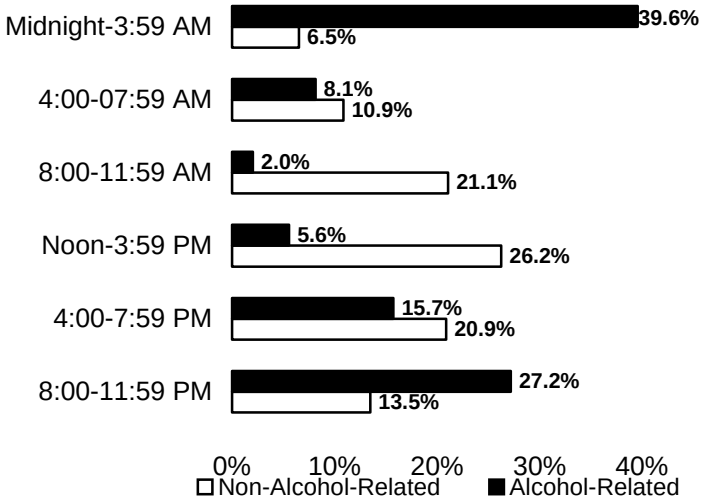
There were 494 driver and passenger deaths in alcohol-related crashes in 2004, while 438 (89%) were the drinking drivers or their passengers.

Persons Involved	Deaths
Drivers	**384**
Drinking Drivers	*347 (90.4%)*
Non-Drinking Drivers	*37 (9.6%)*
Passengers	**110**
Passengers with Drinking Driver	*91 (82.7%)*
Passengers with Non-Drinking Driver	*19 (17.3%)*
Pedestrians	**41**
Drinking Pedestrian	*29 (70.7%)*
Non-Drinking Pedestrian	*12 (29.3%)*
TOTAL DEATHS*	**541**

**Includes 6 victims, status unknown*

Victims of Fatal Crashes by Time of Day

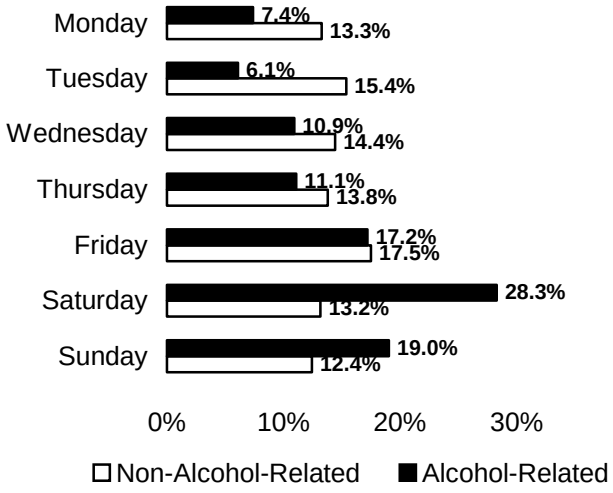
Alcohol-related crashes occurring between 8:00 PM and 4:00 AM produced the vast majority of deaths (67% of alcohol-related deaths). In contrast, nearly half of the deaths from non-alcohol-related crashes resulted from crashes occurring between 8:00 AM and 4:00 PM.



Time of Occurrence	Non-Alcohol-Related	Alcohol-Related
Midnight-3:59 AM	62	214
4:00-07:59 AM	103	44
8:00-11:59 AM	200	11
Noon-3:59 PM	249	30
4:00-7:59 PM	198	85
8:00-11:59 PM	128	147
Time Unknown	9	10
TOTAL DEATHS	**949**	**541**

Victims of Fatal Crashes by Day of Week

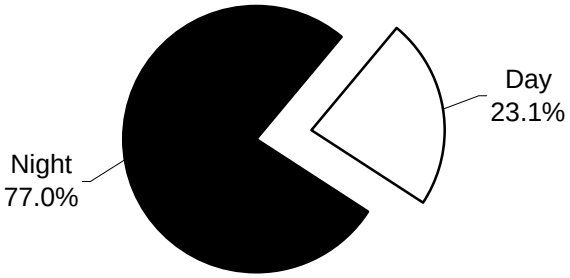
The almost two-thirds (65%) of alcohol-related fatal crash victims were the result of crashes occurring on Friday, Saturday, and Sunday, while fatal crash victims of non-alcohol-related crashes tended to be distributed more evenly throughout the work week.



Day of Occurrence	Non-Alcohol-Related	Alcohol-Related
Monday	126	40
Tuesday	146	33
Wednesday	137	59
Thursday	131	60
Friday	166	93
Saturday	125	153
Sunday	118	103
TOTAL DEATHS	**949**	**541**

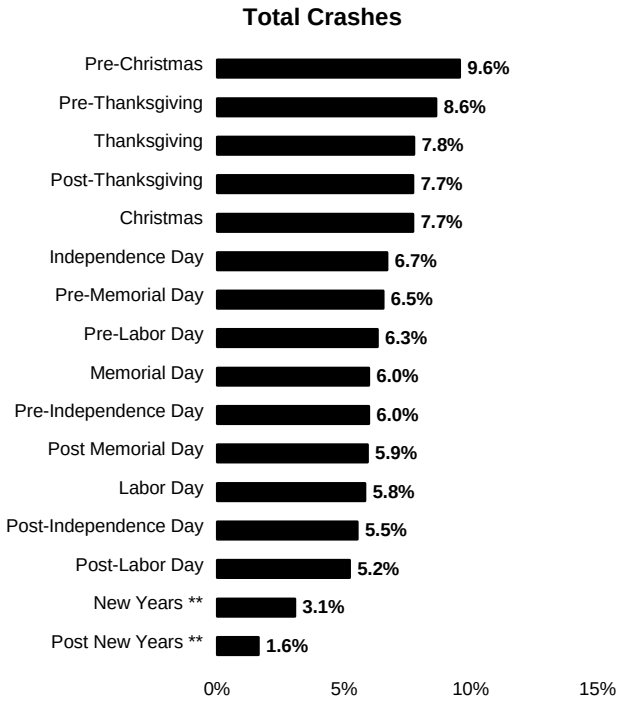
Alcohol-Related Crashes—Day vs. Night

77% of alcohol-related crashes occur at night. The graph below shows the breakdown of alcohol-related crashes by day and night.

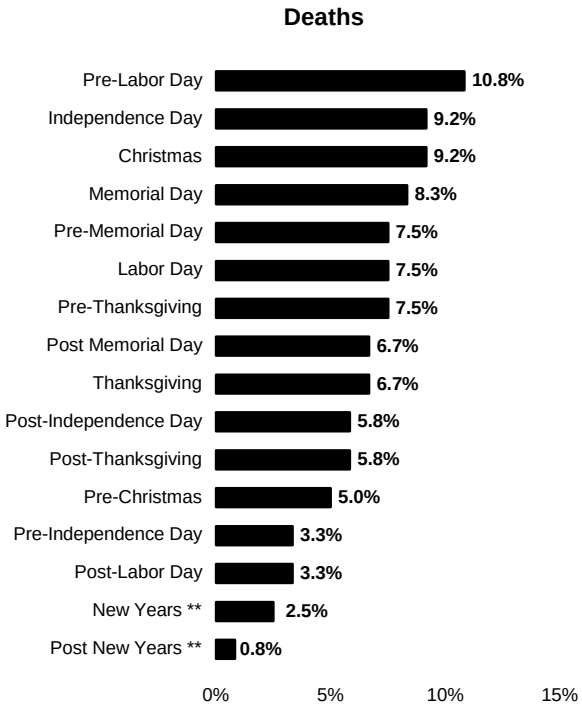


Alcohol-Related Holiday Crashes

In 2004, 14% of all holiday crashes involved alcohol use; however, 45% of deaths which occurred during holiday weekends were related to alcohol use. (See ***Crashes by Holiday***, page 22.)



Period*	Crashes	Deaths
New Years **	81	3
Post New Years **	43	1
Pre-Memorial Day	173	9
Memorial Day	158	10
Post Memorial Day	157	8
Pre-Independence Day	158	4
Independence Day	177	11
Post-Independence Day	146	7
Pre-Labor Day	167	13
Labor Day	154	9
Post-Labor Day	138	4
Pre-Thanksgiving	228	9
Thanksgiving	205	8
Post-Thanksgiving	204	7
Pre-Christmas	253	6
Christmas	204	11
TOTAL	**2,646**	**120**



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

** Not part of a holiday weekend in 2004.

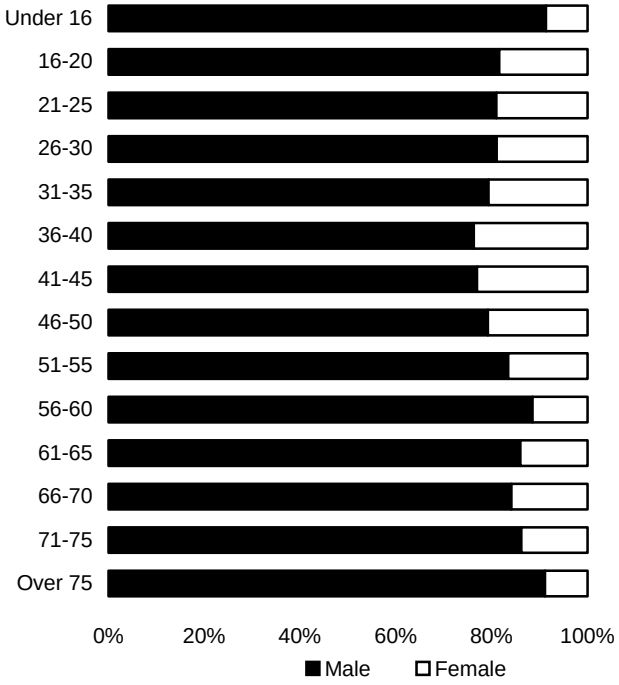
Driver Involvement in Alcohol-Related Crashes by Vehicle Type

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 224,825	Passenger Car		151,697
	Lt Trk/SUV/Van		59,098
	Heavy Truck		7,412
	Motorcycle		3,719
	Bus		1,158
	Other		1,741
Drinking Drivers in Crashes 13,486 (6.0% of total)	Passenger Car	8,828	(5.8% of total)
	Lt Trk/SUV/Van	4,166	(7.0% of total)
	Heavy Truck	53	(0.7% of total)
	Motorcycle	361	(9.7% of total)
	Bus	3	(0.3% of total)
	Other	75	(4.3% of total)

Drinking Drivers in Crashes by Age and Sex

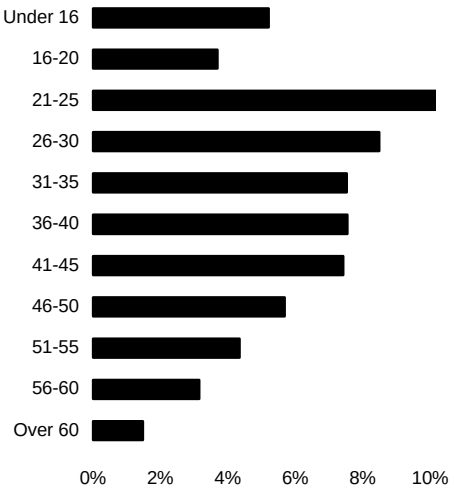
In 2004, four out of five drinking drivers in crashes were male (across most age groups), with only slight variations among the age groups. The table below does not include an additional 144 drivers for whom age and/or sex were not known.



Age Group	Male	Female	Total
Under 16	21	2	23
16-20	1,095	247	1,342
21-25	2,622	615	3,237
26-30	1,446	339	1,785
31-35	1,224	319	1,543
36-40	1,166	364	1,530
41-45	1,167	350	1,517
46-50	817	215	1,032
51-55	514	102	616
56-60	308	40	348
61-65	147	24	171
66-70	74	14	88
71-75	56	9	65
Over 75	41	4	45
Total	**10,698**	**2,644**	**13,342**

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

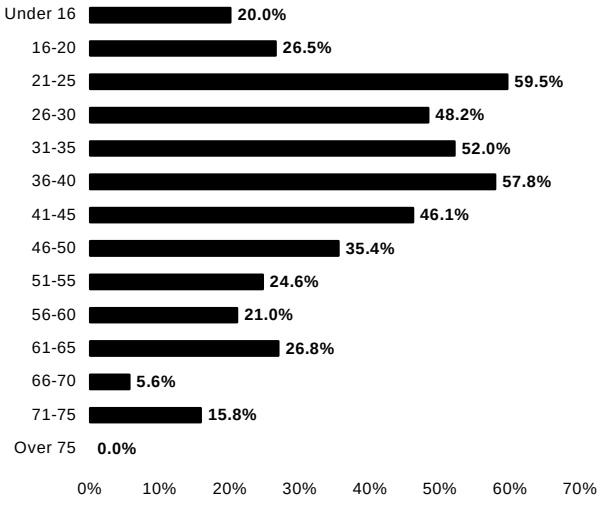
In 2004, as the table and graph below show, the two age groups from 21 to 30 had the highest percentage of drinking drivers within their respective age groups. After age 45, the percentage of drinking drivers within the succeeding age groups steadily declined. The under 16 age group is of particular concern, as it included 23 drinking drivers.



Age Group	Drinking Driver	Non-Drinking Driver
Under 16	23 (5.2%)	419 (94.8%)
16-20	1,346 (3.7%)	35,103 (96.3%)
21-25	3,239 (10.4%)	27,944 (89.6%)
26-30	1,788 (8.5%)	19,294 (91.5%)
31-35	1,544 (7.5%)	18,998 (92.5%)
36-40	1,537 (7.5%)	18,838 (92.5%)
41-45	1,519 (7.4%)	18,992 (92.6%)
46-50	1,036 (5.7%)	17,214 (94.3%)
51-55	618 (4.3%)	13,606 (95.7%)
56-60	348 (3.2%)	10,699 (96.9%)
Over 60	369 (1.5%)	24,483 (98.5%)

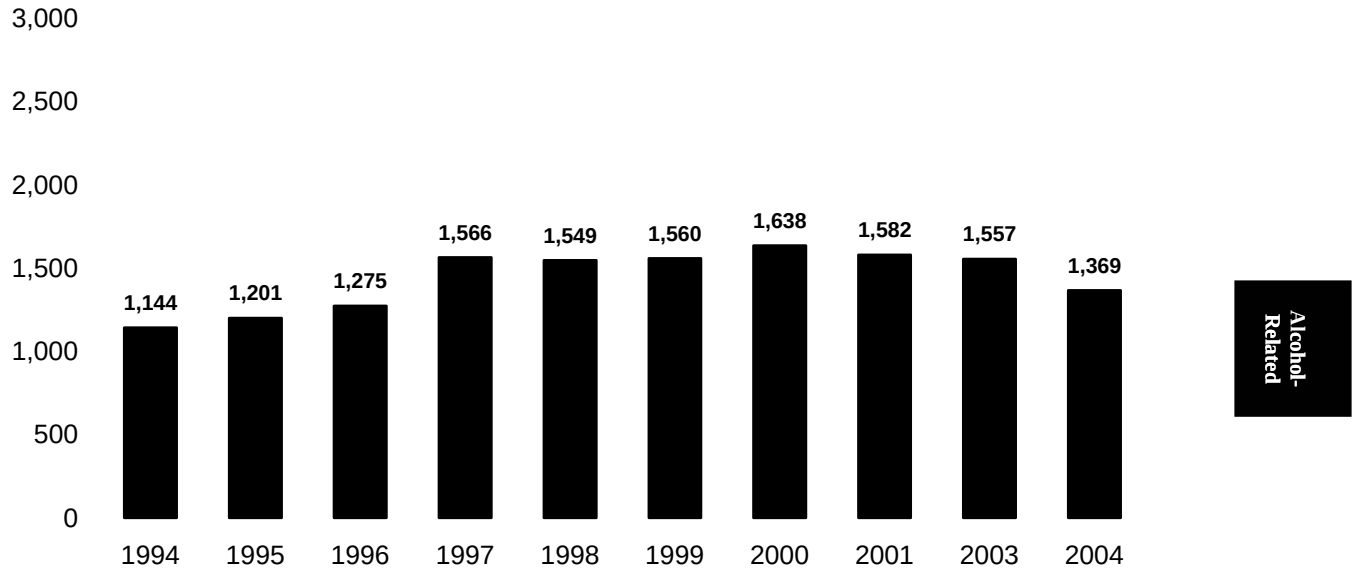
Drinking Driver Deaths as a Percentage of Total Driver Deaths, by Age Group

The graph below shows drinking driver deaths as a percentage of total driver deaths within each respective age group for 2004 crashes. The four age groups from 21 to 40 had the highest percentages, with over 48% of the driver deaths in these age groups being a drinking driver. The 16-20 age group stayed relatively the same increasing 1.5% from 2003 (25.0%). 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 2000, the amount of underage drinking drivers remained consistently high. Over the last few years, a steady decrease has been witnessed.



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.

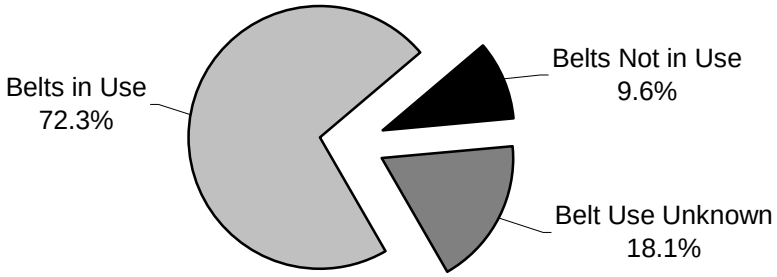
Air Bag Safety

- 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.

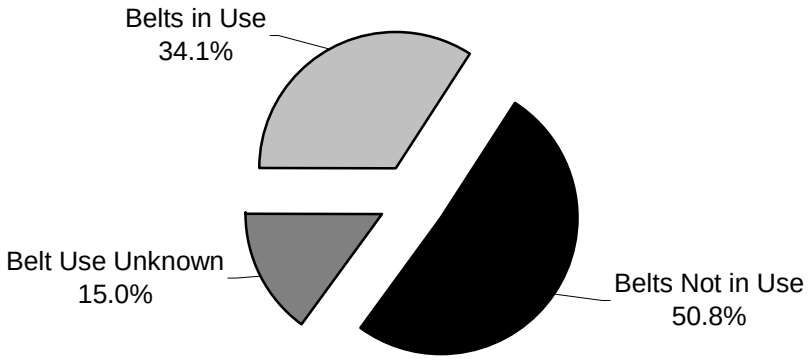
Seat Belt Use in Crashes—Total People Involved

Seat belts have proven to be effective in reducing the severity of injuries sustained in a crash. In 2004, as shown in the two pie graphs below, 72.3% 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 2004 by severity of injury and belt use.

Total People Involved in Crashes



Total Deaths



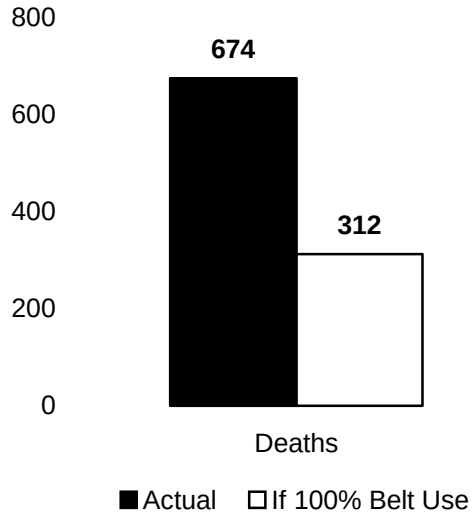
	Belts in Use	Belts Not in Use	Belt Use Unknown
Killed	388	578	171
Major Injury	1,394	1,264	634
Moderate Injury	9,875	3,877	2,779
Minor Injury	41,807	7,725	8,554
Unk Injury Sev	9,107	1,866	4,310
No Injury	162,922	14,758	40,008
TOTAL	**225,493**	**30,068**	**56,456**

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 2004 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 2004 would have been **$2,079,698,544** or approximately **$168** for every man, woman, and child in Pennsylvania. More importantly, 362 people would have survived if they had worn their belts.

		Injuries			
	Deaths	*Major*	*Moderate*	*Minor*	*None*
Belts Used	276	961	7,042	35,990	97,125
Belts Not Used	398	835	2,676	6,736	8,891
TOTAL	**674**	**1,796**	**9,718**	**42,726**	**106,016**
If 100% Belt Use	**312**	**1,118**	**8,074**	**40,918**	**110,507**
Net Increase/(Decrease)	**(362)**	**(678)**	**(1,644)**	**(1,808)**	**4,491**



Note: PENNDOT's cost estimating procedures were revised in 2004 dollars. "No Belts" is included in "Belts Not Used".

Seat Belt Use in Crashes—Historical Data

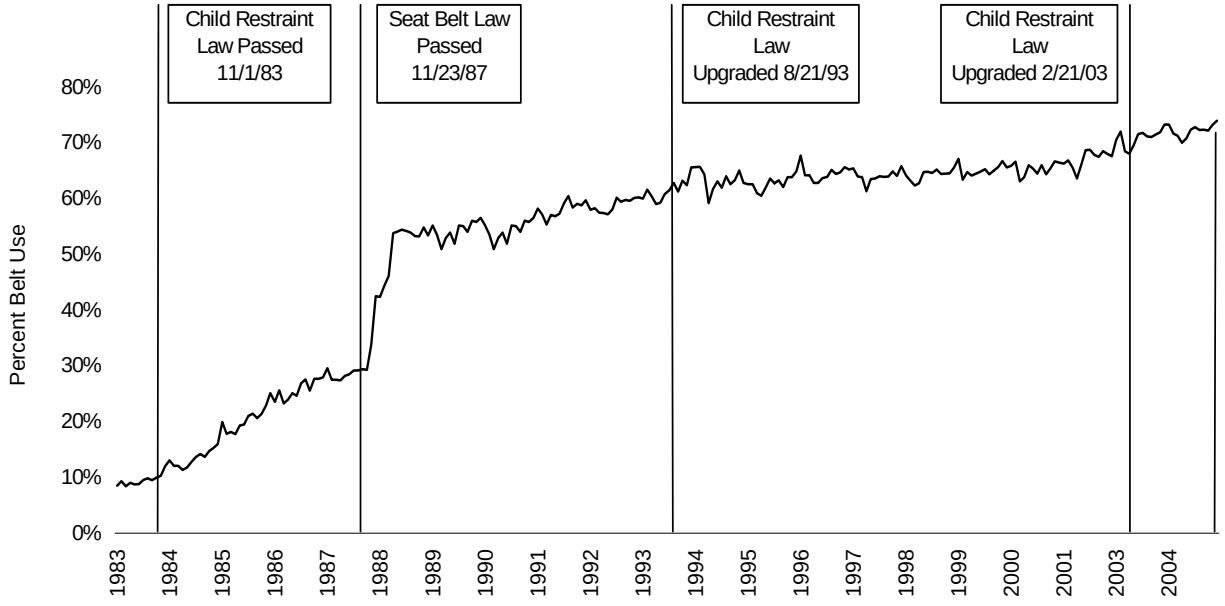
On November 1, 1983, Pennsylvania passed a primary law requiring drivers to secure children under age four in an approved child passenger restraint system when riding in a passenger car, Class I truck, Class II truck, classic motor vehicle, antique motor vehicle, or motor home registered in Pennsylvania. 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.

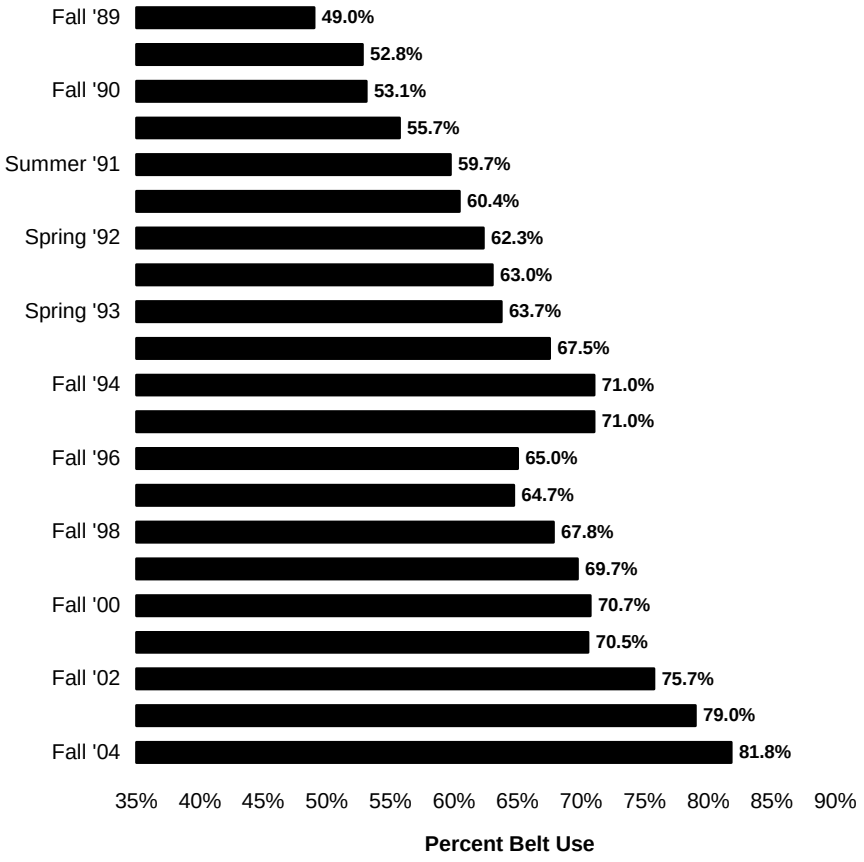
The graph below shows the percentage of seat belt users in Pennsylvania since 1983. A sharp upward trend was experienced in the year following the passage of the seat belt law. The recent trend shows that the usage rate is still on the rise in crashes.



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.



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 1999-2001, 2003-2004 crashes involving children under age four), the percentages of deaths and injuries (within restraint type by row) were lower when restraints were used. From 1999-2001,2003-2004 84% of the children under age four who were involved in crashes and restrained in a child seat sustained no injury.

		Injuries					Total
Child Restraint	**Deaths**	*Major*	*Moderate*	*Minor*	*Unknown*	*No Injury*	**Persons**
Child Seat In Use	31 (0.1%)	80 (0.3%)	314 (1.1%)	2,774 (9.5%)	1,539 (5.3%)	24,517 (83.8%)	**29,255**
Other Restraint In Use	3 (0.1%)	16 (0.5%)	77 (2.3%)	480 (14.5%)	176 (5.3%)	2,565 (77.3%)	**3,317**
No Restraint In Use	16 (0.4%)	35 (0.9%)	133 (3.4%)	658 (16.8%)	481 (12.3%)	2,589 (66.2%)	**3,912**

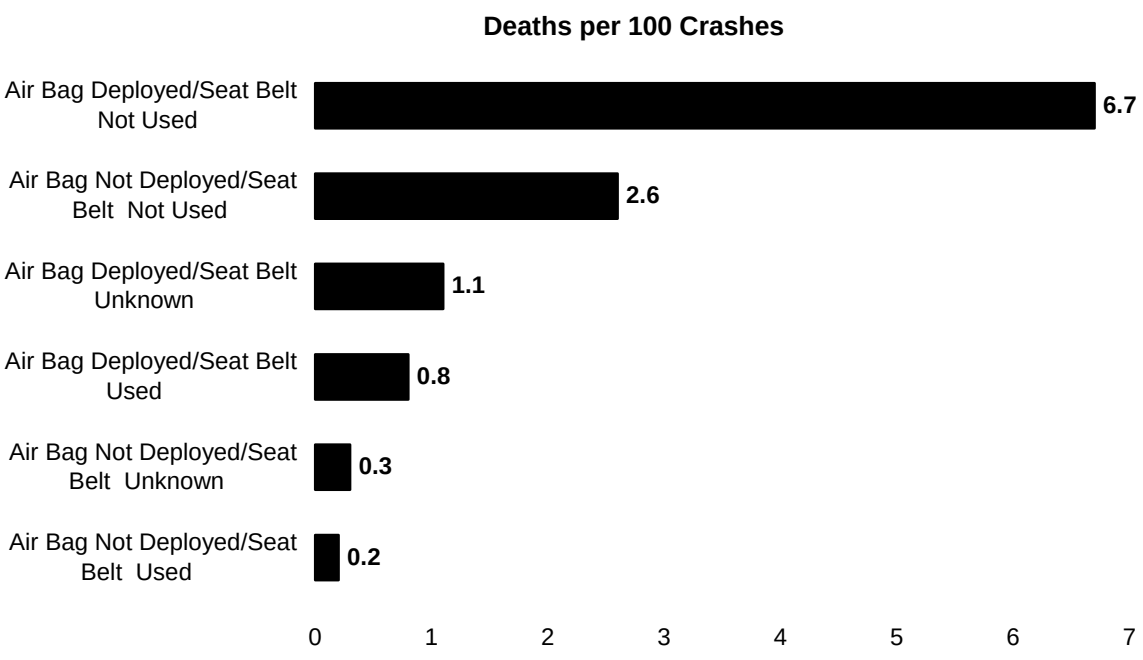
Note: "Child Seat Not In Use" and "Other Restraint Not In Use" have been combined into "No Restraint in Use".

Air Bag Deployment in Crashes—Injuries and Deaths

Air bags are becoming more and more prevalent, but many vehicles in crashes still do not have airbags. Additionally, not all seats in a vehicle have an available 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.)

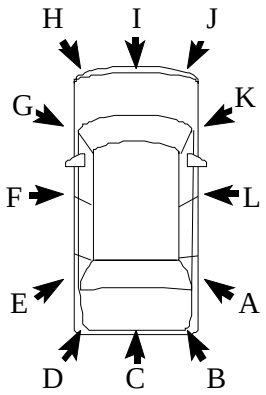
Passive Restraint Status	Seat Belt Status	Deaths	Injuries					Total Persons
			Major	*Moderate*	*Minor*	*Unknown*	*No Injury*	
None	n/a	559 (0.4%)	1,654 (1.0%)	7,994 (4.9%)	27,649 (17.1%)	12,085 (7.5%)	111,965 (69.2%)	**161,906**
Air Bag Deployed	Used	171 (0.5%)	578 (1.5%)	3,605 (9.4%)	11,614 (30.3%)	2,784 (7.3%)	19,617 (51.1%)	**38,369**
Air Bag Deployed	Not Used	217 (4.4%)	369 (7.4%)	965 (19.4%)	1,548 (31.1%)	447 (9.0%)	1,432 (28.8%)	**4,978**
Air Bag Deployed	Unknown	40 (0.7%)	207 (3.5%)	713 (12.1%)	1,555 (26.4%)	1,009 (17.1%)	2,367 (40.2%)	**5,891**
Air Bag Not Deployed	Used	56 (0.1%)	204 (0.3%)	2,091 (3.0%)	11,628 (16.5%)	3,077 (4.4%)	53,365 (75.8%)	**70,421**
Air Bag Not Deployed	Not Used	59 (1.4%)	119 (2.9%)	483 (11.8%)	1,175 (28.6%)	294 (7.2%)	1,975 (48.1%)	**4,105**
Air Bag Not Deployed	Unknown	7 (0.1%)	45 (0.8%)	261 (4.8%)	926 (17.2%)	536 (9.9%)	3,621 (67.1%)	**5,396**
Unknown If Deployed	n/a	8 (1.0%)	20 (2.6%)	63 (8.1%)	151 (19.4%)	106 (13.6%)	432 (55.4%)	**780**

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).



Air Bag Deployment by Initial Vehicle Impact Point

Most air bags are designed to deploy in frontal impacts, but side impact air bags are becoming more common. The table below shows the initial vehicle impact points for all 2004 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 1065 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)	2,966	1,141	300 (22.1%)	1,056 (77.9%)	469
Right Rear (B)	5,582	2,298	348 (14.0%)	2,135 (86.0%)	801
Center Rear (C)	30,471	11,948	1,065 (7.7%)	12,781 (92.3%)	4,677
Left Rear (D)	5,003	2,077	295 (13.3%)	1,920 (86.7%)	711
Left Side Rear (E)	2,973	1,199	237 (17.9%)	1,085 (82.1%)	452
Left Side Center (F)	7,783	3,239	845 (25.8%)	2,434 (74.2%)	1,265
Left Side Forward (G)	6,909	2,506	1,050 (31.5%)	2,283 (68.5%)	1,070
Left Front (H)	29,874	10,547	6,732 (43.9%)	8,620 (56.2%)	3,975
Center Front (I)	68,220	22,770	19,709 (54.9%)	16,162 (45.1%)	9,579
Right Front (J)	30,139	10,802	7,095 (47.4%)	7,874 (52.6%)	4,368
Right Side Forward (K)	8,845	3,327	1,482 (36.4%)	2,592 (63.6%)	1,444
Right Side Center (L)	8,033	3,231	1,090 (31.4%)	2,387 (68.7%)	1,325
Other	7,232	2,676	971 (33.4%)	1,936 (66.6%)	1,649
None	4,684	2,401	367 (22.7%)	1,247 (77.3%)	669
TOTAL	**218,714**	**80,162**	**41,586 (39.2%)**	**64,512 (60.8%)**	**32,454**

Air Bag Deployment by Age Group

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

Seat Belts Used

Age Group	Deaths	Injuries: *Major*	*Moderate*	*Minor*	*Unknown*	*No Injury*	Total Persons
0-4	0 (0.0%)	0 (0.0%)	3 (15.0%)	4 (20.0%)	2 (10.0%)	11 (55.0%)	20
5-8	1 (1.0%)	2 (1.9%)	7 (6.8%)	35 (34.0%)	13 (12.6%)	45 (43.7%)	103
9-12	0 (0.0%)	2 (0.7%)	26 (9.2%)	110 (38.9%)	21 (7.4%)	124 (43.8%)	283
13-64	125 (0.4%)	476 (1.4%)	3,073 (8.9%)	10,221 (29.7%)	2,421 (7.0%)	18,104 (52.6%)	34,420
65-74	16 (0.9%)	44 (2.5%)	244 (13.8%)	601 (34.0%)	165 (9.3%)	698 (39.5%)	1,768
75+	29 (1.6%)	54 (3.0%)	252 (14.2%)	643 (36.2%)	162 (9.1%)	635 (35.8%)	1,775
Total	**171 (0.5%)**	**578 (1.5%)**	**3,605 (9.4%)**	**11,614 (30.3%)**	**2,784 (7.3%)**	**19,617 (51.1%)**	**38,369**

Seat Belts Not Used

Age Group	Deaths	Injuries: *Major*	*Moderate*	*Minor*	*Unknown*	*No Injury*	Total Persons
0-4	0 (0.0%)	0 (0.0%)	0 (0.0%)	1 (33.3%)	0 (0.0%)	2 (66.7%)	3
5-8	0 (0.0%)	0 (0.0%)	0 (0.0%)	7 (70.0%)	0 (0.0%)	3 (30.0%)	10
9-12	0 (0.0%)	1 (4.8%)	4 (19.1%)	12 (57.1%)	2 (9.5%)	2 (9.5%)	21
13-64	179 (3.9%)	339 (7.3%)	904 (19.4%)	1,455 (31.3%)	413 (8.9%)	1,364 (29.3%)	4,654
65-74	17 (11.9%)	14 (9.8%)	25 (17.5%)	35 (24.5%)	18 (12.6%)	34 (23.8%)	143
75+	21 (14.3%)	15 (10.2%)	32 (21.8%)	38 (25.9%)	14 (9.5%)	27 (18.4%)	147
Total	**217 (4.4%)**	**369 (7.4%)**	**965 (19.4%)**	**1,548 (31.1%)**	**447 (9.0%)**	**1,432 (28.8%)**	**4,978**

Pedestrian and Bicycle Crashes

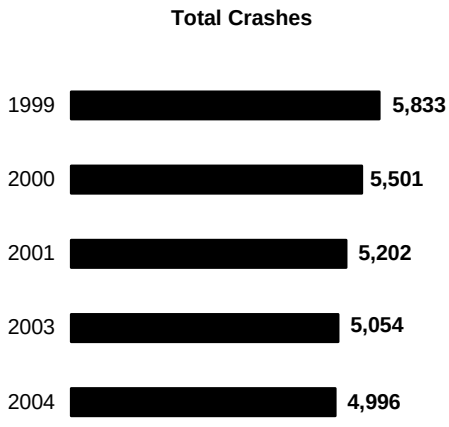
Pedestrian and Bicycles Overview

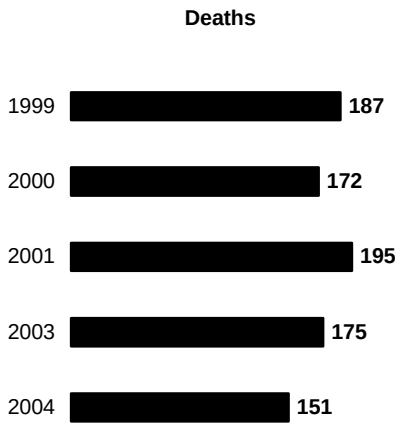
- Pedestrian-related crashes represent 3.6% of the total reported traffic crashes; however, they account for 10.1% of all traffic crash deaths. (See also ***Pennsylvania County Crashes***, pages 62, 63, and 68.)

- Bicycle crashes represent 1.2% of the total reported crashes and 0.9% of all traffic deaths. Although these percentages are small, they still represent 14 bicyclist deaths and 1,542 injuries in 2004.

Pedestrian Crashes—Five-Year Trends

Reported crashes involving pedestrians has decreased in each of the five years shown below. Pedestrian deaths have fluctuated over the same period but are showing a decreasing trend in recent years.



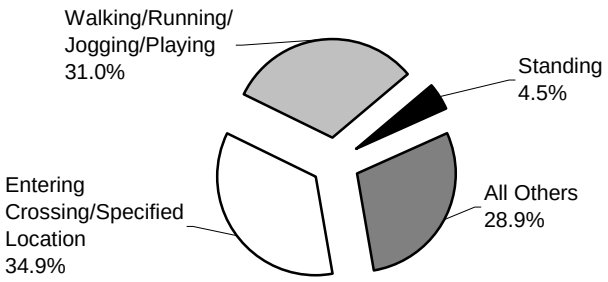


Year	Total Crashes	Deaths
1999	5,833	187
2000	5,501	172
2001	5,202	195
2003	5,054	175
2004	4,996	151

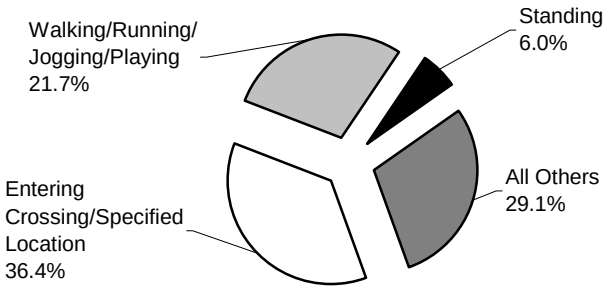
Pedestrian-Related Crashes

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



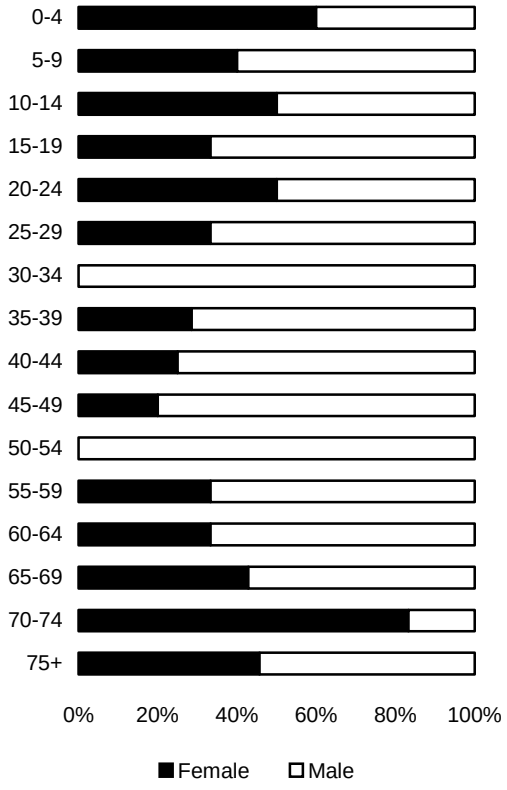
Top Fatal Pedestrian Actions



Pedestrian Action	Deaths	Pedestrians Involved
Entering Crossing/Specified Location	55	1,807
Walking/Running/Jogging/Playing	43	1,648
Working	3	99
Pushing a Vehicle	0	9
Working on Vehicle	2	35
Standing	9	231
Approaching/Leaving a Vehicle	3	218
Other/Unknown	36	1,135
Total	**151**	**5,182**

Pedestrian Deaths by Age and Sex

Pedestrians aged 75 and over represent a large portion of pedestrian deaths as seen in the chart below. Overall, male pedestrian deaths were 63% of all pedestrian deaths, up from 60% in 2003. ***Note:*** Pedestrians of unknown sex are not included in the numbers below.



Age Group	Female	Male	Total
0-4	3	2	5
5-9	2	3	5
10-14	4	4	8
15-19	2	4	6
20-24	2	2	4
25-29	3	6	9
30-34	0	2	2
35-39	2	5	7
40-44	4	12	16
45-49	2	8	10
50-54	0	7	7
55-59	4	8	12
60-64	2	4	6
65-69	3	4	7
70-74	5	1	6
75 and over	16	19	35
Unknown	2	4	6
TOTAL	**56**	**95**	**151**

Peds & Bikes

Pedestrian Injury Severity by Municipality Type

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

Municipality Type	Deaths	Injuries	Non-Injury	Total
City	70 (46.4%)	3,342 (69.2%)	114 (56.7%)	**3,526 (68.0%)**
Borough/Town	12 (8.0%)	649 (13.4%)	49 (24.4%)	**710 (13.7%)**
Township	69 (45.7%)	827 (17.1%)	37 (18.4%)	**933 (18.0%)**
Other	0 (0.0%)	12 (0.3%)	1 (0.5%)	**13 (0.3%)**
TOTAL	**151 (100.0%)**	**4,830 (100.0%)**	**201 (100.0%)**	**5,182 (100.0%)**

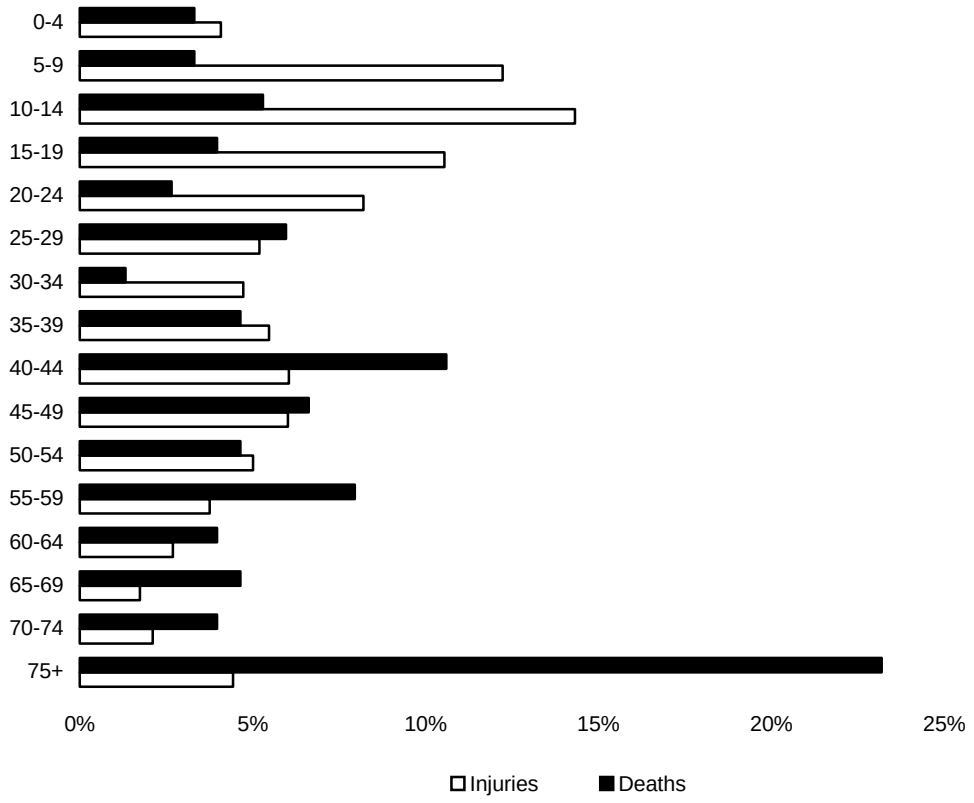
Note: "Other" includes colleges/universities, parks, etc.

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 41% of the pedestrian injuries.

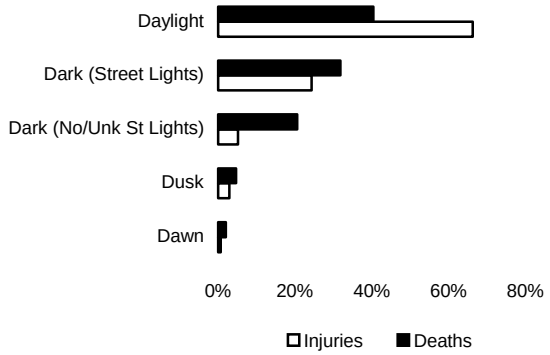
Note: The totals in the table do not include an additional 201 pedestrians who were not killed or injured or where their injury severity was unknown.

Pedestrian Age	Deaths	Injuries
0-4	5 (3.3%)	197 (4.1%)
5-9	5 (3.3%)	590 (12.2%)
10-14	8 (5.3%)	691 (14.3%)
15-19	6 (4.0%)	509 (10.5%)
20-24	4 (2.7%)	396 (8.2%)
25-29	9 (6.0%)	251 (5.2%)
30-34	2 (1.3%)	228 (4.7%)
35-39	7 (4.6%)	264 (5.5%)
40-44	16 (10.6%)	292 (6.1%)
45-49	10 (6.6%)	291 (6.0%)
50-54	7 (4.6%)	242 (5.0%)
55-59	12 (8.0%)	181 (3.8%)
60-64	6 (4.0%)	130 (2.7%)
65-69	7 (4.6%)	84 (1.7%)
70-74	6 (4.0%)	102 (2.1%)
75 and over	35 (23.2%)	214 (4.4%)
Unknown	6 (4.0%)	168 (3.5%)
TOTAL	**151 (100.0%)**	**4,830 (100.0%)**



Pedestrian Deaths and Injuries by Light Level

The majority of pedestrians are injured in the daytime (66.3%), but more pedestrian deaths occur during non-daylight hours (58.9%). 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.

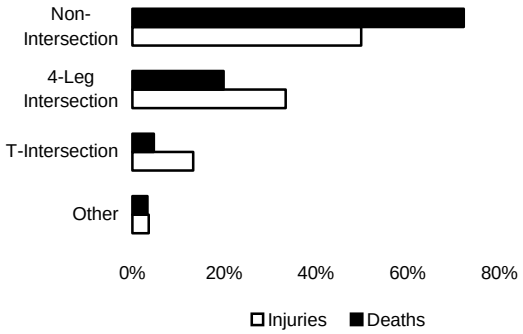


Light Level	Deaths	Injuries
Dawn	3 (2.0%)	34 (0.7%)
Daylight	61 (40.4%)	3,201 (66.3%)
Dark (Street Lights)	48 (31.8%)	1,175 (24.3%)
Dark (No/Unk St Lights)	31 (20.5%)	251 (5.2%)
Dusk	7 (4.6%)	140 (2.9%)
Other/Unknown	1 (0.7%)	29 (0.6%)
TOTAL	**151 (100.0%)**	**4,830 (100.0%)**

Note: The totals in the table do not include an additional 201 pedestrians who were not killed or injured or where their injury severity was unknown.

Pedestrian Deaths and Injuries by Intersection Type

Over 72% 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.

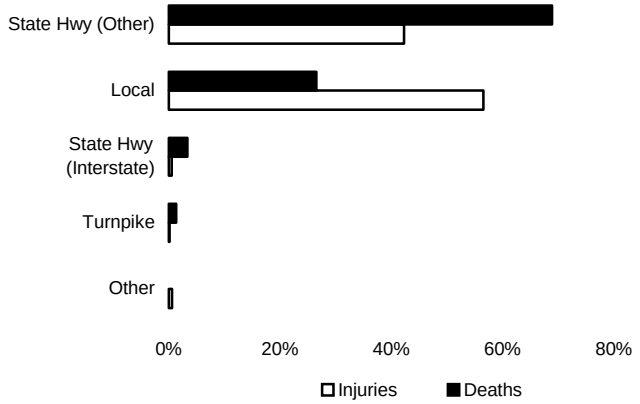


Intersection	Deaths	Injuries
Non-Intersection	109 (72.2%)	2,406 (49.8%)
4-Leg Intersection	30 (19.9%)	1,613 (33.4%)
T-Intersection	7 (4.6%)	638 (13.2%)
Other	5 (3.3%)	173 (3.6%)
TOTAL	**151 (100.0%)**	**4,830 (100.0%)**

Note: The totals in the table do not include an additional 201 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.



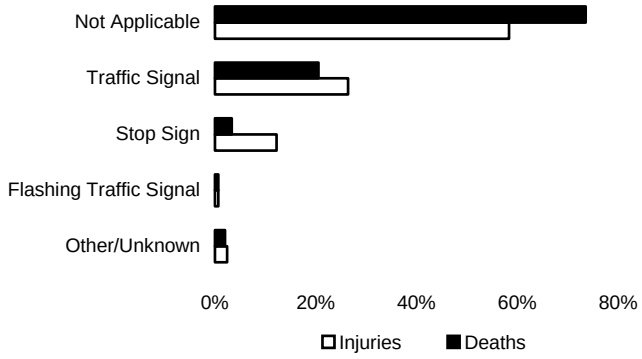
Note: The totals in the table do not include an additional 201 pedestrians who were not killed or injured or where their injury severity was unknown.

Road Type	Deaths	Injuries
State Hwy (Other)	104 (68.9%)	2,040 (42.2%)
Local	40 (26.5%)	2,729 (56.5%)
State Hwy (Interstate)	5 (3.3%)	25 (0.5%)
Turnpike	2 (1.3%)	7 (0.1%)
Other	0 (0.0%)	29 (0.6%)
TOTAL	**151 (100.0%)**	**4,830 (100.0%)**

Pedestrian Deaths and Injuries

Peds & Bikes

As the graph shows, most pedestrian deaths and injuries occurred in areas without traffic control devices (TCDs). However, notice the number of pedestrians injured at traffic signal intersections. The 31 deaths at traffic signals in 2004 is an increase from 26 in 2003.



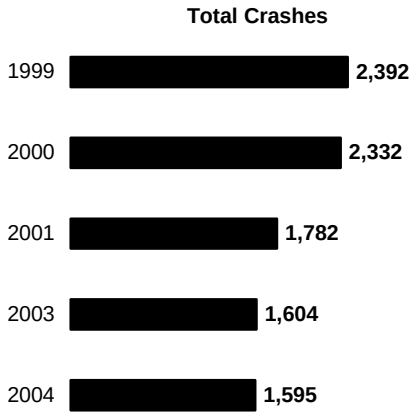
Note: The totals in the table do not include an additional 201 pedestrians who were not killed or injured or where their injury severity was unknown.

Traffic Control Device	Deaths	Injuries
Not Applicable	111 (73.5%)	2,817 (58.3%)
Traffic Signal	31 (20.5%)	1,276 (26.4%)
Stop Sign	5 (3.3%)	590 (12.2%)
Flashing Traffic Signal	1 (0.7%)	32 (0.7%)
Other/Unknown	3 (2.0%)	115 (2.4%)
TOTAL	**151 (100.0%)**	**4,830 (100.0%)**

Bicycle Crashes—Five-Year Trends

The total number of bicycle crashes has shown a steady decrease since 1999; however bicycle deaths have fluctuated over the same time period.

Year	Total Crashes	Deaths
1999	2,392	18
2000	2,332	15
2001	1,782	13
2003	1,604	20
2004	1,595	14



Bicycle Deaths and Injuries by Age

Children ages 5 to 14 are the most vulnerable to death and injury while riding a bicycle. Nearly half the injuries involving bicycles were suffered by this age group. On a positive note, only 2 bicyclists in this age group died in 2004, a decrease from 7 in 2003. Another vulnerable, but larger group, are persons ages 15 to 34, who suffered 36% of the total deaths

Victim's Age	Deaths	Injuries
0-4	0 (0.0%)	8 (0.5%)
5-9	0 (0.0%)	180 (11.7%)
10-14	2 (14.3%)	492 (31.9%)
15-19	2 (14.3%)	242 (15.7%)
20-34	3 (21.4%)	273 (17.7%)
35-44	2 (14.3%)	143 (9.3%)
45-54	3 (21.4%)	112 (7.3%)
55-64	0 (0.0%)	41 (2.7%)
65-74	1 (7.1%)	10 (0.7%)
75+	1 (7.1%)	5 (0.3%)
Unknown	0 (0.0%)	36 (2.3%)
TOTAL	**14 (100.0%)**	**1,542 (100.0%)**

The totals in the table do not include an additional 103 bicyclists who were not killed or injured or where their injury severity was unknown.

Bicycle Deaths and Injuries by Light Level

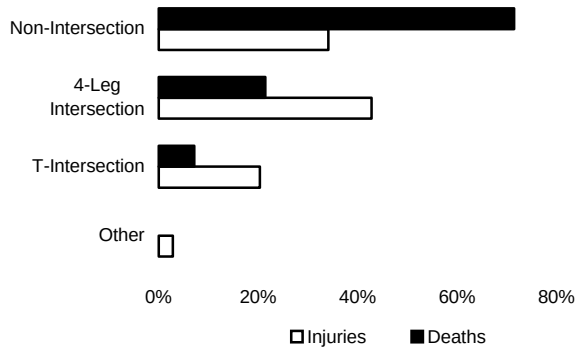
The majority of bicyclists are injured during the day, but a majority of the deaths occurred during hours of darkness. The after dark deaths increased from 45% of total bicyclist deaths in 2003 to 71% in 2004.

Light Level	Deaths	Injuries
Dawn	1 (7.1%)	8 (0.5%)
Daylight	4 (28.6%)	1,214 (78.7%)
Dark (Street Lights)	7 (50.0%)	230 (14.9%)
Dark (No/Unk St Lights)	2 (14.3%)	40 (2.6%)
Dusk	0 (0.0%)	46 (3.0%)
Other/Unknown	0 (0.0%)	4 (0.3%)
TOTAL	**14 (100.0%)**	**1,542 (100.0%)**

Note: The totals in the table do not include an additional 103 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 2004 occurred at non-intersections.



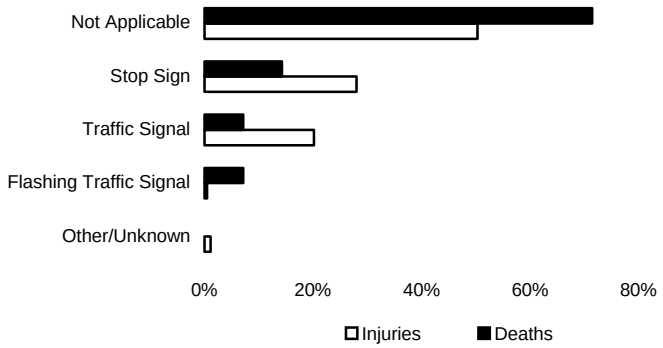
Intersection	Deaths	Injuries
Non-Intersection	10 (71.4%)	526 (34.1%)
4-Leg Intersection	3 (21.4%)	659 (42.7%)
T-Intersection	1 (7.1%)	313 (20.3%)
Other	0 (0.0%)	44 (2.9%)
TOTAL	**14 (100.0%)**	**1,542 (100.0%)**

Note: The totals in the table do not include an additional 103 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 evenly at TCDs and where there were no controls.

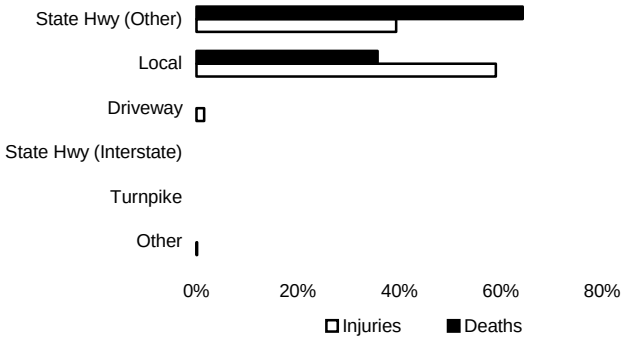
Traffic Control Device	Deaths	Injuries
Not Applicable	10 (71.4%)	775 (50.3%)
Stop Sign	2 (14.3%)	432 (28.0%)
Traffic Signal	1 (7.1%)	311 (20.2%)
Flashing Traffic Signal	1 (7.1%)	7 (0.5%)
Other/Unknown	0 (0.0%)	17 (1.1%)
TOTAL	**14 (100.0%)**	**1,542 (100.0%)**



Note: The totals in the table do not include an additional 103 bicyclists who were not killed or injured or where their injury severity was unknown.

Bicycle Deaths and Injuries by Road Type

Nearly two-thirds the deaths of bicyclists occurred on state roads in 2004, while just over 60% the injuries occurred on non-state roads.



Note: The totals in the table do not include an additional 103 bicyclists who were not killed or injured or where their injury severity was unknown.

Road Type	Deaths	Injuries
State Hwy (Other)	9 (64.3%)	607 (39.4%)
Local	5 (35.7%)	910 (59.0%)
Driveway	0 (0.0%)	23 (1.5%)
State Hwy (Interstate)	0 (0.0%)	0 (0.0%)
Turnpike	0 (0.0%)	0 (0.0%)
Other	0 (0.0%)	2 (0.1%)
TOTAL	**14 (100.0%)**	**1,542 (100.0%)**

Crashes by Motor Vehicle Type

Vehicle Crashes by Vehicle Types

	Fatal Crashes	Injury Crashes	PDO Crashes	Total Crashes
Passenger Car	67.6% 920 crashes	79.6% 59,493 crashes	78.3% 47,970 crashes	78.9% 108,383 crashes
Lt Trk/Van/SUV	36.9% 503 crashes	36.2% 27,044 crashes	38.1% 23,327 crashes	37.0% 50,874 crashes
Heavy Truck	11.8% 161 crashes	4.5% 3,346 crashes	5.5% 3,344 crashes	5.0% 6,851 crashes
Bicycle	1.0% 14 crashes	2.1% 1,567 crashes	0.0% 14 crashes	1.2% 1,595 crashes
Motorcycle	11.2% 152 crashes	4.4% 3,264 crashes	0.3% 206 crashes	2.6% 3,622 crashes
School Bus	0.4% 6 crashes	0.4% 303 crashes	0.3% 177 crashes	0.4% 486 crashes
Commercial Bus	0.6% 8 crashes	0.7% 495 crashes	0.3% 162 crashes	0.5% 665 crashes
Other	2.4% 33 crashes	1.7% 1,231 crashes	1.1% 648 crashes	1.4% 1,912 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 67.6% of all fatal crashes). Percentage totals exceed 100% due to multiple vehicle crashes.

Vehicle Crashes—Single Vehicle Hitting Fixed Objects

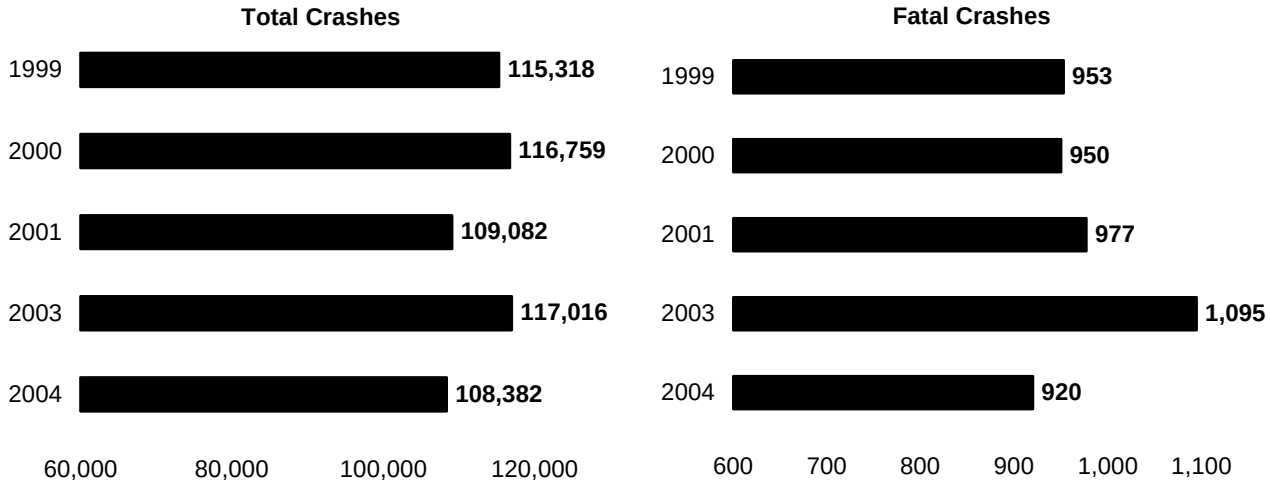
Crashes in Which a Single Vehicle Hit a Fixed Object:	**42,287**	Passenger Car	28,625	67.7%
		Lt Trk/Van/SUV	11,867	28.1%
		Heavy Truck	858	2.0%
		Motorcycle	698	1.7%
		School Bus	27	0.1%
		Commercial Bus	29	0.1%
		Other	183	0.4%

Vehicle Crashes—Two-Vehicle Collisions

	Vehicle Struck								
Striking Vehicle	**Passenger Car**	**Light Truck**	**Heavy Truck**	**Motor-cycle**	**Bicycle**	**School Bus**	**Commer-cial Bus**	**Other/ Unknown**	**Total**
Passenger Car	31,436	1,484	11,340	394	720	186	217	325	**46,102**
Lt Trk/Van/SUV	9,579	572	5,249	123	169	56	54	127	**15,929**
Heavy Truck	1,396	310	507	14	8	8	6	19	**2,268**
Motorcycle	665	24	237	66	13	5	2	8	**1,020**
Bicycle	427	6	142	2	0	0	2	5	**584**
School Bus	78	3	18	0	1	4	1	3	**108**
Commercial Bus	138	2	32	1	9	2	5	1	**190**
Other/Unknown	427	21	114	9	31	1	2	29	**634**

Passenger Car Crashes—Five-Year Trends

Total passenger car crashes and fatal crashes in 2004 were the lowest in the five years shown below.

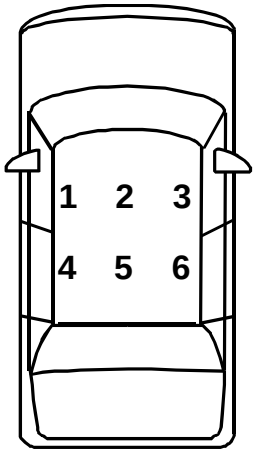


Passenger Car Deaths by Seating Position

In 2004, 55% of crash deaths involved passenger car occupants. The table below depicts the passenger car deaths in 2004 by seating position.

Total Deaths
815

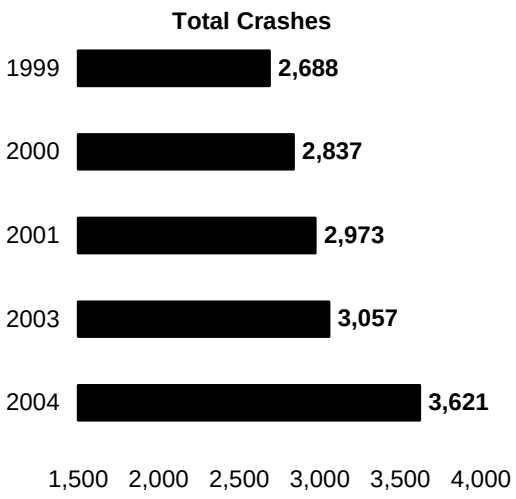
Drivers **597 (73.3%)**		1	→
Total Passengers **202 (24.8%)**	*Center Front* **1 (0.1%)**	2	→
	Right Front **153 (18.8%)**	3	→
	Left Rear **17 (2.1%)**	4	→
	Center Rear **3 (0.4%)**	5	→
	Right Rear **28 (3.4%)**	6	→
Others **16 (2.0%)**			

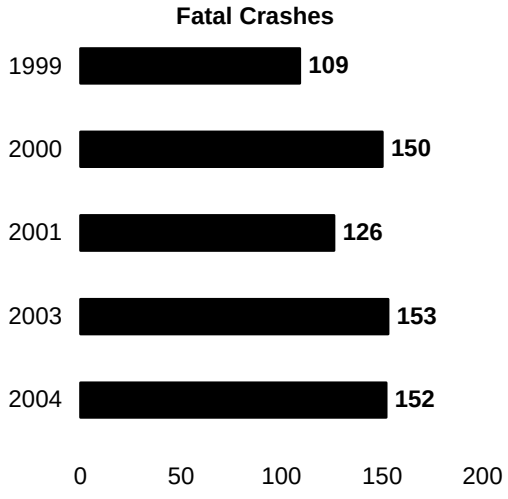


“Others” might be passengers in the rearmost seat of a station wagon; persons in a towed unit; or any person on or attached to the outside of the car.

Motorcycle Crashes—Five-Year Trends

In 2004, total motorcycle crashes increased 18% from 2003 while motorcycle fatal crashes decreased 1 from 2003.





Year	Deaths
1999	111
2000	150
2001	127
2003	156
2004	158
TOTAL	**702**

Motorcycle Deaths—Five-Year Trends

Of the 158 deaths in 2004 involving motorcycle drivers or passengers:

- ► 143 (90.5%) were drivers
- ► 15 (9.5%) were passengers

Crashes by Vehicle

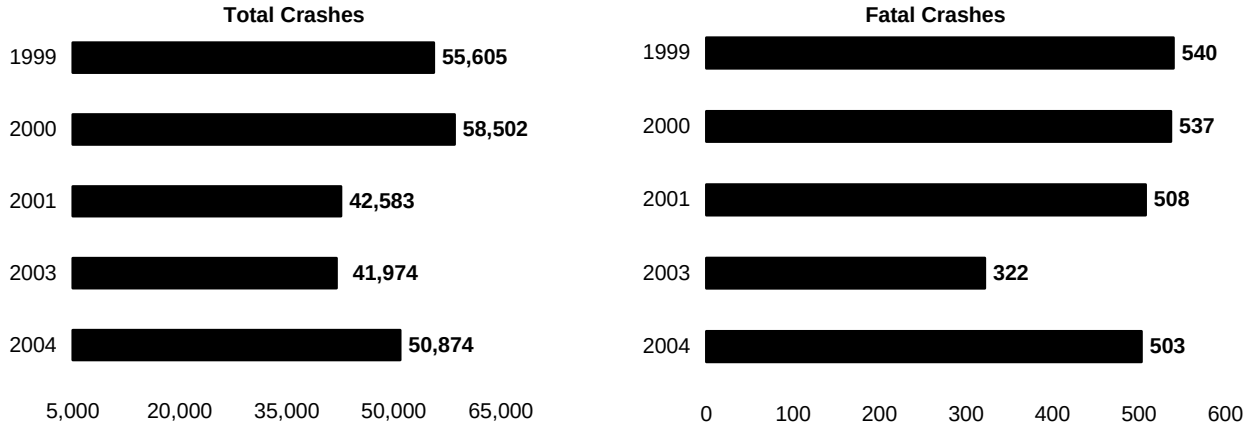
Motorcycle Helmet Use in Crashes

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

	Deaths	Injuries	Not Injured	Total Motorcyclists
Helmets	80 (50.6%)	2,015 (57.2%)	210 (43.4%)	2,305 (55.3%)
No Helmets	72 (45.6%)	1,332 (37.8%)	183 (37.8%)	1,587 (38.1%)
Unknown	6 (3.8%)	176 (5.0%)	91 (18.8%)	273 (6.6%)
TOTAL	**158 (100.0%)**	**3,523 (100.0%)**	**484 (100.0%)**	**4,165 (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 2004 are higher than 2003, but are still lower than most other years shown in the graphs below.



Light Truck / SUV / Van Rollovers Compared to Passenger Cars

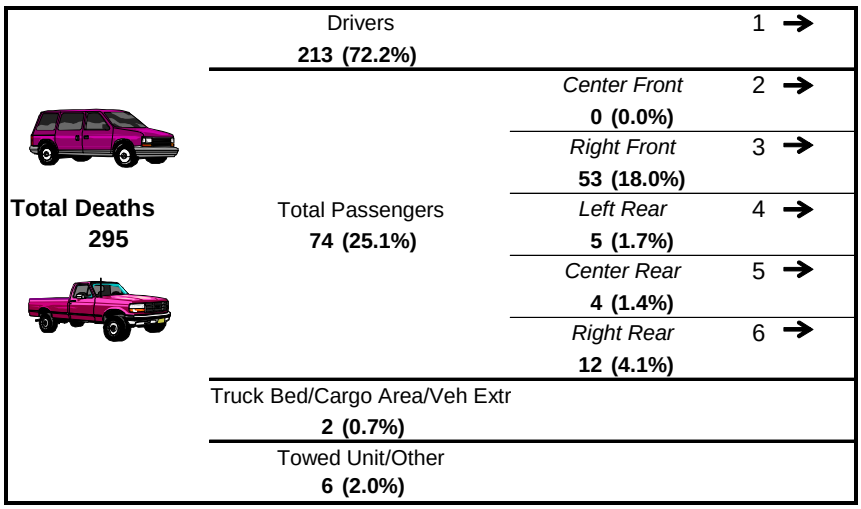
- The percentage of 2004 light truck / SUV / van crashes was higher than passenger cars in crashes involving rollovers (8.0% of all light truck / SUV / van crashes compared to 4.9% of all passenger car crashes).

	Rollover Crashes	Rollover Deaths
Lt Trk/Van/SUV	4,085 (8.0%)	90 (30.5%)
Passenger Cars	5,272 (4.9%)	140 (17.2%)

- In 2004 rollover crashes, the percentage of light truck / SUV / van occupant deaths was almost twice as high as passenger car occupant deaths (30.5% of deaths compared to 17.2%).

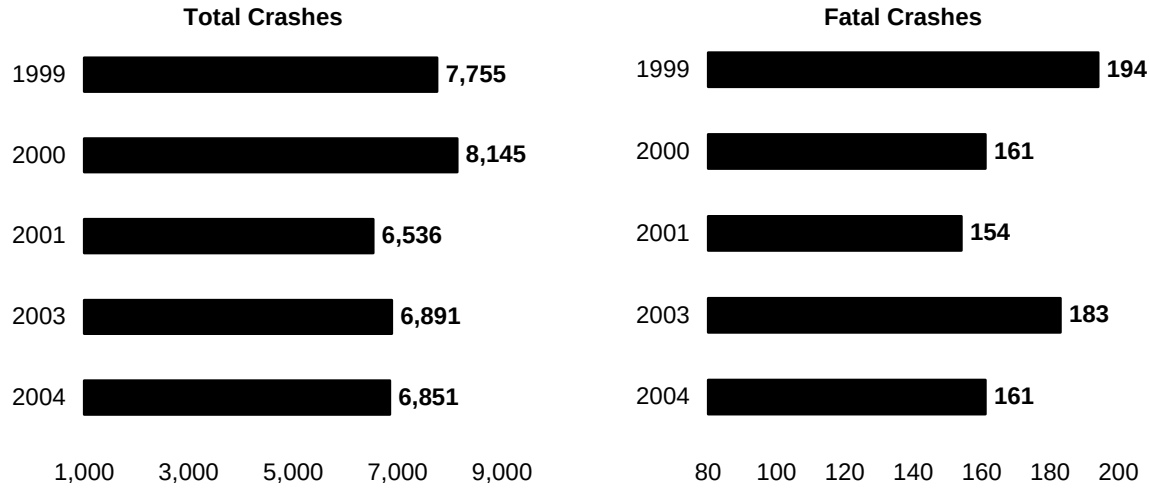
Light Truck / SUV / Van Deaths by Seating Position

In 2004, 20% of crash deaths involved occupants in light trucks, vans, and sport utility vehicles. The table below depicts light truck deaths in 2004 by seating position.



Heavy Truck Crashes—Five Year Trends

Total crashes involving heavy trucks in 2004 were the second lowest since 1999. Fatal crashes in 2004 were tied for the second lowest in the same time period.



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
Brake-Related	97
Tire/Wheel-Related	94
Unsecure Trailer/Overloaded	82
Power Train Failure	30
Trailer Hitch/Improper Towing	15
Suspension	14
Total Steering System Failure	12
Other Failure	5
Windshield/Defective Wipers	2
Exhaust System Failure	1

Heavy Truck Crashes by Road Type

Road Type	Crashes	Occupant Deaths
State Hwy (Interstate)	1,734 (25.3%)	10 (37.0%)
State Hwy (Other)	3,851 (56.2%)	12 (44.4%)
Turnpike	543 (7.9%)	5 (18.5%)
Local Road	722 (10.5%)	0 (0.0%)
Other	1 (0.0%)	0 (0.0%)
TOTAL	**6,851 (100.0%)**	**27 (100.0%)**

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

Hazardous Material Crashes by Road Type

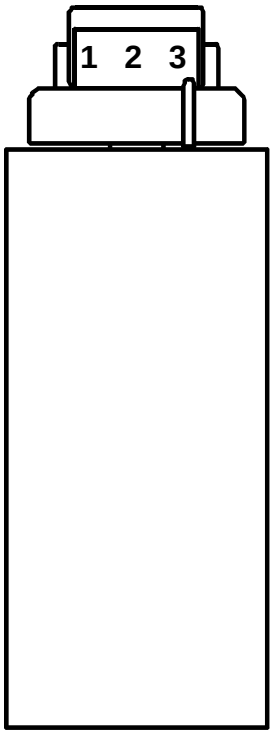
Road Type	Crashes	HazMat Released
State Hwy (Interstate)	42 (23.1%)	8 (25.0%)
State Hwy (Other)	117 (64.3%)	20 (62.5%)
Turnpike	6 (3.3%)	3 (9.4%)
Local Road	17 (9.3%)	1 (3.1%)
Other	0 (0.0%)	0 (0.0%)
TOTAL	**182 (100.0%)**	**32 (100.0%)**

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

Heavy Truck Deaths by Seating Position

In 2004, only 2% of crash deaths involved heavy truck occupants. The table below depicts the heavy truck deaths in 2004 by seating position.

	Drivers **23 (85.2%)**		1 →
Total Deaths 27 	Total Passengers **2 (7.4%)**	*Center Front* **0 (0.0%)**	2 →
		Right Front **2 (7.4%)**	3 →
	Others **2 (7.4%)**		



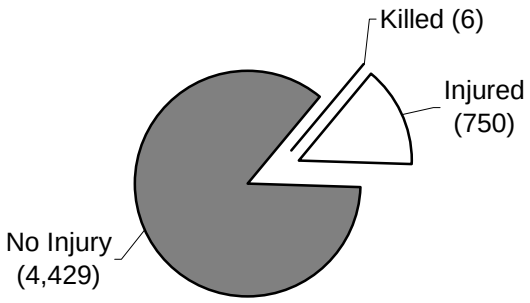
"Others" might be persons in the sleeping compartment; persons in the cargo trailer; or someone on, or attached to, the outside of the truck.

School Bus Crashes

Of the more than 5000 persons involved in school bus crashes in 2004, only 6 were killed. 85% suffered no injury at all. See the tables at the bottom of page 57 for a breakdown of the persons involved. As shown, most fatalities are not the school bus passengers.

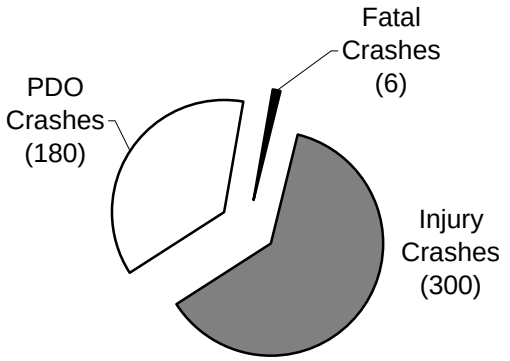
Total persons involved: **5,185**

Persons Involved



The majority (62%) of school bus crashes in 2004 were injury crashes. However, as the pie chart above shows, most persons involved in school bus crashes suffer no injuries at all.

Total Crashes



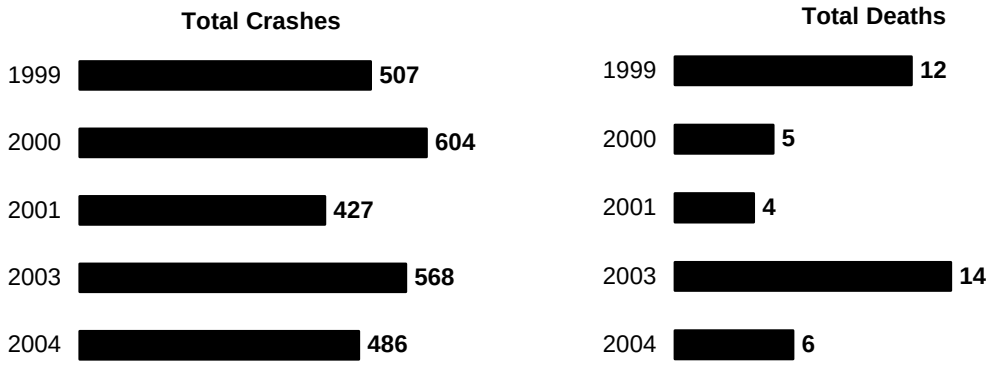
School Bus Crashes by Road Type

Road Type	Crashes	
State Hwy (Interstate)	5	1.0%
State Hwy (Other)	334	68.7%
Turnpike	0	0.0%
Local Road	147	30.3%
Other	0	0.0%
TOTAL	**486**	**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 0.4% of total fatalities in 2004. Most of the persons killed were not school bus passengers at the time of the crash.



Year	Crash Severity				Deaths	Injuries
	Fatal	*Injury*	*PDO*	***Total***		
1999	9	322	176	507	12	1,004
2000	5	395	204	604	5	906
2001	3	259	165	427	4	748
2003	13	312	243	568	14	621
2004	6	300	180	486	6	750
TOTAL	**36**	**1,588**	**968**	**2,592**	**41**	**4,029**

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 Year	School Bus Drivers	School Bus Passengers	School-Age Pedestrians	Other Pedestrians	Driver/ Passenger of Other Vehicle	Other/ Unknown	Total Deaths
1999	1	0	0	0	11	0	**12**
2000	0	0	2	0	3	0	**5**
2001	0	0	0	1	3	0	**4**
2003	0	0	0	2	12	0	**14**
2004	0	0	0	1	5	0	**6**
TOTAL	**1**	**0**	**2**	**4**	**34**	**0**	**41**

INJURIES Year	School Bus Drivers	School Bus Passengers	School-Age Pedestrians	Other Pedestrians	Driver/ Passenger of Other Vehicle	Other/ Unknown	Total Injuries
1999	54	626	5	12	290	17	**1,004**
2000	67	492	10	12	320	5	**906**
2001	38	221	7	14	462	6	**748**
2003	58	273	7	12	264	7	**621**
2004	53	436	12	14	224	11	**750**
TOTAL	**270**	**2,048**	**41**	**64**	**1,560**	**46**	**4,029**

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 2004, Pennsylvania's total population was 12,394,471 people.

The ten most populated counties were:

Philadelphia (11.9%)	Allegheny (10.1%)	Montgomery (6.2%)
Bucks (5.0%)	Delaware (4.5%)	Lancaster (3.9%)
Chester (3.8%)	York (3.2%)	Berks (3.2%)
Westmoreland (3.0%)	*See page 59.*	

The ten least populated counties were:

Cameron (0.05%)	Forest (0.05%)	Sullivan (0.05%)
Fulton (0.12%)	Potter (0.14%)	Montour (0.15%)
Juniata (0.19%)	Wyoming (0.23%)	Elk (0.27%)
Clinton (0.30%)	*See page 59.*	

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

Westmoreland (3.01%)	Allegheny (2.95%)	York (2.85%)
Washington (2.75%)	Lancaster (2.67%)	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 (5.94%)	Lancaster (3.57%)	Montgomery (3.55%)
York (3.37%)	Bucks (3.14%)	Westmoreland (3.11%)
Chester (3.09%)	Berks (3.05%)	Philadelphia (2.69%)
Erie (2.33%)		

The ten counties with the most reported traffic crashes were:

Philadelphia (9.4%)	Allegheny (9.0%)	Montgomery (7.2%)
Bucks (5.4%)	Lancaster (4.3%)	Berks (3.9%)
Lehigh (3.8%)	Chester (3.7%)	York (3.7%)
Delaware (3.5%)	*See page 59.*	

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

Philadelphia (8.1%)	Allegheny (5.2%)	Berks (4.0%)
Montgomery (3.8%)	Chester (3.8%)	Lancaster (3.6%)
Bucks (3.6%)	Westmoreland (3.4%)	York (2.9%)
Schuylkill (2.7%)	*See page 61.*	

*Information provided by PENNDOT's Bureau of Planning and Research, Performance Monitoring Division. For consistency purposes, the prior year's data is used at the time of publication because of timing issues. For this Crash Facts & Statistics book. 2003 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	98,265 (0.8%)	15 (1.1%)	546 (0.8%)	534 (0.9%)	**1,095 (0.8%)**
Allegheny	1,247,512 (10.1%)	69 (5.1%)	6,022 (8.3%)	6,324 (10.0%)	**12,415 (9.0%)**
Armstrong	71,373 (0.6%)	14 (1.0%)	316 (0.4%)	280 (0.4%)	**610 (0.4%)**
Beaver	178,120 (1.4%)	9 (0.7%)	772 (1.1%)	831 (1.3%)	**1,612 (1.2%)**
Bedford	50,024 (0.4%)	20 (1.5%)	389 (0.5%)	391 (0.6%)	**800 (0.6%)**
Berks	391,447 (3.2%)	54 (4.0%)	2,639 (3.6%)	2,701 (4.3%)	**5,394 (3.9%)**
Blair	127,202 (1.0%)	17 (1.3%)	728 (1.0%)	669 (1.1%)	**1,414 (1.0%)**
Bradford	62,496 (0.5%)	10 (0.7%)	347 (0.5%)	246 (0.4%)	**603 (0.4%)**
Bucks	617,214 (5.0%)	49 (3.6%)	3,756 (5.1%)	3,667 (5.8%)	**7,472 (5.4%)**
Butler	180,664 (1.5%)	30 (2.2%)	1,035 (1.4%)	970 (1.5%)	**2,035 (1.5%)**
Cambria	148,646 (1.2%)	12 (0.9%)	770 (1.1%)	763 (1.2%)	**1,545 (1.1%)**
Cameron	5,678 (0.1%)	2 (0.2%)	25 (0.0%)	25 (0.0%)	**52 (0.0%)**
Carbon	61,032 (0.5%)	12 (0.9%)	374 (0.5%)	372 (0.6%)	**758 (0.6%)**
Centre	139,948 (1.1%)	13 (1.0%)	734 (1.0%)	608 (1.0%)	**1,355 (1.0%)**
Chester	466,043 (3.8%)	49 (3.6%)	2,286 (3.1%)	2,757 (4.4%)	**5,092 (3.7%)**
Clarion	40,466 (0.3%)	6 (0.4%)	295 (0.4%)	259 (0.4%)	**560 (0.4%)**
Clearfield	82,883 (0.7%)	13 (1.0%)	533 (0.7%)	516 (0.8%)	**1,062 (0.8%)**
Clinton	37,311 (0.3%)	8 (0.6%)	275 (0.4%)	242 (0.4%)	**525 (0.4%)**
Columbia	64,939 (0.5%)	8 (0.6%)	405 (0.6%)	449 (0.7%)	**862 (0.6%)**
Crawford	89,725 (0.7%)	13 (1.0%)	505 (0.7%)	473 (0.8%)	**991 (0.7%)**
Cumberland	221,135 (1.8%)	19 (1.4%)	1,136 (1.6%)	1,338 (2.1%)	**2,493 (1.8%)**
Dauphin	253,060 (2.0%)	28 (2.1%)	1,491 (2.0%)	1,497 (2.4%)	**3,016 (2.2%)**
Delaware	554,426 (4.5%)	33 (2.4%)	2,532 (3.5%)	2,245 (3.6%)	**4,810 (3.5%)**
Elk	33,963 (0.3%)	13 (1.0%)	200 (0.3%)	140 (0.2%)	**353 (0.3%)**
Erie	280,844 (2.3%)	34 (2.5%)	1,556 (2.1%)	1,285 (2.0%)	**2,875 (2.1%)**
Fayette	146,842 (1.2%)	18 (1.3%)	820 (1.1%)	587 (0.9%)	**1,425 (1.0%)**
Forest	5,773 (0.1%)	0 (0.0%)	61 (0.1%)	31 (0.1%)	**92 (0.1%)**
Franklin	134,743 (1.1%)	23 (1.7%)	772 (1.1%)	834 (1.3%)	**1,629 (1.2%)**
Fulton	14,569 (0.1%)	5 (0.4%)	141 (0.2%)	155 (0.3%)	**301 (0.2%)**
Greene	40,001 (0.3%)	7 (0.5%)	215 (0.3%)	193 (0.3%)	**415 (0.3%)**
Huntingdon	45,920 (0.4%)	5 (0.4%)	264 (0.4%)	195 (0.3%)	**464 (0.3%)**
Indiana	88,929 (0.7%)	12 (0.9%)	464 (0.6%)	424 (0.7%)	**900 (0.7%)**
Jefferson	45,835 (0.4%)	8 (0.6%)	274 (0.4%)	244 (0.4%)	**526 (0.4%)**
Juniata	23,314 (0.2%)	5 (0.4%)	138 (0.2%)	102 (0.2%)	**245 (0.2%)**
Lackawanna	209,950 (1.7%)	21 (1.5%)	1,221 (1.7%)	1,189 (1.9%)	**2,431 (1.8%)**
Lancaster	486,361 (3.9%)	47 (3.5%)	2,929 (4.0%)	2,858 (4.5%)	**5,834 (4.3%)**
Lawrence	93,148 (0.8%)	9 (0.7%)	567 (0.8%)	401 (0.6%)	**977 (0.7%)**
Lebanon	124,087 (1.0%)	21 (1.5%)	864 (1.2%)	771 (1.2%)	**1,656 (1.2%)**
Lehigh	325,570 (2.6%)	36 (2.6%)	2,655 (3.6%)	2,538 (4.0%)	**5,229 (3.8%)**
Luzerne	313,088 (2.5%)	37 (2.7%)	1,754 (2.4%)	1,528 (2.4%)	**3,319 (2.4%)**
Lycoming	118,505 (1.0%)	24 (1.8%)	576 (0.8%)	655 (1.0%)	**1,255 (0.9%)**
McKean	44,740 (0.4%)	6 (0.4%)	178 (0.2%)	151 (0.2%)	**335 (0.2%)**
Mercer	119,715 (1.0%)	22 (1.6%)	830 (1.1%)	674 (1.1%)	**1,526 (1.1%)**
Mifflin	46,191 (0.4%)	4 (0.3%)	200 (0.3%)	196 (0.3%)	**400 (0.3%)**
Monroe	158,816 (1.3%)	37 (2.7%)	1,354 (1.9%)	1,487 (2.4%)	**2,878 (2.1%)**
Montgomery	773,375 (6.2%)	54 (4.0%)	5,200 (7.1%)	4,631 (7.4%)	**9,885 (7.2%)**
Montour	17,995 (0.2%)	2 (0.2%)	120 (0.2%)	90 (0.1%)	**212 (0.2%)**
Northampton	283,333 (2.3%)	28 (2.1%)	1,478 (2.0%)	1,615 (2.6%)	**3,121 (2.3%)**
Northumberland	92,821 (0.8%)	23 (1.7%)	354 (0.5%)	284 (0.5%)	**661 (0.5%)**
Perry	44,549 (0.4%)	10 (0.7%)	267 (0.4%)	282 (0.5%)	**559 (0.4%)**
Philadelphia	1,471,255 (11.9%)	113 (8.3%)	10,369 (14.2%)	2,496 (4.0%)	**12,978 (9.4%)**
Pike	54,041 (0.4%)	10 (0.7%)	347 (0.5%)	298 (0.5%)	**655 (0.5%)**
Potter	17,950 (0.1%)	5 (0.4%)	90 (0.1%)	69 (0.1%)	**164 (0.1%)**
Schuylkill	147,410 (1.2%)	38 (2.8%)	786 (1.1%)	824 (1.3%)	**1,648 (1.2%)**
Snyder	38,113 (0.3%)	5 (0.4%)	233 (0.3%)	205 (0.3%)	**443 (0.3%)**
Somerset	79,322 (0.6%)	11 (0.8%)	461 (0.6%)	459 (0.7%)	**931 (0.7%)**
Sullivan	6,435 (0.1%)	4 (0.3%)	41 (0.1%)	44 (0.1%)	**89 (0.1%)**
Susquehanna	42,023 (0.3%)	7 (0.5%)	271 (0.4%)	254 (0.4%)	**532 (0.4%)**
Tioga	41,701 (0.3%)	5 (0.4%)	218 (0.3%)	198 (0.3%)	**421 (0.3%)**
Union	42,881 (0.4%)	8 (0.6%)	176 (0.2%)	163 (0.3%)	**347 (0.3%)**
Venango	56,149 (0.5%)	5 (0.4%)	352 (0.5%)	331 (0.5%)	**688 (0.5%)**
Warren	42,470 (0.3%)	8 (0.6%)	225 (0.3%)	176 (0.3%)	**409 (0.3%)**
Washington	205,319 (1.7%)	26 (1.9%)	916 (1.3%)	988 (1.6%)	**1,930 (1.4%)**
Wayne	49,640 (0.4%)	11 (0.8%)	332 (0.5%)	316 (0.5%)	**659 (0.5%)**
Westmoreland	367,937 (3.0%)	48 (3.5%)	2,064 (2.8%)	1,811 (2.9%)	**3,923 (2.9%)**
Wyoming	28,176 (0.2%)	2 (0.2%)	206 (0.3%)	128 (0.2%)	**336 (0.2%)**
York	401,063 (3.2%)	42 (3.1%)	2,557 (3.5%)	2,475 (3.9%)	**5,074 (3.7%)**
TOTAL	12,394,471 (100.0%)	1,362 (100.0%)	73,007 (100.0%)	63,041 (99.8%)	137,410 (99.9%)

Crashes by County—Five-Year Trends

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

County	1999 Crashes	2000 Crashes	2001 Crashes	2003 Crashes	2004 Crashes
Adams	1,035 (0.7%)	1,028 (0.7%)	991 (0.8%)	1,085 (0.8%)	**1,095 (0.8%)**
Allegheny	13,798 (9.6%)	13,850 (9.4%)	12,625 (9.6%)	12,785 (9.1%)	**12,415 (9.0%)**
Armstrong	732 (0.5%)	755 (0.5%)	654 (0.5%)	720 (0.5%)	**610 (0.4%)**
Beaver	1,860 (1.3%)	1,905 (1.3%)	1,598 (1.2%)	1,699 (1.2%)	**1,612 (1.2%)**
Bedford	835 (0.6%)	837 (0.6%)	751 (0.6%)	831 (0.6%)	**800 (0.6%)**
Berks	5,021 (3.5%)	5,418 (3.7%)	4,800 (3.7%)	5,278 (3.8%)	**5,394 (3.9%)**
Blair	1,771 (1.2%)	1,762 (1.2%)	1,653 (1.3%)	1,589 (1.1%)	**1,414 (1.0%)**
Bradford	613 (0.4%)	698 (0.5%)	616 (0.5%)	684 (0.5%)	**603 (0.4%)**
Bucks	7,603 (5.3%)	7,647 (5.2%)	6,944 (5.3%)	7,663 (5.5%)	**7,472 (5.4%)**
Butler	1,968 (1.4%)	2,113 (1.4%)	1,951 (1.5%)	2,209 (1.6%)	**2,035 (1.5%)**
Cambria	1,425 (1.0%)	1,508 (1.0%)	1,367 (1.0%)	1,569 (1.1%)	**1,545 (1.1%)**
Cameron	60 (0.0%)	67 (0.1%)	64 (0.1%)	70 (0.1%)	**52 (0.0%)**
Carbon	873 (0.6%)	793 (0.5%)	780 (0.6%)	838 (0.6%)	**758 (0.6%)**
Centre	1,557 (1.1%)	1,578 (1.1%)	1,521 (1.2%)	1,595 (1.1%)	**1,355 (1.0%)**
Chester	5,192 (3.6%)	5,390 (3.7%)	4,770 (3.6%)	5,327 (3.8%)	**5,092 (3.7%)**
Clarion	585 (0.4%)	665 (0.5%)	552 (0.4%)	619 (0.4%)	**560 (0.4%)**
Clearfield	1,071 (0.7%)	1,078 (0.7%)	1,043 (0.8%)	1,048 (0.8%)	**1,062 (0.8%)**
Clinton	495 (0.3%)	508 (0.3%)	495 (0.4%)	505 (0.4%)	**525 (0.4%)**
Columbia	831 (0.6%)	843 (0.6%)	684 (0.5%)	855 (0.6%)	**862 (0.6%)**
Crawford	1,058 (0.7%)	1,106 (0.8%)	983 (0.8%)	1,015 (0.7%)	**991 (0.7%)**
Cumberland	2,579 (1.8%)	2,529 (1.7%)	2,430 (1.9%)	2,665 (1.9%)	**2,493 (1.8%)**
Dauphin	3,241 (2.3%)	3,458 (2.4%)	3,109 (2.4%)	3,371 (2.4%)	**3,016 (2.2%)**
Delaware	5,307 (3.7%)	5,535 (3.8%)	4,843 (3.7%)	5,081 (3.6%)	**4,810 (3.5%)**
Elk	388 (0.3%)	415 (0.3%)	369 (0.3%)	351 (0.3%)	**353 (0.3%)**
Erie	3,288 (2.3%)	3,352 (2.3%)	2,951 (2.3%)	2,974 (2.1%)	**2,875 (2.1%)**
Fayette	1,638 (1.1%)	1,688 (1.2%)	1,497 (1.1%)	1,519 (1.1%)	**1,425 (1.0%)**
Forest	86 (0.1%)	91 (0.1%)	80 (0.1%)	108 (0.1%)	**92 (0.1%)**
Franklin	1,567 (1.1%)	1,694 (1.2%)	1,464 (1.1%)	1,720 (1.2%)	**1,629 (1.2%)**
Fulton	369 (0.3%)	322 (0.2%)	296 (0.2%)	309 (0.2%)	**301 (0.2%)**
Greene	493 (0.3%)	479 (0.3%)	457 (0.4%)	380 (0.3%)	**415 (0.3%)**
Huntingdon	515 (0.4%)	550 (0.4%)	471 (0.4%)	522 (0.4%)	**464 (0.3%)**
Indiana	985 (0.7%)	993 (0.7%)	933 (0.7%)	922 (0.7%)	**900 (0.7%)**
Jefferson	566 (0.4%)	580 (0.4%)	469 (0.4%)	509 (0.4%)	**526 (0.4%)**
Juniata	268 (0.2%)	269 (0.2%)	230 (0.2%)	255 (0.2%)	**245 (0.2%)**
Lackawanna	2,638 (1.8%)	2,807 (1.9%)	2,110 (1.6%)	2,210 (1.6%)	**2,431 (1.8%)**
Lancaster	5,699 (4.0%)	5,773 (3.9%)	5,175 (3.9%)	5,769 (4.1%)	**5,834 (4.3%)**
Lawrence	1,112 (0.8%)	1,111 (0.8%)	895 (0.7%)	1,049 (0.8%)	**977 (0.7%)**
Lebanon	1,615 (1.1%)	1,547 (1.1%)	1,442 (1.1%)	1,710 (1.2%)	**1,656 (1.2%)**
Lehigh	4,782 (3.3%)	4,781 (3.3%)	4,309 (3.3%)	5,038 (3.6%)	**5,229 (3.8%)**
Luzerne	3,805 (2.6%)	4,012 (2.7%)	3,468 (2.6%)	3,750 (2.7%)	**3,319 (2.4%)**
Lycoming	1,390 (1.0%)	1,294 (0.9%)	1,154 (0.9%)	1,271 (0.9%)	**1,255 (0.9%)**
McKean	461 (0.3%)	481 (0.3%)	377 (0.3%)	376 (0.3%)	**335 (0.2%)**
Mercer	1,578 (1.1%)	1,744 (1.2%)	1,408 (1.1%)	1,622 (1.2%)	**1,526 (1.1%)**
Mifflin	436 (0.3%)	502 (0.3%)	405 (0.3%)	495 (0.4%)	**400 (0.3%)**
Monroe	2,343 (1.6%)	2,447 (1.7%)	2,370 (1.8%)	2,727 (1.9%)	**2,878 (2.1%)**
Montgomery	9,771 (6.8%)	10,022 (6.8%)	9,030 (6.9%)	9,836 (7.0%)	**9,885 (7.2%)**
Montour	206 (0.1%)	218 (0.2%)	216 (0.2%)	239 (0.2%)	**212 (0.2%)**
Northampton	3,005 (2.1%)	3,037 (2.1%)	2,688 (2.1%)	3,021 (2.2%)	**3,121 (2.3%)**
Northumberland	878 (0.6%)	830 (0.6%)	696 (0.5%)	687 (0.5%)	**661 (0.5%)**
Perry	603 (0.4%)	574 (0.4%)	562 (0.4%)	609 (0.4%)	**559 (0.4%)**
Philadelphia	15,087 (10.5%)	15,197 (10.3%)	13,097 (10.0%)	12,456 (8.9%)	**12,978 (9.4%)**
Pike	560 (0.4%)	537 (0.4%)	526 (0.4%)	626 (0.5%)	**655 (0.5%)**
Potter	167 (0.1%)	193 (0.1%)	171 (0.1%)	127 (0.1%)	**164 (0.1%)**
Schuylkill	1,766 (1.2%)	1,876 (1.3%)	1,625 (1.2%)	1,802 (1.3%)	**1,648 (1.2%)**
Snyder	451 (0.3%)	458 (0.3%)	429 (0.3%)	472 (0.3%)	**443 (0.3%)**
Somerset	901 (0.6%)	976 (0.7%)	889 (0.7%)	1,025 (0.7%)	**931 (0.7%)**
Sullivan	95 (0.1%)	100 (0.1%)	83 (0.1%)	105 (0.1%)	**89 (0.1%)**
Susquehanna	553 (0.4%)	550 (0.4%)	504 (0.4%)	552 (0.4%)	**532 (0.4%)**
Tioga	489 (0.3%)	475 (0.3%)	405 (0.3%)	471 (0.3%)	**421 (0.3%)**
Union	448 (0.3%)	422 (0.3%)	382 (0.3%)	412 (0.3%)	**347 (0.3%)**
Venango	726 (0.5%)	813 (0.6%)	620 (0.5%)	743 (0.5%)	**688 (0.5%)**
Warren	510 (0.4%)	478 (0.3%)	460 (0.4%)	473 (0.3%)	**409 (0.3%)**
Washington	2,319 (1.6%)	2,315 (1.6%)	1,926 (1.5%)	2,020 (1.4%)	**1,930 (1.4%)**
Wayne	668 (0.5%)	683 (0.5%)	659 (0.5%)	636 (0.5%)	**659 (0.5%)**
Westmoreland	4,215 (2.9%)	4,336 (2.9%)	3,782 (2.9%)	4,029 (2.9%)	**3,923 (2.9%)**
Wyoming	384 (0.3%)	383 (0.3%)	382 (0.3%)	348 (0.3%)	**336 (0.2%)**
York	4,837 (3.4%)	4,777 (3.2%)	4,606 (3.5%)	4,831 (3.5%)	**5,074 (3.7%)**
TOTAL	144,171 (100.0%)	147,253 (100.0%)	131,292 (100.0%)	140,207 (100.0%)	137,410 (99.9%)

Traffic Deaths by County—Five-Year Trends

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

County	1999 Deaths	2000 Deaths	2001 Deaths	2003 Deaths	2004 Deaths
Adams	21 (1.4%)	13 (0.9%)	13 (0.9%)	24 (1.5%)	**17 (1.1%)**
Allegheny	73 (4.7%)	81 (5.3%)	110 (7.2%)	79 (5.0%)	**77 (5.2%)**
Armstrong	20 (1.3%)	19 (1.3%)	9 (0.6%)	15 (1.0%)	**16 (1.1%)**
Beaver	20 (1.3%)	25 (1.6%)	20 (1.3%)	19 (1.2%)	**9 (0.6%)**
Bedford	28 (1.8%)	14 (0.9%)	12 (0.8%)	18 (1.1%)	**23 (1.5%)**
Berks	59 (3.8%)	56 (3.7%)	46 (3.0%)	41 (2.6%)	**59 (4.0%)**
Blair	21 (1.4%)	21 (1.4%)	26 (1.7%)	21 (1.3%)	**19 (1.3%)**
Bradford	13 (0.8%)	7 (0.5%)	10 (0.7%)	13 (0.8%)	**12 (0.8%)**
Bucks	73 (4.7%)	61 (4.0%)	66 (4.3%)	74 (4.7%)	**53 (3.6%)**
Butler	18 (1.2%)	32 (2.1%)	19 (1.2%)	28 (1.8%)	**35 (2.4%)**
Cambria	14 (0.9%)	16 (1.1%)	23 (1.5%)	23 (1.5%)	**12 (0.8%)**
Cameron	0 (0.0%)	1 (0.1%)	1 (0.1%)	0 (0.0%)	**2 (0.1%)**
Carbon	10 (0.7%)	19 (1.3%)	10 (0.7%)	13 (0.8%)	**13 (0.9%)**
Centre	12 (0.8%)	18 (1.2%)	22 (1.4%)	27 (1.7%)	**20 (1.3%)**
Chester	58 (3.7%)	61 (4.0%)	47 (3.1%)	52 (3.3%)	**56 (3.8%)**
Clarion	9 (0.6%)	10 (0.7%)	10 (0.7%)	12 (0.8%)	**8 (0.5%)**
Clearfield	20 (1.3%)	18 (1.2%)	21 (1.4%)	16 (1.0%)	**13 (0.9%)**
Clinton	6 (0.4%)	6 (0.4%)	14 (0.9%)	6 (0.4%)	**8 (0.5%)**
Columbia	16 (1.0%)	6 (0.4%)	11 (0.7%)	16 (1.0%)	**9 (0.6%)**
Crawford	24 (1.6%)	23 (1.5%)	23 (1.5%)	19 (1.2%)	**15 (1.0%)**
Cumberland	32 (2.1%)	20 (1.3%)	18 (1.2%)	34 (2.2%)	**20 (1.3%)**
Dauphin	36 (2.3%)	29 (1.9%)	32 (2.1%)	19 (1.2%)	**31 (2.1%)**
Delaware	31 (2.0%)	29 (1.9%)	42 (2.7%)	48 (3.0%)	**34 (2.3%)**
Elk	8 (0.5%)	14 (0.9%)	5 (0.3%)	13 (0.8%)	**15 (1.0%)**
Erie	42 (2.7%)	40 (2.6%)	44 (2.9%)	25 (1.6%)	**35 (2.4%)**
Fayette	19 (1.2%)	19 (1.3%)	20 (1.3%)	24 (1.5%)	**21 (1.4%)**
Forest	2 (0.1%)	3 (0.2%)	0 (0.0%)	2 (0.1%)	**0 (0.0%)**
Franklin	26 (1.7%)	21 (1.4%)	24 (1.6%)	33 (2.1%)	**24 (1.6%)**
Fulton	14 (0.9%)	6 (0.4%)	3 (0.2%)	13 (0.8%)	**5 (0.3%)**
Greene	6 (0.4%)	8 (0.5%)	6 (0.4%)	15 (1.0%)	**10 (0.7%)**
Huntingdon	4 (0.3%)	15 (1.0%)	7 (0.5%)	7 (0.4%)	**6 (0.4%)**
Indiana	21 (1.4%)	15 (1.0%)	23 (1.5%)	23 (1.5%)	**14 (0.9%)**
Jefferson	10 (0.7%)	12 (0.8%)	7 (0.5%)	9 (0.6%)	**8 (0.5%)**
Juniata	7 (0.5%)	8 (0.5%)	3 (0.2%)	5 (0.3%)	**5 (0.3%)**
Lackawanna	19 (1.2%)	18 (1.2%)	28 (1.8%)	19 (1.2%)	**22 (1.5%)**
Lancaster	57 (3.7%)	61 (4.0%)	54 (3.5%)	58 (3.7%)	**54 (3.6%)**
Lawrence	13 (0.8%)	14 (0.9%)	10 (0.7%)	18 (1.1%)	**9 (0.6%)**
Lebanon	16 (1.0%)	7 (0.5%)	21 (1.4%)	16 (1.0%)	**24 (1.6%)**
Lehigh	34 (2.2%)	31 (2.0%)	34 (2.2%)	35 (2.2%)	**37 (2.5%)**
Luzerne	37 (2.4%)	47 (3.1%)	52 (3.4%)	46 (2.9%)	**39 (2.6%)**
Lycoming	17 (1.1%)	12 (0.8%)	18 (1.2%)	23 (1.5%)	**26 (1.7%)**
McKean	10 (0.7%)	7 (0.5%)	5 (0.3%)	3 (0.2%)	**6 (0.4%)**
Mercer	12 (0.8%)	40 (2.6%)	18 (1.2%)	21 (1.3%)	**26 (1.7%)**
Mifflin	6 (0.4%)	3 (0.2%)	5 (0.3%)	8 (0.5%)	**4 (0.3%)**
Monroe	26 (1.7%)	32 (2.1%)	39 (2.6%)	30 (1.9%)	**38 (2.6%)**
Montgomery	47 (3.0%)	62 (4.1%)	62 (4.1%)	78 (5.0%)	**57 (3.8%)**
Montour	4 (0.3%)	6 (0.4%)	4 (0.3%)	8 (0.5%)	**2 (0.1%)**
Northampton	34 (2.2%)	28 (1.8%)	25 (1.6%)	20 (1.3%)	**37 (2.5%)**
Northumberland	21 (1.4%)	11 (0.7%)	12 (0.8%)	20 (1.3%)	**24 (1.6%)**
Perry	12 (0.8%)	10 (0.7%)	18 (1.2%)	9 (0.6%)	**11 (0.7%)**
Philadelphia	133 (8.6%)	121 (8.0%)	120 (7.8%)	114 (7.2%)	**121 (8.1%)**
Pike	7 (0.5%)	11 (0.7%)	11 (0.7%)	8 (0.5%)	**10 (0.7%)**
Potter	6 (0.4%)	3 (0.2%)	2 (0.1%)	2 (0.1%)	**5 (0.3%)**
Schuylkill	44 (2.8%)	30 (2.0%)	40 (2.6%)	26 (1.7%)	**40 (2.7%)**
Snyder	9 (0.6%)	6 (0.4%)	6 (0.4%)	10 (0.6%)	**5 (0.3%)**
Somerset	20 (1.3%)	17 (1.1%)	14 (0.9%)	24 (1.5%)	**13 (0.9%)**
Sullivan	0 (0.0%)	3 (0.2%)	4 (0.3%)	5 (0.3%)	**4 (0.3%)**
Susquehanna	14 (0.9%)	8 (0.5%)	10 (0.7%)	14 (0.9%)	**8 (0.5%)**
Tioga	11 (0.7%)	7 (0.5%)	4 (0.3%)	10 (0.6%)	**6 (0.4%)**
Union	9 (0.6%)	6 (0.4%)	5 (0.3%)	7 (0.4%)	**9 (0.6%)**
Venango	15 (1.0%)	16 (1.1%)	7 (0.5%)	18 (1.1%)	**7 (0.5%)**
Warren	11 (0.7%)	7 (0.5%)	14 (0.9%)	12 (0.8%)	**8 (0.5%)**
Washington	29 (1.9%)	30 (2.0%)	23 (1.5%)	26 (1.7%)	**27 (1.8%)**
Wayne	5 (0.3%)	13 (0.9%)	9 (0.6%)	6 (0.4%)	**11 (0.7%)**
Westmoreland	40 (2.6%)	48 (3.2%)	46 (3.0%)	42 (2.7%)	**50 (3.4%)**
Wyoming	6 (0.4%)	4 (0.3%)	10 (0.7%)	9 (0.6%)	**3 (0.2%)**
York	52 (3.4%)	55 (3.6%)	55 (3.6%)	46 (2.9%)	**43 (2.9%)**
TOTAL	1,549 (100.0%)	1,520 (100.0%)	1,532 (100.0%)	1,577 (100.0%)	1,490 (100.0%)

Pedestrian Deaths by County—Five-Year Trends

County	1999	2000	2001	2003	2004
Adams	1	1	1	2	0
Allegheny	16	15	23	21	16
Armstrong	1	1	0	1	1
Beaver	1	2	7	2	3
Bedford	0	1	0	1	2
Berks	3	7	7	6	5
Blair	4	2	0	2	1
Bradford	0	0	1	1	0
Bucks	14	4	10	9	8
Butler	1	3	1	2	0
Cambria	0	2	2	0	0
Cameron	0	0	0	0	0
Carbon	0	0	0	2	0
Centre	2	3	2	1	1
Chester	5	6	3	3	1
Clarion	0	1	1	4	0
Clearfield	0	0	1	3	0
Clinton	1	0	2	0	1
Columbia	2	0	1	0	0
Crawford	2	2	2	1	1
Cumberland	5	1	3	3	1
Dauphin	3	1	5	2	3
Delaware	8	7	6	12	3
Elk	2	0	2	0	0
Erie	6	2	5	3	4
Fayette	2	0	4	2	1
Forest	0	0	0	0	0
Franklin	3	2	3	2	3
Fulton	1	0	0	2	0
Greene	1	0	0	0	0
Huntingdon	0	0	1	0	0
Indiana	2	0	1	1	1
Jefferson	1	0	2	4	1
Juniata	2	1	1	0	0
Lackawanna	2	3	1	5	1
Lancaster	7	12	5	6	2
Lawrence	1	2	1	1	1
Lebanon	3	0	1	0	2
Lehigh	8	4	10	4	6
Luzerne	6	6	3	1	6
Lycoming	1	2	2	0	2
McKean	0	0	0	0	1
Mercer	0	2	0	0	3
Mifflin	0	0	0	0	0
Monroe	2	3	3	3	0
Montgomery	6	5	11	14	8
Montour	0	1	0	1	0
Northampton	2	4	2	2	4
Northumberland	3	0	2	3	0
Perry	1	2	1	0	0
Philadelphia	34	39	32	34	39
Pike	0	0	3	0	1
Potter	2	0	0	0	0
Schuylkill	3	2	3	3	4
Snyder	1	0	0	0	1
Somerset	3	0	0	0	0
Sullivan	0	1	1	0	0
Susquehanna	1	0	0	0	1
Tioga	2	1	0	0	0
Union	1	1	0	1	0
Venango	0	0	2	1	0
Warren	0	0	2	0	0
Washington	6	3	7	1	2
Wayne	0	0	1	0	1
Westmoreland	1	10	4	1	4
Wyoming	0	0	0	0	0
York	2	5	1	2	5
TOTAL	187	172	195	175	151

Pedestrian Deaths and Injuries by Age Group by County

	Age 0-4		Age 5-9		Age 10-14		Age 15-59		Age 60+		Total	
County	Death	Injury	Death	Injury	Death	Injury	Death	Injury	Death	Injury	Death	Injury
Adams	0	0	0	1	0	3	0	8	0	4	0	16
Allegheny	1	11	0	35	1	52	6	221	7	44	15	363
Armstrong	0	2	0	0	1	1	0	4	0	0	1	7
Beaver	0	1	0	2	0	1	0	11	3	3	3	18
Bedford	0	0	0	2	0	0	1	7	1	0	2	9
Berks	0	16	1	24	0	30	3	59	1	16	5	145
Blair	0	0	0	4	0	2	0	14	1	3	1	23
Bradford	0	0	0	1	0	1	0	5	0	2	0	9
Bucks	0	0	0	5	1	12	4	63	3	10	8	90
Butler	0	0	0	0	0	2	0	18	0	3	0	23
Cambria	0	0	0	1	0	5	0	10	0	6	0	22
Cameron	0	0	0	0	0	0	0	2	0	0	0	2
Carbon	0	1	0	3	0	0	0	4	0	3	0	11
Centre	0	1	0	1	0	3	1	40	0	2	1	47
Chester	0	1	0	6	0	5	1	29	0	5	1	46
Clarion	0	0	0	0	0	1	0	4	0	0	0	5
Clearfield	0	1	0	2	0	1	0	9	0	2	0	15
Clinton	0	2	0	1	0	1	1	0	0	2	1	6
Columbia	0	0	0	4	0	4	0	8	0	4	0	20
Crawford	0	1	0	1	0	0	0	7	1	2	1	11
Cumberland	0	0	0	1	0	2	1	21	0	5	1	29
Dauphin	0	4	0	9	0	12	2	43	1	9	3	77
Delaware	0	10	0	26	0	40	1	87	2	21	3	184
Elk	0	0	0	1	0	0	0	2	0	2	0	5
Erie	0	4	0	10	0	4	1	46	1	9	2	73
Fayette	0	0	0	0	0	2	0	8	1	1	1	11
Forest	0	0	0	0	0	0	0	0	0	1	0	1
Franklin	0	1	0	2	1	3	1	11	1	4	3	21
Fulton	0	0	0	0	0	0	0	2	0	0	0	2
Greene	0	0	0	0	0	0	0	1	0	2	0	3
Huntingdon	0	1	0	0	0	0	0	1	0	2	0	4
Indiana	0	0	0	0	0	1	1	14	0	4	1	19
Jefferson	0	1	0	0	0	1	0	4	1	2	1	8
Juniata	0	0	0	0	0	0	0	3	0	0	0	3
Lackawanna	0	4	0	4	0	12	1	48	0	12	1	80
Lancaster	0	6	0	22	0	23	2	64	0	15	2	130
Lawrence	0	0	0	1	0	4	0	7	1	3	1	15
Lebanon	0	1	0	5	0	11	1	19	1	4	2	40
Lehigh	0	5	0	30	0	28	4	96	2	14	6	173
Luzerne	0	0	0	10	0	5	4	43	1	8	5	66
Lycoming	0	1	0	2	0	2	2	7	0	2	2	14
McKean	0	0	0	3	0	0	1	2	0	0	1	5
Mercer	0	2	0	2	0	3	1	13	2	3	3	23
Mifflin	0	0	0	0	0	1	0	3	0	1	0	5
Monroe	0	0	0	1	0	1	0	17	0	3	0	22
Montgomery	0	8	1	14	0	38	4	137	2	19	7	216
Montour	0	0	0	0	0	1	0	2	0	0	0	3
Northampton	0	2	0	6	0	13	2	36	2	13	4	70
Northumberland	0	0	0	4	0	4	0	10	0	3	0	21
Perry	0	1	0	0	0	1	0	3	0	1	0	6
Philadelphia	4	98	3	323	3	309	16	1,267	12	219	38	2,216
Pike	0	0	0	0	0	1	1	3	0	1	1	5
Potter	0	0	0	0	0	0	0	1	0	0	0	1
Schuylkill	0	1	0	6	0	11	1	10	3	9	4	37
Snyder	0	0	0	1	0	1	0	3	1	0	1	5
Somerset	0	0	0	0	0	2	0	2	0	1	0	5
Sullivan	0	0	0	0	0	1	0	0	0	0	0	1
Susquehanna	0	1	0	0	0	0	0	5	1	0	1	6
Tioga	0	0	0	0	0	0	0	4	0	0	0	4
Union	0	0	0	0	0	1	0	2	0	1	0	4
Venango	0	0	0	0	0	0	0	5	0	2	0	7
Warren	0	0	0	0	0	0	0	4	0	1	0	5
Washington	0	0	0	2	0	1	2	6	0	4	2	13
Wayne	0	0	0	0	0	2	1	1	0	0	1	3
Westmoreland	0	3	0	3	0	7	2	24	2	7	4	44
Wyoming	0	1	0	0	0	1	0	1	0	0	0	3
York	0	5	0	9	1	18	4	43	0	11	5	86
TOTAL	5	197	5	590	8	691	73	2,654	54	530	145	4,662

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	1999 Belt Use	2000 Belt Use	2001 Belt Use	2003 Belt Use	2004 Belt Use
Adams	74	71	73	82	83
Allegheny	62	61	63	68	71
Armstrong	72	67	69	75	76
Beaver	55	49	56	57	65
Bedford	82	80	83	82	84
Berks	65	66	66	72	71
Blair	77	78	80	81	84
Bradford	73	75	78	79	81
Bucks	69	71	69	72	74
Butler	75	72	76	77	81
Cambria	63	65	65	64	67
Cameron	71	70	79	80	75
Carbon	63	68	66	71	71
Centre	76	79	80	79	82
Chester	74	76	75	78	81
Clarion	80	79	79	84	84
Clearfield	72	72	72	76	76
Clinton	75	80	79	81	85
Columbia	72	67	72	77	75
Crawford	74	75	78	80	81
Cumberland	77	79	80	84	85
Dauphin	73	74	74	79	80
Delaware	57	58	62	66	66
Elk	73	73	76	77	80
Erie	69	70	74	74	78
Fayette	70	67	68	74	74
Forest	71	79	76	78	70
Franklin	76	75	75	77	77
Fulton	82	77	82	85	84
Greene	74	75	77	78	77
Huntingdon	72	73	73	82	78
Indiana	80	81	79	81	83
Jefferson	72	72	73	76	78
Juniata	68	70	76	78	78
Lackawanna	59	61	60	59	64
Lancaster	78	78	79	82	83
Lawrence	65	64	68	65	66
Lebanon	74	72	74	77	78
Lehigh	76	75	76	76	77
Luzerne	67	70	71	75	77
Lycoming	74	74	71	72	72
McKean	63	68	69	68	76
Mercer	65	64	68	70	76
Mifflin	68	68	69	72	76
Monroe	79	78	77	80	80
Montgomery	74	75	76	79	81
Montour	79	80	81	87	84
Northampton	69	72	73	75	79
Northumberland	65	65	65	73	71
Perry	78	81	82	81	83
Philadelphia	21	20	25	29	30
Pike	78	77	80	81	84
Potter	73	79	80	80	82
Schuylkill	66	69	69	79	77
Snyder	80	81	76	82	83
Somerset	74	72	70	79	79
Sullivan	75	76	70	80	83
Susquehanna	75	75	75	79	79
Tioga	76	77	81	84	87
Union	72	76	76	80	79
Venango	74	70	70	73	76
Warren	82	81	78	81	85
Washington	67	69	70	75	72
Wayne	78	79	76	83	81
Westmoreland	73	73	73	76	78
Wyoming	74	75	73	78	82
York	72	73	75	77	81
STATEWIDE	65	65	67	71	72

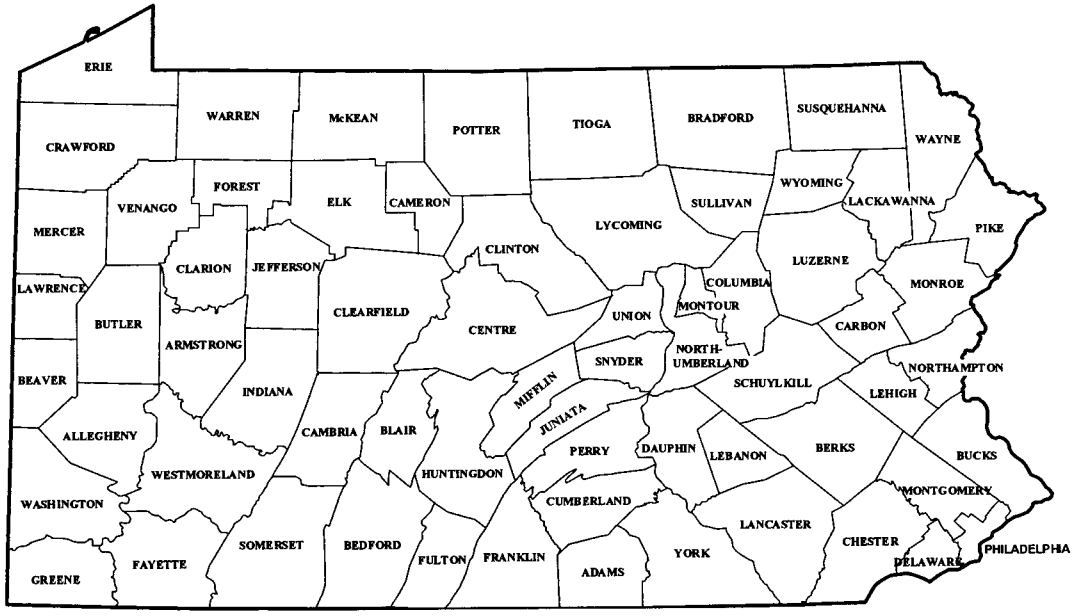
Alcohol-Related Deaths by County—Five-Year Trends

County	1999 Deaths	2000 Deaths	2001 Deaths	2003 Deaths	2004 Deaths
Adams	9	10	6	15	5
Allegheny	29	22	40	26	30
Armstrong	11	5	3	9	4
Beaver	4	11	5	6	2
Bedford	9	5	7	7	10
Berks	9	12	16	13	21
Blair	9	8	8	4	5
Bradford	7	3	5	2	3
Bucks	30	14	36	25	17
Butler	6	9	8	7	14
Cambria	6	8	7	6	6
Cameron	0	0	0	0	0
Carbon	4	10	1	5	9
Centre	4	6	8	11	4
Chester	13	19	16	27	16
Clarion	2	0	6	3	2
Clearfield	7	9	6	6	5
Clinton	1	2	3	3	2
Columbia	7	4	2	7	4
Crawford	3	4	9	7	5
Cumberland	11	8	4	8	9
Dauphin	15	7	11	4	8
Delaware	16	15	13	19	13
Elk	5	5	1	5	4
Erie	14	11	16	8	15
Fayette	6	9	2	14	5
Forest	1	1	0	0	0
Franklin	8	12	5	12	10
Fulton	5	1	0	1	1
Greene	2	3	4	8	5
Huntingdon	3	2	2	3	1
Indiana	5	5	7	7	8
Jefferson	1	4	3	1	1
Juniata	4	3	1	1	2
Lackawanna	7	4	10	4	7
Lancaster	11	12	19	22	13
Lawrence	6	8	3	5	1
Lebanon	8	2	3	10	8
Lehigh	7	8	7	15	13
Luzerne	7	15	17	21	20
Lycoming	7	4	9	6	10
McKean	8	4	1	1	3
Mercer	5	17	7	7	10
Mifflin	2	1	3	5	2
Monroe	10	8	16	8	15
Montgomery	17	16	18	24	20
Montour	1	0	0	2	0
Northampton	4	11	8	6	11
Northumberland	8	6	5	5	8
Perry	3	6	5	3	3
Philadelphia	27	19	27	31	42
Pike	3	2	4	1	3
Potter	4	1	1	1	3
Schuylkill	18	13	9	9	16
Snyder	2	2	4	2	2
Somerset	10	10	4	14	11
Sullivan	0	2	1	2	3
Susquehanna	8	2	4	4	3
Tioga	3	3	2	3	1
Union	4	2	2	1	2
Venango	5	5	2	6	3
Warren	5	6	7	5	4
Washington	14	18	10	14	12
Wayne	4	3	4	2	5
Westmoreland	22	21	15	22	19
Wyoming	1	3	8	2	0
York	21	29	33	15	22
TOTAL	528	510	529	558	541

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

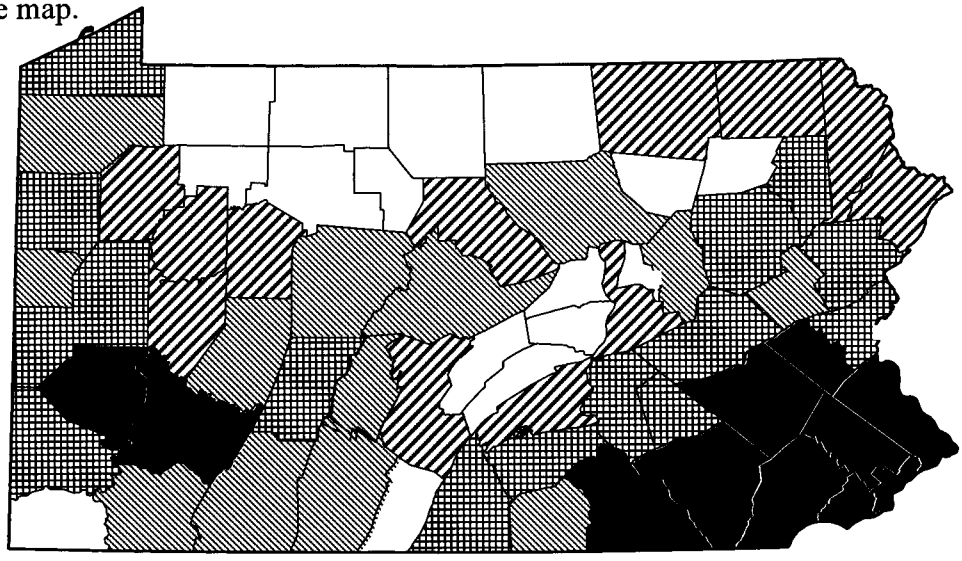
Use the map below as a key to county names for other maps.



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

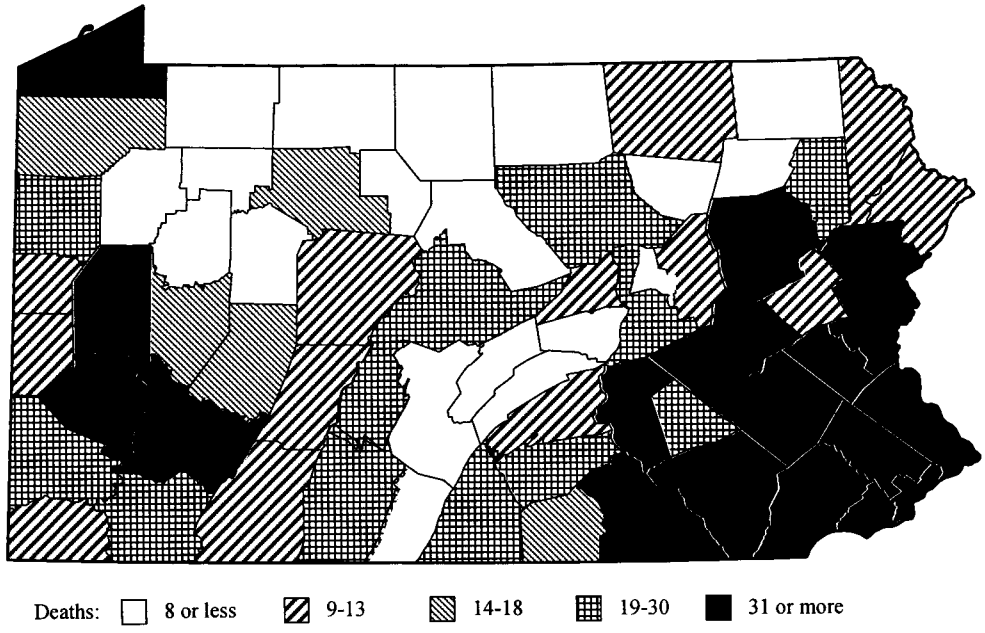
Total Crashes by County

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, 57% of the total traffic crashes occurred in only 11 of Pennsylvania's 67 counties. These 11 counties appear in black on the map.



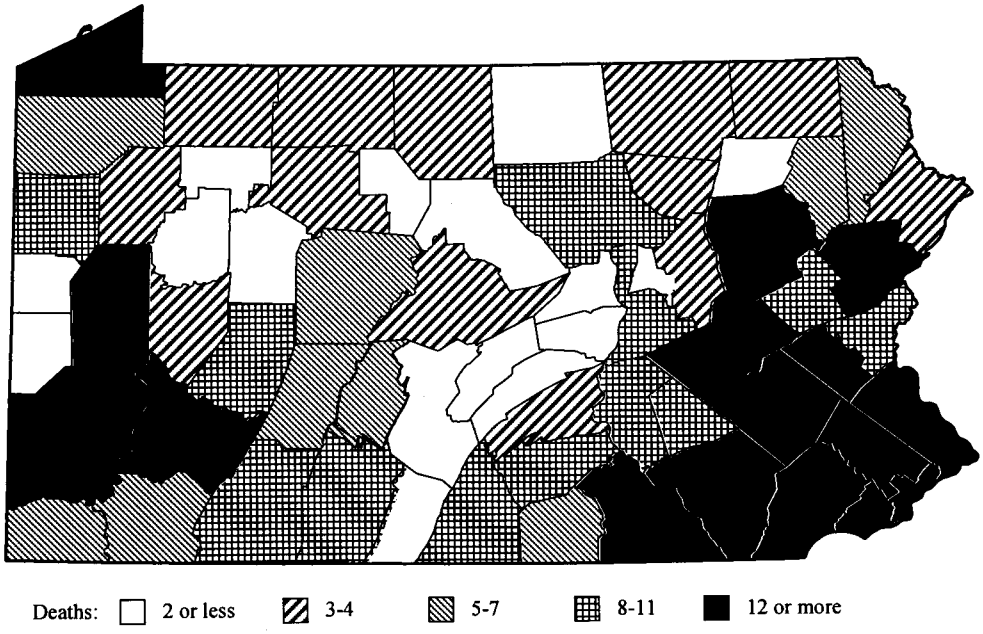
Traffic Deaths by County

Referring to the map below, 60% of the total traffic deaths occurred in only 18 of Pennsylvania's 67 counties. These 18 counties appear in black on the map.



Alcohol-Related Deaths by County

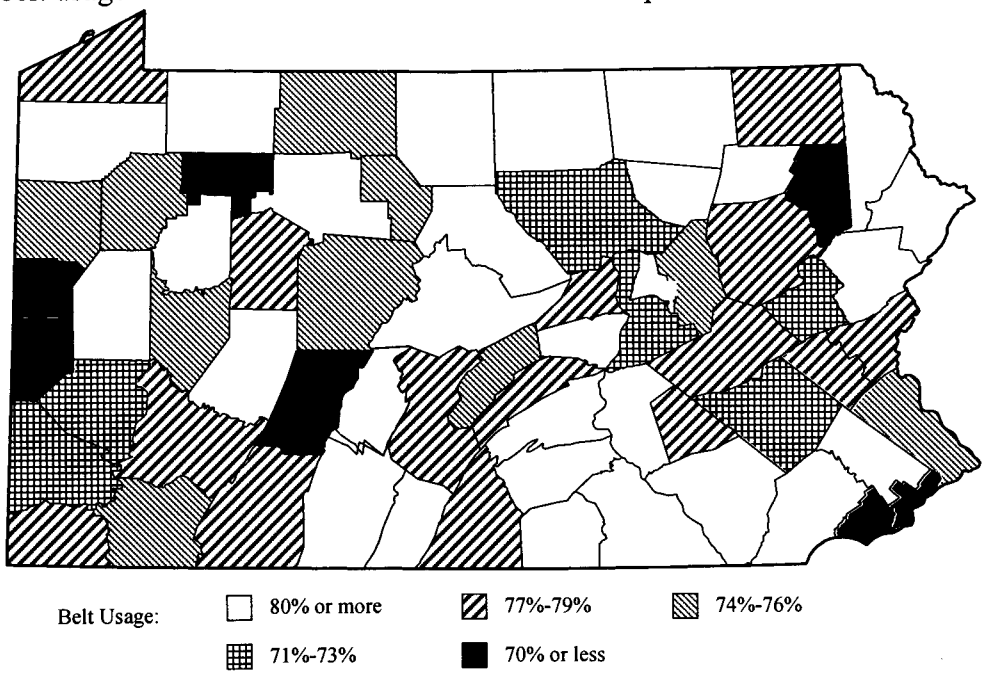
Referring to the map below, 59% of the total alcohol-related deaths occurred in only 17 of Pennsylvania's 67 counties. These 17 counties appear in black on the map.



Counties

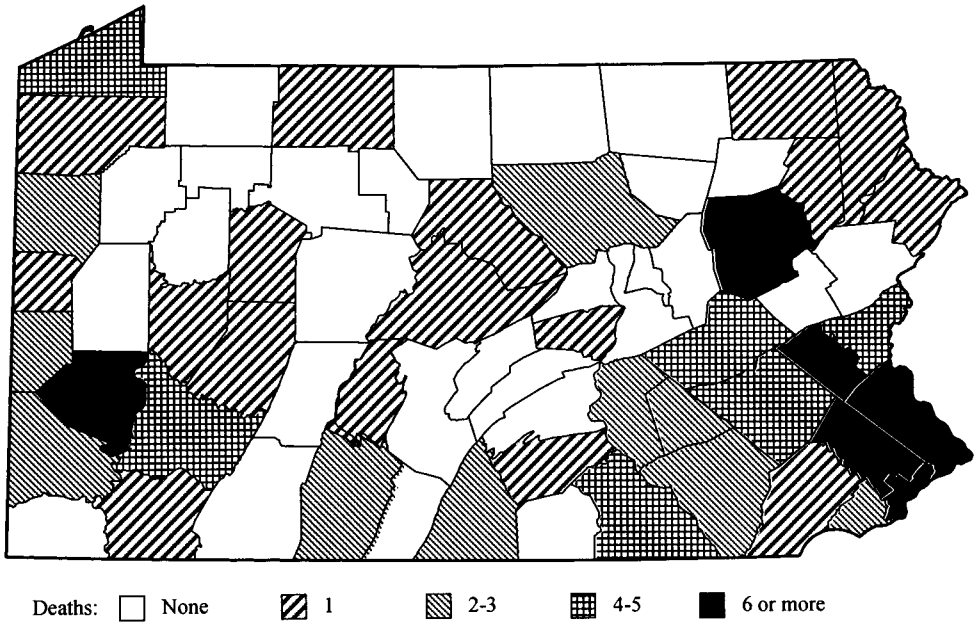
Percent Seat Belt Use in Crashes by County

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 7 counties having 70% or less seat belt usage in crashes are shown in black on the map.



Pedestrian Deaths by County

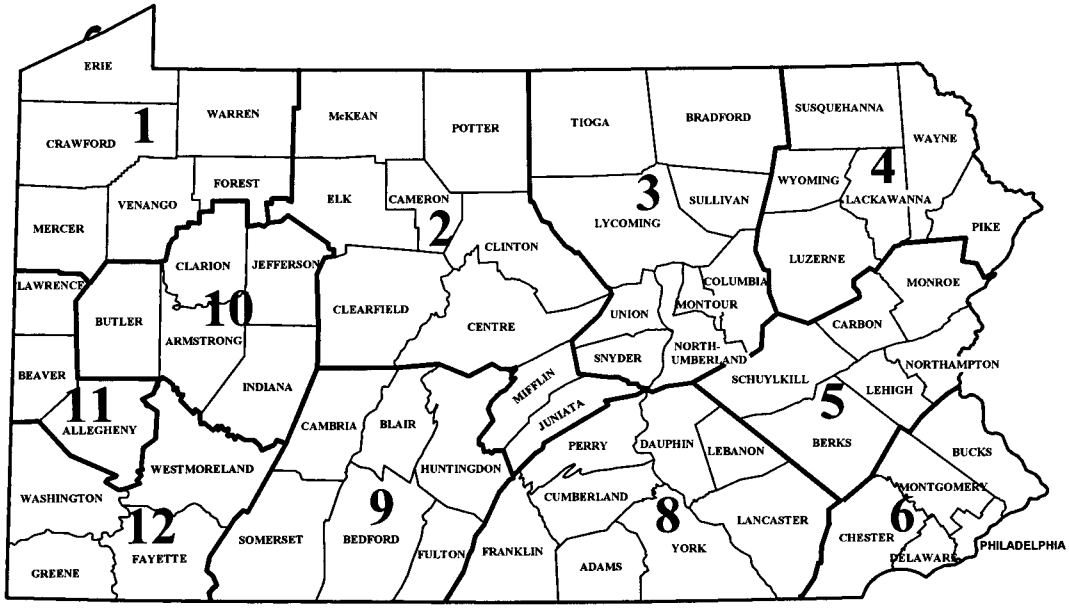
Referring to the map below, 55% of the total pedestrian deaths occurred in only 6 of Pennsylvania's 67 counties. These 6 counties appear in black on the map.



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 2004 by engineering district.

District	Crashes	Deaths	Injuries
1	6,581	91	5,168
2	4,491	78	3,414
3	4,893	97	3,523
4	7,932	93	5,869
5	19,028	224	13,482
6	40,237	321	35,092
8	21,356	224	15,038
9	5,455	78	3,991
10	4,631	81	3,483
11	15,004	95	10,298
12	7,693	108	5,864
Total	137,410	1,490	105,222



Counties

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2004 Pennsylvania Crash Facts & Statistics Feedback Survey

The 2004 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? _____

_____

_____

Is the format easy to follow? (check one) ❑ Yes ❑ No If not, what changes would make the format better and easier for you?

_____

_____

_____

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

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

What section(s) of the booklet do you use *most* often? _____

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Your name and organization (optional): _____

_____

Thank you for your involvement and response.

1. Cut this page out of the booklet.
2. Fold along the dotted lines and tape shut.
3. Place a stamp where indicated.
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Pennsylvania Department and Transportation
Bureau of Highway Safety and Traffic Engineering
P.O. Box 2047
Harrisburg, PA 17105-2047

2004 Pennsylvania Crash Facts & Statistics Survey Form