pennsylvania
DEPARTMENT OF TRANSPORTATION

2017

PENNSYLVANIA CRASH FACTS & STATISTICS

GOVERNOR
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Introduction

The ***2017 Pennsylvania Crash Facts and Statistics*** booklet is a report published by the Bureau of Maintenance And Operations, Pennsylvania Department of Transportation. Permission is given to freely copy and distribute this booklet and the information within it. This booklet can now be found on the web at http://www.dotcrashinfo.pa.gov

This publication is a statistical review of reportable motor vehicle crashes in the Commonwealth of Pennsylvania for calendar year 2017. The figures are compiled from the traffic crash reports that are submitted to the Pennsylvania Department of Transportation by state, county, municipal, and other law enforcement agencies, as specified in the Pennsylvania Vehicle Code (75 Pa. C.S., Chapter 37, Subchapter C).

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

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Special Thanks

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

How to Use This Booklet

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

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

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

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

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

About the Cover

The picture on the front cover shows the result of a crash involving a hit fixed object. In 2017 the percentage of crashes involving hit fixed objects in crashes was 40.8 percent. Crashes involving hit fixed objects are a special concern to the Pennsylvania Department of Transportation. Additional information on crashes involving hit fixed objects can be found on page 15.

Table of Contents

Definitions

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

General Terms

Alcohol-Related Crash: Any reportable crash in which one or more of the drivers was reported to have been drinking, or a drinking pedestrian was involved.
Distracted Driving: any activity that could divert a person's attention away from the primary task of driving. Examples of distracted driving include, but are not limited to, texting, eating, grooming, talking to passengers, etc.
DUI: Driving Under the Influence – specifically a driver was drinking.
Child Passenger Restraint System: A combination of an approved child safety seat and existing vehicle safety belt restraints. Mandatory in Pennsylvania for all passengers under age four.
Harmful Event: An action which occurs within a crash (e.g., hitting a tree, hitting a deer, hitting a pedestrian, hitting another vehicle, etc.) and often results in personal injury or property damage.
Holidays: The holiday weekend begins at 6:00 PM of the last working day before the holiday and ends at midnight on the last day of the holiday. Pre-holiday weekends and post holiday weekends are time periods equivalent to that of the weekend before or the weekend after the holiday, respectively. The same applies to holidays during the middle of the work week where no weekend is involved. It is significant to look at pre- and post-holiday statistics because, in many instances, the number of crashes and/or fatalities/injuries are equal to, or greater than, those occurring on the actual holiday weekend.
Passive Restraint: A safety restraint, i.e., air bag, automatic lap/shoulder harness, that is not actively engaged by a vehicle occupant.
Reportable Crash: A crash resulting in a fatality within 30 days of the crash; or injury in any degree, to any person involved; or crashes resulting in damage to any vehicle serious enough to require towing.
Speed-Related Crash: Any reportable crash in which speed was listed as a contributing factor, whether or not the driver was noted as going over the posted speed limit.
TCD: Traffic Control Device. Includes traffic signals, stop signs, yield signs, and railroad crossing controls.
Vehicle Defect: A fault in the vehicle, due to improper maintenance or other reasons, that can cause the driver to lose control, possibly resulting in a crash.
Vehicle-Miles of Travel: A measure that indicates the number of miles traveled by vehicles on PA roadways.
Work Zone: An area, usually marked by signs, barricades, or other devices indicating that highway construction or maintenance activities are going on.

Crash Types

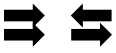
A description which characterizes the first harmful event of the crash and is described as one of the following:


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


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


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


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


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


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


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

Crash Severity

Fatal Crash: A crash in which one or more of the involved persons died within 30 days of the crash and the fatality(ies) are attributable to the crash.
Injury Crash: A crash in which none of the involved persons were fatally injured, but at least one was injured.
Property Damage Only (PDO): A reportable crash where no one was fatally injured or injured, but damage occurred to a vehicle requiring towing.

*Injury Severity**

Fatal Injury: The person dies as a result of injuries sustained in the crash within 30 days of the crash.
Suspected Serious Injury: Any injury other than fatal which results in one or more of the following: severe laceration, significant loss of blood, broken or distorted extremity, crush injuries, suspected skull, chest or abdominal injury, significant burns, unconsciousness, or paralysis.
Suspected Minor Injury: Any injury that is evident at the scene of the crash, other than fatal or serious injuries. Examples include lump on the head, abrasions, bruises, minor lacerations (cuts on the skin surface with minimal bleeding and no exposure of deeper tissue/muscle).
Possible Injury: Any injury reported or claimed which is not a fatal, suspected serious or suspected minor injury. Examples include momentary loss of consciousness, claim of injury, limping, or complaint of pain or nausea. Possible injuries are those which are reported by the person or are indicated by his/her behavior, but no wounds or injuries are readily evident.
***Note:** In 2016, the injury severity descriptions and definitions changed to match federal standards.

Person Type

Driver: The occupant of a vehicle who is in actual physical control of a vehicle in transport or, for an out-of-control vehicle, the occupant who was in control before control was lost.
Occupant: Any person who is in or upon a vehicle, including the driver, passenger, and person riding on the outside of the vehicle.
Passenger: Any occupant of a vehicle who is not the driver.
Pedestrian: Any person not in or upon a vehicle.

Road Types

Local Roads: Any roadway that is maintained by an entity other than the state. Includes county, township, town, borough, and private.
State Highway (Interstate): Any state-maintained roadway that carries the interstate designation and is marked with red, white, and blue shield-shaped sign.
State Highway (Other): Any state-maintained roadway that is not designated as an interstate. Many (but not all) such roads are marked with a black and white keystone-shaped sign.
Turnpike: The Pennsylvania Turnpike system, which includes the main Turnpike and other toll facilities maintained by the Pennsylvania Turnpike Commission.

Vehicle Types

Passenger Car: Vehicle designed to transport eight people or less. Includes: convertible, hardtop, sedan, station wagon, limousine, etc.
Light Truck / SUV / Van: Single vehicle designed for carrying a load of property on or in the vehicle. Includes: pickup truck, sport utility vehicle, van, jeep, tow truck, etc.
Heavy Truck: Single vehicle or tractor-trailer combination designed for carrying a heavy load of property on or in the vehicle. Includes: single unit trucks (e.g., coal truck), tractor-trailers, motor homes, etc.
Bus: Vehicle designed to transport more than fifteen people. Includes school bus, cross-country bus, urban transit, trackless trolley.
Motorcycle: Includes: motorcycle, mo-ped, mini-bike, motor scooter, trike (motorized tricycle), go-cart, vendor cycle.
Bicycle: As used in this booklet, any non-motorized vehicle propelled by pedaling. Includes: unicycle, bicycle, tricycle, “Big Wheel”.
Track/Non-Motorized Vehicle: Includes: train, trolley, horse and buggy, horse and rider.

Overview

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

Pennsylvania has over 120,000 miles* of roads and highways; 33% (39,743 miles*) are state highways maintained by the Pennsylvania Department of Transportation (PennDOT), and the remaining 67% (80,709 miles*) are maintained by local municipalities and other entities.

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

In 2017, there were 128,188 reportable traffic crashes in Pennsylvania. These crashes claimed the lives of 1,137 people and injured another 80,612 people. To add some perspective, the 2017 total of reportable traffic crashes is the twelfth lowest total since 1950 when 113,748 crashes were reported.

Last year, there were approximately 101.1 billion vehicle-miles* of travel on Pennsylvania's roads and highways. The 2017 fatality rate of 1.12 fatalities per hundred million vehicle-miles of travel* was the lowest ever recorded in Pennsylvania since the department started keeping records of this in 1935.

2017 Briefs

On Average in Pennsylvania:

- Each day 351 reportable traffic crashes occurred (about 15 crashes every hour).
- Each day 3 persons were fatally injured in reportable traffic crashes (one fatality every 8 hours).
- Each day 221 persons were injured in reportable crashes (about 9 injuries every hour).

Based on Pennsylvania's 2017 population (12,805,537 people):

- 1 out of every 44 people was involved in a reportable traffic crash.
- 1 out of every 11,263 people was fatally injured in a reportable traffic crash.
- 1 out of every 159 people was injured in a reportable traffic crash.

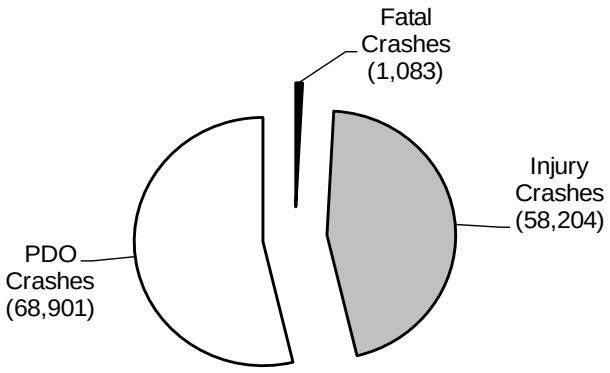
* For consistency purposes, the prior year's data is used at the time of publication because of timing issues. For this Crash Facts & Statistics book, 2016 information was used.

All Crashes and Fatalities
—WHO WAS INVOLVED—

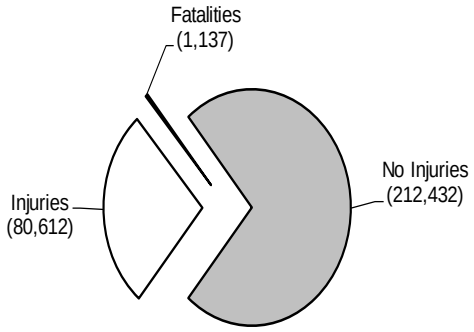
Crashes by Injury Severity

Crashes involving fatalities and major injuries are always devastating to the family and friends of the victims. Thankfully, the vast majority of crashes are not fatal. Most crashes, however, do cause varying types of injuries. Of the total people involved in crashes in Pennsylvania in 2017, most were not injured. The 1,137 fatalities in 2017 represent the lowest number of fatalities in Pennsylvania motor vehicle crashes over the last 90 years.

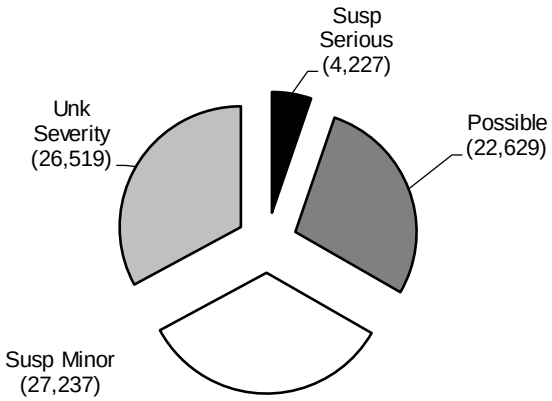
Total Crashes



Total People



Total People--Injuries



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

Fatalities and Injuries—Five-Year Trends

Total reported crashes in 2017 decreased 1.0% compared to 2016; fatalities decreased by 4.3% while total injuries decreased by 2.8%.

	2013	2014	2015	2016	2017
Reported Crashes	124,149	121,317	127,127	129,395	128,188
Total Fatalities	1,208	1,195	1,200	1,188	1,137
Total Injuries	83,089	79,758	82,004	82,971	80,612
Suspected Serious Injury	*3,254*	*3,042*	*3,030*	*4,397*	*4,227*
Suspected Minor Injury	*12,662*	*12,075*	*12,503*	*26,284*	*27,237*
Possible Injury	*41,755*	*40,071*	*40,364*	*23,050*	*22,629*
Unknown Severity	*25,418*	*24,570*	*26,107*	*29,240*	*26,519*
Pedestrian Fatalities	151	166	153	172	150
Pedestrian Injuries	4,413	3,985	4,002	4,218	4,106
Motorcyclist Fatalities	181	186	179	192	185
Motorcyclist Injuries	3,322	3,207	3,312	3,321	3,052
Bicyclist Fatalities	11	19	16	16	21
Bicyclist Injuries	1,374	1,298	1,268	1,298	1,127
Heavy-Truck-Related Fatalities	147	151	149	162	155
Alcohol-Related Fatalities	381	333	345	297	293
Speed-Related Fatalities	322	312	302	316	304
Billions of Vehicle-Miles*	99.5	98.6	99.8	100.9	101.1
Deaths per 100 Million Vehicle-Miles*	1.21	1.21	1.20	1.18	1.12

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

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

Economic Loss Due to Reportable Traffic Crashes

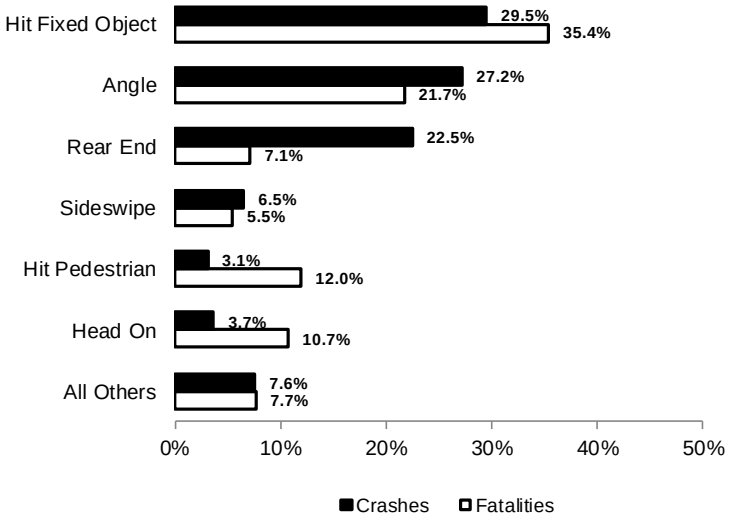
Severity	Number	Average Cost	Estimated Total Costs
Fatalities (persons)	1,137	$7,064,655	$8,032,512,735
Suspected Serious Injury (persons)	4,227	$1,560,102	$6,594,551,154
Suspected Minor Injury (persons)	27,237	$104,804	$2,854,546,548
Possible Injury (persons)	22,629	$8,195	$185,444,655
Property Damage Only (crashes)	68,901	$3,278	$225,857,478
Unknown Severity (persons)	26,519	$8,195	$217,323,205
		TOTAL	**$18,110,235,775**

In 2017, the economic loss due to traffic crashes was
$1,414
to every man, woman, and child in Pennsylvania.

The economic loss per Pennsylvania citizen is based on the ratio of estimated total cost to the estimated total population of Pennsylvania. Also note that the Federal guidelines changed for determining the average cost of a fatality in 2017.

Crashes by Crash Type

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

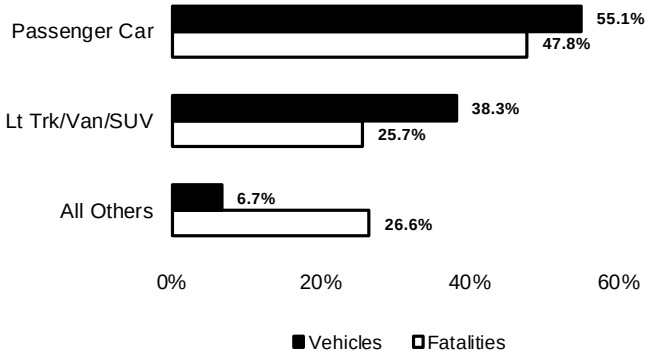


Crash Type	Crashes	Fatalities
Angle	34,823	247
Backing Up	410	1
Head On	4,715	122
Hit Fixed Object	37,825	402
Hit Pedestrian	3,970	136
Non-Collision	4,234	66
Rear End	28,786	81
Sideswipe	8,357	62
Other	5,068	20
TOTAL	**128,188**	**1,137**

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

Vehicles Involved in Crashes

Passenger cars were involved in more crashes than all other vehicle types combined. Coupled with light trucks, vans, and SUVs they accounted for the vast majority of crashes and occupant fatalities. Compared with previous years, light truck, van, and SUV vehicles in 2017 were involved in a higher percentage of crashes. Occupant fatalities of motorcycles decreased from 192 in 2016 to 185 in 2017.



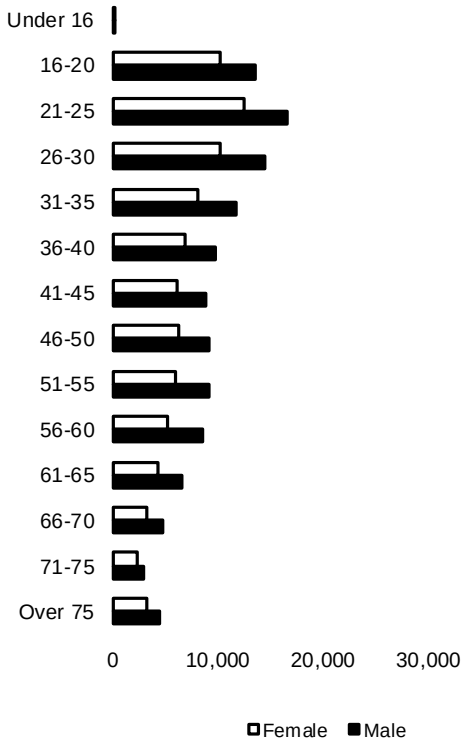
	Vehicles	Occupant Fatalities
Passenger Car	117,614	471
Lt Trk/Van/SUV	81,716	253
Heavy Truck	7,367	27
Motorcycle	3,275	185
Bicycle	1,148	21
Commercial Bus	569	0
School Bus	292	1
Other	1,678	28

Driver Involvement in Crashes by Age and Sex

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

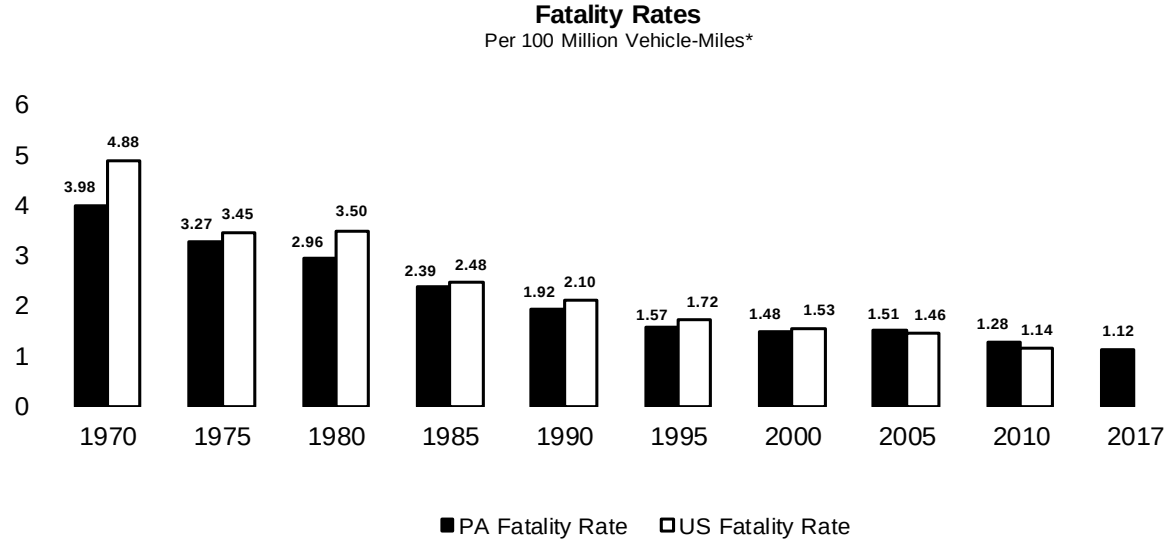
Driver	Male	Female	Total Drivers
Under 16	92 (0.1%)	37 (0.0%)	**129**
16-20	13,661 (11.2%)	10,236 (12.0%)	**23,897**
21-25	16,615 (13.6%)	12,521 (14.7%)	**29,136**
26-30	14,558 (11.9%)	10,250 (12.0%)	**24,808**
31-35	11,811 (9.7%)	8,174 (9.6%)	**19,985**
36-40	9,737 (8.0%)	6,935 (8.1%)	**16,672**
41-45	8,858 (7.3%)	6,086 (7.1%)	**14,944**
46-50	9,149 (7.5%)	6,244 (7.3%)	**15,393**
51-55	9,255 (7.6%)	5,955 (7.0%)	**15,210**
56-60	8,555 (7.0%)	5,303 (6.2%)	**13,858**
61-65	6,590 (5.4%)	4,341 (5.1%)	**10,931**
66-70	4,777 (3.9%)	3,314 (3.9%)	**8,091**
71-75	2,965 (2.4%)	2,286 (2.7%)	**5,251**
Over 75	4,454 (3.7%)	3,260 (3.8%)	**7,714**
Unknown	927 (0.8%)	344 (0.4%)	**1,271**
DRIVERS	**122,004 (100.0%)**	**85,286 (100.0%)**	**207,290**

Note: Does not include 3,500 drivers of unknown sex or drivers of non-motorized vehicles.



Highway Crash Historical Data

Fatality rates have fallen dramatically over the past 60 years as vehicles, roadways, and other factors have improved. Pennsylvania's fatality rate has also been lower than the US average for most years since 1937. Please note that the 2017 US average fatality rate was not finalized by the time of this publication. The chart below shows the periodic fatality rates since 1970.



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

Year	Total Crashes	Total Fatalities	Total Injuries	Registered Vehicles	Motor Vehicle Mileage*	PA Fatality Rate**	US Fatality Rate**
1950	113,748	1,624	62,103	3,262,243	27.1	6.00	7.60
1951	123,088	1,642	65,643	3,413,836	28.8	5.70	7.10
1952	126,820	1,680	67,143	3,510,064	30.5	5.50	7.10
1953	129,791	1,643	70,531	3,684,468	31.6	5.20	6.70
1954	130,326	1,538	68,571	3,903,917	32.0	4.80	6.10
1955	147,837	1,737	76,836	4,045,995	34.5	5.00	6.10
1956	160,371	1,790	84,813	4,175,217	36.5	4.90	6.10
1957	161,080	1,698	84,755	4,250,576	37.7	4.50	5.80
1958	156,825	1,654	86,733	4,355,813	38.5	4.30	5.40
1959	157,191	1,685	90,807	4,507,262	39.2	4.30	5.40
1960	159,051	1,609	92,792	4,707,055	40.2	4.00	5.30
1961	156,559	1,486	73,997	4,842,400	40.2	3.70	5.20
1962	161,557	1,625	81,936	4,849,400	41.7	3.90	5.30
1963	174,527	1,830	86,892	5,117,229	44.6	4.10	5.50
1964	183,910	1,889	93,564	5,351,350	46.1	4.10	5.70
1965	213,769	2,079	111,123	5,436,349	48.3	4.30	5.60
1966	254,450	2,180	116,537	5,497,000	55.1	4.27	5.70
1967	243,798	2,331	126,417	5,673,000	53.4	4.37	5.50
1968	279,663	2,410	138,389	5,791,000	56.1	4.29	5.40
1969	292,192	2,401	141,728	5,879,000	58.6	4.10	5.21
1970	311,981	2,255	136,518	5,947,000	56.7	3.98	4.88
1971	301,374	2,299	127,318	6,079,000	60.9	3.78	4.57
1972†	277,556	2,352	135,938	6,244,000	67.0	3.51	4.43
1973	307,648	2,444	145,452	7,007,192	66.5	3.67	4.24
1974	277,271	2,155	132,689	8,354,063	63.9	3.37	3.59
1975	288,245	2,082	134,969	8,654,333	63.7	3.27	3.45
1976	303,771	2,025	135,308	9,124,915	69.4	2.92	3.33
1977	234,702	2,071	148,725	8,833,745	72.3	2.87	3.35
1978‡	158,361	2,137	146,403	7,254,893	72.7	2.94	3.39
1979	156,622	2,204	144,300	7,451,021	70.3	3.14	3.50
1980	142,489	2,114	133,716	7,307,974	71.3	2.96	3.50
1981	138,764	2,049	131,301	7,252,836	71.5	2.87	3.30
1982	131,579	1,848	126,026	7,417,311	71.3	2.59	2.88
1983	131,081	1,752	126,707	7,562,726	72.3	2.42	2.69
1984	139,914	1,752	134,714	7,724,686	74.1	2.36	2.68
1985	143,244	1,809	140,067	7,860,497	75.6	2.39	2.48
1986	150,683	1,928	148,044	7,793,921	77.2	2.50	2.48
1987	152,631	2,006	151,457	8,313,799	78.9	2.54	2.40
1988	152,906	1,932	154,018	8,452,365	81.3	2.38	2.32
1989	151,461	1,878	152,589	8,605,747	84.5	2.22	2.20
1990	141,340	1,646	142,945	8,675,835	85.7	1.92	2.10
1991	130,404	1,661	130,446	8,757,129	87.3	1.90	1.90
1992	133,913	1,545	133,113	8,915,621	89.0	1.74	1.80
1993	134,315	1,530	131,503	9,044,901	90.8	1.68	1.80
1994	134,171	1,440	130,678	9,255,714	92.3	1.56	1.83
1995	136,804	1,480	133,177	9,271,517	94.5	1.57	1.72
1996	142,867	1,470	136,949	9,411,261	96.4	1.53	1.69
1997	143,981	1,562	138,820	9,692,499	98.3	1.59	1.64
1998	140,972	1,486	134,092	9,842,427	100.4	1.48	1.58
1999+	144,171	1,549	133,783	9,901,148	100.4	1.54	1.55
2000	147,253	1,520	131,471	10,085,392	102.5	1.48	1.53
2001	131,358	1,532	117,915	10,629,896	103.5	1.48	1.51
2002	138,115	1,618	109,900	10,519,757	103.5	1.56	1.51
2003	140,197	1,577	112,615	10,768,222	104.8	1.50	1.48
2004	137,410	1,490	108,146	10,921,683	106.1	1.40	1.46
2005	132,840	1,616	102,223	11,058,567	107.2	1.51	1.46
2006	128,342	1,525	97,971	11,086,810	107.9	1.41	1.41
2007	130,675	1,491	95,585	11,220,816	108.1	1.38	1.36
2008	125,327	1,468	88,711	11,301,853	108.4	1.35	1.27
2009	121,242	1,256	87,132	11,324,357	107.0	1.17	1.13
2010	121,312	1,324	87,948	11,373,291	103.3	1.28	1.11
2011	125,395	1,286	87,835	11,477,916	101.2	1.27	1.10
2012	124,092	1,310	86,846	11,508,559	100.2	1.31	1.16
2013	124,149	1,208	83,089	11,616,715	99.5	1.21	1.10
2014	121,317	1,195	79,758	11,715,722	98.6	1.21	1.07
2015	127,127	1,200	82,004	11,974,651	99.8	1.20	1.13
2016	129,395	1,188	82,971	12,066,651	100.9	1.18	1.16
2017	128,188	1,137	80,612	11,832,317	101.1	1.12	---

* In billions

** Per 100 million vehicle-miles

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

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

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

—WHAT CONDITIONS WERE—

Crashes by Weather and Road Surface Conditions

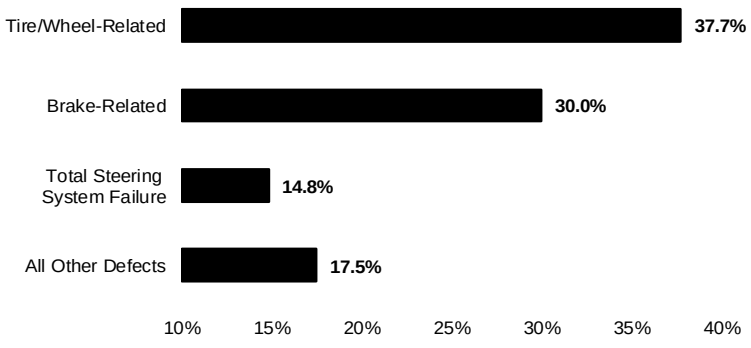
Adverse weather and road surface conditions negatively affect vehicle handling and driver sight. Interestingly, the vast majority of crashes occurred under no adverse conditions. This can be attributed to: 1) weather and roads being clear and dry most of the time and 2) drivers failing to use caution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

Weather Condition	Crashes	Fatalities
No Adverse Conditions	102,782 (80.2%)	973 (85.6%)
Rain/Rain & Fog	16,134 (12.6%)	102 (9.0%)
Snow/Sleet/Freezing Rain	7,349 (5.7%)	26 (2.3%)
Fog/Smoke, Etc.	719 (0.6%)	19 (1.7%)
Other	1,204 (0.9%)	17 (1.5%)
TOTAL	**128,188 (100.0%)**	**1,137 (100.0%)**

Road Surface Condition	Crashes	Fatalities
Dry	95,582 (74.6%)	916 (80.6%)
Wet	23,015 (18.0%)	173 (15.2%)
Snow/Slush	5,790 (4.5%)	18 (1.6%)
Ice/Ice Patches	3,142 (2.5%)	23 (2.0%)
Other	659 (0.5%)	7 (0.6%)
TOTAL	**128,188 (100.0%)**	**1,137 (100.0%)**

Crashes Involving Vehicle Defects

Improperly-maintained vehicles can lead to crashes. In 2017, tire/wheel and brake-related failures again contributed to the majority of vehicle defect related crashes. The percentages in the graph below refer to the number of crashes involving vehicle defects.

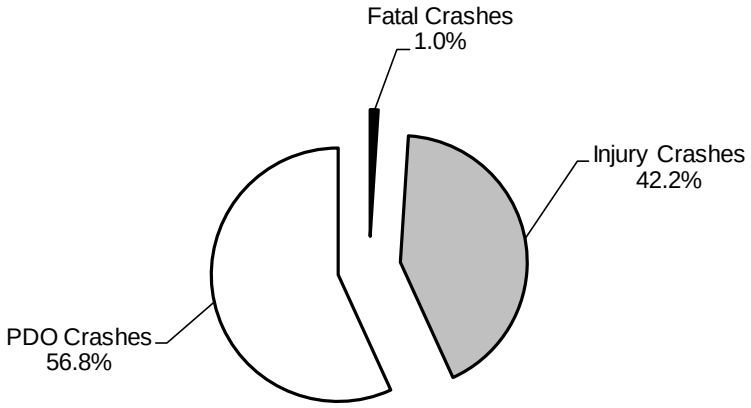


Vehicle Defect	Crashes
Tire/Wheel-Related	935
Brake-Related	743
Total Steering System Failure	367
Power Train Failure	199
Suspension	70
Unsecure/Shifted Trailer Load	43
Vehicle Lighting-Related	26
Body/Doors/Hood, Etc.	20
Other Known Defects	75

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

Work Zone Crashes

Work zones are potentially dangerous areas because conditions are constantly changing. Drivers do not always anticipate these changes nor exercise the appropriate level of caution. 43 percent of work zone crashes in 2017 contained fatalities or injuries.



Total Crashes: **1,778**

Total Fatally Injured: **19** (Workers Fatally Injured: 3)

Total Injured: **1,106**

Work Zone Crashes—Vehicles Involved

Vehicle Type	State Hwy (Interstate)	State Hwy (Other)	Turnpike	Local Road
Passenger Car	601 (44.7%)	734 (49.4%)	119 (38.1%)	83 (55.0%)
Light Truck/SUV	492 (36.6%)	619 (41.7%)	98 (31.4%)	50 (33.1%)
Heavy Truck/Bus	211 (15.7%)	90 (6.1%)	87 (27.9%)	11 (7.3%)
Motorcycle	26 (1.9%)	23 (1.6%)	4 (1.3%)	3 (2.0%)
Other	15 (1.1%)	19 (1.3%)	4 (1.3%)	4 (2.7%)
TOTAL	**1,345 (100.0%)**	**1,485 (100.0%)**	**312 (100.0%)**	**151 (100.0%)**

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

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

Year	Road Type	Crashes		Fatalities	
		Number	*% Total*	*Number*	*% Total*
2013	State Hwy (Interstate)	506	27.4%	3	18.8%
	State Hwy (Other)	958	51.9%	11	68.8%
	Turnpike	269	14.6%	2	12.5%
	Local Road	112	6.1%	0	0.0%
	Other/Unknown Road	0	0.0%	0	0.0%
	TOTAL	**1,845**	**100.0%**	**16**	**100.0%**
2014	State Hwy (Interstate)	530	28.7%	12	50.0%
	State Hwy (Other)	952	51.6%	7	29.2%
	Turnpike	244	13.2%	4	16.7%
	Local Road	119	6.5%	1	4.2%
	Other/Unknown Road	0	0.0%	0	0.0%
	TOTAL	**1,845**	**100.0%**	**24**	**100.0%**
2015	State Hwy (Interstate)	610	31.5%	4	17.4%
	State Hwy (Other)	962	49.7%	13	56.5%
	Turnpike	264	13.6%	5	21.7%
	Local Road	99	5.1%	1	4.4%
	Other/Unknown Road	0	0.0%	0	0.0%
	TOTAL	**1,935**	**100.0%**	**23**	**100.0%**
2016	State Hwy (Interstate)	660	31.8%	4	25.0%
	State Hwy (Other)	971	46.8%	9	56.3%
	Turnpike	348	16.8%	1	6.3%
	Local Road	95	4.6%	2	12.5%
	Other/Unknown Road	1	0.1%	0	0.0%
	TOTAL	**2,075**	**100.0%**	**16**	**100.0%**
2017	State Hwy (Interstate)	721	40.6%	12	63.2%
	State Hwy (Other)	778	43.8%	4	21.1%
	Turnpike	186	10.5%	2	10.5%
	Local Road	93	5.2%	1	5.3%
	Other/Unknown Road	0	0.0%	0	0.0%
	TOTAL	**1,778**	**100.0%**	**19**	**100.0%**

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

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

Crashes with Roadside Objects and Animals

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

Roadside Object	Crashes	% Total	Fatalities	% Total
Hit Bridge	582	0.5%	17	1.5%
Hit Building	1,399	1.1%	33	2.9%
Hit Culvert	773	0.6%	14	1.2%
Hit Curb	4,062	3.2%	49	4.3%
Hit Ditch	2,960	2.3%	23	2.0%
Hit Embankment	6,531	5.1%	93	8.2%
Hit Fence or Wall	2,776	2.2%	53	4.7%
Hit Fire Hydrant	445	0.4%	0	0.0%
Hit Guiderail	6,632	5.2%	109	9.6%
Hit Impact Attenuator	185	0.1%	0	0.0%
Hit Mailbox(es)	1,402	1.1%	20	1.8%
Hit Median Barrier	4,517	3.5%	38	3.3%
Hit Other Fixed Object	4,049	3.2%	68	6.0%
Hit Parked Vehicle	8,277	6.5%	49	4.3%
Hit Rock(s) or Obstacle on Roadway	495	0.4%	8	0.7%
Hit Signal/Sign Support	2,421	1.9%	54	4.8%
Hit Snow Bank	156	0.1%	7	0.6%
Hit Temporary Construction Barrier	48	0.0%	0	0.0%
Hit Traffic Island or Channelization	206	0.2%	4	0.4%
Hit Tree(s) or Shrubs/Hedges	8,739	6.8%	206	18.1%
Hit Utility Pole(s)	8,843	6.9%	94	8.3%
Hit Deer	4,258	3.3%	15	1.3%
Hit Other Animal	229	0.2%	3	0.3%

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

—WHERE THEY HAPPENED—

Crashes by Road Type***

	State Hwy (Interstate)	State Hwy (Other)	Turnpike	Local Road	Other
Crashes	10,825	82,475	2,476	32,390	22
Persons Fatally Injured	107	829	18	183	0
Persons Injured	6,074	54,381	1,047	19,137	13
Miles of Maintained Road	1,374	39,193	554	80,139	---
100 MVM* Traveled	197.1	578.6	62.4	172.8	---
Crashes/MVM*	0.55	1.43	0.40	1.87	---
Persons Fatally Injured/100 MVM*	0.54	1.43	0.29	1.06	---
Persons Injured/MVM*	0.31	0.94	0.17	1.11	---

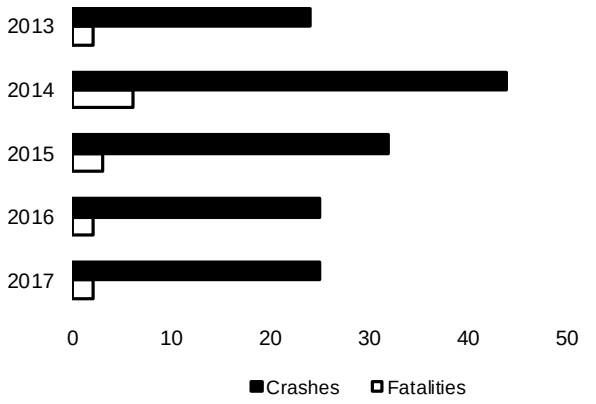
* MVM = million vehicle-miles

Note: "State Highway (Other)" includes state-maintained roads that are not designated as interstates. The road mileage and MVM data are from the 2016 Highway Performance Monitoring System (HPMS) package and reflects 2016 length and travel activity data. Ramps are included as part of the roadway to which it is connected.

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

Crashes Between Trains and Other Vehicles—Five-Year Trends

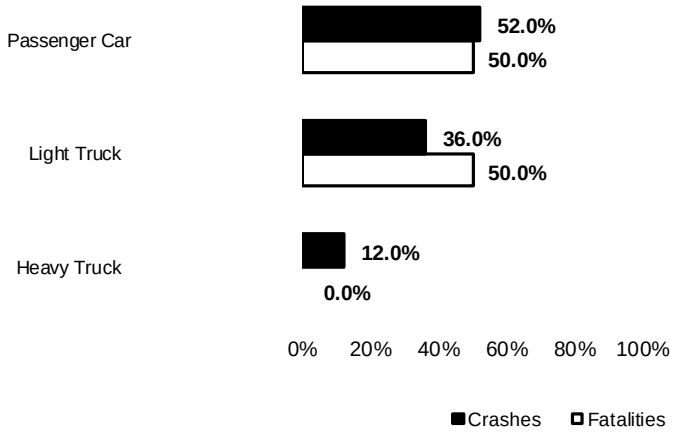
Motor vehicle/train crashes make up a very small percentage of total crashes. In the last five years, only 15 fatalities have occurred in this type of crash. In 2017, two fatalities occurred.



Year	Crashes	Fatalities
2013	24	2
2014	44	6
2015	32	3
2016	25	2
2017	25	2

Train/Vehicle Crashes by Vehicle Type

Passenger cars, light trucks, vans, and SUVs were the predominant vehicle types involved in crashes with trains in 2017. In 2017, heavy truck involvement with trains increased to 3 crashes from 2 in 2016.



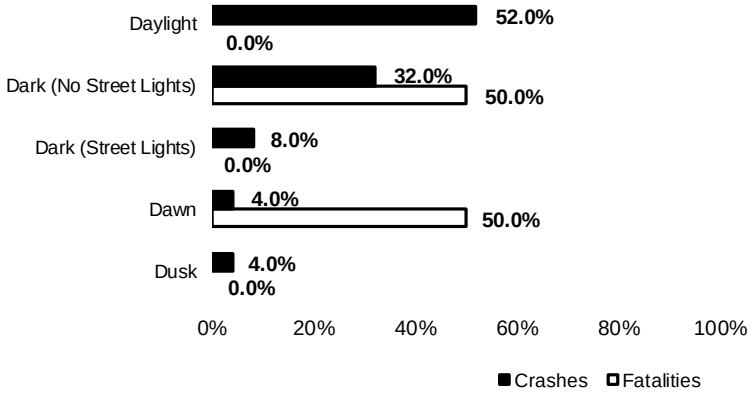
Vehicle Type	Crashes	Fatalities
Passenger Car	13	1
Light Truck	9	1
Heavy Truck	3	0
Bicycle	0	0
Commercial Bus	0	0
Motorcycle	0	0
School Bus	0	0
Unknown	0	0
TOTAL	**25**	**2**

*Train/Vehicle Crashes by Road Type**

Road Type	Crashes	Fatalities
Local Road	13	1
State Hwy (Other)	12	1
TOTAL	**25**	**2**

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

Train/Vehicle Crashes by Light Level



Light Level	Crashes	Fatalities
Daylight	13	0
Dark (No Street Lights)	8	1
Dark (Street Lights)	2	0
Dawn	1	1
Dusk	1	0
TOTAL	**25**	**2**

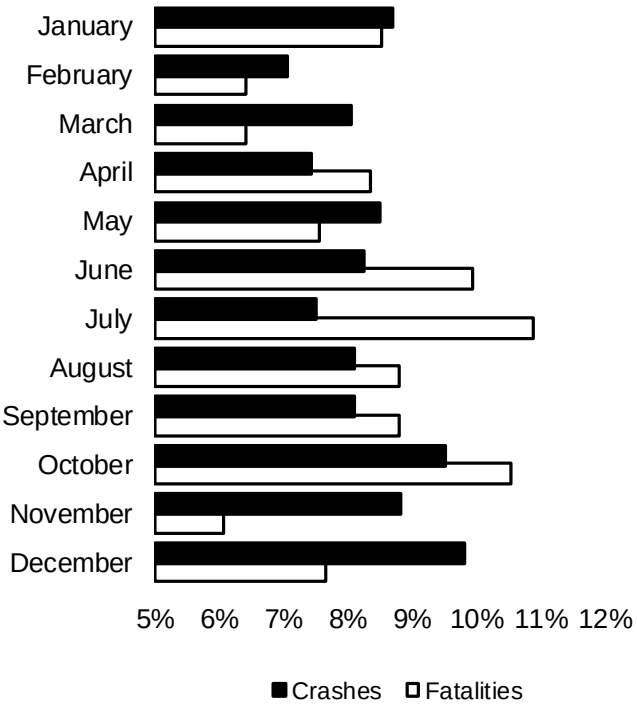
Train/Vehicle Crashes by County

County	Crashes	Fatalities
Allegheny	2	0
Berks	1	0
Blair	2	0
Butler	1	0
Cambria	2	0
Carbon	1	0
Cumberland	2	0
Erie	1	0
Lancaster	2	0
Lehigh	2	1
Luzerne	1	0
Mckean	1	0
Montgomery	1	0
Northampton	2	0
Northumberland	1	0

County	Crashes	Fatalities
Somerset	2	1
Washington	1	0
Cameron	0	0
Centre	0	0
Chester	0	0
Clarion	0	0
Clearfield	0	0
Clinton	0	0
Columbia	0	0
Crawford	0	0
Dauphin	0	0
TOTAL	**25**	**2**

—WHEN THEY HAPPENED—

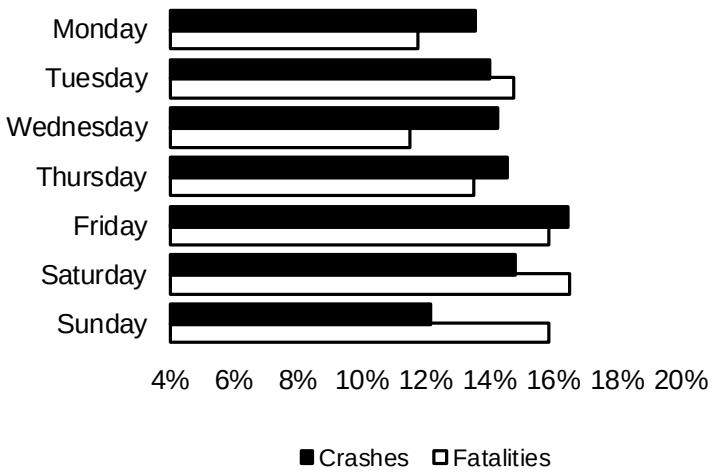
Crashes by Month



Month	Crashes	Fatalities
January	11,171 (8.7%)	97 (8.5%)
February	9,067 (7.1%)	73 (6.4%)
March	10,345 (8.1%)	73 (6.4%)
April	9,533 (7.4%)	95 (8.4%)
May	10,903 (8.5%)	86 (7.6%)
June	10,598 (8.3%)	113 (9.9%)
July	9,646 (7.5%)	124 (10.9%)
August	10,398 (8.1%)	100 (8.8%)
September	10,378 (8.1%)	100 (8.8%)
October	12,226 (9.5%)	120 (10.6%)
November	11,324 (8.8%)	69 (6.1%)
December	12,599 (9.8%)	87 (7.7%)
TOTAL	**128,188 (100.0%)**	**1,137 (100.0%)**

Crashes by Day of Week

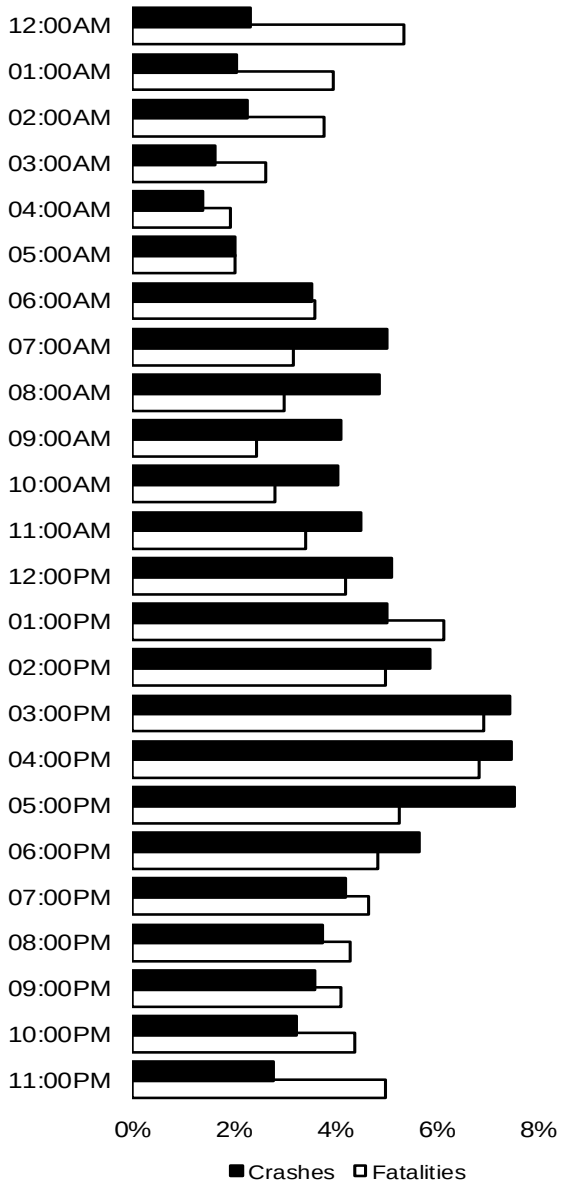
More crashes occurred on Friday and Saturday. The number of fatalities on weekends (Saturday and Sunday) is proportionally greater than the number of crashes. This could be attributed to alcohol use. (See ***Victims of Fatal Crashes by Day of Week***, page 29).



Day	Crashes	Fatalities
Monday	17,390 (13.6%)	134 (11.8%)
Tuesday	17,969 (14.0%)	168 (14.8%)
Wednesday	18,335 (14.3%)	131 (11.5%)
Thursday	18,692 (14.6%)	154 (13.5%)
Friday	21,139 (16.5%)	181 (15.9%)
Saturday	19,010 (14.8%)	188 (16.5%)
Sunday	15,653 (12.2%)	181 (15.9%)
TOTAL	**128,188 (100.0%)**	**1,137 (100.0%)**

Crashes by Hour of Day

Some hours of the day are more dangerous than others with regard to crashes and fatalities. Not surprisingly, crashes and fatalities were higher during peak traffic times. Some hours of the day experience a low percentage of crashes, but they are much more deadly. For example, only 2.3% of all crashes in 2017 occurred in the 12:00 AM hour, but 5.4% of all fatalities —the fourth highest percentage—occurred then. The higher volume of traffic itself is a factor during peak traffic hours, particularly the rush-hours.

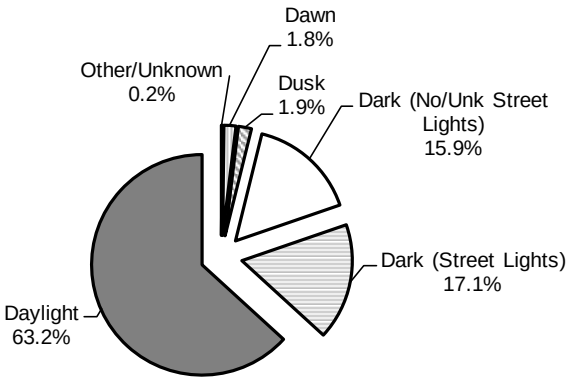


Hour	Crashes	Fatalities
12:00AM	2,994	61
01:00AM	2,641	45
02:00AM	2,924	43
03:00AM	2,084	30
04:00AM	1,794	22
05:00AM	2,608	23
06:00AM	4,527	41
07:00AM	6,437	36
08:00AM	6,266	34
09:00AM	5,276	28
10:00AM	5,210	32
11:00AM	5,772	39
12:00PM	6,567	48
01:00PM	6,465	70
02:00PM	7,553	57
03:00PM	9,556	79
04:00PM	9,570	78
05:00PM	9,647	60
06:00PM	7,273	55
07:00PM	5,391	53
08:00PM	4,812	49
09:00PM	4,599	47
10:00PM	4,159	50
11:00PM	3,558	57

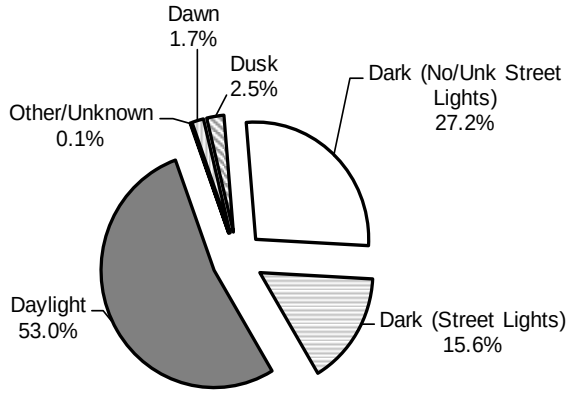
Crashes by Light Level

In 2017, more crashes occurred in daylight than all other light levels combined. This is not surprising, since more vehicles are on the road during daylight. However, fatalities in 2017 occurred slightly less often during non-daylight hours (dark and dusk/dawn conditions). If 2017 fatalities per 1000 crashes are compared (Daylight — 7.4 fatalities per 1000 crashes versus Non-Daylight — 11.3 fatalities per 1000 crashes), it is apparent that non-daylight crashes resulted in fatalities more often than daylight crashes.

Crashes



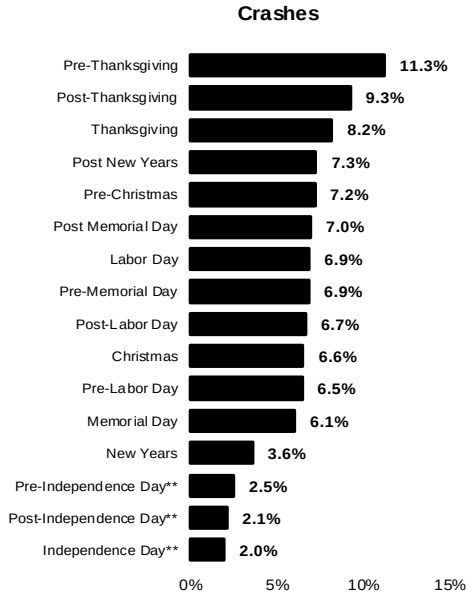
Fatalities



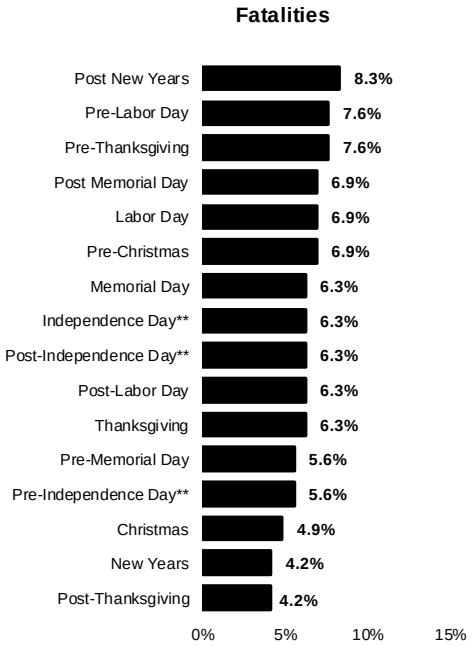
Light Level	Crashes	Fatalities
Daylight	81,014	603
Dark (Street Lights)	21,893	177
Dark (No/Unk Street Lights)	20,334	309
Dusk	2,464	28
Dawn	2,249	19
Other/Unknown	234	1
TOTAL	**128,188**	**1,137**

Crashes by Holiday

Crashes increased during holiday periods due to the volume of traffic on the roadway. Many times the weekend before and the weekend after the holiday have nearly as many crashes and fatalities, and sometimes more. The graphs below illustrate the ranking in descending order, of total crashes and fatalities, respectively, for each holiday period. The table shows a breakdown of crashes and fatalities for each holiday period in 2017.



Period*	Crashes	Fatalities
New Years	565	6
Post New Years	1,145	12
Pre-Memorial Day	1,077	8
Memorial Day	950	9
Post Memorial Day	1,095	10
Pre-Independence Day**	396	8
Independence Day**	308	9
Post-Independence Day**	335	9
Pre-Labor Day	1,016	11
Labor Day	1,080	10
Post-Labor Day	1,047	9
Pre-Thanksgiving	1,766	11
Thanksgiving	1,288	9
Post-Thanksgiving	1,455	6
Pre-Christmas	1,133	10
Christmas	1,027	7
TOTAL	**15,683**	**144**



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

** Not part of a holiday weekend in 2017.

Drivers

Drivers Overview

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

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

Crashes Involving Driver Error

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

Contributing Factor	Crashes	Fatal Crashes
Speed-Related	31,051	441
Drinking Driver	9,143	160
Proceeded Without Clearance	8,967	64
Improper Turning-Related	14,004	60
Distracted Driver	15,614	58
Careless/Illegal Passing	4,793	54
Tailgating	6,800	19
Drowsy Drivers	2,591	10

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

Single and Multiple Vehicle Crashes of Young and Mature Drivers

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

Number of Vehicles	All Drivers	Young Drivers (16-21)	Mature Drivers (65-74)	Mature Drivers (75+)
Single Vehicle Crash	44.1% 56,486 crashes	37.5% 10,561 crashes	20.1% 2,741 crashes	20.8% 1,754 crashes
Multiple Vehicle Crash	55.9% 71,473 crashes	62.5% 17,630 crashes	79.9% 10,919 crashes	79.2% 6,674 crashes

Drivers in Crashes by Age Group

Looking at the 2017 Pennsylvania driver data, as driver age groups increased in age, the percentage of Pennsylvania total drivers involved in crashes within each age group decreased considerably. Note the percentage of 16-year old drivers involved in crashes. This number is significantly lower than other young driver age groups due to a law enacted in December 1999 that required a mandatory six month waiting period between obtaining a Learner's Permit and testing for licensure. It also reflected the limited time 16-year old drivers used the roads and the more controlled situations in which they are permitted to drive during the permit process. Driver inexperience and less cautious driving often are attributed characteristics given to the reason all young driver ages have higher rates.

Age Group	PA Drivers Involved in Crashes	*PA Total Drivers	% Involved in Crashes
16	1,998	64,303	3.1%
17	4,760	108,228	4.4%
18	5,325	118,542	4.5%
19	5,238	124,926	4.2%
20	4,977	125,625	4.0%
21	5,301	131,695	4.0%
22-24	15,710	411,941	3.8%
25-29	23,182	740,874	3.1%
30-39	34,282	1,430,141	2.4%
40-54	40,900	2,207,792	1.9%
55-59	12,737	863,433	1.5%
60-64	10,778	817,910	1.3%
65-69	7,671	679,128	1.1%
70-74	5,456	512,320	1.1%
75 and Over	8,197	772,510	1.1%
Unknown	52	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	3.3% 4,227 crashes	2.6% 721 crashes	1.8% 251 crashes	1.0% 88 crashes
Rear-End	22.5% 28,762 crashes	24.9% 7,010 crashes	28.6% 3,904 crashes	23.2% 1,959 crashes
Head-On	3.7% 4,707 crashes	4.3% 1,200 crashes	4.5% 610 crashes	5.1% 430 crashes
Backing Up	0.3% 407 crashes	0.2% 52 crashes	0.4% 57 crashes	0.4% 36 crashes
Angle	27.2% 34,797 crashes	30.0% 8,451 crashes	40.8% 5,575 crashes	46.7% 3,934 crashes
Sideswipe	6.5% 8,334 crashes	5.1% 1,437 crashes	6.5% 894 crashes	6.2% 519 crashes
Hit Fixed Object	29.5% 37,743 crashes	30.4% 8,556 crashes	12.7% 1,728 crashes	13.7% 1,155 crashes
Hit Pedestrian	3.1% 3,920 crashes	0.9% 250 crashes	2.2% 298 crashes	2.3% 191 crashes
Other	4.0% 5,062 crashes	1.8% 514 crashes	2.5% 343 crashes	1.4% 116 crashes

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

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

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

	All Drivers	Young Drivers (16-21)	Mature Drivers (65-74)	Mature Drivers (75+)
Intersection	38.4% 49,110 crashes	40.4% 11,397 crashes	50.3% 6,864 crashes	54.5% 4,592 crashes
Non-Intersection	61.6% 78,849 crashes	59.6% 16,794 crashes	49.8% 6,796 crashes	45.5% 3,836 crashes

Alcohol-Related Crashes

Alcohol Overview

- In Pennsylvania, drinking and driving remains a top safety issue. In 2017, alcohol-related crashes increased to 10,346 from 10,256 alcohol-related crashes in 2016. In 2017, alcohol-related fatalities decreased to 293 from 297 alcohol-related fatalities in 2016.

- Of particular concern is the involvement of drinking drivers under the age of 21. 18% of the driver fatalities in the 16-20 age group were drinking drivers, up from 12% in 2016. Improvement in this age group is a very important need.

- Of equal focus is the 21 to 25 age group, in which 31% of the driver fatalities were drinking drivers. This age group had the third worst percentage of all groups, and was up from 29% in 2016. The 26 to 30 age group increased to 42% from 32% in 2016.

- In 2017, alcohol-related fatalities were 26% of the total traffic fatalities, less than in 2013, 2014 and 2015.

- 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).

2017 Briefs

- 293 people died in alcohol-related crashes.

- 88% of the alcohol-related occupant fatalities (drivers and passengers) were in the vehicle driven by the drinking driver; 76% were the drinking drivers themselves.

- 74% of the drinking drivers in traffic crashes were male.

- 71% of the alcohol-related crashes were during the hours of darkness, usually on weekends.

- On average each day, 28 alcohol-related traffic crashes occurred.

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

- On average each day, 18 persons were injured in alcohol-related traffic crashes.

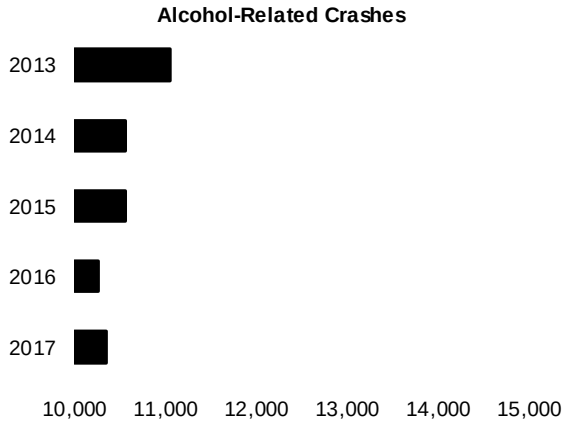
Alcohol Involvement in Crashes

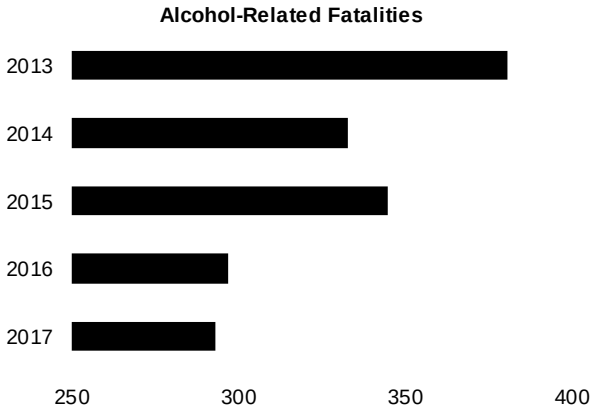
Although alcohol-related crashes accounted for approximately 8% of the total crashes in 2017, they resulted in 26% of all persons fatally injured in crashes. Alcohol-related crashes were 4.0 times more likely to result in fatal injury than those not related to alcohol (3.0% of the alcohol-related crashes resulted in fatal injury, compared to 0.7% of crashes which were not alcohol-related). "PDO Crashes" in the table below refers to property damage only crashes.

	Fatal Crashes	Fatalities	Injury Crashes	Injuries	PDO Crashes
Alcohol-Related	280 (25.9%)	293 (25.8%)	4,908 (8.4%)	6,565 (8.1%)	5,158 (7.5%)
Non-Alcohol-Related	803 (74.2%)	844 (74.2%)	53,297 (91.6%)	74,085 (91.9%)	63,726 (92.5%)
TOTAL	**1,083 (100.0%)**	**1,137 (100.0%)**	**58,205 (100.0%)**	**80,650 (100.0%)**	**68,884 (100.0%)**

Alcohol-Related Crashes—Five-Year Trends

Alcohol-related crashes increased in 2017, and were the second lowest total in the last five years. Alcohol-related fatalities increased in 2017, and were the second lowest total in the last five years. Alcohol-related fatalities are trending downward.





	2013	2014	2015	2016	2017
Crashes	11,041	10,550	10,558	10,256	10,346
Fatal Crashes	363	311	321	270	280
Injury Crashes	5,864	5,377	5,274	4,911	4,908
PDO Crashes	4,814	4,862	4,963	5,075	5,158
Fatalities	381	333	345	297	293
Injuries	7,900	7,265	7,055	6,589	6,565
Fatal Crashes per 100,000 Licensed Drivers	4.1	3.5	3.6	3.0	3.1
Fatalities per 100,000 Licensed Drivers	4.3	3.7	3.9	3.3	3.3

Victims of Alcohol-Related Fatal Crashes

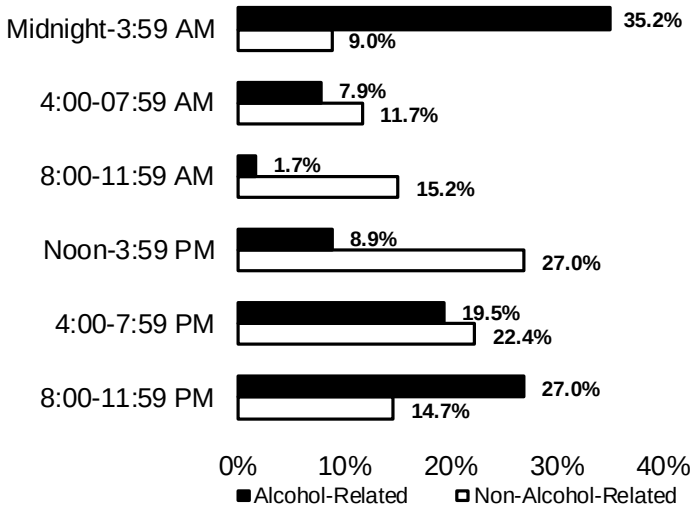
There were 240 driver and passenger fatalities in alcohol-related crashes in 2017, while 211 (88%) were the drinking drivers or their passengers.

Persons Involved	Fatalities
Drivers	**204**
Drinking Drivers	*182 (89.2%)*
Non-Drinking Drivers	*22 (10.8%)*
Passengers	**36**
Passengers with Drinking Driver	*29 (80.6%)*
Passengers with Non-Drinking Driver	*7 (19.4%)*
Pedestrians	**45**
Drinking Pedestrian	*31 (68.9%)*
Non-Drinking Pedestrian	*14 (31.1%)*
TOTAL FATALITIES*	**293**

**Includes 8 victims, status unknown*

Victims of Fatal Crashes by Time of Day

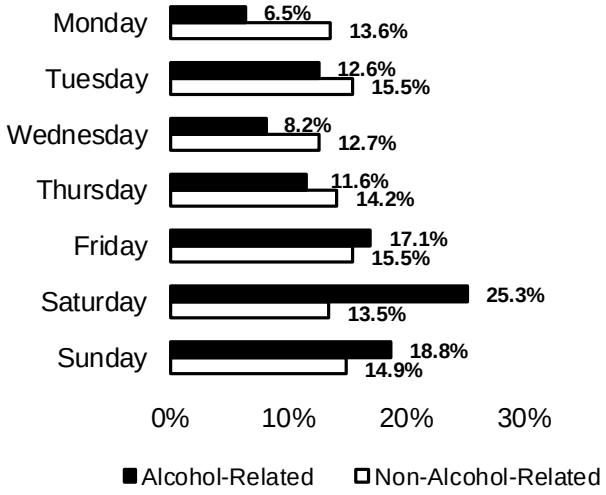
Alcohol-related crashes occurring between 8:00 PM and 4:00 AM produced the vast majority of fatalities (62% of alcohol-related fatalities). In contrast, under half of the fatalities (49%) from non-alcohol-related crashes resulted from crashes occurring between noon and 8:00 PM.



Time of Occurrence	Non-Alcohol-Related	Alcohol-Related
Midnight-3:59 AM	76	103
4:00-07:59 AM	99	23
8:00-11:59 AM	128	5
Noon-3:59 PM	228	26
4:00-7:59 PM	189	57
8:00-11:59 PM	124	79
Time Unknown	0	0
TOTAL FATALITIES	**844**	**293**

Victims of Fatal Crashes by Day of Week

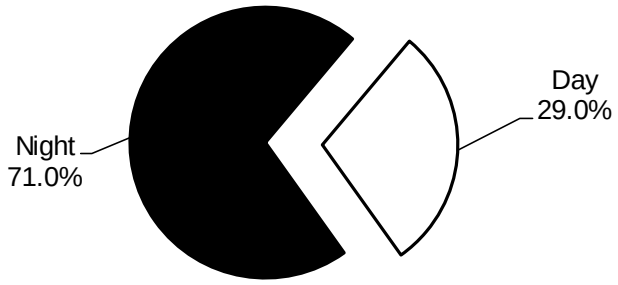
Under half (44%) of alcohol-related fatal crash victims were the result of crashes occurring on Saturday and Sunday, while fatal crash victims of non-alcohol-related crashes tended to be distributed more evenly throughout the work week with the fewest occurring on Monday, Wednesday and Saturday.



Day of Occurrence	Non-Alcohol-Related	Alcohol-Related
Monday	115	19
Tuesday	131	37
Wednesday	107	24
Thursday	120	34
Friday	131	50
Saturday	114	74
Sunday	126	55
TOTAL FATALITIES	**844**	**293**

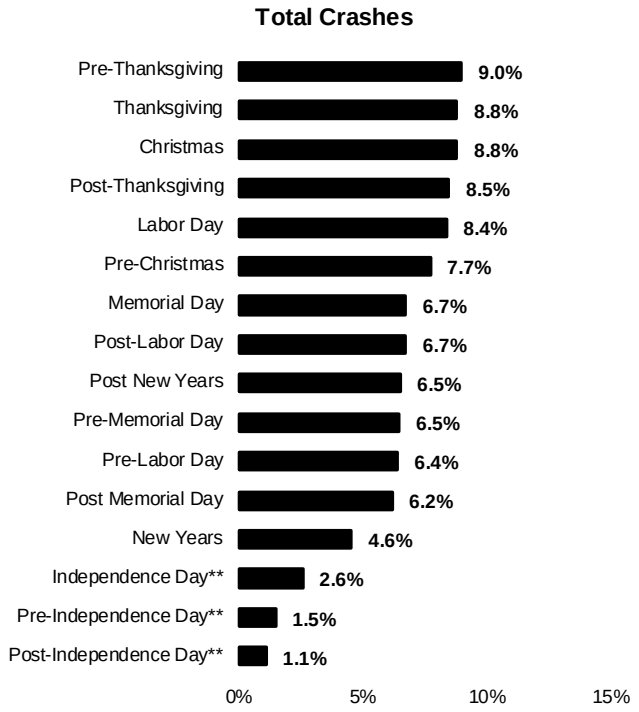
Alcohol-Related Crashes—Day vs. Night

71.0% of alcohol-related crashes occurred at night. The graph below shows the breakdown of alcohol-related crashes by day and night.

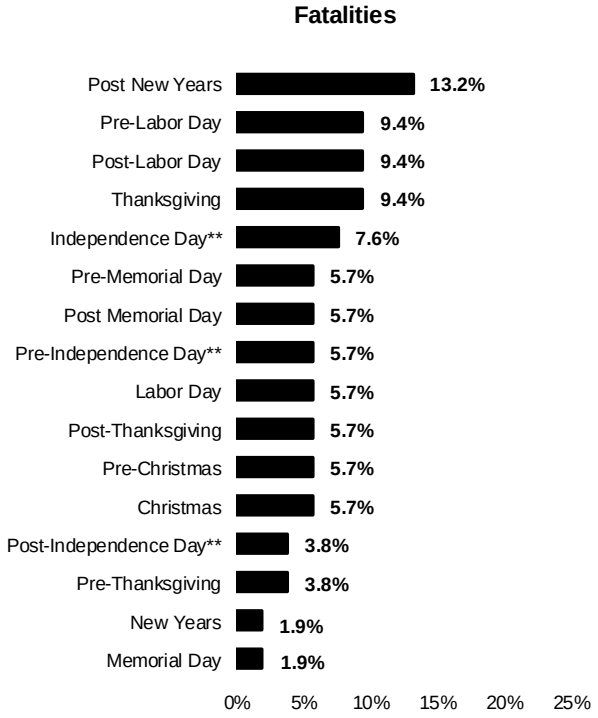


Alcohol-Related Holiday Crashes

In 2017, 12% of all holiday crashes involved alcohol use; however, 37% of fatalities that occurred during holiday weekends were related to alcohol use. (See ***Crashes by Holiday***, page 22.)



Period*	Crashes	Fatalities
New Years	83	1
Post New Years	119	7
Pre-Memorial Day	118	3
Memorial Day	123	1
Post Memorial Day	113	3
Pre-Independence Day**	27	3
Independence Day**	47	4
Post-Independence Day**	20	2
Pre-Labor Day	117	5
Labor Day	153	3
Post-Labor Day	123	5
Pre-Thanksgiving	164	2
Thanksgiving	161	5
Post-Thanksgiving	155	3
Pre-Christmas	141	3
Christmas	161	3
TOTAL	**1,825**	**53**



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

** Not part of a holiday weekend in 2017.

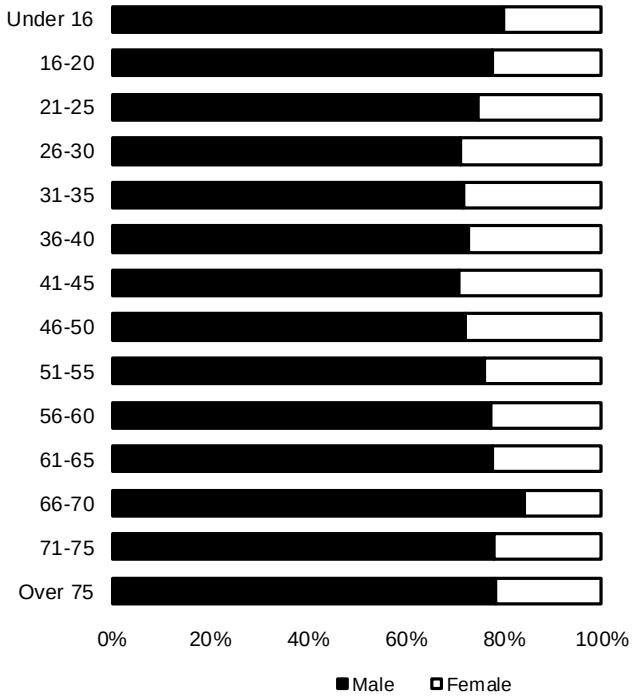
Driver Involvement in Alcohol-Related Crashes by Vehicle Type

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

Total Drivers in Crashes 210,790	Passenger Car		116,824
	Lt Trk/SUV/Van		81,233
	Heavy Truck		7,262
	Motorcycle		3,268
	Bus		861
	Other		1,342
Drinking Drivers in Crashes 10,133 (4.8% of total)	Passenger Car	5,834	(5.0% of total)
	Lt Trk/SUV/Van	3,890	(4.8% of total)
	Heavy Truck	48	(0.7% of total)
	Motorcycle	299	(9.1% of total)
	Bus	2	(0.2% of total)
	Other	60	(4.5% of total)

Drinking Drivers in Crashes by Age and Sex

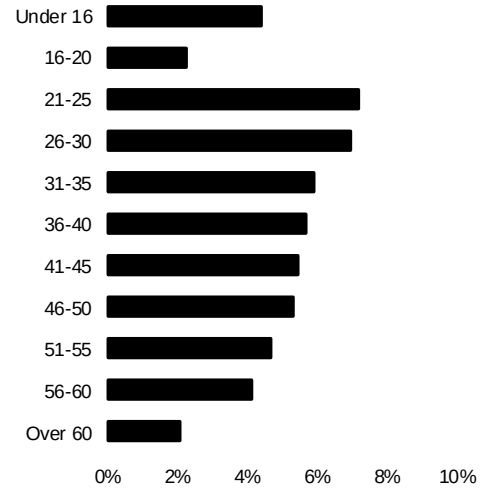
In 2017, roughly 3 out of 4 drinking drivers in crashes were male (across most age groups), with only slight variations among the age groups. The table below does not include an additional 57 drivers for whom age and/or sex were not known.



Age Group	Male	Female	Total
Under 16	4	1	5
16-20	417	119	536
21-25	1,576	527	2,103
26-30	1,231	501	1,732
31-35	845	333	1,178
36-40	692	260	952
41-45	578	238	816
46-50	591	227	818
51-55	541	170	711
56-60	442	129	571
61-65	271	78	349
66-70	145	27	172
71-75	57	16	73
Over 75	47	13	60
Total	**7,437**	**2,639**	**10,076**

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

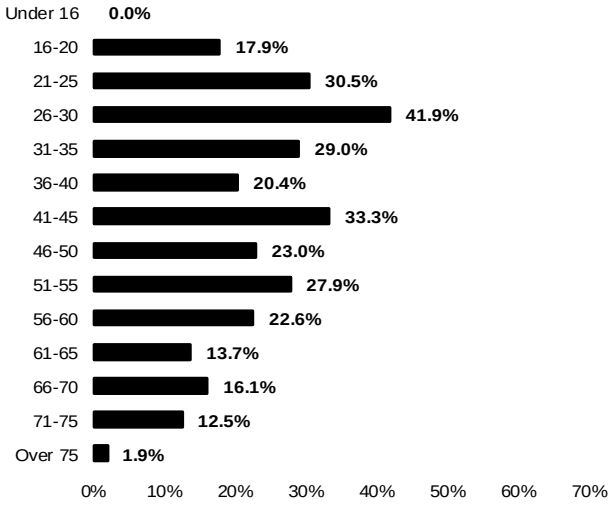
In 2017, as the table and graph below show, the two age groups from 21 to 30 had the highest percentage of drinking drivers within their respective age groups. After age 40, the percentage of drinking drivers within the succeeding age groups steadily declined. The Under 16 age group continues to be of particular concern, as it included 6 drinking drivers.



Age Group	Drinking Driver	Non-Drinking Driver
Under 16	6 (4.4%)	131 (95.6%)
16-20	536 (2.2%)	23,411 (97.8%)
21-25	2,104 (7.2%)	27,126 (92.8%)
26-30	1,732 (7.0%)	23,174 (93.1%)
31-35	1,182 (5.9%)	18,883 (94.1%)
36-40	954 (5.7%)	15,799 (94.3%)
41-45	816 (5.4%)	14,185 (94.6%)
46-50	818 (5.3%)	14,619 (94.7%)
51-55	711 (4.7%)	14,539 (95.3%)
56-60	571 (4.1%)	13,321 (95.9%)
Over 60	656 (2.1%)	31,408 (98.0%)

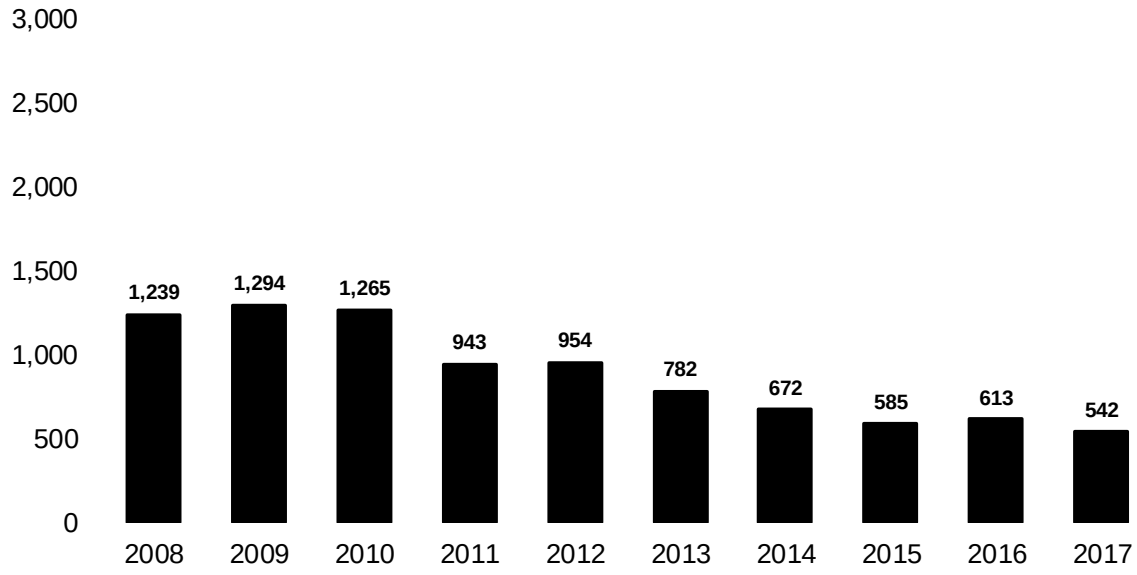
Drinking Driver Fatalities as a Percentage of Total Driver Fatalities, by Age Group

The graph below shows drinking driver fatalities as a percentage of total driver fatalities within each respective age group for 2017 crashes. The age group from 26 to 30 had the highest percentage, with 42% of the driver fatalities in this age group being a drinking driver. The 16-20 age group increased from 12.0% in 2016. In 2017, there were no drivers under the age of 16 who chose to combine alcohol usage and driving without a license.



Underage Drinking Drivers in Pennsylvania Crashes—Historical Data

Act 31, commonly known as the "*Underage Drinking Law*," went into effect on May 24, 1988. From that year, and until 1994, the number of underage drinking drivers involved in Pennsylvania crashes declined each year. From 1997 until 2002, the amount of underage drinking drivers remained consistently high. From that point until 2015 there has been a downward trend with 2009, 2010, 2012 and 2016 disrupting the steady decrease.



Seat Belts, Child Safety Seats, and Air Bags

Restraints Overview

Safety Belts

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

Child Safety Seats

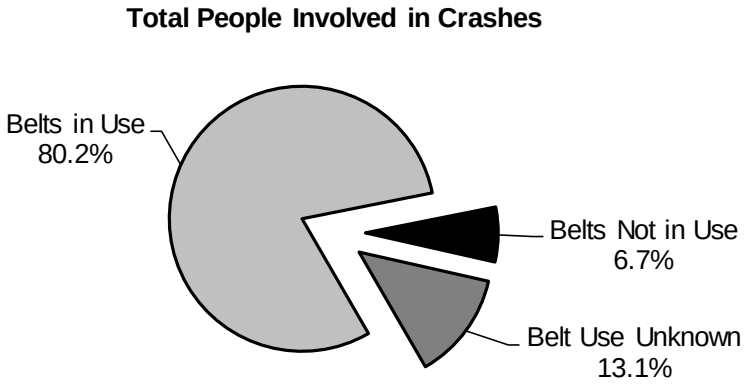
- Pennsylvania law requires that children under the age of 4 to be properly restrained in a child passenger restraint system when riding anywhere in a vehicle. Children under 2 must be secured in a rear-facing car seat until the child outgrows the maximum weight and height limits designated by the car seat manufacturer. Children age 4 up to age 8, are required to be in an appropriately fitting child booster seat when riding anywhere in a vehicle. Children from age 8 up to age 18 must be in a seat belt.
- Research shows that child safety seats, when properly installed, reduce the risk of fatal injury by 71% for infants and 54% for toddlers.
- When placing a child safety seat in a vehicle, follow the manufacturer's instructions for the vehicle and the child safety seat instructions exactly. There are different types of child safety seats—infant, convertible, and booster. Children ages 2 to 3 should be kept rear-facing as long as possible, until they reach the top height or weight limit allowed by the car seat's manufacturer. Children ages 4 to 7 should be kept forward-facing with a harness until they reach the top height or weight limit allowed by the car seat's manufacturer. Children ages 8 to 12 should be kept in a booster seat until they are big enough to fit the seat belt properly, that is, the lap belt must lie snugly across the upper thighs and the shoulder belt should lie snugly across the shoulder and chest and not cross the neck or face.
- Children should ride in the rear seat whenever possible, and should always be properly buckled.

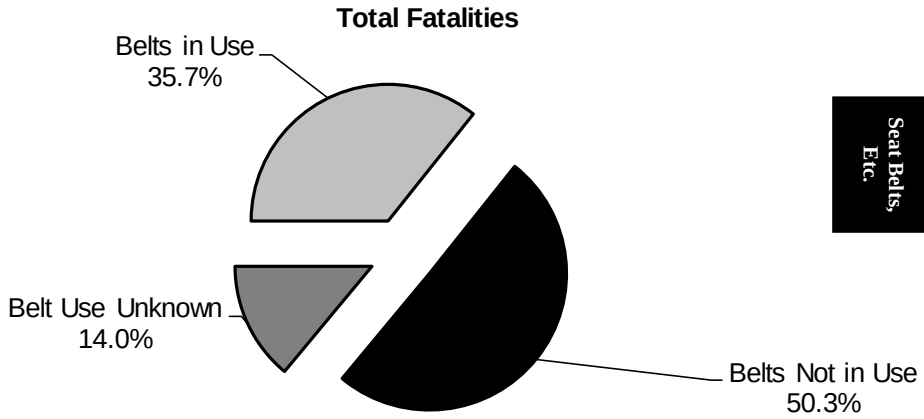
Air Bag Safety

- Driver and front seat passenger air bags have been required in new passenger cars since 1998 and light trucks since 1999. However, air bags are supplemental protection devices. Everyone should still buckle up with both lap and shoulder belts on every trip.
- *Child Safety*
  - 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 2017, as shown in the two pie graphs below, 80.2% of all people involved in crashes were wearing seat belts. 50.3% of all people who died in crashes were not wearing seat belts. The table at the bottom shows the total number of people involved in crashes in 2017 by severity of injury and belt use.





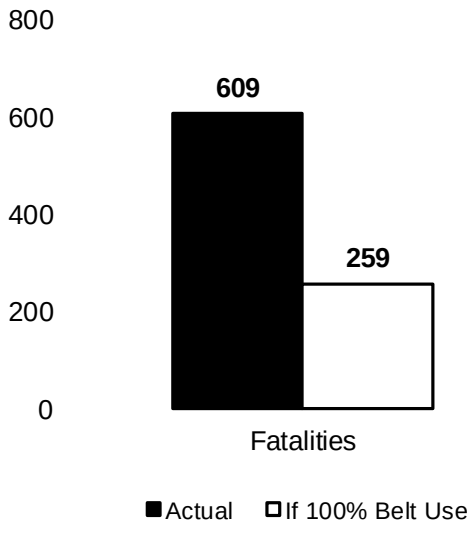
	Belts in Use	Belts Not in Use	Belt Use Unknown
Fatal Injury	268	378	105
Suspected Serious Injury	1,647	911	402
Suspected Minor Injury	19,577	3,019	1,777
Possible Injury	15,184	1,569	3,521
Unknown Severity	169,355	10,029	26,152
Unk Injury Sev	16,377	2,601	4,443
TOTAL	**222,408**	**18,507**	**36,400**

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

Seat Belt Use in Crashes—Impact on Fatalities and Injuries

The table and graph below display the estimated impact that seat belts worn 100% of the time would have on traffic fatalities and injuries. The numbers in parentheses, in the last row, are the estimated decreases in 2017 fatalities and injuries if 100% seat belt use was achieved. (***Note***: The data below is for passenger cars, small trucks, SUVs and vans.) The estimated economic savings of 100% seat belt use for occupants of passenger cars, small trucks, SUVs and vans in 2017 would have been **$3,753,222,084** or approximately **$293** for every man, woman, and child in Pennsylvania. More importantly, 350 people would have survived if they had worn their belts.

		Injuries			
	Fatalities	*Susp Ser*	*Susp Min*	*Possible*	*None*
Belts Used	242	1,539	18,355	29,895	147,532
Belts Not Used	367	885	2,876	4,005	8,895
TOTAL	**609**	**2,424**	**21,231**	**33,900**	**156,427**
If 100% Belt Use	**259**	**1,692**	**20,031**	**32,334**	**160,258**
Net Increase/(Decrease)	**(350)**	**(732)**	**(1,200)**	**(1,566)**	**3,831**



Note: "No Belts" is included in "Belts Not Used".

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

Seat Belt Use in Crashes—Historical Data

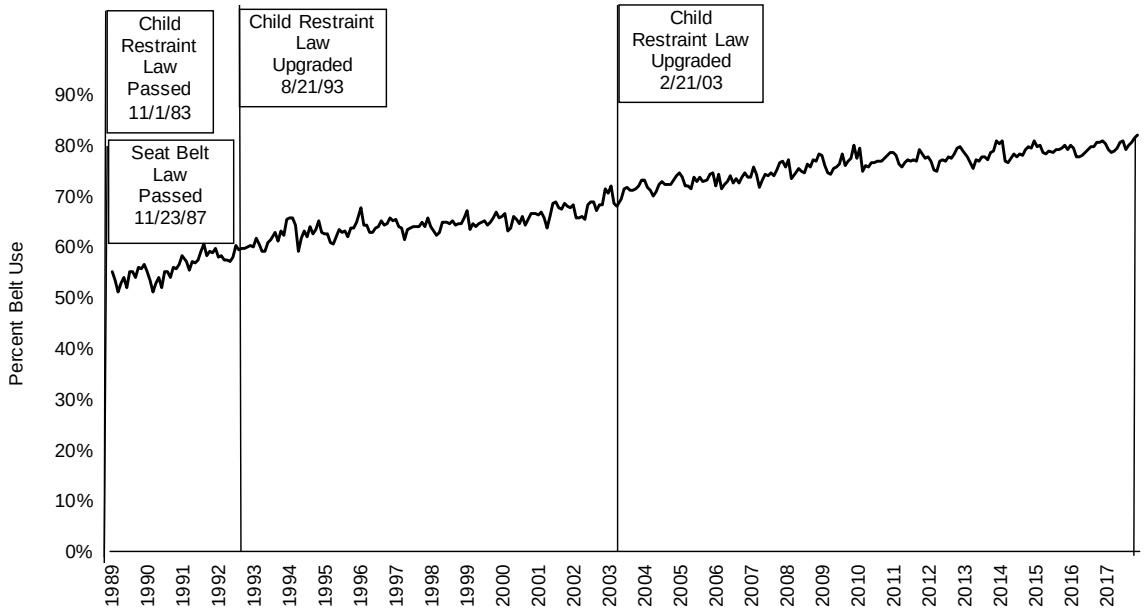
On November 1, 1983, Pennsylvania passed a primary law requiring that drivers secure children under age 4 in an approved child passenger restraint system when riding in a passenger car, Class I truck, Class II truck, classic motor vehicle, antique motor vehicle, or motor home registered in Pennsylvania.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

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

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

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

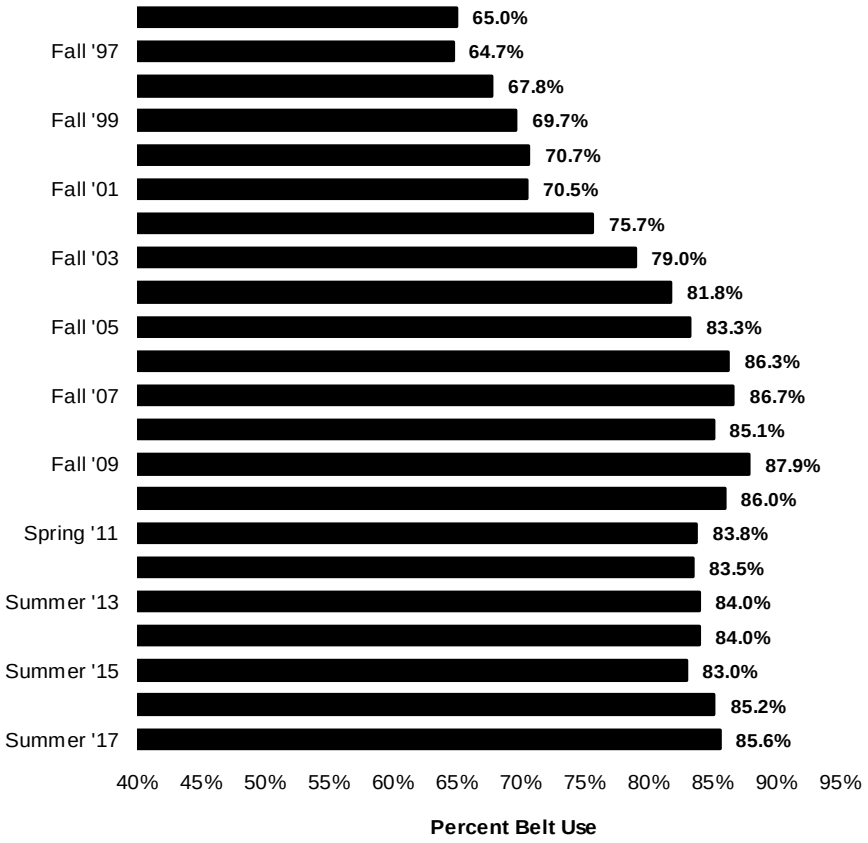
The graph below shows the percentage of seat belt users in Pennsylvania since 1983. A sharp upward trend was experienced in the year following the passage of the seat belt law. The recent trend shows that the usage rate is still on the rise in crashes.



Note: Data shown for passenger cars only.

Seat Belt Observational Surveys—Historical Data

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



Child Passenger Restraints in Crashes—Five Year Data

Since August 21, 1993, all drivers traveling in Pennsylvania have been required to secure children up to age 4 in a child passenger restraint system while sitting anywhere in a vehicle. As shown in the table below (for 2013-2017 crashes involving children under age 4), the percentages of fatalities and injuries (within restraint type by row) were lower when restraints were used. From 2013-2017, 82% of the children under age 4 who were involved in crashes and restrained in a child seat sustained no injury.

		Injuries					Total
Child Restraint	**Fatalities**	*Susp Ser*	*Susp Min*	*Possible*	*Unknown*	*No Injury*	**Persons**
Child Seat In Use	25 (0.1%)	82 (0.3%)	491 (1.9%)	1,630 (6.3%)	2,338 (9.0%)	21,325 (82.4%)	**25,891**
No Restraint In Use	5 (0.3%)	12 (0.8%)	55 (3.4%)	180 (11.3%)	444 (27.8%)	902 (56.5%)	**1,598**
Other Restraint In Use	0 (0.0%)	4 (0.3%)	52 (3.2%)	145 (9.0%)	128 (8.0%)	1,277 (79.5%)	**1,606**

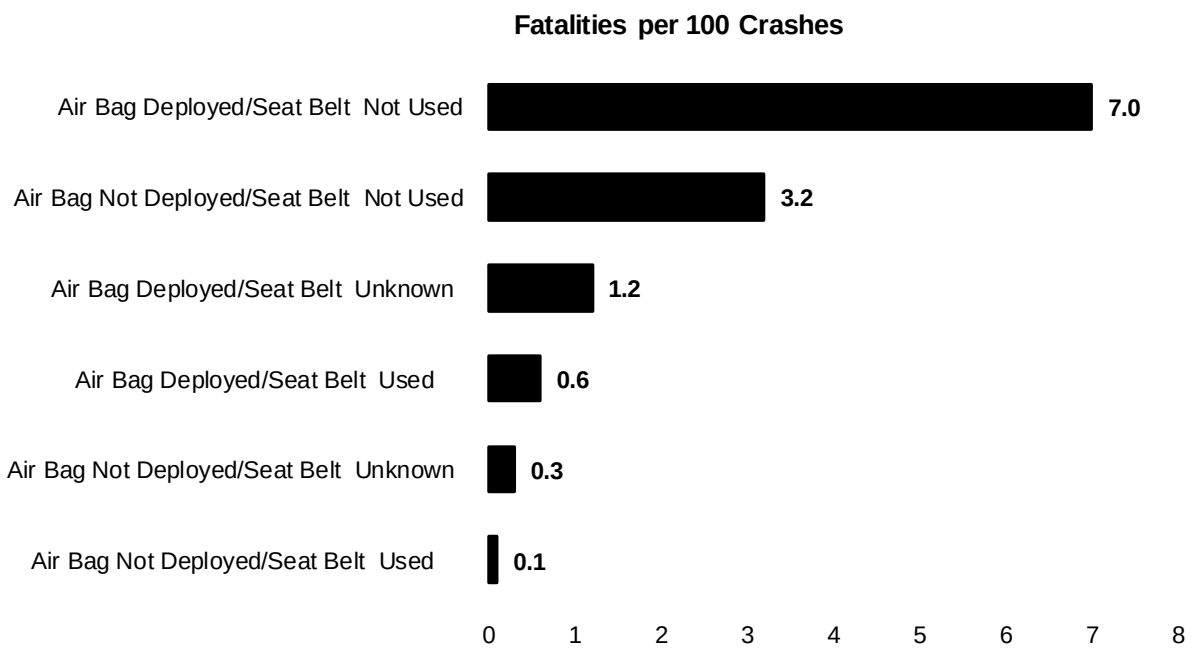
Note: "Child Seat Not In Use" and "Other Restraint Not In Use" have been combined into "No Restraint in Use".

Air Bag Deployment in Crashes—Injuries and Fatalities

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

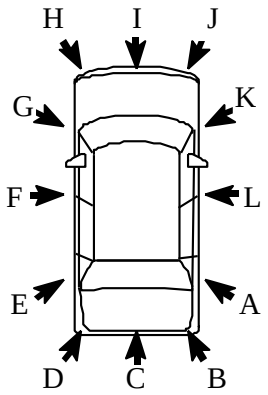
Passive Restraint Status	Seat Belt Status	Fatalities	Injuries					Total Persons
			Susp Ser	*Susp Min*	*Possible*	*Unknown*	*No Injury*	
None	n/a	148 (0.1%)	661 (0.6%)	5,592 (5.4%)	7,334 (7.1%)	10,369 (10.0%)	79,912 (76.8%)	**104,016**
Air Bag Deployed	Used	191 (0.4%)	1,085 (2.0%)	9,133 (16.6%)	5,755 (10.4%)	7,618 (13.8%)	31,386 (56.9%)	**55,168**
Air Bag Deployed	Not Used	248 (4.8%)	514 (9.9%)	1,290 (24.9%)	484 (9.4%)	1,146 (22.1%)	1,494 (28.9%)	**5,176**
Air Bag Deployed	Unknown	49 (0.8%)	206 (3.3%)	673 (10.7%)	933 (14.8%)	1,626 (25.7%)	2,829 (44.8%)	**6,316**
Air Bag Not Deployed	Used	33 (0.0%)	230 (0.3%)	6,016 (7.3%)	4,362 (5.3%)	4,788 (5.8%)	67,568 (81.4%)	**82,997**
Air Bag Not Deployed	Not Used	62 (1.9%)	162 (5.0%)	776 (24.0%)	258 (8.0%)	530 (16.4%)	1,446 (44.7%)	**3,234**
Air Bag Not Deployed	Unknown	6 (0.2%)	28 (0.7%)	234 (5.7%)	295 (7.2%)	641 (15.6%)	2,902 (70.7%)	**4,106**
Unknown If Deployed	n/a	6 (0.4%)	28 (1.7%)	151 (9.3%)	140 (8.6%)	267 (16.4%)	1,037 (63.7%)	**1,629**

In crashes that are severe enough to deploy an airbag (for vehicles and seats so equipped), the data below shows that you are 12 times more likely to die if you are not wearing a seat belt (7.0 fatalities vs. 0.6 fatalities 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 also common for newer model year vehicles. The table below shows the initial vehicle impact points for all 2017 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 1438 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)	2,501	852	629 (42.9%)	836 (57.1%)	184
Right Rear (B)	5,820	2,086	739 (22.5%)	2,539 (77.5%)	456
Center Rear (C)	30,600	11,495	1,438 (8.5%)	15,433 (91.5%)	2,234
Left Rear (D)	5,335	1,812	647 (20.6%)	2,501 (79.5%)	375
Left Side Rear (E)	2,450	783	535 (36.1%)	948 (63.9%)	184
Left Side Center (F)	6,702	1,959	2,148 (52.4%)	1,953 (47.6%)	642
Left Side Forward (G)	6,804	2,179	1,750 (43.3%)	2,294 (56.7%)	581
Left Front (H)	27,187	7,869	8,008 (46.6%)	9,184 (53.4%)	2,126
Center Front (I)	66,432	16,514	25,700 (58.0%)	18,588 (42.0%)	5,630
Right Front (J)	25,057	7,079	7,733 (49.1%)	8,016 (50.9%)	2,229
Right Side Forward (K)	10,932	3,490	2,796 (43.7%)	3,601 (56.3%)	1,045
Right Side Center (L)	8,123	2,480	2,512 (52.6%)	2,268 (47.5%)	863
Other	4,669	1,430	852 (39.8%)	1,290 (60.2%)	1,097
None	3,527	1,217	376 (18.6%)	1,647 (81.4%)	287
TOTAL	**206,139**	**61,245**	**55,863 (44.0%)**	**71,098 (56.0%)**	**17,933**

Air Bag Deployment by Age Group

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

Seat Belts Used

Age Group	Fatalities	Injuries: *Susp Ser*	*Susp Min*	*Possible*	*Unknown*	*No Injury*	Total Persons
0-4	0 (0.0%)	1 (1.4%)	10 (13.5%)	6 (8.1%)	17 (23.0%)	40 (54.1%)	74
5-8	2 (0.8%)	1 (0.4%)	33 (12.5%)	48 (18.1%)	35 (13.2%)	146 (55.1%)	265
9-12	0 (0.0%)	10 (1.9%)	93 (17.2%)	70 (12.9%)	57 (10.5%)	311 (57.5%)	541
13-64	111 (0.2%)	877 (1.8%)	7,638 (16.0%)	4,884 (10.2%)	6,298 (13.2%)	28,049 (58.6%)	47,857
65-74	20 (0.5%)	107 (2.9%)	702 (18.9%)	428 (11.5%)	685 (18.5%)	1,768 (47.7%)	3,710
75+	58 (2.1%)	89 (3.3%)	657 (24.2%)	319 (11.8%)	525 (19.3%)	1,068 (39.3%)	2,716
Total	**191 (0.4%)**	**1,085 (2.0%)**	**9,133 (16.6%)**	**5,755 (10.4%)**	**7,617 (13.8%)**	**31,382 (56.9%)**	**55,163**

Seat Belts Not Used

Age Group	Fatalities	Injuries: *Susp Ser*	*Susp Min*	*Possible*	*Unknown*	*No Injury*	Total Persons
0-4	0 (0.0%)	0 (0.0%)	3 (30.0%)	1 (10.0%)	3 (30.0%)	3 (30.0%)	10
5-8	0 (0.0%)	2 (9.1%)	3 (13.6%)	4 (18.2%)	5 (22.7%)	8 (36.4%)	22
9-12	0 (0.0%)	1 (6.3%)	3 (18.8%)	0 (0.0%)	6 (37.5%)	6 (37.5%)	16
13-64	204 (4.2%)	468 (9.7%)	1,208 (25.0%)	458 (9.5%)	1,065 (22.0%)	1,433 (29.6%)	4,836
65-74	15 (9.0%)	27 (16.3%)	40 (24.1%)	10 (6.0%)	40 (24.1%)	34 (20.5%)	166
75+	29 (22.1%)	16 (12.2%)	33 (25.2%)	11 (8.4%)	28 (21.4%)	14 (10.7%)	131
Total	**248 (4.8%)**	**514 (9.9%)**	**1,290 (24.9%)**	**484 (9.3%)**	**1,147 (22.1%)**	**1,498 (28.9%)**	**5,181**

Pedestrian and Bicycle Crashes

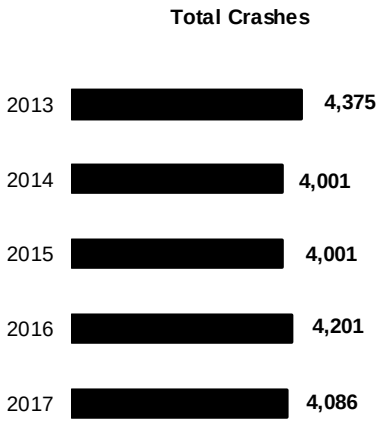
Pedestrian and Bicycles Overview

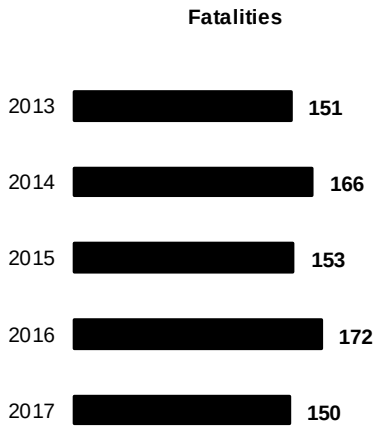
- Pedestrian-related crashes represent 3.2% of the total reported traffic crashes; however, they account for 13.2% of all traffic crash fatalities. (See also ***Pennsylvania County Crashes***, pages 62, 63, and 68.)

- Bicycle crashes represent 1.0% of the total reported crashes and 1.8% of all traffic fatalities. Although these percentages are small, they still represent 21 bicyclist fatalities and 1,127 injuries in 2017.

Pedestrian Crashes—Five-Year Trends

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



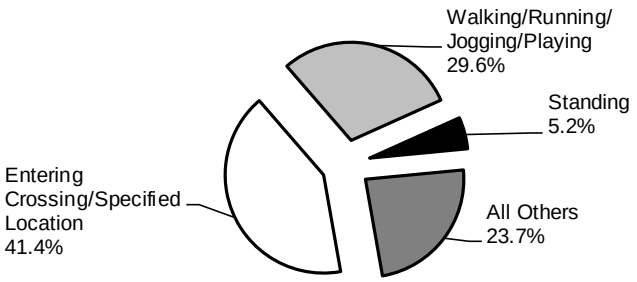


Year	Total Crashes	Fatalities
2013	4,375	151
2014	4,001	166
2015	4,001	153
2016	4,201	172
2017	4,086	150

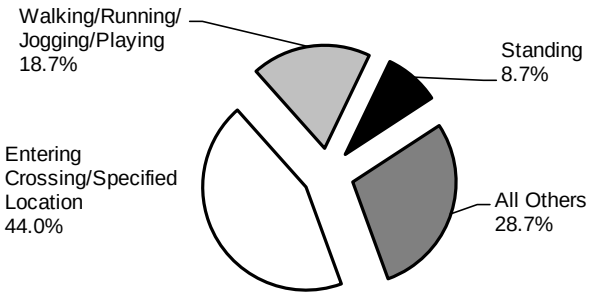
Pedestrian-Related Crashes

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

Top Crash-Related Pedestrian Actions



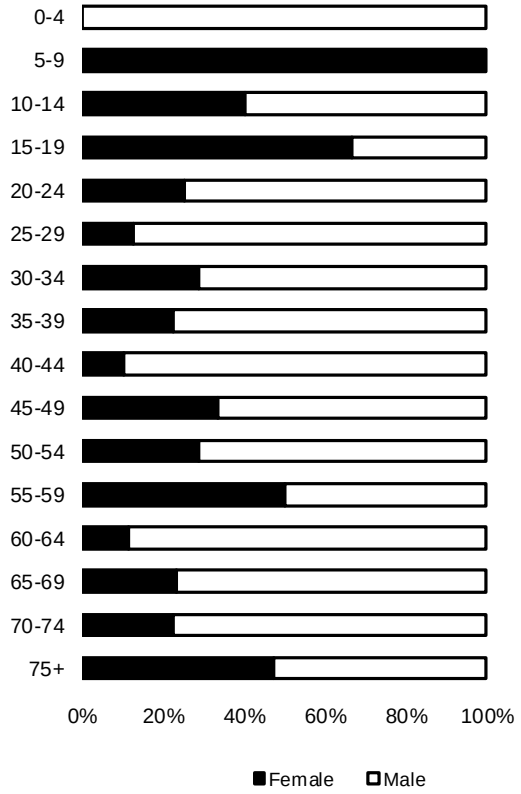
Top Fatal Pedestrian Actions



Pedestrian Action	Fatalities	Pedestrians Involved
Entering Crossing/Specified Location	66	1,779
Walking/Running/Jogging/Playing	28	1,271
Working	3	83
Pushing a Vehicle	1	6
Working on Vehicle	2	26
Standing	13	224
Approaching/Leaving a Vehicle	7	130
Other/Unknown	30	774
Total	**150**	**4,293**

Pedestrian Fatalities by Age and Sex

Pedestrians ages 75 and over represent a sizable portion of pedestrian fatalities as displayed in the chart below. Overall, male pedestrian fatalities consisted of 70% of all pedestrian fatalities, and were less than in 2016 (71%). ***Note:*** Pedestrians of unknown sex are not included in the numbers below.



Age Group	Female	Male	Total
0-4	0	1	1
5-9	1	0	1
10-14	2	3	5
15-19	4	2	6
20-24	3	9	12
25-29	1	7	8
30-34	2	5	7
35-39	2	7	9
40-44	1	9	10
45-49	5	10	15
50-54	4	10	14
55-59	5	5	10
60-64	1	8	9
65-69	3	10	13
70-74	2	7	9
75 and over	9	10	19
Unknown	0	2	2
TOTAL	**45**	**105**	**150**

Pedestrian Injury Severity by Municipality Type

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

Municipality Type	Fatalities	Injuries	Non-Injury	Total
City	55 (36.7%)	2,678 (65.2%)	21 (56.8%)	**2,754 (64.2%)**
Borough/Town	15 (10.0%)	582 (14.2%)	4 (10.8%)	**601 (14.0%)**
Township	80 (53.3%)	846 (20.6%)	12 (32.4%)	**938 (21.9%)**
Other	0 (0.0%)	0 (0.0%)	0 (0.0%)	**0 (0.0%)**
TOTAL	**150 (100.0%)**	**4,106 (100.0%)**	**37 (100.0%)**	**4,293 (100.0%)**

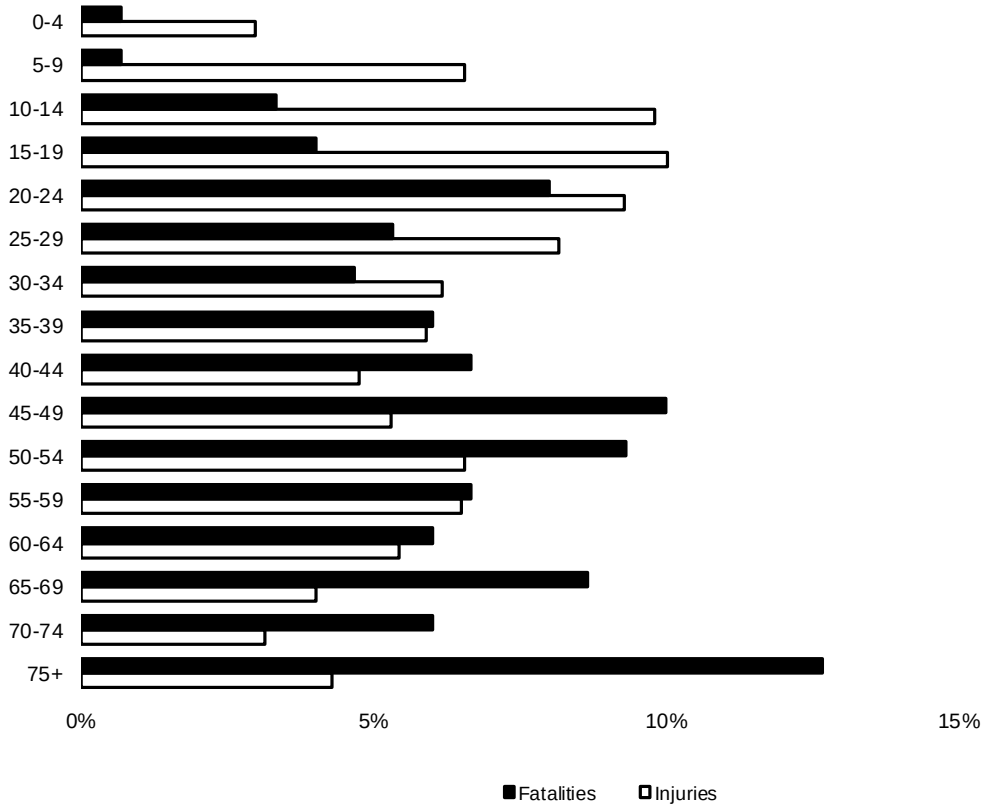
Note: "Other" includes colleges/universities, parks, etc.

Pedestrian Fatalities and Injuries by Age

Elderly pedestrians, although involved in fewer pedestrian crashes, are more likely to be fatally injured if struck by a moving vehicle. Younger pedestrians (age 19 and under) account for 29% of the pedestrian injuries.

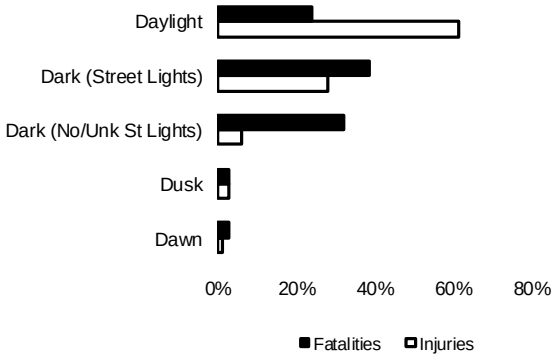
Note: The totals in the table do not include an additional 37 pedestrians who were not fatally injured or injured or where their injury severity was unknown.

Pedestrian Age	Fatalities	Injuries
0-4	1 (0.7%)	122 (3.0%)
5-9	1 (0.7%)	269 (6.6%)
10-14	5 (3.3%)	403 (9.8%)
15-19	6 (4.0%)	412 (10.0%)
20-24	12 (8.0%)	382 (9.3%)
25-29	8 (5.3%)	335 (8.2%)
30-34	7 (4.7%)	253 (6.2%)
35-39	9 (6.0%)	242 (5.9%)
40-44	10 (6.7%)	195 (4.8%)
45-49	15 (10.0%)	218 (5.3%)
50-54	14 (9.3%)	269 (6.6%)
55-59	10 (6.7%)	267 (6.5%)
60-64	9 (6.0%)	223 (5.4%)
65-69	13 (8.7%)	165 (4.0%)
70-74	9 (6.0%)	129 (3.1%)
75 and over	19 (12.7%)	176 (4.3%)
Unknown	2 (1.3%)	46 (1.1%)
TOTAL	**150 (100.0%)**	**4,106 (100.0%)**



Pedestrian Fatalities and Injuries by Light Level

The majority of pedestrians were injured in daylight (61.5%), but more pedestrian fatalities occurred during non-daylight hours (76.0%). As shown in the bar chart, pedestrians were more likely to be fatally injured if struck in a non-daylight crash as compared to a day crash.

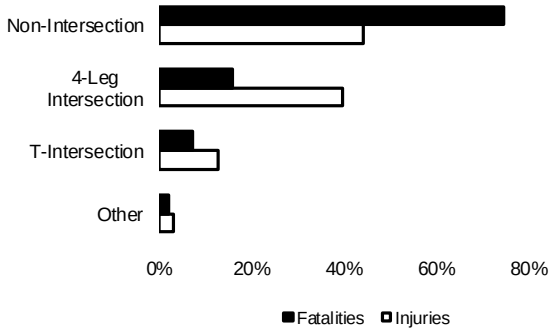


Light Level	Fatalities	Injuries
Dawn	4 (2.7%)	52 (1.3%)
Daylight	36 (24.0%)	2,525 (61.5%)
Dark (Street Lights)	58 (38.7%)	1,160 (28.3%)
Dark (No/Unk St Lights)	48 (32.0%)	255 (6.2%)
Dusk	4 (2.7%)	108 (2.6%)
Other/Unknown	0 (0.0%)	6 (0.2%)
TOTAL	**150 (100.0%)**	**4,106 (100.0%)**

Note: The totals in the table do not include an additional 37 pedestrians who were not fatally injured or injured or where their injury severity was unknown.

Pedestrian Fatalities and Injuries by Intersection Type

74.7% of pedestrian fatalities and 44.3% of pedestrian injuries occurred in areas other than intersections. "Non-intersections" as used below includes mid-block crossings, driveway crossings, etc.

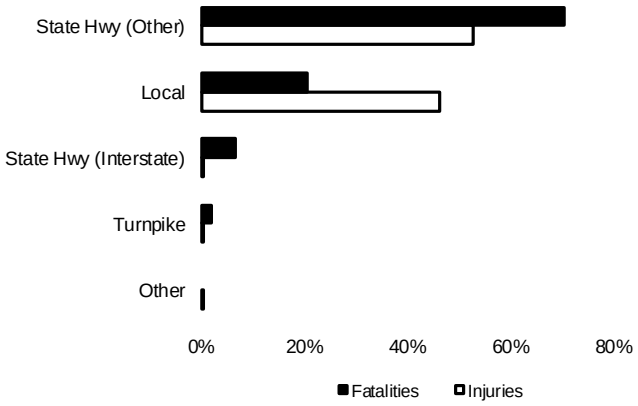


Intersection	Fatalities	Injuries
Non-Intersection	112 (74.7%)	1,820 (44.3%)
4-Leg Intersection	24 (16.0%)	1,635 (39.8%)
T-Intersection	11 (7.3%)	529 (12.9%)
Other	3 (2.0%)	122 (3.0%)
TOTAL	**150 (100.0%)**	**4,106 (100.0%)**

Note: The totals in the table do not include an additional 37 pedestrians who were not fatally injured or injured or where their injury severity was

*Pedestrian Fatalities and Injuries by Road Type**

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



Note: The totals in the table do not include an additional 37 pedestrians who were not fatally injured or injured or where their injury severity was unknown.

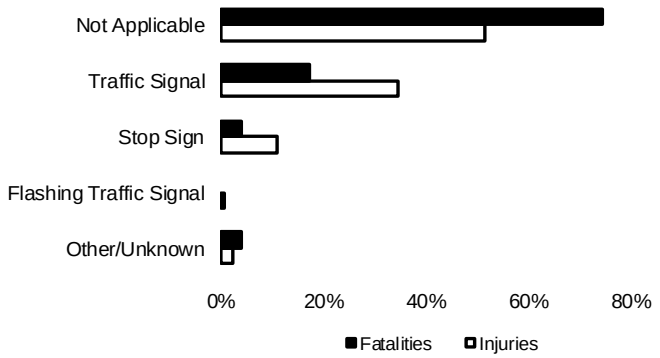
Road Type	Fatalities	Injuries
State Hwy (Other)	106 (70.7%)	2,172 (52.9%)
Local	31 (20.7%)	1,902 (46.3%)
State Hwy (Interstate)	10 (6.7%)	21 (0.5%)
Turnpike	3 (2.0%)	5 (0.1%)
Other	0 (0.0%)	6 (0.2%)
TOTAL	**150 (100.0%)**	**4,106 (100.0%)**

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

Peds & Bikes

Pedestrian Fatalities and Injuries

As the graph shows, most pedestrian fatalities and injuries occurred in areas without traffic control devices (TCDs). These areas accounted for 112 pedestrian fatalities and 2,125 injuries.



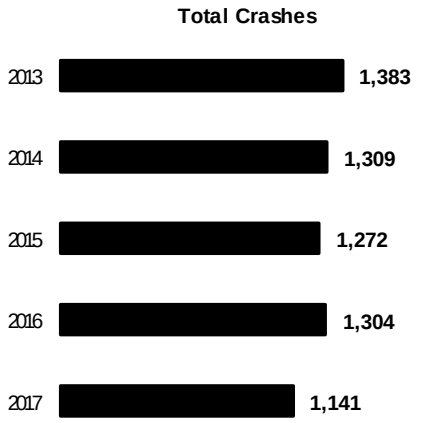
Note: The totals in the table do not include an additional 37 pedestrians who were not fatally injured or injured or where their injury severity was unknown.

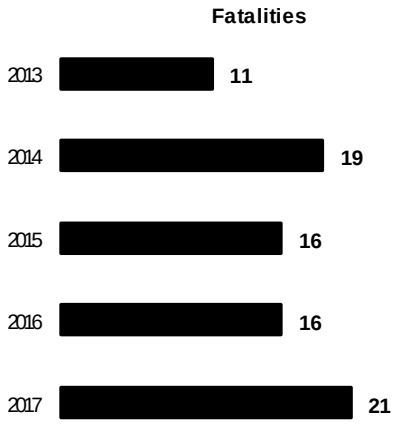
Traffic Control Device	Fatalities	Injuries
Not Applicable	112 (74.7%)	2,125 (51.8%)
Traffic Signal	26 (17.3%)	1,416 (34.5%)
Stop Sign	6 (4.0%)	452 (11.0%)
Flashing Traffic Signal	0 (0.0%)	20 (0.5%)
Other/Unknown	6 (4.0%)	93 (2.3%)
TOTAL	**150 (100.0%)**	**4,106 (100.0%)**

Bicycle Crashes—Five-Year Trends

The total number of bicycle crashes decreased in 2017, but remained very consistent over the last 5 years; bicycle fatalities have fluctuated over the same time period, however, and in 2013 were the lowest.

Year	Total Crashes	Fatalities
2013	1,383	11
2014	1,309	19
2015	1,272	16
2016	1,304	16
2017	1,141	21





Bicycle Fatalities and Injuries by Age

Children ages 5 to 14 were the most vulnerable to fatal injury and injury while riding a bicycle. Over a fifth of the injuries involving bicycles were suffered by this age group. 5 of the 21 bicyclist fatalities were in this age group. Another vulnerable group, persons ages 15 to 19, suffered 2 fatalities and accounted for 14.2% of the total injuries.

Victim's Age	Fatalities	Injuries
0-4	0 (0.0%)	1 (0.1%)
5-9	1 (4.8%)	50 (4.4%)
10-14	4 (19.1%)	190 (16.9%)
15-19	2 (9.5%)	160 (14.2%)
20-34	4 (19.1%)	329 (29.2%)
35-44	0 (0.0%)	116 (10.3%)
45-54	8 (38.1%)	113 (10.0%)
55-64	2 (9.5%)	106 (9.4%)
65-74	0 (0.0%)	43 (3.8%)
75+	0 (0.0%)	9 (0.8%)
Unknown	0 (0.0%)	10 (0.9%)
TOTAL	**21 (100.0%)**	**1,127 (100.0%)**

The totals in the table do not include an additional 11 bicyclists who were not fatally injured or injured or where their injury severity was unknown.

Bicycle Fatalities and Injuries by Light Level

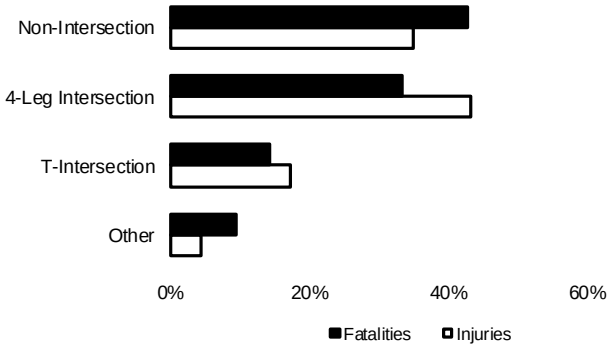
The majority of bicyclists' injuries occurred during daylight hours. However, several of the fatalities occurred during non-daylight conditions. These fatalities totaled 48% of total bicyclists' fatalities in 2017 compared to 38% in 2016.

Light Level	Fatalities	Injuries
Dawn	0 (0.0%)	6 (0.5%)
Daylight	11 (52.4%)	852 (75.6%)
Dark (Street Lights)	5 (23.8%)	205 (18.2%)
Dark (No/Unk St Lights)	5 (23.8%)	42 (3.7%)
Dusk	0 (0.0%)	21 (1.9%)
Other/Unknown	0 (0.0%)	1 (0.1%)
TOTAL	**21 (100.0%)**	**1,127 (100.0%)**

Note: The totals in the table do not include an additional 11 bicyclists who were not fatally injured or injured or where their injury severity was unknown.

Bicycle Fatalities and Injuries by Intersection

In 2017, the majority of bicyclists were injured at intersections and fatally injured at intersections.



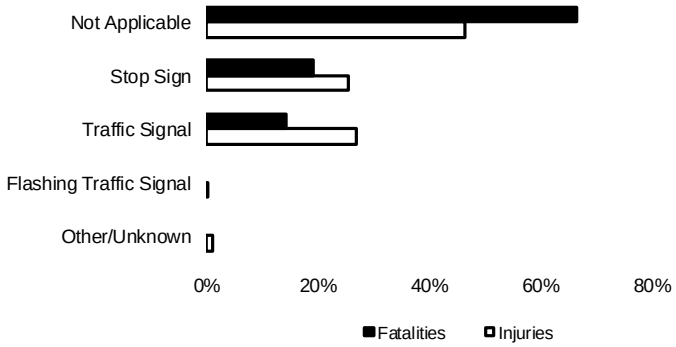
Intersection	Fatalities	Injuries
Non-Intersection	9 (42.9%)	395 (35.1%)
4-Leg Intersection	7 (33.3%)	488 (43.3%)
T-Intersection	3 (14.3%)	195 (17.3%)
Other	2 (9.5%)	49 (4.4%)
TOTAL	**21 (100.0%)**	**1,127 (100.0%)**

Note: The totals in the table do not include an additional 11 bicyclists who were not fatally injured or injured or where their injury severity was unknown.

Bicycle Fatalities and Injuries by Traffic Control Device

In 2017, injuries occurred more often at traffic control devices (TCD) than where there were no controls, but 67% of fatalities occurred where there were no controls.

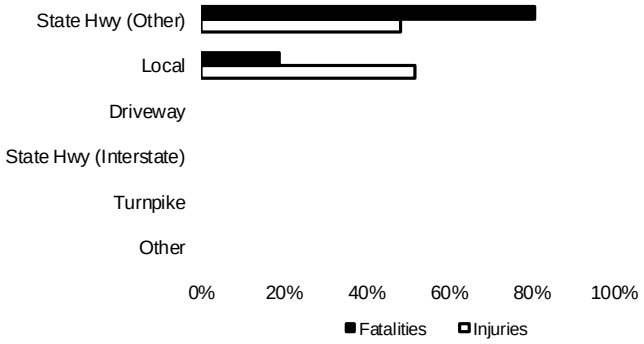
Traffic Control Device	Fatalities	Injuries
Not Applicable	14 (66.7%)	523 (46.4%)
Stop Sign	4 (19.1%)	286 (25.4%)
Traffic Signal	3 (14.3%)	304 (27.0%)
Flashing Traffic Signal	0 (0.0%)	3 (0.3%)
Other/Unknown	0 (0.0%)	11 (1.0%)
TOTAL	**21 (100.0%)**	**1,127 (100.0%)**



Note: The totals in the table do not include an additional 11 bicyclists who were not fatally injured or injured or where their injury severity was unknown.

Bicycle Fatalities and Injuries by Road Type*

81% of the fatalities of bicyclists occurred on state roads in 2017, while 52% of the injuries occurred on non-state roads.



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

Note: The totals in the table do not include an additional 11 bicyclists who were not fatally injured or injured or where their injury severity was unknown.

Road Type	Fatalities	Injuries
State Hwy (Other)	17 (81.0%)	543 (48.2%)
Local	4 (19.1%)	584 (51.8%)
Driveway	0 (0.0%)	0 (0.0%)
State Hwy (Interstate)	0 (0.0%)	0 (0.0%)
Turnpike	0 (0.0%)	0 (0.0%)
Other	0 (0.0%)	0 (0.0%)
TOTAL	**21 (100.0%)**	**1,127 (100.0%)**

Crashes by Motor Vehicle Type

Vehicle Crashes by Vehicle Types

	Fatal Crashes	Injury Crashes	PDO Crashes	Total Crashes
Passenger Car	55.8%	69.8%	70.5%	70.1%
	604 crashes	40,651 crashes	48,566 crashes	89,821 crashes
Lt Trk/Van/SUV	45.3%	52.7%	50.7%	51.6%
	491 crashes	30,648 crashes	34,938 crashes	66,077 crashes
Heavy Truck	13.4%	4.9%	5.5%	5.3%
	145 crashes	2,860 crashes	3,802 crashes	6,807 crashes
Bicycle	1.9%	1.9%	0.0%	0.9%
	21 crashes	1,119 crashes	0 crashes	1,142 crashes
Motorcycle	16.6%	4.8%	0.3%	2.5%
	180 crashes	2,791 crashes	223 crashes	3,194 crashes
School Bus	0.4%	0.3%	0.2%	0.2%
	4 crashes	156 crashes	132 crashes	292 crashes
Commercial Bus	0.6%	0.7%	0.3%	0.4%
	6 crashes	387 crashes	174 crashes	567 crashes
Other	3.8%	1.7%	0.9%	1.3%
	41 crashes	967 crashes	634 crashes	1,642 crashes

The percentages in the table above compare the number of crashes with the total number of crashes in the crash severity category (for example, passenger cars were involved in 55.8% of all fatal injury crashes). Percentage totals exceed 100% due to multiple vehicle crashes.

Vehicle Crashes—Single Vehicle Hitting Fixed Objects

Crashes in Which a Single Vehicle Hit a Fixed Object: 36,953

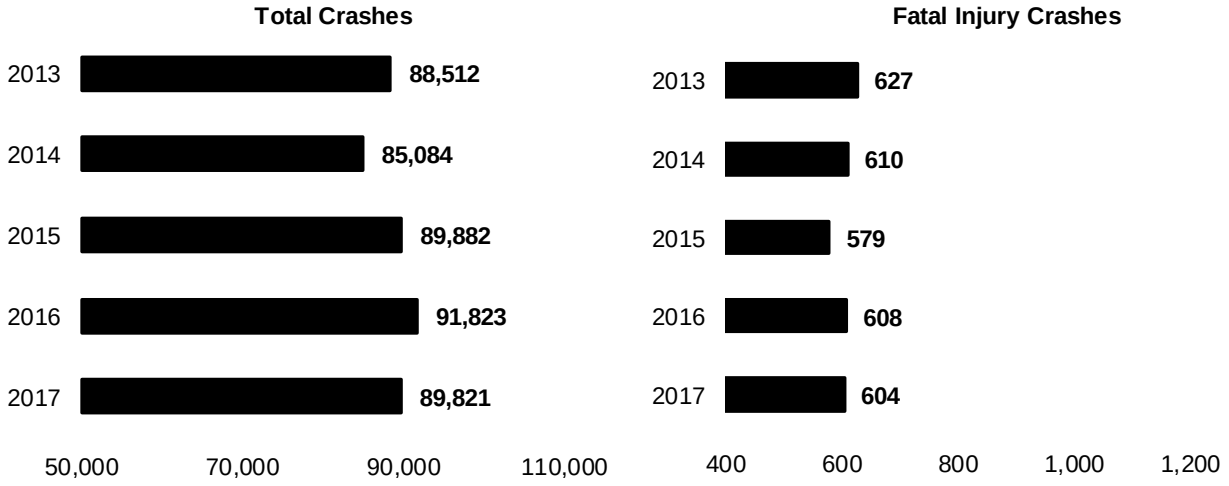
Passenger Car	21,887	59.2%
Lt Trk/Van/SUV	13,466	36.4%
Heavy Truck	950	2.6%
Motorcycle	522	1.4%
School Bus	8	0.0%
Commercial Bus	12	0.0%
Other	108	0.3%

Vehicle Crashes—Two-Vehicle Collisions

	Vehicle Struck								
Striking Vehicle	**Passenger Car**	**Heavy Truck**	**Lt Trk/ Vn/Sv**	**Motor-cycle**	**Bicycle**	**School Bus**	**Commer-cial Bus**	**Other/ Unknown**	**Total**
Passenger Car	18,804	1,302	14,240	268	421	84	155	210	**35,484**
Lt Trk/Van/SUV	10,781	821	9,496	188	274	51	101	147	**21,859**
Heavy Truck	1,060	300	604	10	8	5	6	12	**2,005**
Motorcycle	464	30	387	42	6	3	4	3	**939**
Bicycle	179	6	148	1	0	1	3	2	**340**
School Bus	51	2	30	2	0	0	1	0	**86**
Commercial Bus	92	1	50	1	8	0	2	1	**155**
Other/Unknown	314	8	151	10	49	0	3	12	**547**

Passenger Car Crashes—Five-Year Trends

Total passenger car crashes in 2014 and fatal crashes in 2015 were the lowest in the last five years.

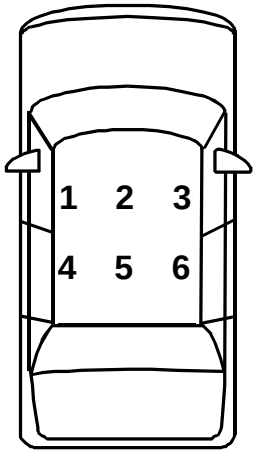


Passenger Car Fatalities by Seating Position

In 2017, 41% of crash fatalities involved passenger car occupants. The table below depicts the passenger car fatalities in 2017 by seating position.

Total Fatalities
471

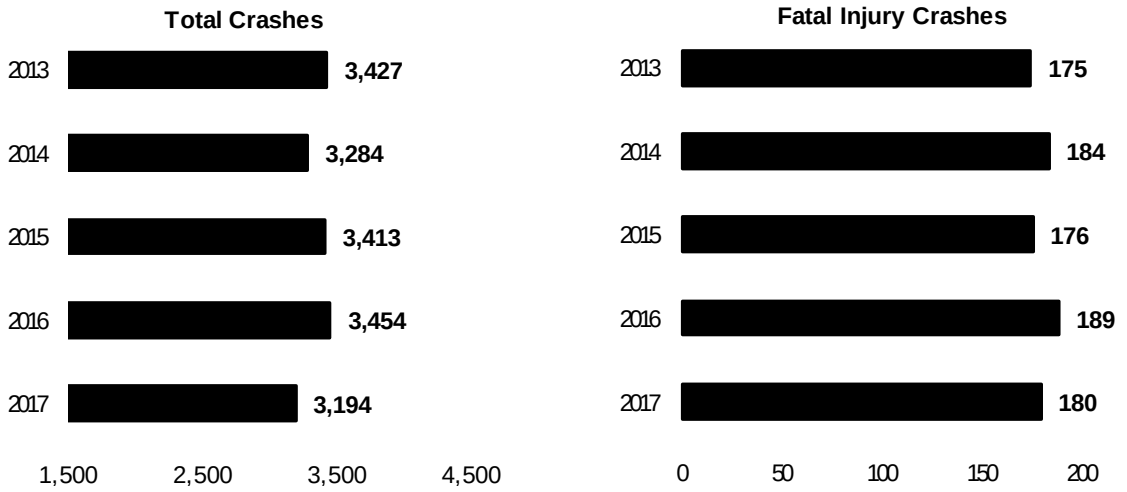
Drivers **379 (80.5%)**			1 →
Total Passengers **88 (18.7%)**	*Center Front* **0 (0.0%)**		2 →
	Right Front **63 (13.4%)**		3 →
	Left Rear **11 (2.3%)**		4 →
	Center Rear **4 (0.9%)**		5 →
	Right Rear **10 (2.1%)**		6 →
Others **4 (0.9%)**			



"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 2017, total motorcycle crashes decreased 7.5% from 2016 while motorcycle fatal injury crashes decreased 4.8% from 2016.



Year	Fatalities
2013	181
2014	186
2015	179
2016	192
2017	185
TOTAL	**923**

Motorcycle Fatalities—Five-Year Trends

Of the 185 fatalities in 2017 involving motorcycle drivers or passengers:

- 172 (93.0%) were drivers
- 13 (7.0%) were passengers

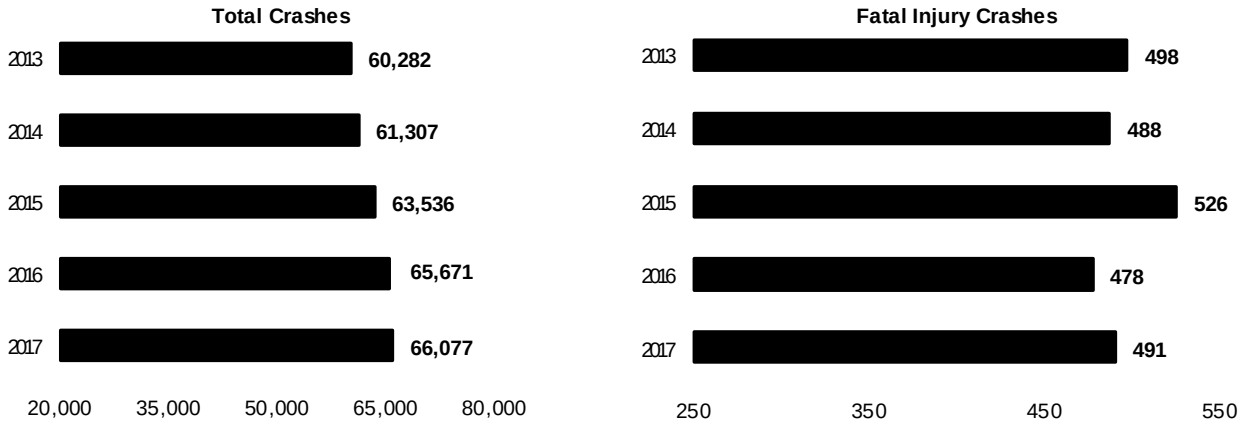
Motorcycle Helmet Use in Crashes

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

	Fatalities	Injuries	Not Injured	Total Motorcyclists
Helmets	102 (55.1%)	1,760 (57.7%)	224 (58.2%)	2,086 (57.6%)
No Helmets	79 (42.7%)	1,158 (37.9%)	125 (32.5%)	1,362 (37.6%)
Unknown	4 (2.2%)	134 (4.4%)	36 (9.4%)	174 (4.8%)
TOTAL	**185 (100.0%)**	**3,052 (100.0%)**	**385 (100.0%)**	**3,622 (100.0%)**

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

Pickups, minivans, and sport utility vehicles have become more popular over the last 10 years. Crashes involving these vehicles increased 0.6% in 2017 from 2016 and remain high in comparison to other years.



Light Truck / SUV / Van Rollovers Compared to Passenger Cars

- The percentage of 2017 light truck / SUV / van crashes were higher than passenger cars in crashes involving rollovers (5.4% of all light truck / SUV / van crashes compared to 3.4% of all passenger car crashes).

	Rollover Crashes	Rollover Fatalities
Lt Trk/Van/SUV	3,548 (5.4%)	70 (27.7%)
Passenger Cars	3,083 (3.4%)	87 (18.5%)

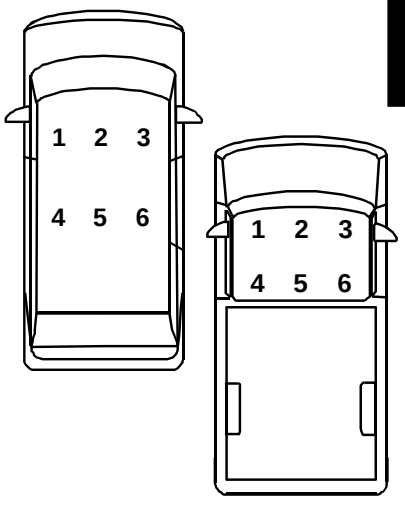
- In 2017 rollover crashes, the percentage of light truck / SUV / van occupant fatalities were 50% higher than passenger car occupant fatalities (27.7% of fatalities compared to 18.5%).

Light Truck / SUV / Van Fatalities by Seating Position

In 2017, 22.3% of crash fatalities involved occupants in light trucks, vans, and sport utility vehicles. The table below depicts these fatalities in 2017 by seating position.

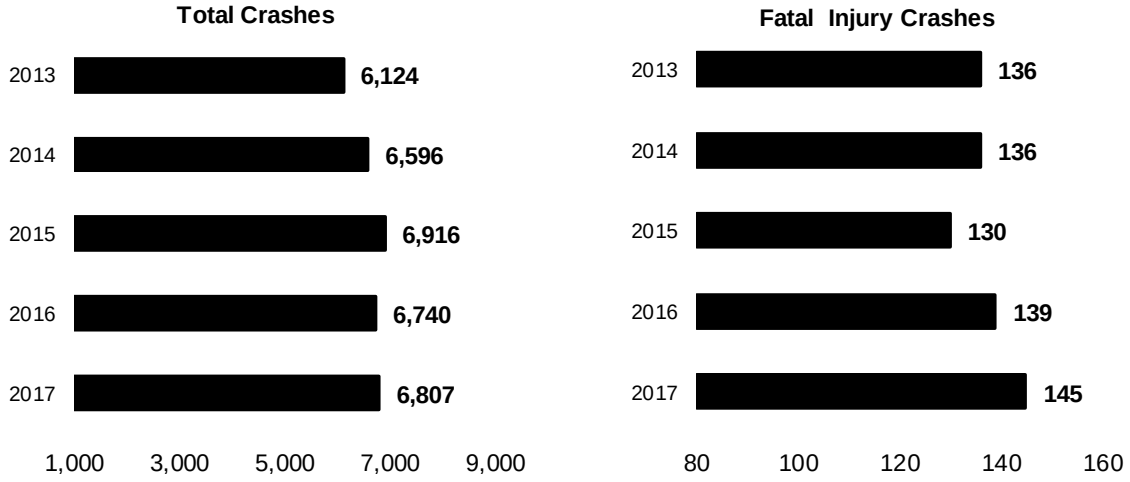
Total Fatalities
253

Drivers **204 (80.6%)**		1	→
Total Passengers **45 (17.8%)**	*Center Front* **0 (0.0%)**	2	→
	Right Front **30 (11.9%)**	3	→
	Left Rear **7 (2.8%)**	4	→
	Center Rear **1 (0.4%)**	5	→
	Right Rear **7 (2.8%)**	6	→
Truck Bed/Cargo Area/Veh Extr **1 (0.4%)**			
Towed Unit/Other **3 (1.2%)**			



Heavy Truck Crashes—Five Year Trends

Total crashes involving heavy trucks in 2015 were the highest since 2013. Fatal injury crashes in 2015 were the lowest over the last 5 years. The totals for fatal injury crashes have stayed somewhat consistent over a number of years.



Heavy Truck Crashes Involving Vehicle Failures

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

Vehicle Defect	Crashes
Tire/Wheel-Related	102
Brake-Related	70
Power Train Failure	24
Unsecure Trailer/Overloaded	24
Total Steering System Failure	20
Suspension	11
Trailer Hitch/Improper Towing	10
Vehicle Lighting Related	6
Exhaust System Failure	3
Other Failure	3

*Heavy Truck Crashes by Road Type**

Road Type	Crashes	Occupant Fatalities
State Hwy (Interstate)	1,915 (28.1%)	15 (55.6%)
State Hwy (Other)	3,768 (55.4%)	10 (37.0%)
Turnpike	474 (7.0%)	2 (7.4%)
Local Road	650 (9.6%)	0 (0.0%)
Other	0 (0.0%)	0 (0.0%)
TOTAL	**6,807 (100.0%)**	**27 (100.0%)**

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

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

Hazardous Material Crashes by Road Type

Road Type	Crashes	HazMat Released
State Hwy (Interstate)	38 (22.8%)	2 (9.1%)
State Hwy (Other)	98 (58.7%)	12 (54.6%)
Turnpike	13 (7.8%)	5 (22.7%)
Local Road	18 (10.8%)	3 (13.6%)
Other	0 (0.0%)	0 (0.0%)
TOTAL	**167 (100.0%)**	**22 (100.0%)**

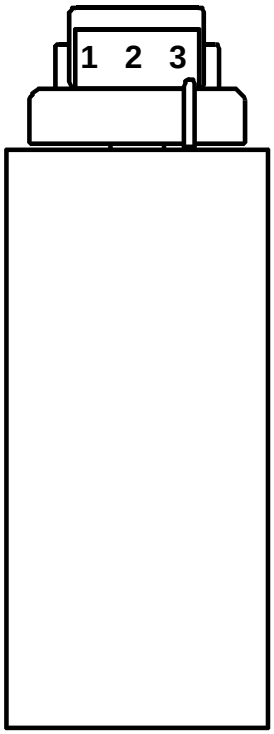
Note: "State Highway (Other)" includes state-maintained roads that are not designated as interstates.

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

Heavy Truck Fatalities by Seating Position

In 2017, only 2.4% of crash fatalities involved heavy truck occupants. The table below depicts the heavy truck fatalities in 2017 by seating position.

	Drivers **27 (100.0%)**		1 →
Total Fatalities **27**	Total Passengers **0 (0.0%)**	*Center Front* **0 (0.0%)**	2 →
		Right Front **0 (0.0%)**	3 →
	Others **0 (0.0%)**		

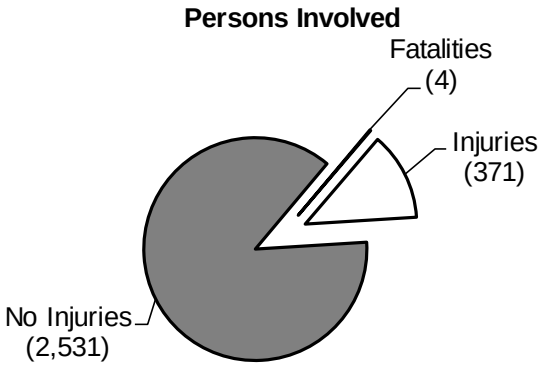


"Others" might be persons in the sleeping compartment; persons in the cargo trailer; or someone on, or attached to, the outside of the truck.

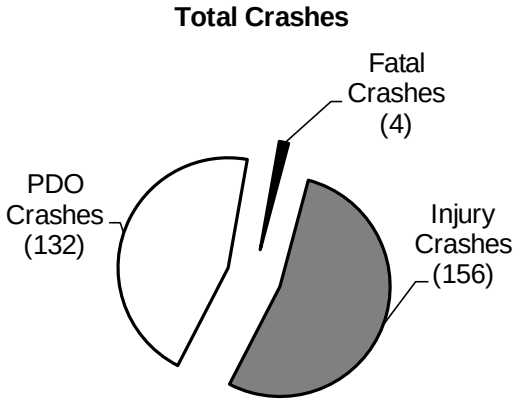
School Bus Crashes

Of the over 2,900 persons involved in school bus crashes in 2017, 4 were fatally injured, and 87% suffered no injury at all. See the tables at the bottom of page 57 for a breakdown of the persons involved. As shown, no fatalities were school bus passengers.

Total persons involved: **2,906**



Over one half (53.4%) of school bus crashes in 2017 were injury crashes. However, as the pie chart above shows, most persons involved in school bus crashes suffer no injuries at all.



*School Bus Crashes by Road Type**

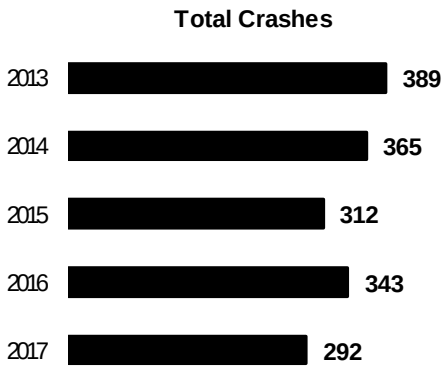
Road Type	Crashes	
State Hwy (Interstate)	4	1.4%
State Hwy (Other)	204	69.9%
Turnpike	0	0.0%
Local Road	84	28.8%
Other	0	0.0%
TOTAL	**292**	**100.0%**

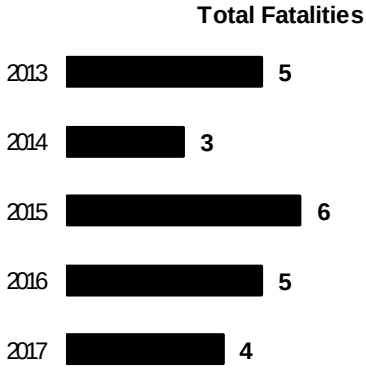
Note: "State Highway (Other)" includes state-maintained roads that are not designated as interstates.

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

School Bus Crashes—Five-Year Trends

The total number of school bus crashes decreased and the involved fatalities decreased in 2017. School bus related fatalities were 0.4% of total fatalities in 2017. None of the persons fatally injured were school bus passengers at the time of the crash. The only fatality was a school bus driver.





Year	Crash Severity				Fatalities	Injuries
	Fatal	*Injury*	*PDO*	***Total***		
2013	5	203	181	389	5	397
2014	3	206	156	365	3	485
2015	6	156	150	312	6	296
2016	4	187	152	343	5	449
2017	4	156	132	292	4	371
TOTAL	**22**	**908**	**771**	**1,701**	**23**	**1,998**

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

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

FATALITIES Year	School Bus Drivers	School Bus Passengers	School-Age Pedestrians	Other Pedestrians	Driver/ Passenger of Other Vehicle	Other/ Unknown	Total Fatalities
2013	0	0	0	3	2	0	**5**
2014	0	0	0	1	2	0	**3**
2015	0	0	1	0	5	0	**6**
2016	0	0	0	1	4	0	**5**
2017	1	0	0	0	3	0	**4**
TOTAL	**1**	**0**	**1**	**5**	**16**	**0**	**23**

INJURIES Year	School Bus Drivers	School Bus Passengers	School-Age Pedestrians	Other Pedestrians	Driver/ Passenger of Other Vehicle	Other/ Unknown	Total Injuries
2013	38	198	5	8	142	6	**397**
2014	36	266	3	5	170	5	**485**
2015	29	128	0	3	126	10	**296**
2016	44	204	8	5	156	32	**449**
2017	35	212	3	5	113	3	**371**
TOTAL	**182**	**1,008**	**19**	**26**	**707**	**56**	**1,998**

Pennsylvania County Crashes

County Overview

The Commonwealth of Pennsylvania consists of 67 counties. Each county includes local municipalities, a combination of cities, boroughs, first class townships, and/or second class townships. In total, there are approximately 2,500 municipalities throughout the 67 counties. In 2017, Pennsylvania's total population was 12,805,537 people.

The ten most populated counties were:

Philadelphia (12.3%)	Allegheny (9.6%)	Montgomery (6.5%)
Bucks (4.9%)	Delaware (4.4%)	Lancaster (4.2%)
Chester (4.1%)	York (3.5%)	Berks (3.3%)
Lehigh (2.9%)	*See page 59.*	

The ten least populated counties were:

Cameron (0.04%)	Sullivan (0.05%)	Forest (0.06%)
Fulton (0.11%)	Potter (0.13%)	Montour (0.14%)
Juniata (0.19%)	Wyoming (0.21%)	Elk (0.24%)
Greene (0.29%)	*See page 59.*	

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

Westmoreland (2.97%)	Allegheny (2.96%)	York (2.85%)
Washington (2.74%)	Lancaster (2.62%)	Chester (2.56%)
Bucks (2.43%)	Crawford (2.29%)	Bradford (2.25%)
Somerset (2.22%)		

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

Allegheny (5.85%)	Montgomery (3.66%)	Lancaster (3.61%)
York (3.41%)	Chester (3.35%)	Bucks (3.23%)
Westmoreland (3.08%)	Berks (3.07%)	Philadelphia (2.84%)
Erie (2.29%)		

The ten counties with the most reported traffic crashes were:

Allegheny (9.8%)	Philadelphia (8.7%)	Montgomery (7.0%)
Bucks (4.8%)	Lancaster (4.5%)	Lehigh (4.0%)
Berks (3.9%)	Delaware (3.9%)	Chester (3.7%)
York (3.7%)	*See page 59.*	

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

Philadelphia (8.3%)	Allegheny (5.9%)	Berks (4.4%)
Bucks (4.4%)	Lancaster (3.8%)	Montgomery (3.6%)
York (3.3%)	Dauphin (3.2%)	Westmoreland (3.2%)
Chester (3.1%)	*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, 2016 information was used.

Pennsylvania Crashes by County

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

County	Population	Fatal InjuryCrashes	Injury Crashes	PDO Crashes	Total Crashes
Adams	102,336 (0.8%)	5 (0.5%)	426 (0.7%)	571 (0.8%)	**1,002 (0.8%)**
Allegheny	1,223,048 (9.6%)	62 (5.7%)	5,324 (9.2%)	7,084 (10.3%)	**12,470 (9.7%)**
Armstrong	65,642 (0.5%)	7 (0.7%)	219 (0.4%)	320 (0.5%)	**546 (0.4%)**
Beaver	166,140 (1.3%)	16 (1.5%)	505 (0.9%)	744 (1.1%)	**1,265 (1.0%)**
Bedford	48,480 (0.4%)	9 (0.8%)	286 (0.5%)	470 (0.7%)	**765 (0.6%)**
Berks	417,854 (3.3%)	48 (4.4%)	2,221 (3.8%)	2,765 (4.0%)	**5,034 (3.9%)**
Blair	123,457 (1.0%)	9 (0.8%)	658 (1.1%)	878 (1.3%)	**1,545 (1.2%)**
Bradford	60,853 (0.5%)	7 (0.7%)	233 (0.4%)	331 (0.5%)	**571 (0.5%)**
Bucks	628,341 (4.9%)	50 (4.6%)	2,666 (4.6%)	3,459 (5.0%)	**6,175 (4.8%)**
Butler	187,108 (1.5%)	17 (1.6%)	703 (1.2%)	1,151 (1.7%)	**1,871 (1.5%)**
Cambria	133,054 (1.0%)	12 (1.1%)	487 (0.8%)	719 (1.0%)	**1,218 (1.0%)**
Cameron	4,592 (0.0%)	0 (0.0%)	27 (0.1%)	38 (0.1%)	**65 (0.1%)**
Carbon	63,853 (0.5%)	9 (0.8%)	309 (0.5%)	427 (0.6%)	**745 (0.6%)**
Centre	162,660 (1.3%)	15 (1.4%)	496 (0.9%)	735 (1.1%)	**1,246 (1.0%)**
Chester	519,293 (4.1%)	33 (3.1%)	1,810 (3.1%)	2,934 (4.3%)	**4,777 (3.7%)**
Clarion	38,458 (0.3%)	7 (0.7%)	151 (0.3%)	234 (0.3%)	**392 (0.3%)**
Clearfield	79,685 (0.6%)	14 (1.3%)	349 (0.6%)	458 (0.7%)	**821 (0.6%)**
Clinton	38,998 (0.3%)	8 (0.7%)	134 (0.2%)	223 (0.3%)	**365 (0.3%)**
Columbia	65,932 (0.5%)	6 (0.6%)	303 (0.5%)	470 (0.7%)	**779 (0.6%)**
Crawford	86,159 (0.7%)	10 (0.9%)	340 (0.6%)	561 (0.8%)	**911 (0.7%)**
Cumberland	250,066 (2.0%)	23 (2.1%)	1,018 (1.8%)	1,479 (2.2%)	**2,520 (2.0%)**
Dauphin	275,710 (2.2%)	36 (3.3%)	1,431 (2.5%)	1,990 (2.9%)	**3,457 (2.7%)**
Delaware	564,696 (4.4%)	24 (2.2%)	2,443 (4.2%)	2,555 (3.7%)	**5,022 (3.9%)**
Elk	30,197 (0.2%)	3 (0.3%)	120 (0.2%)	184 (0.3%)	**307 (0.2%)**
Erie	274,541 (2.1%)	25 (2.3%)	1,242 (2.1%)	1,352 (2.0%)	**2,619 (2.0%)**
Fayette	131,504 (1.0%)	21 (1.9%)	597 (1.0%)	629 (0.9%)	**1,247 (1.0%)**
Forest	7,297 (0.1%)	2 (0.2%)	29 (0.1%)	28 (0.0%)	**59 (0.1%)**
Franklin	154,234 (1.2%)	18 (1.7%)	619 (1.1%)	848 (1.2%)	**1,485 (1.2%)**
Fulton	14,590 (0.1%)	7 (0.7%)	87 (0.2%)	152 (0.2%)	**246 (0.2%)**
Greene	36,770 (0.3%)	9 (0.8%)	131 (0.2%)	204 (0.3%)	**344 (0.3%)**
Huntingdon	45,491 (0.4%)	5 (0.5%)	200 (0.3%)	229 (0.3%)	**434 (0.3%)**
Indiana	84,953 (0.7%)	7 (0.7%)	295 (0.5%)	407 (0.6%)	**709 (0.6%)**
Jefferson	43,804 (0.3%)	3 (0.3%)	198 (0.3%)	236 (0.3%)	**437 (0.3%)**
Juniata	24,514 (0.2%)	2 (0.2%)	118 (0.2%)	155 (0.2%)	**275 (0.2%)**
Lackawanna	210,761 (1.7%)	20 (1.9%)	1,157 (2.0%)	1,535 (2.2%)	**2,712 (2.1%)**
Lancaster	542,903 (4.2%)	41 (3.8%)	2,521 (4.3%)	3,260 (4.7%)	**5,822 (4.5%)**
Lawrence	87,069 (0.7%)	9 (0.8%)	318 (0.6%)	401 (0.6%)	**728 (0.6%)**
Lebanon	139,754 (1.1%)	20 (1.9%)	676 (1.2%)	883 (1.3%)	**1,579 (1.2%)**
Lehigh	366,494 (2.9%)	27 (2.5%)	2,408 (4.1%)	2,703 (3.9%)	**5,138 (4.0%)**
Luzerne	317,343 (2.5%)	25 (2.3%)	1,585 (2.7%)	1,994 (2.9%)	**3,604 (2.8%)**
Lycoming	113,841 (0.9%)	9 (0.8%)	458 (0.8%)	622 (0.9%)	**1,089 (0.9%)**
McKean	41,330 (0.3%)	3 (0.3%)	139 (0.2%)	205 (0.3%)	**347 (0.3%)**
Mercer	111,750 (0.9%)	9 (0.8%)	548 (0.9%)	734 (1.1%)	**1,291 (1.0%)**
Mifflin	46,388 (0.4%)	6 (0.6%)	172 (0.3%)	275 (0.4%)	**453 (0.4%)**
Monroe	168,046 (1.3%)	17 (1.6%)	989 (1.7%)	1,450 (2.1%)	**2,456 (1.9%)**
Montgomery	826,075 (6.5%)	41 (3.8%)	4,148 (7.1%)	4,793 (7.0%)	**8,982 (7.0%)**
Montour	18,272 (0.1%)	5 (0.5%)	78 (0.1%)	135 (0.2%)	**218 (0.2%)**
Northampton	303,405 (2.4%)	24 (2.2%)	1,457 (2.5%)	1,607 (2.3%)	**3,088 (2.4%)**
Northumberland	92,029 (0.7%)	9 (0.8%)	323 (0.6%)	371 (0.5%)	**703 (0.6%)**
Perry	46,127 (0.4%)	8 (0.7%)	177 (0.3%)	301 (0.4%)	**486 (0.4%)**
Philadelphia	1,580,863 (12.4%)	91 (8.4%)	7,977 (13.7%)	3,092 (4.5%)	**11,160 (8.7%)**
Pike	55,691 (0.4%)	4 (0.4%)	261 (0.5%)	356 (0.5%)	**621 (0.5%)**
Potter	16,802 (0.1%)	2 (0.2%)	69 (0.1%)	80 (0.1%)	**151 (0.1%)**
Schuylkill	142,569 (1.1%)	21 (1.9%)	582 (1.0%)	764 (1.1%)	**1,367 (1.1%)**
Snyder	40,801 (0.3%)	4 (0.4%)	169 (0.3%)	220 (0.3%)	**393 (0.3%)**
Somerset	74,501 (0.6%)	11 (1.0%)	299 (0.5%)	464 (0.7%)	**774 (0.6%)**
Sullivan	6,089 (0.1%)	4 (0.4%)	22 (0.0%)	47 (0.1%)	**73 (0.1%)**
Susquehanna	40,985 (0.3%)	9 (0.8%)	173 (0.3%)	295 (0.4%)	**477 (0.4%)**
Tioga	40,793 (0.3%)	11 (1.0%)	159 (0.3%)	259 (0.4%)	**429 (0.3%)**
Union	44,595 (0.4%)	4 (0.4%)	156 (0.3%)	226 (0.3%)	**386 (0.3%)**
Venango	51,762 (0.4%)	6 (0.6%)	216 (0.4%)	332 (0.5%)	**554 (0.4%)**
Warren	39,659 (0.3%)	5 (0.5%)	191 (0.3%)	216 (0.3%)	**412 (0.3%)**
Washington	207,298 (1.6%)	25 (2.3%)	814 (1.4%)	1,087 (1.6%)	**1,926 (1.5%)**
Wayne	51,205 (0.4%)	6 (0.6%)	250 (0.4%)	290 (0.4%)	**546 (0.4%)**
Westmoreland	352,627 (2.8%)	35 (3.2%)	1,402 (2.4%)	1,817 (2.6%)	**3,254 (2.5%)**
Wyoming	27,322 (0.2%)	7 (0.7%)	107 (0.2%)	190 (0.3%)	**304 (0.2%)**
York	446,078 (3.5%)	36 (3.3%)	2,007 (3.5%)	2,751 (4.0%)	**4,794 (3.7%)**
TOTAL	**12,805,537 (100.0%)**	**1,083 (100.0%)**	**58,183 (100.0%)**	**68,922 (99.8%)**	**128,188 (99.9%)**

Crashes by County—Five-Year Trends

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

County	2013 Crashes	2014 Crashes	2015 Crashes	2016 Crashes	2017 Crashes
Adams	1,063 (0.9%)	1,026 (0.9%)	990 (0.8%)	1,018 (0.8%)	**1,002 (0.8%)**
Allegheny	11,952 (9.6%)	12,154 (10.0%)	12,665 (10.0%)	12,858 (9.9%)	**12,470 (9.7%)**
Armstrong	624 (0.5%)	526 (0.4%)	517 (0.4%)	511 (0.4%)	**546 (0.4%)**
Beaver	1,459 (1.2%)	1,404 (1.2%)	1,445 (1.1%)	1,301 (1.0%)	**1,265 (1.0%)**
Bedford	665 (0.5%)	650 (0.5%)	749 (0.6%)	718 (0.6%)	**765 (0.6%)**
Berks	4,573 (3.7%)	4,593 (3.8%)	4,831 (3.8%)	4,902 (3.8%)	**5,034 (3.9%)**
Blair	1,400 (1.1%)	1,277 (1.1%)	1,453 (1.1%)	1,437 (1.1%)	**1,545 (1.2%)**
Bradford	662 (0.5%)	650 (0.5%)	605 (0.5%)	552 (0.4%)	**571 (0.5%)**
Bucks	5,891 (4.8%)	5,779 (4.8%)	5,932 (4.7%)	6,159 (4.8%)	**6,175 (4.8%)**
Butler	2,092 (1.7%)	1,951 (1.6%)	1,847 (1.5%)	1,832 (1.4%)	**1,871 (1.5%)**
Cambria	1,293 (1.0%)	1,218 (1.0%)	1,197 (0.9%)	1,227 (1.0%)	**1,218 (1.0%)**
Cameron	60 (0.1%)	56 (0.1%)	42 (0.0%)	40 (0.0%)	**65 (0.1%)**
Carbon	722 (0.6%)	690 (0.6%)	735 (0.6%)	705 (0.5%)	**745 (0.6%)**
Centre	1,242 (1.0%)	1,210 (1.0%)	1,300 (1.0%)	1,311 (1.0%)	**1,246 (1.0%)**
Chester	4,517 (3.6%)	4,676 (3.9%)	4,938 (3.9%)	4,889 (3.8%)	**4,777 (3.7%)**
Clarion	496 (0.4%)	451 (0.4%)	432 (0.3%)	417 (0.3%)	**392 (0.3%)**
Clearfield	940 (0.8%)	840 (0.7%)	801 (0.6%)	838 (0.7%)	**821 (0.6%)**
Clinton	446 (0.4%)	440 (0.4%)	406 (0.3%)	396 (0.3%)	**365 (0.3%)**
Columbia	717 (0.6%)	727 (0.6%)	734 (0.6%)	789 (0.6%)	**779 (0.6%)**
Crawford	963 (0.8%)	857 (0.7%)	872 (0.7%)	944 (0.7%)	**911 (0.7%)**
Cumberland	2,564 (2.1%)	2,393 (2.0%)	2,633 (2.1%)	2,644 (2.0%)	**2,520 (2.0%)**
Dauphin	3,025 (2.4%)	2,969 (2.5%)	3,163 (2.5%)	3,269 (2.5%)	**3,457 (2.7%)**
Delaware	4,611 (3.7%)	4,546 (3.8%)	4,865 (3.8%)	5,001 (3.9%)	**5,022 (3.9%)**
Elk	325 (0.3%)	327 (0.3%)	293 (0.2%)	322 (0.3%)	**307 (0.2%)**
Erie	2,719 (2.2%)	2,736 (2.3%)	2,759 (2.2%)	2,716 (2.1%)	**2,619 (2.0%)**
Fayette	1,185 (1.0%)	1,184 (1.0%)	1,237 (1.0%)	1,134 (0.9%)	**1,247 (1.0%)**
Forest	84 (0.1%)	68 (0.1%)	55 (0.0%)	70 (0.1%)	**59 (0.1%)**
Franklin	1,370 (1.1%)	1,441 (1.2%)	1,504 (1.2%)	1,535 (1.2%)	**1,485 (1.2%)**
Fulton	286 (0.2%)	246 (0.2%)	264 (0.2%)	228 (0.2%)	**246 (0.2%)**
Greene	367 (0.3%)	382 (0.3%)	387 (0.3%)	370 (0.3%)	**344 (0.3%)**
Huntingdon	392 (0.3%)	358 (0.3%)	401 (0.3%)	415 (0.3%)	**434 (0.3%)**
Indiana	781 (0.6%)	779 (0.6%)	750 (0.6%)	723 (0.6%)	**709 (0.6%)**
Jefferson	508 (0.4%)	431 (0.4%)	456 (0.4%)	458 (0.4%)	**437 (0.3%)**
Juniata	287 (0.2%)	260 (0.2%)	285 (0.2%)	287 (0.2%)	**275 (0.2%)**
Lackawanna	2,636 (2.1%)	2,580 (2.1%)	2,587 (2.0%)	2,690 (2.1%)	**2,712 (2.1%)**
Lancaster	5,251 (4.2%)	5,339 (4.4%)	5,605 (4.4%)	5,931 (4.6%)	**5,822 (4.5%)**
Lawrence	748 (0.6%)	741 (0.6%)	740 (0.6%)	780 (0.6%)	**728 (0.6%)**
Lebanon	1,458 (1.2%)	1,356 (1.1%)	1,493 (1.2%)	1,452 (1.1%)	**1,579 (1.2%)**
Lehigh	4,632 (3.7%)	4,501 (3.7%)	4,738 (3.7%)	4,970 (3.8%)	**5,138 (4.0%)**
Luzerne	3,360 (2.7%)	3,297 (2.7%)	3,690 (2.9%)	3,680 (2.8%)	**3,604 (2.8%)**
Lycoming	1,187 (1.0%)	1,091 (0.9%)	1,161 (0.9%)	1,101 (0.9%)	**1,089 (0.9%)**
McKean	383 (0.3%)	398 (0.3%)	371 (0.3%)	389 (0.3%)	**347 (0.3%)**
Mercer	1,287 (1.0%)	1,216 (1.0%)	1,260 (1.0%)	1,300 (1.0%)	**1,291 (1.0%)**
Mifflin	418 (0.3%)	366 (0.3%)	459 (0.4%)	451 (0.4%)	**453 (0.4%)**
Monroe	2,269 (1.8%)	2,163 (1.8%)	2,504 (2.0%)	2,621 (2.0%)	**2,456 (1.9%)**
Montgomery	8,332 (6.7%)	8,104 (6.7%)	8,499 (6.7%)	8,799 (6.8%)	**8,982 (7.0%)**
Montour	211 (0.2%)	221 (0.2%)	251 (0.2%)	217 (0.2%)	**218 (0.2%)**
Northampton	2,954 (2.4%)	2,927 (2.4%)	3,077 (2.4%)	3,119 (2.4%)	**3,088 (2.4%)**
Northumberland	710 (0.6%)	749 (0.6%)	679 (0.5%)	722 (0.6%)	**703 (0.6%)**
Perry	508 (0.4%)	498 (0.4%)	463 (0.4%)	463 (0.4%)	**486 (0.4%)**
Philadelphia	11,146 (9.0%)	10,627 (8.8%)	11,544 (9.1%)	12,190 (9.4%)	**11,160 (8.7%)**
Pike	579 (0.5%)	591 (0.5%)	604 (0.5%)	582 (0.5%)	**621 (0.5%)**
Potter	144 (0.1%)	98 (0.1%)	105 (0.1%)	136 (0.1%)	**151 (0.1%)**
Schuylkill	1,425 (1.2%)	1,373 (1.1%)	1,381 (1.1%)	1,349 (1.0%)	**1,367 (1.1%)**
Snyder	382 (0.3%)	333 (0.3%)	398 (0.3%)	384 (0.3%)	**393 (0.3%)**
Somerset	808 (0.7%)	710 (0.6%)	776 (0.6%)	776 (0.6%)	**774 (0.6%)**
Sullivan	75 (0.1%)	70 (0.1%)	60 (0.1%)	76 (0.1%)	**73 (0.1%)**
Susquehanna	533 (0.4%)	523 (0.4%)	467 (0.4%)	493 (0.4%)	**477 (0.4%)**
Tioga	483 (0.4%)	407 (0.3%)	370 (0.3%)	427 (0.3%)	**429 (0.3%)**
Union	382 (0.3%)	350 (0.3%)	411 (0.3%)	392 (0.3%)	**386 (0.3%)**
Venango	539 (0.4%)	547 (0.5%)	541 (0.4%)	542 (0.4%)	**554 (0.4%)**
Warren	412 (0.3%)	382 (0.3%)	379 (0.3%)	411 (0.3%)	**412 (0.3%)**
Washington	1,972 (1.6%)	1,956 (1.6%)	1,925 (1.5%)	2,036 (1.6%)	**1,926 (1.5%)**
Wayne	507 (0.4%)	428 (0.4%)	503 (0.4%)	518 (0.4%)	**546 (0.4%)**
Westmoreland	3,209 (2.6%)	3,272 (2.7%)	3,318 (2.6%)	3,288 (2.5%)	**3,254 (2.5%)**
Wyoming	371 (0.3%)	322 (0.3%)	330 (0.3%)	288 (0.2%)	**304 (0.2%)**
York	4,472 (3.6%)	4,412 (3.6%)	4,747 (3.7%)	4,696 (3.6%)	**4,794 (3.7%)**
TOTAL	**124,149 (99.9%)**	**121,317 (99.9%)**	**127,127 (99.9%)**	**129,395 (99.9%)**	**128,188 (99.9%)**

Traffic Fatalities by County—Five-Year Trends

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

County	2013 Fatalities	2014 Fatalities	2015 Fatalities	2016 Fatalities	2017 Fatalities
Adams	5 (0.4%)	6 (0.5%)	14 (1.2%)	15 (1.3%)	**5 (0.4%)**
Allegheny	65 (5.4%)	59 (4.9%)	54 (4.5%)	72 (6.1%)	**67 (5.9%)**
Armstrong	6 (0.5%)	14 (1.2%)	14 (1.2%)	6 (0.5%)	**9 (0.8%)**
Beaver	12 (1.0%)	10 (0.8%)	12 (1.0%)	5 (0.4%)	**17 (1.5%)**
Bedford	12 (1.0%)	13 (1.1%)	7 (0.6%)	11 (0.9%)	**12 (1.1%)**
Berks	42 (3.5%)	33 (2.8%)	39 (3.3%)	35 (3.0%)	**50 (4.4%)**
Blair	24 (2.0%)	13 (1.1%)	23 (1.9%)	22 (1.9%)	**9 (0.8%)**
Bradford	15 (1.2%)	8 (0.7%)	16 (1.3%)	10 (0.8%)	**9 (0.8%)**
Bucks	44 (3.6%)	44 (3.7%)	55 (4.6%)	52 (4.4%)	**50 (4.4%)**
Butler	18 (1.5%)	25 (2.1%)	16 (1.3%)	30 (2.5%)	**17 (1.5%)**
Cambria	11 (0.9%)	13 (1.1%)	9 (0.8%)	12 (1.0%)	**12 (1.1%)**
Cameron	2 (0.2%)	1 (0.1%)	2 (0.2%)	0 (0.0%)	**0 (0.0%)**
Carbon	16 (1.3%)	10 (0.8%)	11 (0.9%)	12 (1.0%)	**9 (0.8%)**
Centre	12 (1.0%)	12 (1.0%)	15 (1.3%)	20 (1.7%)	**16 (1.4%)**
Chester	33 (2.7%)	34 (2.9%)	35 (2.9%)	24 (2.0%)	**35 (3.1%)**
Clarion	12 (1.0%)	5 (0.4%)	4 (0.3%)	4 (0.3%)	**7 (0.6%)**
Clearfield	15 (1.2%)	14 (1.2%)	20 (1.7%)	9 (0.8%)	**16 (1.4%)**
Clinton	9 (0.8%)	9 (0.8%)	10 (0.8%)	6 (0.5%)	**8 (0.7%)**
Columbia	6 (0.5%)	11 (0.9%)	14 (1.2%)	7 (0.6%)	**6 (0.5%)**
Crawford	29 (2.4%)	14 (1.2%)	8 (0.7%)	12 (1.0%)	**10 (0.9%)**
Cumberland	15 (1.2%)	25 (2.1%)	13 (1.1%)	28 (2.4%)	**26 (2.3%)**
Dauphin	25 (2.1%)	17 (1.4%)	19 (1.6%)	30 (2.5%)	**36 (3.2%)**
Delaware	27 (2.2%)	26 (2.2%)	21 (1.8%)	29 (2.4%)	**25 (2.2%)**
Elk	8 (0.7%)	7 (0.6%)	4 (0.3%)	11 (0.9%)	**3 (0.3%)**
Erie	35 (2.9%)	30 (2.5%)	31 (2.6%)	27 (2.3%)	**27 (2.4%)**
Fayette	17 (1.4%)	18 (1.5%)	28 (2.3%)	22 (1.9%)	**23 (2.0%)**
Forest	5 (0.4%)	0 (0.0%)	0 (0.0%)	4 (0.3%)	**2 (0.2%)**
Franklin	20 (1.7%)	26 (2.2%)	25 (2.1%)	20 (1.7%)	**20 (1.8%)**
Fulton	1 (0.1%)	9 (0.8%)	5 (0.4%)	2 (0.2%)	**7 (0.6%)**
Greene	8 (0.7%)	12 (1.0%)	6 (0.5%)	5 (0.4%)	**9 (0.8%)**
Huntingdon	14 (1.2%)	11 (0.9%)	7 (0.6%)	4 (0.3%)	**5 (0.4%)**
Indiana	15 (1.2%)	9 (0.8%)	17 (1.4%)	21 (1.8%)	**7 (0.6%)**
Jefferson	8 (0.7%)	5 (0.4%)	7 (0.6%)	11 (0.9%)	**3 (0.3%)**
Juniata	6 (0.5%)	5 (0.4%)	12 (1.0%)	6 (0.5%)	**2 (0.2%)**
Lackawanna	23 (1.9%)	17 (1.4%)	19 (1.6%)	20 (1.7%)	**20 (1.8%)**
Lancaster	45 (3.7%)	62 (5.2%)	48 (4.0%)	44 (3.7%)	**43 (3.8%)**
Lawrence	7 (0.6%)	10 (0.8%)	11 (0.9%)	10 (0.8%)	**9 (0.8%)**
Lebanon	18 (1.5%)	8 (0.7%)	19 (1.6%)	21 (1.8%)	**22 (1.9%)**
Lehigh	30 (2.5%)	37 (3.1%)	38 (3.2%)	28 (2.4%)	**28 (2.5%)**
Luzerne	39 (3.2%)	38 (3.2%)	39 (3.3%)	32 (2.7%)	**27 (2.4%)**
Lycoming	10 (0.8%)	18 (1.5%)	23 (1.9%)	15 (1.3%)	**9 (0.8%)**
McKean	15 (1.2%)	8 (0.7%)	7 (0.6%)	7 (0.6%)	**3 (0.3%)**
Mercer	28 (2.3%)	14 (1.2%)	13 (1.1%)	15 (1.3%)	**10 (0.9%)**
Mifflin	9 (0.8%)	5 (0.4%)	4 (0.3%)	3 (0.3%)	**7 (0.6%)**
Monroe	25 (2.1%)	23 (1.9%)	34 (2.8%)	29 (2.4%)	**18 (1.6%)**
Montgomery	40 (3.3%)	38 (3.2%)	35 (2.9%)	32 (2.7%)	**41 (3.6%)**
Montour	1 (0.1%)	2 (0.2%)	5 (0.4%)	3 (0.3%)	**5 (0.4%)**
Northampton	18 (1.5%)	29 (2.4%)	27 (2.3%)	29 (2.4%)	**26 (2.3%)**
Northumberland	15 (1.2%)	6 (0.5%)	9 (0.8%)	16 (1.4%)	**9 (0.8%)**
Perry	9 (0.8%)	7 (0.6%)	11 (0.9%)	11 (0.9%)	**8 (0.7%)**
Philadelphia	89 (7.4%)	97 (8.1%)	94 (7.8%)	101 (8.5%)	**94 (8.3%)**
Pike	8 (0.7%)	9 (0.8%)	7 (0.6%)	6 (0.5%)	**4 (0.4%)**
Potter	3 (0.3%)	0 (0.0%)	4 (0.3%)	2 (0.2%)	**2 (0.2%)**
Schuylkill	23 (1.9%)	29 (2.4%)	15 (1.3%)	14 (1.2%)	**23 (2.0%)**
Snyder	4 (0.3%)	7 (0.6%)	9 (0.8%)	4 (0.3%)	**4 (0.4%)**
Somerset	11 (0.9%)	16 (1.3%)	12 (1.0%)	8 (0.7%)	**11 (1.0%)**
Sullivan	0 (0.0%)	1 (0.1%)	2 (0.2%)	1 (0.1%)	**4 (0.4%)**
Susquehanna	8 (0.7%)	10 (0.8%)	10 (0.8%)	15 (1.3%)	**9 (0.8%)**
Tioga	11 (0.9%)	10 (0.8%)	5 (0.4%)	13 (1.1%)	**11 (1.0%)**
Union	5 (0.4%)	7 (0.6%)	3 (0.3%)	2 (0.2%)	**4 (0.4%)**
Venango	5 (0.4%)	8 (0.7%)	2 (0.2%)	11 (0.9%)	**6 (0.5%)**
Warren	4 (0.3%)	3 (0.3%)	6 (0.5%)	4 (0.3%)	**7 (0.6%)**
Washington	29 (2.4%)	29 (2.4%)	23 (1.9%)	22 (1.9%)	**27 (2.4%)**
Wayne	6 (0.5%)	11 (0.9%)	8 (0.7%)	12 (1.0%)	**6 (0.5%)**
Westmoreland	29 (2.4%)	35 (2.9%)	41 (3.4%)	33 (2.8%)	**36 (3.2%)**
Wyoming	5 (0.4%)	8 (0.7%)	4 (0.3%)	2 (0.2%)	**7 (0.6%)**
York	44 (3.6%)	45 (3.8%)	40 (3.3%)	39 (3.3%)	**38 (3.3%)**
TOTAL	**1,208 (100.0%)**	**1,195 (100.0%)**	**1,200 (100.0%)**	**1,188 (100.0%)**	**1,137 (100.0%)**

Pedestrian Fatalities by County—Five-Year Trends

County	2013	2014	2015	2016	2017
Adams	1	1	0	1	0
Allegheny	13	11	15	15	16
Armstrong	0	1	2	1	0
Beaver	1	0	1	1	0
Bedford	1	2	0	2	0
Berks	4	5	3	6	3
Blair	2	0	3	1	0
Bradford	0	0	4	0	0
Bucks	6	8	8	8	11
Butler	0	3	0	1	0
Cambria	0	0	3	1	1
Cameron	0	1	0	0	0
Carbon	1	1	1	0	2
Centre	1	2	1	3	1
Chester	5	5	3	4	2
Clarion	0	0	2	0	0
Clearfield	2	0	3	1	2
Clinton	0	2	0	0	1
Columbia	0	0	0	0	0
Crawford	0	0	2	0	0
Cumberland	1	1	2	3	1
Dauphin	2	0	4	6	4
Delaware	3	8	2	7	7
Elk	1	0	1	0	0
Erie	4	3	5	3	3
Fayette	1	0	2	2	0
Forest	0	0	0	0	0
Franklin	2	2	0	1	3
Fulton	0	0	1	0	1
Greene	0	0	0	0	0
Huntingdon	2	2	0	0	0
Indiana	0	0	2	1	0
Jefferson	0	0	0	0	0
Juniata	1	1	1	0	0
Lackawanna	7	3	4	5	4
Lancaster	4	11	7	8	5
Lawrence	2	3	1	2	1
Lebanon	0	1	1	1	4
Lehigh	6	9	4	1	5
Luzerne	8	3	6	4	2
Lycoming	0	2	1	3	4
McKean	0	0	0	0	0
Mercer	2	2	0	1	0
Mifflin	4	1	0	2	1
Monroe	0	1	4	1	4
Montgomery	9	4	9	5	6
Montour	0	0	0	0	0
Northampton	4	6	4	5	4
Northumberland	0	2	0	1	0
Perry	0	0	1	2	1
Philadelphia	37	38	26	44	37
Pike	1	0	0	0	0
Potter	0	0	0	0	0
Schuylkill	1	5	2	3	1
Snyder	1	0	1	0	0
Somerset	0	0	0	1	0
Sullivan	0	1	0	0	0
Susquehanna	0	2	1	0	0
Tioga	0	0	0	0	0
Union	0	0	0	0	0
Venango	0	2	0	1	1
Warren	0	0	0	0	1
Washington	4	4	3	2	0
Wayne	0	1	0	0	1
Westmoreland	0	3	4	5	0
Wyoming	0	0	0	0	1
York	7	3	3	7	9
TOTAL	**151**	**166**	**153**	**172**	**150**

Pedestrian Fatalities and Injuries by Age Group by County

	Age 0-4		Age 5-9		Age 10-14		Age 15-59		Age 60+		Total	
County	Fatality	Injury	Fatality	Injury	Fatality	Injury	Fatality	Injury	Fatality	Injury	Fatality	Injury
Adams	0	0	0	1	0	2	0	4	0	5	0	12
Allegheny	0	15	0	15	0	25	11	282	5	80	16	417
Armstrong	0	0	0	1	0	1	0	0	0	3	0	5
Beaver	0	0	0	1	0	0	0	8	0	2	0	11
Bedford	0	0	0	0	0	0	0	2	0	2	0	4
Berks	0	7	0	13	0	21	2	84	1	24	3	149
Blair	0	0	0	1	0	7	0	13	0	6	0	27
Bradford	0	0	0	1	0	1	0	0	0	0	0	2
Bucks	0	1	0	4	0	6	8	64	2	20	10	95
Butler	0	0	0	2	0	2	0	13	0	4	0	21
Cambria	0	1	0	0	0	5	1	4	0	5	1	15
Cameron	0	0	0	0	0	0	0	0	0	0	0	0
Carbon	0	0	0	0	0	0	2	6	0	7	2	13
Centre	0	0	0	0	1	2	0	23	0	7	1	32
Chester	0	2	0	0	0	5	2	38	0	14	2	59
Clarion	0	0	0	0	0	0	0	3	0	0	0	3
Clearfield	0	0	0	0	0	0	0	6	2	2	2	8
Clinton	0	0	0	0	0	0	0	2	1	2	1	4
Columbia	0	0	0	1	0	1	0	4	0	2	0	8
Crawford	0	1	0	1	0	1	0	6	0	6	0	15
Cumberland	0	1	0	4	0	6	1	27	0	4	1	42
Dauphin	0	4	0	6	0	18	2	51	2	8	4	87
Delaware	0	5	1	19	0	22	5	117	1	29	7	192
Elk	0	0	0	1	0	0	0	2	0	0	0	3
Erie	0	3	0	5	1	7	0	48	2	15	3	78
Fayette	0	0	0	3	0	0	0	9	0	2	0	14
Forest	0	0	0	1	0	0	0	2	0	0	0	3
Franklin	0	0	0	2	0	2	2	13	1	5	3	22
Fulton	0	0	0	1	0	0	1	0	0	0	1	1
Greene	0	0	0	0	0	2	0	2	0	0	0	4
Huntingdon	0	0	0	0	0	0	0	1	0	3	0	4
Indiana	0	0	0	0	0	1	0	9	0	0	0	10
Jefferson	0	0	0	0	0	1	0	2	0	0	0	3
Juniata	0	0	0	0	0	0	0	2	0	0	0	2
Lackawanna	0	1	0	5	0	13	1	51	3	6	4	76
Lancaster	0	1	0	8	0	5	4	80	1	26	5	120
Lawrence	0	0	0	1	0	2	1	11	0	4	1	18
Lebanon	0	0	0	0	0	2	3	10	1	4	4	16
Lehigh	0	8	0	9	0	24	4	113	1	28	5	182
Luzerne	0	3	0	9	0	12	1	54	1	15	2	93
Lycoming	0	0	0	0	0	3	4	13	0	3	4	19
McKean	0	0	0	0	0	0	0	1	0	0	0	1
Mercer	0	0	0	1	0	3	0	9	0	1	0	14
Mifflin	0	0	0	1	0	0	0	3	1	0	1	4
Monroe	0	0	0	2	0	1	1	25	3	5	4	33
Montgomery	0	1	0	7	0	9	4	147	2	37	6	201
Montour	0	0	0	0	0	0	0	3	0	1	0	4
Northampton	0	5	0	5	1	8	2	48	1	15	4	81
Northumberland	0	0	0	2	0	2	0	9	0	5	0	18
Perry	0	0	0	0	0	0	1	0	0	0	1	0
Philadelphia	1	58	0	126	1	158	20	1,006	14	243	36	1,591
Pike	0	0	0	0	0	0	0	7	0	1	0	8
Potter	0	0	0	0	0	1	0	1	0	0	0	2
Schuylkill	0	0	0	2	0	5	0	15	1	7	1	29
Snyder	0	0	0	0	0	1	0	2	0	0	0	3
Somerset	0	0	0	0	0	0	0	2	0	2	0	4
Sullivan	0	0	0	0	0	0	0	0	0	0	0	0
Susquehanna	0	0	0	0	0	0	0	1	0	0	0	1
Tioga	0	0	0	0	0	0	0	3	0	1	0	4
Union	0	1	0	0	0	1	0	4	0	1	0	7
Venango	0	2	0	0	0	1	1	4	0	3	1	10
Warren	0	0	0	0	0	0	1	3	0	1	1	4
Washington	0	0	0	0	0	0	0	20	0	7	0	27
Wayne	0	0	0	0	0	0	1	5	0	1	1	6
Westmoreland	0	0	0	3	0	3	0	25	0	9	0	40
Wyoming	0	0	0	1	0	0	0	2	1	1	1	4
York	0	2	0	4	1	11	5	49	3	9	9	75
TOTAL	**1**	**122**	**1**	**269**	**5**	**403**	**91**	**2,573**	**50**	**693**	**148**	**4,060**

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	2013 Belt Use	2014 Belt Use	2015 Belt Use	2016 Belt Use	2017 Belt Use
Adams	87	86	86	88	88
Allegheny	78	78	80	80	80
Armstrong	81	80	87	82	81
Beaver	68	69	72	70	71
Bedford	85	88	86	90	89
Berks	78	80	80	79	80
Blair	87	86	86	84	86
Bradford	86	89	88	87	87
Bucks	81	83	85	84	84
Butler	88	88	89	89	90
Cambria	74	78	77	76	78
Cameron	84	94	95	84	86
Carbon	78	80	80	82	78
Centre	87	87	89	89	91
Chester	87	87	87	89	88
Clarion	85	89	89	88	90
Clearfield	83	80	82	85	82
Clinton	84	91	89	89	87
Columbia	88	87	88	89	90
Crawford	84	85	87	88	87
Cumberland	89	89	89	90	89
Dauphin	83	85	86	86	85
Delaware	76	77	79	79	78
Elk	73	78	79	77	75
Erie	81	81	83	83	83
Fayette	80	81	81	81	81
Forest	87	82	83	82	83
Franklin	83	84	83	87	85
Fulton	89	88	88	87	86
Greene	82	77	82	81	87
Huntingdon	79	84	83	82	85
Indiana	82	84	82	85	87
Jefferson	79	85	87	84	87
Juniata	83	81	85	79	86
Lackawanna	77	78	77	81	82
Lancaster	87	86	88	88	89
Lawrence	76	75	76	80	77
Lebanon	86	88	87	86	87
Lehigh	77	79	78	80	85
Luzerne	78	79	79	81	80
Lycoming	83	81	80	80	77
McKean	78	76	81	78	81
Mercer	80	80	78	81	83
Mifflin	79	82	82	80	86
Monroe	87	87	91	91	91
Montgomery	86	87	87	87	88
Montour	91	91	92	92	92
Northampton	86	85	87	85	86
Northumberland	75	77	80	81	80
Perry	84	84	87	86	89
Philadelphia	40	40	41	40	41
Pike	90	92	92	92	92
Potter	79	80	83	81	88
Schuylkill	82	84	85	83	84
Snyder	86	89	90	90	92
Somerset	86	86	85	84	84
Sullivan	86	92	90	90	83
Susquehanna	85	84	86	83	84
Tioga	86	86	90	91	88
Union	87	86	89	89	91
Venango	84	80	86	80	83
Warren	85	91	88	90	91
Washington	77	81	82	82	81
Wayne	84	86	83	88	87
Westmoreland	83	85	85	87	85
Wyoming	79	85	87	88	89
York	87	87	86	87	86
STATEWIDE	**78**	**79**	**80**	**80**	**80**

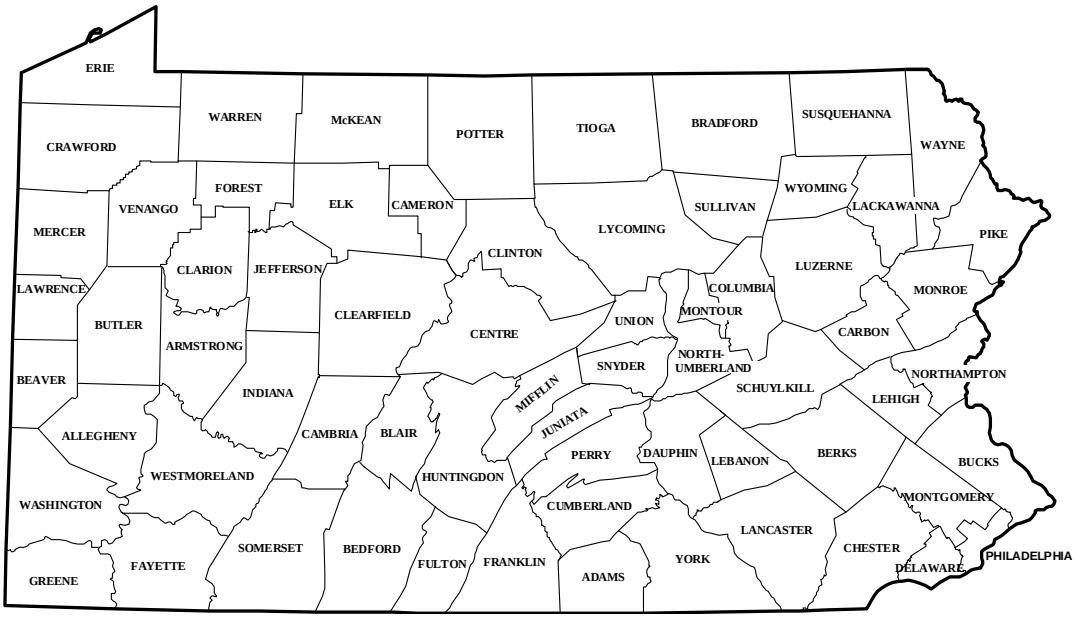
Note: Applicable Motor Vehicle Occupants who were properly restrained compared to those who were not properly restrained or where restraint usage was not reported or was not known.

Alcohol-Related Fatalities by County—Five-Year Trends

County	2013 Fatalities	2014 Fatalities	2015 Fatalities	2016 Fatalities	2017 Fatalities
Adams	3	1	2	4	3
Allegheny	19	19	11	19	22
Armstrong	4	7	4	1	4
Beaver	3	3	0	2	2
Bedford	3	2	2	2	1
Berks	13	6	14	11	10
Blair	8	1	8	5	1
Bradford	7	4	7	1	2
Bucks	11	14	13	16	14
Butler	1	9	3	6	6
Cambria	5	6	2	2	5
Cameron	1	1	0	0	0
Carbon	6	4	2	1	1
Centre	3	2	6	3	2
Chester	17	11	15	5	15
Clarion	6	2	1	0	0
Clearfield	3	2	9	1	3
Clinton	1	4	3	0	2
Columbia	2	3	4	1	0
Crawford	10	5	2	6	4
Cumberland	4	8	2	6	8
Dauphin	5	3	6	7	9
Delaware	7	6	7	6	7
Elk	4	4	0	1	2
Erie	13	9	6	4	8
Fayette	8	5	5	7	7
Forest	1	0	0	0	0
Franklin	2	3	2	2	4
Fulton	0	1	1	0	1
Greene	0	3	2	0	1
Huntingdon	2	6	2	2	2
Indiana	3	3	9	14	1
Jefferson	1	2	4	1	0
Juniata	0	2	3	1	1
Lackawanna	7	5	5	9	4
Lancaster	18	16	16	13	7
Lawrence	2	2	2	2	2
Lebanon	6	1	1	1	9
Lehigh	11	7	14	8	6
Luzerne	13	17	18	8	5
Lycoming	5	9	5	3	6
McKean	5	4	2	2	1
Mercer	8	3	1	3	3
Mifflin	2	0	0	1	2
Monroe	8	8	6	11	5
Montgomery	12	11	6	9	12
Montour	0	1	1	0	1
Northampton	9	8	10	14	3
Northumberland	0	0	1	4	2
Perry	7	0	1	0	5
Philadelphia	22	18	31	16	17
Pike	1	4	4	0	1
Potter	1	0	0	0	1
Schuylkill	5	6	4	3	3
Snyder	2	0	4	2	1
Somerset	7	4	3	0	4
Sullivan	0	0	1	0	0
Susquehanna	5	6	2	6	3
Tioga	2	3	1	4	1
Union	1	2	2	0	1
Venango	1	4	0	2	2
Warren	1	0	0	0	2
Washington	9	12	9	8	8
Wayne	2	1	4	7	1
Westmoreland	16	7	16	13	12
Wyoming	1	2	1	0	2
York	16	11	17	11	13
TOTAL	**381**	**333**	**345**	**297**	**293**

Pennsylvania Counties

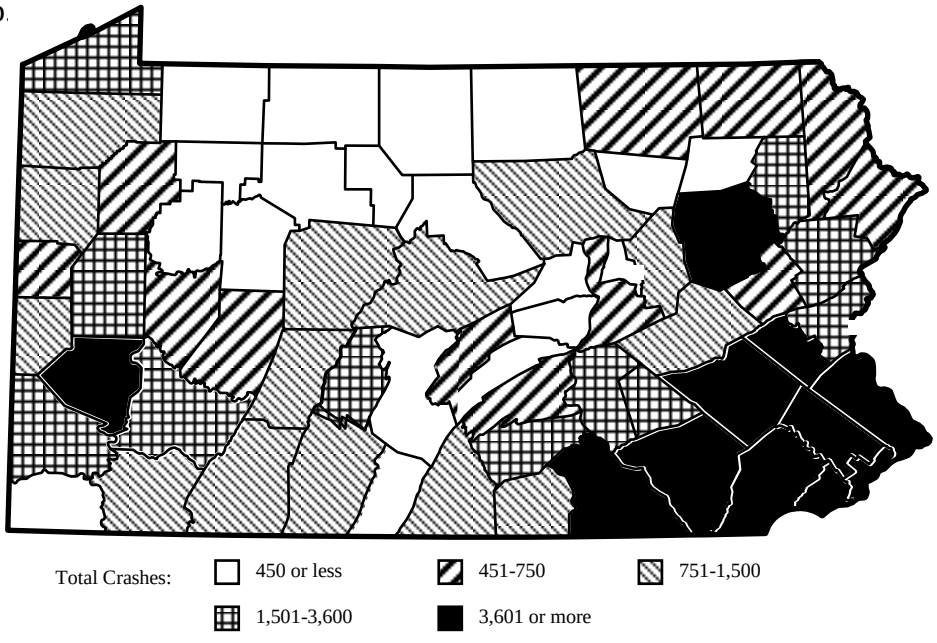
Use the map below as a key to county names for other maps.



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

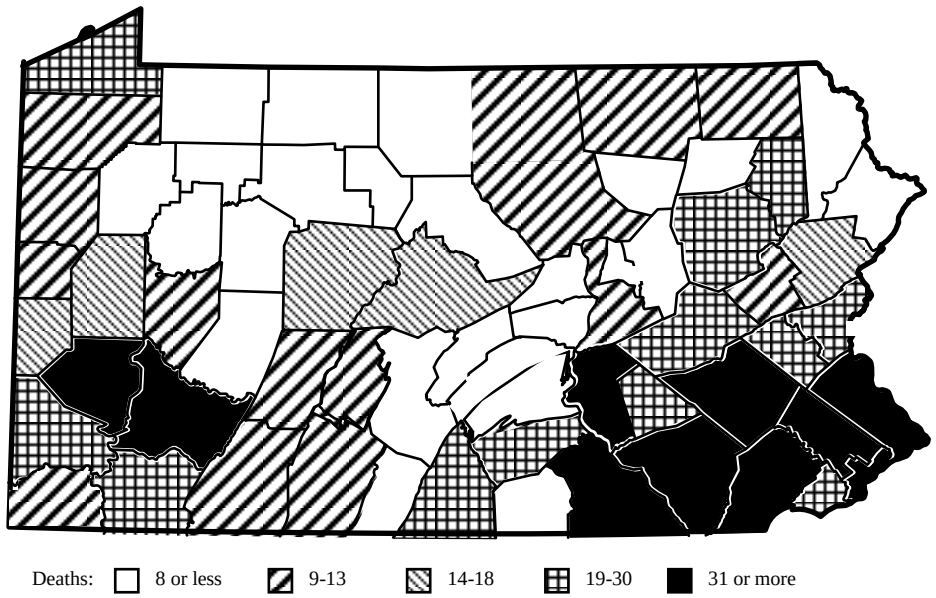
Total Crashes by County

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.



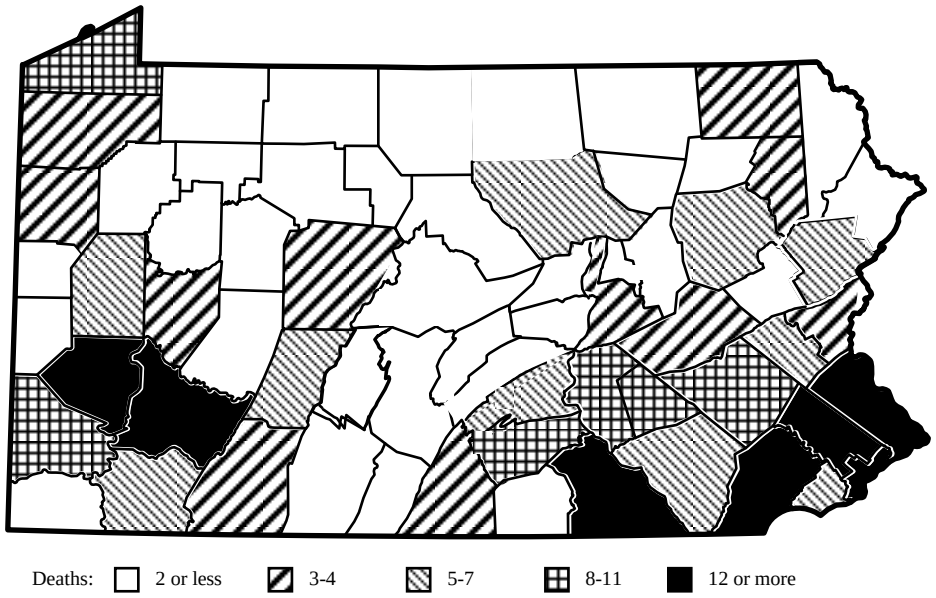
Traffic Fatalities by County

Referring to the map below, 43% of the total traffic fatalities occurred in only 10 of Pennsylvania's 67 counties. These 10 counties appear in black on the map.



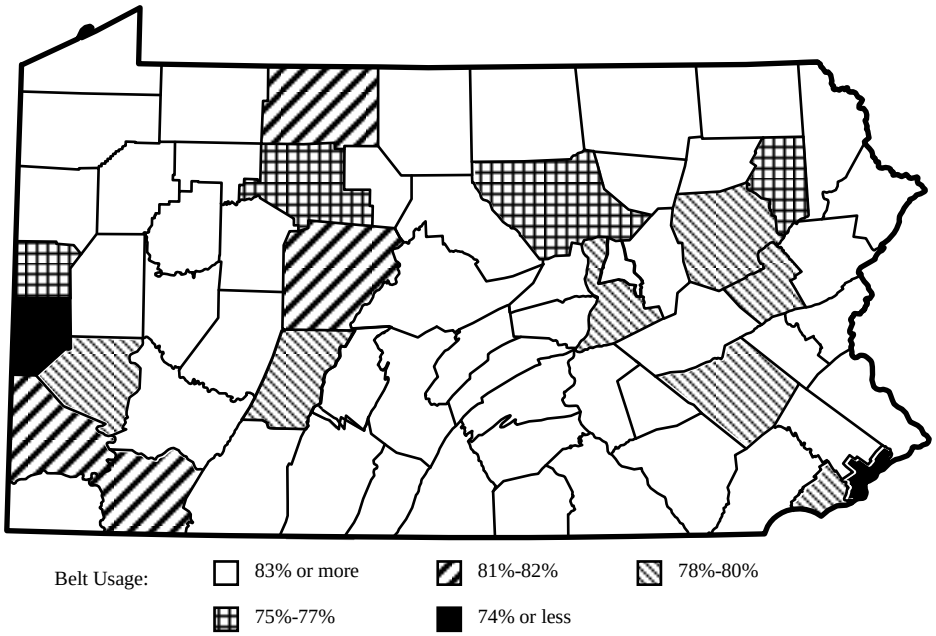
Alcohol-Related Fatalities by County

Referring to the map below, 36% of the total alcohol-related fatalities occurred in only 7 of Pennsylvania's 67 counties. These 7 counties appear in black on the map.



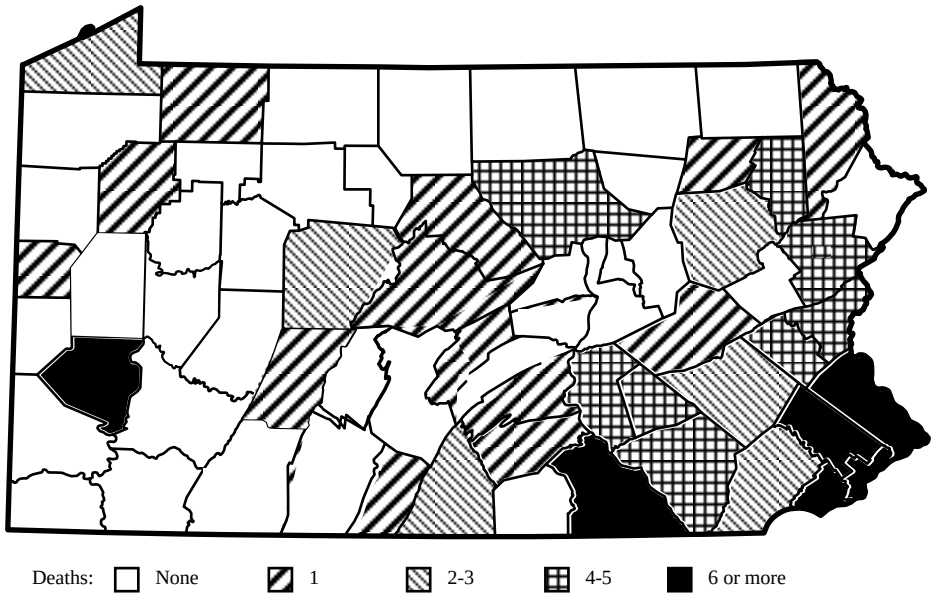
Percent Seat Belt Use in Crashes by County

The percentage of seat belt use in crashes tended to be lower in counties with major urban areas; even some rural areas also had lower seat belt use in crashes. Below the worst 2 counties having 74% or less seat belt use in crashes are shown in black on the map.



Pedestrian Fatalities by County

Referring to the map below, 57% of the total pedestrian fatalities occurred in only 6 of Pennsylvania's 67 counties. These 6 counties appear in black on the map.

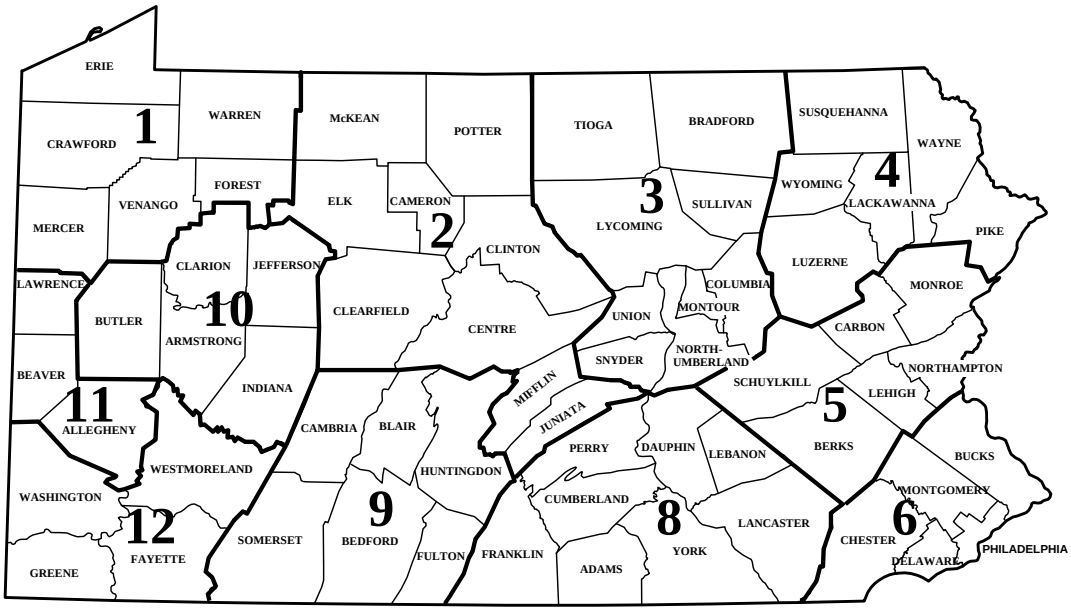


Counties

Crashes by Engineering District

The map below illustrates the 11 PENNDOT engineering districts in Pennsylvania. The table below lists a breakdown of the number of crashes, fatalities, and injuries in 2017 by engineering district.

District	Crashes	Fatalities	Injuries
01	5,846	62	3,569
02	4,030	57	2,187
03	4,641	61	2,602
04	8,264	73	4,763
05	17,828	154	11,113
06	36,116	245	26,801
08	21,145	198	12,297
09	4,982	56	2,711
10	3,955	43	2,142
11	14,463	93	8,393
12	6,771	95	4,034
Total	**128,188**	**1,137**	**80,612**



Counties

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NEW 2017 Pennsylvania Crash Facts & Statistics Feedback Survey

The 2017 edition of the *Pennsylvania Crash Facts and Statistics* booklet continues to use the format that began with the 1996 edition. In our continuing effort to make this booklet as useful as possible, we would appreciate your taking the time to fill out this survey. Your opinions will help shape future editions including a planned major revision in the next few years.

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

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

_____

_____

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

_____

_____

_____

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

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

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

_____

Your name and organization (optional): _____

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1. Cut this page out of the booklet.
2. Fold along the dotted lines and tape shut.
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Pennsylvania Department and Transportation
Bureau of Maintenance And Operations
P.O. Box 2047
Harrisburg, PA 17105-2047

2017 Pennsylvania Crash Facts & Statistics Survey Form

Dedication

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

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

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

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