

PENNSYLVANIA CRASH FACTS & STATISTICS



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Introduction

The ***2020 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 2020. 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 head on crash. In 2020 the percentage of head on crashes was 4.6 percent. Head on crashes are a special concern to the Pennsylvania Department of Transportation. Additional information on head on crashes can be found on pages 9 and 25.

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Definitions

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

General Terms

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

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

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

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

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

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

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

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

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

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








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

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

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

Crash Types

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

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

Crash Severity

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

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

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

Injury Severity*

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

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

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

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

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

Person Type

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

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

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

Pedestrian: Any person not in or upon a vehicle.

Road Types

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

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

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

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

Vehicle Types

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

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

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

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

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

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

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

Overview

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

Pennsylvania has over 120,000 miles* of roads and highways; 33% (39,723 miles*) are state highways maintained by the Pennsylvania Department of Transportation (PennDOT), and the remaining 67% (80,998 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 2020, there were 104,475 reportable traffic crashes in Pennsylvania. These crashes claimed the lives of 1,129 people and injured another 61,248 people. To add some perspective, the 2020 total of reportable traffic crashes is the lowest total since 1950 when 113,748 crashes were reported.

Last year, there were approximately 102.8 billion vehicle-miles* of travel on Pennsylvania’s roads and highways. The 2020 fatality rate of 1.10 fatalities per hundred million vehicle-miles of travel* was the second lowest ever recorded in Pennsylvania since the department started keeping records of this in 1935. However, this rate is very likely to go up when the final 2020 VMT is available as travel was down during COVID-19.

2020 Briefs

On Average in Pennsylvania:

- Each day 286 reportable traffic crashes occurred (about 12 crashes every hour).
- Each day 3 persons were fatally injured in reportable traffic crashes (one fatality every 8 hours).
- Each day 168 persons were injured in reportable crashes (about 7 injuries every hour).

Based on Pennsylvania’s 2019 population (12,801,989 people):

- 1 out of every 57 people was involved in a reportable traffic crash.
- 1 out of every 11,339 people was fatally injured in a reportable traffic crash.
- 1 out of every 209 people was injured in a reportable traffic crash.

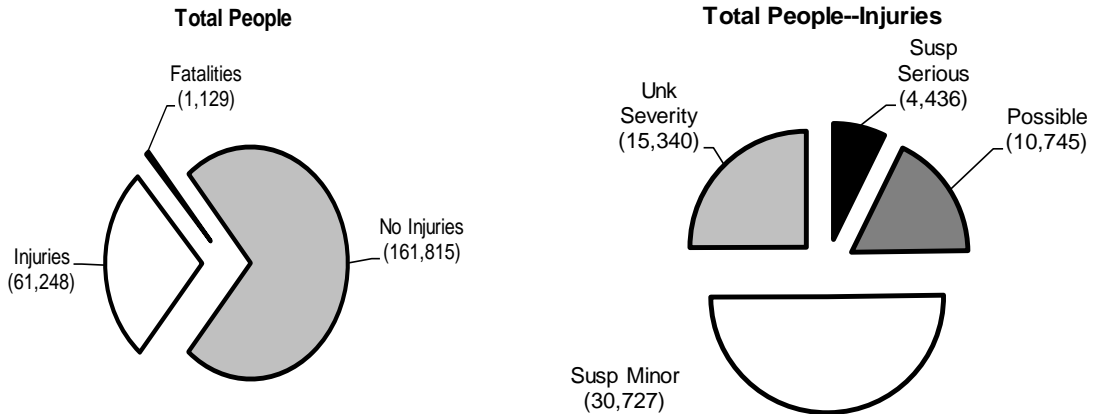
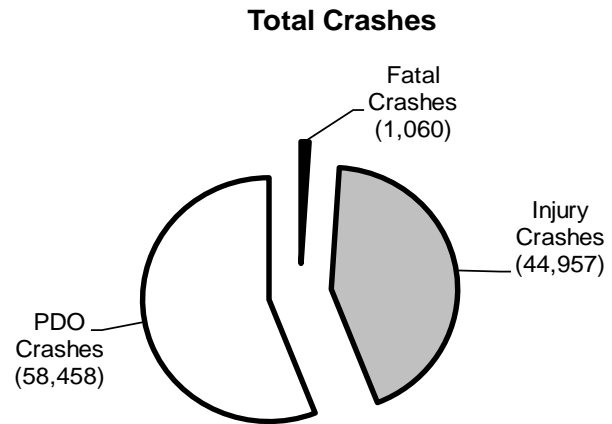
Please note: 2019 population was used as 2020 data was not available at the time of publication.

* For consistency purposes, the prior year’s data was used at the time of publication because of timing issues. For this Crash Facts & Statistics book, 2019 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 2020, most were not injured. The 1,129 fatalities in 2020 represent the second lowest number of fatalities in Pennsylvania motor vehicle crashes over the last 93 years.



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 2020 decreased 16.6% compared to 2019; fatalities increased by 6.6% while total injuries decreased by 19.7%.

All Crashes

	2016	2017	2018	2019	2020
Reported Crashes	129,395	128,188	128,420	125,267	104,475
Total Fatalities	1,188	1,137	1,190	1,059	1,129
Total Injuries	82,971	80,612	78,219	76,243	61,248
<i>Suspected Serious Injury</i>	4,397	4,227	4,534	4,680	4,436
<i>Suspected Minor Injury</i>	26,284	27,237	33,551	35,539	30,727
<i>Possible Injury</i>	23,050	22,629	17,290	15,188	10,745
<i>Unknown Severity</i>	29,240	26,519	22,844	20,836	15,340
Pedestrian Fatalities	172	150	201	154	146
Pedestrian Injuries	4,218	4,106	4,090	4,099	2,788
Motorcyclist Fatalities	192	185	164	174	217
Motorcyclist Injuries	3,321	3,052	2,611	2,860	3,227
Bicyclist Fatalities	16	21	18	16	22
Bicyclist Injuries	1,298	1,127	962	1,003	799
Heavy-Truck-Related Fatalities	162	155	136	128	122
Alcohol-Related Fatalities	297	293	331	299	293
Speed-Related Fatalities	316	304	280	264	269
Billions of Vehicle-Miles*	100.9	101.1	101.6	102.1	102.8
Deaths per 100 Million Vehicle-Miles*	1.18	1.12	1.17	1.04	1.10

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

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

Economic Loss Due to Reportable Traffic Crashes

Max Severity	Number	Average Cost	Estimated Total Costs
Fatal Injury (crashes)	1,060	\$13,383,153	\$14,186,142,180
Suspected Serious Injury (crashes)	3,695	\$759,652	\$2,806,914,140
Suspected Minor Injury (crashes)	23,270	\$244,045	\$5,678,927,150
Possible Injury (crashes)	17,992	\$134,172	\$2,414,022,624
Property Damage Only (crashes)	58,458	\$12,446	\$727,568,268
TOTAL			\$25,813,574,362

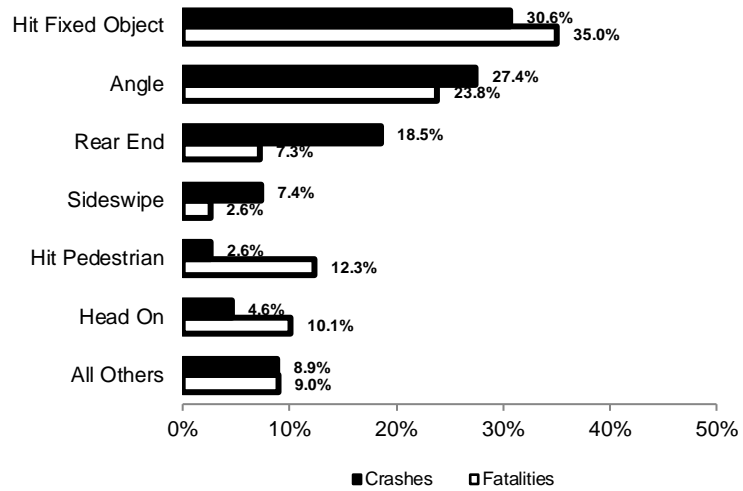
**In 2020, the economic loss due to traffic crashes was
\$2,016
to every man, woman, and child in Pennsylvania.**

Please note: 2019 population was used as 2020 data was not available at the time of publication.

The economic loss per Pennsylvania citizen is based on the ratio of estimated total cost to the estimated total population of Pennsylvania. Also note that the Federal guidelines changed for determining the average cost of a crash in 2019. Cost is now based on max crash severity, not injury severity level.

Crashes by Crash Type

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



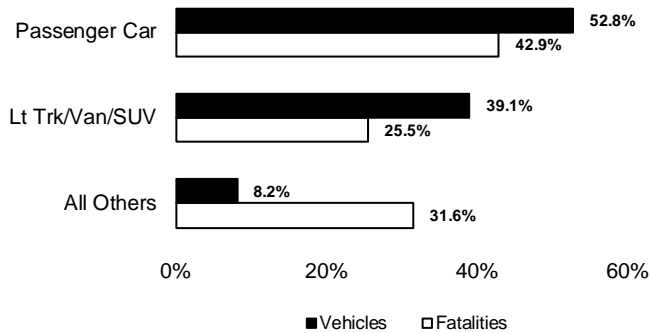
All Crashes

Crash Type	Crashes	Fatalities
Angle	28,644	269
Backing Up	400	1
Head On	4,780	114
Hit Fixed Object	31,998	395
Hit Pedestrian	2,739	139
Non-Collision	3,599	76
Rear End	19,336	82
Sideswipe	7,692	29
Other	5,287	24
TOTAL	104,475	1,129

*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 2020 were involved in a lower percentage of crashes. Occupant fatalities of motorcycles increased from 174 in 2019 to 217 in 2020.



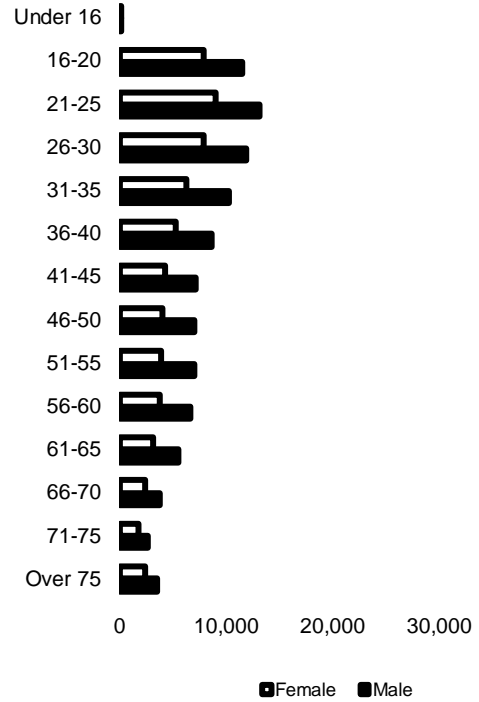
	Occupant Vehicles	Fatalities
Passenger Car	88,763	422
Lt Trk/Van/SUV	65,715	251
Heavy Truck	6,905	22
Motorcycle	3,503	217
Bicycle	822	22
Commercial Bus	321	3
School Bus	156	0
Other	2,061	46

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).

All Crashes

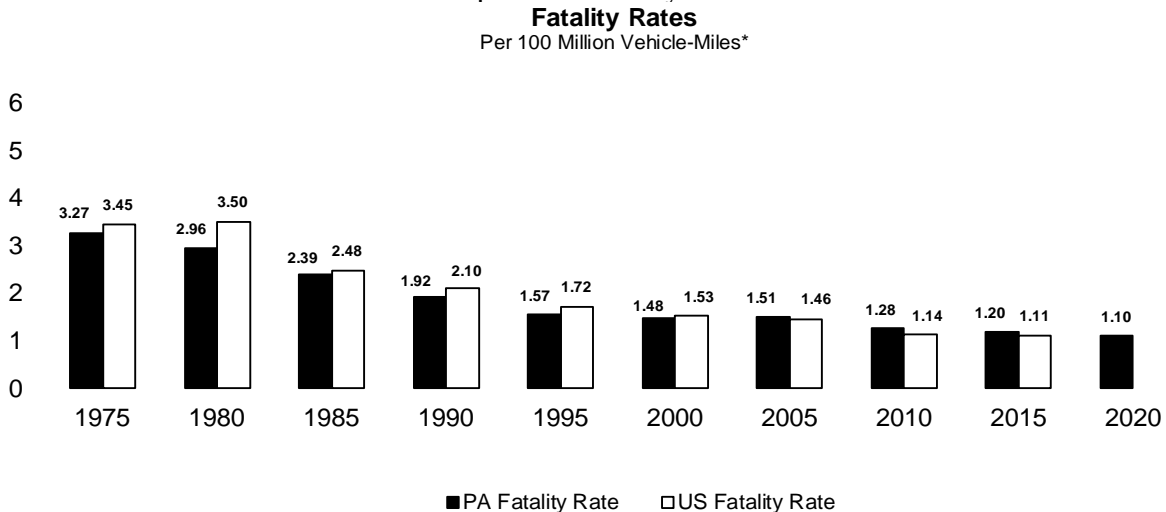
Driver	Male	Female	Total Drivers
Under 16	143 (0.1%)	39 (0.1%)	182
16-20	11,461 (11.5%)	7,896 (12.7%)	19,357
21-25	13,070 (13.2%)	8,997 (14.5%)	22,067
26-30	11,929 (12.0%)	7,863 (12.7%)	19,792
31-35	10,214 (10.3%)	6,238 (10.0%)	16,452
36-40	8,590 (8.7%)	5,237 (8.4%)	13,827
41-45	7,102 (7.2%)	4,276 (6.9%)	11,378
46-50	6,996 (7.0%)	4,048 (6.5%)	11,044
51-55	7,004 (7.1%)	3,893 (6.3%)	10,897
56-60	6,657 (6.7%)	3,767 (6.1%)	10,424
61-65	5,502 (5.5%)	3,171 (5.1%)	8,673
66-70	3,714 (3.7%)	2,322 (3.7%)	6,036
71-75	2,648 (2.7%)	1,727 (2.8%)	4,375
Over 75	3,474 (3.5%)	2,397 (3.9%)	5,871
Unknown	815 (0.8%)	260 (0.4%)	1,075
DRIVERS	99,319 (100.0%)	62,131 (100.0%)	161,450



Note: Does not include 4,016 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 2020 US average fatality rate was not finalized by the time of this publication. The chart below shows the periodic fatality rates since 1975.



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

All Crashes

Year	Total Crashes	Total Fatalities	Total Injuries	Registered Vehicles	Motor Vehicle Mileage*	PA Fatality Rate** ††	US Fatality Rate**
1954	130,326	1,538	68,571	3,903,917	32.0	4.80	6.10
1955	147,837	1,737	76,836	4,045,995	34.5	5.00	6.10
1956	160,371	1,790	84,813	4,175,217	36.5	4.90	6.10
1957	161,080	1,698	84,755	4,250,576	37.7	4.50	5.80
1958	156,825	1,654	86,733	4,355,813	38.5	4.30	5.40
1959	157,191	1,685	90,807	4,507,262	39.2	4.30	5.40
1960	159,051	1,609	92,792	4,707,055	40.2	4.00	5.30
1961	156,559	1,486	73,997	4,842,400	40.2	3.70	5.20
1962	161,557	1,625	81,936	4,849,400	41.7	3.90	5.30
1963	174,527	1,830	86,892	5,117,229	44.6	4.10	5.50
1964	183,910	1,889	93,564	5,351,350	46.1	4.10	5.70
1965	213,769	2,079	111,123	5,436,349	48.3	4.30	5.60
1966	254,450	2,180	116,537	5,497,000	55.1	4.27	5.70
1967	243,798	2,331	126,417	5,673,000	53.4	4.37	5.50
1968	279,663	2,410	138,389	5,791,000	56.1	4.29	5.40
1969	292,192	2,401	141,728	5,879,000	58.6	4.10	5.21
1970	311,981	2,255	136,518	5,947,000	56.7	3.98	4.88
1971	301,374	2,299	127,318	6,079,000	60.9	3.78	4.57
1972†	277,556	2,352	135,938	6,244,000	67.0	3.51	4.43
1973	307,648	2,444	145,452	7,007,192	66.5	3.67	4.24
1974	277,271	2,155	132,689	8,354,063	63.9	3.37	3.59
1975	288,245	2,082	134,969	8,654,333	63.7	3.27	3.45
1976	303,771	2,025	135,308	9,124,915	69.4	2.92	3.33
1977	234,702	2,071	148,725	8,833,745	72.3	2.87	3.35
1978‡	158,361	2,137	146,403	7,254,893	72.7	2.94	3.39
1979	156,622	2,204	144,300	7,451,021	70.3	3.14	3.50
1980	142,489	2,114	133,716	7,307,974	71.3	2.96	3.50
1981	138,764	2,049	131,301	7,252,836	71.5	2.87	3.30
1982	131,579	1,848	126,026	7,417,311	71.3	2.59	2.88
1983	131,081	1,752	126,707	7,562,726	72.3	2.42	2.69
1984	139,914	1,752	134,714	7,724,686	74.1	2.36	2.68
1985	143,244	1,809	140,067	7,860,497	75.6	2.39	2.48
1986	150,683	1,928	148,044	7,793,921	77.2	2.50	2.48
1987	152,631	2,006	151,457	8,313,799	78.9	2.54	2.40
1988	152,906	1,932	154,018	8,452,365	81.3	2.38	2.32
1989	151,461	1,878	152,589	8,605,747	84.5	2.22	2.20
1990	141,340	1,646	142,945	8,675,835	85.7	1.92	2.10
1991	130,404	1,661	130,446	8,757,129	87.3	1.90	1.90
1992	133,913	1,545	133,113	8,915,621	89.0	1.74	1.80
1993	134,315	1,530	131,503	9,044,901	90.8	1.68	1.80
1994	134,171	1,440	130,678	9,255,714	92.3	1.56	1.83
1995	136,804	1,480	133,177	9,271,517	94.5	1.57	1.72
1996	142,867	1,470	136,949	9,411,261	96.4	1.53	1.69
1997	143,981	1,562	138,820	9,692,499	98.3	1.59	1.64
1998	140,972	1,486	134,092	9,842,427	100.4	1.48	1.58
1999+	144,171	1,549	133,783	9,901,148	100.4	1.54	1.55
2000	147,253	1,520	131,471	10,085,392	102.5	1.48	1.53
2001	131,358	1,532	117,915	10,629,896	103.5	1.48	1.51
2002	138,115	1,618	109,900	10,519,757	103.5	1.56	1.51
2003	140,197	1,577	112,615	10,768,222	104.8	1.50	1.48
2004	137,410	1,490	108,146	10,921,683	106.1	1.40	1.46
2005	132,840	1,616	102,223	11,058,567	107.2	1.51	1.46
2006	128,342	1,525	97,971	11,086,810	107.9	1.41	1.41
2007	130,675	1,491	95,585	11,220,816	108.1	1.38	1.36
2008	125,327	1,468	88,711	11,301,853	108.4	1.35	1.27
2009	121,242	1,256	87,132	11,324,357	107.0	1.17	1.13
2010	121,312	1,324	87,948	11,373,291	103.3	1.28	1.11
2011	125,395	1,286	87,835	11,477,916	101.2	1.27	1.10
2012	124,092	1,310	86,846	11,508,559	100.2	1.31	1.16
2013	124,149	1,208	83,089	11,616,715	99.5	1.21	1.10
2014	121,317	1,195	79,758	11,715,722	98.6	1.21	1.07
2015	127,127	1,200	82,004	11,974,651	99.8	1.20	1.13
2016	129,395	1,188	82,971	12,066,651	100.9	1.18	1.16
2017	128,188	1,137	80,612	11,832,317	101.1	1.12	1.16
2018	128,420	1,190	78,219	12,036,372	101.6	1.17	1.13
2019	125,267	1,059	76,243	12,007,611	102.1	1.04	1.12
2020	104,475	1,129	61,248	12,007,136	102.8	1.10	---

* 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)

†† Please note: 2019 population was used for the 2020 rate as current data was not available at the time of publication.

—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.

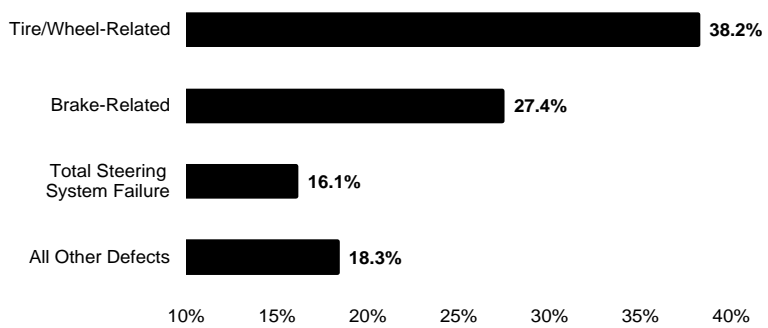
All Crashes

Weather Condition	Crashes	Fatalities
No Adverse Conditions	77,521 (74.2%)	920 (81.5%)
Rain/Rain & Fog	13,968 (13.4%)	96 (8.5%)
Snow/Sleet/Freezing Rain	5,756 (5.5%)	30 (2.7%)
Fog/Smoke, Etc.	650 (0.6%)	9 (0.8%)
Other	6,580 (6.3%)	74 (6.6%)
TOTAL	104,475 (100.0%)	1,129 (100.0%)

Road Surface Condition	Crashes	Fatalities
Dry	77,974 (74.6%)	923 (81.8%)
Wet	19,070 (18.3%)	161 (14.3%)
Snow/Slush	4,120 (3.9%)	12 (1.1%)
Ice/Ice Patches	1,829 (1.8%)	9 (0.8%)
Other	1,482 (1.4%)	24 (2.1%)
TOTAL	104,475 (100.0%)	1,129 (100.0%)

Crashes Involving Vehicle Defects

Improperly-maintained vehicles can lead to crashes. In 2020, tire/wheel and brake-related failures again contributed to the majority of vehicle defect related crashes. The percentages in the graph below refer to the number of crashes involving vehicle defects.

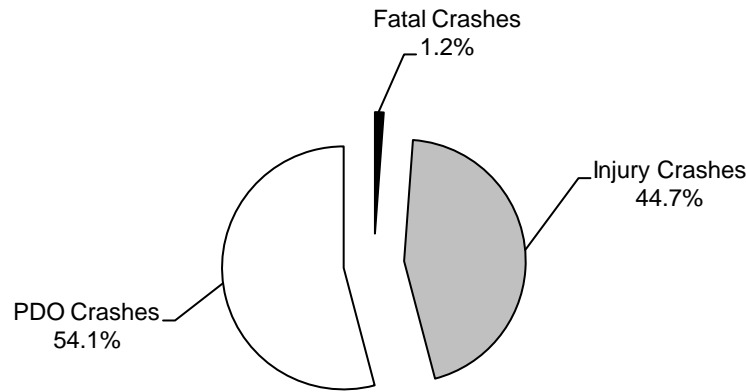


Vehicle Defect	Crashes
Tire/Wheel-Related	912
Brake-Related	655
Total Steering System Failure	384
Power Train Failure	199
Suspension	74
Unsecure/Shifted Trailer Load	60
Body/Doors/Hood, Etc.	29
Trailer Hitch Failure	17
Other Known Defects	59

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. 46 percent of work zone crashes in 2020 contained fatalities or injuries.



Total Crashes: **1,292**

Total Fatally Injured: **15** (Workers Fatally Injured: 1)

Total Injured: **816**

Work Zone Crashes—Vehicles Involved

Vehicle Type	State Hwy (Interstate)	State Hwy (Other)	Turnpike	Local Road
Passenger Car	385 (39.3%)	477 (46.3%)	66 (31.6%)	62 (44.3%)
Light Truck/SUV	355 (36.2%)	421 (40.8%)	67 (32.1%)	58 (41.4%)
Heavy Truck/Bus	211 (21.5%)	86 (8.3%)	71 (34.0%)	12 (8.6%)
Motorcycle	11 (1.1%)	29 (2.8%)	0 (0.0%)	4 (2.9%)
Other	18 (1.8%)	18 (1.8%)	5 (2.4%)	4 (2.9%)
TOTAL	980 (100.0%)	1,031 (100.0%)	209 (100.0%)	140 (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
2016	State Hwy (Interstate)	660	31.8%	4	25.0%
	State Hwy (Other)	971	46.8%	9	56.3%
	Turnpike	348	16.8%	1	6.3%
	Local Road	95	4.6%	2	12.5%
	Other/Unknown Road	1	0.1%	0	0.0%
	TOTAL	2,075	100.0%	16	100.0%
2017	State Hwy (Interstate)	721	40.6%	12	63.2%
	State Hwy (Other)	778	43.8%	4	21.1%
	Turnpike	186	10.5%	2	10.5%
	Local Road	93	5.2%	1	5.3%
	Other/Unknown Road	0	0.0%	0	0.0%
	TOTAL	1,778	100.0%	19	100.0%
2018	State Hwy (Interstate)	650	39.2%	13	56.5%
	State Hwy (Other)	759	45.8%	9	39.1%
	Turnpike	159	9.6%	0	0.0%
	Local Road	91	5.5%	1	4.4%
	Other/Unknown Road	0	0.0%	0	0.0%
	TOTAL	1,659	100.0%	23	100.0%
2019	State Hwy (Interstate)	606	37.3%	7	43.8%
	State Hwy (Other)	777	47.8%	9	56.3%
	Turnpike	152	9.4%	0	0.0%
	Local Road	91	5.6%	0	0.0%
	Other/Unknown Road	0	0.0%	0	0.0%
	TOTAL	1,626	100.0%	16	100.0%
2020	State Hwy (Interstate)	518	40.1%	6	40.0%
	State Hwy (Other)	576	44.6%	8	53.3%
	Turnpike	115	8.9%	0	0.0%
	Local Road	82	6.4%	1	6.7%
	Other/Unknown Road	1	0.1%	0	0.0%
	TOTAL	1,292	100.0%	15	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	469	0.5%	13	1.2%
Hit Building	1,243	1.2%	29	2.6%
Hit Culvert	595	0.6%	18	1.6%
Hit Curb	3,137	3.0%	45	4.0%
Hit Ditch	2,742	2.6%	33	2.9%
Hit Embankment	5,323	5.1%	96	8.5%
Hit Fence or Wall	2,351	2.3%	43	3.8%
Hit Fire Hydrant	416	0.4%	1	0.1%
Hit Guiderail	6,055	5.8%	115	10.2%
Hit Impact Attenuator	207	0.2%	2	0.2%
Hit Mailbox(es)	1,072	1.0%	13	1.2%
Hit Median Barrier	19	0.0%	0	0.0%
Hit Other Fixed Object	3,377	3.2%	44	3.9%
Hit Parked Vehicle	8,037	7.7%	54	4.8%
Hit Rock(s) or Obstacle on Roadway	495	0.5%	0	0.0%
Hit Signal/Sign Support	2,053	2.0%	47	4.2%
Hit Snow Bank	79	0.1%	1	0.1%
Hit Temporary Construction Barrier	78	0.1%	0	0.0%
Hit Traffic Island or Channelization	184	0.2%	4	0.4%
Hit Tree(s) or Shrubs/Hedges	6,896	6.6%	191	16.9%
Hit Utility Pole(s)	7,099	6.8%	79	7.0%
Hit Deer	4,332	4.2%	16	1.4%
Hit Other Animal	231	0.2%	0	0.0%

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	9,661	66,225	1,978	26,596	15
Persons Fatally Injured	92	812	16	209	0
Persons Injured	5,200	40,631	847	14,565	12
Miles of Maintained Road	1,375	39,169	553	80,430	---
100 MVM* Traveled	207.5	585.5	66.5	161.6	---
Crashes/MVM*	0.47	1.13	0.30	1.65	---
Persons Fatally Injured/100 MVM*	0.44	1.39	0.24	1.29	---
Persons Injured/MVM*	0.25	0.69	0.13	0.90	---

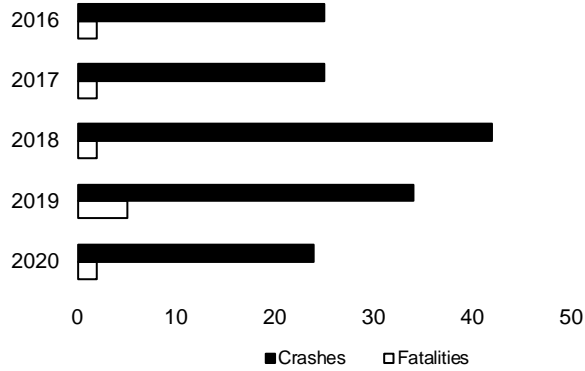
* MVM = million vehicle-miles

Note: “State Highway (Other)” includes state-maintained roads that are not designated as interstates. The road mileage and MVM data are from the 2019 Highway Performance Monitoring System (HPMS) package and reflects 2019 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 13 fatalities have occurred in this type of crash. In 2020, two fatalities occurred.

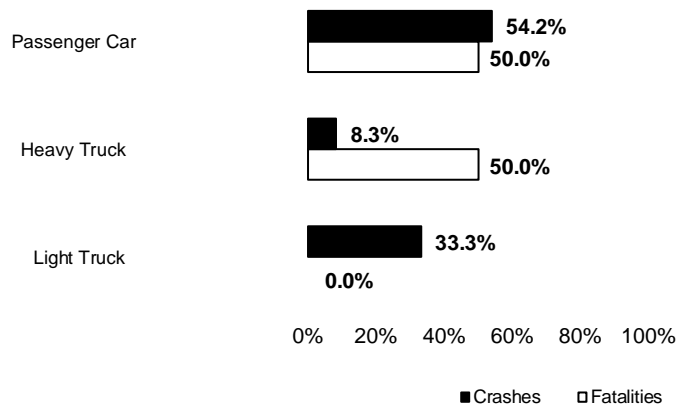


Year	Crashes	Fatalities
2016	25	2
2017	25	2
2018	42	2
2019	34	5
2020	24	2

All Crashes

Train/Vehicle Crashes by Vehicle Type

Passenger cars, light trucks, vans, and SUVs were the predominant vehicle types involved in crashes with trains in 2020. In 2020, heavy truck involvement with trains decreased to 2 crashes from 6 in 2019.



Vehicle Type	Crashes	Fatalities
Passenger Car	13	1
Light Truck	8	0
Heavy Truck	2	1
Commercial Bus	1	0
Bicycle	0	0
Motorcycle	0	0
School Bus	0	0
Unknown	0	0
TOTAL	24	2

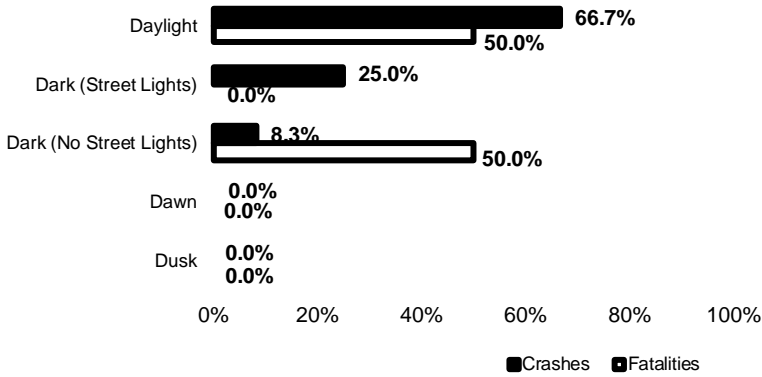
Train/Vehicle Crashes by Road Type*

Road Type	Crashes	Fatalities
Local Road	16	2
State Hwy (Other)	8	0
TOTAL	24	2

All Crashes

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

Train/Vehicle Crashes by Light Level



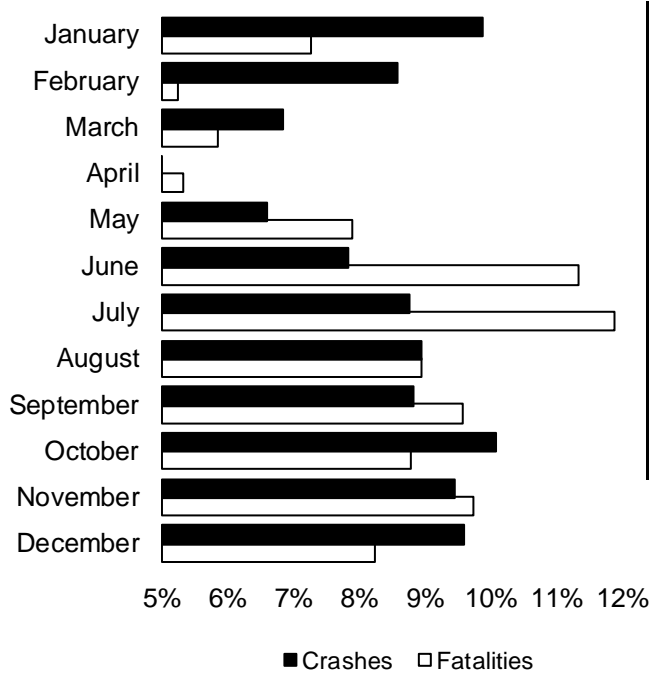
Light Level	Crashes	Fatalities
Daylight	16	1
Dark (Street Lights)	6	0
Dark (No Street Lights)	2	1
Dawn	0	0
Dusk	0	0
TOTAL	24	2

Train/Vehicle Crashes by County

County	Crashes	Fatalities
Adams	2	1
Allegheny	8	1
Blair	1	0
Bradford	1	0
Cambria	1	0
Erie	2	0
Fayette	1	0
Franklin	1	0
Lehigh	1	0
Luzerne	1	0
Montgomery	3	0
Philadelphia	1	0
Westmoreland	1	0
TOTAL	24	2

—WHEN THEY HAPPENED—

Crashes by Month

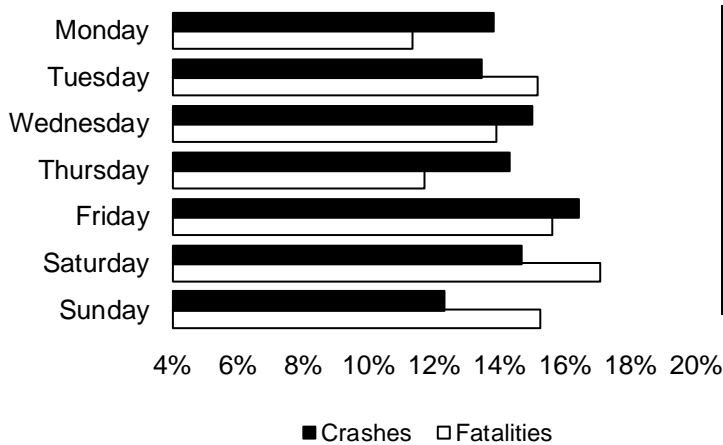


Month	Crashes	Fatalities
January	10,309 (9.9%)	82 (7.3%)
February	8,949 (8.6%)	59 (5.2%)
March	7,140 (6.8%)	66 (5.9%)
April	4,881 (4.7%)	60 (5.3%)
May	6,890 (6.6%)	89 (7.9%)
June	8,176 (7.8%)	128 (11.3%)
July	9,152 (8.8%)	134 (11.9%)
August	9,348 (9.0%)	101 (9.0%)
September	9,215 (8.8%)	108 (9.6%)
October	10,525 (10.1%)	99 (8.8%)
November	9,871 (9.5%)	110 (9.7%)
December	10,019 (9.6%)	93 (8.2%)
TOTAL	104,475 (100.0%)	1,129 (100.0%)

All Crashes

Crashes by Day of Week

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

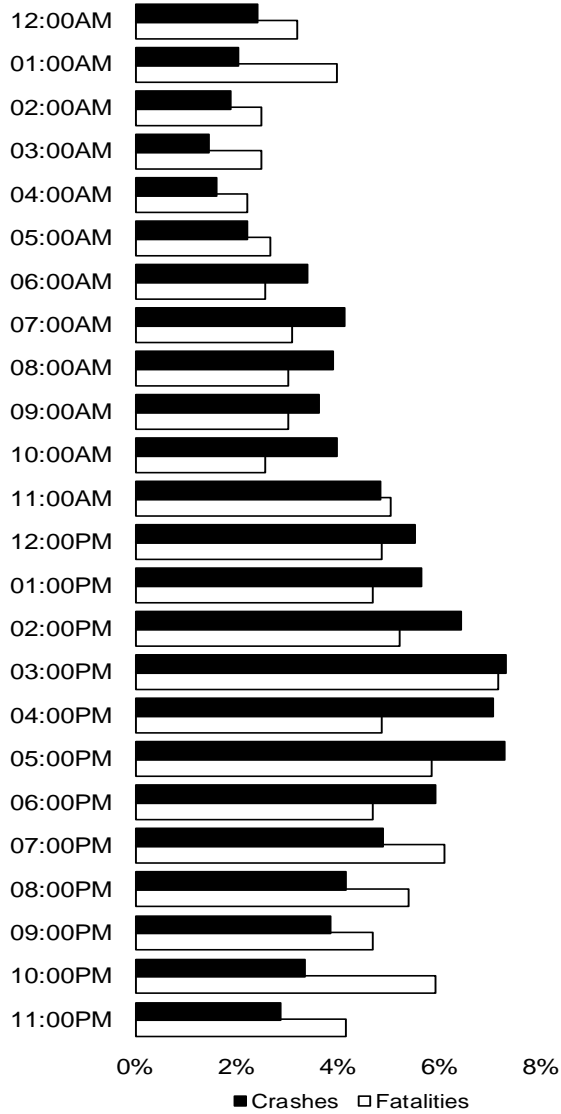


Day	Crashes	Fatalities
Monday	14,454 (13.8%)	128 (11.3%)
Tuesday	14,038 (13.4%)	171 (15.2%)
Wednesday	15,670 (15.0%)	157 (13.9%)
Thursday	14,958 (14.3%)	132 (11.7%)
Friday	17,147 (16.4%)	176 (15.6%)
Saturday	15,322 (14.7%)	193 (17.1%)
Sunday	12,886 (12.3%)	172 (15.2%)
TOTAL	104,475 (100.0%)	1,129 (100.0%)

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 3.3% of all crashes in 2020 occurred in the 10:00 PM hour, but 5.9% of all fatalities—the third highest percentage—occurred then. The higher volume of traffic itself is a factor during peak traffic hours, particularly the rush-hours.

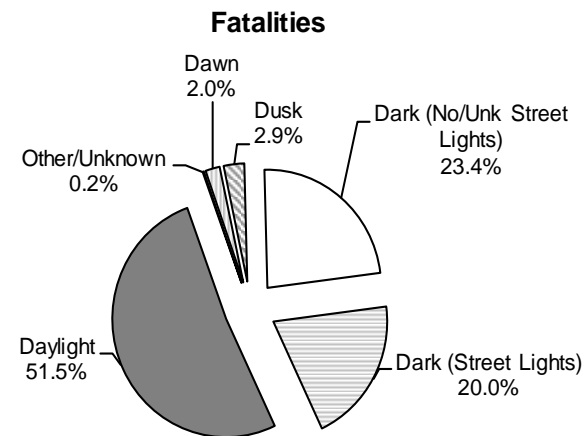
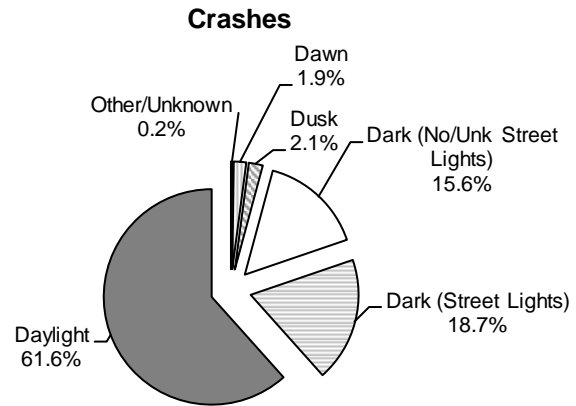
All Crashes



Hour	Crashes	Fatalities
12:00AM	2,518	36
01:00AM	2,127	45
02:00AM	1,970	28
03:00AM	1,519	28
04:00AM	1,672	25
05:00AM	2,313	30
06:00AM	3,550	29
07:00AM	4,327	35
08:00AM	4,086	34
09:00AM	3,797	34
10:00AM	4,147	29
11:00AM	5,062	57
12:00PM	5,774	55
01:00PM	5,917	53
02:00PM	6,730	59
03:00PM	7,647	81
04:00PM	7,373	55
05:00PM	7,617	66
06:00PM	6,185	53
07:00PM	5,123	69
08:00PM	4,341	61
09:00PM	4,037	53
10:00PM	3,492	67
11:00PM	3,008	47

Crashes by Light Level

In 2020, 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 2020 occurred slightly less often during non-daylight hours (dark and dusk/dawn conditions). If 2020 fatalities per 1000 crashes are compared (Daylight — 9.0 fatalities per 1000 crashes versus Non-Daylight — 13.7 fatalities per 1000 crashes), it is apparent that non-daylight crashes resulted in fatalities more often than daylight crashes.



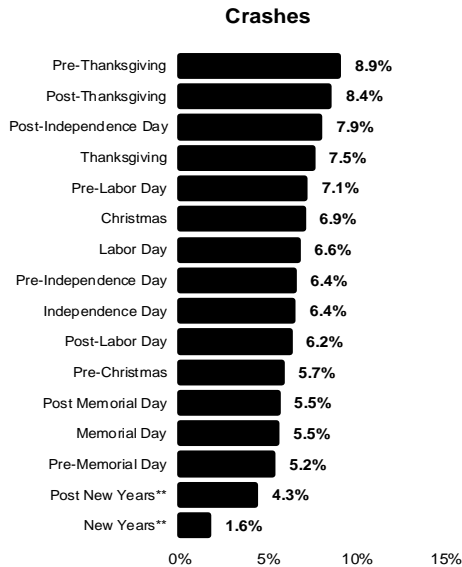
Light Level	Crashes	Fatalities
Daylight	64,353	581
Dark (Street Lights)	19,489	226
Dark (No/Unk Street Lights)	16,266	264
Dusk	2,192	33
Dawn	1,956	23
Other/Unknown	219	2
TOTAL	104,475	1,129

All Crashes

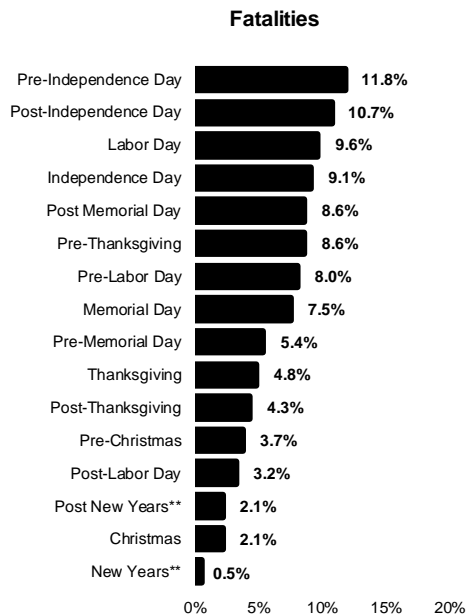
Crashes by Holiday

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 2020.

All Crashes



Period*	Crashes	Fatalities
New Years**	233	1
Post New Years**	610	4
Pre-Memorial Day	749	10
Memorial Day	781	14
Post Memorial Day	788	16
Pre-Independence Day	918	22
Independence Day	913	17
Post-Independence Day	1,132	20
Pre-Labor Day	1,012	15
Labor Day	951	18
Post-Labor Day	883	6
Pre-Thanksgiving	1,279	16
Thanksgiving	1,071	9
Post-Thanksgiving	1,206	8
Pre-Christmas	821	7
Christmas	992	4
TOTAL	14,339	187



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

** Not part of a holiday weekend in 2020.

Drivers

Drivers Overview

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

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

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	25,021	415
Drinking Driver	6,565	131
Improper Turning-Related	10,483	75
Careless/Illegal Passing	4,545	53
Distracted Driver	11,019	43
Proceeded Without Clearance	6,799	39
Drowsy Drivers	1,948	11
Tailgating	4,476	5

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

Single and Multiple Vehicle Crashes of Young and Older Drivers

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

Number of Vehicles	All Drivers	Young Drivers (16-21)	Older Drivers (65-74)	Older Drivers (75+)
Single Vehicle Crash	47.7% 49,655 crashes	39.3% 9,005 crashes	23.0% 2,488 crashes	21.8% 1,384 crashes
Multiple Vehicle Crash	52.3% 54,522 crashes	60.7% 13,883 crashes	77.0% 8,346 crashes	78.3% 4,979 crashes

Drivers in Crashes by Age Group

Looking at the 2020 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	1,395	56,362	2.5%
17	3,619	95,643	3.8%
18	4,318	111,019	3.9%
19	4,395	120,979	3.6%
20	4,287	124,670	3.4%
21	4,260	127,510	3.3%
22-24	11,619	391,713	3.0%
25-29	17,855	705,020	2.5%
30-39	28,023	1,479,170	1.9%
40-54	30,230	2,109,294	1.4%
55-59	9,795	819,885	1.2%
60-64	8,302	838,178	1.0%
65-69	6,036	738,155	0.8%
70-74	4,436	592,701	0.7%
75 and Over	6,211	845,113	0.7%
Unknown	27	N/A	N/A

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

Comparison of Young and Older Drivers by Crash Type

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

Crash Type	All Drivers	Young Drivers (16-21)	Older Drivers (65-74)	Older Drivers (75+)
Non-Collision	3.5%	2.6%	2.0%	0.8%
	3,594 crashes	591 crashes	216 crashes	52 crashes
Rear-End	18.6%	20.6%	24.6%	20.2%
	19,321 crashes	4,705 crashes	2,660 crashes	1,283 crashes
Head-On	4.6%	5.0%	5.2%	6.2%
	4,765 crashes	1,142 crashes	566 crashes	394 crashes
Backing Up	0.4%	0.3%	0.5%	0.4%
	395 crashes	71 crashes	56 crashes	27 crashes
Angle	27.5%	32.0%	41.5%	48.0%
	28,621 crashes	7,328 crashes	4,491 crashes	3,054 crashes
Sideswipe	7.4%	6.0%	7.1%	6.8%
	7,664 crashes	1,369 crashes	768 crashes	431 crashes
Hit Fixed Object	30.6%	30.1%	14.1%	14.0%
	31,925 crashes	6,892 crashes	1,522 crashes	889 crashes
Hit Pedestrian	2.5%	0.8%	1.8%	2.0%
	2,611 crashes	171 crashes	198 crashes	126 crashes
Other	5.1%	2.7%	3.3%	1.7%
	5,281 crashes	619 crashes	357 crashes	107 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 Older Drivers

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

	All Drivers	Young Drivers (16-21)	Older Drivers (65-74)	Older Drivers (75+)
Intersection	36.3%	39.6%	47.7%	50.4%
	37,795 crashes	9,063 crashes	5,162 crashes	3,209 crashes
Non-Intersection	63.7%	60.4%	52.4%	49.6%
	66,382 crashes	13,825 crashes	5,672 crashes	3,154 crashes

Alcohol-Related Crashes

Alcohol Overview

- ▶ In Pennsylvania, drinking and driving remains a top safety issue. In 2020, alcohol-related crashes decreased to 7,700 from 9,380 alcohol-related crashes in 2019. In 2020, alcohol-related fatalities decreased to 293 from 299 alcohol-related fatalities in 2019.
- ▶ Of particular concern is the involvement of drinking drivers under the age of 21. 17% of the driver fatalities in the 16-20 age group were drinking drivers, up from 14% in 2019. Improvement in this age group is a very important need.
- ▶ Of equal focus is the 31 to 35 age group, in which 44% of the driver fatalities were drinking drivers. This age group had the worst percentage of all groups, and was up from 39% in 2019. The 26 to 30 age group increased to 36% from 34% in 2019.
- ▶ In 2020, alcohol-related fatalities were 26% of the total traffic fatalities, less than in 2018 and 2019.
- ▶ Pennsylvania continues to take an aggressive posture to prevent and deter drinking and driving (particularly through the widespread use of sobriety checkpoints and saturation patrols).

Alcohol-
Related

2020 Briefs

- ▶ 293 people died in alcohol-related crashes.
- ▶ 89% of the alcohol-related occupant fatalities (drivers and passengers) were in the vehicle driven by the drinking driver; 75% were the drinking drivers themselves.
- ▶ 74% of the drinking drivers in traffic crashes were male.
- ▶ 70% of the alcohol-related crashes were during the hours of darkness, usually on weekends.
- ▶ On average each day, 21 alcohol-related traffic crashes occurred.
- ▶ On average each day, 0.8 persons were fatally injured in alcohol-related traffic crashes.
- ▶ On average each day, 13 persons were injured in alcohol-related traffic crashes.

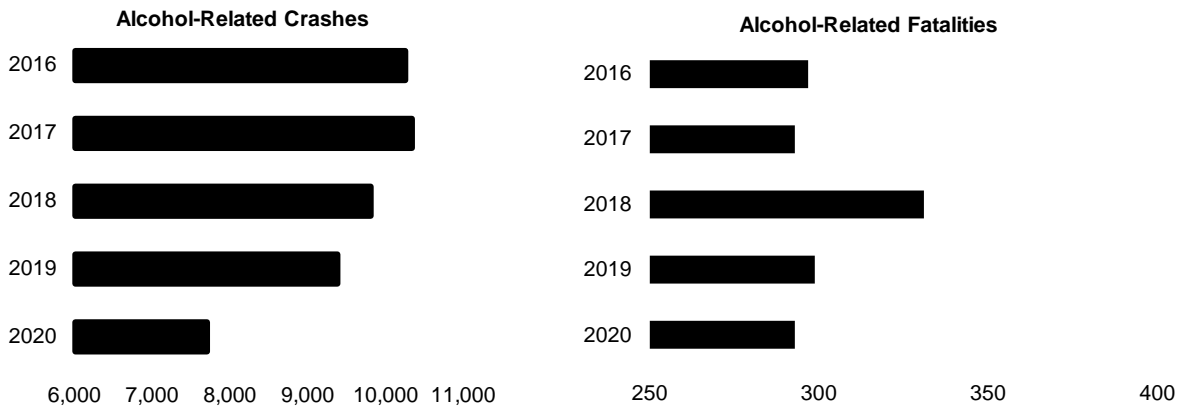
Alcohol Involvement in Crashes

Although alcohol-related crashes accounted for approximately 7% of the total crashes in 2020, they resulted in 26% of all persons fatally injured in crashes. Alcohol-related crashes were 4.3 times more likely to result in fatal injury than those not related to alcohol (3.5% of the alcohol-related crashes resulted in fatal injury, compared to 0.8% of crashes which were not alcohol-related). “PDO Crashes” in the table below refers to property damage only crashes.

	Fatal Crashes	Fatalities	Injury Crashes	Injuries	PDO Crashes
Alcohol-Related	270 (25.5%)	293 (26.0%)	3,701 (8.2%)	4,917 (8.0%)	3,729 (6.4%)
Non-Alcohol-Related	790 (74.5%)	836 (74.1%)	41,256 (91.8%)	56,331 (92.0%)	54,729 (93.6%)
TOTAL	1,060 (100.0%)	1,129 (100.0%)	44,957 (100.0%)	61,248 (100.0%)	58,458 (100.0%)

Alcohol-Related Crashes—Five-Year Trends

Alcohol-related crashes decreased in 2020, and were the lowest total in the last five years. Alcohol-related fatalities decreased in 2020, and were the lowest total in the last five years. Alcohol-related fatalities have remained about the same, except for 2018.



	2016	2017	2018	2019	2020
Crashes	10,256	10,346	9,811	9,390	7,700
<i>Fatal Crashes</i>	270	280	307	280	270
<i>Injury Crashes</i>	4,911	4,908	4,665	4,490	3,701
<i>PDO Crashes</i>	5,075	5,158	4,839	4,620	3,729
Fatalities	297	293	331	299	293
Injuries	6,589	6,565	6,227	5,938	4,917
Fatal Crashes per 100,000 Licensed Drivers	3.0	3.1	3.4	3.1	3.0
Fatalities per 100,000 Licensed Drivers	3.3	3.3	3.7	3.3	3.2

Alcohol-Related

Victims of Alcohol-Related Fatal Crashes

There were 264 driver and passenger fatalities in alcohol-related crashes in 2020, while 234 (89 %) were the drinking drivers or their passengers.

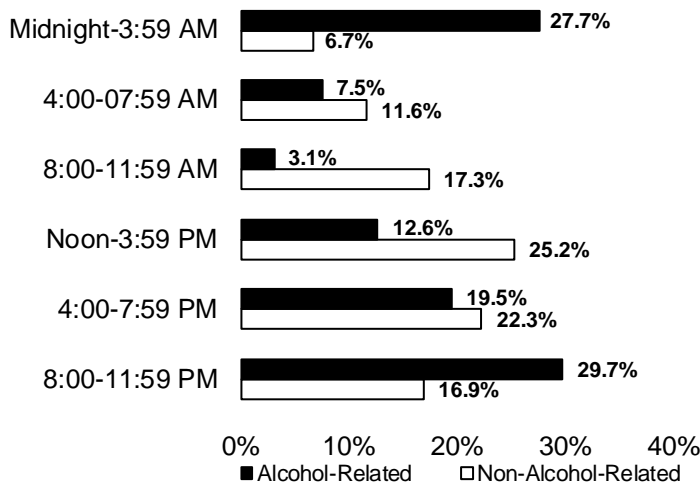
Persons Involved	Fatalities
Drivers	216
<i>Drinking Drivers</i>	198 (91.7%)
<i>Non-Drinking Drivers</i>	18 (8.3%)
Passengers	48
<i>Passengers with Drinking Driver</i>	36 (75.0%)
<i>Passengers with Non-Drinking Driver</i>	12 (25.0%)
Pedestrians	24
<i>Drinking Pedestrian</i>	23 (95.8%)
<i>Non-Drinking Pedestrian</i>	1 (4.2%)
TOTAL FATALITIES*	293

*Includes 5 victims, status unknown

Alcohol-Related

Victims of Fatal Crashes by Time of Day

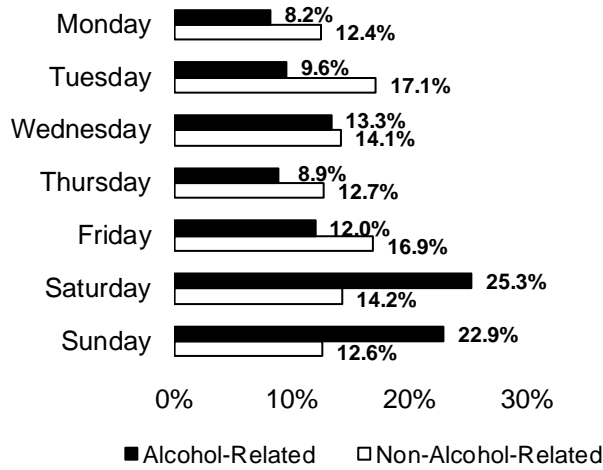
Alcohol-related crashes occurring between 8:00 PM and 4:00 AM produced the vast majority of fatalities (57% of alcohol-related fatalities). In contrast, just under half of the fatalities (48%) from non-alcohol-related crashes resulted from crashes occurring between noon and 8:00 PM.



Time of Occurrence	Non-Alcohol-Related	Alcohol-Related
Midnight-3:59 AM	56	81
4:00-07:59 AM	97	22
8:00-11:59 AM	145	9
Noon-3:59 PM	211	37
4:00-7:59 PM	186	57
8:00-11:59 PM	141	87
Time Unknown	0	0
TOTAL FATALITIES	836	293

Victims of Fatal Crashes by Day of Week

Under half (48%) 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 Sunday and Monday.

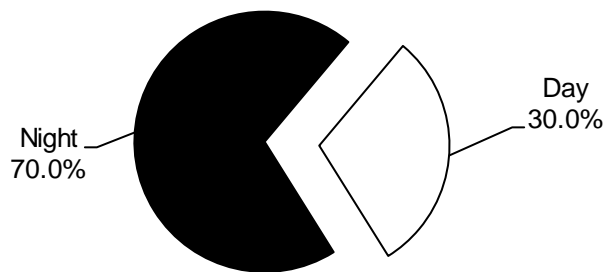


Day of Occurrence	Non-Alcohol-Related	Alcohol-Related
Monday	104	24
Tuesday	143	28
Wednesday	118	39
Thursday	106	26
Friday	141	35
Saturday	119	74
Sunday	105	67
TOTAL FATALITIES	836	293

Alcohol-Related

Alcohol-Related Crashes—Day vs. Night

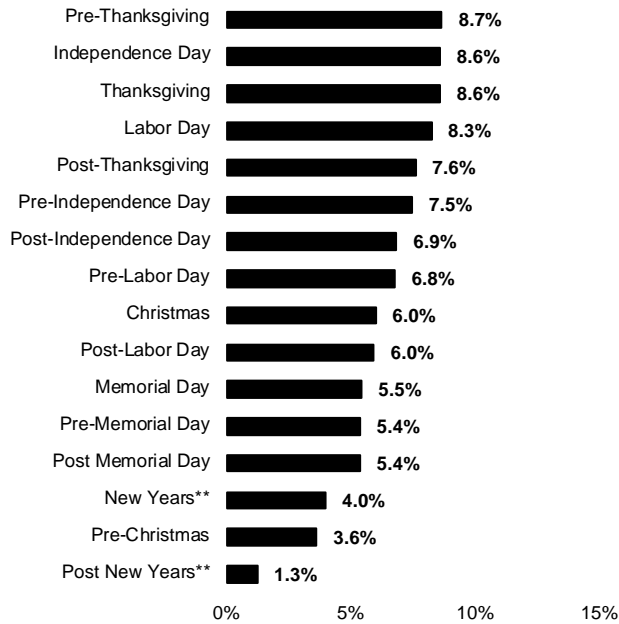
70.0% of alcohol-related crashes occurred at night. The graph below shows the breakdown of alcohol-related crashes by day and night.



Alcohol-Related Holiday Crashes

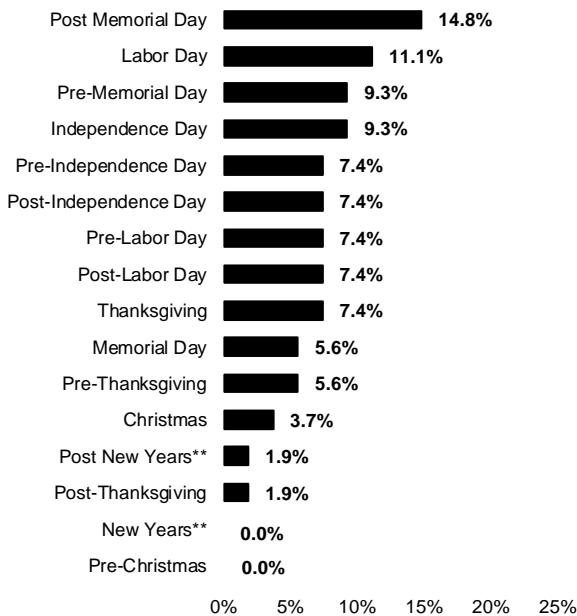
In 2020, 10% of all holiday crashes involved alcohol use; however, 29% of fatalities that occurred during holiday weekends were related to alcohol use. (See *Crashes by Holiday*, page 22.)

Total Crashes



Period*	Crashes	Fatalities
New Years**	57	0
Post New Years**	18	1
Pre-Memorial Day	77	5
Memorial Day	78	3
Post Memorial Day	77	8
Pre-Independence Day	107	4
Independence Day	123	5
Post-Independence Day	98	4
Pre-Labor Day	97	4
Labor Day	118	6
Post-Labor Day	85	4
Pre-Thanksgiving	124	3
Thanksgiving	123	4
Post-Thanksgiving	109	1
Pre-Christmas	52	0
Christmas	86	2
TOTAL	1,429	54

Fatalities



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

** Not part of a holiday weekend in 2020.

Driver Involvement in Alcohol-Related Crashes by Vehicle Type

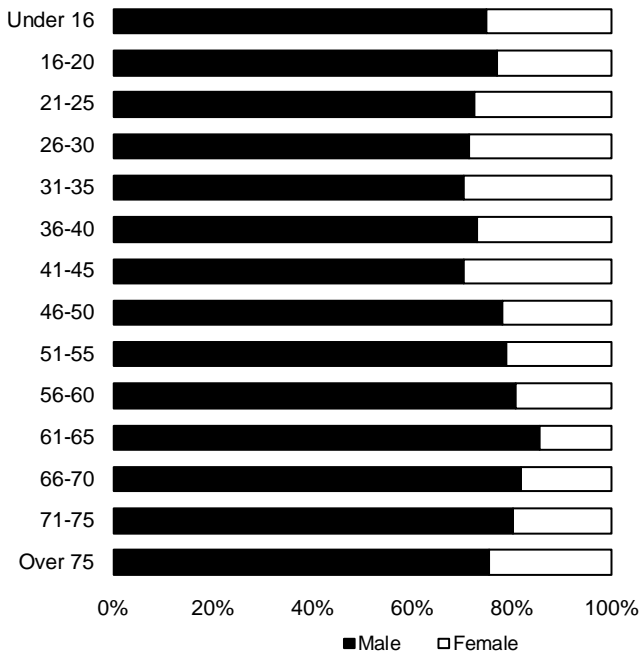
Motorcyclists had the largest percentage of drinking drivers to total drivers; this is compared to the drivers of other types of vehicles. Drinking drivers of passenger cars, light trucks, vans, and sport utility vehicles were nearly equal to the average for drivers of all vehicle types. Bus and heavy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

Total Drivers in Crashes 165,461	Passenger Car	87,852	
	Lt Trk/SUV/Van	65,196	
	Heavy Truck	6,806	
	Motorcycle	3,491	
	Bus	474	
	Other	1,642	
Drinking Drivers in Crashes 7,577 (4.6% of total)	Passenger Car	4,195	(4.8% of total)
	Lt Trk/SUV/Van	2,960	(4.5% of total)
	Heavy Truck	47	(0.7% of total)
	Motorcycle	284	(8.1% of total)
	Bus	0	(0.0% of total)
	Other	91	(5.5% of total)

Alcohol-Related

Drinking Drivers in Crashes by Age and Sex

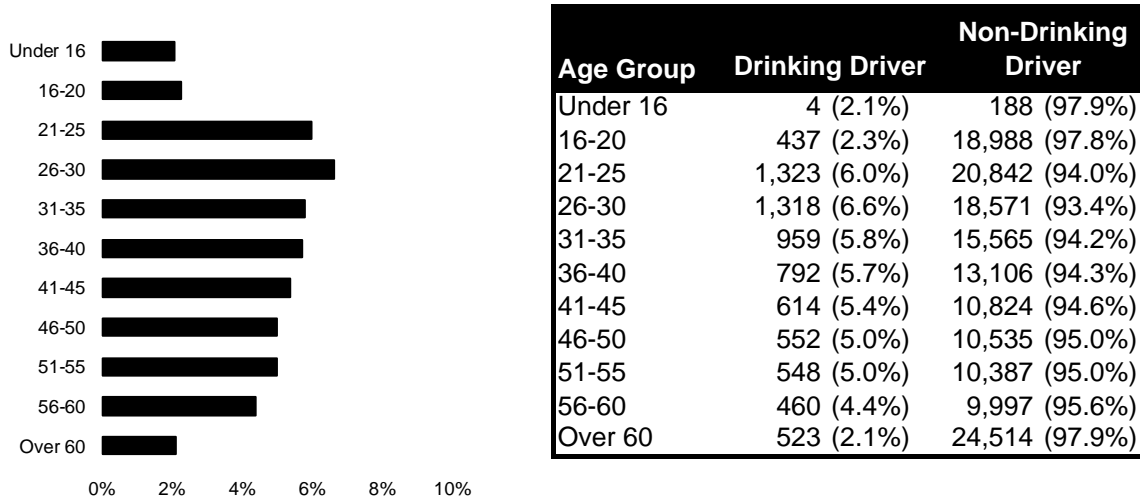
In 2020, roughly 3 out of 4 drinking drivers in crashes were male (across most age groups), with only slight variations among the age groups. The table below does not include an additional 59 drivers for whom age and/or sex were not known.



Age Group	Male	Female	Total
Under 16	3	1	4
16-20	336	99	435
21-25	960	362	1,322
26-30	938	376	1,314
31-35	676	283	959
36-40	577	213	790
41-45	432	181	613
46-50	431	121	552
51-55	433	115	548
56-60	372	88	460
61-65	237	40	277
66-70	100	22	122
71-75	65	16	81
Over 75	31	10	41
Total	5,591	1,927	7,518

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

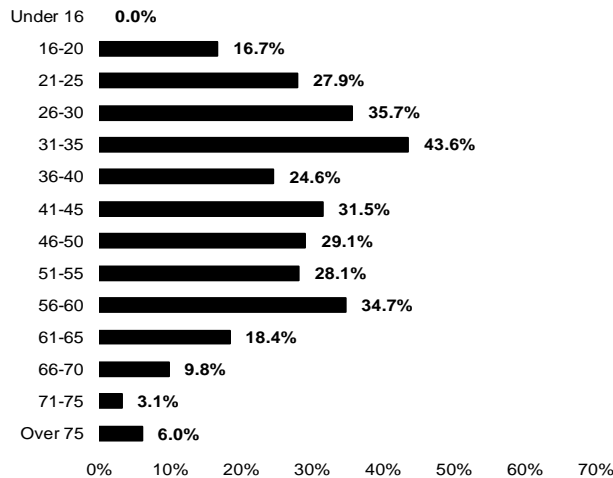
In 2020, as the table and graph below show, the two age groups from 21 to 30 had the highest percentage of drinking drivers within their respective age groups. After age 25, the percentage of drinking drivers within the succeeding age groups steadily declined. The Under 16 age group continues to be of particular concern, as it included 4 drinking drivers.



Alcohol-Related

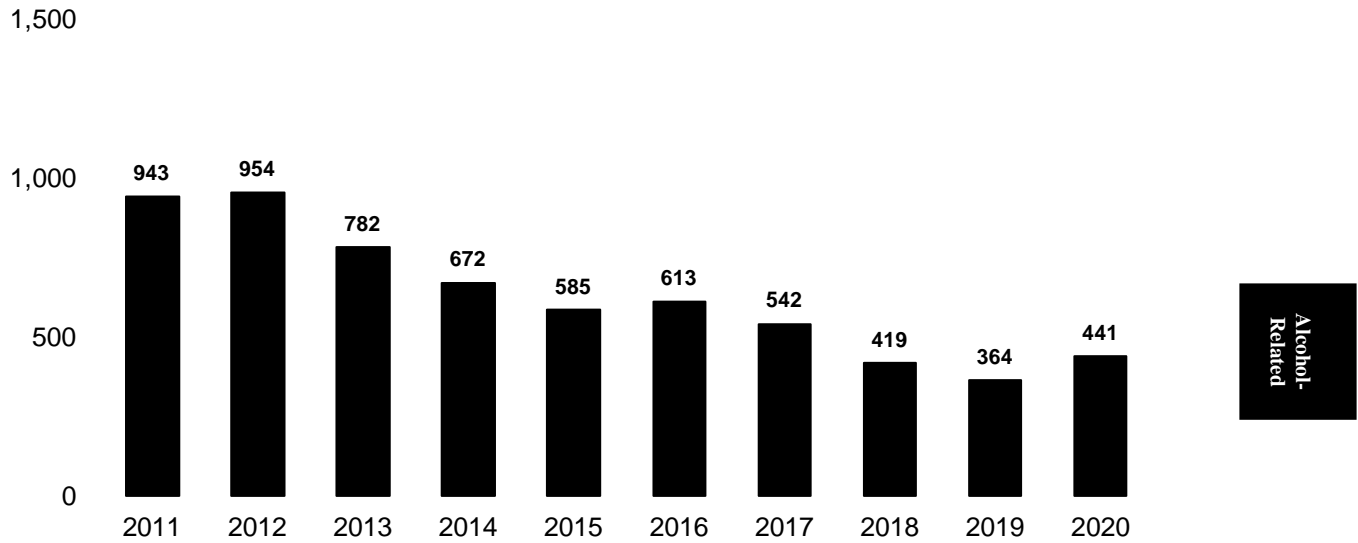
Drinking Driver Fatalities as a Percentage of Total Driver Fatalities, by Age Group

The graph below shows drinking driver fatalities as a percentage of total driver fatalities within each respective age group for 2020 crashes. The age group from 31 to 35 had the highest percentage, with 44% of the driver fatalities in this age group being a drinking driver. The 16-20 age group increased from 14.3% in 2019. In 2020, 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 2020 there has been a downward trend with 2020, 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.

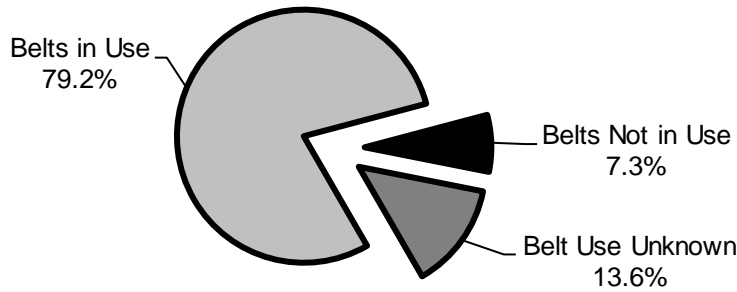
Air Bag Safety

- 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.

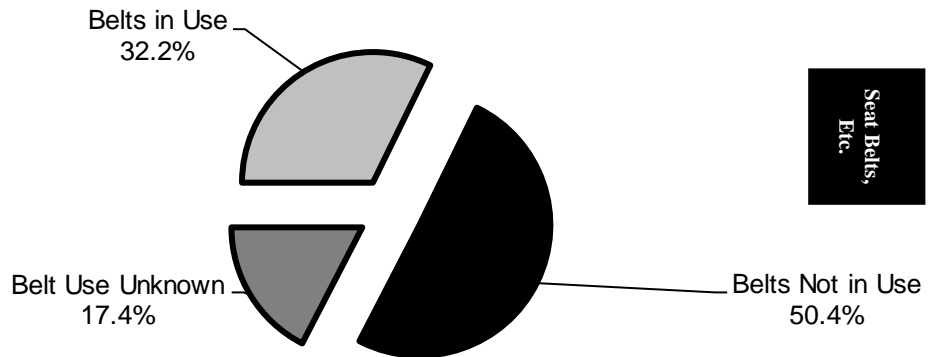
Seat Belt Use in Crashes—Total People Involved

Seat belts have proven to be effective in reducing the severity of injuries sustained in a crash. In 2020, as shown in the two pie graphs below, 79.2% of all people involved in crashes were wearing seat belts. 50.4% 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 2020 by severity of injury and belt use.

Total People Involved in Crashes



Total Fatalities



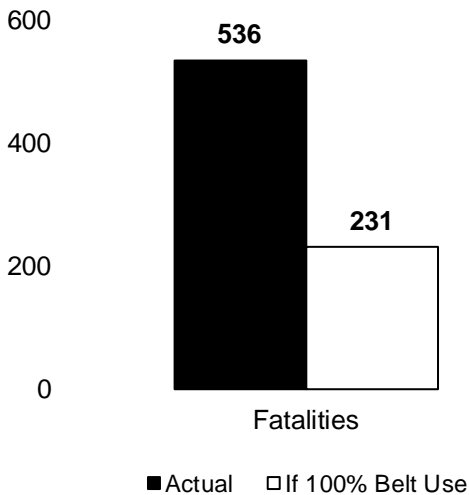
	Belts in Use	Belts Not in Use	Belt Use Unknown
Fatal Injury	224	350	121
Suspected Serious Injury	1,476	998	464
Suspected Minor Injury	20,858	3,234	3,205
Possible Injury	7,917	844	1,238
Unknown Severity	9,030	1,692	2,362
No Injury	127,737	8,201	21,222
TOTAL	167,242	15,319	28,612

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 2020 fatalities and injuries if 100% seat belt use was achieved. (*Note:* The data below is for passenger cars, small trucks, SUVs and vans.) 305 people would have survived if they had worn their belts.

	Fatalities	Susp Ser	Injuries		
			Susp Min	Possible	None
Belts Used	211	1,399	19,473	15,909	109,787
Belts Not Used	325	964	3,071	2,447	7,090
TOTAL	536	2,363	22,544	18,356	116,877
If 100% Belt Use	231	1,551	21,432	17,368	120,094
Net Increase/(Decrease)	(305)	(812)	(1,112)	(988)	3,217



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

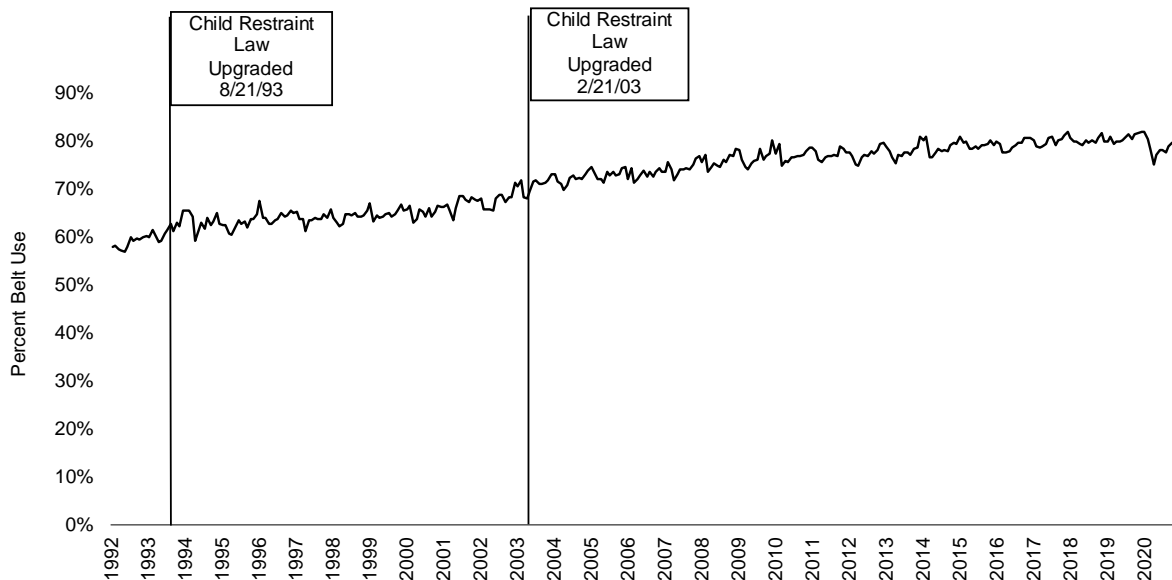
On November 1, 1983, Pennsylvania passed a primary law requiring that drivers secure children under age 4 in an approved child passenger restraint system when riding in a passenger car, Class I truck, Class II truck, classic motor vehicle, antique motor vehicle, or motor home registered in Pennsylvania. 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.

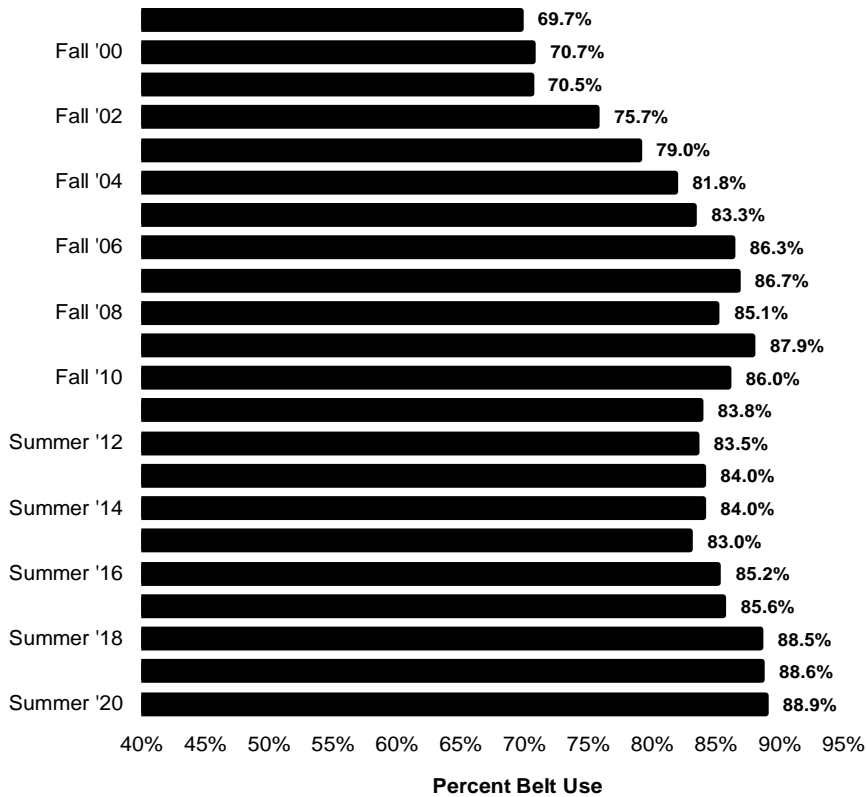
The graph below shows the percentage of seat belt users in Pennsylvania since 1992. A sharp upward trend was experienced in the year following the passage of the seat belt law. The recent trend shows that the usage rate is still on the rise in crashes.



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.



Seat Belts,
Etc.

Child Passenger Restraints in Crashes—Five Year Data

Since August 21, 1993, all drivers traveling in Pennsylvania have been required to secure children up to age 4 in a child passenger restraint system while sitting anywhere in a vehicle. As shown in the table below (for 2016-2020 crashes involving children under age 4), the percentages of fatalities and injuries (within restraint type by row) were lower when restraints were used. From 2016-2020, 83% of the children under age 4 who were involved in crashes and restrained in a child seat sustained no injury.

Child Restraint	Fatalities	Susp Ser	Susp Min	Injuries			Total Persons
				Possible	Unknown	No Injury	
Child Seat In Use	17 (0.1%)	68 (0.3%)	1,041 (4.7%)	1,156 (5.2%)	1,604 (7.2%)	18,406 (82.6%)	22,292
No Restraint In Use	11 (0.4%)	21 (0.8%)	161 (5.8%)	205 (7.3%)	520 (18.6%)	1,882 (67.2%)	2,800
Other Restraint In Use	0 (0.0%)	7 (0.4%)	137 (8.0%)	109 (6.4%)	123 (7.2%)	1,327 (77.9%)	1,703

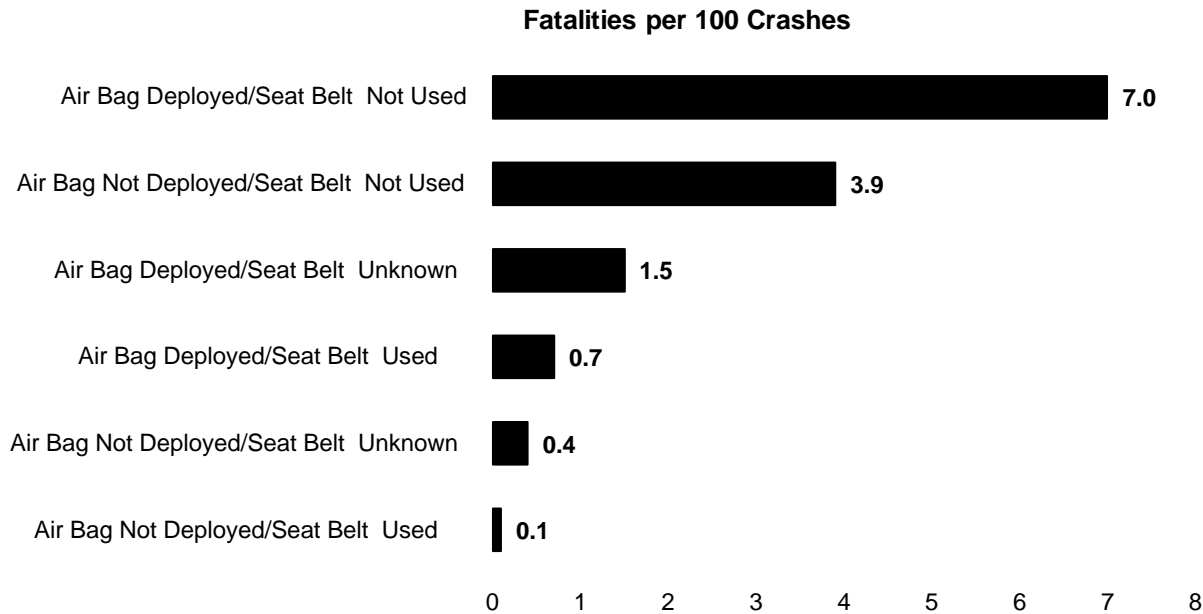
Note: “Child Seat Not In Use” and “Other Restraint Not In Use” have been combined into “No Restraint in Use”.

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	168 (0.2%)	882 (1.0%)	9,030 (10.1%)	3,706 (4.1%)	6,292 (7.0%)	69,780 (77.7%)	89,858
Air Bag Deployed	Used	172 (0.4%)	940 (2.1%)	9,936 (22.0%)	3,017 (6.7%)	4,711 (10.5%)	26,320 (58.4%)	45,096
Air Bag Deployed	Not Used	207 (4.8%)	503 (11.7%)	1,214 (28.2%)	270 (6.3%)	848 (19.7%)	1,265 (29.4%)	4,307
Air Bag Deployed	Unknown	47 (1.0%)	211 (4.3%)	1,075 (21.8%)	360 (7.3%)	1,104 (22.4%)	2,131 (43.2%)	4,928
Air Bag Not Deployed	Used	18 (0.0%)	174 (0.3%)	4,660 (8.6%)	2,174 (4.0%)	2,226 (4.1%)	44,936 (82.9%)	54,188
Air Bag Not Deployed	Not Used	49 (2.3%)	112 (5.3%)	531 (25.3%)	125 (6.0%)	274 (13.1%)	1,006 (48.0%)	2,097
Air Bag Not Deployed	Unknown	7 (0.2%)	43 (1.4%)	319 (10.5%)	143 (4.7%)	320 (10.5%)	2,222 (72.8%)	3,054
Unknown If Deployed	n/a	25 (1.2%)	42 (2.0%)	357 (17.3%)	112 (5.4%)	369 (17.9%)	1,160 (56.2%)	2,065

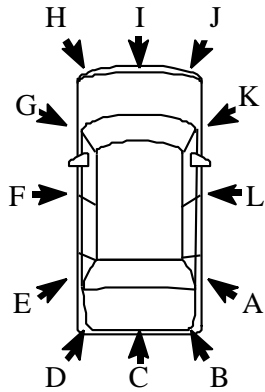
In crashes that are severe enough to deploy an airbag (for vehicles and seats so equipped), the data below shows that you are 10 times more likely to die if you are not wearing a seat belt (7.0 fatalities vs. 0.7 fatalities per 100 crashes).



Seat Belts, Etc.

Air Bag Deployment by Initial Vehicle Impact Point

Most air bags are designed to deploy in frontal impacts, but side impact air bags are also common for newer model year vehicles. The table below shows the initial vehicle impact points for all 2020 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 1101 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)	1,973	706	550 (49.4%)	564 (50.6%)	153
Right Rear (B)	4,489	1,727	702 (29.1%)	1,708 (70.9%)	352
Center Rear (C)	19,460	8,400	1,101 (11.5%)	8,450 (88.5%)	1,509
Left Rear (D)	4,396	1,756	610 (26.1%)	1,731 (73.9%)	299
Left Side Rear (E)	2,053	784	475 (43.2%)	625 (56.8%)	169
Left Side Center (F)	5,689	2,001	1,827 (57.1%)	1,374 (42.9%)	487
Left Side Forward (G)	5,682	2,117	1,455 (46.9%)	1,645 (53.1%)	465
Left Front (H)	21,880	7,394	6,566 (51.4%)	6,211 (48.6%)	1,709
Center Front (I)	53,010	16,426	20,047 (62.9%)	11,821 (37.1%)	4,716
Right Front (J)	19,877	6,619	6,027 (52.0%)	5,561 (48.0%)	1,670
Right Side Forward (K)	9,299	3,500	2,384 (48.8%)	2,506 (51.3%)	909
Right Side Center (L)	7,028	2,528	2,204 (58.0%)	1,594 (42.0%)	702
Other	3,318	980	562 (40.2%)	835 (59.8%)	941
None	2,520	970	374 (27.1%)	1,007 (72.9%)	169
TOTAL	160,674	55,908	44,884 (49.6%)	45,632 (50.4%)	14,250

Seat Belts, Etc.

Air Bag Deployment by Age Group

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

Age Group	Injuries						Total Persons
	Fatalities	Susp Ser	Susp Min	Possible	Unknown	No Injury	
0-4	1 (0.2%)	3 (0.5%)	85 (14.6%)	57 (9.8%)	52 (9.0%)	383 (65.9%)	581
5-8	1 (0.3%)	11 (2.9%)	80 (21.4%)	37 (9.9%)	40 (10.7%)	205 (54.8%)	374
9-12	0 (0.0%)	5 (1.2%)	98 (23.3%)	33 (7.8%)	41 (9.7%)	244 (58.0%)	421
13-64	101 (0.3%)	768 (2.0%)	8,321 (21.4%)	2,481 (6.4%)	3,811 (9.8%)	23,361 (60.1%)	38,843
65-74	25 (0.9%)	82 (2.8%)	749 (25.7%)	236 (8.1%)	424 (14.6%)	1,399 (48.0%)	2,915
75+	44 (2.2%)	72 (3.6%)	611 (30.8%)	175 (8.8%)	346 (17.4%)	736 (37.1%)	1,984
Total	172 (0.4%)	941 (2.1%)	9,944 (22.0%)	3,019 (6.7%)	4,714 (10.5%)	26,328 (58.4%)	45,118

Age Group	Injuries						Total Persons
	Fatalities	Susp Ser	Susp Min	Possible	Unknown	No Injury	
0-4	1 (9.1%)	1 (9.1%)	3 (27.3%)	3 (27.3%)	0 (0.0%)	3 (27.3%)	11
5-8	1 (6.7%)	1 (6.7%)	7 (46.7%)	1 (6.7%)	2 (13.3%)	3 (20.0%)	15
9-12	0 (0.0%)	2 (9.5%)	2 (9.5%)	1 (4.8%)	8 (38.1%)	8 (38.1%)	21
13-64	165 (4.1%)	466 (11.7%)	1,129 (28.3%)	247 (6.2%)	783 (19.6%)	1,206 (30.2%)	3,996
65-74	16 (9.9%)	21 (13.0%)	38 (23.5%)	12 (7.4%)	44 (27.2%)	31 (19.1%)	162
75+	24 (23.5%)	12 (11.8%)	35 (34.3%)	6 (5.9%)	11 (10.8%)	14 (13.7%)	102
Total	207 (4.8%)	503 (11.7%)	1,214 (28.2%)	270 (6.3%)	848 (19.7%)	1,265 (29.4%)	4,307

Pedestrian and Bicycle Crashes

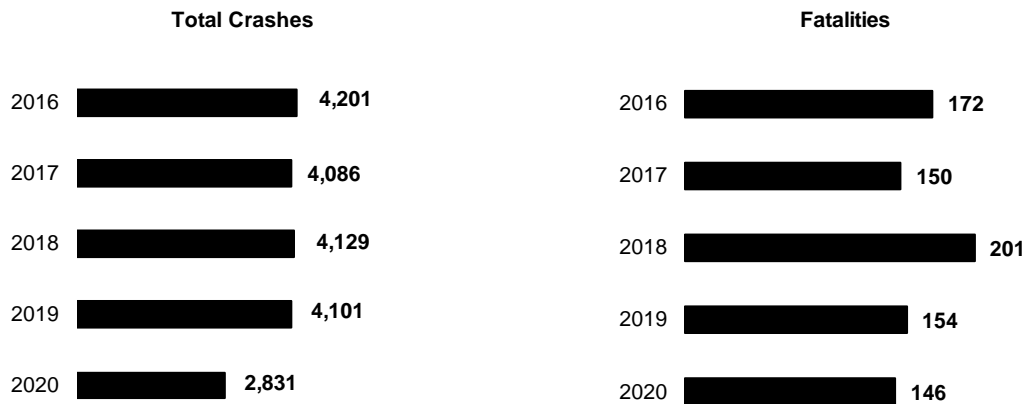
Pedestrian and Bicycles Overview

- ▶ Pedestrian-related crashes represent 2.7% of the total reported traffic crashes; however, they account for 12.9% of all traffic crash fatalities. (See also *Pennsylvania County Crashes*, pages 62, 63, and 68.)

- ▶ Bicycle crashes represent 0.8% of the total reported crashes and 1.9% of all traffic fatalities. Although these percentages are small, they still represent 22 bicyclist fatalities and 799 injuries in 2020.

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.

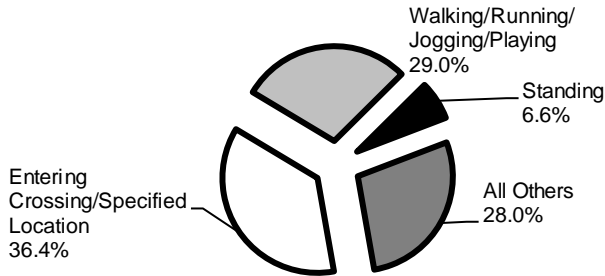


Year	Total Crashes	Fatalities
2016	4,201	172
2017	4,086	150
2018	4,129	201
2019	4,101	154
2020	2,831	146

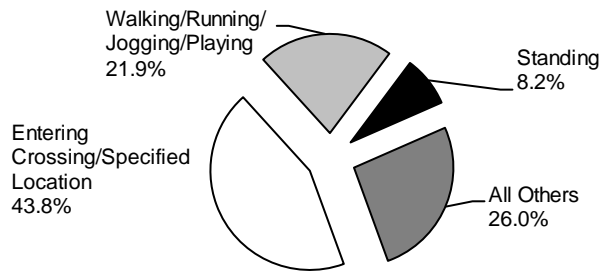
Pedestrian-Related Crashes

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



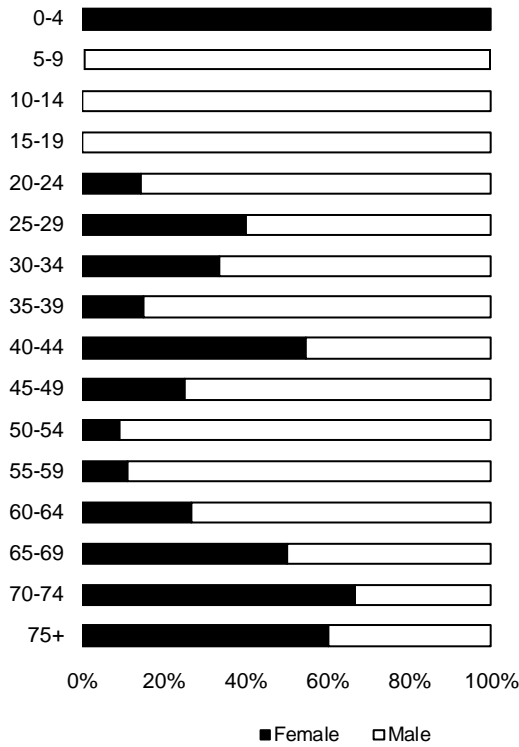
Top Fatal Pedestrian Actions



Pedestrian Action	Fatalities	Pedestrians Involved
Entering Crossing/Specified Location	64	1,076
Walking/Running/Jogging/Playing	32	856
Working	2	55
Pushing a Vehicle	1	4
Working on Vehicle	4	31
Standing	12	196
Approaching/Leaving a Vehicle	4	130
Other/Unknown	27	609
Total	146	2,957

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 67% of all pedestrian fatalities, and were less than in 2019 (74%). **Note:** Pedestrians of unknown sex are not included in the numbers below.



Age Group	Female	Male	Total
0-4	3	0	3
5-9	0	0	0
10-14	0	1	1
15-19	0	4	4
20-24	1	6	7
25-29	4	6	10
30-34	4	8	12
35-39	3	17	20
40-44	6	5	11
45-49	2	6	8
50-54	1	10	11
55-59	1	8	9
60-64	4	11	15
65-69	2	2	4
70-74	4	2	6
75 and over	12	8	20
Unknown	1	4	5
TOTAL	48	98	146

Pedestrian Injury Severity by Municipality Type

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

Municipality Type	Fatalities	Injuries	Non-Injury	Total
City	68 (46.6%)	1,703 (61.1%)	10 (43.5%)	1,781 (60.2%)
Borough/Town	19 (13.0%)	444 (15.9%)	6 (26.1%)	469 (15.9%)
Township	59 (40.4%)	641 (23.0%)	7 (30.4%)	707 (23.9%)
Other	0 (0.0%)	0 (0.0%)	0 (0.0%)	0 (0.0%)
TOTAL	146 (100.0%)	2,788 (100.0%)	23 (100.0%)	2,957 (100.0%)

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

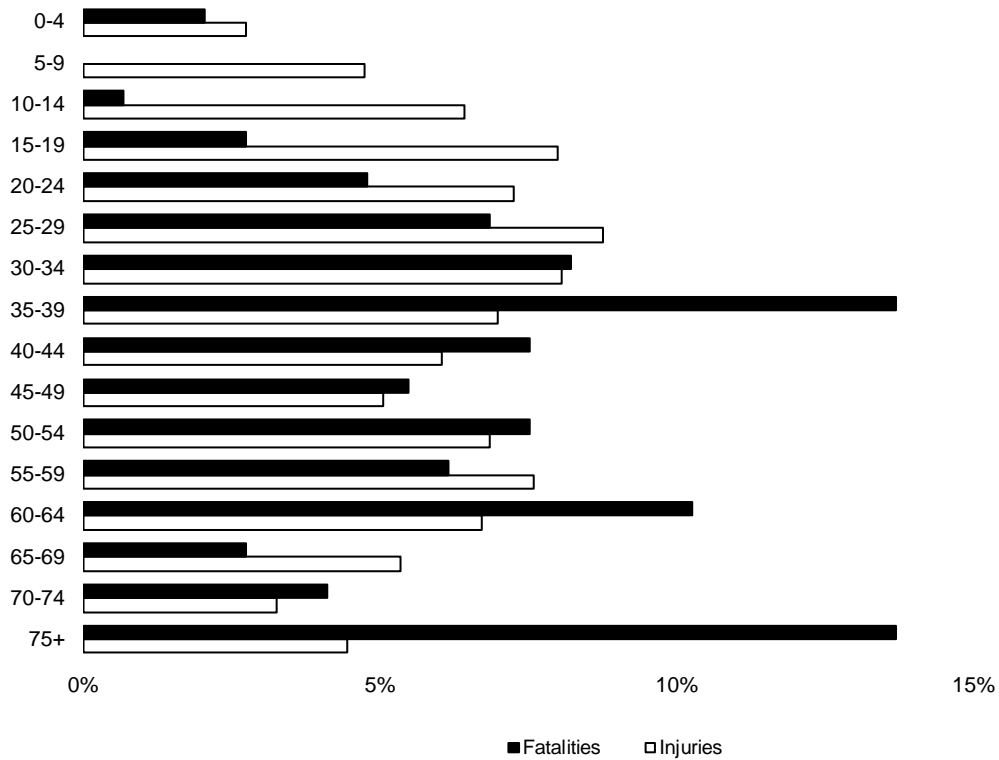


Pedestrian Fatalities and Injuries by Age

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 22% of the pedestrian injuries.

Note: The totals in the table do not include an additional 23 pedestrians who were not fatally injured or injured or where their injury severity was unknown.

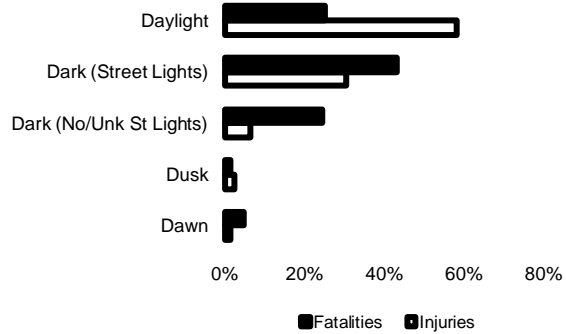
Pedestrian Age	Fatalities	Injuries
0-4	3 (2.1%)	76 (2.7%)
5-9	0 (0.0%)	132 (4.7%)
10-14	1 (0.7%)	179 (6.4%)
15-19	4 (2.7%)	223 (8.0%)
20-24	7 (4.8%)	202 (7.3%)
25-29	10 (6.9%)	244 (8.8%)
30-34	12 (8.2%)	225 (8.1%)
35-39	20 (13.7%)	195 (7.0%)
40-44	11 (7.5%)	168 (6.0%)
45-49	8 (5.5%)	141 (5.1%)
50-54	11 (7.5%)	191 (6.9%)
55-59	9 (6.2%)	212 (7.6%)
60-64	15 (10.3%)	187 (6.7%)
65-69	4 (2.7%)	149 (5.3%)
70-74	6 (4.1%)	91 (3.3%)
75 and over	20 (13.7%)	124 (4.5%)
Unknown	5 (3.4%)	49 (1.8%)
TOTAL	146 (100.0%)	2,788 (100.0%)



Peds & Bikes

Pedestrian Fatalities and Injuries by Light Level

The majority of pedestrians were injured in daylight (58.5%), but more pedestrian fatalities occurred during non-daylight hours (74.7%). 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.

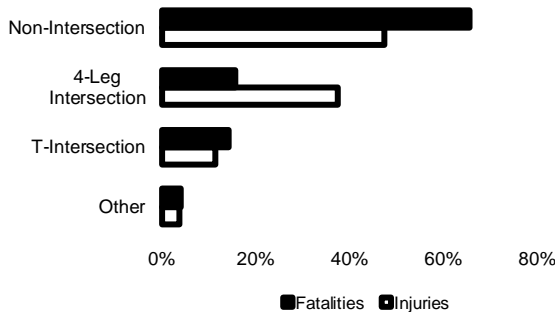


Light Level	Fatalities	Injuries
Dawn	7 (4.8%)	44 (1.6%)
Daylight	37 (25.3%)	1,630 (58.5%)
Dark (Street Lights)	63 (43.2%)	851 (30.5%)
Dark (No/Unk St Lights)	36 (24.7%)	182 (6.5%)
Dusk	2 (1.4%)	70 (2.5%)
Other/Unknown	1 (0.7%)	11 (0.4%)
TOTAL	146 (100.0%)	2,788 (100.0%)

Note: The totals in the table do not include an additional 23 pedestrians who were not fatally injured or injured or where their injury severity was unknown.

Pedestrian Fatalities and Injuries by Intersection Type

65.8% of pedestrian fatalities and 47.5% of pedestrian injuries occurred in areas other than intersections. “Non-intersections” as used below includes mid-block crossings, driveway crossings, etc.

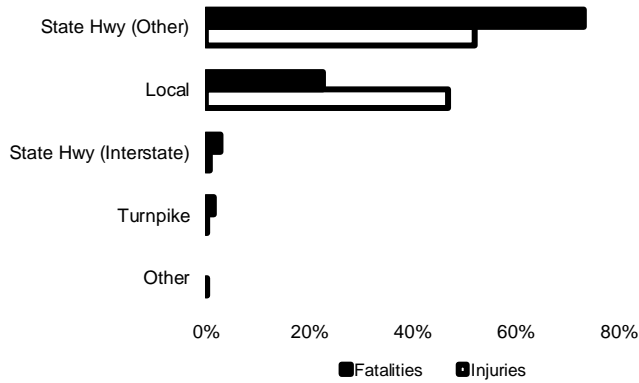


Intersection	Fatalities	Injuries
Non-Intersection	96 (65.8%)	1,325 (47.5%)
4-Leg Intersection	23 (15.8%)	1,044 (37.5%)
T-Intersection	21 (14.4%)	315 (11.3%)
Other	6 (4.1%)	104 (3.7%)
TOTAL	146 (100.0%)	2,788 (100.0%)

Note: The totals in the table do not include an additional 23 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 23 pedestrians who were not fatally injured or injured or where their injury severity was unknown.

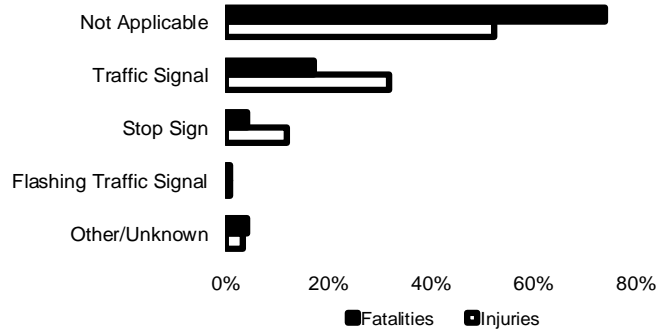
Road Type	Fatalities	Injuries
State Hwy (Other)	107 (73.3%)	1,456 (52.2%)
Local	33 (22.6%)	1,309 (47.0%)
State Hwy (Interstate)	4 (2.7%)	18 (0.7%)
Turnpike	2 (1.4%)	3 (0.1%)
Other	0 (0.0%)	2 (0.1%)
TOTAL	146 (100.0%)	2,788 (100.0%)

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



Pedestrian Fatalities and Injuries

As the graph shows, most pedestrian fatalities and injuries occurred in areas without traffic control devices (TCDs). These areas accounted for 108 pedestrian fatalities and 1,459 injuries.



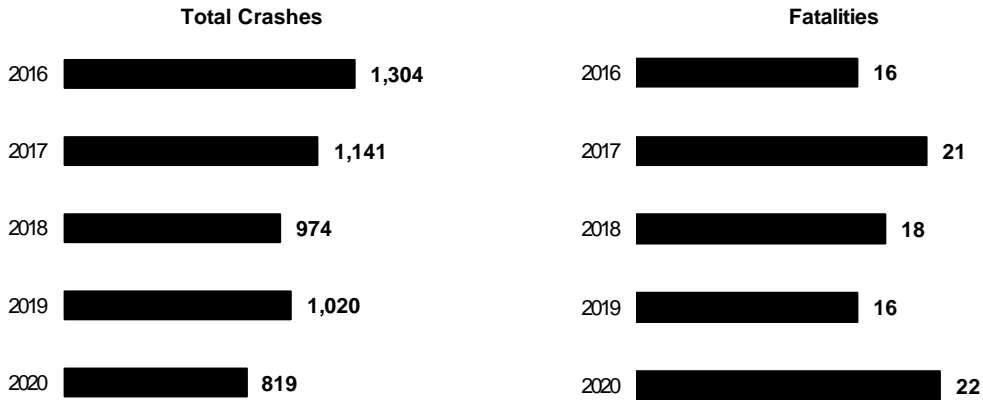
Note: The totals in the table do not include an additional 23 pedestrians who were not fatally injured or injured or where their injury severity was unknown.

Traffic Control Device	Fatalities	Injuries
Not Applicable	108 (74.0%)	1,459 (52.3%)
Traffic Signal	25 (17.1%)	887 (31.8%)
Stop Sign	6 (4.1%)	328 (11.8%)
Flashing Traffic Signal	1 (0.7%)	20 (0.7%)
Other/Unknown	6 (4.1%)	94 (3.4%)
TOTAL	146 (100.0%)	2,788 (100.0%)

Bicycle Crashes—Five-Year Trends

The total number of bicycle crashes decreased in 2020, and has been trending downward over the last 5 years; bicycle fatalities have fluctuated over the same time period, however, and 2016 and 2019 were the lowest.

Year	Total Crashes	Fatalities
2016	1,304	16
2017	1,141	21
2018	974	18
2019	1,020	16
2020	819	22



Bicycle Fatalities and Injuries by Age

Children ages 5 to 14 were some of the most vulnerable to fatal injury and injury while riding a bicycle. Over a fifth of the injuries involving bicycles were suffered by this age group. One of the 22 bicyclist fatalities was in this age group. Another vulnerable group, persons ages 15 to 19, suffered four fatalities and accounted for 14.9% of the total injuries.

Victim's Age	Fatalities	Injuries
0-4	0 (0.0%)	1 (0.1%)
5-9	0 (0.0%)	40 (5.0%)
10-14	1 (4.6%)	130 (16.3%)
15-19	4 (18.2%)	119 (14.9%)
20-34	5 (22.7%)	203 (25.4%)
35-44	3 (13.6%)	87 (10.9%)
45-54	2 (9.1%)	87 (10.9%)
55-64	3 (13.6%)	75 (9.4%)
65-74	2 (9.1%)	39 (4.9%)
75+	2 (9.1%)	8 (1.0%)
Unknown	0 (0.0%)	10 (1.3%)
TOTAL	22 (100.0%)	799 (100.0%)

The totals in the table do not include an additional 5 bicyclists who were not fatally injured or injured or where their injury severity was unknown.



Bicycle Fatalities and Injuries by Light Level

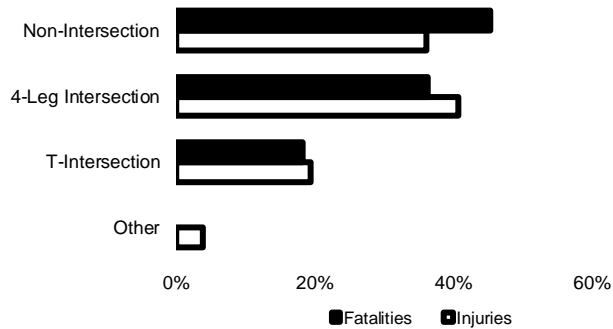
The majority of bicyclists’ injuries occurred during daylight hours. However, several of the fatalities occurred during non-daylight conditions. These fatalities totaled 41% of total bicyclists’ fatalities in 2020 compared to 38% in 2019.

Light Level	Fatalities	Injuries
Dawn	0 (0.0%)	6 (0.8%)
Daylight	13 (59.1%)	621 (77.7%)
Dark (Street Lights)	7 (31.8%)	125 (15.6%)
Dark (No/Unk St Lights)	2 (9.1%)	17 (2.1%)
Dusk	0 (0.0%)	29 (3.6%)
Other/Unknown	0 (0.0%)	1 (0.1%)
TOTAL	22 (100.0%)	799 (100.0%)

Note: The totals in the table do not include an additional 5 bicyclists who were not fatally injured or injured or where their injury severity was unknown.

Bicycle Fatalities and Injuries by Intersection

In 2020, the majority of bicyclists were injured at intersections and almost one half were fatally injured at non-intersections.



Intersection	Fatalities	Injuries
Non-Intersection	10 (45.5%)	288 (36.1%)
4-Leg Intersection	8 (36.4%)	326 (40.8%)
T-Intersection	4 (18.2%)	155 (19.4%)
Other	0 (0.0%)	30 (3.8%)
TOTAL	22 (100.0%)	799 (100.0%)

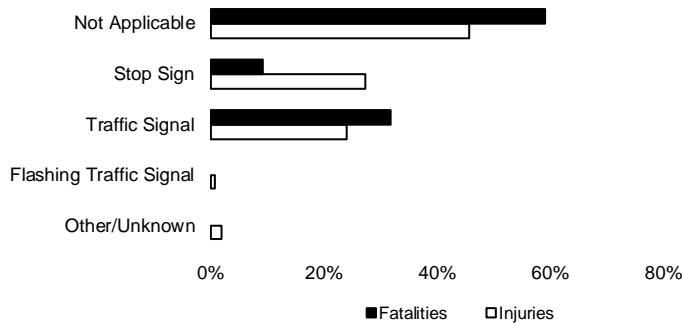
Note: The totals in the table do not include an additional 5 bicyclists who were not fatally injured or injured or where their injury severity was unknown.

Peds & Bikes

Bicycle Fatalities and Injuries by Traffic Control Device

In 2020, injuries occurred more often at traffic control devices (TCD) than where there were no controls, but 59% of fatalities occurred where there were no controls.

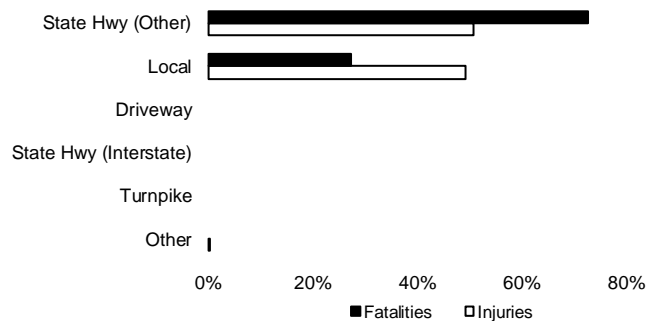
Traffic Control Device	Fatalities	Injuries
Not Applicable	13 (59.1%)	366 (45.8%)
Stop Sign	2 (9.1%)	219 (27.4%)
Traffic Signal	7 (31.8%)	192 (24.0%)
Flashing Traffic Signal	0 (0.0%)	6 (0.8%)
Other/Unknown	0 (0.0%)	16 (2.0%)
TOTAL	22 (100.0%)	799 (100.0%)



Note: The totals in the table do not include an additional 5 bicyclists who were not fatally injured or injured or where their injury severity was unknown.

Bicycle Fatalities and Injuries by Road Type*

73% of the fatalities of bicyclists occurred on state roads in 2020, while 49% 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 5 bicyclists who were not fatally injured or injured or where their injury severity was unknown.

Road Type	Fatalities	Injuries
State Hwy (Other)	16 (72.7%)	405 (50.7%)
Local	6 (27.3%)	393 (49.2%)
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%)	1 (0.1%)
TOTAL	22 (100.0%)	799 (100.0%)



Crashes by Motor Vehicle Type

Vehicle Crashes by Vehicle Types

	Fatal Crashes	Injury Crashes	PDO Crashes	Total Crashes
Passenger Car	51.4%	65.3%	67.1%	66.2%
	545 crashes	29,332 crashes	39,261 crashes	69,138 crashes
Lt Trk/Van/SUV	43.5%	52.2%	49.6%	50.6%
	461 crashes	23,470 crashes	28,980 crashes	52,911 crashes
Heavy Truck	10.4%	5.6%	6.4%	6.1%
	110 crashes	2,523 crashes	3,711 crashes	6,344 crashes
Bicycle	2.1%	1.8%	0.0%	0.8%
	22 crashes	793 crashes	0 crashes	818 crashes
Motorcycle	20.3%	6.6%	0.4%	3.3%
	215 crashes	2,960 crashes	224 crashes	3,399 crashes
School Bus	0.0%	0.2%	0.2%	0.2%
	0 crashes	68 crashes	86 crashes	154 crashes
Commercial Bus	0.9%	0.5%	0.2%	0.3%
	9 crashes	207 crashes	103 crashes	319 crashes
Other	6.2%	2.6%	1.3%	1.9%
	66 crashes	1,187 crashes	766 crashes	2,019 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 51.4% of all fatal injury crashes). Percentage totals exceed 100% due to multiple vehicle crashes.

Vehicle Crashes—Single Vehicle Hitting Fixed Objects

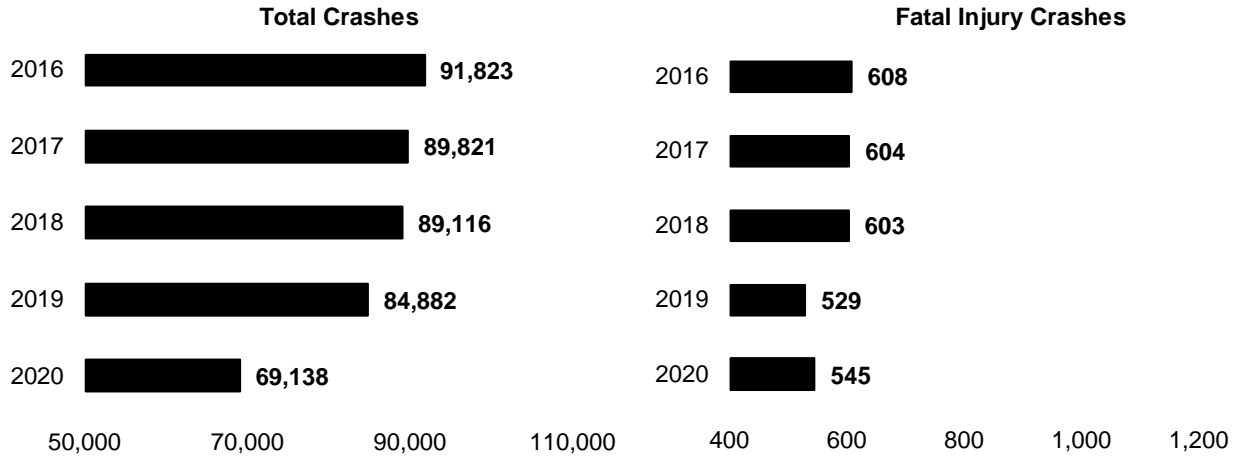
Crashes in Which a Single Vehicle Hit a Fixed Object:	31,363	Passenger Car	17,861	57.0%
		Lt Trk/Van/SUV	11,722	37.4%
		Heavy Truck	1,047	3.3%
		Motorcycle	585	1.9%
		School Bus	6	0.0%
		Commercial Bus	4	0.0%
		Other	138	0.4%

Vehicle Crashes—Two-Vehicle Collisions

Striking Vehicle	Vehicle Struck								Total
	Passenger Car	Heavy Truck	Lt Trk/Vn/Sv	Motor-cycle	Bicycle	School Bus	Commer-cial Bus	Other/Unknown	
Passenger Car	14,197	1,079	9,948	267	270	38	108	223	26,130
Lt Trk/Van/SUV	7,795	895	8,300	222	191	41	46	162	17,652
Heavy Truck	872	271	608	7	12	1	3	16	1,790
Motorcycle	455	25	395	57	7	0	3	24	966
Bicycle	137	5	129	1	0	0	2	1	275
School Bus	16	2	22	1	0	2	0	0	43
Commercial Bus	42	2	16	1	4	0	2	1	68
Other/Unknown	394	14	250	18	37	0	2	21	736


Passenger Car Crashes—Five-Year Trends

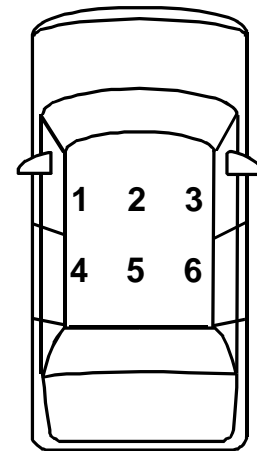
Total passenger car crashes in 2020 and fatal crashes in 2019 were the lowest in the last five years.



Passenger Car Fatalities by Seating Position

In 2020, 37% of crash fatalities involved passenger car occupants. The table below depicts the passenger car fatalities in 2020 by seating position.

	Drivers	1 →
	336 (79.6%)	
	Center Front	2 →
	0 (0.0%)	
	Right Front	3 →
	54 (12.8%)	
	Left Rear	4 →
	11 (2.6%)	
Center Rear	5 →	
2 (0.5%)		
Right Rear	6 →	
7 (1.7%)		
Others		
12 (2.8%)		
Total Fatalities	Total Passengers	
422	74 (17.5%)	

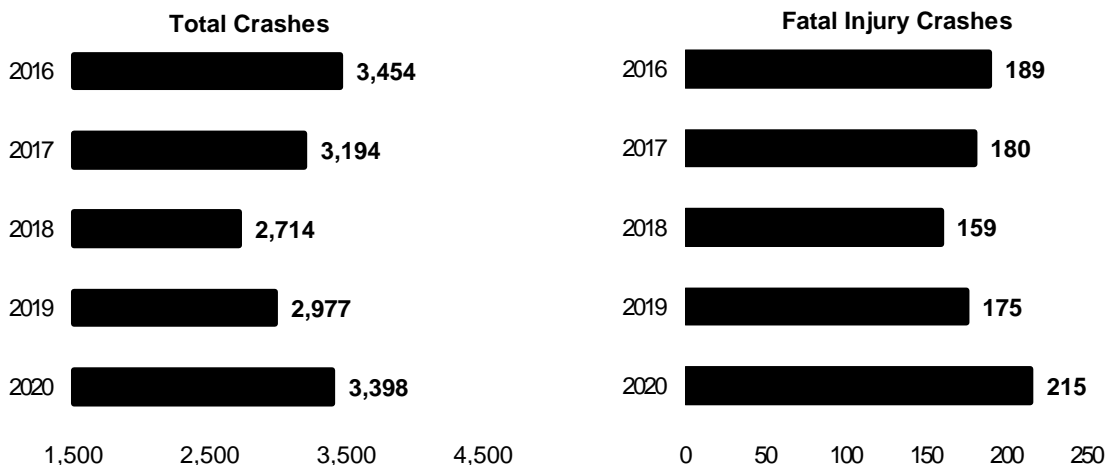


Crashes by Vehicle

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

Motorcycle Crashes—Five-Year Trends

In 2020, total motorcycle crashes increased 14.1% from 2019 while motorcycle fatal injury crashes increased 22.9% from 2019.



Year	Fatalities
2016	192
2017	185
2018	164
2019	174
2020	217
TOTAL	932

Motorcycle Fatalities—Five-Year Trends

Of the 217 fatalities in 2020 involving motorcycle drivers or passengers:

- ▶ 204 (94.0%) were drivers
- ▶ 13 (6.0%) were passengers

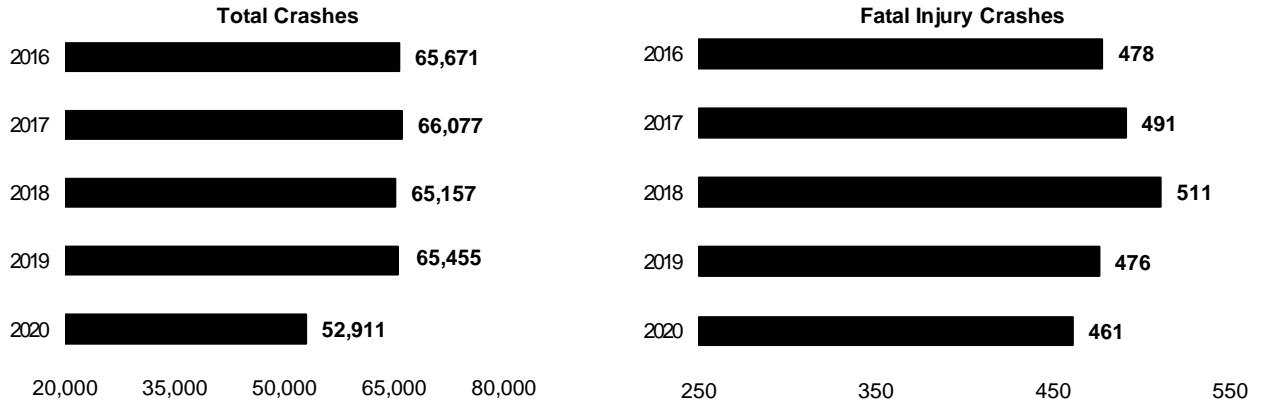
Motorcycle Helmet Use in Crashes

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

	Fatalities	Injuries	Not Injured	Total Motorcyclists
Helmets	93 (42.9%)	1,728 (53.6%)	178 (44.8%)	1,999 (52.0%)
No Helmets	115 (53.0%)	1,345 (41.7%)	146 (36.8%)	1,606 (41.8%)
Unknown	9 (4.2%)	154 (4.8%)	73 (18.4%)	236 (6.1%)
TOTAL	217 (100.0%)	3,227 (100.0%)	397 (100.0%)	3,841 (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 decreased 19.2% in 2020 from 2019 and are low in comparison to other years.





Light Truck / SUV / Van Rollovers Compared to Passenger Cars

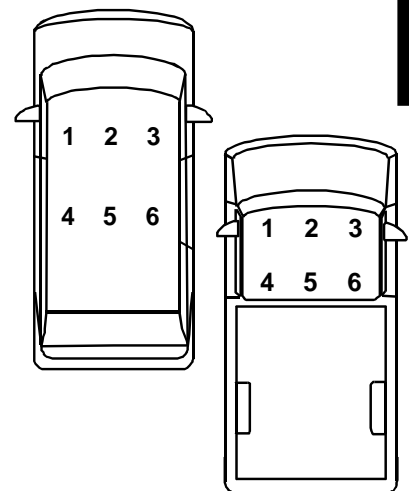
- ▶ The percentage of 2020 light truck / SUV / van crashes were higher than passenger cars in crashes involving rollovers (5.2% of all light truck / SUV / van crashes compared to 3.4% of all passenger car crashes).
- ▶ In 2020 rollover crashes, the percentage of light truck / SUV / van occupant fatalities were 46% higher than passenger car occupant fatalities (28.3% of fatalities compared to 19.4%).

	Rollover Crashes	Rollover Fatalities
Lt Trk/Van/SUV	2,772 (5.2%)	71 (28.3%)
Passenger Cars	2,380 (3.4%)	82 (19.4%)

Light Truck / SUV / Van Fatalities by Seating Position

In 2020, 22.6% of crash fatalities involved occupants in light trucks, vans, and sport utility vehicles. The table below depicts these fatalities in 2020 by seating position.

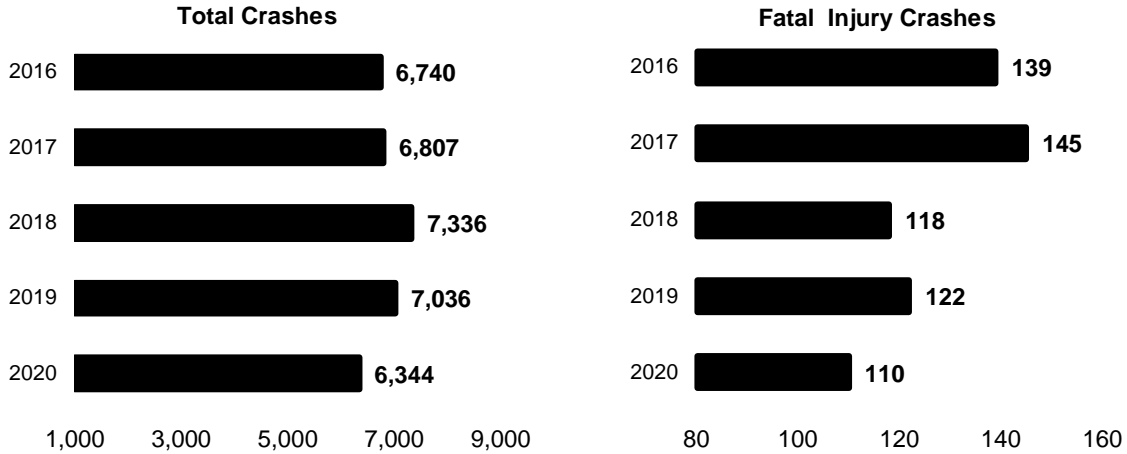
	Drivers	1	→	
	196 (78.1%)			
		Center Front	2	→
		0 (0.0%)		
		Right Front	3	→
		36 (14.3%)		
	Total Passengers	4	→	
	49 (19.5%)			
		Left Rear	4	→
		7 (2.8%)		
		Center Rear	5	→
		1 (0.4%)		
	Right Rear	6	→	
	5 (2.0%)			
Truck Bed/Cargo Area/Veh Extr				
1 (0.4%)				
Towed Unit/Other				
5 (2.0%)				
Total Fatalities				
251				



Crashes by Vehicle

Heavy Truck Crashes—Five Year Trends

Total crashes involving heavy trucks in 2018 were the highest since 2016. Fatal injury crashes in 2020 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	116
Brake-Related	77
Unsecure Trailer/Overloaded	37
Power Train Failure	28
Total Steering System Failure	15
Trailer Hitch/Improper Towing	11
Other Failure	9
Suspension	4
Vehicle Lighting Related	2
Windshield/Defective Wipers	1

Crashes by Vehicle

Heavy Truck Crashes by Road Type*

Road Type	Crashes	Occupant Fatalities
State Hwy (Interstate)	1,781 (28.1%)	9 (40.9%)
State Hwy (Other)	3,491 (55.0%)	9 (40.9%)
Turnpike	413 (6.5%)	2 (9.1%)
Local Road	659 (10.4%)	2 (9.1%)
Other	0 (0.0%)	0 (0.0%)
TOTAL	6,344 (100.0%)	22 (100.0%)

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

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

Hazardous Material Crashes by Road Type


Road Type	Crashes	HazMat Released
State Hwy (Interstate)	23 (21.9%)	3 (15.8%)
State Hwy (Other)	63 (60.0%)	9 (47.4%)
Turnpike	6 (5.7%)	3 (15.8%)
Local Road	13 (12.4%)	4 (21.1%)
Other	0 (0.0%)	0 (0.0%)
TOTAL	105 (100.0%)	19 (100.0%)

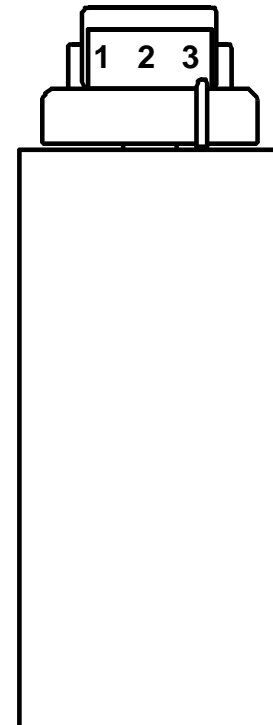
Note: “State Highway (Other)” includes state-maintained roads that are not designated as interstates.

*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 2020, only 1.9% of crash fatalities involved heavy truck occupants. The table below depicts the heavy truck fatalities in 2020 by seating position.

 <p>Total Fatalities 22</p>	Drivers	1 →
	19 (86.4%)	
	Center Front	2 →
	Total Passengers	0 (0.0%)
	Right Front	3 →
	1 (4.6%)	
	Others	2 (9.1%)



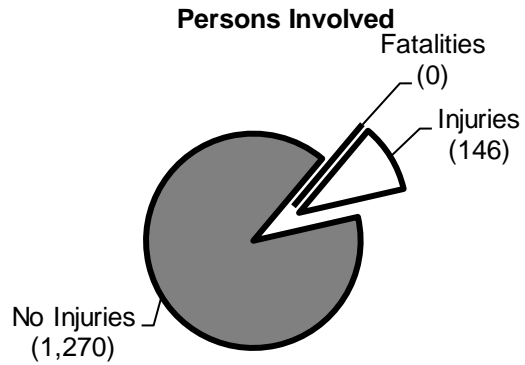
“Others” might be persons in the sleeping compartment; persons in the cargo trailer; or someone on, or attached to, the outside of the truck.

Crashes by Vehicle

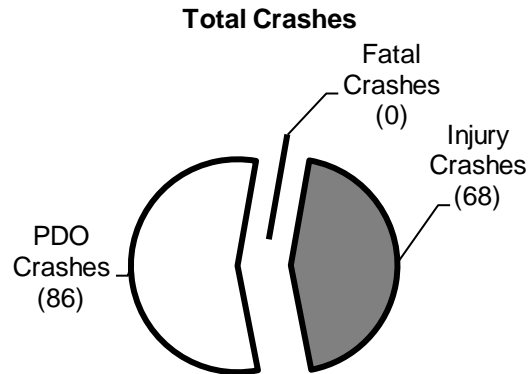
School Bus Crashes

Of the more than 1,400 persons involved in school bus crashes in 2020, none were fatally injured, and 90% suffered no injury at all. See the tables at the bottom of page 57 for a breakdown of the persons involved. As shown, no fatalities were school bus passengers.

Total persons involved: **1,416**



Less than one half (44.2%) of school bus crashes in 2020 were injury crashes. However, as the pie chart above shows, most persons involved in school bus crashes suffer no injuries at all.



School Bus Crashes by Road Type*

Crashes by Vehicle

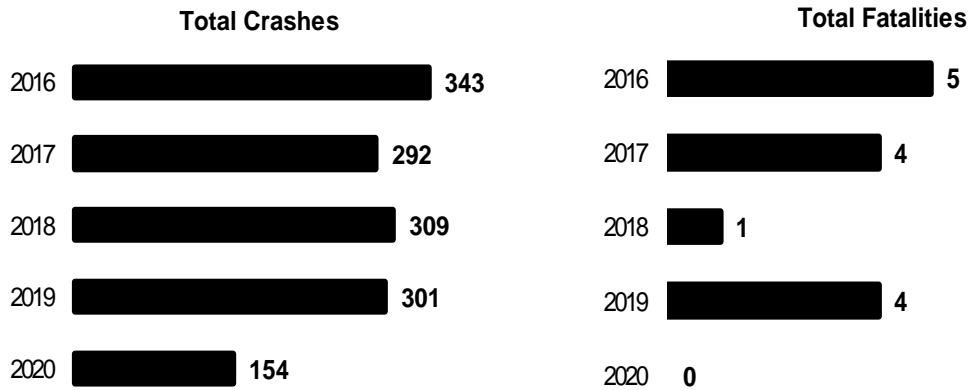
Road Type	Crashes	Percentage
State Hwy (Interstate)	3	2.0%
State Hwy (Other)	108	70.1%
Turnpike	1	0.7%
Local Road	42	27.3%
Other	0	0.0%
TOTAL	154	100.0%

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 2020. School bus related fatalities were 0.0% of total fatalities in 2020. None of the persons fatally injured were school bus passengers at the time of the crash.



Year	Crash Severity			Total	Fatalities	Injuries
	Fatal	Injury	PDO			
2016	4	187	152	343	5	449
2017	4	156	132	292	4	371
2018	1	157	151	309	1	333
2019	4	151	146	301	4	329
2020	0	68	86	154	0	146
TOTAL	13	719	667	1,399	14	1,628

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
2016	0	0	0	1	4	0	5
2017	1	0	0	0	3	0	4
2018	0	0	0	1	0	0	1
2019	0	0	0	1	3	0	4
2020	0	0	0	0	0	0	0
TOTAL	1	0	0	3	10	0	14

INJURIES							
Year	School Bus Drivers	School Bus Passengers	School-Age Pedestrians	Other Pedestrians	Driver/ Passenger of Other Vehicle	Other/ Unknown	Total Injuries
2016	44	204	8	5	156	32	449
2017	35	212	3	5	113	3	371
2018	34	168	2	5	115	9	333
2019	24	188	4	7	99	7	329
2020	14	74	0	3	55	0	146
TOTAL	151	846	17	25	538	51	1,628

Crashes by Vehicle

Pennsylvania County Crashes

County Overview

The Commonwealth of Pennsylvania consists of 67 counties. Each county includes local municipalities, a combination of cities, boroughs, first class townships, and/or second class townships. In total, there are approximately 2,500 municipalities throughout the 67 counties. In 2019, Pennsylvania’s total population was 12,801,989 people.

Please note: 2019 populations were used as 2020 data was not available at the time of publication.

The ten most populated counties were:

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

The ten least populated counties were:

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

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

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

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

Allegheny (5.87%)	Montgomery (3.66%)	Lancaster (3.63%)
York (3.43%)	Chester (3.36%)	Bucks (3.24%)
Westmoreland (3.07%)	Berks (3.07%)	Philadelphia (2.83%)
Erie (2.29%)		

The ten counties with the most reported traffic crashes were:

Philadelphia (9.7%)	Allegheny (9.4%)	Montgomery (6.6%)
Bucks (4.6%)	Lancaster (4.6%)	Berks (4.2%)
Delaware (4.1%)	Lehigh (4.0%)	York (3.8%)
Chester (3.3%)	<i>See page 59.</i>	

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

Philadelphia (14.7%)	Allegheny (5.3%)	Bucks (4.6%)
Lancaster (4.2%)	Westmoreland (3.5%)	Berks (3.3%)
Luzerne (3.1%)	Montgomery (3.1%)	Chester (2.9%)
Lehigh (2.8%)	<i>See page 61.</i>	



*Information provided by PENNDOT’s Bureau of Planning and Research, Performance Monitoring Division. For consistency purposes, the prior year’s data is used at the time of publication because of timing issues. For this Crash Facts & Statistics book, 2019 information was used.

Pennsylvania Crashes by County

The percentages compare the number to the statewide total at the bottom of the columns.
Please note: 2019 populations were used as 2020 data was not available at the time of publication.

County	Population	Fatal InjuryCrashes	Injury Crashes	PDO Crashes	Total Crashes
Adams	103,009 (0.8%)	13 (1.2%)	335 (0.8%)	501 (0.9%)	849 (0.8%)
Allegheny	1,216,045 (9.5%)	57 (5.4%)	3,782 (8.4%)	5,979 (10.2%)	9,818 (9.4%)
Armstrong	64,735 (0.5%)	5 (0.5%)	147 (0.3%)	268 (0.5%)	420 (0.4%)
Beaver	163,929 (1.3%)	13 (1.2%)	431 (1.0%)	745 (1.3%)	1,189 (1.1%)
Bedford	47,888 (0.4%)	4 (0.4%)	201 (0.5%)	408 (0.7%)	613 (0.6%)
Berks	421,164 (3.3%)	36 (3.4%)	1,746 (3.9%)	2,575 (4.4%)	4,357 (4.2%)
Blair	121,829 (1.0%)	8 (0.8%)	499 (1.1%)	658 (1.1%)	1,165 (1.1%)
Bradford	60,323 (0.5%)	6 (0.6%)	220 (0.5%)	353 (0.6%)	579 (0.6%)
Bucks	628,270 (4.9%)	47 (4.4%)	2,122 (4.7%)	2,656 (4.5%)	4,825 (4.6%)
Butler	187,853 (1.5%)	9 (0.9%)	562 (1.3%)	936 (1.6%)	1,507 (1.4%)
Cambria	130,192 (1.0%)	7 (0.7%)	386 (0.9%)	564 (1.0%)	957 (0.9%)
Cameron	4,447 (0.0%)	1 (0.1%)	11 (0.0%)	20 (0.0%)	32 (0.0%)
Carbon	64,182 (0.5%)	9 (0.9%)	246 (0.6%)	368 (0.6%)	623 (0.6%)
Centre	162,385 (1.3%)	14 (1.3%)	341 (0.8%)	532 (0.9%)	887 (0.9%)
Chester	524,989 (4.1%)	30 (2.8%)	1,322 (2.9%)	2,136 (3.7%)	3,488 (3.3%)
Clarion	38,438 (0.3%)	3 (0.3%)	140 (0.3%)	224 (0.4%)	367 (0.4%)
Clearfield	79,255 (0.6%)	15 (1.4%)	290 (0.7%)	413 (0.7%)	718 (0.7%)
Clinton	38,632 (0.3%)	7 (0.7%)	133 (0.3%)	179 (0.3%)	319 (0.3%)
Columbia	64,964 (0.5%)	8 (0.8%)	191 (0.4%)	391 (0.7%)	590 (0.6%)
Crawford	84,629 (0.7%)	5 (0.5%)	284 (0.6%)	473 (0.8%)	762 (0.7%)
Cumberland	253,370 (2.0%)	14 (1.3%)	841 (1.9%)	1,174 (2.0%)	2,029 (1.9%)
Dauphin	278,299 (2.2%)	18 (1.7%)	1,030 (2.3%)	1,483 (2.5%)	2,531 (2.4%)
Delaware	566,747 (4.4%)	28 (2.6%)	2,037 (4.5%)	2,227 (3.8%)	4,292 (4.1%)
Elk	29,910 (0.2%)	1 (0.1%)	85 (0.2%)	137 (0.2%)	223 (0.2%)
Erie	269,728 (2.1%)	14 (1.3%)	1,014 (2.3%)	1,299 (2.2%)	2,327 (2.2%)
Fayette	129,274 (1.0%)	24 (2.3%)	463 (1.0%)	617 (1.1%)	1,104 (1.1%)
Forest	7,247 (0.1%)	0 (0.0%)	26 (0.1%)	33 (0.1%)	59 (0.1%)
Franklin	155,027 (1.2%)	15 (1.4%)	467 (1.0%)	801 (1.4%)	1,283 (1.2%)
Fulton	14,530 (0.1%)	2 (0.2%)	87 (0.2%)	146 (0.3%)	235 (0.2%)
Greene	36,233 (0.3%)	2 (0.2%)	127 (0.3%)	168 (0.3%)	297 (0.3%)
Huntingdon	45,144 (0.4%)	7 (0.7%)	147 (0.3%)	150 (0.3%)	304 (0.3%)
Indiana	84,073 (0.7%)	15 (1.4%)	214 (0.5%)	363 (0.6%)	592 (0.6%)
Jefferson	43,425 (0.3%)	6 (0.6%)	163 (0.4%)	209 (0.4%)	378 (0.4%)
Juniata	24,763 (0.2%)	4 (0.4%)	102 (0.2%)	123 (0.2%)	229 (0.2%)
Lackawanna	209,674 (1.6%)	20 (1.9%)	929 (2.1%)	1,170 (2.0%)	2,119 (2.0%)
Lancaster	545,724 (4.3%)	43 (4.1%)	2,013 (4.5%)	2,738 (4.7%)	4,794 (4.6%)
Lawrence	85,512 (0.7%)	11 (1.0%)	251 (0.6%)	334 (0.6%)	596 (0.6%)
Lebanon	141,793 (1.1%)	19 (1.8%)	532 (1.2%)	766 (1.3%)	1,317 (1.3%)
Lehigh	369,318 (2.9%)	30 (2.8%)	1,833 (4.1%)	2,323 (4.0%)	4,186 (4.0%)
Luzerne	317,417 (2.5%)	34 (3.2%)	1,260 (2.8%)	1,662 (2.8%)	2,956 (2.8%)
Lycoming	113,299 (0.9%)	10 (0.9%)	365 (0.8%)	494 (0.8%)	869 (0.8%)
McKean	40,625 (0.3%)	3 (0.3%)	114 (0.3%)	146 (0.3%)	263 (0.3%)
Mercer	109,424 (0.9%)	12 (1.1%)	370 (0.8%)	587 (1.0%)	969 (0.9%)
Mifflin	46,138 (0.4%)	10 (0.9%)	143 (0.3%)	208 (0.4%)	361 (0.4%)
Monroe	170,271 (1.3%)	11 (1.0%)	847 (1.9%)	1,119 (1.9%)	1,977 (1.9%)
Montgomery	830,915 (6.5%)	35 (3.3%)	3,104 (6.9%)	3,805 (6.5%)	6,944 (6.7%)
Montour	18,230 (0.1%)	2 (0.2%)	74 (0.2%)	84 (0.1%)	160 (0.2%)
Northampton	305,285 (2.4%)	20 (1.9%)	1,085 (2.4%)	1,405 (2.4%)	2,510 (2.4%)
Northumberland	90,843 (0.7%)	11 (1.0%)	230 (0.5%)	354 (0.6%)	595 (0.6%)
Perry	46,272 (0.4%)	7 (0.7%)	167 (0.4%)	231 (0.4%)	405 (0.4%)
Philadelphia	1,584,064 (12.4%)	154 (14.5%)	6,202 (13.8%)	3,752 (6.4%)	10,108 (9.7%)
Pike	55,809 (0.4%)	6 (0.6%)	224 (0.5%)	282 (0.5%)	512 (0.5%)
Potter	16,526 (0.1%)	1 (0.1%)	55 (0.1%)	65 (0.1%)	121 (0.1%)
Schuylkill	141,359 (1.1%)	18 (1.7%)	502 (1.1%)	667 (1.1%)	1,187 (1.1%)
Snyder	40,372 (0.3%)	8 (0.8%)	129 (0.3%)	151 (0.3%)	288 (0.3%)
Somerset	73,447 (0.6%)	9 (0.9%)	285 (0.6%)	356 (0.6%)	650 (0.6%)
Sullivan	6,066 (0.1%)	1 (0.1%)	24 (0.1%)	35 (0.1%)	60 (0.1%)
Susquehanna	40,328 (0.3%)	11 (1.0%)	137 (0.3%)	211 (0.4%)	359 (0.3%)
Tioga	40,591 (0.3%)	5 (0.5%)	129 (0.3%)	211 (0.4%)	345 (0.3%)
Union	44,923 (0.4%)	4 (0.4%)	133 (0.3%)	183 (0.3%)	320 (0.3%)
Venango	50,668 (0.4%)	9 (0.9%)	178 (0.4%)	333 (0.6%)	520 (0.5%)
Warren	39,191 (0.3%)	6 (0.6%)	114 (0.3%)	172 (0.3%)	292 (0.3%)
Washington	206,865 (1.6%)	28 (2.6%)	562 (1.3%)	868 (1.5%)	1,458 (1.4%)
Wayne	51,361 (0.4%)	8 (0.8%)	178 (0.4%)	198 (0.3%)	384 (0.4%)
Westmoreland	348,899 (2.7%)	36 (3.4%)	960 (2.1%)	1,547 (2.7%)	2,543 (2.4%)
Wyoming	26,794 (0.2%)	4 (0.4%)	100 (0.2%)	135 (0.2%)	239 (0.2%)
York	449,058 (3.5%)	27 (2.6%)	1,510 (3.4%)	2,435 (4.2%)	3,972 (3.8%)
TOTAL	12,801,989 (100.0%)	1,060 (100.0%)	44,957 (100.0%)	58,458 (99.8%)	104,475 (99.9%)

Counties

Crashes by County—Five-Year Trends

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

County	2016 Crashes	2017 Crashes	2018 Crashes	2019 Crashes	2020 Crashes
Adams	1,018 (0.8%)	1,002 (0.8%)	1,044 (0.8%)	929 (0.8%)	849 (0.8%)
Allegheny	12,858 (9.9%)	12,470 (9.7%)	12,369 (9.6%)	12,225 (9.6%)	9,818 (9.4%)
Armstrong	511 (0.4%)	546 (0.4%)	495 (0.4%)	488 (0.4%)	420 (0.4%)
Beaver	1,301 (1.0%)	1,265 (1.0%)	1,361 (1.1%)	1,385 (1.1%)	1,189 (1.1%)
Bedford	718 (0.6%)	765 (0.6%)	859 (0.7%)	755 (0.7%)	613 (0.6%)
Berks	4,902 (3.8%)	5,034 (3.9%)	5,118 (4.0%)	4,886 (4.0%)	4,357 (4.2%)
Blair	1,437 (1.1%)	1,545 (1.2%)	1,478 (1.2%)	1,451 (1.2%)	1,165 (1.1%)
Bradford	552 (0.4%)	571 (0.5%)	597 (0.5%)	583 (0.5%)	579 (0.6%)
Bucks	6,159 (4.8%)	6,175 (4.8%)	6,193 (4.8%)	6,103 (4.8%)	4,825 (4.6%)
Butler	1,832 (1.4%)	1,871 (1.5%)	1,874 (1.5%)	1,748 (1.5%)	1,507 (1.4%)
Cambria	1,227 (1.0%)	1,218 (1.0%)	1,205 (0.9%)	1,188 (0.9%)	957 (0.9%)
Cameron	40 (0.0%)	65 (0.1%)	53 (0.0%)	42 (0.0%)	32 (0.0%)
Carbon	705 (0.5%)	745 (0.6%)	749 (0.6%)	748 (0.6%)	623 (0.6%)
Centre	1,311 (1.0%)	1,246 (1.0%)	1,216 (1.0%)	1,191 (1.0%)	887 (0.9%)
Chester	4,889 (3.8%)	4,777 (3.7%)	4,924 (3.8%)	4,717 (3.8%)	3,488 (3.3%)
Clarion	417 (0.3%)	392 (0.3%)	423 (0.3%)	443 (0.3%)	367 (0.4%)
Clearfield	838 (0.7%)	821 (0.6%)	834 (0.7%)	747 (0.7%)	718 (0.7%)
Clinton	396 (0.3%)	365 (0.3%)	369 (0.3%)	360 (0.3%)	319 (0.3%)
Columbia	789 (0.6%)	779 (0.6%)	765 (0.6%)	684 (0.6%)	590 (0.6%)
Crawford	944 (0.7%)	911 (0.7%)	946 (0.7%)	937 (0.7%)	762 (0.7%)
Cumberland	2,644 (2.0%)	2,520 (2.0%)	2,605 (2.0%)	2,549 (2.0%)	2,029 (1.9%)
Dauphin	3,269 (2.5%)	3,457 (2.7%)	3,448 (2.7%)	3,188 (2.7%)	2,531 (2.4%)
Delaware	5,001 (3.9%)	5,022 (3.9%)	4,944 (3.9%)	4,926 (3.9%)	4,292 (4.1%)
Elk	322 (0.3%)	307 (0.2%)	298 (0.2%)	293 (0.2%)	223 (0.2%)
Erie	2,716 (2.1%)	2,619 (2.0%)	2,472 (1.9%)	2,624 (1.9%)	2,327 (2.2%)
Fayette	1,134 (0.9%)	1,247 (1.0%)	1,246 (1.0%)	1,079 (1.0%)	1,104 (1.1%)
Forest	70 (0.1%)	59 (0.1%)	72 (0.1%)	68 (0.1%)	59 (0.1%)
Franklin	1,535 (1.2%)	1,485 (1.2%)	1,546 (1.2%)	1,569 (1.2%)	1,283 (1.2%)
Fulton	228 (0.2%)	246 (0.2%)	278 (0.2%)	274 (0.2%)	235 (0.2%)
Greene	370 (0.3%)	344 (0.3%)	440 (0.3%)	420 (0.3%)	297 (0.3%)
Huntingdon	415 (0.3%)	434 (0.3%)	358 (0.3%)	392 (0.3%)	304 (0.3%)
Indiana	723 (0.6%)	709 (0.6%)	742 (0.6%)	723 (0.6%)	592 (0.6%)
Jefferson	458 (0.4%)	437 (0.3%)	413 (0.3%)	385 (0.3%)	378 (0.4%)
Juniata	287 (0.2%)	275 (0.2%)	265 (0.2%)	289 (0.2%)	229 (0.2%)
Lackawanna	2,690 (2.1%)	2,712 (2.1%)	2,687 (2.1%)	2,531 (2.1%)	2,119 (2.0%)
Lancaster	5,931 (4.6%)	5,822 (4.5%)	6,038 (4.7%)	5,955 (4.7%)	4,794 (4.6%)
Lawrence	780 (0.6%)	728 (0.6%)	770 (0.6%)	752 (0.6%)	596 (0.6%)
Lebanon	1,452 (1.1%)	1,579 (1.2%)	1,609 (1.3%)	1,534 (1.3%)	1,317 (1.3%)
Lehigh	4,970 (3.8%)	5,138 (4.0%)	4,713 (3.7%)	5,089 (3.7%)	4,186 (4.0%)
Luzerne	3,680 (2.8%)	3,604 (2.8%)	3,612 (2.8%)	3,418 (2.8%)	2,956 (2.8%)
Lycoming	1,101 (0.9%)	1,089 (0.9%)	1,115 (0.9%)	1,000 (0.9%)	869 (0.8%)
McKean	389 (0.3%)	347 (0.3%)	316 (0.3%)	326 (0.3%)	263 (0.3%)
Mercer	1,300 (1.0%)	1,291 (1.0%)	1,223 (1.0%)	1,129 (1.0%)	969 (0.9%)
Mifflin	451 (0.4%)	453 (0.4%)	469 (0.4%)	441 (0.4%)	361 (0.4%)
Monroe	2,621 (2.0%)	2,456 (1.9%)	2,461 (1.9%)	2,393 (1.9%)	1,977 (1.9%)
Montgomery	8,799 (6.8%)	8,982 (7.0%)	9,235 (7.2%)	9,113 (7.2%)	6,944 (6.7%)
Montour	217 (0.2%)	218 (0.2%)	218 (0.2%)	195 (0.2%)	160 (0.2%)
Northampton	3,119 (2.4%)	3,088 (2.4%)	2,975 (2.3%)	3,081 (2.3%)	2,510 (2.4%)
Northumberland	722 (0.6%)	703 (0.6%)	739 (0.6%)	712 (0.6%)	595 (0.6%)
Perry	463 (0.4%)	486 (0.4%)	538 (0.4%)	495 (0.4%)	405 (0.4%)
Philadelphia	12,190 (9.4%)	11,160 (8.7%)	11,003 (8.6%)	11,120 (8.6%)	10,108 (9.7%)
Pike	582 (0.5%)	621 (0.5%)	574 (0.5%)	562 (0.5%)	512 (0.5%)
Potter	136 (0.1%)	151 (0.1%)	141 (0.1%)	128 (0.1%)	121 (0.1%)
Schuylkill	1,349 (1.0%)	1,367 (1.1%)	1,358 (1.1%)	1,268 (1.1%)	1,187 (1.1%)
Snyder	384 (0.3%)	393 (0.3%)	392 (0.3%)	431 (0.3%)	288 (0.3%)
Somerset	776 (0.6%)	774 (0.6%)	822 (0.6%)	688 (0.6%)	650 (0.6%)
Sullivan	76 (0.1%)	73 (0.1%)	89 (0.1%)	67 (0.1%)	60 (0.1%)
Susquehanna	493 (0.4%)	477 (0.4%)	494 (0.4%)	462 (0.4%)	359 (0.3%)
Tioga	427 (0.3%)	429 (0.3%)	455 (0.4%)	406 (0.4%)	345 (0.3%)
Union	392 (0.3%)	386 (0.3%)	423 (0.3%)	367 (0.3%)	320 (0.3%)
Venango	542 (0.4%)	554 (0.4%)	502 (0.4%)	518 (0.4%)	520 (0.5%)
Warren	411 (0.3%)	412 (0.3%)	347 (0.3%)	317 (0.3%)	292 (0.3%)
Washington	2,036 (1.6%)	1,926 (1.5%)	2,038 (1.6%)	1,899 (1.6%)	1,458 (1.4%)
Wayne	518 (0.4%)	546 (0.4%)	541 (0.4%)	460 (0.4%)	384 (0.4%)
Westmoreland	3,288 (2.5%)	3,254 (2.5%)	3,325 (2.6%)	3,124 (2.6%)	2,543 (2.4%)
Wyoming	288 (0.2%)	304 (0.2%)	317 (0.3%)	270 (0.3%)	239 (0.2%)
York	4,696 (3.6%)	4,794 (3.7%)	4,793 (3.7%)	4,557 (3.7%)	3,972 (3.8%)
TOTAL	129,395 (99.9%)	128,188 (99.9%)	128,420 (99.9%)	125,267 (99.9%)	104,475 (99.9%)

Counties

Traffic Fatalities by County—Five-Year Trends

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

County	2016 Fatalities	2017 Fatalities	2018 Fatalities	2019 Fatalities	2020 Fatalities
Adams	15 (1.3%)	5 (0.4%)	16 (1.3%)	12 (1.3%)	16 (1.4%)
Allegheny	72 (6.1%)	67 (5.9%)	68 (5.7%)	62 (5.7%)	60 (5.3%)
Armstrong	6 (0.5%)	9 (0.8%)	9 (0.8%)	11 (0.8%)	5 (0.4%)
Beaver	5 (0.4%)	17 (1.5%)	15 (1.3%)	16 (1.3%)	13 (1.2%)
Bedford	11 (0.9%)	12 (1.1%)	8 (0.7%)	6 (0.7%)	4 (0.4%)
Berks	35 (3.0%)	50 (4.4%)	41 (3.5%)	49 (3.5%)	37 (3.3%)
Blair	22 (1.9%)	9 (0.8%)	12 (1.0%)	7 (1.0%)	10 (0.9%)
Bradford	10 (0.8%)	9 (0.8%)	13 (1.1%)	13 (1.1%)	6 (0.5%)
Bucks	52 (4.4%)	50 (4.4%)	54 (4.5%)	48 (4.5%)	52 (4.6%)
Butler	30 (2.5%)	17 (1.5%)	18 (1.5%)	16 (1.5%)	10 (0.9%)
Cambria	12 (1.0%)	12 (1.1%)	9 (0.8%)	12 (0.8%)	7 (0.6%)
Cameron	0 (0.0%)	0 (0.0%)	0 (0.0%)	3 (0.0%)	1 (0.1%)
Carbon	12 (1.0%)	9 (0.8%)	13 (1.1%)	7 (1.1%)	9 (0.8%)
Centre	20 (1.7%)	16 (1.4%)	13 (1.1%)	1 (1.1%)	14 (1.2%)
Chester	24 (2.0%)	35 (3.1%)	46 (3.9%)	29 (3.9%)	33 (2.9%)
Clarion	4 (0.3%)	7 (0.6%)	8 (0.7%)	6 (0.7%)	3 (0.3%)
Clearfield	9 (0.8%)	16 (1.4%)	18 (1.5%)	10 (1.5%)	15 (1.3%)
Clinton	6 (0.5%)	8 (0.7%)	4 (0.3%)	6 (0.3%)	8 (0.7%)
Columbia	7 (0.6%)	6 (0.5%)	9 (0.8%)	3 (0.8%)	9 (0.8%)
Crawford	12 (1.0%)	10 (0.9%)	14 (1.2%)	9 (1.2%)	5 (0.4%)
Cumberland	28 (2.4%)	26 (2.3%)	22 (1.9%)	17 (1.9%)	14 (1.2%)
Dauphin	30 (2.5%)	36 (3.2%)	42 (3.5%)	16 (3.5%)	20 (1.8%)
Delaware	29 (2.4%)	25 (2.2%)	19 (1.6%)	31 (1.6%)	29 (2.6%)
Elk	11 (0.9%)	3 (0.3%)	7 (0.6%)	4 (0.6%)	1 (0.1%)
Erie	27 (2.3%)	27 (2.4%)	21 (1.8%)	26 (1.8%)	15 (1.3%)
Fayette	22 (1.9%)	23 (2.0%)	19 (1.6%)	18 (1.6%)	27 (2.4%)
Forest	4 (0.3%)	2 (0.2%)	2 (0.2%)	1 (0.2%)	0 (0.0%)
Franklin	20 (1.7%)	20 (1.8%)	23 (1.9%)	21 (1.9%)	15 (1.3%)
Fulton	2 (0.2%)	7 (0.6%)	5 (0.4%)	4 (0.4%)	2 (0.2%)
Greene	5 (0.4%)	9 (0.8%)	9 (0.8%)	15 (0.8%)	2 (0.2%)
Huntingdon	4 (0.3%)	5 (0.4%)	3 (0.3%)	7 (0.3%)	7 (0.6%)
Indiana	21 (1.8%)	7 (0.6%)	10 (0.8%)	12 (0.8%)	15 (1.3%)
Jefferson	11 (0.9%)	3 (0.3%)	5 (0.4%)	6 (0.4%)	6 (0.5%)
Juniata	6 (0.5%)	2 (0.2%)	2 (0.2%)	1 (0.2%)	4 (0.4%)
Lackawanna	20 (1.7%)	20 (1.8%)	30 (2.5%)	10 (2.5%)	22 (2.0%)
Lancaster	44 (3.7%)	43 (3.8%)	45 (3.8%)	44 (3.8%)	47 (4.2%)
Lawrence	10 (0.8%)	9 (0.8%)	17 (1.4%)	8 (1.4%)	11 (1.0%)
Lebanon	21 (1.8%)	22 (1.9%)	15 (1.3%)	19 (1.3%)	22 (2.0%)
Lehigh	28 (2.4%)	28 (2.5%)	26 (2.2%)	26 (2.2%)	32 (2.8%)
Luzerne	32 (2.7%)	27 (2.4%)	20 (1.7%)	32 (1.7%)	35 (3.1%)
Lycoming	15 (1.3%)	9 (0.8%)	10 (0.8%)	10 (0.8%)	12 (1.1%)
McKean	7 (0.6%)	3 (0.3%)	4 (0.3%)	13 (0.3%)	3 (0.3%)
Mercer	15 (1.3%)	10 (0.9%)	12 (1.0%)	15 (1.0%)	13 (1.2%)
Mifflin	3 (0.3%)	7 (0.6%)	2 (0.2%)	7 (0.2%)	11 (1.0%)
Monroe	29 (2.4%)	18 (1.6%)	21 (1.8%)	17 (1.8%)	11 (1.0%)
Montgomery	32 (2.7%)	41 (3.6%)	50 (4.2%)	32 (4.2%)	35 (3.1%)
Montour	3 (0.3%)	5 (0.4%)	3 (0.3%)	2 (0.3%)	3 (0.3%)
Northampton	29 (2.4%)	26 (2.3%)	21 (1.8%)	14 (1.8%)	21 (1.9%)
Northumberland	16 (1.4%)	9 (0.8%)	12 (1.0%)	9 (1.0%)	11 (1.0%)
Perry	11 (0.9%)	8 (0.7%)	9 (0.8%)	6 (0.8%)	8 (0.7%)
Philadelphia	101 (8.5%)	94 (8.3%)	103 (8.7%)	91 (8.7%)	166 (14.7%)
Pike	6 (0.5%)	4 (0.4%)	10 (0.8%)	19 (0.8%)	6 (0.5%)
Potter	2 (0.2%)	2 (0.2%)	6 (0.5%)	3 (0.5%)	1 (0.1%)
Schuylkill	14 (1.2%)	23 (2.0%)	23 (1.9%)	22 (1.9%)	19 (1.7%)
Snyder	4 (0.3%)	4 (0.4%)	5 (0.4%)	3 (0.4%)	8 (0.7%)
Somerset	8 (0.7%)	11 (1.0%)	14 (1.2%)	17 (1.2%)	9 (0.8%)
Sullivan	1 (0.1%)	4 (0.4%)	1 (0.1%)	0 (0.1%)	1 (0.1%)
Susquehanna	15 (1.3%)	9 (0.8%)	7 (0.6%)	9 (0.6%)	11 (1.0%)
Tioga	13 (1.1%)	11 (1.0%)	5 (0.4%)	8 (0.4%)	5 (0.4%)
Union	2 (0.2%)	4 (0.4%)	9 (0.8%)	4 (0.8%)	5 (0.4%)
Venango	11 (0.9%)	6 (0.5%)	6 (0.5%)	7 (0.5%)	11 (1.0%)
Warren	4 (0.3%)	7 (0.6%)	6 (0.5%)	6 (0.5%)	7 (0.6%)
Washington	22 (1.9%)	27 (2.4%)	29 (2.4%)	24 (2.4%)	29 (2.6%)
Wayne	12 (1.0%)	6 (0.5%)	6 (0.5%)	11 (0.5%)	9 (0.8%)
Westmoreland	33 (2.8%)	36 (3.2%)	35 (2.9%)	37 (2.9%)	39 (3.5%)
Wyoming	2 (0.2%)	7 (0.6%)	2 (0.2%)	4 (0.2%)	4 (0.4%)
York	39 (3.3%)	38 (3.3%)	49 (4.1%)	25 (4.1%)	28 (2.5%)
TOTAL	1,188 (100.0%)	1,137 (100.0%)	1,190 (100.0%)	1,059 (100.0%)	1,129 (100.0%)

Counties

Pedestrian Fatalities by County—Five-Year Trends

County	2016	2017	2018	2019	2020
Adams	1	0	5	0	1
Allegheny	15	16	14	13	9
Armstrong	1	0	0	1	0
Beaver	1	0	1	0	1
Bedford	2	0	0	0	0
Berks	6	3	4	5	6
Blair	1	0	1	0	0
Bradford	0	0	0	2	1
Bucks	8	11	12	12	6
Butler	1	0	1	3	0
Cambria	1	1	0	1	0
Cameron	0	0	0	1	0
Carbon	0	2	1	0	1
Centre	3	1	0	0	2
Chester	4	2	5	5	3
Clarion	0	0	0	1	0
Clearfield	1	2	0	0	1
Clinton	0	1	1	1	1
Columbia	0	0	1	1	0
Crawford	0	0	2	1	1
Cumberland	3	1	5	2	2
Dauphin	6	4	10	4	2
Delaware	7	7	6	10	2
Elk	0	0	0	0	0
Erie	3	3	4	5	1
Fayette	2	0	2	2	1
Forest	0	0	0	0	0
Franklin	1	3	4	2	1
Fulton	0	1	0	0	0
Greene	0	0	0	0	0
Huntingdon	0	0	0	0	0
Indiana	1	0	2	0	3
Jefferson	0	0	0	0	0
Juniata	0	0	0	0	1
Lackawanna	5	4	4	4	2
Lancaster	8	5	8	7	6
Lawrence	2	1	2	1	0
Lebanon	1	4	4	5	1
Lehigh	1	5	3	3	4
Luzerne	4	2	5	4	6
Lycoming	3	4	1	2	0
McKean	0	0	0	0	1
Mercer	1	0	2	1	1
Mifflin	2	1	0	0	0
Monroe	1	4	3	1	0
Montgomery	5	6	18	7	9
Montour	0	0	0	0	1
Northampton	5	4	2	2	4
Northumberland	1	0	3	1	0
Perry	2	1	3	0	0
Philadelphia	44	37	42	29	49
Pike	0	0	0	1	0
Potter	0	0	1	0	0
Schuylkill	3	1	2	2	3
Snyder	0	0	0	0	0
Somerset	1	0	2	0	1
Sullivan	0	0	0	0	0
Susquehanna	0	0	1	1	0
Tioga	0	0	1	0	0
Union	0	0	0	0	0
Venango	1	1	0	0	0
Warren	0	1	0	1	0
Washington	2	0	5	1	3
Wayne	0	1	1	2	0
Westmoreland	5	0	2	4	4
Wyoming	0	1	0	1	0
York	7	9	5	2	5
TOTAL	172	150	201	154	146

Counties

Pedestrian Fatalities and Injuries by Age Group by County

County	Age 0-4		Age 5-9		Age 10-14		Age 15-59		Age 60+		Total	
	Fatality	Injury	Fatality	Injury	Fatality	Injury	Fatality	Injury	Fatality	Injury	Fatality	Injury
Adams	0	0	0	2	0	0	1	7	0	1	1	10
Allegheny	0	10	0	11	0	9	4	169	5	68	9	267
Armstrong	0	0	0	0	0	0	0	1	0	0	0	1
Beaver	0	0	0	1	0	0	1	6	0	3	1	10
Bedford	0	0	0	0	0	1	0	4	0	0	0	5
Berks	0	7	0	7	0	14	5	76	1	18	6	122
Blair	0	1	0	1	0	2	0	8	0	3	0	15
Bradford	0	0	0	1	0	0	0	0	1	1	1	2
Bucks	0	0	0	3	0	5	6	55	0	22	6	85
Butler	0	0	0	0	0	1	0	10	0	4	0	15
Cambria	0	1	0	4	0	1	0	3	0	7	0	16
Cameron	0	0	0	0	0	0	0	0	0	0	0	0
Carbon	1	0	0	0	0	1	0	2	0	1	1	4
Centre	0	0	0	0	0	1	2	18	0	2	2	21
Chester	0	0	0	4	0	2	3	22	0	11	3	39
Clarion	0	0	0	0	0	0	0	2	0	1	0	3
Clearfield	0	1	0	1	0	0	0	5	1	6	1	13
Clinton	0	0	0	1	0	0	1	2	0	1	1	4
Columbia	0	0	0	0	0	1	0	8	0	2	0	11
Crawford	0	0	0	0	0	0	1	6	0	2	1	8
Cumberland	0	2	0	0	0	3	2	16	0	5	2	26
Dauphin	0	0	0	1	0	6	1	33	1	10	2	50
Delaware	0	6	0	17	0	13	1	75	1	20	2	131
Elk	0	0	0	0	0	0	0	1	0	0	0	1
Erie	0	1	0	3	0	4	0	46	1	12	1	66
Fayette	0	0	0	0	0	0	0	6	1	1	1	7
Forest	0	0	0	0	0	0	0	0	0	0	0	0
Franklin	0	1	0	2	1	0	0	10	0	3	1	16
Fulton	0	0	0	0	0	0	0	0	0	0	0	0
Greene	0	0	0	0	0	1	0	0	0	0	0	1
Huntingdon	0	0	0	1	0	1	0	2	0	0	0	4
Indiana	0	0	0	0	0	0	2	2	1	4	3	6
Jefferson	0	0	0	0	0	1	0	3	0	1	0	5
Juniata	0	0	0	1	0	0	1	2	0	0	1	3
Lackawanna	0	1	0	2	0	4	1	33	1	19	2	59
Lancaster	1	6	0	6	0	6	3	65	2	28	6	111
Lawrence	0	1	0	1	0	1	0	6	0	1	0	10
Lebanon	0	0	0	1	0	0	0	12	1	6	1	19
Lehigh	0	2	0	4	0	13	4	69	0	21	4	109
Luzerne	1	1	0	3	0	4	2	27	3	17	6	52
Lycoming	0	1	0	1	0	3	0	13	0	3	0	21
McKean	0	0	0	0	0	1	1	2	0	1	1	4
Mercer	0	2	0	0	0	0	0	12	1	2	1	16
Mifflin	0	1	0	0	0	0	0	2	0	2	0	5
Monroe	0	0	0	1	0	0	0	10	0	1	0	12
Montgomery	0	2	0	8	0	14	6	111	3	41	9	176
Montour	0	0	0	1	0	0	1	2	0	0	1	3
Northampton	0	0	0	2	0	6	2	35	2	13	4	56
Northumberland	0	0	0	0	0	0	0	5	0	2	0	7
Perry	0	0	0	0	0	0	0	2	0	0	0	2
Philadelphia	0	27	0	32	0	46	30	693	14	146	44	944
Pike	0	0	0	0	0	1	0	1	0	2	0	4
Potter	0	0	0	0	0	0	0	0	0	3	0	3
Schuylkill	0	0	0	0	0	2	2	13	1	5	3	20
Snyder	0	0	0	0	0	0	0	2	0	1	0	3
Somerset	0	0	0	0	0	1	0	1	1	0	1	2
Sullivan	0	0	0	0	0	0	0	0	0	0	0	0
Susquehanna	0	0	0	0	0	0	0	0	0	1	0	1
Tioga	0	0	0	0	0	1	0	2	0	2	0	5
Union	0	1	0	0	0	0	0	2	0	0	0	3
Venango	0	0	0	1	0	0	0	6	0	1	0	8
Warren	0	0	0	0	0	0	0	3	0	1	0	4
Washington	0	0	0	1	0	0	2	4	1	3	3	8
Wayne	0	0	0	0	0	0	0	6	0	1	0	7
Westmoreland	0	0	0	0	0	1	3	24	1	4	4	29
Wyoming	0	0	0	0	0	0	0	0	0	0	0	0
York	0	1	0	7	0	8	4	38	1	15	5	69
TOTAL	3	76	0	132	1	179	92	1,801	45	551	141	2,739

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

Counties

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

County	2016 Belt Use	2017 Belt Use	2018 Belt Use	2019 Belt Use	2020 Belt Use
Adams	88	88	87	86	86
Allegheny	80	80	80	81	79
Armstrong	82	81	85	86	83
Beaver	70	71	75	74	73
Bedford	90	89	88	91	90
Berks	79	80	79	80	79
Blair	84	86	87	88	84
Bradford	87	87	87	88	90
Bucks	84	84	86	86	85
Butler	89	90	90	90	88
Cambria	76	78	76	78	75
Cameron	84	86	93	87	89
Carbon	82	78	82	84	83
Centre	89	91	89	90	89
Chester	89	88	87	86	86
Clarion	88	90	85	91	89
Clearfield	85	82	82	79	83
Clinton	89	87	87	82	86
Columbia	89	90	89	87	88
Crawford	88	87	87	89	87
Cumberland	90	89	90	92	90
Dauphin	86	85	84	86	82
Delaware	79	78	78	79	73
Elk	77	75	82	81	83
Erie	83	83	84	84	81
Fayette	81	81	82	80	82
Forest	82	83	85	85	84
Franklin	87	85	86	85	88
Fulton	87	86	89	89	88
Greene	81	87	84	81	78
Huntingdon	82	85	85	84	86
Indiana	85	87	88	88	84
Jefferson	84	87	86	86	86
Juniata	79	86	90	88	87
Lackawanna	81	82	84	84	80
Lancaster	88	89	89	89	90
Lawrence	80	77	77	75	74
Lebanon	86	87	88	87	88
Lehigh	80	85	78	84	79
Luzerne	81	80	82	83	81
Lycoming	80	77	78	82	78
McKean	78	81	81	82	79
Mercer	81	83	78	79	81
Mifflin	80	86	83	82	77
Monroe	91	91	90	91	89
Montgomery	87	88	86	85	86
Montour	92	92	91	92	88
Northampton	85	86	87	85	85
Northumberland	81	80	77	83	82
Perry	86	89	89	89	85
Philadelphia	40	41	43	45	46
Pike	92	92	92	90	91
Potter	81	88	83	91	86
Schuylkill	83	84	82	84	86
Snyder	90	92	91	92	89
Somerset	84	84	85	86	81
Sullivan	90	83	91	85	86
Susquehanna	83	84	87	86	84
Tioga	91	88	89	93	91
Union	89	91	92	89	87
Venango	80	83	88	86	88
Warren	90	91	91	87	89
Washington	82	81	81	81	79
Wayne	88	87	89	85	83
Westmoreland	87	85	86	86	85
Wyoming	88	89	91	88	87
York	87	86	86	87	87
STATEWIDE	80	80	80	81	79

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

Counties

Alcohol-Related Fatalities by County—Five-Year Trends

County	2016 Fatalities	2017 Fatalities	2018 Fatalities	2019 Fatalities	2020 Fatalities
Adams	4	3	4	2	3
Allegheny	19	22	15	23	11
Armstrong	1	4	4	5	3
Beaver	2	2	6	3	2
Bedford	2	1	2	2	0
Berks	11	10	6	16	14
Blair	5	1	1	1	2
Bradford	1	2	3	5	3
Bucks	16	14	21	12	12
Butler	6	6	2	5	7
Cambria	2	5	2	2	3
Cameron	0	0	0	0	0
Carbon	1	1	3	3	1
Centre	3	2	7	0	5
Chester	5	15	12	3	13
Clarion	0	0	2	2	1
Clearfield	1	3	4	2	2
Clinton	0	2	0	3	3
Columbia	1	0	3	0	3
Crawford	6	4	3	5	2
Cumberland	6	8	8	4	1
Dauphin	7	9	12	5	4
Delaware	6	7	9	9	10
Elk	1	2	2	0	1
Erie	4	8	8	7	5
Fayette	7	7	5	6	14
Forest	0	0	2	1	0
Franklin	2	4	5	2	5
Fulton	0	1	0	0	1
Greene	0	1	4	10	2
Huntingdon	2	2	2	1	1
Indiana	14	1	2	3	4
Jefferson	1	0	0	0	0
Juniata	1	1	2	1	2
Lackawanna	9	4	6	0	5
Lancaster	13	7	8	14	8
Lawrence	2	2	5	3	0
Lebanon	1	9	2	4	1
Lehigh	8	6	3	5	10
Luzerne	8	5	4	10	9
Lycoming	3	6	2	5	2
McKean	2	1	0	7	1
Mercer	3	3	7	3	5
Mifflin	1	2	1	2	2
Monroe	11	5	7	3	4
Montgomery	9	12	10	9	8
Montour	0	1	0	0	0
Northampton	14	3	5	2	4
Northumberland	4	2	3	1	3
Perry	0	5	5	2	5
Philadelphia	16	17	28	28	29
Pike	0	1	3	8	2
Potter	0	1	3	0	0
Schuylkill	3	3	10	2	9
Snyder	2	1	2	0	2
Somerset	0	4	6	9	3
Sullivan	0	0	0	0	0
Susquehanna	6	3	3	2	6
Tioga	4	1	0	2	1
Union	0	1	4	1	2
Venango	2	2	3	2	1
Warren	0	2	2	4	1
Washington	8	8	10	6	10
Wayne	7	1	0	3	3
Westmoreland	13	12	10	8	10
Wyoming	0	2	0	2	1
York	11	13	18	9	6
TOTAL	297	293	331	299	293

Counties

Pennsylvania Counties

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

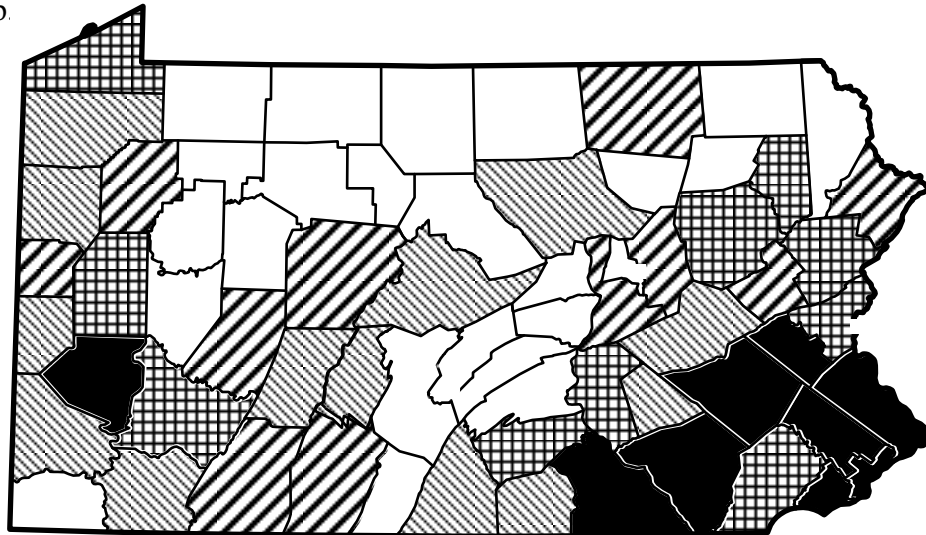


The following county-by-county maps have their data broken into five groups, with roughly the same number of counties in each group.

Total Crashes by County

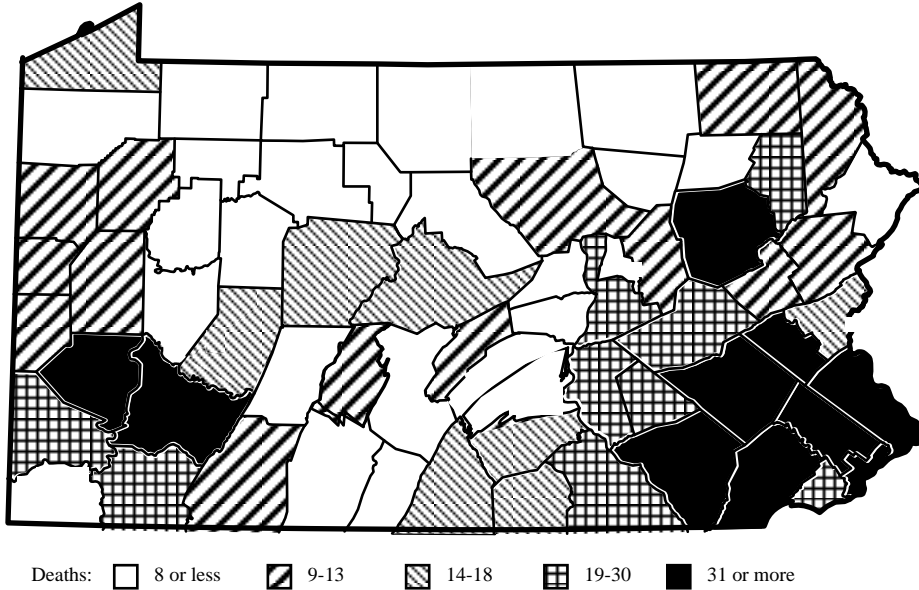
Urban counties, with their higher populations, number of vehicles, and vehicle-miles of travel, lend themselves to a higher number of crashes. Referring to the map below, 51% of the total traffic crashes occurred in only 9 of Pennsylvania’s 67 counties. These 9 counties appear in black on the map.

Counties



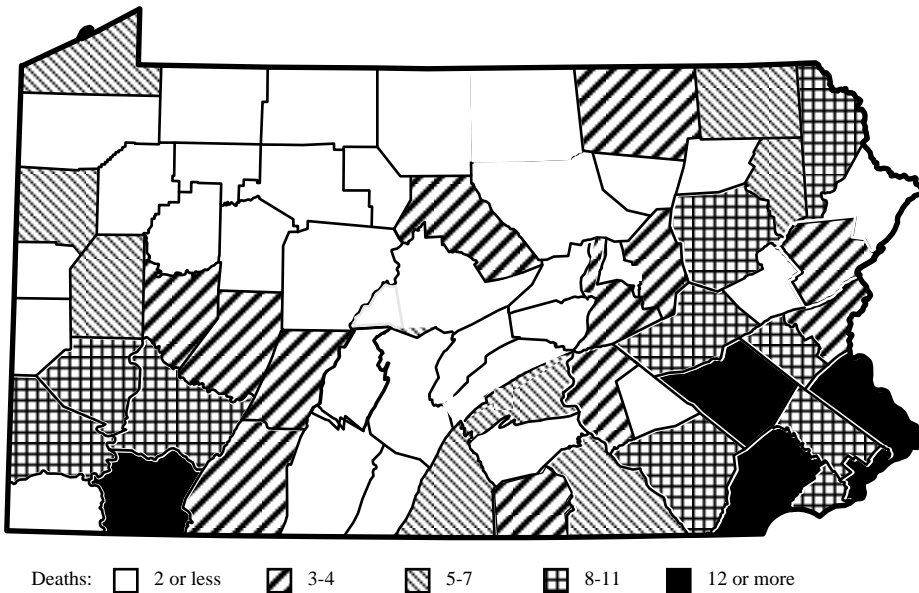
Traffic Fatalities by County

Referring to the map below, 47% of the total traffic fatalities occurred in only 10 of Pennsylvania’s 67 counties. These 10 counties appear in black on the map.



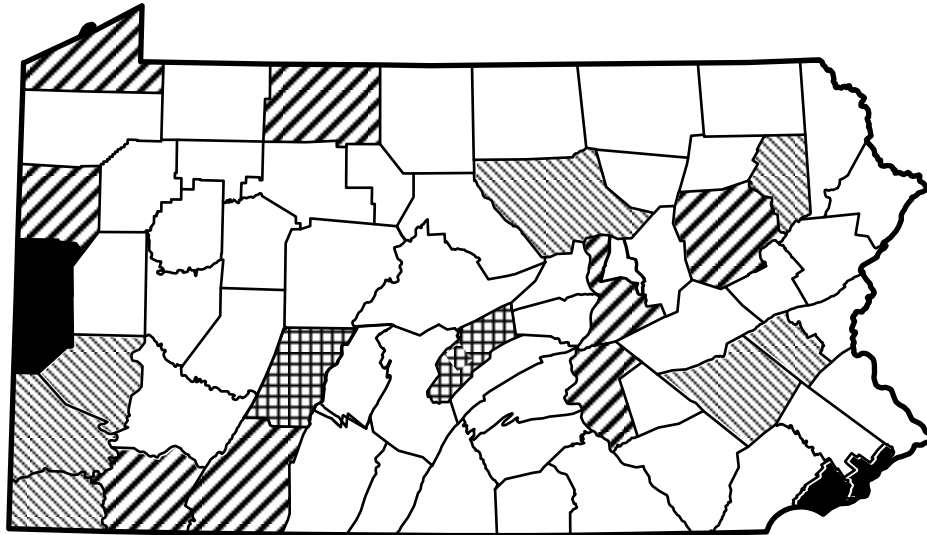
Alcohol-Related Fatalities by County

Referring to the map below, 28% of the total alcohol-related fatalities occurred in only 5 of Pennsylvania’s 67 counties. These 5 counties appear in black on the map.



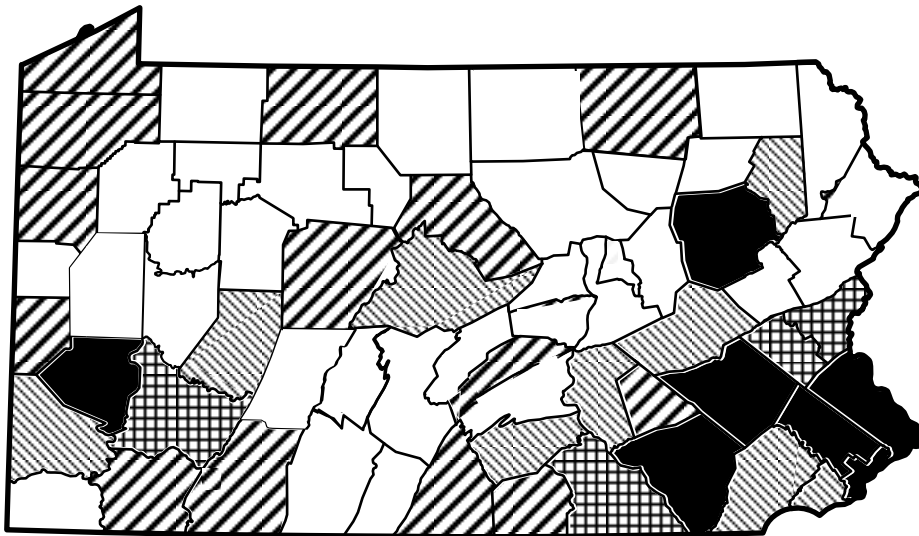
Percent Seat Belt Use in Crashes by County

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 four counties having 74% or less seat belt use in crashes is shown in black on the map.



Pedestrian Fatalities by County

Referring to the map below, 62% of the total pedestrian fatalities occurred in only 7 of Pennsylvania’s 67 counties. These 7 counties appear in black on the map.



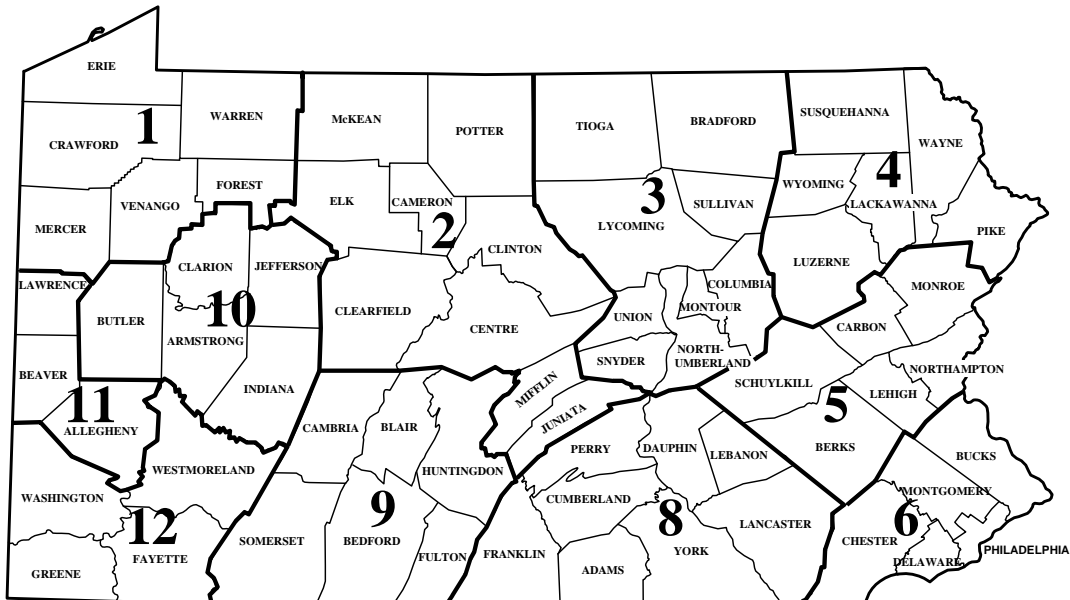
Counties

Counties

Crashes by Engineering District

The map below illustrates the 11 PENNDOT engineering districts in Pennsylvania. The table below lists a breakdown of the number of crashes, fatalities, and injuries in 2020 by engineering district.

District	Crashes	Fatalities	Injuries
01	4,929	51	2,698
02	3,153	58	1,734
03	3,806	60	2,038
04	6,569	87	3,791
05	14,840	129	8,556
06	29,657	315	20,563
08	17,180	170	9,320
09	3,924	39	2,140
10	3,264	39	1,639
11	11,603	84	5,879
12	5,402	97	2,890
Total	104,475	1,129	61,248



Counties

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Age.....	10, 24, 25, 30, 31, 32, 34, 44, 47, 63
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by Hour of Day.....	20
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by Month.....	19
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by Day of Week.....	19, 29
by Hour of Day.....	20, 28
by Light Level.....	18, 21, 45
by Month.....	19
by Road Type.....	14, 16, 18, 46, 49
by Sex.....	43
by Vehicle Type.....	9, 17
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Child Restraints.....	38
Motorcyclists.....	8
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NEW 2020 Pennsylvania Crash Facts & Statistics Feedback Survey

The 2020 edition of the *Pennsylvania Crash Facts and Statistics* booklet continues to use the format that began with the 1996 edition. In our continuing effort to make this booklet as useful as possible, we would appreciate your taking the time to fill out this survey. Your opinions will help shape future editions including a planned major revision in the next few years.

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

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

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

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

	Useful	Somewhat	Not Useful
How to Use This Booklet	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Definitions	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Overview	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
All Crashes and Fatalities	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Drivers	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Alcohol-Related Crashes	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Seat Belt, Child Safety Seats, etc.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Pedestrians and Bicycle Crashes	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Crashes by Motor Vehicle Type	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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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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P.O. Box 2047
Harrisburg, PA 17105-2047**

2020 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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