![pennsylvania DEPARTMENT OF TRANSPORTATION]

2007

PENNSYLVANIA CRASH FACTS & STATISTICS

GOVERNOR

Edward G. Rendell

SECRETARY OF TRANSPORTATION

Allen D. Biehler, P.E.

Introduction

The *2007 Pennsylvania Crash Facts and Statistics* booklet is a report published by the Bureau of Highway Safety and Traffic Engineering, Pennsylvania Department of Transportation. Permission is given to freely copy and distribute this booklet and the information within it. This booklet can now be found on the web at **http://www.dot.state.pa.us**. Click on the following set of links to get to the booklet: *PennDOT Organizations, Bureaus & Offices, Bureau of Highway Safety and Traffic Engineering, Crash Information Systems and Analysis, Crash Facts and Statistics Books*, and finally click on the year in which you are interested.

This publication is a statistical review of reportable motor vehicle crashes in the Commonwealth of Pennsylvania for calendar year 2007. The figures are compiled from the traffic crash reports that are submitted to the Pennsylvania Department of Transportation by state, county, municipal, and other law enforcement agencies, as specified in the Pennsylvania Vehicle Code (75 Pa. C.S., Chapter 37, Subchapter C).

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

> Pennsylvania Department of Transportation
> Bureau of Highway Safety and Traffic Engineering
> P.O. Box 2047
> Harrisburg, PA 17105-2047
> E-mail: penndotcrashhelp@state.pa.us
> Phone: (717) 787-2855   Fax: (717) 783-8012

Special Thanks

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

How to Use This Booklet

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

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

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

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

After you have used this booklet, please complete and return the feedback survey form on the last page. We read every survey returned and consider every response important. 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 two-vehicle crash between a large truck and a smaller passenger vehicle. This type of collision occurs in roughly two percent of the Pennsylvania crashes. The 2007 crashes involving heavy trucks were the second highest over the last five years with 7,087 such crashes. The 178 fatal crashes involving heavy trucks in 2007, ranks as the highest total in the last five years. For more information on crashes involving different types of vehicles, please see the section starting on page 50.

Table of Contents

Definitions

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

General Terms

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

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

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

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

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

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

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

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

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

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

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

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

Crash Types

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

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

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

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

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

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

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

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

Crash Severity

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

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

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

Injury Severity

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

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

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

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

Person Type

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

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

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

Pedestrian: Any person not in or upon a vehicle.

Road Types

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

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

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

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

Vehicle Types

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

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

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

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

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

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

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

Overview

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

Pennsylvania has over 121,000 miles* of roads and highways; 33% (39,843 miles*) are state highways maintained by the Pennsylvania Department of Transportation (PennDOT), and the remaining 67% (81,451 miles*) are maintained by local municipalities and other entities.

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

In 2007, there were 130,675 reportable traffic crashes in Pennsylvania. These crashes claimed the lives of 1,491 people and injured another 94,633 people. To add some perspective, the 2007 total reportable traffic crashes is the second lowest in the last fifteen years. Only the 2006 total of 128,342 was lower.

Last year, there were approximately 108.1 billion vehicle-miles* of travel on Pennsylvania's roads and highways. The 2007 fatality rate of 1.38 deaths per hundred million vehicle-miles of travel* was the lowest ever recorded in Pennsylvania since the department started keeping records of this in 1935.

2007 Briefs

On Average in Pennsylvania:
- Each day 358 reportable traffic crashes occurred (about 15 crashes every hour).
- Each day 4 persons were killed in reportable traffic crashes (one death every 6 hours).
- Each day 259 persons were injured in reportable crashes (about 11 injuries every hour).

Based on Pennsylvania's 2007 population (12,432,792 people):
- 1 out of every 40 people was involved in a reportable traffic crash.
- 1 out of every 8,344 people was killed in a reportable traffic crash.
- 1 out of every 131 people was injured in a reportable traffic crash.

* For consistency purposes, the prior year's data is used at the time of publication because of timing issues. For this Crash Facts & Statistics book, 2006 information was used.

All Crashes and Deaths
—WHO WAS INVOLVED—

Crashes by Injury Severity

Crashes involving deaths and major injuries are always devastating to the family and friends of the victims. Thankfully, the vast majority of crashes are not fatal. Most crashes, however, do cause varying types of injuries. Of the total people involved in crashes in Pennsylvania in 2007, most were not injured, and the vast majority who were injured suffered only minor injuries. The 1,491 deaths in 2007 represent the second lowest number of fatalities in Pennsylvania motor vehicle crashes over the last five years.

Total Crashes

Fatal Crashes (1,393)

PDO Crashes (62,449)

Injury Crashes (66,833)

All Crashes

Total People

Killed (1,491)

Injured (94,633)

No Injury (213,894)

Total People--Injured

Major (4,087)

Unk Severity (24,007)

Minor (50,535)

Moderate (16,004)
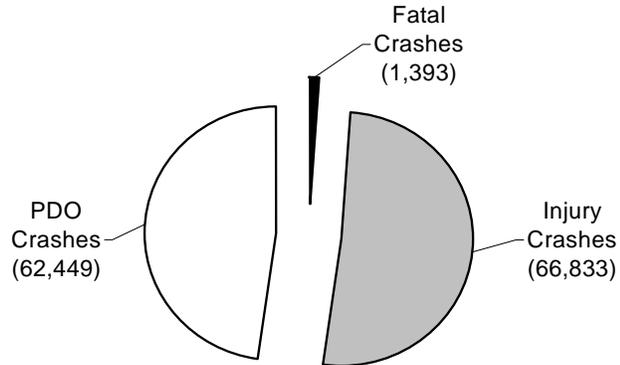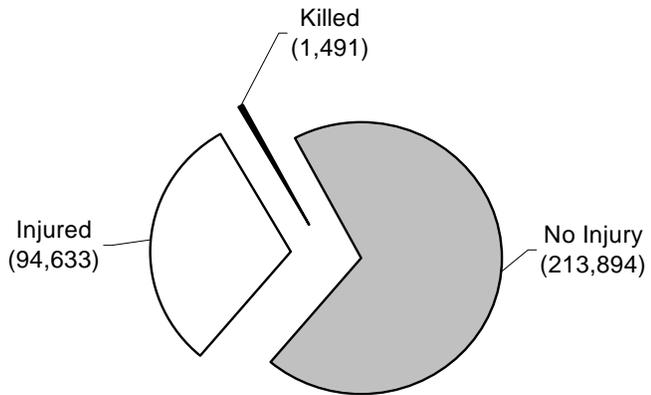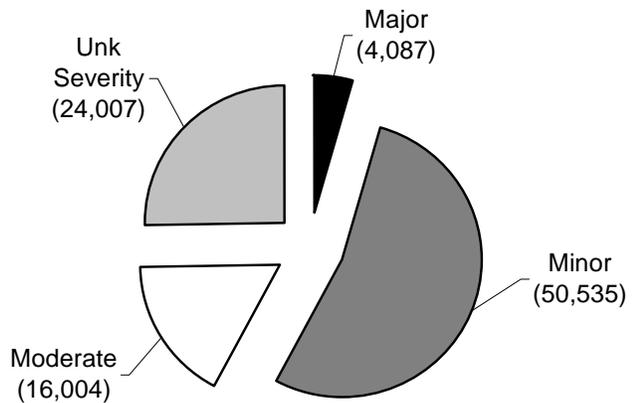
Deaths and Injuries—Five-Year Trends

Total reported crashes in 2007 increased 1.8% compared to 2006; deaths decreased by 2.2% while total injuries decreased by 2.0%.

	2003	2004	2005	2006	2007
Reported Crashes	140,207	137,410	132,829	128,342	130,675
Total Deaths	1,577	1,490	1,616	1,525	1,491
Total Injuries	106,372	105,222	100,381	96,597	94,633
Major Injury	*4,645*	*4,365*	*4,324*	*4,200*	*4,087*
Moderate Injury	*22,331*	*19,580*	*17,470*	*16,514*	*16,004*
Minor Injury	*73,920*	*63,888*	*56,975*	*52,740*	*50,535*
Unknown Injury Severity	*5,476*	*17,389*	*21,612*	*23,143*	*24,007*
Pedestrian Deaths	175	151	162	170	155
Pedestrian Injuries	4,842	4,830	4,663	4,569	4,618
Motorcyclist Deaths	156	158	205	187	225
Motorcyclist Injuries	2,931	3,523	3,953	3,751	4,067
Bicyclist Deaths	20	14	18	13	20
Bicyclist Injuries	1,512	1,542	1,313	1,310	1,426
Heavy-Truck-Related Deaths	214	184	186	192	194
Alcohol-Related Deaths	558	541	580	545	535
Speed-Related Deaths	452	439	505	474	497
Billions of Vehicle-Miles*	104.8	106.1	107.2	107.9	108.1
Deaths per 100 Million Vehicle-Miles*	1.50	1.40	1.51	1.41	1.38

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

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

Economic Loss Due to Reportable Traffic Crashes

Severity	Number	Average Cost	Estimated Total Costs
Deaths (persons)	1,491	$3,393,000	$5,058,963,000
Major Injuries (persons)	4,087	$1,238,114	$5,060,171,918
Moderate Injuries (persons)	16,004	$82,671	$1,323,066,684
Minor Injuries (persons)	50,535	$6,525	$329,740,875
Property Damage Only (crashes)	61,856	$2,610	$161,444,160
Unknown Injuries (persons)	24,007	$6,525	$156,645,675
		TOTAL	**$12,090,032,312**

> **In 2007, the economic loss due to traffic crashes was**
> # $972
> **to every man, woman, and child in Pennsylvania.**

Figures are based on the latest PennDOT estimates (in 2007 dollars). The economic loss per Pennsylvania citizen is based on the ratio of estimated total cost to the estimated total population of Pennsylvania.

Crashes by Crash Type

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

Hit Fixed Object		33.4% / 40.0%
Angle		25.9% / 24.1%
Rear End		20.3% / 6.2%
Sideswipe		5.8% / 3.6%
Hit Pedestrian		3.2% / 9.9%
Head On		4.2% / 9.7%
All Others		7.2% / 6.5%
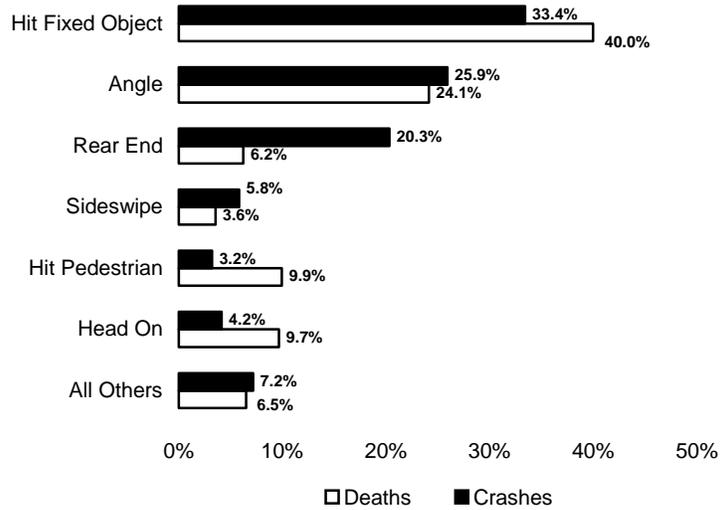
☐ Deaths   ■ Crashes

All Crashes

Crash Type	Crashes	Deaths
Angle	33,865	360
Backing Up	182	0
Head On	5,419	144
Hit Fixed Object	43,635	596
Hit Pedestrian	4,198	148
Non-Collision	5,644	85
Rear End	26,546	93
Sideswipe	7,629	53
Other	3,557	12
TOTAL	**130,675**	**1,491**

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

Vehicles Involved in Crashes

Passenger cars were involved in more crashes than all other vehicle types combined. Coupled with light trucks, vans, and SUVs they accounted for the vast majority of crashes and occupant deaths. Compared with previous years, light truck, van, and SUV vehicles in 2007 were involved in a higher percent of crashes which are consistent with recent vehicle buying trends. Occupant fatalities of motorcycles rose dramatically from 187 in 2006 to 225 in 2007.

Passenger Car	60.8% / 53.5%
Lt Trk/Van/SUV	31.5% / 24.2%
All Others	7.7% / 22.3%
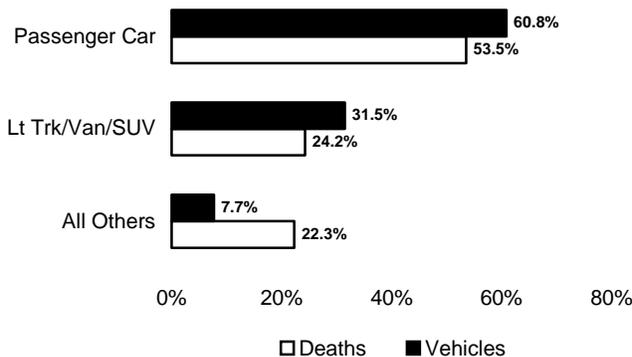
☐ Deaths   ■ Vehicles

	Vehicles	Occupant Deaths
Passenger Car	129,660	714
Lt Trk/Van/SUV	67,102	323
Heavy Truck	7,693	29
Motorcycle	4,224	225
Bicycle	1,461	20
Commercial Bus	648	4
School Bus	451	0
Other	1,887	19

Driver Involvement in Crashes by Age and Sex

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

Driver	Male	Female	Total Drivers
Under 16	174 (0.1%)	65 (0.1%)	**239**
16-20	19,316 (15.6%)	13,455 (16.3%)	**32,771**
21-25	17,509 (14.2%)	12,006 (14.5%)	**29,515**
26-30	12,351 (10.0%)	8,330 (10.1%)	**20,681**
31-35	10,294 (8.3%)	6,870 (8.3%)	**17,164**
36-40	11,006 (8.9%)	7,377 (8.9%)	**18,383**
41-45	10,765 (8.7%)	7,419 (9.0%)	**18,184**
46-50	10,255 (8.3%)	6,944 (8.4%)	**17,199**
51-55	8,903 (7.2%)	5,707 (6.9%)	**14,610**
56-60	7,032 (5.7%)	4,573 (5.5%)	**11,605**
61-65	4,742 (3.8%)	2,971 (3.6%)	**7,713**
66-70	3,192 (2.6%)	1,995 (2.4%)	**5,187**
71-75	2,482 (2.0%)	1,653 (2.0%)	**4,135**
Over 75	4,283 (3.5%)	3,003 (3.6%)	**7,286**
Unknown	1,430 (1.2%)	453 (0.6%)	**1,883**
DRIVERS	**123,734 (100.0%)**	**82,821 (100.0%)**	**206,555**
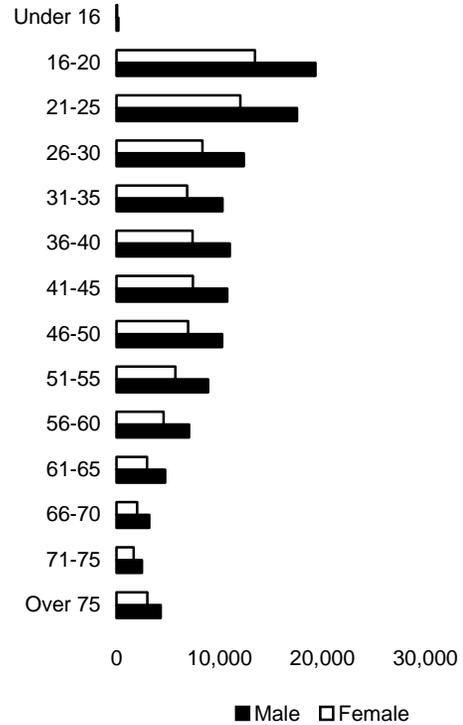
Note: Does not include 3,819 drivers of unknown sex or drivers of non-motorized vehicles.

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 2007 US average fatality rate was not finalized by the time of this publication. The chart below shows the periodic fatality rates since 1970.

Fatality Rates
Per 100 Million Vehicle-Miles*

Year	PA Fatality Rate	US Fatality Rate
1970	3.98	4.88
1975	3.27	3.45
1980	2.96	3.50
1985	2.39	2.48
1990	1.92	2.10
1995	1.57	1.72
2000	1.48	1.53
2005	1.51	1.46
2007	1.38	

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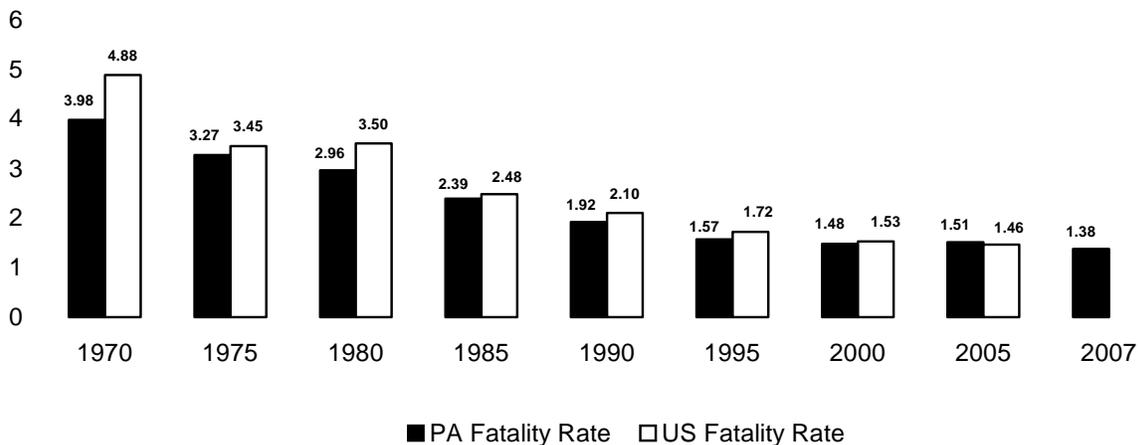
*   Beginning in 1999, vehicle mileage uses the prior years' vehicle mileage information (because at the time of publication, the current years' vehicle mileage is not available).

Year	Total Crashes	Total Killed	Total Injured	Registered Vehicles	Motor Vehicle Mileage*	PA Fatality Rate**	US Fatality Rate**
1938	93,153	1,892	50,598	2,101,299	16.3	11.60	12.00
1939	69,950	1,871	55,821	2,237,960	18.5	10.10	11.30
1940	78,625	2,074	58,664	2,307,723	19.8	10.50	11.40
1941	83,507	2,298	60,499	2,432,319	21.3	10.80	12.00
1942	59,280	1,745	41,122	2,267,301	17.6	9.90	10.60
1943	37,419	1,374	27,312	2,084,332	13.9	9.90	11.50
1944	42,699	1,328	29,928	2,010,163	14.4	9.20	11.50
1945	53,304	1,453	35,686	2,145,452	16.0	9.10	11.30
1946	70,065	1,794	45,889	2,387,542	22.1	8.10	9.80
1947	89,190	1,678	49,938	2,604,741	22.4	7.50	8.80
1948	103,478	1,671	52,709	2,804,056	23.9	7.00	8.10
1949	102,098	1,624	54,290	2,993,903	25.8	6.30	7.50
1950	113,748	1,624	62,103	3,262,243	27.1	6.00	7.60
1951	123,088	1,642	65,643	3,413,836	28.8	5.70	7.10
1952	126,820	1,680	67,143	3,510,064	30.5	5.50	7.10
1953	129,791	1,643	70,531	3,684,468	31.6	5.20	6.70
1954	130,326	1,538	68,571	3,903,917	32.0	4.80	6.10
1955	147,837	1,737	76,836	4,045,995	34.5	5.00	6.10
1956	160,371	1,790	84,813	4,175,217	36.5	4.90	6.10
1957	161,080	1,698	84,755	4,250,576	37.7	4.50	5.80
1958	156,825	1,654	86,733	4,355,813	38.5	4.30	5.40
1959	157,191	1,685	90,807	4,507,262	39.2	4.30	5.40
1960	159,051	1,609	92,792	4,707,055	40.2	4.00	5.30
1961	156,559	1,486	73,997	4,842,400	40.2	3.70	5.20
1962	161,557	1,625	81,936	4,849,400	41.7	3.90	5.30
1963	174,527	1,830	86,892	5,117,229	44.6	4.10	5.50
1964	183,910	1,889	93,564	5,351,350	46.1	4.10	5.70
1965	213,769	2,079	111,123	5,436,349	48.3	4.30	5.60
1966	254,450	2,180	116,537	5,497,000	55.1	4.27	5.70
1967	243,798	2,331	126,417	5,673,000	53.4	4.37	5.50
1968	279,663	2,410	138,389	5,791,000	56.1	4.29	5.40
1969	292,192	2,401	141,728	5,879,000	58.6	4.10	5.21
1970	311,981	2,255	136,518	5,947,000	56.7	3.98	4.88
1971	301,374	2,299	127,318	6,079,000	60.9	3.78	4.57
1972†	277,556	2,352	135,938	6,244,000	67.0	3.51	4.43
1973	307,648	2,444	145,452	7,007,192	66.5	3.67	4.24
1974	277,271	2,155	132,689	8,354,063	63.9	3.37	3.59
1975	288,245	2,082	134,969	8,654,333	63.7	3.27	3.45
1976	303,771	2,025	135,308	9,124,915	69.4	2.92	3.33
1977	234,702	2,071	148,725	8,833,745	72.3	2.87	3.35
1978‡	158,361	2,137	146,403	7,254,893	72.7	2.94	3.39
1979	156,622	2,204	144,300	7,451,021	70.3	3.14	3.50
1980	142,489	2,114	133,716	7,307,974	71.3	2.96	3.50
1981	138,764	2,049	131,301	7,252,836	71.5	2.87	3.30
1982	131,579	1,848	126,026	7,417,311	71.3	2.59	2.88
1983	131,081	1,752	126,707	7,562,726	72.3	2.42	2.69
1984	139,914	1,752	134,714	7,724,686	74.1	2.36	2.68
1985	143,244	1,809	140,067	7,860,497	75.6	2.39	2.48
1986	150,683	1,928	148,044	7,793,921	77.2	2.50	2.48
1987	152,631	2,006	151,457	8,313,799	78.9	2.54	2.40
1988	152,906	1,932	154,018	8,452,365	81.3	2.38	2.32
1989	151,461	1,878	152,589	8,605,747	84.5	2.22	2.20
1990	141,340	1,646	142,945	8,675,835	85.7	1.92	2.10
1991	130,404	1,661	130,446	8,757,129	87.3	1.90	1.90
1992	133,913	1,545	133,113	8,915,621	89.0	1.74	1.80
1993	134,315	1,530	131,503	9,044,901	90.8	1.68	1.80
1994	134,171	1,440	130,678	9,255,714	92.3	1.56	1.83
1995	136,804	1,480	133,177	9,271,517	94.5	1.57	1.72
1996	142,867	1,470	136,949	9,411,261	96.4	1.53	1.69
1997	143,981	1,562	138,820	9,692,499	98.3	1.59	1.64
1998	140,972	1,486	134,092	9,842,427	100.4	1.48	1.58
1999+	144,171	1,549	133,783	9,901,148	100.4	1.54	1.55
2000	147,253	1,520	131,471	10,085,392	102.5	1.48	1.53
2001	131,358	1,532	117,860	10,629,896	103.5	1.48	1.51
2002	138,115	1,618	109,900	10,519,757	103.5	1.56	1.51
2003	140,197	1,577	106,372	10,768,222	104.8	1.50	1.48
2004	137,410	1,490	105,222	10,921,683	106.1	1.40	1.46
2005	132,840	1,616	100,381	11,058,567	107.2	1.51	1.46
2006	128,342	1,525	96,597	11,086,810	107.9	1.41	1.41
2007	130,675	1,491	95,585	11,220,816	108.1	1.38	---

* In billions

** Per 100 million vehicle-miles

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

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

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

—WHAT CONDITIONS WERE—

Crashes by Weather and Road Surface Conditions

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

Weather Condition	Crashes	Deaths
No Adverse Conditions	100,160 (76.7%)	1,252 (84.0%)
Rain/Rain & Fog	15,827 (12.1%)	124 (8.3%)
Snow/Sleet/Freezing Rain	12,545 (9.6%)	82 (5.5%)
Fog/Smoke, Etc.	813 (0.6%)	23 (1.5%)
Other	1,330 (1.0%)	10 (0.7%)
TOTAL	**130,675 (100.0%)**	**1,491 (100.0%)**

Road Surface Condition	Crashes	Deaths
Dry	90,252 (69.1%)	1,176 (78.9%)
Wet	23,682 (18.1%)	210 (14.1%)
Snow/Slush	9,684 (7.4%)	66 (4.4%)
Ice/Ice Patches	6,198 (4.7%)	33 (2.2%)
Other	859 (0.7%)	6 (0.4%)
TOTAL	**130,675 (100.0%)**	**1,491 (100.0%)**

Crashes Involving Vehicle Defects

Improperly-maintained vehicles can lead to crashes. In 2007, tire/wheel and brake-related failures contributed to the majority of vehicle defect related crashes. The percentages in the graph below refer to the number of crashes involving vehicle defects.

Tire/Wheel-Related — 36.0%
Brake-Related — 27.0%
Total Steering System Failure — 12.5%
All Other Defects — 24.5%
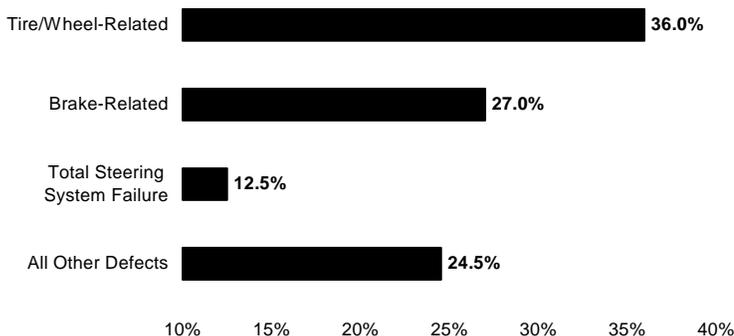
Vehicle Defect	Crashes
Tire/Wheel-Related	904
Brake-Related	679
Total Steering System Failure	314
Power Train Failure	278
Unsecure/Shifted Trailer Load	119
Suspension	86
Body/Doors/Hood, Etc.	26
Vehicle Lighting-Related	26
Other Known Defects	82

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

Work Zone Crashes

Work zones are potentially dangerous areas because conditions are constantly changing, and drivers do not always anticipate these changes and exercise the appropriate level of caution. Fifty-one percent of work zone crashes in 2007 contained fatalities or injuries.
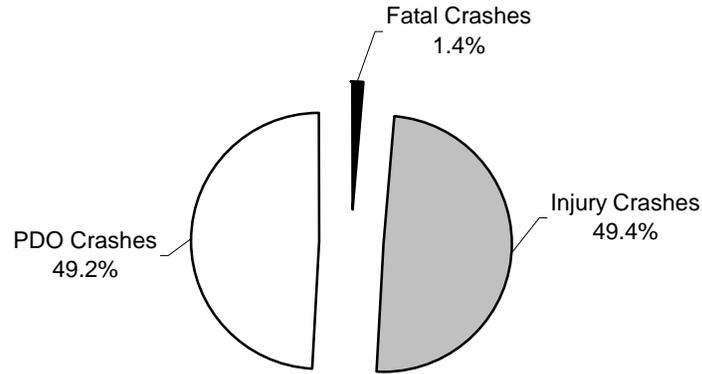
Total Crashes: **1,677**

Total Killed: **26** (Workers Killed: **3**)

Total Injured: **1,236**

Work Zone Crashes—Vehicles Involved

Vehicle Type	State Hwy (Interstate)	State Hwy (Other)	Turnpike	Local Road
Passenger Car	303 (46.0%)	1,005 (54.8%)	168 (49.1%)	135 (55.8%)
Light Truck/SUV	159 (24.1%)	651 (35.5%)	76 (22.2%)	83 (34.3%)
Heavy Truck/Bus	184 (27.9%)	130 (7.1%)	91 (26.6%)	8 (3.3%)
Motorcycle	10 (1.5%)	26 (1.4%)	2 (0.6%)	6 (2.5%)
Other	3 (0.5%)	21 (1.2%)	5 (1.5%)	10 (4.1%)
TOTAL	**659 (100.0%)**	**1,833 (100.0%)**	**342 (100.0%)**	**242 (100.0%)**

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

Work Zone Crashes by Road Type—Five-Year Trends

Year	Road Type	Crashes		Deaths	
		Number	*% Total*	*Number*	*% Total*
2003	State Hwy (Interstate)	503	23.7%	6	17.7%
	State Hwy (Other)	1,224	57.6%	21	61.8%
	Turnpike	167	7.9%	5	14.7%
	Local Road	229	10.8%	2	5.9%
	Other/Unknown Road	2	0.1%	0	0.0%
	TOTAL	**2,125**	**100.0%**	**34**	**100.0%**
2004	State Hwy (Interstate)	419	23.8%	5	31.3%
	State Hwy (Other)	1,030	58.5%	8	50.0%
	Turnpike	140	8.0%	2	12.5%
	Local Road	172	9.8%	1	6.3%
	Other/Unknown Road	1	0.1%	0	0.0%
	TOTAL	**1,762**	**100.0%**	**16**	**100.0%**
2005	State Hwy (Interstate)	512	27.2%	8	26.7%
	State Hwy (Other)	1,077	57.1%	17	56.7%
	Turnpike	121	6.4%	3	10.0%
	Local Road	175	9.3%	2	6.7%
	Other/Unknown Road	0	0.0%	0	0.0%
	TOTAL	**1,885**	**100.0%**	**30**	**100.0%**
2006	State Hwy (Interstate)	313	17.6%	6	30.0%
	State Hwy (Other)	1,105	62.0%	9	45.0%
	Turnpike	195	11.0%	2	10.0%
	Local Road	166	9.3%	3	15.0%
	Other/Unknown Road	2	0.1%	0	0.0%
	TOTAL	**1,781**	**100.0%**	**20**	**100.0%**
2007	State Hwy (Interstate)	342	20.4%	10	38.5%
	State Hwy (Other)	970	57.8%	12	46.2%
	Turnpike	208	12.4%	2	7.7%
	Local Road	156	9.3%	2	7.7%
	Other/Unknown Road	1	0.1%	0	0.0%
	TOTAL	**1,677**	**100.0%**	**26**	**100.0%**

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

Crashes with Roadside Objects and Animals

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

Roadside Object	Crashes	% Total	Deaths	% Total
Hit Bridge	790	0.6%	32	2.2%
Hit Building	1,432	1.1%	36	2.4%
Hit Culvert	927	0.7%	17	1.1%
Hit Curb	4,597	3.5%	81	5.4%
Hit Ditch	3,768	2.9%	76	5.1%
Hit Embankment	9,292	7.1%	215	14.4%
Hit Fence or Wall	3,288	2.5%	87	5.8%
Hit Fire Hydrant	428	0.3%	3	0.2%
Hit Guiderail	7,418	5.7%	180	12.1%
Hit Impact Attenuator	142	0.1%	3	0.2%
Hit Mailbox(es)	1,512	1.2%	28	1.9%
Hit Median Barrier	4,695	3.6%	49	3.3%
Hit Other Fixed Object	4,179	3.2%	64	4.3%
Hit Parked Vehicle	6,750	5.2%	55	3.7%
Hit Rock(s) or Obstacle on Roadway	608	0.5%	3	0.2%
Hit Signal/Sign Support	2,591	2.0%	69	4.6%
Hit Snow Bank	563	0.4%	11	0.7%
Hit Temporary Construction Barrier	75	0.1%	0	0.0%
Hit Traffic Island or Channelization	267	0.2%	7	0.5%
Hit Tree(s) or Shrubs/Hedges	11,121	8.5%	293	19.7%
Hit Utility Pole(s)	9,975	7.6%	133	8.9%
Hit Deer	2,487	1.9%	8	0.5%
Hit Other Animal	245	0.2%	1	0.1%

All Crashes

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

—WHERE THEY HAPPENED—

Crashes by Road Type

All Crashes

|	State Hwy (Interstate)	State Hwy (Other)	Turnpike	Local Road	Other
Crashes	8,655	81,851	2,785	37,263	120
Person Killed	115	1,065	34	277	0
Persons Injured	5,408	62,717	1,497	25,876	87
Miles of Maintained Road	1,285	39,460	529	80,910	---
100 MVM* Traveled	196.9	635.3	62.2	186.5	---
Crashes/MVM*	0.44	1.29	0.45	2.00	---
Persons Killed/100 MVM*	0.58	1.68	0.55	1.49	---
Persons Injured/MVM*	0.27	0.99	0.24	1.39	---

* 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 2006 Highway Performance Monitoring System (HPMS) package and reflects 2006 length and travel activity data. Ramps are included as part of the roadway to which it is connected.

Crashes Between Trains and Other Vehicles—Five-Year Trends

Motor vehicle/train crashes make up a very small percentage of total crashes. In the last five years, only 9 deaths have occurred in this type of crash. In 2007, 2 deaths occurred, one less than the 3 deaths in 2006.
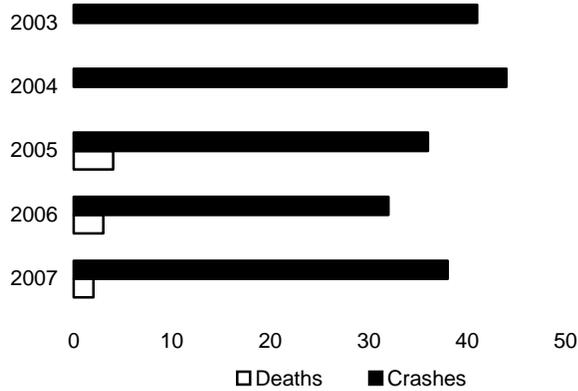
Year	Crashes	Deaths
2003	41	0
2004	44	0
2005	36	4
2006	32	3
2007	38	2

All Crashes

□Deaths ■Crashes

Train/Vehicle Crashes by Vehicle Type

Passenger cars and heavy trucks were the predominant vehicle types involved in crashes with trains in 2007. In 2007, both train crash deaths involved a passenger car.

Passenger Car 55.3% 100.0%

Heavy Truck 23.7% 0.0%

Lt Trk/SUV/Van 21.1% 0.0%
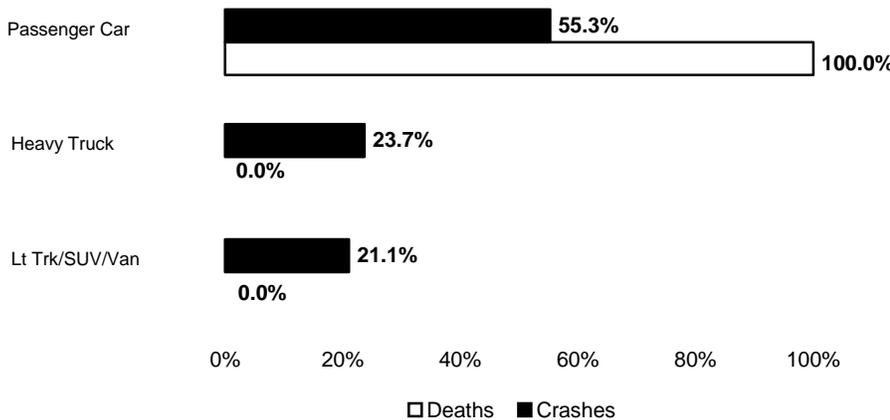
□Deaths ■Crashes

Vehicle Type	Crashes	Deaths
Passenger Car	21	2
Heavy Truck	9	0
Lt Trk/SUV/Van	8	0
Bicycle	0	0
Commercial Bus	0	0
Motorcycle	0	0
School Bus	0	0
Unknown	0	0
TOTAL	**38**	**2**

Train/Vehicle Crashes by Road Type

Road Type	Crashes	Deaths
Local Road	28	1
State Hwy (Other)	10	1
TOTAL	**38**	**2**

All Crashes

Train/Vehicle Crashes by Light Level

Daylight **73.7%** / **50.0%**

Dark (No/Unk St Lights) **18.4%** / **50.0%**

Dawn **5.3%** / **0.0%**

Dark (Street Lights) **2.6%** / **0.0%**

Dusk **0.0%** / **0.0%**

0%   20%   40%   60%   80%   100%
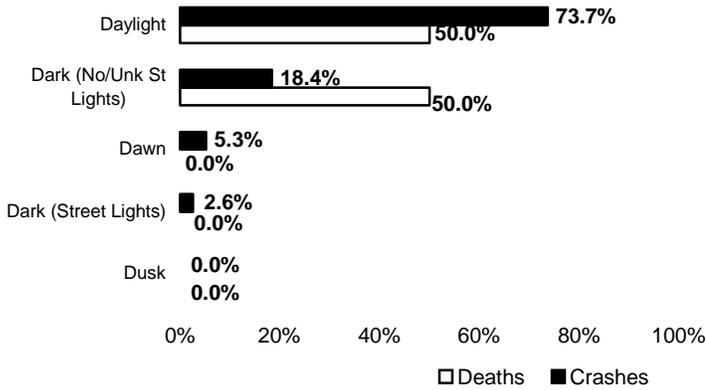
☐ Deaths ■ Crashes

Light Level	Crashes	Deaths
Daylight	28	1
Dark (No/Unk St Lights)	7	1
Dawn	2	0
Dark (Street Lights)	1	0
Dusk	0	0
TOTAL	**38**	**2**

Train/Vehicle Crashes by County

County	Crashes	Deaths
Allegheny	2	0
Berks	2	1
Blair	2	0
Chester	2	0
Clearfield	2	0
Cumberland	1	0
Dauphin	1	0
Erie	3	0
Franklin	1	0
Greene	1	0
Lancaster	1	0
Lehigh	1	0

County	Crashes	Deaths
Luzerne	1	0
Mercer	1	0
Montgomery	4	1
Northampton	1	0
Northumberland	1	0
Perry	1	0
Philadelphia	3	0
Somerset	1	0
Warren	2	0
Washington	4	0
TOTAL	**38**	**2**

—WHEN THEY HAPPENED—

Crashes by Month
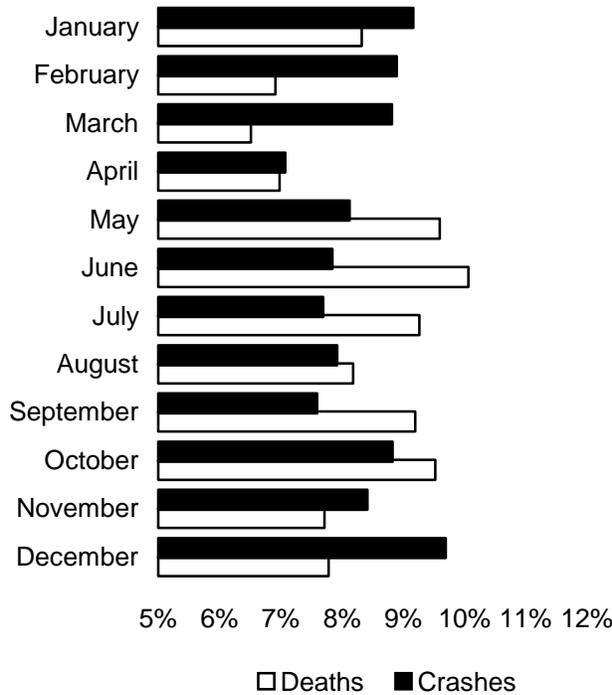
| Month	Crashes	Deaths
January	11,974 (9.2%)	124 (8.3%)
February	11,618 (8.9%)	103 (6.9%)
March	11,518 (8.8%)	97 (6.5%)
April	9,236 (7.1%)	104 (7.0%)
May	10,607 (8.1%)	143 (9.6%)
June	10,248 (7.8%)	150 (10.1%)
July	10,044 (7.7%)	138 (9.3%)
August	10,343 (7.9%)	122 (8.2%)
September	9,913 (7.6%)	137 (9.2%)
October	11,525 (8.8%)	142 (9.5%)
November	10,985 (8.4%)	115 (7.7%)
December	12,664 (9.7%)	116 (7.8%)
TOTAL	**130,675 (100.0%)**	**1,491 (100.0%)**

☐ Deaths   ■ Crashes

Crashes by Day of Week

More crashes and deaths tend to occur on Friday and Saturdays. The number of deaths on weekends (Saturday and Sunday) is proportionally greater than the number of crashes, which could be attributed to alcohol use. (See *Victims of Fatal Crashes by Day of Week*, page 29).
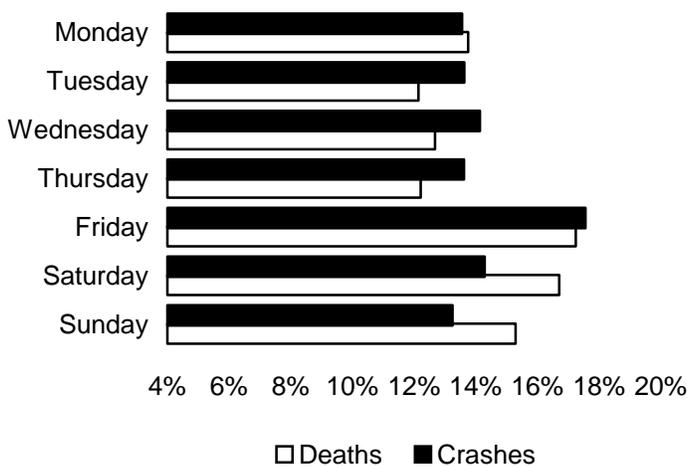
Day	Crashes	Deaths
Monday	17,710 (13.6%)	205 (13.8%)
Tuesday	17,799 (13.6%)	181 (12.1%)
Wednesday	18,461 (14.1%)	189 (12.7%)
Thursday	17,781 (13.6%)	182 (12.2%)
Friday	22,943 (17.6%)	257 (17.2%)
Saturday	18,671 (14.3%)	249 (16.7%)
Sunday	17,307 (13.2%)	228 (15.3%)
TOTAL	**130,675 (100.0%)**	**1,491 (100.0%)**

☐ Deaths   ■ Crashes

Crashes by Hour of Day

Some hours of the day are more dangerous than others with regard to crashes and deaths. Not surprisingly, crashes and deaths were higher during peak traffic times. Some hours of the day experience a low percentage of crashes, but they are much more deadly. For example, only 2.9% of all crashes in 2007 occurred in the 2:00 AM hour, but 5.8% of all deaths—the second highest percentage—occurred then. The higher volume of traffic itself is a factor during peak traffic hours, particularly the rush-hours.

All Crashes
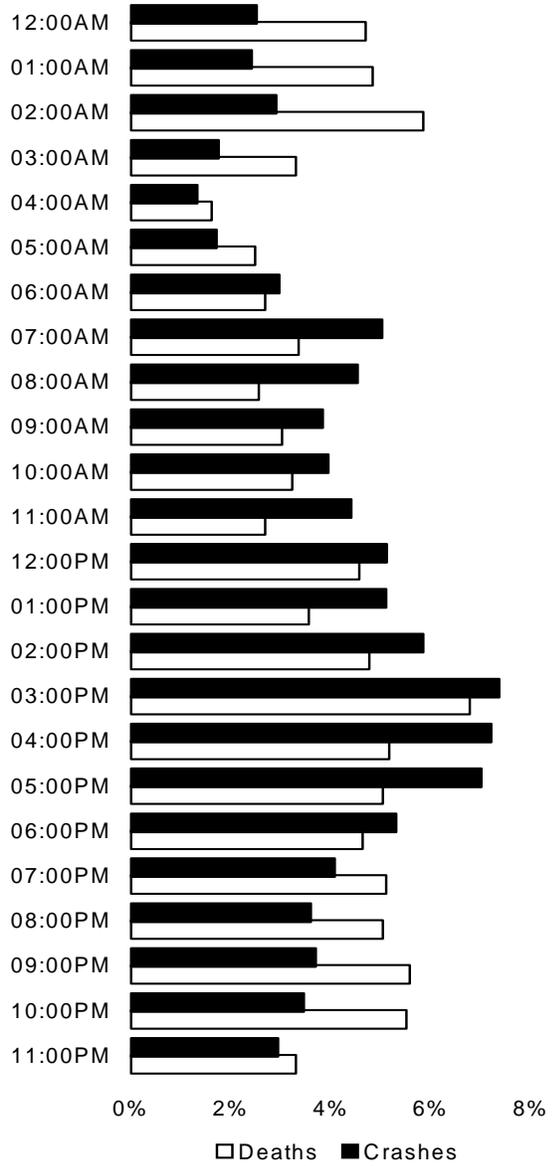
Hour	Crashes	Deaths
12:00AM	3,280	70
01:00AM	3,152	72
02:00AM	3,795	87
03:00AM	2,287	49
04:00AM	1,731	24
05:00AM	2,234	37
06:00AM	3,862	40
07:00AM	6,558	50
08:00AM	5,916	38
09:00AM	5,008	45
10:00AM	5,150	48
11:00AM	5,755	40
12:00PM	6,680	68
01:00PM	6,664	53
02:00PM	7,634	71
03:00PM	9,618	101
04:00PM	9,412	77
05:00PM	9,146	75
06:00PM	6,920	69
07:00PM	5,316	76
08:00PM	4,692	75
09:00PM	4,816	83
10:00PM	4,509	82
11:00PM	3,843	49

□ Deaths ■ Crashes

Crashes by Light Level

In 2007, more crashes occurred in daylight than all other light levels combined. This is not surprising, since more vehicles are on the road during daylight. However, deaths in 2007 occurred slightly more often during non-daylight hours (dark and dusk/dawn conditions). If 2007 deaths per 1000 crashes are compared (Daylight—8.8 deaths per 1000 crashes versus Non-Daylight—16.0 deaths per 1000 crashes), it is apparent that non-daylight crashes resulted in deaths more often than daylight crashes.
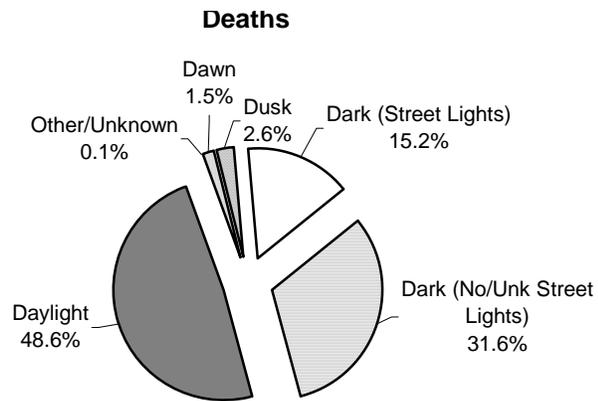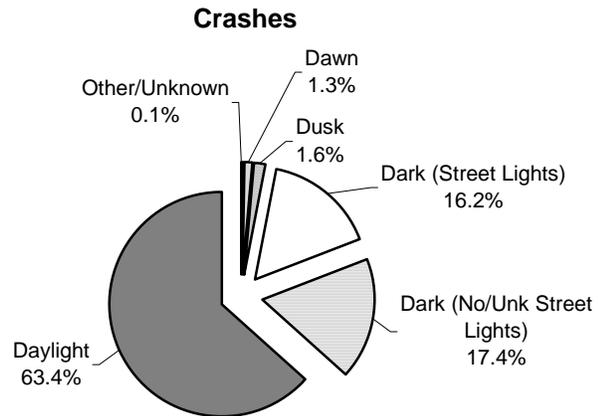
Crashes

Deaths



Light Level	Crashes	Deaths
Daylight	82,792	725
Dark (No/Unk Street Lights)	22,796	471
Dark (Street Lights)	21,144	233
Dusk	2,043	39
Dawn	1,720	22
Other/Unknown	180	1
TOTAL	**130,675**	**1,491**

Crashes by Holiday

Crashes tend to go up during holiday periods due to the increased traffic on the road. Many times the weekend before and the weekend after the holiday have nearly as many crashes and fatalities, and sometimes more. The graphs below illustrate the ranking in descending order, of total crashes and deaths, respectively, for each holiday period. The table shows a breakdown of crashes and deaths for each holiday period in 2007.

Crashes

Period	%
Pre-Thanksgiving	12.3%
Post-Thanksgiving	12.3%
Thanksgiving	9.0%
Post Memorial Day	7.9%
Post New Years	7.7%
Pre-Memorial Day	7.4%
Memorial Day	7.2%
Pre-Labor Day	7.0%
Post-Labor Day	6.8%
Labor Day	6.8%
Pre-Christmas**	3.4%
Post-Independence Day**	2.9%
New Years	2.7%
Pre-Independence Day**	2.7%
Independence Day**	2.5%
Christmas**	1.6%
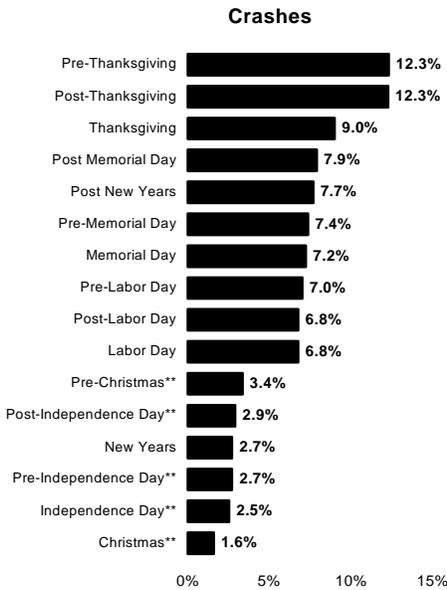
Period*	Crashes	Deaths
New Years	391	7
Post New Years	1,111	19
Pre-Memorial Day	1,065	16
Memorial Day	1,045	17
Post Memorial Day	1,142	15
Pre-Independence Day**	391	3
Independence Day**	366	10
Post-Independence Day**	419	8
Pre-Labor Day	1,014	14
Labor Day	976	14
Post-Labor Day	977	10
Pre-Thanksgiving	1,779	19
Thanksgiving	1,300	13
Post-Thanksgiving	1,774	14
Pre-Christmas**	485	5
Christmas**	229	0
TOTAL	**14,464**	**184**
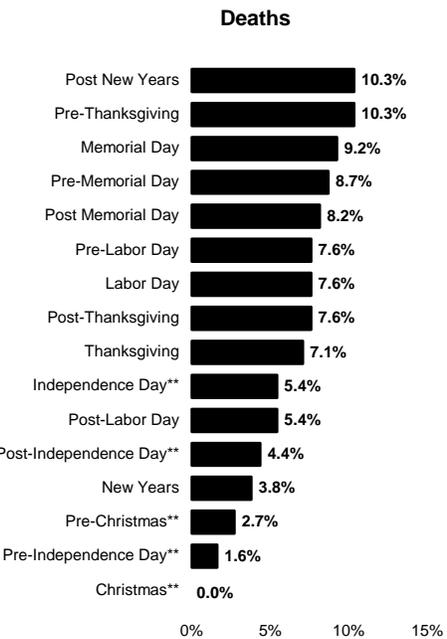
Deaths

Period	%
Post New Years	10.3%
Pre-Thanksgiving	10.3%
Memorial Day	9.2%
Pre-Memorial Day	8.7%
Post Memorial Day	8.2%
Pre-Labor Day	7.6%
Labor Day	7.6%
Post-Thanksgiving	7.6%
Thanksgiving	7.1%
Independence Day**	5.4%
Post-Labor Day	5.4%
Post-Independence Day**	4.4%
New Years	3.8%
Pre-Christmas**	2.7%
Pre-Independence Day**	1.6%
Christmas**	0.0%

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

** Not part of a holiday weekend in 2007.

Drivers

Drivers Overview

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

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

Drivers

Crashes Involving Driver Error

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

Contributing Factor	Crashes	Fatal Crashes
Speed-Related	37,750	711
Drinking Driver	12,791	277
Improper Turning-Related	12,457	94
Careless/Illegal Passing	4,392	66
Distracted Driver	12,396	66
Proceeded Without Clearance	8,315	53
Tailgating	5,418	32
Drowsy Drivers	2,212	20

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

Single and Multiple Vehicle Crashes of Young and Mature Drivers

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

Number of Vehicles	All Drivers	Young Drivers (16-21)	Mature Drivers (65-74)	Mature Drivers (75+)
Single Vehicle Crash	46.8% 61,134 crashes	41.5% 15,403 crashes	20.1% 1,927 crashes	20.1% 1,580 crashes
Multiple Vehicle Crash	53.2% 69,376 crashes	58.5% 21,725 crashes	79.9% 7,656 crashes	79.9% 6,282 crashes

Drivers

Drivers in Crashes by Age Group

Looking at the 2007 Pennsylvania driver data, as driver age groups increase in age, the percentage of Pennsylvania total drivers involved in crashes within each age group decreases considerably. Note the percentage of 16-year old drivers involved in crashes. This number is significantly lower than other young driver age groups due to a law enacted in December 1999 that requires a mandatory six month waiting period between obtaining a Learner's Permit and testing for licensure. It also reflects the limited time 16-year old drivers are using the roads and the more controlled situations in which they are permitted to drive during the permit process. Driver inexperience and less cautious driving often are attributed characteristics given to the reason all young driver ages have higher rates.

Age Group	PA Drivers Involved in Crashes	*PA Total Drivers	% Involved in Crashes
16	2,713	69,406	3.9%
17	7,013	107,975	6.5%
18	7,802	128,933	6.1%
19	7,096	139,215	5.1%
20	6,196	140,252	4.4%
21	6,261	141,754	4.4%
22-24	15,777	420,292	3.8%
25-29	19,733	681,671	2.9%
30-39	31,977	1,397,616	2.3%
40-54	46,370	2,615,080	1.8%
55-59	10,999	774,303	1.4%
60-64	7,903	625,316	1.3%
65-69	5,224	468,322	1.1%
70-74	3,960	364,927	1.1%
75 and Over	7,701	702,454	1.1%
Unknown	192	N/A	N/A

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

Comparison of Young and Mature Drivers by Crash Type

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

Crash Type	All Drivers	Young Drivers (16-21)	Mature Drivers (65-74)	Mature Drivers (75+)
Non-Collision	4.3%	3.1%	2.1%	1.2%
	5,641 crashes	1,136 crashes	203 crashes	92 crashes
Rear-End	20.3%	21.9%	27.7%	23.2%
	26,534 crashes	8,117 crashes	2,655 crashes	1,825 crashes
Head-On	4.2%	4.6%	5.5%	5.6%
	5,413 crashes	1,700 crashes	528 crashes	438 crashes
Backing Up	0.1%	0.1%	0.2%	0.2%
	182 crashes	46 crashes	16 crashes	14 crashes
Angle	25.9%	28.4%	40.8%	47.4%
	33,848 crashes	10,545 crashes	3,909 crashes	3,730 crashes
Sideswipe	5.8%	5.0%	6.5%	6.2%
	7,614 crashes	1,865 crashes	619 crashes	486 crashes
Hit Fixed Object	33.4%	34.6%	13.3%	12.5%
	43,564 crashes	12,838 crashes	1,274 crashes	982 crashes
Hit Pedestrian	3.2%	1.0%	2.2%	2.6%
	4,159 crashes	372 crashes	210 crashes	205 crashes
Other	2.7%	1.4%	1.8%	1.1%
	3,555 crashes	509 crashes	169 crashes	90 crashes

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

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

	All Drivers	Young Drivers (16-21)	Mature Drivers (65-74)	Mature Drivers (75+)
Intersection	37.7%	38.7%	50.5%	55.1%
	49,200 crashes	14,351 crashes	4,839 crashes	4,331 crashes
Non-Intersection	62.3%	61.4%	49.5%	44.9%
	81,310 crashes	22,777 crashes	4,744 crashes	3,531 crashes

Alcohol-Related Crashes

Alcohol Overview

► In Pennsylvania, drinking and driving remains a top safety issue. In 2007, alcohol-related crashes, 12,867, decreased from 13,616 alcohol-related crashes in 2006. Alcohol-related deaths, 535, also decreased from 545 alcohol-related deaths in 2006.

► Of particular concern is the involvement of drinking drivers under the age of 21. 21% of the driver deaths in the 16-20 age group were drinking drivers, down from 24% in 2006. This is an improvement, but work still needs to be done.

► Of equal focus is the 21 to 25 age group, in which 48% of the driver deaths were drinking drivers. This is slightly down from the 49% in 2006. The 26 to 30 age group increased from 43% in 2006 to 48% in 2007. The 41 to 45 age group had the worst percentage of all groups, 51%, but it was down from 57% in 2006 for this age group.

► In 2007, alcohol-related deaths were 36% of the total traffic deaths, the same as in 2006.

► 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).

2007 Briefs

> ► 535 people died in alcohol-related crashes.

> ► 91% of the alcohol-related occupant deaths (drivers and passengers) were in the vehicle driven by the drinking driver; 72% were the drinking drivers themselves.

> ► 77% of the drinking drivers in traffic crashes were male.

> ► 75% of the alcohol-related crashes were during the hours of darkness, usually on weekends.

> ► On average each day, 35 alcohol-related traffic crashes occurred.

> ► On average each day, 1.5 persons were killed in alcohol-related traffic crashes.

> ► On average each day, 27 persons were injured in alcohol-related traffic crashes.

Alcohol Involvement in Crashes

Although alcohol-related crashes accounted for approximately 10% of the total crashes in 2007, they resulted in 36% of all persons killed in crashes. Alcohol-related crashes were almost 5 times more likely to result in death than those not related to alcohol (3.9% of the alcohol-related crashes resulted in death, compared to 0.8% of crashes which were not alcohol-related). "PDO Crashes" in the table below refers to property damage only crashes.

	Fatal Crashes	Deaths	Injury Crashes	Injuries	PDO Crashes
Alcohol-Related	497 (35.7%)	535 (35.9%)	7,015 (10.4%)	9,825 (10.3%)	5,355 (8.7%)
Non-Alcohol-Related	896 (64.3%)	956 (64.1%)	60,410 (89.6%)	85,759 (89.7%)	56,499 (91.3%)
TOTAL	**1,393 (100.0%)**	**1,491 (100.0%)**	**67,425 (100.0%)**	**95,584 (100.0%)**	**61,854 (100.0%)**

Alcohol-Related Crashes—Five-Year Trends

Alcohol-related crashes and fatalities both decreased in 2007, and were the lowest totals in the last five years. Both categories are trending in a good direction. "PDO Crashes" in the table below refers to property damage only crashes.

Alcohol-Related Crashes

Year	
2003	
2004	
2005	
2006	
2007	

10,000 11,000 12,000 13,000 14,000 15,000

Alcohol-Related Deaths

Year	
2003	
2004	
2005	
2006	
2007	

400   450   500   550   600
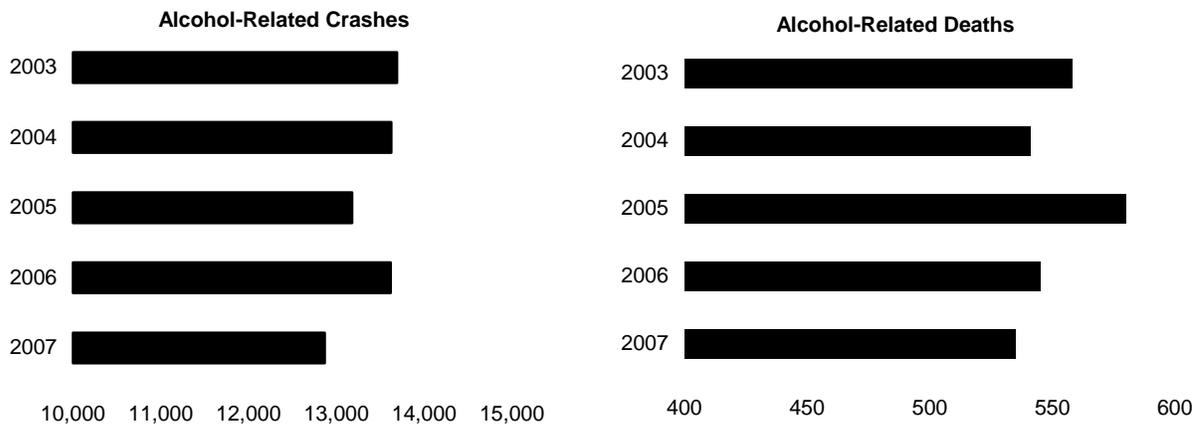
	2003	2004	2005	2006	2007
Crashes	13,689	13,624	13,179	13,616	12,867
Fatal Crashes	511	487	537	510	497
Injury Crashes	7,746	7,641	7,390	7,580	7,015
PDO Crashes	5,432	5,496	5,252	5,526	5,355
Deaths	558	541	580	545	535
Injuries	11,274	10,822	10,423	10,529	9,825
Fatal Crashes per 100,000 Licensed Drivers	6.0	5.8	6.3	6.0	5.8
Deaths per 100,000 Licensed Drivers	6.6	6.4	6.8	6.4	6.2

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

Victims of Alcohol-Related Fatal Crashes

There were 488 driver and passenger deaths in alcohol-related crashes in 2007, while 443 (91%) were the drinking drivers or their passengers.

Persons Involved	Deaths
Drivers	**385**
Drinking Drivers	*351 (91.2%)*
Non-Drinking Drivers	*34 (8.8%)*
Passengers	**103**
Passengers with Drinking Driver	*92 (89.3%)*
Passengers with Non-Drinking Driver	*11 (10.7%)*
Pedestrians	**38**
Drinking Pedestrian	*27 (71.1%)*
Non-Drinking Pedestrian	*11 (29.0%)*
TOTAL DEATHS*	**535**

*Includes 9 victims, status unknown

Alcohol-Related

Victims of Fatal Crashes by Time of Day

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

Midnight-3:59 AM — 37.9% / 7.9%
4:00-07:59 AM — 6.9% / 11.9%
8:00-11:59 AM — 1.7% / 17.0%
Noon-3:59 PM — 6.5% / 27.0%
4:00-7:59 PM — 17.8% / 21.1%
8:00-11:59 PM — 27.7% / 14.8%

0%   10%   20%   30%   40%
☐ Non-Alcohol-Related   ■ Alcohol-Related
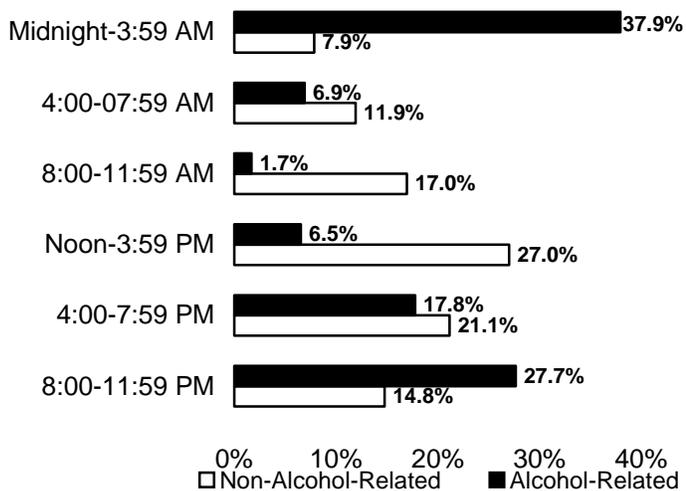
Time of Occurrence	Non-Alcohol-Related	Alcohol-Related
Midnight-3:59 AM	75	203
4:00-07:59 AM	114	37
8:00-11:59 AM	162	9
Noon-3:59 PM	258	35
4:00-7:59 PM	202	95
8:00-11:59 PM	141	148
Time Unknown	4	8
TOTAL DEATHS	**956**	**535**

Victims of Fatal Crashes by Day of Week

Over three-fifths (62%) of alcohol-related fatal crash victims were the result of crashes occurring on Friday, Saturday, and Sunday, while fatal crash victims of non-alcohol-related crashes tended to be distributed more evenly throughout the work week with the fewest occurring on Saturday and Sunday.
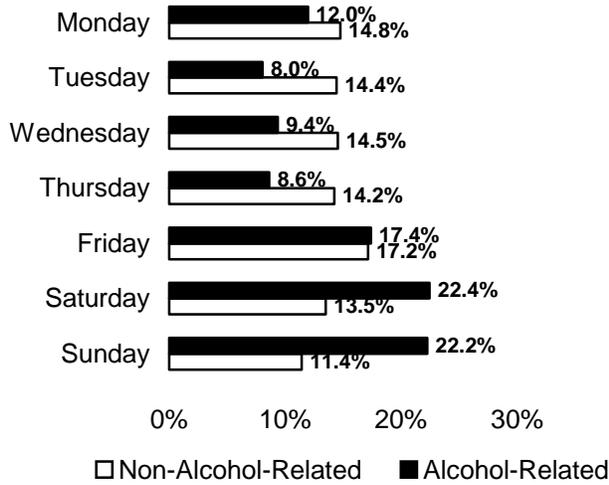
Day of Occurrence	Non-Alcohol-Related	Alcohol-Related
Monday	141	64
Tuesday	138	43
Wednesday	139	50
Thursday	136	46
Friday	164	93
Saturday	129	120
Sunday	109	119
TOTAL DEATHS	**956**	**535**

Chart (percentages):

Day	Alcohol-Related	Non-Alcohol-Related
Monday	12.0%	14.8%
Tuesday	8.0%	14.4%
Wednesday	9.4%	14.5%
Thursday	8.6%	14.2%
Friday	17.4%	17.2%
Saturday	22.4%	13.5%
Sunday	22.2%	11.4%

☐ Non-Alcohol-Related   ■ Alcohol-Related

Alcohol-Related Crashes—Day vs. Night

75% of alcohol-related crashes occurred at night. The graph below shows the breakdown of alcohol-related crashes by day and night.

Night 74.6%
Day 25.4%
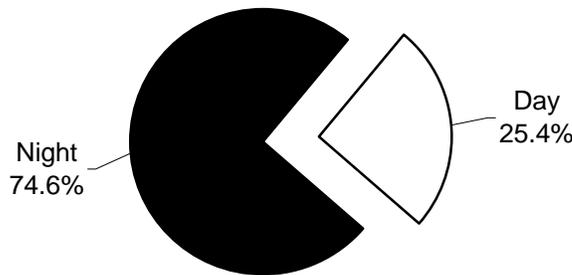
Alcohol-Related Holiday Crashes

In 2007, 13% of all holiday crashes involved alcohol use; however, 49% of deaths which occurred during holiday weekends were related to alcohol use. (See *Crashes by Holiday*, page 22.)

Total Crashes
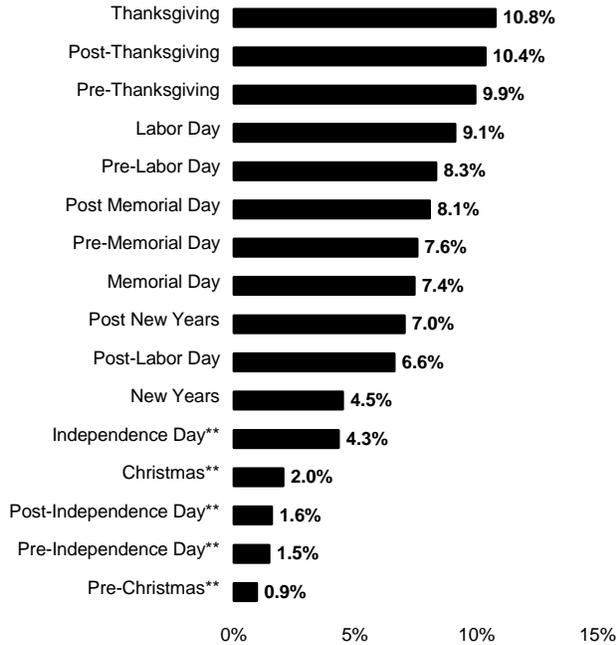
Period*	Crashes	Deaths
New Years	86	5
Post New Years	135	7
Pre-Memorial Day	145	7
Memorial Day	143	10
Post Memorial Day	155	8
Pre-Independence Day**	28	2
Independence Day**	83	5
Post-Independence Day**	30	0
Pre-Labor Day	160	8
Labor Day	175	11
Post-Labor Day	127	8
Pre-Thanksgiving	191	8
Thanksgiving	207	6
Post-Thanksgiving	199	6
Pre-Christmas**	18	0
Christmas**	39	0
TOTAL	**1,921**	**91**

Total Crashes chart (percent alcohol-related):
- Thanksgiving: 10.8%
- Post-Thanksgiving: 10.4%
- Pre-Thanksgiving: 9.9%
- Labor Day: 9.1%
- Pre-Labor Day: 8.3%
- Post Memorial Day: 8.1%
- Pre-Memorial Day: 7.6%
- Memorial Day: 7.4%
- Post New Years: 7.0%
- Post-Labor Day: 6.6%
- New Years: 4.5%
- Independence Day**: 4.3%
- Christmas**: 2.0%
- Post-Independence Day**: 1.6%
- Pre-Independence Day**: 1.5%
- Pre-Christmas**: 0.9%

Deaths

Deaths chart (percent alcohol-related):
- Labor Day: 12.1%
- Memorial Day: 11.0%
- Post Memorial Day: 8.8%
- Pre-Labor Day: 8.8%
- Post-Labor Day: 8.8%
- Pre-Thanksgiving: 8.8%
- Post New Years: 7.7%
- Pre-Memorial Day: 7.7%
- Thanksgiving: 6.6%
- Post-Thanksgiving: 6.6%
- New Years: 5.5%
- Independence Day**: 5.5%
- Pre-Independence Day**: 2.2%
- Post-Independence Day**: 0.0%
- Pre-Christmas**: 0.0%
- Christmas**: 0.0%

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

** Not part of a holiday weekend in 2007.

Driver Involvement in Alcohol-Related Crashes by Vehicle Type

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

Total Drivers in Crashes 210,372	Passenger Car	129,041	
	Lt Trk/SUV/Van	66,747	
	Heavy Truck	7,599	
	Motorcycle	4,223	
	Bus	1,094	
	Other	1,668	
Drinking Drivers in Crashes 12,694 (6.0% of total)	Passenger Car	7,639	(5.9% of total)
	Lt Trk/SUV/Van	4,454	(6.7% of total)
	Heavy Truck	68	(0.9% of total)
	Motorcycle	438	(10.4% of total)
	Bus	1	(0.1% of total)
	Other	94	(5.6% of total)

Drinking Drivers in Crashes by Age and Sex

In 2007, roughly four out of five drinking drivers in crashes were male (across most age groups), with only slight variations among the age groups. The table below does not include an additional 117 drivers for whom age and/or sex were not known.
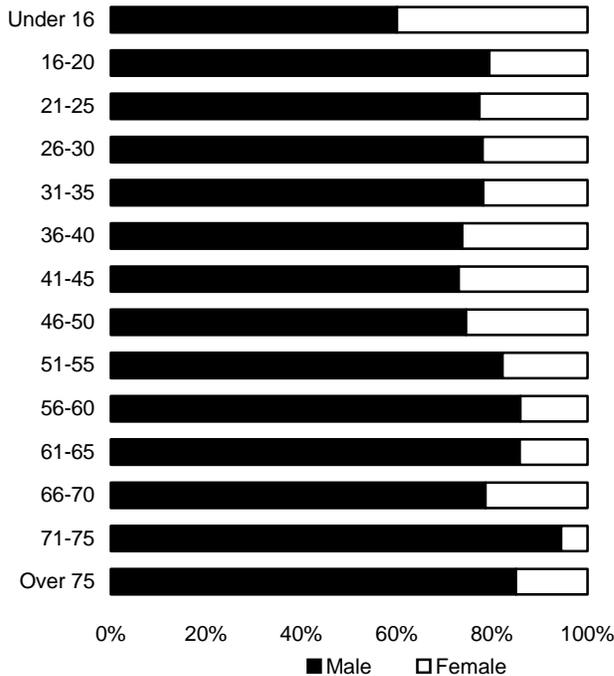
Age Group	Male	Female	Total
Under 16	6	4	10
16-20	1,028	267	1,295
21-25	2,408	708	3,116
26-30	1,424	402	1,826
31-35	1,024	287	1,311
36-40	926	330	1,256
41-45	950	352	1,302
46-50	783	268	1,051
51-55	576	125	701
56-60	305	50	355
61-65	151	25	176
66-70	66	18	84
71-75	51	3	54
Over 75	34	6	40
Total	**9,732**	**2,845**	**12,577**

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

In 2007, as the table and graph below show, the two age groups from 21 to 30 had the highest percentage of drinking drivers within their respective age groups. After age 45, the percentage of drinking drivers within the succeeding age groups steadily declined. The Under 16 age group continues to be of particular concern, as it included 10 drinking drivers.
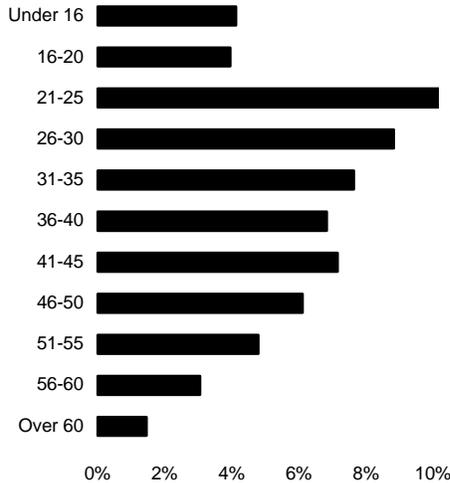
Age Group	Drinking Driver	Non-Drinking Driver
Under 16	10 (4.1%)	233 (95.9%)
16-20	1,295 (4.0%)	31,515 (96.1%)
21-25	3,117 (10.5%)	26,445 (89.5%)
26-30	1,828 (8.8%)	18,907 (91.2%)
31-35	1,313 (7.6%)	15,901 (92.4%)
36-40	1,256 (6.8%)	17,159 (93.2%)
41-45	1,303 (7.2%)	16,923 (92.9%)
46-50	1,051 (6.1%)	16,174 (93.9%)
51-55	701 (4.8%)	13,937 (95.2%)
56-60	355 (3.1%)	11,272 (97.0%)
Over 60	355 (1.5%)	24,003 (98.5%)

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

The graph below shows drinking driver deaths as a percentage of total driver deaths within each respective age group for 2007 crashes. The age group from 41 to 45 had the highest percentage, with over 50% of the driver deaths in this age group being a drinking driver. The 16-20 age group decreased slightly from 23.7% in 2006. Of particular concern is the under 16 group who not only chose to drive without a license but combine alcohol usage with this dangerous behavior.

Age Group	Percentage
Under 16	33.3%
16-20	21.4%
21-25	47.7%
26-30	48.3%
31-35	47.1%
36-40	39.7%
41-45	51.3%
46-50	47.9%
51-55	42.5%
56-60	22.2%
61-65	22.9%
66-70	7.4%
71-75	11.1%
Over 75	3.4%
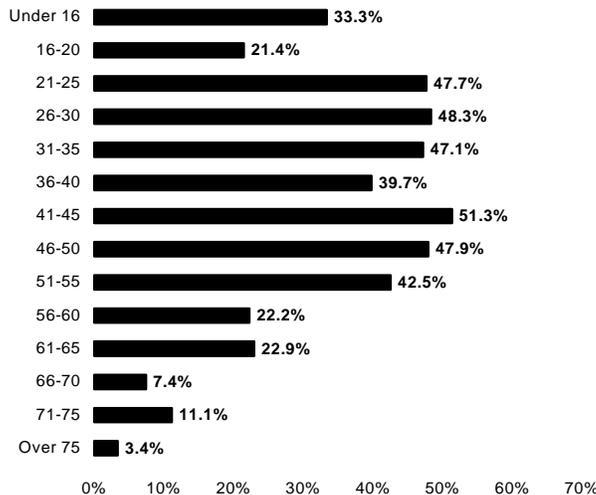
Underage Drinking Drivers in Pennsylvania Crashes—Historical Data

Act 31, commonly known as the "Underage Drinking Law," went into effect on May 24, 1988. From that year, and until 1994, the number of underage drinking drivers involved in Pennsylvania crashes declined each year. From 1997 until 2002, the amount of underage drinking drivers remained consistently high. From that point until now there has been a downward trend with 2005 and 2006 disrupting the steady decrease.
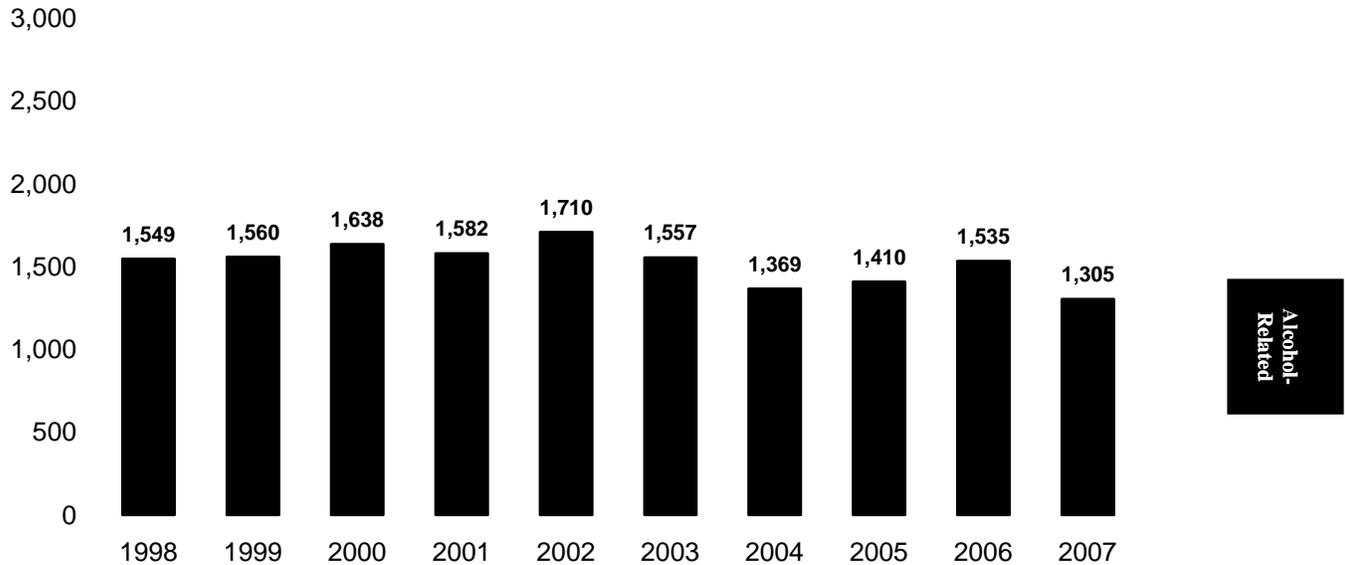
Note: Beginning with 2003 data, alcohol involvement criteria changed to account for both BAC levels and suspected involvement when BAC is unknown. The effect can mostly be seen in the alcohol related fatalities for years 2003 and after.

Seat Belts, Child Safety Seats, and Air Bags

Restraints Overview

Safety Belts

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

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

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

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

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

Child Safety Seats

- Pennsylvania law requires children under the age of four to be properly restrained in a child passenger restraint system whenever riding anywhere in the vehicle. Children age four and older, but under age eight, are required to be in an appropriately fitting child booster seat whenever riding anywhere in the vehicle due to law that became effective on February 21, 2003.

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

- When placing a child safety seat in a vehicle, follow the manufacturer's instructions for the vehicle and the child safety seat instructions exactly. There are different types of child safety seats—infant, convertible, and booster. Children under 1 year of age **and** 20 pounds should ride in a rear-facing position. Toddlers should ride forward-facing and upright from age 1 to about 40 pounds. Small children should use a belt positioning booster seat from 40 pounds to about 80 pounds and 4 feet 9 inches tall. The belt positioning booster seat must be used with a lap/shoulder belt.

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

Air Bag Safety

- Air bags are supplemental protection devices. Everyone should still buckle up with both lap and shoulder belts on every trip.

- *Child Safety*
  - Children age 12 and under should ride buckled up in the back seat.
  - Infants in rear-facing child safety seats should **NEVER** ride in the front seat of a vehicle equipped with a passenger-side air bag.
  - If an older child must ride in a front seat equipped with a passenger-side air bag, put the child in a front-facing seat or belt-positioning booster seat for the proper weight of the child, or use a correctly fitting lap/shoulder belt, **and** move the vehicle seat as far back as possible.

- *Adult Safety*
  - Everyone should buckle up with both lap and shoulder belts on every trip.
  - The lap belt should be worn under the abdomen and low across the hips. The shoulder portion should come over the collarbone away from the neck and cross over the breastbone.
  - Driver and front passenger seats should be moved as far back as practical, particularly for shorter people.

Seat Belt Use in Crashes—Total People Involved

Seat belts have proven to be effective in reducing the severity of injuries sustained in a crash. In 2007, as shown in the two pie graphs below, 74.6% of all people involved in crashes were wearing seat belts. Many more people not wearing seat belts died in crashes than those who did. The table at the bottom shows the total number of people involved in crashes in 2007 by severity of injury and belt use.

Total People Involved in Crashes

Belts in Use
74.6%

Belts Not in Use
8.5%

Belt Use Unknown
16.9%
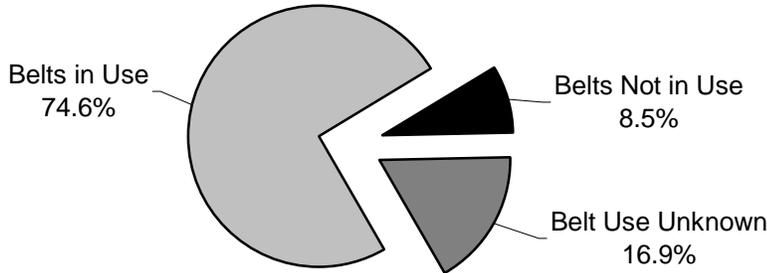
Total Deaths

Belts in Use
32.1%

Belts Not in Use
52.6%

Belt Use Unknown
15.3%

Seat Belts, Etc.
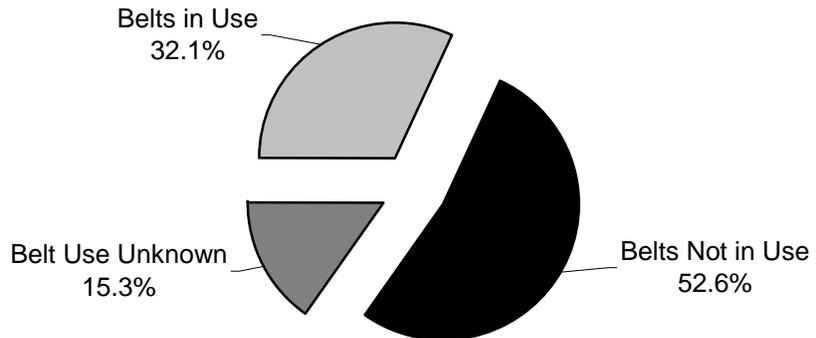
	Belts in Use	Belts Not in Use	Belt Use Unknown
Killed	342	561	163
Major Injury	1,266	1,175	533
Moderate Injury	8,136	3,120	1,807
Minor Injury	34,150	5,607	5,994
Unk Injury Sev	12,650	2,338	5,817
No Injury	157,871	11,669	34,254
TOTAL	**214,415**	**24,470**	**48,568**

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

Seat Belt Use in Crashes—Impact on Deaths and Injuries

The table and graph below give estimates of the impact that 100% seat belt use would have on traffic deaths and injuries. The numbers in parentheses, in the last row of the table below, are the estimated decreases in 2007 deaths and injuries if 100% seat belt use was achieved. (Note: The data below is for passenger cars only.) The estimated economic savings of 100% belt use for occupants of just passenger cars in 2007 would have been **$1,992,371,252** or approximately **$160** for every man, woman, and child in Pennsylvania. More importantly, 320 people would have survived if they had worn their belts.

	Deaths	Injuries			
		Major	*Moderate*	*Minor*	*None*
Belts Used	249	814	5,332	30,178	85,924
Belts Not Used	347	703	1,991	5,093	6,426
TOTAL	**596**	**1,517**	**7,323**	**35,271**	**92,350**
If 100% Belt Use	**276**	**928**	**6,025**	**33,776**	**96,047**
Net Increase/(Decrease)	**(320)**	**(589)**	**(1,298)**	**(1,495)**	**3,697**
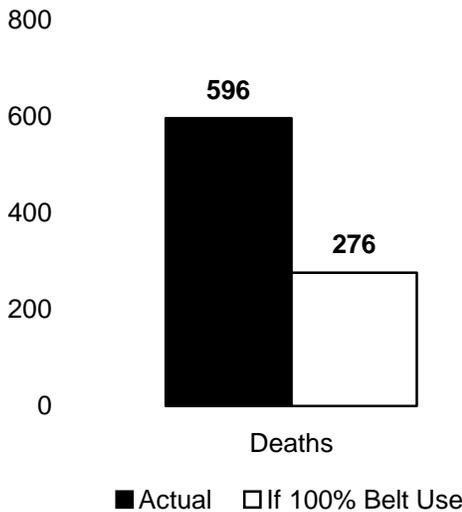
Note: PENNDOT's cost estimating procedures were revised in 2007 dollars. "No Belts" is included in "Belts Not Used".

Seat Belt Use in Crashes—Historical Data

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

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

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

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

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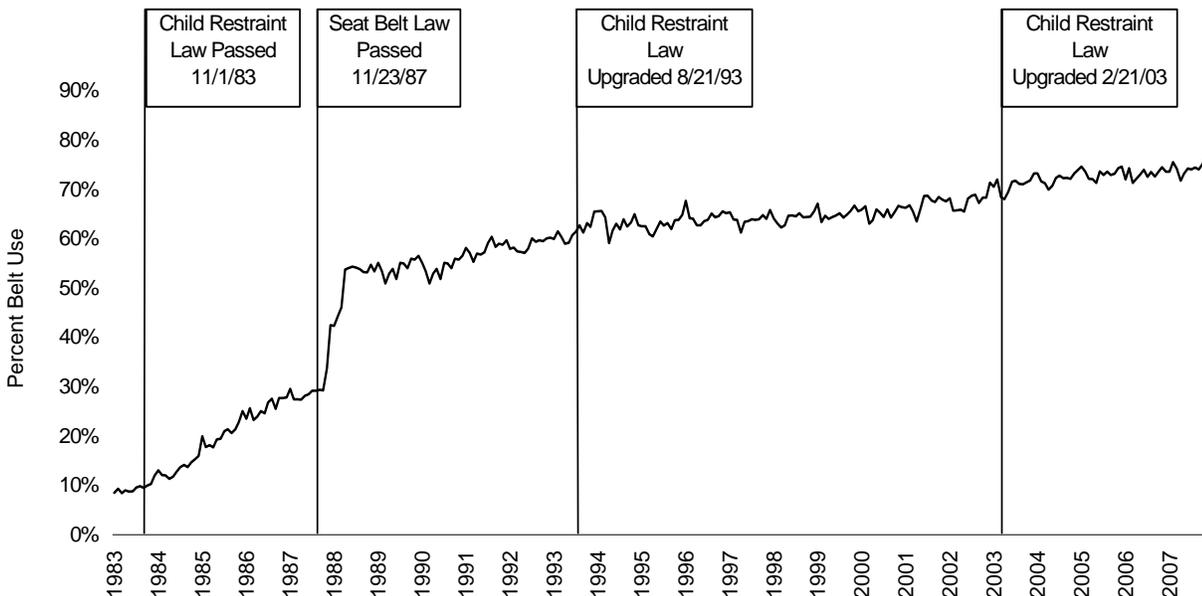
Seat Belts, Etc.

Note: Data shown for passenger cars only.

Seat Belt Observational Surveys—Historical Data

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

Seat Belts, Etc.

Survey	Percent
	53.1%
Spring '91	55.7%
	59.7%
Fall '91	60.4%
	62.3%
Fall '92	63.0%
	63.7%
Fall '93	67.5%
	71.0%
Fall '95	71.0%
	65.0%
Fall '97	64.7%
	67.8%
Fall '99	69.7%
	70.7%
Fall '01	70.5%
	75.7%
Fall '03	79.0%
	81.8%
Fall '05	83.3%
	86.3%
Fall '07	86.7%

40% 45% 50% 55% 60% 65% 70% 75% 80% 85% 90% 95%

Percent Belt Use
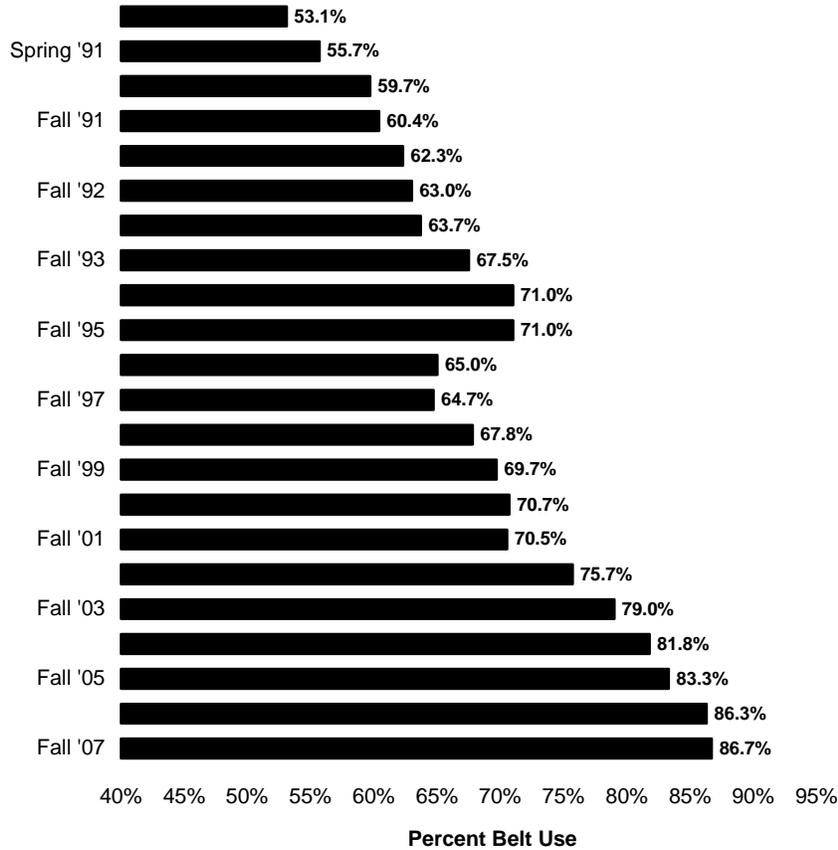
Child Passenger Restraints in Crashes—Five Year Data

Since August 21, 1993, all drivers traveling in Pennsylvania have been required to secure children up to age four in a child passenger restraint system while sitting anywhere in the vehicle. As shown in the table below (for 2003-2007 crashes involving children under age four), the percentages of deaths and injuries (within restraint type by row) were lower when restraints were used. From 2003-2007 82% of the children under age four who were involved in crashes and restrained in a child seat sustained no injury.

		Injuries					Total
Child Restraint	**Deaths**	*Major*	*Moderate*	*Minor*	*Unknown*	*No Injury*	**Persons**
Child Seat In Use	32 (0.1%)	82 (0.3%)	270 (1.0%)	2,518 (8.9%)	2,140 (7.5%)	23,400 (82.3%)	**28,442**
Other Restraint In Use	0 (0.0%)	11 (0.6%)	48 (2.6%)	266 (14.2%)	153 (8.2%)	1,392 (74.4%)	**1,870**
No Restraint In Use	5 (0.2%)	23 (1.0%)	66 (2.8%)	359 (15.4%)	450 (19.3%)	1,434 (61.4%)	**2,337**

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

Air Bag Deployment in Crashes—Injuries and Deaths

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

Passive Restaint Status	Seat Belt Status	Deaths	Injuries					Total Persons
			Major	*Moderate*	*Minor*	*Unknown*	*No Injury*	
None	n/a	430 (0.3%)	1,184 (0.9%)	5,159 (3.8%)	19,088 (14.0%)	12,722 (9.3%)	97,889 (71.7%)	**136,472**
Air Bag Deployed	Used	180 (0.4%)	639 (1.6%)	3,568 (8.7%)	10,790 (26.3%)	4,088 (10.0%)	21,837 (53.1%)	**41,102**
Air Bag Deployed	Not Used	263 (4.9%)	470 (8.8%)	1,082 (20.3%)	1,415 (26.5%)	688 (12.9%)	1,417 (26.6%)	**5,335**
Air Bag Deployed	Unknown	51 (0.9%)	220 (3.7%)	553 (9.2%)	1,314 (21.8%)	1,412 (23.4%)	2,481 (41.1%)	**6,031**
Air Bag Not Deployed	Used	47 (0.1%)	195 (0.3%)	1,723 (2.4%)	9,938 (14.1%)	3,866 (5.5%)	54,917 (77.7%)	**70,686**
Air Bag Not Deployed	Not Used	75 (1.9%)	144 (3.7%)	472 (12.2%)	998 (25.9%)	377 (9.8%)	1,791 (46.4%)	**3,857**
Air Bag Not Deployed	Unknown	9 (0.2%)	40 (0.9%)	194 (4.2%)	588 (12.8%)	614 (13.4%)	3,152 (68.6%)	**4,597**
Unknown If Deployed	n/a	6 (0.5%)	23 (1.9%)	90 (7.5%)	222 (18.6%)	161 (13.5%)	691 (57.9%)	**1,193**

In crashes that are severe enough to deploy an airbag (for vehicles and seats so equipped), the data below shows that you are over 9 times more likely to die if you are not wearing a seat belt (7.5 deaths vs. 0.8 deaths per 100 crashes).

Deaths per 100 Crashes

Category	Value
Air Bag Deployed/Seat Belt Not Used	7.5
Air Bag Not Deployed/Seat Belt Not Used	3.4
Air Bag Deployed/Seat Belt Unknown	1.3
Air Bag Deployed/Seat Belt Used	0.8
Air Bag Not Deployed/Seat Belt Unknown	0.4
Air Bag Not Deployed/Seat Belt Used	0.1
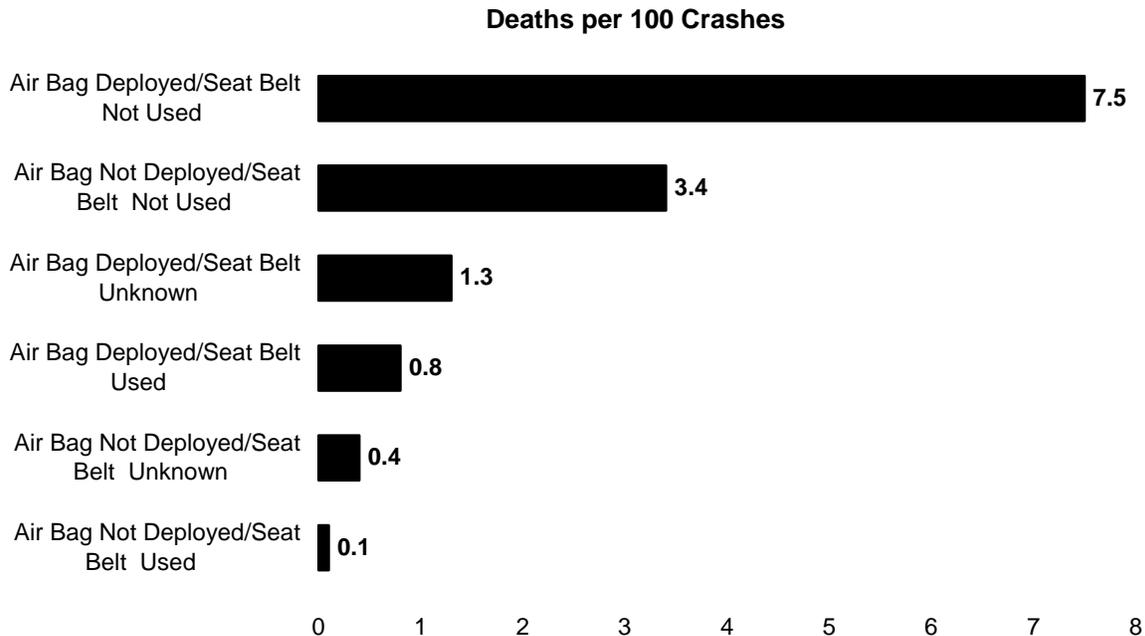
Seat Belts, Etc.

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 2007 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 1004 occasions in which air bags deployed in center rear impacts).
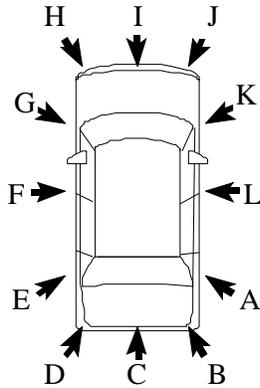
Impact Point	Vehicles	Air Bag Not Present	Air Bag Present Deployed	Air Bag Present, Not Deployed	Unknown/ Other
Right Side Rear (A)	2,654	991	362 (26.8%)	987 (73.2%)	314
Right Rear (B)	5,312	2,200	392 (16.1%)	2,043 (83.9%)	677
Center Rear (C)	27,947	11,279	1,004 (7.6%)	12,268 (92.4%)	3,396
Left Rear (D)	4,897	2,042	364 (16.0%)	1,916 (84.0%)	575
Left Side Rear (E)	2,663	1,039	302 (23.1%)	1,003 (76.9%)	319
Left Side Center (F)	7,286	2,856	1,072 (31.4%)	2,347 (68.7%)	1,011
Left Side Forward (G)	6,460	2,219	1,131 (33.2%)	2,276 (66.8%)	834
Left Front (H)	26,788	8,924	6,693 (45.0%)	8,192 (55.0%)	2,979
Center Front (I)	64,448	19,041	21,346 (56.9%)	16,156 (43.1%)	7,905
Right Front (J)	26,931	8,944	6,890 (47.4%)	7,661 (52.7%)	3,436
Right Side Forward (K)	8,929	3,207	1,764 (39.1%)	2,746 (60.9%)	1,212
Right Side Center (L)	8,059	3,060	1,356 (35.9%)	2,423 (64.1%)	1,220
Other	6,812	2,295	990 (34.5%)	1,878 (65.5%)	1,649
None	4,626	2,226	338 (19.0%)	1,442 (81.0%)	620
TOTAL	**203,812**	**70,323**	**44,004 (41.0%)**	**63,338 (59.0%)**	**26,147**

Air Bag Deployment by Age Group

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

Seat Belts Used

Age Group	Deaths	Injuries					Total
		Major	*Moderate*	*Minor*	*Unknown*	*No Injury*	Persons
0-4	0 (0.0%)	0 (0.0%)	3 (8.3%)	9 (25.0%)	5 (13.9%)	19 (52.8%)	36
5-8	0 (0.0%)	2 (1.7%)	9 (7.5%)	46 (38.3%)	11 (9.2%)	52 (43.3%)	120
9-12	0 (0.0%)	1 (0.4%)	25 (8.7%)	93 (32.3%)	27 (9.4%)	142 (49.3%)	288
13-64	132 (0.4%)	546 (1.5%)	3,017 (8.2%)	9,511 (25.9%)	3,479 (9.5%)	20,080 (54.6%)	36,765
65-74	13 (0.7%)	45 (2.3%)	236 (12.2%)	564 (29.1%)	248 (12.8%)	834 (43.0%)	1,940
75+	35 (1.8%)	45 (2.3%)	278 (14.2%)	567 (29.0%)	318 (16.3%)	710 (36.4%)	1,953
Total	**180 (0.4%)**	**639 (1.6%)**	**3,568 (8.7%)**	**10,790 (26.3%)**	**4,088 (10.0%)**	**21,837 (53.1%)**	**41,102**

Seat Belts Not Used

Age Group	Deaths	Injuries					Total
		Major	*Moderate*	*Minor*	*Unknown*	*No Injury*	Persons
0-4	0 (0.0%)	2 (18.2%)	2 (18.2%)	1 (9.1%)	2 (18.2%)	4 (36.4%)	11
5-8	0 (0.0%)	1 (12.5%)	0 (0.0%)	2 (25.0%)	0 (0.0%)	5 (62.5%)	8
9-12	1 (5.0%)	1 (5.0%)	5 (25.0%)	5 (25.0%)	4 (20.0%)	4 (20.0%)	20
13-64	214 (4.3%)	440 (8.8%)	1,019 (20.4%)	1,337 (26.7%)	639 (12.8%)	1,355 (27.1%)	5,004
65-74	19 (12.4%)	12 (7.8%)	33 (21.6%)	29 (19.0%)	32 (20.9%)	28 (18.3%)	153
75+	29 (20.9%)	14 (10.1%)	23 (16.6%)	41 (29.5%)	11 (7.9%)	21 (15.1%)	139
Total	**263 (4.9%)**	**470 (8.8%)**	**1,082 (20.3%)**	**1,415 (26.5%)**	**688 (12.9%)**	**1,417 (26.6%)**	**5,335**

Pedestrian and Bicycle Crashes

Pedestrian and Bicycles Overview

► Pedestrian-related crashes represent 3.6% of the total reported traffic crashes; however, they account for 10.4% of all traffic crash deaths. (See also ***Pennsylvania County Crashes***, pages 62, 63, and 68.)

► Bicycle crashes represent 1.1% of the total reported crashes and 1.3% of all traffic deaths. Although these percentages are small, they still represent 20 bicyclist deaths and 1,426 injuries in 2007.

Pedestrian Crashes—Five-Year Trends

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

Total Crashes

Year	
2003	5,054
2004	4,996
2005	4,763
2006	4,673
2007	4,670

Deaths

Year	
2003	175
2004	151
2005	162
2006	170
2007	155

Peds & Bikes
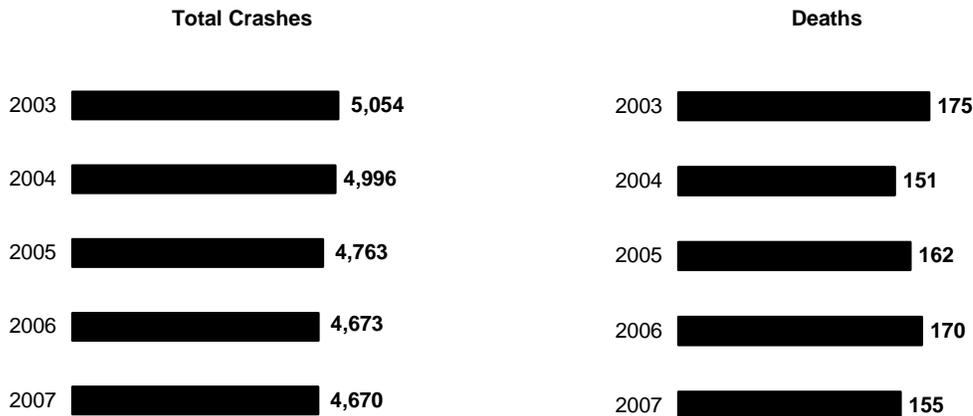
Year	Total Crashes	Deaths
2003	5,054	175
2004	4,996	151
2005	4,763	162
2006	4,673	170
2007	4,670	155

Pedestrian-Related Crashes

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

Top Crash-Related Pedestrian Actions

Walking/Running/Jogging/Playing 31.0%

Standing 5.2%

Entering Crossing/Specified Location 35.6%

All Others 29.0%

Top Fatal Pedestrian Actions

Walking/Running/Jogging/Playing 21.7%

Approaching/Leaving a Vehicle 4.5%

Entering Crossing/Specified Location 50.3%

All Others 20.0%

Peds & Bikes
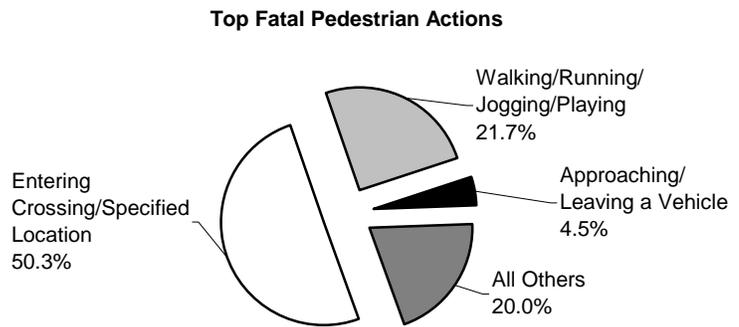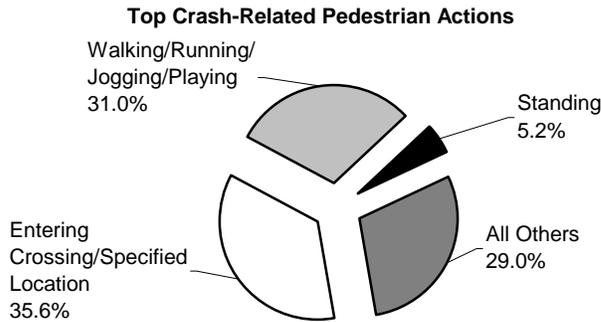
Pedestrian Action	Deaths	Pedestrians Involved
Entering Crossing/Specified Location	78	1,741
Walking/Running/Jogging/Playing	39	1,473
Working	2	103
Pushing a Vehicle	0	6
Working on Vehicle	5	31
Standing	6	254
Approaching/Leaving a Vehicle	7	163
Other/Unknown	18	1,116
Total	**155**	**4,887**

Pedestrian Deaths by Age and Sex

Pedestrians aged 75 and over represent a sizable portion of pedestrian deaths as seen in the chart below. Overall, male pedestrian deaths were 67% of all pedestrian deaths, up from 62% in 2006. *Note:* Pedestrians of unknown sex are not included in the numbers below.
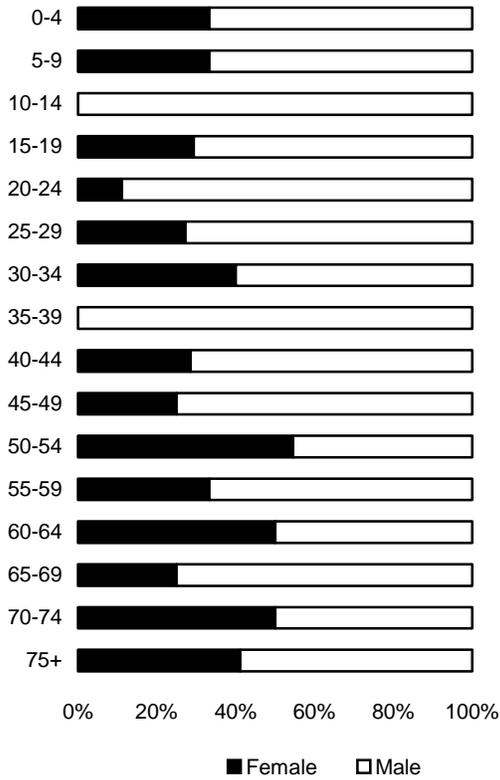
Age Group	Female	Male	Total
0-4	3	6	9
5-9	1	2	3
10-14	0	3	3
15-19	5	12	17
20-24	1	8	9
25-29	3	8	11
30-34	2	3	5
35-39	0	5	5
40-44	2	5	7
45-49	2	6	8
50-54	6	5	11
55-59	3	6	9
60-64	4	4	8
65-69	2	6	8
70-74	3	3	6
75 and over	14	20	34
Unknown	0	2	2
TOTAL	**51**	**104**	**155**

Pedestrian Injury Severity by Municipality Type

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

Municipality Type	Deaths	Injuries	Non-Injury	Total
City	56 (36.1%)	3,090 (66.9%)	63 (55.3%)	**3,209 (65.7%)**
Borough/Town	27 (17.4%)	632 (13.7%)	31 (27.2%)	**690 (14.1%)**
Township	72 (46.5%)	890 (19.3%)	20 (17.5%)	**982 (20.1%)**
Other	0 (0.0%)	6 (0.1%)	0 (0.0%)	**6 (0.1%)**
TOTAL	**155 (100.0%)**	**4,618 (100.0%)**	**114 (100.0%)**	**4,887 (100.0%)**

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

Pedestrian Deaths and Injuries by Age

Elderly pedestrians, although involved in fewer pedestrian crashes, are more likely to be killed if struck by a moving vehicle. Younger pedestrians (age 19 and under) account for 38% of the pedestrian injuries.

Note: The totals in the table do not include an additional 114 pedestrians who were not killed or injured or where their injury severity was unknown.

Pedestrian Age	Deaths	Injuries
0-4	9 (5.8%)	177 (3.8%)
5-9	3 (1.9%)	463 (10.0%)
10-14	3 (1.9%)	594 (12.9%)
15-19	17 (11.0%)	533 (11.5%)
20-24	9 (5.8%)	469 (10.2%)
25-29	11 (7.1%)	297 (6.4%)
30-34	5 (3.2%)	213 (4.6%)
35-39	5 (3.2%)	226 (4.9%)
40-44	7 (4.5%)	264 (5.7%)
45-49	8 (5.2%)	311 (6.7%)
50-54	11 (7.1%)	234 (5.1%)
55-59	9 (5.8%)	205 (4.4%)
60-64	8 (5.2%)	146 (3.2%)
65-69	8 (5.2%)	114 (2.5%)
70-74	6 (3.9%)	90 (2.0%)
75 and over	34 (21.9%)	169 (3.7%)
Unknown	2 (1.3%)	113 (2.5%)
TOTAL	155 (100.0%)	4,618 (100.0%)

Peds & Bikes
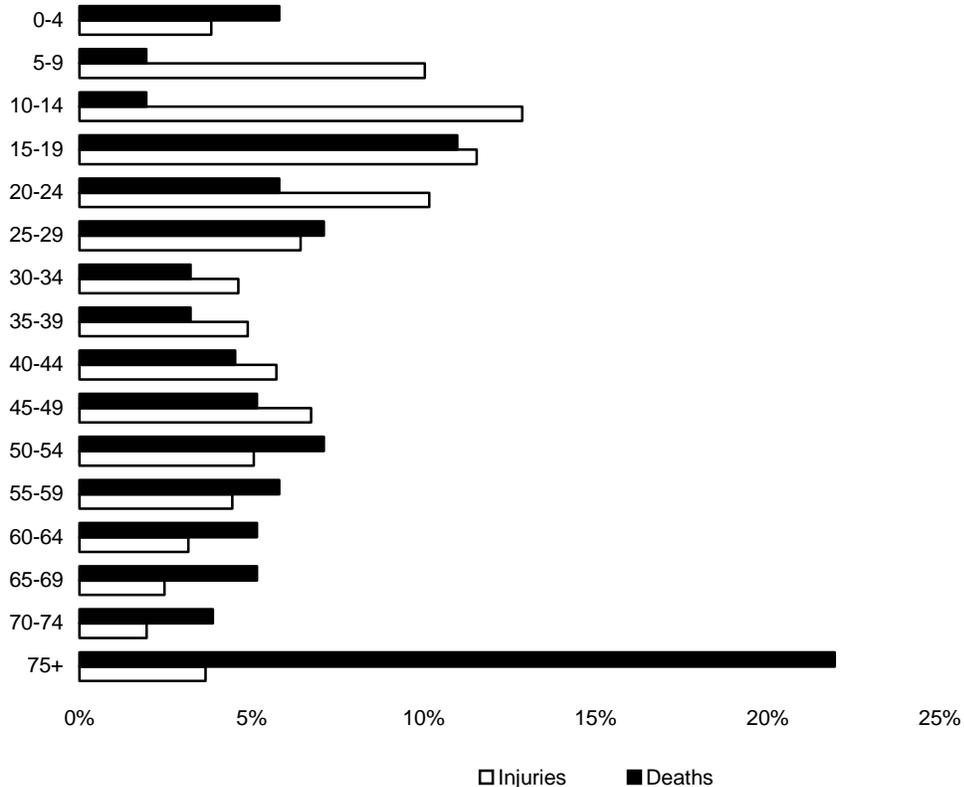
Pedestrian Deaths and Injuries by Light Level

The majority of pedestrians are injured in the daytime (63.5%), but more pedestrian deaths occur during non-daylight hours (65.2%). As shown in the bar chart, pedestrians are more likely to be killed if struck in a non-daylight crash as compared to a day crash.
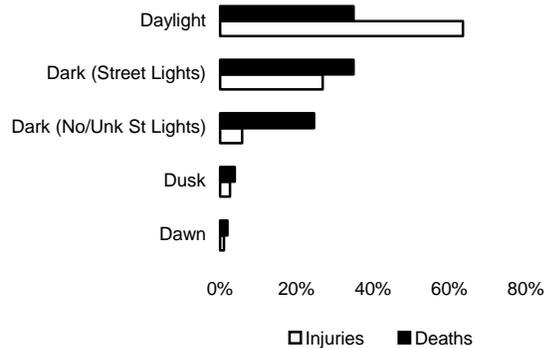
Light Level	Deaths	Injuries
Dawn	3 (1.9%)	48 (1.0%)
Daylight	54 (34.8%)	2,932 (63.5%)
Dark (Street Lights)	54 (34.8%)	1,237 (26.8%)
Dark (No/Unk St Lights)	38 (24.5%)	264 (5.7%)
Dusk	6 (3.9%)	119 (2.6%)
Other/Unknown	0 (0.0%)	18 (0.4%)
TOTAL	**155 (100.0%)**	**4,618 (100.0%)**

Note: The totals in the table do not include an additional 114 pedestrians who were not killed or injured or where their injury severity was unknown.

Pedestrian Deaths and Injuries by Intersection Type

Almost 72% of pedestrian deaths and nearly half of pedestrian injuries occurred in areas other than intersections. "Non-intersections" as used below includes mid-block crossings, driveway crossings, etc.
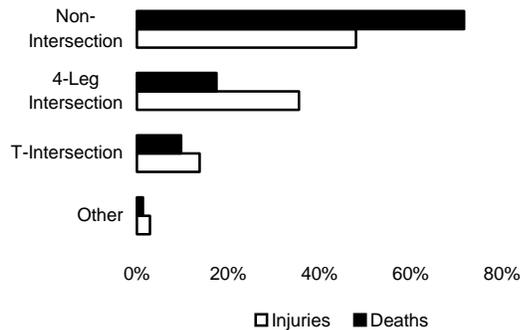
Intersection	Deaths	Injuries
Non-Intersection	111 (71.6%)	2,213 (47.9%)
4-Leg Intersection	27 (17.4%)	1,639 (35.5%)
T-Intersection	15 (9.7%)	634 (13.7%)
Other	2 (1.3%)	132 (2.9%)
TOTAL	**155 (100.0%)**	**4,618 (100.0%)**

Note: The totals in the table do not include an additional 114 pedestrians who were not killed or injured or where their injury severity was unknown.

Peds & Bikes

Pedestrian Deaths and Injuries by Road Type

As the graph shows, the majority of pedestrians are injured on local roads, whereas the majority of pedestrian deaths occur on non-interstate state roadways.
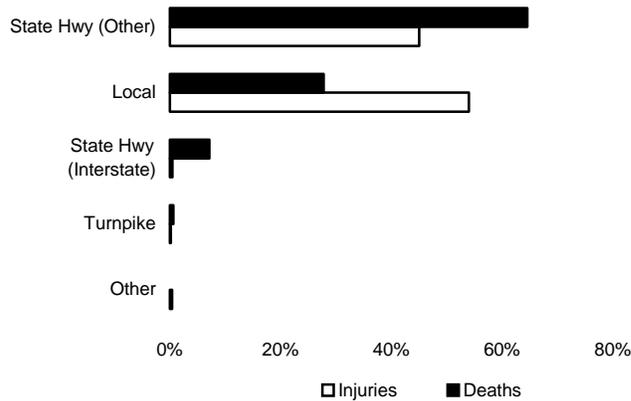
Note: The totals in the table do not include an additional 114 pedestrians who were not killed or injured or where their injury severity was unknown.

Road Type	Deaths	Injuries
State Hwy (Other)	100 (64.5%)	2,078 (45.0%)
Local	43 (27.7%)	2,492 (54.0%)
State Hwy (Interstate)	11 (7.1%)	22 (0.5%)
Turnpike	1 (0.7%)	7 (0.2%)
Other	0 (0.0%)	19 (0.4%)
TOTAL	**155 (100.0%)**	**4,618 (100.0%)**

Pedestrian Deaths and Injuries

As the graph shows, most pedestrian deaths and injuries occurred in areas without traffic control devices (TCDs). These areas accounted for 118 pedestrian deaths and 2,565 injuries.
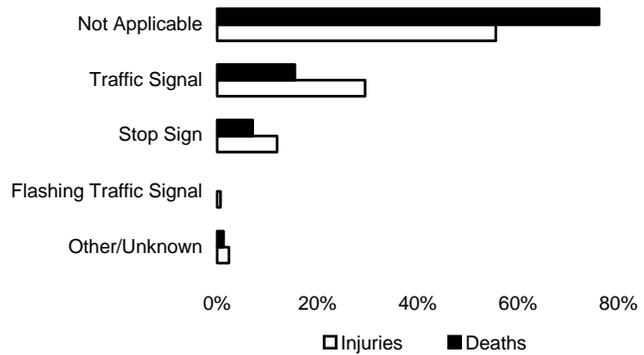
Peds & Bikes

Note: The totals in the table do not include an additional 114 pedestrians who were not killed or injured or where their injury severity was unknown.

Traffic Control Device	Deaths	Injuries
Not Applicable	118 (76.1%)	2,565 (55.5%)
Traffic Signal	24 (15.5%)	1,362 (29.5%)
Stop Sign	11 (7.1%)	552 (12.0%)
Flashing Traffic Signal	0 (0.0%)	31 (0.7%)
Other/Unknown	2 (1.3%)	108 (2.3%)
TOTAL	**155 (100.0%)**	**4,618 (100.0%)**

Bicycle Crashes—Five-Year Trends

The total number of bicycle crashes increased in 2007 after having the lowest total in 2006 over the last five years; bicycle deaths have fluctuated over the same time period but in 2007 tied for the highest total in the last five years.

Year	Total Crashes	Deaths
2003	1,604	20
2004	1,595	14
2005	1,353	18
2006	1,351	13
2007	1,449	20

Total Crashes

Year	Value
2003	1,604
2004	1,595
2005	1,353
2006	1,351
2007	1,449

Deaths

Year	Value
2003	20
2004	14
2005	18
2006	13
2007	20
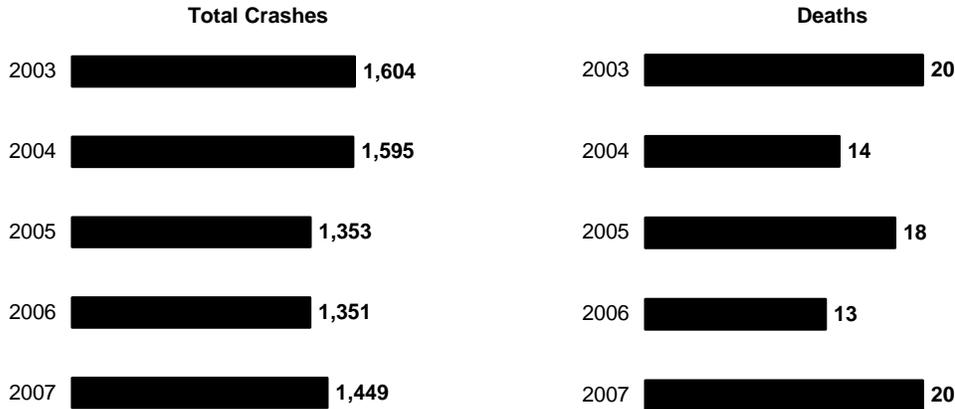
Bicycle Deaths and Injuries by Age

Children ages 5 to 14 are the most vulnerable to death and injury while riding a bicycle. Almost a third of the injuries involving bicycles were suffered by this age group. Sadly, 4 of the 20 bicyclist deaths were in this age group. Another vulnerable group, persons ages 15 to 19, suffered 25% of the total deaths and 18% of the total injuries.

Victim's Age	Deaths	Injuries
0-4	0 (0.0%)	7 (0.5%)
5-9	1 (5.0%)	134 (9.4%)
10-14	3 (15.0%)	302 (21.2%)
15-19	5 (25.0%)	259 (18.2%)
20-34	7 (35.0%)	325 (22.8%)
35-44	3 (15.0%)	136 (9.5%)
45-54	0 (0.0%)	143 (10.0%)
55-64	1 (5.0%)	64 (4.5%)
65-74	0 (0.0%)	17 (1.2%)
75+	0 (0.0%)	10 (0.7%)
Unknown	0 (0.0%)	29 (2.0%)
TOTAL	**20 (100.0%)**	**1,426 (100.0%)**

The totals in the table do not include an additional 48 bicyclists who were not killed or injured or where their injury severity was unknown.

Bicycle Deaths and Injuries by Light Level

The majority of bicyclists are injured during the day. However, a majority of the deaths occurred during non-daylight conditions. These deaths totaled 60% of total bicyclist deaths in 2007 compared to 23% in 2006.

Light Level	Deaths	Injuries
Dawn	1 (5.0%)	7 (0.5%)
Daylight	8 (40.0%)	1,093 (76.7%)
Dark (Street Lights)	6 (30.0%)	241 (16.9%)
Dark (No/Unk St Lights)	4 (20.0%)	42 (3.0%)
Dusk	1 (5.0%)	41 (2.9%)
Other/Unknown	0 (0.0%)	2 (0.1%)
TOTAL	**20 (100.0%)**	**1,426 (100.0%)**

Note: The totals in the table do not include an additional 48 bicyclists who were not killed or injured or where their injury severity was unknown.

Bicycle Deaths and Injuries by Intersection

The majority of bicyclists are injured at intersections, but most deaths in 2007 occurred at non-intersections.
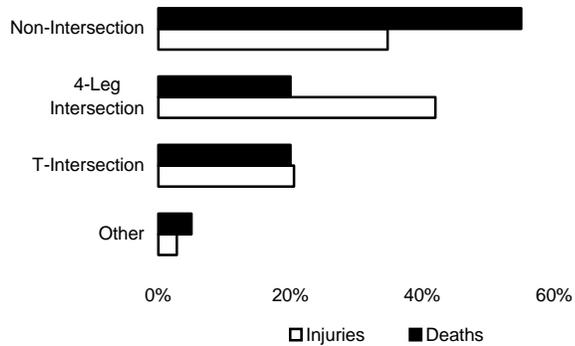
Intersection	Deaths	Injuries
Non-Intersection	11 (55.0%)	495 (34.7%)
4-Leg Intersection	4 (20.0%)	598 (41.9%)
T-Intersection	4 (20.0%)	293 (20.6%)
Other	1 (5.0%)	40 (2.8%)
TOTAL	**20 (100.0%)**	**1,426 (100.0%)**

Note: The totals in the table do not include an additional 48 bicyclists who were not killed or injured or where their injury severity was unknown.

Bicycle Deaths and Injuries by Traffic Control Device

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

Traffic Control Device	Deaths	Injuries
Not Applicable	11 (55.0%)	691 (48.5%)
Stop Sign	5 (25.0%)	402 (28.2%)
Traffic Signal	3 (15.0%)	311 (21.8%)
Flashing Traffic Signal	0 (0.0%)	4 (0.3%)
Other/Unknown	1 (5.0%)	18 (1.3%)
TOTAL	**20 (100.0%)**	**1,426 (100.0%)**
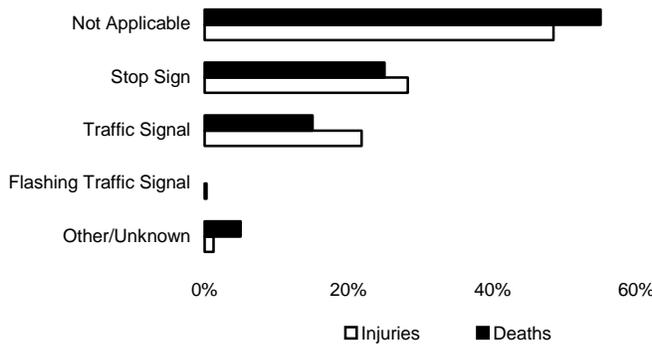
Note: The totals in the table do not include an additional 48 bicyclists who were not killed or injured or where their injury severity was unknown.

Bicycle Deaths and Injuries by Road Type

Exactly 65% of the deaths of bicyclists occurred on state roads in 2007, while just under 60% the injuries occurred on non-state roads.
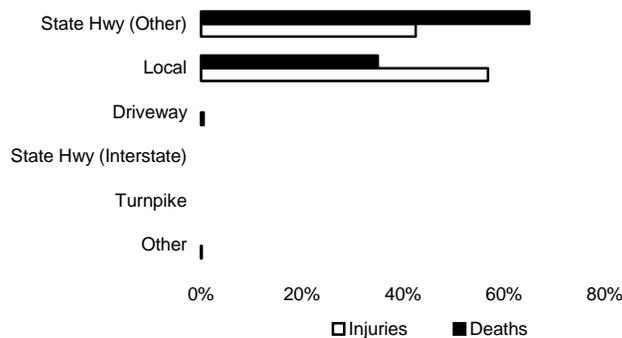
Peds & Bikes

Note: The totals in the table do not include an additional 48 bicyclists who were not killed or injured or where their injury severity was unknown.

Road Type	Deaths	Injuries
State Hwy (Other)	13 (65.0%)	606 (42.5%)
Local	7 (35.0%)	810 (56.8%)
Driveway	0 (0.0%)	7 (0.5%)
State Hwy (Interstate)	0 (0.0%)	1 (0.1%)
Turnpike	0 (0.0%)	0 (0.0%)
Other	0 (0.0%)	2 (0.1%)
TOTAL	**20 (100.0%)**	**1,426 (100.0%)**

Crashes by Motor Vehicle Type

Vehicle Crashes by Vehicle Types

	Fatal Crashes	Injury Crashes	PDO Crashes	Total Crashes
Passenger Car	58.8%	74.2%	74.1%	74.0%
	819 crashes	50,056 crashes	45,804 crashes	96,679 crashes
Lt Trk/Van/SUV	42.7%	43.1%	44.3%	43.7%
	595 crashes	29,057 crashes	27,387 crashes	57,039 crashes
Heavy Truck	12.8%	5.0%	5.7%	5.4%
	178 crashes	3,364 crashes	3,545 crashes	7,087 crashes
Bicycle	1.5%	2.1%	0.0%	1.1%
	21 crashes	1,416 crashes	12 crashes	1,449 crashes
Motorcycle	16.2%	5.5%	0.3%	3.2%
	226 crashes	3,686 crashes	199 crashes	4,111 crashes
School Bus	0.3%	0.4%	0.3%	0.3%
	4 crashes	272 crashes	170 crashes	446 crashes
Commercial Bus	0.7%	0.7%	0.2%	0.5%
	10 crashes	478 crashes	149 crashes	637 crashes
Other	2.6%	1.7%	1.1%	1.4%
	36 crashes	1,146 crashes	652 crashes	1,834 crashes

Percentages compare the number of crashes with the total number of crashes in the crash severity category (for example, passenger cars were involved in 58.8% of all fatal crashes). Percentage totals exceed 100% due to multiple vehicle crashes.

Vehicle Crashes—Single Vehicle Hitting Fixed Objects

Crashes in Which a Single Vehicle Hit a Fixed Object:	**42,653**	Passenger Car	26,793	62.8%
		Lt Trk/Van/SUV	13,920	32.6%
		Heavy Truck	935	2.2%
		Motorcycle	771	1.8%
		School Bus	24	0.1%
		Commercial Bus	18	0.0%
		Other	192	0.5%

Vehicle Crashes—Two-Vehicle Collisions

	Vehicle Struck								
Striking Vehicle	Passenger Car	Heavy Truck	Lt Trk/ Vn/Sv	Motor- cycle	Bicycle	School Bus	Commer- cial Bus	Other/ Unknown	Total
Passenger Car	23,025	1,445	12,298	435	539	141	164	225	**38,272**
Lt Trk/Van/SUV	9,963	716	6,165	158	243	76	72	105	**17,498**
Heavy Truck	1,257	327	543	11	7	4	14	19	**2,182**
Motorcycle	652	17	357	66	10	4	2	10	**1,118**
Bicycle	376	4	166	1	0	1	5	5	**558**
School Bus	73	0	33	0	4	3	0	0	**113**
Commercial Bus	123	5	29	2	12	2	6	1	**180**
Other/Unknown	363	19	127	8	36	1	5	32	**591**

Crashes by Vehicle

Passenger Car Crashes—Five-Year Trends

Total passenger car crashes and fatal crashes in 2007 were the lowest in the last five years.

Total Crashes

Year	Crashes
2003	117,016
2004	108,382
2005	102,021
2006	98,305
2007	96,679

50,000   70,000   90,000   110,000   130,000

Fatal Crashes

Year	Crashes
2003	1,095
2004	920
2005	910
2006	838
2007	819

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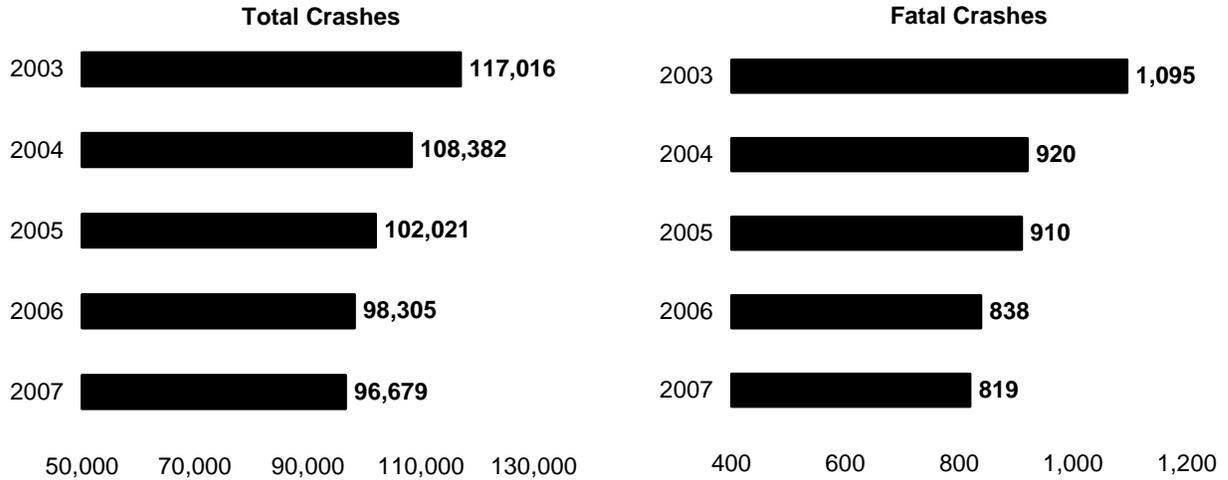
Passenger Car Deaths by Seating Position

In 2007, 48% of crash deaths involved passenger car occupants. The table below depicts the passenger car deaths in 2007 by seating position.

	Position		
	Drivers 516 (72.3%)	1	→
	Center Front 0 (0.0%)	2	→
	Right Front 148 (20.7%)	3	→
Total Deaths **714** — Total Passengers 190 (26.6%)	*Left Rear* 15 (2.1%)	4	→
	Center Rear 5 (0.7%)	5	→
	Right Rear 22 (3.1%)	6	→
	Others 8 (1.1%)		

1 2 3
4 5 6

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

Motorcycle Crashes—Five-Year Trends

In 2007, total motorcycle crashes increased 5.7% from 2006 while motorcycle fatal crashes increased 22.2% from 2006. These 2007 numbers were the highest totals over the last twenty years.

Total Crashes

Year	Crashes
2003	3,057
2004	3,621
2005	4,039
2006	3,889
2007	4,111

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

Fatal Crashes

Year	Crashes
2003	153
2004	152
2005	201
2006	185
2007	226

0   50   100   150   200   250
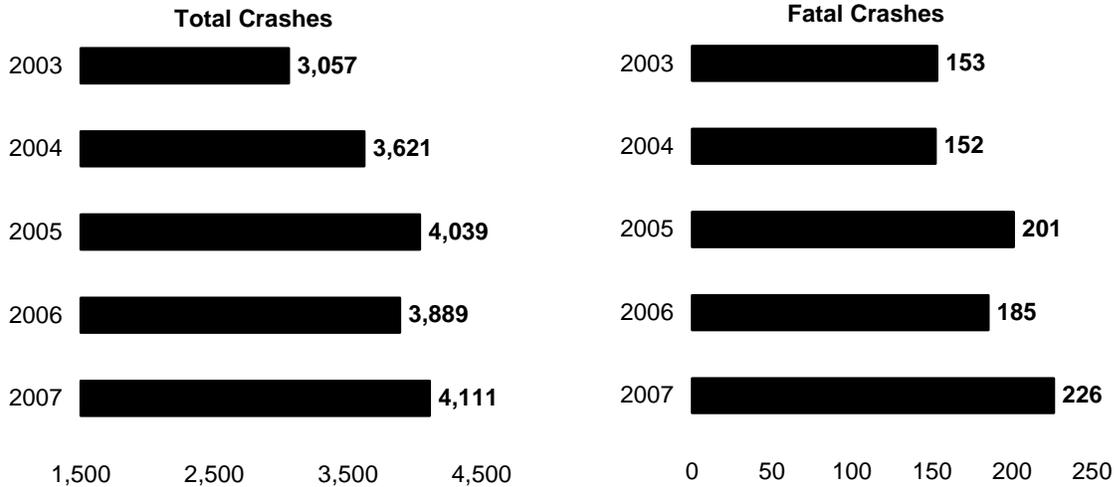
Year	Deaths
2003	156
2004	158
2005	205
2006	187
2007	225
TOTAL	**931**

Motorcycle Deaths—Five-Year Trends

Of the 225 deaths in 2007 involving motorcycle drivers or passengers:

► 210 (93.3%) were drivers

► 15 (6.7%) were passengers

Crashes by Vehicle

Motorcycle Helmet Use in Crashes

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

	Deaths	Injuries	Not Injured	Total Motorcyclists
Helmets	104 (46.2%)	2,407 (59.2%)	235 (55.3%)	2,746 (58.2%)
No Helmets	116 (51.6%)	1,486 (36.5%)	136 (32.0%)	1,738 (36.9%)
Unknown	5 (2.2%)	174 (4.3%)	54 (12.7%)	233 (4.9%)
TOTAL	**225 (100.0%)**	**4,067 (100.0%)**	**425 (100.0%)**	**4,717 (100.0%)**

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

Pickups, minivans, and sport utility vehicles have become more popular over the last several years. Crashes involving these vehicles in 2007 increased 10.1% from 2006.

Total Crashes

Year	Crashes
2003	41,974
2004	50,874
2005	52,432
2006	51,819
2007	57,039

5,000   20,000   35,000   50,000   65,000

Fatal Crashes

Year	Crashes
2003	322
2004	503
2005	657
2006	613
2007	595

0   100   200   300   400   500   600   700
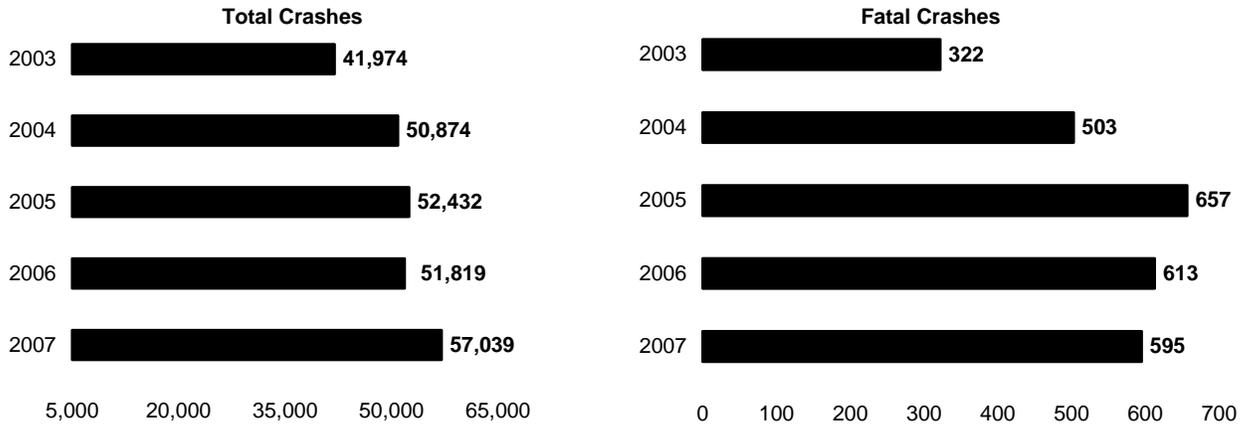
Light Truck / SUV / Van Rollovers Compared to Passenger Cars

► The percentage of 2007 light truck / SUV / van crashes was higher than passenger cars in crashes involving rollovers (8.7% of all light truck / SUV / van crashes compared to 5.0% of all passenger car crashes).

	Rollover Crashes	Rollover Deaths
Lt Trk/Van/SUV	4,967 (8.7%)	131 (40.6%)
Passenger Cars	4,853 (5.0%)	128 (17.9%)

► In 2007 rollover crashes, the percentage of light truck / SUV / van occupant deaths was over twice as high as passenger car occupant deaths (40.6% of deaths compared to 17.9%).

Light Truck / SUV / Van Deaths by Seating Position

In 2007, 21.7% of crash deaths involved occupants in light trucks, vans, and sport utility vehicles. The table below depicts these deaths in 2007 by seating position.

Total Deaths 323		Position	
	Drivers 249 (77.1%)	1	→
	Center Front 0 (0.0%)	2	→
	Right Front 48 (14.9%)	3	→
	Total Passengers 65 (20.1%) — *Left Rear* 7 (2.2%)	4	→
	Center Rear 6 (1.9%)	5	→
	Right Rear 4 (1.2%)	6	→
	Truck Bed/Cargo Area/Veh Extr 3 (0.9%)		
	Towed Unit/Other 6 (1.9%)		

1 2 3
4 5 6

1 2 3
4 5 6

Crashes by Vehicle
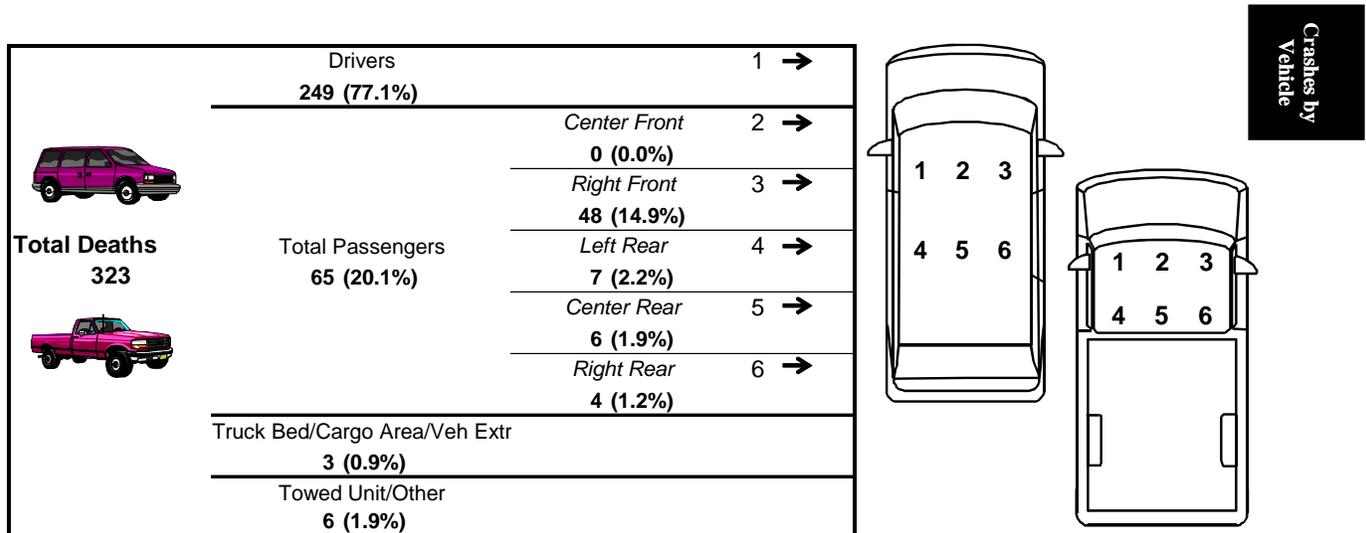
Heavy Truck Crashes—Five Year Trends

Total crashes involving heavy trucks in 2007 were the second highest since 2003. Fatal crashes in 2007 were also the second highest over the last five years. The totals for both crashes and fatal crashes have stayed fairly consistent over a number of years.

Total Crashes

Year	Crashes
2003	6,891
2004	6,851
2005	7,231
2006	6,657
2007	7,087

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

Fatal Crashes

Year	Crashes
2003	183
2004	161
2005	173
2006	167
2007	178

80   100   120   140   160   180   200
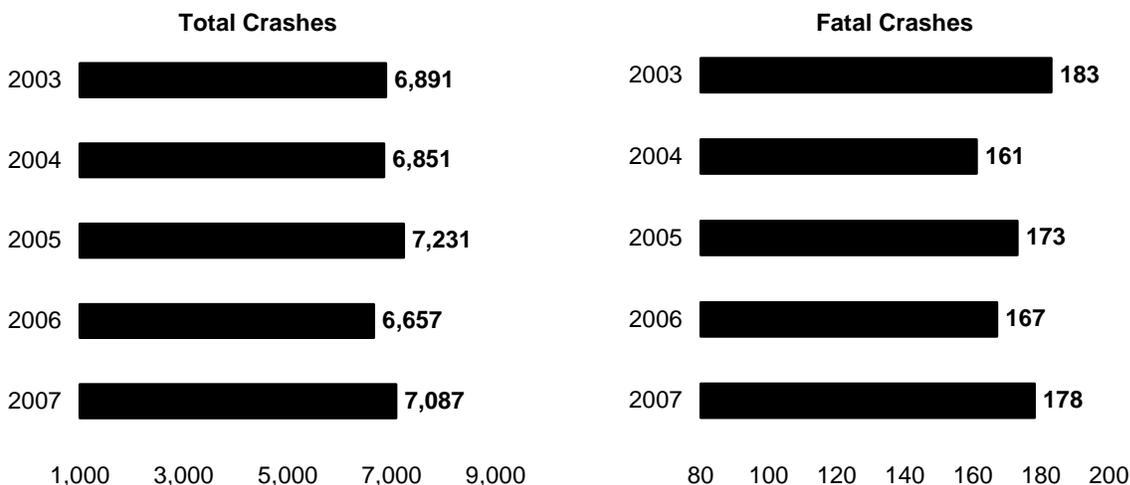
Heavy Truck Crashes Involving Vehicle Failures

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

Vehicle Defect	Crashes
Tire/Wheel-Related	107
Unsecure Trailer/Overloaded	74
Brake-Related	63
Power Train Failure	23
Total Steering System Failure	21
Trailer Hitch/Improper Towing	11
Other Failure	7
Suspension	6
Vehicle Lighting Related	4
Exhaust System Failure	1

Crashes by Vehicle

Heavy Truck Crashes by Road Type

Road Type	Crashes	Occupant Deaths
State Hwy (Interstate)	1,697 (24.0%)	14 (48.3%)
State Hwy (Other)	3,962 (55.9%)	11 (37.9%)
Turnpike	596 (8.4%)	3 (10.3%)
Local Road	829 (11.7%)	1 (3.5%)
Other	3 (0.0%)	0 (0.0%)
TOTAL	**7,087 (100.0%)**	**29 (100.0%)**

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

Hazardous Material Crashes by Road Type

Road Type	Crashes	HazMat Released
State Hwy (Interstate)	34 (17.4%)	6 (15.4%)
State Hwy (Other)	131 (66.8%)	30 (76.9%)
Turnpike	13 (6.6%)	2 (5.1%)
Local Road	18 (9.2%)	1 (2.6%)
Other	0 (0.0%)	0 (0.0%)
TOTAL	**196 (100.0%)**	**39 (100.0%)**

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

Heavy Truck Deaths by Seating Position

In 2007, only 1.9% of crash deaths involved heavy truck occupants. The table below depicts the heavy truck deaths in 2006 by seating position.

	Drivers		1 →	
	26 (89.7%)			
		Center Front	2 →	
Total Deaths	Total Passengers	**0 (0.0%)**		
29	**1 (3.5%)**	*Right Front*	3 →	
		1 (3.5%)		
	Others			
	2 (6.9%)			

1 2 3
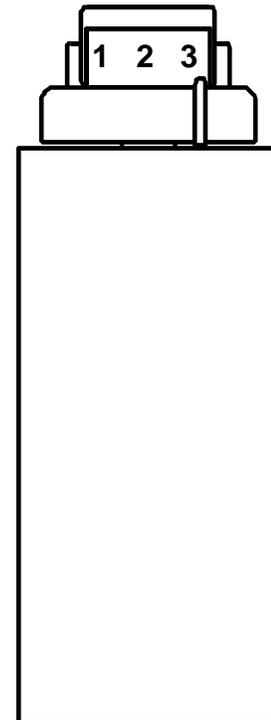
"Others" might be persons in the sleeping compartment; persons in the cargo trailer; or someone on, or attached to, the outside of the truck.

Crashes by Vehicle

School Bus Crashes

Of the more than 5000 persons involved in school bus crashes in 2007, only 5 were killed. 88% suffered no injury at all. See the tables at the bottom of page 57 for a breakdown of the persons involved. As shown, most fatalities are not the school bus passengers.

Total persons involved: **5,146**

Persons Involved

Killed (5)
Injured (604)
No Injury (4,537)
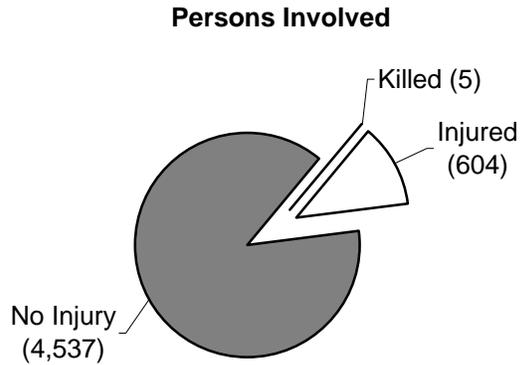
The majority (60%) of school bus crashes in 2007 were injury crashes. However, as the pie chart above shows, most persons involved in school bus crashes suffer no injuries at all.

Total Crashes

Fatal Crashes (4)
PDO Crashes (174)
Injury Crashes (268)
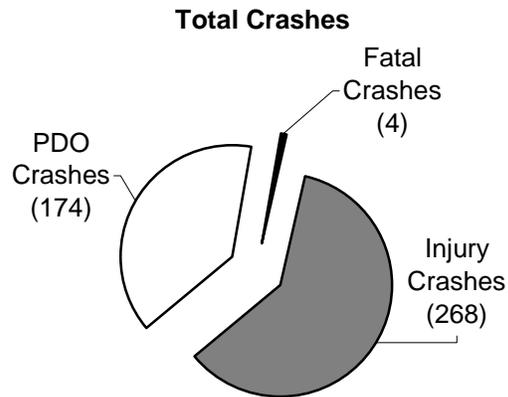
School Bus Crashes by Road Type

Road Type	Crashes	
State Hwy (Interstate)	6	1.4%
State Hwy (Other)	297	66.6%
Turnpike	0	0.0%
Local Road	143	32.1%
Other	0	0.0%
TOTAL	**446**	**100.0%**

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

Crashes by Vehicle

School Bus Crashes—Five-Year Trends

The total number of school bus crashes and involved deaths decreased to their lowest totals in 2007. School bus related deaths are 0.3% of total fatalities in 2007. None of the persons killed were school bus passengers at the time of the crash.

Total Crashes

Year	
2003	568
2004	486
2005	491
2006	523
2007	446

Total Deaths

Year	
2003	14
2004	6
2005	5
2006	13
2007	5
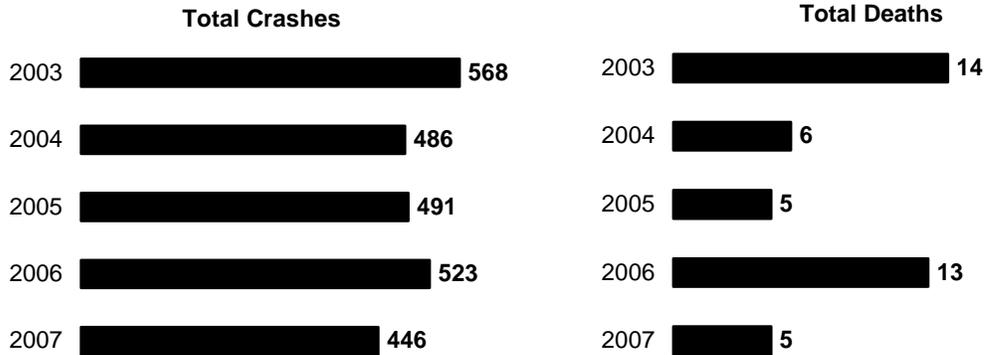
Year	Crash Severity				Deaths	Injuries
	Fatal	*Injury*	*PDO*	*Total*		
2003	13	312	243	568	14	621
2004	6	300	180	486	6	750
2005	5	277	209	491	5	578
2006	12	312	199	523	13	798
2007	4	268	174	446	5	604
TOTAL	**40**	**1,469**	**1,005**	**2,514**	**43**	**3,351**

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

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

DEATHS Year	School Bus Drivers	School Bus Passengers	School-Age Pedestrians	Other Pedestrians	Driver/ Passenger of Other Vehicle	Other/ Unknown	Total Deaths
2003	0	0	0	2	12	0	**14**
2004	0	0	0	1	5	0	**6**
2005	0	0	1	1	3	0	**5**
2006	1	0	1	2	9	0	**13**
2007	0	0	0	0	4	1	**5**
TOTAL	**1**	**0**	**2**	**6**	**33**	**1**	**43**

INJURIES Year	School Bus Drivers	School Bus Passengers	School-Age Pedestrians	Other Pedestrians	Driver/ Passenger of Other Vehicle	Other/ Unknown	Total Injuries
2003	58	273	7	12	264	7	**621**
2004	53	436	12	14	224	11	**750**
2005	44	260	9	6	246	13	**578**
2006	74	436	6	12	257	13	**798**
2007	53	324	7	8	207	5	**604**
TOTAL	**229**	**1,405**	**34**	**44**	**991**	**44**	**2,747**

Crashes by Vehicle

Pennsylvania County Crashes

County Overview

The Commonwealth of Pennsylvania is comprised of 67 counties. Each county is made up of local municipalities, a combination of cities, boroughs, first class townships, and/or second class townships. In total, there are approximately 2,500 municipalities throughout the 67 counties. In 2007, Pennsylvania's total population was 12,432,792 people.

The ten most populated counties were:

Philadelphia (11.6%)	Allegheny (9.8%)	Montgomery (6.2%)
Bucks (5.0%)	Delaware (4.5%)	Lancaster (4.0%)
Chester (3.9%)	York (3.4%)	Berks (3.2%)
Westmoreland (2.9%)	*See page 59.*	

The ten least populated counties were:

Cameron (0.04%)	Sullivan (0.05%)	Forest (0.06%)
Fulton (0.12%)	Potter (0.14%)	Montour (0.14%)
Juniata (0.19%)	Wyoming (0.22%)	Elk (0.26%)
Clinton (0.30%)	*See page 59.*	

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

Westmoreland (3.01%)	Allegheny (2.96%)	York (2.84%)
Washington (2.75%)	Lancaster (2.63%)	Chester (2.56%)
Bucks (2.41%)	Crawford (2.28%)	Bradford (2.25%)
Somerset (2.21%)		

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

Allegheny (5.92%)	Lancaster (3.61%)	Montgomery (3.58%)
York (3.38%)	Chester (3.16%)	Bucks (3.16%)
Westmoreland (3.07%)	Berks (3.05%)	Philadelphia (2.87%)
Erie (2.31%)		

The ten counties with the most reported traffic crashes were:

Allegheny (9.3%)	Philadelphia (8.8%)	Montgomery (7.2%)
Bucks (5.2%)	Lancaster (4.5%)	Berks (3.9%)
Lehigh (3.8%)	York (3.8%)	Delaware (3.5%)
Chester (3.5%)	*See page 59.*	

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

Philadelphia (8.4%)	Allegheny (5.1%)	Lancaster (4.3%)
Bucks (4.0%)	Montgomery (3.8%)	Chester (3.7%)
York (3.6%)	Luzerne (3.6%)	Westmoreland (3.4%)
Berks (3.3%)	*See page 61.*	

*Information provided by PENNDOT's Bureau of Planning and Research, Performance Monitoring Division. For consistency purposes, the prior year's data is used at the time of publication because of timing issues. For this Crash Facts & Statistics book, 2006 information was used.

Pennsylvania Crashes by County

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

County	Population	Fatal Crashes	Injury Crashes	PDO Crashes	Total Crashes
Adams	100,779 (0.8%)	17 (1.2%)	525 (0.8%)	519 (0.8%)	**1,061 (0.8%)**
Allegheny	1,219,210 (9.8%)	74 (5.3%)	5,659 (8.5%)	6,353 (10.2%)	**12,086 (9.3%)**
Armstrong	69,059 (0.6%)	7 (0.5%)	316 (0.5%)	272 (0.4%)	**595 (0.5%)**
Beaver	173,074 (1.4%)	14 (1.0%)	706 (1.1%)	793 (1.3%)	**1,513 (1.2%)**
Bedford	49,650 (0.4%)	11 (0.8%)	373 (0.6%)	386 (0.6%)	**770 (0.6%)**
Berks	401,955 (3.2%)	47 (3.4%)	2,402 (3.6%)	2,681 (4.3%)	**5,130 (3.9%)**
Blair	125,527 (1.0%)	9 (0.7%)	726 (1.1%)	709 (1.1%)	**1,444 (1.1%)**
Bradford	61,471 (0.5%)	7 (0.5%)	277 (0.4%)	313 (0.5%)	**597 (0.5%)**
Bucks	621,144 (5.0%)	58 (4.2%)	3,388 (5.1%)	3,305 (5.3%)	**6,751 (5.2%)**
Butler	181,934 (1.5%)	24 (1.7%)	942 (1.4%)	970 (1.6%)	**1,936 (1.5%)**
Cambria	144,995 (1.2%)	12 (0.9%)	640 (1.0%)	783 (1.3%)	**1,435 (1.1%)**
Cameron	5,349 (0.0%)	1 (0.1%)	39 (0.1%)	20 (0.0%)	**60 (0.1%)**
Carbon	63,242 (0.5%)	12 (0.9%)	347 (0.5%)	372 (0.6%)	**731 (0.6%)**
Centre	144,658 (1.2%)	18 (1.3%)	655 (1.0%)	684 (1.1%)	**1,357 (1.0%)**
Chester	486,345 (3.9%)	51 (3.7%)	1,976 (3.0%)	2,584 (4.1%)	**4,611 (3.5%)**
Clarion	40,028 (0.3%)	11 (0.8%)	264 (0.4%)	265 (0.4%)	**540 (0.4%)**
Clearfield	81,452 (0.7%)	20 (1.4%)	504 (0.8%)	461 (0.7%)	**985 (0.8%)**
Clinton	37,213 (0.3%)	10 (0.7%)	222 (0.3%)	248 (0.4%)	**480 (0.4%)**
Columbia	64,726 (0.5%)	14 (1.0%)	326 (0.5%)	430 (0.7%)	**770 (0.6%)**
Crawford	88,663 (0.7%)	19 (1.4%)	552 (0.8%)	530 (0.9%)	**1,101 (0.8%)**
Cumberland	228,019 (1.8%)	29 (2.1%)	1,095 (1.6%)	1,480 (2.4%)	**2,604 (2.0%)**
Dauphin	255,710 (2.1%)	33 (2.4%)	1,488 (2.2%)	1,589 (2.5%)	**3,110 (2.4%)**
Delaware	554,399 (4.5%)	20 (1.4%)	2,342 (3.5%)	2,251 (3.6%)	**4,613 (3.5%)**
Elk	32,610 (0.3%)	5 (0.4%)	201 (0.3%)	153 (0.2%)	**359 (0.3%)**
Erie	279,092 (2.2%)	24 (1.7%)	1,422 (2.1%)	1,285 (2.1%)	**2,731 (2.1%)**
Fayette	144,556 (1.2%)	32 (2.3%)	681 (1.0%)	537 (0.9%)	**1,250 (1.0%)**
Forest	6,955 (0.1%)	2 (0.1%)	45 (0.1%)	27 (0.0%)	**74 (0.1%)**
Franklin	141,665 (1.1%)	34 (2.4%)	770 (1.2%)	804 (1.3%)	**1,608 (1.2%)**
Fulton	14,939 (0.1%)	1 (0.1%)	179 (0.3%)	157 (0.3%)	**337 (0.3%)**
Greene	39,503 (0.3%)	11 (0.8%)	190 (0.3%)	180 (0.3%)	**381 (0.3%)**
Huntingdon	45,556 (0.4%)	5 (0.4%)	240 (0.4%)	237 (0.4%)	**482 (0.4%)**
Indiana	87,690 (0.7%)	14 (1.0%)	473 (0.7%)	433 (0.7%)	**920 (0.7%)**
Jefferson	45,135 (0.4%)	9 (0.7%)	217 (0.3%)	245 (0.4%)	**471 (0.4%)**
Juniata	23,168 (0.2%)	3 (0.2%)	123 (0.2%)	116 (0.2%)	**242 (0.2%)**
Lackawanna	209,330 (1.7%)	22 (1.6%)	1,175 (1.8%)	1,211 (1.9%)	**2,408 (1.8%)**
Lancaster	498,465 (4.0%)	60 (4.3%)	2,946 (4.4%)	2,869 (4.6%)	**5,875 (4.5%)**
Lawrence	90,991 (0.7%)	8 (0.6%)	414 (0.6%)	407 (0.7%)	**829 (0.6%)**
Lebanon	127,889 (1.0%)	17 (1.2%)	771 (1.2%)	790 (1.3%)	**1,578 (1.2%)**
Lehigh	337,343 (2.7%)	33 (2.4%)	2,357 (3.5%)	2,574 (4.1%)	**4,964 (3.8%)**
Luzerne	312,265 (2.5%)	48 (3.5%)	1,469 (2.2%)	1,409 (2.3%)	**2,926 (2.2%)**
Lycoming	116,811 (0.9%)	20 (1.4%)	627 (0.9%)	666 (1.1%)	**1,313 (1.0%)**
McKean	43,633 (0.4%)	9 (0.7%)	199 (0.3%)	168 (0.3%)	**376 (0.3%)**
Mercer	116,809 (0.9%)	21 (1.5%)	746 (1.1%)	624 (1.0%)	**1,391 (1.1%)**
Mifflin	46,941 (0.4%)	4 (0.3%)	206 (0.3%)	219 (0.4%)	**429 (0.3%)**
Monroe	164,722 (1.3%)	33 (2.4%)	1,028 (1.5%)	1,180 (1.9%)	**2,241 (1.7%)**
Montgomery	776,172 (6.2%)	54 (3.9%)	4,457 (6.7%)	4,932 (7.9%)	**9,443 (7.2%)**
Montour	17,817 (0.1%)	2 (0.1%)	112 (0.2%)	88 (0.1%)	**202 (0.2%)**
Northampton	293,522 (2.4%)	21 (1.5%)	1,458 (2.2%)	1,563 (2.5%)	**3,042 (2.3%)**
Northumberland	91,003 (0.7%)	9 (0.7%)	340 (0.5%)	329 (0.5%)	**678 (0.5%)**
Perry	45,163 (0.4%)	9 (0.7%)	278 (0.4%)	300 (0.5%)	**587 (0.5%)**
Philadelphia	1,449,634 (11.7%)	118 (8.5%)	9,177 (13.7%)	2,141 (3.4%)	**11,436 (8.8%)**
Pike	58,633 (0.5%)	8 (0.6%)	327 (0.5%)	349 (0.6%)	**684 (0.5%)**
Potter	16,987 (0.1%)	4 (0.3%)	88 (0.1%)	68 (0.1%)	**160 (0.1%)**
Schuylkill	147,269 (1.2%)	29 (2.1%)	765 (1.1%)	769 (1.2%)	**1,563 (1.2%)**
Snyder	38,113 (0.3%)	6 (0.4%)	209 (0.3%)	197 (0.3%)	**412 (0.3%)**
Somerset	77,861 (0.6%)	21 (1.5%)	456 (0.7%)	454 (0.7%)	**931 (0.7%)**
Sullivan	6,200 (0.1%)	0 (0.0%)	39 (0.1%)	50 (0.1%)	**89 (0.1%)**
Susquehanna	41,123 (0.3%)	11 (0.8%)	250 (0.4%)	246 (0.4%)	**507 (0.4%)**
Tioga	40,681 (0.3%)	8 (0.6%)	210 (0.3%)	245 (0.4%)	**463 (0.4%)**
Union	43,724 (0.4%)	3 (0.2%)	196 (0.3%)	180 (0.3%)	**379 (0.3%)**
Venango	54,763 (0.4%)	8 (0.6%)	304 (0.5%)	330 (0.5%)	**642 (0.5%)**
Warren	40,986 (0.3%)	10 (0.7%)	244 (0.4%)	229 (0.4%)	**483 (0.4%)**
Washington	205,553 (1.7%)	30 (2.2%)	947 (1.4%)	985 (1.6%)	**1,962 (1.5%)**
Wayne	51,708 (0.4%)	11 (0.8%)	281 (0.4%)	300 (0.5%)	**592 (0.5%)**
Westmoreland	362,326 (2.9%)	48 (3.5%)	1,852 (2.8%)	1,723 (2.8%)	**3,623 (2.8%)**
Wyoming	27,835 (0.2%)	0 (0.0%)	152 (0.2%)	155 (0.3%)	**307 (0.2%)**
York	421,049 (3.4%)	50 (3.6%)	2,448 (3.7%)	2,418 (3.9%)	**4,916 (3.8%)**
TOTAL	**12,432,792 (100.0%)**	**1,393 (100.0%)**	**66,833 (100.0%)**	**62,449 (99.8%)**	**130,675 (99.9%)**

Counties

Crashes by County—Five-Year Trends

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

County	2003 Crashes	2004 Crashes	2005 Crashes	2006 Crashes	2007 Crashes
Adams	1,085 (0.8%)	1,095 (0.8%)	1,025 (0.8%)	974 (0.8%)	1,061 (0.8%)
Allegheny	12,785 (9.1%)	12,415 (9.0%)	12,105 (9.1%)	11,609 (9.1%)	12,086 (9.3%)
Armstrong	720 (0.5%)	610 (0.4%)	673 (0.5%)	582 (0.5%)	595 (0.5%)
Beaver	1,699 (1.2%)	1,612 (1.2%)	1,618 (1.2%)	1,479 (1.2%)	1,513 (1.2%)
Bedford	831 (0.6%)	800 (0.6%)	783 (0.6%)	785 (0.6%)	770 (0.6%)
Berks	5,278 (3.8%)	5,394 (3.9%)	4,996 (3.8%)	4,972 (3.9%)	5,130 (3.9%)
Blair	1,589 (1.1%)	1,414 (1.0%)	1,438 (1.1%)	1,325 (1.0%)	1,444 (1.1%)
Bradford	684 (0.5%)	603 (0.4%)	643 (0.5%)	563 (0.4%)	597 (0.5%)
Bucks	7,663 (5.5%)	7,472 (5.4%)	6,834 (5.1%)	6,467 (5.0%)	6,751 (5.2%)
Butler	2,209 (1.6%)	2,035 (1.5%)	1,965 (1.5%)	1,858 (1.5%)	1,936 (1.5%)
Cambria	1,569 (1.1%)	1,545 (1.1%)	1,525 (1.2%)	1,308 (1.0%)	1,435 (1.1%)
Cameron	70 (0.1%)	52 (0.0%)	67 (0.1%)	60 (0.1%)	60 (0.1%)
Carbon	838 (0.6%)	758 (0.6%)	795 (0.6%)	763 (0.6%)	731 (0.6%)
Centre	1,595 (1.1%)	1,355 (1.0%)	1,400 (1.1%)	1,301 (1.0%)	1,357 (1.0%)
Chester	5,327 (3.8%)	5,092 (3.7%)	4,683 (3.5%)	4,585 (3.6%)	4,611 (3.5%)
Clarion	619 (0.4%)	560 (0.4%)	569 (0.4%)	504 (0.4%)	540 (0.4%)
Clearfield	1,048 (0.8%)	1,062 (0.8%)	1,090 (0.8%)	1,066 (0.8%)	985 (0.8%)
Clinton	505 (0.4%)	525 (0.4%)	488 (0.4%)	485 (0.4%)	480 (0.4%)
Columbia	855 (0.6%)	862 (0.6%)	741 (0.6%)	723 (0.6%)	770 (0.6%)
Crawford	1,015 (0.7%)	991 (0.7%)	1,063 (0.8%)	1,049 (0.8%)	1,101 (0.8%)
Cumberland	2,665 (1.9%)	2,493 (1.8%)	2,466 (1.9%)	2,574 (2.0%)	2,604 (2.0%)
Dauphin	3,371 (2.4%)	3,016 (2.2%)	2,966 (2.2%)	2,872 (2.2%)	3,110 (2.4%)
Delaware	5,081 (3.6%)	4,810 (3.5%)	4,870 (3.7%)	4,920 (3.8%)	4,613 (3.5%)
Elk	351 (0.3%)	353 (0.3%)	361 (0.3%)	349 (0.3%)	359 (0.3%)
Erie	2,974 (2.1%)	2,875 (2.1%)	2,766 (2.1%)	2,554 (2.0%)	2,731 (2.1%)
Fayette	1,519 (1.1%)	1,425 (1.0%)	1,293 (1.0%)	1,174 (0.9%)	1,250 (1.0%)
Forest	108 (0.1%)	92 (0.1%)	99 (0.1%)	88 (0.1%)	74 (0.1%)
Franklin	1,720 (1.2%)	1,629 (1.2%)	1,605 (1.2%)	1,613 (1.3%)	1,608 (1.2%)
Fulton	309 (0.2%)	301 (0.2%)	321 (0.2%)	314 (0.2%)	337 (0.3%)
Greene	380 (0.3%)	415 (0.3%)	414 (0.3%)	375 (0.3%)	381 (0.3%)
Huntingdon	522 (0.4%)	464 (0.3%)	482 (0.4%)	530 (0.4%)	482 (0.4%)
Indiana	922 (0.7%)	900 (0.7%)	897 (0.7%)	830 (0.7%)	920 (0.7%)
Jefferson	509 (0.4%)	526 (0.4%)	540 (0.4%)	530 (0.4%)	471 (0.4%)
Juniata	255 (0.2%)	245 (0.2%)	295 (0.2%)	243 (0.2%)	242 (0.2%)
Lackawanna	2,210 (1.6%)	2,431 (1.8%)	2,302 (1.7%)	2,356 (1.8%)	2,408 (1.8%)
Lancaster	5,769 (4.1%)	5,834 (4.3%)	5,736 (4.3%)	5,663 (4.4%)	5,875 (4.5%)
Lawrence	1,049 (0.8%)	977 (0.7%)	991 (0.8%)	841 (0.7%)	829 (0.6%)
Lebanon	1,710 (1.2%)	1,656 (1.2%)	1,534 (1.2%)	1,579 (1.2%)	1,578 (1.2%)
Lehigh	5,038 (3.6%)	5,229 (3.8%)	5,302 (4.0%)	5,040 (3.9%)	4,964 (3.8%)
Luzerne	3,750 (2.7%)	3,319 (2.4%)	3,192 (2.4%)	3,089 (2.4%)	2,926 (2.2%)
Lycoming	1,271 (0.9%)	1,255 (0.9%)	1,148 (0.9%)	1,085 (0.9%)	1,313 (1.0%)
McKean	376 (0.3%)	335 (0.2%)	406 (0.3%)	328 (0.3%)	376 (0.3%)
Mercer	1,622 (1.2%)	1,526 (1.1%)	1,451 (1.1%)	1,393 (1.1%)	1,391 (1.1%)
Mifflin	495 (0.4%)	400 (0.3%)	264 (0.2%)	350 (0.3%)	429 (0.3%)
Monroe	2,727 (1.9%)	2,878 (2.1%)	2,887 (2.2%)	2,572 (2.0%)	2,241 (1.7%)
Montgomery	9,836 (7.0%)	9,885 (7.2%)	9,609 (7.2%)	9,788 (7.6%)	9,443 (7.2%)
Montour	239 (0.2%)	212 (0.2%)	232 (0.2%)	208 (0.2%)	202 (0.2%)
Northampton	3,021 (2.2%)	3,121 (2.3%)	2,881 (2.2%)	3,003 (2.3%)	3,042 (2.3%)
Northumberland	687 (0.5%)	661 (0.5%)	651 (0.5%)	655 (0.5%)	678 (0.5%)
Perry	609 (0.4%)	559 (0.4%)	567 (0.4%)	566 (0.4%)	587 (0.5%)
Philadelphia	12,456 (8.9%)	12,978 (9.4%)	11,746 (8.8%)	11,682 (9.1%)	11,436 (8.8%)
Pike	626 (0.5%)	655 (0.5%)	675 (0.5%)	641 (0.5%)	684 (0.5%)
Potter	127 (0.1%)	164 (0.1%)	201 (0.2%)	135 (0.1%)	160 (0.1%)
Schuylkill	1,802 (1.3%)	1,648 (1.2%)	1,706 (1.3%)	1,541 (1.2%)	1,563 (1.2%)
Snyder	472 (0.3%)	443 (0.3%)	459 (0.4%)	430 (0.3%)	412 (0.3%)
Somerset	1,025 (0.7%)	931 (0.7%)	809 (0.6%)	794 (0.6%)	931 (0.7%)
Sullivan	105 (0.1%)	89 (0.1%)	71 (0.1%)	87 (0.1%)	89 (0.1%)
Susquehanna	552 (0.4%)	532 (0.4%)	574 (0.4%)	527 (0.4%)	507 (0.4%)
Tioga	471 (0.3%)	421 (0.3%)	450 (0.3%)	424 (0.3%)	463 (0.4%)
Union	412 (0.3%)	347 (0.3%)	381 (0.3%)	325 (0.3%)	379 (0.3%)
Venango	743 (0.5%)	688 (0.5%)	647 (0.5%)	637 (0.5%)	642 (0.5%)
Warren	473 (0.3%)	409 (0.3%)	442 (0.3%)	375 (0.3%)	483 (0.4%)
Washington	2,020 (1.4%)	1,930 (1.4%)	1,965 (1.5%)	1,781 (1.4%)	1,962 (1.5%)
Wayne	636 (0.5%)	659 (0.5%)	619 (0.5%)	629 (0.5%)	592 (0.5%)
Westmoreland	4,029 (2.9%)	3,923 (2.9%)	3,775 (2.8%)	3,407 (2.7%)	3,623 (2.8%)
Wyoming	348 (0.3%)	336 (0.2%)	352 (0.3%)	309 (0.2%)	307 (0.2%)
York	4,831 (3.5%)	5,074 (3.7%)	4,834 (3.6%)	4,580 (3.6%)	4,916 (3.8%)
TOTAL	140,207 (100.0%)	137,410 (99.9%)	132,829 (99.9%)	128,342 (99.9%)	130,675 (99.9%)

Counties

Traffic Deaths by County—Five-Year Trends

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

County	2003 Deaths	2004 Deaths	2005 Deaths	2006 Deaths	2007 Deaths
Adams	24 (1.5%)	17 (1.1%)	27 (1.7%)	19 (1.3%)	17 (1.1%)
Allegheny	79 (5.0%)	77 (5.2%)	104 (6.4%)	79 (5.2%)	76 (5.1%)
Armstrong	15 (1.0%)	16 (1.1%)	9 (0.6%)	16 (1.1%)	7 (0.5%)
Beaver	19 (1.2%)	9 (0.6%)	18 (1.1%)	25 (1.6%)	15 (1.0%)
Bedford	18 (1.1%)	23 (1.5%)	18 (1.1%)	20 (1.3%)	12 (0.8%)
Berks	41 (2.6%)	59 (4.0%)	73 (4.5%)	50 (3.3%)	49 (3.3%)
Blair	21 (1.3%)	19 (1.3%)	20 (1.2%)	25 (1.6%)	10 (0.7%)
Bradford	13 (0.8%)	12 (0.8%)	9 (0.6%)	9 (0.6%)	7 (0.5%)
Bucks	74 (4.7%)	53 (3.6%)	74 (4.6%)	72 (4.7%)	60 (4.0%)
Butler	28 (1.8%)	35 (2.4%)	21 (1.3%)	26 (1.7%)	28 (1.9%)
Cambria	23 (1.5%)	12 (0.8%)	19 (1.2%)	24 (1.6%)	14 (0.9%)
Cameron	0 (0.0%)	2 (0.1%)	0 (0.0%)	0 (0.0%)	1 (0.1%)
Carbon	13 (0.8%)	13 (0.9%)	14 (0.9%)	17 (1.1%)	13 (0.9%)
Centre	27 (1.7%)	20 (1.3%)	18 (1.1%)	23 (1.5%)	19 (1.3%)
Chester	52 (3.3%)	56 (3.8%)	52 (3.2%)	54 (3.5%)	55 (3.7%)
Clarion	12 (0.8%)	8 (0.5%)	14 (0.9%)	13 (0.9%)	11 (0.7%)
Clearfield	16 (1.0%)	13 (0.9%)	23 (1.4%)	21 (1.4%)	22 (1.5%)
Clinton	6 (0.4%)	8 (0.5%)	12 (0.7%)	13 (0.9%)	11 (0.7%)
Columbia	16 (1.0%)	9 (0.6%)	14 (0.9%)	18 (1.2%)	14 (0.9%)
Crawford	19 (1.2%)	15 (1.0%)	22 (1.4%)	19 (1.3%)	22 (1.5%)
Cumberland	34 (2.2%)	20 (1.3%)	38 (2.4%)	29 (1.9%)	30 (2.0%)
Dauphin	19 (1.2%)	31 (2.1%)	36 (2.2%)	24 (1.6%)	37 (2.5%)
Delaware	48 (3.0%)	34 (2.3%)	31 (1.9%)	29 (1.9%)	22 (1.5%)
Elk	13 (0.8%)	15 (1.0%)	8 (0.5%)	3 (0.2%)	6 (0.4%)
Erie	25 (1.6%)	35 (2.4%)	23 (1.4%)	36 (2.4%)	27 (1.8%)
Fayette	24 (1.5%)	21 (1.4%)	28 (1.7%)	19 (1.3%)	38 (2.6%)
Forest	2 (0.1%)	0 (0.0%)	2 (0.1%)	5 (0.3%)	2 (0.1%)
Franklin	33 (2.1%)	24 (1.6%)	18 (1.1%)	23 (1.5%)	37 (2.5%)
Fulton	13 (0.8%)	5 (0.3%)	10 (0.6%)	5 (0.3%)	1 (0.1%)
Greene	15 (1.0%)	10 (0.7%)	8 (0.5%)	6 (0.4%)	12 (0.8%)
Huntingdon	7 (0.4%)	6 (0.4%)	9 (0.6%)	12 (0.8%)	5 (0.3%)
Indiana	23 (1.5%)	14 (0.9%)	21 (1.3%)	9 (0.6%)	16 (1.1%)
Jefferson	9 (0.6%)	8 (0.5%)	8 (0.5%)	4 (0.3%)	10 (0.7%)
Juniata	5 (0.3%)	5 (0.3%)	8 (0.5%)	10 (0.7%)	3 (0.2%)
Lackawanna	19 (1.2%)	22 (1.5%)	24 (1.5%)	23 (1.5%)	24 (1.6%)
Lancaster	58 (3.7%)	54 (3.6%)	71 (4.4%)	63 (4.1%)	64 (4.3%)
Lawrence	18 (1.1%)	9 (0.6%)	13 (0.8%)	12 (0.8%)	8 (0.5%)
Lebanon	16 (1.0%)	24 (1.6%)	15 (0.9%)	20 (1.3%)	19 (1.3%)
Lehigh	35 (2.2%)	37 (2.5%)	49 (3.0%)	40 (2.6%)	38 (2.6%)
Luzerne	46 (2.9%)	39 (2.6%)	31 (1.9%)	51 (3.3%)	53 (3.6%)
Lycoming	23 (1.5%)	26 (1.7%)	19 (1.2%)	22 (1.4%)	20 (1.3%)
McKean	3 (0.2%)	6 (0.4%)	6 (0.4%)	3 (0.2%)	9 (0.6%)
Mercer	21 (1.3%)	26 (1.7%)	27 (1.7%)	26 (1.7%)	22 (1.5%)
Mifflin	8 (0.5%)	4 (0.3%)	10 (0.6%)	5 (0.3%)	4 (0.3%)
Monroe	30 (1.9%)	38 (2.6%)	40 (2.5%)	36 (2.4%)	33 (2.2%)
Montgomery	78 (5.0%)	57 (3.8%)	44 (2.7%)	54 (3.5%)	57 (3.8%)
Montour	8 (0.5%)	2 (0.1%)	5 (0.3%)	4 (0.3%)	2 (0.1%)
Northampton	20 (1.3%)	37 (2.5%)	32 (2.0%)	31 (2.0%)	21 (1.4%)
Northumberland	20 (1.3%)	24 (1.6%)	18 (1.1%)	14 (0.9%)	9 (0.6%)
Perry	9 (0.6%)	11 (0.7%)	12 (0.7%)	18 (1.2%)	9 (0.6%)
Philadelphia	114 (7.2%)	121 (8.1%)	99 (6.1%)	104 (6.8%)	125 (8.4%)
Pike	8 (0.5%)	10 (0.7%)	12 (0.7%)	9 (0.6%)	9 (0.6%)
Potter	2 (0.1%)	5 (0.3%)	5 (0.3%)	3 (0.2%)	4 (0.3%)
Schuylkill	26 (1.7%)	40 (2.7%)	29 (1.8%)	32 (2.1%)	30 (2.0%)
Snyder	10 (0.6%)	5 (0.3%)	7 (0.4%)	10 (0.7%)	6 (0.4%)
Somerset	24 (1.5%)	13 (0.9%)	26 (1.6%)	13 (0.9%)	23 (1.5%)
Sullivan	5 (0.3%)	4 (0.3%)	3 (0.2%)	0 (0.0%)	0 (0.0%)
Susquehanna	14 (0.9%)	8 (0.5%)	13 (0.8%)	8 (0.5%)	11 (0.7%)
Tioga	10 (0.6%)	6 (0.4%)	11 (0.7%)	11 (0.7%)	9 (0.6%)
Union	7 (0.4%)	9 (0.6%)	11 (0.7%)	10 (0.7%)	3 (0.2%)
Venango	18 (1.1%)	7 (0.5%)	11 (0.7%)	9 (0.6%)	11 (0.7%)
Warren	12 (0.8%)	8 (0.5%)	10 (0.6%)	7 (0.5%)	11 (0.7%)
Washington	26 (1.7%)	27 (1.8%)	27 (1.7%)	21 (1.4%)	32 (2.2%)
Wayne	6 (0.4%)	11 (0.7%)	14 (0.9%)	11 (0.7%)	12 (0.8%)
Westmoreland	42 (2.7%)	50 (3.4%)	54 (3.3%)	35 (2.3%)	50 (3.4%)
Wyoming	9 (0.6%)	3 (0.2%)	9 (0.6%)	7 (0.5%)	0 (0.0%)
York	46 (2.9%)	43 (2.9%)	50 (3.1%)	56 (3.7%)	54 (3.6%)
TOTAL	1,577 (100.0%)	1,490 (100.0%)	1,616 (100.0%)	1,525 (100.0%)	1,491 (100.0%)

Counties

Pedestrian Deaths by County—Five-Year Trends

County	2003	2004	2005	2006	2007
Adams	2	0	0	0	2
Allegheny	21	16	14	14	10
Armstrong	1	1	1	0	0
Beaver	2	3	2	0	0
Bedford	1	2	2	1	0
Berks	6	5	6	3	4
Blair	2	1	2	3	0
Bradford	1	0	0	0	0
Bucks	9	8	10	13	9
Butler	2	0	2	3	2
Cambria	0	0	1	3	0
Cameron	0	0	0	0	0
Carbon	2	0	1	2	0
Centre	1	1	1	3	1
Chester	3	1	3	4	7
Clarion	4	0	1	0	1
Clearfield	3	0	2	1	6
Clinton	0	1	2	1	1
Columbia	0	0	0	1	1
Crawford	1	1	2	3	0
Cumberland	3	1	1	5	2
Dauphin	2	3	7	3	4
Delaware	12	3	7	7	2
Elk	0	0	0	0	0
Erie	3	4	4	3	2
Fayette	2	1	2	1	4
Forest	0	0	0	0	0
Franklin	2	3	0	2	3
Fulton	2	0	0	0	0
Greene	0	0	1	0	0
Huntingdon	0	0	0	2	0
Indiana	1	1	0	0	1
Jefferson	4	1	0	0	0
Juniata	0	0	0	1	0
Lackawanna	5	1	5	6	4
Lancaster	6	2	6	4	6
Lawrence	1	1	1	0	0
Lebanon	0	2	3	1	2
Lehigh	4	6	7	3	7
Luzerne	1	6	2	9	4
Lycoming	0	2	1	1	2
McKean	0	1	0	0	1
Mercer	0	3	2	2	3
Mifflin	0	0	0	0	0
Monroe	3	0	3	2	3
Montgomery	14	8	3	5	9
Montour	1	0	0	1	1
Northampton	2	4	3	3	1
Northumberland	3	0	0	0	1
Perry	0	0	0	1	0
Philadelphia	34	39	30	37	35
Pike	0	1	0	0	0
Potter	0	0	0	0	0
Schuylkill	3	4	3	1	2
Snyder	0	1	2	1	0
Somerset	0	0	3	1	0
Sullivan	0	0	0	0	0
Susquehanna	0	1	0	0	0
Tioga	0	0	1	1	0
Union	1	0	1	1	0
Venango	1	0	1	2	0
Warren	0	0	0	0	1
Washington	1	2	3	1	1
Wayne	0	1	1	0	0
Westmoreland	1	4	1	2	8
Wyoming	0	0	1	0	0
York	2	5	5	6	2
TOTAL	**175**	**151**	**162**	**170**	**155**

Counties

Pedestrian Deaths and Injuries by Age Group by County

County	Age 0-4 Death	Age 0-4 Injury	Age 5-9 Death	Age 5-9 Injury	Age 10-14 Death	Age 10-14 Injury	Age 15-59 Death	Age 15-59 Injury	Age 60+ Death	Age 60+ Injury	Total Death	Total Injury
Adams	0	0	0	3	0	0	1	5	1	5	2	13
Allegheny	0	10	0	36	0	48	6	307	4	69	10	470
Armstrong	0	1	0	0	0	0	0	3	0	4	0	8
Beaver	0	2	0	3	0	2	0	14	0	3	0	24
Bedford	0	0	0	0	0	1	0	7	0	0	0	8
Berks	0	7	0	19	1	36	1	89	2	16	4	167
Blair	0	2	0	1	0	6	0	21	0	4	0	34
Bradford	0	0	0	0	0	2	0	4	0	1	0	7
Bucks	0	1	1	5	0	12	6	75	2	15	9	108
Butler	0	0	0	1	0	7	2	12	0	2	2	22
Cambria	0	0	0	1	0	3	0	7	0	1	0	12
Cameron	0	0	0	0	0	0	0	0	0	0	0	0
Carbon	0	0	0	0	0	2	0	10	0	1	0	13
Centre	0	0	0	1	0	4	0	37	1	4	1	46
Chester	0	5	0	5	0	9	4	29	2	7	6	55
Clarion	0	0	0	0	0	0	0	6	1	2	1	8
Clearfield	1	0	0	2	1	4	2	8	2	3	6	17
Clinton	0	0	0	0	0	0	1	2	0	2	1	4
Columbia	0	0	0	0	0	2	1	7	0	2	1	11
Crawford	0	0	0	2	0	1	0	14	0	4	0	21
Cumberland	0	0	0	5	0	2	1	15	1	2	2	24
Dauphin	1	9	0	8	0	11	1	47	2	8	4	83
Delaware	0	5	1	12	0	24	0	102	1	18	2	161
Elk	0	0	0	1	0	0	0	4	0	2	0	7
Erie	0	5	0	8	0	6	2	41	0	2	2	62
Fayette	0	0	0	2	1	1	3	11	0	4	4	18
Forest	0	0	0	0	0	0	0	1	0	0	0	1
Franklin	0	0	1	3	0	3	0	17	2	5	3	28
Fulton	0	0	0	0	0	0	0	2	0	0	0	2
Greene	0	0	0	0	0	0	0	2	0	2	0	4
Huntingdon	0	0	0	0	0	0	0	2	0	0	0	2
Indiana	0	0	0	2	0	0	1	22	0	1	1	25
Jefferson	0	0	0	0	0	1	0	3	0	0	0	4
Juniata	0	0	0	0	0	1	0	1	0	0	0	2
Lackawanna	0	4	0	4	0	11	0	44	4	12	4	75
Lancaster	1	8	0	11	0	15	2	81	3	15	6	130
Lawrence	0	0	0	1	0	1	0	2	0	3	0	7
Lebanon	0	1	0	3	0	7	1	24	1	4	2	39
Lehigh	2	7	0	19	0	23	0	81	5	13	7	143
Luzerne	0	2	0	6	0	6	2	42	2	15	4	71
Lycoming	0	1	0	5	0	9	2	19	0	4	2	38
McKean	0	1	0	1	0	1	0	4	1	0	1	7
Mercer	0	3	0	3	0	2	3	13	0	3	3	24
Mifflin	0	1	0	0	0	0	0	3	0	4	0	8
Monroe	0	0	0	0	0	1	3	18	0	2	3	21
Montgomery	1	8	0	13	0	19	6	135	2	37	9	212
Montour	0	1	0	0	0	3	1	4	0	0	1	8
Northampton	0	1	0	6	0	13	1	43	0	8	1	71
Northumberland	0	0	0	0	0	1	0	3	1	1	1	5
Perry	0	0	0	0	0	0	0	5	0	1	0	6
Philadelphia	3	82	0	251	0	270	18	1,162	13	173	34	1,938
Pike	0	0	0	0	0	0	0	3	0	1	0	4
Potter	0	0	0	0	0	0	0	0	0	1	0	1
Schuylkill	0	2	0	3	0	2	1	17	1	7	2	31
Snyder	0	0	0	0	0	0	0	0	0	1	0	1
Somerset	0	0	0	2	0	0	0	6	0	0	0	8
Sullivan	0	0	0	0	0	0	0	1	0	0	0	1
Susquehanna	0	0	0	0	0	0	0	3	0	0	0	3
Tioga	0	0	0	0	0	0	0	3	0	0	0	3
Union	0	0	0	0	0	0	0	0	0	0	0	0
Venango	0	0	0	0	0	0	0	7	0	1	0	8
Warren	0	0	0	0	0	0	0	4	1	0	1	4
Washington	0	1	0	2	0	0	1	12	0	2	1	17
Wayne	0	0	0	0	0	0	0	1	0	2	0	3
Westmoreland	0	0	0	0	0	3	7	26	1	6	8	35
Wyoming	0	0	0	0	0	1	0	2	0	0	0	3
York	0	7	0	13	0	18	2	57	0	14	2	109
TOTAL	**9**	**177**	**3**	**463**	**3**	**594**	**82**	**2,752**	**56**	**519**	**153**	**4,505**

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

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

County	2003 Belt Use	2004 Belt Use	2005 Belt Use	2006 Belt Use	2007 Belt Use
Adams	82	83	78	83	85
Allegheny	68	71	73	73	74
Armstrong	75	76	78	76	78
Beaver	57	65	65	66	64
Bedford	82	84	85	82	88
Berks	72	71	73	74	76
Blair	81	84	84	83	84
Bradford	79	81	83	79	86
Bucks	72	74	76	76	76
Butler	77	81	83	85	85
Cambria	64	67	69	70	72
Cameron	80	75	72	75	81
Carbon	71	71	75	72	74
Centre	79	82	82	81	84
Chester	78	81	81	80	82
Clarion	84	84	84	84	86
Clearfield	76	76	77	76	81
Clinton	81	85	82	82	83
Columbia	77	75	78	79	81
Crawford	80	81	79	81	84
Cumberland	84	85	83	84	86
Dauphin	79	80	81	81	80
Delaware	66	66	71	72	75
Elk	77	80	82	80	84
Erie	74	78	77	77	77
Fayette	74	74	78	76	76
Forest	78	70	87	77	71
Franklin	77	77	81	77	80
Fulton	85	84	83	83	85
Greene	78	77	77	77	76
Huntingdon	82	78	77	74	81
Indiana	81	83	81	83	85
Jefferson	76	78	82	76	78
Juniata	78	78	82	81	84
Lackawanna	59	64	62	62	65
Lancaster	82	83	83	83	84
Lawrence	65	66	69	71	74
Lebanon	77	78	79	82	84
Lehigh	76	77	77	76	75
Luzerne	75	77	78	77	77
Lycoming	72	72	77	72	75
McKean	68	76	71	73	74
Mercer	70	76	77	77	78
Mifflin	72	76	77	77	77
Monroe	80	80	79	83	87
Montgomery	79	81	82	83	83
Montour	87	84	87	87	87
Northampton	75	79	80	80	80
Northumberland	73	71	73	75	77
Perry	81	83	83	80	84
Philadelphia	29	30	31	29	32
Pike	81	84	84	85	88
Potter	80	82	81	80	74
Schuylkill	79	77	78	76	79
Snyder	82	83	84	83	86
Somerset	79	79	78	75	80
Sullivan	80	83	88	82	79
Susquehanna	79	79	82	76	78
Tioga	84	87	87	80	82
Union	80	79	85	81	79
Venango	73	76	75	76	78
Warren	81	85	86	83	88
Washington	75	72	78	79	78
Wayne	83	81	82	83	84
Westmoreland	76	78	80	80	80
Wyoming	78	82	83	83	75
York	77	81	80	83	83
STATEWIDE	**71**	**72**	**73**	**73**	**75**

Counties

Alcohol-Related Deaths by County—Five-Year Trends

| County	2003 Deaths	2004 Deaths	2005 Deaths	2006 Deaths	2007 Deaths
Adams	15	5	13	9	3
Allegheny	26	30	42	21	37
Armstrong	9	4	4	6	1
Beaver	6	2	9	8	3
Bedford	7	10	4	9	3
Berks	13	21	22	19	15
Blair	4	5	7	4	6
Bradford	2	3	6	5	5
Bucks	25	17	23	22	24
Butler	7	14	8	12	12
Cambria	6	6	10	5	5
Cameron	0	0	0	0	1
Carbon	5	9	6	3	3
Centre	11	4	5	9	8
Chester	27	16	16	20	25
Clarion	3	2	5	5	3
Clearfield	6	5	8	2	5
Clinton	3	2	4	3	4
Columbia	7	4	3	8	5
Crawford	7	5	11	11	6
Cumberland	8	9	14	11	9
Dauphin	4	8	11	11	13
Delaware	19	13	13	9	8
Elk	5	4	5	1	2
Erie	8	15	13	17	9
Fayette	14	5	13	7	22
Forest	0	0	1	4	2
Franklin	12	10	7	7	11
Fulton	1	1	3	2	1
Greene	8	5	6	1	5
Huntingdon	3	1	4	6	1
Indiana	7	8	11	4	2
Jefferson	1	1	3	1	1
Juniata	1	2	2	2	0
Lackawanna	4	7	7	9	9
Lancaster	22	13	18	26	18
Lawrence	5	1	6	2	2
Lebanon	10	8	2	7	6
Lehigh	15	13	12	11	8
Luzerne	21	20	17	24	25
Lycoming	6	10	7	6	6
McKean	1	3	3	3	3
Mercer	7	10	8	8	5
Mifflin	5	2	6	2	0
Monroe	8	15	18	9	6
Montgomery	24	20	16	23	23
Montour	2	0	1	2	1
Northampton	6	11	12	7	7
Northumberland	5	8	6	8	2
Perry	3	3	3	5	6
Philadelphia	31	42	27	23	40
Pike	1	3	2	5	3
Potter	1	3	4	0	3
Schuylkill	9	16	8	8	9
Snyder	2	2	4	0	2
Somerset	14	11	12	4	8
Sullivan	2	3	2	0	0
Susquehanna	4	3	5	6	4
Tioga	3	1	0	1	3
Union	1	2	5	7	1
Venango	6	3	1	5	5
Warren	5	4	5	6	4
Washington	14	12	11	9	16
Wayne	2	5	2	5	4
Westmoreland	22	19	14	22	23
Wyoming	2	0	3	5	0
York	15	22	21	23	23
TOTAL	**558**	**541**	**580**	**545**	**535**

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, 56% of the total traffic crashes occurred in only 11 of Pennsylvania's 67 counties. These 11 counties appear in black on the map
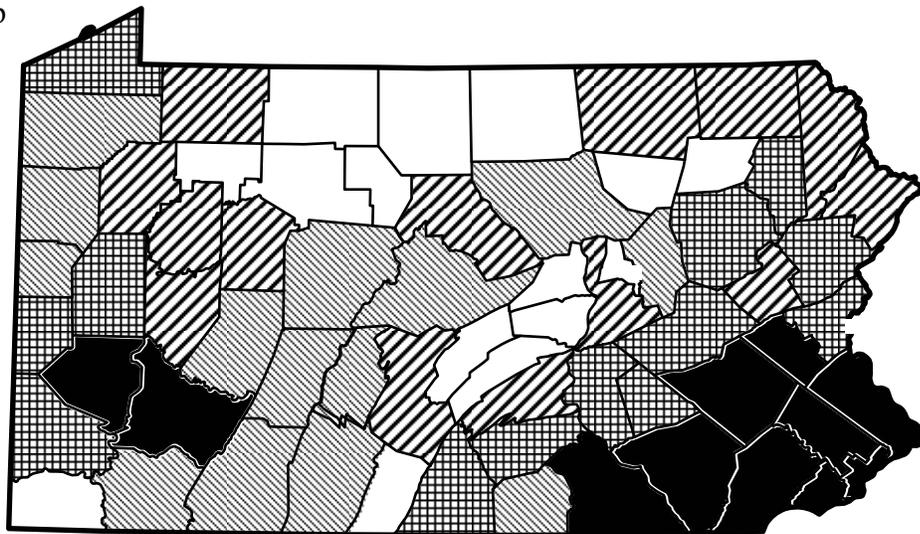
Total Crashes: ☐ 450 or less   ◪ 451-750   ▨ 751-1,500
⊞ 1,501-3,600   ■ 3,601 or more

Traffic Deaths by County

Referring to the map below, 58% of the total traffic deaths occurred in only 16 of Pennsylvania's 67 counties. These 16 counties appear in black on the map.


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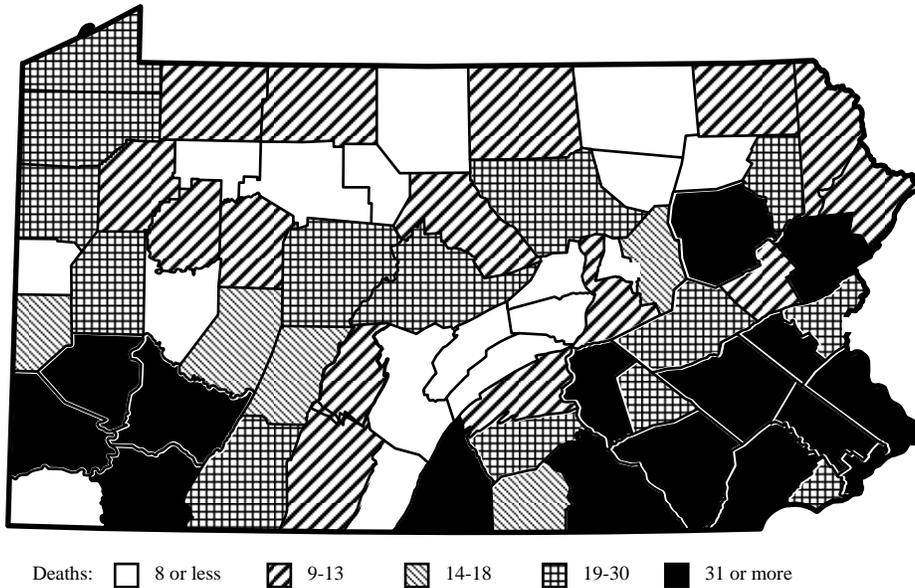
Alcohol-Related Deaths by County

Referring to the map below, 59% of the total alcohol-related deaths occurred in only 14 of Pennsylvania's 67 counties. These 14 counties appear in black on the map.


Deaths: ☐ 2 or less   ▨ 3-4   ▨ 5-7   ▦ 8-11   ■ 12 or more
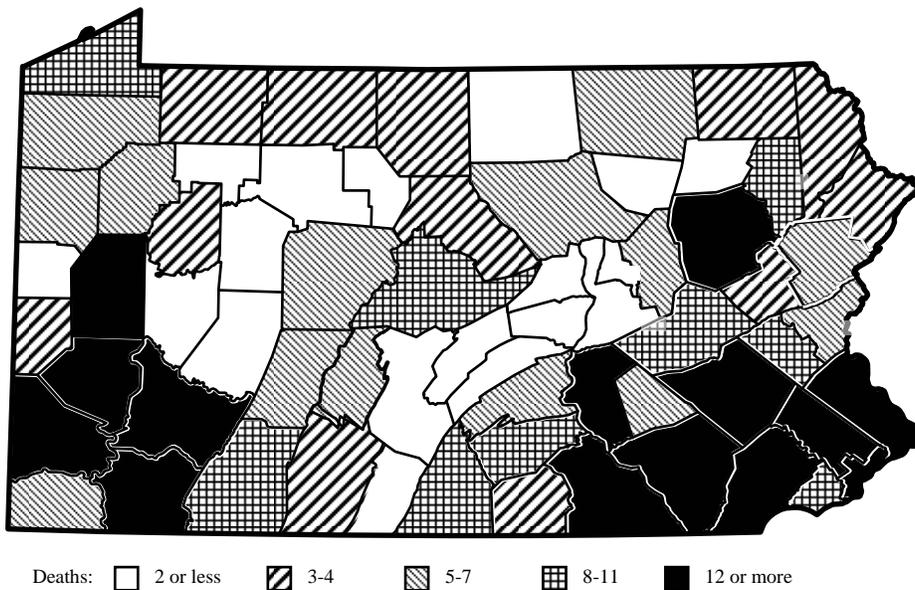
Counties

Percent Seat Belt Use in Crashes by County

While the percent seat belt use in crashes tended to be lower in counties with major urban areas, some rural areas also had lower seat belt use in crashes. Below the worst 10 counties having 74% or less seat belt usage in crashes are shown in black on the map.

Belt Usage: ☐ 83% or more   ▨ 81%-82%   ▨ 78%-80%

⊞ 75%-77%   ■ 74% or less
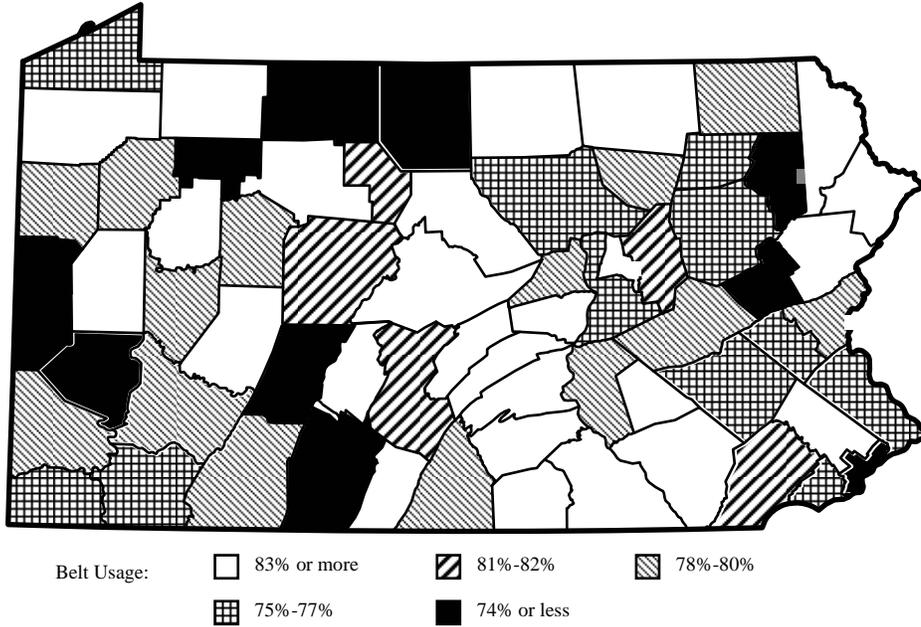
Pedestrian Deaths by County

Referring to the map below, 63% of the total pedestrian deaths occurred in only 9 of Pennsylvania's 67 counties. These 9 counties appear in black on the map.

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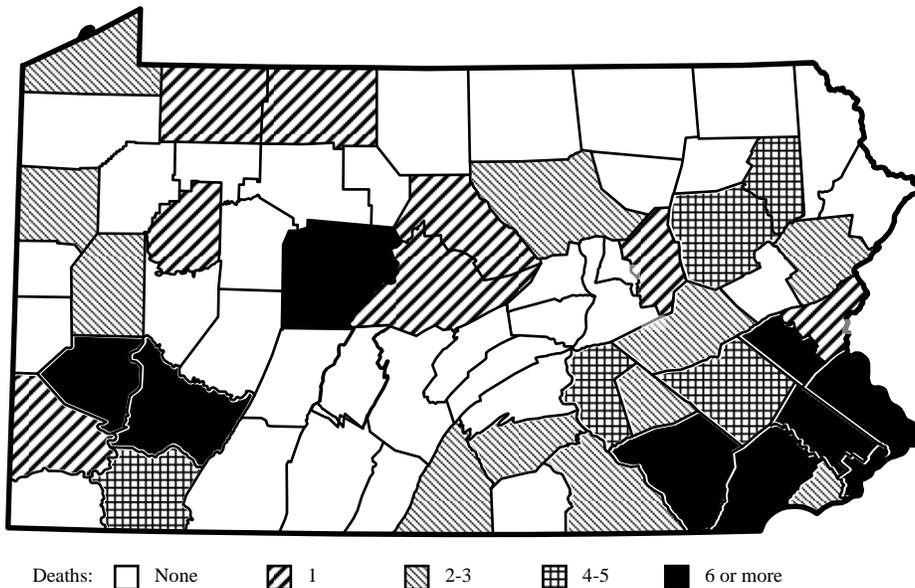
Counties

Crashes by Engineering District

The map below illustrates the eleven PENNDOT engineering districts in Pennsylvania. The table below lists a breakdown of the number of crashes, deaths, and injuries in 2007 by engineering district.

District	Crashes	Deaths	Injuries
1	6,422	95	4,772
2	4,448	79	3,201
3	4,903	70	3,332
4	7,424	109	5,172
5	17,671	184	11,796
6	36,854	319	30,478
8	21,339	267	14,533
9	5,399	65	3,627
10	4,462	72	3,124
11	14,428	99	9,343
12	7,216	132	5,255
Total	**130,675**	**1,491**	**94,633**

Counties

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NEW 2007 Pennsylvania Crash Facts & Statistics Feedback Survey

The 2007 edition of the *Pennsylvania Crash Facts and Statistics* booklet continues to use the format that began with the 1996 edition. In our continuing effort to make this booklet as useful as possible, we would appreciate your taking the time to fill out this survey. Your opinions will help shape future editions including a planned major revision in the next few years.

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

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

_____

_____

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

_____

_____

_____

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

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

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

_____

Your name and organization (optional): _____

Thank you for your involvement and response.

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2. Fold along the dotted lines and tape shut.
3. Place a stamp where indicated.
4. Drop into the nearest mailbox.

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Pennsylvania Department and Transportation
Bureau of Highway Safety and Traffic Engineering
P.O. Box 2047
Harrisburg, PA 17105-2047

2007 Pennsylvania Crash Facts & Statistics Survey Form

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