pennsylvania
DEPARTMENT OF TRANSPORTATION

2022

PENNSYLVANIA CRASH FACTS & STATISTICS

GOVERNOR
Josh Shapiro

SECRETARY OF TRANSPORTATION
Michael Carroll

Introduction

The ***2022 Pennsylvania Crash Facts and Statistics*** booklet is a report published by the Bureau of Operations, Pennsylvania Department of Transportation. Permission is given to freely copy and distribute this booklet and the information within it. This booklet can also be found on our Pennsylvania Crash Information Tool website at https://crashinfo.penndot.gov

This publication is a statistical review of reportable motor vehicle crashes in the Commonwealth of Pennsylvania for calendar year 2022. 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 Operations – Crash Unit
P.O. Box 2047
Harrisburg, PA 17105-2047
E-mail: penndotcrashhelp@pa.gov
Phone: (717) 787-2855 Fax: (717) 525-5385

Special Thanks

Quality information is important for creating a highly accurate publication. Our analysts and the police officers who report the crashes that are used in this publication have dedicated much effort to providing good data. All crashes are reported electronically which allows for data edits to be used to ensure the quality of the data we receive. We appreciate everyone's hard work because without this effort, a book like this would not be possible.

How to Use This Booklet

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

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

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

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. While suggestions may not impact changes to the book itself, we have taken some suggestions and added reports to our Pennsylvania Crash Information Tool website.

About the Cover

The picture on the front cover shows the result of a tractor trailer and automobile crash at an intersection, with the automobile failing to stop at the stop sign according to the police investigation. In 2022, fatal crashes involving heavy trucks were at their highest level in the last five years. It's important for both the drivers of these vehicles and other vehicles operating around heavy trucks to be careful. Additional information on heavy truck crashes can be found on page 54 and 55 of this document.

Table of Contents

Definitions

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

General Terms

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

Crash Types

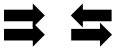
A description which characterizes the first harmful event of the crash and is described as one of the following:


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


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


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


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


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


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


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

Crash Severity

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

*Injury Severity**

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

Person Type

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

Road Types

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

Vehicle Types

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

Overview

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

Pennsylvania has over 120,000 miles* of roads and highways; 33% (39,714 miles*) are state highways maintained by the Pennsylvania Department of Transportation (PennDOT), and the remaining 67% (81,189 miles*) are maintained by local municipalities and other entities.

Motor-vehicle traffic crashes that occur on Pennsylvania roads and highways are investigated and reported by both the Pennsylvania State Police and the approximately 1,100 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 2022, there were 115,938 reportable traffic crashes in Pennsylvania. These crashes claimed the lives of 1,179 people and injured another 67,012 people. To add some perspective, the 2022 total of reportable traffic crashes is the third lowest total since 1950 when 113,748 crashes were reported.

Last year, there were approximately 102.7 billion vehicle-miles* of travel on Pennsylvania's roads and highways. The 2022 fatality rate of 1.15 fatalities per hundred million vehicle-miles of travel* was the fourth lowest recorded in Pennsylvania since 1935.

2022 Briefs

On Average in Pennsylvania:

- Each day 318 reportable traffic crashes occurred (about 13 crashes every hour).
- Each day 3 persons were fatally injured in reportable traffic crashes (one fatality every 7 hours).
- Each day 184 persons were injured in reportable crashes (about 8 injuries every hour).

Based on Pennsylvania's 2022 population (12,972,008 people):

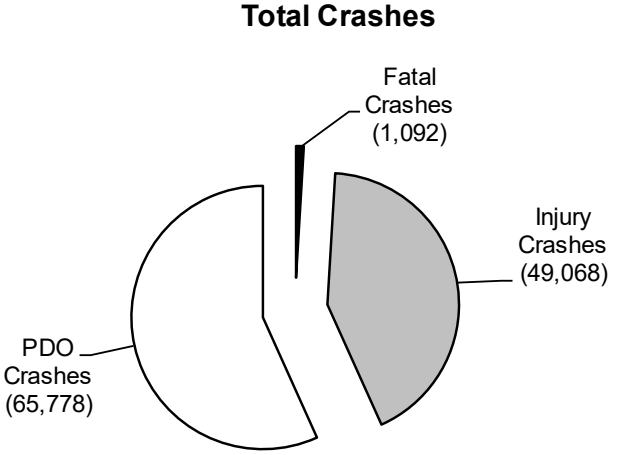
- 1 out of every 51 people was involved in a reportable traffic crash.
- 1 out of every 11,003 people was fatally injured in a reportable traffic crash.
- 1 out of every 194 people was injured in a reportable traffic crash.

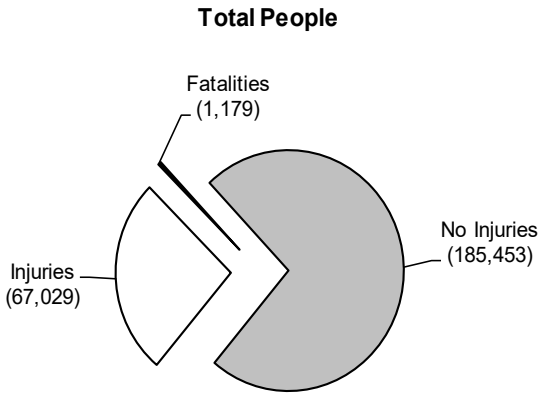
* For consistency purposes, the prior year's data was used at the time of publication because of timing issues. For this Crash Facts & Statistics book, 2021 information was used.

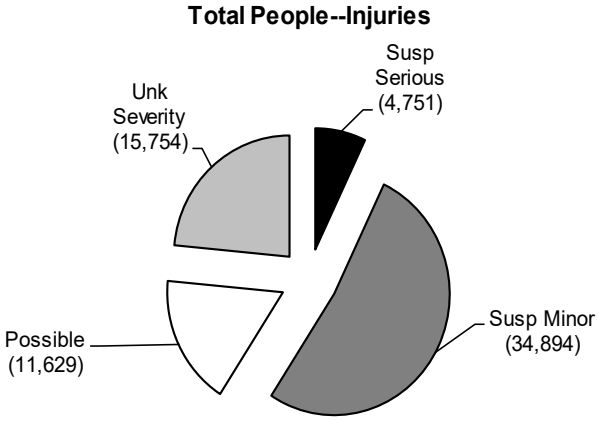
All Crashes and Fatalities
—WHO WAS INVOLVED—

Crashes by Injury Severity

Crashes involving fatalities and major injuries are always devastating to the family and friends of the victims. Thankfully, the vast majority of crashes are not fatal. Most crashes, however, do cause varying types of injuries. Of the total people involved in crashes in Pennsylvania in 2022, most were not injured. The 1,179 fatalities in 2022 represent the fourth lowest number of fatalities in Pennsylvania.







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

Fatalities and Injuries—Five-Year Trends

Total reported crashes in 2022 decreased 1.7% compared to 2021; fatalities decreased by 4.1% while total injuries decreased by 3.7%.

	2018	2019	2020	2021	2022
Reported Crashes	128,420	125,267	104,475	117,899	115,938
Total Fatalities	1,190	1,059	1,129	1,230	1,179
Total Injuries	78,219	76,243	61,248	69,599	67,012
Suspected Serious Injury	*4,534*	*4,680*	*4,436*	*5,122*	*4,751*
Suspected Minor Injury	*33,551*	*35,539*	*30,727*	*35,412*	*34,894*
Possible Injury	*17,290*	*15,188*	*10,745*	*12,448*	*11,629*
Unknown Severity	*22,844*	*20,836*	*15,340*	*16,617*	*15,738*
Pedestrian Fatalities	201	154	146	182	184
Pedestrian Injuries	4,090	4,099	2,788	3,053	3,160
Motorcyclist Fatalities	164	174	217	226	217
Motorcyclist Injuries	2,611	2,860	3,227	3,361	3,148
Bicyclist Fatalities	18	16	22	24	15
Bicyclist Injuries	962	1,003	799	754	801
Heavy-Truck-Related Fatalities	136	128	122	156	164
Alcohol-Related Fatalities	331	299	293	311	320
Speed-Related Fatalities	280	264	269	285	268
Billions of Vehicle-Miles*	101.6	102.1	102.8	85.3	102.7
Deaths per 100 Million Vehicle-Miles*	1.17	1.04	1.10	1.44	1.15

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

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

Comprehensive Loss Due to Reportable Traffic Crashes

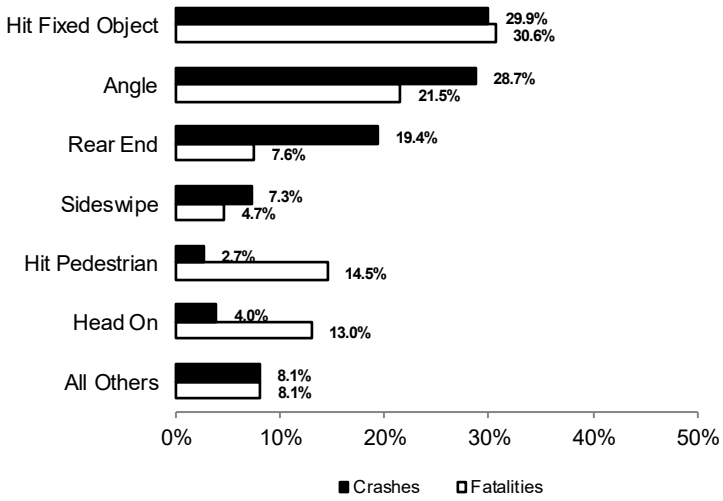
Max Severity	Number	Average Cost	Estimated Total Costs
Fatal Injury (crashes)	1,088	$14,093,600	$15,333,836,800
Suspected Serious Injury (crashes)	3,957	$800,181	$3,166,316,217
Suspected Minor Injury (crashes)	25,960	$258,548	$6,711,906,080
Possible Injury (crashes)	24,180	$136,685	$3,305,043,300
Property Damage Only (crashes)	60,715	$13,635	$827,849,025
		TOTAL	**$29,344,951,422**

In 2022, the comprehensive loss due to traffic crashes was
$2,262
to every man, woman, and child in Pennsylvania.

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

Crashes by Crash Type

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

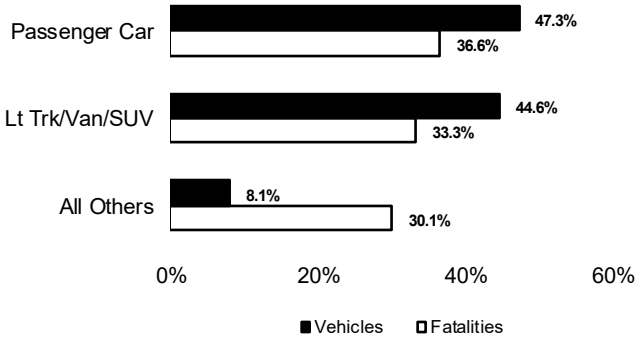


Crash Type	Crashes	Fatalities
Angle	33,320	254
Backing Up	377	1
Head On	4,586	153
Hit Fixed Object	34,685	361
Hit Pedestrian	3,129	171
Non-Collision	3,605	81
Rear End	22,465	89
Sideswipe	8,400	55
Other	5,371	14
TOTAL	**115,938**	**1,179**

*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. Coupled with light trucks, vans, and SUVs, they accounted for the vast majority of crashes and occupant fatalities. There is a continuous growth of crashes involving light trucks, vans, and SUV vehicles and as a group, may soon overtake passenger cars. Occupant fatalities of motorcycles decreased from 226 in 2021 to 217 in 2022.



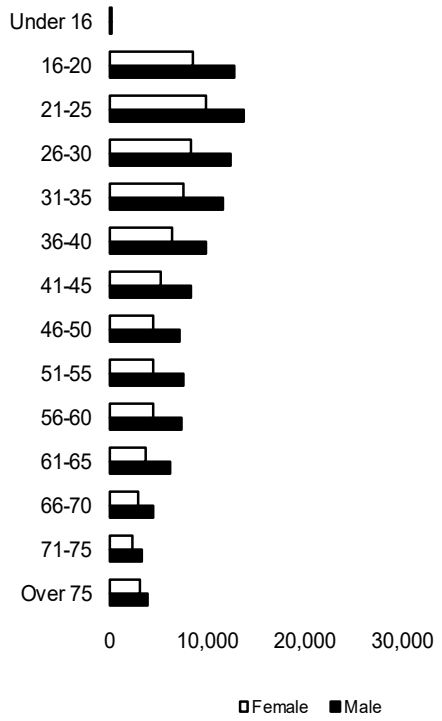
	Vehicles	Occupant Fatalities
Passenger Car	89,964	364
Lt Trk/Van/SUV	84,932	331
Heavy Truck	8,223	45
Motorcycle	3,475	217
Bicycle	815	15
Commercial Bus	461	0
School Bus	274	0
Other	2,147	22

Driver Involvement in Crashes by Age and Sex

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

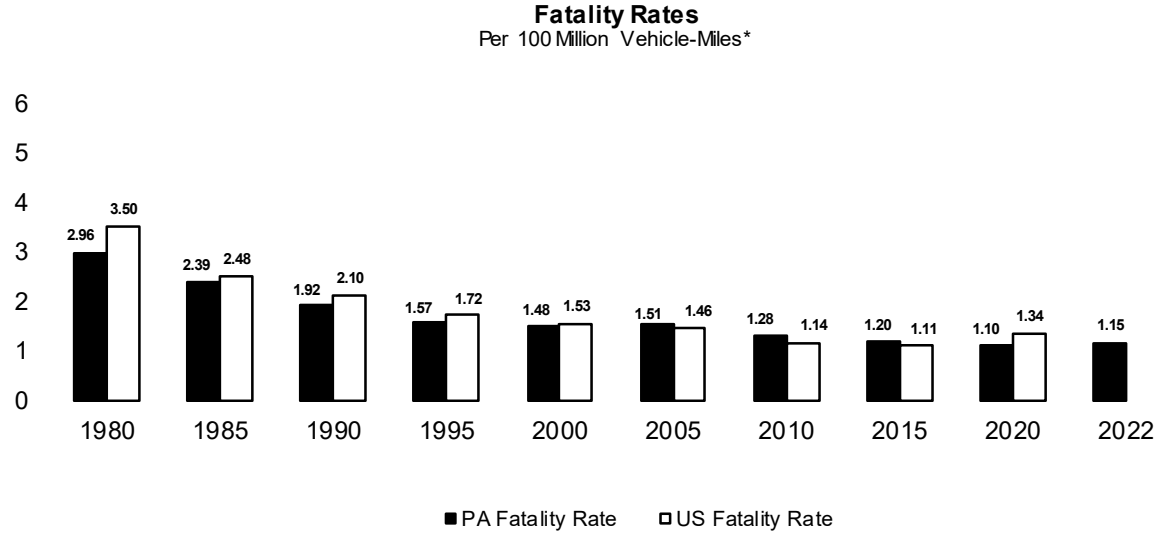
Driver	Male	Female	Total Drivers
Under 16	131 (0.1%)	41 (0.1%)	**172**
16-20	12,825 (11.6%)	8,666 (11.9%)	**21,491**
21-25	13,808 (12.5%)	9,888 (13.6%)	**23,696**
26-30	12,457 (11.2%)	8,497 (11.7%)	**20,954**
31-35	11,644 (10.5%)	7,573 (10.4%)	**19,217**
36-40	10,057 (9.1%)	6,491 (8.9%)	**16,548**
41-45	8,436 (7.6%)	5,411 (7.4%)	**13,847**
46-50	7,312 (6.6%)	4,622 (6.4%)	**11,934**
51-55	7,589 (6.9%)	4,507 (6.2%)	**12,096**
56-60	7,404 (6.7%)	4,469 (6.2%)	**11,873**
61-65	6,321 (5.7%)	3,812 (5.2%)	**10,133**
66-70	4,593 (4.1%)	2,995 (4.1%)	**7,588**
71-75	3,320 (3.0%)	2,364 (3.3%)	**5,684**
Over 75	4,056 (3.7%)	3,116 (4.3%)	**7,172**
Unknown	883 (0.8%)	270 (0.4%)	**1,153**
DRIVERS	**110,836 (100.0%)**	**72,722 (100.0%)**	**183,558**

Note: Does not include 3,937 drivers of unknown sex or applicable to traditional categories or were operators of non-motorized vehicles.



Highway Crash Historical Data

Fatality rates have fallen dramatically over the past 85 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 2022 US average fatality rate was not finalized by the time of this publication. The chart below shows the periodic fatality rates since 1980.



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

Year	Total Crashes	Total Fatalities	Total Injuries	Registered Vehicles	Motor Vehicle Mileage*	PA Fatality Rate** ††	US Fatality Rate**
1956	160,371	1,790	84,813	4,175,217	36.5	4.90	6.10
1957	161,080	1,698	84,755	4,250,576	37.7	4.50	5.80
1958	156,825	1,654	86,733	4,355,813	38.5	4.30	5.40
1959	157,191	1,685	90,807	4,507,262	39.2	4.30	5.40
1960	159,051	1,609	92,792	4,707,055	40.2	4.00	5.30
1961	156,559	1,486	73,997	4,842,400	40.2	3.70	5.20
1962	161,557	1,625	81,936	4,849,400	41.7	3.90	5.30
1963	174,527	1,830	86,892	5,117,229	44.6	4.10	5.50
1964	183,910	1,889	93,564	5,351,350	46.1	4.10	5.70
1965	213,769	2,079	111,123	5,436,349	48.3	4.30	5.60
1966	254,450	2,180	116,537	5,497,000	55.1	4.27	5.70
1967	243,798	2,331	126,417	5,673,000	53.4	4.37	5.50
1968	279,663	2,410	138,389	5,791,000	56.1	4.29	5.40
1969	292,192	2,401	141,728	5,879,000	58.6	4.10	5.21
1970	311,981	2,255	136,518	5,947,000	56.7	3.98	4.88
1971	301,374	2,299	127,318	6,079,000	60.9	3.78	4.57
1972†	277,556	2,352	135,938	6,244,000	67.0	3.51	4.43
1973	307,648	2,444	145,452	7,007,192	66.5	3.67	4.24
1974	277,271	2,155	132,689	8,354,063	63.9	3.37	3.59
1975	288,245	2,082	134,969	8,654,333	63.7	3.27	3.45
1976	303,771	2,025	135,308	9,124,915	69.4	2.92	3.33
1977	234,702	2,071	148,725	8,833,745	72.3	2.87	3.35
1978‡	158,361	2,137	146,403	7,254,893	72.7	2.94	3.39
1979	156,622	2,204	144,300	7,451,021	70.3	3.14	3.50
1980	142,489	2,114	133,716	7,307,974	71.3	2.96	3.50
1981	138,764	2,049	131,301	7,252,836	71.5	2.87	3.30
1982	131,579	1,848	126,026	7,417,311	71.3	2.59	2.88
1983	131,081	1,752	126,707	7,562,726	72.3	2.42	2.69
1984	139,914	1,752	134,714	7,724,686	74.1	2.36	2.68
1985	143,244	1,809	140,067	7,860,497	75.6	2.39	2.48
1986	150,683	1,928	148,044	7,793,921	77.2	2.50	2.48
1987	152,631	2,006	151,457	8,313,799	78.9	2.54	2.40
1988	152,906	1,932	154,018	8,452,365	81.3	2.38	2.32
1989	151,461	1,878	152,589	8,605,747	84.5	2.22	2.20
1990	141,340	1,646	142,945	8,675,835	85.7	1.92	2.10
1991	130,404	1,661	130,446	8,757,129	87.3	1.90	1.90
1992	133,913	1,545	133,113	8,915,621	89.0	1.74	1.80
1993	134,315	1,530	131,503	9,044,901	90.8	1.68	1.80
1994	134,171	1,440	130,678	9,255,714	92.3	1.56	1.83
1995	136,804	1,480	133,177	9,271,517	94.5	1.57	1.72
1996	142,867	1,470	136,949	9,411,261	96.4	1.53	1.69
1997	143,981	1,562	138,820	9,692,499	98.3	1.59	1.64
1998	140,972	1,486	134,092	9,842,427	100.4	1.48	1.58
1999+	144,171	1,549	133,783	9,901,148	100.4	1.54	1.55
2000	147,253	1,520	131,471	10,085,392	102.5	1.48	1.53
2001	131,358	1,532	117,915	10,629,896	103.5	1.48	1.51
2002	138,115	1,618	109,900	10,519,757	103.5	1.56	1.51
2003	140,197	1,577	112,615	10,768,222	104.8	1.50	1.48
2004	137,410	1,490	108,146	10,921,683	106.1	1.40	1.46
2005	132,840	1,616	102,223	11,058,567	107.2	1.51	1.46
2006	128,342	1,525	97,971	11,086,810	107.9	1.41	1.41
2007	130,675	1,491	95,585	11,220,816	108.1	1.38	1.36
2008	125,327	1,468	88,711	11,301,853	108.4	1.35	1.27
2009	121,242	1,256	87,132	11,324,357	107.0	1.17	1.13
2010	121,312	1,324	87,948	11,373,291	103.3	1.28	1.11
2011	125,395	1,286	87,835	11,477,916	101.2	1.27	1.10
2012	124,092	1,310	86,846	11,508,559	100.2	1.31	1.16
2013	124,149	1,208	83,089	11,616,715	99.5	1.21	1.10
2014	121,317	1,195	79,758	11,715,722	98.6	1.21	1.07
2015	127,127	1,200	82,004	11,974,651	99.8	1.20	1.13
2016	129,395	1,188	82,971	12,066,651	100.9	1.18	1.16
2017	128,188	1,137	80,612	11,832,317	101.1	1.12	1.16
2018	128,420	1,190	78,219	12,036,372	101.6	1.17	1.13
2019	125,267	1,059	76,243	12,007,611	102.1	1.04	1.12
2020	104,475	1,129	61,248	12,007,136	102.8	1.10	1.34
2021	117,899	1,230	69,607	12,126,271	85.3	1.44	1.33
2022	115,938	1,179	67,030	12,063,924	102.7	1.15	---

* In billions

** Per 100 million vehicle-miles

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

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

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

—WHAT CONDITIONS WERE—

Crashes by Weather and Road Surface Conditions

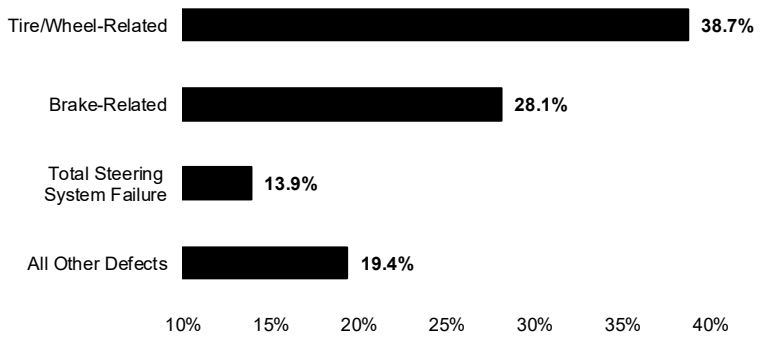
Adverse weather and road surface conditions negatively affect vehicle handling and driver sight. Interestingly, the vast majority of crashes occurred under no adverse conditions. This can be attributed to: 1) weather and roads being clear and dry most of the time and 2) drivers failing to use caution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

Weather Condition	Crashes	Fatalities
No Adverse Conditions	93,277 (80.5%)	1,024 (86.9%)
Rain/Rain & Fog	13,316 (11.5%)	102 (8.7%)
Snow/Sleet/Freezing Rain	8,449 (7.3%)	32 (2.7%)
Fog/Smoke, Etc.	609 (0.5%)	14 (1.2%)
Other	287 (0.3%)	7 (0.6%)
TOTAL	**115,938 (100.0%)**	**1,179 (100.0%)**

Road Surface Condition	Crashes	Fatalities
Dry	87,650 (75.6%)	971 (82.4%)
Wet	18,893 (16.3%)	170 (14.4%)
Snow/Slush	5,514 (4.8%)	14 (1.2%)
Ice/Ice Patches	3,425 (3.0%)	17 (1.4%)
Other	456 (0.4%)	7 (0.6%)
TOTAL	**115,938 (100.0%)**	**1,179 (100.0%)**

Crashes Involving Vehicle Defects

Improperly maintained vehicles can lead to crashes. In 2022, tire/wheel and brake-related failures again contributed to the majority of vehicle defect related crashes. The percentages in the graph below refer to the number of crashes involving vehicle defects.

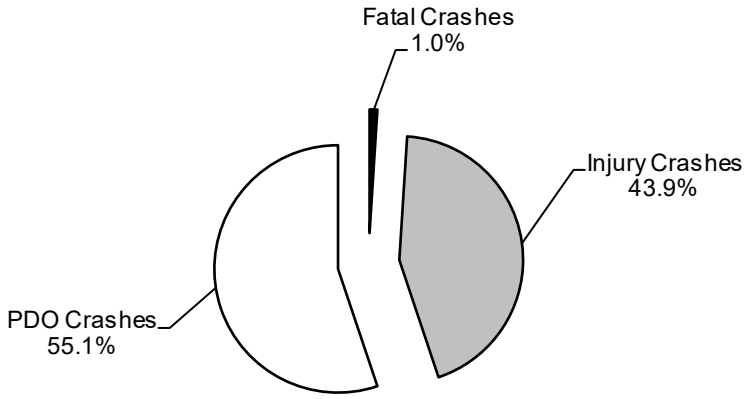


Vehicle Defect	Crashes
Tire/Wheel-Related	996
Brake-Related	723
Total Steering System Failure	357
Power Train Failure	265
Suspension	86
Unsecure/Shifted Trailer Load	42
Body/Doors/Hood, Etc.	33
Vehicle Lighting-Related	20
Other Known Defects	52

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

Work Zone Crashes

Work zones are potentially dangerous areas because conditions are constantly changing. Drivers do not always anticipate these changes nor exercise the appropriate level of caution. 45 percent of work zone crashes in 2022 contained fatalities or injuries.



Total Crashes: **1,293**

Total Fatally Injured: **14** (Workers Fatally Injured: 0)

Total Injured: **723**

Work Zone Crashes—Vehicles Involved

Vehicle Type	State Hwy (Interstate)	State Hwy (Other)	Turnpike	Local Road
Light Truck/SUV	290 (36.5%)	538 (45.2%)	104 (36.8%)	51 (39.8%)
Passenger Car	246 (31.0%)	514 (43.2%)	85 (30.0%)	56 (43.8%)
Heavy Truck/Bus	233 (29.4%)	100 (8.4%)	81 (28.6%)	13 (10.2%)
Motorcycle	6 (0.8%)	23 (1.9%)	6 (2.1%)	2 (1.6%)
Other	19 (2.4%)	15 (1.3%)	7 (2.5%)	6 (4.7%)
TOTAL	**794 (100.0%)**	**1,190 (100.0%)**	**283 (100.0%)**	**128 (100.0%)**

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

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

Year	Road Type	Crashes		Fatalities	
		Number	*% Total*	*Number*	*% Total*
2018	State Hwy (Interstate)	650	39.2%	13	56.5%
	State Hwy (Other)	759	45.8%	9	39.1%
	Turnpike	159	9.6%	0	0.0%
	Local Road	91	5.5%	1	4.4%
	Other/Unknown Road	0	0.0%	0	0.0%
	TOTAL	**1,659**	**100.0%**	**23**	**100.0%**
2019	State Hwy (Interstate)	606	37.3%	7	43.8%
	State Hwy (Other)	777	47.8%	9	56.3%
	Turnpike	152	9.4%	0	0.0%
	Local Road	91	5.6%	0	0.0%
	Other/Unknown Road	0	0.0%	0	0.0%
	TOTAL	**1,626**	**100.0%**	**16**	**100.0%**
2020	State Hwy (Interstate)	518	40.1%	6	40.0%
	State Hwy (Other)	576	44.6%	8	53.3%
	Turnpike	115	8.9%	0	0.0%
	Local Road	82	6.4%	1	6.7%
	Other/Unknown Road	1	0.1%	0	0.0%
	TOTAL	**1,292**	**100.0%**	**15**	**100.0%**
2021	State Hwy (Interstate)	683	41.4%	9	56.3%
	State Hwy (Other)	710	43.1%	5	31.3%
	Turnpike	116	7.0%	2	12.5%
	Local Road	140	8.5%	0	0.0%
	Other/Unknown Road	0	0.0%	0	0.0%
	TOTAL	**1,649**	**100.0%**	**16**	**100.0%**
2022	State Hwy (Interstate)	416	32.2%	8	57.1%
	State Hwy (Other)	627	48.5%	4	28.6%
	Turnpike	162	12.5%	1	7.1%
	Local Road	88	6.8%	1	7.1%
	Other/Unknown Road	0	0.0%	0	0.0%
	TOTAL	**1,293**	**100.0%**	**14**	**100.0%**

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

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

Crashes with Roadside Objects and Animals

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

Roadside Object	Crashes	% Total	Fatalities	% Total
Hit Bridge	535	0.5%	12	1.0%
Hit Building	1,232	1.1%	25	2.1%
Hit Culvert	561	0.5%	14	1.2%
Hit Curb	3,258	2.8%	45	3.8%
Hit Ditch	2,768	2.4%	28	2.4%
Hit Embankment	5,575	4.8%	90	7.6%
Hit Fence or Wall	2,461	2.1%	44	3.7%
Hit Fire Hydrant	406	0.4%	5	0.4%
Hit Guiderail/Barrier	7,132	6.1%	107	9.1%
Hit Impact Attenuator	207	0.2%	1	0.1%
Hit Mailbox(es)	1,138	1.0%	20	1.7%
Hit Median Barrier	4,313	3.7%	32	2.7%
Hit Other Fixed Object	3,125	2.7%	52	4.4%
Hit Parked Vehicle	8,173	7.1%	57	4.8%
Hit Rock(s) or Obstacle on Roadway	423	0.4%	2	0.2%
Hit Signal/Sign Support	2,250	1.9%	49	4.2%
Hit Snow Bank	173	0.2%	1	0.1%
Hit Temporary Construction Barrier	56	0.1%	0	0.0%
Hit Traffic Island or Channelization	211	0.2%	3	0.3%
Hit Tree(s) or Shrubs/Hedges	6,993	6.0%	185	15.7%
Hit Utility Pole(s)	8,400	7.3%	109	9.3%
Hit Deer	4,533	3.9%	6	0.5%
Hit Other Animal	217	0.2%	1	0.1%

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

—WHERE THEY HAPPENED—

Crashes by Road Type**

	State Hwy (Interstate)	State Hwy (Other)	Turnpike	Local Road	Other
Crashes	10,639	74,644	2,479	28,160	16
Persons Fatally Injured	95	864	24	196	0
Persons Injured	5,707	45,252	1,038	15,026	7
Miles of Maintained Road	1,317	39,315	553	79,165	---
100 MVM* Traveled	212.0	555.2	49.5	163.4	---
Crashes/MVM*	0.50	1.34	0.50	1.72	---
Persons Fatally Injured/100 MVM*	0.45	1.56	0.48	1.20	---
Persons Injured/MVM*	0.27	0.82	0.21	0.92	---

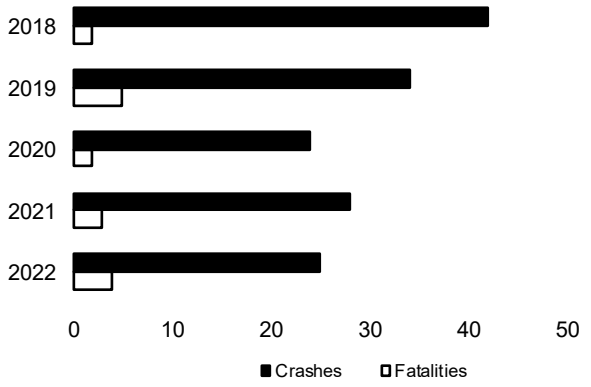
* MVM = million vehicle-miles

Note: "State Highway (Other)" includes state-maintained roads that are not designated as interstates. The road mileage and MVM data are from the 2021 Highway Performance Monitoring System (HPMS) package and reflects 2021 length and travel activity data. Ramps are included as part of the roadway to which it is connected.

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

Crashes Between Trains and Other Vehicles—Five-Year Trends

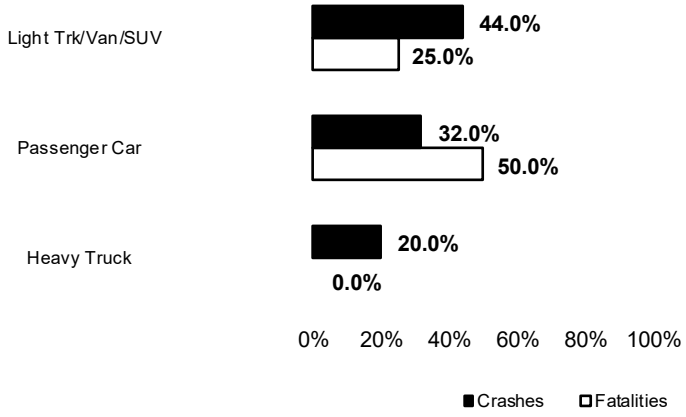
Motor vehicle/train crashes make up a very small percentage of total crashes. In the last five years, only 16 fatalities have occurred in this type of crash. In 2022, four fatalities occurred.



Year	Crashes	Fatalities
2018	42	2
2019	34	5
2020	24	2
2021	28	3
2022	25	4

Train/Vehicle Crashes by Vehicle Type

Passenger cars, light trucks, vans, and SUVs were the predominant vehicle types involved in crashes with trains in 2022. In 2022, unfortunately a train/motorcycle crash resulted in a fatality.



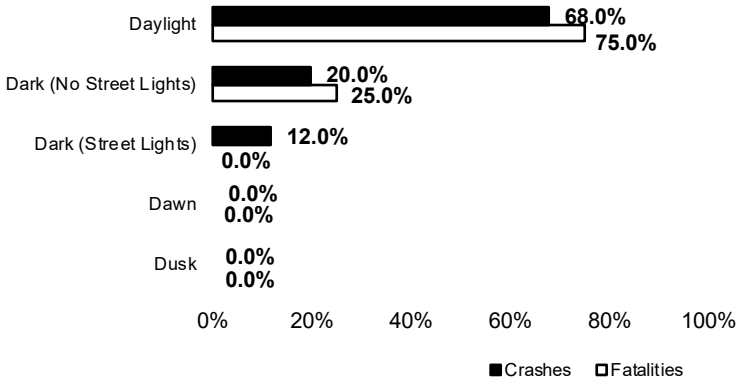
Vehicle Type	Crashes	Fatalities
Light Trk/Van/SUV	11	1
Passenger Car	8	2
Heavy Truck	5	0
Motorcycle	1	1
Bicycle	0	0
Commercial Bus	0	0
School Bus	0	0
Unknown	0	0
TOTAL	**25**	**4**

*Train/Vehicle Crashes by Road Type**

Road Type	Crashes	Fatalities
State Hwy (Other)	13	0
Local Road	12	4
TOTAL	**25**	**4**

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

Train/Vehicle Crashes by Light Level



Light Level	Crashes	Fatalities
Daylight	17	3
Dark (No Street Lights)	5	1
Dark (Street Lights)	3	0
Dawn	0	0
Dusk	0	0
TOTAL	**25**	**4**

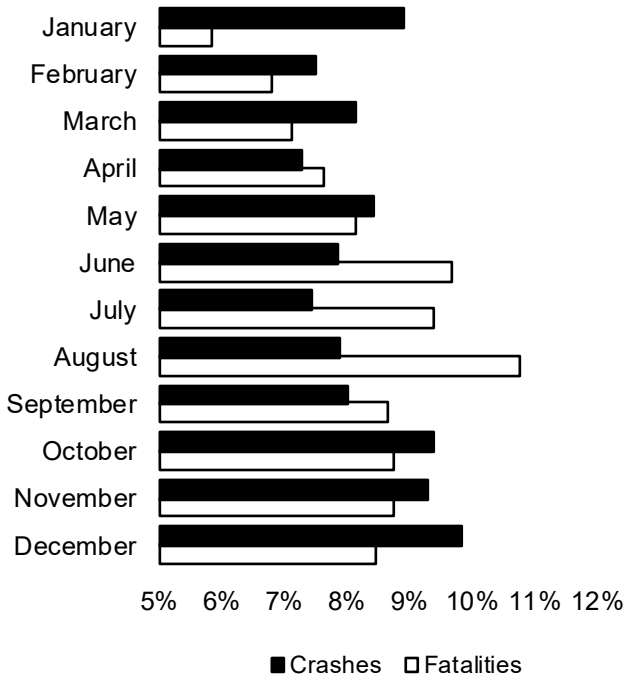
Train/Vehicle Crashes by County

County	Crashes	Fatalities
Beaver	1	0
Bucks	1	0
Cambria	1	1
Chester	1	0
Clearfield	1	0
Cumberland	2	0
Delaware	2	0
Erie	2	0
Franklin	1	0
Greene	1	0

County	Crashes	Fatalities
Lackawanna	1	0
Lancaster	1	0
Lehigh	1	0
Luzerne	1	0
Montgomery	1	0
Northampton	3	0
Northumberland	1	0
Washington	2	2
Westmoreland	1	1
TOTAL	**25**	**4**

—WHEN THEY HAPPENED—

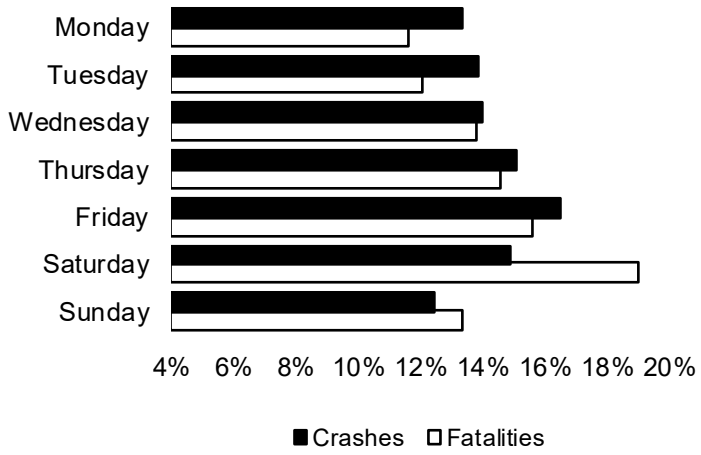
Crashes by Month



Month	Crashes	Fatalities
January	10,334 (8.9%)	69 (5.9%)
February	8,702 (7.5%)	80 (6.8%)
March	9,435 (8.1%)	84 (7.1%)
April	8,449 (7.3%)	90 (7.6%)
May	9,799 (8.5%)	96 (8.1%)
June	9,101 (7.9%)	114 (9.7%)
July	8,619 (7.4%)	111 (9.4%)
August	9,136 (7.9%)	127 (10.8%)
September	9,285 (8.0%)	102 (8.7%)
October	10,900 (9.4%)	103 (8.7%)
November	10,767 (9.3%)	103 (8.7%)
December	11,411 (9.8%)	100 (8.5%)
TOTAL	**115,938 (100.0%)**	**1,179 (100.0%)**

Crashes by Day of Week

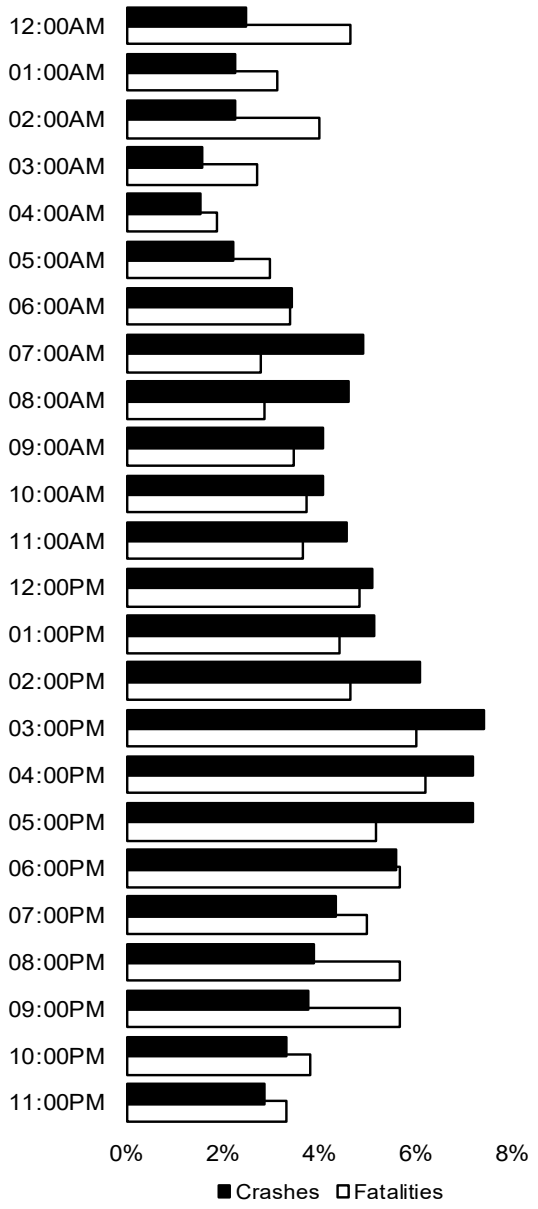
More crashes occurred on Thursday, Friday, and Saturday. The number of fatalities on weekends (Saturday and Sunday) is proportionally greater than the number of crashes. This could be attributed to alcohol use. (See ***Victims of Fatal Crashes by Day of Week***, page 29).



Day	Crashes	Fatalities
Monday	15,440 (13.3%)	137 (11.6%)
Tuesday	16,048 (13.8%)	142 (12.0%)
Wednesday	16,201 (14.0%)	163 (13.8%)
Thursday	17,463 (15.1%)	172 (14.6%)
Friday	19,137 (16.5%)	184 (15.6%)
Saturday	17,246 (14.9%)	224 (19.0%)
Sunday	14,403 (12.4%)	157 (13.3%)
TOTAL	**115,938 (100.0%)**	**1,179 (100.0%)**

Crashes by Hour of Day

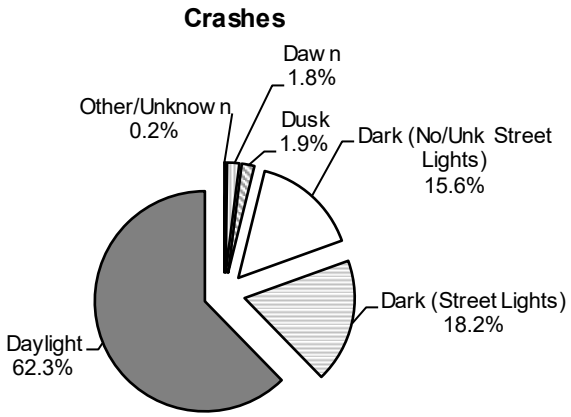
Some hours of the day are more dangerous than others with regard to crashes and fatalities. Not surprisingly, crashes and fatalities were higher during peak traffic times. Some hours of the day experience a low percentage of crashes, but they are much more deadly. For example, only 3.8% of all crashes in 2022 occurred in the 9:00 PM hour, but 5.7% of all fatalities occurred then. The higher volume of traffic itself may be a factor during peak traffic hours, particularly the rush-hours.

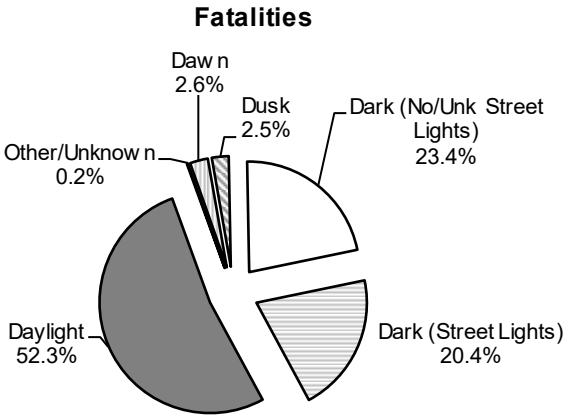


Hour	Crashes	Fatalities
12:00AM	2,888	55
01:00AM	2,595	37
02:00AM	2,624	47
03:00AM	1,824	32
04:00AM	1,786	22
05:00AM	2,575	35
06:00AM	3,991	40
07:00AM	5,678	33
08:00AM	5,357	34
09:00AM	4,706	41
10:00AM	4,740	44
11:00AM	5,314	43
12:00PM	5,898	57
01:00PM	5,963	52
02:00PM	7,047	55
03:00PM	8,589	71
04:00PM	8,313	73
05:00PM	8,323	61
06:00PM	6,497	67
07:00PM	5,030	59
08:00PM	4,506	67
09:00PM	4,360	67
10:00PM	3,851	45
11:00PM	3,316	39

Crashes by Light Level

In 2022, more crashes occurred in daylight than all other light levels combined. This is not surprising, since more vehicles are on the road during daylight. However, fatalities in 2022 occurred just slightly over 50% of the time during daylight. If 2022 fatalities per 1000 crashes are compared (Daylight — 8.5 fatalities per 1000 crashes versus non-Daylight — 12.9 fatalities per 1000 crashes), it is apparent that non-daylight crashes are more deadly than daylight crashes.

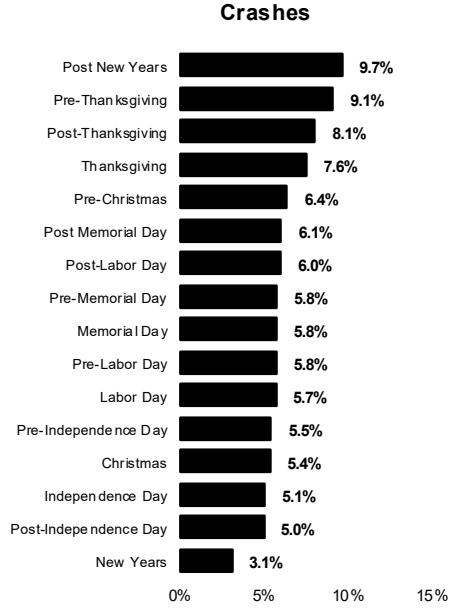


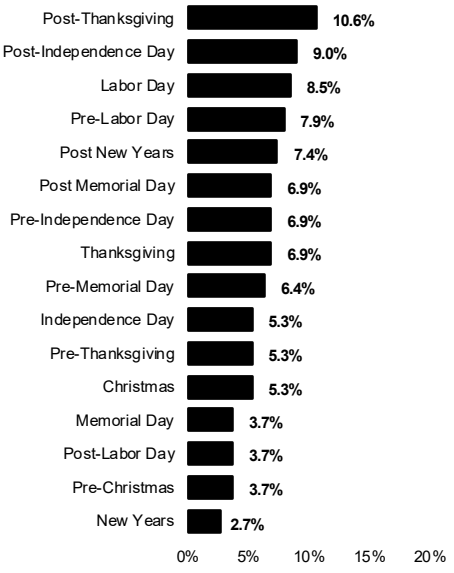


Light Level	Crashes	Fatalities
Daylight	72,206	617
Dark (Street Lights)	21,126	240
Dark (No/Unk Street Lights)	18,132	260
Dusk	2,168	29
Dawn	2,078	31
Other/Unknown	228	2
TOTAL	**115,938**	**1,179**

Crashes by Holiday

Crashes increased during holiday periods due to the volume of traffic on the roadway. Many times, the weekend before and the weekend after the holiday have nearly as many crashes and fatalities, and sometimes more. The graphs below illustrate the ranking in descending order, of total crashes and fatalities, respectively, for each holiday period. The table shows a breakdown of crashes and fatalities for each holiday period in 2022.





Period*	Crashes	Fatalities
New Years	515	5
Post New Years	1,606	14
Pre-Memorial Day	961	12
Memorial Day	958	7
Post Memorial Day	1,006	13
Pre-Independence Day	908	13
Independence Day	842	10
Post-Independence Day	830	17
Pre-Labor Day	956	15
Labor Day	950	16
Post-Labor Day	1,000	7
Pre-Thanksgiving	1,518	10
Thanksgiving	1,254	13
Post-Thanksgiving	1,338	20
Pre-Christmas	1,066	7
Christmas	895	10
TOTAL	**16,603**	**189**

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

** Not part of a holiday weekend in 2022. (n/a in 2022)

Drivers

Drivers Overview

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

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

Crashes Involving Driver Error

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

Contributing Factor	Crashes	Fatal Crashes
Speed-Related	26,848	404
Drinking Driver	7,724	140
Proceeded Without Clearance	8,656	64
Improper Turning-Related	13,079	63
Distracted Driver	11,484	62
Careless/Illegal Passing	5,328	57
Drowsy Drivers	2,396	12
Tailgating	5,797	11

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

Single and Multiple Vehicle Crashes of Young and Older Drivers

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

Number of Vehicles	All Drivers	Young Drivers (16-21)	Older Drivers (65-74)	Older Drivers (75+)
Single Vehicle Crash	45.1% 52,170 crashes	35.4% 8,855 crashes	22.2% 2,961 crashes	21.9% 1,760 crashes
Multiple Vehicle Crash	54.9% 63,506 crashes	64.6% 16,138 crashes	77.8% 10,354 crashes	78.2% 6,294 crashes

Drivers in Crashes by Age Group

Looking at the 2022 Pennsylvania driver data, as driver age groups increased in age, the percentage of Pennsylvania total drivers involved in crashes within each age group decreased considerably. Note the percentage of 16-year-old drivers involved in crashes. This number is significantly lower than other young driver age groups due to a law enacted in December 1999 that required a mandatory six-month waiting period between obtaining a Learner's Permit and testing for licensure. It also reflected the limited time 16-year-old drivers used the roads and the more controlled situations in which they are permitted to drive during the permit process. Driver inexperience and less cautious driving often are attributed characteristics given to the reason all young driver ages have higher rates.

Age Group	PA Drivers Involved in Crashes	*PA Total Drivers	% Involved in Crashes
16	1,874	60,630	3.1%
17	4,350	100,760	4.3%
18	4,829	115,028	4.2%
19	4,439	124,439	3.6%
20	4,335	125,151	3.5%
21	4,384	128,639	3.4%
22-24	12,446	397,125	3.1%
25-29	18,470	691,297	2.7%
30-39	32,234	1,511,138	2.1%
40-54	34,144	2,099,787	1.6%
55-59	10,583	779,733	1.4%
60-64	9,651	820,648	1.2%
65-69	7,379	761,951	1.0%
70-74	5,476	613,561	0.9%
75 and Over	7,767	915,821	0.8%
Unknown	58	N/A	N/A

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

Comparison of Young and Older Drivers by Crash Type

Young drivers are over-represented in typical distracted driving associated type crashes (rear-end, head-on, hit fixed object crashes), while older drivers are heavily over-represented in angle crashes (multiple vehicle interaction type crashes).

Crash Type	All Drivers	Young Drivers (16-21)	Older Drivers (65-74)	Older Drivers (75+)
Non-Collision	3.1% 3,597 crashes	2.3% 563 crashes	2.0% 267 crashes	1.4% 111 crashes
Rear-End	19.4% 22,446 crashes	21.8% 5,450 crashes	24.2% 3,222 crashes	20.2% 1,623 crashes
Head-On	4.0% 4,577 crashes	4.3% 1,084 crashes	5.0% 661 crashes	4.9% 397 crashes
Backing Up	0.3% 376 crashes	0.2% 61 crashes	0.4% 56 crashes	0.5% 38 crashes
Angle	28.8% 33,301 crashes	34.4% 8,594 crashes	42.5% 5,658 crashes	48.6% 3,914 crashes
Sideswipe	7.2% 8,372 crashes	5.7% 1,428 crashes	7.2% 954 crashes	7.0% 563 crashes
Hit Fixed Object	29.9% 34,610 crashes	28.3% 7,071 crashes	13.7% 1,830 crashes	14.2% 1,143 crashes
Hit Pedestrian	2.6% 3,037 crashes	0.8% 192 crashes	2.0% 265 crashes	1.8% 148 crashes
Other	4.6% 5,360 crashes	2.2% 550 crashes	3.0% 402 crashes	1.5% 117 crashes

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

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

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

	All Drivers	Young Drivers (16-21)	Older Drivers (65-74)	Older Drivers (75+)
Intersection	37.4% 43,290 crashes	41.9% 10,463 crashes	48.8% 6,491 crashes	52.4% 4,216 crashes
Non-Intersection	62.6% 72,386 crashes	58.1% 14,530 crashes	51.3% 6,824 crashes	47.7% 3,838 crashes

Alcohol-Related Crashes

Alcohol Overview

- In Pennsylvania, drinking and driving remains a top safety issue. In 2022, alcohol-related crashes decreased to 8,683 from 9,220 alcohol-related crashes in 2021. In 2022, alcohol-related fatalities increased to 320 from 311 alcohol-related fatalities in 2021.

- Of particular concern is the involvement of drinking drivers under the age of 21. 23% of the driver fatalities in the 16-20 age group were drinking drivers, up from 18% in 2021. Improvement in this age group is a very important need.

- Of equal focus is the 26 to 30 age group, in which 41% of the driver fatalities were drinking drivers. This age group had the worst percentage of all groups but was down from 46% in 2021. The 41 to 45 age group increased to 41% from 31% in 2021.

- In 2022, alcohol-related fatalities were 27% of the total traffic fatalities.

- Pennsylvania continues to take an aggressive posture to prevent and deter impaired driving (particularly through the widespread use of sobriety checkpoints, saturation patrols, and its DRE program).

2022 Briefs

- 320 people died in alcohol-related crashes.

- 86% of the alcohol-related occupant fatalities (drivers and passengers) were in the vehicle driven by the drinking driver; 74% were the drinking drivers themselves.

- 72% of the drinking drivers in traffic crashes were male.

- 73% of the alcohol-related crashes were during the hours of darkness, usually on weekends.

- On average each day, 24 alcohol-related traffic crashes occurred.

- On average each day, 0.9 persons were fatally injured in alcohol-related traffic crashes.

- On average each day, 15 persons were injured in alcohol-related traffic crashes.

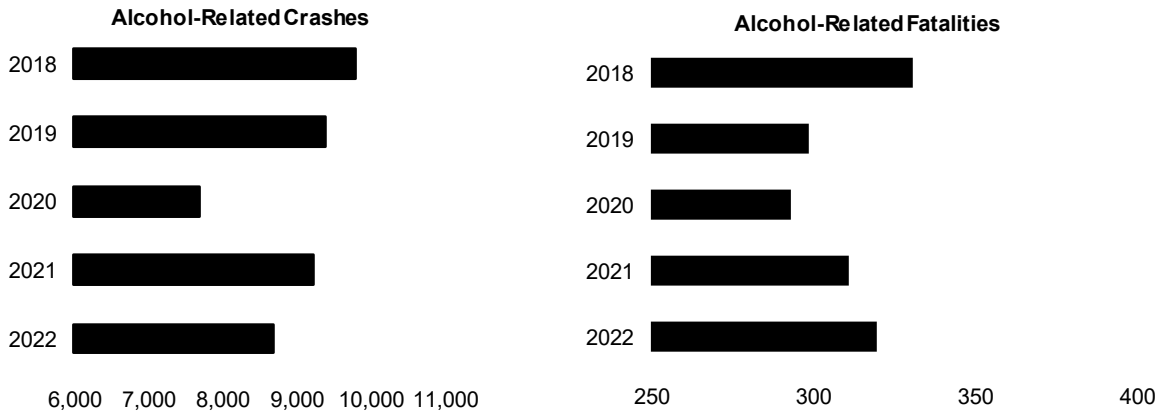
Alcohol Involvement in Crashes

Although alcohol-related crashes accounted for approximately 7% of the total crashes in 2022, they resulted in 27% of all persons fatally injured in crashes. Alcohol-related crashes were nearly five times more likely to result in fatal injury than those not related to alcohol (3.4% of the alcohol-related crashes resulted in fatal injury, compared to 0.7% of crashes which were not alcohol-related). "PDO Crashes" in the table below refers to property damage only crashes.

	Fatal Crashes	Fatalities	Injury Crashes	Injuries	PDO Crashes
Alcohol-Related	292 (26.7%)	320 (27.1%)	3,998 (8.2%)	5,381 (8.0%)	4,393 (6.7%)
Non-Alcohol-Related	800 (73.3%)	859 (72.9%)	45,067 (91.9%)	61,646 (92.0%)	61,363 (93.3%)
TOTAL	**1,092 (100.0%)**	**1,179 (100.0%)**	**49,065 (100.0%)**	**67,027 (100.0%)**	**65,756 (100.0%)**

Alcohol-Related Crashes—Five-Year Trends

Alcohol-related crashes decreased in 2022 and were the second lowest total in the last five years. Alcohol-related fatalities increased in 2022 and were the second highest total in the last five years.



	2018	2019	2020	2021	2022
Crashes	9,811	9,390	7,700	9,220	8,683
Fatal Crashes	307	280	270	293	292
Injury Crashes	4,665	4,490	3,701	4,349	3,998
PDO Crashes	4,839	4,620	3,729	4,578	4,393
Fatalities	331	299	293	311	320
Injuries	6,227	5,938	4,917	5,837	5,381
Fatal Crashes per 100,000 Licensed Drivers	3.1	3.4	3.1	3.2	3.2
Fatalities per 100,000 Licensed Drivers	3.3	3.7	3.3	3.4	3.5

Victims of Alcohol-Related Fatal Crashes

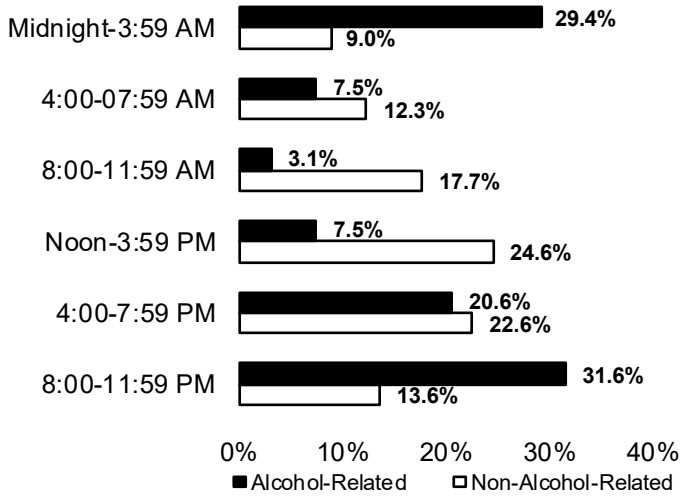
There were 279 driver and passenger fatalities in alcohol-related crashes in 2022, while 240 (86%) were the drinking drivers or their passengers.

Persons Involved	Fatalities
Drivers	**234**
Drinking Drivers	*206 (88.0%)*
Non-Drinking Drivers	*28 (12.0%)*
Passengers	**45**
Passengers with Drinking Driver	*34 (75.6%)*
Passengers with Non-Drinking Driver	*11 (24.4%)*
Pedestrians	**39**
Drinking Pedestrian	*27 (69.2%)*
Non-Drinking Pedestrian	*12 (30.8%)*
TOTAL FATALITIES*	**319**

*Includes 1 victims, status unknown

Victims of Fatal Crashes by Time of Day

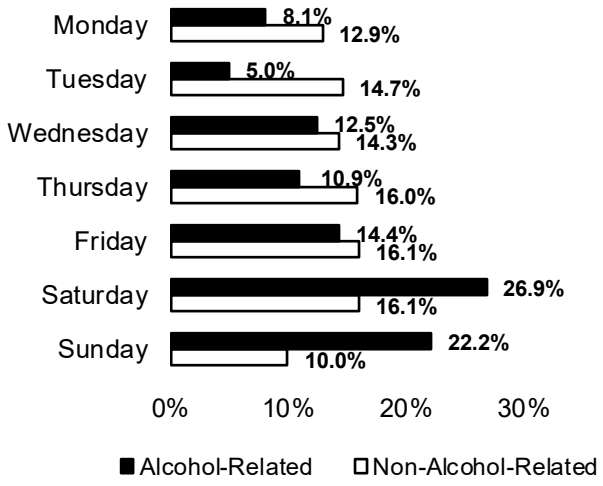
Alcohol-related crashes occurring between 8:00 PM and 4:00 AM produced the vast majority of fatalities (61% of alcohol-related fatalities). In contrast, just under half of the fatalities (47%) from non-alcohol-related crashes resulted from crashes occurring between noon and 8:00 PM.



Time of Occurrence	Non-Alcohol-Related	Alcohol-Related
Midnight-3:59 AM	77	94
4:00-07:59 AM	106	24
8:00-11:59 AM	152	10
Noon-3:59 PM	211	24
4:00-7:59 PM	194	66
8:00-11:59 PM	117	101
Time Unknown	2	1
TOTAL FATALITIES	**859**	**320**

Victims of Fatal Crashes by Day of Week

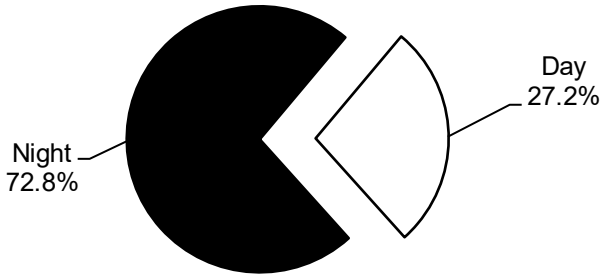
Nearly two-thirds (63%) of alcohol-related fatal crash victims were the result of crashes occurring on Friday, Saturday, and Sunday, while fatal crash victims of non-alcohol-related crashes tended to be distributed more evenly throughout the work week with the fewest occurring on Sunday and Monday.



Day of Occurrence	Non-Alcohol-Related	Alcohol-Related
Monday	111	26
Tuesday	126	16
Wednesday	123	40
Thursday	137	35
Friday	138	46
Saturday	138	86
Sunday	86	71
TOTAL FATALITIES	**859**	**320**

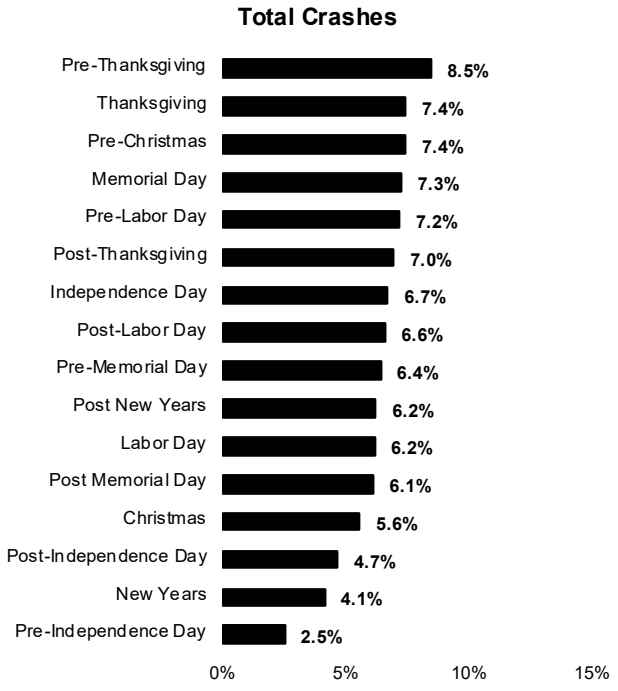
Alcohol-Related Crashes—Day vs. Night

72.8% of alcohol-related crashes occurred at night. The graph below shows the breakdown of alcohol-related crashes by day and night.

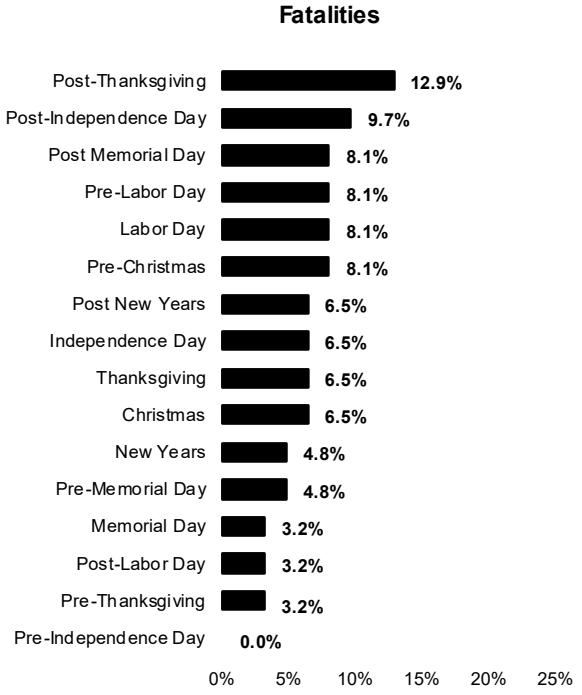


Alcohol-Related Holiday Crashes

In 2022, 10% of all holiday crashes involved alcohol use; however, 33% of fatalities that occurred during holiday weekends were related to alcohol use. (See ***Crashes by Holiday***, page 22.)



Period*	Crashes	Fatalities
New Years	69	3
Post New Years	104	4
Pre-Memorial Day	107	3
Memorial Day	121	2
Post Memorial Day	102	5
Pre-Independence Day	42	0
Independence Day	112	4
Post-Independence Day	78	6
Pre-Labor Day	120	5
Labor Day	103	5
Post-Labor Day	110	2
Pre-Thanksgiving	141	2
Thanksgiving	124	4
Post-Thanksgiving	116	8
Pre-Christmas	124	5
Christmas	93	4
TOTAL	**1,666**	**62**



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

** Not part of a holiday weekend in 2022. (n/a in 2022)

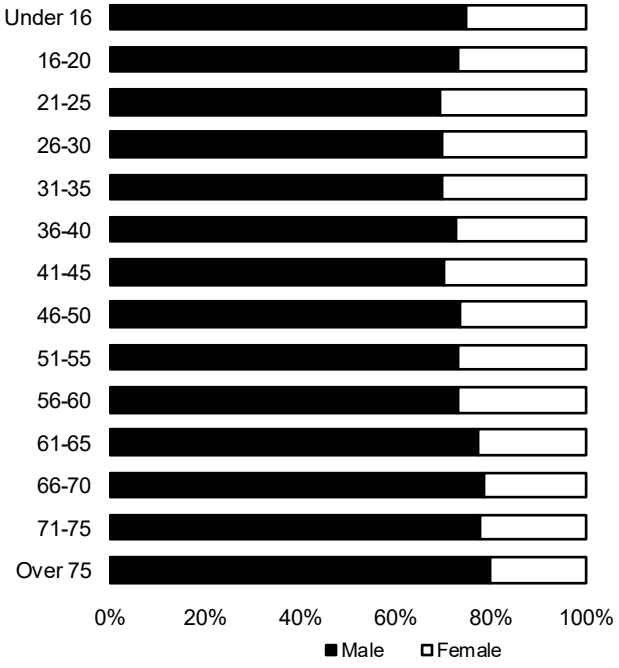
Driver Involvement in Alcohol-Related Crashes by Vehicle Type

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

Total Drivers in Crashes 187,490	Passenger Car		89,146
	Lt Trk/SUV/Van		84,307
	Heavy Truck		8,115
	Motorcycle		3,471
	Bus		734
	Other		1,717
Drinking Drivers in Crashes 8,548 (4.6% of total)	Passenger Car	4,471	(5.0% of total)
	Lt Trk/SUV/Van	3,694	(4.4% of total)
	Heavy Truck	51	(0.6% of total)
	Motorcycle	277	(8.0% of total)
	Bus	1	(0.1% of total)
	Other	54	(3.1% of total)

Drinking Drivers in Crashes by Age and Sex

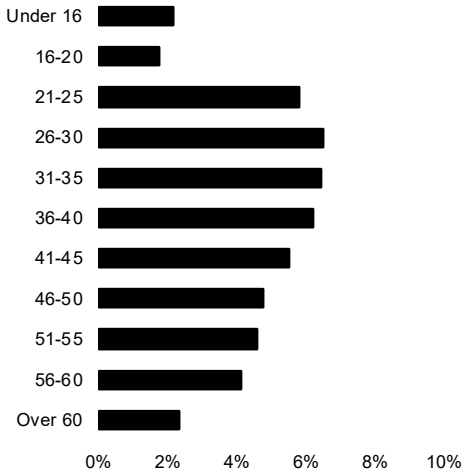
In 2022, nearly 3 out of 4 drinking drivers in crashes were male (across most age groups), with only slight variations among the age groups. The table below does not include an additional 52 drivers for whom age and/or sex were not known or applicable to traditional categories .



Age Group	Male	Female	Total
Under 16	3	1	4
16-20	279	102	381
21-25	961	419	1,380
26-30	954	408	1,362
31-35	868	372	1,240
36-40	750	277	1,027
41-45	539	227	766
46-50	419	148	567
51-55	407	147	554
56-60	363	131	494
61-65	277	80	357
66-70	168	45	213
71-75	75	21	96
Over 75	44	11	55
Total	**6,107**	**2,389**	**8,496**

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

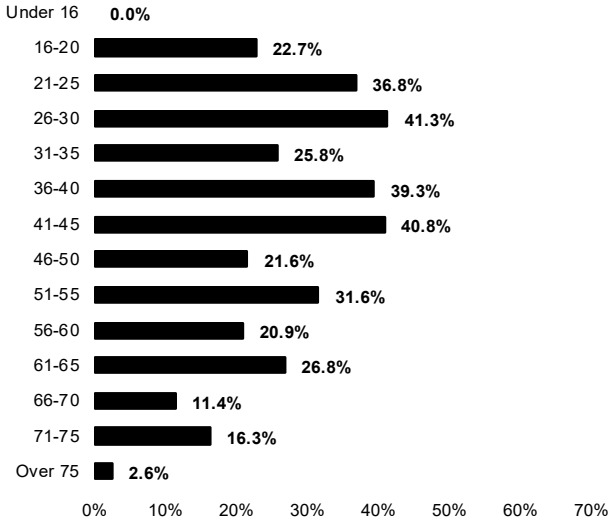
In 2022, as the table and graph below show, the two age groups from 26 to 35 had the highest percentage of drinking drivers within their respective age groups. After age 35, the percentage of drinking drivers within the succeeding age groups steadily declined. The Under 16 age group continues to be of particular concern, as it included 4 drinking drivers.



Age Group	Drinking Driver	Non-Drinking Driver
Under 16	4 (2.1%)	183 (97.9%)
16-20	381 (1.8%)	21,157 (98.2%)
21-25	1,380 (5.8%)	22,404 (94.2%)
26-30	1,364 (6.5%)	19,659 (93.5%)
31-35	1,240 (6.4%)	18,035 (93.6%)
36-40	1,029 (6.2%)	15,557 (93.8%)
41-45	768 (5.5%)	13,118 (94.5%)
46-50	567 (4.7%)	11,389 (95.3%)
51-55	554 (4.6%)	11,561 (95.4%)
56-60	494 (4.2%)	11,406 (95.9%)
Over 60	722 (2.4%)	29,919 (97.6%)

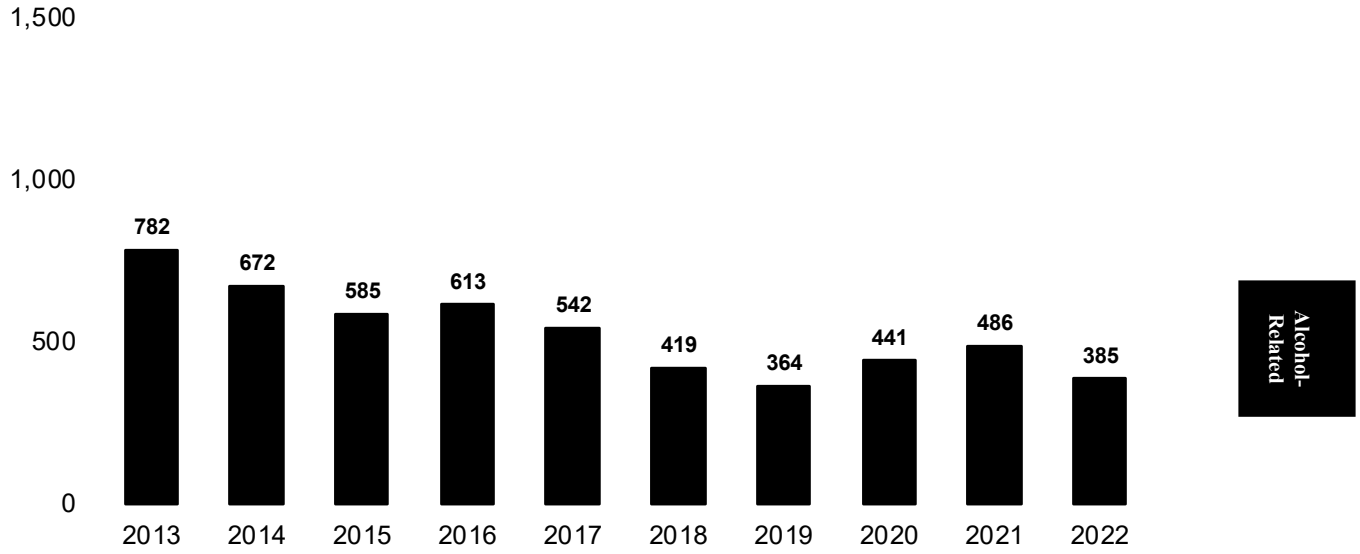
Drinking Driver Fatalities as a Percentage of Total Driver Fatalities, by Age Group

The graph below shows drinking driver fatalities as a percentage of total driver fatalities within each respective age group for 2022 crashes. The age group from 26 to 30 had the highest percentage, with 41.3% of the driver fatalities in this age group being a drinking driver. The 16-20 age group increased from 17.7% in 2021. In 2022, fortunately 0% of fatal drivers under the age of 16 chose to combine alcohol usage and driving without a license.



Underage Drinking Drivers in Pennsylvania Crashes—Historical Data

Act 31, commonly known as the "*Underage Drinking Law*," went into effect on May 24, 1988. From that year, and until 1994, the number of underage drinking drivers involved in Pennsylvania crashes declined each year. From 1997 until 2002, the amount of underage drinking drivers remained consistently high. From that point until 2019 there had been a downward trend with the 2020-2022 years showing some increase.



Seat Belts, Child Safety Seats, and Air Bags

Restraints Overview

Safety Belts

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

Child Safety Seats

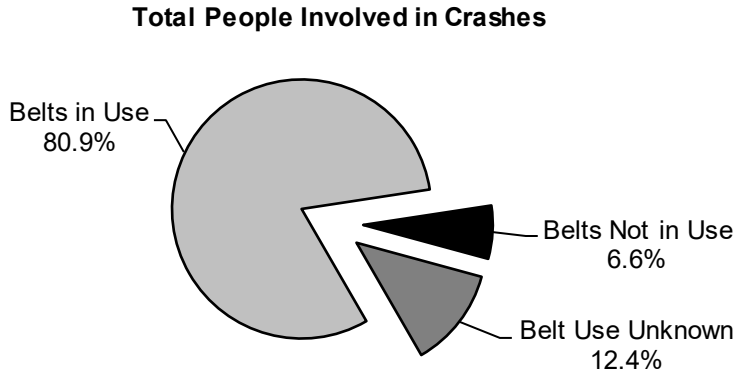
- Pennsylvania law requires that children under the age of 4 to be properly restrained in a child passenger restraint system when riding anywhere in a vehicle. Children under 2 must be secured in a rear-facing car seat until the child outgrows the maximum weight and height limits designated by the car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

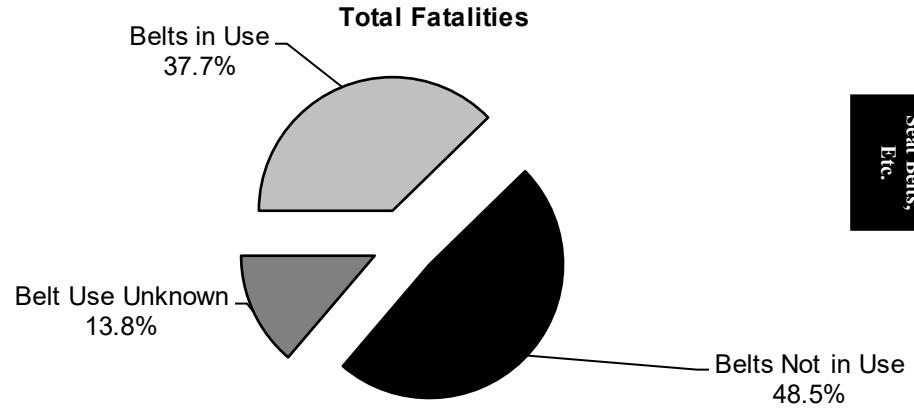
Air Bag Safety

- Driver and front seat passenger air bags have been required in new passenger cars since 1998 and light trucks since 1999. However, air bags are supplemental protection devices. Everyone should still buckle up with both lap and shoulder belts on every trip.
- *Child Safety*
  - Children age 12 and under should ride buckled up in the back seat.
  - Infants in rear-facing child safety seats should **NEVER** ride in the front seat of a vehicle equipped with a passenger-side air bag.
  - If an older child must ride in a front seat equipped with a passenger-side air bag, put the child in a front-facing seat or belt-positioning booster seat for the proper weight of the child, or use a correctly fitting lap/shoulder belt, **and** move the vehicle seat as far back as possible. Deactivate the airbag if your vehicle is capable.
- *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 2022, as shown in the two pie graphs below, 80.9% of all people involved in crashes were wearing seat belts. 48.5% of all people who died in crashes were not wearing seat belts. The table at the bottom shows the total number of people involved in crashes in 2022 by severity of injury and belt use.





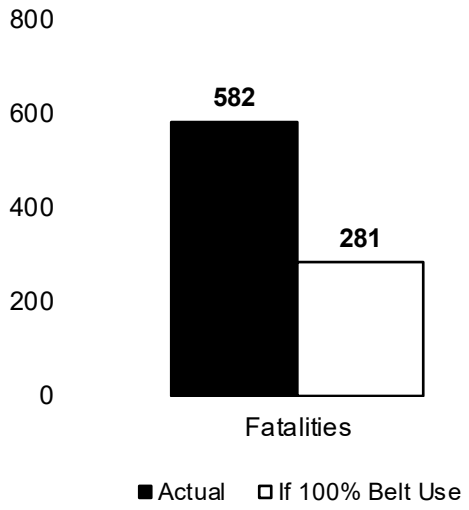
	Belts in Use	Belts Not in Use	Belt Use Unknown
Fatal Injury	279	359	102
Suspected Serious Injury	1,676	917	475
Suspected Minor Injury	24,611	3,286	3,277
Possible Injury	8,785	864	1,226
Unknown Severity	9,702	1,690	2,204
No Injury	147,836	8,689	22,354
TOTAL	**192,889**	**15,805**	**29,638**

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

Seat Belt Use in Crashes—Impact on Fatalities and Injuries

The table and graph below display the estimated impact that seat belts worn 100% of the time would have on traffic fatalities and injuries. The numbers in parentheses, in the last row, are the estimated decreases in 2022 fatalities and injuries if 100% seat belt use was achieved. (***Note***: The data below is for passenger cars, small trucks, SUVs and vans.) 301 people would have likely survived if they had worn their belts.

		Injuries			
	Fatalities	*Susp Ser*	*Susp Min*	*Possible*	*None*
Belts Used	259	1,596	23,079	17,349	127,626
Belts Not Used	323	887	3,150	2,426	7,409
TOTAL	**582**	**2,483**	**26,229**	**19,775**	**135,035**
If 100% Belt Use	**281**	**1,739**	**25,092**	**18,759**	**138,233**
Net Increase/(Decrease)	**(301)**	**(744)**	**(1,137)**	**(1,016)**	**3,198**



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

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

Seat Belt Use in Crashes—Historical Data

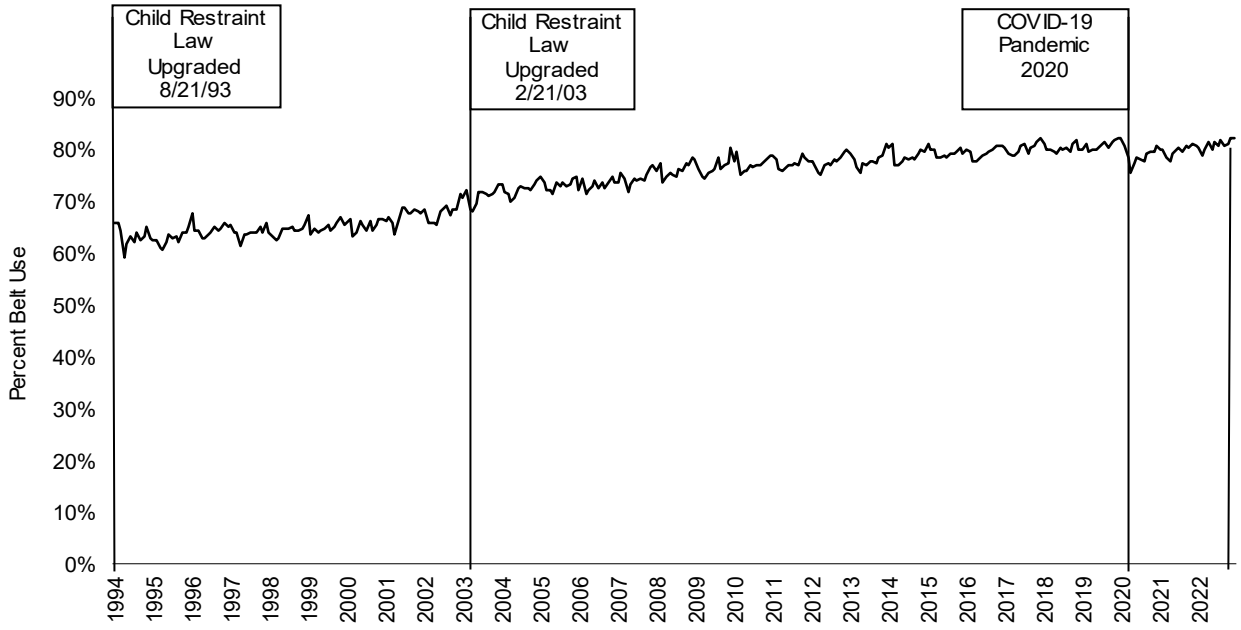
On November 1, 1983, Pennsylvania passed a primary law requiring that drivers secure children under age 4 in an approved child passenger restraint system when riding in a passenger car, Class I truck, Class II truck, classic motor vehicle, antique motor vehicle, or motor home registered in Pennsylvania.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

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

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

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

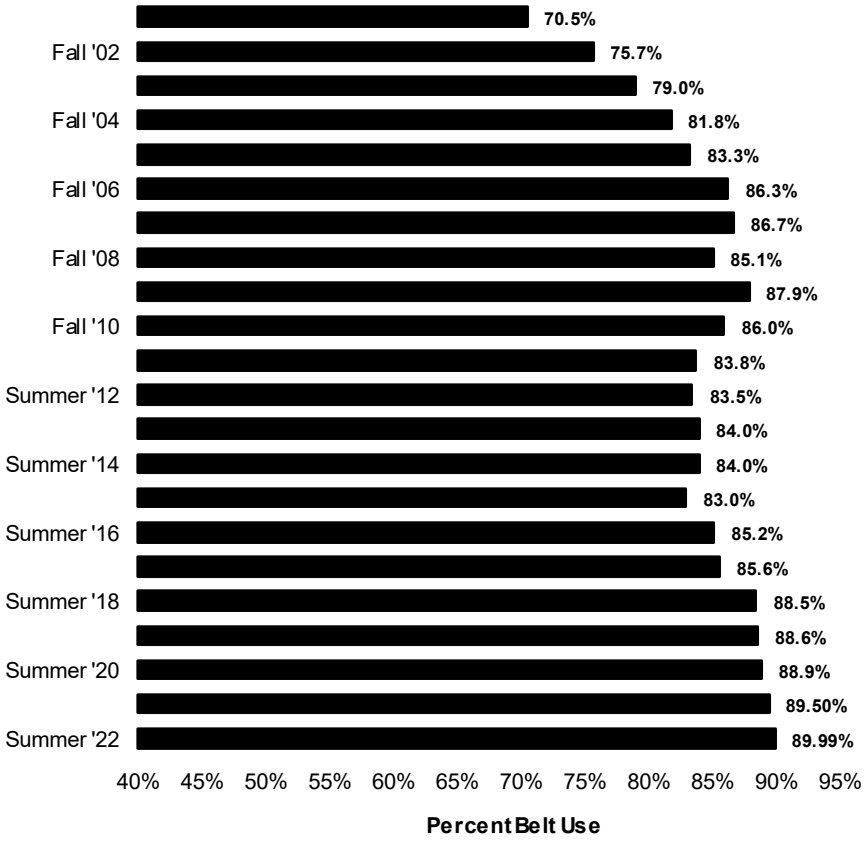
The graph below shows the percentage of seat belt users in Pennsylvania since 1994. The usage rate at the start of the COVID-19 pandemic is noted due to a general decline in driver and passenger safety behavior in that window. The recent trend shows that the usage rate is back on the rise in crashes.



Note: Data shown for passenger cars only.

Seat Belt Observational Surveys—Historical Data

Observed seat belt use (the percent of front seat vehicle occupants wearing seat belts) is based upon a statewide statistical sampling of front seat occupants in passenger cars and light trucks. The observed seat belt use in 2022 continues a trend of yearly improvement.



Child Passenger Restraints in Crashes—Five Year Data

Since August 21, 1993, all drivers traveling in Pennsylvania have been required to secure children up to age 4 in a child passenger restraint system while sitting anywhere in a vehicle. As shown in the table below (for 2018-2022 crashes involving children under age 4), the percentages of fatalities and injuries (within restraint type by row) were lower when restraints were used. From 2018-2022, 83% of the children under age 4 who were involved in crashes and restrained in a child seat sustained no injury.

		Injuries					Total
Child Restraint	**Fatalities**	*Susp Ser*	*Susp Min*	*Possible*	*Unknown*	*No Injury*	**Persons**
Child Seat In Use	13 (0.1%)	47 (0.3%)	1,100 (5.9%)	952 (5.1%)	1,105 (5.9%)	15,463 (82.8%)	**18,680**
No Restraint In Use	11 (0.7%)	16 (1.0%)	139 (8.3%)	116 (6.9%)	341 (20.3%)	1,058 (62.9%)	**1,681**
Other Restraint In Use	2 (0.1%)	11 (0.3%)	275 (8.1%)	203 (5.9%)	313 (9.2%)	2,614 (76.5%)	**3,418**

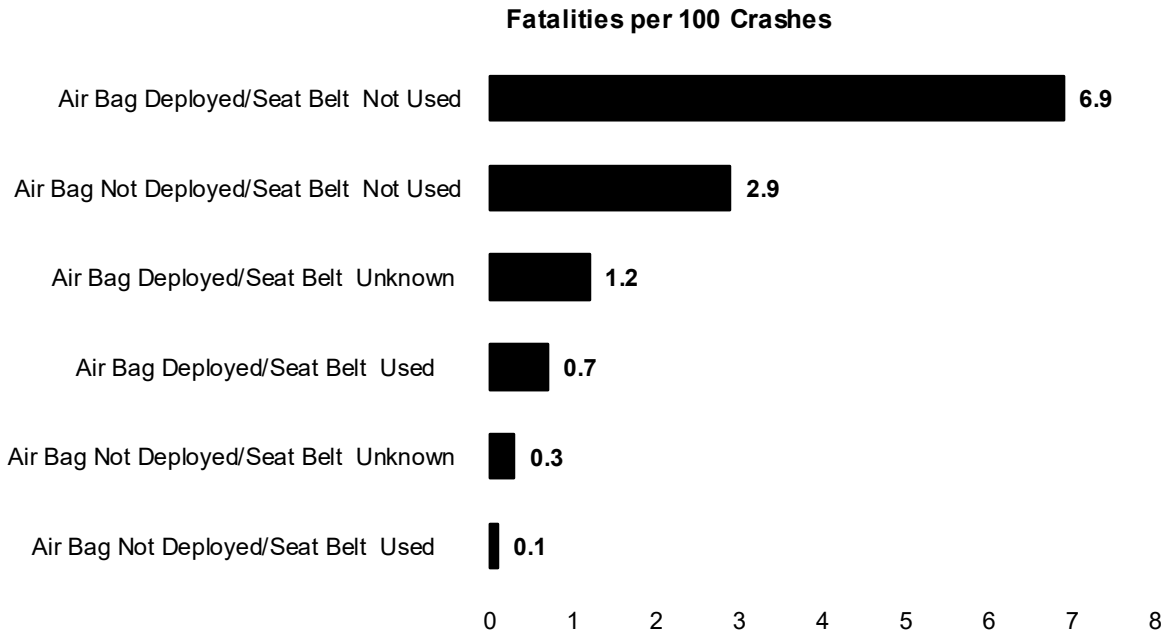
Note: "Child Seat Not In Use" and "Other Restraint Not In Use" have been combined into "No Restraint in Use".

Air Bag Deployment in Crashes—Injuries and Fatalities

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

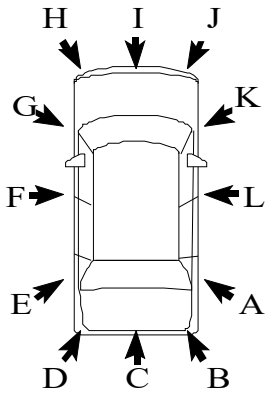
Passive Restraint Status	Seat Belt Status	Injuries						Total Persons
		Fatalities	*Susp Ser*	*Susp Min*	*Possible*	*Unknown*	*No Injury*	
None	n/a	172 (0.2%)	796 (0.9%)	9,439 (10.1%)	3,692 (4.0%)	6,185 (6.7%)	72,786 (78.2%)	**93,070**
Air Bag Deployed	Used	212 (0.4%)	1,144 (2.2%)	11,916 (22.4%)	3,442 (6.5%)	5,337 (10.0%)	31,199 (58.6%)	**53,250**
Air Bag Deployed	Not Used	224 (4.7%)	530 (11.1%)	1,379 (28.8%)	308 (6.4%)	844 (17.6%)	1,503 (31.4%)	**4,788**
Air Bag Deployed	Unknown	39 (0.8%)	239 (4.6%)	1,081 (20.7%)	345 (6.6%)	1,122 (21.5%)	2,395 (45.9%)	**5,221**
Air Bag Not Deployed	Used	23 (0.0%)	155 (0.3%)	5,458 (8.8%)	2,288 (3.7%)	2,344 (3.8%)	51,958 (83.5%)	**62,226**
Air Bag Not Deployed	Not Used	36 (1.6%)	97 (4.3%)	552 (24.7%)	134 (6.0%)	291 (13.0%)	1,123 (50.3%)	**2,233**
Air Bag Not Deployed	Unknown	6 (0.2%)	30 (0.8%)	387 (10.7%)	153 (4.2%)	407 (11.2%)	2,641 (72.9%)	**3,624**
Unknown If Deployed	n/a	26 (1.5%)	27 (1.5%)	304 (16.9%)	91 (5.1%)	294 (16.3%)	1,057 (58.8%)	**1,799**

In crashes that are severe enough to deploy an airbag (for vehicles and seats so equipped), the data below shows that you are 10 times more likely to die if you are not wearing a seat belt (6.9 fatalities vs. 0.7 fatalities per 100 crashes).



Air Bag Deployment by Initial Vehicle Impact Point

Most air bags are designed to deploy in frontal impacts, but side impact air bags are also common for newer model year vehicles. The table below shows the initial vehicle impact points for all 2022 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 1264 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)	2,533	843	742 (49.4%)	760 (50.6%)	188
Right Rear (B)	4,931	1,856	816 (29.8%)	1,923 (70.2%)	336
Center Rear (C)	22,391	9,158	1,264 (10.7%)	10,516 (89.3%)	1,453
Left Rear (D)	4,952	1,827	734 (26.5%)	2,040 (73.5%)	351
Left Side Rear (E)	2,574	898	665 (44.2%)	840 (55.8%)	171
Left Side Center (F)	6,496	2,087	2,329 (59.9%)	1,559 (40.1%)	521
Left Side Forward (G)	6,537	2,255	1,803 (47.9%)	1,959 (52.1%)	520
Left Front (H)	25,035	8,170	7,612 (50.9%)	7,343 (49.1%)	1,910
Center Front (I)	60,408	17,973	23,178 (61.8%)	14,306 (38.2%)	4,951
Right Front (J)	22,448	7,215	7,222 (53.6%)	6,243 (46.4%)	1,768
Right Side Forward (K)	10,207	3,656	2,701 (48.0%)	2,923 (52.0%)	927
Right Side Center (L)	7,852	2,642	2,656 (59.5%)	1,805 (40.5%)	749
Other	3,530	1,243	628 (41.1%)	902 (59.0%)	757
None	2,484	944	388 (28.8%)	958 (71.2%)	194
TOTAL	**182,378**	**60,767**	**52,738 (49.4%)**	**54,077 (50.6%)**	**14,796**

Air Bag Deployment by Age Group

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

Seat Belts Used

Age Group	Fatalities	Injuries: *Susp Ser*	*Susp Min*	*Possible*	*Unknown*	*No Injury*	Total Persons
0-4	1 (1.2%)	3 (3.6%)	14 (16.7%)	16 (19.1%)	15 (17.9%)	35 (41.7%)	84
5-8	0 (0.0%)	5 (1.6%)	64 (21.0%)	26 (8.5%)	32 (10.5%)	178 (58.4%)	305
9-12	1 (0.2%)	9 (1.5%)	134 (21.6%)	44 (7.1%)	60 (9.7%)	372 (60.0%)	620
13-64	124 (0.3%)	910 (2.0%)	9,850 (21.6%)	2,815 (6.2%)	4,271 (9.4%)	27,696 (60.7%)	45,666
65-74	34 (0.9%)	112 (2.9%)	1,064 (27.3%)	299 (7.7%)	530 (13.6%)	1,861 (47.7%)	3,900
75+	52 (1.9%)	105 (3.9%)	790 (29.5%)	242 (9.1%)	429 (16.0%)	1,057 (39.5%)	2,675
Total	**212 (0.4%)**	**1,144 (2.2%)**	**11,916 (22.4%)**	**3,442 (6.5%)**	**5,337 (10.0%)**	**31,199 (58.6%)**	**53,250**

Seat Belts Not Used

Age Group	Fatalities	Injuries: *Susp Ser*	*Susp Min*	*Possible*	*Unknown*	*No Injury*	Total Persons
0-4	2 (15.4%)	2 (15.4%)	2 (15.4%)	0 (0.0%)	4 (30.8%)	3 (23.1%)	13
5-8	1 (4.0%)	5 (20.0%)	4 (16.0%)	3 (12.0%)	6 (24.0%)	6 (24.0%)	25
9-12	2 (7.1%)	6 (21.4%)	9 (32.1%)	1 (3.6%)	5 (17.9%)	5 (17.9%)	28
13-64	175 (4.0%)	476 (10.9%)	1,264 (28.9%)	283 (6.5%)	761 (17.4%)	1,412 (32.3%)	4,371
65-74	22 (10.8%)	27 (13.2%)	54 (26.5%)	9 (4.4%)	40 (19.6%)	52 (25.5%)	204
75+	22 (15.0%)	14 (9.5%)	46 (31.3%)	12 (8.2%)	28 (19.1%)	25 (17.0%)	147
Total	**224 (4.7%)**	**530 (11.1%)**	**1,379 (28.8%)**	**308 (6.4%)**	**844 (17.6%)**	**1,503 (31.4%)**	**4,788**

Pedestrian and Bicycle Crashes

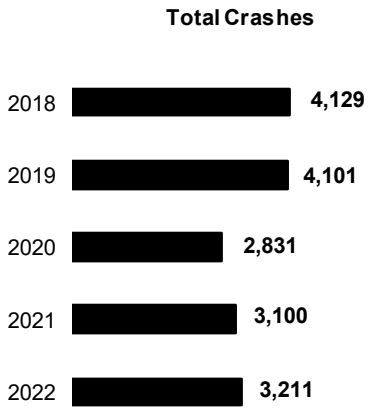
Pedestrian and Bicycles Overview

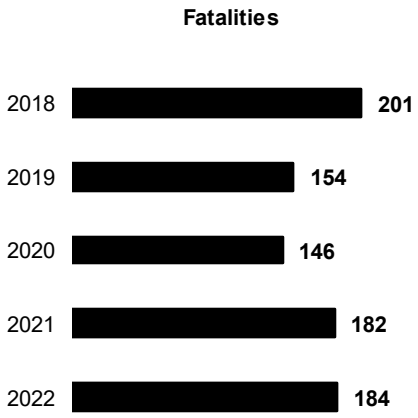
- Pedestrian-related crashes represent 2.8% of the total reported traffic crashes; however, they account for 15,6% of all traffic crash fatalities. (See also ***Pennsylvania County Crashes***, pages 62, 63, and 68.)

- Bicycle crashes represent 0.7% of the total reported crashes and 1.3% of all traffic fatalities. Although these percentages are small, they still represent 15 bicyclist fatalities and 801 injuries in 2022.

Pedestrian Crashes—Five-Year Trends

Reported crashes involving pedestrians have increased slightly over the last two years. Pedestrian fatalities have fluctuated over the last five years and increased slightly in the past year.

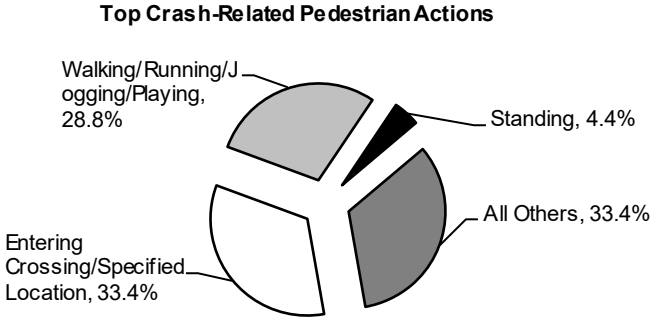


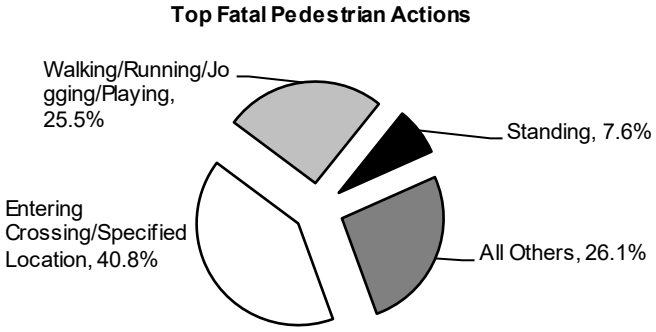


Year	Total Crashes	Fatalities
2018	4,129	201
2019	4,101	154
2020	2,831	146
2021	3,100	182
2022	3,211	184

Pedestrian-Related Crashes

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

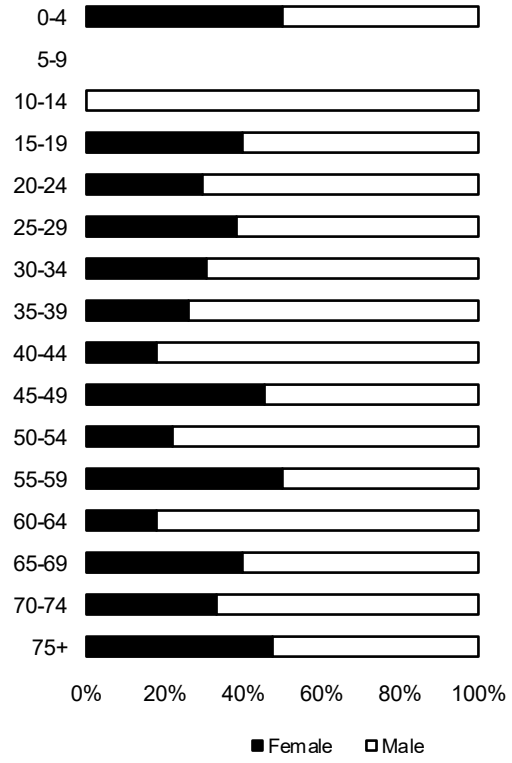




Pedestrian Action	Fatalities	Pedestrians Involved
Entering Crossing/Specified Location	75	1,128
Walking/Running/Jogging/Playing	47	973
Working	3	82
Working on Vehicle	2	24
Standing	14	150
Pedestrian was Distracted	6	141
Approaching/Leaving a Vehicle	5	95
Other/Unknown	32	785
TOTAL	**184**	**3,378**

Pedestrian Fatalities by Age and Sex

Pedestrians ages 75 and over represent a sizable portion of pedestrian fatalities as displayed in the chart below. Overall, male pedestrian fatalities consisted of 66% of all pedestrian fatalities and were less than in 2021 (71%). ***Note:*** Pedestrians of unknown sex or not applicable to traditional categories are not included in the numbers below.



Age Group	Female	Male	Total
0-4	2	2	4
5-9	0	0	0
10-14	0	2	2
15-19	4	6	10
20-24	3	7	10
25-29	5	8	13
30-34	4	9	13
35-39	5	14	19
40-44	2	9	11
45-49	5	6	11
50-54	2	7	9
55-59	6	6	12
60-64	4	18	22
65-69	4	6	10
70-74	5	10	15
75 and over	11	12	23
Unknown	0	0	0
TOTAL	**62**	**122**	**184**

Pedestrian Injury Severity by Municipality Type

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

Municipality Type	Fatalities	Injuries	Non-Injury	Total
City	87 (47.3%)	1,860 (58.9%)	22 (64.7%)	**1,969 (58.3%)**
Borough/Town	22 (12.0%)	509 (16.1%)	4 (11.8%)	**535 (15.8%)**
Township	75 (40.8%)	791 (25.0%)	8 (23.5%)	**874 (25.9%)**
Other	0 (0.0%)	0 (0.0%)	0 (0.0%)	**0 (0.0%)**
TOTAL	**184 (100.0%)**	**3,160 (100.0%)**	**34 (100.0%)**	**3,378 (100.0%)**

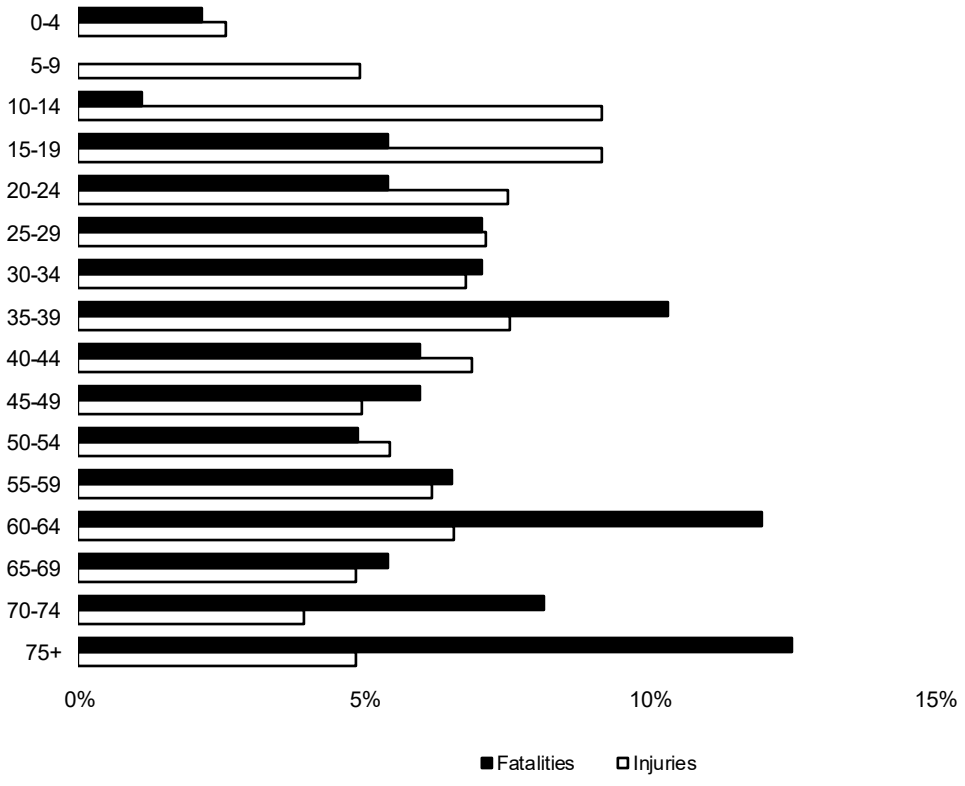
Note: "Other" includes colleges/universities, parks, etc.

Pedestrian Fatalities and Injuries by Age

Elderly pedestrians, although involved in fewer pedestrian crashes, are more likely to be fatally injured if struck by a moving vehicle. Younger pedestrians (age 19 and under) account for 25.9% of the pedestrian injuries.

Note: The totals in the table do not include an additional 34 pedestrians who were not fatally injured or injured or where their injury severity was unknown.

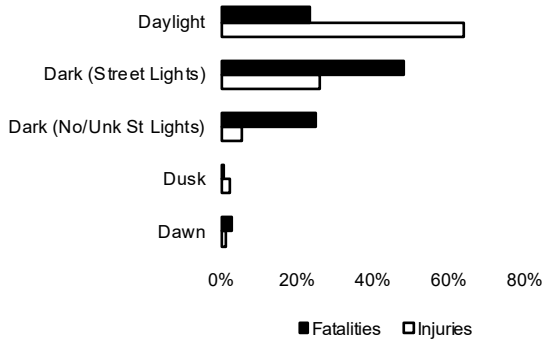
Pedestrian Age	Fatalities	Injuries
0-4	4 (2.2%)	81 (2.6%)
5-9	0 (0.0%)	156 (4.9%)
10-14	2 (1.1%)	289 (9.2%)
15-19	10 (5.4%)	290 (9.2%)
20-24	10 (5.4%)	237 (7.5%)
25-29	13 (7.1%)	225 (7.1%)
30-34	13 (7.1%)	214 (6.8%)
35-39	19 (10.3%)	239 (7.6%)
40-44	11 (6.0%)	217 (6.9%)
45-49	11 (6.0%)	157 (5.0%)
50-54	9 (4.9%)	172 (5.4%)
55-59	12 (6.5%)	195 (6.2%)
60-64	22 (12.0%)	208 (6.6%)
65-69	10 (5.4%)	153 (4.8%)
70-74	15 (8.2%)	125 (4.0%)
75 and over	23 (12.5%)	154 (4.9%)
Unknown	0 (0.0%)	48 (1.5%)
TOTAL	**184 (100.0%)**	**3,160 (100.0%)**



Peds & Bikes

Pedestrian Fatalities and Injuries by Light Level

The majority of pedestrians were injured in daylight (64.2%), but more pedestrian fatalities occurred during non-daylight hours (76.6%). As shown in the bar chart, pedestrians were more likely to be fatally injured if struck in a non-daylight crash as compared to a day crash.

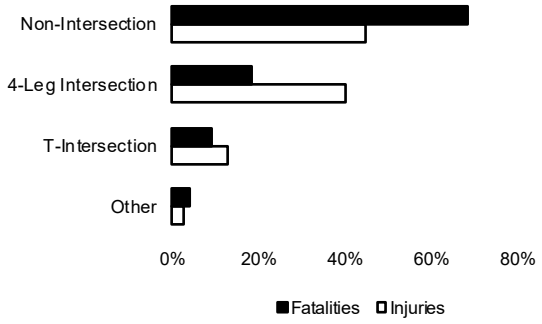


Light Level	Fatalities	Injuries
Dawn	5 (2.7%)	40 (1.3%)
Daylight	43 (23.4%)	2,028 (64.2%)
Dark (Street Lights)	89 (48.4%)	820 (26.0%)
Dark (No/Unk St Lights)	46 (25.0%)	178 (5.6%)
Dusk	1 (0.5%)	77 (2.4%)
Other/Unknown	0 (0.0%)	17 (0.5%)
TOTAL	**184 (100.0%)**	**3,160 (100.0%)**

Note: The totals in the table do not include an additional 34 pedestrians who were not fatally injured or injured or where their injury severity was unknown.

Pedestrian Fatalities and Injuries by Intersection Type

68.5% of pedestrian fatalities and 44.6% of pedestrian injuries occurred in areas other than intersections. "Non-intersections" as used below includes mid-block crossings, driveway crossings, etc.

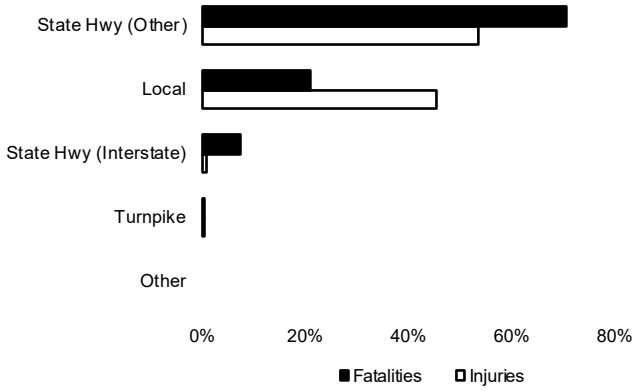


Intersection	Fatalities	Injuries
Non-Intersection	126 (68.5%)	1,410 (44.6%)
4-Leg Intersection	34 (18.5%)	1,261 (39.9%)
T-Intersection	17 (9.2%)	405 (12.8%)
Other	7 (3.8%)	84 (2.7%)
TOTAL	**184 (100.0%)**	**3,160 (100.0%)**

Note: The totals in the table do not include an additional 34 pedestrians who were not fatally injured or injured or where their injury severity was

*Pedestrian Fatalities and Injuries by Road Type**

As the graph shows, 45.4% of pedestrians were injured on local roads, whereas 70.7% of pedestrian fatalities occurred on non-interstate state roadways.



Note: The totals in the table do not include an additional 34 pedestrians who were not fatally injured or injured or where their injury severity was unknown.

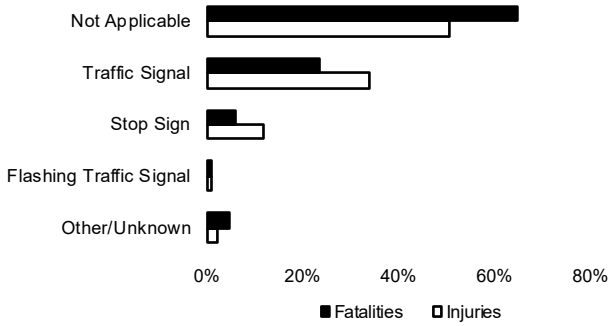
Road Type	Fatalities	Injuries
State Hwy (Other)	130 (70.7%)	1,695 (53.6%)
Local	39 (21.2%)	1,433 (45.4%)
State Hwy (Interstate)	14 (7.6%)	28 (0.9%)
Turnpike	1 (0.5%)	4 (0.1%)
Other	0 (0.0%)	0 (0.0%)
TOTAL	**184 (100.0%)**	**3,160 (100.0%)**

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

Peds & Bikes

Pedestrian Fatalities and Injuries

As the graph shows, most pedestrian fatalities and injuries occurred in areas without traffic control devices (TCDs). These areas accounted for 119 pedestrian fatalities and 1,601 injuries.



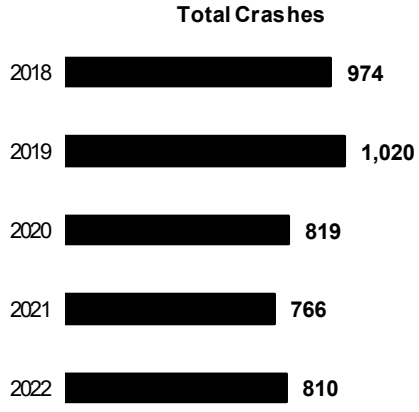
Note: The totals in the table do not include an additional 34 pedestrians who were not fatally injured or injured or where their injury severity was unknown.

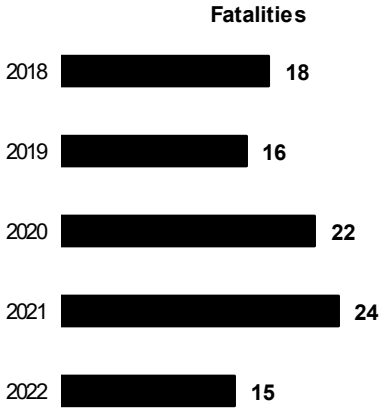
Traffic Control Device	Fatalities	Injuries
Not Applicable	119 (64.7%)	1,601 (50.7%)
Traffic Signal	43 (23.4%)	1,078 (34.1%)
Stop Sign	11 (6.0%)	375 (11.9%)
Flashing Traffic Signal	2 (1.1%)	32 (1.0%)
Other/Unknown	9 (4.9%)	74 (2.3%)
TOTAL	**184 (100.0%)**	**3,160 (100.0%)**

Bicycle Crashes—Five-Year Trends

The total number of bicycle crashes increased in 2022 but has been trending downward over the last 5 years; bicycle fatalities have fluctuated over the same time period, however 2022 was the lowest with 15 in the 5-year span.

Year	Total Crashes	Fatalities
2018	974	18
2019	1,020	16
2020	819	22
2021	766	24
2022	810	15





Bicycle Fatalities and Injuries by Age

Children ages 0 to 14 are some of the most vulnerable to fatal injury and injury while riding a bicycle. Close to a fifth of the bicyclist injuries were suffered by this age group. Only one of the 15 bicyclist fatalities were in this age group. Another vulnerable group, persons ages 15 to 19, suffered no fatalities, but accounted for 13.2% of the total injuries.

Victim's Age	Fatalities	Injuries
0-4	0 (0.0%)	3 (0.4%)
5-9	1 (6.7%)	36 (4.5%)
10-14	0 (0.0%)	110 (13.7%)
15-19	0 (0.0%)	106 (13.2%)
20-34	4 (26.7%)	194 (24.2%)
35-44	5 (33.3%)	114 (14.2%)
45-54	1 (6.7%)	83 (10.4%)
55-64	2 (13.3%)	91 (11.4%)
65-74	1 (6.7%)	36 (4.5%)
75+	1 (6.7%)	17 (2.1%)
Unknown	0 (0.0%)	11 (1.4%)
TOTAL	**15 (100.0%)**	**801 (100.0%)**

The totals in the table do not include an additional 6 bicyclists who were not fatally injured or injured or where their injury severity was unknown.

Bicycle Fatalities and Injuries by Light Level

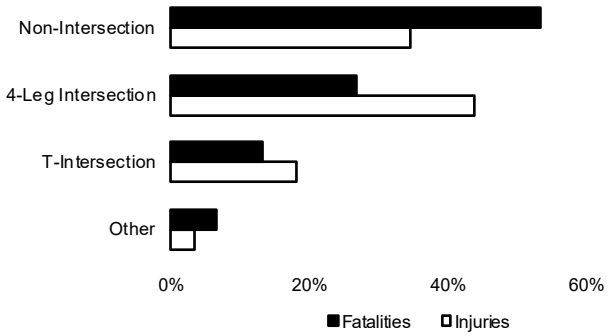
The majority of bicyclists' injuries occurred during daylight hours. However, close to half of the fatalities occurred during non-daylight conditions. These fatalities totaled 47% of total bicyclists' fatalities in 2022 compared to 58% in 2021.

Light Level	Fatalities	Injuries
Dawn	0 (0.0%)	7 (0.9%)
Daylight	8 (53.3%)	609 (76.0%)
Dark (Street Lights)	5 (33.3%)	128 (16.0%)
Dark (No/Unk St Lights)	1 (6.7%)	33 (4.1%)
Dusk	1 (6.7%)	22 (2.8%)
Other/Unknown	0 (0.0%)	2 (0.3%)
TOTAL	**15 (100.0%)**	**801 (100.0%)**

Note: The totals in the table do not include an additional 6 bicyclists who were not fatally injured or injured or where their injury severity was unknown.

Bicycle Fatalities and Injuries by Intersection

In 2022, the majority of bicyclists were injured at intersections, but over a half were fatally injured at non-intersections.



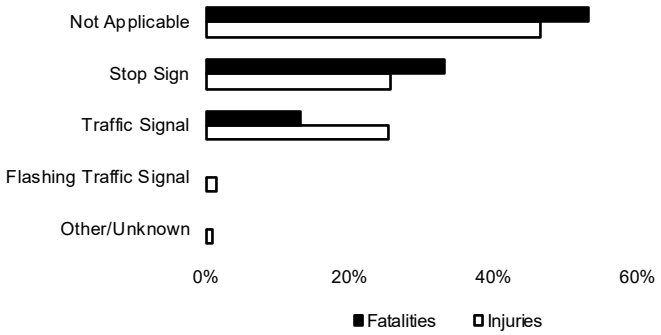
Intersection	Fatalities	Injuries
Non-Intersection	8 (53.3%)	277 (34.6%)
4-Leg Intersection	4 (26.7%)	350 (43.7%)
T-Intersection	2 (13.3%)	146 (18.2%)
Other	1 (6.7%)	28 (3.5%)
TOTAL	**15 (100.0%)**	**801 (100.0%)**

Note: The totals in the table do not include an additional 6 bicyclists who were not fatally injured or injured or where their injury severity was unknown.

Bicycle Fatalities and Injuries by Traffic Control Device

In 2022, injuries occurred more often at traffic control devices (TCD) than where there were no controls, but 53% of fatalities occurred where there were no controls.

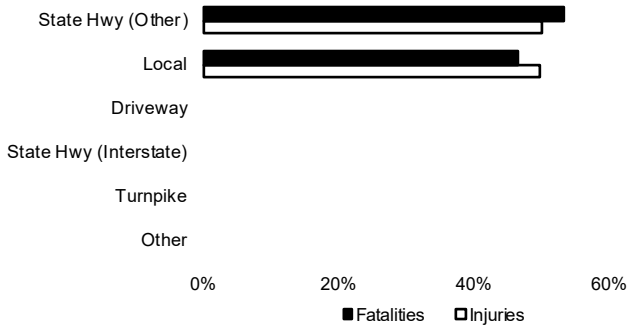
Traffic Control Device	Fatalities	Injuries
Not Applicable	8 (53.3%)	372 (46.4%)
Stop Sign	5 (33.3%)	206 (25.7%)
Traffic Signal	2 (13.3%)	204 (25.5%)
Flashing Traffic Signal	0 (0.0%)	12 (1.5%)
Other/Unknown	0 (0.0%)	7 (0.9%)
TOTAL	**15 (100.0%)**	**801 (100.0%)**



Note: The totals in the table do not include an additional 6 bicyclists who were not fatally injured or injured or where their injury severity was unknown.

Bicycle Fatalities and Injuries by Road Type*

53% of the fatalities of bicyclists occurred on state roads in 2022, while 50% of the injuries occurred on non-state roads.



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

Note: The totals in the table do not include an additional 6 bicyclists who were not fatally injured or injured or where their injury severity was unknown.

Road Type	Fatalities	Injuries
State Hwy (Other)	8 (53.3%)	402 (50.2%)
Local	7 (46.7%)	399 (49.8%)
Driveway	0 (0.0%)	0 (0.0%)
State Hwy (Interstate)	0 (0.0%)	0 (0.0%)
Turnpike	0 (0.0%)	0 (0.0%)
Other	0 (0.0%)	0 (0.0%)
TOTAL	**15 (100.0%)**	**801 (100.0%)**

Crashes by Motor Vehicle Type

Vehicle Crashes by Vehicle Types

	Fatal Crashes	Injury Crashes	PDO Crashes	Total Crashes
Passenger Car	44.5% 486 crashes	61.1% 29,988 crashes	62.6% 41,181 crashes	61.8% 71,655 crashes
Lt Trk/Van/SUV	53.5% 584 crashes	58.4% 28,647 crashes	56.4% 37,078 crashes	57.2% 66,309 crashes
Heavy Truck	13.3% 145 crashes	6.0% 2,962 crashes	6.7% 4,415 crashes	6.5% 7,522 crashes
Bicycle	1.4% 15 crashes	1.6% 794 crashes	0.0% 0 crashes	0.7% 810 crashes
Motorcycle	19.5% 213 crashes	6.0% 2,918 crashes	0.4% 238 crashes	2.9% 3,369 crashes
School Bus	0.1% 1 crashes	0.3% 146 crashes	0.2% 124 crashes	0.2% 271 crashes
Commercial Bus	0.6% 7 crashes	0.6% 307 crashes	0.2% 144 crashes	0.4% 458 crashes
Other	3.2% 35 crashes	2.5% 1,228 crashes	1.3% 854 crashes	1.8% 2,117 crashes

The percentages in the table above compare the number of crashes with the total number of crashes in the crash severity category (for example, passenger cars were involved in 44.5% of all fatal injury crashes). Percentage totals exceed 100% due to multiple vehicle crashes.

Vehicle Crashes—Single Vehicle Hitting Fixed Objects

Crashes in Which a Single Vehicle Hit a Fixed Object: 33,880

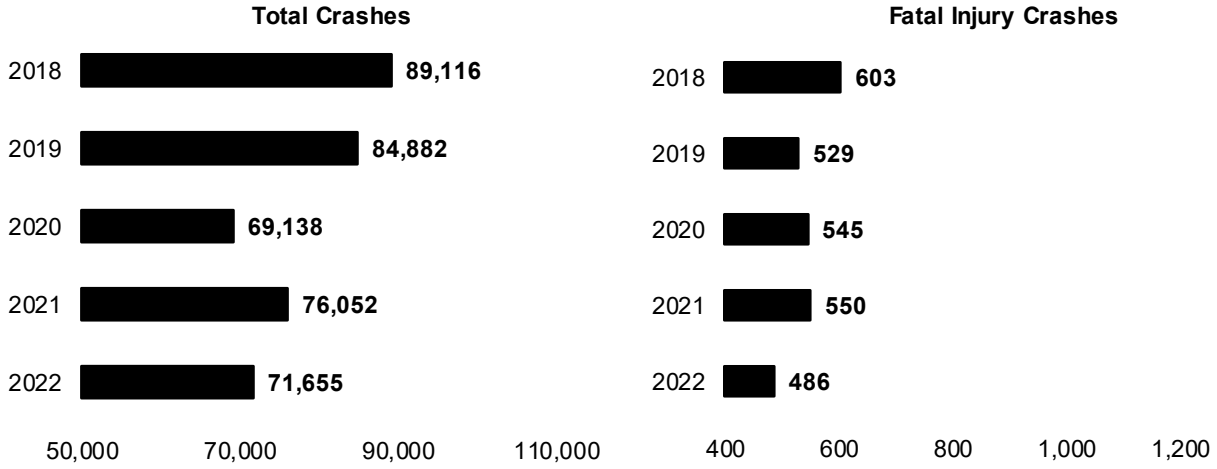
Passenger Car	17,937	52.9%
Lt Trk/Van/SUV	14,055	41.5%
Heavy Truck	1,178	3.5%
Motorcycle	586	1.7%
School Bus	17	0.1%
Commercial Bus	17	0.1%
Other	90	0.3%

Vehicle Crashes—Two-Vehicle Collisions

	Vehicle Struck								
Striking Vehicle	**Passenger Car**	**Heavy Truck**	**Lt Trk/ Vn/Sv**	**Motor-cycle**	**Bicycle**	**School Bus**	**Commer-cial Bus**	**Other/ Unknown**	**Total**
Passenger Car	13,056	1,149	12,212	263	251	56	94	195	**27,276**
Lt Trk/Van/SUV	9,288	1,196	12,263	234	221	68	96	179	**23,545**
Heavy Truck	959	357	817	14	11	6	7	15	**2,186**
Motorcycle	397	28	480	61	6	2	3	10	**987**
Bicycle	102	5	134	1	0	0	0	3	**245**
School Bus	30	2	31	1	3	2	2	1	**72**
Commercial Bus	51	1	51	1	4	1	0	1	**110**
Other/Unknown	434	30	317	19	35	0	7	13	**855**

Passenger Car Crashes—Five-Year Trends

Total passenger car crashes in 2022 were the second lowest in the last five years and fatal crashes in 2022 were the lowest in the last five years.

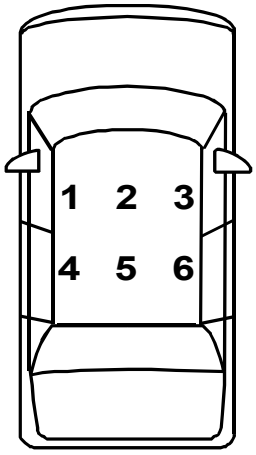


Passenger Car Fatalities by Seating Position

In 2022, 31% of crash fatalities involved passenger car occupants. The table below depicts the passenger car fatalities in 2022 by seating position.

Total Fatalities
364

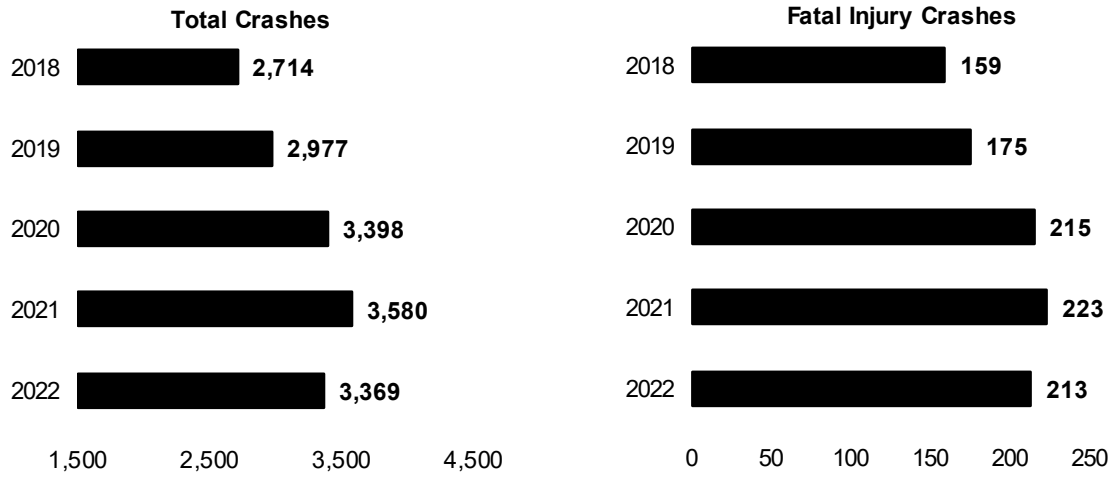
Drivers **289 (79.4%)**			1 →
Total Passengers **65 (17.9%)**	*Center Front* **0 (0.0%)**		2 →
	Right Front **51 (14.0%)**		3 →
	Left Rear **4 (1.1%)**		4 →
	Center Rear **3 (0.8%)**		5 →
	Right Rear **7 (1.9%)**		6 →
Others **10 (2.8%)**			



"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 2022, total motorcycle crashes decreased 5.9% from 2021 while motorcycle fatal injury crashes decreased 4.6% from 2021.



Year	Fatalities
2018	164
2019	174
2020	217
2021	226
2022	217
TOTAL	**998**

Motorcycle Fatalities—Five-Year Trends

Of the 217 fatalities in 2022 involving motorcycle drivers or passengers:

- 207 (95.4%) were drivers
- 10 (4.6%) were passengers

Crashes by Vehicle

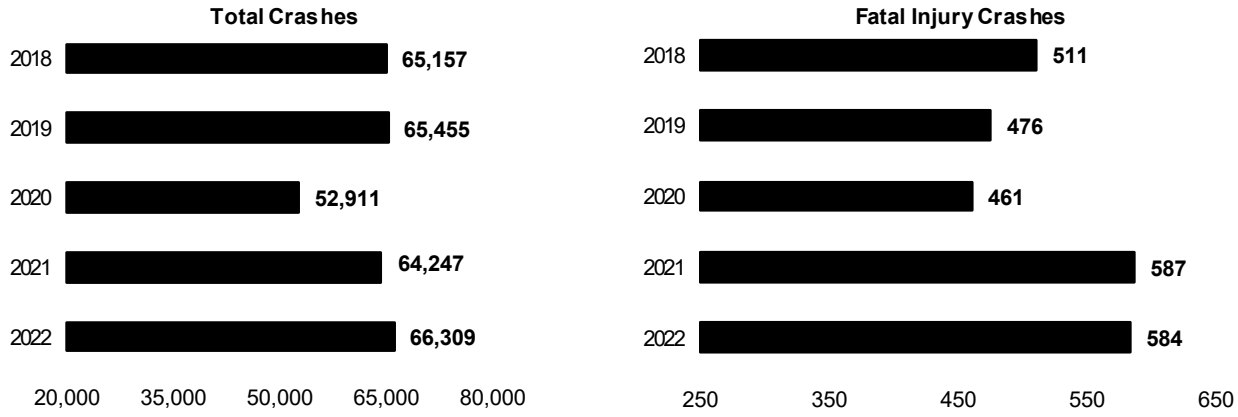
Motorcycle Helmet Use in Crashes

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

	Fatalities	Injuries	Not Injured	Total Motorcyclists
Helmets	107 (49.3%)	1,734 (55.1%)	208 (52.9%)	2,049 (54.5%)
No Helmets	103 (47.5%)	1,264 (40.2%)	130 (33.1%)	1,497 (39.8%)
Unknown	7 (3.2%)	150 (4.8%)	55 (14.0%)	212 (5.6%)
TOTAL	**217 (100.0%)**	**3,148 (100.0%)**	**393 (100.0%)**	**3,758 (100.0%)**

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

Pickups, minivans, and sport utility vehicles have become more popular over the last 20 years. Crashes involving these vehicles increased 3.2% in 2022 from 2021. Fatal crashes involving these vehicles decreased 0.5% from 2021.



Light Truck / SUV / Van Rollovers Compared to Passenger Cars

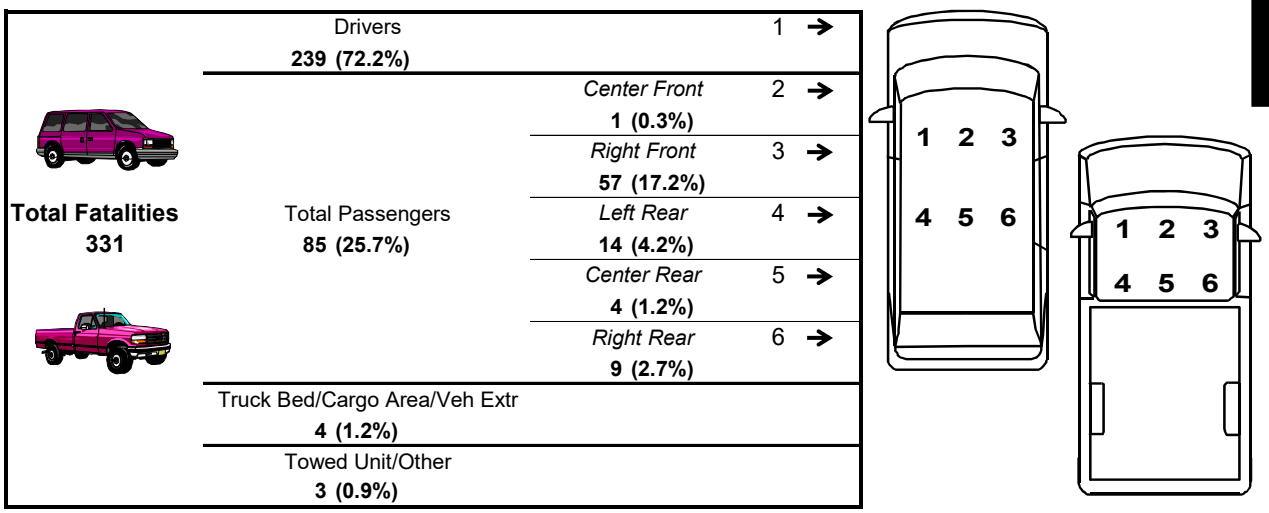
- The percentage of 2022 light truck / SUV / van crashes were higher than passenger cars in crashes involving rollovers (4.5% of all light truck / SUV / van crashes compared to 3.1% of all passenger car crashes).

	Rollover Crashes	Rollover Fatalities
Lt Trk/Van/SUV	2,991 (4.5%)	85 (25.7%)
Passenger Cars	2,218 (3.1%)	65 (17.9%)

- In 2022 rollover crashes, the percentage of light truck / SUV / van occupant fatalities were 43% higher than passenger car occupant fatalities (25.7% of fatalities compared to 17.9%).

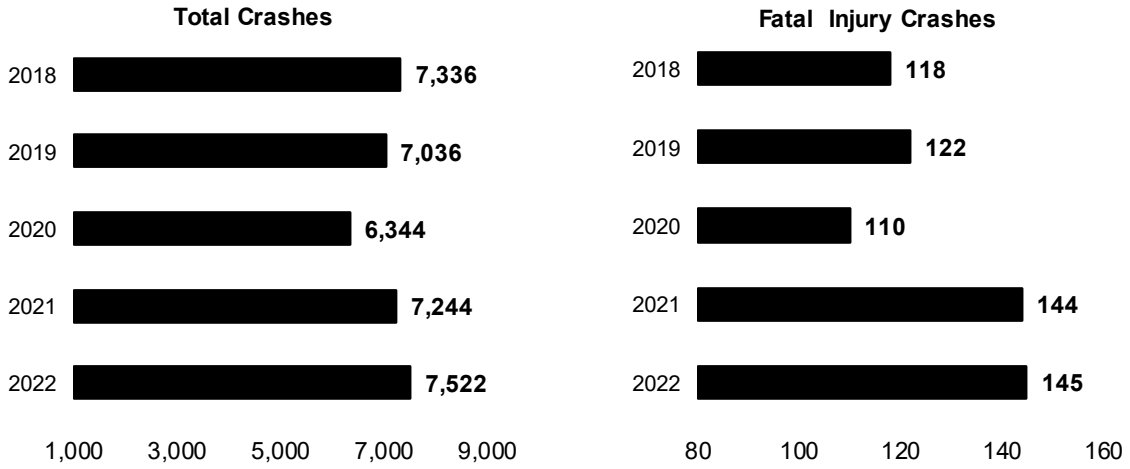
Light Truck / SUV / Van Fatalities by Seating Position

In 2022, 28.1% of crash fatalities involved occupants in light trucks, vans, and sport utility vehicles. The table below depicts these fatalities in 2022 by seating position.



Heavy Truck Crashes—Five Year Trends

Total crashes involving heavy trucks in 2022 were the highest in the last 5 years. Fatal injury crashes in 2022 were also the highest over the last 5 years.



Heavy Truck Crashes Involving Vehicle Failures

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

Vehicle Defect	Crashes
Tire/Wheel-Related	116
Brake-Related	94
Unsecure Trailer/Overloaded	48
Power Train Failure	17
Total Steering System Failure	17
Trailer Hitch/Improper Towing	5
Exhaust System Failure	4
Other Failure	4
Suspension	3
Vehicle Lighting Related	2

*Heavy Truck Crashes by Road Type**

Road Type	Crashes	Occupant Fatalities
State Hwy (Interstate)	2,059 (27.4%)	19 (42.2%)
State Hwy (Other)	4,101 (54.5%)	19 (42.2%)
Turnpike	551 (7.3%)	4 (8.9%)
Local Road	810 (10.8%)	3 (6.7%)
Other	1 (0.0%)	0 (0.0%)
TOTAL	**7,522 (100.0%)**	**45 (100.0%)**

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

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

Hazardous Material Crashes by Road Type

Road Type	Crashes	HazMat Released
State Hwy (Interstate)	33 (25.2%)	5 (25.0%)
State Hwy (Other)	78 (59.5%)	8 (40.0%)
Turnpike	8 (6.1%)	4 (20.0%)
Local Road	12 (9.2%)	3 (15.0%)
Other	0 (0.0%)	0 (0.0%)
TOTAL	**131 (100.0%)**	**20 (100.0%)**

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

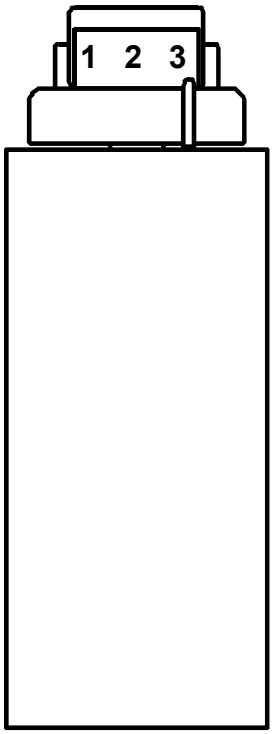
*Crashes on this page occurring at locations involving multiple road types are listed once, ranked from highest class to lowest: Interstate/Turnpike, Non-Interstate State Road, and then Local.

Heavy Truck Fatalities by Seating Position

In 2022, only 3.8% of crash fatalities involved heavy truck occupants. The table below depicts the heavy truck fatalities in 2022 by seating position.

Total Fatalities
45

Drivers **35 (77.8%)**		1 →
Total Passengers **6 (13.3%)**	*Center Front* **0 (0.0%)**	2 →
	Right Front **6 (13.3%)**	3 →
Others **4 (8.9%)**		

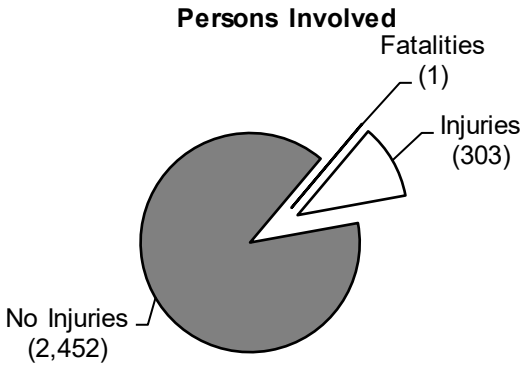


"Others" might be persons in the sleeping compartment; persons in the cargo trailer; or someone on, or attached to, the outside of the truck.

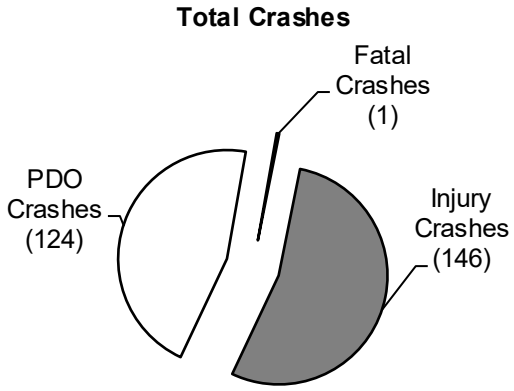
School Bus Crashes

Of the almost 2,800 persons involved in school bus crashes in 2022, only 1 was fatally injured, and 89% suffered no injury at all. See the tables at the bottom of page 57 for a breakdown of the persons involved. As shown, none were school bus occupants.

Total persons involved: **2,756**



Just over half (53.9%) of school bus crashes in 2022 were injury crashes. However, as the pie chart above shows, most persons involved in school bus crashes suffer no injuries at all.



*School Bus Crashes by Road Type**

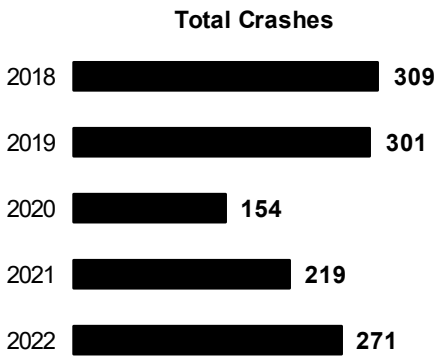
Road Type	Crashes	
State Hwy (Interstate)	6	2.2%
State Hwy (Other)	187	69.0%
Turnpike	1	0.4%
Local Road	77	28.4%
Other	0	0.0%
TOTAL	**271**	**100.0%**

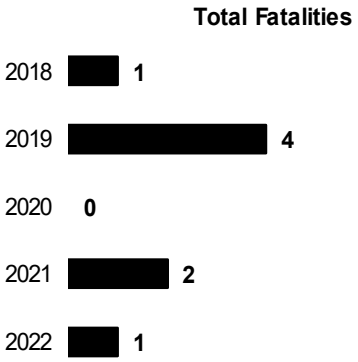
Note: "State Highway (Other)" includes state-maintained roads that are not designated as interstates.

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

School Bus Crashes—Five-Year Trends

The total number of school bus crashes increased but the involved fatalities decreased in 2022. School bus related fatalities were 0.1% of total fatalities in 2022. None of the persons fatally injured were a school bus passenger at the time of the crash.





Year	Crash Severity				Fatalities	Injuries
	Fatal	*Injury*	*PDO*	***Total***		
2018	1	157	151	309	1	333
2019	4	151	146	301	4	329
2020	0	68	86	154	0	146
2021	1	109	109	219	2	231
2022	1	146	124	271	1	303
TOTAL	**7**	**631**	**616**	**1,254**	**8**	**1,342**

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

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

FATALITIES Year	School Bus Drivers	School Bus Passengers	School-Age Pedestrians	Other Pedestrians	Driver/ Passenger of Other Vehicle	Other/ Unknown	Total Fatalities
2018	0	0	0	1	0	0	**1**
2019	0	0	0	1	3	0	**4**
2020	0	0	0	0	0	0	**0**
2021	1	1	0	0	0	0	**2**
2022	0	0	0	0	1	0	**1**
TOTAL	**1**	**1**	**0**	**2**	**4**	**0**	**8**

INJURIES Year	School Bus Drivers	School Bus Passengers	School-Age Pedestrians	Other Pedestrians	Driver/ Passenger of Other Vehicle	Other/ Unknown	Total Injuries
2018	34	168	2	5	115	9	**333**
2019	24	188	4	7	99	7	**329**
2020	14	74	0	3	55	0	**146**
2021	20	112	2	4	88	5	**231**
2022	25	159	7	8	95	9	**303**
TOTAL	**117**	**701**	**15**	**27**	**452**	**30**	**1,342**

Pennsylvania County Crashes

County Overview

The Commonwealth of Pennsylvania consists of 67 counties. Each county includes local municipalities, a combination of cities, boroughs, first class townships, and/or second-class townships. In total, there are approximately 2,500 municipalities throughout the 67 counties. In 2022, Pennsylvania's total population was 12,972,008 people.

The ten most populated counties were:

Philadelphia (12.1%)	Allegheny (9.5%)	Montgomery (6.7%)
Bucks (5.0%)	Delaware (4.4%)	Lancaster (4.3%)
Chester (4.2%)	York (3.6%)	Berks (3.3%)
Lehigh (2.9%)	*See page 59.*	

The ten least populated counties were:

Cameron (0.03%)	Sullivan (0.05%)	Forest (0.05%)
Fulton (0.11%)	Potter (0.13%)	Montour (0.14%)
Juniata (0.18%)	Wyoming (0.20%)	Elk (0.23%)
Greene (0.27%)	*See page 59.*	

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

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

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

Allegheny (5.90%)	Montgomery (3.66%)	Lancaster (3.63%)
York (3.44%)	Chester (3.37%)	Bucks (3.24%)
Westmoreland (3.07%)	Berks (3.07%)	Philadelphia (2.83%)
Erie (2.28%)		

The ten counties with the most reported traffic crashes were:

Allegheny (9.9%)	Philadelphia (7.5%)	Montgomery (7.0%)
Bucks (4.8%)	Lancaster (4.8%)	Berks (4.3%)
Lehigh (4.2%)	Delaware (4.2%)	York (3.9%)
Chester (3.8%)	*See page 59.*	

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

Philadelphia (12.1%)	Lancaster (4.8%)	Allegheny (7.1%)
Bucks (4.4%)	Montgomery (4.3%)	Berks (4.0%)
York (3.1%)	Luzerne (2.8%)	Westmoreland (2.7%)
Lehigh (2.6%)	*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, 2021 information was used.

Pennsylvania Crashes by County

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

County	Population	Fatal InjuryCrashes	Injury Crashes	PDO Crashes	Total Crashes
Adams	106,027 (0.8%)	9 (0.8%)	376 (0.8%)	523 (0.8%)	**908 (0.8%)**
Allegheny	1,233,253 (9.5%)	83 (7.6%)	4,418 (9.0%)	7,023 (10.7%)	**11,524 (9.9%)**
Armstrong	64,747 (0.5%)	9 (0.8%)	202 (0.4%)	261 (0.4%)	**472 (0.4%)**
Beaver	165,677 (1.3%)	13 (1.2%)	478 (1.0%)	811 (1.2%)	**1,302 (1.1%)**
Bedford	47,418 (0.4%)	8 (0.7%)	231 (0.5%)	449 (0.7%)	**688 (0.6%)**
Berks	430,449 (3.3%)	46 (4.2%)	1,946 (4.0%)	2,982 (4.5%)	**4,974 (4.3%)**
Blair	121,032 (0.9%)	12 (1.1%)	469 (1.0%)	774 (1.2%)	**1,255 (1.1%)**
Bradford	59,866 (0.5%)	8 (0.7%)	188 (0.4%)	317 (0.5%)	**513 (0.4%)**
Bucks	645,054 (5.0%)	50 (4.6%)	2,455 (5.0%)	3,028 (4.6%)	**5,533 (4.8%)**
Butler	197,300 (1.5%)	16 (1.5%)	605 (1.2%)	975 (1.5%)	**1,596 (1.4%)**
Cambria	131,441 (1.0%)	12 (1.1%)	377 (0.8%)	607 (0.9%)	**996 (0.9%)**
Cameron	4,418 (0.0%)	0 (0.0%)	14 (0.0%)	22 (0.0%)	**36 (0.0%)**
Carbon	65,460 (0.5%)	7 (0.6%)	240 (0.5%)	451 (0.7%)	**698 (0.6%)**
Centre	158,425 (1.2%)	16 (1.5%)	441 (0.9%)	667 (1.0%)	**1,124 (1.0%)**
Chester	545,823 (4.2%)	27 (2.5%)	1,585 (3.2%)	2,761 (4.2%)	**4,373 (3.8%)**
Clarion	37,346 (0.3%)	10 (0.9%)	148 (0.3%)	264 (0.4%)	**422 (0.4%)**
Clearfield	77,904 (0.6%)	13 (1.2%)	303 (0.6%)	439 (0.7%)	**755 (0.7%)**
Clinton	37,931 (0.3%)	8 (0.7%)	129 (0.3%)	227 (0.4%)	**364 (0.3%)**
Columbia	64,926 (0.5%)	9 (0.8%)	251 (0.5%)	448 (0.7%)	**708 (0.6%)**
Crawford	82,670 (0.6%)	15 (1.4%)	284 (0.6%)	487 (0.7%)	**786 (0.7%)**
Cumberland	268,579 (2.1%)	14 (1.3%)	965 (2.0%)	1,439 (2.2%)	**2,418 (2.1%)**
Dauphin	288,800 (2.2%)	26 (2.4%)	1,173 (2.4%)	1,606 (2.4%)	**2,805 (2.4%)**
Delaware	575,182 (4.4%)	23 (2.1%)	2,214 (4.5%)	2,663 (4.1%)	**4,900 (4.2%)**
Elk	30,477 (0.2%)	2 (0.2%)	98 (0.2%)	131 (0.2%)	**231 (0.2%)**
Erie	267,689 (2.1%)	27 (2.5%)	1,092 (2.2%)	1,404 (2.1%)	**2,523 (2.2%)**
Fayette	125,755 (1.0%)	17 (1.6%)	427 (0.9%)	618 (0.9%)	**1,062 (0.9%)**
Forest	6,626 (0.1%)	3 (0.3%)	18 (0.0%)	32 (0.1%)	**53 (0.1%)**
Franklin	156,902 (1.2%)	14 (1.3%)	593 (1.2%)	926 (1.4%)	**1,533 (1.3%)**
Fulton	14,533 (0.1%)	2 (0.2%)	85 (0.2%)	156 (0.2%)	**243 (0.2%)**
Greene	34,663 (0.3%)	3 (0.3%)	132 (0.3%)	178 (0.3%)	**313 (0.3%)**
Huntingdon	43,281 (0.3%)	7 (0.6%)	147 (0.3%)	213 (0.3%)	**367 (0.3%)**
Indiana	82,957 (0.6%)	7 (0.6%)	239 (0.5%)	399 (0.6%)	**645 (0.6%)**
Jefferson	43,794 (0.3%)	3 (0.3%)	145 (0.3%)	216 (0.3%)	**364 (0.3%)**
Juniata	23,339 (0.2%)	3 (0.3%)	109 (0.2%)	110 (0.2%)	**222 (0.2%)**
Lackawanna	215,615 (1.7%)	21 (1.9%)	1,046 (2.1%)	1,292 (2.0%)	**2,359 (2.0%)**
Lancaster	556,629 (4.3%)	52 (4.8%)	2,212 (4.5%)	3,307 (5.0%)	**5,571 (4.8%)**
Lawrence	84,849 (0.7%)	7 (0.6%)	292 (0.6%)	359 (0.6%)	**658 (0.6%)**
Lebanon	144,011 (1.1%)	10 (0.9%)	570 (1.2%)	879 (1.3%)	**1,459 (1.3%)**
Lehigh	376,317 (2.9%)	27 (2.5%)	2,252 (4.6%)	2,641 (4.0%)	**4,920 (4.2%)**
Luzerne	326,369 (2.5%)	30 (2.8%)	1,472 (3.0%)	1,845 (2.8%)	**3,347 (2.9%)**
Lycoming	113,104 (0.9%)	11 (1.0%)	367 (0.8%)	514 (0.8%)	**892 (0.8%)**
McKean	39,866 (0.3%)	5 (0.5%)	104 (0.2%)	156 (0.2%)	**265 (0.2%)**
Mercer	109,220 (0.8%)	10 (0.9%)	395 (0.8%)	649 (1.0%)	**1,054 (0.9%)**
Mifflin	45,988 (0.4%)	7 (0.6%)	147 (0.3%)	247 (0.4%)	**401 (0.4%)**
Monroe	167,198 (1.3%)	20 (1.8%)	864 (1.8%)	1,348 (2.1%)	**2,232 (1.9%)**
Montgomery	864,683 (6.7%)	49 (4.5%)	3,502 (7.1%)	4,555 (6.9%)	**8,106 (7.0%)**
Montour	18,091 (0.1%)	1 (0.1%)	71 (0.1%)	107 (0.2%)	**179 (0.2%)**
Northampton	318,526 (2.5%)	21 (1.9%)	1,270 (2.6%)	1,672 (2.5%)	**2,963 (2.6%)**
Northumberland	90,133 (0.7%)	9 (0.8%)	261 (0.5%)	390 (0.6%)	**660 (0.6%)**
Perry	46,114 (0.4%)	5 (0.5%)	158 (0.3%)	231 (0.4%)	**394 (0.3%)**
Philadelphia	1,567,258 (12.1%)	134 (12.3%)	5,549 (11.3%)	3,031 (4.6%)	**8,714 (7.5%)**
Pike	60,558 (0.5%)	8 (0.7%)	223 (0.5%)	229 (0.4%)	**460 (0.4%)**
Potter	16,220 (0.1%)	2 (0.2%)	54 (0.1%)	70 (0.1%)	**126 (0.1%)**
Schuylkill	143,104 (1.1%)	15 (1.4%)	545 (1.1%)	744 (1.1%)	**1,304 (1.1%)**
Snyder	39,652 (0.3%)	5 (0.5%)	136 (0.3%)	209 (0.3%)	**350 (0.3%)**
Somerset	72,710 (0.6%)	9 (0.8%)	293 (0.6%)	431 (0.7%)	**733 (0.6%)**
Sullivan	5,855 (0.1%)	0 (0.0%)	28 (0.1%)	47 (0.1%)	**75 (0.1%)**
Susquehanna	38,074 (0.3%)	9 (0.8%)	143 (0.3%)	255 (0.4%)	**407 (0.4%)**
Tioga	41,106 (0.3%)	2 (0.2%)	123 (0.3%)	204 (0.3%)	**329 (0.3%)**
Union	42,744 (0.3%)	4 (0.4%)	129 (0.3%)	189 (0.3%)	**322 (0.3%)**
Venango	49,777 (0.4%)	7 (0.6%)	193 (0.4%)	299 (0.5%)	**499 (0.4%)**
Warren	37,808 (0.3%)	7 (0.6%)	126 (0.3%)	156 (0.2%)	**289 (0.3%)**
Washington	210,383 (1.6%)	13 (1.2%)	722 (1.5%)	1,048 (1.6%)	**1,783 (1.5%)**
Wayne	51,173 (0.4%)	6 (0.6%)	205 (0.4%)	261 (0.4%)	**472 (0.4%)**
Westmoreland	352,057 (2.7%)	32 (2.9%)	1,185 (2.4%)	1,846 (2.8%)	**3,063 (2.6%)**
Wyoming	26,014 (0.2%)	0 (0.0%)	100 (0.2%)	163 (0.3%)	**263 (0.2%)**
York	461,058 (3.6%)	32 (2.9%)	1,738 (3.5%)	2,690 (4.1%)	**4,460 (3.9%)**
TOTAL	**12,972,008 (100.0%)**	**1,092 (100.0%)**	**49,052 (100.0%)**	**65,794 (99.8%)**	**115,938 (99.9%)**

Crashes by County—Five-Year Trends

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

County	2018 Crashes	2019 Crashes	2020 Crashes	2021 Crashes	2022 Crashes
Adams	1,044 (0.8%)	929 (0.8%)	849 (0.8%)	886 (0.8%)	**908 (0.8%)**
Allegheny	12,369 (9.6%)	12,225 (9.6%)	9,818 (9.4%)	11,659 (9.9%)	**11,524 (9.9%)**
Armstrong	495 (0.4%)	488 (0.4%)	420 (0.4%)	461 (0.4%)	**472 (0.4%)**
Beaver	1,361 (1.1%)	1,385 (1.1%)	1,189 (1.1%)	1,297 (1.1%)	**1,302 (1.1%)**
Bedford	859 (0.7%)	755 (0.7%)	613 (0.6%)	665 (0.6%)	**688 (0.6%)**
Berks	5,118 (4.0%)	4,886 (4.0%)	4,357 (4.2%)	4,911 (4.2%)	**4,974 (4.3%)**
Blair	1,478 (1.2%)	1,451 (1.2%)	1,165 (1.1%)	1,312 (1.1%)	**1,255 (1.1%)**
Bradford	597 (0.5%)	583 (0.5%)	579 (0.6%)	566 (0.5%)	**513 (0.4%)**
Bucks	6,193 (4.8%)	6,103 (4.8%)	4,825 (4.6%)	5,648 (4.8%)	**5,533 (4.8%)**
Butler	1,874 (1.5%)	1,748 (1.5%)	1,507 (1.4%)	1,627 (1.4%)	**1,596 (1.4%)**
Cambria	1,205 (0.9%)	1,188 (0.9%)	957 (0.9%)	991 (0.8%)	**996 (0.9%)**
Cameron	53 (0.0%)	42 (0.0%)	32 (0.0%)	32 (0.0%)	**36 (0.0%)**
Carbon	749 (0.6%)	748 (0.6%)	623 (0.6%)	699 (0.6%)	**698 (0.6%)**
Centre	1,216 (1.0%)	1,191 (1.0%)	887 (0.9%)	1,041 (0.9%)	**1,124 (1.0%)**
Chester	4,924 (3.8%)	4,717 (3.8%)	3,488 (3.3%)	4,057 (3.4%)	**4,373 (3.8%)**
Clarion	423 (0.3%)	443 (0.3%)	367 (0.4%)	378 (0.3%)	**422 (0.4%)**
Clearfield	834 (0.7%)	747 (0.7%)	718 (0.7%)	716 (0.6%)	**755 (0.7%)**
Clinton	369 (0.3%)	360 (0.3%)	319 (0.3%)	362 (0.3%)	**364 (0.3%)**
Columbia	765 (0.6%)	684 (0.6%)	590 (0.6%)	672 (0.6%)	**708 (0.6%)**
Crawford	946 (0.7%)	937 (0.7%)	762 (0.7%)	908 (0.8%)	**786 (0.7%)**
Cumberland	2,605 (2.0%)	2,549 (2.0%)	2,029 (1.9%)	2,380 (2.0%)	**2,418 (2.1%)**
Dauphin	3,448 (2.7%)	3,188 (2.7%)	2,531 (2.4%)	2,958 (2.5%)	**2,805 (2.4%)**
Delaware	4,944 (3.9%)	4,926 (3.9%)	4,292 (4.1%)	5,025 (4.3%)	**4,900 (4.2%)**
Elk	298 (0.2%)	293 (0.2%)	223 (0.2%)	260 (0.2%)	**231 (0.2%)**
Erie	2,472 (1.9%)	2,624 (1.9%)	2,327 (2.2%)	2,548 (2.2%)	**2,523 (2.2%)**
Fayette	1,246 (1.0%)	1,079 (1.0%)	1,104 (1.1%)	1,063 (0.9%)	**1,062 (0.9%)**
Forest	72 (0.1%)	68 (0.1%)	59 (0.1%)	40 (0.0%)	**53 (0.1%)**
Franklin	1,546 (1.2%)	1,569 (1.2%)	1,283 (1.2%)	1,494 (1.3%)	**1,533 (1.3%)**
Fulton	278 (0.2%)	274 (0.2%)	235 (0.2%)	286 (0.2%)	**243 (0.2%)**
Greene	440 (0.3%)	420 (0.3%)	297 (0.3%)	320 (0.3%)	**313 (0.3%)**
Huntingdon	358 (0.3%)	392 (0.3%)	304 (0.3%)	322 (0.3%)	**367 (0.3%)**
Indiana	742 (0.6%)	723 (0.6%)	592 (0.6%)	666 (0.6%)	**645 (0.6%)**
Jefferson	413 (0.3%)	385 (0.3%)	378 (0.4%)	357 (0.3%)	**364 (0.3%)**
Juniata	265 (0.2%)	289 (0.2%)	229 (0.2%)	260 (0.2%)	**222 (0.2%)**
Lackawanna	2,687 (2.1%)	2,531 (2.1%)	2,119 (2.0%)	2,459 (2.1%)	**2,359 (2.0%)**
Lancaster	6,038 (4.7%)	5,955 (4.7%)	4,794 (4.6%)	5,625 (4.8%)	**5,571 (4.8%)**
Lawrence	770 (0.6%)	752 (0.6%)	596 (0.6%)	726 (0.6%)	**658 (0.6%)**
Lebanon	1,609 (1.3%)	1,534 (1.3%)	1,317 (1.3%)	1,609 (1.4%)	**1,459 (1.3%)**
Lehigh	4,713 (3.7%)	5,089 (3.7%)	4,186 (4.0%)	4,853 (4.1%)	**4,920 (4.2%)**
Luzerne	3,612 (2.8%)	3,418 (2.8%)	2,956 (2.8%)	3,377 (2.9%)	**3,347 (2.9%)**
Lycoming	1,115 (0.9%)	1,000 (0.9%)	869 (0.8%)	923 (0.8%)	**892 (0.8%)**
McKean	316 (0.3%)	326 (0.3%)	263 (0.3%)	270 (0.2%)	**265 (0.2%)**
Mercer	1,223 (1.0%)	1,129 (1.0%)	969 (0.9%)	1,172 (1.0%)	**1,054 (0.9%)**
Mifflin	469 (0.4%)	441 (0.4%)	361 (0.4%)	389 (0.3%)	**401 (0.4%)**
Monroe	2,461 (1.9%)	2,393 (1.9%)	1,977 (1.9%)	2,158 (1.8%)	**2,232 (1.9%)**
Montgomery	9,235 (7.2%)	9,113 (7.2%)	6,944 (6.7%)	7,915 (6.7%)	**8,106 (7.0%)**
Montour	218 (0.2%)	195 (0.2%)	160 (0.2%)	192 (0.2%)	**179 (0.2%)**
Northampton	2,975 (2.3%)	3,081 (2.3%)	2,510 (2.4%)	2,856 (2.4%)	**2,963 (2.6%)**
Northumberland	739 (0.6%)	712 (0.6%)	595 (0.6%)	664 (0.6%)	**660 (0.6%)**
Perry	538 (0.4%)	495 (0.4%)	405 (0.4%)	408 (0.4%)	**394 (0.3%)**
Philadelphia	11,003 (8.6%)	11,120 (8.6%)	10,108 (9.7%)	10,417 (8.8%)	**8,714 (7.5%)**
Pike	574 (0.5%)	562 (0.5%)	512 (0.5%)	482 (0.4%)	**460 (0.4%)**
Potter	141 (0.1%)	128 (0.1%)	121 (0.1%)	90 (0.1%)	**126 (0.1%)**
Schuylkill	1,358 (1.1%)	1,268 (1.1%)	1,187 (1.1%)	1,401 (1.2%)	**1,304 (1.1%)**
Snyder	392 (0.3%)	431 (0.3%)	288 (0.3%)	344 (0.3%)	**350 (0.3%)**
Somerset	822 (0.6%)	688 (0.6%)	650 (0.6%)	643 (0.6%)	**733 (0.6%)**
Sullivan	89 (0.1%)	67 (0.1%)	60 (0.1%)	56 (0.1%)	**75 (0.1%)**
Susquehanna	494 (0.4%)	462 (0.4%)	359 (0.3%)	428 (0.4%)	**407 (0.4%)**
Tioga	455 (0.4%)	406 (0.4%)	345 (0.3%)	304 (0.3%)	**329 (0.3%)**
Union	423 (0.3%)	367 (0.3%)	320 (0.3%)	343 (0.3%)	**322 (0.3%)**
Venango	502 (0.4%)	518 (0.4%)	520 (0.5%)	519 (0.4%)	**499 (0.4%)**
Warren	347 (0.3%)	317 (0.3%)	292 (0.3%)	334 (0.3%)	**289 (0.3%)**
Washington	2,038 (1.6%)	1,899 (1.6%)	1,458 (1.4%)	1,636 (1.4%)	**1,783 (1.5%)**
Wayne	541 (0.4%)	460 (0.4%)	384 (0.4%)	450 (0.4%)	**472 (0.4%)**
Westmoreland	3,325 (2.6%)	3,124 (2.6%)	2,543 (2.4%)	3,021 (2.6%)	**3,063 (2.6%)**
Wyoming	317 (0.3%)	270 (0.3%)	239 (0.2%)	257 (0.2%)	**263 (0.2%)**
York	4,793 (3.7%)	4,557 (3.7%)	3,972 (3.8%)	4,547 (3.9%)	**4,460 (3.9%)**
TOTAL	**128,420 (99.9%)**	**125,267 (99.9%)**	**104,475 (99.9%)**	**117,899 (99.9%)**	**115,938 (99.9%)**

Traffic Fatalities by County—Five-Year Trends

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

County	2018 Fatalities	2019 Fatalities	2020 Fatalities	2021 Fatalities	2022 Fatalities
Adams	16 (1.3%)	12 (1.3%)	16 (1.4%)	11 (0.9%)	**13 (1.1%)**
Allegheny	68 (5.7%)	62 (5.7%)	60 (5.3%)	68 (5.5%)	**84 (7.1%)**
Armstrong	9 (0.8%)	11 (0.8%)	5 (0.4%)	11 (0.9%)	**12 (1.0%)**
Beaver	15 (1.3%)	16 (1.3%)	13 (1.2%)	10 (0.8%)	**15 (1.3%)**
Bedford	8 (0.7%)	6 (0.7%)	4 (0.4%)	14 (1.1%)	**8 (0.7%)**
Berks	41 (3.5%)	49 (3.5%)	37 (3.3%)	46 (3.7%)	**47 (4.0%)**
Blair	12 (1.0%)	7 (1.0%)	10 (0.9%)	7 (0.6%)	**13 (1.1%)**
Bradford	13 (1.1%)	13 (1.1%)	6 (0.5%)	9 (0.7%)	**8 (0.7%)**
Bucks	54 (4.5%)	48 (4.5%)	52 (4.6%)	55 (4.5%)	**52 (4.4%)**
Butler	18 (1.5%)	16 (1.5%)	10 (0.9%)	18 (1.5%)	**17 (1.4%)**
Cambria	9 (0.8%)	12 (0.8%)	7 (0.6%)	7 (0.6%)	**12 (1.0%)**
Cameron	0 (0.0%)	3 (0.0%)	1 (0.1%)	1 (0.1%)	**0 (0.0%)**
Carbon	13 (1.1%)	7 (1.1%)	9 (0.8%)	11 (0.9%)	**9 (0.8%)**
Centre	13 (1.1%)	1 (1.1%)	14 (1.2%)	10 (0.8%)	**18 (1.5%)**
Chester	46 (3.9%)	29 (3.9%)	33 (2.9%)	34 (2.8%)	**27 (2.3%)**
Clarion	8 (0.7%)	6 (0.7%)	3 (0.3%)	7 (0.6%)	**12 (1.0%)**
Clearfield	18 (1.5%)	10 (1.5%)	15 (1.3%)	14 (1.1%)	**16 (1.4%)**
Clinton	4 (0.3%)	6 (0.3%)	8 (0.7%)	7 (0.6%)	**8 (0.7%)**
Columbia	9 (0.8%)	3 (0.8%)	9 (0.8%)	5 (0.4%)	**10 (0.9%)**
Crawford	14 (1.2%)	9 (1.2%)	5 (0.4%)	19 (1.5%)	**16 (1.4%)**
Cumberland	22 (1.9%)	17 (1.9%)	14 (1.2%)	24 (2.0%)	**15 (1.3%)**
Dauphin	42 (3.5%)	16 (3.5%)	20 (1.8%)	41 (3.3%)	**30 (2.5%)**
Delaware	19 (1.6%)	31 (1.6%)	29 (2.6%)	25 (2.0%)	**26 (2.2%)**
Elk	7 (0.6%)	4 (0.6%)	1 (0.1%)	4 (0.3%)	**2 (0.2%)**
Erie	21 (1.8%)	26 (1.8%)	15 (1.3%)	21 (1.7%)	**28 (2.4%)**
Fayette	19 (1.6%)	18 (1.6%)	27 (2.4%)	15 (1.2%)	**21 (1.8%)**
Forest	2 (0.2%)	1 (0.2%)	0 (0.0%)	1 (0.1%)	**3 (0.3%)**
Franklin	23 (1.9%)	21 (1.9%)	15 (1.3%)	15 (1.2%)	**16 (1.4%)**
Fulton	5 (0.4%)	4 (0.4%)	2 (0.2%)	6 (0.5%)	**2 (0.2%)**
Greene	9 (0.8%)	15 (0.8%)	2 (0.2%)	3 (0.2%)	**3 (0.3%)**
Huntingdon	3 (0.3%)	7 (0.3%)	7 (0.6%)	9 (0.7%)	**8 (0.7%)**
Indiana	10 (0.8%)	12 (0.8%)	15 (1.3%)	11 (0.9%)	**7 (0.6%)**
Jefferson	5 (0.4%)	6 (0.4%)	6 (0.5%)	6 (0.5%)	**3 (0.3%)**
Juniata	2 (0.2%)	1 (0.2%)	4 (0.4%)	7 (0.6%)	**3 (0.3%)**
Lackawanna	30 (2.5%)	10 (2.5%)	22 (2.0%)	19 (1.5%)	**22 (1.9%)**
Lancaster	45 (3.8%)	44 (3.8%)	47 (4.2%)	73 (5.9%)	**57 (4.8%)**
Lawrence	17 (1.4%)	8 (1.4%)	11 (1.0%)	11 (0.9%)	**8 (0.7%)**
Lebanon	15 (1.3%)	19 (1.3%)	22 (2.0%)	26 (2.1%)	**11 (0.9%)**
Lehigh	26 (2.2%)	26 (2.2%)	32 (2.8%)	30 (2.4%)	**31 (2.6%)**
Luzerne	20 (1.7%)	32 (1.7%)	35 (3.1%)	41 (3.3%)	**33 (2.8%)**
Lycoming	10 (0.8%)	10 (0.8%)	12 (1.1%)	21 (1.7%)	**11 (0.9%)**
McKean	4 (0.3%)	13 (0.3%)	3 (0.3%)	5 (0.4%)	**5 (0.4%)**
Mercer	12 (1.0%)	15 (1.0%)	13 (1.2%)	11 (0.9%)	**10 (0.9%)**
Mifflin	2 (0.2%)	7 (0.2%)	11 (1.0%)	5 (0.4%)	**8 (0.7%)**
Monroe	21 (1.8%)	17 (1.8%)	11 (1.0%)	27 (2.2%)	**23 (2.0%)**
Montgomery	50 (4.2%)	32 (4.2%)	35 (3.1%)	39 (3.2%)	**51 (4.3%)**
Montour	3 (0.3%)	2 (0.3%)	3 (0.3%)	2 (0.2%)	**1 (0.1%)**
Northampton	21 (1.8%)	14 (1.8%)	21 (1.9%)	13 (1.1%)	**24 (2.0%)**
Northumberland	12 (1.0%)	9 (1.0%)	11 (1.0%)	7 (0.6%)	**9 (0.8%)**
Perry	9 (0.8%)	6 (0.8%)	8 (0.7%)	5 (0.4%)	**6 (0.5%)**
Philadelphia	103 (8.7%)	91 (8.7%)	166 (14.7%)	133 (10.8%)	**143 (12.1%)**
Pike	10 (0.8%)	19 (0.8%)	6 (0.5%)	4 (0.3%)	**9 (0.8%)**
Potter	6 (0.5%)	3 (0.5%)	1 (0.1%)	3 (0.2%)	**2 (0.2%)**
Schuylkill	23 (1.9%)	22 (1.9%)	19 (1.7%)	26 (2.1%)	**20 (1.7%)**
Snyder	5 (0.4%)	3 (0.4%)	8 (0.7%)	4 (0.3%)	**5 (0.4%)**
Somerset	14 (1.2%)	17 (1.2%)	9 (0.8%)	12 (1.0%)	**10 (0.9%)**
Sullivan	1 (0.1%)	0 (0.1%)	1 (0.1%)	0 (0.0%)	**0 (0.0%)**
Susquehanna	7 (0.6%)	9 (0.6%)	11 (1.0%)	6 (0.5%)	**9 (0.8%)**
Tioga	5 (0.4%)	8 (0.4%)	5 (0.4%)	10 (0.8%)	**2 (0.2%)**
Union	9 (0.8%)	4 (0.8%)	5 (0.4%)	6 (0.5%)	**4 (0.3%)**
Venango	6 (0.5%)	7 (0.5%)	11 (1.0%)	12 (1.0%)	**7 (0.6%)**
Warren	6 (0.5%)	6 (0.5%)	7 (0.6%)	5 (0.4%)	**7 (0.6%)**
Washington	29 (2.4%)	24 (2.4%)	29 (2.6%)	23 (1.9%)	**13 (1.1%)**
Wayne	6 (0.5%)	11 (0.5%)	9 (0.8%)	10 (0.8%)	**6 (0.5%)**
Westmoreland	35 (2.9%)	37 (2.9%)	39 (3.5%)	36 (2.9%)	**32 (2.7%)**
Wyoming	2 (0.2%)	4 (0.2%)	4 (0.4%)	7 (0.6%)	**0 (0.0%)**
York	49 (4.1%)	25 (4.1%)	28 (2.5%)	46 (3.7%)	**36 (3.1%)**
TOTAL	**1,190 (100.0%)**	**1,059 (100.0%)**	**1,129 (100.0%)**	**1,230 (100.0%)**	**1,179 (100.0%)**

Pedestrian Fatalities by County—Five-Year Trends

County	2018	2019	2020	2021	2022
Adams	5	0	1	1	0
Allegheny	14	13	9	16	16
Armstrong	0	1	0	2	0
Beaver	1	0	1	1	2
Bedford	0	0	0	2	0
Berks	4	5	6	5	7
Blair	1	0	0	2	1
Bradford	0	2	1	0	2
Bucks	12	12	6	17	7
Butler	1	3	0	1	0
Cambria	0	1	0	1	3
Cameron	0	1	0	0	0
Carbon	1	0	1	0	0
Centre	0	0	2	0	3
Chester	5	5	3	2	1
Clarion	0	1	0	0	0
Clearfield	0	0	1	0	0
Clinton	1	1	1	1	0
Columbia	1	1	0	0	2
Crawford	2	1	1	1	1
Cumberland	5	2	2	5	1
Dauphin	10	4	2	7	4
Delaware	6	10	2	5	9
Elk	0	0	0	0	0
Erie	4	5	1	5	4
Fayette	2	2	1	0	2
Forest	0	0	0	0	0
Franklin	4	2	1	3	1
Fulton	0	0	0	0	0
Greene	0	0	0	1	0
Huntingdon	0	0	0	0	1
Indiana	2	0	3	0	1
Jefferson	0	0	0	0	0
Juniata	0	0	1	0	0
Lackawanna	4	4	2	4	5
Lancaster	8	7	6	7	5
Lawrence	2	1	0	0	1
Lebanon	4	5	1	2	0
Lehigh	3	3	4	7	6
Luzerne	5	4	6	6	6
Lycoming	1	2	0	1	0
McKean	0	0	1	0	0
Mercer	2	1	1	1	2
Mifflin	0	0	0	0	0
Monroe	3	1	0	3	0
Montgomery	18	7	9	9	12
Montour	0	0	1	0	0
Northampton	2	2	4	1	1
Northumberland	3	1	0	0	1
Perry	3	0	0	1	0
Philadelphia	42	29	49	45	64
Pike	0	1	0	0	1
Potter	1	0	0	0	0
Schuylkill	2	2	3	1	2
Snyder	0	0	0	1	0
Somerset	2	0	1	1	1
Sullivan	0	0	0	0	0
Susquehanna	1	1	0	1	1
Tioga	1	0	0	0	0
Union	0	0	0	0	0
Venango	0	0	0	0	2
Warren	0	1	0	0	1
Washington	5	1	3	4	0
Wayne	1	2	0	0	0
Westmoreland	2	4	4	2	1
Wyoming	0	1	0	1	0
York	5	2	5	6	4
TOTAL	**201**	**154**	**146**	**182**	**184**

Pedestrian Fatalities and Injuries by Age Group by County

	Age 0-4		Age 5-9		Age 10-14		Age 15-59		Age 60+		Total	
County	Fatality	Injury	Fatality	Injury	Fatality	Injury	Fatality	Injury	Fatality	Injury	Fatality	Injury
Adams	0	0	0	0	0	0	0	6	0	3	0	9
Allegheny	0	7	0	9	0	15	8	186	8	80	16	297
Armstrong	0	0	0	0	0	1	0	1	0	1	0	3
Beaver	0	0	0	2	0	1	2	11	0	4	2	18
Bedford	0	0	0	0	0	1	0	1	0	0	0	2
Berks	0	4	0	9	0	16	4	80	3	25	7	134
Blair	0	0	0	1	0	3	0	10	1	6	1	20
Bradford	0	1	0	0	0	0	1	5	1	0	2	6
Bucks	0	1	0	2	0	13	5	66	2	19	7	101
Butler	0	0	0	1	0	1	0	3	0	5	0	10
Cambria	0	2	0	2	0	1	2	6	1	3	3	14
Cameron	0	0	0	0	0	0	0	0	0	0	0	0
Carbon	0	0	0	0	0	0	0	3	0	3	0	6
Centre	0	0	0	0	0	2	2	20	1	4	3	26
Chester	0	0	0	1	0	5	1	44	0	16	1	66
Clarion	0	0	0	1	0	0	0	1	0	3	0	5
Clearfield	0	0	0	0	0	0	0	4	0	3	0	7
Clinton	0	0	0	0	0	0	0	1	0	0	0	1
Columbia	0	0	0	0	0	1	2	8	0	1	2	10
Crawford	0	0	0	0	0	1	1	1	0	1	1	3
Cumberland	0	1	0	2	0	2	0	41	1	10	1	56
Dauphin	0	1	0	4	0	3	3	29	1	12	4	49
Delaware	0	6	0	7	0	21	5	100	4	44	9	178
Elk	0	1	0	0	0	0	0	0	0	0	0	1
Erie	0	3	0	2	0	7	1	41	3	11	4	64
Fayette	1	0	0	1	0	2	0	6	1	3	2	12
Forest	0	0	0	0	0	0	0	0	0	0	0	0
Franklin	0	2	0	0	0	2	0	12	1	7	1	23
Fulton	0	0	0	0	0	0	0	1	0	0	0	1
Greene	0	0	0	0	0	0	0	2	0	0	0	2
Huntingdon	0	0	0	0	0	2	0	2	1	0	1	4
Indiana	0	0	0	0	1	0	0	11	0	2	1	13
Jefferson	0	0	0	0	0	0	0	2	0	1	0	3
Juniata	0	1	0	0	0	0	0	3	0	0	0	4
Lackawanna	1	0	0	3	0	3	3	47	1	14	5	67
Lancaster	0	3	0	2	0	14	4	76	1	26	5	121
Lawrence	0	0	0	0	0	2	0	5	1	2	1	9
Lebanon	0	0	0	3	0	5	0	13	0	5	0	26
Lehigh	0	2	0	9	0	22	3	93	3	27	6	153
Luzerne	0	5	0	4	0	10	3	47	3	13	6	79
Lycoming	0	0	0	1	0	2	0	3	0	4	0	10
McKean	0	0	0	1	0	1	0	1	0	1	0	4
Mercer	0	0	0	1	0	0	1	3	1	3	2	7
Mifflin	0	0	0	1	0	0	0	2	0	3	0	6
Monroe	0	0	0	0	0	4	0	14	0	6	0	24
Montgomery	0	3	0	10	0	14	7	111	5	33	12	171
Montour	0	0	0	0	0	0	0	1	0	1	0	2
Northampton	0	2	0	2	0	8	0	34	1	19	1	65
Northumberland	0	1	0	0	0	2	0	8	1	2	1	13
Perry	0	0	0	0	0	0	0	1	0	0	0	1
Philadelphia	2	32	0	57	1	86	42	662	19	162	64	999
Pike	0	0	0	0	0	0	0	4	1	1	1	5
Potter	0	0	0	0	0	0	0	2	0	0	0	2
Schuylkill	0	0	0	3	0	3	1	13	1	5	2	24
Snyder	0	0	0	0	0	0	0	2	0	2	0	4
Somerset	0	0	0	0	0	0	1	2	0	1	1	3
Sullivan	0	0	0	0	0	0	0	0	0	0	0	0
Susquehanna	0	0	0	0	0	0	0	1	1	0	1	1
Tioga	0	0	0	0	0	0	0	3	0	2	0	5
Union	0	0	0	0	0	0	0	1	0	1	0	2
Venango	0	0	0	1	0	1	0	4	2	2	2	8
Warren	0	0	0	1	0	1	1	5	0	3	1	10
Washington	0	1	0	2	0	2	0	11	0	5	0	21
Wayne	0	0	0	0	0	0	0	5	0	0	0	5
Westmoreland	0	1	0	0	0	3	1	19	0	12	1	35
Wyoming	0	0	0	0	0	0	0	0	0	0	0	0
York	0	1	0	11	0	6	4	46	0	18	4	82
TOTAL	**4**	**81**	**0**	**156**	**2**	**289**	**108**	**1,946**	**70**	**640**	**184**	**3,112**

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	2018 Belt Use	2019 Belt Use	2020 Belt Use	2021 Belt Use	2022 Belt Use
Adams	87	86	86	87	86
Allegheny	80	81	79	78	79
Armstrong	85	86	83	83	83
Beaver	75	74	73	73	75
Bedford	88	91	90	90	90
Berks	79	80	79	79	78
Blair	87	88	84	84	84
Bradford	87	88	90	89	90
Bucks	86	86	85	84	84
Butler	90	90	88	90	88
Cambria	76	78	75	75	78
Cameron	93	87	89	91	87
Carbon	82	84	83	78	81
Centre	89	90	89	90	91
Chester	87	86	86	86	85
Clarion	85	91	89	86	89
Clearfield	82	79	83	83	83
Clinton	87	82	86	88	86
Columbia	89	87	88	87	89
Crawford	87	89	87	87	86
Cumberland	90	92	90	90	90
Dauphin	84	86	82	82	86
Delaware	78	79	73	73	73
Elk	82	81	83	78	79
Erie	84	84	81	83	84
Fayette	82	80	82	85	84
Forest	85	85	84	90	80
Franklin	86	85	88	89	88
Fulton	89	89	88	87	87
Greene	84	81	78	82	81
Huntingdon	85	84	86	86	84
Indiana	88	88	84	84	86
Jefferson	86	86	86	87	84
Juniata	90	88	87	88	86
Lackawanna	84	84	80	82	83
Lancaster	89	89	90	89	89
Lawrence	77	75	74	73	68
Lebanon	88	87	88	85	84
Lehigh	78	84	79	80	81
Luzerne	82	83	81	80	82
Lycoming	78	82	78	77	76
McKean	81	82	79	86	80
Mercer	78	79	81	82	79
Mifflin	83	82	77	81	85
Monroe	90	91	89	91	92
Montgomery	86	85	86	86	87
Montour	91	92	88	89	88
Northampton	87	85	85	88	87
Northumberland	77	83	82	86	85
Perry	89	89	85	87	85
Philadelphia	43	45	46	48	50
Pike	92	90	91	91	93
Potter	83	91	86	88	82
Schuylkill	82	84	86	88	88
Snyder	91	92	89	92	89
Somerset	85	86	81	84	86
Sullivan	91	85	86	85	91
Susquehanna	87	86	84	88	88
Tioga	89	93	91	84	88
Union	92	89	87	88	91
Venango	88	86	88	85	84
Warren	91	87	89	88	87
Washington	81	81	79	79	80
Wayne	89	85	83	88	88
Westmoreland	86	86	85	83	84
Wyoming	91	88	87	86	90
York	86	87	87	87	88
STATEWIDE	**80**	**81**	**79**	**80**	**81**

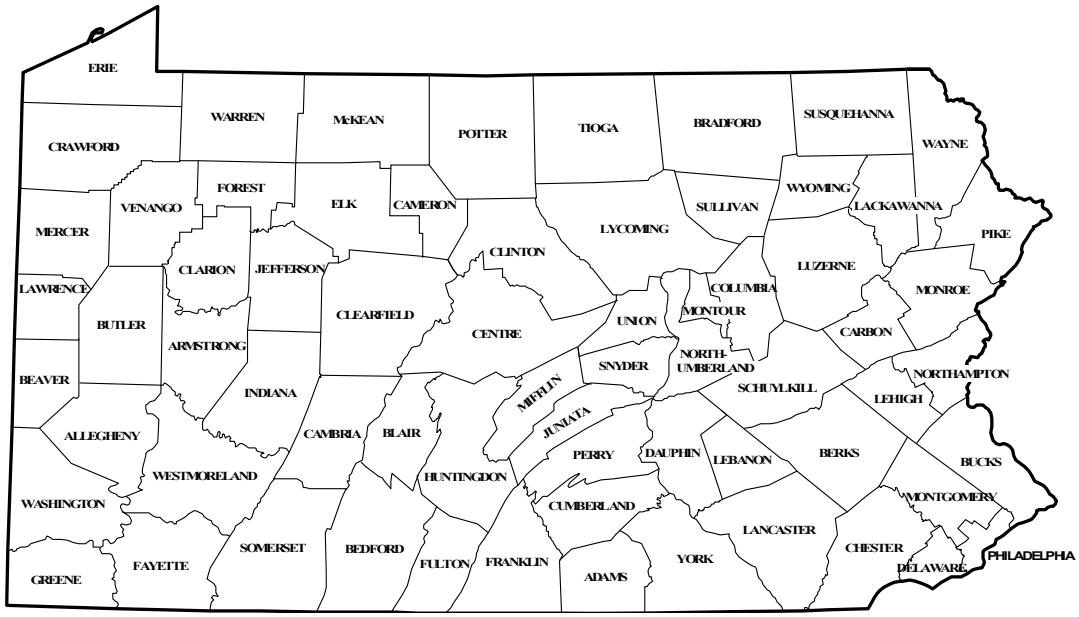
Note: Applicable Motor Vehicle Occupants who were properly restrained compared to those who were not properly restrained or where restraint usage was not reported or was not known.

Alcohol-Related Fatalities by County—Five-Year Trends

County	2018 Fatalities	2019 Fatalities	2020 Fatalities	2021 Fatalities	2022 Fatalities
Adams	4	2	3	5	6
Allegheny	15	23	11	19	18
Armstrong	4	5	3	5	7
Beaver	6	3	2	1	7
Bedford	2	2	0	3	0
Berks	6	16	14	10	16
Blair	1	1	2	1	3
Bradford	3	5	3	1	2
Bucks	21	12	12	12	12
Butler	2	5	7	4	6
Cambria	2	2	3	2	3
Cameron	0	0	0	1	0
Carbon	3	3	1	1	1
Centre	7	0	5	4	4
Chester	12	3	13	9	8
Clarion	2	2	1	3	6
Clearfield	4	2	2	4	1
Clinton	0	3	3	1	2
Columbia	3	0	3	1	2
Crawford	3	5	2	2	5
Cumberland	8	4	1	6	0
Dauphin	12	5	4	17	6
Delaware	9	9	10	5	11
Elk	2	0	1	2	0
Erie	8	7	5	4	9
Fayette	5	6	14	2	9
Forest	2	1	0	0	1
Franklin	5	2	5	1	2
Fulton	0	0	1	1	1
Greene	4	10	2	1	2
Huntingdon	2	1	1	1	4
Indiana	2	3	4	3	1
Jefferson	0	0	0	1	1
Juniata	2	1	2	3	0
Lackawanna	6	0	5	3	5
Lancaster	8	14	8	25	13
Lawrence	5	3	0	3	0
Lebanon	2	4	1	7	0
Lehigh	3	5	10	14	8
Luzerne	4	10	9	12	8
Lycoming	2	5	2	6	2
McKean	0	7	1	1	1
Mercer	7	3	5	4	4
Mifflin	1	2	2	2	2
Monroe	7	3	4	6	9
Montgomery	10	9	8	12	22
Montour	0	0	0	1	0
Northampton	5	2	4	4	4
Northumberland	3	1	3	1	2
Perry	5	2	5	2	4
Philadelphia	28	28	29	24	26
Pike	3	8	2	2	1
Potter	3	0	0	2	0
Schuylkill	10	2	9	4	4
Snyder	2	0	2	0	1
Somerset	6	9	3	1	4
Sullivan	0	0	0	0	0
Susquehanna	3	2	6	3	2
Tioga	0	2	1	4	0
Union	4	1	2	0	2
Venango	3	2	1	5	2
Warren	2	4	1	1	2
Washington	10	6	10	7	6
Wayne	0	3	3	2	3
Westmoreland	10	8	10	8	15
Wyoming	0	2	1	2	0
York	18	9	6	7	12
TOTAL	**331**	**299**	**293**	**311**	**320**

Pennsylvania Counties

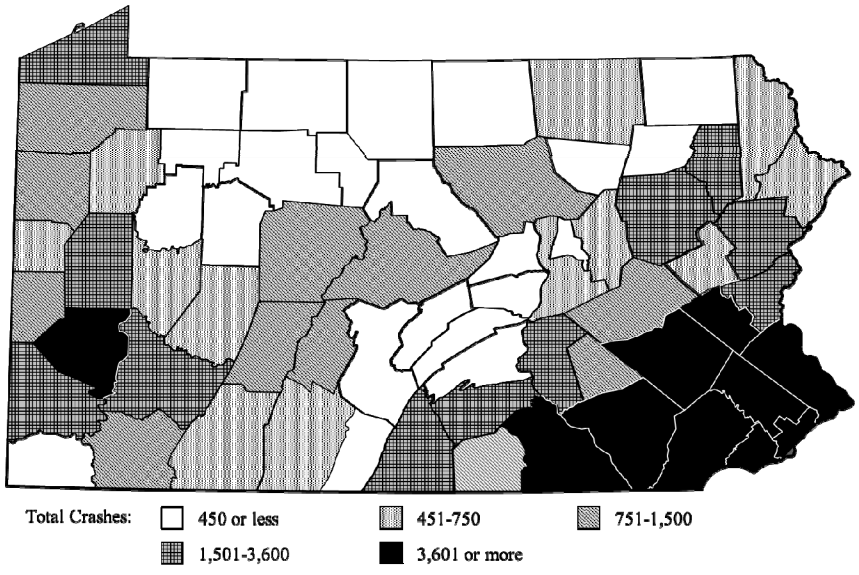
Use the map below as a key to county names for other maps.



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

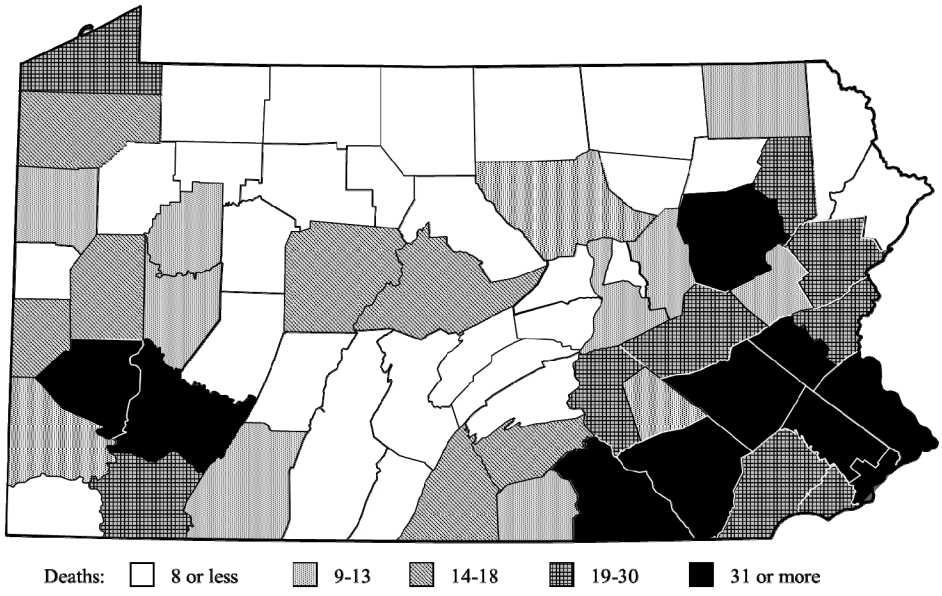
Total Crashes by County

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



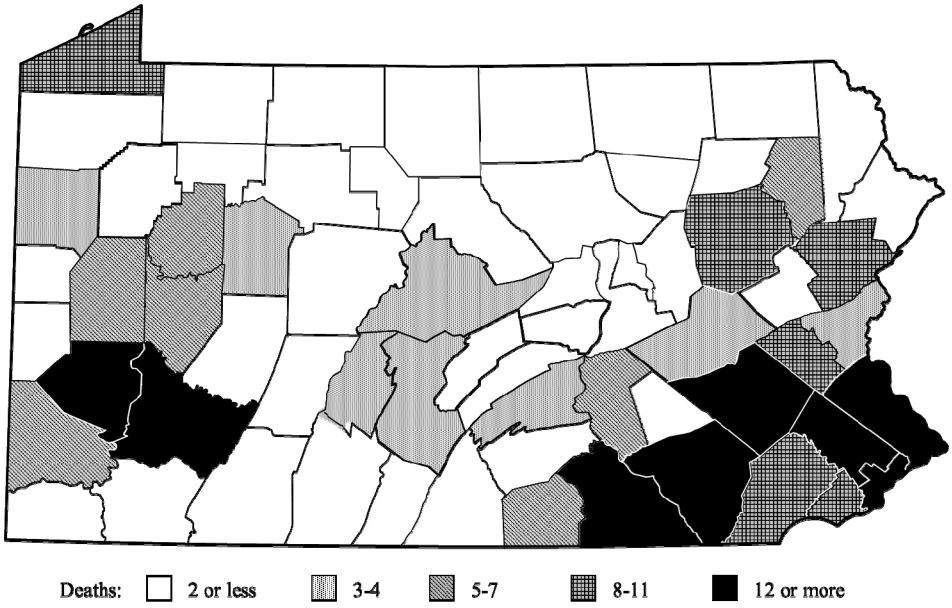
Traffic Fatalities by County

Referring to the map below, 48% of the total traffic fatalities occurred in only 10 of Pennsylvania's 67 counties. These 10 counties appear in black on the map.



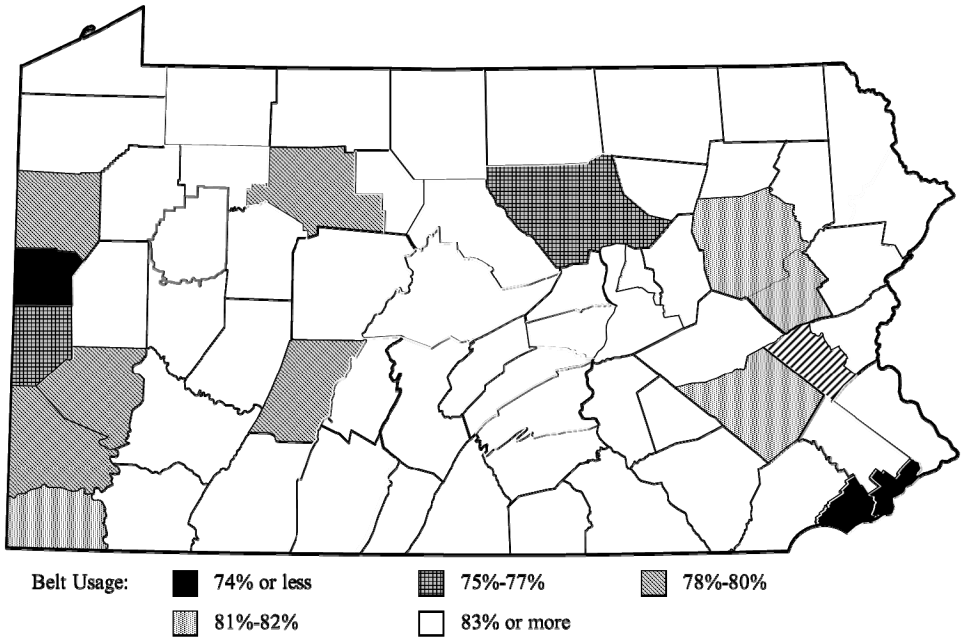
Alcohol-Related Fatalities by County

Referring to the map below, 42% of the total alcohol-related fatalities occurred in only 8 of Pennsylvania's 67 counties. These 8 counties appear in black on the map.



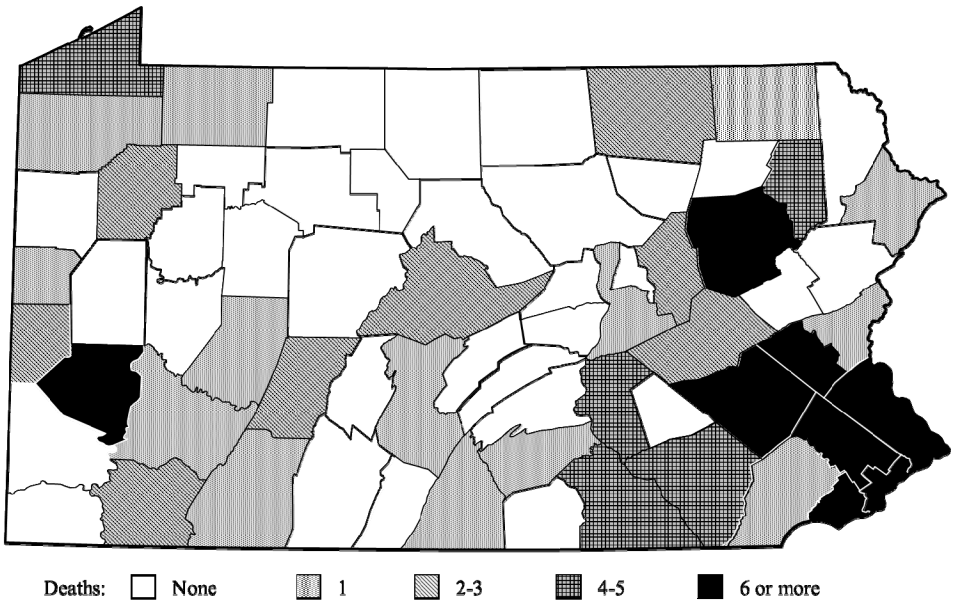
Percent Seat Belt Use in Crashes by County

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



Pedestrian Fatalities by County

Referring to the map below, 69% of the total pedestrian fatalities occurred in only 8 of Pennsylvania's 67 counties. These 8 counties appear in black on the map.

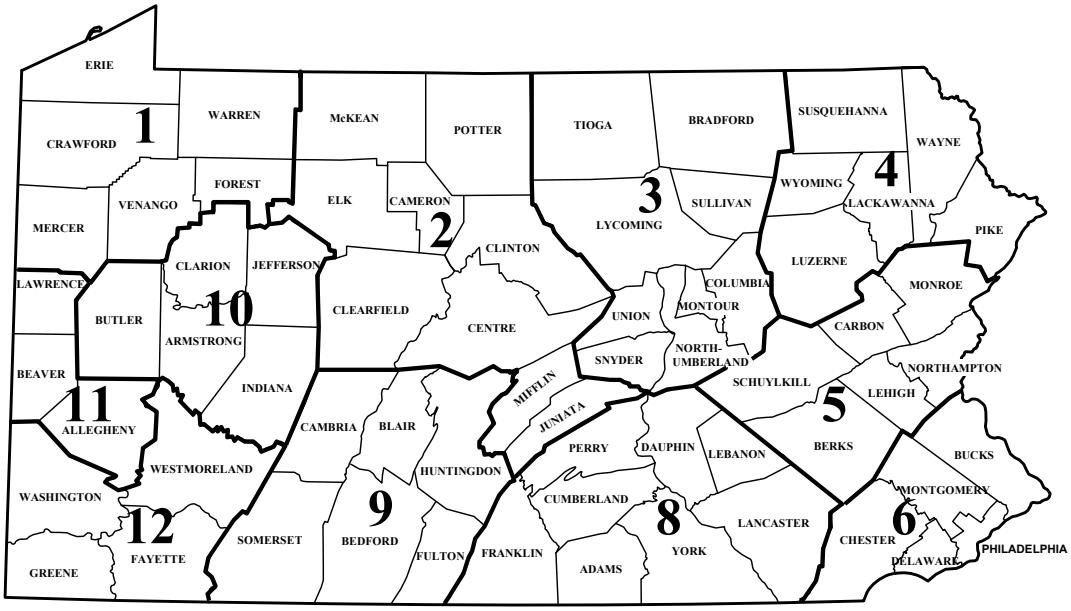


Counties

Crashes by Engineering District

The map below illustrates the 11 PENNDOT engineering districts in Pennsylvania. The table below lists a breakdown of the number of crashes, fatalities, and injuries in 2022 by engineering district.

District	Crashes	Fatalities	Injuries
1	5,204	71	2,826
2	3,524	62	1,905
3	4,028	50	2,044
4	7,308	79	4,390
5	17,091	154	9,963
6	31,626	299	21,155
8	19,548	184	10,631
9	4,282	53	2,122
10	3,499	51	1,799
11	13,484	107	6,895
12	6,221	69	3,282
Total	**115,938**	**1,179**	**67,012**



Counties

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2022 Pennsylvania Crash Facts & Statistics Feedback Survey

The 2022 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 useful, we appreciate your time to fill out this survey. Your opinions will help shape data either presented in future editions or on our PCIT website at https://crashinfo.penndot.gov.

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

What information would you like to see presented? _____

_____

_____

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

_____

_____

_____

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

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

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

_____

Your name and organization (optional): _____

Thank you for your involvement and response.

1. Cut this page out of the booklet.
2. Fold along the dotted lines and tape shut.
3. Place a stamp where indicated.
4. Drop into the nearest mailbox.

Or if you prefer, you may email your responses to penndotcrashhelp@pa.gov with "Crash Factsbook" as the subject.

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

2022 Pennsylvania Crash Facts & Statistics Survey Form

Dedication

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

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

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

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