

PENNSYLVANIA CRASH FACTS & STATISTICS



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Introduction

The **2023 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.pa.gov>

This publication is a statistical review of reportable motor vehicle crashes in the Commonwealth of Pennsylvania for calendar year 2023. The figures are compiled from the traffic crash reports that are submitted to the Pennsylvania Department of Transportation by state, county, municipal, and other law enforcement agencies, as specified in the Pennsylvania Vehicle Code (75 Pa. C.S., Chapter 37, Subchapter C).

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

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Special Thanks

Quality information is important for creating a highly accurate publication. Our analysts and the police officers who report the crashes that are used in this publication have dedicated 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 light truck crash, with vehicle speed the contributing factor according to the police investigation. In 2023, the number of crashes involving Light truck/SUV/Van surpassed crashes involving passenger cars for the 1st time. Crashes for the Light Truck/SUV/Van vehicle segment have been increasing along with the popularity of these vehicles. Speed contributes to higher crash rates. It's important for the drivers of these vehicles to understand the limits of these vehicles and to drive carefully. Additional information on Light Truck/SUV/Van can be found on page 53 of this document.

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Definitions

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

General Terms

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

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

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

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

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

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

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

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

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

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








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

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

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

Crash Types

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

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

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 non-motorist not upon a conveyance such as a bicycle, horse and buggy, wheelchair, or foot scooter.

Non-Motorist: Any pedestrian or person in or on a non-motor vehicle conveyance such as a bicycle, horse and buggy, wheelchair or foot scooter.

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".

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% (40,380 miles*) that are state highways maintained by the Pennsylvania Department of Transportation (PennDOT), and the remaining 67% (79,641 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 2023, there were 110,382 reportable traffic crashes in Pennsylvania. These crashes claimed the lives of 1,209 people and injured another 66,563 people. Though the total number of crashes fell by 5,556 compared with 2022, fatalities increased by 30. However total injuries decreased by 466 persons.

Last year, there were approximately 99.9 billion vehicle-miles* of travel on Pennsylvania’s roads and highways. The 2023 fatality rate of 1.21 fatalities per hundred million vehicle-miles of travel* increased over 2022 but is less than the projected 2023 US fatality rate of 1.25 (NHTSA 3rd quarter crash statistics brief).

2023 Briefs

On Average in Pennsylvania:

- Each day 302 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 182 persons were injured in reportable crashes (about 8 injuries every hour).

Based on Pennsylvania’s 2023 population (12,961,683 people):

- 1 out of every 53 people was involved in a reportable traffic crash.
- 1 out of every 10,721 people was fatally injured in a reportable traffic crash.
- 1 out of every 195 people was injured in a reportable traffic crash.

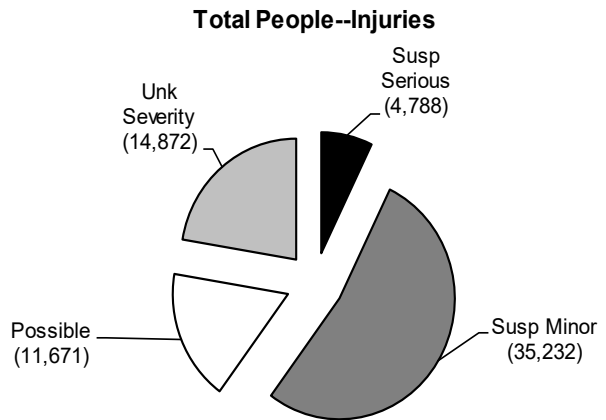
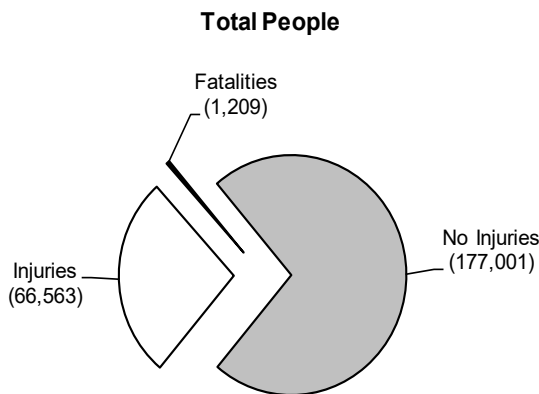
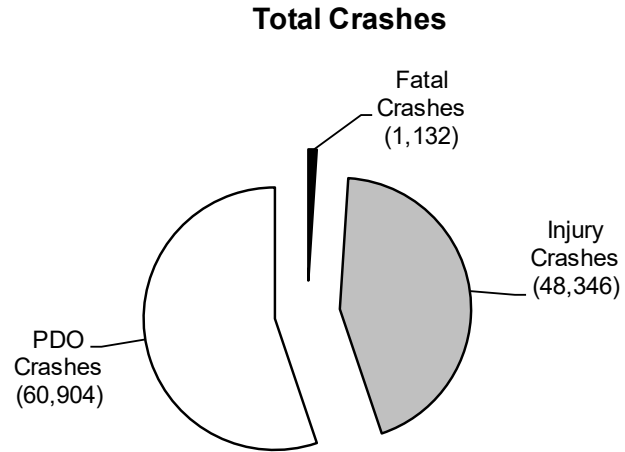
* For consistency purposes, the prior year’s data was used at the time of publication because of timing issues. For this Crash Facts & Statistics book, 2022 information was used.

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 2023, most were not injured. The 1,209 fatalities in 2023 represent the 2nd highest number of fatalities in Pennsylvania over the past 10 years.



Fatalities and Injuries—Five-Year Trends

Total reported crashes in 2023 decreased 5.0% compared to 2022; fatalities increased by 2.5% while total injuries decreased by 0.7%.

All Crashes

	2019	2020	2021	2022	2023
Reported Crashes	125,267	104,475	117,899	115,938	110,382
Total Fatalities	1,059	1,129	1,230	1,179	1,209
Total Injuries	76,243	61,248	69,599	67,012	66,546
<i>Suspected Serious Injury</i>	4,680	4,436	5,122	4,751	4,788
<i>Suspected Minor Injury</i>	35,539	30,727	35,412	34,894	35,232
<i>Possible Injury</i>	15,188	10,745	12,448	11,629	11,671
<i>Unknown Severity</i>	20,836	15,340	16,617	15,738	14,855
Pedestrian Fatalities	154	146	182	184	186
Pedestrian Injuries	4,099	2,788	3,053	3,160	3,145
Motorcyclist Fatalities	174	217	226	217	238
Motorcyclist Injuries	2,860	3,227	3,361	3,148	3,186
Bicyclist Fatalities	16	22	24	15	27
Bicyclist Injuries	1,003	799	754	801	1,086
Heavy-Truck-Related Fatalities	128	122	156	164	157
Alcohol-Related Fatalities	299	293	311	320	308
Speed-Related Fatalities	264	269	285	268	280
Billions of Vehicle-Miles*	102.1	102.8	85.3	102.7	99.9
Deaths per 100 Million Vehicle-Miles*	1.04	1.10	1.44	1.15	1.21

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

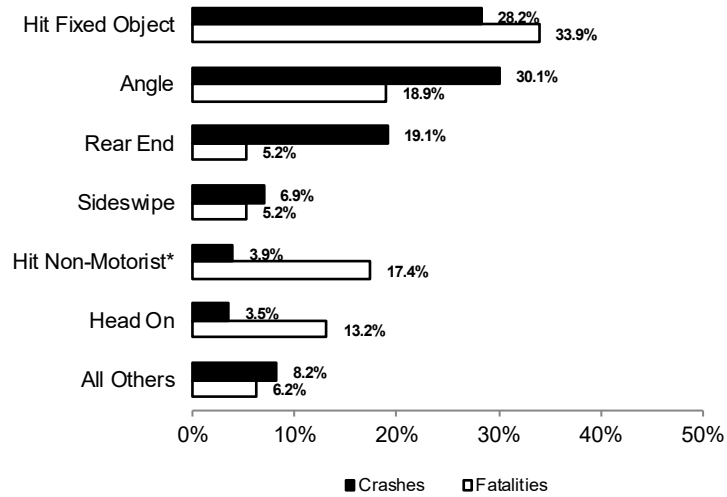
Max Severity	Number	Average Cost	Estimated Total Costs
Fatal Injury (crashes)	1,128	\$14,589,509	\$16,456,966,152
Suspected Serious Injury (crashes)	4,059	\$819,737	\$3,327,312,483
Suspected Minor Injury (crashes)	26,386	\$269,670	\$7,115,512,620
Possible Injury (crashes)	21,821	\$150,019	\$3,273,564,599
Property Damage Only (crashes)	56,980	\$14,224	\$810,483,520
TOTAL			\$30,983,839,374

**In 2023, the comprehensive loss due to traffic crashes was
\$2,390
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 angle crashes, exceeding hit fixed object crashes. Hit non-motorist crashes, though they occur much less frequently, cause the third highest number of fatalities.



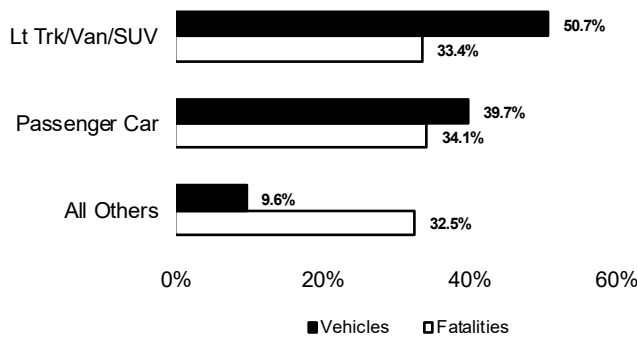
All Crashes

Crash Type	Crashes	Fatalities
Angle	33,168	229
Backing Up	354	1
Head On	3,898	159
Hit Fixed Object	31,176	410
Hit Non-Motorist*	4,347	210
Non-Collision	3,117	50
Rear End	21,055	63
Sideswipe	7,661	63
Other	5,606	24
TOTAL	110,382	1,209

*Note: In 2023, the Hit Pedestrian crash type changed to Hit Non-Motorist. The hit non-motorist includes hit pedestrian crashes and crashes of other non-motorist such as bicycles, scooters, wheelchairs and horse and buggies.

Vehicles Involved in Crashes

Light trucks, vans, and SUVs were involved in more crashes than all other vehicle types. After increased growth over the past decade, this vehicle type exceeded passenger cars for the 1st time. Both vehicle types accounted for the vast majority of crashes and occupant fatalities. Occupant fatalities of motorcycles increased from 217 in 2022 to 238 in 2023.



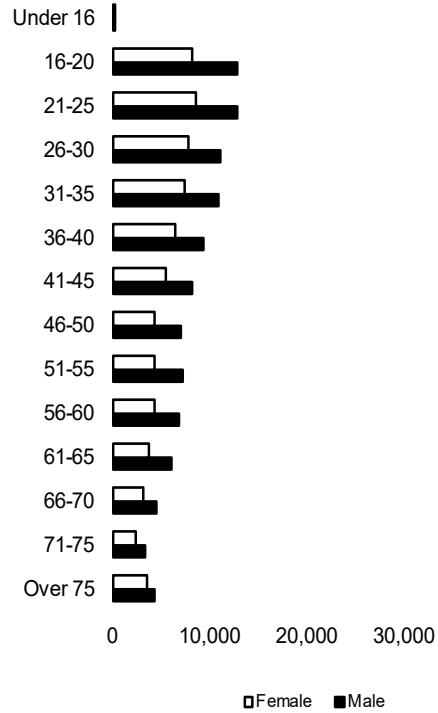
	Occupant	
	Vehicles	Fatalities
Lt Trk/Van/SUV	94,285	342
Passenger Car	73,968	349
Heavy Truck	7,186	21
Motorcycle	3,487	238
Bicycle	1,111	27
Commercial Bus	420	4
School Bus	267	0
Other	5,391	42

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).

All Crashes

Driver	Male	Female	Total Drivers
Under 16	169 (0.2%)	43 (0.1%)	212
16-20	12,797 (12.1%)	8,270 (11.8%)	21,067
21-25	12,917 (12.2%)	8,677 (12.4%)	21,594
26-30	11,190 (10.6%)	7,781 (11.1%)	18,971
31-35	10,879 (10.3%)	7,365 (10.5%)	18,244
36-40	9,453 (9.0%)	6,399 (9.1%)	15,852
41-45	8,198 (7.8%)	5,427 (7.7%)	13,625
46-50	7,023 (6.7%)	4,348 (6.2%)	11,371
51-55	7,250 (6.9%)	4,385 (6.2%)	11,635
56-60	6,809 (6.4%)	4,329 (6.2%)	11,138
61-65	6,090 (5.8%)	3,854 (5.5%)	9,944
66-70	4,502 (4.3%)	3,126 (4.5%)	7,628
71-75	3,372 (3.2%)	2,486 (3.5%)	5,858
Over 75	4,258 (4.0%)	3,542 (5.0%)	7,800
Unknown	766 (0.7%)	241 (0.3%)	1,007
DRIVERS	105,673 (100.0%)	70,273 (100.0%)	175,946

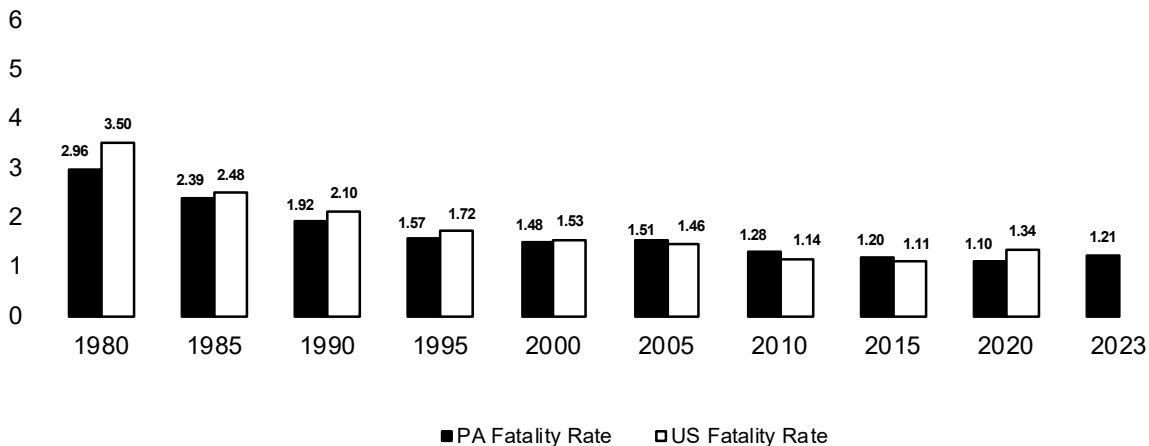


Note: Does not include 3,803 drivers of unknown sex or applicable to traditional categories or were operators of non-motorized vehicles.

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 2023 US average fatality rate was not finalized by the time of this publication. The chart below shows the periodic fatality rates since 1980.

Fatality Rates
Per 100 Million Vehicle-Miles*



* 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	1.37
2023	110,382	1,209	66,549	11,800,712	99.9	1.21	--

* 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)

All Crashes

—*WHAT CONDITIONS WERE*—

Crashes by Weather and Road Surface Conditions

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

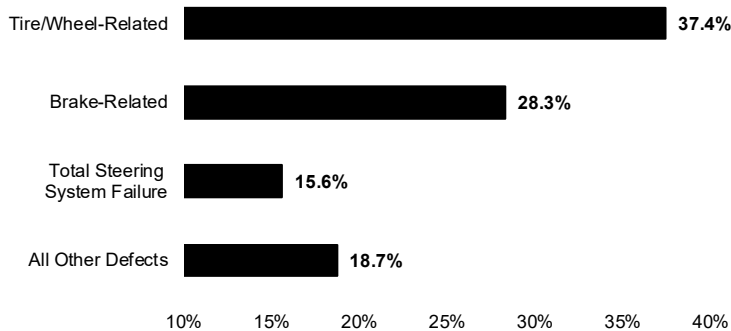
All Crashes

Weather Condition	Crashes	Fatalities
No Adverse Conditions	85,684 (77.6%)	969 (80.2%)
Rain/Rain & Fog	14,486 (13.1%)	119 (9.8%)
Snow/Sleet/Freezing Rain	3,058 (2.8%)	26 (2.2%)
Fog/Smoke, Etc.	743 (0.7%)	16 (1.3%)
Other	6,411 (5.8%)	79 (6.5%)
TOTAL	110,382 (100.0%)	1,209 (100.0%)

Road Surface Condition	Crashes	Fatalities
Dry	86,921 (78.8%)	989 (81.8%)
Wet	19,579 (17.7%)	183 (15.1%)
Snow/Slush	1,664 (1.5%)	10 (0.8%)
Ice/Ice Patches	991 (0.9%)	6 (0.5%)
Other	1,227 (1.1%)	21 (1.7%)
TOTAL	110,382 (100.0%)	1,209 (100.0%)

Crashes Involving Vehicle Defects

Improperly maintained vehicles can lead to crashes. In 2023, 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.

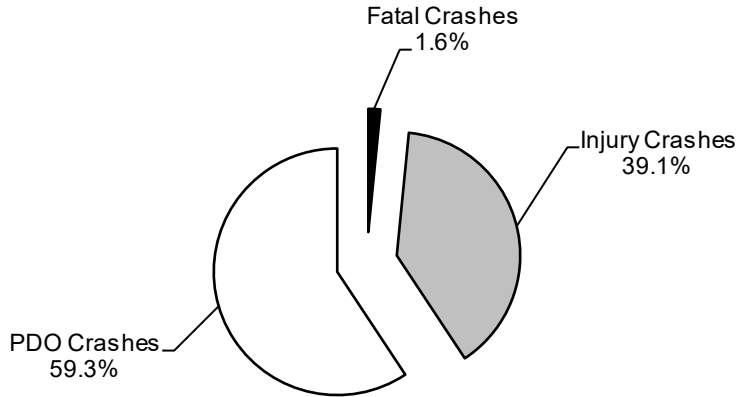


Vehicle Defect	Crashes
Tire/Wheel-Related	852
Brake-Related	644
Total Steering System Failure	355
Power Train Failure	190
Suspension	82
Unsecure/Shifted Trailer Load	50
Body/Doors/Hood, Etc.	21
Trailer Hitch Failure	16
Other Known Defects	67

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. 41 percent of work zone crashes in 2023 contained fatalities or injuries.



Total Crashes: **1,216**

Total Fatally Injured: **22** (Workers Fatally Injured: 2)

Total Injured: **689**

Work Zone Crashes—Vehicles Involved

Vehicle Type	State Hwy (Interstate)	State Hwy (Other)	Turnpike	Local Road
Light Truck/SUV	303 (46.3%)	568 (51.6%)	125 (37.3%)	78 (48.2%)
Passenger Car	210 (32.1%)	402 (36.6%)	97 (29.0%)	67 (41.4%)
Heavy Truck/Bus	129 (19.7%)	99 (9.0%)	107 (31.9%)	11 (6.8%)
Motorcycle	7 (1.1%)	19 (1.7%)	2 (0.6%)	3 (1.9%)
Other	5 (0.8%)	12 (1.1%)	4 (1.2%)	3 (1.9%)
TOTAL	654 (100.0%)	1,100 (100.0%)	335 (100.0%)	162 (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
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%
2023	State Hwy (Interstate)	337	27.7%	6	27.3%
	State Hwy (Other)	582	47.9%	13	59.1%
	Turnpike	193	15.9%	3	13.6%
	Local Road	104	8.6%	0	0.0%
	Other/Unknown Road	0	0.0%	0	0.0%
	TOTAL	1,216	100.0%	22	100.0%

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

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

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	435	0.4%	10	0.8%
Hit Building	1,112	1.0%	25	2.1%
Hit Culvert	534	0.5%	18	1.5%
Hit Curb	3,016	2.7%	33	2.7%
Hit Ditch	2,583	2.3%	35	2.9%
Hit Embankment	5,079	4.6%	113	9.4%
Hit Fence or Wall	2,179	2.0%	32	2.7%
Hit Fire Hydrant	378	0.3%	2	0.2%
Hit Guiderail/Barrier	5,744	5.2%	109	9.0%
Hit Impact Attenuator	152	0.1%	2	0.2%
Hit Mailbox(es)	1,089	1.0%	14	1.2%
Hit Median Barrier	3,629	3.3%	35	2.9%
Hit Other Fixed Object	3,026	2.7%	41	3.4%
Hit Parked Vehicle	7,553	6.8%	56	4.6%
Hit Rock(s) or Obstacle on Roadway	405	0.4%	3	0.3%
Hit Signal/Sign Support	2,114	1.9%	40	3.3%
Hit Snow Bank	2	0.0%	0	0.0%
Hit Temporary Construction Barrier	51	0.1%	1	0.1%
Hit Traffic Island or Channelization	200	0.2%	10	0.8%
Hit Tree(s) or Shrubs/Hedges	6,321	5.7%	180	14.9%
Hit Utility Pole(s)	7,609	6.9%	121	10.0%
Hit Deer	4,857	4.4%	21	1.7%
Hit Other Animal	207	0.2%	2	0.2%

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

—WHERE THEY HAPPENED—

Crashes by Road Type**

	State Hwy (Interstate)	State Hwy (Other)	Turnpike	Local Road	Other
Crashes	9,492	71,162	2,312	27,409	7
Persons Fatally Injured	105	886	16	202	0
Persons Injured	5,064	45,013	1,025	15,439	8
Miles of Maintained Road	1,304	40,380	556	79,075	---
100 MVM* Traveled	185.8	526.8	60.9	167.6	---
Crashes/MVM*	0.51	1.35	0.38	1.64	---
Persons Fatally Injured/100 MVM*	0.57	1.68	0.26	1.21	---
Persons Injured/MVM*	0.27	0.85	0.17	0.92	---

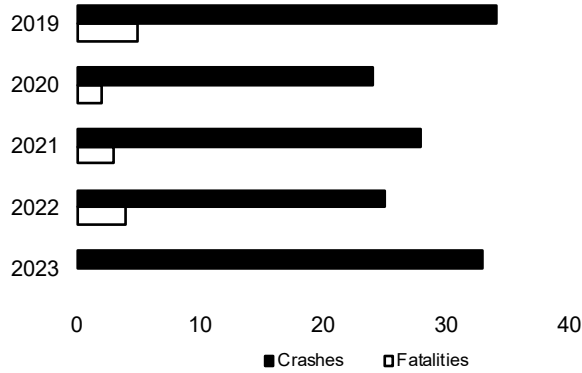
* MVM = million vehicle-miles

Note: “State Highway (Other)” includes state-maintained roads that are not designated as interstates. The road mileage and MVM data are from the 2022 Highway Performance Monitoring System (HPMS) package and reflects 2022 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 14 fatalities have occurred in this type of crash. In 2023, zero fatalities occurred despite a high number of crashes.

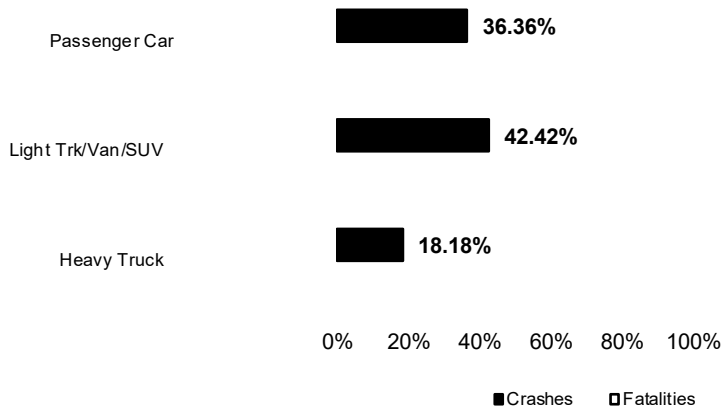


Year	Crashes	Fatalities
2019	34	5
2020	24	2
2021	28	3
2022	25	4
2023	33	0

All Crashes

Train/Vehicle Crashes by Vehicle Type

Passenger cars, light trucks, vans, and SUVs were the predominant vehicle types involved in crashes with trains in 2023.



Vehicle Type	Crashes	Fatalities
Light Trk/Van/SUV	14	0
Passenger Car	12	0
Heavy Truck	6	0
Bicycle	0	0
Commercial Bus	0	0
Motorcycle	0	0
School Bus	0	0
Unknown	1	0
TOTAL	33	0

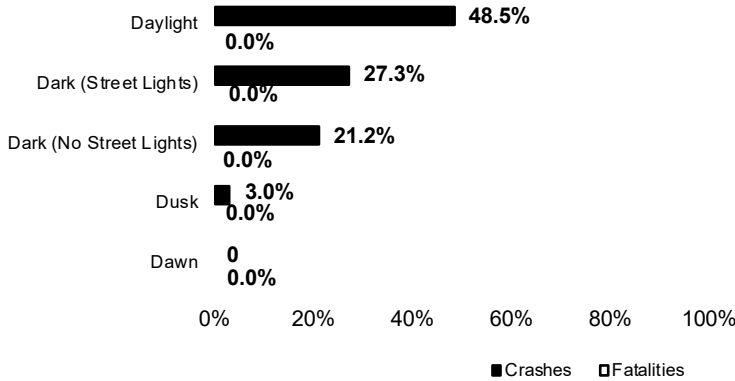
Train/Vehicle Crashes by Road Type*

Road Type	Crashes	Fatalities
Local Road	18	0
State Hwy (Other)	15	0
TOTAL	33	0

All Crashes

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

Train/Vehicle Crashes by Light Level



Light Level	Crashes	Fatalities
Daylight	16	0
Dark (Street Lights)	9	0
Dark (No Street Lights)	7	0
Dusk	1	0
Dawn	0	0
TOTAL	33	0

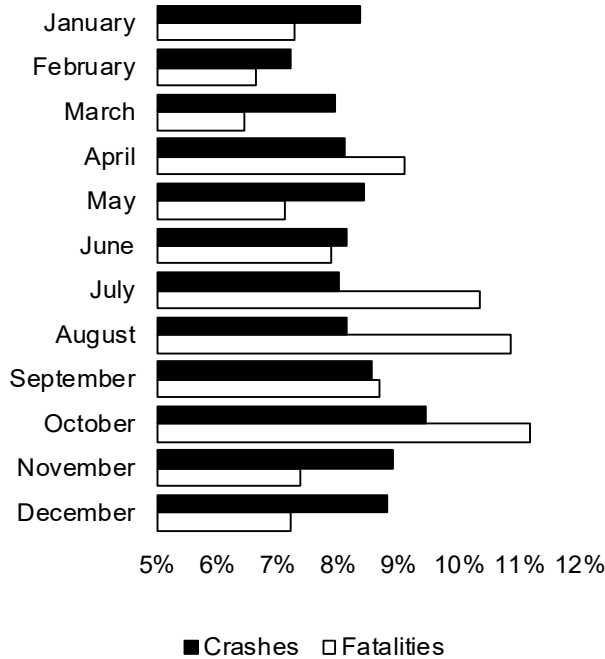
Train/Vehicle Crashes by County

County	Crashes	Fatalities
Allegheny	3	0
Berks	2	0
Bucks	1	0
Cambria	1	0
Cumberland	1	0
Dauphin	1	0
Delaware	3	0
Erie	1	0
Fayette	1	0
Indiana	1	0
Lancaster	2	0
Lebanon	1	0

County	Crashes	Fatalities
Lehigh	1	0
Luzerne	3	0
Lycoming	1	0
Mckean	1	0
Mercer	1	0
Montgomery	2	0
Montour	1	0
Schuylkill	3	0
Somerset	1	0
Washington	1	0
TOTAL	33	0

—**WHEN THEY HAPPENED**—

Crashes by Month

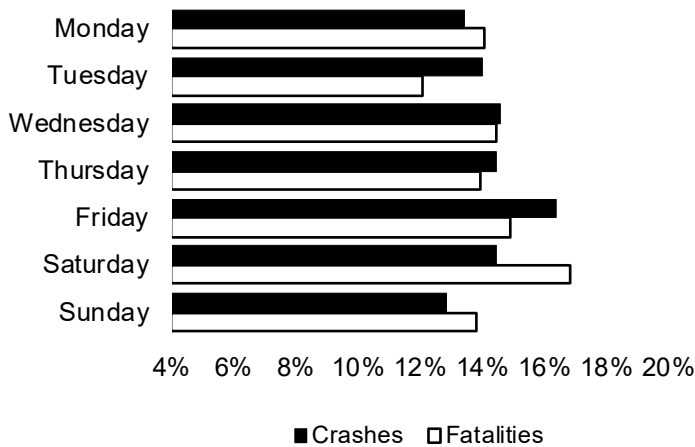


Month	Crashes	Fatalities
January	9,215 (8.4%)	88 (7.3%)
February	7,959 (7.2%)	80 (6.6%)
March	8,772 (8.0%)	78 (6.5%)
April	8,947 (8.1%)	110 (9.1%)
May	9,307 (8.4%)	86 (7.1%)
June	8,986 (8.1%)	95 (7.9%)
July	8,833 (8.0%)	125 (10.3%)
August	8,960 (8.1%)	131 (10.8%)
September	9,423 (8.5%)	105 (8.7%)
October	10,436 (9.5%)	135 (11.2%)
November	9,821 (8.9%)	89 (7.4%)
December	9,723 (8.8%)	87 (7.2%)
TOTAL	110,382 (100.0%)	1,209 (100.0%)

All Crashes

Crashes by Day of Week

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

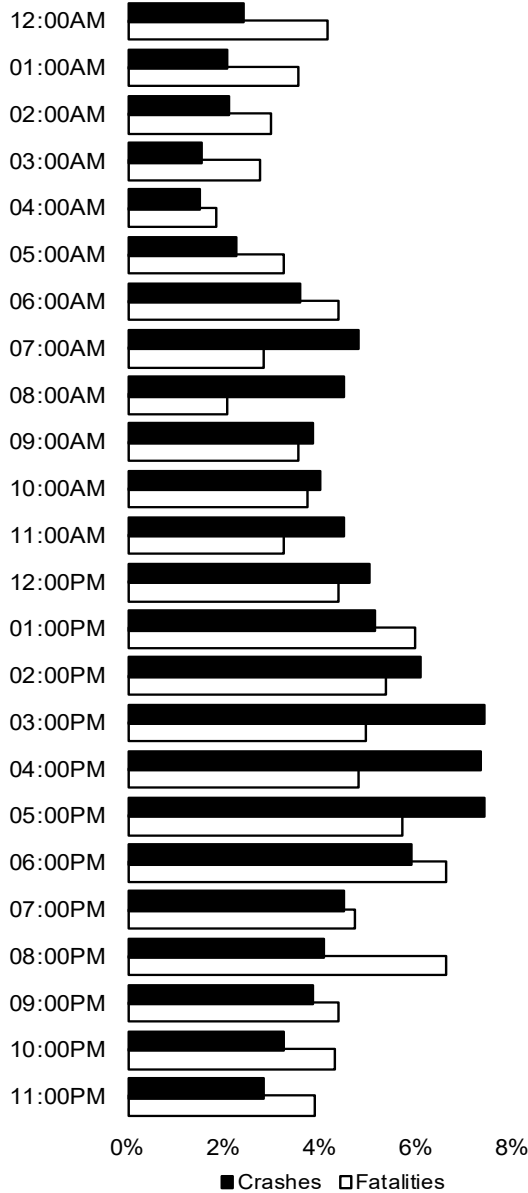


Day	Crashes	Fatalities
Monday	14,785 (13.4%)	170 (14.1%)
Tuesday	15,450 (14.0%)	146 (12.1%)
Wednesday	16,056 (14.6%)	175 (14.5%)
Thursday	15,931 (14.4%)	168 (13.9%)
Friday	18,043 (16.4%)	180 (14.9%)
Saturday	15,939 (14.4%)	203 (16.8%)
Sunday	14,178 (12.8%)	167 (13.8%)
TOTAL	110,382 (100.0%)	1,209 (100.0%)

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 4.1% of all crashes in 2023 occurred in the 8:00 PM hour, but 6.6% of all fatalities occurred then. The higher volume of traffic itself may be a factor during peak traffic hours, particularly the rush-hours.

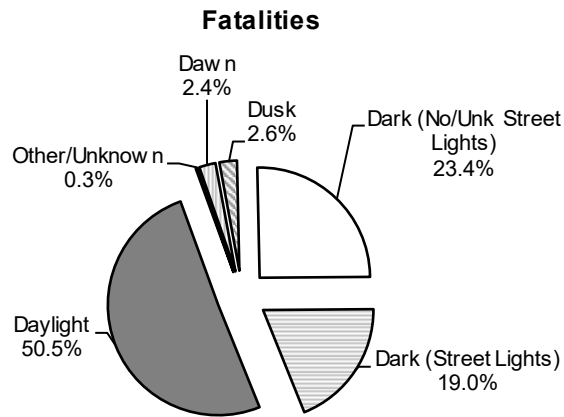
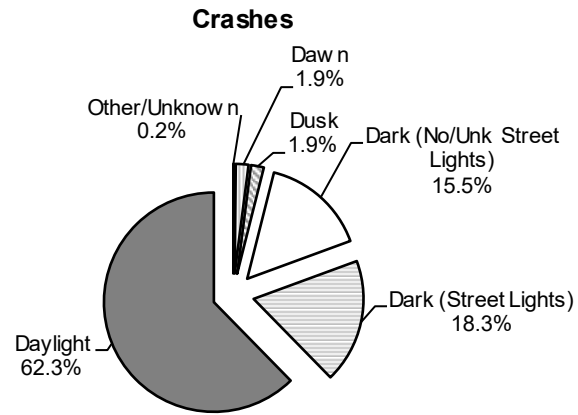
All Crashes



Hour	Crashes	Fatalities
12:00AM	2,666	50
01:00AM	2,283	43
02:00AM	2,317	36
03:00AM	1,687	33
04:00AM	1,632	22
05:00AM	2,496	39
06:00AM	3,967	53
07:00AM	5,273	34
08:00AM	4,953	25
09:00AM	4,245	43
10:00AM	4,414	45
11:00AM	4,967	39
12:00PM	5,556	53
01:00PM	5,680	72
02:00PM	6,719	65
03:00PM	8,174	60
04:00PM	8,089	58
05:00PM	8,200	69
06:00PM	6,504	80
07:00PM	4,964	57
08:00PM	4,488	80
09:00PM	4,242	53
10:00PM	3,564	52
11:00PM	3,132	47

Crashes by Light Level

In 2023, 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 2023 occurred just slightly over 50% of the time during daylight. If 2023 fatalities per 1000 crashes are compared (Daylight — 8.9 fatalities per 1000 crashes versus non-Daylight — 14.4 fatalities per 1000 crashes), it is apparent that non-daylight crashes are more deadly than daylight crashes.



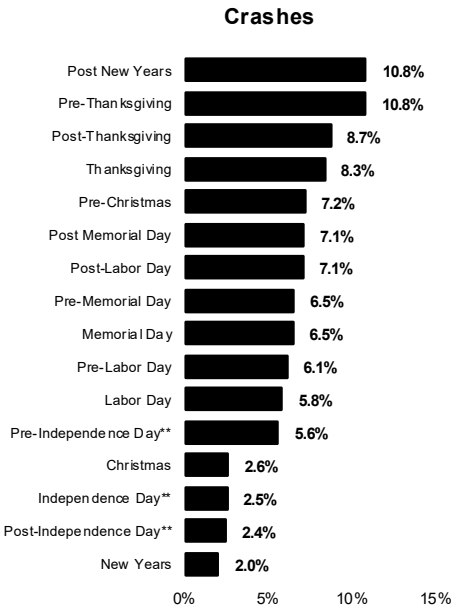
Light Level	Crashes	Fatalities
Daylight	68,783	611
Dark (Street Lights)	20,196	230
Dark (No/Unk Street Lights)	17,074	305
Dusk	2,082	31
Dawn	2,065	29
Other/Unknown	182	3
TOTAL	110,382	1,209

All Crashes

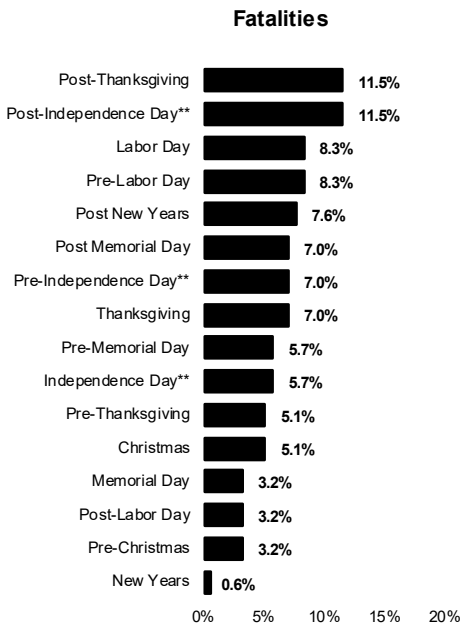
Crashes by Holiday

Crashes increased during holiday periods due to the volume of traffic on the roadway. Many times, the weekend before and the weekend after the holiday have nearly as many crashes and fatalities, and sometimes more. The graphs below illustrate the ranking in descending order, of total crashes and fatalities, respectively, for each holiday period. The table shows a breakdown of crashes and fatalities for each holiday period in 2023.

All Crashes



Period*	Crashes	Fatalities
New Years	274	1
Post New Years	792	8
Pre-Memorial Day	964	12
Memorial Day	830	11
Post Memorial Day	957	13
Pre-Independence Day**	352	5
Independence Day**	332	5
Post-Independence Day**	341	5
Pre-Labor Day	878	11
Labor Day	884	18
Post-Labor Day	974	9
Pre-Thanksgiving	1,468	13
Thanksgiving	1,181	18
Post-Thanksgiving	1,463	9
Pre-Christmas	1,133	8
Christmas	758	11
TOTAL	13,581	157



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

** Not part of a holiday weekend in 2023.

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	23,070	366
Drinking Driver	7,350	127
Proceeded Without Clearance	13,432	81
Improper Turning-Related	10,529	57
Distracted Driver	9,011	55
Careless/Illegal Passing	5,232	48
Drowsy Drivers	2,706	11
Tailgating	5,562	4

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 interactions. 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	44.0%	35.8%	23.0%	22.6%
	48,498 crashes	8,651 crashes	3,111 crashes	1,961 crashes
Multiple Vehicle Crash	56.0%	64.2%	77.0%	77.4%
	61,684 crashes	15,506 crashes	10,415 crashes	6,716 crashes

Drivers

Drivers in Crashes by Age Group

Looking at the 2023 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	2,023	77,900	2.6%
17	4,406	104,655	4.2%
18	4,746	115,607	4.1%
19	4,270	121,578	3.5%
20	4,124	123,915	3.3%
21	3,925	125,621	3.1%
22-24	11,365	394,580	2.9%
25-29	16,528	686,525	2.4%
30-39	30,589	1,523,011	2.0%
40-54	33,067	2,097,551	1.6%
55-59	10,021	761,597	1.3%
60-64	9,378	809,836	1.2%
65-69	7,435	769,278	1.0%
70-74	5,562	620,991	0.9%
75 and Over	8,442	933,673	0.9%
Unknown	63	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	2.8% 3,117 crashes	2.2% 520 crashes	1.7% 231 crashes	1.1% 95 crashes
Rear-End	19.1% 21,043 crashes	21.4% 5,178 crashes	23.7% 3,202 crashes	19.4% 1,684 crashes
Head-On	3.5% 3,890 crashes	3.9% 947 crashes	4.6% 617 crashes	4.2% 366 crashes
Backing Up	0.3% 350 crashes	0.3% 60 crashes	0.4% 56 crashes	0.3% 29 crashes
Angle	30.1% 33,153 crashes	34.8% 8,412 crashes	42.6% 5,766 crashes	49.2% 4,265 crashes
Sideswipe	6.9% 7,640 crashes	5.4% 1,303 crashes	6.7% 910 crashes	6.3% 549 crashes
Hit Fixed Object	28.3% 31,143 crashes	28.2% 6,816 crashes	14.1% 1,906 crashes	14.3% 1,243 crashes
Hit Non-Motorist**	3.9% 4,241 crashes	1.2% 287 crashes	3.0% 409 crashes	3.3% 289 crashes
Other	5.1% 5,605 crashes	2.6% 634 crashes	3.2% 429 crashes	1.8% 157 crashes

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

** Hit Non-Motorist replaced Hit Pedestrian as a Crash Type in 2023.

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	38.4% 42,330 crashes	42.0% 10,155 crashes	48.8% 6,606 crashes	51.9% 4,499 crashes
Non-Intersection	61.6% 67,852 crashes	58.0% 14,002 crashes	51.2% 6,920 crashes	48.2% 4,178 crashes



Alcohol-Related Crashes

Alcohol Overview

- ▶ In Pennsylvania, drinking and driving remains a top safety issue. In 2023, alcohol-related crashes decreased to 8,337 from 8,683 alcohol-related crashes in 2022. In 2023, alcohol-related fatalities decreased to 308 from 320 alcohol-related fatalities in 2023.
- ▶ Of note is the involvement of drinking drivers under the age of 21. 10% of the driver fatalities in the 16-20 age group were drinking drivers, down from 23% in 2022 and 17% in 2021. Improvement in this age group is very good to see.
- ▶ The 21 to 25 age group was involved in the most crashes with a drinking driver. This age group had the 2nd highest drinking driver crash rate at 6.4%. In the 41 to 45 age group, the number of crashes was average, but the drinking driver fatality was 40% - the highest overall.
- ▶ In 2023, alcohol-related fatalities were 25% 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).

Alcohol-
Related

2023 Briefs

- ▶ 308 people died in alcohol-related crashes.
- ▶ 87% of the alcohol-related occupant fatalities (drivers and passengers) were in the vehicle driven by the drinking driver; 74% were the drinking drivers themselves.
- ▶ 73% of the drinking drivers in traffic crashes were male.
- ▶ 68% of the alcohol-related crashes were during the hours of darkness, usually on weekends.
- ▶ On average each day, 23 alcohol-related traffic crashes occurred.
- ▶ On average each day, 0.8 persons were fatally injured in alcohol-related traffic crashes.
- ▶ On average each day, 14 persons were injured in alcohol-related traffic crashes.

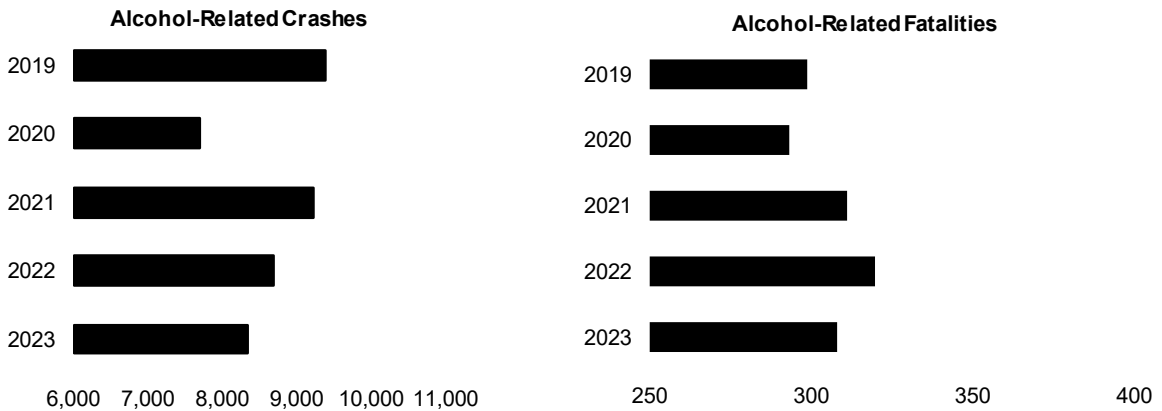
Alcohol Involvement in Crashes

Although alcohol-related crashes accounted for approximately 7% of the total crashes in 2023, they resulted in 26% of all persons fatally injured in crashes. Alcohol-related crashes were over four 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 0.8% of crashes which were not alcohol-related). “PDO Crashes” in the table below refers to property damage only crashes.

	Fatal Crashes	Fatalities	Injury Crashes	Injuries	PDO Crashes
Alcohol-Related	288 (25.4%)	308 (25.5%)	3,878 (8.0%)	5,111 (7.7%)	4,171 (6.9%)
Non-Alcohol-Related	844 (74.6%)	901 (74.5%)	44,461 (92.0%)	61,438 (92.3%)	56,737 (93.2%)
TOTAL	1,132 (100.0%)	1,209 (100.0%)	48,339 (100.0%)	66,549 (100.0%)	60,908 (100.0%)

Alcohol-Related Crashes—Five-Year Trends

Alcohol-related crashes decreased in 2023 and were the second lowest total in the last five years. Alcohol-related fatalities decreased in 2023 and were the middle total in the last five years.



Alcohol-Related

	2019	2020	2021	2022	2023
Crashes	9,390	7,700	9,220	8,683	8,337
<i>Fatal Crashes</i>	280	270	293	292	288
<i>Injury Crashes</i>	4,490	3,701	4,349	3,998	3,878
<i>PDO Crashes</i>	4,620	3,729	4,578	4,393	4,171
Fatalities	299	293	311	320	308
Injuries	5,938	4,917	5,837	5,381	5,111
Fatal Crashes per 100,000 Licensed Drivers	3.4	3.1	3.2	3.2	3.2
Fatalities per 100,000 Licensed Drivers	3.7	3.3	3.4	3.5	3.4

Victims of Alcohol-Related Fatal Crashes

There were 253 driver and passenger fatalities in alcohol-related crashes in 2023, while 219 (86.6%) were the drinking drivers or their passengers.

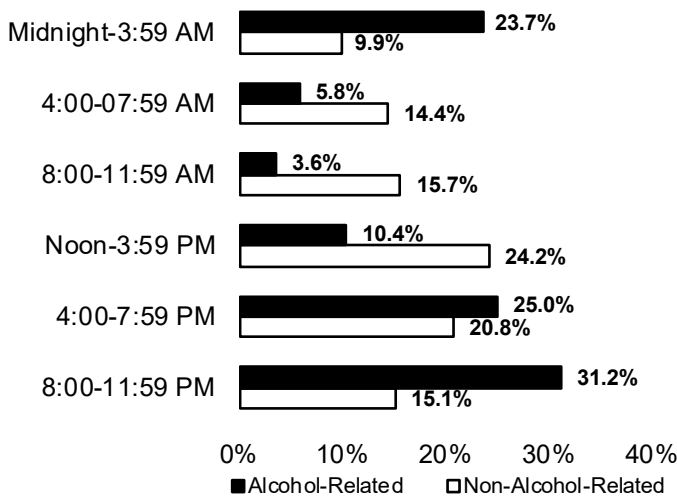
Persons Involved	Fatalities
Drivers	215
<i>Drinking Drivers</i>	188 (87.4%)
<i>Non-Drinking Drivers</i>	27 (12.6%)
Passengers	38
<i>Passengers with Drinking Driver</i>	31 (81.6%)
<i>Passengers with Non-Drinking Driver</i>	7 (18.4%)
Pedestrians	49
<i>Drinking Pedestrian</i>	42 (85.7%)
<i>Non-Drinking Pedestrian</i>	7 (14.3%)
TOTAL FATALITIES*	302

*Excludes 6 Drinking Non-Motorists

Alcohol-Related

Victims of Fatal Crashes by Time of Day

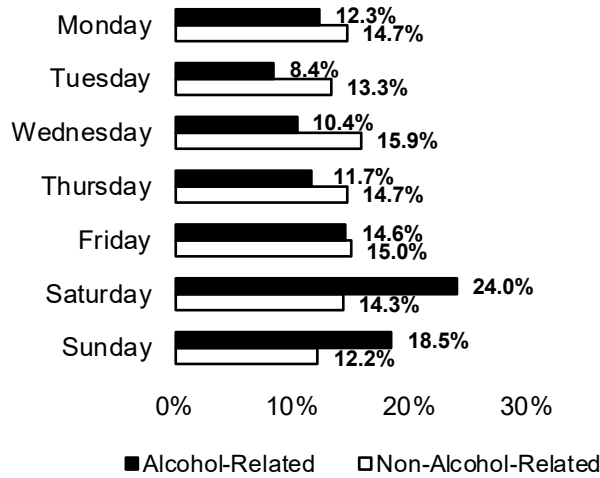
Alcohol-related crashes occurring between 8:00 PM and 4:00 AM produced the vast majority of fatalities (55% of alcohol-related fatalities). In contrast, just under half of the fatalities (45%) from non-alcohol-related crashes resulted from crashes occurring between noon and 8:00 PM.



Time of Occurrence	Non-Alcohol-Related	Alcohol-Related
Midnight-3:59 AM	89	73
4:00-07:59 AM	130	18
8:00-11:59 AM	141	11
Noon-3:59 PM	218	32
4:00-7:59 PM	187	77
8:00-11:59 PM	136	96
Time Unknown	0	1
TOTAL FATALITIES	901	308

Victims of Fatal Crashes by Day of Week

Over one-half (57%) 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.

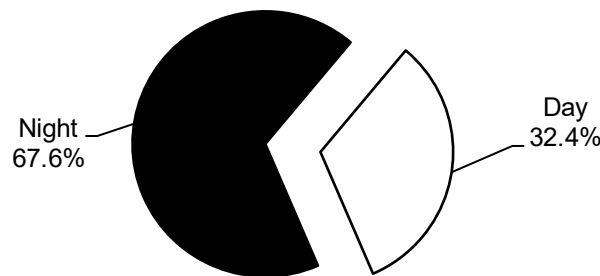


Day of Occurrence	Non-Alcohol-Related	Alcohol-Related
Monday	132	38
Tuesday	120	26
Wednesday	143	32
Thursday	132	36
Friday	135	45
Saturday	129	74
Sunday	110	57
TOTAL FATALITIES	901	308

Alcohol-Related

Alcohol-Related Crashes—Day vs. Night

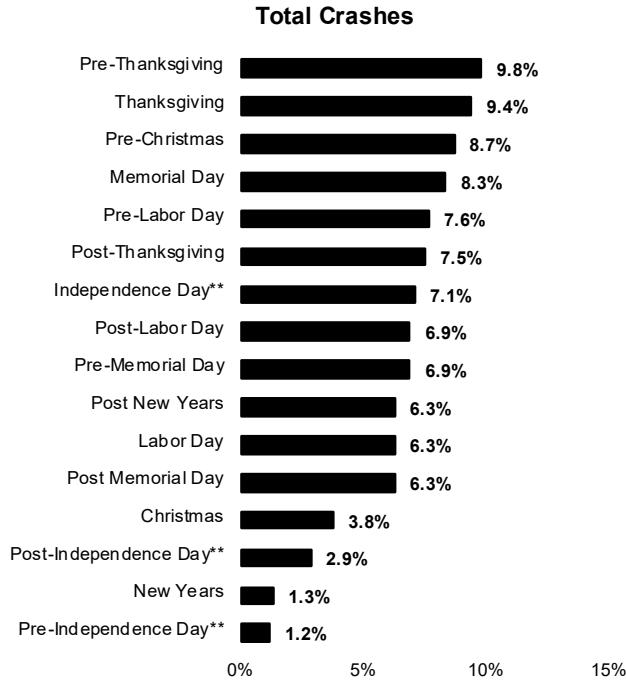
67.6% of alcohol-related crashes occurred at night. The graph below shows the breakdown of alcohol-related crashes by day and night.



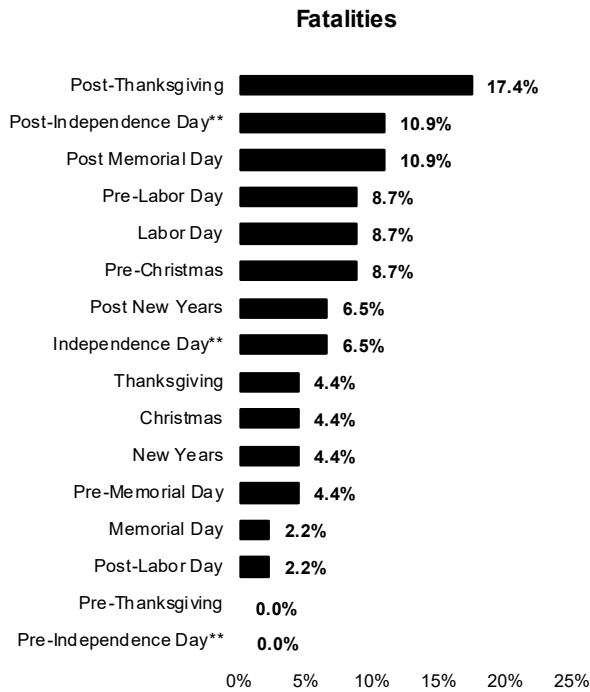
Alcohol-Related Holiday Crashes

In 2023, 11% of all holiday crashes involved alcohol use; however, 29% of fatalities that occurred during holiday weekends were related to alcohol use. (See *Crashes by Holiday*, page 22.)

Alcohol-Related



Period*	Crashes	Fatalities
New Years	54	0
Post New Years	90	5
Pre-Memorial Day	99	4
Memorial Day	102	4
Post Memorial Day	90	5
Pre-Independence Day**	17	0
Independence Day**	41	2
Post-Independence Day**	19	1
Pre-Labor Day	99	3
Labor Day	120	8
Post-Labor Day	90	4
Pre-Thanksgiving	125	2
Thanksgiving	141	3
Post-Thanksgiving	135	2
Pre-Christmas	108	1
Christmas	110	2
TOTAL	1,440	46



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

** Not part of a holiday weekend in 2023.

Driver Involvement in Alcohol-Related Crashes by Vehicle Type

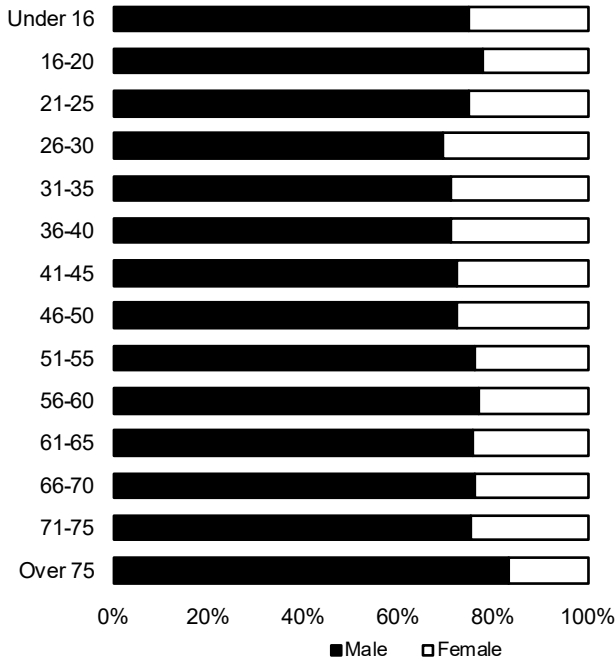
Motorcyclists had the largest percentage of drinking drivers to total drivers; this is compared to the drivers of other types of vehicles. Drinking drivers of passenger cars, light trucks, vans, and sport utility vehicles were relatively equal to the average for drivers of all vehicle types. Bus and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

Total Drivers in Crashes 179,748	Passenger Car	93,712
	Lt Trk/SUV/Van	73,366
	Heavy Truck	7,071
	Motorcycle	3,477
	Bus	686
	Other	1,436
Drinking Drivers in Crashes 8,183 (4.6% of total)	Passenger Car	4,094 (4.4% of total)
	Lt Trk/SUV/Van	3,716 (5.1% of total)
	Heavy Truck	52 (0.7% of total)
	Motorcycle	260 (7.5% of total)
	Bus	1 (0.1% of total)
	Other	60 (4.2% of total)

Alcohol-Related

Drinking Drivers in Crashes by Age and Sex

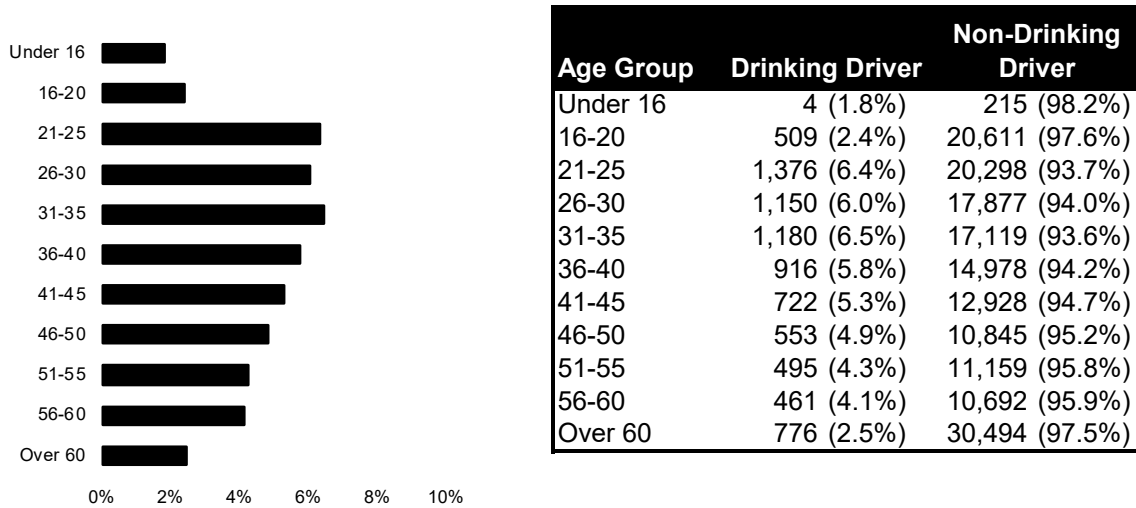
In 2023, nearly 3 out of 4 drinking drivers in crashes were male (across most age groups), with only slight variations among the age groups. The table below does not include an additional 45 drivers for whom age and/or sex were not known or applicable to traditional categories .



Age Group	Male	Female	Total
Under 16	3	1	4
16-20	396	112	508
21-25	1,031	345	1,376
26-30	798	352	1,150
31-35	838	341	1,179
36-40	650	265	915
41-45	522	200	722
46-50	399	153	552
51-55	377	118	495
56-60	356	105	461
61-65	286	92	378
66-70	171	53	224
71-75	76	25	101
Over 75	61	12	73
Total	5,964	2,174	8,138

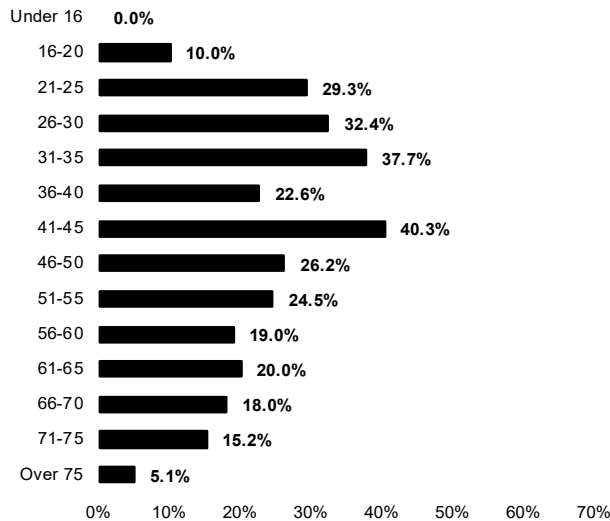
Drinking Drivers vs. Non-Drinking Drivers Involved in Crashes by Age Group

In 2023, as the table and graph below show, the age groups from 21 to 25 and 31 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.



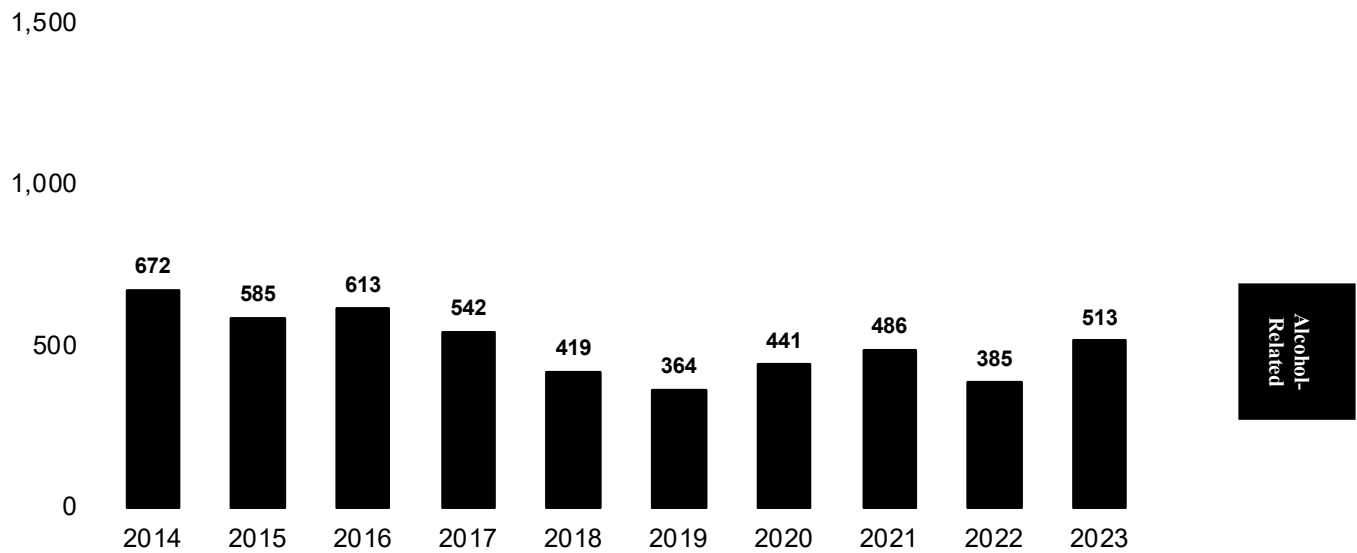
Drinking Driver Fatalities as a Percentage of Total Driver Fatalities, by Age Group

The graph below shows drinking driver fatalities as a percentage of total driver fatalities within each respective age group for 2023 crashes. The age group from 41 to 45 had the highest percentage, with 40.3% of the driver fatalities in this age group being a drinking driver. The 16-20 age group decreased from 22.7% in 2022. In 2023, 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 2020-2023 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.

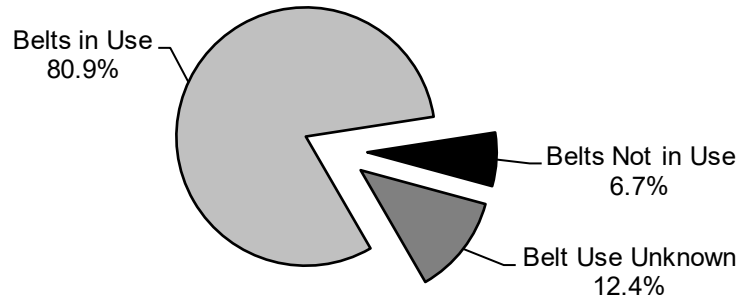
Air Bag Safety

- 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.

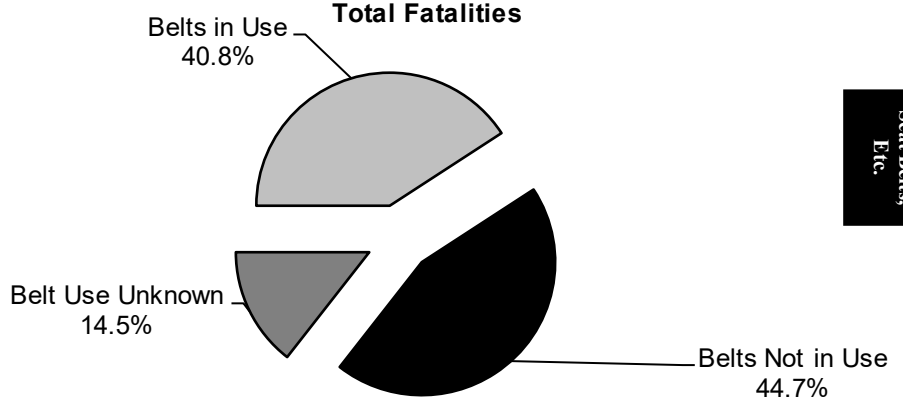
Seat Belt Use in Crashes—Total People Involved

Seat belts have proven to be effective in reducing the severity of injuries sustained in a crash. In 2023, as shown in the two pie graphs below, 80.9% of all people involved in crashes were wearing seat belts. 44.7% 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 2023 by severity of injury and belt use.

Total People Involved in Crashes



Total Fatalities



	Belts in Use	Belts Not in Use	Belt Use Unknown
Fatal Injury	291	319	103
Suspected Serious Injury	1,655	876	495
Suspected Minor Injury	24,408	3,175	3,531
Possible Injury	8,777	851	1,268
Unknown Severity	9,273	1,471	1,900
No Injury	140,974	8,624	21,215
TOTAL	185,378	15,316	28,512

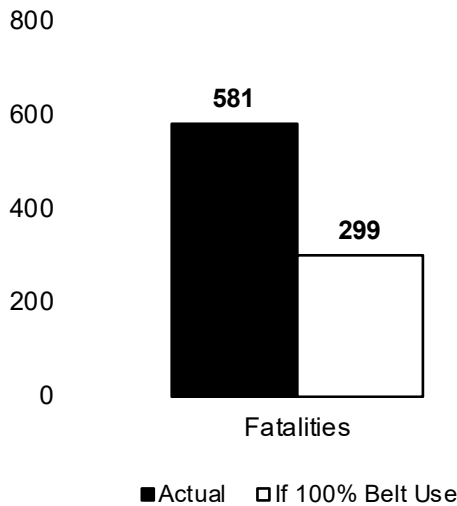
Note: Vehicles involved include passenger cars, light trucks, SUVs, vans, and heavy trucks. “Belts Not Available” is included in “Belts Not In Use”.

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 2023 fatalities and injuries if 100% seat belt use was achieved. (*Note:* The data below is for passenger cars, small trucks, SUVs and vans.) 282 people would have likely survived if they had worn their belts.

	Fatalities	Susp Ser	Injuries		
			Susp Min	Possible	None
Belts Used	275	1,561	22,845	16,932	121,718
Belts Not Used	306	840	3,035	2,207	7,390
TOTAL	581	2,401	25,880	19,139	129,108
If 100% Belt Use	299	1,707	24,835	18,364	131,904
Net Increase/(Decrease)	(282)	(694)	(1,045)	(775)	2,796

Seat Belts,
Etc.



Note: “No Belts” is included in “Belts Not Used”.

Seat Belt Use in Crashes—Historical Data

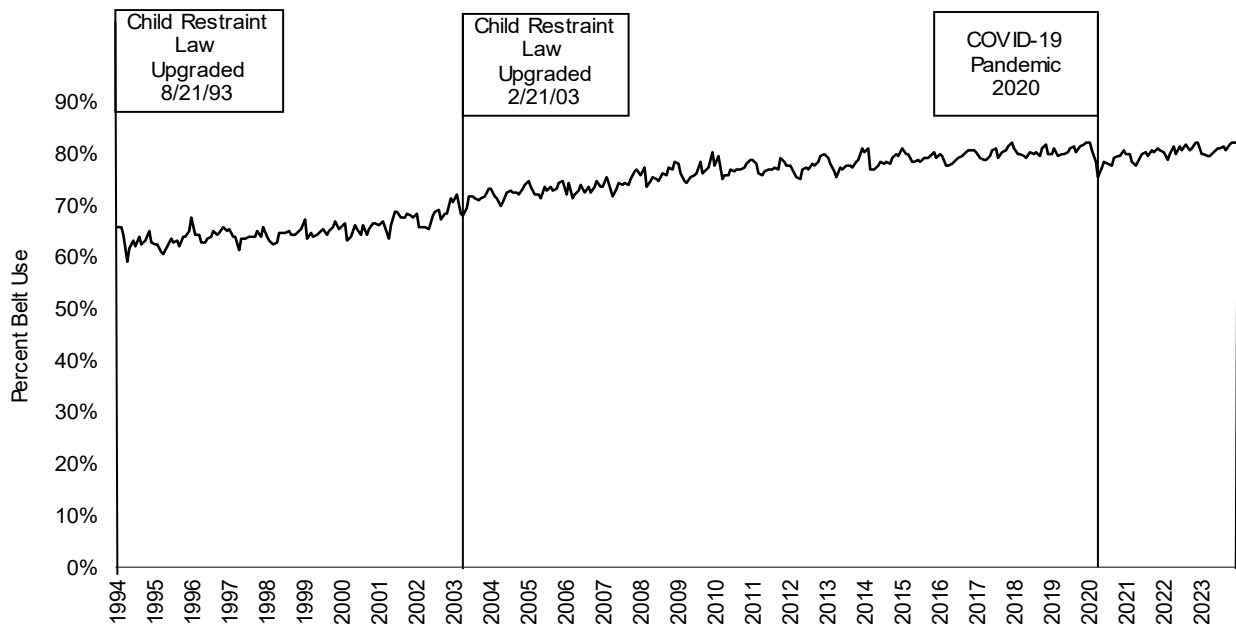
On November 1, 1983, Pennsylvania passed a primary law requiring that drivers secure children under age 4 in an approved child passenger restraint system when riding in a passenger car, Class I truck, Class II truck, classic motor vehicle, antique motor vehicle, or motor home registered in Pennsylvania.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

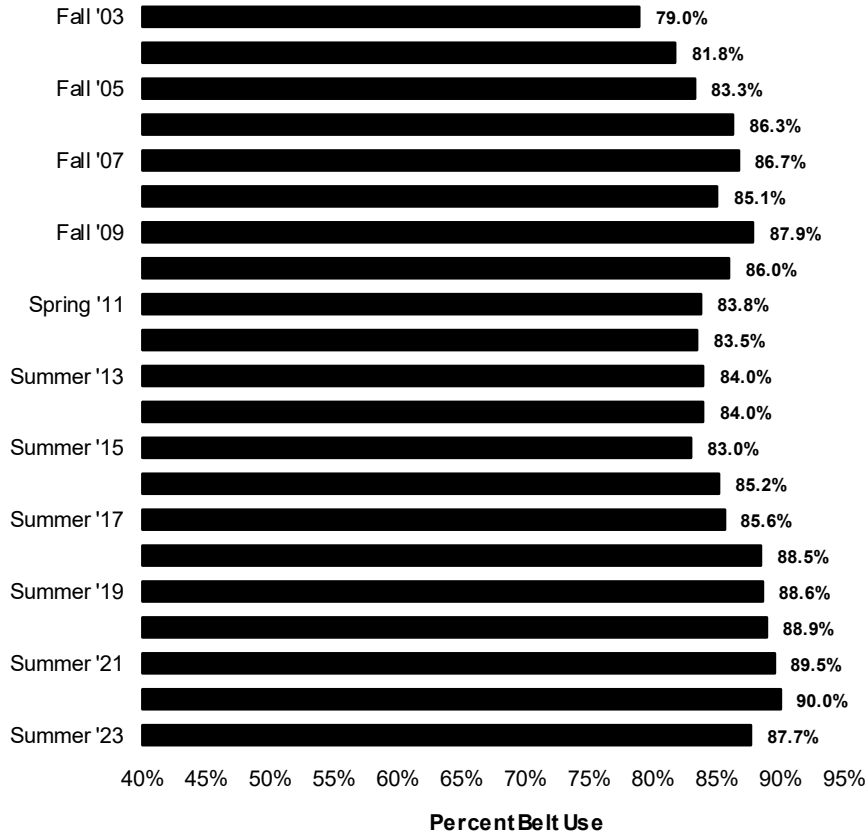


Note: Data shown for passenger cars only.



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 2023 decreased after 7 years of improvement.



Seat Belts,
Etc.

Child Passenger Restraints in Crashes—Five Year Data

Since August 21, 1993, all drivers traveling in Pennsylvania have been required to secure children up to age 4 in a child passenger restraint system while sitting anywhere in a vehicle. As shown in the table below (for 2019-2023 crashes involving children under age 4), the percentages of fatalities and injuries (within restraint type by row) were lower when restraints were used. From 2019-2023, 82% of the children under age 4 who were involved in crashes and restrained in a child seat sustained no injury.

Child Restraint	Fatalities	Susp Ser	Susp Min	Injuries			Total Persons
				Possible	Unknown	No Injury	
Child Seat In Use	10 (0.1%)	59 (0.3%)	1,174 (6.3%)	983 (5.2%)	1,108 (5.9%)	15,421 (82.2%)	18,755
No Restraint In Use	11 (0.5%)	22 (1.0%)	205 (9.7%)	129 (6.1%)	369 (17.4%)	1,384 (65.3%)	2,120
Other Restraint In Use	0 (0.0%)	5 (0.3%)	159 (10.6%)	83 (5.5%)	117 (7.8%)	1,140 (75.8%)	1,504

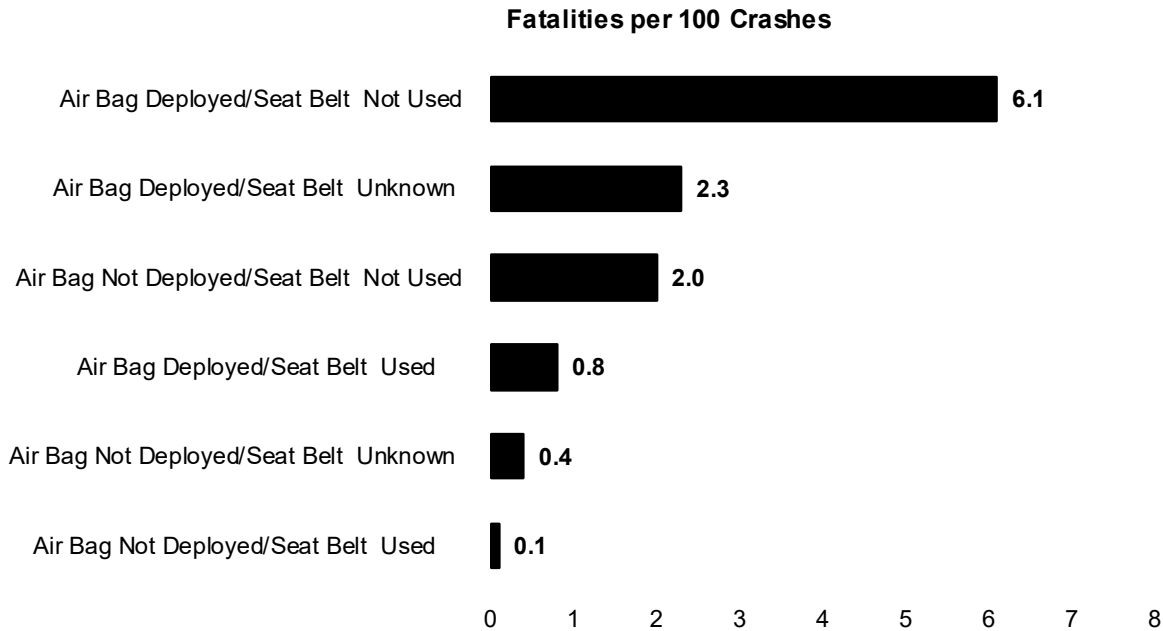
Note: “Child Seat Not In Use” and “Other Restraint Not In Use” have been combined into “No Restraint in Use”.

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	Fatalities	Injuries					Total Persons
			Susp Ser	Susp Min	Possible	Unknown	No Injury	
None	n/a	142 (0.2%)	829 (0.9%)	9,665 (10.5%)	3,834 (4.2%)	6,176 (6.7%)	71,079 (77.5%)	91,725
Air Bag Deployed	Used	215 (0.4%)	1,093 (2.1%)	12,191 (23.2%)	3,657 (7.0%)	5,090 (9.7%)	30,322 (57.7%)	52,568
Air Bag Deployed	Not Used	223 (5.1%)	487 (11.2%)	1,348 (30.9%)	271 (6.2%)	749 (17.2%)	1,284 (29.4%)	4,362
Air Bag Deployed	Unknown	52 (1.1%)	218 (4.4%)	1,121 (22.5%)	358 (7.2%)	1,000 (20.1%)	2,224 (44.7%)	4,973
Air Bag Not Deployed	Used	27 (0.0%)	196 (0.3%)	5,369 (8.6%)	2,281 (3.6%)	2,309 (3.7%)	52,568 (83.8%)	62,750
Air Bag Not Deployed	Not Used	33 (1.7%)	107 (5.4%)	515 (26.0%)	135 (6.8%)	241 (12.2%)	949 (47.9%)	1,980
Air Bag Not Deployed	Unknown	6 (0.2%)	33 (0.9%)	389 (10.8%)	169 (4.7%)	357 (9.9%)	2,654 (73.6%)	3,608
Unknown If Deployed	n/a	12 (0.7%)	30 (1.7%)	314 (18.2%)	95 (5.5%)	294 (17.0%)	985 (56.9%)	1,730

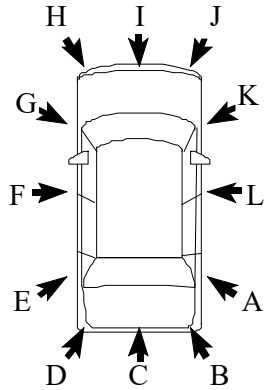
In crashes that are severe enough to deploy an airbag (for vehicles and seats so equipped), the data below shows that you are 8 times more likely to die if you are not wearing a seat belt (6.1 fatalities vs. 0.8 fatalities per 100 crashes).



Seat Belts, Etc.

Air Bag Deployment by Initial Vehicle Impact Point

Most air bags are designed to deploy in frontal impacts, but side impact air bags are also common for newer model year vehicles. The table below shows the initial vehicle impact points for all 2023 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 1198 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)	2,505	864	724 (50.4%)	712 (49.6%)	205
Right Rear (B)	4,792	1,769	787 (29.6%)	1,869 (70.4%)	367
Center Rear (C)	21,313	8,447	1,198 (10.4%)	10,278 (89.6%)	1,390
Left Rear (D)	4,655	1,661	715 (26.8%)	1,951 (73.2%)	328
Left Side Rear (E)	2,598	960	640 (44.9%)	787 (55.2%)	211
Left Side Center (F)	6,329	2,006	2,230 (59.6%)	1,515 (40.5%)	578
Left Side Forward (G)	6,217	2,156	1,711 (48.5%)	1,814 (51.5%)	536
Left Front (H)	24,226	7,934	7,292 (50.7%)	7,084 (49.3%)	1,916
Center Front (I)	57,559	16,890	22,164 (61.7%)	13,749 (38.3%)	4,756
Right Front (J)	21,647	6,936	6,826 (52.8%)	6,110 (47.2%)	1,775
Right Side Forward (K)	9,644	3,418	2,548 (48.3%)	2,728 (51.7%)	950
Right Side Center (L)	8,117	2,598	2,777 (58.4%)	1,981 (41.6%)	761
Other	3,122	1,274	518 (38.2%)	838 (61.8%)	492
None	2,122	763	337 (27.7%)	878 (72.3%)	144
TOTAL	174,846	57,676	50,467 (49.1%)	52,294 (50.9%)	14,409

Seat Belts, Etc.

Air Bag Deployment by Age Group

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

Seat Belts Used							
Age Group	Fatalities	Susp Ser	Susp Min	Injuries			Total Persons
				Possible	Unknown	No Injury	
0-4	0 (0.0%)	11 (1.3%)	131 (15.5%)	76 (9.0%)	75 (8.8%)	555 (65.5%)	848
5-8	1 (0.2%)	14 (2.4%)	132 (22.1%)	50 (8.4%)	46 (7.7%)	354 (59.3%)	597
9-12	2 (0.3%)	10 (1.5%)	150 (22.3%)	58 (8.6%)	68 (10.1%)	384 (57.1%)	672
13-64	128 (0.3%)	820 (1.9%)	9,813 (22.4%)	2,879 (6.6%)	3,931 (9.0%)	26,197 (59.9%)	43,768
65-74	34 (0.9%)	122 (3.2%)	1,067 (27.9%)	319 (8.3%)	514 (13.4%)	1,775 (46.3%)	3,831
75+	50 (1.7%)	116 (4.0%)	906 (31.2%)	282 (9.7%)	462 (15.9%)	1,084 (37.4%)	2,900
Total	215 (0.4%)	1,093 (2.1%)	12,199 (23.2%)	3,664 (7.0%)	5,096 (9.7%)	30,349 (57.7%)	52,616

Seat Belts Not Used							
Age Group	Fatalities	Susp Ser	Susp Min	Injuries			Total Persons
				Possible	Unknown	No Injury	
0-4	0 (0.0%)	1 (5.9%)	7 (41.2%)	0 (0.0%)	1 (5.9%)	8 (47.1%)	17
5-8	0 (0.0%)	5 (17.9%)	16 (57.1%)	0 (0.0%)	2 (7.1%)	5 (17.9%)	28
9-12	0 (0.0%)	4 (16.0%)	7 (28.0%)	0 (0.0%)	3 (12.0%)	11 (44.0%)	25
13-64	175 (4.4%)	429 (10.9%)	1,209 (30.7%)	245 (6.2%)	675 (17.1%)	1,210 (30.7%)	3,943
65-74	22 (10.8%)	29 (14.3%)	65 (32.0%)	16 (7.9%)	44 (21.7%)	27 (13.3%)	203
75+	26 (17.8%)	19 (13.0%)	44 (30.1%)	10 (6.9%)	24 (16.4%)	23 (15.8%)	146
Total	223 (5.1%)	487 (11.2%)	1,348 (30.9%)	271 (6.2%)	749 (17.2%)	1,284 (29.4%)	4,362

Pedestrian and Bicycle Crashes

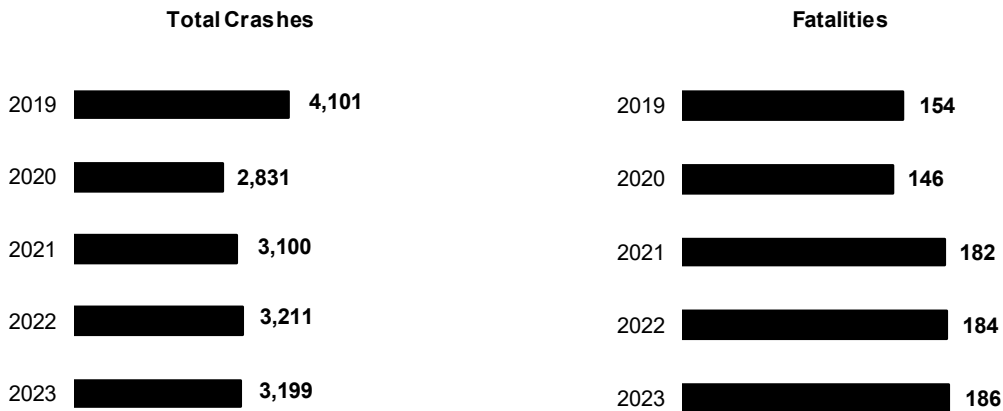
Pedestrian and Bicycles Overview

- ▶ Pedestrian-related crashes represent 2.9% of the total reported traffic crashes; however, they account for 15.4% of all traffic crash fatalities. (See also *Pennsylvania County Crashes*, pages 62, 63, and 68.)

- ▶ Bicycle crashes represent 1% of the total reported crashes and 2.2% of all traffic fatalities. Although these percentages are small, they still represent 27 bicyclist fatalities and 1086 injuries in 2023.

Pedestrian Crashes—Five-Year Trends

Reported crashes involving pedestrians have not changed over the last two years. Pedestrian fatalities have fluctuated over the last five years and increased slightly in the past year.



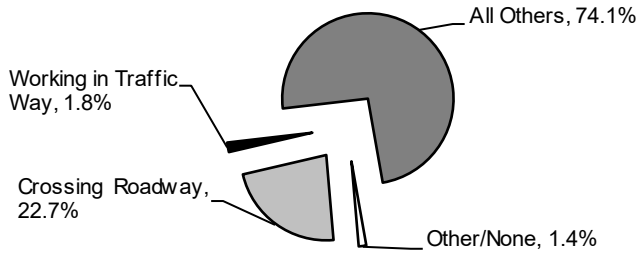
Year	Total Crashes	Fatalities
2019	4,101	154
2020	2,831	146
2021	3,100	182
2022	3,211	184
2023	3,199	186

Pedestrian-Related Crashes

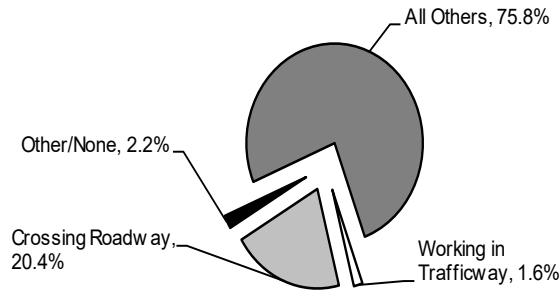
Referring to the table and pie charts below, many pedestrian crashes and fatalities occurred while pedestrians were “crossing roadway”. This means that a pedestrian was most likely crossing the street at an intersection, mid-block crossing, or driveway entrance.

**Starting in 2023, pedestrian actions were derived from unit movement.

Top Crash-Related Pedestrian Actions**



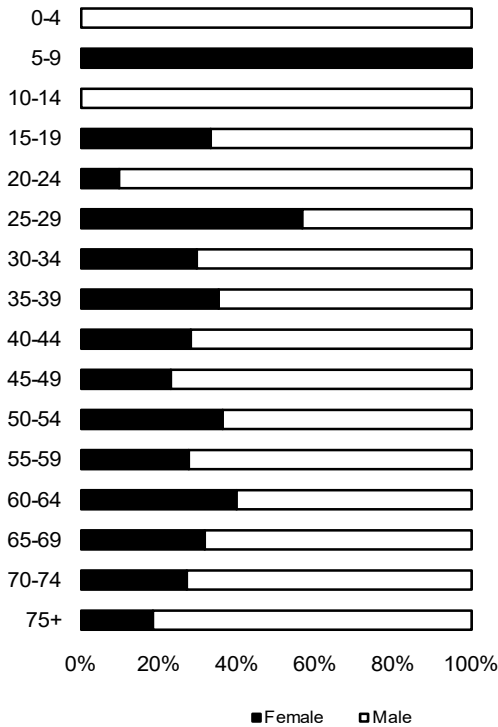
Top Fatal Pedestrian Actions**



Pedestrian Action	Fatalities	Pedestrians Involved
Crossing Roadway	38	765
Entering/Exiting Parked/Standing Vehicle	3	23
Working, Playing, Etc in Roadway	2	26
Waiting to Cross Roadway	0	2
Traveling Along Roadway Against Traffic	2	8
Traveling Along Roadway With Traffic	3	20
Traveling on Sidewalk	0	9
Working in Trafficway	3	61
Other/None	4	48
Adjacent to Roadway	2	22
TOTAL	186	3,370

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 72% of all pedestrian fatalities and increased from 2022 (66%). **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	0	1	1
5-9	1	0	1
10-14	0	3	3
15-19	1	2	3
20-24	1	9	10
25-29	4	3	7
30-34	6	14	20
35-39	5	9	14
40-44	4	10	14
45-49	3	10	13
50-54	4	7	11
55-59	5	13	18
60-64	4	6	10
65-69	7	15	22
70-74	3	8	11
75 and over	5	22	27
Unknown	0	1	1
TOTAL	53	133	186

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 (46.8%)	1,810 (57.6%)	14 (35.9%)	1,911 (56.7%)
Borough/Town	29 (15.6%)	558 (17.7%)	7 (18.0%)	594 (17.6%)
Township	70 (37.6%)	777 (24.7%)	18 (46.2%)	865 (25.7%)
Other	0 (0.0%)	0 (0.0%)	0 (0.0%)	0 (0.0%)
TOTAL	186 (100.0%)	3,145 (100.0%)	39 (100.0%)	3,370 (100.0%)

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



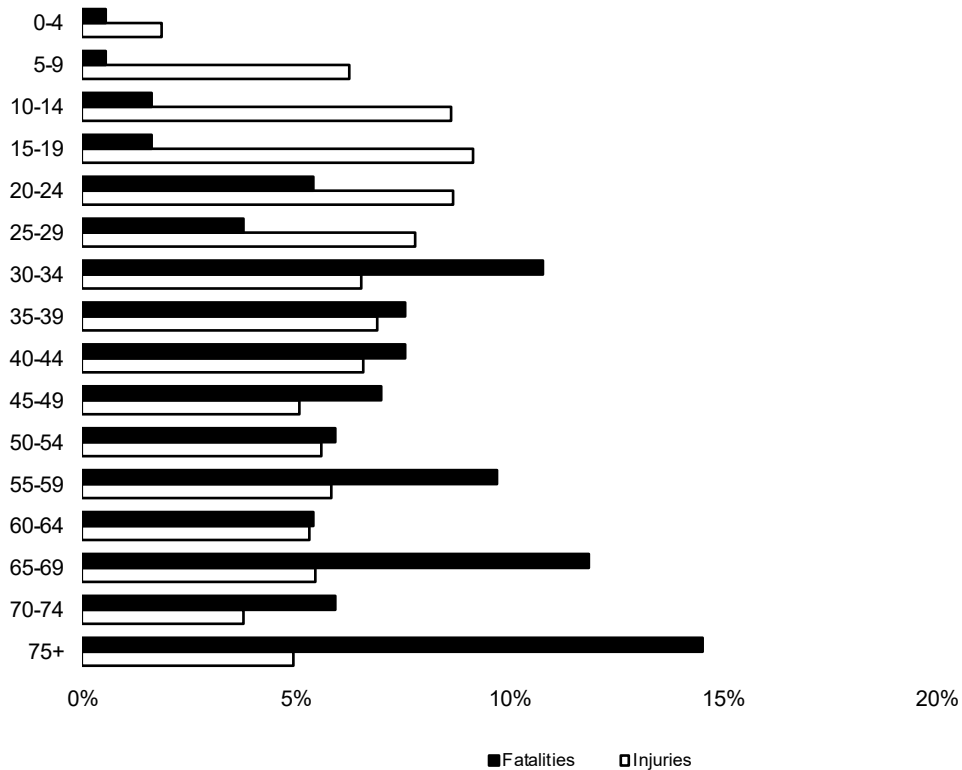
Pedestrian Fatalities and Injuries by Age

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 25.8% of the pedestrian injuries.

Note: The totals in the table do not include an additional 39 pedestrians who were not fatally injured or injured or where their injury severity was unknown.

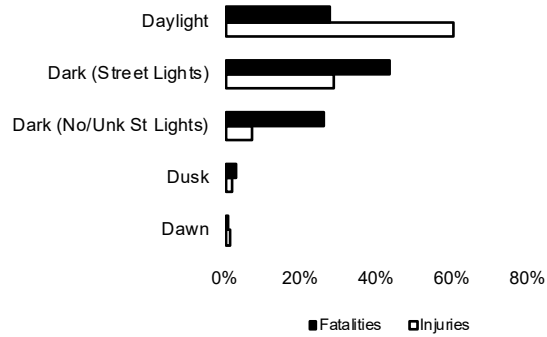
Pedestrian Age	Fatalities	Injuries
0-4	1 (0.5%)	58 (1.8%)
5-9	1 (0.5%)	196 (6.2%)
10-14	3 (1.6%)	271 (8.6%)
15-19	3 (1.6%)	287 (9.1%)
20-24	10 (5.4%)	273 (8.7%)
25-29	7 (3.8%)	244 (7.8%)
30-34	20 (10.8%)	205 (6.5%)
35-39	14 (7.5%)	216 (6.9%)
40-44	14 (7.5%)	206 (6.6%)
45-49	13 (7.0%)	160 (5.1%)
50-54	11 (5.9%)	176 (5.6%)
55-59	18 (9.7%)	183 (5.8%)
60-64	10 (5.4%)	167 (5.3%)
65-69	22 (11.8%)	171 (5.4%)
70-74	11 (5.9%)	118 (3.8%)
75 and over	27 (14.5%)	155 (4.9%)
Unknown	1 (0.5%)	59 (1.9%)
TOTAL	186 (100.0%)	3,145 (100.0%)

Peds & Bikes



Pedestrian Fatalities and Injuries by Light Level

The majority of pedestrians were injured in daylight (60.4%), but more pedestrian fatalities occurred during non-daylight hours (72.6%). 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.

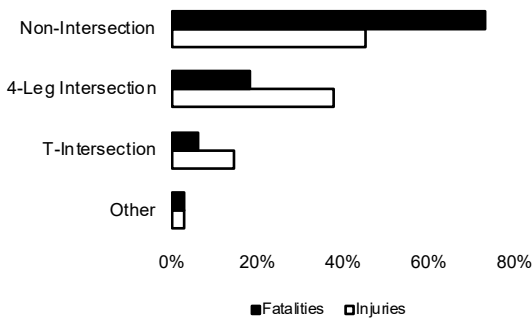


Light Level	Fatalities	Injuries
Dawn	1 (0.5%)	48 (1.5%)
Daylight	51 (27.4%)	1,900 (60.4%)
Dark (Street Lights)	81 (43.6%)	895 (28.5%)
Dark (No/Unk St Lights)	48 (25.8%)	223 (7.1%)
Dusk	5 (2.7%)	64 (2.0%)
Other/Unknown	0 (0.0%)	15 (0.5%)
TOTAL	186 (100.0%)	3,145 (100.0%)

Note: The totals in the table do not include an additional 39 pedestrians who were not fatally injured or injured or where their injury severity was unknown.

Pedestrian Fatalities and Injuries by Intersection Type

73.1% of pedestrian fatalities and 45.1% of pedestrian injuries occurred in areas other than intersections. “Non-intersections” as used below includes mid-block crossings, driveway crossings, etc.

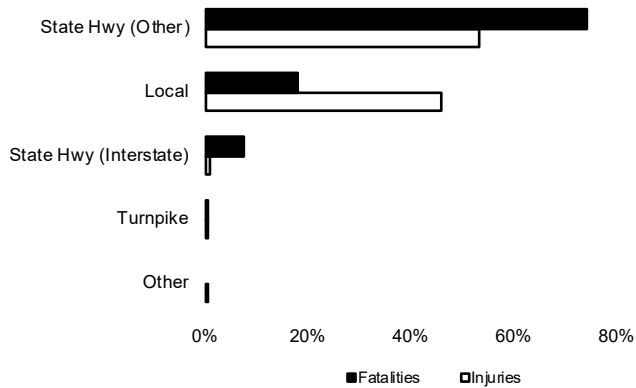


Intersection	Fatalities	Injuries
Non-Intersection	136 (73.1%)	1,419 (45.1%)
4-Leg Intersection	34 (18.3%)	1,179 (37.5%)
T-Intersection	11 (5.9%)	449 (14.3%)
Other	5 (2.7%)	91 (2.9%)
TOTAL	186 (100.0%)	3,145 (100.0%)

Note: The totals in the table do not include an additional 39 pedestrians who were not fatally injured or injured or where their injury severity was unknown.

Pedestrian Fatalities and Injuries by Road Type*

As the graph shows, 45.8% of pedestrians were injured on local roads, whereas 74.2% of pedestrian fatalities occurred on non-interstate state roadways.



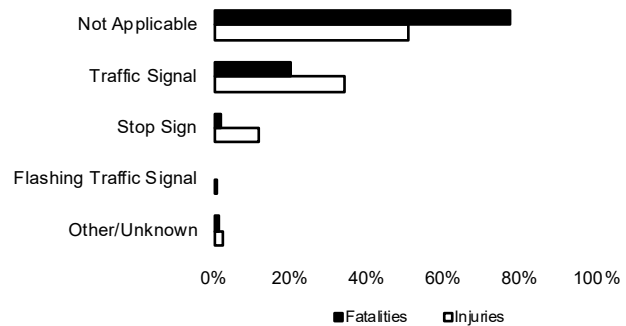
Note: The totals in the table do not include an additional 39 pedestrians who were not fatally injured or injured or where their injury severity was unknown.

Road Type	Fatalities	Injuries
State Hwy (Other)	138 (74.2%)	1,670 (53.1%)
Local	33 (17.7%)	1,441 (45.8%)
State Hwy (Interstate)	14 (7.5%)	23 (0.7%)
Turnpike	1 (0.5%)	8 (0.3%)
Other	0 (0.0%)	3 (0.1%)
TOTAL	186 (100.0%)	3,145 (100.0%)

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

Pedestrian Fatalities and Injuries by Traffic Control Device

As the graph shows, most pedestrian fatalities and injuries occurred in areas without traffic control devices (TCDs). These areas accounted for 144 pedestrian fatalities and 1,601 injuries.



Note: The totals in the table do not include an additional 39 pedestrians who were not fatally injured or injured or where their injury severity was unknown.

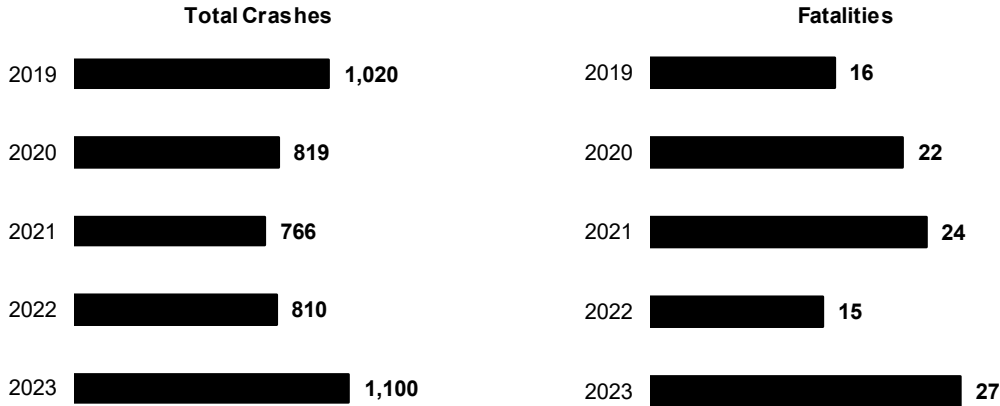
Traffic Control Device	Fatalities	Injuries
Not Applicable	144 (77.4%)	1,601 (50.9%)
Traffic Signal	37 (19.9%)	1,076 (34.2%)
Stop Sign	3 (1.6%)	369 (11.7%)
Flashing Traffic Signal	0 (0.0%)	25 (0.8%)
Other/Unknown	2 (1.1%)	74 (2.4%)
TOTAL	186 (100.0%)	3,145 (100.0%)

Peds & Bikes

Bicycle Crashes—Five-Year Trends

The total number of bicycle crashes increased in 2023 ending a downward trend over the last 3 years; bicycle fatalities have fluctuated over the same time period, however 2023 was the highest in the 5-year span with 27 fatalities.

Year	Total Crashes	Fatalities
2019	1,020	16
2020	819	22
2021	766	24
2022	810	15
2023	1,100	27



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 one-fifth (21%) of the bicyclist injuries were suffered by this age group. Fortunately, 0 of the 27 bicyclist fatalities were in this age group. Another vulnerable group, persons ages 15 to 19, suffered 3 fatalities and accounted for 15.4% of the total injuries.

Victim's Age	Fatalities	Injuries
0-4	0 (0.0%)	3 (0.3%)
5-9	0 (0.0%)	61 (5.6%)
10-14	0 (0.0%)	164 (15.1%)
15-19	3 (11.1%)	167 (15.4%)
20-34	6 (22.2%)	260 (23.9%)
35-44	5 (18.5%)	131 (12.1%)
45-54	2 (7.4%)	118 (10.9%)
55-64	4 (14.8%)	100 (9.2%)
65-74	4 (14.8%)	54 (5.0%)
75+	2 (7.4%)	13 (1.2%)
Unknown	1 (3.7%)	15 (1.4%)
TOTAL	27 (100.0%)	1,086 (100.0%)

The totals in the table do not include an additional 17 bicyclists who were not fatally injured or injured or where their injury severity was unknown.



Bicycle Fatalities and Injuries by Light Level

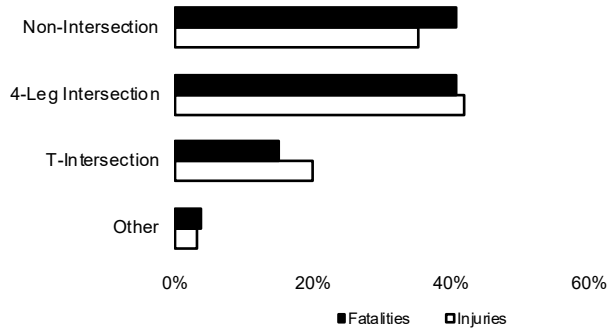
The majority of bicyclists’ injuries occurred during daylight hours. However, over half of the fatalities occurred during non-daylight conditions. These fatalities totaled 56% of total bicyclists’ fatalities in 2023 compared to 47% in 2022.

Light Level	Fatalities	Injuries
Dawn	0 (0.0%)	16 (1.5%)
Daylight	12 (44.4%)	841 (77.4%)
Dark (Street Lights)	11 (40.7%)	151 (13.9%)
Dark (No/Unk St Lights)	4 (14.8%)	39 (3.6%)
Dusk	0 (0.0%)	38 (3.5%)
Other/Unknown	0 (0.0%)	1 (0.1%)
TOTAL	27 (100.0%)	1,086 (100.0%)

Note: The totals in the table do not include an additional 17 bicyclists who were not fatally injured or injured or where their injury severity was unknown.

Bicycle Fatalities and Injuries by Intersection

In 2023, the majority of bicyclists were injured at intersections (65%), but 41% of fatalities occurred at non-intersections.



Peds & Bikes

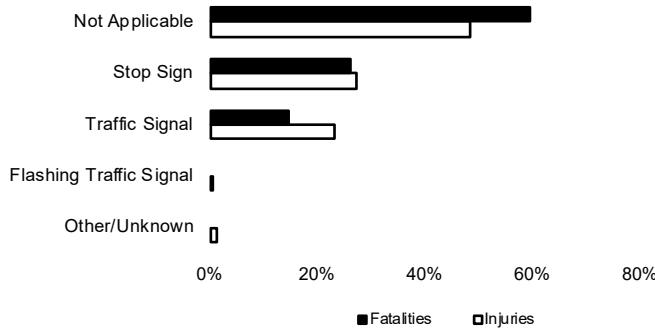
Intersection	Fatalities	Injuries
Non-Intersection	11 (40.7%)	382 (35.2%)
4-Leg Intersection	11 (40.7%)	455 (41.9%)
T-Intersection	4 (14.8%)	214 (19.7%)
Other	1 (3.7%)	34 (3.1%)
TOTAL	27 (100.0%)	1,086 (100.0%)

Note: The totals in the table do not include an additional 17 bicyclists who were not fatally injured or injured or where their injury severity was unknown.

Bicycle Fatalities and Injuries by Traffic Control Device

In 2023, injuries occurred more often at traffic control devices (TCD) than where there were no controls, but 59% of fatalities occurred where there were no controls.

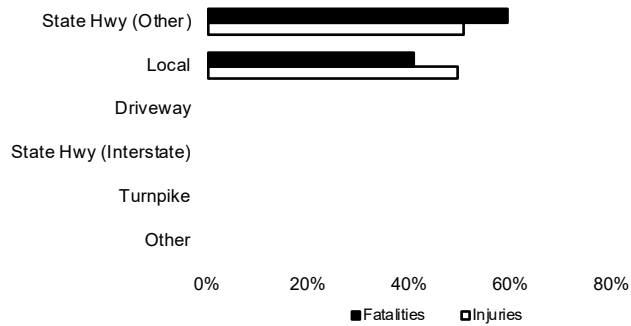
Traffic Control Device	Fatalities	Injuries
Not Applicable	16 (59.3%)	524 (48.3%)
Stop Sign	7 (25.9%)	295 (27.2%)
Traffic Signal	4 (14.8%)	250 (23.0%)
Flashing Traffic Signal	0 (0.0%)	3 (0.3%)
Other/Unknown	0 (0.0%)	14 (1.3%)
TOTAL	27 (100.0%)	1,086 (100.0%)



Note: The totals in the table do not include an additional 17 bicyclists who were not fatally injured or injured or where their injury severity was unknown.

Bicycle Fatalities and Injuries by Road Type*

59% of the fatalities of bicyclists occurred on non-interstate state roads in 2023, 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 17 bicyclists who were not fatally injured or injured or where their injury severity was unknown.

Road Type	Fatalities	Injuries
State Hwy (Other)	16 (59.3%)	548 (50.5%)
Local	11 (40.7%)	538 (49.5%)
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	27 (100.0%)	1,086 (100.0%)



Crashes by Motor Vehicle Type

Vehicle Crashes by Vehicle Types

	Fatal Crashes	Injury Crashes	PDO Crashes	Total Crashes
Passenger Car	43.4%	56.0%	56.8%	56.3%
	491 crashes	27,085 crashes	34,577 crashes	62,153 crashes
Lt Trk/Van/SUV	54.0%	66.2%	65.2%	65.5%
	611 crashes	31,984 crashes	39,725 crashes	72,320 crashes
Heavy Truck	12.2%	5.5%	6.4%	6.1%
	138 crashes	2,678 crashes	3,869 crashes	6,685 crashes
Bicycle	2.4%	2.2%	0.0%	1.0%
	27 crashes	1,073 crashes	0 crashes	1,101 crashes
Motorcycle	20.6%	6.1%	0.4%	3.1%
	233 crashes	2,969 crashes	220 crashes	3,422 crashes
School Bus	0.1%	0.3%	0.2%	0.2%
	1 crashes	141 crashes	120 crashes	262 crashes
Commercial Bus	0.6%	0.6%	0.2%	0.4%
	7 crashes	268 crashes	140 crashes	415 crashes
Other	3.7%	2.4%	1.1%	1.7%
	42 crashes	1,151 crashes	655 crashes	1,848 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 43.4% of all fatal injury crashes). Percentage totals exceed 100% due to multiple vehicle crashes.

Vehicle Crashes—Single Vehicle Hitting Fixed Objects

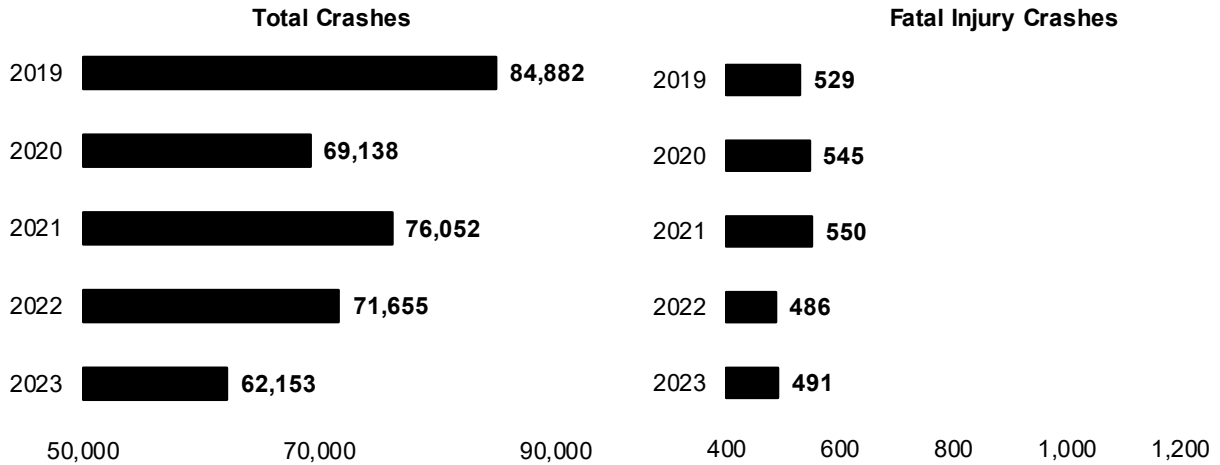
Crashes in Which a Single Vehicle Hit a Fixed Object: 30,438	Passenger Car	14,375	47.2%
	Lt Trk/Van/SUV	14,338	47.1%
	Heavy Truck	976	3.2%
	Motorcycle	614	2.0%
	School Bus	11	0.0%
	Commercial Bus	17	0.1%
	Other	107	0.4%

Vehicle Crashes—Two-Vehicle Collisions

Striking Vehicle	Vehicle Struck								Total
	Passenger Car	Heavy Truck	Lt Trk/Vn/Sv	Motor-cycle	Bicycle	School Bus	Commer-cial Bus	Other/Unknown	
Passenger Car	8,212	994	13,309	264	257	45	82	1,165	24,328
Lt Trk/Van/SUV	9,876	1,063	14,730	264	341	65	88	1,462	27,889
Heavy Truck	755	286	904	13	4	5	11	61	2,039
Motorcycle	355	25	520	40	10	5	1	38	994
Bicycle	117	3	197	0	0	1	3	3	324
School Bus	28	7	31	0	1	5	0	6	78
Commercial Bus	50	1	49	1	1	0	4	22	128
Other/Unknown	363	18	361	14	46	1	8	249	1,060


Passenger Car Crashes—Five-Year Trends

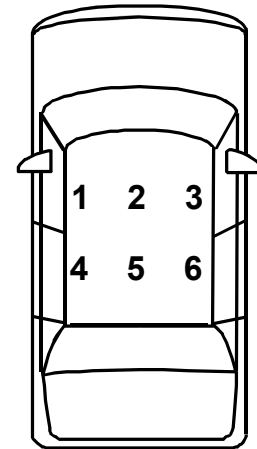
Total passenger car crashes in 2023 were the lowest in the last five years and fatal crashes in 2023 were the second lowest in the last five years.



Passenger Car Fatalities by Seating Position

In 2023, 29% of crash fatalities involved passenger car occupants. The table below depicts the passenger car fatalities in 2023 by seating position.

	Drivers	1 →
	288 (82.5%)	
	Center Front	2 →
	0 (0.0%)	
	Right Front	3 →
	38 (10.9%)	
	Left Rear	4 →
7 (2.0%)		
Center Rear	5 →	
1 (0.3%)		
Right Rear	6 →	
13 (3.7%)		
Others		
2 (0.6%)		
Total Fatalities	Total Passengers	
349	59 (16.9%)	

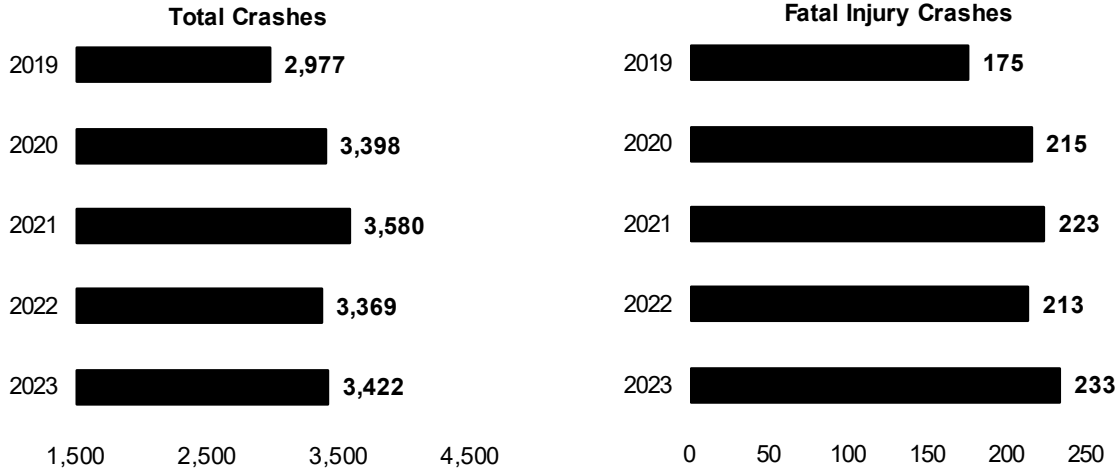


Crashes by Vehicle

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

Motorcycle Crashes—Five-Year Trends

In 2023, total motorcycle crashes increased 1.6% from 2022 while motorcycle fatal injury crashes increased 9.4% from 2022.



Year	Fatalities
2019	174
2020	217
2021	226
2022	217
2023	238
TOTAL	1,072

Motorcycle Fatalities—Five-Year Trends

Of the 238 fatalities in 2023 involving motorcycle drivers or passengers:

- ▶ 228 (95.8%) were drivers
- ▶ 10 (4.2%) were passengers

Crashes by Vehicle

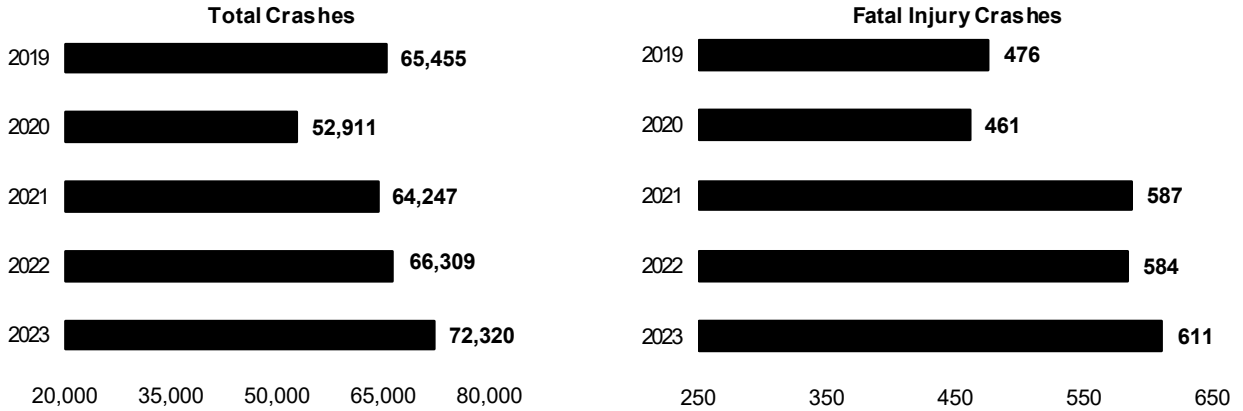
Motorcycle Helmet Use in Crashes

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

	Fatalities	Injuries	Not Injured	Total Motorcyclists
Helmets	105 (44.1%)	1,845 (57.9%)	179 (49.7%)	2,129 (56.3%)
No Helmets	126 (52.9%)	1,204 (37.8%)	132 (36.7%)	1,462 (38.6%)
Unknown	7 (2.9%)	137 (4.3%)	49 (13.6%)	193 (5.1%)
TOTAL	238 (100.0%)	3,186 (100.0%)	360 (100.0%)	3,784 (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 9.1% in 2023 from 2022. Fatal crashes involving these vehicles increased 4.6% from 2022.



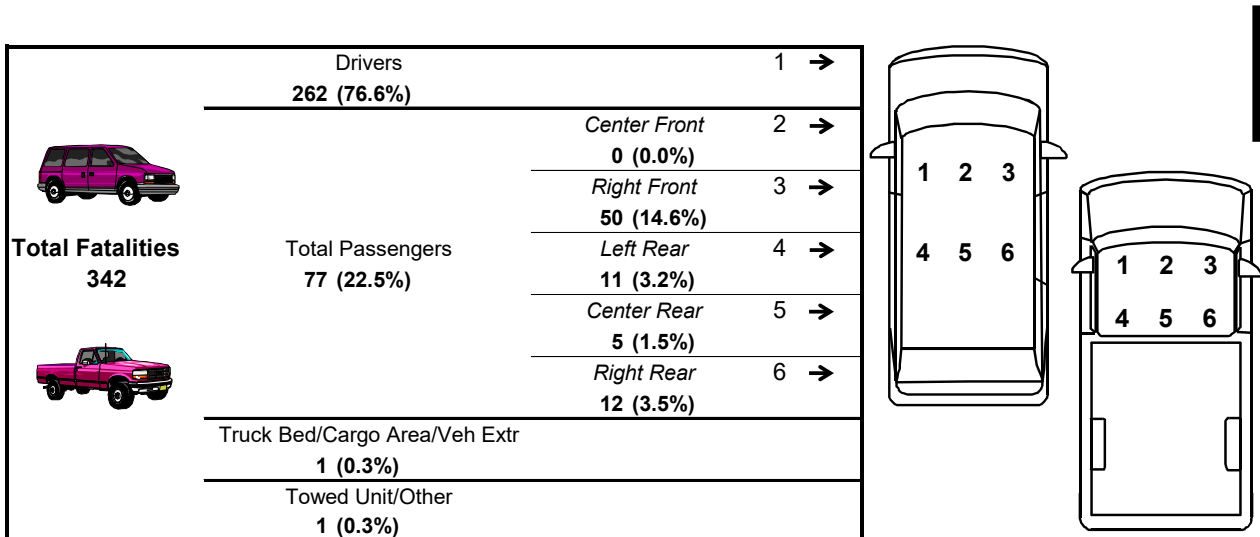
Light Truck / SUV / Van Rollovers Compared to Passenger Cars

- ▶ The percentage of 2023 light truck / SUV / van crashes were higher than passenger cars in crashes involving rollovers (4.0% of all light truck / SUV / van crashes compared to 2.9% of all passenger car crashes).
- ▶ In 2023 rollover crashes, the percentage of light truck / SUV / van occupant fatalities were 32% higher than passenger car occupant fatalities (24.3% of fatalities compared to 18.1%).

	Rollover Crashes	Rollover Fatalities
Lt Trk/Van/SUV	2,869 (4.0%)	83 (24.3%)
Passenger Cars	1,773 (2.9%)	63 (18.1%)

Light Truck / SUV / Van Fatalities by Seating Position

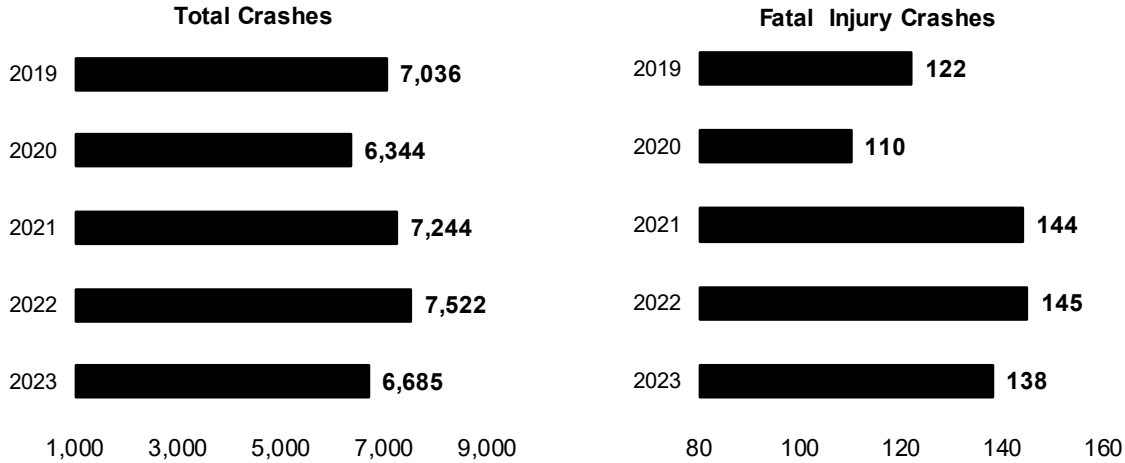
In 2023, 28.3% of crash fatalities involved occupants in light trucks, vans, and sport utility vehicles. The table below depicts these fatalities in 2023 by seating position.



Crashes by Vehicle

Heavy Truck Crashes—Five Year Trends

Total crashes involving heavy trucks in 2023 were the second lowest in the last 5 years. However, fatal injury crashes in 2023 were close to the highest number 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	140
Brake-Related	79
Unsecure Trailer/Overloaded	37
Total Steering System Failure	24
Power Train Failure	20
Other Failure	7
Trailer Hitch/Improper Towing	5
Exhaust System Failure	2
Suspension	2
Vehicle Lighting Related	1

Crashes by Vehicle

Heavy Truck Crashes by Road Type*

Road Type	Crashes	Occupant Fatalities
State Hwy (Interstate)	1,709 (25.6%)	8 (38.1%)
State Hwy (Other)	3,752 (56.1%)	8 (38.1%)
Turnpike	483 (7.2%)	4 (19.1%)
Local Road	741 (11.1%)	1 (4.8%)
Other	0 (0.0%)	0 (0.0%)
TOTAL	6,685 (100.0%)	21 (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)	30 (22.7%)	7 (30.4%)
State Hwy (Other)	82 (62.1%)	11 (47.8%)
Turnpike	8 (6.1%)	1 (4.4%)
Local Road	12 (9.1%)	4 (17.4%)
Other	0 (0.0%)	0 (0.0%)
TOTAL	132 (100.0%)	23 (100.0%)

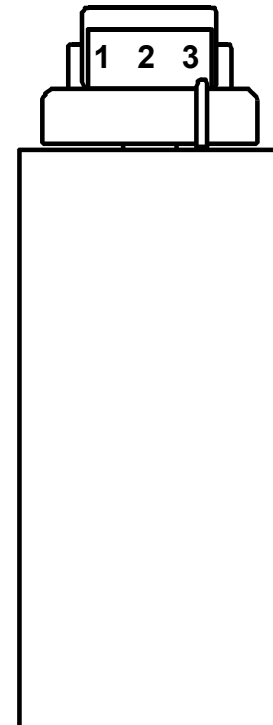
Note: “State Highway (Other)” includes state-maintained roads that are not designated as interstates.

*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 2023, only 1.7% of crash fatalities involved heavy truck occupants. The table below depicts the heavy truck fatalities in 2023 by seating position.

Total Fatalities 21 	Drivers	1 →
	16 (76.2%)	
	Total Passengers	0 (0.0%)
	Center Front	2 →
	Right Front	3 →
	Others	4 (19.1%)



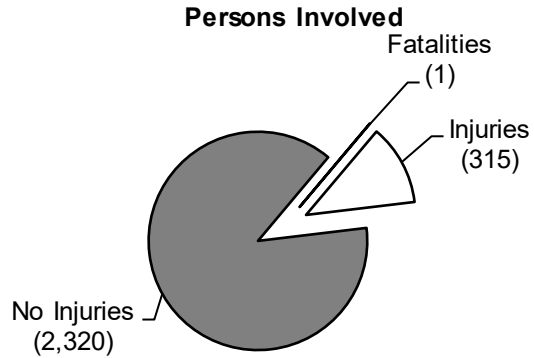
“Others” might be persons in the sleeping compartment; persons in the cargo trailer; or someone on, or attached to, the outside of the truck.

Crashes by Vehicle

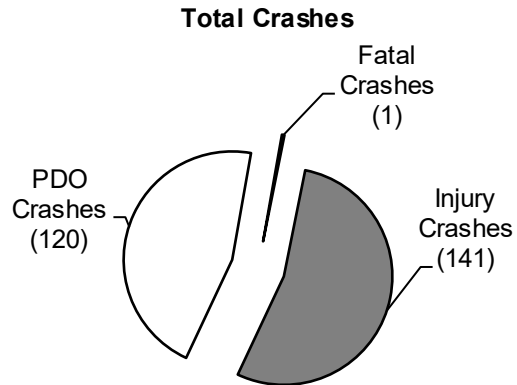
School Bus Crashes

Of the 2,600+ persons involved in school bus crashes in 2023, only 1 was fatally injured, and 88% 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: **2,636**



Just over half (53.8%) of school bus crashes in 2023 were injury crashes. However, as the pie chart above shows, most persons involved in school bus crashes suffer no injuries at all.



School Bus Crashes by Road Type*

Crashes by Vehicle

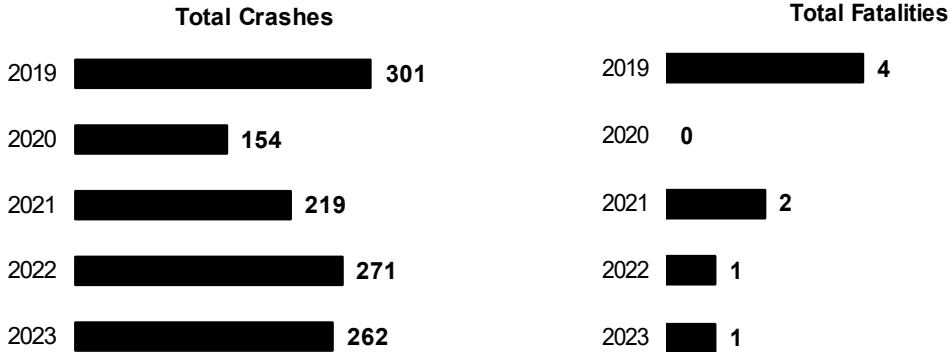
Road Type	Crashes	Percentage
State Hwy (Interstate)	4	1.5%
State Hwy (Other)	187	71.4%
Turnpike	0	0.0%
Local Road	71	27.1%
Other	0	0.0%
TOTAL	262	100.0%

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

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

School Bus Crashes—Five-Year Trends

The total number of school bus crashes decreased but the involved fatalities stayed the same in 2023. School bus related fatalities were 0.1% of total fatalities in 2023. None of the persons fatally injured were a school bus passenger at the time of the crash.



Year	Crash Severity				Total	Fatalities	Injuries
	Fatal	Injury	PDO	Total			
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	
2023	1	141	120	262	1	315	
TOTAL	7	615	585	1,207	8	1,324	

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
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
2023	0	0	0	0	1	0	1
TOTAL	1	1	0	1	5	0	8

INJURIES							
Year	School Bus Drivers	School Bus Passengers	School-Age Pedestrians	Other Pedestrians	Driver/ Passenger of Other Vehicle	Other/ Unknown	Total Injuries
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
2023	34	159	5	5	106	6	315
TOTAL	117	692	18	27	443	27	1,324

Crashes by Vehicle

Pennsylvania County Crashes

County Overview

The Commonwealth of Pennsylvania consists of 67 counties. Each county includes local municipalities, a combination of cities, boroughs, first class townships, and/or second-class townships. In total, there are approximately 2,500 municipalities throughout the 67 counties. In 2023, Pennsylvania’s total population was 12,961,683 people.

The ten most populated counties were:

Philadelphia (12.0%)	Allegheny (9.5%)	Montgomery (6.7%)
Bucks (5.0%)	Delaware (4.5%)	Lancaster (4.3%)
Chester (4.2%)	York (3.6%)	Berks (3.3%)
Lehigh (2.9%)	<i>See page 59.</i>	

The ten least populated counties were:

Cameron (0.03%)	Sullivan (0.05%)	Forest (0.05%)
Fulton (0.11%)	Potter (0.12%)	Montour (0.14%)
Juniata (0.18%)	Wyoming (0.20%)	Elk (0.23%)
Greene (0.27%)	<i>See page 59.</i>	

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

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

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

Allegheny (5.91%)	Montgomery (3.66%)	Lancaster (3.63%)
York (3.45%)	Chester (3.37%)	Bucks (3.25%)
Westmoreland (3.07%)	Berks (3.06%)	Philadelphia (2.82%)
Erie (2.28%)		

The ten counties with the most reported traffic crashes were:

Allegheny (9.4%)	Philadelphia (7.7%)	Montgomery (7.0%)
Lancaster (5.1%)	Bucks (4.9%)	Berks (4.3%)
Lehigh (4.2%)	Delaware (4.1%)	York (4.1%)
Chester (3.8%)	<i>See page 59.</i>	

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

Philadelphia (11.2%)	Allegheny (6.3%)	Bucks (4.5%)
Lancaster (4.2%)	Berks (4.2%)	Montgomery (4.0%)
Luzerne (3.0%)	York (2.9%)	Dauphin (2.9%)
Chester (2.7%)	<i>See page 61.</i>	



*Information provided by PENNDOT’s Bureau of Planning and Research, Performance Monitoring Division. For consistency purposes, the prior year’s data is used at the time of publication because of timing issues. For this Crash Facts & Statistics book, 2022 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 Injury Crashes	Injury Crashes	PDO Crashes	Total Crashes
Adams	106,748 (0.8%)	9 (0.8%)	388 (0.8%)	548 (0.9%)	945 (0.9%)
Allegheny	1,224,825 (9.5%)	74 (6.5%)	4,163 (8.6%)	6,111 (10.0%)	10,348 (9.4%)
Armstrong	64,074 (0.5%)	9 (0.8%)	173 (0.4%)	291 (0.5%)	473 (0.4%)
Beaver	165,631 (1.3%)	10 (0.9%)	469 (1.0%)	747 (1.2%)	1,226 (1.1%)
Bedford	47,350 (0.4%)	11 (1.0%)	210 (0.4%)	363 (0.6%)	584 (0.5%)
Berks	432,821 (3.3%)	47 (4.2%)	1,946 (4.0%)	2,718 (4.5%)	4,711 (4.3%)
Blair	120,273 (0.9%)	10 (0.9%)	471 (1.0%)	696 (1.1%)	1,177 (1.1%)
Bradford	59,695 (0.5%)	13 (1.2%)	163 (0.3%)	281 (0.5%)	457 (0.4%)
Bucks	645,984 (5.0%)	52 (4.6%)	2,376 (4.9%)	2,967 (4.9%)	5,395 (4.9%)
Butler	198,413 (1.5%)	22 (1.9%)	625 (1.3%)	914 (1.5%)	1,561 (1.4%)
Cambria	130,668 (1.0%)	13 (1.2%)	364 (0.8%)	478 (0.8%)	855 (0.8%)
Cameron	4,380 (0.0%)	0 (0.0%)	12 (0.0%)	16 (0.0%)	28 (0.0%)
Carbon	65,458 (0.5%)	11 (1.0%)	259 (0.5%)	400 (0.7%)	670 (0.6%)
Centre	157,795 (1.2%)	13 (1.2%)	439 (0.9%)	572 (0.9%)	1,024 (0.9%)
Chester	549,784 (4.2%)	30 (2.7%)	1,574 (3.3%)	2,537 (4.2%)	4,141 (3.8%)
Clarion	36,970 (0.3%)	2 (0.2%)	143 (0.3%)	207 (0.3%)	352 (0.3%)
Clearfield	77,090 (0.6%)	8 (0.7%)	266 (0.6%)	335 (0.6%)	609 (0.6%)
Clinton	37,607 (0.3%)	6 (0.5%)	141 (0.3%)	173 (0.3%)	320 (0.3%)
Columbia	65,439 (0.5%)	10 (0.9%)	202 (0.4%)	348 (0.6%)	560 (0.5%)
Crawford	82,001 (0.6%)	14 (1.2%)	327 (0.7%)	538 (0.9%)	879 (0.8%)
Cumberland	270,738 (2.1%)	22 (1.9%)	995 (2.1%)	1,405 (2.3%)	2,422 (2.2%)
Dauphin	289,234 (2.2%)	29 (2.6%)	1,238 (2.6%)	1,494 (2.5%)	2,761 (2.5%)
Delaware	576,720 (4.5%)	25 (2.2%)	2,088 (4.3%)	2,422 (4.0%)	4,535 (4.1%)
Elk	30,198 (0.2%)	0 (0.0%)	74 (0.2%)	133 (0.2%)	207 (0.2%)
Erie	267,571 (2.1%)	28 (2.5%)	1,054 (2.2%)	1,251 (2.1%)	2,333 (2.1%)
Fayette	123,915 (1.0%)	16 (1.4%)	436 (0.9%)	650 (1.1%)	1,102 (1.0%)
Forest	6,449 (0.1%)	0 (0.0%)	17 (0.0%)	36 (0.1%)	53 (0.1%)
Franklin	157,854 (1.2%)	25 (2.2%)	630 (1.3%)	878 (1.4%)	1,533 (1.4%)
Fulton	14,468 (0.1%)	8 (0.7%)	80 (0.2%)	120 (0.2%)	208 (0.2%)
Greene	34,357 (0.3%)	0 (0.0%)	150 (0.3%)	198 (0.3%)	348 (0.3%)
Huntingdon	43,514 (0.3%)	9 (0.8%)	140 (0.3%)	185 (0.3%)	334 (0.3%)
Indiana	83,094 (0.6%)	9 (0.8%)	231 (0.5%)	308 (0.5%)	548 (0.5%)
Jefferson	43,612 (0.3%)	7 (0.6%)	138 (0.3%)	186 (0.3%)	331 (0.3%)
Juniata	23,243 (0.2%)	2 (0.2%)	107 (0.2%)	112 (0.2%)	221 (0.2%)
Lackawanna	216,123 (1.7%)	18 (1.6%)	1,036 (2.1%)	1,253 (2.1%)	2,307 (2.1%)
Lancaster	558,589 (4.3%)	49 (4.3%)	2,376 (4.9%)	3,148 (5.2%)	5,573 (5.1%)
Lawrence	84,472 (0.7%)	6 (0.5%)	264 (0.6%)	388 (0.6%)	658 (0.6%)
Lebanon	144,252 (1.1%)	15 (1.3%)	645 (1.3%)	852 (1.4%)	1,512 (1.4%)
Lehigh	377,754 (2.9%)	23 (2.0%)	2,185 (4.5%)	2,423 (4.0%)	4,631 (4.2%)
Luzerne	327,388 (2.5%)	36 (3.2%)	1,410 (2.9%)	1,758 (2.9%)	3,204 (2.9%)
Lycoming	112,724 (0.9%)	13 (1.2%)	364 (0.8%)	545 (0.9%)	922 (0.8%)
McKean	39,519 (0.3%)	7 (0.6%)	95 (0.2%)	141 (0.2%)	243 (0.2%)
Mercer	108,503 (0.8%)	18 (1.6%)	433 (0.9%)	579 (1.0%)	1,030 (0.9%)
Mifflin	45,922 (0.4%)	8 (0.7%)	159 (0.3%)	219 (0.4%)	386 (0.4%)
Monroe	166,053 (1.3%)	20 (1.8%)	820 (1.7%)	1,072 (1.8%)	1,912 (1.7%)
Montgomery	868,742 (6.7%)	43 (3.8%)	3,433 (7.1%)	4,198 (6.9%)	7,674 (7.0%)
Montour	17,860 (0.1%)	2 (0.2%)	83 (0.2%)	110 (0.2%)	195 (0.2%)
Northampton	319,091 (2.5%)	19 (1.7%)	1,340 (2.8%)	1,587 (2.6%)	2,946 (2.7%)
Northumberland	90,120 (0.7%)	13 (1.2%)	273 (0.6%)	375 (0.6%)	661 (0.6%)
Perry	46,083 (0.4%)	8 (0.7%)	186 (0.4%)	289 (0.5%)	483 (0.4%)
Philadelphia	1,550,542 (12.0%)	128 (11.3%)	5,526 (11.4%)	2,895 (4.8%)	8,549 (7.7%)
Pike	61,247 (0.5%)	3 (0.3%)	203 (0.4%)	227 (0.4%)	433 (0.4%)
Potter	15,999 (0.1%)	5 (0.4%)	49 (0.1%)	63 (0.1%)	117 (0.1%)
Schuylkill	143,786 (1.1%)	23 (2.0%)	503 (1.0%)	706 (1.2%)	1,232 (1.1%)
Snyder	39,717 (0.3%)	5 (0.4%)	150 (0.3%)	211 (0.4%)	366 (0.3%)
Somerset	72,197 (0.6%)	9 (0.8%)	236 (0.5%)	414 (0.7%)	659 (0.6%)
Sullivan	5,834 (0.1%)	1 (0.1%)	24 (0.1%)	30 (0.1%)	55 (0.1%)
Susquehanna	38,109 (0.3%)	8 (0.7%)	100 (0.2%)	242 (0.4%)	350 (0.3%)
Tioga	40,840 (0.3%)	6 (0.5%)	110 (0.2%)	163 (0.3%)	279 (0.3%)
Union	42,042 (0.3%)	6 (0.5%)	136 (0.3%)	152 (0.3%)	294 (0.3%)
Venango	49,431 (0.4%)	5 (0.4%)	163 (0.3%)	259 (0.4%)	427 (0.4%)
Warren	37,572 (0.3%)	2 (0.2%)	133 (0.3%)	156 (0.3%)	291 (0.3%)
Washington	210,232 (1.6%)	14 (1.2%)	618 (1.3%)	958 (1.6%)	1,590 (1.4%)
Wayne	51,262 (0.4%)	9 (0.8%)	207 (0.4%)	233 (0.4%)	449 (0.4%)
Westmoreland	351,163 (2.7%)	28 (2.5%)	1,101 (2.3%)	1,723 (2.8%)	2,852 (2.6%)
Wyoming	25,902 (0.2%)	4 (0.4%)	87 (0.2%)	153 (0.3%)	244 (0.2%)
York	464,640 (3.6%)	34 (3.0%)	1,798 (3.7%)	2,692 (4.4%)	4,524 (4.1%)
TOTAL	12,961,683 (100.0%)	1,132 (100.0%)	48,335 (100.0%)	60,915 (99.9%)	110,382 (99.9%)

Counties

Crashes by County—Five-Year Trends

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

County	2019 Crashes	2020 Crashes	2021 Crashes	2022 Crashes	2023 Crashes
Adams	929 (0.8%)	849 (0.8%)	886 (0.8%)	908 (0.8%)	945 (0.9%)
Allegheny	12,225 (9.6%)	9,818 (9.4%)	11,659 (9.9%)	11,524 (9.9%)	10,348 (9.4%)
Armstrong	488 (0.4%)	420 (0.4%)	461 (0.4%)	472 (0.4%)	473 (0.4%)
Beaver	1,385 (1.1%)	1,189 (1.1%)	1,297 (1.1%)	1,302 (1.1%)	1,226 (1.1%)
Bedford	755 (0.7%)	613 (0.6%)	665 (0.6%)	688 (0.6%)	584 (0.5%)
Berks	4,886 (4.0%)	4,357 (4.2%)	4,911 (4.2%)	4,974 (4.3%)	4,711 (4.3%)
Blair	1,451 (1.2%)	1,165 (1.1%)	1,312 (1.1%)	1,255 (1.1%)	1,177 (1.1%)
Bradford	583 (0.5%)	579 (0.6%)	566 (0.5%)	513 (0.4%)	457 (0.4%)
Bucks	6,103 (4.8%)	4,825 (4.6%)	5,648 (4.8%)	5,533 (4.8%)	5,395 (4.9%)
Butler	1,748 (1.5%)	1,507 (1.4%)	1,627 (1.4%)	1,596 (1.4%)	1,561 (1.4%)
Cambria	1,188 (0.9%)	957 (0.9%)	991 (0.8%)	996 (0.9%)	855 (0.8%)
Cameron	42 (0.0%)	32 (0.0%)	32 (0.0%)	36 (0.0%)	28 (0.0%)
Carbon	748 (0.6%)	623 (0.6%)	699 (0.6%)	698 (0.6%)	670 (0.6%)
Centre	1,191 (1.0%)	887 (0.9%)	1,041 (0.9%)	1,124 (1.0%)	1,024 (0.9%)
Chester	4,717 (3.8%)	3,488 (3.3%)	4,057 (3.4%)	4,373 (3.8%)	4,141 (3.8%)
Clarion	443 (0.3%)	367 (0.4%)	378 (0.3%)	422 (0.4%)	352 (0.3%)
Clearfield	747 (0.7%)	718 (0.7%)	716 (0.6%)	755 (0.7%)	609 (0.6%)
Clinton	360 (0.3%)	319 (0.3%)	362 (0.3%)	364 (0.3%)	320 (0.3%)
Columbia	684 (0.6%)	590 (0.6%)	672 (0.6%)	708 (0.6%)	560 (0.5%)
Crawford	937 (0.7%)	762 (0.7%)	908 (0.8%)	786 (0.7%)	879 (0.8%)
Cumberland	2,549 (2.0%)	2,029 (1.9%)	2,380 (2.0%)	2,418 (2.1%)	2,422 (2.2%)
Dauphin	3,188 (2.7%)	2,531 (2.4%)	2,958 (2.5%)	2,805 (2.4%)	2,761 (2.5%)
Delaware	4,926 (3.9%)	4,292 (4.1%)	5,025 (4.3%)	4,900 (4.2%)	4,535 (4.1%)
Elk	293 (0.2%)	223 (0.2%)	260 (0.2%)	231 (0.2%)	207 (0.2%)
Erie	2,624 (1.9%)	2,327 (2.2%)	2,548 (2.2%)	2,523 (2.2%)	2,333 (2.1%)
Fayette	1,079 (1.0%)	1,104 (1.1%)	1,063 (0.9%)	1,062 (0.9%)	1,102 (1.0%)
Forest	68 (0.1%)	59 (0.1%)	40 (0.0%)	53 (0.1%)	53 (0.1%)
Franklin	1,569 (1.2%)	1,283 (1.2%)	1,494 (1.3%)	1,533 (1.3%)	1,533 (1.4%)
Fulton	274 (0.2%)	235 (0.2%)	286 (0.2%)	243 (0.2%)	208 (0.2%)
Greene	420 (0.3%)	297 (0.3%)	320 (0.3%)	313 (0.3%)	348 (0.3%)
Huntingdon	392 (0.3%)	304 (0.3%)	322 (0.3%)	367 (0.3%)	334 (0.3%)
Indiana	723 (0.6%)	592 (0.6%)	666 (0.6%)	645 (0.6%)	548 (0.5%)
Jefferson	385 (0.3%)	378 (0.4%)	357 (0.3%)	364 (0.3%)	331 (0.3%)
Juniata	289 (0.2%)	229 (0.2%)	260 (0.2%)	222 (0.2%)	221 (0.2%)
Lackawanna	2,531 (2.1%)	2,119 (2.0%)	2,459 (2.1%)	2,359 (2.0%)	2,307 (2.1%)
Lancaster	5,955 (4.7%)	4,794 (4.6%)	5,625 (4.8%)	5,571 (4.8%)	5,573 (5.1%)
Lawrence	752 (0.6%)	596 (0.6%)	726 (0.6%)	658 (0.6%)	658 (0.6%)
Lebanon	1,534 (1.3%)	1,317 (1.3%)	1,609 (1.4%)	1,459 (1.3%)	1,512 (1.4%)
Lehigh	5,089 (3.7%)	4,186 (4.0%)	4,853 (4.1%)	4,920 (4.2%)	4,631 (4.2%)
Luzerne	3,418 (2.8%)	2,956 (2.8%)	3,377 (2.9%)	3,347 (2.9%)	3,204 (2.9%)
Lycoming	1,000 (0.9%)	869 (0.8%)	923 (0.8%)	892 (0.8%)	922 (0.8%)
McKean	326 (0.3%)	263 (0.3%)	270 (0.2%)	265 (0.2%)	243 (0.2%)
Mercer	1,129 (1.0%)	969 (0.9%)	1,172 (1.0%)	1,054 (0.9%)	1,030 (0.9%)
Mifflin	441 (0.4%)	361 (0.4%)	389 (0.3%)	401 (0.4%)	386 (0.4%)
Monroe	2,393 (1.9%)	1,977 (1.9%)	2,158 (1.8%)	2,232 (1.9%)	1,912 (1.7%)
Montgomery	9,113 (7.2%)	6,944 (6.7%)	7,915 (6.7%)	8,106 (7.0%)	7,674 (7.0%)
Montour	195 (0.2%)	160 (0.2%)	192 (0.2%)	179 (0.2%)	195 (0.2%)
Northampton	3,081 (2.3%)	2,510 (2.4%)	2,856 (2.4%)	2,963 (2.6%)	2,946 (2.7%)
Northumberland	712 (0.6%)	595 (0.6%)	664 (0.6%)	660 (0.6%)	661 (0.6%)
Perry	495 (0.4%)	405 (0.4%)	408 (0.4%)	394 (0.3%)	483 (0.4%)
Philadelphia	11,120 (8.6%)	10,108 (9.7%)	10,417 (8.8%)	8,714 (7.5%)	8,549 (7.7%)
Pike	562 (0.5%)	512 (0.5%)	482 (0.4%)	460 (0.4%)	433 (0.4%)
Potter	128 (0.1%)	121 (0.1%)	90 (0.1%)	126 (0.1%)	117 (0.1%)
Schuylkill	1,268 (1.1%)	1,187 (1.1%)	1,401 (1.2%)	1,304 (1.1%)	1,232 (1.1%)
Snyder	431 (0.3%)	288 (0.3%)	344 (0.3%)	350 (0.3%)	366 (0.3%)
Somerset	688 (0.6%)	650 (0.6%)	643 (0.6%)	733 (0.6%)	659 (0.6%)
Sullivan	67 (0.1%)	60 (0.1%)	56 (0.1%)	75 (0.1%)	55 (0.1%)
Susquehanna	462 (0.4%)	359 (0.3%)	428 (0.4%)	407 (0.4%)	350 (0.3%)
Tioga	406 (0.4%)	345 (0.3%)	304 (0.3%)	329 (0.3%)	279 (0.3%)
Union	367 (0.3%)	320 (0.3%)	343 (0.3%)	322 (0.3%)	294 (0.3%)
Venango	518 (0.4%)	520 (0.5%)	519 (0.4%)	499 (0.4%)	427 (0.4%)
Warren	317 (0.3%)	292 (0.3%)	334 (0.3%)	289 (0.3%)	291 (0.3%)
Washington	1,899 (1.6%)	1,458 (1.4%)	1,636 (1.4%)	1,783 (1.5%)	1,590 (1.4%)
Wayne	460 (0.4%)	384 (0.4%)	450 (0.4%)	472 (0.4%)	449 (0.4%)
Westmoreland	3,124 (2.6%)	2,543 (2.4%)	3,021 (2.6%)	3,063 (2.6%)	2,852 (2.6%)
Wyoming	270 (0.3%)	239 (0.2%)	257 (0.2%)	263 (0.2%)	244 (0.2%)
York	4,557 (3.7%)	3,972 (3.8%)	4,547 (3.9%)	4,460 (3.9%)	4,524 (4.1%)
TOTAL	125,267 (99.9%)	104,475 (99.9%)	117,899 (99.9%)	115,938 (99.9%)	110,382 (99.9%)

Counties

Traffic Fatalities by County—Five-Year Trends

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

County	2019 Fatalities	2020 Fatalities	2021 Fatalities	2022 Fatalities	2023 Fatalities
Adams	12 (1.3%)	16 (1.4%)	11 (0.9%)	13 (1.1%)	10 (0.8%)
Allegheny	62 (5.7%)	60 (5.3%)	68 (5.5%)	84 (7.1%)	76 (6.3%)
Armstrong	11 (0.8%)	5 (0.4%)	11 (0.9%)	12 (1.0%)	10 (0.8%)
Beaver	16 (1.3%)	13 (1.2%)	10 (0.8%)	15 (1.3%)	10 (0.8%)
Bedford	6 (0.7%)	4 (0.4%)	14 (1.1%)	8 (0.7%)	11 (0.9%)
Berks	49 (3.5%)	37 (3.3%)	46 (3.7%)	47 (4.0%)	51 (4.2%)
Blair	7 (1.0%)	10 (0.9%)	7 (0.6%)	13 (1.1%)	10 (0.8%)
Bradford	13 (1.1%)	6 (0.5%)	9 (0.7%)	8 (0.7%)	13 (1.1%)
Bucks	48 (4.5%)	52 (4.6%)	55 (4.5%)	52 (4.4%)	54 (4.5%)
Butler	16 (1.5%)	10 (0.9%)	18 (1.5%)	17 (1.4%)	25 (2.1%)
Cambria	12 (0.8%)	7 (0.6%)	7 (0.6%)	12 (1.0%)	16 (1.3%)
Cameron	3 (0.0%)	1 (0.1%)	1 (0.1%)	0 (0.0%)	0 (0.0%)
Carbon	7 (1.1%)	9 (0.8%)	11 (0.9%)	9 (0.8%)	12 (1.0%)
Centre	1 (1.1%)	14 (1.2%)	10 (0.8%)	18 (1.5%)	15 (1.2%)
Chester	29 (3.9%)	33 (2.9%)	34 (2.8%)	27 (2.3%)	33 (2.7%)
Clarion	6 (0.7%)	3 (0.3%)	7 (0.6%)	12 (1.0%)	2 (0.2%)
Clearfield	10 (1.5%)	15 (1.3%)	14 (1.1%)	16 (1.4%)	8 (0.7%)
Clinton	6 (0.3%)	8 (0.7%)	7 (0.6%)	8 (0.7%)	6 (0.5%)
Columbia	3 (0.8%)	9 (0.8%)	5 (0.4%)	10 (0.9%)	10 (0.8%)
Crawford	9 (1.2%)	5 (0.4%)	19 (1.5%)	16 (1.4%)	14 (1.2%)
Cumberland	17 (1.9%)	14 (1.2%)	24 (2.0%)	15 (1.3%)	22 (1.8%)
Dauphin	16 (3.5%)	20 (1.8%)	41 (3.3%)	30 (2.5%)	35 (2.9%)
Delaware	31 (1.6%)	29 (2.6%)	25 (2.0%)	26 (2.2%)	25 (2.1%)
Elk	4 (0.6%)	1 (0.1%)	4 (0.3%)	2 (0.2%)	0 (0.0%)
Erie	26 (1.8%)	15 (1.3%)	21 (1.7%)	28 (2.4%)	30 (2.5%)
Fayette	18 (1.6%)	27 (2.4%)	15 (1.2%)	21 (1.8%)	20 (1.7%)
Forest	1 (0.2%)	0 (0.0%)	1 (0.1%)	3 (0.3%)	0 (0.0%)
Franklin	21 (1.9%)	15 (1.3%)	15 (1.2%)	16 (1.4%)	31 (2.6%)
Fulton	4 (0.4%)	2 (0.2%)	6 (0.5%)	2 (0.2%)	9 (0.7%)
Greene	15 (0.8%)	2 (0.2%)	3 (0.2%)	3 (0.3%)	0 (0.0%)
Huntingdon	7 (0.3%)	7 (0.6%)	9 (0.7%)	8 (0.7%)	9 (0.7%)
Indiana	12 (0.8%)	15 (1.3%)	11 (0.9%)	7 (0.6%)	9 (0.7%)
Jefferson	6 (0.4%)	6 (0.5%)	6 (0.5%)	3 (0.3%)	7 (0.6%)
Juniata	1 (0.2%)	4 (0.4%)	7 (0.6%)	3 (0.3%)	3 (0.3%)
Lackawanna	10 (2.5%)	22 (2.0%)	19 (1.5%)	22 (1.9%)	18 (1.5%)
Lancaster	44 (3.8%)	47 (4.2%)	73 (5.9%)	57 (4.8%)	51 (4.2%)
Lawrence	8 (1.4%)	11 (1.0%)	11 (0.9%)	8 (0.7%)	6 (0.5%)
Lebanon	19 (1.3%)	22 (2.0%)	26 (2.1%)	11 (0.9%)	15 (1.2%)
Lehigh	26 (2.2%)	32 (2.8%)	30 (2.4%)	31 (2.6%)	26 (2.2%)
Luzerne	32 (1.7%)	35 (3.1%)	41 (3.3%)	33 (2.8%)	36 (3.0%)
Lycoming	10 (0.8%)	12 (1.1%)	21 (1.7%)	11 (0.9%)	13 (1.1%)
McKean	13 (0.3%)	3 (0.3%)	5 (0.4%)	5 (0.4%)	7 (0.6%)
Mercer	15 (1.0%)	13 (1.2%)	11 (0.9%)	10 (0.9%)	21 (1.7%)
Mifflin	7 (0.2%)	11 (1.0%)	5 (0.4%)	8 (0.7%)	8 (0.7%)
Monroe	17 (1.8%)	11 (1.0%)	27 (2.2%)	23 (2.0%)	23 (1.9%)
Montgomery	32 (4.2%)	35 (3.1%)	39 (3.2%)	51 (4.3%)	48 (4.0%)
Montour	2 (0.3%)	3 (0.3%)	2 (0.2%)	1 (0.1%)	2 (0.2%)
Northampton	14 (1.8%)	21 (1.9%)	13 (1.1%)	24 (2.0%)	22 (1.8%)
Northumberland	9 (1.0%)	11 (1.0%)	7 (0.6%)	9 (0.8%)	13 (1.1%)
Perry	6 (0.8%)	8 (0.7%)	5 (0.4%)	6 (0.5%)	8 (0.7%)
Philadelphia	91 (8.7%)	166 (14.7%)	133 (10.8%)	143 (12.1%)	135 (11.2%)
Pike	19 (0.8%)	6 (0.5%)	4 (0.3%)	9 (0.8%)	3 (0.3%)
Potter	3 (0.5%)	1 (0.1%)	3 (0.2%)	2 (0.2%)	5 (0.4%)
Schuylkill	22 (1.9%)	19 (1.7%)	26 (2.1%)	20 (1.7%)	24 (2.0%)
Snyder	3 (0.4%)	8 (0.7%)	4 (0.3%)	5 (0.4%)	6 (0.5%)
Somerset	17 (1.2%)	9 (0.8%)	12 (1.0%)	10 (0.9%)	10 (0.8%)
Sullivan	0 (0.1%)	1 (0.1%)	0 (0.0%)	0 (0.0%)	1 (0.1%)
Susquehanna	9 (0.6%)	11 (1.0%)	6 (0.5%)	9 (0.8%)	8 (0.7%)
Tioga	8 (0.4%)	5 (0.4%)	10 (0.8%)	2 (0.2%)	6 (0.5%)
Union	4 (0.8%)	5 (0.4%)	6 (0.5%)	4 (0.3%)	6 (0.5%)
Venango	7 (0.5%)	11 (1.0%)	12 (1.0%)	7 (0.6%)	5 (0.4%)
Warren	6 (0.5%)	7 (0.6%)	5 (0.4%)	7 (0.6%)	2 (0.2%)
Washington	24 (2.4%)	29 (2.6%)	23 (1.9%)	13 (1.1%)	15 (1.2%)
Wayne	11 (0.5%)	9 (0.8%)	10 (0.8%)	6 (0.5%)	9 (0.7%)
Westmoreland	37 (2.9%)	39 (3.5%)	36 (2.9%)	32 (2.7%)	32 (2.7%)
Wyoming	4 (0.2%)	4 (0.4%)	7 (0.6%)	0 (0.0%)	4 (0.3%)
York	25 (4.1%)	28 (2.5%)	46 (3.7%)	36 (3.1%)	35 (2.9%)
TOTAL	1,059 (100.0%)	1,129 (100.0%)	1,230 (100.0%)	1,179 (100.0%)	1,209 (100.0%)

Counties

Pedestrian Fatalities by County—Five-Year Trends

County	2019	2020	2021	2022	2023
Adams	0	1	1	0	0
Allegheny	13	9	16	16	17
Armstrong	1	0	2	0	0
Beaver	0	1	1	2	2
Bedford	0	0	2	0	1
Berks	5	6	5	7	5
Blair	0	0	2	1	4
Bradford	2	1	0	2	0
Bucks	12	6	17	7	7
Butler	3	0	1	0	2
Cambria	1	0	1	3	1
Cameron	1	0	0	0	0
Carbon	0	1	0	0	0
Centre	0	2	0	3	3
Chester	5	3	2	1	4
Clarion	1	0	0	0	0
Clearfield	0	1	0	0	0
Clinton	1	1	1	0	0
Columbia	1	0	0	2	0
Crawford	1	1	1	1	2
Cumberland	2	2	5	1	2
Dauphin	4	2	7	4	5
Delaware	10	2	5	9	6
Elk	0	0	0	0	0
Erie	5	1	5	4	7
Fayette	2	1	0	2	1
Forest	0	0	0	0	0
Franklin	2	1	3	1	1
Fulton	0	0	0	0	0
Greene	0	0	1	0	0
Huntingdon	0	0	0	1	1
Indiana	0	3	0	1	0
Jefferson	0	0	0	0	1
Juniaata	0	1	0	0	0
Lackawanna	4	2	4	5	6
Lancaster	7	6	7	5	4
Lawrence	1	0	0	1	0
Lebanon	5	1	2	0	1
Lehigh	3	4	7	6	7
Luzerne	4	6	6	6	7
Lycoming	2	0	1	0	0
McKean	0	1	0	0	1
Mercer	1	1	1	2	0
Mifflin	0	0	0	0	2
Monroe	1	0	3	0	2
Montgomery	7	9	9	12	12
Montour	0	1	0	0	0
Northampton	2	4	1	1	3
Northumberland	1	0	0	1	0
Perry	0	0	1	0	1
Philadelphia	29	49	45	64	56
Pike	1	0	0	1	0
Potter	0	0	0	0	0
Schuylkill	2	3	1	2	1
Snyder	0	0	1	0	0
Somerset	0	1	1	1	0
Sullivan	0	0	0	0	0
Susquehanna	1	0	1	1	0
Tioga	0	0	0	0	0
Union	0	0	0	0	1
Venango	0	0	0	2	0
Warren	1	0	0	1	1
Washington	1	3	4	0	0
Wayne	2	0	0	0	2
Westmoreland	4	4	2	1	3
Wyoming	1	0	1	0	0
York	2	5	6	4	4
TOTAL	154	146	182	184	186

Counties

Pedestrian Fatalities and Injuries by Age Group by County

County	Age 0-4		Age 5-9		Age 10-14		Age 15-59		Age 60+		Total	
	Fatality	Injury	Fatality	Injury	Fatality	Injury	Fatality	Injury	Fatality	Injury	Fatality	Injury
Adams	0	1	0	0	0	1	0	7	0	1	0	10
Allegheny	0	7	0	10	0	18	11	168	6	64	17	267
Armstrong	0	0	0	0	0	0	0	2	0	0	0	2
Beaver	0	0	0	2	0	1	2	12	0	3	2	18
Bedford	0	0	0	0	0	0	0	7	1	3	1	10
Berks	0	5	0	9	0	16	3	81	2	20	5	131
Blair	0	0	0	1	0	3	2	19	2	3	4	26
Bradford	0	0	0	0	0	0	0	2	0	0	0	2
Bucks	0	1	0	3	1	7	2	63	4	25	7	99
Butler	0	1	0	0	0	2	1	8	1	4	2	15
Cambria	0	0	0	1	0	1	1	7	0	5	1	14
Cameron	0	0	0	0	0	0	0	0	0	0	0	0
Carbon	0	0	0	2	0	1	0	6	0	1	0	10
Centre	0	0	0	0	0	1	2	23	1	8	3	32
Chester	0	0	0	2	0	6	3	34	1	8	4	50
Clarion	0	0	0	0	0	0	0	2	0	1	0	3
Clearfield	0	0	0	1	0	0	0	1	0	2	0	4
Clinton	0	0	0	1	0	1	0	2	0	1	0	5
Columbia	0	0	0	1	0	0	0	5	0	0	0	6
Crawford	0	0	0	1	0	1	2	3	0	4	2	9
Cumberland	0	0	0	4	1	5	0	17	1	6	2	32
Dauphin	0	1	0	7	0	7	3	37	1	10	4	62
Delaware	1	2	0	16	0	26	1	111	4	38	6	193
Elk	0	0	0	0	0	0	0	2	0	3	0	5
Erie	0	1	0	2	0	7	5	48	2	21	7	79
Fayette	0	0	0	1	0	0	1	8	0	6	1	15
Forest	0	0	0	0	0	0	0	0	0	0	0	0
Franklin	0	0	0	3	0	2	1	15	0	5	1	25
Fulton	0	0	0	0	0	0	0	1	0	0	0	1
Greene	0	0	0	0	0	0	0	0	0	2	0	2
Huntingdon	0	0	0	0	0	0	1	0	0	2	1	2
Indiana	0	0	0	1	0	0	0	8	0	0	0	9
Jefferson	0	0	0	0	0	0	1	1	0	0	1	1
Juniata	0	0	0	0	0	0	0	0	0	0	0	0
Lackawanna	0	2	0	5	0	10	2	40	4	15	6	72
Lancaster	0	2	0	8	0	11	1	61	3	18	4	100
Lawrence	0	0	0	1	0	1	0	6	0	3	0	11
Lebanon	0	1	0	2	0	1	1	12	0	8	1	24
Lehigh	0	4	0	11	0	15	4	89	3	25	7	144
Luzerne	0	3	0	10	0	5	5	44	2	20	7	82
Lycoming	0	0	0	2	0	1	0	10	0	3	0	16
McKean	0	0	0	0	0	1	0	2	1	0	1	3
Mercer	0	0	0	1	0	1	0	7	0	3	0	12
Mifflin	0	1	0	1	0	1	1	7	1	0	2	10
Monroe	0	1	0	0	0	1	2	13	0	4	2	19
Montgomery	0	5	0	15	1	13	6	121	5	53	12	207
Montour	0	0	0	0	0	1	0	3	0	2	0	6
Northampton	0	0	0	3	0	4	1	43	2	17	3	67
Northumberland	0	0	0	2	0	0	0	5	0	3	0	10
Perry	0	0	0	0	0	1	1	1	0	1	1	3
Philadelphia	0	19	0	56	0	82	38	657	18	155	56	969
Pike	0	0	0	0	0	0	0	5	0	0	0	5
Potter	0	0	0	0	0	0	0	0	0	0	0	0
Schuylkill	0	0	0	1	0	0	1	9	0	3	1	13
Snyder	0	0	0	0	0	0	0	0	0	0	0	0
Somerset	0	0	0	0	0	0	0	3	0	2	0	5
Sullivan	0	0	0	0	0	0	0	0	0	0	0	0
Susquehanna	0	0	0	0	0	0	0	1	0	0	0	1
Tioga	0	0	0	0	0	0	0	3	0	2	0	5
Union	0	0	0	0	0	0	0	3	1	1	1	4
Venango	0	0	0	0	0	1	0	6	0	2	0	9
Warren	0	0	0	0	0	0	1	3	0	0	1	3
Washington	0	0	0	0	0	2	0	10	0	5	0	17
Wayne	0	0	0	0	0	2	1	8	1	4	2	14
Westmoreland	0	0	1	1	0	3	1	25	1	6	3	35
Wyoming	0	0	0	1	0	0	0	1	0	0	0	2
York	0	1	0	8	0	8	2	52	2	10	4	79
TOTAL	1	58	1	196	3	271	110	1,950	70	611	185	3,086

Counties

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	2019 Belt Use	2020 Belt Use	2021 Belt Use	2022 Belt Use	2023 Belt Use
Adams	86	86	87	86	88
Allegheny	81	79	78	79	77
Armstrong	86	83	83	83	84
Beaver	74	73	73	75	76
Bedford	91	90	90	90	92
Berks	80	79	79	78	77
Blair	88	84	84	84	87
Bradford	88	90	89	90	84
Bucks	86	85	84	84	84
Butler	90	88	90	88	88
Cambria	78	75	75	78	75
Cameron	87	89	91	87	74
Carbon	84	83	78	81	86
Centre	90	89	90	91	89
Chester	86	86	86	85	86
Clarion	91	89	86	89	91
Clearfield	79	83	83	83	83
Clinton	82	86	88	86	84
Columbia	87	88	87	89	90
Crawford	89	87	87	86	87
Cumberland	92	90	90	90	89
Dauphin	86	82	82	86	84
Delaware	79	73	73	73	73
Elk	81	83	78	79	80
Erie	84	81	83	84	87
Fayette	80	82	85	84	86
Forest	85	84	90	80	87
Franklin	85	88	89	88	89
Fulton	89	88	87	87	88
Greene	81	78	82	81	86
Huntingdon	84	86	86	84	89
Indiana	88	84	84	86	86
Jefferson	86	86	87	84	85
Juniata	88	87	88	86	87
Lackawanna	84	80	82	83	83
Lancaster	89	90	89	89	89
Lawrence	75	74	73	68	69
Lebanon	87	88	85	84	84
Lehigh	84	79	80	81	81
Luzerne	83	81	80	82	82
Lycoming	82	78	77	76	78
McKean	82	79	86	80	85
Mercer	79	81	82	79	81
Mifflin	82	77	81	85	81
Monroe	91	89	91	92	94
Montgomery	85	86	86	87	86
Montour	92	88	89	88	95
Northampton	85	85	88	87	87
Northumberland	83	82	86	85	81
Perry	89	85	87	85	89
Philadelphia	45	46	48	50	48
Pike	90	91	91	93	95
Potter	91	86	88	82	84
Schuylkill	84	86	88	88	87
Snyder	92	89	92	89	90
Somerset	86	81	84	86	85
Sullivan	85	86	85	91	78
Susquehanna	86	84	88	88	89
Tioga	93	91	84	88	89
Union	89	87	88	91	89
Venango	86	88	85	84	84
Warren	87	89	88	87	91
Washington	81	79	79	80	81
Wayne	85	83	88	88	88
Westmoreland	86	85	83	84	83
Wyoming	88	87	86	90	90
York	87	87	87	88	89
STATEWIDE	81	79	80	81	81

Counties

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.

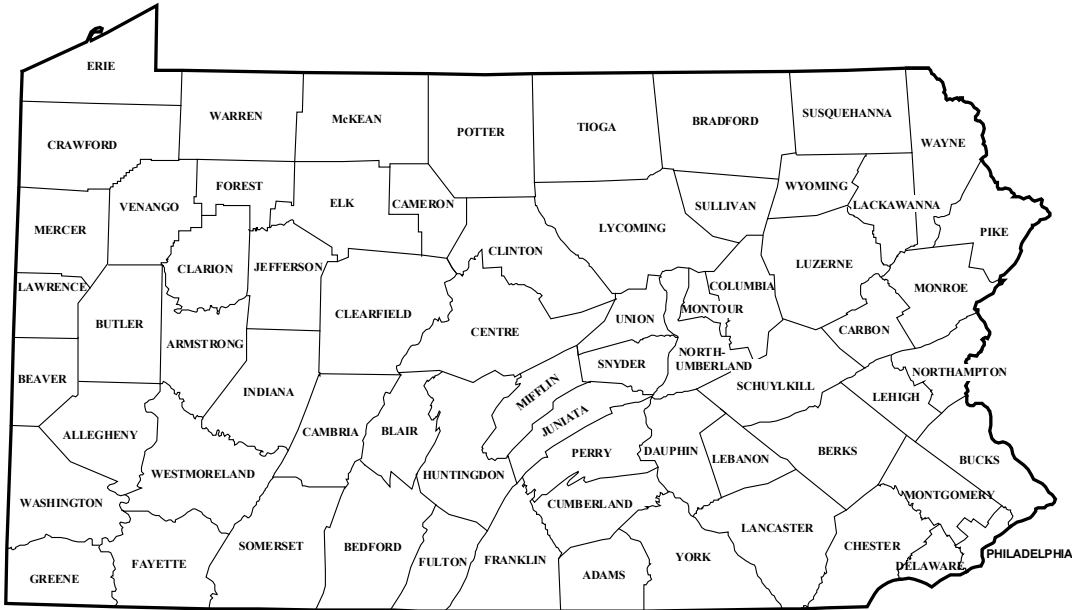
Alcohol-Related Fatalities by County—Five-Year Trends

County	2019 Fatalities	2020 Fatalities	2021 Fatalities	2022 Fatalities	2023 Fatalities
Adams	2	3	5	6	2
Allegheny	23	11	19	18	15
Armstrong	5	3	5	7	3
Beaver	3	2	1	7	6
Bedford	2	0	3	0	2
Berks	16	14	10	16	11
Blair	1	2	1	3	3
Bradford	5	3	1	2	3
Bucks	12	12	12	12	16
Butler	5	7	4	6	10
Cambria	2	3	2	3	8
Cameron	0	0	1	0	0
Carbon	3	1	1	1	3
Centre	0	5	4	4	2
Chester	3	13	9	8	11
Clarion	2	1	3	6	0
Clearfield	2	2	4	1	0
Clinton	3	3	1	2	5
Columbia	0	3	1	2	2
Crawford	5	2	2	5	3
Cumberland	4	1	6	0	7
Dauphin	5	4	17	6	12
Delaware	9	10	5	11	8
Elk	0	1	2	0	0
Erie	7	5	4	9	8
Fayette	6	14	2	9	10
Forest	1	0	0	1	0
Franklin	2	5	1	2	9
Fulton	0	1	1	1	5
Greene	10	2	1	2	0
Huntingdon	1	1	1	4	3
Indiana	3	4	3	1	2
Jefferson	0	0	1	1	2
Juniata	1	2	3	0	0
Lackawanna	0	5	3	5	3
Lancaster	14	8	25	13	12
Lawrence	3	0	3	0	3
Lebanon	4	1	7	0	4
Lehigh	5	10	14	8	5
Luzerne	10	9	12	8	11
Lycoming	5	2	6	2	2
McKean	7	1	1	1	2
Mercer	3	5	4	4	4
Mifflin	2	2	2	2	2
Monroe	3	4	6	9	6
Montgomery	9	8	12	22	10
Montour	0	0	1	0	1
Northampton	2	4	4	4	1
Northumberland	1	3	1	2	3
Perry	2	5	2	4	3
Philadelphia	28	29	24	26	17
Pike	8	2	2	1	0
Potter	0	0	2	0	3
Schuylkill	2	9	4	4	3
Snyder	0	2	0	1	2
Somerset	9	3	1	4	4
Sullivan	0	0	0	0	1
Susquehanna	2	6	3	2	0
Tioga	2	1	4	0	1
Union	1	2	0	2	0
Venango	2	1	5	2	0
Warren	4	1	1	2	1
Washington	6	10	7	6	8
Wayne	3	3	2	3	2
Westmoreland	8	10	8	15	13
Wyoming	2	1	2	0	2
York	9	6	7	12	8
TOTAL	299	293	311	320	308

Counties

Pennsylvania Counties

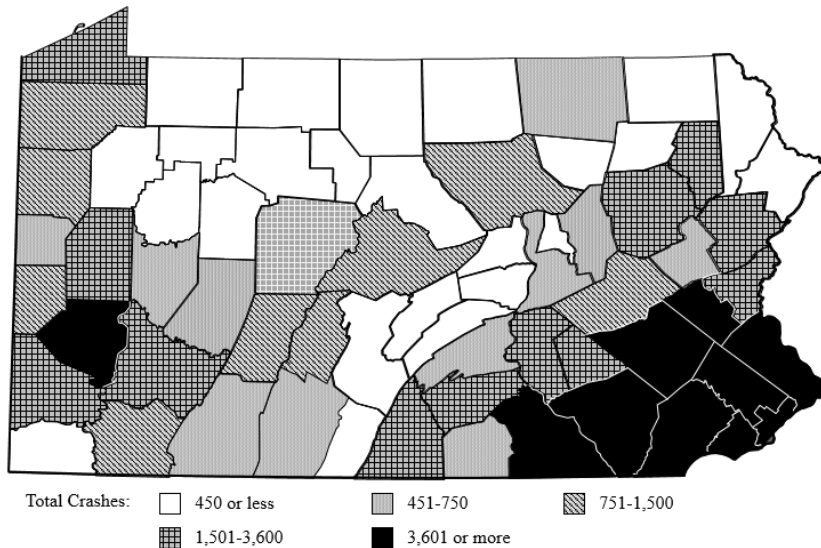
Use the map below as a key to county names for other maps.



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

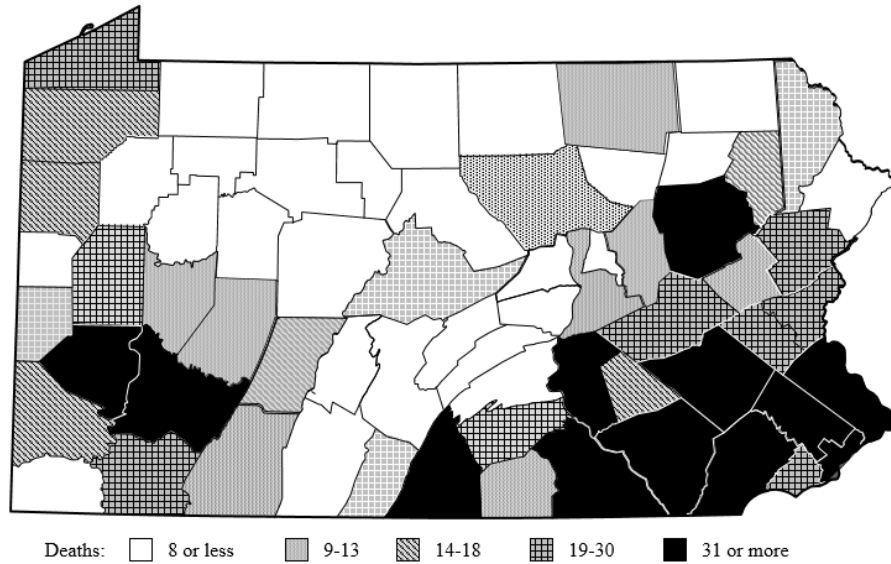
Total Crashes by County

Urban counties, with their higher populations, number of vehicles, and vehicle-miles of travel, lend themselves to a higher number of crashes. Referring to the map below, 55% of the total traffic crashes occurred in only 10 of Pennsylvania’s 67 counties. These 10 counties appear in black on the map.



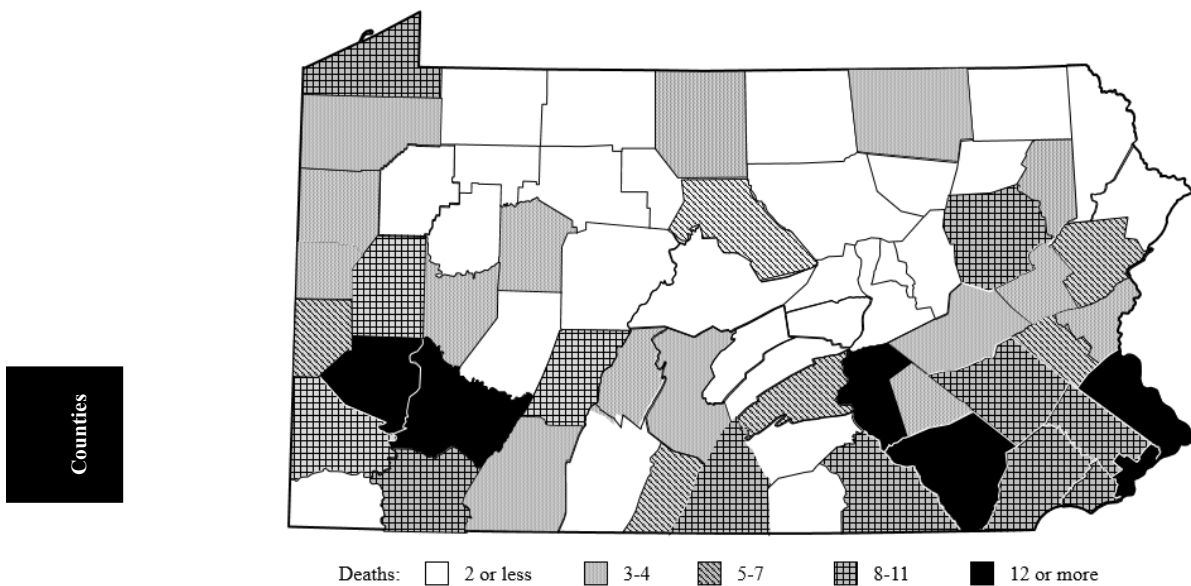
Traffic Fatalities by County

Referring to the map below, 51% of the total traffic fatalities occurred in only 12 of Pennsylvania’s 67 counties. These 12 counties appear in black on the map.



Alcohol-Related Fatalities by County

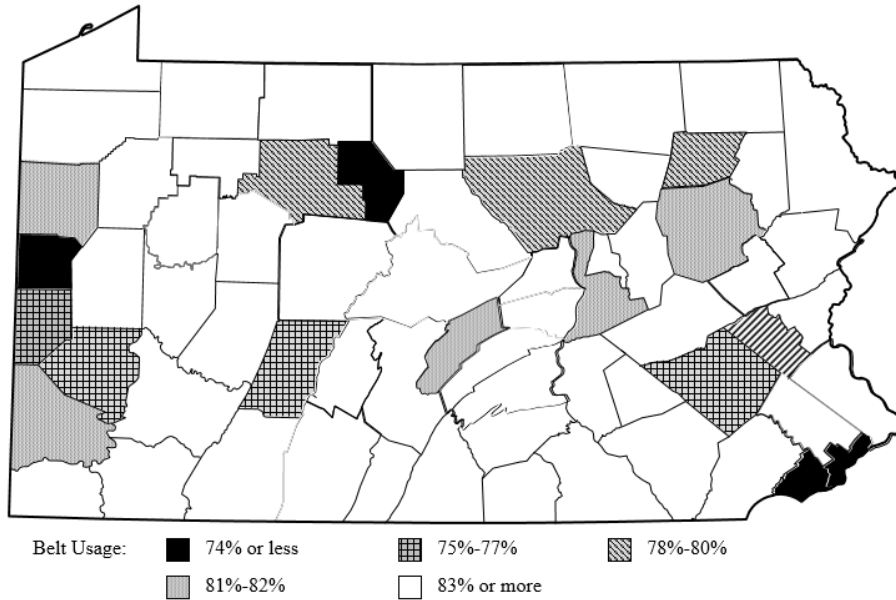
Referring to the map below, 28% of the total alcohol-related fatalities occurred in only 6 of Pennsylvania’s 67 counties. These 6 counties appear in black on the map.



Counties

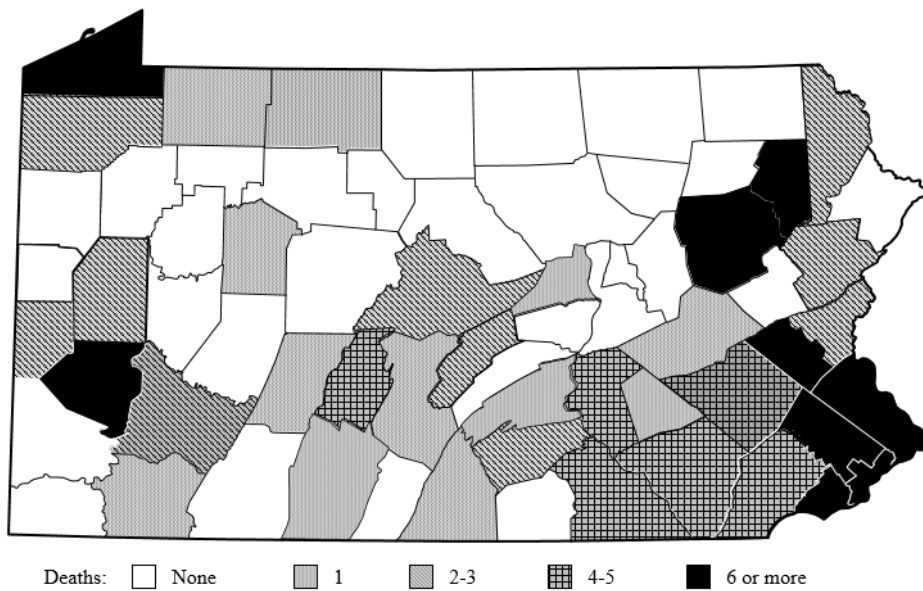
Percent Seat Belt Use in Crashes by County

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



Pedestrian Fatalities by County

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



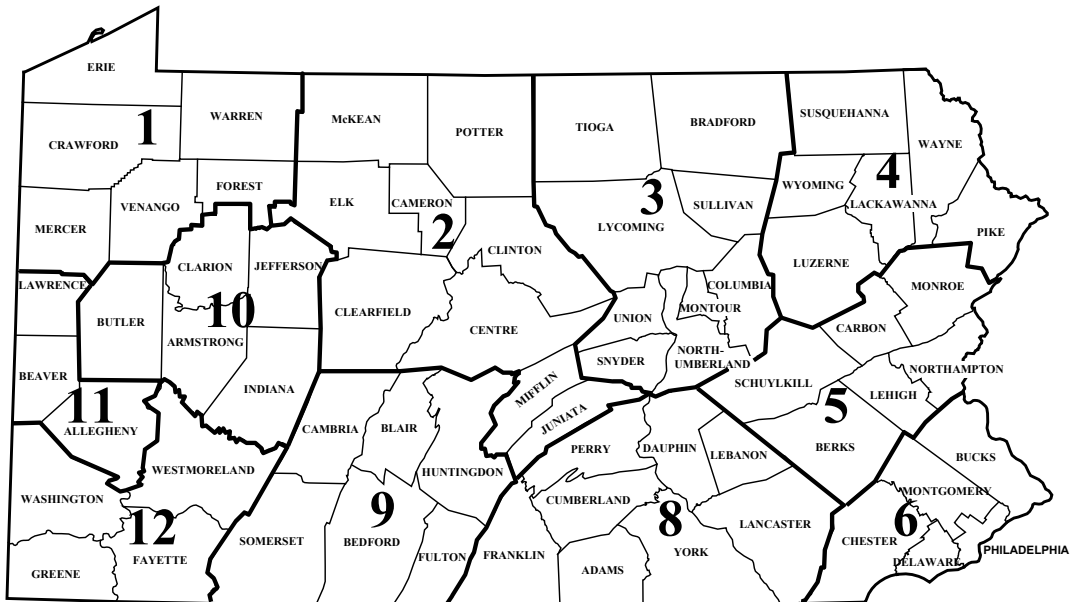
Counties

Counties

Crashes by Engineering District

The map below illustrates the 11 PENNDOT engineering districts in Pennsylvania. The table below lists a breakdown of the number of crashes, fatalities, and injuries in 2023 by engineering district.

District	Crashes	Fatalities	Injuries
1	5,013	72	2,975
2	3,155	52	1,794
3	3,789	70	1,999
4	6,987	78	4,208
5	16,102	158	9,794
6	30,294	295	20,854
8	19,753	207	11,469
9	3,817	65	1,963
10	3,265	53	1,797
11	12,232	92	6,579
12	5,892	67	3,114
Total	110,382	1,209	66,546



Index

Age	10, 24, 25, 30, 31, 32, 34, 44, 47, 63	Passenger Car Crashes	51
Air Bags	24, 39, 40	Pedestrian Crashes	41
Alcohol	4, 8, 26-33, 65, 67	Pedestrian Fatalities by County	62
Bicycles	5, 9, 17, 41, 47-50	School Bus Crashes	57
Buses	5, 9, 13, 17, 31, 56, 57	School Bus Fatalities	57
School Buses	9, 17, 56, 57	Seat Belt Use by County	64
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by Crash Type	9, 25	Seat Belt Use	37, 38
by Day of Week	19	Underage Drinking Drivers	33
by Hour of Day	20	Holidays	4, 22, 30
by Light Level	18, 21, 45, 48	Injuries	7, 8, 27, 35, 36, 38-40, 43-49, 63
by Month	19	Air Bags	39, 40
by Road Surface Conditions	12	Alcohol Related	27
by Road Type	14, 16, 18, 46, 54-56	Bicyclists	8, 47-49
by Sex	10, 31, 43	Child Restraints	38
by Vehicle Type	9, 13, 17, 31, 50	Motorcyclists	8
by Weather	12	Pedestrians	8, 43-46, 63
Economic loss due to	8	Seat Belt Use	35, 36
Work Zones	13	Intersections	25, 41, 42, 45, 48
Fatalities		Light Levels	18, 21, 45, 48
Air Bags	39, 40	Motorcycles	5, 9, 13, 17, 31, 50, 52
Alcohol-Related	8, 27-30, 32	Older Drivers	24, 25
Bicyclists	8, 47-49	Passenger Cars	5, 9, 13, 17, 31, 50, 51
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by Crash Type	9	Road Surface Conditions	12
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by Hour of Day	20, 28	Roadside Objects	15
by Light Level	18, 21, 45	Seat Belts	35-38, 64, 68
by Month	19	Sex (of drivers and/or pedestrians)	10, 31, 43
by Road Type	14, 16, 18, 46, 49	Speed	4, 8, 23
by Sex	43	Traffic Control Device	4, 46, 49
by Vehicle Type	9, 17	Trains	17, 18
Economic loss due to	8	Trucks	
Motorcyclists	8, 52	Heavy	5, 8, 9, 13, 17, 31, 50, 54, 55
Pedestrians	8, 41-46	Light	5, 9, 13, 17, 31, 50, 53
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2023 Pennsylvania Crash Facts & Statistics Feedback Survey

The 2023 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.pa.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
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Definitions	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Overview	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
All Crashes and Fatalities	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Drivers	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Alcohol-Related Crashes	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Seat Belt, Child Safety Seats, etc.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Pedestrians and Bicycle Crashes	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Crashes by Motor Vehicle Type	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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Index	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

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

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Thank you for your involvement and response.

1. Cut this page out of the booklet.
2. Fold along the dotted lines and tape shut.
3. Place a stamp where indicated.
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Or if you prefer, you may email your responses to penndotcrashhelp@pa.gov with “Crash Factsbook” as the subject.

PLACE STAMP HERE

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

2023 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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