UNIVERSITY OF KENTUCKY College of Engineering

Kentucky Transportation Center

Research Report
KTC -14-07/KSP2-13-1F

Analysis of Traffic Crash Data in Kentucky (2009 - 2013)

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Research Report
KTC-14-7/KSP2-13-1F

ANALYSIS OF TRAFFIC CRASH DATA IN KENTUCKY (2009 - 2013)

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TABLE OF CONTENTS

TABLE OF CONTENTS (continued)

LIST OF TABLES

LIST OF TABLES (continued)

LIST OF TABLES (continued)

LIST OF TABLES (continued)

LIST OF TABLES (continued)

LIST OF FIGURES

EXECUTIVE SUMMARY

This report documents an analysis of traffic crash data in Kentucky for the years of 2009 through 2013. A primary objective of this study was to determine average crash statistics for Kentucky highways. Rates were calculated for various types of highways and for counties and cities. Difference criteria were used for exposure.

Average and critical numbers and rates of crashes were calculated for various types of highways in rural and urban areas. These rates used crashes identified on highways where traffic volumes were available. Improved methods of identifying crash locations have resulted in higher rates for the last couple of years. The crash rate data can be used in Kentucky's procedure to identify locations that have abnormal rates or numbers of crashes.

The other primary objective of this study was to provide data that can be used in the preparation of the problem identification portion of Kentucky's Annual Highway Safety Plan. County and city crash statistics were analyzed. A summary of results and recommendations in several problem identification areas is presented. These general areas include; alcohol involvement, occupant protection, speed, teenage drivers, pedestrians, bicycles, motorcycles, trucks, and vehicle defects. Other areas included in the analysis for which specific recommendations were not made include, school bus crashes and train crashes.

The crash data are contained in the Collision Report Analysis for Safer Highways (CRASH) data base. This data base is updated daily so the number of crashes in a given calendar year will continue to change for a substantial time after the end of that year.

1.0 INTRODUCTION

Annual reports have previously been prepared since 1978 dealing with the calculation of statewide traffic crash rates for Kentucky and preparation of the problem identification portion of Kentucky's Annual Highway Safety Plan. This is the 28th report providing a combination of those two report areas. Traffic crash data for the five-year period of 2009 through 2013 were used in the preparation of this report.

Kentucky has a systematic procedure to identify locations that have had abnormal rates or numbers of traffic crashes. However, before that procedure may be utilized, average crash rates and numbers must be determined for appropriate highway categories and for rural and urban areas. A primary objective of this study was to determine average traffic crash statistics for Kentucky. Those statistics may then be used in the high-crash location identification program to identify locations that should be investigated to determine whether changes should be made.

A highway safety program is prepared each year for Kentucky in order to comply with Section 402, Title 23 of the United States Code. This program includes the identification, programming, budgeting, and evaluation of safety projects with the objective of reducing the number and severity of traffic crashes. The second major objective of this report is to provide data that may be included as the problem identification portion of Kentucky's Annual Highway Safety Plan. Results from this report are used to provide benchmark data for that process.

2.0 PROCEDURE

Crash and traffic (traffic volume and roadway geometrics) databases were used to obtain traffic crash statistics. Traffic crash data have been maintained in a computer file containing all police-reported crashes. The crash report was changed in 2000 with the data now contained in the Collision Report Analysis for Safer Highways (CRASH) database. The computer files and data base were obtained from the Kentucky State Police (KSP). All police agencies in the state are required to send traffic crash reports to the KSP.

Parking lot crashes were not included in the computer file from 1994 through 1999. Parking lot crashes are now contained in the CRASH data base but they were excluded from the analysis to maintain consistency with previous years. Crashes coded as occurring on private property were also excluded from the data for 2009 through 2013 so it would be consistent with other reports. All crashes included in the analysis occurred on a public highway. It should be noted that this data base is updated daily so the number of crashes in a given calendar year will continue to change for a substantial time after the end of that year. This would result in numbers in the tables in this report being less than those contained in the current CRASH database. Summaries were prepared from an analysis of the crash data from the CRASH database for 2009 through 2013.

Volume data, along with other data describing highway characteristics such as number of lanes, is obtained from a computer file containing roadway characteristics data for all state-

maintained highways and some local roads. In the past this information is obtained from the Highway Performance Monitoring System (HPMS) file. Starting with 2012 data, the Highway Information File (HIS) file has been used. Data for a five-year period of 2009 through 2013 were obtained from these files. The HPMS and HIS files were used to obtain the roadway information needed to compute crash rates as a function of various roadway characteristics such as number of lanes.

A computer program using both crash data from the crash data base and roadway characteristics information from the HPMS and HIS files was used to calculate rates for the state-maintained system. A separate computer program was used to obtain additional summaries of various crash variables with this program using all reported traffic crashes (excluding parking lots and private property).

The matching process was significantly changed staring with 2012 data due to the change to the HIS format. Crashes are now matched to any road with traffic volume data. Previously crashes were matched to HPMS using the route number. With the improvements in crash location data, crashes are able to be matched by three different route identifiers (RT_Unique, the GIS route identifier and roadway number). The resulting matching rate is much higher than previous years, particularly for urban streets. This has resulted in an increase in crashes and resulting rates for 2012 and 2013.

Rates were calculated for: 1) all roads having known traffic volumes, route numbers and 2) all public streets and highways on and off the state-maintained system. A large majority of roads with traffic volumes are state-maintained. However, this document will refer to these roads as 'identified roads' since some of these routes were locally maintained. Rates were provided in terms of crashes per 100 million vehicle-miles (C/100 MVM) where traffic volumes could be determined. Population was used as the measure of exposure in instances where traffic volume data were not available to use as the exposure measure. Population data from the 2010 census were used.

In addition to average rates, critical rates and numbers of crashes are required for the high-crash location program. Both types of rates were calculated. The following formula (Equation 1) was used to calculate critical crash rates.

$$C_c = C_a + K\sqrt{\frac{C_a}{M}} + \frac{1}{2M} \qquad (1)$$

in which

C_c = critical crash rate
C_a = average crash rate
K = constant related to level of statistical significance selected (a probability of 0.995 was used wherein K = 2.576)
M = exposure (for sections, M was in terms of 100 million vehicle-miles (100 MVM); for spots, M was in terms of million vehicles)

To determine the critical number of crashes, the following formula (Equation 2) was used.

$$N_c = N_a + K\sqrt{N_a} + 0.5 \quad (2)$$

in which

N_c = critical number of crashes
N_a = average number of crashes

There are highway safety problem areas (standards) identified by the National Highway Traffic Safety Administration. Problem areas that have been identified for emphasis include alcohol and occupant protection. To identify problems in these areas, as well as other "highway standard" areas, the analyses focused on the following.

1. Statewide Crash Rates
2. County Crash Statistics
3. City Crash Statistics
4. Alcohol- and Drug-Related Crashes
5. Occupant Protection
6. Speed-Related Crashes
7. Teenage Drivers
8. Pedestrian Crashes
9. Bicycle Crashes
10. Motorcycle Crashes
11. School Bus Crashes
12. Truck Crashes
13. Train Crashes
14. Vehicle Defects
15. General Trend Analysis

3.0 STATEWIDE CRASH RATES

All of the rates referred to in this section apply to roads having known traffic volumes, route numbers, and mileposts. Crash rates are given in terms of crashes per 100 million vehicle-miles (C/100 MVM). Using the HPMS and HIS files has identified about 29,000 miles being included in this category. This compares to over 80,000 miles of public roads in Kentucky. While only approximately 36 percent of the total miles are identified, these roads have accounted for approximately 86 percent of the vehicle miles traveled. The crash file has matched with the HPMS and HIS files. The percentage of all crashes identified as being on an identified road has ranged from 54 to 84 percent (with the highest percentages of 73 in 2012 and 84 percent in 2013). This was further enhanced with an integrated mapping system built into the crash reporting tool. This map has replaced the need for a handheld device, instead having officers click on a point on the map which returns latitude and longitude and county, route and milepoint (even for local roads).

A comparison of 2009 through 2013 crash statistics on streets and highways having known traffic volumes, route numbers, and mileposts is shown in Table 1. Due to the improved method of locating the crash, the number of total crashes identified was higher in 2012 and 2013 compared to the previous three years. Some of the variance can be attributed to the inconsistencies in reporting locations on the crash reports. The overall crash rate in 2013 was 256 crashes per 100 million vehicle-miles (C/100 MVM). The crash rates for the previous four years varied from 163 to 226 C/100 MVM. The increase in the overall crash rate in 2012 and 2013 was not a result of such an increase in crashes but was a result of an improvement in the matching process.

The fatal crash rate showed a decrease (4.3 percent) in 2013 compared to the previous four-year average. The fatal crash rate ranged from 1.14 C/100MVM in 2011 to 1.45 C/100 MVM in 2009. The injury crash rate in 2013 was 46 C/100MVM, which is an increase of 10.8 percent from the previous four-year average. The injury crash rate of 48 C/100MVM in 2012 was the highest rate in the five-year period. The much larger increase in the total crash rate compared to the injury and fatal rates was the result of more consistent matching of injury and fatal crashes over the five years.

An analysis of statewide crash rates as a function of several variables, such as highway system classification, was conducted. Also included is information concerning the percentage of crashes occurring for various road conditions and during darkness. Results of this analysis are presented in APPENDIX A.

Crash rates required to implement the high-crash spot-improvement program in Kentucky are average rural and urban rates by highway type. The current classification uses the number of lanes with an additional separation of four-lane highways (non-interstate or parkway) into divided and undivided categories. Interstates and parkways are classified separately. Rates for rural highways for the five-year period (2009 through 2013) are listed in Table 2. The rates for urban highways are listed in Table 3. Highways were placed into either the rural or urban category based upon the rural-urban designation denoted on the HPMS and HIS files. For sections having a volume, route, and milepost, the rural or urban and highway type classifications were determined. The crash could not be used in this analysis if the county and route were given but the milepoint was not noted. The number of crashes for each section was then obtained from the crash file. The total crash rates (crashes per 100 million vehicle-miles), as well as injury and fatal crash rates, were calculated.

On rural highways, small lengths of one-lane highways have the highest rate for all crashes (Table 2) followed by two lane and four-lane undivided highways. Two-lane highways have the highest injury crash rate (excluding one-lane roads). The fatal crash rate on two-lane highways is substantially higher than the other road types. Interstates and parkways have the lowest all, injury, and fatal crash rates. The advantage of median-separated highways is shown when comparing the crash rates for four-lane divided (non-interstate or parkway) and four-lane undivided highways. The overall crash rate for a non-interstate or parkway divided highway (which would not typically have access control) is about 40 percent less than for an undivided highway, although the average daily traffic was fairly similar.

On urban highways, the highest overall crash rates are on four-lane undivided and a small length of three-lane highways (Table 3). The fatal crash rates for four-lane divided (non-interstate or parkway) and undivided highways were 0.9 C/100MVM compared to the overall fatal rate of 0.7 C/100MVM. The lowest overall crash rate, along with injury and fatal crash rates, are on interstates and parkways. Interstates have the lowest fatal crash rate.

Data in Tables 2 and 3 show that the overall total crash rate on urban highways was almost 65 percent higher than that for rural highways. Also, the injury rate on urban highways is 16 percent greater than that for rural highways. However, the fatal crash rate on urban highways is only 33 percent of that for rural highways. The lower fatal crash rate is due to the slower travel speeds and the higher traffic volumes in urban areas.

Variations in crash rates by rural and urban highway-type classifications over the five-year period are listed in Table 4. There was a large increase in the overall crash rate in 2013 compared to the previous four-year average. This large increase started in 2012 and is a result of the improved matching of crashes to roadway sections which occurred in 2012 and 2013. The change was much different for interstates and parkways because there was good matching for all of the years. Only a small percentage (about 11 percent) of identified roads mileage is classified as urban. The rates generally fluctuated more for the highway types that had only a small number of miles.

Trends in overall crash rates representative of rural and urban areas are shown graphically in Figure 1 for the five-year period of 2009 through 2013. In addition, trends in crash rates for types of highways are shown for rural highways (Figure 2) and urban highways (Figure 3). These rates apply to roads having information which could be matched to crash data. The increase in matching in 2012 and 2013 is shown. Not all highway types are shown on Figures 2 and 3 due to low mileages for some highway types.

Average rates listed in Tables 2 and 3 may be used to determine critical crash rates for sections of highway of various lengths. In addition to highway sections, Kentucky's high-crash location procedure uses highway “spots”, defined as having a length of 0.3 or 0.1 mile. The highway “spot” represents a specific identifiable point on a highway. Statewide crash rates for "spots", by highway-type classification, are listed in Table 5 using 2009 through 2013 data.

The first step in Kentucky's procedure for identifying high-crash locations involves identifying “spots” and sections that have more than the critical numbers of crashes. The crash rates for those locations are then compared to critical crash rates. Statewide averages and critical numbers of crashes for 0.3-mile "spots" and one-mile sections by highway-type classification are presented in Table 6 for 2009 through 2013. Critical numbers of crashes, such as those listed in Table 6, are used to establish the "number of crashes" criterion for determining the initial list of potential high-crash locations. For example, six crashes in this time period would be the critical number of crashes for a 0.3 mile “spot” on a rural, two-lane highway.

The numbers and rates presented in Tables 2, 3, 5, and 6 could be calculated for various numbers of years. A three-year period is used in some analyses. The data shown in

those tables were calculated for a three-year period (2010-2012) with the results shown in APPENDIX B. Data for 0.1 mile "spots" are also given in that appendix.

Critical numbers of crashes for various section lengths were determined for each highway type using Equation 2 on page 2 of this report. Results are presented in the tables found in APPENDIX C. Section lengths up to 20 miles for rural roads and up to 10 miles for urban roads are included. The critical numbers of crashes given in this appendix are for the five-year period of 2009 through 2013.

After the initial list of locations meeting the critical number criterion is compiled, comparisons between crash rates for those locations and critical crash rates are made. Critical rate tables for highway sections for the five-year period of 2009 through 2013 are presented in APPENDIX D. Critical crash rates for the various rural and urban highways were determined as a function of section length and traffic volume (AADT). The rates are listed in units of crashes per 100 MVM and were calculated using Equation 1 on page 2 of this report.

Critical rate tables for 0.3 mile "spots" are contained in APPENDIX E. Those rates are presented in units of crashes per million vehicles and also were determined using Equation 1. These rates are for the five-year period of 2009 through 2013.

4.0 COUNTY CRASH STATISTICS

Crash rates were calculated for each county considering 1) roads that could be identified with crash and volume data related (the state-maintained system plus a few other roads with adequate data) and 2) all roads within the county. The crash rates are presented in terms of C/100 MVM (crashes per 100 million vehicle miles). Total crash rates were calculated for both categories. Also, using all roads in the county, crash rates were calculated considering fatal crashes only and fatal-or-injury crashes only. Those rates are presented in Table 7. The numbers given represent the crashes reported by the various police agencies in each county. If any agency does not report all of the crashes they investigate, the number of crashes listed in that county will be lower than the actual number that occurred. Total miles traveled in each county were determined by combining miles traveled on roads having known traffic volumes with those having no recorded volumes. The HPMS and HIS files were used to tabulate vehicle-miles traveled by county on roads having traffic volume counts. The difference between the statewide total of vehicle-miles traveled on roads having known traffic volumes (provided by the Kentucky Transportation Cabinet) compared to the total estimated miles driven in the state was then distributed to each county. The distribution was based upon the percentage of registered vehicles in each county. The total miles driven in each county was then obtained by adding the known miles driven on the state-maintained highway system and the estimated miles driven on the remaining streets and highways.

To assist in the analysis of county crash statistics, county populations were tabulated (in descending order) and presented in Table 8. The population data used are from the 2010 census. The counties were then grouped into five categories based upon population. Using crashes on all roads in the county, average and critical crash rates were calculated (Table 9). The

total crash rate and injury-or-fatal crash rates generally increased as population increased while the fatal crash rate decreased with increased population. The critical crash rate was calculated using Equation 1. Critical rates (in terms of crashes per 100 million vehicle-miles) were calculated for total crashes, fatal crashes, and injury-or-fatal crashes. The numbers of counties having rates above critical in each population category were determined. The total number was 36 for total crashes (all roads), 23 for injury-or-fatal crashes, and one for fatal crashes. There has been consistency over the past few years in the counties that have a critical rate. For example, 33 of the 36 counties determined to have a critical crash rate when total crashes were considered were also identified in the last year's report.

Table 10 contains the number of crashes and total crash rates for all counties grouped by population category (considering all roads in the county). Counties within each population category are listed in order of descending crash rate, with the critical rates identified with an asterisk.

Crash rates for each county were also calculated considering only the identified (state-maintained and a few roads with sufficient information) system. Those rates, grouped by population category, are presented in Table 11. The rankings of counties in Tables 10 and 11 are similar. In three of the five population categories, the same county had the highest rate considering all roads or identified roads. These counties are Crittenden County (in the under 10,000 population category), Pendleton County (in the 10,000 to 14,999 population category), and Harrison County (in the 15,000 to 24,999 populating category). In the 25,000 to 50,000 population category, Boyd County had the highest rate for all roads while Jessamine County had the highest rate for the identified system. In the over 50,000 population category, Jefferson County had the highest rate for all road while Daviess County had the highest rate for the identified system. When all roads are considered, Jefferson and Fayette Counties have the highest rates in the state. When only identified roads are considered, Harrison County had the highest rate in the state. Leslie and Hickman Counties, which are in the smallest population categories, had the lowest rate in the state for all roads. Bath and Hickman Counties had the lowest rate for identified roads. Crash rates were higher when all roads were considered compared to rates for only the identified system.

Using crashes on all roads in each county, injury or fatal crash rates are listed in Table 12 in descending order by population category. Counties having critical rates are identified with an asterisk. Counties having the highest rates for their population categories are Crittenden, Breathitt, Clay, Perry, and Jefferson. Clay County has the highest rate in the state while Bath County had the lowest rate.

Similar rates for fatal crashes are listed in Table 13. Counties having the highest fatal crash rates for their population categories are Elliott, Green, Clay, Knox, and Pike. The highest rates are generally for the smallest counties where there would be more driving on two-lane rural roads which have been found to have the highest fatal crash rate (Table 2). Pike County is the only county identified as having a critical fatal crash rate.

A summary of other miscellaneous crash data used in the problem identification process is presented by county in Table 14. This table includes the number of crashes by year

for the last five years; percent change in the 2013 crash total from the previous four-year average; percentages of crashes involving alcohol, drugs, and speeding; percentage of fatal crashes; percentage of injury-or-fatal crashes; and percentage of drivers using safety belts.

5.0 CITY CRASH STATISTICS

Crash statistics were analyzed for cities by using the 2009 through 2013 crash data. The primary group of cities included in the analysis was those having a population over 2,500 that had a city code in the computer file allowing crash data to be summarized. Incorporated cities in Jefferson County, such as St. Matthews, Jeffersontown, and Shively, were included separately from Louisville. Therefore, for Louisville, only the population of the city area was included instead of a metropolitan area population.

Table 15 is a summary of crash rates for cities included in the 2010 census having populations of more than 2,500 where crash data could be related to the city for all five years. Crashes recorded as occurring in the city are included. However, crashes using the city as a reference but recorded as occurring any distance from the city were not included. Table 15 includes 115 cities. Rates in terms of C/100 MVM are listed for the identified system while rates in terms of crashes per 1,000 population are listed using all streets in the city. The table notes the 13 cities where no data was available for the identified system.

Additional statistics are listed in Table 16 for the 114 cities that had five years of crash data available for analysis. Rates for fatal crashes, pedestrian-motor vehicle crashes, bicycle-motor vehicle crashes, and motorcycle crashes are provided. Those rates are in terms of crashes per 10,000 population. Percentages of crashes involving speeding or alcohol are also listed.

Total crash rates for all cities listed in the 2010 census are summarized in APPENDIX F (Table F-1). A total of 410 cities were listed with a population in the census. Information included for the cities were population, number of crashes, and crash rate (crashes per 1,000 population). However, a city code was not available for several small cities. This resulted in data being available for 335 cities in Appendix F.

Crashes on the state-maintained system of highways within a city typically only accounted for a portion of all the crashes occurring within any city. Therefore, total crash rates, rather than on the identified system, were used to determine critical crash rates for cities. Crash rates on the identified system, by city and by population category, are shown in Table 17. The cities are listed in descending order by crash rate for each population category. The cities for which a match could not be obtained using a city code listed in the HPMS and HIS files would not be listed in Table 17. Lexington, Owensboro, Erlanger, Bellevue, Southgate, and Raceland have the highest crash rate on identified streets in their population category. Cities in the 1,000 to 2,499 population category are also included in this table. Therefore, this table provides data for 153 cities compared to the 114 cities in Table 16. The average crash rate for all cities in a category is also listed. The overall rates are highest for cities in the 10,000 to 19,999 population category. The lowest overall rate is for the 1,000 to 2,499 population category. The large range in rates and number of crashes is related in part to the detail of reporting.

Total crash rates for cities by population category are listed in Table 18. They are tabulated in order of descending crash rates by population category and critical rates are identified with an asterisk. The order of rates for cities is very different in Table 18 compared to Table 17. Sixteen cities were identified as having total crash rates above critical. Lexington, Florence, Somerset, Fort Wright, and Crestview Hills have the highest total crash rates in their respective population ranges. Fatal crash rates, by city and population category, are listed in Table 19. They also are tabulated in order of descending fatal crash rates by population category. Louisville, Paducah, Somerset, Pikeville, and Prestonsburg have the highest fatal crash rates in their respective population ranges. Prestonsburg was the only city identified as having a critical fatal crash rate and had the highest rate overall (by a substantial amount).

6.0 ALCOHOL- AND DRUG-RELATED CRASHES

Alcohol- and drug-related crashes continue to be one of the highest priority problem identification areas (in Kentucky and across the nation) and considerable emphasis is being placed on programs to impact those problems. In Kentucky, the number of traffic crashes in which alcohol was listed as a contributing factor on the crash report has averaged about 4,673 per year for the past five years. Alcohol-related fatalities have averaged 155 per year during the past five years (using Fatal Analysis Reporting System data). Using the number of fatalities and injuries in alcohol-related crashes, the estimated cost of alcohol-related crashes in Kentucky varied in 2013 from about $420 million using economic cost data up to about $1.324 billion million using comprehensive cost data from the National Safety Council.

The number of alcohol-related crashes has generally decreased over the past several years. In the early 1980's, the annual number of alcohol crashes was over 10,000. This number decreased to the relatively constant level of approximately 7,700 to 8,100 from 1985 through 1990 with a gradual reduction to a low of 5,995 in 1994. The first yearly increase since 1990 occurred in 1995 (to 6,163). The number of alcohol-related crashes then decreased yearly through 1998 to 5,222. In 1999, there was a slight increase and a larger increase in 2000. In 2001, the decrease in alcohol-related crashes started again. The total decreased slightly in 2013 (to 4,483) which represents a 5.0 percent decrease compared to the previous four-year average. The number this year is the lowest number since this trend analysis was started in 1978. Alcohol-related crashes represented about four percent of all crashes during the latest five-year period. The number of alcohol-related fatalities in 2013 (163) was lower (3.6 percent) than the previous four year average (169).

To identify alcohol-related crash problem areas, percentages of crashes involving alcohol were summarized for counties and cities as shown in Tables 20 and 21, respectively. In Table 20, the number and percentage of crashes involving alcohol were determined by considering all drivers and those less than 21 years of age. This allowed a separate analysis for young drivers. The counties are listed by county population group in order of descending percentages of alcohol crashes for all drivers. Counties in each population category having the highest percentage of crashes involving alcohol, considering all drivers, are Robertson, Lewis, Marion, Floyd and Meade, and Pike.

The information provided in Table 20 also may be used to determine the counties that have the highest percentages of crashes involving alcohol for young drivers by county population category. The counties identified as having the highest percentages of alcohol-related crashes, considering only young drivers, were similar to those identified when all drivers were considered. For 16 through 20 years of age drivers, the county in each population category having the highest percentage of crashes involving alcohol are Lyon, Washington, Marion and Adair, Boyle, and Oldham.

Table 21 is a summary of number and percentage of crashes involving alcohol for cities. For each population category, cities having the highest percentages of crashes involving alcohol are Lexington, Covington, Fort Thomas, Elsmere, and Vine Grove.

Additional analyses were performed to show the number and rate of alcohol convictions by county (Table 22). Rates are in terms of convictions per 1,000 licensed drivers and convictions per alcohol-related crash. Five years of conviction data (2009 through 2013) were used in the analysis. The data were obtained from records maintained by the Administrative Office of the Courts (AOC). Those same rates are presented in Table 23 with counties grouped by population ranges and rates are listed in order of descending percentages. Counties in each population group having the lowest rates of alcohol convictions per 1,000 licensed drivers are Robertson, Edmonson, Wayne, Montgomery and Madison. Counties having the lowest rates of alcohol convictions per alcohol-related crash are Robertson, Washington, Mason, Montgomery, and Madison. Counties having low rates for either convictions per 1,000 licensed drivers or convictions per alcohol-related crash may be candidates for increased enforcement or other special programs (especially if they have a high percentage of alcohol-related crashes). Data in Table 22 show that, statewide, there has been a decrease each year for the last five years in the number of alcohol convictions during the five-year period from a low of 18,030 in 2013 to a high of 22,924 in 2009. The number of alcohol convictions in 2013 decreased 12.6 percent from the average of the previous four years.

A comparison was also made between the total alcohol filings, convictions, and non-convictions, by county, for the five years of 2009 through 2013 (Table 24). The data for "driving under the influence" filings and the results of the filings were obtained from the AOC. The statewide percentage of alcohol convictions per filing over these five years was 85.6 percent. The percentages varied from a low of 54.3 percent in Leslie County to a high of 94.3 percent in Breathitt County. In previous years, the percentages would be affected by the overlapping effects of filings being made and convictions being prosecuted in different calendar years. However, the current procedure calculates conviction rate using those filings that are resolved with either a conviction or non-conviction in the same calendar year as the filing. The highest rates, in descending order, were found in Breathitt, Hancock, Oldham, and Fayette counties. The lowest rates, in descending order, were found in Gallatin and Leslie Counties.

The counties are grouped by population category and are placed in decreasing order of conviction percentage by population category in Table 25. The average conviction percentage did not vary substantially by population category with a range of from 81.1 to 85.5 percent. Counties having the highest conviction percentages in the various population categories are

Hancock, Breathitt, Woodford, Clark and Oldham. Counties having the lowest conviction percentages for the various population categories are Gallatin, Leslie, Clay, Knox and Bullitt.

A drunk-driving offense may be reduced to a charge of reckless driving. This could occur when a person is arrested for drunk driving because of erratic driving behavior, and then field sobriety or BAC tests fail to confirm the drunk-driving charge. In addition, the severity of the penalty for drunk driving could result in a reduction of the drunk-driving charge to reckless driving. For those reasons, it was determined that a summary of reckless driving convictions would be beneficial. Numbers of reckless driving convictions and the rate of convictions per 1,000 licensed drivers for each county are presented in Table 26. In the time period of 2009 through 2013, the highest number of convictions at 3,233 was in 2009. There has been a decrease in the number of reckless driving convictions since that year. The number in 2013 was a 12.4 percent decrease from the average number in the previous four years. The highest rates (convictions per 1,000 licensed drivers) occurred in Lyon, Gallatin, and Cumberland Counties. The lowest rates are in Oldham and Robertson Counties.

Drugs continue to be listed as a contributing factor in a relatively small percentage of all crashes. However, drugs have been found to be involved in a large number of fatal crashes (when blood tests are conducted). The number of drug-related crashes (as noted as a contributing factor on the police report) decreased to 1,540 in 2013 compared to the lowest number of 1,397 in the previous four years in 2009. When compared to the previous four-year average, drug crashes decreased by 3.4 percent in 2013. The number of drug-related fatal crashes decreased by 2.3 percent in 2013 compared to the previous four-year average. In 2013 there were 211 fatal drug-related crashes. The number of drug-related injury crashes decreased by 10.5 percent in 2013 compared to the previous four-year average.

Percentages of crashes involving drugs (as noted by the investigating officer) by county and population category for all roads are presented in Table 27. Counties having the highest percentages of drug-related crashes by population category are: Owsley, Leslie, Johnson, Floyd, and Pike. The data in Table 27 show most of the counties with the highest percentages are in southeastern Kentucky. Counties with the highest percentages of this type of crash are Floyd, Pike, Owsley, Leslie, Johnson, Lee, Martin, Magoffin, and Knott. The large difference in the percentage in Pike County compared with the other counties in its population category should be noted.

Another summary was prepared to show percentages of crashes involving drugs by city population categories (Table 28). Within each population category, cities having the highest percentages of drug-related crashes were Louisville, Covington, Lawrenceburg, Pikeville, and Prestonsburg. The percentage in Prestonsburg was the highest at 4.4.

7.0 OCCUPANT PROTECTION

The percentages of drivers of passenger cars involved in traffic crashes that were reported as wearing safety belts (listed by county) have been used to compare usage rates. However, it was known that these reported rates were much higher than found in observation

surveys. Observation surveys were first taken in each county in 2004 by the Area Development Districts. These surveys were repeated for 2005 and 2007 but data has not been collected since 2007. These rates (for 2007) for each county were reported in Table 14. Those same percentages are listed in descending order by county population category in Table 29. The rates varied from a high of 83.0 percent in Oldham County to a low of 40.1 percent in Monroe County. The data shows that 26 counties had a usage rate over 70 percent while 18 counties had a rate under 50 percent. The 2014 statewide survey found a usage rate of 86 percent. The statewide methodology does not collect data in every county but uses a representative sample of counties.

It should be noted that the first statewide safety belt law (with secondary enforcement) was passed with an effective date in July 1994. The law was changed to allow primary enforcement with an effective date of July 2007. Prior to the statewide laws, local ordinances had been enacted by several cities and counties. The first such ordinances were enacted in Fayette County effective July 1, 1990 and in the city of Louisville effective July 1, 1991. Similar ordinances were adopted in Jefferson County, Murray, Kenton County, Bowling Green, Corbin, Bardstown, and Midway. Observational surveys conducted since the enactment of the local ordinances and statewide law have demonstrated their effectiveness in increasing usage rates.

Even though a statewide safety belt law has been passed, there is a need for continued promotion and enforcement of the law. Counties having the potential for intensive promotional campaigns are identified by an asterisk in Table 29. Those sixteen counties were selected on the basis of their safety belt usage rate (as determined by the surveys taken by the Area Development Districts (ADD)), crash rates, and location in the state. Counties having low usage rates were identified with the criterion of selecting one county from within each of the 16 Kentucky State Police Posts' areas of jurisdiction. When possible, an attempt was made to select counties having high crash rates (either total crash rate or injury or fatal crash rate). Also, an attempt was made to select counties that had not been identified in the past couple of years.

The safety belt usage rates in 2007 (from the ADD survey) are presented in Table 30 as a function of county population. This table shows the higher usage percentages for counties having over 50,000 population. Counties in the over 50,000 population category had a usage rate about 11 percent higher than for counties in the under 10,000 population category.

Safety belts are recognized as an effective method of reducing the severity of injuries in traffic crashes. This is confirmed by the crash data presented in Table 31. This table shows that, when a driver of a motor vehicle is wearing a safety belt at the time of a crash, the chance of being fatally injured is reduced by about 98 percent compared to not wearing a safety belt. Also, the chance of receiving an incapacitating injury is reduced by 91 percent and the chance of receiving a non-incapacitating injury is reduced by 81 percent. Safety belts will greatly decrease the possibility of injury in crashes involving large deceleration forces, but some injury or complaint of soreness or discomfort may persist. In many instances, use of seat belts will reduce a severe injury to a less severe injury. The category of "possible injury", which involves a complaint of pain without visible signs of injury, decreased only 66 percent (from 16.88 percent for drivers not wearing safety belts to 5.75 percent for drivers wearing safety belts). The chance of receiving either a fatal or incapacitating injury was reduced by 93 percent. These percentages

are high when compared to national statistics concerning the effectiveness of safety belts in reducing fatal or serious injuries. The reason would probably be related to the over reporting of seat belt usage in traffic crashes. This would occur more often for drivers who were not injured where there was no physical evidence of whether they were wearing a seat belt.

A summary of usage and effectiveness of child safety seats for children under the age of four who were involved in traffic crashes is presented in Table 32. Data are for 2009 through 2013. Age categories in the crash file governed the age category that was used. Most children three years of age or younger would be placed in a child safety seat rather than a seat belt or harness. However, many were coded as wearing a safety belt, so the categories of restraint used were 1) none, 2) safety belt or harness, 3) child safety seat, and 4) any restraint.

Of the 15 fatalities (children age three and under) occurring during the study period (2009-2013), 12 involved use of a restraint. The use of a restraint in most of the fatalities would be related to the very high usage rate and possibly to improper usage. Also, of the 102 incapacitating injuries, 83 involved use of a restraint. A better measure of effectiveness would be the percentage sustaining a specific injury. This analysis revealed the percentages of fatalities and incapacitating and non-incapacitating injuries were much lower for children who were in a child safety seat or safety belt compared to those using no restraint. Comparison of the "any restraint" and "none" categories revealed there was a 88-percent reduction in fatalities for children in restraints, a 97-percent reduction in incapacitating injuries, a 66-percent reduction in non-incapacitating injuries, and a 72-percent reduction in possible injuries.

An analysis of the percentage of children in restraints revealed the percentage was higher in the rear seat than in the front seat. A comparison of percent usage by year shows the constant very high usage rate. The usage rate using the crash data was 99 percent. This usage rate was calculated by dividing the “any restraint” total by the sum of the "any restraint" and "none" categories from Table 32. This compares to the usage rate of 98 percent found in the 2012 observational survey.

8.0 SPEED-RELATED CRASHES

Speed is one of the most common contributing factors in total crashes and fatal crashes. Speed-related crashes had remained fairly constant during the previous years. In 2007, the number of speed-related crashes was the lowest it has been since the inception of this report. In 2013 the number of speed-related crashes decreased, when compared to the previous four-year average, by 7.0 percent. For the five-year period (2009-2013), speed-related crashes represented 5.5 percent of all crashes, 8.2 percent of injury crashes, and 16.9 percent of fatal crashes. The number of speed-related fatal crashes decreased by 16.1 percent in 2013 compared to the previous four-year average. The number of speed-related fatal crashes ranged from a high of 123 in 2009 and 2012 to a low of 108 in 2011. The number of speed-related injury crashes decreased by 8.0 percent in 2013 compared to the previous four years. The number of speed-related injury crashes ranged from a high of 2,145 in 2009 to a low of 1,865 in 2013.

As a means of analyzing speed-related crashes, crashes having "unsafe speed" coded as a contributing factor were summarized by county and population category in Table 33. The police report has two codes indicating speed was a contributing factor. These codes are "exceeded stated speed limit" and "too fast for conditions." When arranged in order of decreasing percentages of speed-related crashes by population category, those counties having the highest percentages in each category are Wolfe, Morgan, Grant, Graves, and Fayette and Madison. A similar summary of crashes involving unsafe speeds for cities was prepared and is presented in Table 34. Those cities having the highest percentages in each population category are Lexington, Independence, Erlanger, Edgewood, and Williamstown.

In addition to crash analysis, the other major area of analysis for unsafe speed was speed convictions. Areas having large percentages of crashes involving speeding and low conviction rates are candidates for increased enforcement. Table 35 presents a summary of speeding convictions by county. Numbers of speed convictions, speed convictions per 1,000 licensed drivers, and speeding convictions per speed-related crash are included. For the five-year period examined, the number of speeding convictions for the entire state ranged from a high of 72,437 in 2009 to a low of 55,061 in 2013. There has been a decreasing trend in speed convictions.

To assist in identifying areas having the potential for increased enforcement, Table 36 was prepared with speeding conviction rates listed in descending order by county population categories. Within each population category, those counties having the lowest speeding conviction rates per 1,000 licensed drivers are Owsley, Martin, Wayne, Perry, and Pike. Most of those counties were identified as also having the lowest rates of speeding convictions per speed-related crash. There was a predominance of counties having high percentages of speed-related crashes and low rates of convictions in the southeastern section of Kentucky.

Speeds on various types of roads were obtained in 2007 and 2008 prior to and after the implementation of an increase of speed limits on rural interstates and parkways from 65 to 70 mph. In addition to interstates and parkways, data were taken on rural four-lane roads and two-lane with full width shoulders. Summary of that data for cars and trucks (single unit and combination tractor trailer) are given in Tables 37 and 38, respectively. The 85th percentile speeds are given which is the speed which should be used to establish the speed limit. The data show that the increase in speed limits on rural interstates and four-lane parkways from 65 to 70 mph resulted in only a small increase in speed. The large difference in the 85th percentile speed and posted speed limit on a few other road types justify an increase in speed limit on a limited number of high-design type roads. Speeds for trucks are less than that for cars. The speed data show that the operating speed is above the posted speed limit on all road types.

9.0 TEENAGE DRIVERS

A separate analysis was conducted to determine the frequency of crashes involving teenage drivers (16 to 19 years of age). A review of driver records shows that teenage drivers account for approximately 7.2 percent of licensed drivers (including learner permits) in Kentucky. However, crash data show that teenage drivers are involved in a much higher

percentage of traffic crashes. Using 2013 data, it was found that teenage drivers were involved in about 15 percent of all crashes, 16 percent of injury crashes, and 11 percent of fatal crashes. Teenage drivers (including drivers with a learner permit) are over represented by a factor of 2.2 in injury crashes, 2.1 for injury crashes, and 1.5 in fatal crashes.

The involvement rate of teenage drivers compared to all drivers in total and fatal crashes was analyzed (using 2013 data). Considering all crashes on public highways, the rate was 39 crashes per 1,000 drivers for all drivers compared to 84 crashes per 1,000 drivers for teenage drivers. Considering fatal crashes, the rate was 19 fatal crashes per 100,000 drivers for all drivers compared to 28 fatal crashes per 100,000 teenage drivers. These rates again show the over representation of teenage drivers in both total and fatal crashes.

10.0 GENERAL CRASH STATISTICS

Several types of general statistics were developed for use in analyses of specific problem areas. Included were crash trends over a five-year period and several types of statistics for crashes involving pedestrians, bicycles, motorcycles, school buses, trucks, and trains.

10.1 CRASH TREND ANALYSIS

An analysis of crash trends over the five-year period is summarized in Table 39. The crashes in 2013 were compared to an average of the preceding four years (2009-2012). There was a slight decrease in total crashes (2.6 percent) when comparing 2013 to the previous four years. It should be noted that crashes in parking lots were not included in the analysis.

The highest number of crashes on public roads occurred in 2011 (127,524) with the lowest number occurring in 2013 (123,258). The numbers of fatal crashes decreased by 15.4 percent in 2013 compared to the previous four years while the number of fatalities decreased by 15.5 percent. The number of fatalities ranged from 638 in 2013 to 791 in 2009. The number of fatalities in 2005 was the highest in about 30 years but has decreased every year since until an increase in 2012. The number of injury crashes and injuries in 2013 was lower than the previous four-year average. There was a 6.8 percent decrease in both injury crashes and injuries. The number of injuries varied from 34,180 in 2013 to 37,398 in 2009.

Vehicle-miles traveled have remained fairly constant over the five-year period ranging from 47.236 billion miles in 2009 to 48.185 billion miles in 2011. The vehicle miles traveled in 2013 has decreased slightly (1.3 percent) compared to the previous four-year average. There was a very slight decrease in total crash rate in 2013 of 1.2 percent when compared to the previous four-year average. The total crash rate varied from a low of 262 C/100 MVM in 2013 to 267 C/100 MVM in 2009. The total crash rate has stayed very constant.

There were decreases in 2013 in the fatal crash rate (14.1 percent) and fatality rate (14.2 percent) compared to the average of the previous four years. The fatal crash rate in 2013 was the lowest rate in this five-year period with the highest in 2009.

There was a total of 629,319 crashes in the five-year period, of which 3,378 (0.5 percent) were fatal crashes and 120,966 (19.2 percent) were injury crashes. Those crashes resulted in 3,656 fatalities and 180,884 injuries. There is a large range used when estimating crash costs. Considering economic costs, an estimate for 2013 is $1.9 billion for the cost of Kentucky traffic crashes (on public roads) or an average cost of about $15,500 per crash using National Safety Council estimates of motor vehicle crash cost. Similarly the comprehensive costs result in an estimate of $5.1 billion for the cost of Kentucky traffic crashes or an average cost of $41,300 per crash.

Trends in the number of specific types of crashes also are presented in Table 39. Those trends are discussed in the appropriate section dealing with that crash category. Additional general statistics compiled by county for crashes involving pedestrians, bicycles, motorcycles, school buses, and trucks are included in Table 40. Numbers of crashes and average annual crashes per 10,000 population are included.

10.2 PEDESTRIAN CRASHES

The number of pedestrian crashes increased 4.0 percent in 2013 compared to the previous four year period. There had been a steady decrease in pedestrian crashes from 2000 to 2007 before an increase starting in 2008. Pedestrian collisions are a severe type of crash. In 2013, pedestrian crashes accounted for only 0.9 percent of all crashes but 3.6 percent of injury crashes and 9.0 percent of fatal crashes. The number of injury crashes increased by 0.2 percent in 2013 compared to the previous four-year average while the number of fatal crashes in 2013 increased by 6.0 percent compared to the previous four-year average. Injury crashes ranged from 769 in 2009 to 860 in 2012 while fatal crashes ranged from 39 in 2009 to 57 in 2010.

A summary of pedestrian crash statistics by county and population category is presented in Table 41. Numbers of crashes and annual crash rates per 10,000 population are included. From the listing of crash rates in descending order, the following counties have the highest rates in each population category: Gallatin, Breathitt, Mason, Boyd and Boyle, and Jefferson. A similar analysis was performed for pedestrian crashes by city and population category. Results are summarized in Table 42 and the following cities have the highest rates in their respective population categories: Louisville, Covington, Newport, Campbellsville and Highland Heights, and Hazard. Newport had the highest rate of any city.

10.3 BICYCLE CRASHES

Numbers and rates of motor-vehicle crashes involving bicycles by county are listed in Table 43. Counties were grouped by population category. The counties having the highest crash rate in each category are Gallatin, Green and Trigg, Rowan, Henderson, and Fayette. A similar summary was prepared for cities and the results are presented in Table 44. Cities having the highest rate of bicycle-related crashes in each population category are Louisville, Covington, Newport, Bellevue, and Paintsville.

The number of bicycle crashes increased in 2013 (11.7 percent) compared to the average of 2009 through 2012. The number of bicycle crashes has ranged from 428 in 2009 and

2012 to 495 in 2013. This is a severe type of crash. For the five years, while bicycle crashes accounted for 0.4 percent of all crashes, they accounted for 1.3 percent of injury crashes and 0.7 percent of fatal crashes. The number of injury crashes increased by 13.7 percent in 2013 and the number of fatal crashes decreased by 40.0 percent compared to the 2009 through 2012 average. The range in injury crashes was from 290 in 2009 to 348 in 2013 while the number of fatal crashes ranged from two in 2011 to seven in 2010.

10.4 MOTORCYCLE CRASHES

County and city statistics for crashes involving motorcycles are presented in Tables 45 and 46, respectively. For each population category, counties having the highest rates for motorcycle crashes per 10,000 population are Trimble, Pendleton, Union, Marshall, and McCracken (Table 45). The highest rate is in Trimble County with the largest number in Jefferson County. From Table 46, those cities having the highest rates in each population category are Louisville, Paducah, Somerset, Pikeville, and Prestonsburg. The rates in Pikeville, London, and Prestonsburg were substantially above any other city.

There was a decrease in motorcycle crashes in 2013 (12.1 percent) compared to the 2009 through 2012 average. The numbers over the five-year period ranged from a high of 1,967 in 2012 to a low of 1,689 in 2013. This is a severe type of crash. Data in 2013 show that motorcycle crashes accounted for 1.4 percent of all crashes but 5.5 percent of injury crashes and 14.1 percent of fatal crashes. The number of injury crashes decreased by 2.7 percent and the number of fatal crashes decreased by 2.4 percent in 2013 compared to the 2009 through 2012 average. The number of injury crashes ranged from 1,145 in 2011 to 1,490 in 2012 while the number of fatal crashes ranged from 71 in 2011 to 93 in 2012.

10.5 SCHOOL BUS CRASHES

School bus crash statistics were summarized for counties and cities and results are presented in Tables 47 and 48, respectively. Table 47 lists numbers and rates of school bus crashes by county and population category. Counties having the highest rates in each population category are Wolfe, Pendleton, Clay, Floyd, and Boone. A similar summary was prepared for cities by population categories, as shown in Table 48. Those cities having the highest rates in each population category are Louisville, Florence, Shively, Pikeville, and Hazard. The highest rate was in Shively.

The trend analysis presented in Table 39 indicates there was a decrease in this type of crash in 2013 (1.6 percent) compared to the 2009 through 2012 average. The annual number of this type of crash ranged from a low of 746 in 2012 to a high of 855 in 2009. There was an increase in injury crashes of 1.1 percent in 2013 compared to 2009 through 2012. The number of injury crashes ranged from 81 in 2010 to 102 in 2012. There were one fatal crash involving a school bus in 2013 and a total of 11 for the five-year period.

10.6 TRUCK CRASHES

Truck crashes included both single unit and combination trucks. A truck is defined as a vehicle with a registered weight of 10,000 pounds or more. A summary of those crashes by county is given in Table 49. Counties having the highest rates in each population category are Gallatin, Carroll, Hart, Shelby, and Boone. All these counties contain at least one interstate highway. Other counties having a high rate either contained an interstate highway or had a large amount of coal truck traffic.

The trend analysis showed there was an increase in the number of truck crashes in 2013 (0.5 percent) compared to the previous four-year average. The number of truck crashes ranged from a low of 7,442 in 2012 to a high of 8,092 in 2011. The number of injury crashes decreased by 1.1 percent and the number of fatal crashes decreased by 15.3 percent in 2013 compared to the previous four-year average. The number of injury crashes ranged from 1,189 in 2012 to 1,305 in 2010 while the number of fatal crashes ranged from 70 in 2012 to 105 in 2009. In 2013, truck crashes represented 6.4 percent of all crashes, 5.5 percent of injury crashes, and 12.2 percent of fatal crashes.

10.7 TRAIN CRASHES

A summary of motor vehicle-train crashes by county is presented in Table 50. Counties having the highest rates in each population category are Lee, Edmonson, Mercer, Harlan, and Christian. The highest rate is in Mercer County with the highest number in Jefferson County. There were no train crashes in 59 of the 120 counties in the five-year period of 2009 through 2013.

The trend analysis for motor vehicle-train crashes is given in Table 39. There was a range in train crashes from 31 in 2012 to 50 in 2010 and 2011 with a decrease of 13.3 percent in 2013 compared to the previous four-year average. The number of injury crashes in 2013 decreased 14.3 percent compared to the 2009 through 2011 average with a range from 12 in 2010, 2012, and 2013 to 16 in 2011. The number of fatal crashes ranged from one in 2009 to eight in 2010 for the five-year period with a 20 percent decrease in 2013 compared to the previous four-year average.

10.8 VEHICLE DEFECTS

The requirement for an annual vehicle inspection was repealed in 1978. A summary of the involvement of vehicle defects in crashes before and after repeal of that law is presented in Table 51. The percent of crashes involving a vehicle defect was 5.86 percent before repeal of the vehicle inspection law. The percent increased to 7.09 in the first 19 months after repeal of the law and 7.43 percent in 1980 through 1984 but has decreased since that time. Starting in 1995, the percentage of crashes involving a vehicle defect was lower than that noted prior to repeal of the vehicle inspection requirement. There was an increase in 2012 and 2013. The percent of crashes in which a vehicle defect was noted on the report was 6.43 percent in 2012 and 6.18 in 2013 which compares to the low of 4.15 percent in 2010.

11.0 SUMMARY AND RECOMMENDATIONS

11.1 STATEWIDE CRASH RATES

For the high-crash-location safety improvement program in Kentucky to be successful, procedures for identifying high-crash locations and scheduling improvements must be used. A computer program has been developed to identify high-crash locations. Inputs into this program are average and critical crash numbers and rates for rural and urban highway classifications. Various crash rates are presented throughout the report text, tables, and appendices, which can be used to implement a safety improvement program.

Each crash must be identified accurately to perform a complete crash analysis. In past years, many crashes that occurred on a state-maintained road did not have the necessary route and milepoint information to be included in the detailed analysis. Efforts have been made as part of the implementation of the newest report form to increase the number of crash reports having the necessary location information. Part of this effort should be to inform the investigating agencies of the importance of placing the proper route and milepoint for all crashes occurring on state-maintained roads. The roadway reference log has been updated to provide a more comprehensive list of milepoints that should be used.

The crash report form which was implemented starting in 2000 contains fields to use the Global Positioning System (GPS) to report the latitude and longitude for each crash. The accuracy of this data has been evaluated with recommendations made to improve location accuracy. Software has been developed by the Kentucky Transportation Center to assist in obtaining crash locations. This program, called MapClick, can be used to obtain county, route and milepoint as well as GPS coordinates by simply clicking on the crash location on a map. This program is available free to any law enforcement agency. More information can be obtained at http://www.ktc.uky.edu/MapClick. A similar software package has been included in the eCrash system starting in October of 2007. The system, MapIt, has greatly improved the accuracy of crash location data.

The fatal crash rate on rural, two-lane roadways is much higher than any road type. The factors contributing to this high rate have been investigated with countermeasures recommended. An effort should be made to review and implement as many of these countermeasures as practical.

A detailed study of all fatal crashes in 2004 was conducted (KTC-05-36). The recommended countermeasures given in that analysis should be considered. Examples of the recommendations include: require driver retesting (specifically, vision testing), improve curve delineation, increase use of milled shoulder and centerline rumble strips, include safety improvements as part of the resurfacing program, and increase awareness of the medical review board process concerning driver licenses. Some of these countermeasures (such as improvements to curve signing and edge line and centerline rumble stripes) are currently being implemented by the Transportation Cabinet.

11.2 COUNTY AND CITY CRASH STATISTICS

The various types of crash rates calculated and included in this report were used in the analysis of various problem identification areas.

Counties and cities with various types of critical crash rates are given in Tables 10 through 13, 18, and 19. Coordinated efforts involving engineering, enforcement, education, and emergency medical services should be implemented in counties and cities having critical rates to address those problem areas.

In the past, a program was available to provide funds for the purchase of appropriate traffic signs to bring signing on city and county streets and roadways into compliance with the standards and guidelines included in the Manual on Uniform Traffic Control Devices (MUTCD). A large number of cities took advantage of this program, which was expanded to include counties. Funding for this program has not been provided for several years. However, training concerning proper signs and markings is offered to county and cities through workshops presented by the Technology Transfer Program at the Kentucky Transportation Center at the University of Kentucky. This training should continue with publicity provided to inform counties and cities that all of their traffic control devices must conform to the standards and guidelines in the MUTCD.

Technical assistance and training is also provided to counties and cities through the Safety Circuit Rider program through the Kentucky Transportation Center at the University of Kentucky. This program should be continued.

11.3 ALCOHOL-RELATED CRASHES

The number of alcohol-related crashes decreased in 2013 compared to the previous four-year average and has decreased from the level prior to 1996. In general, there has been a decreasing trend in the number of alcohol-related fatal crashes and fatalities. This may be related to increased enforcement and public information campaigns in the past several years that have increased public awareness.

Percentages of alcohol-related crashes were tabulated for counties and cities. In addition, alcohol conviction rates were tabulated by county. Those counties having relatively high percentages of alcohol-related crashes (Table 20) and low average numbers of alcohol convictions per alcohol crash (Table 23) were identified as potential locations where increased enforcement may be beneficial. Counties were also required to have 100 or more alcohol-related crashes during the five-year analysis period to be considered as potential counties for the increased alcohol-related enforcement program. Following is a list of those counties by State Police Post (reference was made to the counties recommended in the past few years).

Post Number	County
1	McCracken
2	Christian
3	Warren
4	Jefferson
5	Oldham
6	Kenton
7	Madison
8	Montgomery
9	Pike
10	none
11	Pulaski
12	Fayette
13	Perry
14	Greenup
15	Marion
16	Daviess

An analysis was performed for cities similar to that for counties. However, alcohol conviction rates were not available for cities so consideration was given to conviction rates for counties within which a city was located. Cities were chosen if they had at least 100 crashes and a percentage of alcohol-related crashes of at least five percent (Table 21). The only city which met the criteria was Covington.

11.4 DRUG-RELATED CRASHES

Blood tests taken after fatal crashes show more involvement with drugs than alcohol in these crashes. The problem with drugs in traffic crashes is concentrated in southeastern Kentucky. The data show that additional drug education and enforcement is warranted in this region of the state.

11.5 OCCUPANT PROTECTION

Even though a statewide "primary enforcement" safety belt law has been passed, efforts to increase safety belt usage must continue. The safety belt programs that have been conducted in several locations across the state in the past should continue. These programs have the objectives of increasing awareness of risks of traffic crashes, increasing understanding of benefits of safety belt usage, and providing assistance to organizations willing to promote safety belt usage.

Enforcement of the statewide law should be another objective of these programs. The success of the "Buckle Up Kentucky: It's the Law and It's Enforced" and "Click It or Ticket" campaigns show that these types of programs can provide benefits when implemented on a statewide level.

Usage rates and crash rates were considered when choosing candidates for more intensive promotion and enforcement campaigns. Consideration was given to past campaign recommendations and the location in the state. Since safety belt usage is lower in rural areas, counties in the more rural areas of the posts were identified when possible. These counties were identified in Table 29. A list of those counties, by State Police Post, follows.

Post Number	County
1	Calloway
2	Muhlenberg
3	Barren
4	Meade
5	Carroll
6	Bracken
7	Garrard
8	Mason
9	Martin
10	Bell
11	Laurel
12	Anderson
13	Letcher
14	Boyd
15	Taylor
16	McLean

To maintain up-to-date usage statistics and to monitor the effect of the statewide safety belt law, annual statewide observational surveys should continue to be conducted. The survey can identify the statewide rate as well as the difference in rates in various regions of the state. The survey results can be used to identify locations where increased education and enforcement would be most beneficial.

11.6 SPEED-RELATED CRASHES

Unsafe speed has been shown to be a primary contributing factor in fatal crashes and a common contributing factor in all crashes. Those counties having high percentages of speed-related crashes (Table 33) and low average number of speeding convictions per speed-related crash (Table 36) were identified as possible locations for increased enforcement.

Locations meeting the criteria for crashes and convictions also were required to have at least 150 speed-related crashes during the five-year study period and speed-related crashes were at least six percent of total crashes. The following is a list of counties (tabulated by State Police Post) recommended for programs of increased speed enforcement (reference was made to the counties recommended in the past few years).

Post Number	County
1	Graves
2	Christian
3	Warren
4	Jefferson
5	Oldham
6	Grant
7	Madison
8	Montgomery
9	Floyd
10	Knox
11	Rockcastle
12	Fayette
13	none
14	Greenup
15	none
16	Daviess

By analyzing speed-related crash rates for cities and applying the criterion of at least 150 crashes during the five-year period and speed related crashes of six percent or more of total crashes (Table 34), the following cities were recommended for additional programs of speed enforcement:

- Lexington
- Independence
- Richmond
- Hopkinsville
- Georgetown
- Florence
- Erlanger

Increased speed enforcement should be implemented on roads that have been identified as having the highest percentage of speed-related crashes. Consideration should be given to the types of roadways that have the highest crash rates. This would indicate more enforcement on rural two-lane and four-lane (non-interstate and parkway) roadways as opposed to interstate and parkways that have much lower crash rates.

Legislation in Kentucky increased the speed limit from 65 mph to 70 mph on rural interstates and parkways. An evaluation (KTC-08-10) found this increase in speed limit resulted in only a small increase in travel speeds. Data show current speeds do not reflect speed limits on several other types of highways. There is a need to review current speed limits and establish speed limits based on the 85th percentile speed. Recommendations for speed limits on various types of roads in Kentucky have been developed which note that the large difference in 85th percentile speed and posted speed limit on a limited number of high-design type roads (in addition to rural interstates and parkways) justify an increase in speed limit.

11.7 TEENAGE DRIVERS

Graduated licensing legislation was amended in the 2007 Kentucky legislature to require an intermediate phase to be added to the process between the permit and fully-licensed stages. This change should be evaluated to determine how it has affected crashes for teenage drivers with recommendations made for improvements in the current legislation.

11.8 GENERAL CRASH STATISTICS

Pedestrians

The crash rate analyses identified Louisville, Covington, Newport, Campbellsville and Highland Heights, and Hazard, as cities having the highest pedestrian crash rates (Table 42). A study to determine factors contributing to this problem in those cities and recommendations for improved traffic control measures, increased police enforcement, or driver and pedestrian education programs is warranted.

Bicycles

Louisville also had a high number of this type of crash (Table 44) (as with pedestrian crashes). A study of this type of crash could be included with the previously mentioned study of pedestrian crashes.

Motorcycles

Before 2008 the number of total and fatal motorcycle crashes had been increasing the past several years. A study to determine the causes and countermeasures related to motorcycle crashes has been completed (KTC-11-04). The vehicle, roadway, and driver countermeasures provided in this report should be considered. The law requiring motorcyclists to wear a helmet was repealed in the 1998 legislature. Observations have shown the helmet usage rate has dramatically decreased. Also, the number of injury and fatal motorcycle crashes has increased dramatically. An investigation should be made to determine the increased cost associated with nonuse of motorcycle helmets. The combination of the lowering in usage rate and the increase in injury and fatal crashes support the need to reenact the requirement for the use of motorcycle helmets.

McCracken County had the highest motorcycle crash rate in its population category (Table 45) and Paducah (Table 46), which is in McCracken County, had the highest motorcycle-crash rate in its population category. An evaluation of this type of crash in this county and city could be warranted.

Truck Crashes

Counties with a large number of truck crashes either contained an interstate highway or had a large amount of coal truck traffic. Volume counts show that interstate highways have a high percentage of truck traffic. Coal trucks are hauling on an extended weight system that allows heavy loads. A 1999 research report conducted by the University of Kentucky investigated heavy truck involvement in traffic crashes on all types of highways while a 2002 research report investigated the impact of large trucks on interstate highway safety. Both of these reports recommended countermeasures related to the vehicle, driver, or roadway. Implementation of these countermeasures should be considered.

Vehicle Defects

The percentage of crashes involving vehicle defects increased immediately after repeal of the vehicle inspection law (Table 51). It could be concluded that the repeal of that law resulted in additional crashes involving vehicle defects. However, the percentage of crashes involving a vehicle defect has decreased in recent years to less than that before repeal of the inspection law. A study could be conducted to determine whether the defects that have contributed to crashes since repeal of the vehicle inspection law were of the type that might have been detected under the previous inspection program. That study could also reveal types of inspections necessary to detect defects contributing to crashes for various types of vehicles.

TABLE 1. COMPARISON OF 2009 - 2013 CRASH RATES*

STATISTIC	2009	2010	2011	2012	2009-2012 Average	2013	Percent Change***
Crashes	77,781	77,643	68,753	91,205	78,846	102,943	30.6
Fatal Crashes	596	561	481	595	558	517	-7.4
Injury Crashes	17,399	17,101	14,711	19,219	17,108	18,655	9.0
Mileage	28,622	29,134	29,451	28,380	28,897	28,430	-1.6
Crashes Per Mile	2.72	2.67	2.33	3.21	2.73	3.62	32.5
Vehicle Miles (Billion)	41.17	42.13	42.28	40.36	41.49	40.17	-3.2
AADT	3,940	3,962	3,933	3,896	3,933	3,871	-1.6
Crash Rate**	189	184	163	226	191	256	34.4
Fatal Crash Rate**	1.45	1.33	1.14	1.47	1.35	1.29	-4.3
Injury Crash Rate**	42	41	35	48	42	46	10.8

* Data apply to streets and highways having known traffic volumes, route numbers, and mileposts.

** Crash rates are given in terms of crashes per 100 million vehicle-miles (C/100 MVM).

*** Percent change in 2013 compared to 2009 through 2012 average.

TABLE 2. STATEWIDE RURAL CRASH RATES BY HIGHWAY TYPE CLASSIFICATION (2009-2013)

HIGHWAY TYPE	TOTAL MILEAGE*	AADT	CRASH RATES (CRASHES PER 100 MVM) ALL	INJURY	FATAL
One-Lane	110	240	419	72	0.0
Two-Lane	23,667	1,460	265	67	3.3
Three-Lane	19	8,350	219	43	3.0
Four-Lane Divided (Non-Interstate or Parkway)	677	10,510	128	30	1.2
Four-Lane Undivided	47	13,210	212	46	1.6
Interstate	575	33,040	61	12	0.7
Parkway	566	9,580	78	17	0.9
All	25,661	2,610	177	43	2.1

* Average for the five years.

TABLE 3. STATEWIDE URBAN CRASH RATES BY HIGHWAY TYPE CLASSIFICATION (2009-2013)

HIGHWAY TYPE	TOTAL MILEAGE*	AADT	CRASH RATES (CRASHES PER 100 MVM) ALL	INJURY	FATAL
Two-Lane	2,029	6,230	361	63	0.8
Three-Lane	29	9,460	530	86	0.8
Four-Lane Divided (Non-Interstate or Parkway)	522	20,960	332	62	0.9
Four-Lane Undivided	291	19,190	461	83	0.9
Interstate	193	75,170	100	17	0.4
Parkway	31	14,890	97	20	0.6
All **	3,142	14,620	289	52	0.7

* Average for the five years.

** Includes small number of one-, five-, and six-lane highways.

TABLE 4. COMPARISON OF 2009 - 2013 CRASH RATES BY RURAL AND URBAN HIGHWAY TYPE CLASSIFICATION

LOCATION	HIGHWAY TYPE	2009	2010	2011	2012	2009-2012 Average	2013	Percent Change*
Rural	One-Lane	240	287	248	303	270	684	153.5
	Two-Lane	208	203	183	214	202	272	34.6
	Three-Lane	106	104	24	275	127	313	146.3
	Four-Lane Divided (Non-Interstate or Parkway)	94	98	64	105	90	135	49.5
	Four-Lane Undivided	217	223	152	166	189	206	9.1
	Interstate	52	51	51	49	51	47	-6.8
	Parkway	64	64	67	62	64	63	-2.8
	All	143	139	124	142	137	172	25.9
Urban	Two-Lane	295	276	259	467	324	528	63.0
	Three-Lane	303	288	239	717	387	800	106.6
	Four-Lane Divided	248	257	204	426	284	446	57.1
	Four-Lane Undivided	484	478	355	527	461	563	22.1
	Interstate	94	93	109	93	98	108	11.1
	Parkway	111	88	92	89	95	110	16.0
	All	257	251	221	345	269	374	39.3

* Percent change from 2009 through 2012 to 2013.

TABLE 5. STATEWIDE CRASH RATES FOR "SPOTS" BY HIGHWAY TYPE CLASSIFICATION (2009-2013)

RURAL OR URBAN	HIGHWAY TYPE	NUMBER OF CRASHES	NUMBER OF SPOTS*	MILLION VEHICLES PER YEAR	CRASHES PER MILLION VEHICLES PER SPOT
Rural	One-Lane	158	367	0.09	1.00
	Two-Lane	135,937	78,891	0.53	0.65
	Three-Lane	480	65	3.05	0.49
	Four-Lane Divided (Non-Interstate or Parkway)	12,885	2,257	3.83	0.30
	Four-Lane Undivided	2,177	155	4.82	0.58
	Interstate	17,421	1,917	12.06	0.15
	Parkway	6,332	1,886	3.50	0.19
	All Rural	175,390	85,536	0.95	0.43
Urban	Two-Lane	83,149	6,763	2.27	1.08
	Three-Lane	2,690	98	3.45	1.59
	Four-Lane Divided	66,344	1,740	7.65	1.00
	Four-Lane Undivided	46,939	969	7.00	1.38
	Interstate	26,458	644	27.44	0.30
	Parkway	827	104	5.44	0.29
	All Urban**	242,570	10,474	5.34	0.87

* Average for the five years. The length of a spot is defined to be 0.3 mile.
** Includes small number of miles of one-, five-, and six-lane highways.

TABLE 6. STATEWIDE AVERAGE AND CRITICAL NUMBERS OF CRASHES FOR "SPOTS" AND ONE-MILE SECTIONS BY HIGHWAY TYPE CLASSIFICATION (2009-2013)

RURAL OR URBAN	HIGHWAY TYPE	CRASHES PER SPOT*		CRASHES PER ONE-MILE SECTION	
		AVERAGE	CRITICAL NUMBER	AVERAGE	CRITICAL NUMBER
Rural	One-Lane	0.43	3	1.44	5
	Two-Lane	1.72	6	5.74	12
	Three-Lane	7.42	15	24.74	38
	Four-Lane Divided (Non-Interstate or Parkway)	5.71	12	19.03	31
	Four-Lane Undivided	14.02	24	46.72	65
	Interstate	9.09	17	30.29	45
	Parkway	3.36	9	11.19	20
	All Rural	2.05	6	6.83	14
Urban	Two-Lane	12.30	22	40.98	58
	Three-Lane	27.44	41	91.45	117
	Four-Lane Divided	38.13	55	127.10	157
	Four-Lane Undivided	48.44	67	161.48	195
	Interstate	41.08	58	136.92	168
	Parkway	7.94	16	26.47	40
	All Urban**	23.16	36	77.20	100

* The length of a spot is defined to be 0.3 mile.
** Includes small number of miles of one-, five-, and six-lane highways.

TABLE 7. CRASH RATES BY COUNTY FOR IDENTIFIED SYSTEM AND ALL ROADS (2009-2013)

	IDENTIFIED		ALL ROADS					
			TOTAL CRASHES		FATAL CRASHES		FATAL OR INJURY CRASHES	
COUNTY	TOTAL CRASHES	CRASH RATE*	NUMBER	RATE*	NUMBER	RATE*	NUMBER	RATE*
Adair	1,301	154	1,632	165	23	2.3	368	37
Allen	1,797	267	2,316	286	18	2.2	531	66
Anderson	1,645	161	2,237	187	10	0.8	433	36
Ballard	832	209	997	212	9	1.9	233	50
Barren	3,929	167	5,816	216	61	2.3	1,290	48
Bath	433	56	625	73	19	2.2	147	17
Bell	2,598	206	3,445	242	27	1.9	759	53
Boone	14,126	217	21,197	285	56	0.8	3,176	43
Bourbon	1,893	211	2,651	248	17	1.6	467	44
Boyd	5,067	249	8,232	342	28	1.2	1,460	61
Boyle	2,829	251	4,345	324	16	1.2	757	56
Bracken	743	174	907	182	6	1.2	186	37
Breathitt	1,162	168	1,416	181	24	3.1	534	68
Breckinridge	993	143	1,390	162	24	2.8	458	53
Bullitt	6,618	160	8,610	183	41	0.9	1,949	41
Butler	993	135	1,168	137	17	2.0	247	29
Caldwell	1,279	166	1,731	197	10	1.1	366	42
Calloway	3,322	245	4,944	306	43	2.7	744	46
Campbell	9,603	261	14,225	330	34	0.8	1,846	43
Carlisle	408	173	463	165	10	3.6	162	58
Carroll	1,363	111	1,734	131	17	1.3	320	24
Carter	2,331	132	2,843	142	32	1.6	679	34
Casey	966	179	1,252	197	20	3.2	331	52
Christian	6,854	182	9,166	219	50	1.2	1,839	44
Clark	3,413	173	5,177	231	26	1.2	872	39
Clay	1,846	199	2,285	217	44	4.2	916	87
Clinton	648	157	830	174	12	2.5	197	41
Crittenden	765	239	942	239	11	2.8	303	77
Cumberland	397	130	493	140	8	2.3	114	32
Daviess	9,685	288	16,179	392	47	1.1	2,566	62
Edmonson	696	127	885	138	12	1.9	246	38
Elliott	243	144	280	133	8	3.8	90	43
Estill	896	182	1,061	176	16	2.6	231	38
Fayette	35,267	284	60,848	425	118	0.8	11,080	77
Fleming	771	136	1,112	164	15	2.2	252	37
Floyd	3,796	173	4,742	188	50	2.0	1,434	57
Franklin	5,512	223	7,971	280	28	1.0	1,267	44
Fulton	522	159	645	174	6	1.6	135	36
Gallatin	1,204	94	1,393	104	19	1.4	299	22
Garrard	1,473	210	1,903	231	13	1.6	441	53
Grant	2,880	126	3,886	158	28	1.1	788	32
Graves	3,026	167	4,302	203	36	1.7	996	47
Grayson	2,678	199	3,193	205	31	2.0	784	50
Green	599	158	791	171	16	3.5	166	36
Greenup	2,814	199	3,561	210	25	1.5	719	42
Hancock	547	132	671	138	9	1.8	194	40
Hardin	10,893	187	14,603	221	74	1.1	2,427	37
Harlan	2,321	181	2,936	201	37	2.5	797	55
Harrison	1,832	314	2,674	371	25	3.5	564	78
Hart	2,218	113	2,566	123	22	1.1	565	27
Henderson	5,007	219	7,625	288	30	1.1	1,488	56
Henry	1,542	119	1,777	126	8	0.6	397	28
Hickman	192	71	209	67	7	2.3	61	20
Hopkins	4,818	187	7,102	241	37	1.3	1,087	37
Jackson	831	198	1,007	201	14	2.8	323	64
Jefferson	77,235	277	141,259	428	332	1.0	25,703	78
Jessamine	4,326	276	6,753	342	23	1.2	1,219	62
Johnson	1,933	187	2,438	202	14	1.2	607	50
Kenton	16,877	264	25,944	349	44	0.6	3,925	53
Knott	1,216	147	1,437	153	29	3.1	545	58

TABLE 7. CRASH RATES BY COUNTY FOR IDENTIFIED SYSTEM AND ALL ROADS (2009-2013)(continued)

	IDENTIFIED		ALL ROADS					
			TOTAL CRASHES		FATAL CRASHES		FATAL OR INJURY CRASHES	
COUNTY	TOTAL CRASHES	CRASH RATE*	NUMBER	RATE*	NUMBER	RATE*	NUMBER	RATE*
Knox	2,406	181	3,206	204	45	2.9	918	58
Larue	1,028	122	1,350	141	13	1.4	313	33
Laurel	6,107	161	8,187	194	69	1.6	1,921	46
Lawrence	959	113	1,329	140	21	2.2	414	44
Lee	249	99	332	110	7	2.3	92	31
Leslie	345	61	392	61	9	1.4	161	25
Letcher	1,676	164	2,145	178	24	2.0	715	59
Lewis	578	96	796	115	15	2.2	201	29
Lincoln	1,775	178	2,378	202	27	2.3	615	52
Livingston	826	127	979	134	9	1.2	259	35
Logan	2,003	165	2,721	190	34	2.4	638	45
Lyon	918	78	1,119	90	11	0.9	255	20
McCracken	7,456	222	10,717	276	57	1.5	2,693	69
McCreary	1,046	184	1,290	192	11	1.6	419	62
McLean	826	189	946	181	5	1.0	263	50
Madison	8,244	183	12,758	250	65	1.3	1,979	39
Magoffin	926	154	1,051	152	14	2.0	320	46
Marion	1,613	227	2,075	244	29	3.4	396	47
Marshall	3,017	140	3,934	162	40	1.6	1,016	42
Martin	644	138	712	130	9	1.6	248	45
Mason	2,038	215	3,154	292	21	1.9	510	47
Meade	1,792	180	2,289	190	32	2.7	706	58
Menifee	272	123	353	129	5	1.8	116	42
Mercer	1,752	193	2,561	237	18	1.7	578	54
Metcalfe	844	174	1,097	196	16	2.9	266	47
Monroe	417	107	596	126	9	1.9	148	31
Montgomery	3,060	240	4,158	282	25	1.7	809	55
Morgan	879	147	1,075	155	14	2.0	347	50
Muhlenberg	3,098	206	3,963	224	26	1.5	878	50
Nelson	4,500	219	5,720	236	44	1.8	1,146	47
Nicholas	386	154	632	207	6	2.0	120	39
Ohio	2,262	151	2,862	172	28	1.7	742	44
Oldham	3,696	164	4,774	177	29	1.1	896	33
Owen	720	188	856	184	16	3.4	257	55
Owsley	120	85	141	80	6	3.4	44	25
Pendleton	1,346	292	1,789	308	17	2.9	374	64
Perry	2,744	188	4,339	257	43	2.5	1,108	66
Pike	6,643	201	9,124	242	90	2.4	2,596	69
Powell	1,270	166	1,571	182	18	2.1	380	44
Pulaski	6,076	190	8,300	223	49	1.3	1,553	42
Robertson	55	86	70	84	1	1.2	23	28
Rockcastle	2,004	97	2,403	110	29	1.3	592	27
Rowan	2,603	188	3,808	247	29	1.9	747	48
Russell	1,285	169	1,716	191	18	2.0	374	42
Scott	4,831	156	6,934	202	35	1.0	1,418	41
Shelby	4,685	155	6,046	181	38	1.1	1,194	36
Simpson	2,560	152	2,911	160	17	0.9	647	35
Spencer	909	161	1,107	157	18	2.5	263	37
Taylor	2,384	267	3,453	319	18	1.7	577	53
Todd	856	160	1,088	173	18	2.9	281	45
Trigg	1,156	123	1,548	146	20	1.9	368	35
Trimble	744	206	860	200	11	2.6	203	47
Union	1,169	195	1,569	220	11	1.5	409	57
Warren	12,386	205	19,679	289	77	1.1	3,565	52
Washington	870	132	1,117	150	17	2.3	267	36
Wayne	984	135	1,416	162	16	1.8	335	38
Webster	1,049	144	1,238	148	12	1.4	341	41
Whitley	3,781	149	4,933	176	40	1.4	1,210	43
Wolfe	784	156	898	160	14	2.5	239	43
Woodford	2,669	173	3,932	226	27	1.6	759	44
STATEWIDE	418,325	203	629,319	265	3,378	1.4	124,302	52

* Crashes per 100 million vehicle-miles (C/100 MVM)

Table 8. COUNTY POPULATIONS (2010 CENSUS) IN DESCENDING ORDER

COUNTY	POPULATION	COUNTY	POPULATION	COUNTY	POPULATION
Jefferson	741,096	Logan	26,835	Breathitt	13,878
Fayette	295,803	Montgomery	26,499	Lewis	13,870
Kenton	159,720	Grayson	25,746	Webster	13,621
Boone	118,811	Woodford	24,939	Jackson	13,494
Warren	113,792	Lincoln	24,742	Magoffin	13,333
Hardin	105,543	Grant	24,662	Caldwell	12,984
Daviess	96,656	Letcher	24,519	Martin	12,929
Campbell	90,336	Taylor	24,512	Butler	12,690
Madison	82,916	Ohio	23,842	Powell	12,613
Bullitt	74,319	Johnson	23,356	Todd	12,460
Christian	73,955	Rowan	23,333	Edmonson	12,161
McCracken	65,565	Clay	21,730	Washington	11,717
Pike	65,024	Anderson	21,421	Bath	11,591
Pulaski	63,063	Mercer	21,331	Leslie	11,310
Oldham	60,316	Wayne	20,813	Green	11,258
Laurel	58,849	Breckinridge	20,059	Monroe	10,963
Boyd	49,542	Bourbon	19,985	Owen	10,841
Franklin	49,285	Allen	19,956	Carroll	10,811
Jessamine	48,586	Marion	19,820	Clinton	10,272
Scott	47,173	Harrison	18,846	Metcalfe	10,099
Hopkins	46,920	Adair	18,656	McLean	9,531
Henderson	46,250	McCreary	18,306	Livingston	9,519
Nelson	43,437	Hart	18,199	Crittenden	9,315
Barren	42,173	Russell	17,565	Trimble	8,809
Shelby	42,074	Mason	17,490	Gallatin	8,589
Floyd	39,451	Simpson	17,327	Hancock	8,565
Calloway	37,191	Spencer	17,061	Bracken	8,488
Graves	37,121	Rockcastle	17,056	Lyon	8,314
Greenup	36,910	Garrard	16,912	Ballard	8,249
Whitley	35,637	Knott	16,346	Lee	7,887
Clark	35,613	Casey	15,955	Elliott	7,852
Knox	31,883	Lawrence	15,860	Wolfe	7,355
Muhlenberg	31,499	Henry	15,416	Nicholas	7,135
Marshall	31,448	Union	15,007	Cumberland	6,856
Harlan	29,278	Pendleton	14,877	Fulton	6,813
Perry	28,712	Estill	14,672	Menifee	6,306
Bell	28,691	Fleming	14,348	Carlisle	5,104
Meade	28,602	Trigg	14,339	Hickman	4,902
Boyle	28,432	Larue	14,193	Owsley	4,755
Carter	27,720	Morgan	13,923	Robertson	2,282

TOTAL 4,339,367

Table 9. AVERAGE AND CRITICAL CRASH RATES BY POPULATION CATEGORY
(2009-2013)

POPULATION CATEGORY	NUMBER OF COUNTIES IN CATEGORY	TOTAL POPULATION	TOTAL MILEAGE DRIVEN 100 MVM
UNDER 10,000	20	146,626	93.41
10,000 - 14,999	26	329,247	185.05
15,000 - 24,999	31	615,022	365.13
25,000 - 50,000	27	982,708	570.66
OVER 50,000	16	2,265,764	1,163.53

POPULATION CATEGORY	TOTAL NUMBER OF CRASHES	CRASHES PER 100 MVM	CRITICAL CRASH RATE (C/100 MVM)	NUMBER OF COUNTIES AT OR ABOVE CRITICAL RATE
UNDER 10,000	13,330	143	175	6
10,000 - 14,999	28,636	155	182	6
15,000 - 24,999	70,553	193	217	12
25,000 - 50,000	131,230	230	249	8
OVER 50,000	385,570	331	344	4

POPULATION CATEGORY	TOTAL NUMBER OF FATAL CRASHES	FATAL CRASHES PER 100 MVM	CRITICAL FATAL RATE (C/100 MVM)	NUMBER OF COUNTIES AT OR ABOVE CRITICAL RATE
UNDER 10,000	168	1.80	5.91	0
10,000 - 14,999	389	2.10	5.58	0
15,000 - 24,999	657	1.80	4.26	0
25,000 - 50,000	932	1.63	3.35	0
OVER 50,000	1,232	1.06	1.79	1

POPULATION CATEGORY	TOTAL NUMBER OF FATAL OR INJURY CRASHES	FATAL OR INJURY CRASHES PER 100 MVM	CRITICAL FATAL OR INJURY CRASH RATE (C/100 MVM)	NUMBER OF COUNTIES AT OR ABOVE CRITICAL RATE
UNDER 10,000	3,391	36.3	52.9	2
10,000 - 14,999	7,301	39.5	53.4	4
15,000 - 24,999	16,503	45.2	56.7	7
25,000 - 50,000	27,393	48.0	56.8	6
OVER 50,000	69,714	59.9	65.2	4

TABLE 10. CRASH RATES BY COUNTY AND POPULATION CATEGORY (IN DESCENDING ORDER WITH CRITICAL RATES IDENTIFIED)(2009-2013)(ALL ROADS)

COUNTY	NUMBER OF CRASHES	CRASH RATE (CRASHES PER 100 MVM)	
POPULATION CATEGORY UNDER 10,000			
Crittenden	942	239	*
Ballard	997	212	*
Nicholas	632	207	*
Trimble	860	200	*
Bracken	907	182	*
McLean	946	181	*
Fulton	645	174	
Carlisle	463	165	
Wolfe	898	160	
Cumberland	493	140	
Hancock	671	138	
Livingston	979	134	
Elliott	280	133	
Menifee	353	129	
Lee	332	110	
Gallatin	1,393	104	
Lyon	1,119	90	
Robertson	70	84	
Owsley	141	80	
Hickman	209	67	
POPULATION CATEGORY 10,000-14,999			
Pendleton	1,789	308	*
Jackson	1,007	201	*
Caldwell	1,731	197	*
Metcalfe	1,097	196	*
Owen	856	184	*
Powell	1,571	182	*
Breathitt	1,416	181	
Estill	1,061	176	
Clinton	830	174	
Todd	1,088	173	
Green	791	171	
Fleming	1,112	164	
Morgan	1,075	155	
Magoffin	1,051	152	
Washington	1,117	150	
Webster	1,238	148	
Trigg	1,548	146	
Larue	1,350	141	
Edmonson	885	138	
Butler	1,168	137	
Carroll	1,734	131	
Martin	712	130	
Monroe	596	126	
Lewis	796	115	
Bath	625	73	
Leslie	392	61	

COUNTY	NUMBER OF CRASHES	CRASH RATE (CRASHES PER 100 MVM)	
POPULATION CATEGORY 15,000-24,999			
Harrison	2,674	371	*
Taylor	3,453	319	*
Mason	3,154	292	*
Allen	2,316	286	*
Bourbon	2,651	248	*
Rowan	3,808	247	*
Marion	2,075	244	*
Mercer	2,561	237	*
Garrard	1,903	231	*
Woodford	3,932	226	*
Union	1,569	220	*
Clay	2,285	217	*
Lincoln	2,378	202	
Johnson	2,438	202	
Casey	1,252	197	
McCreary	1,290	192	
Russell	1,716	191	
Anderson	2,237	187	
Letcher	2,145	178	
Ohio	2,862	172	
Adair	1,632	165	
Breckinridge	1,390	162	
Wayne	1,416	162	
Simpson	2,911	160	
Grant	3,886	158	
Spencer	1,107	157	
Knott	1,437	153	
Lawrence	1,329	140	
Henry	1,777	126	
Hart	2,566	123	
Rockcastle	2,403	110	
POPULATION CATEGORY 25,000-50,000			
Boyd	8,232	342	*
Jessamine	6,753	342	*
Boyle	4,345	324	*
Calloway	4,944	306	*
Henderson	7,625	288	*
Montgomery	4,158	282	*
Franklin	7,971	280	*
Perry	4,339	257	*
Bell	3,445	242	
Hopkins	7,102	241	
Nelson	5,720	236	
Clark	5,177	231	
Muhlenberg	3,963	224	
Barren	5,816	216	
Greenup	3,561	210	
Grayson	3,193	205	
Knox	3,206	204	
Graves	4,302	203	
Scott	6,934	202	
Harlan	2,936	201	
Logan	2,721	190	
Meade	2,289	190	
Floyd	4,742	188	
Shelby	6,046	181	
Whitley	4,933	176	
Marshall	3,934	162	
Carter	2,843	142	
POPULATION CATEGORY OVER 50,000			
Jefferson	141,259	428	*
Fayette	60,848	425	*
Daviess	16,179	392	*
Kenton	25,944	349	*
Campbell	14,225	330	
Warren	19,679	289	
Boone	21,197	285	
McCracken	10,717	276	
Madison	12,758	250	
Pike	9,124	242	
Pulaski	8,300	223	
Hardin	14,603	221	
Christian	9,166	219	
Laurel	8,187	194	
Bullitt	8,610	183	
Oldham	4,774	177	

* Critical crash rate

TABLE 11. CRASH RATES BY COUNTY AND POPULATION CATEGORY (IN DESCENDING ORDER WITH CRITICAL RATES IDENTIFIED)(2009-2013)(IDENTIFIED SYSTEM)

COUNTY	NUMBER OF CRASHES	CRASH RATE (CRASHES PER 100 MVM)	
POPULATION CATEGORY UNDER 10,000			
Crittenden	765	239	*
Ballard	832	209	*
Trimble	744	206	*
McLean	826	189	*
Bracken	743	174	*
Carlisle	408	173	*
Fulton	522	159	
Wolfe	784	156	
Nicholas	386	154	
Elliott	243	144	
Hancock	547	132	
Cumberland	397	130	
Livingston	826	127	
Menifee	272	123	
Lee	249	99	
Gallatin	1,204	94	
Robertson	55	86	
Owsley	120	85	
Lyon	918	78	
Hickman	192	71	
POPULATION CATEGORY 10,000-14,999			
Pendleton	1,346	292	*
Jackson	831	198	*
Owen	720	188	*
Estill	896	182	*
Metcalfe	844	174	*
Breathitt	1,162	168	
Powell	1,270	166	
Caldwell	1,279	166	
Todd	856	160	
Green	599	158	
Clinton	648	157	
Magoffin	926	154	
Morgan	879	147	
Webster	1,049	144	
Martin	644	138	
Fleming	771	136	
Butler	993	135	
Washington	870	132	
Edmonson	696	127	
Trigg	1,156	123	
Larue	1,028	122	
Carroll	1,363	111	
Monroe	417	107	
Lewis	578	96	
Leslie	345	61	
Bath	433	56	
POPULATION CATEGORY 15,000-24,999			
Harrison	1,832	314	*
Taylor	2,384	267	*
Allen	1,797	267	*
Marion	1,613	227	*
Mason	2,038	215	*
Bourbon	1,893	211	*
Garrard	1,473	210	*
Clay	1,846	199	*
Union	1,169	195	*
Mercer	1,752	193	*
Rowan	2,603	188	
Johnson	1,933	187	
McCreary	1,046	184	
Casey	966	179	
Lincoln	1,775	178	
Woodford	2,669	173	
Russell	1,285	169	
Letcher	1,676	164	
Anderson	1,645	161	
Spencer	909	161	
Adair	1,301	154	
Simpson	2,560	152	
Ohio	2,262	151	
Knott	1,216	147	
Breckinridge	993	143	
Wayne	984	135	
Grant	2,880	126	
Henry	1,542	119	
Lawrence	959	113	
Hart	2,218	113	
Rockcastle	2,004	97	
POPULATION CATEGORY 25,000-50,000			
Jessamine	4,326	276	*
Boyle	2,829	251	*
Boyd	5,067	249	*
Calloway	3,322	245	*
Montgomery	3,060	240	*
Franklin	5,512	223	*
Nelson	4,500	219	*
Henderson	5,007	219	*
Bell	2,598	206	
Muhlenberg	3,098	206	
Grayson	2,678	199	
Greenup	2,814	199	
Perry	2,744	188	
Hopkins	4,818	187	
Harlan	2,321	181	
Knox	2,406	181	
Meade	1,792	180	
Floyd	3,796	173	
Clark	3,413	173	
Graves	3,026	167	
Barren	3,929	167	
Logan	2,003	165	
Scott	4,831	156	
Shelby	4,685	155	
Whitley	3,781	149	
Marshall	3,017	140	
Carter	2,331	132	
POPULATION CATEGORY OVER 50,000			
Daviess	9,685	288	*
Fayette	35,267	284	*
Jefferson	77,235	277	*
Kenton	16,877	264	*
Campbell	9,603	261	*
McCracken	7,456	222	
Boone	14,126	217	
Warren	12,386	205	
Pike	6,643	201	
Pulaski	6,076	190	
Hardin	10,893	187	
Madison	8,244	183	
Christian	6,854	182	
Oldham	3,696	164	
Laurel	6,107	161	
Bullitt	6,618	160	

* Critical crash rate

TABLE 12. INJURY OR FATAL CRASH RATES BY COUNTY AND POPULATION CATEGORY
(IN DESCENDING ORDER WITH CRITICAL RATES IDENTIFIED)(2009-2013)(ALL ROADS)

COUNTY	NUMBER OF CRASHES	CRASH RATE (CRASHES PER 100 MVM)	
POPULATION CATEGORY UNDER 10,000			
Crittenden	303	77	*
Carlisle	162	58	*
McLean	263	50	
Ballard	233	50	
Trimble	203	47	
Wolfe	239	43	
Elliott	90	43	
Menifee	116	42	
Hancock	194	40	
Nicholas	120	39	
Bracken	186	37	
Fulton	135	36	
Livingston	259	35	
Cumberland	114	32	
Lee	92	31	
Robertson	23	28	
Owsley	44	25	
Gallatin	299	22	
Lyon	255	20	
Hickman	61	20	
POPULATION CATEGORY 10,000-14,999			
Breathitt	534	68	*
Pendleton	374	64	*
Jackson	323	64	*
Owen	257	55	*
Morgan	347	50	
Metcalfe	266	47	
Magoffin	320	46	
Todd	281	45	
Martin	248	45	
Powell	380	44	
Caldwell	366	42	
Clinton	197	41	
Webster	341	41	
Edmonson	246	38	
Estill	231	38	
Fleming	252	37	
Washington	267	36	
Green	166	36	
Trigg	368	35	
Larue	313	33	
Monroe	148	31	
Lewis	201	29	
Butler	247	29	
Leslie	161	25	
Carroll	320	24	
Bath	147	17	
POPULATION CATEGORY 15,000-24,999			
Clay	916	87	*
Harrison	564	78	*
Allen	531	66	*
McCreary	419	62	*
Letcher	715	59	*
Knott	545	58	*
Union	409	57	*
Mercer	578	54	
Taylor	577	53	
Garrard	441	53	
Breckinridge	458	53	
Lincoln	615	52	
Casey	331	52	
Johnson	607	50	
Rowan	747	48	
Marion	396	47	
Mason	510	47	
Bourbon	467	44	
Woodford	759	44	
Lawrence	414	44	
Ohio	742	44	
Russell	374	42	
Wayne	335	38	
Spencer	263	37	
Adair	368	37	
Anderson	433	36	
Simpson	647	35	
Grant	788	32	
Henry	397	28	
Hart	565	27	
Rockcastle	592	27	
POPULATION CATEGORY 25,000-50,000			
Perry	1,108	66	*
Jessamine	1,219	62	*
Boyd	1,460	61	*
Knox	918	58	*
Meade	706	58	*
Floyd	1,434	57	*
Boyle	757	56	
Henderson	1,488	56	
Harlan	797	55	
Montgomery	809	55	
Bell	759	53	
Grayson	784	50	
Muhlenberg	878	50	
Barren	1,290	48	
Graves	996	47	
Nelson	1,146	47	
Calloway	744	46	
Logan	638	45	
Franklin	1,267	44	
Whitley	1,210	43	
Marshall	1,016	42	
Greenup	719	42	
Scott	1,418	41	
Clark	872	39	
Hopkins	1,087	37	
Shelby	1,194	36	
Carter	679	34	
POPULATION CATEGORY OVER 50,000			
Jefferson	25,703	78	*
Fayette	11,080	77	*
Pike	2,596	69	*
McCracken	2,693	69	*
Daviess	2,566	62	
Kenton	3,925	53	
Warren	3,565	52	
Laurel	1,921	46	
Christian	1,839	44	
Campbell	1,846	43	
Boone	3,176	43	
Pulaski	1,553	42	
Bullitt	1,949	41	
Madison	1,979	39	
Hardin	2,427	37	
Oldham	896	33	

* Critical crash rate

TABLE 13. FATAL CRASH RATES BY COUNTY AND POPULATION CATEGORY (IN DESCENDING ORDER WITH CRITICAL RATES IDENTIFIED)(2009-2013)(ALL ROADS)

COUNTY	NUMBER OF CRASHES	CRASH RATE (CRASHES PER 100 MVM)
POPULATION CATEGORY UNDER 10,000		
Elliott	8	3.8
Carlisle	10	3.6
Owsley	6	3.4
Crittenden	11	2.8
Trimble	11	2.6
Wolfe	14	2.5
Lee	7	2.3
Hickman	7	2.3
Cumberland	8	2.3
Nicholas	6	2.0
Ballard	9	1.9
Hancock	9	1.8
Menifee	5	1.8
Fulton	6	1.6
Gallatin	19	1.4
Bracken	6	1.2
Livingston	9	1.2
Robertson	1	1.2
McLean	5	1.0
Lyon	11	0.9
POPULATION CATEGORY 10,000-14,999		
Green	16	3.5
Owen	16	3.4
Breathitt	24	3.1
Pendleton	17	2.9
Metcalfe	16	2.9
Todd	18	2.9
Jackson	14	2.8
Estill	16	2.6
Clinton	12	2.5
Washington	17	2.3
Lewis	15	2.2
Fleming	15	2.2
Bath	19	2.2
Powell	18	2.1
Butler	17	2.0
Magoffin	14	2.0
Morgan	14	2.0
Edmonson	12	1.9
Trigg	20	1.9
Monroe	9	1.9
Martin	9	1.6
Leslie	9	1.4
Webster	12	1.4
Larue	13	1.4
Carroll	17	1.3
Caldwell	10	1.1
POPULATION CATEGORY 15,000-24,999		
Clay	44	4.2
Harrison	25	3.5
Marion	29	3.4
Casey	20	3.2
Knott	29	3.1
Breckinridge	24	2.8
Spencer	18	2.5
Lincoln	27	2.3
Adair	23	2.3
Lawrence	21	2.2
Allen	18	2.2
Letcher	24	2.0
Russell	18	2.0
Mason	21	1.9
Rowan	29	1.9
Wayne	16	1.8
Ohio	28	1.7
Taylor	18	1.7
Mercer	18	1.7
McCreary	11	1.6
Bourbon	17	1.6
Garrard	13	1.6
Woodford	27	1.6
Union	11	1.5
Rockcastle	29	1.3
Johnson	14	1.2
Grant	28	1.1
Hart	22	1.1
Simpson	17	0.9
Anderson	10	0.8
Henry	8	0.6
POPULATION CATEGORY 25,000-50,000		
Knox	45	2.9
Calloway	43	2.7
Meade	32	2.7
Perry	43	2.5
Harlan	37	2.5
Logan	34	2.4
Barren	61	2.3
Grayson	31	2.0
Floyd	50	2.0
Bell	27	1.9
Nelson	44	1.8
Graves	36	1.7
Montgomery	25	1.7
Carter	32	1.6
Marshall	40	1.6
Greenup	25	1.5
Muhlenberg	26	1.5
Whitley	40	1.4
Hopkins	37	1.3
Clark	26	1.2
Boyle	16	1.2
Jessamine	23	1.2
Boyd	28	1.2
Henderson	30	1.1
Shelby	38	1.1
Scott	35	1.0
Franklin	28	1.0
POPULATION CATEGORY OVER 50,000		
Pike	90	2.4 *
Laurel	69	1.6
McCracken	57	1.5
Madison	65	1.3
Pulaski	49	1.3
Christian	50	1.2
Hardin	74	1.1
Daviess	47	1.1
Oldham	29	1.1
Warren	77	1.1
Jefferson	332	1.0
Bullitt	41	0.9
Boone	56	0.8
Fayette	118	0.8
Campbell	34	0.8
Kenton	44	0.6

* Critical crash rate

TABLE 14. MISCELLANEOUS CRASH DATA FOR EACH COUNTY

COUNTY	NUMBER OF CRASHES BY YEAR 2009	2010	2011	2012	2013	2009-2012 AVERAGE	2013 PERCENT CHANGE*	PERCENT OF CRASHES INVOLVING ALCOHOL	PERCENT OF CRASHES INVOLVING DRUGS	PERCENT FATAL CRASHES	PERCENT INJURY OR FATAL CRASHES	PERCENT OF DRIVERS USING SAFETY BELTS	PERCENT OF CRASHES INVOLVING SPEEDING
Adair	296	380	321	364	271	340	-20.4	4.0	1.5	1.41	22.5	92.4	3.4
Allen	479	503	508	370	456	465	-1.9	4.5	0.9	0.78	22.9	95.6	4.4
Anderson	453	461	425	457	441	449	-1.8	3.9	1.4	0.45	19.4	97.0	4.3
Ballard	217	192	204	192	192	201	-4.6	5.4	1.3	0.90	23.4	97.6	4.0
Barren	1,207	1,305	1,137	1,028	1,139	1,169	-2.6	3.4	0.9	1.05	22.2	96.0	4.6
Bath	155	109	116	121	124	125	-1.0	5.6	4.8	3.04	23.5	94.3	7.0
Bell	684	703	760	677	621	706	-12.0	2.4	3.1	0.78	22.0	96.7	3.3
Boone	3,958	4,241	4,384	4,307	4,307	4,223	2.0	3.4	0.7	0.26	15.0	98.8	6.5
Bourbon	534	490	564	513	550	525	4.7	5.7	1.2	0.64	17.6	95.9	6.5
Boyd	1,704	1,792	1,694	1,536	1,506	1,682	-10.4	2.5	1.9	0.34	17.7	98.1	3.8
Boyle	899	906	864	836	840	876	-4.1	3.6	1.0	0.37	17.4	97.7	5.2
Bracken	73	160	202	241	231	169	36.7	5.0	0.6	0.66	20.5	95.2	6.5
Breathitt	299	269	268	290	290	282	3.0	4.1	4.0	1.69	37.7	95.7	2.3
Breckinridge	295	295	273	281	246	286	-14.0	4.1	0.9	1.73	32.9	94.3	3.7
Bullitt	1,717	1,653	1,738	1,681	1,821	1,697	7.3	3.9	0.8	0.48	22.6	97.5	3.9
Butler	206	183	251	250	278	223	24.9	5.1	0.9	1.46	21.1	94.6	7.5
Caldwell	298	366	347	335	385	337	14.4	2.8	0.9	0.58	21.1	97.1	6.8
Calloway	1,016	955	998	1,031	944	1,000	-5.6	3.9	0.8	0.87	15.0	97.9	5.1
Campbell	2,714	2,824	2,969	2,870	2,848	2,844	0.1	4.3	0.8	0.24	13.0	98.0	5.4
Carlisle	116	87	92	90	78	96	-19.0	6.0	2.8	2.16	35.0	94.8	5.8
Carroll	263	354	377	373	367	342	7.4	5.4	1.2	0.98	18.5	96.8	4.0
Carter	620	606	552	533	532	578	-7.9	3.4	2.5	1.13	23.9	96.2	5.2
Casey	322	344	165	141	280	243	15.2	5.4	2.6	1.60	26.4	91.8	5.4
Christian	1,997	1,764	1,905	1,782	1,718	1,862	-7.7	3.9	0.8	0.55	20.1	97.8	6.1
Clark	1,176	986	945	1,052	1,018	1,040	-2.1	3.1	1.0	0.50	16.8	98.3	4.6
Clay	485	487	483	449	381	476	-20.0	4.2	4.9	1.93	40.1	93.9	8.1
Clinton	121	148	200	229	132	175	-24.4	4.3	1.0	1.45	23.7	94.2	1.8
Crittenden	207	229	154	170	182	190	-4.2	2.5	1.9	1.17	32.2	96.5	3.9
Cumberland	63	78	114	104	134	90	49.3	5.5	1.8	1.62	23.1	90.3	6.5
Daviess	3,309	3,253	3,225	3,078	3,314	3,216	3.0	3.7	0.8	0.29	15.9	98.4	3.3
Edmonson	205	191	133	155	201	171	17.5	4.4	0.9	1.36	27.8	93.9	7.9
Elliott	102	30	26	61	61	55	11.4	6.1	2.1	2.86	32.1	91.4	4.6
Estill	265	237	253	145	161	225	-28.4	5.0	1.5	1.51	21.8	94.1	4.7
Fayette	11,986	12,339	12,252	12,043	12,228	12,155	0.6	4.0	0.5	0.19	18.2	98.8	8.1
Fleming	227	211	217	211	246	217	13.6	3.9	1.9	1.35	22.7	96.1	4.0
Floyd	1,071	1,044	957	907	763	995	-23.3	5.3	6.2	1.05	30.2	94.7	6.3
Franklin	1,605	1,594	1,679	1,639	1,454	1,629	-10.8	3.8	0.9	0.35	15.9	97.8	5.6
Fulton	114	153	151	101	126	130	-2.9	4.0	0.6	0.93	20.9	94.7	5.0
Gallatin	246	273	322	312	240	288	-16.7	5.7	0.9	1.36	21.5	96.4	4.7
Garrard	398	407	400	361	337	392	-13.9	2.5	1.0	0.68	23.2	96.0	6.4
Grant	848	811	807	780	640	812	-21.1	2.9	1.1	0.72	20.3	96.9	9.7
Graves	882	890	855	811	864	860	0.5	4.3	1.5	0.84	23.2	97.3	7.3
Grayson	657	679	617	636	604	647	-6.7	4.4	1.7	0.97	24.6	95.5	3.8
Green	171	172	123	158	167	156	7.1	3.8	0.8	2.02	21.0	91.9	1.9
Greenup	745	747	697	689	683	720	-5.1	3.1	1.5	0.70	20.2	97.6	5.3
Hancock	81	152	163	134	141	133	6.4	5.1	0.7	1.34	28.9	93.4	5.1
Hardin	2,829	3,057	2,882	2,913	2,922	2,920	0.1	3.4	0.7	0.51	16.6	98.5	4.8
Harlan	614	589	583	592	558	595	-6.1	2.6	3.7	1.26	27.1	96.0	4.6
Harrison	538	584	538	524	490	546	-10.3	4.9	1.4	0.93	21.1	95.2	5.2
Hart	484	566	508	483	525	510	2.9	3.3	1.2	0.86	22.0	96.4	6.3
Henderson	1,624	1,506	1,507	1,425	1,563	1,516	3.1	3.2	0.9	0.39	19.5	98.9	3.4
Henry	372	355	345	322	383	349	9.9	5.3	1.1	0.45	22.3	96.1	9.2
Hickman	37	24	46	53	49	40	22.5	7.2	1.9	3.35	29.2	90.3	6.2
Hopkins	1,500	1,409	1,447	1,432	1,314	1,447	-9.2	2.9	1.1	0.52	15.3	98.5	6.4
Jackson	219	222	195	175	196	203	-3.3	4.4	2.7	1.39	32.1	93.4	6.6
Jefferson	26,957	27,732	28,720	29,347	28,503	28,189	1.1	3.2	0.5	0.24	18.2	98.3	3.8
Jessamine	1,386	1,408	1,316	1,334	1,309	1,361	-3.8	4.2	1.3	0.34	18.1	97.4	5.9
Johnson	536	512	465	469	456	496	-8.0	3.0	5.4	0.57	24.9	96.2	3.3
Kenton	4,893	5,006	5,557	5,219	5,269	5,169	1.9	4.5	1.1	0.17	15.1	98.3	7.0
Knott	377	338	233	238	251	297	-15.3	3.8	5.1	2.02	37.9	93.1	4.3
Knox	637	734	661	590	584	656	-10.9	2.6	3.5	1.40	28.6	94.8	7.0

TABLE 14. MISCELLANEOUS CRASH DATA FOR EACH COUNTY (continued)

COUNTY	NUMBER OF CRASHES BY YEAR 2009	2010	2011	2012	2013	2009-2012 AVERAGE	2013 PERCENT CHANGE*	PERCENT OF CRASHES INVOLVING ALCOHOL	PERCENT OF CRASHES INVOLVING DRUGS	PERCENT FATAL CRASHES	PERCENT INJURY OR FATAL CRASHES	PERCENT OF DRIVERS USING SAFETY BELTS	PERCENT OF CRASHES INVOLVING SPEEDING
Larue	273	263	251	274	289	265	9.0	4.4	1.4	0.96	23.2	96.0	8.5
Laurel	1,608	1,767	1,793	1,546	1,473	1,679	-12.2	2.4	1.9	0.84	23.5	97.9	5.7
Lawrence	287	311	215	273	243	272	-10.5	4.4	2.5	1.58	31.2	95.3	3.1
Lee	71	50	40	89	82	63	31.2	3.3	5.4	2.11	27.7	93.2	3.3
Leslie	130	84	51	40	87	76	14.1	3.3	5.6	2.30	41.1	93.9	5.1
Letcher	565	523	467	304	286	465	-38.5	3.8	3.8	1.12	33.3	93.6	4.5
Lewis	195	150	134	155	162	159	2.2	5.8	1.5	1.88	25.3	94.8	3.3
Lincoln	556	510	465	432	415	491	-15.4	4.6	1.0	1.14	25.9	95.4	5.7
Livingston	212	187	227	164	189	198	-4.3	5.5	1.9	0.92	26.5	96.0	7.5
Logan	576	533	559	549	504	554	-9.1	3.9	0.9	1.25	23.4	95.4	4.9
Lyon	234	222	210	225	228	223	2.4	4.8	1.7	0.98	22.8	95.9	7.0
McCracken	2,293	2,127	2,169	2,097	2,031	2,172	-6.5	4.5	0.9	0.53	25.1	98.5	5.1
McCreary	295	284	250	239	222	267	-16.9	4.3	2.9	0.85	32.5	94.9	8.0
McLean	181	189	211	191	174	193	-9.8	3.5	1.3	0.53	27.8	96.7	3.9
Madison	2,632	2,628	2,606	2,452	2,440	2,580	-5.4	3.8	1.2	0.51	15.5	97.5	8.1
Magoffin	250	239	195	178	189	216	-12.3	4.4	5.2	1.33	30.4	92.5	8.4
Marion	434	460	389	410	382	423	-9.7	6.7	1.4	1.40	19.1	95.3	1.7
Marshall	840	806	815	743	730	801	-8.9	5.0	2.0	1.02	25.8	96.7	6.2
Martin	154	158	157	149	94	155	-39.2	2.2	5.3	1.26	34.8	93.9	8.6
Mason	707	718	582	581	566	647	-12.5	4.7	0.9	0.67	16.2	96.7	5.2
Meade	435	491	490	448	425	466	-8.8	5.3	0.4	1.40	30.8	95.5	4.4
Menifee	95	65	79	64	50	76	-34.0	4.8	3.1	1.42	32.9	93.7	4.8
Mercer	540	578	500	456	487	519	-6.1	3.7	1.0	0.70	22.6	95.0	6.4
Metcalfe	227	227	220	213	210	222	-5.3	3.6	0.5	1.46	24.2	93.4	4.0
Monroe	178	185	127	64	42	139	-69.7	3.9	0.2	1.51	24.8	97.8	3.4
Montgomery	902	856	873	777	750	852	-12.0	4.0	1.8	0.60	19.5	96.0	4.6
Morgan	265	220	221	185	184	223	-17.4	3.9	4.0	1.30	32.3	93.2	9.6
Muhlenberg	822	796	771	792	782	795	-1.7	3.1	1.5	0.66	22.2	97.0	3.9
Nelson	1,201	1,142	1,136	1,167	1,074	1,162	-7.5	5.1	0.6	0.77	20.0	96.4	5.3
Nicholas	119	89	121	155	148	121	22.3	4.0	2.5	0.95	19.0	92.8	4.1
Ohio	600	538	610	583	531	583	-8.9	4.6	1.3	0.98	25.9	97.0	7.1
Oldham	896	921	976	970	1,011	941	7.5	4.0	0.6	0.61	18.8	98.7	5.2
Owen	190	189	194	121	162	174	-6.6	5.0	1.4	1.87	30.0	95.0	5.4
Owsley	32	17	24	27	41	25	64.0	5.0	5.7	4.26	31.2	89.7	7.1
Pendleton	346	374	351	383	335	364	-7.8	5.1	1.1	0.95	20.9	97.6	6.7
Perry	973	946	868	843	709	908	-21.9	3.3	3.3	0.99	25.5	95.9	3.3
Pike	1,966	2,009	1,920	1,729	1,500	1,906	-21.3	4.8	5.8	0.99	28.5	95.0	5.9
Powell	307	299	310	320	335	309	8.4	3.2	2.8	1.15	24.2	96.5	2.6
Pulaski	1,733	1,679	1,713	1,615	1,560	1,685	-7.4	2.5	1.0	0.59	18.7	96.7	4.4
Robertson	8	12	12	13	25	11	122.2	15.7	1.4	1.43	32.9	92.5	7.1
Rockcastle	495	543	522	426	417	497	-16.0	3.1	2.7	1.21	24.6	96.9	9.3
Rowan	839	782	699	751	737	768	-4.0	3.1	1.2	0.76	19.6	96.7	3.7
Russell	365	365	326	347	313	351	-10.8	3.3	2.1	1.05	21.8	94.1	2.7
Scott	1,432	1,409	1,354	1,408	1,331	1,401	-5.0	3.4	0.6	0.50	20.4	97.4	6.3
Shelby	1,169	1,220	1,154	1,216	1,287	1,190	8.2	3.6	0.6	0.63	19.7	97.5	6.2
Simpson	573	584	585	582	587	581	1.0	3.8	0.9	0.58	22.2	96.3	8.3
Spencer	242	251	240	177	197	228	-13.4	5.3	1.0	1.63	23.8	96.1	6.8
Taylor	761	698	707	644	643	703	-8.5	3.3	0.7	0.52	16.7	96.3	2.5
Todd	206	229	216	204	233	214	9.0	5.2	1.6	1.65	25.8	94.9	8.6
Trigg	319	304	297	298	330	305	8.4	5.4	1.2	1.29	23.8	96.3	4.9
Trimble	235	170	157	181	117	186	-37.0	5.8	1.2	1.28	23.6	97.0	6.6
Union	336	340	304	309	280	322	-13.1	3.5	1.5	0.70	26.1	95.0	6.9
Warren	3,795	3,941	3,907	3,910	4,126	3,888	6.1	3.3	0.7	0.39	18.1	98.5	4.6
Washington	219	195	238	233	232	221	4.9	5.7	1.0	1.52	23.9	92.0	5.0
Wayne	314	299	301	298	204	303	-32.7	2.8	1.0	1.13	23.7	95.0	6.9
Webster	231	280	253	232	242	249	-2.8	2.7	1.2	0.97	27.5	97.4	4.7
Whitley	926	925	1,094	1,033	955	995	-4.0	2.8	1.8	0.81	24.5	96.9	6.3
Wolfe	210	187	177	165	159	185	-13.9	4.3	2.4	1.56	26.6	95.0	9.1
Woodford	753	797	801	774	807	781	3.3	5.1	0.9	0.69	19.3	96.9	8.2
STATEWIDE	126,237	127,456	127,524	124,844	123,258	126,515	-2.6	3.7	1.1	0.54	19.8	97.6	5.4

* Percent change in the 2013 crash total from the previous four-year total

TABLE 15. CRASH RATES FOR CITIES HAVING POPULATION OVER 2,500
(FOR IDENTIFIED SYSTEM AND ALL ROADS FOR 2009-2013)

CITY	POPULATION	IDENTIFIED SYSTEM TOTAL CRASHES	IDENTIFIED SYSTEM CRASH RATE*	ALL ROADS TOTAL CRASHES	ALL ROADS CRASH RATE**
Louisville	597,337	27,969	348	123,106	41
Lexington	295,803	9,952	559	60,827	41
Bowling Green	58,067	5,392	345	14,534	50
Owensboro	57,265	2,828	493	12,570	44
Covington	40,640	3,344	314	7,764	38
Hopkinsville	31,577	3,145	297	5,428	34
Richmond	31,364	1,233	411	6,856	44
Florence	29,951	3,847	277	9,856	66
Georgetown	29,098	1,210	394	4,033	28
Henderson	28,757	2,379	315	5,606	39
Elizabethtown	28,531	3,295	238	6,661	47
Nicholasville	28,015	1,422	296	4,472	32
Jeffersontown	26,595	973	339	4,253	32
Frankfort	25,527	2,755	359	5,640	44
Paducah	25,024	2,245	383	7,188	57
Independence	24,757	2,288	321	2,142	17
Radcliff	21,688	1,167	320	3,279	30
Ashland	21,684	1,778	485	4,665	43
Madisonville	19,591	1,852	437	3,840	39
Winchester	18,368	1,022	452	3,476	38
Erlanger	18,082	935	877	3,837	42
Murray	17,741	1,419	405	3,338	38
Fort Thomas	16,325	327	374	1,318	16
Danville	16,218	705	480	3,499	43
Newport	15,273	1,238	652	4,480	59
Shively	15,264	735	708	3,979	52
Shelbyville	14,045	688	416	2,729	39
Glasgow	14,028	648	346	2,673	38
Berea	13,561	706	300	2,168	32
Bardstown	11,700	1,346	423	3,133	54
Shepherdsville	11,222	832	455	2,941	52
Somerset	11,196	1,271	244	4,098	73
Lyndon	11,002	***	***	926	17
Lawrenceburg	10,505	236	430	1,028	20
Mayfield	10,024	364	342	1,770	35
Mount Washington	9,117	323	351	1,419	31
Campbellsville	9,108	942	520	2,329	51
Maysville	9,011	780	277	2,059	46
Edgewood	8,575	***	***	1,046	24
Versailles	8,568	279	369	1,554	36
Paris	8,553	868	351	1,522	36
Alexandria	8,477	649	292	1,176	28
Elsmere	8,451	363	474	535	13
Franklin	8,408	592	444	1,850	44
Harrodsburg	8,340	389	415	1,358	33
Fort Mitchell	8,207	613	778	1,321	32
La Grange	8,082	97	272	1,231	31
London	7,993	1,445	275	3,512	88
Villa Hills	7,489	66	228	251	7
Oak Grove	7,489	***	***	1,528	41
Flatwoods	7,423	554	210	655	18
Corbin	7,304	661	418	2,050	56
Middletown	7,218	***	***	1,714	48
Russellville	6,960	448	270	1,250	36
Highland Heights	6,923	797	197	1,346	39
Pikeville	6,903	1,052	231	3,032	88
Mount Sterling	6,895	887	455	1,904	55
Morehead	6,845	667	310	2,053	60
Leitchfield	6,699	580	490	1,409	42
Taylor Mill	6,604	107	272	1,194	36
Cynthiana	6,402	241	346	1,303	41
Princeton	6,329	548	317	892	28
Monticello	6,188	501	152	959	31
Central City	5,978	509	419	968	32

TABLE 15. CRASH RATES FOR CITIES HAVING POPULATION OVER 2,500
(FOR IDENTIFIED SYSTEM AND ALL ROADS FOR 2009-2013)(continued)

CITY	POPULATION	IDENTIFIED SYSTEM TOTAL CRASHES	IDENTIFIED SYSTEM CRASH RATE*	ALL ROADS TOTAL CRASHES	ALL ROADS CRASH RATE**
Bellevue	5,955	249	847	905	30
Cold Spring	5,912	816	433	1,267	43
Fort Wright	5,723	1,017	501	2,702	94
Lebanon	5,539	525	310	1,011	37
Union	5,379	***	***	757	28
Dayton	5,338	37	297	417	16
Williamsburg	5,245	499	211	964	37
Westwood	4,746	***	***	***	***
Crestwood	4,531	***	***	774	34
Vine Grove	4,520	164	244	359	16
Hazard	4,456	879	236	2,332	105
Columbia	4,452	104	245	707	32
Ludlow	4,407	276	917	432	20
Benton	4,349	356	413	902	42
Greenville	4,312	297	274	758	35
Scottsville	4,226	536	267	886	42
Grayson	4,217	303	293	812	39
Carrollton	3,938	214	447	615	31
Williamstown	3,925	***	***	614	31
Crittenden	3,815	***	***	460	24
Southgate	3,803	627	1,079	680	36
Crescent Springs	3,801	***	***	949	50
Wilmore	3,686	120	483	174	9
Walton	3,635	433	523	786	43
Stanford	3,487	245	204	623	36
Paintsville	3,459	440	405	1,124	65
Lancaster	3,442	154	609	554	32
West Liberty	3,435	109	358	345	20
Beaver Dam	3,409	328	271	555	33
Russell	3,380	541	351	1,068	63
Morganfield	3,285	234	185	497	30
Prestonsburg	3,255	382	305	1,625	100
Hodgenville	3,206	80	170	470	29
Providence	3,193	208	214	220	14
Barbourville	3,165	507	145	677	43
Crestview Hills	3,148	***	***	1,857	118
Marion	3,039	148	391	314	21
Wilder	3,035	***	***	1,017	67
Park Hills	2,970	192	652	147	10
Indian Hills	2,868	***	***	83	6
Dawson Springs	2,764	160	410	226	16
Stanton	2,733	326	287	486	36
Irvine	2,715	84	137	229	17
Hartford	2,672	121	181	280	21
Lakeside Park	2,668	386	558	276	21
Flemingsburg	2,658	71	205	385	29
Brandenburg	2,643	228	241	474	36
Calvert City	2,566	138	169	463	36
Cadiz	2,558	110	115	620	49
Eddyville	2,554	139	60	290	23
Springfield	2,519	126	155	407	32

* Crashes per 100 million vehicle-miles.
** Crashes per 1,000 population.
*** No data available.

TABLE 16. MISCELLANEOUS CRASH DATA FOR CITIES HAVING POPULATION OVER 2,500 (2009-2013) (ALL ROADS)

CITY	POPULATION	FATAL CRASHES		PEDESTRIAN MOTOR VEHICLE CRASHES		BICYCLE MOTOR VEHICLE CRASHES		MOTORCYCLE CRASHES		PERCENT OF CRASHES INVOLVING SPEEDING	PERCENT OF CRASHES INVOLVING ALCOHOL
		NUMBER	RATE*	NUMBER	RATE*	NUMBER	RATE*	NUMBER	RATE*		
Louisville	597,337	309	1.03	1,387	4.60	638	2.10	1,211	4.1	5.0	4.1
Lexington	295,803	118	0.80	544	3.70	307	2.10	480	3.2	10.2	4.9
Bowling Green	58,067	23	0.79	52	1.80	66	2.30	159	5.5	4.9	3.2
Owensboro	57,265	17	0.59	71	2.50	68	2.40	119	4.2	2.9	3.7
Covington	40,640	14	0.69	170	8.40	71	3.50	65	3.2	4.3	8.4
Hopkinsville	31,577	12	0.76	37	2.30	16	1.00	59	3.7	6.8	4.5
Richmond	31,364	15	0.96	51	3.30	20	1.30	65	4.1	8.7	4.0
Florence	29,951	9	0.60	63	4.20	26	1.70	56	3.7	6.0	3.3
Georgetown	29,098	11	0.76	27	1.90	10	0.70	42	2.9	6.4	3.8
Henderson	28,757	9	0.63	34	2.40	23	1.60	58	4.0	3.3	3.7
Elizabethtown	28,531	11	0.77	23	1.60	15	1.10	70	4.9	4.2	2.7
Nicholasville	28,015	11	0.79	32	2.30	11	0.80	45	3.2	4.6	4.5
Jeffersontown	26,595	8	0.60	19	1.40	17	1.30	27	2.0	3.1	3.7
Frankfort	25,527	9	0.71	28	2.20	21	1.60	44	3.4	5.6	4.1
Paducah	25,024	21	1.68	46	3.70	30	2.40	98	7.8	4.5	3.6
Independence	24,757	2	0.16	11	0.90	3	0.20	29	2.3	15.5	5.7
Radcliff	21,688	11	1.01	14	1.30	11	1.00	47	4.3	2.0	4.5
Ashland	21,684	6	0.55	42	3.90	17	1.60	41	3.8	3.3	2.3
Madisonville	19,591	5	0.51	17	1.70	11	1.10	24	2.5	5.1	2.2
Winchester	18,368	5	0.54	33	3.60	6	0.70	28	3.0	4.4	3.6
Erlanger	18,082	5	0.55	33	3.70	12	1.30	32	3.5	11.4	4.0
Murray	17,741	11	1.24	29	3.30	14	1.60	36	4.1	3.2	2.7
Fort Thomas	16,325	5	0.61	14	1.70	9	1.10	12	1.5	6.5	6.1
Danville	16,218	8	0.99	30	3.70	12	1.50	40	4.9	5.2	3.5
Newport	15,273	3	0.39	81	10.60	26	3.40	24	3.1	4.5	5.7
Shively	15,264	6	0.79	52	6.80	21	2.80	57	7.5	3.6	4.1
Shelbyville	14,045	12	1.71	18	2.60	7	1.00	24	3.4	4.1	4.0
Glasgow	14,028	8	1.14	19	2.70	4	0.60	21	3.0	3.9	3.6
Berea	13,561	7	1.03	10	1.50	4	0.60	14	2.1	6.1	2.3
Bardstown	11,700	11	1.88	19	3.20	2	0.30	30	5.1	2.9	3.5
Shepherdsville	11,222	5	0.89	16	2.90	7	1.20	32	5.7	3.7	4.3
Somerset	11,196	12	2.14	15	2.70	8	1.40	45	8.0	4.6	1.8
Lyndon	11,002	0	0.00	0	0.00	0	0.00	0	0.0	0.0	0.0
Lawrenceburg	10,505	3	0.57	6	1.10	1	0.20	11	2.1	2.4	3.7
Mayfield	10,024	2	0.40	11	2.20	3	0.60	12	2.4	3.1	3.2
Mount Washington	9,117	5	1.10	6	1.30	1	0.20	24	5.3	2.0	2.6
Campbellsville	9,108	4	0.88	21	4.60	3	0.70	26	5.7	1.9	2.7
Maysville	9,011	1	0.22	20	4.40	5	1.10	21	4.7	4.8	3.4
Edgewood	8,575	1	0.23	6	1.40	1	0.20	4	0.9	14.9	2.5
Versailles	8,568	8	1.87	7	1.60	3	0.70	12	2.8	5.7	5.2
Paris	8,553	2	0.47	10	2.30	2	0.50	16	3.7	2.3	5.2
Alexandria	8,477	3	0.71	14	3.30	0	0.00	10	2.4	7.5	2.8
Elsmere	8,451	0	0.00	11	2.60	9	2.10	3	0.7	5.6	7.7
Franklin	8,408	7	1.67	10	2.40	6	1.40	25	5.9	4.8	3.6
Harrodsburg	8,340	4	0.96	10	2.40	2	0.50	21	5.0	4.2	2.4
Fort Mitchell	8,207	3	0.73	4	1.00	1	0.20	8	1.9	6.2	5.1
La Grange	8,082	1	0.25	6	1.50	2	0.50	11	2.7	3.0	2.6
London	7,993	7	1.75	12	3.00	2	0.50	39	9.8	3.1	2.1
Villa Hills	7,489	1	0.27	0	0.00	0	0.00	8	2.1	12.4	5.7
Oak Grove	7,489	0	0.00	0	0.00	0	0.00	0	0.0	0.0	0.0
Flatwoods	7,423	1	0.27	5	1.30	1	0.30	8	2.2	6.3	2.2
Corbin	7,304	7	1.92	12	3.30	4	1.10	14	3.8	5.4	3.3
Middletown	7,218	0	0.00	0	0.00	0	0.00	0	0.0	0.0	0.0
Russellville	6,960	3	0.86	6	1.70	4	1.10	13	3.7	4.6	3.5
Highland Heights	6,923	1	0.29	16	4.60	1	0.30	9	2.6	8.8	3.0
Pikeville	6,903	8	2.32	10	2.90	1	0.30	35	10.1	5.3	4.7
Mount Sterling	6,895	4	1.16	11	3.20	2	0.60	19	5.5	2.7	3.6
Morehead	6,845	3	0.88	14	4.10	7	2.00	8	2.3	2.1	2.0
Leitchfield	6,699	2	0.60	6	1.80	2	0.60	11	3.3	2.9	3.2
Taylor Mill	6,604	4	1.21	2	0.60	0	0.00	10	3.0	12.2	4.4
Cynthiana	6,402	7	2.19	12	3.70	4	1.20	11	3.4	3.5	3.4
Princeton	6,329	2	0.63	5	1.60	1	0.30	15	4.7	7.9	3.0

TABLE 16. MISCELLANEOUS CRASH DATA FOR CITIES HAVING POPULATION OVER 2,500 (2009-2013) (ALL ROADS)(continued)

CITY	POPULATION	FATAL CRASHES		PEDESTRIAN MOTOR VEHICLE CRASHES		BICYCLE MOTOR VEHICLE CRASHES		MOTORCYCLE CRASHES		PERCENT OF CRASHES INVOLVING SPEEDING	PERCENT OF CRASHES INVOLVING ALCOHOL
		NUMBER	RATE*	NUMBER	RATE*	NUMBER	RATE*	NUMBER	RATE*		
Monticello	6,188	6	1.94	6	1.90	1	0.30	9	2.9	5.3	2.5
Central City	5,978	1	0.33	2	0.70	0	0.00	12	4.0	3.4	2.7
Bellevue	5,955	0	0.00	13	4.40	9	3.00	4	1.3	3.6	6.4
Cold Spring	5,912	4	1.35	3	1.00	0	0.00	9	3.0	8.8	2.5
Fort Wright	5,723	1	0.35	6	2.10	3	1.00	14	4.9	4.5	2.6
Lebanon	5,539	2	0.72	3	1.10	2	0.70	5	1.8	1.3	5.3
Union	5,379	0	0.00	0	0.00	0	0.00	0	0.0	0.0	0.0
Dayton	5,338	0	0.00	10	3.70	3	1.10	3	1.1	4.0	7.5
Williamsburg	5,245	2	0.76	9	3.40	1	0.40	7	2.7	4.3	2.6
Crestwood	4,531	0	0.00	0	0.00	0	0.00	0	0.0	0.0	0.0
Vine Grove	4,520	3	1.33	1	0.40	2	0.90	7	3.1	7.5	7.1
Hazard	4,456	10	4.49	16	7.20	4	1.80	20	9.0	2.7	3.5
Columbia	4,452	5	2.25	4	1.80	0	0.00	7	3.1	1.6	3.3
Ludlow	4,407	0	0.00	10	4.50	1	0.50	3	1.4	4.6	4.6
Benton	4,349	1	0.46	9	4.10	2	0.90	9	4.1	5.4	3.2
Greenville	4,312	4	1.86	7	3.20	0	0.00	9	4.2	3.2	2.3
Scottsville	4,226	2	0.95	4	1.90	0	0.00	13	6.2	1.7	3.8
Grayson	4,217	2	0.95	7	3.30	1	0.50	4	1.9	3.0	3.0
Carrollton	3,938	2	1.02	2	1.00	2	1.00	11	5.6	3.3	5.9
Williamstown	3,925	6	3.06	3	1.50	2	1.00	7	3.6	11.9	4.0
Crittenden	3,815	0	0.00	0	0.00	0	0.00	0	0.0	0.0	0.0
Southgate	3,803	1	0.53	6	3.20	0	0.00	6	3.2	7.0	5.6
Crescent Springs	3,801	0	0.00	0	0.00	0	0.00	0	0.0	0.0	0.0
Wilmore	3,686	0	0.00	0	0.00	1	0.50	1	0.5	4.4	2.9
Walton	3,635	0	0.00	0	0.00	0	0.00	0	0.0	0.0	0.0
Stanford	3,487	1	0.57	2	1.10	0	0.00	7	4.0	6.3	1.6
Paintsville	3,459	5	2.89	9	5.20	4	2.30	5	2.9	1.2	2.0
Lancaster	3,442	1	0.58	2	1.20	2	1.20	6	3.5	2.2	2.2
West Liberty	3,435	0	0.00	0	0.00	0	0.00	0	0.0	0.0	0.0
Beaver Dam	3,409	2	1.17	3	1.80	2	1.20	5	2.9	1.8	3.3
Russell	3,380	3	1.78	1	0.60	0	0.00	16	9.5	3.8	2.4
Morganfield	3,285	1	0.61	3	1.80	1	0.60	8	4.9	3.3	1.7
Prestonsburg	3,255	16	9.83	10	6.10	1	0.60	16	9.8	4.6	3.8
Hodgenville	3,206	2	1.25	2	1.20	1	0.60	5	3.1	5.6	2.8
Providence	3,193	2	1.25	3	1.90	2	1.30	4	2.5	6.7	6.1
Barbourville	3,165	7	4.42	5	3.20	3	1.90	3	1.9	1.6	2.9
Crestview Hills	3,148	0	0.00	0	0.00	0	0.00	0	0.0	0.0	0.0
Marion	3,039	2	1.32	2	1.30	1	0.70	6	3.9	3.1	2.7
Wilder	3,035	0	0.00	0	0.00	0	0.00	0	0.0	0.0	0.0
Park Hills	2,970	0	0.00	3	2.00	0	0.00	0	0.0	7.6	5.0
Indian Hills	2,868	0	0.00	0	0.00	0	0.00	0	0.0	0.0	0.0
Dawson Springs	2,764	0	0.00	2	1.40	0	0.00	4	2.9	2.3	1.1
Stanton	2,733	2	1.46	5	3.70	0	0.00	2	1.5	1.0	2.0
Irvine	2,715	0	0.00	4	2.90	0	0.00	3	2.2	1.9	1.0
Hartford	2,672	2	1.50	0	0.00	1	0.70	3	2.2	1.7	2.1
Lakeside Park	2,668	0	0.00	1	0.70	1	0.70	1	0.7	6.1	4.8
Flemingsburg	2,658	2	1.50	5	3.80	0	0.00	3	2.3	3.2	2.3
Brandenburg	2,643	0	0.00	0	0.00	0	0.00	0	0.0	0.0	0.0
Calvert City	2,566	3	2.34	1	0.80	1	0.80	8	6.2	9.4	6.0
Cadiz	2,558	0	0.00	0	0.00	0	0.00	0	0.0	0.0	0.0
Eddyville	2,554	0	0.00	0	0.00	0	0.00	0	0.0	0.0	0.0
Springfield	2,519	4	3.18	1	0.80	0	0.00	4	3.2	3.1	5.3
STATEWIDE	2,057,100	920	0.89	3,475	3.4	1,635	1.59	3,807	3.7	4.4	3.1

* Crashes per 10,000 population

TABLE 17. CRASH RATES ON IDENTIFIED STREETS BY CITY AND POPULATION CATEGORY (2009-2013)

POPULATION CATEGORY	NUMBER OF CITIES	AVERAGE RATE (C/100 MVM)*	CITY	NUMBER OF CRASHES (2009-2013)	AVERAGE RATE (C/100 MVM)*
OVER 200,000	2	386	Lexington	9,952	559
			Louisville	27,969	348
20,000-60,000	16	328	Owensboro	2,828	493
			Ashland	1,778	485
			Richmond	1,233	411
			Georgetown	1,210	394
			Paducah	2,245	383
			Frankfort	2,755	359
			Bowling Green	5,392	345
			Jeffersontown	973	339
			Independence	2,288	321
			Radcliff	1,167	320
			Henderson	2,379	315
			Covington	3,344	314
			Hopkinsville	3,145	297
			Nicholasville	1,422	296
			Florence	3,847	277
			Elizabethtown	3,295	238
10,000-19,999	16	421	Erlanger	935	877
			Shively	735	708
			Newport	1,238	652
			Danville	705	480
			Shepherdsville	832	455
			Winchester	1,022	452
			Madisonville	1,852	437
			Lawrenceburg	236	430
			Bardstown	1,346	423
			Shelbyville	688	416
			Murray	1,419	405
			Fort Thomas	327	374
			Glasgow	648	346
			Mayfield	364	342
			Berea	706	300
			Somerset	1,271	244
5,000-9,999	32	322	Bellevue	249	847
			Fort Mitchell	613	778
			Campbellsville	942	520
			Fort Wright	1,017	501
			Leitchfield	580	490
			Elsmere	363	474
			Mount Sterling	887	455
			Franklin	592	444
			Cold Spring	816	433
			Central City	509	419
			Corbin	661	418
			Harrodsburg	389	415
			Versailles	279	369
			Paris	868	351
			Mount Washington	323	351
			Cynthiana	241	346
			Princeton	548	317
			Lebanon	525	310
			Morehead	667	310
			Dayton	37	297
			Alexandria	649	292
			Maysville	780	277
			London	1,445	275
			Taylor Mill	107	272
			La Grange	97	272
			Russellville	448	270

TABLE 17. CRASH RATES ON IDENTIFIED STREETS BY CITY AND POPULATION CATEGORY (2009-2013)(continued)

POPULATION CATEGORY	NUMBER OF CITIES	AVERAGE RATE (C/100 MVM)*	CITY	NUMBER OF CRASHES (2009-2013)	AVERAGE RATE (C/100 MVM)*
5,000-9,999 (cont.)	32	322	Pikeville	1,052	231
			Villa Hills	66	228
			Williamsburg	499	211
			Flatwoods	554	210
			Highland Heights	797	197
			Monticello	501	152
2,500-4,999	36	274	Southgate	627	1,079
			Ludlow	276	917
			Park Hills	192	652
			Lancaster	154	609
			Lakeside Park	386	558
			Walton	433	523
			Wilmore	120	483
			Carrollton	214	447
			Benton	356	413
			Dawson Springs	160	410
			Paintsville	440	405
			Marion	148	391
			West Liberty	109	358
			Russell	541	351
			Prestonsburg	382	305
			Grayson	303	293
			Stanton	326	287
			Greenville	297	274
			Beaver Dam	328	271
			Scottsville	536	267
			Columbia	104	245
			Vine Grove	164	244
			Brandenburg	228	241
			Hazard	879	236
			Providence	208	214
			Flemingsburg	71	205
			Stanford	245	204
			Morganfield	234	185
			Hartford	121	181
			Hodgenville	80	170
			Calvert City	138	169
			Springfield	126	155
			Barbourville	507	145
			Irvine	84	137
			Cadiz	110	115
			Eddyville	139	60
1,000-2,499	56	206	Raceland	84	483
			Falmouth	30	474
			Worthington	9	458
			Jackson	271	421
			Junction City	29	390
			Hardinsburg	41	363
			Mount Vernon	164	357
			Salyersville	175	344
			Dry Ridge	57	331
			Loyall	7	315
			Uniontown	9	309
			Edmonton	179	300
			Manchester	228	287
			Carlisle	25	286
			Clay City	117	286
			Louisa	161	277
			Munfordville	150	258
			Russell Springs	264	257

TABLE 17. CRASH RATES ON IDENTIFIED STREETS BY CITY AND POPULATION CATEGORY (2009-2013)(continued)

POPULATION CATEGORY	NUMBER OF CITIES	AVERAGE RATE (C/100 MVM)*	CITY	NUMBER OF CRASHES (2009-2013)	AVERAGE RATE (C/100 MVM)*
1,000-2,499 (cont.)	56	206	Morgantown	112	253
			Warsaw	1	244
			Albany	110	236
			Elkton	96	234
			Eminence	127	231
			Tompkinsville	193	229
			Harlan	309	223
			Liberty	251	222
			Owenton	41	220
			Owingsville	70	218
			Vanceburg	18	212
			Jamestown	154	210
			Lebanon Junction	15	205
			Jenkins	58	196
			Catlettsburg	278	184
			Pineville	59	181
			Clay	35	173
			Cave City	300	172
			Livermore	31	172
			Earlington	126	158
			Horse Cave	155	158
			Sebree	82	155
			Fulton	160	155
			Whitesburg	196	148
			Burkesville	55	143
			Greensburg	98	138
			Beattyville	49	132
			Sturgis	111	128
			Olive Hill	45	127
			Nortonville	48	126
			South Shore	16	115
			Cumberland	45	100
			Anchorage	5	78
			Cloverport	37	76
			Clinton	37	76
			Lewisport	1	67
			Hickman	10	48
			Auburn	1	22

* Crashes per 100 million vehicle-miles

TABLE 18. TOTAL CRASH RATES BY CITY AND POPULATION CATEGORY (IN DESCENDING ORDER) (2009-2013)(ALL ROADS)

CITY	NUMBER OF CRASHES (2009-2013)	ANNUAL CRASH RATE (CRASHES PER 1000 POPULATION)	
POPULATION CATEGORY OVER 200,000			
Louisville	123,106	41.2	
Lexington	60,827	41.1	
POPULATION CATEGORY 20,000-60000			
Florence	9,856	65.8	*
Paducah	7,188	57.4	*
Bowling Green	14,534	50.1	
Elizabethtown	6,661	46.7	
Frankfort	5,640	44.2	
Owensboro	12,570	43.9	
Richmond	6,856	43.7	
Ashland	4,665	43.0	
Henderson	5,606	39.0	
Covington	7,764	38.2	
Hopkinsville	5,428	34.4	
Jeffersontown	4,253	32.0	
Nicholasville	4,472	31.9	
Radcliff	3,279	30.2	
Georgetown	4,033	27.7	
Independence	2,142	17.3	
POPULATION CATEGORY 10,000-19,999			
Somerset	4,098	73.2	*
Newport	4,480	58.7	*
Bardstown	3,133	53.6	
Shepherdsville	2,941	52.4	
Shively	3,979	52.1	
Danville	3,499	43.1	
Erlanger	3,837	42.4	
Madisonville	3,840	39.2	
Shelbyville	2,729	38.9	
Glasgow	2,673	38.1	
Winchester	3,476	37.8	
Murray	3,338	37.6	
Mayfield	1,770	35.3	
Berea	2,168	32.0	
Lawrenceburg	1,028	19.6	
Lyndon	926	16.8	
Fort Thomas	1,318	16.1	
POPULATION CATEGORY 5,000-9,999			
Fort Wright	2,702	94.4	*
London	3,512	87.9	*
Pikeville	3,032	87.8	*
Morehead	2,053	60.0	*
Corbin	2,050	56.1	*
Mount Sterling	1,904	55.2	*
Campbellsville	2,329	51.1	
Middletown	1,714	47.5	
Maysville	2,059	45.7	
Franklin	1,850	44.0	
Cold Spring	1,267	42.9	
Leitchfield	1,409	42.1	
Oak Grove	1,528	40.8	
Cynthiana	1,303	40.7	
Highland Heights	1,346	38.9	
Williamsburg	964	36.8	
Lebanon	1,011	36.5	
Versailles	1,554	36.3	
Taylor Mill	1,194	36.2	
Russellville	1,250	35.9	
Paris	1,522	35.6	
Harrodsburg	1,358	32.6	
Central City	968	32.4	
Fort Mitchell	1,321	32.2	
Mount Washington	1,419	31.1	
Monticello	959	31.0	
La Grange	1,231	30.5	
Bellevue	905	30.4	
Princeton	892	28.2	
Union	757	28.1	
Alexandria	1,176	27.7	
Edgewood	1,046	24.4	
Flatwoods	655	17.6	
Dayton	417	15.6	
Elsmere	535	12.7	
Villa Hills	251	6.7	
POPULATION CATEGORY 2,500-4,999			
Crestview Hills	1,857	118.0	*
Hazard	2,332	104.7	*
Prestonsburg	1,625	99.8	*
Wilder	1,017	67.0	*
Paintsville	1,124	65.0	*
Russell	1,068	63.2	*
Crescent Springs	949	49.9	
Cadiz	620	48.5	
Walton	786	43.2	
Barbourville	677	42.8	
Scottsville	886	41.9	
Benton	902	41.5	
Grayson	812	38.5	
Calvert City	463	36.1	
Brandenburg	474	35.9	
Southgate	680	35.8	
Stanton	486	35.6	
Greenville	758	35.2	
Crestwood	774	34.2	
Crestwood	774	34.2	
Beaver Dam	555	32.6	
Springfield	407	32.3	
Lancaster	554	32.2	
Columbia	707	31.8	
Williamstown	614	31.3	
Carrollton	615	31.2	
Morganfield	497	30.3	
Hodgenville	470	29.3	
Flemingsburg	385	29.0	
Crittenden	460	24.1	
Eddyville	290	22.7	
Hartford	280	21.0	
Marion	314	20.7	
Lakeside Park	276	20.7	
West Liberty	345	20.1	
Irvine	229	16.9	
Dawson Springs	226	16.4	
Dawson Springs	226	16.4	
Vine Grove	359	15.9	
Providence	220	13.8	
Park Hills	147	9.9	
Wilmore	174	9.4	
Indian Hills	83	5.8	

* Critical crash rate

TABLE 19. FATAL CRASH RATES BY CITY AND POPULATION CATEGORY (IN DESCENDING ORDER WITH CRITICAL RATES IDENTIFIED)(2009-2013)(ALL ROADS)

CITY	NUMBER OF CRASHES (2009-2013)	ANNUAL CRASH RATE (CRASHES PER 10,000 POPULATION)
POPULATION CATEGORY OVER 200,000		
Louisville	309	1.03
Lexington	118	0.80
POPULATION CATEGORY 20,000-60000		
Paducah	21	1.68
Radcliff	11	1.01
Richmond	15	0.96
Bowling Green	23	0.79
Nicholasville	11	0.79
Elizabethtown	11	0.77
Hopkinsville	12	0.76
Georgetown	11	0.76
Frankfort	9	0.71
Covington	14	0.69
Henderson	9	0.63
Jeffersontown	8	0.60
Florence	9	0.60
Owensboro	17	0.59
Ashland	6	0.55
Independence	2	0.16
POPULATION CATEGORY 10,000-19,999		
Somerset	12	2.14
Bardstown	11	1.88
Shelbyville	12	1.71
Murray	11	1.24
Glasgow	8	1.14
Berea	7	1.03
Danville	8	0.99
Shepherdsville	5	0.89
Shively	6	0.79
Fort Thomas	5	0.61
Lawrenceburg	3	0.57
Erlanger	5	0.55
Winchester	5	0.54
Madisonville	5	0.51
Mayfield	2	0.40
Newport	3	0.39
POPULATION CATEGORY 5,000-9,999		
Pikeville	8	2.32
Cynthiana	7	2.19
Monticello	6	1.94
Corbin	7	1.92
Versailles	8	1.87
London	7	1.75
Franklin	7	1.67
Cold Spring	4	1.35
Taylor Mill	4	1.21
Mount Sterling	4	1.16
Mount Washington	5	1.10
Harrodsburg	4	0.96
Morehead	3	0.88
Campbellsville	4	0.88
Russellville	3	0.86
Williamsburg	2	0.76
Fort Mitchell	3	0.73
Lebanon	2	0.72
Alexandria	3	0.71
Princeton	2	0.63
Leitchfield	2	0.60
Paris	2	0.47
Fort Wright	1	0.35
Central City	1	0.33
Highland Heights	1	0.29
Flatwoods	1	0.27
Villa Hills	1	0.27
La Grange	1	0.25
Edgewood	1	0.23
Maysville	1	0.22
POPULATION CATEGORY 2,500-4,999		
Prestonsburg	16	9.83 *
Hazard	10	4.49
Barbourville	7	4.42
Springfield	4	3.18
Williamstown	6	3.06
Paintsville	5	2.89
Calvert City	3	2.34
Columbia	5	2.25
Greenville	4	1.86
Russell	3	1.78
Flemingsburg	2	1.50
Hartford	2	1.50
Stanton	2	1.46
Vine Grove	3	1.33
Marion	2	1.32
Hodgenville	2	1.25
Beaver Dam	2	1.17
Carrollton	2	1.02
Scottsville	2	0.95
Scottsville	2	0.95
Grayson	2	0.95
Morganfield	1	0.61
Lancaster	1	0.58
Stanford	1	0.57
Southgate	1	0.53

* Critical crash rate

TABLE 20. CRASHES INVOLVING ALCOHOL BY COUNTY AND POPULATION CATEGORY
(IN ORDER OF DECREASING PERCENTAGES)

COUNTY	NUMBER OF ALCOHOL-RELATED CRASHES (2009 - 2013) ALL	NUMBER OF ALCOHOL-RELATED CRASHES (2009 - 2013) AGE 16-20	PERCENT OF TOTAL CRASHES INVOLVING ALCOHOL ALL	PERCENT OF TOTAL CRASHES INVOLVING ALCOHOL AGE 16-20
POPULATION CATEGORY UNDER 10,000				
Robertson	11	0	15.7	0.0
Hickman	15	0	7.2	0.0
Elliott	17	0	6.1	0.0
Carlisle	28	1	6.0	1.0
Trimble	50	3	5.8	2.0
Gallatin	79	1	5.7	0.5
Livingston	54	2	5.5	1.1
Cumberland	27	2	5.5	2.0
Ballard	54	4	5.4	1.7
Hancock	34	3	5.1	1.7
Owsley	7	0	5.0	0.0
Bracken	45	4	5.0	2.3
Lyon	54	5	4.8	2.6
Menifee	17	0	4.8	0.0
Wolfe	39	2	4.3	1.5
Fulton	26	0	4.0	0.0
Nicholas	25	3	4.0	2.2
McLean	33	2	3.5	1.0
Lee	11	0	3.3	0.0
Crittenden	24	4	2.5	1.9
POPULATION CATEGORY 10,000 - 14,999				
Lewis	46	1	5.8	0.6
Washington	64	10	5.7	3.7
Bath	35	0	5.6	0.0
Trigg	84	6	5.4	2.0
Carroll	93	2	5.4	0.6
Todd	57	2	5.2	0.8
Pendleton	91	9	5.1	2.0
Butler	59	7	5.1	2.6
Owen	43	0	5.0	0.0
Estill	53	3	5.0	1.5
Larue	60	7	4.4	2.1
Edmonson	39	3	4.4	1.3
Magoffin	46	4	4.4	1.7
Jackson	44	2	4.4	1.0
Clinton	36	2	4.3	1.3
Breathitt	58	5	4.1	2.0
Morgan	42	2	3.9	1.0
Fleming	43	0	3.9	0.0
Monroe	23	4	3.9	2.2
Green	30	2	3.8	0.9
Metcalfe	39	1	3.6	0.3
Leslie	13	1	3.3	1.6
Powell	50	3	3.2	1.0
Caldwell	49	7	2.8	1.5
Webster	34	3	2.7	1.1
Martin	16	0	2.2	0.0
POPULATION CATEGORY 15,000 - 24,999				
Marion	139	13	6.7	2.3
Bourbon	150	9	5.7	1.6
Casey	68	3	5.4	0.9
Spencer	59	6	5.3	1.9
Henry	94	3	5.3	0.9
Woodford	200	17	5.1	1.9
Harrison	131	13	4.9	2.2
Mason	148	9	4.7	1.3
Ohio	133	8	4.6	1.2
Lincoln	110	5	4.6	0.9
Allen	104	11	4.5	1.8
Lawrence	58	2	4.4	0.9

TABLE 20. CRASHES INVOLVING ALCOHOL BY COUNTY AND POPULATION CATEGORY (IN ORDER OF DECREASING PERCENTAGES) (continued)

COUNTY	NUMBER OF ALCOHOL-RELATED CRASHES (2009 - 2013) ALL	NUMBER OF ALCOHOL-RELATED CRASHES (2009 - 2013) AGE 16-20	PERCENT OF TOTAL CRASHES INVOLVING ALCOHOL ALL	PERCENT OF TOTAL CRASHES INVOLVING ALCOHOL AGE 16-20
POPULATION CATEGORY 15,000 - 24,999 (continued)				
McCreary	55	4	4.3	1.4
Clay	95	3	4.2	0.7
Breckinridge	57	5	4.1	1.5
Adair	65	10	4.0	2.3
Anderson	87	4	3.9	0.6
Simpson	110	7	3.8	1.1
Letcher	81	3	3.8	0.8
Knott	54	3	3.8	1.2
Mercer	95	6	3.7	0.9
Union	55	2	3.5	0.5
Hart	85	6	3.3	1.3
Taylor	114	19	3.3	1.9
Russell	56	6	3.3	1.3
Rockcastle	74	2	3.1	0.5
Rowan	117	12	3.1	1.1
Johnson	74	4	3.0	0.8
Grant	111	10	2.9	1.2
Wayne	40	6	2.8	1.6
Garrard	47	7	2.5	1.6
POPULATION CATEGORY 25,000 - 49,999				
Floyd	253	16	5.3	2.1
Meade	121	5	5.3	0.8
Nelson	290	22	5.1	1.4
Marshall	198	13	5.0	1.3
Grayson	139	11	4.4	1.4
Graves	186	16	4.3	1.6
Jessamine	281	27	4.2	1.7
Montgomery	165	10	4.0	1.1
Calloway	195	28	3.9	1.6
Logan	107	12	3.9	1.8
Franklin	302	26	3.8	1.7
Shelby	220	12	3.6	0.9
Boyle	156	22	3.6	2.2
Barren	199	22	3.4	1.4
Carter	97	8	3.4	1.5
Scott	235	21	3.4	1.3
Perry	145	11	3.3	1.3
Henderson	246	21	3.2	1.2
Greenup	112	11	3.1	1.3
Clark	160	12	3.1	1.2
Muhlenberg	122	8	3.1	0.9
Hopkins	205	14	2.9	0.8
Whitley	139	8	2.8	0.7
Knox	82	5	2.6	0.8
Harlan	75	5	2.6	0.8
Boyd	206	16	2.5	1.0
Bell	82	11	2.4	1.6
POPULATION CATEGORY 50,000 - OVER				
Pike	434	23	4.8	1.4
Kenton	1168	85	4.5	1.6
McCracken	481	36	4.5	1.5
Campbell	606	54	4.3	1.6
Oldham	190	29	4.0	2.2
Fayette	2405	195	4.0	1.5
Christian	357	33	3.9	1.8
Bullitt	334	27	3.9	1.2
Madison	485	55	3.8	1.6
Daviess	606	55	3.7	1.2
Boone	727	69	3.4	1.3
Hardin	496	37	3.4	1.1
Warren	655	72	3.3	1.3
Jefferson	4530	228	3.2	0.9
Pulaski	209	9	2.5	0.5
Laurel	199	13	2.4	0.8

TABLE 21. CRASHES INVOLVING ALCOHOL BY CITY AND POPULATION CATEGORY(IN ORDER OF DECREASING PERCENTAGES)(2009-2013)

CITY	NUMBER OF ALCOHOL-RELATED CRASHES	PERCENTAGE OF CRASHES INVOLVING ALCOHOL
POPULATION CATEGORY OVER 200,000		
Lexington	2,402	4.9
Louisville	4,015	4.1
POPULATION CATEGORY 20,000-60,000		
Covington	514	8.4
Independence	96	5.7
Radcliff	116	4.5
Hopkinsville	200	4.5
Nicholasville	162	4.5
Frankfort	191	4.1
Richmond	220	4.0
Georgetown	123	3.8
Owensboro	372	3.7
Henderson	167	3.7
Jeffersontown	123	3.7
Paducah	207	3.6
Florence	258	3.3
Bowling Green	366	3.2
Elizabethtown	142	2.7
Ashland	89	2.3
POPULATION CATEGORY 10,000-19,999		
Fort Thomas	63	6.1
Newport	203	5.7
Shepherdsville	99	4.3
Shively	127	4.1
Erlanger	122	4.0
Shelbyville	86	4.0
Lawrenceburg	31	3.7
Glasgow	78	3.6
Winchester	102	3.6
Danville	99	3.5
Bardstown	89	3.5
Mayfield	45	3.2
Murray	74	2.7
Berea	40	2.3
Madisonville	69	2.2
Somerset	58	1.8
POPULATION CATEGORY 5,000-9,999		
Elsmere	33	7.7
Dayton	24	7.5
Bellevue	47	6.4
Villa Hills	12	5.7
Lebanon	44	5.3
Versailles	66	5.2
Paris	64	5.2
Fort Mitchell	55	5.1
Pikeville	117	4.7
Taylor Mill	44	4.4
Franklin	54	3.6
Mount Sterling	55	3.6
Russellville	35	3.5
Cynthiana	36	3.4
Maysville	58	3.4
Corbin	57	3.3
Leitchfield	36	3.2
Princeton	21	3.0
Highland Heights	33	3.0
Alexandria	26	2.8
Campbellsville	51	2.7
Central City	21	2.7
La Grange	25	2.6
Williamsburg	20	2.6
Mount Washington	30	2.6
Fort Wright	56	2.6
Monticello	23	2.5
Edgewood	22	2.5
Cold Spring	26	2.5
Harrodsburg	26	2.4
Flatwoods	12	2.2
London	63	2.1
Morehead	39	2.0
POPULATION CATEGORY 2,500-4,999		
Vine Grove	20	7.1
Providence	10	6.1
Calvert City	23	6.0
Carrollton	29	5.9
Southgate	30	5.6
Springfield	17	5.3
Park Hills	6	5.0
Lakeside Park	11	4.8
Ludlow	16	4.6
Williamstown	20	4.0
Scottsville	27	3.8
Prestonsburg	51	3.8
Hazard	67	3.5
Beaver Dam	15	3.3
Columbia	19	3.3
Grayson	20	3.0
Wilmore	4	2.9
Barbourville	16	2.9
Hodgenville	10	2.8
Barbourville	16	2.9
Marion	7	2.7
Russell	20	2.4
Flemingsburg	7	2.3
Greenville	14	2.3
Lancaster	10	2.2
Hartford	5	2.1
Stanton	8	2.0
Paintsville	18	2.0
Morganfield	7	1.7
Stanford	8	1.6
Dawson Springs	2	1.1

TABLE 22. SUMMARY OF ALCOHOL CONVICTIONS BY COUNTY (2009 - 2013)

COUNTY	2009	2010	2011	2012	2013	TOTAL ALCOHOL CONVICTIONS (FIVE YEARS)**	ANNUAL AVERAGE ALCOHOL CONVICTIONS PER 1,000 LICENSED DRIVERS	ALCOHOL CONVICTIONS PER ALCOHOL-RELATED CRASH
Adair	59	76	70	61	51	317	5.1	4.9
Allen	83	65	55	54	59	316	4.8	3.0
Anderson	115	97	145	81	98	536	6.5	6.2
Ballard	51	44	76	57	46	274	8.9	5.1
Barren	158	193	170	183	158	862	5.8	4.3
Bath	28	32	34	23	30	147	3.5	4.2
Bell	255	245	181	105	113	899	10.6	11.0
Boone	695	557	591	605	447	2,895	6.6	4.0
Bourbon	98	88	85	157	175	603	8.6	4.0
Boyd	446	378	433	289	235	1,781	10.5	8.6
Boyle	196	143	110	171	150	770	7.8	4.9
Bracken	15	16	16	16	13	76	2.5	1.7
Breathitt	133	119	102	82	79	515	10.8	8.9
Breckinridge	67	59	49	47	42	264	3.8	4.6
Bullitt	161	206	204	240	307	1,118	3.9	3.3
Butler	62	61	50	57	48	278	6.2	4.7
Caldwell	47	41	36	47	49	220	4.6	4.5
Calloway	283	244	214	219	238	1,198	9.9	6.1
Campbell	485	447	416	365	395	2,108	6.7	3.5
Carlisle	28	23	15	10	15	91	4.7	3.3
Carroll	118	89	67	78	101	453	12.6	4.9
Carter	115	91	96	89	103	494	5.2	5.1
Casey	104	98	83	84	85	454	8.5	6.7
Christian	715	493	392	352	303	2,255	11.4	6.3
Clark	176	138	108	146	112	680	5.3	4.3
Clay	79	89	70	157	111	506	7.8	5.3
Clinton	31	39	47	45	60	222	6.4	6.2
Crittenden	54	39	22	36	29	180	5.7	7.5
Cumberland	48	37	26	32	33	176	7.2	6.5
Daviess	668	567	562	597	515	2,909	8.4	4.8
Edmonson	44	18	15	24	17	118	2.7	3.0
Elliott	41	39	19	10	18	127	5.7	7.5
Estill	57	59	47	41	52	256	5.0	4.8
Fayette	1,685	1,684	1,313	1,271	1,189	7,142	7.5	3.0
Fleming	40	53	41	40	52	226	4.4	5.3
Floyd	334	227	270	236	231	1,298	9.7	5.1
Franklin	272	255	217	202	284	1,230	7.1	4.1
Fulton	76	63	46	57	33	275	13.4	10.6
Gallatin	87	74	86	77	68	392	13.2	5.0
Garrard	75	66	55	39	43	278	4.7	5.9
Grant	83	76	68	39	59	325	3.8	2.9
Graves	191	160	214	207	234	1,006	7.8	5.4
Grayson	110	88	81	95	90	464	5.1	3.3
Green	52	45	28	20	27	172	4.2	5.7
Greenup	271	247	227	283	211	1,239	9.1	11.1
Hancock	56	32	27	61	29	205	6.3	6.0
Hardin	575	601	597	764	577	3,114	8.7	6.3
Harlan	203	179	168	176	136	862	8.8	11.5
Harrison	52	63	68	50	76	309	4.8	2.4
Hart	107	88	108	77	68	448	7.3	5.3
Henderson	293	281	376	210	241	1,401	8.5	5.7
Henry	155	133	129	85	105	607	10.7	6.5
Hickman	22	21	25	11	15	94	5.6	6.3
Hopkins	358	286	279	268	259	1,450	8.7	7.1
Jackson	24	41	35	27	25	152	3.3	3.5
Jefferson	2,442	2,201	2,098	1,924	1,710	10,375	4.1	2.3
Jessamine	299	278	238	202	214	1,231	7.4	4.4
Johnson	226	204	175	124	166	895	11.0	12.1
Kenton	677	622	613	603	594	3,109	5.6	2.7
Knott	81	79	144	56	55	415	7.8	7.7
Knox	148	189	138	204	212	891	8.5	10.9
Larue	44	47	30	64	74	259	5.0	4.3
Laurel	612	483	513	646	587	2,841	13.8	14.3

TABLE 22. SUMMARY OF ALCOHOL CONVICTIONS BY COUNTY (2009 - 2013) (continued)

COUNTY	2009	2010	2011	2012	2013	TOTAL ALCOHOL CONVICTIONS (FIVE YEARS)**	ANNUAL AVERAGE ALCOHOL CONVICTIONS PER 1,000 LICENSED DRIVERS	ALCOHOL CONVICTIONS PER ALCOHOL-RELATED CRASH
Lawrence	121	87	68	39	58	373	6.7	6.4
Lee	48	51	38	26	28	191	8.1	17.4
Leslie	54	24	36	21	23	158	4.0	12.2
Letcher	101	92	98	72	93	456	5.7	5.6
Lewis	51	57	70	71	42	291	6.0	6.3
Lincoln	67	65	89	80	73	374	4.3	3.4
Livingston	48	49	44	44	38	223	6.1	4.1
Logan	179	153	199	179	135	845	8.9	7.9
Lyon	88	71	66	75	68	368	12.7	6.8
McCracken	441	417	348	389	396	1,991	8.2	4.1
McCreary	101	111	87	59	77	435	8.2	7.9
McLean	135	94	113	120	133	595	16.9	18.0
Madison	167	161	134	133	133	728	2.6	1.5
Magoffin	84	85	93	70	65	397	9.0	8.6
Marion	96	66	86	65	83	396	6.2	2.8
Marshall	642	460	570	602	513	2,787	22.9	14.1
Martin	96	72	96	86	68	418	11.3	26.1
Mason	43	26	47	55	28	199	3.2	1.3
Meade	130	105	98	115	145	593	6.1	4.9
Menifee	28	15	14	25	16	98	4.3	5.8
Mercer	107	93	81	61	57	399	5.0	4.2
Metcalfe	52	29	36	32	21	170	4.7	4.4
Monroe	55	39	40	40	34	208	5.3	9.0
Montgomery	108	66	69	68	96	407	4.4	2.5
Morgan	101	65	47	41	37	291	7.0	6.9
Muhlenberg	181	203	130	185	211	910	8.1	7.5
Nelson	209	203	195	154	146	907	5.6	3.1
Nicholas	42	42	29	43	61	217	8.4	8.7
Ohio	103	111	121	100	72	507	6.0	3.8
Oldham	146	183	196	187	146	858	4.0	4.5
Owen	37	35	39	28	21	160	4.2	3.7
Owsley	27	15	28	34	12	116	7.3	16.6
Pendleton	61	38	51	50	33	233	4.4	2.6
Perry	176	124	221	121	106	748	7.6	5.2
Pike	329	239	235	194	177	1,174	5.5	2.7
Powell	91	86	98	85	83	443	9.8	8.9
Pulaski	384	337	290	242	301	1,554	6.9	7.4
Robertson	3	6	5	1	1	16	1.9	1.5
Rockcastle	113	140	83	82	54	472	8.2	6.4
Rowan	199	207	192	203	124	925	12.4	7.9
Russell	72	47	66	46	53	284	4.5	5.1
Scott	154	132	152	162	173	773	4.6	3.3
Shelby	282	371	287	236	229	1,405	9.6	6.4
Simpson	82	77	76	78	64	377	5.9	3.4
Spencer	96	90	62	98	74	420	6.3	7.1
Taylor	113	96	119	90	110	528	6.0	4.6
Todd	56	45	43	55	57	256	6.5	4.5
Trigg	96	81	111	104	100	492	9.8	5.9
Trimble	38	22	19	55	40	174	5.4	3.5
Union	115	115	142	102	63	537	10.1	9.8
Warren	713	820	739	628	635	3,535	9.6	5.4
Washington	54	30	31	23	22	160	3.9	2.5
Wayne	48	47	32	39	25	191	2.8	4.8
Webster	38	49	38	54	27	206	4.3	6.1
Whitley	166	174	158	177	166	841	7.0	6.1
Wolfe	31	26	39	24	17	137	5.5	3.5
Woodford	161	114	148	148	216	787	8.5	3.9
TOTAL *	22,924	20,654	19,855	19,074	18,030	100,537	6.7	4.3

*Convictions in cases filed in the same calander year.
**There were 32,147 arrests on average from 2009 to 2013.

TABLE 23. ALCOHOL CONVICTION RATES IN DECREASING ORDER (BY COUNTY POPULATION CATEGORIES)
(2009 - 2013)

POPULATION	COUNTY	ANNUAL AVERAGE ALCOHOL CONVICTIONS PER 1,000 LICENSED DRIVERS	COUNTY	ALCOHOL CONVICTIONS PER ALCOHOL-RELATED CRASH
UNDER 10,000	McLean	16.9	McLean	18.0
	Fulton	13.4	Lee	17.4
	Gallatin	13.2	Owsley	16.6
	Lyon	12.7	Fulton	10.6
	Ballard	8.9	Nicholas	8.7
	Nicholas	8.4	Crittenden	7.5
	Lee	8.1	Elliott	7.5
	Owsley	7.3	Lyon	6.8
	Cumberland	7.2	Cumberland	6.5
	Hancock	6.3	Hickman	6.3
	Livingston	6.1	Hancock	6.0
	Elliott	5.7	Menifee	5.8
	Crittenden	5.7	Ballard	5.1
	Hickman	5.6	Gallatin	5.0
	Wolfe	5.5	Livingston	4.1
	Trimble	5.4	Wolfe	3.5
	Carlisle	4.7	Trimble	3.5
	Menifee	4.3	Carlisle	3.3
	Bracken	2.5	Bracken	1.7
	Robertson	1.9	Robertson	1.5
10,000-14,999	Carroll	12.6	Martin	26.1
	Martin	11.3	Leslie	12.2
	Breathitt	10.8	Monroe	9.0
	Powell	9.8	Breathitt	8.9
	Trigg	9.8	Powell	8.9
	Magoffin	9.0	Magoffin	8.6
	Morgan	7.0	Morgan	6.9
	Todd	6.5	Lewis	6.3
	Clinton	6.4	Clinton	6.2
	Butler	6.2	Webster	6.1
	Lewis	6.0	Trigg	5.9
	Monroe	5.3	Green	5.7
	Larue	5.0	Fleming	5.3
	Estill	5.0	Carroll	4.9
	Metcalfe	4.7	Estill	4.8
	Caldwell	4.6	Butler	4.7
	Pendleton	4.4	Todd	4.5
	Fleming	4.4	Caldwell	4.5
	Webster	4.3	Metcalfe	4.4
	Green	4.2	Larue	4.3
	Owen	4.2	Bath	4.2
	Leslie	4.0	Owen	3.7
	Washington	3.9	Jackson	3.5
	Bath	3.5	Edmonson	3.0
	Jackson	3.3	Pendleton	2.6
	Edmonson	2.7	Washington	2.5
15,000-24,999	Rowan	12.4	Johnson	12.1
	Johnson	11.0	Union	9.8
	Henry	10.7	McCreary	7.9
	Union	10.1	Rowan	7.9
	Bourbon	8.6	Knott	7.7
	Woodford	8.5	Spencer	7.1
	Casey	8.5	Casey	6.7
	McCreary	8.2	Henry	6.5
	Rockcastle	8.2	Lawrence	6.4
	Knott	7.8	Rockcastle	6.4
	Clay	7.8	Anderson	6.2
	Hart	7.3	Garrard	5.9
	Lawrence	6.7	Letcher	5.6
	Anderson	6.5	Clay	5.3
	Spencer	6.3	Hart	5.3
	Marion	6.2	Russell	5.1
	Ohio	6.0	Adair	4.9
	Taylor	6.0	Wayne	4.8

TABLE 23. ALCOHOL CONVICTION RATES IN DECREASING ORDER (BY COUNTY POPULATION CATEGORIES) (2009 - 2013) (continued)

POPULATION	COUNTY	ANNUAL AVERAGE ALCOHOL CONVICTIONS PER 1,000 LICENSED DRIVERS	COUNTY	ALCOHOL CONVICTIONS PER ALCOHOL-RELATED CRASH
15,000-24,999	Simpson	5.9	Breckinridge	4.6
(cont'd)	Letcher	5.7	#N/A	#N/A
	Adair	5.1	Mercer	4.2
	Mercer	5.0	Bourbon	4.0
	Harrison	4.8	Woodford	3.9
	Allen	4.8	Ohio	3.8
	Garrard	4.7	Simpson	3.4
	Russell	4.5	Lincoln	3.4
	Lincoln	4.3	Allen	3.0
	Grant	3.8	Grant	2.9
	Breckinridge	3.8	Marion	2.8
	Mason	3.2	Harrison	2.4
	Wayne	2.8	Mason	1.3
25,000 - 49,999	Marshall	22.9	Marshall	14.1
	Bell	10.6	Harlan	11.5
	Boyd	10.5	Greenup	11.1
	Calloway	9.9	Bell	11.0
	Floyd	9.7	Knox	10.9
	Shelby	9.6	Boyd	8.6
	Greenup	9.1	Logan	7.9
	Logan	8.9	Muhlenberg	7.5
	Harlan	8.8	Hopkins	7.1
	Hopkins	8.7	Shelby	6.4
	Henderson	8.5	Calloway	6.1
	Knox	8.5	Whitley	6.1
	Muhlenberg	8.1	Henderson	5.7
	Boyle	7.8	Graves	5.4
	Graves	7.8	Perry	5.2
	Perry	7.6	Floyd	5.1
	Jessamine	7.4	Carter	5.1
	Franklin	7.1	Boyle	4.9
	Whitley	7.0	Meade	4.9
	Meade	6.1	Jessamine	4.4
	Barren	5.8	Barren	4.3
	Nelson	5.6	Clark	4.3
	Clark	5.3	Franklin	4.1
	Carter	5.2	Grayson	3.3
	Grayson	5.1	Scott	3.3
	Scott	4.6	Nelson	3.1
	Montgomery	4.4	Montgomery	2.5
50,000 - OVER	Laurel	13.8	Laurel	14.3
	Christian	11.4	Pulaski	7.4
	Warren	9.6	Christian	6.3
	Hardin	8.7	Hardin	6.3
	Daviess	8.4	Warren	5.4
	McCracken	8.2	Daviess	4.8
	Fayette	7.5	Oldham	4.5
	Pulaski	6.9	McCracken	4.1
	Campbell	6.7	Boone	4.0
	Boone	6.6	Campbell	3.5
	Kenton	5.6	Bullitt	3.3
	Pike	5.5	Fayette	3.0
	Jefferson	4.1	Pike	2.7
	Oldham	4.0	Kenton	2.7
	Bullitt	3.9	Jefferson	2.3
	Madison	2.6	Madison	1.5

TABLE 24. PERCENTAGE OF DRIVERS CONVICTED OF DUI FILINGS (BY COUNTY) (2009 - 2013)*

COUNTY	TOTAL DUI FILED	TOTAL DUI CONVICTED	TOTAL DUI NON-CONVICTED	CONVICTION PERCENTAGE**
Adair	522	317	75	80.9
Allen	497	316	38	89.3
Anderson	837	536	56	90.5
Ballard	438	274	76	78.3
Barren	1,607	862	234	78.6
Bath	284	147	35	80.8
Bell	2,008	899	279	76.3
Boone	4,049	2,895	367	88.7
Bourbon	897	603	66	90.1
Boyd	2,456	1,781	302	85.5
Boyle	1,196	770	113	87.2
Bracken	123	76	22	77.6
Breathitt	701	515	31	94.3
Breckinridge	355	264	46	85.2
Bullitt	2,742	1,118	395	73.9
Butler	454	278	55	83.5
Caldwell	281	220	27	89.1
Calloway	1,561	1,198	141	89.5
Campbell	2,716	2,108	292	87.8
Carlisle	127	91	15	85.8
Carroll	812	453	121	78.9
Carter	910	494	99	83.3
Casey	622	454	71	86.5
Christian	3,129	2,255	345	86.7
Clark	906	680	60	91.9
Clay	1,161	506	302	62.6
Clinton	384	222	35	86.4
Crittenden	250	180	22	89.1
Cumberland	273	176	30	85.4
Daviess	4,345	2,909	342	89.5
Edmonson	211	118	46	72.0
Elliott	216	127	34	78.9
Estill	357	256	27	90.5
Fayette	9,264	7,142	602	92.2
Fleming	445	226	61	78.7
Floyd	2,200	1,298	199	86.7
Franklin	2,299	1,230	186	86.9
Fulton	382	275	59	82.3
Gallatin	801	392	263	59.8
Garrard	400	278	49	85.0
Grant	556	325	90	78.3
Graves	1,866	1,006	313	76.3
Grayson	681	464	43	91.5
Green	284	172	33	83.9
Greenup	1,636	1,239	130	90.5
Hancock	258	205	16	92.8
Hardin	4,336	3,114	444	87.5
Harlan	1,991	862	215	80.0
Harrison	472	309	38	89.0
Hart	711	448	103	81.3
Henderson	2,025	1,401	138	91.0
Henry	901	607	72	89.4
Hickman	133	94	17	84.7
Hopkins	1,873	1,450	207	87.5
Jackson	252	152	44	77.6
Jefferson	20,291	10,375	1,468	87.6
Jessamine	1,757	1,231	127	90.6
Johnson	1,524	895	197	82.0
Kenton	4,286	3,109	420	88.1
Knott	645	415	56	88.1
Knox	1,569	891	281	76.0
Larue	414	259	44	85.5

TABLE 24. PERCENTAGE OF DRIVERS CONVICTED OF DUI FILINGS (BY COUNTY) (2009 - 2013) (continued)

COUNTY	TOTAL DUI FILED	TOTAL DUI CONVICTED	TOTAL DUI NON-CONVICTED	CONVICTION PERCENTAGE
Laurel	3,892	2,841	373	88.4
Lawrence	631	373	74	83.4
Lee	351	191	44	81.3
Leslie	400	158	133	54.3
Letcher	724	456	99	82.2
Lewis	377	291	36	89.0
Lincoln	566	374	71	84.0
Livingston	356	223	48	82.3
Logan	1,143	845	185	82.0
Lyon	507	368	49	88.2
McCracken	3,074	1,991	402	83.2
McCreary	903	435	167	72.3
McLean	1,035	595	110	84.4
Madison	1,127	728	188	79.5
Magoffin	589	397	46	89.6
Marion	678	396	63	86.3
Marshall	3,649	2,787	363	88.5
Martin	726	418	87	82.8
Mason	263	199	25	88.8
Meade	858	593	100	85.6
Menifee	157	98	14	87.5
Mercer	574	399	41	90.7
Metcalfe	280	170	45	79.1
Monroe	351	208	76	73.2
Montgomery	666	407	76	84.3
Morgan	488	291	58	83.4
Muhlenberg	1,268	910	91	90.9
Nelson	1,246	907	116	88.7
Nicholas	348	217	29	88.2
Ohio	866	507	133	79.2
Oldham	1,259	858	68	92.7
Owen	288	160	59	73.1
Owsley	216	116	24	82.9
Pendleton	391	233	67	77.7
Perry	1,703	748	222	77.1
Pike	3,240	1,174	354	76.8
Powell	710	443	105	80.8
Pulaski	2,780	1,554	378	80.4
Robertson	40	16	9	64.0
Rockcastle	930	472	168	73.8
Rowan	1,498	925	137	87.1
Russell	595	284	64	81.6
Scott	1,144	773	132	85.4
Shelby	2,121	1,405	132	91.4
Simpson	627	377	54	87.5
Spencer	681	420	63	87.0
Taylor	809	528	94	84.9
Todd	344	256	64	80.0
Trigg	689	492	88	84.8
Trimble	302	174	46	79.1
Union	760	537	74	87.9
Warren	5,932	3,535	631	84.9
Washington	248	160	42	79.2
Wayne	305	191	25	88.4
Webster	380	206	51	80.2
Whitley	1,708	841	200	80.8
Wolfe	215	137	27	83.5
Woodford	1,050	787	75	91.3
TOTAL	160,737	100,537	16,909	85.6

* Obtained from Administrative Office of the Courts.

** Conviction percentage is equal to the number of DUI convictions divided by the sum of DUI convictions and non-convictions. The data apply to DUIs resolved in the calendar year of the arrest. Data does not include pending cases.

TABLE 25. DUI CONVICTION RATES BY COUNTY AND POPULATION CATEGORY
(IN DESCENDING ORDER) (2009 - 2013)

POPULATION CATEGORY	AVERAGE CONVICTION PERCENTAGE	COUNTY	TOTAL DUI ARRESTS	TOTAL DUI CONVICTIONS	CONVICTION PERCENTAGE*
UNDER 10,000	81.8	Hancock	258	205	92.8
		Crittenden	250	180	89.1
		Lyon	507	368	88.2
		Nicholas	348	217	88.2
		Menifee	157	98	87.5
		Carlisle	127	91	85.8
		Cumberland	273	176	85.4
		Hickman	133	94	84.7
		McLean	1,035	595	84.4
		Wolfe	215	137	83.5
		Owsley	216	116	82.9
		Fulton	382	275	82.3
		Livingston	356	223	82.3
		Lee	351	191	81.3
		Trimble	302	174	79.1
		Elliott	216	127	78.9
		Ballard	438	274	78.3
		Bracken	123	76	77.6
		Robertson	40	16	64.0
		Gallatin	801	392	59.8
10,000-14,999	81.1	Breathitt	701	515	94.3
		Estill	357	256	90.5
		Magoffin	589	397	89.6
		Caldwell	281	220	89.1
		Lewis	377	291	89.0
		Clinton	384	222	86.4
		Larue	414	259	85.5
		Trigg	689	492	84.8
		Green	284	172	83.9
		Butler	454	278	83.5
		Morgan	488	291	83.4
		Martin	726	418	82.8
		Powell	710	443	80.8
		Bath	284	147	80.8
		Webster	380	206	80.2
		Todd	344	256	80.0
		Washington	248	160	79.2
		Metcalfe	280	170	79.1
		Carroll	812	453	78.9
		Fleming	445	226	78.7
		Pendleton	391	233	77.7
		Jackson	252	152	77.6
		Monroe	351	208	73.2
		Owen	288	160	73.1
		Edmonson	211	118	72.0
		Leslie	400	158	54.3
15,000-24,999	84.3	Woodford	1,050	787	91.3
		Mercer	574	399	90.7
		Anderson	837	536	90.5
		Bourbon	897	603	90.1
		Henry	901	607	89.4
		Allen	497	316	89.3
		Harrison	472	309	89.0
		Mason	263	199	88.8
		Wayne	305	191	88.4
		Knott	645	415	88.1
		Union	760	537	87.9
		Simpson	627	377	87.5
		Rowan	1,498	925	87.1
		Spencer	681	420	87.0
		Casey	622	454	86.5

TABLE 25. DUI CONVICTION RATES BY COUNTY AND POPULATION CATEGORY
(IN DESCENDING ORDER) (2009 - 2013) (continued)

POPULATION CATEGORY	AVERAGE CONVICTION PERCENTAGE	COUNTY	TOTAL DUI ARRESTS	TOTAL DUI CONVICTIONS	CONVICTION PERCENTAGE*
15,000-24,999 (continued)		Marion	678	396	86.3
		Breckinridge	355	264	85.2
		Garrard	400	278	85.0
		Taylor	809	528	84.9
		Lincoln	566	374	84.0
		Lawrence	631	373	83.4
		Letcher	724	456	82.2
		Johnson	1,524	895	82.0
		Russell	595	284	81.6
		Hart	711	448	81.3
		Adair	522	317	80.9
		Ohio	866	507	79.2
		Grant	556	325	78.3
		Rockcastle	930	472	73.8
		McCreary	903	435	72.3
		Clay	1,161	506	62.6
25,000-49,999	85.3	Clark	906	680	91.9
		Grayson	681	464	91.5
		Shelby	2,121	1,405	91.4
		Henderson	2,025	1,401	91.0
		Muhlenberg	1,268	910	90.9
		Jessamine	1,757	1,231	90.6
		Greenup	1,636	1,239	90.5
		Calloway	1,561	1,198	89.5
		Nelson	1,246	907	88.7
		Marshall	3,649	2,787	88.5
		Hopkins	1,873	1,450	87.5
		Boyle	1,196	770	87.2
		Franklin	2,299	1,230	86.9
		Floyd	2,200	1,298	86.7
		Meade	858	593	85.6
		Boyd	2,456	1,781	85.5
		Scott	1,144	773	85.4
		Montgomery	666	407	84.3
		Carter	910	494	83.3
		Logan	1,143	845	82.0
		Whitley	1,708	841	80.8
		Harlan	1,991	862	80.0
		Barren	1,607	862	78.6
		Perry	1,703	748	77.1
		Bell	2,008	899	76.3
		Graves	1,866	1,006	76.3
		Knox	1,569	891	76.0
50,000 - OVER	85.5	Oldham	1,259	858	92.7
		Fayette	9,264	7,142	92.2
		Daviess	4,345	2,909	89.5
		Boone	4,049	2,895	88.7
		Laurel	3,892	2,841	88.4
		Kenton	4,286	3,109	88.1
		Campbell	2,716	2,108	87.8
		Jefferson	20,291	10,375	87.6
		Hardin	4,336	3,114	87.5
		Christian	3,129	2,255	86.7
		Warren	5,932	3,535	84.9
		McCracken	3,074	1,991	83.2
		Pulaski	2,780	1,554	80.4
		Madison	1,127	728	79.5
		Pike	3,240	1,174	76.8
		Bullitt	2,742	1,118	73.9

*Refer to Table 24 for conviction rate calculation.

TABLE 26. SUMMARY OF RECKLESS DRIVING CONVICTIONS BY COUNTY (2009 - 2013)

COUNTY	2009	2010	2011	2012	2013	TOTAL RECKLESS DRIVING CONVICTIONS (FIVE YEARS)	ANNUAL AVERAGE RECKLESS DRIVING CONVICTIONS PER 1,000 LICENSED DRIVERS
Adair	14	9	14	15	12	64	1.0
Allen	13	13	4	7	4	41	0.6
Anderson	20	8	14	18	16	76	0.9
Ballard	4	9	14	6	6	39	1.3
Barren	42	42	61	65	52	262	1.8
Bath	4	7	5	6	6	28	0.7
Bell	8	12	11	4	8	43	0.5
Boone	92	82	86	61	41	362	0.8
Bourbon	11	6	7	16	15	55	0.8
Boyd	60	43	45	40	38	226	1.3
Boyle	34	23	29	21	27	134	1.4
Bracken	4	7	5	5	4	25	0.8
Breathitt	11	8	11	18	13	61	1.3
Breckinridge	8	12	9	6	8	43	0.6
Bullitt	52	57	98	72	81	360	1.3
Butler	8	4	1	4	2	19	0.4
Caldwell	8	7	15	8	5	43	0.9
Calloway	6	9	12	6	11	44	0.4
Campbell	50	41	37	23	42	193	0.6
Carlisle	1	2	0	2	2	7	0.4
Carroll	14	12	12	16	12	66	1.8
Carter	19	11	14	21	17	82	0.9
Casey	6	9	4	8	10	37	0.7
Christian	92	74	86	73	55	380	1.9
Clark	13	8	15	19	19	74	0.6
Clay	11	10	11	22	31	85	1.3
Clinton	11	7	3	7	4	32	0.9
Crittenden	7	3	5	1	2	18	0.6
Cumberland	13	8	12	14	8	55	2.2
Daviess	61	64	47	63	59	294	0.9
Edmonson	5	6	8	7	7	33	0.7
Elliott	2	3	0	2	1	8	0.4
Estill	12	11	3	0	2	28	0.5
Fayette	253	202	211	142	150	958	1.0
Fleming	21	20	10	9	8	68	1.3
Floyd	41	33	22	27	34	157	1.2
Franklin	73	64	68	52	68	325	1.9
Fulton	10	7	5	1	3	26	1.3
Gallatin	22	12	17	12	18	81	2.7
Garrard	11	10	5	10	15	51	0.9
Grant	13	21	13	10	5	62	0.7
Graves	45	31	50	42	53	221	1.7
Grayson	20	21	22	24	27	114	1.3
Green	4	3	2	0	3	12	0.3
Greenup	24	26	13	15	18	96	0.7
Hancock	5	2	5	0	4	16	0.5
Hardin	116	94	85	125	83	503	1.4
Harlan	35	30	23	23	25	136	1.4
Harrison	13	10	11	8	10	52	0.8
Hart	24	18	18	16	19	95	1.6
Henderson	37	43	34	26	42	182	1.1
Henry	32	18	14	24	26	114	2.0
Hickman	6	3	4	1	4	18	1.1
Hopkins	43	37	48	48	40	216	1.3
Jackson	9	5	7	4	7	32	0.7
Jefferson	280	228	224	251	205	1,188	0.5
Jessamine	45	35	21	30	26	157	0.9
Johnson	27	22	34	23	27	133	1.6
Kenton	129	114	83	74	70	470	0.8
Knott	4	5	4	4	1	18	0.3
Knox	31	19	27	18	13	108	1.0
Larue	3	5	4	10	9	31	0.6
Laurel	54	23	31	41	28	177	0.9

TABLE 26. SUMMARY OF RECKLESS DRIVING CONVICTIONS BY COUNTY (2009 - 2013) (continued)

COUNTY	2009	2010	2011	2012	2013	RECKLESS DRIVING CONVICTIONS (FIVE YEARS)	RECKLESS DRIVING CONVICTIONS PER 1,000 LICENSED DRIVERS
Lawrence	13	10	8	12	10	53	1.0
Lee	4	7	4	3	0	18	0.8
Leslie	6	2	2	6	7	23	0.6
Letcher	18	14	12	7	3	54	0.7
Lewis	3	7	2	7	3	22	0.5
Lincoln	15	23	25	19	19	101	1.2
Livingston	13	11	9	18	11	62	1.7
Logan	25	13	16	23	19	96	1.0
Lyon	28	32	29	24	24	137	4.7
McCracken	82	48	64	70	58	322	1.3
McCreary	3	7	8	8	8	34	0.6
McLean	4	3	5	9	2	23	0.7
Madison	24	31	23	20	24	122	0.4
Magoffin	2	7	2	3	8	22	0.5
Marion	9	8	9	12	20	58	0.9
Marshall	18	18	15	23	15	89	0.7
Martin	1	0	3	3	6	13	0.4
Mason	23	18	14	15	15	85	1.4
Meade	25	25	28	37	33	148	1.5
Menifee	4	2	2	4	2	14	0.6
Mercer	17	13	17	9	10	66	0.8
Metcalfe	13	26	8	16	12	75	2.1
Monroe	21	8	5	8	7	49	1.3
Montgomery	21	19	20	23	11	94	1.0
Morgan	6	5	7	13	12	43	1.0
Muhlenberg	20	26	15	27	21	109	1.0
Nelson	39	40	27	11	23	140	0.9
Nicholas	6	6	2	5	3	22	0.9
Ohio	19	5	5	11	10	50	0.6
Oldham	6	10	7	11	7	41	0.2
Owen	4	7	7	1	0	19	0.5
Owsley	3	5	4	9	8	29	1.8
Pendleton	14	17	11	14	12	68	1.3
Perry	17	17	9	15	3	61	0.6
Pike	91	71	61	48	35	306	1.4
Powell	10	5	6	1	10	32	0.7
Pulaski	38	42	25	42	18	165	0.7
Robertson	1	0	1	0	0	2	0.2
Rockcastle	17	20	17	22	23	99	1.7
Rowan	23	21	24	22	17	107	1.4
Russell	9	11	7	4	7	38	0.6
Scott	33	32	18	34	31	148	0.9
Shelby	44	36	38	34	33	185	1.3
Simpson	7	9	12	17	9	54	0.8
Spencer	8	8	9	10	9	44	0.7
Taylor	20	14	13	12	13	72	0.8
Todd	21	7	9	9	20	66	1.7
Trigg	28	16	14	21	17	96	1.9
Trimble	5	2	0	0	3	10	0.3
Union	19	18	7	18	5	67	1.3
Warren	116	95	80	85	81	457	1.2
Washington	2	4	3	3	7	19	0.5
Wayne	11	10	17	7	9	54	0.8
Webster	14	15	7	10	7	53	1.1
Whitley	26	29	38	8	16	117	1.0
Wolfe	2	3	3	2	2	12	0.5
Woodford	16	6	10	13	13	58	0.6
TOTAL	3,233	2,752	2,656	2,644	2,472	13,757	1.0

TABLE 27. PERCENTAGE OF CRASHES INVOLVING DRUGS BY COUNTY AND POPULATION CATEGORY
(IN ORDER OF DECREASING PERCENTAGES) (2009-2013)(ALL ROADS)

COUNTY	NUMBER OF CRASHES	PERCENT OF TOTAL CRASHES
POPULATION CATEGORY UNDER 10,000		
Owsley	8	5.7
Lee	18	5.4
Menifee	11	3.1
Carlisle	13	2.8
Nicholas	16	2.5
Wolfe	22	2.4
Elliott	6	2.1
Crittenden	18	1.9
Livingston	19	1.9
Hickman	4	1.9
Cumberland	9	1.8
Lyon	19	1.7
Robertson	1	1.4
Ballard	13	1.3
McLean	12	1.3
Trimble	10	1.2
Gallatin	13	0.9
Hancock	5	0.7
Fulton	4	0.6
Bracken	5	0.6
POPULATION CATEGORY 10,000-14,999		
Leslie	22	5.6
Martin	38	5.3
Magoffin	55	5.2
Bath	30	4.8
Morgan	43	4.0
Breathitt	57	4.0
Powell	44	2.8
Jackson	27	2.7
Fleming	21	1.9
Todd	17	1.6
Lewis	12	1.5
Estill	16	1.5
Owen	12	1.4
Larue	19	1.4
Carroll	21	1.2
Trigg	19	1.2
Webster	15	1.2
Pendleton	19	1.1
Washington	11	1.0
Clinton	8	1.0
Edmonson	8	0.9
Butler	11	0.9
Caldwell	15	0.9
Green	6	0.8
Metcalfe	5	0.5
Monroe	1	0.2
POPULATION CATEGORY 15,000-24,999		
Johnson	131	5.4
Knott	74	5.1
Clay	112	4.9
Letcher	81	3.8
McCreary	38	2.9
Rockcastle	66	2.7
Casey	33	2.6
Lawrence	33	2.5
Russell	36	2.1
Union	24	1.5
Adair	24	1.5
Anderson	32	1.4
Marion	30	1.4
Harrison	38	1.4
Ohio	38	1.3
Bourbon	32	1.2
Rowan	47	1.2
Hart	30	1.2
Grant	41	1.1
Henry	19	1.1
Mercer	25	1.0
Wayne	14	1.0
Spencer	11	1.0
Garrard	19	1.0
Lincoln	24	1.0
Breckinridge	13	0.9
Allen	22	0.9
Simpson	27	0.9
Mason	29	0.9
Woodford	36	0.9
Taylor	24	0.7
POPULATION CATEGORY 25,000-50,000		
Floyd	293	6.2
Harlan	110	3.7
Knox	113	3.5
Perry	143	3.3
Bell	107	3.1
Carter	70	2.5
Marshall	80	2.0
Boyd	153	1.9
Whitley	91	1.8
Montgomery	74	1.8
Grayson	54	1.7
Graves	66	1.5
Greenup	52	1.5
Muhlenberg	61	1.5
Jessamine	85	1.3
Hopkins	81	1.1
Boyle	43	1.0
Clark	54	1.0
Barren	53	0.9
Henderson	68	0.9
Logan	24	0.9
Franklin	75	0.9
Calloway	40	0.8
Scott	45	0.6
Nelson	37	0.6
Shelby	38	0.6
Meade	9	0.4
POPULATION CATEGORY OVER 50,000		
Pike	528	5.8
Laurel	155	1.9
Madison	148	1.2
Kenton	282	1.1
Pulaski	87	1.0
McCracken	97	0.9
Daviess	128	0.8
Campbell	112	0.8
Bullitt	68	0.8
Christian	75	0.8
Hardin	102	0.7
Warren	138	0.7
Boone	140	0.7
Oldham	29	0.6
Fayette	283	0.5
Jefferson	718	0.5

TABLE 28. PERCENTAGE OF CRASHES INVOLVING DRUGS BY CITY AND POPULATION CATEGORY (IN ORDER OF DECREASING PERCENTAGES)(2009-2013)

CITY	NUMBER OF DRUG-RELATED CRASHES	PERCENTAGE OF CRASHES INVOLVING DRUGS
POPULATION CATEGORY OVER 200,000		
Louisville	639	0.6
Lexington	283	0.6
POPULATION CATEGORY 20,000-60,000		
Covington	133	2.2
Ashland	71	1.9
Nicholasville	67	1.9
Henderson	58	1.3
Richmond	60	1.1
Independence	18	1.1
Frankfort	51	1.1
Radcliff	26	1.0
Hopkinsville	45	1.0
Paducah	54	0.9
Georgetown	26	0.8
Owensboro	83	0.8
Jeffersontown	25	0.7
Bowling Green	77	0.7
Elizabethtown	33	0.6
Florence	49	0.6
POPULATION CATEGORY 10,000-19,999		
Lawrenceburg	18	2.2
Mayfield	22	1.6
Winchester	42	1.5
Somerset	46	1.5
Fort Thomas	15	1.5
Berea	23	1.3
Glasgow	29	1.3
Madisonville	36	1.1
Danville	27	1.0
Shepherdsville	24	1.0
Shively	27	0.9
Newport	33	0.9
Shelbyville	13	0.6
Erlanger	19	0.6
Bardstown	16	0.6
Murray	14	0.5
POPULATION CATEGORY 5,000-9,999		
Pikeville	97	3.9
Bellevue	17	2.3
Cynthiana	24	2.3
Williamsburg	17	2.2
Mount Sterling	33	2.1
Corbin	34	2.0
Dayton	6	1.9
London	49	1.7
Russellville	15	1.5
Paris	17	1.4
Elsmere	6	1.4
Lebanon	12	1.4
Edgewood	11	1.3
Taylor Mill	13	1.3
Central City	10	1.3
Fort Mitchell	13	1.2
Franklin	18	1.2
Leitchfield	14	1.2
Maysville	21	1.2
Princeton	8	1.1
Campbellsville	20	1.1
Monticello	9	1.0
Versailles	12	0.9
Harrodsburg	10	0.9
Morehead	15	0.8
Mount Washington	9	0.8
Highland Heights	7	0.6
Fort Wright	14	0.6
Flatwoods	3	0.6
Cold Spring	6	0.6
La Grange	5	0.5
Alexandria	4	0.4
POPULATION CATEGORY 2,500-4,999		
Prestonsburg	59	4.4
Providence	7	4.2
Paintsville	36	4.0
Grayson	23	3.4
Hazard	58	3.0
Flemingsburg	9	2.9
Park Hills	3	2.5
Ludlow	8	2.3
Beaver Dam	10	2.2
Barbourville	12	2.2
Lancaster	10	2.2
Greenville	12	2.0
Irvine	4	1.9
Carrollton	9	1.8
Calvert City	7	1.8
Wilmore	2	1.5
Stanton	6	1.5
Morganfield	6	1.4
Vine Grove	4	1.4
Morganfield	6	1.4
Benton	9	1.3
Williamstown	6	1.2
Hodgenville	4	1.1
Springfield	3	0.9
Southgate	4	0.8
Scottsville	5	0.7
Columbia	4	0.7
Russell	5	0.6
Dawson Springs	1	0.6
Stanford	2	0.4

TABLE 29. SAFETY BELT USAGE (DRIVERS OF PASSENGER CARS INVOLVED IN CRASHES BY COUNTY AND POPULATION CATEGORY) (IN DESCENDING ORDER)(2009-2013)

COUNTY	PERCENT SEAT BELT USAGE
POPULATION CATEGORY UNDER 10,000	
Ballard	97.6
Trimble	97.0
McLean	96.7
Crittenden	96.5
Gallatin	96.4
Livingston	96.0
Lyon	95.9
Bracken	95.2
Wolfe	95.0
Carlisle	94.8
Fulton	94.7
Menifee	93.7
Hancock	93.4
Lee	93.2
Nicholas	92.8
Robertson	92.5
Elliott	91.4
Cumberland	90.3
Hickman	90.3
Owsley	89.7
POPULATION CATEGORY 10,000-14,999	
Monroe	97.8
Pendleton	97.6
Webster	97.4
Caldwell	97.1
Carroll	96.8
Powell	96.5
Trigg	96.3
Fleming	96.1
Larue	96.0
Breathitt	95.7
Owen	95.0
Todd	94.9
Lewis	94.8
Butler	94.6
Bath	94.3
Clinton	94.2
Estill	94.1
Edmonson	93.9
Martin	93.9
Leslie	93.9
Metcalfe	93.4
Jackson	93.4
Morgan	93.2
Magoffin	92.5
Washington	92.0
Green	91.9
POPULATION CATEGORY 15,000-24,999	
Ohio	97.0
Anderson	97.0
Woodford	96.9
Grant	96.9
Rockcastle	96.9
Mason	96.7
Rowan	96.7
Hart	96.4
Simpson	96.3
Taylor	96.3
Johnson	96.2
Spencer	96.1
Henry	96.1
Garrard	96.0
Bourbon	95.9
Allen	95.6
Lincoln	95.4
Lawrence	95.3
Marion	95.3
Harrison	95.2
Wayne	95.0
Union	95.0
Mercer	95.0
McCreary	94.9
Breckinridge	94.3
Russell	94.1
Clay	93.9
Letcher	93.6
Knott	93.1
Adair	92.4
Casey	91.8
POPULATION CATEGORY 25,000-50,000	
Henderson	98.9
Hopkins	98.5
Clark	98.3
Boyd	98.1
Calloway	97.9
Franklin	97.8
Boyle	97.7
Greenup	97.6
Shelby	97.5
Scott	97.4
Jessamine	97.4
Graves	97.3
Muhlenberg	97.0
Whitley	96.9
Bell	96.7
Marshall	96.7
Nelson	96.4
Carter	96.2
Barren	96.0
Montgomery	96.0
Harlan	96.0
Perry	95.9
Meade	95.5
Grayson	95.5
Logan	95.4
Knox	94.8
Floyd	94.7
POPULATION CATEGORY OVER 50,000	
Fayette	98.8
Boone	98.8
Oldham	98.7
Warren	98.5
McCracken	98.5
Hardin	98.5
Daviess	98.4
Kenton	98.3
Jefferson	98.3
Campbell	98.0
Laurel	97.9
Christian	97.8
Bullitt	97.5
Madison	97.5
Pulaski	96.7
Pike	95.0

* Counties with potential for intensive promotional campaigns. Selected based on safety belt usage, crash rates, location in state (one in each KSP post) and dates of past campaign recommendations.

TABLE 30. SAFETY BELT USAGE BY COUNTY POPULATION CATEGORY
(2007 OBSERVATIONAL DATA) (AREA DEVELOPMENT DISTRICTS)*

PERCENT USAGE				
POPULATION CATEGORY				
UNDER 10,000	10,000 - 14,999	15,000 - 24,999	25,000- 49,999	OVER 50,000
59.0	57.5	59.1	64.3	71.2

*2009 Statewide observational data resulted in a rate of 80 percent

TABLE 31. CRASH SEVERITY VERSUS SAFETY BELT USAGE (ALL DRIVERS)*

	NOT WEARING SAFETY BELT		WEARING SAFETY BELT		PERCENT REDUCTION
TYPE OF INJURY	NUMBER	PERCENT	NUMBER	PERCENT	
Fatal	1,201	5.05	920	0.09	98
Incapacitating	2,460	10.35	8,865	0.90	91
Non-Incapacitating	4,110	17.29	33,056	3.34	81
Possible Injury	4,012	16.88	56,889	5.75	66
Fatal or Incapacitating	3,661	15.40	9,785	0.99	94

* Based on 2009 through 2013 crash data. Total sample size for not wearing a safety belt was 23,774 compared to 988,836 for wearing a safety belt.

TABLE 32. USAGE AND EFFECTIVENESS OF CHILD SAFETY SEATS

(CHILDREN AGE THREE AND UNDER) (2009 - 2013)

			RESTRAINT USED		
VARIABLE	CATEGORY	NONE	SAFETY BELT	CHILD SEAT	ANY RESTRAINT
Number With Given Injury	Fatal	3	5	7	12
	Incapacitating	19	14	69	83
	Non-Incapacitating	31	78	482	560
	Possible Injury	72	287	1,554	1,841
	None Detected	176	3,900	24,442	28,342
Percent With Given Injury	Fatal	1.00	0.12	0.03	0.04
	Incapacitating	6.31	0.33	0.26	0.27
	Non-Incapacitating	10.30	1.82	1.82	1.82
	Possible Injury	23.92	6.70	5.85	5.97
	None Detected	58.47	91.04	92.05	91.91
Percent Usage By Seat Position	Front	3.98	26.41	69.61	96.02
	Rear	0.98	16.97	82.05	99.02
	All Positions	1.25	17.83	80.92	98.75
Percent With Given Injury By Seat Position					
(Front)	Fatal	0.57	0.26	0.00	0.07
	Incapacitating	3.45	0.17	0.10	0.12
	Non-Incapacitating	4.60	1.82	1.48	1.57
	Possible Injury	14.37	4.41	3.91	4.04
	None Detected	27.01	43.34	44.50	44.18
(Rear)	Fatal	0.47	0.03	0.02	0.02
	Incapacitating	3.04	0.16	0.18	0.18
	Non-Incapacitating	5.37	0.77	1.22	1.14
	Possible Injury	10.98	3.18	4.00	3.86
	None Detected	30.14	45.77	64.29	61.12
YEAR	2009	130	1,786	8,020	9,806
	2010	148	1,750	8,214	9,964
	2011	120	1,818	7,802	9,620
	2012	114	1,666	7,625	9,291
	2013	90	1,562	7,296	8,858

TABLE 33. PERCENTAGE OF CRASHES INVOLVING UNSAFE SPEED BY COUNTY AND POPULATION CATEGORY (IN ORDER OF DECREASING PERCENTAGES) (2009-2013)

COUNTY	NUMBER OF CRASHES	PERCENT OF TOTAL CRASHES
POPULATION CATEGORY UNDER 10,000		
Wolfe	82	9.1
Livingston	73	7.5
Robertson	5	7.1
Owsley	10	7.1
Lyon	78	7.0
Trimble	57	6.6
Cumberland	32	6.5
Bracken	59	6.5
Hickman	13	6.2
Carlisle	27	5.8
Hancock	34	5.1
Fulton	32	5.0
Menifee	17	4.8
Gallatin	66	4.7
Elliott	13	4.6
Nicholas	26	4.1
Ballard	40	4.0
Crittenden	37	3.9
McLean	37	3.9
Lee	11	3.3
POPULATION CATEGORY 10,000-14,999		
Morgan	103	9.6
Martin	61	8.6
Todd	94	8.6
Larue	115	8.5
Magoffin	88	8.4
Edmonson	70	7.9
Butler	88	7.5
Bath	44	7.0
Caldwell	117	6.8
Pendleton	119	6.7
Jackson	66	6.6
Owen	46	5.4
Leslie	20	5.1
Washington	56	5.0
Trigg	76	4.9
Estill	50	4.7
Webster	58	4.7
Metcalfe	44	4.0
Fleming	45	4.0
Carroll	69	4.0
Monroe	20	3.4
Lewis	26	3.3
Powell	41	2.6
Breathitt	32	2.3
Green	15	1.9
Clinton	15	1.8
POPULATION CATEGORY 15,000-24,999		
Grant	376	9.7
Rockcastle	224	9.3
Henry	163	9.2
Simpson	242	8.3
Woodford	323	8.2
Clay	186	8.1
McCreary	103	8.0
Ohio	204	7.1
Union	108	6.9
Wayne	98	6.9
Spencer	75	6.8
Bourbon	172	6.5
Mercer	165	6.4
Garrard	121	6.4
Hart	162	6.3
Lincoln	135	5.7
Casey	67	5.4
Harrison	140	5.2
Mason	164	5.2
Letcher	97	4.5
Allen	101	4.4
Anderson	97	4.3
Knott	62	4.3
Breckinridge	51	3.7
Rowan	140	3.7
Adair	55	3.4
Johnson	81	3.3
Lawrence	41	3.1
Russell	47	2.7
Taylor	88	2.5
Marion	36	1.7
POPULATION CATEGORY 25,000-50,000		
Graves	312	7.3
Knox	224	7.0
Hopkins	452	6.4
Whitley	313	6.3
Scott	440	6.3
Floyd	299	6.3
Shelby	372	6.2
Marshall	243	6.2
Jessamine	401	5.9
Franklin	446	5.6
Nelson	301	5.3
Greenup	188	5.3
Carter	148	5.2
Boyle	227	5.2
Calloway	253	5.1
Logan	132	4.9
Clark	236	4.6
Harlan	136	4.6
Barren	269	4.6
Montgomery	190	4.6
Meade	101	4.4
Muhlenberg	154	3.9
Boyd	313	3.8
Grayson	121	3.8
Henderson	261	3.4
Bell	113	3.3
Perry	145	3.3
POPULATION CATEGORY OVER 50,000		
Fayette	4,950	8.1
Madison	1,039	8.1
Kenton	1,826	7.0
Boone	1,387	6.5
Christian	558	6.1
Pike	537	5.9
Laurel	464	5.7
Campbell	766	5.4
Oldham	246	5.2
McCracken	543	5.1
Hardin	698	4.8
Warren	898	4.6
Pulaski	366	4.4
Bullitt	339	3.9
Jefferson	5,372	3.8
Daviess	533	3.3

TABLE 34. PERCENTAGE OF CRASHES INVOLVING UNSAFE SPEED BY CITY AND POPULATION CATEGORY (IN ORDER OF DECREASING PERCENTAGES)(2009-2013)

CITY	NUMBER OF CRASHES (2009-2013)	PERCENT OF TOTAL CRASHES
POPULATION CATEGORY OVER 200,000		
Lexington	4,945	10.2
Louisville	4,923	5.0
POPULATION CATEGORY 20,000-60000		
Independence	264	15.5
Richmond	486	8.7
Hopkinsville	301	6.8
Georgetown	207	6.4
Florence	474	6.0
Frankfort	263	5.6
Bowling Green	557	4.9
Nicholasville	165	4.6
Paducah	264	4.5
Covington	264	4.3
Elizabethtown	223	4.2
Henderson	148	3.3
Ashland	126	3.3
Jeffersontown	103	3.1
Owensboro	292	2.9
Radcliff	52	2.0
POPULATION CATEGORY 10,000-19,999		
Erlanger	347	11.4
Fort Thomas	67	6.5
Berea	105	6.1
Danville	148	5.2
Madisonville	159	5.1
Somerset	145	4.6
Newport	161	4.5
Winchester	125	4.4
Shelbyville	88	4.1
Glasgow	83	3.9
Shepherdsville	86	3.7
Shively	111	3.6
Murray	86	3.2
Mayfield	43	3.1
Bardstown	74	2.9
Lawrenceburg	20	2.4
POPULATION CATEGORY 5,000-9,999		
Edgewood	129	14.9
Villa Hills	26	12.4
Taylor Mill	121	12.2
Highland Heights	96	8.8
Cold Spring	91	8.8
Princeton	56	7.9
Alexandria	69	7.5
Flatwoods	34	6.3
Fort Mitchell	66	6.2
Versailles	72	5.7
Elsmere	24	5.6
Corbin	92	5.4
Monticello	49	5.3
Pikeville	131	5.3
Maysville	83	4.8
Franklin	71	4.8
Russellville	47	4.6
Fort Wright	96	4.5
Williamsburg	34	4.3
Harrodsburg	46	4.2
Dayton	13	4.0
Bellevue	27	3.6
Cynthiana	37	3.5
Central City	27	3.4
London	90	3.1
La Grange	29	3.0
Leitchfield	33	2.9
Mount Sterling	41	2.7
Paris	29	2.3
Morehead	42	2.1
Mount Washington	23	2.0
Campbellsville	36	1.9
Lebanon	11	1.3
POPULATION CATEGORY 2,500-4,999		
Williamstown	60	11.9
Calvert City	36	9.4
Park Hills	9	7.6
Vine Grove	21	7.5
Southgate	37	7.0
Providence	11	6.7
Stanford	32	6.3
Lakeside Park	14	6.1
Hodgenville	20	5.6
Benton	39	5.4
Prestonsburg	62	4.6
Ludlow	16	4.6
Wilmore	6	4.4
Russell	32	3.8
Carrollton	16	3.3
Morganfield	14	3.3
Flemingsburg	10	3.2
Springfield	10	3.1
Marion	8	3.1
Marion	8	3.1
Grayson	20	3.0
Hazard	53	2.7
Dawson Springs	4	2.3
Lancaster	10	2.2
Irvine	4	1.9
Beaver Dam	8	1.8
Hartford	4	1.7
Scottsville	12	1.7
Columbia	9	1.6
Barbourville	9	1.6
Paintsville	11	1.2

TABLE 35. SUMMARY OF SPEEDING CONVICTIONS BY COUNTY (2009 - 2013)

COUNTY	2009	2010	2011	2012	2013	TOTAL SPEEDING CONVICTIONS (FIVE YEARS)	ANNUAL AVERAGE SPEEDING CONVICTIONS PER 1,000 LICENSED DRIVERS	SPEEDING CONVICTIONS PER SPEED-RELATED CRASH
Adair	243	296	346	420	188	1,493	24.2	27.1
Allen	179	184	126	162	98	749	11.3	7.4
Anderson	740	797	1,045	843	717	4,142	50.2	42.7
Ballard	127	138	71	80	70	486	15.9	12.2
Barren	310	322	337	388	396	1,753	11.8	6.5
Bath	615	613	285	244	140	1,897	45.5	43.1
Bell	537	407	415	507	385	2,251	26.5	19.9
Boone	2,299	1,602	1,885	1,779	1,351	8,916	20.2	6.4
Bourbon	497	503	463	589	414	2,466	35.2	14.3
Boyd	860	973	1,093	999	715	4,640	27.3	14.8
Boyle	326	250	314	284	225	1,399	14.1	6.2
Bracken	349	189	287	326	173	1,324	42.7	22.4
Breathitt	180	121	86	71	47	505	10.6	15.8
Breckinridge	131	190	140	188	180	829	11.8	16.3
Bullitt	1,058	631	688	706	502	3,585	12.6	10.6
Butler	169	198	186	278	187	1,018	22.7	11.6
Caldwell	322	288	296	319	245	1,470	30.9	12.6
Calloway	221	149	176	168	155	869	7.2	3.4
Campbell	2,018	2,046	2,045	1,907	1,733	9,749	30.8	12.7
Carlisle	46	62	22	62	58	250	13.0	9.3
Carroll	445	325	337	355	314	1,776	49.3	25.7
Carter	279	327	318	592	507	2,023	21.1	13.7
Casey	72	42	64	125	60	363	6.8	5.4
Christian	1,295	1,194	1,375	1,383	1,228	6,475	32.8	11.6
Clark	598	385	281	392	257	1,913	15.0	8.1
Clay	201	141	144	257	167	910	13.9	4.9
Clinton	75	35	41	39	41	231	6.6	15.4
Crittenden	57	45	45	24	33	204	6.4	5.5
Cumberland	91	57	59	120	144	471	19.3	14.7
Daviess	1,843	2,043	1,580	2,387	1,804	9,657	27.9	18.1
Edmonson	124	92	73	112	105	506	11.4	7.2
Elliott	12	7	14	8	7	48	2.2	3.7
Estill	132	81	161	85	141	600	11.7	12.0
Fayette	6,829	3,904	3,774	3,246	3,278	21,031	22.1	4.2
Fleming	163	112	208	173	227	883	17.1	19.6
Floyd	177	113	153	226	218	887	6.7	3.0
Franklin	1,478	1,119	1,000	1,280	1,186	6,063	35.2	13.6
Fulton	112	133	101	56	89	491	23.9	15.3
Gallatin	659	541	425	457	408	2,490	84.0	37.7
Garrard	146	197	104	168	165	780	13.2	6.4
Grant	585	578	682	716	480	3,041	35.7	8.1
Graves	903	825	796	884	534	3,942	30.4	12.6
Grayson	1,281	503	783	729	519	3,815	41.9	31.5
Green	22	16	17	23	36	114	2.8	7.6
Greenup	241	187	254	274	254	1,210	8.9	6.4
Hancock	206	107	84	184	56	637	19.5	18.7
Hardin	3,696	2,798	2,723	2,962	2,153	14,332	40.0	20.5
Harlan	343	323	280	267	193	1,406	14.3	10.3
Harrison	111	120	116	145	173	665	10.3	4.8
Hart	461	247	203	190	161	1,262	20.6	7.8
Henderson	932	969	975	1,514	1,021	5,411	33.0	20.7
Henry	1,404	855	748	837	746	4,590	80.7	28.2
Hickman	95	101	80	66	57	399	23.9	30.7
Hopkins	1,520	1,542	2,109	1,566	912	7,649	45.9	16.9
Jackson	14	28	75	40	73	230	5.1	3.5
Jefferson	6,352	6,358	6,977	6,891	7,013	33,591	13.2	6.3
Jessamine	1,266	964	628	773	756	4,387	26.2	10.9
Johnson	211	164	159	143	178	855	10.5	10.6
Kenton	3,468	2,878	2,322	1,948	1,237	11,853	21.4	6.5
Knott	52	62	83	86	29	312	5.9	5.0
Knox	525	357	324	416	271	1,893	18.1	8.5
Larue	209	178	165	237	163	952	18.5	8.3
Laurel	904	794	653	1,211	803	4,365	21.2	9.4
Lawrence	158	125	130	442	180	1,035	18.7	25.2

TABLE 35. SUMMARY OF SPEEDING CONVICTIONS BY COUNTY (2009 - 2013) (continued)

COUNTY	2009	2010	2011	2012	2013	TOTAL SPEEDING CONVICTIONS (FIVE YEARS)	ANNUAL AVERAGE SPEEDING CONVICTIONS PER 1,000 LICENSED DRIVERS	SPEEDING CONVICTIONS PER SPEED-RELATED CRASH
Lee	26	17	24	22	59	148	6.3	13.5
Leslie	137	86	63	35	37	358	9.0	17.9
Letcher	85	35	30	23	31	204	2.5	2.1
Lewis	176	94	142	88	76	576	11.9	22.2
Lincoln	613	500	340	252	149	1,854	21.5	13.7
Livingston	222	264	259	396	212	1,353	36.9	18.5
Logan	351	329	306	300	308	1,594	16.8	12.1
Lyon	346	373	308	273	182	1,482	51.1	19.0
McCracken	657	970	965	1,608	1,359	5,559	23.0	10.2
McCreary	37	69	69	72	53	300	5.7	2.9
McLean	69	113	162	202	87	633	18.0	17.1
Madison	1,622	1,015	1,155	1,591	1,424	6,807	24.6	6.6
Magoffin	36	25	50	28	16	155	3.5	1.8
Marion	72	47	70	88	67	344	5.4	9.6
Marshall	751	759	820	845	691	3,866	31.8	15.9
Martin	15	8	13	6	3	45	1.2	0.7
Mason	379	229	313	295	357	1,573	25.7	9.6
Meade	362	398	426	585	522	2,293	23.6	22.7
Menifee	22	10	16	7	11	66	2.9	3.9
Mercer	305	336	358	256	230	1,485	18.4	9.0
Metcalfe	261	138	102	165	132	798	22.3	18.1
Monroe	42	11	8	16	14	91	2.3	4.6
Montgomery	661	252	158	155	145	1,371	14.8	7.2
Morgan	273	185	271	234	169	1,132	27.3	11.0
Muhlenberg	432	476	524	524	340	2,296	20.5	14.9
Nelson	583	553	786	519	592	3,033	18.7	10.1
Nicholas	159	72	66	168	87	552	21.4	21.2
Ohio	1,061	926	1,026	1,227	769	5,009	59.3	24.6
Oldham	664	791	683	432	449	3,019	14.1	12.3
Owen	146	85	110	107	96	544	14.2	11.8
Owsley	4	2	5	0	2	13	0.8	1.3
Pendleton	284	133	294	249	168	1,128	21.1	9.5
Perry	133	64	139	57	123	516	5.2	3.6
Pike	154	150	228	381	253	1,166	5.4	2.2
Powell	300	246	132	128	92	898	19.8	21.9
Pulaski	788	940	1,891	2,094	1,689	7,402	32.8	20.2
Robertson	6	6	2	7	4	25	3.0	5.0
Rockcastle	177	315	472	602	336	1,902	33.0	8.5
Rowan	615	426	452	433	273	2,199	29.4	15.7
Russell	107	73	46	50	60	336	5.3	7.1
Scott	1,029	590	362	603	1,065	3,649	21.7	8.3
Shelby	1,192	2,858	1,589	1,894	1,783	9,316	63.9	25.0
Simpson	135	119	186	174	100	714	11.2	3.0
Spencer	235	219	235	278	247	1,214	18.2	16.2
Taylor	166	148	140	110	87	651	7.3	7.4
Todd	329	234	223	194	226	1,206	30.5	12.8
Trigg	249	195	208	200	213	1,065	21.2	14.0
Trimble	110	60	44	44	74	332	10.3	5.8
Union	178	176	250	189	132	925	17.5	8.6
Warren	1,939	1,965	1,684	1,664	1,395	8,647	23.5	9.6
Washington	173	68	111	138	91	581	14.1	10.4
Wayne	58	25	34	18	22	157	2.3	1.6
Webster	109	116	92	99	105	521	10.9	9.0
Whitley	315	238	228	279	259	1,319	11.0	4.2
Wolfe	885	506	358	526	440	2,715	109.3	33.1
Woodford	1,228	989	780	1,179	799	4,975	53.6	15.4
TOTAL*	72,437	61,958	61,737	66,458	55,061	317,651	21.2	9.4

* Does not include speeding convictions where county was not specified.

TABLE 36. SPEEDING CONVICTION RATES IN DECREASING ORDER (BY COUNTY POPULATION CATEGORIES) (2009 - 2013)

POPULATION CATEGORY	COUNTY	ANNUAL AVERAGE SPEEDING CONVICTIONS PER 1,000 LICENSED DRIVERS	COUNTY	SPEEDING CONVICTIONS PER SPEED-RELATED CRASH
UNDER 10,000	Wolfe	109.3	Gallatin	37.7
	Gallatin	84.0	Wolfe	33.1
	Lyon	51.1	Hickman	30.7
	Bracken	42.7	Bracken	22.4
	Livingston	36.9	Nicholas	21.2
	Hickman	23.9	Lyon	19.0
	Fulton	23.9	Hancock	18.7
	Metcalfe	22.3	Livingston	18.5
	Nicholas	21.4	Metcalfe	18.1
	Hancock	19.5	McLean	17.1
	Cumberland	19.3	Fulton	15.3
	McLean	18.0	Cumberland	14.7
	Ballard	15.9	Lee	13.5
	Carlisle	13.0	Ballard	12.2
	Trimble	10.3	Carlisle	9.3
	Crittenden	6.4	Trimble	5.8
	Lee	6.3	Crittenden	5.5
	Robertson	3.0	Robertson	5.0
	Menifee	2.9	Menifee	3.9
	Elliott	2.2	Elliott	3.7
	Owsley	0.8	Owsley	1.3
10,000-14,999	Carroll	49.3	Bath	43.1
	Bath	45.5	Carroll	25.7
	Caldwell	30.9	Lewis	22.2
	Todd	30.5	Powell	21.9
	Morgan	27.3	Fleming	19.6
	Butler	22.7	Leslie	17.9
	Trigg	21.2	Breathitt	15.8
	Pendleton	21.1	Clinton	15.4
	Powell	19.8	Trigg	14.0
	Larue	18.5	Todd	12.8
	Fleming	17.1	Caldwell	12.6
	Owen	14.2	Estill	12.0
	Washington	14.1	Owen	11.8
	Lewis	11.9	Butler	11.6
	Estill	11.7	Morgan	11.0
	Edmonson	11.4	Washington	10.4
	Webster	10.9	Pendleton	9.5
	Breathitt	10.6	Webster	9.0
	Leslie	9.0	Larue	8.3
	Clinton	6.6	Green	7.6
	Jackson	5.1	Edmonson	7.2
	Magoffin	3.5	Monroe	4.6
	Green	2.8	Jackson	3.5
	Monroe	2.3	Magoffin	1.8
	Martin	1.2	Martin	0.7
15,000 - 24,999	Henry	80.7	Anderson	42.7
	Ohio	59.3	Grayson	31.5
	Woodford	53.6	Henry	28.2
	Anderson	50.2	Adair	27.1
	Grayson	41.9	Lawrence	25.2
	Grant	35.7	Ohio	24.6
	Bourbon	35.2	Breckinridge	16.3
	Rockcastle	33.0	Spencer	16.2
	Rowan	29.4	Rowan	15.7
	Mason	25.7	Woodford	15.4
	Adair	24.2	Bourbon	14.3
	Lincoln	21.5	Lincoln	13.7
	Hart	20.6	Johnson	10.6

TABLE 36. SPEEDING CONVICTION RATES IN DECREASING ORDER (BY COUNTY POPULATION CATEGORIES) (2009 - 2013) (continued)

POPULATION CATEGORY	COUNTY	ANNUAL AVERAGE SPEEDING CONVICTIONS PER 1,000 LICENSED DRIVERS	COUNTY	SPEEDING CONVICTIONS PER SPEED-RELATED CRASH
15,000 - 24,999 (cont'd)	Lawrence	18.7	Mason	9.6
	Mercer	18.4	Marion	9.6
	Spencer	18.2	Mercer	9.0
	Union	17.5	Union	8.6
	Clay	13.9	Rockcastle	8.5
	Garrard	13.2	Grant	8.1
	Breckinridge	11.8	Hart	7.8
	Allen	11.3	Allen	7.4
	Simpson	11.2	Taylor	7.4
	Johnson	10.5	Russell	7.1
	Harrison	10.3	Garrard	6.4
	Taylor	7.3	Casey	5.4
	Casey	6.8	Knott	5.0
	Knott	5.9	Clay	4.9
	McCreary	5.7	Harrison	4.8
	Marion	5.4	Simpson	3.0
	Russell	5.3	McCreary	2.9
	Letcher	2.5	Letcher	2.1
	Wayne	2.3	Wayne	1.6
25,000 - 49,999	Shelby	63.9	Shelby	25.0
	Hopkins	45.9	Meade	22.7
	Franklin	35.2	Henderson	20.7
	Henderson	33.0	Bell	19.9
	Marshall	31.8	Hopkins	16.9
	Graves	30.4	Marshall	15.9
	Boyd	27.3	Muhlenberg	14.9
	Bell	26.5	Boyd	14.8
	Jessamine	26.2	Carter	13.7
	Meade	23.6	Franklin	13.6
	Scott	21.7	Graves	12.6
	Laurel	21.2	Logan	12.1
	Carter	21.1	Jessamine	10.9
	Muhlenberg	20.5	Harlan	10.3
	Nelson	18.7	Nelson	10.1
	Knox	18.1	Laurel	9.4
	Logan	16.8	Knox	8.5
	Clark	15.0	Scott	8.3
	Montgomery	14.8	Clark	8.1
	Harlan	14.3	Montgomery	7.2
	Boyle	14.1	Barren	6.5
	Barren	11.8	Greenup	6.4
	Whitley	11.0	Boyle	6.2
	Greenup	8.9	Whitley	4.2
	Calloway	7.2	Perry	3.6
	Floyd	6.7	Calloway	3.4
	Perry	5.2	Floyd	3.0
50,000 - OVER	Hardin	40.0	Hardin	20.5
	Christian	32.8	Pulaski	20.2
	Pulaski	32.8	Daviess	18.1
	Campbell	30.8	Campbell	12.7
	Daviess	27.9	Oldham	12.3
	Madison	24.6	Christian	11.6
	Warren	23.5	Bullitt	10.6
	McCracken	23.0	McCracken	10.2
	Fayette	22.1	Warren	9.6
	Kenton	21.4	Madison	6.6
	Boone	20.2	Kenton	6.5
	Oldham	14.1	Boone	6.4
	Jefferson	13.2	Jefferson	6.3
	Bullitt	12.6	Fayette	4.2
	Pike	5.4	Pike	2.2

TABLE 37. MOVING SPEED DATA FOR VARIOUS HIGHWAY TYPES (CARS)

HIGHWAY TYPE AND SPEED LIMIT	85th PERCENTILE SPEED (MPH) BEFORE	AFTER
Rural Interstate 65 mph before / 70 mph After	74.6	75.9
Parkway Four Lane 65 mph before / 70 mph After	73.5	75.5
Parkway Two Lane 55 mph	67.5	67.7
Four Lane (US Routes) Non-Interstate or Parkway 55 mph	63.9	65.3
Four Lane (KY Routes) Non-Interstate or Parkway 55 mph	65.7	65.6
Two Lane Full Width Shoulder 55 mph	65.2	65.7

TABLE 38. MOVING SPEED DATA FOR VARIOUS HIGHWAY TYPES (TRUCKS)

HIGHWAY TYPE AND SPEED LIMIT	85th PERCENTILE SPEED (MPH) BEFORE	AFTER
Rural Interstate 65 mph before / 70 mph After	69.8	70.4
Parkway Four Lane 65 mph before / 70 mph After	69.5	70.7
Parkway Two Lane 55 mph	64.4	64.2
Four Lane (US Routes) Non-Interstate or Parkway 55 mph	62.6	63.1
Four Lane (KY Routes) Non-Interstate or Parkway 55 mph	62.7	61.7
Two Lane Full Width Shoulder 55 mph	62.4	61.8

TABLE 39. CRASH TREND ANALYSIS (2009 - 2013)

Crash Statistic	Number in Given Year 2009	2010	2011	2012	4-Year Average 2009 - 2012	2013	2013 Percent Change*
Total Crashes	126,237	127,456	127,524	124,844	126,515	123,258	-2.6
Fatal Crashes	730	694	670	694	697	590	-15.4
Fatalities	791	760	721	746	755	638	-15.5
Injury Crashes	25,063	24,762	24,196	24,077	24,525	22,868	-6.8
Injuries	37,398	37,196	36,345	35,765	36,676	34,180	-6.8
Fatal and Injury Crashes	25,793	25,456	24,866	24,771	25,222	23,458	-7.0
Licensed Drivers (Millions)	3.09	3.10	3.12	3.17	3.12	3.16	1.4
Registered Vehicles (Millions)	3.74	3.78	3.76	3.78	3.77	3.40	-9.8
Total Vehicle Miles (Billions)	47.236	48.057	48.185	47.246	47.681	47.054	-1.3
Total Crash/100 MVM	267	265	265	264	265	262	-1.2
Fatal Crash/100 MVM	1.55	1.44	1.39	1.47	1.46	1.25	-14.1
Fatalities/100 MVM	1.67	1.58	1.50	1.58	1.58	1.36	-14.2
Injuries/100 MVM	79	77	75	76	77	73	-5.7
Speed Related Crashes	7,278	7,141	7,180	6,343	6,986	6,494	-7.0
Speed Related Injury Crashes	2,145	2,004	2,065	1,892	2,027	1,865	-8.0
Speed Related Fatal Crashes	123	119	108	123	118	99	-16.1
Speed Convictions	74,018	62,843	62,542	66,458	66,465	55,061	-17.2
Alcohol Related Crashes	4,984	4,735	4,513	4,648	4,720	4,483	-5.0
Alcohol Related Injury Crashes	1,778	1,676	1,569	1,623	1,662	1,592	-4.2
Alcohol Related Fatal Crashes	186	156	146	136	156	153	-1.9
Alcohol Related Fatalities	203	167	158	148	169	163	-3.6
DUI Filings	35,357	20,654	31,915	31,708	29,909	29,210	-2.3
DUI Convictions	22,924	32,547	19,855	19,074	23,600	18,030	-23.6
DUI Conviction Rate (Percent)**	85.4	90.4	85.6	85.6	86.7	86.0	-0.8
Number DUI Filings/Alcohol Related Fatality	174	124	202	214	179	179	0.1
Drug Related Crashes	1,397	1,635	1,672	1,677	1,595	1,540	-3.4
Drug Related Injury Crashes	649	602	602	583	609	545	-10.5
Drug Related Fatal Crashes	217	215	215	215	216	211	-2.3
Pedestrian Related Crashes	936	1,050	1,051	1,064	1,025	1,066	4.0
Pedestrian Related Injury Crashes	769	847	851	860	832	834	0.2
Pedestrian Related Fatal Crashes	39	57	52	53	50	53	6.0
Bicycle/Motor Vehicle Related Crashes	428	470	447	428	443	495	11.7
Bicycle Related Injury Crashes	290	320	319	294	306	348	13.7
Bicycle Related Fatal Crashes	5	7	2	6	5	3	-40.0
Motorcycle Related Crashes	1,915	1,961	1,839	1,967	1,921	1,689	-12.1
Motorcycle Related Injury Crashes	1,240	1,256	1,145	1,490	1,283	1,248	-2.7
Motorcycle Related Fatal Crashes	84	92	71	93	85	83	-2.4
School Bus Crashes	855	848	854	746	826	813	-1.6
School Bus Injury Crashes	91	81	100	102	94	95	1.1
School Bus Fatal Crashes	3	3	2	2	3	1	-66.7
Truck Crashes	7,902	8,036	8,092	7,442	7,868	7,904	0.5
Truck Injury Crashes	1,292	1,305	1,268	1,189	1,264	1,250	-1.1
Truck Fatal Crashes	105	87	77	70	85	72	-15.3
Train Crashes	49	50	50	31	45	39	-13.3
Train Injury Crashes	15	12	16	12	14	12	-14.3
Train Fatal Crashes	1	8	6	4	5	4	-20.0

* Percent change from 2009-2012 average to 2013.

** Conviction rate excludes pending cases.

TABLE 40. NUMBER OF CRASHES AND RATES BY CRASH TYPE FOR EACH COUNTY

	PEDESTRIAN CRASHES		BICYCLE CRASHES		MOTORCYCLE CRASHES		SCHOOL BUS CRASHES		TRUCK CRASHES	
	NUMBER*	RATE**	NUMBER*	RATE**	NUMBER*	RATE**	NUMBER*	RATE**	NUMBER*	RATE**
Adair	8	0.9	1	0.1	19	2.0	7	0.8	109	11.7
Allen	5	0.5	0	0.0	35	3.5	4	0.4	137	13.7
Anderson	7	0.7	1	0.1	32	3.0	9	0.8	129	12.0
Ballard	1	0.2	0	0.0	23	5.6	4	1.0	150	36.4
Barren	25	1.2	6	0.3	67	3.2	24	1.1	418	19.8
Bath	7	1.2	0	0.0	13	2.2	6	1.0	43	7.4
Bell	27	1.9	8	0.6	56	3.9	22	1.5	219	15.3
Boone	106	1.8	46	0.8	204	3.4	287	4.8	1620	27.3
Bourbon	12	1.2	3	0.3	30	3.0	15	1.5	152	15.2
Boyd	57	2.3	20	0.8	100	4.0	24	1.0	429	17.3
Boyle	32	2.3	12	0.8	53	3.7	14	1.0	189	13.3
Bracken	2	0.5	0	0.0	22	5.2	4	0.9	49	11.5
Breathitt	15	2.2	2	0.3	23	3.3	9	1.3	74	10.7
Breckinridge	2	0.2	2	0.2	23	2.3	10	1.0	87	8.7
Bullitt	38	1.0	13	0.3	142	3.8	74	2.0	681	18.3
Butler	2	0.3	1	0.2	11	1.7	3	0.5	65	10.2
Caldwell	5	0.8	1	0.2	30	4.6	6	0.9	168	25.9
Calloway	33	1.8	16	0.9	66	3.5	15	0.8	237	12.7
Campbell	169	3.7	50	1.1	126	2.8	47	1.0	578	12.8
Carlisle	0	0.0	1	0.4	10	3.9	2	0.8	45	17.6
Carroll	5	0.9	2	0.4	30	5.5	7	1.3	178	32.9
Carter	17	1.2	2	0.1	39	2.8	20	1.4	192	13.9
Casey	0	0.0	2	0.3	17	2.1	8	1.0	97	12.2
Christian	47	1.3	20	0.5	155	4.2	40	1.1	601	16.3
Clark	34	1.9	7	0.4	59	3.3	22	1.2	310	17.4
Clay	12	1.1	0	0.0	46	4.2	33	3.0	122	11.2
Clinton	1	0.2	0	0.0	16	3.1	1	0.2	37	7.2
Crittenden	2	0.4	1	0.2	25	5.4	2	0.4	80	17.2
Cumberland	4	1.2	0	0.0	16	4.7	2	0.6	33	9.6
Daviess	83	1.7	72	1.5	182	3.8	63	1.3	723	15.0
Edmonson	3	0.5	0	0.0	20	3.3	4	0.7	57	9.4
Elliott	5	1.3	0	0.0	10	2.5	1	0.3	28	7.1
Estill	13	1.8	2	0.3	17	2.3	3	0.4	36	4.9
Fayette	544	3.7	307	2.1	480	3.2	152	1.0	2328	15.7
Fleming	9	1.3	0	0.0	14	2.0	7	1.0	73	10.2
Floyd	25	1.3	3	0.2	64	3.2	71	3.6	319	16.2
Franklin	35	1.4	23	0.9	78	3.2	36	1.5	325	13.2
Fulton	4	1.2	2	0.6	13	3.8	2	0.6	66	19.4
Gallatin	9	2.1	3	0.7	27	6.3	6	1.4	283	65.9
Garrard	5	0.6	2	0.2	34	4.0	7	0.8	92	10.9
Grant	22	1.8	2	0.2	46	3.7	19	1.5	287	23.3
Graves	21	1.1	4	0.2	77	4.1	22	1.2	252	13.6
Grayson	14	1.1	3	0.2	31	2.4	15	1.2	208	16.2
Green	3	0.5	4	0.7	10	1.8	3	0.5	44	7.8
Greenup	19	1.0	4	0.2	60	3.3	17	0.9	140	7.6
Hancock	4	0.9	1	0.2	14	3.3	2	0.5	68	15.9
Hardin	48	0.9	36	0.7	205	3.9	53	1.0	945	17.9
Harlan	25	1.7	1	0.1	36	2.5	21	1.4	207	14.1
Harrison	13	1.4	4	0.4	28	3.0	10	1.1	124	13.2
Hart	12	1.3	1	0.1	27	3.0	7	0.8	414	45.5
Henderson	43	1.9	26	1.1	91	3.9	33	1.4	492	21.3
Henry	9	1.2	0	0.0	43	5.6	5	0.6	260	33.7
Hickman	1	0.4	0	0.0	4	1.6	0	0.0	31	12.6
Hopkins	26	1.1	13	0.6	81	3.5	25	1.1	432	18.4
Jackson	4	0.6	4	0.6	31	4.6	5	0.7	52	7.7
Jefferson	1515	4.1	706	1.9	1352	3.6	1116	3.0	6715	18.1
Jessamine	37	1.5	14	0.6	86	3.5	60	2.5	314	12.9
Johnson	9	0.8	5	0.4	21	1.8	7	0.6	148	12.7
Kenton	275	3.4	108	1.4	220	2.8	142	1.8	1485	18.6
Knott	5	0.6	1	0.1	27	3.3	7	0.9	95	11.6

TABLE 40. NUMBER OF CRASHES AND RATES BY CRASH TYPE FOR EACH COUNTY (continued)

	PEDESTRIAN CRASHES		BICYCLE CRASHES		MOTORCYCLE CRASHES		SCHOOL BUS CRASHES		TRUCK CRASHES	
	NUMBER*	RATE**	NUMBER*	RATE**	NUMBER*	RATE**	NUMBER*	RATE**	NUMBER*	RATE**
Knox	14	0.9	5	0.3	47	2.9	29	1.8	156	9.8
Larue	5	0.7	3	0.4	14	2.0	5	0.7	120	16.9
Laurel	32	1.1	6	0.2	103	3.5	28	1.0	604	20.5
Lawrence	9	1.1	4	0.5	33	4.2	12	1.5	102	12.9
Lee	2	0.5	1	0.3	5	1.3	4	1.0	16	4.1
Leslie	3	0.5	0	0.0	7	1.2	4	0.7	63	11.1
Letcher	9	0.7	0	0.0	36	2.9	13	1.1	237	19.3
Lewis	4	0.6	0	0.0	9	1.3	4	0.6	58	8.4
Lincoln	8	0.6	1	0.1	46	3.7	9	0.7	138	11.2
Livingston	6	1.3	1	0.2	27	5.7	7	1.5	87	18.3
Logan	10	0.7	5	0.4	38	2.8	10	0.7	229	17.1
Lyon	4	1.0	1	0.2	27	6.5	3	0.7	168	40.4
McCracken	58	1.8	35	1.1	185	5.6	29	0.9	554	16.9
McCreary	10	1.1	1	0.1	28	3.1	6	0.7	44	4.8
McLean	3	0.6	3	0.6	16	3.4	3	0.6	62	13.0
Madison	72	1.7	27	0.7	164	4.0	47	1.1	615	14.8
Magoffin	6	0.9	0	0.0	12	1.8	7	1.1	84	12.6
Marion	9	0.9	3	0.3	29	2.9	7	0.7	118	11.9
Marshall	17	1.1	5	0.3	71	4.5	12	0.8	326	20.7
Martin	3	0.5	1	0.2	11	1.7	5	0.8	45	7.0
Mason	26	3.0	5	0.6	42	4.8	9	1.0	192	22.0
Meade	17	1.2	1	0.1	45	3.1	14	1.0	113	7.9
Menifee	1	0.3	1	0.3	11	3.5	1	0.3	21	6.7
Mercer	15	1.4	2	0.2	49	4.6	11	1.0	107	10.0
Metcalfe	3	0.6	2	0.4	8	1.6	9	1.8	76	15.1
Monroe	6	1.1	1	0.2	4	0.7	3	0.5	39	7.1
Montgomery	24	1.8	3	0.2	53	4.0	18	1.4	229	17.3
Morgan	5	0.7	0	0.0	8	1.1	11	1.6	46	6.6
Muhlenberg	11	0.7	0	0.0	50	3.2	19	1.2	298	18.9
Nelson	26	1.2	5	0.2	67	3.1	17	0.8	286	13.2
Nicholas	2	0.6	0	0.0	5	1.4	3	0.8	31	8.7
Ohio	7	0.6	5	0.4	44	3.7	7	0.6	217	18.2
Oldham	18	0.6	12	0.4	54	1.8	39	1.3	340	11.3
Owen	1	0.2	1	0.2	22	4.1	4	0.7	57	10.5
Owsley	2	0.8	1	0.4	11	4.6	0	0.0	13	5.5
Pendleton	2	0.3	1	0.1	56	7.5	17	2.3	80	10.8
Perry	26	1.8	4	0.3	49	3.4	38	2.6	285	19.9
Pike	44	1.4	6	0.2	157	4.8	50	1.5	748	23.0
Powell	12	1.9	1	0.2	29	4.6	7	1.1	78	12.4
Pulaski	24	0.8	9	0.3	111	3.5	28	0.9	416	13.2
Robertson	0	0.0	0	0.0	3	2.6	0	0.0	5	4.4
Rockcastle	7	0.8	0	0.0	31	3.6	13	1.5	267	31.3
Rowan	25	2.1	10	0.9	36	3.1	8	0.7	180	15.4
Russell	4	0.5	1	0.1	18	2.0	7	0.8	92	10.5
Scott	29	1.2	12	0.5	89	3.8	43	1.8	434	18.4
Shelby	24	1.1	13	0.6	72	3.4	34	1.6	464	22.1
Simpson	11	1.3	6	0.7	39	4.5	4	0.5	375	43.3
Spencer	6	0.7	1	0.1	26	3.0	9	1.1	53	6.2
Taylor	21	1.7	4	0.3	46	3.8	9	0.7	144	11.7
Todd	3	0.5	4	0.6	26	4.2	6	1.0	93	14.9
Trigg	3	0.4	5	0.7	46	6.4	4	0.6	113	15.8
Trimble	4	0.9	1	0.2	36	8.2	2	0.5	38	8.6
Union	10	1.3	2	0.3	46	6.1	7	0.9	116	15.5
Warren	69	1.2	71	1.2	234	4.1	64	1.1	944	16.6
Washington	2	0.3	0	0.0	10	1.7	1	0.2	66	11.3
Wayne	6	0.6	1	0.1	12	1.2	8	0.8	63	6.1
Webster	5	0.7	3	0.4	19	2.8	2	0.3	99	14.5
Whitley	28	1.6	5	0.3	58	3.3	24	1.3	360	20.2
Wolfe	7	1.9	1	0.3	22	6.0	7	1.9	47	12.8
Woodford	11	0.9	6	0.5	45	3.6	17	1.4	233	18.7

* Five-Year (2009-2013) Total.

** Rates are annual crashes per 10,000 population.

TABLE 41. PEDESTRIAN CRASH RATES BY COUNTY AND POPULATION CATEGORY (IN ORDER OF DECREASING PERCENTAGES) (2009-2013)(ALL ROADS)

COUNTY	NUMBER OF CRASHES	ANNUAL CRASH RATE (CRASHES PER 10,000 POP.)
POPULATION CATEGORY UNDER 10,000		
Gallatin	9	2.1
Wolfe	7	1.9
Elliott	5	1.3
Livingston	6	1.3
Cumberland	4	1.2
Fulton	4	1.2
Lyon	4	1.0
Trimble	4	0.9
Hancock	4	0.9
Owsley	2	0.8
McLean	3	0.6
Nicholas	2	0.6
Bracken	2	0.5
Lee	2	0.5
Hickman	1	0.4
Crittenden	2	0.4
Menifee	1	0.3
Ballard	1	0.2
Carlisle	0	0.0
Robertson	0	0.0
POPULATION CATEGORY 10,000-14,999		
Breathitt	15	2.2
Powell	12	1.9
Estill	13	1.8
Fleming	9	1.3
Bath	7	1.2
Monroe	6	1.1
Carroll	5	0.9
Magoffin	6	0.9
Caldwell	5	0.8
Larue	5	0.7
Morgan	5	0.7
Webster	5	0.7
Jackson	4	0.6
Metcalfe	3	0.6
Lewis	4	0.6
Todd	3	0.5
Edmonson	3	0.5
Martin	3	0.5
Leslie	3	0.5
Green	3	0.5
Trigg	3	0.4
Butler	2	0.3
Washington	2	0.3
Pendleton	2	0.3
Owen	1	0.2
Clinton	1	0.2
POPULATION CATEGORY 15,000-24,999		
Mason	26	3.0
Rowan	25	2.1
Grant	22	1.8
Taylor	21	1.7
Harrison	13	1.4
Mercer	15	1.4
Simpson	11	1.3
Union	10	1.3
Hart	12	1.3
Henry	9	1.2
Bourbon	12	1.2
Clay	12	1.1
Lawrence	9	1.1
McCreary	10	1.1
Woodford	11	0.9
Marion	9	0.9
Adair	8	0.9
Johnson	9	0.8
Rockcastle	7	0.8
Letcher	9	0.7
Anderson	7	0.7
Spencer	6	0.7
Wayne	6	0.6
Ohio	7	0.6
Knott	5	0.6
Garrard	5	0.6
Lincoln	8	0.6
Russell	4	0.5
Allen	5	0.5
Breckinridge	2	0.2
Casey	0	0.0
POPULATION CATEGORY 25,000-50,000		
Boyd	57	2.3
Boyle	32	2.3
Bell	27	1.9
Clark	34	1.9
Henderson	43	1.9
Montgomery	24	1.8
Perry	26	1.8
Calloway	33	1.8
Harlan	25	1.7
Whitley	28	1.6
Jessamine	37	1.5
Franklin	35	1.4
Floyd	25	1.3
Nelson	26	1.2
Barren	25	1.2
Scott	29	1.2
Carter	17	1.2
Meade	17	1.2
Marshall	17	1.1
Shelby	24	1.1
Hopkins	26	1.1
Grayson	14	1.1
Graves	21	1.1
Greenup	19	1.0
Knox	14	0.9
Muhlenberg	11	0.7
Logan	10	0.7
POPULATION CATEGORY OVER 50,000		
Jefferson	1,515	4.1
Fayette	544	3.7
Campbell	169	3.7
Kenton	275	3.4
Boone	106	1.8
McCracken	58	1.8
Daviess	83	1.7
Madison	72	1.7
Pike	44	1.4
Christian	47	1.3
Warren	69	1.2
Laurel	32	1.1
Bullitt	38	1.0
Hardin	48	0.9
Pulaski	24	0.8
Oldham	18	0.6

TABLE 42. PEDESTRIAN CRASH RATES BY CITY AND POPULATION CATEGORY
(IN ORDER OF DECREASING PERCENTAGES)(2009-2013)

CITY	NUMBER OF CRASHES (2009-2013)	ANNUAL CRASH RATE (CRASHES PER 10,000 POPULATION)
POPULATION CATEGORY OVER 200,000		
Louisville	1,387	4.6
Lexington	544	3.7
POPULATION CATEGORY 20,000-60000		
Covington	170	8.4
Florence	63	4.2
Ashland	42	3.9
Paducah	46	3.7
Richmond	51	3.3
Owensboro	71	2.5
Henderson	34	2.4
Hopkinsville	37	2.3
Nicholasville	32	2.3
Frankfort	28	2.2
Georgetown	27	1.9
Bowling Green	52	1.8
Elizabethtown	23	1.6
Jeffersontown	19	1.4
Radcliff	14	1.3
Independence	11	0.9
POPULATION CATEGORY 10,000-19,999		
Newport	81	10.6
Shively	52	6.8
Erlanger	33	3.7
Danville	30	3.7
Winchester	33	3.6
Murray	29	3.3
Bardstown	19	3.2
Shepherdsville	16	2.9
Somerset	15	2.7
Glasgow	19	2.7
Shelbyville	18	2.6
Mayfield	11	2.2
Fort Thomas	14	1.7
Madisonville	17	1.7
Berea	10	1.5
Lawrenceburg	6	1.1
POPULATION CATEGORY 5,000-9,999		
Campbellsville	21	4.6
Highland Heights	16	4.6
Maysville	20	4.4
Bellevue	13	4.4
Morehead	14	4.1
Cynthiana	12	3.7
Dayton	10	3.7
Williamsburg	9	3.4
Alexandria	14	3.3
Corbin	12	3.3
Mount Sterling	11	3.2
London	12	3.0
Pikeville	10	2.9
Elsmere	11	2.6
Franklin	10	2.4
Harrodsburg	10	2.4
Paris	10	2.3
Fort Wright	6	2.1
Monticello	6	1.9
Leitchfield	6	1.8
Russellville	6	1.7
Princeton	5	1.6
Versailles	7	1.6
La Grange	6	1.5
Edgewood	6	1.4
Flatwoods	5	1.3
Mount Washington	6	1.3
Lebanon	3	1.1
Fort Mitchell	4	1.0
Cold Spring	3	1.0
Central City	2	0.7
Taylor Mill	2	0.6
POPULATION CATEGORY 2,500-4,999		
Hazard	16	7.2
Prestonsburg	10	6.1
Paintsville	9	5.2
Ludlow	10	4.5
Benton	9	4.1
Flemingsburg	5	3.8
Stanton	5	3.7
Grayson	7	3.3
Barbourville	5	3.2
Southgate	6	3.2
Greenville	7	3.2
Irvine	4	2.9
Park Hills	3	2.0
Scottsville	4	1.9
Providence	3	1.9
Beaver Dam	3	1.8
Morganfield	3	1.8
Columbia	4	1.8
Williamstown	3	1.5
Dawson Springs	2	1.4
Marion	2	1.3
Lancaster	2	1.2
Hodgenville	2	1.2
Stanford	2	1.1
Carrollton	2	1.0
Springfield	1	0.8
Calvert City	1	0.8
Lakeside Park	1	0.7
Russell	1	0.6

TABLE 43. BICYCLE CRASH RATES BY COUNTY AND POPULATION CATEGORY (IN ORDER OF DECREASING PERCENTAGES) (2009-2013)

COUNTY	NUMBER OF CRASHES	ANNUAL CRASH RATE (CRASHES PER 10,000 POP.)
POPULATION CATEGORY UNDER 10,000		
Gallatin	3	0.7
McLean	3	0.6
Fulton	2	0.6
Owsley	1	0.4
Carlisle	1	0.4
Lee	1	0.3
Wolfe	1	0.3
Menifee	1	0.3
Lyon	1	0.2
Hancock	1	0.2
Crittenden	1	0.2
Livingston	1	0.2
Trimble	1	0.2
Elliott	0	0.0
Cumberland	0	0.0
Ballard	0	0.0
Bracken	0	0.0
Hickman	0	0.0
Nicholas	0	0.0
Robertson	0	0.0
POPULATION CATEGORY 10,000-14,999		
Green	4	0.7
Trigg	5	0.7
Jackson	4	0.6
Todd	4	0.6
Carroll	2	0.4
Larue	3	0.4
Metcalfe	2	0.4
Webster	3	0.4
Breathitt	2	0.3
Estill	2	0.3
Martin	1	0.2
Caldwell	1	0.2
Monroe	1	0.2
Butler	1	0.2
Powell	1	0.2
Owen	1	0.2
Pendleton	1	0.1
Washington	0	0.0
Lewis	0	0.0
Leslie	0	0.0
Morgan	0	0.0
Edmonson	0	0.0
Magoffin	0	0.0
Fleming	0	0.0
Clinton	0	0.0
Bath	0	0.0
POPULATION CATEGORY 15,000-24,999		
Rowan	10	0.9
Simpson	6	0.7
Mason	5	0.6
Lawrence	4	0.5
Woodford	6	0.5
Harrison	4	0.4
Ohio	5	0.4
Johnson	5	0.4
Taylor	4	0.3
Marion	3	0.3
Union	2	0.3
Casey	2	0.3
Bourbon	3	0.3
Breckinridge	2	0.2
Mercer	2	0.2
Grant	2	0.2
Garrard	2	0.2
Adair	1	0.1
McCreary	1	0.1
Hart	1	0.1
Anderson	1	0.1
Russell	1	0.1
Spencer	1	0.1
Lincoln	1	0.1
Knott	1	0.1
Wayne	1	0.1
Allen	0	0.0
Rockcastle	0	0.0
Letcher	0	0.0
Henry	0	0.0
Clay	0	0.0
POPULATION CATEGORY 25,000-50,000		
Henderson	26	1.1
Franklin	23	0.9
Calloway	16	0.9
Boyd	20	0.8
Boyle	12	0.8
Bell	8	0.6
Jessamine	14	0.6
Shelby	13	0.6
Hopkins	13	0.6
Scott	12	0.5
Logan	5	0.4
Clark	7	0.4
Barren	6	0.3
Whitley	5	0.3
Knox	5	0.3
Marshall	5	0.3
Perry	4	0.3
Greenup	4	0.2
Graves	4	0.2
Floyd	3	0.2
Grayson	3	0.2
Nelson	5	0.2
Montgomery	3	0.2
Meade	1	0.1
Carter	2	0.1
Harlan	1	0.1
Muhlenberg	0	0.0
POPULATION CATEGORY OVER 50,000		
Fayette	307	2.1
Jefferson	706	1.9
Daviess	72	1.5
Kenton	108	1.4
Warren	71	1.2
Campbell	50	1.1
McCracken	35	1.1
Boone	46	0.8
Hardin	36	0.7
Madison	27	0.7
Christian	20	0.5
Oldham	12	0.4
Bullitt	13	0.3
Pulaski	9	0.3
Pike	6	0.2
Laurel	6	0.2

TABLE 44. BICYCLE CRASH RATES BY CITY AND POPULATION CATEGORY
(IN ORDER OF DECREASING PERCENTAGES)(2009-2013)

CITY	NUMBER OF CRASHES (2009-2013)	ANNUAL CRASH RATE (CRASHES PER 10,000 POPULATION)
POPULATION CATEGORY OVER 200,000		
Louisville	638	2.1
Lexington	307	2.1
POPULATION CATEGORY 20,000-60000		
Covington	71	3.5
Owensboro	68	2.4
Paducah	30	2.4
Bowling Green	66	2.3
Florence	26	1.7
Henderson	23	1.6
Ashland	17	1.6
Frankfort	21	1.6
Richmond	20	1.3
Jeffersontown	17	1.3
Elizabethtown	15	1.1
Hopkinsville	16	1.0
Radcliff	11	1.0
Nicholasville	11	0.8
Georgetown	10	0.7
Independence	3	0.2
POPULATION CATEGORY 10,000-19,999		
Newport	26	3.4
Shively	21	2.8
Murray	14	1.6
Danville	12	1.5
Somerset	8	1.4
Erlanger	12	1.3
Shepherdsville	7	1.2
Fort Thomas	9	1.1
Madisonville	11	1.1
Shelbyville	7	1.0
Winchester	6	0.7
Glasgow	4	0.6
Berea	4	0.6
Mayfield	3	0.6
Bardstown	2	0.3
Lawrenceburg	1	0.2
POPULATION CATEGORY 5,000-9,999		
Bellevue	9	3.0
Elsmere	9	2.1
Morehead	7	2.0
Franklin	6	1.4
Cynthiana	4	1.2
Maysville	5	1.1
Corbin	4	1.1
Dayton	3	1.1
Russellville	4	1.1
Fort Wright	3	1.0
Versailles	3	0.7
Lebanon	2	0.7
Campbellsville	3	0.7
Leitchfield	2	0.6
Mount Sterling	2	0.6
London	2	0.5
La Grange	2	0.5
Paris	2	0.5
Harrodsburg	2	0.5
Williamsburg	1	0.4
Highland Heights	1	0.3
Princeton	1	0.3
Monticello	1	0.3
Pikeville	1	0.3
Flatwoods	1	0.3
Fort Mitchell	1	0.2
Edgewood	1	0.2
Mount Washington	1	0.2
POPULATION CATEGORY 2,500-4,999		
Paintsville	4	2.3
Barbourville	3	1.9
Hazard	4	1.8
Providence	2	1.3
Beaver Dam	2	1.2
Lancaster	2	1.2
Carrollton	2	1.0
Williamstown	2	1.0
Benton	2	0.9
Vine Grove	2	0.9
Calvert City	1	0.8
Hartford	1	0.7
Lakeside Park	1	0.7
Marion	1	0.7
Prestonsburg	1	0.6
Morganfield	1	0.6
Ludlow	1	0.5
Wilmore	1	0.5
Grayson	1	0.5

TABLE 45. MOTORCYCLE CRASH RATES BY COUNTY AND POPULATION CATEGORY (IN ORDER OF DECREASING PERCENTAGES) (2009-2013)

COUNTY	NUMBER OF CRASHES	ANNUAL CRASH RATE (CRASHES PER 10,000 POP.)
POPULATION CATEGORY UNDER 10,000		
Trimble	36	8.2
Lyon	27	6.5
Gallatin	27	6.3
Wolfe	22	6.0
Livingston	27	5.7
Ballard	23	5.6
Crittenden	25	5.4
Bracken	22	5.2
Cumberland	16	4.7
Owsley	11	4.6
Carlisle	10	3.9
Fulton	13	3.8
Menifee	11	3.5
McLean	16	3.4
Hancock	14	3.3
Robertson	3	2.6
Elliott	10	2.5
Hickman	4	1.6
Nicholas	5	1.4
Lee	5	1.3
POPULATION CATEGORY 10,000-14,999		
Pendleton	56	7.5
Trigg	46	6.4
Carroll	30	5.5
Jackson	31	4.6
Caldwell	30	4.6
Powell	29	4.6
Todd	26	4.2
Owen	22	4.1
Breathitt	23	3.3
Edmonson	20	3.3
Clinton	16	3.1
Webster	19	2.8
Estill	17	2.3
Bath	13	2.2
Fleming	14	2.0
Larue	14	2.0
Magoffin	12	1.8
Green	10	1.8
Butler	11	1.7
Washington	10	1.7
Martin	11	1.7
Metcalfe	8	1.6
Lewis	9	1.3
Leslie	7	1.2
Morgan	8	1.1
Monroe	4	0.7
POPULATION CATEGORY 15,000-24,999		
Union	46	6.1
Henry	43	5.6
Mason	42	4.8
Mercer	49	4.6
Simpson	39	4.5
Lawrence	33	4.2
Clay	46	4.2
Garrard	34	4.0
Taylor	46	3.8
Ohio	44	3.7
Grant	46	3.7
Lincoln	46	3.7
Woodford	45	3.6
Rockcastle	31	3.6
Allen	35	3.5
Knott	27	3.3
Rowan	36	3.1
McCreary	28	3.1
Harrison	28	3.0
Hart	27	3.0
Bourbon	30	3.0
Spencer	26	3.0
Anderson	32	3.0
Marion	29	2.9
Letcher	36	2.9
Breckinridge	23	2.3
Casey	17	2.1
Adair	19	2.0
Russell	18	2.0
Johnson	21	1.8
Wayne	12	1.2
POPULATION CATEGORY 25,000-50,000		
Marshall	71	4.5
Graves	77	4.1
Montgomery	53	4.0
Boyd	100	4.0
Henderson	91	3.9
Bell	56	3.9
Scott	89	3.8
Boyle	53	3.7
Hopkins	81	3.5
Calloway	66	3.5
Jessamine	86	3.5
Perry	49	3.4
Shelby	72	3.4
Greenup	60	3.3
Clark	59	3.3
Whitley	58	3.3
Barren	67	3.2
Muhlenberg	50	3.2
Franklin	78	3.2
Floyd	64	3.2
Nelson	67	3.1
Meade	45	3.1
Knox	47	2.9
Carter	39	2.8
Logan	38	2.8
Harlan	36	2.5
Grayson	31	2.4
POPULATION CATEGORY OVER 50,000		
McCracken	185	5.6
Pike	157	4.8
Christian	155	4.2
Warren	234	4.1
Madison	164	4.0
Hardin	205	3.9
Daviess	182	3.8
Bullitt	142	3.8
Jefferson	1,352	3.6
Laurel	103	3.5
Pulaski	111	3.5
Boone	204	3.4
Fayette	480	3.2
Kenton	220	2.8
Campbell	126	2.8
Oldham	54	1.8

TABLE 46. MOTORCYCLE CRASH RATES BY CITY AND POPULATION CATEGORY
(IN ORDER OF DECREASING PERCENTAGES)(2009-2013)

CITY	NUMBER OF CRASHES (2009-2013)	ANNUAL CRASH RATE (CRASHES PER 10,000 POPULATION)
POPULATION CATEGORY OVER 200,000		
Louisville	1,211	4.1
Lexington	480	3.2
POPULATION CATEGORY 20,000-60000		
Paducah	98	7.8
Bowling Green	159	5.5
Elizabethtown	70	4.9
Radcliff	47	4.3
Owensboro	119	4.2
Richmond	65	4.1
Henderson	58	4.0
Ashland	41	3.8
Florence	56	3.7
Hopkinsville	59	3.7
Frankfort	44	3.4
Nicholasville	45	3.2
Covington	65	3.2
Georgetown	42	2.9
Independence	29	2.3
Jeffersontown	27	2.0
POPULATION CATEGORY 10,000-19,999		
Somerset	45	8.0
Shively	57	7.5
Shepherdsville	32	5.7
Bardstown	30	5.1
Danville	40	4.9
Murray	36	4.1
Erlanger	32	3.5
Shelbyville	24	3.4
Newport	24	3.1
Winchester	28	3.0
Glasgow	21	3.0
Madisonville	24	2.5
Mayfield	12	2.4
Berea	14	2.1
Lawrenceburg	11	2.1
Fort Thomas	12	1.5
POPULATION CATEGORY 5,000-9,999		
Pikeville	35	10.1
London	39	9.8
Franklin	25	5.9
Campbellsville	26	5.7
Mount Sterling	19	5.5
Mount Washington	24	5.3
Harrodsburg	21	5.0
Fort Wright	14	4.9
Maysville	21	4.7
Princeton	15	4.7
Central City	12	4.0
Corbin	14	3.8
Paris	16	3.7
Russellville	13	3.7
Cynthiana	11	3.4
Leitchfield	11	3.3
Cold Spring	9	3.0
Taylor Mill	10	3.0
Monticello	9	2.9
Versailles	12	2.8
La Grange	11	2.7
Williamsburg	7	2.7
Highland Heights	9	2.6
Alexandria	10	2.4
Morehead	8	2.3
Flatwoods	8	2.2
Villa Hills	8	2.1
Fort Mitchell	8	1.9
Lebanon	5	1.8
Bellevue	4	1.3
Dayton	3	1.1
Edgewood	4	0.9
Elsmere	3	0.7
POPULATION CATEGORY 2,500-4,999		
Prestonsburg	16	9.8
Russell	16	9.5
Hazard	20	9.0
Calvert City	8	6.2
Scottsville	13	6.2
Carrollton	11	5.6
Morganfield	8	4.9
Greenville	9	4.2
Benton	9	4.1
Stanford	7	4.0
Marion	6	3.9
Williamstown	7	3.6
Lancaster	6	3.5
Southgate	6	3.2
Springfield	4	3.2
Columbia	7	3.1
Vine Grove	7	3.1
Hodgenville	5	3.1
Paintsville	5	2.9
Dawson Springs	4	2.9
Beaver Dam	5	2.9
Providence	4	2.5
Flemingsburg	3	2.3
Hartford	3	2.2
Irvine	3	2.2
Barbourville	3	1.9
Grayson	4	1.9
Stanton	2	1.5
Ludlow	3	1.4
Lakeside Park	1	0.7

TABLE 47. SCHOOL BUS CRASH RATES BY COUNTY AND POPULATION CATEGORY (IN ORDER OF DECREASING PERCENTAGES) (2009-2013)

COUNTY	NUMBER OF CRASHES	ANNUAL CRASH RATE (CRASHES PER 10,000 POP.)
POPULATION CATEGORY UNDER 10,000		
Wolfe	7	1.9
Livingston	7	1.5
Gallatin	6	1.4
Lee	4	1.0
Ballard	4	1.0
Bracken	4	0.9
Nicholas	3	0.8
Carlisle	2	0.8
Lyon	3	0.7
McLean	3	0.6
Fulton	2	0.6
Cumberland	2	0.6
Hancock	2	0.5
Trimble	2	0.5
Crittenden	2	0.4
Menifee	1	0.3
Elliott	1	0.3
Hickman	0	0.0
Owsley	0	0.0
Robertson	0	0.0
POPULATION CATEGORY 10,000-14,999		
Pendleton	17	2.3
Metcalfe	9	1.8
Morgan	11	1.6
Breathitt	9	1.3
Carroll	7	1.3
Magoffin	7	1.1
Powell	7	1.1
Bath	6	1.0
Todd	6	1.0
Fleming	7	1.0
Caldwell	6	0.9
Martin	5	0.8
Larue	5	0.7
Jackson	5	0.7
Edmonson	4	0.7
Owen	4	0.7
Leslie	4	0.7
Trigg	4	0.6
Lewis	4	0.6
Butler	3	0.5
Green	3	0.5
Monroe	3	0.5
Estill	3	0.4
Webster	2	0.3
Washington	1	0.2
Clinton	1	0.2
POPULATION CATEGORY 15,000-24,999		
Clay	33	3.0
Bourbon	15	1.5
Lawrence	12	1.5
Grant	19	1.5
Rockcastle	13	1.5
Woodford	17	1.4
Harrison	10	1.1
Spencer	9	1.1
Letcher	13	1.1
Mason	9	1.0
Mercer	11	1.0
Breckinridge	10	1.0
Casey	8	1.0
Union	7	0.9
Knott	7	0.9
Garrard	7	0.8
Wayne	8	0.8
Anderson	9	0.8
Adair	7	0.8
Hart	7	0.8
Russell	7	0.8
Marion	7	0.7
McCreary	6	0.7
Rowan	8	0.7
Taylor	9	0.7
Lincoln	9	0.7
Johnson	7	0.6
Ohio	7	0.6
Henry	5	0.6
Simpson	4	0.5
Allen	4	0.4
POPULATION CATEGORY 25,000-50,000		
Floyd	71	3.6
Perry	38	2.6
Jessamine	60	2.5
Scott	43	1.8
Knox	29	1.8
Shelby	34	1.6
Franklin	36	1.5
Bell	22	1.5
Henderson	33	1.4
Montgomery	18	1.4
Carter	20	1.4
Harlan	21	1.4
Whitley	24	1.3
Graves	22	1.2
Clark	22	1.2
Grayson	15	1.2
Muhlenberg	19	1.2
Barren	24	1.1
Hopkins	25	1.1
Boyle	14	1.0
Boyd	24	1.0
Meade	14	1.0
Greenup	17	0.9
Marshall	12	0.8
Nelson	17	0.8
Calloway	15	0.8
Logan	10	0.7
POPULATION CATEGORY OVER 50,000		
Boone	287	4.8
Jefferson	1,116	3.0
Bullitt	74	2.0
Kenton	142	1.8
Pike	50	1.5
Daviess	63	1.3
Oldham	39	1.3
Warren	64	1.1
Madison	47	1.1
Christian	40	1.1
Fayette	152	1.0
Hardin	53	1.0
Campbell	47	1.0
Laurel	28	1.0
McCracken	29	0.9
Pulaski	28	0.9

TABLE 48. SCHOOL BUS CRASH RATES BY CITY AND POPULATION CATEGORY
(IN ORDER OF DECREASING PERCENTAGES)(2009-2013)

CITY	NUMBER OF CRASHES (2009-2013)	ANNUAL CRASH RATE (CRASHES PER 10,000 POPULATION)
POPULATION CATEGORY OVER 200,000		
Louisville	1,009	3.4
Lexington	152	1.0
POPULATION CATEGORY 20,000-60000		
Florence	65	4.3
Nicholasville	47	3.4
Covington	37	1.8
Hopkinsville	28	1.8
Georgetown	25	1.7
Henderson	23	1.6
Frankfort	21	1.6
Owensboro	42	1.5
Independence	19	1.5
Jeffersontown	18	1.4
Richmond	22	1.4
Elizabethtown	17	1.2
Radcliff	12	1.1
Paducah	12	1.0
Bowling Green	30	1.0
Ashland	11	1.0
POPULATION CATEGORY 10,000-19,999		
Shively	43	5.6
Shepherdsville	25	4.5
Shelbyville	16	2.3
Bardstown	13	2.2
Winchester	19	2.1
Berea	13	1.9
Glasgow	12	1.7
Murray	13	1.5
Mayfield	7	1.4
Somerset	8	1.4
Erlanger	12	1.3
Danville	10	1.2
Madisonville	12	1.2
Newport	8	1.0
Lawrenceburg	4	0.8
Fort Thomas	4	0.5
POPULATION CATEGORY 5,000-9,999		
Pikeville	16	4.6
Versailles	14	3.3
Alexandria	13	3.1
Mount Sterling	10	2.9
Edgewood	12	2.8
Taylor Mill	9	2.7
Paris	11	2.6
Mount Washington	12	2.6
Cynthiana	8	2.5
Corbin	9	2.5
Leitchfield	8	2.4
Harrodsburg	8	1.9
Villa Hills	7	1.9
Dayton	5	1.9
Morehead	6	1.8
Fort Wright	5	1.7
Maysville	7	1.6
Russellville	5	1.4
London	5	1.3
Campbellsville	6	1.3
Monticello	4	1.3
Central City	4	1.3
La Grange	3	0.7
Lebanon	2	0.7
Franklin	3	0.7
Elsmere	3	0.7
Bellevue	2	0.7
Highland Heights	2	0.6
Princeton	2	0.6
Flatwoods	2	0.5
Williamsburg	1	0.4
POPULATION CATEGORY 2,500-4,999		
Hazard	12	5.4
Lakeside Park	6	4.5
Prestonsburg	7	4.3
Grayson	9	4.3
Barbourville	6	3.8
Flemingsburg	5	3.8
Carrollton	6	3.0
Lancaster	5	2.9
Dawson Springs	3	2.2
Stanton	3	2.2
Greenville	4	1.9
Paintsville	3	1.7
Wilmore	3	1.6
Hartford	2	1.5
Park Hills	2	1.3
Columbia	3	1.3
Morganfield	2	1.2
Williamstown	2	1.0
Scottsville	2	0.9
Benton	2	0.9
Springfield	1	0.8
Marion	1	0.7
Irvine	1	0.7
Russell	1	0.6
Stanford	1	0.6
Beaver Dam	1	0.6

TABLE 49. TRUCK CRASH RATES BY COUNTY AND POPULATION CATEGORY (IN ORDER OF DECREASING PERCENTAGES) (2009-2013)

COUNTY	NUMBER OF CRASHES	ANNUAL CRASH RATE (CRASHES PER 10,000 POP.)
POPULATION CATEGORY UNDER 10,000		
Gallatin	283	65.9
Lyon	168	40.4
Ballard	150	36.4
Fulton	66	19.4
Livingston	87	18.3
Carlisle	45	17.6
Crittenden	80	17.2
Hancock	68	15.9
McLean	62	13.0
Wolfe	47	12.8
Hickman	31	12.6
Bracken	49	11.5
Cumberland	33	9.6
Nicholas	31	8.7
Trimble	38	8.6
Elliott	28	7.1
Menifee	21	6.7
Owsley	13	5.5
Robertson	5	4.4
Lee	16	4.1
POPULATION CATEGORY 10,000-14,999		
Carroll	178	32.9
Caldwell	168	25.9
Larue	120	16.9
Trigg	113	15.8
Metcalfe	76	15.1
Todd	93	14.9
Webster	99	14.5
Magoffin	84	12.6
Powell	78	12.4
Washington	66	11.3
Leslie	63	11.1
Pendleton	80	10.8
Breathitt	74	10.7
Owen	57	10.5
Butler	65	10.2
Fleming	73	10.2
Edmonson	57	9.4
Lewis	58	8.4
Green	44	7.8
Jackson	52	7.7
Bath	43	7.4
Clinton	37	7.2
Monroe	39	7.1
Martin	45	7.0
Morgan	46	6.6
Estill	36	4.9
POPULATION CATEGORY 15,000-24,999		
Hart	414	45.5
Simpson	375	43.3
Henry	260	33.7
Rockcastle	267	31.3
Grant	287	23.3
Mason	192	22.0
Letcher	237	19.3
Woodford	233	18.7
Ohio	217	18.2
Union	116	15.5
Rowan	180	15.4
Bourbon	152	15.2
Allen	137	13.7
Harrison	124	13.2
Lawrence	102	12.9
Johnson	148	12.7
Casey	97	12.2
Anderson	129	12.0
Marion	118	11.9
Adair	109	11.7
Taylor	144	11.7
Knott	95	11.6
Clay	122	11.2
Lincoln	138	11.2
Garrard	92	10.9
Russell	92	10.5
Mercer	107	10.0
Breckinridge	87	8.7
Spencer	53	6.2
Wayne	63	6.1
McCreary	44	4.8
POPULATION CATEGORY 25,000-50,000		
Shelby	464	22.1
Henderson	492	21.3
Marshall	326	20.7
Whitley	360	20.2
Perry	285	19.9
Barren	418	19.8
Muhlenberg	298	18.9
Hopkins	432	18.4
Scott	434	18.4
Clark	310	17.4
Boyd	429	17.3
Montgomery	229	17.3
Logan	229	17.1
Grayson	208	16.2
Floyd	319	16.2
Bell	219	15.3
Harlan	207	14.1
Carter	192	13.9
Graves	252	13.6
Boyle	189	13.3
Nelson	286	13.2
Franklin	325	13.2
Jessamine	314	12.9
Calloway	237	12.7
Knox	156	9.8
Meade	113	7.9
Greenup	140	7.6
POPULATION CATEGORY OVER 50,000		
Boone	1,620	27.3
Pike	748	23.0
Laurel	604	20.5
Kenton	1,485	18.6
Bullitt	681	18.3
Jefferson	6,715	18.1
Hardin	945	17.9
McCracken	554	16.9
Warren	944	16.6
Christian	601	16.3
Fayette	2,328	15.7
Daviess	723	15.0
Madison	615	14.8
Pulaski	416	13.2
Campbell	578	12.8
Oldham	340	11.3

TABLE 50. MOTOR VEHICLE-TRAIN CRASH RATES BY COUNTY AND POPULATION CATEGORY
(IN ORDER OF DECREASING PERCENTAGES) (2009 - 2013)

COUNTY	NUMBER OF CRASHES	ANNUAL CRASH RATE (CRASHES PER 10,000 POP.)
POPULATION CATEGORY UNDER 10,000		
Lee	2	0.51
Gallatin	2	0.47
Nicholas	1	0.28
Bracken	1	0.24
Metcalfe	0	0.00
Marion	0	0.00
Livingston	0	0.00
Crittenden	0	0.00
Trimble	0	0.00
Hancock	0	0.00
Lyon	0	0.00
Ballard	0	0.00
Elliott	0	0.00
Wolfe	0	0.00
Cumberland	0	0.00
Fulton	0	0.00
Menifee	0	0.00
Carlisle	0	0.00
Hickman	0	0.00
Owsley	0	0.00
Robertson	0	0.00
POPULATION CATEGORY 10,000 - 14,999		
Edmonson	2	0.33
Webster	2	0.29
Lewis	2	0.29
Carroll	1	0.18
Todd	1	0.16
McCreary	1	0.15
Caldwell	1	0.15
Pendleton	1	0.13
Estill	0	0.00
Fleming	0	0.00
Trigg	0	0.00
Larue	0	0.00
Morgan	0	0.00
Breathitt	0	0.00
Jackson	0	0.00
Martin	0	0.00
Butler	0	0.00
Powell	0	0.00
Washington	0	0.00
Bath	0	0.00
Leslie	0	0.00
Green	0	0.00
Monroe	0	0.00
Owen	0	0.00
Clinton	0	0.00
POPULATION CATEGORY 15,000 - 24,999		
Mercer	7	0.66
Lawrence	5	0.63
Letcher	5	0.41
Woodford	5	0.40
Grayson	5	0.39
McLean	3	0.34
Hart	3	0.33
Simpson	2	0.23
Magoffin	2	0.22
Ohio	2	0.17
Grant	2	0.16
Henry	1	0.13
Knott	1	0.12
Rockcastle	1	0.12
POPULATION CATEGORY 15,000-24,999 (cont.)		
Harrison	1	0.11
Anderson	1	0.09
Lincoln	0	0.00
Taylor	0	0.00
Johnson	0	0.00
Rowan	0	0.00
Clay	0	0.00
Wayne	0	0.00
Breckinridge	0	0.00
Bourbon	0	0.00
Allen	0	0.00
Mason	0	0.00
Adair	0	0.00
Russell	0	0.00
Spencer	0	0.00
Garrard	0	0.00
Casey	0	0.00
Union	0	0.00
POPULATION CATEGORY 25,000-49,999		
Harlan	8	0.55
Hopkins	11	0.47
Floyd	7	0.35
Whitley	4	0.22
Boyd	5	0.20
Knox	3	0.19
Henderson	4	0.17
Meade	2	0.14
Bell	2	0.14
Perry	2	0.14
Clark	2	0.11
Shelby	2	0.10
Logan	1	0.07
McCracken	1	0.06
Muhlenberg	1	0.06
Greenup	1	0.05
Barren	1	0.05
Franklin	1	0.04
Laurel	1	0.03
Jessamine	0	0.00
Scott	0	0.00
Nelson	0	0.00
Calloway	0	0.00
Graves	0	0.00
Boyle	0	0.00
Carter	0	0.00
Montgomery	0	0.00
POPULATION CATEGORY 50,000 - OVER		
Christian	11	0.30
Pulaski	6	0.19
Daviess	9	0.19
Oldham	5	0.17
Bullitt	6	0.16
Campbell	6	0.13
Jefferson	40	0.11
Warren	6	0.11
Kenton	7	0.09
Boone	5	0.08
Pike	2	0.06
Hardin	2	0.04
Marshall	1	0.02
Fayette	2	0.01
Madison	0	0.00

TABLE 51. CRASHES INVOLVING VEHICLE DEFECT BEFORE AND AFTER REPEAL OF VEHICLE INSPECTION LAW

TIME PERIOD	NUMBER OF CRASHES INVOLVING VEHICLE DEFECTS	PERCENT OF ALL CRASHES INVOLVING VEHICLE DEFECTS
October 1976 - May 1978 (20 Months Before Repeal of Law)	14,440	5.86
June 1978 - December 1979 (19 Months After Repeal of Law)	16,527	7.09
1980-1984	46,397	7.43
1985-1989	46,552	6.64
1990-1994	40,393	6.09
1995-1999	33,655	5.27
2000	7,834	4.98
2001	7,325	4.79
2002	7,338	4.77
2003	6,882	4.47
2004	6,811	4.33
2005	7,050	4.61
2006	6,656	4.36
2007	6,671	4.37
2008	6,106	4.21
2009	6,269	4.24
2010	6,246	4.15
2011	7,886	5.25
2012	8,030	6.43
2013	7,623	6.18

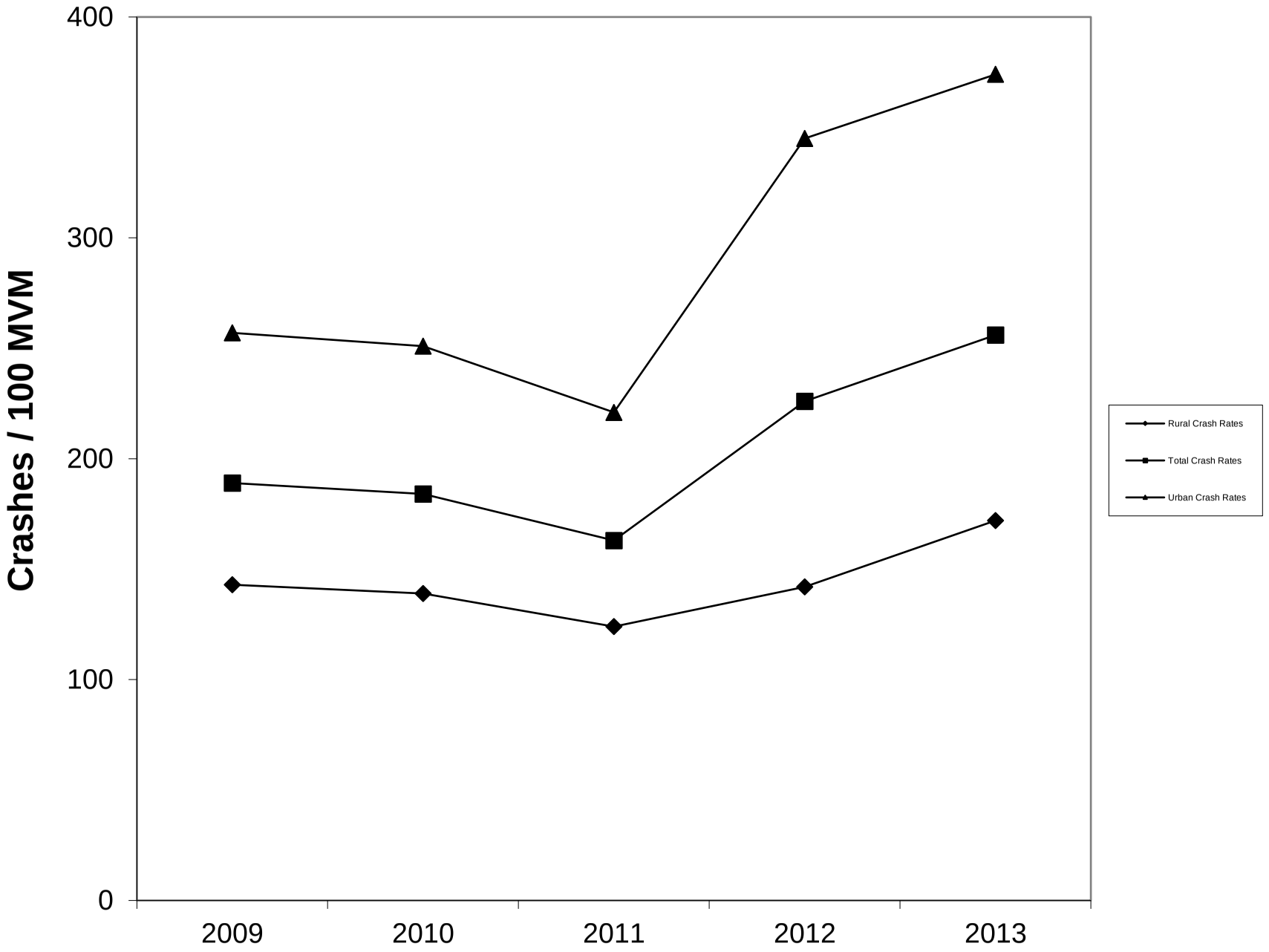

Figure 1. Trends in Crash Rates (Identified Roads)

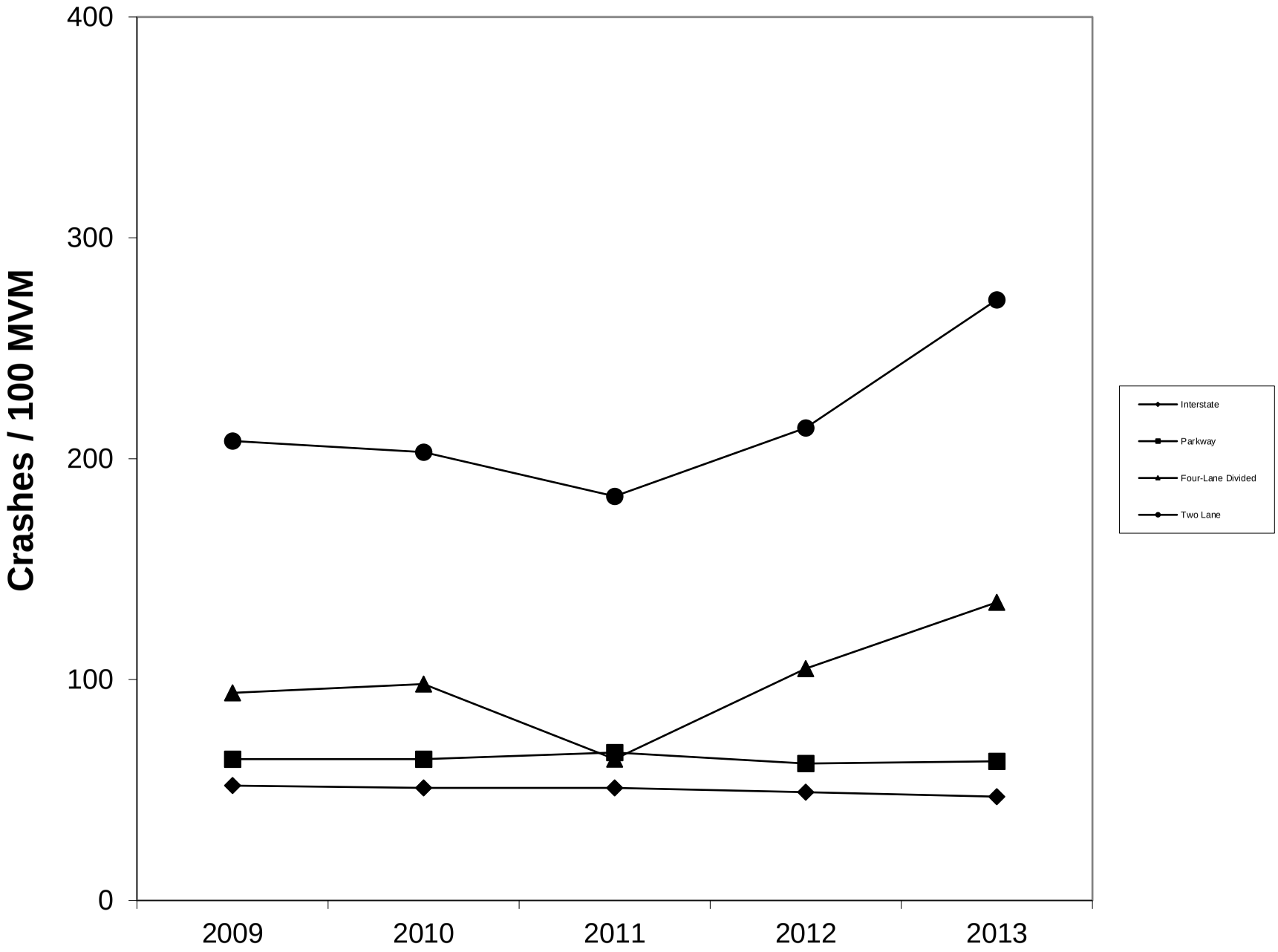

Figure 2. Trends in Rural Crash Rates (Identified Roads)

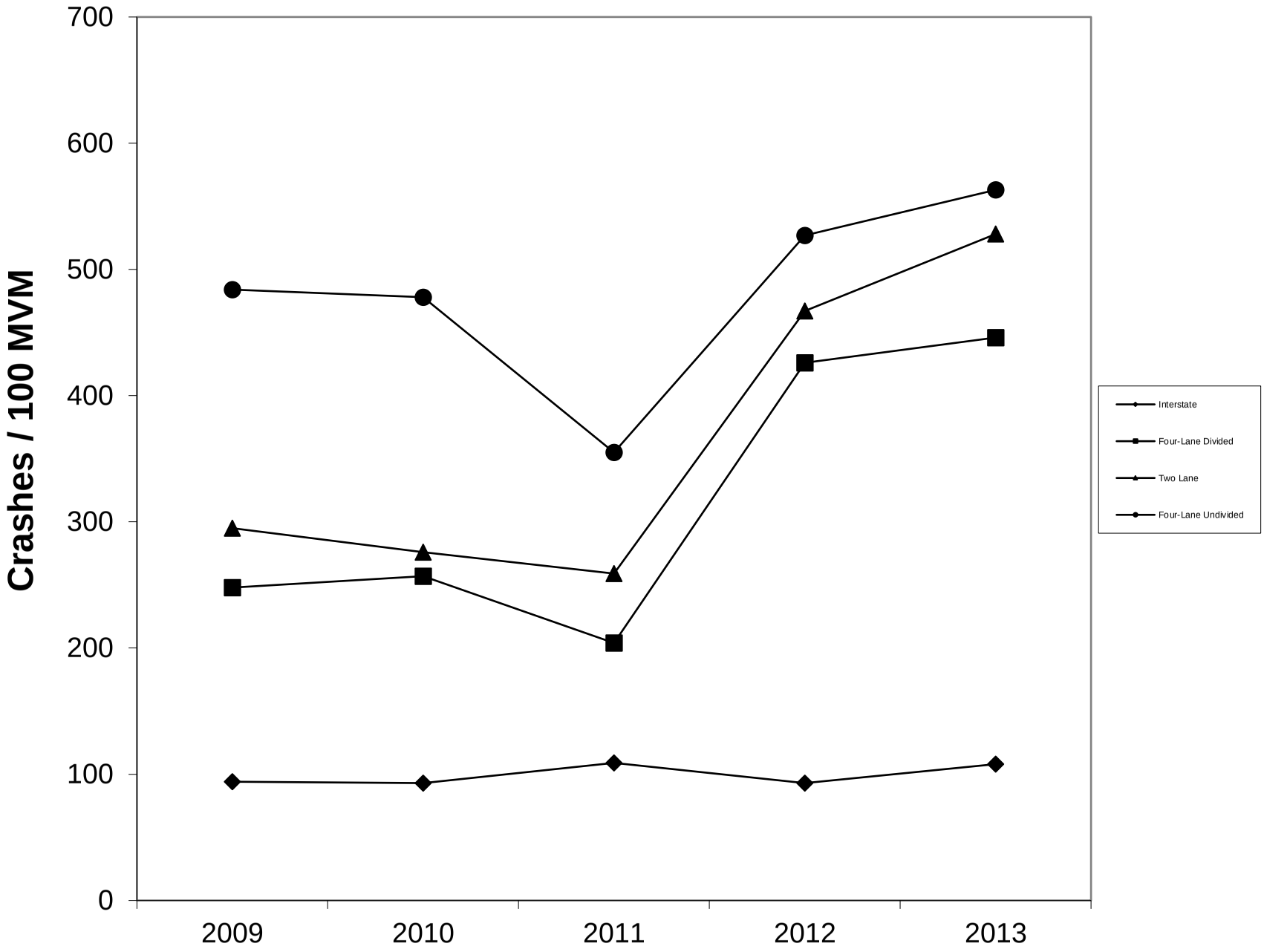

Figure 3. Trends in Urban Crash Rates (Identified Roads)

APPENDIX A

STATEWIDE CRASH RATES AS A FUNCTION OF SEVERAL VARIABLES

Highways are grouped into various system classifications. Three common types of groupings include: 1) functional classification, 2) federal-aid system, and 3) administrative classification. Statewide crash rates were determined for each of those groupings. The following is a summary of the findings. It should be noted that, as previously discussed, the data format in 2012 and 2013 has changed from the previous years. In some instances there was limited data for some of the categories in 2012 and 2013.

Average statewide rates by functional classification are listed in Table A-1. Highways are grouped into a rural or urban category and then into systems such as arterial, collector, and local. Rates are determined considering all crashes, injury crashes only, and fatal crashes only. The highest overall crash rates are for urban principal arterials (non-interstate or freeway) followed by urban minor arterials. The lowest overall rates are for rural principal arterials (interstate) followed by other rural principal arterials and urban principal arterials (interstate and other freeway). Injury crash rates for the various categories are ordered similar to overall crash rates. However, the ordering for the fatal crash rates is very different. The highest fatal crash rates are for rural collectors and rural local roadways. Urban principal arterials (interstate and other freeway) have the lowest fatal crash rate with several other urban classifications, as well as rural interstates.

Statewide crash rates by administrative classification are listed in Table A-2. The rate for the primary system is lowest and the rate for the unclassified system is the highest. Rates for the secondary and rural secondary systems are between those two levels.

The benefits of providing a median and increasing the median width are shown in Table A-3. The crash rate for rural highways having four or more lanes that are divided and have a median width of less than 30 feet is less than that for an undivided highway. The crash rate is decreased more when comparing a highway that is divided with a median width of more than 30 feet to a highway having a median width of less than 30 feet.

The effect of access control is described in Table A-4. The large reduction in the crash rate for highways having full control of access compared to those with partial or no access control is shown. However, the crash rate for partial control of access is closer to no access control than to full access control.

An analysis of crash rates for rural highways by federal-aid system and terrain is presented in Table A-5. Each county was given a terrain classification as flat, rolling, or mountainous since a classification was not available for each road segment. Considering the entire system, the rates are similar for all terrain classifications within each federal-aid system.

Rates by rural-urban designation are shown in Table A-6. The lowest rate is for rural areas with similar rates for urbanized and small urban areas.

The relationship between crash rate and traffic volume (average annual daily traffic) for various federal-aid highway classifications is illustrated in Table A-7. The rate for the federal-aid primary and federal-aid urban generally increased with increasing volume. There was no specific trend in rates on federal-aid secondary and non-federal aid roads with volume.

The percentage of crashes occurring during wet, snow, or icy pavement conditions or during darkness by rural or urban highway type classification is given in Table A-8. The overall percentage of crashes occurring during wet pavement conditions is 24 percent on rural roadways and 16 percent on urban roadways. There are large variations in the percentage of crashes occurring on the various highway types during snow or icy conditions. This five-year statewide percentage would change depending on the amount of snowfall any given year. The percentage on rural roads (5.4 percent) is substantially higher than that on urban roads (2.4 percent). The highest percentages of ice or snow crashes are on interstates and parkways with the highest being 9.6 percent on rural interstates. There are also large variations in the percentage of crashes occurring during darkness. The overall percentage is higher on rural roads (32 percent) than urban roads (22 percent). The highest percentage is on rural parkways, followed by rural interstates.

TABLE A-1. STATEWIDE CRASH RATES BY FUNCTIONAL CLASSIFICATION (2009 - 2013)

LOCATION	FUNCTIONAL CLASSIFICATION	AVERAGE TOTAL MILEAGE	AVERAGE AADT	CRASH RATES (CRASHES PER 100 MVM) ALL	INJURY	FATAL
Rural	Principal Arterial, Interstate	575	33,038	52	10	0.6
	Principal Arterial, Other Freeway	2,205	8,201	99	24	1.3
	Minor Arterial	2,049	4,250	191	46	2.3
	Major Collector	6,006	2,066	238	63	2.9
	Minor Collector	9,366	703	266	73	3.3
	Local System	5,461	404	219	59	3.0
Urban	Principal Arterial, Interstate	193	75,224	100	17	0.4
	Principal Arterial, Other Freeway	67	32,583	114	20	0.4
	Other Principal Arterial	689	19,998	418	77	0.9
	Minor Arterial	1,056	10,189	414	72	0.9
	Collector	1,009	4,407	287	48	0.8
	Local System	128	1,944	389	60	0.2

TABLE A-2. STATEWIDE CRASH RATES BY ADMINISTRATIVE CLASSIFICATION (2009 - 2013)

ADMINISTRATIVE CLASSIFICATION	TOTAL CRASHES	AVERAGE TOTAL MILEAGE	AVERAGE AADT	CRASH RATES (CRASHES PER 100 MVM)
Primary	123,628	3,101	14,654	149
Secondary	71,746	4,654	3,029	279
Rural Secondary	25,557	7,644	676	271
Unclassified	3,237	1,056	551	305

TABLE A-3. STATEWIDE CRASH RATES BY MEDIAN TYPE
(RURAL ROADS WITH FOUR OR MORE LANES (2009 - 2013))

MEDIAN TYPE	TOTAL CRASHES	AVERAGE TOTAL MILEAGE	AVERAGE AADT	CRASH RATES (CRASHES PER 100 MVM)
Undivided	11,747	529	14,776	82
Divided, Median Less Than 30 Feet, No Barrier	4,974	209	17,542	74
Divided, Median Greater Than 30 Feet, No Barrier	22,503	1,097	19,037	59

TABLE A-4. STATEWIDE CRASH RATES BY ACCESS CONTROL (2009 - 2013)

ACCESS CONTROL	TOTAL CRASHES	AVERAGE TOTAL MILEAGE	AVERAGE AADT	CRASH RATES (CRASHES PER 100 MVM)
Full Control	55,201	1,380	29,532	74
Partial Control	38,508	988	10,593	202
No Control	324,005	25,857	2,360	291

TABLE A-5. STATEWIDE CRASH RATES FOR RURAL HIGHWAYS BY FEDERAL-AID SYSTEM AND TERRAIN (2009 - 2013)

FEDERAL-AID SYSTEM	CRASH RATES BY TERRAIN CLASSIFICATION (CRASHES/100MVM)		
	FLAT	ROLLING	MOUNTAINOUS
Interstate	78	60	66
Federal-Aid Primary	128	122	118
Federal-Aid Secondary	207	228	224
Non Federal-Aid	219	278	246
All	184	156	158

TABLE A-6. STATEWIDE CRASH RATES BY RURAL-URBAN DESIGNATION (2009 - 2013)

AREA TYPE	TOTAL CRASHES	AVERAGE TOTAL MILEAGE	AVERAGE AADT	CRASH RATES (CRASHES PER 100 MVM)
Rural	175,778	25,661	2,610	144
Small Urban Area	152,975	1,977	12,764	332
Urbanized Area	89,572	799	21,861	281

TABLE A-7. RELATIONSHIP BETWEEN CRASH RATE AND TRAFFIC VOLUME (2009 - 2013)

VOLUME RANGE (AADT)	CRASH RATES (CRASHES PER 100 MVM) FEDERAL-AID PRIMARY	FEDERAL-AID URBAN	FEDERAL-AID SECONDARY	NON-FEDERAL AID
0-999	253	440	254	265
1,000-2,499	213	409	237	407
2,500-4,999	166	378	236	279
5,000-9,999	134	420	218	248
10,000-19,999	159	447	281	283
20,000-29,999	319	510	467	*
30,000-39,999	366	462	*	*
40,000 or more	194	446	241	267

* No data in this volume range.

TABLE A-8. PERCENTAGE OF CRASHES OCCURING DURING WET OR SNOW OR ICE PAVEMENT CONDITIONS OR DURING DARKNESS BY RURAL AND URBAN HIGHWAY TYPE CLASSIFICATION

LOCATION	HIGHWAY TYPE	PERCENT OF ALL CRASHES WET	SNOW OR ICE	DARKNESS
Rural	One-Lane	16	7.2	30
	Two-Lane	24	5.1	31
	Three-Lane	20	2.5	26
	Four-Lane Divided (Non-Interstate or Parkway)	20	4.1	30
	Four-Lane Undivid	20	3.0	23
	Interstate	29	10.7	37
	Parkway	23	9.9	44
	All Rural	24	5.7	32
Urban	Two-Lane	16	2.7	22
	Three-Lane	11	1.4	23
	Four-Lane Divided (Non-Interstate or Parkway)	13	2.1	21
	Four-Lane Undivid	18	1.9	20
	Interstate	19	5.0	29
	Parkway	20	6.1	34
	All Urban	16	2.6	22

APPENDIX B

CRASH DATA FOR THREE-YEAR PERIOD (2005-2007)

TABLE B-1. STATEWIDE RURAL CRASH RATES BY HIGHWAY TYPE CLASSIFICATION (2011-2013)

HIGHWAY TYPE	TOTAL MILEAGE*	AADT	CRASHES RATES (CRASHES PER 100 MVM) ALL	INJURY	FATAL
One-Lane	103	270	502	68	0.0
Two-Lane	23,580	1,430	307	74	3.7
Three-Lane	16	7,010	373	64	4.0
Four-Lane Divided (Non-Interstate or Parkway)	699	10,300	149	33	1.3
Four-Lane Undivided	38	13,130	203	43	1.5
Interstate	589	32,800	67	13	0.7
Parkway	552	9,680	87	18	0.8
All	25,576	2,590	202	47	2.3

* Average for the three years.

TABLE B-2. STATEWIDE URBAN CRASH RATES BY HIGHWAY TYPE CLASSIFICATION (2011-2013)

HIGHWAY TYPE	TOTAL MILEAGE*	AADT	CRASHES RATES (CRASHES PER 100 MVM) ALL	INJURY	FATAL
Two-Lane	2,045	6,070	413	71	0.9
Three-Lane	31	9,730	651	104	0.9
Four-Lane Divided (Non-Interstate or Parkway)	598	19,940	374	68	1.0
Four-Lane Undivided	225	19,880	440	79	0.8
Interstate	194	75,990	104	17	0.4
Parkway	32	15,000	97	17	0.2
All **	3,177	14,450	313	55	0.7

* Average for the three years.

** Includes small number of one-, five-, and six-lane highways.

TABLE B-3. STATEWIDE CRASH RATES FOR "SPOTS" BY HIGHWAY TYPE CLASSIFICATION (2011-2013)

RURAL OR URBAN	HIGHWAY TYPE	NUMBER OF CRASHES	NUMBER OF SPOTS*	MILLION VEHICLES PER YEAR	CRASHES PER MILLION VEHICLES PER SPOT
Rural	One-Lane	114	342	0.10	1.11
	Two-Lane	81,882	78,600	0.52	0.67
	Three-Lane	302	54	2.56	0.72
	Four-Lane Divided (Non-Interstate or Parkway)	7,995	2,330	3.76	0.30
	Four-Lane Undivided	910	127	4.79	0.50
	Interstate	10,446	1,964	11.97	0.15
	Parkway	3,732	1,839	3.53	0.19
	All Rural	105,381	85,254	0.95	0.44
Urban	Two-Lane	56,146	6,815	2.22	1.24
	Three-Lane	2,176	105	3.55	1.95
	Four-Lane Divided	48,899	1,994	7.28	1.12
	Four-Lane Undivided	21,587	752	7.26	1.32
	Interstate	16,715	646	27.74	0.31
	Parkway	509	107	5.47	0.29
	All Urban**	157,155	10,589	5.28	0.94

* Average for the three years. The length of a spot is defined to be 0.3 mile.
** Includes small number of miles of one-, five-, and six-lane highways.

TABLE B-4. STATEWIDE AVERAGE AND CRITICAL NUMBERS OF CRASHES FOR "SPOTS" AND ONE-MILE SECTIONS BY HIGHWAY TYPE CLASSIFICATION (2011-2013)

RURAL OR URBAN	HIGHWAY TYPE	CRASHES PER SPOT*		CRASHES PER ONE MILE SECTION	
		AVERAGE	CRITICAL NUMBER	AVERAGE	CRITICAL NUMBER
Rural	One-Lane	0.33	2	1.11	4
	Two-Lane	1.04	4	3.47	9
	Three-Lane	5.55	12	18.49	30
	Four-Lane Divided (Non-Interstate or Parkway)	3.43	9	11.44	21
	Four-Lane Undivided	7.18	15	23.95	37
	Interstate	5.32	12	17.73	29
	Parkway	2.03	6	6.76	14
	All Rural	1.24	5	4.12	10
Urban	Two-Lane	8.24	16	27.46	41
	Three-Lane	20.82	33	69.40	91
	Four-Lane Divided	24.52	38	81.73	106
	Four-Lane Undivided	28.72	43	95.74	121
	Interstate	25.88	39	86.28	111
	Parkway	4.76	11	15.87	27
	All Urban**	14.84	25	49.47	68

* The length of a spot is defined to be 0.3 mile.
** Includes small number of miles of one-, five-, and six-lane highways.

TABLE B-5. STATEWIDE CRASH RATES FOR 0.1 MILE "SPOTS" BY HIGHWAY TYPE CLASSIFICATION (2011-2013)

RURAL OR URBAN	HIGHWAY TYPE	NUMBER OF CRASHES	NUMBER OF SPOTS*	MILLION VEHICLES PER YEAR	CRASHES PER MILLION VEHICLES PER SPOT
Rural	One-Lane	114	1,027	0.10	0.37
	Two-Lane	81,882	235,800	0.52	0.22
	Three-Lane	302	163	2.56	0.24
	Four-Lane Divided (Non-Interstate or Parkway)	7,995	6,990	3.76	0.10
	Four-Lane Undivided	910	380	4.79	0.17
	Interstate	10,446	5,893	11.97	0.05
	Parkway	3,732	5,517	3.53	0.06
	All Rural	105,381	255,763	0.95	0.15
Urban	Two-Lane	56,146	20,446	2.22	0.41
	Three-Lane	2,176	314	3.55	0.65
	Four-Lane Divided	48,899	5,983	7.28	0.37
	Four-Lane Undivided	21,587	2,255	7.26	0.44
	Interstate	16,715	1,937	27.74	0.10
	Parkway	509	321	5.47	0.10
	All Urban**	157,155	31,768	5.28	0.31

* Average for the three years. The length of a spot is defined to be 0.1 mile.
** Includes small number of miles of one-, five-, and six-lane highways.

TABLE B-6. STATEWIDE AVERAGE AND CRITICAL NUMBERS OF CRASHES FOR 0.1 MILE "SPOTS" AND ONE-MILE SECTIONS BY HIGHWAY TYPE CLASSIFICATION (2011-2013)

RURAL OR URBAN	HIGHWAY TYPE	CRASHES PER SPOT*		CRASHES PER ONE MILE SECTION	
		AVERAGE	CRITICAL NUMBER	AVERAGE	CRITICAL NUMBER
Rural	One-Lane	0.11	1	1.11	4
	Two-Lane	0.35	2	3.47	9
	Three-Lane	1.85	6	18.49	30
	Four-Lane Divided (Non-Interstate or Parkway)	1.14	4	11.44	21
	Four-Lane Undivided	2.39	7	23.95	37
	Interstate	1.77	6	17.73	29
	Parkway	0.68	3	6.76	14
	All Rural	0.41	3	4.12	10
Urban	Two-Lane	2.75	8	27.46	41
	Three-Lane	6.94	14	69.40	91
	Four-Lane Divided	8.17	16	81.73	106
	Four-Lane Undivided	9.57	18	95.74	121
	Interstate	8.63	17	86.28	111
	Parkway	1.59	5	15.87	27
	All Urban**	4.95	11	49.47	68

* The length of a spot is defined to be 0.1 mile.
** Includes small number of miles of one-, five-, and six-lane highways.

TABLE B-7. CRITICAL CRASH RATES FOR 0.1 MILE "SPOTS" ON RURAL ONE-LANE, TWO-LANE AND THREE-LANE HIGHWAYS (THREE-YEAR PERIOD)(2011-2013)

	CRITICAL CRASH RATE (C/MV) BY HIGHWAY TYPE		
AADT	ONE-LANE	TWO-LANE	THREE-LANE
100	9.67	8.44	8.62
500	3.40	2.77	2.86
1,000	2.32	1.83	1.90
2,500	1.50	1.13	1.19
5,000	1.13	0.83	0.87
7,500	0.98	0.70	0.74
10,000	0.89	0.63	0.67
15,000	0.79	0.55	0.58
20,000	0.73	0.50	0.53

TABLE B-8. CRITICAL CRASH RATES FOR 0.1 MILE "SPOTS" ON RURAL FOUR-LANE HIGHWAYS, INTERSTATES, AND PARKWAYS (THREE-YEAR PERIOD)(2011-2013)

	CRITICAL CRASH RATE (C/MV) BY HIGHWAY TYPE			
AADT	FOUR-LANE DIVIDED (NON-INTERSTATE AND PARKWAY)	FOUR-LANE UNDIVIDED	INTERSTATE	PARKWAY
500	2.11	2.52	1.74	1.83
1,000	1.34	1.64	1.06	1.12
2,500	0.77	0.99	0.58	0.62
5,000	0.54	0.72	0.39	0.42
10,000	0.39	0.54	0.27	0.30
15,000	0.33	0.46	0.22	0.25
20,000	0.30	0.42	0.20	0.22
30,000	0.26	0.37	0.17	0.19
40,000	0.23	0.34	0.15	0.17
50,000	0.22	0.32	0.14	0.15

TABLE B-9. CRITICAL CRASH RATES FOR 0.1 MILE "SPOTS" ON URBAN TWO-LANE AND THREE-LANE HIGHWAYS (THREE-YEAR PERIOD)(2011-2013)

	CRITICAL CRASH RATE (C/MV) BY HIGHWAY TYPE	
AADT	TWO-LANE	THREE-LANE
500	3.55	4.37
1,000	2.44	3.09
2,500	1.59	2.09
5,000	1.21	1.63
7,500	1.05	1.44
10,000	0.95	1.32
15,000	0.85	1.19
20,000	0.79	1.12
30,000	0.71	1.03
40,000	0.67	0.98

TABLE B-10. CRITICAL CRASH RATES FOR 0.1 MILE "SPOTS" ON URBAN FOUR-LANE HIGHWAYS, INTERSTATES, AND PARKWAYS (THREE-YEAR PERIOD)(2011-2013)

	CRITICAL CRASH RATE (C/MV) BY HIGHWAY TYPE			
AADT	FOUR-LANE DIVIDED (NON-INTERSTATE AND PARKWAY)	FOUR-LANE UNDIVIDED	INTERSTATE	PARKWAY
1,000	2.32	2.53	1.34	1.34
5,000	1.13	1.26	0.54	0.54
10,000	0.89	1.00	0.39	0.39
15,000	0.79	0.89	0.33	0.33
20,000	0.73	0.83	0.30	0.30
30,000	0.66	0.75	0.26	0.26
40,000	0.62	0.71	0.23	0.23
50,000	0.59	0.68	0.22	0.22
60,000	0.57	0.66	0.21	0.21
70,000	0.56	0.64	0.20	0.20
80,000	0.54	0.63	0.19	0.19
90,000	0.53	0.62	0.19	0.19
100,000	0.52	0.61	0.18	0.18

APPENDIX C

CRITICAL "NUMBERS OF CRASHES" TABLES

TABLE C-1. CRITICAL NUMBERS OF CRASH RATES ON RURAL HIGHWAYS BY HIGHWAY TYPE AND SECTION LENGTH (2009-2013)

	CRITICAL NUMBERS OF CRASHES FOR THE GIVEN SECTION LENGTH (MILES)						
HIGHWAY TYPE	0.4	1	2	5	10	15	20
One-Lane	3	6	9	17	30	41	52
Two-Lane	8	14	24	51	93	133	173
Three-Lane	23	49	88	200	380	558	733
Four-Lane Divided (Non-Interstate and Parkway)	18	38	68	152	287	419	549
Four-Lane Undivided	33	70	129	297	569	837	1,103
Interstate	25	53	96	220	419	615	808
Parkway	12	24	41	90	166	241	315

TABLE C-2. CRITICAL NUMBERS OF CRASH RATES ON URBAN HIGHWAYS BY HIGHWAY TYPE AND SECTION LENGTH (2009-2013)

	CRITICAL NUMBERS OF CRASHES FOR THE GIVEN SECTION LENGTH (MILES)					
HIGHWAY TYPE	0.4	1	2	5	8	10
Two-Lane	27	58	106	242	375	462
Three-Lane (Non-Interstate and Parkway)	53	117	218	513	802	993
Four-Lane Divided	70	157	296	701	1,099	1,363
Four-Lane Undivided	86	195	370	881	1,385	1,719
Interstate	74	168	317	752	1,181	1,465
Parkway	19	40	72	162	250	307

APPENDIX D

CRITICAL CRASH RATE TABLES FOR HIGHWAY SECTIONS

TABLE D-1. CRITICAL CRASH RATES FOR RURAL ONE-LANE SECTIONS (FIVE-YEAR PERIOD)(2009-2013)

	CRITICAL CRASH RATE (C/100 MVM) FOR THE GIVEN SECTION LENGTH (MILES)				
AADT	0.5	1	2	5	10
100	2,713	1,927	1,429	1,026	837
200	1,927	1,429	1,105	837	709
300	1,610	1,223	969	756	654
400	1,429	1,105	890	709	621
500	1,309	1,026	837	677	599
700	1,157	925	769	636	570
1,000	1,026	837	709	599	545
1,500	906	756	654	565	522
2,000	837	709	621	545	508
2,500	790	677	599	532	498
3,000	756	654	583	522	491

TABLE D-2. CRITICAL CRASH RATES FOR RURAL TWO-LANE SECTIONS (FIVE-YEAR PERIOD)(2009-2013)

	CRITICAL CRASH RATE (C/100 MVM) FOR THE GIVEN SECTION LENGTH (MILES)					
AADT	0.5	1	2	5	10	20
100	2,202	1,521	1,096	759	603	498
300	1,249	923	712	537	453	396
500	996	759	603	472	409	366
1,000	759	603	498	409	366	336
1,500	660	537	453	382	347	323
2,000	603	498	427	366	336	315
3,000	537	453	396	347	323	306
4,000	498	427	378	336	315	300
5,000	472	409	366	328	310	296
7,000	439	386	350	318	303	292
8,000	427	378	344	315	300	290
9,000	418	372	340	312	298	288
10,000	409	366	336	310	296	287

TABLE D-3. CRITICAL CRASH RATES FOR RURAL THREE-LANE SECTIONS (FIVE-YEAR PERIOD)(2009-2013)

	CRITICAL CRASH RATE (C/100 MVM) FOR THE GIVEN SECTION LENGTH (MILES)				
AADT	0.5	1	2	3	5
100	2,027	1,384	986	825	672
300	1,129	825	628	546	467
500	892	672	528	467	408
1,000	672	528	432	390	350
1,500	581	467	390	358	325
2,000	528	432	366	338	310
3,000	467	390	338	316	293
4,000	432	366	322	302	283
5,000	408	350	310	293	276
6,000	390	338	302	287	271
7,000	377	329	296	281	267
8,000	366	322	291	277	264
9,000	358	316	287	274	261
10,000	350	310	283	271	259

TABLE D-4. CRITICAL CRASH RATES FOR RURAL FOUR-LANE DIVIDED SECTIONS (NON-INTERSTATE AND PARKWAY) (FIVE-YEAR PERIOD)(2009-2013)

	CRITICAL CRASH RATE (C/100 MVM) FOR THE GIVEN SECTION LENGTH (MILES)				
AADT	0.5	1	2	5	10
500	669	488	371	276	230
1,000	488	371	294	230	199
2,500	343	276	230	191	172
5,000	276	230	199	172	159
7,500	247	211	186	164	153
10,000	230	199	178	159	150
15,000	211	186	168	153	146
20,000	199	178	163	150	144
30,000	186	168	156	146	141
40,000	178	163	153	144	139
50,000	172	159	150	142	138

TABLE D-5. CRITICAL CRASH RATES FOR RURAL FOUR-LANE UNDIVIDED SECTIONS (FIVE-YEAR PERIOD)(2009-2013)

	CRITICAL CRASH RATE (C/100 MVM) FOR THE GIVEN SECTION LENGTH (MILES)				
AADT	0.5	1	2	5	10
500	876	659	517	398	341
1,000	659	517	422	341	302
2,500	482	398	341	292	268
5,000	398	341	302	268	251
7,500	362	317	285	258	244
10,000	341	302	275	251	240
20,000	302	275	256	240	231
30,000	285	263	248	235	228
40,000	275	256	243	231	226
50,000	268	251	240	229	224

TABLE D-6. CRITICAL CRASH RATES FOR RURAL INTERSTATE SECTIONS (FIVE-YEAR PERIOD)(2009-2013)

	CRITICAL CRASH RATE (C/100 MVM) FOR THE GIVEN SECTION LENGTH (MILES)					
AADT	0.5	1	2	5	10	20
500	469	327	238	167	133	111
1,000	327	238	180	133	111	96
2,500	217	167	133	106	92	83
5,000	167	133	111	92	83	76
7,500	146	119	102	86	79	74
10,000	133	111	96	83	76	72
20,000	111	96	85	76	72	69
30,000	102	89	81	74	70	67
40,000	96	85	78	72	69	67
50,000	92	83	76	71	68	66

TABLE D-7. CRITICAL CRASH RATES FOR RURAL PARKWAY SECTIONS (FIVE-YEAR PERIOD)(2009-2013)

	CRITICAL CRASH RATE (C/100 MVM) FOR THE GIVEN SECTION LENGTH (MILES)					
AADT	0.5	1	2	5	10	20
400	590	412	300	210	169	140
700	440	318	239	175	145	125
1,000	370	273	210	158	134	117
1,500	308	233	184	143	123	109
2,000	273	210	169	134	117	105
3,000	233	184	151	123	109	100
4,000	210	169	140	117	105	97
5,000	195	158	134	112	102	95
7,000	175	145	125	107	98	92
10,000	158	134	117	102	95	90
20,000	134	117	105	95	90	86
40,000	117	105	97	90	86	84

TABLE D-8. CRITICAL CRASH RATES FOR URBAN TWO-LANE SECTIONS (FIVE-YEAR PERIOD)(2009-2013)

	CRITICAL CRASH RATE (C/100 MVM) FOR THE GIVEN SECTION LENGTH (MILES)				
AADT	0.5	1	2	5	10
500	1,194	927	750	601	528
1,000	927	750	630	528	478
2,500	706	601	528	465	434
5,000	601	528	478	434	412
7,500	555	496	456	420	403
10,000	528	478	443	412	397
15,000	496	456	428	403	390
20,000	478	443	418	397	386
30,000	456	428	408	390	382
40,000	443	418	401	386	379
50,000	434	412	397	384	377

TABLE D-9. CRITICAL CRASH RATES FOR URBAN THREE-LANE SECTIONS (FIVE-YEAR PERIOD)(2009-2013)

	CRITICAL CRASH RATE (C/100 MVM) FOR THE GIVEN SECTION LENGTH (MILES)				
AADT	0.5	1	2	5	10
500	1,517	1,206	996	819	732
1,000	1,206	996	854	732	672
2,500	944	819	732	656	619
5,000	819	732	672	619	593
7,500	764	694	645	602	581
10,000	732	672	629	593	574
15,000	694	645	611	581	566
20,000	672	629	600	574	561
30,000	645	611	587	566	555
40,000	629	600	579	561	552
50,000	619	593	574	558	550

TABLE D-10. CRITICAL CRASH RATES FOR URBAN FOUR-LANE DIVIDED SECTIONS (NON-INTERSTATE AND PARKWAY) (FIVE-YEAR PERIOD)(2009-2013)

	CRITICAL CRASH RATE (C/100 MVM) FOR THE GIVEN SECTION LENGTH (MILES)				
AADT	0.5	1	2	5	10
1,000	879	707	592	493	445
2,500	665	563	493	433	403
5,000	563	493	445	403	382
10,000	493	445	411	382	367
15,000	463	424	397	373	361
20,000	445	411	388	367	357
25,000	433	403	382	364	354
30,000	424	397	378	361	352
40,000	411	388	371	357	350
50,000	403	382	367	354	348
60,000	397	378	364	352	346

TABLE D-11. CRITICAL CRASH RATES FOR URBAN FOUR-LANE UNDIVIDED SECTIONS (FIVE-YEAR PERIOD)(2009-2013)

	CRITICAL CRASH RATE (C/100 MVM) FOR THE GIVEN SECTION LENGTH (MILES)				
AADT	0.5	1	2	5	10
1,000	1,095	898	764	650	593
2,500	849	731	650	579	544
5,000	731	650	593	544	520
10,000	650	593	554	520	502
15,000	614	569	537	509	495
20,000	593	554	527	502	490
25,000	579	544	520	498	487
30,000	569	537	514	495	485
40,000	554	527	507	490	482
50,000	544	520	502	487	480
60,000	537	514	499	485	478

TABLE D-12. CRITICAL CRASH RATES FOR URBAN INTERSTATE SECTIONS (FIVE-YEAR PERIOD)(2009-2013)

	CRITICAL CRASH RATE (C/100 MVM) FOR THE GIVEN SECTION LENGTH (MILES)				
AADT	0.5	1	2	5	10
1,000	424	318	248	190	163
5,000	231	190	163	139	127
10,000	190	163	144	127	119
20,000	163	144	131	119	113
30,000	151	135	125	116	111
40,000	144	131	121	113	109
50,000	139	127	119	112	108
60,000	135	125	117	111	108
70,000	133	123	116	110	107
80,000	131	121	115	109	107
90,000	129	120	114	109	106
100,000	127	119	113	108	106

TABLE D-13. CRITICAL CRASH RATES FOR URBAN PARKWAY SECTIONS (FIVE-YEAR PERIOD)(2009-2013)

	CRITICAL CRASH RATE (C/100 MVM) FOR THE GIVEN SECTION LENGTH (MILES)					
AADT	0.5	1	2	5	10	20
500	583	418	313	227	187	160
1,000	418	313	244	187	160	141
2,500	288	227	187	153	136	125
5,000	227	187	160	136	125	116
7,500	202	170	148	129	119	113
10,000	187	160	141	125	116	111
15,000	170	148	133	119	113	108
20,000	160	141	128	116	111	107
30,000	148	133	122	113	108	105
40,000	141	128	119	111	107	104
90,000	126	117	112	106	104	102
50,000	136	125	116	109	106	103

APPENDIX E

CRITICAL CRASH RATE TABLES FOR "SPOTS"
(SPOT IS DEFINED AS 0.3 MILE IN LENGTH)

TABLE E-1. CRITICAL CRASH RATES FOR "SPOTS" ON RURAL ONE-LANE, TWO-LANE AND THREE-LANE HIGHWAYS (FIVE-YEAR PERIOD)(2009-2013)

	CRITICAL CRASH RATE (C/MV) BY HIGHWAY TYPE		
AADT	ONE-LANE	TWO-LANE	THREE-LANE
100	9.77	8.25	7.45
500	4.24	3.37	2.93
1,000	3.18	2.46	2.10
2,500	2.32	1.73	1.44
5,000	1.91	1.39	1.14
7,500	1.73	1.25	1.01
10,000	1.63	1.16	0.94
15,000	1.51	1.07	0.85
20,000	1.44	1.01	0.80

TABLE E-2. CRITICAL CRASH RATES FOR "SPOTS" ON RURAL FOUR-LANE HIGHWAYS, INTERSTATES, AND PARKWAYS (FIVE-YEAR PERIOD)(2009-2013)

	CRITICAL CRASH RATE (C/MV) BY HIGHWAY TYPE			
AADT	FOUR-LANE DIVIDED (NON-INTERSTATE AND PARKWAY)	FOUR-LANE UNDIVIDED	INTERSTATE	PARKWAY
500	2.32	3.18	1.74	1.91
1,000	1.62	2.31	1.16	1.30
2,500	1.07	1.61	0.73	0.83
5,000	0.82	1.28	0.54	0.62
10,000	0.66	1.07	0.41	0.48
15,000	0.59	0.97	0.36	0.42
20,000	0.55	0.92	0.33	0.39
30,000	0.50	0.85	0.29	0.35
40,000	0.47	0.82	0.27	0.33
50,000	0.45	0.79	0.26	0.31

TABLE E-3. CRITICAL CRASH RATES FOR "SPOTS" ON URBAN TWO-LANE AND THREE-LANE HIGHWAYS (FIVE-YEAR PERIOD)(2009-2013)

	CRITICAL CRASH RATE (C/MV) BY HIGHWAY TYPE	
AADT	TWO-LANE	THREE-LANE
500	4.43	5.54
1,000	3.34	4.27
2,500	2.44	3.22
5,000	2.02	2.72
7,500	1.84	2.50
10,000	1.73	2.38
15,000	1.61	2.23
20,000	1.54	2.14
30,000	1.45	2.04
40,000	1.40	1.98

TABLE E-4. CRITICAL CRASH RATES FOR "SPOTS" ON URBAN FOUR-LANE HIGHWAYS, INTERSTATES, AND PARKWAYS (FIVE-YEAR PERIOD)(2009-2013)

	CRITICAL CRASH RATE (C/MV) BY HIGHWAY TYPE			
AADT	FOUR-LANE DIVIDED (NON-INTERSTATE AND PARKWAY)	FOUR-LANE UNDIVIDED	INTERSTATE	PARKWAY
1,000	3.18	3.89	1.62	1.59
5,000	1.91	2.44	0.82	0.80
10,000	1.63	2.12	0.66	0.64
15,000	1.51	1.98	0.59	0.57
20,000	1.44	1.89	0.55	0.53
30,000	1.36	1.80	0.50	0.49
40,000	1.31	1.74	0.47	0.46
50,000	1.28	1.70	0.45	0.44
60,000	1.25	1.67	0.44	0.43
70,000	1.23	1.65	0.43	0.42
80,000	1.22	1.63	0.42	0.41
90,000	1.20	1.62	0.41	0.40
100,000	1.19	1.61	0.41	0.40

APPENDIX F

TOTAL CRASH RATES FOR CITIES INCLUDED IN 2000 CENSUS

TABLE F-1. CRASHES AND CRASH RATES FOR ALL CITIES LISTED IN THE 2010 CENSUS (2009-2013)

CITY	POPULATION	NUMBER OF CRASHES	ANNUAL CRASHES PER 1000 POPULATION	CITY	POPULATION	NUMBER OF CRASHES	CRASHES PER 1000 POPULATION
Adairville	852	45	11	California	130	*	*
Albany	2,033	254	25	Calvert City	2,566	463	36
Alexandria	8,477	1,176	28	Camargo	1,081	111	21
Allen	193	160	166	Cambridge	175	*	*
Anchorage	2,348	97	8	Campbellsburg	813	124	31
Annville	470	*	*	Campbellsville	9,108	2,329	51
Arlington	324	25	15	Campton	441	186	84
Ashland	21,684	4,665	43	Caneyville	608	81	27
Auburn	1,340	111	17	Carlisle	2,010	288	29
Audubon Park	1,473	27	4	Carrollton	3,938	615	31
Augusta	1,190	110	19	Carrsville	50	*	*
Bancroft	494	*	*	Catlettsburg	1,856	744	80
Barbourmeade	1,218	14	2	Cave City	2,240	409	37
Barbourville	3,165	677	43	Centertown	423	20	10
Bardstown	11,700	3,133	54	Central City	5,978	968	32
Bardwell	723	51	14	Clarkson	875	157	36
Barlow	675	51	15	Clay	1,181	54	9
Beattyville	1,307	148	23	Clay City	1,077	*	*
Beaver Dam	3,409	555	33	Clinton	1,388	*	*
Bedford	599	141	47	Cloverport	1,152	54	9
Beechwood Village	1,324	13	2	Cold Spring	5,912	1,267	43
Bellefonte	888	40	9	Coldstream	862	*	*
Bellemeade	865	*	*	Columbia	4,452	707	32
Bellevue	5,955	905	30	Columbus	170	*	*
Bellewood	321	*	*	Concord	35	*	*
Benham	500	25	10	Corbin	7,304	2,050	56
Benton	4,349	902	42	Corinth	232	87	75
Berea	13,561	2,168	32	Corydon	720	51	14
Berry	264	9	7	Covington	40,640	7,764	38
Blaine	47	16	68	Crab Orchard	841	67	16
Blandville	95	*	*	Creekside	323	*	*
Bloomfield	838	100	24	Crescent Springs	3,801	949	50
Blue Ridge Manor	767	103	27	Crestview	475	10	4
Bonnieville	255	70	55	Crestview Hills	3,148	1,857	118
Booneville	81	43	106	Crestwood	4,531	774	34
Bowling Green	58,067	14,534	50	Crittenden	3,815	460	24
Bradfordsville	294	10	7	Crofton	749	71	19
Brandenburg	2,643	474	36	Crossgate	225	*	*
Bremen	197	48	49	Cumberland	2,237	214	19
Briarwood	435	2	1	Cynthiana	6,402	1,303	41
Brodhead	1,211	94	16	Danville	16,218	3,499	43
Broeck Point	325	*	*	Dawson Springs	2,764	226	16
Bromley	763	63	17	Dayton	5,338	417	16
Brooksville	642	88	27	Dixon	786	84	21
Brownsboro Farm	648	*	*	Douglass Hills	5,549	*	*
Brownsville	836	167	40	Dover	252	21	17
Burgin	965	37	8	Drakesboro	515	88	34
Burkesville	1,521	101	13	Druid Hills	308	*	*
Burnside	611	372	122	Dry Ridge	2,191	800	73
Butler	612	63	21	Earlington	1,413	161	23
Cadiz	2,558	620	49	Eddyville	2,554	290	23
Calhoun	763	94	25	Edgewood	8,575	1,046	24

* Data Not Available

TABLE F-1. CRASHES AND CRASH RATES FOR ALL CITIES LISTED IN THE 2010 CENSUS (2009-2013)(continued)

CITY	POPULATION	NUMBER OF CRASHES	ANNUAL CRASHES PER 1000 POPULATION	CITY	POPULATION	NUMBER OF CRASHES	CRASHES PER 1000 POPULATION
Edmonton	1,595	305	38	Hardin	615	91	30
Ekron	135	38	56	Hardinsburg	2,343	269	23
Elizabethtown	28,531	6,661	47	Harlan	1,745	867	99
Elkhorn City	982	182	37	Harrodsburg	8,340	1,358	33
Elkton	2,062	255	25	Hartford	2,672	280	21
Elsmere	8,451	535	13	Hawesville	945	155	33
Eminence	2,498	194	16	Hazard	4,456	2,332	105
Erlanger	18,082	3,837	42	Hazel	410	48	23
Eubank	319	45	28	Hebron Estates	930	*	*
Evarts	962	127	26	Henderson	28,757	5,606	39
Ewing	264	21	16	Hickman	2,395	46	4
Fairfield	113	10	18	Hickory Hill	114	*	*
Fairview	286	8	6	Highland Heights	6,923	1,346	39
Falmouth	2,169	334	31	Hills And Dales	154	*	*
Ferguson	924	91	20	Hillview	6,119	*	*
Fincastle	838	*	*	Hindman	777	303	78
Flatwoods	7,423	655	18	Hiseville	240	10	8
Fleming-neon	759	*	*	Hodgenville	3,206	470	29
Flemingsburg	2,658	385	29	Hollow Creek	991	*	*
Florence	29,951	9,856	66	Hollyvilla	537	*	*
Fordsville	524	62	24	Hopkinsville	31,577	5,428	34
Forest Hills	444	46	21	Horse Cave	2,311	188	16
Fort Mitchell	8,207	1,321	32	Houston Acres	507	4	2
Fort Thomas	16,325	1,318	16	Hunters Hollow	286	*	*
Fort Wright	5,723	2,702	94	Hurstbourne	4,420	*	*
Foster	65	*	*	Hurstbourne Acres	1,811	*	*
Fountain Run	217	5	5	Hustonville	405	30	15
Fox Chase	528	*	*	Hyden	365	67	37
Frankfort	25,527	5,640	44	Independence	24,757	2,142	17
Franklin	8,408	1,850	44	Indian Hills	2,868	83	6
Fredonia	401	66	33	Indian Hills Ch. Sec.	1,005	*	*
Frenchburg	486	109	45	Inez	717	134	37
Fulton	2,445	307	25	Irvine	2,715	229	17
Gamaliel	376	11	6	Irvington	1,181	69	12
Georgetown	29,098	4,033	28	Island	458	35	15
Germantown	154	28	36	Jackson	2,231	693	62
Ghent	323	32	20	Jamestown	1,794	173	19
Glasgow	14,028	2,673	38	Jeffersontown	26,595	4,253	32
Glencoe	360	72	40	Jeffersonville	1,506	349	46
Glenview	653	*	*	Jenkins	2,203	*	*
Glenview Hills	353	*	*	Junction City	2,241	62	6
Glenview Manor	191	*	*	Kenton Vale	110	*	*
Goose Creek	294	*	*	Kevil	376	85	45
Grand Rivers	382	59	31	Kingsley	381	2	1
Gratz	78	12	31	Kuttawa	649	147	45
Grayson	4,217	812	39	La Grange	8,082	1,231	31
Green Spring	768	*	*	Lafayette	165	4	5
Greensburg	2,163	326	30	Lakeside Park	2,668	276	21
Greenup	1,188	240	40	Lakeview Heights	252	*	*
Greenville	4,312	758	35	Lancaster	3,442	554	32
Guthrie	1,419	116	16	Langdon Place	874	*	*
Hanson	742	102	28	Lawrenceburg	10,505	1,028	20

* Data Not Available

TABLE F-1. CRASHES AND CRASH RATES FOR ALL CITIES LISTED IN THE 2010 CENSUS (2009-2013)(continued)

CITY	POPULATION	NUMBER OF CRASHES	ANNUAL CRASHES PER 1000 POPULATION	CITY	POPULATION	NUMBER OF CRASHES	CRASHES PER 1000 POPULATION
Lebanon	5,539	1,011	37	Murray Hill	619	*	*
Lebanon Junction	1,813	216	24	Nebo	236	36	31
Leitchfield	6,699	1,409	42	New Castle	912	68	15
Lewisburg	810	59	15	New Haven	855	46	11
Lewisport	1,670	78	9	Newport	15,273	4,480	59
Lexington	295,803	60,827	41	Nicholasville	28,015	4,472	32
Liberty	2,168	299	28	Norbourne Estates	441	2	1
Lincolnshire	148	*	*	Northfield	1,020	343	67
Livermore	1,365	106	16	Nortonville	1,204	103	17
Livingston	226	25	22	Norwood	372	*	*
London	7,993	3,512	88	Oak Grove	7,489	1,528	41
Loretto	713	79	22	Oakland	225	16	14
Louisa	2,467	557	45	Old Brownboro Place	348	*	*
Louisville	597,337	123,106	41	Olive Hill	1,599	252	32
Loyall	1,461	118	16	Orcharh Grass Hills	1,058	*	*
Ludlow	4,407	432	20	Owensboro	57,265	12,570	44
Lynch	747	11	3	Owenton	1,327	177	27
Lyndon	11,002	926	17	Owingsville	1,530	246	32
Lynnview	914	14	3	Paducah	25,024	7,188	57
Mackville	222	9	8	Paintsville	3,459	1,124	65
Madisonville	19,591	3,840	39	Paris	8,553	1,522	36
Manchester	1,255	535	85	Park City	537	94	35
Manor Creek	179	*	*	Park Hills	2,970	147	10
Marion	3,039	314	21	Park Lake	263	*	*
Martin	634	177	56	Parkway Village	650	*	*
Maryhill Estates	177	*	*	Pembroke	869	58	13
Mayfield	10,024	1,770	35	Perryville	751	19	5
Maysville	9,011	2,059	46	Pewee Valley	1,456	223	31
Mchenry	388	38	20	Phelps	893	218	49
Mckee	800	105	26	Pikeville	6,903	3,032	88
Mcroberts	784	33	8	Pineville	1,732	491	57
Meadowbrook Farm	163	*	*	Pioneer Village	1,130	*	*
Melbourne	401	30	15	Pippa Passes	533	51	19
Mentor	193	5	5	Plantation	832	72	17
Middletown	7,218	1,714	48	Pleasureville	834	42	10
Midway	1,641	189	23	Plum Springs	453	*	*
Millersburg	792	51	13	Poplar Hills	377	*	*
Milton	574	166	58	Powderly	745	146	39
Monterey	138	7	10	Prestonsburg	3,255	1,625	100
Monticello	6,188	959	31	Prestonville	161	33	41
Moorland	431	8	4	Princeton	6,329	892	28
Morehead	6,845	2,053	60	Prospect	2,788	*	*
Morganfield	3,285	497	30	Providence	3,193	220	14
Morgantown	2,394	342	29	Raceland	2,424	194	16
Mortons Gap	863	79	18	Radcliff	21,688	3,279	30
Mount Olivet	299	7	5	Ravenna	605	17	6
Mount Sterling	6,895	1,904	55	Raywick	157	*	*
Mount Vernon	2,477	700	57	Richlawn	435	*	*
Mount Washington	9,117	1,419	31	Richmond	31,364	6,856	44
Muldraugh	947	175	37	River Bluff	452	*	*
Munfordville	1,615	390	48	Riverwood	446	744	334
Murray	17,741	3,338	38	Rochester	152	3	4

* Data Not Available

TABLE F-1. CRASHES AND CRASH RATES FOR ALL CITIES LISTED IN THE 2010 CENSUS (2009-2013)(continued)

CITY	POPULATION	NUMBER OF CRASHES	ANNUAL CRASHES PER 1000 POPULATION
Rockport	266	15	11
Rolling Fields	646	*	*
Rolling Hills	959	54	11
Russell	3,380	1,068	63
Russell Springs	2,441	865	71
Russellville	6,960	1,250	36
Ryland Heights	279	*	*
Sacramento	468	57	24
Sadieville	303	32	21
Salem	752	43	11
Salt Lick	303	33	22
Salyersville	1,883	425	45
Sanders	238	8	7
Sandy Hook	675	49	15
Sardis	103	2	4
Science Hill	693	117	34
Scottsville	4,226	886	42
Sebree	1,603	99	12
Seneca Gardens	696	4	1
Sharpsburg	323	13	8
Shelbyville	14,045	2,729	39
Shepherdsville	11,222	2,941	52
Shively	15,264	3,979	52
Silver Grove	1,102	123	22
Simpsonville	2,484	247	20
Slaughters	216	7	7
Smithfield	106	23	43
Smithland	301	38	25
Smiths Grove	714	115	32
Somerset	11,196	4,098	73
Sonora	513	117	46
South Carrollton	184	64	70
South Shore	1,122	*	*
Southgate	3,803	680	36
Sparta	231	45	39
Spring Mill	342	*	*
Spring Valley	400	*	*
Springfield	2,519	407	32
Stamping Ground	643	48	15
Stanford	3,487	623	36
Stanton	2,733	486	36
Strathmoor Manor	337	*	*
Sturgis	1,898	107	11
Sycamore	70	*	*
Taylor Mill	6,604	1,194	36
Taylorsville	763	250	66
Ten Broeck	128	*	*
Thornhill	146	*	*
Tompkinsville	2,402	363	30
Trenton	384	23	12
Union	5,379	757	28
Uniontown	1,002	74	15
Upton	683	33	10
Vanceburg	1,518	223	29
Versailles	8,568	1,554	36
Vicco	334	61	37
Villa Hills	7,489	251	7
Vine Grove	4,520	359	16
Wallins Creek	156	*	*
Walton	3,635	786	43
Warfield	269	56	42
Warsaw	1,615	164	20
Water Valley	279	15	11
Waterson Park	1,542	*	*
Waverly	308	34	22
Wayland	426	54	25
Wellington	565	4	1
West Buechel	1,230	*	*
West Liberty	3,435	345	20
West Point	797	191	48
Westwood	4,746	*	*
Wheatcroft	160	8	10
Wheelwright	780	42	11
White Plains	884	42	10
Whitesburg	2,139	549	51
Whitesville	552	94	34
Whitley City	1,170	411	70
Wickliffe	688	134	39
Wilder	3,035	1,017	67
Wildwood	261	1	1
Williamsburg	5,245	964	37
Williamstown	3,925	614	31
Willisburg	282	17	12
Wilmore	3,686	174	9
Winchester	18,368	3,476	38
Winding Falls	657	*	*
Windy Hills	2,385	8	1
Wingo	632	46	15
Woodburg	117	*	*
Woodburn	355	18	10
Woodland Hills	696	7	2
Woodlawn	229	1	1
Woodlawn Park	942	52	11
Worthington	1,609	47	6
Worthington Hills	973	*	*
Worthville	185	7	8
Wurtland	995	76	15

* Data Not Available