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TRAFFIC COLLISION FACTS



**2014
REPORT**



COMMONWEALTH OF KENTUCKY
OFFICE OF THE GOVERNOR

STEVEN L. BESHEAR
GOVERNOR

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My Fellow Kentuckians:

This 2014 KENTUCKY TRAFFIC COLLISION FACTS report provides us with valuable statistics concerning traffic collisions on the roadways of our Commonwealth. These figures should also remind us that motor vehicle travel, although required by most to provide our very livelihood, many times results in injury and even death.

Each year I am saddened to learn the number of individuals killed and injured in traffic collisions throughout our state. This year, the number of fatalities for 2014 increased by 5.3 percent, with 34 more fatalities than during 2013. The 672 people who lost their lives in fatal collisions in Kentucky represent far too great a portion of our most valuable asset - our citizens.

Injury and death on our highways can be dramatically reduced if everyone will be alert, observe speed limits, never drink and drive, and always buckle up. By following these few common sense rules, we can make our roadways safer for all Kentuckians.



Sincerely,

A handwritten signature of Steven L. Beshear in dark ink.

Steven L. Beshear



KENTUCKY STATE POLICE

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FRANKFORT, KENTUCKY 40601

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STEVEN L. BESHEAR
GOVERNOR

J. MICHAEL BROWN
SECRETARY

The Honorable Steve Beshear
Governor of Kentucky
The Capitol
Frankfort, Kentucky 40601

RODNEY BREWER
COMMISSIONER

Dear Governor Beshear:

Kentucky Revised Statutes, Chapter 189.635, mandates that Kentucky State Police collect and tabulate the traffic collision reports submitted by all law enforcement agencies across the Commonwealth.

In adherence to this statute, the Kentucky State Police proudly presents the 2014 KENTUCKY TRAFFIC COLLISION FACTS report. This report provides a collection of statistical data, based on comprehensive evaluation and analysis of fatal, injury, and property damage collisions.

The Kentucky State Police would like to take this opportunity to thank all law enforcement agencies that contribute data. In addition, gratitude is also extended to the Kentucky Transportation Center, College of Engineering at the University of Kentucky for their efforts in the successful completion of this report. For twenty-one consecutive years, this mutually beneficial joint-effort has produced an accurate account of traffic collision data, while also offering a broader analytical insight into several special interest areas.

We sincerely hope that the information contained herein provides beneficial information to law enforcement agencies, as well as various other national, state and local organizations. Most importantly, we hope this data will inspire all citizens to work with officials to create a more heightened sense of highway safety across our great Commonwealth.

Respectfully submitted,

Rodney Brewer
Commissioner



All citizens of the Commonwealth of Kentucky
share the sorrow brought about by senseless
tragedies on our streets and highways.

This 2014 Collision Facts Report
would like to
remember
the
SIX HUNDRED SEVENTY-TWO
who were victims of fatal traffic collisions
on public roads
during 2014.

KENTUCKY

TRAFFIC COLLISION FACTS

2014

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In cooperation with:

**Kentucky State Police
Commonwealth of Kentucky**

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INTRODUCTION

KENTUCKY'S TRAFFIC COLLISION FACTS report for 2014 is based on collision reports submitted to the Kentucky State Police Records Branch. As required by Kentucky Revised Statutes 189.635, "every law enforcement agency whose officers investigate a vehicle accident of which a report must be made...shall file a report of the accident...within ten days after investigation of the accident upon forms supplied by the bureau." The stated purpose of this requirement is to utilize data on traffic collisions for such purposes as will improve the traffic safety program in the Commonwealth. Data contained in this report are based solely on the observations and judgments of the state and local police officers who investigated each collision. The collision data is contained in an automatic system (Collision Report Analysis for Safer Highways) (CRASH). This system has edit checks for accuracy. Computer tabulations and summaries are again checked for accuracy before information is released or disseminated. It is hoped that the detailed information presented in the 2014 Kentucky Traffic Collision Facts report will, in fact, "improve the traffic safety program within the Commonwealth."

Definitions and Terms: the National MANUAL ON CLASSIFICATION OF MOTOR VEHICLE TRAFFIC CRASHES is used to ensure uniformity and compliance with federal requirements. Standard definitions and terms used in this booklet include the following:

Motor Vehicle Traffic Collision: any motor vehicle collision that occurs on a trafficway or that occurs after the motor vehicle runs off roadway but before events are stabilized.

Collision: an unintended event that produces death, injury or damage. The word "injury" includes "fatal injury."

Trafficway: the entire width between property lines or other boundary lines, of every way or place, of which any part is open to the public for purposes of vehicular travel as matter of right or custom.

Fatal Collision: is any motor vehicle collision that results in fatal injuries to one or more persons.

Fatality: a person or persons killed in a fatal collision (also referred to as "persons killed").

Nonfatal Injury Collision: any motor vehicle collision that results in injury, other than fatal, to one or more persons (also referred to as Personal Injury Collision).

Injured: a person or persons injured in a collision (also referred to as "persons injured").

Property Damage Collision: any motor vehicle collision in which there is no injury to any person, but only damage to a motor vehicle or other property, including injury to domestic animals.

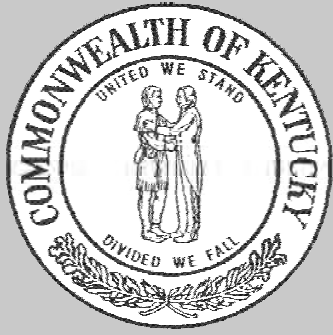
Alcohol-Related Collision: any collision in which an operator was observed to have been drinking by the officer investigating the collision.

NOTE: KRS 189.635 requires "any person operating a vehicle...who is involved in an accident resulting in any property damage exceeding \$500 in which an investigation is not conducted by a law enforcement officer shall file a written report of the accident with the state police within ten (10) days of occurrence of the accident..." Such reports are not included in the overall data presented in this report.

NOTE: Summary data on fatal collisions are included throughout this report. Additional data on fatal collisions can be found in the section titled "Kentucky's Fatality Analysis Reporting System (FARS)", pages 57-62.

NOTE: Prior to 1985, Kentucky utilized a ninety day cut-off for deaths resulting from fatal collisions. As of 1986, persons who died as a result of injuries sustained in a motor vehicle collision are counted as fatalities only if death occurred within thirty days from the date of the collision. This change from ninety to thirty days was made to be consistent with guidelines of the National Highway Traffic Safety Administration.

NOTE: Beginning with the 2000 Kentucky Traffic Collision Facts report, these statistics were tabulated under modified formats. Data from parking lots and private property are reported but summarized separately from collisions on public roads. Civilian report data are not included. **UNLESS OTHERWISE NOTED, THE DATA ARE FOR PUBLIC ROADS ONLY.** Therefore, some data are not directly comparable to previous years.



COLLISION SUMMARY

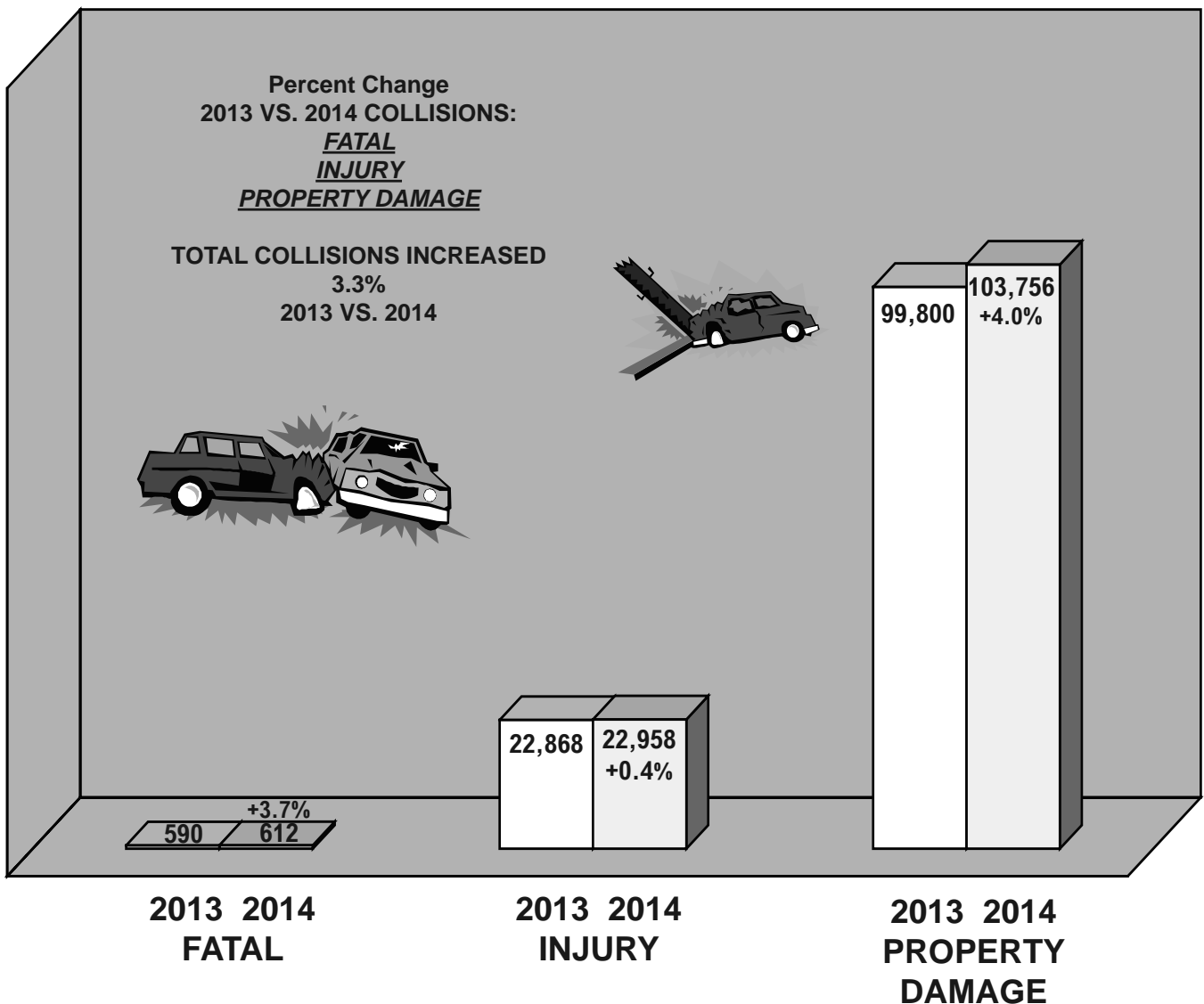
2014 COLLISION SUMMARY

TYPE COLLISION REPORTED	2013	2014	PERCENT CHANGE
FATAL (Public Roads)	590	612	+3.7%
NONFATAL INJURY (Public Roads)	22,868	22,958	+0.4%
PROPERTY DAMAGE ONLY (Public Roads)	99,800	103,756	+4.0%
TOTAL NUMBER REPORTED (Public Roads)	123,258	127,326	+3.3%
PARKING LOTS / PRIVATE PROPERTY	22,716	23,854	+5.0%
TOTAL ALL REPORTED	145,974	151,180	+3.6%
FATAL (Total)	*605	**620	+2.5%

* Includes 15 fatal collisions on parking lots / private property

** Includes 8 fatal collisions on parking lots / private property

NOTE: Beginning with the 2000 Kentucky Traffic Collision Facts report, these statistics were tabulated under modified formats. Data from parking lots and private property are reported but summarized separately from collisions on public roads. Civilian report data are not included. **UNLESS OTHERWISE NOTED, THE DATA ARE FOR PUBLIC ROADS ONLY.**



DEATH AND INJURY SUMMARY

	2013	2014	% CHANGE
PERSONS KILLED (Public Roads)	638	672	+5.3%
PERSONS KILLED (Parking Lots/Private Property)	15	8	-46.7%
PERSONS KILLED (Total)	653	680	+4.1%
PERSONS INJURED (Public Roads)	34,180	34,221	+0.1%
PERSONS INJURED (Parking Lots/Private Property)	751	932	+24.1%
PERSONS INJURED (Total)	34,931	35,153	+0.6%

FACTS: APPROXIMATELY ONE OF EVERY 7,400 KENTUCKY RESIDENTS DIED AS A RESULT OF A FATAL TRAFFIC COLLISION ON A PUBLIC ROAD DURING 2014 IN KENTUCKY. ABOUT ONE IN 145 KENTUCKY RESIDENTS WAS INJURED IN A TRAFFIC COLLISION IN KENTUCKY.*

APPROXIMATELY ONE OF EVERY 17 DRIVERS LICENSED IN KENTUCKY WAS INVOLVED IN A TRAFFIC COLLISION IN KENTUCKY. ABOUT ONE OF 4,100 KENTUCKY DRIVERS WAS INVOLVED IN A FATAL COLLISION.**

* Based on 4,413,457 population estimate for Kentucky in 2014.

** Based on 3,193,087 licensed drivers in Kentucky in 2014 (including learner permit)

A total of 672 persons were killed on public roads during 2014. The total number of traffic fatalities increased 5.3%, with 34 more fatalities than during 2013.

34,221 persons were injured on public roads during 2014, an increase of 0.1% from 2013, or 41 more persons injured.

The chart at the right compares death rates for Kentucky vs. U.S. death rates computed by the National Safety Council.

The bottom chart plots persons injured by severity of injury. An incapacitating injury includes those injuries that required transport to a medical facility.

TYPE INJURY	NUMBER	%
INCAPACITATING INJURY		
Public Roads	3,154	9
Parking Lots/Private Property	80	9
NON-INCAPACITATING INJURY		
Public Roads	11,115	32
Parking Lots/Private Property	274	29
POSSIBLE INJURY		
Public Roads	19,952	58
Parking Lots/Private Property	578	62
TOTAL		
Public Roads	34,221	
Parking Lots/Private Property	932	

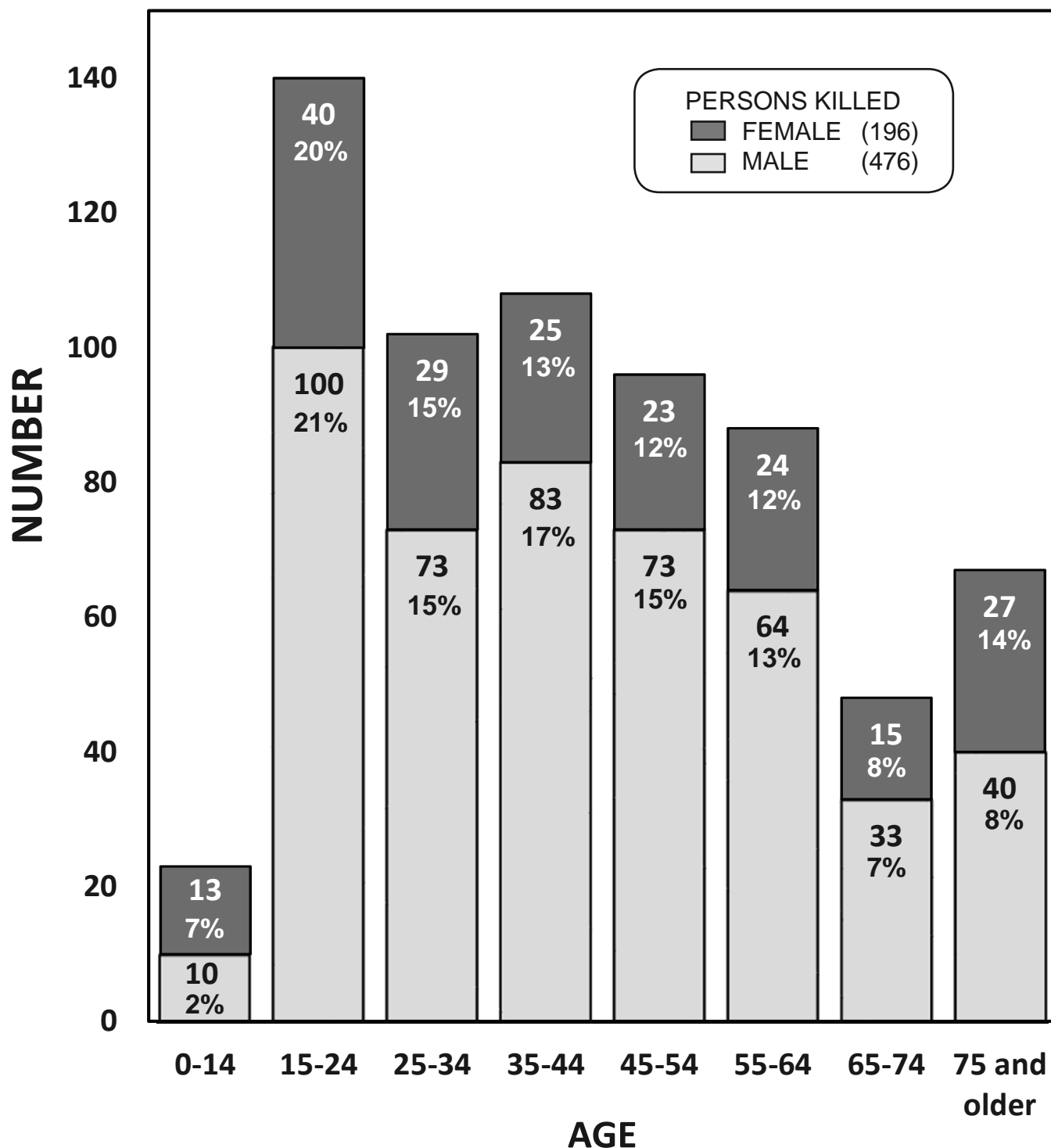
TOTAL DEATH RATES (Deaths per 100 million miles traveled*)			
YEAR	KILLED	RATE**	
		KY	U.S.
2000	823	1.76	1.53
2001	843	1.78	1.51
2002	915	1.96	1.51
2003	928	1.98	1.48
2004	964	2.07	1.44
2005	985	2.08	1.46
2006	913	1.92	1.42
2007	864	1.80	1.36
2008	826	1.75	1.25
2009	791	1.68	1.16
2010	760	1.58	1.15
2011	721	1.50	1.18
2012	746	1.58	1.23
2013	638	1.36	1.18
2014	672	1.40	1.18

* Miles traveled in Kentucky in 2014 = 48.0 billion

** Public Roads; U.S. data from NHTSA

FATALITIES BY AGE AND SEX

The number of persons killed in fatal collisions in 2014 is shown by age and sex in the chart below. There were 476 males versus 196 females killed. Twenty-one (21) percent of all persons killed in traffic collisions were in the 15 to 24 year old age group. The percentages below represent the percent of males or females killed in the given age group (as a percentage of the total males or females killed).



SEVERITY OF INJURY BY TYPE OF COLLISION

The chart below depicts the number of persons killed and injured, by severity of injury, with 11 categories of collisions. As shown in the percentage column, collisions with moving motor vehicles (65%) and collisions with fixed objects (23%) account for 88% of the fatalities and injuries during 2014.

TYPE OF COLLISION	TYPE OF INJURY						
	TOTAL COLLISIONS	FATAL COLLISIONS	KILLED	INCAPACITATING INJURY	NON-INCAPACITATING INJURY	POSSIBLE INJURY	% OF TOTAL OCCUPANTS KILLED OR INJURED
COLLISION WITH MOVING VEHICLE	81,233	216	251	1,637	6,879	13,789	64.6
COLLISION WITH FIXED OBJECT	24,217	246	264	955	2,741	4,102	23.1
OTHER NON-COLLISION	2,656	44	46	124	354	424	2.7
COLLISION WITH PEDESTRIAN	1,053	58	59	168	353	420	2.9
NON-COLLISION OVERTURNED	1,416	24	24	133	330	479	2.8
COLLISION WITH OTHER OBJECT	1,424	6	9	31	100	134	0.8
COLLISION WITH PEDALCYCLIST	462	3	3	39	120	167	0.9
COLLISION WITH PARKED VEHICLE	8,614	6	7	28	134	252	1.2
COLLISION WITH DEER	3,092	3	3	12	36	62	0.3
COLLISION WITH OTHER ANIMAL	3,104	1	1	21	64	114	0.6
COLLISION WITH TRAIN	55	5	5	6	4	9	0.1
TOTALS	127,326	612	672	3,154	11,115	19,952	100.0

OCCURRENCE OF COLLISIONS BY TYPE

Sixty-four (64) percent of all collisions reported during 2014 involved collisions between two or more moving vehicles (not in a parking lot).

Nineteen (19) percent of all collisions involved collisions with fixed objects.

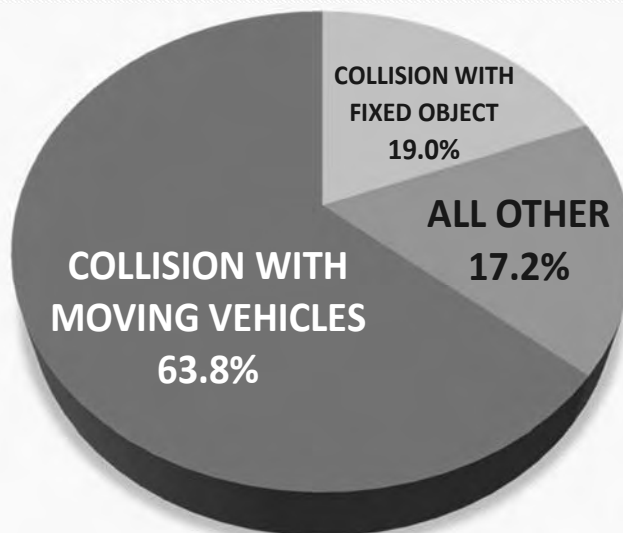
Seventeen (17) percent of all collisions did not involve a collision with either a moving vehicle or a fixed object. About 6% were other types of collisions (vehicle with pedestrian, deer, pedalcyclist, etc.) while the remainder were non-collisions (vehicle overturning and other non-collisions).

When looking at fatal collisions, the ratio among types of occurrences is different. Thirty-five (35) percent of all fatal collisions involved a collision with another moving vehicle.

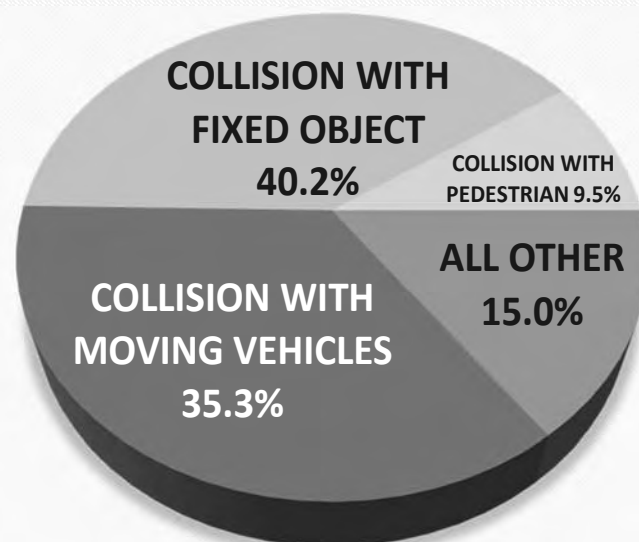
Forty (40) percent of the fatal collisions reported during 2014 involved collisions with fixed objects.

Collisions with pedestrians accounted for 10% of the fatal collisions. Fifteen (15) percent of the fatal collisions were other type collisions. Most of these (11%) were non-collisions (vehicle overturning or other non-collision).

Specific types of collisions and the percentage of total collisions and fatalities in each type of collision category are shown on the following page.



ALL COLLISIONS



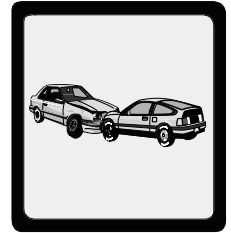
FATAL COLLISIONS

TYPES OF COLLISIONS

Collisions with other moving motor vehicles were responsible for 64% of all collisions reported during 2014, and accounted for 37% of all fatalities (persons killed). Collisions with fixed objects accounted for 19% of all collisions, but 39% of fatalities. Types of collisions are depicted below.

COLLISIONS WITH MOVING MOTOR VEHICLE:

Total Collisions:	81,233
% of Total Collisions:	63.80%
Persons Killed:	251
% of Total Fatalities:	37.35%
No. of Fatal Collisions:	216
% of All Fatal Collisions:	35.29%

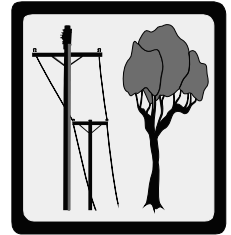


COLLISIONS WITH PEDESTRIAN:

Total Collisions:	1,053
% of Total Collisions:	0.83%
Persons Killed:	59
% of Total Fatalities:	8.78%
No. of Fatal Collisions:	58
% of All Fatal Collisions:	9.48%

COLLISIONS WITH FIXED OBJECT:

Total Collisions:	24,217
% of Total Collisions:	19.02%
Persons Killed:	264
% of Total Fatalities:	39.29%
No. of Fatal Collisions:	246
% of All Fatal Collisions:	40.20%

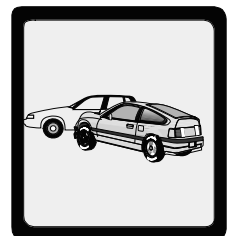


COLLISIONS WITH PEDALCYCLIST:

Total Collisions:	462
% of Total Collisions:	0.36%
Persons Killed:	3
% of Total Fatalities:	0.45%
No. of Fatal Collisions:	3
% of All Fatal Collisions:	0.49%

PARKED VEHICLE COLLISIONS:

Total Collisions:	8,614
% of Total Collisions:	6.77%
Persons Killed:	7
% of Total Fatalities:	1.04%
No. of Fatal Collisions:	6
% of All Fatal Collisions:	0.98%



COLLISIONS WITH RAILWAY TRAIN:

Total Collisions:	55
% of Total Collisions:	0.04%
Persons Killed:	5
% of Total Fatalities:	0.74%
No. of Fatal Collisions:	5
% of All Fatal Collisions:	0.82%

COLLISIONS WITH OTHER OBJECTS:

Total Collisions:	1,424
% of Total Collisions:	1.12%
Persons Killed:	9
% of Total Fatalities:	1.34%
No. of Fatal Collisions:	6
% of All Fatal Collisions:	0.98%

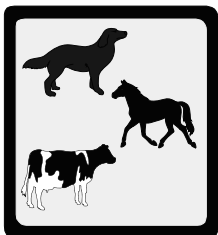


COLLISIONS WITH DEER:

Total Collisions:	3,092
% of Total Collisions:	2.43%
Persons Killed:	3
% of Total Fatalities:	0.45%
No. of Fatal Collisions:	3
% of All Fatal Collisions:	0.49%

NON-COLLISIONS OVERTURNED:

Total Collisions:	1,416
% of Total Collisions:	1.11%
Persons Killed:	24
% of Total Fatalities:	3.57%
No. of Fatal Collisions:	24
% of All Fatal Collisions:	3.92%



COLLISIONS WITH ANIMALS (excluding deer):

Total Collisions:	3,104
% of Total Collisions:	2.44%
Persons Killed:	1
% of Total Fatalities:	0.15%
No. of Fatal Collisions:	1
% of All Fatal Collisions:	0.16%

OTHER NON-COLLISIONS:

Total Collisions:	2,656
% of Total Collisions:	2.09%
Persons Killed:	46
% of Total Fatalities:	6.85%
No. of Fatal Collisions:	44
% of All Fatal Collisions:	7.19%





PEDESTRIAN COLLISIONS



Fifty-nine (59) pedestrians were killed and 941 were injured in traffic collisions in 2014. The charts below depict ages of victims of pedestrian collisions and the factors related to the pedestrian vs. the vehicle at the time of the collision. Up to three pedestrian factors can be coded for one collision. Fourteen (14) percent of the pedestrians killed or injured were 14 years of age or younger, while 8% were age 65 or older.

PEDESTRIAN FACTOR	TOTAL ACTIONS FOR KILLED OR INJURED PEDESTRIANS BY AGE CATEGORY										
	Fatal Action	Injury Actions	0-4	5-9	10-14	15-19	20-24	25-44	45-64	65-Up	Not Stated
Approaching or Leaving Vehicle	3	81	0	2	4	10	8	31	27	2	0
At Intersection	1	64	1	1	2	3	13	13	28	4	0
Crossing Against Signal	2	50	0	0	8	6	9	17	6	6	0
Crossing With Signal	4	143	5	12	7	13	16	46	37	10	1
Dark Clothing/Not Visible	20	138	0	4	9	15	22	59	40	8	1
Darting into Roadway	7	135	12	24	25	28	15	19	15	4	0
Drinking	5	63	0	0	0	1	9	32	23	2	1
Drug Related	0	9	0	0	0	1	4	3	1	0	0
Getting On or Off Vehicle	3	20	0	1	0	3	3	11	3	2	0
In Crosswalk	2	114	2	6	4	11	19	31	30	12	1
Jogging	0	14	0	0	2	2	3	4	3	0	0
Lying in Roadway	3	3	0	0	0	1	0	3	2	0	0
Not at Intersection	9	105	0	4	11	8	11	35	33	12	0
Not in Roadway	13	139	2	6	3	11	15	64	41	10	0
Physical Impairment	0	4	0	0	0	0	0	2	2	0	0
Playing in Roadway	2	12	4	7	1	1	0	0	0	0	1
Pushing Vehicle	0	12	0	0	4	0	1	5	0	2	0
Skating/Skateboarding	0	6	0	0	1	3	1	0	1	0	0
Walking in Roadway	22	235	7	6	16	29	35	81	59	23	1
Working in Roadway	2	28	0	0	1	0	4	15	7	3	0
Working on Vehicle	0	25	0	0	1	1	1	16	6	0	0
TOTAL*	98	1,400	33	73	99	147	189	487	364	100	6

PEDESTRIAN FACTOR	VEHICLE ACTION								
	Straight	Right Turn	Left Turn	Parking	Starting in Traffic	Slowing	Backing	Other	TOTAL
Approaching or Leaving Vehicle	49	1	3	28	1	6	18	10	116
At Intersection	32	24	16	1	4	2	0	2	81
Crossing Against Signal	42	1	14	0	1	1	0	2	61
Crossing With Signal	24	37	75	0	1	0	1	2	140
Dark Clothing/Not Visible	119	4	13	1	1	5	3	11	157
Darting into Roadway	134	8	2	0	4	5	2	4	159
Drinking	50	0	4	3	2	4	2	4	69
Drug Related	8	0	1	0	0	0	1	1	11
Getting On or Off Vehicle	12	0	1	4	1	3	1	2	24
In Crosswalk	32	28	46	2	5	1	1	1	116
Jogging	11	5	0	0	0	0	0	1	17
Lying in Roadway	6	0	0	0	0	0	1	0	7
Not at Intersection	89	5	8	4	1	4	6	8	125
Not in Roadway	62	4	6	43	1	4	11	16	147
Physical Impairment	3	0	1	0	0	0	0	1	5
Playing in Roadway	15	0	0	1	0	1	1	0	18
Pushing Vehicle	5	0	0	1	0	0	0	4	10
Skating/Skateboarding	8	0	0	0	0	0	0	1	9
Walking in Roadway	193	9	21	9	3	6	20	12	273
Working in Roadway	16	0	2	3	0	4	3	6	34
Working on Vehicle	11	0	0	14	0	1	3	2	31
TOTAL*	921	126	213	114	25	47	74	90	1,610

*These totals are higher than the actual number of pedestrians involved because they reflect multiple pedestrian actions.

HIT-AND-RUN COLLISIONS

Hit-and-run collisions are those collisions in which the driver leaves the collision scene with the intent of evading responsibility. Hit-and-run is a serious violation of the law. During 2014, there were 11,517 hit-and-run collisions, of which 9 were fatal collisions and 959 were injury collisions. As depicted in the chart below, most of Kentucky's hit-and-run collisions were property damage collisions (92%). Nine (9) persons were killed and 1,311 were injured.

TOTAL	FATAL COLLISIONS	INJURY COLLISIONS	PROPERTY DAMAGE COLLISIONS	PERSONS KILLED	PERSON INJURED
11,517	9	959	10,549	9	1,311

HIT-AND-RUN VICTIMS

As shown in the chart below, none of the 9 persons killed in hit-and-run collisions were pedestrians or pedalcyclists. One hundred forty-three (143) pedestrians and 38 pedalcyclists were injured.

TYPE OF VICTIM	PERSONS KILLED	PERSONS INJURED
Pedestrian	0	143
Pedalcyclist	0	38
Other	9	1,130
TOTAL	9	1,311

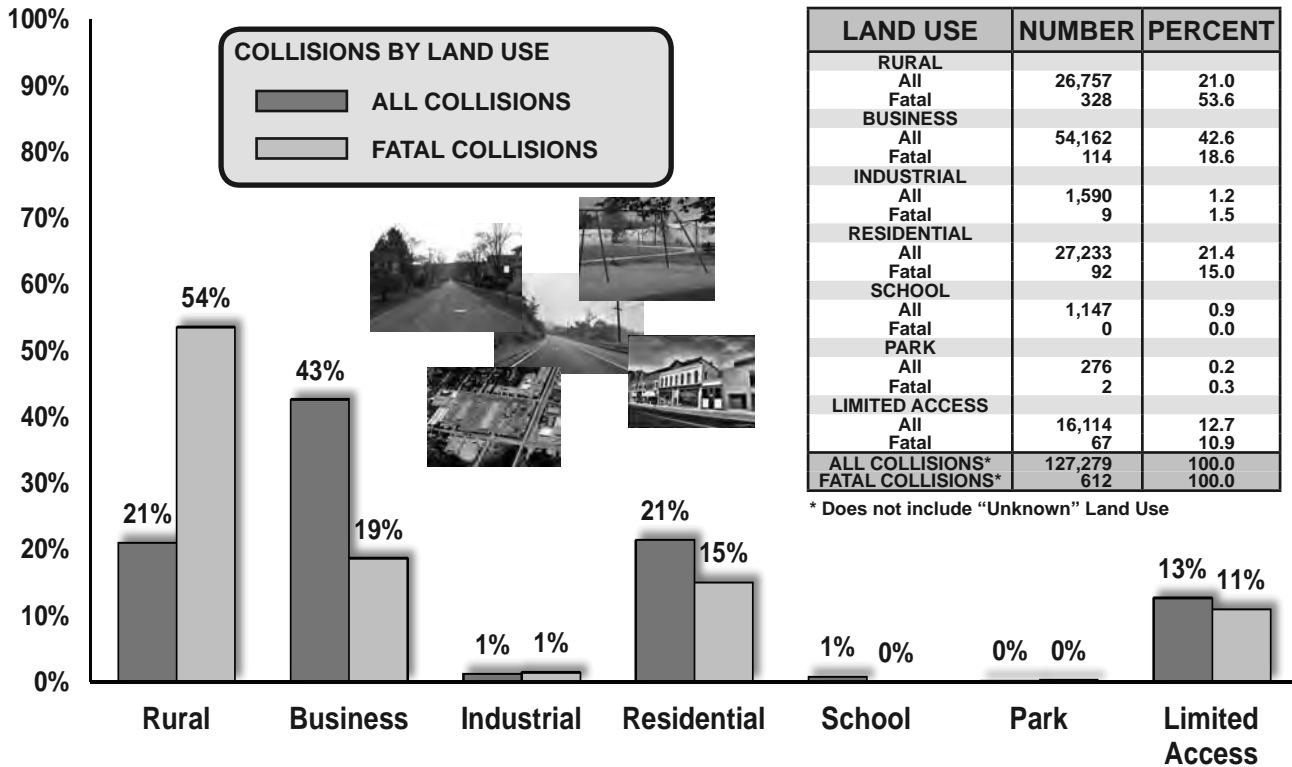


LOCATION OF HIT-AND-RUN COLLISIONS

The location of hit-and-run collisions are shown in the chart below. The largest percentage of hit-and-run collisions (40%) occurred on city streets, followed by 23% on state routes, and 18% on U.S. routes.

TYPE OF ROADWAY	ALL HIT-AND-RUN COLLISIONS	FATAL COLLISIONS	INJURY COLLISIONS	PROPERTY DAMAGE
INTERSTATE	1,048	0	71	977
U.S. ROUTE	2,073	4	224	1,845
STATE ROUTE	2,673	4	279	2,390
PARKWAY	30	0	5	25
COUNTY ROADS	542	0	62	480
CITY STREETS	4,606	1	299	4,306
OTHER	545	0	19	526
TOTAL	11,517	9	959	10,549

LAND USE



COLLISION LOCATIONS

For the purpose of tabulating collision locations, an urban area is an area including and adjacent to a municipality or other place of 5,000 or more population. Rural areas are those places that do not meet this specification. As shown in the chart below, most collisions (64%) occurred in urban areas. Also, 60 percent of injury crashes occurred in urban areas. However, the majority of fatal collisions (56%) took place in rural areas of Kentucky during 2014. Nearly twice as many property damage collisions were reported in urban areas.



RURAL VS. URBAN



AREA	Number of Collisions	% of Total	FATAL	% of Total	Nonfatal Injury	% of Total	Property Damage	% of Total	Killed	% of Total	Injured	% of Total
RURAL	46,307	36	343	56	9,126	40	36,838	36	373	56	13,518	40
URBAN	81,019	64	269	44	13,832	60	66,918	64	299	44	20,703	60
TOTAL	127,326	100	612	100	22,958	100	103,756	100	672	100	34,221	100

LOCATION OF COLLISIONS

The chart at right shows the number of collisions during 2014 by type of roadway, with percentages of all collisions.

Thirty-four (34) percent of all collisions occurred on Kentucky's "State Numbered" roads, with 49% of all fatal collisions reported during 2014 occurring on this type of roadway.

Although 23% of all collisions occurred on city streets, only 5% of the fatal collisions occurred on city streets.

TYPE OF ROADWAY	Fatal Collisions	Nonfatal Injury	Property Damage	% Total
INTERSTATE	45	1,990	10,551	10
U.S. ROUTE	154	6,103	24,487	24
STATE ROUTE	302	9,039	33,974	34
PARKWAY	19	339	1,364	1
COUNTY ROAD	55	1,423	5,677	6
CITY STREET	32	3,917	25,563	23
OTHER	5	147	2,140	2
TOTAL	612	22,958	103,756	100

INTERSTATES AND PARKWAYS

The chart below depicts the incidence of collisions on Kentucky's interstates and parkways. Interstate collisions represent 10% of all collisions. Parkway collisions represent 1% of all collisions.

INTERSTATE	Collisions	Fatal Collisions	Nonfatal Injury	Property Damage	Number Killed	Number Injured
I-24	474	1	83	390	1	122
I-64	2,195	11	364	1,820	11	517
I-65	2,505	12	356	2,137	12	530
I-71	1,044	5	154	885	5	232
I-75	3,075	9	548	2,518	11	806
I-264	1,472	1	225	1,246	1	315
I-265	667	0	82	585	0	101
I-275	801	5	138	658	5	195
I-471	353	1	40	312	1	53
TOTAL	12,586	45	1,990	10,551	47	2,871

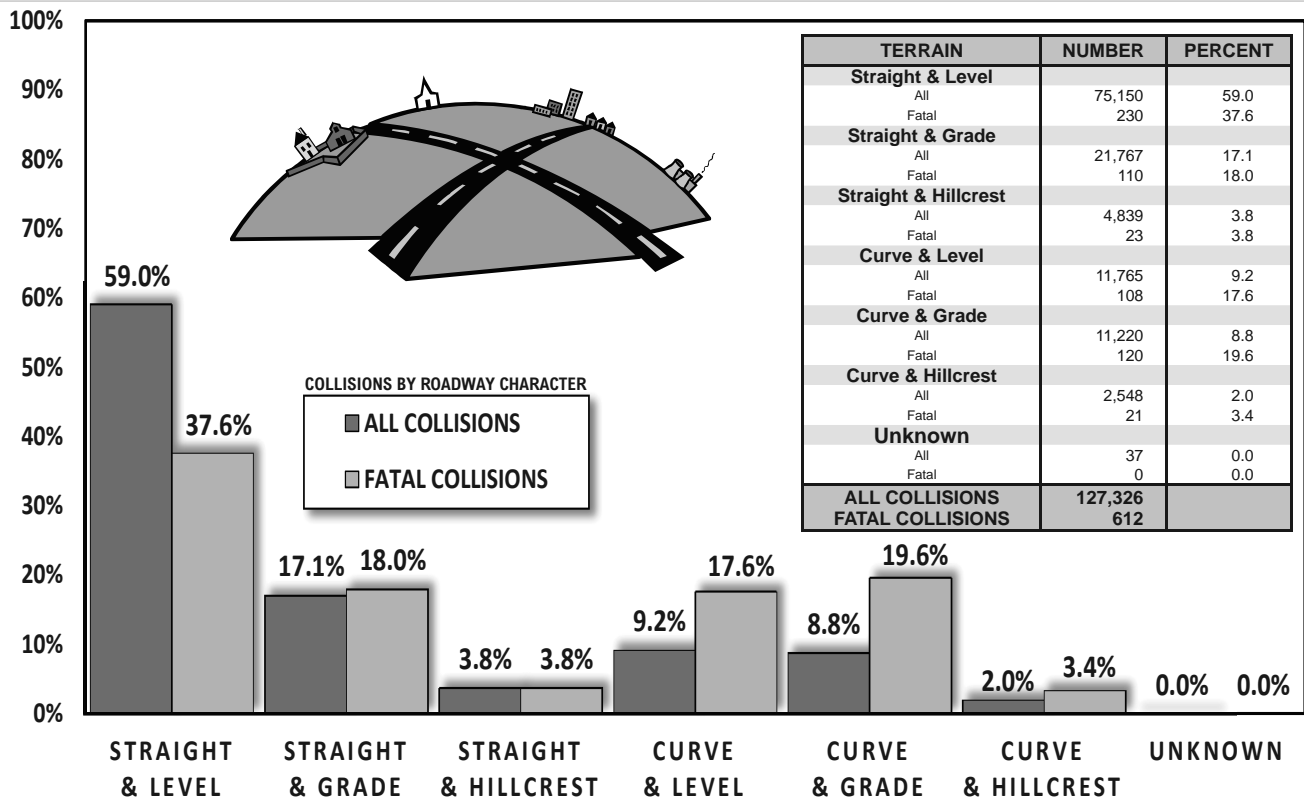
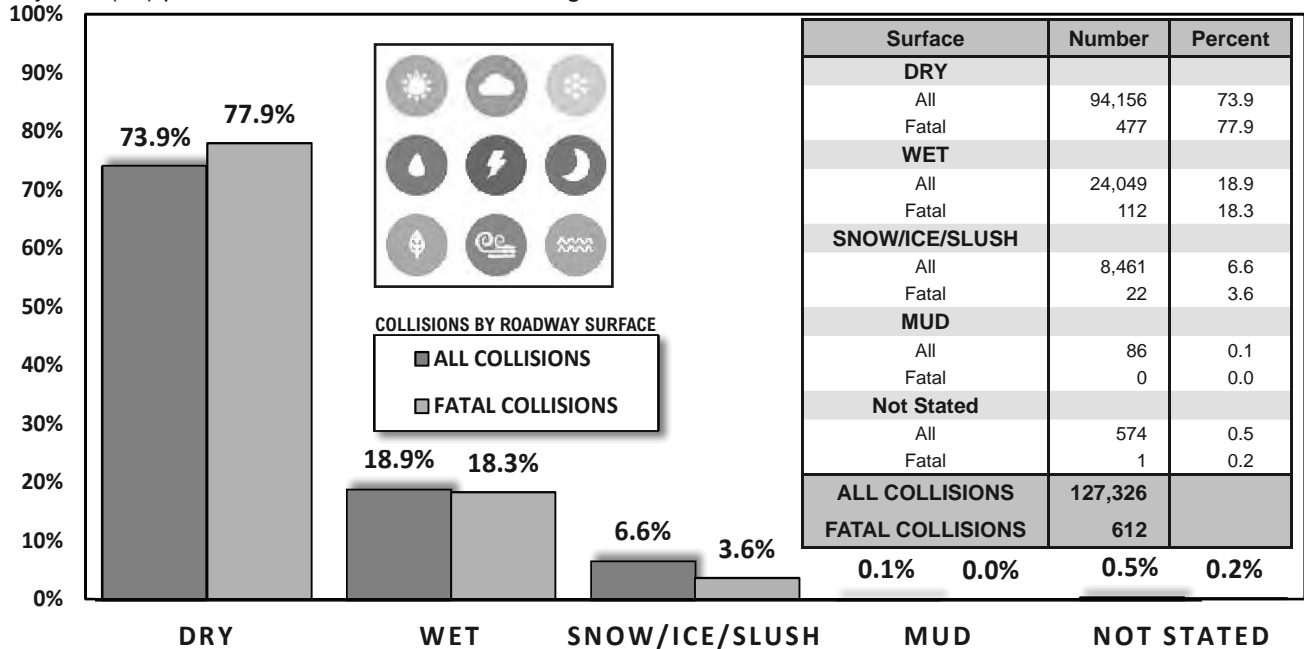
PARKWAY	Collisions	Fatal Collisions	Nonfatal Injury	Property Damage	Number Killed	Number Injured
Audubon	50	0	6	44	0	7
Martha L. Collins	266	4	48	214	5	68
Edward Breathitt	351	2	58	291	2	79
Hal Rodgers	102	1	30	71	1	53
Louie Nunn	139	1	24	114	2	31
Bert Combs Mtn.	147	6	34	107	7	55
William Natcher	234	1	47	186	1	69
Julian Carroll	168	1	32	135	1	37
Wendell Ford/I-69	265	3	60	202	3	96
TOTAL	1,722	19	339	1,364	22	495

COLLISIONS BY ROADWAY CONDITIONS AND ROADWAY CHARACTER

The charts below depict percentages and numbers of all collisions and fatal collisions according to the conditions and character of the roadway on which the collision occurred.

The road conditions chart compares fatal collisions with all collisions for different road conditions identified by the police officer who completed the collision investigation report.

As depicted in the bottom chart, 80% of all collisions occurred on straight roads and 20% on curved roads. Forty-one (41) percent of the fatal collisions during 2014 occurred on curved roads.



COLLISIONS BY LIGHT CONDITION

Seventy-one (71) percent of all collisions reported during 2014 occurred during daylight hours. Twenty-four (24) percent of all collisions occurred during dark hours, and 6% occurred at dawn or dusk.

Fifty-six (56) percent of all fatal collisions occurred during daylight hours, 39% occurred during dark hours, and 5% at dawn or dusk.



**COLLISIONS
AT DAWN**

**3,603
(2.9%)**

**COLLISIONS
DURING DARK**
**29,938
(23.7%)**

**DAYLIGHT
COLLISIONS**
**88,999
(70.6%)**

**COLLISIONS
AT DUSK**

**3,587
(2.8%)**

ALL COLLISIONS

(excludes unknown light conditions)

**COLLISIONS
AT DAWN**

**17
(2.8%)**

**COLLISIONS
DURING DARK**
**237
(38.9%)**

**DAYLIGHT
COLLISIONS**
**340
(55.8%)**

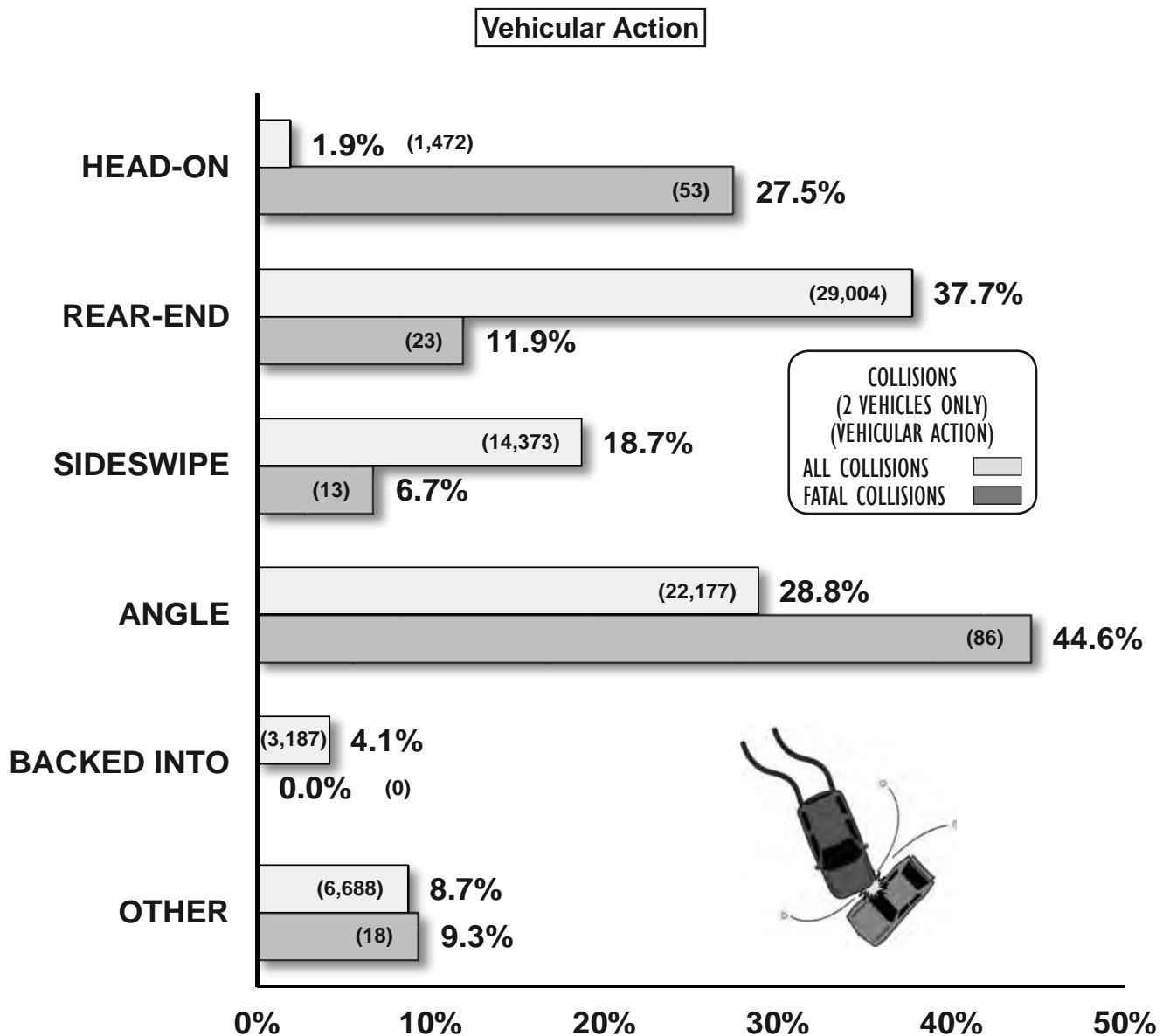
**COLLISIONS
AT DUSK**

**15
(2.5%)**

FATAL COLLISIONS

(excludes unknown light conditions)

TWO-VEHICLE COLLISIONS



76,901 traffic collisions (including 193 fatal collisions) reported during 2014 involved “two-vehicle” collisions. These collisions represent 60% of all collisions and 32% of fatal collisions reported.

This chart depicts the manner of collision for these collisions, where known. The numbers and percents of each type of collision are shown.

Head-on collisions accounted for 2% of all collisions involving two vehicles and 27% of the fatal collisions.

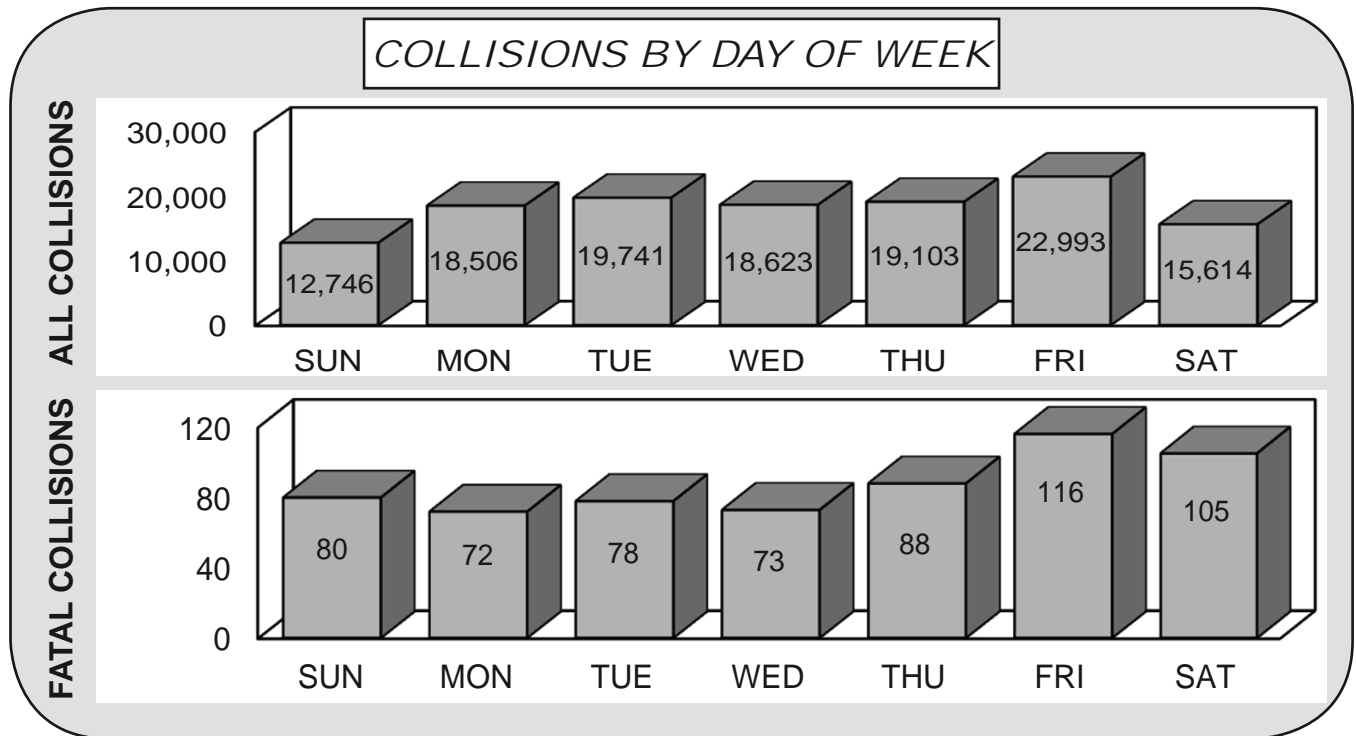
Rear-end collisions reflect 38% of all two-vehicle collisions, but only 12% of the fatal collisions.

Sideswipe collisions (both meeting and passing) reflect 19% of all collisions and 7% of the fatal collisions.

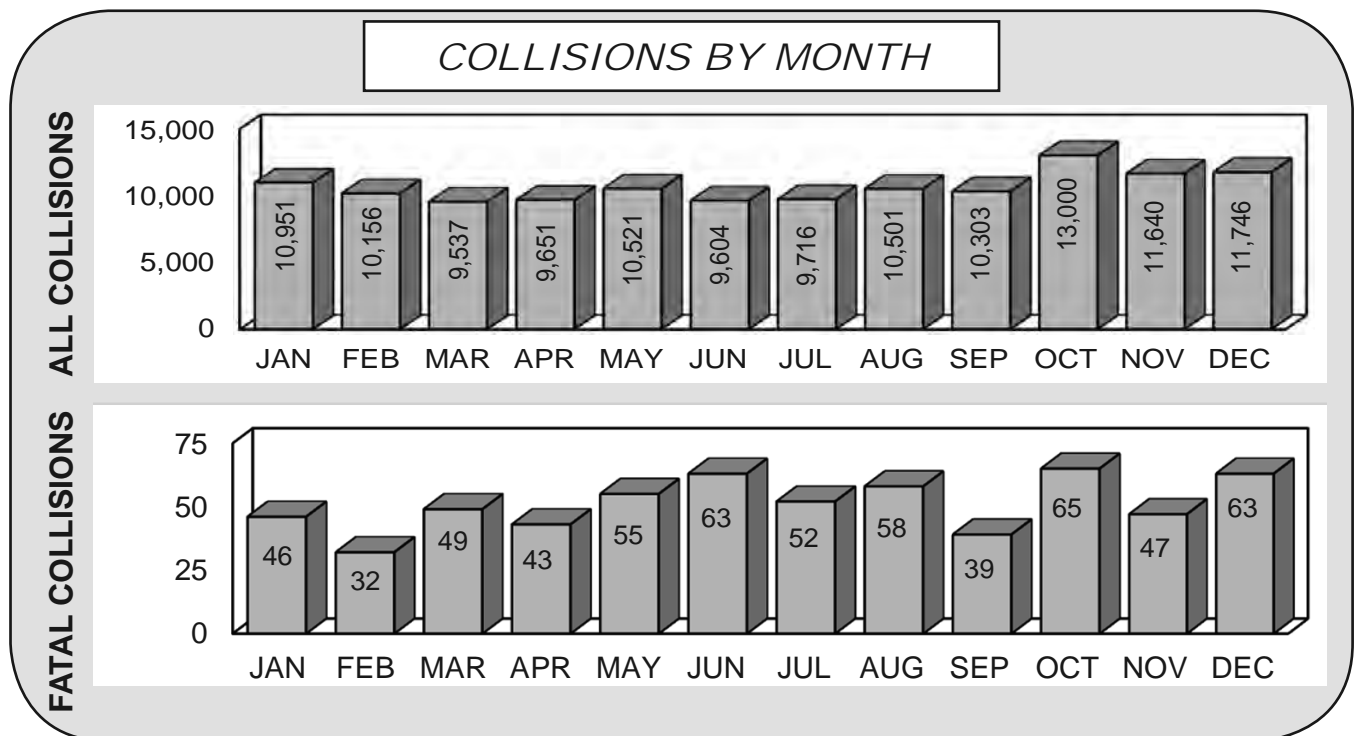
Angle collisions, at 45%, represent the highest percentage of fatal collisions.

COLLISIONS BY DAY AND MONTH

The graph below shows all collisions and fatal collisions by day of occurrence (excluding unknown). Twenty-two (22) percent of all collisions and 30% of fatal collisions occurred on weekends (Saturday and Sunday combined).



October ranked highest for total number of collisions and March showed the lowest number of total collisions. October reported the highest number of fatal collisions; February showed the lowest.





HOLIDAY COLLISIONS



TOTAL DEATHS

HOLIDAY DEATH TOLL

The chart below depicts the number of deaths in fatal collisions and the number of alcohol involved deaths (as indicated by blood-alcohol tests) over holiday periods for five years. These holiday periods are established by the National Safety Council. The total number of persons killed in holiday periods in 2014 was 53 as compared to 35 in 2013.

HOLIDAY PERIOD	2010		2011		2012		2013		2014	
	Number	Alcohol Involved	Number	Alcohol Involved	Number	Alcohol Involved	Number	Alcohol Involved	Number	Alcohol Involved
NEW YEAR'S DAY	8	3	1	1	6	2	0	0	0	0
MEMORIAL DAY	8	2	6	1	17	6	7	0	7	3
INDEPENDENCE DAY	7	2	10	3	3	1	6	3	10	7
LABOR DAY	8	1	13	6	9	2	8	2	14	6
THANKSGIVING	9	3	5	1	7	2	12	2	6	2
CHRISTMAS	2	0	5	1	11	2	2	2	16	6
TOTAL	42	11	40	13	53	15	35	09	53	24

HOLIDAY TIMES AND DATES

The times and dates below were designated by the National Safety Council for holidays in 2014.

HOLIDAY	BEGINS	THROUGH
New Year's Day	6:00 p.m. Tuesday, December 31, 2013	11:59 p.m. Wednesday, January 1, 2014
Memorial Day	6:00 p.m. Friday, May 23	11:59 p.m. Monday, May 26
Independence Day	6:00 p.m. Thursday, July 3	11:59 p.m. Sunday, July 6
Labor Day	6:00 p.m. Friday, August 29	11:59 p.m. Monday, September 1
Thanksgiving	6:00 p.m. Wednesday, November 26	11:59 p.m. Sunday, November 30
Christmas	6:00 p.m. Wednesday, December 24	11:59 p.m. Sunday, December 28

COMPARISON OF HOLIDAY FATALITIES/COLLISIONS

The Christmas holiday period registered the highest number of fatalities during 2014. The lowest number of holiday fatalities occurred over the New Year's Day holiday. The chart below shows relevant collision data for each of the holidays.

HOLIDAY PERIOD	NEW YEAR'S DAY	MEMORIAL DAY	INDEPENDENCE DAY	LABOR DAY	THANKS-GIVING	CHRIST-MAS
NO. PERSONS KILLED	0	7	10	14	6	16
NO. PERSONS INJURED	64	262	303	298	276	324
FATAL COLLISIONS	0	7	9	12	5	13
INJURY COLLISIONS	44	186	183	181	175	204
PROPERTY DAMAGE	212	622	636	832	880	883
TOTAL COLLISIONS	256	815	828	1,025	1,060	1,100

TYPE VEHICLES INVOLVED IN COLLISIONS



VEHICLE TYPE	VEHICLES INVOLVED IN ALL COLLISIONS	PERCENT OF TOTAL	VEHICLES INVOLVED IN FATAL COLLISIONS	PERCENT OF TOTAL
Passenger Cars*	209,056	91.09	720	73.54
Taxicabs	168	0.07	1	0.10
Trucks	9,309	4.06	70	7.15
Motorcycles	1,703	0.74	77	7.87
Motor Scooters/Motor Bikes	340	0.15	8	0.82
School Buses	883	0.38	3	0.31
Other Buses	691	0.30	0	0.00
Farm Tractors/Equipment	190	0.08	0	0.00
Emergency	1,219	0.53	5	0.51
Other Public Owned	281	0.12	3	0.31
Other	5,637	2.46	92	9.40
Not Stated	31	0.01	0	0.00
TOTAL	229,508	100.00	979	100.00

* Passenger cars include automobiles and trucks registered for 6,000 pounds or less.

There were 229,508 vehicles involved in collisions during 2014. Of this total, 187,320 were involved in property damage only collisions, 41,209 were involved in injury collisions, and 979 were involved in fatal collisions. The majority (91%) of the vehicles involved in all collisions were passenger cars (74% in fatal collisions). Trucks accounted for 4% of vehicles in all collisions, but accounted for 7% of vehicles in fatal collisions. Motorcycles represented 8% of the vehicles in fatal collisions, but less than 1% of vehicles in all collisions.

VEHICLES REGISTERED IN KENTUCKY 2014



PASSENGER CARS	2,788,234
COMMERCIAL TRUCKS	160,178
MOTORCYCLES	127,720
Other (Inc. Special Issue Plates)	754,889
TOTAL (ALL TYPES)	3,831,021



TRUCK COLLISIONS

Contributing vehicular factors, as noted by the investigating officer on the collision report, are shown below for collisions involving trucks. A truck is defined as a vehicle with a registered weight of 10,000 pounds or more. Up to two factors may be noted for each vehicle in the collision. The number represents the number of trucks with the given factor, and the percentage is the percent of all trucks with that factor. **A total of 9,309 trucks were involved in collisions, 70 in fatal collisions, and 1,334 in non-fatal injury collisions.**

CONTRIBUTING VEHICULAR FACTORS	NUMBER OF TRUCKS INVOLVED IN:					
	ALL COLLISIONS		FATAL COLLISIONS		NONFATAL INJURY COLLISIONS	
	NUMBER	PERCENT	NUMBER	PERCENT	NUMBER	PERCENT
Load Securement	159	1.61	0	0.00	14	1.01
Tire Failure	152	1.54	1	1.30	18	1.29
Brakes Defective	66	0.67	0	0.00	18	1.29
Oversized Load on Vehicle	48	0.49	0	0.00	1	0.07
Tow Hitch Defective / Separation of Units	73	0.74	0	0.00	9	0.65
Other Lighting Defective	32	0.32	0	0.00	2	0.14
Overweight	12	0.12	0	0.00	4	0.29
Steering Failure	20	0.20	0	0.00	4	0.29
Headlights Defective	1	0.01	0	0.00	0	0.00
Other	310	3.14	3	3.90	55	3.95

The chart below shows the total number of truck collisions, as well as those with hazardous cargo, by type of roadway. **There were 8,664 collisions in which a truck was involved. This resulted in 73 fatalities and 1,805 injuries.** Twenty (20) percent of all truck collisions occurred on county or city streets, 28% on interstates, and 48% on U.S. and state-numbered routes. Thirty-six (36) percent of the hazardous cargo collisions occurred on interstates and 50% on U.S. and state-numbered routes.

TYPE OF ROADWAY	ALL TRUCK COLLISIONS				TRUCKS WITH HAZARDOUS CARGO			
	FATAL COLLISIONS	INJURY COLLISIONS	PROPERTY DAMAGE	TOTAL	FATAL COLLISIONS	INJURY COLLISIONS	PROPERTY DAMAGE	TOTAL
Interstate	16	367	2,035	2,418	0	12	55	67
US Route	12	311	1,388	1,711	0	7	32	39
State Route	29	399	1,979	2,407	2	12	41	55
Parkway	6	56	147	209	0	2	7	9
County	3	34	324	361	0	1	3	4
City Street	1	86	1,325	1,412	0	0	10	10
Other	0	8	138	146	0	0	3	3
TOTAL	67	1,261	7,336	8,664	2	34	151	187

The residence of truck drivers involved in collisions is shown below. Thirty-two (32) percent of the drivers, with known residences, were non-residents of Kentucky. This percentage is 20% for fatal collisions and 29% for injury collisions. Local residents live in the county where the collision occurred.

RESIDENCE OF DRIVERS IN TRUCK COLLISIONS	ALL COLLISIONS	FATAL COLLISIONS	INJURY COLLISIONS
Local Resident	1,870	15	260
State Resident	2,180	10	307
Out of State Resident	2,999	14	391
Not Stated	2,260	31	376
TOTAL	9,309	70	1,334

DRIVER INVOLVEMENT



RESIDENCE OF DRIVER



There were 209,202 drivers involved in collisions during 2014. Of these, 882 drivers were involved in fatal collisions. The chart below tabulates driver involvement by residence and shows that most drivers (66% of those in which residence is known) were local residents (reside in the county where the collision occurred). Many drivers in the unknown category are the result of hit-and-run collisions where the drivers' identities remain unknown. There are fewer drivers than vehicles because of collisions with unoccupied vehicles (generally a parked vehicle).

INVOLVEMENT BY RESIDENCE

RESIDENCE OF DRIVER	NUMBER INVOLVED IN <u>ALL</u> COLLISIONS	PERCENT OF TOTAL	PERCENT OF TOTAL EXCLUDING NOT STATED
LOCAL RESIDENT	138,621	66.3	66.3
STATE RESIDENT	48,278	23.1	23.1
OUT OF STATE	22,041	10.5	10.6
NOT STATED	262	0.1	
TOTAL	209,202	100.0	100.0

RESIDENCE OF DRIVER	NUMBER INVOLVED IN <u>FATAL</u> COLLISIONS	PERCENT OF TOTAL	PERCENT OF TOTAL EXCLUDING NOT STATED
LOCAL RESIDENT	590	66.9	66.9
STATE RESIDENT	194	22.0	22.0
OUT OF STATE	98	11.1	11.1
NOT STATED	0	0.0	
TOTAL	882	100.0	100.0



SEX OF DRIVER



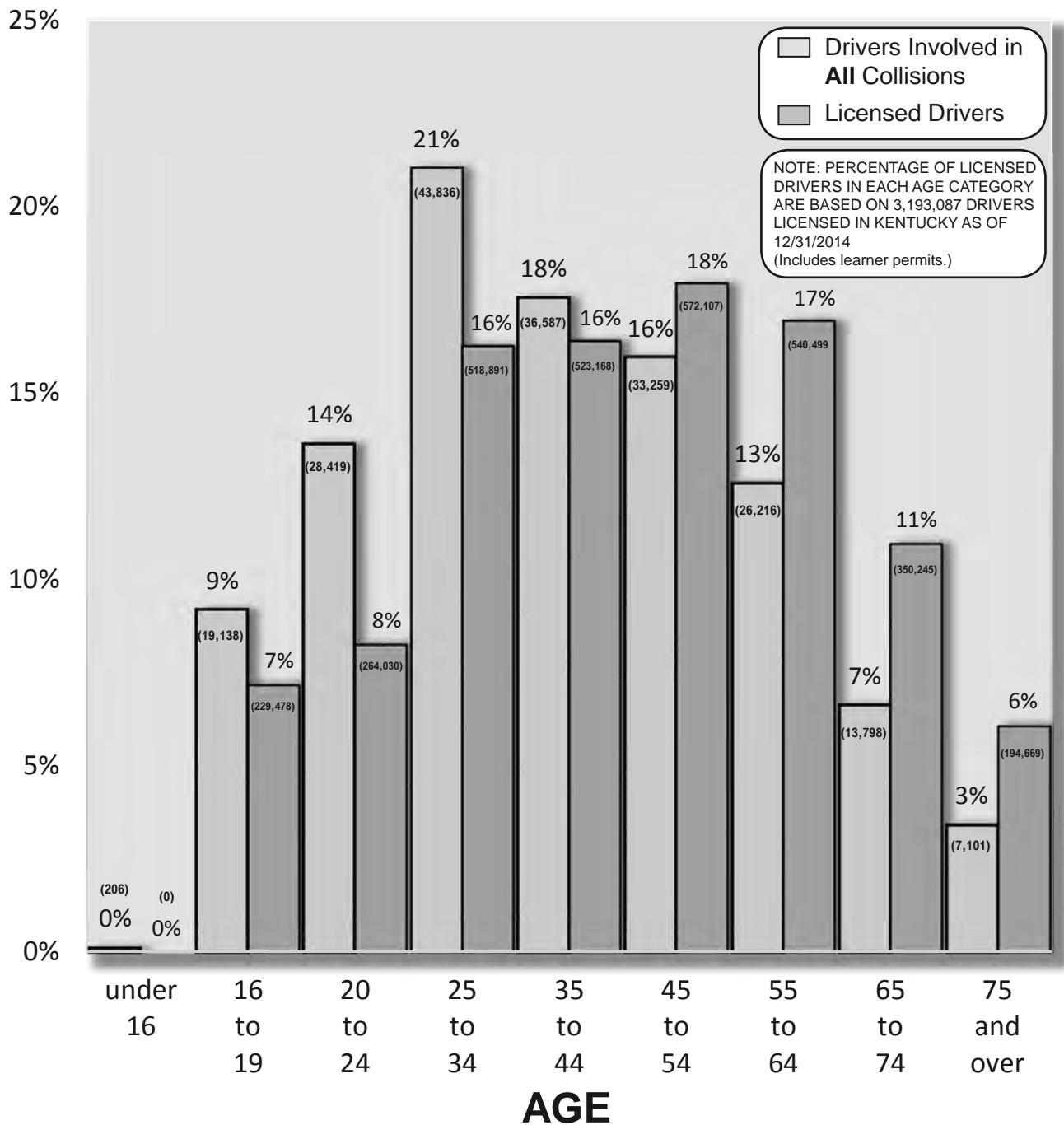
As shown in the chart below, 56% of the drivers who were involved in collisions during 2014 (where sex was listed) were male; 44% were female. In fatal collisions, 74% of the drivers were male and 26% were female.

ALL COLLISIONS		
SEX	NUMBER IN <u>ALL</u> COLLISIONS	PERCENT IN <u>ALL</u> COLLISIONS
MALE	116,787	55.8
FEMALE	92,591	44.2
TOTAL	209,378	100.0

FATAL COLLISIONS		
SEX	NUMBER IN <u>FATAL</u> COLLISIONS	PERCENT IN <u>FATAL</u> COLLISIONS
MALE	653	74.0
FEMALE	230	26.0
TOTAL	883	100.0

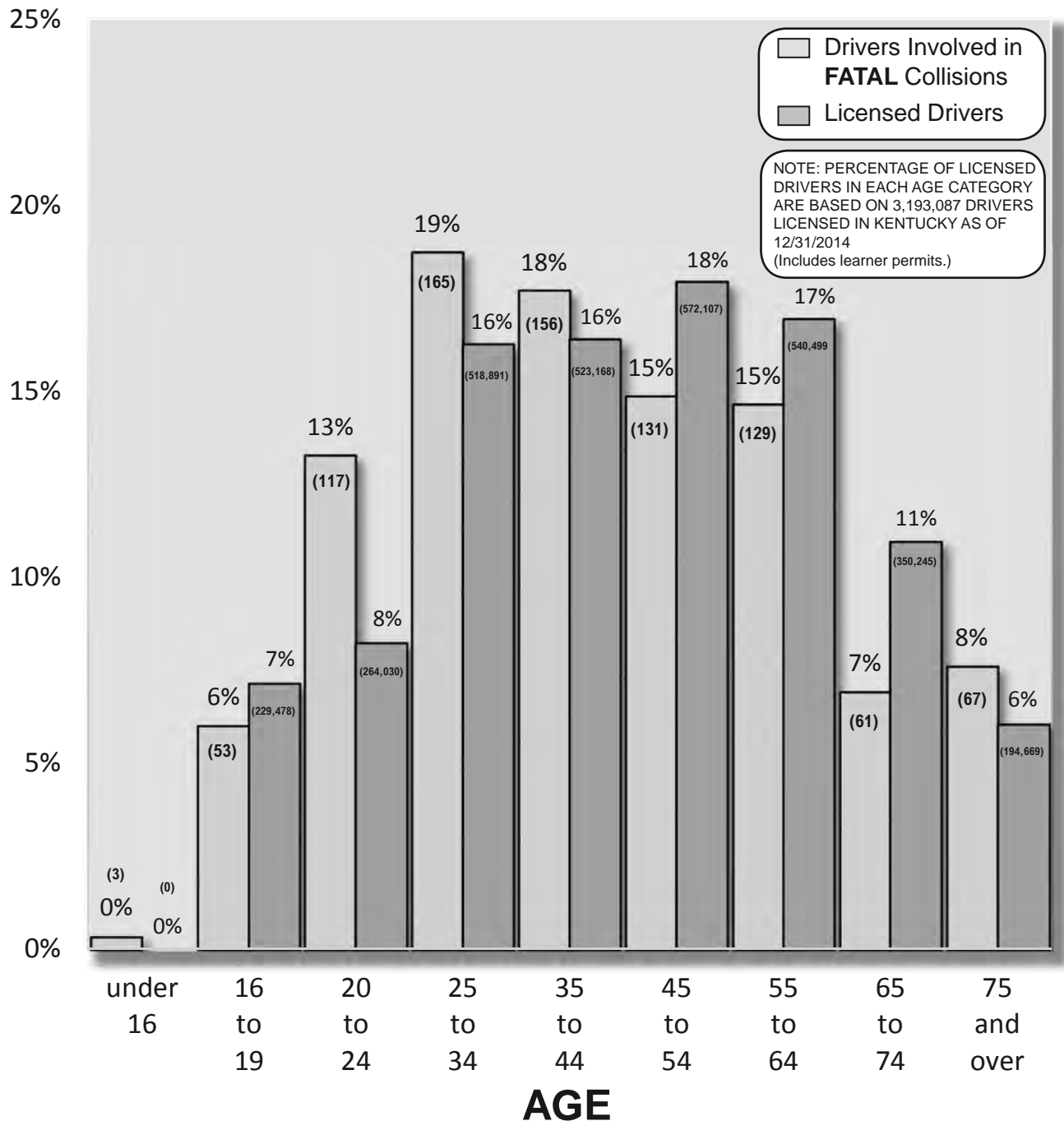
AGE OF DRIVERS (ALL COLLISIONS)

The chart below groups the ages of 208,560 drivers involved in traffic collisions in 2014 in Kentucky (for which age information was available). For each age category, the following information is shown: the percentage of drivers involved in all collisions, the number of drivers involved in these collisions is shown in parentheses, the percentage of all licensed drivers, and the number of licensed drivers is shown in parentheses (includes learner permits). This allows a comparison to be made between the percentage of a given age category of the driving population and the corresponding percentage this age category is involved in collisions. The percentage of drivers involved in all collisions was higher than the percentage of licensed drivers for the age categories under age 45, especially for the 20 to 24 years of age category. This data does not differentiate drivers “at-fault” versus drivers “not-at-fault.” There were 819 driver’s ages which could not be determined. These drivers represent 0.4% of all drivers involved in all collisions. The percentages given below do not consider the “Unknown” category.



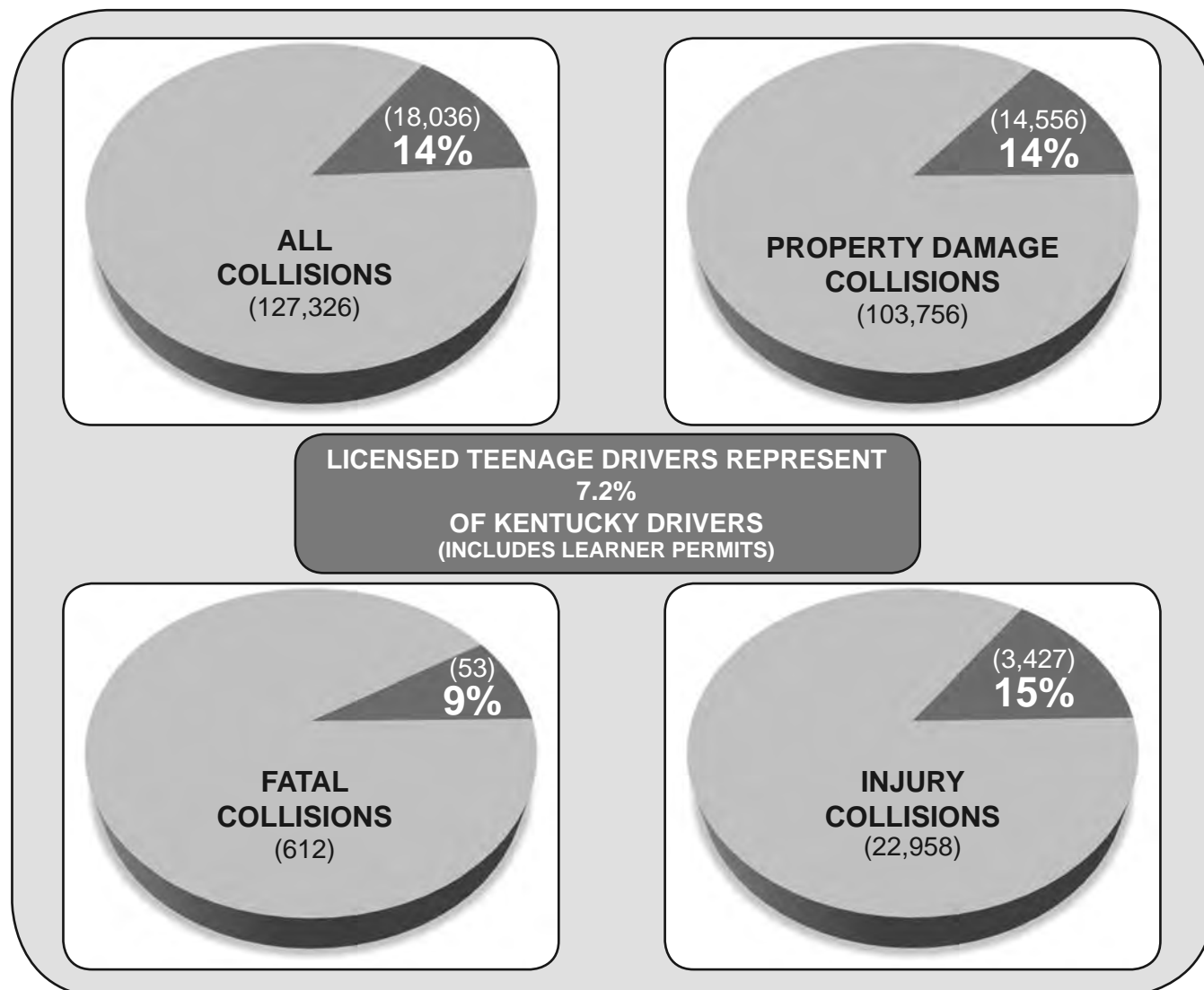
AGE OF DRIVERS (FATAL COLLISIONS)

The chart below groups the ages of 882 drivers involved in fatal collisions in 2014 (for which age information was available). It should be noted that the drivers were not necessarily killed in the fatal collision. The number of drivers involved in fatal collisions exceeded the total number of fatal collisions. The numbers of drivers involved in fatal collisions and licensed drivers are in parentheses. The percentage of the driving population within a given age category can be compared to the corresponding percentage of involvement in fatal collisions within this same age category. The largest over-representation is the drivers between 20 and 34 with 32 percent of total crashes compared to 25 percent of licensed drivers.



COLLISIONS INVOLVING TEENAGE DRIVERS

The percentages of teenage drivers (16 to 19 years of age versus other groups) involved in collisions during 2014 (by type) are shown below, irrespective of the driver at fault in the collisions reported. The numbers of collisions involving teenage drivers are also shown.



The number of teenage drivers involved in collisions, together with alcohol-related collisions, are shown below. It should be noted that tabulations for alcohol-related collisions were derived from the total number of drinking drivers as reported by the officer at the scene. FARS would report higher numbers. As shown, 290 teenage drivers were involved in alcohol-related collisions during 2014. **There were 61 fatalities in collisions involving a teenage driver (26 of these fatalities were the teenage driver). There were 17 fatalities in alcohol-related collisions involving teenage drivers (10 of these fatalities were the teenage driver).**

NUMBER OF TEENAGE DRIVERS INVOLVED IN:								
YEAR	ALL COLLISIONS	FATAL COLLISIONS	INJURY COLLISIONS	PROPERTY DAMAGE	ALCOHOL RELATED COLLISIONS			
					FATAL	INJURY	PROPERTY DAMAGE	TOTAL
2014	19,115	53	3,576	15,486	13	96	181	290
2013	19,248	65	3,769	15,391	9	137	183	329
2012	20,656	74	4,057	16,525	8	107	222	337
2011	21,350	63	4,152	17,135	8	138	229	375

ALCOHOL-RELATED COLLISIONS

An alcohol-related collision is any collision where a driver was determined to have been drinking. For injury and property damage collisions, the following information gives the determination made at the scene by the investigating officer and given on the collision report. However, more detailed information regarding drinking drivers in fatal collisions is obtained from FARS, which follows up on blood alcohol content (BAC) results.

Alcohol-related collisions are listed by county beginning on page 40. The following information has been adjusted to agree with FARS statistics involving fatal collisions; therefore, these numbers may not agree with previously listed state totals.

ALL COLLISIONS	FATAL COLLISIONS	143	PERSONS KILLED/INJURED	NUMBER KILLED	156
	INJURY COLLISIONS	1,432		NUMBER INJURED	2,067
	PROPERTY DAMAGE COLLISIONS	2,759		INCAPACITATING INJURIES	341
	TOTAL	4,334		NON-INCAPACITATING INJURIES	779
				POSSIBLE INJURIES	947

The total number of alcohol involved collisions is depicted in the upper left chart. The number of persons killed and injured in alcohol involved collisions is depicted in the right-hand chart.

4,334 alcohol-related collisions were reported during 2014. 3% of the alcohol-related collisions were fatal, 33% were injury collisions, and 64% were property damage only.

Comparison with previous years

During 2014, alcohol-related collisions decreased by 4% when compared to 2013. The 156 persons killed in 2014 was 7 less than the 163 persons killed in 2013. During 2014, there were 2,067 persons injured in alcohol-related collisions, a decrease of 12% from 2013 when 2,339 persons were injured.

Fatal collision data in the chart below have been adjusted to reflect follow-up studies of alcohol test results.

YEAR	TOTAL COLLISIONS (Alcohol Related)	% CHANGE FROM PREVIOUS YEAR	TOTAL KILLED	% +/-	TOTAL INJURED	% +/-
2014	4,334	-4	156	-4	2,067	-12
2013	4,529	-3	163	+10	2,339	-2
2012	4,671	+3	148	-6	2,376	+4
2011	4,551	-4	158	-5	2,278	-8
2010	4,762	-5	167	-18	2,489	-6
2009	5,038	0	203	+27	2,652	-4
2008	5,029	-3	160	-22	2,754	-4

SAFETY RESTRAINTS

The chart below compares safety belt usage for the years of 2010 through 2014. The data were obtained as part of an annual observational survey conducted at sites across Kentucky. Data for children under four years of age were collected in both the front and rear seats. (This data was not collected in 2013 or 2014)

YEAR	PERCENT USING SAFETY BELTS	
	ALL FRONT SEAT DRIVERS & PASSENGERS	CHILDREN UNDER FOUR YEARS OF AGE
2014	86	NA
2013	85	NA
2012	84	98
2011	82	97
2010	80	96

The chart below shows vehicle occupants by their injury status, and separates the occupants into categories of restraint used and restraint not used. Overall, 9% of all vehicle occupants were killed or injured. A breakdown into restraint usage shows only 10% of those restrained were killed or injured, compared to 50% of those not restrained. Comparing the percentages killed or injured in the “Restraint Used” and “Restraint Not Used” categories shows the benefit of wearing a safety belt. The “NOT APPLICABLE” category includes occupants in vehicles that normally do not contain safety restraints, occupants where safety restraints usage was not indicated, occupants not in an appropriate position, or pedestrians and pedalcyclist.

INJURY STATUS	ALL OCCUPANTS		RESTRAINT USED		RESTRAINT NOT USED		NOT APPLICABLE	
	NUMBER	% OF TOTAL	NUMBER	% OF TOTAL	NUMBER	% OF TOTAL	NUMBER	% OF TOTAL
KILLED	672	0.2	224	0.1	280	4.6	168	0.2
INCAPACITATING INJURY	3,154	0.8	1,975	0.7	564	9.3	615	0.7
NON-INCAPACITATING INJURY	11,115	2.9	8,843	3.1	1,039	17.1	1,233	1.4
POSSIBLE INJURY	19,952	5.2	17,226	6.0	1,125	18.5	1,601	1.8
NOT INJURED	345,877	90.9	257,295	90.1	3,062	50.5	85,520	95.9
TOTAL	380,770	100.0*	285,563	100.0	6,070	100.0*	89,137	100.0

Of the 504 vehicle occupants fatally injured in collisions in 2014 in a position where a safety restraint was available, only 224 were using safety restraints – an overall usage rate of 44% for fatalities.

Note: There were 17,611 crashes involving deployment of front air bags and 3,783 crashes involving side air bag deployment.

INTERSECTION COLLISIONS*

INTERSECTION COLLISIONS	NUMBER	% OF ALL COLLISIONS
ALL REPORTED	32,278	25.4
NONFATAL INJURY	6,517	28.4
FATAL	100	16.3

SEX OF DRIVER

INTERSECTION COLLISIONS		
SEX	PERCENT IN ALL INTERSECTION COLLISIONS	PERCENT IN FATAL INTERSECTION COLLISIONS
Male	53.6	69.4
Female	46.4	30.6

ALL COLLISIONS		
SEX	PERCENT IN ALL COLLISIONS	PERCENT IN FATAL COLLISIONS
Male	55.8	74.0
Female	44.2	26.0

LIGHT CONDITION

INTERSECTION COLLISIONS		
LIGHT CONDITION	PERCENT IN ALL INTERSECTION COLLISIONS	PERCENT IN FATAL INTERSECTION COLLISIONS
Daylight	75.3	62.0
Dark	19.7	34.0
Dusk / Dawn	5.0	4.0

ALL COLLISIONS		
LIGHT CONDITION	PERCENT IN ALL COLLISIONS	PERCENT IN FATAL COLLISIONS
Daylight	70.6	55.8
Dark	23.7	38.9
Dusk / Dawn	5.7	5.3

ROADWAY CONDITION

INTERSECTION COLLISIONS		
ROADWAY CONDITION	PERCENT IN ALL INTERSECTION COLLISIONS	PERCENT IN FATAL INTERSECTION COLLISIONS
Dry	77.7	88.0
Wet	18.0	11.0
Snow / Ice / Slush	4.1	0.0

ALL COLLISIONS		
ROADWAY CONDITION	PERCENT IN ALL COLLISIONS	PERCENT IN FATAL COLLISIONS
Dry	73.9	77.9
Wet	18.9	18.3
Snow / Ice / Slush	6.7	3.8

WEEKEND COLLISIONS (Saturday and Sunday)

INTERSECTION COLLISIONS		
	PERCENT IN ALL INTERSECTION COLLISIONS	PERCENT IN FATAL INTERSECTION COLLISIONS
Weekend	20.7	26.0

ALL COLLISIONS		
	PERCENT IN ALL COLLISIONS	PERCENT IN FATAL COLLISIONS
Weekend	22.3	30.2

* As coded on the crash report



CONTRIBUTING FACTORS

CONTRIBUTING FACTORS

A variety of factors and conditions can contribute to a collision. Police officers may indicate up to three driver factors for each driver, two vehicular factors for each vehicle, and up to two environmental factors for each collision. This table gives the number of collisions in which a given factor was listed at least once. Accumulations were made only once for each factor indicated in a collision, even if the factor was listed for more than one driver or vehicle. Therefore, the percentages give the percent of collisions in which a given factor is listed.

HUMAN FACTORS	ALL COLLISIONS	PERCENT OF TOTAL	FATAL COLLISIONS	PERCENT OF TOTAL
Inattention	49,455	38.84	141	23.04
Not Under Proper Control	17,776	13.96	242	39.54
Failed to Yield Right of Way	14,453	11.35	67	10.95
Misjudge Clearance	8,981	7.05	9	1.47
Following Too Close	7,651	6.01	5	0.82
Distraction	6,514	5.12	22	3.59
Too Fast for Conditions	5,807	4.56	48	7.84
Alcohol Involvement	4,295	3.37	104	16.99
Disregard Traffic Control	3,834	3.01	24	3.92
Overcorrecting/Oversteering	3,417	2.68	63	10.29
Turning Improperly	2,028	1.59	2	0.33
Improper Backing	1,531	1.20	1	0.16
Drug Involvement	1,404	1.10	37	6.05
Fell Asleep	1,230	0.97	8	1.31
Exceeded Stated Speed Limit	1,197	0.94	60	9.80
Improper Passing	1,144	0.90	5	0.82
Cell Phone	972	0.76	2	0.33
Fatigue	681	0.53	5	0.82
Lost Consciousness/Fainted	613	0.48	15	2.45
Emotional	521	0.41	6	0.98
Sick	330	0.26	3	0.49
Medication	264	0.21	0	0.00
Weaving in Traffic	210	0.16	3	0.49
Physical Disability	199	0.16	5	0.82

CONTRIBUTING FACTORS

(continued)

A variety of factors and conditions can contribute to a collision. Police officers may indicate up to three driver factors for each driver, two vehicular factors for each vehicle, and up to two environmental factors for each collision. This table gives the number of collisions in which a given factor was listed at least once. Accumulations were made only once for each factor indicated in a collision, even if the factor was listed for more than one driver or vehicle. Therefore, the percentages give the percent of collisions in which a given factor is listed.

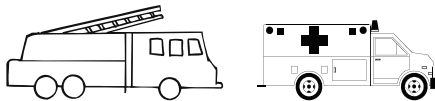
VEHICULAR FACTORS	ALL COLLISIONS	PERCENT OF TOTAL	FATAL COLLISIONS	PERCENT OF TOTAL
Brakes Defective	1,406	1.11	1	0.16
Tire Failure	917	0.72	5	0.82
Steering Failure	448	0.35	0	0.00
Load Securement	292	0.23	1	0.16
Tow Hitch Defective / Separation of Units	117	0.09	0	0.00
Oversized Load on Vehicle	104	0.08	0	0.00
Other Lighting Defective	75	0.06	0	0.00
Headlights Defective	50	0.04	0	0.00
Overweight	20	0.02	0	0.00

ENVIRONMENTAL FACTORS	ALL COLLISIONS	PERCENT OF TOTAL	FATAL COLLISIONS	PERCENT OF TOTAL
Slippery Surface	14,907	11.71	64	10.46
Animal Action	6,025	4.73	5	0.82
View Obstructed / Limited	2,437	1.91	12	1.96
Glare	1,249	0.98	11	1.80
Water Pooling	1,112	0.87	6	0.98
Debris In Roadway	782	0.61	2	0.33
Construction Work Zone	691	0.54	3	0.49
Improperly Parked Vehicle(s)	334	0.26	1	0.16
Shoulders Defective / Drop-off	238	0.19	2	0.33
Maintenance / Utility Work Zone	116	0.09	0	0.00
Hole/Deep Ruts/Bumps	105	0.08	0	0.00
Improper / Non-Working Traffic Controls	81	0.06	0	0.00
Fixed Object(s)	52	0.04	0	0.00

CONTRIBUTING FACTORS

The following tables outline driver factors that contributed to each type of collision. Driver-contributing factors are summarized for each specific collision type. Any factor cannot be accumulated more than once in one collision. The percentages represent the percent a given factor occurred in a specific type of collision.

COLLISIONS INVOLVING EMERGENCY VEHICLES	
TOTAL EMERGENCY VEHICLE COLLISIONS	1,121
FATAL COLLISIONS	5
INJURY COLLISIONS	154
TOTAL KILLED	6
TOTAL INJURED	275



EMERGENCY VEHICLE COLLISIONS				
DRIVER CONTRIBUTING FACTORS	ALL COLLISIONS	PERCENT OF TOTAL	FATAL COLLISIONS	PERCENT OF TOTAL
Alcohol Involvement	37	3.30	0	0.00
Cell Phone	5	0.45	0	0.00
Disregard Traffic Control	37	3.30	1	20.00
Distraction	56	5.00	0	0.00
Drug Involvement	15	1.34	0	0.00
Emotional	1	0.09	0	0.00
Exceeded Stated Speed Limit	9	0.80	0	0.00
Failed to Yield Right of Way	118	10.53	2	40.00
Fatigue	2	0.18	0	0.00
Fell Asleep	3	0.27	0	0.00
Following Too Close	24	2.14	0	0.00
Improper Backing	22	1.96	0	0.00
Improper Passing	10	0.89	0	0.00
Inattention	337	30.06	1	20.00
Lost Consciousness/Fainted	3	0.27	0	0.00
Medication	0	0.00	0	0.00
Misjudge Clearance	166	14.81	0	0.00
Not Under Proper Control	94	8.39	3	60.00
Overcorrecting/Oversteering	19	1.69	0	0.00
Physical Disability	1	0.09	1	20.00
Sick	2	0.18	0	0.00
Too Fast for Conditions	44	3.93	0	0.00
Turning Improperly	14	1.25	0	0.00
Weaving in Traffic	1	0.09	0	0.00

COLLISIONS INVOLVING FARM EQUIPMENT	
TOTAL FARM EQUIPMENT COLLISIONS	189
FATAL COLLISIONS	0
INJURY COLLISIONS	34
TOTAL KILLED	0
TOTAL INJURED	42



FARM EQUIPMENT COLLISIONS				
DRIVER CONTRIBUTING FACTORS	ALL COLLISIONS	PERCENT OF TOTAL	FATAL COLLISIONS	PERCENT OF TOTAL
Alcohol Involvement	1	0.53	0	0.00
Cell Phone	1	0.53	0	0.00
Disregard Traffic Control	4	2.12	0	0.00
Distraction	3	1.59	0	0.00
Drug Involvement	2	1.06	0	0.00
Emotional	0	0.00	0	0.00
Exceeded Stated Speed Limit	0	0.00	0	0.00
Failed to Yield Right of Way	18	9.52	0	0.00
Fatigue	1	0.53	0	0.00
Fell Asleep	0	0.00	0	0.00
Following Too Close	1	0.53	0	0.00
Improper Backing	1	0.53	0	0.00
Improper Passing	25	13.23	0	0.00
Inattention	87	46.03	0	0.00
Lost Consciousness/Fainted	0	0.00	0	0.00
Medication	0	0.00	0	0.00
Misjudge Clearance	32	16.93	0	0.00
Not Under Proper Control	19	10.05	0	0.00
Overcorrecting/Oversteering	0	0.00	0	0.00
Physical Disability	1	0.53	0	0.00
Sick	2	1.06	0	0.00
Too Fast for Conditions	2	1.06	0	0.00
Turning Improperly	3	1.59	0	0.00
Weaving in Traffic	1	0.53	0	0.00

CONTRIBUTING FACTORS *(continued)*

The following tables outline driver factors that contributed to each type of collision. Driver-contributing factors are summarized for each specific collision type. Any factor cannot be accumulated more than once in one collision. The percentages represent the percent a given factor occurred in a specific type of collision.

COLLISIONS INVOLVING SCHOOL BUSES	
TOTAL SCHOOL BUS COLLISIONS	864
FATAL COLLISIONS	3
INJURY COLLISIONS	107
TOTAL KILLED	3
TOTAL INJURED	293



SCHOOL BUS COLLISIONS				
DRIVER CONTRIBUTING FACTORS	ALL COLLISIONS	PERCENT OF TOTAL	FATAL COLLISIONS	PERCENT OF TOTAL
Alcohol Involvement	2	0.23	0	0.00
Cell Phone	2	0.23	0	0.00
Disregard Traffic Control	19	2.20	0	0.00
Distraction	38	4.40	1	33.33
Drug Involvement	5	0.58	0	0.00
Emotional	0	0.00	0	0.00
Exceeded Stated Speed Limit	1	0.12	0	0.00
Failed to Yield Right of Way	62	7.18	0	0.00
Fatigue	3	0.35	0	0.00
Fell Asleep	3	0.35	0	0.00
Following Too Close	30	3.47	0	0.00
Improper Backing	20	2.31	0	0.00
Improper Passing	16	1.85	0	0.00
Inattention	297	34.38	1	33.33
Lost Consciousness/Fainted	2	0.23	0	0.00
Medication	3	0.35	0	0.00
Misjudge Clearance	255	29.51	0	0.00
Not Under Proper Control	86	9.95	0	0.00
Overcorrecting/Oversteering	6	0.69	0	0.00
Physical Disability	2	0.23	1	33.33
Sick	2	0.23	0	0.00
Too Fast for Conditions	21	2.43	0	0.00
Turning Improperly	16	1.85	0	0.00
Weaving in Traffic	0	0.00	0	0.00

COLLISIONS INVOLVING ELEMENTARY SCHOOL AGE CHILDREN	
TOTAL ELEM. SCHOOL AGE CHILDREN COLLISIONS	9,095
FATAL COLLISIONS	35
INJURY COLLISIONS	2,100
TOTAL KILLED	
ALL AGES	44
6-12 YEAR OF AGE	8
TOTAL INJURED	
ALL AGES	4,566
6-12 YEAR OF AGE	1,433



ELEMENTARY SCHOOL AGE CHILDREN COLLISIONS (6 TO 12 YEARS OF AGE)				
DRIVER CONTRIBUTING FACTORS	ALL COLLISIONS	PERCENT OF TOTAL	FATAL COLLISIONS	PERCENT OF TOTAL
Alcohol Involvement	150	1.65	1	2.86
Cell Phone	56	0.62	0	0.00
Disregard Traffic Control	360	3.96	2	5.71
Distraction	581	6.39	4	11.43
Drug Involvement	89	0.98	2	5.71
Emotional	43	0.47	0	0.00
Exceeded Stated Speed Limit	43	0.47	0	0.00
Failed to Yield Right of Way	1,314	14.45	10	28.57
Fatigue	31	0.34	1	2.86
Fell Asleep	46	0.51	0	0.00
Following Too Close	684	7.52	1	2.86
Improper Backing	99	1.09	0	0.00
Improper Passing	111	1.22	1	2.86
Inattention	4,359	47.93	14	40.00
Lost Consciousness/Fainted	28	0.31	0	0.00
Medication	14	0.15	0	0.00
Misjudge Clearance	635	6.98	1	2.86
Not Under Proper Control	1,095	12.04	13	37.14
Overcorrecting/Oversteering	127	1.40	5	14.29
Physical Disability	11	0.12	0	0.00
Sick	12	0.13	0	0.00
Too Fast for Conditions	306	3.36	0	0.00
Turning Improperly	172	1.89	0	0.00
Weaving in Traffic	19	0.21	1	2.86

CONTRIBUTING FACTORS *(continued)*

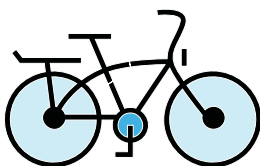
The following tables outline driver factors that contributed to each type of collision. Driver-contributing factors are summarized for each specific collision type. Any factor cannot be accumulated more than once in one collision. The percentages represent the percent a given factor occurred in a specific type of collision.

COLLISIONS INVOLVING PEDESTRIANS	
TOTAL PEDESTRIAN COLLISIONS	1,053
FATAL COLLISIONS	58
INJURY COLLISIONS	841
TOTAL KILLED	59
TOTAL INJURED	941



PEDESTRIAN COLLISIONS				
DRIVER CONTRIBUTING FACTORS	ALL COLLISIONS	PERCENT OF TOTAL	FATAL COLLISIONS	PERCENT OF TOTAL
Alcohol Involvement	30	2.85	5	8.62
Cell Phone	6	0.57	0	0.00
Disregard Traffic Control	24	2.28	0	0.00
Distraction	50	4.75	4	6.90
Drug Involvement	9	0.85	2	3.45
Emotional	16	1.52	0	0.00
Exceeded Stated Speed Limit	3	0.28	0	0.00
Failed to Yield Right of Way	114	10.83	3	5.17
Fatigue	2	0.19	1	1.72
Fell Asleep	3	0.28	1	1.72
Following Too Close	1	0.09	0	0.00
Improper Backing	6	0.57	0	0.00
Improper Passing	7	0.66	0	0.00
Inattention	297	28.21	13	22.41
Lost Consciousness/Fainted	2	0.19	1	1.72
Medication	1	0.09	0	0.00
Misjudge Clearance	20	1.90	0	0.00
Not Under Proper Control	60	5.70	4	6.90
Overcorrecting/Oversteering	5	0.47	0	0.00
Physical Disability	2	0.19	0	0.00
Sick	1	0.09	0	0.00
Too Fast for Conditions	10	0.95	1	1.72
Turning Improperly	3	0.28	0	0.00
Weaving in Traffic	1	0.09	0	0.00

COLLISIONS INVOLVING BICYCLES	
TOTAL BICYCLE COLLISIONS	462
FATAL COLLISIONS	3
INJURY COLLISIONS	312
TOTAL KILLED	3
TOTAL INJURED	326



BICYCLE COLLISIONS				
DRIVER CONTRIBUTING FACTORS	ALL COLLISIONS	PERCENT OF TOTAL	FATAL COLLISIONS	PERCENT OF TOTAL
Alcohol Involvement	5	1.08	0	0.00
Cell Phone	2	0.43	0	0.00
Disregard Traffic Control	5	1.08	0	0.00
Distraction	12	2.60	0	0.00
Drug Involvement	0	0.00	0	0.00
Emotional	0	0.00	0	0.00
Exceeded Stated Speed Limit	2	0.43	0	0.00
Failed to Yield Right of Way	52	11.26	0	0.00
Fatigue	0	0.00	0	0.00
Fell Asleep	0	0.00	0	0.00
Following Too Close	0	0.00	0	0.00
Improper Backing	0	0.00	0	0.00
Improper Passing	3	0.65	0	0.00
Inattention	99	21.43	1	33.33
Lost Consciousness/Fainted	0	0.00	0	0.00
Medication	0	0.00	0	0.00
Misjudge Clearance	6	1.30	0	0.00
Not Under Proper Control	10	2.16	0	0.00
Overcorrecting/Oversteering	0	0.00	0	0.00
Physical Disability	0	0.00	0	0.00
Sick	0	0.00	0	0.00
Too Fast for Conditions	1	0.22	0	0.00
Turning Improperly	5	1.08	0	0.00
Weaving in Traffic	0	0.00	0	0.00

CONTRIBUTING FACTORS *(continued)*

The following tables outline driver factors that contributed to each type of collision. Driver-contributing factors are summarized for each specific collision type. Any factor cannot be accumulated more than once in one collision. The percentages represent the percent a given factor occurred in a specific type of collision.

COLLISIONS INVOLVING ALL TERRAIN VEHICLES*	
TOTAL ALL TERRAIN VEHICLE COLLISIONS	128
FATAL COLLISIONS	12
INJURY COLLISIONS	91
TOTAL KILLED	13
ATV	13
HELMET USED	0
TOTAL INJURED (ATV)	124
HELMET USED	2

* Excluding private property



ALL TERRAIN VEHICLE COLLISIONS				
DRIVER CONTRIBUTING FACTORS	ALL COLLISIONS	PERCENT OF TOTAL	FATAL COLLISIONS	PERCENT OF TOTAL
Alcohol Involvement	25	19.53	4	33.33
Cell Phone	0	0.00	0	0.00
Disregard Traffic Control	1	0.78	0	0.00
Distraction	5	3.91	0	0.00
Drug Involvement	9	7.03	1	8.33
Emotional	1	0.78	0	0.00
Exceeded Stated Speed Limit	1	0.78	1	8.33
Failed to Yield Right of Way	6	4.69	0	0.00
Fatigue	0	0.00	0	0.00
Fell Asleep	0	0.00	0	0.00
Following Too Close	1	0.78	0	0.00
Improper Backing	0	0.00	0	0.00
Improper Passing	1	0.78	0	0.00
Inattention	37	28.91	2	16.67
Lost Consciousness/Fainted	0	0.00	0	0.00
Medication	0	0.00	0	0.00
Misjudge Clearance	3	2.34	0	0.00
Not Under Proper Control	51	39.84	6	50.00
Overcorrecting/Oversteering	2	1.56	0	0.00
Physical Disability	1	0.78	1	8.33
Sick	0	0.00	0	0.00
Too Fast for Conditions	13	10.16	2	16.67
Turning Improperly	2	1.56	1	8.33
Weaving in Traffic	1	0.78	0	0.00

COLLISIONS INVOLVING MOTORCYCLES	
TOTAL MOTORCYCLE COLLISIONS	1,658
FATAL COLLISIONS	74
INJURY COLLISIONS	1,051
TOTAL KILLED	
MOTORCYCLIST	79
HELMET USED	35
NO HELMET	44
TOTAL INJURED	1,269



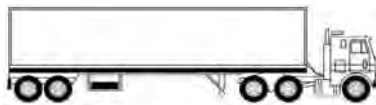
MOTORCYCLE COLLISIONS				
DRIVER CONTRIBUTING FACTORS	ALL COLLISIONS	PERCENT OF TOTAL	FATAL COLLISIONS	PERCENT OF TOTAL
Alcohol Involvement	99	5.97	7	9.46
Cell Phone	2	0.12	0	0.00
Disregard Traffic Control	30	1.81	1	1.35
Distraction	58	3.50	4	5.41
Drug Involvement	12	0.72	0	0.00
Emotional	2	0.12	0	0.00
Exceeded Stated Speed Limit	67	4.04	9	12.16
Failed to Yield Right of Way	189	11.40	11	14.86
Fatigue	6	0.36	0	0.00
Fell Asleep	4	0.24	0	0.00
Following Too Close	81	4.89	2	2.70
Improper Backing	12	0.72	0	0.00
Improper Passing	30	1.81	2	2.70
Inattention	554	33.41	25	33.78
Lost Consciousness/Fainted	5	0.30	0	0.00
Medication	3	0.18	0	0.00
Misjudge Clearance	74	4.46	2	2.70
Not Under Proper Control	421	25.39	35	47.30
Overcorrecting/Oversteering	51	3.08	5	6.76
Physical Disability	0	0.00	0	0.00
Sick	5	0.30	1	1.35
Too Fast for Conditions	43	2.59	4	5.41
Turning Improperly	27	1.63	0	0.00
Weaving in Traffic	3	0.18	0	0.00

CONTRIBUTING FACTORS *(continued)*

The following tables outline driver factors that contributed to each type of collision. Driver-contributing factors are summarized for each specific collision type. Any factor cannot be accumulated more than once in one collision. The percentages represent the percent a given factor occurred in a specific type of collision.

COLLISIONS INVOLVING TRUCKS*	
TOTAL TRUCK COLLISIONS	8,664
FATAL COLLISIONS	67
INJURY COLLISIONS	1,261
TOTAL KILLED	73
TOTAL INJURED	1,805

*A truck is defined as a vehicle with a registered weight of 10,000 pounds or more.



TRUCK COLLISIONS				
DRIVER CONTRIBUTING FACTORS	ALL COLLISIONS	PERCENT OF TOTAL	FATAL COLLISIONS	PERCENT OF TOTAL
Alcohol Involvement	95	1.10	6	8.96
Cell Phone	22	0.25	2	2.99
Disregard Traffic Control	169	1.95	3	4.48
Distraction	315	3.64	3	4.48
Drug Involvement	47	0.54	3	4.48
Emotional	21	0.24	0	0.00
Exceeded Stated Speed Limit	45	0.52	3	4.48
Failed to Yield Right of Way	798	9.21	14	20.90
Fatigue	57	0.66	0	0.00
Fell Asleep	83	0.96	0	0.00
Following Too Close	376	4.34	2	2.99
Improper Backing	146	1.69	0	0.00
Improper Passing	153	1.77	0	0.00
Inattention	3,180	36.70	28	41.79
Lost Consciousness/Fainted	30	0.35	0	0.00
Medication	15	0.17	0	0.00
Misjudge Clearance	1,630	18.81	3	4.48
Not Under Proper Control	1,240	14.31	24	35.82
Overcorrecting/Oversteering	174	2.01	3	4.48
Physical Disability	10	0.12	0	0.00
Sick	20	0.23	0	0.00
Too Fast for Conditions	268	3.09	3	4.48
Turning Improperly	170	1.96	0	0.00
Weaving in Traffic	26	0.30	0	0.00

COLLISIONS INVOLVING TRAINS	
TOTAL TRAIN COLLISIONS	55
FATAL COLLISIONS	5
INJURY COLLISIONS	13
TOTAL KILLED	5
TOTAL INJURED	19



TRAIN COLLISIONS				
DRIVER CONTRIBUTING FACTORS	ALL COLLISIONS	PERCENT OF TOTAL	FATAL COLLISIONS	PERCENT OF TOTAL
Alcohol Involvement	7	12.73	1	20.00
Cell Phone	1	1.82	0	0.00
Disregard Traffic Control	9	16.36	2	40.00
Distraction	1	1.82	0	0.00
Drug Involvement	1	1.82	0	0.00
Emotional	0	0.00	0	0.00
Exceeded Stated Speed Limit	0	0.00	0	0.00
Failed to Yield Right of Way	10	18.18	3	60.00
Fatigue	0	0.00	0	0.00
Fell Asleep	0	0.00	0	0.00
Following Too Close	0	0.00	0	0.00
Improper Backing	0	0.00	0	0.00
Improper Passing	0	0.00	0	0.00
Inattention	24	43.64	2	40.00
Lost Consciousness/Fainted	1	1.82	0	0.00
Medication	1	1.82	0	0.00
Misjudge Clearance	4	7.27	0	0.00
Not Under Proper Control	4	7.27	0	0.00
Overcorrecting/Oversteering	0	0.00	0	0.00
Physical Disability	0	0.00	0	0.00
Sick	0	0.00	0	0.00
Too Fast for Conditions	0	0.00	0	0.00
Turning Improperly	0	0.00	0	0.00
Weaving in Traffic	0	0.00	0	0.00

CONTRIBUTING FACTORS *(continued)*

The following tables outline driver factors that contributed to each type of collision. Driver-contributing factors are summarized for each specific collision type. Any factor cannot be accumulated more than once in one collision. The percentages represent the percent a given factor occurred in a specific type of collision.

COLLISIONS INVOLVING MULTIPLE FATALITIES	
TOTAL MULTIPLE FATALITIES COLLISIONS	49
TOTAL KILLED	109
TOTAL INJURED	61



MULTIPLE FATALITY COLLISIONS		
DRIVER CONTRIBUTING FACTORS	COLLISIONS	PERCENT OF TOTAL
Alcohol Involvement	6	12.24
Cell Phone	0	0.00
Disregard Traffic Control	3	6.12
Distraction	0	0.00
Drug Involvement	4	8.16
Emotional	0	0.00
Exceeded Stated Speed Limit	4	8.16
Failed to Yield Right of Way	8	16.33
Fatigue	0	0.00
Fell Asleep	0	0.00
Following Too Close	0	0.00
Improper Backing	0	0.00
Improper Passing	0	0.00
Inattention	12	24.49
Lost Consciousness/Fainted	0	0.00
Medication	0	0.00
Misjudge Clearance	1	2.04
Not Under Proper Control	27	55.10
Overcorrecting/Oversteering	12	24.49
Physical Disability	0	0.00
Sick	0	0.00
Too Fast for Conditions	4	8.16
Turning Improperly	1	2.04
Weaving in Traffic	1	2.04



COLLISIONS BY COUNTY

COLLISIONS BY COUNTY

2013 VS 2014

COUNTY	COLLISIONS								PERSONS			
	TOTAL		FATAL		NON-FATAL INJURY		PROPERTY DAMAGE		KILLED		INJURED	
	2013	2014	2013	2014	2013	2014	2013	2014	2013	2014	2013	2014
Adair	271	299	3	5	64	61	204	233	3	6	98	96
Allen	456	454	5	2	88	96	363	356	6	2	141	132
Anderson	441	507	0	3	102	108	339	396	0	4	157	177
Ballard	192	170	4	3	41	32	147	135	4	3	64	44
Barren	1,139	1,172	10	9	219	234	910	929	11	9	340	336
Bath	124	96	2	1	24	22	98	73	3	1	41	32
Bell	621	555	7	3	139	116	475	436	7	3	211	180
Boone	4,307	4,639	9	5	632	664	3,666	3,970	9	5	946	917
Bourbon	550	576	2	4	90	83	458	489	2	4	127	113
Boyd	1,506	1,501	4	5	245	226	1,257	1,270	4	6	363	334
Boyle	840	777	2	7	140	131	698	639	2	7	194	184
Bracken	231	179	1	2	40	33	190	144	1	2	56	41
Breathitt	290	280	4	9	81	88	205	183	5	12	131	142
Breckinridge	246	202	6	7	78	66	162	129	7	7	118	111
Bullitt	1,821	2,173	7	11	376	435	1,438	1,727	7	11	562	611
Butler	278	291	3	5	49	48	226	238	3	5	64	73
Caldwell	385	386	2	3	75	90	308	293	3	3	102	131
Calloway	944	967	8	8	143	110	793	849	9	9	203	158
Campbell	2,848	2,906	5	6	359	358	2,484	2,542	5	7	494	489
Carlisle	78	86	2	2	36	31	40	53	2	3	52	49
Carroll	367	449	3	3	60	91	304	355	3	3	83	125
Carter	532	540	4	5	116	109	412	426	4	5	157	149
Casey	280	172	6	4	66	41	208	127	6	4	104	61
Christian	1,718	1,707	8	7	325	322	1,385	1,378	10	7	444	441
Clark	1,018	1,076	4	6	146	156	868	914	4	7	209	204
Clay	381	370	6	6	140	147	235	217	6	6	240	240
Clinton	132	111	1	3	36	22	95	86	1	3	47	37
Crittenden	182	197	2	3	60	72	120	122	2	4	79	113
Cumberland	134	126	1	3	27	19	106	104	1	3	41	25
Daviess	3,314	3,217	8	7	500	482	2,806	2,728	8	8	708	679
Edmonson	201	217	1	3	40	57	160	157	1	3	53	85
Elliott	61	64	0	0	20	15	41	49	0	0	23	18
Estill	161	147	6	2	29	25	126	120	8	2	67	35
Fayette	12,228	12,872	17	27	2,150	2,004	10,061	10,841	18	28	3,054	2,847
Fleming	246	218	4	0	50	43	192	175	6	0	79	69
Floyd	763	829	10	6	193	211	560	612	11	7	332	336
Franklin	1,454	1,471	3	2	234	186	1,217	1,283	3	2	323	248
Fulton	126	124	1	2	23	21	102	101	1	3	30	27
Gallatin	240	264	4	2	52	50	184	212	4	2	80	73
Garrard	337	380	2	1	78	85	257	294	2	1	126	125

COLLISIONS BY COUNTY

2013 VS 2014

COUNTY	COLLISIONS								PERSONS			
	TOTAL		FATAL		NON-FATAL INJURY		PROPERTY DAMAGE		KILLED		INJURED	
	2013	2014	2013	2014	2013	2014	2013	2014	2013	2014	2013	2014
Grant	640	685	2	5	108	126	530	554	2	5	158	204
Graves	864	911	8	8	197	182	659	721	8	8	282	268
Grayson	604	626	6	6	130	154	468	466	6	7	202	210
Green	167	165	6	3	29	45	132	117	7	3	47	102
Greenup	683	594	3	4	120	120	560	470	3	7	171	183
Hancock	141	120	0	2	32	29	109	89	0	2	48	34
Hardin	2,922	2,843	12	16	451	485	2,459	2,342	20	16	688	720
Harlan	558	524	4	10	150	123	404	391	4	11	238	188
Harrison	490	536	5	4	77	80	408	452	5	4	121	111
Hart	525	532	2	5	101	97	422	430	2	6	153	149
Henderson	1,563	1,536	4	5	291	278	1,268	1,253	4	5	394	406
Henry	383	401	1	4	82	72	300	325	2	4	108	109
Hickman	49	80	1	2	13	22	35	56	1	3	19	26
Hopkins	1,314	1,430	5	10	186	205	1,123	1,215	5	10	257	317
Jackson	196	198	3	3	59	53	134	142	3	4	81	71
Jefferson	28,503	29,687	87	69	5,174	5,137	23,242	24,481	88	78	8,047	7,984
Jessamine	1,309	1,464	6	3	202	262	1,101	1,199	6	8	300	379
Johnson	456	459	3	3	100	124	353	332	3	3	155	197
Kenton	5,269	5,309	5	9	709	715	4,555	4,585	5	9	993	960
Knott	251	266	4	3	85	77	162	186	5	3	121	101
Knox	584	465	7	5	163	112	414	348	7	5	292	210
Larue	289	236	1	2	55	47	233	187	1	3	82	56
Laurel	1,473	1,605	12	10	323	318	1,138	1,277	13	10	557	548
Lawrence	243	207	6	1	71	59	166	147	6	1	107	99
Lee	82	74	1	4	17	6	64	64	1	4	30	12
Leslie	87	68	2	0	31	26	54	42	2	0	55	38
Letcher	286	308	3	4	102	111	181	193	4	4	174	184
Lewis	162	123	4	2	39	26	119	95	4	2	53	47
Lincoln	415	411	2	3	109	86	304	322	2	3	149	165
Livingston	189	181	2	2	34	40	153	139	2	2	73	58
Logan	504	552	8	3	119	132	377	417	10	3	174	190
Lyon	228	261	3	0	54	55	171	206	3	0	77	71
McCracken	2,031	2,015	7	4	478	497	1,546	1,514	7	4	785	821
McCreary	222	206	4	3	72	66	146	137	4	4	132	113
McLean	174	179	1	0	53	55	120	124	1	0	80	75
Madison	2,440	2,522	11	8	369	361	2,060	2,153	12	10	544	535
Magoffin	189	180	4	4	42	57	143	119	4	4	70	98
Marion	382	430	5	3	60	73	317	354	5	3	88	108
Marshall	730	726	6	12	179	163	545	551	6	14	267	246
Martin	94	121	0	1	28	30	66	90	0	1	39	44

COLLISIONS BY COUNTY

2013 VS 2014

COUNTY	COLLISIONS								PERSONS			
	TOTAL		FATAL		NON-FATAL INJURY		PROPERTY DAMAGE		KILLED		INJURED	
	2013	2014	2013	2014	2013	2014	2013	2014	2013	2014	2013	2014
Mason	566	628	6	4	103	98	457	526	8	5	150	156
Meade	425	404	6	6	134	104	285	294	6	6	219	156
Menifee	50	66	0	1	20	20	30	45	0	1	30	33
Mercer	487	483	1	5	88	94	398	384	1	5	115	139
Metcalfe	210	224	4	6	44	48	162	170	4	6	63	72
Monroe	42	35	0	0	7	6	35	29	0	0	9	8
Montgomery	750	831	2	2	139	145	609	684	2	2	199	212
Morgan	184	150	3	0	49	48	132	102	4	0	63	71
Muhlenberg	782	832	6	2	161	158	615	672	6	2	228	225
Nelson	1,074	1,111	7	5	189	201	878	905	8	5	291	268
Nicholas	148	149	1	2	25	29	122	118	1	4	36	45
Ohio	531	559	5	4	126	151	400	404	5	4	172	235
Oldham	1,011	1,164	4	8	157	187	850	969	5	9	216	284
Owen	162	131	3	3	44	28	115	100	4	3	64	40
Owsley	41	35	1	2	12	8	28	25	1	2	21	14
Pendleton	335	296	1	1	58	58	276	237	1	1	69	78
Perry	709	768	9	9	183	199	517	560	11	9	272	297
Pike	1,500	1,373	17	18	460	365	1,023	990	20	21	721	599
Powell	335	293	3	5	77	56	255	232	3	5	122	84
Pulaski	1,560	1,612	7	10	255	293	1,298	1,309	7	11	380	443
Robertson	25	19	0	0	6	7	19	12	0	0	6	8
Rockcastle	417	477	4	3	84	91	329	383	4	3	133	151
Rowan	737	791	5	3	128	128	604	660	5	3	187	186
Russell	313	310	3	6	51	58	259	246	3	8	84	87
Scott	1,331	1,515	12	10	230	293	1,089	1,212	12	12	331	411
Shelby	1,287	1,318	5	6	209	261	1,073	1,051	6	7	313	393
Simpson	587	599	2	3	131	117	454	479	2	4	167	183
Spencer	197	291	0	1	51	72	146	218	0	1	75	111
Taylor	643	646	1	2	102	102	540	542	1	2	137	140
Todd	233	189	1	2	48	47	184	140	1	2	60	69
Trigg	330	319	4	1	76	73	250	245	4	1	123	99
Trimble	117	164	1	5	28	43	88	116	1	5	39	74
Union	280	303	0	0	73	77	207	226	0	0	113	104
Warren	4,126	4,233	16	15	734	776	3,376	3,442	18	17	1,036	1,094
Washington	232	288	0	4	57	64	175	220	0	4	83	112
Wayne	204	349	1	2	36	70	167	277	2	3	57	105
Webster	242	293	3	3	52	70	187	220	3	3	62	92
Whitley	955	1,068	7	9	226	272	722	787	7	9	360	419
Wolfe	159	154	2	2	27	28	130	124	2	2	47	41
Woodford	807	853	4	5	128	117	675	731	5	5	173	159
TOTALS	123,258	127,326	590	612	22,868	22,958	99,800	103,756	638	672	34,180	34,221

COLLISIONS INVOLVING DRINKING DRIVERS BY COUNTY 2013 VS 2014

COUNTY	COLLISIONS								PERSONS			
	TOTAL		FATAL *		NON-FATAL INJURY		PROPERTY DAMAGE		KILLED *		INJURED	
	2013	2014	2013	2014	2013	2014	2013	2014	2013	2014	2013	2014
Adair	17	7	1	1	6	2	10	4	1	1	12	4
Allen	23	19	2	1	6	3	15	15	2	1	9	5
Anderson	20	21	0	1	9	7	11	13	0	1	13	13
Ballard	9	11	0	2	5	4	4	5	0	2	5	7
Barren	42	39	3	3	19	15	20	21	3	3	33	19
Bath	12	1	0	0	4	0	8	1	0	0	4	0
Bell	20	8	2	1	11	2	7	5	2	1	15	3
Boone	142	171	1	1	47	50	94	120	1	1	69	56
Bourbon	40	22	0	1	13	9	27	12	0	1	17	11
Boyd	33	38	1	0	13	13	19	25	1	0	24	20
Boyle	33	15	0	2	11	3	22	10	0	2	13	9
Bracken	9	5	0	1	3	1	6	3	0	1	6	2
Breathitt	10	11	0	2	5	6	5	3	0	5	9	9
Breckinridge	11	10	0	3	7	4	4	3	0	3	8	8
Bullitt	76	69	2	2	30	33	44	34	2	2	47	45
Butler	17	15	0	2	4	7	13	6	0	2	8	7
Caldwell	9	8	1	0	2	1	6	7	1	0	5	1
Calloway	38	34	1	1	12	7	25	26	1	2	18	7
Campbell	131	110	0	0	36	31	95	79	0	0	57	43
Carlisle	4	5	1	0	3	4	0	1	1	0	5	6
Carroll	17	22	1	0	5	10	11	12	1	0	6	14
Carter	20	18	1	1	8	10	11	7	1	1	11	14
Casey	10	8	2	1	6	4	2	3	2	1	10	6
Christian	59	76	2	1	16	22	41	53	2	1	22	29
Clark	29	35	0	0	7	9	22	26	0	0	9	12
Clay	18	17	2	2	10	12	6	3	2	2	14	19
Clinton	7	5	1	1	3	2	3	2	1	1	4	3
Crittenden	1	8	0	1	0	5	1	2	0	1	0	5
Cumberland	5	2	1	1	2	0	2	1	1	1	2	2
Daviess	114	114	0	2	34	31	80	81	0	3	44	39
Edmonson	10	9	1	0	7	2	2	7	1	0	10	3
Elliott	2	2	0	0	1	1	1	1	0	0	1	1
Estill	9	7	1	1	1	3	7	3	2	1	2	5
Fayette	500	472	5	11	139	116	356	345	5	11	200	161
Fleming	4	8	0	0	0	4	4	4	0	0	0	4
Floyd	36	32	6	0	13	16	17	16	6	0	22	19
Franklin	64	49	0	1	20	8	44	40	0	1	25	14
Fulton	3	6	0	1	1	1	2	4	0	1	1	1
Gallatin	10	9	0	0	5	4	5	5	0	0	9	6
Garrard	13	12	0	0	4	3	9	9	0	0	6	7

* Fatal collision data has been adjusted to reflect follow-up studies of drivers with blood alcohol content (BAC) of .01 or higher (from FARS). This also affects the total of all collisions.

COLLISIONS INVOLVING DRINKING DRIVERS BY COUNTY 2013 VS 2014

COUNTY	COLLISIONS								PERSONS			
	TOTAL		FATAL *		NON-FATAL INJURY		PROPERTY DAMAGE		KILLED *		INJURED	
	2013	2014	2013	2014	2013	2014	2013	2014	2013	2014	2013	2014
Grant	14	26	0	0	3	6	11	20	0	0	7	6
Graves	31	28	1	3	18	12	12	13	1	3	23	17
Grayson	29	31	1	1	13	17	15	13	1	1	20	22
Green	8	4	2	0	2	2	4	2	2	0	2	2
Greenup	22	26	0	1	10	11	12	14	0	1	11	17
Hancock	5	8	0	1	2	3	3	4	0	1	2	3
Hardin	104	89	4	3	25	32	75	54	6	3	37	39
Harlan	16	11	1	1	8	3	7	7	1	1	12	4
Harrison	27	18	1	1	11	8	15	9	1	1	26	11
Hart	19	12	2	0	6	4	11	8	2	0	11	7
Henderson	49	50	1	0	18	16	30	34	1	0	24	24
Henry	20	19	0	0	12	4	8	15	0	0	14	5
Hickman	0	7	0	0	0	1	0	6	0	0	0	1
Hopkins	40	41	3	3	13	14	24	24	3	3	20	27
Jackson	9	6	0	1	4	2	5	3	0	1	7	3
Jefferson	888	912	25	20	312	291	551	601	25	22	449	455
Jessamine	52	57	2	0	7	20	43	37	2	0	12	27
Johnson	17	12	1	1	8	7	8	4	1	1	11	14
Kenton	229	188	1	4	60	34	168	150	1	4	89	45
Knott	13	8	1	0	9	7	3	1	1	0	11	7
Knox	18	21	1	1	7	6	10	14	1	1	16	13
Larue	12	11	1	0	4	3	7	8	1	0	8	4
Laurel	32	38	2	1	15	13	15	24	3	1	29	21
Lawrence	8	10	2	1	3	5	3	4	2	1	4	6
Lee	1	4	0	2	0	1	1	1	0	2	0	3
Leslie	1	1	0	0	1	0	0	1	0	0	1	0
Letcher	13	14	2	1	7	8	4	5	3	1	8	11
Lewis	10	3	3	0	2	2	5	1	3	0	4	3
Lincoln	23	6	1	0	12	4	10	2	1	0	17	6
Livingston	9	9	1	0	6	5	2	4	1	0	8	6
Logan	18	20	3	0	8	11	7	9	4	0	10	13
Lyon	13	13	1	0	3	6	9	7	1	0	4	10
McCracken	74	60	0	1	38	24	36	35	0	1	62	46
McCreary	6	6	0	1	4	4	2	1	0	1	8	6
McLean	7	8	0	0	4	3	3	5	0	0	4	3
Madison	95	85	3	0	24	26	68	59	3	0	37	46
Magoffin	8	6	1	2	4	1	3	3	1	2	5	2
Marion	20	22	0	0	6	6	14	16	0	0	9	7
Marshall	35	26	1	3	16	15	18	8	1	3	19	24
Martin	3	2	0	0	1	1	2	1	0	0	1	1

* Fatal collision data has been adjusted to reflect follow-up studies of drivers with blood alcohol content (BAC) of .01 or higher (from FARS).
This also affects the total of all collisions.

COLLISIONS INVOLVING DRINKING DRIVERS BY COUNTY 2013 VS 2014

COUNTY	COLLISIONS								PERSONS			
	TOTAL		FATAL *		NON-FATAL INJURY		PROPERTY DAMAGE		KILLED *		INJURED	
	2013	2014	2013	2014	2013	2014	2013	2014	2013	2014	2013	2014
Mason	29	37	1	2	11	9	17	26	1	2	19	17
Meade	28	32	2	2	12	17	14	13	2	2	20	20
Menifee	2	4	0	0	1	2	1	2	0	0	1	5
Mercer	19	22	0	1	8	10	11	11	0	1	9	15
Metcalfe	8	8	0	0	2	3	6	5	0	0	3	4
Monroe	0	0	0	0	0	0	0	0	0	0	0	0
Montgomery	26	21	0	1	12	9	14	11	0	1	15	9
Morgan	6	4	1	0	3	3	2	1	1	0	4	3
Muhlenberg	28	30	1	1	11	14	16	15	1	1	14	17
Nelson	48	52	4	1	12	13	32	38	5	1	18	15
Nicholas	8	9	0	1	3	1	5	7	0	3	3	4
Ohio	19	18	1	1	11	8	7	9	1	1	15	12
Oldham	29	37	2	2	9	12	18	23	3	2	12	17
Owen	7	5	1	2	4	2	2	1	1	2	6	4
Owsley	0	1	0	0	0	0	0	1	0	0	1	0
Pendleton	16	13	0	0	4	8	12	5	0	0	4	10
Perry	36	21	1	0	17	14	18	7	1	0	23	25
Pike	75	49	6	2	44	21	25	26	7	3	66	31
Powell	13	5	2	0	6	2	5	3	2	0	8	3
Pulaski	48	31	3	2	20	15	25	14	3	2	29	20
Robertson	4	2	0	0	1	2	3	0	0	0	1	2
Rockcastle	9	7	1	0	4	1	4	6	1	0	6	3
Rowan	16	18	1	1	6	6	9	11	1	1	10	7
Russell	9	5	0	2	4	0	5	3	0	2	9	2
Scott	41	55	5	4	12	11	24	40	5	4	21	21
Shelby	51	46	2	2	15	18	34	26	2	3	23	20
Simpson	21	28	0	1	13	7	8	20	0	1	17	9
Spencer	3	15	0	0	0	9	3	6	0	0	0	14
Taylor	18	28	0	1	13	7	5	20	0	1	14	8
Todd	15	13	0	0	5	4	10	9	0	0	8	6
Trigg	21	15	1	0	9	5	11	10	1	0	12	7
Trimble	6	9	0	1	3	4	3	4	0	1	3	8
Union	8	9	0	0	3	7	5	2	0	0	3	9
Warren	135	139	6	6	45	47	84	86	7	8	62	62
Washington	10	7	0	1	6	3	4	3	0	1	12	5
Wayne	3	12	0	0	1	8	2	4	0	0	1	11
Webster	6	10	1	2	1	4	4	4	1	2	1	4
Whitley	38	30	2	2	16	13	20	15	2	2	19	16
Wolfe	3	5	1	0	1	2	1	3	1	0	7	2
Woodford	42	34	2	1	10	8	30	25	2	1	23	14
TOTALS	4,529	4,334	153	143	1,592	1,432	2,784	2,759	163	156	2,339	2,067

* Fatal collision data has been adjusted to reflect follow-up studies of drivers with blood alcohol content (BAC) of .01 or higher (from FARS).
This also affects the total of all collisions.

DRIVERS UNDER INFLUENCE OF DRUGS BY COUNTY

The following chart shows the number of drivers suspected of being under the influence of drugs involved in collisions, along with the number of persons killed or injured in those collisions. A total of 1,404 collisions in which drivers were suspected of being under the influence of drugs based on preliminary investigation of the officer investigating the collision. Of this total, 37 were fatal collisions and 571 were injury collisions.

COUNTY	ALL COLLISIONS	FATAL* COLLISIONS	INJURY COLLISIONS	PERSONS* KILLED	PERSONS INJURED
ADAIR	7	3	1	3	2
ALLEN	3	1	0	1	0
ANDERSON	7	1	4	1	8
BALLARD	5	2	1	2	3
BARREN	15	2	7	2	12
BATH	3	1	1	1	2
BELL	29	1	9	1	12
BOONE	41	2	18	2	26
BOURBON	8	2	1	2	1
BOYD	26	3	9	4	13
BOYLE	7	4	1	4	2
BRACKEN	0	0	0	0	0
BREATHITT	17	2	8	2	14
BRECKENRIDGE	3	2	0	2	0
BULLITT	25	3	8	3	15
BUTLER	5	2	1	2	1
CALDWELL	1	0	0	0	0
CALLOWAY	7	0	0	0	0
CAMPBELL	35	0	12	0	18
CARLISLE	2	0	2	0	4
CARROLL	8	1	6	1	12
CARTER	8	2	5	2	9
CASEY	9	2	3	2	7
CHRISTIAN	14	1	2	1	4
CLARK	13	1	2	1	3
CLAY	19	4	11	4	17
CLINTON	3	2	0	2	0
CRITTENDEN	2	0	2	0	4
CUMBERLAND	3	2	0	2	2
DAVISS	31	2	10	3	11
EDMONSON	1	0	1	0	1
ELLIOTT	0	0	0	0	0
ESTILL	4	1	1	1	1
FAYETTE	77	11	25	11	38
FLEMING	0	0	0	0	0
FLOYD	45	1	22	1	46
FRANKLIN	20	1	7	1	9
FULTON	3	1	0	1	2
GALLATIN	3	1	1	1	1

COUNTY	ALL COLLISIONS	FATAL* COLLISIONS	INJURY COLLISIONS	PERSONS* KILLED	PERSONS INJURED
GARRARD	3	1	1	1	1
GRANT	9	1	2	1	6
GRAVES	15	3	7	3	19
GRAYSON	12	2	5	2	12
GREEN	2	0	1	0	2
GREENUP	8	1	2	2	2
HANCOCK	1	0	0	0	0
HARDIN	33	2	8	2	11
HARLAN	44	6	19	7	28
HARRISON	7	0	2	0	2
HART	5	1	1	2	4
HENDERSON	13	1	5	1	10
HENRY	4	1	2	1	2
HICKMAN	1	1	0	2	0
HOPKINS	20	3	5	3	9
JACKSON	4	2	0	3	0
JEFFERSON	218	20	85	22	133
JESSAMINE	19	0	12	0	18
JOHNSON	18	1	10	1	17
KENTON	56	3	16	3	25
KNOTT	12	2	5	2	7
KNOX	31	1	10	1	15
LARUE	4	1	2	2	4
LAUREL	32	2	11	2	25
LAWRENCE	2	0	2	0	3
LEE	2	2	0	2	0
LESLIE	1	0	0	0	0
LETCHER	17	1	9	1	17
LEWIS	1	0	1	0	2
LINCOLN	8	2	3	2	4
LIVINGSTON	1	0	1	0	1
LOGAN	5	0	3	0	4
LYON	3	0	2	0	2
McCRACKEN	6	0	3	0	4
McCREARY	10	1	5	2	5
McLEAN	1	0	0	0	0
MADISON	30	2	7	3	11
MAGOFFIN	9	0	4	0	10
MARION	5	2	0	2	0

* Fatal collision data has been adjusted to reflect follow-up studies of drivers under the influence of drugs (from FARS).
This also affects the total of all collisions.

DRIVERS UNDER INFLUENCE OF DRUGS BY COUNTY

COUNTY	ALL COLLISIONS	FATAL* COLLISIONS	INJURY COLLISIONS	PERSONS* KILLED	PERSONS INJURED
MARSHALL	13	6	4	7	8
MARTIN	3	1	1	1	1
MASON	7	1	2	1	2
MEADE	5	3	2	3	2
MENIFEE	1	0	1	0	1
MERCER	8	3	2	3	4
METCALFE	2	2	0	2	0
MONROE	0	0	0	0	0
MONTGOMERY	12	0	6	0	9
MORGAN	1	0	1	0	1
MUHLENBERG	16	0	4	0	8
NELSON	12	2	3	2	3
NICHOLAS	2	0	1	0	1
OHIO	5	0	1	0	1
OLDHAM	13	4	3	5	6
OWEN	2	2	0	2	0
OWSLEY	0	0	0	0	2
PENDLETON	1	0	0	0	0
PERRY	24	3	9	3	15
PIKE	70	11	35	13	62
POWELL	3	0	2	0	2
PULASKI	10	0	4	0	6

COUNTY	ALL COLLISIONS	FATAL* COLLISIONS	INJURY COLLISIONS	PERSONS* KILLED	PERSONS INJURED
ROBERTSON	2	0	1	0	1
ROCKCASTLE	4	0	2	0	5
ROWAN	13	0	6	0	8
RUSSELL	6	2	2	3	6
SCOTT	12	5	4	7	7
SHELBY	9	1	1	2	1
SIMPSON	5	1	2	1	3
SPENCER	3	0	2	0	2
TAYLOR	5	0	0	0	0
TODD	2	0	0	0	0
TRIGG	3	0	2	0	3
TRIMBLE	2	1	0	1	0
UNION	5	0	2	0	4
WARREN	42	5	14	7	18
WASHINGTON	2	0	1	0	2
WAYNE	4	2	1	3	1
WEBSTER	1	0	1	0	1
WHITLEY	32	2	11	2	21
WOLFE	5	0	4	0	5
WOODFORD	10	5	2	5	2
TOTALS	1,558	191	571	214	939

* Fatal collision data has been adjusted to reflect follow-up studies of drivers under the influence of drugs (from FARS).
This also affects the total of all collisions.

ALL COLLISIONS BY AREA DEVELOPMENT DISTRICT

AREA DEVELOPMENT DISTRICT	TOTAL NUMBER REPORTED	TOTAL COLLISIONS REPORTED		NUMBER PERSONS	
		FATAL	INJURY	KILLED	INJURED
Purchase	5,079	41	1,058	47	1,639
Pennyrile	5,502	30	1,062	31	1,524
Green River	6,207	21	1,142	22	1,625
Barren River	8,309	51	1,611	55	2,322
Lincoln Trail	6,140	49	1,194	51	1,741
KIPDA	35,198	104	6,207	115	9,566
Northern Kentucky	14,679	34	2,090	35	2,886
Buffalo Trace	1,167	8	207	9	321
Gateway	1,934	7	363	7	534
FIVCO	2,906	15	529	19	783
Big Sandy	2,962	32	787	36	1,274
Kentucky River	1,953	33	543	36	829
Cumberland Valley	5,262	49	1,232	51	2,007
Lake Cumberland	3,996	41	777	47	1,209
Bluegrass	26,032	97	4,156	111	5,961
TOTALS	127,326	612	22,958	672	34,221

ALCOHOL RELATED COLLISIONS BY AREA DEVELOPMENT DISTRICT

AREA DEVELOPMENT DISTRICT	TOTAL NUMBER REPORTED	TOTAL COLLISIONS REPORTED		NUMBER PERSONS	
		FATAL*	INJURY	KILLED*	INJURED
Purchase	177	11	68	12	109
Pennyriple	213	6	76	6	108
Green River	217	6	72	7	94
Barren River	289	13	99	15	129
Lincoln Trail	254	11	95	11	120
KIPDA	1,107	27	371	30	564
Northern Kentucky	544	7	145	7	184
Buffalo Trace	55	3	18	3	28
Gateway	48	2	20	2	24
FIVCO	94	3	40	3	58
Big Sandy	101	5	46	6	67
Kentucky River	65	5	38	8	57
Cumberland Valley	138	9	52	9	82
Lake Cumberland	108	10	44	10	64
Bluegrass	924	25	248	27	379
TOTALS	4,334	143	1,432	156	2,067

* Fatal collision data has been adjusted to reflect follow-up studies of drivers (FARS).
This also affects the total of all collisions.

DRUG RELATED COLLISIONS BY AREA DEVELOPMENT DISTRICT

AREA DEVELOPMENT DISTRICT	TOTAL NUMBER REPORTED	TOTAL COLLISIONS REPORTED		NUMBER PERSONS	
		FATAL*	INJURY	KILLED*	INJURED
Purchase	52	13	17	15	40
Pennyriple	62	4	18	4	31
Green River	57	3	19	4	27
Barren River	83	14	29	17	43
Lincoln Trail	76	14	21	15	34
KIPDA	274	30	101	34	159
Northern Kentucky	155	10	55	10	88
Buffalo Trace	10	1	4	1	5
Gateway	30	1	15	1	21
FIVCO	44	6	18	8	27
Big Sandy	145	14	72	16	136
Kentucky River	78	10	35	10	60
Cumberland Valley	195	18	73	20	123
Lake Cumberland	59	14	17	17	31
Bluegrass	238	39	77	42	114
TOTALS	1,558	191	571	214	939

* Fatal collision data has been adjusted to reflect follow-up studies of drivers (FARS).
This also affects the total of all collisions.

AREA DEVELOPMENT DISTRICT	COUNTIES IN DISTRICT
Barren River	Allen, Barren, Butler, Edmonson, Hart, Logan, Metcalfe, Monroe, Simpson, Warren
Big Sandy	Floyd, Johnson, Magoffin, Martin, Pike
Bluegrass	Anderson, Bourbon, Boyle, Clark, Estill, Fayette, Franklin, Garrard, Harrison, Jessamine, Lincoln, Madison, Mercer, Nicholas, Powell, Scott, Woodford
Buffalo Trace	Bracken, Fleming, Lewis, Mason, Robertson
Cumberland Valley	Bell, Clay, Harlan, Jackson, Knox, Laurel, Rockcastle, Whitley
FIVCO	Boyd, Carter, Elliott, Greenup, Lawrence
Gateway	Bath, Menifee, Montgomery, Morgan, Rowan
Green River	Daviess, Hancock, Henderson, McLean, Ohio, Union, Webster
Kentucky River	Breathitt, Knott, Lee, Leslie, Letcher, Owsley, Perry, Wolfe
KIPDA	Bullitt, Henry, Jefferson, Oldham, Shelby, Spencer, Trimble
Lake Cumberland	Adair, Casey, Clinton, Cumberland, Green, McCreary, Pulaski, Russell, Taylor, Wayne
Lincoln Trail	Breckinridge, Grayson, Hardin, Larue, Marion, Meade, Nelson, Washington
Northern Kentucky	Boone, Campbell, Carroll, Gallatin, Grant, Kenton, Owen, Pendleton
Pennyriple	Caldwell, Christian, Crittenden, Hopkins, Livingston, Lyon, Muhlenberg, Todd, Trigg
Purchase	Ballard, Calloway, Carlisle, Fulton, Graves, Hickman, McCracken, Marshall



PARKING LOTS/ PRIVATE PROPERTY

COLLISIONS BY COUNTY

PARKING LOTS / PRIVATE PROPERTY

2013 VS 2014

COUNTY	COLLISIONS								PERSONS			
	TOTAL		FATAL		NON-FATAL INJURY		PROPERTY DAMAGE		KILLED		INJURED	
	2013	2014	2013	2014	2013	2014	2013	2014	2013	2014	2013	2014
Adair	98	104	0	0	5	1	93	103	0	0	5	3
Allen	106	115	0	0	4	3	102	112	0	0	4	3
Anderson	102	92	0	0	2	3	100	89	0	0	3	3
Ballard	29	28	0	0	1	1	28	27	0	0	1	1
Barren	356	387	0	0	7	7	349	380	0	0	7	9
Bath	16	32	0	0	0	0	16	32	0	0	0	0
Bell	201	182	0	0	6	4	195	178	0	0	6	4
Boone	1,128	1,283	0	1	21	31	1,107	1,251	0	1	25	36
Bourbon	82	94	0	0	0	4	82	90	0	0	0	6
Boyd	280	299	0	0	9	15	271	284	0	0	17	17
Boyle	269	277	0	0	4	5	265	272	0	0	4	6
Bracken	18	26	0	0	0	1	18	25	0	0	0	1
Breathitt	46	61	0	0	2	7	44	54	0	0	2	9
Breckinridge	56	57	0	0	1	3	55	54	0	0	1	3
Bullitt	200	193	0	0	8	4	192	189	0	0	10	5
Butler	55	49	0	0	3	0	52	49	0	0	5	0
Caldwell	98	118	0	0	2	2	96	116	0	0	2	2
Calloway	391	390	0	0	2	7	389	383	0	0	2	8
Campbell	516	505	0	0	15	9	501	496	0	0	16	10
Carlisle	8	9	0	0	3	0	5	9	0	0	3	0
Carroll	51	60	0	0	0	1	51	59	0	0	0	1
Carter	103	138	0	0	4	0	99	138	0	0	4	0
Casey	53	49	0	0	1	1	52	48	0	0	2	1
Christian	310	272	1	0	18	12	291	260	1	0	19	14
Clark	232	227	1	0	6	2	225	225	1	0	6	2
Clay	73	89	0	0	3	5	70	84	0	0	3	5
Clinton	6	3	0	0	2	1	4	2	0	0	4	1
Crittenden	25	36	0	0	1	0	24	36	0	0	1	0
Cumberland	28	29	0	0	1	3	27	26	0	0	1	3
Daviess	929	994	0	0	25	19	904	975	0	0	26	21
Edmonson	22	23	0	0	0	0	22	23	0	0	0	0
Elliott	14	6	0	0	1	0	13	6	0	0	1	0
Estill	31	29	0	0	3	1	28	28	0	0	4	1
Fayette	3,160	3,367	0	0	101	96	3,059	3,271	0	0	110	105
Fleming	68	55	0	0	2	0	66	55	0	0	2	0
Floyd	158	174	0	1	7	11	151	162	0	1	8	15
Franklin	456	475	0	0	10	18	446	457	0	0	12	20
Fulton	26	25	0	0	2	1	24	24	0	0	2	3
Gallatin	40	48	0	0	1	2	39	46	0	0	1	2
Garrard	38	48	1	0	2	1	35	47	1	0	2	1

COLLISIONS BY COUNTY

PARKING LOTS / PRIVATE PROPERTY

2013 VS 2014

COUNTY	COLLISIONS								PERSONS			
	TOTAL		FATAL		NON-FATAL INJURY		PROPERTY DAMAGE		KILLED		INJURED	
	2013	2014	2013	2014	2013	2014	2013	2014	2013	2014	2013	2014
Grant	116	149	1	0	0	5	115	144	1	0	0	6
Graves	160	179	0	0	3	4	157	175	0	0	3	4
Grayson	154	152	0	1	6	2	148	149	0	1	7	5
Green	37	52	0	0	0	4	37	48	0	0	0	4
Greenup	151	165	1	0	5	6	145	159	1	0	6	7
Hancock	28	26	0	0	1	1	27	25	0	0	1	1
Hardin	393	425	0	0	13	11	380	414	0	0	14	11
Harlan	124	137	0	0	7	8	117	129	0	0	7	8
Harrison	115	113	0	0	4	4	111	109	0	0	5	4
Hart	36	49	0	0	1	0	35	49	0	0	1	0
Henderson	405	429	1	0	18	13	386	416	1	0	22	16
Henry	48	57	0	0	2	0	46	57	0	0	2	0
Hickman	6	6	0	0	0	0	6	6	0	0	0	0
Hopkins	393	416	0	0	3	3	390	413	0	0	3	3
Jackson	29	21	0	0	2	0	27	21	0	0	2	0
Jefferson	1,764	1,800	0	0	155	170	1,609	1,630	0	0	193	203
Jessamine	309	305	0	0	8	13	301	292	0	0	9	13
Johnson	127	166	0	0	9	8	118	158	0	0	12	10
Kenton	875	921	0	1	24	24	851	896	0	1	26	28
Knott	34	51	1	0	2	2	31	49	1	0	2	2
Knox	149	155	0	0	1	2	148	153	0	0	1	2
Larue	38	38	0	0	0	0	38	38	0	0	0	0
Laurel	316	336	0	0	8	12	308	324	0	0	8	19
Lawrence	61	61	0	0	2	2	59	59	0	0	2	2
Lee	17	19	0	0	0	0	17	19	0	0	0	0
Leslie	17	13	0	0	0	0	17	13	0	0	0	0
Letcher	22	69	0	0	1	4	21	65	0	0	1	6
Lewis	16	17	0	0	0	0	16	17	0	0	0	0
Lincoln	52	78	1	0	3	2	48	76	1	0	4	2
Livingston	9	18	0	0	1	1	8	17	0	0	1	1
Logan	145	163	0	0	1	4	144	159	0	0	1	4
Lyon	41	51	0	0	0	1	41	50	0	0	0	1
McCracken	296	282	0	0	19	18	277	264	0	0	19	22
McCreary	44	42	0	0	2	1	42	41	0	0	2	1
McLean	24	39	0	0	0	1	24	38	0	0	0	1
Madison	848	831	1	0	10	14	837	817	1	0	13	15
Magoffin	45	39	0	0	1	0	44	39	0	0	1	0
Marion	136	149	0	0	1	3	135	146	0	0	1	3
Marshall	150	150	0	0	4	3	146	147	0	0	4	3
Martin	24	34	0	0	1	1	23	33	0	0	4	2

COLLISIONS BY COUNTY

PARKING LOTS / PRIVATE PROPERTY

2013 VS 2014

COUNTY	COLLISIONS								PERSONS			
	TOTAL		FATAL		NON-FATAL INJURY		PROPERTY DAMAGE		KILLED		INJURED	
	2013	2014	2013	2014	2013	2014	2013	2014	2013	2014	2013	2014
Mason	137	165	0	0	0	3	137	162	0	0	0	3
Meade	62	71	1	0	1	4	60	67	1	0	1	5
Menifee	6	9	1	0	0	0	5	9	1	0	0	0
Mercer	70	90	0	0	2	1	68	89	0	0	2	1
Metcalfe	40	36	0	0	2	1	38	35	0	0	2	2
Monroe	27	10	0	0	0	1	27	9	0	0	0	1
Montgomery	200	229	0	0	1	4	199	225	0	0	1	5
Morgan	31	31	0	0	2	2	29	29	0	0	2	3
Muhlenberg	207	193	0	0	5	5	202	188	0	0	5	6
Nelson	70	45	0	0	3	1	67	44	0	0	4	1
Nicholas	13	20	0	0	0	0	13	20	0	0	0	0
Ohio	133	141	0	0	3	3	130	138	0	0	3	4
Oldham	104	129	0	0	2	4	102	125	0	0	2	4
Owen	27	18	0	1	1	1	26	16	0	1	1	1
Owsley	7	3	0	0	0	0	7	3	0	0	0	0
Pendleton	24	32	0	0	0	1	24	31	0	0	0	1
Perry	203	216	0	0	5	9	198	207	0	0	5	14
Pike	414	424	0	1	14	21	400	402	0	1	18	27
Powell	71	77	0	0	2	2	69	75	0	0	2	2
Pulaski	541	584	3	0	7	11	531	573	3	0	8	15
Robertson	3	1	0	0	0	1	3	0	0	0	0	1
Rockcastle	70	82	0	0	2	1	68	81	0	0	3	1
Rowan	204	173	0	0	5	5	199	168	0	0	8	5
Russell	108	117	0	1	2	3	106	113	0	1	2	3
Scott	185	184	0	1	9	4	176	179	0	1	9	4
Shelby	242	216	0	0	4	6	238	210	0	0	6	8
Simpson	239	178	0	0	4	2	235	176	0	0	7	2
Spencer	17	20	0	0	1	3	16	17	0	0	1	4
Taylor	243	207	0	0	9	1	234	206	0	0	10	2
Todd	30	22	0	0	1	0	29	22	0	0	3	0
Trigg	62	74	0	0	2	2	60	72	0	0	2	2
Trimble	10	15	0	0	0	0	10	15	0	0	0	0
Union	54	80	0	0	4	4	50	76	0	0	4	4
Warren	711	709	0	0	37	36	674	673	0	0	46	39
Washington	44	52	0	0	3	3	41	49	0	0	3	3
Wayne	62	81	0	0	3	4	59	77	0	0	3	4
Webster	36	27	0	0	0	0	36	27	0	0	0	0
Whitley	190	251	0	0	7	13	183	238	0	0	13	19
Wolfe	39	34	1	0	1	1	37	33	1	0	2	1
Woodford	148	157	0	0	4	4	144	153	0	0	4	5
TOTALS	22,716	23,854	15	8	751	795	21,950	23,051	15	8	880	932

TYPES OF COLLISIONS

PARKING LOTS / PRIVATE PROPERTY

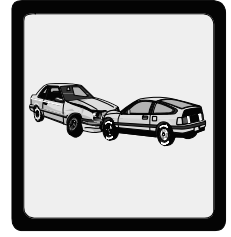


PARKING LOTS:

Total Collisions:	22,605
% of Total Collisions:	94.76%
Persons Killed:	5
% of Total Fatalities:	62.50%
No. of Fatal Collisions:	5
% of All Fatal Collisions:	62.50%

COLLISIONS WITH MOVING MOTOR VEHICLE:

Total Collisions:	395
% of Total Collisions:	1.66%
Persons Killed:	0
% of Total Fatalities:	0.00%
No. of Fatal Collisions:	0
% of All Fatal Collisions:	0.00%

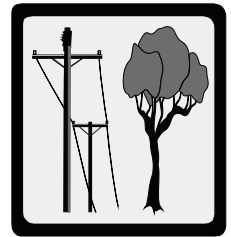


COLLISIONS WITH PEDESTRIAN:

Total Collisions:	28
% of Total Collisions:	0.12%
Persons Killed:	1
% of Total Fatalities:	12.50%
No. of Fatal Collisions:	1
% of All Fatal Collisions:	12.50%

COLLISIONS WITH FIXED OBJECT:

Total Collisions:	266
% of Total Collisions:	1.22%
Persons Killed:	0
% of Total Fatalities:	0.00%
No. of Fatal Collisions:	0
% of All Fatal Collisions:	0.00%

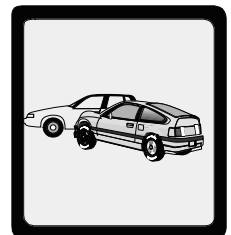


COLLISIONS WITH PEDALCYCLIST:

Total Collisions:	1
% of Total Collisions:	0.00%
Persons Killed:	0
% of Total Fatalities:	0.00%
No. of Fatal Collisions:	0
% of All Fatal Collisions:	0.00%

PARKED VEHICLE COLLISIONS:

Total Collisions:	519
% of Total Collisions:	2.18%
Persons Killed:	1
% of Total Fatalities:	12.50%
No. of Fatal Collisions:	1
% of All Fatal Collisions:	12.50%

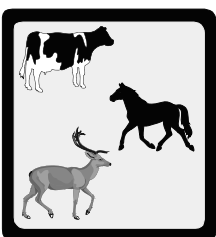


COLLISIONS WITH RAILWAY TRAIN:

Total Collisions:	10
% of Total Collisions:	0.04%
Persons Killed:	1
% of Total Fatalities:	12.50%
No. of Fatal Collisions:	1
% of All Fatal Collisions:	12.50%

COLLISIONS WITH OTHER OBJECTS:

Total Collisions:	10
% of Total Collisions:	0.04%
Persons Killed:	0
% of Total Fatalities:	0.00%
No. of Fatal Collisions:	0
% of All Fatal Collisions:	0.00%



COLLISIONS WITH ANIMALS (INCLUDING DEER):

Total Collisions:	0
% of Total Collisions:	0.00%
Persons Killed:	0
% of Total Fatalities:	0.00%
No. of Fatal Collisions:	0
% of All Fatal Collisions:	0.00%

NON-COLLISIONS (INCLUDING OVERTURNED):

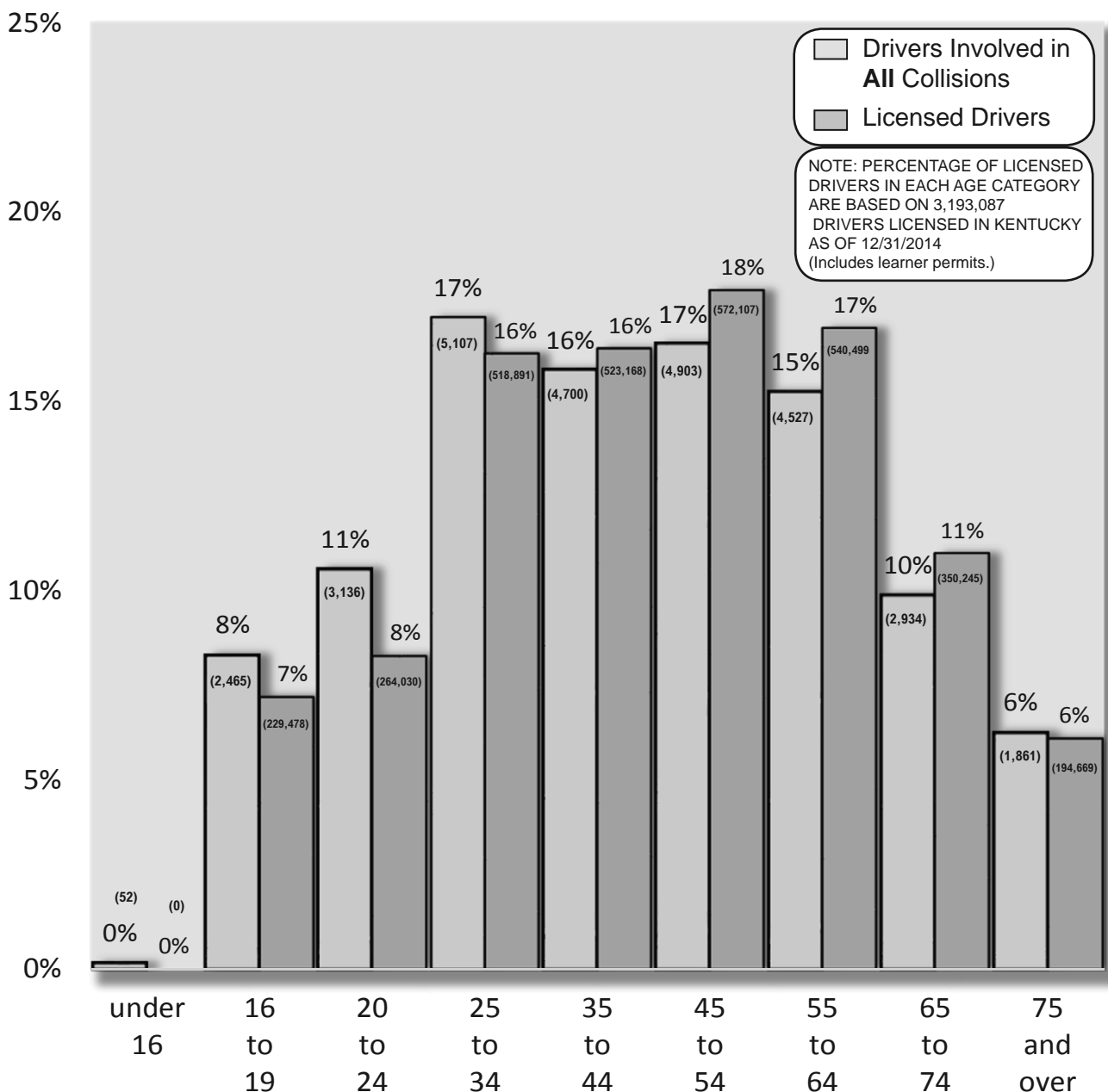
Total Collisions:	21
% of Total Collisions:	0.09%
Persons Killed:	0
% of Total Fatalities:	0.00%
No. of Fatal Collisions:	0
% of All Fatal Collisions:	0.00%



AGE OF DRIVERS (ALL COLLISIONS)

PARKING LOTS / PRIVATE PROPERTY

The chart below groups the ages of 29,865 drivers involved in traffic collisions during 2014 in Kentucky (for which age information was available). For each age category, the following information is shown: the percentage of drivers involved in all collisions, the number of drivers involved in these collisions is shown in parentheses, the percentage of all licensed drivers, and the number of licensed drivers is shown in parentheses (includes learner permits). This allows a comparison to be made between the percentage of a given age category of the driving population and the corresponding percentage this age category is involved in collisions. The percentage of drivers involved in all collisions was higher than the percentage of licensed drivers for the age categories under age 35, especially for the 20 to 24 years of age category. This data does not differentiate drivers “at-fault” versus drivers “not-at-fault.” There were 278 driver’s ages which could not be determined. These drivers represent 0.9% of all drivers involved in collisions. The percentages given below do not consider the “Unknown” category.



AGE

CONTRIBUTING FACTORS

PARKING LOTS / PRIVATE PROPERTY

A variety of factors and conditions can contribute to a collision. Police officers may indicate up to three driver factors for each driver, two vehicular factors for each vehicle, and up to two environmental factors for each collision. This table gives the number of collisions in which a given factor was listed at least once. Accumulations were made only once for each factor indicated in a collision, even if the factor was listed for more than one driver or vehicle. Therefore, the percentages give the percent of collisions in which a given factor is listed.

HUMAN FACTORS	ALL COLLISIONS	PERCENT OF TOTAL	FATAL COLLISIONS	PERCENT OF TOTAL
Inattention	11,187	46.90	2	25.00
Misjudge Clearance	5,143	21.56	0	0.00
Improper Backing	2,109	8.84	0	0.00
Not Under Proper Control	1,765	7.40	0	0.00
Failed to Yield Right of Way	1,055	4.42	0	0.00
Distraction	686	2.88	0	0.00
Alcohol Involvement	504	2.11	1	12.50
Too Fast for Conditions	194	0.81	0	0.00
Emotional	164	0.69	0	0.00
Drug Involvement	152	0.64	1	12.50
Turning Improperly	116	0.49	0	0.00
Following Too Close	95	0.40	0	0.00
Overcorrecting/Oversteering	81	0.34	0	0.00
Disregard Traffic Control	73	0.31	0	0.00
Lost Consciousness/Fainted	72	0.30	0	0.00
Cell Phone	69	0.29	0	0.00
Exceeded Stated Speed Limit	65	0.27	0	0.00
Improper Passing	48	0.20	0	0.00
Physical Disability	43	0.18	0	0.00
Sick	39	0.16	0	0.00
Medication	35	0.15	0	0.00
Fatigue	32	0.13	0	0.00
Fell Asleep	18	0.08	0	0.00
Weaving in Traffic	5	0.02	0	0.00

CONTRIBUTING FACTORS

PARKING LOTS / PRIVATE PROPERTY

(continued)

A variety of factors and conditions can contribute to a collision. Police officers may indicate up to three driver factors for each driver, two vehicular factors for each vehicle, and up to two environmental factors for each collision. This table gives the number of collisions in which a given factor was listed at least once. Accumulations were made only once for each factor indicated in a collision, even if the factor was listed for more than one driver or vehicle. Therefore, the percentages give the percent of collisions in which a given factor is listed.

VEHICULAR FACTORS	ALL COLLISIONS	PERCENT OF TOTAL	FATAL COLLISIONS	PERCENT OF TOTAL
Brakes Defective	199	0.83	1	12.50
Steering Failure	33	0.14	0	0.00
Tire Failure	20	0.08	0	0.00
Oversized Load on Vehicle	15	0.06	0	0.00
Tow Hitch Defective / Separation of Units	13	0.05	0	0.00
Load Securement	12	0.05	0	0.00
Headlights Defective	3	0.01	0	0.00
Other Lighting Defective	2	0.01	0	0.00
Overweight	1	0.00	0	0.00

ENVIRONMENTAL FACTORS	ALL COLLISIONS	PERCENT OF TOTAL	FATAL COLLISIONS	PERCENT OF TOTAL
Slippery Surface	623	2.64	0	0.00
View Obstructed	513	2.18	0	0.00
Improperly Parked Vehicle	231	0.98	0	0.00
Glare	139	0.59	1	12.50
Animal Action	24	0.10	0	0.00
Hole/Deep Ruts/Bumps	15	0.06	0	0.00
Water Pooling	15	0.06	0	0.00
Roadway Construction	14	0.06	0	0.00
Fixed Object(s)	11	0.05	0	0.00
Debris In Roadway	8	0.03	0	0.00
Maintenance / Utility	6	0.03	0	0.00
Shoulder Defective	3	0.01	0	0.00
Traffic Controls Not Working	2	0.01	0	0.00



FATALITY ANALYSIS REPORTING SYSTEM



FATALITY ANALYSIS REPORTING SYSTEM (FARS)

The *Fatality Analysis Reporting System (FARS)* is a computerized file containing data on all fatal motor vehicle traffic collisions occurring each year in the fifty states, the District of Columbia, and Puerto Rico. The system is operated by the National Highway Traffic Safety Administration for the purpose of identifying safety problems, suggesting solutions, and helping to provide an objective basis to evaluate the effectiveness of motor vehicle safety standards and highway safety countermeasures.

FARS has a contract with a government agency in each state for the purpose of fatal collision data acquisition. In Kentucky, this contract is with the Kentucky State Police Records Section.

For reasons of timeliness in reporting and continuity among the states, *FARS* counts only those fatalities that occur within 30 days of the collision date. *FARS* does not include fatalities occurring in parking lots or on private property. *FARS* differs from Kentucky data in that it collects data not only from the collision reports submitted from across the state, but contacts many other sources to obtain additional data pertinent to the collision, vehicles, drivers, etc. Examples of additional sources contacted by *FARS* are vehicle registration files, Driver Licensing, Vital Statistics, EMS reports, labs, coroners, and medical examiners. **THE FARS DATA CANNOT BE COMPARED DIRECTLY WITH THE PREVIOUSLY LISTED STATISTICS BECAUSE OF A DIFFERENCE IN THE REPORTING CRITERIA.**

DRIVERS INVOLVED IN FATAL COLLISIONS - AGE AND ALCOHOL INVOLVEMENT

The chart below depicts the ages of all drivers in fatal collisions in 2014 vs. alcohol involved drivers in fatal collisions during the same time period and the percentages of involvement for various ages and age groups. The alcohol involved teenage driver (ages 13 through 19) represents 6% of the total number of drinking drivers involved in fatal collisions.

NOTE: Data is derived from the Fatality Analysis Reporting System (FARS). The number of alcohol related drivers differs from those reported through the Kentucky Collision Reporting System because FARS follows up on alcohol test results.

*Alcohol involved drivers refers to a driver suspected by the police to be drinking and who tested positive for alcohol in a subsequent test. (.01 or higher)

AGE	Number of Drivers Involved	Alcohol Involved Drivers*	% Alcohol Involved
Under 16	3	0	0
16	5	0	0
17	11	2	18
18	16	2	13
19	21	5	24
20	23	6	26
21	29	7	24
22-24	64	16	25
25-34	169	33	20
35-44	154	27	18
45-54	131	25	19
55-64	126	13	10
65-74	61	5	8
Over 74	67	2	3
Unknown	4	0	0
TOTALS	884	143	16

ALCOHOL INVOLVEMENT BY AGE AND TEST RESULTS FOR DRIVERS INVOLVED IN FATAL COLLISIONS

DURING 2014, THERE WERE 156 PERSONS KILLED IN FATAL COLLISIONS INVOLVING A DRINKING DRIVER. THIS REPRESENTS 23% OF ALL PERSONS KILLED IN TRAFFIC COLLISIONS IN KENTUCKY DURING 2014.

The chart below shows drinking drivers by age and alcohol test result. Eighty-three (83) percent of the drinking drivers tested were found to have a blood alcohol content (BAC) of 0.10% or above at the time of the collision.

AGE	NUMBER OF DRINKING DRIVERS*	BAC TEST RESULTS			
		.01 - .05	.06 - .09	.10 - .19	.20+
Under 16	0	0	0	0	0
16	0	0	0	0	0
17	2	1	0	1	0
18	2	0	1	1	0
19	5	0	0	3	2
20	6	2	0	3	1
21	7	0	0	2	5
22-24	16	2	2	9	3
25-34	33	0	5	11	17
35-44	27	3	2	12	10
45-54	25	1	2	15	7
55-64	13	2	1	3	7
65-74	5	1	0	1	3
75+	2	0	0	1	1
Unknown	0	0	0	0	0
TOTAL	143	12	13	62	56

* Drinking driver refers to a driver suspected by the police to be drinking, and who tested positive for alcohol in a subsequent test.

DURING 2014, THIRTY (30) PERCENT OF THE FATALLY INJURED PEDESTRIANS OVER THE AGE OF 15 WERE DRINKING. THEIR AVERAGE ALCOHOL TEST WAS 22%.

Another traffic hazard is the drinking pedestrian. The chart on the right shows the number of fatally injured pedestrians by age and alcohol involvement.

FARS total number of pedestrians differs from the number reported through the Kentucky Collision Reporting System because FARS does not include pedestrians killed in parking lots.

FATALLY INJURED PEDESTRIANS

AGE	TOTAL	NUMBER DRINKING	AVERAGE TEST RESULTS
0-5	2	0	0
6-10	1	0	0
11-15	0	0	0
16-20	5	0	0
21-25	9	1	.22
26-30	3	0	0
31-40	12	5	.20
41-50	11	6	.17
51-60	6	2	.19
61-70	7	2	.31
71-80	1	0	0
81+	0	0	0
UNKNOWN	0	0	0
TOTAL	57	16	.22

SAFETY RESTRAINTS AND EJECTION IN FATAL COLLISIONS

The chart below plots overall results in fatal collisions when motorcycle helmets and other restraints (safety belts, harnesses, child restraints, etc.) are used. A comparison of “used” versus “not used” for 2014 FARS data strongly confirms both the lifesaving advantage as well as the reduction of serious injury when restraints are in place. FIFTY-SEVEN (57) PERCENT OF THE VEHICLE OCCUPANTS KILLED DURING 2014 WERE NOT RESTRAINED. THIRTY-SEVEN (37) PERCENT OF THE VEHICLE OCCUPANTS SUFFERING INCAPACITATING INJURY WERE NOT RESTRAINED. THIRTY-FOUR (34) PERCENT OF THE OCCUPANTS SUFFERING NON-INCAPACITATING INJURY WERE NOT RESTRAINED. NON-MOTORISTS ARE NOT INCLUDED IN THE CHARTS BELOW.

RESULT	MOTORCYCLE HELMET			RESTRAINT			TOTAL
	Used	Not Used	Unknown	Used	Not Used	Unknown	
Fatal Injury	39	62	0	221	288	0	610
Incapacitating Injury	1	6	0	77	45	0	129
Non-Incapacitating Injury	0	2	0	112	57	0	171
Possible Injury	0	2	0	96	53	0	151
No Injury	0	3	0	261	9	1	274
Unknown if Injured	0	0	0	0	0	3	3
Injured, Severity Unknown	0	0	0	0	0	0	0
TOTAL	40	75	0	767	452	4	1,338

Of the 1,223 vehicle occupants involved in fatal collisions in 2014, only 767 were using safety restraints - an overall usage rate of 63% in fatal collisions. (*Motorcycle occupants are not included*)

EJECTION

RESULTS	Total Ejection	Partial Ejection	No Ejection	Unknown	TOTAL
Fatal Injury	79	28	402	0	509
Incapacitating Injury	7	3	112	0	122
Non-Incapacitating Injury	5	1	163	0	169
Possible Injury	2	0	147	0	149
No Injury	0	0	271	0	271
Unknown If Injured	0	0	3	0	3
Injured, Severity Unknown	0	0	0	0	0
TOTAL	93	32	1,098	0	1,223

The above chart shows overall injuries in fatal collisions according to whether the vehicle occupant was ejected from the vehicle, partially ejected, or not ejected. EIGHTY-SIX (86) PERCENT OF VEHICLE OCCUPANTS WHO WERE EITHER TOTALLY OR PARTIALLY EJECTED WERE KILLED. This data also reaffirms the lifesaving advantage of using an active restraint, since the possibility of being ejected upon impact is significantly reduced.

Motorcycles are excluded for ejections. (not applicable under FARS guidelines)

CHILD RESTRAINTS IN FATAL COLLISIONS

Kentucky's "child restraint law" (KRS 189.125) became effective July 15, 1982, and Subsection (3) requires that "Any driver of a motor vehicle, when transporting a child of forty (40) inches in height or less in a motor vehicle operated on the roadways, streets, and highways of this state, shall have the child properly secured in a child restraint system of a type meeting federal motor vehicle safety standards."

In order to qualify, the child restraint system must be certified as having been federally approved. (Federal approval of a child restraint system is based on its having withstood dynamic crash tests -- 30 mph collision into a fixed barrier.)

The data on child restraints depicted in the chart below reflects age (four years and under) rather than the height of the child. Other states with child restraint laws have adopted the "four years and under" standard in their statutes.

RESULT	AGE 4 & UNDER TOTAL	CHILD RESTRAINT USED	LAP BELT &/OR HARNESS USED	NONE USED	UNKNOWN
Killed	5	3	1	1	0
Injured (Incapacitating)	7	5	1	1	0
Injured (Non-Incapacitating)	6	3	2	1	0
Injured (Possible)	13	10	2	1	0
Not Injured	15	14	1	0	0
TOTAL	46	35	7	4	0

Of the forty-six (46) child occupants (four years and under) involved in fatal collisions in 2014, thirty-five (35) children were secured in a child restraint. Of the five (5) children killed, four (4) were using a restraint, one (1) was using a lap belt or shoulder harness, and three (3) were using a child safety seat.



\$2.1 - \$5.4 BILLION

COST of KENTUCKY TRAFFIC COLLISIONS 2014



The calculable costs (economic costs) of motor vehicle collisions on public roads include wage loss, medical expense, administration costs, property damage, and employer costs. Comprehensive costs include not only the economic cost components but also a measure of the value of lost quality of life associated with deaths and injuries. Estimated costs provided by the National Safety Council, considering both economic and comprehensive costs, were used to arrive at a cost range for traffic collisions in Kentucky during 2014 (occurring on public roads.) Costs for 2013 were used since 2014 data was not available.

The **ECONOMIC COST** (\$2.1 billion) was derived from the following formula:

COST PER	X	NUMBER REPORTED	=	ESTIMATED COST
Fatalities				
\$1,500,000	X	672	=	\$1,008,000,000
Incapacitating Injuries				
\$74,900	X	3,154	=	\$236,234,600
Non-Incapacitating Injuries				
\$24,000	X	11,115	=	\$266,760,000
Possible Injuries				
\$13,600	X	19,952	=	\$271,347,200
Property Damage Only				
\$2,600	X	103,756	=	\$269,765,600
TOTAL ECONOMIC COST ESTIMATE				\$2,052,107,400

The **COMPREHENSIVE COST** (\$5.4 billion) was derived from the following formula:

COST PER	X	NUMBER REPORTED	=	ESTIMATED COST
Fatalities				
\$4,628,000	X	672	=	\$3,110,016,000
Incapacitating Injuries				
\$235,400	X	3,154	=	\$742,451,600
Non-Incapacitating Injuries				
\$60,000	X	11,115	=	\$666,900,000
Possible Injuries				
\$28,600	X	19,952	=	\$570,627,200
Property Damage Only				
\$2,600	X	103,756	=	\$269,765,600
TOTAL COMPREHENSIVE COST ESTIMATE				\$5,359,760,400

Top Car Seat Errors

Harness too loose

The harness is the critical part of the car seat that prevents your child's forward movement. When the harness is snug against the child, it decreases the risk of head and neck injury.

Car seat not tight/using the wrong seat belts

The majority of seats are not tight because the parent/guardian was unaware of how the seat belts work with the car seat. There are two ways to secure a car seat in the vehicle. The seat belt can be used in any seating position, but it must be locked to hold the seat securely. The other option, available since 2002, is the LATCH (Lower Anchors and Tethers for Children) method. This system is explained in your vehicle manual, and the seat attaches by hooking the designated straps to a metal bar in the right (bottom) of the seat. The strap also must be pulled tightly so the seat does not move more than an inch at the belt path any direction.

Chest retainer clip not at armpit level

The plastic pieces that hold the harness straps together are pre-crash positioning devices. In a crash without the correct use of the retainer clip, the harness could slide off the shoulder. In order for the harness straps to perform adequately, the retainer clip must be in the correct position at the armpit.

Child forward facing too soon

The American Academy of Pediatrics recommends that children ride rear facing at the bare minimum of 2 years of age. Seats on the market now will allow children to ride rear facing until they are 30 pounds.

Riding in a recalled car seat

Many recalls are related to a car seat's safety features. Always fill out the manufacturer's card to be notified of any recalls.

Child too heavy for seat

You can find the weight and height limits on the stickers on the car seat.

Seat too old

The Juvenile Products Manufacturers Association recommends that seats be discarded after six years. Many seats now are marked with an expiration date. All safety experts recommend using a seat that is less than 10 years old.

Inappropriate padding in the car seat

There should never be any extra padding, blankets or infant head supports that go behind or under the child. Blankets can be on the sides, around the head or at the crotch, and should never interfere with the harness position.

Using a second-hand seat

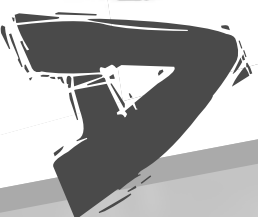
Buying a used car seat may mean not knowing the history of the seat, whether it has been in a crash, missing instructions or mandated stickers. Car seats are only tested for one car crash and should never be used after a crash.

FOR MORE INFORMATION CONTACT YOUR LOCAL KENTUCKY STATE POLICE POST 1-800-222-5555

OR VISIT WWW.KENTUCKYSTATEPOLICE.ORG



KENTUCKY'S PRECIOUS CARGO



Keeping Our Children Safe

Our children are the most precious cargo we carry while in our vehicles. But sadly, 80 - 90% of all child safety seats are not installed properly. Motor vehicle crashes are the leading cause of death for children under the age of 14.

Kentucky State Police want to make sure your child is properly restrained while traveling in your vehicle. This brochure will walk you through the steps to make sure your child has a safe ride every time!



Infant seat

These seats should be used for babies from birth to 22-30 pounds and less than 30 inches (check your seat rating).

- ALWAYS read your seat and vehicle instructions regarding car seat installation.
- The seat MUST ALWAYS be installed rear-facing.
- NEVER place a rear-facing seat in front of an active airbag.
- Harness straps should come through the slots in the back of the seat at or just below the level of your baby's shoulder.
- Keep the harness clip at armpit level.
- ALWAYS keep the harness strap snug. You should not be able to pinch any of the harness straps.
- The seats should be reclined at a 30 to 45 degree angle.

Rear-facing convertible

These seats should be used for babies from 20 to 40 pounds who have outgrown the limits of an infant seat.

- READ the labels on the seat to see the weight and height limits for your child now and for his or her growth later.
- Keep your child rear-facing in this seat until he or she reaches the seat's upper weight and height limits. Most seats will accommodate children up to 30 pounds, and some will accommodate up to 40 pounds.
- Continue to keep the harness snug and at or just below shoulder level. Keep harness clip at armpit level.
- Put the recline adjuster in the appropriate position for a rear-facing seat.

Toddler car seat/belt-positioning booster seat

Toddler seats are forward-facing only seats. Read the label for minimum and maximum weight limits. They have a full harness (with a noted weight limit) that can be removed for use as a booster seat. The booster seat will have another weight limit.

- Keep your child in the full harness until the upper weight limit for the harness has been reached.



Forward-facing convertible

- Turn the seat forward when the child has reached the upper limits for a rear-facing seat.
- The seat must be re-adjusted for the forward position. Change the recline adjuster to upright and change the harness to above the shoulders.
- Forward-facing harness weight limits vary from seat to seat. Your seat may list 40, 50, 65 or 80 pounds.

Kentucky's Law

- Any child under 40 inches tall must be in a child and/or infant seat.
- Any child, who is under seven years of age and is between 40 and 50 inches tall, must be in a booster seat.
- All children over seven years of age and over 50 inches tall must be secured in a seat belt.



Your child is much safer riding in a full harness for as long as possible.