UNIVERSITY OF KENTUCKY College of Engineering

Kentucky Transportation Center

Research Report
KTC -15-21/KSP2-13-1F

Analysis of Traffic Crash Data in Kentucky (2010 - 2014)

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Research Report
KTC-15-21/KSP2-13-1F

ANALYSIS OF TRAFFIC CRASH DATA IN KENTUCKY (2010 - 2014)

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EXECUTIVE SUMMARY

This report documents an analysis of traffic crash data in Kentucky for the years of 2010 through 2014. A primary objective of this study was to determine average crash statistics for Kentucky highways. Rates were calculated for various types of highways and for counties and cities. Difference criteria were used for exposure.

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

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

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

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1.0 INTRODUCTION

Annual reports have previously been prepared since 1978 dealing with the calculation of statewide traffic crash rates for Kentucky and preparation of the problem identification portion of Kentucky's Annual Highway Safety Plan. This is the 29th report providing a combination of those two report areas. Traffic crash data for the five-year period of 2010 through 2014 were used in the preparation of this report.

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

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

2.0 PROCEDURE

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

Parking lot crashes were not included in the computer file from 1994 through 1999. Parking lot crashes are now contained in the CRASH data base but they were excluded from the analysis to maintain consistency with previous years. Crashes coded as occurring on private property were also excluded from the data for 2010 through 2014 so it would be consistent with other reports. All crashes included in the analysis occurred on a public highway. It should be noted that this data base is updated daily so the number of crashes in a given calendar year will continue to change for a substantial time after the end of that year. This would result in numbers in the tables in this report being less than those contained in the current CRASH database. Summaries were prepared from an analysis of the crash data from the CRASH database for 2010 through 2014.

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

maintained highways and some local roads. In the past this information is obtained from the Highway Performance Monitoring System (HPMS) file. Starting with 2012 data, the Highway Information File (HIS) file has been used. Data for a five-year period of 2010 through 2014 were obtained from these files. The HPMS and HIS files were used to obtain the roadway information needed to compute crash rates as a function of various roadway characteristics such as number of lanes.

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

The matching process was significantly changed staring with 2012 data due to the change to the HIS format. Crashes are now matched to any road with traffic volume data. Previously crashes were matched to HPMS using the route number. With the improvements in crash location data, crashes are able to be matched by three different route identifiers (RT_Unique, the GIS route identifier and roadway number). The resulting matching rate is much higher than previous years, particularly for urban streets. This has resulted in an increase in crashes and resulting rates for 2012 through 2014

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

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

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

in which

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

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

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

in which

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

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

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

3.0 STATEWIDE CRASH RATES

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

A comparison of 2010 through 2014 crash statistics on streets and highways having known traffic volumes, route numbers, and mileposts is shown in Table 1. Due to the improved method of locating the crash, the number of total crashes identified was higher in 2012, 2013, and 2014 compared to the previous two years. Some of the variance can be attributed to the inconsistencies in reporting locations on the crash reports. The overall crash rate in 2014 was 264 crashes per 100 million vehicle-miles (C/100 MVM). The crash rates for the previous four years varied from 163 to 256 C/100 MVM. The increase in the overall crash rate in 2012, 2013, and 2014 was not a result of such an increase in crashes but was a result of an improvement in the matching process.

The fatal crash rate showed an increase (2.5 percent) in 2014 compared to the previous four-year average. The fatal crash rate ranged from 1.14 C/100MVM in 2011 to 1.47 C/100 MVM in 2012. The injury crash rate in 2014 was 47 C/100MVM, which is an increase of 10.6 percent from the previous four-year average. The injury crash rate of 48 C/100MVM in 2012 was the highest rate in the five-year period. The much larger increase in the total crash rate compared to the injury and fatal rates was the result of more consistent matching of injury and fatal crashes over the five years.

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

Crash rates required to implement the high-crash spot-improvement program in Kentucky are average rural and urban rates by highway type. The current classification uses the number of lanes with an additional separation of four-lane highways (non-interstate or parkway) into divided and undivided categories. Interstates and parkways are classified separately. Rates for rural highways for the five-year period (2010 through 2014) are listed in Table 2. The rates for urban highways are listed in Table 3. Highways were placed into either the rural or urban category based upon the rural-urban designation denoted on the HPMS and HIS files. For sections having a volume, route, and milepost, the rural or urban and highway type classifications were determined. The crash could not be used in this analysis if the county and route were given but the milepoint was not noted. The number of crashes for each section was then obtained from the crash file. The total crash rates (crashes per 100 million vehicle-miles), as well as injury and fatal crash rates, were calculated.

On rural highways, small lengths of one-lane highways have the highest rate for all crashes (Table 2) followed by two lane and four-lane undivided highways. Two-lane highways have the highest injury crash rate (excluding one-lane roads). The fatal crash rate on two-lane highways is substantially higher than the other road types (excluding the small sample size of the three-lane). Interstates and parkways have the lowest all, injury, and fatal crash rates. The advantage of median-separated highways is shown when comparing the crash rates for four-lane divided (non-interstate or parkway) and four-lane undivided highways. The overall crash rate for a non-interstate or parkway divided highway (which would not typically have access control) is about 55 percent less than for an undivided highway, although the average daily traffic was fairly similar.

On urban highways, the highest overall crash rates are on four-lane divided and two-lane highways (Table 3). The fatal crash rate for four-lane (non-interstate or parkway) undivided highways was 0.9 C/100MVM compared to the overall fatal rate of 0.8 C/100MVM. The lowest overall crash rate, along with injury and fatal crash rates, are on interstates and parkways. Parkways have the lowest fatal crash rate.

Data in Tables 2 and 3 show that the overall total crash rate on urban highways was almost 58 percent higher than that for rural highways. Also, the injury rate on urban highways is 6 percent less than that for rural highways. However, the fatal crash rate on urban highways is only 35 percent of that for rural highways. The lower fatal crash rate is due to the slower travel speeds and the higher traffic volumes in urban areas.

Variations in crash rates by rural and urban highway-type classifications over the five-year period are listed in Table 4. There was a large increase in the overall crash rate in 2014 compared to the previous four-year average. This large increase started in 2012 and is a result of the improved matching of crashes to roadway sections which occurred in 2012, 2013, and 2014. The change was much different for interstates and parkways because there was good matching for all of the years. Only a small percentage (about 13 percent) of identified roads mileage is classified as urban. The rates generally fluctuated more for the highway types that had only a small number of miles.

Trends in overall crash rates representative of rural and urban areas are shown graphically in Figure 1 for the five-year period of 2010 through 2014. In addition, trends in crash rates for types of highways are shown for rural highways (Figure 2) and urban highways (Figure 3). These rates apply to roads having information which could be matched to crash data. The increase in matching in 2012, 2013, and 2014 is shown. Not all highway types are shown on Figures 2 and 3 due to low mileages for some highway types.

Average rates listed in Tables 2 and 3 may be used to determine critical crash rates for sections of highway of various lengths. In addition to highway sections, Kentucky's high-crash location procedure uses highway “spots”, defined as having a length of 0.3 or 0.1 mile. The highway “spot” represents a specific identifiable point on a highway. Statewide crash rates for "spots", by highway-type classification, are listed in Table 5 using 2010 through 2014 data.

The first step in Kentucky's procedure for identifying high-crash locations involves identifying “spots” and sections that have more than the critical numbers of crashes. The crash rates for those locations are then compared to critical crash rates. Statewide averages and critical numbers of crashes for 0.3-mile "spots" and one-mile sections by highway-type classification are presented in Table 6 for 2010 through 2014. Critical numbers of crashes, such as those listed in Table 6, are used to establish the "number of crashes" criterion for determining the initial list of potential high-crash locations. For example, six crashes in this time period would be the critical number of crashes for a 0.3 mile “spot” on a rural, two-lane highway.

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

those tables were calculated for a three-year period (2012-2014) with the results shown in APPENDIX B. Data for 0.1 mile "spots" are also given in that appendix.

Critical numbers of crashes for various section lengths were determined for each highway type using Equation 2 on page 2 of this report. Results are presented in the tables found in APPENDIX C. Section lengths up to 20 miles for rural roads and up to 10 miles for urban roads are included. The critical numbers of crashes given in this appendix are for the five-year period of 2010 through 2014.

After the initial list of locations meeting the critical number criterion is compiled, comparisons between crash rates for those locations and critical crash rates are made. Critical rate tables for highway sections for the five-year period of 2010 through 2014 are presented in APPENDIX D. Critical crash rates for the various rural and urban highways were determined as a function of section length and traffic volume (AADT). The rates are listed in units of crashes per 100 MVM and were calculated using Equation 1 on page 2 of this report.

Critical rate tables for 0.3 mile "spots" are contained in APPENDIX E. Those rates are presented in units of crashes per million vehicles and also were determined using Equation 1. These rates are for the five-year period of 2010 through 2014.

4.0 COUNTY CRASH STATISTICS

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

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

total crash rate and injury-or-fatal crash rates generally increased as population increased while the fatal crash rate decreased with increased population. The critical crash rate was calculated using Equation 1. Critical rates (in terms of crashes per 100 million vehicle-miles) were calculated for total crashes, fatal crashes, and injury-or-fatal crashes. The numbers of counties having rates above critical in each population category were determined. The total number was 36 for total crashes (all roads), 21 for injury-or-fatal crashes, and one for fatal crashes. There has been consistency over the past few years in the counties that have a critical rate. For example, 33 of the 36 counties determined to have a critical crash rate when total crashes were considered were also identified in the last year's report.

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

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

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

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

A summary of other miscellaneous crash data used in the problem identification process is presented by county in Table 14. This table includes the number of crashes by year for the last five years; percent change in the 2014 crash total from the previous four-year

average; percentages of crashes involving alcohol, drugs, and speeding; percentage of fatal crashes; percentage of injury-or-fatal crashes; and percentage of drivers using safety belts.

5.0 CITY CRASH STATISTICS

Crash statistics were analyzed for cities by using the 2010 through 2014 crash data. The primary group of cities included in the analysis was those having a population over 2,500 that had a city code in the computer file allowing crash data to be summarized. Incorporated cities in Jefferson County, such as St. Matthews, Jeffersontown, and Shively, were included separately from Louisville. Therefore, for Louisville, only the population of the city area was included instead of a metropolitan area population.

Table 15 is a summary of crash rates for cities included in the 2010 census having populations of more than 2,500 where crash data could be related to the city for all five years. Crashes recorded as occurring in the city are included. However, crashes using the city as a reference but recorded as occurring any distance from the city were not included. Table 15 includes 115 cities. Rates in terms of C/100 MVM are listed for the identified system while rates in terms of crashes per 1,000 population are listed using all streets in the city. The table notes the 12 cities where no data was available for the identified system.

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

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

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

Total crash rates for cities by population category are listed in Table 18. They are tabulated in order of descending crash rates by population category and critical rates are identified with an asterisk. The order of rates for cities is very different in Table 18 compared to Table 17. Seventeen cities were identified as having total crash rates above critical. Louisville, Florence, Somerset, Fort Wright, and Crestview Hills have the highest total crash rates in their respective population ranges. Fatal crash rates, by city and population category, are listed in Table 19. They also are tabulated in order of descending fatal crash rates by population category. Louisville, Paducah, Somerset, Pikeville, and Prestonsburg have the highest fatal crash rates in their respective population ranges. Due to the small numbers of fatal crashes no city was identified as having a critical fatal crash rate. Prestonsburg had the highest fatal crash rate (by a substantial amount).

6.0 ALCOHOL- AND DRUG-RELATED CRASHES

Alcohol- and drug-related crashes continue to be one of the highest priority problem identification areas (in Kentucky and across the nation) and considerable emphasis is being placed on programs to impact those problems. In Kentucky, the number of traffic crashes in which alcohol was listed as a contributing factor on the crash report has averaged about 4,535 per year for the past five years. Alcohol-related fatalities have averaged 158 per year during the past five years (using Fatal Analysis Reporting System data). Using the number of fatalities and injuries in alcohol-related crashes, the estimated cost of alcohol-related crashes in Kentucky varied in 2014 from about $289 million using economic cost data up to about $883 million using comprehensive cost data from the National Safety Council.

The number of alcohol-related crashes has generally decreased over the past several years. In the early 1980's, the annual number of alcohol crashes was over 10,000. This number decreased to the relatively constant level of approximately 7,700 to 8,100 from 1985 through 1990 with a gradual reduction to a low of 5,995 in 1994. The first yearly increase since 1990 occurred in 1995 (to 6,163). The number of alcohol-related crashes then decreased yearly through 1998 to 5,222. In 1999, there was a slight increase and a larger increase in 2000. In 2001, the decrease in alcohol-related crashes started again. The total decreased slightly in 2014 (to 4,295) which represents a 6.5 percent decrease compared to the previous four-year average. The number this year is the lowest number since this trend analysis was started in 1978. Alcohol-related crashes represented about four percent of all crashes during the latest five-year period. The number of alcohol-related fatalities in 2014 (156) was lower (1.9 percent) than the previous four year average (159).

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

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

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

Additional analyses were performed to show the number and rate of alcohol convictions by county (Table 22). Rates are in terms of convictions per 1,000 licensed drivers and convictions per alcohol-related crash. Five years of conviction data (2010 through 2014) were used in the analysis. The data were obtained from records maintained by the Administrative Office of the Courts (AOC). Those same rates are presented in Table 23 with counties grouped by population ranges and rates are listed in order of descending percentages. Counties in each population group having the lowest rates of alcohol convictions per 1,000 licensed drivers are Robertson, Edmonson, Wayne, Montgomery and Madison. Counties having the lowest rates of alcohol convictions per alcohol-related crash are Robertson, Washington, Mason, Montgomery, and Madison. Counties having low rates for either convictions per 1,000 licensed drivers or convictions per alcohol-related crash may be candidates for increased enforcement or other special programs (especially if they have a high percentage of alcohol-related crashes). Data in Table 22 show that, statewide, there has been a decrease each year for the last five years in the number of alcohol convictions during the five-year period from a low of 16,208 in 2014 to a high of 20,654 in 2010. The number of alcohol convictions in 2014 decreased 16.5 percent from the average of the previous four years.

A comparison was also made between the total alcohol filings, convictions, and non-convictions, by county, for the five years of 2010 through 2014 (Table 24). The data for "driving under the influence" filings and the results of the filings were obtained from the AOC. The statewide percentage of alcohol convictions per filing over these five years was 85.7 percent. The percentages varied from a low of 50.4 percent in Leslie County to a high of 93.6 percent in Oldham County. In previous years, the percentages would be affected by the overlapping effects of filings being made and convictions being prosecuted in different calendar years. However, the current procedure calculates conviction rate using those filings that are resolved with either a conviction or non-conviction in the same calendar year as the filing. There were 18 counties with a conviction rate over 90 percent. Only two counties (Leslie and Oldham) had a conviction rate less than 60 percent.

The counties are grouped by population category and are placed in decreasing order of conviction percentage by population category in Table 25. The average conviction percentage did not vary substantially by population category with a range of from 81.3 to 85.6 percent. Counties having the highest conviction percentages in the various population categories are

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

A drunk-driving offense may be reduced to a charge of reckless driving. This could occur when a person is arrested for drunk driving because of erratic driving behavior, and then field sobriety or BAC tests fail to confirm the drunk-driving charge. In addition, the severity of the penalty for drunk driving could result in a reduction of the drunk-driving charge to reckless driving. For those reasons, it was determined that a summary of reckless driving convictions would be beneficial. Numbers of reckless driving convictions and the rate of convictions per 1,000 licensed drivers for each county are presented in Table 26. In the time period of 2010 through 2014, the highest number of convictions at 2,752 was in 2010. There has been a decrease in the number of reckless driving convictions since that year. The number in 2014 was a 14.5 percent decrease from the average number in the previous four years. The highest rates (convictions per 1,000 licensed drivers) occurred in Lyon, Fulton, Henry and Washington, Counties. The lowest rates are in Oldham, Butler and Estill Counties.

Drugs continue to be listed as a contributing factor in a relatively small percentage of all crashes. However, drugs have been found to be involved in a large number of fatal crashes (when blood tests are conducted). The number of drug-related crashes (as noted as a contributing factor on the police report) decreased to 1,558 in 2014. In the previous four years the lowest number was 1,540 in 2013. When compared to the previous four-year average, drug crashes decreased by 4.5 percent in 2014. The number of drug-related fatal crashes decreased by 10.7 percent in 2014 compared to the previous four-year average. In 2014 there were 191 fatal drug-related crashes. The number of drug-related injury crashes decreased by 2.1 percent in 2014 compared to the previous four-year average.

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

Another summary was prepared to show percentages of crashes involving drugs by city population categories (Table 28). Within each population category, cities having the highest percentages of drug-related crashes were Louisville, Covington, Lawrenceburg, Pikeville, and Prestonsburg. The percentage in Prestonsburg was the highest at 3.9.

7.0 OCCUPANT PROTECTION

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

surveys. Observation surveys were first taken in each county in 2004 by the Area Development Districts. These surveys were repeated for 2005 and 2007 but data has not been collected since 2007. These rates (for 2007) for each county were reported in Table 14. Those same percentages are listed in descending order by county population category in Table 29. The rates varied from a high of 83.0 percent in Oldham County to a low of 40.1 percent in Monroe County. The data shows that 26 counties had a usage rate over 70 percent while 18 counties had a rate under 50 percent. The 2015 statewide survey found a usage rate of 87 percent. The statewide methodology does not collect data in every county but uses a representative sample of counties.

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

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

The safety belt usage rates in 2007 (from the ADD survey) are presented in Table 30 as a function of county population. This table shows the higher usage percentages for counties having a population over 50,000. Counties in the over 50,000 population category had a usage rate about 12 percent higher than for counties in the under 10,000 population category.

Safety belts are recognized as an effective method of reducing the severity of injuries in traffic crashes. This is confirmed by the crash data presented in Table 31. This table shows that, when a driver of a motor vehicle is wearing a safety belt at the time of a crash, the chance of being fatally injured is reduced by about 98 percent compared to not wearing a safety belt. Also, the chance of receiving an incapacitating injury is reduced by 92 percent and the chance of receiving a non-incapacitating injury is reduced by 81 percent. Safety belts will greatly decrease the possibility of injury in crashes involving large deceleration forces, but some injury or complaint of soreness or discomfort may persist. In many instances, use of seat belts will reduce a severe injury to a less severe injury. The category of "possible injury", which involves a complaint of pain without visible signs of injury, decreased only 67 percent (from 17.34 percent for drivers not wearing safety belts to 5.74 percent for drivers wearing safety belts). The chance of receiving either a fatal or incapacitating injury was reduced by 94 percent. These percentages

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

A summary of usage and effectiveness of child safety seats for children under the age of four who were involved in traffic crashes is presented in Table 32. Data are for 2010 through 2014. Age categories in the crash file governed the age category that was used. Most children three years of age or younger would be placed in a child safety seat rather than a seat belt or harness. However, many were coded as wearing a safety belt, so the categories of restraint used were 1) none, 2) safety belt or harness, 3) child safety seat, and 4) any restraint.

Of the 13 fatalities (children age three and under) occurring during the study period (2010-2014), 10 involved use of a restraint. The use of a restraint in most of the fatalities would be related to the very high usage rate and possibly to improper usage. Also, of the 96 incapacitating injuries, 79 involved use of a restraint. A better measure of effectiveness would be the percentage sustaining a specific injury. This analysis revealed the percentages of fatalities and incapacitating and non-incapacitating injuries were much lower for children who were in a child safety seat or safety belt compared to those using no restraint. Comparison of the "any restraint" and "none" categories revealed there was a 97-percent reduction in fatalities for children in restraints, a 96-percent reduction in incapacitating injuries, a 83-percent reduction in non-incapacitating injuries, and a 73-percent reduction in possible injuries.

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

8.0 SPEED-RELATED CRASHES

Speed is one of the most common contributing factors in total crashes and fatal crashes. Speed-related crashes had remained fairly constant during the previous years. In 2007, the number of speed-related crashes was the lowest it has been since the inception of this report. In 2014 the number of speed-related crashes increased, when compared to the previous four-year average, by 3.2 percent. For the five-year period (2010-2014), speed-related crashes represented 5.4 percent of all crashes, 8.1 percent of injury crashes, and 17.1 percent of fatal crashes. The number of speed-related fatal crashes decreased by 3.6 percent in 2014 compared to the previous four-year average. The number of speed-related fatal crashes ranged from a high of 123 in 2012 to a low of 99 in 2013. The number of speed-related injury crashes decreased by 5.7 percent in 2014 compared to the previous four years. The number of speed-related injury crashes ranged from a high of 2,065 in 2011 to a low of 1,846 in 2014.

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

In addition to crash analysis, the other major area of analysis for unsafe speed was speed convictions. Areas having large percentages of crashes involving speeding and low conviction rates are candidates for increased enforcement. Table 35 presents a summary of speeding convictions by county. Numbers of speed convictions, speed convictions per 1,000 licensed drivers, and speeding convictions per speed-related crash are included. For the five-year period examined, the number of speeding convictions for the entire state ranged from a high of 66,458 in 2012 to a low of 48,578 in 2041. There has been a decreasing trend in speed convictions.

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

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

9.0 TEENAGE DRIVERS

A separate analysis (2014 Traffic Collision Facts report) was conducted to determine the frequency of crashes involving teenage drivers (16 to 19 years of age). A review of driver records shows that teenage drivers account for approximately 7.2 percent of licensed drivers (including learner permits) in Kentucky. However, crash data show that teenage drivers are

involved in a much higher percentage of traffic crashes. Using 2014 data, it was found that teenage drivers were involved in about 14 percent of all crashes, 15 percent of injury crashes, and 9 percent of fatal crashes. Teenage drivers (including drivers with a learner permit) are overrepresented by a factor of 1.9 in injury crashes, 2.1 for injury crashes, and 1.3 in fatal crashes.

The involvement rate of teenage drivers compared to all drivers in total and fatal crashes was analyzed (using 2014 data). Considering all crashes on public highways, the rate was 40 crashes per 1,000 drivers for all drivers compared to 79 crashes per 1,000 drivers for teenage drivers. Considering fatal crashes, the rate was 19 fatal crashes per 100,000 drivers for all drivers compared to 23 fatal crashes per 100,000 teenage drivers. These rates again show the over representation of teenage drivers in both total and fatal crashes.

10.0 GENERAL CRASH STATISTICS

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

10.1 CRASH TREND ANALYSIS

An analysis of crash trends over the five-year period is summarized in Table 39. The crashes in 2014 were compared to an average of the preceding four years (2010-2013). There was a slight increase in total crashes (1.2 percent) when comparing 2014 to the previous four years. It should be noted that crashes in parking lots were not included in the analysis.

The highest number of crashes on public roads occurred in 2011 (127,524) with the lowest number occurring in 2013 (123,258). The numbers of fatal crashes decreased by 7.6 percent in 2014 compared to the previous four years while the number of fatalities decreased by 6.1 percent. The number of fatalities ranged from 638 in 2013 to 760 in 2010. The number of fatalities in 2005 was the highest in about 30 years but has decreased every year since until an increase in 2012. The number of injury crashes and injuries in 2014 was lower than the previous four-year average. There was a 4.2 percent decrease in injury crashes and a 4.6 percent decrease in injuries. The number of injuries varied from 34,180 in 2013 to 37,196 in 2010.

Vehicle-miles traveled have remained fairly constant over the five-year period ranging from 47.054 billion miles in 2010 to 48.185 billion miles in 2011. The vehicle miles traveled in 2014 has increased slightly (0.7 percent) compared to the previous four-year average. There was a very slight increase in total crash rate in 2014 of 0.5 percent when compared to the previous four-year average. The total crash rate varied from a low of 262 C/100 MVM in 2013 to 265 C/100 MVM in 2010, 2011, and 2014. The total crash rate has stayed very constant.

There were decreases in 2014 in the fatal crash rate (8.2 percent) and fatality rate (6.6 percent) compared to the average of the previous four years. The fatal crash rate in 2013 was the lowest rate in this five-year period with the highest in 2012.

There was a total of 630,408 crashes in the five-year period, of which 3,394 (0.5 percent) were fatal crashes and 118,861 (18.9 percent) were injury crashes. Those crashes resulted in 3,722 fatalities and 177,707 injuries. There is a large range used when estimating crash costs. Considering economic costs, an estimate for 2014 is $1 billion for the cost of Kentucky traffic crashes (on public roads) or an average cost of about $14,800 per crash using National Safety Council estimates of motor vehicle crash cost. Similarly the comprehensive costs result in an estimate of $3.1 billion for the cost of Kentucky traffic crashes or an average cost of $38,657 per crash.

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

10.2 PEDESTRIAN CRASHES

The number of pedestrian crashes decreased 0.5 percent in 2014 compared to the previous four year period. There had been a steady decrease in pedestrian crashes from 2000 to 2007 before an increase starting in 2008. Pedestrian collisions are a severe type of crash. In 2014, pedestrian crashes accounted for only 0.75 percent of all crashes but 2.6 percent of injury crashes and 7.0 percent of fatal crashes. The number of injury crashes decreased by 0.8 percent in 2014 compared to the previous four-year average while the number of fatal crashes in 2014 increased by 7.4 percent compared to the previous four-year average. Injury crashes ranged from 834 in 2013 to 860 in 2012 while fatal crashes ranged from 52 in 2011 to 58 in 2014.

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

10.3 BICYCLE CRASHES

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

The number of bicycle crashes increased in 2014 (0.4 percent) compared to the average of 2010 through 2013. The number of bicycle crashes has ranged from 428 in 2012 to 495 in 2013. This is a severe type of crash. For the five years, while bicycle crashes accounted for 0.4 percent of all crashes, they accounted for 1.2 percent of injury crashes and 1.1 percent of fatal crashes. The number of injury crashes decreased by 2.5 percent in 2014 and the number of fatal crashes decreased by 40.0 percent compared to the 2010 through 2013 average. The range in injury crashes was from 294 in 2012 to 348 in 2013 while the number of fatal crashes ranged from two in 2011 to seven in 2010.

10.4 MOTORCYCLE CRASHES

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

There was a decrease in motorcycle crashes in 2014 (11.1 percent) compared to the 2010 through 2013 average. The numbers over the five-year period ranged from a high of 1,967 in 2012 to a low of 1,658 in 2014. This is a severe type of crash. Data in 2014 show that motorcycle crashes accounted for 1 percent of all crashes but 2.8 percent of injury crashes and 7.9 percent of fatal crashes. The number of injury crashes decreased by 1.2 percent and the number of fatal crashes decreased by 12.9 percent in 2014 compared to the 2010 through 2013 average. The number of injury crashes ranged from 1,145 in 2011 to 1,490 in 2012 while the number of fatal crashes ranged from 71 in 2011 to 93 in 2012.

10.5 SCHOOL BUS CRASHES

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

The trend analysis presented in Table 39 indicates there was a decrease in this type of crash in 2014 (30.8 percent) compared to the 2010 through 2013 average. The annual number of this type of crash ranged from a low of 564 in 2014 to a high of 854 in 2011. There was an increase in injury crashes of 12.6 percent in 2014 compared to 2010 through 2013. The number of injury crashes ranged from 81 in 2010 to 107 in 2014. There were three fatal crashes involving a school bus in 2014 and a total of 11 for the five-year period.

10.6 TRUCK CRASHES

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

The trend analysis showed there was an increase in the number of truck crashes in 2014 (10.1 percent) compared to the previous four-year average. The number of truck crashes ranged from a low of 7,442 in 2012 to a high of 8,664 in 2014. The number of injury crashes increased by 0.6 percent and the number of fatal crashes decreased by 13 percent in 2014 compared to the previous four-year average. The number of injury crashes ranged from 1,189 in 2012 to 1,305 in 2010 while the number of fatal crashes ranged from 67 in 2014 to 87 in 2010. In 2014, truck crashes represented 6.4 percent of all crashes, 5.3 percent of injury crashes, and 11 percent of fatal crashes.

10.7 TRAIN CRASHES

A summary of motor vehicle-train crashes by county is presented in Table 50. Counties having the highest rates in each population category are Gallatin, Webster, Mercer, Hopkins, and Christian. The highest rate is in Webster County with the highest number in Jefferson County. There were no train crashes in 61 of the 120 counties in the five-year period of 2010 through 2014.

The trend analysis for motor vehicle-train crashes is given in Table 39. There was a range in train crashes from 31 in 2012 to 55 in 2014 with a increase of 27.9 percent in 2014 compared to the previous four-year average. The number of injury crashes in 2014 is the same percent compared to the 2010 through 2013 average with a range from 12 in 2010, 2012, and 2013 to 16 in 2011. The number of fatal crashes ranged from four in 2012 and 2013 to eight in 2010 for the five-year period with a 16.7 percent decrease in 2014 compared to the previous four-year average.

10.8 VEHICLE DEFECTS

The requirement for an annual vehicle inspection was repealed in 1978. A summary of the involvement of vehicle defects in crashes before and after repeal of that law is presented in Table 51. The percent of crashes involving a vehicle defect was 5.86 percent before repeal of the vehicle inspection law. The percent increased to 7.09 in the first 19 months after repeal of the law and 7.43 percent in 1980 through 1984 but has decreased since that time. Starting in 1995, the percentage of crashes involving a vehicle defect was lower than that noted prior to repeal of the vehicle inspection requirement. There was an increase in 2012 and 2013. The percent of crashes in which a vehicle defect was noted on the report was 6.43 percent in 2012 and 6.18 in 2013 and 5.18 percent in 2014 which compares to the low of 4.15 percent in 2010.

11.0 SUMMARY AND RECOMMENDATIONS

11.1 STATEWIDE CRASH RATES

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

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

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

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

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

11.2 COUNTY AND CITY CRASH STATISTICS

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

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

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

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

11.3 ALCOHOL-RELATED CRASHES

The number of alcohol-related crashes decreased in 2014 compared to the previous four-year average and has decreased from the level prior to 1996. In general, there has been a decreasing trend in the number of alcohol-related fatal crashes and fatalities. This may be related to increased enforcement and public information campaigns in the past several years that have increased public awareness.

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

Post Number	County
1	Calloway
2	Muhlenberg
3	Barren
4	Nelson
5	Oldham
6	Boone
7	Jessamine
8	Rowan
9	Floyd
10	None
11	Whitley
12	Scott
13	Perry
14	Boyd
15	Taylor
16	Ohio

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

11.4 DRUG-RELATED CRASHES

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

11.5 OCCUPANT PROTECTION

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

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

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

Post Number	County
1	Marshall
2	Crittenden
3	Hart
4	Larue
5	Owen
6	Kenton
7	Clark
8	Menifee
9	Johnson
10	Harlon
11	Clay
12	Fayette
13	Knott
14	Carter
15	Metcalfe
16	Henderson

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

11.6 SPEED-RELATED CRASHES

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

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

Post Number	County
1	Calloway
2	Muhlenberg
3	Hart
4	Hardin
5	Oldham
6	Boone
7	Boyle
8	Mason
9	Pike
10	Knox
11	Clay
12	Woodford
13	None
14	Boyd
15	None
16	Ohio

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

- Lexington
- Independence
- Richmond
- Taylor Mill
- Edgewood
- Villa Hills
- Highland Heights
- Erlanger
- Williamstown
- Cold Spring
- Princeton
- Alexandria
- Calvert City
- Vine Grove
- Lakeside Park

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

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

11.7 TEENAGE DRIVERS

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

11.8 GENERAL CRASH STATISTICS

Pedestrians

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

Bicycles

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

Motorcycles

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

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

Truck Crashes

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

Vehicle Defects

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

Roadway Contributing Factors

A recent research study evaluated the coding of police reports relating to roadway contributing factors (KTC-14-08). The recommendations included in this report relating to coding of the police report and related police training should be implemented. The codes included in the analysis were for environmental contributing factors, traffic control devices, road surface condition, weather condition, and vehicular relate factors. The report also describes the type of coordination between police and government agencies which should occur to deal with potential roadway-related issues.

TABLE 1. COMPARISON OF 2010 - 2014 CRASH RATES*

STATISTIC	2010	2011	2012	2013	2010-2013 Average	2014	Percent Change***
Crashes	77,643	68,753	91,205	102,943	85,136	106,122	24.6
Fatal Crashes	561	481	595	517	539	538	-0.1
Injury Crashes	17,101	14,711	19,219	18,655	17,422	18,687	7.3
Mileage	29,134	29,451	28,380	28,430	28,849	28,178	-2.3
Crashes Per Mile	2.67	2.33	3.21	3.62	2.96	3.77	27.5
Vehicle Miles (Billion)	42.13	42.28	40.36	40.17	41.24	40.14	-2.7
AADT	3,962	3,933	3,896	3,871	3,916	3,903	-0.3
Crash Rate**	184	163	226	256	207	264	27.4
Fatal Crash Rate**	1.33	1.14	1.47	1.29	1.31	1.34	2.5
Injury Crash Rate**	41	35	48	46	43	47	10.6

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

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

*** Percent change in 2014 compared to 2010 through 2013 average.

TABLE 2. STATEWIDE RURAL CRASH RATES BY HIGHWAY TYPE CLASSIFICATION (2010-2014)

HIGHWAY TYPE	TOTAL MILEAGE*	AADT	CRASH RATES (CRASHES PER 100 MVM) ALL	INJURY	FATAL
One-Lane	94	270	434	56	0.0
Two-Lane	23,480	1,420	280	67	3.3
Three-Lane	20	7,460	264	49	3.0
Four-Lane Divided (Non-Interstate or Parkway)	670	10,220	137	30	1.2
Four-Lane Undivided	39	13,140	202	43	1.2
Interstate	583	33,170	62	12	0.6
Parkway	558	9,780	77	16	0.8
All	25,443	2,580	183	43	2.1

* Average for the five years.

TABLE 3. STATEWIDE URBAN CRASH RATES BY HIGHWAY TYPE CLASSIFICATION (2010-2014)

HIGHWAY TYPE	TOTAL MILEAGE*	AADT	CRASH RATES (CRASHES PER 100 MVM) ALL	INJURY	FATAL
Two-Lane	2,115	6,010	408	69	1.0
Three-Lane	32	9,720	606	96	0.7
Four-Lane Divided (Non-Interstate or Parkway)	603	19,840	371	67	1.1
Four-Lane Undivided	241	19,640	473	84	0.9
Interstate	195	76,310	104	17	0.4
Parkway	34	15,400	95	18	0.3
All **	3,271	14,270	314	54	0.8

* Average for the five years.

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

TABLE 4. COMPARISON OF 2010 - 2014 CRASH RATES BY RURAL AND URBAN HIGHWAY TYPE CLASSIFICATION

LOCATION	HIGHWAY TYPE	2010	2011	2012	2013	2010-2013 Average	2014	Percent Change*
Rural	One-Lane	287	248	303	684	381	626	64.4
	Two-Lane	203	183	214	272	218	293	34.5
	Three-Lane	104	24	275	313	179	291	62.7
	Four-Lane Divided (Non-Interstate or Parkway)	98	64	105	135	100	182	81.7
	Four-Lane Undivided	223	152	166	206	187	210	12.8
	Interstate	51	51	49	47	50	53	6.7
	Parkway	64	67	62	63	64	66	3.0
	All	139	124	142	172	144	184	28.0
Urban	Two-Lane	276	259	467	528	382	530	38.5
	Three-Lane	288	239	717	800	511	669	31.0
	Four-Lane Divided	257	204	426	446	333	436	30.7
	Four-Lane Undivided	478	355	527	563	481	609	26.6
	Interstate	93	109	93	108	101	116	14.9
	Parkway	88	92	89	110	94	97	2.2
	All	251	221	345	374	298	377	26.6

* Percent change from 2010 through 2013 to 2014.

TABLE 5. STATEWIDE CRASH RATES FOR "SPOTS" BY HIGHWAY TYPE CLASSIFICATION (2010-2014)

RURAL OR URBAN	HIGHWAY TYPE	NUMBER OF CRASHES	NUMBER OF SPOTS*	MILLION VEHICLES PER YEAR	CRASHES PER MILLION VEHICLES PER SPOT
Rural	One-Lane	180	315	0.10	1.17
	Two-Lane	140,210	78,266	0.52	0.69
	Three-Lane	558	66	2.72	0.62
	Four-Lane Divided (Non-Interstate or Parkway)	14,247	2,232	3.73	0.34
	Four-Lane Undivided	1,753	129	4.80	0.57
	Interstate	17,816	1,944	12.11	0.15
	Parkway	6,404	1,859	3.57	0.19
	All Rural	181,168	84,809	0.94	0.45
Urban	Two-Lane	94,744	7,050	2.19	1.23
	Three-Lane	3,472	108	3.55	1.82
	Four-Lane Divided	80,943	2,010	7.24	1.11
	Four-Lane Undivided	40,894	805	7.17	1.42
	Interstate	28,315	650	27.85	0.31
	Parkway	912	114	5.62	0.29
	All Urban**	267,516	10,904	5.21	0.94

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

TABLE 6. STATEWIDE AVERAGE AND CRITICAL NUMBERS OF CRASHES FOR "SPOTS" AND ONE-MILE SECTIONS BY HIGHWAY TYPE CLASSIFICATION (2010-2014)

RURAL OR URBAN	HIGHWAY TYPE	CRASHES PER SPOT*		CRASHES PER ONE-MILE SECTION	
		AVERAGE	CRITICAL NUMBER	AVERAGE	CRITICAL NUMBER
Rural	One-Lane	0.57	3	1.91	6
	Two-Lane	1.79	6	5.97	13
	Three-Lane	8.45	16	28.18	42
	Four-Lane Divided (Non-Interstate or Parkway)	6.38	13	21.28	34
	Four-Lane Undivided	13.55	24	45.18	63
	Interstate	9.16	17	30.55	45
	Parkway	3.45	9	11.48	21
	All Rural	2.14	6	7.12	14
Urban	Two-Lane	13.44	23	44.79	63
	Three-Lane	32.25	47	107.51	135
	Four-Lane Divided	40.27	57	134.25	165
	Four-Lane Undivided	50.81	70	169.38	203
	Interstate	43.56	61	145.19	177
	Parkway	8.01	16	26.70	41
	All Urban**	24.53	38	81.78	106

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

TABLE 7. CRASH RATES BY COUNTY FOR IDENTIFIED SYSTEM AND ALL ROADS (2010-2014)

	IDENTIFIED		ALL ROADS					
			TOTAL CRASHES		FATAL CRASHES		FATAL OR INJURY CRASHES	
COUNTY	TOTAL CRASHES	CRASH RATE*	NUMBER	RATE*	NUMBER	RATE*	NUMBER	RATE*
Adair	1,389	167	1,635	167	20	2.0	355	36
Allen	1,823	273	2,291	284	17	2.1	523	65
Anderson	1,752	173	2,291	191	10	0.8	443	37
Ballard	815	208	950	203	10	2.1	215	46
Barren	4,222	180	5,781	215	56	2.1	1,238	46
Bath	400	52	566	66	15	1.7	130	15
Bell	2,675	217	3,316	236	23	1.6	729	52
Boone	15,595	239	21,878	291	49	0.7	3,221	43
Bourbon	2,034	233	2,693	255	12	1.1	454	43
Boyd	5,317	272	8,029	344	31	1.3	1,357	58
Boyle	3,049	273	4,223	314	22	1.6	732	54
Bracken	844	204	1,013	208	8	1.6	200	41
Breathitt	1,173	177	1,397	185	30	4.0	514	68
Breckinridge	937	138	1,297	152	27	3.2	434	51
Bullitt	7,145	172	9,066	190	43	0.9	1,991	42
Butler	1,122	154	1,253	148	21	2.5	263	31
Caldwell	1,469	191	1,819	207	12	1.4	405	46
Calloway	3,523	273	4,895	312	39	2.5	707	45
Campbell	10,344	285	14,417	336	37	0.9	1,853	43
Carlisle	392	168	433	155	12	4.3	165	59
Carroll	1,556	126	1,920	145	14	1.1	373	28
Carter	2,396	139	2,763	140	31	1.6	637	32
Casey	898	168	1,102	174	20	3.2	295	46
Christian	6,907	182	8,876	210	47	1.1	1,753	42
Clark	3,744	191	5,077	226	26	1.2	839	37
Clay	1,796	198	2,170	208	42	4.0	866	83
Clinton	673	164	820	172	13	2.7	204	43
Crittenden	782	247	932	238	13	3.3	321	82
Cumberland	452	152	556	161	10	2.9	126	37
Daviess	10,684	320	16,087	388	43	1.0	2,538	61
Edmonson	722	131	897	139	12	1.9	245	38
Elliott	219	133	242	116	4	1.9	75	36
Estill	831	173	943	158	18	3.0	194	33
Fayette	42,113	343	61,734	431	123	0.9	10,891	76
Fleming	778	139	1,103	163	11	1.6	249	37
Floyd	3,769	176	4,500	182	44	1.8	1,273	51
Franklin	5,923	239	7,837	272	26	0.9	1,174	41
Fulton	549	172	655	180	7	1.9	138	38
Gallatin	1,242	95	1,411	103	15	1.1	293	21
Garrard	1,515	207	1,885	219	12	1.4	430	50
Grant	2,838	124	3,723	151	27	1.1	735	30
Graves	3,170	178	4,331	206	37	1.8	982	47
Grayson	2,827	209	3,162	201	29	1.8	774	49
Green	645	176	785	174	14	3.1	171	38
Greenup	2,864	207	3,410	203	24	1.4	679	40
Hancock	608	147	710	145	7	1.4	201	41
Hardin	11,482	196	14,617	218	71	1.1	2,450	37
Harlan	2,344	188	2,846	198	33	2.3	756	53
Harrison	1,956	340	2,672	373	25	3.5	527	74
Hart	2,298	119	2,614	126	21	1.0	542	26
Henderson	5,426	241	7,537	287	25	1.0	1,447	55
Henry	1,615	125	1,806	127	10	0.7	385	27
Hickman	232	88	252	82	9	2.9	74	24
Hopkins	5,051	194	7,032	235	37	1.2	1,061	35
Jackson	817	198	986	198	15	3.0	316	63
Jefferson	82,582	296	143,989	432	349	1.0	26,068	78
Jessamine	4,537	295	6,831	347	19	1.0	1,222	62
Johnson	1,948	195	2,361	201	16	1.4	595	51
Kenton	18,568	288	26,360	348	41	0.5	3,843	51
Knott	1,177	150	1,326	147	25	2.8	475	53

TABLE 7. CRASH RATES BY COUNTY FOR IDENTIFIED SYSTEM AND ALL ROADS (2010-2014)(continued)

	IDENTIFIED		ALL ROADS					
			TOTAL CRASHES		FATAL CRASHES		FATAL OR INJURY CRASHES	
COUNTY	TOTAL CRASHES	CRASH RATE*	NUMBER	RATE*	NUMBER	RATE*	NUMBER	RATE*
Knox	2,431	185	3,034	193	39	2.5	839	53
Larue	1,049	125	1,313	137	12	1.3	296	31
Laurel	6,401	166	8,184	191	65	1.5	1,853	43
Lawrence	968	117	1,249	134	17	1.8	389	42
Lee	261	108	335	114	9	3.1	84	29
Leslie	276	51	330	53	7	1.1	120	19
Letcher	1,544	157	1,888	160	22	1.9	655	56
Lewis	543	93	724	107	14	2.1	170	25
Lincoln	1,714	175	2,233	192	22	1.9	580	50
Livingston	811	126	948	130	7	1.0	234	32
Logan	2,098	174	2,697	189	28	2.0	637	45
Lyon	966	80	1,146	90	10	0.8	260	20
McCracken	7,842	233	10,439	267	51	1.3	2,639	67
McCreary	1,013	180	1,201	179	13	1.9	402	60
McLean	844	196	944	182	5	1.0	270	52
Madison	8,896	196	12,648	244	62	1.2	1,920	37
Magoffin	920	156	981	144	17	2.5	298	44
Marion	1,776	259	2,071	250	28	3.4	389	47
Marshall	3,047	142	3,820	156	40	1.6	954	39
Martin	643	141	679	126	10	1.9	221	41
Mason	2,053	223	3,075	290	20	1.9	505	48
Meade	1,821	185	2,258	187	29	2.4	660	55
Menifee	235	108	324	119	6	2.2	113	42
Mercer	1,857	209	2,504	235	18	1.7	557	52
Metcalfe	880	183	1,094	197	17	3.1	266	48
Monroe	327	84	453	96	8	1.7	104	22
Montgomery	3,218	254	4,087	277	15	1.0	764	52
Morgan	819	141	960	141	11	1.6	307	45
Muhlenberg	3,294	219	3,973	223	22	1.2	861	48
Nelson	4,527	220	5,630	230	40	1.6	1,099	45
Nicholas	446	185	662	224	7	2.4	128	43
Ohio	2,287	149	2,821	164	28	1.6	747	43
Oldham	4,144	183	5,042	184	30	1.1	919	34
Owen	694	185	797	174	15	3.3	227	50
Owsley	125	91	144	83	8	4.6	49	28
Pendleton	1,349	300	1,739	302	8	1.4	347	60
Perry	2,790	194	4,134	246	44	2.6	1,064	63
Pike	6,444	201	8,531	231	91	2.5	2,407	65
Powell	1,352	178	1,557	181	20	2.3	382	45
Pulaski	6,442	214	8,179	229	46	1.3	1,481	41
Robertson	69	110	81	98	1	1.2	27	33
Rockcastle	2,077	99	2,385	107	27	1.2	548	25
Rowan	2,667	195	3,760	244	26	1.7	694	45
Russell	1,332	178	1,661	186	19	2.1	349	39
Scott	4,958	160	7,017	202	40	1.2	1,404	40
Shelby	5,074	167	6,195	183	35	1.0	1,214	36
Simpson	2,750	163	2,937	161	17	0.9	632	35
Spencer	970	173	1,156	163	15	2.1	282	40
Taylor	2,509	283	3,338	308	19	1.8	548	50
Todd	859	162	1,071	171	15	2.4	278	44
Trigg	1,228	130	1,548	145	17	1.6	366	34
Trimble	697	194	789	184	14	3.3	198	46
Union	1,238	209	1,536	216	8	1.1	389	55
Warren	13,537	222	20,117	290	70	1.0	3,657	53
Washington	981	148	1,186	158	14	1.9	287	38
Wayne	1,033	144	1,451	168	15	1.7	328	38
Webster	1,116	147	1,300	148	12	1.4	356	41
Whitley	4,216	163	5,075	177	39	1.4	1,274	45
Wolfe	766	155	842	152	12	2.2	204	37
Woodford	2,888	180	4,032	222	25	1.4	727	40
STATEWIDE	446,666	218	630,408	264	3,260	1.4	122,105	51

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

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

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

TOTAL 4,339,367

Table 9. AVERAGE AND CRITICAL CRASH RATES BY POPULATION CATEGORY
(2010-2014)

POPULATION CATEGORY	NUMBER OF COUNTIES IN CATEGORY	TOTAL POPULATION	TOTAL MILEAGE DRIVEN 100 MVM
UNDER 10,000	20	146,626	93.32
10,000 - 14,999	26	329,247	184.23
15,000 - 24,999	31	615,022	364.69
25,000 - 50,000	27	982,708	570.65
OVER 50,000	16	2,265,764	1,172.24

POPULATION CATEGORY	TOTAL NUMBER OF CRASHES	CRASHES PER 100 MVM	CRITICAL CRASH RATE (C/100 MVM)	NUMBER OF COUNTIES AT OR ABOVE CRITICAL RATE
UNDER 10,000	13,369	143	176	7
10,000 - 14,999	28,221	153	180	6
15,000 - 24,999	69,164	190	213	11
25,000 - 50,000	129,490	227	246	8
OVER 50,000	390,164	333	345	4

POPULATION CATEGORY	TOTAL NUMBER OF FATAL CRASHES	FATAL CRASHES PER 100 MVM	CRITICAL FATAL RATE (C/100 MVM)	NUMBER OF COUNTIES AT OR ABOVE CRITICAL RATE
UNDER 10,000	174	1.86	6.04	0
10,000 - 14,999	372	2.02	5.45	0
15,000 - 24,999	623	1.71	4.12	0
25,000 - 50,000	873	1.53	3.20	0
OVER 50,000	1,218	1.04	1.76	1

POPULATION CATEGORY	TOTAL NUMBER OF FATAL OR INJURY CRASHES	FATAL OR INJURY CRASHES PER 100 MVM	CRITICAL FATAL OR INJURY CRASH RATE (C/100 MVM)	NUMBER OF COUNTIES AT OR ABOVE CRITICAL RATE
UNDER 10,000	3,375	36.2	52.7	2
10,000 - 14,999	7,089	38.5	52.3	3
15,000 - 24,999	15,780	43.3	54.5	6
25,000 - 50,000	26,377	46.2	54.9	5
OVER 50,000	69,484	59.3	64.5	4

TABLE 10. CRASH RATES BY COUNTY AND POPULATION CATEGORY (IN DESCENDING ORDER WITH CRITICAL RATES IDENTIFIED)(2010-2014)(ALL ROADS)

COUNTY	NUMBER OF CRASHES	CRASH RATE (CRASHES PER 100 MVM)	
POPULATION CATEGORY UNDER 10,000			
Crittenden	932	238	*
Nicholas	662	224	*
Bracken	1,013	208	*
Ballard	950	203	*
Trimble	789	184	*
McLean	944	182	*
Fulton	655	180	*
Cumberland	556	161	
Carlisle	433	155	
Wolfe	842	152	
Hancock	710	145	
Livingston	948	130	
Menifee	324	119	
Elliott	242	116	
Lee	335	114	
Gallatin	1,411	103	
Robertson	81	98	
Lyon	1,146	90	
Owsley	144	83	
Hickman	252	82	
POPULATION CATEGORY 10,000-14,999			
Pendleton	1,739	302	*
Caldwell	1,819	207	*
Jackson	986	198	*
Metcalfe	1,094	197	*
Breathitt	1,397	185	*
Powell	1,557	181	*
Green	785	174	
Owen	797	174	
Clinton	820	172	
Todd	1,071	171	
Fleming	1,103	163	
Estill	943	158	
Washington	1,186	158	
Butler	1,253	148	
Webster	1,300	148	
Carroll	1,920	145	
Trigg	1,548	145	
Magoffin	981	144	
Morgan	960	141	
Edmonson	897	139	
Larue	1,313	137	
Martin	679	126	
Lewis	724	107	
Monroe	453	96	
Bath	566	66	
Leslie	330	53	
POPULATION CATEGORY 15,000-24,999			
Harrison	2,672	373	*
Taylor	3,338	308	*
Mason	3,075	290	*
Allen	2,291	284	*
Bourbon	2,693	255	*
Marion	2,071	250	*
Rowan	3,760	244	*
Mercer	2,504	235	*
Woodford	4,032	222	*
Garrard	1,885	219	*
Union	1,536	216	*
Clay	2,170	208	
Johnson	2,361	201	
Lincoln	2,233	192	
Anderson	2,291	191	
Russell	1,661	186	
McCreary	1,201	179	
Casey	1,102	174	
Wayne	1,451	168	
Adair	1,635	167	
Ohio	2,821	164	
Spencer	1,156	163	
Simpson	2,937	161	
Letcher	1,888	160	
Breckinridge	1,297	152	
Grant	3,723	151	
Knott	1,326	147	
Lawrence	1,249	134	
Henry	1,806	127	
Hart	2,614	126	
Rockcastle	2,385	107	
POPULATION CATEGORY 25,000-50,000			
Jessamine	6,831	347	*
Boyd	8,029	344	*
Boyle	4,223	314	*
Calloway	4,895	312	*
Henderson	7,537	287	*
Montgomery	4,087	277	*
Franklin	7,837	272	*
Perry	4,134	246	*
Bell	3,316	236	
Hopkins	7,032	235	
Nelson	5,630	230	
Clark	5,077	226	
Muhlenberg	3,973	223	
Barren	5,781	215	
Graves	4,331	206	
Greenup	3,410	203	
Scott	7,017	202	
Grayson	3,162	201	
Harlan	2,846	198	
Knox	3,034	193	
Logan	2,697	189	
Meade	2,258	187	
Shelby	6,195	183	
Floyd	4,500	182	
Whitley	5,075	177	
Marshall	3,820	156	
Carter	2,763	140	
POPULATION CATEGORY OVER 50,000			
Jefferson	143,989	432	*
Fayette	61,734	431	*
Daviess	16,087	388	*
Kenton	26,360	348	*
Campbell	14,417	336	
Boone	21,878	291	
Warren	20,117	290	
McCracken	10,439	267	
Madison	12,648	244	
Pike	8,531	231	
Pulaski	8,179	229	
Hardin	14,617	218	
Christian	8,876	210	
Laurel	8,184	191	
Bullitt	9,066	190	
Oldham	5,042	184	

* Critical crash rate

TABLE 11. CRASH RATES BY COUNTY AND POPULATION CATEGORY (IN DESCENDING ORDER WITH CRITICAL RATES IDENTIFIED)(2010-2014)(IDENTIFIED SYSTEM)

COUNTY	NUMBER OF CRASHES	CRASH RATE (CRASHES PER 100 MVM)	
POPULATION CATEGORY UNDER 10,000			
Crittenden	782	247	*
Ballard	815	208	*
Bracken	844	204	*
McLean	844	196	*
Trimble	697	194	*
Nicholas	446	185	*
Fulton	549	172	
Carlisle	392	168	
Wolfe	766	155	
Cumberland	452	152	
Hancock	608	147	
Elliott	219	133	
Livingston	811	126	
Robertson	69	110	
Menifee	235	108	
Lee	261	108	
Gallatin	1,242	95	
Owsley	125	91	
Hickman	232	88	
Lyon	966	80	
POPULATION CATEGORY 10,000-14,999			
Pendleton	1,349	300	*
Jackson	817	198	*
Caldwell	1,469	191	*
Owen	694	185	*
Metcalfe	880	183	*
Powell	1,352	178	*
Breathitt	1,173	177	*
Green	645	176	*
Estill	831	173	
Clinton	673	164	
Todd	859	162	
Magoffin	920	156	
Butler	1,122	154	
Washington	981	148	
Webster	1,116	147	
Morgan	819	141	
Martin	643	141	
Fleming	778	139	
Edmonson	722	131	
Trigg	1,228	130	
Carroll	1,556	126	
Larue	1,049	125	
Lewis	543	93	
Monroe	327	84	
Bath	400	52	
Leslie	276	51	
POPULATION CATEGORY 15,000-24,999			
Harrison	1,956	340	*
Taylor	2,509	283	*
Allen	1,823	273	*
Marion	1,776	259	*
Bourbon	2,034	233	*
Mason	2,053	223	*
Union	1,238	209	*
Mercer	1,857	209	*
Garrard	1,515	207	*
Clay	1,796	198	*
Rowan	2,667	195	
Johnson	1,948	195	
McCreary	1,013	180	
Woodford	2,888	180	
Russell	1,332	178	
Lincoln	1,714	175	
Spencer	970	173	
Anderson	1,752	173	
Casey	898	168	
Adair	1,389	167	
Simpson	2,750	163	
Letcher	1,544	157	
Knott	1,177	150	
Ohio	2,287	149	
Wayne	1,033	144	
Breckinridge	937	138	
Henry	1,615	125	
Grant	2,838	124	
Hart	2,298	119	
Lawrence	968	117	
Rockcastle	2,077	99	
POPULATION CATEGORY 25,000-50,000			
Jessamine	4,537	295	*
Calloway	3,523	273	*
Boyle	3,049	273	*
Boyd	5,317	272	*
Montgomery	3,218	254	*
Henderson	5,426	241	*
Franklin	5,923	239	*
Nelson	4,527	220	*
Muhlenberg	3,294	219	
Bell	2,675	217	
Grayson	2,827	209	
Greenup	2,864	207	
Perry	2,790	194	
Hopkins	5,051	194	
Clark	3,744	191	
Harlan	2,344	188	
Knox	2,431	185	
Meade	1,821	185	
Barren	4,222	180	
Graves	3,170	178	
Floyd	3,769	176	
Logan	2,098	174	
Shelby	5,074	167	
Whitley	4,216	163	
Scott	4,958	160	
Marshall	3,047	142	
Carter	2,396	139	
POPULATION CATEGORY OVER 50,000			
Fayette	42,113	343	*
Daviess	10,684	320	*
Jefferson	82,582	296	*
Kenton	18,568	288	*
Campbell	10,344	285	*
Boone	15,595	239	
McCracken	7,842	233	
Warren	13,537	222	
Pulaski	6,442	214	
Pike	6,444	201	
Hardin	11,482	196	
Madison	8,896	196	
Oldham	4,144	183	
Christian	6,907	182	
Bullitt	7,145	172	
Laurel	6,401	166	

* Critical crash rate

TABLE 12. INJURY OR FATAL CRASH RATES BY COUNTY AND POPULATION CATEGORY
(IN DESCENDING ORDER WITH CRITICAL RATES IDENTIFIED)(2010-2014)(ALL ROADS)

COUNTY	NUMBER OF CRASHES	CRASH RATE (CRASHES PER 100 MVM)	
POPULATION CATEGORY UNDER 10,000			
Crittenden	321	82	*
Carlisle	165	59	*
McLean	270	52	
Trimble	198	46	
Ballard	215	46	
Nicholas	128	43	
Menifee	113	42	
Hancock	201	41	
Bracken	200	41	
Fulton	138	38	
Cumberland	126	37	
Wolfe	204	37	
Elliott	75	36	
Robertson	27	33	
Livingston	234	32	
Lee	84	29	
Owsley	49	28	
Hickman	74	24	
Gallatin	293	21	
Lyon	260	20	
POPULATION CATEGORY 10,000-14,999			
Breathitt	514	68	*
Jackson	316	63	*
Pendleton	347	60	*
Owen	227	50	
Metcalfe	266	48	
Caldwell	405	46	
Morgan	307	45	
Powell	382	45	
Todd	278	44	
Magoffin	298	44	
Clinton	204	43	
Martin	221	41	
Webster	356	41	
Washington	287	38	
Green	171	38	
Edmonson	245	38	
Fleming	249	37	
Trigg	366	34	
Estill	194	33	
Larue	296	31	
Butler	263	31	
Carroll	373	28	
Lewis	170	25	
Monroe	104	22	
Leslie	120	19	
Bath	130	15	
POPULATION CATEGORY 15,000-24,999			
Clay	866	83	*
Harrison	527	74	*
Allen	523	65	*
McCreary	402	60	*
Letcher	655	56	*
Union	389	55	*
Knott	475	53	
Mercer	557	52	
Johnson	595	51	
Breckinridge	434	51	
Taylor	548	50	
Garrard	430	50	
Lincoln	580	50	
Mason	505	48	
Marion	389	47	
Casey	295	46	
Rowan	694	45	
Bourbon	454	43	
Ohio	747	43	
Lawrence	389	42	
Woodford	727	40	
Spencer	282	40	
Russell	349	39	
Wayne	328	38	
Anderson	443	37	
Adair	355	36	
Simpson	632	35	
Grant	735	30	
Henry	385	27	
Hart	542	26	
Rockcastle	548	25	
POPULATION CATEGORY 25,000-50,000			
Perry	1,064	63	*
Jessamine	1,222	62	*
Boyd	1,357	58	*
Henderson	1,447	55	*
Meade	660	55	*
Boyle	732	54	
Harlan	756	53	
Knox	839	53	
Bell	729	52	
Montgomery	764	52	
Floyd	1,273	51	
Grayson	774	49	
Muhlenberg	861	48	
Graves	982	47	
Barren	1,238	46	
Whitley	1,274	45	
Calloway	707	45	
Logan	637	45	
Nelson	1,099	45	
Franklin	1,174	41	
Greenup	679	40	
Scott	1,404	40	
Marshall	954	39	
Clark	839	37	
Shelby	1,214	36	
Hopkins	1,061	35	
Carter	637	32	
POPULATION CATEGORY OVER 50,000			
Jefferson	26,068	78	*
Fayette	10,891	76	*
McCracken	2,639	67	*
Pike	2,407	65	*
Daviess	2,538	61	
Warren	3,657	53	
Kenton	3,843	51	
Boone	3,221	43	
Campbell	1,853	43	
Laurel	1,853	43	
Christian	1,753	42	
Bullitt	1,991	42	
Pulaski	1,481	41	
Hardin	2,450	37	
Madison	1,920	37	
Oldham	919	34	

* Critical crash rate

TABLE 13. FATAL CRASH RATES BY COUNTY AND POPULATION CATEGORY (IN DESCENDING ORDER WITH CRITICAL RATES IDENTIFIED)(2010-2014)(ALL ROADS)

COUNTY	NUMBER OF CRASHES	CRASH RATE (CRASHES PER 100 MVM)
POPULATION CATEGORY UNDER 10,000		
Owsley	8	4.6
Carlisle	12	4.3
Crittenden	13	3.3
Trimble	14	3.3
Lee	9	3.1
Cumberland	10	2.9
Hickman	9	2.9
Nicholas	7	2.4
Menifee	6	2.2
Wolfe	12	2.2
Ballard	10	2.1
Elliott	4	1.9
Fulton	7	1.9
Bracken	8	1.6
Hancock	7	1.4
Robertson	1	1.2
Gallatin	15	1.1
Livingston	7	1.0
McLean	5	1.0
Lyon	10	0.8
POPULATION CATEGORY 10,000-14,999		
Breathitt	30	4.0
Owen	15	3.3
Metcalfe	17	3.1
Green	14	3.1
Estill	18	3.0
Jackson	15	3.0
Clinton	13	2.7
Butler	21	2.5
Magoffin	17	2.5
Todd	15	2.4
Powell	20	2.3
Lewis	14	2.1
Martin	10	1.9
Washington	14	1.9
Edmonson	12	1.9
Monroe	8	1.7
Bath	15	1.7
Morgan	11	1.6
Fleming	11	1.6
Trigg	17	1.6
Webster	12	1.4
Caldwell	12	1.4
Pendleton	8	1.4
Larue	12	1.3
Carroll	14	1.1
Leslie	7	1.1
POPULATION CATEGORY 15,000-24,999		
Clay	42	4.0
Harrison	25	3.5
Marion	28	3.4
Breckinridge	27	3.2
Casey	20	3.2
Knott	25	2.8
Russell	19	2.1
Allen	17	2.1
Spencer	15	2.1
Adair	20	2.0
Mason	20	1.9
McCreary	13	1.9
Letcher	22	1.9
Lincoln	22	1.9
Taylor	19	1.8
Lawrence	17	1.8
Wayne	15	1.7
Rowan	26	1.7
Mercer	18	1.7
Ohio	28	1.6
Johnson	16	1.4
Garrard	12	1.4
Woodford	25	1.4
Rockcastle	27	1.2
Union	8	1.1
Bourbon	12	1.1
Grant	27	1.1
Hart	21	1.0
Simpson	17	0.9
Anderson	10	0.8
Henry	10	0.7
POPULATION CATEGORY 25,000-50,000		
Perry	44	2.6
Knox	39	2.5
Calloway	39	2.5
Meade	29	2.4
Harlan	33	2.3
Barren	56	2.1
Logan	28	2.0
Grayson	29	1.8
Floyd	44	1.8
Graves	37	1.8
Bell	23	1.6
Boyle	22	1.6
Nelson	40	1.6
Marshall	40	1.6
Carter	31	1.6
Greenup	24	1.4
Whitley	39	1.4
Boyd	31	1.3
Clark	26	1.2
Muhlenberg	22	1.2
Scott	40	1.2
Hopkins	37	1.2
Henderson	25	1.0
Shelby	35	1.0
Jessamine	19	1.0
Montgomery	15	1.0
Franklin	26	0.9
POPULATION CATEGORY OVER 50,000		
Pike	91	2.5 *
Laurel	65	1.5
Pulaski	46	1.3
McCracken	51	1.3
Madison	62	1.2
Oldham	30	1.1
Hardin	71	1.1
Christian	47	1.1
Daviess	43	1.0
Warren	70	1.0
Jefferson	349	1.0
Bullitt	43	0.9
Fayette	123	0.9
Campbell	37	0.9
Boone	49	0.7
Kenton	41	0.5

* Critical crash rate

TABLE 14. MISCELLANEOUS CRASH DATA FOR EACH COUNTY

COUNTY	NUMBER OF CRASHES BY YEAR 2010	2011	2012	2013	2014	2010-2013 AVERAGE	2014 PERCENT CHANGE*	PERCENT OF CRASHES INVOLVING ALCOHOL	PERCENT OF CRASHES INVOLVING DRUGS	PERCENT FATAL CRASHES	PERCENT INJURY OR FATAL CRASHES	SAFETY BELT USAGE RATE**	PERCENT OF CRASHES INVOLVING SPEEDING
Adair	380	321	364	271	299	334	-10.5	3.9	1.5	1.22	21.7	43.8	3.5
Allen	503	508	370	456	454	459	-1.1	4.3	1.0	0.74	22.8	54.0	3.4
Anderson	461	425	457	441	507	446	13.7	3.7	1.5	0.44	19.3	57.7	4.7
Ballard	192	204	192	192	170	195	-12.8	5.3	1.5	1.05	22.6	48.4	3.9
Barren	1,305	1,137	1,028	1,139	1,172	1,152	1.7	3.3	0.9	0.97	21.4	57.9	4.4
Bath	109	116	121	124	96	118	-18.3	5.1	4.1	2.65	23.0	42.0	6.7
Bell	703	760	677	621	555	690	-19.6	2.1	3.5	0.69	22.0	70.7	3.3
Boone	4,241	4,384	4,307	4,307	4,639	4,310	7.6	3.5	0.7	0.22	14.7	77.8	6.7
Bourbon	490	564	513	550	576	529	8.8	5.3	1.1	0.45	16.9	62.2	6.7
Boyd	1,792	1,694	1,536	1,506	1,501	1,632	-8.0	2.4	1.7	0.39	16.9	66.9	3.7
Boyle	906	864	836	840	777	862	-9.8	3.2	1.0	0.52	17.3	60.7	4.8
Bracken	160	202	241	231	179	209	-14.1	4.4	0.5	0.79	19.7	53.9	6.2
Breathitt	269	268	290	290	280	279	0.3	4.1	3.9	2.15	36.8	53.8	2.9
Breckinridge	295	273	281	246	202	274	-26.2	3.8	0.7	2.08	33.5	50.3	4.1
Bullitt	1,653	1,738	1,681	1,821	2,173	1,723	26.1	3.7	0.9	0.47	22.0	80.6	3.6
Butler	183	251	250	278	291	241	21.0	5.1	1.0	1.68	21.0	57.3	8.1
Caldwell	366	347	335	385	386	358	7.7	2.5	0.8	0.66	22.3	70.8	7.5
Calloway	955	998	1,031	944	967	982	-1.5	3.7	0.9	0.80	14.4	65.0	5.0
Campbell	2,824	2,969	2,870	2,848	2,906	2,878	1.0	4.1	0.9	0.26	12.9	75.8	5.3
Carlisle	87	92	90	78	86	87	-0.9	6.0	2.5	2.77	38.1	67.0	8.5
Carroll	354	377	373	367	449	368	22.1	4.8	1.4	0.73	19.4	70.7	4.4
Carter	606	552	533	532	540	556	-2.8	3.5	2.1	1.12	23.1	61.1	5.0
Casey	344	165	141	280	172	233	-26.0	5.4	2.9	1.81	26.8	45.6	5.2
Christian	1,764	1,905	1,782	1,718	1,707	1,792	-4.8	3.8	0.8	0.53	19.7	65.8	5.9
Clark	986	945	1,052	1,018	1,076	1,000	7.6	3.0	1.0	0.51	16.5	67.6	4.1
Clay	487	483	449	381	370	450	-17.8	4.3	5.3	1.94	39.9	64.2	7.9
Clinton	148	200	229	132	111	177	-37.4	4.6	0.9	1.59	24.9	49.4	1.8
Crittenden	229	154	170	182	197	184	7.2	2.7	1.5	1.39	34.4	58.2	4.2
Cumberland	78	114	104	134	126	108	17.2	4.5	2.0	1.80	22.7	46.5	5.9
Daviess	3,253	3,225	3,078	3,314	3,217	3,218	0.0	3.6	0.8	0.27	15.8	70.9	3.2
Edmonson	191	133	155	201	217	170	27.6	4.6	0.7	1.34	27.3	63.7	8.1
Elliott	30	26	61	61	64	45	43.8	5.8	1.2	1.65	31.0	64.1	5.0
Estill	237	253	145	161	147	199	-26.1	4.6	1.5	1.91	20.6	53.1	3.9
Fayette	12,339	12,252	12,043	12,228	12,872	12,216	5.4	3.9	0.5	0.20	17.6	75.0	8.4
Fleming	211	217	211	246	218	221	-1.5	3.8	1.7	1.00	22.6	46.5	4.3
Floyd	1,044	957	907	763	829	918	-9.7	5.0	5.9	0.98	28.3	59.9	6.3
Franklin	1,594	1,679	1,639	1,454	1,471	1,592	-7.6	3.7	1.0	0.33	15.0	71.3	5.3
Fulton	153	151	101	126	124	133	-6.6	4.3	0.8	1.07	21.1	62.9	4.6
Gallatin	273	322	312	240	264	287	-7.9	5.4	0.9	1.06	20.8	71.3	4.6
Garrard	407	400	361	337	380	376	1.0	2.7	1.1	0.64	22.8	52.5	6.3
Grant	811	807	780	640	685	760	-9.8	3.0	1.2	0.73	19.7	69.5	10.4
Graves	890	855	811	864	911	855	6.5	4.2	1.5	0.85	22.7	66.7	7.2
Grayson	679	617	636	604	626	634	-1.3	4.4	1.7	0.92	24.5	64.7	3.5
Green	172	123	158	167	165	155	6.5	3.4	0.6	1.78	21.8	48.1	2.4
Greenup	747	697	689	683	594	704	-15.6	3.3	1.3	0.70	19.9	67.6	5.2
Hancock	152	163	134	141	120	148	-18.6	5.9	0.4	0.99	28.3	73.6	5.9
Hardin	3,057	2,882	2,913	2,922	2,843	2,944	-3.4	3.4	0.8	0.49	16.8	66.2	5.0
Harlan	589	583	592	558	524	581	-9.7	2.2	4.4	1.16	26.6	66.3	3.7
Harrison	584	538	524	490	536	534	0.4	4.6	1.5	0.94	19.7	59.9	4.7
Hart	566	508	483	525	532	521	2.2	3.0	1.2	0.80	20.7	40.4	6.2
Henderson	1,506	1,507	1,425	1,563	1,536	1,500	2.4	3.3	1.0	0.33	19.2	71.8	3.6
Henry	355	345	322	383	401	351	14.2	5.4	0.9	0.55	21.3	70.8	7.9
Hickman	24	46	53	49	80	43	86.0	7.9	1.6	3.57	29.4	53.5	6.3
Hopkins	1,409	1,447	1,432	1,314	1,430	1,401	2.1	2.7	1.2	0.53	15.1	70.5	6.7
Jackson	222	195	175	196	198	197	0.5	3.8	2.1	1.52	32.0	64.5	6.3
Jefferson	27,732	28,720	29,347	28,503	29,687	28,576	3.9	3.1	0.6	0.24	18.1	81.1	3.7
Jessamine	1,408	1,316	1,334	1,309	1,464	1,342	9.1	4.1	1.3	0.28	17.9	65.9	5.7
Johnson	512	465	469	456	459	476	-3.5	3.1	5.2	0.68	25.2	68.4	2.8
Kenton	5,006	5,557	5,219	5,269	5,309	5,263	0.9	4.2	1.1	0.16	14.6	77.5	6.9
Knott	338	233	238	251	266	265	0.4	3.9	5.3	1.89	35.8	64.5	4.1

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

COUNTY	NUMBER OF CRASHES BY YEAR 2010	2011	2012	2013	2014	2010-2013 AVERAGE	2014 PERCENT CHANGE*	PERCENT OF CRASHES INVOLVING ALCOHOL	PERCENT OF CRASHES INVOLVING DRUGS	PERCENT FATAL CRASHES	PERCENT INJURY OR FATAL CRASHES	SAFETY BELT USAGE RATE**	PERCENT OF CRASHES INVOLVING SPEEDING
Knox	734	661	590	584	465	642	-27.6	2.8	4.2	1.29	27.7	66.5	7.3
Larue	263	251	274	289	236	269	-12.3	4.5	1.3	0.91	22.5	58.2	9.1
Laurel	1,767	1,793	1,546	1,473	1,605	1,645	-2.4	2.4	1.9	0.79	22.6	69.2	5.0
Lawrence	311	215	273	243	207	261	-20.5	3.9	2.4	1.36	31.1	63.2	2.8
Lee	50	40	89	82	74	65	13.4	3.0	3.0	2.69	25.1	51.9	2.7
Leslie	84	51	40	87	68	66	3.8	3.0	3.9	2.12	36.4	59.4	5.8
Letcher	523	467	304	286	308	395	-22.0	4.2	4.3	1.17	34.7	51.2	3.8
Lewis	150	134	155	162	123	150	-18.1	5.0	1.1	1.93	23.5	56.5	3.7
Lincoln	510	465	432	415	411	456	-9.8	4.0	1.2	0.99	26.0	62.9	5.0
Livingston	187	227	164	189	181	192	-5.6	5.0	1.7	0.74	24.7	71.1	7.9
Logan	533	559	549	504	552	536	2.9	3.9	1.0	1.04	23.6	60.4	4.7
Lyon	222	210	225	228	261	221	18.0	4.4	1.8	0.87	22.7	82.9	7.4
McCracken	2,127	2,169	2,097	2,031	2,015	2,106	-4.3	4.0	0.8	0.49	25.3	65.1	5.3
McCreary	284	250	239	222	206	249	-17.2	3.7	3.5	1.08	33.5	51.3	7.2
McLean	189	211	191	174	179	191	-6.4	3.6	1.2	0.53	28.6	60.3	4.8
Madison	2,628	2,606	2,452	2,440	2,522	2,532	-0.4	3.6	1.2	0.49	15.2	69.4	8.0
Magoffin	239	195	178	189	180	200	-10.1	4.2	5.8	1.73	30.4	59.7	5.2
Marion	460	389	410	382	430	410	4.8	5.9	1.4	1.35	18.8	43.1	1.6
Marshall	806	815	743	730	726	774	-6.1	4.6	1.7	1.05	25.0	60.7	6.3
Martin	158	157	149	94	121	140	-13.3	1.9	4.4	1.47	32.5	55.4	7.5
Mason	718	582	581	566	628	612	2.7	5.1	0.9	0.65	16.4	53.5	5.9
Meade	491	490	448	425	404	464	-12.8	5.6	0.4	1.28	29.2	47.3	4.3
Menifee	65	79	64	50	66	65	2.3	5.6	3.1	1.85	34.9	48.9	3.4
Mercer	578	500	456	487	483	505	-4.4	3.8	1.0	0.72	22.2	60.6	6.3
Metcalfe	227	220	213	210	224	218	3.0	3.5	0.4	1.55	24.3	42.4	2.9
Monroe	185	127	64	42	35	105	-66.5	4.0	0.2	1.77	23.0	40.1	2.6
Montgomery	856	873	777	750	831	814	2.1	3.5	1.8	0.37	18.7	47.1	4.5
Morgan	220	221	185	184	150	203	-25.9	3.4	3.5	1.15	32.0	57.9	9.7
Muhlenberg	796	771	792	782	832	785	6.0	3.3	1.7	0.55	21.7	61.8	4.2
Nelson	1,142	1,136	1,167	1,074	1,111	1,130	-1.7	4.8	0.7	0.71	19.5	60.1	4.7
Nicholas	89	121	155	148	149	128	16.2	4.4	2.6	1.06	19.3	50.6	3.5
Ohio	538	610	583	531	559	566	-1.1	4.5	1.3	0.99	26.5	69.0	7.0
Oldham	921	976	970	1,011	1,164	970	20.1	3.7	0.6	0.60	18.2	83.0	5.0
Owen	189	194	121	162	131	167	-21.3	5.1	1.4	1.88	28.5	57.7	6.6
Owsley	17	24	27	41	35	27	28.4	4.9	5.6	5.56	34.0	41.1	6.3
Pendleton	374	351	383	335	296	361	-17.9	4.9	1.0	0.46	20.0	68.5	6.6
Perry	946	868	843	709	768	842	-8.7	3.4	3.0	1.06	25.7	56.6	3.2
Pike	2,009	1,920	1,729	1,500	1,373	1,790	-23.3	4.5	5.3	1.07	28.2	62.3	5.6
Powell	299	310	320	335	293	316	-7.3	3.0	2.4	1.28	24.5	64.6	2.5
Pulaski	1,679	1,713	1,615	1,560	1,612	1,642	-1.8	2.4	1.0	0.56	18.1	54.2	4.5
Robertson	12	12	13	25	19	16	22.6	14.8	2.5	1.23	33.3	53.3	6.2
Rockcastle	543	522	426	417	477	477	0.0	2.9	2.5	1.13	23.0	76.9	8.1
Rowan	782	699	751	737	791	742	6.6	2.9	1.2	0.69	18.5	54.6	3.6
Russell	365	326	347	313	310	338	-8.2	2.6	1.8	1.14	21.0	58.7	2.4
Scott	1,409	1,354	1,408	1,331	1,515	1,376	10.1	3.4	0.6	0.57	20.0	60.8	5.9
Shelby	1,220	1,154	1,216	1,287	1,318	1,219	8.1	3.5	0.7	0.56	19.6	80.0	5.7
Simpson	584	585	582	587	599	585	2.5	3.9	1.0	0.58	21.5	60.0	9.9
Spencer	251	240	177	197	291	216	34.6	4.7	1.0	1.30	24.4	70.0	6.8
Taylor	698	707	644	643	646	673	-4.0	3.4	0.8	0.57	16.4	53.3	2.9
Todd	229	216	204	233	189	221	-14.3	5.5	1.6	1.40	26.0	63.8	8.2
Trigg	304	297	298	330	319	307	3.8	5.3	1.3	1.10	23.6	64.0	5.0
Trimble	170	157	181	117	164	156	5.0	6.5	1.0	1.77	25.1	77.1	6.6
Union	340	304	309	280	303	308	-1.7	3.3	1.6	0.52	25.3	76.3	6.7
Warren	3,941	3,907	3,910	4,126	4,233	3,971	6.6	3.2	0.7	0.35	18.2	63.0	4.7
Washington	195	238	233	232	288	225	28.3	5.1	0.8	1.18	24.2	46.5	4.6
Wayne	299	301	298	204	349	276	26.7	3.1	1.0	1.03	22.6	47.0	5.9
Webster	280	253	232	242	293	252	16.4	2.9	1.1	0.92	27.4	66.3	4.8
Whitley	925	1,094	1,033	955	1,068	1,002	6.6	2.8	2.1	0.77	25.1	74.0	6.3
Wolfe	187	177	165	159	154	172	-10.5	3.8	2.9	1.43	24.2	59.4	9.0
Woodford	797	801	774	807	853	795	7.3	4.7	0.8	0.62	18.0	70.6	8.4
STATEWIDE	127,456	127,524	124,844	123,258	127,326	125,771	1.2	3.6	1.1	0.52	19.4	67.9	5.3

* Percent change in the 2014 crash total from the previous four year total

** Based on observation data collected by Area Development Districts in 2006 (no data were collected since 2006)

TABLE 15. CRASH RATES FOR CITIES HAVING POPULATION OVER 2,500
(FOR IDENTIFIED SYSTEM AND ALL ROADS FOR 2010-2014)

CITY	POPULATION	IDENTIFIED SYSTEM TOTAL CRASHES	IDENTIFIED SYSTEM CRASH RATE*	ALL ROADS TOTAL CRASHES	ALL ROADS CRASH RATE**
Louisville	597,337	30,832	329	124,764	42
Lexington	295,803	11,051	626	61,712	42
Bowling Green	58,067	5,159	334	14,860	51
Owensboro	57,265	2,805	496	12,477	44
Covington	40,640	4,016	313	8,082	40
Hopkinsville	31,577	3,019	302	5,273	33
Richmond	31,364	1,199	494	6,836	44
Florence	29,951	4,385	278	10,188	68
Georgetown	29,098	1,200	402	4,140	29
Henderson	28,757	2,285	329	5,425	38
Elizabethtown	28,531	3,094	224	6,603	46
Nicholasville	28,015	1,309	294	4,563	33
Jeffersontown	26,595	984	343	4,387	33
Frankfort	25,527	2,934	381	5,429	43
Paducah	25,024	2,111	383	7,016	56
Independence	24,757	2,180	349	2,164	18
Radcliff	21,688	1,017	337	3,275	30
Ashland	21,684	1,633	482	4,569	42
Madisonville	19,591	1,796	446	3,730	38
Winchester	18,368	1,167	537	3,440	38
Erlanger	18,082	1,197	962	3,902	43
Murray	17,741	1,390	430	3,281	37
Fort Thomas	16,325	385	423	1,349	17
Danville	16,218	776	553	3,405	42
Newport	15,273	1,473	741	4,594	60
Shively	15,264	639	683	4,213	55
Shelbyville	14,045	658	478	2,651	38
Glasgow	14,028	590	364	2,612	37
Berea	13,561	725	336	2,136	32
Bardstown	11,700	1,297	442	3,140	54
Shepherdsville	11,222	940	516	3,206	57
Somerset	11,196	1,276	268	4,229	76
Lyndon	11,002	***	***	953	17
Lawrenceburg	10,505	241	406	1,045	20
Mayfield	10,024	337	373	1,792	36
Mount Washington	9,117	400	458	1,454	32
Campbellsville	9,108	1,011	549	2,239	49
Maysville	9,011	745	279	1,967	44
Edgewood	8,575	***	***	1,010	24
Versailles	8,568	287	458	1,540	36
Paris	8,553	924	379	1,536	36
Alexandria	8,477	667	303	1,208	29
Elsmere	8,451	333	359	549	13
Franklin	8,408	501	430	1,853	44
Harrodsburg	8,340	395	461	1,303	31
Fort Mitchell	8,207	615	801	1,358	33
La Grange	8,082	126	329	1,242	31
London	7,993	1,491	263	3,470	87
Villa Hills	7,489	56	211	244	7
Oak Grove	7,489	***	***	1,398	37
Flatwoods	7,423	471	223	591	16
Corbin	7,304	675	500	2,017	55
Middletown	7,218	***	***	1,804	50
Russellville	6,960	407	272	1,228	35
Highland Heights	6,923	819	192	1,331	39
Pikeville	6,903	992	238	2,951	86
Mount Sterling	6,895	940	493	1,856	54
Morehead	6,845	814	332	2,051	60
Leitchfield	6,699	582	536	1,402	42
Taylor Mill	6,604	141	287	1,194	36
Cynthiana	6,402	301	444	1,276	40
Princeton	6,329	569	359	924	29
Monticello	6,188	453	164	993	32
Central City	5,978	482	406	958	32

TABLE 15. CRASH RATES FOR CITIES HAVING POPULATION OVER 2,500
(FOR IDENTIFIED SYSTEM AND ALL ROADS FOR 2010-2014)(continued)

CITY	POPULATION	IDENTIFIED SYSTEM TOTAL CRASHES	IDENTIFIED SYSTEM CRASH RATE*	ALL ROADS TOTAL CRASHES	ALL ROADS CRASH RATE**
Bellevue	5,955	298	946	873	29
Cold Spring	5,912	803	438	1,231	42
Fort Wright	5,723	1,019	519	2,661	93
Lebanon	5,539	559	358	1,006	36
Union	5,379	***	***	746	28
Dayton	5,338	29	331	421	16
Williamsburg	5,245	530	190	949	36
Westwood	4,746	***	***	***	***
Crestwood	4,531	***	***	800	35
Vine Grove	4,520	197	259	364	16
Hazard	4,456	808	243	2,279	102
Columbia	4,452	130	314	753	34
Ludlow	4,407	271	914	453	21
Benton	4,349	304	377	895	41
Greenville	4,312	330	304	768	36
Scottsville	4,226	503	295	876	42
Grayson	4,217	271	304	792	38
Carrollton	3,938	236	466	628	32
Williamstown	3,925	***	***	597	30
Crittenden	3,815	***	***	433	23
Southgate	3,803	597	1,040	725	38
Crescent Springs	3,801	***	***	953	50
Wilmore	3,686	109	431	194	11
Walton	3,635	470	596	810	45
Stanford	3,487	214	194	592	34
Paintsville	3,459	451	430	1,088	63
Lancaster	3,442	164	582	535	31
West Liberty	3,435	105	306	304	18
Beaver Dam	3,409	286	248	490	29
Russell	3,380	560	367	1,029	61
Morganfield	3,285	212	195	475	29
Prestonsburg	3,255	404	328	1,623	100
Hodgenville	3,206	65	132	467	29
Providence	3,193	182	237	220	14
Barbourville	3,165	423	167	647	41
Crestview Hills	3,148	***	***	1,922	122
Marion	3,039	115	369	302	20
Wilder	3,035	***	***	1,052	69
Park Hills	2,970	217	691	146	10
Indian Hills	2,868	***	***	114	8
Dawson Springs	2,764	188	517	228	17
Stanton	2,733	341	311	456	33
Irvine	2,715	79	141	206	15
Hartford	2,672	107	204	282	21
Lakeside Park	2,668	438	573	283	21
Flemingsburg	2,658	58	227	390	29
Brandenburg	2,643	250	267	484	37
Calvert City	2,566	131	162	432	34
Cadiz	2,558	112	119	591	46
Eddyville	2,554	160	63	320	25
Springfield	2,519	114	162	425	34

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

TABLE 16. MISCELLANEOUS CRASH DATA FOR CITIES HAVING POPULATION OVER 2,500 (2010-2014) (ALL ROADS)

CITY	POPULATION	FATAL CRASHES		PEDESTRIAN MOTOR VEHICLE CRASHES		BICYCLE MOTOR VEHICLE CRASHES		MOTORCYCLE CRASHES		PERCENT OF CRASHES INVOLVING SPEEDING	PERCENT OF CRASHES INVOLVING ALCOHOL
		NUMBER	RATE*	NUMBER	RATE*	NUMBER	RATE*	NUMBER	RATE*		
Louisville	597,337	320	1.07	1,442	4.80	670	2.20	1,199	4.0	3.9	3.2
Lexington	295,803	123	0.83	549	3.70	296	2.00	472	3.2	8.4	3.9
Bowling Green	58,067	23	0.79	61	2.10	65	2.20	152	5.2	4.1	2.5
Owensboro	57,265	17	0.59	71	2.50	69	2.40	115	4.0	2.2	2.9
Covington	40,640	11	0.54	166	8.20	77	3.80	61	3.0	3.6	5.7
Hopkinsville	31,577	15	0.95	35	2.20	17	1.10	56	3.5	5.2	3.7
Richmond	31,364	15	0.96	53	3.40	20	1.30	68	4.3	7.3	3.1
Florence	29,951	8	0.53	66	4.40	23	1.50	73	4.9	5.2	2.6
Georgetown	29,098	11	0.76	32	2.20	9	0.60	36	2.5	4.8	3.2
Henderson	28,757	12	0.83	35	2.40	27	1.90	53	3.7	2.7	3.0
Elizabethtown	28,531	9	0.63	24	1.70	15	1.10	68	4.8	3.4	2.2
Nicholasville	28,015	11	0.79	29	2.10	11	0.80	44	3.1	3.7	3.5
Jeffersontown	26,595	7	0.53	19	1.40	16	1.20	22	1.7	2.2	2.7
Frankfort	25,527	9	0.71	30	2.40	17	1.30	40	3.1	4.3	3.2
Paducah	25,024	20	1.60	45	3.60	32	2.60	93	7.4	4.1	2.6
Independence	24,757	1	0.08	12	1.00	6	0.50	32	2.6	12.8	4.6
Radcliff	21,688	12	1.11	21	1.90	6	0.60	51	4.7	2.0	3.8
Ashland	21,684	7	0.65	46	4.20	17	1.60	41	3.8	2.4	1.8
Madisonville	19,591	7	0.71	19	1.90	11	1.10	24	2.5	4.5	1.7
Winchester	18,368	6	0.65	27	2.90	6	0.70	30	3.3	3.3	2.8
Erlanger	18,082	9	1.00	33	3.70	9	1.00	35	3.9	8.9	3.0
Murray	17,741	12	1.35	24	2.70	14	1.60	25	2.8	2.4	2.1
Fort Thomas	16,325	6	0.74	12	1.50	7	0.90	12	1.5	5.5	4.5
Danville	16,218	9	1.11	29	3.60	12	1.50	35	4.3	4.0	2.6
Newport	15,273	4	0.52	81	10.60	29	3.80	24	3.1	3.5	4.5
Shively	15,264	11	1.44	71	9.30	20	2.60	60	7.9	3.1	3.3
Shelbyville	14,045	11	1.57	20	2.80	7	1.00	19	2.7	3.0	2.8
Glasgow	14,028	8	1.14	16	2.30	5	0.70	26	3.7	2.9	2.8
Berea	13,561	5	0.74	10	1.50	3	0.40	15	2.2	4.5	1.8
Bardstown	11,700	9	1.54	20	3.40	2	0.30	32	5.5	2.5	2.8
Shepherdsville	11,222	6	1.07	20	3.60	10	1.80	32	5.7	2.3	3.2
Somerset	11,196	15	2.68	14	2.50	4	0.70	46	8.2	3.5	1.4
Lyndon	11,002	0	0.00	0	0.00	0	0.00	0	0.0	0.0	0.0
Lawrenceburg	10,505	2	0.38	4	0.80	0	0.00	9	1.7	2.3	2.6
Mayfield	10,024	2	0.40	16	3.20	5	1.00	15	3.0	2.6	2.5
Mount Washington	9,117	5	1.10	3	0.70	1	0.20	26	5.7	1.6	2.0
Campbellsville	9,108	4	0.88	22	4.80	3	0.70	27	5.9	1.7	2.3
Maysville	9,011	3	0.67	15	3.30	4	0.90	20	4.4	4.1	3.3
Edgewood	8,575	1	0.23	7	1.60	0	0.00	6	1.4	11.0	2.2
Versailles	8,568	7	1.63	8	1.90	4	0.90	10	2.3	4.5	4.0
Paris	8,553	3	0.70	9	2.10	2	0.50	19	4.4	2.5	4.0
Alexandria	8,477	3	0.71	15	3.50	3	0.70	15	3.5	6.0	2.3
Elsmere	8,451	0	0.00	12	2.80	9	2.10	4	0.9	4.0	5.3
Franklin	8,408	7	1.67	6	1.40	5	1.20	24	5.7	4.3	3.0
Harrodsburg	8,340	3	0.72	9	2.20	2	0.50	19	4.6	3.0	2.5
Fort Mitchell	8,207	2	0.49	7	1.70	1	0.20	10	2.4	4.9	3.7
La Grange	8,082	1	0.25	4	1.00	3	0.70	10	2.5	2.6	1.8
London	7,993	6	1.50	11	2.80	3	0.80	35	8.8	2.3	1.8
Villa Hills	7,489	1	0.27	0	0.00	0	0.00	7	1.9	9.4	4.1
Oak Grove	7,489	0	0.00	0	0.00	0	0.00	0	0.0	0.0	0.0
Flatwoods	7,423	1	0.27	5	1.30	1	0.30	6	1.6	4.9	2.0
Corbin	7,304	4	1.10	15	4.10	4	1.10	12	3.3	4.6	2.8
Middletown	7,218	0	0.00	0	0.00	0	0.00	0	0.0	0.0	0.0
Russellville	6,960	3	0.86	6	1.70	3	0.90	16	4.6	4.2	2.9
Highland Heights	6,923	3	0.87	17	4.90	2	0.60	7	2.0	7.2	2.5
Pikeville	6,903	7	2.03	11	3.20	2	0.60	33	9.6	4.2	3.6
Mount Sterling	6,895	2	0.58	13	3.80	2	0.60	18	5.2	2.2	2.6
Morehead	6,845	2	0.58	15	4.40	6	1.80	10	2.9	2.0	1.8
Leitchfield	6,699	4	1.19	5	1.50	2	0.60	15	4.5	2.4	2.6
Taylor Mill	6,604	2	0.61	1	0.30	1	0.30	12	3.6	11.8	4.2
Cynthiana	6,402	6	1.87	14	4.40	4	1.20	11	3.4	2.6	3.1
Princeton	6,329	3	0.95	7	2.20	2	0.60	14	4.4	6.8	1.7

TABLE 16. MISCELLANEOUS CRASH DATA FOR CITIES HAVING POPULATION OVER 2,500 (2010-2014) (ALL ROADS)(continued)

CITY	POPULATION	FATAL CRASHES		PEDESTRIAN MOTOR VEHICLE CRASHES		BICYCLE MOTOR VEHICLE CRASHES		MOTORCYCLE CRASHES		PERCENT OF CRASHES INVOLVING SPEEDING	PERCENT OF CRASHES INVOLVING ALCOHOL
		NUMBER	RATE*	NUMBER	RATE*	NUMBER	RATE*	NUMBER	RATE*		
Monticello	6,188	5	1.62	7	2.30	0	0.00	8	2.6	4.6	2.4
Central City	5,978	2	0.67	3	1.00	1	0.30	7	2.3	3.1	2.8
Bellevue	5,955	0	0.00	18	6.00	7	2.40	6	2.0	2.9	4.9
Cold Spring	5,912	3	1.01	4	1.40	0	0.00	8	2.7	6.8	1.7
Fort Wright	5,723	2	0.70	8	2.80	2	0.70	12	4.2	3.4	2.0
Lebanon	5,539	2	0.72	4	1.40	1	0.40	6	2.2	1.3	3.9
Union	5,379	0	0.00	0	0.00	0	0.00	0	0.0	0.0	0.0
Dayton	5,338	0	0.00	13	4.90	3	1.10	2	0.7	2.6	6.4
Williamsburg	5,245	3	1.14	12	4.60	3	1.10	6	2.3	3.5	2.1
Crestwood	4,531	0	0.00	0	0.00	0	0.00	0	0.0	0.0	0.0
Vine Grove	4,520	3	1.33	0	0.00	1	0.40	7	3.1	6.9	4.1
Hazard	4,456	10	4.49	11	4.90	3	1.30	19	8.5	2.4	2.7
Columbia	4,452	5	2.25	3	1.30	1	0.40	6	2.7	1.5	2.7
Ludlow	4,407	0	0.00	9	4.10	2	0.90	3	1.4	3.8	3.5
Benton	4,349	2	0.92	7	3.20	1	0.50	11	5.1	4.2	2.1
Greenville	4,312	3	1.39	5	2.30	0	0.00	8	3.7	2.6	2.1
Scottsville	4,226	2	0.95	4	1.90	1	0.50	16	7.6	1.3	3.0
Grayson	4,217	1	0.47	6	2.80	1	0.50	3	1.4	2.1	2.1
Carrollton	3,938	2	1.02	3	1.50	3	1.50	8	4.1	2.9	4.1
Williamstown	3,925	4	2.04	3	1.50	2	1.00	7	3.6	9.9	3.7
Crittenden	3,815	0	0.00	0	0.00	0	0.00	0	0.0	0.0	0.0
Southgate	3,803	1	0.53	9	4.70	0	0.00	5	2.6	5.2	3.4
Crescent Springs	3,801	0	0.00	0	0.00	0	0.00	0	0.0	0.0	0.0
Wilmore	3,686	0	0.00	0	0.00	1	0.50	1	0.5	4.1	2.1
Walton	3,635	0	0.00	0	0.00	0	0.00	0	0.0	0.0	0.0
Stanford	3,487	2	1.15	2	1.10	0	0.00	9	5.2	4.6	1.2
Paintsville	3,459	6	3.47	11	6.40	7	4.00	6	3.5	1.0	1.5
Lancaster	3,442	1	0.58	3	1.70	2	1.20	5	2.9	1.9	2.2
West Liberty	3,435	0	0.00	0	0.00	0	0.00	0	0.0	0.0	0.0
Beaver Dam	3,409	2	1.17	2	1.20	2	1.20	4	2.3	1.6	2.7
Russell	3,380	3	1.78	1	0.60	0	0.00	12	7.1	2.7	2.1
Morganfield	3,285	0	0.00	1	0.60	1	0.60	6	3.7	2.3	0.8
Prestonsburg	3,255	11	6.76	7	4.30	1	0.60	15	9.2	3.3	3.0
Hodgenville	3,206	2	1.25	3	1.90	1	0.60	5	3.1	4.7	2.6
Providence	3,193	1	0.63	0	0.00	2	1.30	4	2.5	5.0	3.6
Barbourville	3,165	7	4.42	7	4.40	2	1.30	2	1.3	2.2	2.6
Crestview Hills	3,148	0	0.00	0	0.00	0	0.00	0	0.0	0.0	0.0
Marion	3,039	3	1.97	2	1.30	1	0.70	5	3.3	3.3	2.6
Wilder	3,035	0	0.00	0	0.00	0	0.00	0	0.0	0.0	0.0
Park Hills	2,970	0	0.00	3	2.00	0	0.00	0	0.0	5.5	4.8
Indian Hills	2,868	0	0.00	0	0.00	0	0.00	0	0.0	0.0	0.0
Dawson Springs	2,764	1	0.72	3	2.20	0	0.00	2	1.4	4.4	2.6
Stanton	2,733	2	1.46	4	2.90	0	0.00	2	1.5	0.9	1.8
Irvine	2,715	0	0.00	3	2.20	0	0.00	2	1.5	1.5	0.5
Hartford	2,672	2	1.50	0	0.00	1	0.70	2	1.5	2.1	1.8
Lakeside Park	2,668	0	0.00	2	1.50	1	0.70	1	0.7	6.0	3.5
Flemingsburg	2,658	2	1.50	3	2.30	0	0.00	4	3.0	1.5	2.6
Brandenburg	2,643	0	0.00	0	0.00	0	0.00	0	0.0	0.0	0.0
Calvert City	2,566	2	1.56	0	0.00	1	0.80	6	4.7	7.6	4.9
Cadiz	2,558	0	0.00	0	0.00	0	0.00	0	0.0	0.0	0.0
Eddyville	2,554	0	0.00	0	0.00	0	0.00	0	0.0	0.0	0.0
Springfield	2,519	3	2.38	1	0.80	0	0.00	5	4.0	2.6	4.0
STATEWIDE	2,057,100	936	0.91	3,576	3.5	1,661	1.61	3,747	3.6	4.4	3.0

* Crashes per 10,000 population

TABLE 17. CRASH RATES ON IDENTIFIED STREETS BY CITY AND POPULATION CATEGORY (2010-2014)

POPULATION CATEGORY	NUMBER OF CITIES	AVERAGE RATE (C/100 MVM)*	CITY	NUMBER OF CRASHES (2010-2014)	AVERAGE RATE (C/100 MVM)*
OVER 200,000	2	376	Lexington	11,051	626
			Louisville	30,832	329
20,000-60,000	16	330	Owensboro	2,805	496
			Richmond	1,199	494
			Ashland	1,633	482
			Georgetown	1,200	402
			Paducah	2,111	383
			Frankfort	2,934	381
			Independence	2,180	349
			Jeffersontown	984	343
			Radcliff	1,017	337
			Bowling Green	5,159	334
			Henderson	2,285	329
			Covington	4,016	313
			Hopkinsville	3,019	302
			Nicholasville	1,309	294
			Florence	4,385	278
			Elizabethtown	3,094	224
10,000-19,999	16	464	Erlanger	1,197	962
			Newport	1,473	741
			Shively	639	683
			Danville	776	553
			Winchester	1,167	537
			Shepherdsville	940	516
			Shelbyville	658	478
			Madisonville	1,796	446
			Bardstown	1,297	442
			Murray	1,390	430
			Fort Thomas	385	423
			Lawrenceburg	241	406
			Mayfield	337	373
			Glasgow	590	364
			Berea	725	336
			Somerset	1,276	268
5,000-9,999	32	336	Bellevue	298	946
			Fort Mitchell	615	801
			Campbellsville	1,011	549
			Leitchfield	582	536
			Fort Wright	1,019	519
			Corbin	675	500
			Mount Sterling	940	493
			Harrodsburg	395	461
			Versailles	287	458
			Mount Washington	400	458
			Cynthiana	301	444
			Cold Spring	803	438
			Franklin	501	430
			Central City	482	406
			Paris	924	379
			Elsmere	333	359
			Princeton	569	359
			Lebanon	559	358
			Morehead	814	332
			Dayton	29	331
			La Grange	126	329
			Alexandria	667	303
			Taylor Mill	141	287
			Maysville	745	279
			Russellville	407	272
			London	1,491	263

TABLE 17. CRASH RATES ON IDENTIFIED STREETS BY CITY AND POPULATION CATEGORY (2010-2014)(continued)

POPULATION CATEGORY	NUMBER OF CITIES	AVERAGE RATE (C/100 MVM)*	CITY	NUMBER OF CRASHES (2010-2014)	AVERAGE RATE (C/100 MVM)*
5,000-9,999 (cont.)	32	336	Pikeville	992	238
			Flatwoods	471	223
			Villa Hills	56	211
			Highland Heights	819	192
			Williamsburg	530	190
			Monticello	453	164
2,500-4,999	36	290	Southgate	597	1,040
			Ludlow	271	914
			Park Hills	217	691
			Walton	470	596
			Lancaster	164	582
			Lakeside Park	438	573
			Dawson Springs	188	517
			Carrollton	236	466
			Wilmore	109	431
			Paintsville	451	430
			Benton	304	377
			Marion	115	369
			Russell	560	367
			Prestonsburg	404	328
			Columbia	130	314
			Stanton	341	311
			West Liberty	105	306
			Grayson	271	304
			Greenville	330	304
			Scottsville	503	295
			Brandenburg	250	267
			Vine Grove	197	259
			Beaver Dam	286	248
			Hazard	808	243
			Providence	182	237
			Flemingsburg	58	227
			Hartford	107	204
			Morganfield	212	195
			Stanford	214	194
			Barbourville	423	167
			Springfield	114	162
			Calvert City	131	162
			Irvine	79	141
			Hodgenville	65	132
			Cadiz	112	119
			Eddyville	160	63
1,000-2,499	56	223	Worthington	11	903
			Carlisle	28	455
			Raceland	88	451
			Jackson	273	448
			Junction City	29	441
			Falmouth	31	440
			Mount Vernon	165	381
			Hardinsburg	58	368
			Dry Ridge	60	347
			Salyersville	180	343
			Edmonton	185	325
			Warsaw	2	325
			Clay City	119	313
			Louisa	167	308
			Russell Springs	282	299
			Munfordville	131	287
			Manchester	223	284
			Morgantown	103	280

TABLE 17. CRASH RATES ON IDENTIFIED STREETS BY CITY AND POPULATION CATEGORY (2010-2014)(continued)

POPULATION CATEGORY	NUMBER OF CITIES	AVERAGE RATE (C/100 MVM)*	CITY	NUMBER OF CRASHES (2010-2014)	AVERAGE RATE (C/100 MVM)*
1,000-2,499 (cont.)	56	223	Harlan	354	263
			Cave City	345	257
			Elkton	79	238
			Lebanon Junction	27	236
			Uniontown	6	236
			Jamestown	177	230
			Albany	86	218
			Eminence	126	218
			Liberty	209	214
			Owingsville	72	213
			Catlettsburg	299	211
			Vanceburg	17	208
			Owenton	38	197
			Pineville	56	196
			Loyall	4	193
			Tompkinsville	159	192
			Fulton	194	190
			Clay	29	187
			Burkesville	64	184
			Livermore	43	174
			Greensburg	126	171
			Sebree	98	169
			Horse Cave	112	161
			Nortonville	84	160
			Earlington	108	151
			Cumberland	63	143
			Jenkins	36	142
			Olive Hill	38	137
			Whitesburg	179	136
			Beattyville	44	125
			Anchorage	12	124
			Sturgis	79	120
			South Shore	20	103
			Clinton	41	95
			Cloverport	41	95
			Hickman	10	49
			Lewisport	1	45
			Auburn	1	31

* Crashes per 100 million vehicle-miles

TABLE 18. TOTAL CRASH RATES BY CITY AND POPULATION CATEGORY (IN DESCENDING ORDER) (2010-2014)(ALL ROADS)

CITY	NUMBER OF CRASHES (2010-2014)	ANNUAL CRASH RATE (CRASHES PER 1000 POPULATION)	
POPULATION CATEGORY OVER 200,000			
Louisville	124,764	41.8	
Lexington	61,712	41.7	
POPULATION CATEGORY 20,000-60000			
Florence	10,188	68.0	*
Paducah	7,016	56.1	*
Bowling Green	14,860	51.2	
Elizabethtown	6,603	46.3	
Owensboro	12,477	43.6	
Richmond	6,836	43.6	
Frankfort	5,429	42.5	
Ashland	4,569	42.1	
Covington	8,082	39.8	
Henderson	5,425	37.7	
Hopkinsville	5,273	33.4	
Jeffersontown	4,387	33.0	
Nicholasville	4,563	32.6	
Radcliff	3,275	30.2	
Georgetown	4,140	28.5	
Independence	2,164	17.5	
POPULATION CATEGORY 10,000-19,999			
Somerset	4,229	75.5	*
Newport	4,594	60.2	*
Shepherdsville	3,206	57.1	*
Shively	4,213	55.2	
Bardstown	3,140	53.7	
Erlanger	3,902	43.2	
Danville	3,405	42.0	
Madisonville	3,730	38.1	
Shelbyville	2,651	37.8	
Winchester	3,440	37.5	
Glasgow	2,612	37.2	
Murray	3,281	37.0	
Mayfield	1,792	35.8	
Berea	2,136	31.5	
Lawrenceburg	1,045	19.9	
Lyndon	953	17.3	
Fort Thomas	1,349	16.5	
POPULATION CATEGORY 5,000-9,999			
Fort Wright	2,661	93.0	*
London	3,470	86.8	*
Pikeville	2,951	85.5	*
Morehead	2,051	59.9	*
Corbin	2,017	55.2	*
Mount Sterling	1,856	53.8	*
Middletown	1,804	50.0	
Campbellsville	2,239	49.2	
Franklin	1,853	44.1	
Maysville	1,967	43.7	
Leitchfield	1,402	41.9	
Cold Spring	1,231	41.6	
Cynthiana	1,276	39.9	
Highland Heights	1,331	38.5	
Oak Grove	1,398	37.3	
Lebanon	1,006	36.3	
Williamsburg	949	36.2	
Taylor Mill	1,194	36.2	
Versailles	1,540	35.9	
Paris	1,536	35.9	
Russellville	1,228	35.3	
Fort Mitchell	1,358	33.1	
Monticello	993	32.1	
Central City	958	32.1	
Mount Washington	1,454	31.9	
Harrodsburg	1,303	31.2	
La Grange	1,242	30.7	
Bellevue	873	29.3	
Princeton	924	29.2	
Alexandria	1,208	28.5	
Union	746	27.7	
Edgewood	1,010	23.6	
Flatwoods	591	15.9	
Dayton	421	15.8	
Elsmere	549	13.0	
Villa Hills	244	6.5	

CITY	NUMBER OF CRASHES (2010-2014)	ANNUAL CRASH RATE (CRASHES PER 1000 POPULATION)	
POPULATION CATEGORY 2,500-4,999			
Crestview Hills	1,922	122.1	*
Hazard	2,279	102.3	*
Prestonsburg	1,623	99.7	*
Wilder	1,052	69.3	*
Paintsville	1,088	62.9	*
Russell	1,029	60.9	*
Crescent Springs	953	50.1	
Cadiz	591	46.2	
Walton	810	44.6	
Scottsville	876	41.5	
Benton	895	41.2	
Barbourville	647	40.9	
Southgate	725	38.1	
Grayson	792	37.6	
Brandenburg	484	36.6	
Greenville	768	35.6	
Crestwood	800	35.3	
Stanford	592	34.0	
Columbia	753	33.8	
Springfield	425	33.7	
Calvert City	432	33.7	
Stanton	456	33.4	
Carrollton	628	31.9	
Lancaster	535	31.1	
Williamstown	597	30.4	
Flemingsburg	390	29.3	
Hodgenville	467	29.1	
Morganfield	475	28.9	
Beaver Dam	490	28.7	
Eddyville	320	25.1	
Crittenden	433	22.7	
Lakeside Park	283	21.2	
Hartford	282	21.1	
Ludlow	453	20.6	
Marion	302	19.9	
West Liberty	304	17.7	
Dawson Springs	228	16.5	
Vine Grove	364	16.1	
Irvine	206	15.2	
Providence	220	13.8	
Wilmore	194	10.5	
Park Hills	146	9.8	
Indian Hills	114	7.9	

* Critical crash rate

TABLE 19. FATAL CRASH RATES BY CITY AND POPULATION CATEGORY (IN DESCENDING ORDER WITH CRITICAL RATES IDENTIFIED)(2010-2014)(ALL ROADS)

CITY	NUMBER OF CRASHES (2010-2014)	ANNUAL CRASH RATE (CRASHES PER 10,000 POPULATION)
POPULATION CATEGORY OVER 200,000		
Louisville	320	1.07
Lexington	123	0.83
POPULATION CATEGORY 20,000-60000		
Paducah	20	1.60
Radcliff	12	1.11
Richmond	15	0.96
Hopkinsville	15	0.95
Henderson	12	0.83
Bowling Green	23	0.79
Nicholasville	11	0.79
Georgetown	11	0.76
Frankfort	9	0.71
Ashland	7	0.65
Elizabethtown	9	0.63
Owensboro	17	0.59
Covington	11	0.54
Florence	8	0.53
Jeffersontown	7	0.53
Independence	1	0.08
POPULATION CATEGORY 10,000-19,999		
Somerset	15	2.68
Shelbyville	11	1.57
Bardstown	9	1.54
Shively	11	1.44
Murray	12	1.35
Glasgow	8	1.14
Danville	9	1.11
Shepherdsville	6	1.07
Erlanger	9	1.00
Fort Thomas	6	0.74
Berea	5	0.74
Madisonville	7	0.71
Winchester	6	0.65
Newport	4	0.52
Mayfield	2	0.40
Lawrenceburg	2	0.38
POPULATION CATEGORY 5,000-9,999		
Pikeville	7	2.03
Cynthiana	6	1.87
Franklin	7	1.67
Versailles	7	1.63
Monticello	5	1.62
London	6	1.50
Leitchfield	4	1.19
Williamsburg	3	1.14
Mount Washington	5	1.10
Corbin	4	1.10
Cold Spring	3	1.01
Princeton	3	0.95
Campbellsville	4	0.88
Highland Heights	3	0.87
Russellville	3	0.86
Harrodsburg	3	0.72
Lebanon	2	0.72
Alexandria	3	0.71
Fort Wright	2	0.70
Paris	3	0.70
Central City	2	0.67
Maysville	3	0.67
Taylor Mill	2	0.61
Mount Sterling	2	0.58
Morehead	2	0.58
Fort Mitchell	2	0.49
Flatwoods	1	0.27
Villa Hills	1	0.27
La Grange	1	0.25
Edgewood	1	0.23
POPULATION CATEGORY 2,500-4,999		
Prestonsburg	11	6.76
Hazard	10	4.49
Barbourville	7	4.42
Paintsville	6	3.47
Springfield	3	2.38
Columbia	5	2.25
Williamstown	4	2.04
Marion	3	1.97
Russell	3	1.78
Calvert City	2	1.56
Flemingsburg	2	1.50
Hartford	2	1.50
Stanton	2	1.46
Greenville	3	1.39
Vine Grove	3	1.33
Hodgenville	2	1.25
Beaver Dam	2	1.17
Stanford	2	1.15
Carrollton	2	1.02
Scottsville	2	0.95
Benton	2	0.92
Dawson Springs	1	0.72
Providence	1	0.63
Lancaster	1	0.58
Southgate	1	0.53

* Critical crash rate

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

COUNTY	NUMBER OF ALCOHOL-RELATED CRASHES (2010 - 2014) ALL	NUMBER OF ALCOHOL-RELATED CRASHES (2010 - 2014) AGE 16-20	PERCENT OF TOTAL CRASHES INVOLVING ALCOHOL ALL	PERCENT OF TOTAL CRASHES INVOLVING ALCOHOL AGE 16-20
POPULATION CATEGORY UNDER 10,000				
Robertson	12	0	14.8	0.0
Hickman	20	0	7.9	0.0
Trimble	51	3	6.5	2.3
Carlisle	26	1	6.0	1.2
Hancock	42	5	5.9	2.8
Elliott	14	0	5.8	0.0
Menifee	18	0	5.6	0.0
Gallatin	76	0	5.4	0.0
Ballard	50	4	5.3	1.8
Livingston	47	4	5.0	2.4
Owsley	7	0	4.9	0.0
Cumberland	25	2	4.5	1.9
Bracken	45	6	4.4	3.4
Nicholas	29	3	4.4	2.6
Lyon	50	5	4.4	2.6
Fulton	28	0	4.3	0.0
Wolfe	32	2	3.8	1.6
McLean	34	2	3.6	1.1
Lee	10	0	3.0	0.0
Crittenden	25	2	2.7	1.1
POPULATION CATEGORY 10,000 - 14,999				
Todd	59	2	5.5	0.9
Trigg	82	7	5.3	2.5
Owen	41	0	5.1	0.0
Washington	61	8	5.1	3.0
Bath	29	0	5.1	0.0
Butler	64	6	5.1	2.4
Lewis	36	0	5.0	0.0
Pendleton	86	8	4.9	2.2
Carroll	92	2	4.8	0.6
Clinton	38	2	4.6	1.6
Edmonson	41	2	4.6	1.0
Estill	43	4	4.6	2.4
Larue	59	4	4.5	1.3
Magoffin	41	3	4.2	1.5
Breathitt	57	8	4.1	3.7
Monroe	18	2	4.0	1.6
Fleming	42	1	3.8	0.4
Jackson	37	1	3.8	0.6
Metcalfe	38	1	3.5	0.4
Green	27	0	3.4	0.0
Morgan	33	1	3.4	0.7
Leslie	10	1	3.0	2.3
Powell	47	5	3.0	1.9
Webster	38	5	2.9	2.0
Caldwell	46	7	2.5	1.5
Martin	13	1	1.9	0.8
POPULATION CATEGORY 15,000 - 24,999				
Marion	122	9	5.9	1.7
Casey	60	4	5.4	1.5
Henry	97	5	5.4	1.6
Bourbon	142	9	5.3	1.7
Mason	156	7	5.1	1.1
Spencer	54	3	4.7	1.0
Woodford	188	17	4.7	2.1
Harrison	122	13	4.6	2.4
Ohio	126	8	4.5	1.4
Allen	99	8	4.3	1.4
Clay	93	4	4.3	1.1
Letcher	79	3	4.2	1.0

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

COUNTY	NUMBER OF ALCOHOL-RELATED CRASHES (2010 - 2014) ALL	NUMBER OF ALCOHOL-RELATED CRASHES (2010 - 2014) AGE 16-20	PERCENT OF TOTAL CRASHES INVOLVING ALCOHOL ALL	PERCENT OF TOTAL CRASHES INVOLVING ALCOHOL AGE 16-20
POPULATION CATEGORY 15,000 - 24,999 (continued)				
Lincoln	90	3	4.0	0.6
Simpson	116	6	3.9	1.1
Lawrence	49	1	3.9	0.5
Knott	52	5	3.9	2.3
Adair	63	11	3.9	3.1
Mercer	96	5	3.8	0.8
Breckinridge	49	3	3.8	1.1
McCreary	45	6	3.7	2.5
Anderson	84	5	3.7	0.8
Taylor	114	18	3.4	2.0
Union	50	3	3.3	0.8
Wayne	45	6	3.1	1.7
Johnson	73	3	3.1	0.7
Grant	112	9	3.0	1.2
Hart	78	5	3.0	1.1
Rowan	109	10	2.9	1.0
Rockcastle	68	2	2.9	0.5
Garrard	51	6	2.7	1.4
Russell	43	5	2.6	1.1
POPULATION CATEGORY 25,000 - 49,999				
Meade	127	5	5.6	0.8
Floyd	226	12	5.0	1.8
Nelson	273	18	4.8	1.4
Marshall	175	12	4.6	1.3
Grayson	138	10	4.4	1.4
Graves	183	17	4.2	1.9
Jessamine	279	23	4.1	1.5
Logan	105	10	3.9	1.7
Calloway	182	20	3.7	1.2
Franklin	288	25	3.7	1.8
Carter	97	10	3.5	2.0
Montgomery	143	7	3.5	0.8
Shelby	214	9	3.5	0.7
Scott	242	18	3.4	1.2
Perry	139	11	3.4	1.5
Muhlenberg	132	9	3.3	1.1
Barren	191	21	3.3	1.5
Greenup	112	11	3.3	1.5
Henderson	247	20	3.3	1.2
Boyle	136	19	3.2	2.0
Clark	151	12	3.0	1.2
Knox	85	6	2.8	1.1
Whitley	141	11	2.8	1.1
Hopkins	193	9	2.7	0.6
Boyd	195	12	2.4	0.9
Harlan	64	3	2.2	0.6
Bell	69	10	2.1	1.7
POPULATION CATEGORY 50,000 - OVER				
Pike	383	23	4.5	1.6
Kenton	1103	78	4.2	1.6
Campbell	596	42	4.1	1.4
McCracken	422	29	4.0	1.3
Fayette	2394	178	3.9	1.4
Christian	341	26	3.8	1.6
Bullitt	339	24	3.7	1.2
Oldham	188	28	3.7	2.2
Daviess	587	48	3.6	1.1
Madison	454	56	3.6	1.7
Boone	757	68	3.5	1.3
Hardin	498	31	3.4	1.0
Warren	648	73	3.2	1.3
Jefferson	4506	199	3.1	0.8
Pulaski	194	8	2.4	0.5
Laurel	193	13	2.4	0.8

TABLE 21. CRASHES INVOLVING ALCOHOL BY CITY AND POPULATION CATEGORY(IN ORDER OF DECREASING PERCENTAGES)(2010-2014)

CITY	NUMBER OF ALCOHOL-RELATED CRASHES	PERCENTAGE OF CRASHES INVOLVING ALCOHOL
POPULATION CATEGORY OVER 200,000		
Lexington	2,391	3.9
Louisville	3,979	3.2
POPULATION CATEGORY 20,000-60,000		
Covington	461	5.7
Independence	100	4.6
Radcliff	123	3.8
Hopkinsville	194	3.7
Nicholasville	159	3.5
Frankfort	173	3.2
Georgetown	134	3.2
Richmond	211	3.1
Henderson	163	3.0
Owensboro	368	2.9
Jeffersontown	118	2.7
Florence	266	2.6
Paducah	183	2.6
Bowling Green	366	2.5
Elizabethtown	143	2.2
Ashland	81	1.8
POPULATION CATEGORY 10,000-19,999		
Fort Thomas	61	4.5
Newport	206	4.5
Shively	141	3.3
Shepherdsville	101	3.2
Erlanger	118	3.0
Winchester	98	2.8
Bardstown	89	2.8
Shelbyville	75	2.8
Glasgow	73	2.8
Lawrenceburg	27	2.6
Danville	88	2.6
Mayfield	45	2.5
Murray	70	2.1
Berea	39	1.8
Madisonville	63	1.7
Somerset	58	1.4
POPULATION CATEGORY 5,000-9,999		
Dayton	27	6.4
Elsmere	29	5.3
Bellevue	43	4.9
Taylor Mill	50	4.2
Villa Hills	10	4.1
Versailles	62	4.0
Paris	61	4.0
Lebanon	39	3.9
Fort Mitchell	50	3.7
Pikeville	106	3.6
Maysville	65	3.3
Cynthiana	39	3.1
Franklin	56	3.0
Russellville	36	2.9
Corbin	56	2.8
Central City	27	2.8
Leitchfield	36	2.6
Mount Sterling	48	2.6
Harrodsburg	32	2.5
Highland Heights	33	2.5
Monticello	24	2.4
Alexandria	28	2.3
Campbellsville	52	2.3
Edgewood	22	2.2
Williamsburg	20	2.1
Mount Washington	29	2.0
Flatwoods	12	2.0
Fort Wright	52	2.0
Morehead	36	1.8
La Grange	22	1.8
London	62	1.8
Princeton	16	1.7
Cold Spring	21	1.7
POPULATION CATEGORY 2,500-4,999		
Calvert City	21	4.9
Park Hills	7	4.8
Vine Grove	15	4.1
Carrollton	26	4.1
Springfield	17	4.0
Williamstown	22	3.7
Providence	8	3.6
Lakeside Park	10	3.5
Ludlow	16	3.5
Southgate	25	3.4
Scottsville	26	3.0
Prestonsburg	48	3.0
Beaver Dam	13	2.7
Columbia	20	2.7
Hazard	61	2.7
Hodgenville	12	2.6
Flemingsburg	10	2.6
Dawson Springs	6	2.6
Barbourville	17	2.6
Dawson Springs	6	2.6
Lancaster	12	2.2
Benton	19	2.1
Russell	22	2.1
Wilmore	4	2.1
Greenville	16	2.1
Grayson	17	2.1
Stanton	8	1.8
Hartford	5	1.8
Paintsville	16	1.5
Stanford	7	1.2
Morganfield	4	0.8

TABLE 22. SUMMARY OF ALCOHOL CONVICTIONS BY COUNTY (2010 - 2014)

COUNTY	2010	2011	2012	2013	2014	TOTAL ALCOHOL CONVICTIONS (FIVE YEARS)**	ANNUAL AVERAGE ALCOHOL CONVICTIONS PER 1,000 LICENSED DRIVERS	ALCOHOL CONVICTIONS PER ALCOHOL-RELATED CRASH
Adair	76	70	61	51	48	306	4.9	4.9
Allen	65	55	54	59	56	289	4.3	2.9
Anderson	97	145	81	98	77	498	6.0	5.9
Ballard	44	76	57	46	39	262	8.5	5.2
Barren	193	170	183	158	167	871	5.8	4.6
Bath	32	34	23	30	33	152	3.6	5.2
Bell	245	181	105	113	141	785	9.2	11.4
Boone	557	591	605	447	457	2,657	5.9	3.5
Bourbon	88	85	157	175	91	596	8.4	4.2
Boyd	378	433	289	235	226	1,561	9.2	8.0
Boyle	143	110	171	150	144	718	7.2	5.3
Bracken	16	16	16	13	11	72	2.3	1.6
Breathitt	119	102	82	79	66	448	9.5	7.9
Breckinridge	59	49	47	42	34	231	3.3	4.7
Bullitt	206	204	240	307	164	1,121	3.9	3.3
Butler	61	50	57	48	53	269	6.0	4.2
Caldwell	41	36	47	49	40	213	4.5	4.6
Calloway	244	214	219	238	242	1,157	9.4	6.4
Campbell	447	416	365	395	397	2,020	6.3	3.4
Carlisle	23	15	10	15	11	74	3.9	2.8
Carroll	89	67	78	101	59	394	10.9	4.3
Carter	91	96	89	103	78	457	4.7	4.7
Casey	98	83	84	85	74	424	7.9	7.1
Christian	493	392	352	303	245	1,785	8.9	5.2
Clark	138	108	146	112	198	702	5.5	4.6
Clay	89	70	157	111	81	508	7.8	5.5
Clinton	39	47	45	60	48	239	6.9	6.3
Crittenden	39	22	36	29	22	148	4.7	5.9
Cumberland	37	26	32	33	20	148	6.1	5.9
Daviess	567	562	597	515	448	2,689	7.7	4.6
Edmonson	18	15	24	17	26	100	2.3	2.4
Elliott	39	19	10	18	9	95	4.3	6.8
Estill	59	47	41	52	87	286	5.6	6.7
Fayette	1,684	1,313	1,271	1,189	1,255	6,712	6.9	2.8
Fleming	53	41	40	52	47	233	4.5	5.5
Floyd	227	270	236	231	186	1,150	8.7	5.1
Franklin	255	217	202	284	233	1,191	6.9	4.1
Fulton	63	46	57	33	47	246	12.1	8.8
Gallatin	74	86	77	68	39	344	11.5	4.5
Garrard	66	55	39	43	36	239	4.0	4.7
Grant	76	68	39	59	84	326	3.8	2.9
Graves	160	214	207	234	144	959	7.3	5.2
Grayson	88	81	95	90	101	455	5.0	3.3
Green	45	28	20	27	18	138	3.4	5.1
Greenup	247	227	283	211	143	1,111	8.1	9.9
Hancock	32	27	61	29	17	166	5.1	4.0
Hardin	601	597	764	577	468	3,007	8.3	6.0
Harlan	179	168	176	136	140	799	8.3	12.5
Harrison	63	68	50	76	60	317	4.9	2.6
Hart	88	108	77	68	74	415	6.8	5.3
Henderson	281	376	210	241	233	1,341	8.2	5.4
Henry	133	129	85	105	122	574	10.0	5.9
Hickman	21	25	11	15	14	86	5.1	4.3
Hopkins	286	279	268	259	230	1,322	8.0	6.8
Jackson	41	35	27	25	17	145	3.2	3.9
Jefferson	2,201	2,098	1,924	1,710	1,363	9,296	3.6	2.1
Jessamine	278	238	202	214	149	1,081	6.3	3.9
Johnson	204	175	124	166	133	802	9.9	11.0
Kenton	622	613	603	594	522	2,954	5.3	2.7
Knott	79	144	56	55	82	416	7.9	8.0
Knox	189	138	204	212	268	1,011	9.6	11.9
Larue	47	30	64	74	33	248	4.8	4.2
Laurel	483	513	646	587	582	2,811	13.6	14.6

TABLE 22. SUMMARY OF ALCOHOL CONVICTIONS BY COUNTY (2010 - 2014) (continued)

COUNTY	2010	2011	2012	2013	2014	TOTAL ALCOHOL CONVICTIONS (FIVE YEARS)**	ANNUAL AVERAGE ALCOHOL CONVICTIONS PER 1,000 LICENSED DRIVERS	ALCOHOL CONVICTIONS PER ALCOHOL-RELATED CRASH
Lawrence	87	68	39	58	53	305	5.6	6.2
Lee	51	38	26	28	20	163	6.8	16.3
Leslie	24	36	21	23	13	117	3.0	11.7
Letcher	92	98	72	93	81	436	5.4	5.5
Lewis	57	70	71	42	40	280	5.8	7.8
Lincoln	65	89	80	73	57	364	4.2	4.0
Livingston	49	44	44	38	24	199	5.4	4.2
Logan	153	199	179	135	129	795	8.4	7.6
Lyon	71	66	75	68	83	363	12.5	7.3
McCracken	417	348	389	396	380	1,930	7.9	4.6
McCreary	111	87	59	77	98	432	8.1	9.6
McLean	94	113	120	133	90	550	15.6	16.2
Madison	161	134	133	133	75	636	2.3	1.4
Magoffin	85	93	70	65	67	380	8.5	9.3
Marion	66	86	65	83	108	408	6.3	3.3
Marshall	460	570	602	513	308	2,453	20.1	14.0
Martin	72	96	86	68	152	474	12.9	36.5
Mason	26	47	55	28	25	181	2.9	1.2
Meade	105	98	115	145	88	551	5.6	4.3
Menifee	15	14	25	16	11	81	3.6	4.5
Mercer	93	81	61	57	47	339	4.2	3.5
Metcalfe	29	36	32	21	30	148	4.1	3.9
Monroe	39	40	40	34	35	188	4.8	10.4
Montgomery	66	69	68	96	108	407	4.3	2.8
Morgan	65	47	41	37	20	210	5.1	6.4
Muhlenberg	203	130	185	211	192	921	8.2	7.0
Nelson	203	195	154	146	154	852	5.2	3.1
Nicholas	42	29	43	61	32	207	8.0	7.1
Ohio	111	121	100	72	62	466	5.5	3.7
Oldham	183	196	187	146	234	946	4.3	5.0
Owen	35	39	28	21	17	140	3.6	3.4
Owsley	15	28	34	12	18	107	6.7	15.3
Pendleton	38	51	50	33	25	197	3.7	2.3
Perry	124	221	121	106	85	657	6.7	4.7
Pike	239	235	194	177	162	1,007	4.7	2.6
Powell	86	98	85	83	69	421	9.3	9.0
Pulaski	337	290	242	301	221	1,391	6.1	7.2
Robertson	6	5	1	1	5	18	2.2	1.5
Rockcastle	140	83	82	54	70	429	7.4	6.3
Rowan	207	192	203	124	124	850	11.3	7.8
Russell	47	66	46	53	47	259	4.1	6.0
Scott	132	152	162	173	194	813	4.7	3.4
Shelby	371	287	236	229	205	1,328	9.0	6.2
Simpson	77	76	78	64	51	346	5.3	3.0
Spencer	90	62	98	74	54	378	5.6	7.0
Taylor	96	119	90	110	88	503	5.7	4.4
Todd	45	43	55	57	66	266	6.7	4.5
Trigg	81	111	104	100	94	490	9.7	6.0
Trimble	22	19	55	40	23	159	4.9	3.1
Union	115	142	102	63	82	504	9.5	10.1
Warren	820	739	628	635	493	3,315	8.8	5.1
Washington	30	31	23	22	25	131	3.2	2.1
Wayne	47	32	39	25	33	176	2.6	3.9
Webster	49	38	54	27	16	184	3.9	4.8
Whitley	174	158	177	166	191	866	7.2	6.1
Wolfe	26	39	24	17	26	132	5.4	4.1
Woodford	114	148	148	216	176	802	8.5	4.3
TOTAL *	20,654	19,855	19,074	18,030	16,208	93,821	6.2	4.1

*Convictions in cases filed in the same calander year.
**There were 30,570 arrests on average from 2010 to 2014.

TABLE 23. ALCOHOL CONVICTION RATES IN DECREASING ORDER (BY COUNTY POPULATION CATEGORIES)
(2010 - 2014)

POPULATION	COUNTY	ANNUAL AVERAGE ALCOHOL CONVICTIONS PER 1,000 LICENSED DRIVERS	COUNTY	ALCOHOL CONVICTIONS PER ALCOHOL-RELATED CRASH
UNDER 10,000	McLean	15.6	Lee	16.3
	Lyon	12.5	McLean	16.2
	Fulton	12.1	Owsley	15.3
	Gallatin	11.5	Fulton	8.8
	Ballard	8.5	Lyon	7.3
	Nicholas	8.0	Nicholas	7.1
	Lee	6.8	Elliott	6.8
	Owsley	6.7	Cumberland	5.9
	Cumberland	6.1	Crittenden	5.9
	Livingston	5.4	Ballard	5.2
	Wolfe	5.4	Gallatin	4.5
	Hickman	5.1	Menifee	4.5
	Hancock	5.1	Hickman	4.3
	Trimble	4.9	Livingston	4.2
	Crittenden	4.7	Wolfe	4.1
	Elliott	4.3	Hancock	4.0
	Carlisle	3.9	Trimble	3.1
	Menifee	3.6	Carlisle	2.8
	Bracken	2.3	Bracken	1.6
	Robertson	2.2	Robertson	1.5
10,000-14,999	Martin	12.9	Martin	36.5
	Carroll	10.9	Leslie	11.7
	Trigg	9.7	Monroe	10.4
	Breathitt	9.5	Magoffin	9.3
	Powell	9.3	Powell	9.0
	Magoffin	8.5	Breathitt	7.9
	Clinton	6.9	Lewis	7.8
	Todd	6.7	Estill	6.7
	Butler	6.0	Morgan	6.4
	Lewis	5.8	Clinton	6.3
	Estill	5.6	Trigg	6.0
	Morgan	5.1	Fleming	5.5
	Monroe	4.8	Bath	5.2
	Larue	4.8	Green	5.1
	Fleming	4.5	Webster	4.8
	Caldwell	4.5	Caldwell	4.6
	Metcalfe	4.1	Todd	4.5
	Webster	3.9	Carroll	4.3
	Pendleton	3.7	Larue	4.2
	Owen	3.6	Butler	4.2
	Bath	3.6	Jackson	3.9
	Green	3.4	Metcalfe	3.9
	Jackson	3.2	Owen	3.4
	Washington	3.2	Edmonson	2.4
	Leslie	3.0	Pendleton	2.3
	Edmonson	2.3	Washington	2.1
15,000-24,999	Rowan	11.3	Johnson	11.0
	Henry	10.0	Union	10.1
	Johnson	9.9	McCreary	9.6
	Union	9.5	Knott	8.0
	Woodford	8.5	Rowan	7.8
	Bourbon	8.4	Casey	7.1
	McCreary	8.1	Spencer	7.0
	Knott	7.9	Rockcastle	6.3
	Casey	7.9	Lawrence	6.2
	Clay	7.8	Russell	6.0
	Rockcastle	7.4	Anderson	5.9
	Hart	6.8	Henry	5.9
	Marion	6.3	Letcher	5.5
	Anderson	6.0	Clay	5.5
	Taylor	5.7	Hart	5.3
	Spencer	5.6	Adair	4.9
	Lawrence	5.6	Breckinridge	4.7
	Ohio	5.5	Garrard	4.7

TABLE 23. ALCOHOL CONVICTION RATES IN DECREASING ORDER (BY COUNTY POPULATION CATEGORIES) (2010 - 2014) (continued)

POPULATION	COUNTY	ANNUAL AVERAGE ALCOHOL CONVICTIONS PER 1,000 LICENSED DRIVERS	COUNTY	ALCOHOL CONVICTIONS PER ALCOHOL-RELATED CRASH
15,000-24,999	Letcher	5.4	Taylor	4.4
(cont'd)	Simpson	5.3	Woodford	4.3
	Adair	4.9	Bourbon	4.2
	Harrison	4.9	Lincoln	4.0
	Allen	4.3	Wayne	3.9
	Lincoln	4.2	Ohio	3.7
	Mercer	4.2	Mercer	3.5
	Russell	4.1	Marion	3.3
	Garrard	4.0	Simpson	3.0
	Grant	3.8	Allen	2.9
	Breckinridge	3.3	Grant	2.9
	Mason	2.9	Harrison	2.6
	Wayne	2.6	Mason	1.2
25,000 - 49,999	Marshall	20.1	Marshall	14.0
	Knox	9.6	Harlan	12.5
	Calloway	9.4	Knox	11.9
	Bell	9.2	Bell	11.4
	Boyd	9.2	Greenup	9.9
	Shelby	9.0	Boyd	8.0
	Floyd	8.7	Logan	7.6
	Logan	8.4	Muhlenberg	7.0
	Harlan	8.3	Hopkins	6.8
	Muhlenberg	8.2	Calloway	6.4
	Henderson	8.2	Shelby	6.2
	Greenup	8.1	Whitley	6.1
	Hopkins	8.0	Henderson	5.4
	Graves	7.3	Boyle	5.3
	Whitley	7.2	Graves	5.2
	Boyle	7.2	Floyd	5.1
	Franklin	6.9	Perry	4.7
	Perry	6.7	Carter	4.7
	Jessamine	6.3	Clark	4.6
	Barren	5.8	Barren	4.6
	Meade	5.6	Meade	4.3
	Clark	5.5	Franklin	4.1
	Nelson	5.2	Jessamine	3.9
	Grayson	5.0	Scott	3.4
	Carter	4.7	Grayson	3.3
	Scott	4.7	Nelson	3.1
	Montgomery	4.3	Montgomery	2.8
50,000 - OVER	Laurel	13.6	Laurel	14.6
	Christian	8.9	Pulaski	7.2
	Warren	8.8	Hardin	6.0
	Hardin	8.3	Christian	5.2
	McCracken	7.9	Warren	5.1
	Daviess	7.7	Oldham	5.0
	Fayette	6.9	Daviess	4.6
	Campbell	6.3	McCracken	4.6
	Pulaski	6.1	Boone	3.5
	Boone	5.9	Campbell	3.4
	Kenton	5.3	Bullitt	3.3
	Pike	4.7	Fayette	2.8
	Oldham	4.3	Kenton	2.7
	Bullitt	3.9	Pike	2.6
	Jefferson	3.6	Jefferson	2.1
	Madison	2.3	Madison	1.4

TABLE 24. PERCENTAGE OF DRIVERS CONVICTED OF DUI FILINGS (BY COUNTY) (2010 - 2014)*

COUNTY	TOTAL DUI FILED	TOTAL DUI CONVICTED	TOTAL DUI NON-CONVICTED	CONVICTION PERCENTAGE**
Adair	507	306	65	82.5
Allen	478	289	33	89.8
Anderson	790	498	48	91.2
Ballard	417	262	72	78.4
Barren	1,607	871	222	79.7
Bath	265	152	33	82.2
Bell	1,940	785	243	76.4
Boone	3,747	2,657	321	89.2
Bourbon	883	596	60	90.9
Boyd	2,159	1,561	247	86.3
Boyle	1,132	718	104	87.3
Bracken	122	72	23	75.8
Breathitt	637	448	31	93.5
Breckinridge	311	231	31	88.2
Bullitt	2,778	1,121	378	74.8
Butler	440	269	59	82.0
Caldwell	274	213	27	88.8
Calloway	1,536	1,157	149	88.6
Campbell	2,656	2,020	305	86.9
Carlisle	110	74	19	79.6
Carroll	734	394	124	76.1
Carter	895	457	108	80.9
Casey	578	424	67	86.4
Christian	2,518	1,785	294	85.9
Clark	968	702	59	92.2
Clay	1,218	508	317	61.6
Clinton	404	239	30	88.8
Crittenden	208	148	17	89.7
Cumberland	246	148	32	82.2
Daviess	4,163	2,689	327	89.2
Edmonson	183	100	43	69.9
Elliott	168	95	26	78.5
Estill	392	286	27	91.4
Fayette	8,787	6,712	545	92.5
Fleming	463	233	52	81.8
Floyd	1,993	1,150	172	87.0
Franklin	2,233	1,191	182	86.7
Fulton	389	246	67	78.6
Gallatin	722	344	240	58.9
Garrard	353	239	39	86.0
Grant	590	326	102	76.2
Graves	1,878	959	305	75.9
Grayson	660	455	47	90.6
Green	249	138	29	82.6
Greenup	1,480	1,111	107	91.2
Hancock	222	166	13	92.7
Hardin	4,237	3,007	450	87.0
Harlan	1,884	799	173	82.2
Harrison	500	317	48	86.8
Hart	679	415	104	80.0
Henderson	2,003	1,341	134	90.9
Henry	847	574	64	90.0
Hickman	134	86	20	81.1
Hopkins	1,772	1,322	187	87.6
Jackson	232	145	39	78.8
Jefferson	19,184	9,296	1,366	87.2
Jessamine	1,552	1,081	105	91.1
Johnson	1,351	802	171	82.4
Kenton	4,029	2,954	356	89.2
Knott	661	416	54	88.5
Knox	1,790	1,011	307	76.7
Larue	394	248	38	86.7

TABLE 24. PERCENTAGE OF DRIVERS CONVICTED OF DUI FILINGS (BY COUNTY) (2010 - 2014) (continued)

COUNTY	TOTAL DUI FILED	TOTAL DUI CONVICTED	TOTAL DUI NON-CONVICTED	CONVICTION PERCENTAGE
Laurel	3,827	2,811	336	89.3
Lawrence	534	305	56	84.5
Lee	284	163	28	85.3
Leslie	332	117	115	50.4
Letcher	691	436	90	82.9
Lewis	357	280	34	89.2
Lincoln	573	364	75	82.9
Livingston	314	199	39	83.6
Logan	1,062	795	162	83.1
Lyon	510	363	49	88.1
McCracken	2,968	1,930	373	83.8
McCreary	900	432	160	73.0
McLean	1,000	550	100	84.6
Madison	1,007	636	162	79.7
Magoffin	546	380	39	90.7
Marion	680	408	62	86.8
Marshall	3,258	2,453	329	88.2
Martin	807	474	99	82.7
Mason	240	181	25	87.9
Meade	783	551	92	85.7
Menifee	128	81	11	88.0
Mercer	513	339	34	90.9
Metcalfe	251	148	43	77.5
Monroe	308	188	53	78.0
Montgomery	672	407	72	85.0
Morgan	375	210	43	83.0
Muhlenberg	1,334	921	85	91.6
Nelson	1,201	852	106	88.9
Nicholas	340	207	28	88.1
Ohio	811	466	134	77.7
Oldham	1,396	946	65	93.6
Owen	261	140	51	73.3
Owsley	203	107	20	84.3
Pendleton	333	197	56	77.9
Perry	1,608	657	188	77.8
Pike	2,818	1,007	287	77.8
Powell	688	421	96	81.4
Pulaski	2,540	1,391	354	79.7
Robertson	43	18	11	62.1
Rockcastle	912	429	160	72.8
Rowan	1,329	850	116	88.0
Russell	561	259	52	83.3
Scott	1,242	813	152	84.2
Shelby	2,034	1,328	126	91.3
Simpson	584	346	45	88.5
Spencer	629	378	59	86.5
Taylor	793	503	89	85.0
Todd	348	266	48	84.7
Trigg	700	490	94	83.9
Trimble	296	159	41	79.5
Union	722	504	60	89.4
Warren	5,689	3,315	613	84.4
Washington	217	131	40	76.6
Wayne	284	176	22	88.9
Webster	330	184	43	81.1
Whitley	1,669	866	182	82.6
Wolfe	210	132	19	87.4
Woodford	1,075	802	66	92.4
TOTAL	152,852	93,821	15,646	85.7

* Obtained from Administrative Office of the Courts.

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

TABLE 25. DUI CONVICTION RATES BY COUNTY AND POPULATION CATEGORY
(IN DESCENDING ORDER) (2010 - 2014)

POPULATION CATEGORY	AVERAGE CONVICTION PERCENTAGE	COUNTY	TOTAL DUI ARRESTS	TOTAL DUI CONVICTIONS	CONVICTION PERCENTAGE*
UNDER 10,000	81.3	Hancock	222	166	92.7
		Crittenden	208	148	89.7
		Lyon	510	363	88.1
		Nicholas	340	207	88.1
		Menifee	128	81	88.0
		Wolfe	210	132	87.4
		Lee	284	163	85.3
		McLean	1,000	550	84.6
		Owsley	203	107	84.3
		Livingston	314	199	83.6
		Cumberland	246	148	82.2
		Hickman	134	86	81.1
		Carlisle	110	74	79.6
		Trimble	296	159	79.5
		Fulton	389	246	78.6
		Elliott	168	95	78.5
		Ballard	417	262	78.4
		Bracken	122	72	75.8
		Robertson	43	18	62.1
		Gallatin	722	344	58.9
10,000-14,999	81.3	Breathitt	637	448	93.5
		Estill	392	286	91.4
		Magoffin	546	380	90.7
		Lewis	357	280	89.2
		Clinton	404	239	88.8
		Caldwell	274	213	88.8
		Larue	394	248	86.7
		Todd	348	266	84.7
		Trigg	700	490	83.9
		Morgan	375	210	83.0
		Martin	807	474	82.7
		Green	249	138	82.6
		Bath	265	152	82.2
		Butler	440	269	82.0
		Fleming	463	233	81.8
		Powell	688	421	81.4
		Webster	330	184	81.1
		Jackson	232	145	78.8
		Monroe	308	188	78.0
		Pendleton	333	197	77.9
		Metcalfe	251	148	77.5
		Washington	217	131	76.6
		Carroll	734	394	76.1
		Owen	261	140	73.3
		Edmonson	183	100	69.9
		Leslie	332	117	50.4
15,000-24,999	84.6	Woodford	1,075	802	92.4
		Anderson	790	498	91.2
		Mercer	513	339	90.9
		Bourbon	883	596	90.9
		Henry	847	574	90.0
		Allen	478	289	89.8
		Union	722	504	89.4
		Wayne	284	176	88.9
		Knott	661	416	88.5
		Simpson	584	346	88.5
		Breckinridge	311	231	88.2
		Rowan	1,329	850	88.0
		Mason	240	181	87.9
		Harrison	500	317	86.8
		Marion	680	408	86.8

TABLE 25. DUI CONVICTION RATES BY COUNTY AND POPULATION CATEGORY
(IN DESCENDING ORDER) (2010 - 2014) (continued)

POPULATION CATEGORY	AVERAGE CONVICTION PERCENTAGE	COUNTY	TOTAL DUI ARRESTS	TOTAL DUI CONVICTIONS	CONVICTION PERCENTAGE*
15,000-24,999 (continued)		Spencer	629	378	86.5
		Casey	578	424	86.4
		Garrard	353	239	86.0
		Taylor	793	503	85.0
		Lawrence	534	305	84.5
		Russell	561	259	83.3
		Lincoln	573	364	82.9
		Letcher	691	436	82.9
		Adair	507	306	82.5
		Johnson	1,351	802	82.4
		Hart	679	415	80.0
		Ohio	811	466	77.7
		Grant	590	326	76.2
		McCreary	900	432	73.0
		Rockcastle	912	429	72.8
		Clay	1,218	508	61.6
25,000-49,999	85.6	Clark	968	702	92.2
		Muhlenberg	1,334	921	91.6
		Shelby	2,034	1,328	91.3
		Greenup	1,480	1,111	91.2
		Jessamine	1,552	1,081	91.1
		Henderson	2,003	1,341	90.9
		Grayson	660	455	90.6
		Nelson	1,201	852	88.9
		Calloway	1,536	1,157	88.6
		Marshall	3,258	2,453	88.2
		Hopkins	1,772	1,322	87.6
		Boyle	1,132	718	87.3
		Floyd	1,993	1,150	87.0
		Franklin	2,233	1,191	86.7
		Boyd	2,159	1,561	86.3
		Meade	783	551	85.7
		Montgomery	672	407	85.0
		Scott	1,242	813	84.2
		Logan	1,062	795	83.1
		Whitley	1,669	866	82.6
		Harlan	1,884	799	82.2
		Carter	895	457	80.9
		Barren	1,607	871	79.7
		Perry	1,608	657	77.8
		Knox	1,790	1,011	76.7
		Bell	1,940	785	76.4
		Graves	1,878	959	75.9
50,000 - OVER	85.6	Oldham	1,396	946	93.6
		Fayette	8,787	6,712	92.5
		Laurel	3,827	2,811	89.3
		Kenton	4,029	2,954	89.2
		Boone	3,747	2,657	89.2
		Daviess	4,163	2,689	89.2
		Jefferson	19,184	9,296	87.2
		Hardin	4,237	3,007	87.0
		Campbell	2,656	2,020	86.9
		Christian	2,518	1,785	85.9
		Warren	5,689	3,315	84.4
		McCracken	2,968	1,930	83.8
		Pulaski	2,540	1,391	79.7
		Madison	1,007	636	79.7
		Pike	2,818	1,007	77.8
		Bullitt	2,778	1,121	74.8

*Refer to Table 24 for conviction rate calculation.

TABLE 26. SUMMARY OF RECKLESS DRIVING CONVICTIONS BY COUNTY (2010 - 2014)

COUNTY	2010	2011	2012	2013	2014	TOTAL RECKLESS DRIVING CONVICTIONS (FIVE YEARS)	ANNUAL AVERAGE RECKLESS DRIVING CONVICTIONS PER 1,000 LICENSED DRIVERS
Adair	9	14	15	12	7	57	0.9
Allen	13	4	7	4	8	36	0.5
Anderson	8	14	18	16	28	84	1.0
Ballard	9	14	6	6	5	40	1.3
Barren	42	61	65	52	42	262	1.7
Bath	7	5	6	6	7	31	0.7
Bell	12	11	4	8	13	48	0.6
Boone	82	86	61	41	39	309	0.7
Bourbon	6	7	16	15	19	63	0.9
Boyd	43	45	40	38	25	191	1.1
Boyle	23	29	21	27	37	137	1.4
Bracken	7	5	5	4	1	22	0.7
Breathitt	8	11	18	13	16	66	1.4
Breckinridge	12	9	6	8	5	40	0.6
Bullitt	57	98	72	81	65	373	1.3
Butler	4	1	4	2	3	14	0.3
Caldwell	7	15	8	5	8	43	0.9
Calloway	9	12	6	11	15	53	0.4
Campbell	41	37	23	42	33	176	0.6
Carlisle	2	0	2	2	1	7	0.4
Carroll	12	12	16	12	12	64	1.8
Carter	11	14	21	17	10	73	0.8
Casey	9	4	8	10	6	37	0.7
Christian	74	86	73	55	50	338	1.7
Clark	8	15	19	19	13	74	0.6
Clay	10	11	22	31	9	83	1.3
Clinton	7	3	7	4	7	28	0.8
Crittenden	3	5	1	2	2	13	0.4
Cumberland	8	12	14	8	8	50	2.0
Daviess	64	47	63	59	40	273	0.8
Edmonson	6	8	7	7	7	35	0.8
Elliott	3	0	2	1	3	9	0.4
Estill	11	3	0	2	1	17	0.3
Fayette	202	211	142	150	111	816	0.8
Fleming	20	10	9	8	0	47	0.9
Floyd	33	22	27	34	14	130	1.0
Franklin	64	68	52	68	19	271	1.6
Fulton	7	5	1	3	56	72	3.5
Gallatin	12	17	12	18	5	64	2.1
Garrard	10	5	10	15	6	46	0.8
Grant	21	13	10	5	16	65	0.8
Graves	31	50	42	53	21	197	1.5
Grayson	21	22	24	27	28	122	1.3
Green	3	2	0	3	31	39	1.0
Greenup	26	13	15	18	1	73	0.5
Hancock	2	5	0	4	10	21	0.6
Hardin	94	85	125	83	2	389	1.1
Harlan	30	23	23	25	74	175	1.8
Harrison	10	11	8	10	26	65	1.0
Hart	18	18	16	19	12	83	1.4
Henderson	43	34	26	42	10	155	0.9
Henry	18	14	24	26	43	125	2.2
Hickman	3	4	1	4	17	29	1.7
Hopkins	37	48	48	40	2	175	1.1
Jackson	5	7	4	7	42	65	1.4
Jefferson	228	224	251	205	3	911	0.4
Jessamine	35	21	30	26	209	321	1.9
Johnson	22	34	23	27	22	128	1.6
Kenton	114	83	74	70	19	360	0.6
Knott	5	4	4	1	70	84	1.6
Knox	19	27	18	13	3	80	0.8
Larue	5	4	10	9	24	52	1.0
Laurel	23	31	41	28	8	131	0.6

TABLE 26. SUMMARY OF RECKLESS DRIVING CONVICTIONS BY COUNTY (2010 - 2014) (continued)

COUNTY	2010	2011	2012	2013	2014	RECKLESS DRIVING CONVICTIONS (FIVE YEARS)	RECKLESS DRIVING CONVICTIONS PER 1,000 LICENSED DRIVERS
Lawrence	10	8	12	10	29	69	1.3
Lee	7	4	3	0	9	23	1.0
Leslie	2	2	6	7	2	19	0.5
Letcher	14	12	7	3	1	37	0.5
Lewis	7	2	7	3	4	23	0.5
Lincoln	23	25	19	19	2	88	1.0
Livingston	11	9	18	11	18	67	1.8
Logan	13	16	23	19	13	84	0.9
Lyon	32	29	24	24	18	127	4.4
McCracken	48	64	70	58	39	279	1.1
McCreary	7	8	8	8	39	70	1.3
McLean	3	5	9	2	8	27	0.8
Madison	31	23	20	24	3	101	0.4
Magoffin	7	2	3	8	28	48	1.1
Marion	8	9	12	20	5	54	0.8
Marshall	18	15	23	15	18	89	0.7
Martin	0	3	3	6	10	22	0.6
Mason	18	14	15	15	9	71	1.2
Meade	25	28	37	33	15	138	1.4
Menifee	2	2	4	2	27	37	1.6
Mercer	13	17	9	10	3	52	0.6
Metcalfe	26	8	16	12	10	72	2.0
Monroe	8	5	8	7	14	42	1.1
Montgomery	19	20	23	11	5	78	0.8
Morgan	5	7	13	12	17	54	1.3
Muhlenberg	26	15	27	21	4	93	0.8
Nelson	40	27	11	23	25	126	0.8
Nicholas	6	2	5	3	35	51	2.0
Ohio	5	5	11	10	2	33	0.4
Oldham	10	7	11	7	4	39	0.2
Owen	7	7	1	0	7	22	0.6
Owsley	5	4	9	8	2	28	1.8
Pendleton	17	11	14	12	3	57	1.1
Perry	17	9	15	3	7	51	0.5
Pike	71	61	48	35	5	220	1.0
Powell	5	6	1	10	28	50	1.1
Pulaski	42	25	42	18	12	139	0.6
Robertson	0	1	0	0	8	9	1.1
Rockcastle	20	17	22	23	2	84	1.5
Rowan	21	24	22	17	15	99	1.3
Russell	11	7	4	7	16	45	0.7
Scott	32	18	34	31	7	122	0.7
Shelby	36	38	34	33	28	169	1.1
Simpson	9	12	17	9	40	87	1.3
Spencer	8	9	10	9	25	61	0.9
Taylor	14	13	12	13	4	56	0.6
Todd	7	9	9	20	12	57	1.4
Trigg	16	14	21	17	10	78	1.5
Trimble	2	0	0	3	25	30	0.9
Union	18	7	18	5	2	50	0.9
Warren	95	80	85	81	9	350	0.9
Washington	4	3	3	7	74	91	2.2
Wayne	10	17	7	9	6	49	0.7
Webster	15	7	10	7	5	44	0.9
Whitley	29	38	8	16	13	104	0.9
Wolfe	3	3	2	2	16	26	1.1
Woodford	6	10	13	13	4	46	0.5
TOTAL	2,752	2,656	2,644	2,472	2,250	12,774	0.9

TABLE 27. PERCENTAGE OF CRASHES INVOLVING DRUGS BY COUNTY AND POPULATION CATEGORY
(IN ORDER OF DECREASING PERCENTAGES) (2010-2014)(ALL ROADS)

COUNTY	NUMBER OF CRASHES	PERCENT OF TOTAL CRASHES
POPULATION CATEGORY UNDER 10,000		
Owsley	8	5.6
Menifee	10	3.1
Lee	10	3.0
Wolfe	24	2.9
Nicholas	17	2.6
Robertson	2	2.5
Carlisle	11	2.5
Cumberland	11	2.0
Lyon	21	1.8
Livingston	16	1.7
Hickman	4	1.6
Crittenden	14	1.5
Ballard	14	1.5
McLean	11	1.2
Elliott	3	1.2
Trimble	8	1.0
Gallatin	13	0.9
Fulton	5	0.8
Bracken	5	0.5
Hancock	3	0.4
POPULATION CATEGORY 10,000-14,999		
Magoffin	57	5.8
Martin	30	4.4
Bath	23	4.1
Breathitt	55	3.9
Leslie	13	3.9
Morgan	34	3.5
Powell	37	2.4
Jackson	21	2.1
Fleming	19	1.7
Todd	17	1.6
Estill	14	1.5
Carroll	26	1.4
Owen	11	1.4
Larue	17	1.3
Trigg	20	1.3
Lewis	8	1.1
Webster	14	1.1
Butler	12	1.0
Pendleton	18	1.0
Clinton	7	0.9
Washington	10	0.8
Caldwell	14	0.8
Edmonson	6	0.7
Green	5	0.6
Metcalfe	4	0.4
Monroe	1	0.2
POPULATION CATEGORY 15,000-24,999		
Knott	70	5.3
Clay	114	5.3
Johnson	122	5.2
Letcher	82	4.3
McCreary	42	3.5
Casey	32	2.9
Rockcastle	59	2.5
Lawrence	30	2.4
Russell	30	1.8
Union	25	1.6
Anderson	34	1.5
Adair	24	1.5
Harrison	41	1.5
Marion	28	1.4
Ohio	38	1.3
Hart	31	1.2
Lincoln	26	1.2
Rowan	45	1.2
Grant	46	1.2
Bourbon	30	1.1
Garrard	21	1.1
Mercer	24	1.0
Wayne	15	1.0
Spencer	12	1.0
Allen	23	1.0
Simpson	28	1.0
Mason	27	0.9
Henry	17	0.9
Taylor	26	0.8
Woodford	33	0.8
Breckinridge	9	0.7
POPULATION CATEGORY 25,000-50,000		
Floyd	267	5.9
Harlan	125	4.4
Knox	126	4.2
Bell	115	3.5
Perry	122	3.0
Carter	58	2.1
Whitley	108	2.1
Montgomery	75	1.8
Boyd	140	1.7
Marshall	65	1.7
Grayson	55	1.7
Muhlenberg	69	1.7
Graves	66	1.5
Greenup	45	1.3
Jessamine	86	1.3
Hopkins	81	1.2
Clark	52	1.0
Henderson	72	1.0
Boyle	41	1.0
Franklin	80	1.0
Logan	26	1.0
Calloway	43	0.9
Barren	53	0.9
Nelson	38	0.7
Shelby	42	0.7
Scott	41	0.6
Meade	8	0.4
POPULATION CATEGORY OVER 50,000		
Pike	456	5.3
Laurel	153	1.9
Madison	148	1.2
Kenton	284	1.1
Pulaski	84	1.0
Campbell	133	0.9
Bullitt	80	0.9
Daviess	130	0.8
Hardin	116	0.8
Christian	73	0.8
McCracken	82	0.8
Warren	149	0.7
Boone	163	0.7
Oldham	31	0.6
Jefferson	812	0.6
Fayette	300	0.5

TABLE 28. PERCENTAGE OF CRASHES INVOLVING DRUGS BY CITY AND POPULATION CATEGORY (IN ORDER OF DECREASING PERCENTAGES)(2010-2014)

CITY	NUMBER OF DRUG-RELATED CRASHES	PERCENTAGE OF CRASHES INVOLVING DRUGS
POPULATION CATEGORY OVER 200,000		
Louisville	711	0.6
Lexington	300	0.5
POPULATION CATEGORY 20,000-60,000		
Covington	132	1.6
Nicholasville	70	1.5
Ashland	66	1.4
Henderson	57	1.1
Richmond	71	1.0
Frankfort	52	1.0
Radcliff	30	0.9
Independence	17	0.8
Hopkinsville	42	0.8
Owensboro	83	0.7
Jeffersontown	32	0.7
Paducah	47	0.7
Georgetown	25	0.6
Florence	59	0.6
Bowling Green	82	0.6
Elizabethtown	31	0.5
POPULATION CATEGORY 10,000-19,999		
Lawrenceburg	21	2.0
Fort Thomas	19	1.4
Mayfield	21	1.2
Winchester	40	1.2
Somerset	49	1.2
Glasgow	30	1.1
Berea	22	1.0
Madisonville	33	0.9
Shively	34	0.8
Newport	37	0.8
Danville	26	0.8
Shepherdsville	26	0.8
Shelbyville	15	0.6
Erlanger	25	0.6
Murray	18	0.5
Bardstown	14	0.4
POPULATION CATEGORY 5,000-9,999		
Pikeville	87	2.9
Dayton	10	2.4
Williamsburg	20	2.1
Cynthiana	27	2.1
Corbin	36	1.8
Mount Sterling	32	1.7
Bellevue	15	1.7
Central City	15	1.6
Russellville	17	1.4
Taylor Mill	17	1.4
Leitchfield	18	1.3
Edgewood	13	1.3
London	41	1.2
Lebanon	12	1.2
Elsmere	6	1.1
Franklin	18	1.0
Monticello	10	1.0
Paris	15	1.0
Maysville	19	1.0
Versailles	16	1.0
Campbellsville	20	0.9
Fort Mitchell	11	0.8
Flatwoods	5	0.8
Princeton	7	0.8
Highland Heights	10	0.8
Harrodsburg	11	0.8
Morehead	12	0.6
Fort Wright	13	0.5
Cold Spring	5	0.4
Alexandria	5	0.4
Mount Washington	4	0.3
La Grange	3	0.2
POPULATION CATEGORY 2,500-4,999		
Prestonsburg	63	3.9
Providence	6	2.7
Paintsville	28	2.6
Hazard	53	2.3
Barbourville	15	2.3
Lancaster	12	2.2
Park Hills	3	2.1
Flemingsburg	8	2.1
Grayson	15	1.9
Irvine	4	1.9
Carrollton	12	1.9
Greenville	13	1.7
Vine Grove	6	1.6
Beaver Dam	8	1.6
Morganfield	7	1.5
Marion	4	1.3
Williamstown	8	1.3
Ludlow	5	1.1
Stanton	5	1.1
Ludlow	5	1.1
Wilmore	2	1.0
Benton	8	0.9
Columbia	6	0.8
Scottsville	6	0.7
Southgate	5	0.7
Springfield	3	0.7
Hodgenville	3	0.6
Stanford	3	0.5
Dawson Springs	1	0.4

TABLE 29. SAFETY BELT USAGE BY COUNTY AND POPULATION CATEGORY (IN DESCENDING ORDER) (OBSERVED SURVEY BY ADD OF ALL FRONT SEAT OCCUPANTS IN 2007)

COUNTY	PERCENT SEAT BELT USAGE*	COUNTY	PERCENT SEAT BELT USAGE*
POPULATION CATEGORY UNDER 10,000		POPULATION CATEGORY 15,000-24,999 (CONT'D)	
Lyon	82.9	Mercer	60.6
Trimble	77.1	Simpson	60.0
Hancock	73.6	Harrison	59.9
Gallatin	71.3	Russell	58.7
Livingston	71.1	Anderson	57.7
Carlisle	67.0	Rowan	54.6
Elliott	64.1	Allen	54.0
Fulton	62.9	Mason	53.5
McLean	60.3	Taylor	53.3
Wolfe	59.4	Garrard	52.5
Crittenden	58.2	McCreary	51.3
Bracken	53.9	Letcher	51.2
Hickman	53.5	Breckinridge	50.3
Robertson	53.3	Wayne	47.0
Lee	51.9	Casey	45.6
Nicholas	50.6	Adair	43.8
Menifee	48.9	Marion	43.1
Ballard	48.4	Hart	40.4
Cumberland	46.5	POPULATION CATEGORY 25,000-50,000	
Metcalfe	42.4	Shelby	80.0
Owsley	41.1	Whitley	74.0
POPULATION CATEGORY 10,000-14,999		Henderson	71.8
Caldwell	70.8	Franklin	71.3
Carroll	70.7	Bell	70.7
Pendleton	68.5	Hopkins	70.5
Webster	66.3	Laurel	69.2
Powell	64.6	Greenup	67.6
Jackson	64.5	Clark	67.6
Trigg	64.0	Boyd	66.9
Todd	63.8	Graves	66.7
Edmonson	63.7	Knox	66.5
Magoffin	59.7	Harlan	66.3
Leslie	59.4	Jessamine	65.9
Larue	58.2	Calloway	65.0
Morgan	57.9	Muhlenberg	61.8
Owen	57.7	Carter	61.1
Butler	57.3	Scott	60.8
Lewis	56.5	Marshall	60.7
Martin	55.4	Boyle	60.7
Breathitt	53.8	Logan	60.4
Estill	53.1	Nelson	60.1
Clinton	49.4	Floyd	59.9
Green	48.1	Barren	57.9
Washington	46.5	Perry	56.6
Fleming	46.5	Meade	47.3
Bath	42.0	Montgomery	47.1
Monroe	40.1	POPULATION CATEGORY OVER 50,000	
POPULATION CATEGORY 15,000-24,999		Oldham	83.0
Rockcastle	76.9	Jefferson	81.1
Union	76.3	Bullitt	80.6
Henry	70.8	Boone	77.8
Woodford	70.6	Kenton	77.5
Spencer	70.0	Campbell	75.8
Grant	69.5	Fayette	75.0
Ohio	69.0	Daviess	70.9
Johnson	68.4	Madison	69.4
Grayson	64.7	Hardin	66.2
Knott	64.5	Christian	65.8
Clay	64.2	McCracken	65.1
Lawrence	63.2	Warren	63.0
Lincoln	62.9	Pike	62.3
Bourbon	62.2	Pulaski	54.2

See page 21 for counties with potential for intensive promotional campaigns. Selected based on safety belt usage, crash rates, location in state (one in each KSP post) and dates of past campaign recommendations.

* Usage rate based on an annual seat belt study conducted by the Area Development Districts throughout the state.

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

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

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

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

	NOT WEARING SAFETY BELT		WEARING SAFETY BELT		PERCENT REDUCTION
TYPE OF INJURY	NUMBER	PERCENT	NUMBER	PERCENT	
Fatal	1,131	5.12	876	0.09	98
Incapacitating	2,271	10.29	8,238	0.83	92
Non-Incapacitating	3,769	17.07	32,264	3.25	81
Possible Injury	3,828	17.34	56,941	5.74	67
Fatal or Incapacitating	3,402	15.41	9,114	0.92	94

* Based on 2010 through 2014 crash data. Total sample size for not wearing a safety belt was 22,076 compared to 992,656 for wearing a safety belt.

TABLE 32. USAGE AND EFFECTIVENESS OF CHILD SAFETY SEATS
(CHILDREN AGE THREE AND UNDER) (2010 - 2014)

			RESTRAINT USED		
VARIABLE	CATEGORY	NONE	SAFETY BELT	CHILD SEAT	ANY RESTRAINT
Number With Given Injury	Fatal	3	4	6	10
	Incapacitating	17	14	65	79
	Non-Incapacitating	29	75	464	539
	Possible Injury	62	279	1,550	1,829
	None Detected	168	3,790	23,919	27,709
Percent With Given Injury	Fatal	1.08	0.10	0.02	0.03
	Incapacitating	6.09	0.34	0.25	0.26
	Non-Incapacitating	10.39	1.80	1.78	1.79
	Possible Injury	22.22	6.70	5.96	6.06
	None Detected	60.22	91.06	91.98	91.86
Percent Usage By Seat Position	Front	3.84	27.15	69.02	96.16
	Rear	0.94	16.87	82.19	99.06
	All Positions	1.19	17.75	81.06	98.81
Percent With Given Injury By Seat Position					
(Front)	Fatal	0.65	0.18	0.00	0.05
	Incapacitating	3.90	0.09	0.07	0.08
	Non-Incapacitating	5.19	1.74	1.23	1.37
	Possible Injury	12.34	4.22	3.97	4.04
	None Detected	27.92	43.76	44.71	44.44
(Rear)	Fatal	0.50	0.03	0.02	0.02
	Incapacitating	2.72	0.18	0.18	0.18
	Non-Incapacitating	5.20	0.77	1.22	1.14
	Possible Injury	10.64	3.22	4.08	3.93
	None Detected	30.94	45.73	64.27	61.11
YEAR	2010	148	1,750	8,214	9,964
	2011	120	1,818	7,802	9,620
	2012	114	1,666	7,625	9,291
	2013	90	1,562	7,296	8,858
	2014	86	1,538	7,125	8,663

TABLE 33. PERCENTAGE OF CRASHES INVOLVING UNSAFE SPEED BY COUNTY AND POPULATION CATEGORY (IN ORDER OF DECREASING PERCENTAGES) (2010-2014)

COUNTY	NUMBER OF CRASHES	PERCENT OF TOTAL CRASHES
POPULATION CATEGORY UNDER 10,000		
Wolfe	76	9.0
Carlisle	37	8.5
Livingston	75	7.9
Lyon	85	7.4
Trimble	52	6.6
Hickman	16	6.3
Owsley	9	6.3
Bracken	63	6.2
Robertson	5	6.2
Cumberland	33	5.9
Hancock	42	5.9
Elliott	12	5.0
McLean	45	4.8
Fulton	30	4.6
Gallatin	65	4.6
Crittenden	39	4.2
Ballard	37	3.9
Nicholas	23	3.5
Menifee	11	3.4
Lee	9	2.7
POPULATION CATEGORY 10,000-14,999		
Morgan	93	9.7
Larue	120	9.1
Todd	88	8.2
Butler	101	8.1
Edmonson	73	8.1
Martin	51	7.5
Caldwell	136	7.5
Bath	38	6.7
Pendleton	114	6.6
Owen	53	6.6
Jackson	62	6.3
Leslie	19	5.8
Magoffin	51	5.2
Trigg	78	5.0
Webster	62	4.8
Washington	54	4.6
Carroll	85	4.4
Fleming	47	4.3
Estill	37	3.9
Lewis	27	3.7
Breathitt	40	2.9
Metcalfe	32	2.9
Monroe	12	2.6
Powell	39	2.5
Green	19	2.4
Clinton	15	1.8
POPULATION CATEGORY 15,000-24,999		
Grant	388	10.4
Simpson	290	9.9
Woodford	339	8.4
Rockcastle	193	8.1
Clay	172	7.9
Henry	142	7.9
McCreary	87	7.2
Ohio	197	7.0
Spencer	79	6.8
Union	103	6.7
Bourbon	180	6.7
Mercer	157	6.3
Garrard	118	6.3
Hart	162	6.2
Mason	180	5.9
Wayne	86	5.9
Casey	57	5.2
Lincoln	111	5.0
Anderson	108	4.7
Harrison	126	4.7
Breckinridge	53	4.1
Knott	54	4.1
Letcher	72	3.8
Rowan	135	3.6
Adair	58	3.5
Allen	79	3.4
Taylor	98	2.9
Johnson	66	2.8
Lawrence	35	2.8
Russell	40	2.4
Marion	34	1.6
POPULATION CATEGORY 25,000-50,000		
Knox	220	7.3
Graves	313	7.2
Hopkins	469	6.7
Whitley	318	6.3
Floyd	284	6.3
Marshall	242	6.3
Scott	412	5.9
Jessamine	386	5.7
Shelby	353	5.7
Franklin	416	5.3
Greenup	176	5.2
Calloway	247	5.0
Carter	137	5.0
Boyle	202	4.8
Logan	126	4.7
Nelson	267	4.7
Montgomery	183	4.5
Barren	254	4.4
Meade	96	4.3
Muhlenberg	165	4.2
Clark	207	4.1
Harlan	106	3.7
Boyd	297	3.7
Henderson	274	3.6
Grayson	112	3.5
Bell	111	3.3
Perry	132	3.2
POPULATION CATEGORY OVER 50,000		
Fayette	5,198	8.4
Madison	1,010	8.0
Kenton	1,830	6.9
Boone	1,461	6.7
Christian	523	5.9
Pike	477	5.6
McCracken	557	5.3
Campbell	771	5.3
Hardin	735	5.0
Laurel	413	5.0
Oldham	254	5.0
Warren	951	4.7
Pulaski	368	4.5
Jefferson	5,309	3.7
Bullitt	328	3.6
Daviess	515	3.2

TABLE 34. PERCENTAGE OF CRASHES INVOLVING UNSAFE SPEED BY CITY AND POPULATION CATEGORY (IN ORDER OF DECREASING PERCENTAGES)(2010-2014)

CITY	NUMBER OF CRASHES (2010-2014)	PERCENT OF TOTAL CRASHES
POPULATION CATEGORY OVER 200,000		
Lexington	5,194	8.4
Louisville	4,815	3.9
POPULATION CATEGORY 20,000-60000		
Independence	276	12.8
Richmond	498	7.3
Florence	528	5.2
Hopkinsville	274	5.2
Georgetown	197	4.8
Frankfort	233	4.3
Paducah	288	4.1
Bowling Green	613	4.1
Nicholasville	171	3.7
Covington	288	3.6
Elizabethtown	225	3.4
Henderson	148	2.7
Ashland	109	2.4
Jeffersontown	97	2.2
Owensboro	275	2.2
Radcliff	66	2.0
POPULATION CATEGORY 10,000-19,999		
Erlanger	347	8.9
Fort Thomas	74	5.5
Madisonville	168	4.5
Berea	97	4.5
Danville	135	4.0
Newport	161	3.5
Somerset	150	3.5
Winchester	115	3.3
Shively	131	3.1
Shelbyville	79	3.0
Glasgow	75	2.9
Mayfield	47	2.6
Bardstown	80	2.5
Murray	78	2.4
Shepherdsville	73	2.3
Lawrenceburg	24	2.3
POPULATION CATEGORY 5,000-9,999		
Taylor Mill	141	11.8
Edgewood	111	11.0
Villa Hills	23	9.4
Highland Heights	96	7.2
Cold Spring	84	6.8
Princeton	63	6.8
Alexandria	73	6.0
Flatwoods	29	4.9
Fort Mitchell	67	4.9
Corbin	92	4.6
Monticello	46	4.6
Versailles	70	4.5
Franklin	80	4.3
Pikeville	124	4.2
Russellville	51	4.2
Maysville	81	4.1
Elsmere	22	4.0
Williamsburg	33	3.5
Fort Wright	90	3.4
Central City	30	3.1
Harrodsburg	39	3.0
Bellevue	25	2.9
La Grange	32	2.6
Cynthiana	33	2.6
Dayton	11	2.6
Paris	38	2.5
Leitchfield	33	2.4
London	80	2.3
Mount Sterling	40	2.2
Morehead	40	2.0
Campbellsville	38	1.7
Mount Washington	23	1.6
Lebanon	13	1.3
POPULATION CATEGORY 2,500-4,999		
Williamstown	59	9.9
Calvert City	33	7.6
Vine Grove	25	6.9
Lakeside Park	17	6.0
Park Hills	8	5.5
Southgate	38	5.2
Providence	11	5.0
Hodgenville	22	4.7
Stanford	27	4.6
Dawson Springs	10	4.4
Benton	38	4.2
Wilmore	8	4.1
Ludlow	17	3.8
Marion	10	3.3
Prestonsburg	54	3.3
Carrollton	18	2.9
Russell	28	2.7
Greenville	20	2.6
Springfield	11	2.6
Hazard	54	2.4
Morganfield	11	2.3
Barbourville	14	2.2
Grayson	17	2.1
Hartford	6	2.1
Lancaster	10	1.9
Beaver Dam	8	1.6
Irvine	3	1.5
Columbia	11	1.5
Flemingsburg	6	1.5
Scottsville	11	1.3
Paintsville	11	1.0

TABLE 35. SUMMARY OF SPEEDING CONVICTIONS BY COUNTY (2010 - 2014)

COUNTY	2010	2011	2012	2013	2014	TOTAL SPEEDING CONVICTIONS (FIVE YEARS)	ANNUAL AVERAGE SPEEDING CONVICTIONS PER 1,000 LICENSED DRIVERS	SPEEDING CONVICTIONS PER SPEED-RELATED CRASH
Adair	296	346	420	188	222	1,472	23.5	25.4
Allen	184	126	162	98	94	664	9.9	8.4
Anderson	797	1,045	843	717	644	4,046	48.5	37.5
Ballard	138	71	80	70	76	435	14.1	11.8
Barren	322	337	388	396	320	1,763	11.8	6.9
Bath	613	285	244	140	101	1,383	33.0	36.4
Bell	407	415	507	385	445	2,159	25.4	19.5
Boone	1,602	1,885	1,779	1,351	1,001	7,618	17.0	5.2
Bourbon	503	463	589	414	331	2,300	32.5	12.8
Boyd	973	1,093	999	715	687	4,467	26.2	15.0
Boyle	250	314	284	225	170	1,243	12.4	6.2
Bracken	189	287	326	173	100	1,075	34.7	17.1
Breathitt	121	86	71	47	55	380	8.0	9.5
Breckinridge	190	140	188	180	137	835	11.8	15.8
Bullitt	631	688	706	502	1,006	3,533	12.3	10.8
Butler	198	186	278	187	125	974	21.8	9.6
Caldwell	288	296	319	245	172	1,320	27.7	9.7
Calloway	149	176	168	155	226	874	7.1	3.5
Campbell	2,046	2,045	1,907	1,733	1,368	9,099	28.4	11.8
Carlisle	62	22	62	58	102	306	16.0	8.3
Carroll	325	337	355	314	206	1,537	42.7	18.1
Carter	327	318	592	507	336	2,080	21.6	15.2
Casey	42	64	125	60	60	351	6.5	6.2
Christian	1,194	1,375	1,383	1,228	917	6,097	30.5	11.7
Clark	385	281	392	257	165	1,480	11.6	7.1
Clay	141	144	257	167	187	896	13.8	5.2
Clinton	35	41	39	41	44	200	5.7	13.3
Crittenden	45	45	24	33	54	201	6.3	5.2
Cumberland	57	59	120	144	56	436	17.8	13.2
Daviess	2,043	1,580	2,387	1,804	1,784	9,598	27.5	18.6
Edmonson	92	73	112	105	64	446	10.1	6.1
Elliott	7	14	8	7	8	44	2.0	3.7
Estill	81	161	85	141	79	547	10.6	14.8
Fayette	3,904	3,774	3,246	3,278	2,903	17,105	17.7	3.3
Fleming	112	208	173	227	0	720	13.8	15.3
Floyd	113	153	226	218	301	1,011	7.6	3.6
Franklin	1,119	1,000	1,280	1,186	182	4,767	27.4	11.5
Fulton	133	101	56	89	833	1,212	59.6	40.4
Gallatin	541	425	457	408	107	1,938	64.6	29.8
Garrard	197	104	168	165	433	1,067	17.9	9.0
Grant	578	682	716	480	110	2,566	30.0	6.6
Graves	825	796	884	534	542	3,581	27.4	11.4
Grayson	503	783	729	519	365	2,899	31.7	25.9
Green	16	17	23	36	391	483	11.8	25.4
Greenup	187	254	274	254	36	1,005	7.3	5.7
Hancock	107	84	184	56	152	583	17.8	13.9
Hardin	2,798	2,723	2,962	2,153	72	10,708	29.5	14.6
Harlan	323	280	267	193	2,089	3,152	32.6	29.7
Harrison	120	116	145	173	194	748	11.5	5.9
Hart	247	203	190	161	129	930	15.2	5.7
Henderson	969	975	1,514	1,021	121	4,600	28.0	16.8
Henry	855	748	837	746	1,512	4,698	81.9	33.1
Hickman	101	80	66	57	711	1,015	60.8	63.4
Hopkins	1,542	2,109	1,566	912	74	6,203	37.3	13.2
Jackson	28	75	40	73	1,153	1,369	30.1	22.1
Jefferson	6,358	6,977	6,891	7,013	14	27,253	10.6	5.1
Jessamine	964	628	773	756	5,869	8,990	52.7	23.3
Johnson	164	159	143	178	516	1,160	14.3	17.6
Kenton	2,878	2,322	1,948	1,237	96	8,481	15.2	4.6
Knott	62	83	86	29	1,438	1,698	32.2	31.4
Knox	357	324	416	271	59	1,427	13.6	6.5
Larue	178	165	237	163	239	982	19.0	8.2
Laurel	794	653	1,211	803	73	3,534	17.1	8.6
Lawrence	125	130	442	180	607	1,484	27.0	42.4

TABLE 35. SUMMARY OF SPEEDING CONVICTIONS BY COUNTY (2010 - 2014) (continued)

COUNTY	2010	2011	2012	2013	2014	TOTAL SPEEDING CONVICTIONS (FIVE YEARS)	ANNUAL AVERAGE SPEEDING CONVICTIONS PER 1,000 LICENSED DRIVERS	SPEEDING CONVICTIONS PER SPEED-RELATED CRASH
Lee	17	24	22	59	57	179	7.5	19.9
Leslie	86	63	35	37	16	237	6.0	12.5
Letcher	35	30	23	31	18	137	1.7	1.9
Lewis	94	142	88	76	67	467	9.7	17.3
Lincoln	500	340	252	149	78	1,319	15.3	11.9
Livingston	264	259	396	212	146	1,277	34.8	17.0
Logan	329	306	300	308	161	1,404	14.8	11.1
Lyon	373	308	273	182	370	1,506	51.7	17.7
McCracken	970	965	1,608	1,359	252	5,154	21.2	9.3
McCreary	69	69	72	53	791	1,054	19.9	12.1
McLean	113	162	202	87	40	604	17.1	13.4
Madison	1,015	1,155	1,591	1,424	61	5,246	18.7	5.2
Magoffin	25	50	28	16	1,234	1,353	30.2	26.5
Marion	47	70	88	67	20	292	4.5	8.6
Marshall	759	820	845	691	71	3,186	26.2	13.2
Martin	8	13	6	3	671	701	19.1	13.7
Mason	229	313	295	357	1	1,195	19.5	6.6
Meade	398	426	585	522	459	2,390	24.3	24.9
Menifee	10	16	7	11	347	391	17.2	35.5
Mercer	336	358	256	230	13	1,193	14.6	7.6
Metcalfe	138	102	165	132	392	929	26.0	29.0
Monroe	11	8	16	14	112	161	4.1	13.4
Montgomery	252	158	155	145	20	730	7.8	4.0
Morgan	185	271	234	169	137	996	24.2	10.7
Muhlenberg	476	524	524	340	340	2,204	19.6	13.4
Nelson	553	786	519	592	369	2,819	17.2	10.6
Nicholas	72	66	168	87	571	964	37.4	41.9
Ohio	926	1,026	1,227	769	44	3,992	46.9	20.3
Oldham	791	683	432	449	937	3,292	15.0	13.0
Owen	85	110	107	96	527	925	24.1	17.5
Owsley	2	5	0	2	88	97	6.1	10.8
Pendleton	133	294	249	168	0	844	16.0	7.4
Perry	64	139	57	123	113	496	5.1	3.8
Pike	150	228	381	253	96	1,108	5.2	2.3
Powell	246	132	128	92	240	838	18.5	21.5
Pulaski	940	1,891	2,094	1,689	117	6,731	29.6	18.3
Robertson	6	2	7	4	1,183	1,202	146.0	240.4
Rockcastle	315	472	602	336	2	1,727	29.8	8.9
Rowan	426	452	433	273	282	1,866	24.8	13.8
Russell	73	46	50	60	206	435	6.8	10.9
Scott	590	362	603	1,065	83	2,703	15.6	6.6
Shelby	2,858	1,589	1,894	1,783	811	8,935	60.6	25.3
Simpson	119	186	174	100	1,257	1,836	28.2	6.3
Spencer	219	235	278	247	145	1,124	16.6	14.2
Taylor	148	140	110	87	122	607	6.8	6.2
Todd	234	223	194	226	133	1,010	25.5	11.5
Trigg	195	208	200	213	178	994	19.6	12.7
Trimble	60	44	44	74	288	510	15.8	9.8
Union	176	250	189	132	57	804	15.2	7.8
Warren	1,965	1,684	1,664	1,395	138	6,846	18.1	7.2
Washington	68	111	138	91	1,478	1,886	45.4	34.9
Wayne	25	34	18	22	52	151	2.2	1.8
Webster	116	92	99	105	19	431	9.1	7.0
Whitley	238	228	279	259	56	1,060	8.8	3.3
Wolfe	506	358	526	440	105	1,935	79.0	25.5
Woodford	989	780	1,179	799	344	4,091	43.4	12.1
TOTAL*	61,958	61,737	66,458	55,061	48,578	293,792	19.5	8.8

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

TABLE 36. SPEEDING CONVICTION RATES IN DECREASING ORDER (BY COUNTY POPULATION CATEGORIES) (2010 - 2014)

POPULATION CATEGORY	COUNTY	ANNUAL AVERAGE SPEEDING CONVICTIONS PER 1,000 LICENSED DRIVERS	COUNTY	SPEEDING CONVICTIONS PER SPEED-RELATED CRASH
UNDER 10,000	Robertson	146.0	Robertson	240.4
	Wolfe	79.0	Hickman	63.4
	Gallatin	64.6	Nicholas	41.9
	Hickman	60.8	Fulton	40.4
	Fulton	59.6	Menifee	35.5
	Lyon	51.7	Gallatin	29.8
	Nicholas	37.4	Metcalfe	29.0
	Livingston	34.8	Wolfe	25.5
	Bracken	34.7	Lee	19.9
	Metcalfe	26.0	Lyon	17.7
	Cumberland	17.8	Bracken	17.1
	Hancock	17.8	Livingston	17.0
	Menifee	17.2	Hancock	13.9
	McLean	17.1	McLean	13.4
	Carlisle	16.0	Cumberland	13.2
	Trimble	15.8	Ballard	11.8
	Ballard	14.1	Owsley	10.8
	Lee	7.5	Trimble	9.8
	Crittenden	6.3	Carlisle	8.3
	Owsley	6.1	Crittenden	5.2
	Elliott	2.0	Elliott	3.7
10,000-14,999	Washington	45.4	Bath	36.4
	Carroll	42.7	Washington	34.9
	Bath	33.0	Magoffin	26.5
	Magoffin	30.2	Green	25.4
	Jackson	30.1	Jackson	22.1
	Caldwell	27.7	Powell	21.5
	Todd	25.5	Carroll	18.1
	Morgan	24.2	Owen	17.5
	Owen	24.1	Lewis	17.3
	Butler	21.8	Fleming	15.3
	Trigg	19.6	Estill	14.8
	Martin	19.1	Martin	13.7
	Larue	19.0	Monroe	13.4
	Powell	18.5	Clinton	13.3
	Pendleton	16.0	Trigg	12.7
	Fleming	13.8	Leslie	12.5
	Green	11.8	Todd	11.5
	Estill	10.6	Morgan	10.7
	Edmonson	10.1	Caldwell	9.7
	Lewis	9.7	Butler	9.6
	Webster	9.1	Breathitt	9.5
	Breathitt	8.0	Larue	8.2
	Leslie	6.0	Pendleton	7.4
	Clinton	5.7	Webster	7.0
	Monroe	4.1	Edmonson	6.1
15,000 - 24,999	Henry	81.9	Lawrence	42.4
	Anderson	48.5	Anderson	37.5
	Ohio	46.9	Henry	33.1
	Woodford	43.4	Knott	31.4
	Bourbon	32.5	Grayson	25.9
	Knott	32.2	Adair	25.4
	Grayson	31.7	Ohio	20.3
	Grant	30.0	Johnson	17.6
	Rockcastle	29.8	Breckinridge	15.8
	Simpson	28.2	Spencer	14.2
	Lawrence	27.0	Rowan	13.8
	Rowan	24.8	Bourbon	12.8
	Adair	23.5	McCreary	12.1

TABLE 36. SPEEDING CONVICTION RATES IN DECREASING ORDER (BY COUNTY POPULATION CATEGORIES) (2010 - 2014) (continued)

POPULATION CATEGORY	COUNTY	ANNUAL AVERAGE SPEEDING CONVICTIONS PER 1,000 LICENSED DRIVERS	COUNTY	SPEEDING CONVICTIONS PER SPEED-RELATED CRASH
15,000 - 24,999 (cont'd)	McCreary	19.9	Woodford	12.1
	Mason	19.5	Lincoln	11.9
	Garrard	17.9	Russell	10.9
	Spencer	16.6	Garrard	9.0
	Lincoln	15.3	Rockcastle	8.9
	Union	15.2	Marion	8.6
	Hart	15.2	Allen	8.4
	Mercer	14.6	Union	7.8
	Johnson	14.3	Mercer	7.6
	Clay	13.8	Mason	6.6
	Breckinridge	11.8	Grant	6.6
	Harrison	11.5	Simpson	6.3
	Allen	9.9	Taylor	6.2
	Russell	6.8	Casey	6.2
	Taylor	6.8	Harrison	5.9
	Casey	6.5	Hart	5.7
	Marion	4.5	Clay	5.2
	Wayne	2.2	Letcher	1.9
	Letcher	1.7	Wayne	1.8
25,000 - 49,999	Shelby	60.6	Harlan	29.7
	Jessamine	52.7	Shelby	25.3
	Hopkins	37.3	Meade	24.9
	Harlan	32.6	Jessamine	23.3
	Henderson	28.0	Bell	19.5
	Franklin	27.4	Henderson	16.8
	Graves	27.4	Carter	15.2
	Boyd	26.2	Boyd	15.0
	Marshall	26.2	Muhlenberg	13.4
	Bell	25.4	Hopkins	13.2
	Meade	24.3	Marshall	13.2
	Carter	21.6	Franklin	11.5
	Muhlenberg	19.6	Graves	11.4
	Nelson	17.2	Logan	11.1
	Laurel	17.1	Nelson	10.6
	Scott	15.6	Laurel	8.6
	Logan	14.8	Clark	7.1
	Knox	13.6	Barren	6.9
	Boyle	12.4	Scott	6.6
	Barren	11.8	Knox	6.5
	Clark	11.6	Boyle	6.2
	Whitley	8.8	Greenup	5.7
	Montgomery	7.8	Montgomery	4.0
	Floyd	7.6	Perry	3.8
	Greenup	7.3	Floyd	3.6
	Calloway	7.1	Calloway	3.5
	Perry	5.1	Whitley	3.3
50,000 - OVER	Christian	30.5	Daviess	18.6
	Pulaski	29.6	Pulaski	18.3
	Hardin	29.5	Hardin	14.6
	Campbell	28.4	Oldham	13.0
	Daviess	27.5	Campbell	11.8
	McCracken	21.2	Christian	11.7
	Madison	18.7	Bullitt	10.8
	Warren	18.1	McCracken	9.3
	Fayette	17.7	Warren	7.2
	Boone	17.0	Boone	5.2
	Kenton	15.2	Madison	5.2
	Oldham	15.0	Jefferson	5.1
	Bullitt	12.3	Kenton	4.6
	Jefferson	10.6	Fayette	3.3
	Pike	5.2	Pike	2.3

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

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

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

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

TABLE 39. CRASH TREND ANALYSIS (2010 - 2014)

Crash Statistic	Number in Given Year 2010	2011	2012	2013	4-Year Average 2010 - 2013	2014	2014 Percent Change*
Total Crashes	127,456	127,524	124,844	123,258	125,771	127,326	1.2
Fatal Crashes	694	670	694	590	662	612	-7.6
Fatalities	760	721	746	638	716	672	-6.1
Injury Crashes	24,762	24,196	24,077	22,868	23,976	22,958	-4.2
Injuries	37,196	36,345	35,765	34,180	35,872	34,221	-4.6
Fatal and Injury Crashes	25,456	24,866	24,771	23,458	24,638	23,570	-4.3
Licensed Drivers (Millions)	3.10	3.12	3.17	3.16	3.14	3.19	1.7
Registered Vehicles (Millions)	3.78	3.76	3.78	3.40	3.68	3.83	4.1
Total Vehicle Miles (Billions)	48.057	48.185	47.246	47.054	47.636	47.972	0.7
Total Crash/100 MVM	265	265	264	262	264	265	0.5
Fatal Crash/100 MVM	1.44	1.39	1.47	1.25	1.39	1.28	-8.2
Fatalities/100 MVM	1.58	1.50	1.58	1.36	1.50	1.40	-6.6
Injuries/100 MVM	77	75	76	73	75	71	-4.9
Speed Related Crashes	7,141	7,180	6,343	6,494	6,790	7,004	3.2
Speed Related Injury Crashes	2,004	2,065	1,892	1,865	1,957	1,846	-5.7
Speed Related Fatal Crashes	119	108	123	99	112	108	-3.6
Speed Convictions	62,843	62,542	66,458	55,061	61,726	48,578	-21.3
Alcohol Related Crashes	4,735	4,513	4,648	4,483	4,595	4,295	-6.5
Alcohol Related Injury Crashes	1,676	1,569	1,623	1,592	1,615	1,432	-11.3
Alcohol Related Fatal Crashes	156	146	136	153	148	143	-3.4
Alcohol Related Fatalities	167	158	148	163	159	156	-1.9
DUI Filings	20,654	31,915	31,708	29,210	28,372	27,472	-3.2
DUI Convictions	32,547	19,855	19,074	18,030	22,377	16,208	-27.6
DUI Conviction Rate (Percent)**	90.4	85.6	85.6	86.0	86.9	85.7	-1.4
Number DUI Filings/Alcohol Related Fatality	124	202	214	179	180	176	-2.2
Drug Related Crashes	1,635	1,672	1,677	1,540	1,631	1,558	-4.5
Drug Related Injury Crashes	602	602	583	545	583	571	-2.1
Drug Related Fatal Crashes	215	215	215	211	214	191	-10.7
Pedestrian Related Crashes	1,050	1,051	1,064	1,066	1,058	1,053	-0.5
Pedestrian Related Injury Crashes	847	851	860	834	848	841	-0.8
Pedestrian Related Fatal Crashes	57	52	53	53	54	58	7.4
Bicycle/Motor Vehicle Related Crashes	470	447	428	495	460	462	0.4
Bicycle Related Injury Crashes	320	319	294	348	320	312	-2.5
Bicycle Related Fatal Crashes	7	2	6	3	5	3	-40.0
Motorcycle Related Crashes	1,961	1,839	1,967	1,689	1,864	1,658	-11.1
Motorcycle Related Injury Crashes	1,256	1,145	1,490	1,248	1,285	1,269	-1.2
Motorcycle Related Fatal Crashes	92	71	93	83	85	74	-12.9
School Bus Crashes	848	854	746	813	815	564	-30.8
School Bus Injury Crashes	81	100	102	95	95	107	12.6
School Bus Fatal Crashes	3	2	2	1	2	3	50.0
Truck Crashes	8,036	8,092	7,442	7,904	7,869	8,664	10.1
Truck Injury Crashes	1,305	1,268	1,189	1,250	1,253	1,261	0.6
Truck Fatal Crashes	87	77	70	72	77	67	-13.0
Train Crashes	50	50	31	39	43	55	27.9
Train Injury Crashes	12	16	12	12	13	13	0.0
Train Fatal Crashes	8	6	4	4	6	5	-16.7

* Percent change from 2010-2013 average to 2014.

** Conviction rate excludes pending cases.

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

	PEDESTRIAN CRASHES		BICYCLE CRASHES		MOTORCYCLE CRASHES		SCHOOL BUS CRASHES		TRUCK CRASHES	
	NUMBER*	RATE**	NUMBER*	RATE**	NUMBER*	RATE**	NUMBER*	RATE**	NUMBER*	RATE**
Hart	7	0.8	2	0.2	23	2.5	6	0.7	431	47.4
Casey	0	0.0	2	0.3	14	1.8	3	0.4	90	11.3
Morgan	6	0.9	0	0.0	8	1.1	14	2.0	44	6.3
Trimble	3	0.7	2	0.5	26	5.9	2	0.5	38	8.6
Shelby	31	1.5	13	0.6	73	3.5	41	1.9	489	23.2
Leslie	2	0.4	0	0.0	5	0.9	3	0.5	50	8.8
Nelson	26	1.2	4	0.2	71	3.3	18	0.8	308	14.2
Oldham	14	0.5	14	0.5	48	1.6	37	1.2	417	13.8
Ohio	8	0.7	3	0.3	40	3.4	6	0.5	200	16.8
Christian	48	1.3	21	0.6	142	3.8	31	0.8	561	15.2
Bell	28	2.0	11	0.8	53	3.7	26	1.8	192	13.4
Bracken	3	0.7	0	0.0	25	5.9	5	1.2	50	11.8
Marion	8	0.8	2	0.2	29	2.9	6	0.6	133	13.4
Harrison	15	1.6	4	0.4	26	2.8	11	1.2	111	11.8
Boyd	61	2.5	21	0.8	85	3.4	27	1.1	406	16.4
Butler	2	0.3	1	0.2	12	1.9	4	0.6	86	13.6
Fleming	6	0.8	0	0.0	12	1.7	9	1.3	89	12.4
Clark	29	1.6	7	0.4	60	3.4	35	2.0	288	16.2
Hardin	59	1.1	28	0.5	206	3.9	57	1.1	970	18.4
Carlisle	0	0.0	0	0.0	13	5.1	2	0.8	34	13.3
Clinton	1	0.2	0	0.0	15	2.9	1	0.2	40	7.8
Meade	14	1.0	1	0.1	43	3.0	11	0.8	104	7.3
Spencer	6	0.7	1	0.1	27	3.2	9	1.1	50	5.9
Madison	77	1.9	25	0.6	157	3.8	43	1.0	660	15.9
Knox	16	1.0	7	0.4	44	2.8	28	1.8	148	9.3
Grayson	13	1.0	3	0.2	33	2.6	13	1.0	206	16.0
Carroll	7	1.3	3	0.6	31	5.7	8	1.5	235	43.5
McLean	5	1.0	1	0.2	15	3.1	2	0.4	67	14.1
Lyon	4	1.0	1	0.2	25	6.0	2	0.5	180	43.3
Warren	80	1.4	71	1.2	228	4.0	60	1.1	956	16.8
Green	5	0.9	3	0.5	13	2.3	7	1.2	45	8.0
Lee	3	0.8	0	0.0	5	1.3	6	1.5	16	4.1
Knott	2	0.2	1	0.1	26	3.2	7	0.9	76	9.3
Fayette	549	3.7	296	2.0	472	3.2	152	1.0	2460	16.6
Lewis	4	0.6	0	0.0	7	1.0	5	0.7	58	8.4
Pike	47	1.4	7	0.2	123	3.8	48	1.5	636	19.6
Jessamine	35	1.4	15	0.6	81	3.3	53	2.2	318	13.1
Livingston	6	1.3	1	0.2	25	5.3	5	1.1	83	17.4
Owsley	2	0.8	1	0.4	13	5.5	1	0.4	12	5.0
Edmonson	3	0.5	0	0.0	18	3.0	5	0.8	54	8.9
Trigg	4	0.6	3	0.4	50	7.0	4	0.6	113	15.8
Barren	22	1.0	7	0.3	70	3.3	14	0.7	421	20.0
Letcher	10	0.8	0	0.0	37	3.0	10	0.8	195	15.9
Powell	12	1.9	1	0.2	26	4.1	8	1.3	77	12.2
Hopkins	30	1.3	13	0.6	72	3.1	25	1.1	402	17.1
Hancock	5	1.2	2	0.5	15	3.5	3	0.7	81	18.9
Boone	105	1.8	41	0.7	235	4.0	275	4.6	1776	29.9
Franklin	38	1.5	19	0.8	72	2.9	38	1.5	356	14.4
Russell	3	0.3	0	0.0	25	2.8	8	0.9	93	10.6
McCreary	10	1.1	1	0.1	20	2.2	5	0.5	43	4.7
Scott	45	1.9	10	0.4	78	3.3	42	1.8	495	21.0
Larue	6	0.8	1	0.1	12	1.7	4	0.6	113	15.9
Cumberland	5	1.5	1	0.3	16	4.7	2	0.6	37	10.8
Pulaski	22	0.7	6	0.2	116	3.7	27	0.9	397	12.6
Jackson	4	0.6	2	0.3	27	4.0	4	0.6	47	7.0
Jefferson	1594	4.3	743	2.0	1331	3.6	1182	3.2	7021	18.9
Harlan	23	1.6	2	0.1	37	2.5	23	1.6	159	10.9
Boyle	30	2.1	13	0.9	52	3.7	19	1.3	195	13.7
Kenton	279	3.5	113	1.4	221	2.8	135	1.7	1586	19.9
Anderson	4	0.4	0	0.0	27	2.5	9	0.8	117	10.9

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

	PEDESTRIAN CRASHES		BICYCLE CRASHES		MOTORCYCLE CRASHES		SCHOOL BUS CRASHES		TRUCK CRASHES	
	NUMBER*	RATE**	NUMBER*	RATE**	NUMBER*	RATE**	NUMBER*	RATE**	NUMBER*	RATE**
Whitley	36	2.0	7	0.4	63	3.5	24	1.3	360	20.2
Magoffin	5	0.8	0	0.0	9	1.4	6	0.9	62	9.3
Henderson	41	1.8	30	1.3	88	3.8	26	1.1	466	20.2
Lawrence	7	0.9	3	0.4	31	3.9	9	1.1	82	10.3
Gallatin	7	1.6	3	0.7	23	5.4	6	1.4	314	73.1
Mason	21	2.4	4	0.5	40	4.6	10	1.1	156	17.8
Greenup	16	0.9	5	0.3	47	2.5	18	1.0	140	7.6
Garrard	6	0.7	2	0.2	30	3.5	5	0.6	96	11.4
Johnson	15	1.3	7	0.6	19	1.6	8	0.7	107	9.2
Metcalfe	3	0.6	0	0.0	13	2.6	5	1.0	83	16.4
Carter	18	1.3	1	0.1	40	2.9	19	1.4	212	15.3
Wolfe	7	1.9	0	0.0	14	3.8	4	1.1	44	12.0
Bullitt	41	1.1	16	0.4	145	3.9	75	2.0	842	22.7
Adair	8	0.9	3	0.3	14	1.5	5	0.5	107	11.5
Bath	6	1.0	1	0.2	10	1.7	4	0.7	43	7.4
McCracken	54	1.6	38	1.2	174	5.3	32	1.0	539	16.4
Estill	9	1.2	0	0.0	12	1.6	2	0.3	30	4.1
Mercer	13	1.2	2	0.2	44	4.1	13	1.2	111	10.4
Perry	18	1.3	3	0.2	45	3.1	37	2.6	238	16.6
Union	8	1.1	1	0.1	34	4.5	6	0.8	105	14.0
Bourbon	10	1.0	3	0.3	33	3.3	12	1.2	158	15.8
Montgomery	24	1.8	3	0.2	47	3.5	23	1.7	248	18.7
Hickman	0	0.0	0	0.0	4	1.6	0	0.0	37	15.1
Clay	19	1.7	2	0.2	48	4.4	25	2.3	106	9.8
Monroe	5	0.9	1	0.2	1	0.2	2	0.4	29	5.3
Breathitt	14	2.0	1	0.1	26	3.7	8	1.2	69	9.9
Taylor	22	1.8	4	0.3	49	4.0	5	0.4	127	10.4
Webster	3	0.4	3	0.4	21	3.1	2	0.3	118	17.3
Graves	23	1.2	7	0.4	75	4.0	20	1.1	235	12.7
Marshall	14	0.9	4	0.3	71	4.5	7	0.4	316	20.1
Ballard	1	0.2	0	0.0	20	4.8	4	1.0	142	34.4
Lincoln	13	1.1	1	0.1	45	3.6	9	0.7	125	10.1
Muhlenberg	10	0.6	2	0.1	46	2.9	18	1.1	275	17.5
Crittenden	2	0.4	1	0.2	27	5.8	1	0.2	85	18.3
Menifee	0	0.0	1	0.3	9	2.9	0	0.0	22	7.0
Todd	1	0.2	3	0.5	26	4.2	3	0.5	83	13.3
Floyd	27	1.4	3	0.2	55	2.8	75	3.8	285	14.4
Daviess	80	1.7	74	1.5	173	3.6	72	1.5	722	14.9
Martin	2	0.3	1	0.2	9	1.4	3	0.5	48	7.4
Laurel	31	1.1	8	0.3	100	3.4	29	1.0	642	21.8
Robertson	0	0.0	0	0.0	3	2.6	0	0.0	5	4.4
Henry	9	1.2	0	0.0	37	4.8	6	0.8	282	36.6
Rowan	25	2.1	9	0.8	33	2.8	9	0.8	193	16.5
Pendleton	0	0.0	1	0.1	46	6.2	12	1.6	88	11.8
Woodford	13	1.0	8	0.6	41	3.3	21	1.7	257	20.6
Logan	11	0.8	5	0.4	41	3.1	11	0.8	221	16.5
Rockcastle	8	0.9	0	0.0	32	3.8	12	1.4	318	37.3
Fulton	5	1.5	2	0.6	10	2.9	2	0.6	56	16.4
Grant	22	1.8	2	0.2	46	3.7	16	1.3	275	22.3
Caldwell	8	1.2	2	0.3	29	4.5	6	0.9	180	27.7
Owen	1	0.2	0	0.0	18	3.3	6	1.1	44	8.1
Nicholas	3	0.8	0	0.0	4	1.1	3	0.8	35	9.8
Wayne	7	0.7	0	0.0	12	1.2	6	0.6	84	8.1
Campbell	180	4.0	54	1.2	129	2.9	46	1.0	607	13.4
Washington	2	0.3	0	0.0	10	1.7	1	0.2	81	13.8
Allen	5	0.5	1	0.1	40	4.0	4	0.4	132	13.2
Simpson	6	0.7	5	0.6	37	4.3	6	0.7	393	45.4
Calloway	28	1.5	15	0.8	55	3.0	13	0.7	234	12.6
Elliott	3	0.8	0	0.0	5	1.3	0	0.0	23	5.9
Breckinridge	4	0.4	2	0.2	26	2.6	10	1.0	78	7.8

* Five-Year (2009-2013) Total.

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

TABLE 41. PEDESTRIAN CRASH RATES BY COUNTY AND POPULATION CATEGORY (IN ORDER OF DECREASING PERCENTAGES) (2010-2014)(ALL ROADS)

COUNTY	NUMBER OF CRASHES	ANNUAL CRASH RATE (CRASHES PER 10,000 POP.)
POPULATION CATEGORY UNDER 10,000		
Wolfe	7	1.9
Gallatin	7	1.6
Fulton	5	1.5
Cumberland	5	1.5
Livingston	6	1.3
Hancock	5	1.2
McLean	5	1.0
Lyon	4	1.0
Lee	3	0.8
Elliott	3	0.8
Nicholas	3	0.8
Owsley	2	0.8
Bracken	3	0.7
Trimble	3	0.7
Crittenden	2	0.4
Ballard	1	0.2
Menifee	0	0.0
Carlisle	0	0.0
Hickman	0	0.0
Robertson	0	0.0
POPULATION CATEGORY 10,000-14,999		
Breathitt	14	2.0
Powell	12	1.9
Carroll	7	1.3
Caldwell	8	1.2
Estill	9	1.2
Bath	6	1.0
Green	5	0.9
Monroe	5	0.9
Morgan	6	0.9
Larue	6	0.8
Fleming	6	0.8
Magoffin	5	0.8
Jackson	4	0.6
Lewis	4	0.6
Trigg	4	0.6
Metcalfe	3	0.6
Edmonson	3	0.5
Webster	3	0.4
Leslie	2	0.4
Butler	2	0.3
Washington	2	0.3
Martin	2	0.3
Todd	1	0.2
Owen	1	0.2
Clinton	1	0.2
Pendleton	0	0.0
POPULATION CATEGORY 15,000-24,999		
Mason	21	2.4
Rowan	25	2.1
Grant	22	1.8
Taylor	22	1.8
Clay	19	1.7
Harrison	15	1.6
Johnson	15	1.3
Henry	9	1.2
Mercer	13	1.2
Lincoln	13	1.1
McCreary	10	1.1
Union	8	1.1
Woodford	13	1.0
Bourbon	10	1.0
Adair	8	0.9
Rockcastle	8	0.9
Lawrence	7	0.9
Letcher	10	0.8
Marion	8	0.8
Hart	7	0.8
Wayne	7	0.7
Ohio	8	0.7
Simpson	6	0.7
Spencer	6	0.7
Garrard	6	0.7
Allen	5	0.5
Anderson	4	0.4
Breckinridge	4	0.4
Russell	3	0.3
Knott	2	0.2
Casey	0	0.0
POPULATION CATEGORY 25,000-50,000		
Boyd	61	2.5
Boyle	30	2.1
Whitley	36	2.0
Bell	28	2.0
Scott	45	1.9
Montgomery	24	1.8
Henderson	41	1.8
Clark	29	1.6
Harlan	23	1.6
Shelby	31	1.5
Calloway	28	1.5
Franklin	38	1.5
Jessamine	35	1.4
Floyd	27	1.4
Perry	18	1.3
Carter	18	1.3
Hopkins	30	1.3
Graves	23	1.2
Nelson	26	1.2
Knox	16	1.0
Barren	22	1.0
Meade	14	1.0
Grayson	13	1.0
Greenup	16	0.9
Marshall	14	0.9
Logan	11	0.8
Muhlenberg	10	0.6
POPULATION CATEGORY OVER 50,000		
Jefferson	1,594	4.3
Campbell	180	4.0
Fayette	549	3.7
Kenton	279	3.5
Madison	77	1.9
Boone	105	1.8
Daviess	80	1.7
McCracken	54	1.6
Warren	80	1.4
Pike	47	1.4
Christian	48	1.3
Bullitt	41	1.1
Hardin	59	1.1
Laurel	31	1.1
Pulaski	22	0.7
Oldham	14	0.5

TABLE 42. PEDESTRIAN CRASH RATES BY CITY AND POPULATION CATEGORY
(IN ORDER OF DECREASING PERCENTAGES)(2010-2014)

CITY	NUMBER OF CRASHES (2010-2014)	ANNUAL CRASH RATE (CRASHES PER 10,000 POPULATION)
POPULATION CATEGORY OVER 200,000		
Louisville	1,442	4.8
Lexington	549	3.7
POPULATION CATEGORY 20,000-60000		
Covington	166	8.2
Florence	66	4.4
Ashland	46	4.2
Paducah	45	3.6
Richmond	53	3.4
Owensboro	71	2.5
Henderson	35	2.4
Frankfort	30	2.4
Georgetown	32	2.2
Hopkinsville	35	2.2
Nicholasville	29	2.1
Bowling Green	61	2.1
Radcliff	21	1.9
Elizabethtown	24	1.7
Jeffersontown	19	1.4
Independence	12	1.0
POPULATION CATEGORY 10,000-19,999		
Newport	81	10.6
Shively	71	9.3
Erlanger	33	3.7
Shepherdsville	20	3.6
Danville	29	3.6
Bardstown	20	3.4
Mayfield	16	3.2
Winchester	27	2.9
Shelbyville	20	2.8
Murray	24	2.7
Somerset	14	2.5
Glasgow	16	2.3
Madisonville	19	1.9
Berea	10	1.5
Fort Thomas	12	1.5
Lawrenceburg	4	0.8
POPULATION CATEGORY 5,000-9,999		
Bellevue	18	6.0
Highland Heights	17	4.9
Dayton	13	4.9
Campbellsville	22	4.8
Williamsburg	12	4.6
Cynthiana	14	4.4
Morehead	15	4.4
Corbin	15	4.1
Mount Sterling	13	3.8
Alexandria	15	3.5
Maysville	15	3.3
Pikeville	11	3.2
Fort Wright	8	2.8
Elsmere	12	2.8
London	11	2.8
Monticello	7	2.3
Princeton	7	2.2
Harrodsburg	9	2.2
Paris	9	2.1
Versailles	8	1.9
Fort Mitchell	7	1.7
Russellville	6	1.7
Edgewood	7	1.6
Leitchfield	5	1.5
Lebanon	4	1.4
Franklin	6	1.4
Cold Spring	4	1.4
Flatwoods	5	1.3
La Grange	4	1.0
Central City	3	1.0
Mount Washington	3	0.7
Taylor Mill	1	0.3
POPULATION CATEGORY 2,500-4,999		
Paintsville	11	6.4
Hazard	11	4.9
Southgate	9	4.7
Barbourville	7	4.4
Prestonsburg	7	4.3
Ludlow	9	4.1
Benton	7	3.2
Stanton	4	2.9
Grayson	6	2.8
Greenville	5	2.3
Flemingsburg	3	2.3
Dawson Springs	3	2.2
Irvine	3	2.2
Park Hills	3	2.0
Scottsville	4	1.9
Hodgenville	3	1.9
Lancaster	3	1.7
Carrollton	3	1.5
Lakeside Park	2	1.5
Williamstown	3	1.5
Columbia	3	1.3
Marion	2	1.3
Beaver Dam	2	1.2
Stanford	2	1.1
Springfield	1	0.8
Morganfield	1	0.6

TABLE 43. BICYCLE CRASH RATES BY COUNTY AND POPULATION CATEGORY (IN ORDER OF DECREASING PERCENTAGES) (2010-2014)

COUNTY	NUMBER OF CRASHES	ANNUAL CRASH RATE (CRASHES PER 10,000 POP.)
POPULATION CATEGORY UNDER 10,000		
Gallatin	3	0.7
Fulton	2	0.6
Hancock	2	0.5
Trimble	2	0.5
Owsley	1	0.4
Cumberland	1	0.3
Menifee	1	0.3
Crittenden	1	0.2
Livingston	1	0.2
McLean	1	0.2
Lyon	1	0.2
Ballard	0	0.0
Elliott	0	0.0
Wolfe	0	0.0
Nicholas	0	0.0
Bracken	0	0.0
Carlisle	0	0.0
Hickman	0	0.0
Lee	0	0.0
Robertson	0	0.0
POPULATION CATEGORY 10,000-14,999		
Carroll	3	0.6
Todd	3	0.5
Green	3	0.5
Webster	3	0.4
Trigg	3	0.4
Caldwell	2	0.3
Jackson	2	0.3
Bath	1	0.2
Monroe	1	0.2
Martin	1	0.2
Butler	1	0.2
Powell	1	0.2
Larue	1	0.1
Breathitt	1	0.1
Pendleton	1	0.1
Magoffin	0	0.0
Edmonson	0	0.0
Washington	0	0.0
Lewis	0	0.0
Leslie	0	0.0
Morgan	0	0.0
Fleming	0	0.0
Owen	0	0.0
Estill	0	0.0
Clinton	0	0.0
Metcalfe	0	0.0
POPULATION CATEGORY 15,000-24,999		
Rowan	9	0.8
Woodford	8	0.6
Simpson	5	0.6
Johnson	7	0.6
Mason	4	0.5
Harrison	4	0.4
Lawrence	3	0.4
Ohio	3	0.3
Adair	3	0.3
Taylor	4	0.3
Casey	2	0.3
Bourbon	3	0.3
Mercer	2	0.2
Breckinridge	2	0.2
Grant	2	0.2
Clay	2	0.2
Marion	2	0.2
Hart	2	0.2
Garrard	2	0.2
Allen	1	0.1
McCreary	1	0.1
Spencer	1	0.1
Knott	1	0.1
Union	1	0.1
Lincoln	1	0.1
Rockcastle	0	0.0
Russell	0	0.0
Wayne	0	0.0
Letcher	0	0.0
Henry	0	0.0
Anderson	0	0.0
POPULATION CATEGORY 25,000-50,000		
Henderson	30	1.3
Boyle	13	0.9
Franklin	19	0.8
Boyd	21	0.8
Bell	11	0.8
Calloway	15	0.8
Hopkins	13	0.6
Jessamine	15	0.6
Shelby	13	0.6
Scott	10	0.4
Whitley	7	0.4
Graves	7	0.4
Clark	7	0.4
Knox	7	0.4
Logan	5	0.4
Greenup	5	0.3
Marshall	4	0.3
Barren	7	0.3
Floyd	3	0.2
Perry	3	0.2
Nelson	4	0.2
Montgomery	3	0.2
Grayson	3	0.2
Harlan	2	0.1
Meade	1	0.1
Carter	1	0.1
Muhlenberg	2	0.1
POPULATION CATEGORY OVER 50,000		
Jefferson	743	2.0
Fayette	296	2.0
Daviess	74	1.5
Kenton	113	1.4
Campbell	54	1.2
Warren	71	1.2
McCracken	38	1.2
Boone	41	0.7
Christian	21	0.6
Madison	25	0.6
Hardin	28	0.5
Oldham	14	0.5
Bullitt	16	0.4
Laurel	8	0.3
Pike	7	0.2
Pulaski	6	0.2

TABLE 44. BICYCLE CRASH RATES BY CITY AND POPULATION CATEGORY
(IN ORDER OF DECREASING PERCENTAGES)(2010-2014)

CITY	NUMBER OF CRASHES (2010-2014)	ANNUAL CRASH RATE (CRASHES PER 10,000 POPULATION)
POPULATION CATEGORY OVER 200,000		
Louisville	670	2.2
Lexington	296	2.0
POPULATION CATEGORY 20,000-60000		
Covington	77	3.8
Paducah	32	2.6
Owensboro	69	2.4
Bowling Green	65	2.2
Henderson	27	1.9
Ashland	17	1.6
Florence	23	1.5
Richmond	20	1.3
Frankfort	17	1.3
Jeffersontown	16	1.2
Elizabethtown	15	1.1
Hopkinsville	17	1.1
Nicholasville	11	0.8
Georgetown	9	0.6
Radcliff	6	0.6
Independence	6	0.5
POPULATION CATEGORY 10,000-19,999		
Newport	29	3.8
Shively	20	2.6
Shepherdsville	10	1.8
Murray	14	1.6
Danville	12	1.5
Madisonville	11	1.1
Mayfield	5	1.0
Erlanger	9	1.0
Shelbyville	7	1.0
Fort Thomas	7	0.9
Glasgow	5	0.7
Winchester	6	0.7
Somerset	4	0.7
Berea	3	0.4
Bardstown	2	0.3
POPULATION CATEGORY 5,000-9,999		
Bellevue	7	2.4
Elsmere	9	2.1
Morehead	6	1.8
Cynthiana	4	1.2
Franklin	5	1.2
Dayton	3	1.1
Williamsburg	3	1.1
Corbin	4	1.1
Versailles	4	0.9
Maysville	4	0.9
Russellville	3	0.9
London	3	0.8
Campbellsville	3	0.7
La Grange	3	0.7
Fort Wright	2	0.7
Alexandria	3	0.7
Highland Heights	2	0.6
Pikeville	2	0.6
Mount Sterling	2	0.6
Leitchfield	2	0.6
Princeton	2	0.6
Paris	2	0.5
Harrodsburg	2	0.5
Lebanon	1	0.4
Central City	1	0.3
Taylor Mill	1	0.3
Flatwoods	1	0.3
Fort Mitchell	1	0.2
Mount Washington	1	0.2
POPULATION CATEGORY 2,500-4,999		
Paintsville	7	4.0
Carrollton	3	1.5
Hazard	3	1.3
Barbourville	2	1.3
Providence	2	1.3
Beaver Dam	2	1.2
Lancaster	2	1.2
Williamstown	2	1.0
Ludlow	2	0.9
Calvert City	1	0.8
Marion	1	0.7
Hartford	1	0.7
Lakeside Park	1	0.7
Morganfield	1	0.6
Hodgenville	1	0.6
Prestonsburg	1	0.6
Scottsville	1	0.5
Benton	1	0.5
Grayson	1	0.5
Wilmore	1	0.5
Columbia	1	0.4

TABLE 45. MOTORCYCLE CRASH RATES BY COUNTY AND POPULATION CATEGORY (IN ORDER OF DECREASING PERCENTAGES) (2010-2014)

COUNTY	NUMBER OF CRASHES	ANNUAL CRASH RATE (CRASHES PER 10,000 POP.)
POPULATION CATEGORY UNDER 10,000		
Lyon	25	6.0
Bracken	25	5.9
Trimble	26	5.9
Crittenden	27	5.8
Owsley	13	5.5
Gallatin	23	5.4
Livingston	25	5.3
Carlisle	13	5.1
Ballard	20	4.8
Cumberland	16	4.7
Wolfe	14	3.8
Hancock	15	3.5
McLean	15	3.1
Menifee	9	2.9
Fulton	10	2.9
Robertson	3	2.6
Hickman	4	1.6
Elliott	5	1.3
Lee	5	1.3
Nicholas	4	1.1
POPULATION CATEGORY 10,000-14,999		
Trigg	50	7.0
Pendleton	46	6.2
Carroll	31	5.7
Caldwell	29	4.5
Todd	26	4.2
Powell	26	4.1
Jackson	27	4.0
Breathitt	26	3.7
Owen	18	3.3
Webster	21	3.1
Edmonson	18	3.0
Clinton	15	2.9
Metcalfe	13	2.6
Green	13	2.3
Butler	12	1.9
Washington	10	1.7
Bath	10	1.7
Larue	12	1.7
Fleming	12	1.7
Estill	12	1.6
Magoffin	9	1.4
Martin	9	1.4
Morgan	8	1.1
Lewis	7	1.0
Leslie	5	0.9
Monroe	1	0.2
POPULATION CATEGORY 15,000-24,999		
Henry	37	4.8
Mason	40	4.6
Union	34	4.5
Clay	48	4.4
Simpson	37	4.3
Mercer	44	4.1
Taylor	49	4.0
Allen	40	4.0
Lawrence	31	3.9
Rockcastle	32	3.8
Grant	46	3.7
Lincoln	45	3.6
Garrard	30	3.5
Ohio	40	3.4
Bourbon	33	3.3
Woodford	41	3.3
Spencer	27	3.2
Knott	26	3.2
Letcher	37	3.0
Marion	29	2.9
Russell	25	2.8
Rowan	33	2.8
Harrison	26	2.8
Breckinridge	26	2.6
Hart	23	2.5
Anderson	27	2.5
McCreary	20	2.2
Casey	14	1.8
Johnson	19	1.6
Adair	14	1.5
Wayne	12	1.2
POPULATION CATEGORY 25,000-50,000		
Marshall	71	4.5
Graves	75	4.0
Henderson	88	3.8
Boyle	52	3.7
Bell	53	3.7
Montgomery	47	3.5
Whitley	63	3.5
Shelby	73	3.5
Boyd	85	3.4
Clark	60	3.4
Jessamine	81	3.3
Scott	78	3.3
Barren	70	3.3
Nelson	71	3.3
Hopkins	72	3.1
Logan	41	3.1
Perry	45	3.1
Meade	43	3.0
Calloway	55	3.0
Franklin	72	2.9
Muhlenberg	46	2.9
Carter	40	2.9
Knox	44	2.8
Floyd	55	2.8
Grayson	33	2.6
Harlan	37	2.5
Greenup	47	2.5
POPULATION CATEGORY OVER 50,000		
McCracken	174	5.3
Boone	235	4.0
Warren	228	4.0
Hardin	206	3.9
Bullitt	145	3.9
Pike	123	3.8
Christian	142	3.8
Madison	157	3.8
Pulaski	116	3.7
Daviess	173	3.6
Jefferson	1,331	3.6
Laurel	100	3.4
Fayette	472	3.2
Campbell	129	2.9
Kenton	221	2.8
Oldham	48	1.6

TABLE 46. MOTORCYCLE CRASH RATES BY CITY AND POPULATION CATEGORY
(IN ORDER OF DECREASING PERCENTAGES)(2010-2014)

CITY	NUMBER OF CRASHES (2010-2014)	ANNUAL CRASH RATE (CRASHES PER 10,000 POPULATION)
POPULATION CATEGORY OVER 200,000		
Louisville	1,199	4.0
Lexington	472	3.2
POPULATION CATEGORY 20,000-60000		
Paducah	93	7.4
Bowling Green	152	5.2
Florence	73	4.9
Elizabethtown	68	4.8
Radcliff	51	4.7
Richmond	68	4.3
Owensboro	115	4.0
Ashland	41	3.8
Henderson	53	3.7
Hopkinsville	56	3.5
Nicholasville	44	3.1
Frankfort	40	3.1
Covington	61	3.0
Independence	32	2.6
Georgetown	36	2.5
Jeffersontown	22	1.7
POPULATION CATEGORY 10,000-19,999		
Somerset	46	8.2
Shively	60	7.9
Shepherdsville	32	5.7
Bardstown	32	5.5
Danville	35	4.3
Erlanger	35	3.9
Glasgow	26	3.7
Winchester	30	3.3
Newport	24	3.1
Mayfield	15	3.0
Murray	25	2.8
Shelbyville	19	2.7
Madisonville	24	2.5
Berea	15	2.2
Lawrenceburg	9	1.7
Fort Thomas	12	1.5
POPULATION CATEGORY 5,000-9,999		
Pikeville	33	9.6
London	35	8.8
Campbellsville	27	5.9
Mount Washington	26	5.7
Franklin	24	5.7
Mount Sterling	18	5.2
Russellville	16	4.6
Harrodsburg	19	4.6
Leitchfield	15	4.5
Maysville	20	4.4
Princeton	14	4.4
Paris	19	4.4
Fort Wright	12	4.2
Taylor Mill	12	3.6
Alexandria	15	3.5
Cynthiana	11	3.4
Corbin	12	3.3
Morehead	10	2.9
Cold Spring	8	2.7
Monticello	8	2.6
La Grange	10	2.5
Fort Mitchell	10	2.4
Versailles	10	2.3
Williamsburg	6	2.3
Central City	7	2.3
Lebanon	6	2.2
Highland Heights	7	2.0
Bellevue	6	2.0
Villa Hills	7	1.9
Flatwoods	6	1.6
Edgewood	6	1.4
Elsmere	4	0.9
Dayton	2	0.7
POPULATION CATEGORY 2,500-4,999		
Prestonsburg	15	9.2
Hazard	19	8.5
Scottsville	16	7.6
Russell	12	7.1
Stanford	9	5.2
Benton	11	5.1
Calvert City	6	4.7
Carrollton	8	4.1
Springfield	5	4.0
Morganfield	6	3.7
Greenville	8	3.7
Williamstown	7	3.6
Paintsville	6	3.5
Marion	5	3.3
Vine Grove	7	3.1
Hodgenville	5	3.1
Flemingsburg	4	3.0
Lancaster	5	2.9
Columbia	6	2.7
Southgate	5	2.6
Providence	4	2.5
Beaver Dam	4	2.3
Hartford	2	1.5
Stanton	2	1.5
Irvine	2	1.5
Dawson Springs	2	1.4
Ludlow	3	1.4
Grayson	3	1.4
Barbourville	2	1.3
Lakeside Park	1	0.7

TABLE 47. SCHOOL BUS CRASH RATES BY COUNTY AND POPULATION CATEGORY (IN ORDER OF DECREASING PERCENTAGES) (2010-2014)

COUNTY	NUMBER OF CRASHES	ANNUAL CRASH RATE (CRASHES PER 10,000 POP.)
POPULATION CATEGORY UNDER 10,000		
Lee	6	1.5
Gallatin	6	1.4
Bracken	5	1.2
Livingston	5	1.1
Wolfe	4	1.1
Ballard	4	1.0
Carlisle	2	0.8
Nicholas	3	0.8
Hancock	3	0.7
Fulton	2	0.6
Cumberland	2	0.6
Trimble	2	0.5
Lyon	2	0.5
McLean	2	0.4
Owsley	1	0.4
Crittenden	1	0.2
Elliott	0	0.0
Menifee	0	0.0
Hickman	0	0.0
Robertson	0	0.0
POPULATION CATEGORY 10,000-14,999		
Morgan	14	2.0
Pendleton	12	1.6
Carroll	8	1.5
Fleming	9	1.3
Powell	8	1.3
Green	7	1.2
Breathitt	8	1.2
Owen	6	1.1
Metcalfe	5	1.0
Magoffin	6	0.9
Caldwell	6	0.9
Edmonson	5	0.8
Bath	4	0.7
Lewis	5	0.7
Trigg	4	0.6
Jackson	4	0.6
Larue	4	0.6
Butler	4	0.6
Todd	3	0.5
Leslie	3	0.5
Martin	3	0.5
Monroe	2	0.4
Webster	2	0.3
Estill	2	0.3
Clinton	1	0.2
Washington	1	0.2
POPULATION CATEGORY 15,000-24,999		
Clay	25	2.3
Woodford	21	1.7
Rockcastle	12	1.4
Grant	16	1.3
Harrison	11	1.2
Mercer	13	1.2
Bourbon	12	1.2
Spencer	9	1.1
Lawrence	9	1.1
Mason	10	1.1
Breckinridge	10	1.0
Knott	7	0.9
Russell	8	0.9
Anderson	9	0.8
Letcher	10	0.8
Rowan	9	0.8
Union	6	0.8
Henry	6	0.8
Johnson	8	0.7
Hart	6	0.7
Simpson	6	0.7
Lincoln	9	0.7
Garrard	5	0.6
Wayne	6	0.6
Marion	6	0.6
Ohio	6	0.5
McCreary	5	0.5
Adair	5	0.5
Taylor	5	0.4
Casey	3	0.4
Allen	4	0.4
POPULATION CATEGORY 25,000-50,000		
Floyd	75	3.8
Perry	37	2.6
Jessamine	53	2.2
Clark	35	2.0
Shelby	41	1.9
Scott	42	1.8
Knox	28	1.8
Bell	26	1.8
Montgomery	23	1.7
Harlan	23	1.6
Franklin	38	1.5
Carter	19	1.4
Boyle	19	1.3
Whitley	24	1.3
Hopkins	25	1.1
Graves	20	1.1
Muhlenberg	18	1.1
Henderson	26	1.1
Boyd	27	1.1
Grayson	13	1.0
Greenup	18	1.0
Meade	11	0.8
Nelson	18	0.8
Logan	11	0.8
Barren	14	0.7
Calloway	13	0.7
Marshall	7	0.4
POPULATION CATEGORY OVER 50,000		
Boone	275	4.6
Jefferson	1,182	3.2
Bullitt	75	2.0
Kenton	135	1.7
Pike	48	1.5
Daviess	72	1.5
Oldham	37	1.2
Warren	60	1.1
Hardin	57	1.1
Madison	43	1.0
Fayette	152	1.0
McCracken	32	1.0
Campbell	46	1.0
Laurel	29	1.0
Pulaski	27	0.9
Christian	31	0.8

TABLE 48. SCHOOL BUS CRASH RATES BY CITY AND POPULATION CATEGORY
(IN ORDER OF DECREASING PERCENTAGES)(2010-2014)

CITY	NUMBER OF CRASHES (2010-2014)	ANNUAL CRASH RATE (CRASHES PER 10,000 POPULATION)
POPULATION CATEGORY OVER 200,000		
Louisville	1,063	3.6
Lexington	152	1.0
POPULATION CATEGORY 20,000-60000		
Florence	67	4.5
Nicholasville	43	3.1
Frankfort	24	1.9
Independence	22	1.8
Georgetown	25	1.7
Jeffersontown	23	1.7
Radcliff	18	1.7
Owensboro	46	1.6
Covington	31	1.5
Richmond	23	1.5
Paducah	18	1.4
Hopkinsville	21	1.3
Henderson	19	1.3
Ashland	12	1.1
Bowling Green	29	1.0
Elizabethtown	13	0.9
POPULATION CATEGORY 10,000-19,999		
Shively	44	5.8
Shepherdsville	23	4.1
Winchester	25	2.7
Shelbyville	17	2.4
Bardstown	14	2.4
Somerset	10	1.8
Danville	14	1.7
Erlanger	12	1.3
Berea	9	1.3
Murray	11	1.2
Madisonville	11	1.1
Newport	8	1.0
Glasgow	6	0.9
Lawrenceburg	4	0.8
Mayfield	4	0.8
Fort Thomas	4	0.5
POPULATION CATEGORY 5,000-9,999		
Mount Sterling	14	4.1
Pikeville	14	4.1
Versailles	16	3.7
Cynthiana	8	2.5
Villa Hills	9	2.4
Harrodsburg	10	2.4
Alexandria	10	2.4
Mount Washington	10	2.2
Leitchfield	7	2.1
Paris	9	2.1
Russellville	7	2.0
Edgewood	8	1.9
London	7	1.8
Maysville	8	1.8
Taylor Mill	6	1.8
Williamsburg	4	1.5
Dayton	4	1.5
Morehead	5	1.5
Franklin	5	1.2
Corbin	4	1.1
Campbellsville	5	1.1
Central City	3	1.0
Elsmere	3	0.7
Bellevue	2	0.7
Fort Wright	2	0.7
Lebanon	2	0.7
Monticello	2	0.6
Princeton	2	0.6
Flatwoods	2	0.5
La Grange	2	0.5
Highland Heights	1	0.3
POPULATION CATEGORY 2,500-4,999		
Hazard	11	4.9
Flemingsburg	6	4.5
Grayson	9	4.3
Prestonsburg	7	4.3
Barbourville	6	3.8
Lakeside Park	5	3.7
Carrollton	6	3.0
Dawson Springs	4	2.9
Stanton	3	2.2
Paintsville	3	1.7
Lancaster	3	1.7
Hartford	2	1.5
Greenville	3	1.4
Park Hills	2	1.3
Columbia	3	1.3
Morganfield	2	1.2
Stanford	2	1.1
Williamstown	2	1.0
Vine Grove	2	0.9
Springfield	1	0.8
Irvine	1	0.7
Providence	1	0.6
Russell	1	0.6

TABLE 49. TRUCK CRASH RATES BY COUNTY AND POPULATION CATEGORY (IN ORDER OF DECREASING PERCENTAGES) (2010-2014)

COUNTY	NUMBER OF CRASHES	ANNUAL CRASH RATE (CRASHES PER 10,000 POP.)
POPULATION CATEGORY UNDER 10,000		
Gallatin	314	73.1
Lyon	180	43.3
Ballard	142	34.4
Hancock	81	18.9
Crittenden	85	18.3
Livingston	83	17.4
Fulton	56	16.4
Hickman	37	15.1
McLean	67	14.1
Carlisle	34	13.3
Wolfe	44	12.0
Bracken	50	11.8
Cumberland	37	10.8
Nicholas	35	9.8
Trimble	38	8.6
Menifee	22	7.0
Elliott	23	5.9
Owsley	12	5.0
Robertson	5	4.4
Lee	16	4.1
POPULATION CATEGORY 10,000-14,999		
Carroll	235	43.5
Caldwell	180	27.7
Webster	118	17.3
Metcalfe	83	16.4
Larue	113	15.9
Trigg	113	15.8
Washington	81	13.8
Butler	86	13.6
Todd	83	13.3
Fleming	89	12.4
Powell	77	12.2
Pendleton	88	11.8
Breathitt	69	9.9
Magoffin	62	9.3
Edmonson	54	8.9
Leslie	50	8.8
Lewis	58	8.4
Owen	44	8.1
Green	45	8.0
Clinton	40	7.8
Bath	43	7.4
Martin	48	7.4
Jackson	47	7.0
Morgan	44	6.3
Monroe	29	5.3
Estill	30	4.1
POPULATION CATEGORY 15,000-24,999		
Hart	431	47.4
Simpson	393	45.4
Rockcastle	318	37.3
Henry	282	36.6
Grant	275	22.3
Woodford	257	20.6
Mason	156	17.8
Ohio	200	16.8
Rowan	193	16.5
Letcher	195	15.9
Bourbon	158	15.8
Union	105	14.0
Marion	133	13.4
Allen	132	13.2
Harrison	111	11.8
Adair	107	11.5
Garrard	96	11.4
Casey	90	11.3
Anderson	117	10.9
Russell	93	10.6
Mercer	111	10.4
Taylor	127	10.4
Lawrence	82	10.3
Lincoln	125	10.1
Clay	106	9.8
Knott	76	9.3
Johnson	107	9.2
Wayne	84	8.1
Breckinridge	78	7.8
Spencer	50	5.9
McCreary	43	4.7
POPULATION CATEGORY 25,000-50,000		
Shelby	489	23.2
Scott	495	21.0
Whitley	360	20.2
Henderson	466	20.2
Marshall	316	20.1
Barren	421	20.0
Montgomery	248	18.7
Muhlenberg	275	17.5
Hopkins	402	17.1
Perry	238	16.6
Logan	221	16.5
Boyd	406	16.4
Clark	288	16.2
Grayson	206	16.0
Carter	212	15.3
Franklin	356	14.4
Floyd	285	14.4
Nelson	308	14.2
Boyle	195	13.7
Bell	192	13.4
Jessamine	318	13.1
Graves	235	12.7
Calloway	234	12.6
Harlan	159	10.9
Knox	148	9.3
Greenup	140	7.6
Meade	104	7.3
POPULATION CATEGORY OVER 50,000		
Boone	1,776	29.9
Bullitt	842	22.7
Laurel	642	21.8
Kenton	1,586	19.9
Pike	636	19.6
Jefferson	7,021	18.9
Hardin	970	18.4
Warren	956	16.8
Fayette	2,460	16.6
McCracken	539	16.4
Madison	660	15.9
Christian	561	15.2
Daviess	722	14.9
Oldham	417	13.8
Campbell	607	13.4
Pulaski	397	12.6

TABLE 50. MOTOR VEHICLE-TRAIN CRASH RATES BY COUNTY AND POPULATION CATEGORY
(IN ORDER OF DECREASING PERCENTAGES) (2010 - 2014)

COUNTY	NUMBER OF CRASHES	ANNUAL CRASH RATE (CRASHES PER 10,000 POP.)
POPULATION CATEGORY UNDER 10,000		
Gallatin	2	0.47
Nicholas	1	0.28
Bracken	1	0.24
Metcalfe	0	0.00
Marion	0	0.00
Livingston	0	0.00
Crittenden	0	0.00
Trimble	0	0.00
Hancock	0	0.00
Lyon	0	0.00
Ballard	0	0.00
Lee	0	0.00
Elliott	0	0.00
Wolfe	0	0.00
Cumberland	0	0.00
Fulton	0	0.00
Menifee	0	0.00
Carlisle	0	0.00
Hickman	0	0.00
Owsley	0	0.00
Robertson	0	0.00
POPULATION CATEGORY 10,000 - 14,999		
Webster	5	0.73
Lewis	4	0.58
Edmonson	2	0.33
Carroll	1	0.18
Todd	1	0.16
McCreary	1	0.15
Caldwell	1	0.15
Breathitt	1	0.14
Pendleton	0	0.00
Estill	0	0.00
Fleming	0	0.00
Trigg	0	0.00
Larue	0	0.00
Morgan	0	0.00
Jackson	0	0.00
Martin	0	0.00
Butler	0	0.00
Powell	0	0.00
Washington	0	0.00
Bath	0	0.00
Leslie	0	0.00
Green	0	0.00
Monroe	0	0.00
Owen	0	0.00
Clinton	0	0.00
POPULATION CATEGORY 15,000 - 24,999		
Mercer	6	0.56
Grayson	6	0.47
Hart	4	0.44
Woodford	5	0.40
Lawrence	3	0.38
McLean	3	0.34
Magoffin	3	0.33
Letcher	3	0.24
Grant	3	0.24
Ohio	2	0.17
Lincoln	2	0.16
Henry	1	0.13
Rockcastle	1	0.12
Simpson	1	0.12
POPULATION CATEGORY 15,000-24,999 (cont.)		
Harrison	1	0.11
Anderson	1	0.09
Taylor	0	0.00
Johnson	0	0.00
Rowan	0	0.00
Clay	0	0.00
Wayne	0	0.00
Breckinridge	0	0.00
Bourbon	0	0.00
Allen	0	0.00
Mason	0	0.00
Adair	0	0.00
Russell	0	0.00
Spencer	0	0.00
Garrard	0	0.00
Knott	0	0.00
Casey	0	0.00
Union	0	0.00
POPULATION CATEGORY 25,000-49,999		
Hopkins	13	0.55
Harlan	6	0.41
Floyd	7	0.35
Clark	4	0.22
Bell	3	0.21
Knox	3	0.19
Henderson	4	0.17
Boyd	4	0.16
Shelby	3	0.14
Meade	2	0.14
Perry	2	0.14
Muhlenberg	2	0.13
Whitley	2	0.11
Barren	2	0.09
Logan	1	0.07
McCracken	1	0.06
Greenup	1	0.05
Franklin	1	0.04
Laurel	0	0.00
Jessamine	0	0.00
Scott	0	0.00
Nelson	0	0.00
Calloway	0	0.00
Graves	0	0.00
Boyle	0	0.00
Carter	0	0.00
Montgomery	0	0.00
POPULATION CATEGORY 50,000 - OVER		
Christian	12	0.32
Daviess	12	0.25
Oldham	6	0.20
Pulaski	5	0.16
Pike	5	0.15
Bullitt	5	0.13
Campbell	5	0.11
Jefferson	41	0.11
Warren	6	0.11
Boone	5	0.08
Kenton	6	0.08
Hardin	3	0.06
Marshall	2	0.05
Fayette	2	0.01
Madison	0	0.00

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

TIME PERIOD	NUMBER OF CRASHES INVOLVING VEHICLE DEFECTS	PERCENT OF ALL CRASHES INVOLVING VEHICLE DEFECTS
October 1976 - May 1978 (20 Months Before Repeal of Law)	14,440	5.86
June 1978 - December 1979 (19 Months After Repeal of Law)	16,527	7.09
1980-1984	46,397	7.43
1985-1989	46,552	6.64
1990-1994	40,393	6.09
1995-1999	33,655	5.27
2000	7,834	4.98
2001	7,325	4.79
2002	7,338	4.77
2003	6,882	4.47
2004	6,811	4.33
2005	7,050	4.61
2006	6,656	4.36
2007	6,671	4.37
2008	6,106	4.21
2009	6,269	4.24
2010	6,246	4.15
2011	7,886	5.25
2012	8,030	6.43
2013	7,623	6.18
2014	7,831	5.18

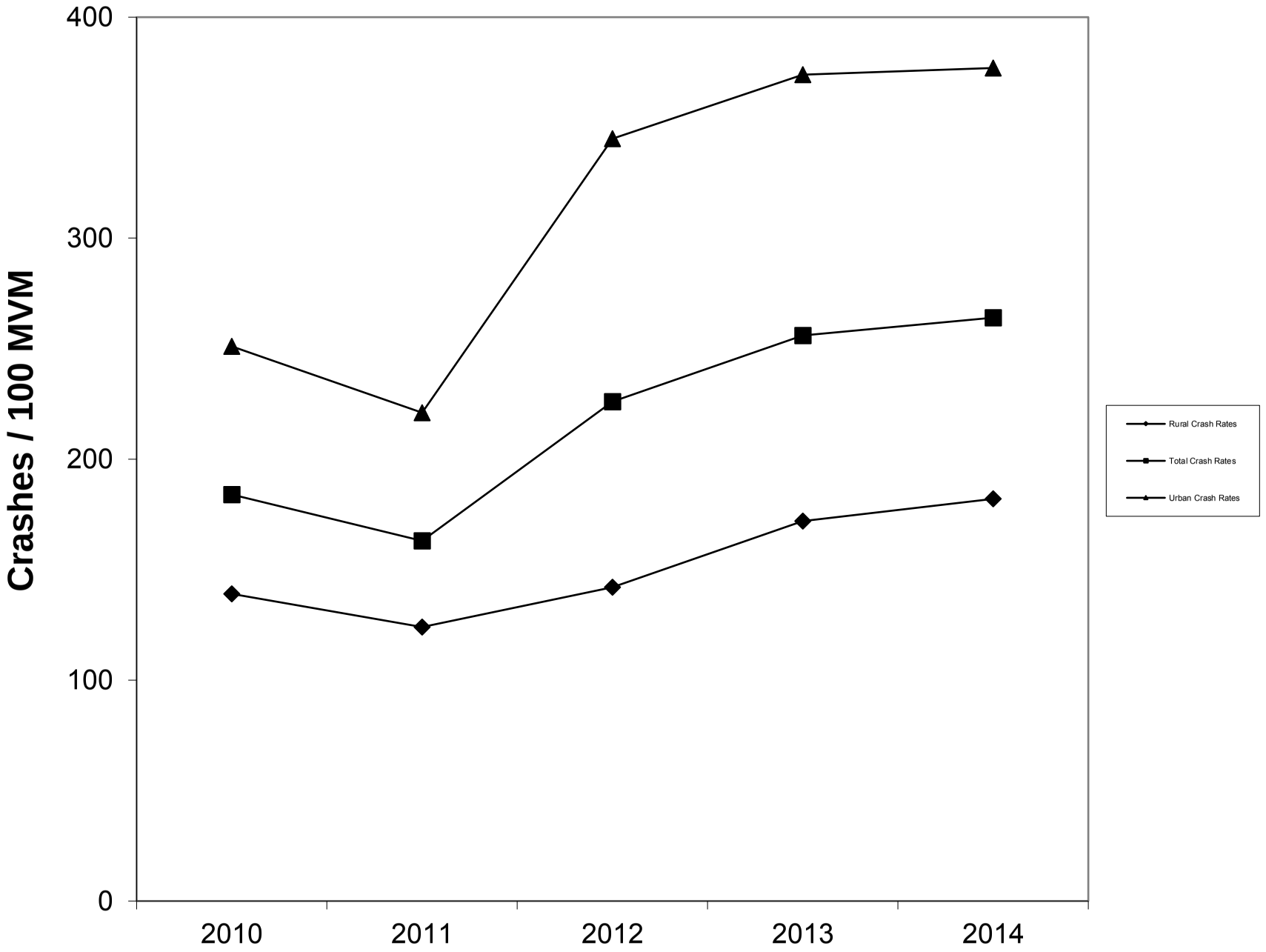

Figure 1. Trends in Crash Rates (Identified Roads)

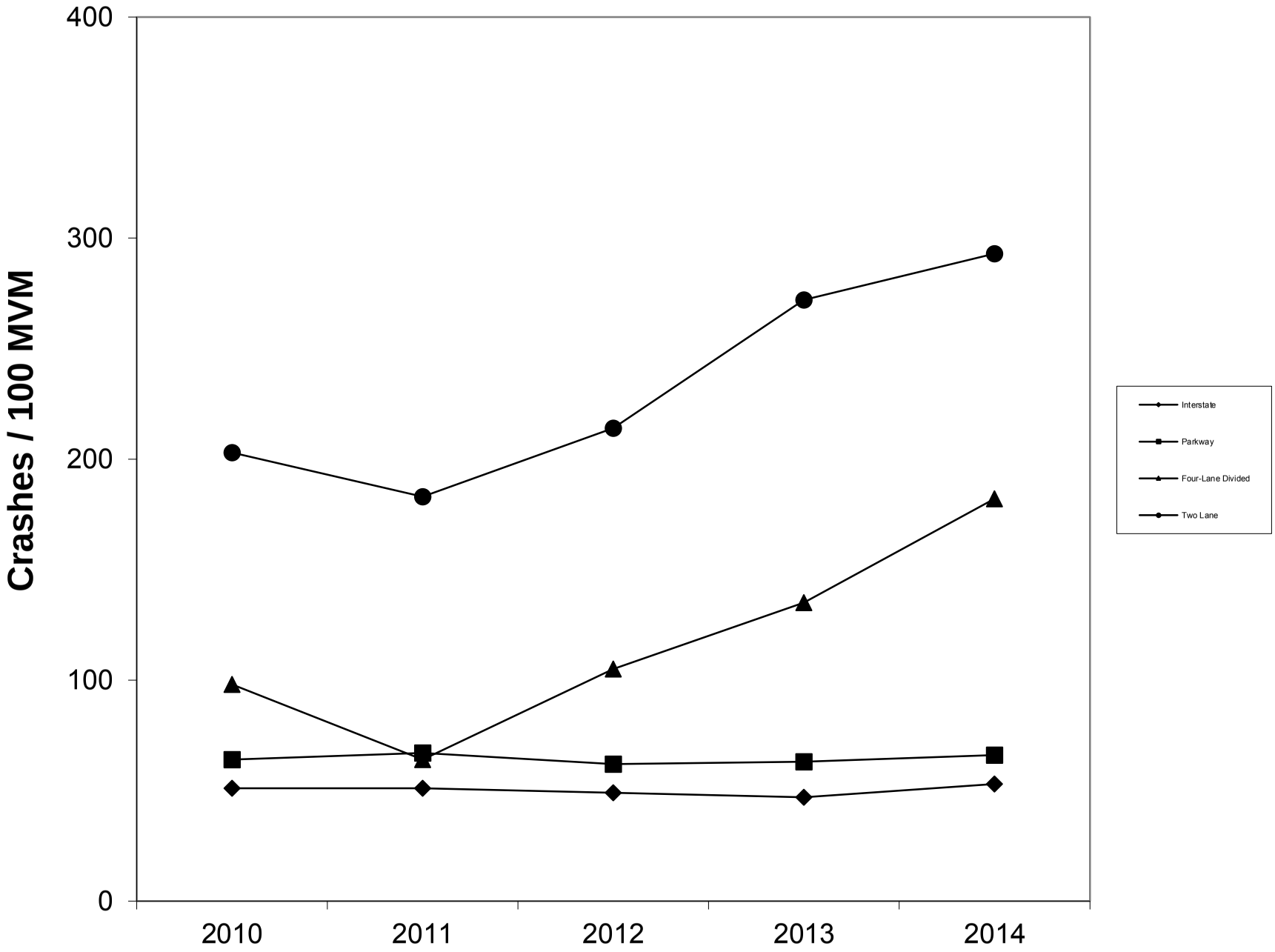

Figure 2. Trends in Rural Crash Rates (Identified Roads)

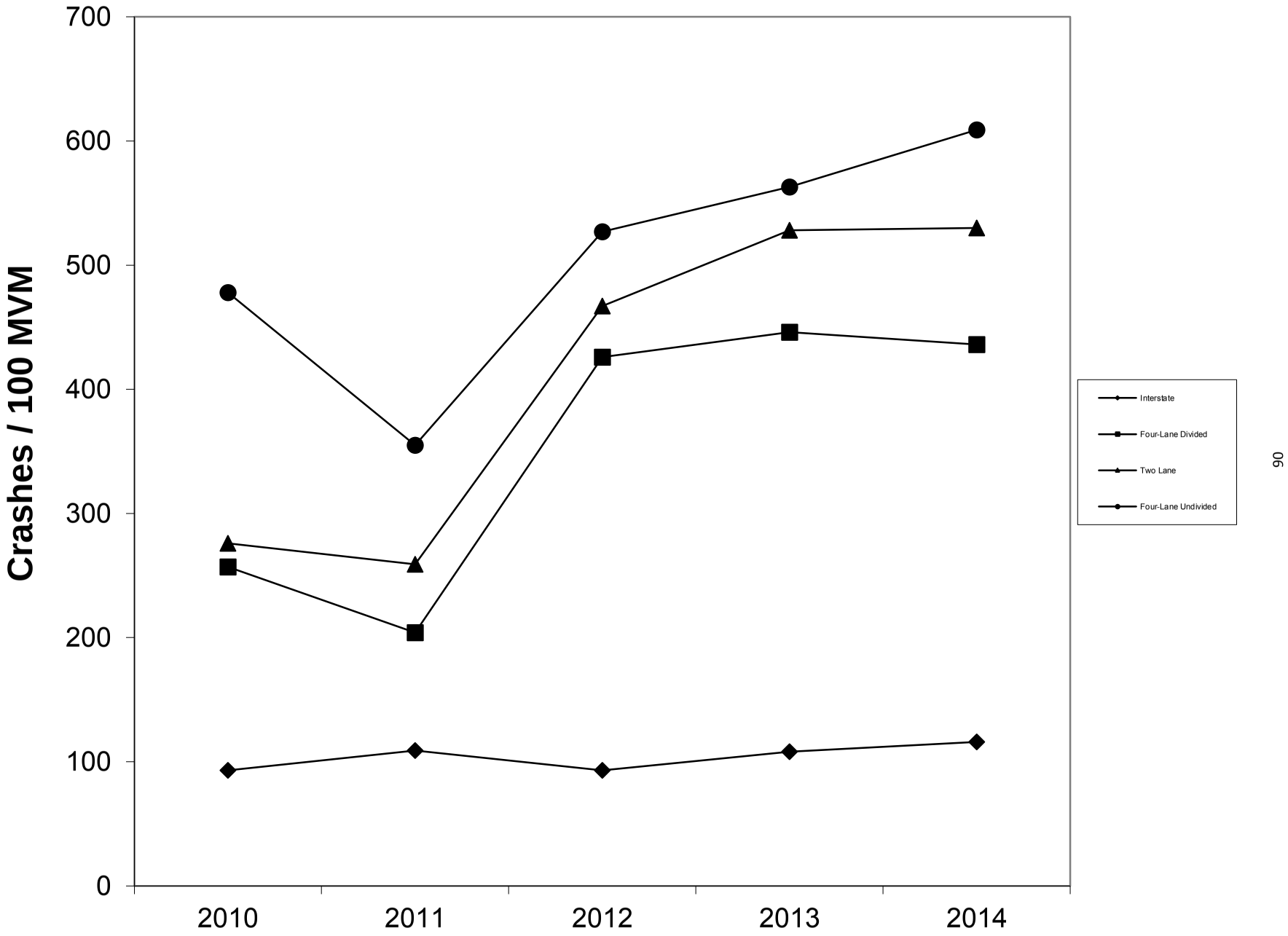

Figure 3. Trends in Urban Crash Rates (Identified Roads)

APPENDIX A

STATEWIDE CRASH RATES AS A FUNCTION OF SEVERAL VARIABLES

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Highways are grouped into various system classifications. Three common types of groupings include: 1) functional classification, 2) federal-aid system, and 3) administrative classification. Statewide crash rates were determined for each of those groupings. The following is a summary of the findings. It should be noted that, as previously discussed, the data format in 2012 through 2014 has changed from the previous years. In some instances there was limited data for some of the categories in 2012 through 2014.

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

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

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

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

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

Rates by rural-urban designation are shown in Table A-6. The lowest rate is for rural areas

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

The percentage of crashes occurring during wet, snow, or icy pavement conditions or during darkness by rural or urban highway type classification is given in Table A-8. The overall percentage of crashes occurring during wet pavement conditions is 22 percent on rural roadways and 15 percent on urban roadways. There are large variations in the percentage of crashes occurring on the various highway types during snow or icy conditions. This five-year statewide percentage would change depending on the amount of snowfall any given year. The percentage on rural roads (6.4 percent) is substantially higher than that on urban roads (3.0 percent). The highest percentages of ice or snow crashes are on interstates and parkways with the highest being 11.7 percent on rural parkways. There are also large variations in the percentage of crashes occurring during darkness. The overall percentage is higher on rural roads (32 percent) than urban roads (22 percent). The highest percentage is on rural parkways, followed by rural interstates.

TABLE A-1. STATEWIDE CRASH RATES BY FUNCTIONAL CLASSIFICATION (2010 - 2014)

LOCATION	FUNCTIONAL CLASSIFICATION	AVERAGE TOTAL MILEAGE	AVERAGE AADT	CRASH RATES (CRASHES PER 100 MVM) ALL	INJURY	FATAL
Rural	Principal Arterial, Interstate	583	33,174	53	10	0.5
	Principal Arterial, Other Freeway	2,081	8,219	102	23	1.2
	Minor Arterial	2,173	4,140	200	45	2.1
	Major Collector	5,918	2,002	256	62	3.0
	Minor Collector	9,439	680	275	72	3.1
	Local System	5,249	375	233	60	3.1
Urban	Principal Arterial, Interstate	195	76,388	104	17	0.4
	Principal Arterial, Other Freeway	70	31,696	120	21	0.4
	Other Principal Arterial	663	19,877	436	79	1.1
	Minor Arterial	1,125	10,329	460	80	1.0
	Collector	1,040	4,320	363	57	1.0
	Local System	146	1,732	415	57	0.6

TABLE A-2. STATEWIDE CRASH RATES BY ADMINISTRATIVE CLASSIFICATION (2010 - 2014)

ADMINISTRATIVE CLASSIFICATION	TOTAL CRASHES	AVERAGE TOTAL MILEAGE	AVERAGE AADT	CRASH RATES (CRASHES PER 100 MVM)
Primary	81,581	2,092	14,718	145
Secondary	46,476	3,113	2,977	275
Rural Secondary	16,265	5,091	658	266
Unclassified	2,065	681	563	296

TABLE A-3. STATEWIDE CRASH RATES BY MEDIAN TYPE
(RURAL ROADS WITH FOUR OR MORE LANES (2010 - 2014))

MEDIAN TYPE	TOTAL CRASHES	AVERAGE TOTAL MILEAGE	AVERAGE AADT	CRASH RATES (CRASHES PER 100 MVM)
Undivided	15,311	719	14,459	81
Divided, Median Less Than 30 Feet, No Barrier	3,293	145	17,063	73
Divided, Median Greater Than 30 Feet, No Barrier	21,305	950	20,390	60

TABLE A-4. STATEWIDE CRASH RATES BY ACCESS CONTROL (2010 - 2014)

ACCESS CONTROL	TOTAL CRASHES	AVERAGE TOTAL MILEAGE	AVERAGE AADT	CRASH RATES (CRASHES PER 100 MVM)
Full Control	57,980	1,385	30,015	76
Partial Control	41,534	1,007	10,326	219
No Control	346,204	25,842	2,314	317

TABLE A-5. STATEWIDE CRASH RATES FOR RURAL HIGHWAYS BY FEDERAL-AID SYSTEM AND TERRAIN (2010 - 2014)

FEDERAL-AID SYSTEM	CRASH RATES BY TERRAIN CLASSIFICATION (CRASHES/100MVM)		
	FLAT	ROLLING	MOUNTAINOUS
Interstate	93	68	76
Federal-Aid Primary	137	127	121
Federal-Aid Secondary	221	249	227
Non Federal-Aid	221	294	247
All	193	164	160

TABLE A-6. STATEWIDE CRASH RATES BY RURAL-URBAN DESIGNATION (2010 - 2014)

AREA TYPE	TOTAL CRASHES	AVERAGE TOTAL MILEAGE	AVERAGE AADT	CRASH RATES (CRASHES PER 100 MVM)
Rural	179,173	25,444	2,582	149
Small Urban Area	209,228	2,493	13,202	348
Urbanized Area	58,265	517	22,088	279

TABLE A-7. RELATIONSHIP BETWEEN CRASH RATE AND TRAFFIC VOLUME (2010 - 2014)

VOLUME RANGE (AADT)	CRASH RATES (CRASHES PER 100 MVM) FEDERAL-AID PRIMARY	FEDERAL-AID URBAN	FEDERAL-AID SECONDARY	NON-FEDERAL AID
0-999	297	574	282	281
1,000-2,499	243	465	251	419
2,500-4,999	171	423	253	281
5,000-9,999	148	458	228	262
10,000-19,999	169	472	297	312
20,000-29,999	321	537	502	*
30,000-39,999	391	522	*	*
40,000 or more	203	481	257	277

* No data in this volume range.

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

LOCATION	HIGHWAY TYPE	PERCENT OF ALL CRASHES WET	SNOW OR ICE	DARKNESS
Rural	One-Lane	14	6.5	28
	Two-Lane	22	5.8	31
	Three-Lane	18	3.3	29
	Four-Lane Divided (Non-Interstate or Parkway)	18	4.5	30
	Four-Lane Undivid	20	3.4	25
	Interstate	27	11.2	37
	Parkway	21	11.7	45
	All Rural	23	6.4	32
Urban	Two-Lane	16	3.3	22
	Three-Lane	13	2.4	23
	Four-Lane Divided (Non-Interstate or Parkway)	13	2.3	21
	Four-Lane Undivid	17	2.2	21
	Interstate	17	5.4	29
	Parkway	19	6.5	34
	All Urban	15	3.0	22

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APPENDIX B

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

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TABLE B-1. STATEWIDE RURAL CRASH RATES BY HIGHWAY TYPE CLASSIFICATION (2012-2014)

HIGHWAY TYPE	TOTAL MILEAGE*	AADT	CRASHES RATES (CRASHES PER 100 MVM) ALL	INJURY	FATAL
One-Lane	71	350	553	56	0.0
Two-Lane	23,060	1,370	345	79	3.9
Three-Lane	21	6,750	391	69	2.5
Four-Lane Divided (Non-Interstate or Parkway)	675	9,960	177	37	1.5
Four-Lane Undivided	23	13,020	230	50	1.5
Interstate	588	32,700	69	13	0.6
Parkway	548	9,880	85	18	0.9
All	24,985	2,540	221	49	2.4

* Average for the three years.

TABLE B-2. STATEWIDE URBAN CRASH RATES BY HIGHWAY TYPE CLASSIFICATION (2012-2014)

HIGHWAY TYPE	TOTAL MILEAGE*	AADT	CRASHES RATES (CRASHES PER 100 MVM) ALL	INJURY	FATAL
Two-Lane	2,145	5,770	509	83	1.2
Three-Lane	38	10,080	725	112	0.7
Four-Lane Divided (Non-Interstate or Parkway)	730	18,640	436	78	1.2
Four-Lane Undivided	139	21,540	566	94	0.9
Interstate	198	76,400	106	17	0.4
Parkway	36	15,200	98	18	0.5
All **	3,343	13,970	366	62	0.9

* Average for the three years.

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

TABLE B-3. STATEWIDE CRASH RATES FOR "SPOTS" BY HIGHWAY TYPE CLASSIFICATION (2012-2014)

RURAL OR URBAN	HIGHWAY TYPE	NUMBER OF CRASHES	NUMBER OF SPOTS*	MILLION VEHICLES PER YEAR	CRASHES PER MILLION VEHICLES PER SPOT
Rural	One-Lane	129	236	0.13	1.44
	Two-Lane	89,585	76,866	0.50	0.78
	Three-Lane	462	71	2.46	0.88
	Four-Lane Divided (Non-Interstate or Parkway)	10,094	2,249	3.63	0.41
	Four-Lane Undivided	641	78	4.75	0.58
	Interstate	10,519	1,961	11.93	0.15
	Parkway	3,764	1,826	3.60	0.19
	All Rural	115,194	83,283	0.93	0.50
Urban	Two-Lane	68,958	7,149	2.11	1.53
	Three-Lane	3,080	128	3.68	2.17
	Four-Lane Divided	64,946	2,433	6.80	1.31
	Four-Lane Undivided	18,519	462	7.86	1.70
	Interstate	17,584	660	27.89	0.32
	Parkway	592	121	5.55	0.29
	All Urban**	187,094	11,144	5.10	1.10

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

TABLE B-4. STATEWIDE AVERAGE AND CRITICAL NUMBERS OF CRASHES FOR "SPOTS" AND ONE-MILE SECTIONS BY HIGHWAY TYPE CLASSIFICATION (2012-2014)

RURAL OR URBAN	HIGHWAY TYPE	CRASHES PER SPOT*		CRASHES PER ONE MILE SECTION	
		AVERAGE	CRITICAL NUMBER	AVERAGE	CRITICAL NUMBER
Rural	One-Lane	0.55	3	1.83	6
	Two-Lane	1.17	4	3.88	9
	Three-Lane	6.50	14	21.66	34
	Four-Lane Divided (Non-Interstate or Parkway)	4.49	10	14.96	25
	Four-Lane Undivided	8.24	16	27.47	41
	Interstate	5.36	12	17.88	29
	Parkway	2.06	6	6.87	14
	All Rural	1.38	5	4.61	11
Urban	Two-Lane	9.65	18	32.15	47
	Three-Lane	24.00	37	80.01	104
	Four-Lane Divided	26.69	41	88.98	114
	Four-Lane Undivided	40.05	57	133.49	164
	Interstate	26.64	40	88.79	114
	Parkway	4.90	11	16.33	27
	All Urban**	16.79	28	55.96	76

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

TABLE B-5. STATEWIDE CRASH RATES FOR 0.1 MILE "SPOTS" BY HIGHWAY TYPE CLASSIFICATION (2012-2014)

RURAL OR URBAN	HIGHWAY TYPE	NUMBER OF CRASHES	NUMBER OF SPOTS*	MILLION VEHICLES PER YEAR	CRASHES PER MILLION VEHICLES PER SPOT
Rural	One-Lane	129	707	0.13	0.48
	Two-Lane	89,585	230,597	0.50	0.26
	Three-Lane	462	213	2.46	0.29
	Four-Lane Divided (Non-Interstate or Parkway)	10,094	6,747	3.63	0.14
	Four-Lane Undivided	641	233	4.75	0.19
	Interstate	10,519	5,883	11.93	0.05
	Parkway	3,764	5,477	3.60	0.06
	All Rural	115,194	249,850	0.93	0.17
Urban	Two-Lane	68,958	21,448	2.11	0.51
	Three-Lane	3,080	385	3.68	0.72
	Four-Lane Divided	64,946	7,299	6.80	0.44
	Four-Lane Undivided	18,519	1,387	7.86	0.57
	Interstate	17,584	1,980	27.89	0.11
	Parkway	592	363	5.55	0.10
	All Urban**	187,094	33,431	5.10	0.37

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

TABLE B-6. STATEWIDE AVERAGE AND CRITICAL NUMBERS OF CRASHES FOR 0.1 MILE "SPOTS" AND ONE-MILE SECTIONS BY HIGHWAY TYPE CLASSIFICATION (2012-2014)

RURAL OR URBAN	HIGHWAY TYPE	CRASHES PER SPOT*		CRASHES PER ONE MILE SECTION	
		AVERAGE	CRITICAL NUMBER	AVERAGE	CRITICAL NUMBER
Rural	One-Lane	0.18	2	1.83	6
	Two-Lane	0.39	2	3.88	9
	Three-Lane	2.17	6	21.66	34
	Four-Lane Divided (Non-Interstate or Parkway)	1.50	5	14.96	25
	Four-Lane Undivided	2.75	8	27.47	41
	Interstate	1.79	6	17.88	29
	Parkway	0.69	3	6.87	14
	All Rural	0.46	3	4.61	11
Urban	Two-Lane	3.22	8	32.15	47
	Three-Lane	8.00	16	80.01	104
	Four-Lane Divided	8.90	17	88.98	114
	Four-Lane Undivided	13.35	23	133.49	164
	Interstate	8.88	17	88.79	114
	Parkway	1.63	5	16.33	27
	All Urban**	5.60	12	55.96	76

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

TABLE B-7. CRITICAL CRASH RATES FOR 0.1 MILE "SPOTS" ON RURAL ONE-LANE, TWO-LANE AND THREE-LANE HIGHWAYS (THREE-YEAR PERIOD)(2012-2014)

	CRITICAL CRASH RATE (C/MV) BY HIGHWAY TYPE		
AADT	ONE-LANE	TWO-LANE	THREE-LANE
100	10.44	8.80	9.05
500	3.81	2.95	3.08
1,000	2.64	1.97	2.07
2,500	1.74	1.24	1.31
5,000	1.33	0.91	0.97
7,500	1.16	0.78	0.83
10,000	1.06	0.70	0.75
15,000	0.95	0.61	0.66
20,000	0.88	0.56	0.61

TABLE B-8. CRITICAL CRASH RATES FOR 0.1 MILE "SPOTS" ON RURAL FOUR-LANE HIGHWAYS, INTERSTATES, AND PARKWAYS (THREE-YEAR PERIOD)(2012-2014)

	CRITICAL CRASH RATE (C/MV) BY HIGHWAY TYPE			
AADT	FOUR-LANE DIVIDED (NON-INTERSTATE AND PARKWAY)	FOUR-LANE UNDIVIDED	INTERSTATE	PARKWAY
500	2.36	2.62	1.74	1.83
1,000	1.52	1.72	1.06	1.12
2,500	0.91	1.05	0.58	0.62
5,000	0.64	0.76	0.39	0.42
10,000	0.48	0.57	0.27	0.30
15,000	0.41	0.50	0.22	0.25
20,000	0.37	0.45	0.20	0.22
30,000	0.32	0.40	0.17	0.19
40,000	0.30	0.37	0.15	0.17
50,000	0.28	0.35	0.14	0.15

TABLE B-9. CRITICAL CRASH RATES FOR 0.1 MILE "SPOTS" ON URBAN TWO-LANE AND THREE-LANE HIGHWAYS (THREE-YEAR PERIOD)(2012-2014)

	CRITICAL CRASH RATE (C/MV) BY HIGHWAY TYPE	
AADT	TWO-LANE	THREE-LANE
500	3.91	4.59
1,000	2.72	3.27
2,500	1.80	2.22
5,000	1.39	1.75
7,500	1.21	1.54
10,000	1.11	1.43
15,000	0.99	1.29
20,000	0.93	1.21
30,000	0.85	1.12
40,000	0.80	1.06

TABLE B-10. CRITICAL CRASH RATES FOR 0.1 MILE "SPOTS" ON URBAN FOUR-LANE HIGHWAYS, INTERSTATES, AND PARKWAYS (THREE-YEAR PERIOD)(2012-2014)

	CRITICAL CRASH RATE (C/MV) BY HIGHWAY TYPE			
AADT	FOUR-LANE DIVIDED (NON-INTERSTATE AND PARKWAY)	FOUR-LANE UNDIVIDED	INTERSTATE	PARKWAY
1,000	2.53	2.89	1.38	1.34
5,000	1.26	1.49	0.57	0.54
10,000	1.00	1.20	0.41	0.39
15,000	0.89	1.08	0.35	0.33
20,000	0.83	1.01	0.32	0.30
30,000	0.75	0.92	0.27	0.26
40,000	0.71	0.88	0.25	0.23
50,000	0.68	0.84	0.23	0.22
60,000	0.66	0.82	0.22	0.21
70,000	0.64	0.80	0.21	0.20
80,000	0.63	0.78	0.21	0.19
90,000	0.62	0.77	0.20	0.19
100,000	0.61	0.76	0.20	0.18

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APPENDIX C

CRITICAL "NUMBERS OF CRASHES" TABLES

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TABLE C-1. CRITICAL NUMBERS OF CRASH RATES ON RURAL HIGHWAYS BY HIGHWAY TYPE AND SECTION LENGTH (2010-2014)

	CRITICAL NUMBERS OF CRASHES FOR THE GIVEN SECTION LENGTH (MILES)						
HIGHWAY TYPE	0.4	1	2	5	10	15	20
One-Lane	4	6	10	19	34	47	60
Two-Lane	8	15	25	52	95	136	177
Three-Lane	25	52	94	215	409	600	789
Four-Lane Divided (Non-Interstate and Parkway)	19	39	70	158	298	435	571
Four-Lane Undivided	31	67	123	282	541	796	1,048
Interstate	26	54	98	224	426	625	823
Parkway	12	24	42	91	169	244	319

TABLE C-2. CRITICAL NUMBERS OF CRASH RATES ON URBAN HIGHWAYS BY HIGHWAY TYPE AND SECTION LENGTH (2010-2014)

	CRITICAL NUMBERS OF CRASHES FOR THE GIVEN SECTION LENGTH (MILES)					
HIGHWAY TYPE	0.4	1	2	5	8	10
Two-Lane	29	63	114	263	408	503
Three-Lane (Non-Interstate and Parkway)	60	135	253	598	936	1,160
Four-Lane Divided	73	165	311	738	1,159	1,437
Four-Lane Undivided	89	203	387	922	1,450	1,800
Interstate	78	177	335	796	1,250	1,551
Parkway	20	41	73	164	252	310

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APPENDIX D

CRITICAL CRASH RATE TABLES FOR HIGHWAY SECTIONS

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TABLE D-1. CRITICAL CRASH RATES FOR RURAL ONE-LANE SECTIONS (FIVE-YEAR PERIOD)(2010-2014)

	CRITICAL CRASH RATE (C/100 MVM) FOR THE GIVEN SECTION LENGTH (MILES)				
AADT	0.5	1	2	5	10
100	2,757	1,963	1,458	1,050	858
200	1,963	1,458	1,130	858	728
300	1,641	1,250	992	776	672
400	1,458	1,130	912	728	639
500	1,337	1,050	858	696	617
700	1,183	947	789	654	587
1,000	1,050	858	728	617	562
1,500	928	776	672	582	538
2,000	858	728	639	562	524
2,500	811	696	617	548	514
3,000	776	672	600	538	507

TABLE D-2. CRITICAL CRASH RATES FOR RURAL TWO-LANE SECTIONS (FIVE-YEAR PERIOD)(2010-2014)

	CRITICAL CRASH RATE (C/100 MVM) FOR THE GIVEN SECTION LENGTH (MILES)					
AADT	0.5	1	2	5	10	20
100	2,254	1,562	1,130	785	626	519
300	1,286	953	737	558	473	414
500	1,027	785	626	492	428	383
1,000	785	626	519	428	383	352
1,500	684	558	473	400	364	339
2,000	626	519	446	383	352	331
3,000	558	473	414	364	339	321
4,000	519	446	396	352	331	316
5,000	492	428	383	345	325	312
7,000	458	404	367	334	318	307
8,000	446	396	361	331	316	305
9,000	436	389	356	328	314	304
10,000	428	383	352	325	312	302

TABLE D-3. CRITICAL CRASH RATES FOR RURAL THREE-LANE SECTIONS (FIVE-YEAR PERIOD)(2010-2014)

	CRITICAL CRASH RATE (C/100 MVM) FOR THE GIVEN SECTION LENGTH (MILES)				
AADT	0.5	1	2	3	5
100	2,199	1,519	1,094	922	757
300	1,247	922	710	621	536
500	994	757	602	536	471
1,000	757	602	497	452	408
1,500	659	536	452	417	381
2,000	602	497	426	395	365
3,000	536	452	395	371	346
4,000	497	426	377	356	335
5,000	471	408	365	346	327
6,000	452	395	356	339	322
7,000	438	385	349	333	317
8,000	426	377	344	329	314
9,000	417	371	339	325	311
10,000	408	365	335	322	309

TABLE D-4. CRITICAL CRASH RATES FOR RURAL FOUR-LANE DIVIDED SECTIONS (NON-INTERSTATE AND PARKWAY) (FIVE-YEAR PERIOD)(2010-2014)

	CRITICAL CRASH RATE (C/100 MVM) FOR THE GIVEN SECTION LENGTH (MILES)				
AADT	0.5	1	2	5	10
500	693	508	388	289	243
1,000	508	388	309	243	211
2,500	359	289	243	203	183
5,000	289	243	211	183	169
7,500	260	222	197	174	163
10,000	243	211	188	169	160
15,000	222	197	179	163	156
20,000	211	188	173	160	153
30,000	197	179	166	156	150
40,000	188	173	162	153	148
50,000	183	169	160	151	147

TABLE D-5. CRITICAL CRASH RATES FOR RURAL FOUR-LANE UNDIVIDED SECTIONS (FIVE-YEAR PERIOD)(2010-2014)

	CRITICAL CRASH RATE (C/100 MVM) FOR THE GIVEN SECTION LENGTH (MILES)				
AADT	0.5	1	2	5	10
500	853	640	500	384	328
1,000	640	500	407	328	290
2,500	466	384	328	281	257
5,000	384	328	290	257	241
7,500	349	304	273	247	233
10,000	328	290	264	241	229
20,000	290	264	245	229	221
30,000	273	252	237	224	217
40,000	264	245	232	221	215
50,000	257	241	229	219	214

TABLE D-6. CRITICAL CRASH RATES FOR RURAL INTERSTATE SECTIONS (FIVE-YEAR PERIOD)(2010-2014)

	CRITICAL CRASH RATE (C/100 MVM) FOR THE GIVEN SECTION LENGTH (MILES)					
AADT	0.5	1	2	5	10	20
500	472	329	240	168	135	112
1,000	329	240	182	135	112	97
2,500	218	168	135	107	93	84
5,000	168	135	112	93	84	77
7,500	147	121	103	87	80	75
10,000	135	112	97	84	77	73
20,000	112	97	87	77	73	70
30,000	103	90	82	75	71	68
40,000	97	87	79	73	70	67
50,000	93	84	77	72	69	67

TABLE D-7. CRITICAL CRASH RATES FOR RURAL PARKWAY SECTIONS (FIVE-YEAR PERIOD)(2010-2014)

	CRITICAL CRASH RATE (C/100 MVM) FOR THE GIVEN SECTION LENGTH (MILES)					
AADT	0.5	1	2	5	10	20
400	589	411	299	210	168	140
700	439	317	239	175	145	124
1,000	369	272	210	158	133	116
1,500	307	232	183	142	122	109
2,000	272	210	168	133	116	104
3,000	232	183	150	122	109	99
4,000	210	168	140	116	104	96
5,000	194	158	133	112	102	94
7,000	175	145	124	106	98	92
10,000	158	133	116	102	94	89
20,000	133	116	104	94	89	86
40,000	116	104	96	89	86	83

TABLE D-8. CRITICAL CRASH RATES FOR URBAN TWO-LANE SECTIONS (FIVE-YEAR PERIOD)(2010-2014)

	CRITICAL CRASH RATE (C/100 MVM) FOR THE GIVEN SECTION LENGTH (MILES)				
AADT	0.5	1	2	5	10
500	1,289	1,008	821	663	586
1,000	1,008	821	695	586	533
2,500	775	663	586	520	487
5,000	663	586	533	487	463
7,500	615	553	510	472	453
10,000	586	533	496	463	447
15,000	553	510	480	453	440
20,000	533	496	470	447	436
30,000	510	480	459	440	431
40,000	496	470	452	436	428
50,000	487	463	447	433	426

TABLE D-9. CRITICAL CRASH RATES FOR URBAN THREE-LANE SECTIONS (FIVE-YEAR PERIOD)(2010-2014)

	CRITICAL CRASH RATE (C/100 MVM) FOR THE GIVEN SECTION LENGTH (MILES)				
AADT	0.5	1	2	5	10
500	1,655	1,325	1,103	914	822
1,000	1,325	1,103	952	822	757
2,500	1,048	914	822	741	701
5,000	914	822	757	701	673
7,500	856	781	729	684	661
10,000	822	757	713	673	653
15,000	781	729	693	661	645
20,000	757	713	681	653	640
30,000	729	693	667	645	633
40,000	713	681	659	640	630
50,000	701	673	653	636	627

TABLE D-10. CRITICAL CRASH RATES FOR URBAN FOUR-LANE DIVIDED SECTIONS (NON-INTERSTATE AND PARKWAY) (FIVE-YEAR PERIOD)(2010-2014)

	CRITICAL CRASH RATE (C/100 MVM) FOR THE GIVEN SECTION LENGTH (MILES)				
AADT	0.5	1	2	5	10
1,000	945	765	644	540	490
2,500	721	614	540	477	445
5,000	614	540	490	445	423
10,000	540	490	454	423	408
15,000	508	467	439	413	401
20,000	490	454	429	408	397
25,000	477	445	423	404	394
30,000	467	439	419	401	392
40,000	454	429	412	397	389
50,000	445	423	408	394	387
60,000	439	419	404	392	386

TABLE D-11. CRITICAL CRASH RATES FOR URBAN FOUR-LANE UNDIVIDED SECTIONS (FIVE-YEAR PERIOD)(2010-2014)

	CRITICAL CRASH RATE (C/100 MVM) FOR THE GIVEN SECTION LENGTH (MILES)				
AADT	0.5	1	2	5	10
1,000	1,114	914	779	663	606
2,500	865	746	663	592	557
5,000	746	663	606	557	532
10,000	663	606	567	532	514
15,000	628	581	549	521	507
20,000	606	567	539	514	502
25,000	592	557	532	510	499
30,000	581	549	527	507	497
40,000	567	539	519	502	493
50,000	557	532	514	499	491
60,000	549	527	511	497	490

TABLE D-12. CRITICAL CRASH RATES FOR URBAN INTERSTATE SECTIONS (FIVE-YEAR PERIOD)(2010-2014)

	CRITICAL CRASH RATE (C/100 MVM) FOR THE GIVEN SECTION LENGTH (MILES)				
AADT	0.5	1	2	5	10
1,000	434	326	256	197	169
5,000	238	197	169	144	132
10,000	197	169	149	132	124
20,000	169	149	136	124	118
30,000	156	141	130	120	116
40,000	149	136	126	118	114
50,000	144	132	124	117	113
60,000	141	130	122	116	112
70,000	138	128	121	115	112
80,000	136	126	120	114	111
90,000	134	125	119	113	111
100,000	132	124	118	113	110

TABLE D-13. CRITICAL CRASH RATES FOR URBAN PARKWAY SECTIONS (FIVE-YEAR PERIOD)(2010-2014)

	CRITICAL CRASH RATE (C/100 MVM) FOR THE GIVEN SECTION LENGTH (MILES)					
AADT	0.5	1	2	5	10	20
500	576	413	308	224	184	157
1,000	413	308	240	184	157	138
2,500	283	224	184	150	133	122
5,000	224	184	157	133	122	114
7,500	198	167	145	126	117	110
10,000	184	157	138	122	114	108
15,000	167	145	130	117	110	106
20,000	157	138	125	114	108	104
30,000	145	130	119	110	106	103
40,000	138	125	116	108	104	102
90,000	123	115	109	104	101	99
50,000	133	122	114	107	103	101

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APPENDIX E

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

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TABLE E-1. CRITICAL CRASH RATES FOR "SPOTS" ON RURAL ONE-LANE, TWO-LANE AND THREE-LANE HIGHWAYS (FIVE-YEAR PERIOD)(2010-2014)

	CRITICAL CRASH RATE (C/MV) BY HIGHWAY TYPE		
AADT	ONE-LANE	TWO-LANE	THREE-LANE
100	10.43	8.44	8.11
500	4.63	3.48	3.29
1,000	3.51	2.55	2.40
2,500	2.58	1.80	1.68
5,000	2.15	1.45	1.35
7,500	1.96	1.30	1.20
10,000	1.85	1.22	1.12
15,000	1.72	1.12	1.03
20,000	1.64	1.06	0.97

TABLE E-2. CRITICAL CRASH RATES FOR "SPOTS" ON RURAL FOUR-LANE HIGHWAYS, INTERSTATES, AND PARKWAYS (FIVE-YEAR PERIOD)(2010-2014)

	CRITICAL CRASH RATE (C/MV) BY HIGHWAY TYPE			
AADT	FOUR-LANE DIVIDED (NON-INTERSTATE AND PARKWAY)	FOUR-LANE UNDIVIDED	INTERSTATE	PARKWAY
500	2.46	3.15	1.74	1.91
1,000	1.73	2.28	1.16	1.30
2,500	1.15	1.59	0.73	0.83
5,000	0.89	1.27	0.54	0.62
10,000	0.72	1.05	0.41	0.48
15,000	0.65	0.96	0.36	0.42
20,000	0.60	0.91	0.33	0.39
30,000	0.55	0.84	0.29	0.35
40,000	0.52	0.80	0.27	0.33
50,000	0.50	0.78	0.26	0.31

TABLE E-3. CRITICAL CRASH RATES FOR "SPOTS" ON URBAN TWO-LANE AND THREE-LANE HIGHWAYS (FIVE-YEAR PERIOD)(2010-2014)

	CRITICAL CRASH RATE (C/MV) BY HIGHWAY TYPE	
AADT	TWO-LANE	THREE-LANE
500	4.77	6.01
1,000	3.62	4.67
2,500	2.68	3.56
5,000	2.23	3.03
7,500	2.04	2.80
10,000	1.93	2.66
15,000	1.79	2.50
20,000	1.72	2.41
30,000	1.63	2.30
40,000	1.57	2.23

TABLE E-4. CRITICAL CRASH RATES FOR "SPOTS" ON URBAN FOUR-LANE HIGHWAYS, INTERSTATES, AND PARKWAYS (FIVE-YEAR PERIOD)(2010-2014)

	CRITICAL CRASH RATE (C/MV) BY HIGHWAY TYPE			
AADT	FOUR-LANE DIVIDED (NON-INTERSTATE AND PARKWAY)	FOUR-LANE UNDIVIDED	INTERSTATE	PARKWAY
1,000	3.39	3.97	1.65	1.59
5,000	2.06	2.49	0.84	0.80
10,000	1.77	2.17	0.67	0.64
15,000	1.65	2.02	0.60	0.57
20,000	1.57	1.94	0.56	0.53
30,000	1.49	1.84	0.51	0.49
40,000	1.43	1.79	0.48	0.46
50,000	1.40	1.75	0.47	0.44
60,000	1.37	1.72	0.45	0.43
70,000	1.35	1.70	0.44	0.42
80,000	1.34	1.68	0.43	0.41
90,000	1.32	1.66	0.42	0.40
100,000	1.31	1.65	0.42	0.40

APPENDIX F

TOTAL CRASH RATES FOR CITIES INCLUDED IN 2000 CENSUS

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TABLE F-1. CRASHES AND CRASH RATES FOR ALL CITIES LISTED IN THE 2010 CENSUS (2010-2014)

CITY	POPULATION	NUMBER OF CRASHES	ANNUAL CRASHES PER 1000 POPULATION	CITY	POPULATION	NUMBER OF CRASHES	CRASHES PER 1000 POPULATION
Adairville	852	43	10	Campbellsburg	813	138	34
Albany	2,033	165	16	Campbellsville	9,108	2,239	49
Alexandria	8,477	1,208	29	Campton	441	179	81
Allen	193	148	153	Caneyville	608	80	26
Anchorage	2,348	99	8	Carlisle	2,010	278	28
Arlington	324	29	18	Carrollton	3,938	628	32
Ashland	21,684	4,569	42	Carrsville	50	*	*
Auburn	1,340	108	16	Catlettsburg	1,856	788	85
Audubon Park	1,473	23	3	Cave City	2,240	434	39
Augusta	1,190	128	22	Centertown	423	18	9
Bancroft	494	1	0	Central City	5,978	958	32
Barbourmeade	1,218	18	3	Clarkson	875	172	39
Barbourville	3,165	647	41	Clay	1,181	49	8
Bardstown	11,700	3,140	54	Clay City	1,077	*	*
Bardwell	723	45	12	Clinton	1,388	*	*
Barlow	675	45	13	Cloverport	1,152	57	10
Beattyville	1,307	145	22	Cold Spring	5,912	1,231	42
Beaver Dam	3,409	490	29	Columbia	4,452	753	34
Bedford	599	133	44	Columbus	170	*	*
Beechwood Village	1,324	19	3	Concord	35	*	*
Bellefonte	888	42	10	Corbin	7,304	2,017	55
Bellemeade	865	*	*	Corinth	232	93	80
Bellevue	5,955	873	29	Corydon	720	45	13
Bellewood	321	1	1	Covington	40,640	8,082	40
Benham	500	21	8	Crab Orchard	841	50	12
Benton	4,349	895	41	Crescent Springs	3,801	953	50
Berea	13,561	2,136	32	Crestview	475	8	3
Berry	264	6	5	Crestview Hills	3,148	1,922	122
Blaine	47	14	60	Crestwood	4,531	800	35
Bloomfield	838	90	22	Crittenden	3,815	433	23
Blue Ridge Manor	767	121	32	Crofton	749	75	20
Bonnieville	255	74	58	Crossgate	225	*	*
Booneville	81	43	106	Cumberland	2,237	247	22
Bowling Green	58,067	14,860	51	Cynthiana	6,402	1,276	40
Bradfordsville	294	8	5	Danville	16,218	3,405	42
Brandenburg	2,643	484	37	Dawson Springs	2,764	228	17
Bremen	197	45	46	Dayton	5,338	421	16
Briarwood	435	3	1	Dixon	786	85	22
Brodhead	1,211	79	13	Dover	252	26	21
Bromley	763	62	16	Drakesboro	515	90	35
Brooksville	642	93	29	Druid Hills	308	*	*
Brownsboro Farm	648	*	*	Dry Ridge	2,191	762	70
Brownsville	836	159	38	Earlington	1,413	154	22
Burgin	965	36	8	Eddyville	2,554	320	25
Burkesville	1,521	126	17	Edgewood	8,575	1,010	24
Burnside	611	392	128	Edmonton	1,595	293	37
Butler	612	68	22	Ekron	135	36	53
Cadiz	2,558	591	46	Elizabethtown	28,531	6,603	46
Calhoun	763	105	28	Elkhorn City	982	173	35
Calvert City	2,566	432	34	Elkton	2,062	248	24
Camargo	1,081	113	21	Elsmere	8,451	549	13
Cambridge	175	*	*	Eminence	2,498	198	16

* Data Not Available

TABLE F-1. CRASHES AND CRASH RATES FOR ALL CITIES LISTED IN THE 2010 CENSUS (2010-2014)(continued)

CITY	POPULATION	NUMBER OF CRASHES	ANNUAL CRASHES PER 1000 POPULATION	CITY	POPULATION	NUMBER OF CRASHES	CRASHES PER 1000 POPULATION
Erlanger	18,082	3,902	43	Hodgenville	3,206	467	29
Eubank	319	47	30	Hollyvilla	537	*	*
Evarts	962	117	24	Hopkinsville	31,577	5,273	33
Ewing	264	23	17	Horse Cave	2,311	151	13
Fairfield	113	13	23	Houston Acres	507	3	1
Fairview	286	9	6	Hurstbourne Acres	1,811	*	*
Falmouth	2,169	307	28	Hustonville	405	28	14
Ferguson	924	113	25	Hyden	365	51	28
Flatwoods	7,423	591	16	Independence	24,757	2,164	18
Flemingsburg	2,658	390	29	Indian Hills	2,868	114	8
Florence	29,951	10,188	68	Inez	717	137	38
Fordsville	524	65	25	Irvine	2,715	206	15
Forest Hills	444	58	26	Irvington	1,181	78	13
Fort Mitchell	8,207	1,358	33	Island	458	31	14
Fort Thomas	16,325	1,349	17	Jackson	2,231	699	63
Fort Wright	5,723	2,661	93	Jamestown	1,794	175	20
Fountain Run	217	3	3	Jeffersontown	26,595	4,387	33
Frankfort	25,527	5,429	43	Jeffersonville	1,506	342	45
Franklin	8,408	1,853	44	Jenkins	2,203	*	*
Fredonia	401	67	33	Junction City	2,241	67	6
Frenchburg	486	110	45	Kenton Vale	110	*	*
Fulton	2,445	334	27	Kevil	376	77	41
Gamaliel	376	6	3	Kingsley	381	2	1
Georgetown	29,098	4,140	29	Kuttawa	649	152	47
Germantown	154	32	42	La Grange	8,082	1,242	31
Ghent	323	52	32	Lafayette	165	4	5
Glasgow	14,028	2,612	37	Lakeside Park	2,668	283	21
Glencoe	360	66	37	Lancaster	3,442	535	31
Glenview Manor	191	*	*	Lawrenceburg	10,505	1,045	20
Goose Creek	294	*	*	Lebanon	5,539	1,006	36
Grand Rivers	382	65	34	Lebanon Junction	1,813	261	29
Gratz	78	10	26	Leitchfield	6,699	1,402	42
Grayson	4,217	792	38	Lewisburg	810	51	13
Greensburg	2,163	309	29	Lewisport	1,670	73	9
Greenup	1,188	230	39	Lexington	295,803	61,712	42
Greenville	4,312	768	36	Liberty	2,168	255	24
Guthrie	1,419	111	16	Lincolnshire	148	*	*
Hanson	742	101	27	Livermore	1,365	104	15
Hardin	615	91	30	Livingston	226	19	17
Hardinsburg	2,343	272	23	London	7,993	3,470	87
Harlan	1,745	834	96	Loretto	713	73	21
Harrodsburg	8,340	1,303	31	Louisa	2,467	519	42
Hartford	2,672	282	21	Louisville	597,337	124,764	42
Hawesville	945	164	35	Loyall	1,461	100	14
Hazard	4,456	2,279	102	Ludlow	4,407	453	21
Hazel	410	46	22	Lynch	747	11	3
Henderson	28,757	5,425	38	Lyndon	11,002	953	17
Hickman	2,395	33	3	Lynnview	914	12	3
Hickory Hill	114	*	*	Mackville	222	6	5
Highland Heights	6,923	1,331	39	Madisonville	19,591	3,730	38
Hindman	777	297	76	Manchester	1,255	511	81
Hiseville	240	9	8	Marion	3,039	302	20

* Data Not Available

TABLE F-1. CRASHES AND CRASH RATES FOR ALL CITIES LISTED IN THE 2010 CENSUS (2010-2014)(continued)

CITY	POPULATION	NUMBER OF CRASHES	ANNUAL CRASHES PER 1000 POPULATION	CITY	POPULATION	NUMBER OF CRASHES	CRASHES PER 1000 POPULATION
Martin	634	212	67	Pippa Passes	533	41	15
Mayfield	10,024	1,792	36	Plantation	832	77	19
Maysville	9,011	1,967	44	Pleasureville	834	39	9
Mchenry	388	35	18	Plum Springs	453	*	*
Mckee	800	115	29	Powderly	745	150	40
Mcroberts	784	27	7	Prestonsburg	3,255	1,623	100
Melbourne	401	25	13	Prestonville	161	40	50
Mentor	193	6	6	Princeton	6,329	924	29
Middletown	7,218	1,804	50	Providence	3,193	220	14
Midway	1,641	203	25	Raceland	2,424	182	15
Millersburg	792	58	15	Radcliff	21,688	3,275	30
Milton	574	159	55	Ravenna	605	18	6
Monterey	138	7	10	Richmond	31,364	6,836	44
Monticello	6,188	993	32	Riverwood	446	788	353
Moorland	431	8	4	Rochester	152	3	4
Morehead	6,845	2,051	60	Rockport	266	18	14
Morganfield	3,285	475	29	Rolling Fields	646	*	*
Morgantown	2,394	342	29	Rolling Hills	959	78	16
Mortons Gap	863	84	20	Russell	3,380	1,029	61
Mount Olivet	299	10	7	Russell Springs	2,441	847	69
Mount Sterling	6,895	1,856	54	Russellville	6,960	1,228	35
Mount Vernon	2,477	681	55	Sacramento	468	56	24
Mount Washington	9,117	1,454	32	Sadieville	303	36	24
Muldraugh	947	200	42	Salem	752	43	11
Munfordville	1,615	399	49	Salt Lick	303	35	23
Murray	17,741	3,281	37	Salyersville	1,883	399	42
Nebo	236	24	20	Sanders	238	9	8
New Castle	912	66	15	Sandy Hook	675	51	15
New Haven	855	44	10	Sardis	103	5	10
Newport	15,273	4,594	60	Science Hill	693	114	33
Nicholasville	28,015	4,563	33	Scottsville	4,226	876	42
Norbourne Estates	441	1	1	Sebree	1,603	118	15
Northfield	1,020	396	78	Seneca Gardens	696	4	1
Nortonville	1,204	104	17	Sharpsburg	323	9	6
Oak Grove	7,489	1,398	37	Shelbyville	14,045	2,651	38
Oakland	225	14	12	Shepherdsville	11,222	3,206	57
Olive Hill	1,599	227	28	Shively	15,264	4,213	55
Owensboro	57,265	12,477	44	Silver Grove	1,102	130	24
Owenton	1,327	169	26	Simpsonville	2,484	286	23
Owingsville	1,530	246	32	Slaughters	216	9	8
Paducah	25,024	7,016	56	Smithfield	106	29	55
Paintsville	3,459	1,088	63	Smithland	301	36	24
Paris	8,553	1,536	36	Smiths Grove	714	108	30
Park City	537	104	39	Somerset	11,196	4,229	76
Park Hills	2,970	146	10	Sonora	513	119	46
Parkway Village	650	*	*	South Carrollton	184	64	70
Pembroke	869	64	15	South Shore	1,122	*	*
Perryville	751	17	5	Southgate	3,803	725	38
Pewee Valley	1,456	250	34	Sparta	231	54	47
Phelps	893	184	41	Springfield	2,519	425	34
Pikeville	6,903	2,951	86	Stamping Ground	643	48	15
Pineville	1,732	483	56	Stanford	3,487	592	34

* Data Not Available

TABLE F-1. CRASHES AND CRASH RATES FOR ALL CITIES LISTED IN THE 2010 CENSUS (2010-2014)(continued)

CITY	POPULATION	NUMBER OF CRASHES	ANNUAL CRASHES PER 1000 POPULATION	CITY	POPULATION	NUMBER OF CRASHES	CRASHES PER 1000 POPULATION
Stanton	2,733	456	33	West Point	797	189	47
Strathmoor Manor	337	*	*	Westwood	4,746	*	*
Sturgis	1,898	96	10	Wheatcroft	160	12	15
Taylor Mill	6,604	1,194	36	Wheelwright	780	33	9
Taylorsville	763	244	64	White Plains	884	41	9
Tompkinsville	2,402	301	25	Whitesburg	2,139	483	45
Trenton	384	25	13	Whitesville	552	96	35
Union	5,379	746	28	Whitley City	1,170	372	64
Uniontown	1,002	67	13	Wickliffe	688	121	35
Upton	683	31	9	Wilder	3,035	1,052	69
Vanceburg	1,518	199	26	Wildwood	261	*	*
Versailles	8,568	1,540	36	Williamsburg	5,245	949	36
Vicco	334	65	39	Williamstown	3,925	597	30
Villa Hills	7,489	244	7	Willisburg	282	22	16
Vine Grove	4,520	364	16	Wilmore	3,686	194	11
Wallins Creek	156	*	*	Winchester	18,368	3,440	38
Walton	3,635	810	45	Windy Hills	2,385	9	1
Warfield	269	47	35	Wingo	632	50	16
Warsaw	1,615	179	22	Woodburn	355	18	10
Water Valley	279	12	9	Woodland Hills	696	11	3
Waverly	308	34	22	Woodlawn	229	2	2
Wayland	426	53	25	Woodlawn Park	942	64	14
Wellington	565	9	3	Worthington	1,609	47	6
West Buechel	1,230	*	*	Worthville	185	10	11
West Liberty	3,435	304	18	Wurtland	995	87	18

* Data Not Available