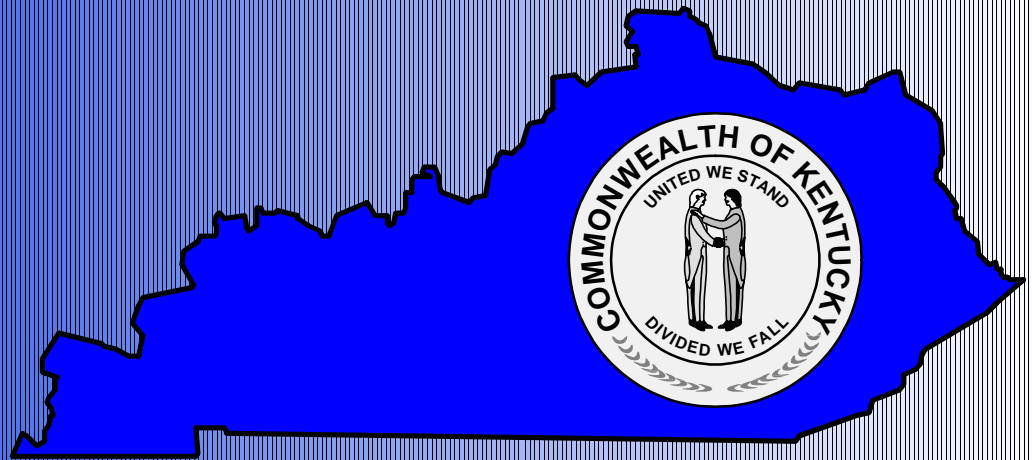


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**TRAFFIC
ACCIDENT
FACTS**



**1996
REPORT**



COMMONWEALTH OF KENTUCKY
OFFICE OF THE GOVERNOR

PAUL E. PATTON
GOVERNOR

700 CAPITOL AVENUE
SUITE 100
FRANKFORT, KY 40601
(502) 564-2611
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My Fellow Kentuckians:

This 1996 KENTUCKY TRAFFIC ACCIDENT FACTS report provides us with valuable statistics concerning traffic accidents on the roadways of our Commonwealth. These figures should also remind us that motor vehicle travel, although required by most to provide our very livelihood, many times results in injury and even death.

I am saddened to report to you that the *total number of traffic accidents in 1996 increased by 5% and the number of injuries increased by 1%*, but somewhat heartened by the fact that the *number of fatalities decreased by 1%*. The **55,909 people** who **suffered some type of injury** and the **846 people** who **lost their lives on Kentucky highways** represent far too great a portion of our most valuable asset - our citizens.



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

Sincerely,


Paul E. Patton



COMMONWEALTH OF KENTUCKY
KENTUCKY STATE POLICE
919 VERSAILLES ROAD
FRANKFORT 40601

PAUL E. PATTON
GOVERNOR

GARY W. ROSE
COMMISSIONER

The Honorable Paul E. Patton
Governor of Kentucky
The Capitol
Frankfort, Kentucky 40601

Dear Governor Patton:

The Kentucky Revised Statutes, Chapter 189.635, require that Kentucky State Police collect and tabulate traffic accident reports submitted by all law enforcement agencies in the Commonwealth.

It is my great pleasure to present, pursuant to the above referenced statute, this 1996 TRAFFIC ACCIDENT FACTS report. Statistical information based on comprehensive evaluation and analyses of fatal, injury, and property damage accidents is provided in this report.

Kentucky State Police would like to take this opportunity to express our gratitude to the Kentucky Transportation Center, College of Engineering, University of Kentucky, for compiling and printing our 1996 traffic accident statistics. For the third consecutive year, this mutually beneficial joint effort has produced a report which we feel more accurately reflects traffic accident data, while offering a broader analytical approach to many areas of special interest.

We sincerely hope that the information contained herein is beneficial to law enforcement agencies, national, state and local organizations, as well as citizens concerned with highway safety across "Our Great State".

Respectfully submitted,


Gary W. Rose
Commissioner



DEDICATION

This 1996 Accident Facts Report

is appropriately

dedicated

to

THE EIGHT HUNDRED FORTY-SIX CITIZENS

Who were victims of Fatal Traffic Accidents

During 1996

AND TO

THEIR FAMILIES

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

KENTUCKY

TRAFFIC ACCIDENT FACTS

1996

Prepared by:

**Kentucky Transportation Center
College of Engineering
University of Kentucky
Lexington, Kentucky 40506-0281**

In Cooperation with:

**Kentucky State Police
Commonwealth of Kentucky**

Please Direct Inquires to:

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Information Services Branch
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1250 Louisville Road
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(502) 227-8700 ext. 359

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INTRODUCTION

KENTUCKY'S TRAFFIC ACCIDENT FACTS report for 1996 is based on accident reports submitted to the Accident Unit housed in the Kentucky State Police Information Services Branch, Records Section. As required by Kentucky Revised statutes 189.635, "every law enforcement agency whose officers investigate a vehicle accident of which a report must be made...shall file a report of the accident...within ten days after investigation of the accident upon forms supplied by the bureau." The stated purpose of this requirement is to utilize data on traffic accidents for such purposes as will improve the traffic safety program in the Commonwealth." Data contained in this report are based solely on the observations and judgements of the state and local police officers who investigated each accident, entering the information on Kentucky's UNIFORM POLICE TRAFFIC ACCIDENT REPORT form. Upon receipt of each report, the Accident Unit carefully screens the reports for accuracy and reasonableness before coding each item. The reports are then forwarded to Data Entry. Computer tabulations and summaries are again checked for accuracy before information is released or disseminated.

In an effort to comply more fully with the statutory purpose of Kentucky's Accident Reporting System, the 1996 TRAFFIC ACCIDENT FACTS report contains more detailed information than previously provided. It is hoped that the detailed information presented in this report will, in fact, "improve the traffic safety program in the Commonwealth."

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

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

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

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

Fatal Accident: is any motor vehicle accident that results in fatal injuries to one or more persons

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

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

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

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

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

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

NOTE: Summary data on fatal accidents are included throughout this report. Additional data on fatal accidents can be found in the section titled "Kentucky's Fatal Accident Reporting System (FARS)", pages 40-44.

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

NOTE: Some statistics were tabulated under modified formats beginning with the 1994 TRAFFIC ACCIDENT FACTS report. This process created a variance from the 1993 accident figures and the accident figures listed in the actual 1993 KENTUCKY TRAFFIC ACCIDENT FACTS booklet. However, the 1994-1996 data was compiled using the same format and are therefore comparable for statistical studies.



ACCIDENT SUMMARY

1996 ACCIDENT SUMMARY

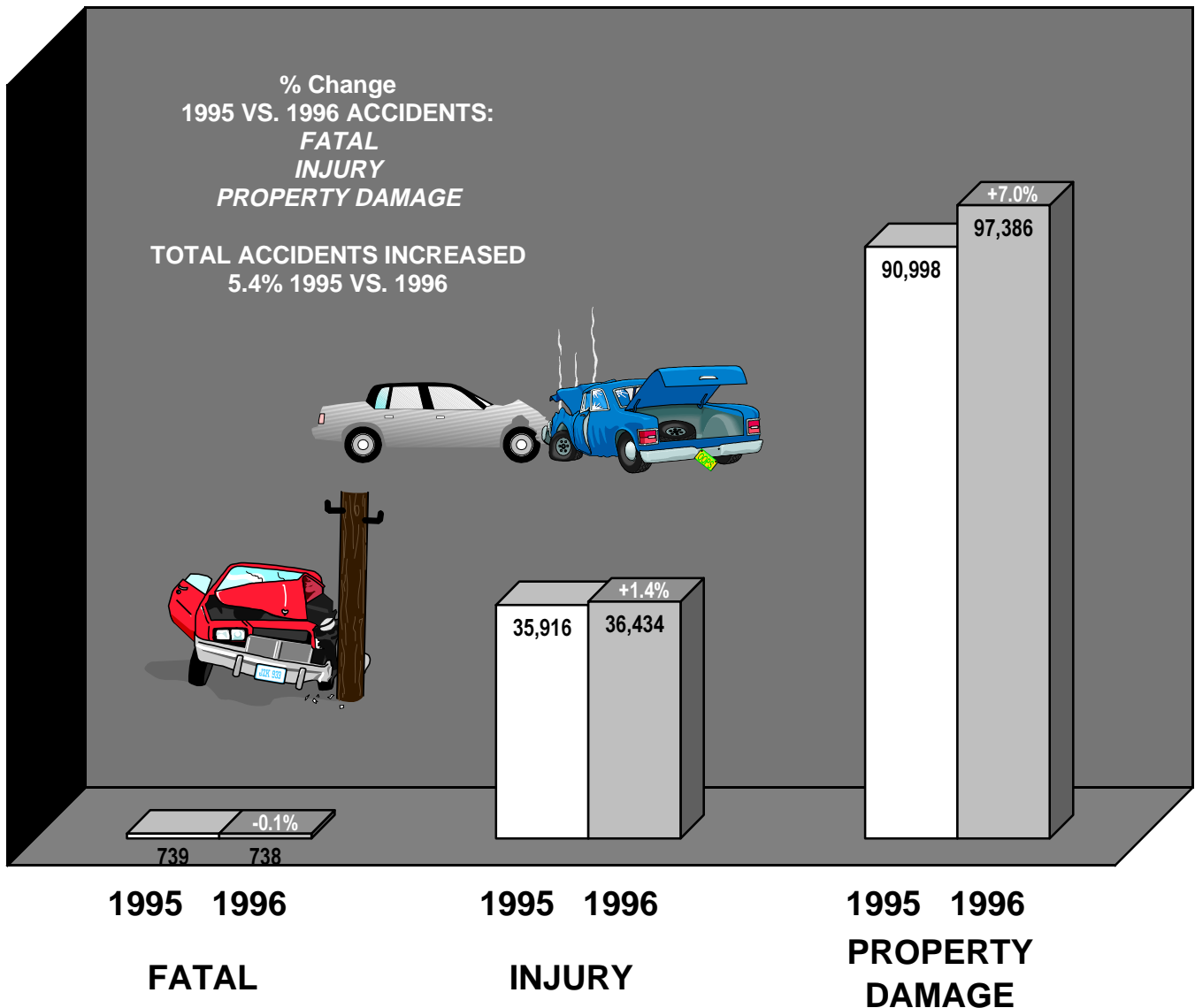
TYPE ACCIDENT REPORTED	1995	1996	PERCENT CHANGE
FATAL	739	738	-0.1%
NONFATAL INJURY	35,916	36,434	+1.4%
PROPERTY DAMAGE ONLY	90,998	97,386	+7.0%
TOTAL NUMBER REPORTED	127,653	134,558	+5.4%

738 fatal accidents were reported during 1996, a decrease of 0.1% over 1995

There were 518 more nonfatal injury accidents, an increase of 1.4%.

Property damage accidents showed an increase of 7% with 6,388 more accidents reported.

Beginning in 1994, parking lot accidents were no longer included in this report.



DEATH AND INJURY SUMMARY

	1995	1996	% CHANGE
PERSONS KILLED	856	846	-1.2%
PERSONS INJURED	55,465	55,909	+0.8%

FACTS: APPROXIMATELY ONE OF EVERY 5,000 KENTUCKY RESIDENTS DIED AS A RESULT OF A FATAL TRAFFIC ACCIDENT DURING 1996 IN KENTUCKY. ABOUT ONE IN 76 KENTUCKY RESIDENTS WAS INJURED IN A TRAFFIC ACCIDENT IN KENTUCKY. *

ONE OF EVERY 13 DRIVERS LICENSED IN KENTUCKY WAS INVOLVED IN A TRAFFIC ACCIDENT IN KENTUCKY. ONE OF 2,500 KENTUCKY DRIVERS WAS INVOLVED IN A FATAL ACCIDENT.**

* Based on 3,883,723 population estimate for 1996.

** Based on 2,566,545 licensed drivers currently registered in Kentucky.

846 persons were killed during 1996. The number of traffic fatalities decreased 1.2%, with 10 fewer fatalities than during 1995.

55,909 persons were injured during 1996, an increase of 0.8% over 1995, or 444 more persons injured.

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

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

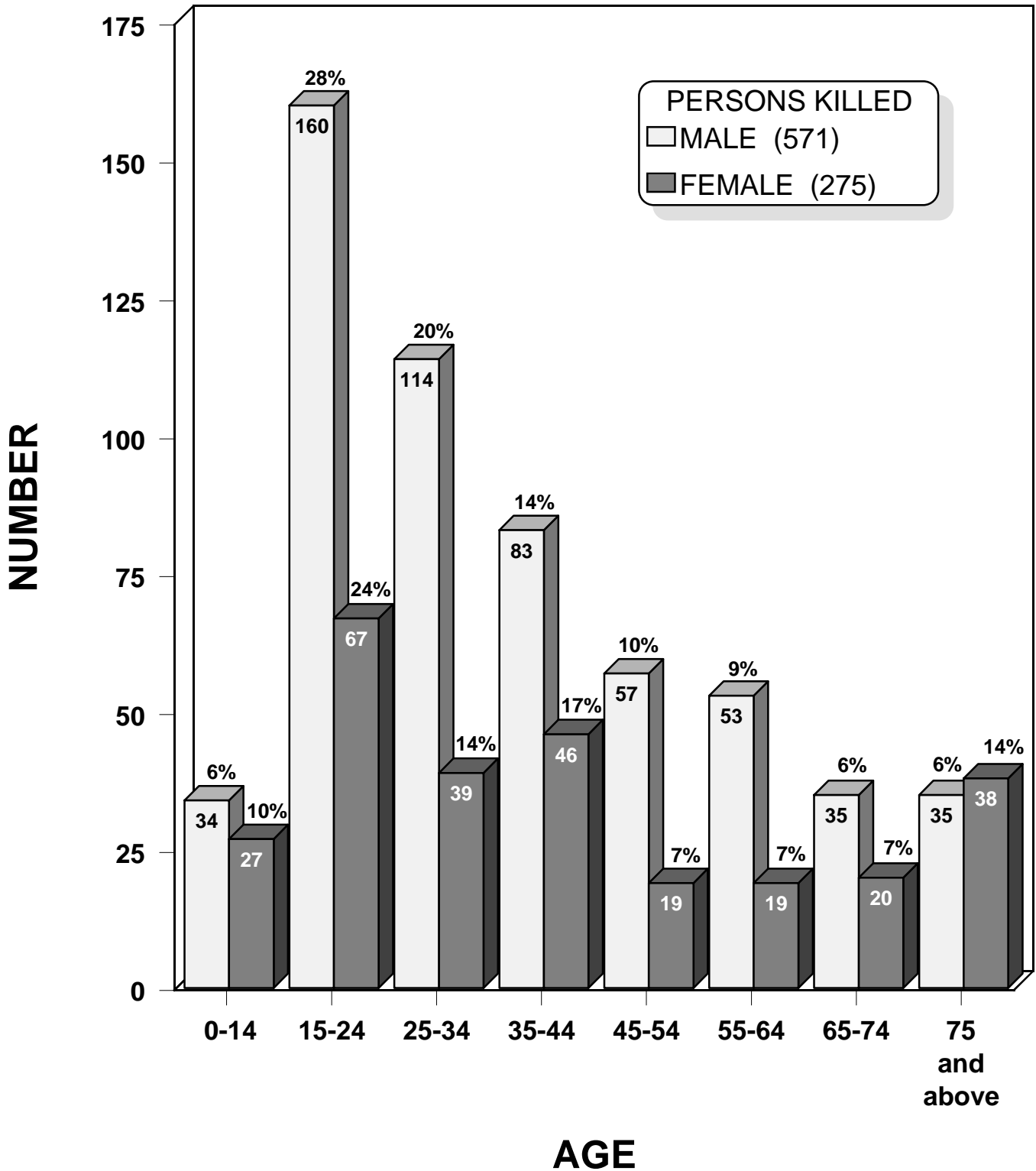
DEATH RATES (deaths per 100 million miles travelled.*)			
YEAR	KILLED	RATE	
		KY	U.S.
1981	830	3.3	3.3
1982	836	3.3	3.0
1983	790	2.9	2.7
1984	767	2.7	2.7
1985	730	2.6	2.8
1986	808	2.8	2.6
1987	849	2.8	2.6
1988	840	2.7	2.5
1989	776	2.4	2.3
1990	851	2.5	2.2
1991	828	2.4	2.0
1992	819	2.2	1.8
1993	875	2.2	1.8
1994	791	2.0	1.8
1995	856	2.1	1.8
1996	846	2.0	1.8

TYPE INJURY	NUMBER	%
INCAPACITATING INJURY	8,795	16%
NON-INCAPACITATING INJURY	20,299	36%
POSSIBLE INJURY	26,815	48%
TOTAL	55,909	100%

*1996 miles travelled in Kentucky = 42 billion

FATALITIES BY AGE AND SEX

The number of persons killed in 1996 fatal accidents is shown by age and sex in the chart below. There were 571 males versus 275 females killed. Twenty-seven (27) percent of all persons killed in traffic accidents were in the 15- to 24-year old age group. Fifty-six of all persons killed were pedestrians, 7 were pedalcyclists. The percentages represent the percent of males or females killed in the given age group (as a percentage of the total males or females killed).



SEVERITY OF INJURY BY TYPE OF ACCIDENT

The chart below depicts the number of persons killed and injured, by severity of injury, with 12 categories of accidents. As shown in the percentage column, collisions with moving motor vehicles (69%) and collisions with fixed objects (21%) account for 89% of the fatalities and injuries during 1996.

TYPE OF ACCIDENT	TYPE OF INJURY						% OF TOTAL OCCUPANTS KILLED OR INJURED
	TOTAL ACCIDENTS	FATAL ACCIDENTS	KILLED	INCAPACITATING INJURY	NON-INCAPACITATING INJURY	POSSIBLE INJURY	
NON COLLISION OVERTURNED	1,345	40	44	223	490	349	1.9%
OTHER NON COLLISION	3,787	26	27	320	717	636	3.0%
COLLISION WITH PEDESTRIAN	1,197	56	56	340	495	393	2.3%
COLLISION WITH MOVING VEHICLE	92,215	315	394	5,372	12,781	20,363	68.6%
COLLISION WITH PARKED VEHICLE	8,210	8	9	103	301	284	1.2%
COLLISION WITH TRAIN	79	3	3	9	7	11	0.1%
COLLISION WITH PEDALCYCLIST	695	7	7	111	258	206	1.0%
COLLISION WITH DEER	3,827	1	1	18	90	140	0.4%
COLLISION WITH OTHER ANIMAL	637	2	2	17	66	68	0.3%
COLLISION WITH FIXED OBJECT	21,607	277	300	2,240	5,028	4,240	20.8%
COLLISION WITH OTHER OBJECT	959	3	3	42	66	125	0.4%
TOTALS	134,558	738	846	8,795	20,299	26,815	100.0%

OCCURRENCE OF ACCIDENTS BY TYPE

Sixty-nine (69) percent of all accidents reported during 1996 involved collisions between two or more moving vehicles (not in a parking lot).

Sixteen (16) percent of all accidents involved collisions with fixed objects.

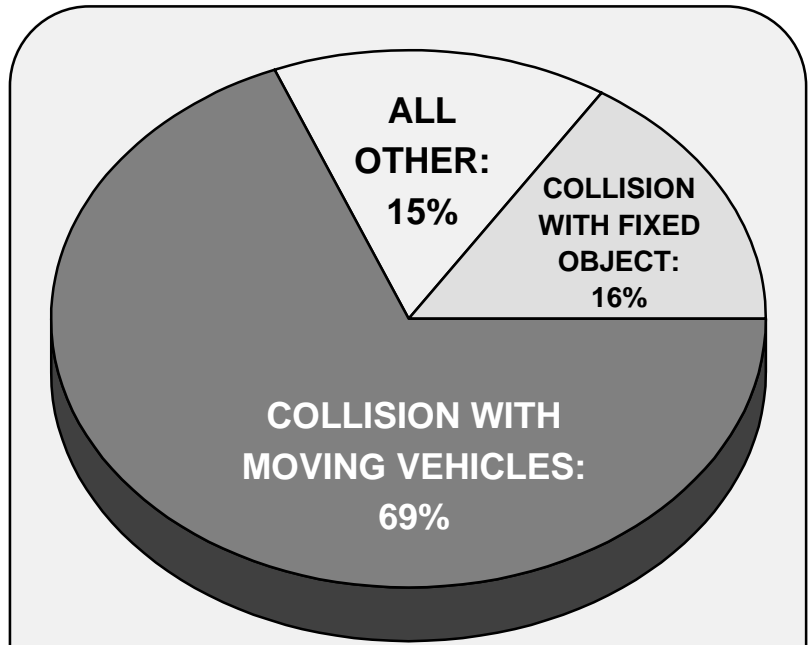
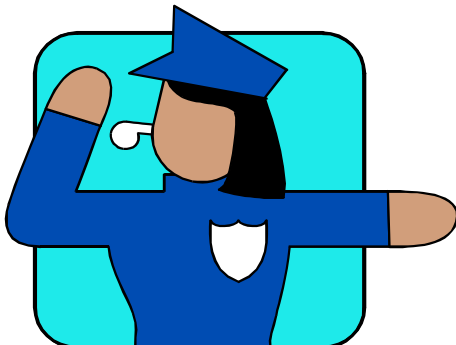
Fifteen (15) percent of all accidents did not involve a collision with either a moving vehicle or a fixed object. About 12% were other types of collisions (vehicle with pedestrian, deer, pedalcyclist, etc.) while the remainder were non-collision accidents (vehicle overturning and other non-collision).

When looking at fatal accidents, the ratio among types of occurrences is different. Forty-three (43) percent of all fatal accidents involved a collision with another moving vehicle.

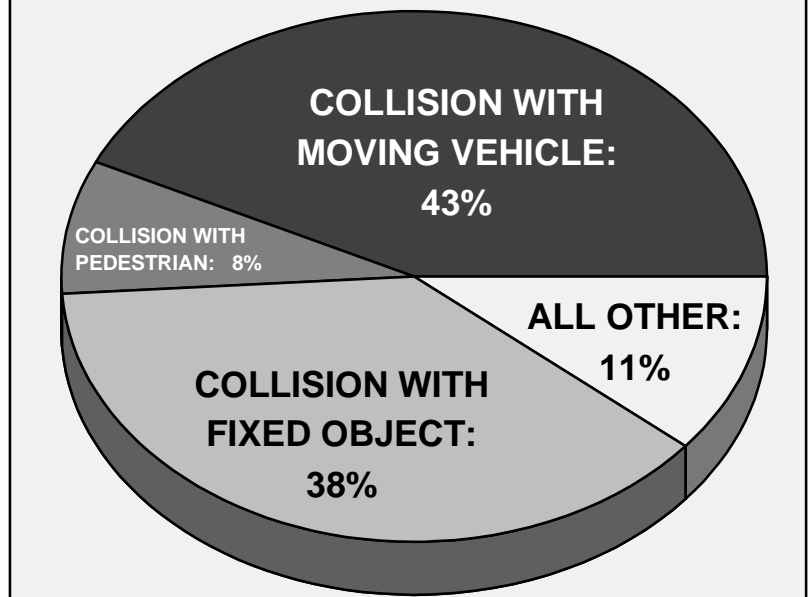
Thirty-eight (38) percent of the fatal accidents reported during 1996 involved collisions with fixed objects.

Collisions with pedestrians accounted for 8% of the 1996 fatal accidents. Eleven (11) percent of the fatal accidents were other type accidents. Most of these (9%) were non-collision (vehicle overturning or other non-collision).

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



ALL ACCIDENTS



FATAL ACCIDENTS

TYPES OF ACCIDENTS

Collisions with other moving motor vehicles were responsible for 69% of all accidents reported during 1996, and accounted for 47% of all fatalities (persons killed). Collisions with fixed objects accounted for 16% of all accidents, but 35% of fatalities. Types of collisions are depicted below.



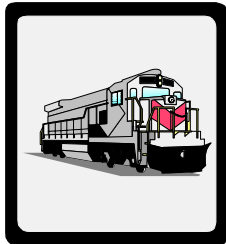
COLLISION WITH PEDESTRIAN:

Total Accidents: 1,197
 % of Total Accidents: 0.89%
 Persons Killed: 56
 % of Total Fatalities: 6.62%
 No. of Fatal Accidents: 56
 % of All Fatal Accidents: 7.59%



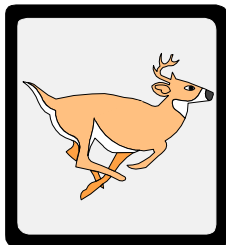
COLLISION WITH PEDALCYCLIST:

Total Accidents: 695
 % of Total Accidents: 0.52%
 Persons Killed: 7
 % of Total Fatalities: 0.83%
 No. of Fatal Accidents: 7
 % of All Fatal Accidents: 0.95%



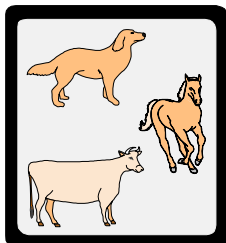
COLLISION WITH RAILWAY TRAIN:

Total Accidents: 79
 % of Total Accidents: 0.06%
 Persons Killed: 3
 % of Total Fatalities: 0.35%
 No. of Fatal Accidents: 3
 % of All Fatal Accidents: 0.41%



COLLISION WITH DEER:

Total Accidents: 3,827
 % of Total Accidents: 2.84%
 Persons Killed: 1
 % of Total Fatalities: 0.12%
 No. of Fatal Accidents: 1
 % of All Fatal Accidents: 0.14%

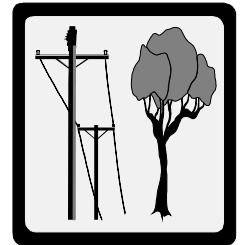


COLLISION WITH ANIMALS (excluding deer):

Total Accidents: 637
 % of Total Accidents: 0.47%
 Persons Killed: 2
 % of Total Fatalities: 0.24%
 No. of Fatal Accidents: 2
 % of All Fatal Accidents: 0.27%

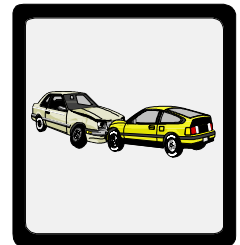
COLLISION WITH FIXED OBJECT:

Total Accidents: 21,607
 % of Total Accidents: 16.06%
 Persons Killed: 300
 % of Total Fatalities: 35.46%
 No. of Fatal Accidents: 277
 % of All Fatal Accidents: 37.53%



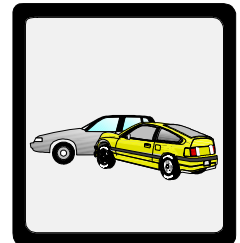
COLLISION WITH MOVING MOTOR VEHICLE:

Total Accidents: 92,215
 % of Total Accidents: 68.53%
 Persons Killed: 394
 % of Total Fatalities: 46.57%
 No. of Fatal Accidents: 315
 % of All Fatal Accidents: 42.68%



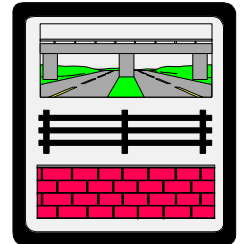
PARKED VEHICLE ACCIDENTS:

Total Accidents: 8,210
 % of Total Accidents: 6.10%
 Persons Killed: 9
 % of Total Fatalities: 1.06%
 No. of Fatal Accidents: 8
 % of All Fatal Accidents: 1.08%



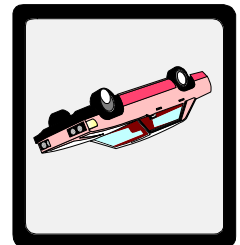
COLLISION WITH OTHER OBJECT:

Total Accidents: 959
 % of Total Accidents: 0.71%
 Persons Killed: 3
 % of Total Fatalities: 0.35%
 No. of Fatal Accidents: 3
 % of All Fatal Accidents: 0.41%



NON-COLLISION OVERTURNED:

Total Accidents: 1,345
 % of Total Accidents: 1.00%
 Persons Killed: 44
 % of Total Fatalities: 5.20%
 No. of Fatal Accidents: 40
 % of All Fatal Accidents: 5.42%



OTHER NON-COLLISION:

Total Accidents: 3,787
 % of Total Accidents: 2.81%
 Persons Killed: 27
 % of Total Fatalities: 3.19%
 No. of Fatal Accidents: 26
 % of All Fatal Accidents: 3.52%



PEDESTRIAN ACCIDENTS

Fifty-six (56) pedestrians were killed and 1,228 were injured in 1996 traffic accidents. The charts below depict ages of victims of pedestrian accidents and the factors related to the pedestrian vs. the vehicle at the time of the accident. Up to three pedestrian factors can be coded for one accident. Thirty-four (34) percent of the pedestrians killed or injured were 14 years of age or younger, while 8% were age 65 or older.

PEDESTRIAN FACTOR	TOTAL ACTIONS FOR KILLED OR INJURED PEDESTRIANS BY AGE CATEGORY										
	Fatal Actions	Injury Actions	0-4	5-9	10-14	15-19	20-24	25-44	45-64	65-UP	Not Stated
At Intersection	6	103	2	7	16	15	7	28	17	16	1
Crossing With Signal	2	70	3	3	4	5	5	22	19	11	0
Crossing Against Signal	0	50	1	5	8	11	4	13	3	3	2
Not at Intersection	10	148	2	21	16	24	12	42	22	13	6
Getting On or Off Vehicle	2	47	2	6	3	7	6	16	5	4	0
Emerging From Parked Vehicle	0	21	1	4	1	3	3	4	3	2	0
Walking in Roadway	8	204	1	14	15	27	32	61	35	23	4
Playing in Roadway	0	36	3	6	17	7	0	2	0	0	1
Working in Roadway	0	37	0	0	0	2	2	18	10	3	2
Not in Roadway	6	144	5	6	14	20	21	48	21	11	4
Lying in Roadway	5	7	0	0	0	0	2	7	3	0	0
Darting into Roadway	16	342	45	124	104	26	5	30	13	5	6
Pedestrian Drinking	6	45	0	0	0	5	3	29	10	3	1
Pedestrian Drug Related	0	4	0	0	0	0	0	2	2	0	0
Pedestrian Jogging	0	12	0	0	0	2	3	6	1	0	0
Physical Impairment	0	4	0	0	0	0	1	0	2	1	0
Dark Clothing / Not Visible	3	22	0	0	1	3	1	9	6	5	0
In Crosswalk	2	48	1	2	3	5	5	13	11	9	1
TOTAL*	66	1,344	66	198	202	162	112	350	183	109	28

PEDESTRIAN FACTOR	VEHICLE ACTION								
	Straight	Right Turn	Left Turn	Parking	Starting in Traffic	Slowing	Backing	Other	TOTAL
At Intersection	36	13	26	2	3	2	1	14	97
Crossing With Signal	9	14	36	0	2	1	0	13	75
Crossing Against Signal	38	3	4	2	0	0	1	3	51
Not at Intersection	102	3	12	8	1	4	5	18	153
Getting On or Off Vehicle	26	0	0	10	2	0	0	14	52
Emerging From Parked Vehicle	10	0	1	6	0	1	5	4	27
Walking in Roadway	146	4	12	7	1	2	10	29	211
Playing in Roadway	28	1	0	1	0	0	5	1	36
Working in Roadway	19	1	2	5	0	1	5	14	47
Not in Roadway	63	3	3	17	5	2	12	27	132
Lying in Roadway	11	1	0	0	0	0	1	2	15
Darting into Roadway	329	2	7	2	2	12	3	6	363
Pedestrian Drinking	39	0	0	0	0	1	3	6	49
Pedestrian Drug Related	3	0	0	0	0	0	0	1	4
Pedestrian Jogging	6	1	2	0	0	0	0	2	11
Physical Impairment	3	0	1	0	0	0	0	1	5
Dark Clothing / Not Visible	18	1	4	0	0	0	0	2	25
In Crosswalk	20	4	11	0	4	1	2	7	49
TOTAL*	906	51	121	60	20	27	53	164	1,402

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

HIT-AND-RUN ACCIDENTS

Hit-and-run accidents are those accidents in which the driver leaves the collision scene with the intent of evading responsibility. Hit-and-run is a serious violation of the law. During 1996, there were 9,845 hit-and-run accidents, of which 14 were fatal accidents and 1,356 were injury accidents. As depicted in the chart below, most of Kentucky's hit-and-run accidents were property damage accidents (86%). Fourteen persons were killed and 1,803 were injured.

TOTAL	FATAL ACCIDENTS	INJURY ACCIDENTS	PROPERTY DAMAGE ACCIDENTS	PERSONS KILLED	PERSONS INJURED
9,845	14	1,356	8,475	14	1,803

HIT-AND-RUN VICTIMS

As shown in the chart below, 9 of the 14 persons killed in 1996 hit-and-run accidents were pedestrians and 1 was a pedalcyclist. One hundred sixty pedestrians and 71 pedalcyclists were injured.

TYPE OF VICTIM	PERSONS KILLED	PERSONS INJURED
Pedestrian	9	160
Pedalcyclist	1	71
Other	4	1,572
TOTAL	14	1,803



LOCATION OF HIT-AND-RUN ACCIDENTS

The location of hit-and-run accidents are shown in the chart below. The largest percentage of hit-and-run accidents (53%) occurred on local streets, followed by 21% on state routes.

TYPE OF ROADWAY	ALL HIT-AND-RUN ACCIDENTS	FATAL ACCIDENTS	INJURY ACCIDENTS	PROPERTY DAMAGE
INTERSTATE	558	1	86	471
U.S. ROUTE	1,527	1	293	1,233
STATE ROUTE	2,103	7	415	1,681
PARKWAY	22	0	5	17
COUNTY ROADS	378	0	70	308
LOCAL STREETS	5,257	5	487	4,765
TOTAL	9,845	14	1,356	8,475

TWO-VEHICLE COLLISIONS

84,328 traffic accidents reported during 1996 involved "two-vehicle" collisions. Accidents in parking lots are not included. These collisions represent 63% of all accidents and 35% of all fatal accidents reported.

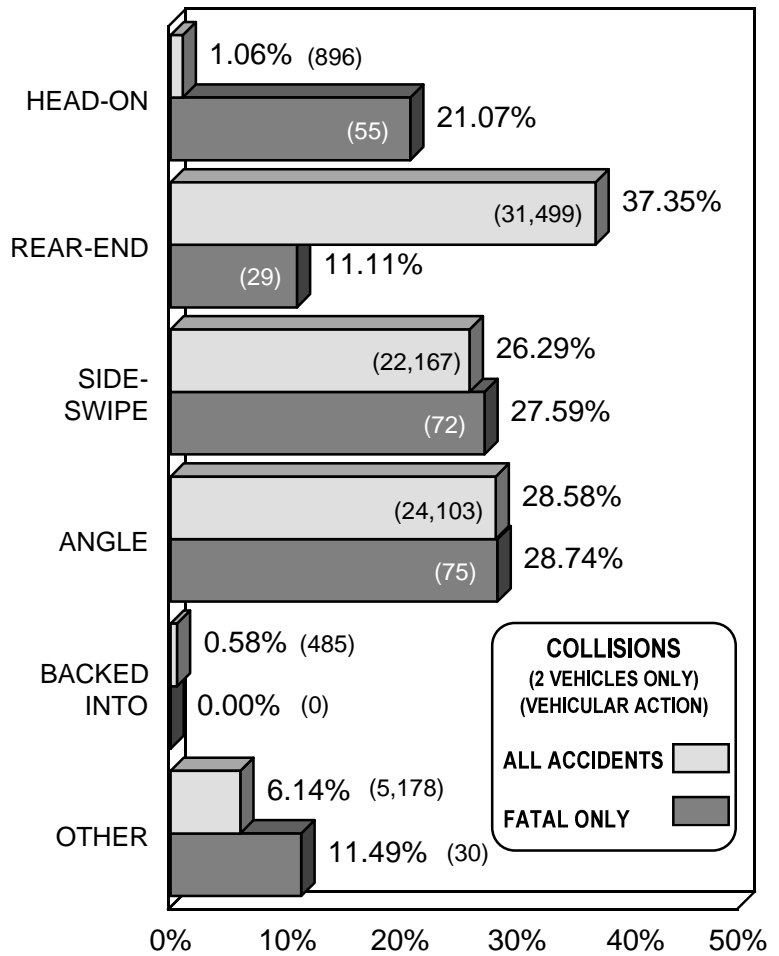
The chart on the right depicts the manner of collision for these crashes, where known. The numbers and percents of each type of accident are shown.

Head-on collisions accounted for only 1% of the total crashes involving two vehicles, but 21% of the fatal accidents.

Rear-end collisions reflect 37% of all two-vehicle collisions, but only 11% of the fatal crashes.

Sideswipe collisions (both meeting and passing) reflect 26% of all crashes and 28% of the fatal crashes.

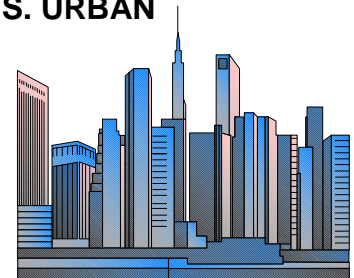
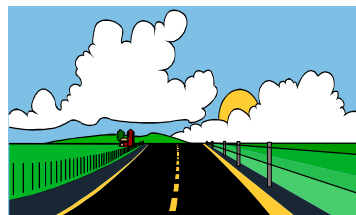
Vehicular Action



ACCIDENT LOCATIONS RURAL VS. URBAN

For the purpose of tabulating accident locations, an urban area is an area including and adjacent to a municipality or other place of 5,000 or more population. Rural areas are those places which do not meet this specification. As shown in the chart below, most accidents (62%) occurred in urban areas. However, the majority of fatal accidents (80%) took place in rural areas of Kentucky during 1996. Although nonfatal injury accidents were closely divided between urban and rural areas, nearly twice as many property damage accidents were reported in urban areas.

RURAL VS. URBAN



AREA	Number of Accidents	% Total	Fatal	% Total	Nonfatal Injury	% Total	Property Damage	% Total	Killed	% Total	Injured	% Total
RURAL	51,546	38%	594	80%	17,165	47%	33,787	35%	696	82%	27,149	49%
URBAN	83,012	62%	144	20%	19,269	53%	63,599	65%	150	18%	28,760	51%
TOTAL	134,558	100%	738	100%	36,434	100%	97,386	100%	846	100%	55,909	100%

LOCATION OF ACCIDENTS

The chart at right shows the number of accidents during 1996 by type of roadway, with percentages of all accidents.

As shown, relatively few accidents were reported on interstate highways (7%).

Thirty-two (32) percent of all accidents occurred on Kentucky's "State Numbered" roads, with 46% of all fatal accidents reported during 1996 occurring on this type of roadway.

Although 29% of all accidents occurred on city streets, only 11% of the 1996 fatal accidents occurred on city streets.

TYPE OF ROADWAY	Fatal Accidents	Nonfatal Injury	Property Damage	% Total
INTERSTATE	73	2,306	6,512	7%
U.S. ROUTE	177	9,919	24,645	26%
STATE ROUTE	342	13,823	29,026	32%
PARKWAY	24	392	1,084	1%
COUNTY ROAD	44	2,083	4,471	5%
CITY STREET	78	7,911	31,648	29%
TOTAL	738	36,434	97,386	100%

INTERSTATES AND PARKWAYS

The chart below depicts the incidence of accidents on Kentucky's interstates and parkways. Interstate accidents represent 6.6% of all accidents. Parkway accidents represent 1.1% of 1996 accidents.

INTERSTATE	Accidents	Fatal Accidents	Nonfatal Injury	Property Damage	Number Killed	Number Injured
I-471	167	0	40	127	0	53
I-275	507	2	147	358	3	221
I-264	1,033	3	252	778	3	362
I-75	2,449	22	641	1,786	23	1,084
I-71	583	5	174	404	6	279
I-65	2,040	19	498	1,523	28	788
I-64	1,713	15	449	1,249	17	667
I-24	399	7	105	287	7	167
TOTAL	8,891	73	2,306	6,512	87	3,621

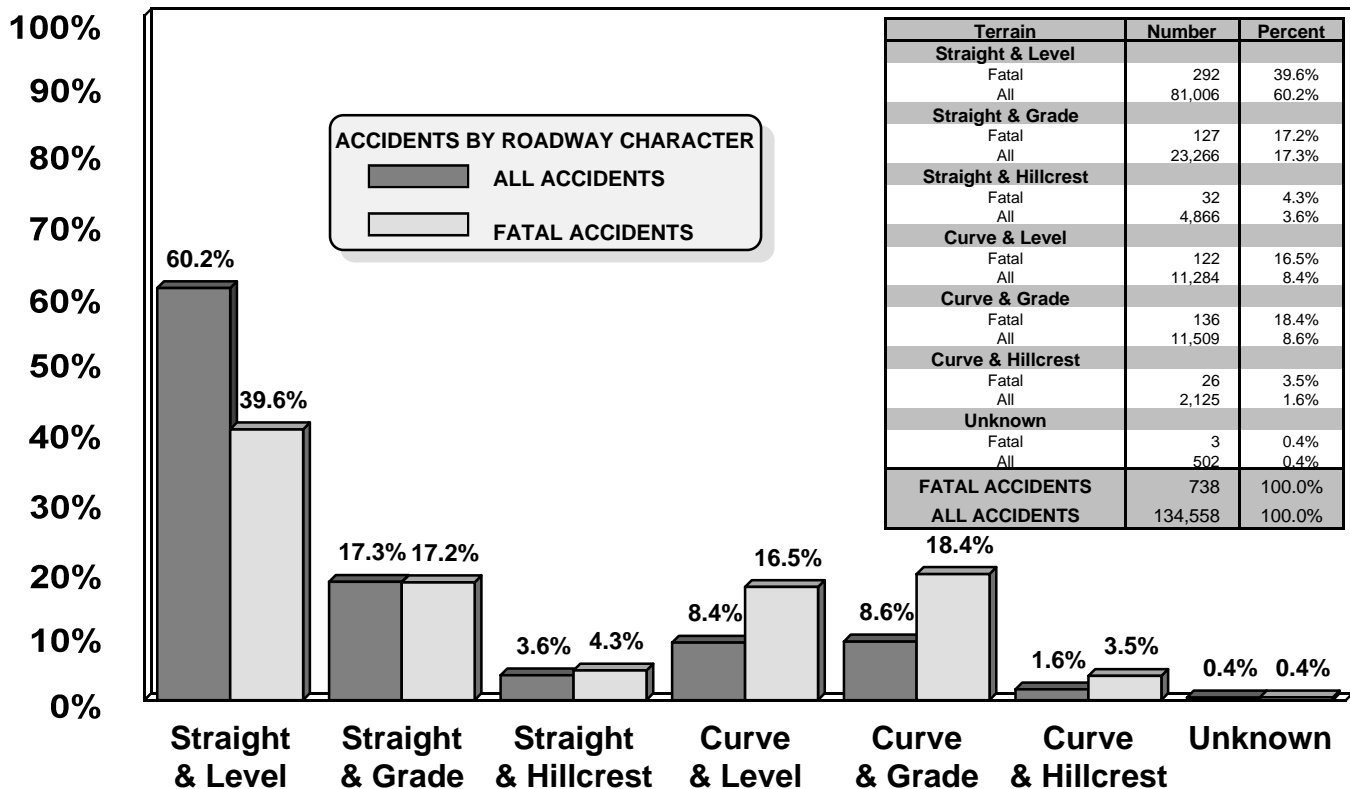
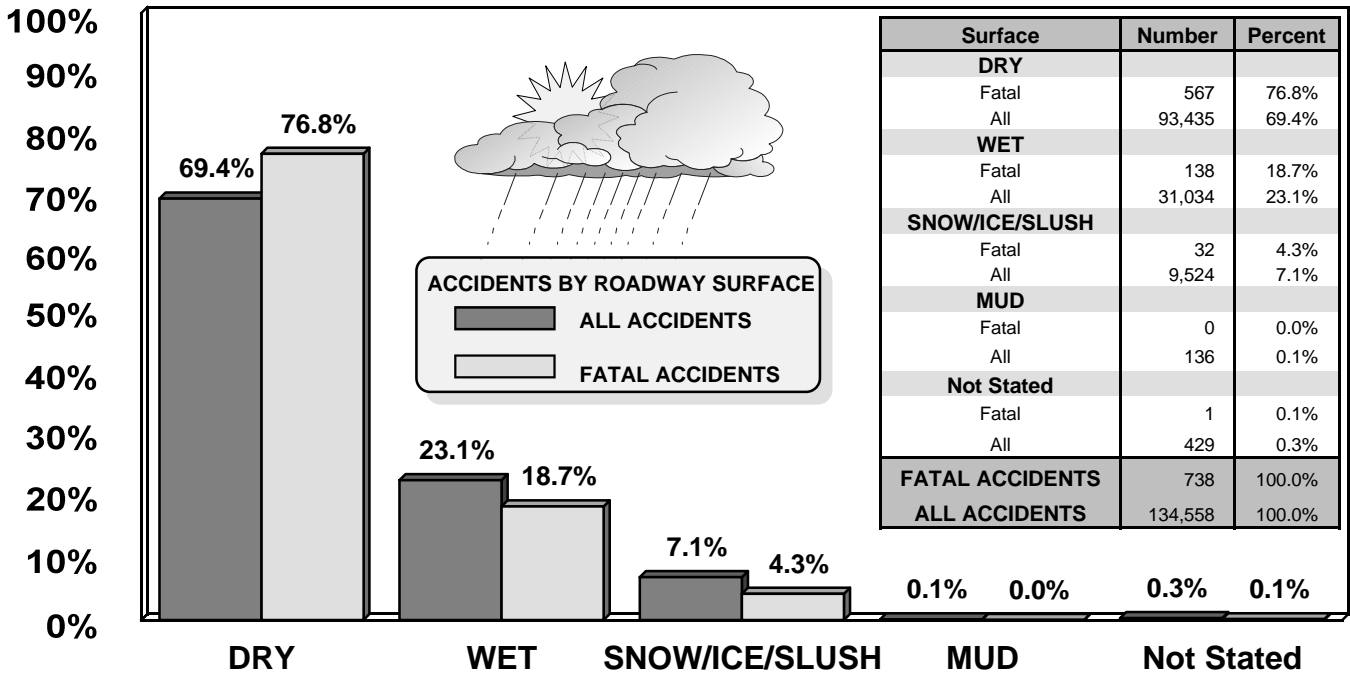
PARKWAY	Accidents	Fatal Accidents	Nonfatal Injury	Property Damage	Number Killed	Number Injured
Audubon	47	0	10	37	0	15
Bluegrass	167	3	45	119	4	59
Cumberland	109	0	23	86	0	39
Daniel Boone	116	7	40	69	10	85
Natcher	101	0	24	77	0	32
Mountain	178	6	56	116	10	99
Pennyryle	332	1	77	254	1	119
Purchase	98	1	27	70	1	42
Western KY	352	6	90	256	6	119
TOTAL	1,500	24	392	1,084	32	609

ACCIDENTS BY ROADWAY CONDITIONS AND ROADWAY CHARACTER

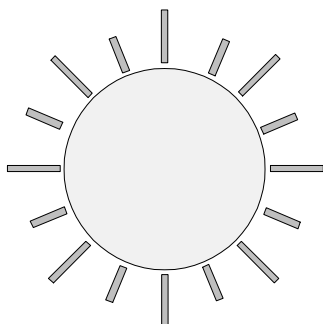
The charts below depict percentages and numbers of all accidents and fatal accidents according to the conditions and character of the roadway on which the accident occurred.

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

As depicted in the bottom chart, 81% of all accidents occurred on straight roads and 19% on curved roads. Thirty-eight (38) percent of the fatal accidents during 1996 occurred on curved roads.

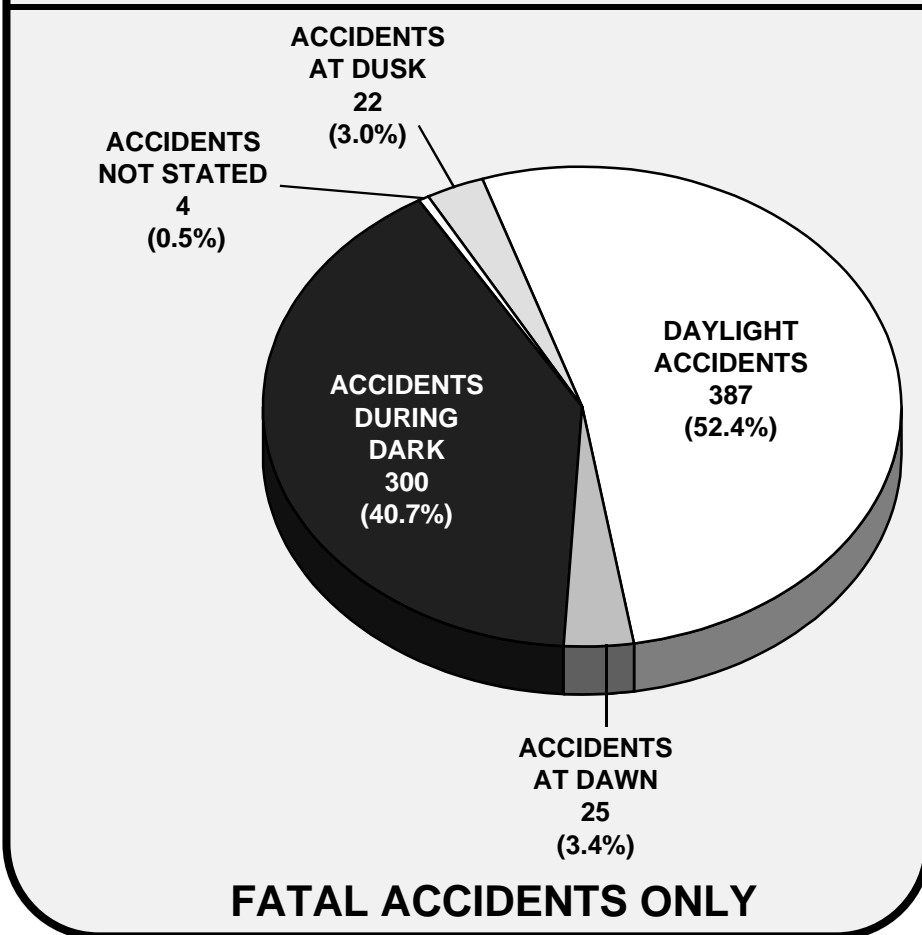
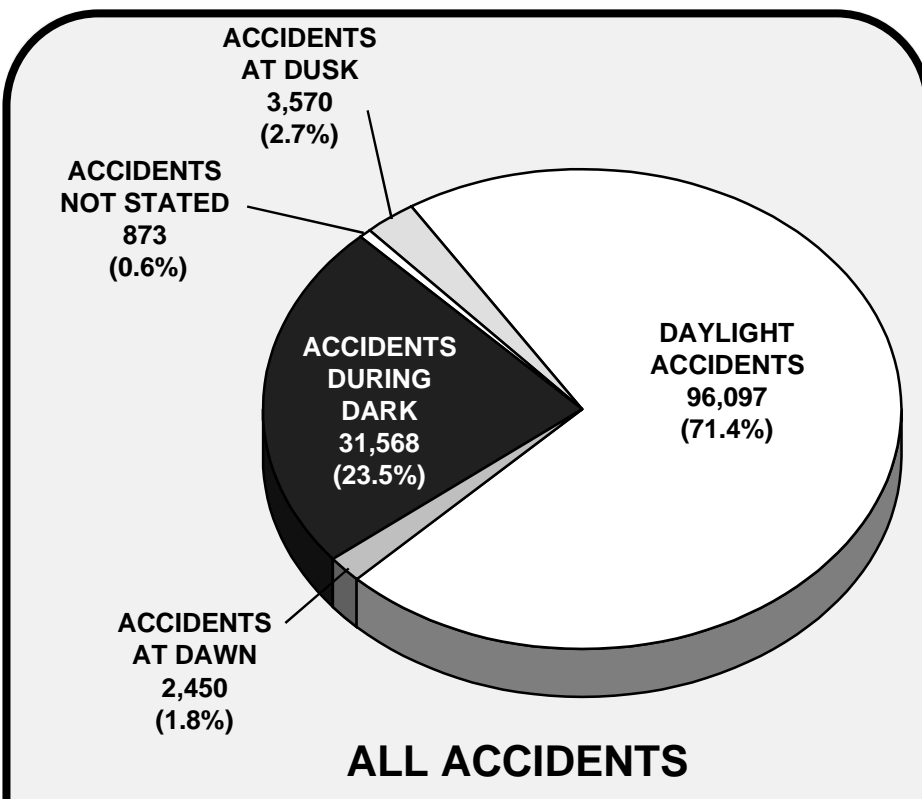
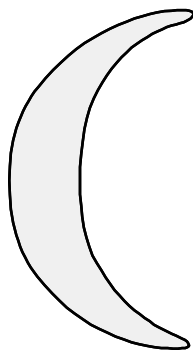


ACCIDENTS BY LIGHT CONDITION



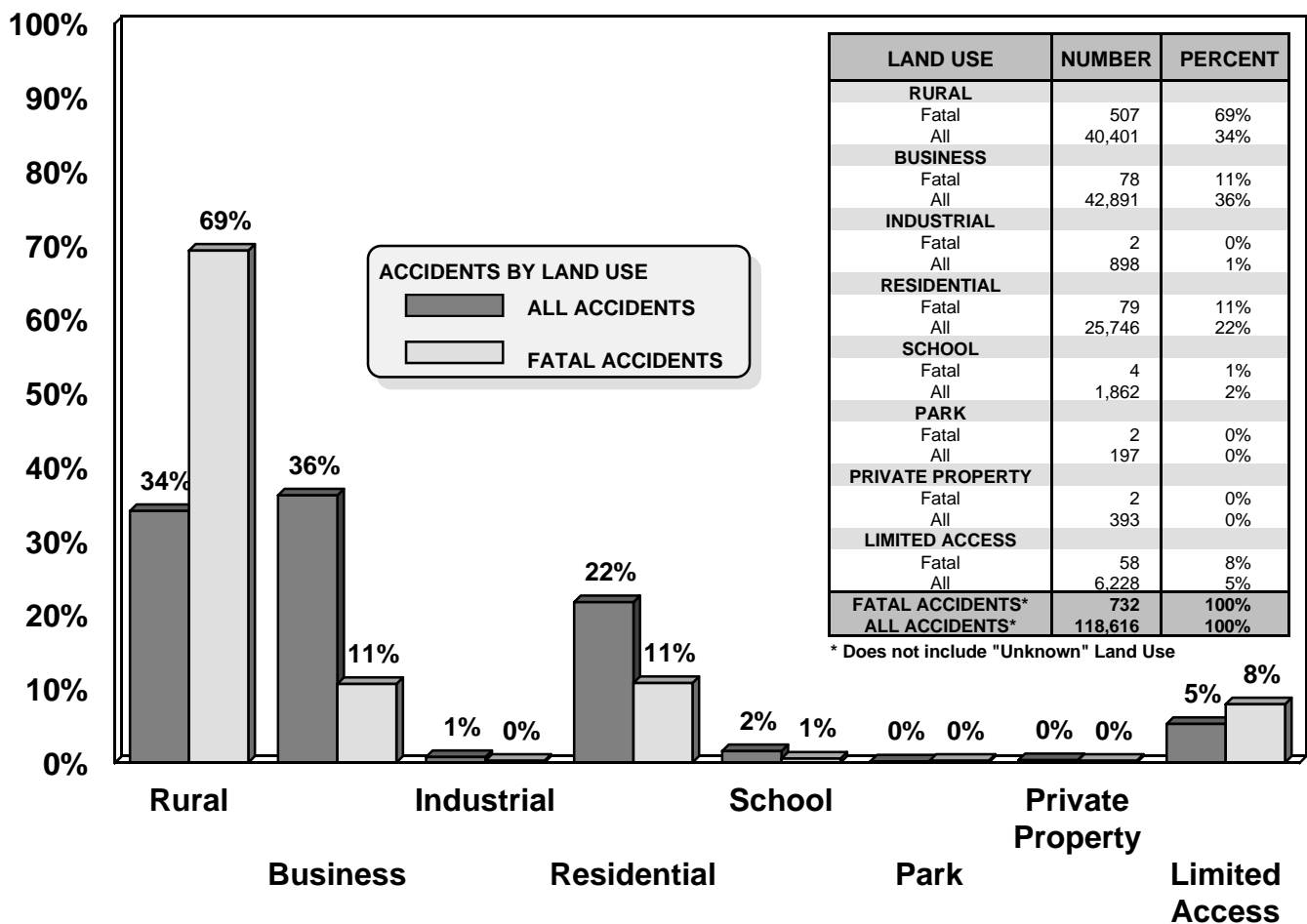
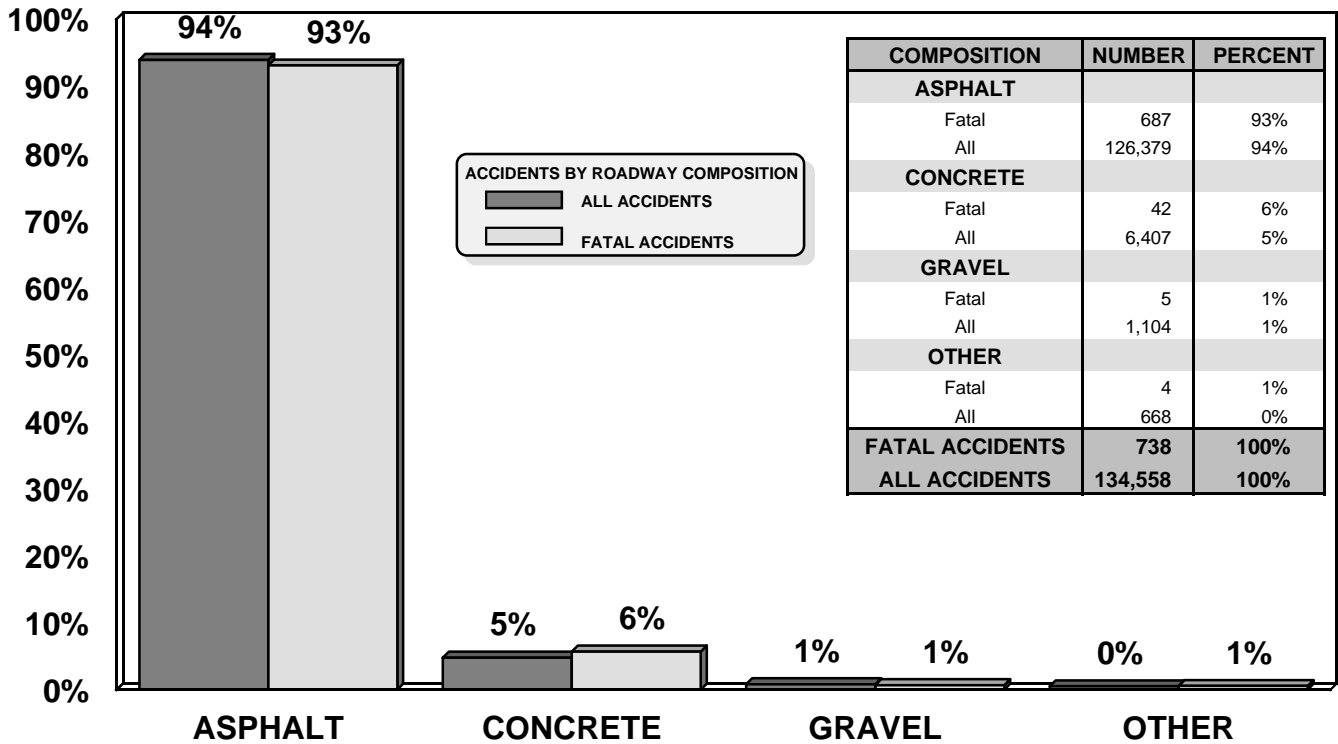
Seventy-one (71) percent of all accidents reported during 1996 occurred during daylight hours. Twenty-four (24) percent of all accidents occurred during dark hours, and 4.5% occurred at dawn or dusk.

Fifty-two (52) percent of all fatal accidents occurred during daylight hours, 41% occurred during dark hours, and 6% at dawn or dusk.



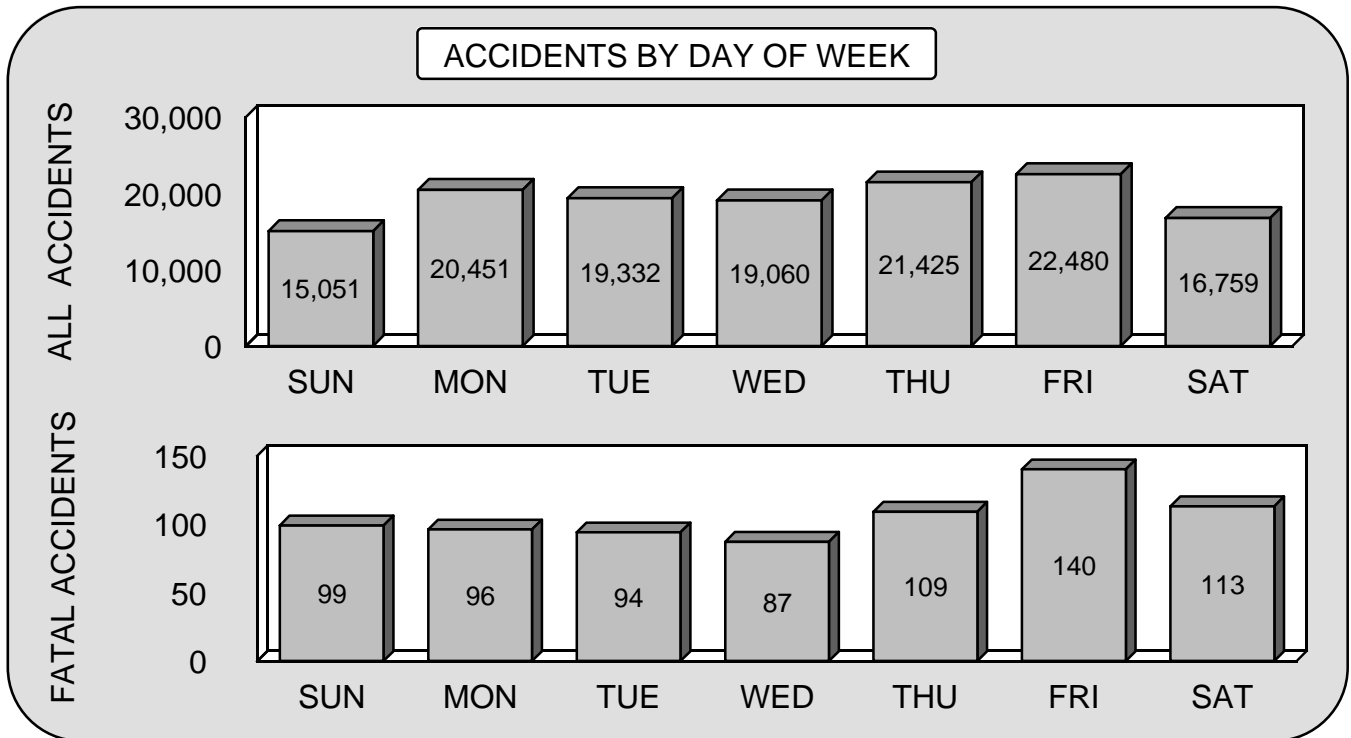
ACCIDENTS BY ROADWAY COMPOSITION AND LAND USE

The charts below give the number and percent of accidents by roadway composition and land use. Roadway composition describes the surface type. Land use refers to the description of the land use of the area at the scene of the accident.

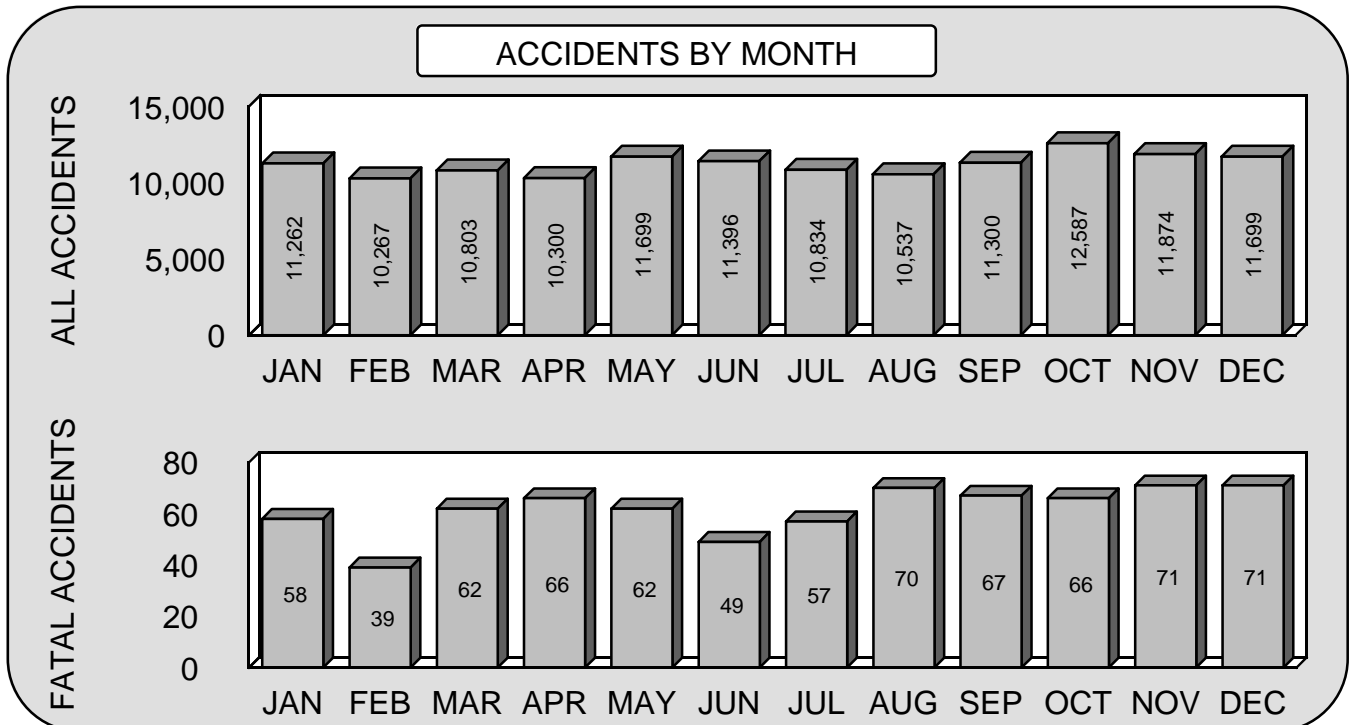


ACCIDENTS BY DAY AND MONTH

The graph below shows All and Fatal accidents by day of occurrence. Forty (40) percent of all accidents and 48% of fatal accidents occurred on weekends (Friday, Saturday, Sunday combined).



November, December and August reported the highest number of fatal accidents; February, June and July showed the lowest. October ranked highest for total number of accidents and February showed the lowest number of total accidents.



HOLIDAY ACCIDENTS



HOLIDAY DEATH TOLL

The chart below depicts the number of deaths in fatal accidents for a ten-year period, 1987 through 1996, on major holidays (inclusive of time periods established by the National Safety Council). A total of 45 persons were killed in 1996 holiday fatalities. This compared to 60 in 1995.

HOLIDAY PERIOD	TOTAL DEATHS									
	1987	1988	1989	1990	1991	1992	1993	1994	1995	1996
NEW YEAR'S	11	4	4	2	2	16	12	3	12	2
MEMORIAL DAY	12	8	11	4	12	7	15	10	11	11
JULY FOURTH	7	12	11	5	17	14	4	6	7	17
LABOR DAY	12	6	8	4	8	5	10	12	10	5
THANKSGIVING	17	12	6	12	9	6	9	21	13	8
CHRISTMAS	7	8	8	7	7	14	7	7	7	2
TOTAL HOLIDAY DEATHS	66	50	48	34	55	62	57	59	60	45

HOLIDAY TIMES AND DATES

Generally, for purposes of counting holiday fatalities, the holiday starts at 6:00 p.m. the day before and ends at 11:59 p.m. the day of the holiday. The times and dates below have been designated by the National Safety Council for holidays in 1996.

HOLIDAY	START	END
New Years	6:00 pm Tuesday, December 31, 1996	11:59 pm Wednesday, January 1, 1997
Memorial Day	6:00 pm Friday, May 24	11:59 pm Monday, May 27
July Fourth	6:00 pm Wednesday, July 3	11:59 pm Sunday, July 7
Labor Day	6:00 pm Friday, August 30	11:59 pm Monday, September 2
Thanksgiving	6:00 pm Wednesday, November 27	11:59 pm Sunday, December 1
Christmas	6:00 pm Tuesday, December 24	11:59 pm Wednesday, December 25

COMPARISON OF 1996 HOLIDAY FATALITIES/ACCIDENTS

The Thanksgiving holiday period registered the highest number of fatalities during 1996. The lowest number of holiday fatalities occurred over the Christmas and New Years holidays. The chart below shows relevant accident data for each of the 1996 holidays.

HOLIDAY PERIOD	NEW YEAR'S	MEMORIAL DAY	JULY FOURTH	LABOR DAY	THANKS-GIVING	CHRISTMAS
NO. PERSONS KILLED	2	11	17	5	8	2
NO. PERSONS INJURED	113	610	659	432	611	102
FATAL ACCIDENTS	2	9	12	5	7	2
INJURY ACCIDENTS	83	359	385	266	372	64
PROPERTY DAMAGE	167	848	880	375	1,114	160
TOTAL ACCIDENTS	252	1,216	1,277	646	1,493	226




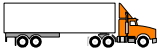

TYPE VEHICLES INVOLVED IN ACCIDENTS



VEHICLE TYPE	NUMBER OF VEHICLES INVOLVED	PERCENT OF TOTAL	VEHICLES INVOLVED IN FATAL ACCIDENTS	PERCENT OF TOTAL
Passenger Cars*	222,461	91.07%	986	86.34%
Taxicabs	145	0.06%	0	0.00%
Trucks	10,657	4.36%	99	8.67%
Motorcycles	756	0.31%	25	2.19%
Motor Scooters/Motor Bikes	113	0.05%	2	0.18%
School Buses	814	0.33%	4	0.35%
Other Buses	465	0.19%	3	0.26%
Farm Tractors/Equipment	215	0.09%	5	0.44%
Emergency	857	0.35%	0	0.00%
Other Public Owned	959	0.39%	1	0.09%
Go-Carts	2	0.00%	0	0.00%
Other	604	0.25%	10	0.88%
Not Stated	6,221	2.55%	7	0.61%
TOTAL	244,269	100.00%	1,142	100.00%

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

There were 244,269 vehicles involved in accidents during 1996. Of this total, 178,751 were involved in property damage only accidents, 64,376 were involved in injury accidents, and 1,142 were involved in fatal accidents. The majority (91%) of the vehicles involved were passenger cars. Trucks accounted for 4% of vehicles in all accidents, but accounted for 9% of vehicles in fatal accidents. Motorcycles represented 2% of the vehicles in fatal accidents, but only 0.3% of vehicles in all accidents.

VEHICLES REGISTERED IN KENTUCKY 1996	
	PASSENGER CARS 1,851,901
	COMMERCIAL TRUCKS 852,365
	MOTORCYCLES 30,992
	TOTAL (ALL TYPES) 2,966,238

TRUCK ACCIDENTS

Vehicular factors, as noted by the investigating officer on the accident report, are shown below for accidents involving trucks. A truck is defined as a vehicle with a registered weight of 10,000 pounds or more. Up to two factors may be noted for each vehicle in the accident. The number represents the number of trucks with the given factor, and the percentage is the percent of all trucks with that factor. Trucks were not included if the vehicular factor was unknown. A total of 10,657 trucks were involved in accidents.

VEHICULAR FACTORS	NUMBER OF TRUCKS INVOLVED IN:					
	ALL ACCIDENTS		FATAL ACCIDENTS		NONFATAL INJURY ACCIDENTS	
	NUMBER	PERCENT	NUMBER	PERCENT	NUMBER	PERCENT
Brakes Defective	130	1.24	1	1.02	38	1.58
Headlights Defective	2	0.02	0	0.00	1	0.04
Other Lighting Defects	27	0.26	2	2.04	8	0.33
Steering Failure	26	0.25	1	1.02	10	0.42
Tire Failure/Inadequate	88	0.84	0	0.00	29	1.20
Tow Hitch Defective	28	0.27	0	0.00	5	0.21
Over / Improper Load	85	0.81	1	1.02	10	0.42
Oversized Load	60	0.57	1	1.02	9	0.37
Other	400	3.83	1	1.02	73	3.03
None Detected	9,607	91.91	91	92.86	2,225	92.40
TOTALS (excluding unknown)	10,453	100.00	98	100.00	2,408	100.00

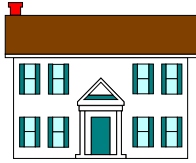
The chart below shows the total number of truck accidents, as well as those with hazardous cargo, by type of roadway. Twenty-seven percent of the truck accidents occurred on county or city streets, 18% on interstates, 52% on U.S., and state-numbered routes. Thirty percent of the hazardous cargo accidents occurred on interstates, and 49% on U.S. and state-numbered routes.

TYPE of ROADWAY	ALL TRUCK ACCIDENTS				TRUCKS WITH HAZARDOUS CARGO			
	FATAL ACCIDENTS	INJURY ACCIDENTS	PROPERTY DAMAGE	TOTAL	FATAL ACCIDENTS	INJURY ACCIDENTS	PROPERTY DAMAGE	TOTAL
Interstate	21	461	1,334	1,816	2	17	38	57
US Route	30	647	1,761	2,438	1	12	34	47
State Route	33	729	1,984	2,746	1	14	30	45
Parkway	3	68	174	245	0	4	8	12
County	0	77	260	337	0	0	6	6
City Street	8	310	2,075	2,393	0	2	19	21
TOTAL	95	2,292	7,588	9,975	4	49	135	188

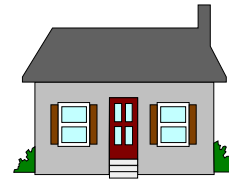
The residence of truck drivers involved in accidents is shown below. Thirty-four (34) percent of the drivers, with known residences, were non-residents of Kentucky. This percentage is 28% for fatal accidents and 31% for injury accidents.

RESIDENCE OF DRIVERS IN TRUCK ACCIDENTS	ALL ACCIDENTS	FATAL ACCIDENTS	INJURY ACCIDENTS
Local Resident	5,907	65	1,448
State Resident	575	2	124
Out of State Resident	3,621	28	765
Not Stated	554	4	115
TOTAL	10,657	99	2,452

DRIVER INVOLVEMENT



RESIDENCE OF DRIVER



There were 232,706 drivers involved in accidents during 1996. Of these, 1,124 drivers were involved in fatal accidents. The chart below tabulates driver involvement by residence and shows that most drivers (88% of those in which residence is known) were residents of the locality where the accident occurred. Many drivers in the unknown category are the result of hit-and-run accidents where the drivers' identities remain unknown. There are fewer drivers than vehicles because of collisions with unoccupied vehicles (generally a parked vehicle).

INVOLVEMENT BY RESIDENCE

RESIDENCE OF DRIVER	NUMBER INVOLVED IN ALL ACCIDENTS	PERCENT OF TOTAL	PERCENT OF TOTAL EXCLUDING NOT STATED
LOCAL RESIDENT	196,948	85%	88%
STATE RESIDENT	7,194	3%	3%
OUT OF STATE	20,203	9%	9%
NOT STATED	8,361	4%	
TOTAL	232,706	100%	100%

RESIDENCE OF DRIVER	NUMBER INVOLVED IN FATAL ACCIDENTS	PERCENT OF TOTAL	PERCENT OF TOTAL EXCLUDING NOT STATED
LOCAL RESIDENT	1,008	90%	90%
STATE RESIDENT	9	1%	1%
OUT OF STATE	97	9%	9%
NOT STATED	10	1%	
TOTAL	1,124	100%	100%



SEX OF DRIVER



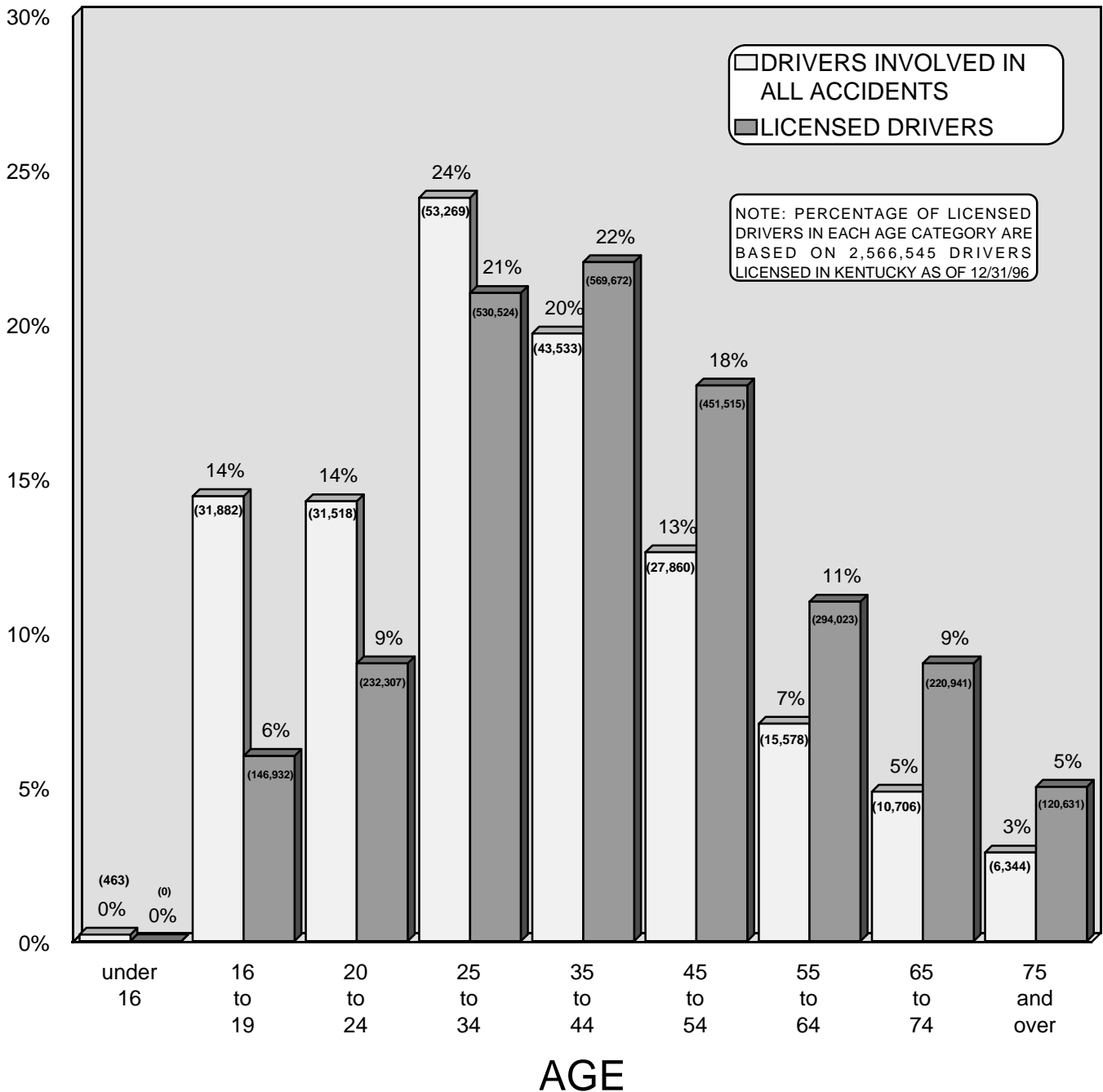
As shown in the chart below, 59% of the drivers involved in accidents during 1996 were male; 41% were female. In fatal accidents 74% of the drivers were male; 26% female.

TOTAL ACCIDENTS			
SEX	NUMBER IN ALL ACCIDENTS	PERCENT IN ALL ACCIDENTS	% OF TOTAL EXCLUDING UNKNOWN
MALE	133,318	57%	59%
FEMALE	91,116	39%	41%
UNKNOWN	8,272	4%	
TOTAL	232,706	100%	100%

FATAL ACCIDENTS			
SEX	NUMBER IN FATAL ACCIDENTS	PERCENT IN FATAL ACCIDENTS	% OF TOTAL EXCLUDING UNKNOWN
MALE	822	73%	74%
FEMALE	294	26%	26%
UNKNOWN	8	1%	
TOTAL	1,124	100%	100%

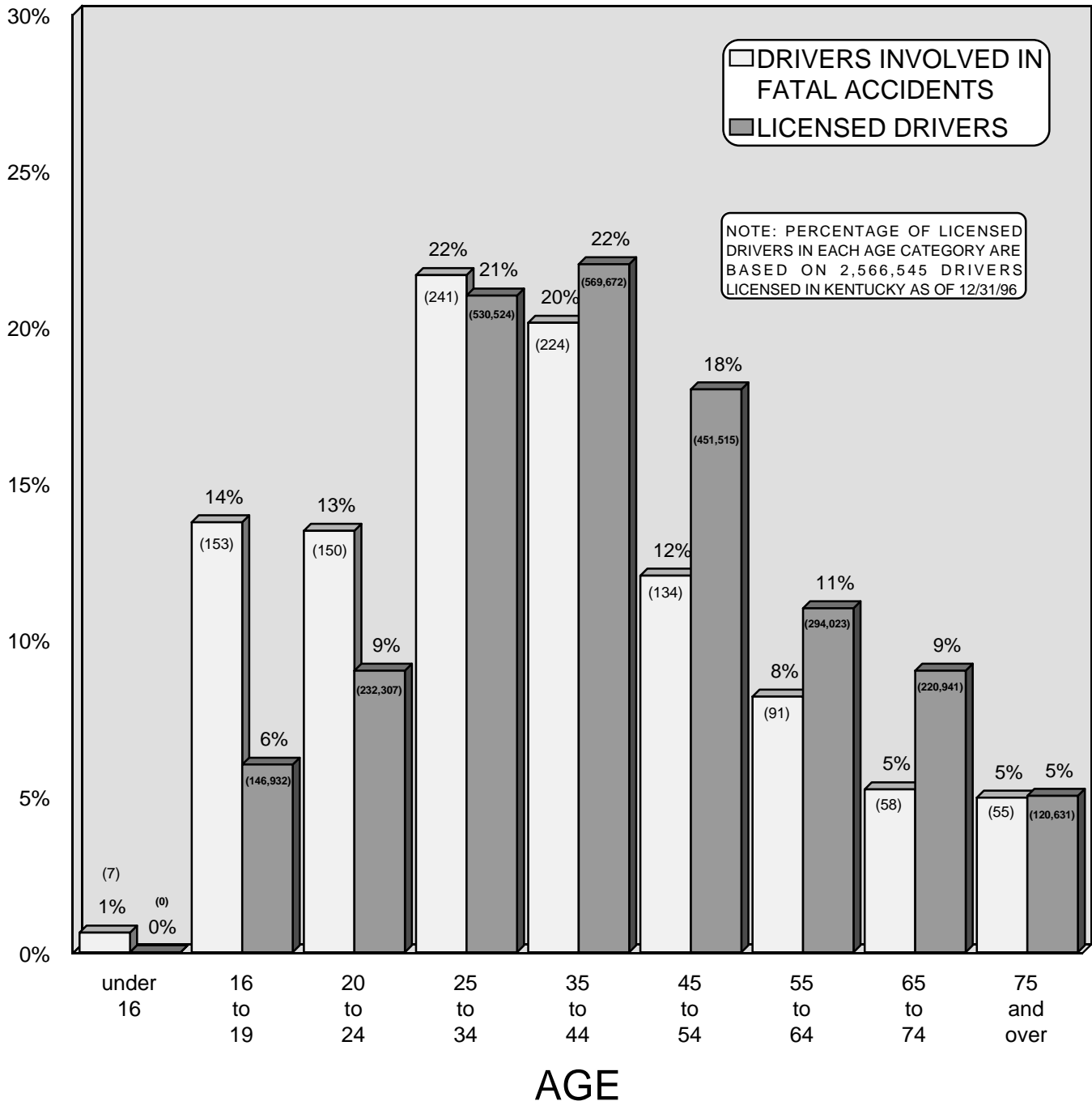
AGE OF DRIVER (ALL ACCIDENTS)

The chart below groups the ages of 221,153 drivers involved in 1996 traffic accidents in Kentucky (for which age information was available). For each age category, the following information is shown: the percentage of drivers involved in all accidents, the number of drivers involved in these accidents (in parentheses), the percentage of all licensed drivers, and the number of licensed drivers (in parentheses). This allows a comparison to be made between the percentage of a given age category is of the driving population and the corresponding percentage this age category is involved in accidents. The percentage of drivers involved in all accidents was higher than the percentage of licensed drivers for the age categories under age 35, especially for the 16 to 19 years of age category. This data does not differentiate drivers "at-fault" versus drivers "not-at-fault." There were 11,553 driver's ages which could not be determined. These drivers represent 5% of all drivers involved in 1996 accidents. The percentages given below do not consider the "Unknown" category.



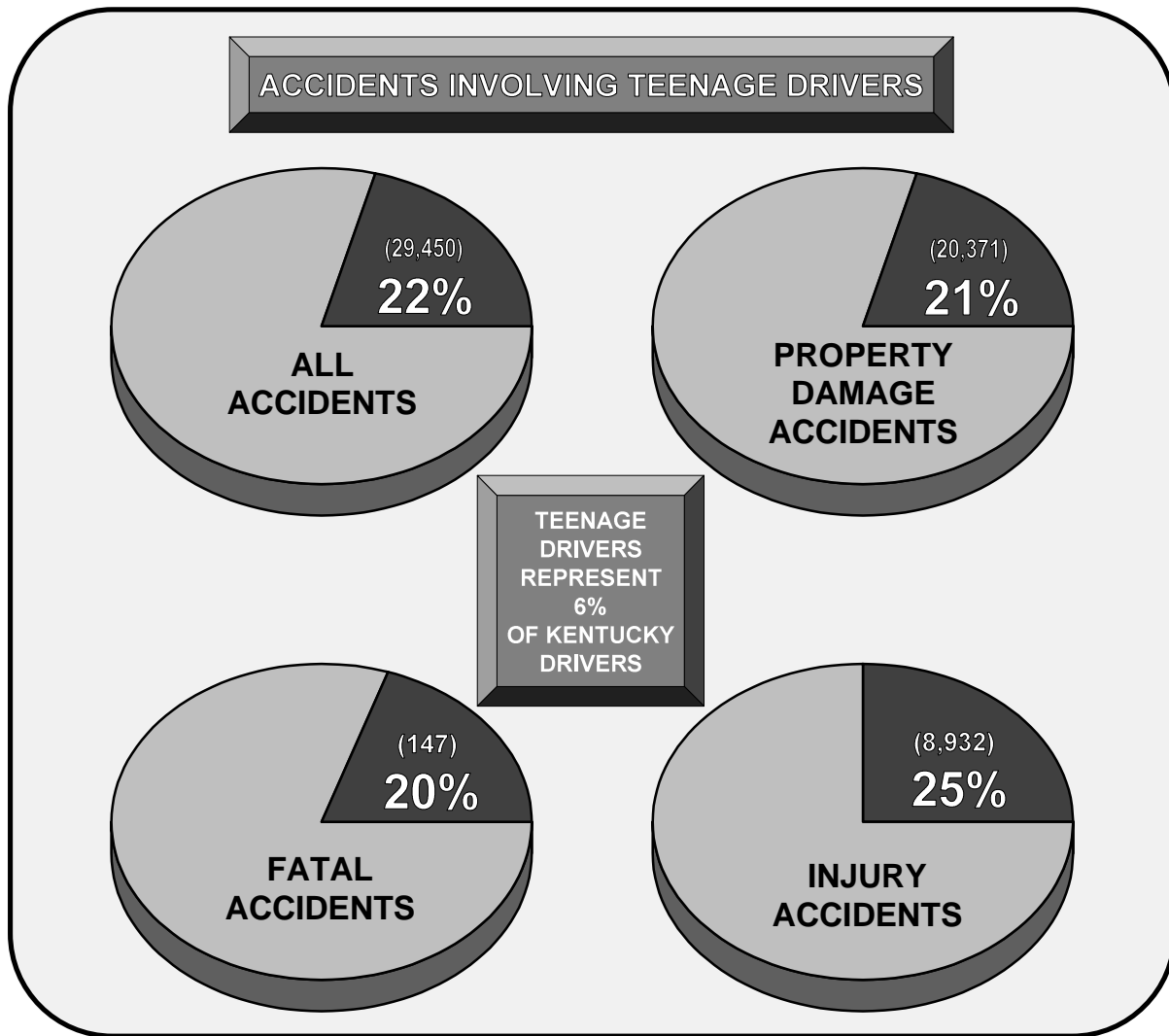
AGE OF DRIVER (FATAL ACCIDENTS)

The chart below groups the ages of 1,113 drivers involved in 1996 fatal accidents (for which age information was available). It should be noted that the drivers were not necessarily killed in the fatal accident. The number of drivers involved in fatal accidents exceeded the total number of fatal accidents. Percentages are based on drivers involved in fatal accidents during 1996 and do not include 11 drivers whose ages were not stated on the accident report. The numbers of drivers involved in fatal accidents and licensed drivers are in parentheses. The percentage a given age category is of the driving population can be compared to the corresponding percentage this age category is involved in fatal accidents. The largest difference is the overrepresentation of teenage driver in fatal accidents (14%) compared to their percent of the driving population (6%).



ACCIDENTS INVOLVING TEENAGE DRIVERS

The percentages of teenage drivers (16 to 19 years of age versus other groups) involved in 1996 accidents (by type) are shown below, irrespective of the driver at fault in the accidents reported. The numbers of accidents including teenage drivers are also shown.



The number of teenage drivers involved in accidents, together with alcohol-related accidents, are shown below. It should be noted that tabulations for alcohol-related accidents were derived from the total number of drinking drivers as reported by the officer at the scene. Use of FARS would result in higher numbers. As shown, 814 teenage drivers were involved in alcohol-related accidents during 1996. There were 172 fatalities in accidents involving a teenage driver (70 of these fatalities were the teenage driver). There were 16 fatalities in alcohol-related accidents involving teenage drivers (5 of these fatalities were the teenage driver).

NUMBER OF TEENAGE DRIVERS INVOLVED IN:								
YEAR	ALL ACCIDENTS	FATAL ACCIDENTS	INJURY ACCIDENTS	PROPERTY DAMAGE	ALCOHOL RELATED ACCIDENTS			
					FATAL	INJURY	PROPERTY DAMAGE	TOTAL
1996	31,882	153	9,548	22,181	15	406	393	814
1995	31,009	154	9,713	21,142	14	385	337	736
1994	29,269	121	9,134	20,014	17	386	356	759
1993	30,554	140	9,069	21,345	24	432	337	793

ALCOHOL-RELATED ACCIDENTS

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

Alcohol-related accidents are listed by county beginning on page 34. The following information has been adjusted to agree with FARS statistics involving fatal accidents; therefore, these numbers may not agree with previously listed state totals.

ALL ACCIDENTS	FATAL ACCIDENTS	242
	INJURY ACCIDENTS	2,955
	PROPERTY DAMAGE ACCIDENTS	2,953
	TOTAL	6,150

PERSONS KILLED/INJURED	NUMBER KILLED	256
	NUMBER INJURED	4,637
	INCAPACITATING INJURIES	1,168
	NON-INCAPACITATING INJURIES	2,023
	POSSIBLE INJURIES	1,446

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

6,150 alcohol-related accidents were reported during 1996. Four percent of the alcohol-related accidents were fatal, 48% were injury accidents, and 48% were property damage only.

Comparison with previous years

During 1996, alcohol-related accidents decreased by 0.2% from 1995. The 256 persons killed in 1996 reflect a decrease of 8% when compared with 278 persons killed in 1995. During 1996, there were 4,637 persons injured in alcohol-related accidents, a decrease of 2% from 1995 when 4,741 persons were injured.

Fatal accident data has been adjusted to reflect follow-up studies of drivers in the chart below. The 1994, 1995 and 1996 data have been adjusted to agree with FARS data and not state data which were shown in the 1993 and prior years publication.

YEAR	TOTAL ACCIDENTS (Alcohol Related)	% CHANGE FROM PREVIOUS YEAR	TOTAL KILLED	% +/-	TOTAL INJURED	% +/-
1996	6,150	-0%	256	-8%	4,637	-2%
1995	6,163	+3%	278	-3%	4,741	+5%
1994	5,995	-11%	287	-9%	4,536	-13%
1993	6,727	-3%	314	+4%	5,228	+2%
1992	6,968	-5%	303	-17%	5,142	-6%
1991	7,301	-11%	365	+9%	5,467	-12%
1990	8,159	+6%	336	+5%	6,181	+6%

SAFETY RESTRAINTS

The chart below compares vehicle occupants with and without safety restraint devices over a five-year period. Clearly, more vehicle occupants are using restraints (from 60% in 1992 to 90% in 1996.) (Safety restraint devices include lap belt, harness, child safety seat, air bag, and other passive restraints. The numbers do not include occupants in vehicles that normally do not contain safety restraints, occupants where safety restraint usage was not indicated, occupants not in an appropriate position, or pedestrians and pedalcyclists. These occupants were included in the "NOT APPLICABLE" category.)

YEAR	RESTRAINED		NOT-RESTRAINED	
	NUMBER	% OF TOTAL	NUMBER	% OF TOTAL
1996	196,331	90%	22,894	10%
1995	183,331	88%	25,112	12%
1994	158,591	78%	44,108	22%
1993	141,028	64%	77,654	36%
1992	133,580	60%	87,719	40%

The above percentages are based on the reported usage of safety restraints in traffic accidents. Observational surveys have consistently found lower rates. For example, the 1996 statewide survey found a usage rate of 55% for drivers. (compared to 90% reported in traffic accidents.)

The chart below shows 1996 vehicle occupants by their injury status, and separates the occupants into categories of restraint used and restraint not used. Overall, 17% of all vehicle occupants were killed or injured. A breakdown into restraint usage shows only 14% of those restrained were killed or injured, compared to 35% of those not restrained. Comparing the percentages killed or injured in the "Restraint Used" and "Restraint Not Used" categories shows the benefit of wearing a safety belt. This "NOT APPLICABLE" category is described above.

INJURY STATUS	ALL OCCUPANTS		RESTRAINT USED		RESTRAINT NOT USED		NOT APPLICABLE	
	NUMBER	% OF TOTAL	NUMBER	% OF TOTAL	NUMBER	% OF TOTAL	NUMBER	% OF TOTAL
KILLED	846	0.3%	152	0.1%	362	1.6%	332	0.3%
INCAPACITATING INJURY	8,795	2.7%	3,453	1.8%	1,864	8.1%	3,478	3.3%
NON-INCAPACITATING INJURY	20,299	6.3%	9,173	4.7%	3,208	14.0%	7,918	7.5%
POSSIBLE INJURY	26,815	8.3%	13,872	7.1%	2,492	10.9%	10,451	9.9%
NOT INJURED	259,419	79.9%	169,617	86.4%	14,944	65.3%	74,858	71.0%
UNKNOWN	8,456	2.6%	64	0.0%	24	0.1%	8,368	7.9%
TOTAL	324,630	100.0%	196,331	100.0%	22,894	100.0%	105,405	100.0%



CONTRIBUTING FACTORS

CONTRIBUTING FACTORS

A variety of factors and conditions can contribute to an accident. Police officers may indicate up to three driver factors for each driver, two vehicular factors for each vehicle, and up to two environmental factors for each accident. This table gives the number of accidents in which a given factor was listed at least once. Accumulations were made only once for each factor coded in an accident, even if the factor was coded for more than one driver or vehicle. Therefore, the percentages give the percent of accidents in which a given factor is listed. Some factors, which were listed only a few times, are not listed.

ACCIDENT FACTORS	ALL ACCIDENTS	PERCENT OF TOTAL	FATAL ACCIDENTS	PERCENT OF TOTAL
Driver Inattention	44,818	33.31	161	21.82
Failure To Yield	21,170	15.73	116	15.72
Unsafe Speed	10,713	7.96	208	28.18
Following Too Close	8,143	6.05	4	0.54
Alcohol Involvement	6,061	4.50	153	20.73
Disregard Traffic Control	4,351	3.23	29	3.93
Turning Improperly	3,182	2.36	2	0.27
Distraction	2,868	2.13	14	1.90
Improper Passing	1,627	1.21	8	1.08
Fell Asleep	1,565	1.16	33	4.47
Drug Involvement	489	0.36	15	2.03
Lost Consciousness	373	0.28	8	1.08
Physical Disability	293	0.22	4	0.54
Sick	215	0.16	3	0.41
VEHICULAR FACTORS	ALL ACCIDENTS	PERCENT OF TOTAL	FATAL ACCIDENTS	PERCENT OF TOTAL
Brakes Defective	1,797	1.34	5	0.68
Tire Failure / Inadequate	989	0.73	21	2.85
Steering Failure	406	0.30	4	0.54
Other Lighting Defect	293	0.22	6	0.81
Overloaded	256	0.19	1	0.14
Oversized Load	143	0.11	1	0.14
Tow Hitch Defective	125	0.09	0	0.00
Headlight Failure	73	0.05	2	0.27
ENVIRONMENTAL FACTORS	ALL ACCIDENTS	PERCENT OF TOTAL	FATAL ACCIDENTS	PERCENT OF TOTAL
Slippery Surface	18,282	13.59	90	12.20
Animal Action	5,006	3.72	6	0.81
View Obstructed	4,291	3.19	24	3.25
Water Pooling	1,392	1.03	10	1.36
Glare	1,046	0.78	8	1.08
Debris In Roadway	927	0.69	9	1.22
Roadway Construction	547	0.41	1	0.14
Improperly Parked Vehicle	412	0.31	2	0.27
Shoulder Defective	260	0.19	3	0.41
Fixed Object(s)	246	0.18	1	0.14
Hole/Deep Ruts/Bumps	190	0.14	4	0.54
Traffic Controls Not Working	150	0.11	0	0.00

CONTRIBUTING FACTORS

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

ACCIDENTS INVOLVING EMERGENCY VEHICLES	
TOTAL EMERGENCY VEHICLE ACCIDENTS	835
FATAL ACCIDENTS	0
INJURY ACCIDENTS	178
TOTAL KILLED	0
TOTAL INJURED	267

EMERGENCY VEHICLE ACCIDENTS				
DRIVER CONTRIBUTING FACTORS	ALL ACCIDENTS	PERCENT OF TOTAL	FATAL ACCIDENTS	PERCENT OF TOTAL
Unsafe Speed	53	6.35	0	0.00
Failed to Yield Right of Way	130	15.57	0	0.00
Following Too Close	38	4.55	0	0.00
Improper Passing	11	1.32	0	0.00
Disregard of Traffic Controls	33	3.95	0	0.00
Turning Improperly	23	2.75	0	0.00
Alcohol Involvement	31	3.71	0	0.00
Drug Involvement	3	0.36	0	0.00
Sick	0	0.00	0	0.00
Fell Asleep	1	0.12	0	0.00
Lost Consciousness	0	0.00	0	0.00
Driver Inattention	205	24.55	0	0.00
Distraction	23	2.75	0	0.00
Physical Disability	0	0.00	0	0.00

ACCIDENTS INVOLVING FARM EQUIPMENT	
TOTAL FARM EQUIPMENT ACCIDENTS	215
FATAL ACCIDENTS	5
INJURY ACCIDENTS	61
TOTAL KILLED	5
TOTAL INJURED	102

FARM EQUIPMENT ACCIDENTS				
DRIVER CONTRIBUTING FACTORS	ALL ACCIDENTS	PERCENT OF TOTAL	FATAL ACCIDENTS	PERCENT OF TOTAL
Unsafe Speed	11	5.12	0	0.00
Failed to Yield Right of Way	43	20.00	0	0.00
Following Too Close	3	1.40	0	0.00
Improper Passing	26	12.09	1	20.00
Disregard of Traffic Controls	1	0.47	0	0.00
Turning Improperly	9	4.19	0	0.00
Alcohol Involvement	11	5.12	0	0.00
Drug Involvement	0	0.00	0	0.00
Sick	1	0.47	0	0.00
Fell Asleep	0	0.00	0	0.00
Lost Consciousness	2	0.93	1	20.00
Driver Inattention	76	35.35	3	60.00
Distraction	5	2.33	0	0.00
Physical Disability	1	0.47	0	0.00

CONTRIBUTING FACTORS (cont'd)

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

ACCIDENTS INVOLVING SCHOOL BUSES	
TOTAL SCHOOL BUS ACCIDENTS	810
FATAL ACCIDENTS	4
INJURY ACCIDENTS	142
TOTAL KILLED	4
TOTAL INJURED	295

SCHOOL BUS ACCIDENTS				
DRIVER CONTRIBUTING FACTORS	ALL ACCIDENTS	PERCENT OF TOTAL	FATAL ACCIDENTS	PERCENT OF TOTAL
Unsafe Speed	56	6.91	1	25.00
Failed to Yield Right of Way	85	10.49	1	25.00
Following Too Close	40	4.94	0	0.00
Improper Passing	10	1.23	0	0.00
Disregard of Traffic Controls	20	2.47	0	0.00
Turning Improperly	26	3.21	0	0.00
Alcohol Involvement	3	0.37	0	0.00
Drug Involvement	0	0.00	0	0.00
Sick	0	0.00	0	0.00
Fell Asleep	2	0.25	0	0.00
Lost Consciousness	2	0.25	0	0.00
Driver Inattention	323	39.88	1	25.00
Distraction	26	3.21	0	0.00
Physical Disability	4	0.49	0	0.00

ACCIDENTS INVOLVING ELEMENTARY SCHOOL AGE CHILDREN	
TOTAL ELEM. SCHOOL AGE CHILDREN ACCIDENTS	9,228
FATAL ACCIDENTS	54
INJURY ACCIDENTS	3,791
TOTAL KILLED (All Ages)	74
(6-12 Years of Age)	28
TOTAL INJURED (All Ages)	7,992
(6-12 Years of Age)	2,773

ELEMENTARY SCHOOL AGE CHILDREN ACCIDENTS (6 TO 12 YEARS OF AGE)				
DRIVER CONTRIBUTING FACTORS	ALL ACCIDENTS	PERCENT OF TOTAL	FATAL ACCIDENTS	PERCENT OF TOTAL
Unsafe Speed	623	6.75	14	25.93
Failed to Yield Right of Way	1,736	18.81	7	12.96
Following Too Close	651	7.05	0	0.00
Improper Passing	138	1.50	0	0.00
Disregard of Traffic Controls	357	3.87	3	5.56
Turning Improperly	170	1.84	0	0.00
Alcohol Involvement	184	1.99	5	9.26
Drug Involvement	23	0.25	0	0.00
Sick	9	0.10	0	0.00
Fell Asleep	59	0.64	4	7.41
Lost Consciousness	15	0.16	0	0.00
Driver Inattention	3,696	40.05	16	29.63
Distraction	235	2.55	1	1.85
Physical Disability	17	0.18	0	0.00

ACCIDENTS INVOLVING PEDESTRIANS	
TOTAL PEDESTRIAN ACCIDENTS	1,197
FATAL ACCIDENTS	56
INJURY ACCIDENTS	1,085
TOTAL KILLED	56
TOTAL INJURED	1,228

PEDESTRIAN ACCIDENTS				
DRIVER CONTRIBUTING FACTORS	ALL ACCIDENTS	PERCENT OF TOTAL	FATAL ACCIDENTS	PERCENT OF TOTAL
Unsafe Speed	36	3.01	3	5.36
Failed to Yield Right of Way	96	8.02	5	8.93
Following Too Close	1	0.08	0	0.00
Improper Passing	5	0.42	0	0.00
Disregard of Traffic Controls	14	1.17	0	0.00
Turning Improperly	6	0.50	0	0.00
Alcohol Involvement	32	2.67	6	10.71
Drug Involvement	7	0.58	2	3.57
Sick	1	0.08	0	0.00
Fell Asleep	5	0.42	1	1.79
Lost Consciousness	1	0.08	0	0.00
Driver Inattention	192	16.04	5	8.93
Distraction	14	1.17	2	3.57
Physical Disability	2	0.17	0	0.00

CONTRIBUTING FACTORS (cont'd)

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

ACCIDENTS INVOLVING MOTORCYCLES	
TOTAL MOTORCYCLES ACCIDENTS	747
FATAL ACCIDENTS	25
INJURY ACCIDENTS	581
TOTAL KILLED	27
TOTAL INJURED	711

MOTORCYCLE ACCIDENTS				
DRIVER CONTRIBUTING FACTORS	ALL ACCIDENTS	PERCENT OF TOTAL	FATAL ACCIDENTS	PERCENT OF TOTAL
Unsafe Speed	117	15.66	12	48.00
Failed to Yield Right of Way	130	17.40	2	8.00
Following Too Close	18	2.41	0	0.00
Improper Passing	24	3.21	0	0.00
Disregard of Traffic Controls	11	1.47	1	4.00
Turning Improperly	14	1.87	0	0.00
Alcohol Involvement	82	10.98	7	28.00
Drug Involvement	7	0.94	0	0.00
Sick	0	0.00	0	0.00
Fell Asleep	0	0.00	0	0.00
Lost Consciousness	1	0.13	0	0.00
Driver Inattention	202	27.04	3	12.00
Distraction	6	0.80	0	0.00
Physical Disability	2	0.27	0	0.00

ACCIDENTS INVOLVING MOPEDS	
TOTAL MOPED ACCIDENTS	111
FATAL ACCIDENTS	2
INJURY ACCIDENTS	87
TOTAL KILLED	2
TOTAL INJURED	101

MOPED ACCIDENTS				
DRIVER CONTRIBUTING FACTORS	ALL ACCIDENTS	PERCENT OF TOTAL	FATAL ACCIDENTS	PERCENT OF TOTAL
Unsafe Speed	16	14.41	0	0.00
Failed to Yield Right of Way	19	17.12	1	50.00
Following Too Close	4	3.60	0	0.00
Improper Passing	3	2.70	0	0.00
Disregard of Traffic Controls	0	0.00	0	0.00
Turning Improperly	3	2.70	0	0.00
Alcohol Involvement	12	10.81	0	0.00
Drug Involvement	1	0.90	0	0.00
Sick	0	0.00	0	0.00
Fell Asleep	0	0.00	0	0.00
Lost Consciousness	0	0.00	0	0.00
Driver Inattention	33	29.73	0	0.00
Distraction	4	3.60	0	0.00
Physical Disability	0	0.00	0	0.00

ACCIDENTS INVOLVING BICYCLES	
TOTAL BICYCLE ACCIDENTS	695
FATAL ACCIDENTS	7
INJURY ACCIDENTS	557
TOTAL KILLED	7
TOTAL INJURED	575

BICYCLE ACCIDENTS				
DRIVER CONTRIBUTING FACTORS	ALL ACCIDENTS	PERCENT OF TOTAL	FATAL ACCIDENTS	PERCENT OF TOTAL
Unsafe Speed	16	2.30	0	0.00
Failed to Yield Right of Way	19	2.73	0	0.00
Following Too Close	14	2.01	0	0.00
Improper Passing	3	0.43	0	0.00
Disregard of Traffic Controls	0	0.00	1	14.29
Turning Improperly	3	0.43	0	0.00
Alcohol Involvement	12	1.73	0	0.00
Drug Involvement	1	0.14	0	0.00
Sick	0	0.00	0	0.00
Fell Asleep	0	0.00	0	0.00
Lost Consciousness	0	0.00	0	0.00
Driver Inattention	33	4.75	0	0.00
Distraction	4	0.58	0	0.00
Physical Disability	0	0.00	0	0.00

CONTRIBUTING FACTORS (cont'd)

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

ACCIDENTS INVOLVING TRUCKS	
TOTAL TRUCK ACCIDENTS	9,975
FATAL ACCIDENTS	95
INJURY ACCIDENTS	2,292
TOTAL KILLED	108
TOTAL INJURED	3,375

TRUCK ACCIDENTS				
DRIVER CONTRIBUTING FACTORS	ALL ACCIDENTS	PERCENT OF TOTAL	FATAL ACCIDENTS	PERCENT OF TOTAL
Unsafe Speed	665	6.67	15	15.79
Failed to Yield Right of Way	1,303	13.06	20	21.05
Following Too Close	478	4.79	1	1.05
Improper Passing	184	1.84	2	2.11
Disregard of Traffic Controls	220	2.21	7	7.37
Turning Improperly	395	3.96	0	0.00
Alcohol Involvement	206	2.07	9	9.47
Drug Involvement	18	0.18	1	1.05
Sick	10	0.10	1	1.05
Fell Asleep	121	1.21	5	5.26
Lost Consciousness	22	0.22	0	0.00
Driver Inattention	3,525	35.34	28	29.47
Distraction	192	1.92	4	4.21
Distraction Physical Disability	18	0.18	0	0.00

ACCIDENTS INVOLVING TRAINS	
TOTAL TRAIN ACCIDENTS	79
FATAL ACCIDENTS	3
INJURY ACCIDENTS	21
TOTAL KILLED	3
TOTAL INJURED	27

TRAIN ACCIDENTS				
DRIVER CONTRIBUTING FACTORS	ALL ACCIDENTS	PERCENT OF TOTAL	FATAL ACCIDENTS	PERCENT OF TOTAL
Unsafe Speed	3	3.80	0	0.00
Failed to Yield Right of Way	18	22.78	1	33.33
Following Too Close	0	0.00	0	0.00
Improper Passing	0	0.00	0	0.00
Disregard of Traffic Controls	13	16.46	1	33.33
Turning Improperly	0	0.00	0	0.00
Alcohol Involvement	6	7.59	0	0.00
Drug Involvement	0	0.00	0	0.00
Sick	0	0.00	0	0.00
Fell Asleep	1	1.27	0	0.00
Lost Consciousness	0	0.00	0	0.00
Driver Inattention	27	34.18	1	33.33
Distraction	0	0.00	0	0.00
Physical Disability	0	0.00	0	0.00

ACCIDENTS INVOLVING MULTIPLE FATALITIES	
TOTAL MULTIPLE FATALITY ACCIDENTS	78
FATAL ACCIDENTS	78
INJURY ACCIDENTS	0
TOTAL KILLED	186
TOTAL INJURED	122

MULTIPLE FATALITY ACCIDENTS				
DRIVER CONTRIBUTING FACTORS	ALL ACCIDENTS	PERCENT OF TOTAL	FATAL ACCIDENTS	PERCENT OF TOTAL
Unsafe Speed	32	41.03	32	41.03
Failed to Yield Right of Way	18	23.08	18	23.08
Following Too Close	0	0.00	0	0.00
Improper Passing	0	0.00	0	0.00
Disregard of Traffic Controls	4	5.13	4	5.13
Turning Improperly	0	0.00	0	0.00
Alcohol Involvement	16	20.51	16	20.51
Drug Involvement	3	3.85	3	3.85
Sick	0	0.00	0	0.00
Fell Asleep	7	8.97	7	8.97
Lost Consciousness	0	0.00	0	0.00
Driver Inattention	15	19.23	15	19.23
Distraction	1	1.28	1	1.28
Physical Disability	0	0.00	0	0.00



ACCIDENTS BY COUNTY

ACCIDENTS BY COUNTY

1995 VS 1996

COUNTY	ACCIDENTS								PERSONS			
	TOTAL		FATAL		NON-FATAL INJURY		PROPERTY DAMAGE		KILLED		INJURED	
	1995	1996	1995	1996	1995	1996	1995	1996	1995	1996	1995	1996
Adair	431	432	2	3	133	109	296	320	3	5	199	170
Allen	392	377	5	6	123	116	264	255	6	9	212	193
Anderson	418	434	7	1	148	132	263	301	7	1	222	198
Ballard	218	217	2	3	71	61	145	153	2	5	101	93
Barren	1,182	1,262	15	8	393	419	774	835	22	12	616	624
Bath	307	367	3	6	87	97	217	264	3	6	136	148
Bell	786	758	1	9	247	237	538	512	1	13	369	403
Boone	2,724	3,290	13	10	720	821	1,991	2,459	15	11	1,136	1,340
Bourbon	658	653	12	12	180	195	466	446	14	13	272	290
Boyd	1,960	2,122	4	2	496	544	1,460	1,576	5	4	751	850
Boyle	927	891	5	5	268	235	654	651	6	8	402	381
Bracken	206	253	4	2	42	83	160	168	5	2	66	134
Breathitt	395	421	5	3	153	167	237	251	5	3	294	294
Breckinridge	233	225	4	4	93	99	136	122	8	4	165	149
Bullitt	1,331	1,341	8	11	410	390	913	940	9	11	605	624
Butler	279	249	7	0	99	82	173	167	7	0	148	105
Caldwell	406	414	3	4	117	108	286	302	4	4	167	159
Calloway	907	683	4	6	247	214	656	463	4	7	379	311
Campbell	2,791	2,949	6	8	639	615	2,146	2,326	7	10	949	879
Carlisle	36	42	1	0	15	14	20	28	1	0	25	21
Carroll	445	405	5	5	122	113	318	287	7	6	176	177
Carter	643	710	5	7	213	219	425	484	6	7	367	345
Casey	104	119	3	6	53	40	48	73	3	7	91	74
Christian	1,866	2,052	14	6	528	594	1,324	1,452	15	6	831	887
Clark	1,053	1,222	9	7	297	312	747	903	11	8	441	474
Clay	360	391	4	8	147	151	209	232	4	8	269	270
Clinton	153	134	3	2	38	44	112	88	3	2	60	62
Crittenden	198	225	4	9	72	81	122	135	4	9	120	119
Cumberland	113	96	0	4	30	26	83	66	0	4	43	36
Daviess	3,313	3,508	12	9	791	805	2,510	2,694	13	11	1,174	1,197
Edmonson	240	194	3	2	92	65	145	127	3	6	145	104
Elliott	122	90	0	1	57	36	65	53	0	1	85	56
Estill	376	347	4	5	114	112	258	230	4	5	165	191
Fayette	11,337	11,884	19	25	2,724	2,720	8,594	9,139	21	26	3,924	3,998
Fleming	266	306	4	4	77	98	185	204	6	4	126	151
Floyd	1,114	1,043	6	13	524	459	584	571	7	15	934	783
Franklin	1,475	1,627	4	5	354	373	1,117	1,249	4	5	552	553
Fulton	217	228	3	0	61	62	153	166	3	0	96	94
Gallatin	240	249	3	1	95	83	142	165	3	1	138	136
Garrard	210	274	7	6	74	72	129	196	7	6	150	121

ACCIDENTS BY COUNTY

1995 VS 1996

COUNTY	ACCIDENTS								PERSONS			
	TOTAL		FATAL		NON-FATAL INJURY		PROPERTY DAMAGE		KILLED		INJURED	
	1995	1996	1995	1996	1995	1996	1995	1996	1995	1996	1995	1996
Grant	819	749	6	3	258	209	555	537	7	3	395	306
Graves	962	1,032	7	9	287	318	668	705	7	10	458	462
Grayson	416	453	7	5	196	194	213	254	7	6	299	298
Green	268	244	2	2	86	71	180	171	2	2	118	97
Greenup	786	870	4	6	262	279	520	585	4	7	417	421
Hancock	168	157	2	1	72	68	94	88	2	1	105	102
Hardin	2,629	2,838	10	15	702	704	1,917	2,119	15	15	1,121	1,070
Harlan	863	755	8	7	322	241	533	507	9	9	507	381
Harrison	526	522	4	7	132	147	390	368	5	9	192	217
Hart	433	406	7	5	113	130	313	271	12	7	192	208
Henderson	1,921	1,971	9	3	503	479	1,409	1,489	9	3	730	711
Henry	392	371	6	4	124	106	262	261	6	4	199	188
Hickman	94	78	1	2	40	28	53	48	1	2	63	43
Hopkins	1,626	1,593	8	8	415	351	1,203	1,234	9	8	628	519
Jackson	238	234	5	2	88	90	145	142	5	2	143	129
Jefferson	28,586	31,122	63	67	6,786	7,259	21,737	23,796	68	68	10,100	10,866
Jessamine	1,076	1,316	12	5	286	302	778	1,009	15	5	442	447
Johnson	626	579	8	10	254	219	364	350	10	11	423	377
Kenton	5,576	5,817	6	5	1,424	1,379	4,146	4,433	6	5	2,109	2,009
Knott	314	346	9	8	134	136	171	202	9	8	198	219
Knox	697	694	9	6	264	272	424	416	12	6	480	437
Larue	319	325	3	3	97	96	219	226	3	3	161	158
Laurel	1,409	1,595	14	9	470	522	925	1,064	16	10	809	881
Lawrence	261	235	7	4	105	98	149	133	8	5	162	162
Lee	99	82	2	2	40	32	57	48	2	4	70	55
Leslie	211	195	6	8	109	114	96	73	10	10	154	180
Letcher	565	595	5	5	182	241	378	349	5	6	269	385
Lewis	237	314	5	1	60	99	172	214	5	1	102	152
Lincoln	353	348	7	12	139	146	207	190	7	12	221	240
Livingston	238	211	1	4	89	68	148	139	1	4	116	104
Logan	697	697	8	4	202	175	487	518	8	5	329	245
Lyon	241	254	6	4	74	74	161	176	6	4	133	123
McCracken	3,067	2,989	13	15	828	886	2,226	2,088	14	16	1,274	1,348
McCreary	288	275	4	6	114	109	170	160	4	9	192	207
McLean	154	218	4	3	54	55	96	160	5	5	91	103
Madison	2,346	2,667	12	17	625	696	1,709	1,954	15	18	921	1,088
Magoffin	291	273	5	6	147	125	139	142	5	9	237	203
Marion	528	479	3	5	151	132	374	342	7	6	249	211
Marshall	736	778	10	6	246	232	480	540	10	6	374	341
Martin	335	278	3	2	136	95	196	181	4	2	236	139

ACCIDENTS BY COUNTY

1995 VS 1996

COUNTY	ACCIDENTS								PERSONS			
	TOTAL		FATAL		NON-FATAL INJURY		PROPERTY DAMAGE		KILLED		INJURED	
	1995	1996	1995	1996	1995	1996	1995	1996	1995	1996	1995	1996
Mason	728	824	4	6	170	186	554	632	6	6	284	318
Meade	478	505	8	3	166	156	304	346	9	3	280	243
Menifee	80	92	0	1	37	32	43	59	0	1	54	61
Mercer	600	649	3	2	184	214	413	433	3	2	280	333
Metcalfe	196	215	2	0	62	55	132	160	2	0	103	101
Monroe	98	163	1	6	28	63	69	94	1	6	49	91
Montgomery	743	798	10	4	194	204	539	590	11	5	324	303
Morgan	294	313	1	6	113	122	180	185	1	6	169	200
Muhlenberg	923	1,026	10	12	262	326	651	688	11	14	414	566
Nelson	980	1,080	7	7	298	280	675	793	8	8	464	402
Nicholas	107	133	1	1	31	38	75	94	1	3	45	53
Ohio	618	576	7	5	221	199	390	372	8	5	349	299
Oldham	872	877	2	5	244	229	626	643	2	8	363	372
Owen	197	230	0	6	74	82	123	142	0	6	112	125
Owsley	75	59	3	3	25	18	47	38	4	3	52	29
Pendleton	373	415	3	2	112	134	258	279	3	8	165	192
Perry	1,027	1,074	6	11	370	411	651	652	9	13	575	689
Pike	2,381	2,286	18	13	1,050	1,025	1,313	1,248	19	13	1,747	1,625
Powell	359	406	4	1	110	120	245	285	4	1	182	182
Pulaski	1,572	1,712	14	9	444	440	1,114	1,263	16	10	733	706
Robertson	11	11	0	1	3	5	8	5	0	1	7	9
Rockcastle	368	395	6	4	149	141	213	250	8	6	279	238
Rowan	749	743	4	9	205	190	540	544	4	12	300	287
Russell	359	304	2	4	93	112	264	188	2	8	144	172
Scott	1,179	1,309	5	10	322	354	852	945	9	11	538	540
Shelby	1,043	1,106	9	12	275	313	759	781	12	12	425	480
Simpson	472	469	6	3	147	122	319	344	6	3	210	172
Spencer	183	205	2	1	68	60	113	144	2	1	117	98
Taylor	720	720	6	5	175	169	539	546	7	6	280	275
Todd	254	270	4	6	81	72	169	192	4	6	126	110
Trigg	321	368	5	6	105	102	211	260	5	8	170	154
Trimble	174	212	1	2	66	61	107	149	2	2	99	97
Union	481	485	5	3	152	143	324	339	9	3	244	205
Warren	3,927	3,973	20	18	1,199	1,154	2,708	2,801	26	20	1,827	1,718
Washington	327	272	5	3	84	71	238	198	5	3	127	111
Wayne	364	434	3	6	115	124	246	304	4	8	184	205
Webster	350	394	2	0	132	135	216	259	2	0	205	202
Whitley	998	1,032	10	11	331	300	657	721	11	14	542	481
Wolfe	181	217	1	0	66	88	114	129	1	0	111	151
Woodford	668	767	5	7	193	204	470	556	6	10	266	288
TOTALS	127,653	134,558	739	738	35,916	36,434	90,998	97,386	856	846	55,465	55,909

ACCIDENTS INVOLVING DRINKING DRIVERS BY COUNTY 1995 VS 1996

COUNTY	ACCIDENTS								PERSONS			
	TOTAL		FATAL *		NON-FATAL INJURY		PROPERTY DAMAGE		KILLED *		INJURED	
	1995	1996	1995	1996	1995	1996	1995	1996	1995	1996	1995	1996
Adair	23	18	1	1	10	8	12	9	1	3	16	12
Allen	30	20	2	2	15	12	13	6	3	4	24	23
Anderson	30	35	4	1	12	21	14	13	4	1	16	31
Ballard	20	17	1	1	10	12	9	4	1	1	14	19
Barren	65	58	3	3	34	29	28	26	5	3	53	38
Bath	16	21	1	1	7	11	8	9	1	1	11	14
Bell	45	41	1	4	23	16	21	21	1	6	36	26
Boone	95	119	2	4	39	51	54	64	2	4	60	80
Bourbon	40	56	5	4	20	29	15	23	6	4	35	45
Boyd	67	50	2	0	25	32	40	18	2	0	33	53
Boyle	42	29	1	2	26	19	15	8	1	3	48	28
Bracken	11	16	2	2	3	11	6	3	2	2	3	20
Breathitt	25	20	3	0	12	11	10	9	3	0	27	16
Breckinridge	13	12	2	2	7	7	4	3	3	2	14	11
Bullitt	73	74	0	3	46	35	27	36	0	3	63	53
Butler	15	10	3	0	9	5	3	5	3	0	15	5
Caldwell	21	16	2	1	12	9	7	6	3	1	15	13
Calloway	42	37	2	0	26	17	14	20	2	0	42	19
Campbell	150	146	1	5	58	45	91	96	1	6	78	72
Carlisle	5	1	2	0	2	1	1	0	2	0	5	1
Carroll	30	22	0	0	17	12	13	10	0	0	25	15
Carter	47	34	2	2	29	19	16	13	2	2	53	32
Casey	12	13	1	1	4	8	7	4	1	1	9	12
Christian	107	115	7	1	52	55	48	59	7	1	82	87
Clark	53	68	3	2	22	30	28	36	5	2	34	46
Clay	17	24	1	4	8	12	8	8	1	4	21	18
Clinton	8	5	1	2	4	0	3	3	1	2	8	1
Crittenden	18	22	2	4	12	10	4	8	2	4	17	13
Cumberland	4	5	0	3	2	1	2	1	0	3	3	2
Daviess	151	123	3	4	66	47	82	72	4	5	90	82
Edmonson	6	12	2	0	3	10	1	2	2	0	3	11
Elliott	18	12	0	0	10	4	8	8	0	0	19	6
Estill	25	25	3	0	9	10	13	15	3	0	15	12
Fayette	456	436	4	11	182	172	270	253	5	12	280	274
Fleming	17	19	1	3	4	7	12	9	1	3	8	9
Floyd	80	80	2	4	52	49	26	27	2	4	90	75
Franklin	67	70	0	1	29	35	38	34	0	1	41	54
Fulton	12	12	1	0	5	7	6	5	1	0	8	8
Gallatin	19	14	1	0	13	11	5	3	1	0	19	23
Garrard	17	16	0	1	12	7	5	8	0	1	22	9

* Fatal accident data has been adjusted to reflect follow-up studies of drivers (from FARS).

ACCIDENTS INVOLVING DRINKING DRIVERS BY COUNTY 1995 VS 1996

COUNTY	ACCIDENTS								PERSONS			
	TOTAL		FATAL *		NON-FATAL INJURY		PROPERTY DAMAGE		KILLED *		INJURED	
	1995	1996	1995	1996	1995	1996	1995	1996	1995	1996	1995	1996
Grant	43	28	2	0	26	12	15	16	2	0	41	21
Graves	61	41	3	5	31	17	27	19	3	5	43	29
Grayson	28	24	1	1	20	14	7	9	1	1	33	23
Green	18	13	0	2	10	7	8	4	0	2	13	11
Greenup	46	50	2	3	22	28	22	19	2	3	36	41
Hancock	14	6	0	1	8	2	6	3	0	1	12	4
Hardin	87	103	1	2	40	43	46	58	1	2	55	74
Harlan	55	38	3	3	26	25	26	10	3	3	41	41
Harrison	26	32	0	1	15	16	11	15	0	1	22	21
Hart	18	16	5	1	5	10	8	5	9	1	9	13
Henderson	92	74	0	0	53	34	39	40	0	0	68	43
Henry	31	38	4	0	16	20	11	18	4	0	31	28
Hickman	13	5	0	2	11	2	2	1	0	2	14	3
Hopkins	56	50	3	0	25	28	28	22	4	0	39	34
Jackson	11	21	2	2	5	13	4	6	2	2	17	22
Jefferson	1,137	1131	23	14	566	539	548	578	27	14	906	895
Jessamine	66	81	3	3	31	28	32	50	3	3	55	43
Johnson	38	45	3	5	22	20	13	20	3	5	37	38
Kenton	279	332	2	2	124	116	153	214	2	2	196	157
Knott	22	30	3	2	10	20	9	8	3	2	15	29
Knox	40	44	2	3	19	29	19	12	3	3	29	48
Larue	18	17	1	0	13	12	4	5	1	0	24	21
Laurel	58	66	5	3	31	32	22	31	5	3	54	58
Lawrence	23	14	2	1	15	8	6	5	2	1	29	10
Lee	8	7	0	1	4	5	4	1	0	1	4	7
Leslie	20	23	3	4	11	16	6	3	7	4	19	30
Letcher	26	31	2	2	15	15	9	14	2	2	22	27
Lewis	15	14	1	1	4	8	10	5	1	1	8	12
Lincoln	25	29	1	6	15	10	9	13	1	7	21	18
Livingston	12	24	0	3	7	11	5	10	0	3	10	14
Logan	29	36	3	0	16	20	10	16	3	0	24	23
Lyon	21	14	2	1	9	5	10	8	2	1	14	6
McCracken	138	112	3	6	60	57	75	49	3	6	82	88
McCreary	26	25	3	1	16	14	7	10	3	4	27	23
McLean	14	9	1	0	8	5	5	4	1	0	11	9
Madison	123	172	5	9	63	76	55	87	6	9	84	126
Magoffin	27	23	2	0	18	14	7	9	2	0	30	17
Marion	55	48	2	3	31	24	22	21	6	3	42	27
Marshall	35	44	3	1	14	22	18	21	3	1	19	32
Martin	20	15	0	1	9	8	11	6	0	1	16	11

* Fatal accident data has been adjusted to reflect follow-up studies of drivers (from FARS).

ACCIDENTS INVOLVING DRINKING DRIVERS BY COUNTY 1995 VS 1996

COUNTY	ACCIDENTS								PERSONS			
	TOTAL		FATAL *		NON-FATAL INJURY		PROPERTY DAMAGE		KILLED *		INJURED	
	1995	1996	1995	1996	1995	1996	1995	1996	1995	1996	1995	1996
Mason	43	38	1	3	24	14	18	21	2	3	34	27
Meade	37	34	3	1	18	21	16	12	4	1	26	37
Menifee	7	5	0	1	4	2	3	2	0	1	5	4
Mercer	25	23	1	1	14	7	10	15	1	1	23	12
Metcalfe	13	8	1	0	5	7	7	1	1	0	9	9
Monroe	10	13	0	0	4	7	6	6	0	0	10	12
Montgomery	40	30	5	0	18	15	17	15	6	0	32	19
Morgan	15	18	0	3	10	9	5	6	0	3	22	18
Muhlenberg	32	34	2	2	15	18	15	14	3	2	22	37
Nelson	59	62	2	4	40	29	17	29	2	4	63	42
Nicholas	11	20	1	0	5	8	5	12	1	0	5	12
Ohio	29	28	2	2	20	16	7	10	2	2	32	25
Oldham	19	39	0	1	7	15	12	23	0	1	9	31
Owen	11	13	0	1	4	9	7	3	0	1	6	11
Owsley	6	10	0	2	4	6	2	2	0	2	10	8
Pendleton	27	20	2	0	10	12	15	8	2	0	16	15
Perry	65	60	0	5	42	38	23	17	0	5	68	76
Pike	154	126	4	3	89	77	61	46	4	3	141	117
Powell	23	18	2	1	8	13	13	4	2	1	14	20
Pulaski	65	53	4	0	28	24	33	29	5	0	42	29
Robertson	3	3	0	1	1	1	2	1	0	1	1	1
Rockcastle	23	26	1	1	15	14	7	11	2	1	28	33
Rowan	36	26	1	2	15	13	20	11	1	2	20	20
Russell	17	26	0	4	9	14	8	8	0	4	12	21
Scott	44	46	1	2	19	24	24	20	1	2	25	34
Shelby	51	52	4	4	26	27	21	21	4	4	41	43
Simpson	23	18	1	1	14	11	8	6	1	1	17	18
Spencer	11	14	1	0	8	6	2	8	1	0	12	7
Taylor	28	30	2	2	10	13	16	15	3	2	21	21
Todd	15	20	2	2	7	10	6	8	2	2	9	13
Trigg	12	16	1	2	7	11	4	3	1	2	9	15
Trimble	12	10	1	2	7	4	4	4	2	2	11	10
Union	35	34	3	1	19	15	13	18	7	1	28	27
Warren	153	173	6	5	73	94	74	74	7	5	104	137
Washington	18	15	2	2	7	7	9	6	2	2	8	11
Wayne	23	17	1	1	11	6	11	10	1	1	15	6
Webster	20	13	1	0	11	8	8	5	1	0	21	15
Whitley	38	43	1	2	24	24	13	17	1	2	35	44
Wolfe	8	16	1	0	2	12	5	4	1	0	6	20
Woodford	36	52	1	4	19	22	16	26	1	4	22	35
TOTALS	6,163	6,150	236	242	3,048	2,955	2,879	2,953	278	256	4,741	4,637

* Fatal accident data has been adjusted to reflect follow-up studies of drivers (from FARS).

DRIVERS UNDER INFLUENCE OF DRUGS BY COUNTY

The following chart shows the number of drivers suspected of being under the influence of drugs involved in accidents, together with the number of persons killed injured in those accidents. A total of 406 drivers were suspected of being under the influence of drugs based on preliminary investigation of the officer investigating the accident. Of this total, 12 drivers were involved in fatal accidents and 208 drivers were involved in injury accidents.

COUNTY	ALL ACCIDENTS	FATAL ACCIDENTS	INJURY ACCIDENTS	PERSONS KILLED	PERSONS INJURED
ADAIR	1	0	1	0	1
ALLEN	1	0	1	0	1
ANDERSON	1	0	1	0	1
BALLARD	0	0	0	0	0
BARREN	5	0	4	0	5
BATH	0	0	0	0	0
BELL	10	0	4	0	11
BOONE	9	0	4	0	7
BOURBON	2	0	1	0	2
BOYD	10	0	6	0	11
BOYLE	1	0	0	0	0
BRACKEN	2	0	0	0	0
BREATHITT	4	0	2	0	2
BRECKENRIDGE	0	0	0	0	0
BULLITT	4	0	1	0	1
BUTLER	2	0	2	0	4
CALDWELL	0	0	0	0	0
CALLOWAY	5	0	4	0	4
CAMPBELL	5	0	2	0	6
CARLISLE	0	0	0	0	0
CARROLL	3	0	2	0	2
CARTER	2	0	1	0	1
CASEY	3	0	1	0	1
CHRISTIAN	4	0	0	0	0
CLARK	4	0	2	0	2
CLAY	3	0	3	0	5
CLINTON	2	1	0	1	1
CRITTENDEN	1	0	0	0	0
CUMBERLAND	0	0	0	0	0
DAVISS	14	0	4	0	4
EDMONSON	1	0	1	0	1
ELLIOTT	1	0	0	0	0
ESTILL	1	1	0	1	1
FAYETTE	41	0	17	0	19
FLEMING	0	0	0	0	0
FLOYD	13	0	12	0	23
FRANKLIN	8	0	3	0	6
FULTON	0	0	0	0	0
GALLATIN	2	0	1	0	6

COUNTY	ALL ACCIDENTS	FATAL ACCIDENTS	INJURY ACCIDENTS	PERSONS KILLED	PERSONS INJURED
GARRARD	0	0	0	0	0
GRANT	2	0	1	0	1
GRAVES	2	0	2	0	2
GRAYSON	4	1	2	2	3
GREEN	0	0	0	0	0
GREENUP	5	1	3	1	4
HANCOCK	2	0	1	0	3
HARDIN	3	0	2	0	3
HARLAN	5	1	2	1	5
HARRISON	2	0	1	0	1
HART	0	0	0	0	0
HENDERSON	4	0	2	0	2
HENRY	2	0	0	0	0
HICKMAN	1	0	1	0	1
HOPKINS	6	0	2	0	2
JACKSON	4	0	2	0	3
JEFFERSON	50	0	30	0	45
JASSAMINE	7	0	1	0	1
JOHNSON	11	0	6	0	6
KENTON	29	0	9	0	12
KNOTT	1	0	1	0	1
KNOX	11	0	8	0	16
LARUE	0	0	0	0	0
LAUREL	18	1	10	1	19
LAWRENCE	1	0	0	0	0
LEE	0	0	0	0	0
LESLIE	7	1	6	2	6
LETCHER	6	0	1	0	2
LEWIS	0	0	0	0	0
LINCOLN	0	0	0	0	0
LIVINGSTON	5	0	2	0	4
LOGAN	0	0	0	0	0
LYON	1	0	0	0	0
McCRACKEN	10	1	5	1	6
McCREARY	3	0	3	0	9
McLEAN	1	0	1	0	4
MADISON	9	2	5	2	9
MAGOFFIN	2	1	1	1	3
MARION	0	0	0	0	0

DRIVERS UNDER INFLUENCE OF DRUGS BY COUNTY

COUNTY	ALL ACCIDENTS	FATAL ACCIDENTS	INJURY ACCIDENTS	PERSONS KILLED	PERSONS INJURED
MARSHALL	2	1	1	1	3
MARTIN	9	0	5	0	9
MASON	2	0	0	0	0
MEADE	2	0	2	0	4
MENIFEE	0	0	0	0	0
MERCER	1	0	1	0	1
METCALFE	1	0	1	0	2
MONROE	1	0	0	0	0
MONTGOMERY	2	0	0	0	0
MORGAN	1	0	1	0	2
MUHLENBERG	2	0	1	0	2
NELSON	2	0	1	0	1
NICHOLAS	0	0	0	0	0
OHIO	1	0	0	0	0
OLDHAM	2	0	0	0	0
OWEN	0	0	0	0	0
OWSLEY	1	0	0	0	0
PENDLETON	0	0	0	0	0
PERRY	12	1	9	1	22
PIKE	18	0	7	0	8
POWELL	0	0	0	0	0
PULASKI	5	1	1	1	2

COUNTY	ALL ACCIDENTS	FATAL ACCIDENTS	INJURY ACCIDENTS	PERSONS KILLED	PERSONS INJURED
ROBERTSON	0	0	0	0	0
ROCKCASTLE	5	0	4	0	7
ROWAN	1	0	1	0	1
RUSSELL	1	0	0	0	0
SCOTT	4	0	3	0	3
SHELBY	1	0	0	0	0
SIMPSON	4	0	3	0	5
SPENCER	0	0	0	0	0
TAYLOR	3	0	2	0	4
TODD	0	0	0	0	0
TRIGG	0	0	0	0	0
TRIMBLE	0	0	0	0	0
UNION	0	0	0	0	0
WARREN	15	0	9	0	19
WASHINGTON	0	0	0	0	0
WAYNE	3	1	0	2	4
WEBSTER	2	0	2	0	3
WHITLEY	5	0	2	0	2
WOLFE	0	0	0	0	0
WOODFORD	2	0	2	0	2
TOTALS	489	15	248	18	407

ACCIDENTS BY AREA DEVELOPMENT DISTRICT

AREA DEVELOPMENT DISTRICT	TOTAL NUMBER REPORTED	TYPE ACCIDENT REPORTED		NUMBER PERSONS	
		FATAL	INJURY	KILLED	INJURED
Purchase	6047	41	1,815	46	2,713
Pennyrite	6413	59	1,776	63	2,741
Green River	7309	24	1,884	28	2,819
Barren River	8005	52	2,381	68	3,561
Lincoln Trail	6177	45	1,732	48	2,642
KIPDA	35234	102	8,418	106	12,725
Northern Kentucky	14104	40	3,436	50	5,164
Buffalo Trace	1708	14	471	14	764
Gateway	2313	26	645	30	999
FIVCO	4027	20	1,176	24	1,834
Big Sandy	4459	44	1,923	50	3,127
Kentucky River	2989	40	1,207	47	2,002
Cumberland Valley	5854	56	1,954	68	3,220
Lake Cumberland	4470	47	1,244	61	2,004
Bluegrass	25449	128	6,372	143	9,594
STATE TOTALS	134558	738	36,434	846	55,909

ALCOHOL RELATED ACCIDENTS BY AREA DEVELOPMENT DISTRICT

AREA DEVELOPMENT DISTRICT	TOTAL NUMBER REPORTED	TYPE ACCIDENT REPORTED		NUMBER PERSONS	
		FATAL *	INJURY	KILLED *	INJURED
Purchase	269	15	135	15	199
Pennyrite	311	16	157	16	232
Green River	287	8	127	9	205
Barren River	364	12	205	14	289
Lincoln Trail	315	15	157	15	246
KIPDA	1,358	24	646	24	1,067
Northern Kentucky	694	12	268	13	394
Buffalo Trace	90	10	41	10	69
Gateway	100	7	50	7	75
FIVCO	160	6	91	6	142
Big Sandy	289	13	168	13	258
Kentucky River	197	16	123	16	213
Cumberland Valley	303	22	165	24	290
Lake Cumberland	205	17	95	20	138
Bluegrass	1,208	49	527	54	820
STATE TOTALS	6,150	242	2,955	256	4,637

* Fatal accident data has been adjusted to reflect follow-up studies of drivers (FARS).

DRUG RELATED ACCIDENTS BY AREA DEVELOPMENT DISTRICT

AREA DEVELOPMENT DISTRICT	TOTAL NUMBER REPORTED	TYPE ACCIDENT REPORTED		NUMBER PERSONS	
		FATAL	INJURY	KILLED	INJURED
Purchase	20	2	13	2	16
Pennyrite	19	0	5	0	8
Green River	24	0	10	0	16
Barren River	30	0	21	0	37
Lincoln Trail	11	1	7	2	11
KIPDA	59	0	31	0	46
Northern Kentucky	50	0	19	0	34
Buffalo Trace	4	0	0	0	0
Gateway	4	0	2	0	3
FIVCO	19	1	10	1	16
Big Sandy	53	1	31	1	49
Kentucky River	31	2	19	3	33
Cumberland Valley	61	2	35	2	68
Lake Cumberland	21	3	8	4	22
Bluegrass	83	3	37	3	48
STATE TOTALS	489	15	248	18	407

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



FATAL ACCIDENT REPORTING SYSTEM



FATAL ACCIDENT REPORTING SYSTEM

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

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

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

DRIVERS INVOLVED IN FATAL ACCIDENTS-AGE AND ALCOHOL INVOLVEMENT

The chart below depicts the ages of all drivers in fatal accidents in 1996 vs. alcohol involved drivers in fatal accidents during the same time period and the percentages of involvement for various ages and age groups. The alcohol involved teenage driver (ages 13 through 19) represents 8% of the total number of alcohol involved drivers and 13% of all teenage drivers in fatal accidents.

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

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

AGE	Number of Drivers Involved	Alcohol Involved Drivers*	% Alcohol Involved
Under 16	7	0	0
16	24	3	13
17	40	2	5
18	41	8	20
19	48	8	17
20	26	6	23
21	40	12	30
22-24	86	25	29
25-34	239	77	32
35-44	224	63	28
45-54	138	24	17
55-64	94	13	14
65-74	55	3	5
Over 74	55	2	4
Unknown	5	0	0
TOTALS	1,122	246	22

ALCOHOL INVOLVEMENT BY AGE AND TEST RESULTS FOR DRIVERS INVOLVED IN 1996 FATAL ACCIDENTS

DURING 1996, THERE WERE 256 PERSONS KILLED IN FATAL ACCIDENTS INVOLVING A DRINKING DRIVER. THIS REPRESENTS 30% OF ALL PERSONS KILLED IN TRAFFIC ACCIDENTS IN KENTUCKY DURING 1996.

The chart below shows drinking drivers by age and alcohol test result. Fifty-five (55) percent of the drinking drivers were found to have been legally intoxicated (0.10% or above) at the time of the accident.

AGE	NUMBER OF DRINKING DRIVERS*	TEST RESULTS					TEST REFUSED	NOT TESTED	RESULTS OR TEST UNKNOWN
		.00	.01-.05	.06-.09	.10-.19	.20+			
Under 16	0	0	0	0	0	0	0	0	0
16	3	0	0	0	1	1	0	0	1
17	2	0	0	0	1	1	0	0	0
18	8	1	0	3	3	0	0	0	1
19	8	2	2	2	1	0	0	0	1
20	6	0	1	0	3	1	0	0	1
21	12	1	2	1	4	0	0	0	4
22-24	25	0	2	5	7	6	0	0	5
25-34	77	0	7	5	28	19	0	3	15
35-44	63	3	2	3	15	22	1	2	15
45-54	24	0	3	1	7	6	0	1	6
55-64	13	0	2	0	2	4	0	1	4
65-74	3	0	1	0	1	1	0	0	0
75+	2	0	0	0	2	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0
TOTAL	246	7	22	20	75	61	1	7	53

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

DURING 1996, Nine (9) PERCENT OF THE FATALLY INJURED PEDESTRIANS OVER THE AGE OF 15 WERE DRINKING. THEIR AVERAGE ALCOHOL TEST WAS 0.18%

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

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

FATALLY INJURED PEDESTRIANS

AGE	TOTAL	NUMBER DRINKING	AVERAGE TEST RESULTS
0-5	5	0	0
6-10	0	0	0
11-15	5	0	0
16-20	5	1	0.11
21-25	4	0	0
26-30	1	0	0
31-40	13	3	0.25
41-50	3	1	0.18
51-60	4	0	0
61-70	7	0	0
71-80	4	0	0
81+	12	0	0
TOTAL	63	5	0.18

SAFETY RESTRAINTS AND EJECTION IN FATAL ACCIDENTS

The chart below plots overall results in fatal accidents when restraints (safety belts, motorcycle helmets, harnesses, child restraints, etc.) are used. A comparison of "used" versus "not used" for 1996 FARS data strongly confirms both the lifesaving advantage as well as the reduction of serious injury when restraints are in place. SEVENTY (70) PERCENT OF THE VEHICLE OCCUPANTS KILLED DURING 1996 WERE NOT RESTRAINED. FIFTY-SIX (56) PERCENT OF THE VEHICLE OCCUPANTS SUFFERING INCAPACITATING INJURY WERE NOT RESTRAINED. FORTY-FIVE (45) PERCENT OF THE OCCUPANTS SUFFERING NON-INCAPACITATING INJURY WERE NOT RESTRAINED. NON-MOTORISTS ARE NOT INCLUDED IN THE CHARTS BELOW.

Result	Motocycle Helmet Used	Restraint Used	Restraint Not Used	Unknown If Used	TOTAL
Fatal Injury	19	197	550	15	781
Incapacitating Injury	0	169	226	11	406
Non-Incapacitating Injury	1	155	130	0	286
Possible Injury	0	62	56	1	119
No Injury	0	244	66	22	332
Unknown If Injured	0	0	0	3	3
Injured, Severity Unknown	0	0	0	0	0
TOTAL	20	827	1028	52	1927

Of the 1,927 vehicle occupants involved in fatal accidents in 1996, only 847 were using safety restraints - an overall usage rate of 44% in fatal accidents.

EJECTION

Result	Total Ejection	Partial Ejection	No Ejection	Unknown	TOTAL
Fatal Injury	137	53	591	0	781
Incapacitating Injury	36	8	361	1	406
Non-Incapacitating Injury	9	0	277	0	286
Possible Injury	5	0	114	0	119
No Injury	1	0	331	0	332
Unknown If Injured	0	0	3	0	3
Injured, Severity Unknown	0	0	0	0	0
TOTAL	188	61	1,677	1	1,927

The above chart shows overall injuries in fatal accidents according to whether the vehicle occupant was ejected from the vehicle, partially ejected, or not ejected. Twenty-four (24) percent of the persons killed were ejected. SEVENTY-SIX (76) PERCENT OF THOSE VEHICLE OCCUPANTS WHO WERE EITHER TOTALLY OR PARTIALLY EJECTED WERE KILLED. This data also reaffirms the lifesaving advantage of using an active restraint, since the possibility of being ejected upon impact is significantly reduced.

CHILD RESTRAINTS IN FATAL ACCIDENTS

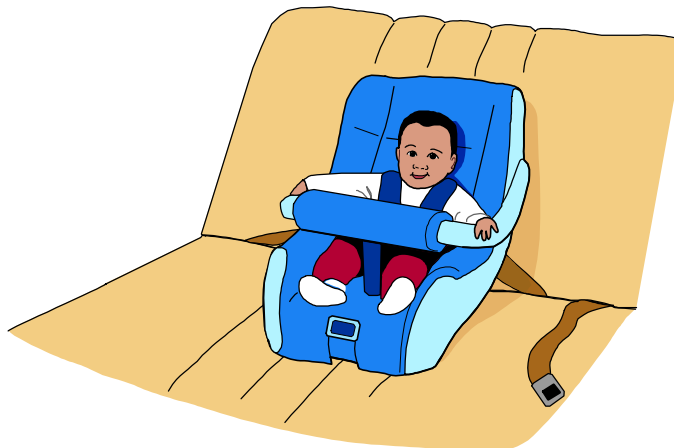
Kentucky's "child restraint law" (KRS 189.125) became effective July 15, 1982, and requires that any parent or legal guardian of a child "forty inches in height or less, when transporting the child in a motor vehicle owned by that person or guardian operated on the roadways, streets and highways of this state, shall have such child properly secured in a child restraint system of a type meeting federal motor vehicle safety standards."

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

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

RESULT	Age 4 & Under Total	Child Restraint Used	Lap Belt &/or Harness Used	None Used	Unknown
Killed	21	8	3	10	0
Injured (Incapacitating)	20	9	6	5	0
Injured (Non-Incapacitating)	18	9	3	6	0
Injured (Possible)	7	2	3	2	0
Not Injured	9	7	1	1	0
TOTAL	75	35	16	24	0

Of the 75 child occupants (four years and under) in 1996 fatal accidents, only 35 children were secured in a child restraint. Of the 21 children killed, 10 had no restraint and only 8 were using child safety seats. This information confirms what other studies have suggested regarding the effectiveness of child restraints. An infant or small child's survival can depend on whether the child was properly secured.



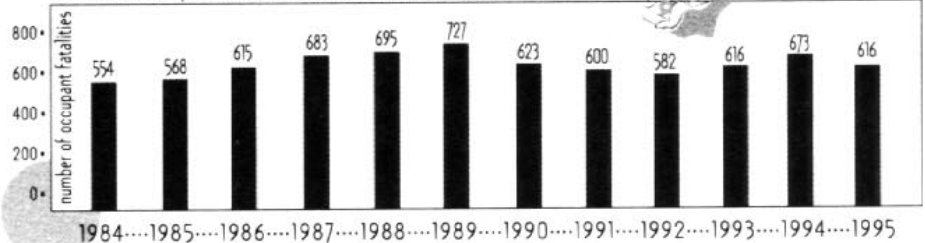
traffic safety outlook

child passenger safety

What is the Problem?

- Each year about 600 to 700 children, birth to 5 years of age, are killed and about 80,000 are injured as passengers in motor vehicle crashes.

Child Occupant Fatalities birth through 4 years of age



- The number of annual child passenger fatalities has fluctuated considerably over the past decade. Studies of factors that might contribute to these annual variations suggest that the overriding factor is travel exposure -- changes in the amount of time that children spend each year in motor vehicles. It appears that during the late 1980s, when child safety seat use increased rapidly, the positive effect of child safety seat use was overwhelmed by an increase in child travel exposure.
- In 1995, about 56 percent of those children who were killed were completely unrestrained at the time of the crash.
- Child safety seats could have saved most of those children who died unrestrained -- about 200 children could have been saved in 1995.
- As many as three-quarters of child safety seats are misused -- reducing their effectiveness in a crash. Frequent mistakes include failure to use a locking clip and/or chest clip where needed and improper use of the child seat harness straps.
- Not all child safety seats fit all cars. Compatibility problems can make it difficult or impossible to correctly install a child seat in some vehicles. Common compatibility problems include vehicle safety belts that cannot be made to tightly lock a child seat in place, and vehicle seat belt attachment points that are positioned so that the seat belt cannot hold the child seat securely.
- Passenger-side air bags are effective at saving adult lives, but present a deadly compatibility problem for children. Infants less than 1 year of age must never ride in the front seat in a rear-facing safety seat in a vehicle with a passenger air bag. In a crash, the deploying bag could strike the rear-facing infant seat very hard, seriously injuring or killing the infant. Older children who are improperly restrained are also at high risk. All children are safer in the back seat. Infants must ride in the rear seat, facing the rear of the car.

Who is Affected?

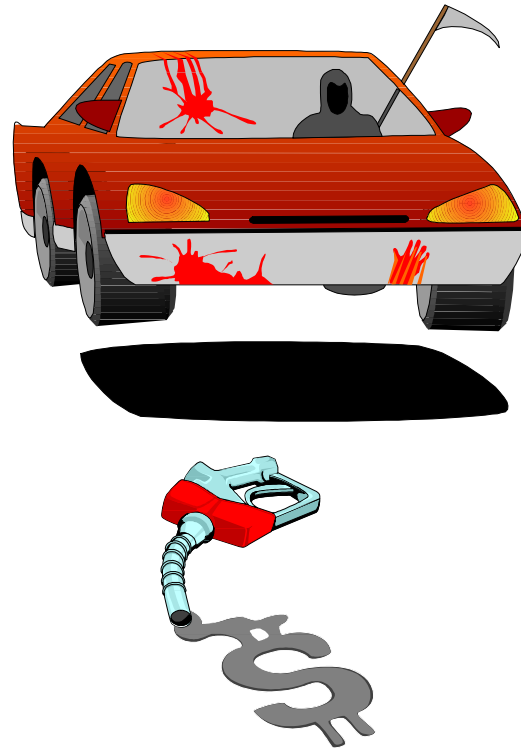
- The 1994 National Highway Traffic Safety Administration (NHTSA) National Occupant Protection Use Survey found that about 88 percent of infants (less than 1 year of age) observed in traffic were seated in child safety seats. Use among toddlers (1 through 4 years) was considerably lower, at about 61 percent.



\$3.1 - \$4.9 BILLION

THE COST of KENTUCKY TRAFFIC ACCIDENTS

1996



The calculable costs (economic costs) of motor vehicle accidents include wage loss, medical expense, administration costs, property damage, and employer costs. Comprehensive costs include not only the economic cost components but also a measure of the value of lost quality of life associated with deaths and injuries. Estimated costs provided by the National Safety Council, considering both economic and comprehensive costs, were used to arrive at a cost range for traffic accidents in Kentucky during 1996.

The **economic cost** (\$3.0 billion) was derived from the following formula:

Cost per	X	Number Reported	=	Estimated Cost
Fatalities @ \$790,000	X	846	=	\$668,340,000
Non Fatal Injuries @ \$32,200	X	55,909	=	\$1,800,269,800
Property Damage @ \$6,000	X	97,386	=	\$584,316,000
TOTAL, ECONOMIC COST ESTIMATE:				\$3,052,925,800

The **comprehensive cost** (\$4.9 billion) was derived from the following formula:

Cost per	X	Number Reported	=	Estimated Cost
Fatalities @ \$2,790,000	X	846	=	\$2,360,340,000
Incapacitating Injuries @ \$138,000	X	8,795	=	\$1,213,710,000
Non-Incapacitating Injuries @ \$35,700	X	20,299	=	\$724,674,300
Possible Injuries @ \$17,000	X	26,815	=	\$455,855,000
Property Damage @ \$1,700	X	97,386	=	\$165,556,200
TOTAL COMPREHENSIVE COST ESTIMATE:				\$4,920,135,500