Analysis of Traffic Crash Data in Kentucky 2018-2022

Kentucky Transportation Center
Research Report

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http://ktc.uky.edu

As a go-to reference for Kentucky Transportation Cabinet (KYTC) policy and engineering guidance, the Highway Knowledge Portal (HKP) synthesizes information contained in the Cabinet's technical guidance manuals.

https://kp.uky.edu

Developed to provide better access to crash data and help transportation professionals in Kentucky have a better understanding of safety performance. CDAT integrates crash and roadway data allowing users to query a segment or intersection to obtain a safety score as compared to other segments or intersections. CDAT provides easy and consistent access to crash data and methodologies employing techniques from the Highway Safety Manual.

https://crashtool.uky.edu

SPF-R Online is a web tool created to assist with the development of safety performance functions (SPFs).

SPF-R Online removes the barrier of needing to know or run R-Script, as everything is neatly packaged in a convenient web application.

https://SPFR.uky.edu

KTC's Mission

Our mission is to advance transportation through innovative research and education.

Analysis of Traffic Crash Data in Kentucky

2018-2022

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A Note from the Editor

Table Numbers

Beginning with the 2015-2019 report, there were substantial changes over previous versions. These changes may make comparisons to previous years difficult or in some cases impossible. If there is something missing from this year's publication you need for your job, we are happy to assist you. To request assistance, you may submit a data request to the Kentucky Traffic Safety Data Service (KTSDS) by visiting: http://ktsds.ktc.uky.edu

There are several reasons for changes to this publication and we'd like to explain our reasoning.

Since September 27, 2016, we have hosted a survey (http://bit.ly/2cjZVS0) about how people use this publication. Our goal has been to identify what information would be most useful in shaping this publication. Many of you responded, and those responses have helped us to guide changes.

How this report is distributed has also changed. Rather than a print copy with static tables, this is now a digital PDF. Contents can be copied and sorted electronically, removing the need for redunant tables displaying the same information sorted differently.

Additionally, collision safety analysis methods have evolved. Historically the focus of analysis has been centered around crash rates based on traffic volumes. More modern methods of analysis to predict crash rates and develop modification factors utilize safety performance functions (SPFs) which can improve performance due to their ability to handle more data characteristics, including non-linear models and interaction effects between variables. We now include SPFs in this publication.

Lastly, we updated methods for counting, analyzing, and producing tables. Beginning with the 2020 publication, we moved from an older FORTRAN-based process to a more modern SQL Server process.

Executive Summary and Introduction

This report documents analysis of traffic crash data in Kentucky. A primary objective of this study was to determine average crash statistics for Kentucky highways. Where used, rates were calculated for various highway types and for counties and cities. Difference criteria were used for exposure.

Average and critical numbers, SPFs, and crash rates were calculated for various highway types in rural and urban areas. These metrics rely on crashes identified on highways where Annual Average Daily Traffic (AADT) volumes were available. Data in this report may be used to help identify problem areas.

The other primary objective of this study was to provide benchmark data that can be used to prepare the problem identification portion of Kentucky's Annual Highway Safety Plan (HSP). Crash statistics were analyzed and 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 covered in the analysis for which specific recommendations were not made include school bus crashes and train crashes.

Crash data are stored in the Collision Report Analysis for Safer Highways (CRASH) database. This database is updated daily, so the number of crashes in a given calendar year continues to change for a substantial time after the end of that year. KTC captures an extract annually for analysis.

Since 1978, annual reports have been prepared to document statewide crash rates. Traffic crash data for a five-year period were used to prepare 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. 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 23 U.S. Code § 402. This program includes identifying, programming, budgeting, and evaluating safety projects with the objective of reducing the number and severity of traffic crashes.

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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 database were obtained from the Kentucky State Police (KSP). All police agencies in the state are required to send traffic crash reports to KSP.

Parking lot crashes were not included in the computer file from 1994 through 1999. Parking lot crashes are now contained in the CRASH database but they were excluded from analysis to maintain consistency with previous years. Crashes coded as occurring on private property were also excluded from the data so they would be consistent with other reports. All crashes included in the analysis occurred on public highways. Because this database is updated each day, the number of crashes in a given calendar year continues to change for a substantial time after the end of that year. Consequently, numbers listed in this report's tables do not match those in the current CRASH database. Summaries were prepared from an analysis of crash data from the CRASH database for the current year.

Volume data, along with other data describing highway characteristics, such as number of lanes, were obtained from a computer file containing roadway characteristics data for all state-maintained highways and some local roads. In the past this information was obtained from the Highway Performance Monitoring System (HPMS) file. Now the Highway Information File (HIS) file is used. Data for the most recent five-year period were obtained from these files. 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 database and roadway characteristics information from 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 using all reported traffic crashes (excluding parking lots and private property).

The matching process was revised significantly starting with 2012 data due to the change in 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 matched by three different route identifiers (RT_Unique, the GIS route identifier, and roadway number). The match rate was much higher than previous years, particularly for urban streets. This has increased crash tallies and resulting rates.

Rates were calculated for: 1) all roads having known traffic volumes and 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 refers to these roads as *identified roads* since some of these routes were locally maintained. Rates are 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. Population data from the 2020 census were used.

In addition to average rates, critical rates and crash numbers are required for the high-crash location program. Both rate types were calculated. The following formula was used to calculate critical crash rates:

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

where:

C_c =	critical crash rate
C_a =	average crash rate
K =	constant related to level of statistical significance (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 was used:

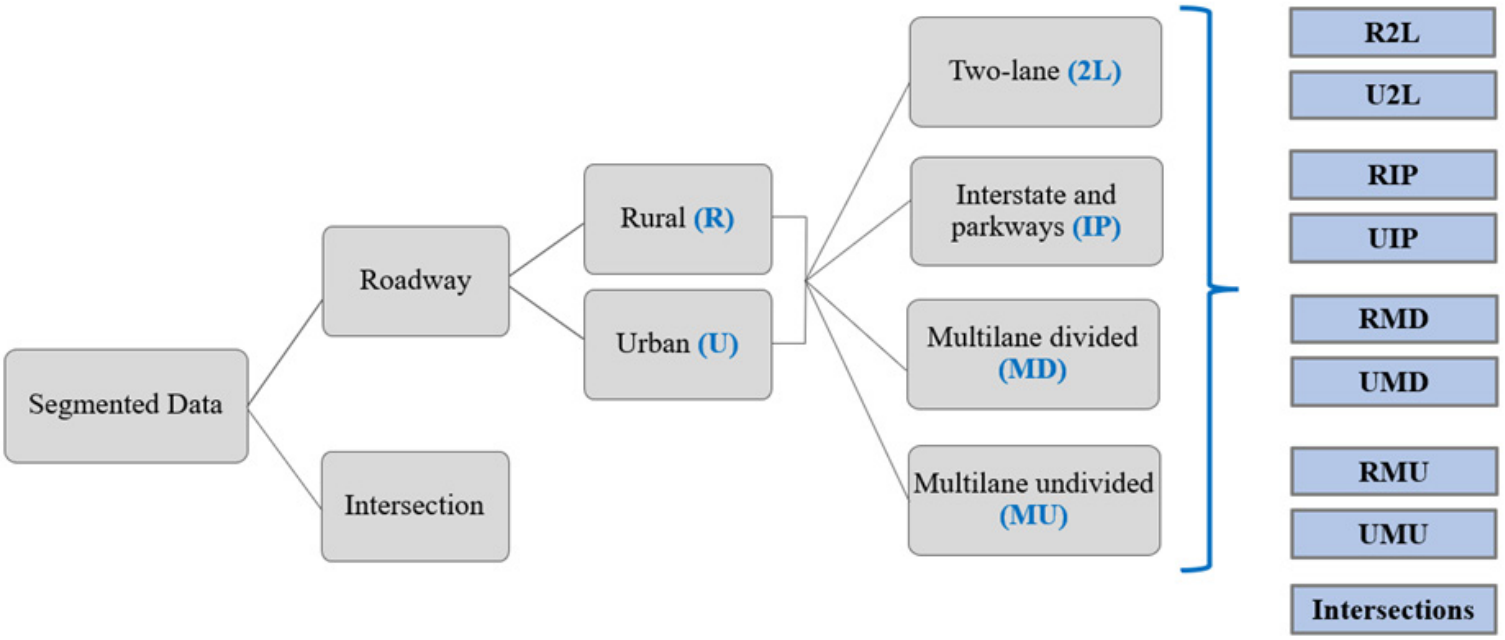
$$N_c = N_a + K\sqrt{N_a} + 0.5$$

where:

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

Safety Performance Functions

Overall Summary



The base year of the crashes was **2015-2019.**

The SPF equations take the form of:

$$Y\,(segment) = e^{\alpha} * L * AADT^{\beta}$$

$$Y\,(intersection) = e^{\alpha} * AADT^{\beta 1}_{Major} * AADT^{\beta 2}_{Minor}$$

All SPFs were developed from two crash severity groups: **KAB and CO.**

No base conditions were used for any of the SPFs.

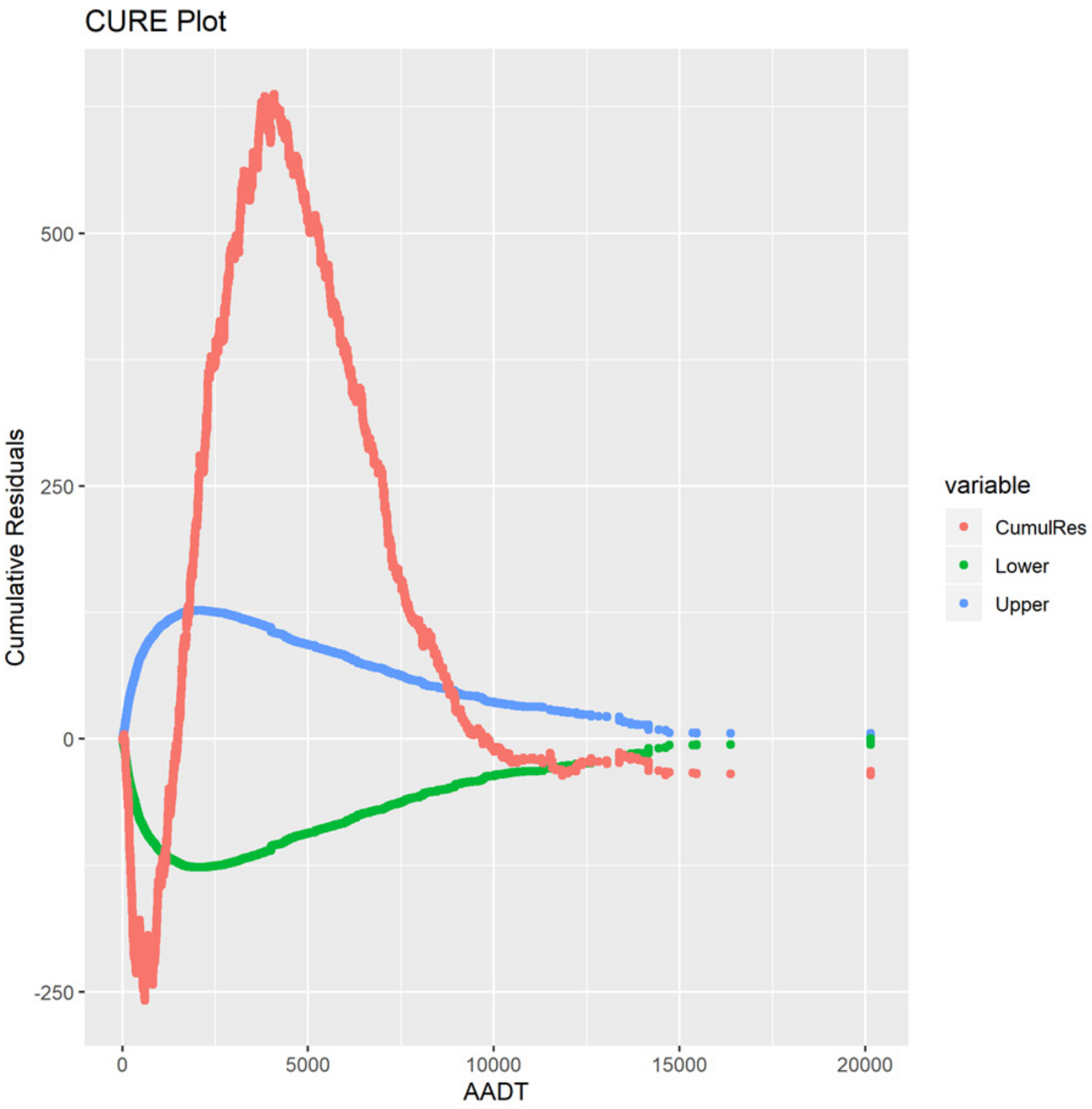
Note: Statewide SHIFT SPFs are done every two years.

Note: The following SPFs were developed using five years of crash data. Therefore, the models predict crashes over a five-year period. If a user were to predict crashes on an annual basis, they must add a coefficient of 1/5 to the model to avoid over-predicting crashes by a factor of 5.

Summary of the Regression Parameters

	KAB	CO
R2L		
Theta	1.5	1.835
Alpha	-5.274	-4.41
Beta	0.684	0.817
U2L		
Theta	1.569	1.22
Alpha	-5.824	-3.978
Beta	0.774	0.841
RIP		
Theta	3.26	2.706
Alpha	-9.764	-7.924
Beta	0.983	1.025
UIP		
Theta	2.249	1.712
Alpha	-13.585	-10.619
Beta	1.363	1.314
RMD		
Theta	0.937	1.126
Alpha	-9.296	-5.697
Beta	0.992	0.845
UMD		
Theta	1.171	0.771
Alpha	-9.75	-7.453
Beta	1.102	1.156
RMU		
Theta	1.415	0.914
Alpha	-5.425	-3.281
Beta	0.668	0.711
UMU		
Theta	0.924	0.908
Alpha	-6.22	-4.509
Beta	0.84	0.937

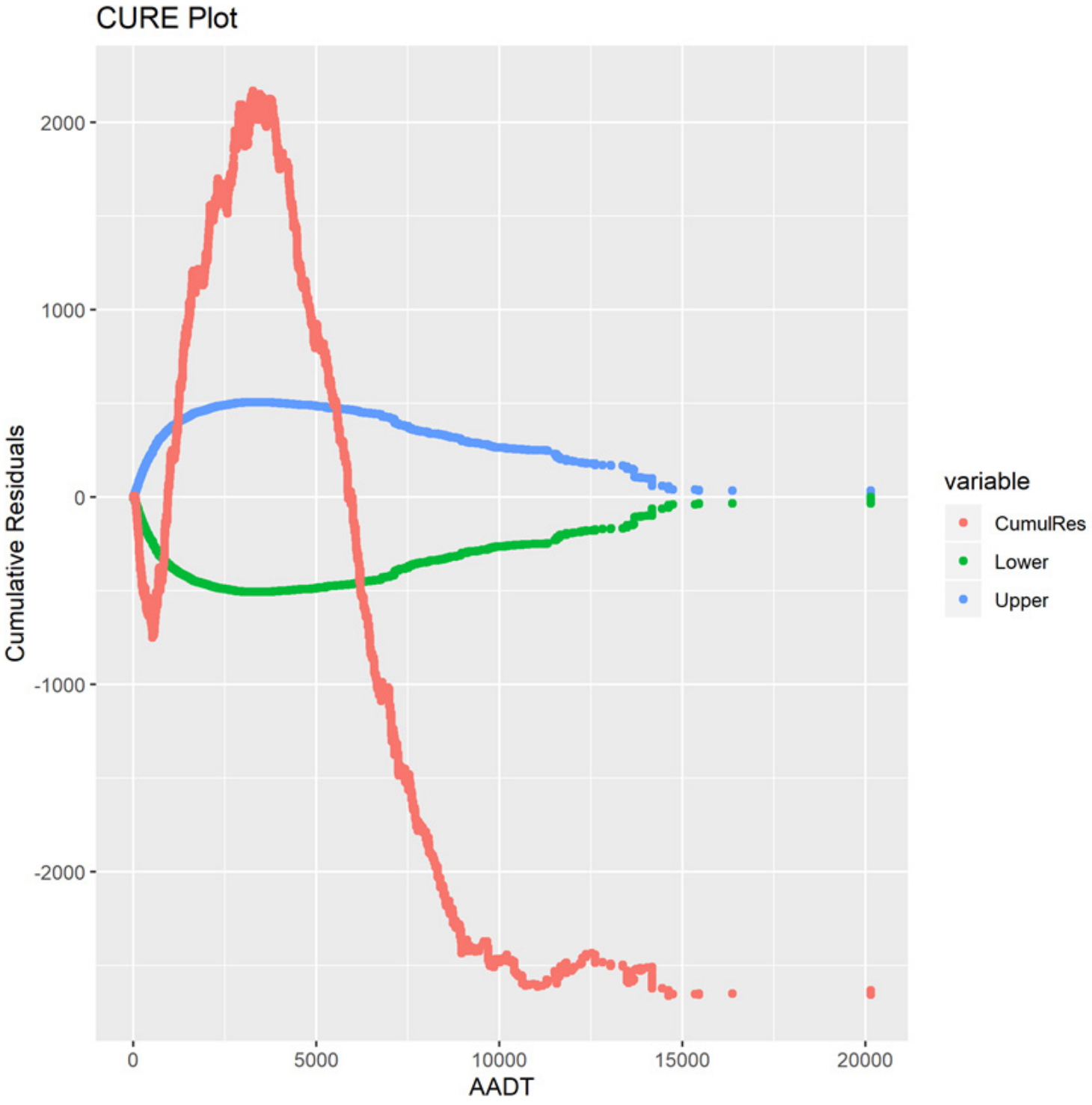
1. Rural Two-Lane SPF (KAB)



$$Y\,(KAB) = L * e^{(-5.274)} * AADT^{(0.684)}$$

$$Theta = 1.5$$

2. Rural Two-Lane SPF (CO)



$$Y\,(CO) = L * e^{(-4.41)} * AADT^{(0.817)}$$

$$Theta = 1.835$$

3. Urban Two-Lane SPF (KAB)

$$Y\ (KAB)=L*e^{(-5.824)}*AADT^{(0.774)}$$

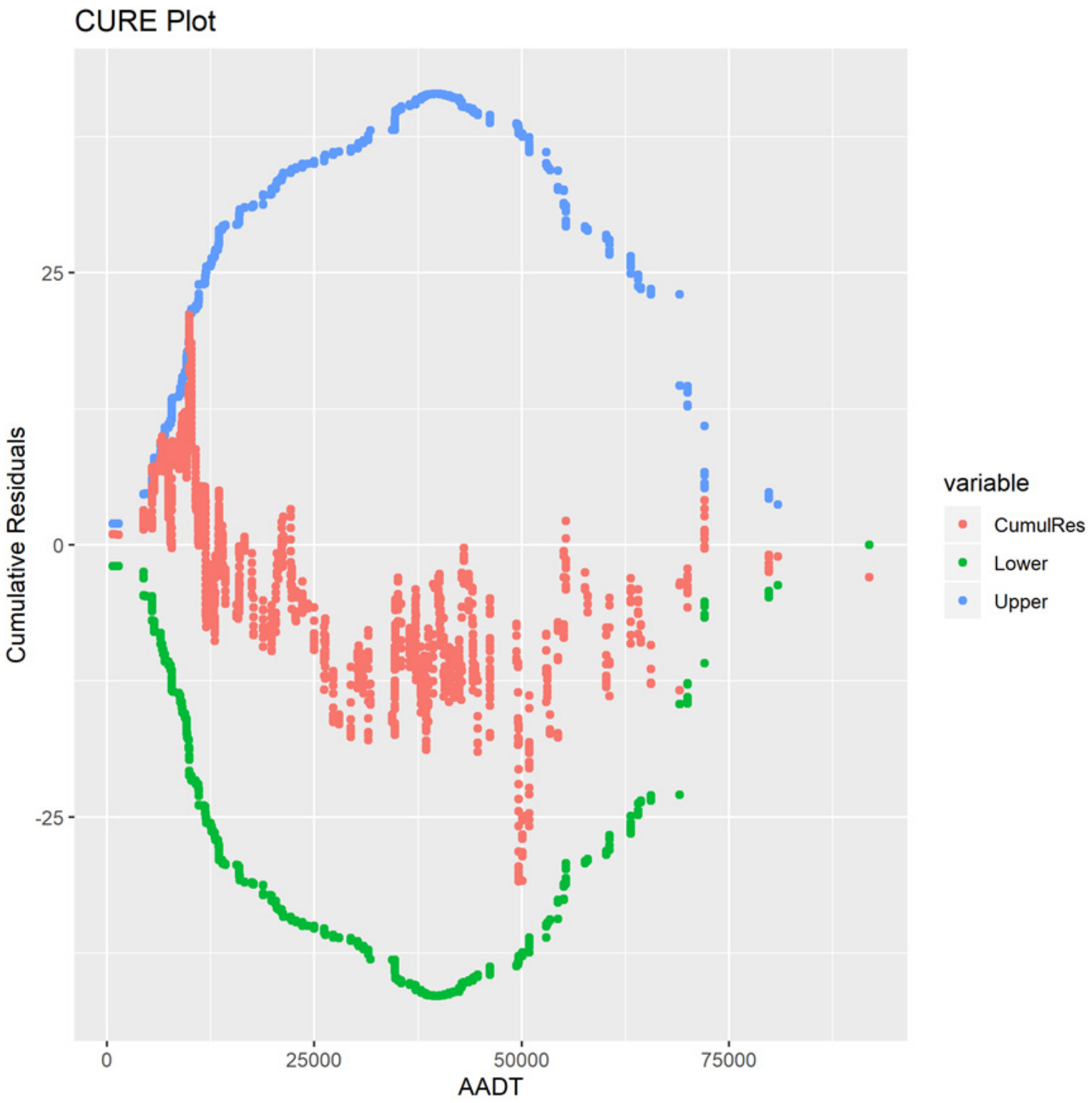
$$Theta = 1.569$$

4. Urban Two-Lane SPF (CO)

$$Y\,(CO) = L * e^{(-3.978)} * AADT^{(0.841)}$$

$$Theta = 1.220$$

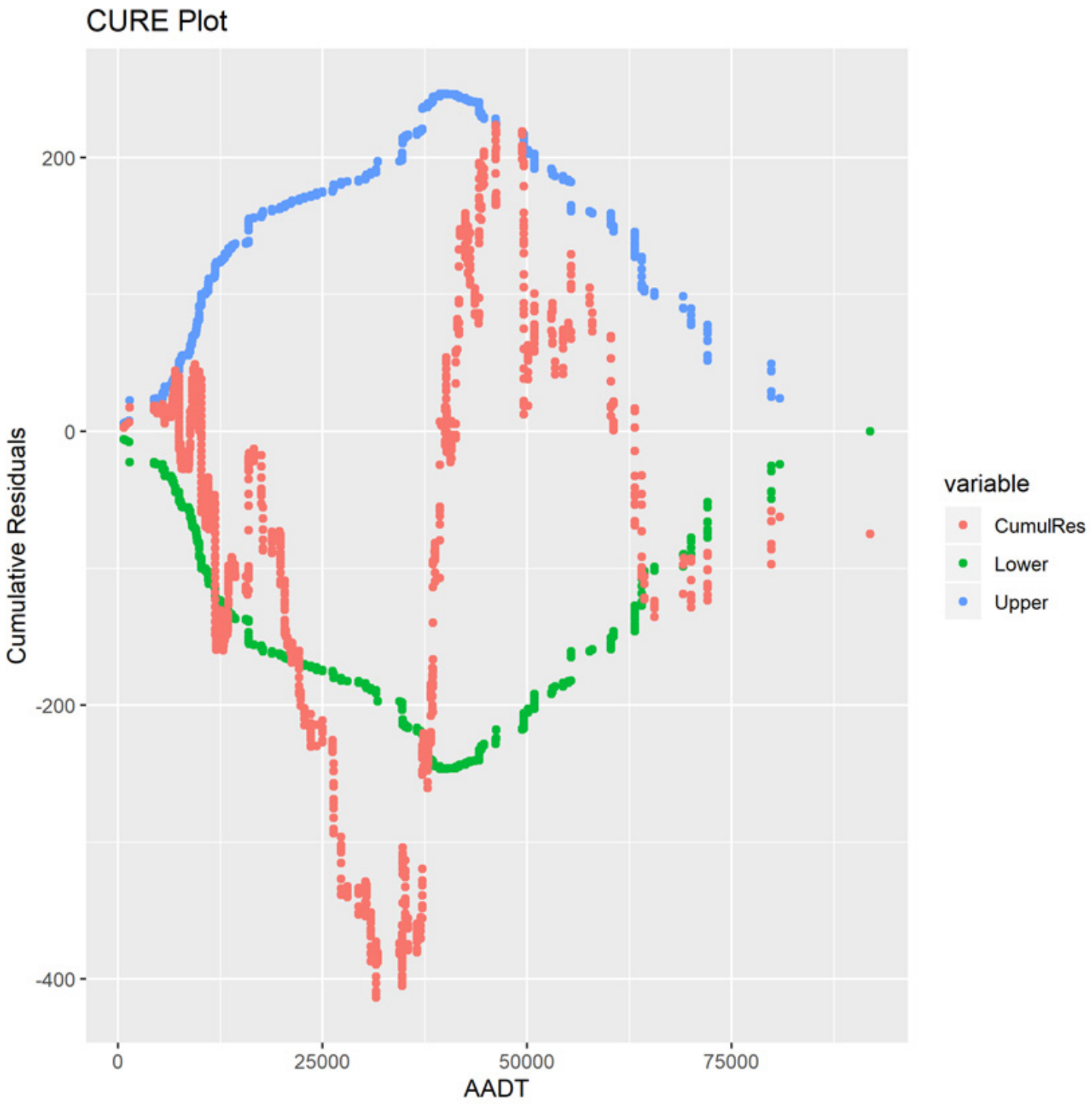
5. Rural Interstate and Parkway SPF (KAB)



$$Y\,(KAB) = L * e^{(-9.764)} * AADT^{(0.983)}$$

$$Theta = 3.26$$

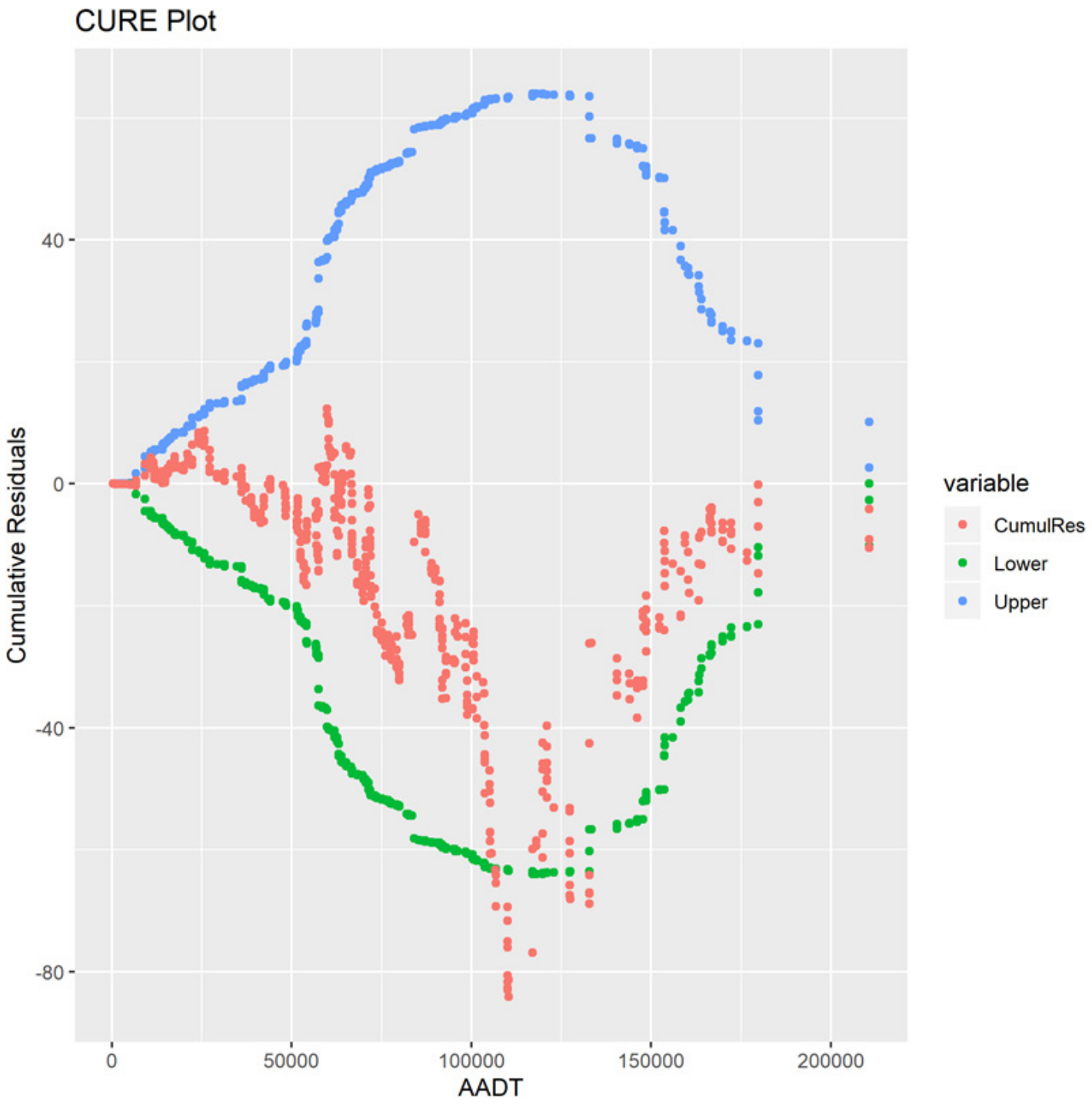
6. Rural Interstate and Parkway SPF (CO)



$$Y\,(CO) = L * e^{(-7.924)} * AADT^{(1.025)}$$

$$Theta = 2.706$$

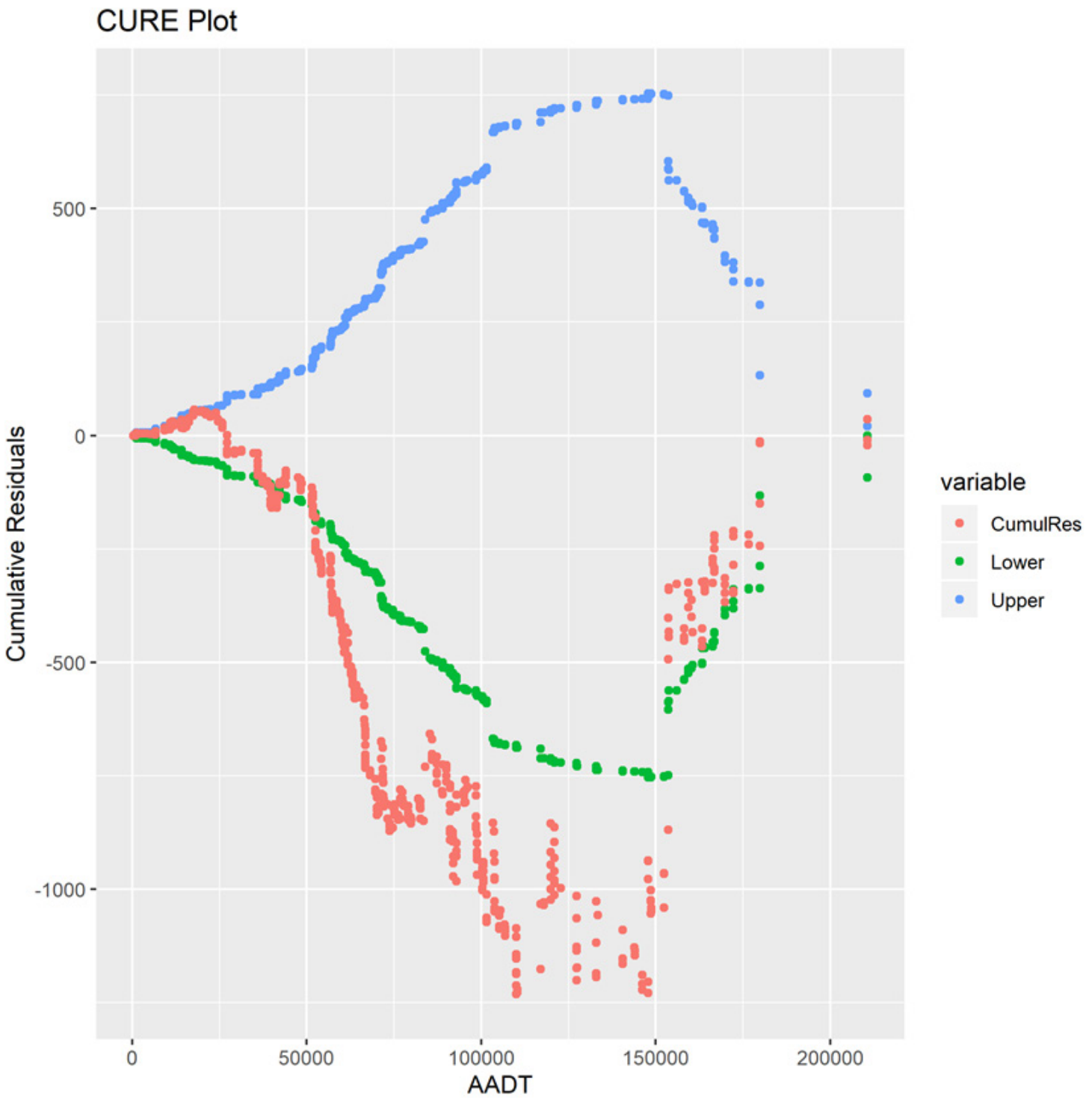
7. Urban Interstate and Parkway SPF (KAB)



$$Y\,(KAB) = L * e^{(-13.585)} * AADT^{(1.363)}$$

$$Theta = 2.249$$

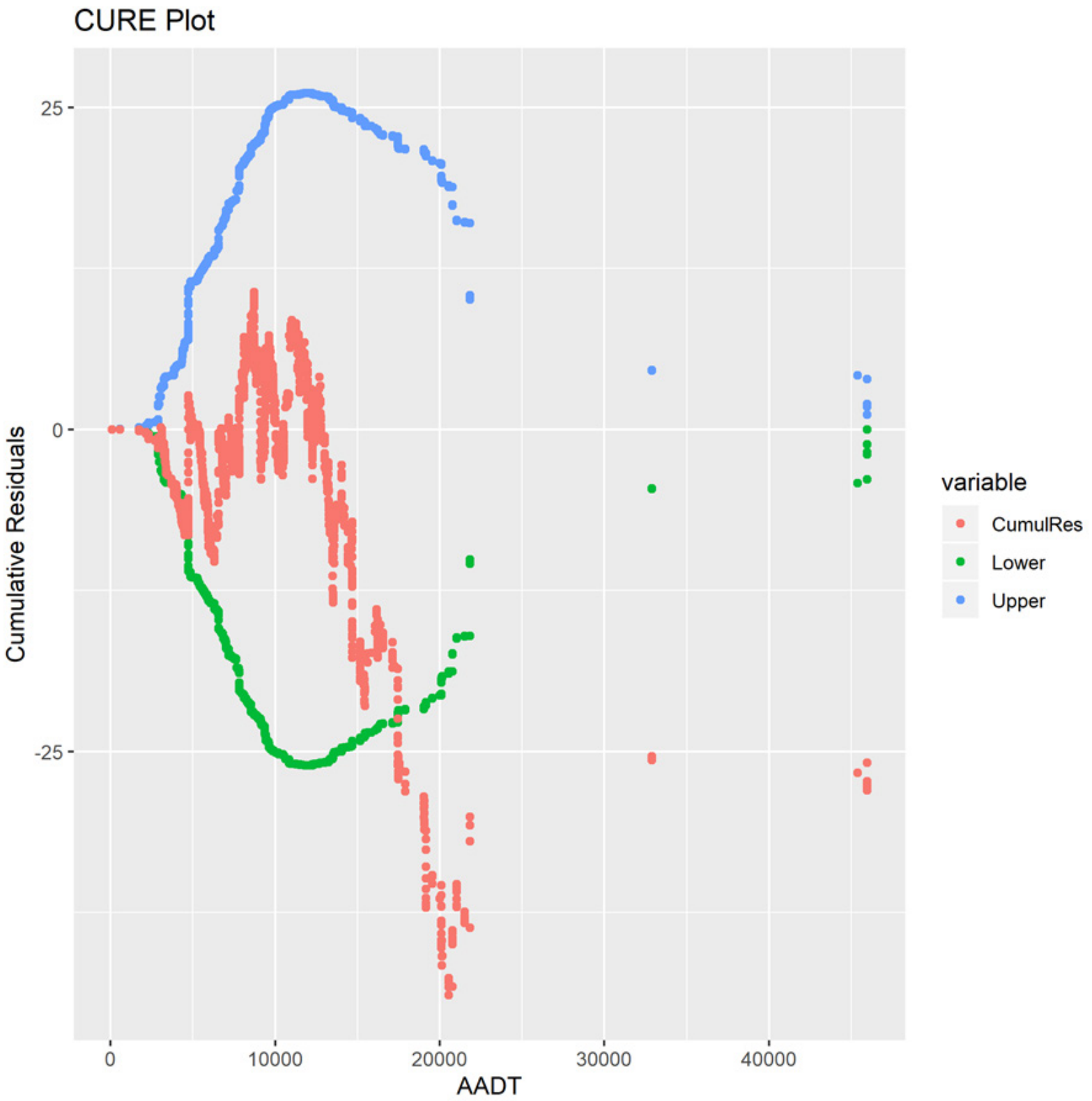
8. Urban Interstate and Parkway SPF (CO)



$$Y\,(CO) = L * e^{(-10.619)} * AADT^{(1.314)}$$

$$Theta = 1.712$$

9. Rural Multilane (Divided) SPF (KAB)



$$Y\ (KAB) = L * e^{(-9.296)} * AADT^{(0.992)}$$

$$Theta = 0.937$$

10. Rural Multilane (Divided) SPF (CO)

$$Y\ (CO) = L * e^{(-5.697)} * AADT^{(0.845)}$$

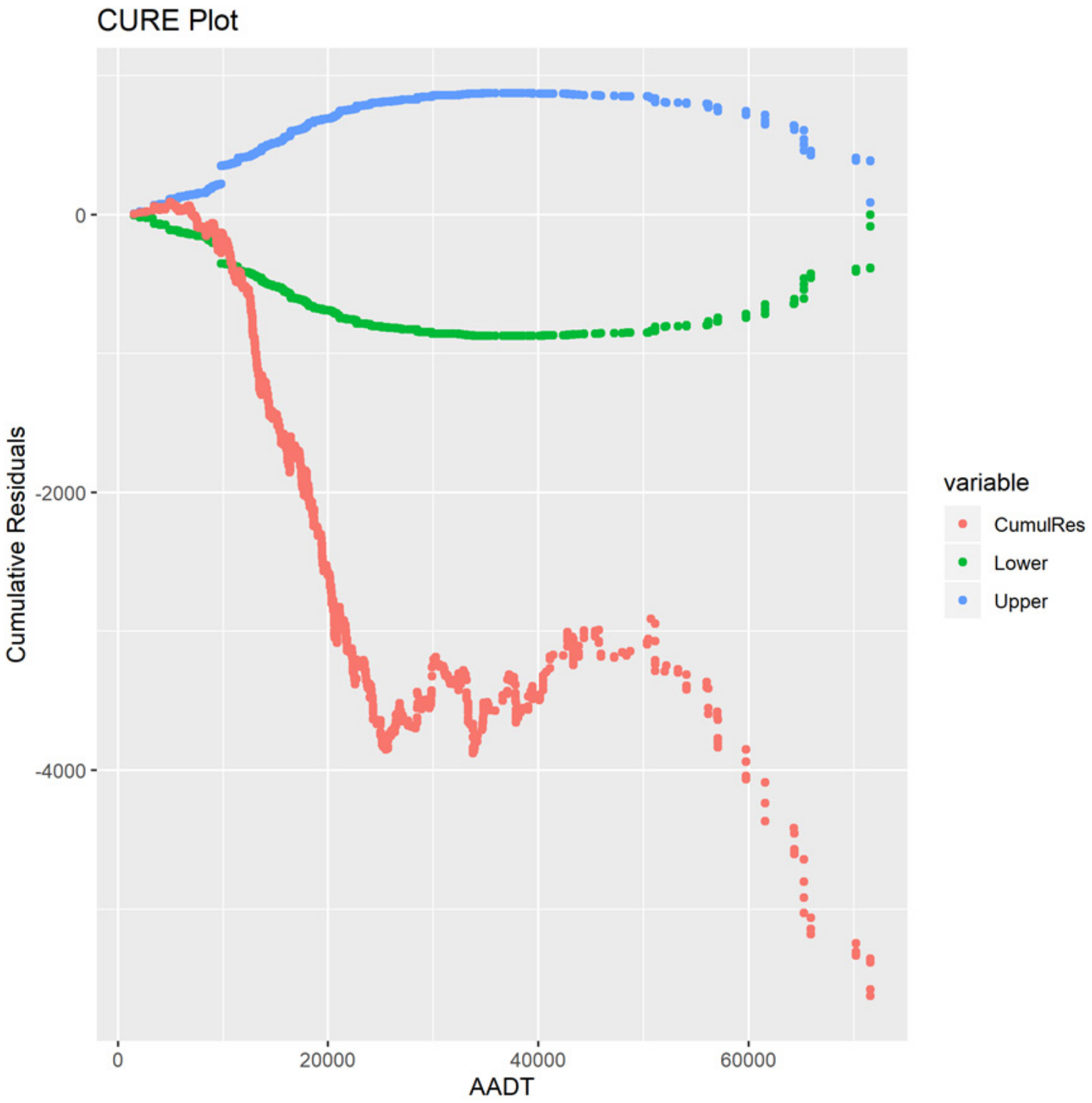
$$Theta = 1.126$$

11. Urban Multilane (Divided) SPF (KAB)

$$Y\,(KAB) = L * e^{(-9.750)} * AADT^{(1.102)}$$

$$Theta = 1.171$$

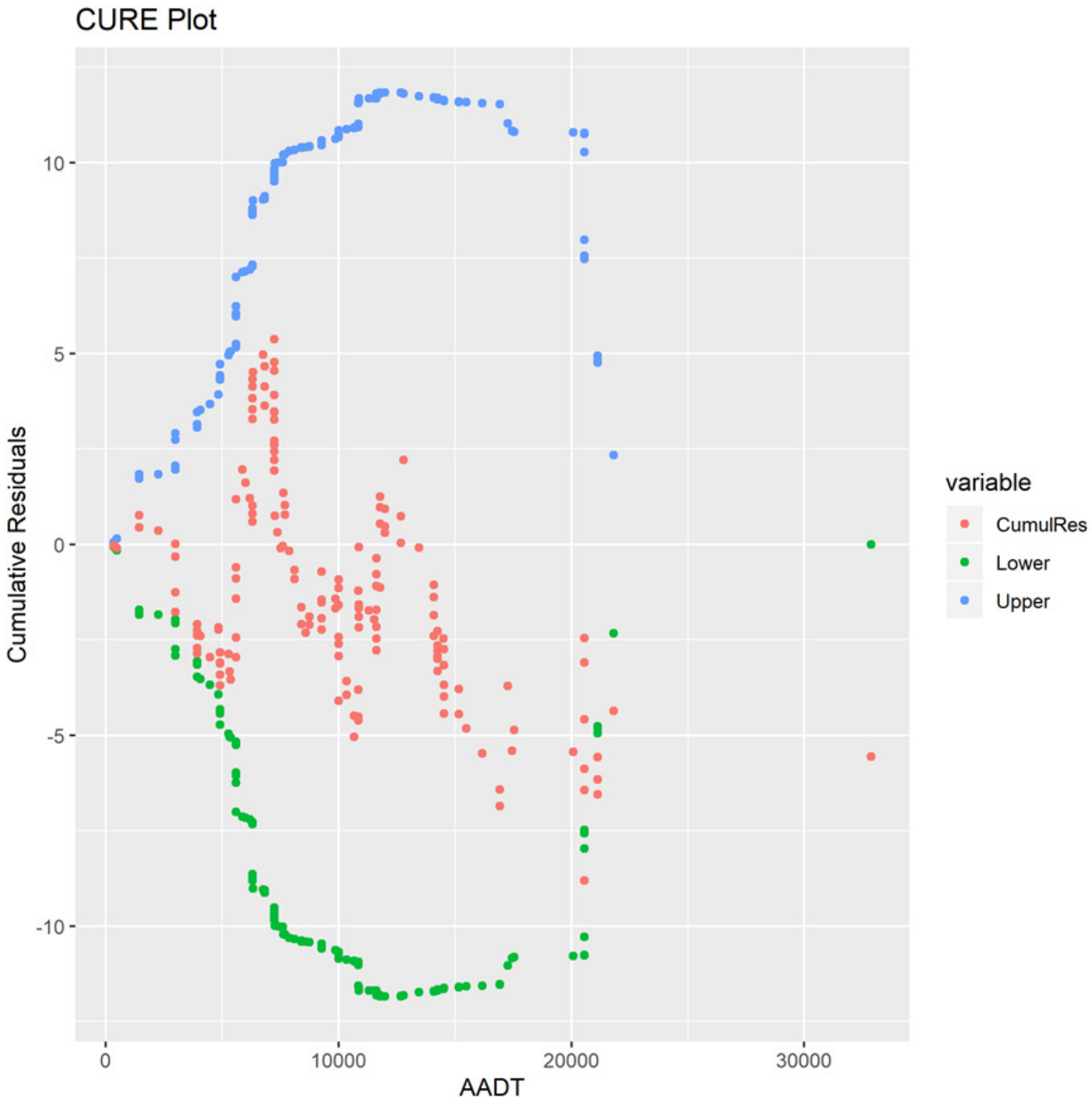
12. Urban Multilane (Divided) SPF (CO)



$$Y\ (CO) = L * e^{(-7.453)} * AADT^{(1.156)}$$

$$Theta = 0.771$$

13. Rural Multilane (Undivided) SPF (KAB)



$$Y\ (KAB) = L * e^{(-5.425)} * AADT^{(0.668)}$$

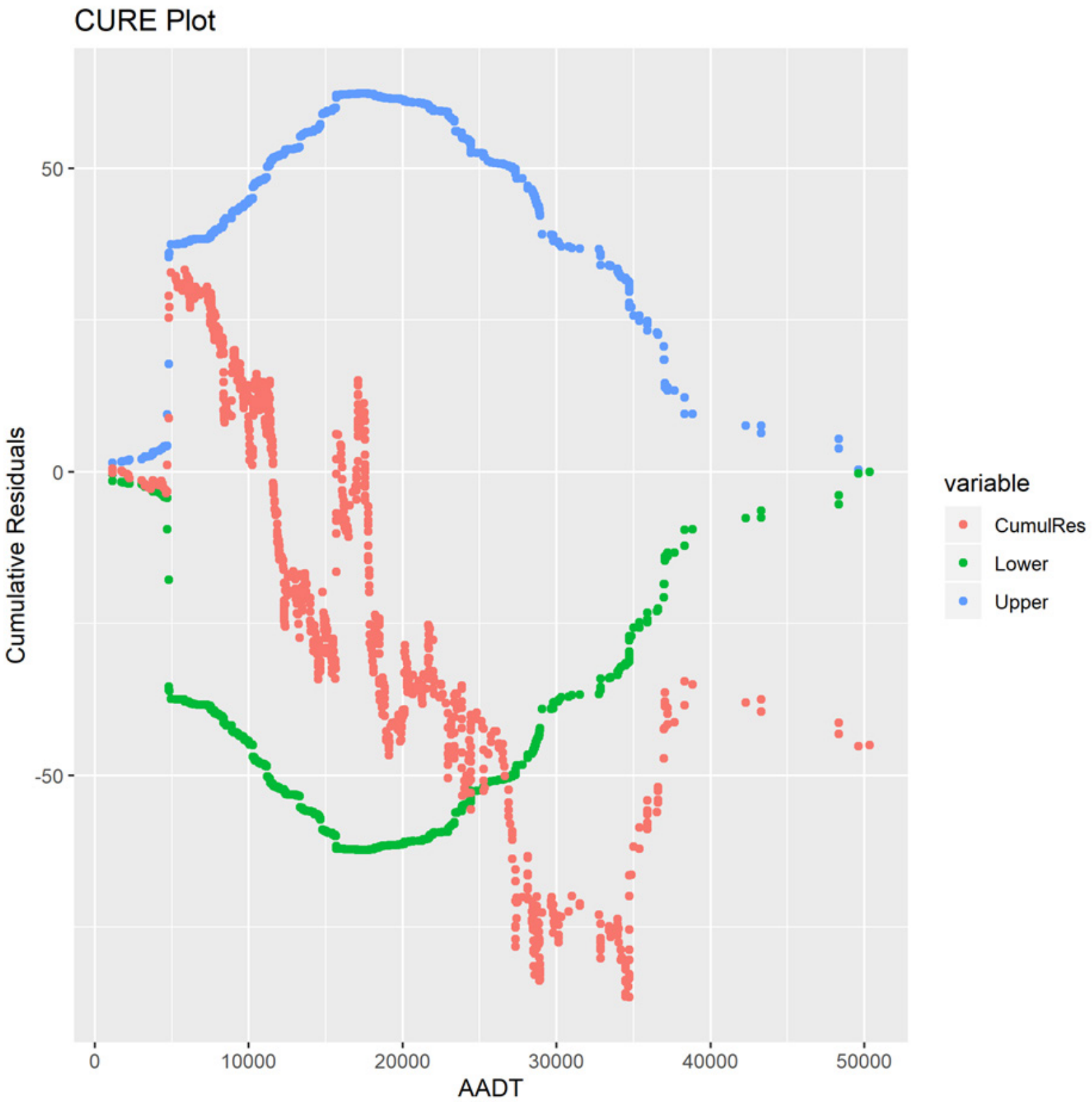
$$Theta = 1.415$$

14. Rural Multilane (Undivided) SPF (CO)

$$Y\,(CO) = L * e^{(-3.281)} * AADT^{(0.711)}$$

$$Theta = 0.914$$

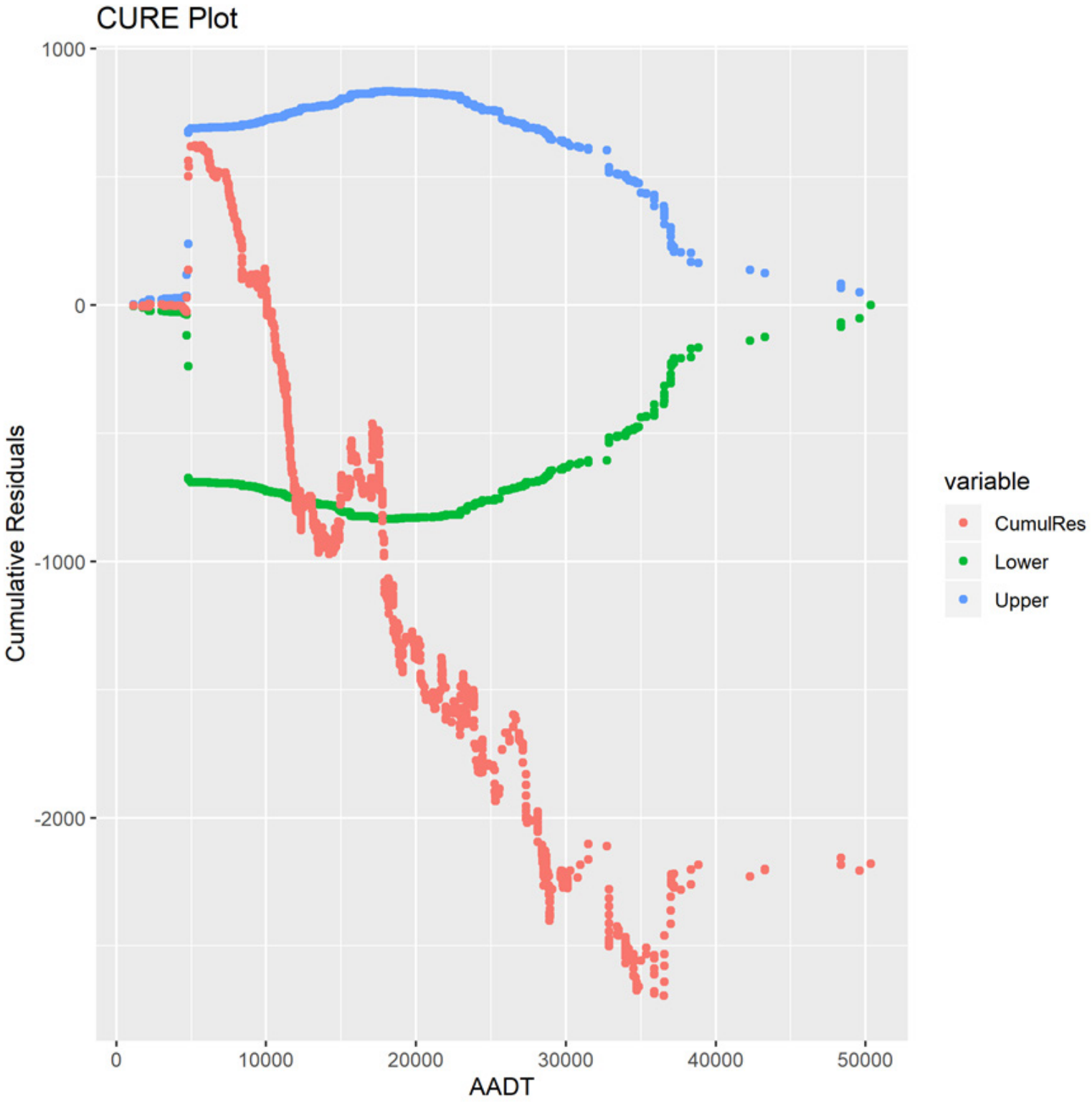
15. Urban Multilane (Undivided) SPF (KAB)



$$Y\ (KAB) = L * e^{(-6.220)} * AADT^{(0.840)}$$

$$Theta = 0.924$$

16. Urban Multilane (Undivided) SPF (CO)



$$Y\,(CO) = L * e^{(-4.509)} * AADT^{(0.937)}$$

$$Theta = 0.908$$

17. Intersection SPF (KAB)

$$Crashes = e^{\alpha} * (AADT_{Major})^{\beta 1} (AADT_{Minor})^{\beta 2}$$

Class	Alpha	Beta1	Beta 2	Theta
D3rN	-25.744	2.574	-0.21	3086.443
D3rP	-12.05	0.728	0.768	1.182
D3rS	-4.018	0.448	0.102	1.307
D3rx	-3.835	-0.039	0.266	0.234
D3uN	-6.431	0.404	0.233	0.717
D3uP	-12.11	0.897	0.504	0.89
D3uS	-7.983	0.795	0.147	2.145
D3ux	-4.659	0.265	0.135	0.981
D4rN	41.917	-1.611	-5.605	19266.341
D4rP	-10.412	0.485	0.919	0.832
D4rS	-6.623	0.657	0.197	2.374
D4rx	-7.671	0.493	0.402	0.947
D4uN	-7.268	0.749	0.045	0.875
D4uP	-6.995	0.488	0.382	1.249
D4uS	-5.865	0.558	0.22	2.887
D4ux	-4.334	0.239	0.269	1.064
U3rF	-3.988	0.273	0.035	0.247
U3rN	-13.195	0.802	0.903	0.631
U3rP	-11.462	0.748	0.678	0.929
U3rS	-0.911	0.075	-0.036	6.066
U3rx	-11.707	0.654	0.725	0.181
U3uF	-6.762	0.245	0.475	9.981
U3uN	-10.465	0.723	0.466	0.71
U3uP	-12.606	0.943	0.518	1.192
U3uS	-7.816	0.764	0.152	2.276
U3ux	-14.168	0.909	0.76	0.335
U4rF	-19.706	1.215	1.2	1.368
U4rN	-12.207	0.692	0.602	731.256
U4rP	-11.007	0.575	0.883	0.675
U4rS	-7.053	0.527	0.308	1.98
U4rx	-10.984	0.62	0.702	0.408
U4uF	-6.753	0.298	0.467	1.761
U4uN	-10.034	0.54	0.748	0.688
U4uP	-9.88	0.656	0.553	0.893
U4uS	-7.189	0.596	0.327	1.934
U4ux	-7.819	0.722	0.104	0.241

18. Intersection SPF (CO)

$$Crashes = e^{\alpha} * (AADT_{Major})^{\beta 1} (AADT_{Minor})^{\beta 2}$$

Class	Alpha	Beta1	Beta 2	Theta
D3rN	-3.11	0.358	-0.028	0.924
D3rP	-7.118	0.533	0.539	0.598
D3rS	-1.099	0.462	-0.045	2.639
D3rx	-4.024	0.193	0.312	1.364
D3uN	-4.232	0.537	0.128	0.706
D3uP	-8.727	0.791	0.507	0.96
D3uS	-6.857	0.922	0.167	2.551
D3ux	-1.023	0.129	0.237	0.609
D4rN	-2.237	0.108	0.376	0.92
D4rP	-6.702	0.439	0.635	0.911
D4rS	-2.689	0.482	0.179	3.849
D4rx	-8.843	0.783	0.482	1.402
D4uN	-6.118	0.579	0.418	1.166
D4uP	-5.198	0.545	0.357	0.996
D4uS	-6.08	0.773	0.296	3.159
D4ux	-5.35	0.559	0.33	1.27
U3rF	-6.346	0.372	0.625	0.486
U3rN	-8.364	0.472	0.85	1.374
U3rP	-10.617	0.855	0.738	0.895
U3rS	-5.129	0.846	0.007	2.005
U3rx	-7.898	0.422	0.755	0.129
U3uF	-3.913	0.547	0.144	2.165
U3uN	-7.493	0.516	0.676	0.905
U3uP	-10.27	0.842	0.698	1.112
U3uS	-5.701	0.829	0.133	2.701
U3ux	-9.713	0.701	0.761	0.314
U4rF	-10.141	0.736	0.804	2.476
U4rN	-8	0.609	0.615	0.509
U4rP	-10	0.781	0.774	1.185
U4rS	-3.933	0.52	0.254	2.858
U4rx	-3.634	0.425	0.072	0.21
U4uF	-7.251	0.812	0.353	2.813
U4uN	-4.037	0.436	0.305	0.917
U4uP	-6.521	0.604	0.474	1.348
U4uS	-5.075	0.655	0.31	3.492
U4ux	-4.35	0.484	0.216	0.407

Description

D, U	divided, undivided
3, 4	3-legs, 4 or more legs
r, u	rural, urban
N, P, F, S	no control, partial stop (at least), full stop, signal
x	no data

Tables

Table 1: Statewide Five-Year Comparison

	2018	2019	2020	2021	2022	Previous 4 Year Average	% Change **
All Crashes							
Crashes (all)	158,170	156,755	119,446	131,208	130,042	141,395	-8.0
(K) FATAL	670	680	708	744	723	701	3.2
(A) Suspected Serious Injury	2,332	2,326	2,244	2,380	2,341	2,321	0.9
(B) Supected Minor Injury	8,958	9,334	8,361	8,919	8,856	8,893	-0.4
(C) Possible Injury	12,301	11,432	9,274	9,412	8,972	10,605	-15.4
(O) None Detected	127,021	125,561	92,872	103,542	103,209	112,249	-8.1
Other	6,888	7,422	5,987	6,211	5,941	6,627	-10.4
By Ownership							
Public Roads	134,284	132,372	100,784	109,291	108,713	119,183	-8.8
Private Property	8,212	8,070	6,370	7,504	6,950	7,539	-7.8
Parking Lots	15,674	16,313	12,292	14,413	14,379	14,673	-2.0
Crashes with Known Volume	123,310	122,016	93,021	101,832	100,858	110,045	-8.3
Mainline Crashes	120,445	119,084	91,066	99,720	98,751	107,579	-8.2
Ramp Crashes	2,856	2,918	1,950	2,094	2,098	2,455	-14.5
Other Segment Types	9	14	5	18	9	12	-21.7
Vehicle Miles (billions)	43.81	43.81	44.03	41.20	42.71	43	-1.2
Mileage	29,735.74	29,735.74	29,875.95	29,913.16	30,087.30	29,815	0.9
AADT	4,036.84	4,036.84	4,037.31	3,773.09	3,888.82	3,971	-2.1
Crashes Rate	281.44	278.49	211.29	247.19	236.17	255	-7.2
Fatal Crashes Rate	1.38	1.40	1.44	1.57	1.49	1.45	2.94
Injury Crashes Rate	46.35	45.34	38.68	43.11	40.60	43.37	-6.39

Not all streets have a known traffic volume, route number, or milepost. Rates are calculated with AADT. Past versions of this report included ramps with their adjacent highway segment's AADT. That may not capture the proper traffic volume for a ramp and was modified, so numbers in this publication may be different.

* Crash rates are given in terms of crashes per 100 million vehicle miles or (C/100 MVM).
** Percent change is the current year compared with the previous four-year average.

Table 2: Statewide RURAL Crash Rates
by Highway Type (5-Year Average)

			Crashes per 100 MVM		
Highway Type	Total Mileage*	AADT	All	Injury	Fatal
One-Lane	17	1,192	367	40	5.4
Two-Lane	22,745	1,291	201	46	2.7
Three-Lane	32	7,071	175	38	1.7
Four-Lane Divided (non-interstate or parkway)	608	9,537	91	21	1.4
Four-Lane Undivided	40	11,480	207	38	1.5
Parkway	842	27,212	62	9	0.5
Interstate	499	8,871	62	11	1.0
All	25,207	2,514	131	28	1.7

Table 3: Statewide URBAN Crash Rates
by Highway Type (5-Year Average)

			Crashes per 100 MVM		
Highway Type	Total Mileage*	AADT	All	Injury	Fatal
One-Lane	30	4,238	633	71	2.1
Two-Lane	2,857	5,165	433	77	1.4
Three-Lane	55	9,782	697	111	1.0
Four-Lane Divided (non-interstate or parkway)	599	18,646	330	62	1.5
Four-Lane Undivided	397	16,929	544	103	2.1
Interstate	443	43,033	108	17	0.5
Parkway	38	8,226	136	26	1.6
All	4,662	11,738	321	57	1.2

* Average for the five years.

Table 4: Comparison of Crash Rates to Previous 4 Years
by Rural and Urban Highway Type

	Highway Type	2018	2019	2020	2021	2022	Previous 4-Year Average	% Change *
Rural	One-Lane	305	369	281	517	378	368	2.72
	Two-Lane	212	206	189	199	197	202	-2.23
	Three-Lane	215	173	164	183	148	184	-19.46
	Four-Lane Divided (non-interstate or parkway)	94	97	81	93	91	91	-0.27
	Four-Lane Undivided	221	228	198	202	186	212	-12.37
	Parkway	66	61	54	68	60	62	-3.61
	Interstate	69	60	53	68	62	63	-0.80
	All	139	133	121	134	126	132	-4.36
Urban	One-Lane	717	803	535	525	580	645	-10.08
	Two-Lane	496	489	363	407	408	439	-7.01
	Three-Lane	773	773	517	701	722	691	4.49
	Four-Lane Divided (non-interstate or parkway)	376	369	260	322	323	332	-2.64
	Four-Lane Undivided	626	629	431	521	506	552	-8.29
	Parkway	135	134	82	95	92	112	-17.49
	Interstate	154	122	127	143	136	137	-0.37
	All	358	355	248	294	288	314	-8.21

* Percent Change compares current year with previous four-year average.

Table 5: Crash Rates by County
for Identified System and All Roads

County	Population	Identified Number	Identified Rate	All Roads Total Number	All Roads Total Rate	Fatal Number	Fatal Rate	Fatal or Injury Number	Fatal or Injury Rate
ADAIR	19,067	1,184	134.5	1,485	138.0	16	1.5	255	23.7
ALLEN	21,275	1,570	212.4	2,093	238.8	27	3.1	327	37.3
ANDERSON	24,224	1,408	139.5	2,167	181.2	11	0.9	399	33.4
BALLARD	7,650	598	154.3	713	153.0	18	3.9	168	36.0
BARREN	44,854	4,587	180.2	6,357	216.5	44	1.5	1,143	38.9
BATH	12,829	870	105.4	1,199	131.5	12	1.3	233	25.6
BELL	23,568	1,787	167.3	2,517	198.4	24	1.9	541	42.7
BOONE	139,093	15,614	211.0	23,912	303.0	47	0.6	3,444	43.6
BOURBON	20,093	1,997	234.9	2,815	292.6	28	2.9	448	46.6
BOYD	48,110	4,521	254.7	6,564	317.8	16	0.8	1,023	49.5
BOYLE	30,904	2,659	228.2	3,740	279.0	13	1.0	565	42.2
BRACKEN	8,452	569	139.3	768	166.6	7	1.5	149	32.3
BREATHITT	13,351	872	162.1	1,114	169.5	21	3.2	348	52.9
BRECKINRIDGE	20,943	1,016	146.2	1,286	152.0	24	2.8	401	47.4
BULLITT	83,836	6,847	150.8	9,840	198.5	58	1.2	1,843	37.2
BUTLER	12,295	863	116.9	1,138	136.4	17	2.0	252	30.2
CALDWELL	12,570	1,155	137.9	1,611	170.4	13	1.4	322	34.1
CALLOWAY	37,685	3,447	277.0	4,600	283.4	26	1.6	679	41.8
CAMPBELL	93,300	8,266	222.0	14,232	365.5	38	1.0	1,556	40.0
CARLISLE	4,720	267	117.9	307	114.3	8	3.0	115	42.8
CARROLL	10,938	1,324	95.8	1,953	134.0	12	0.8	306	21.0
CARTER	26,395	2,124	126.1	2,793	146.1	25	1.3	465	24.3
CASEY	15,920	869	155.7	1,048	143.6	10	1.4	228	31.2
CHRISTIAN	73,037	5,888	138.5	9,425	195.5	60	1.2	1,987	41.2
CLARK	37,061	3,577	170.5	5,337	237.4	31	1.4	813	36.2
CLAY	19,913	1,144	142.1	1,419	147.6	26	2.7	460	47.8
CLINTON	9,123	833	195.3	1,022	193.8	15	2.8	177	33.6
CRITTENDEN	8,981	559	199.3	715	181.0	10	2.5	207	52.4
CUMBERLAND	5,946	435	149.3	537	145.8	8	2.2	90	24.4
DAVIESS	103,222	11,115	315.6	16,719	409.7	53	1.3	2,732	67.0
EDMONSON	12,269	516	92.3	702	106.9	12	1.8	163	24.8
ELLIOTT	7,293	207	133.8	256	115.9	8	3.6	63	28.5
ESTILL	14,044	938	225.0	1,095	208.0	10	1.9	231	43.9
FAYETTE	320,347	39,624	296.1	61,590	431.4	151	1.1	9,406	65.9
FLEMING	15,288	912	156.0	1,115	159.3	9	1.3	192	27.4
FLOYD	34,978	2,218	121.2	3,233	152.3	43	2.0	916	43.1
FRANKLIN	51,607	4,413	176.6	6,913	256.6	19	0.7	949	35.2
FULTON	6,382	300	98.3	413	117.7	10	2.9	72	20.5
GALLATIN	8,763	940	69.3	1,387	99.1	13	0.9	227	16.2
GARRARD	17,589	1,275	186.3	1,672	222.0	13	1.7	373	49.5

Table 5 Continued.

County	Population	Identified Number	Identified Rate	All Roads Total Number	All Roads Total Rate	Fatal Number	Fatal Rate	Fatal or Injury Number	Fatal or Injury Rate
GRANT	25,502	2,670	109.7	3,933	151.2	25	1.0	660	25.4
GRAVES	36,412	3,163	171.6	4,470	207.8	36	1.7	928	43.1
GRAYSON	26,631	2,373	167.0	2,926	174.8	44	2.6	712	42.5
GREEN	11,365	652	187.6	818	183.5	11	2.5	180	40.4
GREENUP	35,403	1,918	154.1	2,819	184.3	10	0.7	520	34.0
HANCOCK	9,021	415	104.5	589	132.5	9	2.0	105	23.6
HARDIN	111,862	8,389	132.1	13,600	192.6	87	1.2	2,264	32.1
HARLAN	25,662	1,556	168.3	1,996	184.9	29	2.7	548	50.8
HARRISON	19,103	1,704	296.5	2,245	319.4	11	1.6	340	48.4
HART	19,600	2,079	95.6	2,903	125.3	29	1.3	539	23.3
HENDERSON	44,046	4,841	213.1	7,386	289.0	48	1.9	1,252	49.0
HENRY	15,771	1,413	100.3	1,860	127.2	19	1.3	322	22.0
HICKMAN	4,422	294	113.8	334	114.0	7	2.4	76	25.9
HOPKINS	44,812	4,392	176.8	6,171	215.7	32	1.1	903	31.6
JACKSON	12,973	727	198.3	905	186.1	17	3.5	227	46.7
JEFFERSON	773,399	74,731	229.6	107,596	305.9	517	1.5	23,634	67.2
JESSAMINE	54,254	5,042	304.9	7,537	382.1	31	1.6	1,252	63.5
JOHNSON	22,244	1,491	170.9	1,858	186.8	18	1.8	440	44.2
KENTON	170,313	17,723	251.9	27,363	370.4	47	0.6	3,306	44.8
KNOTT	13,874	800	131.8	1,000	138.2	18	2.5	312	43.1
KNOX	29,791	1,736	143.7	2,748	190.2	27	1.9	666	46.1
LARUE	15,163	1,134	128.9	1,438	140.9	19	1.9	279	27.3
LAUREL	62,885	6,240	162.3	9,177	207.9	61	1.4	1,785	40.4
LAWRENCE	16,109	617	83.0	968	112.2	21	2.4	235	27.2
LEE	7,261	251	122.7	373	127.6	6	2.1	89	30.4
LESLIE	10,093	286	66.7	338	67.0	12	2.4	119	23.6
LETCHER	20,893	1,219	149.5	1,474	150.6	27	2.8	467	47.7
LEWIS	12,954	580	105.0	725	110.5	25	3.8	209	31.9
LINCOLN	24,360	1,169	116.4	1,625	141.3	22	1.9	359	31.2
LIVINGSTON	8,963	606	96.2	791	112.5	8	1.1	195	27.7
LOGAN	27,877	1,961	150.1	2,804	180.9	24	1.5	558	36.0
LYON	9,101	839	62.6	1,364	93.4	13	0.9	280	19.2
MCCRACKEN	67,490	8,376	236.1	11,662	296.3	53	1.3	2,381	60.5
MCCREARY	16,701	868	146.9	1,054	134.5	21	2.7	281	35.9
MCLEAN	9,105	915	221.9	1,061	215.5	7	1.4	284	57.7
MADISON	95,187	7,917	164.6	11,883	222.0	48	0.9	1,980	37.0
MAGOFFIN	11,357	575	120.0	687	113.3	14	2.3	225	37.1
MARION	19,775	1,709	234.9	2,039	237.9	25	2.9	398	46.4
MARSHALL	31,777	2,656	116.5	3,818	152.7	34	1.4	869	34.8
MARTIN	11,095	464	134.3	557	130.0	10	2.3	136	31.7

Table 5 Continued.

County	Population	Identified Number	Identified Rate	All Roads Total Number	All Roads Total Rate	Fatal Number	Fatal Rate	Fatal or Injury Number	Fatal or Injury Rate
MASON	16,930	1,816	206.7	2,520	264.6	15	1.6	374	39.3
MEADE	30,001	1,456	140.2	2,097	167.4	38	3.0	605	48.3
MENIFEE	6,250	345	183.5	426	176.0	11	4.5	102	42.1
MERCER	22,902	1,336	153.0	1,918	190.7	19	1.9	355	35.3
METCALFE	10,370	916	190.9	1,229	209.1	12	2.0	258	43.9
MONROE	11,355	654	174.8	842	161.0	7	1.3	169	32.3
MONTGOMERY	28,367	2,322	176.1	3,540	250.6	30	2.1	714	50.5
MORGAN	14,120	851	173.8	972	156.6	15	2.4	266	42.9
MUHLENBERG	30,455	2,906	207.4	3,822	224.5	34	2.0	778	45.7
NELSON	47,392	4,186	178.9	5,386	207.0	43	1.7	922	35.4
NICHOLAS	7,805	485	204.3	648	226.7	11	3.8	102	35.7
OHIO	23,527	2,283	156.1	3,190	183.4	28	1.6	686	39.4
OLDHAM	69,431	4,207	173.4	5,664	203.4	36	1.3	825	29.6
OWEN	11,290	858	228.0	978	225.7	12	2.8	201	46.4
OWSLEY	3,929	170	129.3	199	109.0	6	3.3	60	32.9
PENDLETON	14,676	1,064	243.0	1,400	260.4	10	1.9	338	62.9
PERRY	27,361	2,108	172.5	3,040	189.9	46	2.9	771	48.1
PIKE	56,286	4,061	152.2	5,749	182.0	73	2.3	1,539	48.7
POWELL	13,083	916	123.6	1,219	152.8	14	1.8	284	35.6
PULASKI	65,795	5,351	186.8	8,384	236.9	56	1.6	1,282	36.2
ROBERTSON	2,229	165	271.1	193	263.1	3	4.1	31	42.3
ROCKCASTLE	16,242	1,877	80.3	2,612	106.1	27	1.1	451	18.3
ROWAN	24,388	2,469	181.0	3,300	215.1	18	1.2	484	31.5
RUSSELL	18,178	1,125	154.0	1,507	148.9	16	1.6	239	23.6
SCOTT	59,099	4,805	133.8	7,760	199.0	34	0.9	1,307	33.5
SHELBY	48,886	4,786	144.3	6,407	178.7	26	0.7	1,193	33.3
SIMPSON	19,949	2,041	112.2	2,757	140.3	16	0.8	492	25.0
SPENCER	20,204	995	166.0	1,222	171.6	10	1.4	282	39.6
TAYLOR	26,407	2,569	267.3	3,320	284.0	27	2.3	475	40.6
TODD	12,404	860	162.0	1,118	168.8	18	2.7	235	35.5
TRIGG	14,332	1,043	94.2	1,518	111.6	21	1.5	348	25.6
TRIMBLE	8,539	624	184.8	737	187.7	15	3.8	148	37.7
UNION	12,961	1,107	199.3	1,341	202.8	10	1.5	319	48.2
WARREN	139,843	15,940	226.0	22,529	287.5	74	0.9	3,802	48.5
WASHINGTON	12,061	834	113.2	1,027	127.4	12	1.5	222	27.5
WAYNE	19,681	1,342	181.9	1,702	181.5	17	1.8	436	46.5
WEBSTER	12,726	889	133.6	1,098	143.0	7	0.9	251	32.7
WHITLEY	36,873	3,635	136.9	4,871	162.1	33	1.1	1,124	37.4
WOLFE	6,400	499	107.0	626	118.0	22	4.1	131	24.7
WOODFORD	27,062	2,611	137.6	3,884	196.6	30	1.5	540	27.3

Table 6: Public Roads Crash Data for Each County

5-Year, Roads with Known Traffic Volume

County	Number of Crashes by Year					Previous 4-Year Average	% Change to 4-Year Average	% Crashes Involving Alcohol	% Crashes Involving Drugs	% Fatal Crashes	% Injury or Fatal Crashes	% Crashes Involving Speeding
	2018	2019	2020	2021	2022							
ADAIR	213	253	298	374	347	285	22.0%	0.7%	1.7%	1.3%	4.2%	1.7%
ALLEN	463	450	377	405	398	424	-6.1%	0.4%	0.7%	1.8%	5.9%	0.7%
ANDERSON	497	443	384	389	454	428	6.0%	0.6%	1.5%	2.0%	5.1%	1.5%
BALLARD	178	126	126	138	145	142	2.1%	0.1%	1.5%	1.5%	16.7%	1.5%
BARREN	1,361	1,284	1,146	1,272	1,294	1,266	2.2%	0.4%	1.2%	1.1%	5.2%	1.2%
BATH	183	259	222	277	258	235	9.7%	0.5%	1.9%	1.9%	5.3%	1.9%
BELL	530	545	496	460	486	508	-4.3%	0.2%	2.8%	1.6%	4.4%	2.8%
BOONE	5,024	5,064	4,171	4,859	4,794	4,780	0.3%	0.3%	0.7%	1.1%	11.0%	0.7%
BOURBON	574	598	513	596	534	570	-6.4%	0.4%	1.2%	1.3%	3.3%	1.2%
BOYD	1,426	1,326	1,169	1,352	1,291	1,318	-2.1%	0.2%	2.5%	1.3%	3.2%	2.5%
BOYLE	867	764	595	774	740	750	-1.3%	0.4%	1.1%	1.4%	3.5%	1.1%
BRACKEN	174	155	161	148	130	160	-18.5%	0.7%	2.0%	2.5%	6.4%	2.0%
BREATHITT	236	210	208	230	230	221	4.1%	0.5%	3.2%	1.4%	2.6%	3.2%
BRECKINRIDGE	235	241	303	240	267	255	4.8%	0.3%	1.9%	2.4%	2.8%	1.9%
BULLITT	2,145	2,029	1,685	1,982	1,999	1,960	2.0%	0.3%	1.1%	1.3%	9.1%	1.1%
BUTLER	252	251	208	229	198	235	-15.7%	0.4%	1.3%	1.4%	4.6%	1.3%
CALDWELL	339	272	316	357	327	321	1.9%	0.2%	1.8%	2.2%	8.4%	1.8%
CALLOWAY	974	1,020	801	891	914	922	-0.8%	0.5%	0.8%	1.3%	2.9%	0.8%
CAMPBELL	3,141	3,147	2,431	2,886	2,627	2,901	-9.5%	0.3%	1.6%	0.9%	3.8%	1.6%
CARLISLE	59	64	61	72	51	64	-20.3%	0.3%	3.9%	3.3%	13.7%	3.9%
CARROLL	394	417	341	407	394	390	1.1%	0.3%	1.6%	1.2%	13.4%	1.6%
CARTER	607	573	557	570	486	577	-15.7%	0.3%	1.8%	1.4%	5.6%	1.8%
CASEY	183	230	222	212	201	212	-5.1%	0.6%	2.6%	1.9%	3.3%	2.6%
CHRISTIAN	1,906	1,877	1,668	1,970	2,004	1,855	8.0%	0.3%	0.9%	1.6%	5.2%	0.9%
CLARK	1,160	1,117	1,020	1,043	997	1,085	-8.1%	0.4%	1.6%	1.3%	4.3%	1.6%
CLAY	345	256	304	262	252	292	-13.6%	0.6%	4.2%	2.3%	2.3%	4.2%
CLINTON	163	210	187	192	270	188	43.6%	0.5%	1.6%	1.2%	2.7%	1.6%
CRITTENDEN	172	154	117	143	129	147	-11.9%	0.3%	2.4%	2.5%	2.7%	2.4%
CUMBERLAND	81	139	101	119	97	110	-11.8%	0.2%	2.4%	0.9%	4.8%	2.4%
DAVIESS	3,718	3,554	2,972	3,226	3,249	3,368	-3.5%	0.3%	1.2%	1.4%	2.5%	1.2%
EDMONSON	178	137	111	129	147	139	5.9%	0.4%	1.6%	1.0%	6.6%	1.6%
ELLIOTT	58	46	55	49	48	52	-7.7%	0.8%	1.6%	3.1%	1.6%	1.6%
ESTILL	162	231	226	256	220	219	0.6%	0.5%	3.6%	1.6%	2.6%	3.6%
FAYETTE	13,582	13,545	10,782	12,077	11,604	12,497	-7.1%	0.4%	1.0%	0.7%	3.0%	1.0%
FLEMING	265	245	189	210	206	227	-9.4%	0.4%	1.7%	0.7%	2.5%	1.7%
FLOYD	721	747	586	613	566	667	-15.1%	0.4%	4.0%	1.8%	3.3%	4.0%
FRANKLIN	1,544	1,532	1,234	1,314	1,289	1,406	-8.3%	0.3%	1.8%	1.3%	4.1%	1.8%
FULTON	102	94	99	22	96	79	21.1%	0.0%	1.2%	1.0%	6.8%	1.2%
GALLATIN	283	272	219	308	305	271	12.8%	0.1%	1.7%	1.9%	20.5%	1.7%
GARRARD	370	373	354	287	288	346	-16.8%	0.3%	1.6%	2.1%	3.1%	1.6%

Table 6 Continued.

County	Number of Crashes by Year					Previous 4-Year Average	% Change to 4-Year Average	% Crashes Involving Alcohol	% Crashes Involving Drugs	% Fatal Crashes	% Injury or Fatal Crashes	% Crashes Involving Speeding
	2018	2019	2020	2021	2022							
GRANT	822	842	799	728	742	798	-7.0%	0.4%	1.2%	1.3%	6.3%	1.2%
GRAVES	991	997	791	875	816	914	-10.7%	0.3%	1.6%	1.2%	5.9%	1.6%
GRAYSON	649	617	549	611	500	607	-17.6%	0.7%	1.7%	1.4%	5.0%	1.7%
GREEN	187	124	165	162	180	160	12.9%	1.0%	1.0%	1.3%	3.9%	1.0%
GREENUP	612	645	515	476	571	562	1.6%	0.2%	1.7%	1.3%	2.2%	1.7%
HANCOCK	115	108	133	109	124	116	6.7%	0.3%	0.8%	2.4%	11.4%	0.8%
HARDIN	3,047	3,031	2,225	2,666	2,631	2,742	-4.1%	0.3%	0.9%	1.6%	5.9%	0.9%
HARLAN	443	427	386	383	357	410	-12.9%	0.6%	4.4%	2.3%	3.9%	4.4%
HARRISON	444	512	412	448	429	454	-5.5%	0.4%	1.2%	2.2%	2.0%	1.2%
HART	578	583	566	575	601	576	4.4%	0.1%	1.1%	1.1%	11.7%	1.1%
HENDERSON	1,570	1,504	1,305	1,493	1,514	1,468	3.1%	0.4%	1.0%	1.2%	4.6%	1.0%
HENRY	375	401	336	357	391	367	6.5%	0.6%	1.2%	1.6%	14.8%	1.2%
HICKMAN	55	69	69	67	74	65	13.8%	0.0%	0.6%	1.8%	11.1%	0.6%
HOPKINS	1,386	1,319	1,054	1,210	1,202	1,242	-3.2%	0.3%	1.0%	1.1%	4.2%	1.0%
JACKSON	140	181	194	194	196	177	10.6%	0.1%	2.4%	2.7%	4.1%	2.4%
JEFFERSON	30,891	30,977	14,825	14,382	16,521	22,769	-27.4%	0.3%	0.7%	1.1%	3.9%	0.7%
JESSAMINE	1,634	1,582	1,395	1,450	1,476	1,515	-2.6%	0.4%	1.8%	1.2%	3.0%	1.8%
JOHNSON	431	384	332	360	351	377	-6.8%	0.6%	2.4%	1.8%	2.5%	2.4%
KENTON	5,872	5,996	5,155	5,423	4,917	5,612	-12.4%	0.4%	1.8%	0.8%	7.1%	1.8%
KNOTT	217	196	181	207	199	200	-0.6%	0.2%	4.0%	2.6%	4.5%	4.0%
KNOX	644	613	463	514	514	559	-8.0%	0.3%	2.7%	1.5%	3.1%	2.7%
LARUE	320	283	305	275	255	296	-13.8%	0.9%	1.3%	2.1%	5.1%	1.3%
LAUREL	1,849	1,867	1,765	1,932	1,764	1,853	-4.8%	0.2%	1.3%	1.5%	7.5%	1.3%
LAWRENCE	227	194	170	190	187	195	-4.2%	0.2%	1.1%	2.7%	5.4%	1.1%
LEE	64	62	60	92	95	70	36.7%	0.0%	2.4%	1.1%	2.7%	2.4%
LESLIE	25	102	82	73	56	71	-20.6%	0.0%	5.3%	1.5%	8.9%	5.3%
LETCHER	373	348	218	278	257	304	-15.5%	0.7%	3.7%	3.0%	4.0%	3.7%
LEWIS	176	169	125	143	112	153	-26.9%	1.7%	3.2%	1.4%	5.9%	3.2%
LINCOLN	409	388	250	286	292	333	-12.4%	0.4%	1.7%	1.5%	4.4%	1.7%
LIVINGSTON	191	133	150	163	154	159	-3.3%	0.0%	1.3%	2.5%	9.0%	1.3%
LOGAN	611	582	526	500	585	555	5.5%	0.4%	0.8%	1.6%	5.6%	0.8%
LYON	251	256	278	269	310	264	17.6%	0.4%	2.4%	2.5%	14.6%	2.4%
MCCRACKEN	2,528	2,504	2,089	2,314	2,227	2,359	-5.6%	0.4%	1.2%	1.3%	4.9%	1.2%
MCCREARY	213	218	237	251	135	230	-41.2%	0.8%	3.0%	3.0%	3.7%	3.0%
MCLEAN	233	244	192	215	177	221	-19.9%	0.6%	1.6%	1.7%	6.4%	1.6%
MADISON	2,541	2,458	2,101	2,447	2,336	2,387	-2.1%	0.5%	1.6%	1.2%	4.7%	1.6%
MAGOFFIN	183	136	124	131	113	144	-21.3%	0.4%	3.1%	1.2%	5.4%	3.1%
MARION	444	378	420	404	393	412	-4.5%	0.4%	1.4%	1.9%	2.3%	1.4%
MARSHALL	813	802	701	735	767	763	0.6%	0.4%	1.7%	1.8%	6.7%	1.7%
MARTIN	137	130	101	93	96	115	-16.7%	0.4%	2.7%	0.7%	2.3%	2.7%

Table 6 Continued.

County	Number of Crashes by Year					Previous 4-Year Average	% Change to 4-Year Average	% Crashes Involving Alcohol	% Crashes Involving Drugs	% Fatal Crashes	% Injury or Fatal Crashes	% Crashes Involving Speeding
	2018	2019	2020	2021	2022							
MASON	541	516	498	505	460	515	-10.7%	0.7%	1.9%	1.5%	4.9%	1.9%
MEADE	404	480	379	420	414	421	-1.6%	0.3%	1.3%	2.7%	3.0%	1.3%
MENIFEE	60	96	100	74	96	83	16.4%	0.2%	0.7%	2.8%	6.3%	0.7%
MERCER	433	419	353	331	382	384	-0.5%	0.4%	1.1%	1.5%	3.1%	1.1%
METCALFE	257	236	274	232	230	250	-7.9%	0.7%	2.4%	1.5%	5.6%	2.4%
MONROE	153	153	155	214	167	169	-1.0%	0.1%	1.0%	2.3%	3.9%	1.0%
MONTGOMERY	707	826	672	707	628	728	-13.7%	0.4%	1.9%	1.5%	4.3%	1.9%
MORGAN	177	202	179	217	197	194	1.7%	0.5%	2.3%	1.1%	2.3%	2.3%
MUHLENBERG	816	824	638	749	795	757	5.1%	0.4%	1.5%	1.6%	6.6%	1.5%
NELSON	1,148	1,170	956	1,042	1,070	1,079	-0.8%	0.5%	0.9%	1.3%	4.7%	0.9%
NICHOLAS	146	139	118	115	130	130	0.4%	0.2%	1.4%	0.9%	3.7%	1.4%
OHIO	674	673	551	659	633	639	-1.0%	0.6%	1.1%	1.6%	5.7%	1.1%
OLDHAM	1,294	1,186	928	1,106	1,150	1,129	1.9%	0.5%	0.9%	0.9%	8.3%	0.9%
OWEN	225	171	186	198	198	195	1.5%	0.5%	2.1%	2.1%	4.8%	2.1%
OWSLEY	25	56	41	47	30	42	-29.0%	0.5%	2.0%	4.5%	4.0%	2.0%
PENDLETON	315	300	283	262	240	290	-17.2%	0.4%	1.7%	2.6%	6.6%	1.7%
PERRY	737	652	539	586	526	629	-16.3%	0.2%	2.5%	1.3%	4.0%	2.5%
PIKE	1,315	1,239	1,076	1,029	1,090	1,165	-6.4%	0.4%	4.5%	1.4%	4.6%	4.5%
POWELL	228	208	284	238	261	240	9.0%	0.2%	2.7%	2.5%	4.3%	2.7%
PULASKI	1,748	1,781	1,549	1,653	1,653	1,683	-1.8%	0.4%	1.1%	1.3%	3.1%	1.1%
ROBERTSON	31	36	46	39	41	38	7.9%	0.0%	4.1%	3.1%	3.1%	4.1%
ROCKCASTLE	634	499	472	511	496	529	-6.2%	0.4%	1.3%	1.4%	12.7%	1.3%
ROWAN	692	703	594	705	606	674	-10.0%	0.3%	1.8%	0.9%	3.9%	1.8%
RUSSELL	341	310	274	253	329	295	11.7%	0.5%	1.3%	1.3%	4.6%	1.3%
SCOTT	1,831	1,532	1,316	1,557	1,524	1,559	-2.2%	0.5%	1.3%	1.3%	6.0%	1.3%
SHELBY	1,425	1,291	1,155	1,288	1,248	1,290	-3.2%	0.5%	1.2%	1.1%	5.9%	1.2%
SIMPSON	596	611	487	546	517	560	-7.7%	0.4%	1.1%	1.1%	11.1%	1.1%
SPENCER	304	250	216	224	228	249	-8.2%	0.5%	2.3%	2.3%	3.6%	2.3%
TAYLOR	720	644	633	669	654	667	-1.9%	0.5%	1.1%	1.4%	2.5%	1.1%
TODD	222	200	216	223	257	215	19.4%	0.8%	1.9%	2.5%	7.6%	1.9%
TRIGG	332	297	297	302	290	307	-5.5%	0.5%	1.5%	2.1%	6.0%	1.5%
TRIMBLE	175	149	120	138	155	146	6.5%	0.8%	2.0%	3.3%	7.1%	2.0%
UNION	334	290	222	262	233	277	-15.9%	0.2%	1.1%	2.1%	4.0%	1.1%
WARREN	4,770	4,732	3,788	4,825	4,414	4,529	-2.5%	0.5%	0.9%	1.2%	3.7%	0.9%
WASHINGTON	282	253	222	154	116	228	-49.1%	0.5%	1.2%	1.7%	7.2%	1.2%
WAYNE	351	363	356	308	324	345	-6.0%	0.5%	0.9%	1.2%	2.8%	0.9%
WEBSTER	235	254	186	228	195	226	-13.6%	0.6%	0.7%	1.1%	6.1%	0.7%
WHITLEY	1,004	1,026	900	1,026	915	989	-7.5%	0.3%	2.3%	1.8%	6.9%	2.3%
WOLFE	150	137	99	117	123	126	-2.2%	0.0%	2.7%	1.9%	3.7%	2.7%
WOODFORD	897	858	669	711	749	784	-4.4%	0.4%	0.9%	1.1%	5.9%	0.9%

Table 7: DUI Cases

County	Convictions						2022 Statistics		
	2018	2019	2020	2021	2022	5-Year Average	DUI Convictrion Rate (Convictions/ Cases)	Convictions Per 1000 Licensed Drivers	Convictions Per Alcohol-Related Crash
ADAIR	54	99	56	62	40	62	40%	4.7	5.6
ALLEN	53	38	29	32	31	37	56%	2.2	4.0
ANDERSON	75	56	59	64	46	60	38%	3.6	5.3
BALLARD	24	40	32	33	27	31	36%	5.3	33.0
BARREN	134	135	87	159	139	131	48%	4.9	6.9
BATH	20	24	28	45	30	29	63%	4.8	7.5
BELL	135	61	22	38	26	56	19%	2.3	6.3
BOONE	324	290	204	189	190	239	51%	1.9	2.4
BOURBON	98	79	73	69	61	76	55%	4.7	6.9
BOYD	224	201	175	134	132	173	66%	3.9	8.9
BOYLE	75	62	58	46	59	60	54%	2.2	2.9
BRACKEN	8	12	14	12	7	11	30%	1.8	2.4
BREATHITT	69	105	63	43	35	63	50%	4.8	7.2
BRECKINRIDGE	28	34	30	38	23	31	42%	2.6	9.5
BULLITT	80	60	27	48	50	53	22%	0.8	1.8
BUTLER	18	23	17	29	30	23	60%	3.2	7.3
CALDWELL	40	36	35	23	29	33	69%	2.5	7.7
CALLOWAY	155	132	74	99	99	112	63%	3.9	4.0
CAMPBELL	304	278	205	262	250	260	67%	3.9	6.0
CARLISLE	1	11	10	9	15	9	54%	2.4	9.0
CARROLL	27	48	21	41	27	33	32%	5.4	8.2
CARTER	88	86	26	62	45	61	30%	3.2	8.9
CASEY	27	62	69	75	39	54	44%	6.8	12.5
CHRISTIAN	170	153	156	117	92	138	43%	2.8	3.9
CLARK	85	120	56	54	94	82	44%	2.0	2.3
CLAY	91	132	48	51	54	75	58%	4.0	6.4
CLINTON	24	19	13	4	11	14	44%	0.6	0.8
CRITTENDEN	25	14	6	15	8	14	50%	2.5	7.5
CUMBERLAND	37	43	25	25	33	33	42%	5.1	25.0
DAVIESS	214	185	88	102	150	148	38%	1.4	1.9
EDMONSON	28	14	11	7	4	13	15%	0.8	2.3
ELLIOTT	16	6	1	7	6	7	35%	1.6	3.5
ESTILL	46	57	43	27	21	39	48%	2.6	4.5
FAYETTE	699	720	505	609	644	635	60%	2.8	2.3
FLEMING	46	22	9	7	18	20	36%	0.7	1.4
FLOYD	198	172	93	108	123	139	50%	4.2	9.0
FRANKLIN	193	176	153	132	83	147	42%	3.5	6.0
FULTON	79	42	13	19	6	32	60%	4.6	0.0
GALLATIN	29	36	36	24	24	30	36%	3.8	12.0
GARRARD	46	42	30	39	29	37	55%	3.0	7.8

Table 7 Continued.

County	Convictions						2022 Statistics		
	2018	2019	2020	2021	2022	5-Year Average	DUI Convictrion Rate (Convictions/ Cases)	Convictions Per 1000 Licensed Drivers	Convictions Per Alcohol-Related Crash
GRANT	44	43	21	39	40	37	36%	2.1	2.4
GRAVES	79	114	78	77	105	91	42%	2.9	5.5
GRAYSON	80	87	92	47	28	67	44%	2.4	2.4
GREEN	11	15	6	13	15	12	38%	1.6	1.6
GREENUP	124	188	67	80	32	98	55%	3.1	13.3
HANCOCK	7	17	8	16	11	12	48%	2.4	8.0
HARDIN	280	317	303	260	225	277	45%	3.3	6.8
HARLAN	50	65	29	45	30	44	13%	2.5	3.8
HARRISON	31	35	20	33	20	28	47%	2.4	4.1
HART	33	68	43	53	35	46	45%	4.2	13.3
HENDERSON	145	103	77	109	111	109	42%	3.3	4.0
HENRY	40	49	44	24	31	38	33%	1.9	2.2
HICKMAN	10	6	5	11	12	9	80%	3.5	0.0
HOPKINS	213	137	153	173	134	162	57%	5.3	10.2
JACKSON	47	20	26	21	15	26	54%	2.2	21.0
JEFFERSON	710	648	109	287	316	414	23%	0.5	0.8
JESSAMINE	165	200	107	111	113	139	53%	2.9	3.8
JOHNSON	81	56	46	40	43	53	52%	2.5	3.3
KENTON	599	508	355	400	336	440	56%	3.3	3.3
KNOTT	81	77	56	56	25	59	36%	5.6	28.0
KNOX	191	150	154	117	107	144	47%	5.5	13.0
LARUE	40	20	21	23	18	24	53%	2.1	1.8
LAUREL	418	422	395	304	276	363	69%	6.9	13.8
LAWRENCE	34	29	19	23	28	27	42%	2.1	11.5
LEE	34	28	9	4	11	17	69%	0.9	0.0
LESLIE	18	21	23	34	30	25	43%	4.8	0.0
LETCHER	63	46	31	33	42	43	47%	2.2	3.3
LEWIS	44	52	22	39	51	42	59%	4.1	3.3
LINCOLN	79	42	38	56	59	55	52%	3.2	9.3
LIVINGSTON	12	25	19	22	18	19	62%	3.1	0.0
LOGAN	98	86	60	88	44	75	59%	4.4	8.8
LYON	59	67	49	49	51	55	69%	8.3	8.2
MCCRACKEN	286	303	210	172	248	244	57%	3.4	3.7
MCCREARY	97	98	64	75	52	77	69%	7.1	9.4
MCLEAN	41	32	23	17	11	25	85%	2.5	2.8
MADISON	229	270	163	185	203	210	56%	2.8	3.2
MAGOFFIN	95	77	41	27	16	51	38%	3.2	9.0
MARION	41	48	41	45	35	42	40%	3.3	5.0
MARSHALL	124	103	90	78	60	91	50%	3.1	5.6
MARTIN	58	36	22	9	18	29	55%	1.3	4.5

Table 7 Continued.

County	Convictions						2022 Statistics		
	2018	2019	2020	2021	2022	5-Year Average	DUI Convictrion Rate (Convictions/ Cases)	Convictions Per 1000 Licensed Drivers	Convictions Per Alcohol-Related Crash
MASON	44	59	59	37	35	47	54%	2.9	2.1
MEADE	39	50	32	21	28	34	55%	1.0	3.0
MENIFEE	4	17	24	43	13	20	52%	8.8	43.0
MERCER	63	34	26	27	31	36	55%	1.6	3.9
METCALFE	32	37	39	26	27	32	50%	3.4	2.9
MONROE	64	54	21	18	21	36	41%	2.3	18.0
MONTGOMERY	75	72	43	45	48	57	53%	2.3	3.0
MORGAN	22	37	26	46	20	30	51%	5.5	9.2
MUHLENBERG	103	85	65	60	67	76	51%	2.7	4.3
NELSON	84	92	61	52	61	70	41%	1.5	2.1
NICHOLAS	26	35	17	9	12	20	57%	1.7	9.0
OHIO	77	84	76	77	42	71	38%	4.6	3.9
OLDHAM	109	93	52	57	58	74	47%	1.2	1.8
OWEN	21	12	6	12	18	14	40%	1.5	2.4
OWSLEY	20	8	5	4	7	9	58%	1.3	4.0
PENDLETON	19	23	16	19	11	18	41%	1.8	3.8
PERRY	57	95	54	73	34	63	37%	4.0	10.4
PIKE	86	49	33	22	27	43	7%	0.6	0.9
POWELL	41	42	36	72	63	51	40%	7.9	24.0
PULASKI	276	328	158	177	92	206	52%	3.6	5.5
ROBERTSON	5	5	1	2	3	3	60%	1.2	0.0
ROCKCASTLE	64	37	14	30	23	34	32%	2.6	3.0
ROWAN	93	82	61	83	115	87	63%	5.1	9.2
RUSSELL	47	75	26	43	34	45	49%	3.2	5.4
SCOTT	196	134	114	108	112	133	41%	2.5	3.0
SHELBY	192	182	102	113	77	133	40%	3.3	3.9
SIMPSON	76	72	83	90	70	78	51%	6.4	9.0
SPENCER	80	30	30	28	23	38	30%	1.8	4.7
TAYLOR	55	78	60	49	45	57	37%	2.6	2.7
TODD	51	24	29	22	32	32	52%	2.7	2.4
TRIGG	46	39	28	33	40	37	51%	3.0	4.1
TRIMBLE	16	12	23	16	14	16	32%	2.5	2.7
UNION	43	32	21	31	63	38	57%	3.1	10.3
WARREN	347	319	173	272	220	266	41%	3.0	2.6
WASHINGTON	24	17	3	5	8	11	24%	0.5	1.0
WAYNE	40	53	28	18	24	33	48%	1.3	2.0
WEBSTER	8	16	16	21	25	17	45%	2.3	3.0
WHITLEY	164	221	166	162	123	167	49%	6.2	9.5
WOLFE	51	25	18	62	23	36	45%	12.4	0.0
WOODFORD	124	80	74	106	89	95	64%	5.2	6.2
TOTAL	11,962	11,472	7,758	8,445	7763	9,480	46%	2.7	3.8

Table 8: Reckless/Careless Cases

County	Convictions						2022 Statistics	
	2018	2019	2020	2021	2022	5-Year Average	Careless Convictrion Rate (Convictions/ Cases)	Convictions Per 1000 Licensed Drivers
ADAIR	14	20	10	38	34	23	29%	2.9
ALLEN	14	14	8	6	14	7	14%	0.4
ANDERSON	24	17	20	27	25	13	15%	1.5
BALLARD	8	9	3	16	16	5	26%	2.6
BARREN	17	11	10	52	57	8	14%	1.6
BATH	9	4	6	13	18	4	37%	1.4
BELL	9	3	1	19	16	3	10%	1.1
BOONE	49	23	20	54	39	19	14%	0.5
BOURBON	9	9	12	23	15	6	21%	1.6
BOYD	23	16	15	39	52	11	50%	1.1
BOYLE	12	16	8	26	18	7	22%	1.2
BRACKEN	5	-	3	3	5	2	31%	0.5
BREATHITT	5	4	2	3	2	2	8%	0.3
BRECKINRIDGE	5	12	4	10	4	4	13%	0.7
BULLITT	36	37	15	87	78	18	22%	1.4
BUTLER	3	2	-	2	6	1	16%	0.2
CALDWELL	14	5	13	17	22	7	63%	1.8
CALLOWAY	8	11	5	22	23	5	28%	0.9
CAMPBELL	16	11	10	47	31	8	13%	0.7
CARLISLE	-	2	-	2	2	1	22%	0.5
CARROLL	8	2	4	21	20	3	15%	2.8
CARTER	8	9	1	11	11	4	11%	0.6
CASEY	10	6	15	20	32	7	40%	1.8
CHRISTIAN	42	39	22	43	60	21	13%	1.0
CLARK	9	10	8	41	63	6	17%	1.5
CLAY	10	6	1	-	5	3	7%	-
CLINTON	3	2	2	7	2	2	9%	1.0
CRITTENDEN	6	5	1	4	11	3	69%	0.7
CUMBERLAND	8	11	8	24	20	6	34%	4.9
DAVIESS	66	46	17	140	106	26	20%	1.9
EDMONSON	7	-	2	14	9	2	19%	1.6
ELLIOTT	1	2	1	3	1	1	14%	0.7
ESTILL	1	2	2	4	7	1	13%	0.4
FAYETTE	88	90	43	143	143	44	31%	0.7
FLEMING	10	17	1	7	8	6	35%	0.7
FLOYD	28	22	10	31	32	12	15%	1.2
FRANKLIN	47	33	27	92	139	22	29%	2.5
FULTON	7	4	-	7	2	3	29%	1.7
GALLATIN	8	10	1	148	112	8	18%	23.3
GARRARD	12	14	7	19	23	7	20%	1.5

Table 8 Continued.

County	Convictions						2022 Statistics	
	2018	2019	2020	2021	2022	5-Year Average	Careless Convictrion Rate (Convictions/ Cases)	Convictions Per 1000 Licensed Drivers
GRANT	13	11	3	22	32	6	20%	1.2
GRAVES	26	20	14	36	54	12	31%	1.4
GRAYSON	19	13	11	29	36	9	33%	1.5
GREEN	5	3	-	5	4	2	14%	0.6
GREENUP	12	8	1	14	2	4	8%	0.5
HANCOCK	7	6	1	4	2	3	20%	0.6
HARDIN	77	37	38	236	279	31	27%	3.0
HARLAN	11	6	5	10	12	5	9%	0.6
HARRISON	8	6	4	8	5	4	33%	0.6
HART	14	4	12	158	118	9	37%	12.6
HENDERSON	16	22	12	63	74	10	30%	1.9
HENRY	9	7	4	51	46	5	21%	4.1
HICKMAN	2	1	-	3	-	1	0%	1.0
HOPKINS	27	28	18	97	102	15	29%	3.0
JACKSON	4	4	2	2	3	2	17%	0.2
JEFFERSON	238	138	40	728	1,006	83	14%	1.4
JESSAMINE	12	12	5	34	20	6	14%	0.9
JOHNSON	16	11	3	6	2	6	3%	0.4
KENTON	72	58	34	187	153	33	16%	1.6
KNOTT	3	1	-	2	3	1	6%	0.2
KNOX	8	5	3	18	23	3	6%	0.8
LARUE	12	5	6	16	20	5	27%	1.5
LAUREL	15	12	9	62	53	8	17%	1.4
LAWRENCE	5	5	3	6	13	3	25%	0.5
LEE	8	7	1	3	5	3	26%	0.7
LESLIE	4	1	2	2	3	1	13%	0.3
LETCHER	6	1	-	3	5	1	11%	0.2
LEWIS	3	2	-	-	-	1	0%	-
LINCOLN	8	7	3	30	32	4	21%	1.7
LIVINGSTON	6	7	7	23	19	5	32%	3.2
LOGAN	27	23	15	31	33	13	27%	1.5
LYON	21	10	12	57	66	11	36%	9.6
MCCRACKEN	15	20	14	72	83	10	15%	1.4
MCCREARY	8	14	2	16	13	5	17%	1.5
MCLEAN	2	4	3	7	1	2	6%	1.0
MADISON	25	10	2	49	43	8	14%	0.7
MAGOFFIN	5	1	2	2	1	2	1%	0.2
MARION	18	11	4	18	16	7	15%	1.3
MARSHALL	10	5	8	27	45	5	34%	1.1
MARTIN	2	2	-	-	-	1	0%	-

Table 8 Continued.

County	Convictions						2022 Statistics	
	2018	2019	2020	2021	2022	5-Year Average	Careless Convictrion Rate (Convictions/ Cases)	Convictions Per 1000 Licensed Drivers
MASON	18	9	6	21	19	7	50%	1.7
MEADE	14	6	3	25	15	5	31%	1.2
MENIFEE	1	2	-	2	11	1	55%	0.4
MERCER	13	8	7	20	11	6	21%	1.2
METCALFE	8	4	5	13	5	4	8%	1.7
MONROE	1	5	3	3	6	2	17%	0.4
MONTGOMERY	7	6	6	12	9	4	21%	0.6
MORGAN	1	2	6	8	20	2	24%	1.0
MUHLENBERG	20	24	24	43	54	14	23%	2.0
NELSON	18	14	11	33	41	9	30%	0.9
NICHOLAS	3	6	3	5	5	3	50%	0.9
OHIO	4	10	26	49	45	9	21%	2.9
OLDHAM	8	6	5	24	54	4	18%	0.5
OWEN	2	2	2	5	11	1	34%	0.6
OWSLEY	5	1	2	-	1	2	6%	-
PENDLETON	9	4	3	3	5	3	33%	0.3
PERRY	25	16	10	37	11	11	10%	2.0
PIKE	14	13	8	13	6	7	3%	0.3
POWELL	1	2	1	1	3	1	10%	0.1
PULASKI	20	13	13	42	19	9	10%	0.9
ROBERTSON	-	-	1	-	-	0	0%	-
ROCKCASTLE	6	9	2	9	3	4	6%	0.8
ROWAN	11	14	5	21	19	6	15%	1.3
RUSSELL	4	5	3	8	5	3	9%	0.6
SCOTT	16	14	7	40	64	8	24%	0.9
SHELBY	32	18	11	52	58	13	22%	1.5
SIMPSON	44	54	26	26	25	25	23%	1.9
SPENCER	8	4	3	24	19	3	19%	1.5
TAYLOR	13	15	7	26	28	7	26%	1.4
TODD	18	2	1	15	13	5	23%	1.9
TRIGG	19	8	8	24	22	7	18%	2.2
TRIMBLE	1	-	1	5	4	1	8%	0.8
UNION	7	8	3	24	25	4	27%	2.4
WARREN	65	48	25	125	197	28	25%	1.4
WASHINGTON	11	7	6	9	16	5	17%	1.0
WAYNE	11	9	4	11	8	5	19%	0.8
WEBSTER	7	6	4	20	13	4	24%	2.2
WHITLEY	25	15	11	63	54	11	20%	2.4
WOLFE	1	2	3	3	1	1	8%	0.6
WOODFORD	13	6	3	22	42	5	21%	1.1
TOTAL	1,962	1,501	919	4,308	4,677	877	19%	1.4

Table 9: Speeding Cases

County	Convictions						2022 Statistics		
	2018	2019	2020	2021	2022	5-Year Average	Speeding Convictrion Rate (Convictions/ Cases)	Convictions Per 1000 Licensed Drivers	Convictions Per Speed-Related Crash
ADAIR	177	283	159	540	917	415	47.5%	43.4	49.1
ALLEN	129	79	69	97	133	101	36.9%	7.0	12.1
ANDERSON	366	297	265	596	787	462	65.9%	35.1	49.7
BALLARD	43	60	22	153	108	77	49.7%	25.9	153.0
BARREN	397	246	185	449	751	406	36.0%	14.9	19.5
BATH	120	95	72	373	391	210	56.7%	43.8	62.2
BELL	445	399	265	969	1,319	679	55.6%	63.0	161.5
BOONE	1,251	882	748	2,273	1,906	1,412	55.0%	23.8	28.4
BOURBON	541	461	405	651	1,048	621	64.5%	48.2	65.1
BOYD	992	636	302	665	929	705	70.9%	21.3	44.3
BOYLE	110	58	24	71	76	68	48.6%	3.6	4.4
BRACKEN	310	485	98	372	914	436	72.7%	59.6	74.4
BREATHITT	64	35	49	73	125	69	27.7%	8.7	12.2
BRECKINRIDGE	68	153	43	104	139	101	43.9%	7.3	26.0
BULLITT	541	885	316	1,140	1,277	832	39.5%	19.0	43.8
BUTLER	89	140	94	146	111	116	43.5%	16.9	36.5
CALDWELL	202	109	92	155	222	156	49.4%	17.2	51.7
CALLOWAY	163	100	96	368	344	214	28.8%	15.3	14.7
CAMPBELL	973	644	314	814	1,269	803	43.3%	12.8	18.5
CARLISLE	20	25	16	36	48	29	43.4%	10.0	36.0
CARROLL	171	184	97	289	80	164	42.1%	41.5	57.8
CARTER	390	312	155	502	554	383	45.0%	27.6	71.7
CASEY	34	147	139	140	152	122	66.4%	13.5	23.3
CHRISTIAN	418	431	294	2,159	1,711	1,003	48.6%	54.4	72.0
CLARK	168	166	93	233	310	194	29.9%	9.2	9.7
CLAY	288	212	74	331	228	227	41.1%	28.4	41.4
CLINTON	24	25	14	46	35	29	27.1%	6.9	9.2
CRITTENDEN	116	66	64	124	153	105	51.9%	21.5	62.0
CUMBERLAND	96	53	38	98	198	97	47.1%	20.9	98.0
DAVIESS	1,273	1,207	795	1,642	1,485	1,280	47.3%	23.5	31.0
EDMONSON	21	22	3	16	20	16	38.1%	1.9	5.3
ELLIOTT	22	29	31	56	46	37	43.8%	13.3	28.0
ESTILL	54	104	46	140	246	118	43.1%	14.5	23.3
FAYETTE	5,575	5,294	2,599	4,786	5,620	4,775	66.6%	24.7	18.3
FLEMING	91	77	30	162	176	107	65.3%	15.9	32.4
FLOYD	100	103	101	406	352	212	16.1%	17.3	33.8
FRANKLIN	1,566	1,468	725	2,990	3,370	2,024	48.6%	85.9	135.9
FULTON	27	13	12	31	30	23	43.7%	8.2	-
GALLATIN	629	523	457	1,793	1,206	922	62.3%	302.4	896.5
GARRARD	441	410	205	460	621	427	41.3%	37.9	92.0

Table 9 Continued.

County	Convictions						2022 Statistics		
	2018	2019	2020	2021	2022	5-Year Average	Speeding Convictrion Rate (Convictions/ Cases)	Convictions Per 1000 Licensed Drivers	Convictions Per Speed-Related Crash
GRANT	677	407	179	1,457	2,521	1,048	59.4%	84.0	91.1
GRAVES	252	289	227	540	753	412	40.3%	21.7	38.6
GRAYSON	377	285	186	251	257	271	46.8%	13.5	12.6
GREEN	37	17	28	88	89	52	40.4%	11.4	11.0
GREENUP	125	175	136	394	133	193	44.4%	15.4	65.7
HANCOCK	181	106	58	100	86	106	55.6%	15.5	50.0
HARDIN	1,964	1,563	895	2,770	2,569	1,952	54.2%	37.4	72.9
HARLAN	169	325	160	362	447	293	44.4%	21.2	30.2
HARRISON	73	68	53	79	151	85	42.9%	6.1	9.9
HART	172	204	142	601	581	340	49.0%	50.5	150.3
HENDERSON	801	445	374	1,137	1,885	928	63.8%	36.9	42.1
HENRY	431	421	275	980	541	530	68.7%	85.2	89.1
HICKMAN	18	38	20	34	38	30	33.3%	11.0	-
HOPKINS	604	742	464	1,366	1,254	886	58.5%	44.0	80.4
JACKSON	35	88	109	294	390	183	51.0%	33.1	294.0
JEFFERSON	4,454	3,162	550	5,922	8,016	4,421	37.8%	11.7	16.5
JESSAMINE	929	605	272	731	492	606	53.4%	20.3	25.2
JOHNSON	105	191	70	230	141	147	17.1%	15.4	19.2
KENTON	1,595	1,353	755	3,384	4,395	2,296	61.7%	30.1	27.5
KNOTT	46	20	20	102	69	51	15.9%	11.1	51.0
KNOX	285	223	108	360	473	290	22.0%	17.9	40.0
LARUE	379	310	123	516	542	374	59.1%	49.0	39.7
LAUREL	765	748	516	1,218	1,874	1,024	35.2%	29.6	55.4
LAWRENCE	270	145	52	186	104	151	43.6%	17.9	93.0
LEE	13	82	50	98	177	84	42.1%	23.7	-
LESLIE	77	68	55	76	61	67	39.2%	11.0	-
LETCHER	91	43	18	199	312	133	35.9%	13.6	19.9
LEWIS	47	27	24	102	179	76	41.1%	11.2	8.5
LINCOLN	215	179	88	167	248	179	33.0%	10.0	27.8
LIVINGSTON	83	100	80	378	327	194	43.7%	55.0	-
LOGAN	233	257	262	535	424	342	54.1%	28.1	53.5
LYON	271	176	71	508	768	359	60.5%	90.0	84.7
MCCRACKEN	362	424	180	845	733	509	39.0%	18.2	18.4
MCCREARY	105	90	59	212	154	124	26.8%	21.6	26.5
MCLEAN	123	66	28	84	58	72	27.5%	12.5	14.0
MADISON	1,664	1,485	481	1,650	941	1,244	52.3%	27.2	28.9
MAGOFFIN	14	21	21	47	51	31	12.1%	5.7	15.7
MARION	82	156	133	304	302	195	53.1%	23.5	33.8
MARSHALL	501	270	171	521	482	389	67.7%	21.9	37.2
MARTIN	9	4	1	10	7	6	5.4%	1.6	5.0

Table 9 Continued.

County	Convictions						2022 Statistics		
	2018	2019	2020	2021	2022	5-Year Average	Speeding Convictrion Rate (Convictions/ Cases)	Convictions Per 1000 Licensed Drivers	Convictions Per Speed-Related Crash
MASON	227	220	179	604	616	369	71.1%	51.5	33.6
MEADE	106	157	112	218	227	164	67.3%	10.9	31.1
MENIFEE	9	8	4	29	42	18	30.9%	6.4	29.0
MERCER	219	180	115	285	173	194	71.1%	17.4	40.7
METCALFE	109	148	122	412	588	276	60.4%	57.2	45.8
MONROE	19	13	13	22	46	23	25.6%	3.0	22.0
MONTGOMERY	78	107	77	439	216	183	78.1%	23.2	29.3
MORGAN	174	132	156	410	736	322	47.4%	51.4	82.0
MUHLENBERG	253	203	147	664	652	384	47.5%	31.3	47.4
NELSON	523	413	282	530	314	412	56.0%	15.6	21.2
NICHOLAS	88	43	50	59	129	74	64.1%	11.7	59.0
OHIO	498	281	292	712	573	471	50.5%	44.5	35.6
OLDHAM	596	701	409	802	1,077	717	32.2%	17.0	25.9
OWEN	107	60	124	202	96	118	83.1%	26.1	40.4
OWSLEY	3	4	-	3	62	14	16.7%	1.1	3.0
PENDLETON	132	209	88	165	161	151	53.4%	16.0	33.0
PERRY	84	97	157	447	214	200	22.7%	26.1	63.9
PIKE	136	139	124	446	482	265	23.4%	11.9	18.6
POWELL	168	132	53	53	59	93	43.4%	6.3	17.7
PULASKI	942	809	346	916	1,021	807	43.0%	20.2	28.6
ROBERTSON	3	2	2	10	2	4	83.3%	6.2	-
ROCKCASTLE	301	393	130	403	272	300	43.3%	36.1	40.3
ROWAN	171	164	120	559	408	284	64.0%	37.3	62.1
RUSSELL	70	120	93	175	194	130	36.8%	13.9	21.9
SCOTT	351	202	165	323	365	281	42.8%	8.2	9.0
SHELBY	555	526	216	588	995	576	48.8%	18.5	20.3
SIMPSON	248	205	98	136	190	175	31.3%	10.4	13.6
SPENCER	328	146	120	365	266	245	52.7%	24.2	60.8
TAYLOR	92	121	137	489	556	279	49.7%	28.0	27.2
TODD	123	88	39	273	151	135	54.7%	35.8	30.3
TRIGG	177	97	69	396	650	278	54.5%	39.5	49.5
TRIMBLE	36	39	22	101	52	50	58.7%	16.2	16.8
UNION	134	75	58	285	271	165	56.2%	29.8	95.0
WARREN	1,219	824	788	1,516	1,949	1,259	53.5%	18.6	14.4
WASHINGTON	42	131	106	308	399	197	51.5%	36.2	61.6
WAYNE	145	139	39	22	20	73	30.6%	1.7	2.4
WEBSTER	39	43	23	221	211	107	42.5%	25.1	31.6
WHITLEY	158	112	32	428	658	278	53.6%	18.1	25.2
WOLFE	398	273	179	441	228	304	52.4%	93.9	0.0
WOODFORD	932	594	696	1,247	1,141	922	71.9%	65.3	73.4
TOTAL	47,132	40,646	23,082	70,991	78,894	52,149	47.8%	23.8	31.5

Table 10: Crashes Involving Drugs

County	Population	Number of Crashes	% of Total Crashes
ADAIR	19,067	25	1.68%
ALLEN	21,275	15	0.72%
ANDERSON	24,224	32	1.48%
BALLARD	7,650	11	1.54%
BARREN	44,854	76	1.20%
BATH	12,829	23	1.92%
BELL	23,568	70	2.78%
BOONE	139,093	175	0.73%
BOURBON	20,093	34	1.21%
BOYD	48,110	161	2.45%
BOYLE	30,904	43	1.15%
BRACKEN	8,452	15	1.95%
BREATHITT	13,351	36	3.23%
BRECKINRIDGE	20,943	24	1.87%
BULLITT	83,836	107	1.09%
BUTLER	12,295	15	1.32%
CALDWELL	12,570	29	1.80%
CALLOWAY	37,685	38	0.83%
CAMPBELL	93,300	221	1.55%
CARLISLE	4,720	12	3.91%
CARROLL	10,938	31	1.59%
CARTER	26,395	50	1.79%
CASEY	15,920	27	2.58%
CHRISTIAN	73,037	83	0.88%
CLARK	37,061	86	1.61%
CLAY	19,913	59	4.16%
CLINTON	9,123	16	1.57%
CRITTENDEN	8,981	17	2.38%
CUMBERLAND	5,946	13	2.42%
DAVIESS	103,222	204	1.22%
EDMONSON	12,269	11	1.57%
ELLIOTT	7,293	4	1.56%
ESTILL	14,044	39	3.56%
FAYETTE	320,347	600	0.97%
FLEMING	15,288	19	1.70%
FLOYD	34,978	130	4.02%
FRANKLIN	51,607	121	1.75%
FULTON	6,382	5	1.21%
GALLATIN	8,763	23	1.66%
GARRARD	17,589	26	1.56%

Table 10 Continued.

County	Population	Number of Crashes	% of Total Crashes
GRANT	25,502	46	1.17%
GRAVES	36,412	72	1.61%
GRAYSON	26,631	50	1.71%
GREEN	11,365	8	0.98%
GREENUP	35,403	49	1.74%
HANCOCK	9,021	5	0.85%
HARDIN	111,862	127	0.93%
HARLAN	25,662	88	4.41%
HARRISON	19,103	27	1.20%
HART	19,600	33	1.14%
HENDERSON	44,046	76	1.03%
HENRY	15,771	23	1.24%
HICKMAN	4,422	2	0.60%
HOPKINS	44,812	62	1.00%
JACKSON	12,973	22	2.43%
JEFFERSON	773,399	794	0.74%
JESSAMINE	54,254	137	1.82%
JOHNSON	22,244	44	2.37%
KENTON	170,313	505	1.85%
KNOTT	13,874	40	4.00%
KNOX	29,791	75	2.73%
LARUE	15,163	18	1.25%
LAUREL	62,885	122	1.33%
LAWRENCE	16,109	11	1.14%
LEE	7,261	9	2.41%
LESLIE	10,093	18	5.33%
LETCHER	20,893	54	3.66%
LEWIS	12,954	23	3.17%
LINCOLN	24,360	27	1.66%
LIVINGSTON	8,963	10	1.26%
LOGAN	27,877	22	0.78%
LYON	9,101	33	2.42%
MCCRACKEN	67,490	136	1.17%
MCCREARY	16,701	32	3.04%
MCLEAN	9,105	17	1.60%
MADISON	95,187	192	1.62%
MAGOFFIN	11,357	21	3.06%
MARION	19,775	28	1.37%
MARSHALL	31,777	63	1.65%
MARTIN	11,095	15	2.69%

Table 10 Continued.

County	Population	Number of Crashes	% of Total Crashes
MASON	16,930	47	1.87%
MEADE	30,001	27	1.29%
MENIFEE	6,250	3	0.70%
MERCER	22,902	22	1.15%
METCALFE	10,370	29	2.36%
MONROE	11,355	8	0.95%
MONTGOMERY	28,367	66	1.86%
MORGAN	14,120	22	2.26%
MUHLENBERG	30,455	56	1.47%
NELSON	47,392	48	0.89%
NICHOLAS	7,805	9	1.39%
OHIO	23,527	36	1.13%
OLDHAM	69,431	53	0.94%
OWEN	11,290	21	2.15%
OWSLEY	3,929	4	2.01%
PENDLETON	14,676	24	1.71%
PERRY	27,361	75	2.47%
PIKE	56,286	261	4.54%
POWELL	13,083	33	2.71%
PULASKI	65,795	95	1.13%
ROBERTSON	2,229	8	4.15%
ROCKCASTLE	16,242	33	1.26%
ROWAN	24,388	60	1.82%
RUSSELL	18,178	19	1.26%
SCOTT	59,099	102	1.31%
SHELBY	48,886	77	1.20%
SIMPSON	19,949	31	1.12%
SPENCER	20,204	28	2.29%
TAYLOR	26,407	37	1.11%
TODD	12,404	21	1.88%
TRIGG	14,332	23	1.52%
TRIMBLE	8,539	15	2.04%
UNION	12,961	15	1.12%
WARREN	139,843	202	0.90%
WASHINGTON	12,061	12	1.17%
WAYNE	19,681	15	0.88%
WEBSTER	12,726	8	0.73%
WHITLEY	36,873	113	2.32%
WOLFE	6,400	17	2.72%
WOODFORD	27,062	35	0.90%

Table 11: Crash Trend Analysis

Crash Statistic	2018	2019	2020	2021	4-Year Average	2022	% Change
Total Crashes	134,285	132,374	100,787	109,291	119,184	108,713	-9.6
Fatal Crashes	664	667	704	734	692	711	2.6
Fatalities	724	732	774	806	759	762	0.4
Injury Crashes	22,846	22,387	19,322	20,117	21,168	19,572	-8.2
Injuries	33,914	32,871	28,421	29,372	31,145	28,773	-8.2
Fatal & Injury Crashes	23,510	23,054	20,026	20,851	21,860	20,283	-7.8
Licensed Drivers (Millions)	3.03	2.91	3.11	2.98	3	3.18	5.2%
Registered Vehicles (Millions)	3.89	3.89	2.83	2.70	3.3275	3.81	0.13
Total Vehicle Miles (Billions)	43.814	43.814	44.026	41.196	43.212	42.706	-1.2
Total Crash/100 MVM	248	244	185	214	223	205	-8.7
Fatal Crash/100 MVM	1.37	1.38	1.43	1.56	1.44	1.48	3
Fatalities/100 MVM	1.5	1.52	1.58	1.73	1.58	1.59	0.5
Injuries/100 MVM	68	66	56	62	63	59	-6.8
Speed-Related Crashes	6,242	5,274	4,961	4,971	5,362	4,757	-12.7
Speed-Related Injury Crashes	1,649	1,422	1,434	1,464	1,492	1,227	-21.6
Speed-Related Fatal Crashes	93	102	149	135	120	134	10.6
Speed Convictions	47,132	40,646	23,082	5,921	36,953	78,894	53.2%
Alcohol-Related Crashes	3,580	3,494	3,497	3,341	3,478	3,260	-6.7
Alcohol-Related Injury Crashes	1,137	1,095	1,104	987	1,081	978	-10.5
Alcohol-Related Fatal Crashes	71	80	100	108	90	96	6.5
Alcohol-Related Fatalities	74	96	114	120	101	109	7.3
DUI Filings	22,432	22,606	21,081	19,474	22,040	17,033	-29.4%
DUI Convictions	11,962	11,472	7,758	8,445	10,397	7,763	-33.9%
DUI Conviction Rate (Percent)**	53%	51%	37%	43%	47%	46%	-3.5%
Drug-Related Crashes	1,488	1,532	1,873	1,645	1,635	1,134	-44.1
Drug-Related Injury Crashes	585	562	674	596	604	424	-42.5
Drug-Related Fatal Crashes	53	52	71	78	64	82	22.6
Pedestrian-Related Crashes	1,009	1,018	861	875	941	943	0.2
Pedestrian-Related Injury Crashes	757	771	631	650	702	653	-7.5
Pedestrian-Related Fatal Crashes	77	74	91	76	80	96	17.2
Bicycle-Related Crashes	340	343	345	325	338	344	1.7
Bicycle-Related Injury Crashes	233	217	226	232	227	226	-0.4
Bicycle-Related Fatal Crashes	10	5	4	9	7	13	46.2
Motorcycle-Related Crashes	1,464	1,427	1,373	1,491	1,439	1,574	8.6
Motorcycle-Related Injury Crashes	933	919	912	942	927	1,004	7.7
Motorcycle-Related Fatal Crashes	84	82	82	93	85	96	11.2
School Bus-Related Crashes	461	387	129	272	312	371	15.8
School Bus-Related Injury Crashes	50	39	11	25	31	43	27.3
School Bus-Related Fatal Crashes	1	1	-	1	1	-	0
Truck-Related Crashes	9,898	9,821	7,999	9,225	9,236	9,437	2.1
Truck-Related Injury Crashes	1,411	1,319	1,218	1,374	1,331	1,351	1.5
Truck-Related Fatal Crashes	94	98	99	106	99	86	-15.4
Train-Related Crashes	40	31	25	41	34	28	-22.3
Train-Related Injury Crashes	10	8	8	11	9	7	-32.1
Train-Related Fatal Crashes	2	3	1	1	2	3	41.7

Table 12: Crashes Involving Vehicle Defects

Before and After Repeal of Vehicle Inspection Law

Time Period	Number of Crashes Involving Vehicle Defects	% 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
2015	8452	5.24
2016	8337	5.04
2017	7781	4.81
2018	7289	4.61
2019	7057	4.50
2020	6033	5.05
2021	5,945	4.53
2022	5,603	4.31

Table 13: Statewide Crash Rates
By Functional Class (5-Year)

Highways are categorized based on different system classifications. Three common types of groupings include:

1) Functional classification
2) Federal-aid system
3) Administrative classification

Statewide crash rates were determined for each grouping. The following is a summary of the findings.

Average statewide rates by functional classification are listed in Table A-1. Highways are classified as rural or urban and categorized by functional class. Rates are determined based on all crashes, injury crashes only, and fatal crashes only.

The highest overall crash rates were for urban minor arterials followed by urban principal arterials (non-interstate or freeway). The lowest overall rates were 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 fatal crash rates is very different. The highest fatal crash rates were for rural collectors and rural local roadways. The lowest fatal crash rates were recorded on rural interstates, urban interstates, and urban freeways and expressways.

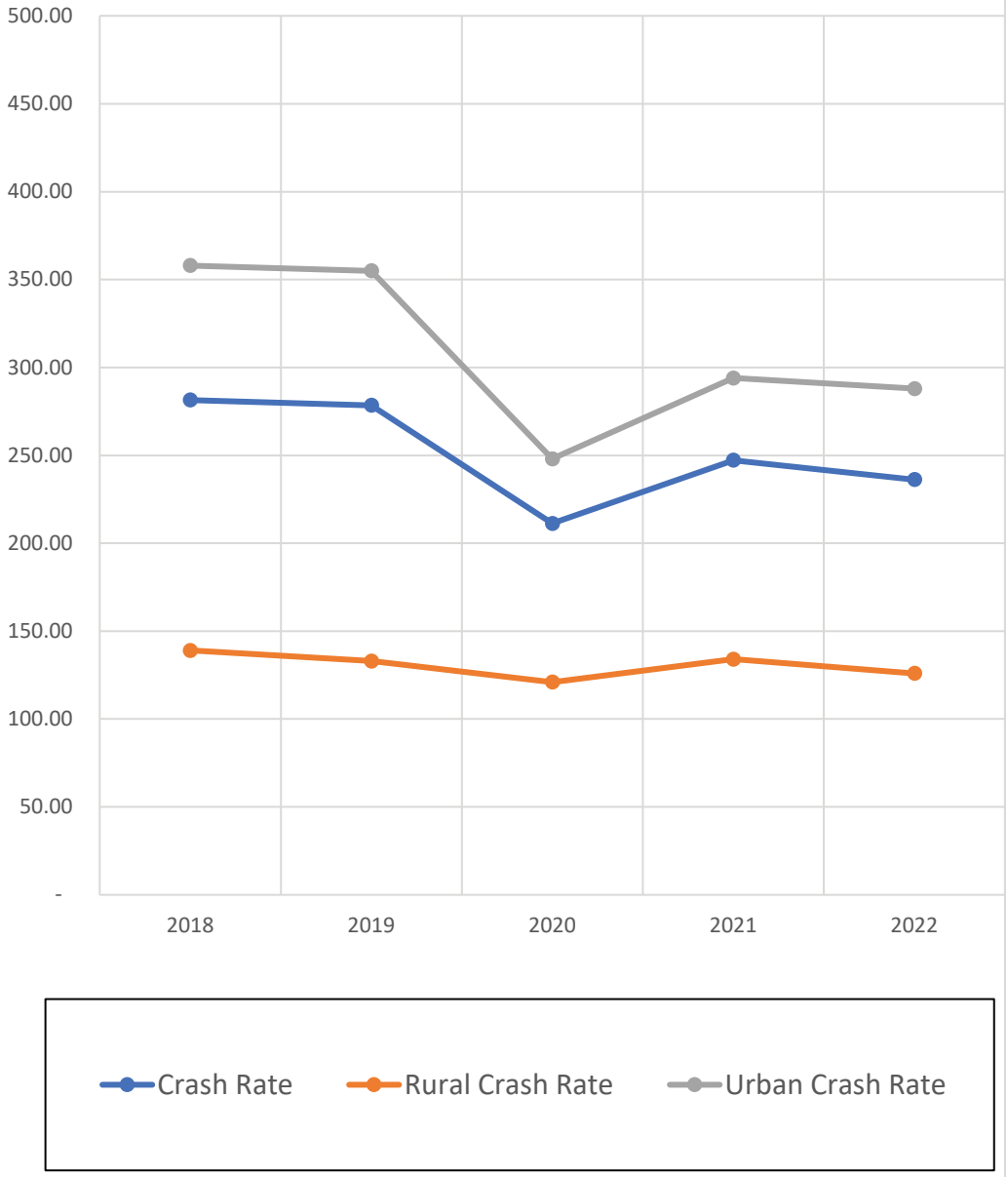
				Crash Rates (Crashes per 100 MVM)		
Location	Functional Classification	Average Total Mileage	Average AADT	Crash Rate	Injury Rate	Fatal Rate
Rural	Interstate	842	27,212	62	9	0.5
	Principal Arterial	1,681	7,899	88	19	1.6
	Minor Arterial	2,328	4,109	161	36	2.2
	Major Collector	5,840	1,793	221	51	2.9
	Minor Collector	9,328	603	261	60	3.2
	Local System	5,186	292	247	52	2.9
Urban	Interstate	443	43,045	108	17	0.5
	Freeways & Expressways	98	23,221	120	19	0.8
	Principal Arterial	661	18,102	464	85	1.8
	Minor Arterial	1,355	10,474	459	85	1.7
	Collector	1,739	3,912	435	75	1.2
	Local System	219	1,180	415	66	1.7

Table 14: Percent of All Crashes
(5-Year)

Location	Highway Type	% Wet	% Snow or Ice	% Darkness
Rural	ONE-LANE	16.1	1.5	13.9
	TWO- LANE	23	4.2	30.1
	THREE-LANE	20.5	1.7	25.8
	FOUR-LANE DIVIDED	18.9	4.1	34
	FOUR-LANE UNDIVIDED	17.9	2.3	23.3
	INTERSTATE	29.5	8.1	33.2
	PARKWAY	22.8	9.2	40.4
	ALL	23.8	5	31.2
Urban	ONE-LANE	23.1	2.1	21.4
	TWO- LANE	20.9	2.3	22.6
	THREE-LANE	18.5	1.8	21.8
	FOUR-LANE DIVIDED	19.8	2.1	22.6
	FOUR-LANE UNDIVIDED	19	1.4	21.6
	INTERSTATE	22.4	3.7	25.3
	PARKWAY	23.6	6.2	29.4
	ALL	20.4	2.2	22.7

Figures

Figure 1 - Trends in Crash Rates for Identified Roads
(Crashes / 100 MVM)



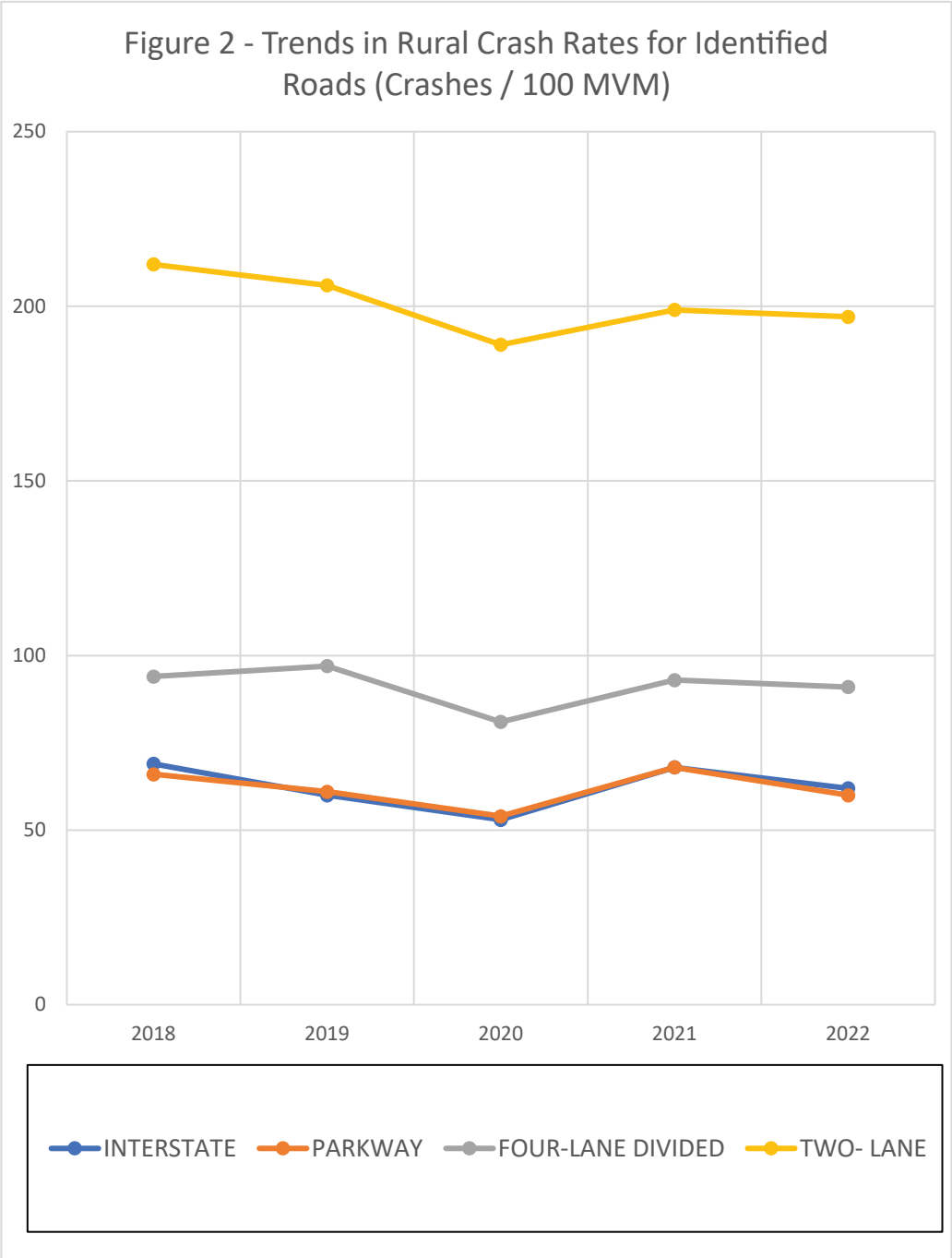


Figure 2 - Trends in Rural Crash Rates for Identified Roads (Crashes / 100 MVM)
250
200
150
100
50
0
2018
2019
2020
2021
2022
INTERSTATE
PARKWAY
FOUR-LANE DIVIDED
TWO- LANE

Figure 3 - Trends in Urban Crash Rates for Identified Roads (Crashes / 100 MVM)