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***TRAFFIC
COLLISION
FACTS***



**2001
REPORT**



COMMONWEALTH OF KENTUCKY
OFFICE OF THE GOVERNOR

PAUL E. PATTON
GOVERNOR

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My Fellow Kentuckians:

This *2001 Kentucky Traffic Collision Facts* report provides us with valuable statistics concerning traffic collisions on the roadways of our Commonwealth. These figures should also remind us that motor vehicle travel, although required by most to provide our very livelihood, many times results in injury and even death.

Each year I am saddened to learn, through this publication, the number of individuals killed and injured in traffic collisions throughout our state. The number of fatalities for 2001 increased by 3.3%, with 27 more fatalities than during 2000. The 850 people who lost their lives in fatal traffic collisions in Kentucky represent a 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

PATRICK N. SIMPSON
COMMISSIONER

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

Dear Governor Patton:

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

It is my great pleasure to present, pursuant to the above referenced statute, this 2001 TRAFFIC COLLISION FACTS report. Statistical information, based on comprehensive evaluation and analyses of fatal, injury, and property damage collisions, is provided in this report.

The 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 2001 traffic collision statistics. For the eighth consecutive year, this mutually beneficial joint-effort has produced a report, which we feel more accurately reflects traffic collision 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 Commonwealth".

Respectfully submitted,

A handwritten signature in black ink that reads "Patrick N. Simpson".

Patrick N. Simpson
Commissioner



DEDICATION

This 2001 Collision Facts Report

is appropriately

dedicated

to

THE EIGHT HUNDRED FORTY-THREE CITIZENS

Who were victims of Fatal Traffic Collisions

During 2001

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 COLLISION FACTS

2001

Prepared by:

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In Cooperation with:

**Kentucky State Police
Commonwealth of Kentucky**

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INTRODUCTION

KENTUCKY'S TRAFFIC COLLISION FACTS report for 2001 is based on collision reports submitted to the Kentucky State Police Records Branch. As required by Kentucky Revised statutes 189.635, "every law enforcement agency whose officers investigate a vehicle accident of which a report must be made...shall file a report of the accident...within ten days after investigation of the accident upon forms supplied by the bureau." The stated purpose of this requirement is to utilize data on traffic collisions for such purposes as will improve the traffic safety program in the Commonwealth. Data contained in this report are based solely on the observations and judgements of the state and local police officers who investigated each collision. The collision data is contained in an automatic system (Collision Report Analysis for Safer Highways) (CRASH). This system has edit checks for accuracy. Computer tabulations and summaries are again checked for accuracy before information is released or disseminated. It is hoped that the detailed information presented in the 2001 Kentucky Traffic Collision Facts report will, in fact, "improve the traffic safety program within the Commonwealth."

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

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

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

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

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

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

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

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

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

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

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

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

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

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



COLLISION SUMMARY

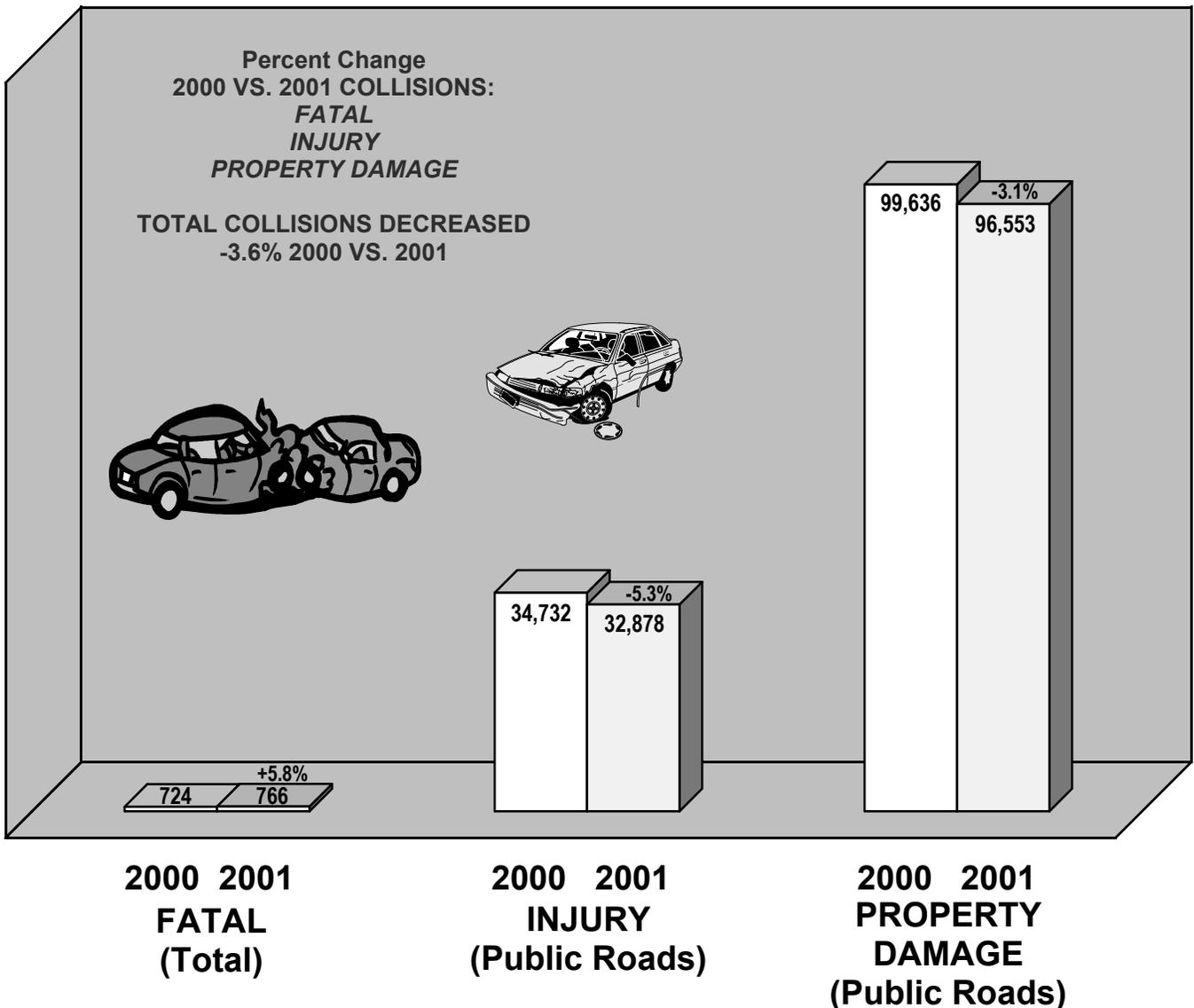
2001 COLLISION SUMMARY

TYPE COLLISION REPORTED	2,000	2,001	PERCENT CHANGE
FATAL (Public Roads)	711	759	+6.8
NONFATAL INJURY (Public Roads)	34,732	32,878	-5.3
PROPERTY DAMAGE ONLY (Public Roads)	99,636	96,553	-3.1
TOTAL NUMBER REPORTED (Public Roads)	135,079	130,190	-3.6
PARKING LOTS / PRIVATE PROPERTY	22,262	22,808	+2.5
TOTAL ALL REPORTED	157,341	152,998	-2.8
FATAL (Total)	724*	766**	+5.8

*Includes 13 fatalities on parking lots / private property

**Includes 7 fatalities on parking lots / private property

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



DEATH AND INJURY SUMMARY

	2000	2001	% CHANGE
PERSONS KILLED - Public Roads	810	843	+4.1
PERSONS KILLED - Parking Lots / Private Property	13	7	-46.2
PERSONS KILLED (Total)	823	850	+3.3
PERSONS INJURED - Public Roads	53,129	49,919	-6.0
PERSONS INJURED - Parking Lots / Private Property	1,353	1,344	-0.7
PERSONS INJURED (Total)	54,482	51,263	-5.9

FACTS: APPROXIMATELY ONE OF EVERY 5,500 KENTUCKY RESIDENTS DIED AS A RESULT OF A FATAL TRAFFIC COLLISION DURING 2001 IN KENTUCKY. ABOUT ONE IN 90 KENTUCKY RESIDENTS WAS INJURED IN A TRAFFIC COLLISION IN KENTUCKY. *

APPROXIMATELY ONE OF EVERY 14 DRIVERS LICENSED IN KENTUCKY WAS INVOLVED IN A TRAFFIC COLLISION IN KENTUCKY. ABOUT ONE OF 3,800 KENTUCKY DRIVERS WAS INVOLVED IN A FATAL COLLISION.**

* Based on 4,090,381 population estimate for 2001.

** Based on 2,804,134 licensed drivers in Kentucky in 2001 (including learner permits).

A total of 850 persons were killed during 2001. The total number of traffic fatalities increased 3.3%, with 27 more fatalities than during 2000.

49,919 persons were injured on public roads during 2001, a decrease of 6.0% from 2000, or 3,210 fewer 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.

TYPE INJURY	NUMBER	%
INCAPACITATING INJURY		
Public Roads	7,164	14
Parking Lots / Private Property	146	11
NON-INCAPACITATING INJURY		
Public Roads	19,594	39
Parking Lots / Private Property	489	36
POSSIBLE INJURY		
Public Roads	23,161	46
Parking Lots / Private Property	709	53
TOTAL		
Public Roads	49,919	100
Parking Lots / Private Property	1,344	100

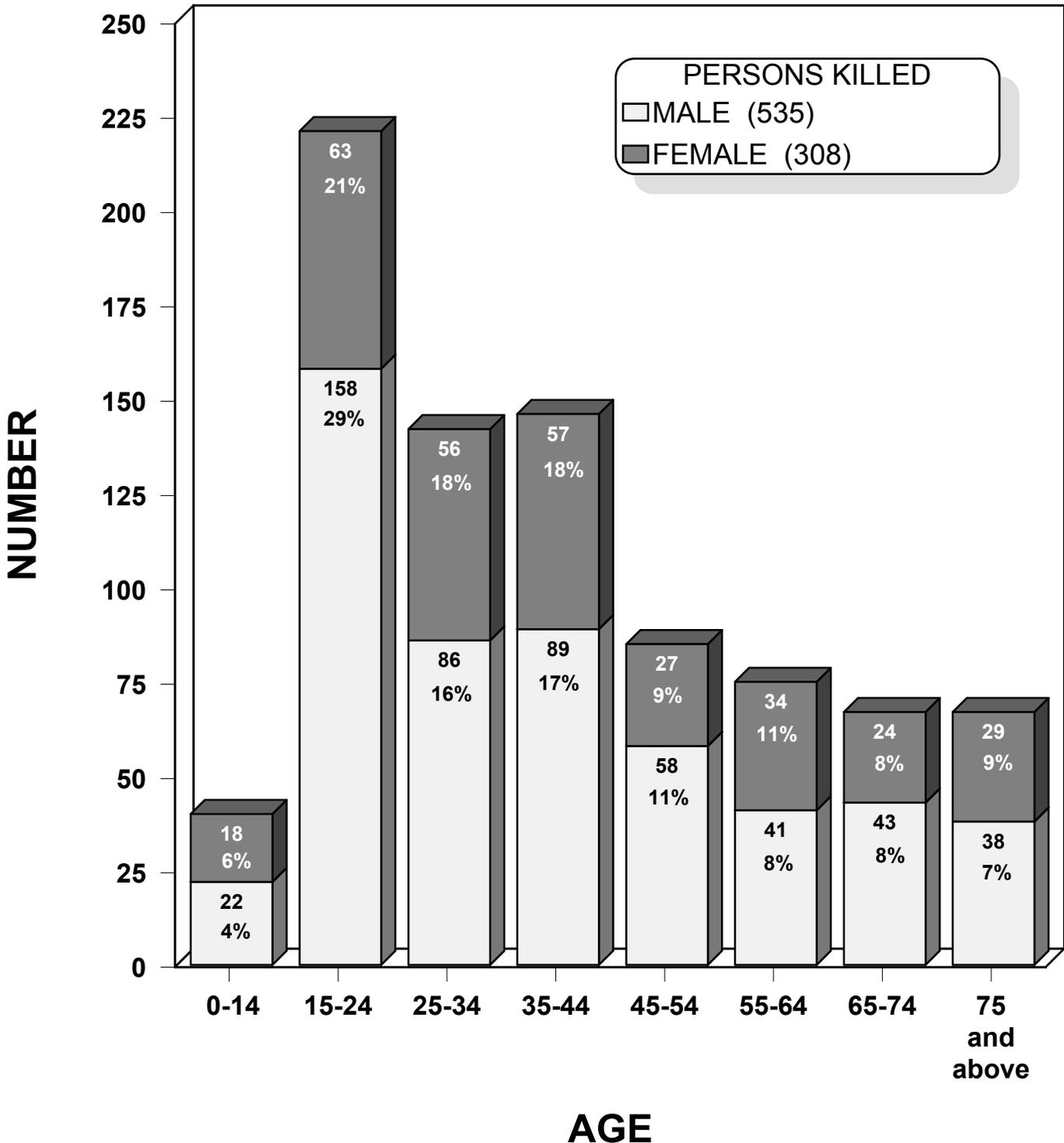
TOTAL DEATH RATES (deaths per 100 million miles traveled*)			
YEAR	KILLED	RATE	
		KY	U.S.
1986	808	2.8	2.6
1987	849	2.8	2.6
1988	840	2.7	2.5
1989	776	2.4	2.3
1990	851	2.5	2.2
1991	828	2.4	2.0
1992	819	2.2	1.8
1993	875	2.2	1.8
1994	791	2.0	1.8
1995	856	2.1	1.8
1996	846	2.0	1.8
1997	865	1.9	1.7
1998	869	1.9	1.6
1999	819	1.7	1.5
2000	823	1.8	1.5
2001	843	1.8	1.5

*Miles traveled in Kentucky in 2001 = 46.3 billion

**Includes both Public Roads and Private Property

FATALITIES BY AGE AND SEX

The number of persons killed in fatal collisions in 2001 is shown by age and sex in the chart below. There were 535 males versus 308 females killed. Twenty-six (26) percent of all persons killed in traffic collisions were in the 15- to 24-year old age group. Fifty-four (54) of the persons killed were pedestrians, eight 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 COLLISION

The chart below depicts the number of persons killed and injured, by severity of injury, with 11 categories of collisions. As shown in the percentage column, collisions with moving motor vehicles (67%) and collisions with fixed objects (23%) account for 90% of the fatalities and injuries during 2001.

TYPE OF COLLISION	TOTAL COLLISIONS	FATAL COLLISIONS	TYPE OF INJURY				% OF TOTAL OCCUPANTS KILLED OR INJURED
			KILLED	INCAPACITATING INJURY	NON-INCAPACITATING INJURY	POSSIBLE INJURY	
COLLISION WITH MOVING VEHICLE	87,943	312	371	4,048	12,305	17,057	66.5
COLLISION WITH FIXED OBJECT	23,391	302	318	2,239	5,153	4,125	23.3
OTHER NON COLLISION	2,304	18	19	202	444	377	2.1
COLLISION WITH PEDESTRIAN	977	53	54	221	384	323	1.9
NON COLLISION OVERTURNED	1,162	45	48	187	434	273	1.9
COLLISION WITH OTHER OBJECT	2,366	9	11	80	288	423	1.6
COLLISION WITH PEDALCYCLIST	507	8	8	63	187	155	0.8
COLLISION WITH PARKED VEHICLE	6,649	3	3	66	187	172	0.8
COLLISION WITH DEER	3,395	0	0	24	109	130	0.5
COLLISION WITH OTHER ANIMAL	1,432	4	4	32	91	114	0.5
COLLISION WITH TRAIN	64	5	7	2	12	12	0.1
TOTALS	130,190	759	843	7,164	19,594	23,161	100.0

OCCURRENCE OF COLLISIONS BY TYPE

Sixty-eight (68) percent of all collisions reported during 2001 involved collisions between two or more moving vehicles (not in a parking lot).

Eighteen (18) percent of all collisions involved collisions with fixed objects.

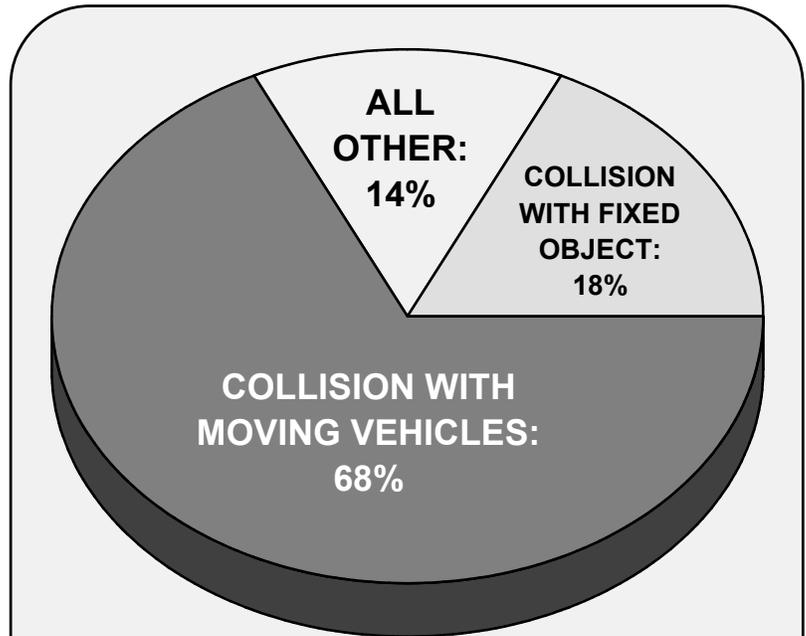
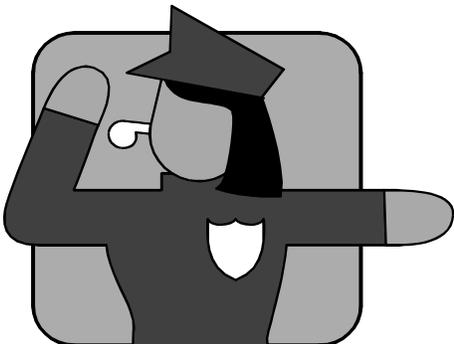
Fourteen (14) percent of all collisions did not involve a collision with either a moving vehicle or a fixed object. About 12% were other types of collisions (vehicle with pedestrian, deer, pedalcyclist, etc.) while the remainder were non-collisions (vehicle overturning and other non-collisions).

When looking at fatal collisions, the ratio among types of occurrences is different. Forty-one (41) percent of all fatal collisions involved a collision with another moving vehicle.

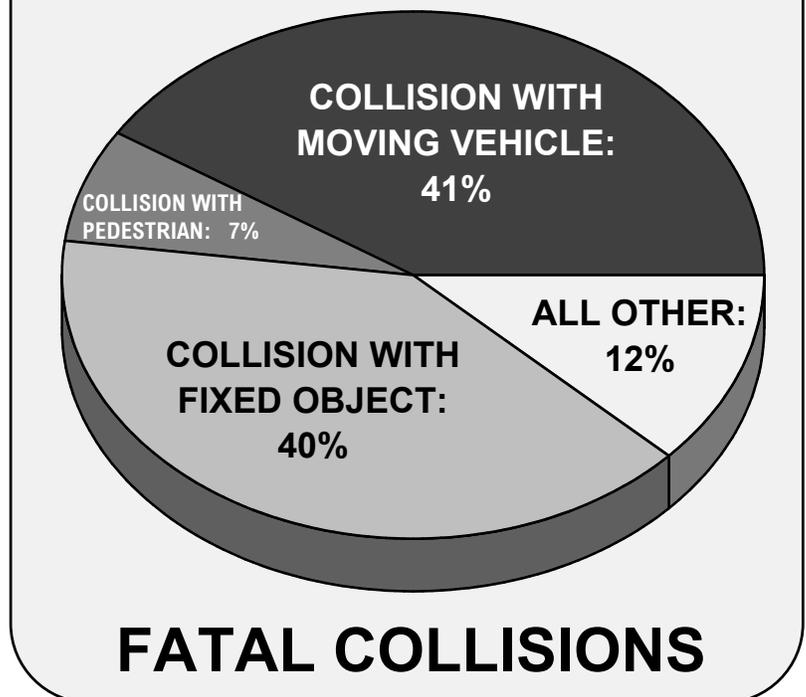
Forty (40) percent of the fatal collisions reported during 2001 involved collisions with fixed objects.

Collisions with pedestrians accounted for 7% of the fatal collisions. Twelve (12) percent of the fatal collisions were other type collisions. Most of these (8%) were non-collisions (vehicle overturning or other non-collision).

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



ALL COLLISIONS



FATAL COLLISIONS

TYPES OF COLLISIONS

Collisions with other moving motor vehicles were responsible for 68% of all collisions reported during 2001, and accounted for 44% of all fatalities (persons killed). Collisions with fixed objects accounted for 18% of all collisions, but 38% of fatalities. Types of collisions are depicted below.



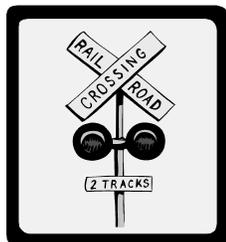
COLLISION WITH PEDESTRIAN:

Total Collisions: 977
 % of Total Collisions: 0.75%
 Persons Killed: 54
 % of Total Fatalities: 6.41%
 No. of Fatal Collisions: 53
 % of All Fatal Collisions: 6.98%



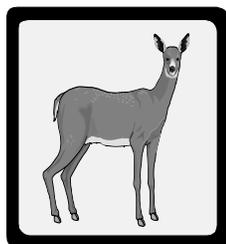
COLLISION WITH PEDALCYCLIST:

Total Collisions: 507
 % of Total Collisions: 0.39%
 Persons Killed: 8
 % of Total Fatalities: 0.95%
 No. of Fatal Collisions: 8
 % of All Fatal Collisions: 1.05%



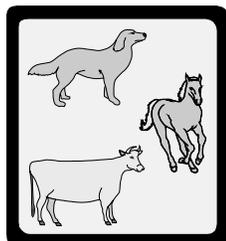
COLLISION WITH RAILWAY TRAIN:

Total Collisions: 64
 % of Total Collisions: 0.05%
 Persons Killed: 7
 % of Total Fatalities: 0.83%
 No. of Fatal Collisions: 5
 % of All Fatal Collisions: 0.66%



COLLISION WITH DEER:

Total Collisions: 3,395
 % of Total Collisions: 2.61%
 Persons Killed: 0
 % of Total Fatalities: 0.00%
 No. of Fatal Collisions: 0
 % of All Fatal Collisions: 0.00%

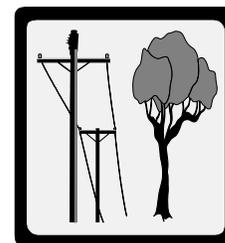


COLLISION WITH ANIMALS (excluding deer):

Total Collisions: 1,432
 % of Total Collisions: 1.10%
 Persons Killed: 4
 % of Total Fatalities: 0.47%
 No. of Fatal Collisions: 4
 % of All Fatal Collisions: 0.53%

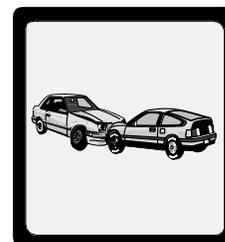
COLLISION WITH FIXED OBJECT:

Total Collisions: 23,391
 % of Total Collisions: 17.97%
 Persons Killed: 318
 % of Total Fatalities: 37.72%
 No. of Fatal Collisions: 302
 % of All Fatal Collisions: 39.79%



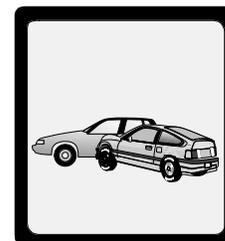
COLLISION WITH MOVING MOTOR VEHICLE:

Total Collisions: 87,943
 % of Total Collisions: 67.55%
 Persons Killed: 371
 % of Total Fatalities: 44.01%
 No. of Fatal Collisions: 312
 % of All Fatal Collisions: 41.11%



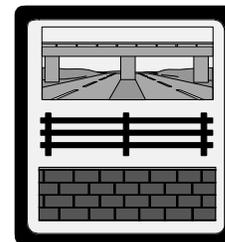
PARKED VEHICLE COLLISIONS:

Total Collisions: 6,649
 % of Total Collisions: 5.11%
 Persons Killed: 3
 % of Total Fatalities: 0.36%
 No. of Fatal Collisions: 3
 % of All Fatal Collisions: 0.40%



COLLISION WITH OTHER OBJECT:

Total Collisions: 2,366
 % of Total Collisions: 1.82%
 Persons Killed: 11
 % of Total Fatalities: 1.30%
 No. of Fatal Collisions: 9
 % of All Fatal Collisions: 1.19%



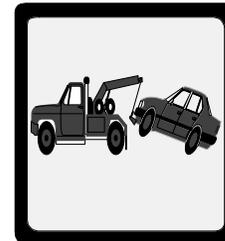
NON-COLLISION OVERTURNED:

Total Collisions: 1,162
 % of Total Collisions: 0.89%
 Persons Killed: 48
 % of Total Fatalities: 5.69%
 No. of Fatal Collisions: 45
 % of All Fatal Collisions: 5.93%



OTHER NON-COLLISION:

Total Collisions: 2,304
 % of Total Collisions: 1.77%
 Persons Killed: 19
 % of Total Fatalities: 2.25%
 No. of Fatal Collisions: 18
 % of All Fatal Collisions: 2.37%





PEDESTRIAN COLLISIONS



Fifty-four (54) pedestrians were killed and 928 were injured in traffic collisions in 2001. The charts below depict ages of victims of pedestrian collisions and the factors related to the pedestrian vs. the vehicle at the time of the collision. Up to three pedestrian factors can be coded for one collision. Twenty-six (26) percent of the pedestrians killed or injured were 14 years of age or younger, while 7% 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
Approaching or Leaving Vehicle	2	76	4	4	6	5	7	34	7	8	3
At Intersection	6	78	0	7	12	12	1	23	17	12	0
Crossing Against Signal	3	46	0	0	8	11	5	13	9	3	0
Crossing With Signal	0	81	0	3	9	8	7	19	27	8	0
Dark Clothing / Not Visible	18	85	1	1	6	15	13	35	19	12	1
Darting into Roadway	9	252	23	76	56	43	8	39	10	5	1
Drinking	9	68	0	0	0	5	12	37	19	1	2
Drug Related	0	1	0	0	0	0	1	0	0	0	0
Getting On or Off Vehicle	1	6	0	1	0	1	1	3	0	1	0
In Crosswalk	3	90	1	4	4	13	11	17	33	9	1
Jogging	0	5	0	1	1	0	0	0	3	0	0
Lying in Roadway	4	6	0	0	0	1	1	3	3	1	1
Not at Intersection	10	138	4	21	25	22	16	31	16	13	0
Not in Roadway	1	66	2	6	7	8	3	23	11	7	0
Physical Impairment	2	9	0	0	0	0	1	4	2	4	0
Playing in Roadway	2	20	9	4	6	3	0	0	0	0	0
Pushing Vehicle	0	2	0	0	0	0	1	1	0	0	0
Skating/Skateboarding	2	5	0	0	6	1	0	0	0	0	0
Walking in Roadway	24	179	2	6	20	22	23	53	41	35	1
Working in Roadway	1	59	1	0	1	3	4	26	13	9	3
Working on Vehicle	1	11	0	0	0	2	3	4	3	0	0
TOTAL*	98	1,283	47	134	167	175	118	365	233	128	13

PEDESTRIAN FACTOR	VEHICLE ACTION								
	Straight	Right Turn	Left Turn	Parking	Starting in Traffic	Slowing	Backing	Other	TOTAL
Approaching or Leaving Vehicle	36	1	1	18	2	2	11	21	92
At Intersection	36	13	22	3	6	3	2	10	95
Crossing Against Signal	44	1	5	0	2	1	0	5	58
Crossing With Signal	17	21	43	0	3	1	1	7	93
Dark Clothing / Not Visible	72	4	13	0	2	3	2	9	105
Darting into Roadway	245	5	4	0	4	11	2	27	298
Drinking	55	2	0	0	2	1	1	15	76
Drug Related	1	0	0	0	0	0	0	1	2
Getting On or Off Vehicle	3	0	1	2	0	0	2	0	8
In Crosswalk	33	13	44	0	3	3	2	8	106
Jogging	2	0	0	1	0	0	0	2	5
Lying in Roadway	6	0	0	0	0	2	0	4	12
Not at Intersection	121	5	8	0	1	2	7	17	161
Not in Roadway	26	8	5	5	0	1	5	9	59
Physical Impairment	8	2	3	0	1	0	0	3	17
Playing in Roadway	17	0	1	1	1	0	3	1	24
Pushing Vehicle	0	0	0	0	0	0	0	2	2
Skating/Skateboarding	6	0	1	0	0	0	0	2	9
Walking in Roadway	142	9	15	4	0	2	11	30	213
Working in Roadway	22	1	5	8	0	3	6	7	52
Working on Vehicle	8	0	0	3	0	1	0	1	13
TOTAL*	900	85	171	45	27	36	55	181	1,500

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

HIT-AND-RUN COLLISIONS

Hit-and-run collisions are those collisions in which the driver leaves the collision scene with the intent of evading responsibility. Hit-and-run is a serious violation of the law. During 2001, there were 10,187 hit-and-run collisions, of which 9 were fatal collisions and 1,316 were injury collisions. As depicted in the chart below, most of Kentucky's hit-and-run collisions were property damage collisions (87%). Eleven (11) persons were killed and 1,803 were injured.

TOTAL	FATAL COLLISIONS	INJURY COLLISIONS	PROPERTY DAMAGE COLLISIONS	PERSONS KILLED	PERSONS INJURED
10,187	9	1,316	8,862	11	1,803

HIT-AND-RUN VICTIMS

As shown in the chart below, 5 of the 11 persons killed in hit-and-run collisions were pedestrians and none were pedalcyclists. One hundred twenty-six (126) pedestrians and 51 pedalcyclists were injured.

TYPE OF VICTIM	PERSONS KILLED	PERSONS INJURED
Pedestrian	5	126
Pedalcyclist	0	51
Other	6	1,626
TOTAL	11	1,803

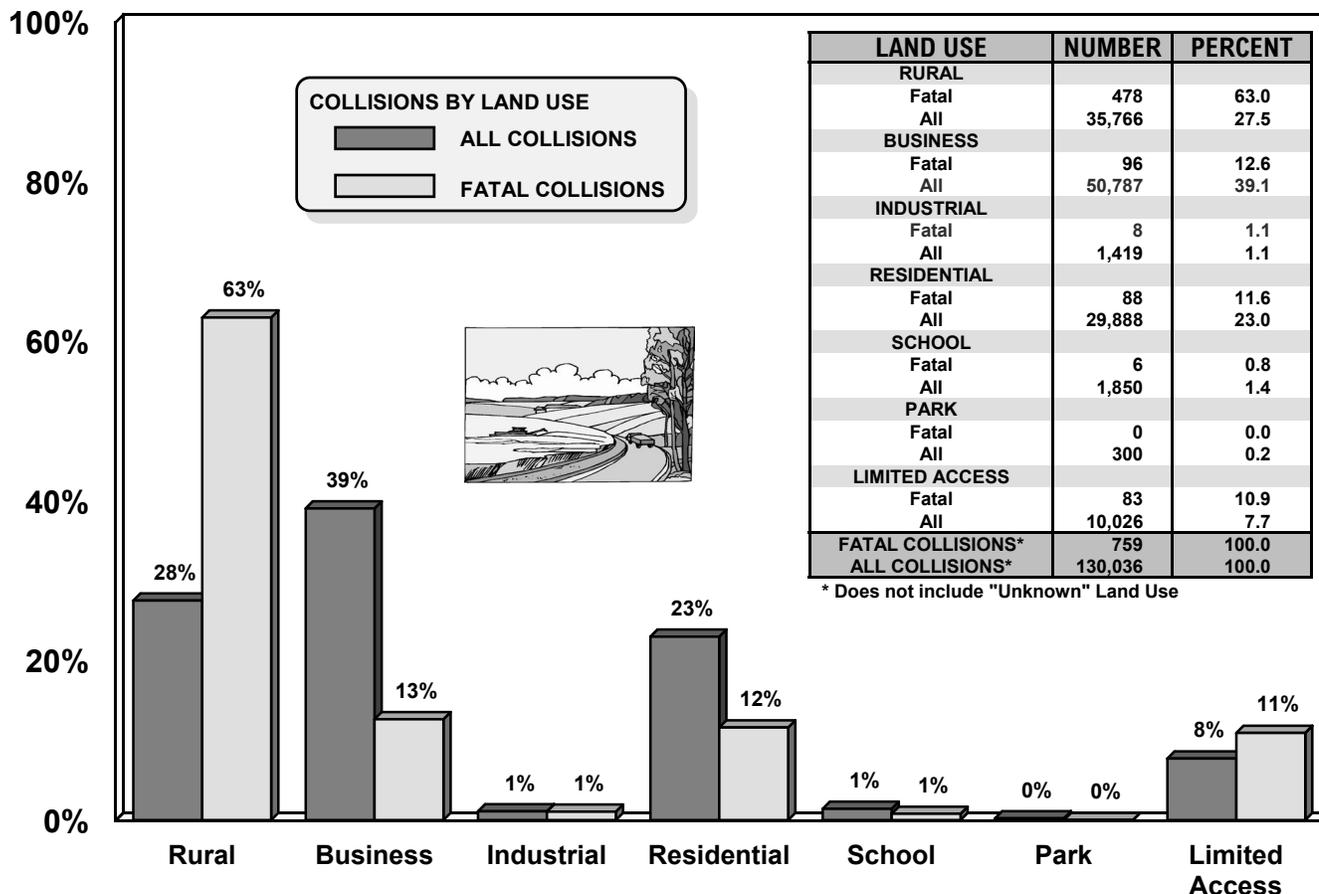


LOCATION OF HIT-AND-RUN COLLISIONS

The location of hit-and-run collisions are shown in the chart below. The largest percentage of hit-and-run collisions (49%) occurred on local streets, followed by 20% on state routes.

TYPE OF ROADWAY	ALL HIT-AND-RUN COLLISIONS	FATAL COLLISIONS	INJURY COLLISIONS	PROPERTY DAMAGE
INTERSTATE	616	0	110	506
U.S. ROUTE	1,642	1	294	1,347
STATE ROUTE	2,130	1	395	1,734
PARKWAY	27	0	6	21
COUNTY ROADS	569	3	80	486
LOCAL STREETS	4,756	4	396	4,356
OTHER	447	0	35	412
TOTAL	10,187	9	1,316	8,862

LAND USE

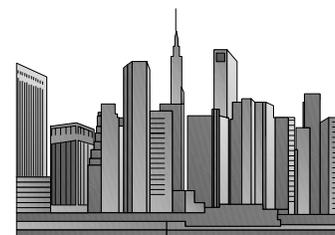


COLLISION LOCATIONS

For the purpose of tabulating collision locations, an urban area is an area including and adjacent to a municipality or other place of 5,000 or more population. Rural areas are those places which do not meet this specification. As shown in the chart below, most collisions (62%) occurred in urban areas. However, the majority of fatal collisions (57%) took place in rural areas of Kentucky during 2001. Although nonfatal injury collisions were divided between urban and rural areas, nearly twice as many property damage collisions were reported in urban areas.



RURAL VS. URBAN



AREA	Number of Collisions	% Total	Fatal	% Total	Nonfatal Injury	% Total	Property Damage	% Total	Killed	% Total	Injured	% Total
RURAL	48,861	38	435	57	14,365	44	34,061	35	484	57	22,199	44
URBAN	81,329	62	324	43	18,513	56	62,492	65	359	43	27,720	56
TOTAL	130,190	100	759	100	32,878	100	96,553	100	843	100	49,919	100

LOCATION OF COLLISIONS

The chart at right shows the number of collisions during 2001 by type of roadway, with percentages of all collisions.

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

Thirty-three (33) percent of all collisions occurred on Kentucky's "State Numbered" roads, with 48% of all fatal collisions reported during 2001 occurring on this type of roadway.

Although 24% of all collisions occurred on city streets, only 4% of the fatal collisions occurred on city streets.

TYPE OF ROADWAY	Fatal Collisions	Nonfatal Injury	Property Damage	% Total
INTERSTATE	67	2,130	6,856	7
U.S. ROUTE	200	8,872	24,245	26
STATE ROUTE	364	13,211	29,959	33
PARKWAY	20	385	1,140	1
COUNTY ROAD	65	2,341	5,793	6
CITY STREET	34	5,335	25,985	24
Other	9	604	2,575	2
TOTAL	759	32,878	96,553	100

INTERSTATES AND PARKWAYS

The chart below depicts the incidence of collisions on Kentucky's interstates and parkways. Interstate collisions represent 7% of all collisions. Parkway collisions represent 1% of all collisions.

INTERSTATE	Collisions	Fatal Collisions	Nonfatal Injury	Property Damage	Number Killed	Number Injured
I-24	380	7	104	269	12	166
I-64	1,668	10	401	1,257	14	605
I-65	1,918	17	458	1,443	18	715
I-71	584	8	145	431	9	239
I-75	2,415	18	560	1,837	21	832
I-264	1,123	3	257	863	3	353
I-265	291	2	65	224	2	95
I-275	519	1	114	404	1	149
I-471	155	1	26	128	1	34
TOTAL	9,053	67	2,130	6,856	81	3,188

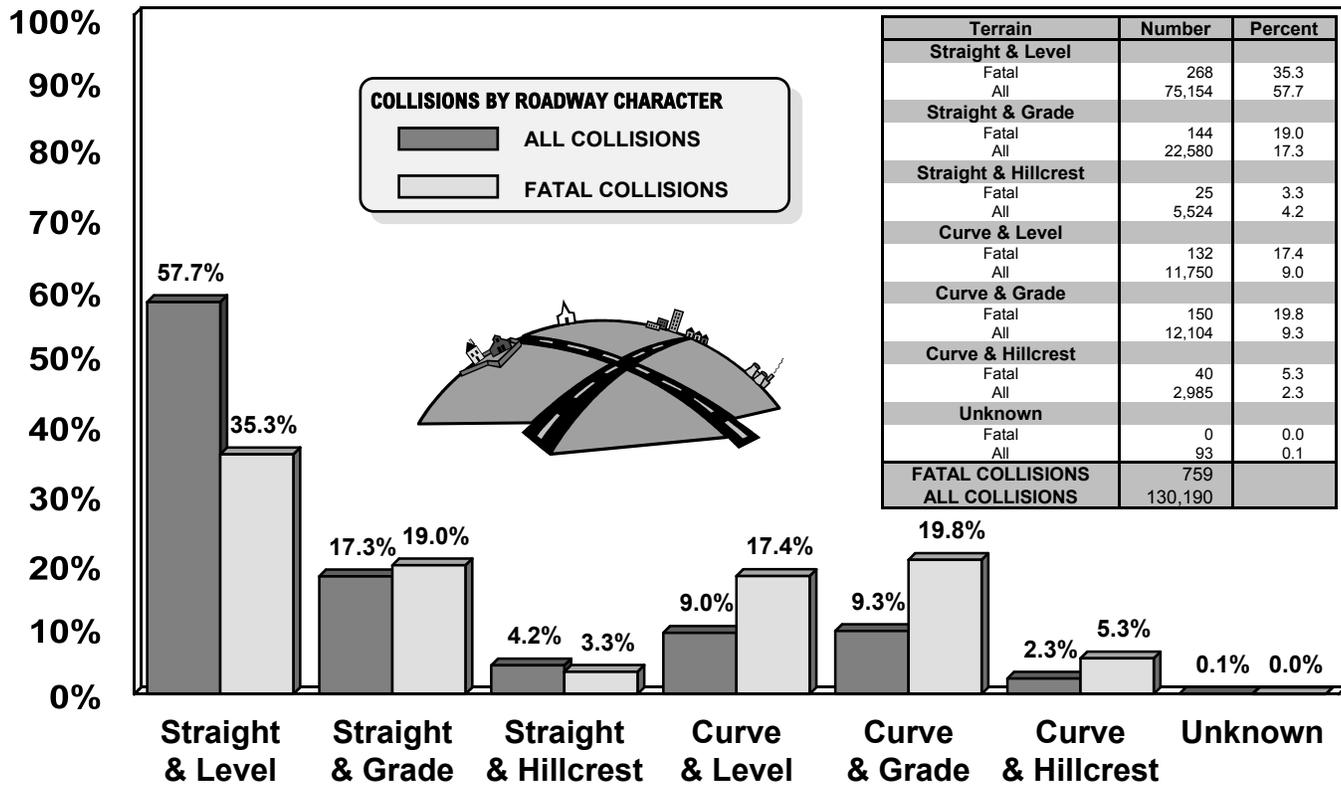
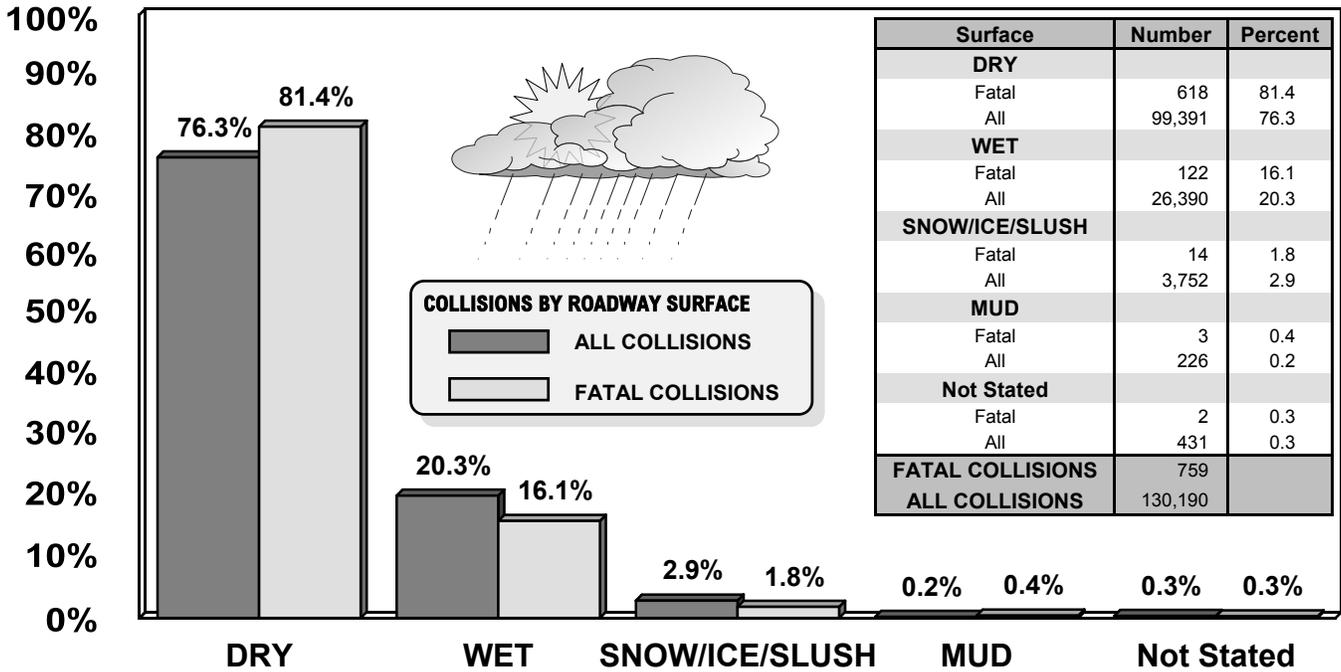
PARKWAY	Collisions	Fatal Collisions	Nonfatal Injury	Property Damage	Number Killed	Number Injured
Audubon	32	0	3	29	0	3
Blue Grass	207	0	51	156	0	72
Edward Breathitt	262	4	61	197	7	95
Daniel Boone	131	3	37	91	3	62
Louie Nunn	123	2	31	90	2	51
Bert Combs Mtn.	164	4	47	113	7	83
William Natcher	115	0	17	98	0	19
Purchase	154	1	41	112	1	61
Wendell Ford	357	6	97	254	8	158
TOTAL	1,545	20	385	1,140	28	604

COLLISIONS BY ROADWAY CONDITIONS AND ROADWAY CHARACTER

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

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

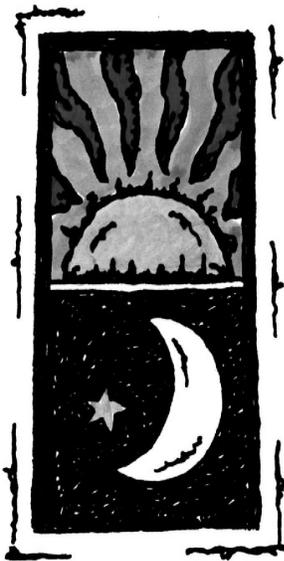
As depicted in the bottom chart, 79% of all collisions occurred on straight roads and 21% on curved roads. Forty-two (42) percent of the fatal collisions during 2001 occurred on curved roads.



COLLISIONS BY LIGHT CONDITION

Seventy-two (72) percent of all collisions reported during 2001 occurred during daylight hours. Twenty-three (23) percent of all collisions occurred during dark hours, and 5% occurred at dawn or dusk.

Fifty-eight (58) percent of all fatal collisions occurred during daylight hours, 34% occurred during dark hours, and 8% at dawn or dusk.



**COLLISIONS
AT DUSK**
3,871
(3.0%)

**COLLISIONS
DURING
DARK**
29,732
(22.8%)

**DAYLIGHT
COLLISIONS**
93,499
(71.8%)

**COLLISIONS
AT DAWN**
2,801
(2.2%)

ALL COLLISIONS

(excludes unknown light condition)

**COLLISIONS
AT DUSK**
32
(4.2%)

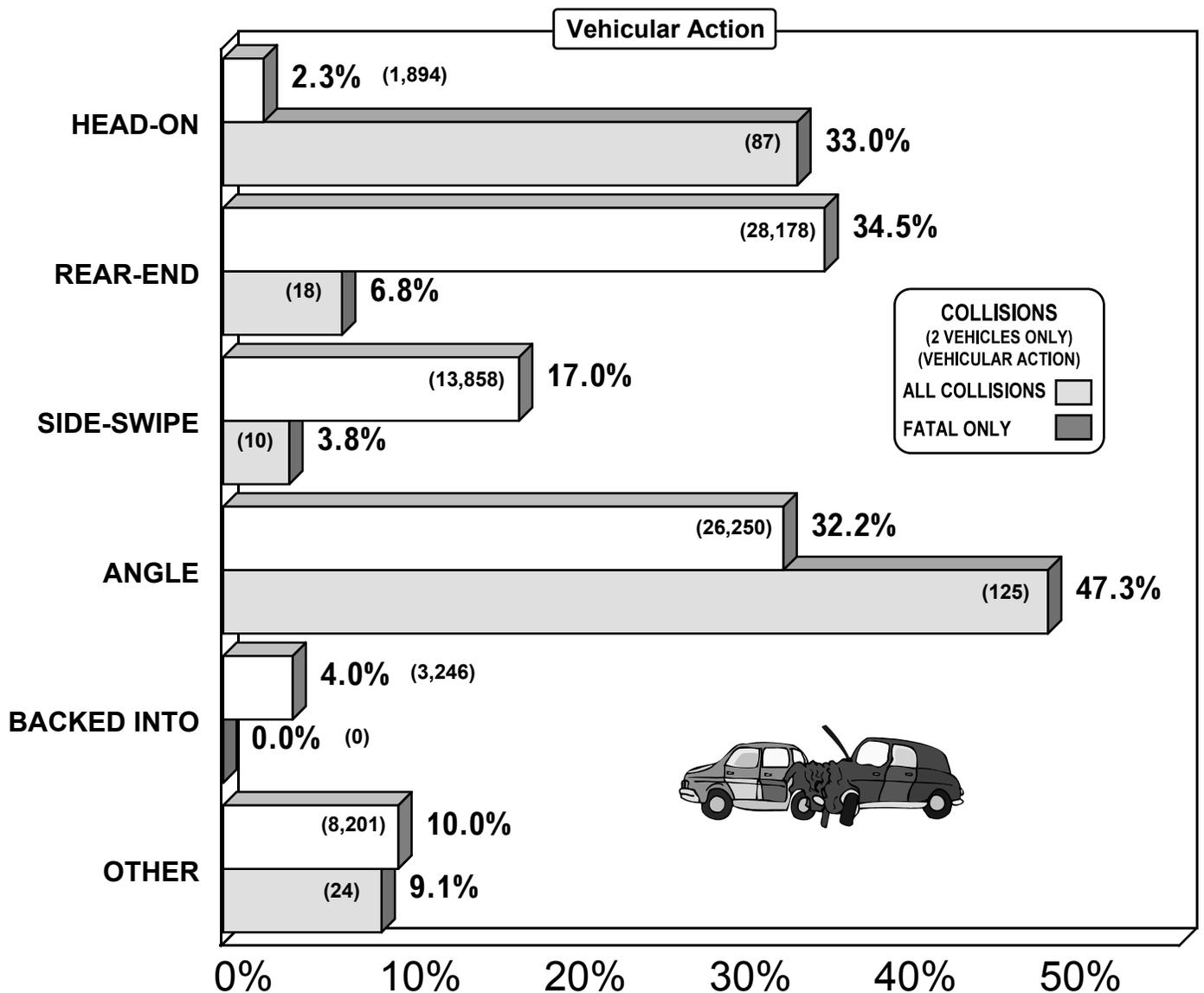
**COLLISIONS
DURING
DARK**
258
(34.0%)

**DAYLIGHT
COLLISIONS**
443
(58.4%)

**COLLISIONS
AT DAWN**
26
(3.4%)

FATAL COLLISIONS ONLY

TWO-VEHICLE COLLISIONS



81,627 traffic collisions (including 264 fatal collisions) reported during 2001 involved "two-vehicle" collisions. These collisions represent 63% of collisions and 35% of fatal collisions reported.

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

Head-on collisions accounted for only 2% of the total collisions involving two vehicles, but 33% of the fatal collisions.

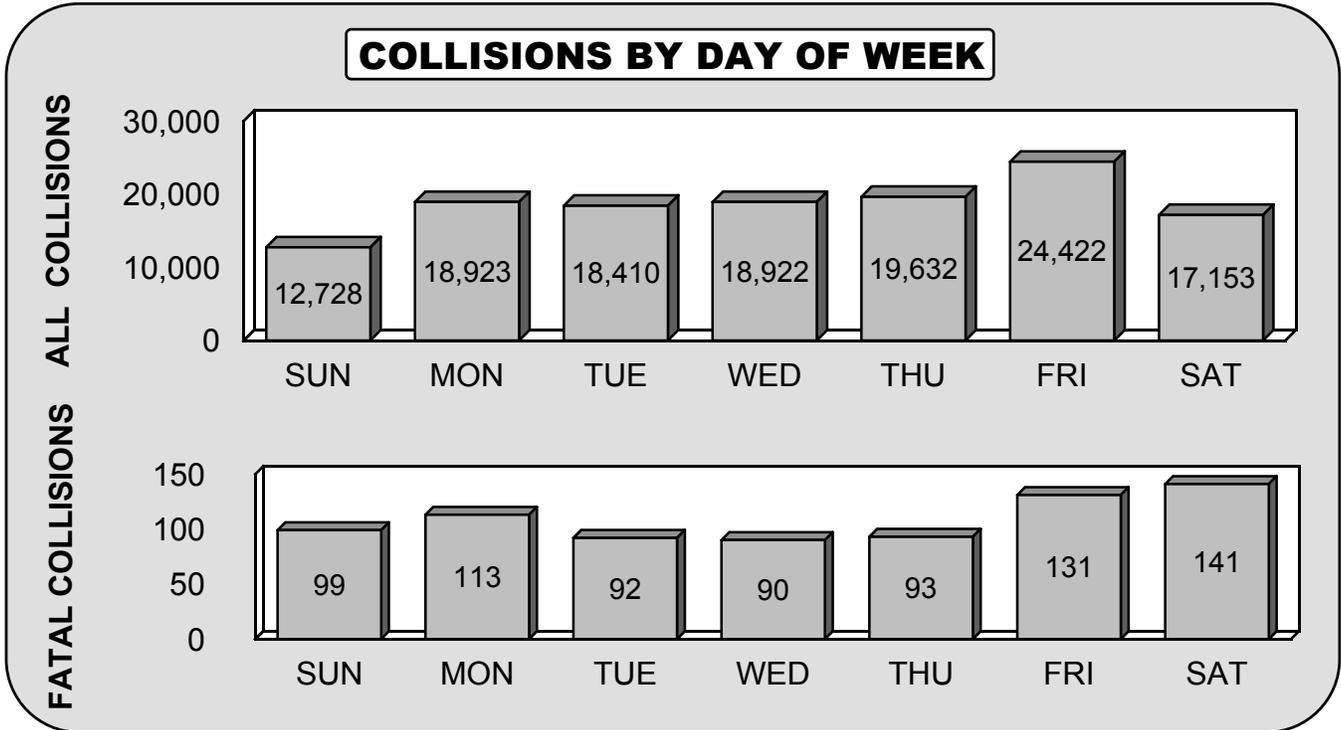
Rear-end collisions reflect 35% of all two-vehicle collisions, but only 7% of the fatal collisions.

Sideswipe collisions (both meeting and passing) reflect 17% of all collisions and 4% of the fatal collisions.

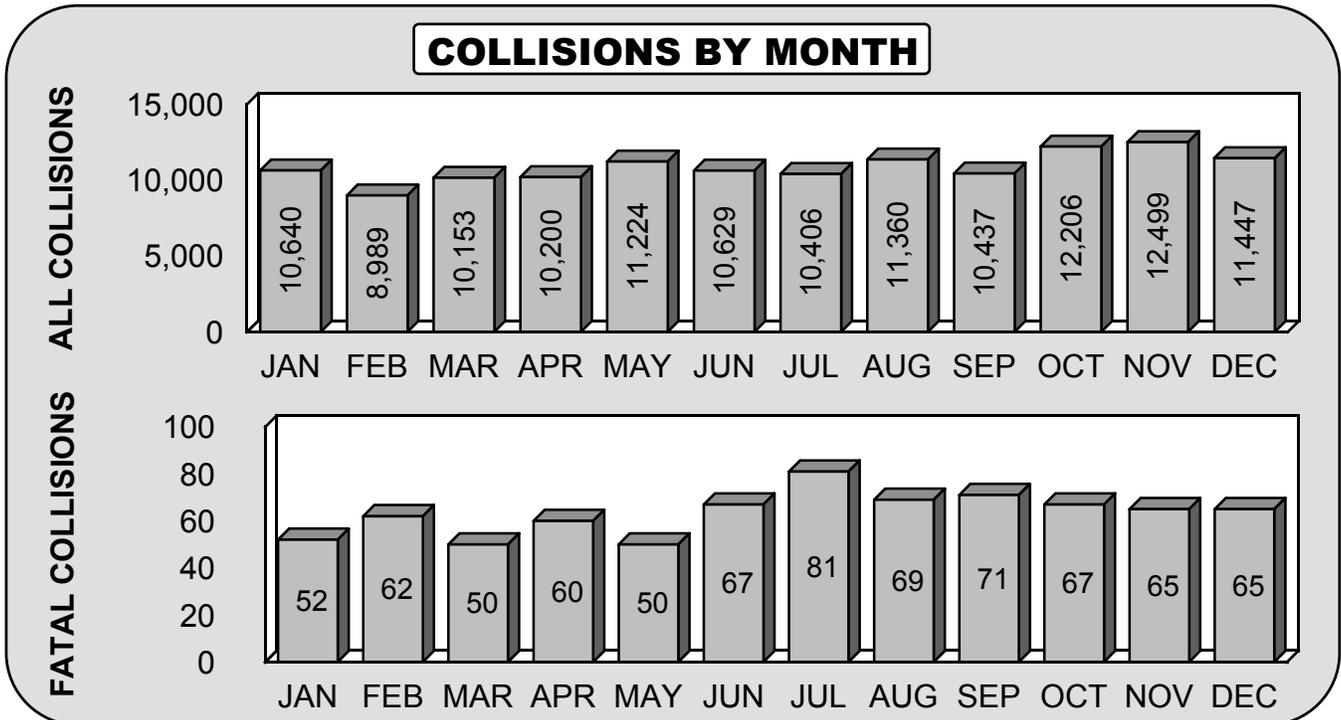
Angle collisions represent the highest percentage of fatal collisions.

COLLISIONS BY DAY AND MONTH

The graph below shows all collisions and fatal collisions by day of occurrence (excluding unknown). Forty-two (42) percent of all collisions and 49% of fatal collisions occurred on weekends (Friday, Saturday, Sunday combined).



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





HOLIDAY COLLISIONS

TOTAL DEATHS



HOLIDAY DEATH TOLL

The chart below depicts the number of deaths in fatal collisions and the number of alcohol involved deaths (as indicated by blood-alcohol tests) over holiday periods for five years. These holiday periods are established by the National Safety Council. The total number of persons killed in holiday periods in 2001 was 47 as compared to 67 in 2000.

HOLIDAY PERIOD	1997		1998		1999		2000		2001	
	Number	Alcohol Involved								
NEW YEAR'S DAY	2	1	11	3	2	1	5	2	2	0
MEMORIAL DAY	7	1	11	5	11	5	13	7	10	3
INDEPENDENCE DAY	5	2	6	3	5	3	20	5	4	1
LABOR DAY	13	6	8	5	12	7	7	3	11	3
THANKSGIVING	7	2	10	4	11	2	16	5	10	1
CHRISTMAS	8	4	5	1	7	3	6	2	10	0
TOTAL	42	16	51	21	48	21	67	24	47	8

HOLIDAY TIMES AND DATES

The times and dates below have been designated by the National Safety Council for holidays in 2001.

HOLIDAY	START	END
New Year's Day	6:00 pm Friday, December 29, 2000	11:59 pm Monday, January 1, 2001
Memorial Day	6:00 pm Friday, May 25	11:59 pm Monday, May 28
Independence Day	6:00 pm Tuesday, July 3	11:59 pm Wednesday, July 4
Labor Day	6:00 pm Friday, August 31	11:59 pm Monday, September 3
Thanksgiving	6:00 pm Wednesday, November 21	11:59 pm Sunday, November 25
Christmas	6:00 pm Friday, December 21	11:59 pm Tuesday, December 25

COMPARISON OF HOLIDAY FATALITIES/COLLISIONS

The Labor Day holiday period registered the highest number of fatalities during 2001. The lowest number of holiday fatalities occurred over the New Year's Day holiday. The chart below shows relevant collision data for each of the holidays.

HOLIDAY PERIOD	NEW YEAR'S DAY	MEMORIAL DAY	INDEPENDENCE DAY	LABOR DAY	THANKSGIVING	CHRISTMAS
NO. PERSONS KILLED	2	10	4	11	10	10
NO. PERSONS INJURED	391	354	200	462	558	435
FATAL COLLISIONS	2	10	4	10	9	8
INJURY COLLISIONS	256	236	113	275	351	260
PROPERTY DAMAGE	800	591	299	702	986	865
TOTAL COLLISIONS	1,058	837	416	987	1,346	1,133



TYPE VEHICLES INVOLVED IN COLLISIONS

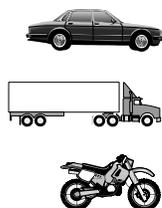


VEHICLE TYPE	VEHICLES INVOLVED IN ALL COLLISIONS	PERCENT OF TOTAL	VEHICLES INVOLVED IN FATAL COLLISIONS	PERCENT OF TOTAL
Passenger Cars*	215,655	90.94	991	79.73
Taxicabs	274	0.12	1	0.08
Trucks	9,717	4.10	100	8.05
Motorcycles	1,310	0.55	61	4.91
Motor Scooters/Motor Bikes	107	0.05	1	0.08
School Buses	912	0.38	2	0.16
Other Buses	476	0.20	0	0.00
Farm Tractors/Equipment	189	0.08	0	0.00
Emergency	1,021	0.43	5	0.40
Other Public Owned	289	0.12	0	0.00
Other	5,889	2.48	81	6.52
Not Stated	1,305	0.55	1	0.08
TOTAL	237,144	100.00	1,243	100.00

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

There were 237,144 vehicles involved in collisions during 2001. Of this total, 176,777 were involved in property damage only collisions, 59,124 were involved in injury collisions, and 1,243 were involved in fatal collisions. The majority (91%) of the vehicles involved in all collisions were passenger cars (80% in fatal collisions). Trucks accounted for 4.1% of vehicles in all collisions, but accounted for 8% of vehicles in fatal collisions. Motorcycles represented 5% of the vehicles in fatal collisions, but only 0.6% of vehicles in all collisions.

VEHICLES REGISTERED IN KENTUCKY 2001



PASSENGER CARS	2,058,385
COMMERCIAL TRUCKS	905,224
MOTORCYCLES	51,826
Other	348,326
TOTAL (ALL TYPES)	3,363,761



TRUCK COLLISIONS

Contributing vehicular factors, as noted by the investigating officer on the collision report, are shown below for collisions involving trucks. A truck is defined as a vehicle with a registered weight of 10,000 pounds or more. Up to two factors may be noted for each vehicle in the collision. The number represents the number of trucks with the given factor, and the percentage is the percent of all trucks with that factor. **A total of 9,717 trucks were involved in collisions and 100 trucks involved in fatal collisions.**

CONTRIBUTING VEHICULAR FACTORS	NUMBER OF TRUCKS INVOLVED IN:					
	ALL COLLISIONS		FATAL COLLISIONS		NONFATAL INJURY COLLISIONS	
	NUMBER	PERCENT	NUMBER	PERCENT	NUMBER	PERCENT
Load Securement	177	1.82	0	0.00	19	0.96
Brakes Defective	114	1.17	2	2.00	45	2.29
Tire Failure	110	1.13	0	0.00	20	1.02
Tow Hitch Defective / Separation of Units	69	0.71	2	2.00	8	0.41
Oversized Load on Vehicle	58	0.60	0	0.00	7	0.36
Other Lighting Defective	31	0.32	1	1.00	7	0.36
Steering Failure	26	0.27	1	1.00	12	0.61
Overweight	15	0.15	0	0.00	5	0.25
Headlights Defective	1	0.01	0	0.00	0	0.00
Other	282	2.90	3	3.00	56	2.84

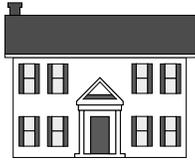
The chart below shows the total number of truck collisions, as well as those with hazardous cargo, by type of roadway. ***There were 9,134 collisions in which a truck was involved. This resulted in 115 fatalities and 2,636 injuries.*** Twenty-three (23) percent of the truck collisions occurred on county or city streets, 20% on interstates, and 52% on U.S. and state-numbered routes. Twenty-five (25) percent of the hazardous cargo collisions occurred on interstates and 55% on U.S. and state-numbered routes.

TYPE of ROADWAY	ALL TRUCK COLLISIONS				TRUCKS WITH HAZARDOUS CARGO			
	FATAL COLLISIONS	INJURY COLLISIONS	PROPERTY DAMAGE	TOTAL	FATAL COLLISIONS	INJURY COLLISIONS	PROPERTY DAMAGE	TOTAL
Interstate	24	392	1,448	1,864	0	18	28	46
US Route	29	492	1,542	2,063	2	13	38	53
State Route	29	661	1,979	2,669	1	16	32	49
Parkway	7	58	171	236	0	1	9	10
County	1	49	313	363	0	2	3	5
City Street	2	170	1,523	1,695	0	1	15	16
Other	3	34	207	244	0	3	3	6
TOTAL	95	1,856	7,183	9,134	3	54	128	185

The residence of truck drivers involved in collisions is shown below. Thirty (30) percent of the drivers, with known residences, were non-residents of Kentucky. This percentage is 24% for fatal collisions and 27% for injury collisions. Local residents live in the county where the collision occurred.

RESIDENCE OF DRIVERS IN TRUCK COLLISIONS	ALL COLLISIONS	FATAL COLLISIONS	INJURY COLLISIONS
Local Resident	2,443	14	474
State Resident	2,601	32	540
Out of State Resident	2,921	24	538
Not Stated	1,752	30	417
TOTAL	9,717	100	1,969

DRIVER INVOLVEMENT



RESIDENCE OF DRIVER



There were 219,783 drivers involved in collisions during 2001. Of these, 1,165 drivers were involved in fatal collisions. The chart below tabulates driver involvement by residence and shows that most drivers (68% of those in which residence is known) were local residents (reside in the county where the collision occurred). Many drivers in the unknown category are the result of hit-and-run collisions where the drivers' identities remain unknown. There are fewer drivers than vehicles because of collisions with unoccupied vehicles (generally a parked vehicle).

INVOLVEMENT BY RESIDENCE

RESIDENCE OF DRIVER	NUMBER INVOLVED IN ALL COLLISIONS	PERCENT OF TOTAL	PERCENT OF TOTAL EXCLUDING NOT STATED
LOCAL RESIDENT	147,270	67.0	68.1
STATE RESIDENT	45,642	20.8	21.1
OUT OF STATE	23,306	10.6	10.8
NOT STATED	3,565	1.6	
TOTAL	219,783	100.0	100.0

RESIDENCE OF DRIVER	NUMBER INVOLVED IN FATAL COLLISIONS	PERCENT OF TOTAL	PERCENT OF TOTAL EXCLUDING NOT STATED
LOCAL RESIDENT	670	57.5	57.9
STATE RESIDENT	328	28.2	28.3
OUT OF STATE	160	13.7	13.8
NOT STATED	7	0.6	
TOTAL	1,165	100.0	100.0



SEX OF DRIVER



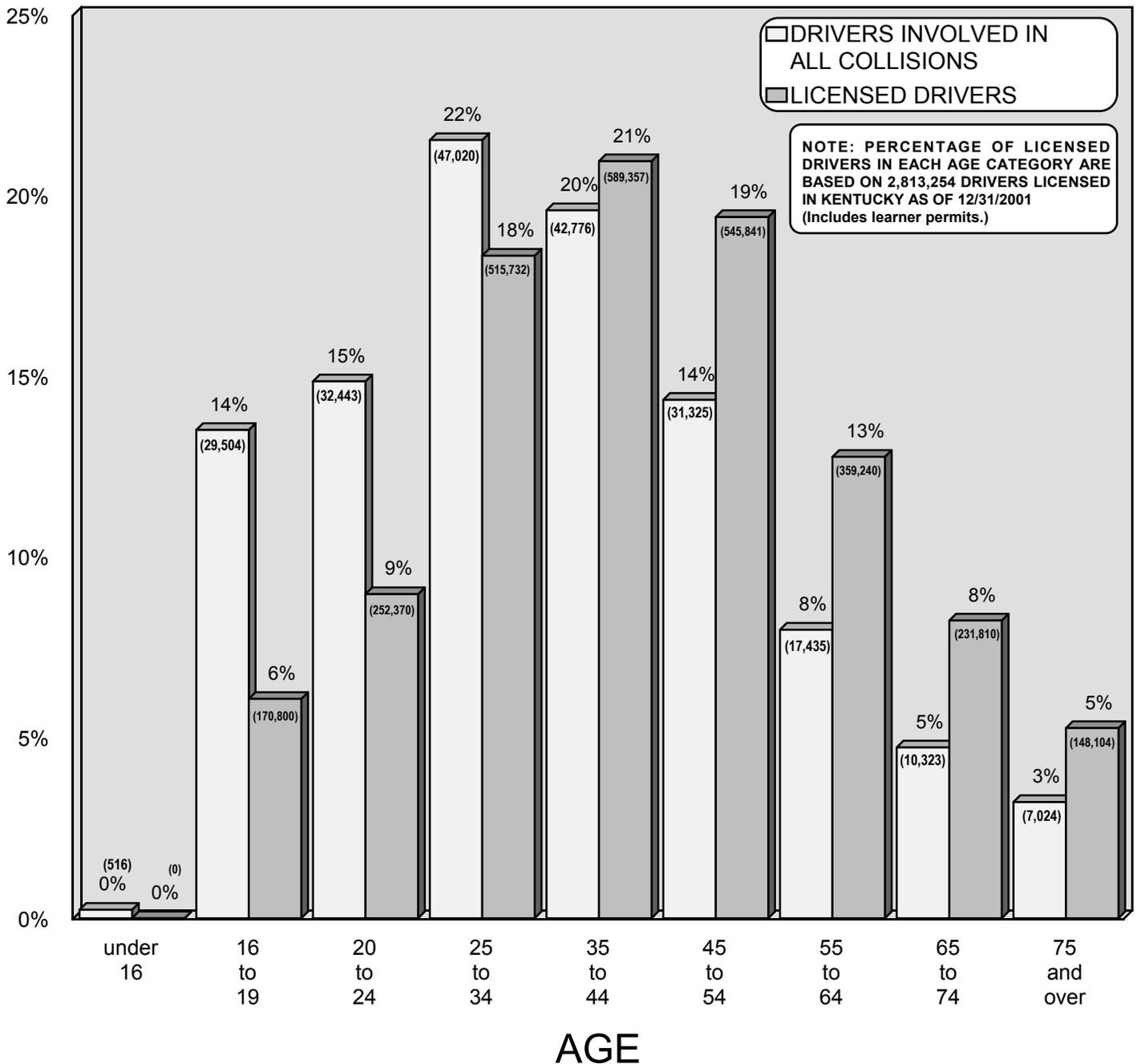
As shown in the chart below, 58% of the drivers who were involved in collisions during 2001 (where sex was listed) were male; 42% were female. In fatal collisions, 71% of the drivers were male and 29% were female.

TOTAL COLLISIONS		
SEX	NUMBER IN ALL COLLISIONS	PERCENT IN ALL COLLISIONS
MALE	127,384	58
FEMALE	92,399	42
TOTAL	219,783	100

FATAL COLLISIONS		
SEX	NUMBER IN FATAL COLLISIONS	PERCENT IN FATAL COLLISIONS
MALE	827	71
FEMALE	338	29
TOTAL	1,165	100

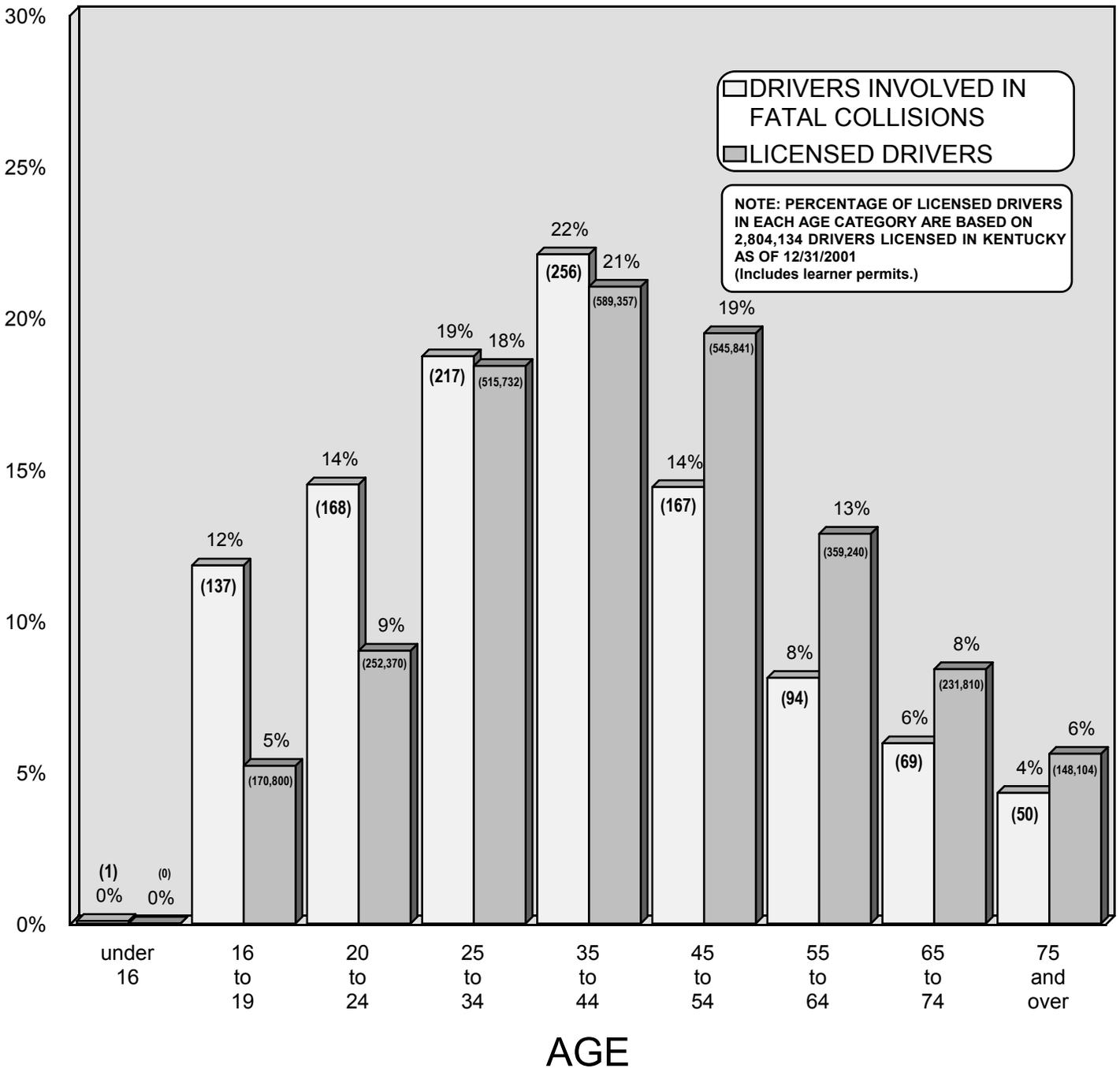
AGE OF DRIVER (ALL COLLISIONS)

The chart below groups the ages of 218,366 drivers involved in traffic collisions in 2001 in Kentucky (for which age information was available). For each age category, the following information is shown: the percentage of drivers involved in all collisions, the number of drivers involved in these collisions is shown in parentheses, the percentage of all licensed drivers, and the number of licensed drivers is shown in parentheses (includes learner permits). This allows a comparison to be made between the percentage of a given age category of the driving population and the corresponding percentage this age category is involved in collisions. The percentage of drivers involved in all collisions was higher than the percentage of licensed drivers for the age categories under age 35, especially for the 16 to 19 years of age category. This data does not differentiate drivers "at-fault" versus drivers "not-at-fault." There were 1,417 driver's ages which could not be determined. These drivers represent 0.6% of all drivers involved in all collisions. The percentages given below do not consider the "Unknown" category.



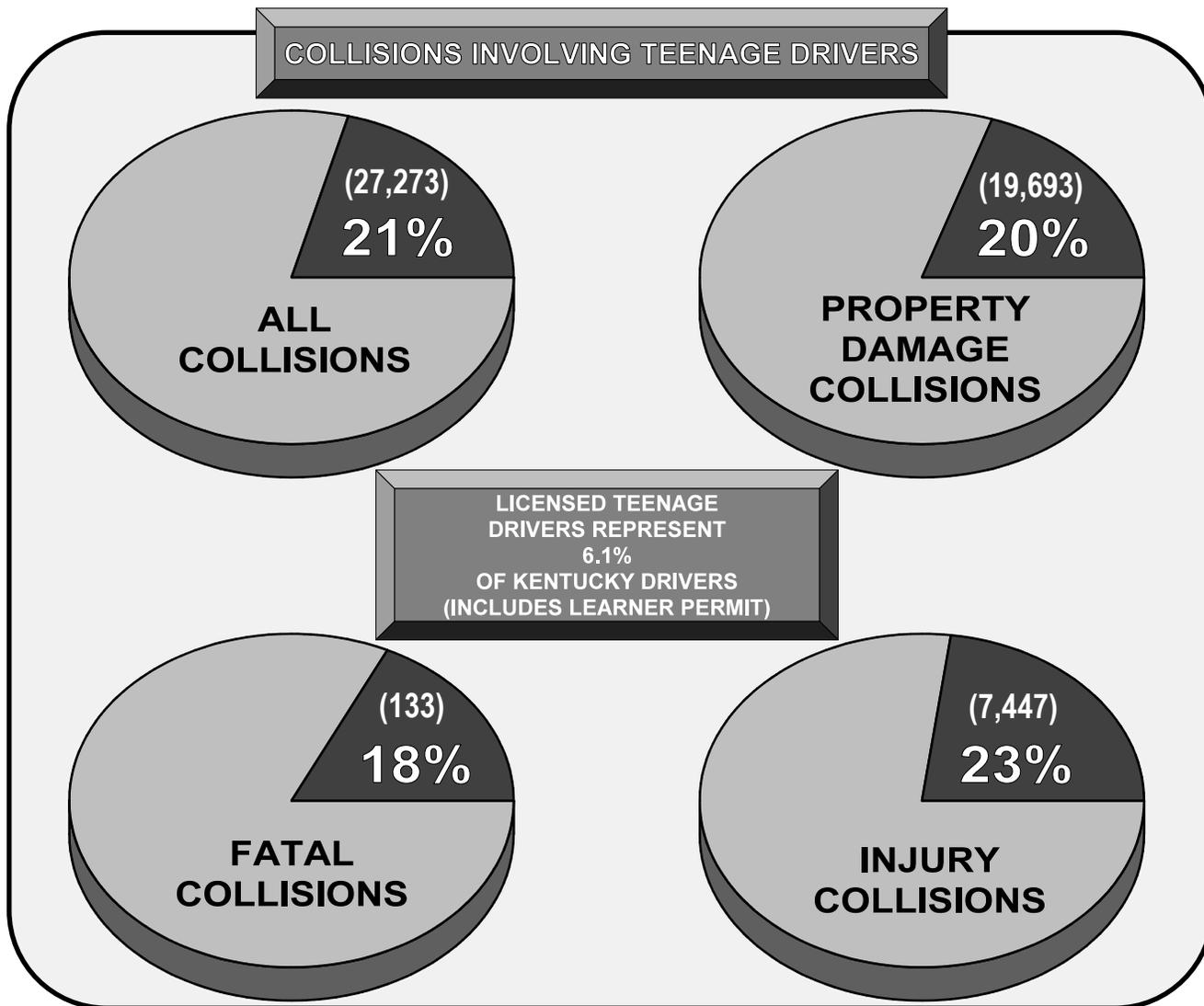
AGE OF DRIVER (FATAL COLLISIONS)

The chart below groups the ages of 1,159 drivers involved in fatal collisions in 2001 (for which age information was available). It should be noted that the drivers were not necessarily killed in the fatal collision. The number of drivers involved in fatal collisions exceeded the total number of fatal collisions. Percentages are based on drivers involved in fatal collisions during 2001 and do not include one driver whose age was not stated on the collision report. The numbers of drivers involved in fatal collisions and licensed drivers are in parentheses. The percentage of the driving population within a given age category can be compared to the corresponding percentage of involvement in fatal collisions within this same age category. The largest difference is the over-representation of teenage drivers in fatal collisions (12%) compared to their percent of the driving population (5.2% including learner permits).



COLLISIONS INVOLVING TEENAGE DRIVERS

The percentages of teenage drivers (16 to 19 years of age versus other groups) involved in collisions during 2001 (by type) are shown below, irrespective of the driver at fault in the collisions reported. The numbers of collisions involving teenage drivers are also shown.



The number of teenage drivers involved in collisions, together with alcohol-related collisions, are shown below. It should be noted that tabulations for alcohol-related collisions were derived from the total number of drinking drivers as reported by the officer at the scene. FARS would report higher numbers. As shown, 649 teenage drivers were involved in alcohol-related collisions during 2001. **There were 145 fatalities in collisions involving a teenage driver (64 of these fatalities were the teenage driver). There were 22 fatalities in alcohol-related collisions involving teenage drivers (8 of these fatalities were the teenage driver).**

NUMBER OF TEENAGE DRIVERS INVOLVED IN:								
YEAR	ALL COLLISIONS	FATAL COLLISIONS	INJURY COLLISIONS	PROPERTY DAMAGE	ALCOHOL RELATED COLLISIONS			
					FATAL	INJURY	PROPERTY DAMAGE	TOTAL
2001	29,503	137	7,945	21,421	20	307	322	649
2000	31,684	123	8,831	22,730	23	430	540	993
1999	30,806	131	9,262	21,413	18	345	344	707
1998	28,505	147	8,649	19,709	14	315	315	644

ALCOHOL-RELATED COLLISIONS

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

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

ALL COLLISIONS	FATAL COLLISIONS	156
	INJURY COLLISIONS	2,633
	PROPERTY DAMAGE COLLISIONS	3,064
	TOTAL	5,853

PERSONS KILLED/INJURED	NUMBER KILLED	172
	NUMBER INJURED	3,995
	INCAPACITATING INJURIES	1,007
	NON-INCAPACITATING INJURIES	1,799
	POSSIBLE INJURIES	1,189

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

5,853 alcohol-related collisions were reported during 2001. 2.7% of the alcohol-related collisions were fatal, 45% were injury collisions, and 52% were property damage only.

Comparison with previous years

During 2001, alcohol-related collisions decreased by 4% from 2000. The 172 persons killed in 2001 reflect a decrease of 12% when compared with 196 persons killed in 2000. During 2001, there were 3,995 persons injured in alcohol-related collisions, a decrease of 10% from 2000 when 4,447 persons were injured.

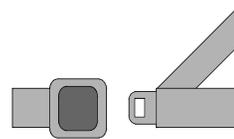
Fatal collision data in the chart below have been adjusted to reflect follow-up studies of alcohol test results.

YEAR	TOTAL COLLISIONS (Alcohol Related)	% CHANGE FROM PREVIOUS YEAR	TOTAL KILLED	% +/-	TOTAL INJURED	% +/-
2001	5,853	-4	172	-12	3,995	-10
2000	6,127	+13	196	-12	4,447	+12
1999	5,441	+4	222	+8	3,981	+3
1998	5,222	-14	205	-12	3,882	-17
1997	6,070	-1	234	-9	4,653	+0
1996	6,150	-0	256	-8	4,637	-2

SAFETY RESTRAINTS

The chart below compares safety belt usage for the years of 1997 through 2001. The data were obtained as part of an annual observational survey conducted at 200 sites across Kentucky. Data for children under four years of age were collected in both the front and rear seats.

YEAR	PERCENT USING SAFETY BELTS	
	ALL FRONT SEAT DRIVERS & PASSENGERS	CHILDREN UNDER FOUR YEARS OF AGE
2001	62	89
2000	60	87
1999	59	89
1998	54	80
1997	54	82



The chart below shows vehicle occupants by their injury status, and separates the occupants into categories of restraint used and restraint not used. Overall, 13% of all vehicle occupants were killed or injured. A breakdown into restraint usage shows only 13% of those restrained were killed or injured, compared to 42% of those not restrained. Comparing the percentages killed or injured in the "Restraint Used" and "Restraint Not Used" categories shows the benefit of wearing a safety belt. The "NOT APPLICABLE" category includes occupants in vehicles that normally do not contain safety restraints, occupants where safety restraints usage was not indicated, occupants not in an appropriate position, or pedestrians and pedalcyclist.

INJURY STATUS	ALL OCCUPANTS		RESTRAINT USED		RESTRAINT NOT USED		NOT APPLICABLE	
	NUMBER	% OF TOTAL	NUMBER	% OF TOTAL	NUMBER	% OF TOTAL	NUMBER	% OF TOTAL
KILLED	843	0.2	228	0.1	466	2.0	149	0.2
INCAPACITATING INJURY	7,164	1.9	4,097	1.4	2,221	9.6	846	1.3
NON-INCAPACITATING INJURY	19,594	5.2	13,899	4.8	4,156	17.9	1,539	2.4
POSSIBLE INJURY	23,161	6.1	18,970	6.5	2,912	12.5	1,279	2.0
NOT INJURED	328,238	86.6	253,985	87.2	13,472	58.0	60,781	94.1
TOTAL	379,000	100.0	291,179	100.0	23,227	100.0	64,594	100.0

Note: There were 13,031 deployments of front air bags and 410 of side air bags.



CONTRIBUTING FACTORS

CONTRIBUTING FACTORS

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

HUMAN FACTORS	ALL COLLISIONS	PERCENT OF TOTAL	FATAL COLLISIONS	PERCENT OF TOTAL
Inattention	49,569	38.07	135	17.79
Failed to Yield Right of Way	16,894	12.98	120	15.81
Not Under Proper Control	8,922	6.85	135	17.79
Following Too Close	6,873	5.28	4	0.53
Too Fast for Conditions	6,544	5.03	68	8.96
Alcohol Involvement	5,844	4.49	147	19.37
Disregard Traffic Control	4,247	3.26	39	5.14
Misjudge Clearance	4,102	3.15	6	0.79
Distraction	3,508	2.69	17	2.24
Overcorrecting/Oversteering	2,917	2.24	77	10.14
Turning Improperly	2,297	1.76	3	0.40
Exceeded Stated Speed Limit	1,766	1.36	86	11.33
Fell Asleep	1,479	1.14	25	3.29
Improper Passing	1,407	1.08	13	1.71
Drug Involvement	1,105	0.85	26	3.43
Improper Backing	1,035	0.79	0	0.00
Lost Consciousness/Fainted	557	0.43	9	1.19
Cell Phone	429	0.33	3	0.40
Emotional	294	0.23	5	0.66
Fatigue	290	0.22	7	0.92
Sick	282	0.22	6	0.79
Weaving in Traffic	180	0.14	2	0.26
Physical Disability	178	0.14	1	0.13
Medication	172	0.13	4	0.53

CONTRIBUTING FACTORS

(cont'd)

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

VEHICULAR FACTORS	ALL COLLISIONS	PERCENT OF TOTAL	FATAL COLLISIONS	PERCENT OF TOTAL
Brakes Defective	1,440	1.11	6	0.79
Tire Failure	795	0.61	5	0.66
Load Securement	338	0.26	1	0.13
Steering Failure	328	0.25	2	0.26
Other Lighting Defective	161	0.12	2	0.26
Tow Hitch Defective / Separation of Units	141	0.11	2	0.26
Oversized Load on Vehicle	126	0.10	0	0.00
Headlights Defective	41	0.03	0	0.00
Overweight	32	0.02	0	0.00

ENVIRONMENTAL FACTORS	ALL COLLISIONS	PERCENT OF TOTAL	FATAL COLLISIONS	PERCENT OF TOTAL
Slippery Surface	13,197	10.14	64	8.43
Animals Action	5,024	3.86	3	0.40
View Obstructed / Limited	3,507	2.69	30	3.95
Water Pooling	1,411	1.08	11	1.45
Glare	1,079	0.83	9	1.19
Construction Work Zone	735	0.56	3	0.40
Debris In Roadway	681	0.52	4	0.53
Improperly Parked Vehicle(s)	369	0.28	1	0.13
Shoulders Defective / Drop-off	326	0.25	2	0.26
Hole/Deep Ruts/Bumps	128	0.10	0	0.00
Improper / Non-Working Traffic Controls	128	0.10	2	0.26
Maintenance / Utility Work Zone	106	0.08	1	0.13
Fixed Object(s)	59	0.05	0	0.00

CONTRIBUTING FACTORS

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

COLLISIONS INVOLVING EMERGENCY VEHICLES	
TOTAL EMERGENCY VEHICLE COLLISIONS	988
FATAL COLLISIONS	5
INJURY COLLISIONS	228
TOTAL KILLED	7
TOTAL INJURED	363



EMERGENCY VEHICLE COLLISIONS				
DRIVER CONTRIBUTING FACTORS	ALL COLLISIONS	PERCENT OF TOTAL	FATAL COLLISIONS	PERCENT OF TOTAL
Alcohol Involvement	54	5.47	0	0.00
Cell Phone	6	0.61	0	0.00
Disregard Traffic Control	39	3.95	0	0.00
Distraction	45	4.55	0	0.00
Drug Involvement	12	1.21	0	0.00
Emotional	1	0.10	0	0.00
Exceeded Stated Speed Limit	19	1.92	1	20.00
Failed to Yield Right of Way	152	15.38	2	40.00
Fatigue	0	0.00	0	0.00
Fell Asleep	4	0.40	0	0.00
Following Too Close	31	3.14	0	0.00
Improper Backing	16	1.62	0	0.00
Improper Passing	10	1.01	0	0.00
Inattention	259	26.21	2	40.00
Lost Consciousness/Fainted	0	0.00	0	0.00
Medication	0	0.00	0	0.00
Misjudge Clearance	91	9.21	0	0.00
Not Under Proper Control	58	5.87	0	0.00
Overcorrecting/Oversteering	12	1.21	1	20.00
Physical Disability	2	0.20	0	0.00
Sick	2	0.20	0	0.00
Too Fast for Conditions	49	4.96	0	0.00
Turning Improperly	15	1.52	0	0.00
Weaving in Traffic	0	0.00	0	0.00

COLLISIONS INVOLVING FARM EQUIPMENT	
TOTAL FARM EQUIPMENT COLLISIONS	188
FATAL COLLISIONS	0
INJURY COLLISIONS	46
TOTAL KILLED	0
TOTAL INJURED	80



FARM EQUIPMENT COLLISIONS				
DRIVER CONTRIBUTING FACTORS	ALL COLLISIONS	PERCENT OF TOTAL	FATAL COLLISIONS	PERCENT OF TOTAL
Alcohol Involvement	5	2.66	0	0.00
Cell Phone	0	0.00	0	0.00
Disregard Traffic Control	4	2.13	0	0.00
Distraction	5	2.66	0	0.00
Drug Involvement	3	1.60	0	0.00
Emotional	0	0.00	0	0.00
Exceeded Stated Speed Limit	5	2.66	0	0.00
Failed to Yield Right of Way	22	11.70	0	0.00
Fatigue	0	0.00	0	0.00
Fell Asleep	3	1.60	0	0.00
Following Too Close	1	0.53	0	0.00
Improper Backing	0	0.00	0	0.00
Improper Passing	29	15.43	0	0.00
Inattention	77	40.96	0	0.00
Lost Consciousness/Fainted	0	0.00	0	0.00
Medication	0	0.00	0	0.00
Misjudge Clearance	19	10.11	0	0.00
Not Under Proper Control	10	5.32	0	0.00
Overcorrecting/Oversteering	1	0.53	0	0.00
Physical Disability	0	0.00	0	0.00
Sick	1	0.53	0	0.00
Too Fast for Conditions	5	2.66	0	0.00
Turning Improperly	9	4.79	0	0.00
Weaving in Traffic	1	0.53	0	0.00

CONTRIBUTING FACTORS (cont'd)

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

COLLISIONS INVOLVING SCHOOL BUSES	
TOTAL SCHOOL BUS COLLISIONS	906
FATAL COLLISIONS	2
INJURY COLLISIONS	141
TOTAL KILLED	2
TOTAL INJURED	294



SCHOOL BUS COLLISIONS				
DRIVER CONTRIBUTING FACTORS	ALL COLLISIONS	PERCENT OF TOTAL	FATAL COLLISIONS	PERCENT OF TOTAL
Alcohol Involvement	3	0.33	0	0.00
Cell Phone	1	0.11	0	0.00
Disregard Traffic Control	16	1.77	0	0.00
Distraction	25	2.76	0	0.00
Drug Involvement	4	0.44	0	0.00
Emotional	0	0.00	0	0.00
Exceeded Stated Speed Limit	8	0.88	0	0.00
Failed to Yield Right of Way	91	10.04	2	100.00
Fatigue	1	0.11	0	0.00
Fell Asleep	3	0.33	0	0.00
Following Too Close	42	4.64	0	0.00
Improper Backing	13	1.43	0	0.00
Improper Passing	10	1.10	0	0.00
Inattention	329	36.31	0	0.00
Lost Consciousness/Fainted	2	0.22	0	0.00
Medication	2	0.22	0	0.00
Misjudge Clearance	168	18.54	0	0.00
Not Under Proper Control	51	5.63	1	50.00
Overcorrecting/Oversteering	6	0.66	0	0.00
Physical Disability	1	0.11	0	0.00
Sick	1	0.11	0	0.00
Too Fast for Conditions	33	3.64	0	0.00
Turning Improperly	14	1.55	0	0.00
Weaving in Traffic	1	0.11	0	0.00

COLLISIONS INVOLVING ELEMENTARY SCHOOL AGE CHILDREN	
TOTAL ELEM. SCHOOL AGE CHILDREN COLLISIONS	8,093
FATAL COLLISIONS	54
INJURY COLLISIONS	2,937
TOTAL KILLED	
ALL AGES	66
6-12 YEARS OF AGE	19
TOTAL INJURED	
ALL AGES	6,409
6-12 YEARS OF AGE	2,231



ELEMENTARY SCHOOL AGE CHILDREN COLLISIONS (6 TO 12 YEARS OF AGE)				
DRIVER CONTRIBUTING FACTORS	ALL COLLISIONS	PERCENT OF TOTAL	FATAL COLLISIONS	PERCENT OF TOTAL
Alcohol Involvement	198	2.45	9	16.67
Cell Phone	26	0.32	0	0.00
Disregard Traffic Control	286	3.53	7	12.96
Distraction	282	3.48	3	5.56
Drug Involvement	72	0.89	3	5.56
Emotional	23	0.28	0	0.00
Exceeded Stated Speed Limit	74	0.91	2	3.70
Failed to Yield Right of Way	1,252	15.47	12	22.22
Fatigue	13	0.16	1	1.85
Fell Asleep	42	0.52	2	3.70
Following Too Close	490	6.05	0	0.00
Improper Backing	46	0.57	0	0.00
Improper Passing	102	1.26	2	3.70
Inattention	3,722	45.99	5	9.26
Lost Consciousness/Fainted	18	0.22	0	0.00
Medication	4	0.05	0	0.00
Misjudge Clearance	216	2.67	0	0.00
Not Under Proper Control	462	5.71	4	7.41
Overcorrecting/Oversteering	106	1.31	6	11.11
Physical Disability	6	0.07	0	0.00
Sick	9	0.11	0	0.00
Too Fast for Conditions	377	4.66	5	9.26
Turning Improperly	153	1.89	1	1.85
Weaving in Traffic	11	0.14	0	0.00

CONTRIBUTING FACTORS (cont'd)

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

COLLISIONS INVOLVING PEDESTRIAN	
COLLISIONS INVOLVING PEDESTRIANS	977
FATAL COLLISIONS	53
INJURY COLLISIONS	842
TOTAL KILLED	54
TOTAL INJURED	928



PEDESTRIAN COLLISIONS				
DRIVER CONTRIBUTING FACTORS	ALL COLLISIONS	PERCENT OF TOTAL	FATAL COLLISIONS	PERCENT OF TOTAL
Alcohol Involvement	56	5.73	11	20.75
Cell Phone	1	0.10	0	0.00
Disregard Traffic Control	26	2.66	0	0.00
Distraction	21	2.15	2	3.77
Drug Involvement	5	0.51	1	1.89
Emotional	9	0.92	0	0.00
Exceeded Stated Speed Limit	10	1.02	3	5.66
Failed to Yield Right of Way	104	10.64	1	1.89
Fatigue	2	0.20	0	0.00
Fell Asleep	3	0.31	0	0.00
Following Too Close	1	0.10	0	0.00
Improper Backing	2	0.20	0	0.00
Improper Passing	7	0.72	0	0.00
Inattention	284	29.07	7	13.21
Lost Consciousness/Fainted	1	0.10	0	0.00
Medication	1	0.10	0	0.00
Misjudge Clearance	19	1.94	0	0.00
Not Under Proper Control	22	2.25	0	0.00
Overcorrecting/Oversteering	0	0.00	0	0.00
Physical Disability	4	0.41	0	0.00
Sick	1	0.10	0	0.00
Too Fast for Conditions	17	1.74	1	1.89
Turning Improperly	4	0.41	0	0.00
Weaving in Traffic	1	0.10	0	0.00

COLLISIONS INVOLVING BICYCLES	
TOTAL BICYCLE COLLISIONS	507
FATAL COLLISIONS	8
INJURY COLLISIONS	389
TOTAL KILLED	8
TOTAL INJURED	405



BICYCLE COLLISIONS				
DRIVER CONTRIBUTING FACTORS	ALL COLLISIONS	PERCENT OF TOTAL	FATAL COLLISIONS	PERCENT OF TOTAL
Alcohol Involvement	15	2.95	0	0.00
Cell Phone	2	0.39	0	0.00
Disregard Traffic Control	23	4.52	0	0.00
Distraction	5	0.98	0	0.00
Drug Involvement	3	0.59	0	0.00
Emotional	0	0.00	0	0.00
Exceeded Stated Speed Limit	2	0.39	0	0.00
Failed to Yield Right of Way	86	16.90	1	12.50
Fatigue	1	0.20	0	0.00
Fell Asleep	1	0.20	0	0.00
Following Too Close	2	0.39	0	0.00
Improper Backing	1	0.20	0	0.00
Improper Passing	3	0.59	0	0.00
Inattention	112	22.00	2	25.00
Lost Consciousness/Fainted	0	0.00	0	0.00
Medication	1	0.20	0	0.00
Misjudge Clearance	7	1.38	1	12.50
Not Under Proper Control	8	1.57	0	0.00
Overcorrecting/Oversteering	0	0.00	0	0.00
Physical Disability	1	0.20	0	0.00
Sick	0	0.00	0	0.00
Too Fast for Conditions	5	0.98	0	0.00
Turning Improperly	2	0.39	1	12.50
Weaving in Traffic	2	0.39	0	0.00

CONTRIBUTING FACTORS (cont'd)

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

COLLISIONS INVOLVING ALL TERRAIN VEHICLES	
TOTAL ALL TERRAIN VEHICLE COLLISIONS	131
FATAL COLLISIONS	5
INJURY COLLISIONS	103
TOTAL KILLED	5
Wearing Helmet	0
TOTAL INJURED	132



ALL TERRAIN VEHICLES				
DRIVER CONTRIBUTING FACTORS	ALL COLLISIONS	PERCENT OF TOTAL	FATAL COLLISIONS	PERCENT OF TOTAL
Alcohol Involvement	28	21.37	2	40.00
Cell Phone	0	0.00	0	0.00
Disregard Traffic Control	0	0.00	0	0.00
Distraction	1	0.76	0	0.00
Drug Involvement	6	4.58	0	0.00
Emotional	0	0.00	0	0.00
Exceeded Stated Speed Limit	1	0.76	0	0.00
Failed to Yield Right of Way	18	13.74	1	20.00
Fatigue	0	0.00	0	0.00
Fell Asleep	0	0.00	0	0.00
Following Too Close	2	1.53	0	0.00
Improper Backing	0	0.00	0	0.00
Improper Passing	1	0.76	0	0.00
Inattention	22	16.79	0	0.00
Lost Consciousness/Fainted	1	0.76	0	0.00
Medication	0	0.00	0	0.00
Misjudge Clearance	1	0.76	0	0.00
Not Under Proper Control	30	22.90	1	20.00
Overcorrecting/Oversteering	6	4.58	0	0.00
Physical Disability	0	0.00	0	0.00
Sick	0	0.00	0	0.00
Too Fast for Conditions	8	6.11	1	20.00
Turning Improperly	1	0.76	0	0.00
Weaving in Traffic	1	0.76	0	0.00

COLLISIONS INVOLVING MOTORCYCLES	
TOTAL MOTORCYCLES COLLISIONS	1,283
FATAL COLLISIONS	60
INJURY COLLISIONS	910
TOTAL KILLED	61
Motorcyclists	57
Wearing Helmet	19
TOTAL INJURED	1,091



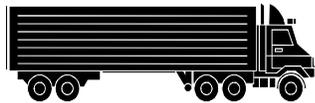
MOTORCYCLE COLLISIONS				
DRIVER CONTRIBUTING FACTORS	ALL COLLISIONS	PERCENT OF TOTAL	FATAL COLLISIONS	PERCENT OF TOTAL
Alcohol Involvement	110	11.13	7	11.67
Cell Phone	2	0.20	0	0.00
Disregard Traffic Control	26	2.63	1	1.67
Distraction	25	2.53	2	3.33
Drug Involvement	14	1.42	1	1.67
Emotional	0	0.00	0	0.00
Exceeded Stated Speed Limit	61	6.17	12	20.00
Failed to Yield Right of Way	174	17.61	9	15.00
Fatigue	1	0.10	0	0.00
Fell Asleep	2	0.20	0	0.00
Following Too Close	37	3.74	3	5.00
Improper Backing	4	0.40	0	0.00
Improper Passing	17	1.72	2	3.33
Inattention	369	37.35	13	21.67
Lost Consciousness/Fainted	3	0.30	0	0.00
Medication	1	0.10	1	1.67
Misjudge Clearance	16	1.62	0	0.00
Not Under Proper Control	236	23.89	17	28.33
Overcorrecting/Oversteering	27	2.73	0	0.00
Physical Disability	0	0.00	0	0.00
Sick	1	0.10	0	0.00
Too Fast for Conditions	59	5.97	9	15.00
Turning Improperly	16	1.62	0	0.00
Weaving in Traffic	3	0.30	0	0.00

CONTRIBUTING FACTORS (cont'd)

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

COLLISIONS INVOLVING TRUCKS*	
TOTAL TRUCK COLLISIONS	9,134
FATAL COLLISIONS	95
INJURY COLLISIONS	1,856
TOTAL KILLED	115
TOTAL INJURED	2,636

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



TRUCK COLLISIONS				
DRIVER CONTRIBUTING FACTORS	ALL COLLISIONS	PERCENT OF TOTAL	FATAL COLLISIONS	PERCENT OF TOTAL
Alcohol Involvement	149	1.63	11	11.58
Cell Phone	15	0.16	0	0.00
Disregard Traffic Control	235	2.57	13	13.68
Distraction	191	2.09	4	4.21
Drug Involvement	47	0.51	0	0.00
Emotional	10	0.11	0	0.00
Exceeded Stated Speed Limit	71	0.78	7	7.37
Failed to Yield Right of Way	979	10.72	23	24.21
Fatigue	28	0.31	0	0.00
Fell Asleep	119	1.30	2	2.11
Following Too Close	397	4.35	1	1.05
Improper Backing	168	1.84	0	0.00
Improper Passing	144	1.58	3	3.16
Inattention	3,309	36.23	21	22.11
Lost Consciousness/Fainted	25	0.27	0	0.00
Medication	7	0.08	0	0.00
Misjudge Clearance	974	10.66	2	2.11
Not Under Proper Control	688	7.53	21	22.11
Overcorrecting/Oversteering	190	2.08	5	5.26
Physical Disability	6	0.07	0	0.00
Sick	13	0.14	0	0.00
Too Fast for Conditions	311	3.40	13	13.68
Turning Improperly	247	2.70	0	0.00
Weaving in Traffic	26	0.28	1	1.05

COLLISIONS INVOLVING TRAINS	
TOTAL TRAIN COLLISIONS	64
FATAL COLLISIONS	5
INJURY COLLISIONS	18
TOTAL KILLED	7
TOTAL INJURED	26



TRAIN COLLISIONS				
DRIVER CONTRIBUTING FACTORS	ALL COLLISIONS	PERCENT OF TOTAL	FATAL COLLISIONS	PERCENT OF TOTAL
Alcohol Involvement	4	6.06	0	0.00
Cell Phone	1	1.52	0	0.00
Disregard Traffic Control	10	15.15	0	0.00
Distraction	0	0.00	0	0.00
Drug Involvement	0	0.00	0	0.00
Emotional	0	0.00	0	0.00
Exceeded Stated Speed Limit	0	0.00	0	0.00
Failed to Yield Right of Way	9	13.64	1	20.00
Fatigue	0	0.00	0	0.00
Fell Asleep	0	0.00	0	0.00
Following Too Close	0	0.00	0	0.00
Improper Backing	0	0.00	0	0.00
Improper Passing	1	1.52	1	20.00
Inattention	23	34.85	3	60.00
Lost Consciousness/Fainted	0	0.00	0	0.00
Medication	0	0.00	0	0.00
Misjudge Clearance	8	12.12	0	0.00
Not Under Proper Control	3	4.55	0	0.00
Overcorrecting/Oversteering	0	0.00	0	0.00
Physical Disability	1	1.52	0	0.00
Sick	0	0.00	0	0.00
Too Fast for Conditions	1	1.52	0	0.00
Turning Improperly	0	0.00	0	0.00
Weaving in Traffic	0	0.00	0	0.00

CONTRIBUTING FACTORS (cont'd)

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

COLLISIONS INVOLVING MULTIPLE FATALITIES	
TOTAL MULTIPLE FATALITY COLLISIONS	74
FATAL COLLISIONS	74
INJURY COLLISIONS	0
TOTAL KILLED	158
TOTAL INJURED	98



MULTIPLE FATALITY COLLISIONS				
DRIVER CONTRIBUTING FACTORS	ALL COLLISIONS	PERCENT OF TOTAL	FATAL COLLISIONS	PERCENT OF TOTAL
Alcohol Involvement	12	16.22	12	16.22
Cell Phone	0	0.00	0	0.00
Disregard Traffic Control	3	4.05	3	4.05
Distraction	2	2.70	2	2.70
Drug Involvement	3	4.05	3	4.05
Emotional	0	0.00	0	0.00
Exceeded Stated Speed Limit	9	12.16	9	12.16
Failed to Yield Right of Way	18	24.32	18	24.32
Fatigue	2	2.70	2	2.70
Fell Asleep	1	1.35	1	1.35
Following Too Close	0	0.00	0	0.00
Improper Backing	0	0.00	0	0.00
Improper Passing	4	5.41	4	5.41
Inattention	13	17.57	13	17.57
Lost Consciousness/Fainted	2	2.70	2	2.70
Medication	0	0.00	0	0.00
Misjudge Clearance	1	1.35	1	1.35
Not Under Proper Control	13	17.57	13	17.57
Overcorrecting/Oversteering	6	8.11	6	8.11
Physical Disability	0	0.00	0	0.00
Sick	1	1.35	1	1.35
Too Fast for Conditions	5	6.76	5	6.76
Turning Improperly	1	1.35	1	1.35
Weaving in Traffic	0	0.00	0	0.00



COLLISIONS BY COUNTY

COLLISIONS BY COUNTY

2000 VS 2001

COUNTY	COLLISIONS								PERSONS			
	TOTAL		FATAL		NON-FATAL INJURY		PROPERTY DAMAGE		KILLED		INJURED	
	2000	2001	2000	2001	2000	2001	2000	2001	2000	2001	2000	2001
Adair	556	471	3	4	136	140	417	327	3	5	206	220
Allen	377	336	1	2	141	113	235	221	1	3	193	169
Anderson	484	462	3	0	110	136	371	326	3	0	176	224
Ballard	256	169	3	0	84	54	169	115	4	0	137	79
Barren	1,275	1,283	6	8	363	331	906	944	6	10	574	534
Bath	324	305	4	6	91	85	229	214	4	7	119	134
Bell	697	717	3	6	236	224	458	487	3	7	387	336
Boone	3,691	3,333	7	16	799	766	2,885	2,551	8	17	1,120	1,097
Bourbon	625	564	2	6	187	147	436	411	2	7	258	226
Boyd	1,915	1,822	6	11	478	467	1,431	1,344	7	13	749	727
Boyle	949	847	5	6	251	200	693	641	6	6	391	314
Bracken	271	264	2	5	74	73	195	186	2	6	115	102
Breathitt	442	457	8	6	214	211	220	240	10	6	374	367
Breckinridge	300	323	3	2	115	130	182	191	3	2	198	217
Bullitt	1,324	1,279	5	12	343	359	976	908	5	13	512	540
Butler	231	271	3	6	74	75	154	190	3	6	118	114
Caldwell	355	304	3	5	105	78	247	221	5	5	181	119
Calloway	1,024	1,005	7	9	258	213	759	783	7	10	396	314
Campbell	2,746	2,614	2	7	525	487	2,219	2,120	2	8	738	705
Carlisle	69	68	0	1	22	23	47	44	0	1	30	52
Carroll	441	437	5	4	101	102	335	331	5	5	177	161
Carter	659	666	7	6	214	224	438	436	9	6	310	341
Casey	264	275	1	8	63	97	200	170	1	8	100	150
Christian	1,913	1,862	14	16	504	464	1,395	1,382	15	19	777	678
Clark	1,195	1,110	5	11	254	226	936	873	10	12	368	326
Clay	503	514	9	6	211	204	283	304	11	6	367	317
Clinton	162	164	3	1	44	38	115	125	3	1	72	68
Crittenden	220	250	0	2	86	85	134	163	0	2	126	119
Cumberland	100	73	2	5	27	26	71	42	2	6	49	39
Daviess	3,576	3,482	10	13	821	825	2,745	2,644	11	13	1,258	1,242
Edmonson	230	267	5	6	78	78	147	183	9	7	123	149
Elliott	159	144	2	2	45	53	112	89	3	2	66	79
Estill	306	288	4	1	93	89	209	198	4	1	143	130
Fayette	13,040	13,007	20	27	2,831	2,812	10,189	10,168	24	31	4,121	4,129
Fleming	246	254	4	4	89	73	153	177	5	4	141	139
Floyd	1,004	1,073	11	8	468	496	525	569	12	8	809	867
Franklin	1,731	1,815	9	5	335	361	1,387	1,449	10	5	503	554
Fulton	237	182	1	3	75	52	161	127	3	3	113	69
Gallatin	202	203	0	3	69	70	133	130	0	3	102	122
Garrard	398	374	3	0	122	110	273	264	4	0	183	175

COLLISIONS BY COUNTY

2000 VS 2001

COUNTY	COLLISIONS								PERSONS			
	TOTAL		FATAL		NON-FATAL INJURY		PROPERTY DAMAGE		KILLED		INJURED	
	2000	2001	2000	2001	2000	2001	2000	2001	2000	2001	2000	2001
Grant	915	865	5	4	232	201	678	660	5	4	327	308
Graves	895	902	7	6	239	268	649	628	7	7	365	407
Grayson	747	762	3	6	206	205	538	551	3	7	302	324
Green	231	265	1	3	75	89	155	173	1	4	122	126
Greenup	791	834	6	5	244	236	541	593	6	5	376	382
Hancock	137	140	2	3	37	36	98	101	2	3	61	53
Hardin	2,773	2,744	15	17	647	622	2,111	2,105	17	17	1,053	991
Harlan	735	692	7	11	273	242	455	439	12	12	425	414
Harrison	584	556	4	5	138	147	442	404	4	5	185	215
Hart	417	413	9	5	129	131	279	277	12	5	202	206
Henderson	2,028	1,834	5	4	500	407	1,523	1,423	5	6	774	601
Henry	439	434	2	5	134	123	303	306	2	5	177	175
Hickman	100	84	1	0	38	33	61	51	1	0	51	43
Hopkins	1,565	1,520	8	9	389	347	1,168	1,164	9	14	577	499
Jackson	261	300	2	6	101	103	158	191	2	6	156	154
Jefferson	29,214	26,674	86	58	6,576	6,086	22,552	20,530	95	60	9,746	8,824
Jessamine	1,344	1,372	6	5	333	333	1,005	1,034	8	6	497	492
Johnson	600	590	3	9	216	201	381	380	4	9	344	322
Kenton	5,666	5,387	9	11	1,121	1,016	4,536	4,360	9	11	1,543	1,456
Knott	347	402	6	11	156	160	185	231	6	13	237	247
Knox	849	841	6	4	313	279	530	558	6	5	499	461
Larue	355	327	0	10	101	79	254	238	0	12	150	136
Laurel	1,703	1,793	13	6	442	462	1,248	1,325	14	7	731	735
Lawrence	293	297	1	5	119	90	173	202	1	5	192	147
Lee	104	75	2	1	38	22	64	52	3	1	76	42
Leslie	248	276	8	3	127	152	113	121	9	3	228	216
Letcher	557	520	9	5	225	215	323	300	9	5	365	344
Lewis	269	247	12	4	74	75	183	168	15	4	145	122
Lincoln	506	374	3	6	171	113	332	255	3	8	256	195
Livingston	240	215	2	2	76	64	162	149	2	2	108	88
Logan	646	668	5	2	194	177	447	489	7	3	297	255
Lyon	239	201	3	3	63	49	173	149	4	5	87	73
McCracken	2,562	2,565	17	20	682	774	1,863	1,771	20	24	1,107	1,182
McCreary	330	345	8	3	115	114	207	228	10	5	185	191
McLean	228	233	2	1	85	63	141	169	2	1	143	86
Madison	2,615	2,628	15	18	595	544	2,005	2,066	15	19	925	849
Magoffin	245	241	2	5	111	115	132	121	2	6	198	189
Marion	524	498	6	1	147	126	371	371	6	1	235	179
Marshall	795	890	4	4	236	231	555	655	5	4	359	346
Martin	285	265	1	3	128	109	156	153	1	3	210	168

COLLISIONS BY COUNTY

2000 VS 2001

COUNTY	COLLISIONS								PERSONS			
	TOTAL		FATAL		NON-FATAL INJURY		PROPERTY DAMAGE		KILLED		INJURED	
	2000	2001	2000	2001	2000	2001	2000	2001	2000	2001	2000	2001
Mason	730	630	11	6	151	133	568	491	14	6	243	210
Meade	520	480	10	9	167	124	343	347	11	9	282	200
Menifee	91	109	2	0	32	40	57	69	2	0	54	54
Mercer	599	581	1	5	154	151	444	425	2	7	232	242
Metcalfe	248	247	3	2	73	63	172	182	3	2	114	90
Monroe	195	175	2	2	46	51	147	122	2	2	67	69
Montgomery	826	809	4	5	214	221	608	583	6	6	343	323
Morgan	309	344	2	5	127	127	180	212	4	7	198	175
Muhlenberg	956	893	7	8	286	257	663	628	7	8	459	378
Nelson	1,206	1,201	5	11	281	262	920	928	5	13	426	380
Nicholas	168	170	1	5	48	61	119	104	1	5	76	102
Ohio	608	626	8	6	222	180	378	440	8	7	357	260
Oldham	867	807	3	3	229	197	635	607	3	3	332	275
Owen	269	210	1	4	96	69	172	137	1	5	135	119
Owsley	87	50	0	2	30	13	57	35	0	2	44	20
Pendleton	381	392	6	3	101	112	274	277	6	3	160	155
Perry	1,048	1,005	7	11	390	364	651	630	7	11	648	604
Pike	2,056	2,085	23	16	861	846	1,172	1,223	23	19	1,363	1,340
Powell	323	316	6	1	109	102	208	213	6	1	172	159
Pulaski	1,677	1,869	13	14	460	439	1,204	1,416	15	15	719	700
Robertson	46	34	0	1	19	9	27	24	0	1	33	18
Rockcastle	443	437	4	4	131	134	308	299	4	5	215	217
Rowan	905	912	4	7	235	246	666	659	4	8	363	396
Russell	366	221	5	3	98	59	263	159	5	3	156	84
Scott	1,345	1,233	8	4	328	301	1,009	928	8	5	503	456
Shelby	1,229	1,194	8	14	274	279	947	901	9	19	451	458
Simpson	520	560	5	5	126	130	389	425	5	5	191	211
Spencer	235	186	3	2	79	64	153	120	3	2	140	99
Taylor	688	719	5	4	155	132	528	583	8	5	222	205
Todd	225	214	2	2	67	65	156	147	3	2	108	121
Trigg	264	324	2	4	74	103	188	217	3	5	115	165
Trimble	208	197	2	2	55	58	151	137	2	2	85	92
Union	469	406	3	2	168	132	298	272	3	2	251	190
Warren	4,003	4,200	17	19	1,034	1,008	2,952	3,173	21	19	1,611	1,525
Washington	268	276	5	2	62	93	201	181	6	2	96	167
Wayne	492	343	5	3	130	108	357	232	9	3	214	162
Webster	400	340	3	5	130	109	267	226	3	8	203	178
Whitley	1,013	944	7	16	293	221	713	707	8	16	492	361
Wolfe	205	156	3	3	71	55	131	98	3	3	108	98
Woodford	712	692	8	1	164	124	540	567	8	1	252	174
TOTALS	135,079	130,190	711	759	34,732	32,878	99,636	96,553	810	843	53,129	49,919

COLLISIONS INVOLVING DRINKING DRIVERS BY COUNTY 2000 VS 2001

COUNTY	COLLISIONS								PERSONS			
	TOTAL		FATAL *		NON-FATAL INJURY		PROPERTY DAMAGE		KILLED *		INJURED	
	2000	2001	2000	2001	2000	2001	2000	2001	2000	2001	2000	2001
Adair	23	28	1	1	12	13	10	14	1	2	15	16
Allen	21	21	0	2	11	9	10	10	0	2	17	14
Anderson	19	21	0	0	6	15	13	6	0	0	6	26
Ballard	16	8	1	0	9	2	6	6	1	0	10	5
Barren	49	40	2	1	26	22	21	17	2	1	35	35
Bath	20	28	3	2	12	18	5	8	3	2	19	28
Bell	29	29	1	1	13	16	15	12	1	1	26	25
Boone	138	117	0	3	59	43	79	71	0	3	76	72
Bourbon	39	31	1	1	16	14	22	16	1	1	26	20
Boyd	71	64	0	0	33	26	38	38	0	0	50	38
Boyle	36	22	0	1	16	14	20	7	0	1	32	20
Bracken	13	21	1	2	8	11	4	8	1	2	16	17
Breathitt	39	31	1	1	30	23	8	7	1	1	52	43
Breckinridge	19	19	0	0	8	15	11	4	0	0	10	25
Bullitt	79	64	3	3	37	33	39	28	3	4	56	49
Butler	14	14	1	1	8	7	5	6	1	1	13	11
Caldwell	20	16	1	1	10	4	9	11	2	1	18	10
Calloway	50	53	2	2	19	24	29	27	2	2	31	43
Campbell	122	117	0	2	44	46	78	69	0	3	70	69
Carlisle	2	2	0	1	2	0	0	1	0	1	2	0
Carroll	33	20	1	1	16	4	16	15	1	2	32	6
Carter	40	34	3	1	26	19	11	14	5	1	43	30
Casey	15	25	0	3	7	11	8	11	0	3	8	20
Christian	85	97	3	2	40	45	42	50	3	2	67	60
Clark	44	41	1	1	19	12	24	28	1	1	29	17
Clay	22	32	1	0	18	18	3	14	1	0	31	28
Clinton	5	5	1	1	3	3	1	1	1	1	6	10
Crittenden	7	15	0	0	5	8	2	7	0	0	5	11
Cumberland	3	4	0	1	1	2	2	1	0	1	1	3
Daviess	138	159	3	4	47	69	88	86	3	4	78	92
Edmonson	18	8	0	0	14	5	4	3	0	0	23	10
Elliott	16	18	0	0	10	12	6	6	1	0	17	17
Estill	22	11	1	0	11	6	10	5	1	0	21	12
Fayette	600	619	9	8	221	238	370	373	11	10	342	386
Fleming	11	18	1	0	7	11	3	7	1	0	9	19
Floyd	71	60	1	0	48	38	22	22	1	0	71	62
Franklin	70	71	1	0	36	31	33	40	1	0	48	51
Fulton	14	15	1	0	5	8	8	7	3	0	9	11
Gallatin	16	17	0	0	7	10	9	7	0	0	11	14
Garrard	18	22	1	0	10	9	7	13	2	0	13	13

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

COLLISIONS INVOLVING DRINKING DRIVERS BY COUNTY 2000 VS 2001

COUNTY	COLLISIONS								PERSONS			
	TOTAL		FATAL *		NON-FATAL INJURY		PROPERTY DAMAGE		KILLED *		INJURED	
	2000	2001	2000	2001	2000	2001	2000	2001	2000	2001	2000	2001
Grant	32	36	1	2	20	13	11	21	0	2	35	15
Graves	46	49	1	1	34	26	11	22	1	1	49	37
Grayson	36	31	2	1	22	15	12	15	2	1	35	23
Green	15	10	0	0	11	6	4	4	0	0	22	9
Greenup	45	41	2	0	20	19	23	22	2	0	28	35
Hancock	5	7	0	0	1	6	4	1	0	0	1	11
Hardin	102	88	2	5	44	38	56	45	2	5	60	51
Harlan	35	46	1	3	23	24	11	19	1	4	30	36
Harrison	32	26	1	0	16	17	15	9	1	0	19	29
Hart	18	21	2	1	11	13	5	7	2	1	13	25
Henderson	59	70	1	2	34	32	24	36	1	4	52	54
Henry	24	27	0	3	12	13	12	11	0	3	13	21
Hickman	6	6	1	0	3	4	2	2	1	0	4	5
Hopkins	43	40	2	1	25	21	16	18	2	1	39	28
Jackson	20	13	1	1	13	8	6	4	1	1	21	12
Jefferson	1,112	991	26	10	476	419	610	562	28	10	696	601
Jessamine	81	71	2	0	38	21	41	50	3	0	71	34
Johnson	32	24	1	1	20	11	11	12	1	1	25	18
Kenton	267	235	4	1	108	86	155	148	4	1	153	117
Knott	17	21	1	2	10	16	6	3	1	2	17	25
Knox	40	50	0	1	23	26	17	23	0	1	34	32
Larue	16	24	0	4	7	9	9	11	0	4	7	13
Laurel	63	67	3	1	36	34	24	32	4	2	67	53
Lawrence	21	19	0	0	15	12	6	7	0	0	21	17
Lee	12	4	0	1	9	2	3	1	0	1	22	3
Leslie	20	15	1	1	14	10	5	4	1	1	23	13
Letcher	40	27	3	0	26	16	11	11	3	0	47	26
Lewis	24	15	3	1	13	10	8	4	3	1	27	17
Lincoln	25	27	2	2	11	12	12	13	2	3	18	22
Livingston	10	10	0	1	3	5	7	4	0	1	3	5
Logan	30	41	1	0	15	13	14	28	1	0	22	19
Lyon	8	11	1	0	2	6	5	5	1	0	4	6
McCracken	125	117	5	6	62	51	58	60	5	7	95	78
McCreary	19	15	4	1	10	8	5	6	4	1	26	11
McLean	10	12	0	0	3	5	7	7	0	0	4	5
Madison	147	118	6	3	60	44	81	71	6	3	95	80
Magoffin	18	15	0	1	14	10	4	4	0	1	21	13
Marion	66	46	2	0	37	20	27	26	2	0	55	38
Marshall	29	34	0	2	17	12	12	20	0	2	28	20
Martin	21	19	0	0	14	12	7	7	0	0	25	16

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

COLLISIONS INVOLVING DRINKING DRIVERS BY COUNTY 2000 VS 2001

COUNTY	COLLISIONS								PERSONS			
	TOTAL		FATAL *		NON-FATAL INJURY		PROPERTY DAMAGE		KILLED *		INJURED	
	2000	2001	2000	2001	2000	2001	2000	2001	2000	2001	2000	2001
Mason	50	32	4	3	23	9	23	20	4	3	35	14
Meade	38	36	4	3	15	15	19	18	5	3	32	23
Menifee	10	9	0	0	5	4	5	5	0	0	7	4
Mercer	27	36	0	1	11	17	16	18	0	1	15	22
Metcalfe	12	8	1	1	4	4	7	3	1	1	7	6
Monroe	9	6	0	0	4	3	5	3	0	0	4	4
Montgomery	44	47	1	1	22	16	21	30	1	1	36	24
Morgan	15	17	1	2	8	11	6	4	1	4	12	12
Muhlenberg	36	42	1	1	21	24	14	17	1	1	24	31
Nelson	60	58	0	4	32	21	28	33	0	4	49	34
Nicholas	16	16	0	1	8	8	8	7	0	1	11	10
Ohio	23	15	2	0	11	5	10	10	2	0	19	6
Oldham	24	34	1	0	16	15	7	19	1	0	22	16
Owen	24	7	0	0	13	3	11	4	0	0	15	3
Owsley	7	7	0	2	5	4	2	1	0	2	6	9
Pendleton	27	30	3	2	10	12	14	16	3	2	12	16
Perry	46	47	3	1	31	28	12	18	3	1	50	46
Pike	103	124	5	3	66	71	32	50	5	3	99	98
Powell	16	24	0	0	9	12	7	12	0	0	13	17
Pulaski	56	80	1	5	29	31	26	44	1	5	48	44
Robertson	7	3	0	0	5	2	2	1	0	0	9	8
Rockcastle	13	13	1	0	6	7	6	6	1	0	11	11
Rowan	48	28	1	1	26	14	21	13	1	1	38	22
Russell	20	10	1	1	11	7	8	2	1	1	17	10
Scott	43	53	1	0	14	22	28	31	1	0	17	31
Shelby	70	73	4	3	28	26	38	44	4	5	47	45
Simpson	21	21	1	0	8	12	12	9	1	0	11	17
Spencer	21	14	1	0	13	9	7	5	1	0	17	16
Taylor	28	24	1	2	15	9	12	13	1	2	25	16
Todd	7	13	0	0	4	9	3	4	0	0	5	19
Trigg	9	15	1	1	1	5	7	9	2	1	1	6
Trimble	11	10	1	0	6	8	4	2	1	0	10	9
Union	29	29	2	0	15	19	12	10	2	0	20	20
Warren	166	164	3	6	76	70	87	88	3	6	115	117
Washington	21	11	2	0	8	9	11	2	2	0	12	10
Wayne	18	14	1	0	10	7	7	7	2	0	22	14
Webster	22	18	1	1	11	10	10	7	1	1	20	15
Whitley	37	44	1	5	17	16	19	23	1	5	29	27
Wolfe	11	7	0	0	5	5	6	2	0	0	5	7
Woodford	44	38	3	0	19	15	22	23	3	0	29	25
TOTALS	6,127	5,853	181	156	2,903	2,633	3,043	3,064	196	172	4,447	3,995

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

DRIVERS UNDER INFLUENCE OF DRUGS BY COUNTY

The following chart shows the number of drivers suspected of being under the influence of drugs involved in collisions, along with the number of persons killed or injured in those collisions. A total of 1,105 drivers were suspected of being under the influence of drugs based on preliminary investigation of the officer investigating the collision. Of this total, 26 drivers were involved in fatal collisions and 576 drivers were involved in injury collisions.

COUNTY	ALL COLLISIONS	FATAL* COLLISIONS	INJURY COLLISIONS	PERSONS* KILLED	PERSONS INJURED
ADAIR	7	0	4	0	5
ALLEN	5	0	3	0	3
ANDERSON	1	0	1	0	1
BALLARD	1	0	0	0	0
BARREN	8	2	3	2	9
BATH	4	0	1	0	2
BELL	27	1	13	2	17
BOONE	9	0	3	0	3
BOURBON	2	0	1	0	1
BOYD	24	0	13	0	18
BOYLE	5	2	3	2	4
BRACKEN	2	1	0	1	0
BREATHITT	19	2	11	2	16
BRECKENRIDGE	0	0	0	0	0
BULLITT	3	0	2	0	2
BUTLER	2	0	1	0	1
CALDWELL	11	3	2	3	3
CALLOWAY	9	1	4	1	8
CAMPBELL	12	0	4	0	4
CARLISLE	0	0	0	0	0
CARROLL	1	0	1	0	1
CARTER	16	1	8	1	9
CASEY	5	3	1	3	1
CHRISTIAN	15	1	8	1	10
CLARK	7	2	2	2	3
CLAY	27	1	13	1	28
CLINTON	1	0	1	0	5
CRITTENDEN	5	1	2	1	3
CUMBERLAND	5	1	2	1	2
DAVIESS	19	1	5	1	9
EDMONSON	4	2	2	2	4
ELLIOTT	1	0	0	0	0
ESTILL	6	0	5	0	9
FAYETTE	60	6	28	7	54
FLEMING	5	2	0	2	0
FLOYD	50	3	32	3	55
FRANKLIN	8	1	3	1	3
FULTON	4	0	4	0	4
GALLATIN	1	0	1	0	5

COUNTY	ALL COLLISIONS	FATAL* COLLISIONS	INJURY COLLISIONS	PERSONS* KILLED	PERSONS INJURED
GARRARD	0	0	0	0	0
GRANT	1	0	0	0	0
GRAVES	8	1	4	1	10
GRAYSON	4	1	2	1	2
GREEN	3	1	1	1	1
GREENUP	28	1	15	1	28
HANCOCK	0	0	0	0	0
HARDIN	19	1	8	2	8
HARLAN	17	3	7	4	15
HARRISON	4	0	2	0	3
HART	1	0	1	0	3
HENDERSON	12	2	0	4	0
HENRY	0	0	0	0	0
HICKMAN	1	0	1	0	1
HOPKINS	9	3	4	3	11
JACKSON	3	1	0	1	0
JEFFERSON	48	3	21	4	34
JESSAMINE	13	1	4	1	6
JOHNSON	39	2	26	2	43
KENTON	32	1	13	1	20
KNOTT	9	4	4	4	8
KNOX	29	1	17	1	23
LARUE	2	1	1	1	3
LAUREL	28	4	16	5	27
LAWRENCE	18	0	8	0	14
LEE	0	0	0	0	0
LESLIE	14	1	11	1	18
LETCHER	16	1	10	1	16
LEWIS	3	0	1	0	1
LINCOLN	1	0	0	0	0
LIVINGSTON	5	2	0	2	0
LOGAN	8	0	4	0	4
LYON	3	1	3	1	2
McCRACKEN	14	3	2	3	13
McCREARY	4	0	5	0	5
McLEAN	0	0	0	0	0
MADISON	17	2	5	3	8
MAGOFFIN	29	5	18	5	27
MARION	3	0	1	0	1

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

This also affects the total of all collisions.

DRIVERS UNDER INFLUENCE OF DRUGS BY COUNTY

COUNTY	COLLISIONS	FATAL* COLLISIONS	INJURY COLLISIONS	PERSONS* KILLED	PERSONS INJURED
MARSHALL	3	0	2	0	4
MARTIN	19	0	9	0	11
MASON	11	1	1	1	1
MEADE	9	3	2	3	5
MENIFEE	0	0	0	0	0
MERCER	6	2	1	2	1
METCALFE	2	1	0	1	0
MONROE	1	0	1	0	1
MONTGOMERY	4	1	1	1	1
MORGAN	1	1	0	3	0
MUHLENBERG	11	1	3	1	4
NELSON	7	1	3	1	6
NICHOLAS	5	2	2	2	5
OHIO	9	2	4	2	4
OLDHAM	2	0	1	0	1
OWEN	0	0	0	0	0
OWSLEY	2	0	1	0	1
PENDLETON	5	0	3	0	4
PERRY	28	3	19	3	34
PIKE	118	2	73	2	130
POWELL	5	0	3	0	6
PULASKI	16	2	6	2	11

COUNTY	ALL COLLISIONS	FATAL* COLLISIONS	INJURY COLLISIONS	PERSONS* KILLED	PERSONS INJURED
ROBERTSON	0	0	0	0	0
ROCKCASTLE	8	0	6	0	6
ROWAN	5	1	2	1	4
RUSSELL	4	1	1	1	1
SCOTT	6	0	2	0	4
SHELBY	6	1	2	2	2
SIMPSON	7	1	2	1	2
SPENCER	3	0	1	0	1
TAYLOR	3	1	0	1	0
TODD	2	0	0	0	0
TRIGG	2	2	0	3	0
TRIMBLE	1	0	0	0	0
UNION	2	1	1	1	2
WARREN	25	2	11	2	18
WASHINGTON	0	0	0	0	0
WAYNE	3	1	1	1	1
WEBSTER	6	3	2	5	2
WHITLEY	17	6	7	6	11
WOLFE	4	2	1	2	2
WOODFORD	2	0	0	0	0
TOTALS	1206	127	576	142	943

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

ALL COLLISIONS BY AREA DEVELOPMENT DISTRICT

AREA DEVELOPMENT DISTRICT	TOTAL NUMBER REPORTED	TOTAL COLLISIONS REPORTED		NUMBER PERSONS	
		FATAL	INJURY	KILLED	INJURED
Purchase	5,865	43	1,648	49	2,492
Pennyrile	5,783	51	1,512	62	2,240
Green River	7,061	34	1,752	40	2,610
Barren River	8,420	57	2,157	62	3,322
Lincoln Trail	6,611	58	1,641	63	2,594
KIPDA	30,771	96	7,166	104	10,463
Northern Kentucky	13,441	52	2,823	56	4,123
Buffalo Trace	1,429	20	363	21	591
Gateway	2,479	23	719	28	1,082
FIVCO	3,763	29	1,070	31	1,676
Big Sandy	4,254	41	1,767	45	2,886
Kentucky River	2,941	42	1,192	44	1,938
Cumberland Valley	6,238	59	1,869	64	2,995
Lake Cumberland	4,745	48	1,242	55	1,945
Bluegrass	26,389	106	5,957	119	8,962
TOTALS	130,190	759	32,878	843	49,919

ALCOHOL RELATED COLLISIONS BY AREA DEVELOPMENT DISTRICT

AREA DEVELOPMENT DISTRICT	TOTAL NUMBER REPORTED	TOTAL COLLISIONS REPORTED		NUMBER PERSONS	
		FATAL*	INJURY	KILLED*	INJURED
Purchase	284	12	127	13	199
Pennyrile	259	7	127	7	176
Green River	310	7	146	9	203
Barren River	344	12	158	12	258
Lincoln Trail	313	17	142	17	217
KIPDA	1,213	19	523	22	757
Northern Kentucky	579	11	217	13	312
Buffalo Trace	89	6	43	6	75
Gateway	129	6	63	8	90
FIVCO	176	1	88	1	137
Big Sandy	242	5	142	5	207
Kentucky River	159	8	104	8	172
Cumberland Valley	294	12	149	14	224
Lake Cumberland	215	15	97	16	153
Bluegrass	1,247	18	507	21	815
TOTALS	5,853	156	2,633	172	3,995

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

DRUG RELATED COLLISIONS BY AREA DEVELOPMENT DISTRICT

AREA DEVELOPMENT DISTRICT	TOTAL NUMBER REPORTED	TOTAL COLLISIONS REPORTED		NUMBER PERSONS	
		FATAL*	INJURY	KILLED*	INJURED
Purchase	40	5	17	5	40
Pennyrile	63	14	22	15	33
Green River	48	9	12	13	17
Barren River	63	8	28	8	45
Lincoln Trail	44	7	17	8	25
KIPDA	63	4	27	6	40
Northern Kentucky	61	1	25	1	37
Buffalo Trace	21	4	2	4	2
Gateway	14	3	4	5	7
FIVCO	87	2	44	2	69
Big Sandy	255	12	158	12	266
Kentucky River	92	13	57	13	95
Cumberland Valley	156	17	79	20	127
Lake Cumberland	51	10	22	10	32
Bluegrass	148	18	62	20	108
TOTALS	1,206	127	576	142	943

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

AREA DEVELOPMENT DISTRICT	COUNTIES IN DISTRICT
Purchase	Ballard, Calloway, Carlisle, Fulton, Graves, Hickman, McCracken, Marshall
Pennyrile	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



PARKING LOTS/ PRIVATE PROPERTY

COLLISIONS BY COUNTY

PARKING LOTS / PRIVATE PROPERTY

2000 VS 2001

COUNTY	COLLISIONS								PERSONS			
	TOTAL		FATAL		NON-FATAL INJURY		PROPERTY DAMAGE		KILLED		INJURED	
	2000	2001	2000	2001	2000	2001	2000	2001	2000	2001	2000	2001
Adair	121	133	0	0	4	4	117	129	0	0	4	4
Allen	63	30	0	0	4	6	59	24	0	0	5	6
Anderson	111	105	0	0	5	3	106	102	0	0	9	4
Ballard	32	32	0	0	3	1	29	31	0	0	3	1
Barren	67	319	0	1	5	8	62	310	0	1	5	8
Bath	46	42	0	0	1	1	45	41	0	0	1	1
Bell	188	193	0	0	10	7	178	186	0	0	13	7
Boone	801	794	0	0	42	40	759	754	0	0	50	52
Bourbon	113	127	0	0	7	5	106	122	0	0	7	6
Boyd	471	487	0	0	19	21	452	466	0	0	26	23
Boyle	197	214	0	0	6	3	191	211	0	0	9	3
Bracken	19	17	0	0	0	1	19	16	0	0	0	1
Breathitt	97	85	0	0	7	10	90	75	0	0	9	11
Breckinridge	59	65	0	0	2	2	57	63	0	0	2	2
Bullitt	179	166	0	0	13	4	166	162	0	0	14	4
Butler	32	57	0	0	2	4	30	53	0	0	2	7
Caldwell	32	18	0	0	1	2	31	16	0	0	1	2
Calloway	171	232	0	0	4	3	167	229	0	0	4	3
Campbell	588	574	0	0	16	23	572	551	0	0	18	27
Carlisle	4	10	0	0	1	1	3	9	0	0	1	1
Carroll	74	131	0	0	2	6	72	125	0	0	3	7
Carter	130	104	0	0	3	3	127	101	0	0	3	3
Casey	69	67	0	0	2	1	67	66	0	0	6	1
Christian	160	180	0	0	13	23	147	157	0	0	14	25
Clark	298	258	0	0	10	5	288	253	0	0	10	5
Clay	107	96	0	0	9	8	98	88	0	0	13	10
Clinton	49	60	0	0	0	5	49	55	0	0	0	10
Crittenden	49	59	0	0	4	4	45	55	0	0	7	5
Cumberland	5	7	0	0	0	0	5	7	0	0	0	0
Daviess	883	910	0	0	44	26	839	884	0	0	55	37
Edmonson	36	39	0	0	0	0	36	39	0	0	0	0
Elliott	15	28	0	0	2	1	13	27	0	0	2	1
Estill	56	61	0	0	2	4	54	57	0	0	3	5
Fayette	2,968	3,220	1	0	109	120	2,858	3,100	1	0	121	132
Fleming	55	49	0	0	1	2	54	47	0	0	1	2
Floyd	141	197	1	0	22	20	118	177	1	0	29	32
Franklin	489	513	0	0	13	15	476	498	0	0	16	18
Fulton	66	74	0	0	2	3	64	71	0	0	2	3
Gallatin	29	27	0	0	1	0	28	27	0	0	1	0
Garrard	61	69	0	0	4	4	57	65	0	0	4	4

COLLISIONS BY COUNTY

PARKING LOTS / PRIVATE PROPERTY

2000 VS 2001

COUNTY	COLLISIONS								PERSONS			
	TOTAL		FATAL		NON-FATAL INJURY		PROPERTY DAMAGE		KILLED		INJURED	
	2000	2001	2000	2001	2000	2001	2000	2001	2000	2001	2000	2001
Grant	184	150	0	0	3	5	181	145	0	0	4	8
Graves	214	181	0	1	11	10	203	170	0	1	11	12
Grayson	183	149	0	0	5	4	178	145	0	0	6	7
Green	48	54	0	0	1	3	47	51	0	0	2	3
Greenup	104	108	0	0	4	7	100	101	0	0	5	9
Hancock	33	20	0	0	1	0	32	20	0	0	1	0
Hardin	376	395	0	0	17	24	359	371	0	0	21	29
Harlan	140	133	0	0	6	7	134	126	0	0	14	7
Harrison	145	154	0	0	2	6	143	148	0	0	2	6
Hart	70	65	0	0	5	3	65	62	0	0	5	3
Henderson	524	536	0	0	20	19	504	517	0	0	27	24
Henry	78	77	0	0	2	2	76	75	0	0	3	2
Hickman	11	4	0	0	1	0	10	4	0	0	1	0
Hopkins	65	84	0	0	2	2	63	82	0	0	5	3
Jackson	48	46	0	0	2	0	46	46	0	0	3	0
Jefferson	1,733	1,609	2	2	194	192	1,537	1,415	2	2	219	238
Jessamine	326	330	0	1	11	17	315	312	0	1	15	26
Johnson	206	179	2	0	20	9	184	170	2	0	23	12
Kenton	805	818	0	0	23	27	782	791	0	0	24	33
Knott	58	58	0	0	11	8	47	50	0	0	13	10
Knox	169	162	0	0	11	8	158	154	0	0	13	10
Larue	43	44	0	0	2	2	41	42	0	0	2	2
Laurel	346	426	0	0	16	15	330	411	0	0	20	22
Lawrence	52	36	0	0	3	1	49	35	0	0	4	1
Lee	20	10	1	0	1	0	18	10	1	0	1	0
Leslie	35	48	0	0	1	4	34	44	0	0	2	4
Letcher	109	103	1	0	8	9	100	94	1	0	8	10
Lewis	35	45	0	0	2	3	33	42	0	0	2	3
Lincoln	69	55	0	0	3	3	66	52	0	0	3	3
Livingston	22	37	0	0	1	2	21	35	0	0	2	3
Logan	159	170	0	0	7	5	152	165	0	0	7	5
Lyon	38	47	0	0	0	2	38	45	0	0	0	2
McCracken	299	312	0	1	21	26	278	285	0	1	27	28
McCreary	74	69	0	0	3	4	71	65	0	0	5	6
McLean	46	39	0	0	2	2	44	37	0	0	2	2
Madison	884	818	0	0	22	25	862	793	0	0	29	29
Magoffin	51	30	0	0	11	1	40	29	0	0	14	2
Marion	117	119	0	0	3	4	114	115	0	0	3	4
Marshall	121	162	0	1	8	5	113	156	0	1	10	5
Martin	65	95	0	0	12	17	53	78	0	0	13	23

COLLISIONS BY COUNTY

PARKING LOTS / PRIVATE PROPERTY

2000 VS 2001

COUNTY	COLLISIONS								PERSONS			
	TOTAL		FATAL		NON-FATAL INJURY		PROPERTY DAMAGE		KILLED		INJURED	
	2000	2001	2000	2001	2000	2001	2000	2001	2000	2001	2000	2001
Mason	208	199	0	0	4	5	204	194	0	0	4	6
Meade	58	26	0	0	4	7	54	19	0	0	4	7
Menifee	14	26	0	0	0	0	14	26	0	0	0	0
Mercer	104	135	1	0	4	4	99	131	1	0	5	5
Metcalfe	29	39	0	0	0	0	29	39	0	0	0	0
Monroe	40	24	0	0	2	0	38	24	0	0	3	0
Montgomery	231	259	0	0	7	8	224	251	0	0	11	8
Morgan	70	69	0	0	6	3	64	66	0	0	6	5
Muhlenberg	192	220	0	0	5	3	187	217	0	0	5	4
Nelson	108	49	1	0	8	2	99	47	1	0	15	2
Nicholas	31	26	0	0	3	1	28	25	0	0	3	1
Ohio	123	113	0	0	3	3	120	110	0	0	3	3
Oldham	71	79	0	0	5	4	66	75	0	0	6	5
Owen	30	33	0	0	3	1	27	32	0	0	3	3
Owsley	12	17	0	0	1	1	11	16	0	0	1	1
Pendleton	58	59	0	0	3	1	55	58	0	0	4	2
Perry	260	289	0	0	17	17	243	272	0	0	22	21
Pike	397	441	0	0	36	35	361	406	0	0	44	47
Powell	26	22	0	0	2	1	24	21	0	0	2	2
Pulaski	460	406	0	0	10	11	450	395	0	0	12	14
Robertson	3	5	0	0	0	0	3	5	0	0	0	0
Rockcastle	37	22	0	0	2	2	35	20	0	0	3	2
Rowan	231	262	0	0	7	6	224	256	0	0	9	8
Russell	58	55	0	0	4	3	54	52	0	0	5	3
Scott	143	139	0	0	8	10	135	129	0	0	8	13
Shelby	228	196	0	0	10	7	218	189	0	0	12	8
Simpson	195	181	0	0	6	8	189	173	0	0	8	11
Spencer	36	32	0	0	1	1	35	31	0	0	1	1
Taylor	201	229	0	0	3	4	198	225	0	0	3	5
Todd	39	48	0	0	1	1	38	47	0	0	2	1
Trigg	50	73	0	0	3	2	47	71	0	0	3	2
Trimble	17	18	2	0	0	3	15	15	2	0	0	3
Union	79	54	0	0	6	3	73	51	0	0	7	3
Warren	569	612	0	0	44	42	525	570	0	0	61	50
Washington	29	22	0	0	0	2	29	20	0	0	0	4
Wayne	129	100	0	0	7	0	122	100	0	0	9	0
Webster	49	39	1	0	2	4	46	35	1	0	2	7
Whitley	227	184	0	0	9	8	218	176	0	0	11	8
Wolfe	39	34	0	0	5	2	34	32	0	0	6	3
Woodford	145	146	0	0	5	6	140	140	0	0	6	7
TOTALS	22,262	22,808	13	7	1,119	1,103	21,130	21,698	13	7	1,353	1,344

TYPES OF COLLISIONS

PARKING LOTS / PRIVATE PROPERTY

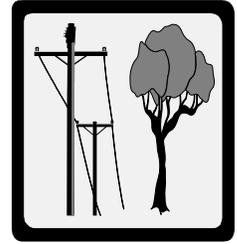


PARKING LOT:

Total Collisions: 21,289
 % of Total Collisions: 93.34%
 Persons Killed: 5
 % of Total Fatalities: 71.4%
 No. of Fatal Collisions: 5
 % of All Fatal Collisions: 71.4%

COLLISION WITH FIXED OBJECT:

Total Collisions: 445
 % of Total Collisions: 1.95%
 Persons Killed: 0
 % of Total Fatalities: 0%
 No. of Fatal Collisions: 0
 % of All Fatal Collisions: 0%

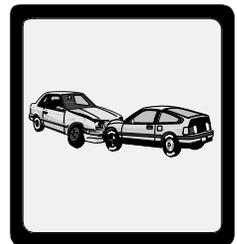


COLLISION WITH PEDESTRIAN:

Total Collisions: 21
 % of Total Collisions: 0.09%
 Persons Killed: 1
 % of Total Fatalities: 14.3%
 No. of Fatal Collisions: 1
 % of All Fatal Collisions: 14.3%

COLLISION WITH MOVING MOTOR VEHICLE:

Total Collisions: 462
 % of Total Collisions: 2.03%
 Persons Killed: 0
 % of Total Fatalities: 0%
 No. of Fatal Collisions: 0
 % of All Fatal Collisions: 0%

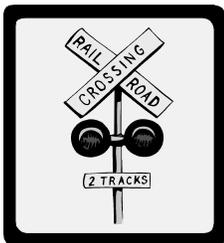
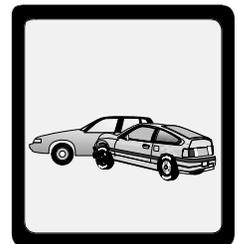


COLLISION WITH PEDALCYCLIST:

Total Collisions: 5
 % of Total Collisions: 0.02%
 Persons Killed: 0
 % of Total Fatalities: 0.00%
 No. of Fatal Collisions: 0
 % of All Fatal Collisions: 0.00%

PARKED VEHICLE COLLISIONS:

Total Collisions: 459
 % of Total Collisions: 2.01%
 Persons Killed: 0
 % of Total Fatalities: 0.00%
 No. of Fatal Collisions: 0
 % of All Fatal Collisions: 0.00%

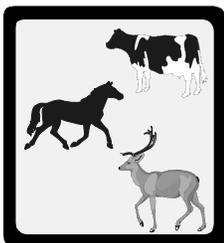
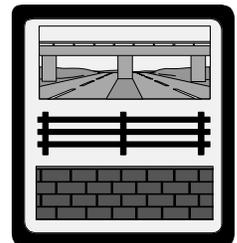


COLLISION WITH RAILWAY TRAIN:

Total Collisions: 7
 % of Total Collisions: 0.03%
 Persons Killed: 0
 % of Total Fatalities: 0.00%
 No. of Fatal Collisions: 0
 % of All Fatal Collisions: 0.00%

COLLISION WITH OTHER OBJECT:

Total Collisions: 38
 % of Total Collisions: 0.17%
 Persons Killed: 0
 % of Total Fatalities: 0%
 No. of Fatal Collisions: 0
 % of All Fatal Collisions: 0%



COLLISION WITH ANIMAL (INCLUDING DEER):

Total Collisions: 16
 % of Total Collisions: 0.07%
 Persons Killed: 0
 % of Total Fatalities: 0.00%
 No. of Fatal Collisions: 0
 % of All Fatal Collisions: 0.00%

NON-COLLISION:

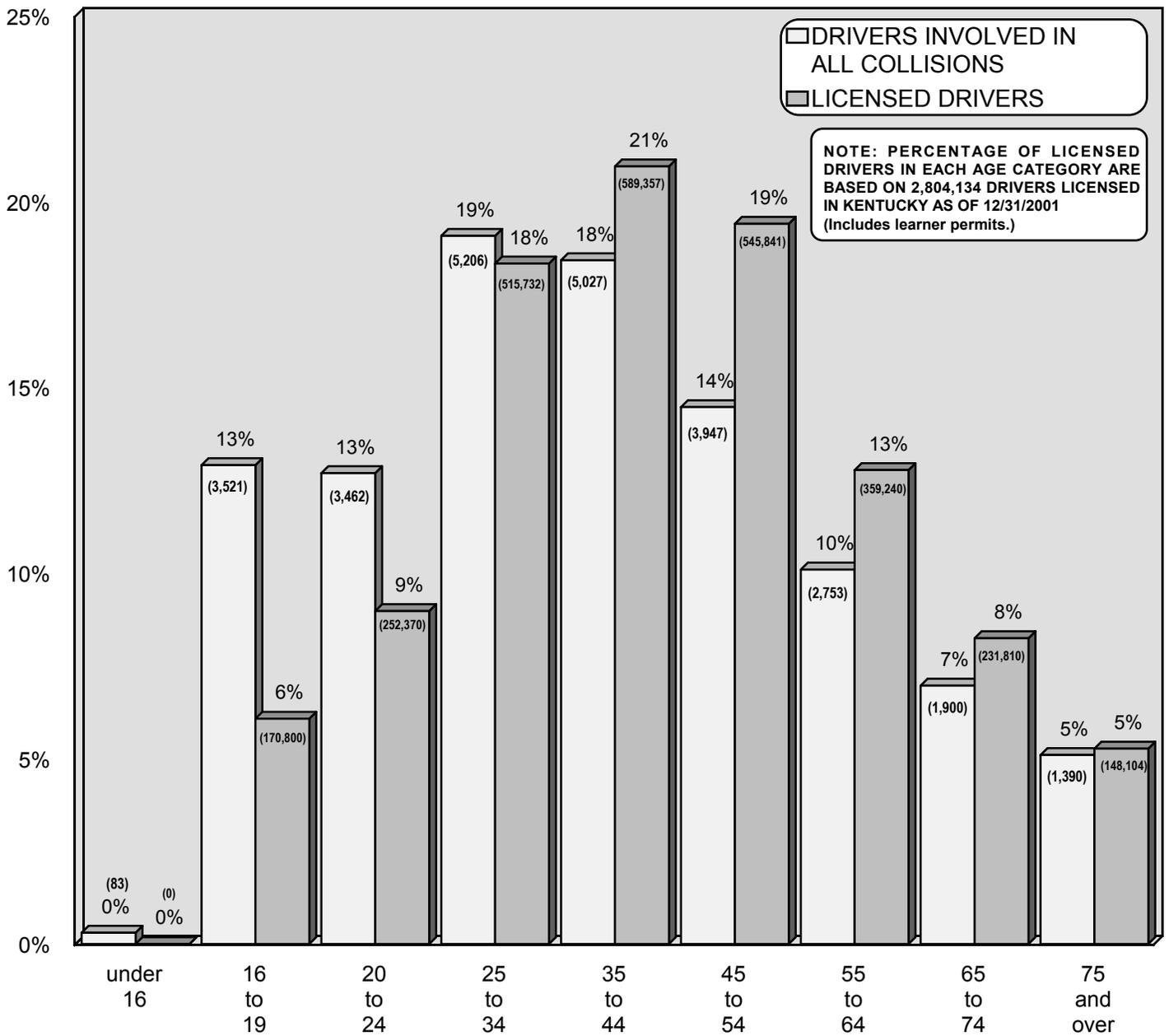
Total Collisions: 66
 % of Total Collisions: 0.29%
 Persons Killed: 1
 % of Total Fatalities: 14.3%
 No. of Fatal Collisions: 1
 % of All Fatal Collisions: 14.3%



AGE OF DRIVER (ALL COLLISIONS)

PARKING LOTS / PRIVATE PROPERTY

The chart below groups the ages of 22,808 drivers involved in traffic collisions during 2001 in Kentucky (for which age information was available). For each age category, the following information is shown: the percentage of drivers involved in all collisions, the number of drivers involved in these collisions is shown in parentheses, the percentage of all licensed drivers, and the number of licensed drivers is shown in parentheses (includes learner permits). This allows a comparison to be made between the percentage of a given age category of the driving population and the corresponding percentage this age category is involved in collisions. The percentage of drivers involved in all collisions was higher than the percentage of licensed drivers for the age categories under age 35, especially for the 16 to 19 years of age category. This data does not differentiate drivers "at-fault" versus drivers "not-at-fault." There were 1,092 driver's ages which could not be determined. These drivers represent 3.8% of all drivers involved in collisions. The percentages given below do not consider the "Unknown" category.



AGE

CONTRIBUTING FACTORS

PARKING LOTS / PRIVATE PROPERTY

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

HUMAN FACTORS	ALL COLLISIONS	PERCENT OF TOTAL	FATAL COLLISIONS	PERCENT OF TOTAL
Inattention	11,531	50.56	0	0.00
Misjudge Clearance	2,339	10.26	0	0.00
Improper Backing	1,023	4.49	0	0.00
Failed to Yield Right of Way	963	4.22	0	0.00
Not Under Proper Control	708	3.10	3	42.86
Alcohol Involvement	562	2.46	2	28.57
Distraction	419	1.84	0	0.00
Too Fast for Conditions	193	0.85	0	0.00
Turning Improperly	162	0.71	0	0.00
Disregard Traffic Control	112	0.49	0	0.00
Following Too Close	105	0.46	0	0.00
Drug Involvement	102	0.45	0	0.00
Exceeded Stated Speed Limit	101	0.44	1	14.29
Emotional	97	0.43	0	0.00
Lost Consciousness/Fainted	91	0.40	0	0.00
Improper Passing	79	0.35	0	0.00
Overcorrecting/Oversteering	66	0.29	0	0.00
Physical Disability	29	0.13	0	0.00
Sick	29	0.13	0	0.00
Fell Asleep	28	0.12	0	0.00
Cell Phone	27	0.12	0	0.00
Fatigue	15	0.07	0	0.00
Medication	15	0.07	0	0.00
Weaving in Traffic	13	0.06	0	0.00

CONTRIBUTING FACTORS

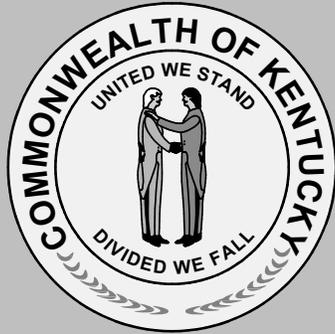
PARKING LOTS / PRIVATE PROPERTY

(cont'd.)

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

VEHICULAR FACTORS	ALL COLLISIONS	PERCENT OF TOTAL	FATAL COLLISIONS	PERCENT OF TOTAL
Brakes Defective	237	1.04	0	0.00
Steering Failure	19	0.08	0	0.00
Tow Hitch Defective / Separation of Units	16	0.07	0	0.00
Tire Failure	14	0.06	0	0.00
Oversized Load on Vehicle	14	0.06	0	0.00
Load Securement	10	0.04	0	0.00
Other Lighting Defective	4	0.02	0	0.00
Headlights Defective	2	0.01	0	0.00
Overweight	1	0.00	0	0.00

ENVIRONMENTAL FACTORS	ALL COLLISIONS	PERCENT OF TOTAL	FATAL COLLISIONS	PERCENT OF TOTAL
View Obstructed	601	2.64	2	28.57
Slippery Surface	434	1.90	0	0.00
Improperly Parked Vehicle	165	0.72	0	0.00
Glare	108	0.47	0	0.00
Animal Action	46	0.20	0	0.00
Water Pooling	28	0.12	0	0.00
Hole/Deep Ruts/Bumps	25	0.11	0	0.00
Fixed Object(s)	24	0.11	0	0.00
Shoulder Defective	9	0.04	0	0.00
Traffic Controls Not Working	3	0.01	0	0.00
Debris In Roadway	2	0.01	0	0.00
Maintenance / Utility	2	0.01	0	0.00
Roadway Construction	2	0.01	0	0.00



FATALITY ANALYSIS REPORTING SYSTEM



FATALITY ANALYSIS REPORTING SYSTEM

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

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

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

DRIVERS INVOLVED IN FATAL COLLISIONS - AGE AND ALCOHOL INVOLVEMENT

The chart below depicts the ages of all drivers in fatal collisions in 2001 vs. alcohol involved drivers in fatal collisions during the same time period and the percentages of involvement for various ages and age groups. The alcohol involved teenage driver (ages 13 through 19) represents 4% of the total number of drinking drivers involved in fatal collisions.

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

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

AGE	Number of Drivers Involved	Alcohol Involved Drivers*	% Alcohol Involved
Under 16	1	0	0
16	23	0	0
17	31	1	3
18	40	3	7
19	45	8	17
20	38	5	13
21	39	4	10
22-24	89	15	16
25-34	214	46	21
35-44	256	46	17
45-54	167	19	11
55-64	95	7	7
65-74	69	1	1
Over 74	50	2	4
Unknown	3	0	0
TOTALS	1,160	157	13

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

DURING 2001, THERE WERE 172 PERSONS KILLED IN FATAL COLLISIONS INVOLVING A DRINKING DRIVER. THIS REPRESENTS 20% OF ALL PERSONS KILLED IN TRAFFIC COLLISIONS IN KENTUCKY DURING 2001.

The chart below shows drinking drivers by age and alcohol test result. Seventy-eight (78) percent of the drinking drivers tested were found to have a blood alcohol content (BAC) of 0.10% or above at the time of the collision.

AGE	NUMBER OF DRINKING DRIVERS*	BAC TEST RESULTS			
		.01-.05	.06-.09	.10-.19	.20+
Under 16	0	0	0	0	0
16	0	0	0	0	0
17	1	0	0	1	0
18	3	1	0	2	0
19	8	0	3	4	1
20	5	2	0	3	0
21	4	0	0	3	1
22-24	15	5	1	5	4
25-34	46	4	4	22	16
35-44	46	3	3	19	21
45-54	19	2	3	6	8
55-64	7	1	2	1	3
65-74	1	0	0	1	0
75+	2	0	1	1	0
Unknown	0	0	0	0	0
TOTAL	157	18	17	68	54

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

FATALLY INJURED PEDESTRIANS

DURING 2001, TWENTY-FIVE (25) PERCENT OF THE FATALLY INJURED PEDESTRIANS OVER THE AGE OF 15 WERE DRINKING. THEIR AVERAGE ALCOHOL TEST WAS 0.23%

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

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

AGE	TOTAL	NUMBER DRINKING	AVERAGE TEST RESULTS
0-5	1	0	.0
6-10	2	0	.0
11-15	2	0	.0
16-20	1	0	.0
21-25	7	5	.16
26-30	2	1	.24
31-40	4	0	.0
41-50	9	2	.33
51-60	7	3	.23
61-70	6	1	.21
71-80	5	0	.0
81+	7	0	.0
UNKNOWN	0	0	.0
TOTAL	53	12	.23

SAFETY RESTRAINTS AND EJECTION IN FATAL COLLISIONS

The chart below plots overall results in fatal collisions when motorcycle helmets and other restraints (safety belts, harnesses, child restraints, etc.) are used. A comparison of "used" versus "not used" for 2001 FARS data strongly confirms both the lifesaving advantage as well as the reduction of serious injury when restraints are in place. SIXTY-NINE (69) PERCENT OF THE VEHICLE OCCUPANTS KILLED DURING 2001 WERE NOT RESTRAINED. FIFTY-FOUR (54) PERCENT OF THE VEHICLE OCCUPANTS SUFFERING INCAPACITATING INJURY WERE NOT RESTRAINED. FORTY (40) PERCENT OF THE OCCUPANTS SUFFERING NON-INCAPACITATING INJURY WERE NOT RESTRAINED. NON-MOTORISTS ARE NOT INCLUDED IN THE CHARTS BELOW.

Result	MOTORCYCLE HELMET			RESTRAINT			TOTAL
	Used	Not Used	Unknown	Used	Not Used	Unknown	
Fatal Injury	19	37	1	231	543	9	840
Incapacitating Injury	2	3	0	165	199	4	373
Non-Incapacitating Injury	0	3	0	155	101	1	260
Possible Injury	0	0	0	88	24	0	112
No Injury	0	1	0	278	45	1	325
Unknown If Injured	0	0	0	1	0	2	3
Injured, Severity Unknown	0	0	0	0	0	0	0
TOTAL	21	44	1	918	912	17	1,913

Of the 1,913 vehicle occupants involved in fatal collisions in 2001, only 939 were using safety restraints - an overall usage rate of 49% in fatal collisions.

EJECTION

Result	Total Ejection	Partial Ejection	No Ejection	Unknown	TOTAL
Fatal Injury	164	55	564	0	783
Incapacitating Injury	41	8	319	0	368
Non-Incapacitating Injury	15	2	241	0	258
Possible Injury	3	2	108	0	113
No Injury	0	0	324	0	324
Unknown If Injured	0	0	3	0	3
Injured, Severity Unknown	0	0	0	0	0
TOTAL	223	67	1,559	0	1,849

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

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

CHILD RESTRAINTS IN FATAL COLLISIONS

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

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

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

RESULT	Age 4 & Under Total	Child Restraint Used	Lap Belt &/or Harness Used	None Used	Unknown
Killed	8	2	1	5	0
Injured (Incapacitating)	16	6	6	4	0
Injured (Non-Incapacitating)	14	9	3	1	1
Injured (Possible)	13	11	1	1	0
Not Injured	7	5	1	1	0
TOTAL	58	33	12	12	1

Of the fifty-eight (58) child occupants (four years and under) involved in fatal collisions in 2001, only forty-five (45) children were secured in a child restraint. Of the eight (8) children killed, five (5) had no restraint, one (1) was using a lap belt or shoulder harness and only two (2) 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.



Selecting the Appropriate Car Seat for Your Child's Weight and Age

safe ride
news
fact sheets
2002

- The safest car seat is one that fits your child and your vehicle and is easy to use correctly on EVERY ride.
- The choice of car seat (child safety seat) depends on age, weight, height, and behavior.
- Car seats are designed for children of average size. Your own child's size and needs may vary.
- Avoid second-hand car seats. They may not have all their parts and could have hidden damage.
- Follow car seat and vehicle instruction books. The safest place for any child is in the back seat, correctly buckled up. **NEVER** place a baby in front with an active air bag!

Resources:

NHTSA Auto Safety Hotline
888/DASH-2-DOT, www.nhtsa.dot.gov
SafetyBeltSafe U.S.A. (SBS USA)
Helpline: 800/745-SAFE, www.carseat.org
Spanish: 800/747-SANO

Birth

Age 1

40 pounds

Age 3 to 5 years

60 to 100 pounds

Age 8 to 10 years

STAGE 1: Rear-Facing



Car Seat to at least age 1

Infant-only seat: rear-facing only

Convertible car seat: rear-facing up to maximum weight on label (22-35 pounds).

Car bed: if baby needs to lie flat (for a list, see www.saferideneeds.com).

Premies: face the rear for at least one year after their full-term due date.

STAGE 2: Forward-Facing



Car Seat With Harness

Convertible car seat: use up to 40 pounds.

Forward-facing seat, built-in child seat, vest: over age 1 to 40-60 pounds.

Combination Child Seat/Booster: use with harness up to 40 pounds.

STAGE 3: Booster Seat With Lap-Shoulder Belt



Belt-positioning booster with lap-shoulder belt: upper weight limits vary (60-100 pounds), fit relates to seated height & width of child's body.

If no shoulder belt is available, use Laptop (Britax)* or E-2-On Vest or 86-Y Harness** with lap belt
Use until seat belt fits correctly.

Stage 4: Lap-Shoulder Belt That Fits Well



Correct seat belt and vehicle seat fit:***

- Child must be able to sit against seat back.
- Legs should bend naturally at edge of cushion.

- Lap belt fits low on hips; shoulder belt fits across middle of shoulder.
- Child should be able to sit this way for an entire trip.

NEVER put the shoulder belt under the arm or behind the back!

Distributed by:



*Britax: 888/427-4829

**E-Z-On Products: 800/323-6598.

*** From 5-Step Test, SBS USA

\$1.9 - \$5.3 BILLION

COST of KENTUCKY TRAFFIC COLLISIONS 2001



The calculable costs (economic costs) of motor vehicle collisions on public roads include wage loss, medical expense, administration costs, property damage, and employer costs. Comprehensive costs include not only the economic cost components but also a measure of the value of lost quality of life associated with deaths and injuries. Estimated costs provided by the National Safety Council, considering both economic and comprehensive costs, were used to arrive at a cost range for traffic collisions in Kentucky during 2001 (occurring on public roads).

The **economic cost** (\$1.9 billion) was derived from the following formula:

Cost per	X	Number Reported	=	Estimated Cost
Fatalities @ \$1,000,000	X	843	=	\$843,000,000
Incapacitating Injuries @ \$47,900	X	7,164	=	\$343,155,600
Non-Incapacitating Injuries @ \$16,000	X	19,594	=	\$313,504,000
Possible Injuries @ \$9,150	X	23,161	=	\$211,923,150
Property Damage Only @ \$1,861	X	96,553	=	\$179,685,133
TOTAL ECONOMIC COST ESTIMATE:				\$1,891,267,883

The **comprehensive cost** (\$5.4 billion) was derived from the following formula:

Cost per	X	Number Reported	=	Estimated Cost
Fatalities @ \$3,214,290	X	843	=	\$2,709,646,470
Incapacitating Injuries @ \$159,449	X	7,164	=	\$1,142,292,636
Non-Incapacitating Injuries @ \$41,027	X	19,594	=	\$803,883,038
Possible Injuries @ \$19,528	X	23,161	=	\$452,288,008
Property Damage Only @ \$1,861	X	96,553	=	\$179,685,133
TOTAL COMPREHENSIVE COST ESTIMATE:				\$5,287,795,285

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IMPORTANT NOTICE

Here is your copy of the 2001 TRAFFIC COLLISION FACTS report you requested. If you want to receive the 2002 report, please print or type your name and address below and return this form.

This card must be returned to ensure receipt of the 2002 publication. Existing mailing lists are being revised to include only those individuals who respond to this notice.



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