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***TRAFFIC
COLLISION
FACTS***



**2003
REPORT**



COMMONWEALTH OF KENTUCKY
OFFICE OF THE GOVERNOR

ERNIE FLETCHER
GOVERNOR

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My Fellow Kentuckians:

This 2003 KENTUCKY TRAFFIC COLLISION FACTS report provides us with valuable statistics concerning traffic collisions on the roadways within our Commonwealth. These figures also remind us how motor vehicle travel, while a necessity to most for simple livelihood, can all too often result in injury, and even death.

Each year I am deeply saddened to learn the number of individuals killed or injured in traffic collisions throughout Kentucky. In fact, the number of fatal traffic collisions for 2003 increased 1.7 percent, marking 16 more deaths than in 2002. **Those 945 individuals who lost their lives represent far too great a detriment to our most valuable resource ... our citizens.**



Yet, future losses may be prevented through enhanced cooperation and vigilance from motorists. Remembering to stay alert, observing the speed limits, never drinking and driving, and always buckling up remain vital components to curbing the statistics. By following a few common sense rules, I am certain we can make our roadways safer for all Kentuckians.

Sincerely,

A handwritten signature in cursive script that reads "Ernie Fletcher".
Ernie Fletcher



ERNIE FLETCHER
GOVERNOR

KENTUCKY STATE POLICE
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MARK L. MILLER
COMMISSIONER

The Honorable Ernie Fletcher
Governor of Kentucky
The Capitol
Frankfort, Kentucky 40601

Dear Governor Fletcher:

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

In adherence to this statute, the Kentucky State Police proudly present the 2003 KENTUCKY TRAFFIC COLLISION FACTS report. This report provides a collection of statistical data, based on comprehensive evaluation and analyses of fatal, injury and property damage collisions.

The Kentucky State Police would like to take this opportunity to thank all law enforcement agencies that contributed data. In addition, gratitude is also extended to the Kentucky Transportation Center, at the University of Kentucky College of Engineering for their efforts in the successful completion of this report. For ten consecutive years, these groups have worked together to produce an accurate account of traffic collision data, while also offering a broader analytical insight into several special interest areas.



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

Respectfully submitted,

A handwritten signature in black ink, appearing to read "Mark L. Miller".

Mark L. Miller
Commissioner

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

This 2003 Collision Facts Report

would like to

remember

the

NINE HUNDRED FORTY-FIVE CITIZENS

who were victims of fatal traffic collisions

during 2003.

KENTUCKY

TRAFFIC COLLISION FACTS

2003

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INTRODUCTION

KENTUCKY'S TRAFFIC COLLISION FACTS report for 2003 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 2003 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

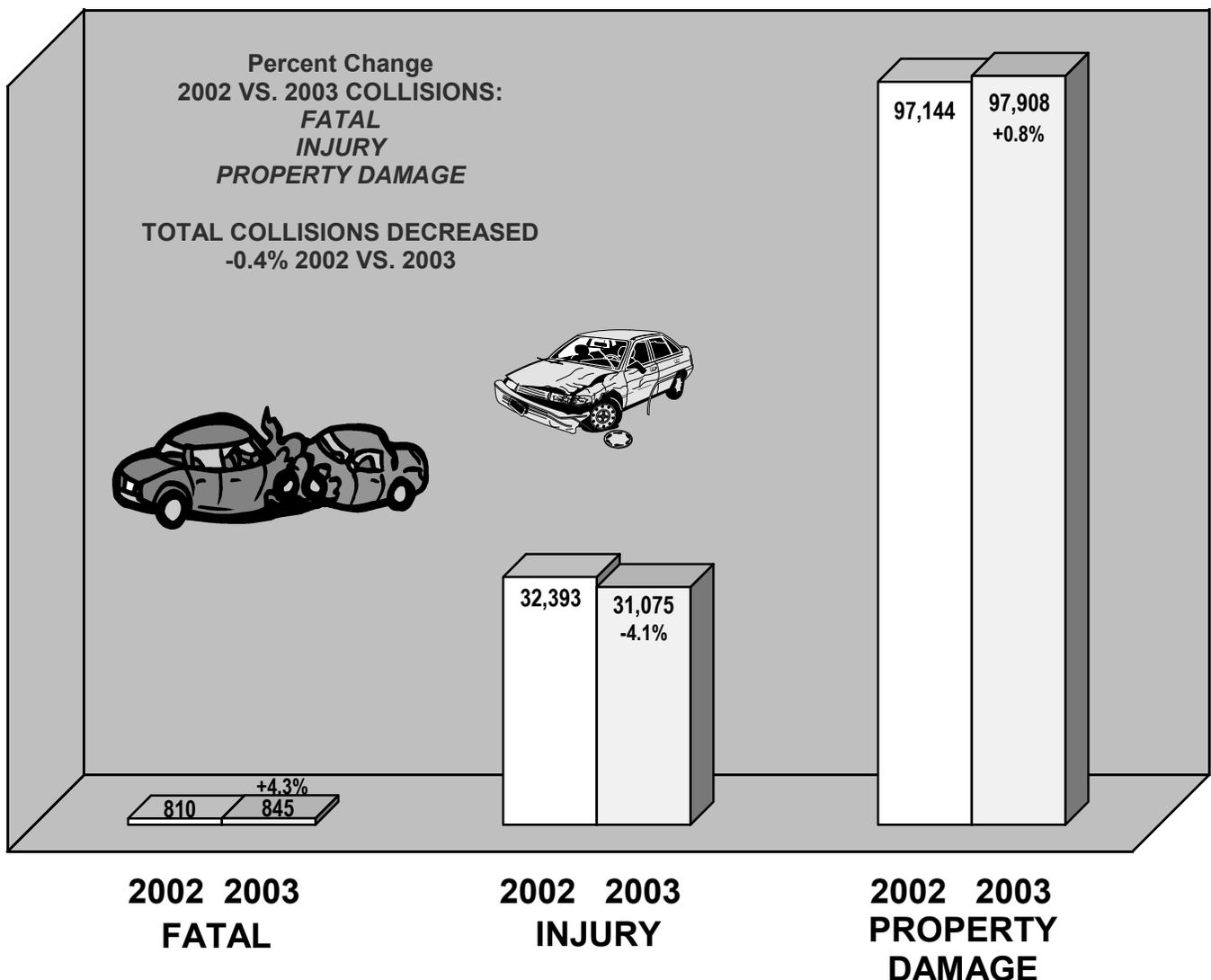
2003 COLLISION SUMMARY

TYPE COLLISION REPORTED	2002	2003	PERCENT CHANGE
FATAL (Public Roads)	810	845	+4.3
NONFATAL INJURY (Public Roads)	32,393	31,075	-4.1
PROPERTY DAMAGE ONLY (Public Roads)	97,144	97,908	+0.8
TOTAL NUMBER REPORTED (Public Roads)	130,347	129,828	-0.4
PARKING LOTS / PRIVATE PROPERTY	23,574	24,247	+2.9
TOTAL ALL REPORTED	153,921	154,075	+0.1
FATAL (Total)	822*	860**	+4.6

* Includes 12 fatal collisions on parking lots / private property

** Includes 15 fatal collisions on parking lots / private property

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



DEATH AND INJURY SUMMARY

	2002	2003	% CHANGE
PERSONS KILLED - Public Roads	915	928	+1.4
PERSONS KILLED - Parking Lots / Private Property	14	17	+21.4
PERSONS KILLED (Total)	929	945	+1.7
PERSONS INJURED - Public Roads	49,329	46,966	-4.8
PERSONS INJURED - Parking Lots / Private Property	1,455	1,623	+11.5
PERSONS INJURED (Total)	50,784	48,589	-4.3

FACTS: APPROXIMATELY ONE OF EVERY 5,100 KENTUCKY RESIDENTS DIED AS A RESULT OF A FATAL TRAFFIC COLLISION ON A PUBLIC ROAD DURING 2003 IN KENTUCKY. ABOUT ONE IN 98 KENTUCKY RESIDENTS WAS INJURED IN A TRAFFIC COLLISION IN KENTUCKY.*

APPROXIMATELY ONE OF EVERY 15 DRIVERS LICENSED IN KENTUCKY WAS INVOLVED IN A TRAFFIC COLLISION IN KENTUCKY. ABOUT ONE OF 2,600 KENTUCKY DRIVERS WAS INVOLVED IN A FATAL COLLISION.**

* Based on 4,117,827 population estimate for Kentucky in 2003.

** Based on 2,859,533 licensed drivers in Kentucky in 2003 (including learner permits).

A total of 928 persons were killed on public roads during 2003. The total number of traffic fatalities increased 1.4%, with 13 more fatalities than during 2002.

46,966 persons were injured on public roads during 2003, a decrease of 4.8% from 2002, or 2,363 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	6,296	13
Parking Lots / Private Property	193	12
NON-INCAPACITATING INJURY		
Public Roads	18,325	39
Parking Lots / Private Property	599	37
POSSIBLE INJURY		
Public Roads	22,345	48
Parking Lots / Private Property	831	51
TOTAL		
Public Roads	46,966	
Parking Lots / Private Property	1,623	

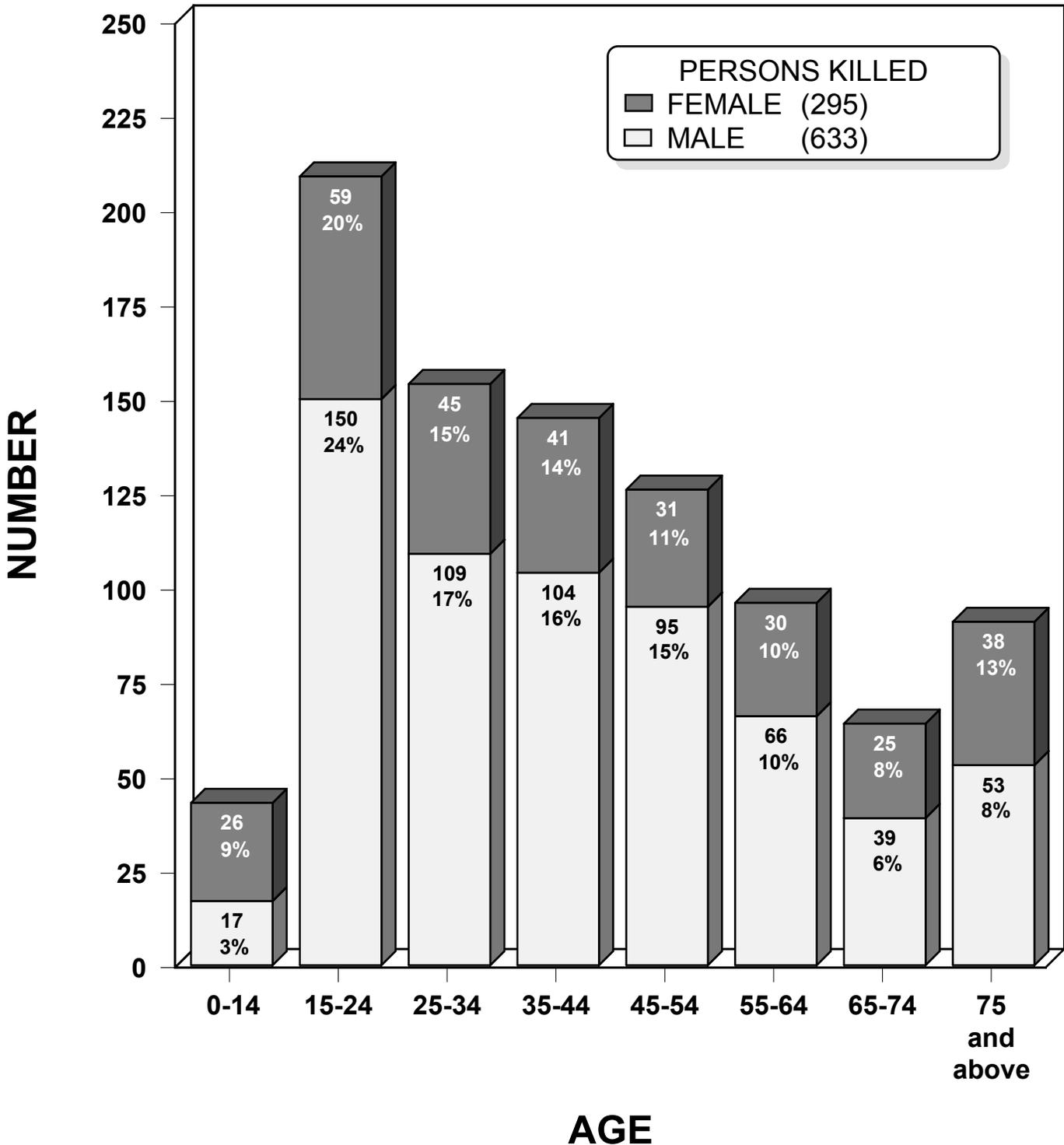
TOTAL DEATH RATES (deaths per 100 million miles traveled*)			
YEAR	KILLED	RATE**	
		KY	U.S.
1988	840	2.7	2.5
1989	776	2.4	2.3
1990	851	2.5	2.2
1991	828	2.4	2.0
1992	819	2.2	1.8
1993	875	2.2	1.8
1994	791	2.0	1.8
1995	856	2.1	1.8
1996	846	2.0	1.8
1997	865	1.9	1.7
1998	869	1.9	1.6
1999	819	1.7	1.5
2000	823	1.8	1.5
2001	843	1.8	1.5
2002	915	2.0	1.6
2003	928	2.0	1.5

*Miles traveled in Kentucky in 2003 = 46.8 billion

**Includes both Public Roads and Private Property

FATALITIES BY AGE AND SEX

The number of persons killed in fatal collisions in 2003 is shown by age and sex in the chart below. There were 633 males versus 295 females killed. Twenty-three (23) percent of all persons killed in traffic collisions were in the 15- to 24-year old age group. The percentages below represent the percent of males or females killed in the given age group (as a percentage of the total males or females killed).



SEVERITY OF INJURY BY TYPE OF COLLISION

The chart below depicts the number of persons killed and injured, by severity of injury, with 11 categories of collisions. As shown in the percentage column, collisions with moving motor vehicles (65%) and collisions with fixed objects (25%) account for 90% of the fatalities and injuries during 2003.

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	85,740	349	395	3,628	11,294	15,876	65.1
COLLISION WITH FIXED OBJECT	25,422	340	365	1,893	4,970	4,575	24.6
OTHER NON COLLISION	2,232	28	33	163	425	333	2.0
COLLISION WITH PEDESTRIAN	930	57	58	186	352	338	2.0
NON COLLISION OVERTURNED	1,183	42	45	175	421	255	1.9
COLLISION WITH OTHER OBJECT	2,343	12	13	93	249	417	1.6
COLLISION WITH PEDALCYCLIST	483	6	6	57	187	125	0.8
COLLISION WITH PARKED VEHICLE	6,973	6	6	60	237	224	1.1
COLLISION WITH DEER	3,063	2	2	13	84	96	0.4
COLLISION WITH OTHER ANIMAL	1,387	1	1	21	94	92	0.4
COLLISION WITH TRAIN	72	2	4	7	12	14	0.1
TOTALS	129,828	845	928	6,296	18,325	22,345	100.0

OCCURRENCE OF COLLISIONS BY TYPE

Sixty-six (66) percent of all collisions reported during 2003 involved collisions between two or more moving vehicles (not in a parking lot).

Twenty (20) percent of all collisions involved collisions with fixed objects.

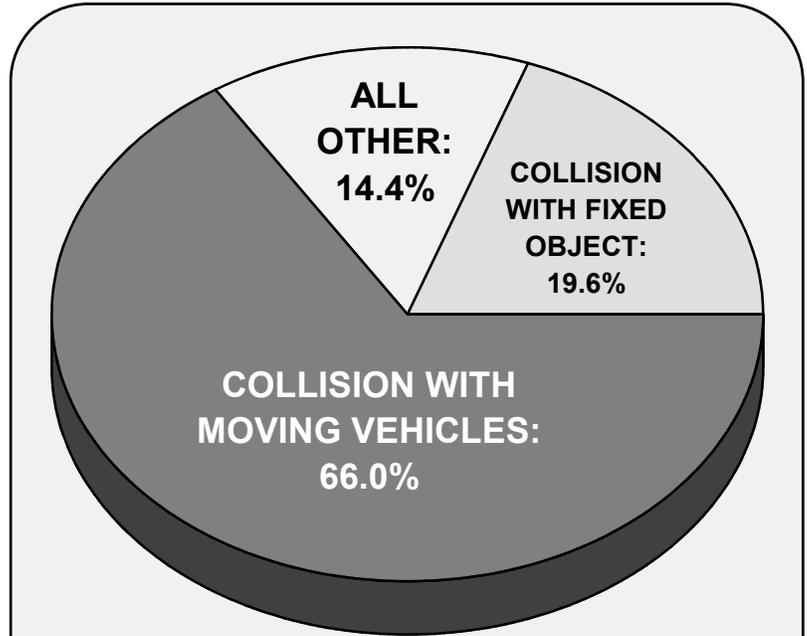
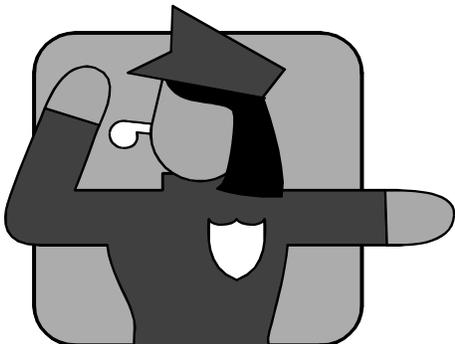
Fourteen (14) percent of all collisions did not involve a collision with either a moving vehicle or a fixed object. About 12% were other types of collisions (vehicle with pedestrian, deer, pedalcyclist, etc.) while the remainder were non-collisions (vehicle overturning and other non-collisions).

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.

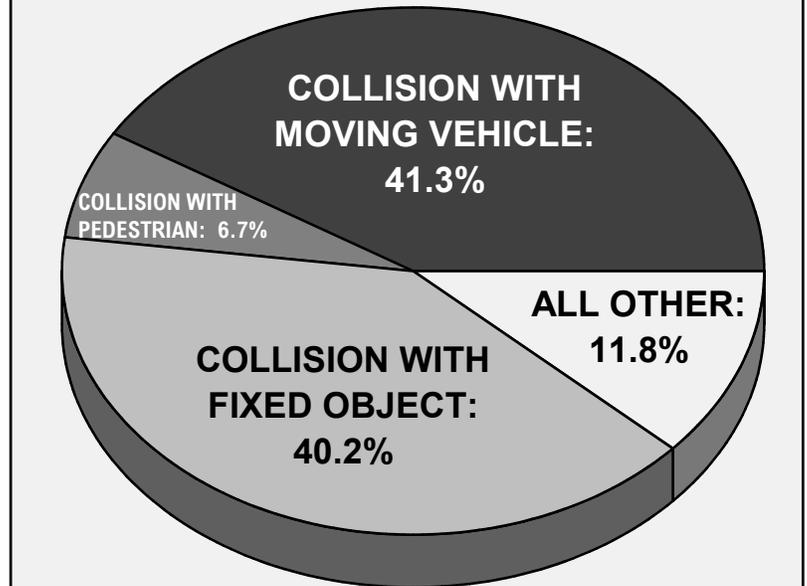
Forty (40) percent of the fatal collisions reported during 2003 involved collisions with fixed objects.

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 66% of all collisions reported during 2003, and accounted for 43% of all fatalities (persons killed). Collisions with fixed objects accounted for 20% of all collisions, but 39% of fatalities. Types of collisions are depicted below.



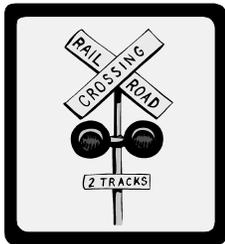
COLLISION WITH PEDESTRIAN:

Total Collisions: 930
 % of Total Collisions: 0.72%
 Persons Killed: 58
 % of Total Fatalities: 6.25%
 No. of Fatal Collisions: 57
 % of All Fatal Collisions: 6.75%



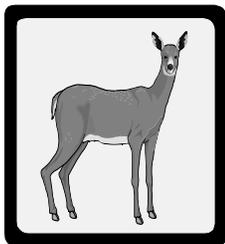
COLLISION WITH PEDALCYCLIST:

Total Collisions: 483
 % of Total Collisions: 0.37%
 Persons Killed: 6
 % of Total Fatalities: 0.65%
 No. of Fatal Collisions: 6
 % of All Fatal Collisions: 0.71%



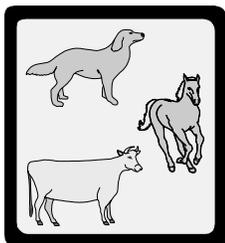
COLLISION WITH RAILWAY TRAIN:

Total Collisions: 72
 % of Total Collisions: 0.06%
 Persons Killed: 4
 % of Total Fatalities: 0.43%
 No. of Fatal Collisions: 2
 % of All Fatal Collisions: 0.24%



COLLISION WITH DEER:

Total Collisions: 3,063
 % of Total Collisions: 2.36%
 Persons Killed: 2
 % of Total Fatalities: 0.22%
 No. of Fatal Collisions: 2
 % of All Fatal Collisions: 0.24%

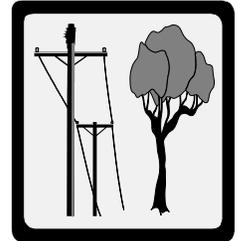


COLLISION WITH ANIMALS (excluding deer):

Total Collisions: 1,387
 % of Total Collisions: 1.07%
 Persons Killed: 1
 % of Total Fatalities: 0.11%
 No. of Fatal Collisions: 1
 % of All Fatal Collisions: 0.12%

COLLISION WITH FIXED OBJECT:

Total Collisions: 25,422
 % of Total Collisions: 19.58%
 Persons Killed: 365
 % of Total Fatalities: 39.33%
 No. of Fatal Collisions: 340
 % of All Fatal Collisions: 40.24%



COLLISION WITH MOVING MOTOR VEHICLE:

Total Collisions: 85,740
 % of Total Collisions: 66.04%
 Persons Killed: 395
 % of Total Fatalities: 42.56%
 No. of Fatal Collisions: 349
 % of All Fatal Collisions: 41.30%



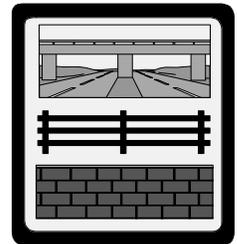
PARKED VEHICLE COLLISIONS:

Total Collisions: 6,973
 % of Total Collisions: 5.37%
 Persons Killed: 6
 % of Total Fatalities: 0.65%
 No. of Fatal Collisions: 6
 % of All Fatal Collisions: 0.71%



COLLISION WITH OTHER OBJECT:

Total Collisions: 2,343
 % of Total Collisions: 1.80%
 Persons Killed: 13
 % of Total Fatalities: 1.40%
 No. of Fatal Collisions: 12
 % of All Fatal Collisions: 1.42%



NON-COLLISION OVERTURNED:

Total Collisions: 1,183
 % of Total Collisions: 0.91%
 Persons Killed: 45
 % of Total Fatalities: 4.85%
 No. of Fatal Collisions: 42
 % of All Fatal Collisions: 4.97%



OTHER NON-COLLISION:

Total Collisions: 2,232
 % of Total Collisions: 1.72%
 Persons Killed: 33
 % of Total Fatalities: 3.56%
 No. of Fatal Collisions: 28
 % of All Fatal Collisions: 3.31%





PEDESTRIAN COLLISIONS



Fifty-eight (58) pedestrians were killed and 876 were injured in traffic collisions in 2003. 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-four (24) percent of the pedestrians killed or injured were 14 years of age or younger, while 10% 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	1	68	5	3	4	6	10	26	10	4	1	
At Intersection	3	52	3	2	0	5	8	20	12	3	2	
Crossing Against Signal	5	67	4	9	12	5	6	17	15	4	0	
Crossing With Signal	0	73	2	1	3	5	6	24	17	14	1	
Dark Clothing / Not Visible	8	63	0	0	3	8	15	16	24	5	0	
Darting into Roadway	14	214	25	72	34	27	19	30	14	6	1	
Drinking	10	46	0	0	0	5	14	19	17	1	0	
Drug Related	0	4	0	0	0	0	1	3	0	0	0	
Getting On or Off Vehicle	2	16	0	0	0	7	3	6	1	1	0	
In Crosswalk	3	87	2	1	4	9	13	28	17	14	2	
Jogging	0	10	0	1	1	0	0	6	2	0	0	
Lying in Roadway	2	6	0	0	0	2	2	3	1	0	0	
Not at Intersection	10	82	0	9	9	15	10	14	19	14	2	
Not in Roadway	1	72	1	3	5	12	7	27	11	7	0	
Physical Impairment	0	10	0	0	0	0	1	2	5	1	1	
Playing in Roadway	1	22	5	6	7	1	1	3	0	0	0	
Pushing Vehicle	0	4	0	0	0	1	0	2	1	0	0	
Skating/Skateboarding	0	10	0	4	4	2	0	0	0	0	0	
Walking in Roadway	20	180	5	4	23	20	18	51	45	28	6	
Working in Roadway	2	37	0	0	1	1	1	18	15	3	0	
Working on Vehicle	0	8	0	0	0	3	0	1	3	1	0	
TOTAL*	82	1,131	52	115	110	134	135	316	229	106	16	

PEDESTRIAN FACTOR	VEHICLE ACTION								
	Straight	Right Turn	Left Turn	Parking	Starting in Traffic	Slowing	Backing	Other	TOTAL
Approaching or Leaving Vehicle	32	0	2	13	0	4	9	16	76
At Intersection	25	17	14	0	0	4	2	2	64
Crossing Against Signal	48	4	11	1	2	2	1	1	70
Crossing With Signal	11	13	51	1	2	0	1	1	80
Dark Clothing / Not Visible	57	1	6	0	1	3	2	6	76
Darting into Roadway	204	4	4	0	3	12	2	13	242
Drinking	40	2	2	1	1	1	3	3	53
Drug Related	3	0	1	0	0	0	0	0	4
Getting On or Off Vehicle	11	0	0	0	0	0	1	4	16
In Crosswalk	28	16	40	0	2	2	0	2	90
Jogging	6	1	0	0	1	1	0	2	11
Lying in Roadway	6	0	0	0	0	0	2	2	10
Not at Intersection	69	0	3	1	1	7	1	9	91
Not in Roadway	34	2	1	15	1	4	4	8	69
Physical Impairment	6	2	0	0	1	1	0	2	12
Playing in Roadway	13	1	1	1	0	0	3	2	21
Pushing Vehicle	2	0	1	0	0	0	0	2	5
Skating/Skateboarding	8	1	0	0	1	0	1	1	12
Walking in Roadway	133	6	14	8	3	6	15	22	207
Working in Roadway	30	0	1	3	1	0	2	11	48
Working on Vehicle	3	0	0	3	0	0	0	2	8
TOTAL*	769	70	152	47	20	47	49	111	1,265

* 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 2003, there were 10,320 hit-and-run collisions, of which 13 were fatal collisions and 1,196 were injury collisions. As depicted in the chart below, most of Kentucky's hit-and-run collisions were property damage collisions (88%). Thirteen (13) persons were killed and 1,620 were injured.

TOTAL	FATAL COLLISIONS	INJURY COLLISIONS	PROPERTY DAMAGE COLLISIONS	PERSONS KILLED	PERSONS INJURED
10,320	13	1,196	9,111	13	1,620

HIT-AND-RUN VICTIMS

As shown in the chart below, 4 of the 13 persons killed in hit-and-run collisions were pedestrians and none were pedalcyclists. One hundred three (103) pedestrians and 49 pedalcyclists were injured.

TYPE OF VICTIM	PERSONS KILLED	PERSONS INJURED
Pedestrian	4	103
Pedalcyclist	0	49
Other	9	1,468
TOTAL	13	1,620

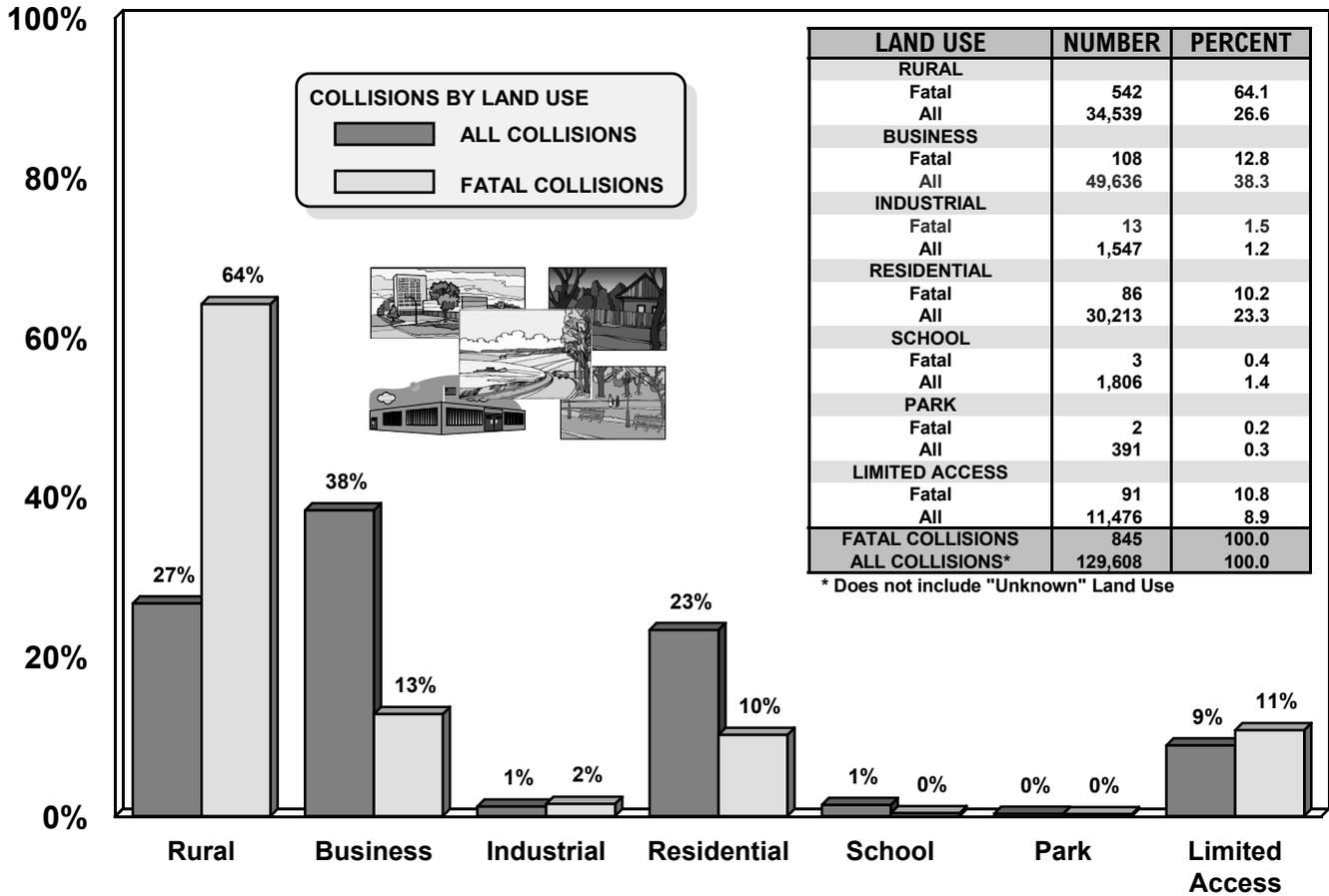


LOCATION OF HIT-AND-RUN COLLISIONS

The location of hit-and-run collisions are shown in the chart below. The largest percentage of hit-and-run collisions (46%) occurred on local streets, followed by 19% on state routes, and 15% on U.S. routes.

TYPE OF ROADWAY	ALL HIT-AND-RUN COLLISIONS	FATAL COLLISIONS	INJURY COLLISIONS	PROPERTY DAMAGE
INTERSTATE	668	1	83	584
U.S. ROUTE	1,545	3	221	1,321
STATE ROUTE	1,913	4	324	1,585
PARKWAY	38	0	6	32
COUNTY ROADS	557	3	97	457
LOCAL STREETS	4,783	2	382	4,399
OTHER	816	0	83	733
TOTAL	10,320	13	1,196	9,111

LAND USE

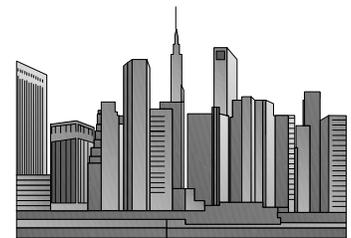


COLLISION LOCATIONS

For the purpose of tabulating collision locations, an urban area is an area including and adjacent to a municipality or other place of 5,000 or more population. Rural areas are those places that do not meet this specification. As shown in the chart below, most collisions (62%) occurred in urban areas. However, the majority of fatal collisions (60%) took place in rural areas of Kentucky during 2003. 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	49,658	38	511	60	13,464	43	35,683	36	560	60	20,656	44
URBAN	80,170	62	334	40	17,611	57	62,225	64	368	40	26,310	56
TOTAL	129,828	100	845	100	31,075	100	97,908	100	928	100	46,966	100

LOCATION OF COLLISIONS

The chart at right shows the number of collisions during 2003 by type of roadway, with percentages of all collisions.

As shown, relatively few collisions were reported on interstate highways (8%).

Thirty-one (31) percent of all collisions occurred on Kentucky's "State Numbered" roads, with 49% of all fatal collisions reported during 2003 occurring on this type of roadway.

Although 25% 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	72	2,073	7,836	8
U.S. ROUTE	214	7,778	22,588	24
STATE ROUTE	414	11,760	27,871	31
PARKWAY	21	378	1,222	1
COUNTY ROAD	65	2,249	5,945	6
CITY STREET	35	5,221	26,684	25
Other	24	1,616	5,762	6
TOTAL	845	31,075	97,908	100

INTERSTATES AND PARKWAYS

The chart below depicts the incidence of collisions on Kentucky's interstates and parkways. Interstate collisions represent 8% of all collisions. Parkway collisions represent 1% of all collisions.

INTERSTATE	Collisions	Fatal Collisions	Nonfatal Injury	Property Damage	Number Killed	Number Injured
I-24	403	2	81	320	2	116
I-64	1,782	14	378	1,390	14	560
I-65	1,992	21	407	1,564	23	640
I-71	662	8	153	501	10	209
I-75	2,784	17	585	2,182	20	909
I-264	1,134	4	220	910	4	298
I-265	256	2	71	183	2	98
I-275	653	2	131	520	2	163
I-471	315	2	47	266	2	65
TOTAL	9,981	72	2,073	7,836	79	3,058

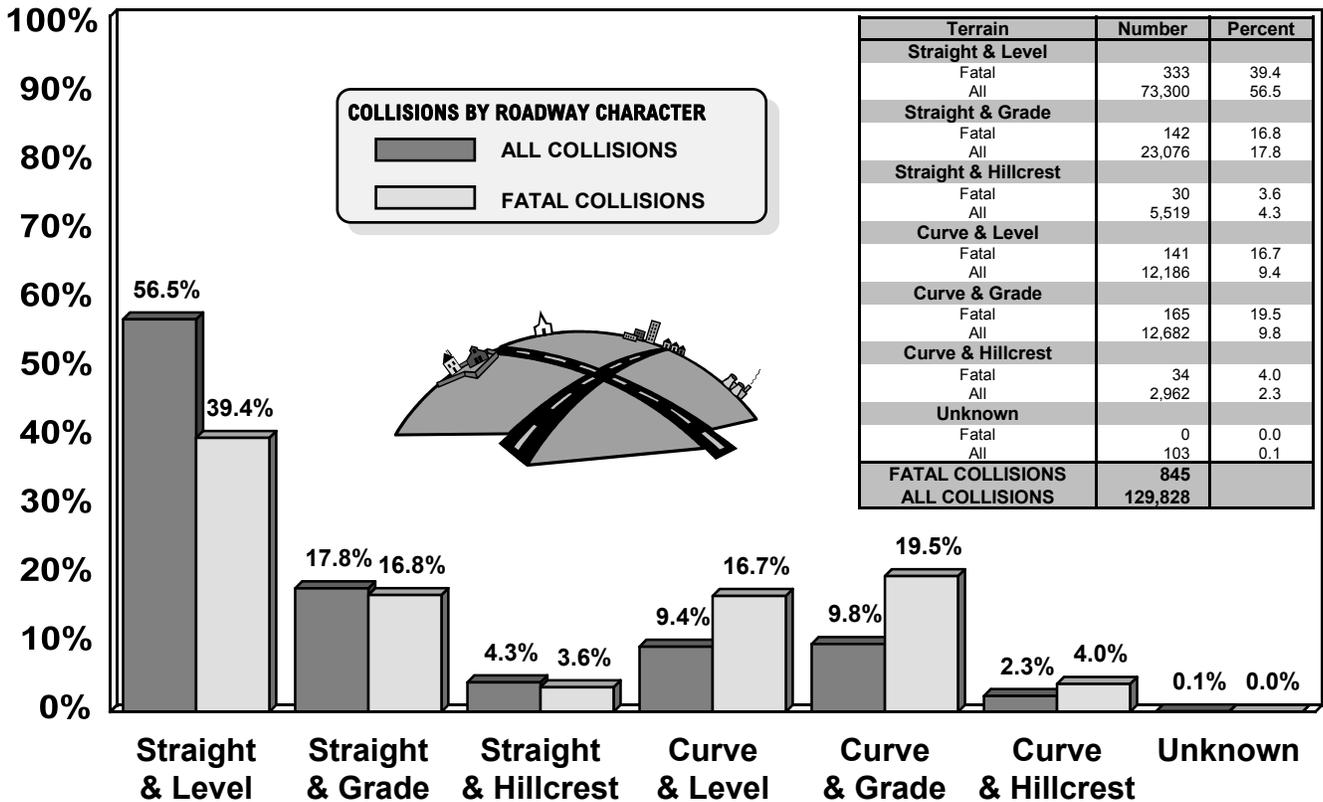
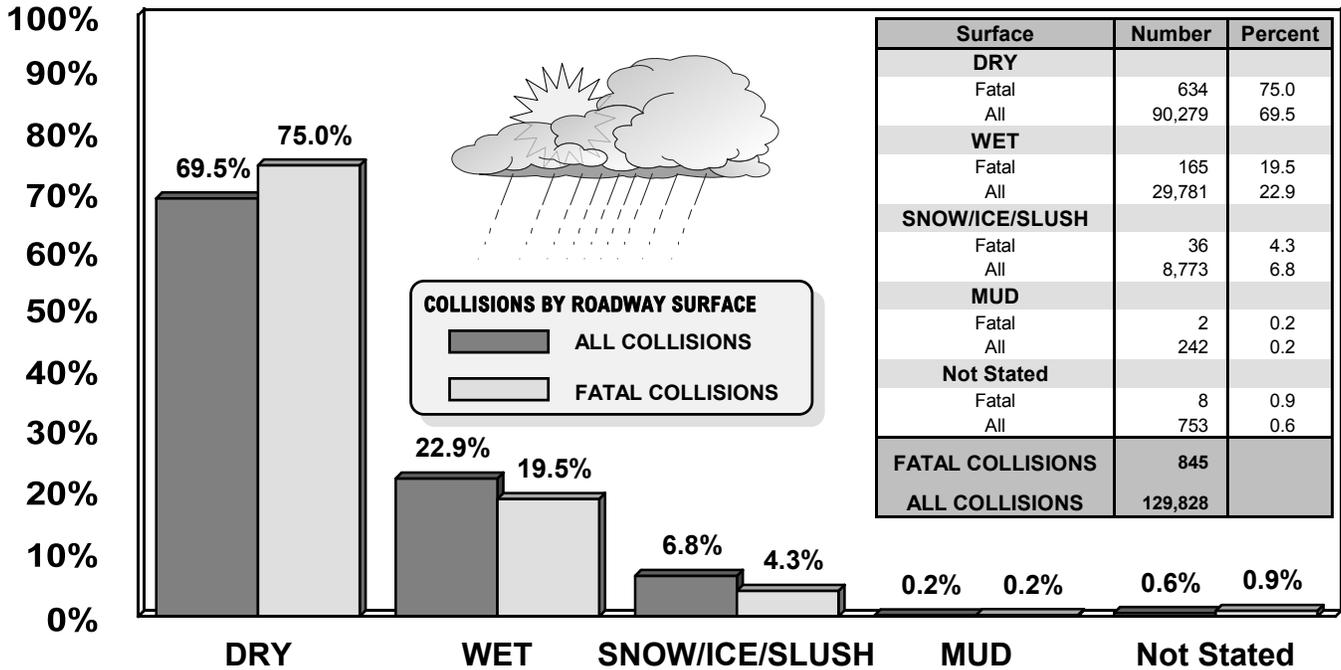
PARKWAY	Collisions	Fatal Collisions	Nonfatal Injury	Property Damage	Number Killed	Number Injured
Audubon	45	0	6	39	0	8
Blue Grass	208	1	38	169	1	55
Edward Breathitt	351	2	81	268	2	114
Daniel Boone	102	4	29	69	5	51
Louie Nunn	125	2	32	91	2	53
Bert Combs Mtn.	145	2	47	96	2	78
William Natcher	132	1	28	103	1	38
Julian Carroll	161	4	30	127	4	50
Wendell Ford	352	5	87	260	5	150
TOTAL	1,621	21	378	1,222	22	597

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.

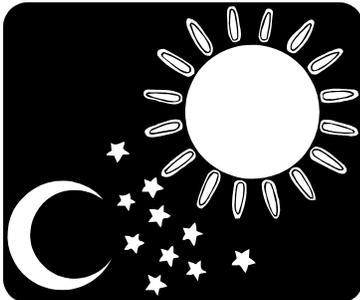
As depicted in the bottom chart, 79% of all collisions occurred on straight roads and 21% on curved roads. Forty (40) percent of the fatal collisions during 2003 occurred on curved roads.



COLLISIONS BY LIGHT CONDITION

Seventy-two (72) percent of all collisions reported during 2003 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, 36% occurred during dark hours, and 6% at dawn or dusk.



**COLLISIONS
AT DUSK**
3,647
(2.8%)

**COLLISIONS
DURING
DARK**
29,627
(22.8%)

**DAYLIGHT
COLLISIONS**
93,303
(71.9%)

**COLLISIONS
AT DAWN**
2,994
(2.3%)

ALL COLLISIONS

(excludes unknown light condition)

**COLLISIONS
AT DUSK**
23
(2.7%)

**COLLISIONS
DURING
DARK**
302
(35.7%)

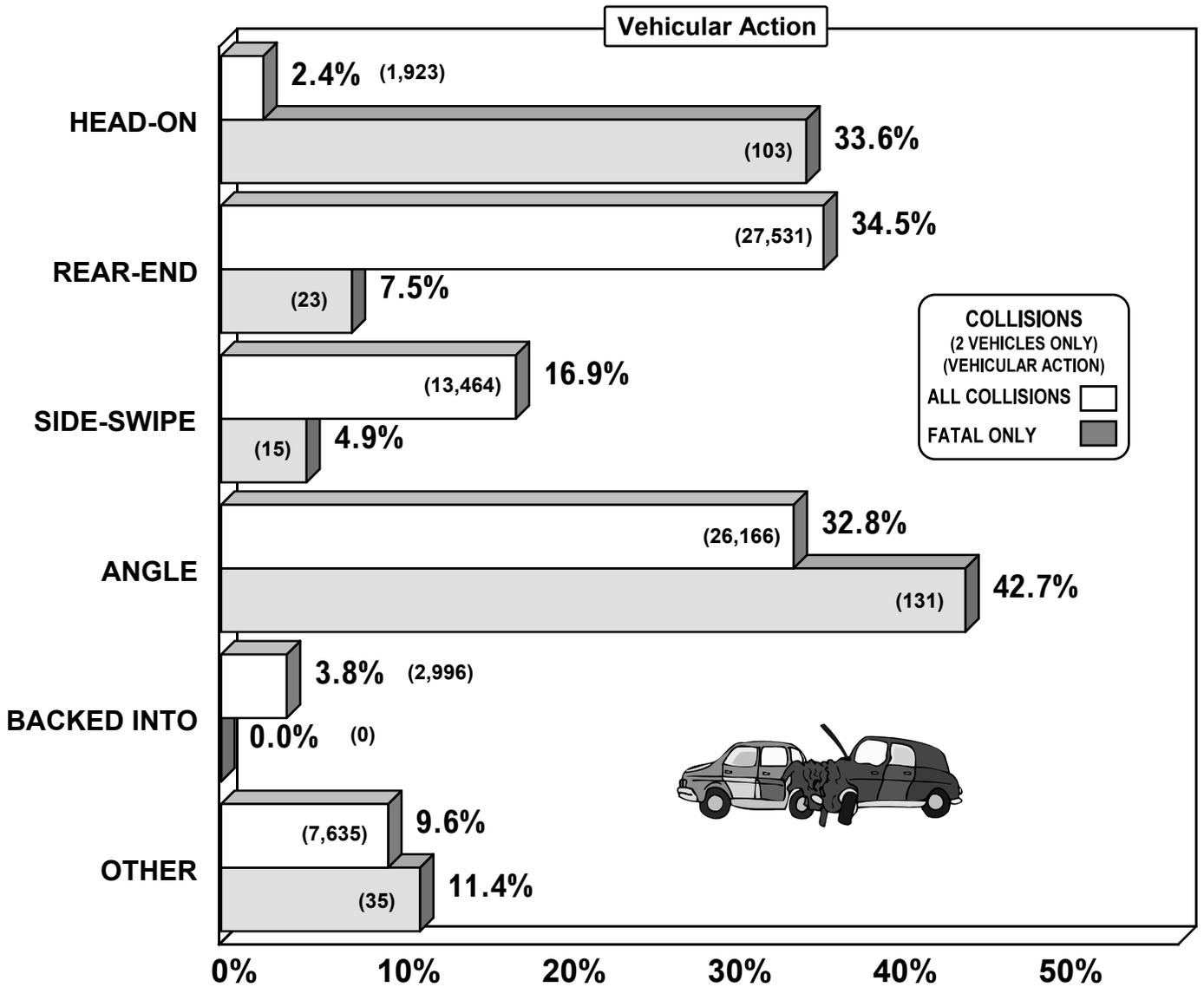
**DAYLIGHT
COLLISIONS**
490
(58.0%)

**COLLISIONS
AT DAWN**
29
(3.4%)

FATAL COLLISIONS ONLY

(excludes unknown light condition)

TWO-VEHICLE COLLISIONS



79,715 traffic collisions (including 307 fatal collisions) reported during 2003 involved "two-vehicle" collisions. These collisions represent 61% of collisions and 36% 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 34% of the fatal collisions.

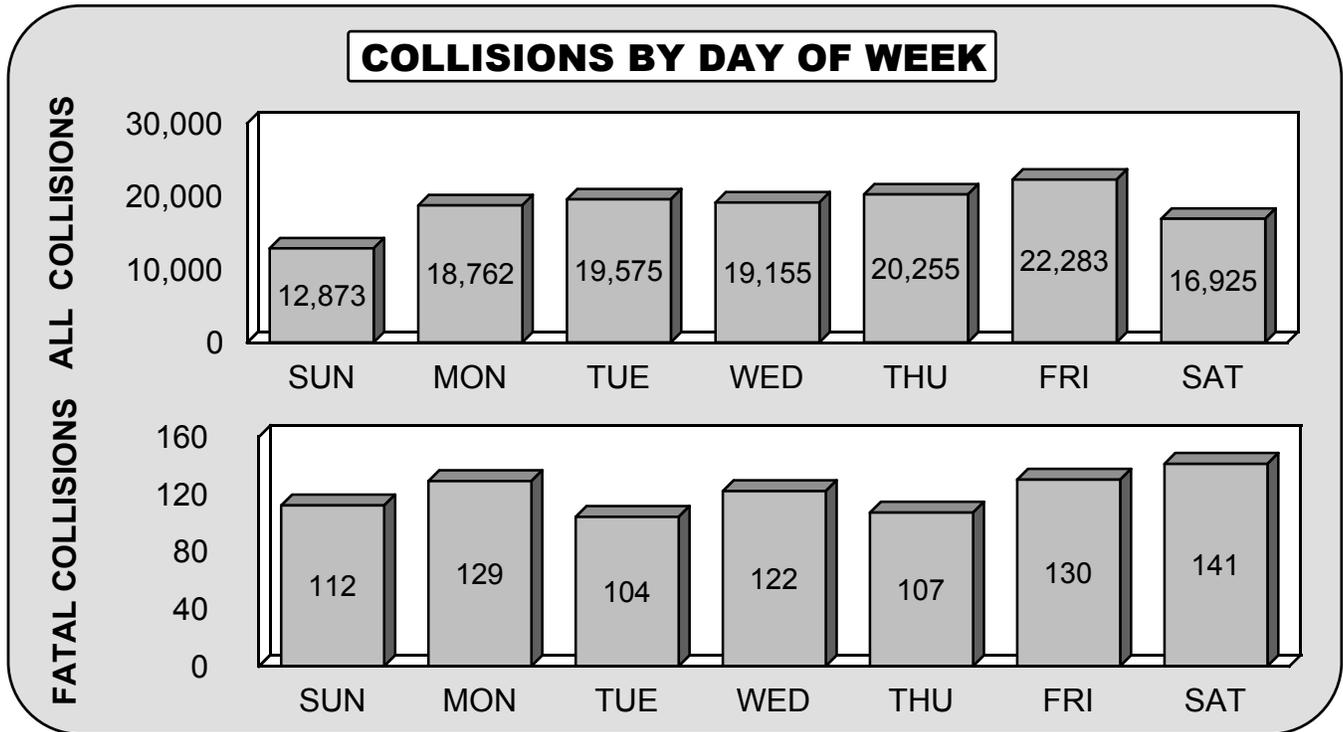
Rear-end collisions reflect 35% of all two-vehicle collisions, but only 8% of the fatal collisions.

Sideswipe collisions (both meeting and passing) reflect 17% of all collisions and 5% of the fatal collisions.

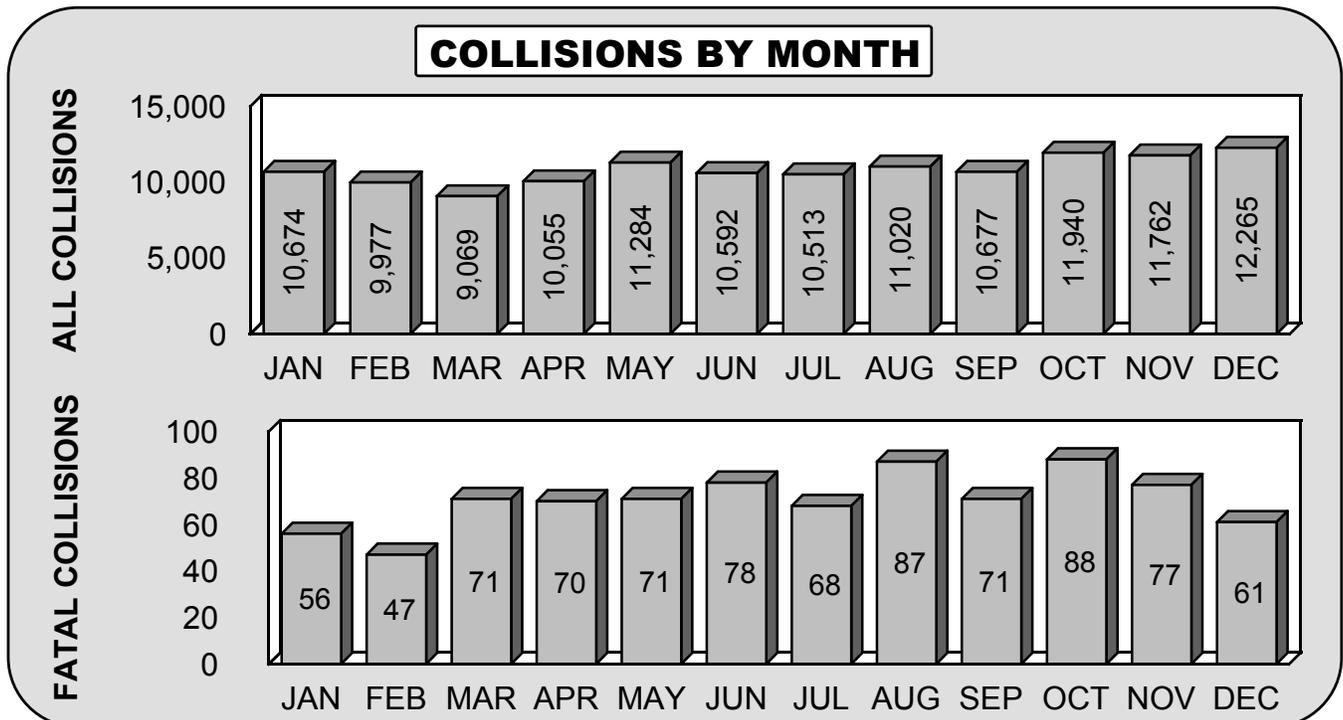
Angle collisions, at 43%, represent the highest percentage of fatal collisions.

COLLISIONS BY DAY AND MONTH

The graph below shows all collisions and fatal collisions by day of occurrence (excluding unknown). Twenty-three (23) percent of all collisions and 30% of fatal collisions occurred on weekends (Saturday and Sunday combined).



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





HOLIDAY COLLISIONS

TOTAL DEATHS



HOLIDAY DEATH TOLL

The chart below depicts the number of deaths in fatal collisions and the number of alcohol involved deaths (as indicated by blood-alcohol tests) over holiday periods for five years. These holiday periods are established by the National Safety Council. The total number of persons killed in holiday periods in 2003 was 44 as compared to 53 in 2002.

HOLIDAY PERIOD	1999		2000		2001		2002		2003	
	Number	Alcohol Involved								
NEW YEAR'S DAY	2	1	5	2	2	0	14	4	5	2
MEMORIAL DAY	11	5	13	7	10	3	7	1	6	1
INDEPENDENCE DAY	5	3	20	5	4	1	16	4	5	0
LABOR DAY	12	7	7	3	11	3	11	2	11	1
THANKSGIVING	11	2	16	5	10	1	3	2	11	2
CHRISTMAS	7	3	6	2	10	0	2	1	6	2
TOTAL	48	21	67	24	47	8	53	14	44	8

HOLIDAY TIMES AND DATES

The times and dates below were designated by the National Safety Council for holidays in 2003.

HOLIDAY	START	END
New Year's Day	6:00 pm Tuesday, December 31, 2002	11:59 pm Wednesday, January 1, 2003
Memorial Day	6:00 pm Friday, May 23	11:59 pm Monday, May 26
Independence Day	6:00 pm Thursday, July 3	11:59 pm Sunday, July 6
Labor Day	6:00 pm Friday, August 29	11:59 pm Monday, September 1
Thanksgiving	6:00 pm Wednesday, November 26	11:59 pm Sunday, November 30
Christmas	6:00 pm Wednesday, December 24	11:59 pm Sunday, December 28

COMPARISON OF HOLIDAY FATALITIES/COLLISIONS

The Labor Day and Thanksgiving holiday period registered the highest number of fatalities during 2003. The lowest number of holiday fatalities occurred over the New Year's Day and Independence 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	5	6	5	11	11	6
NO. PERSONS INJURED	133	415	450	457	579	354
FATAL COLLISIONS	4	3	5	11	11	6
INJURY COLLISIONS	84	269	262	311	359	225
PROPERTY DAMAGE	249	622	557	863	1,159	735
TOTAL COLLISIONS	337	894	824	1,185	1,529	966



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*	214,389	91.16	1,078	77.89
Taxicabs	210	0.09	1	0.07
Trucks	9,542	4.06	126	9.10
Motorcycles	1,477	0.63	58	4.19
Motor Scooters/Motor Bikes	107	0.05	3	0.22
School Buses	870	0.37	2	0.14
Other Buses	438	0.19	3	0.22
Farm Tractors/Equipment	246	0.10	4	0.29
Emergency	1,018	0.43	8	0.58
Other Public Owned	370	0.16	3	0.22
Other	5,617	2.39	97	7.01
Not Stated	885	0.38	1	0.07
TOTAL	235,169	100.00	1,384	100.00

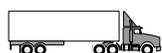
* Passenger cars include automobiles and trucks registered for 6,000 pounds or less.

There were 235,169 vehicles involved in collisions during 2003. Of this total, 178,154 were involved in property damage only collisions, 55,631 were involved in injury collisions, and 1,384 were involved in fatal collisions. The majority (91%) of the vehicles involved in all collisions were passenger cars (78% in fatal collisions). Trucks accounted for 4% of vehicles in all collisions, but accounted for 9% of vehicles in fatal collisions. Motorcycles represented 4% of the vehicles in fatal collisions, but only 0.6% of vehicles in all collisions.

VEHICLES REGISTERED IN KENTUCKY 2003



PASSENGER CARS 1,966,447



COMMERCIAL TRUCKS 943,078



MOTORCYCLES 66,799

Other (Inc. Special Issue Plates) 504,166

TOTAL (ALL TYPES) 3,480,490



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 9,542 trucks were involved in collisions and 126 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	160	1.68	2	1.59	22	1.18
Brakes Defective	107	1.12	2	1.59	30	1.61
Tire Failure	100	1.05	1	0.79	14	0.75
Tow Hitch Defective / Separation of Units	70	0.73	0	0.00	7	0.38
Oversized Load on Vehicle	74	0.78	1	0.79	17	0.91
Other Lighting Defective	30	0.31	0	0.00	6	0.32
Steering Failure	25	0.26	1	0.79	5	0.27
Overweight	10	0.10	1	0.79	4	0.21
Headlights Defective	1	0.01	0	0.00	0	0.00
Other	271	2.84	5	3.97	38	2.04

The chart below shows the total number of truck collisions, as well as those with hazardous cargo, by type of roadway. ***There were 8,988 collisions in which a truck was involved. This resulted in 127 fatalities and 2,565 injuries.*** Twenty-three (23) percent of the truck collisions occurred on county or city streets, 21% on interstates, and 49% on U.S. and state-numbered routes. Thirty-four (34) percent of the hazardous cargo collisions occurred on interstates and 46% 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	29	377	1,523	1,929	2	11	44	57
US Route	36	449	1,442	1,927	2	12	22	36
State Route	44	570	1,832	2,446	1	6	34	41
Parkway	3	63	193	259	0	0	3	3
County	2	78	343	423	0	1	6	7
City Street	0	149	1,462	1,611	0	1	14	15
Other	2	71	320	393	0	3	4	7
TOTAL	116	1,757	7,115	8,988	5	34	127	166

The residence of truck drivers involved in collisions is shown below. Thirty-six (36) percent of the drivers, with known residences, were non-residents of Kentucky. This percentage is 33% for fatal collisions and 34% 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	2,242	23	420
State Resident	2,485	31	472
Out of State Resident	2,619	26	456
Not Stated	2,196	46	517
TOTAL	9,542	126	1,865

DRIVER INVOLVEMENT



RESIDENCE OF DRIVER



There were 217,969 drivers involved in collisions during 2003. Of these, 1,289 drivers were involved in fatal collisions. The chart below tabulates driver involvement by residence and shows that most drivers (67% 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	143,553	65.9	67.0
STATE RESIDENT	48,060	22.0	22.4
OUT OF STATE	22,534	10.3	10.5
NOT STATED	3,822	1.8	
TOTAL	217,969	100.0	100.0

RESIDENCE OF DRIVER	NUMBER INVOLVED IN FATAL COLLISIONS	PERCENT OF TOTAL	PERCENT OF TOTAL EXCLUDING NOT STATED
LOCAL RESIDENT	775	60.1	60.5
STATE RESIDENT	333	25.8	26.0
OUT OF STATE	173	13.4	13.5
NOT STATED	8	0.6	
TOTAL	1,289	100.0	100.0



SEX OF DRIVER



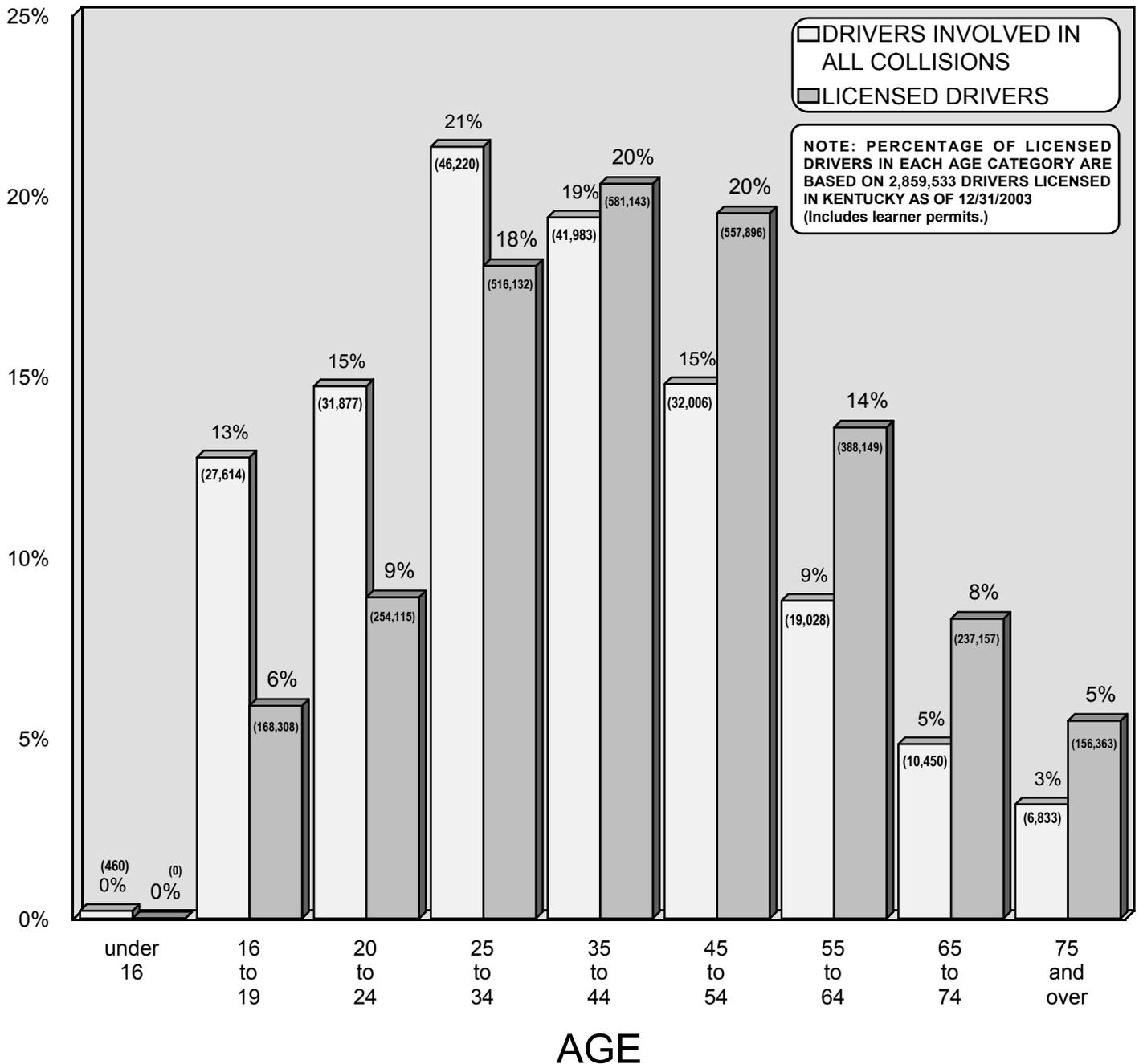
As shown in the chart below, 57% of the drivers who were involved in collisions during 2003 (where sex was listed) were male; 43% were female. In fatal collisions, 73% of the drivers were male and 27% were female.

TOTAL COLLISIONS		
SEX	NUMBER IN ALL COLLISIONS	PERCENT IN ALL COLLISIONS
MALE	124,992	57
FEMALE	92,977	43
TOTAL	217,969	100

FATAL COLLISIONS		
SEX	NUMBER IN FATAL COLLISIONS	PERCENT IN FATAL COLLISIONS
MALE	943	73
FEMALE	346	27
TOTAL	1,289	100

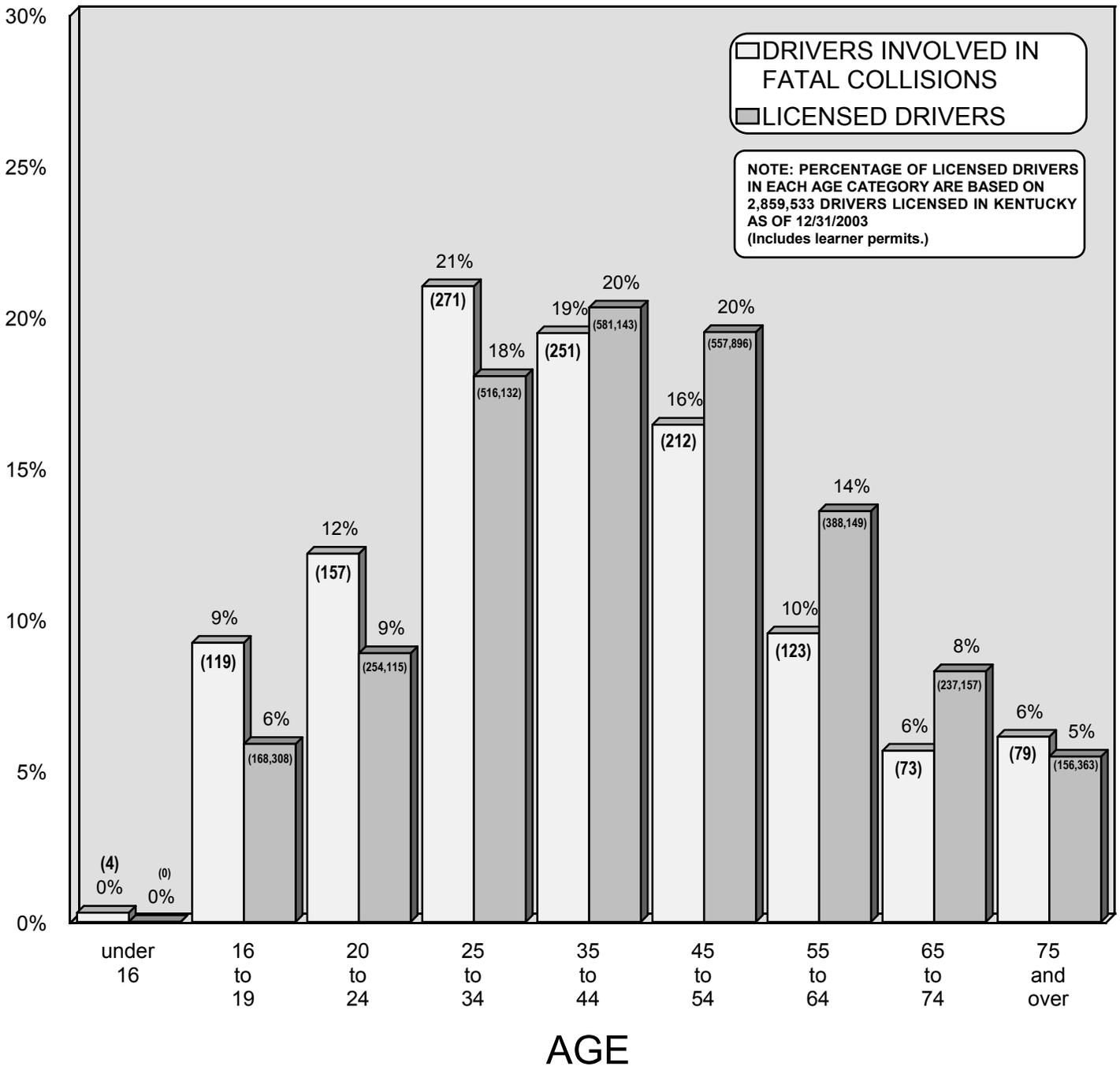
AGE OF DRIVER (ALL COLLISIONS)

The chart below groups the ages of 216,471 drivers involved in traffic collisions in 2003 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 1,498 driver's ages which could not be determined. These drivers represent 0.7% of all drivers involved in all collisions. The percentages given below do not consider the "Unknown" category.



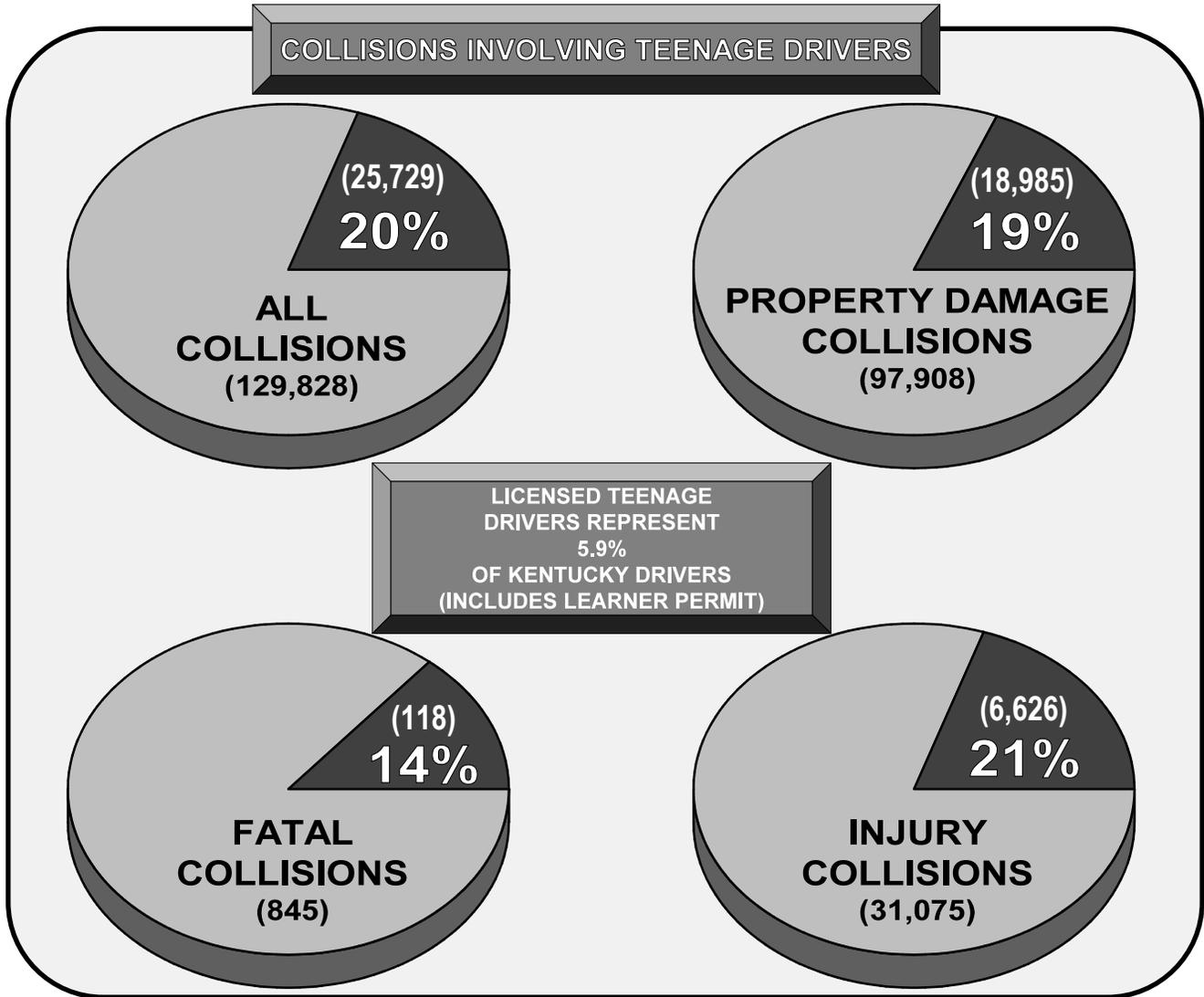
AGE OF DRIVER (FATAL COLLISIONS)

The chart below groups the ages of 1,289 drivers involved in fatal collisions in 2003 (for which age information was available). It should be noted that the drivers were not necessarily killed in the fatal collision. The number of drivers involved in fatal collisions exceeded the total number of fatal collisions. The numbers of drivers involved in fatal collisions and licensed drivers are in parentheses. The percentage of the driving population within a given age category can be compared to the corresponding percentage of involvement in fatal collisions within this same age category. The largest difference is the over-representation of teenage drivers in fatal collisions (9%) compared to their percent of the driving population (5.9% 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 2003 (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, 605 teenage drivers were involved in alcohol-related collisions during 2003. **There were 131 fatalities in collisions involving a teenage driver (59 of these fatalities were the teenage driver). There were 18 fatalities in alcohol-related collisions involving teenage drivers (6 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
2003	27,614	119	7,034	20,461	16	241	348	605
2002	29,893	160	8,046	21,867	23	308	353	684
2001	29,503	137	7,945	21,421	20	307	322	649
2000	31,684	123	8,831	22,730	23	430	540	993

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	160
	INJURY COLLISIONS	2,383
	PROPERTY DAMAGE COLLISIONS	3,030
	TOTAL	5,573

PERSONS KILLED/INJURED	NUMBER KILLED	178
	NUMBER INJURED	3,585
	INCAPACITATING INJURIES	775
	NON-INCAPACITATING INJURIES	1,582
	POSSIBLE INJURIES	1,228

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.

5,573 alcohol-related collisions were reported during 2003. 3% of the alcohol-related collisions were fatal, 43% were injury collisions, and 54% were property damage only.

Comparison with previous years

During 2003, alcohol-related collisions decreased by 5% when compared to 2002. The 178 persons killed in 2003 reflect a decrease of 15% when compared with 209 persons killed in 2002. During 2003, there were 3,585 persons injured in alcohol-related collisions, a decrease of 10% from 2002 when 3,979 persons were injured.

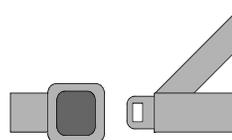
Fatal collision data in the chart below have been adjusted to reflect follow-up studies of alcohol test results.

YEAR	TOTAL COLLISIONS (Alcohol Related)	% CHANGE FROM PREVIOUS YEAR	TOTAL KILLED	% +/-	TOTAL INJURED	% +/-
2003	5,573	-5	178	-15	3,585	-10
2002	5,851	-0	209	+22	3,979	-0
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

SAFETY RESTRAINTS

The chart below compares safety belt usage for the years of 1999 through 2003. 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
2003	66	95
2002	62	93
2001	62	89
2000	60	87
1999	59	89



The chart below shows vehicle occupants by their injury status, and separates the occupants into categories of restraint used and restraint not used. Overall, 12% of all vehicle occupants were killed or injured. A breakdown into restraint usage shows only 12% of those restrained were killed or injured, compared to 44% 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	928	0.2	256	0.1	509	2.6	163	0.2
INCAPACITATING INJURY	6,296	1.6	3,706	1.3	1,824	9.4	766	0.9
NON-INCAPACITATING INJURY	18,325	4.6	13,292	4.6	3,467	17.9	1,566	1.8
POSSIBLE INJURY	22,345	5.6	18,443	6.4	2,663	13.8	1,239	1.4
NOT INJURED	350,645	88.0	254,678	87.7	10,896	56.3	85,071	95.8
TOTAL	398,539	100.0	290,375	100.0	19,359	100.0	88,805	100.0

Note: There were 15,166 crashes involving deployment of front air bags and 760 crashes involving side air bag deployment.

INTERSECTION COLLISIONS

INTERSECTION COLLISIONS	NUMBER	% OF ALL COLLISIONS
ALL REPORTED	41,495	32.0
NONFATAL INJURY	16,490	35.1
FATAL	137	14.7

SEX OF DRIVER

INTERSECTION COLLISIONS		
SEX	PERCENT IN ALL INTERSECTION COLLISIONS	PERCENT IN FATAL INTERSECTION COLLISIONS
MALE	55.4	67.1
FEMALE	44.6	32.9

ALL COLLISIONS		
SEX	PERCENT IN ALL COLLISIONS	PERCENT IN FATAL COLLISIONS
MALE	57.3	73.2
FEMALE	42.7	26.8

LIGHT CONDITION

INTERSECTION COLLISIONS		
LIGHT CONDITION	PERCENT IN ALL INTERSECTION COLLISIONS	PERCENT IN FATAL INTERSECTION COLLISIONS
Daylight	76.5	69.0
Dark	18.8	27.9
Dusk / Dawn	4.6	3.1

ALL COLLISIONS		
LIGHT CONDITION	PERCENT IN ALL COLLISIONS	PERCENT IN FATAL COLLISIONS
Daylight	71.9	57.8
Dark	22.8	35.9
Dusk / Dawn	5.1	6.3

ROADWAY CONDITION

INTERSECTION COLLISIONS		
ROADWAY CONDITION	PERCENT IN ALL INTERSECTION COLLISIONS	PERCENT IN FATAL INTERSECTION COLLISIONS
Dry	73.2	89.9
Wet	22.3	9.3
Snow/Ice/Slush	4.0	0.8

ALL COLLISIONS		
ROADWAY CONDITION	PERCENT IN ALL COLLISIONS	PERCENT IN FATAL COLLISIONS
Dry	69.5	75.0
Wet	22.9	19.5
Snow/Ice/Slush	6.8	4.2

WEEKEND COLLISIONS

INTERSECTION COLLISIONS		
	PERCENT IN ALL INTERSECTION COLLISIONS	PERCENT IN FATAL INTERSECTION COLLISIONS
Weekend	21.2	33.3

ALL COLLISIONS		
	PERCENT IN ALL COLLISIONS	PERCENT IN FATAL COLLISIONS
Weekend	23	30.1

(Weekend includes Saturday and Sunday)



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	50,452	38.86	158	18.70
Failed to Yield Right of Way	16,107	12.41	120	14.20
Not Under Proper Control	12,198	9.40	223	26.39
Too Fast for Conditions	8,066	6.21	82	9.70
Following Too Close	6,301	4.85	5	0.59
Alcohol Involvement	5,576	4.29	163	19.29
Misjudge Clearance	4,582	3.53	10	1.18
Disregard Traffic Control	4,234	3.26	26	3.08
Distraction	3,448	2.66	17	2.01
Overcorrecting/Oversteering	3,336	2.57	104	12.31
Turning Improperly	2,009	1.55	8	0.95
Exceeded Stated Speed Limit	1,592	1.23	81	9.59
Improper Passing	1,335	1.03	13	1.54
Fell Asleep	1,289	0.99	22	2.60
Drug Involvement	1,021	0.79	32	3.79
Improper Backing	982	0.76	1	0.12
Cell Phone	615	0.47	2	0.24
Lost Consciousness/Fainted	545	0.42	8	0.95
Physical Disability	414	0.32	6	0.71
Fatigue	325	0.25	5	0.59
Emotional	314	0.24	7	0.83
Sick	262	0.20	10	1.18
Weaving in Traffic	254	0.20	4	0.47
Medication	167	0.13	0	0.00

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.

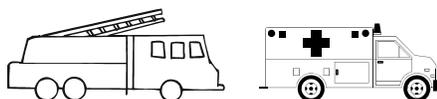
VEHICULAR FACTORS	ALL COLLISIONS	PERCENT OF TOTAL	FATAL COLLISIONS	PERCENT OF TOTAL
Brakes Defective	1,394	1.07	6	0.71
Tire Failure	708	0.55	9	1.07
Steering Failure	325	0.25	1	0.12
Load Securement	307	0.24	2	0.24
Other Lighting Defective	157	0.12	0	0.00
Tow Hitch Defective / Separation of Units	154	0.12	0	0.00
Oversized Load on Vehicle	126	0.10	1	0.12
Headlights Defective	40	0.03	1	0.12
Overweight	26	0.02	1	0.12

ENVIRONMENTAL FACTORS	ALL COLLISIONS	PERCENT OF TOTAL	FATAL COLLISIONS	PERCENT OF TOTAL
Slippery Surface	17,453	13.44	94	11.12
Animals Action	4,630	3.57	10	1.18
View Obstructed / Limited	3,378	2.60	22	2.60
Water Pooling	1,681	1.29	17	2.01
Glare	956	0.74	11	1.30
Construction Work Zone	689	0.53	4	0.47
Debris In Roadway	666	0.51	4	0.47
Shoulders Defective / Drop-off	362	0.28	5	0.59
Improperly Parked Vehicle(s)	348	0.27	2	0.24
Hole/Deep Ruts/Bumps	155	0.12	3	0.36
Maintenance / Utility Work Zone	133	0.10	3	0.36
Improper / Non-Working Traffic Controls	127	0.10	1	0.12
Fixed Object(s)	52	0.04	0	0.00

CONTRIBUTING FACTORS

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

COLLISIONS INVOLVING EMERGENCY VEHICLES	
TOTAL EMERGENCY VEHICLE COLLISIONS	993
FATAL COLLISIONS	8
INJURY COLLISIONS	219
TOTAL KILLED	10
TOTAL INJURED	362



EMERGENCY VEHICLE COLLISIONS				
DRIVER CONTRIBUTING FACTORS	ALL COLLISIONS	PERCENT OF TOTAL	FATAL COLLISIONS	PERCENT OF TOTAL
Alcohol Involvement	48	4.83	1	12.50
Cell Phone	6	0.60	0	0.00
Disregard Traffic Control	43	4.33	0	0.00
Distraction	41	4.13	0	0.00
Drug Involvement	12	1.21	1	12.50
Emotional	0	0.00	0	0.00
Exceeded Stated Speed Limit	14	1.41	0	0.00
Failed to Yield Right of Way	142	14.30	4	50.00
Fatigue	0	0.00	0	0.00
Fell Asleep	1	0.10	0	0.00
Following Too Close	23	2.32	0	0.00
Improper Backing	8	0.81	0	0.00
Improper Passing	6	0.60	0	0.00
Inattention	288	29.00	2	25.00
Lost Consciousness/Fainted	2	0.20	0	0.00
Medication	0	0.00	0	0.00
Misjudge Clearance	95	9.57	0	0.00
Not Under Proper Control	72	7.25	0	0.00
Overcorrecting/Oversteering	19	1.91	0	0.00
Physical Disability	1	0.10	0	0.00
Sick	0	0.00	0	0.00
Too Fast for Conditions	65	6.55	1	12.50
Turning Improperly	16	1.61	0	0.00
Weaving in Traffic	4	0.40	0	0.00

COLLISIONS INVOLVING FARM EQUIPMENT	
TOTAL FARM EQUIPMENT COLLISIONS	245
FATAL COLLISIONS	4
INJURY COLLISIONS	63
TOTAL KILLED	5
TOTAL INJURED	94



FARM EQUIPMENT COLLISIONS				
DRIVER CONTRIBUTING FACTORS	ALL COLLISIONS	PERCENT OF TOTAL	FATAL COLLISIONS	PERCENT OF TOTAL
Alcohol Involvement	4	1.63	0	0.00
Cell Phone	0	0.00	0	0.00
Disregard Traffic Control	9	3.67	1	25.00
Distraction	2	0.82	0	0.00
Drug Involvement	3	1.22	1	25.00
Emotional	0	0.00	0	0.00
Exceeded Stated Speed Limit	3	1.22	0	0.00
Failed to Yield Right of Way	35	14.29	1	25.00
Fatigue	0	0.00	0	0.00
Fell Asleep	1	0.41	0	0.00
Following Too Close	7	2.86	0	0.00
Improper Backing	0	0.00	0	0.00
Improper Passing	25	10.20	0	0.00
Inattention	101	41.22	0	0.00
Lost Consciousness/Fainted	0	0.00	0	0.00
Medication	0	0.00	0	0.00
Misjudge Clearance	19	7.76	1	25.00
Not Under Proper Control	25	10.20	1	25.00
Overcorrecting/Oversteering	1	0.41	0	0.00
Physical Disability	1	0.41	0	0.00
Sick	0	0.00	0	0.00
Too Fast for Conditions	8	3.27	0	0.00
Turning Improperly	7	2.86	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 SCHOOL BUSES	
TOTAL SCHOOL BUS COLLISIONS	864
FATAL COLLISIONS	2
INJURY COLLISIONS	111
TOTAL KILLED	2
TOTAL INJURED	290



SCHOOL BUS COLLISIONS				
DRIVER CONTRIBUTING FACTORS	ALL COLLISIONS	PERCENT OF TOTAL	FATAL COLLISIONS	PERCENT OF TOTAL
Alcohol Involvement	6	0.69	0	0.00
Cell Phone	0	0.00	0	0.00
Disregard Traffic Control	14	1.62	0	0.00
Distraction	24	2.78	0	0.00
Drug Involvement	4	0.46	0	0.00
Emotional	1	0.12	0	0.00
Exceeded Stated Speed Limit	5	0.58	0	0.00
Failed to Yield Right of Way	65	7.52	1	50.00
Fatigue	1	0.12	0	0.00
Fell Asleep	0	0.00	0	0.00
Following Too Close	23	2.66	0	0.00
Improper Backing	19	2.20	0	0.00
Improper Passing	19	2.20	0	0.00
Inattention	320	37.04	1	50.00
Lost Consciousness/Fainted	3	0.35	0	0.00
Medication	3	0.35	0	0.00
Misjudge Clearance	205	23.73	0	0.00
Not Under Proper Control	53	6.13	0	0.00
Overcorrecting/Oversteering	7	0.81	1	50.00
Physical Disability	1	0.12	0	0.00
Sick	1	0.12	0	0.00
Too Fast for Conditions	33	3.82	0	0.00
Turning Improperly	15	1.74	0	0.00
Weaving in Traffic	1	0.12	0	0.00

COLLISIONS INVOLVING ELEMENTARY SCHOOL AGE CHILDREN	
TOTAL ELEM. SCHOOL AGE CHILDREN COLLISIONS	7,874
FATAL COLLISIONS	64
INJURY COLLISIONS	2,674
TOTAL KILLED	
ALL AGES	83
6-12 YEARS OF AGE	17
TOTAL INJURED	
ALL AGES	5,857
6-12 YEARS OF AGE	2,006



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	158	2.01	5	7.81
Cell Phone	34	0.43	1	1.56
Disregard Traffic Control	283	3.59	1	1.56
Distraction	275	3.49	2	3.13
Drug Involvement	39	0.50	4	6.25
Emotional	30	0.38	0	0.00
Exceeded Stated Speed Limit	65	0.83	3	4.69
Failed to Yield Right of Way	1,134	14.40	13	20.31
Fatigue	13	0.17	0	0.00
Fell Asleep	38	0.48	2	3.13
Following Too Close	423	5.37	0	0.00
Improper Backing	60	0.76	0	0.00
Improper Passing	100	1.27	3	4.69
Inattention	3,788	48.11	14	21.88
Lost Consciousness/Fainted	33	0.42	2	3.13
Medication	8	0.10	0	0.00
Misjudge Clearance	265	3.37	1	1.56
Not Under Proper Control	729	9.26	17	26.56
Overcorrecting/Oversteering	147	1.87	6	9.38
Physical Disability	28	0.36	0	0.00
Sick	14	0.18	1	1.56
Too Fast for Conditions	408	5.18	7	10.94
Turning Improperly	125	1.59	1	1.56
Weaving in Traffic	19	0.24	1	1.56

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	930
FATAL COLLISIONS	57
INJURY COLLISIONS	788
TOTAL KILLED	58
TOTAL INJURED	876



PEDESTRIAN COLLISIONS				
DRIVER CONTRIBUTING FACTORS	ALL COLLISIONS	PERCENT OF TOTAL	FATAL COLLISIONS	PERCENT OF TOTAL
Alcohol Involvement	33	3.55	5	8.77
Cell Phone	2	0.22	0	0.00
Disregard Traffic Control	21	2.26	1	1.75
Distraction	22	2.37	3	5.26
Drug Involvement	9	0.97	1	1.75
Emotional	14	1.51	0	0.00
Exceeded Stated Speed Limit	10	1.08	0	0.00
Failed to Yield Right of Way	90	9.68	1	1.75
Fatigue	3	0.32	1	1.75
Fell Asleep	1	0.11	0	0.00
Following Too Close	0	0.00	0	0.00
Improper Backing	3	0.32	0	0.00
Improper Passing	8	0.86	1	1.75
Inattention	241	25.91	8	14.04
Lost Consciousness/Fainted	2	0.22	0	0.00
Medication	0	0.00	0	0.00
Misjudge Clearance	6	0.65	0	0.00
Not Under Proper Control	41	4.41	6	10.53
Overcorrecting/Oversteering	2	0.22	0	0.00
Physical Disability	3	0.32	0	0.00
Sick	0	0.00	0	0.00
Too Fast for Conditions	15	1.61	1	1.75
Turning Improperly	2	0.22	0	0.00
Weaving in Traffic	1	0.11	0	0.00

COLLISIONS INVOLVING BICYCLES	
TOTAL BICYCLE COLLISIONS	483
FATAL COLLISIONS	6
INJURY COLLISIONS	354
TOTAL KILLED	6
TOTAL INJURED	369



BICYCLE COLLISIONS				
DRIVER CONTRIBUTING FACTORS	ALL COLLISIONS	PERCENT OF TOTAL	FATAL COLLISIONS	PERCENT OF TOTAL
Alcohol Involvement	14	2.90	0	0.00
Cell Phone	0	0.00	0	0.00
Disregard Traffic Control	8	1.66	2	33.33
Distraction	1	0.21	0	0.00
Drug Involvement	2	0.41	0	0.00
Emotional	1	0.21	0	0.00
Exceeded Stated Speed Limit	8	1.66	0	0.00
Failed to Yield Right of Way	56	11.59	0	0.00
Fatigue	0	0.00	0	0.00
Fell Asleep	0	0.00	0	0.00
Following Too Close	2	0.41	0	0.00
Improper Backing	0	0.00	0	0.00
Improper Passing	4	0.83	0	0.00
Inattention	114	23.60	0	0.00
Lost Consciousness/Fainted	1	0.21	0	0.00
Medication	0	0.00	0	0.00
Misjudge Clearance	4	0.83	0	0.00
Not Under Proper Control	8	1.66	0	0.00
Overcorrecting/Oversteering	0	0.00	0	0.00
Physical Disability	0	0.00	0	0.00
Sick	0	0.00	0	0.00
Too Fast for Conditions	2	0.41	0	0.00
Turning Improperly	1	0.21	0	0.00
Weaving in Traffic	2	0.41	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	154
FATAL COLLISIONS	19
INJURY COLLISIONS	102
TOTAL KILLED	19
TOTAL INJURED	136



ALL TERRAIN VEHICLES				
DRIVER CONTRIBUTING FACTORS	ALL COLLISIONS	PERCENT OF TOTAL	FATAL COLLISIONS	PERCENT OF TOTAL
Alcohol Involvement	26	16.88	4	21.05
Cell Phone	0	0.00	0	0.00
Disregard Traffic Control	3	1.95	1	5.26
Distraction	1	0.65	0	0.00
Drug Involvement	4	2.60	0	0.00
Emotional	0	0.00	0	0.00
Exceeded Stated Speed Limit	0	0.00	0	0.00
Failed to Yield Right of Way	18	11.69	0	0.00
Fatigue	0	0.00	0	0.00
Fell Asleep	0	0.00	0	0.00
Following Too Close	4	2.60	0	0.00
Improper Backing	0	0.00	0	0.00
Improper Passing	2	1.30	0	0.00
Inattention	47	30.52	5	26.32
Lost Consciousness/Fainted	0	0.00	0	0.00
Medication	0	0.00	0	0.00
Misjudge Clearance	1	0.65	0	0.00
Not Under Proper Control	49	31.82	8	42.11
Overcorrecting/Oversteering	2	1.30	1	5.26
Physical Disability	0	0.00	0	0.00
Sick	0	0.00	0	0.00
Too Fast for Conditions	12	7.79	2	10.53
Turning Improperly	0	0.00	0	0.00
Weaving in Traffic	0	0.00	0	0.00

COLLISIONS INVOLVING MOTORCYCLES	
TOTAL MOTORCYCLES COLLISIONS	1,438
FATAL COLLISIONS	56
INJURY COLLISIONS	997
TOTAL KILLED	58
TOTAL INJURED	1,202



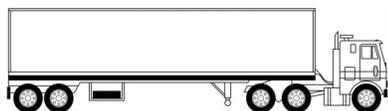
MOTORCYCLE COLLISIONS				
DRIVER CONTRIBUTING FACTORS	ALL COLLISIONS	PERCENT OF TOTAL	FATAL COLLISIONS	PERCENT OF TOTAL
Alcohol Involvement	118	8.21	4	7.14
Cell Phone	4	0.28	0	0.00
Disregard Traffic Control	24	1.67	1	1.79
Distraction	35	2.43	3	5.36
Drug Involvement	5	0.35	1	1.79
Emotional	3	0.21	0	0.00
Exceeded Stated Speed Limit	56	3.89	6	10.71
Failed to Yield Right of Way	187	13.00	6	10.71
Fatigue	0	0.00	0	0.00
Fell Asleep	1	0.07	0	0.00
Following Too Close	54	3.76	0	0.00
Improper Backing	6	0.42	0	0.00
Improper Passing	26	1.81	1	1.79
Inattention	419	29.14	11	19.64
Lost Consciousness/Fainted	3	0.21	0	0.00
Medication	1	0.07	0	0.00
Misjudge Clearance	25	1.74	1	1.79
Not Under Proper Control	317	22.04	25	44.64
Overcorrecting/Oversteering	33	2.29	1	1.79
Physical Disability	3	0.21	0	0.00
Sick	0	0.00	0	0.00
Too Fast for Conditions	60	4.17	4	7.14
Turning Improperly	21	1.46	2	3.57
Weaving in Traffic	3	0.21	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	8,988
FATAL COLLISIONS	116
INJURY COLLISIONS	1,757
TOTAL KILLED	127
TOTAL INJURED	2,565

*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	155	1.72	5	4.31
Cell Phone	28	0.31	0	0.00
Disregard Traffic Control	183	2.04	1	0.86
Distraction	177	1.97	2	1.72
Drug Involvement	44	0.49	2	1.72
Emotional	14	0.16	1	0.86
Exceeded Stated Speed Limit	57	0.63	4	3.45
Failed to Yield Right of Way	954	10.61	21	18.10
Fatigue	36	0.40	2	1.72
Fell Asleep	108	1.20	3	2.59
Following Too Close	371	4.13	0	0.00
Improper Backing	133	1.48	0	0.00
Improper Passing	158	1.76	1	0.86
Inattention	3,313	36.86	33	28.45
Lost Consciousness/Fainted	30	0.33	2	1.72
Medication	8	0.09	0	0.00
Misjudge Clearance	1,023	11.38	3	2.59
Not Under Proper Control	919	10.22	34	29.31
Overcorrecting/Oversteering	199	2.21	10	8.62
Physical Disability	28	0.31	0	0.00
Sick	17	0.19	1	0.86
Too Fast for Conditions	444	4.94	14	12.07
Turning Improperly	196	2.18	2	1.72
Weaving in Traffic	28	0.31	0	0.00

COLLISIONS INVOLVING TRAINS	
TOTAL TRAIN COLLISIONS	72
FATAL COLLISIONS	2
INJURY COLLISIONS	25
TOTAL KILLED	4
TOTAL INJURED	33



TRAIN COLLISIONS				
DRIVER CONTRIBUTING FACTORS	ALL COLLISIONS	PERCENT OF TOTAL	FATAL COLLISIONS	PERCENT OF TOTAL
Alcohol Involvement	4	5.56	0	0.00
Cell Phone	0	0.00	0	0.00
Disregard Traffic Control	10	13.89	0	0.00
Distraction	2	2.78	2	100.00
Drug Involvement	1	1.39	0	0.00
Emotional	1	1.39	0	0.00
Exceeded Stated Speed Limit	0	0.00	0	0.00
Failed to Yield Right of Way	15	20.83	1	50.00
Fatigue	0	0.00	0	0.00
Fell Asleep	0	0.00	0	0.00
Following Too Close	0	0.00	0	0.00
Improper Backing	0	0.00	0	0.00
Improper Passing	0	0.00	0	0.00
Inattention	32	44.44	2	100.00
Lost Consciousness/Fainted	0	0.00	0	0.00
Medication	0	0.00	0	0.00
Misjudge Clearance	5	6.94	1	50.00
Not Under Proper Control	2	2.78	0	0.00
Overcorrecting/Oversteering	0	0.00	0	0.00
Physical Disability	0	0.00	0	0.00
Sick	0	0.00	0	0.00
Too Fast for Conditions	1	1.39	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	69
FATAL COLLISIONS	69
INJURY COLLISIONS	0
TOTAL KILLED	152
TOTAL INJURED	104



MULTIPLE FATALITY COLLISIONS				
DRIVER CONTRIBUTING FACTORS	ALL COLLISIONS	PERCENT OF TOTAL	FATAL COLLISIONS	PERCENT OF TOTAL
Alcohol Involvement	13	18.84	13	18.84
Cell Phone	0	0.00	0	0.00
Disregard Traffic Control	3	4.35	3	4.35
Distraction	2	2.90	2	2.90
Drug Involvement	5	7.25	5	7.25
Emotional	0	0.00	0	0.00
Exceeded Stated Speed Limit	8	11.59	8	11.59
Failed to Yield Right of Way	19	27.54	19	27.54
Fatigue	1	1.45	1	1.45
Fell Asleep	1	1.45	1	1.45
Following Too Close	1	1.45	1	1.45
Improper Backing	0	0.00	0	0.00
Improper Passing	0	0.00	0	0.00
Inattention	15	21.74	15	21.74
Lost Consciousness/Fainted	1	1.45	1	1.45
Medication	0	0.00	0	0.00
Misjudge Clearance	3	4.35	3	4.35
Not Under Proper Control	16	23.19	16	23.19
Overcorrecting/Oversteering	6	8.70	6	8.70
Physical Disability	0	0.00	0	0.00
Sick	0	0.00	0	0.00
Too Fast for Conditions	7	10.14	7	10.14
Turning Improperly	1	1.45	1	1.45
Weaving in Traffic	0	0.00	0	0.00



COLLISIONS BY COUNTY

COLLISIONS BY COUNTY

2002 VS 2003

COUNTY	COLLISIONS								PERSONS			
	TOTAL		FATAL		NON-FATAL INJURY		PROPERTY DAMAGE		KILLED		INJURED	
	2002	2003	2002	2003	2002	2003	2002	2003	2002	2003	2002	2003
Adair	501	436	3	6	132	102	366	328	3	6	194	157
Allen	437	446	4	11	128	111	305	324	4	13	192	181
Anderson	489	550	4	0	129	139	356	411	4	0	198	248
Ballard	200	189	3	0	57	59	140	130	3	0	85	85
Barren	1,378	1,394	6	11	361	331	1,011	1,052	6	11	545	543
Bath	259	295	1	3	71	80	187	212	1	3	102	122
Bell	772	775	9	8	230	244	533	523	10	11	381	383
Boone	3,475	3,845	9	11	728	819	2,738	3,015	15	13	1,030	1,184
Bourbon	566	673	6	6	135	160	425	507	7	6	203	231
Boyd	1,940	2,014	9	7	449	474	1,482	1,533	10	9	647	687
Boyle	807	938	4	8	159	222	644	708	4	8	250	339
Bracken	227	200	3	3	68	65	156	132	3	4	96	98
Breathitt	406	381	12	9	170	160	224	212	13	9	297	289
Breckinridge	215	323	3	4	64	107	148	212	3	4	107	183
Bullitt	1,473	1,444	10	7	418	401	1,045	1,036	11	8	623	602
Butler	275	230	3	2	98	92	174	136	3	2	140	138
Caldwell	315	307	3	1	69	94	243	212	3	1	106	127
Calloway	1,082	1,028	8	7	207	174	867	847	10	7	312	255
Campbell	2,752	3,012	11	9	485	449	2,256	2,554	11	10	669	640
Carlisle	106	112	2	1	37	29	67	82	2	1	52	38
Carroll	441	406	6	7	105	92	330	307	8	7	155	142
Carter	618	685	7	13	169	164	442	508	8	15	259	256
Casey	267	171	5	3	98	54	164	114	8	4	143	71
Christian	1,983	1,788	12	15	494	455	1,477	1,318	17	16	741	687
Clark	1,167	1,151	9	8	248	234	910	909	12	8	361	328
Clay	501	463	3	11	190	209	308	243	3	12	298	341
Clinton	155	151	3	8	42	43	110	100	3	8	68	73
Crittenden	216	206	1	2	72	69	143	135	1	2	101	99
Cumberland	81	65	6	1	28	24	47	40	6	1	49	38
Daviess	3,473	3,215	8	9	752	720	2,713	2,486	9	10	1,095	1,063
Edmonson	235	233	2	0	66	63	167	170	2	0	108	91
Elliott	118	114	1	0	42	41	75	73	1	0	76	69
Estill	292	286	2	4	96	80	194	202	3	4	149	124
Fayette	13,294	13,268	31	29	2,776	2,476	10,487	10,763	32	30	4,031	3,498
Fleming	270	267	5	1	74	73	191	193	6	1	118	105
Floyd	1,023	1,007	9	16	461	411	553	580	10	16	743	731
Franklin	1,773	1,740	5	10	321	289	1,447	1,441	5	10	454	446
Fulton	198	199	2	2	44	45	152	152	3	2	60	66
Gallatin	215	203	3	3	70	72	142	128	4	4	128	106
Garrard	415	416	2	2	114	118	299	296	2	2	189	186

COLLISIONS BY COUNTY

2002 VS 2003

COUNTY	COLLISIONS								PERSONS			
	TOTAL		FATAL		NON-FATAL INJURY		PROPERTY DAMAGE		KILLED		INJURED	
	2002	2003	2002	2003	2002	2003	2002	2003	2002	2003	2002	2003
Grant	825	781	12	4	220	176	593	601	18	4	342	307
Graves	956	921	7	13	262	243	687	665	7	13	404	356
Grayson	692	714	10	8	195	195	487	511	11	8	316	290
Green	253	210	5	2	79	58	169	150	10	2	111	75
Greenup	680	678	5	5	172	159	503	514	6	5	281	231
Hancock	147	131	1	0	42	36	104	95	3	0	54	50
Hardin	2,852	2,918	19	18	618	588	2,215	2,312	23	21	992	917
Harlan	751	655	5	9	234	199	512	447	5	10	352	320
Harrison	535	535	2	1	135	135	398	399	2	1	196	213
Hart	416	479	5	7	128	106	283	366	5	7	206	180
Henderson	1,973	1,870	8	9	495	422	1,470	1,439	8	10	740	650
Henry	432	394	7	5	122	110	303	279	7	6	214	169
Hickman	79	105	2	3	29	30	48	72	2	3	43	41
Hopkins	1,699	1,607	10	6	386	395	1,303	1,206	11	7	569	606
Jackson	230	271	4	7	68	95	158	169	4	9	115	157
Jefferson	24,606	24,199	66	78	5,965	5,716	18,575	18,405	69	81	8,719	8,380
Jessamine	1,402	1,470	4	6	339	329	1,059	1,135	5	7	514	513
Johnson	588	537	8	6	188	167	392	364	9	7	310	277
Kenton	5,491	5,706	12	11	992	959	4,487	4,736	15	11	1,435	1,340
Knott	413	410	6	5	192	163	215	242	6	6	315	248
Knox	838	760	11	8	284	218	543	534	11	9	512	354
Larue	301	340	5	5	78	90	218	245	5	6	121	155
Laurel	1,641	1,687	16	16	432	437	1,193	1,234	16	18	728	691
Lawrence	285	212	4	4	101	76	180	132	4	4	177	131
Lee	84	88	2	3	33	29	49	56	2	4	61	59
Leslie	264	244	6	9	129	127	129	108	6	9	223	211
Letcher	565	451	9	12	231	198	325	241	10	12	364	299
Lewis	271	275	2	6	83	85	186	184	2	6	135	130
Lincoln	313	474	3	6	91	162	219	306	3	6	157	254
Livingston	244	256	3	4	73	64	168	188	3	5	110	84
Logan	683	631	1	7	175	168	507	456	1	8	274	247
Lyon	243	250	1	0	68	60	174	190	1	0	99	86
McCracken	2,670	2,643	8	15	696	712	1,966	1,916	9	16	1,061	1,078
McCreary	343	293	2	5	112	102	229	186	3	7	193	164
McLean	212	199	4	3	61	56	147	140	4	3	93	81
Madison	2,655	2,757	10	11	533	500	2,112	2,246	11	11	801	765
Magoffin	259	245	3	4	119	94	137	147	3	4	207	149
Marion	496	468	5	5	138	139	353	324	8	6	232	208
Marshall	903	937	14	11	239	242	650	684	14	11	389	342
Martin	220	157	3	6	98	65	119	86	4	6	161	115

COLLISIONS BY COUNTY

2002 VS 2003

COUNTY	COLLISIONS								PERSONS			
	TOTAL		FATAL		NON-FATAL INJURY		PROPERTY DAMAGE		KILLED		INJURED	
	2002	2003	2002	2003	2002	2003	2002	2003	2002	2003	2002	2003
Mason	684	727	4	5	156	162	524	560	5	8	241	265
Meade	501	575	6	6	151	162	344	407	6	6	230	248
Menifee	76	113	2	0	22	36	52	77	3	0	26	52
Mercer	622	568	3	3	168	143	451	422	4	3	242	202
Metcalfe	228	238	3	4	63	57	162	177	3	4	88	99
Monroe	155	126	3	3	54	26	98	97	4	3	89	43
Montgomery	780	766	12	11	231	213	537	542	14	14	368	326
Morgan	311	301	3	2	116	102	192	197	4	2	185	162
Muhlenberg	885	783	9	10	258	234	618	539	11	11	403	369
Nelson	1,255	1,236	5	7	288	271	962	958	5	7	434	394
Nicholas	168	168	4	0	50	45	114	123	5	0	76	61
Ohio	664	702	8	6	209	246	447	450	9	6	333	363
Oldham	979	997	8	6	225	206	746	785	9	7	341	275
Owen	235	208	2	2	83	77	150	129	2	2	137	112
Owsley	25	98	2	2	6	36	17	60	2	2	14	58
Pendleton	404	402	1	3	93	84	310	315	1	3	133	133
Perry	958	878	15	12	341	314	602	552	16	13	565	515
Pike	2,089	2,026	18	24	815	791	1,256	1,211	20	29	1,302	1,281
Powell	336	299	4	4	114	91	218	204	4	4	180	145
Pulaski	1,838	1,948	24	20	387	384	1,427	1,544	27	23	649	634
Robertson	19	18	1	0	7	7	11	11	1	0	15	10
Rockcastle	485	518	10	4	121	126	354	388	13	5	193	212
Rowan	922	902	4	4	225	242	693	656	5	4	358	353
Russell	206	208	2	1	72	67	132	140	2	1	110	106
Scott	1,310	1,343	9	10	316	337	985	996	9	12	465	512
Shelby	1,278	1,188	12	13	308	275	958	900	12	15	490	432
Simpson	514	522	4	4	126	120	384	398	4	8	197	177
Spencer	248	240	1	3	81	70	166	167	1	3	124	118
Taylor	816	782	4	3	155	164	657	615	5	4	236	248
Todd	221	222	2	4	52	58	167	160	2	5	79	81
Trigg	259	266	5	4	90	80	164	182	5	5	149	119
Trimble	183	185	2	4	53	53	128	128	2	4	74	72
Union	413	398	6	5	133	130	274	263	11	7	194	191
Warren	4,440	4,239	27	21	1,009	950	3,404	3,268	31	22	1,568	1,410
Washington	320	273	3	2	82	68	235	203	3	3	127	102
Wayne	315	357	11	6	99	104	205	247	12	6	189	185
Webster	366	350	3	3	94	108	269	239	3	3	136	143
Whitley	882	989	12	15	238	268	632	706	14	19	399	455
Wolfe	208	213	4	3	76	63	128	147	4	3	117	111
Woodford	829	872	7	5	134	156	688	711	7	5	192	219
TOTALS	130,347	129,828	810	845	32,393	31,075	97,144	97,908	915	928	49,329	46,966

COLLISIONS INVOLVING DRINKING DRIVERS BY COUNTY 2002 VS 2003

COUNTY	COLLISIONS								PERSONS			
	TOTAL		FATAL *		NON-FATAL INJURY		PROPERTY DAMAGE		KILLED *		INJURED	
	2002	2003	2002	2003	2002	2003	2002	2003	2002	2003	2002	2003
Adair	21	11	0	1	15	5	6	5	0	1	23	6
Allen	24	22	2	3	8	6	14	13	2	4	15	9
Anderson	26	19	1	0	8	9	17	10	1	0	11	14
Ballard	13	15	1	0	8	11	4	4	1	0	10	15
Barren	34	36	1	1	14	17	19	18	1	1	24	25
Bath	18	22	0	2	12	9	6	11	0	2	19	14
Bell	33	36	4	4	14	12	15	20	4	5	27	16
Boone	117	119	1	1	42	46	74	72	1	1	56	63
Bourbon	17	37	3	0	7	16	7	21	4	0	13	23
Boyd	76	55	0	1	31	19	45	35	0	1	37	25
Boyle	26	28	2	1	6	10	18	17	2	1	11	15
Bracken	10	9	0	0	5	7	5	2	0	0	8	8
Breathitt	20	15	3	1	13	10	4	4	3	1	20	17
Breckinridge	13	15	0	1	7	10	6	4	0	1	11	18
Bullitt	50	54	0	2	21	23	29	29	0	2	34	40
Butler	10	4	0	0	4	2	6	2	0	0	6	3
Caldwell	12	14	1	0	8	7	3	7	1	0	14	7
Calloway	43	42	4	2	23	12	16	28	4	2	37	14
Campbell	144	127	0	1	48	40	96	86	0	1	75	50
Carlisle	4	7	1	0	2	4	1	3	1	0	2	6
Carroll	27	15	1	0	14	5	12	10	1	0	18	9
Carter	27	35	1	4	18	14	8	17	1	6	23	20
Casey	21	17	2	1	14	12	5	4	2	1	19	16
Christian	114	90	4	3	51	36	59	51	4	3	68	63
Clark	43	46	3	3	21	14	19	29	6	3	35	20
Clay	27	17	1	1	19	13	7	3	1	1	25	24
Clinton	9	7	1	1	6	1	2	5	1	1	8	4
Crittenden	6	8	1	0	3	5	2	3	1	0	4	6
Cumberland	8	1	4	0	1	1	3	0	4	0	3	1
Daviess	178	136	2	1	68	50	108	85	2	1	96	73
Edmonson	12	13	0	0	5	8	7	5	0	0	6	12
Elliott	9	8	1	0	5	4	3	4	1	0	15	4
Estill	14	22	0	2	5	9	9	11	0	2	5	18
Fayette	591	557	11	7	215	173	365	377	11	7	324	240
Fleming	17	12	1	0	9	9	7	3	2	0	9	14
Floyd	69	64	3	5	46	43	20	16	3	5	67	68
Franklin	66	65	2	0	26	24	38	41	2	0	37	38
Fulton	10	13	0	0	2	7	8	6	0	0	7	10
Gallatin	23	15	1	1	13	6	9	8	2	2	28	9
Garrard	17	22	1	0	7	13	9	9	1	0	8	23

* 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 2002 VS 2003

COUNTY	COLLISIONS								PERSONS			
	TOTAL		FATAL *		NON-FATAL INJURY		PROPERTY DAMAGE		KILLED *		INJURED	
	2002	2003	2002	2003	2002	2003	2002	2003	2002	2003	2002	2003
Grant	29	26	2	0	13	15	14	11	3	0	30	25
Graves	45	52	0	4	19	21	26	27	0	4	27	31
Grayson	36	31	2	3	16	15	18	13	2	3	23	21
Green	7	9	1	0	4	6	2	3	2	0	7	6
Greenup	25	33	0	1	14	12	11	20	0	1	19	16
Hancock	2	12	0	0	0	7	2	5	0	0	0	9
Hardin	83	115	7	5	34	46	42	64	9	6	53	77
Harlan	20	27	0	1	11	8	9	18	0	1	11	12
Harrison	16	26	0	0	8	10	8	16	0	0	13	19
Hart	19	18	1	1	7	4	11	13	1	1	9	7
Henderson	78	64	1	3	40	25	37	36	1	3	61	42
Henry	32	24	1	0	15	12	16	12	1	0	29	17
Hickman	5	9	1	2	4	1	0	6	1	2	4	1
Hopkins	50	37	2	0	27	22	21	15	2	0	39	33
Jackson	8	14	0	2	5	5	3	7	0	2	9	11
Jefferson	1,042	1035	15	17	457	428	570	590	17	19	683	647
Jessamine	64	62	1	2	28	24	35	36	2	3	50	37
Johnson	26	14	4	2	11	10	11	2	5	3	22	18
Kenton	281	260	1	3	96	84	184	173	2	3	149	122
Knott	23	22	1	0	17	17	5	5	1	0	29	20
Knox	41	25	1	2	26	10	14	13	1	2	46	18
Larue	8	12	0	1	3	2	5	9	0	1	8	8
Laurel	57	42	4	1	24	28	29	13	4	1	43	43
Lawrence	9	6	1	1	3	5	5	0	1	1	7	11
Lee	4	5	0	1	2	2	2	2	0	2	5	5
Leslie	26	18	0	1	21	15	5	2	0	1	31	26
Letcher	37	29	1	3	25	17	11	9	1	3	42	23
Lewis	20	20	1	2	8	9	11	9	1	2	10	14
Lincoln	21	31	0	0	9	15	12	16	0	0	19	29
Livingston	17	15	1	0	8	7	8	8	1	0	14	10
Logan	22	31	0	1	12	12	10	18	0	1	19	16
Lyon	11	15	0	0	6	4	5	11	0	0	7	5
McCracken	140	110	2	3	63	57	75	50	2	3	90	77
McCreary	25	14	1	0	14	10	10	4	2	0	19	16
McLean	17	7	2	1	10	4	5	2	2	1	17	8
Madison	130	132	2	1	48	47	80	84	2	1	69	67
Magoffin	12	12	1	0	9	6	2	6	1	0	16	13
Marion	44	38	2	3	21	17	21	18	2	4	34	27
Marshall	38	42	4	3	15	24	19	15	4	3	22	33
Martin	8	5	0	2	5	2	3	1	0	2	9	4

* 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 2002 VS 2003

COUNTY	COLLISIONS								PERSONS			
	TOTAL		FATAL *		NON-FATAL INJURY		PROPERTY DAMAGE		KILLED *		INJURED	
	2002	2003	2002	2003	2002	2003	2002	2003	2002	2003	2002	2003
Mason	36	32	3	2	12	16	21	14	4	4	26	26
Meade	23	34	0	2	11	13	12	19	0	2	16	16
Menifee	7	7	0	0	3	4	4	3	0	0	3	6
Mercer	37	22	0	0	14	11	23	11	0	0	26	15
Metcalfe	5	11	0	0	4	8	1	3	0	0	4	17
Monroe	9	2	0	0	7	2	2	0	0	0	9	5
Montgomery	36	60	4	3	18	33	14	24	6	3	23	47
Morgan	14	14	0	0	9	7	5	7	0	0	12	12
Muhlenberg	31	28	0	0	13	12	18	16	0	0	16	18
Nelson	59	52	3	2	31	22	25	28	3	2	52	34
Nicholas	16	9	2	0	8	3	6	6	3	0	16	3
Ohio	34	39	1	1	16	29	17	9	1	1	23	39
Oldham	40	39	2	1	17	16	21	22	2	1	29	27
Owen	23	17	1	0	11	10	11	7	1	0	21	13
Owsley	3	9	0	0	2	7	1	2	0	0	3	11
Pendleton	25	16	0	0	13	5	12	11	0	0	17	6
Perry	35	37	2	4	21	18	12	15	2	4	41	35
Pike	104	89	5	2	59	54	40	33	6	3	84	83
Powell	16	10	2	1	7	5	7	4	2	1	14	12
Pulaski	63	57	2	2	28	29	33	26	2	2	41	40
Robertson	1	2	0	0	1	1	0	1	0	0	1	1
Rockcastle	22	10	1	2	7	4	14	4	1	3	7	5
Rowan	44	38	1	0	23	20	20	18	1	0	31	31
Russell	12	18	0	0	5	13	7	5	0	0	6	26
Scott	50	53	2	2	24	27	24	24	2	2	29	37
Shelby	82	62	5	3	30	28	47	31	5	4	49	44
Simpson	24	24	1	0	11	6	12	18	1	0	21	7
Spencer	17	19	0	0	12	13	5	6	0	0	17	15
Taylor	35	38	0	0	13	20	22	18	0	0	20	29
Todd	7	12	0	0	4	6	3	6	0	0	4	7
Trigg	18	13	1	0	12	6	5	7	1	0	17	8
Trimble	10	15	1	1	5	10	4	4	1	1	9	16
Union	17	18	2	0	8	9	7	9	3	0	11	10
Warren	163	172	6	4	60	60	97	108	9	4	102	90
Washington	13	19	0	2	8	6	5	11	0	3	10	10
Wayne	11	11	2	0	7	6	2	5	2	0	11	9
Webster	21	11	0	0	12	4	9	7	0	0	15	4
Whitley	37	36	3	1	22	22	12	13	3	1	38	38
Wolfe	14	17	1	2	7	10	6	5	1	2	9	16
Woodford	60	52	4	1	23	21	33	30	4	1	44	33
TOTALS	5,851	5,573	184	160	2,600	2,383	3,067	3,030	209	178	3,979	3,585

* 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 1,021 collisions in which drivers were suspected of being under the influence of drugs based on preliminary investigation of the officer investigating the collision. Of this total, 151 were fatal collisions and 531 were injury collisions.

COUNTY	ALL COLLISIONS	FATAL* COLLISIONS	INJURY COLLISIONS	PERSONS* KILLED	PERSONS INJURED
ADAIR	4	0	4	0	7
ALLEN	3	0	1	0	1
ANDERSON	3	0	1	0	1
BALLARD	0	0	0	0	0
BARREN	6	0	2	0	3
BATH	2	1	1	1	1
BELL	28	3	13	5	19
BOONE	12	2	5	2	8
BOURBON	6	2	3	2	5
BOYD	18	1	5	1	9
BOYLE	6	1	4	1	5
BRACKEN	1	0	1	0	1
BREATHITT	8	2	6	2	7
BRECKENRIDGE	3	0	2	0	3
BULLITT	5	1	1	1	1
BUTLER	1	0	1	0	2
CALDWELL	2	0	0	0	0
CALLOWAY	5	1	2	1	3
CAMPBELL	16	1	6	1	10
CARLISLE	3	0	1	0	1
CARROLL	0	1	0	1	0
CARTER	11	3	6	5	8
CASEY	7	1	4	1	8
CHRISTIAN	8	1	2	2	3
CLARK	5	1	2	1	4
CLAY	18	4	15	4	25
CLINTON	2	1	1	1	1
CRITTENDEN	8	1	7	1	8
CUMBERLAND	0	0	0	0	0
DAVIESS	22	0	6	0	7
EDMONSON	4	0	3	0	5
ELLIOTT	1	0	1	0	3
ESTILL	3	0	2	0	3
FAYETTE	49	4	14	4	22
FLEMING	4	0	3	0	3
FLOYD	37	2	29	2	67
FRANKLIN	7	1	5	1	8
FULTON	0	0	0	0	0
GALLATIN	2	1	2	1	3

COUNTY	ALL COLLISIONS	FATAL* COLLISIONS	INJURY COLLISIONS	PERSONS* KILLED	PERSONS INJURED
GARRARD	4	0	3	0	3
GRANT	6	1	4	1	4
GRAVES	5	3	3	3	4
GRAYSON	5	2	1	2	2
GREEN	0	0	0	0	0
GREENUP	10	0	5	0	6
HANCOCK	0	0	0	0	0
HARDIN	15	6	8	7	15
HARLAN	17	2	12	2	24
HARRISON	1	0	1	0	1
HART	3	2	0	2	0
HENDERSON	21	1	9	1	13
HENRY	2	0	0	0	0
HICKMAN	2	1	1	1	1
HOPKINS	9	0	5	0	11
JACKSON	4	2	2	2	2
JEFFERSON	63	7	25	8	42
JESSAMINE	9	1	5	1	10
JOHNSON	23	1	18	2	36
KENTON	39	3	13	3	16
KNOTT	6	3	5	4	9
KNOX	24	4	14	4	17
LARUE	2	0	0	0	4
LAUREL	27	4	15	4	21
LAWRENCE	6	1	3	1	11
LEE	0	1	0	2	0
LESLIE	7	2	6	2	8
LETCHER	10	5	9	5	15
LEWIS	3	2	3	2	3
LINCOLN	7	0	1	0	2
LIVINGSTON	2	0	0	0	0
LOGAN	8	0	5	0	11
LYON	2	0	2	0	3
McCRACKEN	17	1	11	2	12
McCREARY	4	1	3	2	7
McLEAN	1	0	0	0	0
MADISON	11	3	4	3	4
MAGOFFIN	10	2	7	2	12
MARION	1	4	1	4	1

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

DRIVERS UNDER INFLUENCE OF DRUGS BY COUNTY

COUNTY	ALL COLLISIONS	FATAL* COLLISIONS	INJURY COLLISIONS	PERSONS* KILLED	PERSONS INJURED
MARSHALL	11	3	3	3	5
MARTIN	9	3	6	3	12
MASON	6	1	1	1	2
MEADE	2	1	0	1	0
MENIFEE	0	0	0	0	0
MERCER	6	0	2	0	2
METCALFE	2	0	1	0	5
MONROE	0	1	0	1	0
MONTGOMERY	7	3	5	5	6
MORGAN	2	0	2	0	2
MUHLENBERG	10	2	6	2	10
NELSON	7	2	3	2	5
NICHOLAS	2	0	2	0	2
OHIO	6	1	3	1	3
OLDHAM	5	1	2	1	4
OWEN	0	0	0	0	0
OWSLEY	1	0	0	0	0
PENDLETON	1	0	1	0	1
PERRY	16	1	12	1	27
PIKE	95	7	62	10	107
POWELL	3	1	0	1	0
PULASKI	12	1	4	1	7

COUNTY	ALL COLLISIONS	FATAL* COLLISIONS	INJURY COLLISIONS	PERSONS* KILLED	PERSONS INJURED
ROBERTSON	0	0	0	0	0
ROCKCASTLE	6	1	4	2	6
ROWAN	6	1	2	1	3
RUSSELL	1	0	1	0	1
SCOTT	7	2	2	2	2
SHELBY	7	1	1	1	1
SIMPSON	3	1	1	5	1
SPENCER	4	0	2	0	2
TAYLOR	8	1	5	1	15
TODD	0	1	0	1	0
TRIGG	4	1	0	1	0
TRIMBLE	2	0	1	0	2
UNION	4	0	3	0	6
WARREN	29	4	10	4	18
WASHINGTON	1	0	1	0	2
WAYNE	2	1	2	1	5
WEBSTER	3	1	3	1	3
WHITLEY	15	4	6	5	13
WOLFE	5	3	5	3	9
WOODFORD	5	0	2	0	3
TOTALS	1,021	151	531	174	887

* 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	6,134	52	1,534	53	2,261
Pennyrile	5,685	46	1,509	52	2,258
Green River	6,865	35	1,718	39	2,541
Barren River	8,538	70	2,024	78	3,109
Lincoln Trail	6,847	55	1,620	61	2,497
KIPDA	28,647	116	6,831	124	10,048
Northern Kentucky	14,563	50	2,728	54	3,964
Buffalo Trace	1,487	15	392	19	608
Gateway	2,377	20	673	23	1,015
FIVCO	3,703	29	914	33	1,374
Big Sandy	3,972	56	1,528	62	2,553
Kentucky River	2,763	55	1,090	58	1,790
Cumberland Valley	6,118	78	1,796	93	2,913
Lake Cumberland	4,621	55	1,102	62	1,751
Bluegrass	27,508	113	5,616	117	8,284
TOTALS	129,828	845	31,075	928	46,966

ALCOHOL RELATED COLLISIONS BY AREA DEVELOPMENT DISTRICT

AREA DEVELOPMENT DISTRICT	TOTAL NUMBER REPORTED	TOTAL COLLISIONS REPORTED		NUMBER PERSONS	
		FATAL*	INJURY	KILLED*	INJURED
Purchase	290	14	137	14	187
Pennyrile	232	3	105	3	157
Green River	287	6	128	6	185
Barren River	333	10	125	11	191
Lincoln Trail	316	19	131	22	211
KIPDA	1,248	24	530	27	806
Northern Kentucky	595	6	211	7	297
Buffalo Trace	75	4	42	6	63
Gateway	141	5	73	5	110
FIVCO	137	7	54	9	76
Big Sandy	184	11	115	13	186
Kentucky River	152	12	96	13	153
Cumberland Valley	207	14	102	16	167
Lake Cumberland	183	5	103	5	153
Bluegrass	1,193	20	431	21	643
TOTALS	5,573	160	2,383	178	3,585

* 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	43	9	21	10	26
Pennyrile	45	6	22	7	35
Green River	57	3	24	3	32
Barren River	59	8	24	12	46
Lincoln Trail	36	15	16	16	32
KIPDA	88	10	32	11	52
Northern Kentucky	76	9	31	9	42
Buffalo Trace	14	3	8	3	9
Gateway	17	5	10	7	12
FIVCO	46	5	20	7	37
Big Sandy	174	15	122	19	234
Kentucky River	53	17	43	19	75
Cumberland Valley	139	24	81	28	127
Lake Cumberland	40	6	24	7	51
Bluegrass	134	16	53	16	77
TOTALS	1,021	151	531	174	887

* 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

2002 VS 2003

COUNTY	COLLISIONS								PERSONS			
	TOTAL		FATAL		NON-FATAL INJURY		PROPERTY DAMAGE		KILLED		INJURED	
	2002	2003	2002	2003	2002	2003	2002	2003	2002	2003	2002	2003
Adair	117	118	0	1	1	1	116	116	0	1	1	1
Allen	29	28	0	0	3	3	26	25	0	0	4	3
Anderson	115	125	0	0	2	2	113	123	0	0	3	2
Ballard	21	39	0	0	4	1	17	38	0	0	4	1
Barren	354	408	0	0	10	13	344	395	0	0	12	13
Bath	40	62	0	0	0	6	40	56	0	0	0	7
Bell	258	233	0	1	13	9	245	223	0	1	16	12
Boone	874	944	0	0	43	50	831	894	0	0	51	57
Bourbon	120	121	0	0	6	9	114	112	0	0	7	10
Boyd	529	664	0	0	21	37	508	627	0	0	30	48
Boyle	231	222	0	0	6	9	225	213	0	0	8	10
Bracken	19	21	0	0	0	0	19	21	0	0	0	0
Breathitt	85	92	0	0	4	4	81	88	0	0	6	5
Breckinridge	66	65	0	0	5	4	61	61	0	0	6	4
Bullitt	178	207	0	0	13	11	165	196	0	0	17	16
Butler	44	46	0	0	8	5	36	41	0	0	9	7
Caldwell	23	26	0	0	3	2	20	24	0	0	3	4
Calloway	265	394	0	0	6	7	259	387	0	0	6	9
Campbell	600	644	0	0	18	14	582	630	0	0	20	16
Carlisle	10	10	0	0	0	0	10	10	0	0	0	0
Carroll	99	84	0	0	2	4	97	80	0	0	2	4
Carter	116	120	0	0	8	6	108	114	0	0	11	9
Casey	64	54	0	0	2	3	62	51	0	0	2	3
Christian	168	215	0	0	22	17	146	198	0	0	28	19
Clark	299	318	0	0	10	15	289	303	0	0	11	22
Clay	77	87	0	0	4	8	73	79	0	0	5	10
Clinton	57	50	0	0	3	2	54	48	0	0	4	2
Crittenden	50	43	0	0	1	3	49	40	0	0	1	4
Cumberland	8	9	0	0	1	1	7	8	0	0	2	1
Daviess	945	957	0	1	30	34	915	922	0	2	39	39
Edmonson	53	26	0	0	5	2	48	24	0	0	7	2
Elliott	24	22	0	0	1	1	23	21	0	0	1	2
Estill	50	51	0	0	1	3	49	48	0	0	1	3
Fayette	3,265	3,312	1	0	123	125	3,141	3,187	1	0	152	146
Fleming	58	79	0	0	1	4	57	75	0	0	1	8
Floyd	199	194	0	1	13	14	186	179	0	1	18	19
Franklin	559	535	0	0	17	14	542	521	0	0	24	17
Fulton	74	42	0	0	6	2	68	40	0	0	9	2
Gallatin	34	28	0	0	2	3	32	25	0	0	5	3
Garrard	68	61	0	0	1	7	67	54	0	0	1	8

COLLISIONS BY COUNTY

PARKING LOTS / PRIVATE PROPERTY

2002 VS 2003

COUNTY	COLLISIONS								PERSONS			
	TOTAL		FATAL		NON-FATAL INJURY		PROPERTY DAMAGE		KILLED		INJURED	
	2002	2003	2002	2003	2002	2003	2002	2003	2002	2003	2002	2003
Grant	166	169	0	0	11	3	155	166	0	0	14	4
Graves	189	196	0	0	6	11	183	185	0	0	8	18
Grayson	205	179	0	0	5	6	200	173	0	0	7	6
Green	55	45	0	0	3	2	52	43	0	0	4	2
Greenup	139	130	0	0	4	3	135	127	0	0	4	4
Hancock	28	30	0	0	1	1	27	29	0	0	1	1
Hardin	380	362	0	0	20	21	360	341	0	0	25	25
Harlan	133	144	2	0	14	8	117	136	2	0	19	11
Harrison	147	138	0	0	9	4	138	134	0	0	10	5
Hart	79	78	0	0	5	4	74	74	0	0	5	5
Henderson	489	484	0	0	21	17	468	467	0	0	24	20
Henry	62	33	0	0	3	2	59	31	0	0	4	2
Hickman	2	12	0	0	0	1	2	11	0	0	0	1
Hopkins	67	94	0	0	3	3	64	91	0	0	5	5
Jackson	43	46	1	0	2	1	40	45	1	0	4	1
Jefferson	1,677	1,752	0	1	168	191	1,509	1,560	0	1	218	235
Jessamine	353	362	0	0	18	19	335	343	0	0	20	22
Johnson	180	174	0	0	11	14	169	160	0	0	16	21
Kenton	942	910	1	0	32	30	909	880	1	0	34	35
Knott	54	74	0	1	2	7	52	66	0	1	2	13
Knox	179	155	0	0	11	8	168	147	0	0	12	10
Larue	52	51	0	0	0	2	52	49	0	0	0	2
Laurel	369	399	1	0	15	13	353	386	1	0	20	16
Lawrence	41	44	0	0	4	2	37	42	0	0	4	5
Lee	13	5	0	1	2	0	11	4	0	1	4	0
Leslie	41	58	0	0	5	4	36	54	0	0	6	8
Letcher	98	81	0	1	8	10	90	70	0	1	10	19
Lewis	33	55	0	0	3	3	30	52	0	0	4	3
Lincoln	48	89	0	0	0	4	48	85	0	0	0	9
Livingston	41	28	0	0	1	0	40	28	0	0	1	0
Logan	178	186	0	0	14	8	164	178	0	0	19	9
Lyon	50	51	0	0	3	2	47	49	0	0	3	2
McCracken	341	436	0	1	36	47	305	388	0	1	45	61
McCreary	55	62	0	0	3	4	52	58	0	0	5	6
McLean	57	26	0	0	8	4	49	22	0	0	10	4
Madison	874	874	0	0	18	23	856	851	0	0	22	31
Magoffin	30	30	0	0	5	2	25	28	0	0	5	2
Marion	123	122	1	0	5	2	117	120	1	0	6	2
Marshall	190	197	0	0	4	5	186	192	0	0	6	7
Martin	81	115	1	1	23	41	57	73	1	1	33	63

COLLISIONS BY COUNTY

PARKING LOTS / PRIVATE PROPERTY

2002 VS 2003

COUNTY	COLLISIONS								PERSONS			
	TOTAL		FATAL		NON-FATAL INJURY		PROPERTY DAMAGE		KILLED		INJURED	
	2002	2003	2002	2003	2002	2003	2002	2003	2002	2003	2002	2003
Mason	219	223	0	0	4	2	215	221	0	0	4	2
Meade	22	38	0	0	1	3	21	35	0	0	2	6
Menifee	4	21	0	0	0	0	4	21	0	0	0	0
Mercer	124	108	0	0	7	8	117	100	0	0	8	10
Metcalfe	35	41	0	0	2	0	33	41	0	0	2	0
Monroe	17	8	0	0	1	0	16	8	0	0	1	0
Montgomery	256	238	1	0	8	15	247	223	2	0	10	21
Morgan	82	75	0	0	3	5	79	70	0	0	3	7
Muhlenberg	210	182	0	0	7	13	203	169	0	0	7	16
Nelson	104	127	0	0	7	12	97	115	0	0	9	23
Nicholas	24	38	0	0	0	1	24	37	0	0	0	1
Ohio	125	133	0	0	2	8	123	125	0	0	2	11
Oldham	78	98	1	0	2	8	75	90	1	0	2	9
Owen	29	31	0	0	3	5	26	26	0	0	3	7
Owsley	5	20	0	0	0	2	5	18	0	0	0	2
Pendleton	48	62	0	0	2	2	46	60	0	0	2	2
Perry	290	247	0	2	19	15	271	230	0	2	30	24
Pike	487	388	0	1	30	35	457	352	0	1	40	47
Powell	27	22	1	0	0	2	26	20	2	0	0	2
Pulaski	510	486	0	0	8	12	502	474	0	0	8	14
Robertson	4	1	0	0	2	0	2	1	0	0	2	0
Rockcastle	79	77	0	0	1	0	78	77	0	0	1	0
Rowan	274	262	0	0	5	5	269	257	0	0	6	5
Russell	25	37	0	0	0	2	25	35	0	0	0	2
Scott	125	128	0	0	10	10	115	118	0	0	13	11
Shelby	191	232	0	1	15	19	176	212	0	1	19	33
Simpson	145	94	0	0	4	2	141	92	0	0	4	2
Spencer	27	31	0	1	2	0	25	30	0	2	2	2
Taylor	205	236	0	0	5	5	200	231	0	0	7	5
Todd	46	42	0	0	1	0	45	42	0	0	1	0
Trigg	71	78	0	0	2	3	69	75	0	0	2	3
Trimble	12	20	0	0	1	3	11	17	0	0	1	5
Union	42	38	0	0	3	6	39	32	0	0	4	8
Warren	586	583	0	0	39	47	547	536	0	0	53	63
Washington	15	17	0	0	0	3	15	14	0	0	0	7
Wayne	33	108	0	0	5	5	28	103	0	0	6	6
Webster	44	34	0	0	1	3	43	31	0	0	1	3
Whitley	221	222	0	0	13	9	208	213	0	0	16	15
Wolfe	33	31	0	0	3	1	30	30	0	0	6	1
Woodford	171	158	1	0	10	5	160	153	1	0	12	5
TOTALS	23,574	24,247	12	15	1,153	1,263	22,409	22,969	14	17	1,455	1,623

TYPES OF COLLISIONS

PARKING LOTS / PRIVATE PROPERTY

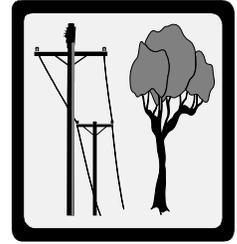


PARKING LOTS:

Total Collisions: 21,903
 % of Total Collisions: 90.33%
 Persons Killed: 3
 % of Total Fatalities: 17.65%
 No. of Fatal Collisions: 2
 % of All Fatal Collisions: 13.33%

COLLISION WITH FIXED OBJECT:

Total Collisions: 708
 % of Total Collisions: 2.92%
 Persons Killed: 4
 % of Total Fatalities: 23.53%
 No. of Fatal Collisions: 4
 % of All Fatal Collisions: 26.67%

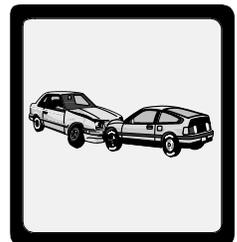


COLLISION WITH PEDESTRIAN:

Total Collisions: 29
 % of Total Collisions: 0.12%
 Persons Killed: 2
 % of Total Fatalities: 11.76%
 No. of Fatal Collisions: 2
 % of All Fatal Collisions: 13.33%

COLLISION WITH MOVING MOTOR VEHICLE:

Total Collisions: 1,037
 % of Total Collisions: 4.28%
 Persons Killed: 0
 % of Total Fatalities: 0.00%
 No. of Fatal Collisions: 0
 % of All Fatal Collisions: 0.00%

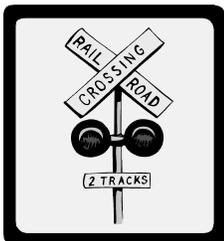
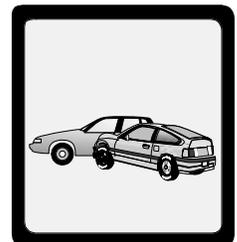


COLLISION WITH PEDALCYCLIST:

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: 356
 % of Total Collisions: 1.47%
 Persons Killed: 0
 % of Total Fatalities: 0.00%
 No. of Fatal Collisions: 0
 % of All Fatal Collisions: 0.00%

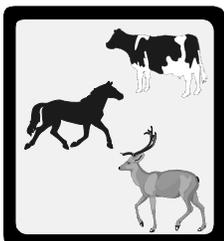
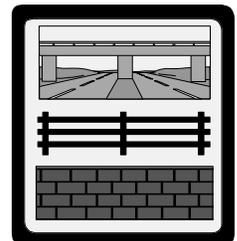


COLLISION WITH RAILWAY TRAIN:

Total Collisions: 11
 % of Total Collisions: 0.05%
 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: 54
 % of Total Collisions: 0.22%
 Persons Killed: 0
 % of Total Fatalities: 0.00%
 No. of Fatal Collisions: 0
 % of All Fatal Collisions: 0.00%



COLLISION WITH ANIMAL (INCLUDING DEER):

Total Collisions: 55
 % of Total Collisions: 0.23%
 Persons Killed: 0
 % of Total Fatalities: 0.00%
 No. of Fatal Collisions: 0
 % of All Fatal Collisions: 0.00%

NON-COLLISION (INCLUDING OVERTURNED):

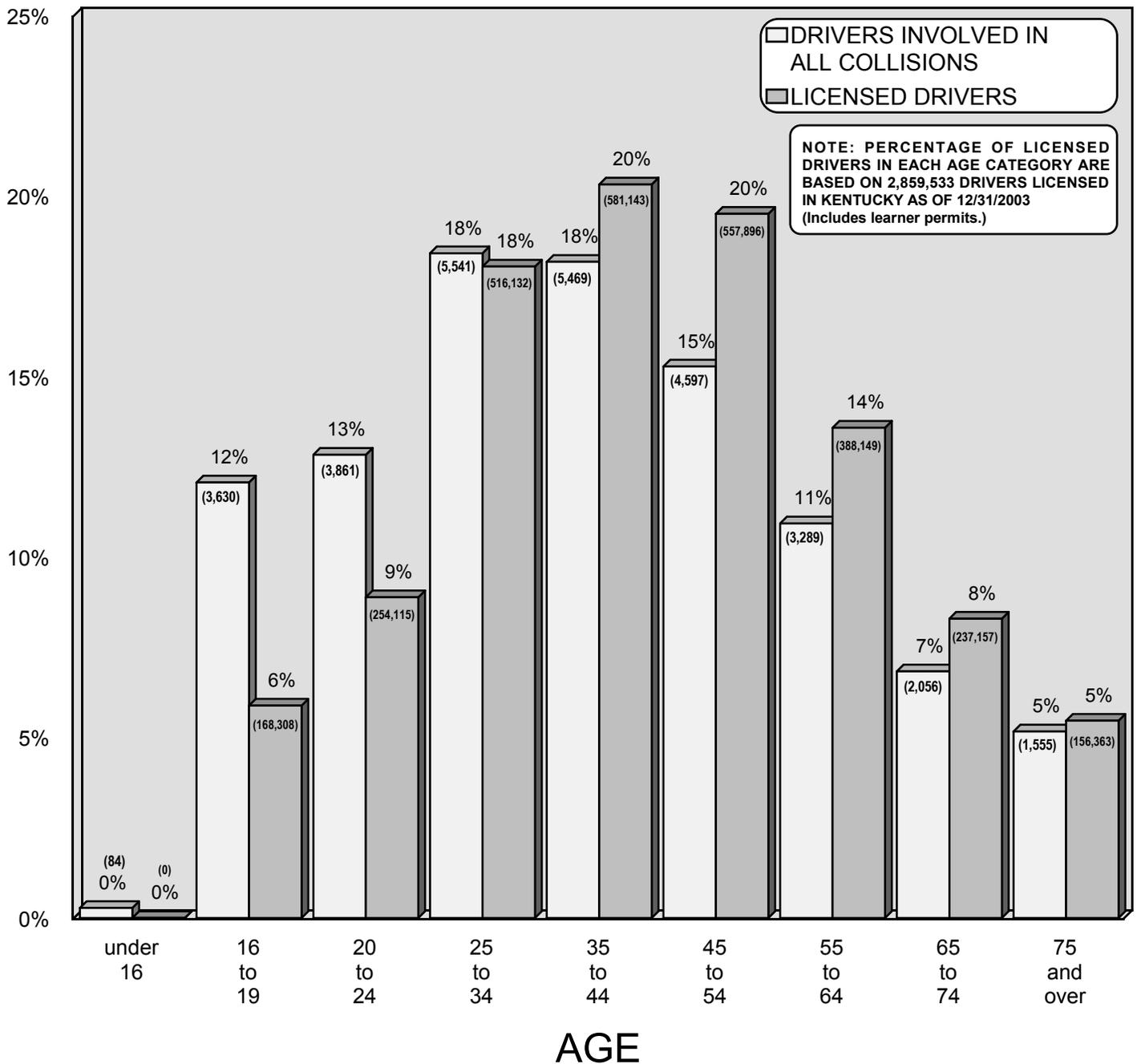
Total Collisions: 27
 % of Total Collisions: 0.11%
 Persons Killed: 5
 % of Total Fatalities: 29.41%
 No. of Fatal Collisions: 4
 % of All Fatal Collisions: 26.67%



AGE OF DRIVER (ALL COLLISIONS)

PARKING LOTS / PRIVATE PROPERTY

The chart below groups the ages of 30,082 drivers involved in traffic collisions during 2003 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 707 driver's ages which could not be determined. These drivers represent 2.4% of all drivers involved in collisions. The percentages given below do not consider the "Unknown" category.



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	12,504	51.57	3	20.00
Misjudge Clearance	2,882	11.89	0	0.00
Improper Backing	1,091	4.50	0	0.00
Not Under Proper Control	1,105	4.56	4	26.67
Failed to Yield Right of Way	1,023	4.22	0	0.00
Alcohol Involvement	572	2.36	5	33.33
Distraction	411	1.70	0	0.00
Too Fast for Conditions	392	1.62	0	0.00
Turning Improperly	162	0.67	0	0.00
Overcorrecting/Oversteering	120	0.49	0	0.00
Disregard Traffic Control	117	0.48	0	0.00
Drug Involvement	116	0.48	0	0.00
Following Too Close	107	0.44	0	0.00
Emotional	94	0.39	0	0.00
Exceeded Stated Speed Limit	91	0.38	0	0.00
Physical Disability	76	0.31	0	0.00
Improper Passing	63	0.26	0	0.00
Lost Consciousness/Fainted	54	0.22	0	0.00
Cell Phone	53	0.22	0	0.00
Weaving in Traffic	43	0.18	0	0.00
Sick	34	0.14	0	0.00
Fell Asleep	32	0.13	1	6.67
Fatigue	20	0.08	0	0.00
Medication	10	0.04	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	266	1.10	0	0.00
Tire Failure	26	0.11	0	0.00
Steering Failure	19	0.08	0	0.00
Tow Hitch Defective / Separation of Units	18	0.07	0	0.00
Oversized Load on Vehicle	16	0.07	0	0.00
Load Securement	13	0.05	0	0.00
Other Lighting Defective	6	0.02	0	0.00
Overweight	1	0.00	0	0.00
Headlights Defective	1	0.00	0	0.00

ENVIRONMENTAL FACTORS	ALL COLLISIONS	PERCENT OF TOTAL	FATAL COLLISIONS	PERCENT OF TOTAL
Slippery Surface	1,041	4.29	0	0.00
View Obstructed	625	2.58	0	0.00
Improperly Parked Vehicle	201	0.83	0	0.00
Glare	115	0.47	0	0.00
Animal Action	88	0.36	0	0.00
Water Pooling	82	0.34	1	6.67
Roadway Construction	24	0.10	0	0.00
Fixed Object(s)	20	0.08	0	0.00
Shoulder Defective	14	0.06	0	0.00
Debris In Roadway	14	0.06	1	6.67
Hole/Deep Ruts/Bumps	12	0.05	1	6.67
Maintenance / Utility	7	0.03	0	0.00
Traffic Controls Not Working	5	0.02	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 2003 vs. alcohol involved drivers in fatal collisions during the same time period and the percentages of involvement for various ages and age groups. The alcohol involved teenage driver (ages 13 through 19) represents 6% of the total number of drinking drivers involved in fatal collisions.

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

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

AGE	Number of Drivers Involved	Alcohol Involved Drivers*	% Alcohol Involved
Under 16	4	0	0
16	22	2	9
17	32	2	6
18	44	5	11
19	19	1	5
20	30	4	13
21	43	5	11
22-24	89	17	19
25-34	269	45	16
35-44	247	46	18
45-54	212	25	11
55-64	122	8	6
65-74	73	2	2
Over 74	77	0	0
Unknown	4	0	0
TOTALS	1,287	162	13

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

DURING 2003, THERE WERE 178 PERSONS KILLED IN FATAL COLLISIONS INVOLVING A DRINKING DRIVER. THIS REPRESENTS 19% OF ALL PERSONS KILLED IN TRAFFIC COLLISIONS IN KENTUCKY DURING 2003.

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	2	1	0	1	0
17	2	0	0	0	2
18	5	1	0	2	2
19	1	1	0	0	0
20	4	0	0	2	2
21	5	0	1	3	1
22-24	17	1	4	8	4
25-34	45	5	2	20	18
35-44	46	7	3	15	21
45-54	25	3	3	9	10
55-64	8	1	1	4	2
65-74	2	0	1	1	0
75+	0	0	0	0	0
Unknown	0	0	0	0	0
TOTAL	162	20	15	65	62

* 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 2003, ELEVEN (11) PERCENT OF THE FATALLY INJURED PEDESTRIANS OVER THE AGE OF 15 WERE DRINKING. THEIR AVERAGE ALCOHOL TEST WAS 0.26%

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	4	0	.0
6-10	2	0	.0
11-15	3	0	.0
16-20	7	0	.0
21-25	4	1	.28
26-30	3	0	.0
31-40	8	0	.0
41-50	13	2	.30
51-60	4	1	.16
61-70	5	2	.29
71-80	5	0	.0
81+	4	0	.0
UNKNOWN	0	0	.0
TOTAL	62	6	.26

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 2003 FARS data strongly confirms both the lifesaving advantage as well as the reduction of serious injury when restraints are in place. SIXTY-SEVEN (67) PERCENT OF THE VEHICLE OCCUPANTS KILLED DURING 2003 WERE NOT RESTRAINED. FORTY-SEVEN (47) PERCENT OF THE VEHICLE OCCUPANTS SUFFERING INCAPACITATING INJURY WERE NOT RESTRAINED. THIRTY-TWO (32) 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	22	32	0	247	549	7	857
Incapacitating Injury	4	1	0	180	167	4	356
Non-Incapacitating Injury	2	2	0	187	91	0	282
Possible Injury	0	0	0	109	62	0	171
No Injury	0	0	0	287	55	0	342
Unknown If Injured	0	0	0	0	0	0	0
Injured, Severity Unknown	0	0	0	0	0	4	4
TOTAL	28	35	0	1,010	924	15	2,012

Of the 2,012 vehicle occupants involved in fatal collisions in 2003, only 1,038 were using safety restraints - an overall usage rate of 51% in fatal collisions.

EJECTION

Result	Total Ejection	Partial Ejection	No Ejection	Unknown	TOTAL
Fatal Injury	166	63	630	0	859
Incapacitating Injury	42	3	311	0	356
Non-Incapacitating Injury	12	1	269	0	282
Possible Injury	5	0	166	0	171
No Injury	0	0	345	0	345
Unknown If Injured	0	0	0	0	0
Injured, Severity Unknown	0	0	3	1	4
TOTAL	225	67	1,724	1	2,017

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-EIGHT (78) 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.

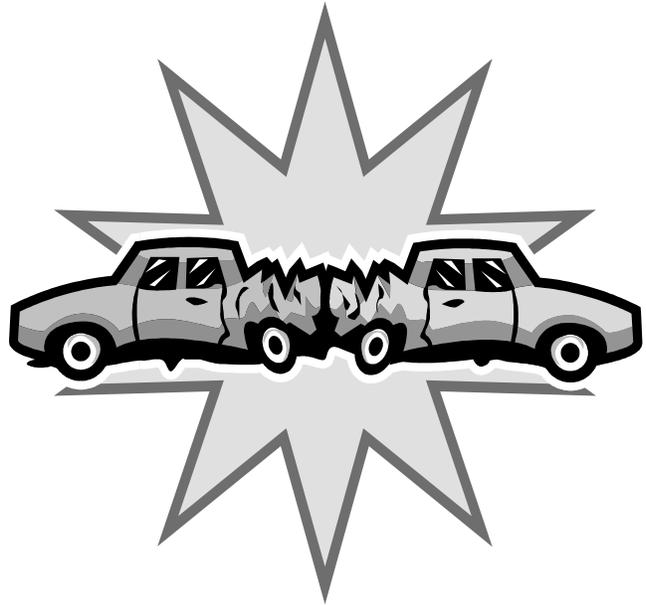
RESULT	Age 4 & Under Total	Child Restraint Used	Lap Belt &/or Harness Used	None Used	Unknown
Killed	10	4	4	2	0
Injured (Incapacitating)	9	3	4	2	0
Injured (Non-Incapacitating)	14	9	2	3	0
Injured (Possible)	16	13	2	1	0
Not Injured	10	9	1	0	0
TOTAL	59	38	13	8	0

Of the fifty-nine (59) child occupants (four years and under) involved in fatal collisions in 2003, fifty-one (51) children were secured in a child restraint. Of the ten (10) children killed, two (2) had no restraint, four (4) were using a lap belt or shoulder harness, and four (4) were using child safety seats.



\$2.1 - \$6.0 BILLION

COST of KENTUCKY TRAFFIC COLLISIONS 2003



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 2003 (occurring on public roads).

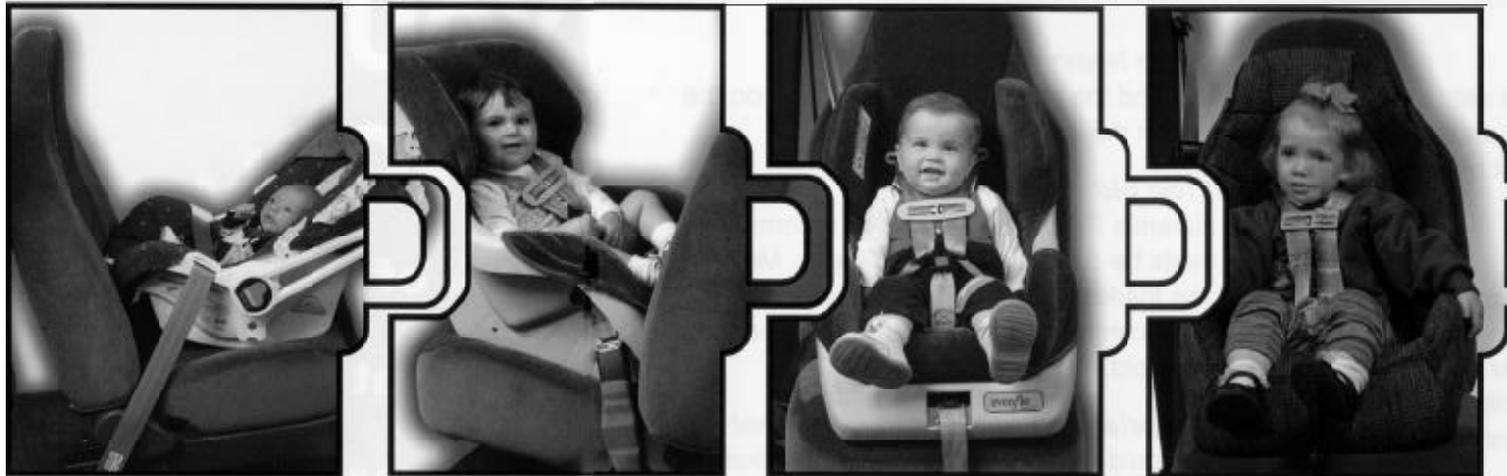
The **economic cost** (\$2.1 billion) was derived from the following formula:

Cost per	X	Number Reported	=	Estimated Cost
Fatalities @ \$1,120,000	X	928	=	\$1,039,360,000
Incapacitating Injuries @ \$55,500	X	6,296	=	\$349,428,000
Non-Incapacitating Injuries @ \$18,200	X	18,325	=	\$333,515,000
Possible Injuries @ \$10,300	X	22,345	=	\$230,153,500
Property Damage Only @ \$2,000	X	97,908	=	\$195,816,000
TOTAL ECONOMIC COST ESTIMATE:				\$2,148,272,500

The **comprehensive cost** (\$6.0 billion) was derived from the following formula:

Cost per	X	Number Reported	=	Estimated Cost
Fatalities @ \$3,610,000	X	928	=	\$3,350,080,000
Incapacitating Injuries @ \$181,000	X	6,296	=	\$1,139,576,000
Non-Incapacitating Injuries @ \$46,200	X	18,325	=	\$846,615,000
Possible Injuries @ \$22,000	X	22,345	=	\$491,590,000
Property Damage Only @ \$2,000	X	97,908	=	\$195,816,000
TOTAL COMPREHENSIVE COST ESTIMATE:				\$6,023,677,000

INSTALLING YOUR



Infant Seat/ Rear-Facing Convertible

These can be used for babies from birth to 20-22 pounds and less than 26 inches (check your car seat rating).

- NEVER place a rear-facing car seat in front of an air bag.
- Seat must face the rear of the vehicle.
- Harness straps should come through the slots in the back of the seat just below the level of your baby's shoulders.
- The seat should be reclined no more than 45-degrees angle. A rolled up towel may be used to help adjust the seat to the proper angle.
- Make sure the carrying handle is locked in the down position while in the car.
- Always keep harness straps snug so no more than one finger fits under it at the child's shoulder and fasten harness clip at armpit level.

Infant Seat/ Rear-Facing Convertible

These should be used for babies rear-facing who are 20 or more pounds AND one year of age and under.

- If your child reaches 20 pounds before turning one year old, you must make sure the car seat is rated up to 30-35 pounds when rear-facing.
- Do NOT place your child in a forward facing seat until at least 20 pounds and one year of age. A child younger than one does not have neck muscles strong enough to withstand a crash in a forward-facing seat.
- Keep harness straps snug and below shoulder level.

Check the label on your car seat to see its weight rating for your child now and for later growth.

Convertible

These seats can be adjusted for use by infants or toddlers. See previous for children under one year and 20 pounds.

- Use this seat forward-facing and upright for toddlers over age one and from 20-40 pounds.
- Harness straps should be snug and come through the uppermost slots in the back of the seat.
- Adjust car seat to upright position.

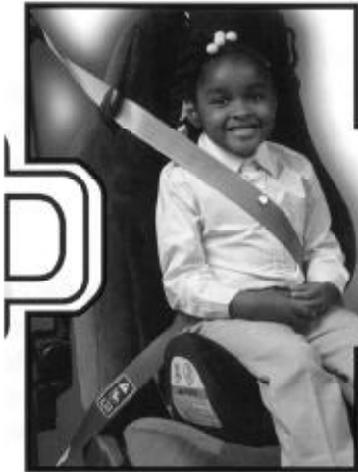
Toddler Car Seat/ Belt-Positioning Booster Seat

These seats are forward-facing only and are for children over one year and 20 pounds. They can be used up to 80 pounds.

Up to 40 pounds:

- Use the harness until your child is 40 pounds.
- Harness straps should be snug and come through the back of the seat above the shoulder.
- Booster seats with shields are never recommended. Remove the shield and follow the manufacturer's directions.

SAFETY SEAT



**Toddler Car Seat/
Belt-Positioning
Booster Seat**

Over 40 pounds:

One of the most common mistakes made is to place a child in a vehicle seat belt too early. Your child needs a booster seat if:

- The shoulder belt crosses your child's face or neck.
- If the lap belt rides up on your child's stomach (this can cause serious stomach and spinal injuries in the event of a crash).
- If your child's legs do not bend over the seat naturally at the knee. (If your child's legs are not long enough for him or her to sit naturally, he or she may slouch down to be more comfortable. This can cause the lap belt to ride up on the stomach.) Booster seats raise your child to a safe level so the lap and shoulder belt fits correctly.

Using a booster seat:

- Harness should be removed and the seat should be used as a belt-positioning booster with the lap/shoulder belt.
- Booster seats with shields are never recommended. Remove the shield and follow the manufacturer's directions.



Lap Belt

- If your car only has a lap belt in the back seat, you will need an 86-Y harness available by calling E-Z On Products Inc., (800) 323-6598 or visit www.ezonpro.com on the internet.



Seat Belt

For older children who are at least 4 feet, 6 inches tall and 80 pounds.

- Lap portion of the belt must go over the thighs.
- Shoulder portion of the belt must go over the shoulder, never the face or neck.
- Shoulder and lap belt adjusters are never recommended.



Locking Clips

Note: Check your vehicle Owner's Manual to determine how your seat belt works with your car seat.

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IMPORTANT NOTICE

Here is your copy of the 2003 TRAFFIC COLLISION FACTS report you requested. If you want to receive the 2004 report, please print or type your name and address below and return this form.

This card must be returned to ensure receipt of the 2004 publication. Existing mailing lists are being revised to include only those individuals who respond to this notice.



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