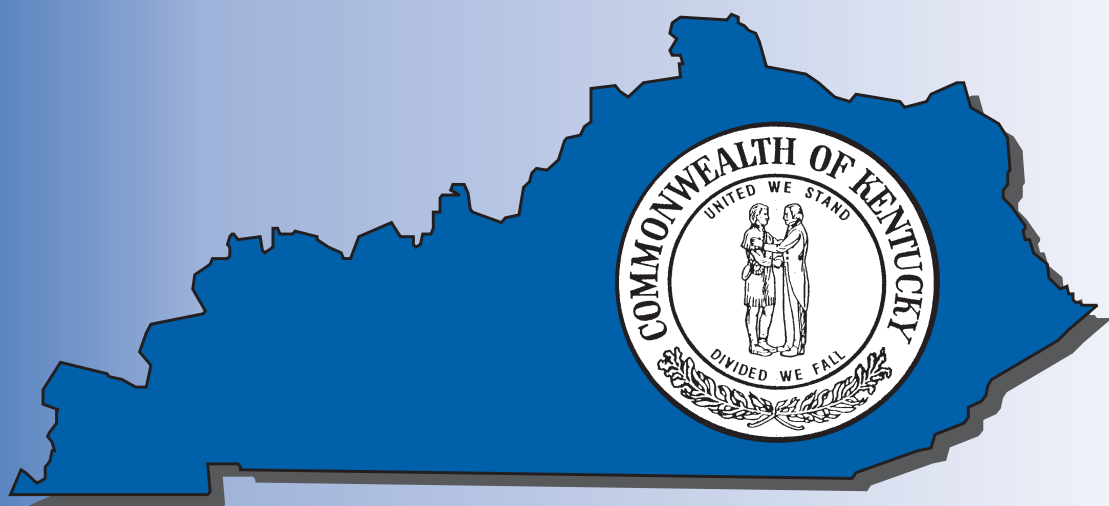


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# ***TRAFFIC COLLISION FACTS***



**2005  
REPORT**

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

This 2005 Collision Facts Report  
would like to  
remember  
the  
NINE HUNDRED EIGHTY-FIVE  
who were victims of fatal traffic collisions  
during 2005.

# **KENTUCKY**

## **TRAFFIC COLLISION FACTS**

### **2005**

Prepared by:

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College of Engineering  
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In Cooperation with:

**Kentucky State Police  
Commonwealth of Kentucky**

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# INTRODUCTION

KENTUCKY'S TRAFFIC COLLISION FACTS report for 2005 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 2005 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**

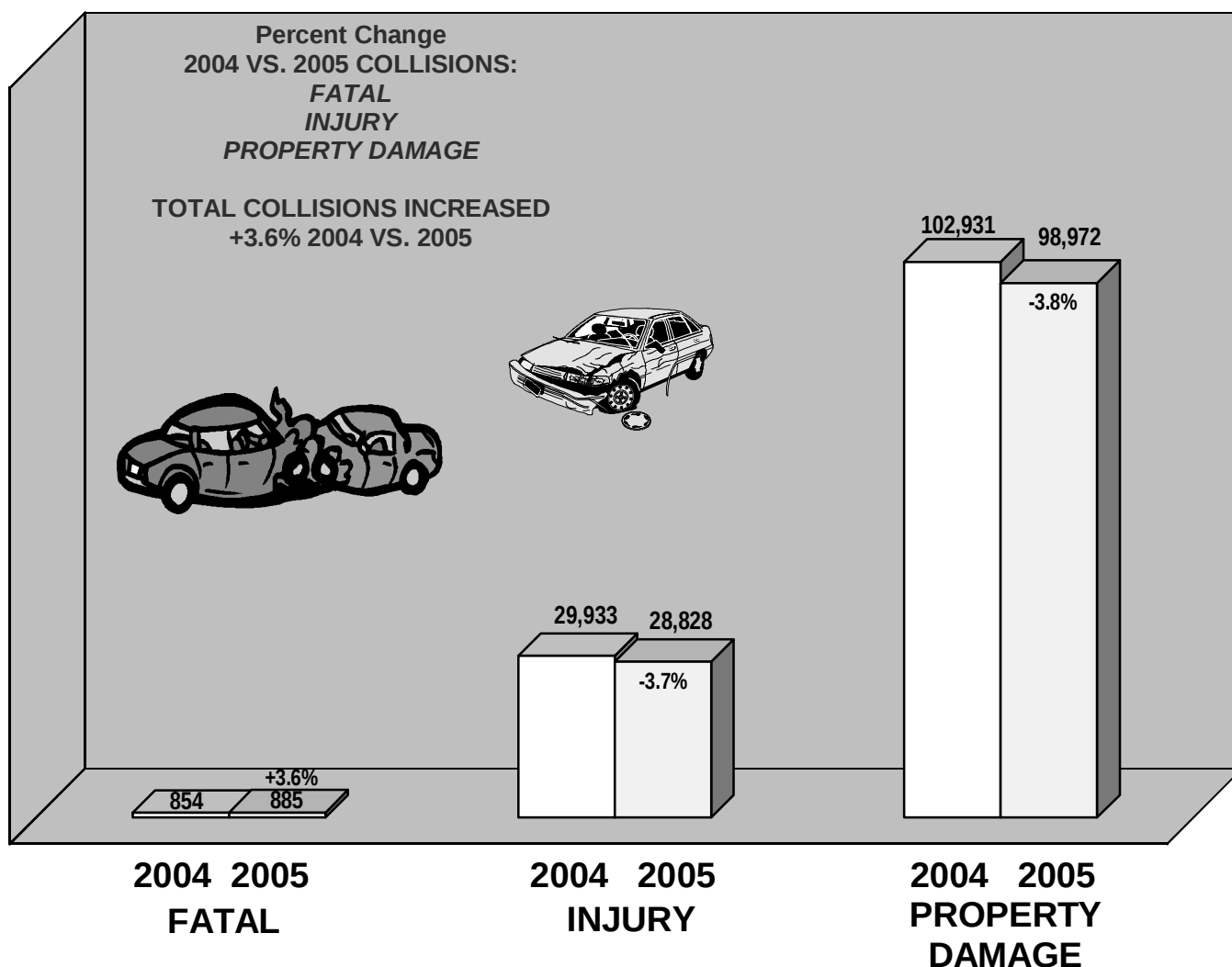
# 2005 COLLISION SUMMARY

| TYPE COLLISION REPORTED              | 2004    | 2005    | PERCENT CHANGE |
|--------------------------------------|---------|---------|----------------|
| FATAL (Public Roads)                 | 854     | 885     | +3.6           |
| NONFATAL INJURY (Public Roads)       | 29,933  | 28,828  | -3.7           |
| PROPERTY DAMAGE ONLY (Public Roads)  | 102,931 | 98,972  | -3.8           |
| TOTAL NUMBER REPORTED (Public Roads) | 133,718 | 128,685 | -3.8           |
| PARKING LOTS / PRIVATE PROPERTY      | 23,514  | 24,240  | +3.1           |
| TOTAL ALL REPORTED                   | 157,232 | 152,925 | -2.7           |
| FATAL (Total)                        | 866*    | 898**   | +3.7           |

\* Includes 12 fatal collisions on parking lots / private property

\*\* Includes 13 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

|                                                          | 2004   | 2005   | %<br>CHANGE |
|----------------------------------------------------------|--------|--------|-------------|
| <b>PERSONS KILLED - Public Roads</b>                     | 964    | 985    | +2.2        |
| <b>PERSONS KILLED - Parking Lots / Private Property</b>  | 14     | 14     | 0.0         |
| <b>PERSONS KILLED (Total)</b>                            | 978    | 999    | +2.1        |
| <b>PERSONS INJURED - Public Roads</b>                    | 44,986 | 43,295 | -3.8        |
| <b>PERSONS INJURED - Parking Lots / Private Property</b> | 1,226  | 1,214  | -1.0        |
| <b>PERSONS INJURED (Total)</b>                           | 46,212 | 44,509 | -3.7        |

**FACTS:** APPROXIMATELY ONE OF EVERY 4,800 KENTUCKY RESIDENTS DIED AS A RESULT OF A FATAL TRAFFIC COLLISION ON A PUBLIC ROAD DURING 2005 IN KENTUCKY. ABOUT ONE IN 108 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 2,450 KENTUCKY DRIVERS WAS INVOLVED IN A FATAL COLLISION.\*\*

\* Based on 4,173,405 population estimate for Kentucky in 2005.

\*\* Based on 2,927,232 licensed drivers in Kentucky in 2005 (including learner permits).

A total of 985 persons were killed on public roads during 2005. The total number of traffic fatalities increased 2.2%, with 21 more fatalities than during 2004.

43,295 persons were injured on public roads during 2005, a decrease of 3.8% from 2004, or 1,691 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 | %  |
|----------------------------------|--------|----|
| <b>INCAPACITATING INJURY</b>     |        |    |
| Public Roads                     | 5,841  | 13 |
| Parking Lots / Private Property  | 139    | 11 |
| <b>NON-INCAPACITATING INJURY</b> |        |    |
| Public Roads                     | 16,344 | 38 |
| Parking Lots / Private Property  | 425    | 35 |
| <b>POSSIBLE INJURY</b>           |        |    |
| Public Roads                     | 21,110 | 49 |
| Parking Lots / Private Property  | 650    | 54 |
| <b>TOTAL</b>                     |        |    |
| Public Roads                     | 43,295 |    |
| Parking Lots / Private Property  | 1,214  |    |

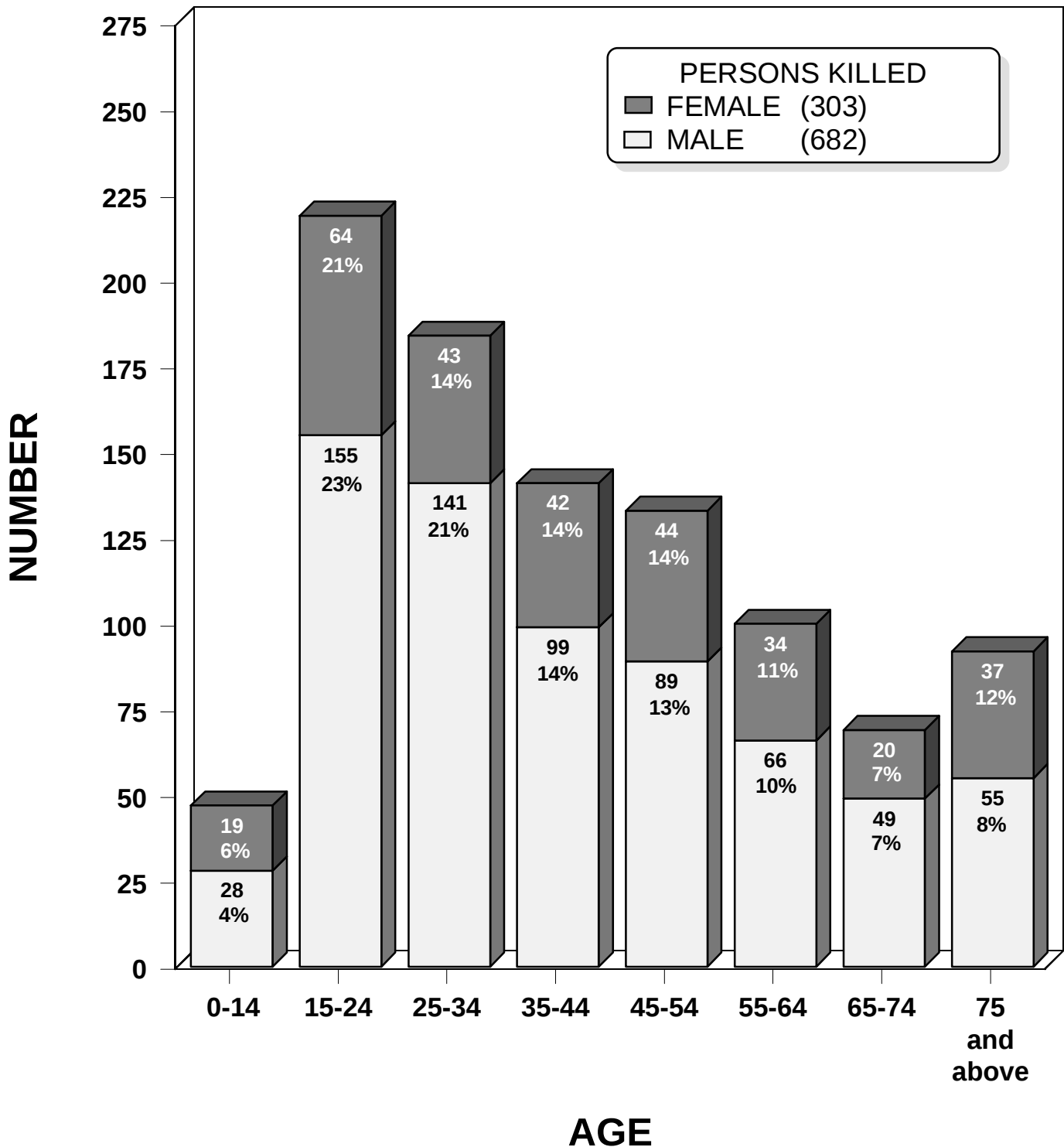
| <b>TOTAL DEATH RATES</b><br>(deaths per 100 million miles traveled*) |        |        |      |
|----------------------------------------------------------------------|--------|--------|------|
| YEAR                                                                 | KILLED | RATE** |      |
|                                                                      |        | KY     | U.S. |
| 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    | 1.5  |
| 2003                                                                 | 928    | 2.0    | 1.5  |
| 2004                                                                 | 964    | 2.0    | 1.5  |
| 2005                                                                 | 985    | 2.1    | 1.6  |

\*Miles traveled in Kentucky in 2005 = 47.4 billion

\*\*Includes Public Roads

# FATALITIES BY AGE AND SEX

The number of persons killed in fatal collisions in 2005 is shown by age and sex in the chart below. There were 682 males versus 303 females killed. Twenty-two (22) 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 (67%) and collisions with fixed objects (18%) account for 85% of the fatalities and injuries during 2005.

| TYPE OF COLLISION             | TOTAL COLLISIONS | FATAL COLLISIONS | TYPE OF INJURY |                       |                               |                 | % OF TOTAL OCCUPANTS KILLED OR INJURED |
|-------------------------------|------------------|------------------|----------------|-----------------------|-------------------------------|-----------------|----------------------------------------|
|                               |                  |                  | KILLED         | INCAPACITATING INJURY | NON-<br>INCAPACITATING INJURY | POSSIBLE INJURY |                                        |
| COLLISION WITH MOVING VEHICLE | 86,288           | 343              | 405            | 3,243                 | 9,859                         | 14,859          | 64.1                                   |
| COLLISION WITH FIXED OBJECT   | 23,481           | 360              | 388            | 1,751                 | 4,511                         | 4,158           | 24.4                                   |
| OTHER NON COLLISION           | 2,745            | 49               | 56             | 225                   | 469                           | 430             | 2.7                                    |
| COLLISION WITH PEDESTRIAN     | 902              | 55               | 56             | 192                   | 341                           | 299             | 2.0                                    |
| NON COLLISION OVERTURNED      | 1,567            | 43               | 44             | 231                   | 482                           | 467             | 2.8                                    |
| COLLISION WITH OTHER OBJECT   | 1,978            | 8                | 8              | 61                    | 195                           | 334             | 1.4                                    |
| COLLISION WITH PEDALCYCLIST   | 437              | 12               | 12             | 47                    | 161                           | 129             | 0.8                                    |
| COLLISION WITH PARKED VEHICLE | 6,787            | 7                | 7              | 48                    | 167                           | 221             | 1.0                                    |
| COLLISION WITH DEER           | 2,784            | 1                | 1              | 21                    | 73                            | 105             | 0.5                                    |
| COLLISION WITH OTHER ANIMAL   | 1,653            | 3                | 3              | 13                    | 78                            | 102             | 0.4                                    |
| COLLISION WITH TRAIN          | 62               | 4                | 5              | 9                     | 8                             | 6               | 0.1                                    |
| TOTALS                        | 128,684          | 885              | 985            | 5,841                 | 16,344                        | 21,110          | 100.0                                  |

# OCCURRENCE OF COLLISIONS BY TYPE

Sixty-seven (67) percent of all collisions reported during 2005 involved collisions between two or more moving vehicles (not in a parking lot).

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

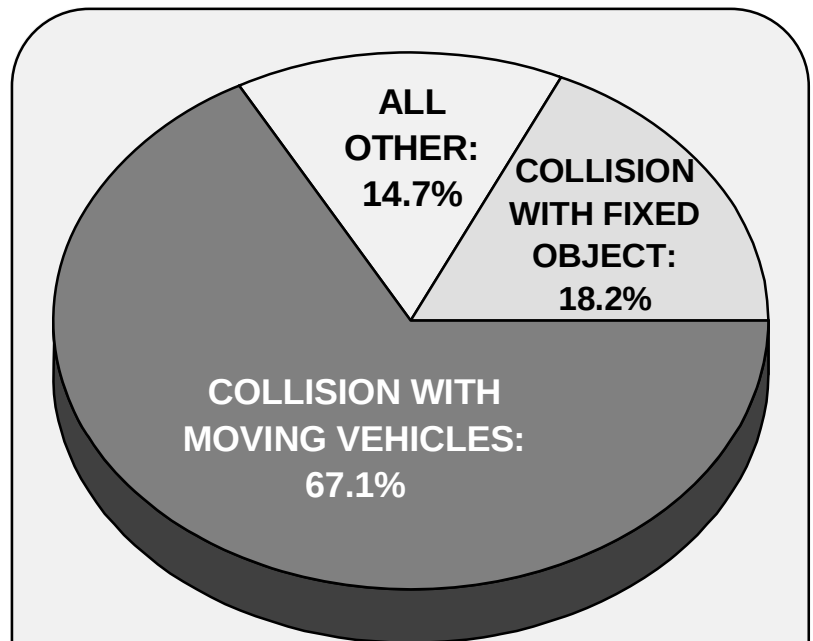
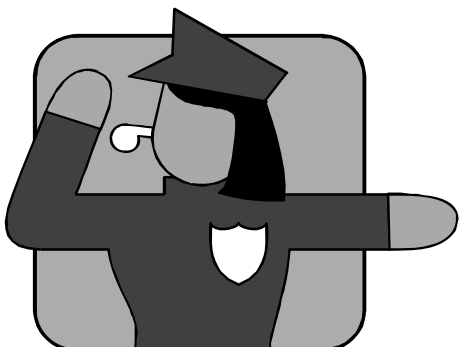
Fourteen (15) percent of all collisions did not involve a collision with either a moving vehicle or a fixed object. About 11% were other types of collisions (vehicle with pedestrian, deer, pedalcyclist, etc.) while the remainder were non-collisions (vehicle overturning and other non-collisions).

When looking at fatal collisions, the ratio among types of occurrences is different. Thirty-nine (39) percent of all fatal collisions involved a collision with another moving vehicle.

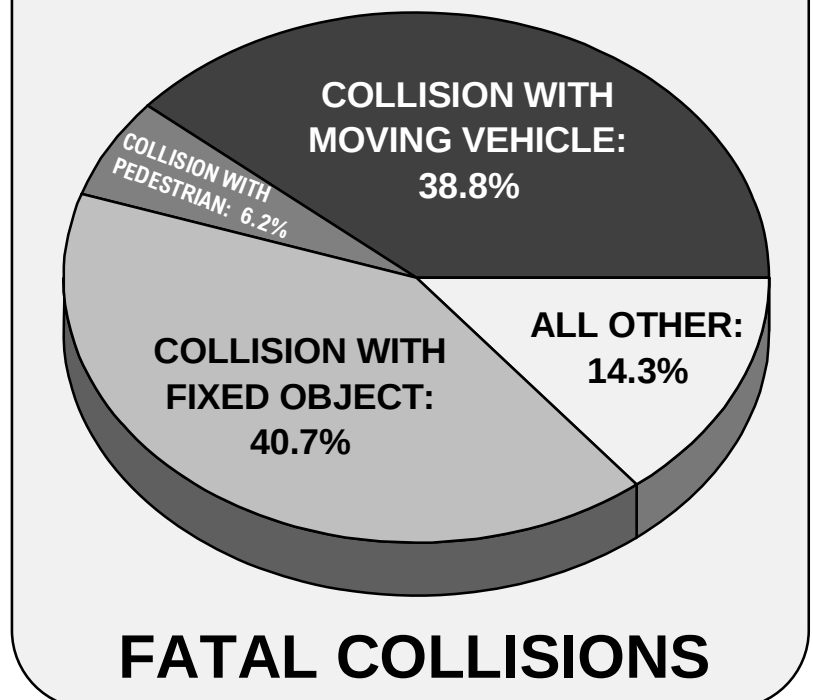
Forty-one (41) percent of the fatal collisions reported during 2005 involved collisions with fixed objects.

Collisions with pedestrians accounted for 6% of the fatal collisions. Fourteen (14) percent of the fatal collisions were other type collisions. Most of these (10%) 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**



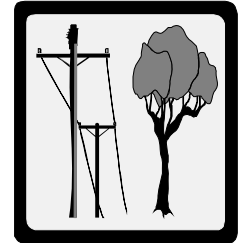
**FATAL COLLISIONS**

# TYPES OF COLLISIONS

Collisions with other moving motor vehicles were responsible for 67% of all collisions reported during 2005, and accounted for 41% of all fatalities (persons killed). Collisions with fixed objects accounted for 18% of all collisions, but 39% of fatalities. Types of collisions are depicted below.

## COLLISIONS WITH FIXED OBJECT:

|                            |        |
|----------------------------|--------|
| Total Collisions:          | 23,481 |
| % of Total Collisions:     | 18.25% |
| Persons Killed:            | 388    |
| % of Total Fatalities:     | 39.39% |
| No. of Fatal Collisions:   | 360    |
| % of All Fatal Collisions: | 40.68% |

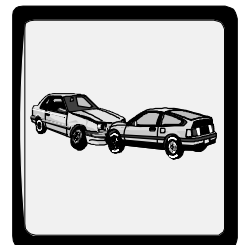


## COLLISIONS WITH PEDESTRIAN:

|                            |       |
|----------------------------|-------|
| Total Collisions:          | 902   |
| % of Total Collisions:     | 0.70% |
| Persons Killed:            | 56    |
| % of Total Fatalities:     | 5.68% |
| No. of Fatal Collisions:   | 55    |
| % of All Fatal Collisions: | 6.21% |

## COLLISIONS WITH MOVING MOTOR VEHICLE:

|                            |        |
|----------------------------|--------|
| Total Collisions:          | 82,288 |
| % of Total Collisions:     | 67.05% |
| Persons Killed:            | 405    |
| % of Total Fatalities:     | 41.12% |
| No. of Fatal Collisions:   | 343    |
| % of All Fatal Collisions: | 38.76% |

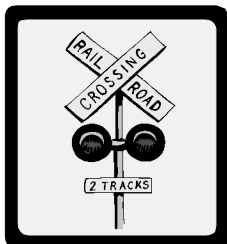
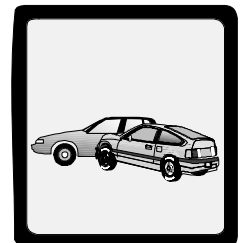


## COLLISIONS WITH PEDALCYCLIST:

|                            |       |
|----------------------------|-------|
| Total Collisions:          | 437   |
| % of Total Collisions:     | 0.34% |
| Persons Killed:            | 12    |
| % of Total Fatalities:     | 1.22% |
| No. of Fatal Collisions:   | 12    |
| % of All Fatal Collisions: | 1.36% |

## PARKED VEHICLE COLLISIONS:

|                            |       |
|----------------------------|-------|
| Total Collisions:          | 6,787 |
| % of Total Collisions:     | 5.27% |
| Persons Killed:            | 7     |
| % of Total Fatalities:     | 0.71% |
| No. of Fatal Collisions:   | 7     |
| % of All Fatal Collisions: | 0.79% |

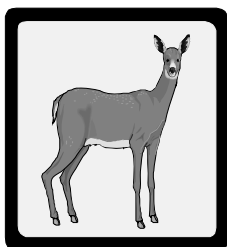
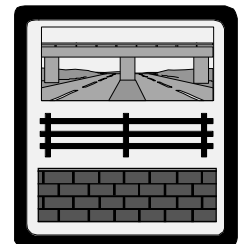


## COLLISIONS WITH RAILWAY TRAIN:

|                            |       |
|----------------------------|-------|
| Total Collisions:          | 62    |
| % of Total Collisions:     | 0.05% |
| Persons Killed:            | 5     |
| % of Total Fatalities:     | 0.51% |
| No. of Fatal Collisions:   | 4     |
| % of All Fatal Collisions: | 0.45% |

## COLLISIONS WITH OTHER OBJECTS:

|                            |       |
|----------------------------|-------|
| Total Collisions:          | 1,978 |
| % of Total Collisions:     | 1.54% |
| Persons Killed:            | 8     |
| % of Total Fatalities:     | 0.81% |
| No. of Fatal Collisions:   | 8     |
| % of All Fatal Collisions: | 0.90% |

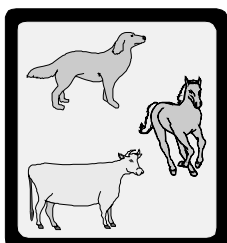


## COLLISIONS WITH DEER:

|                            |       |
|----------------------------|-------|
| Total Collisions:          | 2,784 |
| % of Total Collisions:     | 2.16% |
| Persons Killed:            | 1     |
| % of Total Fatalities:     | 0.10% |
| No. of Fatal Collisions:   | 1     |
| % of All Fatal Collisions: | 0.11% |

## NON-COLLISIONS OVERTURNED:

|                            |       |
|----------------------------|-------|
| Total Collisions:          | 1,567 |
| % of Total Collisions:     | 1.22% |
| Persons Killed:            | 44    |
| % of Total Fatalities:     | 4.47% |
| No. of Fatal Collisions:   | 43    |
| % of All Fatal Collisions: | 4.86% |



## COLLISIONS WITH ANIMALS (excluding deer):

|                            |       |
|----------------------------|-------|
| Total Collisions:          | 1,653 |
| % of Total Collisions:     | 1.28% |
| Persons Killed:            | 3     |
| % of Total Fatalities:     | 0.30% |
| No. of Fatal Collisions:   | 3     |
| % of All Fatal Collisions: | 0.34% |

## OTHER NON-COLLISIONS:

|                            |       |
|----------------------------|-------|
| Total Collisions:          | 2,745 |
| % of Total Collisions:     | 2.13% |
| Persons Killed:            | 56    |
| % of Total Fatalities:     | 5.68% |
| No. of Fatal Collisions:   | 49    |
| % of All Fatal Collisions: | 5.54% |





# PEDESTRIAN COLLISIONS



Fifty-six (56) pedestrians were killed and 832 were injured in traffic collisions in 2005. 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. Seventeen (17) percent of the pedestrians killed or injured were 14 years of age or younger, while 7% were age 65 or older.

| PEDESTRIAN FACTOR              | TOTAL ACTIONS FOR KILLED OR INJURED PEDESTRIANS BY AGE CATEGORY |                |           |           |            |            |            |            |            |           |            |
|--------------------------------|-----------------------------------------------------------------|----------------|-----------|-----------|------------|------------|------------|------------|------------|-----------|------------|
|                                | Fatal Actions                                                   | Injury Actions | 0-4       | 5-9       | 10-14      | 15-19      | 20-24      | 25-44      | 45-64      | 65-UP     | Not Stated |
| Approaching or Leaving Vehicle | 4                                                               | 64             | 0         | 4         | 2          | 11         | 14         | 19         | 7          | 9         | 2          |
| At Intersection                | 1                                                               | 69             | 0         | 2         | 5          | 7          | 8          | 18         | 22         | 2         | 2          |
| Crossing Against Signal        | 2                                                               | 39             | 0         | 3         | 4          | 7          | 7          | 13         | 4          | 6         | 1          |
| Crossing With Signal           | 3                                                               | 87             | 0         | 6         | 1          | 6          | 3          | 27         | 32         | 15        | 0          |
| Dark Clothing / Not Visible    | 18                                                              | 62             | 0         | 2         | 5          | 12         | 12         | 27         | 17         | 4         | 1          |
| Darting into Roadway           | 8                                                               | 170            | 16        | 42        | 41         | 17         | 11         | 34         | 13         | 0         | 4          |
| Drinking                       | 11                                                              | 48             | 0         | 0         | 0          | 4          | 8          | 37         | 10         | 0         | 0          |
| Drug Related                   | 0                                                               | 2              | 0         | 0         | 0          | 0          | 1          | 1          | 0          | 0         | 0          |
| Getting On or Off Vehicle      | 2                                                               | 23             | 0         | 1         | 0          | 3          | 2          | 16         | 2          | 1         | 0          |
| In Crosswalk                   | 0                                                               | 80             | 2         | 4         | 3          | 6          | 5          | 28         | 24         | 6         | 2          |
| Jogging                        | 0                                                               | 12             | 0         | 0         | 1          | 1          | 3          | 6          | 1          | 0         | 0          |
| Lying in Roadway               | 1                                                               | 3              | 0         | 0         | 0          | 0          | 1          | 1          | 2          | 0         | 0          |
| Not at Intersection            | 10                                                              | 87             | 2         | 2         | 12         | 13         | 12         | 25         | 23         | 7         | 1          |
| Not in Roadway                 | 5                                                               | 102            | 5         | 4         | 2          | 14         | 11         | 32         | 29         | 8         | 2          |
| Physical Impairment            | 0                                                               | 6              | 0         | 0         | 0          | 0          | 0          | 3          | 3          | 0         | 0          |
| Playing in Roadway             | 0                                                               | 16             | 1         | 2         | 6          | 6          | 1          | 0          | 0          | 0         | 0          |
| Pushing Vehicle                | 1                                                               | 2              | 0         | 0         | 0          | 1          | 1          | 1          | 0          | 0         | 0          |
| Skating/Skateboarding          | 0                                                               | 6              | 0         | 0         | 5          | 1          | 0          | 0          | 0          | 0         | 0          |
| Walking in Roadway             | 24                                                              | 162            | 4         | 2         | 21         | 18         | 29         | 60         | 32         | 19        | 1          |
| Working in Roadway             | 2                                                               | 56             | 0         | 0         | 0          | 4          | 5          | 22         | 19         | 6         | 2          |
| Working on Vehicle             | 6                                                               | 24             | 0         | 0         | 0          | 1          | 2          | 13         | 13         | 1         | 0          |
| <b>TOTAL*</b>                  | <b>98</b>                                                       | <b>1,120</b>   | <b>30</b> | <b>74</b> | <b>108</b> | <b>132</b> | <b>136</b> | <b>383</b> | <b>253</b> | <b>84</b> | <b>18</b>  |

| PEDESTRIAN FACTOR              | VEHICLE ACTION |            |            |           |                     |           |           |           |              |
|--------------------------------|----------------|------------|------------|-----------|---------------------|-----------|-----------|-----------|--------------|
|                                | Straight       | Right Turn | Left Turn  | Parking   | Starting in Traffic | Slowing   | Backing   | Other     | TOTAL        |
| Approaching or Leaving Vehicle | 26             | 0          | 0          | 23        | 2                   | 5         | 13        | 12        | 81           |
| At Intersection                | 30             | 14         | 14         | 2         | 4                   | 3         | 0         | 1         | 68           |
| Crossing Against Signal        | 34             | 2          | 9          | 0         | 1                   | 1         | 0         | 2         | 49           |
| Crossing With Signal           | 13             | 24         | 51         | 0         | 2                   | 1         | 0         | 0         | 91           |
| Dark Clothing / Not Visible    | 71             | 1          | 8          | 1         | 0                   | 0         | 0         | 2         | 83           |
| Darting into Roadway           | 166            | 3          | 4          | 4         | 5                   | 6         | 0         | 9         | 197          |
| Drinking                       | 50             | 2          | 1          | 2         | 0                   | 1         | 0         | 4         | 60           |
| Drug Related                   | 1              | 0          | 1          | 1         | 0                   | 0         | 0         | 0         | 3            |
| Getting On or Off Vehicle      | 11             | 0          | 0          | 5         | 0                   | 1         | 3         | 9         | 29           |
| In Crosswalk                   | 26             | 17         | 39         | 1         | 4                   | 3         | 1         | 3         | 94           |
| Jogging                        | 6              | 0          | 2          | 4         | 0                   | 2         | 0         | 0         | 14           |
| Lying in Roadway               | 3              | 0          | 0          | 0         | 0                   | 0         | 0         | 0         | 3            |
| Not at Intersection            | 76             | 2          | 11         | 2         | 1                   | 3         | 3         | 1         | 99           |
| Not in Roadway                 | 44             | 1          | 3          | 17        | 0                   | 2         | 9         | 13        | 89           |
| Physical Impairment            | 3              | 1          | 0          | 0         | 1                   | 0         | 1         | 1         | 7            |
| Playing in Roadway             | 13             | 0          | 0          | 0         | 0                   | 0         | 0         | 1         | 14           |
| Pushing Vehicle                | 1              | 0          | 0          | 0         | 0                   | 0         | 0         | 3         | 4            |
| Skating/Skateboarding          | 4              | 0          | 0          | 0         | 0                   | 0         | 0         | 0         | 4            |
| Walking in Roadway             | 148            | 3          | 17         | 4         | 1                   | 1         | 8         | 10        | 192          |
| Working in Roadway             | 30             | 0          | 2          | 5         | 0                   | 1         | 3         | 11        | 52           |
| Working on Vehicle             | 6              | 0          | 0          | 12        | 0                   | 0         | 1         | 8         | 27           |
| <b>TOTAL*</b>                  | <b>762</b>     | <b>70</b>  | <b>162</b> | <b>83</b> | <b>21</b>           | <b>30</b> | <b>42</b> | <b>90</b> | <b>1,260</b> |

\* 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 2005, there were 10,438 hit-and-run collisions, of which 22 were fatal collisions and 1,134 were injury collisions. As depicted in the chart below, most of Kentucky's hit-and-run collisions were property damage collisions (89%). Twenty (23) persons were killed and 1,544 were injured.

| TOTAL  | FATAL COLLISIONS | INJURY COLLISIONS | PROPERTY DAMAGE COLLISIONS | PERSONS KILLED | PERSONS INJURED |
|--------|------------------|-------------------|----------------------------|----------------|-----------------|
| 10,438 | 22               | 1,134             | 9,282                      | 23             | 1,544           |

## HIT-AND-RUN VICTIMS

As shown in the chart below, 3 of the 23 persons killed in hit-and-run collisions were pedestrians and none were pedalcyclists. One hundred three (130) pedestrians and 35 pedalcyclists were injured.

| TYPE OF VICTIM | PERSONS KILLED | PERSONS INJURED |
|----------------|----------------|-----------------|
| Pedestrian     | 3              | 130             |
| Pedalcyclist   | 0              | 35              |
| Other          | 18             | 1,379           |
| <b>TOTAL</b>   | <b>21</b>      | <b>1,544</b>    |

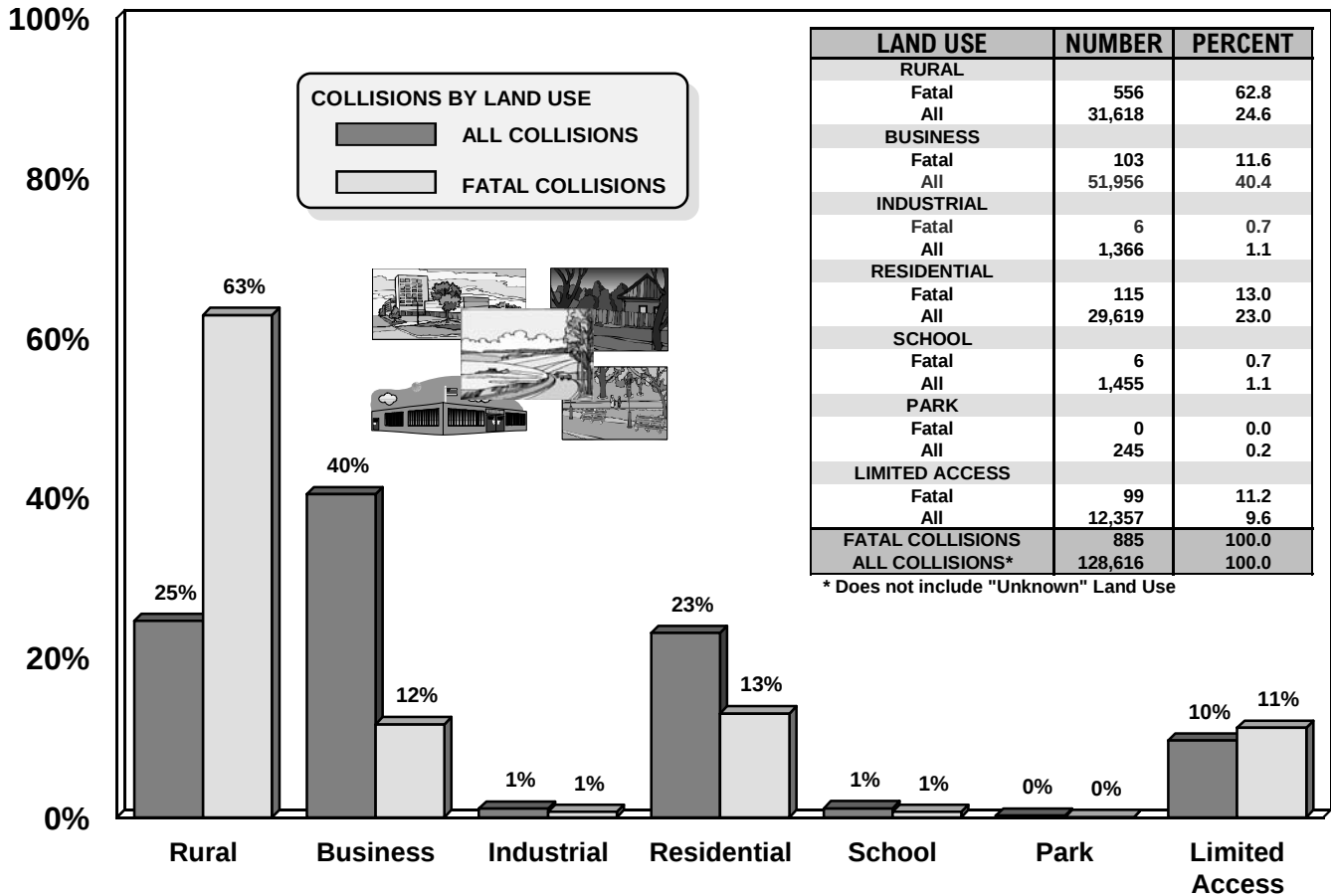


## LOCATION OF HIT-AND-RUN COLLISIONS

The location of hit-and-run collisions are shown in the chart below. The largest percentage of hit-and-run collisions (48%) occurred on local streets, followed by 19% on state routes, and 14% on U.S. routes.

| TYPE OF ROADWAY | ALL HIT-AND-RUN COLLISIONS | FATAL COLLISIONS | INJURY COLLISIONS | PROPERTY DAMAGE |
|-----------------|----------------------------|------------------|-------------------|-----------------|
| INTERSTATE      | 586                        | 5                | 83                | 498             |
| U.S. ROUTE      | 1,502                      | 6                | 225               | 1,271           |
| STATE ROUTE     | 1,953                      | 8                | 263               | 1,682           |
| PARKWAY         | 30                         | 0                | 2                 | 28              |
| COUNTY ROADS    | 605                        | 1                | 76                | 528             |
| LOCAL STREETS   | 4,968                      | 1                | 400               | 4,567           |
| OTHER           | 794                        | 1                | 85                | 708             |
| <b>TOTAL</b>    | <b>10,438</b>              | <b>22</b>        | <b>1,134</b>      | <b>9,282</b>    |

# LAND USE

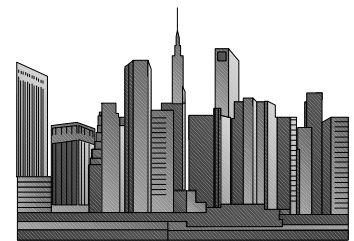


## COLLISION LOCATIONS

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 (64%) occurred in urban areas. However, the majority of fatal collisions (58%) took place in rural areas of Kentucky during 2005. 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        | 46,812               | 36         | 516        | 58         | 12,193          | 42         | 34,103          | 34         | 575        | 58         | 18,670        | 43         |
| URBAN        | 81,873               | 64         | 369        | 42         | 16,635          | 58         | 64,869          | 66         | 410        | 42         | 24,625        | 57         |
| <b>TOTAL</b> | <b>128,685</b>       | <b>100</b> | <b>885</b> | <b>100</b> | <b>28,828</b>   | <b>100</b> | <b>98,972</b>   | <b>100</b> | <b>985</b> | <b>100</b> | <b>43,295</b> | <b>100</b> |

# LOCATION OF COLLISIONS

The chart at right shows the number of collisions during 2005 by type of roadway, with percentages of all collisions.

Twenty-nine (29) percent of all collisions occurred on Kentucky's "State Numbered" roads, with 51% of all fatal collisions reported during 2005 occurring on this type of roadway.

Although 28% of all collisions occurred on city streets, only 6% of the fatal collisions occurred on city streets.

| TYPE OF ROADWAY | Fatal Collisions | Nonfatal Injury | Property Damage | % Total    |
|-----------------|------------------|-----------------|-----------------|------------|
| INTERSTATE      | 78               | 1,917           | 7,053           | 7          |
| U.S. ROUTE      | 203              | 6,838           | 21,603          | 22         |
| STATE ROUTE     | 454              | 10,263          | 26,908          | 29         |
| PARKWAY         | 18               | 332             | 1,028           | 1          |
| COUNTY ROAD     | 75               | 2,152           | 6,142           | 7          |
| CITY STREET     | 51               | 5,629           | 29,719          | 28         |
| Other           | 6                | 1,697           | 6,519           | 6          |
| <b>TOTAL</b>    | <b>885</b>       | <b>28,828</b>   | <b>98,972</b>   | <b>100</b> |

## INTERSTATES AND PARKWAYS

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

| INTERSTATE   | Collisions   | Fatal Collisions | Nonfatal Injury | Property Damage | Number Killed | Number Injured |
|--------------|--------------|------------------|-----------------|-----------------|---------------|----------------|
| I-24         | 397          | 6                | 90              | 301             | 7             | 145            |
| I-64         | 1,448        | 10               | 313             | 1,125           | 11            | 527            |
| I-65         | 1,751        | 22               | 350             | 1,379           | 26            | 558            |
| I-71         | 682          | 12               | 155             | 515             | 16            | 244            |
| I-75         | 2,564        | 21               | 569             | 1,974           | 27            | 897            |
| I-264        | 761          | 1                | 143             | 617             | 1             | 209            |
| I-265        | 369          | 5                | 84              | 280             | 9             | 135            |
| I-275        | 766          | 0                | 161             | 605             | 0             | 220            |
| I-471        | 310          | 1                | 52              | 257             | 1             | 74             |
| <b>TOTAL</b> | <b>9,048</b> | <b>78</b>        | <b>1,917</b>    | <b>7,053</b>    | <b>98</b>     | <b>3,009</b>   |

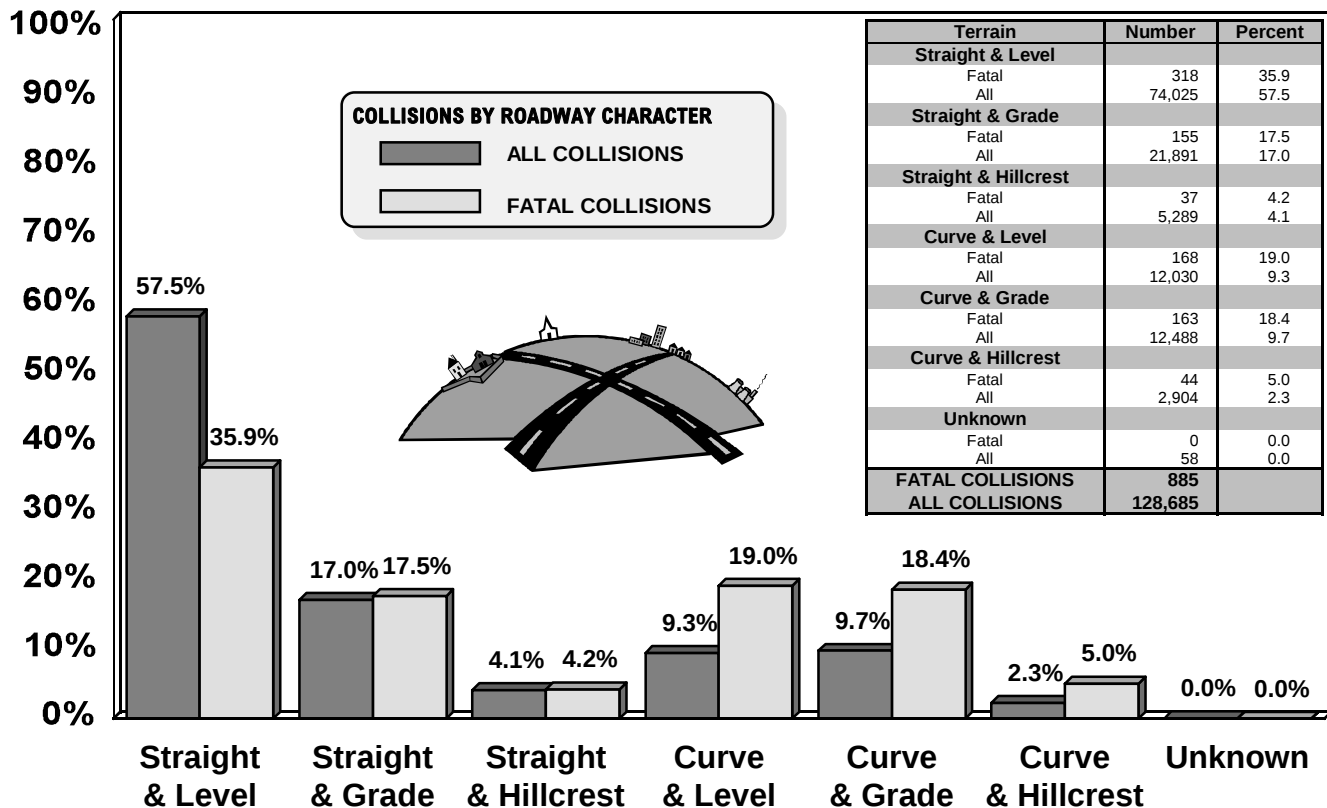
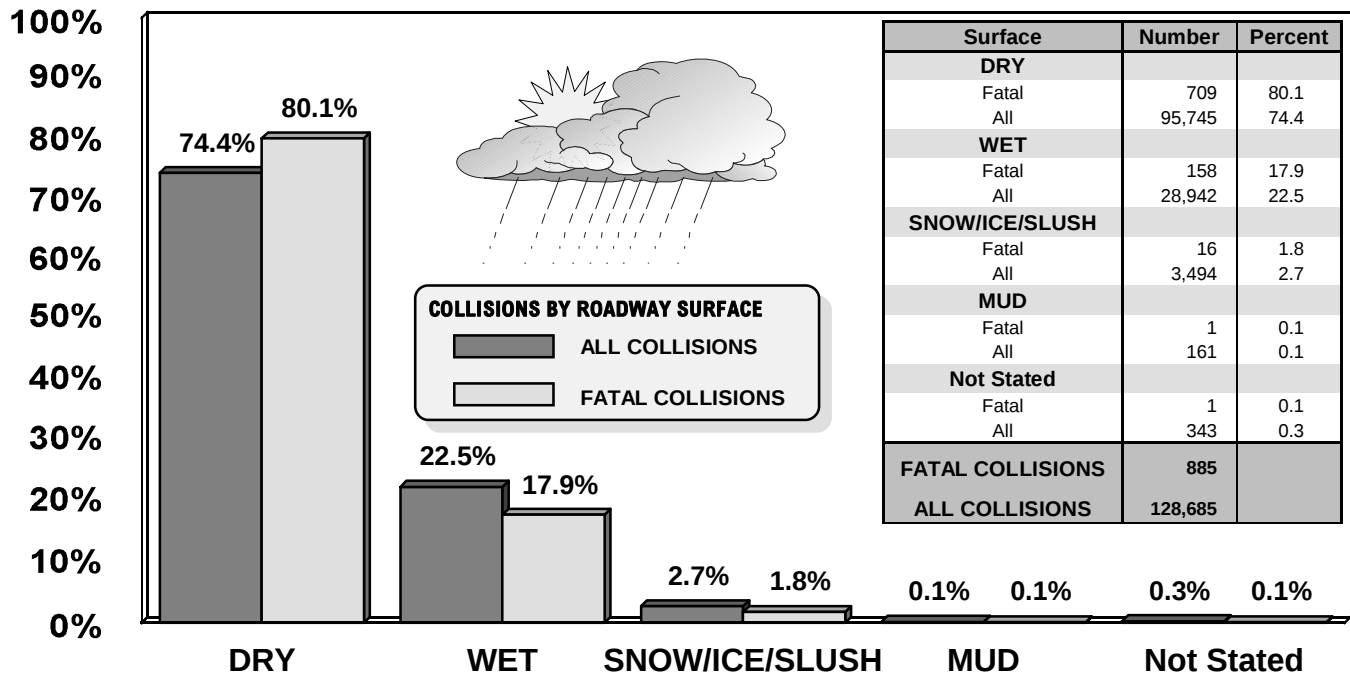
| PARKWAY           | Collisions   | Fatal Collisions | Nonfatal Injury | Property Damage | Number Killed | Number Injured |
|-------------------|--------------|------------------|-----------------|-----------------|---------------|----------------|
| Audubon           | 36           | 0                | 8               | 28              | 0             | 9              |
| Martha L. Collins | 178          | 1                | 36              | 141             | 1             | 49             |
| Edward Breathitt  | 241          | 2                | 57              | 182             | 2             | 88             |
| Daniel Boone      | 121          | 5                | 39              | 77              | 6             | 70             |
| Louie Nunn        | 131          | 1                | 27              | 103             | 1             | 41             |
| Bert Combs Mtn.   | 108          | 3                | 35              | 70              | 3             | 56             |
| William Natcher   | 136          | 2                | 28              | 106             | 2             | 39             |
| Julian Carroll    | 119          | 2                | 23              | 94              | 2             | 33             |
| Wendell Ford      | 308          | 2                | 79              | 227             | 2             | 121            |
| <b>TOTAL</b>      | <b>1,378</b> | <b>18</b>        | <b>332</b>      | <b>1,028</b>    | <b>19</b>     | <b>506</b>     |

# COLLISIONS BY ROADWAY CONDITIONS AND ROADWAY CHARACTER

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

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

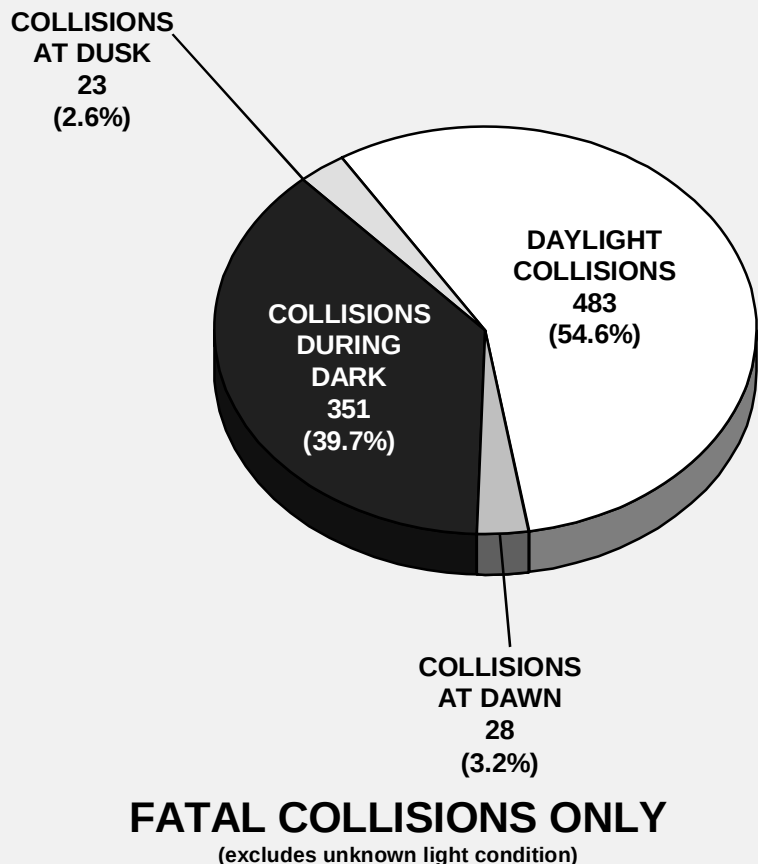
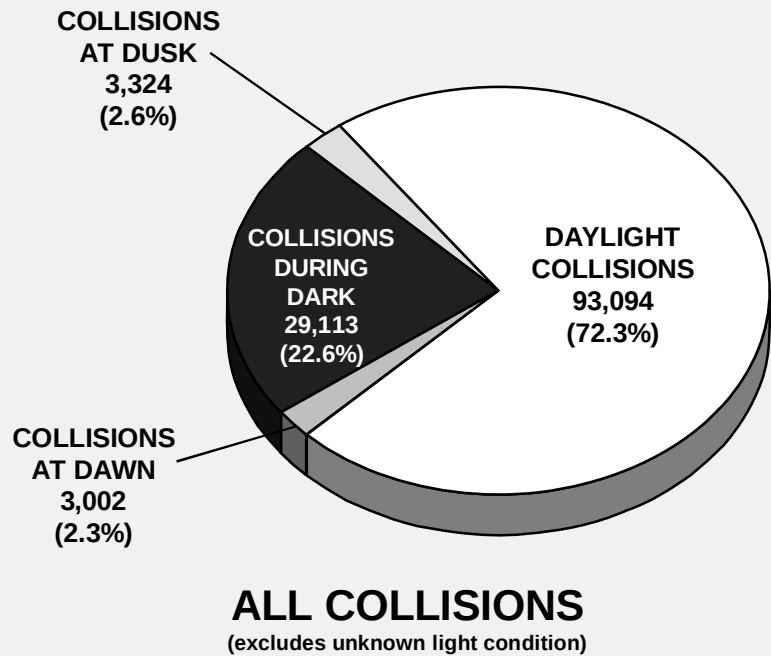
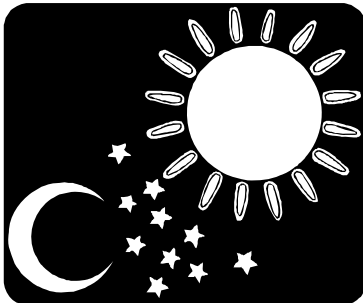
As depicted in the bottom chart, 79% of all collisions occurred on straight roads and 21% on curved roads. Forty-two (42) percent of the fatal collisions during 2005 occurred on curved roads.



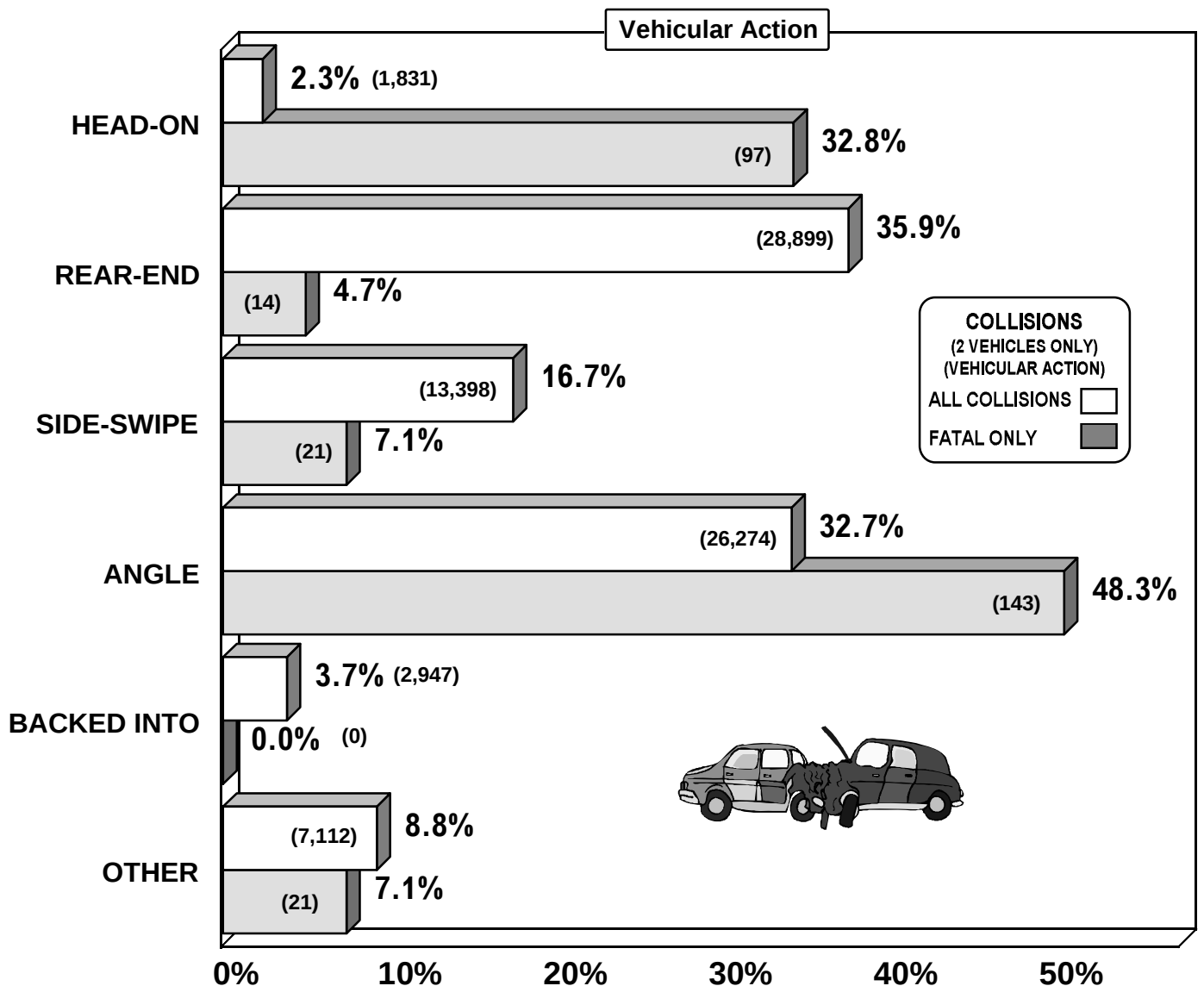
# COLLISIONS BY LIGHT CONDITION

Seventy-two (72) percent of all collisions reported during 2005 occurred during daylight hours. Twenty-three (23) percent of all collisions occurred during dark hours, and 5% occurred at dawn or dusk.

Fifty-five (55) percent of all fatal collisions occurred during daylight hours, 40% occurred during dark hours, and 6% at dawn or dusk.



# TWO-VEHICLE COLLISIONS



80,461 traffic collisions (including 296 fatal collisions) reported during 2005 involved "two-vehicle" collisions. These collisions represent 63% of collisions and 33% of fatal collisions reported.

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

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

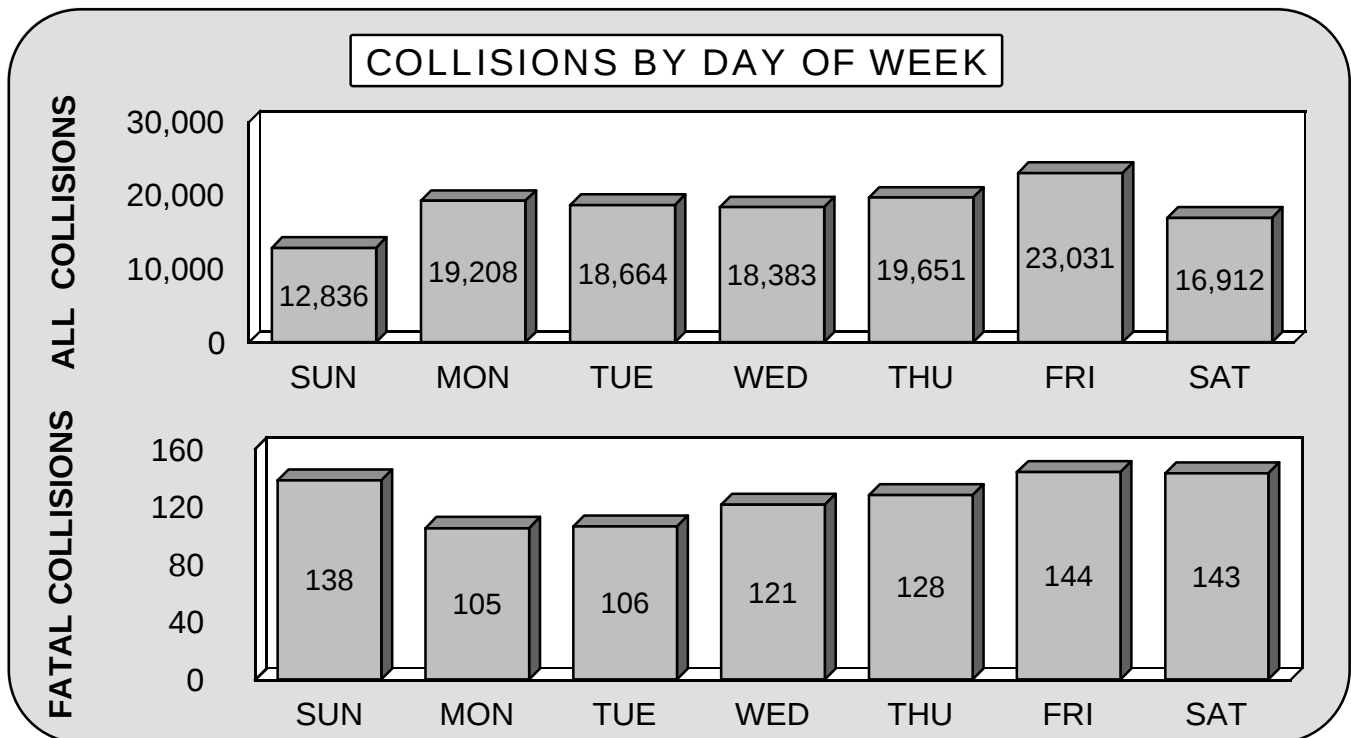
Rear-end collisions reflect 36% of all two-vehicle collisions, but only 5% of the fatal collisions.

Sideswipe collisions (both meeting and passing) reflect 17% of all collisions and 7% of the fatal collisions.

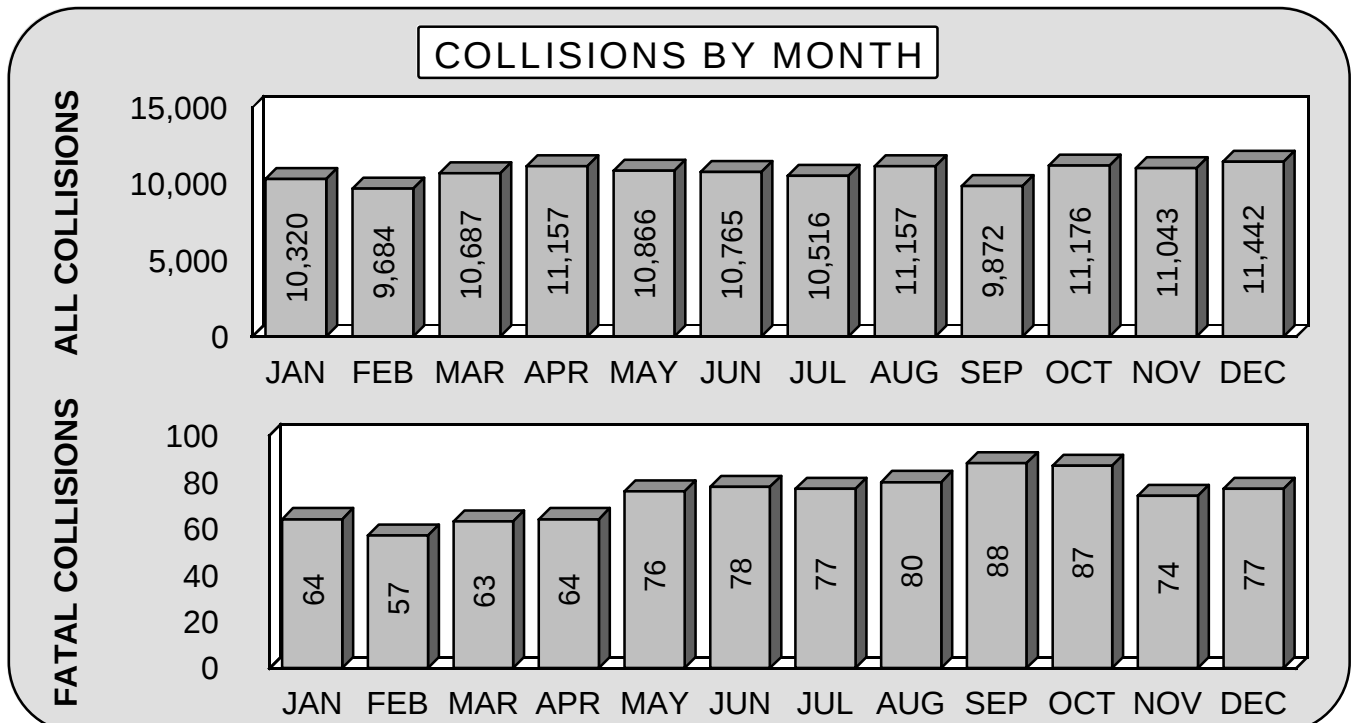
Angle collisions, at 48%, represent the highest percentage of fatal collisions.

# 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 32% of fatal collisions occurred on weekends (Saturday and Sunday combined).



December ranked highest for total number of collisions and February showed the lowest number of total collisions. September 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 2005 was 58 as compared to 65 in 2004.

| HOLIDAY PERIOD   | 2001      |                  | 2002      |                  | 2003      |                  | 2004      |                  | 2005      |                  |
|------------------|-----------|------------------|-----------|------------------|-----------|------------------|-----------|------------------|-----------|------------------|
|                  | Number    | Alcohol Involved | Number    | Alcohol Involved | Number    | Alcohol Involved | Number    | Alcohol Involved | Number    | Alcohol Involved |
| NEW YEAR'S DAY   | 2         | 0                | 14        | 4                | 5         | 2                | 5         | 2                | 8         | 1                |
| MEMORIAL DAY     | 10        | 3                | 7         | 1                | 6         | 1                | 16        | 3                | 7         | 3                |
| INDEPENDENCE DAY | 4         | 1                | 16        | 4                | 5         | 0                | 9         | 4                | 11        | 4                |
| LABOR DAY        | 11        | 3                | 11        | 2                | 11        | 1                | 17        | 1                | 12        | 2                |
| THANKSGIVING     | 10        | 1                | 3         | 2                | 11        | 2                | 16        | 2                | 12        | 3                |
| CHRISTMAS        | 10        | 0                | 2         | 1                | 6         | 2                | 2         | 0                | 8         | 2                |
| <b>TOTAL</b>     | <b>47</b> | <b>8</b>         | <b>53</b> | <b>14</b>        | <b>44</b> | <b>8</b>         | <b>65</b> | <b>12</b>        | <b>58</b> | <b>15</b>        |

## HOLIDAY TIMES AND DATES

The times and dates below were designated by the National Safety Council for holidays in 2005.

| HOLIDAY          | START                             | END                              |
|------------------|-----------------------------------|----------------------------------|
| New Year's Day   | 6:00 pm Friday, December 31, 2004 | 11:59 pm Sunday, January 2, 2005 |
| Memorial Day     | 6:00 pm Friday, May 27            | 11:59 pm Monday, May 30          |
| Independence Day | 6:00 pm Friday, July 1            | 11:59 pm Monday, July 4          |
| Labor Day        | 6:00 pm Friday, September 2       | 11:59 pm Monday, September 5     |
| Thanksgiving     | 6:00 pm Wednesday, November 23    | 11:59 pm Sunday, November 27     |
| Christmas        | 6:00 pm Friday, December 23       | 11:59 pm Monday, December 26     |

## COMPARISON OF HOLIDAY FATALITIES/COLLISIONS

The Labor Day and Thanksgiving holiday periods registered the highest number of fatalities during 2005. The lowest number of holiday fatalities occurred over the Memorial 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 |
|----------------------------|----------------|--------------|------------------|-----------|--------------|-----------|
| <b>NO. PERSONS KILLED</b>  | 8              | 7            | 11               | 12        | 12           | 8         |
| <b>NO. PERSONS INJURED</b> | 314            | 364          | 383              | 383       | 367          | 377       |
| <b>FATAL COLLISIONS</b>    | 7              | 7            | 10               | 11        | 11           | 3         |
| <b>INJURY COLLISIONS</b>   | 203            | 223          | 249              | 231       | 233          | 243       |
| <b>PROPERTY DAMAGE</b>     | 706            | 611          | 628              | 541       | 888          | 676       |
| <b>TOTAL COLLISIONS</b>    | 916            | 841          | 887              | 783       | 1,132        | 922       |



## 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*            | 212,980                             | 90.90            | 1,095                                 | 76.20            |
| Taxicabs                   | 197                                 | 0.08             | 0                                     | 0.00             |
| Trucks                     | 10,541                              | 4.50             | 135                                   | 9.39             |
| Motorcycles                | 1,816                               | 0.78             | 84                                    | 5.85             |
| Motor Scooters/Motor Bikes | 161                                 | 0.07             | 3                                     | 0.21             |
| School Buses               | 882                                 | 0.38             | 1                                     | 0.07             |
| Other Buses                | 557                                 | 0.24             | 1                                     | 0.07             |
| Farm Tractors/Equipment    | 186                                 | 0.08             | 3                                     | 0.21             |
| Emergency                  | 1,051                               | 0.45             | 6                                     | 0.42             |
| Other Public Owned         | 356                                 | 0.15             | 4                                     | 0.28             |
| Other                      | 5,112                               | 2.18             | 105                                   | 7.31             |
| Not Stated                 | 464                                 | 0.20             | 0                                     | 0.00             |
| <b>TOTAL</b>               | <b>234,303</b>                      | <b>100.00</b>    | <b>1,437</b>                          | <b>100.00</b>    |

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

There were 234,303 vehicles involved in collisions during 2005. Of this total, 181,650 were involved in property damage only collisions, 51,216 were involved in injury collisions, and 1,437 were involved in fatal collisions. The majority (91%) of the vehicles involved in all collisions were passenger cars (76% in fatal collisions). Trucks accounted for 4% of vehicles in all collisions, but accounted for 9% of vehicles in fatal collisions. Motorcycles represented 6% of the vehicles in fatal collisions, but only 0.8% of vehicles in all collisions.

### VEHICLES REGISTERED IN KENTUCKY 2005



**PASSENGER CARS** 2,025,738

**COMMERCIAL TRUCKS** 908,559

**MOTORCYCLES** 82,952

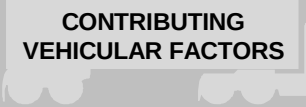
**Other (Inc. Special Issue Plates)** 521,650

**TOTAL (ALL TYPES)** 3,538,899



# 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 10,541 trucks were involved in collisions and 135 trucks involved in fatal collisions.**

| <br>CONTRIBUTING<br>VEHICULAR FACTORS | NUMBER OF TRUCKS INVOLVED IN: |         |                  |         |                               |         |
|------------------------------------------------------------------------------------------------------------------------|-------------------------------|---------|------------------|---------|-------------------------------|---------|
|                                                                                                                        | ALL COLLISIONS                |         | FATAL COLLISIONS |         | NONFATAL<br>INJURY COLLISIONS |         |
|                                                                                                                        | NUMBER                        | PERCENT | NUMBER           | PERCENT | NUMBER                        | PERCENT |
| Load Securement                                                                                                        | 189                           | 1.79    | 2                | 1.48    | 28                            | 1.40    |
| Brakes Defective                                                                                                       | 127                           | 1.20    | 3                | 2.22    | 43                            | 2.15    |
| Tire Failure                                                                                                           | 125                           | 1.19    | 1                | 0.74    | 24                            | 1.20    |
| Tow Hitch Defective / Separation of Units                                                                              | 92                            | 0.87    | 2                | 1.48    | 15                            | 0.75    |
| Oversized Load on Vehicle                                                                                              | 87                            | 0.83    | 3                | 2.22    | 15                            | 0.75    |
| Other Lighting Defective                                                                                               | 25                            | 0.24    | 1                | 0.74    | 7                             | 0.35    |
| Steering Failure                                                                                                       | 22                            | 0.21    | 0                | 0.00    | 8                             | 0.40    |
| Overweight                                                                                                             | 16                            | 0.15    | 2                | 1.48    | 5                             | 0.25    |
| Headlights Defective                                                                                                   | 3                             | 0.03    | 1                | 0.74    | 0                             | 0.00    |
| Other                                                                                                                  | 351                           | 3.33    | 2                | 1.48    | 59                            | 2.94    |

The chart below shows the total number of truck collisions, as well as those with hazardous cargo, by type of roadway. ***There were 9,823 collisions in which a truck was involved. This resulted in 136 fatalities and 2,798 injuries.*** Nineteen (19) percent of the truck collisions occurred on county or city streets, 20% on interstates, and 48% on U.S. and state-numbered routes. Twenty-four (24) percent of the hazardous cargo collisions occurred on interstates and 55% on U.S. and state-numbered routes.

| TYPE of<br>ROADWAY | ALL TRUCK COLLISIONS |                      |                    |              | TRUCKS WITH HAZARDOUS CARGO |                      |                    |            |
|--------------------|----------------------|----------------------|--------------------|--------------|-----------------------------|----------------------|--------------------|------------|
|                    | FATAL<br>COLLISIONS  | INJURY<br>COLLISIONS | PROPERTY<br>DAMAGE | TOTAL        | FATAL<br>COLLISIONS         | INJURY<br>COLLISIONS | PROPERTY<br>DAMAGE | TOTAL      |
| Interstate         | 32                   | 420                  | 1,535              | 1,987        | 3                           | 5                    | 26                 | 34         |
| US Route           | 30                   | 500                  | 1,541              | 2,071        | 3                           | 10                   | 27                 | 40         |
| State Route        | 46                   | 592                  | 1,975              | 2,613        | 0                           | 12                   | 26                 | 38         |
| Parkway            | 8                    | 41                   | 192                | 241          | 0                           | 0                    | 4                  | 4          |
| County             | 1                    | 80                   | 399                | 480          | 0                           | 1                    | 4                  | 5          |
| City Street        | 1                    | 161                  | 1,734              | 1,896        | 0                           | 3                    | 12                 | 15         |
| Other              | 0                    | 92                   | 443                | 535          | 0                           | 1                    | 4                  | 5          |
| <b>TOTAL</b>       | <b>118</b>           | <b>1,886</b>         | <b>7,819</b>       | <b>9,823</b> | <b>6</b>                    | <b>32</b>            | <b>103</b>         | <b>141</b> |

The residence of truck drivers involved in collisions is shown below. Thirty-Three (33) percent of the drivers, with known residences, were non-residents of Kentucky. This percentage is 42% for fatal collisions and 30% for injury collisions. Local residents live in the county where the collision occurred.

| RESIDENCE OF DRIVERS<br>IN TRUCK COLLISIONS | ALL<br>COLLISIONS | FATAL<br>COLLISIONS | INJURY<br>COLLISIONS |
|---------------------------------------------|-------------------|---------------------|----------------------|
| Local Resident                              | 2,472             | 18                  | 470                  |
| State Resident                              | 2,970             | 31                  | 568                  |
| Out of State Resident                       | 2,659             | 35                  | 453                  |
| Not Stated                                  | 2,440             | 51                  | 513                  |
| <b>TOTAL</b>                                | <b>10,541</b>     | <b>135</b>          | <b>2,004</b>         |

# DRIVER INVOLVEMENT



## RESIDENCE OF DRIVER



There were 217,431 drivers involved in collisions during 2005. Of these, 1,318 drivers were involved in fatal collisions. The chart below tabulates driver involvement by residence and shows that most drivers (68% of those in which residence is known) were local residents (reside in the county where the collision occurred). Many drivers in the unknown category are the result of hit-and-run collisions where the drivers' identities remain unknown. There are fewer drivers than vehicles because of collisions with unoccupied vehicles (generally a parked vehicle).

### INVOLVEMENT BY RESIDENCE

| RESIDENCE OF DRIVER | NUMBER INVOLVED IN ALL COLLISIONS | PERCENT OF TOTAL | PERCENT OF TOTAL EXCLUDING NOT STATED |
|---------------------|-----------------------------------|------------------|---------------------------------------|
| LOCAL RESIDENT      | 143,234                           | 65.9             | 67.5                                  |
| STATE RESIDENT      | 48,193                            | 22.2             | 22.7                                  |
| OUT OF STATE        | 20,682                            | 9.5              | 9.8                                   |
| NOT STATED          | 5,322                             | 2.4              |                                       |
| <b>TOTAL</b>        | <b>217,431</b>                    | <b>100.0</b>     | <b>100.0</b>                          |

| RESIDENCE OF DRIVER | NUMBER INVOLVED IN FATAL COLLISIONS | PERCENT OF TOTAL | PERCENT OF TOTAL EXCLUDING NOT STATED |
|---------------------|-------------------------------------|------------------|---------------------------------------|
| LOCAL RESIDENT      | 804                                 | 61.0             | 61.4                                  |
| STATE RESIDENT      | 357                                 | 27.1             | 27.3                                  |
| OUT OF STATE        | 149                                 | 11.3             | 11.4                                  |
| NOT STATED          | 8                                   | 0.6              |                                       |
| <b>TOTAL</b>        | <b>1,318</b>                        | <b>100.0</b>     | <b>100.0</b>                          |



## SEX OF DRIVER



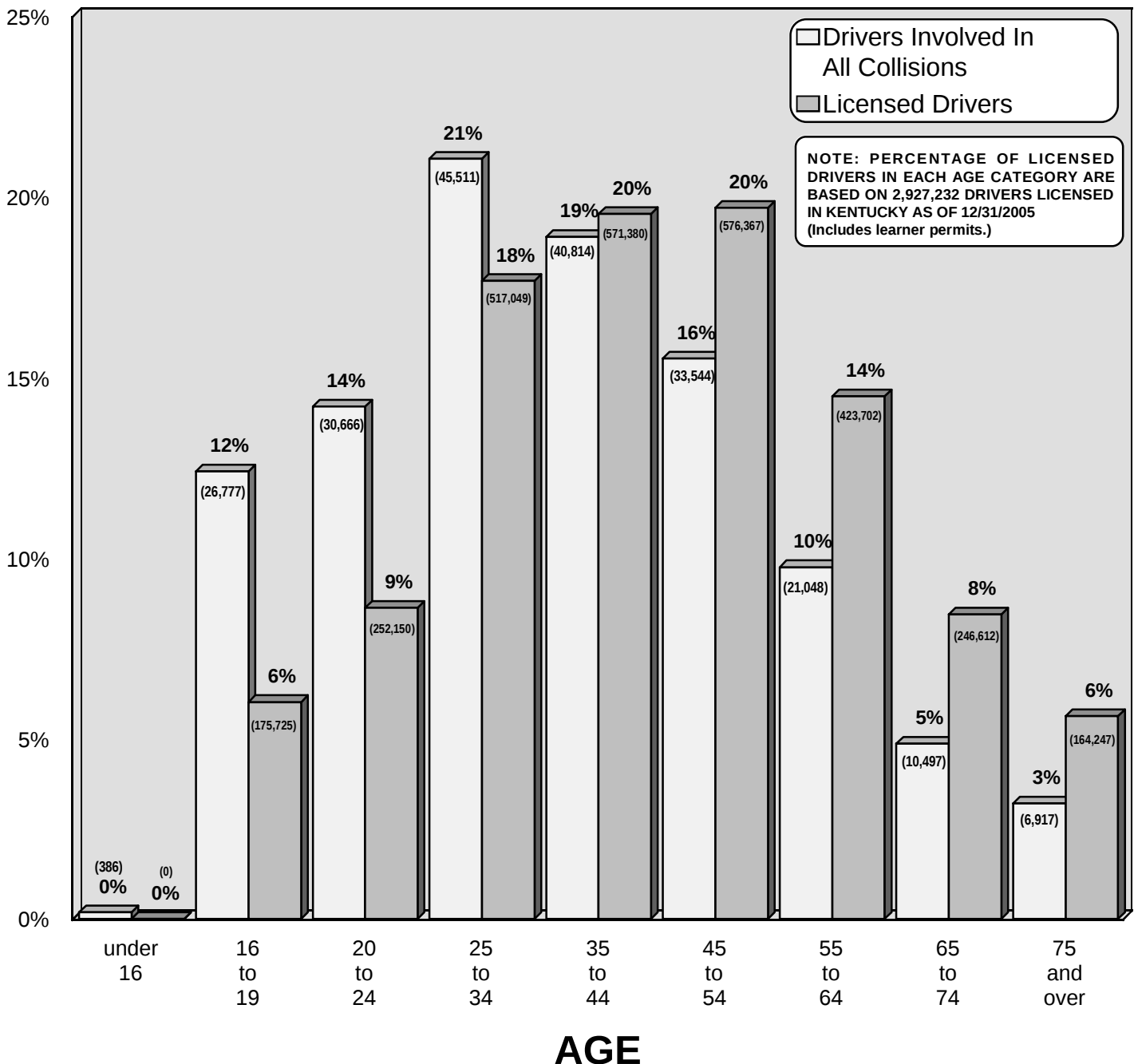
As shown in the chart below, 57% of the drivers who were involved in collisions during 2005 (where sex was listed) were male; 43% were female. In fatal collisions, 76% of the drivers were male and 24% were female.

| TOTAL COLLISIONS |                          |                           |
|------------------|--------------------------|---------------------------|
| SEX              | NUMBER IN ALL COLLISIONS | PERCENT IN ALL COLLISIONS |
| MALE             | 122,775                  | 56.5                      |
| FEMALE           | 94,656                   | 43.5                      |
| <b>TOTAL</b>     | <b>217,431</b>           | <b>100.0</b>              |

| FATAL COLLISIONS |                            |                             |
|------------------|----------------------------|-----------------------------|
| SEX              | NUMBER IN FATAL COLLISIONS | PERCENT IN FATAL COLLISIONS |
| MALE             | 970                        | 73.6                        |
| FEMALE           | 348                        | 26.4                        |
| <b>TOTAL</b>     | <b>1,318</b>               | <b>100.0</b>                |

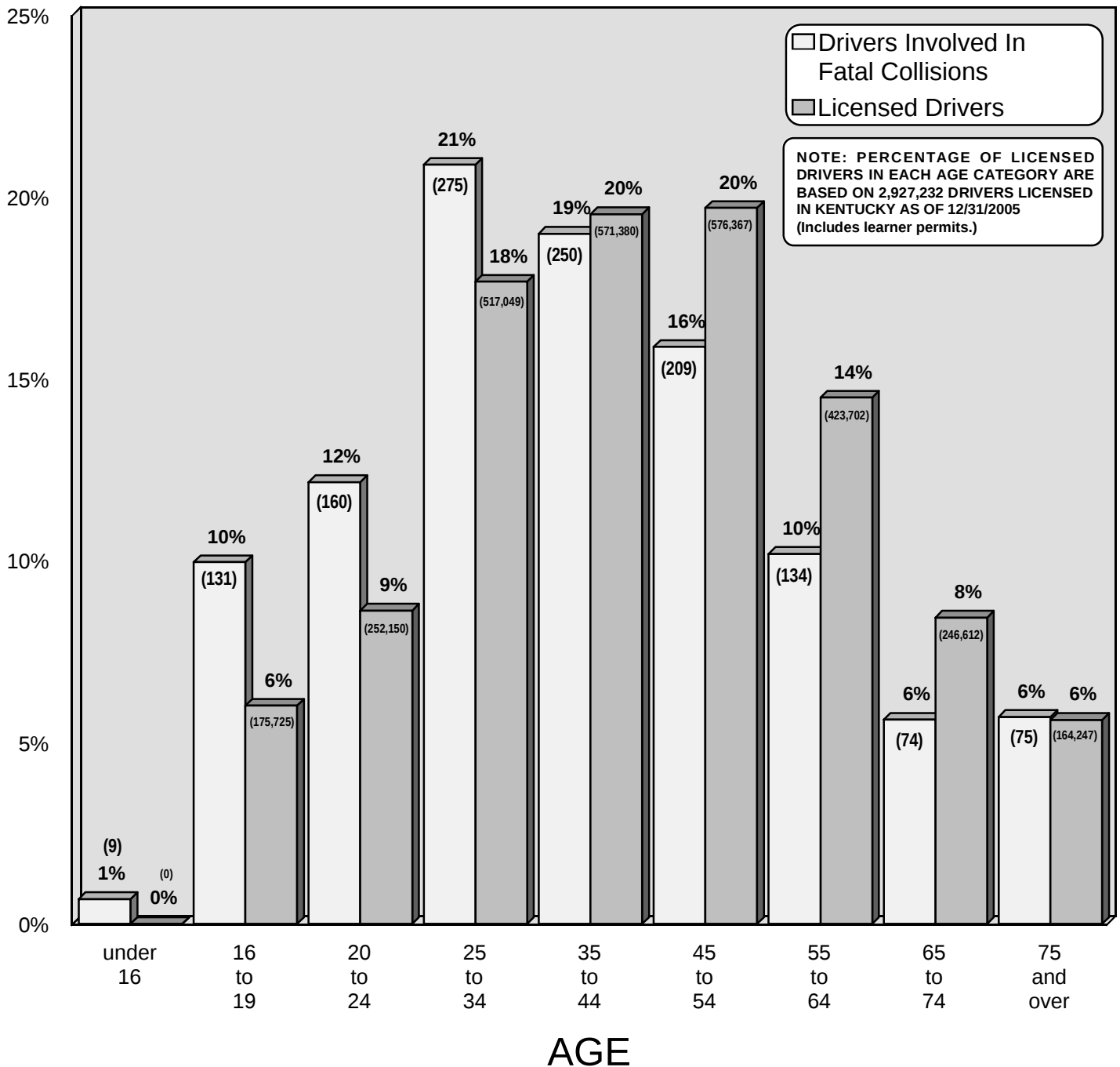
# AGE OF DRIVER (ALL COLLISIONS)

The chart below groups the ages of 216,160 drivers involved in traffic collisions in 2005 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 1,271 driver's ages which could not be determined. These drivers represent 0.6% of all drivers involved in all collisions. The percentages given below do not consider the "Unknown" category.



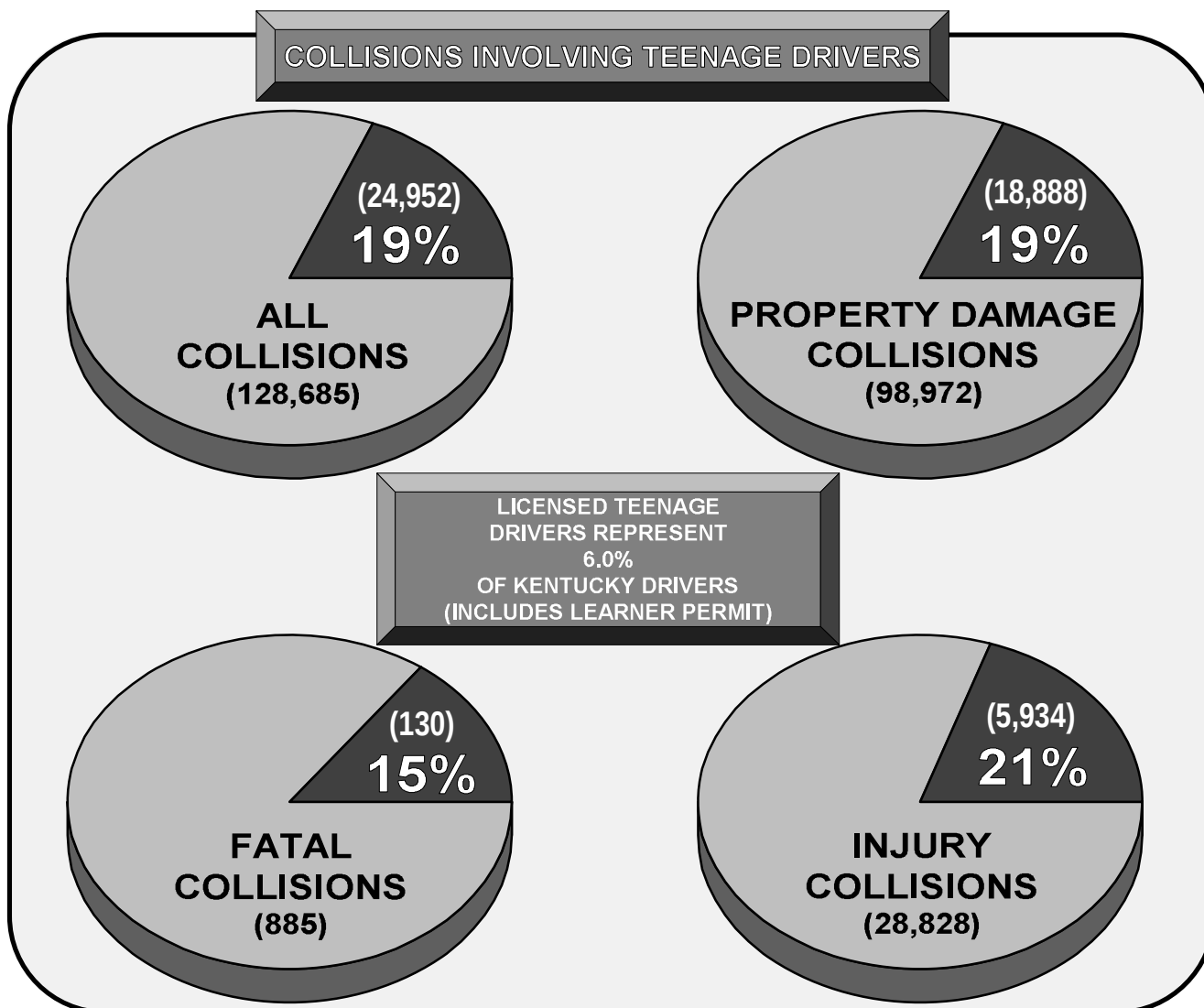
# AGE OF DRIVER (FATAL COLLISIONS)

The chart below groups the ages of 1,317 drivers involved in fatal collisions in 2005 (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 (10%) compared to their percent of the driving population (6.0% 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 2005 (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, 575 teenage drivers were involved in alcohol-related collisions during 2005. **There were 150 fatalities in collisions involving a teenage driver (58 of these fatalities were the teenage driver). There were 12 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 |
| 2005                                   | 26,777         | 131              | 6,250             | 20,396          | 11                         | 235    | 329             | 575   |
| 2004                                   | 28,448         | 136              | 6,609             | 21,703          | 19                         | 249    | 326             | 594   |
| 2003                                   | 27,614         | 119              | 7,034             | 20,461          | 16                         | 241    | 348             | 605   |
| 2002                                   | 29,893         | 160              | 8,046             | 21,867          | 23                         | 308    | 353             | 684   |

# 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.

|                       |                                   |              |
|-----------------------|-----------------------------------|--------------|
| <b>ALL COLLISIONS</b> | <b>FATAL COLLISIONS</b>           | <b>206</b>   |
|                       | <b>INJURY COLLISIONS</b>          | <b>2,166</b> |
|                       | <b>PROPERTY DAMAGE COLLISIONS</b> | <b>3,086</b> |
|                       | <b>TOTAL</b>                      | <b>5,458</b> |

|                               |                                    |              |
|-------------------------------|------------------------------------|--------------|
| <b>PERSONS KILLED/INJURED</b> | <b>NUMBER KILLED</b>               | <b>220</b>   |
|                               | <b>NUMBER INJURED</b>              | <b>3,237</b> |
|                               | <b>INCAPACITATING INJURIES</b>     | <b>685</b>   |
|                               | <b>NON-INCAPACITATING INJURIES</b> | <b>1,389</b> |
|                               | <b>POSSIBLE INJURIES</b>           | <b>1,163</b> |

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.

5,458 alcohol-related collisions were reported during 2005. 4% of the alcohol-related collisions were fatal, 40% were injury collisions, and 57% were property damage only.

## Comparison with previous years

During 2005, alcohol-related collisions decreased by 3% when compared to 2004. The 220 persons killed in 2005 reflect a increase of 11% when compared with 199 persons killed in 2004. During 2005, there were 3,237 persons injured in alcohol-related collisions, a decrease of 7% from 2004 when 3,476 persons were injured.

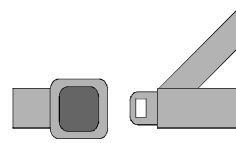
Fatal collision data in the chart below have been adjusted to reflect follow-up studies of alcohol test results.

| <b>YEAR</b> | <b>TOTAL COLLISIONS<br/>(Alcohol Related)</b> | <b>% CHANGE FROM<br/>PREVIOUS YEAR</b> | <b>TOTAL<br/>KILLED</b> | <b>%<br/>+/-</b> | <b>TOTAL<br/>INJURED</b> | <b>%<br/>+/-</b> |
|-------------|-----------------------------------------------|----------------------------------------|-------------------------|------------------|--------------------------|------------------|
| 2005        | 5,458                                         | -3                                     | 220                     | +11              | 3,237                    | -7               |
| 2004        | 5,629                                         | +1                                     | 199                     | +12              | 3,476                    | -3               |
| 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              |

# SAFETY RESTRAINTS

The chart below compares safety belt usage for the years of 2001 through 2005. 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 |
| 2005 | 67                                  | 94                               |
| 2004 | 66                                  | 96                               |
| 2003 | 66                                  | 95                               |
| 2002 | 62                                  | 93                               |
| 2001 | 62                                  | 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, 11% of all vehicle occupants were killed or injured. A breakdown into restraint usage shows only 11% of those restrained were killed or injured, compared to 45% 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                    | 985           | 0.2        | 283            | 0.1        | 511                | 3.1        | 191            | 0.2        |
| INCAPACITATING INJURY     | 5,841         | 1.5        | 3,415          | 1.2        | 1,626              | 9.9        | 800            | 0.9        |
| NON-INCAPACITATING INJURY | 16,344        | 4.1        | 11,869         | 4.1        | 2,958              | 18.0       | 1,517          | 1.6        |
| POSSIBLE INJURY           | 21,110        | 5.3        | 17,366         | 6.0        | 2,361              | 14.3       | 1,383          | 1.5        |
| NOT INJURED               | 353,892       | 88.9       | 255,471        | 88.6       | 9,018              | 54.7       | 89,403         | 95.8       |
| TOTAL                     | 398,172       | 100.0      | 288,404        | 100.0      | 16,474             | 100.0      | 93,294         | 100.0      |

Of the 794 vehicle occupants fatally injured in collisions in 2005 in a position where a safety restraint was available, only 283 were using safety restraints - an overall usage rate of 36% for fatalities.

Note: There were 16,791 crashes involving deployment of front air bags and 732 crashes involving side air bag deployment.

# INTERSECTION COLLISIONS

| INTERSECTION COLLISIONS | NUMBER | % OF ALL COLLISIONS |
|-------------------------|--------|---------------------|
| ALL REPORTED            | 40,402 | 31.4                |
| NONFATAL INJURY         | 9,165  | 31.8                |
| FATAL                   | 143    | 16.2                |

## SEX OF DRIVER

| INTERSECTION COLLISIONS |                                        |                                          |
|-------------------------|----------------------------------------|------------------------------------------|
| SEX                     | PERCENT IN ALL INTERSECTION COLLISIONS | PERCENT IN FATAL INTERSECTION COLLISIONS |
| MALE                    | 54.4                                   | 71.6                                     |
| FEMALE                  | 45.6                                   | 28.4                                     |

| ALL COLLISIONS |                           |                             |
|----------------|---------------------------|-----------------------------|
| SEX            | PERCENT IN ALL COLLISIONS | PERCENT IN FATAL COLLISIONS |
| MALE           | 56.5                      | 73.6                        |
| FEMALE         | 43.5                      | 26.4                        |

## LIGHT CONDITION

| INTERSECTION COLLISIONS |                                        |                                          |
|-------------------------|----------------------------------------|------------------------------------------|
| LIGHT CONDITION         | PERCENT IN ALL INTERSECTION COLLISIONS | PERCENT IN FATAL INTERSECTION COLLISIONS |
| Daylight                | 76.6                                   | 64.3                                     |
| Dark                    | 18.7                                   | 30.1                                     |
| Dusk / Dawn             | 4.7                                    | 5.6                                      |

| ALL COLLISIONS  |                           |                             |
|-----------------|---------------------------|-----------------------------|
| LIGHT CONDITION | PERCENT IN ALL COLLISIONS | PERCENT IN FATAL COLLISIONS |
| Daylight        | 72.3                      | 55.9                        |
| Dark            | 22.5                      | 37.5                        |
| Dusk / Dawn     | 5                         | 6.7                         |

## ROADWAY CONDITION

| INTERSECTION COLLISIONS |                                        |                                          |
|-------------------------|----------------------------------------|------------------------------------------|
| ROADWAY CONDITION       | PERCENT IN ALL INTERSECTION COLLISIONS | PERCENT IN FATAL INTERSECTION COLLISIONS |
| Dry                     | 77.1                                   | 86.0                                     |
| Wet                     | 21.4                                   | 13.9                                     |
| Snow/Ice/Slush          | 1.3                                    | 0.0                                      |

| ALL COLLISIONS    |                           |                             |
|-------------------|---------------------------|-----------------------------|
| ROADWAY CONDITION | PERCENT IN ALL COLLISIONS | PERCENT IN FATAL COLLISIONS |
| Dry               | 74.4                      | 80.1                        |
| Wet               | 22.5                      | 17.9                        |
| Snow/Ice/Slush    | 2.7                       | 1.8                         |

## WEEKEND COLLISIONS

| INTERSECTION COLLISIONS |                                        |                                          |
|-------------------------|----------------------------------------|------------------------------------------|
|                         | PERCENT IN ALL INTERSECTION COLLISIONS | PERCENT IN FATAL INTERSECTION COLLISIONS |
| Weekend                 | 21.5                                   | 22.4                                     |

| ALL COLLISIONS |                           |                             |
|----------------|---------------------------|-----------------------------|
|                | PERCENT IN ALL COLLISIONS | PERCENT IN FATAL COLLISIONS |
| Weekend        | 23                        | 31.9                        |

(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                  | 52,724         | 40.97            | 188              | 21.24            |
| Failed to Yield Right of Way | 15,496         | 12.04            | 119              | 13.45            |
| Not Under Proper Control     | 14,328         | 11.13            | 257              | 29.04            |
| Too Fast for Conditions      | 6,360          | 4.94             | 89               | 10.06            |
| Following Too Close          | 6,129          | 4.76             | 4                | 0.45             |
| Misjudge Clearance           | 5,639          | 4.38             | 13               | 1.47             |
| Alcohol Involvement          | 5,440          | 4.23             | 188              | 21.24            |
| Disregard Traffic Control    | 4,314          | 3.35             | 40               | 4.52             |
| Distraction                  | 4,234          | 3.29             | 17               | 1.92             |
| Overcorrecting/Oversteering  | 3,503          | 2.72             | 108              | 12.20            |
| Turning Improperly           | 1,972          | 1.53             | 5                | 0.56             |
| Exceeded Stated Speed Limit  | 1,723          | 1.34             | 102              | 11.53            |
| Fell Asleep                  | 1,379          | 1.07             | 27               | 3.05             |
| Improper Passing             | 1,252          | 0.97             | 23               | 2.60             |
| Drug Involvement             | 1,099          | 0.85             | 38               | 4.29             |
| Improper Backing             | 946            | 0.74             | 1                | 0.11             |
| Cell Phone                   | 876            | 0.68             | 7                | 0.79             |
| Lost Consciousness/Fainted   | 691            | 0.54             | 14               | 1.58             |
| Emotional                    | 439            | 0.34             | 4                | 0.45             |
| Fatigue                      | 427            | 0.33             | 6                | 0.68             |
| Sick                         | 307            | 0.24             | 8                | 0.90             |
| Medication                   | 208            | 0.16             | 3                | 0.34             |
| Weaving in Traffic           | 202            | 0.16             | 2                | 0.23             |
| Physical Disability          | 182            | 0.14             | 3                | 0.34             |

# 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.

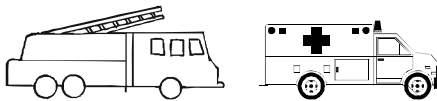
| VEHICULAR FACTORS                         | ALL COLLISIONS | PERCENT OF TOTAL | FATAL COLLISIONS | PERCENT OF TOTAL |
|-------------------------------------------|----------------|------------------|------------------|------------------|
| Brakes Defective                          | 1,473          | 1.14             | 9                | 1.02             |
| Tire Failure                              | 881            | 0.68             | 5                | 0.56             |
| Load Securement                           | 343            | 0.27             | 2                | 0.23             |
| Steering Failure                          | 338            | 0.26             | 1                | 0.11             |
| Tow Hitch Defective / Separation of Units | 145            | 0.11             | 1                | 0.11             |
| Oversized Load on Vehicle                 | 140            | 0.11             | 3                | 0.34             |
| Other Lighting Defective                  | 119            | 0.09             | 3                | 0.34             |
| Headlights Defective                      | 54             | 0.04             | 3                | 0.34             |
| Overweight                                | 27             | 0.02             | 2                | 0.23             |

| ENVIRONMENTAL FACTORS                   | ALL COLLISIONS | PERCENT OF TOTAL | FATAL COLLISIONS | PERCENT OF TOTAL |
|-----------------------------------------|----------------|------------------|------------------|------------------|
| Slippery Surface                        | 13,519         | 10.50            | 89               | 10.06            |
| Animals Action                          | 4,409          | 3.43             | 11               | 1.24             |
| View Obstructed / Limited               | 3,097          | 2.41             | 36               | 4.07             |
| Water Pooling                           | 1,330          | 1.03             | 14               | 1.58             |
| Glare                                   | 989            | 0.77             | 7                | 0.79             |
| Debris In Roadway                       | 680            | 0.53             | 1                | 0.11             |
| Construction Work Zone                  | 425            | 0.33             | 5                | 0.56             |
| Shoulders Defective / Drop-off          | 346            | 0.27             | 8                | 0.90             |
| Improperly Parked Vehicle(s)            | 338            | 0.26             | 0                | 0.00             |
| Hole/Deep Ruts/Bumps                    | 123            | 0.10             | 2                | 0.23             |
| Maintenance / Utility Work Zone         | 121            | 0.09             | 1                | 0.11             |
| Improper / Non-Working Traffic Controls | 82             | 0.06             | 1                | 0.11             |
| Fixed Object(s)                         | 57             | 0.04             | 1                | 0.11             |

# 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<br>EMERGENCY VEHICLES |       |
|--------------------------------------------|-------|
| TOTAL EMERGENCY<br>VEHICLE COLLISIONS      | 1,025 |
| FATAL COLLISIONS                           | 6     |
| INJURY COLLISIONS                          | 186   |
| TOTAL KILLED                               | 7     |
| TOTAL INJURED                              | 302   |



| EMERGENCY VEHICLE COLLISIONS   |                   |                     |                     |                     |
|--------------------------------|-------------------|---------------------|---------------------|---------------------|
| DRIVER CONTRIBUTING<br>FACTORS | ALL<br>COLLISIONS | PERCENT<br>OF TOTAL | FATAL<br>COLLISIONS | PERCENT<br>OF TOTAL |
| Alcohol Involvement            | 35                | 3.41                | 0                   | 0.00                |
| Cell Phone                     | 11                | 1.07                | 0                   | 0.00                |
| Disregard Traffic Control      | 30                | 2.93                | 0                   | 0.00                |
| Distraction                    | 52                | 5.07                | 0                   | 0.00                |
| Drug Involvement               | 12                | 1.17                | 0                   | 0.00                |
| Emotional                      | 6                 | 0.59                | 0                   | 0.00                |
| Exceeded Stated Speed Limit    | 6                 | 0.59                | 0                   | 0.00                |
| Failed to Yield Right of Way   | 138               | 13.46               | 2                   | 33.33               |
| Fatigue                        | 3                 | 0.29                | 0                   | 0.00                |
| Fell Asleep                    | 3                 | 0.29                | 0                   | 0.00                |
| Following Too Close            | 22                | 2.15                | 0                   | 0.00                |
| Improper Backing               | 10                | 0.98                | 0                   | 0.00                |
| Improper Passing               | 7                 | 0.68                | 0                   | 0.00                |
| Inattention                    | 316               | 30.83               | 1                   | 16.67               |
| Lost Consciousness/Fainted     | 4                 | 0.39                | 0                   | 0.00                |
| Medication                     | 1                 | 0.10                | 0                   | 0.00                |
| Misjudge Clearance             | 109               | 10.63               | 0                   | 0.00                |
| Not Under Proper Control       | 96                | 9.37                | 1                   | 16.67               |
| Overcorrecting/Oversteering    | 24                | 2.34                | 1                   | 16.67               |
| Physical Disability            | 1                 | 0.10                | 0                   | 0.00                |
| Sick                           | 3                 | 0.29                | 0                   | 0.00                |
| Too Fast for Conditions        | 42                | 4.10                | 0                   | 0.00                |
| Turning Improperly             | 16                | 1.56                | 0                   | 0.00                |
| Weaving in Traffic             | 1                 | 0.10                | 0                   | 0.00                |

| COLLISIONS INVOLVING<br>FARM EQUIPMENT |     |
|----------------------------------------|-----|
| TOTAL FARM<br>EQUIPMENT COLLISIONS     | 185 |
| FATAL COLLISIONS                       | 3   |
| INJURY COLLISIONS                      | 32  |
| TOTAL KILLED                           | 3   |
| TOTAL INJURED                          | 47  |



| FARM EQUIPMENT COLLISIONS      |                   |                     |                     |                     |
|--------------------------------|-------------------|---------------------|---------------------|---------------------|
| DRIVER CONTRIBUTING<br>FACTORS | ALL<br>COLLISIONS | PERCENT<br>OF TOTAL | FATAL<br>COLLISIONS | PERCENT<br>OF TOTAL |
| Alcohol Involvement            | 5                 | 2.70                | 2                   | 66.67               |
| Cell Phone                     | 2                 | 1.08                | 0                   | 0.00                |
| Disregard Traffic Control      | 4                 | 2.16                | 0                   | 0.00                |
| Distraction                    | 5                 | 2.70                | 0                   | 0.00                |
| Drug Involvement               | 0                 | 0.00                | 0                   | 0.00                |
| Emotional                      | 0                 | 0.00                | 0                   | 0.00                |
| Exceeded Stated Speed Limit    | 1                 | 0.54                | 0                   | 0.00                |
| Failed to Yield Right of Way   | 24                | 12.97               | 0                   | 0.00                |
| Fatigue                        | 0                 | 0.00                | 0                   | 0.00                |
| Fell Asleep                    | 1                 | 0.54                | 0                   | 0.00                |
| Following Too Close            | 0                 | 0.00                | 0                   | 0.00                |
| Improper Backing               | 1                 | 0.54                | 0                   | 0.00                |
| Improper Passing               | 27                | 14.59               | 0                   | 0.00                |
| Inattention                    | 72                | 38.92               | 0                   | 0.00                |
| Lost Consciousness/Fainted     | 1                 | 0.54                | 0                   | 0.00                |
| Medication                     | 0                 | 0.00                | 0                   | 0.00                |
| Misjudge Clearance             | 21                | 11.35               | 0                   | 0.00                |
| Not Under Proper Control       | 16                | 8.65                | 0                   | 0.00                |
| Overcorrecting/Oversteering    | 1                 | 0.54                | 0                   | 0.00                |
| Physical Disability            | 0                 | 0.00                | 0                   | 0.00                |
| Sick                           | 1                 | 0.54                | 0                   | 0.00                |
| Too Fast for Conditions        | 4                 | 2.16                | 0                   | 0.00                |
| Turning Improperly             | 4                 | 2.16                | 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       | 869 |
| FATAL COLLISIONS                  | 1   |
| INJURY COLLISIONS                 | 114 |
| TOTAL KILLED                      | 1   |
| TOTAL INJURED                     | 250 |



| SCHOOL BUS COLLISIONS        |                |                  |                  |                  |
|------------------------------|----------------|------------------|------------------|------------------|
| DRIVER CONTRIBUTING FACTORS  | ALL COLLISIONS | PERCENT OF TOTAL | FATAL COLLISIONS | PERCENT OF TOTAL |
| Alcohol Involvement          | 5              | 0.58             | 0                | 0.00             |
| Cell Phone                   | 4              | 0.46             | 0                | 0.00             |
| Disregard Traffic Control    | 13             | 1.50             | 0                | 0.00             |
| Distraction                  | 35             | 4.03             | 0                | 0.00             |
| Drug Involvement             | 4              | 0.46             | 0                | 0.00             |
| Emotional                    | 2              | 0.23             | 0                | 0.00             |
| Exceeded Stated Speed Limit  | 4              | 0.46             | 0                | 0.00             |
| Failed to Yield Right of Way | 71             | 8.17             | 0                | 0.00             |
| Fatigue                      | 1              | 0.12             | 0                | 0.00             |
| Fell Asleep                  | 1              | 0.12             | 0                | 0.00             |
| Following Too Close          | 24             | 2.76             | 0                | 0.00             |
| Improper Backing             | 16             | 1.84             | 0                | 0.00             |
| Improper Passing             | 14             | 1.61             | 0                | 0.00             |
| Inattention                  | 370            | 42.58            | 1                | 100.00           |
| Lost Consciousness/Fainted   | 3              | 0.35             | 0                | 0.00             |
| Medication                   | 1              | 0.12             | 0                | 0.00             |
| Misjudge Clearance           | 186            | 21.40            | 0                | 0.00             |
| Not Under Proper Control     | 52             | 5.98             | 0                | 0.00             |
| Overcorrecting/Oversteering  | 9              | 1.04             | 1                | 100.00           |
| Physical Disability          | 0              | 0.00             | 0                | 0.00             |
| Sick                         | 1              | 0.12             | 0                | 0.00             |
| Too Fast for Conditions      | 30             | 3.45             | 0                | 0.00             |
| Turning Improperly           | 16             | 1.84             | 0                | 0.00             |
| Weaving in Traffic           | 2              | 0.23             | 0                | 0.00             |

| COLLISIONS INVOLVING ELEMENTARY SCHOOL AGE CHILDREN |       |
|-----------------------------------------------------|-------|
| TOTAL ELEM. SCHOOL AGE CHILDREN COLLISIONS          | 7,933 |
| FATAL COLLISIONS                                    | 55    |
| INJURY COLLISIONS                                   | 2,490 |
| TOTAL KILLED                                        |       |
| ALL AGES                                            | 69    |
| 6-12 YEARS OF AGE                                   | 21    |
| TOTAL INJURED                                       |       |
| ALL AGES                                            | 5,553 |
| 6-12 YEARS OF AGE                                   | 1,790 |



| 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                                              | 160            | 2.02             | 4                | 7.27             |
| Cell Phone                                                       | 48             | 0.61             | 0                | 0.00             |
| Disregard Traffic Control                                        | 305            | 3.84             | 7                | 12.73            |
| Distraction                                                      | 389            | 4.90             | 4                | 7.27             |
| Drug Involvement                                                 | 58             | 0.73             | 3                | 5.45             |
| Emotional                                                        | 12             | 0.15             | 0                | 0.00             |
| Exceeded Stated Speed Limit                                      | 63             | 0.79             | 4                | 7.27             |
| Failed to Yield Right of Way                                     | 1,114          | 14.04            | 8                | 14.55            |
| Fatigue                                                          | 16             | 0.20             | 0                | 0.00             |
| Fell Asleep                                                      | 41             | 0.52             | 1                | 1.82             |
| Following Too Close                                              | 439            | 5.53             | 1                | 1.82             |
| Improper Backing                                                 | 53             | 0.67             | 0                | 0.00             |
| Improper Passing                                                 | 102            | 1.29             | 1                | 1.82             |
| Inattention                                                      | 3,997          | 50.38            | 14               | 25.45            |
| Lost Consciousness/Fainted                                       | 30             | 0.38             | 2                | 3.64             |
| Medication                                                       | 11             | 0.14             | 0                | 0.00             |
| Misjudge Clearance                                               | 328            | 4.13             | 1                | 1.82             |
| Not Under Proper Control                                         | 831            | 10.48            | 13               | 23.64            |
| Overcorrecting/Oversteering                                      | 162            | 2.04             | 4                | 7.27             |
| Physical Disability                                              | 7              | 0.09             | 0                | 0.00             |
| Sick                                                             | 13             | 0.16             | 0                | 0.00             |
| Too Fast for Conditions                                          | 319            | 4.02             | 7                | 12.73            |
| Turning Improperly                                               | 103            | 1.30             | 0                | 0.00             |
| Weaving in Traffic                                               | 9              | 0.11             | 1                | 1.82             |

# 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         |            |
|-----------------------------------------|------------|
| <b>COLLISIONS INVOLVING PEDESTRIANS</b> | <b>902</b> |
| <b>FATAL COLLISIONS</b>                 | <b>55</b>  |
| <b>INJURY COLLISIONS</b>                | <b>751</b> |
| <b>TOTAL KILLED</b>                     | <b>56</b>  |
| <b>TOTAL INJURED</b>                    | <b>832</b> |



| PEDESTRIAN COLLISIONS        |                |                  |                  |                  |
|------------------------------|----------------|------------------|------------------|------------------|
| DRIVER CONTRIBUTING FACTORS  | ALL COLLISIONS | PERCENT OF TOTAL | FATAL COLLISIONS | PERCENT OF TOTAL |
| Alcohol Involvement          | 34             | 3.77             | 4                | 7.27             |
| Cell Phone                   | 2              | 0.22             | 1                | 1.82             |
| Disregard Traffic Control    | 16             | 1.77             | 1                | 1.82             |
| Distraction                  | 25             | 2.77             | 2                | 3.64             |
| Drug Involvement             | 10             | 1.11             | 1                | 1.82             |
| Emotional                    | 15             | 1.66             | 1                | 1.82             |
| Exceeded Stated Speed Limit  | 8              | 0.89             | 2                | 3.64             |
| Failed to Yield Right of Way | 86             | 9.53             | 3                | 5.45             |
| Fatigue                      | 0              | 0.00             | 0                | 0.00             |
| Fell Asleep                  | 1              | 0.11             | 1                | 1.82             |
| Following Too Close          | 2              | 0.22             | 1                | 1.82             |
| Improper Backing             | 6              | 0.67             | 0                | 0.00             |
| Improper Passing             | 6              | 0.67             | 0                | 0.00             |
| Inattention                  | 247            | 27.38            | 12               | 21.82            |
| Lost Consciousness/Fainted   | 4              | 0.44             | 0                | 0.00             |
| Medication                   | 2              | 0.22             | 0                | 0.00             |
| Misjudge Clearance           | 10             | 1.11             | 0                | 0.00             |
| Not Under Proper Control     | 35             | 3.88             | 3                | 5.45             |
| Overcorrecting/Oversteering  | 1              | 0.11             | 0                | 0.00             |
| Physical Disability          | 1              | 0.11             | 0                | 0.00             |
| Sick                         | 0              | 0.00             | 0                | 0.00             |
| Too Fast for Conditions      | 15             | 1.66             | 3                | 5.45             |
| Turning Improperly           | 1              | 0.11             | 0                | 0.00             |
| Weaving in Traffic           | 1              | 0.11             | 0                | 0.00             |

| COLLISIONS INVOLVING BICYCLES   |            |
|---------------------------------|------------|
| <b>TOTAL BICYCLE COLLISIONS</b> | <b>437</b> |
| <b>FATAL COLLISIONS</b>         | <b>12</b>  |
| <b>INJURY COLLISIONS</b>        | <b>320</b> |
| <b>TOTAL KILLED</b>             | <b>12</b>  |
| <b>TOTAL INJURED</b>            | <b>337</b> |



| BICYCLE COLLISIONS           |                |                  |                  |                  |
|------------------------------|----------------|------------------|------------------|------------------|
| DRIVER CONTRIBUTING FACTORS  | ALL COLLISIONS | PERCENT OF TOTAL | FATAL COLLISIONS | PERCENT OF TOTAL |
| Alcohol Involvement          | 7              | 1.60             | 3                | 25.00            |
| Cell Phone                   | 1              | 0.23             | 0                | 0.00             |
| Disregard Traffic Control    | 7              | 1.60             | 0                | 0.00             |
| Distraction                  | 2              | 0.46             | 0                | 0.00             |
| Drug Involvement             | 2              | 0.46             | 1                | 8.33             |
| Emotional                    | 1              | 0.23             | 0                | 0.00             |
| Exceeded Stated Speed Limit  | 0              | 0.00             | 0                | 0.00             |
| Failed to Yield Right of Way | 34             | 7.78             | 0                | 0.00             |
| Fatigue                      | 0              | 0.00             | 0                | 0.00             |
| Fell Asleep                  | 0              | 0.00             | 0                | 0.00             |
| Following Too Close          | 1              | 0.23             | 0                | 0.00             |
| Improper Backing             | 2              | 0.46             | 0                | 0.00             |
| Improper Passing             | 5              | 1.14             | 0                | 0.00             |
| Inattention                  | 117            | 26.77            | 1                | 8.33             |
| Lost Consciousness/Fainted   | 0              | 0.00             | 0                | 0.00             |
| Medication                   | 1              | 0.23             | 0                | 0.00             |
| Misjudge Clearance           | 9              | 2.06             | 0                | 0.00             |
| Not Under Proper Control     | 6              | 1.37             | 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      | 4              | 0.92             | 0                | 0.00             |
| Turning Improperly           | 1              | 0.23             | 0                | 0.00             |
| Weaving in Traffic           | 1              | 0.23             | 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      | 200 |
| FATAL COLLISIONS                          | 19  |
| INJURY COLLISIONS                         | 139 |
| TOTAL KILLED                              | 19  |
| ATV                                       | 19  |
| HELMET USED                               | 0   |
| TOTAL INJURED                             | 180 |
| HELMET USED                               | 13  |



| ALL TERRAIN VEHICLES         |                |                  |                  |                  |
|------------------------------|----------------|------------------|------------------|------------------|
| DRIVER CONTRIBUTING FACTORS  | ALL COLLISIONS | PERCENT OF TOTAL | FATAL COLLISIONS | PERCENT OF TOTAL |
| Alcohol Involvement          | 39             | 19.50            | 9                | 47.37            |
| Cell Phone                   | 1              | 0.50             | 0                | 0.00             |
| Disregard Traffic Control    | 4              | 2.00             | 1                | 5.26             |
| Distraction                  | 2              | 1.00             | 0                | 0.00             |
| Drug Involvement             | 8              | 4.00             | 1                | 5.26             |
| Emotional                    | 0              | 0.00             | 0                | 0.00             |
| Exceeded Stated Speed Limit  | 1              | 0.50             | 0                | 0.00             |
| Failed to Yield Right of Way | 13             | 6.50             | 2                | 10.53            |
| Fatigue                      | 0              | 0.00             | 0                | 0.00             |
| Fell Asleep                  | 0              | 0.00             | 0                | 0.00             |
| Following Too Close          | 2              | 1.00             | 0                | 0.00             |
| Improper Backing             | 0              | 0.00             | 0                | 0.00             |
| Improper Passing             | 1              | 0.50             | 1                | 5.26             |
| Inattention                  | 51             | 25.50            | 2                | 10.53            |
| Lost Consciousness/Fainted   | 0              | 0.00             | 0                | 0.00             |
| Medication                   | 0              | 0.00             | 0                | 0.00             |
| Misjudge Clearance           | 1              | 0.50             | 0                | 0.00             |
| Not Under Proper Control     | 64             | 32.00            | 4                | 21.05            |
| Overcorrecting/Oversteering  | 6              | 3.00             | 0                | 0.00             |
| Physical Disability          | 0              | 0.00             | 0                | 0.00             |
| Sick                         | 0              | 0.00             | 0                | 0.00             |
| Too Fast for Conditions      | 16             | 8.00             | 2                | 10.53            |
| Turning Improperly           | 1              | 0.50             | 0                | 0.00             |
| Weaving in Traffic           | 0              | 0.00             | 0                | 0.00             |

| COLLISIONS INVOLVING MOTORCYCLES |       |
|----------------------------------|-------|
| TOTAL MOTORCYCLES COLLISIONS     | 1,777 |
| FATAL COLLISIONS                 | 83    |
| INJURY COLLISIONS                | 1,184 |
| TOTAL KILLED                     | 90    |
| MOTORCYCLIST                     | 89    |
| HELMET USED                      | 32    |
| NO HELMET                        | 57    |
| TOTAL INJURED                    | 1,410 |



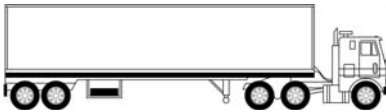
| MOTORCYCLE COLLISIONS        |                |                  |                  |                  |
|------------------------------|----------------|------------------|------------------|------------------|
| DRIVER CONTRIBUTING FACTORS  | ALL COLLISIONS | PERCENT OF TOTAL | FATAL COLLISIONS | PERCENT OF TOTAL |
| Alcohol Involvement          | 123            | 6.92             | 22               | 26.51            |
| Cell Phone                   | 5              | 0.28             | 1                | 1.20             |
| Disregard Traffic Control    | 27             | 1.52             | 2                | 2.41             |
| Distraction                  | 41             | 2.31             | 1                | 1.20             |
| Drug Involvement             | 17             | 0.96             | 1                | 1.20             |
| Emotional                    | 5              | 0.28             | 0                | 0.00             |
| Exceeded Stated Speed Limit  | 84             | 4.73             | 8                | 9.64             |
| Failed to Yield Right of Way | 191            | 10.75            | 13               | 15.66            |
| Fatigue                      | 3              | 0.17             | 0                | 0.00             |
| Fell Asleep                  | 1              | 0.06             | 0                | 0.00             |
| Following Too Close          | 52             | 2.93             | 0                | 0.00             |
| Improper Backing             | 6              | 0.34             | 0                | 0.00             |
| Improper Passing             | 29             | 1.63             | 3                | 3.61             |
| Inattention                  | 586            | 32.98            | 14               | 16.87            |
| Lost Consciousness/Fainted   | 6              | 0.34             | 0                | 0.00             |
| Medication                   | 0              | 0.00             | 0                | 0.00             |
| Misjudge Clearance           | 40             | 2.25             | 0                | 0.00             |
| Not Under Proper Control     | 460            | 25.89            | 38               | 45.78            |
| Overcorrecting/Oversteering  | 42             | 2.36             | 0                | 0.00             |
| Physical Disability          | 2              | 0.11             | 0                | 0.00             |
| Sick                         | 3              | 0.17             | 0                | 0.00             |
| Too Fast for Conditions      | 88             | 4.95             | 9                | 10.84            |
| Turning Improperly           | 26             | 1.46             | 1                | 1.20             |
| Weaving in Traffic           | 4              | 0.23             | 0                | 0.00             |

# CONTRIBUTING FACTORS (cont'd)

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

| COLLISIONS INVOLVING TRUCKS* |       |
|------------------------------|-------|
| TOTAL TRUCK COLLISIONS       | 9,823 |
| FATAL COLLISIONS             | 118   |
| INJURY COLLISIONS            | 1,886 |
| TOTAL KILLED                 | 136   |
| TOTAL INJURED                | 2,798 |

\*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          | 158            | 1.61             | 11               | 9.32             |
| Cell Phone                   | 40             | 0.41             | 1                | 0.85             |
| Disregard Traffic Control    | 238            | 2.42             | 9                | 7.63             |
| Distraction                  | 200            | 2.04             | 4                | 3.39             |
| Drug Involvement             | 52             | 0.53             | 2                | 1.69             |
| Emotional                    | 21             | 0.21             | 1                | 0.85             |
| Exceeded Stated Speed Limit  | 86             | 0.88             | 6                | 5.08             |
| Failed to Yield Right of Way | 1,007          | 10.25            | 28               | 23.73            |
| Fatigue                      | 49             | 0.50             | 2                | 1.69             |
| Fell Asleep                  | 118            | 1.20             | 4                | 3.39             |
| Following Too Close          | 378            | 3.85             | 2                | 1.69             |
| Improper Backing             | 138            | 1.40             | 0                | 0.00             |
| Improper Passing             | 168            | 1.71             | 4                | 3.39             |
| Inattention                  | 3,745          | 38.12            | 39               | 33.05            |
| Lost Consciousness/Fainted   | 45             | 0.46             | 0                | 0.00             |
| Medication                   | 12             | 0.12             | 0                | 0.00             |
| Misjudge Clearance           | 1,331          | 13.55            | 5                | 4.24             |
| Not Under Proper Control     | 1,193          | 12.14            | 38               | 32.20            |
| Overcorrecting/Oversteering  | 196            | 2.00             | 7                | 5.93             |
| Physical Disability          | 13             | 0.13             | 2                | 1.69             |
| Sick                         | 18             | 0.18             | 1                | 0.85             |
| Too Fast for Conditions      | 340            | 3.46             | 11               | 9.32             |
| Turning Improperly           | 196            | 2.00             | 2                | 1.69             |
| Weaving in Traffic           | 29             | 0.30             | 1                | 0.85             |

| COLLISIONS INVOLVING TRAINS |    |
|-----------------------------|----|
| TOTAL TRAIN COLLISIONS      | 62 |
| FATAL COLLISIONS            | 4  |
| INJURY COLLISIONS           | 16 |
| TOTAL KILLED                | 5  |
| TOTAL INJURED               | 23 |



| TRAIN COLLISIONS             |                |                  |                  |                  |
|------------------------------|----------------|------------------|------------------|------------------|
| DRIVER CONTRIBUTING FACTORS  | ALL COLLISIONS | PERCENT OF TOTAL | FATAL COLLISIONS | PERCENT OF TOTAL |
| Alcohol Involvement          | 6              | 9.68             | 0                | 0.00             |
| Cell Phone                   | 0              | 0.00             | 0                | 0.00             |
| Disregard Traffic Control    | 14             | 22.58            | 1                | 25.00            |
| Distraction                  | 0              | 0.00             | 0                | 0.00             |
| Drug Involvement             | 2              | 3.23             | 0                | 0.00             |
| Emotional                    | 1              | 1.61             | 0                | 0.00             |
| Exceeded Stated Speed Limit  | 1              | 1.61             | 0                | 0.00             |
| Failed to Yield Right of Way | 19             | 30.65            | 1                | 25.00            |
| Fatigue                      | 0              | 0.00             | 0                | 0.00             |
| Fell Asleep                  | 0              | 0.00             | 0                | 0.00             |
| Following Too Close          | 0              | 0.00             | 0                | 0.00             |
| Improper Backing             | 0              | 0.00             | 0                | 0.00             |
| Improper Passing             | 1              | 1.61             | 0                | 0.00             |
| Inattention                  | 31             | 50.00            | 4                | 100.00           |
| Lost Consciousness/Fainted   | 1              | 1.61             | 0                | 0.00             |
| Medication                   | 0              | 0.00             | 0                | 0.00             |
| Misjudge Clearance           | 4              | 6.45             | 0                | 0.00             |
| Not Under Proper Control     | 2              | 3.23             | 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      | 0              | 0.00             | 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<br>MULTIPLE FATALITIES   |            |
|-----------------------------------------------|------------|
| <b>TOTAL MULTIPLE<br/>FATALITY COLLISIONS</b> | <b>85</b>  |
| <b>FATAL COLLISIONS</b>                       | <b>85</b>  |
| <b>TOTAL KILLED</b>                           | <b>185</b> |
| <b>TOTAL INJURED</b>                          | <b>84</b>  |



| MULTIPLE FATALITY COLLISIONS   |                   |                     |                     |                     |
|--------------------------------|-------------------|---------------------|---------------------|---------------------|
| DRIVER CONTRIBUTING<br>FACTORS | ALL<br>COLLISIONS | PERCENT<br>OF TOTAL | FATAL<br>COLLISIONS | PERCENT<br>OF TOTAL |
| Alcohol Involvement            | 16                | 18.82               | 16                  | 18.82               |
| Cell Phone                     | 1                 | 1.18                | 1                   | 1.18                |
| Disregard Traffic Control      | 6                 | 7.06                | 6                   | 7.06                |
| Distraction                    | 2                 | 2.35                | 2                   | 2.35                |
| Drug Involvement               | 7                 | 8.24                | 7                   | 8.24                |
| Emotional                      | 1                 | 1.18                | 1                   | 1.18                |
| Exceeded Stated Speed Limit    | 12                | 14.12               | 12                  | 14.12               |
| Failed to Yield Right of Way   | 16                | 18.82               | 16                  | 18.82               |
| Fatigue                        | 2                 | 2.35                | 2                   | 2.35                |
| Fell Asleep                    | 2                 | 2.35                | 2                   | 2.35                |
| Following Too Close            | 0                 | 0.00                | 0                   | 0.00                |
| Improper Backing               | 1                 | 1.18                | 1                   | 1.18                |
| Improper Passing               | 6                 | 7.06                | 6                   | 7.06                |
| Inattention                    | 21                | 24.71               | 21                  | 24.71               |
| Lost Consciousness/Fainted     | 1                 | 1.18                | 1                   | 1.18                |
| Medication                     | 0                 | 0.00                | 0                   | 0.00                |
| Misjudge Clearance             | 2                 | 2.35                | 2                   | 2.35                |
| Not Under Proper Control       | 33                | 38.82               | 33                  | 38.82               |
| Overcorrecting/Oversteering    | 7                 | 8.24                | 7                   | 8.24                |
| Physical Disability            | 0                 | 0.00                | 0                   | 0.00                |
| Sick                           | 0                 | 0.00                | 0                   | 0.00                |
| Too Fast for Conditions        | 11                | 12.94               | 11                  | 12.94               |
| Turning Improperly             | 0                 | 0.00                | 0                   | 0.00                |
| Weaving in Traffic             | 0                 | 0.00                | 0                   | 0.00                |



# **COLLISIONS BY COUNTY**

# COLLISIONS BY COUNTY

## 2004 VS 2005

| COUNTY       | COLLISIONS |        |       |      |                  |       |                 |        | PERSONS |      |         |       |
|--------------|------------|--------|-------|------|------------------|-------|-----------------|--------|---------|------|---------|-------|
|              | TOTAL      |        | FATAL |      | NON-FATAL INJURY |       | PROPERTY DAMAGE |        | KILLED  |      | INJURED |       |
|              | 2004       | 2005   | 2004  | 2005 | 2004             | 2005  | 2004            | 2005   | 2004    | 2005 | 2004    | 2005  |
| Adair        | 469        | 399    | 5     | 1    | 108              | 80    | 356             | 318    | 5       | 1    | 183     | 124   |
| Allen        | 385        | 418    | 4     | 4    | 91               | 105   | 290             | 309    | 4       | 5    | 135     | 151   |
| Anderson     | 425        | 449    | 7     | 2    | 107              | 127   | 311             | 320    | 7       | 2    | 178     | 183   |
| Ballard      | 188        | 168    | 1     | 2    | 54               | 59    | 133             | 107    | 1       | 2    | 79      | 82    |
| Barren       | 1,384      | 1,402  | 7     | 12   | 335              | 331   | 1,042           | 1,059  | 12      | 14   | 518     | 514   |
| Bath         | 296        | 245    | 4     | 6    | 85               | 77    | 207             | 162    | 6       | 8    | 136     | 123   |
| Bell         | 718        | 717    | 11    | 8    | 182              | 169   | 525             | 540    | 14      | 8    | 295     | 274   |
| Boone        | 4,165      | 4,017  | 15    | 17   | 771              | 711   | 3,379           | 3,289  | 15      | 18   | 1,132   | 1,065 |
| Bourbon      | 624        | 616    | 2     | 4    | 146              | 135   | 476             | 477    | 2       | 5    | 214     | 197   |
| Boyd         | 1,998      | 1,852  | 6     | 5    | 446              | 427   | 1,546           | 1,420  | 8       | 5    | 668     | 634   |
| Boyle        | 929        | 906    | 5     | 5    | 209              | 187   | 715             | 714    | 5       | 7    | 304     | 265   |
| Bracken      | 185        | 184    | 5     | 3    | 49               | 51    | 131             | 130    | 6       | 5    | 77      | 77    |
| Breathitt    | 352        | 349    | 9     | 13   | 144              | 142   | 199             | 194    | 11      | 13   | 281     | 246   |
| Breckinridge | 254        | 263    | 4     | 6    | 79               | 83    | 171             | 174    | 4       | 8    | 118     | 142   |
| Bullitt      | 1,549      | 1,416  | 10    | 14   | 374              | 322   | 1,165           | 1,080  | 12      | 14   | 559     | 511   |
| Butler       | 249        | 199    | 5     | 7    | 75               | 55    | 169             | 137    | 5       | 7    | 118     | 92    |
| Caldwell     | 318        | 278    | 5     | 0    | 71               | 84    | 242             | 194    | 6       | 0    | 89      | 100   |
| Calloway     | 1,165      | 1,106  | 9     | 8    | 185              | 192   | 971             | 906    | 9       | 8    | 247     | 287   |
| Campbell     | 3,025      | 2,864  | 11    | 10   | 472              | 400   | 2,542           | 2,454  | 12      | 11   | 661     | 570   |
| Carlisle     | 104        | 98     | 1     | 1    | 35               | 26    | 68              | 71     | 1       | 1    | 53      | 31    |
| Carroll      | 440        | 441    | 4     | 6    | 79               | 118   | 357             | 317    | 5       | 7    | 121     | 162   |
| Carter       | 608        | 486    | 11    | 11   | 149              | 123   | 448             | 352    | 13      | 11   | 245     | 188   |
| Casey        | 216        | 185    | 6     | 4    | 63               | 57    | 147             | 124    | 7       | 6    | 96      | 85    |
| Christian    | 1,987      | 1,881  | 12    | 11   | 472              | 458   | 1,503           | 1,412  | 12      | 12   | 689     | 642   |
| Clark        | 1,256      | 1,212  | 5     | 6    | 266              | 253   | 985             | 953    | 5       | 6    | 383     | 377   |
| Clay         | 432        | 377    | 8     | 8    | 182              | 160   | 242             | 209    | 9       | 9    | 314     | 252   |
| Clinton      | 166        | 259    | 3     | 4    | 44               | 63    | 119             | 192    | 3       | 4    | 60      | 107   |
| Crittenden   | 232        | 200    | 4     | 3    | 83               | 80    | 145             | 117    | 4       | 3    | 111     | 119   |
| Cumberland   | 55         | 94     | 2     | 5    | 13               | 30    | 40              | 59     | 2       | 5    | 19      | 49    |
| Daviess      | 3,316      | 3,056  | 9     | 10   | 664              | 604   | 2,643           | 2,442  | 9       | 11   | 1,008   | 820   |
| Edmonson     | 218        | 181    | 2     | 2    | 67               | 56    | 149             | 123    | 2       | 2    | 109     | 93    |
| Elliott      | 106        | 104    | 1     | 2    | 34               | 33    | 71              | 69     | 1       | 2    | 49      | 47    |
| Estill       | 279        | 225    | 3     | 3    | 90               | 68    | 186             | 154    | 3       | 3    | 126     | 91    |
| Fayette      | 12,480     | 12,537 | 28    | 30   | 2,221            | 2,289 | 10,231          | 10,218 | 28      | 34   | 3,124   | 3,217 |
| Fleming      | 288        | 250    | 3     | 3    | 93               | 72    | 192             | 175    | 3       | 3    | 150     | 114   |
| Floyd        | 1,017      | 981    | 18    | 16   | 389              | 356   | 610             | 609    | 24      | 16   | 642     | 591   |
| Franklin     | 1,762      | 1,674  | 4     | 8    | 307              | 318   | 1,451           | 1,348  | 5       | 9    | 448     | 470   |
| Fulton       | 151        | 170    | 1     | 6    | 42               | 45    | 108             | 119    | 1       | 7    | 57      | 62    |
| Gallatin     | 318        | 242    | 3     | 5    | 97               | 65    | 218             | 172    | 4       | 5    | 156     | 100   |
| Garrard      | 409        | 389    | 5     | 3    | 110              | 107   | 294             | 279    | 6       | 3    | 163     | 158   |

# COLLISIONS BY COUNTY

## 2004 VS 2005

| COUNTY     | COLLISIONS |        |       |      |                  |       |                 |        | PERSONS |      |         |       |
|------------|------------|--------|-------|------|------------------|-------|-----------------|--------|---------|------|---------|-------|
|            | TOTAL      |        | FATAL |      | NON-FATAL INJURY |       | PROPERTY DAMAGE |        | KILLED  |      | INJURED |       |
|            | 2004       | 2005   | 2004  | 2005 | 2004             | 2005  | 2004            | 2005   | 2004    | 2005 | 2004    | 2005  |
| Grant      | 835        | 752    | 4     | 10   | 208              | 174   | 623             | 568    | 6       | 12   | 306     | 285   |
| Graves     | 960        | 861    | 12    | 6    | 241              | 220   | 707             | 635    | 12      | 7    | 363     | 320   |
| Grayson    | 761        | 658    | 11    | 5    | 221              | 184   | 529             | 469    | 13      | 5    | 322     | 294   |
| Green      | 167        | 209    | 2     | 1    | 35               | 42    | 130             | 166    | 2       | 1    | 67      | 64    |
| Greenup    | 688        | 679    | 9     | 8    | 163              | 177   | 516             | 494    | 11      | 9    | 223     | 272   |
| Hancock    | 139        | 137    | 1     | 5    | 31               | 44    | 107             | 88     | 1       | 6    | 50      | 70    |
| Hardin     | 2,949      | 2,857  | 20    | 14   | 565              | 585   | 2,364           | 2,258  | 20      | 17   | 848     | 909   |
| Harlan     | 649        | 602    | 8     | 8    | 231              | 208   | 410             | 386    | 9       | 8    | 358     | 338   |
| Harrison   | 507        | 509    | 1     | 3    | 106              | 142   | 400             | 364    | 1       | 3    | 141     | 235   |
| Hart       | 457        | 399    | 8     | 9    | 112              | 104   | 337             | 286    | 9       | 11   | 186     | 175   |
| Henderson  | 2,018      | 1,700  | 7     | 7    | 467              | 367   | 1,544           | 1,326  | 7       | 7    | 690     | 558   |
| Henry      | 369        | 328    | 4     | 2    | 97               | 87    | 268             | 239    | 4       | 3    | 141     | 135   |
| Hickman    | 82         | 58     | 2     | 4    | 24               | 16    | 56              | 38     | 2       | 4    | 29      | 23    |
| Hopkins    | 1,610      | 1,535  | 7     | 10   | 392              | 335   | 1,211           | 1,190  | 7       | 11   | 574     | 474   |
| Jackson    | 247        | 194    | 4     | 1    | 99               | 65    | 144             | 128    | 6       | 1    | 146     | 87    |
| Jefferson  | 27,973     | 27,594 | 73    | 94   | 5,563            | 5,652 | 22,337          | 21,848 | 83      | 102  | 8,127   | 8,293 |
| Jessamine  | 1,395      | 1,445  | 7     | 11   | 275              | 315   | 1,113           | 1,119  | 8       | 12   | 413     | 460   |
| Johnson    | 508        | 473    | 4     | 6    | 160              | 170   | 344             | 297    | 4       | 7    | 273     | 260   |
| Kenton     | 5,861      | 5,700  | 13    | 15   | 944              | 961   | 4,904           | 4,724  | 16      | 15   | 1,306   | 1,340 |
| Knott      | 376        | 384    | 4     | 7    | 155              | 165   | 217             | 212    | 5       | 11   | 245     | 267   |
| Knox       | 775        | 628    | 12    | 9    | 249              | 190   | 514             | 429    | 12      | 10   | 415     | 317   |
| Larue      | 344        | 264    | 6     | 5    | 94               | 74    | 244             | 185    | 8       | 5    | 133     | 120   |
| Laurel     | 1,700      | 1,693  | 23    | 23   | 420              | 394   | 1,257           | 1,276  | 25      | 27   | 694     | 698   |
| Lawrence   | 165        | 176    | 3     | 4    | 52               | 58    | 110             | 114    | 3       | 4    | 87      | 94    |
| Lee        | 107        | 77     | 3     | 3    | 32               | 19    | 72              | 55     | 3       | 3    | 52      | 35    |
| Leslie     | 281        | 228    | 8     | 3    | 108              | 106   | 165             | 119    | 10      | 3    | 156     | 156   |
| Letcher    | 517        | 546    | 5     | 12   | 201              | 209   | 311             | 325    | 5       | 15   | 308     | 331   |
| Lewis      | 282        | 232    | 2     | 3    | 106              | 75    | 174             | 154    | 2       | 5    | 156     | 128   |
| Lincoln    | 495        | 466    | 7     | 11   | 161              | 142   | 327             | 313    | 7       | 15   | 238     | 238   |
| Livingston | 235        | 207    | 1     | 4    | 71               | 66    | 163             | 137    | 1       | 5    | 100     | 101   |
| Logan      | 669        | 578    | 6     | 4    | 154              | 142   | 509             | 432    | 8       | 5    | 215     | 195   |
| Lyon       | 224        | 198    | 4     | 2    | 52               | 49    | 168             | 147    | 4       | 2    | 88      | 81    |
| McCracken  | 2,803      | 2,528  | 11    | 9    | 748              | 667   | 2,044           | 1,852  | 12      | 9    | 1,119   | 991   |
| McCreary   | 248        | 246    | 5     | 6    | 88               | 85    | 155             | 155    | 8       | 7    | 161     | 134   |
| McLean     | 211        | 193    | 3     | 0    | 60               | 54    | 148             | 139    | 4       | 0    | 98      | 73    |
| Madison    | 2,662      | 2,618  | 20    | 19   | 412              | 439   | 2,230           | 2,160  | 25      | 21   | 686     | 688   |
| Magoffin   | 247        | 190    | 7     | 0    | 90               | 87    | 150             | 103    | 8       | 0    | 142     | 133   |
| Marion     | 528        | 461    | 7     | 7    | 127              | 101   | 394             | 353    | 8       | 8    | 214     | 157   |
| Marshall   | 861        | 848    | 8     | 8    | 245              | 224   | 608             | 616    | 9       | 9    | 348     | 336   |
| Martin     | 172        | 198    | 2     | 4    | 66               | 70    | 104             | 124    | 2       | 5    | 98      | 128   |

# COLLISIONS BY COUNTY

## 2004 VS 2005

| COUNTY        | COLLISIONS     |                |            |            |                  |               |                 |               | PERSONS    |            |               |               |
|---------------|----------------|----------------|------------|------------|------------------|---------------|-----------------|---------------|------------|------------|---------------|---------------|
|               | TOTAL          |                | FATAL      |            | NON-FATAL INJURY |               | PROPERTY DAMAGE |               | KILLED     |            | INJURED       |               |
|               | 2004           | 2005           | 2004       | 2005       | 2004             | 2005          | 2004            | 2005          | 2004       | 2005       | 2004          | 2005          |
| Mason         | 696            | 650            | 5          | 0          | 146              | 121           | 545             | 529           | 5          | 0          | 244           | 193           |
| Meade         | 533            | 568            | 8          | 7          | 139              | 168           | 386             | 393           | 8          | 7          | 216           | 248           |
| Menifee       | 117            | 127            | 1          | 1          | 41               | 41            | 75              | 85            | 1          | 1          | 54            | 64            |
| Mercer        | 587            | 563            | 4          | 4          | 145              | 143           | 438             | 416           | 5          | 5          | 213           | 214           |
| Metcalfe      | 201            | 228            | 2          | 3          | 56               | 72            | 143             | 153           | 2          | 3          | 89            | 121           |
| Monroe        | 158            | 161            | 2          | 4          | 52               | 47            | 104             | 110           | 2          | 4          | 83            | 77            |
| Montgomery    | 828            | 829            | 8          | 9          | 213              | 210           | 607             | 610           | 8          | 10         | 316           | 307           |
| Morgan        | 253            | 302            | 1          | 4          | 97               | 125           | 155             | 173           | 1          | 5          | 128           | 174           |
| Muhlenberg    | 824            | 793            | 14         | 9          | 241              | 225           | 569             | 559           | 16         | 9          | 355           | 330           |
| Nelson        | 1,256          | 1,105          | 8          | 9          | 278              | 262           | 970             | 834           | 8          | 9          | 394           | 374           |
| Nicholas      | 112            | 105            | 1          | 1          | 30               | 27            | 81              | 77            | 1          | 1          | 50            | 42            |
| Ohio          | 681            | 565            | 7          | 5          | 209              | 165           | 465             | 395           | 8          | 5          | 317           | 239           |
| Oldham        | 958            | 931            | 1          | 4          | 173              | 191           | 784             | 736           | 1          | 5          | 245           | 271           |
| Owen          | 215            | 192            | 1          | 2          | 75               | 79            | 139             | 111           | 1          | 2          | 127           | 118           |
| Owsley        | 72             | 75             | 1          | 3          | 25               | 21            | 46              | 51            | 1          | 3          | 37            | 29            |
| Pendleton     | 404            | 354            | 4          | 7          | 110              | 83            | 290             | 264           | 4          | 7          | 166           | 118           |
| Perry         | 862            | 857            | 5          | 10         | 316              | 279           | 541             | 568           | 7          | 11         | 537           | 460           |
| Pike          | 1,984          | 1,928          | 26         | 26         | 718              | 638           | 1,240           | 1,264         | 28         | 29         | 1,120         | 990           |
| Powell        | 319            | 260            | 6          | 4          | 91               | 87            | 222             | 169           | 10         | 5          | 158           | 141           |
| Pulaski       | 2,015          | 1,932          | 18         | 15         | 406              | 369           | 1,591           | 1,548         | 21         | 16         | 678           | 584           |
| Robertson     | 21             | 10             | 1          | 0          | 6                | 2             | 14              | 8             | 2          | 0          | 15            | 2             |
| Rockcastle    | 546            | 442            | 6          | 2          | 122              | 106           | 418             | 334           | 7          | 2          | 202           | 198           |
| Rowan         | 840            | 841            | 10         | 8          | 198              | 215           | 632             | 618           | 11         | 10         | 301           | 321           |
| Russell       | 288            | 318            | 3          | 4          | 85               | 66            | 200             | 248           | 3          | 4          | 128           | 108           |
| Scott         | 1,279          | 1,343          | 7          | 10         | 319              | 338           | 953             | 995           | 8          | 10         | 488           | 513           |
| Shelby        | 1,221          | 1,185          | 11         | 7          | 240              | 243           | 970             | 935           | 15         | 8          | 401           | 374           |
| Simpson       | 501            | 503            | 6          | 3          | 116              | 106           | 379             | 394           | 8          | 3          | 177           | 144           |
| Spencer       | 234            | 242            | 5          | 1          | 71               | 64            | 158             | 177           | 5          | 1          | 107           | 103           |
| Taylor        | 738            | 644            | 4          | 11         | 144              | 116           | 590             | 517           | 4          | 13         | 201           | 180           |
| Todd          | 178            | 178            | 4          | 6          | 49               | 55            | 125             | 117           | 4          | 7          | 71            | 86            |
| Trigg         | 288            | 335            | 2          | 6          | 85               | 94            | 201             | 235           | 2          | 7          | 137           | 151           |
| Trimble       | 181            | 196            | 4          | 0          | 56               | 49            | 121             | 147           | 5          | 0          | 92            | 75            |
| Union         | 399            | 385            | 6          | 5          | 118              | 103           | 275             | 277           | 6          | 6          | 174           | 135           |
| Warren        | 4,335          | 4,189          | 26         | 25         | 919              | 867           | 3,390           | 3,297         | 27         | 27         | 1,369         | 1,314         |
| Washington    | 263            | 251            | 1          | 4          | 70               | 61            | 192             | 186           | 1          | 6          | 98            | 82            |
| Wayne         | 381            | 347            | 6          | 5          | 86               | 102           | 289             | 240           | 7          | 5          | 171           | 173           |
| Webster       | 308            | 275            | 3          | 6          | 88               | 76            | 217             | 193           | 4          | 6          | 134           | 125           |
| Whitley       | 1,025          | 910            | 9          | 8          | 266              | 224           | 750             | 678           | 9          | 11         | 405           | 360           |
| Wolfe         | 217            | 182            | 2          | 5          | 74               | 57            | 141             | 120           | 2          | 6          | 125           | 94            |
| Woodford      | 805            | 845            | 13         | 6          | 152              | 149           | 640             | 690           | 15         | 6          | 232           | 258           |
| <b>TOTALS</b> | <b>133,718</b> | <b>128,685</b> | <b>854</b> | <b>885</b> | <b>29,933</b>    | <b>28,828</b> | <b>102,931</b>  | <b>98,972</b> | <b>964</b> | <b>985</b> | <b>44,986</b> | <b>43,295</b> |

# COLLISIONS INVOLVING DRINKING DRIVERS BY COUNTY 2004 VS 2005

| COUNTY       | COLLISIONS |      |         |      |                  |      |                 |      | PERSONS  |      |         |      |
|--------------|------------|------|---------|------|------------------|------|-----------------|------|----------|------|---------|------|
|              | TOTAL      |      | FATAL * |      | NON-FATAL INJURY |      | PROPERTY DAMAGE |      | KILLED * |      | INJURED |      |
|              | 2004       | 2005 | 2004    | 2005 | 2004             | 2005 | 2004            | 2005 | 2004     | 2005 | 2004    | 2005 |
| Adair        | 22         | 20   | 1       | 0    | 13               | 9    | 8               | 11   | 1        | 0    | 18      | 22   |
| Allen        | 19         | 26   | 1       | 0    | 9                | 11   | 9               | 15   | 1        | 0    | 15      | 15   |
| Anderson     | 28         | 22   | 1       | 0    | 8                | 10   | 19              | 12   | 1        | 0    | 19      | 15   |
| Ballard      | 14         | 13   | 0       | 1    | 7                | 7    | 7               | 5    | 0        | 1    | 13      | 10   |
| Barren       | 41         | 45   | 1       | 3    | 16               | 22   | 24              | 20   | 4        | 3    | 24      | 38   |
| Bath         | 24         | 8    | 2       | 1    | 9                | 3    | 13              | 4    | 3        | 1    | 16      | 7    |
| Bell         | 30         | 24   | 1       | 0    | 11               | 10   | 18              | 14   | 2        | 0    | 13      | 15   |
| Boone        | 155        | 140  | 2       | 8    | 48               | 49   | 105             | 83   | 2        | 9    | 67      | 72   |
| Bourbon      | 37         | 32   | 1       | 1    | 8                | 12   | 28              | 19   | 1        | 1    | 14      | 19   |
| Boyd         | 65         | 42   | 2       | 0    | 28               | 18   | 35              | 24   | 3        | 0    | 45      | 30   |
| Boyle        | 29         | 34   | 2       | 0    | 12               | 14   | 15              | 20   | 2        | 0    | 15      | 18   |
| Bracken      | 12         | 15   | 1       | 1    | 5                | 8    | 6               | 6    | 1        | 1    | 13      | 14   |
| Breathitt    | 15         | 27   | 2       | 3    | 8                | 17   | 5               | 7    | 2        | 3    | 16      | 28   |
| Breckinridge | 12         | 5    | 2       | 0    | 8                | 4    | 2               | 1    | 2        | 0    | 10      | 6    |
| Bullitt      | 62         | 55   | 3       | 2    | 36               | 23   | 23              | 30   | 3        | 2    | 56      | 37   |
| Butler       | 14         | 12   | 2       | 2    | 8                | 5    | 4               | 5    | 2        | 2    | 14      | 11   |
| Caldwell     | 9          | 13   | 0       | 0    | 5                | 5    | 4               | 8    | 0        | 0    | 5       | 5    |
| Calloway     | 47         | 50   | 1       | 4    | 26               | 18   | 20              | 28   | 1        | 4    | 32      | 23   |
| Campbell     | 148        | 146  | 2       | 2    | 37               | 35   | 109             | 109  | 2        | 2    | 60      | 50   |
| Carlisle     | 5          | 4    | 0       | 1    | 3                | 3    | 2               | 0    | 0        | 1    | 4       | 3    |
| Carroll      | 23         | 27   | 2       | 2    | 8                | 13   | 13              | 12   | 3        | 2    | 15      | 18   |
| Carter       | 26         | 28   | 0       | 3    | 12               | 15   | 14              | 10   | 0        | 3    | 17      | 26   |
| Casey        | 15         | 20   | 2       | 1    | 6                | 8    | 7               | 11   | 2        | 1    | 11      | 11   |
| Christian    | 110        | 64   | 0       | 2    | 38               | 30   | 72              | 32   | 0        | 3    | 60      | 36   |
| Clark        | 45         | 43   | 0       | 2    | 16               | 14   | 29              | 27   | 0        | 2    | 19      | 21   |
| Clay         | 18         | 19   | 1       | 2    | 14               | 10   | 3               | 7    | 1        | 2    | 24      | 18   |
| Clinton      | 8          | 16   | 0       | 1    | 5                | 6    | 3               | 9    | 0        | 1    | 5       | 9    |
| Crittenden   | 13         | 9    | 2       | 1    | 6                | 5    | 5               | 3    | 2        | 1    | 8       | 7    |
| Cumberland   | 7          | 9    | 0       | 3    | 4                | 4    | 3               | 2    | 0        | 3    | 6       | 6    |
| Daviess      | 142        | 125  | 1       | 3    | 55               | 45   | 86              | 77   | 1        | 3    | 91      | 60   |
| Edmonson     | 6          | 9    | 0       | 0    | 4                | 3    | 2               | 6    | 0        | 0    | 7       | 4    |
| Elliott      | 7          | 8    | 1       | 2    | 3                | 1    | 3               | 5    | 1        | 2    | 5       | 1    |
| Estill       | 21         | 6    | 1       | 0    | 12               | 3    | 8               | 3    | 1        | 0    | 16      | 4    |
| Fayette      | 518        | 571  | 6       | 8    | 161              | 164  | 351             | 399  | 6        | 10   | 221     | 235  |
| Fleming      | 19         | 17   | 0       | 1    | 10               | 10   | 9               | 6    | 0        | 1    | 12      | 16   |
| Floyd        | 52         | 50   | 2       | 4    | 30               | 27   | 20              | 19   | 3        | 4    | 43      | 43   |
| Franklin     | 67         | 74   | 1       | 3    | 26               | 24   | 40              | 47   | 1        | 4    | 48      | 39   |
| Fulton       | 8          | 10   | 0       | 4    | 4                | 4    | 4               | 2    | 0        | 4    | 8       | 6    |
| Gallatin     | 16         | 19   | 0       | 1    | 11               | 9    | 5               | 9    | 0        | 1    | 19      | 15   |
| Garrard      | 20         | 17   | 2       | 0    | 6                | 10   | 12              | 7    | 2        | 0    | 9       | 18   |

\* 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 2004 VS 2005

| COUNTY     | COLLISIONS |      |         |      |                  |      |                 |      | PERSONS  |      |         |      |
|------------|------------|------|---------|------|------------------|------|-----------------|------|----------|------|---------|------|
|            | TOTAL      |      | FATAL * |      | NON-FATAL INJURY |      | PROPERTY DAMAGE |      | KILLED * |      | INJURED |      |
|            | 2004       | 2005 | 2004    | 2005 | 2004             | 2005 | 2004            | 2005 | 2004     | 2005 | 2004    | 2005 |
| Grant      | 33         | 29   | 1       | 1    | 17               | 13   | 15              | 15   | 2        | 1    | 19      | 15   |
| Graves     | 37         | 48   | 3       | 0    | 16               | 23   | 18              | 25   | 3        | 0    | 25      | 30   |
| Grayson    | 30         | 30   | 1       | 1    | 13               | 17   | 16              | 12   | 1        | 1    | 16      | 28   |
| Green      | 7          | 4    | 0       | 0    | 3                | 2    | 4               | 2    | 0        | 0    | 3       | 3    |
| Greenup    | 27         | 20   | 2       | 0    | 15               | 6    | 10              | 14   | 2        | 0    | 19      | 8    |
| Hancock    | 2          | 9    | 0       | 3    | 0                | 1    | 2               | 5    | 0        | 3    | 0       | 1    |
| Hardin     | 86         | 110  | 2       | 1    | 22               | 38   | 62              | 71   | 2        | 1    | 24      | 51   |
| Harlan     | 29         | 42   | 1       | 2    | 10               | 19   | 18              | 21   | 2        | 2    | 14      | 33   |
| Harrison   | 35         | 28   | 0       | 0    | 9                | 11   | 26              | 17   | 0        | 0    | 11      | 19   |
| Hart       | 18         | 15   | 2       | 2    | 8                | 6    | 8               | 7    | 2        | 2    | 15      | 7    |
| Henderson  | 70         | 52   | 0       | 1    | 38               | 26   | 32              | 25   | 0        | 1    | 62      | 30   |
| Henry      | 19         | 17   | 0       | 1    | 8                | 7    | 11              | 9    | 0        | 2    | 10      | 10   |
| Hickman    | 4          | 3    | 1       | 1    | 3                | 0    | 0               | 2    | 1        | 1    | 7       | 0    |
| Hopkins    | 57         | 59   | 3       | 0    | 24               | 23   | 30              | 36   | 3        | 0    | 35      | 30   |
| Jackson    | 20         | 8    | 0       | 0    | 9                | 2    | 11              | 6    | 0        | 0    | 14      | 2    |
| Jefferson  | 956        | 937  | 22      | 20   | 375              | 380  | 559             | 537  | 26       | 21   | 607     | 588  |
| Jessamine  | 75         | 60   | 1       | 2    | 27               | 24   | 47              | 34   | 2        | 3    | 40      | 35   |
| Johnson    | 10         | 10   | 1       | 1    | 5                | 4    | 4               | 5    | 1        | 1    | 7       | 6    |
| Kenton     | 280        | 271  | 2       | 4    | 84               | 81   | 194             | 186  | 2        | 4    | 127     | 120  |
| Knott      | 23         | 18   | 0       | 0    | 8                | 16   | 15              | 2    | 0        | 0    | 11      | 21   |
| Knox       | 29         | 17   | 1       | 0    | 20               | 12   | 8               | 5    | 1        | 0    | 31      | 18   |
| Larue      | 17         | 20   | 1       | 0    | 10               | 11   | 6               | 9    | 1        | 0    | 12      | 15   |
| Laurel     | 61         | 60   | 5       | 5    | 29               | 21   | 27              | 34   | 5        | 6    | 51      | 38   |
| Lawrence   | 3          | 4    | 0       | 0    | 2                | 4    | 1               | 0    | 0        | 0    | 3       | 5    |
| Lee        | 4          | 8    | 0       | 1    | 3                | 4    | 1               | 3    | 0        | 1    | 6       | 9    |
| Leslie     | 15         | 12   | 1       | 1    | 10               | 6    | 4               | 5    | 2        | 1    | 13      | 7    |
| Letcher    | 30         | 29   | 2       | 1    | 15               | 16   | 13              | 12   | 2        | 1    | 23      | 24   |
| Lewis      | 24         | 10   | 0       | 0    | 12               | 6    | 12              | 4    | 0        | 0    | 19      | 10   |
| Lincoln    | 34         | 30   | 1       | 4    | 18               | 14   | 15              | 12   | 1        | 6    | 23      | 21   |
| Livingston | 19         | 15   | 0       | 1    | 10               | 5    | 9               | 9    | 0        | 1    | 16      | 6    |
| Logan      | 27         | 23   | 1       | 0    | 12               | 9    | 14              | 14   | 2        | 0    | 18      | 9    |
| Lyon       | 11         | 7    | 1       | 1    | 4                | 2    | 6               | 4    | 1        | 1    | 13      | 3    |
| McCracken  | 115        | 98   | 4       | 1    | 52               | 48   | 59              | 49   | 4        | 1    | 70      | 68   |
| McCreary   | 20         | 20   | 2       | 1    | 10               | 9    | 8               | 10   | 2        | 1    | 15      | 11   |
| McLean     | 10         | 9    | 0       | 0    | 3                | 2    | 7               | 7    | 0        | 0    | 6       | 2    |
| Madison    | 124        | 125  | 5       | 4    | 32               | 41   | 87              | 80   | 7        | 4    | 58      | 60   |
| Magoffin   | 12         | 3    | 0       | 0    | 8                | 2    | 4               | 1    | 0        | 0    | 11      | 2    |
| Marion     | 41         | 34   | 2       | 4    | 19               | 13   | 20              | 17   | 2        | 4    | 31      | 16   |
| Marshall   | 52         | 39   | 2       | 2    | 26               | 19   | 24              | 18   | 3        | 2    | 32      | 25   |
| Martin     | 6          | 9    | 0       | 0    | 5                | 5    | 1               | 4    | 0        | 0    | 7       | 6    |

\* 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 2004 VS 2005

| COUNTY        | COLLISIONS   |              |            |            |                  |              |                 |              | PERSONS    |            |              |              |
|---------------|--------------|--------------|------------|------------|------------------|--------------|-----------------|--------------|------------|------------|--------------|--------------|
|               | TOTAL        |              | FATAL *    |            | NON-FATAL INJURY |              | PROPERTY DAMAGE |              | KILLED *   |            | INJURED      |              |
|               | 2004         | 2005         | 2004       | 2005       | 2004             | 2005         | 2004            | 2005         | 2004       | 2005       | 2004         | 2005         |
| Mason         | 48           | 28           | 1          | 0          | 22               | 7            | 25              | 21           | 1          | 0          | 41           | 13           |
| Meade         | 30           | 27           | 2          | 1          | 12               | 14           | 16              | 12           | 2          | 1          | 18           | 24           |
| Menifee       | 10           | 4            | 0          | 0          | 5                | 2            | 5               | 2            | 0          | 0          | 5            | 3            |
| Mercer        | 27           | 27           | 2          | 1          | 14               | 9            | 11              | 17           | 3          | 1          | 22           | 15           |
| Metcalfe      | 3            | 7            | 0          | 0          | 2                | 5            | 1               | 2            | 0          | 0          | 2            | 13           |
| Monroe        | 4            | 11           | 0          | 3          | 2                | 5            | 2               | 3            | 0          | 3          | 6            | 10           |
| Montgomery    | 48           | 46           | 2          | 4          | 25               | 14           | 21              | 28           | 2          | 4          | 38           | 16           |
| Morgan        | 20           | 21           | 0          | 1          | 17               | 13           | 3               | 7            | 0          | 1          | 18           | 17           |
| Muhlenberg    | 30           | 28           | 1          | 3          | 14               | 16           | 15              | 9            | 1          | 3          | 22           | 22           |
| Nelson        | 60           | 65           | 1          | 4          | 29               | 25           | 30              | 36           | 1          | 4          | 40           | 35           |
| Nicholas      | 8            | 9            | 0          | 1          | 4                | 5            | 4               | 3            | 0          | 1          | 8            | 6            |
| Ohio          | 28           | 28           | 2          | 2          | 18               | 17           | 8               | 9            | 2          | 2          | 37           | 27           |
| Oldham        | 30           | 35           | 0          | 0          | 10               | 15           | 20              | 20           | 0          | 0          | 15           | 19           |
| Owen          | 16           | 14           | 0          | 0          | 11               | 8            | 5               | 6            | 0          | 0          | 20           | 11           |
| Owsley        | 9            | 2            | 0          | 0          | 7                | 2            | 2               | 0            | 0          | 0          | 9            | 2            |
| Pendleton     | 22           | 22           | 1          | 3          | 11               | 8            | 10              | 11           | 1          | 3          | 16           | 18           |
| Perry         | 37           | 42           | 1          | 2          | 18               | 19           | 18              | 21           | 1          | 2          | 33           | 34           |
| Pike          | 92           | 93           | 6          | 8          | 42               | 40           | 44              | 45           | 7          | 8          | 73           | 60           |
| Powell        | 26           | 14           | 0          | 1          | 8                | 7            | 18              | 6            | 0          | 1          | 16           | 13           |
| Pulaski       | 68           | 72           | 2          | 4          | 23               | 34           | 43              | 34           | 2          | 4          | 35           | 62           |
| Robertson     | 5            | 0            | 1          | 0          | 2                | 0            | 2               | 0            | 2          | 0          | 9            | 0            |
| Rockcastle    | 21           | 16           | 2          | 0          | 8                | 7            | 11              | 9            | 2          | 0          | 14           | 12           |
| Rowan         | 39           | 35           | 4          | 1          | 16               | 14           | 19              | 20           | 5          | 1          | 19           | 22           |
| Russell       | 22           | 22           | 1          | 2          | 10               | 11           | 11              | 9            | 1          | 2          | 13           | 17           |
| Scott         | 40           | 66           | 0          | 1          | 20               | 32           | 20              | 33           | 0          | 1          | 23           | 43           |
| Shelby        | 49           | 68           | 3          | 3          | 10               | 17           | 36              | 48           | 3          | 3          | 22           | 24           |
| Simpson       | 28           | 27           | 2          | 0          | 12               | 12           | 14              | 15           | 4          | 0          | 20           | 12           |
| Spencer       | 18           | 8            | 3          | 0          | 9                | 2            | 6               | 6            | 3          | 0          | 18           | 2            |
| Taylor        | 20           | 24           | 2          | 2          | 7                | 6            | 11              | 16           | 2          | 3          | 11           | 11           |
| Todd          | 8            | 10           | 0          | 0          | 2                | 8            | 6               | 2            | 0          | 0          | 7            | 10           |
| Trigg         | 6            | 23           | 0          | 2          | 4                | 8            | 2               | 13           | 0          | 2          | 5            | 14           |
| Trimble       | 14           | 8            | 3          | 0          | 5                | 2            | 6               | 6            | 4          | 0          | 8            | 3            |
| Union         | 17           | 9            | 0          | 1          | 9                | 5            | 8               | 3            | 0          | 1          | 21           | 7            |
| Warren        | 171          | 187          | 5          | 9          | 56               | 73           | 110             | 105          | 6          | 9          | 71           | 108          |
| Washington    | 17           | 15           | 0          | 1          | 6                | 10           | 11              | 4            | 0          | 2          | 8            | 20           |
| Wayne         | 23           | 11           | 0          | 3          | 9                | 4            | 14              | 4            | 0          | 3          | 15           | 7            |
| Webster       | 10           | 16           | 0          | 2          | 6                | 7            | 4               | 7            | 0          | 2          | 16           | 8            |
| Whitley       | 31           | 35           | 1          | 0          | 14               | 19           | 16              | 16           | 1          | 0          | 21           | 30           |
| Wolfe         | 16           | 10           | 1          | 1          | 10               | 6            | 5               | 3            | 1          | 2          | 17           | 13           |
| Woodford      | 57           | 57           | 3          | 2          | 18               | 22           | 36              | 33           | 4          | 2          | 27           | 31           |
| <b>TOTALS</b> | <b>5,629</b> | <b>5,458</b> | <b>170</b> | <b>206</b> | <b>2,257</b>     | <b>2,166</b> | <b>3,202</b>    | <b>3,086</b> | <b>199</b> | <b>220</b> | <b>3,476</b> | <b>3,237</b> |

\* 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 1,099 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, 38 were fatal collisions and 554 were injury collisions.

| COUNTY       | ALL COLLISIONS | FATAL* COLLISIONS | INJURY COLLISIONS | PERSONS* KILLED | PERSONS INJURED |
|--------------|----------------|-------------------|-------------------|-----------------|-----------------|
| ADAIR        | 3              | 0                 | 1                 | 0               | 3               |
| ALLEN        | 4              | 2                 | 1                 | 2               | 1               |
| ANDERSON     | 5              | 1                 | 2                 | 1               | 2               |
| BALLARD      | 1              | 0                 | 1                 | 0               | 3               |
| BARREN       | 6              | 3                 | 0                 | 3               | 0               |
| BATH         | 1              | 0                 | 1                 | 0               | 1               |
| BELL         | 25             | 5                 | 5                 | 5               | 10              |
| BOONE        | 22             | 5                 | 8                 | 5               | 12              |
| BOURBON      | 6              | 2                 | 2                 | 2               | 2               |
| BOYD         | 18             | 1                 | 6                 | 1               | 9               |
| BOYLE        | 2              | 0                 | 1                 | 0               | 1               |
| BRACKEN      | 1              | 0                 | 0                 | 0               | 0               |
| BREATHITT    | 15             | 4                 | 6                 | 4               | 11              |
| BRECKENRIDGE | 3              | 3                 | 0                 | 3               | 0               |
| BULLITT      | 5              | 0                 | 1                 | 0               | 1               |
| BUTLER       | 6              | 2                 | 1                 | 2               | 3               |
| CALDWELL     | 3              | 0                 | 1                 | 0               | 1               |
| CALLOWAY     | 9              | 0                 | 4                 | 0               | 9               |
| CAMPBELL     | 17             | 0                 | 5                 | 0               | 11              |
| CARLISLE     | 1              | 0                 | 1                 | 0               | 1               |
| CARROLL      | 6              | 0                 | 5                 | 0               | 6               |
| CARTER       | 9              | 1                 | 5                 | 1               | 5               |
| CASEY        | 8              | 0                 | 3                 | 0               | 5               |
| CHRISTIAN    | 14             | 0                 | 7                 | 0               | 11              |
| CLARK        | 11             | 1                 | 2                 | 1               | 3               |
| CLAY         | 27             | 1                 | 18                | 1               | 36              |
| CLINTON      | 3              | 0                 | 2                 | 0               | 3               |
| CRITTENDEN   | 4              | 1                 | 1                 | 1               | 1               |
| CUMBERLAND   | 4              | 1                 | 2                 | 1               | 5               |
| DAVIESS      | 30             | 2                 | 10                | 2               | 11              |
| EDMONSON     | 3              | 0                 | 2                 | 0               | 3               |
| ELLIOTT      | 0              | 0                 | 0                 | 0               | 0               |
| ESTILL       | 2              | 0                 | 0                 | 0               | 0               |
| FAYETTE      | 56             | 3                 | 19                | 3               | 31              |
| FLEMING      | 3              | 1                 | 0                 | 1               | 0               |
| FLOYD        | 37             | 7                 | 22                | 7               | 33              |
| FRANKLIN     | 8              | 0                 | 5                 | 0               | 8               |
| FULTON       | 3              | 3                 | 0                 | 4               | 0               |
| GALLATIN     | 1              | 0                 | 0                 | 0               | 0               |

| COUNTY     | ALL COLLISIONS | FATAL* COLLISIONS | INJURY COLLISIONS | PERSONS* KILLED | PERSONS INJURED |
|------------|----------------|-------------------|-------------------|-----------------|-----------------|
| GARRARD    | 3              | 0                 | 2                 | 0               | 2               |
| GRANT      | 12             | 1                 | 6                 | 1               | 12              |
| GRAVES     | 10             | 0                 | 6                 | 0               | 10              |
| GRAYSON    | 4              | 1                 | 2                 | 1               | 4               |
| GREEN      | 0              | 0                 | 0                 | 0               | 0               |
| GREENUP    | 9              | 3                 | 3                 | 3               | 6               |
| HANCOCK    | 2              | 1                 | 1                 | 1               | 2               |
| HARDIN     | 13             | 4                 | 4                 | 4               | 4               |
| HARLAN     | 24             | 0                 | 10                | 0               | 17              |
| HARRISON   | 5              | 0                 | 3                 | 0               | 4               |
| HART       | 3              | 1                 | 2                 | 1               | 5               |
| HENDERSON  | 14             | 2                 | 8                 | 2               | 10              |
| HENRY      | 4              | 0                 | 1                 | 0               | 1               |
| HICKMAN    | 2              | 1                 | 0                 | 1               | 2               |
| HOPKINS    | 20             | 2                 | 14                | 3               | 18              |
| JACKSON    | 2              | 0                 | 0                 | 0               | 0               |
| JEFFERSON  | 72             | 14                | 24                | 14              | 48              |
| JESSAMINE  | 9              | 3                 | 1                 | 3               | 1               |
| JOHNSON    | 15             | 1                 | 12                | 2               | 19              |
| KENTON     | 30             | 4                 | 15                | 4               | 24              |
| KNOTT      | 21             | 2                 | 15                | 6               | 22              |
| KNOX       | 16             | 1                 | 9                 | 1               | 18              |
| LARUE      | 3              | 0                 | 2                 | 0               | 2               |
| LAUREL     | 39             | 5                 | 14                | 5               | 25              |
| LAWRENCE   | 6              | 1                 | 3                 | 1               | 4               |
| LEE        | 7              | 1                 | 3                 | 1               | 6               |
| LESLIE     | 10             | 1                 | 4                 | 1               | 5               |
| LETCHER    | 21             | 5                 | 10                | 7               | 16              |
| LEWIS      | 4              | 1                 | 2                 | 1               | 5               |
| LINCOLN    | 4              | 2                 | 1                 | 3               | 1               |
| LIVINGSTON | 4              | 0                 | 3                 | 0               | 4               |
| LOGAN      | 8              | 1                 | 2                 | 1               | 3               |
| LYON       | 4              | 0                 | 3                 | 0               | 4               |
| McCRACKEN  | 24             | 0                 | 14                | 0               | 20              |
| McCREARY   | 3              | 1                 | 2                 | 1               | 4               |
| McLEAN     | 1              | 0                 | 1                 | 0               | 1               |
| MADISON    | 20             | 3                 | 8                 | 3               | 14              |
| MAGOFFIN   | 8              | 0                 | 5                 | 0               | 9               |
| MARION     | 5              | 2                 | 0                 | 3               | 0               |

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   | 22             | 3                 | 10                | 3               | 16              |
| MARTIN     | 14             | 3                 | 7                 | 3               | 12              |
| MASON      | 3              | 0                 | 1                 | 0               | 1               |
| MEADE      | 4              | 1                 | 2                 | 1               | 3               |
| MENIFEE    | 2              | 1                 | 0                 | 1               | 0               |
| MERCER     | 7              | 0                 | 4                 | 0               | 6               |
| METCALFE   | 0              | 0                 | 0                 | 0               | 0               |
| MONROE     | 4              | 1                 | 1                 | 1               | 3               |
| MONTGOMERY | 10             | 4                 | 1                 | 5               | 1               |
| MORGAN     | 8              | 0                 | 8                 | 0               | 9               |
| MUHLENBERG | 12             | 3                 | 5                 | 3               | 6               |
| NELSON     | 9              | 2                 | 3                 | 2               | 3               |
| NICHOLAS   | 0              | 0                 | 0                 | 0               | 0               |
| OHIO       | 6              | 3                 | 1                 | 3               | 1               |
| OLDHAM     | 10             | 1                 | 2                 | 1               | 2               |
| OWEN       | 1              | 0                 | 1                 | 0               | 1               |
| OWSLEY     | 4              | 2                 | 1                 | 2               | 1               |
| PENDLETON  | 1              | 1                 | 0                 | 1               | 0               |
| PERRY      | 24             | 2                 | 12                | 2               | 20              |
| PIKE       | 105            | 13                | 63                | 14              | 103             |
| POWELL     | 10             | 2                 | 2                 | 3               | 5               |
| PULASKI    | 20             | 4                 | 11                | 4               | 18              |

| COUNTY        | ALL COLLISIONS | FATAL* COLLISIONS | INJURY COLLISIONS | PERSONS* KILLED | PERSONS INJURED |
|---------------|----------------|-------------------|-------------------|-----------------|-----------------|
| ROBERTSON     | 0              | 0                 | 0                 | 0               | 0               |
| ROCKCASTLE    | 9              | 2                 | 4                 | 2               | 9               |
| ROWAN         | 13             | 2                 | 3                 | 2               | 7               |
| RUSSELL       | 12             | 1                 | 6                 | 1               | 8               |
| SCOTT         | 4              | 1                 | 2                 | 1               | 2               |
| SHELBY        | 3              | 1                 | 1                 | 1               | 2               |
| SIMPSON       | 8              | 0                 | 5                 | 0               | 9               |
| SPENCER       | 1              | 0                 | 0                 | 0               | 0               |
| TAYLOR        | 4              | 4                 | 0                 | 6               | 0               |
| TODD          | 4              | 2                 | 2                 | 2               | 2               |
| TRIGG         | 3              | 1                 | 2                 | 1               | 6               |
| TRIMBLE       | 0              | 0                 | 0                 | 0               | 0               |
| UNION         | 2              | 2                 | 0                 | 2               | 0               |
| WARREN        | 33             | 1                 | 16                | 1               | 23              |
| WASHINGTON    | 3              | 1                 | 1                 | 2               | 1               |
| WAYNE         | 1              | 1                 | 0                 | 1               | 0               |
| WEBSTER       | 4              | 2                 | 2                 | 2               | 2               |
| WHITLEY       | 15             | 3                 | 6                 | 6               | 15              |
| WOLFE         | 4              | 2                 | 2                 | 3               | 3               |
| WOODFORD      | 4              | 0                 | 2                 | 0               | 2               |
| <b>TOTALS</b> | <b>1,246</b>   | <b>185</b>        | <b>554</b>        | <b>206</b>      | <b>896</b>      |

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

## ALL COLLISIONS BY AREA DEVELOPMENT DISTRICT

| AREA DEVELOPMENT DISTRICT | TOTAL NUMBER REPORTED | TOTAL COLLISIONS REPORTED |               | NUMBER PERSONS |               |
|---------------------------|-----------------------|---------------------------|---------------|----------------|---------------|
|                           |                       | FATAL                     | INJURY        | KILLED         | INJURED       |
| Purchase                  | 5,837                 | 44                        | 1,449         | 47             | 2,132         |
| Pennyrile                 | 5,605                 | 51                        | 1,446         | 56             | 2,084         |
| Green River               | 6,311                 | 38                        | 1,413         | 41             | 2,020         |
| Barren River              | 8,258                 | 73                        | 1,885         | 81             | 2,876         |
| Lincoln Trail             | 6,427                 | 57                        | 1,518         | 65             | 2,326         |
| KIPDA                     | 31,892                | 122                       | 6,608         | 133            | 9,762         |
| Northern Kentucky         | 14,562                | 72                        | 2,591         | 77             | 3,758         |
| Buffalo Trace             | 1,326                 | 9                         | 321           | 13             | 514           |
| Gateway                   | 2,344                 | 28                        | 668           | 34             | 989           |
| FIVCO                     | 3,297                 | 30                        | 818           | 31             | 1,235         |
| Big Sandy                 | 3,770                 | 52                        | 1,321         | 57             | 2,102         |
| Kentucky River            | 2,698                 | 56                        | 998           | 65             | 1,618         |
| Cumberland Valley         | 5,563                 | 67                        | 1,516         | 76             | 2,524         |
| Lake Cumberland           | 4,633                 | 56                        | 1,010         | 62             | 1,608         |
| Bluegrass                 | 26,162                | 130                       | 5,266         | 147            | 7,747         |
| <b>TOTALS</b>             | <b>128,685</b>        | <b>885</b>                | <b>28,828</b> | <b>985</b>     | <b>43,295</b> |

## ALCOHOL RELATED COLLISIONS BY AREA DEVELOPMENT DISTRICT

| AREA<br>DEVELOPMENT<br>DISTRICT | TOTAL<br>NUMBER<br>REPORTED | TOTAL COLLISIONS REPORTED |              | NUMBER PERSONS |              |
|---------------------------------|-----------------------------|---------------------------|--------------|----------------|--------------|
|                                 |                             | FATAL*                    | INJURY       | KILLED*        | INJURED      |
| Purchase                        | 265                         | 14                        | 122          | 14             | 165          |
| Pennyrile                       | 228                         | 10                        | 102          | 11             | 133          |
| Green River                     | 248                         | 12                        | 103          | 12             | 135          |
| Barren River                    | 362                         | 19                        | 151          | 19             | 227          |
| Lincoln Trail                   | 306                         | 12                        | 132          | 13             | 195          |
| KIPDA                           | 1,128                       | 26                        | 446          | 28             | 683          |
| Northern Kentucky               | 668                         | 21                        | 216          | 22             | 319          |
| Buffalo Trace                   | 70                          | 2                         | 31           | 2              | 53           |
| Gateway                         | 114                         | 7                         | 46           | 7              | 65           |
| FIVCO                           | 102                         | 5                         | 44           | 5              | 70           |
| Big Sandy                       | 165                         | 13                        | 78           | 13             | 117          |
| Kentucky River                  | 148                         | 9                         | 86           | 10             | 138          |
| Cumberland Valley               | 221                         | 9                         | 100          | 10             | 166          |
| Lake Cumberland                 | 218                         | 17                        | 93           | 18             | 159          |
| Bluegrass                       | 1,215                       | 30                        | 416          | 36             | 612          |
| <b>TOTALS</b>                   | <b>5,458</b>                | <b>206</b>                | <b>2,166</b> | <b>220</b>     | <b>3,237</b> |

\* 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<br>DEVELOPMENT<br>DISTRICT | TOTAL<br>NUMBER<br>REPORTED | TOTAL COLLISIONS REPORTED |            | NUMBER PERSONS |            |
|---------------------------------|-----------------------------|---------------------------|------------|----------------|------------|
|                                 |                             | FATAL*                    | INJURY     | KILLED*        | INJURED    |
| Purchase                        | 72                          | 7                         | 36         | 8              | 61         |
| Pennyrile                       | 68                          | 9                         | 38         | 10             | 53         |
| Green River                     | 59                          | 12                        | 23         | 12             | 27         |
| Barren River                    | 75                          | 11                        | 30         | 11             | 50         |
| Lincoln Trail                   | 44                          | 14                        | 14         | 16             | 17         |
| KIPDA                           | 95                          | 16                        | 29         | 16             | 54         |
| Northern Kentucky               | 90                          | 11                        | 40         | 11             | 66         |
| Buffalo Trace                   | 11                          | 2                         | 3          | 2              | 6          |
| Gateway                         | 34                          | 7                         | 13         | 8              | 18         |
| FIVCO                           | 42                          | 6                         | 17         | 6              | 24         |
| Big Sandy                       | 179                         | 24                        | 109        | 26             | 176        |
| Kentucky River                  | 106                         | 19                        | 53         | 26             | 84         |
| Cumberland Valley               | 157                         | 17                        | 66         | 20             | 130        |
| Lake Cumberland                 | 58                          | 12                        | 27         | 14             | 46         |
| Bluegrass                       | 156                         | 18                        | 56         | 20             | 84         |
| <b>TOTALS</b>                   | <b>1,246</b>                | <b>185</b>                | <b>554</b> | <b>206</b>     | <b>896</b> |

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

| AREA<br>DEVELOPMENT<br>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

### 2004 VS 2005

| COUNTY       | COLLISIONS |       |       |      |                  |      |                 |       | PERSONS |      |         |      |
|--------------|------------|-------|-------|------|------------------|------|-----------------|-------|---------|------|---------|------|
|              | TOTAL      |       | FATAL |      | NON-FATAL INJURY |      | PROPERTY DAMAGE |       | KILLED  |      | INJURED |      |
|              | 2004       | 2005  | 2004  | 2005 | 2004             | 2005 | 2004            | 2005  | 2004    | 2005 | 2004    | 2005 |
| Adair        | 123        | 128   | 0     | 0    | 0                | 2    | 123             | 126   | 0       | 0    | 0       | 2    |
| Allen        | 22         | 18    | 0     | 0    | 2                | 0    | 20              | 18    | 0       | 0    | 2       | 0    |
| Anderson     | 110        | 95    | 0     | 0    | 5                | 7    | 105             | 88    | 0       | 0    | 5       | 8    |
| Ballard      | 36         | 31    | 0     | 0    | 3                | 1    | 33              | 30    | 0       | 0    | 3       | 1    |
| Barren       | 368        | 343   | 0     | 0    | 10               | 11   | 358             | 332   | 0       | 0    | 14      | 11   |
| Bath         | 48         | 44    | 0     | 0    | 0                | 1    | 48              | 43    | 0       | 0    | 0       | 1    |
| Bell         | 232        | 276   | 0     | 2    | 6                | 5    | 226             | 269   | 0       | 3    | 6       | 7    |
| Boone        | 1,067      | 1,023 | 1     | 0    | 26               | 30   | 1,040           | 993   | 1       | 0    | 27      | 33   |
| Bourbon      | 99         | 128   | 0     | 0    | 7                | 3    | 92              | 125   | 0       | 0    | 7       | 3    |
| Boyd         | 573        | 591   | 0     | 0    | 18               | 18   | 555             | 573   | 0       | 0    | 22      | 24   |
| Boyle        | 242        | 249   | 0     | 0    | 1                | 5    | 241             | 244   | 0       | 0    | 1       | 5    |
| Bracken      | 10         | 20    | 0     | 0    | 0                | 0    | 10              | 20    | 0       | 0    | 0       | 0    |
| Breathitt    | 104        | 89    | 1     | 1    | 10               | 5    | 93              | 83    | 1       | 1    | 15      | 6    |
| Breckinridge | 40         | 47    | 0     | 0    | 1                | 4    | 39              | 43    | 0       | 0    | 4       | 6    |
| Bullitt      | 193        | 180   | 0     | 0    | 9                | 7    | 184             | 173   | 0       | 0    | 12      | 8    |
| Butler       | 30         | 44    | 0     | 0    | 2                | 1    | 28              | 43    | 0       | 0    | 2       | 1    |
| Caldwell     | 36         | 48    | 0     | 0    | 4                | 3    | 32              | 45    | 0       | 0    | 4       | 3    |
| Calloway     | 340        | 401   | 0     | 0    | 5                | 9    | 335             | 392   | 0       | 0    | 5       | 10   |
| Campbell     | 664        | 606   | 0     | 0    | 25               | 19   | 639             | 587   | 0       | 0    | 31      | 21   |
| Carlisle     | 5          | 7     | 0     | 0    | 0                | 0    | 5               | 7     | 0       | 0    | 0       | 0    |
| Carroll      | 85         | 70    | 0     | 0    | 2                | 4    | 83              | 66    | 0       | 0    | 4       | 8    |
| Carter       | 95         | 71    | 0     | 0    | 4                | 2    | 91              | 69    | 0       | 0    | 6       | 3    |
| Casey        | 36         | 61    | 0     | 0    | 3                | 0    | 33              | 61    | 0       | 0    | 4       | 0    |
| Christian    | 234        | 312   | 0     | 0    | 14               | 15   | 220             | 297   | 0       | 0    | 15      | 16   |
| Clark        | 308        | 312   | 0     | 0    | 10               | 8    | 298             | 304   | 0       | 0    | 13      | 8    |
| Clay         | 89         | 69    | 1     | 0    | 8                | 1    | 80              | 68    | 1       | 0    | 13      | 1    |
| Clinton      | 79         | 78    | 1     | 0    | 2                | 3    | 76              | 75    | 1       | 0    | 2       | 4    |
| Crittenden   | 34         | 21    | 0     | 0    | 0                | 1    | 34              | 20    | 0       | 0    | 0       | 1    |
| Cumberland   | 4          | 6     | 0     | 0    | 1                | 1    | 3               | 5     | 0       | 0    | 1       | 1    |
| Daviess      | 860        | 868   | 0     | 1    | 29               | 18   | 831             | 849   | 0       | 1    | 40      | 19   |
| Edmonson     | 27         | 18    | 0     | 0    | 1                | 2    | 26              | 16    | 0       | 0    | 1       | 2    |
| Elliott      | 10         | 16    | 0     | 0    | 1                | 0    | 9               | 16    | 0       | 0    | 1       | 0    |
| Estill       | 56         | 49    | 0     | 0    | 4                | 1    | 52              | 48    | 0       | 0    | 6       | 1    |
| Fayette      | 2,993      | 3,131 | 0     | 1    | 105              | 120  | 2,888           | 3,010 | 0       | 1    | 120     | 149  |
| Fleming      | 42         | 62    | 0     | 0    | 3                | 1    | 39              | 61    | 0       | 0    | 3       | 2    |
| Floyd        | 242        | 205   | 0     | 0    | 9                | 15   | 233             | 190   | 0       | 0    | 10      | 21   |
| Franklin     | 554        | 537   | 0     | 0    | 12               | 16   | 542             | 521   | 0       | 0    | 13      | 19   |
| Fulton       | 55         | 66    | 0     | 0    | 1                | 3    | 54              | 63    | 0       | 0    | 1       | 3    |
| Gallatin     | 20         | 34    | 0     | 1    | 0                | 1    | 20              | 32    | 0       | 1    | 0       | 1    |
| Garrard      | 74         | 33    | 0     | 0    | 2                | 0    | 72              | 33    | 0       | 0    | 2       | 0    |

# COLLISIONS BY COUNTY

## PARKING LOTS / PRIVATE PROPERTY

### 2004 VS 2005

| COUNTY     | COLLISIONS |       |       |      |                  |      |                 |       | PERSONS |      |         |      |
|------------|------------|-------|-------|------|------------------|------|-----------------|-------|---------|------|---------|------|
|            | TOTAL      |       | FATAL |      | NON-FATAL INJURY |      | PROPERTY DAMAGE |       | KILLED  |      | INJURED |      |
|            | 2004       | 2005  | 2004  | 2005 | 2004             | 2005 | 2004            | 2005  | 2004    | 2005 | 2004    | 2005 |
| Grant      | 162        | 138   | 1     | 0    | 5                | 7    | 156             | 131   | 2       | 0    | 7       | 7    |
| Graves     | 75         | 82    | 0     | 0    | 3                | 7    | 72              | 75    | 0       | 0    | 4       | 9    |
| Grayson    | 163        | 144   | 0     | 2    | 6                | 6    | 157             | 136   | 0       | 2    | 7       | 8    |
| Green      | 43         | 44    | 0     | 0    | 1                | 1    | 42              | 43    | 0       | 0    | 1       | 1    |
| Greenup    | 140        | 154   | 0     | 0    | 1                | 8    | 139             | 146   | 0       | 0    | 1       | 9    |
| Hancock    | 25         | 24    | 0     | 0    | 0                | 2    | 25              | 22    | 0       | 0    | 0       | 3    |
| Hardin     | 367        | 338   | 0     | 1    | 21               | 15   | 346             | 322   | 0       | 1    | 26      | 21   |
| Harlan     | 123        | 140   | 0     | 0    | 8                | 7    | 115             | 133   | 0       | 0    | 8       | 7    |
| Harrison   | 115        | 112   | 0     | 0    | 2                | 4    | 113             | 108   | 0       | 0    | 3       | 5    |
| Hart       | 89         | 73    | 1     | 0    | 5                | 1    | 83              | 72    | 2       | 0    | 5       | 1    |
| Henderson  | 464        | 483   | 0     | 0    | 27               | 16   | 437             | 467   | 0       | 0    | 31      | 22   |
| Henry      | 42         | 46    | 0     | 0    | 1                | 3    | 41              | 43    | 0       | 0    | 1       | 4    |
| Hickman    | 4          | 5     | 0     | 0    | 0                | 0    | 4               | 5     | 0       | 0    | 0       | 0    |
| Hopkins    | 70         | 337   | 0     | 0    | 2                | 5    | 68              | 332   | 0       | 0    | 4       | 6    |
| Jackson    | 19         | 26    | 0     | 0    | 1                | 2    | 18              | 24    | 0       | 0    | 1       | 6    |
| Jefferson  | 1,800      | 1,869 | 1     | 0    | 182              | 219  | 1,617           | 1,650 | 1       | 0    | 224     | 265  |
| Jessamine  | 363        | 346   | 0     | 1    | 13               | 13   | 350             | 332   | 0       | 1    | 15      | 13   |
| Johnson    | 147        | 150   | 0     | 0    | 6                | 7    | 141             | 143   | 0       | 0    | 7       | 9    |
| Kenton     | 976        | 949   | 0     | 0    | 37               | 35   | 939             | 914   | 0       | 0    | 40      | 37   |
| Knott      | 52         | 63    | 0     | 0    | 3                | 2    | 49              | 61    | 0       | 0    | 3       | 3    |
| Knox       | 194        | 144   | 0     | 0    | 9                | 5    | 185             | 139   | 0       | 0    | 14      | 10   |
| Larue      | 48         | 32    | 0     | 0    | 1                | 2    | 47              | 30    | 0       | 0    | 1       | 3    |
| Laurel     | 386        | 365   | 0     | 0    | 9                | 15   | 377             | 350   | 0       | 0    | 10      | 20   |
| Lawrence   | 49         | 52    | 0     | 0    | 0                | 3    | 49              | 49    | 0       | 0    | 0       | 3    |
| Lee        | 12         | 20    | 0     | 0    | 2                | 1    | 10              | 19    | 0       | 0    | 2       | 2    |
| Leslie     | 33         | 40    | 0     | 0    | 0                | 3    | 33              | 37    | 0       | 0    | 0       | 4    |
| Letcher    | 121        | 88    | 0     | 0    | 6                | 5    | 115             | 83    | 0       | 0    | 7       | 6    |
| Lewis      | 56         | 45    | 0     | 0    | 4                | 5    | 52              | 40    | 0       | 0    | 7       | 7    |
| Lincoln    | 81         | 67    | 0     | 0    | 3                | 5    | 78              | 62    | 0       | 0    | 5       | 7    |
| Livingston | 26         | 17    | 0     | 0    | 2                | 0    | 24              | 17    | 0       | 0    | 2       | 0    |
| Logan      | 186        | 194   | 0     | 1    | 7                | 7    | 179             | 186   | 0       | 1    | 8       | 8    |
| Lyon       | 45         | 41    | 0     | 0    | 1                | 1    | 44              | 40    | 0       | 0    | 1       | 1    |
| McCracken  | 387        | 423   | 1     | 0    | 35               | 48   | 351             | 375   | 1       | 0    | 47      | 63   |
| McCreary   | 43         | 47    | 0     | 0    | 2                | 1    | 41              | 46    | 0       | 0    | 3       | 2    |
| McLean     | 38         | 37    | 0     | 0    | 2                | 2    | 36              | 35    | 0       | 0    | 3       | 2    |
| Madison    | 869        | 793   | 0     | 0    | 24               | 9    | 845             | 784   | 0       | 0    | 26      | 9    |
| Magoffin   | 35         | 35    | 0     | 0    | 2                | 1    | 33              | 34    | 0       | 0    | 4       | 1    |
| Marion     | 131        | 124   | 0     | 0    | 6                | 3    | 125             | 121   | 0       | 0    | 9       | 5    |
| Marshall   | 168        | 171   | 0     | 0    | 4                | 4    | 164             | 167   | 0       | 0    | 6       | 4    |
| Martin     | 75         | 49    | 0     | 0    | 18               | 1    | 57              | 48    | 0       | 0    | 22      | 1    |

# COLLISIONS BY COUNTY

## PARKING LOTS / PRIVATE PROPERTY

### 2004 VS 2005

| COUNTY        | COLLISIONS    |               |           |           |                  |              |                 |               | PERSONS   |           |              |              |
|---------------|---------------|---------------|-----------|-----------|------------------|--------------|-----------------|---------------|-----------|-----------|--------------|--------------|
|               | TOTAL         |               | FATAL     |           | NON-FATAL INJURY |              | PROPERTY DAMAGE |               | KILLED    |           | INJURED      |              |
|               | 2004          | 2005          | 2004      | 2005      | 2004             | 2005         | 2004            | 2005          | 2004      | 2005      | 2004         | 2005         |
| Mason         | 228           | 191           | 0         | 0         | 7                | 4            | 221             | 187           | 0         | 0         | 8            | 4            |
| Meade         | 53            | 81            | 0         | 0         | 6                | 2            | 47              | 79            | 0         | 0         | 9            | 3            |
| Menifee       | 22            | 25            | 0         | 0         | 0                | 1            | 22              | 24            | 0         | 0         | 0            | 1            |
| Mercer        | 121           | 121           | 0         | 0         | 3                | 3            | 118             | 118           | 0         | 0         | 5            | 3            |
| Metcalfe      | 31            | 34            | 1         | 0         | 0                | 0            | 30              | 34            | 1         | 0         | 0            | 0            |
| Monroe        | 7             | 19            | 0         | 0         | 0                | 2            | 7               | 17            | 0         | 0         | 0            | 2            |
| Montgomery    | 246           | 222           | 0         | 0         | 5                | 7            | 241             | 215           | 0         | 0         | 5            | 8            |
| Morgan        | 64            | 65            | 0         | 0         | 1                | 5            | 63              | 60            | 0         | 0         | 1            | 5            |
| Muhlenberg    | 205           | 214           | 1         | 0         | 6                | 2            | 198             | 212           | 1         | 0         | 8            | 3            |
| Nelson        | 95            | 203           | 0         | 0         | 4                | 6            | 91              | 197           | 0         | 0         | 8            | 7            |
| Nicholas      | 18            | 19            | 0         | 0         | 0                | 1            | 18              | 18            | 0         | 0         | 0            | 2            |
| Ohio          | 105           | 148           | 0         | 0         | 5                | 1            | 100             | 147           | 0         | 0         | 6            | 1            |
| Oldham        | 94            | 69            | 0         | 0         | 8                | 2            | 86              | 67            | 0         | 0         | 8            | 2            |
| Owen          | 27            | 20            | 1         | 0         | 3                | 2            | 23              | 18            | 1         | 0         | 3            | 3            |
| Owsley        | 29            | 13            | 0         | 0         | 2                | 1            | 27              | 12            | 0         | 0         | 2            | 1            |
| Pendleton     | 57            | 53            | 0         | 0         | 2                | 0            | 55              | 53            | 0         | 0         | 2            | 0            |
| Perry         | 200           | 199           | 0         | 0         | 7                | 9            | 193             | 190           | 0         | 0         | 14           | 10           |
| Pike          | 450           | 447           | 0         | 0         | 22               | 26           | 428             | 421           | 0         | 0         | 28           | 29           |
| Powell        | 18            | 56            | 0         | 0         | 0                | 0            | 18              | 56            | 0         | 0         | 0            | 0            |
| Pulaski       | 591           | 561           | 0         | 1         | 9                | 14           | 582             | 546           | 0         | 1         | 11           | 16           |
| Robertson     | 0             | 1             | 0         | 0         | 0                | 0            | 0               | 1             | 0         | 0         | 0            | 0            |
| Rockcastle    | 84            | 88            | 0         | 0         | 4                | 1            | 80              | 87            | 0         | 0         | 4            | 1            |
| Rowan         | 251           | 208           | 0         | 0         | 7                | 3            | 244             | 205           | 0         | 0         | 8            | 3            |
| Russell       | 55            | 104           | 0         | 0         | 4                | 5            | 51              | 99            | 0         | 0         | 4            | 6            |
| Scott         | 119           | 324           | 0         | 0         | 9                | 13           | 110             | 311           | 0         | 0         | 11           | 17           |
| Shelby        | 211           | 233           | 0         | 0         | 9                | 9            | 202             | 224           | 0         | 0         | 9            | 12           |
| Simpson       | 129           | 137           | 0         | 0         | 5                | 4            | 124             | 133           | 0         | 0         | 6            | 4            |
| Spencer       | 24            | 32            | 0         | 0         | 1                | 1            | 23              | 31            | 0         | 0         | 1            | 1            |
| Taylor        | 262           | 261           | 0         | 0         | 4                | 7            | 258             | 254           | 0         | 0         | 5            | 9            |
| Todd          | 24            | 30            | 0         | 0         | 1                | 0            | 23              | 30            | 0         | 0         | 2            | 0            |
| Trigg         | 59            | 95            | 0         | 0         | 1                | 3            | 58              | 92            | 0         | 0         | 1            | 3            |
| Trimble       | 18            | 25            | 0         | 0         | 0                | 1            | 18              | 24            | 0         | 0         | 0            | 1            |
| Union         | 26            | 85            | 0         | 0         | 4                | 3            | 22              | 82            | 0         | 0         | 4            | 3            |
| Warren        | 564           | 541           | 1         | 0         | 43               | 30           | 520             | 511           | 1         | 0         | 51           | 38           |
| Washington    | 14            | 54            | 0         | 0         | 0                | 0            | 14              | 54            | 0         | 0         | 0            | 0            |
| Wayne         | 112           | 115           | 0         | 0         | 8                | 2            | 104             | 113           | 0         | 0         | 8            | 2            |
| Webster       | 35            | 32            | 0         | 0         | 0                | 3            | 35              | 29            | 0         | 0         | 0            | 4            |
| Whitley       | 207           | 236           | 0         | 1         | 6                | 3            | 201             | 232           | 0         | 1         | 6            | 4            |
| Wolfe         | 40            | 37            | 0         | 0         | 1                | 2            | 39              | 35            | 0         | 0         | 1            | 2            |
| Woodford      | 158           | 148           | 0         | 0         | 6                | 1            | 152             | 147           | 0         | 0         | 7            | 1            |
| <b>TOTALS</b> | <b>23,514</b> | <b>24,240</b> | <b>12</b> | <b>13</b> | <b>1,009</b>     | <b>1,003</b> | <b>22,493</b>   | <b>23,224</b> | <b>14</b> | <b>14</b> | <b>1,226</b> | <b>1,214</b> |

# TYPES OF COLLISIONS

## PARKING LOTS / PRIVATE PROPERTY

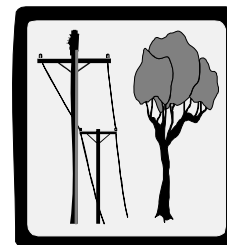


### PARKING LOTS:

|                            |        |
|----------------------------|--------|
| Total Collisions:          | 23,450 |
| % of Total Collisions:     | 96.7%  |
| Persons Killed:            | 1      |
| % of Total Fatalities:     | 0.07%  |
| No. of Fatal Collisions:   | 1      |
| % of All Fatal Collisions: | 0.07%  |

### COLLISION WITH FIXED OBJECT:

|                            |        |
|----------------------------|--------|
| Total Collisions:          | 234    |
| % of Total Collisions:     | 1.00%  |
| Persons Killed:            | 2      |
| % of Total Fatalities:     | 14.29% |
| No. of Fatal Collisions:   | 2      |
| % of All Fatal Collisions: | 15.38% |

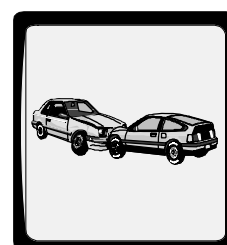


### COLLISION WITH PEDESTRIAN:

|                            |        |
|----------------------------|--------|
| Total Collisions:          | 14     |
| % of Total Collisions:     | 0.06%  |
| Persons Killed:            | 5      |
| % of Total Fatalities:     | 35.71% |
| No. of Fatal Collisions:   | 4      |
| % of All Fatal Collisions: | 30.77% |

### COLLISION WITH MOVING MOTOR VEHICLE:

|                            |       |
|----------------------------|-------|
| Total Collisions:          | 307   |
| % of Total Collisions:     | 1.27% |
| Persons Killed:            | 0     |
| % of Total Fatalities:     | 0.00% |
| No. of Fatal Collisions:   | 0     |
| % of All Fatal Collisions: | 0.00% |

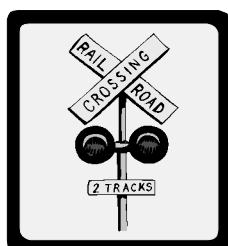
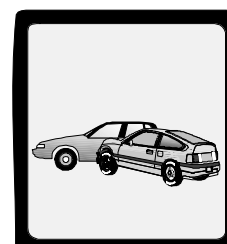


### COLLISION WITH PEDALCYCLIST:

|                            |       |
|----------------------------|-------|
| Total Collisions:          | 1     |
| % of Total Collisions:     | 0.03% |
| Persons Killed:            | 0     |
| % of Total Fatalities:     | 0.00% |
| No. of Fatal Collisions:   | 0     |
| % of All Fatal Collisions: | 0.00% |

### PARKED VEHICLE COLLISIONS:

|                            |       |
|----------------------------|-------|
| Total Collisions:          | 174   |
| % of Total Collisions:     | 0.72% |
| Persons Killed:            | 0     |
| % of Total Fatalities:     | 0.00% |
| No. of Fatal Collisions:   | 0     |
| % of All Fatal Collisions: | 0.00% |

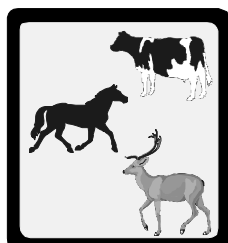
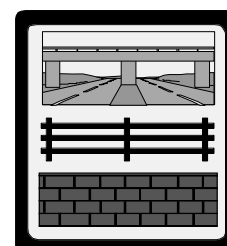


### COLLISION WITH RAILWAY TRAIN:

|                            |       |
|----------------------------|-------|
| Total Collisions:          | 12    |
| % of Total Collisions:     | 0.06% |
| Persons Killed:            | 1     |
| % of Total Fatalities:     | 7.14% |
| No. of Fatal Collisions:   | 1     |
| % of All Fatal Collisions: | 7.69% |

### COLLISION WITH OTHER OBJECT:

|                            |       |
|----------------------------|-------|
| Total Collisions:          | 10    |
| % of Total Collisions:     | 0.04% |
| 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:          | 3     |
| % of Total Collisions:     | 0.01% |
| Persons Killed:            | 0     |
| % of Total Fatalities:     | 0.00% |
| No. of Fatal Collisions:   | 0     |
| % of All Fatal Collisions: | 0.00% |

### NON-COLLISION (INCLUDING OVERTURNED):

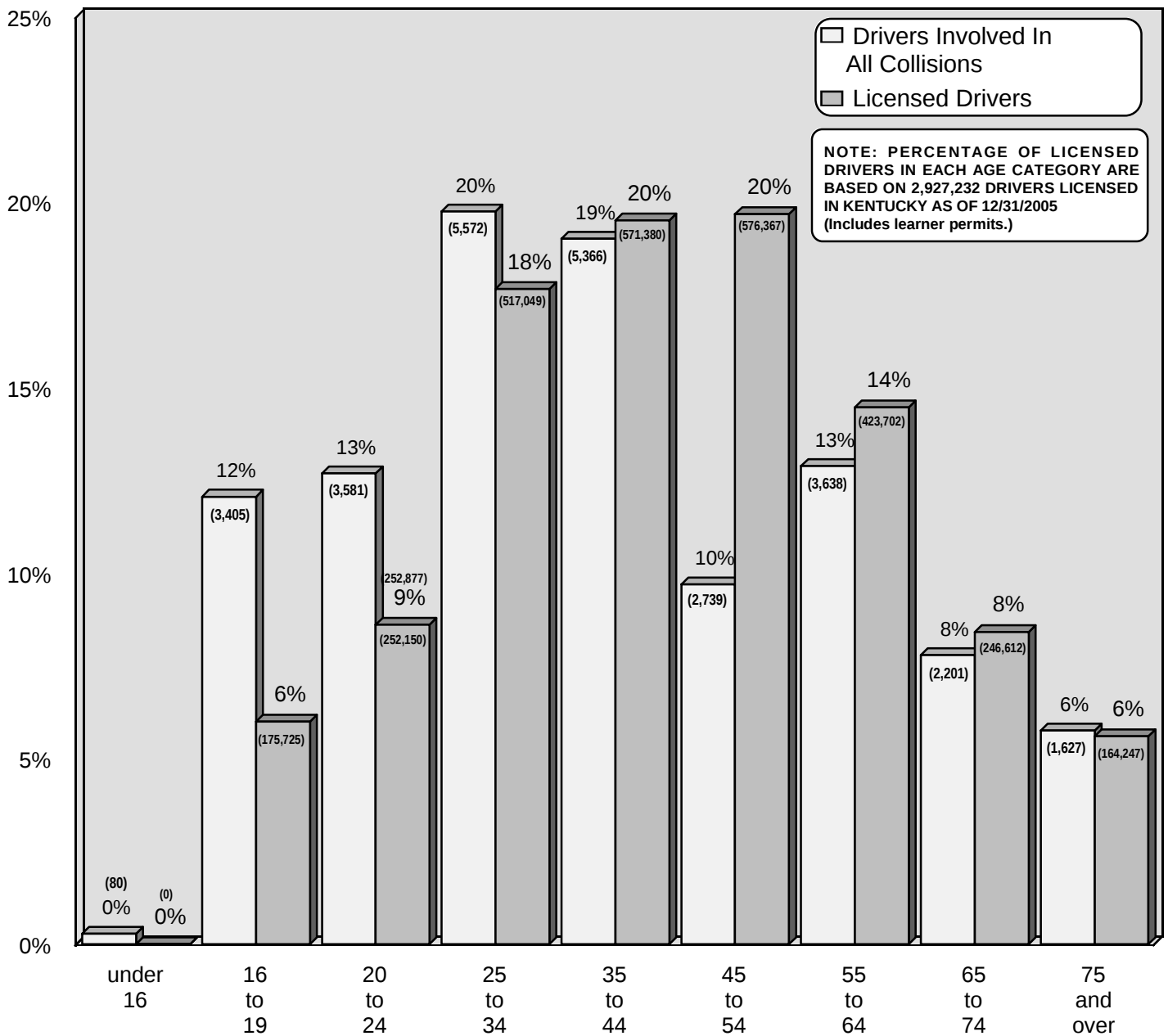
|                            |        |
|----------------------------|--------|
| Total Collisions:          | 6      |
| % of Total Collisions:     | 0.02%  |
| Persons Killed:            | 4      |
| % of Total Fatalities:     | 28.57% |
| No. of Fatal Collisions:   | 4      |
| % of All Fatal Collisions: | 30.77% |



# AGE OF DRIVER (ALL COLLISIONS)

## PARKING LOTS / PRIVATE PROPERTY

The chart below groups the ages of 24,240 drivers involved in traffic collisions during 2005 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 474 driver's ages which could not be determined. These drivers represent 2.0% of all drivers involved in collisions. The percentages given below do not consider the "Unknown" category.



AGE

# CONTRIBUTING FACTORS

## PARKING LOTS / PRIVATE PROPERTY

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

| HUMAN FACTORS                | ALL COLLISIONS | PERCENT OF TOTAL | FATAL COLLISIONS | PERCENT OF TOTAL |
|------------------------------|----------------|------------------|------------------|------------------|
| Inattention                  | 12,887         | 53.16            | 2                | 15.38            |
| Misjudge Clearance           | 3,564          | 14.70            | 0                | 0.00             |
| Improper Backing             | 1,275          | 5.26             | 1                | 7.69             |
| Not Under Proper Control     | 1,121          | 4.62             | 2                | 15.38            |
| Failed to Yield Right of Way | 971            | 4.01             | 0                | 0.00             |
| Alcohol Involvement          | 594            | 2.45             | 1                | 7.69             |
| Distraction                  | 465            | 1.92             | 2                | 15.38            |
| Too Fast for Conditions      | 187            | 0.77             | 0                | 0.00             |
| Following Too Close          | 84             | 0.35             | 0                | 0.00             |
| Turning Improperly           | 115            | 0.47             | 0                | 0.00             |
| Drug Involvement             | 123            | 0.51             | 0                | 0.00             |
| Emotional                    | 122            | 0.50             | 0                | 0.00             |
| Disregard Traffic Control    | 109            | 0.45             | 0                | 0.00             |
| Overcorrecting/Oversteering  | 55             | 0.23             | 1                | 7.69             |
| Exceeded Stated Speed Limit  | 84             | 0.35             | 0                | 0.00             |
| Cell Phone                   | 65             | 0.27             | 0                | 0.00             |
| Lost Consciousness/Fainted   | 114            | 0.47             | 0                | 0.00             |
| Improper Passing             | 51             | 0.21             | 0                | 0.00             |
| Physical Disability          | 44             | 0.18             | 0                | 0.00             |
| Medication                   | 21             | 0.09             | 0                | 0.00             |
| Sick                         | 44             | 0.18             | 0                | 0.00             |
| Fell Asleep                  | 32             | 0.13             | 1                | 7.69             |
| Weaving in Traffic           | 10             | 0.04             | 0                | 0.00             |
| Fatigue                      | 28             | 0.12             | 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                          | 269            | 1.11             | 1                | 7.69             |
| Steering Failure                          | 26             | 0.11             | 0                | 0.00             |
| Tire Failure                              | 18             | 0.07             | 0                | 0.00             |
| Load Securement                           | 11             | 0.05             | 0                | 0.00             |
| Oversized Load on Vehicle                 | 11             | 0.05             | 0                | 0.00             |
| Tow Hitch Defective / Separation of Units | 7              | 0.03             | 0                | 0.00             |
| Headlights Defective                      | 6              | 0.02             | 0                | 0.00             |
| Other Lighting Defective                  | 2              | 0.01             | 0                | 0.00             |
| Overweight                                | 0              | 0.00             | 0                | 0.00             |

| ENVIRONMENTAL FACTORS        | ALL COLLISIONS | PERCENT OF TOTAL | FATAL COLLISIONS | PERCENT OF TOTAL |
|------------------------------|----------------|------------------|------------------|------------------|
| View Obstructed              | 599            | 2.47             | 1                | 7.69             |
| Slippery Surface             | 386            | 1.59             | 1                | 7.69             |
| Improperly Parked Vehicle    | 200            | 0.83             | 0                | 0.00             |
| Glare                        | 112            | 0.46             | 1                | 7.69             |
| Water Pooling                | 49             | 0.20             | 0                | 0.00             |
| Hole/Deep Ruts/Bumps         | 20             | 0.08             | 0                | 0.00             |
| Fixed Object(s)              | 16             | 0.07             | 0                | 0.00             |
| Roadway Construction         | 16             | 0.07             | 0                | 0.00             |
| Shoulder Defective           | 9              | 0.04             | 0                | 0.00             |
| Debris In Roadway            | 8              | 0.03             | 0                | 0.00             |
| Maintenance / Utility        | 6              | 0.02             | 0                | 0.00             |
| Traffic Controls Not Working | 4              | 0.02             | 0                | 0.00             |
| Animal Action                | 3              | 0.01             | 0                | 0.00             |



# **FATALITY ANALYSIS REPORTING SYSTEM**



## FATALITY ANALYSIS REPORTING SYSTEM

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

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

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

### DRIVERS INVOLVED IN FATAL COLLISIONS - AGE AND ALCOHOL INVOLVEMENT

The chart below depicts the ages of all drivers in fatal collisions in 2005 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 10% 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 | 8                          | 0                         | 0                  |
| 16       | 21                         | 2                         | 9                  |
| 17       | 32                         | 0                         | 0                  |
| 18       | 36                         | 3                         | 8                  |
| 19       | 41                         | 4                         | 9                  |
| 20       | 30                         | 5                         | 16                 |
| 21       | 35                         | 11                        | 31                 |
| 22-24    | 98                         | 27                        | 27                 |
| 25-34    | 272                        | 61                        | 22                 |
| 35-44    | 252                        | 48                        | 19                 |
| 45-54    | 205                        | 31                        | 15                 |
| 55-64    | 131                        | 15                        | 11                 |
| 65-74    | 74                         | 2                         | 2                  |
| Over 74  | 74                         | 1                         | 1                  |
| Unknown  | 8                          | 0                         | 0                  |
| TOTALS   | 1,317                      | 210                       | 16                 |

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

**DURING 2005, THERE WERE 220 PERSONS KILLED IN FATAL COLLISIONS INVOLVING A DRINKING DRIVER. THIS REPRESENTS 22% OF ALL PERSONS KILLED IN TRAFFIC COLLISIONS IN KENTUCKY DURING 2005.**

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                           | 0                | 1         | 1         | 0    |
| 17       | 0                           | 0                | 0         | 0         | 0    |
| 18       | 3                           | 0                | 2         | 1         | 0    |
| 19       | 4                           | 0                | 0         | 2         | 2    |
| 20       | 5                           | 0                | 3         | 1         | 1    |
| 21       | 11                          | 1                | 2         | 5         | 3    |
| 22-24    | 27                          | 2                | 5         | 15        | 5    |
| 25-34    | 60                          | 7                | 6         | 31        | 16   |
| 35-44    | 48                          | 6                | 2         | 18        | 22   |
| 45-54    | 29                          | 0                | 2         | 13        | 14   |
| 55-64    | 15                          | 2                | 3         | 6         | 4    |
| 65-74    | 2                           | 1                | 0         | 1         | 0    |
| 75+      | 1                           | 0                | 0         | 0         | 1    |
| Unknown  | 0                           | 0                | 0         | 0         | 0    |
| TOTAL    | 207                         | 19               | 26        | 94        | 68   |

\* 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 2005, TWENTY (20) PERCENT OF THE FATALLY INJURED PEDESTRIANS OVER THE AGE OF 15 WERE DRINKING. THEIR AVERAGE ALCOHOL TEST WAS 0.21%**

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     | 3     | 0               | .0                   |
| 6-10    | 1     | 0               | .0                   |
| 11-15   | 2     | 0               | .0                   |
| 16-20   | 2     | 1               | .10                  |
| 21-25   | 1     | 0               | .0                   |
| 26-30   | 4     | 1               | .24                  |
| 31-40   | 10    | 3               | .22                  |
| 41-50   | 11    | 4               | .32                  |
| 51-60   | 5     | 1               | .16                  |
| 61-70   | 4     | 0               | .0                   |
| 71-80   | 7     | 0               | .0                   |
| 81+     | 6     | 0               | .0                   |
| UNKNOWN | 0     | 0               | .0                   |
| TOTAL   | 56    | 10              | .21                  |

# 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 2005 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 2005 WERE NOT RESTRAINED. FORTY-NINE (49) PERCENT OF THE VEHICLE OCCUPANTS SUFFERING INCAPACITATING INJURY WERE NOT RESTRAINED. FORTY-FIVE (45) PERCENT OF THE OCCUPANTS SUFFERING NON-INCAPACITATING INJURY WERE NOT RESTRAINED. NON-MOTORISTS ARE NOT INCLUDED IN THE CHARTS BELOW.

| Result                    | MOTORCYCLE HELMET |           |          | RESTRAINT  |            |           | TOTAL        |
|---------------------------|-------------------|-----------|----------|------------|------------|-----------|--------------|
|                           | Used              | Not Used  | Unknown  | Used       | Not Used   | Unknown   |              |
| Fatal Injury              | 31                | 54        | 0        | 277        | 571        | 2         | 935          |
| Incapacitating Injury     | 1                 | 3         | 0        | 134        | 132        | 1         | 271          |
| Non-Incapacitating Injury | 0                 | 1         | 0        | 133        | 112        | 0         | 246          |
| Possible Injury           | 3                 | 3         | 0        | 111        | 69         | 0         | 186          |
| No Injury                 | 0                 | 0         | 0        | 291        | 70         | 1         | 362          |
| Unknown If Injured        | 0                 | 0         | 0        | 0          | 0          | 0         | 0            |
| Injured, Severity Unknown | 0                 | 0         | 0        | 0          | 8          | 8         | 16           |
| <b>TOTAL</b>              | <b>35</b>         | <b>61</b> | <b>0</b> | <b>946</b> | <b>962</b> | <b>12</b> | <b>2,016</b> |

## EJECTION

| Result                    | Total Ejection | Partial Ejection | No Ejection  | Unknown  | TOTAL        |
|---------------------------|----------------|------------------|--------------|----------|--------------|
| Fatal Injury              | 192            | 69               | 654          | 0        | 915          |
| Incapacitating Injury     | 32             | 4                | 232          | 0        | 268          |
| Non-Incapacitating Injury | 11             | 3                | 271          | 0        | 285          |
| Possible Injury           | 9              | 0                | 174          | 0        | 183          |
| No Injury                 | 2              | 0                | 362          | 0        | 364          |
| Unknown If Injured        | 0              | 0                | 0            | 0        | 0            |
| Injured, Severity Unknown | 0              | 0                | 6            | 2        | 8            |
| <b>TOTAL</b>              | <b>246</b>     | <b>76</b>        | <b>1,699</b> | <b>2</b> | <b>2,023</b> |

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. EIGHTY-ONE (81) 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.

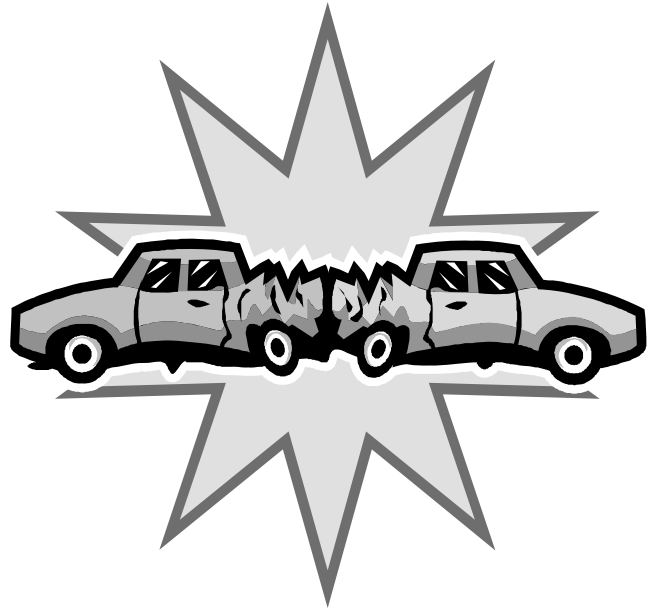
| RESULT                       | Age 4 & Under Total | Child Restraint Used | Lap Belt &/or Harness Used | None Used | Unknown  |
|------------------------------|---------------------|----------------------|----------------------------|-----------|----------|
| Killed                       | 9                   | 6                    | 1                          | 2         | 0        |
| Injured (Incapacitating)     | 10                  | 5                    | 1                          | 4         | 0        |
| Injured (Non-Incapacitating) | 11                  | 9                    | 0                          | 2         | 0        |
| Injured (Possible)           | 16                  | 11                   | 3                          | 2         | 0        |
| Not Injured                  | 16                  | 14                   | 1                          | 1         | 0        |
| <b>TOTAL</b>                 | <b>62</b>           | <b>45</b>            | <b>6</b>                   | <b>11</b> | <b>0</b> |

Of the sixty-two (62) child occupants (four years and under) involved in fatal collisions in 2005, forty-five (45) children were secured in a child restraint. Of the nine (9) children killed, two (2) had no restraint, one (1) was using a lap belt or shoulder harness, and six (6) were using child safety seats.



# \$2.2 - \$6.3 BILLION

## COST of KENTUCKY TRAFFIC COLLISIONS 2005



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 2005 (occurring on public roads). Costs for 2004 were used since 2005 data was not available.

The **economic cost** (\$2.2 billion) was derived from the following formula:

| Cost per                             | X | Number Reported | = | Estimated Cost         |
|--------------------------------------|---|-----------------|---|------------------------|
| <b>Fatalities</b>                    |   |                 |   |                        |
| @ \$1,130,000                        | X | 985             | = | \$1,113,050,000        |
| <b>Incapacitating Injuries</b>       |   |                 |   |                        |
| @ \$58,500                           | X | 5,841           | = | \$341,698,500          |
| <b>Non-Incapacitating Injuries</b>   |   |                 |   |                        |
| @ \$18,900                           | X | 16,344          | = | \$308,901,600          |
| <b>Possible Injuries</b>             |   |                 |   |                        |
| @ \$10,700                           | X | 21,110          | = | \$225,877,000          |
| <b>Property Damage Only</b>          |   |                 |   |                        |
| @ \$2,100                            | X | 98,972          | = | \$207,841,200          |
| <b>TOTAL ECONOMIC COST ESTIMATE:</b> |   |                 |   | <b>\$2,197,368,300</b> |

The **comprehensive cost** (\$6.3 billion) was derived from the following formula:

| Cost per                                  | X | Number Reported | = | Estimated Cost         |
|-------------------------------------------|---|-----------------|---|------------------------|
| <b>Fatalities</b>                         |   |                 |   |                        |
| @ \$3,760,000                             | X | 985             | = | \$3,703,600,000        |
| <b>Incapacitating Injuries</b>            |   |                 |   |                        |
| @ \$188,000                               | X | 5,841           | = | \$1,098,108,000        |
| <b>Non-Incapacitating Injuries</b>        |   |                 |   |                        |
| @ \$48,200                                | X | 16,344          | = | \$787,780,800          |
| <b>Possible Injuries</b>                  |   |                 |   |                        |
| @ \$22,900                                | X | 21,110          | = | \$483,419,000          |
| <b>Property Damage Only</b>               |   |                 |   |                        |
| @ \$2,100                                 | X | 98,972          | = | \$207,841,200          |
| <b>TOTAL COMPREHENSIVE COST ESTIMATE:</b> |   |                 |   | <b>\$6,280,749,000</b> |

KENTUCKY STATE POLICE  
RECORDS BRANCH  
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Frankfort, Kentucky 40601

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