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TRAFFIC COLLISION FACTS



**2013
REPORT**



COMMONWEALTH OF KENTUCKY
OFFICE OF THE GOVERNOR

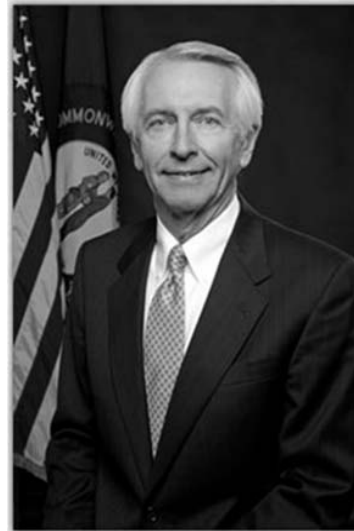
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GOVERNOR

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My Fellow Kentuckians:

This 2013 KENTUCKY TRAFFIC COLLISION FACTS report provides us with valuable statistics concerning traffic collisions on the roadways of our Commonwealth. These figures should also remind us that motor vehicle travel, although required by most to provide our very livelihood, many times results in injury and even death.

Each year I am saddened to learn the number of individuals killed and injured in traffic collisions throughout our state. This year, the number of fatalities for 2013 decreased by 14 percent, with 108 less fatalities than during 2012. The 638 people who lost their lives in fatal collisions in Kentucky represent far too great a portion of our most valuable asset - our citizens.



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

Sincerely,

A handwritten signature of Steven L. Beshear in dark ink.

Steven L. Beshear



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J. MICHAEL BROWN
SECRETARY

The Honorable Steve Beshear
Governor of Kentucky
The Capitol
Frankfort, Kentucky 40601

RODNEY BREWER
COMMISSIONER

Dear Governor Beshear:

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

In adherence to this statute, the Kentucky State Police proudly presents the 2013 KENTUCKY TRAFFIC COLLISION FACTS report. This report provides a collection of statistical data, based on comprehensive evaluation and analysis of fatal, injury, and property damage collisions.

The Kentucky State Police would like to take this opportunity to thank all law enforcement agencies that contribute data. In addition, gratitude is also extended to the Kentucky Transportation Center, College of Engineering at the University of Kentucky for their efforts in the successful completion of this report. For twenty consecutive years, this mutually beneficial joint-effort has produced an accurate account of traffic collision data, while also offering a broader analytical insight into several special interest areas.

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



Respectfully submitted,

Rodney Brewer
Commissioner

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

This 2013 Collision Facts Report
would like to
remember
the
SIX HUNDRED THIRTY-EIGHT
who were victims of fatal traffic collisions
on public roads
during 2013.

KENTUCKY

TRAFFIC COLLISION FACTS

2013

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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 2013 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 judgments 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 2013 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.

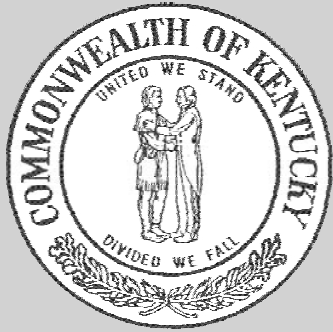
Alcohol-Related Collision: any collision in which an operator was observed to have been drinking by the officer investigating the collision.

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

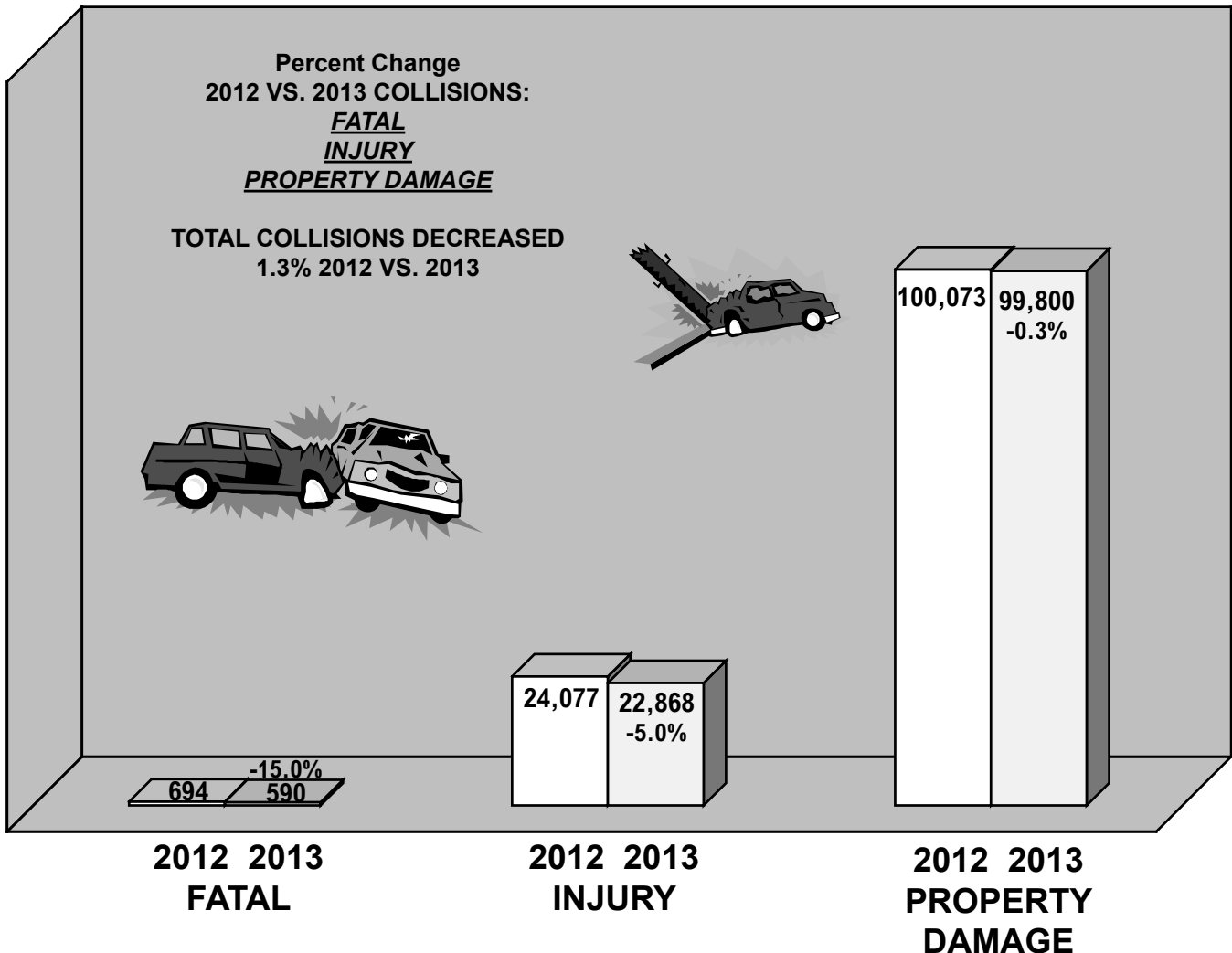
2013 COLLISION SUMMARY

TYPE COLLISION REPORTED	2012	2013	PERCENT CHANGE
FATAL (Public Roads)	694	590	-15.0%
NONFATAL INJURY (Public Roads)	24,077	22,868	-5.0%
PROPERTY DAMAGE ONLY (Public Roads)	100,073	99,800	-0.3%
TOTAL NUMBER REPORTED (Public Roads)	124,844	123,258	-1.3%
PARKING LOTS / PRIVATE PROPERTY	22,994	22,716	-1.2%
TOTAL ALL REPORTED	147,838	145,974	-1.3%
FATAL (Total)	*706	**605	-14.3%

* Includes 12 fatal collisions on parking lots / private property

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

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



DEATH AND INJURY SUMMARY

	2012	2013	% CHANGE
PERSONS KILLED (Public Roads)	746	638	-14.5%
PERSONS KILLED (Parking Lots/Private Property)	12	15	+25.0%
PERSONS KILLED (Total)	758	653	-13.9%
PERSONS INJURED (Public Roads)	35,765	34,180	-4.4%
PERSONS INJURED (Parking Lots/Private Property)	814	751	-7.7%
PERSONS INJURED (Total)	36,579	34,931	-4.5%

FACTS: APPROXIMATELY ONE OF EVERY 7,800 KENTUCKY RESIDENTS DIED AS A RESULT OF A FATAL TRAFFIC COLLISION ON A PUBLIC ROAD DURING 2013 IN KENTUCKY. ABOUT ONE IN 146 KENTUCKY RESIDENTS WAS INJURED IN A TRAFFIC COLLISION IN KENTUCKY.*

APPROXIMATELY ONE OF EVERY 17 DRIVERS LICENSED IN KENTUCKY WAS INVOLVED IN A TRAFFIC COLLISION IN KENTUCKY. ABOUT ONE OF 4,100 KENTUCKY DRIVERS WAS INVOLVED IN A FATAL COLLISION.**

* Based on 4,395,295 population estimate for Kentucky in 2013.

** Based on 3,162,747 licensed drivers in Kentucky in 2013 (including learner permit)

A total of 638 persons were killed on public roads during 2013. The total number of traffic fatalities decreased 14.5%, with 108 fewer fatalities than during 2012.

34,180 persons were injured on public roads during 2013, a decrease of 4.4% from 2012, or 1,585 more persons injured.

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

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

TYPE INJURY	NUMBER	%
INCAPACITATING INJURY		
Public Roads	3,175	9
Parking Lots/Private Property	68	8
NON-INCAPACITATING INJURY		
Public Roads	11,326	33
Parking Lots/Private Property	295	34
POSSIBLE INJURY		
Public Roads	19,679	58
Parking Lots/Private Property	517	59
TOTAL		
Public Roads	34,180	
Parking Lots/Private Property	880	

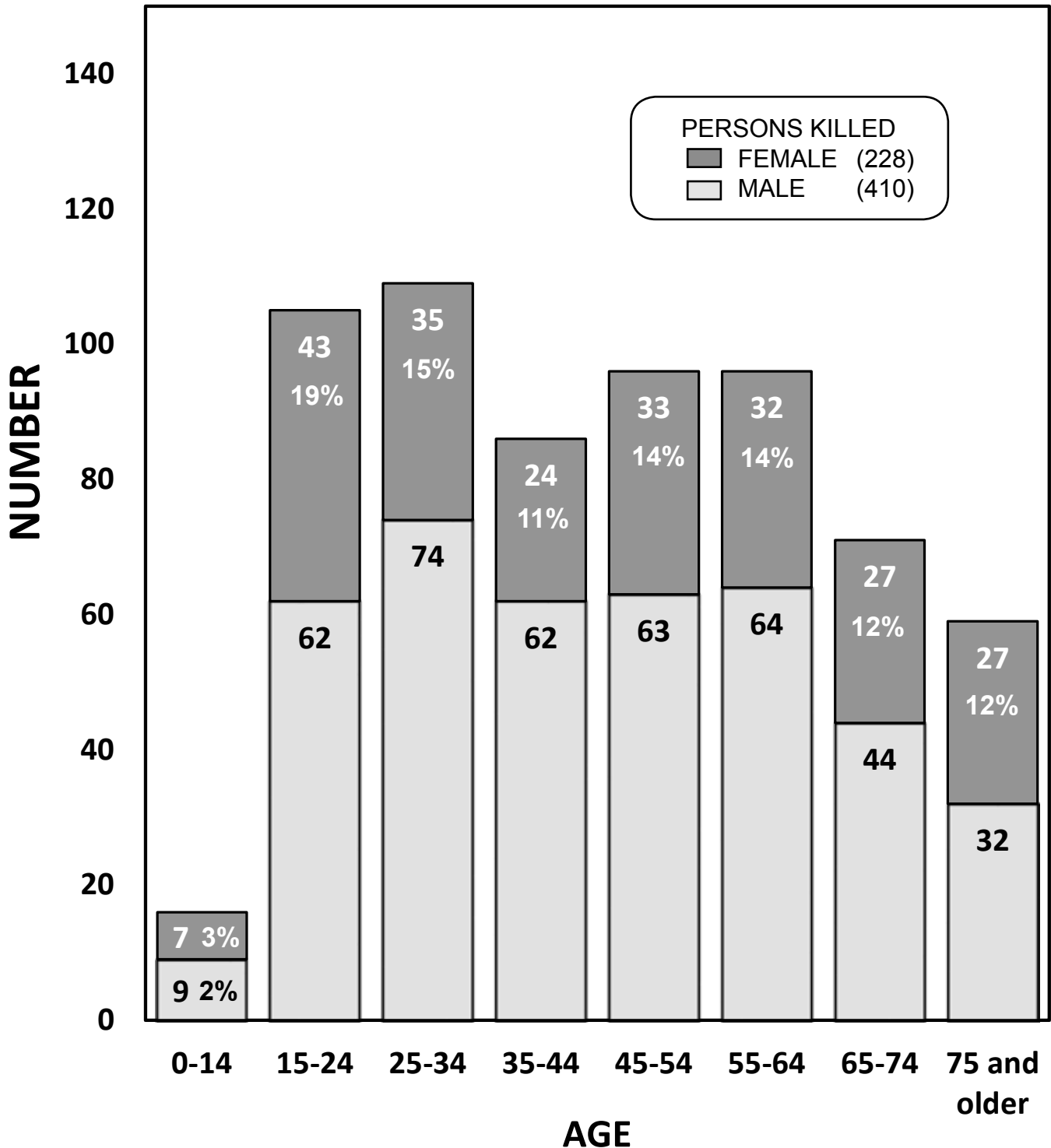
TOTAL DEATH RATES (Deaths per 100 million miles traveled*)			
YEAR	KILLED	RATE**	
		KY	U.S.
1999	819	1.71	1.55
2000	823	1.76	1.53
2001	843	1.78	1.51
2002	915	1.96	1.51
2003	928	1.98	1.48
2004	964	2.07	1.44
2005	985	2.08	1.46
2006	913	1.92	1.42
2007	864	1.8	1.36
2008	826	1.75	1.25
2009	791	1.68	1.16
2010	760	1.58	1.15
2011	721	1.5	1.18
2012	746	1.58	1.23
2013	638	1.36	1.18

* Miles traveled in Kentucky in 2013 = 47.1 billion

** Public Roads; U.S. data from NHTSA

FATALITIES BY AGE AND SEX

The number of persons killed in fatal collisions in 2013 is shown by age and sex in the chart below. There were 410 males versus 228 females killed. Sixteen (16) 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 (64%) and collisions with fixed objects (23%) account for 87% of the fatalities and injuries during 2013.

TYPE OF COLLISION	TYPE OF INJURY						
	TOTAL COLLISIONS	FATAL COLLISIONS	KILLED	INCAPACITATING INJURY	NON- INCAPACITATING INJURY	POSSIBLE INJURY	% OF TOTAL OCCUPANTS KILLED OR INJURED
COLLISION WITH MOVING VEHICLE	78,793	226	257	1,764	7,021	13,394	64.4
COLLISION WITH FIXED OBJECT	23,253	219	229	887	2,804	4,159	23.2
OTHER NON-COLLISION	2,564	38	40	124	344	477	2.8
COLLISION WITH PEDESTRIAN	1,066	53	55	148	339	432	2.8
NON-COLLISION OVERTURNED	1,389	36	38	110	345	472	2.8
COLLISION WITH OTHER OBJECT	1,571	3	3	23	90	195	0.9
COLLISION WITH PEDALCYCLIST	495	3	3	41	147	172	1.0
COLLISION WITH PARKED VEHICLE	7,997	5	5	42	131	200	1.1
COLLISION WITH DEER	2,964	0	0	15	44	71	0.4
COLLISION WITH OTHER ANIMAL	31,27	3	4	15	50	106	0.5
COLLISION WITH TRAIN	39	4	4	6	11	1	0.1
TOTALS	123,258	590	638	3,175	11,326	19,679	100.0

OCCURRENCE OF COLLISIONS BY TYPE

Sixty-four (64) percent of all collisions reported during 2013 involved collisions between two or more moving vehicles (not in a parking lot).

Nineteen (19) percent of all collisions involved collisions with fixed objects.

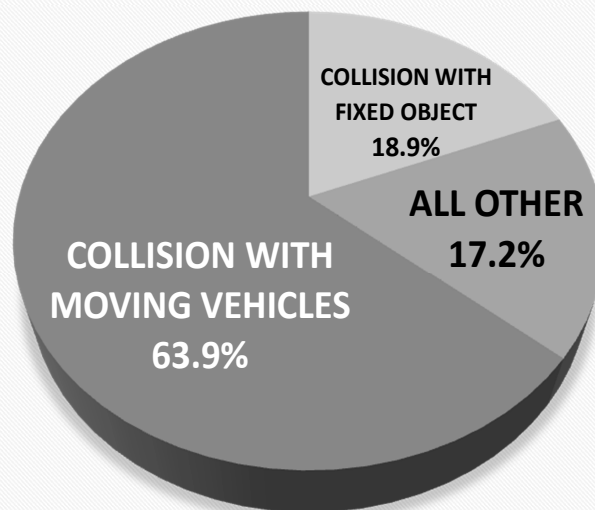
Seventeen (17) percent of all collisions did not involve a collision with either a moving vehicle or a fixed object. About 6% were other types of collisions (vehicle with pedestrian, deer, pedalcyclist, etc.) while the remainder were non-collisions (vehicle overturning and other non-collisions).

When looking at fatal collisions, the ratio among types of occurrences is different. Thirty-eight (38) percent of all fatal collisions involved a collision with another moving vehicle.

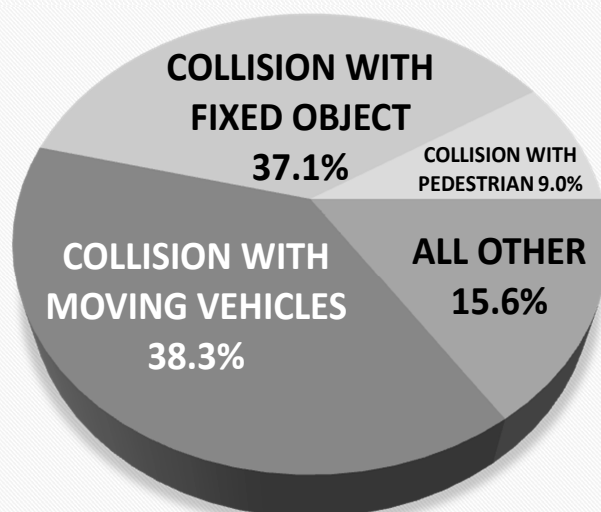
Thirty-seven (37) percent of the fatal collisions reported during 2013 involved collisions with fixed objects.

Collisions with pedestrians accounted for 9% of the fatal collisions. Sixteen (16) percent of the fatal collisions were other type collisions. Most of these (13%) 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



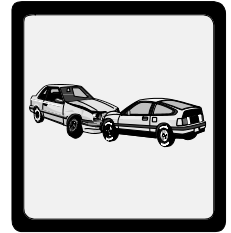
FATAL COLLISIONS

TYPES OF COLLISIONS

Collisions with other moving motor vehicles were responsible for 64% of all collisions reported during 2013, and accounted for 36% of all fatalities (persons killed). Collisions with fixed objects accounted for 19% of all collisions, but 41% of fatalities. Types of collisions are depicted below.

COLLISIONS WITH MOVING MOTOR VEHICLE:

Total Collisions:	78,793
% of Total Collisions:	63.93%
Persons Killed:	257
% of Total Fatalities:	40.28%
No. of Fatal Collisions:	226
% of All Fatal Collisions:	38.31%



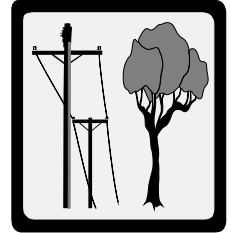
COLLISIONS WITH PEDESTRIAN:

Total Collisions:	1,066
% of Total Collisions:	0.86%
Persons Killed:	55
% of Total Fatalities:	8.62%
No. of Fatal Collisions:	53
% of All Fatal Collisions:	8.98%



COLLISIONS WITH FIXED OBJECT:

Total Collisions:	23,253
% of Total Collisions:	18.87%
Persons Killed:	229
% of Total Fatalities:	35.89%
No. of Fatal Collisions:	219
% of All Fatal Collisions:	37.12%



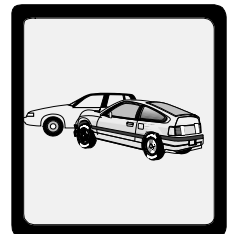
COLLISIONS WITH PEDALCYCLIST:

Total Collisions:	495
% of Total Collisions:	0.40%
Persons Killed:	3
% of Total Fatalities:	0.47%
No. of Fatal Collisions:	3
% of All Fatal Collisions:	0.51%



PARKED VEHICLE COLLISIONS:

Total Collisions:	7,997
% of Total Collisions:	6.49%
Persons Killed:	5
% of Total Fatalities:	0.78%
No. of Fatal Collisions:	5
% of All Fatal Collisions:	0.85%



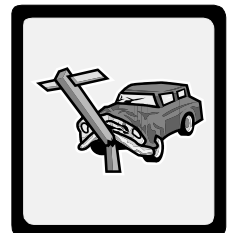
COLLISIONS WITH RAILWAY TRAIN:

Total Collisions:	39
% of Total Collisions:	0.03%
Persons Killed:	4
% of Total Fatalities:	0.63%
No. of Fatal Collisions:	4
% of All Fatal Collisions:	0.68%



COLLISIONS WITH OTHER OBJECTS:

Total Collisions:	1,571
% of Total Collisions:	1.27%
Persons Killed:	3
% of Total Fatalities:	0.47%
No. of Fatal Collisions:	3
% of All Fatal Collisions:	0.51%



COLLISIONS WITH DEER:

Total Collisions:	2,964
% of Total Collisions:	2.40%
Persons Killed:	0
% of Total Fatalities:	0.00%
No. of Fatal Collisions:	0
% of All Fatal Collisions:	0.00%



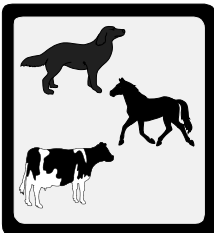
NON-COLLISIONS OVERTURNED:

Total Collisions:	1,389
% of Total Collisions:	1.13%
Persons Killed:	38
% of Total Fatalities:	5.96%
No. of Fatal Collisions:	36
% of All Fatal Collisions:	6.10%



COLLISIONS WITH ANIMALS (excluding deer):

Total Collisions:	3,127
% of Total Collisions:	2.54%
Persons Killed:	4
% of Total Fatalities:	0.63%
No. of Fatal Collisions:	3
% of All Fatal Collisions:	0.51%



OTHER NON-COLLISIONS:

Total Collisions:	2,564
% of Total Collisions:	2.08%
Persons Killed:	40
% of Total Fatalities:	6.27%
No. of Fatal Collisions:	38
% of All Fatal Collisions:	6.44%





PEDESTRIAN COLLISIONS



Fifty-five (55) pedestrians were killed and 919 were injured in traffic collisions in 2013. 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. Fourteen (14) percent of the pedestrians killed or injured were 14 years of age or younger, while 8% were age 65 or older.

PEDESTRIAN FACTOR	TOTAL ACTIONS FOR KILLED OR INJURED PEDESTRIANS BY AGE CATEGORY										
	Fatal Action	Injury Actions	0-4	5-9	10-14	15-19	20-24	25-44	45-64	65-Up	Not Stated
Approaching or Leaving Vehicle	10	94	3	3	5	9	12	30	24	17	1
At Intersection	0	102	0	2	10	10	14	31	28	7	0
Crossing Against Signal	1	46	0	0	6	9	15	9	4	4	0
Crossing With Signal	1	141	1	1	8	13	19	40	48	12	0
Dark Clothing/Not Visible	20	108	0	1	3	20	28	44	26	4	2
Darting into Roadway	4	180	11	22	36	23	25	37	23	6	1
Drinking	14	56	0	0	0	4	10	33	20	2	1
Drug Related	2	4	0	0	0	1	0	3	2	0	0
Getting On or Off Vehicle	0	15	0	2	2	1	0	5	5	0	0
In Crosswalk	2	116	1	5	5	10	12	34	40	11	0
Jogging	0	12	0	0	0	0	1	7	3	1	0
Lying in Roadway	3	2	0	0	0	0	1	3	1	0	0
Not at Intersection	6	107	1	4	6	17	19	28	32	6	0
Not in Roadway	2	103	1	0	5	14	21	29	26	8	1
Physical Impairment	0	7	0	0	0	1	0	0	6	0	0
Playing in Roadway	1	13	4	0	5	3	1	1	0	0	0
Pushing Vehicle	0	5	0	0	0	2	2	0	1	0	0
Skating/Skateboarding	0	5	0	1	1	1	1	1	0	0	0
Walking in Roadway	29	192	1	5	9	22	27	66	68	22	1
Working in Roadway	2	24	0	0	0	1	3	9	11	2	0
Working on Vehicle	3	18	0	0	0	4	2	8	5	2	0
TOTAL*	100	1,350	23	46	101	165	213	418	373	104	7

PEDESTRIAN FACTOR	VEHICLE ACTION								
	Straight	Right Turn	Left Turn	Parking	Starting in Traffic	Slowing	Backing	Other	TOTAL
Approaching or Leaving Vehicle	49	1	6	30	0	7	20	10	123
At Intersection	45	23	33	1	5	4	2	7	120
Crossing Against Signal	42	6	8	1	3	0	0	1	61
Crossing With Signal	23	32	90	0	5	2	1	3	156
Dark Clothing/Not Visible	102	7	18	2	0	1	3	6	139
Darting into Roadway	163	1	5	4	4	5	1	11	194
Drinking	53	0	4	1	0	1	4	3	66
Drug Related	4	0	0	0	0	0	0	1	5
Getting On or Off Vehicle	7	0	0	5	0	1	5	3	21
In Crosswalk	38	21	52	4	11	2	4	7	139
Jogging	9	1	4	0	1	0	0	0	15
Lying in Roadway	3	0	0	1	0	0	2	1	7
Not at Intersection	85	3	14	4	1	2	7	5	121
Not in Roadway	63	4	2	24	0	1	5	14	113
Physical Impairment	5	2	1	0	0	0	0	1	9
Playing in Roadway	12	0	0	1	0	0	1	0	14
Pushing Vehicle	2	0	0	2	0	0	0	3	7
Skating/Skateboarding	7	1	0	0	0	0	0	0	8
Walking in Roadway	172	7	22	9	1	1	22	13	247
Working in Roadway	25	1	1	0	0	1	1	1	30
Working on Vehicle	7	0	1	10	0	4	0	6	28
TOTAL*	916	110	261	99	31	32	78	96	1,623

*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 2013, there were 10,493 hit-and-run collisions, of which 11 were fatal collisions and 899 were injury collisions. As depicted in the chart below, most of Kentucky's hit-and-run collisions were property damage collisions (91%). Twelve (12) persons were killed and 1,185 were injured.

TOTAL	FATAL COLLISIONS	INJURY COLLISIONS	PROPERTY DAMAGE COLLISIONS	PERSONS KILLED	PERSON INJURED
10,493	11	899	9,538	12	1,185

HIT-AND-RUN VICTIMS

As shown in the chart below, 6 of the 12 persons killed in hit-and-run collisions were pedestrians and none were pedalcyclists. One hundred twenty-nine (129) pedestrians and 50 pedalcyclists were injured.

TYPE OF VICTIM	PERSONS KILLED	PERSONS INJURED
Pedestrian	6	129
Pedalcyclist	0	50
Other	6	1,006
TOTAL	12	1,185

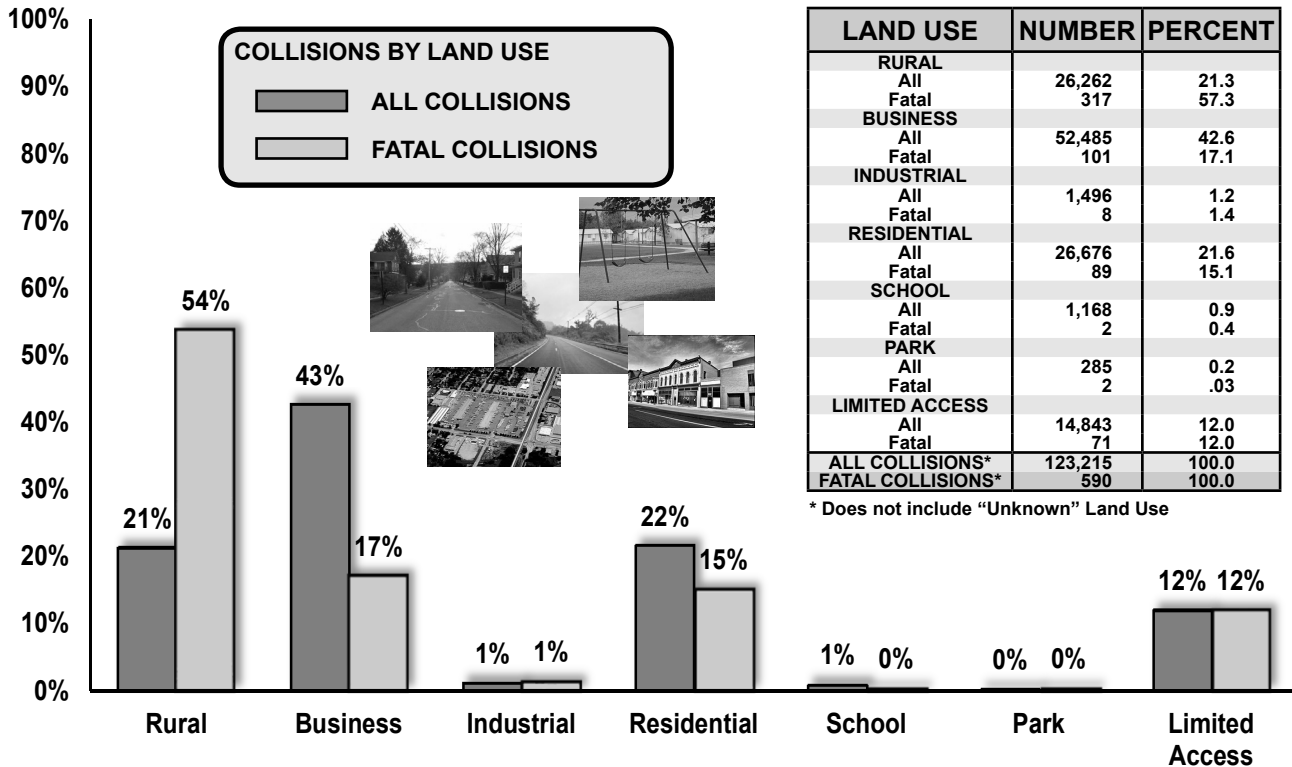


LOCATION OF HIT-AND-RUN COLLISIONS

The location of hit-and-run collisions are shown in the chart below. The largest percentage of hit-and-run collisions (41%) occurred on city streets, followed by 24% on state routes, and 18% on U.S. routes.

TYPE OF ROADWAY	ALL HIT-AND-RUN COLLISIONS	FATAL COLLISIONS	INJURY COLLISIONS	PROPERTY DAMAGE
INTERSTATE	877	1	82	794
U.S. ROUTE	1,872	3	209	1,660
STATE ROUTE	2,479	3	247	2,229
PARKWAY	24	0	1	23
COUNTY ROADS	459	1	46	412
CITY STREETS	4,298	3	293	4,002
OTHER	484	0	21	463
TOTAL	10,493	11	899	9,583

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 (54%) took place in rural areas of Kentucky during 2013. 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	% of Total	FATAL	% of Total	Nonfatal Injury	% of Total	Property Damage	% of Total	Killed	% of Total	Injured	% of Total
RURAL	44,966	36	320	54	9,022	39	35,624	36	352	55	13,510	40
URBAN	78,292	64	270	46	13,846	61	64,176	64	286	45	20,670	60
TOTAL	123,258	100	590	100	22,868	100	99,800	100	638	100	34,180	100

LOCATION OF COLLISIONS

The chart at right shows the number of collisions during 2013 by type of roadway, with percentages of all collisions.

Thirty-four (34) percent of all collisions occurred on Kentucky's "State Numbered" roads, with 48% of all fatal collisions reported during 2013 occurring on this type of roadway.

Although 23% of all collisions occurred on city streets, only 7% of the fatal collisions occurred on city streets.

TYPE OF ROADWAY	Fatal Collisions	Nonfatal Injury	Property Damage	% Total
INTERSTATE	59	1,932	9,567	9
U.S. ROUTE	146	5,865	23,830	24
STATE ROUTE	285	9,091	32,834	34
PARKWAY	13	345	1,385	1
COUNTY ROAD	40	1,467	5,455	6
CITY STREET	41	4,019	24,689	23
OTHER	6	149	2,040	2
TOTAL	590	22,868	99,800	100

INTERSTATES AND PARKWAYS

The chart below depicts the incidence of collisions on Kentucky's interstates and parkways. Interstate collisions represent 9% of all collisions. Parkway collisions represent 1% of all collisions.

INTERSTATE	Collisions	Fatal Collisions	Nonfatal Injury	Property Damage	Number Killed	Number Injured
I-24	505	5	80	420	7	122
I-64	2,006	11	348	1,647	13	556
I-65	2,244	13	411	1,820	19	602
I-71	907	8	158	741	9	221
I-75	2,929	11	467	2,451	11	695
I-264	1,314	5	226	1083	5	337
I-265	599	3	85	511	3	115
I-275	685	3	105	577	3	152
I-471	369	0	52	317	0	68
TOTAL	11,558	59	1,932	9,567	70	2,868

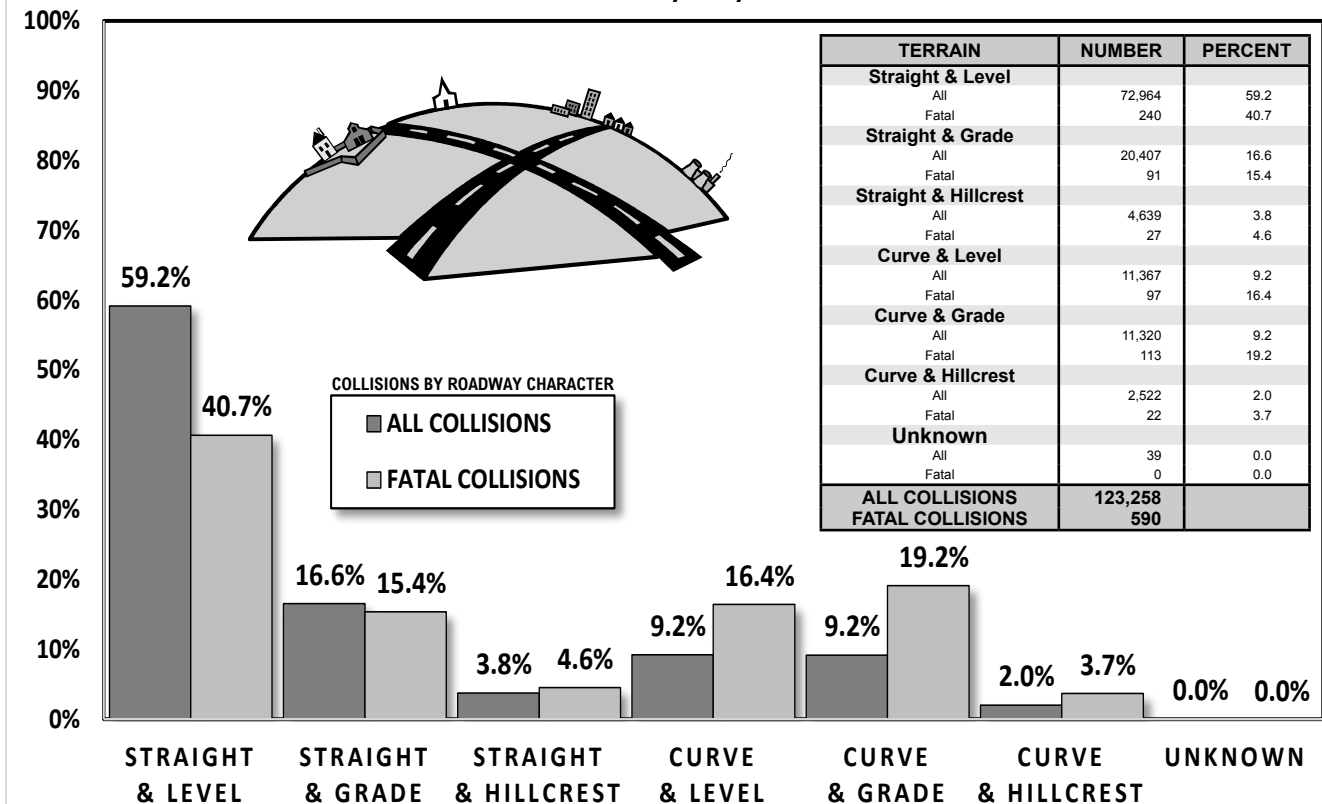
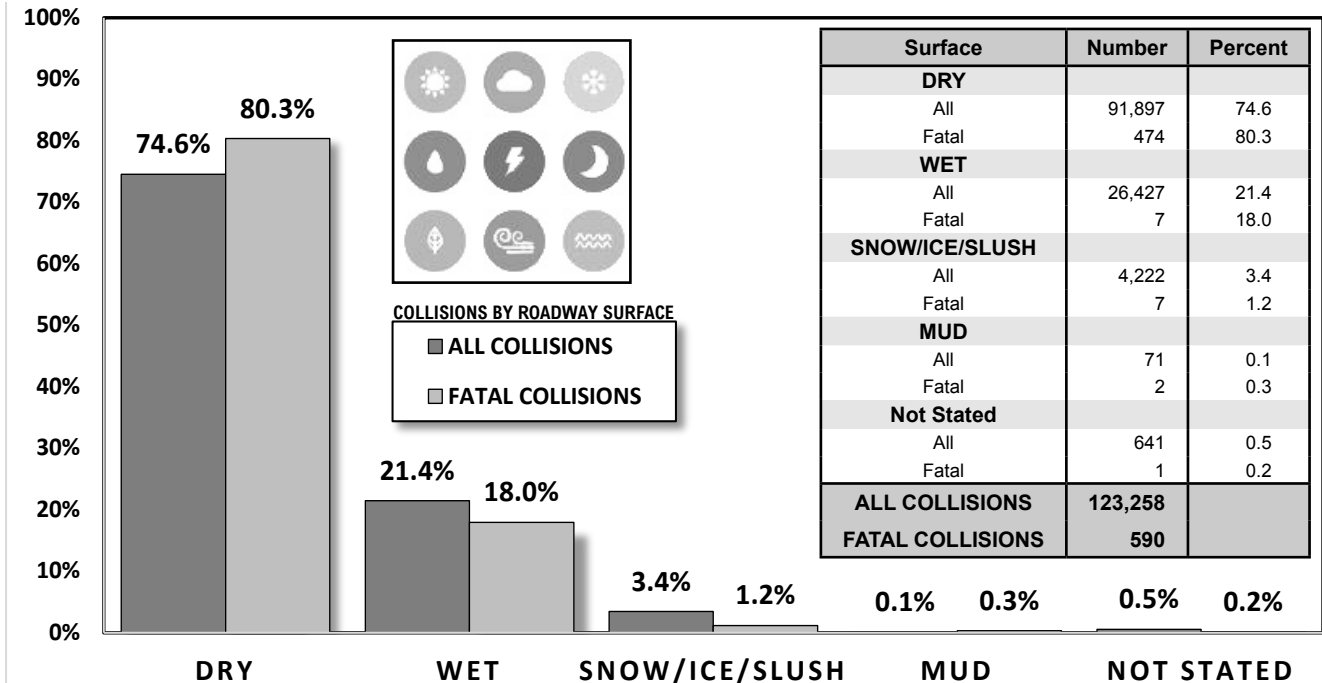
PARKWAY	Collisions	Fatal Collisions	Nonfatal Injury	Property Damage	Number Killed	Number Injured
Audubon	74	0	10	64	0	11
Martha L. Collins	222	2	56	191	2	78
Edward Breathitt	343	1	61	281	1	84
Hal Rodgers	87	2	23	62	2	43
Louie Nunn	150	3	31	116	3	40
Bert Combs Mtn.	157	1	35	121	1	43
William Natcher	213	2	36	175	2	49
Julian Carroll	182	2	38	142	2	61
Wendel Ford/I-69	288	0	55	233	0	81
TOTAL	1,716	13	345	1,385	13	490

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, 80% of all collisions occurred on straight roads and 21% on curved roads. Thirty-nine (39) percent of the fatal collisions during 2013 occurred on curved roads.



COLLISIONS BY LIGHT CONDITION

Seventy-one (71) percent of all collisions reported during 2013 occurred during daylight hours. Twenty-three (23) percent of all collisions occurred during dark hours, and 5% occurred at dawn or dusk.

Sixty (60) percent of all fatal collisions occurred during daylight hours, 37% occurred during dark hours, and 3% at dawn or dusk.



**COLLISIONS
AT DAWN**
3,209
(2.6%)

**COLLISIONS
DURING DARK**
28,368
(23.2%)

**DAYLIGHT
COLLISIONS**
87,308
(71.4%)

**COLLISIONS
AT DUSK**
3,401
(2.8%)

ALL COLLISIONS (excludes unknown light conditions)

**COLLISIONS
AT DAWN**
8
(1.4%)

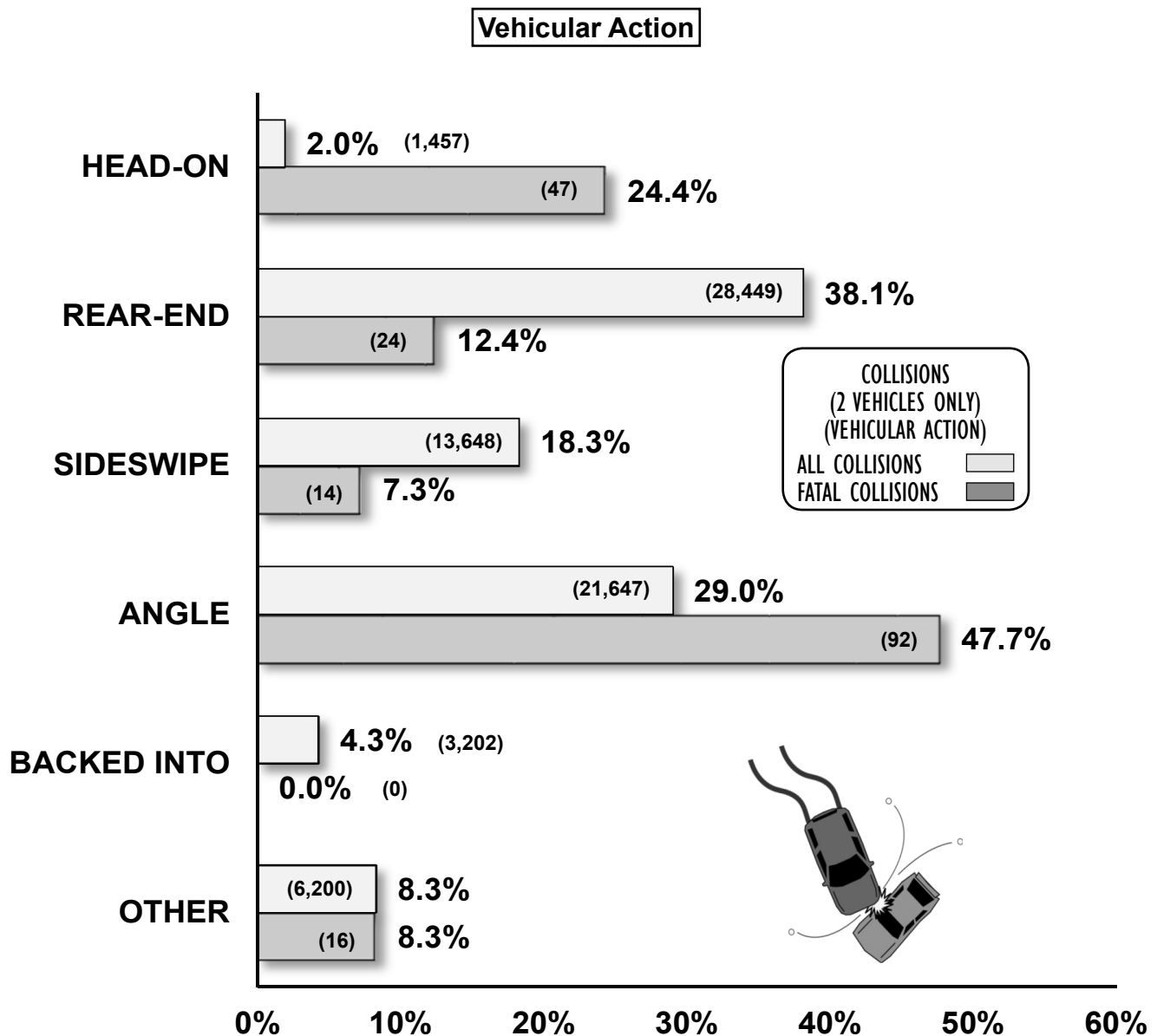
**COLLISIONS
DURING DARK**
215
(36.6%)

**DAYLIGHT
COLLISIONS**
354
(60.2%)

**COLLISIONS
AT DUSK**
11
(1.9%)

FATAL COLLISIONS (excludes unknown light conditions)

TWO-VEHICLE COLLISIONS



74,603 traffic collisions (including 193 fatal collisions) reported during 2013 involved “two-vehicle” collisions. These collisions represent 61% of all 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 2% of all collisions involving two vehicles and 24% of the fatal collisions.

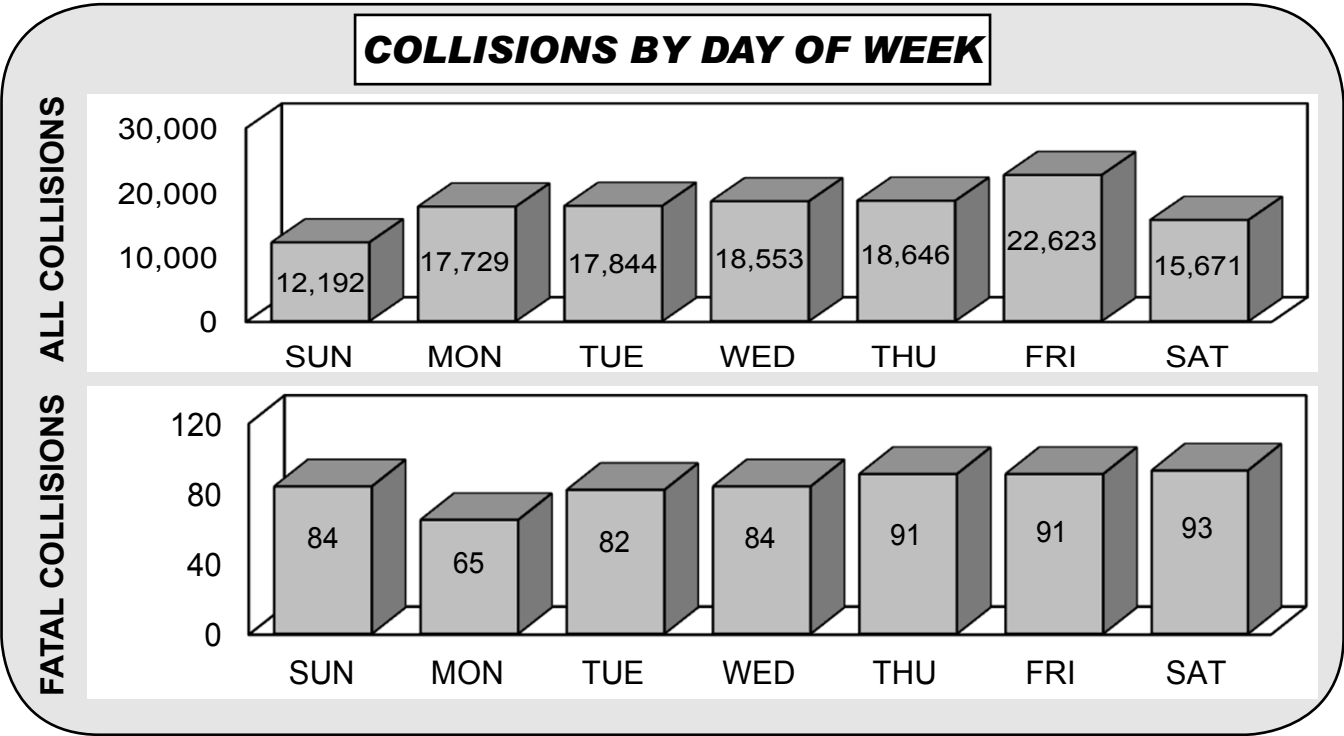
Rear-end collisions reflect 38% of all two-vehicle collisions, but only 12 of the fatal collisions.

Sideswipe collisions (both meeting and passing) reflect 18% of all collisions and 7% of the fatal collisions.

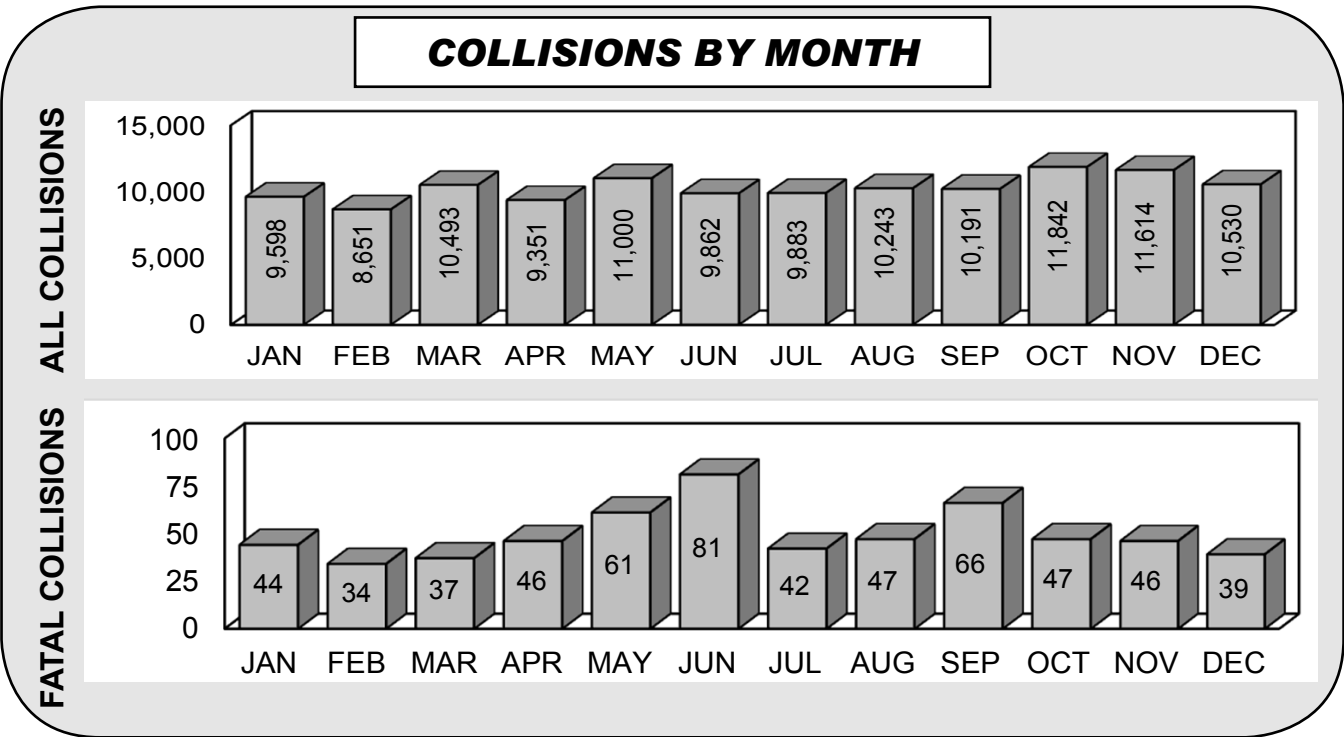
Angle collisions, at 48%, represent the highest percentage of fatal collisions.

COLLISIONS BY DAY AND MONTH

The graph below shows all collisions and fatal collisions by day of occurrence (excluding unknown). Twenty-two (22) percent of all collisions and 30% of fatal collisions occurred on weekends (Saturday and Sunday combined).



October ranked highest for total number of collisions and February showed the lowest number of total collisions. June 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 2013 was 35 as compared to 53 in 2012

HOLIDAY PERIOD	2009		2010		2011		2012		2013	
	Number	Alcohol Involved	Number	Alcohol Involved	Number	Alcohol Involved	Number	Alcohol Involved	Number	Alcohol Involved
NEW YEAR'S DAY	4	2	8	3	1	1	6	2	0	0
MEMORIAL DAY	9	2	8	2	6	1	17	6	7	0
INDEPENDENCE DAY	11	2	7	2	10	3	3	1	6	3
LABOR DAY	10	6	8	1	13	6	9	2	8	2
THANKSGIVING	8	2	9	3	5	1	7	2	12	2
CHRISTMAS	6	1	2	0	5	1	11	2	2	2
TOTAL	48	15	42	11	40	13	53	15	35	9

HOLIDAY TIMES AND DATES

The times and dates below were designated by the National Safety Council for holidays in 2013.

HOLIDAY	BEGINS	THROUGH
New Year's Day	6:00 p.m. Friday, December 28, 2012	11:59 p.m. Tuesday, January 1, 2013
Memorial Day	6:00 p.m. Friday May 24	11:59 p.m. Monday May 27
Independence Day	6:00 p.m. Wednesday, July 3	11:59 p.m. Sunday July 7
Labor Day	6:00 p.m. Friday, August 30	11:59 p.m. Monday, September 2
Thanksgiving	6:00 p.m. Wednesday, November 27	11:59 p.m. Sunday, December 1
Christmas	6:00 p.m. Tuesday, December 24	11:59 p.m. Wednesday, December 25

COMPARISON OF HOLIDAY FATALITIES/COLLISIONS

The Thanksgiving holiday period registered the highest number of fatalities during 2013. The lowest number of holiday fatalities occurred over the New Year's Day holiday. The chart below shows relevant collision data for each of the holidays.

HOLIDAY PERIOD	NEW YEAR'S DAY	MEMORIAL DAY	INDEPENDENCE DAY	LABOR DAY	THANKS-GIVING	CHRIST-MAS
NO. PERSONS KILLED	0	7	6	8	12	2
NO. PERSONS INJURED	275	232	486	291	269	65
FATAL COLLISIONS	0	7	5	8	11	2
INJURY COLLISIONS	184	143	309	188	163	46
PROPERTY DAMAGE	891	577	1,135	719	832	158
TOTAL COLLISIONS	1,075	727	1,449	915	1,006	206

TYPE VEHICLES INVOLVED IN COLLISIONS

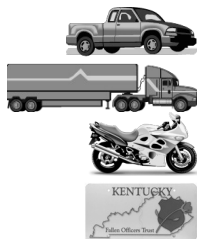


VEHICLE TYPE	VEHICLES INVOLVED IN ALL COLLISIONS	PERCENT OF TOTAL	VEHICLES INVOLVED IN FATAL COLLISIONS	PERCENT OF TOTAL
Passenger Cars*	202,930	91.37	713	74.12
Taxicabs	176	0.08	0	0.00
Trucks	8,426	3.79	74	7.69
Motorcycles	1,723	0.78	83	8.63
Motor Scooters/Motor Bikes	297	0.13	9	0.94
School Buses	831	0.37	1	0.10
Other Buses	622	0.28	0	0.00
Farm Tractors/Equipment	210	0.09	4	0.42
Emergency	1,186	0.53	2	0.21
Other Public Owned	280	0.13	3	0.31
Other	5,369	2.42	73	7.59
Not Stated	56	0.03	0	0.00
TOTAL	222,106	100.00	962	100.00

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

There were 222,106 vehicles involved in collisions during 2013. Of this total, 180,101 were involved in property damage only collisions, 41,043 were involved in injury collisions, and 962 were involved in fatal collisions. The majority (91%) of the vehicles involved in all collisions were passenger cars (74% in fatal collisions). Trucks accounted for 4% of vehicles in all collisions, but accounted for 8% of vehicles in fatal collisions. Motorcycles represented 9% of the vehicles in fatal collisions, but only 1% of vehicles in all collisions.

VEHICLES REGISTERED IN KENTUCKY 2013



PASSENGER CARS	2,435,577
COMMERCIAL TRUCKS	161,572
MOTORCYCLES	100,099
Other (Inc. Special Issue Plates)	703,917
TOTAL (ALL TYPES)	3,401,165



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 8,426 trucks were involved in collisions, 74 in fatal collisions, and 1,315 in non-fatal injury collisions.**

CONTRIBUTING VEHICULAR FACTORS	NUMBER OF TRUCKS INVOLVED IN:					
	ALL COLLISIONS		FATAL COLLISIONS		NONFATAL INJURY COLLISIONS	
	NUMBER	PERCENT	NUMBER	PERCENT	NUMBER	PERCENT
Load Securement	110	1.31	0	0.00	11	0.84
Tire Failure	117	1.39	1	1.35	22	1.67
Brakes Defective	68	0.81	1	1.35	25	1.90
Oversized Load on Vehicle	58	0.69	0	0.00	5	0.38
Tow Hitch Defective / Separation of Units	52	0.62	0	0.00	6	0.46
Other Lighting Defective	22	0.26	0	0.00	6	0.46
Overweight	10	0.12	0	0.00	5	0.38
Steering Failure	23	0.27	0	0.00	7	0.53
Headlights Defective	4	0.05	0	0.00	0	0.00
Other	302	3.58	0	0.00	37	2.81

The chart below shows the total number of truck collisions, as well as those with hazardous cargo, by type of roadway. **There were 7,904 collisions in which a truck was involved. This resulted in 81 fatalities and 1,769 injuries.** Twenty (21) percent of all truck collisions occurred on county or city streets, 22% on interstates, and 49% on U.S. and state-numbered routes. Thirty (30) percent of the hazardous cargo collisions occurred on interstates and 55% on U.S. and state-numbered routes.

TYPE OF ROADWAY	ALL TRUCK COLLISIONS				TRUCKS WITH HAZARDOUS CARGO			
	FATAL COLLISIONS	INJURY COLLISIONS	PROPERTY DAMAGE	TOTAL	FATAL COLLISIONS	INJURY COLLISIONS	PROPERTY DAMAGE	TOTAL
Interstate	19	357	1,703	2,079	0	6	34	40
US Route	18	309	1,253	1,580	1	3	21	25
State Route	23	391	1,840	2,254	1	11	37	49
Parkway	6	46	145	197	0	1	5	6
County	2	44	336	382	0	1	4	5
City Street	4	94	1,186	1,284	0	2	7	9
Other	0	9	119	128	0	0	0	0
TOTAL	72	1,250	6,582	7,904	2	24	108	134

The residence of truck drivers involved in collisions is shown below. Forty-six (46) percent of the drivers, with known residences, were non-residents of Kentucky. This percentage is 35% for fatal collisions and 44% for injury collisions. Local residents live in the county where the collision occurred.

RESIDENCE OF DRIVERS IN TRUCK COLLISIONS	ALL COLLISIONS	FATAL COLLISIONS	INJURY COLLISIONS
Local Resident	1,709	13	283
State Resident	2,129	13	297
Out of State Resident	2,624	26	382
Not Stated	1,964	22	353
TOTAL	8,426	74	1,315

DRIVER INVOLVEMENT



RESIDENCE OF DRIVER



There were 203,729 drivers involved in collisions during 2013. Of these, 876 drivers were involved in fatal collisions. The chart below tabulates driver involvement by residence and shows that most drivers (67% of those in which residence is known) were local residents (reside in the county where the collision occurred). Many drivers in the unknown category are the result of hit-and-run collisions where the drivers' identities remain unknown. There are fewer drivers than vehicles because of collisions with unoccupied vehicles (generally a parked vehicle).

INVOLVEMENT BY RESIDENCE

RESIDENCE OF DRIVER	NUMBER INVOLVED IN ALL COLLISIONS	PERCENT OF TOTAL	PERCENT OF TOTAL EXCLUDING NOT STATED
LOCAL RESIDENT	135,929	66.7	66.9
STATE RESIDENT	46,451	22.8	22.9
OUT OF STATE	20,797	10.2	10.2
NOT STATED	552	0.3	
TOTAL	203,729	100.0	100.0

RESIDENCE OF DRIVER	NUMBER INVOLVED IN FATAL COLLISIONS	PERCENT OF TOTAL	PERCENT OF TOTAL EXCLUDING NOT STATED
LOCAL RESIDENT	537	61.3	61.5
STATE RESIDENT	231	26.4	26.4
OUT OF STATE	106	12.1	12.1
NOT STATED	2	0.2	
TOTAL	876	100.0	100.0



SEX OF DRIVER



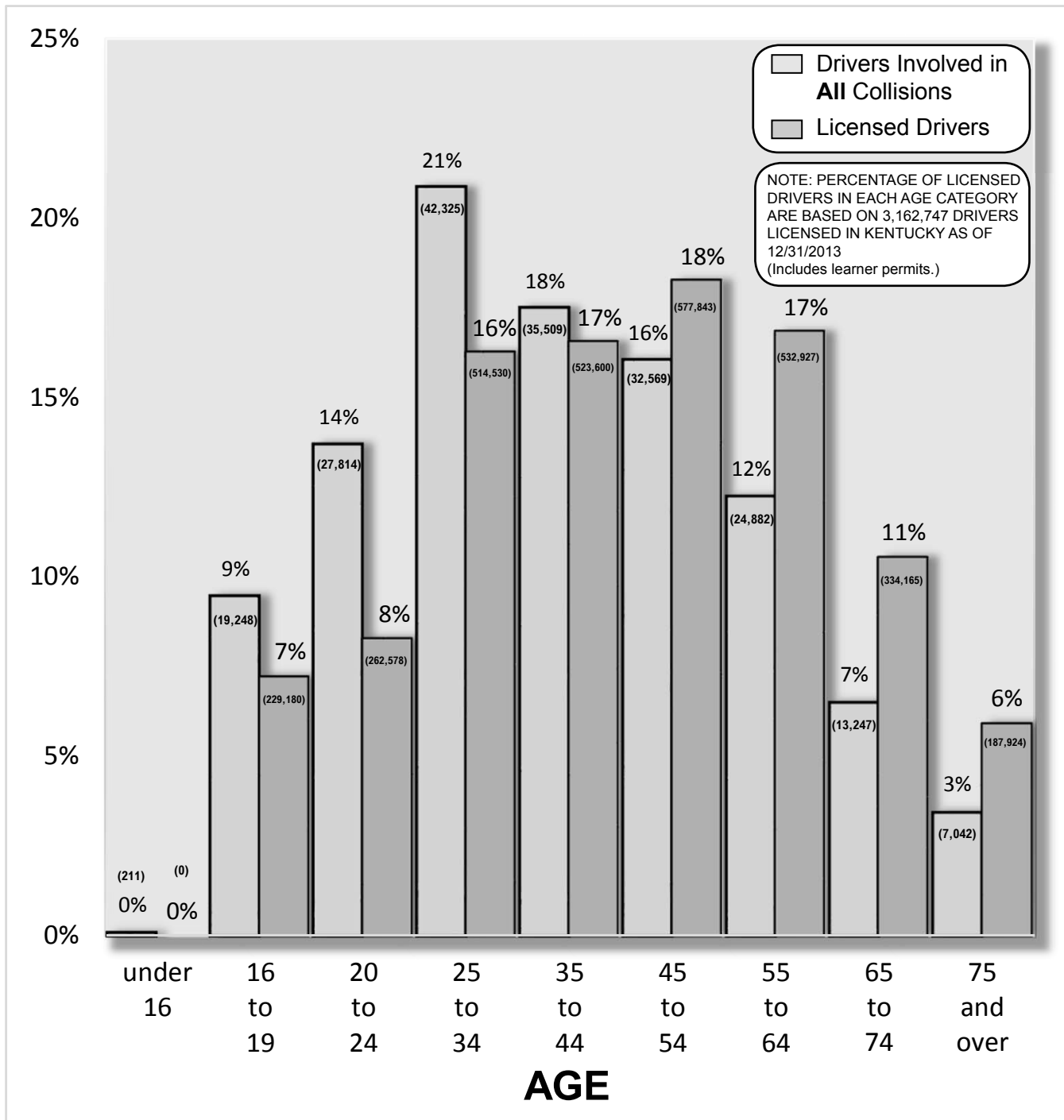
As shown in the chart below, 55% of the drivers who were involved in collisions during 2013 (where sex was listed) were male; 45% were female. In fatal collisions, 70% of the drivers were male and 20% were female.

ALL COLLISIONS		
SEX	NUMBER IN ALL COLLISIONS	PERCENT IN ALL COLLISIONS
MALE	112,417	55.2
FEMALE	91,312	44.8
TOTAL	203,729	100.0

FATAL COLLISIONS		
SEX	NUMBER IN FATAL COLLISIONS	PERCENT IN FATAL COLLISIONS
MALE	609	69.5
FEMALE	267	30.5
TOTAL	876	100.0

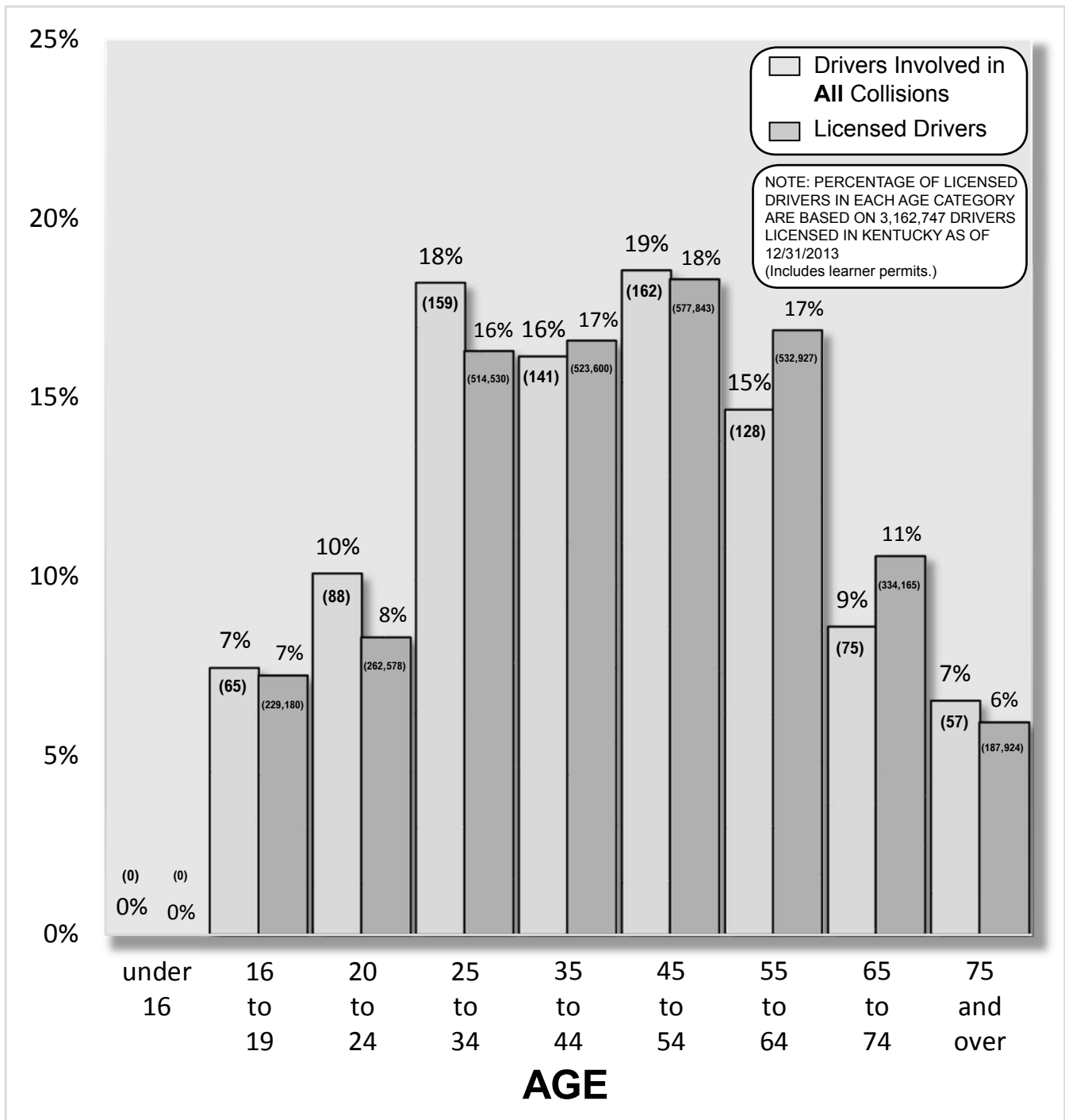
AGE OF DRIVERS (ALL COLLISIONS)

The chart below groups the ages of 203,729 drivers involved in traffic collisions in 2013 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 882 driver’s ages which could not be determined. These drivers represent 0.4% of all drivers involved in all collisions. The percentages given below do not consider the “Unknown” category.



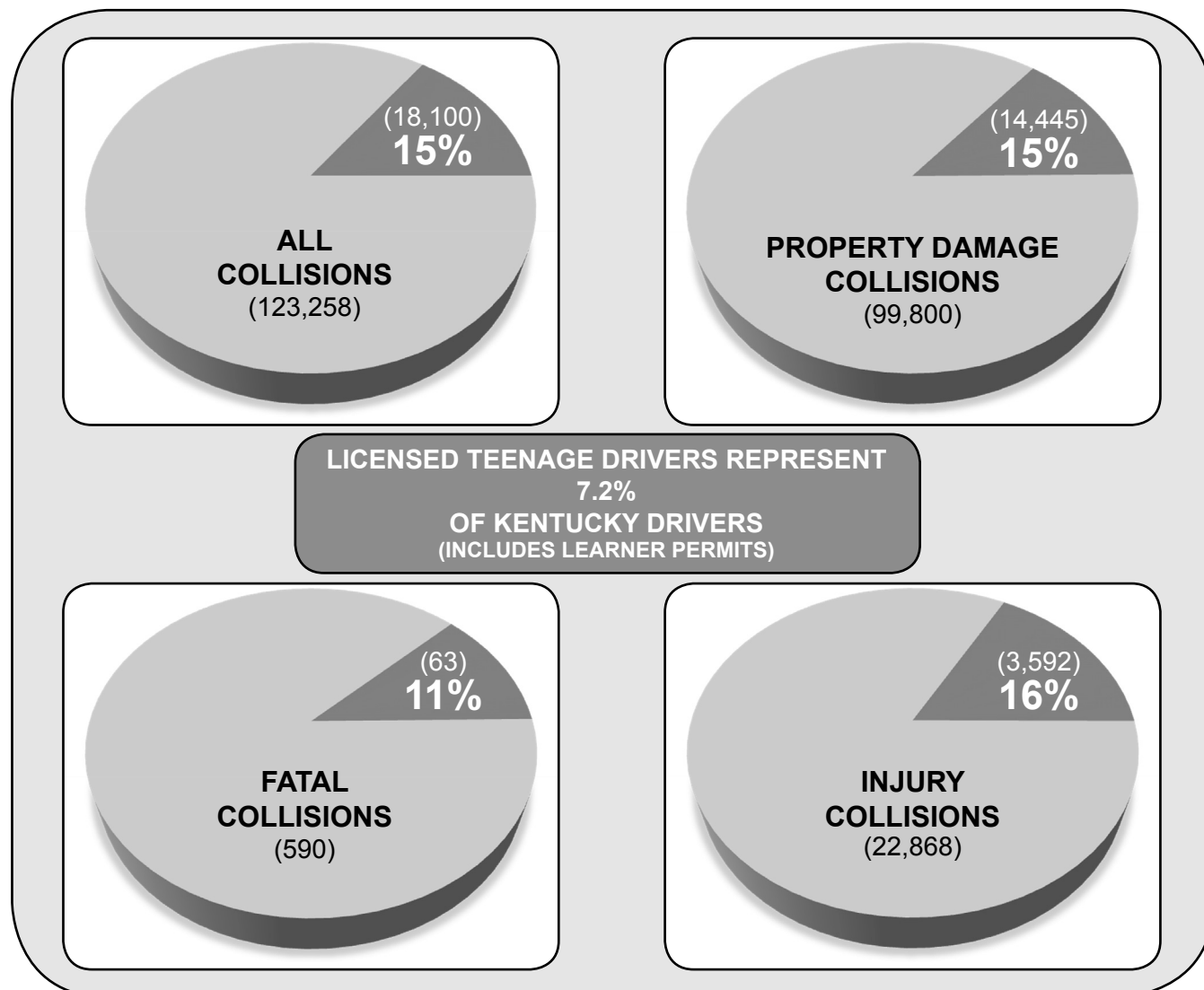
AGE OF DRIVERS (FATAL COLLISIONS)

The chart below groups the ages of 876 drivers involved in fatal collisions in 2013 (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 over-representation is the drivers between 20 and 34 with 28 percent of total crashes compared to 25 percent of licensed drivers.



COLLISIONS INVOLVING TEENAGE DRIVERS

The percentages of teenage drivers (16 to 19 years of age versus other groups) involved in collisions during 2013 (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, 329 teenage drivers were involved in alcohol-related collisions during 2013. **There were 69 fatalities in collisions involving a teenage driver (25 of these fatalities were the teenage driver). There were 11 fatalities in alcohol-related collisions involving teenage drivers (5 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
2013	19,248	65	3,769	15,391	9	137	183	329
2012	20,656	74	4,057	16,525	8	107	222	337
2011	21,350	63	4,152	17,135	8	138	229	375
2010	21,870	83	4,378	17,409	7	151	215	373

ALCOHOL-RELATED COLLISIONS

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

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

ALL COLLISIONS	FATAL COLLISIONS	153
	INJURY COLLISIONS	1,592
	PROPERTY DAMAGE COLLISIONS	2,784
	TOTAL	4,529

PERSONS KILLED/INJURED	NUMBER KILLED	163
	NUMBER INJURED	2,339
	INCAPACITATING INJURIES	390
	NON-INCAPACITATING INJURIES	866
	POSSIBLE INJURIES	1,083

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.

4,529 alcohol-related collisions were reported during 2013. 3% of the alcohol-related collisions were fatal, 35% were injury collisions, and 62% were property damage only.

Comparison with previous years

During 2013, alcohol-related collisions decreased by 3% when compared to 2012. The 163 persons killed in 2013 was 15 less than the 148 persons killed in 2012. During 2013, there were 2,339 persons injured in alcohol-related collisions, an decrease of 2% from 2012 when 2,376 persons were injured.

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

YEAR	TOTAL COLLISIONS (Alcohol Related)	% CHANGE FROM PREVIOUS YEAR	TOTAL KILLED	% +/-	TOTAL INJURED	% +/-
2013	4,529	-3	163	+10	2,339	-2
2012	4,671	3	148	-6	2,376	4
2011	4,551	-4	158	-5	2,278	-8
2010	4,762	-5	167	-18	2,489	-6
2009	5,038	0	203	27	2,652	-4
2008	5,029	-3	160	-22	2,754	-4
2007	5,189	-3	204	+9	2,866	-8

SAFETY RESTRAINTS

The chart below compares safety belt usage for the years of 2009 through 2013. The data were obtained as part of an annual observational survey conducted at sites across Kentucky. Data for children under four years of age were collected in both the front and rear seats. (This data was not collected in 2013)

YEAR	PERCENT USING SAFETY BELTS	
	ALL FRONT SEAT DRIVERS & PASSENGERS	CHILDREN UNDER FOUR YEARS OF AGE
2013	85	NA
2012	84	98
2011	82	97
2010	80	96
2009	80	99

The chart below shows vehicle occupants by their injury status, and separates the occupants into categories of restraint used and restraint not used. Overall, 10% of all vehicle occupants were killed or injured. A breakdown into restraint usage shows only 10% of those restrained were killed or injured, compared to 50% 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	638	0.2	219	0.1	254	4.2	165	0.2
INCAPACITATING INJURY	3,175	0.9	2025	0.7	544	8.9	606	0.7
NON-INCAPACITATING INJURY	11,326	3.0	8972	3.2	1,063	17.4	1,291	1.5
POSSIBLE INJURY	19,679	5.3	17,014	6.1	1,158	19.0	1,507	1.8
NOT INJURED	336,657	90.6	251,409	89.9	3,078	50.5	82,170	95.8
TOTAL	371,475	100.0	279,639	100.0	6,097	100.0	85,739	100.0

Of the 473 vehicle occupants fatally injured in collisions in 2013 in a position where a safety restraint was available, only 219 were using safety restraints - an overall usage rate of 46% for fatalities.

Note: There were 16,793 crashes involving deployment of front air bags and 3,066 crashes involving side air bag deployment.

INTERSECTION COLLISIONS*

INTERSECTION COLLISIONS	NUMBER	% OF ALL COLLISIONS
ALL REPORTED	32,154	26.1
NONFATAL INJURY	6,571	28.7
FATAL	84	14.2

SEX OF DRIVER

INTERSECTION COLLISIONS		
SEX	PERCENT IN ALL INTERSECTION COLLISIONS	PERCENT IN FATAL INTERSECTION COLLISIONS
Male	52.8	61.3
Female	47.2	38.7

ALL COLLISIONS		
SEX	PERCENT IN ALL COLLISIONS	PERCENT IN FATAL COLLISIONS
Male	55.2	69.5
Female	44.8	30.5

LIGHT CONDITION

INTERSECTION COLLISIONS		
LIGHT CONDITION	PERCENT IN ALL INTERSECTION COLLISIONS	PERCENT IN FATAL INTERSECTION COLLISIONS
Daylight	76.3	69.9
Dark	18.8	28.9
Dusk / Dawn	4.9	1.2

ALL COLLISIONS		
LIGHT CONDITION	PERCENT IN ALL COLLISIONS	PERCENT IN FATAL COLLISIONS
Daylight	71.4	60.2
Dark	23.2	36.6
Dusk / Dawn	5.4	3.2

ROADWAY CONDITION

INTERSECTION COLLISIONS		
ROADWAY CONDITION	PERCENT IN ALL INTERSECTION COLLISIONS	PERCENT IN FATAL INTERSECTION COLLISIONS
Dry	78.1	86.9
Wet	19.9	13.1
Snow / Ice / Slush	2.0	0.0

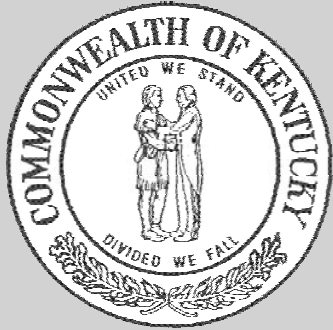
ALL COLLISIONS		
LIGHT CONDITION	PERCENT IN ALL COLLISIONS	PERCENT IN FATAL COLLISIONS
Dry	74.6	80.3
Wet	21.4	18.0
Snow / Ice / Slush	4.0	1.7

WEEKEND COLLISIONS (Saturday and Sunday)

INTERSECTION COLLISIONS		
	PERCENT IN ALL INTERSECTION COLLISIONS	PERCENT IN FATAL INTERSECTION COLLISIONS
Weekend	21.1	29.8

ALL COLLISIONS		
	PERCENT IN ALL COLLISIONS	PERCENT IN FATAL COLLISIONS
Weekend	22.6	30.0

* As coded on the crash report



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	48,616	39.44	135	22.88
Not Under Proper Control	16,892	13.70	228	38.64
Failed to Yield Right of Way	14,317	11.62	78	13.22
Misjudge Clearance	8,258	6.70	13	2.20
Following Too Close	7,627	6.19	4	0.68
Distraction	6,490	5.27	21	3.56
Too Fast for Conditions	5,319	4.32	45	7.63
Alcohol Involvement	4,483	3.64	107	18.14
Disregard Traffic Control	3,766	3.06	23	3.90
Overcorrecting/Oversteering	3,521	2.86	70	11.86
Turning Improperly	1,941	1.57	2	0.34
Drug Involvement	1,352	1.10	23	3.90
Improper Backing	1,412	1.15	0	0.00
Exceeded Stated Speed Limit	1,175	0.95	54	9.15
Fell Asleep	1,122	0.91	14	2.37
Improper Passing	1,104	0.90	8	1.36
Cell Phone	955	0.77	6	1.02
Lost Consciousness/Fainted	545	0.44	12	2.03
Emotional	609	0.49	5	0.85
Fatigue	555	0.45	5	0.85
Sick	317	0.26	4	0.68
Medication	236	0.19	5	0.85
Weaving in Traffic	208	0.17	3	0.51
Physical Disability	203	0.16	0	0.00

CONTRIBUTING FACTORS

(cont'd)

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

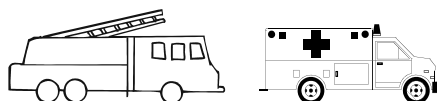
VEHICULAR FACTORS	ALL COLLISIONS	PERCENT OF TOTAL	FATAL COLLISIONS	PERCENT OF TOTAL
Brakes Defective	1,398	1.13	2	0.34
Tire Failure	915	0.74	9	1.53
Steering Failure	401	0.33	0	0.00
Load Securement	240	0.19	2	0.34
Oversized Load on Vehicle	110	0.09	0	0.00
Tow Hitch Defective / Separation of Units	96	0.08	1	0.17
Other Lighting Defective	76	0.06	1	0.17
Headlights Defective	55	0.04	0	0.00
Overweight	24	0.02	1	0.17

ENVIRONMENTAL FACTORS	ALL COLLISIONS	PERCENT OF TOTAL	FATAL COLLISIONS	PERCENT OF TOTAL
Slippery Surface	13,057	10.59	64	10.85
Animals Action	6,066	4.92	6	1.02
View Obstructed / Limited	2,430	1.97	17	2.88
Water Pooling	1,533	1.24	6	1.02
Glare	1,196	0.97	3	0.51
Debris In Roadway	690	0.56	5	0.85
Construction Work Zone	613	0.50	2	0.34
Improperly Parked Vehicle(s)	322	0.26	2	0.34
Shoulders Defective / Drop-off	207	0.17	2	0.34
Maintenance / Utility Work Zone	114	0.09	1	0.17
Hole/Deep Ruts/Bumps	86	0.07	1	0.17
Improper / Non-Working Traffic Controls	64	0.05	0	0.00
Fixed Object(s)	43	0.03	1	0.17

CONTRIBUTING FACTORS

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

COLLISIONS INVOLVING EMERGENCY VEHICLES	
TOTAL EMERGENCY VEHICLE COLLISIONS	1,076
FATAL COLLISIONS	2
INJURY COLLISIONS	172
TOTAL KILLED	2
TOTAL INJURED	282



EMERGENCY VEHICLE COLLISIONS				
DRIVER CONTRIBUTING FACTORS	ALL COLLISIONS	PERCENT OF TOTAL	FATAL COLLISIONS	PERCENT OF TOTAL
Alcohol Involvement	43	4.00	0	0
Cell Phone	6	0.56	0	0
Disregard Traffic Control	34	3.16	1	50
Distraction	56	5.20	0	0
Drug Involvement	14	1.30	0	0
Emotional	5	0.46	0	0
Exceeded Stated Speed Limit	12	1.12	0	0
Failed to Yield Right of Way	117	10.87	2	100
Fatigue	2	0.19	0	0
Fell Asleep	5	0.46	0	0
Following Too Close	19	1.77	0	0
Improper Backing	17	1.58	0	0
Improper Passing	18	1.67	0	0
Inattention	321	29.83	1	50
Lost Consciousness/Fainted	2	0.19	0	0
Medication	3	0.28	0	0
Misjudge Clearance	154	14.31	0	0
Not Under Proper Control	98	9.11	0	0
Overcorrecting/Oversteering	15	1.39	0	0
Physical Disability	0	0.00	0	0
Sick	1	0.09	0	0
Too Fast for Conditions	39	3.62	0	0
Turning Improperly	20	1.86	0	0
Weaving in Traffic	4	0.37	0	0

COLLISIONS INVOLVING FARM EQUIPMENT	
TOTAL FARM EQUIPMENT COLLISIONS	210
FATAL COLLISIONS	4
INJURY COLLISIONS	35
TOTAL KILLED	4
TOTAL INJURED	54



FARM EQUIPMENT COLLISIONS				
DRIVER CONTRIBUTING FACTORS	ALL COLLISIONS	PERCENT OF TOTAL	FATAL COLLISIONS	PERCENT OF TOTAL
Alcohol Involvement	2	0.95	1	25
Cell Phone	1	0.48	0	0
Disregard Traffic Control	5	2.38	0	0
Distraction	3	1.43	0	0
Drug Involvement	0	0.00	0	0
Emotional	0	0.00	0	0
Exceeded Stated Speed Limit	0	0.00	0	0
Failed to Yield Right of Way	20	9.52	0	0
Fatigue	0	0.00	0	0
Fell Asleep	0	0.00	0	0
Following Too Close	1	0.48	0	0
Improper Backing	5	2.38	0	0
Improper Passing	19	9.05	0	0
Inattention	84	40.00	1	25
Lost Consciousness/Fainted	0	0.00	0	0
Medication	1	0.48	0	0
Misjudge Clearance	29	13.81	0	0
Not Under Proper Control	21	10.00	2	50
Overcorrecting/Oversteering	4	1.90	1	25
Physical Disability	0	0.00	0	0
Sick	0	0.00	0	0
Too Fast for Conditions	7	3.33	1	25
Turning Improperly	1	0.48	0	0
Weaving in Traffic	0	0.00	0	0

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	813
FATAL COLLISIONS	1
INJURY COLLISIONS	95
TOTAL KILLED	1
TOTAL INJURED	314



SCHOOL BUS COLLISIONS				
DRIVER CONTRIBUTING FACTORS	ALL COLLISIONS	PERCENT OF TOTAL	FATAL COLLISIONS	PERCENT OF TOTAL
Alcohol Involvement	2	0.25	0	0
Cell Phone	3	0.37	0	0
Disregard Traffic Control	19	2.34	0	0
Distraction	42	5.17	0	0
Drug Involvement	4	0.49	0	0
Emotional	3	0.37	0	0
Exceeded Stated Speed Limit	4	0.49	0	0
Failed to Yield Right of Way	73	8.98	1	100
Fatigue	3	0.37	0	0
Fell Asleep	3	0.37	0	0
Following Too Close	22	2.71	0	0
Improper Backing	15	1.85	0	0
Improper Passing	9	1.11	0	0
Inattention	324	39.85	0	0
Lost Consciousness/Fainted	2	0.25	0	0
Medication	0	0.00	0	0
Misjudge Clearance	234	28.78	0	0
Not Under Proper Control	62	7.63	0	0
Overcorrecting/Oversteering	12	1.48	0	0
Physical Disability	2	0.25	0	0
Sick	3	0.37	0	0
Too Fast for Conditions	12	1.48	0	0
Turning Improperly	14	1.72	0	0
Weaving in Traffic	0	0.00	0	0

COLLISIONS INVOLVING ELEMENTARY SCHOOL AGE CHILDREN	
TOTAL ELEM. SCHOOL AGE CHILDREN COLLISIONS	8,939
FATAL COLLISIONS	29
INJURY COLLISIONS	2,085
TOTAL KILLED	
ALL AGES	41
6-12 YEAR OF AGE	7
TOTAL INJURED	
ALL AGES	4,517
6-12 YEAR OF AGE	1,461



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	154	1.72	7	24.14
Cell Phone	68	0.76	0	0.00
Disregard Traffic Control	364	4.07	0	0.00
Distraction	619	6.92	1	3.45
Drug Involvement	83	0.93	1	3.45
Emotional	50	0.56	0	0.00
Exceeded Stated Speed Limit	53	0.59	4	13.79
Failed to Yield Right of Way	1237	13.84	8	27.59
Fatigue	27	0.30	0	0.00
Fell Asleep	41	0.46	0	0.00
Following Too Close	658	7.36	1	3.45
Improper Backing	90	1.01	0	0.00
Improper Passing	68	0.76	0	0.00
Inattention	4363	48.81	12	41.38
Lost Consciousness/Fainted	18	0.20	0	0.00
Medication	9	0.10	0	0.00
Misjudge Clearance	644	7.20	3	10.34
Not Under Proper Control	1098	12.28	10	34.48
Overcorrecting/Oversteering	140	1.57	2	6.90
Physical Disability	13	0.15	0	0.00
Sick	14	0.16	0	0.00
Too Fast for Conditions	288	3.22	2	6.90
Turning Improperly	148	1.66	0	0.00
Weaving in Traffic	23	0.26	0	0.00

CONTRIBUTING FACTORS *(cont'd)*

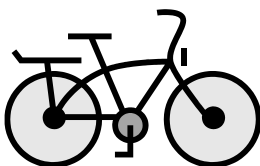
The following tables outline driver factors that contributed to each type of collision. Driver-contributing factors are summarized for each specific collision type. Any factor cannot be accumulated more than once in one collision. The percentages represent the percent a given factor occurred in a specific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

COLLISIONS INVOLVING PEDESTRIANS	
TOTAL EMERGENCY VEHICLE COLLISIONS	1,066
FATAL COLLISIONS	53
INJURY COLLISIONS	834
TOTAL KILLED	55
TOTAL INJURED	919



PEDESTRIAN COLLISIONS				
DRIVER CONTRIBUTING FACTORS	ALL COLLISIONS	PERCENT OF TOTAL	FATAL COLLISIONS	PERCENT OF TOTAL
Alcohol Involvement	40	3.75	5	9.43
Cell Phone	7	0.66	0	0.00
Disregard Traffic Control	22	2.06	0	0.00
Distraction	45	4.22	1	1.89
Drug Involvement	12	1.13	3	5.66
Emotional	21	1.97	0	0.00
Exceeded Stated Speed Limit	10	0.94	2	3.77
Failed to Yield Right of Way	105	9.85	2	3.77
Fatigue	3	0.28	0	0.00
Fell Asleep	1	0.09	0	0.00
Following Too Close	1	0.09	0	0.00
Improper Backing	6	0.56	0	0.00
Improper Passing	1	0.09	0	0.00
Inattention	317	29.74	11	20.75
Lost Consciousness/Fainted	3	0.28	0	0.00
Medication	2	0.19	0	0.00
Misjudge Clearance	22	2.06	0	0.00
Not Under Proper Control	48	4.50	6	11.32
Overcorrecting/Oversteering	3	0.28	0	0.00
Physical Disability	2	0.19	0	0.00
Sick	0	0.00	0	0.00
Too Fast for Conditions	14	1.31	1	1.89
Turning Improperly	8	0.75	0	0.00
Weaving in Traffic	0	0.00	0	0.00

COLLISIONS INVOLVING BICYCLES	
TOTAL BICYCLE COLLISIONS	495
FATAL COLLISIONS	3
INJURY COLLISIONS	348
TOTAL KILLED	3
TOTAL INJURED	360



BICYCLE COLLISIONS				
DRIVER CONTRIBUTING FACTORS	ALL COLLISIONS	PERCENT OF TOTAL	FATAL COLLISIONS	PERCENT OF TOTAL
Alcohol Involvement	0	0.00	0	0.00
Cell Phone	1	0.20	0	0.00
Disregard Traffic Control	7	1.41	0	0.00
Distraction	5	1.01	0	0.00
Drug Involvement	0	0.00	0	0.00
Emotional	1	0.20	0	0.00
Exceeded Stated Speed Limit	3	0.61	0	0.00
Failed to Yield Right of Way	64	12.93	0	0.00
Fatigue	0	0.00	0	0.00
Fell Asleep	0	0.00	0	0.00
Following Too Close	3	0.61	0	0.00
Improper Backing	0	0.00	0	0.00
Improper Passing	6	1.21	0	0.00
Inattention	117	23.64	0	0.00
Lost Consciousness/Fainted	0	0.00	0	0.00
Medication	0	0.00	0	0.00
Misjudge Clearance	11	2.22	0	0.00
Not Under Proper Control	8	1.62	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	0.81	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 ALL TERRAIN VEHICLES*	
TOTAL ALL TERRAIN VEHICLE COLLISIONS	162
FATAL COLLISIONS	15
INJURY COLLISIONS	116
TOTAL KILLED	15
ATV	14
HELMET USED	0
TOTAL INJURED (ATV)	152
HELMET USED	11

* Excluding private property



ALL TERRAIN VEHICLE COLLISIONS				
DRIVER CONTRIBUTING FACTORS	ALL COLLISIONS	PERCENT OF TOTAL	FATAL COLLISIONS	PERCENT OF TOTAL
Alcohol Involvement	35	21.60	8	53.33
Cell Phone	1	0.62	0	0.00
Disregard Traffic Control	4	2.47	0	0.00
Distraction	4	2.47	0	0.00
Drug Involvement	5	3.09	2	13.33
Emotional	1	0.62	0	0.00
Exceeded Stated Speed Limit	1	0.62	0	0.00
Failed to Yield Right of Way	13	8.02	1	6.67
Fatigue	1	0.62	0	0.00
Fell Asleep	0	0.00	0	0.00
Following Too Close	1	0.62	0	0.00
Improper Backing	1	0.62	0	0.00
Improper Passing	0	0.00	0	0.00
Inattention	46	28.40	0	0.00
Lost Consciousness/Fainted	1	0.62	1	6.67
Medication	1	0.62	0	0.00
Misjudge Clearance	5	3.09	0	0.00
Not Under Proper Control	71	43.83	9	60.00
Overcorrecting/Oversteering	4	2.47	2	13.33
Physical Disability	0	0.00	0	0.00
Sick	0	0.00	0	0.00
Too Fast for Conditions	21	12.96	3	20.00
Turning Improperly	2	1.23	0	0.00
Weaving in Traffic	0	0.00	0	0.00

COLLISIONS INVOLVING MOTORCYCLES	
TOTAL MOTORCYCLE COLLISIONS	1,689
FATAL COLLISIONS	83
INJURY COLLISIONS	1,060
TOTAL KILLED	84
MOTORCYCLIST	84
HELMET USED	25
NO HELMET	59
TOTAL INJURED	1,248



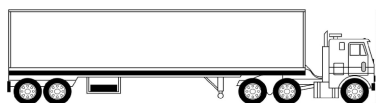
MOTORCYCLE COLLISIONS				
DRIVER CONTRIBUTING FACTORS	ALL COLLISIONS	PERCENT OF TOTAL	FATAL COLLISIONS	PERCENT OF TOTAL
Alcohol Involvement	116	6.87	14	16.87
Cell Phone	7	0.41	0	0.00
Disregard Traffic Control	29	1.72	3	3.61
Distraction	72	4.26	2	2.41
Drug Involvement	14	0.83	1	1.20
Emotional	8	0.47	1	1.20
Exceeded Stated Speed Limit	80	4.74	16	19.28
Failed to Yield Right of Way	217	12.85	12	14.46
Fatigue	3	0.18	0	0.00
Fell Asleep	0	0.00	0	0.00
Following Too Close	69	4.09	0	0.00
Improper Backing	8	0.47	0	0.00
Improper Passing	37	2.19	3	3.61
Inattention	538	31.85	18	21.69
Lost Consciousness/Fainted	5	0.30	0	0.00
Medication	1	0.06	0	0.00
Misjudge Clearance	53	3.14	4	4.82
Not Under Proper Control	430	25.46	37	44.58
Overcorrecting/Oversteering	48	2.84	2	2.41
Physical Disability	4	0.24	0	0.00
Sick	3	0.18	1	1.20
Too Fast for Conditions	60	3.55	4	4.82
Turning Improperly	20	1.18	0	0.00
Weaving in Traffic	7	0.41	0	0.00

CONTRIBUTING FACTORS *(cont'd)*

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

COLLISIONS INVOLVING TRUCKS*	
TOTAL TRUCK COLLISIONS	7,904
FATAL COLLISIONS	72
INJURY COLLISIONS	1,250
TOTAL KILLED	81
TOTAL INJURED	1,769

*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	110	1.39	6	8.33
Cell Phone	44	0.56	1	1.39
Disregard Traffic Control	166	2.10	3	4.17
Distraction	274	3.47	5	6.94
Drug Involvement	42	0.53	2	2.78
Emotional	28	0.35	2	2.78
Exceeded Stated Speed Limit	44	0.56	1	1.39
Failed to Yield Right of Way	758	9.59	19	26.39
Fatigue	47	0.59	1	1.39
Fell Asleep	99	1.25	2	2.78
Following Too Close	310	3.92	3	4.17
Improper Backing	142	1.80	0	0.00
Improper Passing	128	1.62	2	2.78
Inattention	2,976	37.65	27	37.50
Lost Consciousness/Fainted	24	0.30	0	0.00
Medication	12	0.15	0	0.00
Misjudge Clearance	1,435	18.16	2	2.78
Not Under Proper Control	1,045	13.22	22	30.56
Overcorrecting/Oversteering	176	2.23	5	6.94
Physical Disability	6	0.08	0	0.00
Sick	16	0.20	1	1.39
Too Fast for Conditions	247	3.13	5	6.94
Turning Improperly	143	1.81	1	1.39
Weaving in Traffic	24	0.30	0	0.00

COLLISIONS INVOLVING TRAINS	
TOTAL TRAIN COLLISIONS	39
FATAL COLLISIONS	4
INJURY COLLISIONS	12
TOTAL KILLED	4
TOTAL INJURED	18



TRAIN COLLISIONS				
DRIVER CONTRIBUTING FACTORS	ALL COLLISIONS	PERCENT OF TOTAL	FATAL COLLISIONS	PERCENT OF TOTAL
Alcohol Involvement	4	10.26	0	0.00
Cell Phone	0	0.00	0	0.00
Disregard Traffic Control	6	15.38	0	0.00
Distraction	1	2.56	0	0.00
Drug Involvement	1	2.56	0	0.00
Emotional	0	0.00	0	0.00
Exceeded Stated Speed Limit	0	0.00	0	0.00
Failed to Yield Right of Way	10	25.64	2	50.00
Fatigue	0	0.00	0	0.00
Fell Asleep	0	0.00	0	0.00
Following Too Close	0	0.00	0	0.00
Improper Backing	0	0.00	0	0.00
Improper Passing	0	0.00	0	0.00
Inattention	20	51.28	4	100.00
Lost Consciousness/Fainted	0	0.00	0	0.00
Medication	0	0.00	0	0.00
Misjudge Clearance	4	10.26	1	25.00
Not Under Proper Control	3	7.69	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 MULTIPLE FATALITIES	
TOTAL MULTIPLE FATALITIES COLLISIONS	41
TOTAL KILLED	89
TOTAL INJURED	52



MULTIPLE FATALITY COLLISIONS		
DRIVER CONTRIBUTING FACTORS	COLLISIONS	PERCENT OF TOTAL
Alcohol Involvement	2	17.07
Cell Phone	3	0.00
Disregard Traffic Control	19	4.88
Distraction	42	2.44
Drug Involvement	4	7.32
Emotional	3	0.00
Exceeded Stated Speed Limit	4	7.32
Failed to Yield Right of Way	73	14.63
Fatigue	3	0.00
Fell Asleep	3	0.00
Following Too Close	22	4.88
Improper Backing	15	0.00
Improper Passing	9	4.88
Inattention	324	29.27
Lost Consciousness/Fainted	2	0.00
Medication	0	0.00
Misjudge Clearance	234	2.44
Not Under Proper Control	62	46.34
Overcorrecting/Oversteering	12	2.44
Physical Disability	2	0.00
Sick	3	0.00
Too Fast for Conditions	12	12.20
Turning Improperly	14	0.00
Weaving in Traffic	0	2.44



COLLISIONS BY COUNTY

COLLISIONS BY COUNTY

2012 VS 2013

COUNTY	COLLISIONS								PERSONS			
	TOTAL		FATAL		NON-FATAL INJURY		PROPERTY DAMAGE		KILLED		INJURED	
	2012	2013	2012	2013	2012	2013	2012	2013	2012	2013	2012	2013
Adair	364	271	4	3	69	64	291	204	4	3	112	98
Allen	370	456	5	5	93	88	272	363	5	6	147	141
Anderson	457	441	2	0	85	102	370	339	2	0	135	157
Ballard	192	192	1	4	42	41	149	147	1	4	61	64
Barren	1,028	1,139	8	10	213	219	807	910	9	11	314	340
Bath	121	124	3	2	28	24	90	98	3	3	41	41
Bell	677	621	4	7	135	139	538	475	4	7	206	211
Boone	4,307	4,307	18	9	628	632	3,661	3,666	18	9	899	946
Bourbon	513	550	1	2	87	90	425	458	1	2	132	127
Boyd	1,536	1,506	6	4	257	245	1,273	1,257	6	4	362	363
Boyle	836	840	2	2	147	140	687	698	2	2	198	194
Bracken	241	231	3	1	48	40	190	190	3	1	65	56
Breathitt	290	290	5	4	106	81	179	205	5	5	204	131
Breckinridge	281	246	3	6	86	78	192	162	3	7	130	118
Bullitt	1,681	1,821	7	7	374	376	1,300	1,438	7	7	558	562
Butler	250	278	2	3	58	49	190	226	2	3	81	64
Caldwell	335	385	2	2	87	75	246	308	2	3	118	102
Calloway	1,031	944	8	8	163	143	860	793	8	9	243	203
Campbell	2,870	2,848	11	5	332	359	2,527	2,484	12	5	449	494
Carlisle	90	78	2	2	33	36	55	40	2	2	37	52
Carroll	373	367	5	3	65	60	303	304	6	3	106	83
Carter	533	532	9	4	115	116	409	412	10	4	169	157
Casey	141	280	4	6	33	66	104	208	4	6	41	104
Christian	1,782	1,718	8	8	373	325	1,401	1,385	9	10	525	444
Clark	1,052	1,018	5	4	169	146	878	868	6	4	232	209
Clay	449	381	10	6	169	140	270	235	10	6	273	240
Clinton	229	132	3	1	55	36	171	95	3	1	75	47
Crittenden	170	182	2	2	52	60	116	120	2	2	79	79
Cumberland	104	134	0	1	23	27	81	106	0	1	28	41
Daviess	3,078	3,314	8	8	457	500	2,613	2,806	8	8	674	708
Edmonson	155	201	4	1	39	40	112	160	4	1	62	53
Elliott	61	61	1	0	22	20	38	41	1	0	30	23
Estill	145	161	0	6	32	29	113	126	0	8	51	67
Fayette	12,043	12,228	25	17	2,171	2,150	9,847	10,061	25	18	3,018	3,054
Fleming	211	246	1	4	44	50	166	192	1	6	72	79
Floyd	907	763	12	10	244	193	651	560	13	11	391	332
Franklin	1,639	1,454	5	3	247	234	1,387	1,217	5	3	346	323
Fulton	101	126	1	1	22	23	78	102	3	1	27	30
Gallatin	312	240	3	4	62	52	247	184	3	4	95	80
Garrard	361	337	4	2	92	78	265	257	5	2	136	126

COLLISIONS BY COUNTY

2012 VS 2013

COUNTY	COLLISIONS								PERSONS			
	TOTAL		FATAL		NON-FATAL INJURY		PROPERTY DAMAGE		KILLED		INJURED	
	2012	2013	2012	2013	2012	2013	2012	2013	2012	2013	2012	2013
Grant	780	640	7	2	140	108	633	530	7	2	214	158
Graves	811	864	6	8	195	197	610	659	6	8	263	282
Grayson	636	604	10	6	169	130	457	468	12	6	247	202
Green	158	167	1	6	26	29	131	132	1	7	32	47
Greenup	689	683	5	3	119	120	565	560	6	3	183	171
Hancock	134	141	1	0	43	32	90	109	1	0	61	48
Hardin	2,913	2,922	18	12	470	451	2,425	2,459	18	20	696	688
Harlan	592	558	3	4	146	150	443	404	3	4	220	238
Harrison	524	490	8	5	107	77	409	408	9	5	171	121
Hart	483	525	5	2	108	101	370	422	6	2	204	153
Henderson	1,425	1,563	4	4	301	291	1,120	1,268	4	4	429	394
Henry	322	383	0	1	69	82	253	300	0	2	91	108
Hickman	53	49	1	1	8	13	44	35	1	1	12	19
Hopkins	1,432	1,314	8	5	202	186	1,222	1,123	9	5	304	257
Jackson	175	196	2	3	54	59	119	134	2	3	82	81
Jefferson	29,347	28,503	63	87	5,239	5,174	24,045	23,242	65	88	8,040	8,047
Jessamine	1,334	1,309	3	6	248	202	1,083	1,101	3	6	342	300
Johnson	469	456	4	3	130	100	335	353	4	3	191	155
Kenton	5,219	5,269	7	5	735	709	4,477	4,555	8	5	994	993
Knott	238	251	6	4	87	85	145	162	7	5	128	121
Knox	590	584	11	7	173	163	406	414	15	7	307	292
Larue	274	289	6	1	65	55	203	233	6	1	85	82
Laurel	1,546	1,473	16	12	350	323	1,180	1,138	17	13	566	557
Lawrence	273	243	4	6	85	71	184	166	4	6	136	107
Lee	89	82	2	1	19	17	68	64	2	1	33	30
Leslie	40	87	1	2	10	31	29	54	1	2	19	55
Letcher	304	286	2	3	121	102	181	181	2	4	192	174
Lewis	155	162	4	4	27	39	124	119	4	4	34	53
Lincoln	432	415	3	2	118	109	311	304	3	2	182	149
Livingston	164	189	1	2	44	34	119	153	1	2	57	73
Logan	549	504	8	8	112	119	429	377	8	10	162	174
Lyon	225	228	3	3	46	54	176	171	3	3	61	77
McCracken	2,097	2,031	16	7	547	478	1,534	1,546	19	7	881	785
McCreary	239	222	3	4	86	72	150	146	3	4	140	132
McLean	191	174	1	1	54	53	136	120	1	1	79	80
Madison	2,452	2,440	12	11	376	369	2,064	2,060	13	12	564	544
Magoffin	178	189	4	4	58	42	116	143	4	4	88	70
Marion	410	382	8	5	69	60	333	317	8	5	126	88
Marshall	743	730	10	6	187	179	546	545	10	6	282	267
Martin	149	94	3	0	46	28	100	66	3	0	75	39

COLLISIONS BY COUNTY

2012 VS 2013

COUNTY	COLLISIONS								PERSONS			
	TOTAL		FATAL		NON-FATAL INJURY		PROPERTY DAMAGE		KILLED		INJURED	
	2012	2013	2012	2013	2012	2013	2012	2013	2012	2013	2012	2013
Mason	581	566	4	6	87	103	490	457	4	8	123	150
Meade	448	425	5	6	128	134	315	285	5	6	189	219
Menifee	64	50	0	0	22	20	42	30	0	0	32	30
Mercer	456	487	4	1	108	88	344	398	4	1	149	115
Metcalfe	213	210	2	4	52	44	159	162	2	4	64	63
Monroe	64	42	5	0	10	7	49	35	5	0	22	9
Montgomery	777	750	4	2	144	139	629	609	4	2	199	199
Morgan	185	184	2	3	56	49	127	132	2	4	83	63
Muhlenberg	792	782	4	6	196	161	592	615	4	6	270	228
Nelson	1,167	1,074	10	7	252	189	905	878	10	8	363	291
Nicholas	155	148	2	1	28	25	125	122	2	1	46	36
Ohio	583	531	11	5	158	126	414	400	13	5	252	172
Oldham	970	1,011	4	4	191	157	775	850	5	5	281	216
Owen	121	162	3	3	29	44	89	115	4	4	41	64
Owsley	27	41	2	1	7	12	18	28	2	1	9	21
Pendleton	383	335	2	1	61	58	320	276	2	1	96	69
Perry	843	709	12	9	205	183	626	517	14	11	331	272
Pike	1,729	1,500	20	17	506	460	1,203	1,023	21	20	776	721
Powell	320	335	7	3	85	77	228	255	7	3	123	122
Pulaski	1,615	1,560	8	7	277	255	1,330	1,298	8	7	436	380
Robertson	13	25	1	0	4	6	8	19	1	0	5	6
Rockcastle	426	417	12	4	101	84	313	329	13	4	167	133
Rowan	751	737	5	5	128	128	618	604	5	5	195	187
Russell	347	313	4	3	71	51	272	259	4	3	122	84
Scott	1,408	1,331	5	12	276	230	1,127	1,089	5	12	386	331
Shelby	1,216	1,287	4	5	234	209	978	1,073	6	6	346	313
Simpson	582	587	2	2	120	131	460	454	3	2	166	167
Spencer	177	197	4	0	34	51	139	146	5	0	58	75
Taylor	644	643	6	1	102	102	536	540	7	1	156	137
Todd	204	233	3	1	59	48	142	184	3	1	92	60
Trigg	298	330	6	4	68	76	224	250	10	4	89	123
Trimble	181	117	5	1	39	28	137	88	5	1	54	39
Union	309	280	1	0	84	73	224	207	1	0	108	113
Warren	3,910	4,126	12	16	752	734	3,146	3,376	14	18	1,074	1,036
Washington	233	232	5	0	54	57	174	175	5	0	77	83
Wayne	298	204	5	1	73	36	220	167	6	2	115	57
Webster	232	242	2	3	77	52	153	187	2	3	102	62
Whitley	1,033	955	8	7	265	226	760	722	11	7	406	360
Wolfe	165	159	3	2	47	27	115	130	3	2	68	47
Woodford	774	807	3	4	141	128	630	675	3	5	199	173
TOTALS	124,844	123,258	694	590	24,077	22,868	100,073	99,800	746	638	35,765	34,180

COLLISIONS INVOLVING DRINKING DRIVERS

BY COUNTY

2012 VS 2013

COUNTY	COLLISIONS								PERSONS			
	TOTAL		FATAL *		NON-FATAL INJURY		PROPERTY DAMAGE		KILLED *		INJURED	
	2012	2013	2012	2013	2012	2013	2012	2013	2012	2013	2012	2013
Adair	9	17	2	1	3	6	4	10	2	1	9	12
Allen	13	23	0	2	7	6	6	15	0	2	12	9
Anderson	13	20	0	0	5	9	8	11	0	0	9	13
Ballard	8	9	0	0	2	5	6	4	0	0	2	5
Barren	41	42	3	3	18	19	20	20	4	3	25	33
Bath	6	12	0	0	2	4	4	8	0	0	2	4
Bell	12	20	2	2	3	11	7	7	2	2	4	15
Boone	151	142	4	1	43	47	104	94	4	1	59	69
Bourbon	28	40	0	0	7	13	21	27	0	0	10	17
Boyd	26	33	2	1	5	13	19	19	2	1	7	24
Boyle	37	33	0	0	14	11	23	22	0	0	17	13
Bracken	14	9	1	0	3	3	10	6	1	0	4	6
Breathitt	10	10	1	0	6	5	3	5	1	0	8	9
Breckinridge	13	11	2	0	5	7	6	4	2	0	7	8
Bullitt	69	76	1	2	28	30	40	44	1	2	36	47
Butler	16	17	0	0	6	4	10	13	0	0	10	8
Caldwell	11	9	1	1	5	2	5	6	1	1	10	5
Calloway	36	38	2	1	8	12	26	25	2	1	13	18
Campbell	113	131	2	0	28	36	83	95	2	0	33	57
Carlisle	5	4	0	1	3	3	2	0	0	1	3	5
Carroll	21	17	1	1	9	5	11	11	1	1	14	6
Carter	23	20	4	1	11	8	8	11	4	1	24	11
Casey	15	10	1	2	8	6	6	2	1	2	10	10
Christian	69	59	2	2	24	16	43	41	3	2	28	22
Clark	31	29	1	0	10	7	20	22	1	0	11	9
Clay	18	18	2	2	10	10	6	6	2	2	23	14
Clinton	11	7	1	1	8	3	2	3	1	1	14	4
Crittenden	10	1	2	0	4	0	4	1	2	0	8	0
Cumberland	7	5	0	1	3	2	4	2	0	1	4	2
Daviess	121	114	6	0	26	34	89	80	6	0	37	44
Edmonson	7	10	0	1	3	7	4	2	0	1	3	10
Elliott	2	2	0	0	0	1	2	1	0	0	0	1
Estill	13	9	0	1	4	1	9	7	0	2	6	2
Fayette	494	500	3	5	133	139	358	356	3	5	173	200
Fleming	7	4	0	0	6	0	1	4	0	0	15	0
Floyd	53	36	1	6	25	13	27	17	1	6	37	22
Franklin	49	64	0	0	16	20	33	44	0	0	28	25
Fulton	9	3	1	0	4	1	4	2	3	0	4	1
Gallatin	23	10	1	0	12	5	10	5	1	0	17	9
Garrard	11	13	2	0	6	4	3	9	3	0	9	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 2012 VS 2013

COUNTY	COLLISIONS								PERSONS			
	TOTAL		FATAL *		NON-FATAL INJURY		PROPERTY DAMAGE		KILLED *		INJURED	
	2012	2013	2012	2013	2012	2013	2012	2013	2012	2013	2012	2013
Grant	18	14	0	0	7	3	11	11	0	0	7	7
Graves	37	31	0	1	14	18	23	12	0	1	19	23
Grayson	35	29	1	1	18	13	16	15	3	1	19	20
Green	3	8	0	2	1	2	2	4	0	2	1	2
Greenup	25	22	1	0	9	10	15	12	1	0	11	11
Hancock	12	5	1	0	5	2	6	3	1	0	5	2
Hardin	99	104	1	4	39	25	59	75	1	6	64	37
Harlan	16	16	1	1	7	8	8	7	1	1	8	12
Harrison	26	27	2	1	11	11	13	15	3	1	21	26
Hart	18	19	0	2	7	6	11	11	0	2	11	11
Henderson	54	49	1	1	18	18	35	30	1	1	27	24
Henry	24	20	0	0	10	12	14	8	0	0	13	14
Hickman	4	0	0	0	3	0	1	0	0	0	3	0
Hopkins	33	40	0	3	15	13	18	24	0	3	19	20
Jackson	10	9	0	0	7	4	3	5	0	0	8	7
Jefferson	938	888	17	25	322	312	599	551	18	25	504	449
Jessamine	54	52	1	2	15	7	38	43	1	2	27	12
Johnson	24	17	1	1	9	8	14	8	1	1	10	11
Kenton	217	229	1	1	52	60	164	168	1	1	71	89
Knott	11	13	2	1	6	9	3	3	2	1	7	11
Knox	13	18	0	1	4	7	9	10	0	1	4	16
Larue	10	12	0	1	3	4	7	7	0	1	4	8
Laurel	33	32	1	2	16	15	16	15	1	3	22	29
Lawrence	14	8	2	2	5	3	7	3	2	2	8	4
Lee	1	1	0	0	0	0	1	1	0	0	0	0
Leslie	2	1	0	0	0	1	2	0	0	0	0	1
Letcher	17	13	0	2	11	7	6	4	0	3	13	8
Lewis	11	10	1	3	2	2	8	5	1	3	2	4
Lincoln	18	23	1	1	6	12	11	10	1	1	6	17
Livingston	10	9	1	1	4	6	5	2	1	1	6	8
Logan	22	18	1	3	5	8	16	7	1	4	7	10
Lyon	8	13	1	1	3	3	4	9	1	1	4	4
McCracken	91	74	5	0	39	38	47	36	6	0	59	62
McCreary	5	6	0	0	2	4	3	2	0	0	2	8
McLean	3	7	0	0	2	4	1	3	0	0	3	4
Madison	98	95	2	3	20	24	76	68	2	3	29	37
Magoffin	5	8	0	1	2	4	3	3	0	1	2	5
Marion	23	20	2	0	11	6	10	14	2	0	33	9
Marshall	36	35	1	1	15	16	20	18	1	1	27	19
Martin	3	3	1	0	2	1	0	2	1	0	8	1

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

This also affects the total of all collisions.

COLLISIONS INVOLVING DRINKING DRIVERS BY COUNTY 2012 VS 2013

COUNTY	COLLISIONS								PERSONS			
	TOTAL		FATAL *		NON-FATAL INJURY		PROPERTY DAMAGE		KILLED *		INJURED	
	2012	2013	2012	2013	2012	2013	2012	2013	2012	2013	2012	2013
Mason	34	29	1	1	13	11	20	17	1	1	16	19
Meade	20	28	1	2	10	12	9	14	1	2	13	20
Menifee	8	2	0	0	7	1	1	1	0	0	8	1
Mercer	24	19	1	0	11	8	12	11	1	0	12	9
Metcalfe	8	8	1	0	3	2	4	6	1	0	3	3
Monroe	2	0	1	0	0	0	1	0	1	0	2	0
Montgomery	32	26	0	0	12	12	20	14	0	0	13	15
Morgan	7	6	0	1	4	3	3	2	0	1	4	4
Muhlenberg	31	28	0	1	16	11	15	16	0	1	19	14
Nelson	59	48	1	4	23	12	35	32	1	5	43	18
Nicholas	4	8	0	0	0	3	4	5	0	0	0	3
Ohio	27	19	5	1	11	11	11	7	5	1	27	15
Oldham	41	29	1	2	11	9	29	18	1	3	15	12
Owen	9	7	2	1	4	4	3	2	2	1	6	6
Owsley	1	0	0	0	1	0	0	0	0	0	1	1
Pendleton	27	16	2	0	7	4	18	12	2	0	12	4
Perry	23	36	3	1	9	17	11	18	3	1	16	23
Pike	88	75	4	6	39	44	45	25	4	7	56	66
Powell	10	13	0	2	2	6	8	5	0	2	2	8
Pulaski	37	48	1	3	13	20	23	25	1	3	19	29
Robertson	2	4	0	0	2	1	0	3	0	0	3	1
Rockcastle	16	9	3	1	9	4	4	4	3	1	14	6
Rowan	26	16	0	1	11	6	15	9	0	1	17	10
Russell	5	9	0	0	2	4	3	5	0	0	2	9
Scott	56	41	0	5	17	12	39	24	0	5	22	21
Shelby	45	51	0	2	16	15	29	34	0	2	26	23
Simpson	17	21	0	0	5	13	12	8	0	0	5	17
Spencer	15	3	1	0	4	0	10	3	1	0	5	0
Taylor	20	18	1	0	8	13	11	5	1	0	15	14
Todd	9	15	0	0	6	5	3	10	0	0	6	8
Trigg	12	21	1	1	5	9	6	11	2	1	5	12
Trimble	16	6	0	0	7	3	9	3	0	0	10	3
Union	9	8	0	0	3	3	6	5	0	0	3	3
Warren	113	135	0	6	43	45	70	84	0	7	62	62
Washington	21	10	2	0	6	6	13	4	2	0	9	12
Wayne	18	3	3	0	7	1	8	2	4	0	9	1
Webster	11	6	0	1	4	1	7	4	0	1	6	1
Whitley	20	38	1	2	5	16	14	20	1	2	5	19
Wolfe	7	3	0	1	6	1	1	1	0	1	11	7
Woodford	35	42	0	2	11	10	24	30	0	2	15	23
TOTALS	4,671	4,529	136	153	1,623	1,592	2,912	2,784	148	163	2,376	2,339

* 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 1,499 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, 37 were fatal collisions and 583 were injury collisions.

COUNTY	ALL COLLISIONS	FATAL* COLLISIONS	INJURY COLLISIONS	PERSONS* KILLED	PERSONS INJURED
ADAIR	4	2	1	2	1
ALLEN	5	2	1	2	1
ANDERSON	6	0	4	0	7
BALLARD	1	0	0	0	0
BARREN	9	3	3	3	7
BATH	7	1	2	1	3
BELL	30	2	7	2	10
BOONE	31	3	11	3	17
BOURBON	8	0	3	0	4
BOYD	21	2	8	2	13
BOYLE	13	1	6	1	7
BRACKEN	2	1	1	1	1
BREATHITT	10	3	6	4	10
BRECKENRIDGE	1	1	0	1	0
BULLITT	14	2	6	2	8
BUTLER	2	1	0	1	0
CALDWELL	4	1	1	1	1
CALLOWAY	14	2	2	2	4
CAMPBELL	25	2	8	2	20
CARLISLE	2	1	1	1	1
CARROLL	5	1	0	1	0
CARTER	10	1	6	1	8
CASEY	10	2	5	2	11
CHRISTIAN	18	4	3	6	4
CLARK	9	3	1	3	4
CLAY	17	3	9	3	17
CLINTON	3	1	1	1	1
CRITTENDEN	4	1	1	1	1
CUMBERLAND	3	0	2	0	2
DAVISS	30	1	7	1	7
EDMONSON	1	0	0	0	0
ELLIOTT	0	0	0	0	0
ESTILL	4	2	0	3	0
FAYETTE	65	3	22	3	25
FLEMING	5	2	3	3	4
FLOYD	49	7	16	7	26
FRANKLIN	17	1	8	1	10
FULTON	0	0	0	0	0
GALLATIN	4	1	1	1	1

COUNTY	ALL COLLISIONS	FATAL* COLLISIONS	INJURY COLLISIONS	PERSONS* KILLED	PERSONS INJURED
GARRARD	8	0	2	0	3
GRANT	9	0	2	0	3
GRAVES	12	1	7	1	10
GRAYSON	15	2	5	2	7
GREEN	3	2	1	2	3
GREENUP	10	2	5	2	6
HANCOCK	0	0	0	0	0
HARDIN	27	2	3	7	5
HARLAN	22	1	12	1	19
HARRISON	8	0	4	0	9
HART	8	0	3	0	3
HENDERSON	13	0	4	0	4
HENRY	3	1	1	2	1
HICKMAN	2	1	1	1	1
HOPKINS	18	1	7	1	7
JACKSON	3	0	2	0	4
JEFFERSON	192	31	68	32	105
JESSAMINE	16	0	4	0	4
JOHNSON	17	3	6	3	9
KENTON	58	3	21	3	36
KNOTT	12	3	7	4	9
KNOX	25	2	6	2	9
LARUE	2	0	0	0	0
LAUREL	29	5	11	6	28
LAWRENCE	3	1	0	1	0
LEE	3	0	1	0	2
LESLIE	4	2	2	2	5
LETCHER	13	2	8	3	15
LEWIS	2	2	0	2	0
LINCOLN	5	0	2	0	2
LIVINGSTON	5	2	0	2	0
LOGAN	9	4	3	5	5
LYON	10	1	4	1	4
McCRACKEN	17	0	6	0	9
McCREARY	7	1	0	1	0
McLEAN	2	0	0	0	0
MADISON	31	3	6	4	11
MAGOFFIN	10	2	3	2	5
MARION	6	1	2	1	3

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

DRIVERS UNDER INFLUENCE OF DRUGS BY COUNTY

COUNTY	ALL COLLISIONS	FATAL* COLLISIONS	INJURY COLLISIONS	PERSONS* KILLED	PERSONS INJURED
MARSHALL	14	3	5	3	9
MARTIN	4	0	2	0	3
MASON	7	2	4	3	6
MEADE	4	2	2	2	4
MENIFEE	1	0	1	0	2
MERCER	4	0	3	0	3
METCALFE	2	0	1	0	1
MONROE	0	0	0	0	0
MONTGOMERY	11	1	3	1	3
MORGAN	9	1	4	1	4
MUHLBERG	15	2	5	2	8
NELSON	12	3	4	3	8
NICHOLAS	5	0	1	0	1
OHIO	10	2	2	2	4
OLDHAM	4	1	1	1	2
OWEN	4	1	2	1	4
OWSLEY	2	0	0	0	0
PENDLETON	2	0	1	0	1
PERRY	24	3	10	5	14
PIKE	115	10	63	13	93
POWELL	9	1	4	1	8
PULASKI	22	4	7	4	7

COUNTY	ALL COLLISIONS	FATAL* COLLISIONS	INJURY COLLISIONS	PERSONS* KILLED	PERSONS INJURED
ROBERTSON	0	0	0	0	0
ROCKCASTLE	16	3	4	3	10
ROWAN	8	3	1	3	1
RUSSELL	10	2	4	2	10
SCOTT	14	4	2	4	6
SHELBY	6	2	1	2	1
SIMPSON	5	1	3	1	5
SPENCER	2	0	1	0	2
TAYLOR	6	1	2	1	2
TODD	2	1	1	1	1
TRIGG	8	2	1	2	4
TRIMBLE	1	0	1	0	2
UNION	2	0	0	0	0
WARREN	44	4	14	4	19
WASHINGTON	1	0	1	0	1
WAYNE	2	0	1	0	1
WEBSTER	6	2	1	2	1
WHITLEY	15	4	6	4	6
WOLFE	3	1	0	1	0
WOODFORD	7	1	1	1	1
TOTALS	1,540	211	545	234	840

* 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	5,014	37	1,110	38	1,702
Pennyrile	5,361	33	1,019	36	1,443
Green River	6,245	21	1,127	21	1,577
Barren River	8,068	51	1,532	57	2,200
Lincoln Trail	6,174	43	1,154	53	1,771
KIPDA	33,319	105	6,077	109	9,360
Northern Kentucky	14,168	32	2,022	33	2,887
Buffalo Trace	1,230	15	238	19	344
Gateway	1,845	12	360	14	520
FIVCO	3,025	17	572	17	821
Big Sandy	3,002	34	823	38	1,317
Kentucky River	1,905	26	538	31	851
Cumberland Valley	5,185	50	1,284	51	2,112
Lake Cumberland	3,926	33	738	35	1,127
Bluegrass	24,791	81	4,274	86	6,148
TOTALS	123,258	590	22,868	638	34,180

ALCOHOL RELATED COLLISIONS BY AREA DEVELOPMENT DISTRICT

AREA DEVELOPMENT DISTRICT	TOTAL NUMBER REPORTED	TOTAL COLLISIONS REPORTED		NUMBER PERSONS	
		FATAL*	INJURY	KILLED*	INJURED
Purchase	194	4	93	4	133
Pennyrile	195	10	65	10	93
Green River	208	3	73	3	93
Barren River	293	17	110	19	163
Lincoln Trail	262	12	85	15	132
KIPDA	1,073	31	381	32	548
Northern Kentucky	566	4	164	4	247
Buffalo Trace	56	4	17	4	30
Gateway	62	2	26	2	34
FIVCO	85	4	35	4	51
Big Sandy	139	14	70	15	105
Kentucky River	77	5	40	6	60
Cumberland Valley	160	11	75	12	118
Lake Cumberland	131	10	61	10	91
Bluegrass	1,028	22	297	23	441
TOTALS	4,529	153	1,592	163	2,339

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

DRUG RELATED COLLISIONS BY AREA DEVELOPMENT DISTRICT

AREA DEVELOPMENT DISTRICT	TOTAL NUMBER REPORTED	TOTAL COLLISIONS REPORTED		NUMBER PERSONS	
		FATAL*	INJURY	KILLED*	INJURED
Purchase	62	8	22	8	34
Pennyrile	84	15	23	17	30
Green River	63	5	14	5	16
Barren River	85	15	28	16	41
Lincoln Trail	68	11	17	16	28
KIPDA	222	37	79	39	121
Northern Kentucky	138	11	46	11	82
Buffalo Trace	16	7	8	9	11
Gateway	36	6	11	6	13
FIVCO	44	6	19	6	27
Big Sandy	195	22	90	25	136
Kentucky River	71	14	34	19	55
Cumberland Valley	157	20	57	21	103
Lake Cumberland	70	15	24	15	38
Bluegrass	229	19	73	21	105
TOTALS	1,540	211	545	234	840

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

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



PARKING LOTS/ PRIVATE PROPERTY

COLLISIONS BY COUNTY

PARKING LOTS / PRIVATE PROPERTY

2012 VS 2013

COUNTY	COLLISIONS								PERSONS			
	TOTAL		FATAL		NON-FATAL INJURY		PROPERTY DAMAGE		KILLED		INJURED	
	2012	2013	2012	2013	2012	2013	2012	2013	2012	2013	2012	2013
Adair	108	98	0	0	2	5	106	93	0	0	2	5
Allen	114	106	0	0	4	4	110	102	0	0	4	4
Anderson	117	102	0	0	2	2	115	100	0	0	2	3
Ballard	25	29	0	0	0	1	25	28	0	0	0	1
Barren	306	356	1	0	11	7	294	349	1	0	14	7
Bath	17	16	0	0	0	0	17	16	0	0	0	0
Bell	178	201	1	0	5	6	172	195	1	0	8	6
Boone	1,135	1,128	0	0	31	21	1,104	1,107	0	0	36	25
Bourbon	70	82	0	0	2	0	68	82	0	0	3	0
Boyd	326	280	0	0	18	9	308	271	0	0	21	17
Boyle	247	269	0	0	5	4	242	265	0	0	7	4
Bracken	17	18	0	0	1	0	16	18	0	0	1	0
Breathitt	54	46	0	0	5	2	49	44	0	0	5	2
Breckinridge	58	56	0	0	1	1	57	55	0	0	1	1
Bullitt	177	200	0	0	11	8	166	192	0	0	14	10
Butler	20	55	0	0	0	3	20	52	0	0	0	5
Caldwell	86	98	0	0	2	2	84	96	0	0	2	2
Calloway	397	391	1	0	4	2	392	389	1	0	4	2
Campbell	574	516	1	0	14	15	559	501	1	0	17	16
Carlisle	8	8	0	0	0	3	8	5	0	0	0	3
Carroll	56	51	0	0	2	0	54	51	0	0	2	0
Carter	85	103	1	0	2	4	82	99	1	0	3	4
Casey	6	53	0	0	0	1	6	52	0	0	0	2
Christian	272	310	0	1	11	18	261	291	0	1	11	19
Clark	251	232	0	1	8	6	243	225	0	1	8	6
Clay	84	73	0	0	2	3	82	70	0	0	2	3
Clinton	44	6	0	0	0	2	44	4	0	0	0	4
Crittenden	25	25	0	0	1	1	24	24	0	0	1	1
Cumberland	28	28	0	0	1	1	27	27	0	0	1	1
Daviess	951	929	0	0	28	25	923	904	0	0	30	26
Edmonson	16	22	0	0	1	0	15	22	0	0	2	0
Elliott	14	14	0	0	0	1	14	13	0	0	0	1
Estill	22	31	0	0	0	3	22	28	0	0	0	4
Fayette	3,134	3,160	0	0	105	101	3,029	3,059	0	0	116	110
Fleming	49	68	0	0	2	2	47	66	0	0	2	2
Floyd	159	158	0	0	7	7	152	151	0	0	8	8
Franklin	515	456	0	0	15	10	500	446	0	0	15	12
Fulton	32	26	0	0	1	2	31	24	0	0	1	2
Gallatin	39	40	0	0	0	1	39	39	0	0	0	1
Garrard	50	38	0	1	1	2	49	35	0	1	2	2

COLLISIONS BY COUNTY

PARKING LOTS / PRIVATE PROPERTY

2012 VS 2013

COUNTY	COLLISIONS								PERSONS			
	TOTAL		FATAL		NON-FATAL INJURY		PROPERTY DAMAGE		KILLED		INJURED	
	2012	2013	2012	2013	2012	2013	2012	2013	2012	2013	2012	2013
Grant	122	116	0	1	2	0	120	115	0	1	3	0
Graves	72	160	0	0	5	3	67	157	0	0	8	3
Grayson	131	154	0	0	4	6	127	148	0	0	4	7
Green	41	37	0	0	0	0	41	37	0	0	0	0
Greenup	161	151	0	1	4	5	157	145	0	1	6	6
Hancock	24	28	0	0	2	1	22	27	0	0	3	1
Hardin	442	393	0	0	9	13	433	380	0	0	11	14
Harlan	138	124	0	0	4	7	134	117	0	0	6	7
Harrison	110	115	0	0	3	4	107	111	0	0	4	5
Hart	65	36	0	0	1	1	64	35	0	0	1	1
Henderson	436	405	0	1	14	18	422	386	0	1	14	22
Henry	55	48	0	0	2	2	53	46	0	0	3	2
Hickman	3	6	0	0	0	0	3	6	0	0	0	0
Hopkins	417	393	0	0	4	3	413	390	0	0	4	3
Jackson	24	29	0	0	1	2	23	27	0	0	1	2
Jefferson	1,782	1,764	1	0	152	155	1,629	1,609	1	0	170	193
Jessamine	317	309	0	0	10	8	307	301	0	0	12	9
Johnson	162	127	0	0	6	9	156	118	0	0	6	12
Kenton	875	875	1	0	33	24	841	851	1	0	44	26
Knott	25	34	0	1	3	2	22	31	0	1	3	2
Knox	135	149	0	0	3	1	132	148	0	0	4	1
Larue	24	38	0	0	0	0	24	38	0	0	0	0
Laurel	368	316	0	0	10	8	358	308	0	0	11	8
Lawrence	55	61	0	0	2	2	53	59	0	0	2	2
Lee	26	17	0	0	1	0	25	17	0	0	1	0
Leslie	7	17	0	0	1	0	6	17	0	0	2	0
Letcher	32	22	0	0	1	1	31	21	0	0	1	1
Lewis	20	16	0	0	0	0	20	16	0	0	0	0
Lincoln	64	52	1	1	1	3	62	48	1	1	1	4
Livingston	22	9	0	0	0	1	22	8	0	0	0	1
Logan	133	145	0	0	1	1	132	144	0	0	1	1
Lyon	58	41	0	0	0	0	58	41	0	0	0	0
McCracken	276	296	0	0	33	19	243	277	0	0	38	19
McCreary	42	44	0	0	2	2	40	42	0	0	2	2
McLean	32	24	0	0	3	0	29	24	0	0	3	0
Madison	807	848	0	1	11	10	796	837	0	1	12	13
Magoffin	33	45	0	0	0	1	33	44	0	0	0	1
Marion	114	136	0	0	2	1	112	135	0	0	2	1
Marshall	168	150	0	0	6	4	162	146	0	0	6	4
Martin	43	24	0	0	2	1	41	23	0	0	4	4

COLLISIONS BY COUNTY

PARKING LOTS / PRIVATE PROPERTY

2012 VS 2013

COUNTY	COLLISIONS								PERSONS			
	TOTAL		FATAL		NON-FATAL INJURY		PROPERTY DAMAGE		KILLED		INJURED	
	2012	2013	2012	2013	2012	2013	2012	2013	2012	2013	2012	2013
Mason	205	137	0	0	5	0	200	137	0	0	6	0
Meade	87	62	1	1	1	1	85	60	1	1	3	1
Menifee	4	6	0	1	0	0	4	5	0	1	0	0
Mercer	83	70	0	0	3	2	80	68	0	0	4	2
Metcalfe	39	40	0	0	2	2	37	38	0	0	2	2
Monroe	38	27	0	0	2	0	36	27	0	0	3	0
Montgomery	198	200	0	0	6	1	192	199	0	0	8	1
Morgan	53	31	0	0	0	2	53	29	0	0	0	2
Muhlenberg	209	207	0	0	4	5	205	202	0	0	4	5
Nelson	76	70	0	0	3	3	73	67	0	0	3	4
Nicholas	23	13	0	0	1	0	22	13	0	0	1	0
Ohio	126	133	0	0	4	3	122	130	0	0	5	3
Oldham	93	104	1	0	5	2	87	102	1	0	5	2
Owen	16	27	0	0	0	1	16	26	0	0	0	1
Owsley	4	7	0	0	0	0	4	7	0	0	0	0
Pendleton	34	24	0	0	1	0	33	24	0	0	2	0
Perry	272	203	0	0	7	5	265	198	0	0	11	5
Pike	440	414	0	0	21	14	419	400	0	0	25	18
Powell	53	71	0	0	1	2	52	69	0	0	1	2
Pulaski	568	541	1	3	10	7	557	531	1	3	10	8
Robertson	1	3	0	0	0	0	1	3	0	0	0	0
Rockcastle	67	70	0	0	1	2	66	68	0	0	1	3
Rowan	177	204	0	0	5	5	172	199	0	0	6	8
Russell	108	108	0	0	3	2	105	106	0	0	3	2
Scott	165	185	0	0	9	9	156	176	0	0	13	9
Shelby	236	242	0	0	8	4	228	238	0	0	10	6
Simpson	206	239	0	0	4	4	202	235	0	0	5	7
Spencer	25	17	0	0	0	1	25	16	0	0	0	1
Taylor	209	243	0	0	5	9	204	234	0	0	6	10
Todd	33	30	0	0	0	1	33	29	0	0	0	3
Trigg	57	62	0	0	2	2	55	60	0	0	2	2
Trimble	9	10	0	0	0	0	9	10	0	0	0	0
Union	44	54	0	0	2	4	42	50	0	0	2	4
Warren	769	711	0	0	40	37	729	674	0	0	44	46
Washington	62	44	0	0	1	3	61	41	0	0	1	3
Wayne	76	62	0	0	2	3	74	59	0	0	2	3
Webster	31	36	0	0	4	0	27	36	0	0	5	0
Whitley	195	190	1	0	5	7	189	183	1	0	10	13
Wolfe	40	39	0	1	0	1	40	37	0	1	0	2
Woodford	136	148	0	0	4	4	132	144	0	0	5	4
TOTALS	22,994	22,716	12	15	814	751	22,168	21,950	12	15	946	880

TYPES OF COLLISIONS

PARKING LOTS / PRIVATE PROPERTY

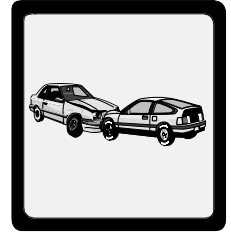


PARKING LOTS:

Total Collisions:	21,619
% of Total Collisions:	95.17%
Persons Killed:	11
% of Total Fatalities:	73.33%
No. of Fatal Collisions:	11
% of All Fatal Collisions:	73.33%

COLLISIONS WITH MOVING MOTOR VEHICLE:

Total Collisions:	410
% of Total Collisions:	1.80%
Persons Killed:	0
% of Total Fatalities:	0.00%
No. of Fatal Collisions:	
% of All Fatal Collisions:	0.00%

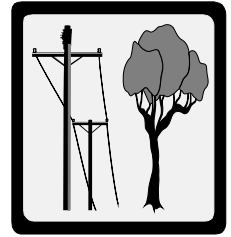


COLLISIONS WITH PEDESTRIAN:

Total Collisions:	22
% of Total Collisions:	0.10%
Persons Killed:	1
% of Total Fatalities:	6.67%
No. of Fatal Collisions:	1
% of All Fatal Collisions:	6.67%

COLLISIONS WITH FIXED OBJECT:

Total Collisions:	195
% of Total Collisions:	0.86%
Persons Killed:	2
% of Total Fatalities:	13.33%
No. of Fatal Collisions:	2
% of All Fatal Collisions:	13.33%

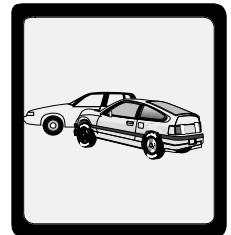


COLLISIONS WITH PEDALCYCLIST:

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

PARKED VEHICLE COLLISIONS:

Total Collisions:	428
% of Total Collisions:	1.88%
Persons Killed:	0
% of Total Fatalities:	0.00%
No. of Fatal Collisions:	0
% of All Fatal Collisions:	0.00%

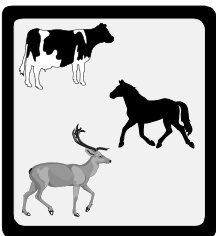


COLLISIONS WITH RAILWAY TRAIN:

Total Collisions:	10
% of Total Collisions:	0.04%
Persons Killed:	1
% of Total Fatalities:	6.67%
No. of Fatal Collisions:	1
% of All Fatal Collisions:	6.67%

COLLISIONS WITH OTHER OBJECTS:

Total Collisions:	15
% of Total Collisions:	0.07%
Persons Killed:	0
% of Total Fatalities:	0.00%
No. of Fatal Collisions:	0
% of All Fatal Collisions:	0.00%



COLLISIONS WITH ANIMALS (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-COLLISIONS (INCLUDING OVERTURNED):

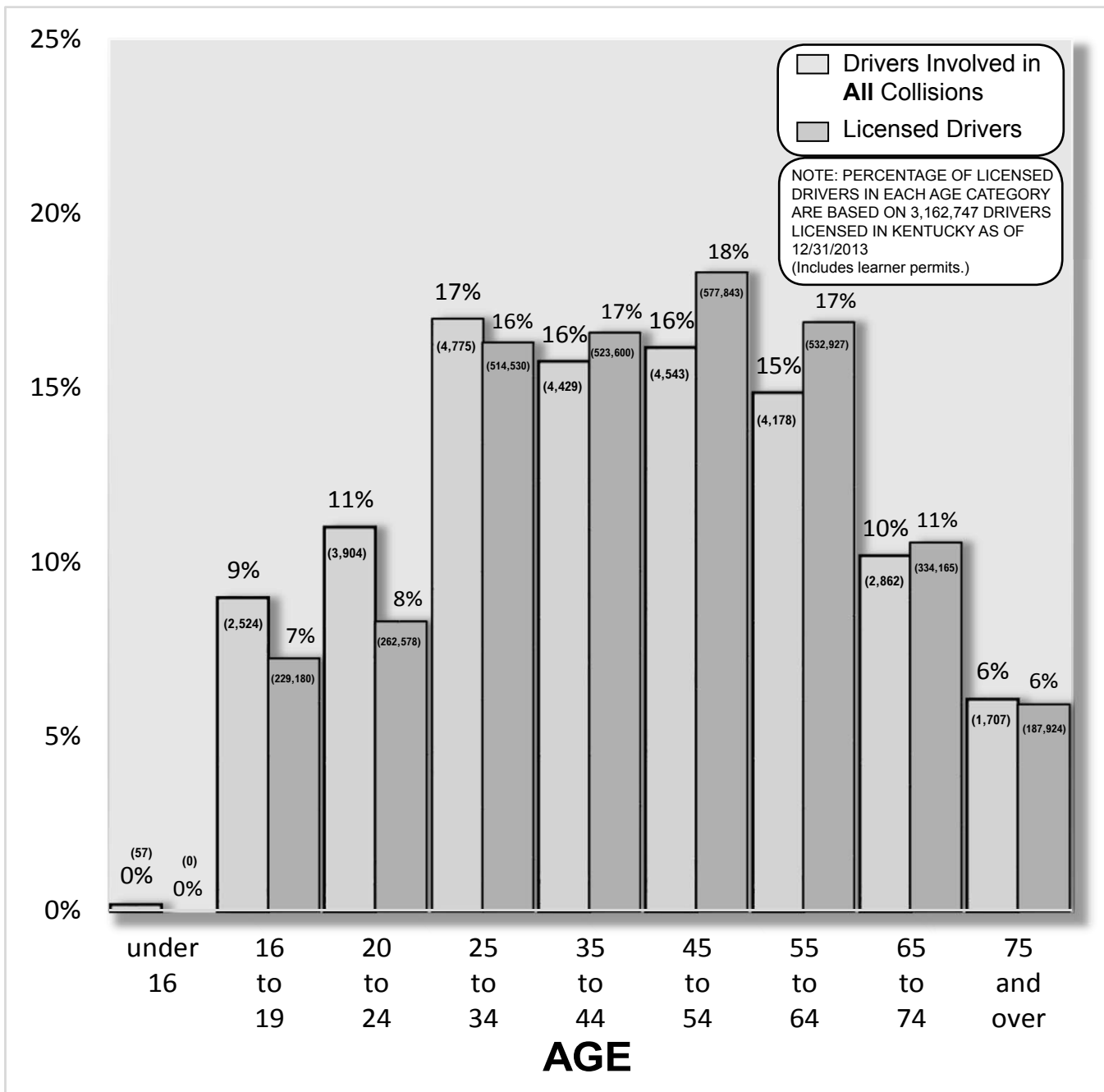
Total Collisions:	14
% of Total Collisions:	0.06%
Persons Killed:	0
% of Total Fatalities:	0.00%
No. of Fatal Collisions:	0
% of All Fatal Collisions:	0.00%



AGE OF DRIVERS (ALL COLLISIONS)

PARKING LOTS / PRIVATE PROPERTY

The chart below groups the ages of 28,169 drivers involved in traffic collisions during 2013 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 291 driver’s ages which could not be determined. These drivers represent 0.1% of all drivers involved in collisions. The percentages given below do not consider the “Unknown” category.



CONTRIBUTING FACTORS

PARKING LOTS / PRIVATE PROPERTY

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

HUMAN FACTORS	ALL COLLISIONS	PERCENT OF TOTAL	FATAL COLLISIONS	PERCENT OF TOTAL
Inattention	10,723	47.20	3	20.00
Misjudge Clearance	4,713	20.75	0	0.00
Improper Backing	1,997	8.79	1	6.67
Not Under Proper Control	1,546	6.81	6	40.00
Failed to Yield Right of Way	1,010	4.45	0	0.00
Distraction	669	2.95	0	0.00
Alcohol Involvement	480	2.11	3	20.00
Too Fast for Conditions	178	0.78	0	0.00
Emotional	144	0.63	0	0.00
Turning Improperly	138	0.61	0	0.00
Drug Involvement	135	0.59	0	0.00
Following Too Close	98	0.43	0	0.00
Cell Phone	77	0.34	0	0.00
Disregard Traffic Control	67	0.29	0	0.00
Lost Consciousness/Fainted	66	0.29	2	13.33
Overcorrecting/Oversteering	61	0.27	0	0.00
Improper Passing	59	0.26	0	0.00
Physical Disability	55	0.24	1	6.67
Sick	48	0.21	2	13.33
Exceeded Stated Speed Limit	45	0.20	0	0.00
Medication	38	0.17	0	0.00
Fatigue	37	0.16	0	0.00
Fell Asleep	20	0.09	0	0.00
Weaving in Traffic	2	0.01	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	194	0.85	0	0.00
Steering Failure	33	0.15	0	0.00
Tire Failure	14	0.06	0	0.00
Oversized Load on Vehicle	12	0.05	0	0.00
Tow Hitch Defective / Separation of Units	11	0.05	0	0.00
Load Securement	9	0.04	0	0.00
Other Lighting Defective	4	0.02	0	0.00
Overweight	2	0.01	0	0.00
Headlights Defective	0	0.00	0	0.00

ENVIRONMENTAL FACTORS	ALL COLLISIONS	PERCENT OF TOTAL	FATAL COLLISIONS	PERCENT OF TOTAL
View Obstructed	457	2.01	0	0.00
Slippery Surface	377	1.66	0	0.00
Improperly Parked Vehicle	218	0.96	0	0.00
Glare	128	0.56	0	0.00
Water Pooling	30	0.13	0	0.00
Animal Action	28	0.12	0	0.00
Fixed Object(s)	26	0.11	0	0.00
Hole/Deep Ruts/Bumps	16	0.07	0	0.00
Roadway Construction	14	0.06	0	0.00
Debris In Roadway	6	0.03	0	0.00
Shoulder Defective	6	0.03	0	0.00
Maintenance / Utility	4	0.02	0	0.00
Traffic Controls Not Working	2	0.01	0	0.00



FATALITY ANALYSIS REPORTING SYSTEM



www.nhtsa.gov

FATALITY ANALYSIS REPORTING SYSTEM (FARS)

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 2013 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 5% 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	0	0	0
16	10	0	0
17	10	1	10
18	25	1	4
19	20	5	25
20	15	2	13
21	18	6	33
22-24	55	13	24
25-34	158	41	26
35-44	141	31	22
45-54	157	30	19
55-64	128	15	12
65-74	73	5	7
Over 74	56	3	5
Unknown	7	0	0
TOTALS	873	153	18

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

DURING 2013, THERE WERE 163 PERSONS KILLED IN FATAL COLLISIONS INVOLVING A DRINKING DRIVER. THIS REPRESENTS 26% OF ALL PERSONS KILLED IN TRAFFIC COLLISIONS IN KENTUCKY DURING 2013.

The chart below shows drinking drivers by age and alcohol test result. Eighty-one (81) percent of the drinking drivers tested were found to have a blood alcohol content (BAC) of 0.10% or above at the time of the collision.

AGE	NUMBER OF DRINKING DRIVERS*	BAC TEST RESULTS			
		.01 - .05	.06 - .09	.10 - .19	.20+
Under 16	0	0	0	0	0
16	0	0	0	0	0
17	1	0	0	1	0
18	1	0	0	1	0
19	5	1	0	4	0
20	2	1	1	0	0
21	6	1	0	3	2
22-24	13	2	2	5	4
25-34	41	3	5	22	11
35-44	31	1	1	15	14
45-54	30	3	5	11	11
55-64	15	0	1	6	8
65-74	5	0	1	4	0
75+	3	0	1	2	0
Unknown	0	0	0	0	0
TOTAL	153	12	17	74	50

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

DURING 2013, TWENTY-EIGHT (28) PERCENT OF THE FATALLY INJURED PEDESTRIANS OVER THE AGE OF 15 WERE DRINKING. THEIR AVERAGE ALCOHOL TEST WAS 17%.

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.

FATALLY INJURED PEDESTRIANS

AGE	TOTAL	NUMBER DRINKING	AVERAGE TEST RESULTS
0-5	1	0	.00
6-10	0	0	.00
11-15	3	0	.00
16-20	2	0	.00
21-25	6	3	.15
26-30	4	3	.20
31-40	10	2	.17
41-50	9	3	.18
51-60	7	3	.18
61-70	6	0	.00
71-80	5	1	.14
81+	4	0	.00
UNKNOWN	0	0	.00
TOTAL	57	15	.17

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 2013 FARS data strongly confirms both the lifesaving advantage as well as the reduction of serious injury when restraints are in place. FIFTY-THREE (53) PERCENT OF THE VEHICLE OCCUPANTS KILLED DURING 2013 WERE NOT RESTRAINED. FORTY-TWO (42) PERCENT OF THE VEHICLE OCCUPANTS SUFFERING INCAPACITATING INJURY WERE NOT RESTRAINED. NINETEEN (19) 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	28	69	0	225	255	0	577
Incapacitating Injury	0	4	0	73	53	0	130
Non-Incapacitating Injury	0	3	0	115	27	0	145
Possible Injury	0	3	0	95	36	3	137
No Injury	0	2	0	254	15	0	271
Unknown if Injured	0	0	0	0	0	8	8
Injured, Severity Unknown	0	0	0	1	0	0	1
TOTAL	28	81	0	763	386	11	1,269

Of the 1,160 vehicle occupants involved in fatal collisions in 2013, only 763 were using safety restraints - an overall usage rate of 66% in fatal collisions. (*Motorcycle occupants are not included*)

EJECTION

RESULTS	Total Ejection	Partial Ejection	No Ejection	Unknown	TOTAL
Fatal Injury	84	23	372	1	480
Incapacitating Injury	12	1	113	0	126
Non-Incapacitating Injury	7	0	135	0	142
Possible Injury	2	0	132	0	134
No Injury	0	0	269	0	269
Unknown If Injured	0	0	1	0	1
Injured, Severity Unknown	0	0	8	0	8
TOTAL	105	24	1,030	1	1,160

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-FIVE (85) 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	3	1	0	2	0
Injured (Incapacitating)	1	1	0	0	0
Injured (Non-Incapacitating)	4	4	0	0	0
Injured (Possible)	5	4	0	1	0
Not Injured	12	12	0	0	0
TOTAL	25	22	0	3	0

Of the twenty-five (25) child occupants (four years and under) involved in fatal collisions in 2013, twenty-two (22) children were secured in a child restraint. Of the three (3) children killed, two (2) were using a restraint, none (0) were using a lap belt or shoulder harness, and one (1) was using a child safety seat.



\$1.9 - \$5.1 BILLION

COST of KENTUCKY TRAFFIC COLLISIONS 2013



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 2013 (occurring on public roads.) Costs for 2012 were used since 2013 data was not available.

The **ECONOMIC COST** (\$1.9 billion) was derived from the following formula:

COST PER	X	NUMBER REPORTED	=	ESTIMATED COST
Fatalities				
\$1,410,000	X	638	=	\$899,580,000
Incapacitating Injuries				
\$72,200	X	3,175	=	\$229,235,000
Non-Incapacitating Injuries				
\$22,400	X	11,326	=	\$253,702,400
Possible Injuries				
\$13,200	X	19,679	=	\$259,762,800
Property Damage Only				
\$2,500	X	99,800	=	\$249,500,000
TOTAL ECONOMIC COST ESTIMATE				\$1,891,780,200

The **COMPREHENSIVE COST** (\$1.9 billion) was derived from the following formula:

COST PER	X	NUMBER REPORTED	=	ESTIMATED COST
Fatalities				
\$4,538,000	X	638	=	\$2,895,244,000
Incapacitating Injuries				
\$230,000	X	3,175	=	\$730,250,000
Non-Incapacitating Injuries				
\$58,700	X	11,326	=	\$664,836,200
Possible Injuries				
\$28,000	X	19,679	=	\$551,012,000
Property Damage Only				
\$2,500	X	99,800	=	\$249,500,000
TOTAL COMPREHENSIVE COST ESTIMATE				\$5,090,842,200

Top Car Seat Errors

Harness too loose

The harness is the critical part of the car seat that prevents your child's forward movement. When the harness is snug against the child, it decreases the risk of head and neck injury.

Car seat not tight/using the wrong seat belts

The majority of seats are not tight because the parent/guardian was unaware of how the seat belts work with the car seat. There are two ways to secure a car seat in the vehicle. The seat belt can be used in any seating position, but it must be locked to hold the seat securely. The other option, available since 2002, is the LATCH (Lower Anchors and Tethers for Children) method. This system is explained in your vehicle manual, and the seat attaches by hooking the designated straps to a metal bar in the right (bottom) of the seat. The strap also must be pulled tightly so the seat does not move more than an inch at the belt path any direction.

Chest retainer clip not at armpit level

The plastic pieces that hold the harness straps together are pre-crash positioning devices. In a crash without the correct use of the retainer clip, the harness could slide off the shoulder. In order for the harness straps to perform adequately, the retainer clip must be in the correct position at the armpit.

Child forward facing too soon

The American Academy of Pediatrics recommends that children ride rear facing at the bare minimum of 2 years of age. Seats on the market now will allow children to ride rear facing until they are 30 pounds.

Riding in a recalled car seat

Many recalls are related to a car seat's safety features. Always fill out the manufacturer's card to be notified of any recalls.

Child too heavy for seat

You can find the weight and height limits on the stickers on the car seat.

Seat too old

The Juvenile Products Manufacturers Association recommends that seats be discarded after six years. Many seats now are marked with an expiration date. All safety experts recommend using a seat that is less than 10 years old.

Inappropriate padding in the car seat

There should never be any extra padding, blankets or infant head supports that go behind or under the child. Blankets can be on the sides, around the head or at the crotch, and should never interfere with the harness position.

Using a second-hand seat

Buying a used car seat may mean not knowing the history of the seat, whether it has been in a crash, missing instructions or mandated stickers. Car seats are only tested for one car crash and should never be used after a crash.



FOR MORE INFORMATION CONTACT YOUR LOCAL KENTUCKY STATE POLICE POST 1-800-222-5555

OR VISIT WWW.KENTUCKYSTATEPOLICE.ORG



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KENTUCKY'S PRECIOUS CARGO



Keeping Our Children Safe

Our children are the most precious cargo we carry while in our vehicles. But sadly, 80 - 90% of all child safety seats are not installed properly. Motor vehicle crashes are the leading cause of death for children under the age of 14.

Kentucky State Police want to make sure your child is properly restrained while traveling in your vehicle. This brochure will walk you through the steps to make sure your child has a safe ride every time!



Infant seat

These seats should be used for babies from birth to 22-30 pounds and less than 30 inches (check your seat rating).

- ALWAYS read your seat and vehicle instructions regarding car seat installation.
- The seat MUST ALWAYS be installed rear-facing.
- NEVER place a rear-facing seat in front of an active airbag.
- Harness straps should come through the slots in the back of the seat at or just below the level of your baby's shoulder.
- Keep the harness clip at armpit level.
- ALWAYS keep the harness strap snug. You should not be able to pinch any of the harness straps.
- The seats should be reclined at a 30 to 45 degree angle.

Rear-facing convertible

These seats should be used for babies from 20 to 40 pounds who have outgrown the limits of an infant seat.

- READ the labels on the seat to see the weight and height limits for your child now and for his or her growth later.
- Keep your child rear-facing in this seat until he or she reaches the seat's upper weight and height limits. Most seats will accommodate children up to 30 pounds, and some will accommodate up to 40 pounds.
- Continue to keep the harness snug and at or just below shoulder level. Keep harness clip at armpit level.
- Put the recline adjuster in the appropriate position for a rear-facing seat.

Toddler car seat/belt-positioning booster seat

Toddler seats are forward-facing only seats. Read the label for minimum and maximum weight limits. They have a full harness (with a noted weight limit) that can be removed for use as a booster seat. The booster seat will have another weight limit.

- Keep your child in the full harness until the upper weight limit for the harness has been reached.



Forward-facing convertible

- Turn the seat forward when the child has reached the upper limits for a rear-facing seat.
- The seat must be re-adjusted for the forward position. Change the recline adjuster to upright and change the harness to above the shoulders.
- Forward-facing harness weight limits vary from seat to seat. Your seat may list 40, 50, 65 or 80 pounds.

Kentucky's Law

- Any child under 40 inches tall must be in a child and/or infant seat.
- Any child, who is under seven years of age and is between 40 and 50 inches tall, must be in a booster seat.
- All children over seven years of age and over 50 inches tall must be secured in a seat belt.



Your child is much safer riding in a full harness for as long as possible.