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TRAFFIC COLLISION FACTS



**2015
REPORT**



COMMONWEALTH OF KENTUCKY
OFFICE OF THE GOVERNOR

MATTHEW G. BEVIN
GOVERNOR

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My Fellow Kentuckians:

The 2015 KENTUCKY TRAFFIC COLLISION FACTS report you hold in your hand is full of facts and figures regarding accidents on our Commonwealth's roadways. It will inform you that 761 fatalities occurred in 2015. Eighty-nine more fatalities happened in 2015 than in 2014, a tragic increase of about 13 percent.

Statistics on traffic collisions and fatalities often seem impersonal or even irrelevant, but it is important to realize that these numbers are very personal and very relevant to the families and friends of those whose lives they reflect. My family knows first-hand how difficult it is to get through life altering tragedy like this. In 2003, there were 845 fatal crashes on Kentucky's roadways. One of those 845 fatal collisions took the life of our 17-year-old daughter, Brittiney. When tragedy like this occurs, lives are changed instantly and permanently.



Brittiney's life was not simply a statistic. Neither are the lives of any person involved in a fatal crash. The 761 Kentuckians who lost their lives in 2015 are husbands, wives, fathers, mothers, sons and daughters. So many of these collisions could have been avoided or prevented altogether.

By simply following some common sense rules, we can drastically reduce injury and death on our highways. Please stay alert and observe speed limits. Don't text while driving! Always buckle up, and please do not operate a vehicle under the influence of any substance. Don't just apply this to your own driving methods, but hold your friends and family accountable as well. Please remember, your children are watching you more than they are listening to you. Take time to promote and demonstrate safe driving habits.

Statistics reflecting the safety and health of Kentucky citizens are not recorded here for purely academic reasons. They are a call to action for each of us to step up and make a difference. As drivers and passengers, we have an obligation to make our highways safer. Let's work together to stop tragedy before it strikes. United in this effort, we can make our roadways safer for all Kentuckians.

Sincerely,

Matthew G. Bevin
Governor



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MATTHEW G. BEVIN
GOVERNOR

JOHN C. TILLEY
SECRETARY

The Honorable Matthew G. Bevin
Governor of Kentucky
The Capitol
Frankfort, Kentucky 40601

RICHARD W. SANDERS
COMMISSIONER

Dear Governor Bevin:

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 2015 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-two 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 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,

Commissioner

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

This 2015 Collision Facts Report
would like to
remember
the
SEVEN HUNDRED SIXTY-ONE
who were victims of fatal traffic collisions
on public roads
during 2015.

KENTUCKY

TRAFFIC COLLISION FACTS

2015

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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 2015 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 2015 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.

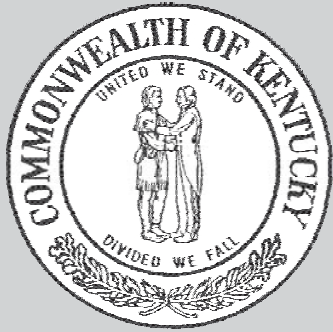
Alcohol-Related Collision: any collision in which an operator was observed to have been drinking by the officer investigating the collision.

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

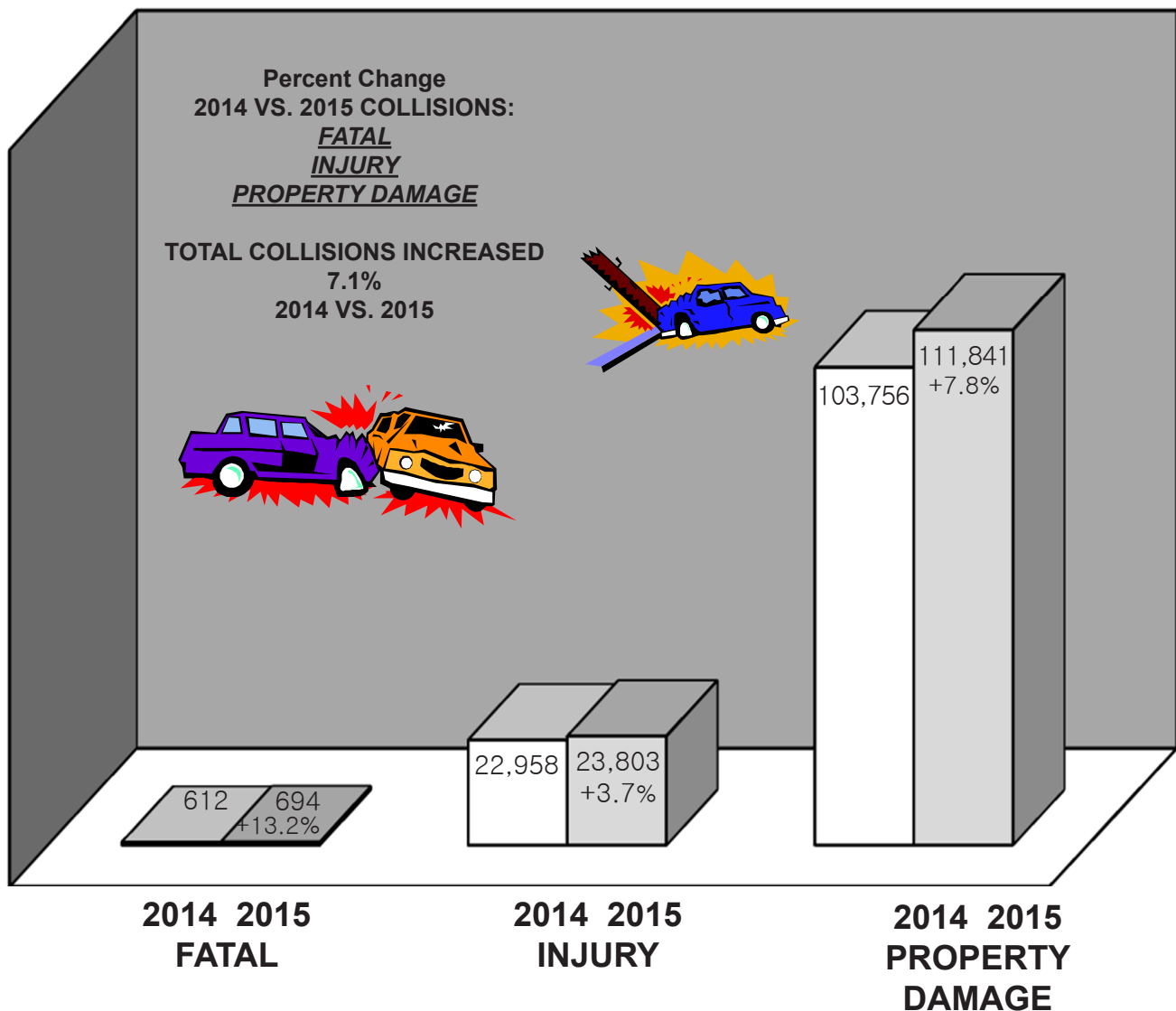
2015 COLLISION SUMMARY

TYPE COLLISION REPORTED	2014	2015	PERCENT CHANGE
FATAL (Public Roads)	612	694	+13.4%
NONFATAL INJURY (Public Roads)	22,958	23,803	+3.7%
PROPERTY DAMAGE ONLY (Public Roads)	103,756	111,841	+7.8%
TOTAL NUMBER REPORTED (Public Roads)	127,326	136,338	+7.1%
PARKING LOTS / PRIVATE PROPERTY	23,854	25,055	+5.0%
TOTAL ALL REPORTED	151,180	161,393	+6.8%
FATAL (Total)	*620	**707	+14.0%

* Includes 8 fatal collisions on parking lots / private property

** Includes 13 fatal collisions on parking lots / private property

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



DEATH AND INJURY SUMMARY

	2014	2015	% CHANGE
PERSONS KILLED (Public Roads)	672	761	+13.2%
PERSONS KILLED (Parking Lots/Private Property)	8	13	+62.5%
PERSONS KILLED (Total)	680	774	+13.8%
PERSONS INJURED (Public Roads)	34,221	35,542	+3.9%
PERSONS INJURED (Parking Lots/Private Property)	932	918	-1.5%
PERSONS INJURED (Total)	35,153	36,460	+3.7%

FACTS: APPROXIMATELY ONE OF EVERY 6,800 KENTUCKY RESIDENTS DIED AS A RESULT OF A FATAL TRAFFIC COLLISION ON A PUBLIC ROAD DURING 2015 IN KENTUCKY. ABOUT ONE IN 145 KENTUCKY RESIDENTS WAS INJURED IN A TRAFFIC COLLISION IN KENTUCKY.*

APPROXIMATELY ONE OF EVERY 16 DRIVERS LICENSED IN KENTUCKY WAS INVOLVED IN A TRAFFIC COLLISION IN KENTUCKY. ABOUT ONE OF 3,500 KENTUCKY DRIVERS WAS INVOLVED IN A FATAL COLLISION.**

* Based on 4,425,092 population estimate for Kentucky in 2015.

** Based on 3,201,804 licensed drivers in Kentucky in 2015 (including learner permit)

A total of 761 persons were killed on public roads during 2015. The total number of traffic fatalities increased 13.2%, with 89 more fatalities than during 2014.

35,542 persons were injured on public roads during 2015, an increase of 3.9% from 2014, or 1,321 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	66	7
NON-INCAPACITATING INJURY		
Public Roads	11,822	33
Parking Lots/Private Property	297	32
POSSIBLE INJURY		
Public Roads	20,545	58
Parking Lots/Private Property	555	60
TOTAL		
Public Roads	35,542	
Parking Lots/Private Property	918	

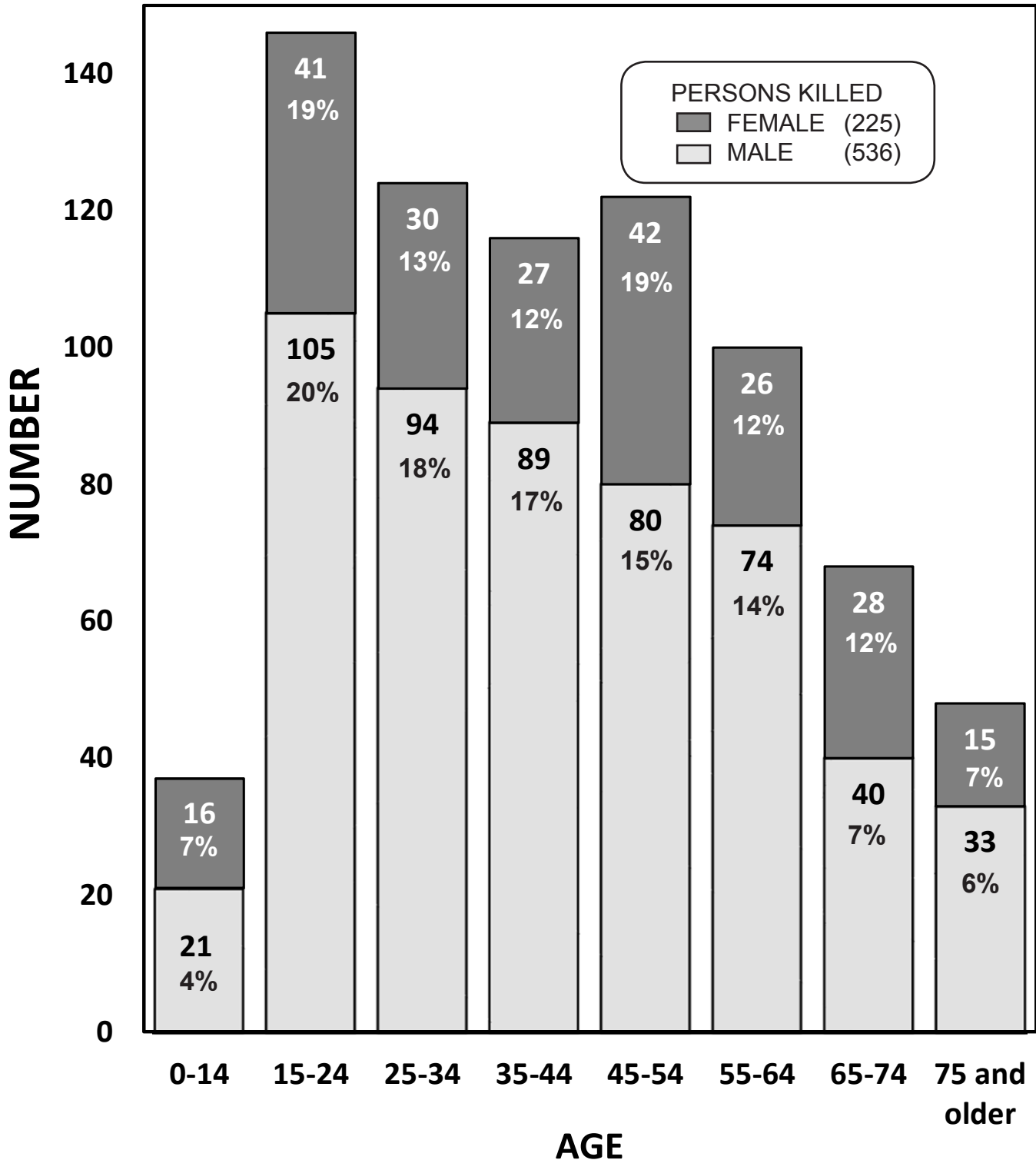
TOTAL DEATH RATES (Deaths per 100 million miles traveled*)			
YEAR	KILLED	RATE**	
		KY	U.S.
2001	843	1.78	1.51
2002	915	1.96	1.51
2003	928	1.98	1.48
2004	964	2.07	1.44
2005	985	2.08	1.46
2006	913	1.92	1.42
2007	864	1.80	1.36
2008	826	1.75	1.25
2009	791	1.68	1.16
2010	760	1.58	1.15
2011	721	1.50	1.18
2012	746	1.58	1.23
2013	638	1.36	1.18
2014	672	1.40	1.16
2015	761	1.56	1.22

* Miles traveled in Kentucky in 2015 = 48.8 billion

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

FATALITIES BY AGE AND SEX

The number of persons killed in fatal collisions in 2015 is shown by age and sex in the chart below. There were 536 males versus 225 females killed. Nineteen (19) 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 (66%) and collisions with fixed objects (23%) account for 89% of the fatalities and injuries during 2015.

TYPE OF COLLISION	TYPE OF INJURY						
	TOTAL COLLISIONS	FATAL COLLISIONS	KILLED	INCAPACITATING INJURY	NON- INCAPACITATING INJURY	POSSIBLE INJURY	% OF TOTAL OCCUPANTS KILLED OR INJURED
COLLISIONWITH MOVINGVEHICLE	88,808	280	328	1,689	7,426	14,408	65.7
COLLISIONWITH FIXED OBJECT	24,911	252	261	925	2,870	4,136	22.6
OTHER NON-COLLISION	2,662	27	28	132	341	416	2.5
COLLISIONWITH PEDESTRIAN	1,097	68	71	158	395	404	2.8
NON-COLLISION OVERTURNED	1,382	39	43	146	337	435	2.6
COLLISIONWITH OTHER OBJECT	1,573	6	6	29	93	159	0.8
COLLISIONWITH PEDALCYCLIST	405	7	7	35	111	138	0.8
COLLISIONWITH PARKEDVEHICLE	8,716	8	8	27	131	215	1.0
COLLISIONWITH DEER	3,260	3	3	8	54	100	0.5
COLLISIONWITH OTHER ANIMAL	3,477	1	1	19	56	124	0.6
COLLISIONWITH TRAIN	47	3	5	7	8	10	0.1
TOTALS	136,338	694	761	3,175	11,822	20,545	100.0

OCCURRENCE OF COLLISIONS BY TYPE

Sixty-five (65) percent of all collisions reported during 2015 involved collisions between two or more moving vehicles (not in a parking lot).

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

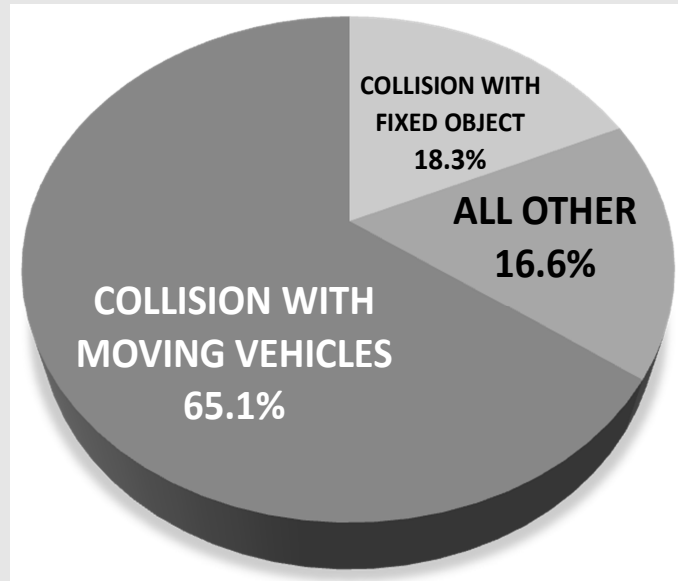
Seventeen (17) percent of all collisions did not involve a collision with either a moving vehicle or a fixed object. About 6% were other types of collisions (vehicle with pedestrian, deer, pedal-cyclist, etc.) while the remainder were non-collisions (vehicle overturning and other non-collisions).

When looking at fatal collisions, the ratio among types of occurrences is different. Forty (40) percent of all fatal collisions involved a collision with another moving vehicle.

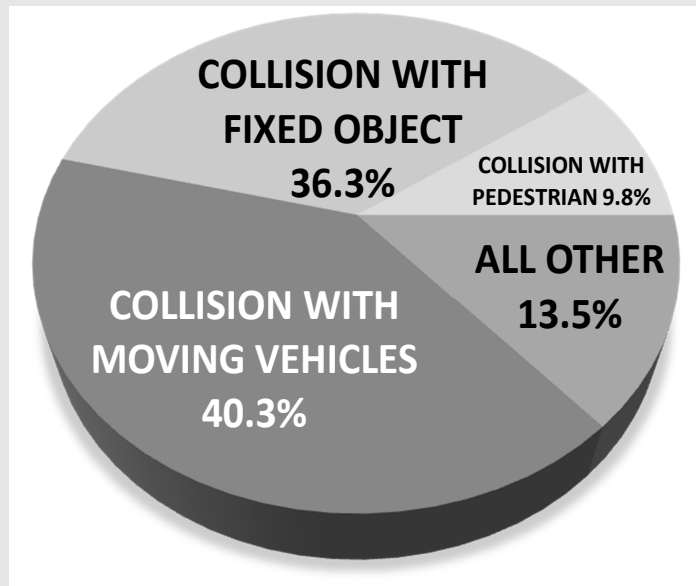
Thirty-six (36) percent of the fatal collisions reported during 2015 involved collisions with fixed objects.

Collisions with pedestrians accounted for 10% of the fatal collisions. Fourteen (14) percent of the fatal collisions were other type collisions. Most of these (10%) were non-collisions (vehicle overturning or other non-collision).

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



ALL COLLISIONS



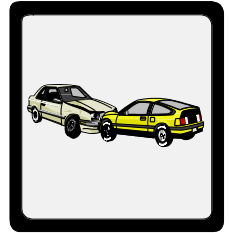
FATAL COLLISIONS

TYPES OF COLLISIONS

Collisions with other moving motor vehicles were responsible for 65% of all collisions reported during 2015, and accounted for 43% of all fatalities (persons killed). Collisions with fixed objects accounted for 18% of all collisions, but 34% of fatalities. Types of collisions are depicted below.

COLLISIONS WITH MOVING MOTOR VEHICLE:

Total Collisions:	88,808
% of Total Collisions:	65.14%
Persons Killed:	328
% of Total Fatalities:	43.10%
No. of Fatal Collisions:	280
% of All Fatal Collisions:	40.35%



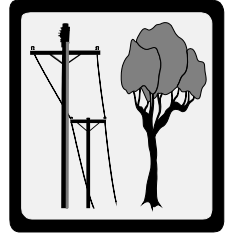
COLLISIONS WITH PEDESTRIAN:

Total Collisions:	1,097
% of Total Collisions:	0.80%
Persons Killed:	71
% of Total Fatalities:	9.33%
No. of Fatal Collisions:	68
% of All Fatal Collisions:	9.80%



COLLISIONS WITH FIXED OBJECT:

Total Collisions:	24,911
% of Total Collisions:	18.27%
Persons Killed:	261
% of Total Fatalities:	34.30%
No. of Fatal Collisions:	252
% of All Fatal Collisions:	36.31%



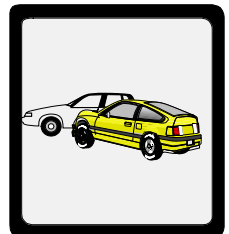
COLLISIONS WITH PEDALCYCLIST:

Total Collisions:	405
% of Total Collisions:	0.30%
Persons Killed:	7
% of Total Fatalities:	0.92%
No. of Fatal Collisions:	7
% of All Fatal Collisions:	1.01%



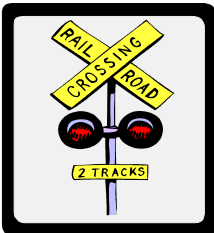
PARKED VEHICLE COLLISIONS:

Total Collisions:	8,716
% of Total Collisions:	6.39%
Persons Killed:	8
% of Total Fatalities:	1.05%
No. of Fatal Collisions:	8
% of All Fatal Collisions:	1.15%



COLLISIONS WITH RAILWAY TRAIN:

Total Collisions:	47
% of Total Collisions:	0.03%
Persons Killed:	5
% of Total Fatalities:	0.66%
No. of Fatal Collisions:	3
% of All Fatal Collisions:	0.43%



COLLISIONS WITH OTHER OBJECTS:

Total Collisions:	1,573
% of Total Collisions:	1.15%
Persons Killed:	6
% of Total Fatalities:	0.79%
No. of Fatal Collisions:	6
% of All Fatal Collisions:	0.86%



COLLISIONS WITH DEER:

Total Collisions:	3,260
% of Total Collisions:	2.39%
Persons Killed:	3
% of Total Fatalities:	0.39%
No. of Fatal Collisions:	3
% of All Fatal Collisions:	0.43%



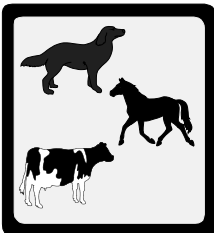
NON-COLLISIONS OVERTURNED:

Total Collisions:	1,382
% of Total Collisions:	1.01%
Persons Killed:	43
% of Total Fatalities:	5.65%
No. of Fatal Collisions:	39
% of All Fatal Collisions:	5.62%



COLLISIONS WITH ANIMALS (excluding deer):

Total Collisions:	3,477
% of Total Collisions:	2.55%
Persons Killed:	1
% of Total Fatalities:	0.13%
No. of Fatal Collisions:	1
% of All Fatal Collisions:	0.14%



OTHER NON-COLLISIONS:

Total Collisions:	2,662
% of Total Collisions:	1.95%
Persons Killed:	28
% of Total Fatalities:	3.68%
No. of Fatal Collisions:	27
% of All Fatal Collisions:	3.89%





PEDESTRIAN COLLISIONS



Seventy-one (71) pedestrians were killed and 957 were injured in traffic collisions in 2015. 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. Thirteen (13) 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	4	82	1	2	1	7	10	31	24	10	0
At Intersection	1	114	6	1	8	9	16	36	33	6	0
Crossing Against Signal	5	57	0	2	4	8	12	11	23	2	0
Crossing With Signal	0	127	1	2	1	13	16	30	45	19	0
Dark Clothing/Not Visible	27	128	0	0	7	24	16	60	39	9	0
Darting into Roadway	13	156	13	26	28	19	21	38	21	3	0
Drinking	6	49	0	0	1	1	7	21	21	4	0
Drug Related	4	7	0	0	0	1	1	8	1	0	0
Getting On or Off Vehicle	2	18	0	1	0	1	3	8	7	0	0
In Crosswalk	2	110	2	0	4	7	22	30	34	13	0
Jogging	0	13	0	0	1	1	0	8	2	1	0
Lying in Roadway	3	5	0	0	0	0	1	6	1	0	0
Not at Intersection	30	112	16	3	8	12	12	40	39	12	0
Not in Roadway	19	90	17	0	7	6	11	35	24	9	0
Physical Impairment	0	9	0	0	2	0	1	1	2	3	0
Playing in Roadway	0	11	3	3	1	2	1	1	0	0	0
Pushing Vehicle	2	26	0	0	0	12	5	9	2	0	0
Skating/Skateboarding	0	6	0	0	3	2	1	0	0	0	0
Walking in Roadway	36	223	2	4	14	28	27	90	68	24	2
Working in Roadway	1	26	0	0	0	1	0	14	11	1	0
Working on Vehicle	6	51	4	2	4	3	10	19	12	3	0
TOTAL*	161	1,420	65	46	94	157	193	496	409	119	2

PEDESTRIAN FACTOR	VEHICLE ACTION								
	Straight	Right Turn	Left Turn	Parking	Starting in Traffic	Slowing	Backing	Other	TOTAL
Approaching or Leaving Vehicle	44	0	2	16	3	8	21	11	105
At Intersection	36	21	48	2	6	4	1	0	118
Crossing Against Signal	49	2	17	1	1	0	0	1	71
Crossing With Signal	26	21	84	1	3	0	1	1	137
Dark Clothing/Not Visible	106	9	33	1	1	3	3	8	164
Darting into Roadway	162	2	7	1	2	5	3	4	186
Drinking	40	2	5	2	2	0	4	2	57
Drug Related	9	1	0	1	0	0	0	1	12
Getting On or Off Vehicle	10	0	1	7	0	3	0	1	22
In Crosswalk	34	22	59	2	4	2	0	1	124
Jogging	8	0	3	0	0	0	1	1	13
Lying in Roadway	9	0	1	0	0	0	0	1	11
Not at Intersection	95	3	15	3	1	4	5	11	137
Not in Roadway	43	3	5	11	0	2	14	18	96
Physical Impairment	8	1	3	0	0	0	0	0	12
Playing in Roadway	8	0	0	0	0	0	2	2	12
Pushing Vehicle	7	1	0	0	0	3	0	4	15
Skating/Skateboarding	5	0	2	0	0	0	0	0	7
Walking in Roadway	182	6	22	5	3	4	15	15	252
Working in Roadway	21	0	7	3	0	3	3	7	44
Working on Vehicle	17	0	0	24	0	3	4	7	55
TOTAL*	919	94	314	80	26	44	77	96	1,650

*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 2015, there were 12,830 hit-and-run collisions, of which 24 were fatal collisions and 1,014 were injury collisions. As depicted in the chart below, most of Kentucky's hit-and-run collisions were property damage collisions (92%). Twenty-four (24) persons were killed and 1,390 were injured.

TOTAL	FATAL COLLISIONS	INJURY COLLISIONS	PROPERTY DAMAGE COLLISIONS	PERSONS KILLED	PERSON INJURED
12,830	24	1,014	11,792	24	1,390

HIT-AND-RUN VICTIMS

As shown in the chart below, 9 persons killed in hit-and-run collisions were pedestrians and none were pedalcyclists. One hundred fifty-six (156) pedestrians and 31 pedalcyclists were injured.

TYPE OF VICTIM	PERSONS KILLED	PERSONS INJURED
Pedestrian	9	156
Pedalcyclist	0	31
Other	14	1,203
TOTAL	23	1,390

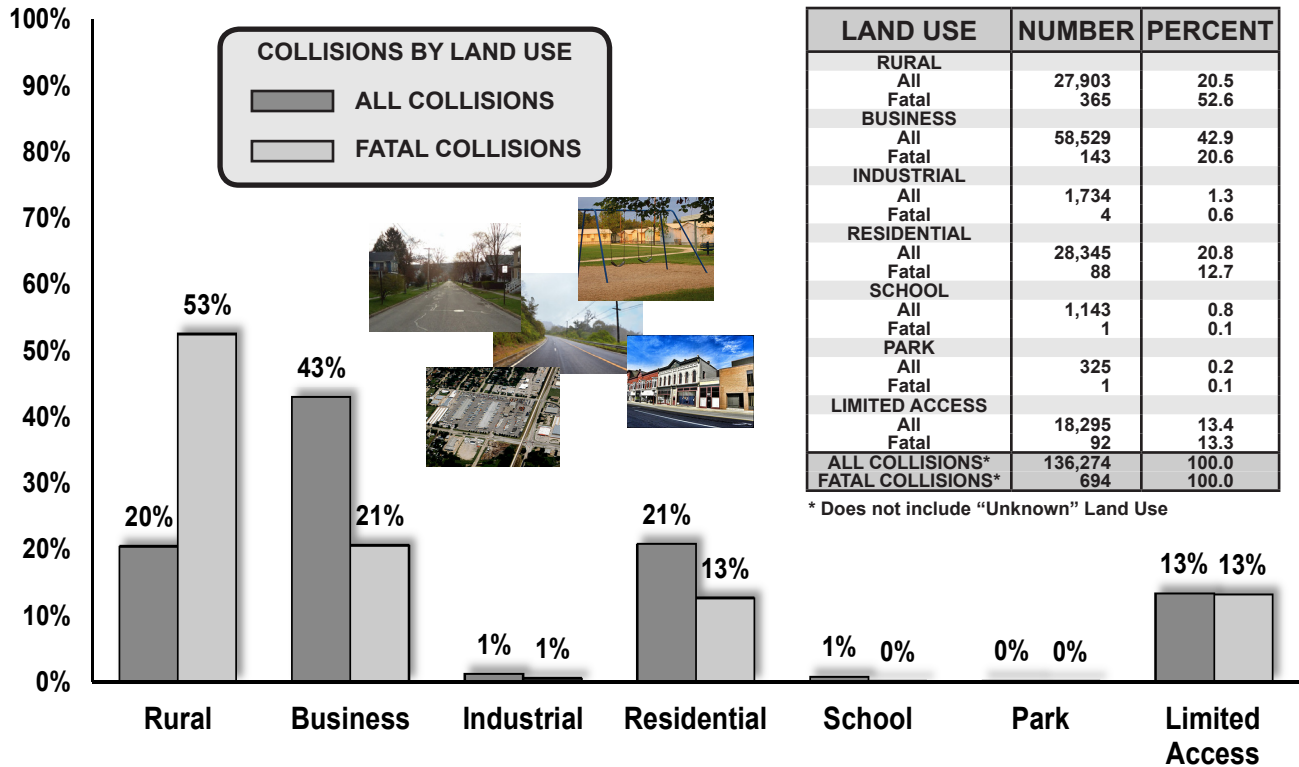


LOCATION OF HIT-AND-RUN COLLISIONS

The location of hit-and-run collisions are shown in the chart below. The largest percentage of hit-and-run collisions (39%) occurred on city streets, followed by 24% on state routes, and 18% on U.S. routes.

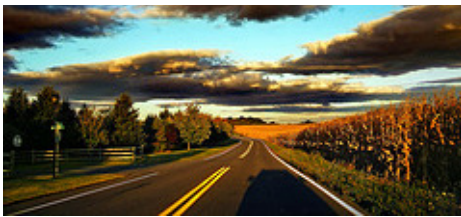
TYPE OF ROADWAY	ALL HIT-AND-RUN COLLISIONS	FATAL COLLISIONS	INJURY COLLISIONS	PROPERTY DAMAGE
INTERSTATE	1,239	2	108	1,129
U.S. ROUTE	2,320	6	221	2,093
STATE ROUTE	3,104	10	307	2,787
PARKWAY	46	1	7	38
COUNTY ROADS	511	1	30	480
CITY STREETS	4,977	3	322	4,652
OTHER	633	1	19	613
TOTAL	12,830	24	1,014	11,792

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. Also, 61 percent of injury crashes occurred in urban areas. However, the majority of fatal collisions (54%) took place in rural areas of Kentucky during 2015. A much higher percentage of 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	48,515	36	377	54	9,256	39	38,882	35	411	54	13,854	39
URBAN	87,823	64	317	46	14,547	61	72,959	65	350	46	21,688	61
TOTAL	136,338	100	694	100	23,803	100	111,841	100	761	100	35,542	100

LOCATION OF COLLISIONS

The chart at right shows the number of collisions during 2015 by type of roadway, with percentages of all collisions.

Thirty-four (34) percent of all collisions occurred on Kentucky's "State Numbered" roads, with 46% of all fatal collisions reported during 2015 occurring on this type of roadway.

Although 23% of all collisions occurred on city streets, only 5% of the fatal collisions occurred on city streets.

TYPE OF ROADWAY	Fatal Collisions	Nonfatal Injury	Property Damage	% Total
INTERSTATE	69	2,166	12,170	11
U.S. ROUTE	186	6,264	26,601	24
STATE ROUTE	322	9,540	36,503	34
PARKWAY	27	327	1,489	1
COUNTY ROAD	51	1,382	5,650	5
CITY STREET	34	3,990	27,130	23
OTHER	5	134	2,298	2
TOTAL	694	23,803	111,841	100

INTERSTATES AND PARKWAYS

The chart below depicts the incidence of collisions on Kentucky's interstates and parkways. Interstate collisions represent 11% of all collisions. Parkway collisions represent 1% of all collisions.

INTERSTATE	Collisions	Fatal Collisions	Nonfatal Injury	Property Damage	Number Killed	Number Injured
I-24	615	4	97	514	4	168
I-64	2,290	15	354	1,921	15	547
I-65	2,837	13	458	2,366	13	661
I-71	1,163	7	170	986	7	269
I-75	3,658	19	522	3,117	21	769
I-264	1,749	4	277	1,468	4	405
I-265	795	3	111	681	3	150
I-275	896	4	130	762	5	187
I-471	402	0	47	355	0	60
TOTAL	14,405	69	2,166	12,170	72	3,216

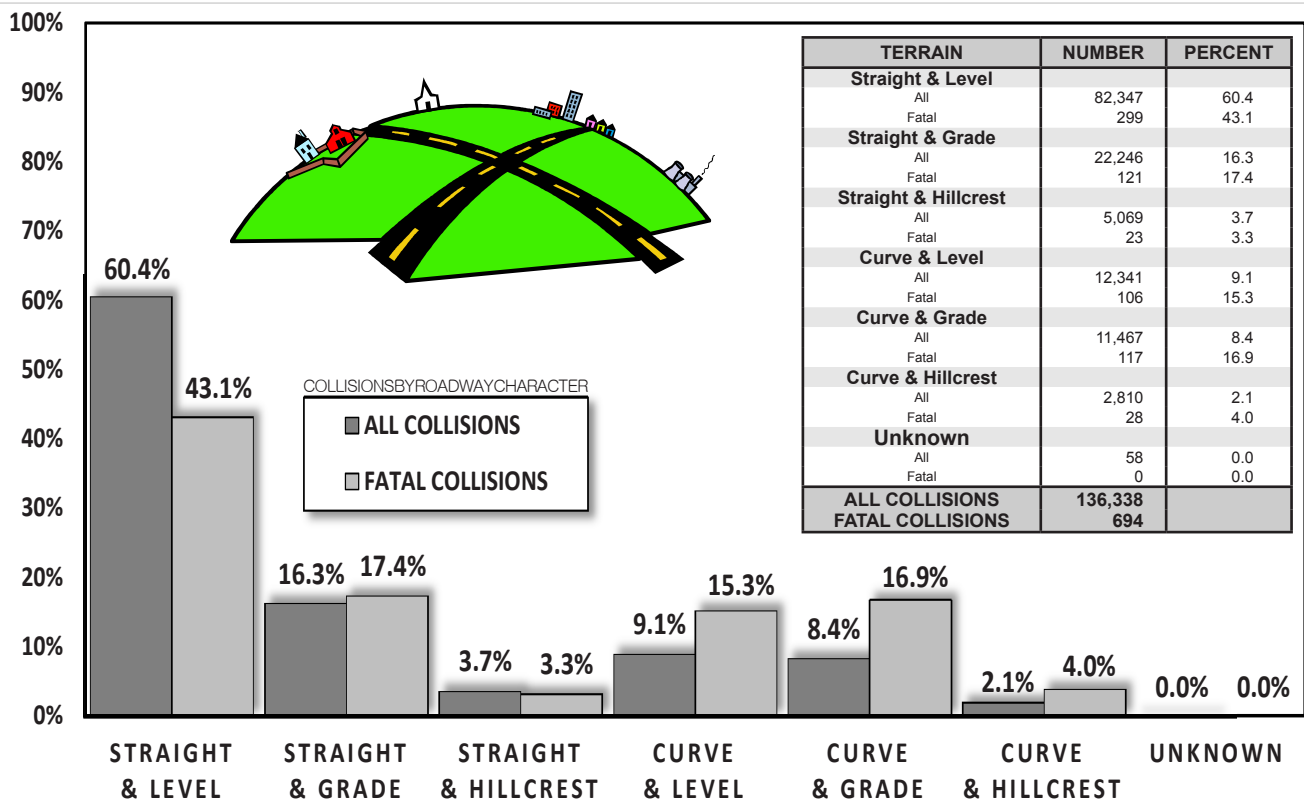
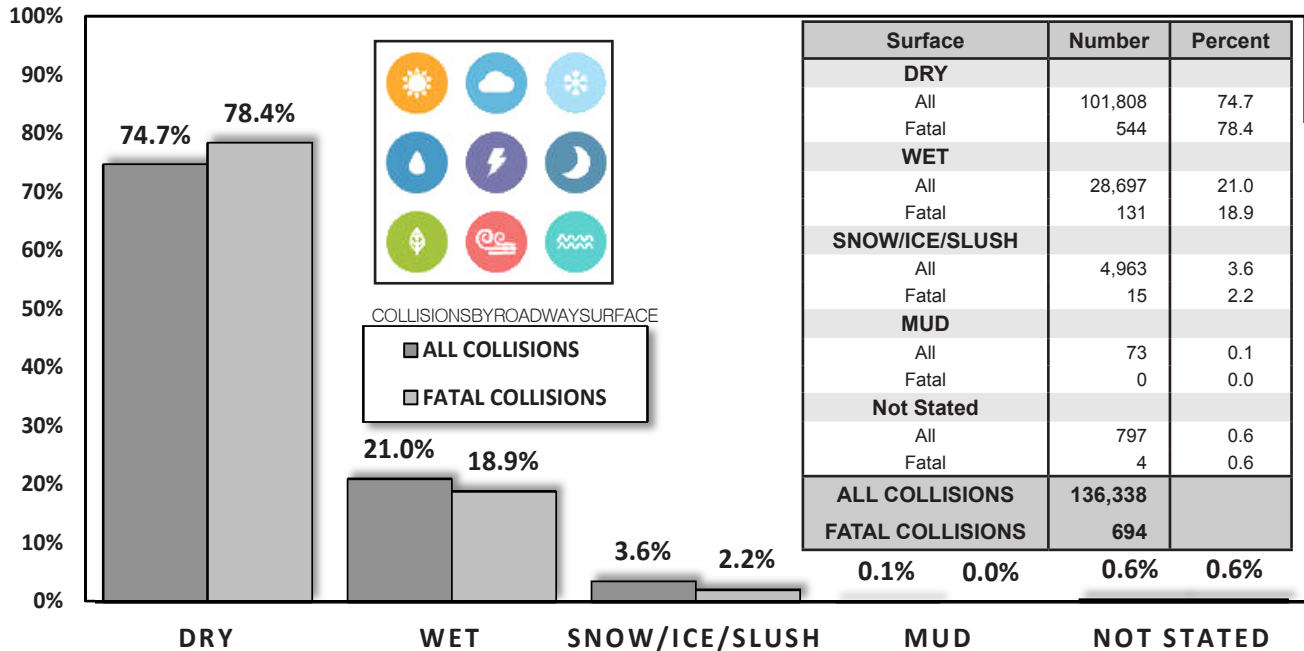
PARKWAY	Collisions	Fatal Collisions	Nonfatal Injury	Property Damage	Number Killed	Number Injured
Audubon	56	0	7	49	0	9
Martha L. Collins	270	4	49	217	4	72
Edward Breathitt	360	4	63	293	4	86
Hal Rodgers	122	4	30	88	7	57
Louie Nunn	154	2	23	129	2	38
Bert Combs Mtn.	180	2	44	134	3	78
William Natcher	239	4	35	200	4	54
Julian Carroll	172	4	38	130	4	56
Wendell Ford/I-69	290	3	38	249	4	65
TOTAL	1,843	27	327	1,489	32	515

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.

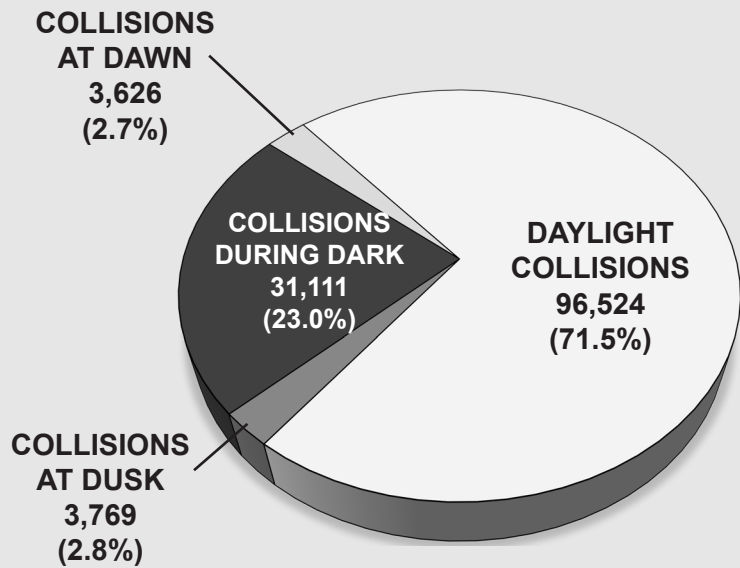
As depicted in the bottom chart, 80% of all collisions occurred on straight roads and 20% on curved roads. Thirty-six (36) percent of the fatal collisions during 2015 occurred on curved roads.



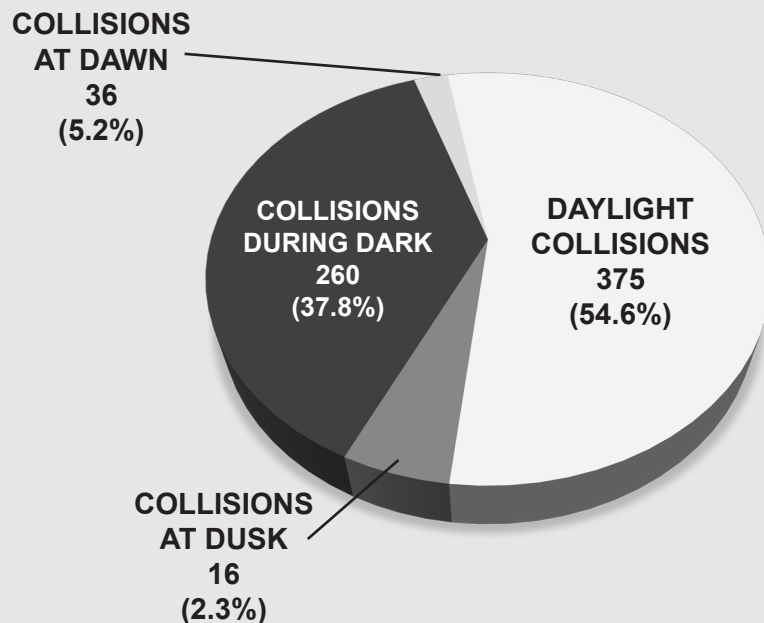
COLLISIONS BY LIGHT CONDITION

Seventy-two (72) percent of all collisions reported during 2015 occurred during daylight hours. Twenty-three (23) percent of all collisions occurred during dark hours, and 5% occurred at dawn or dusk.

Fifty-five (55) percent of all fatal collisions occurred during daylight hours, 38% occurred during dark hours, and 7% at dawn or dusk.

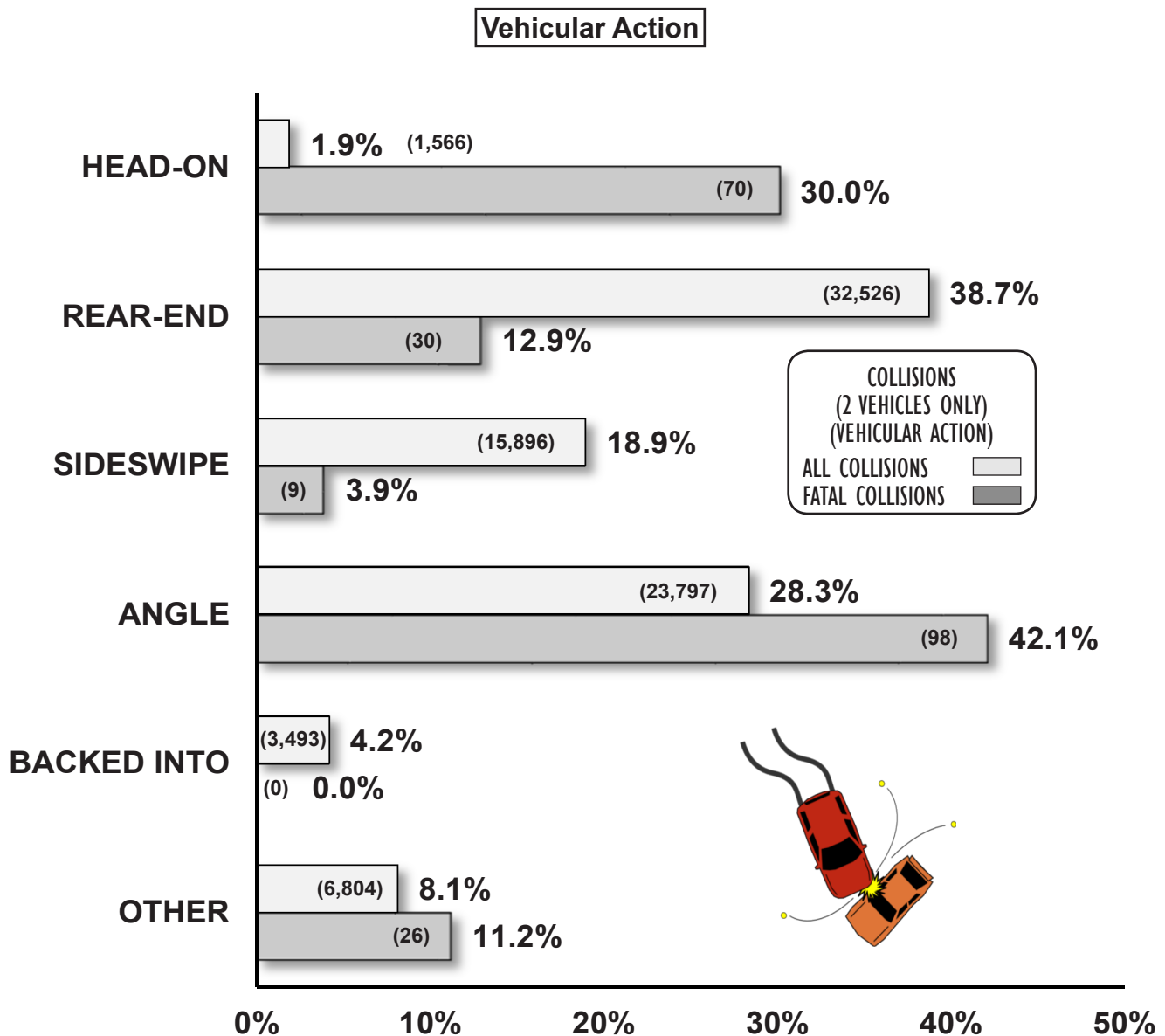


ALL COLLISIONS
(excludes unknown light conditions)



FATAL COLLISIONS
(excludes unknown light conditions)

TWO-VEHICLE COLLISIONS



84,082 traffic collisions (including 233 fatal collisions) reported during 2015 involved “two-vehicle” collisions. These collisions represent 62% of all collisions and 34% 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 30% of the fatal collisions.

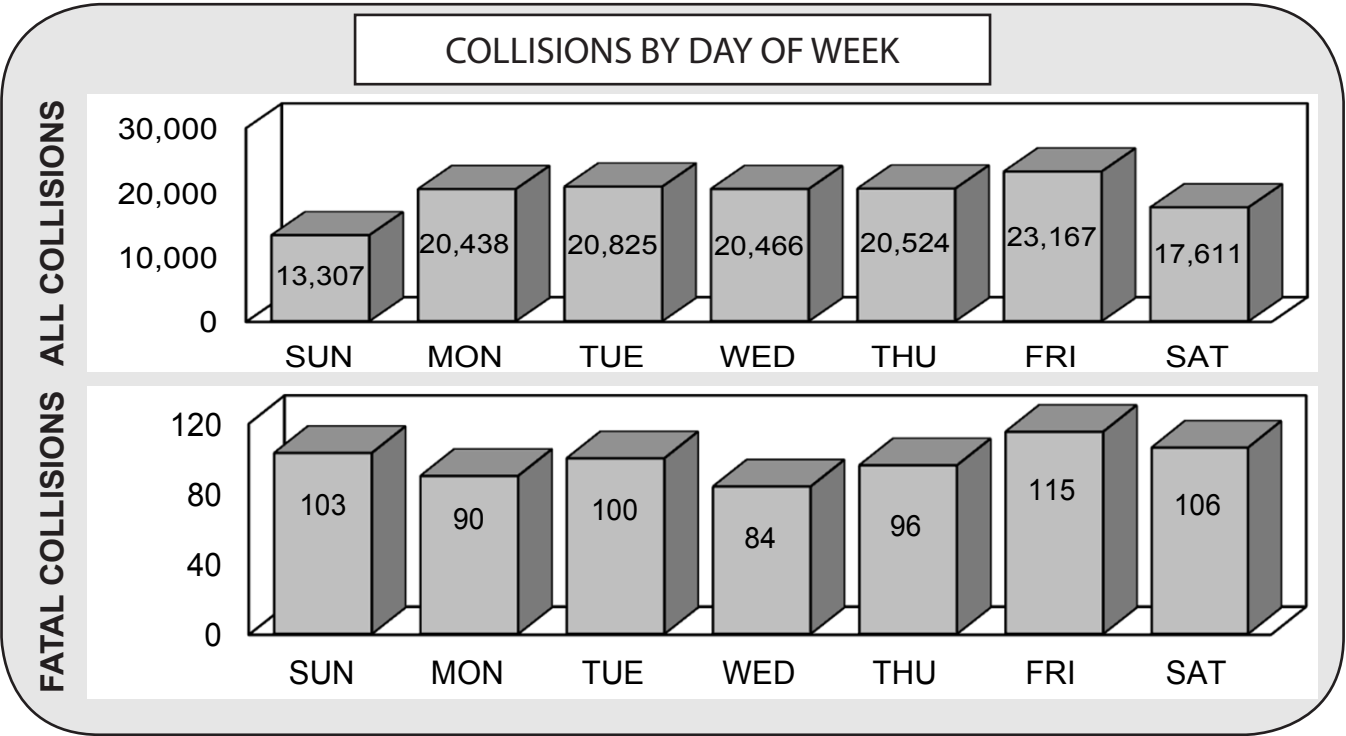
Rear-end collisions reflect 39% of all two-vehicle collisions, but only 13% of the fatal collisions.

Sideswipe collisions (both meeting and passing) reflect 19% of all collisions and 4% of the fatal collisions.

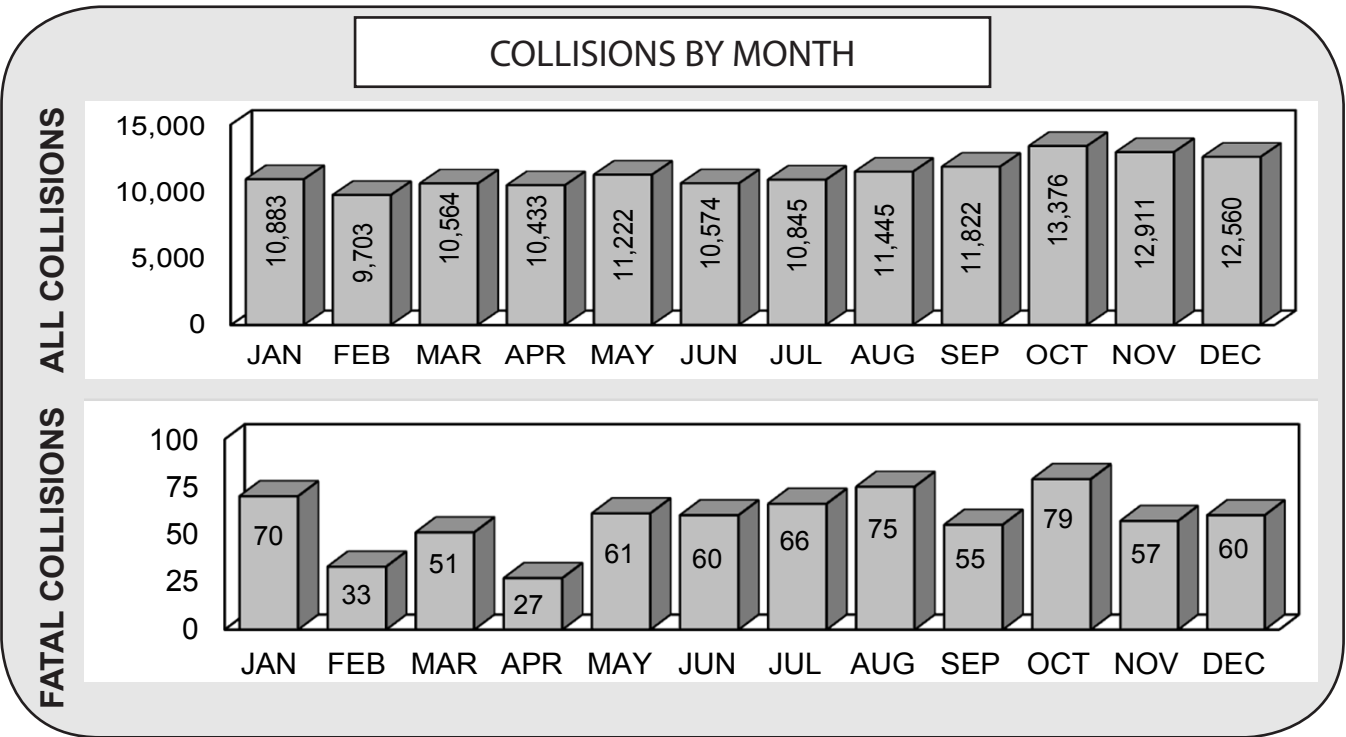
Angle collisions, at 42%, represent the highest percentage of fatal collisions.

COLLISIONS BY DAY AND MONTH

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



October ranked highest for total number of collisions and February showed the lowest number of total collisions. October reported the highest number of fatal collisions; April 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 was 52 in 2015 as compared to 53 in 2014.

HOLIDAY PERIOD	2011		2012		2013		2014		2015	
	Number	Alcohol Involved	Number	Alcohol Involved	Number	Alcohol Involved	Number	Alcohol Involved	Number	Alcohol Involved
NEW YEAR'S DAY	1	1	6	2	0	0	0	0	13	6
MEMORIAL DAY	6	1	17	6	7	0	7	3	9	3
INDEPENDENCE DAY	10	3	3	1	6	3	10	7	9	1
LABOR DAY	13	6	9	2	8	2	14	6	10	3
THANKSGIVING	5	1	7	2	12	2	6	2	8	2
CHRISTMAS	5	1	11	2	2	2	16	6	3	2
TOTAL	40	13	53	15	35	09	53	24	52	17

HOLIDAY TIMES AND DATES

The times and dates below were designated by the National Safety Council for holidays in 2015.

HOLIDAY	BEGINS	ENDS
New Year's Day	6:00 p.m. Wednesday, December 31, 2014	11:59 p.m. Sunday, January 4, 2015
Memorial Day	6:00 p.m. Friday, May 22	11:59 p.m. Monday, May 25
Independence Day	6:00 p.m. Thursday, July 2	11:59 p.m. Sunday, July 5
Labor Day	6:00 p.m. Friday, September 4	11:59 p.m. Monday, September 7
Thanksgiving	6:00 p.m. Wednesday, November 25	11:59 p.m. Sunday, November 29
Christmas	6:00 p.m. Thursday, December 24	11:59 p.m. Sunday, December 27

COMPARISON OF HOLIDAY FATALITIES/COLLISIONS

The Thanksgiving holiday period registered the highest number of fatalities during 2015. The lowest number of holiday fatalities occurred over the Labor 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	13	9	9	10	8	3
NO. PERSONS INJURED	326	302	334	293	472	393
FATAL COLLISIONS	12	9	8	7	8	3
INJURY COLLISIONS	214	183	210	201	282	260
PROPERTY DAMAGE	973	734	805	699	1,330	1,265
TOTAL COLLISIONS	1,199	926	1,023	907	1,620	1,528

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*	225,496	91.15	859	71.58
Taxicabs	151	0.06	0	0.00
Trucks	9,932	4.01	108	9.00
Motorcycles	1,778	0.72	89	7.42
Motor Scooters/Motor Bikes	299	0.12	4	0.33
School Buses	867	0.35	3	0.25
Other Buses	699	0.28	3	0.25
Farm Tractors/Equipment	229	0.09	1	0.08
Emergency	1,245	0.50	8	0.67
Other Public Owned	324	0.13	3	0.25
Other	6,331	2.56	122	10.17
Not Stated	39	0.02	0	0.00
TOTAL	247,390	100.00	1,200	100.00

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

There were 247,390 vehicles involved in collisions during 2015. Of this total, 203,147 were involved in property damage only collisions, 43,043 were involved in injury collisions, and 1,200 were involved in fatal collisions. The majority (91%) of the vehicles involved in all collisions were passenger cars (72% in fatal collisions). Trucks accounted for 4% of vehicles in all collisions, but accounted for 9% of vehicles in fatal collisions. Motorcycles represented 7% of the vehicles in fatal collisions, but less than 1% of vehicles in all collisions.

VEHICLES REGISTERED IN KENTUCKY 2015



PASSENGER CARS	2,822,459
COMMERCIAL TRUCKS	162,940
MOTORCYCLES	101,008
Other (Inc. Special Issue Plates)	773,570
TOTAL (ALL TYPES)	3,859,977



TRUCK COLLISIONS

Contributing vehicular factors, as noted by the investigating officer on the collision report, are shown below for collisions involving trucks. A truck is defined as a vehicle with a registered weight of 10,000 pounds or more. Up to two factors may be noted for each vehicle in the collision. The number represents the number of trucks with the given factor, and the percentage is the percent of all trucks with that factor. **A total of 9,932 trucks were involved in collisions, 108 in fatal collisions, and 1,498 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
Tire Failure	136	1.29	3	2.54	17	1.08
Load Securement	125	1.18	2	1.69	5	0.32
Brakes Defective	78	0.74	1	0.85	22	1.40
Oversized Load on Vehicle	51	0.48	0	0.00	5	0.32
Tow Hitch Defective / Separation of Units	50	0.47	1	0.85	4	0.25
Other Lighting Defective	26	0.25	1	0.85	8	0.51
Steering Failure	24	0.23	0	0.00	5	0.32
Overweight	15	0.14	4	3.39	1	0.06
Headlights Defective	3	0.03	0	0.00	0	0.00
Other	314	2.97	2	1.69	39	2.48

The chart below shows the total number of truck collisions, as well as those with hazardous cargo, by type of roadway. **There were 9,196 collisions in which a truck was involved. This resulted in 100 fatalities and 2,032 injuries.** Twenty (20) percent of all truck collisions occurred on county or city streets, 29% on interstates, and 47% on U.S. and state-numbered routes. Thirty-four (34) percent of the hazardous cargo collisions occurred on interstates and 54% on U.S. and state-numbered routes.

TYPE OF ROADWAY	ALL TRUCK COLLISIONS				TRUCKS WITH HAZARDOUS CARGO			
	FATAL COLLISIONS	INJURY COLLISIONS	PROPERTY DAMAGE	TOTAL	FATAL COLLISIONS	INJURY COLLISIONS	PROPERTY DAMAGE	TOTAL
Interstate	24	450	2,166	2,640	2	15	44	61
US Route	26	318	1,389	1,733	1	10	27	38
State Route	32	437	2,137	2,606	2	11	44	57
Parkway	4	53	172	229	0	1	2	3
County	0	36	358	394	0	2	4	6
City Street	3	97	1,358	1,458	0	1	8	9
Other	1	5	130	136	0	0	3	3
TOTAL	90	1,396	7,710	9,196	5	40	132	177

The residence of truck drivers involved in collisions is shown below. Forty-four (44) percent of the drivers, with known residences, were non-residents of Kentucky. This percentage is 45% for fatal collisions and 41% 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	1,907	13	273
State Resident	2,296	23	364
Out of State Resident	3,241	30	446
Not Stated	2,488	42	415
TOTAL	9,932	108	1,498

DRIVER INVOLVEMENT



RESIDENCE OF DRIVER



There were 225,973 drivers involved in collisions during 2015. Of these, 1,071 drivers were involved in fatal collisions. The chart below tabulates driver involvement by residence and shows that most drivers (66% of those in which residence is known) were local residents (reside in the county where the collision occurred). Many drivers in the Not Stated 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 <u>ALL</u> COLLISIONS	PERCENT OF TOTAL	PERCENT OF TOTAL EXCLUDING NOT STATED
LOCAL RESIDENT	148,358	65.7	65.7
STATE RESIDENT	52,290	23.1	23.2
OUT OF STATE	24,990	11.1	11.1
NOT STATED	335	0.1	
TOTAL	225,973	100.0	100.0

RESIDENCE OF DRIVER	NUMBER INVOLVED IN <u>FATAL</u> COLLISIONS	PERCENT OF TOTAL	PERCENT OF TOTAL EXCLUDING NOT STATED
LOCAL RESIDENT	611	57.0	57.0
STATE RESIDENT	311	29.0	29.0
OUT OF STATE	149	13.9	13.9
NOT STATED	0	0.0	
TOTAL	1,071	99.9	100.0



SEX OF DRIVER



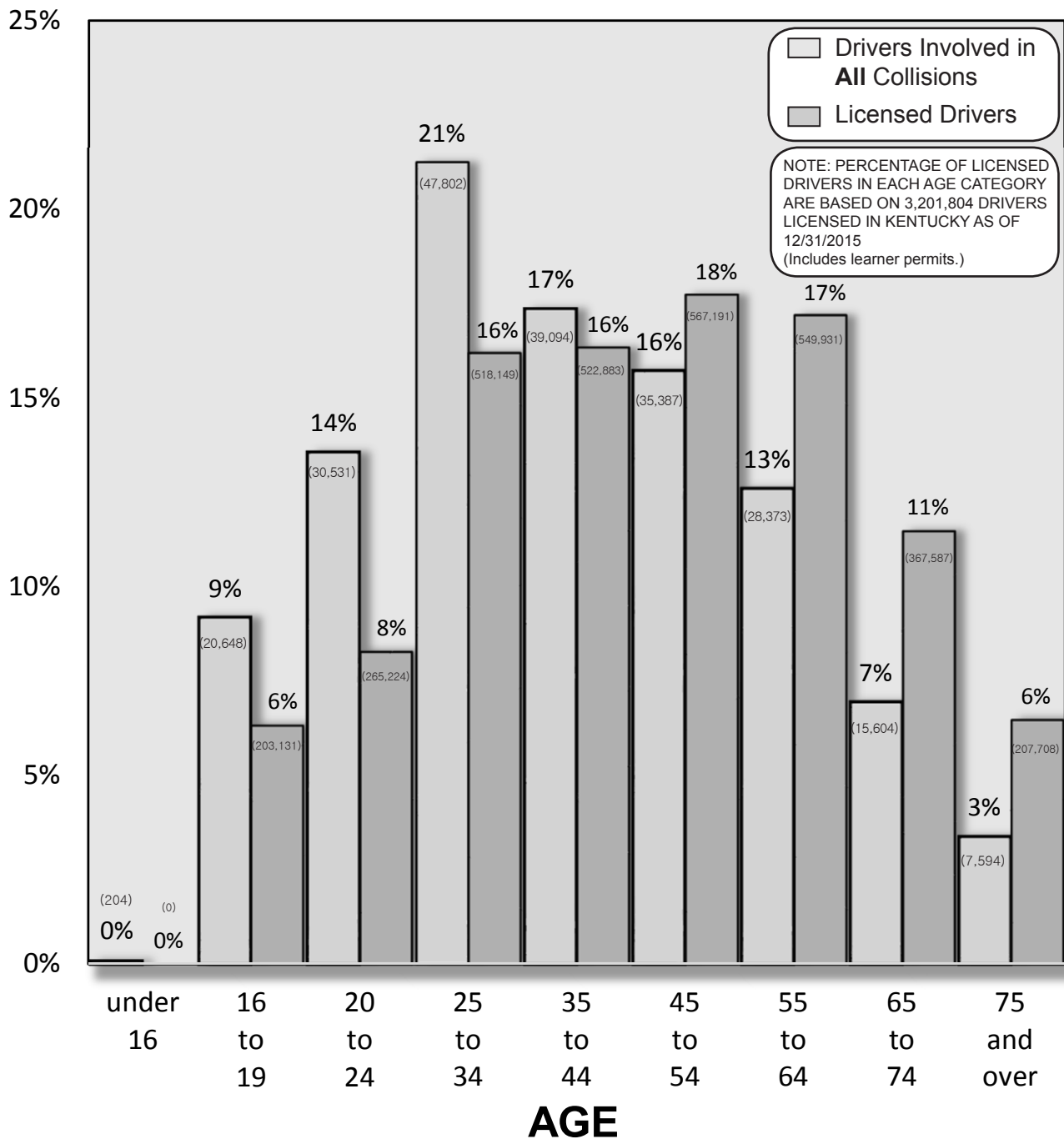
As shown in the chart below, 56% of the drivers who were involved in collisions during 2015 (where sex was listed) were male; 44% were female. In fatal collisions, 74% of the drivers were male and 26% were female.

ALL COLLISIONS		
SEX	NUMBER IN <u>ALL</u> COLLISIONS	PERCENT IN <u>ALL</u> COLLISIONS
MALE	126,184	55.8
FEMALE	99,968	44.2
TOTAL	226,152	100.0

FATAL COLLISIONS		
SEX	NUMBER IN <u>FATAL</u> COLLISIONS	PERCENT IN <u>FATAL</u> COLLISIONS
MALE	788	73.6
FEMALE	283	26.4
TOTAL	1,071	100.0

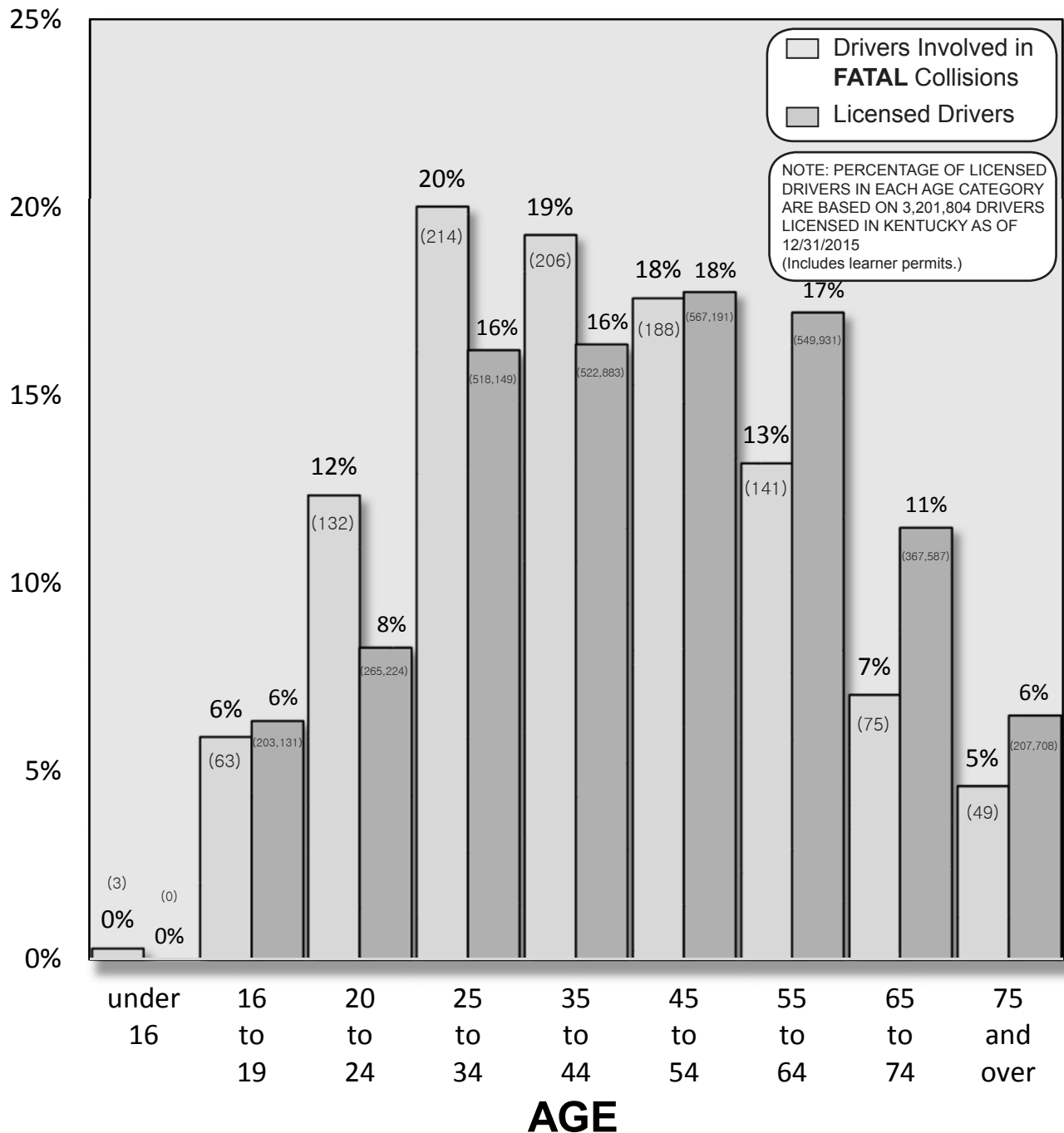
AGE OF DRIVERS (ALL COLLISIONS)

The chart below groups the ages of 225,237 drivers involved in traffic collisions in 2015 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 45, especially for the 20 to 24 years of age category. This data does not differentiate drivers “at-fault” versus drivers “not-at-fault.” There were 915 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.



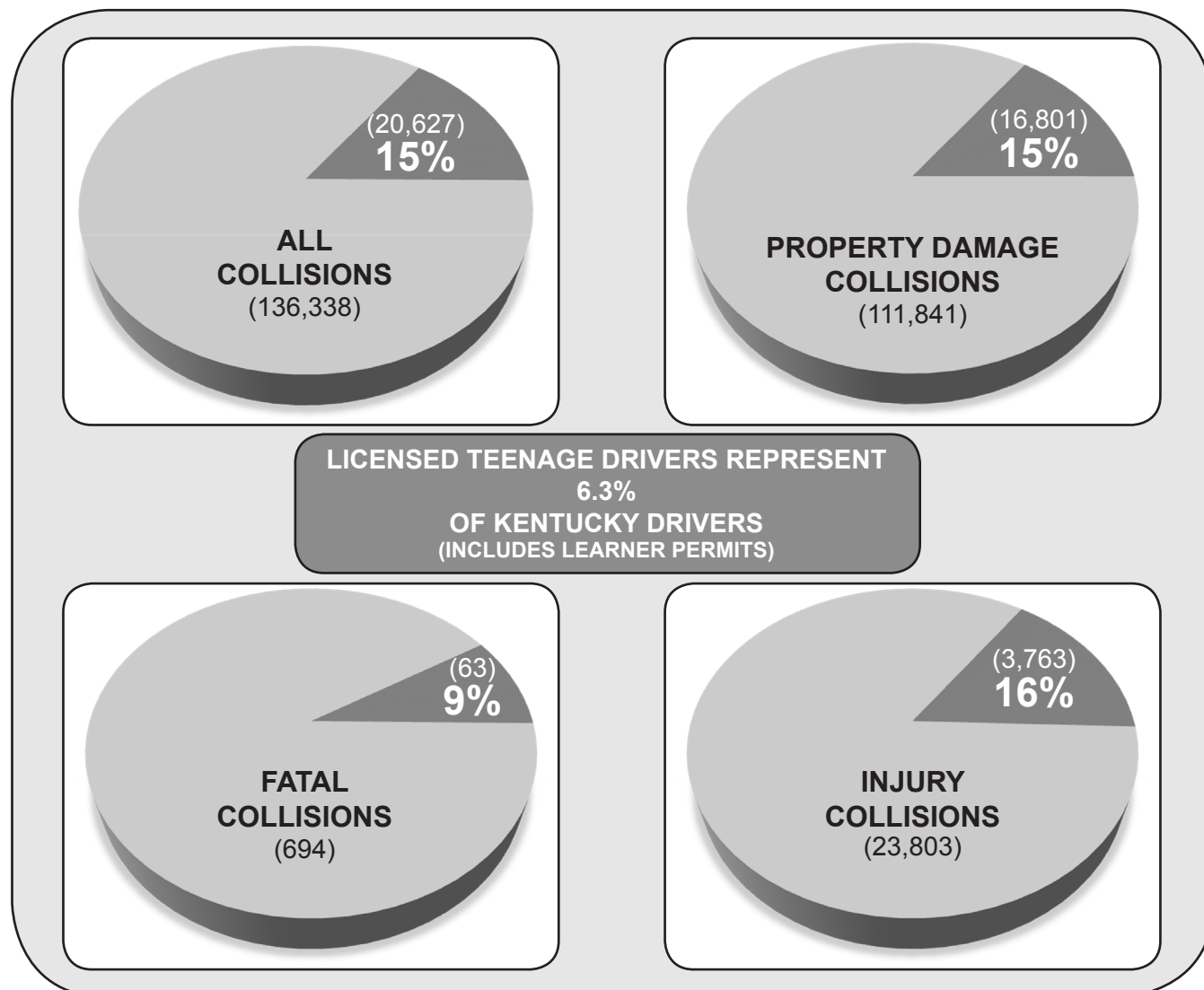
AGE OF DRIVERS (FATAL COLLISIONS)

The chart below groups the ages of 1,071 drivers involved in fatal collisions in 2015 (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 44 with 52 percent of total crashes compared to 41 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 2015 (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, 283 teenage drivers were involved in alcohol-related collisions during 2015. **There were 67 fatalities in collisions involving a teenage driver (23 of these fatalities were the teenage driver). There were 6 fatalities in alcohol-related collisions involving teenage drivers (1 of these fatalities was 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
2015	20,627	63	3,763	16,801	5	100	178	283
2014	19,115	53	3,576	15,486	13	96	181	290
2013	19,248	65	3,769	15,391	9	137	183	329
2012	20,656	74	4,057	16,525	8	107	222	337

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	162
	INJURY COLLISIONS	1,418
	PROPERTY DAMAGE COLLISIONS	2,689
	TOTAL	4,269

PERSONS KILLED/INJURED	NUMBER KILLED	175
	NUMBER INJURED	2,072
	INCAPACITATING INJURIES	370
	NON-INCAPACITATING INJURIES	779
	POSSIBLE INJURIES	925

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.

4,269 alcohol-related collisions were reported during 2015. Four (4) percent of the alcohol-related collisions were fatal, 33% were injury collisions, and 63% were property damage only.

Comparison with previous years

During 2015, alcohol-related collisions decreased by 1% when compared to 2014. The 175 persons killed in 2015 was 19 more than the 156 persons killed in 2014. During 2015, there were 2,072 persons injured in alcohol-related collisions, an increase of less than 1% from 2014 when 2,067 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	% +/-
2015	4,269	-1	175	+12	2,072	+0
2014	4,334	-4	156	-4	2,067	-12
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

SAFETY RESTRAINTS

The chart below compares safety belt usage for the years of 2011 through 2015. 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 through 2015)

YEAR	PERCENT USING SAFETY BELTS	
	ALL FRONT SEAT DRIVERS & PASSENGERS	CHILDREN UNDER FOUR YEARS OF AGE
2015	87	NA
2014	86	NA
2013	85	NA
2012	84	98
2011	82	97

The chart below shows vehicle occupants by their injury status, and separates the occupants into categories of restraint used and restraint not used. Overall, 9% 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 49% 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	761	0.2	256	0.1	306	4.9	199	0.2
INCAPACITATING INJURY	3,175	0.8	2,025	0.7	573	9.1	577	0.6
NON-INCAPACITATING INJURY	11,822	2.9	9,396	3.0	1,094	17.4	1,332	1.4
POSSIBLE INJURY	20,545	5.0	18,014	5.8	1,107	17.6	1,424	1.5
NOT INJURED	373,611	91.1	279,554	90.4	3,212	51.0	90,838	96.3
TOTAL	409,914	100.0	309,245	100.0	6,292	100.0	94,370	100.0

Of the 568 vehicle occupants fatally injured in collisions in 2015 in a position where a safety restraint was available, only 256 were using safety restraints – an overall usage rate of 45% for fatalities.

Note: There were 18,730 crashes involving deployment of front air bags and 4,712 crashes involving side air bag deployment.

INTERSECTION COLLISIONS*

INTERSECTION COLLISIONS	NUMBER	% OF ALL COLLISIONS
ALL REPORTED	34,662	25.4
NONFATAL INJURY	6,895	29.0
FATAL	98	14.1

SEX OF DRIVER

INTERSECTION COLLISIONS		
SEX	PERCENT IN ALL INTERSECTION COLLISIONS	PERCENT IN FATAL INTERSECTION COLLISIONS
Male	53.6	71.4
Female	46.4	28.6

ALL COLLISIONS		
SEX	PERCENT IN ALL COLLISIONS	PERCENT IN FATAL COLLISIONS
Male	55.8	73.6
Female	44.2	26.4

LIGHT CONDITION

INTERSECTION COLLISIONS		
LIGHT CONDITION	PERCENT IN ALL INTERSECTION COLLISIONS	PERCENT IN FATAL INTERSECTION COLLISIONS
Daylight	75.3	58.8
Dark	19.5	35.1
Dusk / Dawn	5.2	6.2

ALL COLLISIONS		
LIGHT CONDITION	PERCENT IN ALL COLLISIONS	PERCENT IN FATAL COLLISIONS
Daylight	71.5	54.6
Dark	23.0	37.8
Dusk / Dawn	5.5	7.6

ROADWAY CONDITION

INTERSECTION COLLISIONS		
ROADWAY CONDITION	PERCENT IN ALL INTERSECTION COLLISIONS	PERCENT IN FATAL INTERSECTION COLLISIONS
Dry	78.3	79.6
Wet	19.6	20.4
Snow / Ice / Slush	2.1	0.0

ALL COLLISIONS		
ROADWAY CONDITION	PERCENT IN ALL COLLISIONS	PERCENT IN FATAL COLLISIONS
Dry	75.1	78.8
Wet	21.2	19.0
Snow / Ice / Slush	3.7	2.2

WEEKEND COLLISIONS (Saturday and Sunday)

INTERSECTION COLLISIONS		
	PERCENT IN ALL INTERSECTION COLLISIONS	PERCENT IN FATAL INTERSECTION COLLISIONS
Weekend	21.4	29.6

ALL COLLISIONS		
	PERCENT IN ALL COLLISIONS	PERCENT IN FATAL COLLISIONS
Weekend	22.7	30.1

* 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	53,893	39.53	154	22.19
Not Under Proper Control	18,736	13.74	252	36.31
Failure to Yield Right of Way	15,777	11.57	76	10.95
Misjudge Clearance	9,922	7.28	14	2.02
Following Too Close	9,053	6.64	8	1.15
Distraction	7,292	5.35	21	3.03
Too Fast for Conditions	5,547	4.07	59	8.50
Alcohol Involvement	4,217	3.09	110	15.85
Disregard Traffic Control	4,038	2.96	27	3.89
Overcorrecting/Oversteering	3,501	2.57	62	8.93
Turning Improperly	2,257	1.66	10	1.44
Drug Involvement	1,639	1.20	34	4.90
Improper Backing	1,622	1.19	0	0.00
Fell Asleep	1,351	0.99	16	2.31
Exceeded Stated Speed Limit	1,294	0.95	72	10.37
Improper Passing	1,280	0.94	8	1.15
Cell Phone	1,081	0.79	6	0.86
Fatigue	734	0.54	6	0.86
Lost Consciousness/Fainted	645	0.47	10	1.44
Emotional	643	0.47	5	0.72
Sick	348	0.26	5	0.72
Weaving in Traffic	275	0.20	7	1.01
Medication	259	0.19	8	1.15
Physical Disability	201	0.15	2	0.29

CONTRIBUTING FACTORS

(continued)

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.

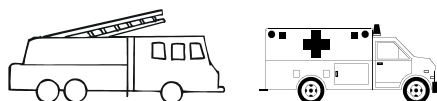
VEHICULAR FACTORS	ALL COLLISIONS	PERCENT OF TOTAL	FATAL COLLISIONS	PERCENT OF TOTAL
Brakes Defective	1,753	1.29	4	0.58
Tire Failure	1,014	0.74	8	1.15
Steering Failure	523	0.38	0	0.00
Load Securement	249	0.18	3	0.43
Oversized Load on Vehicle	107	0.08	0	0.00
Tow Hitch Defective/Separation of Units	95	0.07	1	0.14
Other Lighting Defective	89	0.07	3	0.43
Headlights Defective	56	0.04	1	0.14
Overweight	23	0.02	3	0.43

ENVIRONMENTAL FACTORS	ALL COLLISIONS	PERCENT OF TOTAL	FATAL COLLISIONS	PERCENT OF TOTAL
Slippery Surface	13,908	10.20	70	10.09
Animal Action	6,353	4.66	6	0.86
View Obstructed / Limited	2,541	1.86	16	2.31
Glare	1,717	1.26	8	1.15
Water Pooling	1,424	1.04	13	1.87
Debris In Roadway	795	0.58	2	0.29
Construction Work Zone	733	0.54	6	0.86
Improperly Parked Vehicle(s)	353	0.26	2	0.29
Shoulders Defective / Drop-off	312	0.23	3	0.43
Maintenance / Utility Work Zone	136	0.10	2	0.29
Hole / Deep Ruts / Bumps	94	0.07	2	0.29
Improper / Non-Working Traffic Controls	71	0.05	1	0.14
Fixed Object(s)	49	0.04	0	0.00

CONTRIBUTING FACTORS

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

COLLISIONS INVOLVING EMERGENCY VEHICLES	
TOTAL EMERGENCY VEHICLE COLLISIONS	1,147
FATAL COLLISIONS	7
INJURY COLLISIONS	150
TOTAL KILLED	7
TOTAL INJURED	245



EMERGENCY VEHICLE COLLISIONS				
DRIVER CONTRIBUTING FACTORS	ALL COLLISIONS	PERCENT OF TOTAL	FATAL COLLISIONS	PERCENT OF TOTAL
Alcohol Involvement	33	2.88	0	.00
Cell Phone	3	.26	0	.00
Disregard Traffic Control	35	3.05	0	.00
Distraction	51	4.45	0	.00
Drug Involvement	15	1.31	0	.00
Emotional	6	.52	0	.00
Exceeded Stated Speed Limit	13	1.13	1	14.29
Failed to Yield Right of Way	129	11.25	3	42.86
Fatigue	3	.26	0	.00
Fell Asleep	5	.44	0	.00
Following Too Close	39	3.40	0	.00
Improper Backing	19	1.66	0	.00
Improper Passing	8	.70	0	.00
Inattention	331	28.86	2	28.57
Lost Consciousness/Fainted	0	.00	0	.00
Medication	2	.17	0	.00
Misjudge Clearance	170	14.82	0	.00
Not Under Proper Control	113	9.85	1	14.29
Overcorrecting/Oversteering	16	1.39	0	.00
Physical Disability	3	.26	0	.00
Sick	3	.26	0	.00
Too Fast for Conditions	36	3.14	0	.00
Turning Improperly	27	2.35	0	.00
Weaving in Traffic	0	.00	0	.00

COLLISIONS INVOLVING FARM EQUIPMENT	
TOTAL FARM EQUIPMENT COLLISIONS	228
FATAL COLLISIONS	1
INJURY COLLISIONS	40
TOTAL KILLED	1
TOTAL INJURED	49



FARM EQUIPMENT COLLISIONS				
DRIVER CONTRIBUTING FACTORS	ALL COLLISIONS	PERCENT OF TOTAL	FATAL COLLISIONS	PERCENT OF TOTAL
Alcohol Involvement	6	2.63	0	0.00
Cell Phone	0	0.00	0	0.00
Disregard Traffic Control	5	2.19	0	0.00
Distraction	6	2.63	0	0.00
Drug Involvement	1	0.44	0	0.00
Emotional	0	0.00	0	0.00
Exceeded Stated Speed Limit	3	1.32	0	0.00
Failed to Yield Right of Way	29	12.72	0	0.00
Fatigue	0	0.00	0	0.00
Fell Asleep	0	0.00	0	0.00
Following Too Close	1	0.44	0	0.00
Improper Backing	5	2.19	0	0.00
Improper Passing	26	11.40	0	0.00
Inattention	94	41.23	0	0.00
Lost Consciousness/Fainted	1	0.44	0	0.00
Medication	0	0.00	0	0.00
Misjudge Clearance	28	12.28	0	0.00
Not Under Proper Control	14	6.14	0	0.00
Overcorrecting/Oversteering	4	1.75	0	0.00
Physical Disability	0	0.00	0	0.00
Sick	0	0.00	0	0.00
Too Fast for Conditions	1	0.44	0	0.00
Turning Improperly	4	1.75	0	0.00
Weaving in Traffic	0	0.00	0	0.00

CONTRIBUTING FACTORS *(continued)*

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	852
FATAL COLLISIONS	3
INJURY COLLISIONS	103
TOTAL KILLED	3
TOTAL INJURED	297



SCHOOL BUS COLLISIONS				
DRIVER CONTRIBUTING FACTORS	ALL COLLISIONS	PERCENT OF TOTAL	FATAL COLLISIONS	PERCENT OF TOTAL
Alcohol Involvement	7	0.82	0	0.00
Cell Phone	3	0.35	0	0.00
Disregard Traffic Control	14	1.64	0	0.00
Distraction	34	3.99	1	33.33
Drug Involvement	5	0.59	0	0.00
Emotional	2	0.23	0	0.00
Exceeded Stated Speed Limit	1	0.12	0	0.00
Failed to Yield Right of Way	82	9.62	1	33.33
Fatigue	4	0.47	0	0.00
Fell Asleep	1	0.12	0	0.00
Following Too Close	23	2.70	0	0.00
Improper Backing	20	2.35	0	0.00
Improper Passing	13	1.53	0	0.00
Inattention	346	40.61	3	100.00
Lost Consciousness/Fainted	1	0.12	0	0.00
Medication	1	0.12	0	0.00
Misjudge Clearance	253	29.69	0	0.00
Not Under Proper Control	51	5.99	1	33.33
Overcorrecting/Oversteering	6	0.70	0	0.00
Physical Disability	0	0.00	0	0.00
Sick	0	0.00	0	0.00
Too Fast for Conditions	9	1.06	0	0.00
Turning Improperly	10	1.17	0	0.00
Weaving in Traffic	1	0.12	0	0.00

COLLISIONS INVOLVING ELEMENTARY SCHOOL AGE CHILDREN	
TOTAL ELEM. SCHOOL AGE CHILDREN COLLISIONS	9,710
FATAL COLLISIONS	37
INJURY COLLISIONS	2,138
TOTAL KILLED	
ALL AGES	53
6-12 YEAR OF AGE	13
TOTAL INJURED	
ALL AGES	4,687
6-12 YEAR OF AGE	1,428

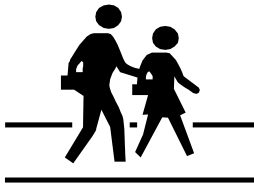


ELEMENTARY SCHOOL AGE CHILDREN COLLISIONS (6 TO 12 YEARS OF AGE)				
DRIVER CONTRIBUTING FACTORS	ALL COLLISIONS	PERCENT OF TOTAL	FATAL COLLISIONS	PERCENT OF TOTAL
Alcohol Involvement	142	1.46	4	10.81
Cell Phone	68	0.70	0	0.00
Disregard Traffic Control	342	3.52	2	5.41
Distraction	685	7.05	0	0.00
Drug Involvement	85	0.88	4	10.81
Emotional	38	0.39	0	0.00
Exceeded Stated Speed Limit	66	0.68	8	21.62
Failed to Yield Right of Way	1,435	14.78	5	13.51
Fatigue	18	0.19	0	0.00
Fell Asleep	39	0.40	0	0.00
Following Too Close	858	8.84	1	2.70
Improper Backing	106	1.09	0	0.00
Improper Passing	112	1.15	0	0.00
Inattention	4,707	48.48	12	32.43
Lost Consciousness/Fainted	25	0.26	0	0.00
Medication	11	0.11	0	0.00
Misjudge Clearance	723	7.45	0	0.00
Not Under Proper Control	1,108	11.41	19	51.35
Overcorrecting/Oversteering	135	1.39	4	10.81
Physical Disability	12	0.12	0	0.00
Sick	18	0.19	0	0.00
Too Fast for Conditions	326	3.36	2	5.41
Turning Improperly	178	1.83	0	0.00
Weaving in Traffic	19	0.20	1	2.70

CONTRIBUTING FACTORS *(continued)*

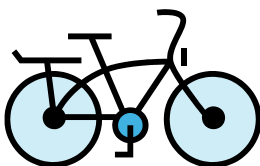
The following tables outline driver factors that contributed to each type of collision. Driver-contributing factors are summarized for each specific collision type. Any factor cannot be accumulated more than once in one collision. The percentages represent the percent a given factor occurred in a specific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

COLLISIONS INVOLVING PEDESTRIANS	
TOTAL PEDESTRIAN COLLISIONS	1,096
FATAL COLLISIONS	68
INJURY COLLISIONS	857
TOTAL KILLED	71
TOTAL INJURED	955



PEDESTRIAN COLLISIONS				
DRIVER CONTRIBUTING FACTORS	ALL COLLISIONS	PERCENT OF TOTAL	FATAL COLLISIONS	PERCENT OF TOTAL
Alcohol Involvement	30	2.74	4	5.88
Cell Phone	7	0.64	0	0.00
Disregard Traffic Control	20	1.82	1	1.47
Distraction	25	2.28	2	2.94
Drug Involvement	8	0.73	1	1.47
Emotional	14	1.28	0	0.00
Exceeded Stated Speed Limit	4	0.36	2	2.94
Failed to Yield Right of Way	122	11.13	2	2.94
Fatigue	1	0.09	0	0.00
Fell Asleep	0	0.00	0	0.00
Following Too Close	2	0.18	1	1.47
Improper Backing	7	0.64	0	0.00
Improper Passing	6	0.55	0	0.00
Inattention	318	29.01	14	20.59
Lost Consciousness/Fainted	0	0.00	0	0.00
Medication	2	0.18	0	0.00
Misjudge Clearance	36	3.28	0	0.00
Not Under Proper Control	48	4.38	3	4.41
Overcorrecting/Oversteering	4	0.36	1	1.47
Physical Disability	3	0.27	1	1.47
Sick	2	0.18	0	0.00
Too Fast for Conditions	11	1.00	1	1.47
Turning Improperly	7	0.64	0	0.00
Weaving in Traffic	0	0.00	0	0.00

COLLISIONS INVOLVING BICYCLES	
TOTAL BICYCLE COLLISIONS	405
FATAL COLLISIONS	7
INJURY COLLISIONS	276
TOTAL KILLED	7
TOTAL INJURED	284



BICYCLE COLLISIONS				
DRIVER CONTRIBUTING FACTORS	ALL COLLISIONS	PERCENT OF TOTAL	FATAL COLLISIONS	PERCENT OF TOTAL
Alcohol Involvement	5	1.23	2	28.57
Cell Phone	0	0.00	0	0.00
Disregard Traffic Control	5	1.23	0	0.00
Distraction	7	1.73	0	0.00
Drug Involvement	1	0.25	1	14.29
Emotional	0	0.00	0	0.00
Exceeded Stated Speed Limit	2	0.49	0	0.00
Failed to Yield Right of Way	55	13.58	0	0.00
Fatigue	1	0.25	0	0.00
Fell Asleep	0	0.00	0	0.00
Following Too Close	2	0.49	0	0.00
Improper Backing	1	0.25	0	0.00
Improper Passing	4	0.99	0	0.00
Inattention	91	22.47	0	0.00
Lost Consciousness/Fainted	0	0.00	0	0.00
Medication	0	0.00	0	0.00
Misjudge Clearance	4	0.99	0	0.00
Not Under Proper Control	8	1.98	2	28.57
Overcorrecting/Oversteering	0	0.00	0	0.00
Physical Disability	0	0.00	0	0.00
Sick	0	0.00	0	0.00
Too Fast for Conditions	1	0.25	0	0.00
Turning Improperly	2	0.49	0	0.00
Weaving in Traffic	0	0.00	0	0.00

CONTRIBUTING FACTORS *(continued)*

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	189
FATAL COLLISIONS	19
INJURY COLLISIONS	129
TOTAL KILLED	19
ATV	19
HELMET USED	0
TOTAL INJURED (ATV)	168
HELMET USED	5

* Excluding private property



ALL TERRAIN VEHICLE COLLISIONS				
DRIVER CONTRIBUTING FACTORS	ALL COLLISIONS	PERCENT OF TOTAL	FATAL COLLISIONS	PERCENT OF TOTAL
Alcohol Involvement	33	17.46	7	36.84
Cell Phone	0	0.00	0	0.00
Disregard Traffic Control	4	2.12	0	0.00
Distraction	4	2.12	0	0.00
Drug Involvement	6	3.17	2	10.53
Emotional	0	0.00	0	0.00
Exceeded Stated Speed Limit	3	1.59	0	0.00
Failed to Yield Right of Way	11	5.82	0	0.00
Fatigue	1	0.53	0	0.00
Fell Asleep	0	0.00	0	0.00
Following Too Close	0	0.00	0	0.00
Improper Backing	1	0.53	0	0.00
Improper Passing	0	0.00	0	0.00
Inattention	58	30.69	3	15.79
Lost Consciousness/Fainted	0	0.00	0	0.00
Medication	0	0.00	0	0.00
Misjudge Clearance	4	2.12	1	5.26
Not Under Proper Control	60	31.75	7	36.84
Overcorrecting/Oversteering	6	3.17	0	0.00
Physical Disability	1	0.53	0	0.00
Sick	0	0.00	0	0.00
Too Fast for Conditions	7	3.70	1	5.26
Turning Improperly	3	1.59	0	0.00
Weaving in Traffic	1	0.53	0	0.00

COLLISIONS INVOLVING MOTORCYCLES	
TOTAL MOTORCYCLE COLLISIONS	1,727
FATAL COLLISIONS	86
INJURY COLLISIONS	1,070
TOTAL KILLED	87
MOTORCYCLIST	87
HELMET USED	30
NO HELMET	57
TOTAL INJURED	1,272



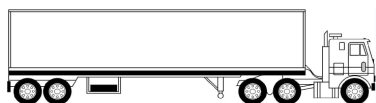
MOTORCYCLE COLLISIONS				
DRIVER CONTRIBUTING FACTORS	ALL COLLISIONS	PERCENT OF TOTAL	FATAL COLLISIONS	PERCENT OF TOTAL
Alcohol Involvement	106	6.14	15	17.44
Cell Phone	5	0.29	0	0.00
Disregard Traffic Control	34	1.97	1	1.16
Distraction	53	3.07	1	1.16
Drug Involvement	26	1.51	3	3.49
Emotional	6	0.35	0	0.00
Exceeded Stated Speed Limit	77	4.46	14	16.28
Failed to Yield Right of Way	228	13.20	16	18.60
Fatigue	3	0.17	0	0.00
Fell Asleep	0	0.00	0	0.00
Following Too Close	78	4.52	0	0.00
Improper Backing	12	0.69	0	0.00
Improper Passing	33	1.91	4	4.65
Inattention	579	33.53	23	26.74
Lost Consciousness/Fainted	3	0.17	0	0.00
Medication	3	0.17	0	0.00
Misjudge Clearance	73	4.23	4	4.65
Not Under Proper Control	456	26.40	37	43.02
Overcorrecting/Oversteering	47	2.72	4	4.65
Physical Disability	1	0.06	0	0.00
Sick	0	0.00	0	0.00
Too Fast for Conditions	68	3.94	5	5.81
Turning Improperly	29	1.68	3	3.49
Weaving in Traffic	8	0.46	2	2.33

CONTRIBUTING FACTORS *(continued)*

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

COLLISIONS INVOLVING TRUCKS*	
TOTAL TRUCK COLLISIONS	9,196
FATAL COLLISIONS	90
INJURY COLLISIONS	1,396
TOTAL KILLED	100
TOTAL INJURED	2,032

*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	100	1.09	5	5.56
Cell Phone	41	0.45	2	2.22
Disregard Traffic Control	215	2.34	7	7.78
Distraction	333	3.62	4	4.44
Drug Involvement	51	0.55	0	0.00
Emotional	23	0.25	0	0.00
Exceeded Stated Speed Limit	39	0.42	5	5.56
Failed to Yield Right of Way	855	9.30	13	14.44
Fatigue	60	0.65	1	1.11
Fell Asleep	112	1.22	2	2.22
Following Too Close	416	4.52	4	4.44
Improper Backing	140	1.52	0	0.00
Improper Passing	139	1.51	1	1.11
Inattention	3,508	38.15	36	40.00
Lost Consciousness/Fainted	36	0.39	0	0.00
Medication	6	0.07	0	0.00
Misjudge Clearance	1,694	18.42	2	2.22
Not Under Proper Control	1,315	14.30	35	38.89
Overcorrecting/Oversteering	193	2.10	4	4.44
Physical Disability	5	0.05	1	1.11
Sick	18	0.20	0	0.00
Too Fast for Conditions	297	3.23	9	10.00
Turning Improperly	164	1.78	3	3.33
Weaving in Traffic	29	0.32	1	1.11

COLLISIONS INVOLVING TRAINS	
TOTAL TRAIN COLLISIONS	47
FATAL COLLISIONS	3
INJURY COLLISIONS	17
TOTAL KILLED	5
TOTAL INJURED	25



TRAIN COLLISIONS				
DRIVER CONTRIBUTING FACTORS	ALL COLLISIONS	PERCENT OF TOTAL	FATAL COLLISIONS	PERCENT OF TOTAL
Alcohol Involvement	4	8.51	1	33.33
Cell Phone	0	0.00	0	0.00
Disregard Traffic Control	10	21.28	1	33.33
Distraction	1	2.13	0	0.00
Drug Involvement	0	0.00	0	0.00
Emotional	0	0.00	0	0.00
Exceeded Stated Speed Limit	0	0.00	0	0.00
Failed to Yield Right of Way	11	23.40	1	33.33
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	28	59.57	2	66.67
Lost Consciousness/Fainted	0	0.00	0	0.00
Medication	0	0.00	0	0.00
Misjudge Clearance	5	10.64	0	0.00
Not Under Proper Control	4	8.51	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 *(continued)*

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	47
TOTAL KILLED	114
TOTAL INJURED	66



MULTIPLE FATALITY COLLISIONS		
DRIVER CONTRIBUTING FACTORS	COLLISIONS	PERCENT OF TOTAL
Alcohol Involvement	8	17.02
Cell Phone	0	0.00
Disregard Traffic Control	2	4.26
Distraction	0	0.00
Drug Involvement	3	6.38
Emotional	1	2.13
Exceeded Stated Speed Limit	9	19.15
Failed to Yield Right of Way	6	12.77
Fatigue	0	0.00
Fell Asleep	2	4.26
Following Too Close	1	2.13
Improper Backing	0	0.00
Improper Passing	0	0.00
Inattention	11	23.40
Lost Consciousness/Fainted	2	4.26
Medication	1	2.13
Misjudge Clearance	0	0.00
Not Under Proper Control	21	44.68
Overcorrecting/Oversteering	6	12.77
Physical Disability	0	0.00
Sick	0	0.00
Too Fast for Conditions	2	4.26
Turning Improperly	0	0.00
Weaving in Traffic	1	2.13



COLLISIONS BY COUNTY

COLLISIONS BY COUNTY

2014 VS 2015

COUNTY	COLLISIONS								PERSONS			
	TOTAL		FATAL		NON-FATAL INJURY		PROPERTY DAMAGE		KILLED		INJURED	
	2014	2015	2014	2015	2014	2015	2014	2015	2014	2015	2014	2015
Adair	299	307	5	4	61	51	233	252	6	6	96	89
Allen	454	420	2	5	96	72	356	343	2	5	132	99
Anderson	507	530	3	3	108	107	396	420	4	3	177	182
Ballard	170	165	3	2	32	38	135	125	3	2	44	51
Barren	1,172	1,363	9	10	234	277	929	1,076	9	11	336	445
Bath	96	159	1	4	22	45	73	110	1	6	32	64
Bell	555	667	3	7	116	146	436	514	3	7	180	227
Boone	4,639	4,645	5	12	664	604	3,970	4,029	5	15	917	900
Bourbon	576	628	4	5	83	85	489	538	4	8	113	124
Boyd	1,501	1,535	5	3	226	237	1,270	1,295	6	4	334	361
Boyle	777	866	7	4	131	140	639	722	7	4	184	193
Bracken	179	240	2	6	33	41	144	193	2	6	41	59
Breathitt	280	274	9	2	88	89	183	183	12	2	142	161
Breckinridge	202	240	7	3	66	65	129	172	7	4	111	99
Bullitt	2,173	1,971	11	12	435	424	1,727	1,535	11	12	611	618
Butler	291	291	5	6	48	54	238	231	5	6	73	83
Caldwell	386	376	3	4	90	77	293	295	3	6	131	111
Calloway	967	1,041	8	5	110	162	849	874	9	6	158	223
Campbell	2,906	3,130	6	8	358	376	2,542	2,746	7	8	489	511
Carlisle	86	82	2	1	31	30	53	51	3	1	49	39
Carroll	449	439	3	5	91	66	355	368	3	6	125	94
Carter	540	537	5	6	109	105	426	426	5	7	149	143
Casey	172	221	4	5	41	54	127	162	4	5	61	73
Christian	1,707	1,919	7	7	322	370	1,378	1,542	7	8	441	539
Clark	1,076	1,136	6	5	156	173	914	958	7	5	204	237
Clay	370	388	6	6	147	142	217	240	6	9	240	207
Clinton	111	224	3	2	22	39	86	183	3	2	37	59
Crittenden	197	206	3	3	72	65	122	138	4	3	113	85
Cumberland	126	115	3	1	19	28	104	86	3	1	25	44
Daviess	3,217	3,637	7	12	482	499	2,728	3,126	8	15	679	690
Edmonson	217	208	3	2	57	44	157	162	3	2	85	67
Elliott	64	44	0	0	15	14	49	30	0	0	18	27
Estill	147	102	2	1	25	25	120	76	2	1	35	37
Fayette	12,872	13,787	27	24	2,004	2,049	10,841	11,714	28	27	2,847	2,885
Fleming	218	249	0	1	43	37	175	211	0	1	69	45
Floyd	829	873	6	12	211	255	612	606	7	15	336	426
Franklin	1,471	1,622	2	1	186	206	1,283	1,415	2	1	248	308
Fulton	124	128	2	1	21	18	101	109	3	1	27	27
Gallatin	264	281	2	2	50	50	212	229	2	2	73	58
Garrard	380	402	1	5	85	74	294	323	1	6	125	119

COLLISIONS BY COUNTY

2014 VS 2015

COUNTY	COLLISIONS								PERSONS			
	TOTAL		FATAL		NON-FATAL INJURY		PROPERTY DAMAGE		KILLED		INJURED	
	2014	2015	2014	2015	2014	2015	2014	2015	2014	2015	2014	2015
Grant	685	780	5	3	126	141	554	636	5	3	204	208
Graves	911	822	8	8	182	172	721	642	8	8	268	247
Grayson	626	586	6	10	154	126	466	450	7	10	210	191
Green	165	163	3	6	45	30	117	127	3	6	102	46
Greenup	594	659	4	3	120	109	470	547	7	3	183	162
Hancock	120	135	2	0	29	46	89	89	2	0	34	63
Hardin	2,843	2,914	16	20	485	483	2,342	2,411	16	21	720	732
Harlan	524	464	10	3	123	118	391	343	11	3	188	189
Harrison	536	463	4	1	80	82	452	380	4	1	111	111
Hart	532	636	5	5	97	114	430	517	6	5	149	152
Henderson	1,536	1,687	5	3	278	287	1,253	1,397	5	3	406	423
Henry	401	411	4	5	72	69	325	337	4	5	109	98
Hickman	80	56	2	0	22	7	56	49	3	0	26	10
Hopkins	1,430	1,498	10	12	205	250	1,215	1,236	10	12	317	357
Jackson	198	200	3	2	53	55	142	143	4	2	71	80
Jefferson	29,687	32,639	69	83	5,137	5,390	24,481	27,166	78	85	7,984	8,167
Jessamine	1,464	1,467	3	7	262	253	1,199	1,207	8	11	379	387
Johnson	459	441	3	7	124	96	332	338	3	7	197	146
Kenton	5,309	5,677	9	13	715	663	4,585	5,001	9	17	960	906
Knott	266	228	3	0	77	83	186	145	3	0	101	122
Knox	465	717	5	9	112	184	348	524	5	9	210	322
Larue	236	317	2	4	47	81	187	232	3	4	56	111
Laurel	1,605	1,788	10	8	318	401	1,277	1,379	10	8	548	632
Lawrence	207	230	1	1	59	58	147	171	1	1	99	98
Lee	74	76	4	1	6	23	64	52	4	1	12	35
Leslie	68	29	0	5	26	4	42	20	0	5	38	13
Letcher	308	240	4	3	111	81	193	156	4	4	184	128
Lewis	123	108	2	4	26	24	95	80	2	4	47	46
Lincoln	411	438	3	9	86	122	322	307	3	9	165	214
Livingston	181	174	2	4	40	41	139	129	2	4	58	55
Logan	552	612	3	4	132	134	417	474	3	4	190	184
Lyon	261	295	0	4	55	57	206	234	0	4	71	78
McCracken	2,015	2,394	4	14	497	584	1,514	1,796	4	15	821	917
McCreary	206	238	3	3	66	64	137	171	4	3	113	104
McLean	179	233	0	1	55	71	124	161	0	1	75	100
Madison	2,522	2,763	8	18	361	355	2,153	2,390	10	19	535	512
Magoffin	180	184	4	4	57	56	119	124	4	5	98	99
Marion	430	500	3	6	73	87	354	407	3	6	108	121
Marshall	726	837	12	15	163	179	551	643	14	16	246	263
Martin	121	14	1	1	30	2	90	11	1	1	44	6

COLLISIONS BY COUNTY

2014 VS 2015

COUNTY	COLLISIONS								PERSONS			
	TOTAL		FATAL		NON-FATAL INJURY		PROPERTY DAMAGE		KILLED		INJURED	
	2014	2015	2014	2015	2014	2015	2014	2015	2014	2015	2014	2015
Mason	628	613	4	0	98	90	526	523	5	0	156	132
Meade	404	472	6	8	104	139	294	325	6	8	156	211
Menifee	66	56	1	1	20	13	45	42	1	1	33	17
Mercer	483	498	5	4	94	99	384	395	5	4	139	139
Metcalf	224	249	6	2	48	54	170	193	6	2	72	74
Monroe	35	74	0	1	6	25	29	48	0	1	8	39
Montgomery	831	827	2	10	145	161	684	656	2	10	212	244
Morgan	150	137	0	1	48	29	102	107	0	1	71	55
Muhlenberg	832	892	2	2	158	159	672	731	2	2	225	241
Nelson	1,111	1,125	5	13	201	203	905	909	5	15	268	330
Nicholas	149	154	2	3	29	26	118	125	4	3	45	55
Ohio	559	612	4	2	151	134	404	476	4	3	235	199
Oldham	1,164	1,179	8	1	187	191	969	987	9	1	284	273
Owen	131	241	3	2	28	66	100	173	3	2	40	87
Owsley	35	57	2	2	8	18	25	37	2	2	14	30
Pendleton	296	358	1	2	58	49	237	307	1	2	78	68
Perry	768	743	9	5	199	181	560	557	9	5	297	304
Pike	1,373	1,425	18	14	365	379	990	1,032	21	14	599	582
Powell	293	336	5	5	56	82	232	249	5	5	84	149
Pulaski	1,612	1,815	10	13	293	314	1,309	1,488	11	14	443	479
Robertson	19	25	0	0	7	6	12	19	0	0	8	7
Rockcastle	477	561	3	4	91	105	383	452	3	5	151	162
Rowan	791	834	3	3	128	140	660	691	3	3	186	209
Russell	310	346	6	2	58	59	246	285	8	2	87	94
Scott	1,515	1,583	10	8	293	286	1,212	1,289	12	9	411	452
Shelby	1,318	1,285	6	8	261	224	1,051	1,053	7	8	393	363
Simpson	599	548	3	5	117	134	479	409	4	6	183	197
Spencer	291	262	1	3	72	65	218	194	1	3	111	91
Taylor	646	727	2	6	102	103	542	618	2	6	140	155
Todd	189	197	2	5	47	34	140	158	2	6	69	44
Trigg	319	355	1	3	73	53	245	299	1	3	99	88
Trimble	164	179	5	1	43	31	116	147	5	1	74	44
Union	303	316	0	1	77	74	226	241	0	1	104	103
Warren	4,233	4,605	15	10	776	821	3,442	3,774	17	13	1,094	1,163
Washington	288	271	4	4	64	50	220	217	4	4	112	71
Wayne	349	369	2	6	70	65	277	298	3	12	105	105
Webster	293	275	3	2	70	71	220	202	3	3	92	106
Whitley	1,068	1,149	9	9	272	271	787	869	9	10	419	451
Wolfe	154	176	2	4	28	41	124	131	2	4	41	80
Woodford	853	851	5	3	117	143	731	705	5	3	159	205
TOTALS	127,326	136,338	612	694	22,958	23,803	103,756	111,841	672	761	34,221	35,542

COLLISIONS INVOLVING DRINKING DRIVERS BY COUNTY 2014 VS 2015

COUNTY	COLLISIONS								PERSONS			
	TOTAL		FATAL *		NON-FATAL INJURY		PROPERTY DAMAGE		KILLED *		INJURED	
	2014	2015	2014	2015	2014	2015	2014	2015	2014	2015	2014	2015
Adair	7	11	1	0	2	2	4	9	1	0	4	3
Allen	19	19	1	2	3	7	15	10	1	2	5	9
Anderson	21	19	1	0	7	7	13	12	1	0	13	9
Ballard	11	11	2	0	4	5	5	6	2	0	7	8
Barren	39	39	3	1	15	13	21	25	3	1	19	18
Bath	1	7	0	1	0	2	1	4	0	2	0	3
Bell	8	20	1	4	2	6	5	10	1	4	3	9
Boone	171	162	1	1	50	42	120	119	1	1	56	53
Bourbon	22	19	1	0	9	5	12	14	1	0	11	5
Boyd	38	39	0	0	13	12	25	27	0	0	20	14
Boyle	15	28	2	1	3	6	10	21	2	1	9	7
Bracken	5	18	1	3	1	5	3	10	1	3	2	14
Breathitt	11	6	2	0	6	4	3	2	5	0	9	10
Breckinridge	10	14	3	1	4	8	3	5	3	1	8	10
Bullitt	69	64	2	2	33	22	34	40	2	2	45	28
Butler	15	19	2	0	7	7	6	12	2	0	7	12
Caldwell	8	9	0	1	1	2	7	6	0	2	1	4
Calloway	34	47	1	0	7	15	26	32	2	0	7	18
Campbell	110	121	0	4	31	32	79	85	0	4	43	43
Carlisle	5	3	0	0	4	0	1	3	0	0	6	0
Carroll	22	18	0	1	10	7	12	10	0	2	14	8
Carter	18	21	1	2	10	7	7	12	1	3	14	9
Casey	8	12	1	2	4	6	3	4	1	2	6	8
Christian	76	68	1	0	22	23	53	45	1	0	29	32
Clark	35	41	0	0	9	9	26	32	0	0	12	10
Clay	17	12	2	3	12	7	3	2	2	3	19	9
Clinton	5	5	1	0	2	3	2	2	1	0	3	5
Crittenden	8	15	1	1	5	10	2	4	1	1	5	12
Cumberland	2	9	1	1	0	3	1	5	1	1	2	5
Daviess	114	98	2	1	31	27	81	70	3	2	39	33
Edmonson	9	9	0	1	2	2	7	6	0	1	3	2
Elliott	2	2	0	0	1	0	1	2	0	0	1	0
Estill	7	6	1	1	3	1	3	4	1	1	5	1
Fayette	472	432	11	8	116	114	345	310	11	8	161	156
Fleming	8	8	0	0	4	3	4	5	0	0	4	3
Floyd	32	38	0	3	16	15	16	20	0	3	19	19
Franklin	49	48	1	0	8	18	40	30	1	0	14	23
Fulton	6	8	1	1	1	2	4	5	1	1	1	3
Gallatin	9	6	0	2	4	1	5	3	0	2	6	1
Garrard	12	19	0	3	3	1	9	15	0	4	7	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 2014 VS 2015

COUNTY	COLLISIONS								PERSONS			
	TOTAL		FATAL *		NON-FATAL INJURY		PROPERTY DAMAGE		KILLED *		INJURED	
	2014	2015	2014	2015	2014	2015	2014	2015	2014	2015	2014	2015
Grant	26	22	0	1	6	7	20	14	0	1	6	8
Graves	28	30	3	4	12	11	13	15	3	4	17	19
Grayson	31	20	1	3	17	6	13	11	1	3	22	8
Green	4	8	0	1	2	3	2	4	0	1	2	8
Greenup	26	16	1	0	11	8	14	8	1	0	17	10
Hancock	8	3	1	0	3	1	4	2	1	0	3	1
Hardin	89	113	3	3	32	38	54	72	3	3	39	59
Harlan	11	21	1	1	3	7	7	13	1	1	4	13
Harrison	18	18	1	0	8	6	9	12	1	0	11	6
Hart	12	18	0	2	4	4	8	12	0	2	7	5
Henderson	50	37	0	2	16	15	34	20	0	2	24	18
Henry	19	16	0	0	4	6	15	10	0	0	5	10
Hickman	7	2	0	0	1	1	6	1	0	0	1	1
Hopkins	41	31	3	0	14	14	24	17	3	0	27	18
Jackson	6	8	1	0	2	5	3	3	1	0	3	5
Jefferson	912	802	20	23	291	256	601	523	22	23	455	422
Jessamine	57	44	0	1	20	14	37	29	0	1	27	24
Johnson	12	14	1	0	7	7	4	7	1	0	14	10
Kenton	188	173	4	5	34	32	150	136	4	6	45	45
Knott	8	10	0	0	7	6	1	4	0	0	7	9
Knox	21	9	1	1	6	5	14	3	1	1	13	12
Larue	11	13	0	0	3	9	8	4	0	0	4	13
Laurel	38	51	1	2	13	24	24	25	1	2	21	41
Lawrence	10	8	1	0	5	6	4	2	1	0	6	9
Lee	4	6	2	0	1	3	1	3	2	0	3	3
Leslie	1	3	0	2	0	0	1	1	0	2	0	0
Letcher	14	9	1	0	8	8	5	1	1	0	11	13
Lewis	3	6	0	3	2	2	1	1	0	3	3	2
Lincoln	6	13	0	2	4	6	2	5	0	2	6	15
Livingston	9	10	0	3	5	0	4	7	0	3	6	0
Logan	20	21	0	0	11	7	9	14	0	0	13	7
Lyon	13	10	0	2	6	3	7	5	0	2	10	3
McCracken	60	80	1	2	24	39	35	39	1	2	46	60
McCreary	6	7	1	1	4	3	1	3	1	1	6	7
McLean	8	10	0	1	3	4	5	5	0	1	3	5
Madison	85	89	0	3	26	21	59	65	0	4	46	30
Magoffin	6	5	2	0	1	2	3	3	2	0	2	7
Marion	22	24	0	1	6	9	16	14	0	1	7	12
Marshall	26	29	3	0	15	13	8	16	3	0	24	17
Martin	2	0	0	0	1	0	1	0	0	0	1	0

* 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 2014 VS 2015

COUNTY	COLLISIONS								PERSONS			
	TOTAL		FATAL *		NON-FATAL INJURY		PROPERTY DAMAGE		KILLED *		INJURED	
	2014	2015	2014	2015	2014	2015	2014	2015	2014	2015	2014	2015
Mason	37	27	2	0	9	8	26	19	2	0	17	9
Meade	32	36	2	4	17	19	13	13	2	4	20	26
Menifee	4	1	0	1	2	0	2	0	0	1	5	0
Mercer	22	27	1	1	10	14	11	12	1	1	15	15
Metcalfe	8	8	0	0	3	4	5	4	0	0	4	4
Monroe	0	2	0	1	0	1	0	0	0	1	0	1
Montgomery	21	30	1	2	9	14	11	14	1	2	9	19
Morgan	4	8	0	0	3	2	1	6	0	0	3	2
Muhlenberg	30	25	1	0	14	6	15	19	1	0	17	10
Nelson	52	45	1	2	13	17	38	26	1	4	15	30
Nicholas	9	9	1	1	1	3	7	5	3	1	4	7
Ohio	18	19	1	0	8	8	9	11	1	0	12	12
Oldham	37	36	2	0	12	8	23	28	2	0	17	12
Owen	5	11	2	1	2	5	1	5	2	1	4	7
Owsley	1	1	0	1	0	0	1	0	0	1	0	1
Pendleton	13	10	0	0	8	3	5	7	0	0	10	4
Perry	21	25	0	3	14	9	7	13	0	3	25	19
Pike	49	56	2	4	21	27	26	25	3	4	31	36
Powell	5	14	0	1	2	7	3	6	0	1	3	13
Pulaski	31	50	2	3	15	17	14	30	2	3	20	23
Robertson	2	0	0	0	2	0	0	0	0	0	2	0
Rockcastle	7	12	0	0	1	5	6	7	0	0	3	5
Rowan	18	20	1	0	6	6	11	14	1	0	7	8
Russell	5	14	2	1	0	4	3	9	2	1	2	4
Scott	55	58	4	2	11	17	40	39	4	2	21	26
Shelby	46	58	2	0	18	29	26	29	3	0	20	37
Simpson	28	16	1	1	7	6	20	9	1	1	9	7
Spencer	15	9	0	1	9	5	6	3	0	1	14	7
Taylor	28	22	1	1	7	8	20	13	1	1	8	14
Todd	13	13	0	1	4	6	9	6	0	2	6	9
Trigg	15	11	0	0	5	3	10	8	0	0	7	6
Trimble	9	9	1	0	4	2	4	7	1	0	8	2
Union	9	9	0	0	7	6	2	3	0	0	9	9
Warren	139	119	6	1	47	38	86	80	8	1	62	56
Washington	7	14	1	2	3	3	3	9	1	2	5	8
Wayne	12	13	0	1	8	6	4	6	0	1	11	9
Webster	10	5	2	1	4	3	4	1	2	2	4	6
Whitley	30	27	2	2	13	11	15	14	2	3	16	15
Wolfe	5	4	0	1	2	2	3	1	0	1	2	2
Woodford	34	37	1	2	8	14	25	21	1	2	14	20
TOTALS	4,334	4,269	143	162	1,432	1,418	2,759	2,689	156	175	2,067	2,072

* 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 1,404 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 571 were injury collisions.

COUNTY	ALL COLLISIONS	FATAL* COLLISIONS	INJURY COLLISIONS	PERSONS* KILLED	PERSONS INJURED
ADAIR	8	0	5	0	11
ALLEN	8	2	0	1	0
ANDERSON	12	1	3	1	4
BALLARD	3	0	2	0	2
BARREN	19	3	6	3	6
BATH	7	4	1	6	1
BELL	39	7	15	7	26
BOONE	37	2	11	2	22
BOURBON	4	1	1	1	3
BOYD	19	2	6	3	8
BOYLE	14	2	2	2	2
BRACKEN	4	1	2	1	4
BREATHITT	9	2	4	2	6
BRECKENRIDGE	3	2	0	3	0
BULLITT	10	2	3	2	10
BUTLER	4	1	1	1	1
CALDWELL	5	2	2	3	2
CALLOWAY	15	1	5	2	6
CAMPBELL	45	3	16	3	25
CARLISLE	3	1	1	1	1
CARROLL	6	2	0	3	0
CARTER	8	1	0	1	1
CASEY	5	2	2	2	2
CHRISTIAN	27	2	13	3	30
CLARK	8	1	1	1	2
CLAY	31	5	15	8	21
CLINTON	7	2	1	1	1
CRITTENDEN	5	0	2	0	2
CUMBERLAND	0	0	0	0	0
DAVIESS	49	3	17	5	24
EDMONSON	1	1	0	1	1
ELLIOTT	3	0	2	0	3
ESTILL	4	1	2	1	3
FAYETTE	119	9	32	10	45
FLEMING	5	1	0	1	0
FLOYD	54	6	33	9	57
FRANKLIN	20	0	9	0	16
FULTON	2	0	1	0	2
GALLATIN	2	1	1	1	1

COUNTY	ALL COLLISIONS	FATAL* COLLISIONS	INJURY COLLISIONS	PERSONS* KILLED	PERSONS INJURED
GARRARD	4	2	1	3	1
GRANT	8	1	4	1	5
GRAVES	18	3	4	3	4
GRAYSON	9	5	0	5	0
GREEN	3	3	0	3	0
GREENUP	9	1	2	1	4
HANCOCK	1	0	1	0	3
HARDIN	39	5	21	5	30
HARLAN	28	3	15	2	20
HARRISON	9	0	2	0	2
HART	10	1	3	1	4
HENDERSON	20	0	6	0	7
HENRY	5	1	2	1	2
HICKMAN	2	0	1	0	2
HOPKINS	16	4	7	4	9
JACKSON	3	0	2	0	2
JEFFERSON	242	23	91	23	152
JESSAMINE	17	2	5	6	8
JOHNSON	14	3	8	3	11
KENTON	53	4	15	7	21
KNOTT	10	0	8	0	14
KNOX	42	4	20	4	33
LARUE	3	1	2	1	2
LAUREL	36	2	14	2	26
LAWRENCE	5	0	3	0	5
LEE	2	0	0	0	0
LESLIE	5	5	0	5	0
LETCHER	9	1	5	1	11
LEWIS	5	3	0	3	0
LINCOLN	6	3	1	3	2
LIVINGSTON	7	2	1	2	2
LOGAN	4	1	2	1	2
LYON	3	1	0	1	0
McCRACKEN	36	7	14	8	21
McCREARY	12	0	9	0	11
McLEAN	1	0	0	0	0
MADISON	41	8	6	9	10
MAGOFFIN	11	1	4	1	5
MARION	8	2	4	2	7

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

DRIVERS UNDER INFLUENCE OF DRUGS BY COUNTY

COUNTY	ALL COLLISIONS	FATAL* COLLISIONS	INJURY COLLISIONS	PERSONS* KILLED	PERSONS INJURED
MARSHALL	11	4	3	5	8
MARTIN	0	0	0	0	0
MASON	12	0	1	0	1
MEADE	8	1	4	1	4
MENIFEE	3	1	0	1	0
MERCER	6	0	3	0	3
METCALFE	4	1	1	1	1
MONROE	0	0	0	0	0
MONTGOMERY	15	2	5	2	9
MORGAN	4	1	2	1	2
MUHLENBERG	22	0	9	0	14
NELSON	12	3	3	3	4
NICHOLAS	6	2	3	2	6
OHIO	9	1	5	1	10
OLDHAM	11	0	5	0	7
OWEN	5	1	2	1	2
OWSLEY	1	1	0	1	0
PENDLETON	6	1	0	1	2
PERRY	28	2	7	2	12
PIKE	66	4	35	4	57
POWELL	9	3	3	3	4
PULASKI	26	3	9	4	16

COUNTY	ALL COLLISIONS	FATAL* COLLISIONS	INJURY COLLISIONS	PERSONS* KILLED	PERSONS INJURED
ROBERTSON	0	0	0	0	0
ROCKCASTLE	14	2	7	2	11
ROWAN	13	2	6	2	11
RUSSELL	13	2	3	2	5
SCOTT	13	0	4	0	7
SHELBY	9	2	4	2	8
SIMPSON	6	1	2	1	3
SPENCER	3	0	0	0	0
TAYLOR	12	3	5	3	11
TODD	5	2	1	3	1
TRIGG	7	0	2	0	3
TRIMBLE	3	0	2	0	2
UNION	5	0	4	0	7
WARREN	34	1	11	2	18
WASHINGTON	2	1	1	1	3
WAYNE	10	2	4	8	6
WEBSTER	3	0	2	0	5
WHITLEY	29	2	16	2	24
WOLFE	7	3	3	3	3
WOODFORD	6	1	1	1	1
TOTALS	1,838	233	678	267	1,080

* 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	5,525	46	1,190	49	1,777
Pennyrile	5,912	44	1,106	48	1,598
Green River	6,895	21	1,182	26	1,684
Barren River	9,006	50	1,729	55	2,503
Lincoln Trail	6,425	68	1,234	72	1,866
KIPDA	37,926	113	6,394	115	9,654
Northern Kentucky	15,551	47	2,015	55	2,832
Buffalo Trace	1,235	11	198	11	289
Gateway	2,013	19	388	21	589
FIVCO	3,005	13	523	15	791
Big Sandy	2,937	38	788	42	1,259
Kentucky River	1,823	22	520	23	873
Cumberland Valley	5,934	48	1,422	53	2,270
Lake Cumberland	4,525	48	807	57	1,248
Bluegrass	27,626	106	4,307	119	6,309
TOTALS	136,338	694	23,803	761	35,542

ALCOHOL RELATED COLLISIONS BY AREA DEVELOPMENT DISTRICT

AREA DEVELOPMENT DISTRICT	TOTAL NUMBER REPORTED	TOTAL COLLISIONS REPORTED		NUMBER PERSONS	
		FATAL*	INJURY	KILLED*	INJURED
Purchase	210	7	86	7	126
Pennyrile	192	8	67	10	94
Green River	181	5	64	7	84
Barren River	270	9	89	9	121
Lincoln Trail	279	16	109	18	166
KIPDA	994	26	328	26	518
Northern Kentucky	523	15	129	17	169
Buffalo Trace	59	6	18	6	28
Gateway	66	4	24	5	32
FIVCO	86	2	33	3	42
Big Sandy	113	7	51	7	72
Kentucky River	64	7	32	7	57
Cumberland Valley	160	13	70	14	109
Lake Cumberland	151	11	55	11	86
Bluegrass	921	26	263	28	368
TOTALS	4,269	162	1,418	175	2,072

* 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	90	16	31	19	46
Pennyrile	97	13	37	16	63
Green River	88	4	35	6	56
Barren River	90	12	26	12	36
Lincoln Trail	84	20	35	21	50
KIPDA	283	28	107	28	181
Northern Kentucky	162	15	49	19	78
Buffalo Trace	26	5	3	5	5
Gateway	42	10	14	12	23
FIVCO	44	4	13	5	21
Big Sandy	145	14	80	17	130
Kentucky River	71	14	27	14	46
Cumberland Valley	222	25	104	27	163
Lake Cumberland	96	17	38	23	63
Bluegrass	298	36	79	43	119
TOTALS	1,838	233	678	267	1,080

* 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

2014 VS 2015

COUNTY	COLLISIONS								PERSONS			
	TOTAL		FATAL		NON-FATAL INJURY		PROPERTY DAMAGE		KILLED		INJURED	
	2014	2015	2014	2015	2014	2015	2014	2015	2014	2015	2014	2015
Adair	104	116	0	0	1	1	103	115	0	0	3	1
Allen	115	121	0	0	3	2	112	119	0	0	3	2
Anderson	92	89	0	0	3	1	89	88	0	0	3	1
Ballard	28	18	0	0	1	0	27	18	0	0	1	0
Barren	387	411	0	0	7	6	380	405	0	0	9	9
Bath	32	29	0	0	0	1	32	28	0	0	0	1
Bell	182	179	0	0	4	4	178	175	0	0	4	6
Boone	1,283	1,298	1	0	31	24	1,251	1,274	1	0	36	26
Bourbon	94	103	0	1	4	1	90	101	0	1	6	1
Boyd	299	205	0	1	15	16	284	188	0	1	17	18
Boyle	277	267	0	0	5	3	272	264	0	0	6	4
Bracken	26	28	0	0	1	1	25	27	0	0	1	2
Breathitt	61	57	0	0	7	1	54	56	0	0	9	1
Breckinridge	57	57	0	0	3	1	54	56	0	0	3	1
Bullitt	193	211	0	0	4	4	189	207	0	0	5	5
Butler	49	58	0	0	0	0	49	58	0	0	0	0
Caldwell	118	104	0	0	2	2	116	102	0	0	2	2
Calloway	390	430	0	1	7	5	383	424	0	1	8	6
Campbell	505	551	0	0	9	13	496	538	0	0	10	13
Carlisle	9	10	0	0	0	0	9	10	0	0	0	0
Carroll	60	63	0	0	1	1	59	62	0	0	1	1
Carter	138	141	0	0	0	4	138	137	0	0	0	5
Casey	49	27	0	0	1	1	48	26	0	0	1	1
Christian	272	367	0	0	12	13	260	354	0	0	14	14
Clark	227	259	0	0	2	4	225	255	0	0	2	5
Clay	89	80	0	0	5	2	84	78	0	0	5	6
Clinton	3	53	0	0	1	3	2	50	0	0	1	3
Crittenden	36	42	0	0	0	1	36	41	0	0	0	1
Cumberland	29	31	0	0	3	0	26	31	0	0	3	0
Daviess	994	1,148	0	0	19	26	975	1,122	0	0	21	26
Edmonson	23	27	0	0	0	0	23	27	0	0	0	0
Elliott	6	3	0	0	0	0	6	3	0	0	0	0
Estill	29	19	0	0	1	1	28	18	0	0	1	1
Fayette	3,367	3,565	0	0	96	101	3,271	3,464	0	0	105	118
Fleming	55	67	0	0	0	0	55	67	0	0	0	0
Floyd	174	205	1	1	11	6	162	198	1	1	15	6
Franklin	475	441	0	0	18	13	457	428	0	0	20	13
Fulton	25	32	0	0	1	0	24	32	0	0	3	0
Gallatin	48	39	0	0	2	1	46	38	0	0	2	1
Garrard	48	39	0	0	1	0	47	39	0	0	1	0

COLLISIONS BY COUNTY

PARKING LOTS / PRIVATE PROPERTY

2014 VS 2015

COUNTY	COLLISIONS								PERSONS			
	TOTAL		FATAL		NON-FATAL INJURY		PROPERTY DAMAGE		KILLED		INJURED	
	2014	2015	2014	2015	2014	2015	2014	2015	2014	2015	2014	2015
Grant	149	181	0	0	5	4	144	177	0	0	6	4
Graves	179	177	0	0	4	2	175	175	0	0	4	2
Grayson	152	123	1	0	2	2	149	121	1	0	5	2
Green	52	39	0	0	4	1	48	38	0	0	4	1
Greenup	165	156	0	0	6	4	159	152	0	0	7	4
Hancock	26	34	0	0	1	2	25	32	0	0	1	3
Hardin	425	455	0	0	11	7	414	448	0	0	11	7
Harlan	137	132	0	0	8	4	129	128	0	0	8	4
Harrison	113	132	0	0	4	1	109	131	0	0	4	2
Hart	49	34	0	0	0	2	49	32	0	0	0	2
Henderson	429	423	0	0	13	16	416	407	0	0	16	22
Henry	57	75	0	0	0	1	57	74	0	0	0	1
Hickman	6	5	0	0	0	0	6	5	0	0	0	0
Hopkins	416	429	0	0	3	5	413	424	0	0	3	5
Jackson	21	30	0	0	0	0	21	30	0	0	0	0
Jefferson	1,800	1,919	0	0	170	180	1,630	1,739	0	0	203	244
Jessamine	305	283	0	0	13	7	292	276	0	0	13	7
Johnson	166	156	0	0	8	3	158	153	0	0	10	5
Kenton	921	966	1	0	24	27	896	939	1	0	28	28
Knott	51	46	0	0	2	2	49	44	0	0	2	4
Knox	155	176	0	1	2	5	153	170	0	1	2	6
Larue	38	42	0	0	0	1	38	41	0	0	0	1
Laurel	336	301	0	0	12	11	324	290	0	0	19	12
Lawrence	61	43	0	0	2	1	59	42	0	0	2	1
Lee	19	27	0	0	0	1	19	26	0	0	0	1
Leslie	13	3	0	0	0	0	13	3	0	0	0	0
Letcher	69	42	0	0	4	3	65	39	0	0	6	3
Lewis	17	23	0	0	0	1	17	22	0	0	0	1
Lincoln	78	79	0	0	2	5	76	74	0	0	2	6
Livingston	18	22	0	0	1	0	17	22	0	0	1	0
Logan	163	149	0	0	4	7	159	142	0	0	4	8
Lyon	51	51	0	0	1	1	50	50	0	0	1	2
McCracken	282	328	0	0	18	28	264	300	0	0	22	30
McCreary	42	48	0	0	1	1	41	47	0	0	1	1
McLean	39	25	0	0	1	0	38	25	0	0	1	0
Madison	831	961	0	1	14	14	817	946	0	1	15	15
Magoffin	39	45	0	0	0	2	39	43	0	0	0	2
Marion	149	144	0	0	3	1	146	143	0	0	3	1
Marshall	150	197	0	0	3	1	147	196	0	0	3	1
Martin	34	7	0	0	1	0	33	7	0	0	2	0

COLLISIONS BY COUNTY

PARKING LOTS / PRIVATE PROPERTY

2014 VS 2015

COUNTY	COLLISIONS								PERSONS			
	TOTAL		FATAL		NON-FATAL INJURY		PROPERTY DAMAGE		KILLED		INJURED	
	2014	2015	2014	2015	2014	2015	2014	2015	2014	2015	2014	2015
Mason	165	167	0	0	3	4	162	163	0	0	3	4
Meade	71	73	0	0	4	2	67	71	0	0	5	2
Menifee	9	12	0	0	0	0	9	12	0	0	0	0
Mercer	90	112	0	0	1	2	89	110	0	0	1	2
Metcalfe	36	51	0	0	1	1	35	50	0	0	2	1
Monroe	10	23	0	0	1	1	9	22	0	0	1	1
Montgomery	229	296	0	0	4	5	225	291	0	0	5	7
Morgan	31	24	0	0	2	0	29	24	0	0	3	0
Muhlenberg	193	224	0	0	5	8	188	216	0	0	6	8
Nelson	45	56	0	0	1	0	44	56	0	0	1	0
Nicholas	20	15	0	0	0	0	20	15	0	0	0	0
Ohio	141	118	0	0	3	1	138	117	0	0	4	1
Oldham	129	147	0	1	4	2	125	144	0	1	4	2
Owen	18	17	1	0	1	0	16	17	1	0	1	0
Owsley	3	4	0	0	0	0	3	4	0	0	0	0
Pendleton	32	23	0	0	1	1	31	22	0	0	1	1
Perry	216	253	0	1	9	9	207	243	0	1	14	9
Pike	424	546	1	2	21	21	402	523	1	2	27	29
Powell	77	76	0	0	2	1	75	75	0	0	2	1
Pulaski	584	594	0	0	11	7	573	587	0	0	15	7
Robertson	1	3	0	0	1	0	0	3	0	0	1	0
Rockcastle	82	100	0	0	1	3	81	97	0	0	1	3
Rowan	173	191	0	0	5	5	168	186	0	0	5	5
Russell	117	127	1	0	3	5	113	122	1	0	3	6
Scott	184	190	1	1	4	5	179	184	1	1	4	5
Shelby	216	288	0	0	6	4	210	284	0	0	8	5
Simpson	178	92	0	1	2	1	176	90	0	1	2	1
Spencer	20	27	0	0	3	1	17	26	0	0	4	1
Taylor	207	233	0	0	1	0	206	233	0	0	2	0
Todd	22	20	0	0	0	1	22	19	0	0	0	1
Trigg	74	60	0	0	2	1	72	59	0	0	2	2
Trimble	15	13	0	0	0	0	15	13	0	0	0	0
Union	80	88	0	0	4	2	76	86	0	0	4	2
Warren	709	698	0	0	36	43	673	655	0	0	39	51
Washington	52	49	0	0	3	2	49	47	0	0	3	2
Wayne	81	91	0	0	4	5	77	86	0	0	4	5
Webster	27	32	0	1	0	1	27	30	0	1	0	2
Whitley	251	223	0	0	13	8	238	215	0	0	19	8
Wolfe	34	45	0	0	1	0	33	45	0	0	1	0
Woodford	157	156	0	0	4	4	153	152	0	0	5	6
TOTALS	23,854	25,055	8	13	795	772	23,051	24,270	8	13	932	918

TYPES OF COLLISIONS

PARKING LOTS / PRIVATE PROPERTY

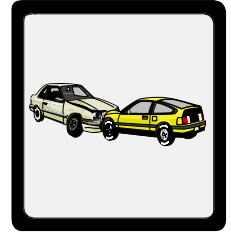


PARKING LOTS:

Total Collisions:	23,814
% of Total Collisions:	95.05%
Persons Killed:	6
% of Total Fatalities:	46.15%
No. of Fatal Collisions:	6
% of All Fatal Collisions:	46.15%

COLLISIONS WITH MOVING MOTOR VEHICLE:

Total Collisions:	410
% of Total Collisions:	1.64%
Persons Killed:	0
% of Total Fatalities:	0.00%
No. of Fatal Collisions:	0
% of All Fatal Collisions:	0.00%

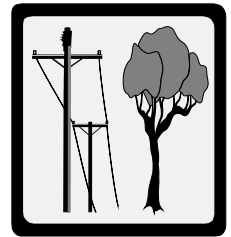


COLLISIONS WITH PEDESTRIAN:

Total Collisions:	23
% of Total Collisions:	0.09%
Persons Killed:	1
% of Total Fatalities:	7.69%
No. of Fatal Collisions:	1
% of All Fatal Collisions:	7.69%

COLLISIONS WITH FIXED OBJECT:

Total Collisions:	229
% of Total Collisions:	0.91%
Persons Killed:	2
% of Total Fatalities:	15.38%
No. of Fatal Collisions:	2
% of All Fatal Collisions:	15.38%

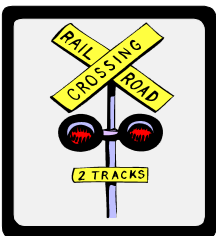
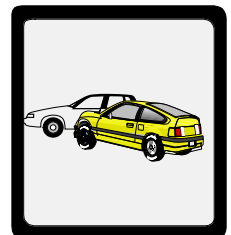


COLLISIONS WITH PEDALCYCLIST:

Total Collisions:	1
% 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:	536
% of Total Collisions:	2.14%
Persons Killed:	0
% of Total Fatalities:	0.00%
No. of Fatal Collisions:	0
% of All Fatal Collisions:	0.00%

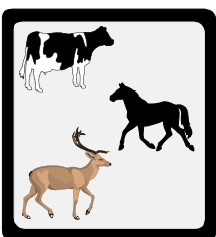


COLLISIONS WITH RAILWAY TRAIN:

Total Collisions:	8
% of Total Collisions:	0.03%
Persons Killed:	1
% of Total Fatalities:	7.69%
No. of Fatal Collisions:	1
% of All Fatal Collisions:	7.69%

COLLISIONS WITH OTHER OBJECTS:

Total Collisions:	14
% of Total Collisions:	0.06%
Persons Killed:	1
% of Total Fatalities:	7.69%
No. of Fatal Collisions:	1
% of All Fatal Collisions:	7.69%



COLLISIONS WITH ANIMALS (INCLUDING DEER):

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

NON-COLLISIONS (INCLUDING OVERTURNED):

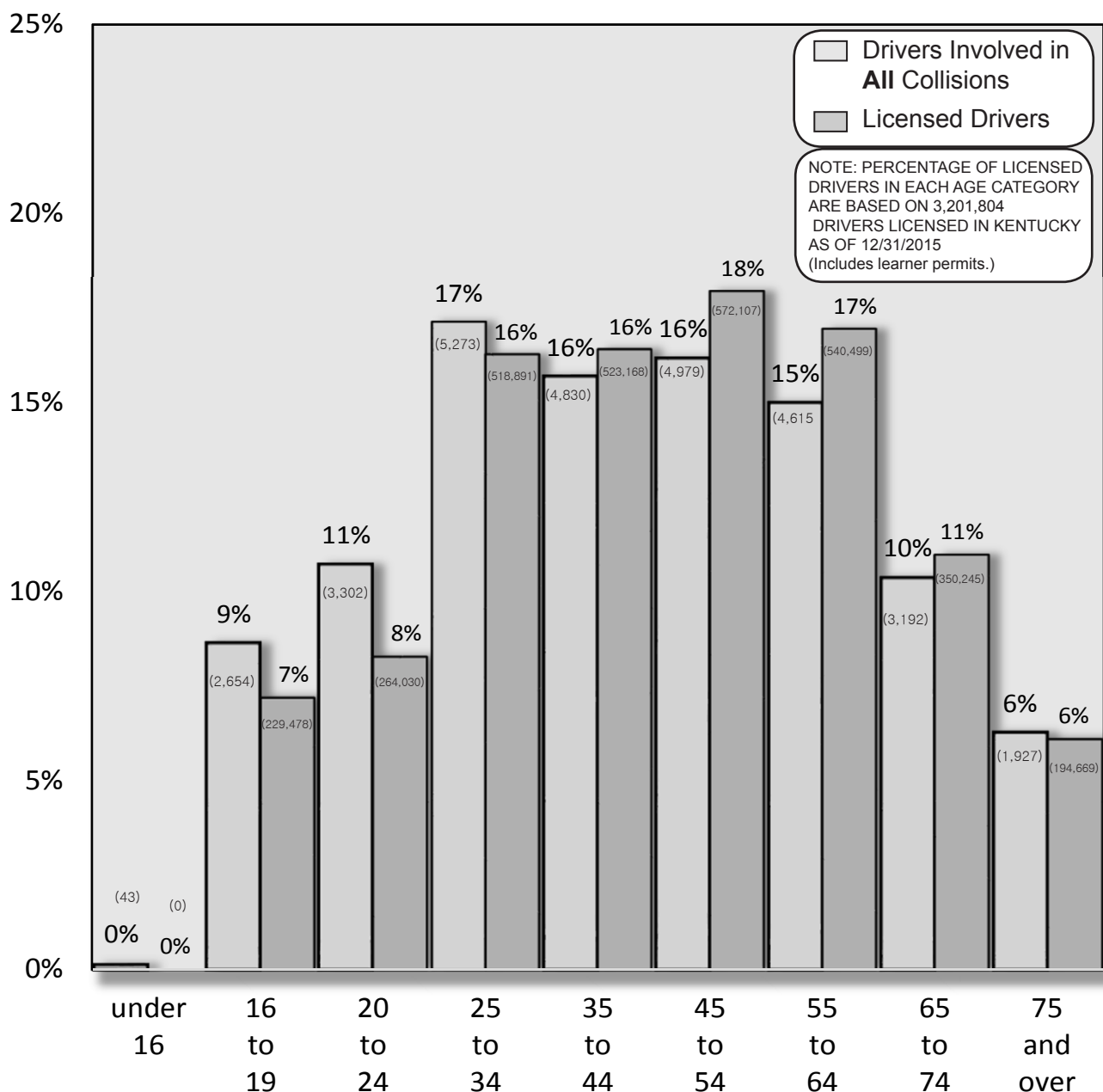
Total Collisions:	19
% of Total Collisions:	0.08%
Persons Killed:	2
% of Total Fatalities:	15.38%
No. of Fatal Collisions:	2
% of All Fatal Collisions:	15.38%



AGE OF DRIVERS (ALL COLLISIONS)

PARKING LOTS / PRIVATE PROPERTY

The chart below groups the ages of 30,815 drivers involved in traffic collisions during 2015 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 20 to 24 years of age category. This data does not differentiate drivers “at-fault” versus drivers “not-at-fault.” There were 315 driver’s ages which could not be determined. These drivers represent 1.0% of all drivers involved in collisions. The percentages given below do not consider the “Unknown” category.



AGE

CONTRIBUTING FACTORS

PARKING LOTS / PRIVATE PROPERTY

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

HUMAN FACTORS	ALL COLLISIONS	PERCENT OF TOTAL	FATAL COLLISIONS	PERCENT OF TOTAL
Inattention	11,648	46.49	2	15.38
Misjudge Clearance	5,504	21.97	0	0.00
Improper Backing	2,211	8.82	0	0.00
Not Under Proper Control	1,905	7.60	3	23.08
Failed to Yield Right of Way	1,100	4.39	2	15.38
Distraction	705	2.81	0	0.00
Alcohol Involvement	454	1.81	1	7.69
Turning Improperly	166	0.66	0	0.00
Too Fast for Conditions	161	0.64	0	0.00
Emotional	156	0.62	0	0.00
Drug Involvement	150	0.60	0	0.00
Following Too Close	104	0.42	0	0.00
Lost Consciousness / Fainted	93	0.37	0	0.00
Disregard Traffic Control	74	0.30	0	0.00
Physical Disability	73	0.29	0	0.00
Cell Phone	70	0.28	0	0.00
Overcorrecting / Oversteering	62	0.25	1	7.69
Exceeded Stated Speed Limit	56	0.22	0	0.00
Improper Passing	55	0.22	0	0.00
Sick	52	0.21	1	7.69
Fatigue	41	0.16	0	0.00
Medication	35	0.14	0	0.00
Fell Asleep	30	0.12	0	0.00
Weaving in Traffic	7	0.03	0	0.00

CONTRIBUTING FACTORS

PARKING LOTS / PRIVATE PROPERTY

(continued)

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	230	0.92	1	12.50
Steering Failure	27	0.11	0	0.00
Tire Failure	13	0.05	0	0.00
Load Securement	10	0.04	0	0.00
Tow Hitch Defective / Separation of Units	10	0.04	0	0.00
Oversized Load	9	0.04	0	0.00
Headlights Defective	3	0.01	0	0.00
Other Lighting Defective	1	0.00	0	0.00
Overweight	1	0.00	0	0.00

ENVIRONMENTAL FACTORS	ALL COLLISIONS	PERCENT OF TOTAL	FATAL COLLISIONS	PERCENT OF TOTAL
Slippery Surface	537	2.14	1	7.69
View Obstructed	497	1.98	0	0.00
Improperly Parked Vehicle	252	1.01	0	0.00
Glare	162	0.65	1	7.69
Water Pooling	29	0.12	0	0.00
Fixed Objects(s)	27	0.11	0	0.00
Animal Action	19	0.08	0	0.00
Hole / Deep Ruts / Bumps	16	0.06	0	0.00
Debris in Roadway	7	0.03	0	0.00
Roadway Construction	7	0.03	0	0.00
Traffic Controls Not Working	5	0.02	0	0.00
Maintenance / Utility	5	0.02	0	0.00
Shoulder Defective	4	0.02	0	0.00



FATALITY ANALYSIS REPORTING SYSTEM



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 2015 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 2% 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	2	0	0
16	5	0	0
17	17	0	0
18	16	0	0
19	24	3	13
20	25	6	24
21	28	7	25
22-24	79	17	22
25-34	209	40	19
35-44	203	34	17
45-54	187	33	18
55-64	138	17	12
65-74	77	5	6
Over 74	49	2	4
Unknown	11	0	0
TOTALS	1,070	164	15

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

DURING 2015, THERE WERE 175 PERSONS KILLED IN FATAL COLLISIONS INVOLVING A DRINKING DRIVER. THIS REPRESENTS 23% OF ALL PERSONS KILLED IN TRAFFIC COLLISIONS IN KENTUCKY DURING 2015.

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

AGE	NUMBER OF DRINKING DRIVERS*	BAC TEST RESULTS			
		.01 - .05	.06 - .09	.10 - .19	.20+
Under 16	0	0	0	0	0
16	0	0	0	0	0
17	0	0	0	0	0
18	0	0	0	0	0
19	3	0	1	2	0
20	6	1	1	4	0
21	7	0	0	6	1
22-24	17	1	4	11	1
25-34	40	4	5	21	10
35-44	34	2	4	15	13
45-54	33	4	3	15	11
55-64	17	4	0	6	7
65-74	5	1	1	1	2
75+	2	0	0	2	0
Unknown	0	0	0	0	0
TOTAL	164	17	19	83	45

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

DURING 2015, TWENTY-FOUR (24) PERCENT OF THE FATALLY INJURED PEDESTRIANS OVER THE AGE OF 15 WERE DRINKING. THEIR AVERAGE ALCOHOL TEST WAS 24%.

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	4	0	0
6-10	2	0	0
11-15	0	0	0
16-20	4	0	0
21-25	4	2	.22
26-30	6	0	0
31-40	12	1	.31
41-50	13	4	.21
51-60	12	8	.22
61-70	6	0	0
71-80	3	0	0
81+	3	0	0
UNKNOWN	0	0	0
TOTAL	69	15	.24

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 2015 FARS data strongly confirms both the lifesaving advantage as well as the reduction of serious injury when restraints are in place. FIFTY-FIVE (55) PERCENT OF THE VEHICLE OCCUPANTS KILLED DURING 2015 WERE NOT RESTRAINED. THIRTY-EIGHT (38) PERCENT OF THE VEHICLE OCCUPANTS SUFFERING INCAPACITATING INJURY WERE NOT RESTRAINED. TWENTY (20) 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	32	77	0	255	317	1	682
Incapacitating Injury	1	6	0	87	54	0	148
Non-Incapacitating Injury	1	4	0	173	43	0	221
Possible Injury	1	1	0	124	22	0	148
No Injury	0	1	0	348	21	4	374
Unknown if Injured	0	0	0	0	0	10	10
Injured, Severity Unknown	0	0	0	0	0	0	0
TOTAL	35	89	0	987	457	15	1,583

Of the 1,459 vehicle occupants involved in fatal collisions in 2015, only 987 were using safety restraints - an overall usage rate of 68% in fatal collisions. (*Motorcycle occupants are not included*)

EJECTION

RESULTS	Total Ejection	Partial Ejection	No Ejection	Unknown	TOTAL
Fatal Injury	99	35	439	0	573
Incapacitating Injury	16	5	120	0	141
Non-Incapacitating Injury	3	1	212	0	216
Possible Injury	4	0	142	0	146
No Injury	0	0	372	1	373
Unknown If Injured	0	0	10	0	10
Injured, Severity Unknown	0	0	0	0	0
TOTAL	122	41	1,295	1	1,459

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-TWO (82) PERCENT OF VEHICLE OCCUPANTS WHO WERE EITHER TOTALLY OR PARTIALLY EJECTED WERE KILLED. This data also reaffirms the lifesaving advantage of using an active restraint, since the possibility of being ejected upon impact is significantly reduced.

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

CHILD RESTRAINTS IN FATAL COLLISIONS

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

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

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

RESULT	AGE 4 & UNDER TOTAL	CHILD RESTRAINT USED	LAP BELT &/OR HARNESS USED	NONE USED	UNKNOWN
Killed	10	6	1	3	0
Injured (Incapacitating)	3	2	0	1	0
Injured (Non-Incapacitating)	10	7	3	0	0
Injured (Possible)	14	8	4	2	0
Not Injured	21	18	3	0	0
TOTAL	58	41	11	6	0

Of the fifty-eight (58) child occupants (four years and under) involved in fatal collisions in 2015, forty-one (41) children were secured in a child restraint. Of the ten (10) children killed, four (7) were using a restraint, one (1) was using a lap belt or shoulder harness, and six (6) were using a child safety seat.



\$2.5 - \$17.7 BILLION

COST of KENTUCKY TRAFFIC COLLISIONS 2015



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 2015 (occurring on public roads.) Costs for 2014 were used since 2015 data was not available.

Note: The National Safety Council's cost-estimating procedure for the 2014 Comprehensive Cost estimates was revised resulting in a major increase in costs compared to previous years.

The **ECONOMIC COST** (\$2.5 billion) was derived from the following formula:

COST PER	X	NUMBER REPORTED	=	ESTIMATED COST
Fatalities				
\$1,500,000	X	694	=	\$1,041,000,000
Incapacitating Injuries				
\$88,500	X	3,175	=	\$280,987,500
Non-Incapacitating Injuries				
\$25,600	X	11,822	=	\$302,643,200
Possible Injuries				
\$21,000	X	20,545	=	\$431,445,000
Property Damage Only				
\$4,200	X	111,841	=	\$469,732,200
TOTAL ECONOMIC COST ESTIMATE				\$2,525,807,900

The **COMPREHENSIVE COST** (\$17.7 billion) was derived from the following formula:

COST PER	X	NUMBER REPORTED	=	ESTIMATED COST
Fatalities				
\$9,900,000	X	694	=	\$6,870,600,000
Incapacitating Injuries				
\$1,100,000	X	3,175	=	\$3,492,500,000
Non-Incapacitating Injuries				
\$298,000	X	11,822	=	\$3,522,956,000
Possible Injuries				
\$138,000	X	20,545	=	\$2,835,210,000
Property Damage Only				
\$8,400	X	111,841	=	\$939,464,400
TOTAL COMPREHENSIVE COST ESTIMATE				\$17,660,730,400

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



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.