

Transportation
Kentucky Transportation Center Research
Report

University of Kentucky

Year 2018

Kentucky Traffic Collision Facts 2017

University of Kentucky

Kentucky State Police

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TRAFFIC COLLISION FACTS



***2017
REPORT***



Commonwealth of Kentucky
OFFICE OF THE GOVERNOR

Matthew G. Bevin
Governor

700 Capitol Avenue
Suite 100
Frankfort, KY 40601
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July 20, 2018

My Fellow Kentuckians:

The 2017 KENTUCKY TRAFFIC COLLISION FACTS report you hold in your hand is filled with information and statistics regarding auto accidents on our Commonwealth's roadways. It will inform you that 782 fatalities occurred in 2017 a decrease of about 6.2 percent.

However, the individuals involved in auto accidents are far more valuable than a mathematical statistic. The 782 Kentuckians who lost their lives in 2017 are husbands, wives, sons, and daughters who meant everything to their families.



Tragically, many of the fatalities could have been avoided by simply following some common sense rules:

- Always be 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.

We can also hold our friends and family accountable to observe these safe practices. Often younger drivers and children are watching your example of safe driving. Take time to promote and demonstrate proper 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. 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



KENTUCKY STATE POLICE

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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 2017 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-four 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,

A handwritten signature in black ink, which appears to read "Richard W. Sanders".

Richard W. Sanders
Commissioner

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

This 2017 Collision Faces Report

would like to remember the

782

who were victims of fatal traffic collisions

on public roads in 2017.

KENTUCKY

TRAFFIC COLLISION FACTS

2017

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Note: The Parking Lots / Private Property Section which used to be on page 49-58 have been removed.

Page numbers in this publication have changed from previous years.

INTRODUCTION

KENTUCKY'S TRAFFIC COLLISION FACTS report 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 this 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)".

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.

NOTE: Parking Lots/ Private Property has been removed from the 2017 publication. **UNLESS OTHERWISE NOTED, THE DATA ARE FOR PUBLIC ROADS ONLY.** Therefore, some data are not directly comparable to previous years.



COLLISION SUMMARY

2017 COLLISION SUMMARY

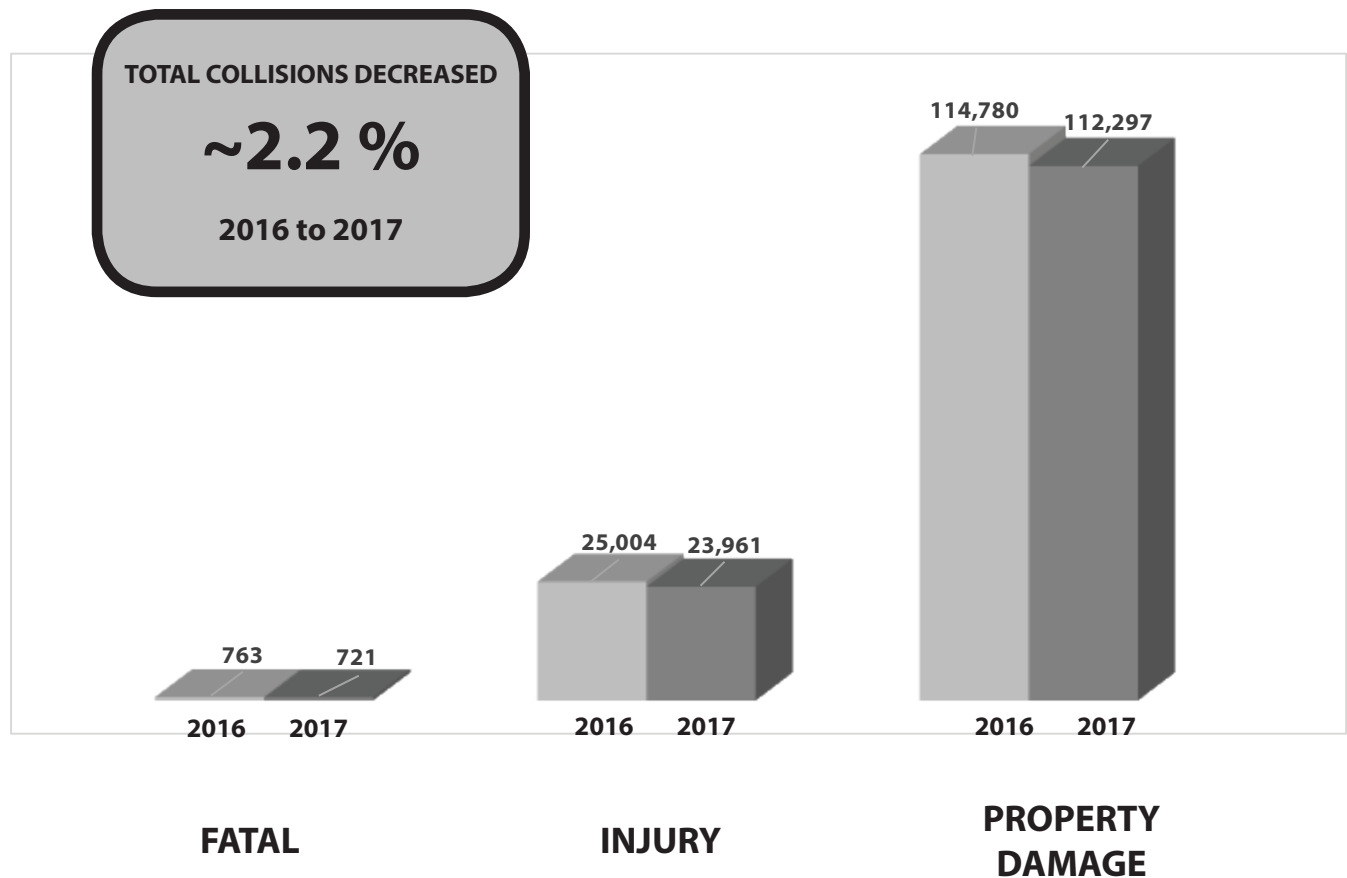
TYPE OF COLLISION REPORTED	2016	2017	CHANGE
FATAL (PUBLIC ROADS)	763	721	- 5.5 %
NONFATAL (PUBLIC ROADS)	25,004	23,961	- 4.2 %
PROPERTY DAMAGE ONLY (PUBLIC ROADS)	114,780	112,297	- 2.2 %
TOTAL REPORTED (PUBLIC ROADS)	140,547	136,979	- 2.5 %

FATAL (PARKING LOTS / PRIVATE PROPERTY)	13	17	+ 30.8%
NONFATAL (PARKING LOTS / PRIVATE PROPERTY)	786	772	- 1.8 %
PROPERTY DAMAGE (PARKING LOTS / PRIVATE PROPERTY)	23,927	23,913	- 0.1 %
TOTAL REPORTED (PARKING LOTS / PRIVATE PROPERTY)	23,443	24,702	+ 5.4 %

TOTAL ALL REPORTED COLLISIONS	165,273	161,681	- 2.2 %
FATAL COLLISIONS (TOTAL)	776	738	- 4.9 %

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.

Note the distinction between public roads and parking lots / private property.



DEATH AND INJURY SUMMARY

	2016	2017	CHANGE
PERSONS KILLED (Public Roads)	834	782	- 6.2%
PERSONS KILLED (Parking Lots/Private Property)	14	7	21.4%
PERSONS KILLED (Total)	848	799	- 5.8%
PERSONS INJURED (Public Roads)	37,47	35,999	- 3.6%
PERSONS INJURED (Parking Lots/Private Property)	99	896	- 0.3%
PERSONS INJURED (Total)	38,46	36,895	- 3.5%

FACTS: APPROXIMATELY 1 OF EVERY 5,575 KENTUCKY RESIDENTS DIED AS A RESULT OF A FATAL TRAFFIC COLLISION ON A PUBLIC ROAD IN KENTUCKY. ABOUT 1 IN 121 KENTUCKY RESIDENTS WAS INJURED IN A TRAFFIC COLLISION IN KENTUCKY.*

APPROXIMATELY 1 OF EVERY 22 DRIVERS LICENSED IN KENTUCKY WAS INVOLVED IN A TRAFFIC COLLISION IN KENTUCKY. ABOUT 1 OF 4,807 KENTUCKY DRIVERS WAS INVOLVED IN A FATAL COLLISION.**

* Based on 4,454,189 population estimate for Kentucky in 2017 (www.census.gov/quickfacts/KY).

** Based on 3,220,616 licensed drivers in Kentucky in 2017 (including learner permit) and 136,979 total collisions.

A total of **782** persons were killed on public roads during 2017. The total number of traffic fatalities decreased **6.2%**, with **52** less than the previous year.

35,999 persons were injured on public roads during 2017, an decrease of **3.6%** the previous year.

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	%
FATALITY		
Public Roads	782	2.1
Parking Lots/Private Property	17	1.9
INCAPACITATING INJURY		
Public Roads	3,008	8.2
Parking Lots/Private Property	64	7.0
NON-INCAPACITATING INJURY		
Public Roads	12,400	33.7
Parking Lots/Private Property	302	33.1
POSSIBLE INJURY		
Public Roads	20,597	56.0
Parking Lots/Private Property	530	58.1
TOTAL		
Public Roads	36,787	
Parking Lots/Private Property	913	

TOTAL DEATH RATES			
Deaths per 100 million miles traveled			
Miles traveled in Kentucky in 2017 = 48.1 billion			
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 ++
2016	834	1.67 +	1.25 ++
2017	782	1.63 +	1.25 +++

+ KYTC Daily Vehicle Miles Traveled (DVMT) and Mileage Report (2017)

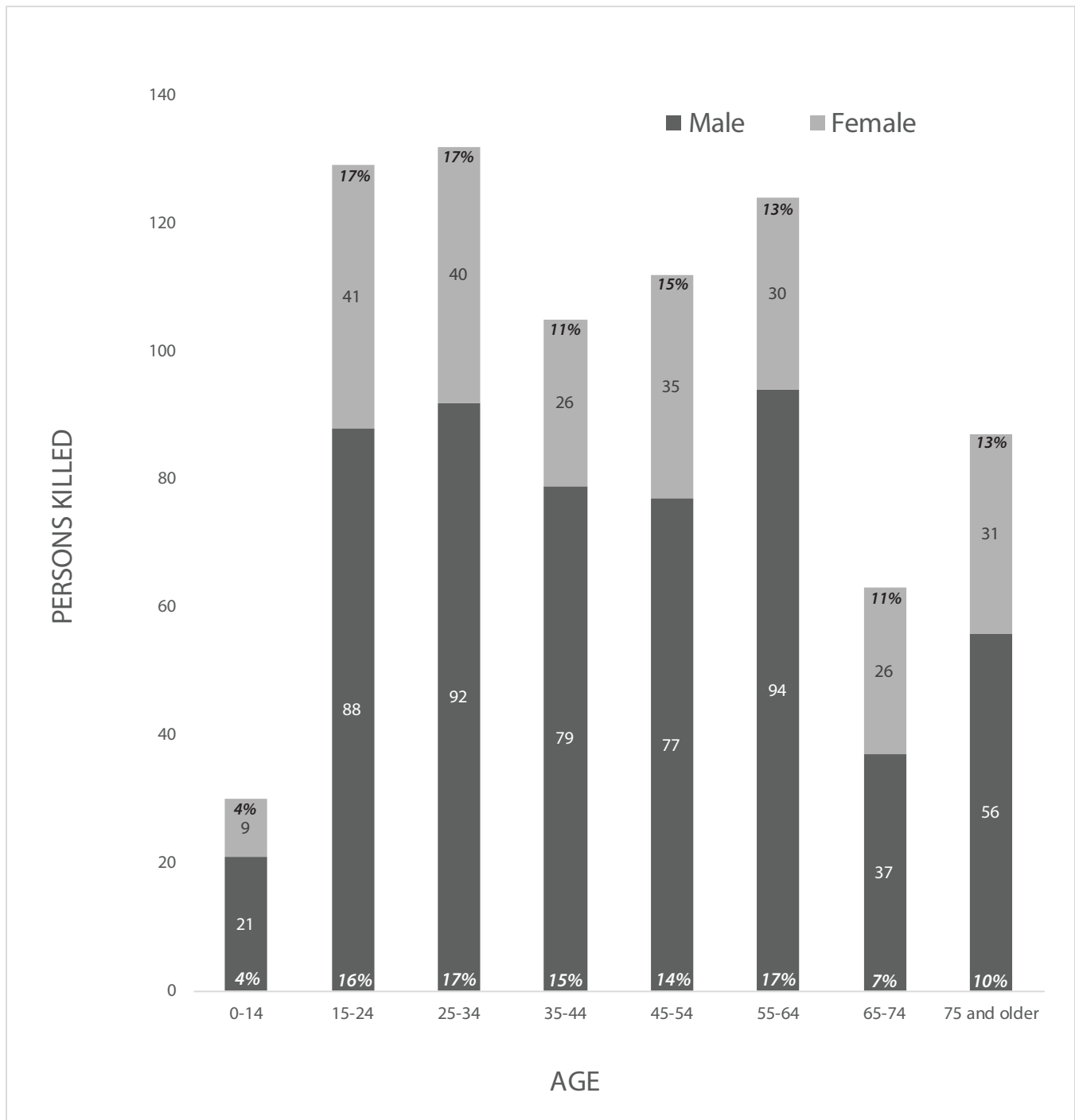
++ NHTSA Traffic Safety Facts (June 2017)

+++ NSC Motor Vehicle Fatality Estimates (2017)

FATALITIES BY AGE AND SEX

The number of persons killed in fatal collisions in 2017 is shown by age and sex in the chart below.

- There were **544** males versus **238** females killed.
- **16.5%** percent of all persons killed in traffic collisions were in the 15 to 24 year old age group.
- The percentages below represent the percent of males or females killed in the given age group (as a percentage of the total males or females killed).



SEVERITY OF INJURY BY TYPE OF COLLISION

The chart below depicts the number of persons killed and injured, by severity of injury, with 11 categories of collisions.

As shown in the percentage column, collisions with moving motor vehicles (**67.0%**) and collisions with fixed objects (**20.4%**) account for ~**87%** of the fatalities and injuries during 2017.

TYPE OF COLLISION	TYPE OF INJURY						
	TOTAL COLLISIONS	(K) KILLED	(A) SUSPECTED SERIOUS INJURY	(B) SUSPECTED MINOR INJURY	(C) POSSIBLE INJURY	% OF TOTAL OCCUPANTS KILLED OR INJURED	FATAL COLLISIONS
COLLISION WITH MOVING VEHICLE	91,135	332	1,506	7,875	14,937	67.0	291
COLLISION WITH FIXED OBJECT	24,047	239	844	2,647	3,769	20.4	229
OTHER NON-COLLISION	3,926	76	228	643	578	4.1	68
COLLISION WITH PEDESTRIAN	1,114	87	179	400	327	2.7	86
NON-COLLISION OVERTURNED	1,256	25	116	328	335	2.2	25
COLLISION WITH OTHER OBJECT	1,519	7	16	100	155	0.8	6
COLLISION WITH PEDALCYCLIST	398	6	38	127	107	0.8	6
COLLISION WITH PARKED VEHICLE	7,018	4	37	135	169	0.9	4
COLLISION WITH DEER	3,181	0	17	66	86	0.5	0
COLLISION WITH OTHER ANIMAL	3,348	3	22	74	122	0.6	3
COLLISION WITH TRAIN	41	3	5	5	12	0.1	3
TOTALS	136,983	782	3,008	12,400	20,597	100.0	721

OCCURRENCE OF COLLISIONS BY TYPE

67% of all collisions reported during 2017 involved collisions between two or more moving vehicles (not in a parking lot).

Nearly 20% of all collisions involved collisions with fixed objects.

Nearly 12% of all collisions did not involve a collision with either a moving vehicle or a fixed object.

About 6% were other types of collisions (vehicle with pedestrian, deer, pedalcyclist, etc.) while the remainder were non-collisions (vehicle overturning and other non-collisions).

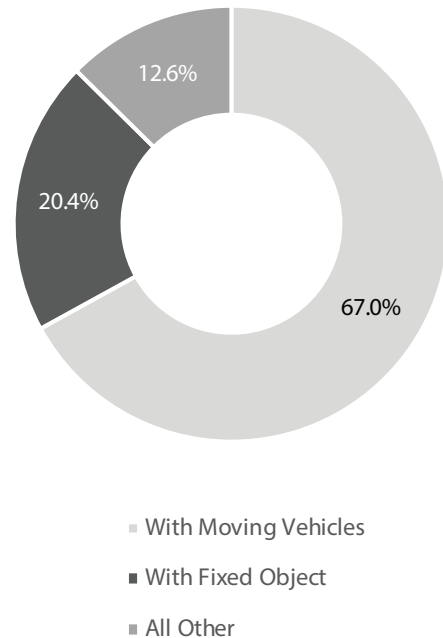
When looking at fatal collisions, the ratio among types of occurrences is different. Nearly 40% of all fatal collisions involved a collision with another moving vehicle.

Nearly 32% of the fatal collisions reported involved collisions with fixed objects.

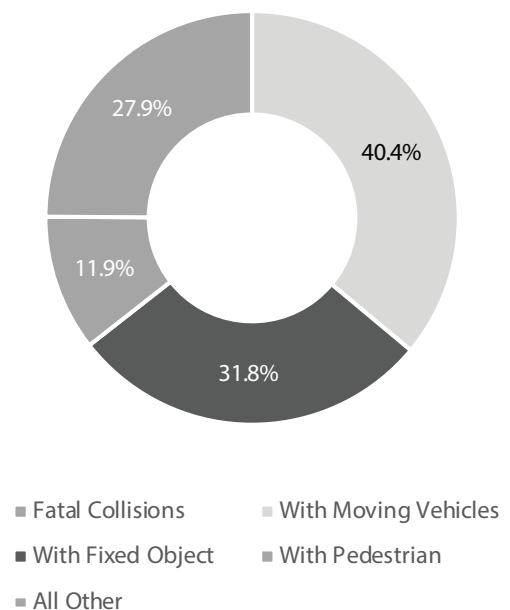
Collisions with pedestrians accounted for approximately 12% of the fatal collisions.

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

ALL COLLISIONS



FATAL COLLISIONS



TYPES OF COLLISIONS

Collisions with other moving motor vehicles were responsible for ~67% of all collisions reported during 2017, and accounted for ~43% of all fatalities (persons killed).

Collisions with fixed objects accounted for ~18% of all collisions, but ~35% of fatalities.

Types of collisions are depicted on this page.

COLLISIONS WITH MOVING MOTOR VEHICLE:

Total Collisions:	91,135
% of Total Collisions:	66.53%
Persons Killed:	324
% of Total Fatalities:	42.46%
No. of Fatal Collisions:	291
% of All Fatal Collisions:	40.36%



COLLISIONS WITH PEDESTRIAN:

Total Collisions:	1,114
% of Total Collisions:	0.81%
Persons Killed:	87
% of Total Fatalities:	11.13%
No. of Fatal Collisions:	86
% of All Fatal Collisions:	11.93%



COLLISIONS WITH FIXED OBJECT:

Total Collisions:	24,047
% of Total Collisions:	17.56%
Persons Killed:	239
% of Total Fatalities:	30.56%
No. of Fatal Collisions:	229
% of All Fatal Collisions:	31.76%



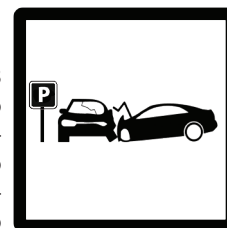
COLLISIONS WITH PEDALCYCLIST:

Total Collisions:	398
% of Total Collisions:	0.29%
Persons Killed:	6
% of Total Fatalities:	0.77%
No. of Fatal Collisions:	6
% of All Fatal Collisions:	0.83%



PARKED VEHICLE COLLISIONS:

Total Collisions:	7,018
% of Total Collisions:	5.12%
Persons Killed:	4
% of Total Fatalities:	0.51%
No. of Fatal Collisions:	4
% of All Fatal Collisions:	0.55%



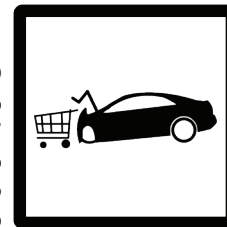
COLLISIONS WITH RAILWAY TRAIN:

Total Collisions:	41
% of Total Collisions:	0.03%
Persons Killed:	3
% of Total Fatalities:	0.38%
No. of Fatal Collisions:	3
% of All Fatal Collisions:	0.42%



COLLISIONS WITH OTHER OBJECTS:

Total Collisions:	1,519
% of Total Collisions:	1.11%
Persons Killed:	7
% of Total Fatalities:	0.90%
No. of Fatal Collisions:	6
% of All Fatal Collisions:	0.83%



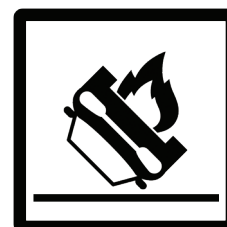
COLLISIONS WITH DEER:

Total Collisions:	3,181
% of Total Collisions:	2.32%
Persons Killed:	0
% of Total Fatalities:	0.00%
No. of Fatal Collisions:	0
% of All Fatal Collisions:	0.00%



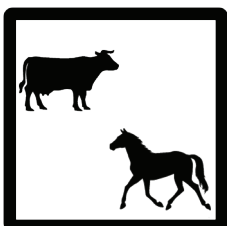
NON-COLLISIONS OVERTURNED:

Total Collisions:	1,256
% of Total Collisions:	0.92%
Persons Killed:	25
% of Total Fatalities:	3.20%
No. of Fatal Collisions:	25
% of All Fatal Collisions:	3.47%



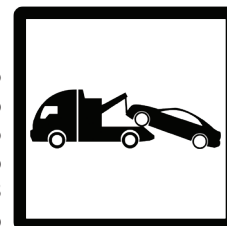
COLLISIONS WITH ANIMALS (excluding deer):

Total Collisions:	3,348
% of Total Collisions:	2.44%
Persons Killed:	3
% of Total Fatalities:	0.38%
No. of Fatal Collisions:	3
% of All Fatal Collisions:	0.42%



OTHER NON-COLLISIONS:

Total Collisions:	3,926
% of Total Collisions:	2.87%
Persons Killed:	76
% of Total Fatalities:	9.72%
No. of Fatal Collisions:	68
% of All Fatal Collisions:	9.43%





PEDESTRIAN COLLISIONS



87 pedestrians were killed and 906 were injured in traffic collisions in 2017. 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. 2% of the pedestrians killed or injured were 14 years of age or younger, while ~14% 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	2	68	1	5	2	5	10	25	16	6	0
At Intersection	3	61	0	1	0	9	10	14	24	5	1
Crossing Against Signal	9	70	0	0	6	11	7	24	25	6	0
Crossing With Signal	3	126	2	1	2	13	11	42	41	17	0
Dark Clothing/Not Visible	32	150	0	3	3	19	14	76	55	10	2
Darting into Roadway	10	154	10	31	23	28	14	34	17	5	2
Drinking (Pedestrian)	8	32	0	0	0	2	7	13	18	0	0
Drug Related (Pedestrian)	1	10	0	0	0	1	2	5	3	0	0
Getting On or Off Vehicle	1	14	0	2	1	1	1	7	2	0	1
In Crosswalk	2	115	0	4	1	17	19	30	35	11	0
Jogging	0	19	0	0	1	2	0	9	7	0	0
Lying in Roadway	3	8	0	0	0	4	1	5	1	0	0
Not at Intersection	15	116	1	1	6	13	11	40	48	11	0
Not in Roadway	24	193	3	4	5	6	29	90	71	9	0
Physical Impairment	2	13	0	0	0	1	0	7	4	3	0
Playing in Roadway	1	6	1	2	3	0	0	1	0	0	0
Pushing Vehicle	0	2	0	0	0	0	1	1	0	0	0
Skating/Skateboarding	0	8	0	0	1	3	3	1	0	0	0
Walking in Roadway	44	193	1	3	9	18	18	95	69	22	2
Working in Roadway	1	22	0	0	0	1	2	7	10	3	0
Working on Vehicle	2	26	0	0	0	0	6	14	6	2	0
TOTAL*	163	1406	19	57	63	154	166	540	452	110	8

PEDESTRIAN FACTOR	VEHICLE ACTION								
	Straight	Right Turn	Left Turn	Starting in Traffic	Slowing	Parking	Backing	Other	TOTAL
Approaching or Leaving Vehicle	31	4	3	0	6	12	13	18	87
At Intersection	17	16	26	9	2	0	2	3	75
Crossing Against Signal	71	11	11	2	2	0	0	1	98
Crossing With Signal	19	38	92	3	1	0	0	2	155
Dark Clothing/Not Visible	133	8	26	2	4	1	5	6	185
Darting into Roadway	151	2	4	2	10	1	2	10	182
Drinking (Pedestrian)	39	1	2	0	0	0	2	2	46
Drug Related (Pedestrian)	10	0	1	0	0	0	0	0	11
Getting On or Off Vehicle	10	0	0	0	1	3	0	2	16
In Crosswalk	37	28	58	10	6	1	1	2	143
Jogging	3	5	2	1	0	0	0	2	13
Lying in Roadway	11	0	0	0	0	0	0	0	11
Not at Intersection	94	6	13	1	8	0	5	10	137
Not in Roadway	51	2	5	0	2	62	11	15	148
Physical Impairment	10	0	3	0	0	3	1	1	18
Playing in Roadway	6	2	0	0	1	1	1	0	11
Pushing Vehicle	0	0	0	0	1	0	0	2	3
Skating/Skateboarding	7	1	1	0	1	0	0	1	11
Walking in Roadway	184	6	26	2	2	5	9	20	254
Working in Roadway	20	2	1	0	1	4	1	3	32
Working on Vehicle	8	0	0	0	0	15	0	10	33
TOTAL*	912	132	274	32	48	108	53	110	1669

*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 2017, there were **13,015** hit-and-run collisions, of which **28** were fatal collisions and **904** were injury collisions.

As depicted below, most of Kentucky's hit-and-run collisions were property damage collisions (**93%**). **24** persons were killed and **1,175** were injured.

TOTAL	FATAL COLLISIONS	INJURY COLLISIONS	PROPERTY DAMAGE COLLISIONS	PERSONS KILLED	PERSON INJURED
13,015	28	904	12,083	28	1,175

HIT-AND-RUN VICTIMS

As shown in the chart below, **13** persons killed in hit-and-run collisions were pedestrians and none were pedalcyclists. **109** pedestrians and **22** pedalcyclists were injured.

TYPE OF VICTIM	PERSONS KILLED	PERSONS INJURED
Pedestrian	13	109
Pedalcyclist	0	22
Other	12	1,044
TOTAL	25	1,175

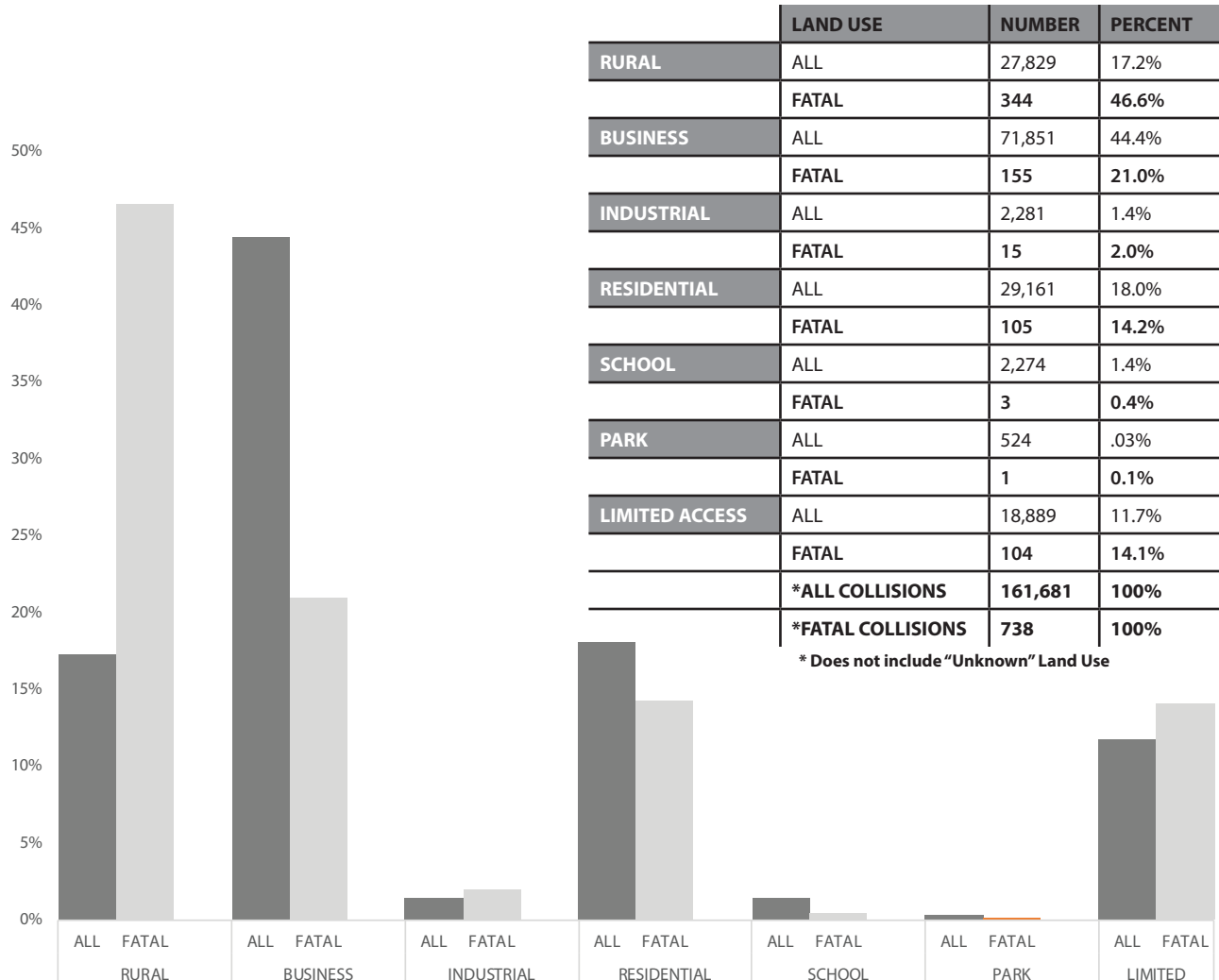


LOCATION OF HIT-AND-RUN COLLISIONS

The location of hit-and-run collisions are shown in the chart below. The largest percentage of hit-and-run collisions (**41%**) occurred on city streets, followed by **24%** on state routes, and **16%** on U.S. routes.

TYPE OF ROADWAY	ALL HIT-AND-RUN COLLISIONS	FATAL COLLISIONS	INJURY COLLISIONS	PROPERTY DAMAGE
INTERSTATE	1,245	0	90	1,155
U.S. ROUTE	2,139	6	196	1,937
STATE ROUTE	3,214	11	287	2,916
PARKWAY	45	0	5	40
COUNTY ROADS	608	1	39	568
CITY STREETS	5,325	9	272	5,044
OTHER	439	1	15	2
TOTAL	13,015	28	904	12,083

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 (65%) occurred in urban areas.

Also, 61% of injury crashes occurred in urban areas. However, the majority of fatal collisions (55%) took place in rural areas of Kentucky during 2017. 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	48,539	35	396	55	9,294	39	38,849	35	432	55	14,023	39
URBAN	88,440	65	325	45	14,667	61	73,448	65	350	45	21,976	61
TOTAL	136,979	100	721	100	23,961	100	112,297	100	782	100	35,999	100

LOCATION OF COLLISIONS

The chart at right shows the number of collisions during 2017 by type of roadway, with percentages of all collisions.

34% of all collisions occurred on Kentucky's "State Numbered" roads, with **46%** of all fatal collisions reported occurring on this type of roadway.

Although **22%** of all collisions occurred on city streets, only **6%** of the fatal collisions occurred on city streets.

TYPE OF ROADWAY	Fatal Collisions	Nonfatal Injury	Property Damage	% Total
INTERSTATE	69	2,345	12,574	10.94
U.S. ROUTE	192	6,299	26,664	24.20
STATE ROUTE	329	9,508	36,884	34.11
PARKWAY	21	282	1,323	1.19
COUNTY ROAD	59	1,379	5,792	5.28
CITY STREET	45	3,848	26,747	22.37
OTHER	6	300	2,313	1.91
+ TOTAL	721	23,961	112,297	100

+ Note that totals may vary slightly between roadway types and specific roadway totals due to date of data collection.

INTERSTATES AND PARKWAYS

INTERSTATE	Collisions	Fatal Collisions	Nonfatal Injury	Property Damage	Number Killed	Number Injured
I-24	740	4	128	608	4	204
I-64	2,229	20	372	1,837	21	535
I-65	2,727	10	417	2,300	15	591
I-69	371	2	77	292	3	116
I-71	1,104	9	175	920	9	244
I-75	3,998	13	623	3,362	13	924
I-264	1,650	6	275	1,369	6	423
I-265	810	3	103	704	3	139
I-275	1,069	2	161	906	2	228
I-471	421	0	45	376	0	59
TOTAL	15,119	69	2,376	12,674	76	3,463

PARKWAY	Collisions	Fatal Collisions	Nonfatal Injury	Property Damage	Number Killed	Number Injured
Audubon	48	0	6	42	0	7
Martha L. Collins Bluegrass	217	4	40	173	8	66
Louie B. Nunn Cumberland	173	4	28	141	4	45
Hal Rogers Daniel Boone	103	3	20	80	4	43
William H. Natcher Green River	244	2	32	210	2	52
Bert T. Combs Mountain	140	2	37	101	3	57
Edward T. Breathitt Pennyrile	198	1	39	158	2	51
Julian M. Carroll Purchase	153	1	29	123	1	36
Wendell H. Ford Western Kentucky	295	2	51	239	6	71
TOTAL	1,571	19	282	1,267	30	428

COLLISIONS

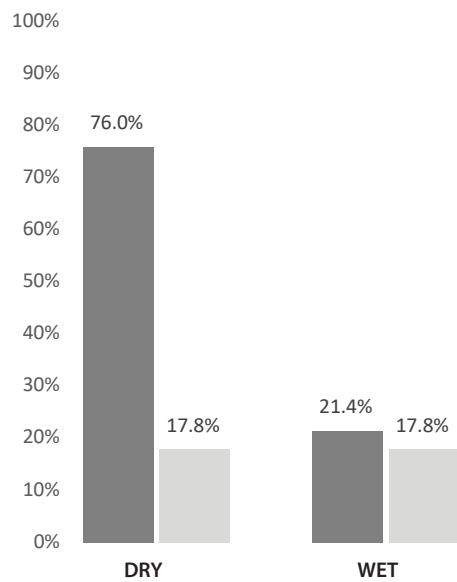
BY ROADWAY CONDITIONS

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.

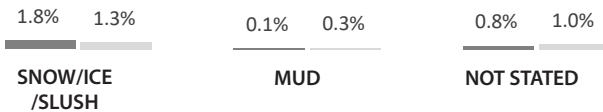
The road conditions chart compares fatal collisions with all collisions for different road conditions identified by the police officer who completed the collision investigation report.

As depicted in the bottom chart, **82%** of all collisions occurred on straight roads and **18%** on curved roads. **35%** of the fatal collisions occurred on curved roads.

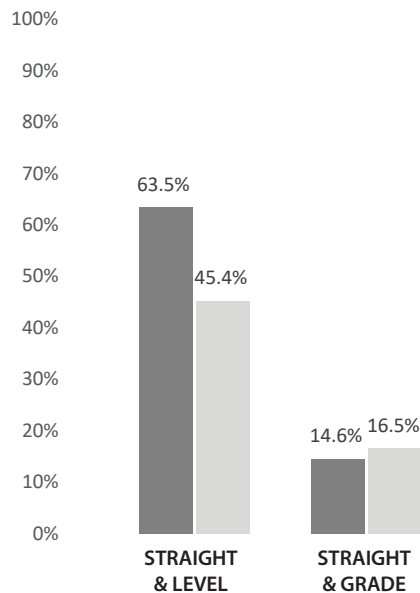


Roadway Condition	Total Collisions	Percent Total	Fatal Collisions	Percent Total
DRY	104,046	75.96	575	79.75
WET	29,297	21.39	128	17.75
ICE	1,169	0.85	3	0.42
SNOW/SLUSH	1,239	0.9	6	0.83
MUD	148	0.11	2	0.28
OTHER	1080	0.79	7	0.97
TOTAL	136,979	100	721	100

COLLISIONS BY ROADWAY SURFACE



	ALL COLLISIONS
	FATAL COLLISIONS



	Total Collisions	Percent Total	Fatal Collisions	Percent Total
Straight & Level	86959	63.483	327	45.35
Straight & Grade	20061	14.645	119	16.50
Straight & Hillcrest	4940	3.606	23	3.19
Curve & Level	12473	9.106	119	16.50
Curve & Grade	9973	7.281	98	13.59
Curve & Hillcrest	2378	1.736	35	4.85
Other	195	0.142	0	0.00
Total	136979	99.999	721	100

COLLISIONS BY ROADWAY CHARACTER

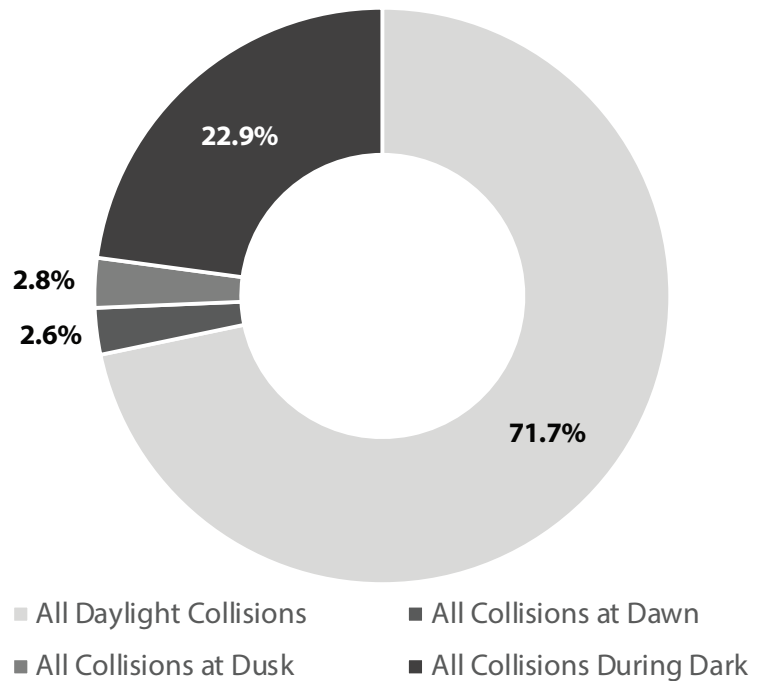
COLLISIONS BY LIGHT CONDITION

~72% of all collisions reported occurred during daylight hours.

~23% of all collisions occurred during dark hours, and ~5% occurred at dawn or dusk.

	number	percent
All Daylight Collisions	96,794	71.7
All Collisions at Dawn	3,521	2.6
All Collisions at Dusk	3,751	2.8
All Collisions During Dark	30,873	22.9

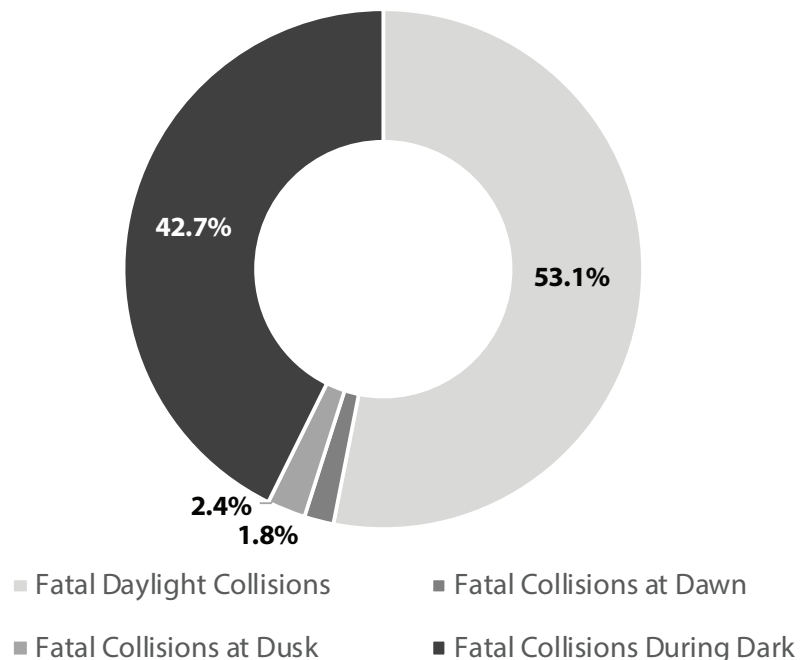
ALL COLLISIONS
(excludes unknown light conditions)



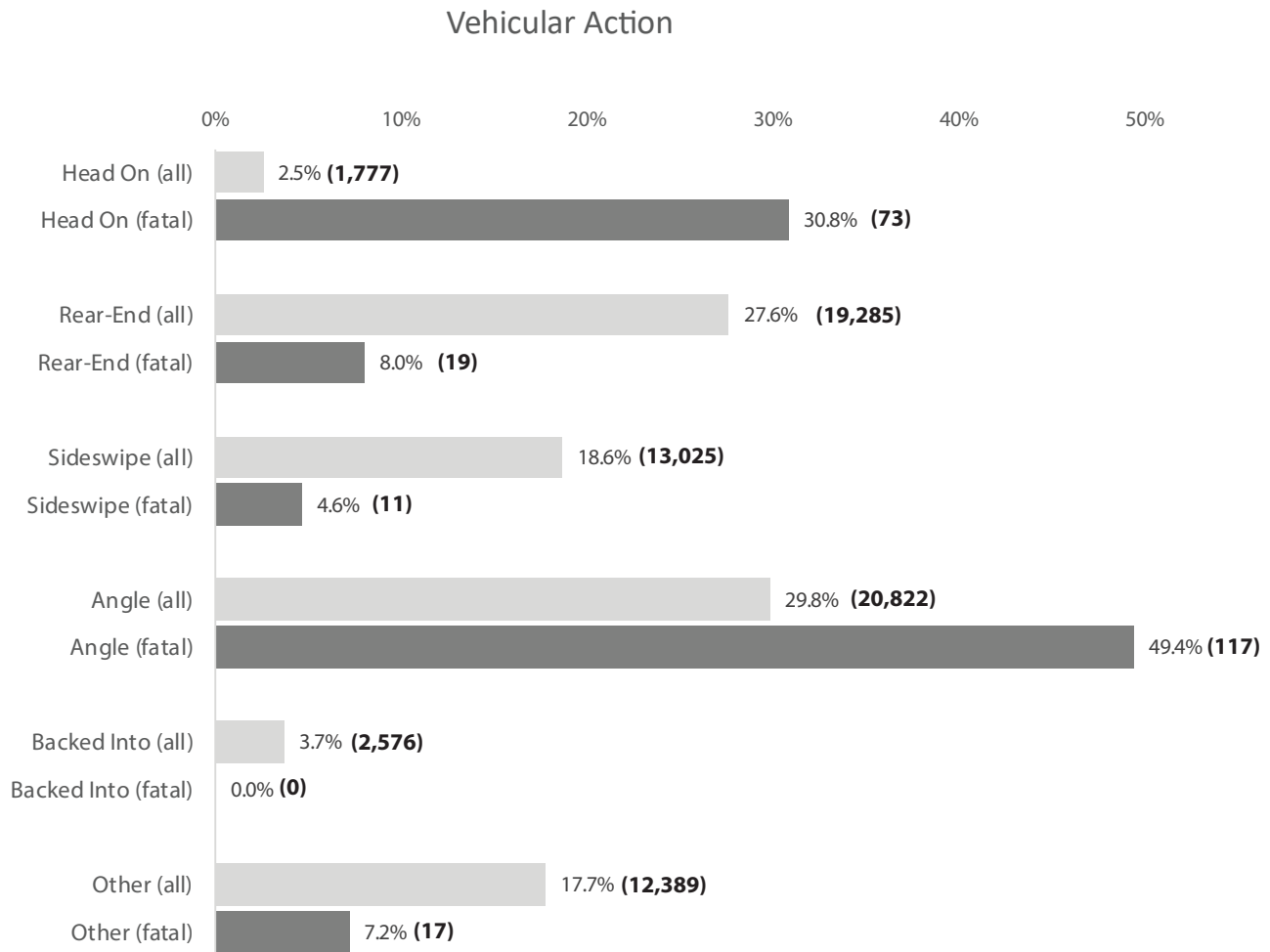
~53% of all fatal collisions occurred during daylight hours, ~42% occurred during dark hours, and ~4% at dawn or dusk.

	number	percent
Fatal Daylight Collisions	442	53.1%
Fatal Collisions at Dawn	18	1.8%
Fatal Collisions at Dusk	24	2.4%
Fatal Collisions During Dark	272	42.7%

FATAL COLLISIONS
(excludes unknown light conditions)



TWO-VEHICLE COLLISIONS



69,874 traffic collisions (including **237** fatal collisions) reported during 2017 involved “two-vehicle” collisions. These collisions represent **51%** of all collisions and **33%** of fatal collisions reported.

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

Head-on collisions accounted for ~3% of all collisions involving two vehicles and ~31% of the fatal collisions.

Rear-end collisions reflect ~28% of all two-vehicle collisions, but only ~8% of the fatal collisions.

Sideswipe collisions (both meeting and passing) reflect ~19% of all collisions and ~5% of the fatal collisions.

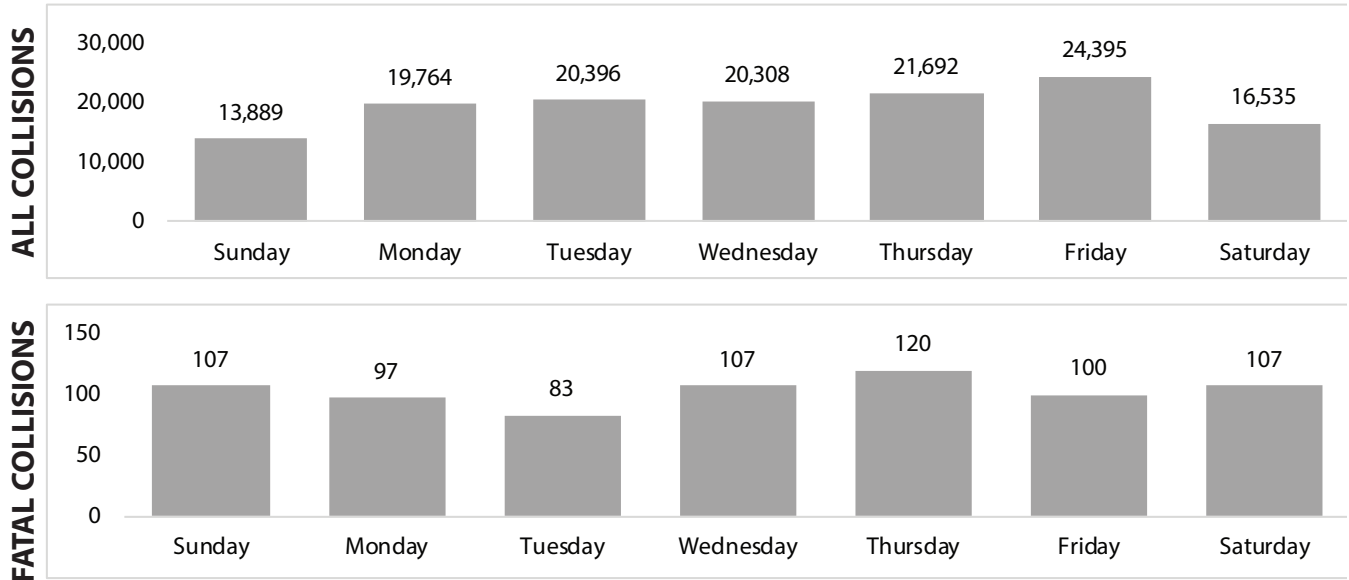
Angle collisions, account for ~30% of all two-vehicle collisions, but represent the highest percentage of fatal collisions at nearly 50%.

COLLISIONS BY DAY AND MONTH

The graph below shows all collisions and fatal collisions by day of occurrence (excluding unknown).

22% of all collisions and 30% of fatal collisions occurred on weekends (Saturday and Sunday combined).

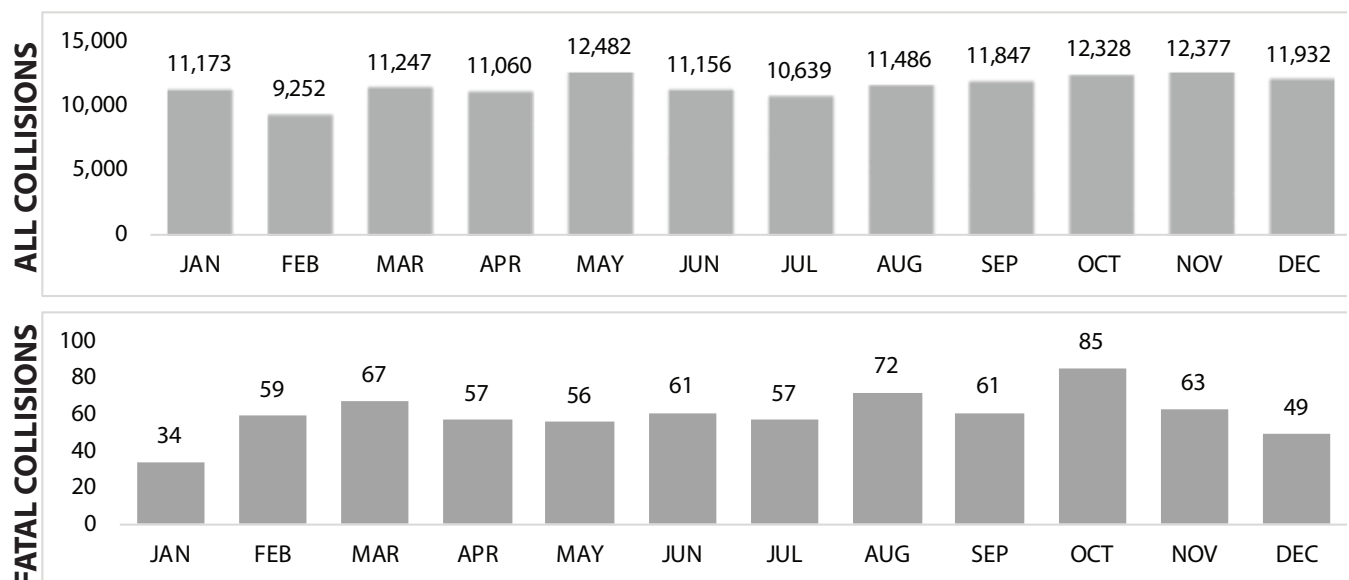
COLLISIONS BY DAY OF WEEK



May ranked highest for total number of collisions; February showed the lowest.

October reported the highest number of fatal collisions; January showed the lowest.

COLLISIONS BY MONTH



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 **35 in 2017** as compared to **38 in 2016**.

HOLIDAY PERIOD	2013		2014		2015		2016		2017	
	Number	Alcohol Involved	Number	Alcohol Involved	Number	Alcohol Involved	Number	Alcohol Involved	Number	Alcohol Involved
NEW YEAR'S DAY	0	0	0	0	13	6	3	2	9	1
MEMORIAL DAY	7	0	7	3	9	3	6	3	4	2
INDEPENDENCE DAY	6	3	10	7	9	1	10	2	14	4
LABOR DAY	8	2	14	6	10	3	8	2	8	4
THANKSGIVING	12	2	6	2	8	2	5	3	4	1
CHRISTMAS	2	2	16	6	3	2	6	3	7	1
TOTAL	35	9	53	24	52	14	38	15	46	13

HOLIDAY TIMES AND DATES

The times and dates below were designated by the National Safety Council.

HOLIDAY	BEGINS	ENDS
New Year's Day	6 p.m. Thursday, Dec. 30, 2015	11:59 p.m. Sunday, Jan.2, 2016
Memorial Day	6 p.m. Friday, May 26, 2016	11:59 p.m. Monday, May 29, 2016
Independence Day	6 p.m. Friday, June 30, 2016	11:59 p.m. Monday, July 4, 2016
Labor Day	6 p.m. Friday, Sept. 1, 2016	11:59 p.m., Monday, Sept. 4, 2016
Thanksgiving	6 p.m. Wednesday, Nov. 22, 2016	11:59 p.m. Sunday, Nov. 26, 2016
Christmas	6 p.m. Friday, Dec. 22, 2016	11:59 p.m. Monday, Dec. 25, 2016

COMPARISON OF HOLIDAY FATALITIES/COLLISIONS

Independence Day recorded the highest number of fatalities; Memorial Day & Thanksgiving recorded the lowest.

These numbers may be impacted by how many days are included in the Holiday Times outlined by the National Safety Council.

HOLIDAY PERIOD	NEW YEAR'S DAY	MEMORIAL DAY	INDEPENDENCE DAY	LABOR DAY	THANKSGIVING	CHRISTMAS
NO. PERSONS KILLED	9	4	14	8	4	7
NO. PERSONS INJURED	265	264	423	320	231	270
FATAL COLLISIONS	8	3	11	9	4	6
INJURY COLLISIONS	172	171	261	208	161	168
PROPERTY DAMAGE	856	688	1,010	763	921	855
TOTAL COLLISIONS	1,036	862	1,282	980	1,086	1,029

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*	228,175	91.31	914	74.43
Taxicabs	83	0.03	0	0.00
Trucks	9,819	3.93	79	6.43
Motorcycles	1,669	0.67	89	7.25
Motor Shooters/Motor Bikes	279	0.11	7	0.57
School Buses	582	0.23	0	0.00
Other Buses	953	0.38	0	0.00
Farm Tractors/Equipment	189	0.08	6	0.49
Emergency	1,326	0.53	8	0.65
Other Public Owned	299	0.12	0	0.00
Go Carts	11	0.00	0	0.00
Other	6,507	2.60	125	10.18
Not Stated	0	0.00	0	0.00
TOTAL	249,892	100.00	1,228	100

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

There were **249,892** vehicles involved in collisions during 2017.

Of this total, **204,689** were involved in property damage only collisions, **43,975** were involved in injury collisions, and **1,228** were involved in fatal collisions.

The majority (**91%**) of the vehicles involved in all collisions were passenger cars (**74%** in fatal collisions). Trucks accounted for **4%** of vehicles in all collisions, but accounted for **7%** 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	
PASSENGER CARS	2,340,732
COMMERCIAL TRUCKS	164,556
MOTORCYCLES	91,181
Other (Inc. Special Issue Plates)	1,323,190
TOTAL (ALL TYPES)	3,919,659

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 **9,819** trucks were involved in collisions, **82** in fatal collisions, and **1,461** 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
Defective Brakes	64	0.62	0	0.00	18	1.23
Defective Headlights	1	0.01	0	0.00	0	0.00
Other Lighting Defects	21	0.20	1	1.22	5	0.34
Steering Failure	17	0.17	0	0.00	4	0.27
Tire Failure	107	1.04	0	0.00	11	0.75
Tow Hitch Failure	43	0.42	1	1.22	5	0.34
Overload / Improper Load	7	0.07	0	0.00	1	0.07
Oversized Load	47	0.46	1	1.22	3	0.21
Load Securement	146	1.42	0	0.00	20	1.37
Other	298	2.90	3	3.66	27	1.85

The chart below shows the total number of truck collisions, as well as those with hazardous cargo, by type of roadway.

There were **9,137** collisions in which a truck was involved. There were **75** fatal collisions and **1,323** injury collisions. **20%** of all truck collisions occurred on county or city streets, **28%** on interstates, and **46%** on U.S. and state-numbered routes.

32% of the hazardous cargo collisions occurred on interstates and **55%** on U.S. and state-numbered routes.

TYPE OF ROADWAY	ALL TRUCK COLLISIONS				TRUCKS WITH HAZARDOUS CARGO			
	FATAL COLLISIONS	INJURY COLLISIONS	PROPERTY DAMAGE	TOTAL	FATAL COLLISIONS	INJURY COLLISIONS	PROPERTY DAMAGE	TOTAL
Interstate	17	411	2,146	2,574	2	11	50	63
US Route	28	312	1,430	1,770	1	6	34	41
State Route	22	429	2,136	2,587	2	18	48	68
Parkway	4	39	158	201	0	3	4	7
County	1	40	336	377	0	1	3	4
City Street	3	85	1,387	1,475	0	2	8	10
Other	0	7	146	153	0	0	4	4
TOTAL	75	1,323	7,739	9,137	5	41	151	197

The residence of truck drivers involved in collisions is shown below. **32%** of the drivers, with known residences, were non-residents of Kentucky. This percentage is **33%** for fatal collisions and **29%** 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	1,924	14	272
State Resident	2,346	13	339
Out of State Resident	3,126	26	409
Not Stated	2,423	26	393
TOTAL	9,819	79	1,413

DRIVER INVOLVEMENT

RESIDENCE OF DRIVER

There were **227,835** drivers involved in collisions. Of these, **1,082** drivers were involved in fatal collisions. The chart below tabulates driver involvement by residence and shows that most drivers (~65% of those in which residence is known) were local residents (reside in the county where the collision occurred).

Many drivers in the **Unknown/Not Stated** category are the result of hit-and-run collisions where the drivers' identities remain unknown. There may be 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	148,206	65.05	65.05
STATE RESIDENT	53,403	23.44	23.44
OUT OF STATE	26,221	11.51	11.51
UNKNOWN/NOT STATED	5	0.00	0.00
TOTAL	227,835	100	100

RESIDENCE OF DRIVER	NUMBER INVOLVED IN FATAL COLLISIONS	PERCENT OF TOTAL	PERCENT OF TOTAL EXCLUDING NOT STATED
LOCAL RESIDENT	670	60	1
STATE RESIDENT	289	26	0
OUT OF STATE	123	13	0
UNKNOWN/NOT STATED	-	0	-
TOTAL	1,082	100	1

SEX OF DRIVER

As shown in the chart below, **55%** of the drivers who were involved in collisions (where sex was listed) were male; **45%** were female. In fatal collisions, **72%** of the drivers were male and **28%** were female.

ALL COLLISIONS		
SEX	NUMBER IN <u>ALL</u> COLLISIONS	PERCENT IN <u>ALL</u> COLLISIONS
MALE	142,308	54.93%
FEMALE	116,763	45.07%
TOTAL	259,071	100%

FATAL COLLISIONS		
SEX	NUMBER IN <u>FATAL</u> COLLISIONS	PERCENT IN <u>FATAL</u> COLLISIONS
MALE	794	72.25%
FEMALE	305	27.75%
TOTAL	1,099	100%

AGE OF DRIVERS (ALL COLLISIONS)

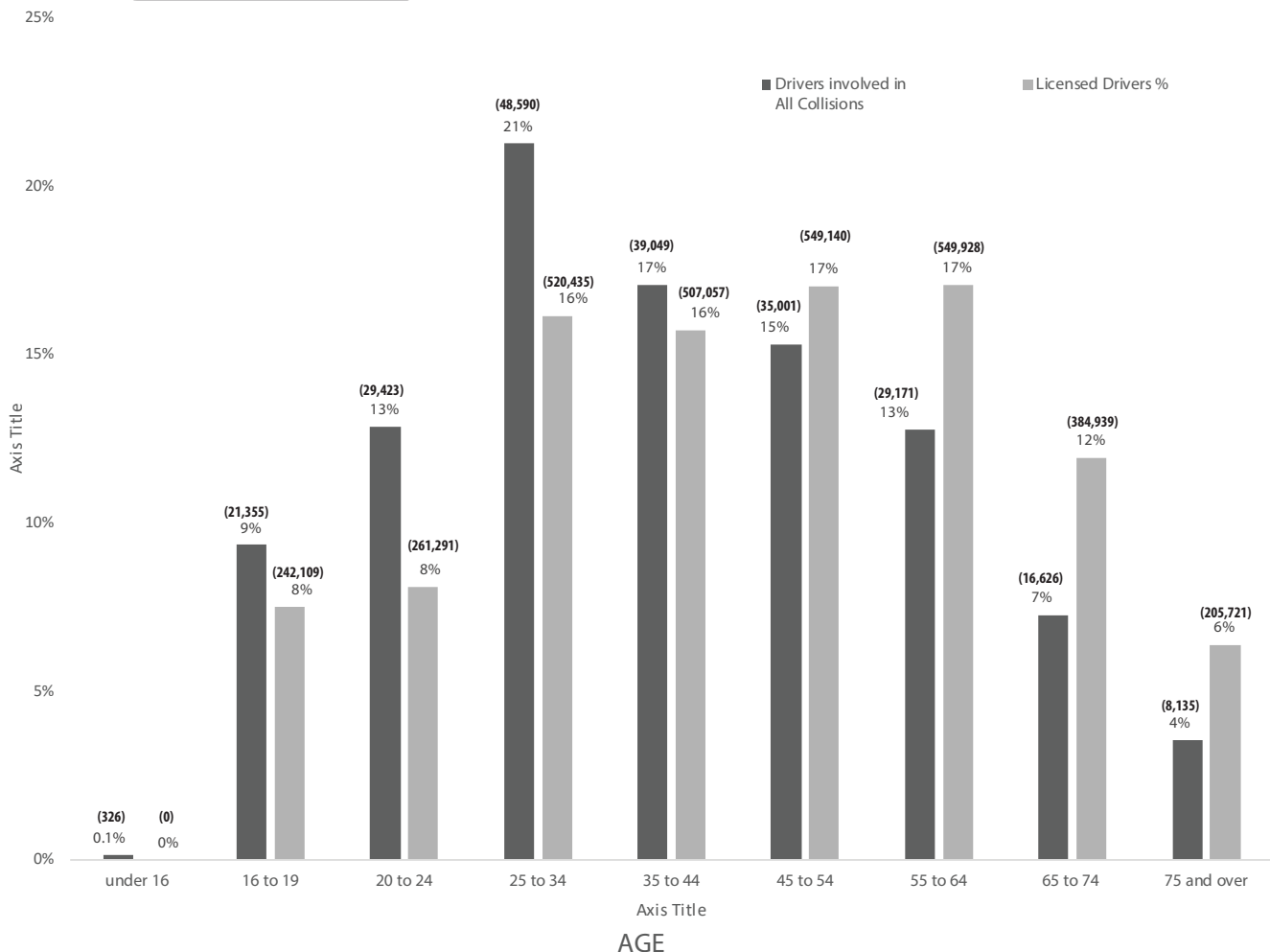
The chart below groups the ages of **228,489** drivers involved in traffic collisions in 2017 in Kentucky (for which age information was available).

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.

This data does not differentiate drivers “at-fault” versus drivers “not-at-fault.”

There were **813** driver’s ages which could not be determined. These drivers represent **0.36%** of all drivers involved in all collisions. The percentages given below do not consider the “Unknown” category.

NOTE: PERCENTAGE OF LICENSED DRIVERS IN EACH AGE CATEGORY ARE BASED ON 3,722,740 DRIVERS LICENSED IN KENTUCKY IN 2017. (Includes learner permits.)

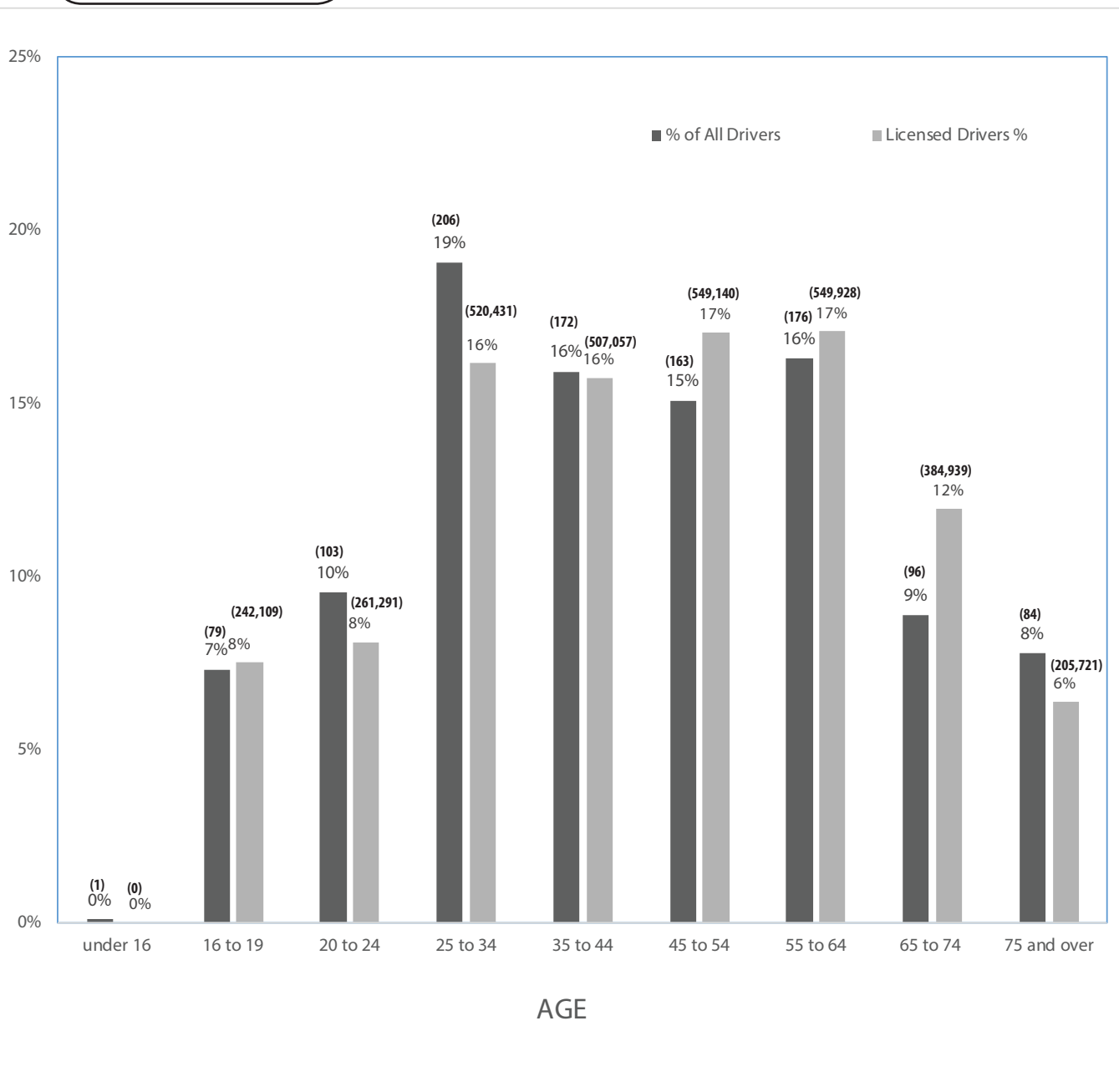


AGE OF DRIVERS (FATAL COLLISIONS)

The chart below groups the ages of 1,080 drivers involved in fatal collisions in 20167 (for which age information was available). It should be noted that the drivers were not necessarily killed in the fatal collision.

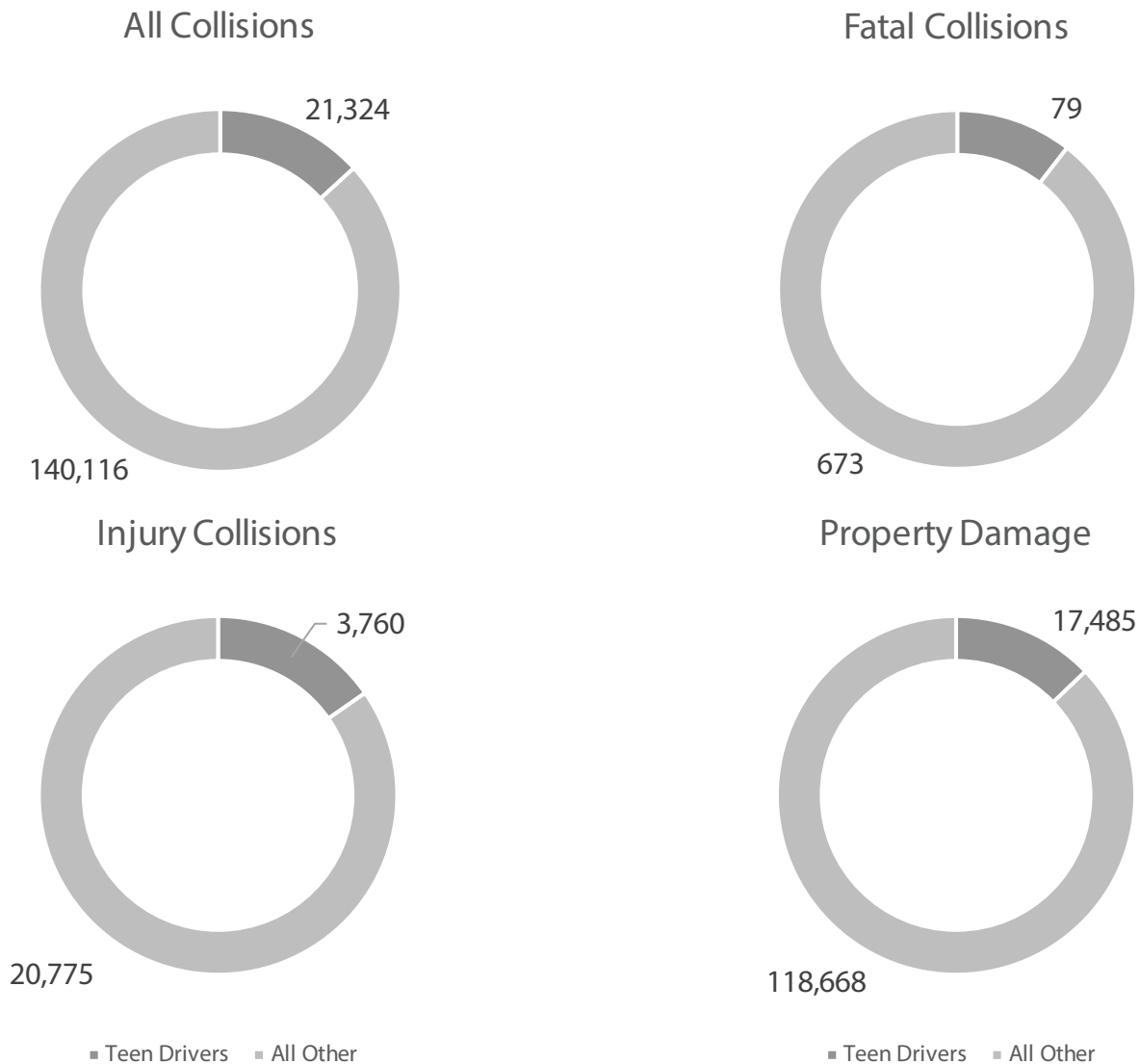
The number of drivers involved in fatal collisions exceeded the total number of fatal collisions. The numbers of drivers involved in fatal collisions and licensed drivers are in parentheses. The percentage of the driving population within a given age category can be compared to the corresponding percentage of involvement in fatal collisions within this same age category.

NOTE: PERCENTAGE OF LICENSED DRIVERS IN EACH AGE CATEGORY ARE BASED ON 3,220,616 DRIVERS LICENSED IN KENTUCKY IN 2017.
(Includes learner permits.)



COLLISIONS INVOLVING TEENAGE DRIVERS

The charts below show the percentages of teenage drivers involved in collisions (16 to 19 years of age) compared with all other age groups. Licensed teenage drivers represent 7% of Kentucky Drivers (including learner's permits).



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 likely report higher numbers. As shown, 250 teenage drivers were involved in alcohol-related collisions during 2017.

There were 82 fatal in collisions involving a teenage driver (30 of these fatalities were the teenage driver). There were 11 fatalities in alcohol-related collisions involving teenage drivers (3 of these fatalities were the teenage driver).

NUMBER OF TEENAGE DRIVERS INVOLVED IN:								
YEAR	ALL COLLISIONS	FATAL COLLISIONS	INJURY COLLISIONS	PROPERTY DAMAGE	ALCOHOL RELATED COLLISIONS			
					FATAL	INJURY	PROPERTY DAMAGE	TOTAL
2017	21,324	79	3,760	17,485	12	98	140	250
2016	21,565	65	3,958	17,542	5	103	155	263
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

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 (as reported)	138	PERSONS KILLED/INJURED	(K) NUMBER KILLED (as reported)	157
	FATAL COLLISIONS (adjusted by FARS)	137		(K) NUMBER KILLED (adjusted by FARS)	154
	INJURY COLLISIONS	1,850		(A) SUSPECTED SERIOUS INJURY	466
	PROPERTY DAMAGE COLLISIONS	3,363		(B) SUSPECTED MINOR INJURY	1,006
	TOTAL (adjusted by FARS)	5,350		(C) POSSIBLE INJURIES	1,309
				TOTAL INJURIES	2,781

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

5,350 alcohol-related collisions were reported during 2017. 3% of the alcohol-related collisions were fatal, 35% were injury collisions, and 63% were property damage only.

Comparison with previous years

During 2017, alcohol-related collisions **increased by ~1%** when compared the previous year.

The 157 persons killed was 14 less than the previous year. There were 2,781 persons injured in alcohol-related collisions, an **increase of ~29%** from the previous year.

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

YEAR	TOTAL COLLISIONS (Alcohol Related)	% CHANGE FROM PREVIOUS YEAR	TOTAL KILLED	% +/-	TOTAL INJURED	% +/-
2017	5,350	1.4	157	-9	2,781	29
2016	4,243	1.0	171	-2	1,974	-5
2015	4,269	1.0	175	11	2,072	0
2014	4,334	0.9	156	-4	2,067	-13
2013	4,529	1.0	163	9	2,339	-2
2012	4,671	1.0	148	-7	2,376	4
2011	4,551	0.9	158	-6	2,278	-9

SAFETY RESTRAINTS

The chart below compares safety belt usage for the past 5 years.

The data were obtained as part of an annual observational survey conducted at sites across Kentucky.

YEAR	ALL USING SAFETY BELT	YEAR	PICKUPS USING SAFETY BELT	YEAR	MOTORCYCLE USING HELMET
2017	87%	2017	79%	2017	60%
2016	87%	2016	79%	2016	59%
2015	87%	2015	78%	2015	68%
2014	86%	2014	79%	2014	61%
2013	85%	2013	77%	2013	57%

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 ~50% of those not restrained.

Comparing the percentages killed or injured in the “Restraint Used” and “Restraint Not Used” categories shows the benefit of wearing a safety belt. The “NOT APPLICABLE” category includes occupants in vehicles that normally do not contain safety restraints, occupants where safety restraints usage was not indicated, occupants not in an appropriate position, or pedestrians and pedalcyclist.

INJURY STATUS	ALL OCCUPANTS		RESTRAINT USED		RESTRAINT NOT USED		NOT APPLICABLE	
	NUMBER	% OF TOTAL	NUMBER	% OF TOTAL	NUMBER	% OF TOTAL	NUMBER	% OF TOTAL
(K) KILLED	782	0.19	290	0.09	290	4.79	202	0.21
(A) SUSPECTED SERIOUS INJURY	3,006	0.73	1,736	0.57	598	9.88	672	0.70
(B) SUSPECTED MINOR INJURY	12,398	3.03	10,099	3.29	1,052	17.39	1,247	1.30
(C) POSSIBLE INJURY	20,595	5.03	18,210	5.93	1,042	17.22	1,343	1.39
(O) NOT INJURED	372,709	91.02	276,831	90.12	3,068	50.71	92,810	96.40
TOTAL	409,490	100	307,166	100	6,050	100	96,274	100

Of the 782 vehicle occupants fatally injured in collisions in a position where a safety restraint was available, only 290 were using safety restraints – an overall usage rate of 37% for fatalities.

Note: There were 21,057 crashes involving deployment of front air bags and 7,271 crashes involving side air bag deployment.

INTERSECTION COLLISIONS*

INTERSECTION COLLISIONS	NUMBER	% OF ALL COLLISIONS
ALL REPORTED	36,316	26.5
NONFATAL INJURY	7,036	29.4
FATAL	135	18.7

SEX OF DRIVER

INTERSECTION COLLISIONS		
SEX	PERCENT IN ALL INTERSECTION COLLISIONS	PERCENT IN FATAL INTERSECTION COLLISIONS
Male	53.4	66.1
Female	46.6	33.9

ALL COLLISIONS		
SEX	PERCENT IN ALL COLLISIONS	PERCENT IN FATAL COLLISIONS
Male	55.6	71.9
Female	44.4	28.1

LIGHT CONDITION

INTERSECTION COLLISIONS		
LIGHT CONDITION	PERCENT IN ALL INTERSECTION COLLISIONS	PERCENT IN FATAL INTERSECTION COLLISIONS
Daylight	75.2	44.7
Dark	19.4	48.5
Dusk / Dawn	5.4	6.8

ALL COLLISIONS		
LIGHT CONDITION	PERCENT IN ALL COLLISIONS	PERCENT IN FATAL COLLISIONS
Daylight	71.7	53.1
Dark	22.9	42.7
Dusk / Dawn	5.4	4.2

ROADWAY CONDITION

INTERSECTION COLLISIONS		
ROADWAY CONDITION	PERCENT IN ALL INTERSECTION COLLISIONS	PERCENT IN FATAL INTERSECTION COLLISIONS
Dry	78.7	83.7
Wet	19.9	15.6
Snow / Ice / Slush	1.1	0.0

ALL COLLISIONS		
ROADWAY CONDITION	PERCENT IN ALL COLLISIONS	PERCENT IN FATAL COLLISIONS
Dry	76.0	79.8
Wet	21.4	17.8
Snow / Ice / Slush	1.8	1.3

WEEKEND COLLISIONS (Saturday and Sunday)

INTERSECTION COLLISIONS		
	PERCENT IN ALL INTERSECTION COLLISIONS	PERCENT IN FATAL INTERSECTION COLLISIONS
Weekend	23.5	29.2

ALL COLLISIONS		
	PERCENT IN ALL COLLISIONS	PERCENT IN FATAL COLLISIONS
Weekend	24.7	34.9

* 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
DRIVER INATTENTION	52,113	38.04	121	16.78
NOT UNDER CONTROL	18,479	13.49	232	32.18
FAILURE TO YIELD	15,564	11.36	88	12.21
MISJUDGE CLEARANCE	9,795	7.15	13	1.8
FOLLOWING TO CLOSE	9,262	6.76	5	0.69
DISTRACTION	7,337	5.36	19	2.64
TOO FAST FOR CONDITIONS	4,930	3.6	53	7.35
DISREGARD TRAFIC CONTROL	4,177	3.05	42	5.83
ALCOHOL INVOLVEMENT	3,901	2.85	107	14.84
OVERCORRECTING	3,098	2.26	64	8.88
TURNING IMPROPERLY	2,109	1.54	2	0.28
DRUG INVOLVEMENT	1,844	1.35	54	7.49
IMPROPER BACKING	1,463	1.07	0	0
FELL ASLEEP	1,396	1.02	4	0.55
UNSAFE SPEED	1,353	0.99	12	1.66
IMPROPER PASSING	1,297	0.95	69	9.57
CELL PHONE	1,148	0.84	9	1.25
FATIGUE	767	0.56	7	0.97
LOST CONSCIOUSNESS	725	0.53	12	1.66
EMOTIONAL	653	0.48	5	0.69
SICK	324	0.24	8	1.11
MEDICATION	251	0.18	2	0.28
WEAVING IN TRAFFIC	238	0.17	3	0.42
PHYSICAL DISABILITY	216	0.16	3	0.42

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	1,791	1.31	4	0.55
HEADLIGHT FAILURE	90	0.07	3	0.42
OTHER LIGHTING DEFECT	82	0.06	2	0.28
STEERING FAILURE	525	0.38	3	0.42
TIRE FAILURE/INADEQUATE	822	0.60	3	0.42
TOW HITCH DEFECTIVE	90	0.07	1	0.14
OVERWEIGHT	12	0.01	0	0
OVERSIZED LOAD	96	0.07	1	0.14
LOAD SECUREMENT	351	0.26	2	0.28

ENVIRONMENTAL FACTORS	ALL COLLISIONS	PERCENT OF TOTAL	FATAL COLLISIONS	PERCENT OF TOTAL
ANIMALS ACTION	7207	5.26	6	0.83
GLARE	1333	0.97	11	1.53
VIEW OBSTRUCTED	2078	1.52	18	2.5
DEBRIS IN ROADWAY	918	0.67	7	0.97
TRAFICC CONTROLS NW	74	0.05	1	0.14
SHOULDER DEFECTIVE	242	0.18	6	0.83
HOLES/DEEP RUTS/BUMPS	109	0.08	2	0.28
ROADWAY CONSTRUCTION	880	0.64	6	0.83
MAINTENANCE/UTILITY	167	0.12	1	0.14
IMPROPERLY PARKED VEH	378	0.28	1	0.14
FIXED OBJECT(S)	164	0.12	2	0.28
SLIPPERY SURFACE	12772	9.32	69	9.57
WATER POOLING	1598	1.17	10	1.39

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	1,218
FATAL COLLISIONS	7
INJURY COLLISIONS	169
TOTAL KILLED	7
TOTAL INJURED	293



EMERGENCY VEHICLE COLLISIONS				
DRIVER CONTRIBUTING FACTORS	ALL COLLISIONS	PERCENT OF TOTAL	FATAL COLLISIONS	PERCENT OF TOTAL
Alcohol Involvement	46	3.78	1	14.29
Cell Phone	14	1.15	0	0
Disregard Traffic Control	44	3.61	1	14.29
Distraction	74	6.08	0	0
Drug Involvement	19	1.56	1	14.29
Emotional	9	0.74	0	0
Exceeded Stated Speed Limit	24	1.97	1	14.29
Failed to Yield Right of Way	132	10.84	1	14.29
Fatigue	4	0.33	0	0
Fell Asleep	3	0.25	0	0
Following Too Close	28	2.3	0	0
Improper Backing	23	1.89	0	0
Improper Passing	12	0.99	0	0
Inattention	355	29.15	0	0
Lost Consciousness/Fainted	2	0.16	0	0
Medication	2	0.16	0	0
Misjudge Clearance	209	17.16	0	0
Not Under Proper Control	119	9.77	0	0
Overcorrecting/Oversteering	20	1.64	1	14.29
Physical Disability	2	0.16	0	0
Sick	2	0.16	0	0
Too Fast for Conditions	29	2.38	0	0
Turning Improperly	20	1.64	0	0
Weaving in Traffic	2	0.16	0	0

COLLISIONS INVOLVING FARM EQUIPMENT	
TOTAL FARM EQUIPMENT COLLISIONS	189
FATAL COLLISIONS	6
INJURY COLLISIONS	40
TOTAL KILLED	6
TOTAL INJURED	62



FARM EQUIPMENT COLLISIONS				
DRIVER CONTRIBUTING FACTORS	ALL COLLISIONS	PERCENT OF TOTAL	FATAL COLLISIONS	PERCENT OF TOTAL
Alcohol Involvement	8	4.23	2	33.33
Cell Phone	1	0.53	0	0
Disregard Traffic Control	4	2.12	0	0
Distraction	8	4.23	0	0
Drug Involvement	1	0.53	0	0
Emotional	0	0	0	0
Exceeded Stated Speed Limit	2	1.06	0	0
Failed to Yield Right of Way	14	7.41	1	16.67
Fatigue	1	0.53	0	0
Fell Asleep	1	0.53	0	0
Following Too Close	2	1.06	0	0
Improper Backing	1	0.53	0	0
Improper Passing	19	10.05	1	16.67
Inattention	58	30.69	2	33.33
Lost Consciousness/Fainted	1	0.53	1	16.67
Medication	0	0	0	0
Misjudge Clearance	36	19.05	1	16.67
Not Under Proper Control	16	8.47	1	16.67
Overcorrecting/Oversteering	3	1.59	1	16.67
Physical Disability	0	0	0	0
Sick	0	0	0	0
Too Fast for Conditions	2	1.06	0	0
Turning Improperly	1	0.53	0	0
Weaving in Traffic	0	0	0	0

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	570
FATAL COLLISIONS	0
INJURY COLLISIONS	60
TOTAL KILLED	0
TOTAL INJURED	213



SCHOOL BUS COLLISIONS				
DRIVER CONTRIBUTING FACTORS	ALL COLLISIONS	PERCENT OF TOTAL	FATAL COLLISIONS	PERCENT OF TOTAL
Alcohol Involvement	3	0.53	0	0
Cell Phone	1	0.18	0	0
Disregard Traffic Control	18	3.16	0	0
Distraction	28	4.91	0	0
Drug Involvement	0	0	0	0
Emotional	0	0	0	0
Exceeded Stated Speed Limit	2	0.35	0	0
Failed to Yield Right of Way	47	8.25	0	0
Fatigue	0	0	0	0
Fell Asleep	1	0.18	0	0
Following Too Close	29	5.09	0	0
Improper Backing	10	1.75	0	0
Improper Passing	8	1.4	0	0
Inattention	187	32.81	0	0
Lost Consciousness/Fainted	0	0	0	0
Medication	0	0	0	0
Misjudge Clearance	173	30.35	0	0
Not Under Proper Control	44	7.72	0	0
Overcorrecting/Oversteering	5	0.88	0	0
Physical Disability	0	0	0	0
Sick	0	0	0	0
Too Fast for Conditions	10	1.75	0	0
Turning Improperly	8	1.4	0	0
Weaving in Traffic	1	0.18	0	0

COLLISIONS INVOLVING ELEMENTARY SCHOOL AGE CHILDREN	
TOTAL ELEM. SCHOOL AGE CHILDREN COLLISIONS	9,830
FATAL COLLISIONS	47
INJURY COLLISIONS	2,189
TOTAL KILLED	
ALL AGES	60
6-12 YEAR OF AGE	12
TOTAL INJURED	
ALL AGES	4,913
6-12 YEAR OF AGE	1,504



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	133	1.35	7	14.89
Cell Phone	76	0.77	2	4.26
Disregard Traffic Control	417	4.24	7	14.89
Distraction	691	7.03	2	4.26
Drug Involvement	90	0.92	3	6.38
Emotional	38	0.39	0	0
Exceeded Stated Speed Limit	59	0.6	3	6.38
Failed to Yield Right of Way	1452	14.77	8	17.02
Fatigue	29	0.3	0	0
Fell Asleep	42	0.43	0	0
Following Too Close	824	8.38	1	2.13
Improper Backing	84	0.85	0	0
Improper Passing	111	1.13	4	8.51
Inattention	4614	46.94	10	21.28
Lost Consciousness/Fainted	21	0.21	0	0
Medication	16	0.16	0	0
Misjudge Clearance	765	7.78	2	4.26
Not Under Proper Control	1164	11.84	14	29.79
Overcorrecting/Oversteering	123	1.25	5	10.64
Physical Disability	9	0.09	0	0
Sick	16	0.16	0	0
Too Fast for Conditions	264	2.69	2	4.26
Turning Improperly	185	1.88	0	0
Weaving in Traffic	20	0.2	0	0

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	1,099
FATAL COLLISIONS	85
INJURY COLLISIONS	810
TOTAL KILLED	86
TOTAL INJURED	896



PEDESTRIAN COLLISIONS				
DRIVER CONTRIBUTING FACTORS	ALL COLLISIONS	PERCENT OF TOTAL	FATAL COLLISIONS	PERCENT OF TOTAL
Alcohol Involvement	33	3	4	4.71
Cell Phone	4	0.36	0	0
Disregard Traffic Control	15	1.36	3	3.53
Distraction	34	3.09	2	2.35
Drug Involvement	10	0.91	3	3.53
Emotional	14	1.27	0	0
Exceeded Stated Speed Limit	10	0.91	3	3.53
Failed to Yield Right of Way	111	10.1	1	1.18
Fatigue	0	0	0	0
Fell Asleep	0	0	0	0
Following Too Close	1	0.09	0	0
Improper Backing	9	0.82	0	0
Improper Passing	1	0.09	0	0
Inattention	300	27.3	9	10.59
Lost Consciousness/Fainted	1	0.09	0	0
Medication	1	0.09	1	1.18
Misjudge Clearance	25	2.27	0	0
Not Under Proper Control	46	4.19	3	3.53
Overcorrecting/Oversteering	7	0.64	1	1.18
Physical Disability	0	0	0	0
Sick	0	0	0	0
Too Fast for Conditions	13	1.18	2	2.35
Turning Improperly	2	0.18	0	0
Weaving in Traffic	0	0	0	0

COLLISIONS INVOLVING BICYCLES	
TOTAL BICYCLE COLLISIONS	410
FATAL COLLISIONS	7
INJURY COLLISIONS	270
TOTAL KILLED	7
TOTAL INJURED	278



BICYCLE COLLISIONS				
DRIVER CONTRIBUTING FACTORS	ALL COLLISIONS	PERCENT OF TOTAL	FATAL COLLISIONS	PERCENT OF TOTAL
Alcohol Involvement	0	0	0	0
Cell Phone	0	0	0	0
Disregard Traffic Control	2	0.49	0	0
Distraction	12	2.93	0	0
Drug Involvement	0	0	0	0
Emotional	0	0	0	0
Exceeded Stated Speed Limit	1	0.24	0	0
Failed to Yield Right of Way	45	10.98	1	14.29
Fatigue	0	0	0	0
Fell Asleep	0	0	0	0
Following Too Close	3	0.73	0	0
Improper Backing	0	0	0	0
Improper Passing	5	1.22	0	0
Inattention	86	20.98	1	14.29
Lost Consciousness/Fainted	0	0	0	0
Medication	0	0	0	0
Misjudge Clearance	6	1.46	0	0
Not Under Proper Control	10	2.44	0	0
Overcorrecting/Oversteering	0	0	0	0
Physical Disability	0	0	0	0
Sick	0	0	0	0
Too Fast for Conditions	1	0.24	0	0
Turning Improperly	2	0.49	0	0
Weaving in Traffic	0	0	0	0

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 (ATV) +	
TOTAL ATV COLLISIONS	92
FATAL COLLISIONS	11
INJURY COLLISIONS	53
TOTAL PERSONS KILLED	11
ON ATV	11
HELMET USED	0
HELMET NOT USED	6
TOTAL PERSONS INJURED	68
ON ATV	73
HELMET USED	0
HELMET NOT USED	47

+ Excluding private property



ALL TERRAIN VEHICLE COLLISIONS				
DRIVER CONTRIBUTING FACTORS	ALL COLLISIONS	PERCENT OF TOTAL	FATAL COLLISIONS	PERCENT OF TOTAL
Alcohol Involvement	17	6.09	8	72.73
Cell Phone	0	0	0	0
Disregard Traffic Control	3	1.08	1	9.09
Distraction	2	0.72	0	0
Drug Involvement	6	2.15	1	9.09
Emotional	0	0	0	0
Exceeded Stated Speed Limit	2	0.72	0	0
Failed to Yield Right of Way	5	1.79	0	0
Fatigue	0	0	0	0
Fell Asleep	0	0	0	0
Following Too Close	3	1.08	0	0
Improper Backing	1	0.36	0	0
Improper Passing	2	0.72	0	0
Inattention	30	10.75	4	36.36
Lost Consciousness/Fainted	1	0.36	0	0
Medication	0	0	0	0
Misjudge Clearance	7	2.51	1	9.09
Not Under Proper Control	26	9.32	5	45.45
Overcorrecting/Oversteering	5	1.79	2	18.18
Physical Disability	1	0.36	0	0
Sick	0	0	0	0
Too Fast for Conditions	2	0.72	0	0
Turning Improperly	3	1.08	0	0
Weaving in Traffic	0	0	0	0

COLLISIONS INVOLVING MOTORCYCLES	
TOTAL MOTORCYCLE COLLISIONS	1,624
FATAL COLLISIONS	86
INJURY COLLISIONS	975
TOTAL PERSONS KILLED	90
ON MOTORCYCLE	30
HELMET USED	60
HELMET NOT SUED	1,146
TOTAL PERSONS INJURED	554
ON MOTORCYCLE	592
HELMET USED	636
HELMET NOT USED	658



MOTORCYCLE COLLISIONS				
DRIVER CONTRIBUTING FACTORS	ALL COLLISIONS	PERCENT OF TOTAL	FATAL COLLISIONS	PERCENT OF TOTAL
Alcohol Involvement	76	4.68	15	17.44
Cell Phone	5	0.31	0	0
Disregard Traffic Control	46	2.83	6	6.98
Distraction	43	2.65	1	1.16
Drug Involvement	20	1.23	6	6.98
Emotional	7	0.43	0	0
Exceeded Stated Speed Limit	66	4.06	18	20.93
Failed to Yield Right of Way	197	12.13	21	24.42
Fatigue	3	0.18	0	0
Fell Asleep	6	0.37	0	0
Following Too Close	71	4.37	2	2.33
Improper Backing	12	0.74	0	0
Improper Passing	35	2.16	1	1.16
Inattention	495	30.48	12	13.95
Lost Consciousness/Fainted	1	0.06	0	0
Medication	0	0	0	0
Misjudge Clearance	81	4.99	2	2.33
Not Under Proper Control	395	24.32	30	34.88
Overcorrecting/Oversteering	44	2.71	1	1.16
Physical Disability	0	0	0	0
Sick	2	0.12	1	1.16
Too Fast for Conditions	50	3.08	3	3.49
Turning Improperly	28	1.72	1	1.16
Weaving in Traffic	9	0.55	0	0

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.

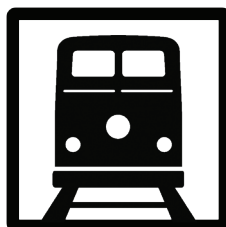
COLLISIONS INVOLVING TRUCKS*	
TOTAL TRUCK COLLISIONS	9,137
FATAL COLLISIONS	75
INJURY COLLISIONS	1,323
TOTAL KILLED	89
TOTAL INJURED	1,905

*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	6.67
Cell Phone	47	0.51	1	1.33
Disregard Traffic Control	193	2.11	7	9.33
Distraction	323	3.54	3	4
Drug Involvement	72	0.79	7	9.33
Emotional	17	0.19	0	0
Exceeded Stated Speed Limit	53	0.58	4	5.33
Failed to Yield Right of Way	818	8.95	10	13.33
Fatigue	64	0.7	0	0
Fell Asleep	104	1.14	0	0
Following Too Close	396	4.33	0	0
Improper Backing	176	1.93	0	0
Improper Passing	164	1.79	1	1.33
Inattention	3275	35.84	17	22.67
Lost Consciousness/Fainted	39	0.43	4	5.33
Medication	6	0.07	0	0
Misjudge Clearance	1591	17.41	0	0
Not Under Proper Control	1275	13.95	26	34.67
Overcorrecting/Oversteering	175	1.92	5	6.67
Physical Disability	6	0.07	0	0
Sick	15	0.16	2	2.67
Too Fast for Conditions	207	2.27	6	8
Turning Improperly	152	1.66	0	0
Weaving in Traffic	20	0.22	0	0

COLLISIONS INVOLVING TRAINS	
TOTAL TRAIN COLLISIONS	41
FATAL COLLISIONS	3
INJURY COLLISIONS	14
TOTAL KILLED	3
TOTAL INJURED	22



TRAIN COLLISIONS				
DRIVER CONTRIBUTING FACTORS	ALL COLLISIONS	PERCENT OF TOTAL	FATAL COLLISIONS	PERCENT OF TOTAL
Alcohol Involvement	2	4.88	0	0
Cell Phone	1	2.44	0	0
Disregard Traffic Control	5	12.2	1	33.33
Distraction	1	2.44	0	0
Drug Involvement	1	2.44	0	0
Emotional	1	2.44	0	0
Exceeded Stated Speed Limit	1	2.44	0	0
Failed to Yield Right of Way	17	41.46	3	100
Fatigue	1	2.44	0	0
Fell Asleep	1	2.44	0	0
Following Too Close	0	0	0	0
Improper Backing	0	0	0	0
Improper Passing	0	0	0	0
Inattention	15	36.59	2	66.67
Lost Consciousness/Fainted	0	0	0	0
Medication	0	0	0	0
Misjudge Clearance	3	7.32	0	0
Not Under Proper Control	2	4.88	0	0
Overcorrecting/Oversteering	0	0	0	0
Physical Disability	0	0	0	0
Sick	0	0	0	0
Too Fast for Conditions	0	0	0	0
Turning Improperly	0	0	0	0
Weaving in Traffic	0	0	0	0

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		MULTIPLE FATALITY COLLISIONS		
		DRIVER CONTRIBUTING FACTORS	COLLISIONS	PERCENT OF TOTAL
TOTAL MULTIPLE FATALITIES COLLISIONS	52	Alcohol Involvement	11	21.15
		Cell Phone	0	0
		Disregard Traffic Control	5	9.62
		Distraction	2	3.85
		Drug Involvement	9	17.31
		Emotional	1	1.92
		Exceeded Stated Speed Limit	10	19.23
		Failed to Yield Right of Way	6	11.54
		Fatigue	0	0
		Fell Asleep	0	0
		Following Too Close	1	1.92
		Improper Backing	0	0
		Improper Passing	2	3.85
		Inattention	3	5.77
		Lost Consciousness/Fainted	0	0
		Medication	0	0
		Misjudge Clearance	1	1.92
		Not Under Proper Control	20	38.46
		Overcorrecting/Oversteering	5	9.62
		Physical Disability	0	0
		Sick	0	0
		Too Fast for Conditions	4	7.69
		Turning Improperly	0	0
		Weaving in Traffic	0	0
TOTAL KILLED	113			
TOTAL INJURED	67			



COLLISIONS BY COUNTY

COLLISIONS BY COUNTY

2016 vs 2017

County	COLLISIONS								PERSONS			
	TOTAL		FATAL*		NON-FATAL INJURY		PROPERTY DAMAGE		KILLED*		INJURED	
	2016	2017	2016	2017	2016	2017	2016	2017	2016	2017	2016	2017
Adair	226	250	4	5	43	58	179	187	7	6	72	103
Allen	502	412	4	7	110	73	388	332	5	7	144	107
Anderson	517	528	5	4	99	88	413	436	6	5	136	148
Ballard	168	189	6	2	32	30	130	157	6	2	52	38
Barren	1,498	1,421	9	9	302	272	1,187	1,140	9	9	458	424
Bath	211	218	3	2	30	54	178	162	3	2	45	79
Bell	757	606	3	8	152	129	602	469	8	11	259	200
Boone	5,010	5,199	13	18	682	799	4,315	4,382	14	19	960	1,149
Bourbon	659	651	5	6	107	96	547	549	6	7	153	135
Boyd	1,543	1,491	4	5	245	239	1,294	1,247	4	6	362	338
Boyle	854	816	3	7	156	124	695	685	6	7	229	192
Bracken	222	208	1	1	41	36	180	171	1	1	66	54
Breathitt	235	225	7	6	82	81	146	138	8	6	136	126
Breckinridge	243	230	3	7	79	66	161	157	4	7	127	106
Bullitt	2,071	2,030	12	10	444	372	1,615	1,648	12	10	660	583
Butler	237	289	4	4	37	63	196	222	4	4	54	94
Caldwell	437	357	3	4	79	71	355	282	6	4	105	104
Calloway	1,073	1,108	7	5	152	169	914	934	7	5	203	243
Campbell	3,082	3,193	14	8	347	357	2,721	2,828	15	10	504	492
Carlisle	53	50	1	2	31	21	21	27	1	2	45	29
Carrol	407	346	4	3	56	71	347	272	5	3	90	104
Carter	576	592	2	10	143	96	431	486	2	10	207	170
Casey	91	227	2	5	21	52	68	170	2	5	34	81
Christian	1,955	1,957	11	10	423	431	1,521	1,516	12	11	645	653
Clark	1,204	1,234	6	8	172	214	1,026	1,012	7	8	255	304
Clay	354	347	6	2	143	131	205	214	7	2	228	227
Clinton	250	208	2	2	47	45	201	161	2	2	70	78
Crittenden	186	190	1	4	58	49	127	137	1	4	80	73
Cumberland	128	99	0	3	26	24	102	72	0	3	30	40
Daviess	3,712	3,642	17	9	561	505	3,134	3,128	20	9	799	713
Edmonson	211	191	1	2	63	43	147	146	1	2	91	61
Elliott	64	67	1	2	16	22	47	43	1	2	17	31
Estill	185	146	1	2	54	29	130	115	1	2	81	46
Fayette	14,276	14,113	48	33	2,324	2,335	11,904	11,745	50	34	3,267	3,318
Fleming	232	208	2	1	52	41	178	166	3	1	74	58
Floyd	789	725	8	10	201	219	580	496	8	11	354	380
Franklin	1,549	1,516	7	8	201	200	1,341	1,308	10	10	291	301
Fulton	138	73	0	2	29	7	109	64	0	2	38	17
Gallatin	281	296	3	5	35	45	243	246	3	6	53	62
Garrard	400	373	3	1	78	72	319	300	3	1	119	111

COLLISIONS BY COUNTY

2016 vs 2017

County	COLLISIONS								PERSONS			
	TOTAL		FATAL*		NON-FATAL INJURY		PROPERTY DAMAGE		KILLED*		INJURED	
	2016	2017	2016	2017	2016	2017	2016	2017	2016	2017	2016	2017
Grant	812	790	3	3	128	128	681	659	3	3	172	182
Graves	944	967	8	9	198	200	738	758	10	9	290	278
Grayson	688	631	6	10	175	129	507	492	9	11	247	201
Green	185	163	1	3	37	33	147	127	1	3	63	49
Greenup	655	620	2	7	122	118	531	495	2	7	163	176
Hancock	155	137	2	2	45	25	108	110	2	3	70	35
Hardin	2,934	3095	15	12	512	487	2,407	2596	15	14	754	748
Harlan	394	435	7	1	104	100	283	334	7	1	173	163
Harrison	542	496	1	3	100	86	441	407	1	4	138	127
Hart	535	555	7	3	86	112	442	440	8	3	120	158
Henderson	1,671	1509	8	2	298	265	1,365	1242	9	2	424	389
Henry	445	395	7	1	74	66	364	328	8	1	104	100
Hickman	62	87	0	1	17	25	45	61	0	1	23	28
Hopkins	1,442	1329	11	3	201	197	1,230	1129	13	4	311	307
Jackson	205	178	3	6	48	48	154	124	3	7	87	74
Jefferson	33,914	31866	94	105	5,579	5080	28,241	26681	99	108	8,452	7716
Jessamine	1,597	1609	7	3	240	282	1,350	1324	7	3	355	390
Johnson	457	412	2	3	106	99	349	310	2	3	163	138
Kenton	5,901	5970	9	12	709	720	5,183	5238	9	17	1,000	1011
Knott	224	222	3	1	67	67	154	154	3	1	110	116
Knox	690	632	4	5	193	170	493	457	4	5	341	290
Larue	331	322	5	2	54	57	272	263	8	3	82	87
Laurel	1,778	1929	11	17	378	389	1,389	1523	11	18	617	679
Lawrence	213	224	2	7	56	60	155	157	3	7	87	99
Lee	68	76	1	1	19	8	48	67	1	1	28	15
Leslie	75	40	2	2	28	12	45	26	2	3	44	27
Letcher	307	353	3	4	123	141	181	208	3	4	200	223
Lewis	139	170	5	4	28	35	106	131	5	4	43	67
Lincoln	435	432	2	9	92	95	341	328	2	10	152	165
Livingston	186	190	1	2	43	45	142	143	2	2	53	70
Logan	647	569	1	4	120	109	526	456	1	4	169	151
Lyon	297	224	4	3	56	47	237	174	4	5	74	76
McCracken	2,576	2403	14	11	574	540	1,988	1852	15	11	923	856
McCreary	216	213	5	6	56	63	155	144	6	7	89	106
McLean	228	244	1	2	61	65	166	177	2	2	82	97
Madison	2,775	2778	10	9	409	429	2,356	2340	10	10	610	637
Magoffin	169	158	4	5	49	55	116	98	4	5	82	104
Marion	492	506	4	6	98	94	390	406	4	6	151	127
Marshall	829	872	5	11	218	204	606	657	5	11	298	300
Martin	138	119	1	1	34	26	103	92	1	1	58	37

COLLISIONS BY COUNTY

2016 vs 2017

County	COLLISIONS								PERSONS			
	TOTAL		FATAL*		NON-FATAL INJURY		PROPERTY DAMAGE		KILLED*		INJURED	
	2016	2017	2016	2017	2016	2017	2016	2017	2016	2017	2016	2017
Mason	619	610	2	4	91	85	526	521	2	4	132	133
Meade	487	472	8	10	129	138	350	324	8	11	200	231
Menifee	102	67	3	4	30	19	69	44	3	4	47	24
Mercer	484	422	5	5	86	70	393	347	5	5	132	88
Metacalfe	273	261	4	0	48	55	221	206	4	0	79	77
Monroe	167	156	1	1	41	34	125	121	1	1	54	60
Montgomery	839	858	3	5	165	142	671	711	4	5	268	225
Morgan	148	184	1	1	36	61	111	122	2	1	51	87
Muhlenberg	921	800	5	12	189	160	727	628	6	12	272	259
Nelson	1,120	1,120	11	9	208	187	901	924	13	14	306	266
Nicholas	149	152	2	3	21	27	126	122	2	3	34	51
Ohio	657	700	8	3	151	152	498	545	9	3	218	208
Oldham	1,266	1,141	3	5	195	194	1,068	942	3	5	280	275
Owen	232	210	3	3	55	46	174	161	3	4	78	71
Owsley	92	34	3	0	22	9	67	25	3	0	37	14
Pendleton	337	323	2	2	63	67	272	254	2	3	86	91
Perry	728	707	12	6	216	198	500	503	14	7	379	348
Pike	1,347	1,338	16	11	371	344	960	983	16	12	593	536
Powell	327	252	7	1	81	57	237	194	9	2	147	81
Pulaski	1,814	1,793	16	9	326	313	1,472	1,471	16	9	532	477
Robertson	52	44	0	0	6	13	46	31	0	0	9	15
Rockcastle	521	536	3	8	94	91	424	437	3	9	146	152
Rowan	830	826	7	6	163	118	660	702	7	7	251	176
Russell	377	363	6	2	69	70	302	291	6	2	114	102
Scott	1,670	1,663	8	5	296	287	1,366	1,371	9	5	432	407
Shelby	1,429	1,362	11	4	257	295	1,161	1,063	12	4	356	459
Simpson	608	630	7	3	133	128	468	499	7	3	216	191
Spencer	276	304	2	4	73	69	201	231	2	5	104	92
Taylor	742	760	6	3	103	109	633	648	6	3	146	169
Todd	222	236	4	1	50	51	168	184	4	1	75	81
Trigg	402	363	3	6	63	62	336	295	3	6	90	96
Trimble	156	192	4	1	38	43	114	148	4	1	53	55
Union	306	265	9	3	77	66	220	196	9	3	117	104
Warren	4,945	5,043	22	20	897	857	4,026	4,166	23	26	1,320	1,222
Washington	270	254	4	4	70	53	196	197	4	4	101	87
Wayne	360	257	9	0	82	64	269	193	9	0	136	101
Webster	248	228	3	3	69	49	176	176	3	4	96	73
Whitely	1,008	1,028	13	7	256	258	739	763	13	7	405	394
Wolfe	136	151	5	2	27	39	104	110	6	3	41	64
Woodford	943	933	5	2	169	141	769	790	5	2	219	186
Totals	140,547	136,979	763	721	25,004	23,961	114,780	112,297	834	782	37,347	35,999

COLLISIONS INVOLVING DRINKING DRIVERS BY COUNTY

2016 vs 2017

County	COLLISIONS								PERSONS			
	TOTAL		FATAL*		NON-FATAL INJURY		PROPERTY DAMAGE		KILLED*		INJURED	
	2016	2017	2016	2017	2016	2017	2016	2017	2016	2017	2016	2017
Adair	6	8	1	3	0	1	5	4	1	3	0	2
Allen	26	17	2	2	11	3	13	13	3	2	13	3
Anderson	21	22	2	1	7	6	12	15	2	1	9	9
Ballard	7	12	1	0	2	3	4	9	1	0	4	3
Barren	42	36	1	1	14	17	27	18	1	1	21	28
Bath	8	7	2	1	2	2	4	4	2	1	5	3
Bell	17	6	0	1	8	1	9	4	0	2	13	3
Boone	161	153	5	2	30	50	126	101	5	2	47	71
Bourbon	31	29	1	2	9	11	21	16	1	2	16	18
Boyd	26	37	0	1	8	12	18	24	0	1	11	17
Boyle	30	22	1	2	10	5	19	16	3	2	14	6
Bracken	10	9	0	0	2	3	8	6	0	0	3	4
Breathitt	7	7	2	1	0	3	5	3	2	1	0	5
Breckinridge	5	18	0	0	2	8	3	10	0	0	3	10
Bullitt	74	42	0	5	35	16	39	25	0	5	49	23
Butler	10	11	1	0	3	3	6	8	1	0	3	4
Caldwell	6	12	0	0	4	3	2	9	0	0	4	4
Calloway	37	42	3	1	8	13	26	29	3	1	10	17
Campbell	106	96	3	2	16	17	87	78	3	3	23	23
Carlisle	3	0	0	0	1	0	2	0	0	0	1	0
Carrol	9	10	0	0	6	3	3	7	0	0	10	3
Carter	21	13	1	2	17	7	3	4	1	2	23	13
Casey	5	8	2	2	1	2	2	4	2	2	5	9
Christian	70	75	3	2	22	30	45	43	3	2	27	48
Clark	40	38	0	0	11	13	29	24	0	0	14	18
Clay	10	10	0	2	9	7	1	3	0	2	11	10
Clinton	8	4	0	0	4	2	4	2	0	0	6	2
Crittenden	8	5	0	0	3	4	5	1	0	0	3	7
Cumberland	7	3	0	0	3	0	4	3	0	0	4	0
Daviess	99	78	3	4	24	20	72	55	3	4	36	34
Edmonson	9	6	0	1	4	2	5	3	0	1	5	4
Elliott	6	10	0	2	2	6	4	2	0	2	2	8
Estill	4	5	0	1	1	2	3	2	0	1	1	4
Fayette	444	393	11	7	138	100	295	289	13	8	176	147
Fleming	15	7	2	1	6	4	7	3	3	1	10	5
Floyd	41	35	1	0	18	24	22	11	1	0	20	39
Franklin	55	53	0	2	16	18	39	33	0	3	24	25
Fulton	10	2	0	0	3	0	7	1	0	0	3	4
Gallatin	12	7	1	0	6	4	5	3	1	0	9	4
Garrard	20	15	0	0	9	4	11	11	0	0	11	4

COLLISIONS INVOLVING DRINKING DRIVERS BY COUNTY

2016 vs 2017

County	COLLISIONS								PERSONS			
	TOTAL		FATAL*		NON-FATAL INJURY		PROPERTY DAMAGE		KILLED*		INJURED	
	2016	2017	2016	2017	2016	2017	2016	2017	2016	2017	2016	2017
Grant	18	18	0	0	6	5	12	13	0	0	11	6
Graves	39	30	3	2	14	11	22	17	4	2	19	17
Grayson	22	22	2	0	7	6	13	15	2	0	10	7
Green	1	6	0	0	0	3	1	2	0	0	0	8
Greenup	17	22	0	1	6	4	11	18	0	1	7	8
Hancock	5	4	0	0	1	2	4	2	0	0	1	4
Hardin	90	88	0	2	30	26	60	62	0	3	39	43
Harlan	11	18	2	0	3	5	6	13	2	0	4	5
Harrison	16	18	0	0	7	8	9	10	0	0	8	11
Hart	10	13	4	0	1	6	5	7	5	0	6	7
Henderson	42	43	0	0	20	17	22	26	0	0	24	23
Henry	20	14	3	1	5	2	12	11	3	1	5	4
Hickman	2	3	0	0	1	1	1	2	0	0	2	1
Hopkins	38	27	0	1	12	12	26	15	0	2	17	17
Jackson	5	4	1	1	3	1	1	2	1	1	8	1
Jefferson	722	684	18	26	191	203	513	467	19	27	316	299
Jessamine	47	50	2	0	11	16	34	34	2	0	14	23
Johnson	14	9	0	0	7	5	7	4	0	0	10	5
Kenton	211	198	0	4	40	38	171	156	0	8	57	59
Knott	6	5	2	1	3	3	1	2	2	1	3	6
Knox	27	9	0	0	16	3	11	6	0	0	29	6
Larue	10	10	1	0	3	2	6	7	2	0	4	3
Laurel	36	38	0	4	16	14	20	19	0	5	32	28
Lawrence	9	10	0	1	3	6	6	3	0	1	3	8
Lee	1	6	0	0	1	1	0	5	0	0	2	2
Leslie	2	0	0	0	0	0	2	0	0	0	0	0
Letcher	14	13	0	2	12	9	2	2	0	2	18	12
Lewis	10	7	3	1	4	3	3	4	3	1	7	5
Lincoln	16	13	0	2	6	6	10	6	0	2	12	10
Livingston	6	5	1	0	3	2	2	3	2	0	3	2
Logan	20	15	0	0	8	6	12	9	0	0	11	6
Lyon	12	6	0	1	5	2	7	3	0	2	6	2
McCracken	74	62	1	1	27	24	46	38	1	1	38	31
McCreary	8	6	1	1	1	5	6	1	1	2	7	5
McLean	9	14	0	1	6	11	3	2	0	1	7	12
Madison	80	92	4	3	20	25	56	64	4	4	28	42
Magoffin	6	10	1	1	4	3	1	6	1	1	4	8
Marion	22	22	2	0	9	11	11	11	2	0	11	14
Marshall	32	34	0	1	18	14	14	19	0	1	25	17
Martin	4	6	0	0	2	1	2	4	0	0	3	1

COLLISIONS INVOLVING DRINKING DRIVERS BY COUNTY

2016 vs 2017

County	COLLISIONS								PERSONS			
	TOTAL		FATAL*		NON-FATAL INJURY		PROPERTY DAMAGE		KILLED*		INJURED	
	2016	2017	2016	2017	2016	2017	2016	2017	2016	2017	2016	2017
Mason	30	31	1	0	7	10	22	20	1	0	10	16
Meade	24	27	3	2	10	13	11	14	3	2	16	18
Menifee	8	3	3	0	2	3	3	0	3	0	3	3
Mercer	20	20	0	0	4	10	16	8	0	0	4	12
Metacalfe	15	8	1	0	5	5	9	3	1	0	7	6
Monroe	5	7	0	0	4	2	1	5	0	0	4	2
Montgomery	33	31	0	0	14	15	19	16	0	0	20	20
Morgan	9	3	0	1	1	2	8	1	0	1	1	3
Muhlenberg	21	15	1	0	6	6	14	9	1	0	8	9
Nelson	66	41	3	0	21	13	42	28	3	0	33	16
Nicholas	4	6	0	0	2	1	2	5	0	0	2	1
Ohio	28	27	0	1	15	11	13	15	0	1	23	17
Oldham	43	30	1	0	10	8	32	22	1	0	13	8
Owen	8	10	2	0	2	4	4	5	2	0	3	7
Owsley	4	0	1	0	1	0	2	0	1	0	1	0
Pendleton	15	10	0	1	3	4	12	6	0	2	4	8
Perry	27	23	5	1	13	13	9	10	5	1	17	18
Pike	72	58	2	2	29	23	41	32	2	2	41	29
Powell	11	7	0	0	5	4	6	3	0	0	11	5
Pulaski	40	39	3	3	16	13	21	26	3	3	21	15
Robertson	2	1	0	0	1	1	1	0	0	0	1	2
Rockcastle	12	13	0	0	5	4	7	9	0	0	7	7
Rowan	29	22	2	2	10	3	17	17	2	3	18	3
Russell	9	14	1	2	3	6	5	6	1	2	4	9
Scott	46	63	2	0	16	12	28	51	2	0	23	15
Shelby	54	41	5	1	18	21	31	19	5	1	25	41
Simpson	22	26	0	2	11	7	11	18	0	2	20	11
Spencer	20	16	0	1	7	3	13	12	0	1	10	4
Taylor	13	17	1	0	6	5	6	12	1	0	8	7
Todd	3	2	0	1	1	1	2	1	0	1	3	1
Trigg	13	10	1	2	4	4	8	4	1	2	4	9
Trimble	4	9	0	1	1	4	3	4	0	1	1	4
Union	15	8	4	1	5	4	6	3	4	1	8	6
Warren	152	164	5	2	61	52	86	107	5	2	88	62
Wasington	14	10	2	0	6	3	6	6	2	0	7	8
Wayne	7	3	1	0	2	2	4	1	1	0	4	2
Webster	6	5	1	0	2	2	3	3	1	0	2	2
Whitely	34	30	6	2	13	11	15	17	6	2	20	15
Wolfe	5	2	2	0	1	2	2	0	2	0	4	3
Woodford	40	32	1	0	13	5	26	27	1	0	14	5
Totals	4,192	3,901	109	28	1,363	1,263	2,720	2,531	117	30	1,973	1,838
*Total with FARS	-	-	160	137	-	-	-	-	171	154	-	-

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. In previous years this was adjusted to reflect follow-up studies of drivers under the influence of drugs from FARS.

The tables show drivers under the influence of drugs as initially reported along with a FARS column to ompare the adjusted numbers.

COUNTY	COLLISIONS			PERSONS		FARS	
	ALL	FATAL	INJURY	KILLED	INJURED	FATAL	KILLED
Adair	6	1	2	1	3	1	1
Allen	6	0	1	0	1	2	2
Anderson	12	0	5	0	7	3	4
Ballard	5	0	2	0	2	1	1
Barren	18	0	11	0	15	1	1
Bath	2	0	1	0	1	0	0
Bell	17	1	8	2	9	3	5
Boone	59	2	20	2	27	8	9
Bourbon	11	1	2	1	4	3	3
Boyd	25	0	7	0	12	0	0
Boyle	6	1	1	1	2	4	4
Bracken	2	0	0	0	0	1	1
Breathitt	10	0	7	0	12	2	2
Breckinridge	1	0	0	0	0	4	4
Bullitt	19	0	8	0	12	1	1
Butler	3	0	3	0	3	2	2
Caldwell	4	0	1	0	1	0	0
Calloway	19	0	9	0	11	2	2
Campbell	51	0	21	0	26	2	3
Carlisle	1	0	0	0	0	1	1
Carrol	5	0	3	0	3	1	1
Carter	12	0	5	0	9	1	1
Casey	7	1	4	1	6	2	2
Christian	20	1	6	1	8	4	5
Clark	10	0	2	0	2	2	2
Clay	21	0	12	0	25	2	2
Clinton	4	0	4	0	6	0	0
Crittenden	4	0	2	0	3	1	1
Cumberland	2	0	1	0	1	2	2
Daviess	35	2	8	2	14	2	2
Edmonson	3	0	1	0	1	0	0
Elliott	3	1	0	1	0	1	1
Estill	6	1	0	1	2	0	0
Fayette	128	1	50	1	71	5	5
Fleming	7	0	4	0	6	1	1
Floyd	49	1	27	1	55	5	5
Franklin	26	2	8	2	17	4	5
Fulton	1	0	0	0	0	0	0
Gallatin	3	0	0	0	0	0	0

COUNTY	COLLISIONS			PERSONS		FARS	
	ALL	FATAL	INJURY	KILLED	INJURED	FATAL	KILLED
Garrard	4	0	2	0	2	0	0
Grant	8	0	3	0	7	2	2
Graves	18	0	6	0	12	4	4
Grayson	13	1	3	1	4	4	5
Green	4	0	1	0	1	0	0
Greenup	12	0	3	0	3	2	2
Hancock	1	0	0	0	0	0	0
Hardin	33	1	15	2	24	6	8
Harlan	22	0	15	0	25	0	0
Harrison	4	0	2	0	3	2	3
Hart	4	1	2	1	3	1	1
Henderson	15	0	5	0	8	1	1
Henry	3	0	1	0	1	1	1
Hickman	1	0	1	0	1	1	1
Hopkins	20	0	8	0	15	0	0
Jackson	3	1	0	2	3	4	5
Jefferson	226	5	87	5	132	31	33
Jessamine	23	0	4	0	5	0	0
Johnson	14	1	9	1	10	1	1
Kenton	97	3	28	7	40	3	3
Knott	14	0	8	0	11	1	1
Knox	23	0	10	0	17	3	3
Larue	8	0	2	0	2	0	0
Laurel	39	4	18	5	41	2	3
Lawrence	7	1	4	1	6	2	2
Lee	3	0	1	0	2	0	0
Leslie	1	1	0	1	2	2	3
Letcher	16	0	10	0	12	2	2
Lewis	4	1	0	1	1	2	2
Lincoln	10	1	4	1	12	5	6
Livingston	3	0	1	0	1	0	0
Logan	3	0	1	0	1	1	1
Lyon	4	0	1	0	1	2	3
McCracken	29	0	13	0	21	4	4
McCreary	12	1	6	2	8	3	4
McLean	10	0	9	0	12	1	1
Madison	42	1	19	2	28	2	3
Magoffin	12	0	8	0	13	2	2
Marion	8	0	3	0	5	3	3

DRIVERS UNDER INFLUENCE OF DRUGS BY COUNTY

Continued from previous page.

COUNTY	COLLISIONS			PERSONS		FARS	
	ALL	FATAL	INJURY	KILLED	INJURED	FATAL	KILLED
Marshall	22	1	7	1	13	3	3
Martin	3	0	0	0	0	0	0
Mason	12	0	6	0	8	1	1
Meade	3	0	1	0	1	5	6
Menifee	2	0	1	0	1	2	2
Mercer	6	0	2	0	3	1	1
Metacalfe	1	0	0	0	0	0	0
Monroe	3	0	2	0	2	1	1
Montgomery	14	0	8	0	15	2	2
Morgan	1	0	1	0	4	0	0
Muhlenberg	20	1	10	1	17	2	2
Nelson	11	1	4	3	7	5	9
Nicholas	1	0	0	0	0	0	0
Ohio	19	1	8	1	12	3	3
Oldham	12	0	7	0	7	1	1
Owen	4	0	2	0	5	0	0
Owsley	1	0	0	0	0	0	0
Pendleton	7	0	1	0	1	0	0
Perry	33	3	18	4	32	4	4
Pike	74	1	37	1	56	2	2
Powell	2	0	0	0	0	1	2
Pulaski	16	1	4	1	7	3	3

COUNTY	COLLISIONS			PERSONS		FARS	
	ALL	FATAL	INJURY	KILLED	INJURED	FATAL	KILLED
Robertson	0	0	0	0	0	0	0
Rockcastle	14	2	7	2	14	3	4
Rowan	12	0	6	0	6	1	2
Russell	6	0	5	0	8	1	1
Scott	13	0	2	0	2	1	1
Shelby	17	1	7	1	12	0	0
Simpson	7	0	3	0	7	1	1
Spencer	5	0	3	0	5	2	3
Taylor	8	0	2	0	4	2	2
Todd	2	0	2	0	10	0	0
Trigg	8	0	2	0	5	4	4
Trimble	6	1	3	1	3	1	1
Union	2	0	0	0	0	3	3
Warren	40	1	17	1	26	3	3
Washington	3	0	0	0	0	1	1
Wayne	2	0	1	0	1	0	0
Webster	3	0	1	0	1	2	3
Whitely	23	1	8	1	15	3	3
Wolfe	2	0	2	0	3	1	2
Woodford	8	0	1	0	4	0	0
Totals	1844	54	750	67	1189	239	270

ALL COLLISIONS BY AREA DEVELOPMENT DISTRICT

AREA DEVELOPMENT DISTRICT	TOTAL NUMBER REPORTED	TOTAL COLLISIONS REPORTED		NUMBER PERSONS	
		FATAL	INJURY	KILLED	INJURED
Purchase	5,749	43	1,196	43	1,789
Pennyrile	5,646	45	1,113	49	1,719
Green River	6,725	24	1,127	26	1,619
Barren River	9,527	53	1,746	59	2,545
Lincoln Trail	6,630	60	1,211	70	1,853
KIPDA	37,290	130	6,119	134	9,280
Northern Kentucky	16,327	54	2,233	65	3,162
Buffalo Trace	1,240	10	210	10	327
Gateway	2,153	18	394	19	591
FIVCO	2,994	31	535	32	814
Big Sandy	2,752	30	743	32	1,195
Kentucky River	1,808	22	555	25	933
Cumberland Valley	5,691	54	1,316	60	2,179
Lake Cumberland	4,333	38	831	40	1,306
Bluegrass	28,114	109	4,632	118	6,687
Totals	136,979	721	23,961	782	35,999

ALCOHOL RELATED COLLISIONS

BY AREA DEVELOPMENT DISTRICT

These tables show drivers under the influence of alcohol as initially reported compared to FARS adjusted numbers.

AREA DEVELOPMENT DISTRICT	TOTAL NUMBER REPORTED	TOTAL COLLISIONS REPORTED		NUMBER PERSONS		FARS REPORTED	
		FATAL	INJURY	KILLED	INJURED	FATAL	KILLED
Purchase	185	4	66	4	90	5	5
Pennyrite	157	5	64	6	99	7	9
Green River	179	6	67	6	98	7	7
Barren River	303	9	103	9	133	8	8
Lincoln Trail	238	3	82	3	119	4	5
KIPDA	836	19	257	20	383	35	36
Northern Kentucky	502	8	125	13	181	9	15
Buffalo Trace	55	1	21	1	32	2	2
Gateway	66	3	25	4	32	4	5
FIVCO	92	6	35	6	54	7	7
Big Sandy	118	5	56	5	82	3	3
Kentucky River	56	3	31	3	46	5	5
Cumberland Valley	128	9	46	11	75	10	12
Lake Cumberland	108	8	39	8	59	11	12
Bluegrass	878	18	246	21	355	20	23
Totals	3,901	107	1,263	120	1,838	137	154

DRUG RELATED COLLISIONS

BY AREA DEVELOPMENT DISTRICT

AREA DEVELOPMENT DISTRICT	TOTAL NUMBER REPORTED	TOTAL COLLISIONS REPORTED		NUMBER PERSONS		FARS REPORTED	
		FATAL	INJURY	KILLED	INJURED	FATAL	KILLED
Purchase	96	1	38	1	60	16	16
Pennyrite	85	2	33	2	61	13	15
Green River	85	3	31	3	47	12	13
Barren River	88	2	41	2	59	12	12
Lincoln Trail	80	3	28	6	43	28	36
KIPDA	288	7	116	7	172	37	40
Northern Kentucky	234	5	78	9	109	16	18
Buffalo Trace	25	1	10	1	15	5	5
Gateway	31	-	17	-	27	5	6
FIVCO	59	2	19	2	30	6	6
Big Sandy	152	3	81	3	134	10	10
Kentucky River	80	4	46	5	74	12	14
Cumberland Valley	162	9	78	12	149	20	25
Lake Cumberland	67	4	30	5	45	14	15
Bluegrass	312	8	104	9	164	33	39
Totals	1,844	54	750	67	1,189	239	270

Area Development District	Counties By 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, Llewellyn, 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
Pennyrite	Caldwell, Christian, Crittenden, Hopkins, Livingston, Lyon, Muhlenberg, Todd, Trigg
Purchase	Ballard, Calloway, Carlisle, Fulton, Graves, Hickman, McCracken, Marshall



FATALITY ANALYSIS REPORTING SYSTEM (FARS)



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 2016 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	1	0	0
16	14	0	0
17	18	1	6
18	23	5	22
19	24	1	4
20	17	2	12
21	25	3	12
22-24	58	15	26
25-34	210	33	16
35-44	166	32	19
45-54	162	25	15
55-64	177	19	11
65-74	95	3	3
Over 74	82	2	2
Unknown	14	0	0
TOTALS	1,086	141	0

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

DURING 2017, THERE WERE **154** PERSONS KILLED IN FATAL COLLISIONS INVOLVING A DRINKING DRIVER. THIS REPRESENTS **19%** OF ALL PERSONS KILLED IN TRAFFIC COLLISIONS IN KENTUCKY.

The chart below shows drinking drivers by age and alcohol test result. **76%** of the drinking drivers tested were found to have a blood alcohol content (BAC) of 0.10% or above at the time of the collision.

AGE	NUMBER OF DRINKING DRIVERS*	BAC TEST RESULTS			
		.01 - .05	.06 - .09	.10 - .19	.20+
Under 16	0	0	0	0	0
16	0	0	0	0	0
17	1	0	1	0	0
18	5	2	1	2	0
19	1	1	0	0	0
20	2	0	0	2	0
21	3	0	0	3	0
22-24	15	3	3	4	5
25-34	33	2	6	16	9
35-44	32	4	2	13	13
45-54	25	1	2	10	12
55-64	19	1	2	11	5
65-74	3	1	1	1	0
75+	2	1	0	1	0
Unknown	0	0	0	0	0
TOTAL	141	16	18	63	44

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

DURING 2017, 24% OF THE FATALLY INJURED PEDESTRIANS OVER THE AGE OF 15 WERE DRINKING.

THEIR AVERAGE ALCOHOL TEST WAS 20%.

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	2	0	0
6-10	0	0	0
11-15	0	0	0
16-20	8	2	0.17
21-25	7	1	0.28
26-30	2	0	0
31-40	19	4	0.19
41-50	15	7	0.28
51-60	14	6	0.11
61-70	8	1	0.15
71-80	5	0	0
81+	4	0	0
UNKNOWN	0	0	0
TOTAL	84	21	0.20

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 2017 FARS data strongly confirms both the lifesaving advantage as well as the reduction of serious injury when restraints are in place.

- **64% OF THE VEHICLE OCCUPANTS KILLED WERE NOT RESTRAINED.**
- **29% OF THE VEHICLE OCCUPANTS SUFFERING A SUSPECTED/POSSIBLE 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	
(K) Killed	31	69	1	290	297	2	690
(A) Suspected Serious Injury	5	3	0	114	62	1	185
(B) Suspected Minor Injury	0	5	0	156	47	0	208
(C) Possible Injury	0	1	0	141	25	0	167
(O) No Injury	0	5	0	303	31	4	343
Unknown if Injured	0	0	0	0	0	14	14
Injured, Severity Unknown	0	0	0	0	0	0	0
TOTAL	36	83	1	1,004	462	21	1,607

Of the **1,487** vehicle occupants involved in fatal collisions, only **1,004** 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
(K) Killed	88	44	457	0	589
(A) Suspected Serious Injury	24	2	151	0	177
(B) Suspected Minor Injury	4	1	198	0	203
(C) Possible Injury	1	1	164	0	166
(O) No Injury	1	0	337	0	338
Unknown If Injured	0	0	13	1	14
Injured, Severity Unknown	0	0	0	0	0
TOTAL	118	48	1,320	1	1,487

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.

80% 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."

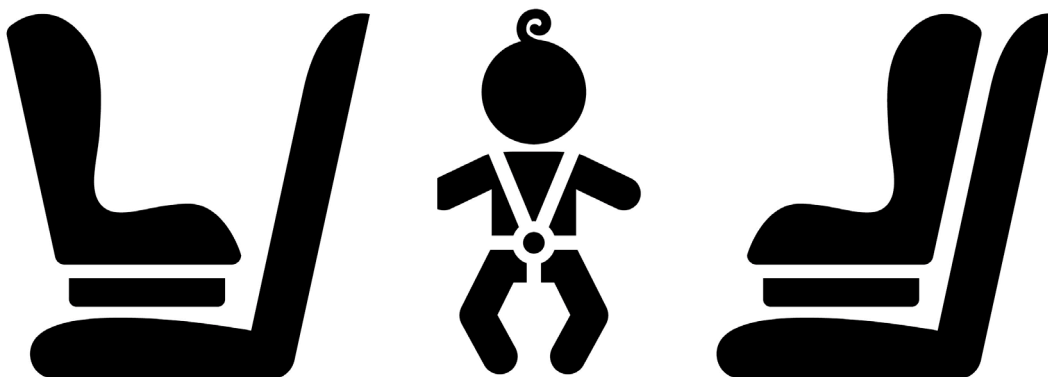
In order to qualify, the child restraint system must be certified as having been federally approved. (Federal approval of a child restraint system is based on its having withstood dynamic crash tests -- 30 mph collision into a fixed barrier.)

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	12	10	0	2	0
Injured (Incapacitating)	7	5	2	0	0
Injured (Non-Incapacitating)	4	4	0	0	0
Injured (Possible)	9	5	4	0	0
Not Injured	13	11	1	1	0
TOTAL	45	35	7	3	0

Of the 45 child occupants (four years and under) involved in fatal collisions in 2017, 35 children were secured in a child restraint.

Of the 12 children killed, 10 were using a restraint, none were using a lap belt or shoulder harness.



\$2.8 - \$18.3 BILLION

COST of KENTUCKY TRAFFIC COLLISIONS 2017



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 (Injury Facts® 2017 Edition) , considering both Economic and Comprehensive Costs, were used to arrive at a cost range for traffic collisions in Kentucky during 2016 (occurring on public roads.) Costs for 2016 were used as this is the most recent available at the time of this publication.

Note: "Property Damage Only" has been removed from the Comprehensive Cost for this year's publication as NSC has no "Property Damage Only" value listed for Comprehensive Cost Calculation, only for Economic Cost. This resulted in a lower Comprehensive Cost compared with the 2016 Crash Facts publication.

+ Source: <https://injuryfacts.nsc.org/all-injuries/costs/guide-to-calculating-costs/data-details/> (Info current as of September, 2018.)

The **ECONOMIC COST** (\$2.8 billion)
was derived from the following formula:

COST PER	X	NUMBER REPORTED	=	ESTIMATED COST
(K) Killed				
\$1,578,000	X	782	=	\$1,233,996,000
(A) Suspected Serious Injury				
\$92,000	X	3,008	=	\$276,736,000
(B) Suspected Minor Injury				
\$27,000	X	12,400	=	\$334,800,000
(C) Possible Injuries				
\$21,800	X	20,597	=	\$449,014,600
Property Damage Only				
\$4,300	X	112,297	=	\$482,877,100
TOTAL ECONOMIC COST ESTIMATE				\$2,777,423,700

The **COMPREHENSIVE COST** + (\$18.3 billion)
was derived from the following formula:

COST PER	X	NUMBER REPORTED	=	ESTIMATED COST
(K) Killed				
\$10,318,000	X	782	=	\$7,691,040,000
(A) Suspected Serious Injury				
\$1,129,000	X	3,008	=	\$3,425,400,000
(B) Suspected Minor Injury				
\$311,000	X	12,400	=	\$3,797,872,000
(C) Possible Injuries				
\$144,000	X	20,597	=	\$3,043,600,000
TOTAL COMPREHENSIVE COST ESTIMATE				\$18,287,076,000

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



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.

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.

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.



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



