KENTUCKY

TRAFFIC COLLISION FACTS

Calendar Year 2023 REPORT

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HKP HIGHWAY KNOWLEDGE PORTAL

TEAM KENTUCKY TRANSPORTATION CABINET

As a go-to reference for Kentucky Transportation Cabinet (KYTC) policy and engineering guidance, the Highway Knowledge Portal (HKP) synthesizes information contained in the Cabinet's technical guidance manuals.

https://kp.uky.edu

CDAT

Crash Data Analysis Tool

Developed to provide better access to crash data and help transportation professionals in Kentucky have a better understanding of safety performance. CDAT integrates crash and roadway data, allowing users to query a segment or intersection to obtain a safety score. Similar segments or intersections may then be compared. CDAT provides easy and consistent access to crash data and methodologies employing techniques from the Highway Safety Manual.

https://crashtool.uky.edu

SPF-R

SPF-R Online is a web tool created to assist with the development of safety performance functions (SPFs).

SPF-R Online removes the barrier of needing to know or run R-Script as everything is neatly packaged in a convenient web application.

https://SPFR.uky.edu

COMMONWEALTH OF KENTUCKY
OFFICE OF THE GOVERNOR

Andy Beshear
GOVERNOR

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December 3, 2024

Dear Kentuckians:

My administration is working every day to create a new Kentucky home for generations to come. That's why we're making record investments in roadways across Kentucky, bringing more opportunity and progress to every community. We're completing the Kentucky section of the 1-69 corridor in the west, building the Brent Spence Companion Bridge (without tolls) in the north, and completing the Mountain Parkway expansion in the east. These three projects are making a difference in our lives, and in the lives of our kids and grandkids.

While so much progress is exciting, we need to remain safe on the roadways, so everyone can be a part of the bright future we're building together. That means Kentucky needs to be a state where we ensure safe driving practices through education, testing and enforcement. To achieve this mission, we must be transparent with information and ensure data is shared with the proper authorities and policymakers, as well as with Kentuckians. Policymakers and the public can utilize public safety information to identify investments that have worked and investments that are still needed to make our communities safer.

To create awareness and improve the safety of our citizens and roadways, today, I share with you the 2023 Kentucky Traffic Collision Facts report produced by the Kentucky State Police, which includes statistics regarding vehicular collisions that occurred on Kentucky's roadways last year.

It saddens me to report that in 2023, 814 people were killed in 767 fatal traffic collisions on Kentucky's roadways. Of these deaths, 177 were due to drivers under the influence of alcohol. Each of these individuals is a loss to our commonwealth and someone who continues to be missed by those close to them.

I want to remind all motorists, both seasoned and new, to follow these safe practices and more to keep yourselves and each other safe:

- Observe posted speed limits;
- Always wear a seatbelt;
- Never text and drive; and
- Don't operate a vehicle under the influence of drugs or alcohol.

Let's work together to make the commonwealth's roads safer to travel for all Kentuckians and those who visit this great commonwealth we call home. By working together, we move our commonwealth forward for future generations.

Sincerely,

Andy Beshear
Governor

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Keith L. Jackson
Secretary

Col. Phillip Burnett, Jr.
Commissioner

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

Dear Governor Beshear:

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

In adherence to this statute, the Kentucky State Police is providing the 2023 Kentucky Traffic Collision Facts report. This report provides a collection of statistical data, based on comprehensive evaluation and analysis of collisions that resulted in fatalities, injuries, and property damage.

The Kentucky State Police would like to thank all law enforcement agencies that contributed data. In addition, gratitude is also extended to the Kentucky Transportation Center and University of Kentucky College of Engineering for their efforts in the completion of this report. This mutually beneficial joint effort provides Kentuckians with an 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 heightened sense of highway safety across our great Commonwealth.

Respectfully submitted,

Col. Phillip Burnett, Jr.
Commissioner

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

This Collision Facts Report would like to remember the

814

who were victims of fatal traffic collisions on Kentucky's public roads in 2023.

KENTUCKY
TRAFFIC COLLISION FACTS
2023

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INTRODUCTION

Kentucky's *Traffic Collision Facts* is based on collision reports submitted to the Kentucky State Police Records Branch. As required by Kentucky Revised Statute 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 to improve the Commonwealth's traffic safety program.

Unless otherwise noted, data in this publication are for public roads only. Data contained in this report are based solely on the observations and judgements of the state and local police officers who investigated each collision. Collision data are contained in an automatic system called the Collision Report Analysis for Safer Highways (CRASH). This system carries out edit checks for accuracy, which may include manual adjustments based on the Fatal Accident Reporting System (FARS).

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."

The National Highway Traffic Safety Administration (NHTSA) *Manual on Classification of Motor Vehicle Traffic Crashes*[1] 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: 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 Only (PDO) 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: Data processing methods were updated beginning with the 2019 (FY2020) publication. This may result in slight changes, but should improve the overall quality and accuracy of this report. Depending on when the data extract was received, there may be slight variances as crash information may change following crash investigations. Fatalities may be manually adjusted to match FARS following the extract but other numbers may not be adjusted. This summary comes from a snapshot of data captured in the second quarter of the year of publication following the end of the previous calendar year, which is done to ensure the data have been finalized.

(1) https://www.nhtsa.gov/sites/nhtsa.dot.gov/files/documents/ansi_d16-2017.pdf

COLLISION SUMMARY

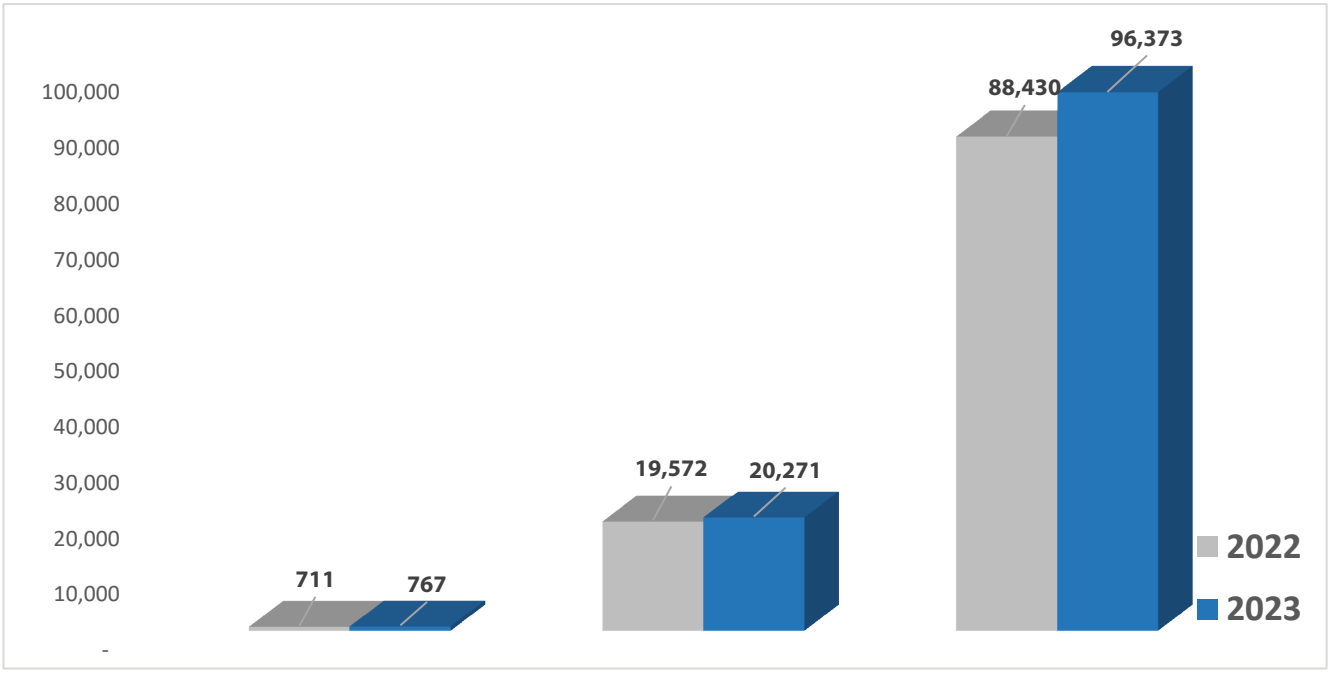
YEAR-OVER-YEAR COLLISION SUMMARY

TYPE OF COLLISION REPORTED	2022	2023	CHANGE
FATAL (PUBLIC ROADS)	711	**767**	7.9%
NONFATAL (PUBLIC ROADS)	19,572	**20,271**	3.6%
PROPERTY DAMAGE ONLY (PUBLIC ROADS)	88,430	**96,373**	9.0%
TOTAL REPORTED (PUBLIC ROADS)	108,713	**117,423**	8.0%

FATAL (PARKING LOTS / PRIVATE PROPERTY)	12	**0**	-100.0%
NONFATAL (PARKING LOTS / PRIVATE PROPERTY)	597	**634**	6.2%
PROPERTY DAMAGE (PARKING LOTS / PRIVATE PROPERTY)	20,720	**20,962**	1.2%
TOTAL REPORTED (PARKING LOTS / PRIVATE PROPERTY)	21,329	**21,599**	1.3%

TOTAL ALL REPORTED COLLISIONS	130,042	139,022	6.9%
FATAL COLLISIONS (TOTAL)	723	767	6.1%

Total Reported Collisions on Public Roads Increased 8.0% in 2023 Compared to 2022.



DEATH AND INJURY SUMMARY

	2022	2023	CHANGE
PERSONS KILLED+ (Public Roads)	744	814	6.8%
PERSONS KILLED (Parking Lots/Private Property)	9	0	-100.0%
PERSONS KILLED++ (Total)	753	814	8.1%
PERSONS INJURED (Public Roads)	28,773	29,964	4.1%
PERSONS INJURED (Parking Lots/Private Property)	682	745	9.2%
PERSONS INJURED (Total)	29,455	30,709	4.3%

+ This figure was manually adjusted after review. Persons killed are adjusted by FARS following investigation. Crashes may involve death not resulting from the crash such as a natural cause. Locations may also initially indicate a public road and later be found to be on private property.

++ This figure comes from a query of a crash data snapshot and may not equal the sum of fatalities on public roads and parking lots/private property.

In 2023

1 IN 5,560 KENTUCKY RESIDENTS DIED AS A RESULT OF A FATAL TRAFFIC COLLISION ON A PUBLIC ROAD IN KENTUCKY

1 IN 147 KENTUCKY RESIDENTS WAS INJURED IN A TRAFFIC COLLISION IN KENTUCKY*

1 IN 20 DRIVERS LICENSED IN KENTUCKY WAS INVOLVED IN A TRAFFIC COLLISION IN KENTUCKY

1 IN 3,517 KENTUCKY DRIVERS WAS INVOLVED IN A FATAL COLLISION**

* Based on a population estimate of 4,526,154 for Kentucky from www.census.gov/quickfacts/KY

** Based on 3,916,870 licensed drivers in Kentucky, including learner permits but excluding ID cards

- **814** persons were killed on public roads in 2023.
- Traffic fatalities **increased 6.8%** in 2023.
- **29,964** persons were injured on public roads in 2023, an **increase of 4.1%**.
- Daily Total Miles Driven in Kentucky: **134,428,000.**
- Yearly Total Miles Driven in Kentucky: **49,066,220,000.**

INJURY TYPE	NUMBER	%
KILLED		
Public Roads	814	2.6%
Parking Lots/Private Property	0	0.0%
SUSPECTED MAJOR INJURY		
Public Roads	3,076	10.0%
Parking Lots/Private Property	50	6.7%
SUSPECTED MINOR INJURY		
Public Roads	12,315	40.0%
Parking Lots/Private Property	318	42.7%
POSSIBLE INJURY		
Public Roads	14,573	47.3%
Parking Lots/Private Property	377	50.6%
TOTAL		
Public Roads	30,778	100%
Parking Lots/Private Property	745	100%

TOTAL DEATH RATES

Deaths per 100 vehicle million miles traveled

		RATE	
YEAR	KILLED	KY +	U.S. ++
2014	672	1.40	1.16
2015	761	1.56	1.22
2016	834	1.70	1.25
2017	782	1.59	1.25
2018	724	1.46	1.24
2019	732	1.48	1.20
2020	780	1.68	1.49
2021	806	1.62	1.43
2022	762	1.58	1.46
2023	**814**	**1.66**	**1.36**

Note: An incapacitating injury includes injuries that required transport to a medical facility.

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

++ NHTSA Traffic Safety Facts & NSC Motor Vehicle Fatality Estimates

FATALITIES BY AGE AND SEX

In 2023 **561** men and **249** women were killed.

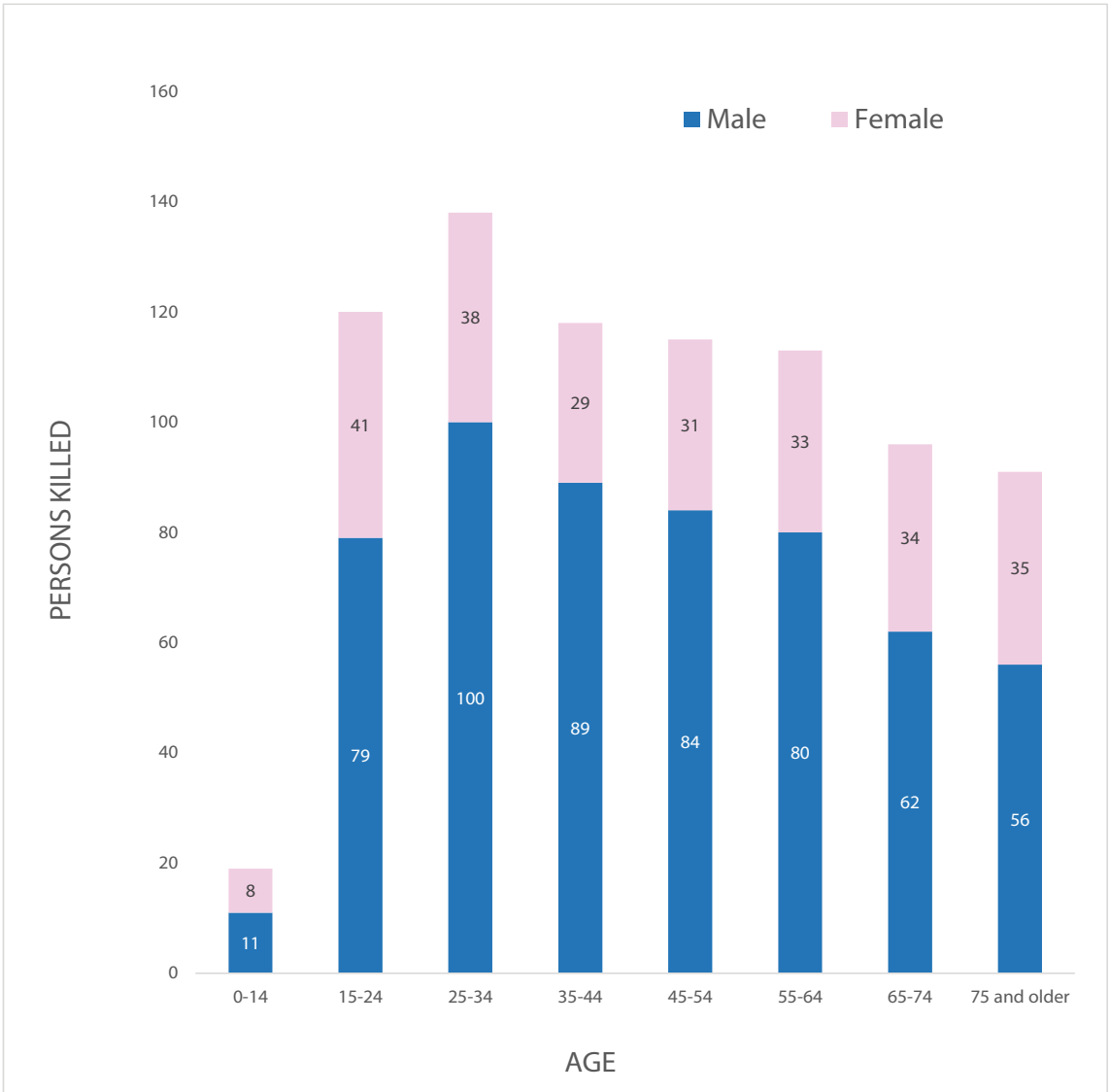
14.8% of all persons killed in traffic collisions were in the **15 to 24 year old age group**.

The percentage of men or women killed in a given age group as a percentage of the total men or women killed is presented in the table to the right.

Age	Male	Female
0-14	2%	3%
15-24	14%	16%
25-34	18%	15%
35-44	16%	12%
45-54	15%	12%
55-64	14%	13%
65-74	11%	14%
75 and older	10%	14%

Slight discrepancies may exist in totals due to unknown gender or unknown age at the time a crash was coded.

The number of persons killed in fatal collisions in 2023 is shown by age and sex in the chart below.



SEVERITY OF INJURY BY COLLISION TYPE

The table below summarizes injury data by collision type.

COLLISION TYPE	TOTAL COLLISIONS	TYPE OF INJURY				% OF TOTAL OCCUPANTS KILLED OR INJURED	FATAL COLLISIONS
		(K) KILLED	(A) SUSPECTED SERIOUS INJURY	(B) SUSPECTED MINOR INJURY	(C) POSSIBLE INJURY		
COLLISION WITH MOVING VEHICLE	83151	308	1498	8222	10841	67.8	280
COLLISION WITH FIXED OBJECT	18109	271	829	2127	2142	17.4	263
OTHER NON-COLLISION	6366	150	461	1130	916	8.6	140
COLLISION WITH PEDESTRIAN +	1090	125	202	416	255	3.2	123
NON-COLLISION OVERTURNED	786	22	91	193	186	1.6	22
COLLISION WITH OTHER OBJECT	1713	5	41	140	129	1.0	4
COLLISION WITH PEDALCYCLIST +	373	16	35	135	69	0.8	16
COLLISION WITH PARKED VEHICLE	6558	8	41	171	193	1.3	7
COLLISION WITH DEER	3222	3	29	81	82	0.6	3
COLLISION WITH OTHER ANIMAL	3243	0	15	106	102	0.7	0
COLLISION WITH TRAIN	36	3	4	4	5	0.1	3
TOTALS	**124,647**	**911**	**3,246**	**12,725**	**14,920**	**103**	**861**

These numbers may differ from page 6 and 31 as fatalities and injuries may be sustained by occupants of a vehicle.

OCCURRENCE OF COLLISIONS BY TYPE

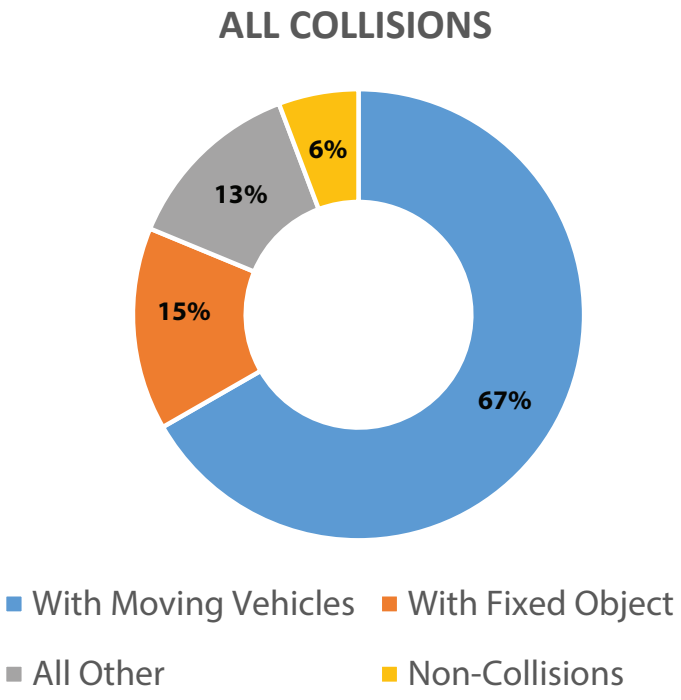
Severity by type visualized.

Looking at all collisions:

~67% involved collisions between two or more moving vehicles.

~15% involved collisions with fixed objects.

~1.2% involved pedestrians or pedalcyclists

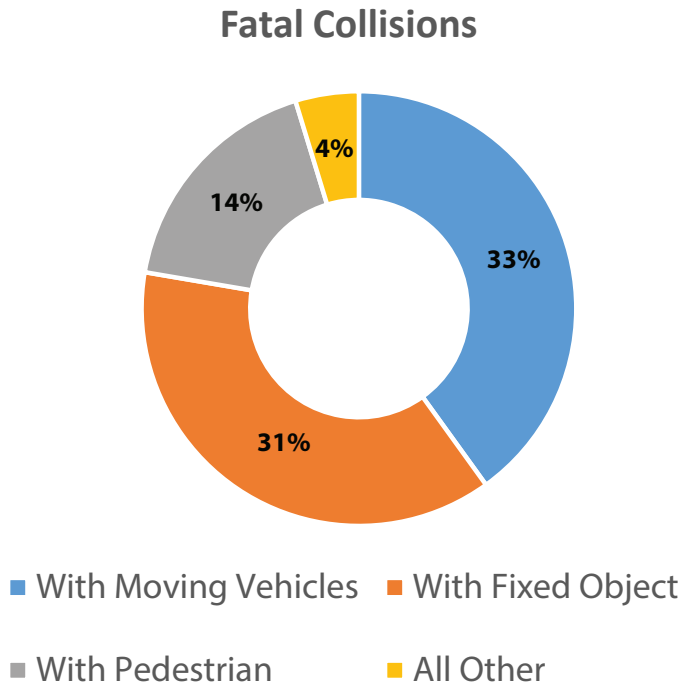


Looking at fatal collisions:

~33% involved a collision with another moving vehicle.

~31% involved collisions with fixed objects.

~14% involved pedestrians or pedalcyclists



Specific types of collisions and the percentage of total collisions and fatalities for each collision category are shown on the next page.

COLLISION TYPES

Collisions with other moving motor vehicles were responsible for **~71%** of all collisions reported, and accounted for **~37%** of all fatalities (persons killed).

Collisions with fixed objects accounted for **~15%** of all collisions but **~34%** of fatalities.

COLLISIONS WITH PEDESTRIAN:

Total Collisons:	1090
% of Total Collisions:	0.93
Persons Killed:	125
% of Total Fatalities:	15.36
# of Fatal Collisions:	123
% if All Fatal Collisions:	16.04

COLLISIONS WITH PEDALCYCLIST:

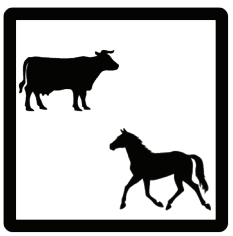
Total Collisons:	373
% of Total Collisions:	0.32
Persons Killed:	16
% of Total Fatalities:	1.97
# of Fatal Collisions:	16
% if All Fatal Collisions:	2.09

COLLISIONS WITH RAILWAY TRAIN:

Total Collisons:	36
% of Total Collisions:	0.03
Persons Killed:	3
% of Total Fatalities:	0.37
# of Fatal Collisions:	3
% if All Fatal Collisions:	0.39

COLLISIONS WITH DEER:

Total Collisons:	3222
% of Total Collisions:	2.74
Persons Killed:	3
% of Total Fatalities:	0.37
# of Fatal Collisions:	3
% if All Fatal Collisions:	0.39



COLLISIONS WITH OTHER ANIMALS (excluding deer):

Total Collisons:	3243
% of Total Collisions:	2.76
Persons Killed:	0
% of Total Fatalities:	0
# of Fatal Collisions:	0
% of All Fatal Collisions:	0

COLLISIONS WITH MOVING MOTOR VEHICLE:

Total Collisons:	83151
% of Total Collisions:	70.81
Persons Killed:	308
% of Total Fatalities:	37.88
# of Fatal Collisions:	280
% if All Fatal Collisions:	36.55

COLLISIONS WITH FIXED OBJECT:

Total Collisons:	18109
% of Total Collisions:	15.42
Persons Killed:	271
% of Total Fatalities:	33.33
# of Fatal Collisions:	263
% if All Fatal Collisions:	34.33

COLLISIONS WITH PARKED VEHICLE:

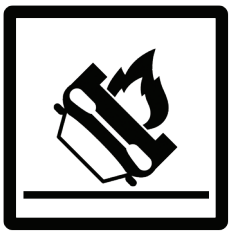
Total Collisons:	6558
% of Total Collisions:	5.58
Persons Killed:	8
% of Total Fatalities:	0.98
# of Fatal Collisions:	7
% if All Fatal Collisions:	0.91

COLLISIONS WITH OTHER OBJECTS:

Total Collisons:	1713
% of Total Collisions:	1.46
Persons Killed:	5
% of Total Fatalities:	0.62
# of Fatal Collisions:	4
% if All Fatal Collisions:	0.52

NON-COLLISION OVERTURNED:

Total Collisons:	786
% of Total Collisions:	0.67
Persons Killed:	22
% of Total Fatalities:	2.71
# of Fatal Collisions:	22
% if All Fatal Collisions:	2.87



NON-COLLISION OTHER:

Total Collisons:	6366
% of Total Collisions:	5.42
Persons Killed:	150
% of Total Fatalities:	18.45
# of Fatal Collisions:	140
% if All Fatal Collisions:	18.28

PEDESTRIAN COLLISIONS

124 pedestrians were killed and 873 injured in traffic collisions in 2023. The tables below indicate the ages of victims of pedestrian collisions and factors related to the pedestrian and vehicle at the time of the collision. 3.3% of the pedestrians killed or injured were 14 years of age or younger, while 22.3% were 65 or older.

PEDESTRIAN FACTOR	TOTAL **ACTIONS** FOR KILLED OR INJURED PEDESTRIANS BY AGE CATEGORY										
	Fatal Action	Injury Actions	0-4	5-9	10-14	15-19	20-24	25-44	45-64	65-Up	Not Stated
Approaching Or Leaving Vehicle	10	46	5	3	0	3	9	11	19	6	0
At Intersection	12	119	0	4	5	14	6	50	31	15	6
Crossing Against Signal	13	72	0	1	4	14	6	28	20	9	3
Crossing With Signal	6	128	2	3	7	18	10	49	27	17	1
Dark Clothing/Notvisible	45	135	6	2	8	15	10	67	49	20	3
Darting Into Road	15	154	6	29	27	12	12	42	25	9	7
Alcohol Related (Pedestrian)	14	56	0	0	0	2	5	24	32	7	0
Drug Related (Pedestrian)	7	11	0	0	0	0	2	8	5	1	2
Getting On/Off Vehicle	1	18	0	1	0	1	3	9	5	0	0
In Crosswalk	11	147	0	10	6	16	13	50	36	21	6
Jogging	1	9	0	0	2	0	1	4	1	1	1
Lying In Roadway	2	5	0	0	0	0	1	6	0	0	0
Not At Intersection	25	100	4	1	9	13	7	34	38	19	0
Not In Roadway	5	124	2	6	1	14	7	41	34	20	4
Physical Impairment	2	6	0	0	0	0	0	0	7	1	0
Playing In Roadway	0	17	2	5	1	4	2	3	0	0	0
Pushing Vehicle	0	1	0	0	0	0	0	1	0	0	0
Skating/Skateboarding	0	8	0	0	1	4	1	2	0	0	0
Walking In Roadway	54	187	5	5	8	17	14	91	61	32	8
Working In Roadway	6	22	0	0	0	1	1	11	12	2	1
Working On Vehicle	6	16	0	0	0	1	0	10	8	3	0
Waiting To Cross Roadway	1	15	0	0	3	5	1	2	4	1	0
Walking,Cycling Along Rdwy Against Traffic	4	22	1	0	1	3	1	10	7	3	0
Walking,Cycling On Sidewalk	1	28	0	0	1	6	3	8	8	2	1
Working In Trafficway (Incident)	0	4	0	0	0	0	0	2	1	0	1
Going To Or From School (K-12)	0	23	0	5	8	7	0	0	2	0	1
Inattentive (Talking, Eating, Etc.)	14	81	2	2	4	12	11	34	19	11	0
TOTALS	**255**	**1,554**	**35**	**77**	**96**	**182**	**126**	**597**	**451**	**200**	**45**

PEDESTRIAN FACTOR	**VEHICLE ACTION**									
	Straight	Right Turn	Left Turn	Starting in Traffic	Slowing	Parking	Backing	Other	No Data	TOTAL
Approaching Or Leaving Vehicle	28	0	3	4	1	16	5	5	52	114
At Intersection	63	28	45	5	7	2	0	9	182	341
Crossing Against Signal	57	10	23	5	1	2	0	2	107	207
Crossing With Signal	19	45	77	3	0	2	1	1	173	321
Dark Clothing/Notvisible	131	12	19	3	3	1	2	14	198	383
Darting Into Road	157	7	5	5	9	0	0	13	200	396
Alcohol Related (Pedestrian)	55	2	6	1	3	0	1	3	81	152
Drug Related (Pedestrian)	12	0	1	1	1	1	0	1	17	34
Getting On/Off Vehicle	12	1	1	1	0	4	0	3	18	40
In Crosswalk	51	32	83	10	3	1	1	5	214	400
Jogging	10	1	3	0	1	2	0	0	17	34
Lying In Roadway	5	0	0	2	0	1	0	2	7	17
Not At Intersection	95	4	10	0	6	1	1	11	130	258
Not In Roadway	48	8	8	1	0	32	11	26	124	258
Physical Impairment	5	1	0	0	0	0	0	1	8	15
Playing In Roadway	16	0	0	0	0	3	0	4	25	48
Pushing Vehicle	0	0	0	0	0	0	0	1	1	2
Skating/Skateboarding	6	2	0	0	0	0	0	1	10	19
Walking In Roadway	184	8	25	1	4	3	9	17	265	516
Working In Roadway	19	0	1	2	1	4	1	5	32	65
Working On Vehicle	9	0	0	0	0	14	0	6	18	47
Waiting To Cross Roadway	8	3	1	0	1	0	1	3	17	34
Walking,Cycling Along Rdwy Against Traffic	14	10	2	2	1	2	0	4	30	65
Walking,Cycling On Sidewalk	10	14	1	2	1	1	1	4	32	66
Working In Trafficway (Incident)	2	0	0	0	0	0	2	1	5	10
Going To Or From School (K-12)	15	2	1	1	0	2	0	1	26	48
Inattentive (Talking, Eating, Etc.)	71	2	14	1	5	3	2	5	116	219
TOTAL	**982**	**161**	**310**	**44**	**40**	**89**	**32**	**130**	**1,879**	**4109**

*These totals may be higher than the actual number of pedestrians involved because they reflect multiple pedestrian actions, as up to three pedestrian factors can be coded for one collision. Slight discrepancies may exist in numbers if pedestrian flees a scene, or is otherwise coded as unidentified.

HIT-AND-RUN COLLISIONS

Hit-and-run collisions occur when the driver leaves the collision scene with the intent of evading responsibility. Hit-and-run is a serious violation of the law. In 2023 there were **12,618** hit-and-run collisions, of which **45** were fatal collisions and **995** were injury collisions.

Most of Kentucky's hit-and-run collisions were property damage collisions (**91.8%**). **45** persons were killed and **1,271** were injured.

TOTAL	FATAL COLLISIONS	INJURY COLLISIONS	PROPERTY DAMAGE COLLISIONS	PERSONS KILLED	PERSONS INJURED
12,618	45	995	11,578	45	1,271

HIT-AND-RUN VICTIMS

17 persons killed in hit-and-run collisions were pedestrians and **1** was a pedalcyclist.
119 pedestrians and **32** pedalcyclists were injured.

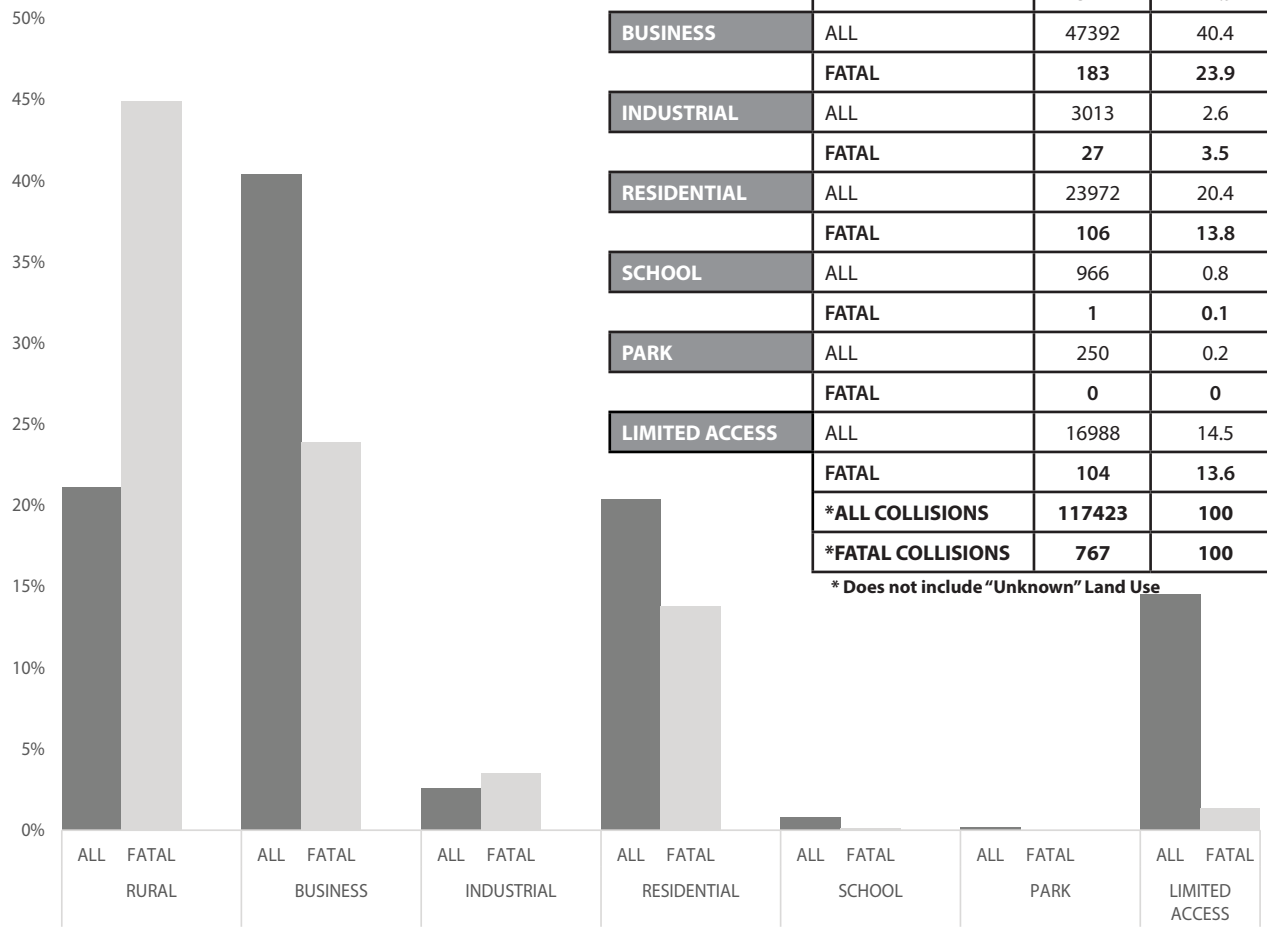
VICTIM TYPE	PERSONS KILLED	PERSONS INJURED
Pedestrian	17	119
Pedalcyclist	1	32
Other	27	1,120
TOTAL	**45**	**1,271**

LOCATION OF HIT-AND-RUN COLLISIONS

The largest percentage of hit-and-run collisions (**41%**) occurred on city streets, followed by state routes (**26%**) and U.S. Routes (**15%**).

ROADWAY TYPE	ALL HIT-AND-RUN COLLISIONS	FATAL COLLISIONS	INJURY COLLISIONS	PROPERTY DAMAGE
INTERSTATE	1504	4	125	1375
U.S. ROUTE	1838	13	163	1662
STATE ROUTE	3221	14	295	2912
PARKWAY	55	0	7	48
COUNTY ROADS	499	0	33	466
CITY STREETS	5193	14	351	4828
OTHER	308	0	21	287
TOTAL	**12618**	**45**	**995**	**11578**

LAND USE



	LAND USE	NUMBER	PERCENT
RURAL	ALL	24752	21.1
	FATAL	**344**	**44.9**
BUSINESS	ALL	47392	40.4
	FATAL	**183**	**23.9**
INDUSTRIAL	ALL	3013	2.6
	FATAL	**27**	**3.5**
RESIDENTIAL	ALL	23972	20.4
	FATAL	**106**	**13.8**
SCHOOL	ALL	966	0.8
	FATAL	**1**	**0.1**
PARK	ALL	250	0.2
	FATAL	**0**	**0**
LIMITED ACCESS	ALL	16988	14.5
	FATAL	**104**	**13.6**
	***ALL COLLISIONS**	**117423**	**100**
	***FATAL COLLISIONS**	**767**	**100**

*** Does not include "Unknown" 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 with a population greater than or equal to 5,000. Rural areas are places that do not meet this criterion. As shown below, most collisions (**63%**) occurred in urban areas.

61% of **injury** collisions occurred in urban areas, a slightly higher number of **fatal** collisions (**50.5%**) took place in **urban** areas. A much higher percentage of property damage collisions was 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	42303	36.0	369	48.1	7692	38.0	34242	35.53	394	48.4	11441	38.2
Urban	74317	63.3	388	50.6	12437	61.4	61492	63.8	410	50.4	18320	61.1
Unknown	803	0.7	10	1.3	139	0.7	654	0.68	10	1.2	209	0.7
TOTAL	117423	100	767	100	20268	100	96388	100	814	100	29970	100

COLLISION LOCATION BY ROADWAY TYPE

This table shows the number of collisions by roadway type, with percentages of all collisions.

35% of all collisions occurred on Kentucky's state numbered routes, with **46%** of all fatal collisions occurring on this type of roadway.

Although **21%** of all collisions occurred on city streets, only **7%** of fatal collisions occurred on city streets.

TYPE	Fatal Collisions	Nonfatal Injury	Property Damage	Percent Total
INTERSTATE	69	1913	11109	11.15
U.S. ROUTE	202	5152	21914	23.22
STATE ROUTE	353	8259	32659	35.15
PARKWAY	18	258	1473	1.49
COUNTY ROAD	56	1005	4810	5
CITY STREET	57	3113	21863	21.32
OTHER	12	571	2512	2.64
+ TOTAL	767	20271	96373	100

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

COLLISIONS ON INTERSTATES AND PARKWAYS

INTERSTATE	Collisions	Fatal Collisions	Nonfatal Injury	Property Damage	Number Killed	Number Injured
I-24	700	3	111	586	3	156
I-64	1823	7	271	1545	7	383
I-65	2672	15	388	2268	16	596
I-69	329	2	49	278	2	67
I-71	1081	8	139	933	9	199
I-75	3421	16	483	2922	17	714
*I-165	24	0	3	21	0	3
I-264	1326	10	219	1097	11	310
I-265	814	6	97	711	6	133
I-275	682	2	119	561	2	188
I-471	336	1	45	290	1	64
TOTAL	13,208	70	1,924	11,212	74	2,813

PARKWAY	Collisions	Fatal Collisions	Nonfatal Injury	Property Damage	Number Killed	Number Injured
Audubon	65	0	9	56	0	12
Martha L. Collins Bluegrass	213	4	47	162	4	70
Louie B. Nunn Cumberland	165	1	23	141	1	32
Hal Rogers Daniel Boone	112	3	27	82	3	62
*William H. Natcher Green River	197	1	33	162	1	41
Bert T. Combs Mountain	121	4	22	95	4	33
Edward T. Breathitt Pennyrile	130	1	30	99	1	39
Julian M. Carroll Purchase	154	1	26	127	1	33
Wendell H. Ford Western Kentucky	285	3	41	241	3	60
TOTAL	1,442	18	258	1,165	18	382

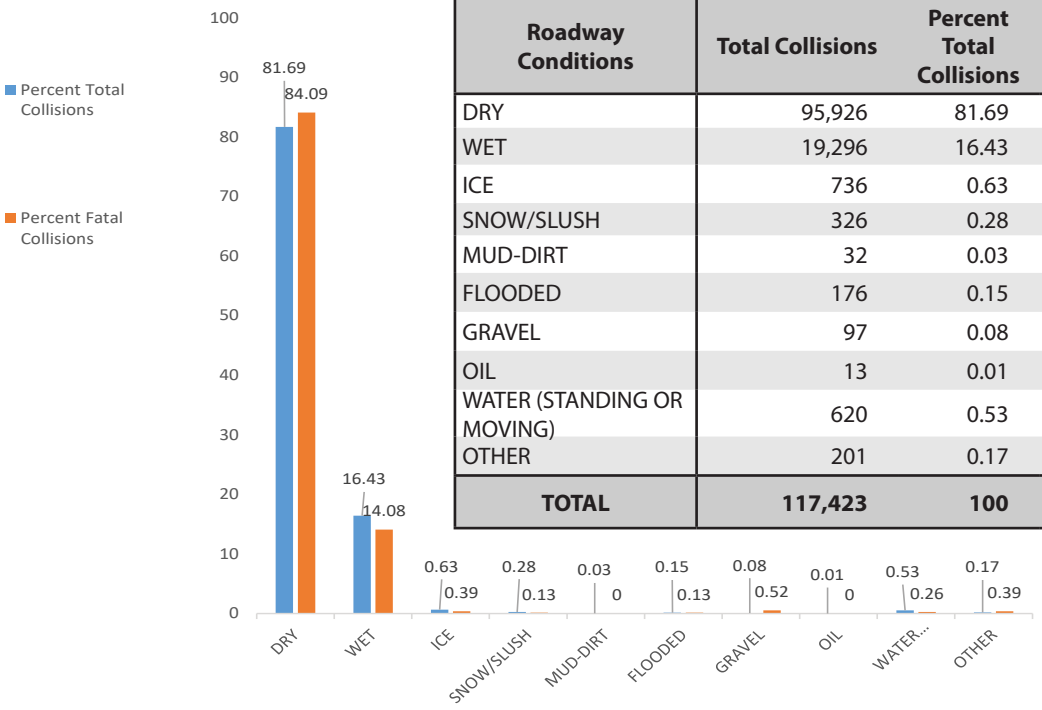
* In 2019 the William H. Natcher Parkway was redesignated as Interstate I-165 following completion of a project that brought the highway up to Interstate Highway Standards. Tables reflect data as they were recorded by first responders.

COLLISIONS BY ROADWAY CONDITIONS AND ROADWAY CHARACTER

The charts below provide a breakdown of collisions and fatal collisions by roadway surface condition and roadway character.

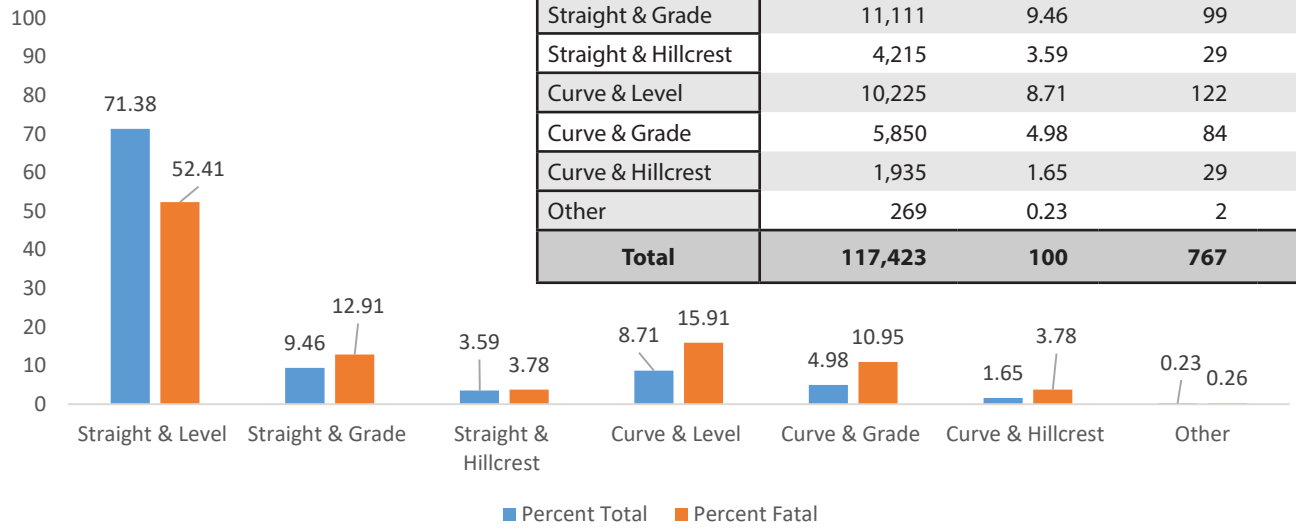
The Collisions by Roadway Surface chart compares fatal collisions with all collisions for different road conditions identified by the police officer who completed the collision investigation report.

84% of all collisions occurred on straight roads and **15%** on curved roads. **31%** of fatal collisions occurred on curved roads.



Collisions by Roadway Surface

Roadway Conditions	Total Collisions	Percent Total Collisions	Fatal Collisions	Percent Fatal Collisions
DRY	95,926	81.69	645	84.09
WET	19,296	16.43	108	14.08
ICE	736	0.63	3	0.39
SNOW/SLUSH	326	0.28	1	0.13
MUD-DIRT	32	0.03	0	0
FLOODED	176	0.15	1	0.13
GRAVEL	97	0.08	4	0.52
OIL	13	0.01	0	0
WATER (STANDING OR MOVING)	620	0.53	2	0.26
OTHER	201	0.17	3	0.39
TOTAL	**117,423**	**100**	**767**	**100**

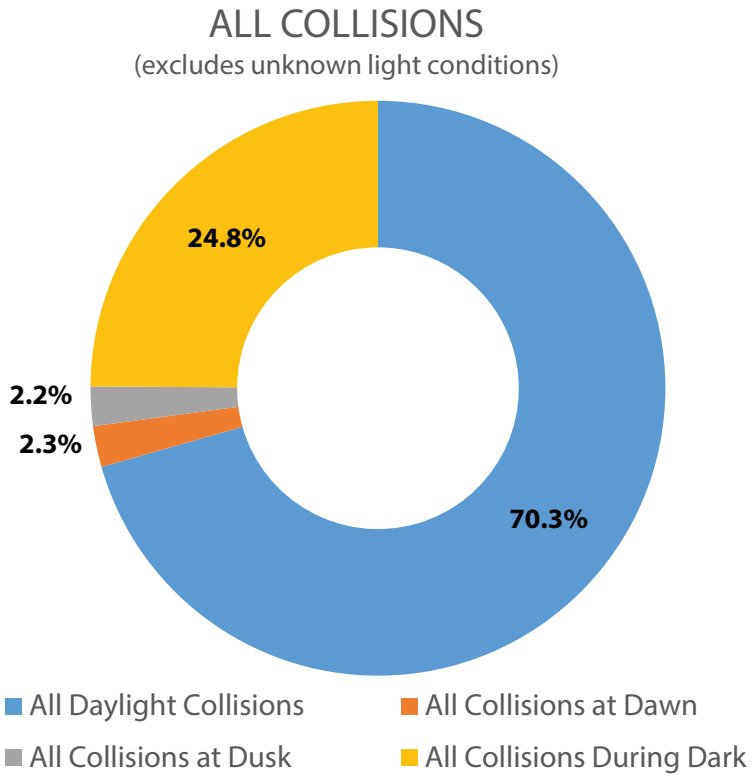


Collisions by Roadway Character

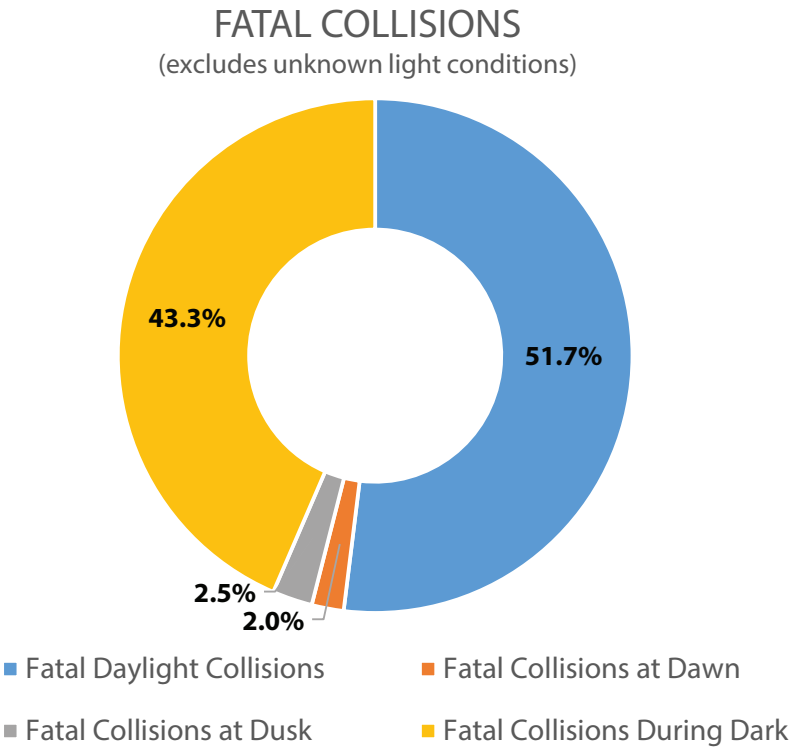
Terrain	Total Collisions	Percent Total	Fatal Collisions	Percent Total
Straight & Level	83,818	71.38	402	52.41
Straight & Grade	11,111	9.46	99	12.91
Straight & Hillcrest	4,215	3.59	29	3.78
Curve & Level	10,225	8.71	122	15.91
Curve & Grade	5,850	4.98	84	10.95
Curve & Hillcrest	1,935	1.65	29	3.78
Other	269	0.23	2	0.26
Total	**117,423**	**100**	**767**	**100**

COLLISIONS BY LIGHT CONDITION

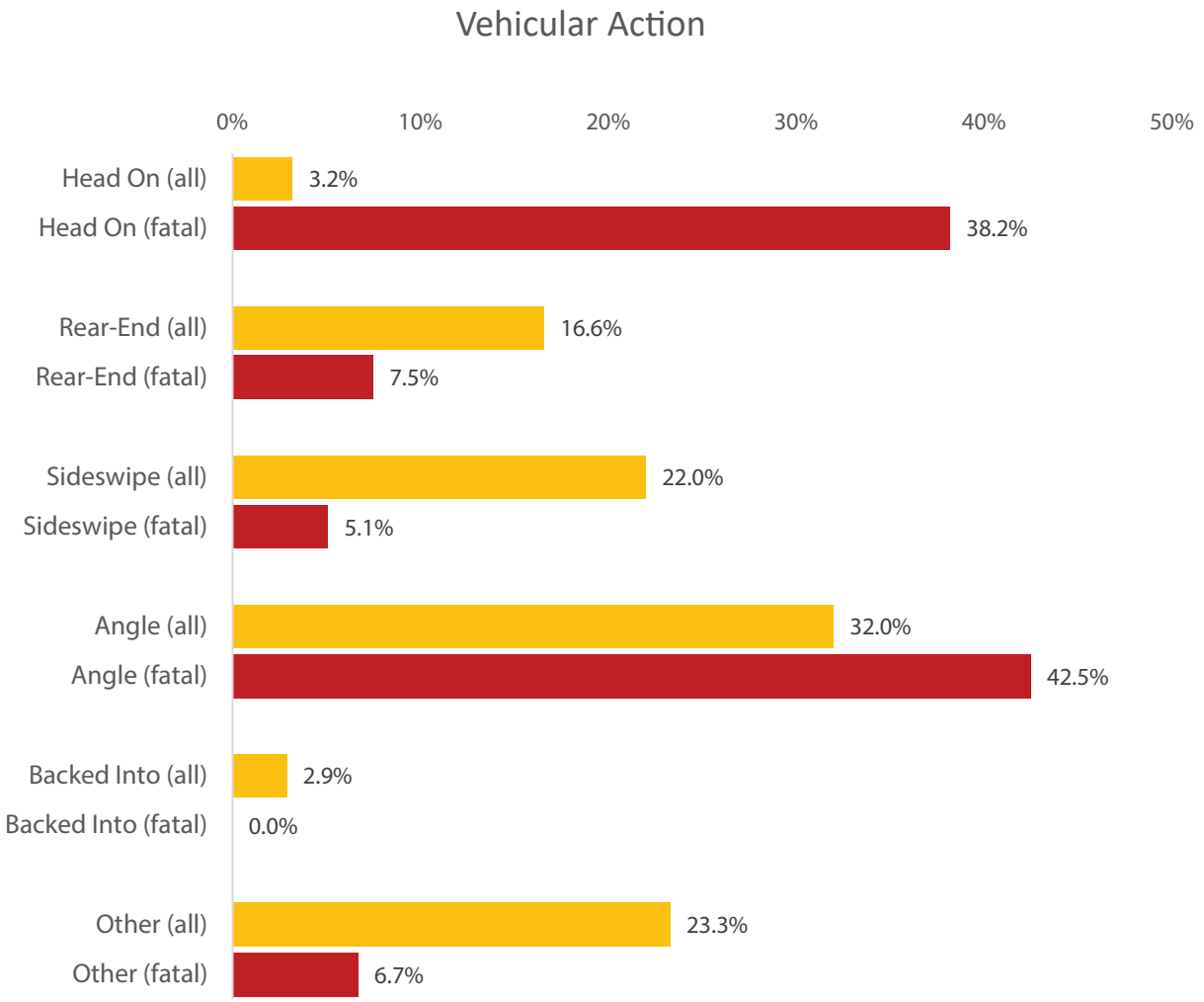
Condition	Number	Percent
All Daylight Collisions	82,580	70.3
All Collisions at Dawn	2,708	2.3
All Collisions at Dusk	2,611	2.2
All Collisions During Dark	29,083	24.8
Other/ Unknown	441	0.4



Condition	Number	Percent
Fatal Daylight Collisions	397	51.7
Fatal Collisions at Dawn	15	2.0
Fatal Collisions at Dusk	19	2.5
Fatal Collisions During Dark	332	43.3
Other/ Unknown	4	0.5



TWO-VEHICLE COLLISIONS



The above chart summarizes data on the vehicular actions recorded for two-vehicle collisions, where known.

• **71,438** traffic collisions (including **254** fatal collisions) reported in 2023 were two-vehicle collisions. These collisions represented **61%** of all collisions and **33%** of fatal collisions.

• Head-on collisions accounted for **~3%** of all collisions involving two vehicles but **~38%** of fatal collisions.

• Rear-end collisions accounted for **~17%** of all two-vehicle collisions but only **~8%** of fatal collisions.

• Sideswipe collisions (both meeting and passing) made up **~22%** of all collisions and **~5%** of fatal collisions.

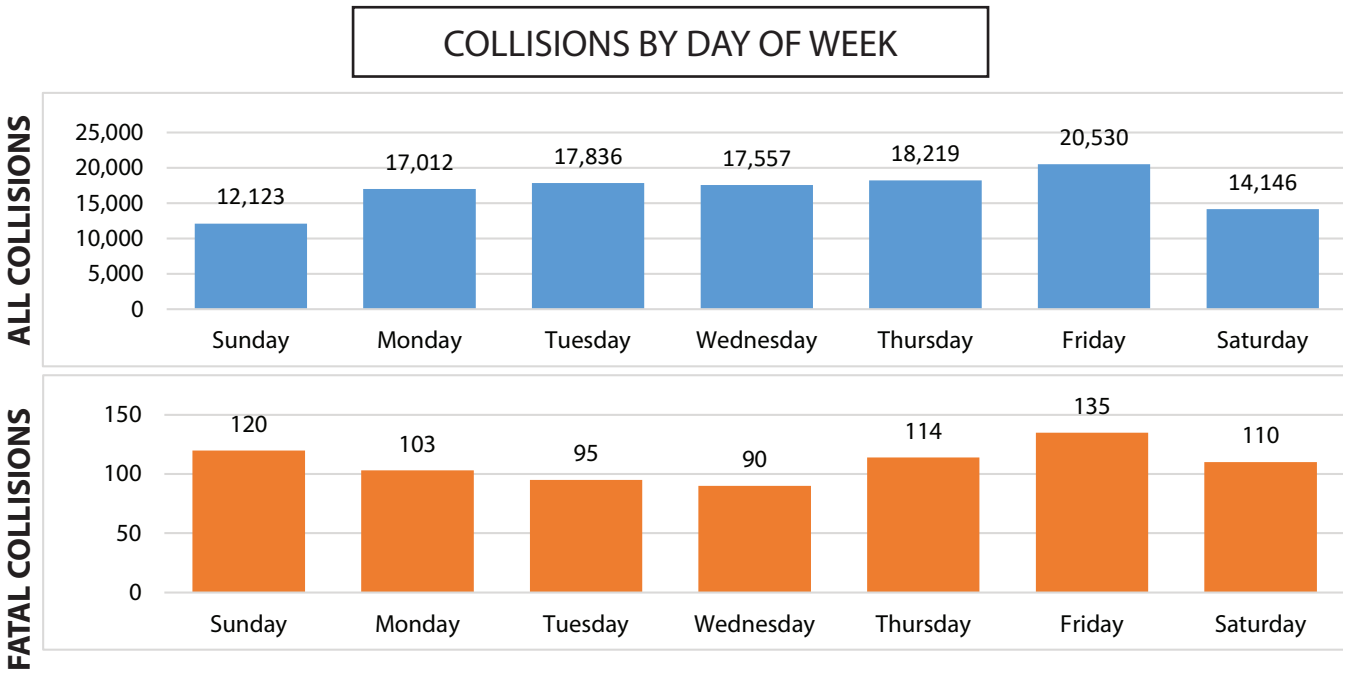
• Angle collisions accounted for **~32%** of all two-vehicle collisions, but represented the highest percentage of fatal collisions at nearly **43%.**

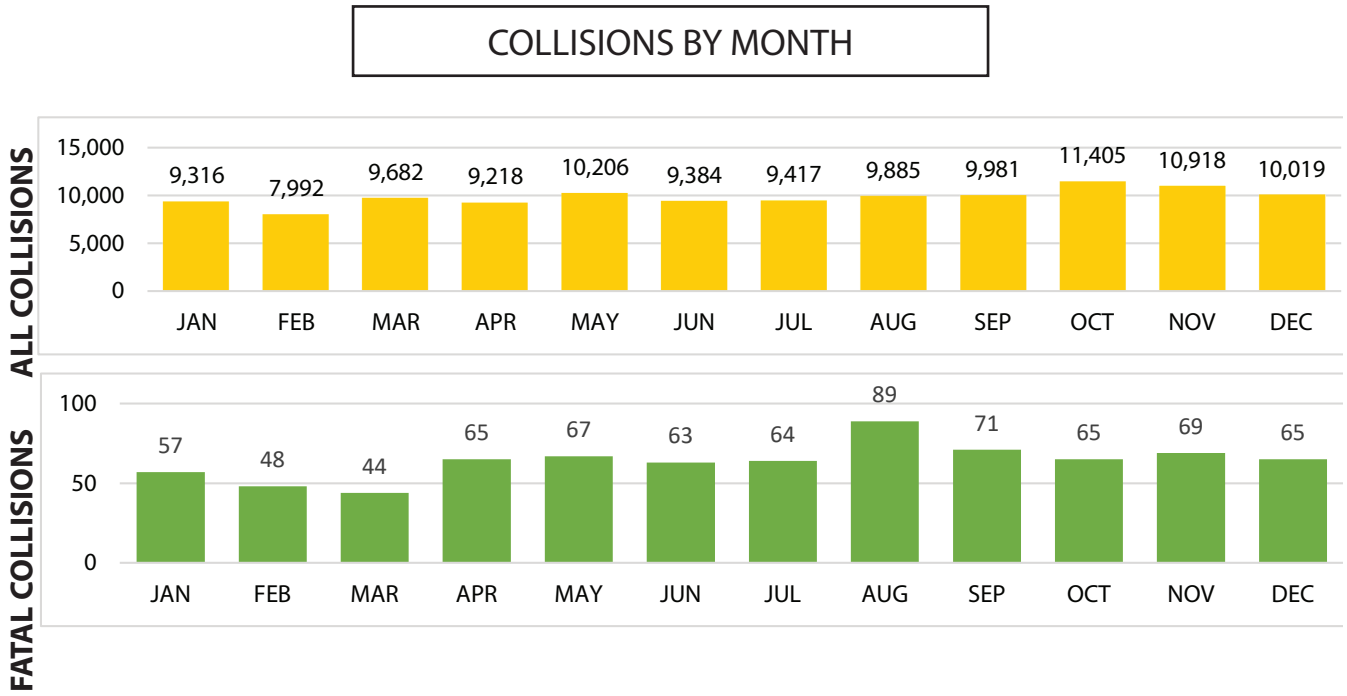
COLLISIONS BY DAY OF WEEK AND MONTH

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

By month, **October** had the most collisions. **August** had the most fatal collisions.

The graphs below show all collisions and fatal collisions by day of occurrence (excluding unknown).





HOLIDAY COLLISIONS

TOTAL DEATHS

HOLIDAY DEATH TOLL

The table below lists the number of deaths in fatal collisions and the number of alcohol-involved deaths (as indicated by blood-alcohol tests) over holiday periods during the last five years.

HOLIDAY PERIOD	2019		2020		2021		2022		2023	
	Number Killed	Alcohol Involved	Number Killed	Alcohol Involved	Number Killed	Alcohol Involved	Number Killed	Alcohol Involved	Number Killed	Alcohol Involved
NEW YEAR'S DAY	6	2	4	2	5	4	6	4	4	1
MEMORIAL DAY	14	4	5	2	8	4	6	2	5	2
INDEPENDENCE DAY	13	4	8	3	11	3	13	1	6	1
LABOR DAY	8	3	6	1	12	6	5	0	14	1
THANKSGIVING	5	0	4	1	10	3	8	2	11	3
CHRISTMAS	0	0	4	1	5	1	3	1	8	1
TOTAL	46	13	31	10	51	21	41	10	48	9

HOLIDAY TIMES AND DATES

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

HOLIDAY	BEGINS (6:00 PM)	ENDS (11:59PM)
New Year's Day	Friday, December 30, 2022	Monday, January 2, 2023
Memorial Day	Friday, May 26, 2023	Monday, May 29, 2023
Independence Day	Friday, June 30, 2023	Tuesday, July 4, 2023
Labor Day	Friday, September 1, 2023	Monday, September 4, 2023
Thanksgiving	Wednesday, November 22, 2023	Sunday, November 26, 2023
Christmas	Friday, December 22, 2023	Monday, December 25, 2023

COMPARISON OF HOLIDAY FATALITIES/COLLISIONS

Numbers may be impacted by the number of days included in the Holiday Times as defined by the National Safety Council.

https://injuryfacts.nsc.org/motor-vehicle/holidays/holiday-introduction/

HOLIDAY PERIOD	NEW YEAR'S DAY	MEMORIAL DAY	INDEPENDENCE DAY	LABOR DAY	THANKSGIVING	CHRISTMAS
NO. PERSONS KILLED	4	5	6	14	11	8
NO. PERSONS INJURED	223	212	370	235	263	238
FATAL COLLISIONS	4	5	6	12	9	8
INJURY COLLISIONS	139	145	246	150	177	154
PROPERTY DAMAGE	704	800	1,172	759	1,068	739
TOTAL COLLISIONS	847	950	1,424	921	1,254	901

TYPES OF VEHICLES INVOLVED IN COLLISIONS

VEHICLE TYPE	VEHICLES INVOLVED IN ALL COLLISIONS	PERCENT OF TOTAL	VEHICLES INVOLVED IN FATAL COLLISIONS	PERCENT OF TOTAL
Passenger Cars *	192046	89.78	901	68.78
Taxicabs	16	0.01	0	0.00
Trucks	10604	4.96	108	8.24
Motorcycles	1734	0.81	100	7.63
Motor Schooters/Motor Bikes	288	0.13	10	0.76
School Buses	365	0.17	0	0.00
Other Buses	952	0.45	4	0.31
Farm Tractors/Equipment	228	0.11	3	0.23
Emergency	1333	0.62	5	0.38
Other Public Owned	224	0.10	6	0.46
Go Carts	18	0.01	1	0.08
Other	6108	2.86	172	13.13
Total	**213916**	**100**	**1310**	**100**

- There were **213,916** vehicles involved in collisions in 2023.
- Of these, **175,272** were involved in property damage only collisions, **37,334** were involved in injury collisions, and **1,310** were involved in fatal collisions.
- Most vehicles (**90%**) involved in all collisions were passenger cars (**69%** in fatal collisions).
- Trucks accounted for **5%** of vehicles in all collisions, but **8%** of vehicles in fatal collisions.
- Motorcycles represented **8%** of vehicles in fatal collisions, but **less than 1%** of vehicles in all collisions.

Total count of registered highway vehicles by AVIS type	
Cars/Trucks	3,608,463
Buses	1,324
RV or Motorhome	11,533
Motorcycle	101,182
Other	55,544
Total	**3,778,046**
Commercial Vehicles	191,941

* Passenger cars include automobiles and trucks whose registered weights are 6,000 pounds or less.

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 a collision. Number represents the number of trucks for a given factor, and the percent is the percentage of all trucks for that factor.
723 truck-related factors were reported in collisions, 9 in fatal collisions, and 100 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	72	0.68	1	0.92	18	1.22
Defective Headlights	1	0.01	0	0.00	0	0.00
Other Lighting Defects	16	0.15	0	0.00	5	0.34
Steering Failure	24	0.23	0	0.00	5	0.34
Tire Failure	96	0.90	1	0.92	15	1.01
Tow Hitch Failure	33	0.31	1	0.92	2	0.14
Overload/Improper Load	8	0.08	1	0.92	0	0.00
Oversized Load	40	0.38	2	1.83	8	0.54
Load Securement	157	1.48	1	0.92	17	1.15
Body Doors	4	0.04	0	0.00	1	0.07
Tires	32	0.30	0	0.00	4	0.27
Windows, Windshield	3	0.03	0	0.00	2	0.14
Mirrors	60	0.56	0	0.00	1	0.07
Other	177	1.66	2	1.83	22	1.49
None Detected	9917	93.20	100	91.74	1381	93.25
Totals	*723*	*100*	*9*	*100.0*	*100*	*100.0*

21% of all truck collisions occurred on city, county, or other streets; 32% on interstates or parkways; and 47% on U.S. and state routes.
39% of hazardous cargo collisions occurred on interstates and 43% on U.S. and state 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	27	388	2467	2882	1	12	55	68
US Route	30	308	1335	1673	0	4	21	25
State Route	31	483	2374	2888	0	6	45	51
Parkway	4	47	163	214	0	3	1	4
County	2	37	423	462	0	0	6	6
City Street	4	87	1337	1428	0	1	17	18
Other	1	17	171	189	0	1	3	4
Total	**99**	**1367**	**8270**	**9736**	**1**	**27**	**148**	**176**

The residence of truck drivers involved in collisions is shown below. 41% of drivers with known residences were out-of-state residents. This is 44% for fatal collisions and 38% 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	2321	23	373
State Resident	3140	33	462
Out-of -State Resident	4308	48	567
Not Stated	840	4	74
TOTAL	**10604**	**108**	**1475**

DRIVER INVOLVEMENT
(BY RESIDENCE AND SEX)

RESIDENCE OF DRIVER

There were **194,212** drivers involved in collisions. Of these, **1,131** were involved in fatal collisions. The chart below tabulates driver involvement by residence and shows that most drivers (**~63%** of those for whom the residence is known) were local residents (reside in the county where the collision occurred).

Many drivers in the **Unknown/Not Stated** category represent hit-and-run collisions where driver identities remain unknown. There may be fewer drivers than vehicles because of collisions with unoccupied vehicles (generally a parked vehicle).

INVOLVEMENT BY RESIDENCE

DRIVER RESIDENCE	NUMBER INVOLVED IN ALL COLLISIONS	PERCENT OF TOTAL
LOCAL RESIDENT	123,304	63.49
STATE RESIDENT	45,743	23.55
OUT OF STATE RESIDENT	25,167	12.96
TOTAL	194,214	100

DRIVER RESIDENCE	NUMBER INVOLVED IN FATAL COLLISIONS	PERCENT OF TOTAL
LOCAL RESIDENT	677	59.81
STATE RESIDENT	300	26.5
OUT OF STATE RESIDENT	155	13.69
TOTAL	1,132	100

SEX OF DRIVER

ALL COLLISIONS		
SEX	**NUMBER IN ALL COLLISIONS**	**PERCENT IN ALL COLLISIONS**
MALE	111,253	57.28
FEMALE	82,608	42.53
NOT STATED	353	0.18
TOTAL	**194,214**	**100**

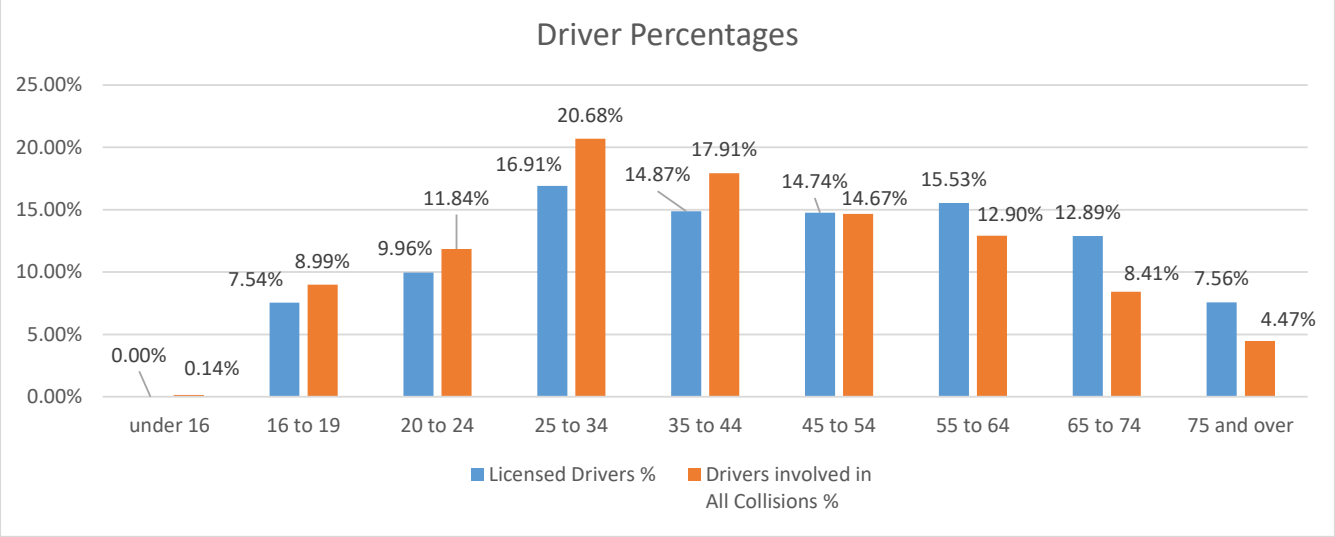
FATAL COLLISIONS		
SEX	**NUMBER IN FATAL COLLISIONS**	**PERCENT IN FATAL COLLISIONS**
MALE	815	*72*
FEMALE	317	28
NOT STATED	0	0
TOTAL	**1,099**	**100**

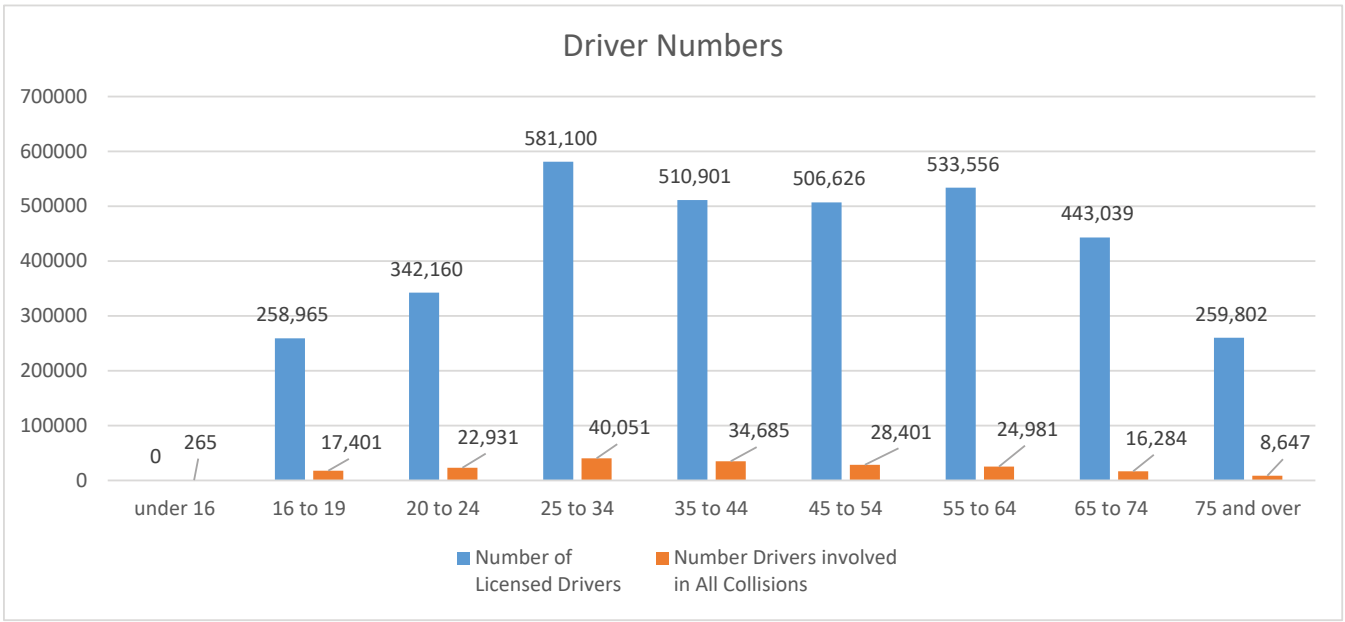
DRIVER AGES
(ALL COLLISIONS)

The charts below groups all traffic collisions by driver age bracket (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, the percentage of all licensed drivers, and the number of licensed drivers. This facilitates comparisons between the percentage of a given category of the driving population and the corresponding percentage for age category involved in collisions.

These data do not differentiate at-fault drivers from not-at-fault drivers.





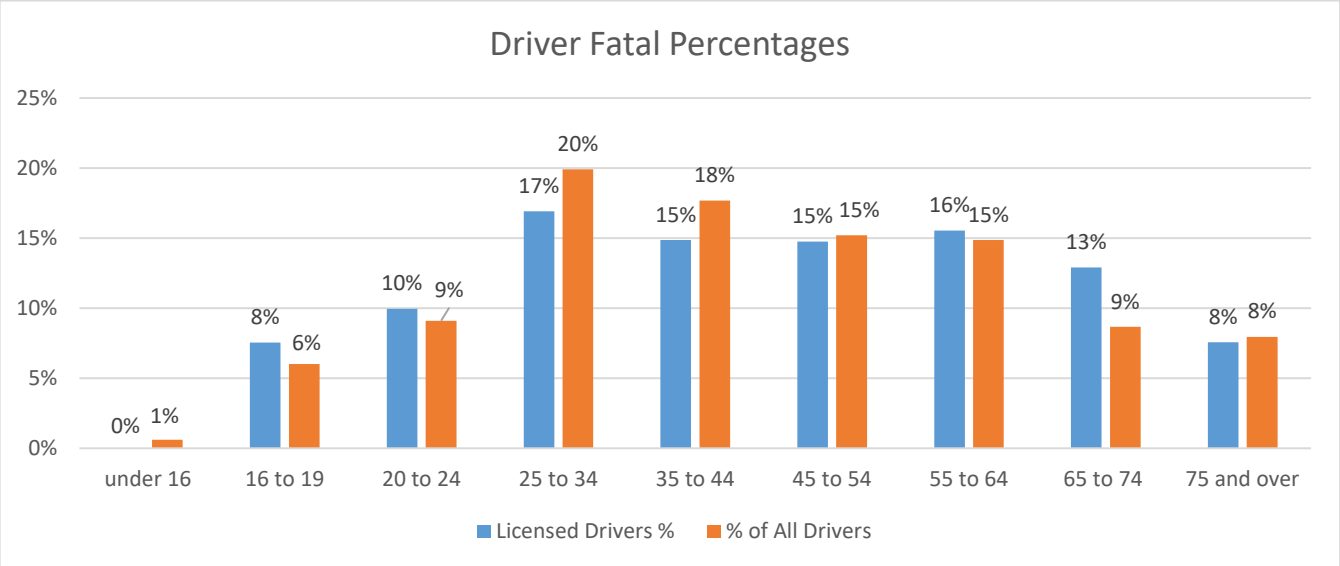
NOTE: PERCENTAGE OF LICENSED DRIVERS IN EACH AGE CATEGORY IS BASED ON 3,916,870 DRIVERS LICENSED IN KENTUCKY. (Includes learner permits.)

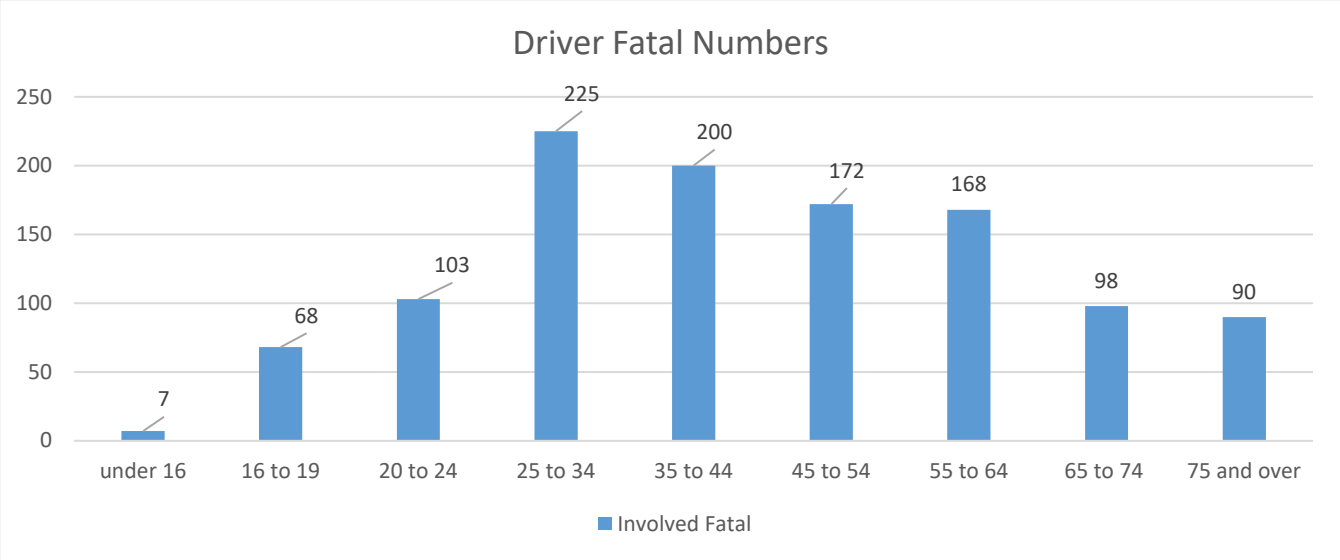
DRIVER AGES
(FATAL COLLISIONS)

The charts below groups all fatal traffic collisions by driver age bracket (for which age information was available). Note that the drivers were not necessarily killed in the fatal collision.

The number of drivers involved in fatal collisions may exceed the total number of fatal collisions.

For individual age categories, the percentage of the driving population can be compared to the corresponding percentage involved in fatal collisions.

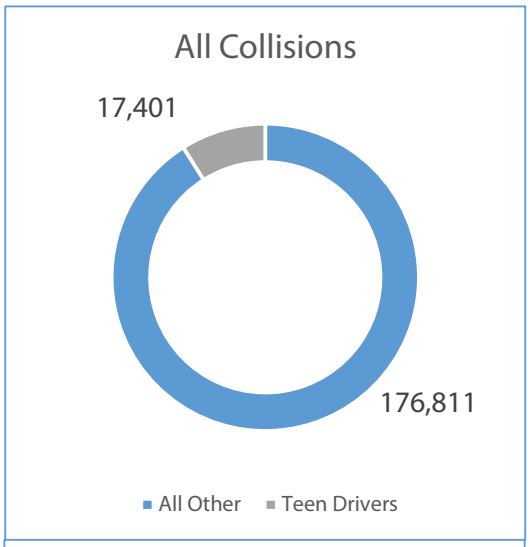


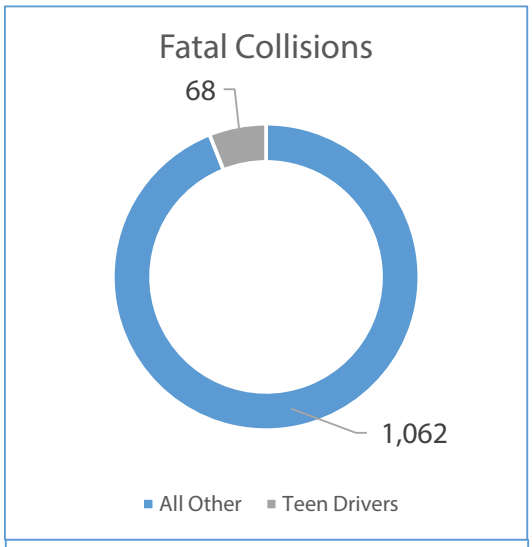


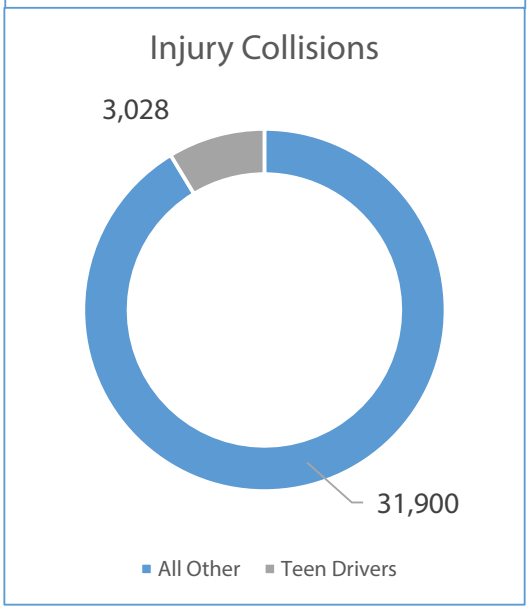
NOTE: PERCENTAGE OF LICENSED DRIVERS IN EACH AGE CATEGORY IS BASED ON NUMBER OF DRIVERS LICENSED IN KENTUCKY. (Includes learner permits.)

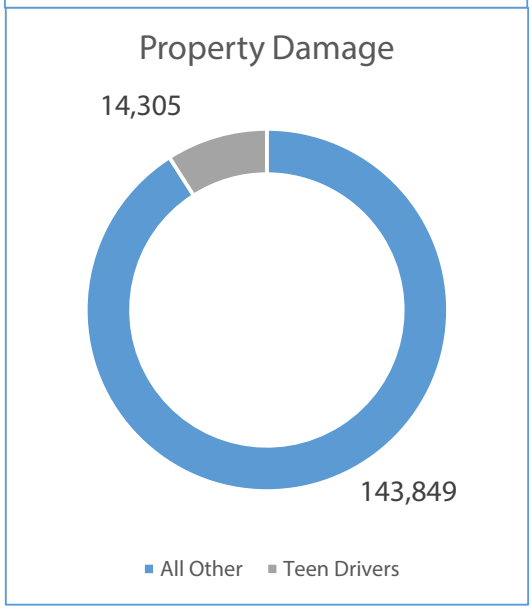
COLLISIONS INVOLVING TEENAGE DRIVERS

The charts below compare the percentages of teenage drivers (16 to 19 years of age) involved in collisions to 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, is shown below. 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.

There were 68 fatalities in collisions involving a teenage driver (25 fatalities being the teenage driver).
There were 18 fatalities in alcohol-related collisions involving teenage drivers (12 fatalities being 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
2023	**17,401**	**68**	**3,028**	**14,305**	**11**	**101**	**177**	**289**
2022	15,830	63	2,765	13,002	10	85	178	273
2021	16,356	64	3,007	13,285	7	85	148	240
2020	14,562	64	2,852	11,646	5	87	148	240
2019	19,675	42	3,380	16,253	4	79	148	231

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 recorded on the collision report. However, more detailed information on 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 was adjusted to ensure consistency with FARS statistics involving fatal collisions; therefore, these numbers may not match previously listed state totals.

ALL COLLISIONS	
FATAL COLLISIONS (as reported)	113
FATAL COLLISIONS (adjusted by FARS)	160
INJURY COLLISIONS	1,057
PROPERTY DAMAGE COLLISIONS	2,299
TOTAL (adjusted by FARS)	**3,516**

PERSONS KILLED/INJURED	
(K) NUMBER KILLED *(as reported)*	127
(K) NUMBER KILLED *(adjusted by FARS)*	177
(A) SUSPECTED SERIOUS INJURY	352
(B) SUSPECTED MINOR INJURY	673
(C) POSSIBLE INJURIES	539
TOTAL INJURIES *(with data adjusted by FARS)*	**1,741**

The total number of alcohol-related collisions is shown in the left-hand table. The number of persons killed and injured in alcohol-related collisions is listed in the right-hand table.

5% of the alcohol-related collisions were fatal, **30%** were injury collisions, and **65%** were property damage only.

Comparison with previous years

Alcohol-related collisions slightly **increased** in 2023 over 2022.

There were **177** persons killed, **14% more** than in 2022.

There were **1,563** persons injured in alcohol-related collisions, **a decrease of ~1%** over 2022.

Fatal collision data in the chart below were adjusted to reflect follow-up studies of alcohol test results. As a result, this table may differ from data collected at the time of the crash, which is displayed above.

YEAR	TOTAL COLLISIONS (Alcohol-Related)	% CHANGE FROM PREVIOUS YEAR	TOTAL KILLED	% +/-	TOTAL INJURED	% +/-
2023	**3,516**	**1.1%**	**177**	**14%**	**1,563**	**-1%**
2022	3,314	1.0%	153	-8%	1,585	2%
2021	3,410	0.7%	165	-10%	1,555	17%
2020	4,978	1.1%	181	25%	1,284	4%
2019	4,703	1.0%	135	8%	1,230	-3%

SAFETY RESTRAINTS

The table below compares safety belt usage rates for the past five years.
Data were obtained as part of an annual observational survey conducted at sites across Kentucky.

YEAR	ALL VEHICLES USING SAFETY BELT	PICKUPS USING SAFETY BELT
2023	89.4%	84.8%
2022	86.7%	78.3%
2021	89.8%	81.6%
2020	Pandemic. No Data Collected	Pandemic. No Data Collected
2019	89.7%	83.7%

The table below shows vehicle occupants by injury status and separates occupants into the categories of Restraint Used and Restraint Not Used.

Overall, **9.1%** of all vehicle occupants involved in a crash were killed or injured. A breakdown by restraint usage shows only **9.8%** of those restrained were killed or injured, compared to **49.9%** of those who were 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 have safety restraints, occupants where safety restraints usage was not indicated, occupants not in an appropriate position, or pedestrians and pedalcyclists.

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	814	0.24	272	0.11	268	5.58	150	1.34
(A) SUSPECTED SERIOUS INJURY	3,076	0.91	1,633	0.64	579	12.05	666	5.93
(B) SUSPECTED MINOR INJURY	12,315	3.63	10,086	3.97	882	18.36	949	8.45
(C) POSSIBLE INJURY	14,573	4.3	12,962	5.1	669	13.93	716	6.37
(O) NOT INJURED	308,485	90.93	228,997	90.17	2,406	50.08	8,751	77.91
TOTAL	339,263	100	253,950	100	4,804	100	11,232	100

Crashes with Airbag Deployment

Front Airbag Deployment	14,640
Side Airbag Deployment	4,276
Curtain Airbag Deployment	4,765
Other Airbag Deployment	871
Combination Airbag Deployment	8,909

INTERSECTION COLLISIONS*

INTERSECTION COLLISIONS	NUMBER	% OF ALL COLLISIONS
ALL REPORTED	37,013	31.5
NONFATAL INJURY	7,123	35.1
FATAL	153	20

SEX OF DRIVER

INTERSECTION COLLISIONS		
SEX	PERCENT IN ALL INTERSECTION COLLISIONS	PERCENT IN FATAL INTERSECTION COLLISIONS
Male	55.2	64.1
Female	44.8	35.9

ALL COLLISIONS		
SEX	PERCENT IN ALL COLLISIONS	PERCENT IN FATAL COLLISIONS
Male	57.4	72
Female	42.6	28

LIGHT CONDITION

INTERSECTION COLLISIONS		
LIGHT CONDITION	PERCENT IN ALL INTERSECTION COLLISIONS	PERCENT IN FATAL INTERSECTION COLLISIONS
Daylight	73.9	56.7
Dark	21.4	42
Dusk / Dawn	4.7	1.3

ALL COLLISIONS		
LIGHT CONDITION	PERCENT IN ALL COLLISIONS	PERCENT IN FATAL COLLISIONS
Daylight	71.7	53.2
Dark	23.6	42.2
Dusk / Dawn	4.6	4.6

ROADWAY CONDITION

INTERSECTION COLLISIONS		
ROADWAY CONDITION	PERCENT IN ALL INTERSECTION COLLISIONS	PERCENT IN FATAL INTERSECTION COLLISIONS
Dry	84.1	88.9
Wet	14.9	10.5
Snow / Ice / Slush	0.5	0

ALL COLLISIONS		
ROADWAY CONDITION	PERCENT IN ALL COLLISIONS	PERCENT IN FATAL COLLISIONS
Dry	81.7	84.1
Wet	16.4	14.1
Snow / Ice / Slush	0.9	0.5

WEEKEND COLLISIONS (Saturday and Sunday)

INTERSECTION COLLISIONS		
	PERCENT IN ALL INTERSECTION COLLISIONS	PERCENT IN FATAL INTERSECTION COLLISIONS
Weekend	21.9	22.4

ALL COLLISIONS		
	PERCENT IN ALL COLLISIONS	PERCENT IN FATAL COLLISIONS
Weekend	32	29.9

* As coded in crash reports.
All percentages do not add to 100% due to unknown codes.

CONTRIBUTING FACTORS

CONTRIBUTING FACTORS — ALL COLLISIONS

Many factors and conditions contribute to collisions. **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.**

The table below reports the number of collisions for which a given factor was listed at least once.

HUMAN FACTORS	ALL COLLISIONS	PERCENT OF TOTAL	FATAL COLLISIONS	PERCENT OF TOTAL
ALCOHOL INVOLVEMENT +	3,469	2.95	113	14.73
CELL PHONE	1,060	0.9	8	1.04
DISREGARD TRAFFIC CONTROL	3,842	3.27	43	5.61
DISTRACTION	4,845	4.13	23	3
DRIVER INATTENTION	42,865	36.5	136	17.73
DRUG INVOLVEMENT ++	1,098	0.94	69	9
EMOTIONAL	530	0.45	2	0.26
FAILED TO KEEP PROPER LANE	6,203	5.28	127	16.56
FAILED TO YIELD	13,785	11.74	84	10.95
FATIGUE	644	0.55	8	1.04
FELL ASLEEP	1,184	1.01	10	1.3
FOLLOWING TOO CLOSE	7,111	6.06	2	0.26
IMPROPER BACKING	1,232	1.05	0	0
IMPROPER PASSING	1,327	1.13	13	1.69
LOST CONSCIOUSNESS/FAINTED	720	0.61	10	1.3
MEDICATION	159	0.14	4	0.52
MISJUDGE CLEARANCE	10,765	9.17	29	3.78
NOT UNDER PROPER CONTROL	14,584	12.42	228	29.73
OVERCORRECTING	2,098	1.79	46	6
PHYSICAL DISABILITY	184	0.16	2	0.26
RACING	30	0.03	2	0.26
SICK	243	0.21	3	0.39
TOO FAST FOR CONDITIONS	3,153	2.69	41	5.35
TURNING IMPROPERLY	1,965	1.67	8	1.04
UNSAFE SPEED	1230	1.05	90	11.73
WEAVING IN TRAFFIC	240	0.2	1	0.13

+ Data were reported by KSP and may differ from FARS-adjusted data listed on page 22.

++ These numbers may be vastly underreported. It's difficult to determine how many crashes are caused by drugged driving. A reliable roadside test for drug levels in the body doesn't exist. Some drugs stay in the body for days or weeks after use, making it difficult to determine when the drug was used and, therefore, how and if it impaired driving. Police don't usually test for drugs if drivers have reached an illegal blood alcohol level because there's already enough evidence for a DUI charge. Many drivers who cause crashes are found to have both drugs and alcohol or more than one drug in their system, making it hard to know which substance had the greater effect.

CONTRIBUTING FACTORS — ALL COLLISIONS
(continued)

Many factors and conditions contribute to collisions. **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.**

The table below reports the number of collisions for which a given vehicular or environmental factor was listed at least

VEHICULAR FACTORS	ALL COLLISIONS	PERCENT OF TOTAL	FATAL COLLISIONS	PERCENT OF TOTAL
BODY DOORS	6,787	5.78	5	0.65
BRAKES DEFECTIVE	1,255	1.07	11	1.43
HEADLIGHT FAILURE	723	0.62	11	1.43
LOAD SECUREMENT	1,090	0.93	6	0.78
MIRRORS	168	0.14	1	0.13
OTHER LIGHTING DEFECT	219	0.19	3	0.39
OVERSIZED LOAD	148	0.13	2	0.26
OVERWEIGHT	1,038	0.88	14	1.83
STEERING FAILURE	258	0.22	2	0.26
TIRE FAILURE/INADEQUATE	355	0.3	3	0.39
TIRES	189	0.16	3	0.39
TOW HITCH DEFECTIVE	7751	6.6	45	5.87
WINDOWS, WINDSHIELD	1184	1.01	5	0.65
WIPERS	632	0.54	13	1.69

ENVIRONMENTAL FACTORS	ALL COLLISIONS	PERCENT OF TOTAL	FATAL COLLISIONS	PERCENT OF TOTAL
ANIMALS ACTION	6,787	5.78	5	0.65
GLARE (SUN)	1,255	1.07	11	1.43
VIEW OBSTRUCTED	723	0.62	11	1.43
DEBRIS IN ROADWAY	1,090	0.93	6	0.78
TRAFFIC CONTROLS NW	168	0.14	1	0.13
SHOULDERS DEFECTIVE	219	0.19	3	0.39
HOLES/DEEP RUTS/BUMPS	148	0.13	2	0.26
ROADWAY CONSTRUCTION	1,038	0.88	14	1.83
MAINTENANCE/UTILITY	258	0.22	2	0.26
IMPROPERLY PARKED VEH	355	0.3	3	0.39
FIXED OBJECT(S)	189	0.16	3	0.39
SLIPPERY SURFACE	7,751	6.6	45	5.87
WATER POOLING	1,184	1.01	5	0.65
VIEW OBSTRUCTED, LIMITED DUE TO WEATHER CONDITIONS	632	0.54	13	1.69
GLARE (OTHER)	170	0.14	2	0.26
NON-HIGHWAY WORK: WORK ZONE (UTILITY, TREE, ETC.)	161	0.14	0	0
BACKUP DUE TO REGULAR CONGESTION	2647	2.25	5	0.65
TOLL BOOTH, PLAZA RELATED	3	0	0	0

SPECIFIC COLLISION TYPES

The following tables list driver factors that contributed to collisions involving emergency vehicles and collisions involving farm equipment. Driver-contributing factors are summarized for each collision type. Percentages represent how often a given factor was observed for a specific collision type.

COLLISIONS INVOLVING EMERGENCY VEHICLES	
TOTAL EMERGENCY VEHICLE COLLISIONS	1,208
FATAL COLLISIONS	5
INJURY COLLISIONS	152
TOTAL KILLED	6
TOTAL INJURED	257

EMERGENCY VEHICLE COLLISIONS

DRIVER CONTRIBUTING FACTORS	ALL COLLISIONS	PERCENT OF TOTAL	FATAL COLLISIONS	PERCENT OF TOTAL
ALCOHOL INVOLVEMENT	46	3.81	0	0
CELL PHONE	9	0.75	0	0
DISREGARD TRAFFIC CONTROL	44	3.64	0	0
DISTRACTION	53	4.39	2	40
DRUG INVOLVEMENT	26	2.15	1	20
EMOTIONAL	8	0.66	0	0
EXCEEDED STATED SPEED LIMIT	20	1.66	0	0
FAILED TO YIELD RIGHT OF WAY	129	10.68	3	60
FATIGUE	5	0.41	0	0
FELL ASLEEP	6	0.5	0	0
FOLLOWING TOO CLOSE	23	1.9	0	0
IMPROPER BACKING	19	1.57	0	0
IMPROPER PASSING	16	1.32	0	0
INATTENTION	323	26.74	2	40
LOST CONSCIOUSNESS/FAINTED	6	0.5	0	0
MEDICATION	2	0.17	0	0
MISJUDGE CLEARANCE	218	18.05	1	20
NOT UNDER PROPER CONTROL	109	9.02	1	20
OVERCORRECTING/OVERSTEERING	10	0.83	0	0
PHYSICAL DISABILITY	1	0.08	0	0
SICK	2	0.17	0	0
TOO FAST FOR CONDITIONS	27	2.24	0	0
TURNING IMPROPERLY	17	1.41	0	0
WEAVING IN TRAFFIC	2	0.17	0	0
RACING	0	0	0	0
FAILED TO KEEP PROPER LANE	58	4.8	0	0

* Data not shown for the category None Detected.

COLLISIONS INVOLVING FARM EQUIPMENT	
TOTAL FARM EQUIPMENT COLLISIONS	206
FATAL COLLISIONS	5
INJURY COLLISIONS	44
TOTAL KILLED	6
TOTAL INJURED	61

FARM EQUIPMENT COLLISIONS

DRIVER CONTRIBUTING FACTORS	ALL COLLISIONS	PERCENT OF TOTAL	FATAL COLLISIONS	PERCENT OF TOTAL
ALCOHOL INVOLVEMENT	2	0.88	0	0
CELL PHONE	0	0	0	0
DISREGARD TRAFFIC CONTROL	3	1.33	0	0
DISTRACTION	7	3.1	0	0
DRUG INVOLVEMENT	1	0.44	0	0
EMOTIONAL	0	0	0	0
EXCEEDED STATED SPEED LIMIT	2	0.88	0	0
FAILED TO YIELD RIGHT OF WAY	12	5.31	0	0
FATIGUE	1	0.44	0	0
FELL ASLEEP	1	0.44	0	0
FOLLOWING TOO CLOSE	4	1.77	0	0
IMPROPER BACKING	0	0	0	0
IMPROPER PASSING	26	11.5	0	0
INATTENTION	83	36.73	0	0
LOST CONSCIOUSNESS/FAINTED	0	0	0	0
MEDICATION	0	0	0	0
MISJUDGE CLEARANCE	44	19.47	0	0
NOT UNDER PROPER CONTROL	21	9.29	1	33.33
OVERCORRECTING/OVERSTEERING	1	0.44	0	0
PHYSICAL DISABILITY	1	0.44	0	0
SICK	0	0	0	0
TOO FAST FOR CONDITIONS	2	0.88	0	0
TURNING IMPROPERLY	3	1.33	0	0
WEAVING IN TRAFFIC	0	0	0	0
RACING	0	0	0	0
FAILED TO KEEP PROPER LANE	19	8.41	0	0

* Data not shown for the category None Detected.

SPECIFIC COLLISION TYPES *(continued)*

The following tables list driver factors that contributed to collisions involving school buses and collisions involving children between 6 and 12 years of age. Driver-contributing factors are summarized for each collision type. Percentages represent how often a given factor was observed for a specific collision type.

COLLISIONS INVOLVING SCHOOL BUSES	
TOTAL SCHOOL BUS COLLISIONS	359
FATAL COLLISIONS	0
INJURY COLLISIONS	37
TOTAL KILLED	0
TOTAL INJURED	106

SCHOOL BUS COLLISIONS

DRIVER CONTRIBUTING FACTORS	ALL COLLISIONS	PERCENT OF TOTAL	FATAL COLLISIONS	PERCENT OF TOTAL
ALCOHOL INVOLVEMENT	2	0.56	0	0
CELL PHONE	3	0.84	0	0
DISREGARD TRAFFIC CONTROL	6	1.67	0	0
DISTRACTION	8	2.23	0	0
DRUG INVOLVEMENT	5	1.39	0	0
EMOTIONAL	0	0	0	0
EXCEEDED STATED SPEED LIMIT	2	0.56	0	0
FAILED TO YIELD RIGHT OF WAY	33	9.19	0	0
FATIGUE	0	0	0	0
FELL ASLEEP	3	0.84	0	0
FOLLOWING TOO CLOSE	7	1.95	0	0
IMPROPER BACKING	6	1.67	0	0
IMPROPER PASSING	3	0.84	0	0
INATTENTION	121	33.7	0	0
LOST CONSCIOUSNESS/FAINTED	0	0	0	0
MEDICATION	0	0	0	0
MISJUDGE CLEARANCE	130	36.21	0	0
NOT UNDER PROPER CONTROL	24	6.69	0	0
OVERCORRECTING/OVERSTEERING	4	1.11	0	0
PHYSICAL DISABILITY	2	0.56	0	0
SICK	1	0.28	0	0
TOO FAST FOR CONDITIONS	5	1.39	0	0
TURNING IMPROPERLY	6	1.67	0	0
WEAVING IN TRAFFIC	1	0.28	0	0
RACING	0	0	0	0
FAILED TO KEEP PROPER LANE	20	5.57	0	0

* Data not shown for the category None Detected.

COLLISIONS INVOLVING CHILDREN AGE 6-12	
TOTAL ELEM. SCHOOL AGE CHILDREN COLLISIONS	7,626
FATAL COLLISIONS	35
INJURY COLLISIONS	1,779
ALL AGES KILLED	40
6-12 YRS OF AGE KILLED	7
ALL AGES INJURED	3,914
6-12 YRS OF AGE INJURED	1,232

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	122	1.6	4	11.43
CELL PHONE	63	0.83	2	5.71
DISREGARD TRAFFIC CONTROL	311	4.08	6	17.14
DISTRACTION	444	5.82	3	8.57
DRUG INVOLVEMENT	59	0.77	1	2.86
EMOTIONAL	42	0.55	0	0
EXCEEDED STATED SPEED LIMIT	52	0.68	2	5.71
FAILED TO YIELD RIGHT OF WAY	1,181	15.49	5	14.29
FATIGUE	24	0.31	3	8.57
FELL ASLEEP	32	0.42	3	8.57
FOLLOWING TOO CLOSE	539	7.07	2	5.71
IMPROPER BACKING	62	0.81	0	0
IMPROPER PASSING	93	1.22	0	0
INATTENTION	3,424	44.9	6	17.14
LOST CONSCIOUSNESS/FAINTED	27	0.35	0	0
MEDICATION	6	0.08	0	0
MISJUDGE CLEARANCE	741	9.72	1	2.86
NOT UNDER PROPER CONTROL	775	10.16	8	22.86
OVERCORRECTING/OVERSTEERING	77	1.01	3	8.57
PHYSICAL DISABILITY	8	0.1	0	0
SICK	15	0.2	0	0
TOO FAST FOR CONDITIONS	154	2.02	1	2.86
TURNING IMPROPERLY	161	2.11	0	0
WEAVING IN TRAFFIC	9	0.12	0	0
RACING	3	0.04	0	0
FAILED TO KEEP PROPER LANE	377	4.94	4	11.43

* Data not shown for the category None Detected.

SPECIFIC COLLISION TYPES *(continued)*

The following tables list driver factors that contributed to collisions involving pedestrians and collisions involving bicycles. Driver-contributing factors are summarized for each collision type. Percentages represent how often a given factor was observed for a specific collision type.

COLLISIONS INVOLVING PEDESTRIANS	
TOTAL PEDESTRIAN COLLISIONS	1,089
FATAL COLLISIONS	122
INJURY COLLISIONS	771
TOTAL KILLED	124
TOTAL INJURED	873

PEDESTRIAN COLLISIONS

DRIVER CONTRIBUTING FACTORS	ALL COLLISIONS	PERCENT OF TOTAL	FATAL COLLISIONS	PERCENT OF TOTAL
ALCOHOL INVOLVEMENT	23	2.11	8	6.56
CELL PHONE	4	0.37	3	2.46
DISREGARD TRAFFIC CONTROL	30	2.75	3	2.46
DISTRACTION	36	3.31	7	5.74
DRUG INVOLVEMENT	15	1.38	4	3.28
EMOTIONAL	7	0.64	0	0
EXCEEDED STATED SPEED LIMIT	15	1.38	7	5.74
FAILED TO YIELD RIGHT OF WAY	119	10.93	4	3.28
FATIGUE	5	0.46	1	0.82
FELL ASLEEP	4	0.37	1	0.82
FOLLOWING TOO CLOSE	2	0.18	0	0
IMPROPER BACKING	8	0.73	0	0
IMPROPER PASSING	1	0.09	0	0
INATTENTION	302	27.73	16	13.11
LOST CONSCIOUSNESS/FAINTED	1	0.09	0	0
MEDICATION	0	0	0	0
MISJUDGE CLEARANCE	27	2.48	1	0.82
NOT UNDER PROPER CONTROL	48	4.41	4	3.28
OVERCORRECTING/OVERSTEERING	2	0.18	1	0.82
PHYSICAL DISABILITY	1	0.09	0	0
SICK	1	0.09	0	0
TOO FAST FOR CONDITIONS	10	0.92	0	0
TURNING IMPROPERLY	4	0.37	0	0
WEAVING IN TRAFFIC	1	0.09	0	0
RACING	0	0	0	0
FAILED TO KEEP PROPER LANE	15	1.38	4	3.28

* Data not shown for the category None Detected.

COLLISIONS INVOLVING BICYCLES	
TOTAL BICYCLE COLLISIONS	373
FATAL COLLISIONS	16
INJURY COLLISIONS	231
TOTAL KILLED	16
TOTAL INJURED	239

BICYCLE COLLISIONS

DRIVER CONTRIBUTING FACTORS	ALL COLLI-SIONS	PERCENT OF TOTAL	FATAL COLLISIONS	PERCENT OF TOTAL
ALCOHOL INVOLVEMENT	4	1.09	1	6.25
CELL PHONE	0	0	0	0
DISREGARD TRAFFIC CONTROL	5	1.36	0	0
DISTRACTION	3	0.82	1	6.25
DRUG INVOLVEMENT	2	0.54	0	0
EMOTIONAL	0	0	0	0
EXCEEDED STATED SPEED LIMIT	1	0.27	1	6.25
FAILED TO YIELD RIGHT OF WAY	38	10.33	2	12.5
FATIGUE	0	0	0	0
FELL ASLEEP	0	0	0	0
FOLLOWING TOO CLOSE	1	0.27	0	0
IMPROPER BACKING	2	0.54	0	0
IMPROPER PASSING	10	2.72	1	6.25
INATTENTION	96	26.09	4	25
LOST CONSCIOUSNESS/FAINTED	0	0	0	0
MEDICATION	0	0	0	0
MISJUDGE CLEARANCE	10	2.72	0	0
NOT UNDER PROPER CONTROL	6	1.63	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	4	1.09	0	0
WEAVING IN TRAFFIC	0	0	0	0
RACING	0	0	0	0
FAILED TO KEEP PROPER LANE	2	0.54	0	0

* Data not shown for the category None Detected.

SPECIFIC COLLISION TYPES *(continued)*

The following tables list driver factors that contributed to collisions involving all terrain vehicles (ATVs) and collisions involving motorcycles. Driver-contributing factors are summarized for each collision type. Percentages represent how often a given factor was observed for a specific collision type.

COLLISIONS INVOLVING ALL TERRAIN VEHICLES (ATV) *	
TOTAL ATV COLLISIONS	72
FATAL COLLISIONS	8
INJURY COLLISIONS	22
TOTAL PERSONS KILLED IN ATV RELATED COLLISIONS	8
ATV DRIVER OR PASSENGER KILLED	8
KILLED W/ HELMET USED	0
KILLED W/ HELMET NOT USED	4
TOTAL PERSONS INJURED IN ATV RELATED COLLISIONS	37
ATV DRIVER OR PASSENGER INJURED	24
INJURED W/ HELMET USED	2
INJURED W/ HELMET NOT USED	14

* Data not shown for the category None Detected.

ALL TERRAIN VEHICLE COLLISIONS

DRIVER CONTRIBUTING FACTORS *	ALL COLLISIONS	PERCENT OF TOTAL	FATAL COLLISIONS	PERCENT OF TOTAL
ALCOHOL INVOLVEMENT	8	11.11	4	50
CELL PHONE	2	2.78	0	0
DISREGARD TRAFFIC CONTROL	1	1.39	0	0
DISTRACTION	0	0	0	0
DRUG INVOLVEMENT	0	0	0	0
EMOTIONAL	0	0	0	0
EXCEEDED STATED SPEED LIMIT	1	1.39	0	0
FAILED TO YIELD RIGHT OF WAY	12	16.67	0	0
FATIGUE	0	0	0	0
FELL ASLEEP	0	0	0	0
FOLLOWING TOO CLOSE	4	5.56	0	0
IMPROPER BACKING	1	1.39	0	0
IMPROPER PASSING	1	1.39	0	0
INATTENTION	16	22.22	1	12.5
LOST CONSCIOUSNESS/FAINTED	0	0	0	0
MEDICATION	0	0	0	0
MISJUDGE CLEARANCE	10	13.89	0	0
NOT UNDER PROPER CONTROL	20	27.78	5	62.5
OVERCORRECTING/OVERSTEERING	2	2.78	2	25
PHYSICAL DISABILITY	0	0	0	0
SICK	0	0	0	0
TOO FAST FOR CONDITIONS	6	8.33	0	0
TURNING IMPROPERLY	0	0	0	0
WEAVING IN TRAFFIC	0	0	0	0
RACING	0	0	0	0
FAILED TO KEEP PROPER LANE	4	5.56	1	12.5

Helmet used and not used may not match passenger total depending on codes selected and number of passengers

COLLISIONS INVOLVING MOTORCYCLES *	
TOTAL MOTORCYCLE COLLISIONS	1,702
FATAL COLLISIONS	98
INJURY COLLISIONS	1,089
TOTAL PERSONS KILLED IN MOTORCYCLE RELATED COLLISIONS	100
MOTORCYCLE DRIVER OR PASSENGER KILLED	96
KILLED W/ HELMET USED	46
KILLED W/ HELMET NOT USED	50
TOTAL PERSONS INJURED IN MOTORCYCLE RELATED COLLISIONS	1,295
MOTORCYCLE DRIVER OR PASSENGER INJURED	1,185
INJURED W/ HELMET USED	564
INJURED W/ HELMET NOT USED	618

* Data not shown for the category None Detected.

MOTORCYCLE COLLISIONS

DRIVER CONTRIBUTING FACTORS *	ALL COLLISIONS	PERCENT OF TOTAL	FATAL COLLISIONS	PERCENT OF TOTAL
ALCOHOL INVOLVEMENT	69	4.05	11	11.22
CELL PHONE	9	0.53	1	1.02
DISREGARD TRAFFIC CONTROL	48	2.82	5	5.1
DISTRACTION	50	2.94	1	1.02
DRUG INVOLVEMENT	36	2.12	13	13.27
EMOTIONAL	7	0.41	0	0
EXCEEDED STATED SPEED LIMIT	83	4.88	14	14.29
FAILED TO YIELD RIGHT OF WAY	216	12.69	24	24.49
FATIGUE	7	0.41	1	1.02
FELL ASLEEP	2	0.12	0	0
FOLLOWING TOO CLOSE	58	3.41	0	0
IMPROPER BACKING	3	0.18	0	0
IMPROPER PASSING	45	2.64	2	2.04
INATTENTION	462	27.14	21	21.43
LOST CONSCIOUSNESS/FAINTED	6	0.35	0	0
MEDICATION	0	0	0	0
MISJUDGE CLEARANCE	88	5.17	9	9.18
NOT UNDER PROPER CONTROL	390	22.91	34	34.69
OVERCORRECTING/OVERSTEERING	42	2.47	4	4.08
PHYSICAL DISABILITY	1	0.06	0	0
SICK	2	0.12	0	0
TOO FAST FOR CONDITIONS	49	2.88	7	7.14
TURNING IMPROPERLY	41	2.41	2	2.04
WEAVING IN TRAFFIC	17	1	1	1.02
RACING	3	0.18	0	0
FAILED TO KEEP PROPER LANE	100	5.88	13	13.27

Note: A person may be killed in a motorcycle or ATV collision despite not riding either vehicle type.
Helmet used and not used may not match passenger total depending on codes selected and number of passengers

SPECIFIC COLLISION TYPES *(continued)*

The following tables list driver factors that contributed to collisions involving trucks and collisions involving trains. Driver-contributing factors are summarized for each collision type. Percentages represent how often a given factor was observed for a specific collision type.

COLLISIONS INVOLVING TRUCKS*	
TOTAL TRUCK COLLISIONS	9,736
FATAL COLLISIONS	99
INJURY COLLISIONS	1,367
TOTAL KILLED	107
TOTAL INJURED	1,961

*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	113	1.16	9	9.09
CELL PHONE	42	0.43	2	2.02
DISREGARD TRAFFIC CONTROL	230	2.36	7	7.07
DISTRACTION	265	2.72	3	3.03
DRUG INVOLVEMENT	58	0.6	12	12.12
EMOTIONAL	18	0.18	0	0
EXCEEDED STATED SPEED LIMIT	56	0.58	16	16.16
FAILED TO YIELD RIGHT OF WAY	894	9.18	12	12.12
FATIGUE	67	0.69	3	3.03
FELL ASLEEP	102	1.05	3	3.03
FOLLOWING TOO CLOSE	418	4.29	0	0
IMPROPER BACKING	163	1.67	0	0
IMPROPER PASSING	203	2.09	1	1.01
INATTENTION	3,394	34.86	24	24.24
LOST CONSCIOUSNESS/FAINTED	32	0.33	0	0
MEDICATION	5	0.05	0	0
MISJUDGE CLEARANCE	1,999	20.53	8	8.08
NOT UNDER PROPER CONTROL	1,271	13.05	25	25.25
OVERCORRECTING/OVERSTEERING	182	1.87	2	2.02
PHYSICAL DISABILITY	2	0.02	0	0
SICK	12	0.12	0	0
TOO FAST FOR CONDITIONS	165	1.69	3	3.03
TURNING IMPROPERLY	172	1.77	2	2.02
WEAVING IN TRAFFIC	23	0.24	0	0
RACING	-	0	0	0
FAILED TO KEEP PROPER LANE	787	8.08	27	27.27

* Data not shown for the category None Detected.

COLLISIONS INVOLVING TRAINS	
TOTAL TRAIN COLLISIONS	36
FATAL COLLISIONS	3
INJURY COLLISIONS	8
TOTAL KILLED	3
TOTAL INJURED	13

TRAIN COLLISIONS

DRIVER CONTRIBUTING FACTORS	ALL COLLISIONS	PERCENT OF TOTAL	FATAL COLLISIONS	PERCENT OF TOTAL
ALCOHOL INVOLVEMENT	2	5.56	1	33.33
CELL PHONE	1	2.78	0	0
DISREGARD TRAFFIC CONTROL	7	19.44	2	66.67
DISTRACTION	3	8.33	1	33.33
DRUG INVOLVEMENT	1	2.78	0	0
EMOTIONAL	1	2.78	1	33.33
EXCEEDED STATED SPEED LIMIT	0	0	0	0
FAILED TO YIELD RIGHT OF WAY	5	13.89	0	0
FATIGUE	0	0	0	0
FELL ASLEEP	0	0	0	0
FOLLOWING TOO CLOSE	0	0	0	0
IMPROPER BACKING	0	0	0	0
IMPROPER PASSING	1	2.78	0	0
INATTENTION	15	41.67	1	33.33
LOST CONSCIOUSNESS/FAINTED	0	0	0	0
MEDICATION	0	0	0	0
MISJUDGE CLEARANCE	4	11.11	0	0
NOT UNDER PROPER CONTROL	3	8.33	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
RACING	0	0	0	0
FAILED TO KEEP PROPER LANE	0	0	0	0

* Data not shown for the category None Detected.

SPECIFIC COLLISION TYPES *(continued)*

The following tables list driver factors that contributed to collisions involving multiple fatalities. Driver-contributing factors are summarized for each collision type. Percentages represent how often a given factor was observed for a specific collision type.

COLLISIONS INVOLVING MULTIPLE FATALITIES	
TOTAL MULTIPLE FATALITIES COLLISIONS	**45**
TOTAL KILLED	**92**
TOTAL INJURED	**45**

MULTIPLE FATALITY COLLISIONS		
DRIVER CONTRIBUTING FACTORS	COLLISIONS	PERCENT OF TOTAL
ALCOHOL INVOLVEMENT	13	28.89
CELL PHONE	1	2.22
DISREGARD TRAFFIC CONTROL	3	6.67
DISTRACTION	2	4.44
DRUG INVOLVEMENT	6	13.33
EMOTIONAL	0	0
EXCEEDED STATED SPEED LIMIT	16	35.56
FAILED TO YIELD RIGHT OF WAY	6	13.33
FATIGUE	0	0
FELL ASLEEP	1	2.22
FOLLOWING TOO CLOSE	1	2.22
IMPROPER BACKING	0	0
IMPROPER PASSING	2	4.44
INATTENTION	5	11.11
LOST CONSCIOUSNESS/FAINTED	1	2.22
MEDICATION	0	0
MISJUDGE CLEARANCE	2	4.44
NOT UNDER PROPER CONTROL	10	22.22
OVERCORRECTING/OVERSTEERING	1	2.22
PHYSICAL DISABILITY	0	0
SICK	0	0
TOO FAST FOR CONDITIONS	2	4.44
TURNING IMPROPERLY	0	0
WEAVING IN TRAFFIC	0	0
RACING	0	0
FAILED TO KEEP PROPER LANE	10	22.22

COLLISIONS BY COUNTY

COLLISIONS BY COUNTY

County	COLLISIONS								PERSONS			
	TOTAL		FATAL		NON-FATAL INJURY		PROPERTY DAMAGE		KILLED		INJURED	
	2022	2023	2022	2023	2022	2023	2022	2023	2022	2023	2022	2023
Adair	347	336	3	3	50	64	294	269	4	3	71	95
Allen	398	485	5	4	58	85	335	396	5	6	95	121
Anderson	454	476	1	3	83	99	370	374	1	3	113	135
Ballard	145	160	5	1	27	24	113	135	6	1	39	31
Barren	1,294	1,213	12	10	199	190	1,083	1,013	14	12	288	293
Bath	258	245	2	3	50	45	206	197	2	3	71	55
Bell	486	531	3	3	91	103	392	425	4	3	133	144
Boone	4,794	4,528	6	11	615	654	4,173	3,863	6	11	859	898
Bourbon	534	508	5	4	66	80	463	424	5	5	82	105
Boyd	1,291	1,335	2	5	188	232	1,101	1,098	3	5	276	337
Boyle	740	860	3	3	119	154	618	703	3	3	168	221
Bracken	130	167	-	3	23	19	107	145	-	3	34	31
Breathitt	230	246	3	5	65	69	162	172	3	7	102	112
Breckinridge	267	259	9	8	80	77	178	174	9	11	132	113
Bullitt	1,999	2,115	7	12	358	369	1,634	1,734	7	12	517	554
Butler	198	196	6	4	37	39	155	153	7	5	54	50
Caldwell	327	286	2	6	72	65	253	215	2	6	108	85
Calloway	914	889	5	8	118	111	791	770	5	9	171	167
Campbell	2,627	2,550	9	6	246	282	2,372	2,262	9	6	332	423
Carlisle	51	52	-	2	14	13	37	37	-	2	18	23
Carroll	394	405	-	5	60	65	334	335	-	5	80	104
Carter	486	498	6	3	87	80	393	415	9	3	133	112
Casey	201	216	3	4	40	56	158	156	3	4	51	93
Christian	2,004	1,806	10	10	412	408	1,582	1,388	10	10	592	584
Clark	997	1,046	6	5	137	162	854	879	6	5	199	234
Clay	252	293	5	7	70	89	177	197	7	7	125	151
Clinton	270	268	3	4	31	55	236	209	3	5	49	83
Crittenden	129	114	-	3	32	31	97	80	-	5	51	50
Cumberland	97	123	1	2	15	16	81	105	2	2	18	19
Daviess	3,249	3,218	11	15	510	519	2,728	2,684	11	16	730	738
Edmonson	147	192	-	1	23	40	124	151	-	1	37	62
Elliott	48	37	1	1	12	8	35	28	1	1	16	11
Estill	220	228	1	1	43	64	176	163	1	1	60	96
Fayette	11,604	12,090	35	49	1,639	1,711	9,930	10,330	38	49	2,344	2,497
Fleming	206	254	1	1	42	41	163	212	1	1	53	60
Floyd	566	556	11	13	151	162	404	381	12	16	258	288
Franklin	1,289	1,270	4	5	170	186	1,115	1,079	4	5	253	285
Fulton	96	92	2	-	10	21	84	71	2	-	15	32
Gallatin	305	284	3	6	44	54	258	224	3	7	51	78
Garrard	288	384	3	2	53	85	232	297	3	2	86	120

COLLISIONS BY COUNTY

County	COLLISIONS								PERSONS			
	TOTAL		FATAL		NON-FATAL INJURY		PROPERTY DAMAGE		KILLED		INJURED	
	2022	2023	2022	2023	2022	2023	2022	2023	2022	2023	2022	2023
Grant	742	649	7	6	133	107	602	536	8	6	195	153
Graves	816	795	4	2	145	160	667	633	6	2	211	245
Grayson	500	554	11	9	108	119	381	426	11	9	156	176
Green	180	197	4	4	34	43	142	150	4	4	51	72
Greenup	571	567	1	4	98	113	472	450	1	5	159	175
Hancock	124	126	1	2	23	22	100	102	1	2	34	31
Hardin	2,631	2,778	18	24	417	492	2,196	2,262	19	26	624	715
Harlan	357	361	5	4	106	79	246	278	7	4	173	116
Harrison	429	422	3	4	51	45	375	373	3	4	80	85
Hart	601	559	5	4	100	87	496	468	5	4	137	128
Henderson	1,514	1,450	15	8	216	234	1,283	1,208	15	8	332	362
Henry	391	351	8	5	60	58	323	288	8	5	85	78
Hickman	74	76	4	2	18	23	52	51	4	2	24	30
Hopkins	1,202	1,176	8	6	160	159	1,034	1,011	8	6	219	227
Jackson	196	130	2	5	46	25	148	100	2	5	61	37
Jefferson	16,523	24,678	122	130	4,491	4,391	11,910	20,157	128	134	6,683	6,465
Jessamine	1,476	1,387	6	5	214	242	1,256	1,140	6	5	309	362
Johnson	351	379	2	3	72	79	277	297	2	3	94	127
Kenton	4,917	4,713	8	6	557	577	4,352	4,130	8	7	752	780
Knott	199	174	5	3	52	41	142	130	6	3	68	62
Knox	514	493	4	3	104	132	406	358	5	4	172	222
Larue	255	314	5	1	43	58	207	255	6	1	63	85
Laurel	1,764	1,661	9	8	306	319	1,449	1,334	11	9	460	488
Lawrence	187	214	3	2	36	52	148	160	3	2	51	81
Lee	95	125	1	2	21	25	73	98	1	3	36	38
Leslie	56	72	1	2	22	24	33	46	1	2	29	42
Letcher	257	275	5	1	85	87	167	187	7	1	150	142
Lewis	112	176	3	2	32	33	77	141	3	2	59	38
Lincoln	292	441	3	6	57	89	232	346	3	6	90	128
Livingston	154	136	3	1	35	34	116	101	3	1	61	41
Logan	585	524	5	11	123	93	457	420	5	11	166	152
Lyon	310	259	3	2	59	48	248	209	4	2	78	72
McCracken	2,227	2,222	6	6	432	480	1,789	1,736	7	7	654	683
McCreary	135	120	6	5	30	31	99	84	6	5	46	50
McLean	177	150	-	1	53	28	124	121	-	1	79	36
Madison	2,337	2,572	11	11	469	459	1,857	2,102	12	11	663	692
Magoffin	113	172	1	1	30	53	82	118	2	1	69	85
Marion	393	430	6	4	76	75	311	351	8	5	101	115
Marshall	767	782	6	7	168	150	593	625	7	7	242	208
Martin	96	86	4	3	17	16	75	67	4	3	26	27

COLLISIONS BY COUNTY

County	COLLISIONS								PERSONS			
	TOTAL		FATAL		NON-FATAL INJURY		PROPERTY DAMAGE		KILLED		INJURED	
	2022	2023	2022	2023	2022	2023	2022	2023	2022	2023	2022	2023
Mason	460	479	2	5	64	57	394	417	2	5	91	100
Meade	414	367	9	5	119	105	286	257	10	5	190	169
Menifee	96	114	5	1	19	25	72	88	5	1	27	37
Mercer	382	419	6	3	85	89	291	327	7	3	116	140
Metcalfe	230	237	2	1	47	29	181	207	2	1	66	47
Monroe	167	139	1	1	27	38	139	100	1	1	36	65
Montgomery	628	633	9	9	112	129	507	495	9	10	175	192
Morgan	197	234	0	2	41	57	156	175	0	2	54	75
Muhlenberg	795	736	10	5	148	122	637	609	10	5	215	196
Nelson	1070	1018	6	14	178	169	886	835	6	14	247	237
Nicholas	130	113	2	1	14	22	114	90	2	2	21	32
Ohio	633	577	1	8	142	121	490	448	1	9	187	186
Oldham	1150	1148	7	7	141	156	1002	985	7	7	201	220
Owen	198	155	1	2	34	34	163	119	1	2	46	49
Owsley	30	24	1	3	7	5	22	16	1	3	9	9
Pendlton	240	268	0	1	51	60	189	207	0	1	71	90
Perry	526	477	5	6	110	116	411	355	6	6	196	197
Pike	1090	1200	12	19	263	285	815	896	14	21	417	455
Powell	261	233	1	4	69	53	191	176	1	5	98	72
Pulaski	1653	1700	8	16	232	249	1413	1435	9	17	361	388
Robertson	41	38	3	0	5	3	33	35	4	0	13	3
Rockcastle	496	431	11	4	82	79	403	348	11	4	141	126
Rowan	606	647	4	5	75	92	527	550	4	5	120	131
Russell	329	347	2	5	57	69	270	273	2	5	84	106
Scott	1524	1564	6	9	245	250	1273	1305	6	10	346	343
Shelby	1248	1155	1	3	240	217	1007	935	1	3	361	300
Simpson	517	549	6	5	77	90	434	454	6	8	117	126
Spencer	228	217	2	2	44	50	182	165	2	2	62	73
Taylor	654	609	7	5	86	89	561	515	7	5	126	135
Todd	257	263	3	6	49	44	205	213	3	6	59	81
Trigg	290	269	6	4	60	48	224	217	6	4	103	70
Trimble	155	153	5	0	25	30	125	123	5	0	35	37
Union	233	220	3	2	55	63	175	155	3	2	83	90
Warren	4414	4459	14	15	681	691	3719	3753	15	16	978	999
Washington	116	196	0	4	26	39	90	153	0	4	31	79
Wayne	324	314	4	5	90	90	230	219	4	6	159	144
Webster	195	246	1	5	31	52	163	189	1	6	48	77
Whitley	915	1023	3	9	183	219	729	795	3	9	283	364
Wolfe	123	129	5	1	19	24	99	104	5	1	34	37
Woodford	749	764	1	8	106	102	642	654	1	8	158	146
Totals	**108716**	**117422**	**693**	**766**	**19578**	**20271**	**88445**	**96384**	**744**	**813**	**28771**	**29964**

ALCOHOL-RELATED COLLISIONS BY COUNTY

County	COLLISIONS								PERSONS			
	TOTAL		FATAL+		NON-FATAL INJURY		PROPERTY DAMAGE		KILLED+		INJURED	
	2022	2023	2022	2023	2022	2023	2022	2023	2022	2023	2022	2023
Adair	13	4	0	0	3	2	10	2	0	0	3	3
Allen	12	17	1	0	3	8	8	9	1	0	7	12
Anderson	15	17	1	0	5	8	9	9	1	0	7	8
Ballard	7	10	2	0	1	1	4	9	2	0	4	2
Barren	30	44	1	3	9	18	20	23	1	3	12	28
Bath	7	10	1	0	2	6	4	4	1	0	3	7
Bell	5	9	1	0	0	5	4	4	2	0	0	6
Boone	137	122	2	3	39	37	96	82	2	3	47	53
Bourbon	17	24	0	0	4	3	13	21	0	0	4	3
Boyd	31	49	0	4	8	11	23	34	0	4	8	20
Boyle	22	30	0	1	8	13	14	16	0	1	10	20
Bracken	11	8	0	1	7	2	4	5	0	1	10	3
Breathitt	6	2	0	2	6	0	0	0	0	2	10	0
Breckinridge	9	11	0	2	8	2	1	7	0	4	12	3
Bullitt	44	43	2	0	19	16	23	27	2	0	26	21
Butler	8	3	1	0	2	1	5	2	1	0	4	2
Caldwell	4	10	0	0	3	4	1	6	0	0	4	4
Calloway	30	24	1	1	8	4	21	19	1	1	11	5
Campbell	71	98	2	0	15	18	54	80	2	0	25	23
Carlisle	1	5	0	0	0	3	1	2	0	0	0	5
Carroll	14	10	0	0	4	3	10	7	0	0	6	9
Carter	10	15	2	0	3	4	5	11	3	0	3	4
Casey	3	7	0	1	0	1	3	5	0	1	0	1
Christian	61	54	0	1	23	24	38	29	0	1	30	31
Clark	31	38	0	2	12	14	19	22	0	2	15	26
Clay	4	4	1	0	3	2	0	2	1	0	7	2
Clinton	5	4	1	1	0	2	4	1	1	2	1	3
Crittenden	4	9	0	2	1	3	3	4	0	3	1	3
Cumberland	4	7	1	0	2	1	1	6	2	0	2	2
Daviess	95	72	0	1	24	28	71	43	0	1	34	36
Edmonson	1	6	0	0	0	2	1	4	0	0	0	5
Elliott	1	1	1	0	0	0	0	1	1	0	0	0
Estill	5	6	0	0	1	3	4	3	0	0	3	5
Fayette	394	397	5	6	103	92	286	299	6	6	145	135
Fleming	9	9	0	0	2	1	7	8	0	0	2	3
Floyd	17	14	2	1	11	8	4	5	3	2	17	14
Franklin	32	47	1	0	10	14	21	33	1	0	20	28
Fulton	1	2	0	0	0	2	1	0	0	0	0	3
Gallatin	8	13	1	3	4	5	3	5	1	4	5	6
Garrard	5	12	0	0	1	3	4	9	0	0	1	3

ALCOHOL-RELATED COLLISIONS BY COUNTY

County	COLLISIONS								PERSONS			
	TOTAL		FATAL+		NON-FATAL INJURY		PROPERTY DAMAGE		KILLED+		INJURED	
	2022	2023	2022	2023	2022	2023	2022	2023	2022	2023	2022	2023
Grant	27	19	1	2	7	5	19	12	1	2	13	7
Graves	21	23	1	0	7	7	13	16	3	0	10	11
Grayson	13	12	2	0	4	5	7	7	2	0	4	9
Green	7	5	1	1	4	1	2	3	1	1	6	6
Greenup	16	17	0	0	6	8	10	9	0	0	7	10
Hancock	3	2	0	0	0	0	3	2	0	0	0	0
Hardin	68	83	2	3	15	24	51	56	2	4	21	31
Harlan	13	7	1	0	5	3	7	4	2	0	6	3
Harrison	12	11	0	0	4	4	8	7	0	0	4	14
Hart	13	17	1	0	7	4	5	13	1	0	7	5
Henderson	43	45	2	0	11	16	30	29	2	0	17	16
Henry	25	21	2	2	7	8	16	11	2	2	14	12
Hickman	3	5	0	1	2	3	1	1	0	1	2	4
Hopkins	26	33	1	1	5	7	20	25	1	1	5	8
Jackson	4	2	0	1	2	0	2	1	0	1	3	0
Jefferson	560	595	21	18	158	165	381	412	22	18	256	258
Jessamine	49	47	0	0	9	15	40	32	0	0	11	19
Johnson	9	9	0	0	4	4	5	5	0	0	8	7
Kenton	199	166	1	1	30	40	168	125	1	1	45	50
Knott	2	4	0	0	1	2	1	2	0	0	1	3
Knox	15	10	1	1	7	3	7	6	2	2	11	3
Larue	7	11	1	0	3	6	3	5	1	0	5	6
Laurel	27	40	3	1	10	14	14	25	5	1	19	17
Lawrence	1	7	0	1	0	5	1	1	0	1	0	8
Lee	1	4	0	2	1	0	0	2	0	3	2	3
Leslie	0	1	0	0	0	1	0	0	0	0	0	1
Letcher	7	9	0	0	6	5	1	4	0	0	12	6
Lewis	9	14	0	0	7	5	2	9	0	0	11	5
Lincoln	5	12	0	1	1	2	4	9	0	1	1	5
Livingston	6	8	1	0	2	7	3	1	1	0	6	7
Logan	10	21	1	1	4	8	5	12	1	1	4	14
Lyon	9	8	1	0	3	2	5	6	1	0	4	3
McCracken	57	60	0	1	23	24	34	35	0	1	32	29
McCreary	1	5	0	2	1	2	0	1	0	2	1	3
McLean	3	5	0	0	1	2	2	3	0	0	3	2
Madison	67	83	0	2	21	23	46	58	0	2	27	37
Magoffin	4	8	0	1	3	5	1	2	0	1	4	5
Marion	8	12	0	0	5	5	3	7	0	0	8	5
Marshall	18	28	1	3	5	8	12	17	2	3	6	14
Martin	1	6	1	1	0	2	0	3	1	1	1	2

ALCOHOL-RELATED COLLISIONS BY COUNTY

County	COLLISIONS								PERSONS			
	TOTAL		FATAL+		NON-FATAL INJURY		PROPERTY DAMAGE		KILLED+		INJURED	
	2022	2023	2022	2023	2022	2023	2022	2023	2022	2023	2022	2023
Mason	26	23	0	2	11	3	15	18	0	2	14	3
Meade	10	15	0	1	6	10	4	4	0	1	10	16
Menifee	4	7	1	0	1	2	2	5	1	0	2	3
Mercer	15	12	1	0	5	6	9	6	1	0	8	15
Metcalfe	7	6	0	0	3	2	4	4	0	0	4	3
Monroe	2	5	0	0	1	2	1	3	0	0	1	2
Montgomery	22	18	1	2	4	3	17	13	1	2	7	6
Morgan	4	9	0	0	2	6	2	3	0	0	2	6
Muhlenberg	14	16	0	0	6	4	8	12	0	0	7	7
Nelson	22	29	3	2	7	11	12	16	3	2	9	14
Nicholas	3	3	0	1	0	2	3	0	0	2	0	5
Ohio	18	20	0	0	9	8	9	12	0	0	11	10
Oldham	32	30	0	1	7	6	25	23	0	1	11	7
Owen	8	4	0	0	2	1	6	3	0	0	4	1
Owsley	2	2	0	1	0	1	2	0	0	1	0	4
Pendlton	6	3	0	0	2	1	4	2	0	0	2	1
Perry	7	8	0	1	2	3	5	4	0	1	3	3
Pike	35	36	1	2	14	15	20	19	1	3	20	18
Powell	8	8	0	0	2	4	6	4	0	0	2	4
Pulaski	32	45	2	4	13	9	17	32	2	5	18	23
Robertson	0	0	0	0	0	0	0	0	0	0	0	0
Rockcastle	13	9	1	0	6	5	6	4	1	0	18	7
Rowan	16	21	2	1	6	3	8	17	2	1	11	6
Russell	9	16	0	4	6	3	3	9	0	4	8	6
Scott	62	43	0	1	20	14	42	28	0	1	26	20
Shelby	39	49	0	0	8	16	31	33	0	0	10	21
Simpson	16	23	2	2	4	7	10	14	2	4	5	10
Spencer	7	8	0	0	5	3	2	5	0	0	11	5
Taylor	16	15	0	1	5	5	11	9	0	1	5	11
Todd	16	11	0	0	6	0	10	11	0	0	6	0
Trigg	13	5	1	0	3	5	9	0	1	0	3	9
Trimble	3	10	0	0	1	5	2	5	0	0	1	5
Union	5	6	0	0	1	4	4	2	0	0	1	5
Warren	130	126	1	1	37	41	92	84	1	1	49	66
Washington	1	10	0	1	1	4	0	5	0	1	1	17
Wayne	10	7	0	0	5	2	5	5	0	0	8	2
Webster	9	12	1	0	2	3	6	9	1	0	5	3
Whitley	31	25	1	2	7	10	23	13	1	2	16	18
Wolfe	2	3	1	0	1	0	0	3	1	0	1	0
Woodford	32	29	0	1	12	4	20	24	0	1	16	7
Totals +	**3260**	**3469**	**95**	**113**	**978**	**1057**	**2187**	**2299**	**108**	**127**	**1432**	**1564**

+ Data were reported by KSP and differ from FARS-adjusted data listed on page 22.

COLLISIONS WITH DRIVERS UNDER THE INFLUENCE OF DRUGS BY COUNTY

County	COLLISIONS								PERSONS			
	TOTAL		FATAL		NON-FATAL INJURY		PROPERTY DAMAGE		KILLED		INJURED	
	2022	2023	2022	2023	2022	2023	2022	2023	2022	2023	2022	2023
Adair	1	3	0	0	1	1	0	2	0	0	1	2
Allen	1	5	0	0	1	2	0	3	0	0	1	3
Anderson	6	2	0	1	5	0	1	1	0	1	8	0
Ballard	3	2	0	0	0	1	3	1	0	0	0	1
Barren	13	7	3	1	4	2	6	4	3	1	9	4
Bath	4	3	0	0	3	2	1	1	0	0	3	2
Bell	11	6	1	0	4	1	6	5	1	0	4	1
Boone	23	28	0	0	7	14	16	14	0	0	9	16
Bourbon	3	6	0	1	2	1	1	4	0	2	2	3
Boyd	22	29	1	0	5	9	16	20	2	0	7	12
Boyle	5	10	0	0	2	6	3	4	0	0	3	8
Bracken	2	3	0	2	1	0	1	1	0	2	1	1
Breathitt	3	7	0	2	1	1	2	4	0	3	1	1
Breckinridge	5	2	2	0	2	0	1	2	2	0	6	0
Bullitt	15	8	0	0	7	4	8	4	0	0	11	4
Butler	4	3	3	1	1	1	0	1	3	1	3	3
Caldwell	5	6	0	2	4	2	1	2	0	2	6	4
Calloway	1	3	0	0	0	0	1	3	0	0	0	0
Campbell	25	16	0	0	8	7	17	9	0	0	8	12
Carlisle	0	2	0	1	0	0	0	1	0	1	0	2
Carroll	5	2	0	1	1	1	4	0	0	1	1	1
Carter	8	7	1	1	2	2	5	4	1	1	2	2
Casey	6	6	0	1	3	4	3	1	0	1	3	5
Christian	12	18	0	0	4	5	8	13	0	0	6	5
Clark	8	9	0	0	2	3	6	6	0	0	3	3
Clay	7	4	1	0	3	4	3	0	1	0	7	7
Clinton	2	2	0	0	1	2	1	0	0	0	1	4
Crittenden	0	2	0	0	0	2	0	0	0	0	0	4
Cumberland	3	4	1	0	1	1	1	3	2	0	2	1
Daviess	38	19	2	0	11	7	25	12	2	0	14	8
Edmonson	0	3	0	0	0	1	0	2	0	0	0	1
Elliott	0	1	0	0	0	0	0	1	0	0	0	0
Estill	4	7	0	1	2	6	2	0	0	1	2	7
Fayette	90	101	7	4	34	29	49	68	9	4	55	46
Fleming	2	4	0	1	0	1	2	2	0	1	0	3
Floyd	13	22	1	1	5	13	7	8	1	1	8	21
Franklin	11	16	1	0	3	4	7	12	1	0	9	6
Fulton	1	1	0	0	1	1	0	0	0	0	1	1
Gallatin	2	4	1	0	0	2	1	2	1	0	2	3
Garrard	5	5	0	1	1	2	4	2	0	1	1	3

COLLISIONS WITH DRIVERS UNDER THE INFLUENCE OF DRUGS BY COUNTY

County	COLLISIONS								PERSONS			
	TOTAL		FATAL		NON-FATAL INJURY		PROPERTY DAMAGE		KILLED		INJURED	
	2022	2023	2022	2023	2022	2023	2022	2023	2022	2023	2022	2023
Grant	6	7	1	2	2	4	3	1	1	2	4	6
Graves	8	9	1	0	2	3	5	6	1	0	3	5
Grayson	9	3	2	0	2	1	5	2	2	0	5	1
Green	1	1	0	1	1	0	0	0	0	1	3	0
Greenup	6	5	1	1	5	4	0	0	1	2	7	6
Hancock	1	0	0	0	0	0	1	0	0	0	0	0
Hardin	18	26	1	3	8	7	9	16	2	4	12	10
Harlan	11	8	0	1	6	2	5	5	0	1	9	2
Harrison	1	7	0	0	0	2	1	5	0	0	0	3
Hart	10	3	0	0	2	3	8	0	0	0	2	5
Henderson	19	10	0	0	4	4	15	6	0	0	10	5
Henry	6	4	0	1	3	0	3	3	0	1	7	0
Hickman	0	2	0	0	0	1	0	1	0	0	0	1
Hopkins	8	9	1	0	4	1	3	8	1	0	6	2
Jackson	4	5	0	2	1	2	3	1	0	2	1	2
Jefferson	133	113	11	8	53	46	69	59	12	8	91	77
Jessamine	15	18	0	0	5	6	10	12	0	0	6	8
Johnson	7	8	0	0	5	5	2	3	0	0	7	8
Kenton	55	40	1	0	19	14	35	26	1	0	25	20
Knott	9	3	1	0	2	2	6	1	2	0	2	2
Knox	8	11	0	0	3	4	5	7	0	0	3	12
Larue	6	2	2	0	0	2	4	0	3	0	3	5
Laurel	14	17	2	0	3	7	9	10	2	0	10	9
Lawrence	2	1	0	0	0	0	2	1	0	0	0	0
Lee	0	4	0	0	0	1	0	3	0	0	0	1
Leslie	3	0	1	0	0	0	2	0	1	0	0	0
Letcher	11	9	1	1	6	6	4	2	2	1	15	9
Lewis	5	7	0	0	1	4	4	3	0	0	4	7
Lincoln	6	12	1	2	0	7	5	3	1	2	0	11
Livingston	1	0	0	0	0	0	1	0	0	0	0	0
Logan	4	5	0	1	1	1	3	3	0	1	2	4
Lyon	6	9	0	0	3	3	3	6	0	0	4	8
McCracken	20	28	0	1	4	13	16	14	0	1	4	15
McCreary	4	1	2	0	2	1	0	0	2	0	4	1
McLean	4	2	0	0	1	0	3	2	0	0	2	0
Madison	24	26	1	0	9	12	14	14	1	0	12	29
Magoffin	1	5	0	1	1	3	0	1	0	1	1	4
Marion	7	2	1	1	4	0	2	1	3	1	7	2
Marshall	9	7	1	1	3	3	5	3	1	1	4	4
Martin	1	0	0	0	1	0	0	0	0	0	1	0

COLLISIONS WITH DRIVERS UNDER THE INFLUENCE OF DRUGS BY COUNTY

County	COLLISIONS								PERSONS			
	TOTAL		FATAL		NON-FATAL INJURY		PROPERTY DAMAGE		KILLED		INJURED	
	2022	2023	2022	2023	2022	2023	2022	2023	2022	2023	2022	2023
Mason	4	4	0	1	2	2	2	1	0	1	4	3
Meade	7	2	3	1	2	0	2	1	4	1	5	1
Menifee	0	1	0	0	0	1	0	0	0	0	0	1
Mercer	5	6	1	0	1	2	3	4	1	0	1	4
Metcalfe	1	5	1	0	0	2	0	3	1	0	0	3
Monroe	1	1	0	0	1	1	0	0	0	0	1	1
Montgomery	7	12	0	0	4	7	3	5	0	0	6	7
Morgan	4	3	0	0	2	0	2	3	0	0	3	0
Muhlenberg	9	4	2	0	2	2	5	2	2	0	7	9
Nelson	6	6	0	2	5	3	1	1	0	2	6	4
Nicholas	0	1	0	0	0	0	0	1	0	0	0	0
Ohio	4	3	0	0	4	0	0	3	0	0	4	0
Oldham	11	11	0	0	3	5	8	6	0	0	4	6
Owen	3	5	0	0	1	2	2	3	0	0	1	3
Owsley	2	4	0	2	1	1	1	1	0	2	2	5
Pendlton	4	2	0	0	3	0	1	2	0	0	3	0
Perry	9	8	0	0	4	4	5	4	0	0	7	6
Pike	37	30	3	4	21	9	13	17	3	5	36	16
Powell	8	4	0	0	4	1	4	3	0	0	8	1
Pulaski	16	8	2	0	6	4	8	4	2	0	16	5
Robertson	1	0	0	0	0	0	1	0	0	0	0	0
Rockcastle	7	8	1	1	4	4	2	3	1	1	7	8
Rowan	7	8	0	0	3	3	4	5	0	0	4	3
Russell	6	6	0	1	2	1	4	4	0	1	4	3
Scott	20	19	1	0	5	7	14	12	1	0	16	9
Shelby	7	14	0	0	2	7	5	7	0	0	6	10
Simpson	5	8	1	1	1	4	3	3	1	2	3	10
Spencer	4	1	1	0	2	1	1	0	1	0	6	1
Taylor	14	7	2	1	5	2	7	4	2	1	9	2
Todd	6	2	0	1	4	0	2	1	0	1	4	0
Trigg	4	5	1	0	3	4	0	1	1	0	5	6
Trimble	5	1	1	0	1	1	3	0	1	0	3	1
Union	6	3	1	1	3	1	2	1	1	1	4	1
Warren	36	30	1	1	10	11	25	18	1	1	15	17
Washington	1	5	0	2	0	2	1	1	0	2	0	9
Wayne	5	6	0	1	3	2	2	3	0	1	4	5
Webster	1	10	0	0	1	3	0	7	0	0	2	3
Whitley	16	16	0	0	6	5	10	11	0	0	11	14
Wolfe	6	3	1	0	2	0	3	3	1	0	5	0
Woodford	8	9	0	0	4	3	4	6	0	0	4	3
Totals	**1135**	**1098**	**80**	**69**	**425**	**425**	**630**	**604**	**92**	**75**	**702**	**674**

Numbers are reported by KSP are under-reported as described on page 27.

AREA DEVELOPMENT DISTRICTS

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

ALL COLLISIONS
BY AREA DEVELOPMENT DISTRICT

AREA DEVELOPMENT DISTRICT	TOTAL NUMBER REPORTED	TOTAL COLLISIONS REPORTED		NUMBER PERSONS	
		FATAL	INJURY	KILLED	INJURED
PURCHASE	5,068	28	982	30	1,419
PENNYRILE	5,045	43	959	45	1,406
GREEN RIVER	5,987	41	1,039	44	1,520
BARREN RIVER	8,553	56	1,382	65	2,043
LINCOLN TRAIL	5,916	69	1,134	75	1,689
KIPDA	29,817	159	5,271	163	7,727
NORTHERN KY	13,552	43	1,833	45	2,575
BUFFALO TRACE	1,114	11	153	11	232
GATEWAY	1,873	20	348	21	490
FIVCO	2,651	15	485	16	716
BIG SANDY	2,393	39	595	44	982
KY RIVER	1,522	23	391	26	639
CUMBERLAND VALLEY	4,923	43	1,045	45	1,648
LAKE CUMBERLAND	4,230	53	762	56	1,185
BLUEGRASS	24,777	123	3,892	127	5,693
TOTAL	**117,421**	**766**	**20,271**	**813**	**29,964**

ALCOHOL-RELATED COLLISIONS
BY AREA DEVELOPMENT DISTRICT

AREA DEVELOPMENT DISTRICT	TOTAL NUMBER REPORTED	TOTAL COLLISIONS REPORTED		NUMBER PERSONS	
		FATAL	INJURY	KILLED	INJURED
PURCHASE	157	6	52	6	73
PENNYRILE	154	4	56	5	72
GREEN RIVER	162	1	61	1	72
BARREN RIVER	268	7	93	9	147
LINCOLN TRAIL	183	9	67	12	101
KIPDA	756	21	219	21	329
NORTHERN KY	435	9	110	10	150
BUFFALO TRACE	54	3	11	3	14
GATEWAY	65	3	20	3	28
FIVCO	89	5	28	5	42
BIG SANDY	73	5	34	7	46
KY RIVER	33	6	12	7	20
CUMBERLAND VALLEY	106	5	42	6	56
LAKE CUMBERLAND	115	14	28	16	60
BLUEGRASS	819	15	224	16	354
TOTAL	**3,469**	**113**	**1,057**	**127**	**1,564**

Numbers are reported by KSP are under-reported as described on page 27.

DRUG-RELATED COLLISIONS
BY AREA DEVELOPMENT DISTRICT

AREA DEVELOPMENT DISTRICT	TOTAL NUMBER REPORTED	TOTAL COLLISIONS REPORTED		NUMBER PERSONS	
		FATAL	INJURY	KILLED	INJURED
PURCHASE	157	6	52	6	73
PENNYRILE	154	4	56	5	72
GREEN RIVER	162	1	61	1	72
BARREN RIVER	268	7	93	9	147
LINCOLN TRAIL	183	9	67	12	101
KIPDA	756	21	219	21	329
NORTHERN KY	435	9	110	10	150
BUFFALO TRACE	54	3	11	3	14
GATEWAY	65	3	20	3	28
FIVCO	89	5	28	5	42
BIG SANDY	73	5	34	7	46
KY RIVER	33	6	12	7	20
CUMBERLAND VALLEY	106	5	42	6	56
LAKE CUMBERLAND	115	14	28	16	60
BLUEGRASS	819	15	224	16	354
TOTAL	**1,098**	**69**	**425**	**75**	**674**

Numbers are reported by KSP are under-reported as described on page 27.

FATALITY ANALYSIS REPORTING SYSTEM (FARS)

www.nhtsa.gov

FATALITY ANALYSIS REPORTING SYSTEM (FARS)

FARS is a computerized file containing data on all fatal motor vehicle traffic collisions occurring each year in the 50 states, the District of Columbia, and Puerto Rico. The system is operated by the NHTSA for the purpose of identifying safety problems, suggesting solutions, and providing an objective basis to evaluate the effectiveness of motor vehicle safety standards and highway safety countermeasures.

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

For reasons of timeliness in reporting and continuity among states, FARS counts only 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 stores data not only from the collision reports submitted from across the state, but also interfaces with many other sources to obtain additional data pertinent to collisions, vehicles, and drivers. Examples of additional data sources include vehicle registration files, driver licensing data, vital statistics, EMS reports, labs, coroners, and medical examiners. **FARS DATA CANNOT BE COMPARED DIRECTLY WITH THE PREVIOUSLY LISTED STATISTICS DUE TO THE DIFFERENCE IN REPORTING CRITERIA.**

DRIVERS INVOLVED IN FATAL COLLISIONS — AGE AND ALCOHOL INVOLVEMENT

The chart below provides the ages of all drivers in fatal collisions and alcohol-involved drivers in fatal collisions during the same time period and the percentages of involvement for different ages and age groups. Alcohol-involved teenage drivers (ages 13 through 19) represent 2% of the total number of drinking drivers involved in fatal collisions.

NOTE: Data are derived from FARS. The number of alcohol-involved drivers in FARS 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 of drinking and who tested positive for alcohol in a subsequent test (.01 BAC or higher).

AGE	Number of Drivers Involved	Alcohol-Involved Drivers*	% Alcohol Involved
Under 16	7	0	0
16	8	1	13
17	12	1	8
18	21	3	14
19	23	3	13
20	28	11	39
21	14	4	29
22-24	60	14	23
25-34	225	45	20
35-44	195	28	14
45-54	174	24	14
55-64	168	25	15
65-74	96	4	4
Over 74	91	1	1
Unknown	28	0	0
Totals	1,150	164	14

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

IN 2023 **143** PERSONS WERE KILLED IN ALCOHOL-INVOLVED CRASHES.
THIS REPRESENTS **~22%** OF ALL PERSONS KILLED IN TRAFFIC COLLISIONS IN KENTUCKY.

The table below shows drinking drivers by age and alcohol test result. **80%** of the drinking drivers tested had a 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	1	0	0	1	0
17	1	0	1	0	0
18	3	0	0	2	1
19	3	0	1	1	1
20	11	1	1	5	4
21	4	0	1	1	2
22-24	14	2	2	5	5
25-34	45	3	2	20	20
35-44	28	0	8	9	11
45-54	24	2	5	7	10
55-64	25	2	1	15	7
65-74	4	0	1	2	1
75+	1	0	0	0	1
Unknown	0	0	0	0	0
TOTAL	**164**	**10**	**23**	**68**	**63**

18% OF FATALLY INJURED PEDESTRIANS OVER THE AGE OF 15 WERE DRINKING.

THEIR AVERAGE BAC WAS 0.23

Another traffic hazard is the drinking pedestrian. The chart on the right shows the number of fatally injured pedestrians by age and BAC test results.

The total number of pedestrians in FARS 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	3	0	0
6-10	0	0	0
11-15	1	0	0
16-20	8	0	0
21-25	8	0	0
26-30	12	4	0.22
31-40	24	4	0.26
41-50	21	6	0.17
51-60	14	5	0.25
61-70	22	2	0.21
71-80	5	1	0.27
81+	5	0	0
UNKNOWN	0	0	0
TOTAL	**123**	**22**	**0.23**

SAFETY RESTRAINTS AND EJECTIONS IN FATAL COLLISIONS

The table below summarizes outcomes for fatal collisions when motorcycle helmets and other restraints (e.g., safety belts, harnesses, and child restraints) were used. Comparing the Used and Not Used categories for 2022, FARS data confirm the lifesaving advantage, as well as the reduction in serious injuries, when restraints are in place.

51% OF VEHICLE OCCUPANTS KILLED WERE NOT RESTRAINED.
26% OF VEHICLE OCCUPANTS SUFFERING A SUSPECTED/POSSIBLE INJURY WERE NOT RESTRAINED.

NON-MOTORISTS ARE NOT INCLUDED IN THE TABLES BELOW.

RESULT	MOTORCYCLE HELMET			RESTRAINT			TOTAL
	Used	Not Used	Unknown	Used	Not Used	Unknown	
(K) Killed	46	76	2	271	279	0	674
(A) Suspected Serious Injury	0	9	0	108	58	0	175
(B) Suspected Minor Injury	1	2	0	126	40	0	169
(C) Possible Injury	1	3	0	111	13	0	128
(O) No Injury	0	1	1	411	31	9	453
Unknown if Injured	0	0	3	0	0	24	27
Injured, Severity Unknown	0	0	0	1	1	0	2
TOTAL	**48**	**91**	**6**	**1,028**	**422**	**33**	**1,628**

EJECTION

RESULTS	Total Ejection	Partial Ejection	No Ejection	Unknown	TOTAL
(K) Killed	64	31	455	0	**550**
(A) Suspected Serious Injury	14	4	148	0	**166**
(B) Suspected Minor Injury	1	0	165	0	**166**
(C) Possible Injury	0	0	124	0	**124**
(O) No Injury	0	0	451	0	**451**
Unknown If Injured	0	0	24	0	**24**
Injured, Severity Unknown	0	0	2	0	**2**
TOTAL	**79**	**35**	**1,369**	**0**	**1,483**

The above table summarizes outcomes for fatal collisions according to whether the vehicle occupant was ejected from the vehicle, partially ejected, or not ejected.

83% OF VEHICLE OCCUPANTS WHO WERE EITHER TOTALLY OR PARTIALLY EJECTED WERE KILLED. These data also reaffirm 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).

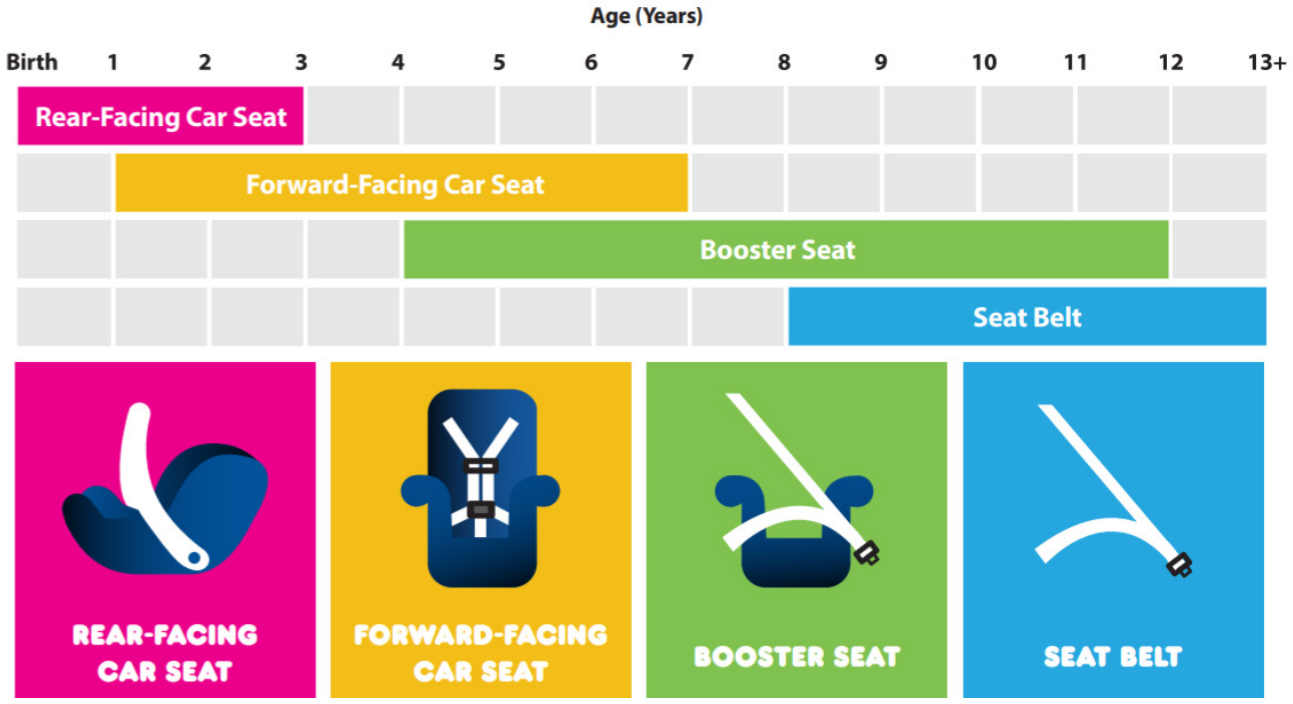
CHILD RESTRAINTS IN FATAL COLLISIONS

Kentucky's child restraint law (KRS 189.125) 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."

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 involving a 30 mph collision into a fixed barrier.)

Data on child restraints summarized in the table below indicate age (4 years and under) rather than the height of the child. Other states with child restraint laws have adopted this standard in their statutes.

RESULT	AGE 4 & UNDER TOTAL	CHILD RESTRAINT USED	LAP BELT &/OR HARNESS USED	NONE USED	UNKNOWN
Killed	4	4	0	0	0
Injured (Incapacitating)	4	2	1	1	0
Injured (Non-Incapacitating)	3	2	1	0	0
Injured (Possible)	7	7	0	0	0
Not Injured	12	11	1	0	0
TOTAL	30	26	3	1	0



https://www.nhtsa.gov/equipment/car-seats-and-booster-seats

COST OF KENTUCKY TRAFFIC COLLISIONS

$3.6 BILLION to $20.3 BILLION

(Estimated Economic Cost vs Estimated Comprehensive Cost)

The calculable costs (Economic Costs) of motor vehicle collisions on public roads include wage losses, medical expenses, administration costs, property damage, and employer costs. Comprehensive Costs include the Economic Cost components plus 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®) that account for Economic and Comprehensive Costs were used to estimate a cost range for traffic collisions in Kentucky that occurred on public roads.

Costs for 2020 were used as this is the most recent available data at the time of this publication.

+ Source: https://injuryfacts.nsc.org/all-injuries/costs/guide-to-calculating-costs/data-details/ (*Info most currently available as of the date of publication.*)

Economic and Comprehensive Costs					
	Number Reported	Economic Cost Per	Estimated Economic Cost	Comprehensive Cost Per	Estimated Comprehensive Cost
(K) Killed	814	$1,869,000	$1,521,366,000	$13,111,000	$10,672,354,000
(A) Suspected Serious Injury	3,076	$162,000	$498,312,000	$1,066,000	$3,279,016,000
(B) Suspected Minor Injury	12,315	$42,000	$517,230,000	$232,000	$2,857,080,000
(C) Possible Injury	14,573	$26,000	$378,898,000	$126,000	$1,836,198,000
(O) No Observable Injury	96,373	$7,100	$684,248,300	$17,500	$1,686,527,500
			$3,644,814,300		**$20,607,515,500**

PARK. LOOK. LOCK.

HEATSTROKE PREVENTION TIPS FOR PARENTS AND CAREGIVERS

Leaving a child alone in a vehicle can lead to tragedy. These deaths, while accidental, are always preventable. Here are some helpful tips to make sure it doesn't happen to your family.

REMEMBER:

- Never leave a child alone in a parked car, even with the windows rolled down or the air conditioning on. A child's body temperature can rise 3 to 5 times faster than an adult's. A core body temperature of 107 degrees is lethal.
- Always look in both the front and back of the vehicle before locking the door and walking away.
- Heatstroke can occur in temperatures as low as 57 degrees. On an 80-degree day, temperatures inside a vehicle can reach deadly levels in just 10 minutes.
- Never let children play in an unattended vehicle. Teach them a vehicle is not a play area.
- Always lock your vehicle doors and trunk, and keep the keys out of a child's reach. If a child is missing, quickly check all vehicles, including the trunk.

Come up with ways to remind yourself that a child is in your vehicle. Here are some suggestions:

- Place a briefcase, purse or cell phone next to the child's car seat so that you'll always check the back seat before leaving the car.
- Put a teddy bear in the passenger seat as reminder to check the back seat before you exit the vehicle.
- Have your childcare provider call you if your child doesn't arrive.
- Write a note and place it on the dashboard of your car, or set a reminder on your cell phone or calendar.
- If taking your child to day care is not part of your usual routine, call your spouse or another caregiver to confirm you've dropped off your child.

REMEMBER:

Kids and hot cars are a deadly combination. Don't take the chance. Look before you lock.

where's baby?
Look before you lock.

nhtsa.gov/heatstroke

NHTSA

THE SAFE SYSTEM APPROACH

Zero is our goal. A Safe System is how we get there.

highways.dot.gov/safety/zero-deaths