

Kentucky 1983
TRAFFIC ACCIDENT FACTS



OFFICE OF THE GOVERNOR

FRANKFORT, KENTUCKY 40601

MARTHA LAYNE COLLINS
GOVERNOR

My Fellow Kentuckians:

Without the motor vehicle and our system of highways, roads and streets, the present standard of living that we as Kentuckians enjoy would be drastically lowered. Kentuckians traveled in excess of 26 billion miles during 1983, a two percent increase over 1982. Directly in corelation to that two percent increase in miles driven is a two percent increase in reported accidents. In 1983, 127,278 accidents were reported by state, county and local law enforcement agencies.

While the economic loss of 631 million dollars is staggering, even more staggering is the loss of life resulting from traffic accidents. In 1983, 790 individuals lost their lives on Kentucky roads. While this is a reduction from 1982, the number of lives lost is still too high.

I ask that each citizen of Kentucky join me in an attempt to reduce traffic accidents and curtail the great loss of lives and property.

Sincerely,

Martha Layne Collins

Governor



COMMONWEALTH OF KENTUCKY

KENTUCKY STATE POLICE

FRANKFORT 40601

OFFICE OF THE COMMISSIONER

The Honorable Martha Layne Collins Governor of Kentucky Capitol Building Frankfort, Kentucky 40601

Dear Governor Collins:

Pursuant to Kentucky Revised Statute 189.635, the Department of State Police is presently maintaining a file containing accident reports submitted from all law enforcement agencies within the Commonwealth. In 1983, 127,278 accident reports were received, analyzed and tabulated in order to publish the 1983 Accident Facts Book.

The responsibilities associated with the collection and maintenance of the accident file for the entire state are mandated by the Kentucky Revised Statutes. However, additional impetus is derived from the ability of the Department of State Police to furnish to state, county and local governmental agencies statistical data needed in the prevention of accidents.

Therefore, the 1983 Accident Facts Book is hereby respectfully submitted.

Sincerely,

Commissioner

TABLE OF CONTENTS

1982-1983 Traffic Accidents at a Glance	
Accidents by Type.	
National and Kentucky Death Rates 1974-1983	
Accidents by Type in Order of Frequency	
The Two-Vehicle Collision	
Accidents by Class of Trafficway	
Accidents by Roadway Surface	
Accidents by Roadway Condition	
Accidents by Road Character	
Vehicle Involvement9	
Accident Locations	
Driver Involvement by Residence	
Driver Involvement by Sex	
Driver Involvement by Age in All Accidents	
Driver Involvement by Age in Fatal Accidents	
Fatalities by Age and Sex	
Multiple ratal Collisions	
Injury by Severity and Type of Accident	
Accidents by Hour of Occurrence	
Accidents by Day of Occurrence	
ACCIDENTS DV MONTH OF UCCUrrence	
Statewide Fatalities by Year 1948-1983	
Contilibuting factors	
Speed and Alcohol in Fatal Accidents	
ratal facts	
Comparative Statistics by County 1982-1983	
ratailties by Major Holiday Period 1975-1983	
Major Hollday Periods-Deaths and Accidents Per Day	
redestrian Accidents by Type	
redestrian Accidents by Age of Victim	
redestrian Accidents by Day. Time of Occurrence	
Moped Accidents	
Motorcycle Accidents by Type	
Motorcycle Accidents by Driver Age	
bicycle accidents by Type	
Dicycle Accidents by Roadway	
DICYCLE ACCIDENTS DV Age Of Victim	
Dicycle Accidents by Time of Occurrence	
ratal Accident Reporting System.	
Alcohol involved Drivers	
Definitions and Terms	

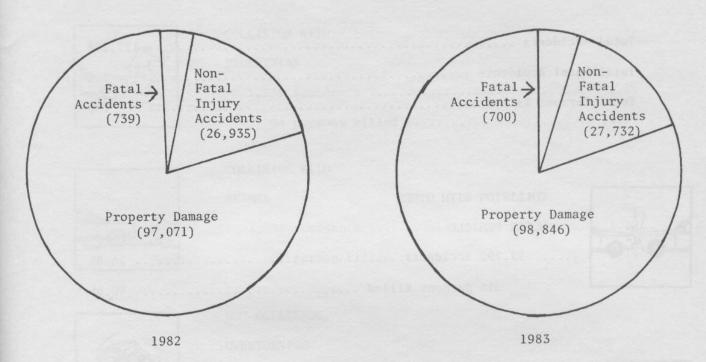
1982 - 1983 TRAFFIC ACCIDENTS AT A GLANCE

TOTAL	1982	1983
Miles Travelled Licensed Drivers	25,635,022,000 2,171,691	26,268,064,500 2,185,163
Accidents Reported Fatal Non-Fatal Injury Property Damage	124,745 739 26,935 97,071	127,278 700 27,732 98,846
Economic Loss (Estimated)*	\$ 584,600,000	\$ 631,180,000
Accident Severity Rate**	1-36-131	1-40-141
Persons Injured	40,528	41,492
Persons Killed Per Fatal Accident Per 100 Million Miles Tra Per 100 Thousand Populati Per 100 Thousand Licensed	On	790 1.12 3.0 21.6 36.2

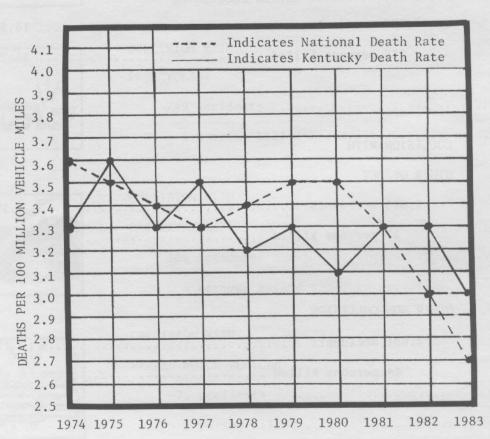
^{*}The calculable costs of motor vehicle accidents are wage loss, medical expense, insurance administration cost, and property damage. Estimates are based on information from the National Safety Council.

^{**}Severity rate is the ratio of non-fatal and property damage accidents to fatal accidents.

ACCIDENTS BY TYPE



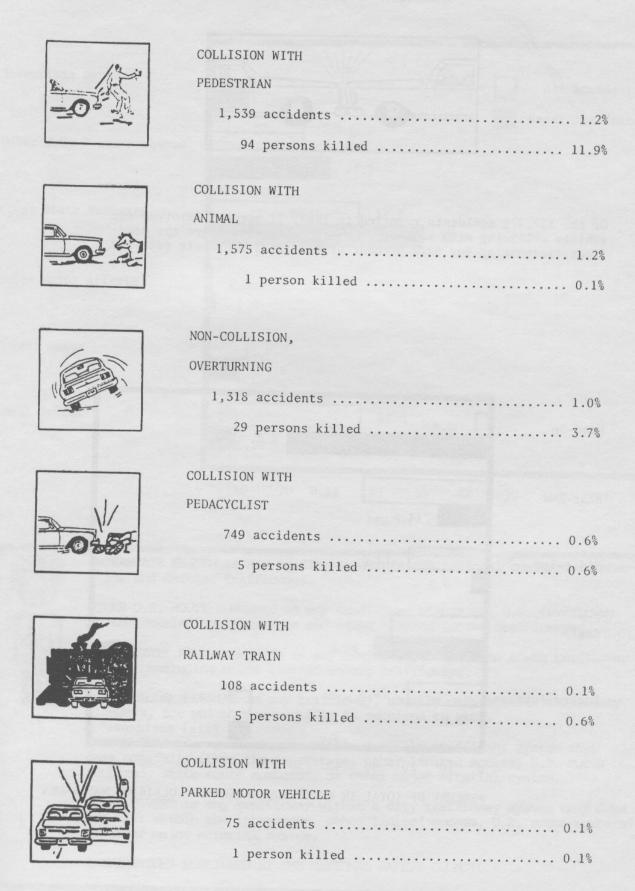
DEATH RATES 1974 - 1983



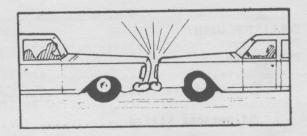
ACCIDENTS BY TYPE IN ORDER OF FREGUENCY

Total	Accidents	127,278
Total	Fatal Accidents	700
	Persons Killed	
	COLLISION WITH OTHER	
_\ \/	MOTOR VEHICLE	
1000	97,795 accidents	76.8%
	316 persons killed	
15-12-17-17-5	COLLISION WITH	
cooken	FIXED OBJECT	
	18,803 accidents	14.8%
- Clas	278 persons killed	35.2%
	COLLISION WITH	
A FO	OTHER OBJECT	
I S	2,625 accidents	2.1%
	17 persons killed	2.2%
	OTHER NON-COLLISION	
l red	2,691 accidents	2.1%
3		
-05	44 persons killed	

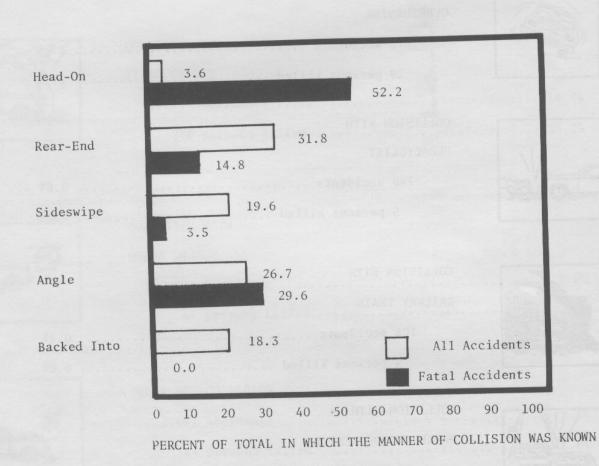
ACCIDENTS BY TYPE IN ORDER OF FREQUENCY



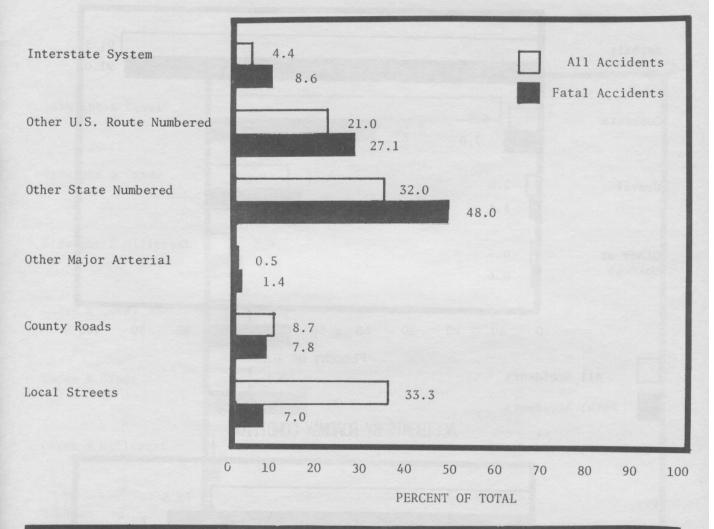
THE TWO VEHICLE COLLISION



Of the 127,278 accidents reported in 1983, 77 percent involved one vehicle colliding with another. Head-on collisions were the deadliest, accounting for 52.2 percent of all fatal accidents reported.



ACCIDENTS BY CLASS OF TRAFFICWAY





INTERSTATE SYSTEM is any trafficway within the national system for interstate and defense trafficways.



OTHER U.S. ROUTE NUMBERED is any trafficway within the U.S. trafficway system, excluding interstate and other limited access trafficways.

OTHER MAJOR ARTERIAL is any trafficway, usually city streets and county highways, for which cross traffic is required to stop.

OTHER STATE ROUTE NUMBERED is any trafficway within the state trafficway

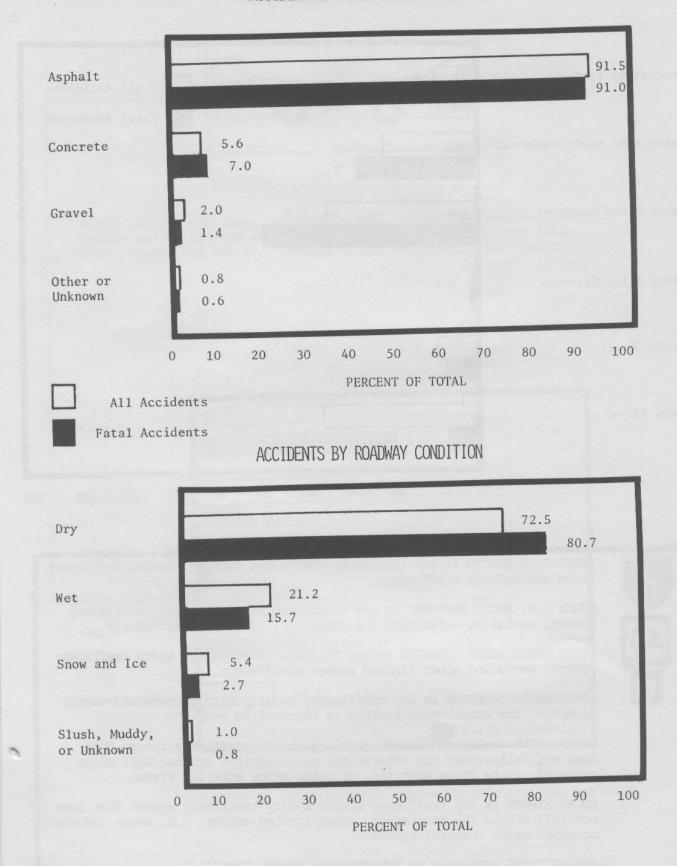
COUNTY ROAD is any trafficway within a county trafficway system that does not fall within the interstate, other limited access, U.S. route numbered, state route numbered, or other major arterial system.

LOCAL STREET is any trafficway within a city trafficway system that does not fall within the interstate, other limited access, U.S. route numbered, or other major arterial system.

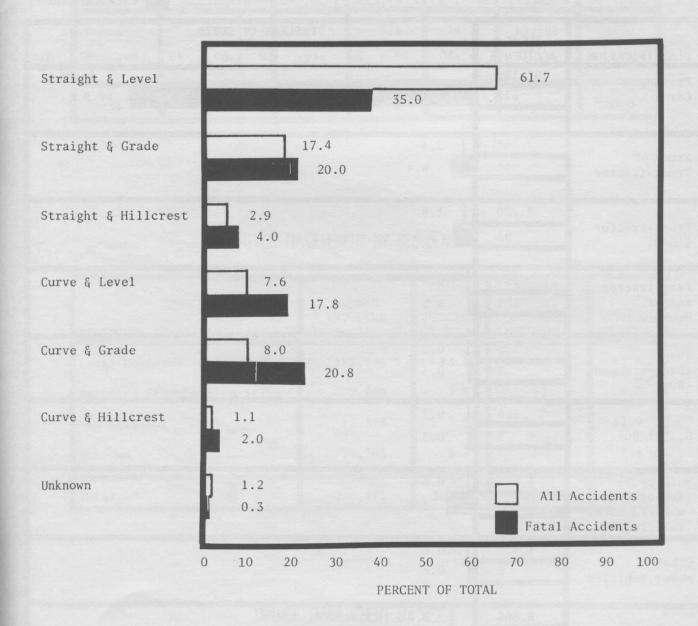
(DEFINITIONS PUBLISHED BY THE NATIONAL SAFETY COUNCIL.)

system, excluding other limited access trafficways.

ACCIDENTS BY ROADWAY SURFACE



ACCIDENTS BY ROAD CHARACTER



Contrary to popular belief, most accidents cannot be blamed on bad roads or poor weather. Of the total accidents reported during 1983, most occurred on dry, well-surfaced roads and along straight, level stretches where a careful, law-abiding driver, attentive to traffic around him, and in full control of his own vehicle, should have no difficulties at all. The same general statement also holds true for fatal accidents.

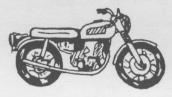
VEHICLE INVOLVEMENT

A11	Accidents
Fatal	Accidents

					PERC	CENT OI	TOTAL				
CLASSIFICATION	TOTAL ACCIDENTS	10	20	30	40	50	60	70	80	90	100
Passenger	207,189								9/03		9.3
Car	815									80.9	
	- Landing										
Truck or	7,781	3.4									
Truck-tractor	64		5.4								
	4,206	1.8	3								
Truck-tractor & Semi	53	5	. 3			0.8					
Farm Tractor	258	0.	1								
and/or Equipment	5	0.	5								
Bus	526	0.	2								
(Except School Bus)	3	0.	3								
	565	0.									
School Bus	3	0.	3								
Motorcycle	1,815	0.	8								
(And other two wheeled motor vehicles)	49		4.9								
Other	1,322	0.									
Motor Vehicles	6	0.	6								
	8,305	The same of	3.6								
Type Unknown	9	0.	9								

A total of 231,967 vehicles were involved in accidents in Kentucky in 1983. This figure includes 1,007 vehicles which were involved in fatal accidents. Note on the graph that the percentage of motorcycles and trucks involved in fatal accidents is somewhat higher than the percentage of all accidents in the same category.







ACCIDENT LOCATIONS

AREA	NUMBER OF	PERCENT	FATAL	PERCENT	INJURY	PERCENT
	ACCIDENTS	OF TOTAL	ACCIDENTS	OF TOTAL	ACCIDENTS	OF TOTAL
Rural	45,384	35.7	523	74.7	13,299	48.0
Urban	81,894	64.3	177	25.3	14,433	
Total	127,278	100.0	700	100.0	27,732	100.0

DRIVER INVOLVEMENT BY RESIDENCE

RESIDENCE OF DRIVER	NUMBER INVOLVED IN ACCIDENTS	PERCENT OF TOTAL	NUMBER INVOLVED IN FATAL ACCIDENTS	PERCENT OF TOTAL
Local Resident	172,196	83.5	796	81.4
Residing Elsewhere in State	7,905	3.8	51	5.2
Non-Resident	15,378	7.5	117	12.0
Unknown	10,702	5.2	14	1.4
Total	206,181	100.0	978	100.0

DRIVER INVOLVEMENT BY SEX

TOTAL ACCIDENTS*

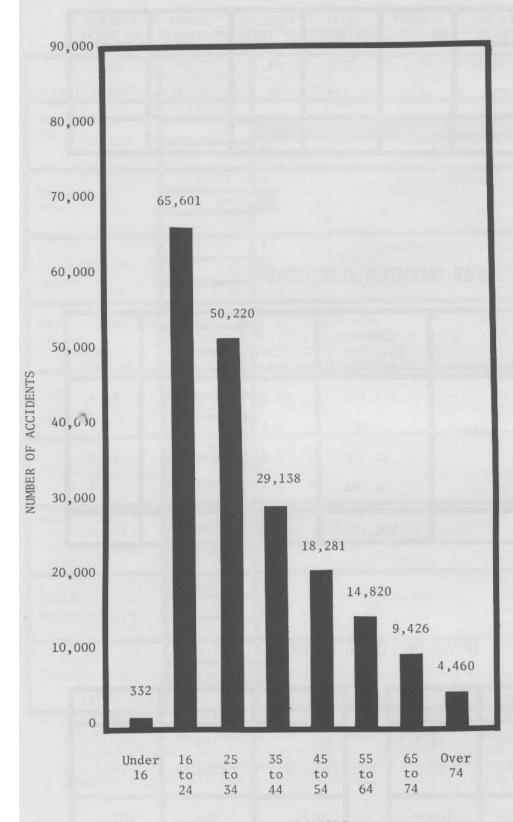
SEX	# IN ACCIDENTS	% IN ACCIDENTS
Male	127,137	65.2
Female	67,979	34.8
Total	195,116	100.0

*10,902 cases not stated *11 cases not stated

FATAL ACCIDENTS*

SEX	# IN FATAL ACCIDENTS	% IN FATAL ACCIDENTS
Male	793	82.1
Female	173	17.9
Total	966	100.0

DRIVER INVOLVEMENT BY AGE

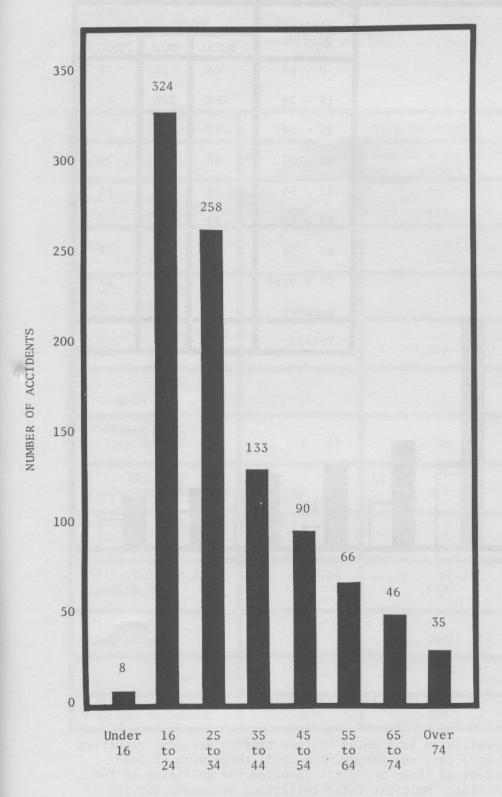


IN ALL ACCIDENTS

*13,740 accident cases where driver age not stated. Cases shown include non-licensed drivers as well as licensed drivers.

AGE CATEGORIES

DRIVER INVOLVEMENT BY AGE



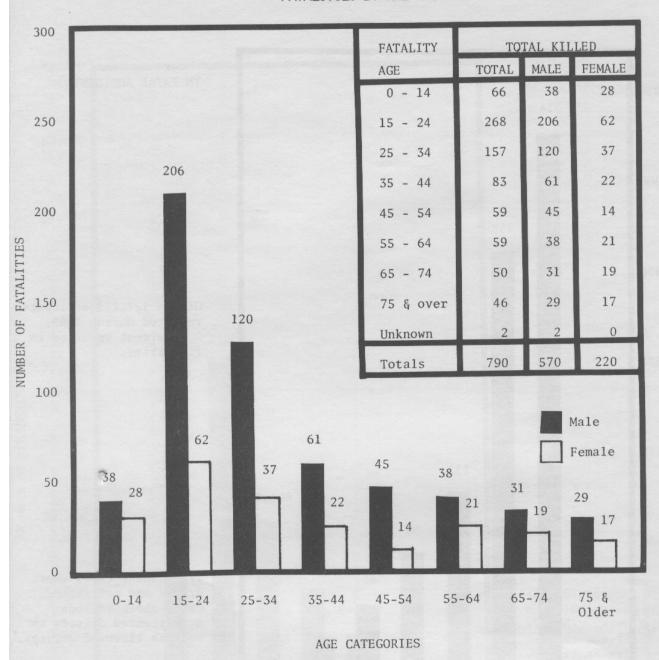
IN FATAL ACCIDENTS

Of the 127,278 accidents reported during 1983, 0.5 percent resulted in fatalities.

*17 accident cases where driver age not stated. Cases shown include non-licensed drivers as well as licensed drivers.

AGE CATEGORIES

FATALITIES BY AGE AND SEX



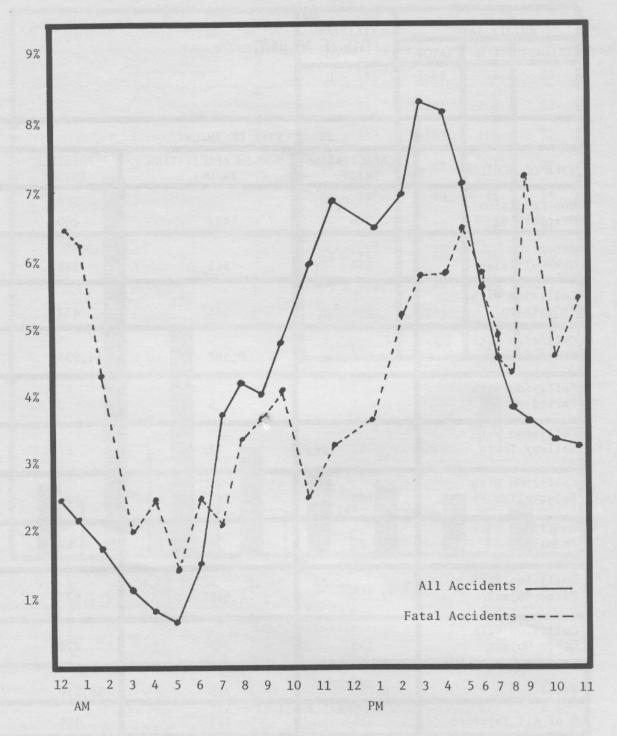
MULTIPLE FATAL COLLISIONS

A multiple fatal collision is a motor vehicle traffic accident resulting in the deaths of more than one person. In 1983, there were 67 such accidents; 63 percent of these accidents involved the collision of two or more motor vehicles. Multiple fatal collisions accounted for 157 deaths, or 20 percent of the total fatalities reported.

INJURY BY SEVERITY AND TYPE OF ACCIDENT

		TYPE OF INJURY					
TYPE OF ACCIDENT	INCAPACITATING INJURY	NON-INCAPACITATING INJURY	POSSIBLE INJURY				
Non-Collision - Overturning	278	472	260				
Other Non-Collision	356	565	388				
Collision With Pedestrian	561	543	442				
Collision With MV in Transport	4,446	9,363	11,903				
Collision with Parked MV	1	5	0				
Collision With Railway Train	12	22	17				
Collision With Pedacyclist	180	262	196				
Collision With Animal	23	78	67				
Collision With Fixed Object	2,750	4,648	2,973				
Collision With Other Object	150	261	270				
[otal	8,757	16,219	16,516				
of All Injuries	21%	39%	40%				

ACCIDENTS BY HOUR OF OCCURRENCE



TIME

Over 30% of all accidents occurring in 1983 happened between 2 p.m. and 5:59 p.m. Of the 700 fatal accidents reported during 1983, 231 (33%) occurred between 9 p.m. and 2:59 a.m. Only 3% of all accidents occurred between 3 a.m. and 5:59 a.m. However, this time period accounted for 6 % of all fatal accidents. Time was unknown in 0.95% of all accidents and 0.14% of fatal accidents.

ACCIDENTS BY DAY OF OCCURRENCE

DAY	ALL ACCIDENTS	PERCENT OF TOTAL	FATAL ACCIDENTS	PERCENT OF TOTAL
Sunday	13,357	10.5	88	12.6
Monday	16,736	13.1	76	10.8
Tuesday	17,309	13.6	92	13.1
Wednesday	17,402	13.7	78	11.1
Thursday	18,496	14.5	94	13.4
Friday	23,602	18.5	111	15.8
Saturday	20,376	16.0	161	23.0

The three-day period of Friday, Saturday, and Sunday was the most dangerous time of the week on Kentucky's highways during 1983, accounting for more than 51 percent of all fatal accidents reported. Forty-five percent of all accidents occurred on these days.

ACCIDENTS BY MONTH OF OCCURRENCE

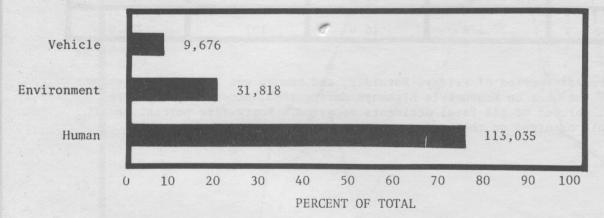
Percent of	January	February	March	April	May	June
All Accidents	7.0	6.9	7.7	8.4	9.0	8.1
Percent of Fatal Accidents	6.0	6.1	6.1	7.8	8.6	10.1
Percent of	July	August	September	October	November	December
All Accidents	7.9	7.9	8.1	9.1	8.6	11.3
	7.5	7.5	0.1	2.1	0.0	11.5

STATEWIDE FATALITIES BY YEAR

1948 - 1983

1948 - 413	1960 - 764	1972 - 1,093
1949 - 573	1961 - 717	1973 - 1,117
1950 - 656	1962 - 793	1974 - 795
1951 - 740	1963 - 837	1975 - 882
1952 - 797	1964 - 911	1976 - 874
1953 - 861	1965 - 916	1977 - 958
1954 - 758	1966 - 1,086	1978 - 893
1955 - 862	1967 - 1,028	1979 - 905
1956 - 778	1968 - 1,054	1980 - 825
1957 - 814	1969 - 1,085	1981 - 830
1958 - 789	1970 - 1,069	1982 - 836
1959 - 750	1971 - 1,023	1983 - 790

CONTRIBUTING FACTORS



Note that the total number of contributing factors does not coincide with the 127,278 accidents reported. Contributing factors will vary from accident to accident for various reasons: (1) investigative techniques applied, (2) evidence visibly available, and (3) number of vehicles and drivers involved in the same accident.

SPEED AND ALCOHOL IN FATAL ACCIDENTS

	TOTAL FATALS	SPEED INVOLVED	PERCENT OF TOTAL	ALCOHOL* INVOLVED	PERCENT* OF TOTAL
1982	739	286	39%	187	25%
1983	700	254	36%	189	27%

^{*}Alcohol involvement is based on officers' observations at the scene. Subsequent blood tests would show this figure to be much greater.

FATAL FACTS

THE TYPICAL DRIVER IN A FATAL TRAFFIC ACCIDENT IS:

- * 16-24 years old.
- * Male.
- * A local resident.
- * Speeding and/or drinking.
- * Operating on a dry, straight, and level road.
- * A weekend driver (Friday, Saturday, and Sunday).

THE TYPICAL VICTIM IN A FATAL TRAFFIC ACCIDENT IS:

- * 16-24 years old.
- * Male.
- * Killed in a head-on collision with another motor vehicle or in a collision with a fixed object.

TEENAGE DRIVERS:

- * 21% of all accidents involved teenage drivers.
- * 21% of all fatal accidents involved teenage drivers.
- * 25% of all accidents involving teenage drivers occurred between 3:00 p.m. and 5:59 p.m.
- * 29% of all fatal accidents involving teenage drivers occurred between 9:00 p.m. and 1:59 a.m.
- * 20% of all accidents involving teenage drivers occurred on Friday.
- * 58% of all fatal accidents involving teenage drivers occurred on the weekends.

SAFETY EQUIPMENT:

- * In 94.6% of all traffic accidents, no one in the vehicle was using a seat belt.
- * In 98.2% of all fatal traffic accidents, no one in the vehicle was using a seat belt.
- * Helmets were worn in 58% of all accidents involving motorcycles.

DID YOU KNOW?

- * Motor vehicle crashes are the sixth leading cause of death in the United States and the leading cause of death for those under 50 years of age.
- * One out of every 60 people born today is likely to die in a crash.
- * Nearly half of the people killed in the last five years have been under 25 years of age.
- * Automobile occupant deaths in the 15 to 24 year old group are more than double the number in any other age group.
- * Fatalities are only part of the problem. Two of every three people born today are likely to be injured in a crash in their lifetimes.
- * We can expect to be involved in a crash at least once every ten years.

 * Vehicle crashes are the most common cause of parapalegia and the major
- * Vehicle crashes are the most common cause of parapalegia and the major cause of epilepsy.

(The specific relationships change slightly each year. The primary information source was Motor Vehicle Safety, U.S. DOT, NHTSA, Report to Congress, 1980)

1982 - 1983 ACCIDENT DATA BY COUNTY

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HENRY 373 349 4 4 85 94 284 251 4 5 135 153 HICKMAN 117 142 1 2 38 49 78 91 1 2 56 76 HOPKINS 1752 1682 14 16 367 394 1371 1272 15 18 538 607 JACKSON 160 150 1 3 41 29 118 118 1 3 67 53 JEFFERSON 29292 28484 99 89 5385 5159 23808 23236 105 95 7478 7206 JESSAMINE 886 891 3 7 181 166 702 718 3 10 256 256 JOHNSON 621 645 2 3 151 152 468 490 2 3 246 247 KENTON 6165 6015 18 14 1303 1239 4844 4762 18 14 1823 1778 KNOTT 297 289 9 8 107 84 181 197 10 11 162 144 KNOX 656 584 9 9 176 153 471 422 9 9 308 286 LARUE 319 319 1 3 91 89 227 227 1 3 150 133	HENDERSON	2001	1979	6	5								606
HICKMAN 117 142 1 2 38 49 78 91 1 2 56 76 HOPKINS 1752 1682 14 16 367 394 1371 1272 15 18 538 607 JACKSON 160 150 1 3 41 29 118 118 1 3 67 53 JEFFERSON 29292 28484 99 89 5385 5159 23808 23236 105 95 7478 7206 JESSAMINE 886 891 3 7 181 166 702 718 3 10 256 256 JOHNSON 621 645 2 3 151 152 468 490 2 3 246 247 KENTON 6165 6015 18 14 1303 1239 4844 4762 18 14 1823 1778 <td>HENRY</td> <td>373</td> <td>349</td> <td>4</td> <td>4</td> <td>85</td> <td>94</td> <td>284</td> <td>251</td> <td>4</td> <td>5</td> <td></td> <td></td>	HENRY	373	349	4	4	85	94	284	251	4	5		
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JACKSON 160 150 1 3 41 29 118 118 1 3 67 53 JEFFERSON 29292 28484 99 89 5385 5159 23808 23236 105 95 7478 7206 JESSAMINE 886 891 3 7 181 166 702 718 3 10 256 256 JOHNSON 621 645 2 3 151 152 468 490 2 3 246 247 KENTON 6165 6015 18 14 1303 1239 4844 4762 18 14 1823 1778 KNOTT 297 289 9 8 107 84 181 197 10 11 162 144 KNOX 656 584 9 9 176 153 471 422 9 9 308 286	HOPKINS												607
JEFFERSON 29292 28484 99 89 5385 5159 23808 23236 105 95 7478 7206 JESSAMINE 886 891 3 7 181 166 702 718 3 10 256 256 JOHNSON 621 645 2 3 151 152 468 490 2 3 246 247 KENTON 6165 6015 18 14 1303 1239 4844 4762 18 14 1823 1778 KNOTT 297 289 9 8 107 84 181 197 10 11 162 144 KNOX 656 584 9 9 176 153 471 422 9 9 308 286 LARUE 319 319 1 3 91 89 227 227 1 3 150 133 <td>JACKSON</td> <td></td> <td>150</td> <td>1</td> <td>3</td> <td></td> <td>29</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td>53</td>	JACKSON		150	1	3		29						53
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JOHNSON 621 645 2 3 151 152 468 490 2 3 246 247 KENTON 6165 6015 18 14 1303 1239 4844 4762 18 14 1823 1778 KNOTT 297 289 9 8 107 84 181 19 10 11 162 144 KNOX 656 584 9 9 176 153 471 422 9 9 308 286 LARUE 319 319 1 3 91 89 227 227 1 3 150 133						181	166	702		3			256
KNOTT 297 289 9 8 107 84 181 197 10 11 162 144 KNOX 656 584 9 9 176 153 471 422 9 9 308 286 LARUE 319 319 1 3 91 89 227 227 1 3 150 133										2	3	246	247
KNOX 656 584 9 9 176 153 471 422 9 9 308 286 LARUE 319 319 1 3 91 89 227 227 1 3 150 133										18		1823	1778
LARUE 319 319 1 3 91 89 227 227 1 3 150 133													144
													286
LAUKEL 1291 1238 1 10 274 278 1016 950 1 12 478 457													133
	LAUREL	1291	1238	1	10	2/4	278	1016	950	1	12	478	457

COUNTY		TAL		TAL	NON- 1983	FATAL 1982	PROP. 1983	DAMAGE 1982	KILI 1983	ED 1982	INJU 1983	JRED 1982
	1983	1982	1983	1982	1903	1902	1903	1902	1303	1302	1303	1502
LAWRENCE	302	280	2	7	99	78	201	195	2	7	172	153
LEE	123	102	2	-	27	28	94	74	4	16.0	47	45
LESLIE	188	197	3	6	67	57	118	134	3	7	99	100
LETCHER	409	513	6	5	128	143	275	365	6	5	220	228
LEWIS	283	282	7	1	79	75	197	206	9	1	112	107
LINCOLN	395	368	5	4	99	96	291	268	5	4	150	163
LIVINGSTON	197	194	6	4	67	59	124	131	6	5	116	97
LOGAN	790	716	3	6	198	202	589	508	3	6	333	306
LYON	123	157	1	1	31	50	91	106	1	1	43	76
McCRACKEN	2748	2907	6	15	529	599	2213	2293	8	16	803	879
McCREARY	253	223	5	4	91	68	157	151	7	4	186	127
McLEAN	185	209	2	1	63	87	120	121	2	1	92	136
MADISON	2447	2272	14	5	444	400	1989	1867	14	5	671	637
MAGOFFIN	259	287	2	5	85	90	172	192	2	7	145	154
MARION	555	581	4	5	128	122	423	454	4	5	208	201
MARSHALL	670	613	7	4	196	169	467	440	7	4	302	281
MARTIN	155	119	4	5	46	30	105	84	4	5	71	241
MASON	807	884	3	2	160	157	644	725	3	2	250	241
MEADE	533	503	4	7	163	141	366	355	4	7	268	245
MENIFEE	76	79	2	2	20	13	54	64	3	3	35	
MERCER	547	549	5	7	106	127	436	415	5	7	148	192
METCALFE	123	139	3	1	38	37	82	101	3	1	63	62
MONROE	155	181	4	2	33	39	118	140	5	2	55	254
MONTGOMERY	723	736	2	5	150	173	571	558	2	6	211	
MORGAN	169	219	5	2	57	71	107	146	5	2	89 432	116 393
MUHLENBERG	1010	1005	9	6	278	264	723	735	10	8	358	304
NELSON	943	844	8	13	229	188	706	643	8	1/	59	33
NICHOLAS	116	129	1	-	34	24	81	105	1	10	227	249
OHIO	517	535	5	9	150	154	362	372	6 5	10	310	278
OLDHAM	701	623	5	5	215	186	481	432		5	68	99
OWEN	203	197	2	3	46	62	155	132	2	2	17	39
* OWSLEY	56	91	-	2	13	25	43	64	4	2	79	90
PENDLETON	249	288	4	2	52	69	193	217 732	6	12	325	353
PERRY	864	962	6	10	213	220 586	645 1381	1558	23	36	939	920
PIKE	1993	2177	18	33	594		188	161	6	3	112	82
POWELL	259	218	6	3 7	65 302	54 279	1086	1005	16	7	441	428
PULASKI	1403	1291	15		302	8	15	1003	10		7	9
* ROBERTSON	18	18	-	5	78	72	244	236	7	5	132	117
ROCKCASTLE	327	313	5 7	1	162	165	561	581	9	1	259	245
ROWAN	730	747 248	3	2	66	60	167	186	3	2	111	98
RUSSELL	236 849	829	3	3	169	198	677	628	3	3	261	301
SCOTT	892	898	5	5	220	223	667	670	7	6	324	331
SHELBY	514	463	1	4	122	110	391	349	1	6	173	162
SIMPSON	84	128	5	4	28	43	51	81	7	4	49	67
SPENCER	691	702	6	5	127	127	558	570	6	5	200	204
TAYLOR	188	175	3		46	56	139	117	3	2	73	84
TODD	299	266	2	2	79	73	218	191	2	4	138	108
TRIGG	132	131	1	2	45	33	86	96	1	2	67	59
TRIMBLE	521	538	7	6	156	166	358	366	9	9	234	242
UNION	3923	3796	9		809	841	3105	2941	12	15	1191	1243
WARREN	271	267	4	3	49	49	218	215	4	3	79	83
WASHINGTON	393	434	2		74	88	317	342	2	5	117	150
WAYNE	361	341	2		91	78	268	259	2	6	137	110
WEBSTER	910	851	3		204	150	705	697	5	4	313	260
WHITLEY	155	114	1	5	45	47	109	62	1	6	64	77
WOLFE WOODFORD	790	726			197	174	587	551	7	1	328	242
									790	836	41492	40528
TOTALS	127278	124745	700	739	27732	20935	98846	97071	190	030	41452	40320

^{*}Counties reporting no fatalities for 1983.

FATALITIES BY MAJOR HOLIDAY

HOLIDAY	1975	1976	1977	1978	1979	1980	1981	1982	1983
NEW YEAR'S total deaths	10(4)	9(4)	20(3)	7(3)	7(3)	10(4)	8(3)	5(3)	5(3)
MEMORIAL DAY total deaths	13(3)	9(3)	9(3)	14(3)	10(3)	10(3)	10(3)	6(3)	7(3)
FOURTH OF JULY total deaths	19(3)	18(3)	18(3)	17(4)	5(1)	16(3)	18(3)	8(3)	8(3)
LABOR DAY total deaths	4(3)	6(4)	10(3)	10(3)	13(3)	6(3)	4(3)	17(3)	6(3)
THANKSGIVING total deaths	8(4)	11(4)	17(4)	15(4)	8(4)	11(4)	14(4)	10(4)	9(4)
CHRISTMAS total deaths	10(4)	7(3)	6(3)	11(3)	18(4)	12(4)	8(3)	11(3)	11(3)

Figures in parenthesis show number of full days in each holiday period. Deaths are for these days plus the last six hours of the preceding day.

DEATHS PER DAY ACCIDENTS PER DAY

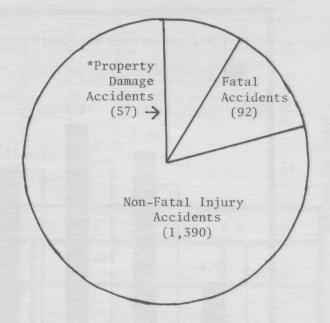
HOLIDAY	1982	1983	1982	1983
NEW YEAR'S	1.67	1.67	272.33	272.33
MEMORIAL DAY	2.00	2.33	363.33	375.33
FOURTH OF JULY	2.67	2.67	351.00	380.33
LABOR DAY	5.67	2.00	327.67	335.33
THANKSGIVING	2.50	2.25	362.00	352.00
CHRISTMAS	3.67	3.67	364.00	254.67

PEDESTRIAN ACCIDENTS BY TYPE

In 1983, there were 1539 accidents involving pedestrians. Of those, 92 (6.0%) were fatal accidents, killing 94 people. An additional 1545 people were injured in accidents involving pedestrians.

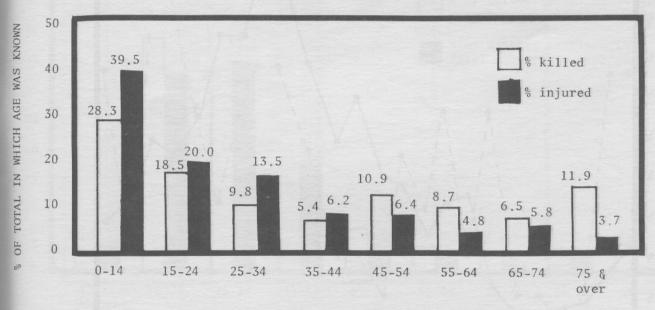
PROFILE OF A PEDESTRIAN VICTIM:

The typical pedestrian victim is a child between the ages of 0-14 years old. 28% of the pedestrians killed and 38% of the pedestrians injured fell into this age group. 66% of those killed were male, and 58% of those injured were male. Most pedestrian accidents occurred on local streets (41%).

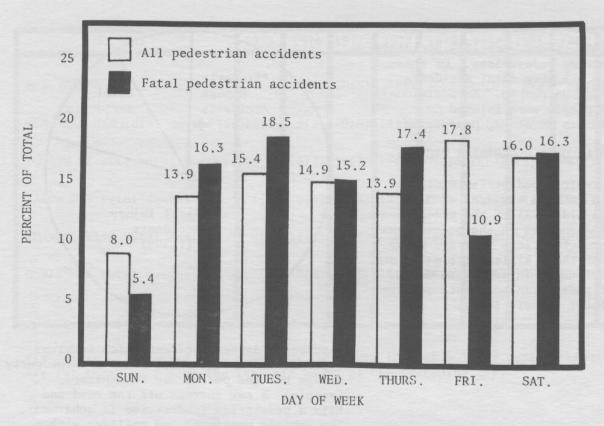


*A property damage accident which involves a pedestrian is one which results in property damage but the pedestrian is unharmed. Example: A car swerves off the road and hits a pedestrian (pedestrian is unharmed). The vehicle continues and collides with a telephone pole.

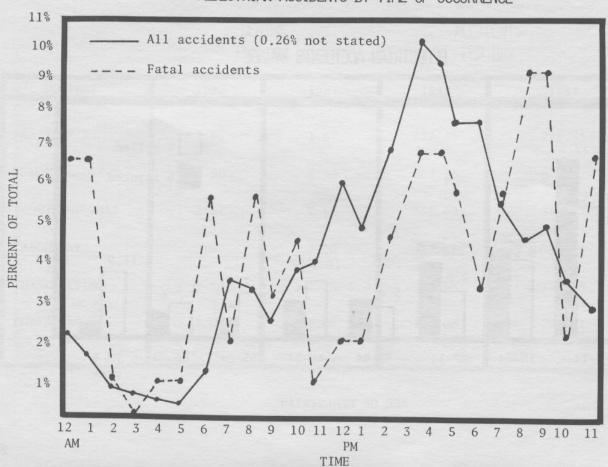
PEDESTRIAN ACCIDENTS BY AGE



AGE OF PEDESTRIAN



PEDESTRIAN ACCIDENTS BY TIME OF OCCURRENCE

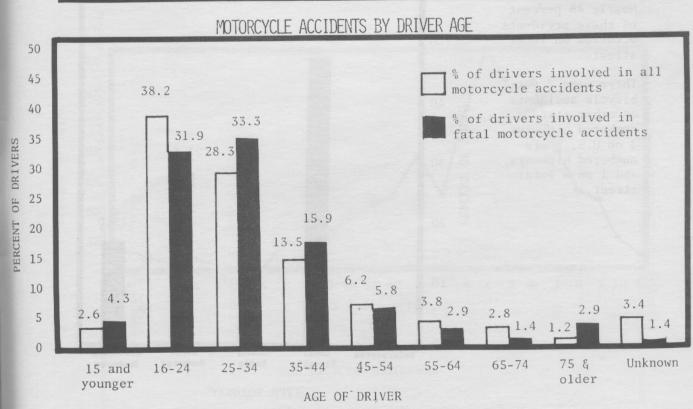


MOPED ACCIDENTS

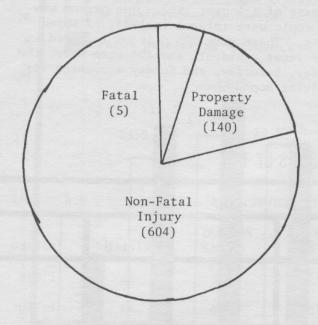
Mopeds, or motorized bicycles, are classified by Kentucky law as motor vehicles. Mopeds are not required to be licensed or be insured. The operator is required to be licensed but not required to wear safety equipment. In 1983, there were 137 accidents involving mopeds, an increase of 47% over 1982. One person was killed in moped accidents in 1983; 121 people were injured in 1983. 77 moped accidents (56%) occurred on local streets. There were 235 drivers involved in moped accidents; 91% of the drivers were local residents and 40% were under the age of 20. The three-day period of Friday, Saturday, and Sunday accounted for 49% of the motor vehicle accidents involving mopeds.

MOTORCYCLE ACCIDENTS BY TYPE

	ACCIDENT INVOLVING MOTORCYCLES										
YEAR	TOTAL	FATAL	NON- FATAL	PROPERTY DAMAGE	KILLED	INJURED					
1979	1,846	64	1,322	460	65	1,648					
1980	1,874	42	1,406	426	44	1,750					
1981	1,672	56	1,194	422	58	1,475					
1982	1,737	48	1,288	401	50	1,590					
1983	1,626	45	1,177	404	47	1,477					



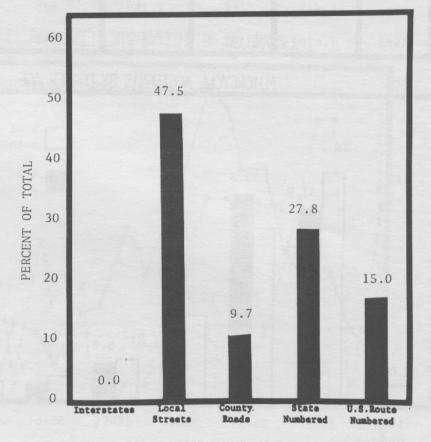
ACCIDENTS INVOLVING BICYCLISTS



In 1983, there were 749 accidents involving bicyclists. Of these, 5 were fatal and 604 involved injuries.

Nearly 48 percent of these accidents occurred on local streets.

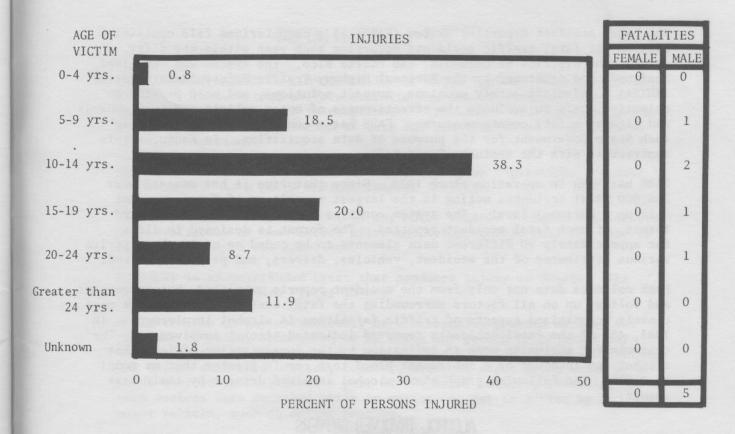
There were 2 fatal bicycle accidents on other state numbered highways, 2 on U.S. route numbered highways, and 1 on a local street.



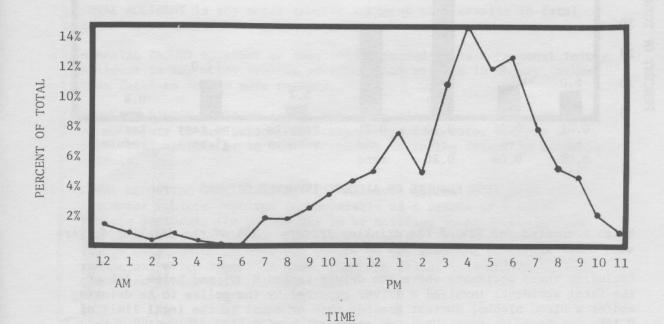
TYPE ROADWAY

ALL BICYCLE ACCIDENTS

ACCIDENTS INVOLVING BICYCLISTS



Over 57 percent of all injuries and 60 percent of the fatalities involving bicyclists occur in the age group between 0-14 years old.



ALL BICYCLE ACCIDENTS

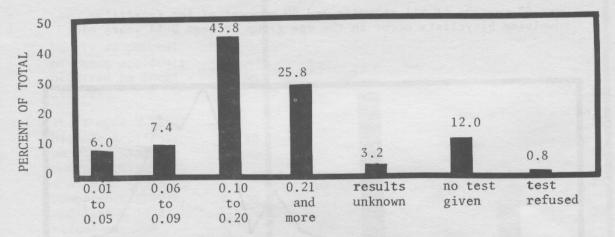
FATAL ACCIDENT REPORTING SYSTEM

The Fatal Accident Reporting System (FARS) is a computerized file containing data on all fatal traffic accidents occurring each year within the fifty states, the District of Columbia, and Puerto Rico. The system was conceived, designed, and developed by the National Highway Traffic Safety Administration (NHTSA) to identify safety problems, suggest solutions, and help provide an objective basis to evaluate the effectiveness of motor vehicle safety standards and highway safety countermeasures. FARS has a contract with an agency in each State Government for the purpose of data acquisition. In Kentucky this contract is with the Kentucky State Police.

FARS has been in operation since 1975. Since that time it has amassed over 300,000 fatal accidents making it the largest repository of fatal accident data on a national level. The system contains descriptions, in a standard format, of each fatal accident reported. The format is designed to allow for approximately 90 different data elements to be coded so as to characterize various attributes of the accident, vehicles, drivers, and persons involved.

FARS collects data not only from the accident reports submitted, but researches and follows up on all factors surrounding the fatal accident. One of the most closely scrutinized aspects of traffic fatalities is alcohol involvement. In 1983, 48% of the fatal accidents reported indicated alcohol involvement. The criteria for inclusion were an indication by the investigating officer that alcohol was involved or a subsequent blood test result greater than or equal to 0.01%. The following graph shows alcohol involved drivers by their test result.

ALCOHOL INVOLVED DRIVERS



TEST RESULTS OF ALCOHOL INVOLVED DRIVERS

Males accounted for 92% of the drinking drivers. 23% of the drinking drivers were under the legal drinking age of 21.

Excluding those accidents where the driver tested 0.09% and below, 46% of the fatal accidents involved a driver reported by the police to be drinking and/or a blood alcohol content greater than or equal to the legal limit of 0.10%.

DEFINITIONS AND TERMS

- 1. The national MANUAL ON CLASSIFICATION OF MOTOR VEHICLE TRAFFIC ACCIDENTS is used to insure that uniform definitions, classifications, and other federal requirements are in compliance. The manual is a standard guide for use in the classification of data for compilation of statistics on accident experience.
- 2. For a report to qualify under the current program regulations, it must be classified as a MOTOR VEHICLE TRAFFIC ACCIDENT.
- 3. MOTOR VEHICLE TRAFFIC ACCIDENT is any motor vehicle accident that occurs on a trafficway or that occurs after the motor vehicle runs off roadway but before events are stablized.
- 4. ACCIDENT is an unintended event that produces injury or damage. The word "injury" includes "fatal injury".
- 5. MOTOR VEHICLE is any mechanically or electrically powered device, not operated on rails, upon which or by which any person or property may be transported or drawn upon a highway. For purposes of classification, any object such as a trailer, coaster, sled, or wagon being towed by a motor vehicle is considered a part of the motor vehicle, including such devices when detached while in motion, or set in motion by a motor vehicle, such as during pushing.
- 6. TRAFFICWAY is 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 a matter of right or custom.
- 7. FATAL ACCIDENT is any motor vehicle accident that results in fatal injuries to one or more persons.
- 8. NONFATAL INJURY ACCIDENT or sometimes referred to as a Personal Injury Accident is any motor vehicle accident that results in injury, other than fatal to one or more persons.
- 9. PROPERTY DAMAGE ACCIDENT is any motor vehicle accident in which there is no injury to any person, but only damage to a motor vehicle or other road vehicle or to other property, including injury to domestic animals.
- 10. LEGAL REPORTING REQUIREMENTS: (1) Whenever anyone is injured and/or the motor vehicle involved is inoperable as a result of a motor vehicle accident, the police are to be notified so an investigation can be made at the scene. (2) Whenever an accident does property damage of \$ 200.00 or more, or injury is involved and for some reason no police report is made, then the driver is required to file a written report with the Department.

NOTE: PERCENTAGE TOTALS IN THIS REPORT MAY NOT ALWAYS EQUAL TO 100% DUE TO ROUNDING OF FIGURES.



Prepared By
INFORMATION SYSTEMS SECTION
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