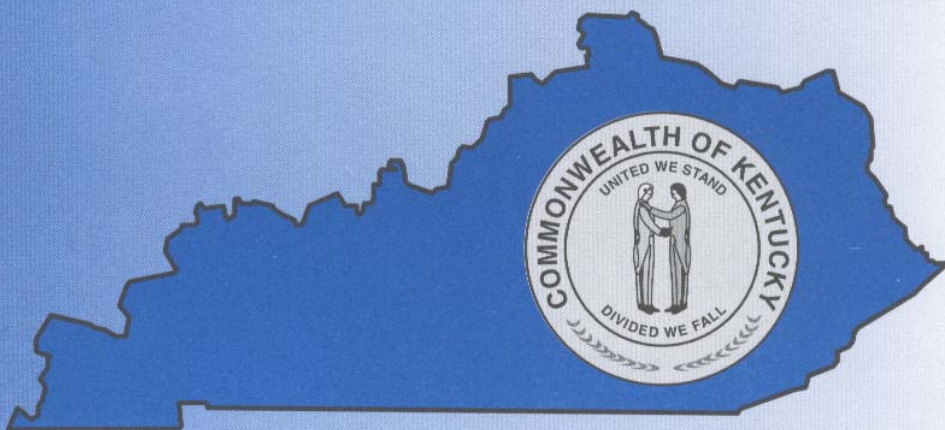


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TRAFFIC ACCIDENT FACTS



**1994
REPORT**



COMMONWEALTH OF KENTUCKY
OFFICE OF THE GOVERNOR

BRERETON C. JONES
GOVERNOR

THE CAPITOL
700 CAPITAL AVENUE
FRANKFORT 40601
(502) 564-2611

My Fellow Kentuckians:

This *1994 Traffic Accident Facts* report serves to remind us that, while we rely upon motor vehicle travel in our daily lives, too often this travel results in death and injury to the citizens of our Commonwealth.

It is encouraging to see that the total number of accidents reported in 1994 decreased by nine percent. During this same period, the number of injuries decreased by 3% and fatalities decreased by 10%. Nonetheless, these 791 deaths and 53,519 injuries involve far too many Kentuckians.



Death and injury can be dramatically reduced if everyone will be attentive, observe speed limits, never drink and drive and always buckle up. By following these simple common-sense rules, safety on Kentucky's roadways will drastically improve and fatalities and injuries will continue to decline.

Sincerely,

A handwritten signature of Brereton C. Jones in dark ink.

Brereton C. Jones
Governor of Kentucky





COMMONWEALTH OF KENTUCKY
KENTUCKY STATE POLICE
919 VERSAILLES ROAD
FRANKFORT 40601

BRERETON C. JONES
GOVERNOR

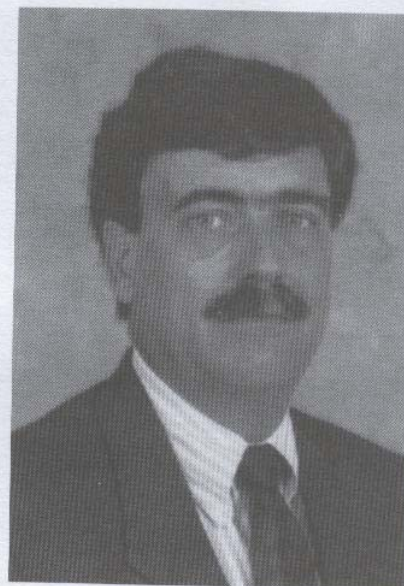
PAUL F. ISAACS
Commissioner

The Honorable Brereton C. Jones
Governor of Kentucky
The Capitol
Frankfort, Kentucky 40601

Dear Governor Jones:

Chapter 189.635 of the Kentucky Revised Statutes requires that the Kentucky State Police collect and tabulate traffic accident reports submitted by all law enforcement agencies in the Commonwealth.

Pursuant to the above referenced statute, it is my pleasure to present this **1994 Traffic Accident Facts** report. Statistical information based upon comprehensive analyses of fatal, injury, and property damage accidents are contained in this report.



Kentucky State Police would like to take this opportunity to express our gratitude to the Kentucky Transportation Center, College of Engineering, University of Kentucky, for compiling and printing our 1994 traffic accident statistics. This mutually beneficial joint-effort has produced a report which we feel reflects traffic accident data with a higher degree of accuracy and offers a broader analytical approach to many areas of interest.

We sincerely hope that the data contained herein is beneficial to law enforcement agencies, national, state, and local organizations, as well as citizens concerned with highway safety throughout Kentucky.

Respectfully Submitted,

A handwritten signature of Paul F. Isaacs in dark ink.

Paul F. Isaacs, Commissioner
Kentucky State Police

DEDICATION

This 1994 Accident Facts Report

is appropriately

dedicated

to

THE SEVEN HUNDRED NINETY-ONE CITIZENS

Who were victims of Fatal Traffic Accidents

During 1994

AND TO

THEIR FAMILIES

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

KENTUCKY

TRAFFIC ACCIDENT FACTS

1994

Prepared by:

**Kentucky Transportation Center
College of Engineering
University of Kentucky
Lexington, Kentucky 40506-0281**

In Cooperation with:

**Kentucky State Police
Commonwealth of Kentucky**

Please Direct Inquires to:

**Records Section
Information Services Branch
Kentucky State Police
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Frankfort, Kentucky 40601**

(502) 227-8700 ext. 359

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INTRODUCTION

KENTUCKY'S TRAFFIC ACCIDENT FACTS report for 1994 is based on accident reports submitted to the Accident Unit housed in the Kentucky State Police Information Services Branch, Records Section. As required by Kentucky Revised statutes 189.635, "every law enforcement agency whose officers investigate a vehicle accident of which a report must be made...shall file a report of the accident...within ten days after investigation of the accident upon forms supplied by the bureau." The stated purpose of this requirement is to utilize data on traffic accidents for such purposes as will improve the traffic safety program in the Commonwealth." Data contained in this report are based solely on the observations and judgments of the state and local police officers who investigated each accident, entering the information on Kentucky's UNIFORM POLICE TRAFFIC ACCIDENT REPORT form. Upon receipt of each report, the Accident Unit carefully screens the reports for accuracy and reasonableness before coding each item. The reports are then forwarded to Data Entry. Computer tabulations and summaries are again checked for accuracy before information is released or disseminated.

In an effort to comply more fully with the statutory purpose of Kentucky's Accident Reporting System, the 1994 TRAFFIC ACCIDENT FACTS report contains more detailed information than previously provided. It is hoped that the detailed information presented in this report will, in fact, "improve the traffic safety program in the Commonwealth."

Definitions and Terms: the National MANUAL ON CLASSIFICATION OF MOTOR VEHICLE TRAFFIC ACCIDENTS is used to ensure uniformity and compliance with federal requirements. Standard definitions and terms used in this booklet include the following:

Motor Vehicle Traffic Accident: any motor vehicle accident that occurs on a trafficway or that occurs after the motor vehicle runs off roadway but before events are stabilized.

Accident: 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 Accident: is any motor vehicle accident that results in fatal injuries to one or more persons

Fatality: a person or persons killed in a fatal accident (also referred to as "persons killed").

Nonfatal Injury Accident: (also referred to as Personal Injury Accident) any motor vehicle accident that results in injury, other than fatal, to one or more persons.

Injured: a person or person injured in a accident (also referred to as "persons injured").

Property Damage Accident: any motor vehicle accident 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 Accident: any accident in which an operator was observed to have been drinking by the officer investigating the accident.

NOTE: KRS 189.635 requires "any person operating a vehicle...who is involved in an accident resulting in any property damage exceeding \$500 in which an investigation is not conducted by a law enforcement officer shall file a written report of the accident with the state police within ten(10) days of occurrence of the accident..." Such reports are not included in the overall data presented in this report.

NOTE: Summary data on fatal accidents are included throughout this report. Additional data on fatal accidents can be found in the section titled "Kentucky's Fatal Accident Reporting System (FARS)", pages 40-44.

NOTE: Prior to 1985, Kentucky utilized a ninety day cut-off for deaths resulting from fatal accidents. As of 1986, persons who died as a result of injuries sustained in a motor vehicle accident are counted as fatalities only if death occurred within thirty days from the date of the accident. This change from ninety to thirty days was made to be consistent with guidelines of the National Highway Traffic Safety Administration.

NOTE: Some statistics are being tabulated under modified formats beginning with the 1994 TRAFFIC ACCIDENT FACTS report. This process will create a variance from the 1993 accident figures (shown for comparison purposes) and the accident figures listed in the actual 1993 KENTUCKY TRAFFIC ACCIDENT FACTS booklet. Please keep this in mind when making comparisons with previous years' accident data.



ACCIDENT SUMMARY

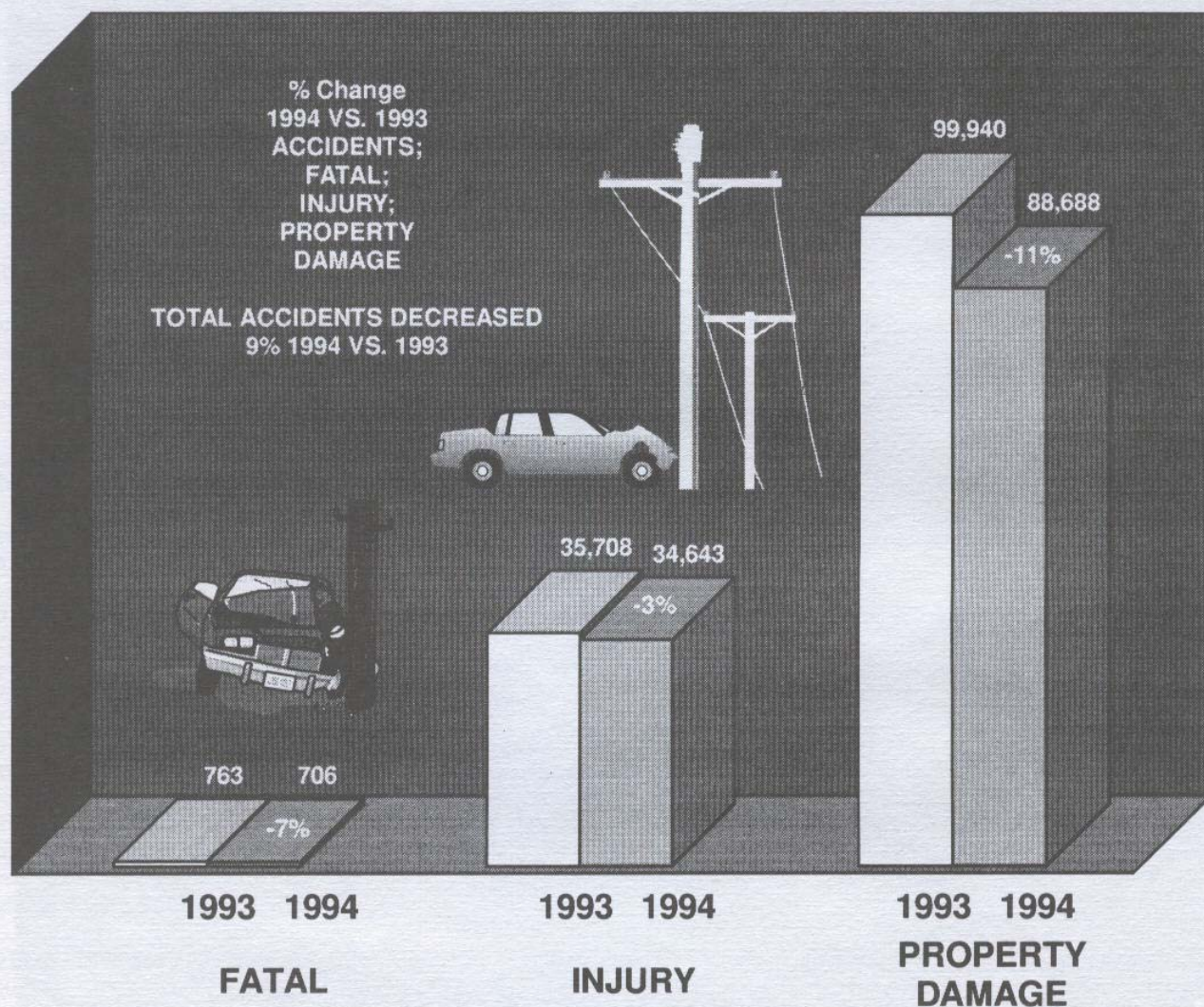
1994 ACCIDENT SUMMARY

TYPE ACCIDENT REPORTED	1994	1993	PERCENT CHANGE
FATAL	706	763	-7%
NON-FATAL INJURY	34,643	35,708	-3%
PROPERTY DAMAGE ONLY	88,688	99,940	-11%
TOTAL NUMBER REPORTED	124,037	136,411	-9%

706 fatal accidents were reported during 1994, a decrease of 7% over 1993

There were 1,065 fewer non-fatal injury accidents, a decrease of 3%.

Property damage accidents showed a decrease of 11% with 11,252 fewer accidents reported. This is related to a change in reporting for 1994. Parking lot accidents are no longer reported. There were 12,424 parking lot accidents reported in 1993. Subtracting these from the 1993 total, leaves 123,987 accidents, which is almost identical to the 1994 total.



DEATH AND INJURY SUMMARY

	1994	1993	% CHANGE
PERSONS KILLED	791	875	-10%
PERSONS INJURED	53,519	55,161	-3%

FACTS: APPROXIMATELY ONE OF EVERY 5,100 KENTUCKY RESIDENTS DIED AS A RESULT OF A FATAL TRAFFIC ACCIDENT DURING 1994 IN KENTUCKY. ABOUT ONE IN 76 KENTUCKY RESIDENTS WAS INJURED IN A TRAFFIC ACCIDENT IN KENTUCKY. *

ONE OF EVERY 12 DRIVERS LICENSED IN KENTUCKY WAS INVOLVED IN A TRAFFIC ACCIDENT IN KENTUCKY. ONE OF 2,500 KENTUCKY DRIVERS WAS INVOLVED IN A FATAL ACCIDENT.**

* Based on 3.7 million population estimate.

** Based on 2,558,598 licensed drivers currently registered in Kentucky.

791 persons were killed during 1994. The number of traffic fatalities decreased 10%, with 84 fewer fatalities than during 1993.

53,519 persons were injured during 1994, a decrease of 3% over 1993, or 1,642 fewer persons injured.

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

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

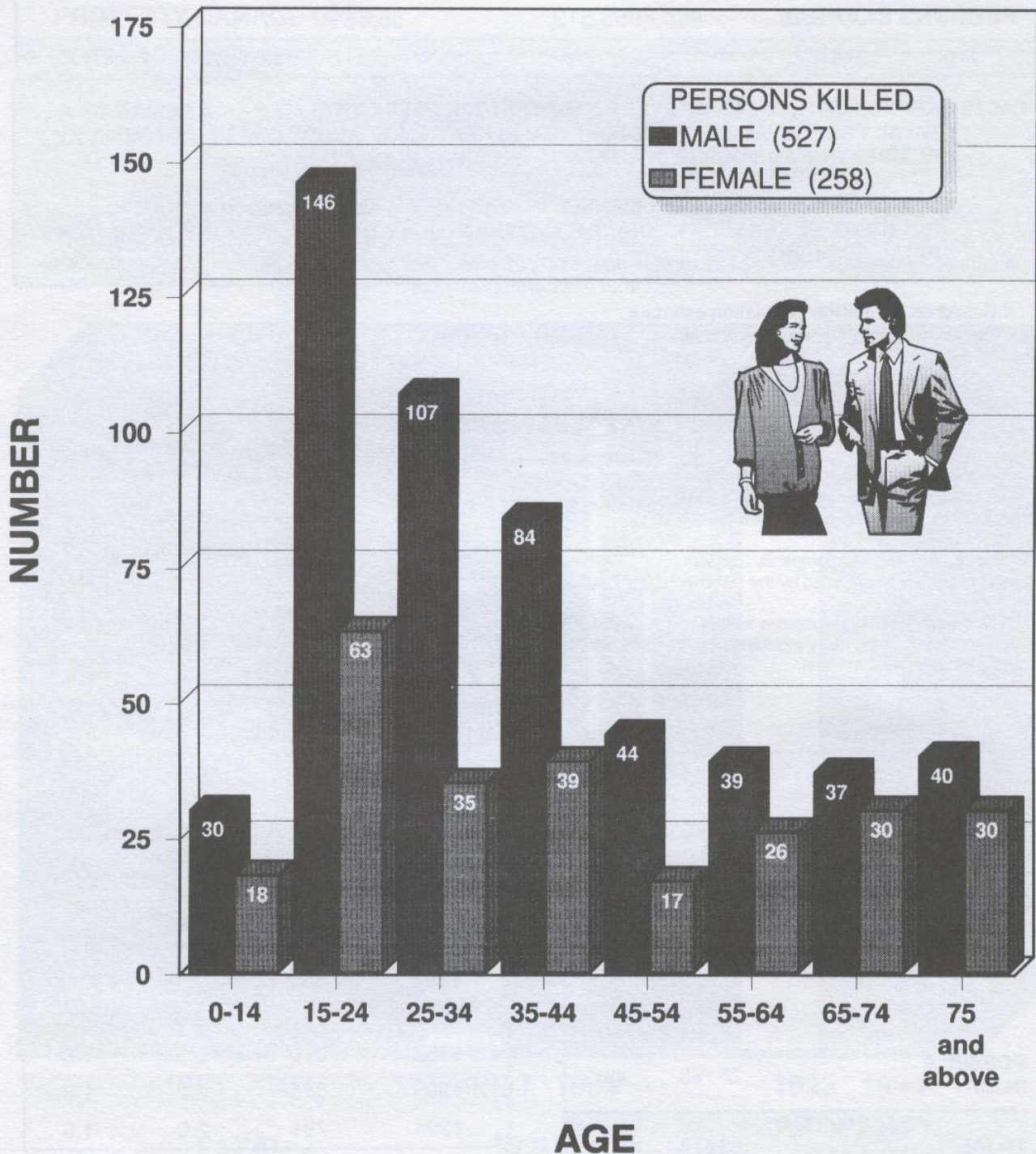
TYPE INJURY	NUMBER	%
INCAPACITATING INJURY	9,139	17%
NON-INCAPACITATING INJURY	18,595	35%
POSSIBLE INJURY	25,785	48%
TOTAL	53,519	100%

DEATH RATES (deaths per 100 million miles travelled.)*			
YEAR	KILLED	RATE	
		KY	U.S.
1979	905	3.3	3.5
1980	825	3.1	3.5
1981	830	3.3	3.3
1982	836	3.3	3.0
1983	790	3.0	2.7
1984	767	2.8	2.7
1985	715	2.6	2.8
1986	808	2.8	2.6
1987	849	2.9	2.6
1988	940	2.5	2.5
1989	782	2.4	2.3
1990	850	2.6	2.2
1991	828	2.6	2.0
1992	819	2.3	1.8
1993	875	2.2	1.8
1994	791	2.0	1.8

*1994 miles travelled = 40 billion

FATALITIES BY AGE AND SEX

The number of persons killed in 1994 fatal accidents is shown by age and sex in the chart below. There were 527 males versus 258 females killed. Twenty-seven percent of all persons killed in traffic accidents were in the 15- to 24-year old age group. Sixty-one of all persons killed were pedestrians, 5 were pedalcyclists. Six persons killed were not identified by sex and fourteen persons killed were not identified by age.



SEVERITY OF INJURY BY TYPE OF ACCIDENT

The chart below depicts the number of persons killed and injured, by severity of injury, with 12 categories of accidents. As shown in the percentage column, collisions with moving motor vehicles (68%) and collisions with fixed objects (21%) account for 89% of the fatalities and injuries during 1994.

TYPE OF ACCIDENT	TOTAL ACCIDENTS	FATAL ACCIDENTS	TYPE OF INJURY				% OF TOTAL OCCUPANTS KILLED OR INJURED
			KILLED	INCAPACITATING INJURY	NON-INCAPACITATING INJURY	POSSIBLE INJURY	
NON COLLISION OVERTURNED	1,171	20	22	209	456	310	1.8%
OTHER NON COLLISION	3,166	32	36	311	627	701	3.1%
COLLISION WITH PEDESTRIAN	1,145	60	61	354	445	363	2.3%
COLLISION WITH MOVING VEHICLE	85,036	315	374	5,540	11,787	19,440	68.4%
COLLISION WITH PARKED VEHICLE	8,472	7	7	103	279	308	1.3%
COLLISION WITH TRAIN	93	5	10	16	21	14	0.1%
COLLISION WITH PEDALCYCLIST	664	5	5	112	264	192	1.1%
COLLISION WITH DEER	3,131	0	0	21	81	103	0.4%
COLLISION WITH OTHER ANIMAL	578	2	2	26	49	56	0.2%
COLLISION WITH FIXED OBJECT	19,747	258	272	2,410	4,525	4,185	21.0%
COLLISION WITH OTHER OBJECT	834	2	2	37	61	113	0.4%
TOTALS	124,037	706	791	9,139	18,595	25,785	100.0%

OCCURRENCE OF ACCIDENTS BY TYPE

Sixty-nine percent of all accidents reported during 1994 involved collisions between two or more moving vehicles (not in a parking lot).

Sixteen percent of all accidents involved collisions with fixed objects.

Fifteen percent of all accidents were other types of collisions (one vehicle with train, pedestrian, animal, etc).

The "All Other" category includes 1,171 non-collision accidents (.9%) resulting from the vehicle overturning and 3,166 other non-collision type accidents (2.6%).

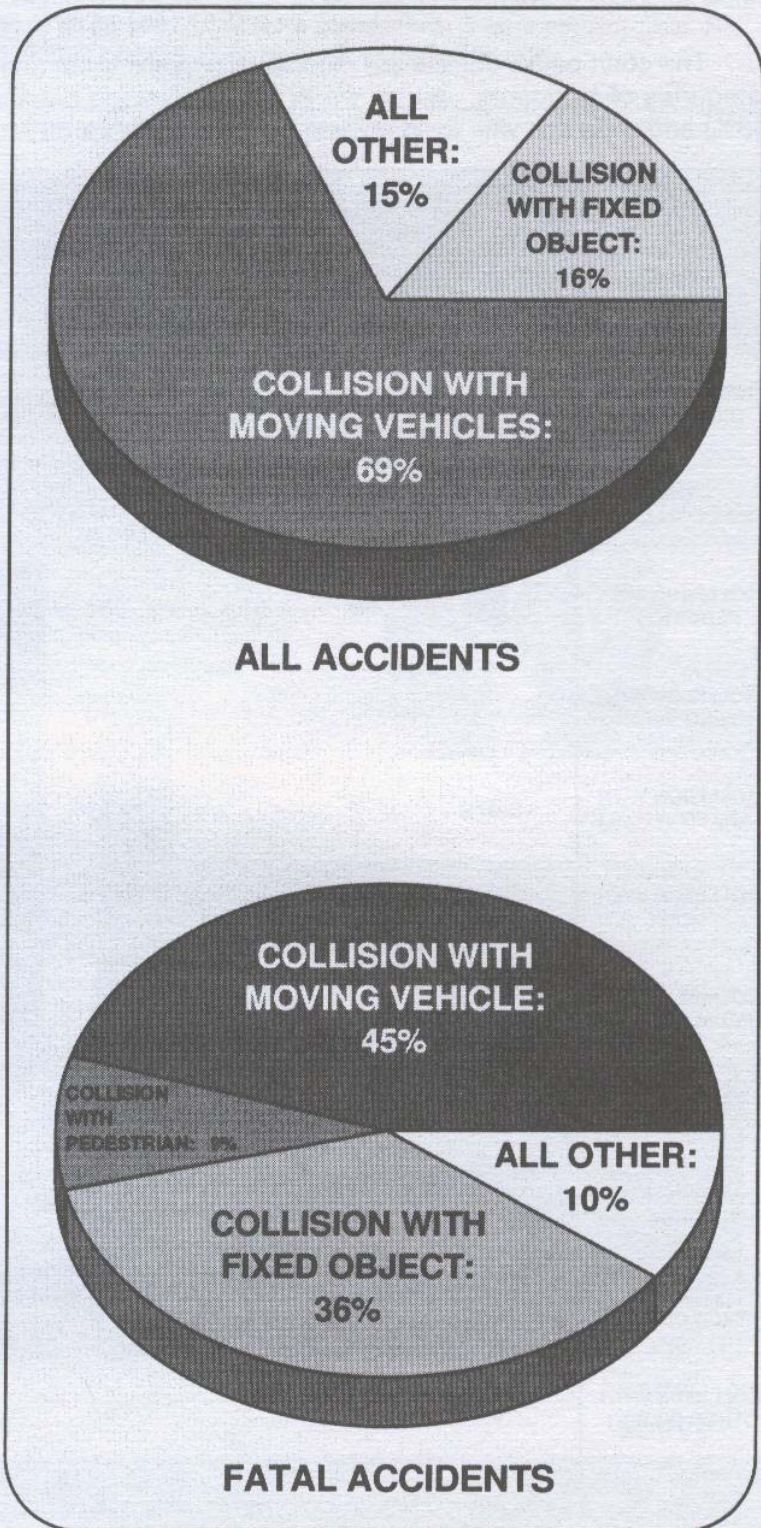
When looking at fatal accidents, the ratio between types of occurrences is different. Forty-five percent of all fatal accidents involved a collision with another moving vehicle.

Thirty-six percent of the fatal accidents reported during 1994 involved collisions with fixed objects.

Collisions with pedestrians accounted for 8.5% of the 1994 fatal accidents. Ten percent of the fatal accidents were other type accidents.

Included in the "All Other" category are 20 fatal non-collisions resulting from the vehicle overturning (2.8%) and 32 other non-collision accidents (4.5%).

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



TYPES OF ACCIDENTS

Collisions with other moving motor vehicles were responsible for 69% of all accidents reported during 1994, and accounted for 45% of all fatalities (persons killed). Collisions with fixed objects accounted for 16% of all accidents, but 36% of fatalities. Types of collisions are depicted below.



COLLISION WITH PEDESTRIAN:

Total Accidents:	1,145
% of Total Accidents:	0.92%
Persons Killed:	61
% of Total Fatalities:	7.71%
No. of Fatal Accidents:	60
% of All Fatal Accidents:	8.50%



COLLISION WITH PEDALCYCLIST:

Total Accidents:	664
% of Total Accidents:	0.54%
Persons Killed:	5
% of Total Fatalities:	0.63%
No. of Fatal Accidents:	5
% of All Fatal Accidents:	0.71%



COLLISION WITH RAILWAY TRAIN:

Total Accidents:	93
% of Total Accidents:	0.07%
Persons Killed:	10
% of Total Fatalities:	1.26%
No. of Fatal Accidents:	5
% of All Fatal Accidents:	0.71%



COLLISION WITH DEER:

Total Accidents:	3,131
% of Total Accidents:	2.52%
Persons Killed:	0
% of Total Fatalities:	0.00%
No. of Fatal Accidents:	0
% of All Fatal Accidents:	0.00%

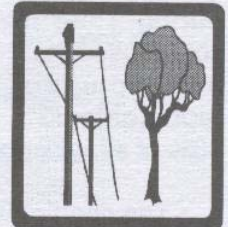


COLLISION WITH ANIMALS (excluding deer):

Total Accidents:	578
% of Total Accidents:	0.47%
Persons Killed:	2
% of Total Fatalities:	0.25%
No. of Fatal Accidents:	2
% of All Fatal Accidents:	0.28%

COLLISION WITH FIXED OBJECT:

Total Accidents:	19,747
% of Total Accidents:	15.92%
Persons Killed:	272
% of Total Fatalities:	34.39%
No. of Fatal Accidents:	258
% of All Fatal Accidents:	36.54%



COLLISION WITH MOVING MOTOR VEHICLE:

Total Accidents:	85,036
% of Total Accidents:	68.56%
Persons Killed:	374
% of Total Fatalities:	47.28%
No. of Fatal Accidents:	315
% of All Fatal Accidents:	44.62%



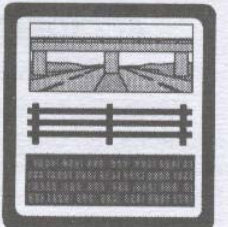
PARKED VEHICLE ACCIDENTS:

Total Accidents:	8,472
% of Total Accidents:	6.83%
Persons Killed:	7
% of Total Fatalities:	0.89%
No. of Fatal Accidents:	7
% of All Fatal Accidents:	0.99%



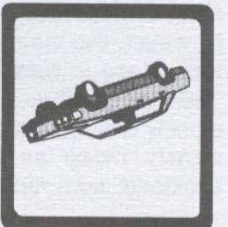
COLLISION WITH OTHER OBJECT:

Total Accidents:	834
% of Total Accidents:	0.67%
Persons Killed:	2
% of Total Fatalities:	0.25%
No. of Fatal Accidents:	2
% of All Fatal Accidents:	0.28%



NON-COLLISION OVERTURNED:

Total Accidents:	1,171
% of Total Accidents:	0.94%
Persons Killed:	22
% of Total Fatalities:	2.78%
No. of Fatal Accidents:	20
% of All Fatal Accidents:	2.83%



OTHER NON-COLLISION:

Total Accidents:	3,166
% of Total Accidents:	2.55%
Persons Killed:	36
% of Total Fatalities:	4.55%
No. of Fatal Accidents:	32
% of All Fatal Accidents:	4.53%



TWO-VEHICLE COLLISIONS

77,692 traffic accidents reported during 1994 involved "two-vehicle" collisions. Accidents in parking lots are not included. These collisions represents 63% of all accidents and 38% of all fatal accidents reported.

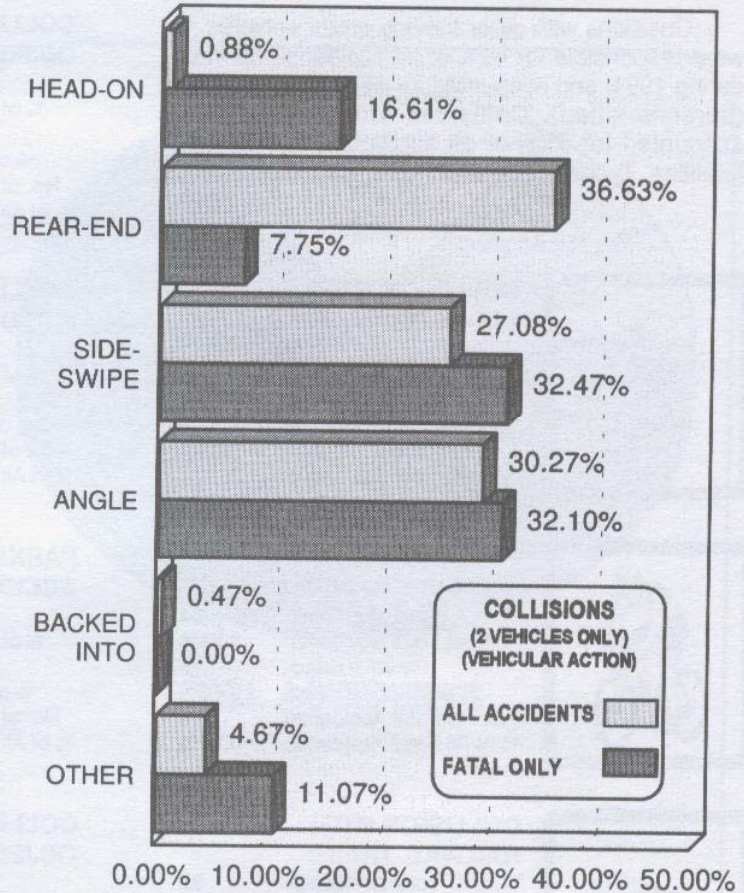
The chart on the right depicts the manner of collision for these crashes, where known.

Head-on collisions accounted for only 1% of the total crashes involving two vehicles, but 17% of the fatal accidents.

Rear-end collisions reflect 37% of all two-vehicle collisions, but only 8% of the fatal crashes.

Sideswipe collisions (both meeting and passing) reflect 27% of all crashes and 32% of the fatal crashes.

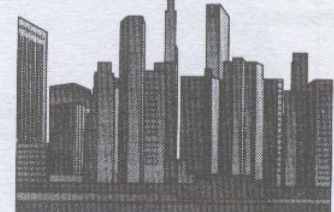
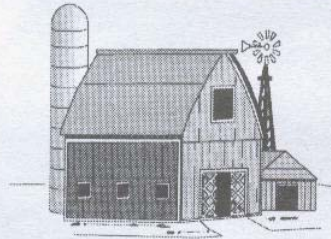
(Vehicular Action)



ACCIDENT LOCATIONS RURAL VS. URBAN

For the purpose of tabulating accident locations, an urban area is an area including and adjacent to a municipality or other place of 5,000 or more population. Rural areas are those places which do not meet this specification. As shown in the chart below, most accidents (62%) occurred in urban areas. However, the majority of fatal accidents (81%) took place in rural areas of Kentucky during 1994. Although non-fatal injury accidents were closely divided between urban and rural areas, nearly twice as many property damage accidents were reported in urban areas.

RURAL VS. URBAN



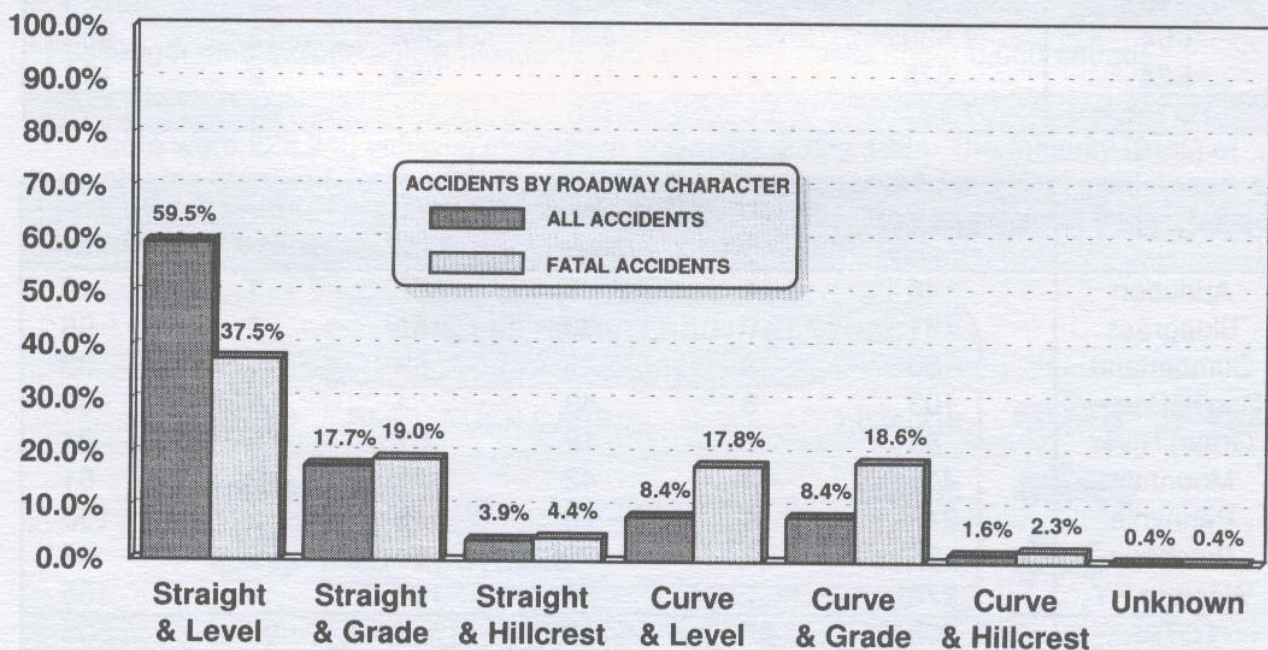
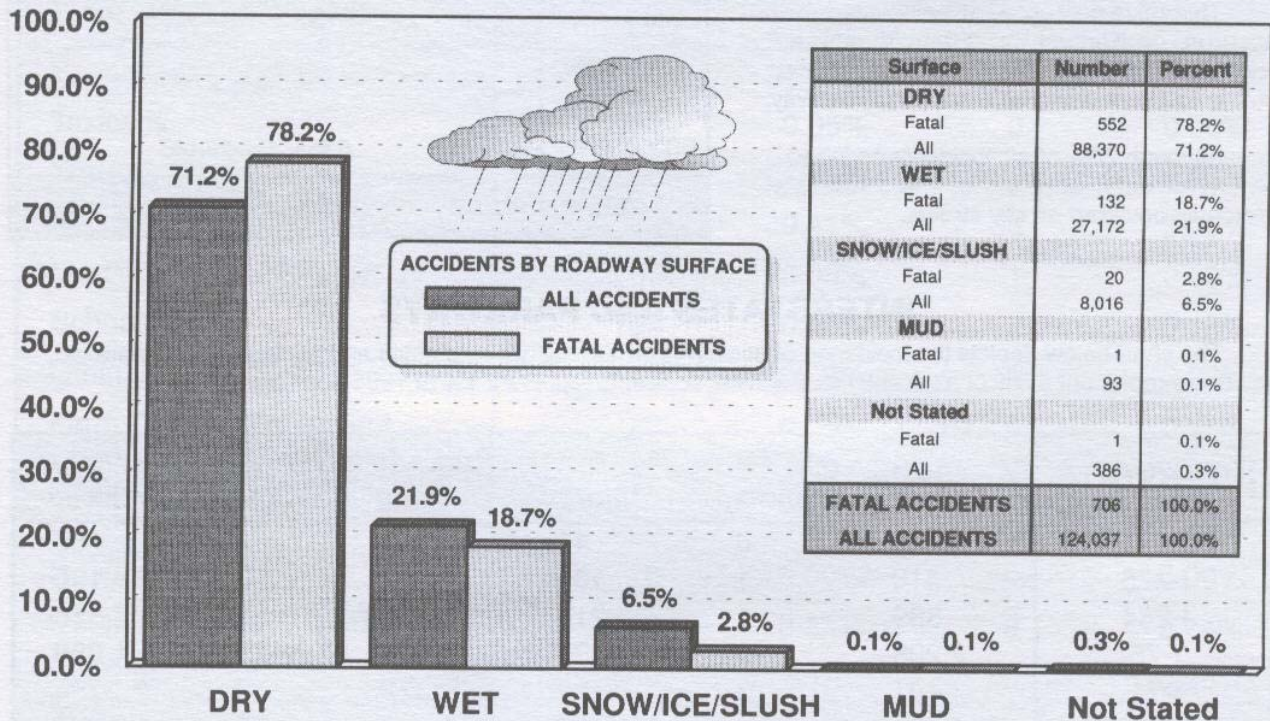
AREA	Number of Accidents	% Total	Fatal	% Total	Nonfatal Injury	% Total	Property Damage	% Total	Killed	% Total	Injured	% Total
RURAL	47,581	38%	575	81%	16,341	47%	30,655	35%	650	82%	26,300	49%
URBAN	76,456	62%	131	19%	18,302	53%	58,023	65%	141	18%	27,219	51%
TOTAL	124,037	100%	706	100%	34,643	100%	88,678	100%	791	100%	53,519	100%

ACCIDENTS BY ROADWAY CONDITIONS AND ROADWAY CHARACTER

The charts below depict percentages of all accidents and fatal accidents according to the conditions and character of the roadway on which the accident occurred.

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

As depicted in the bottom chart, 81% of all accidents occurred on straight roads and 19% on curved roads. Thirty-seven percent of the fatal accidents during 1994 occurred on curved roads.



LOCATION OF ACCIDENTS

The chart at right shows the number of accidents during 1994 by type of roadway, with percentages of all accidents. Accidents occurring in parking lots are listed separately.

As shown, relatively few accidents were reported on interstate highways (6%).

Thirty-five percent of all accidents occurred on Kentucky's "State Numbered" roads, with 48% of all fatal accidents reported during 1994 occurring on this type of roadway.

Although 26% of all accidents occurred on city streets, only 8% of the 1994 fatal accidents occurred on city streets.

TYPE OF ROADWAY	Fatal Accidents	Non-Fatal Injury	Property Damage	% Total
INTERSTATE	54	2,156	5,597	6%
U.S. ROUTE	186	9,946	24,105	28%
STATE ROUTE	339	13,969	28,502	35%
PARKWAY	27	388	791	1%
COUNTY ROAD	43	1,730	3,533	4%
CITY STREET	57	6,454	26,160	26%
TOTAL	706	34,643	88,688	100%

INTERSTATES AND PARKWAYS

The chart below depicts the incidence of accidents on Kentucky's interstates and parkways. Interstate accidents represent 6.3% of all accidents. Parkway accidents represent 1% of 1994 accidents.

INTERSTATE	Accidents	Fatal Accidents	Non-Fatal Injury	Property Damage	Number Killed	Number Injured
I-471	153	0	41	111	1	59
I-275	410	1	139	271	0	190
I-264	889	1	215	673	1	316
I-75	2,238	16	637	1,585	22	1,089
I-71	491	3	116	372	3	186
I-65	1,721	19	463	1,239	23	727
I-64	1,530	12	424	1,094	12	656
I-24	375	2	121	252	2	194
TOTAL	7,807	54	2,156	5,597	64	3,417

PARKWAY	Accidents	Fatal Accidents	Non-Fatal Injury	Property Damage	Number Killed	Number Injured
Audubon	46	1	8	37	1	10
Bluegrass	161	0	60	101	0	96
Cumberland	80	3	25	52	3	35
Daniel Boone	103	6	43	54	9	83
Green River	82	2	19	61	5	34
Mountain	115	2	42	71	3	61
Pennyrile	243	4	73	166	5	100
Purchase	98	2	30	66	2	42
Western KY	278	7	88	183	7	135
TOTAL	1,206	27	388	791	35	596



TYPE VEHICLES INVOLVED IN ACCIDENTS



VEHICLE TYPE	NUMBER OF VEHICLES INVOLVED	PERCENT OF TOTAL	VEHICLES INVOLVED IN FATAL ACCIDENTS	PERCENT OF TOTAL
Passenger Cars*	206,681	91.35%	922	84.82%
Taxicabs	123	0.05%	0	0.00%
Trucks	9,446	4.18%	102	9.38%
Motorcycles	938	0.41%	35	3.22%
Motor Scooters/Motor Bikes	65	0.03%	1	0.09%
School Buses	724	0.32%	2	0.18%
Other Buses	418	0.18%	1	0.09%
Farm Tractors/Equipment	188	0.08%	6	0.55%
Emergency & Military	731	0.32%	4	0.37%
Other Public Owned	598	0.26%	1	0.09%
Go-Carts	0	0.00%	0	0.00%
Other	519	0.23%	8	0.74%
Not Stated	5,809	2.57%	5	0.46%
TOTAL	226,240	100.00%	1,087	100.00%

* Passenger cars include autos, pickup trucks, and panel trucks under 6,000 pounds.

There were 226,240 vehicles involved in accidents during 1994. The majority (91%) of the vehicles involved were passenger cars. Trucks accounted for 4% of vehicles in all accidents, but accounted for 9% of vehicles in fatal accidents. Motorcycles represented 3% of the vehicles in fatal accidents, but only 0.4% of vehicles in all accidents.

VEHICLES REGISTERED IN KENTUCKY IN 1994

PASSENGER CARS	1,834,215
TRUCK	882,396
MOTORCYCLES	30,184
TOTAL (ALL TYPES)	2,746,795



DRIVER INVOLVEMENT



RESIDENCE OF DRIVER



There were 226,239 drivers involved in accidents during 1994. Of these, 1,087 drivers were involved in fatal accidents. The chart below tabulates driver involvement by residence and shows that most drivers (89% of those in which residence is known) were residents of the locality where the accident occurred. Many drivers in the unknown category are the result of hit-and-run accidents where the drivers' identities remain unknown.

INVOLVEMENT BY RESIDENCE

RESIDENCE OF DRIVER	NUMBER INVOLVED IN ACCIDENTS	% OF TOTAL	% OF TOTAL EXCLUDING NOT STATED
LOCAL RESIDENT	185,594	82%	89%
STATE RESIDENT	3,941	2%	2%
OUT OF STATE	18,050	8%	9%
NOT STATED	18,655	8%	
TOTAL	226,240	100%	100%

RESIDENCE OF DRIVER	NUMBER INVOLVED IN FATAL ACCIDENTS	% OF TOTAL	% OF TOTAL EXCLUDING NOT STATED
LOCAL RESIDENT	963	89%	91%
STATE RESIDENT	11	1%	1%
OUT OF STATE	85	8%	8%
NOT STATED	28	3%	
TOTAL	1,087	100%	100%



SEX OF DRIVER



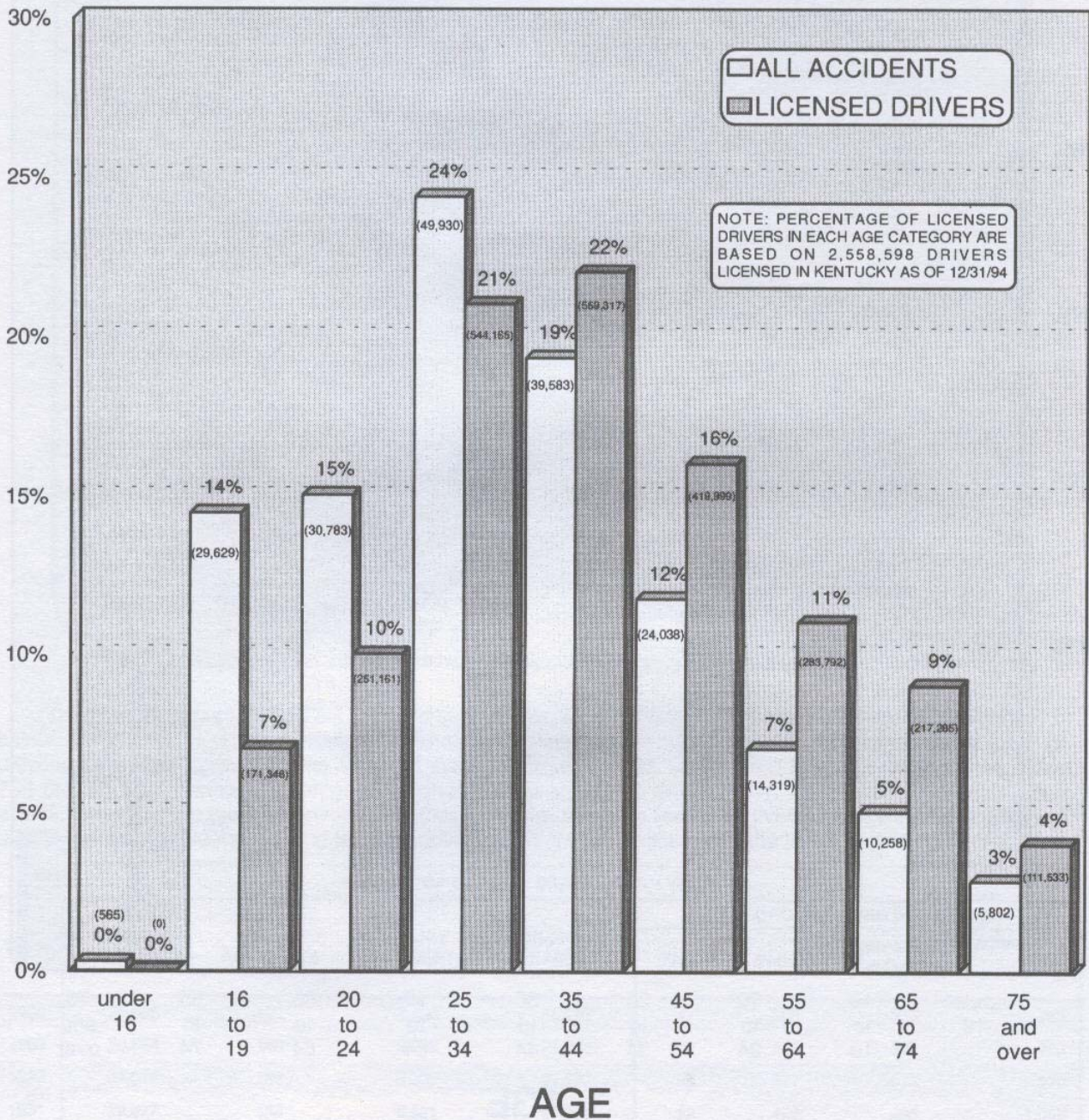
As shown in the chart below, 60% of the drivers involved in accidents during 1994 were male; 40% were female. In fatal accidents 73% of the drivers were male; 27% female.

TOTAL ACCIDENTS			
SEX	NUMBER IN ACCIDENTS	PERCENT IN ACCIDENTS	% OF TOTAL EXCLUDING UNKNOWN
MALE ♂	124,559	58%	60%
FEMALE ♀	83,109	39%	40%
UNKNOWN	7,383	3%	
TOTAL	215,051	100%	100%

FATAL ACCIDENTS			
SEX	NUMBER IN FATAL ACCIDENTS	PERCENT IN ACCIDENTS	% OF TOTAL EXCLUDING UNKNOWN
MALE ♂	777	73%	73%
FEMALE ♀	281	26%	27%
UNKNOWN	11	1%	
TOTAL	1,069	100%	100%

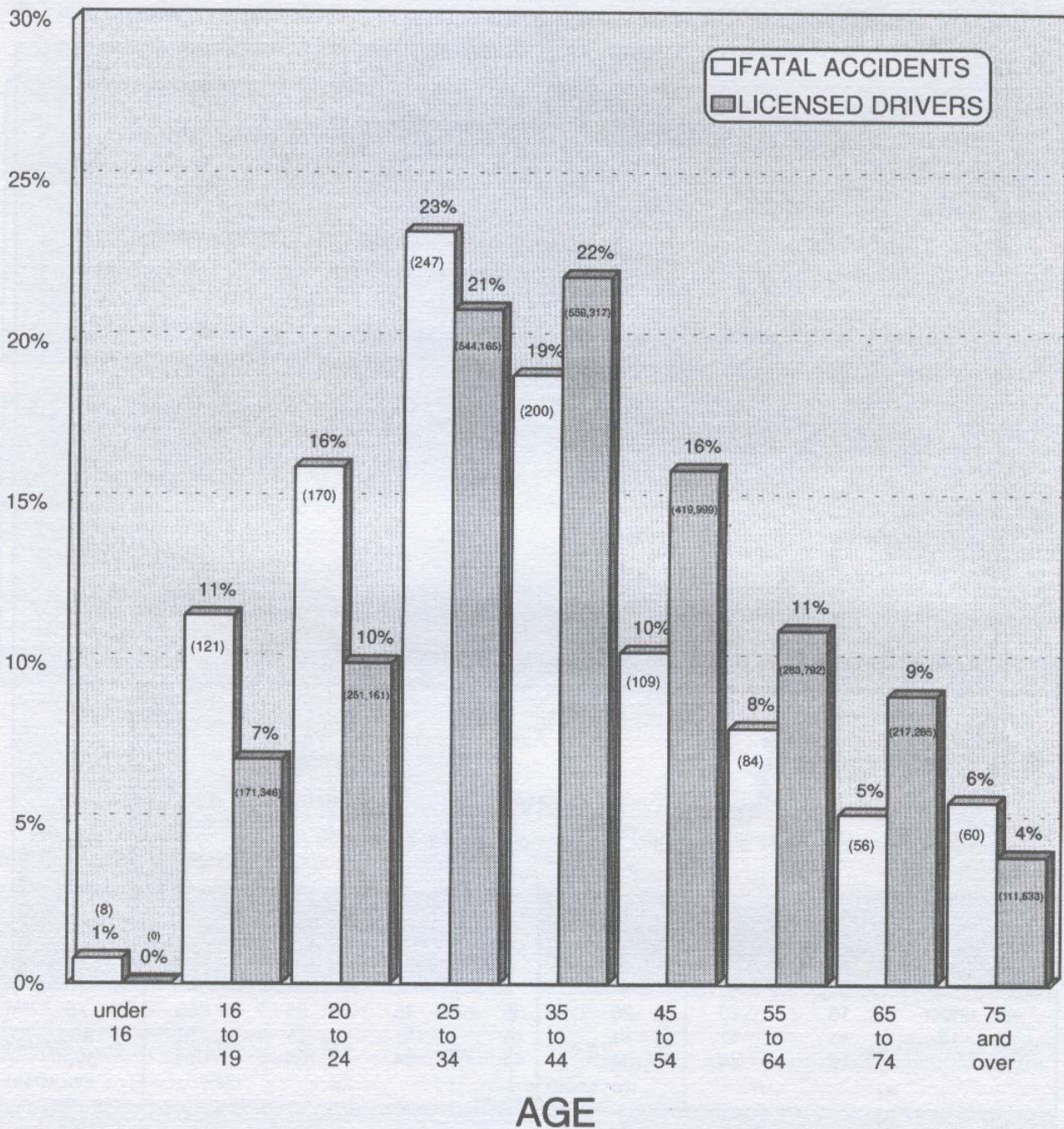
AGE OF DRIVER (ALL ACCIDENTS)

The chart below groups the ages of 215,051 drivers involved in 1994 traffic accidents in Kentucky, (for which age information was available), showing the percentage of drivers involved in all accidents, the number of drivers (in parentheses), the percentage of licensed drivers for each age category, and the number of licensed drivers (in parentheses). The percentage of drivers involved in all accidents was higher than the percentage of licensed drivers for the categories under age 35, especially for the 16 to 19 years of age category. This data does not differentiate drivers "at-fault" versus drivers "not-at-fault." There were 10,504 driver's ages which could not be determined. These drivers represent 4.9% of all drivers involved in 1994 accidents. The percentages given below do not consider the "Unknown" category.



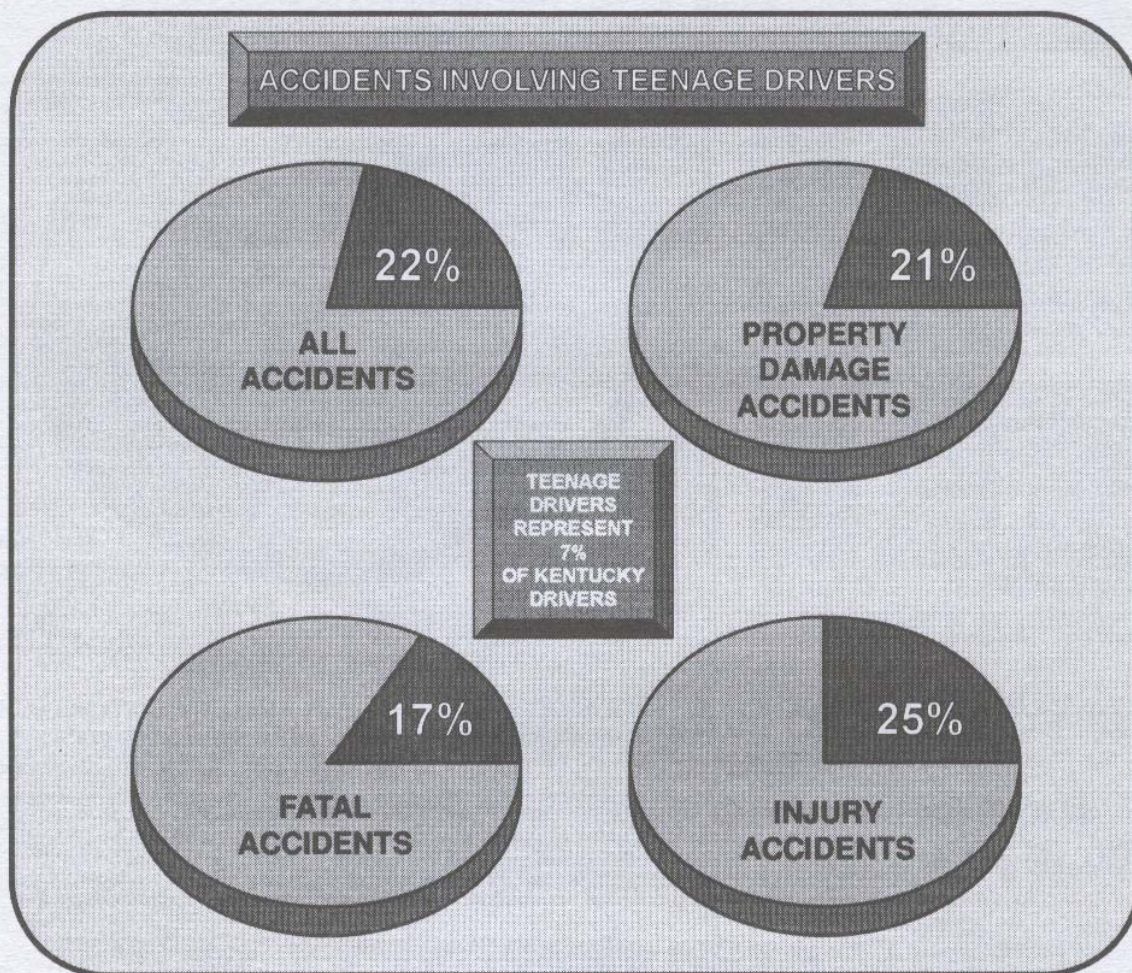
AGE OF DRIVER (FATAL ACCIDENTS)

The chart below groups the ages of 1,069 drivers involved in 1994 fatal accidents (for which age information was available). It should be noted that the drivers were not necessarily killed in the fatal accident. The number of drivers involved in fatal accidents exceeded the total number of fatal accidents. Percentages are based on drivers involved in fatal accidents during 1994 and do not include 14 drivers whose ages were not stated on the accident report. The number of fatal accidents and licensed drivers is in parentheses.



ACCIDENTS INVOLVING TEENAGE DRIVERS

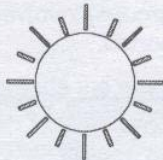
The percentages of teenage drivers (16 to 19 years of age versus other groups) involved in 1994 accidents (by type) are shown below, irrespective of the driver at fault in the accidents reported.



The number of teenage drivers involved in accidents, together with alcohol-related accidents, are shown below. It should be noted that tabulations for alcohol-related accidents were derived from the total number of drinking drivers as reported by the officer at the scene. Use of FARS would result in higher numbers. As shown, 759 teenage drivers were involved in alcohol-related accidents during 1994. There were 142 fatalities in accidents involving a teenage driver (62 of these fatalities were the teenage driver). There were 21 fatalities in alcohol-related accidents involving teenage drivers (13 of these fatalities were the teenage driver).

NUMBER OF TEENAGE DRIVERS INVOLVED IN:								
YEAR	ALL ACCIDENTS	FATAL ACCIDENTS	INJURY ACCIDENTS	PROPERTY DAMAGE	ALCOHOL RELATED ACCIDENTS			
					FATAL	INJURY	PROPERTY DAMAGE	TOTAL
1994	26,905	120	8,490	18,295	17	386	356	759
1993	30,554	140	9,069	21,345	24	432	337	793
1992	31,019	159	8,938	21,922	28	471	374	873
1991	29,977	145	8,681	21,151	22	498	488	1,058

ACCIDENTS BY HOUR OF OCCURRENCE



Sixty-one percent of all accidents reported during 1994 occurred during daylight hours (7:00 am to 4:59 pm). Twenty percent of all accidents occurred during dark hours (8:00 pm to 6:59 am), and 18% occurred at dusk (5:00 pm to 7:59 pm).

Forty-four percent of all fatal accidents occurred during daylight hours, 38% occurred during dark hours; and 18% at dusk.

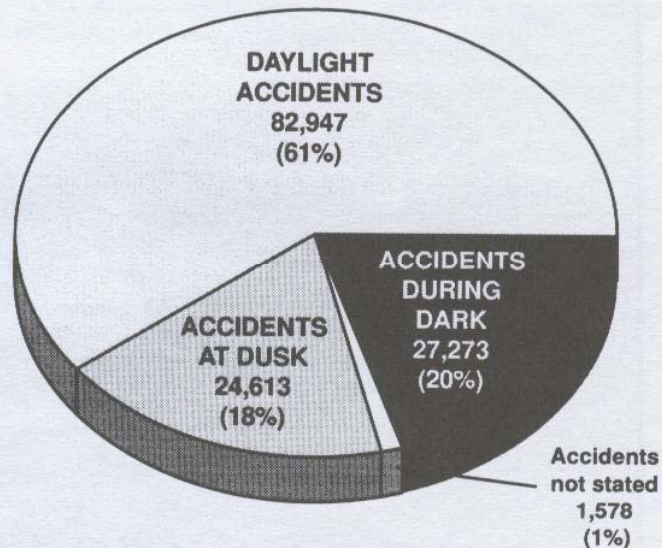
NOTE: Time categories do not take into account variances due to season and daylight savings time changes.

DAYLIGHT
7:00 AM TO 4:59 PM

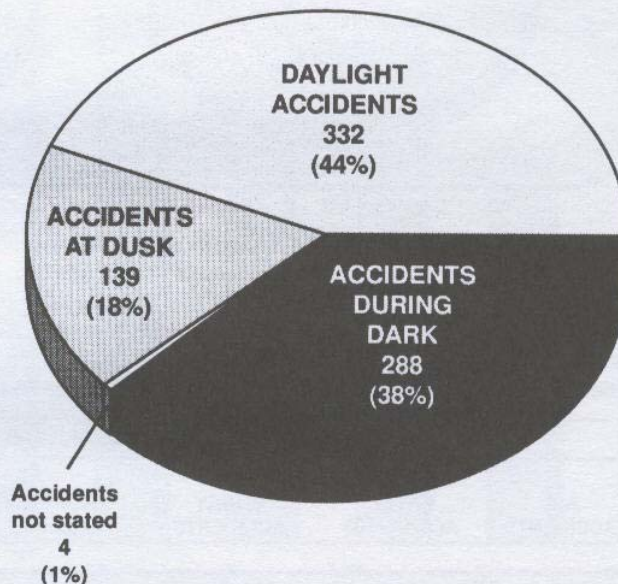
DUSK
5:00 PM TO 7:59 PM

DARK
8:00 PM TO 6:59 AM

ACCIDENTS BY HOUR OF OCCURRENCE



ALL ACCIDENTS

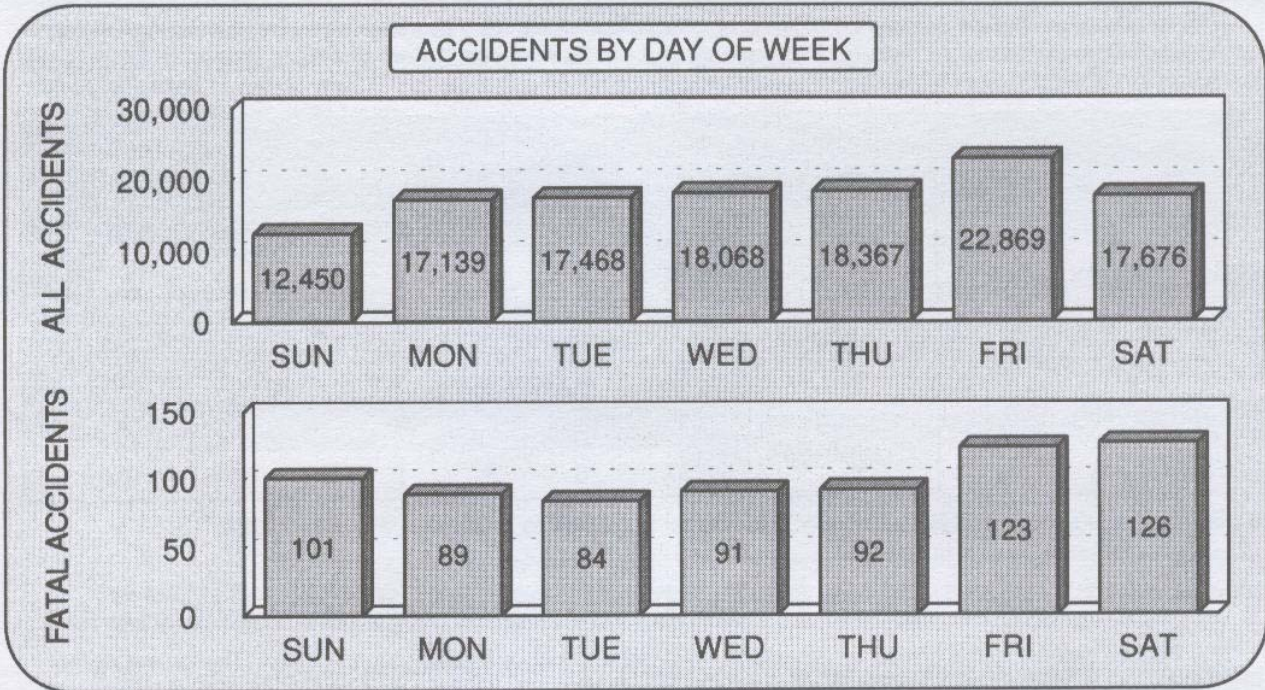


FATAL ACCIDENTS ONLY

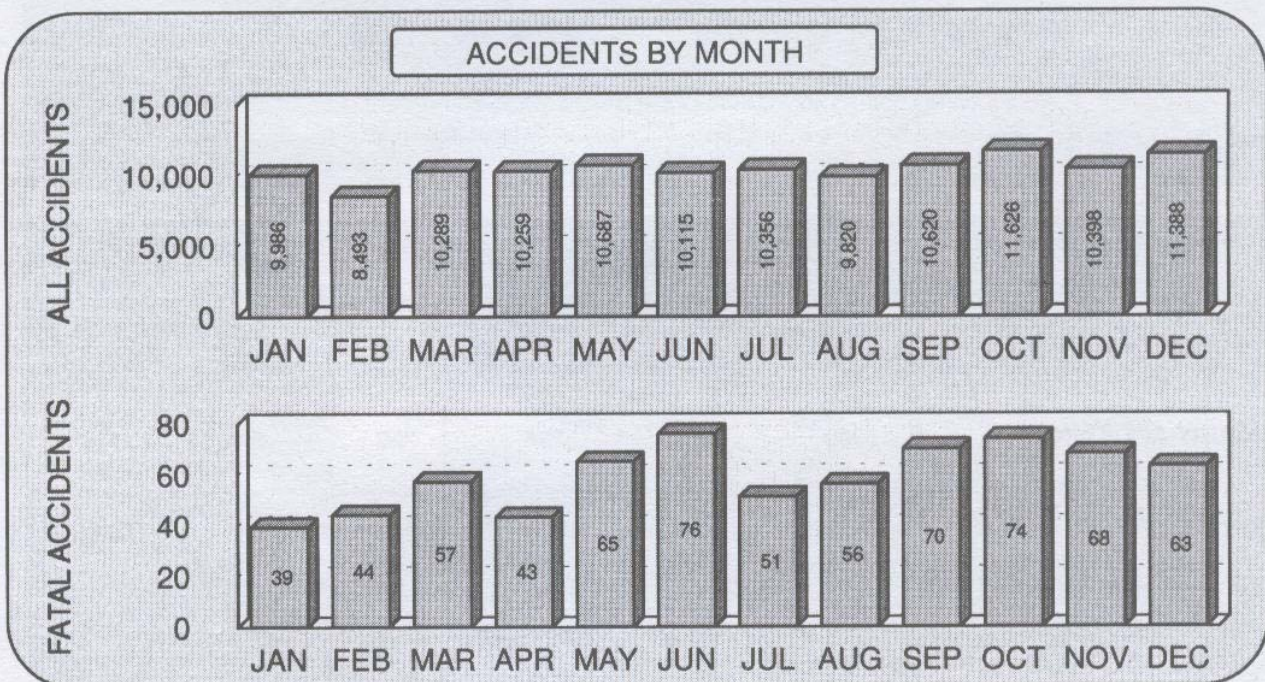
ACCIDENTS BY DAY AND MONTH

The graph below shows all vs. fatal accidents by day of occurrence.

Forty-three percent of all fatal accidents occurred on weekends (Friday, Saturday, Sunday combined).



June and October reported the highest number of fatal accidents; October ranked highest for all accident totals. February showed the lowest number of total accidents. January and April showed the lowest number of fatal accidents.



HOLIDAY ACCIDENTS

HOLIDAY DEATH TOLL

The chart below depicts the number of deaths in fatal accidents for a ten-year period, 1985 through 1994, on major holidays (inclusive of time periods established by the National Safety Council). A total of 59 persons were killed in 1994 holiday fatalities.

HOLIDAY PERIOD	TOTAL DEATHS									
	1985	1986	1987	1988	1989	1990	1991	1992	1993	1994
NEW YEAR'S	5	7	11	4	4	2	2	16	12	3
MEMORIAL DAY	3	6	12	8	11	4	12	7	15	10
JULY FOURTH	11	6	7	12	11	5	17	14	4	6
LABOR DAY	6	10	12	6	8	4	8	5	10	12
THANKSGIVING	6	9	17	12	6	12	9	6	9	21
CHRISTMAS	5	4	7	8	8	7	7	14	7	7

NOTE: New Year's holiday ran from 6 p.m., December 30, 1993, to midnight, January 2, 1994.

COMPARISON OF 1994 HOLIDAY FATALITIES/ACCIDENTS

The Thanksgiving holiday period registered the highest number of fatalities during 1994. The lowest number of holiday fatalities occurred over New Year's holiday. The chart below shows relevant accident data for each of the 1994 holidays.

HOLIDAY PERIOD	NEW YEAR'S	MEMORIAL DAY	JULY FOURTH	LABOR DAY	THANKSGIVING	CHRISTMAS
NO. PERSONS KILLED	3	10	6	12	21	7
NO. PERSONS INJURED	392	313	490	603	660	324
FATAL ACCIDENTS	3	9	6	10	15	6
INJURY ACCIDENTS	265	268	288	358	394	190
PROPERTY DAMAGE	817	590	576	778	1,008	478
TOTAL ACCIDENTS	1,085	867	870	1,146	1,417	674

ALCOHOL-RELATED ACCIDENTS

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

Alcohol-related accidents are broken out by county beginning on page 34. The following information has been adjusted to agree with FARS statistics involving fatal accidents, therefore these numbers may not agree with previously listed state totals.

ALL ACCIDENTS	FATAL ACCIDENTS	259
	INJURY ACCIDENTS	2,883
	PROPERTY DAMAGE ACCIDENTS	2,853
	TOTAL	5,995

PERSONS KILLED/INJURED	NUMBER KILLED	287
	NUMBER INJURED	4,536
	INCAPACITATING INJURIES	1,218
	NON-INCAPACITATING INJURIES	1,863
	POSSIBLE INJURIES	1,455

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

5,995 alcohol-related accidents were reported during 1994. Four percent of the alcohol-related accidents were fatal, 48% were injury accidents, and 48% resulted in property damage.

Comparison with previous years

During 1994, alcohol-related accidents decreased by 11% over 1993. The 287 persons killed in 1994 reflect a decrease of 9% when compared with 314 persons killed in 1993. During 1994, there were 4,536 persons injured in alcohol-related accidents, a decrease of 13% over 1993 when 5,228 persons were injured.

Fatal accident data has been adjusted to reflect follow-up studies of drivers in the chart below. The 1993 data has been adjusted to agree with FARS data and not state data which was shown in the 1993 publication.

YEAR	TOTAL ACCIDENTS (Alcohol Related)	% CHANGE FROM PREVIOUS YEAR	TOTAL KILLED	% +/-	TOTAL INJURED	% +/-
1994	5,995	-11%	287	-9%	4,536	-13%
1993	6,727	-3%	314	4%	5,228	2%
1992	6,968	-5%	303	-17%	5,142	-6%
1991	7,301	-11%	365	9%	5,467	-12%
1990	8,159	6%	336	5%	6,181	6%
1989	7,670	-4%	319	-18%	5,814	-3%
1988	8,014	4%	389	9%	5,992	2%

SAFETY RESTRAINTS

The chart below compares vehicle occupants with and without safety restraint devices over a five-year period. Clearly, more vehicle occupants are using restraints (from 44% in 1990 to 78% in 1994.) (Safety restraint devices include lap belt, harness, child safety seat, air bag, and other passive restraints. The numbers do not include occupants in vehicles that normally do not contain safety restraints, occupants where safety restraint usage was not indicated, occupants not in an appropriate position, or pedestrians and pedalcyclists.)

YEAR	RESTRAINED		NOT-RESTRAINED	
	NUMBER	% OF TOTAL	NUMBER	% OF TOTAL
1994	158,591	78%	44,108	22%
1993	141,028	64%	77,654	36%
1992	133,580	60%	87,719	40%
1991	112,240	54%	96,344	46%
1990	102,078	44%	128,183	56%

The above percentages are based on the reported usage of safety restraints in traffic accidents. Observational surveys have consistently found lower rates. For example, the 1994 statewide survey found a usage rate of 58% for drivers. (compared to 78% reported in traffic accidents.)

The chart below shows 1994 vehicle occupants by their injury status, and separates the occupants into categories of restraint used and restraint not used. Overall, 17% of all vehicle occupants were killed or injured. A breakdown into restraint usage shows only 13% of those restrained were killed or injured, compared to 26% of those not restrained. Comparing the percentages killed or injured in the "Restraint Used" and "Restraint Not Used" categories shows the benefit of wearing a safety belt.

INJURY STATUS	ALL OCCUPANTS		RESTRAINT USED		RESTRAINT NOT USED		NOT APPLICABLE	
	NUMBER	% OF TOTAL	NUMBER	% OF TOTAL	NUMBER	% OF TOTAL	NUMBER	% OF TOTAL
KILLED	791	0.3%	137	0.1%	355	0.8%	299	0.3%
INCAPACITATING INJURY	9,139	2.9%	2,983	1.9%	2,457	5.6%	3,699	3.4%
NON-INCAPACITATING INJURY	18,595	6.0%	6,954	4.4%	4,221	9.6%	7,420	6.8%
POSSIBLE INJURY	25,785	8.3%	11,213	7.1%	4,287	9.7%	10,285	9.4%
NOT INJURED	249,511	80.0%	137,255	86.5%	32,754	74.3%	79,502	72.9%
UNKNOWN	7,880	2.5%	49	0.0%	34	0.1%	7,797	7.2%
TOTAL	311,701	100.0%	158,591	100.0%	44,108	100.0%	109,002	100.0%

HIT-AND-RUN ACCIDENTS

Hit-and-run accidents are those accidents in which the driver leaves the collision scene with the intent of evading responsibility. Hit-and-run is a serious violation of the law. During 1994, there were 8,724 hit-and-run accidents, of which 12 were fatal accidents and 1,200 were injury accidents. As depicted in the chart below, most of Kentucky's hit-and-run accidents were property damage accidents (86%). Twelve persons were killed and 1,616 were injured.

TOTAL	FATAL ACCIDENTS	INJURY ACCIDENTS	PROPERTY DAMAGE ACCIDENTS	PERSONS KILLED	PERSONS INJURED
8,724	12	1,200	7,512	12	1,616

HIT-AND-RUN VICTIMS

As shown in the chart below, 7 of the 12 persons killed in 1994 hit-and-run accidents were pedestrians and one was a pedalcyclist. One hundred forty-five pedestrians and 61 pedalcyclists were injured.

TYPE OF VICTIM	PERSONS KILLED	PERSONS INJURED
Pedestrian	7	145
Pedalcyclist	1	61
Other	4	1,410
TOTAL	12	1,616



LOCATION OF HIT-AND-RUN ACCIDENTS

The location of hit-and-run accidents are shown in the chart below. The largest percentage of hit-and-run accidents (49%) occurred on local streets, followed by 23% on state routes.

TYPE OF ROADWAY	ALL HIT-AND-RUN ACCIDENTS	FATAL ACCIDENTS	INJURY ACCIDENTS	PROPERTY DAMAGE
INTERSTATE	484	1	104	379
U.S. ROUTE	1,597	3	281	1,313
STATE ROUTE	2,034	4	404	1,626
PARKWAY	31	0	8	23
COUNTY ROADS	278	1	47	230
LOCAL STREETS	4,300	3	356	3,941
TOTAL	8,724	12	1,200	7,512

TRUCK ACCIDENTS

Vehicular factors, as noted by the investigating officer on the accident report, are shown below for accidents involving trucks. Up to two factors may be noted for each vehicle in the accident. The number represents the number of trucks with the given factor, and the percentage is the percent of all trucks with that factor. Trucks were not included if the vehicular factor was unknown.

VEHICULAR FACTORS	ALL ACCIDENTS		FATAL ACCIDENTS		NON-FATAL INJURY ACCIDENTS	
	NUMBER	PERCENT	NUMBER	PERCENT	NUMBER	PERCENT
Brakes Defective	160	1.72	3	3.00	53	2.49
Headlights Defective	1	0.01	0	0.00	1	0.05
Other Lighting Defects	22	0.24	1	1.00	7	0.33
Steering Failure	29	0.31	0	0.00	11	0.52
Tire Failure/Inadequate	90	0.97	1	1.00	29	1.36
Tow Hitch Defective	17	0.18	0	0.00	0	0.00
Over / Improper Load	86	0.93	0	0.00	17	0.80
Oversized Load	54	0.58	1	1.00	7	0.33
Other	362	3.90	7	7.00	69	3.24
None Detected	8,455	91.15	87	87.00	1,934	90.88
TOTALS	9,276	100.00	100	100.00	2,128	100.00

The chart below shows the total number of truck accidents, as well as those with hazardous cargo, by type of roadway. Twenty-three percent of the truck accidents occurred on county or city streets; 18% on interstates; 57% on U.S. and state numbered routes. Twenty-two percent of the hazardous cargo accidents occurred on interstates, and 54% on U.S. and state-numbered routes.

TYPE of ROADWAY	ALL TRUCK ACCIDENTS				TRUCKS WITH HAZARDOUS CARGO			
	Fatal Accidents	Injury Accidents	Property Damage	TOTAL	Fatal Accidents	Injury Accidents	Property Damage	TOTAL
Interstate	16	414	1,161	1,591	2	10	29	41
US Route	34	572	1,728	2,334	1	11	35	47
State Route	42	711	2,005	2,758	1	12	43	56
Parkway	2	64	132	198	0	3	4	7
County	1	66	183	250	0	2	8	10
City Street	4	199	1,585	1,788	0	3	25	28
TOTAL	99	2,026	6,794	8,919	4	41	144	189

The residence of truck drivers involved in accidents is shown below. Thirty-two percent of the drivers, with known residences, were non-residents of Kentucky. This percentage is 25% for fatal accidents and 31% for injury accidents.

RESIDENCE OF DRIVERS IN TRUCK ACCIDENTS	ALL ACCIDENTS	FATAL ACCIDENTS	INJURY ACCIDENTS
Local Resident	5,567	72	1,317
State Resident	370	1	89
Out of State Resident	3,003	25	664
Not Stated	506	4	97
TOTAL	9,446	102	2,167

PEDESTRIAN ACCIDENTS

Sixty-one pedestrians were killed and 1,162 were injured in 1994 traffic accidents. The charts below depict ages of victims of pedestrian accidents and the actions of the pedestrian vs. the vehicle at the time of the accident. Up to three pedestrian actions can be coded for one accident. Thirty-two percent of the pedestrians killed or injured were 14 years of age or younger, while 9% were age 65 or older.

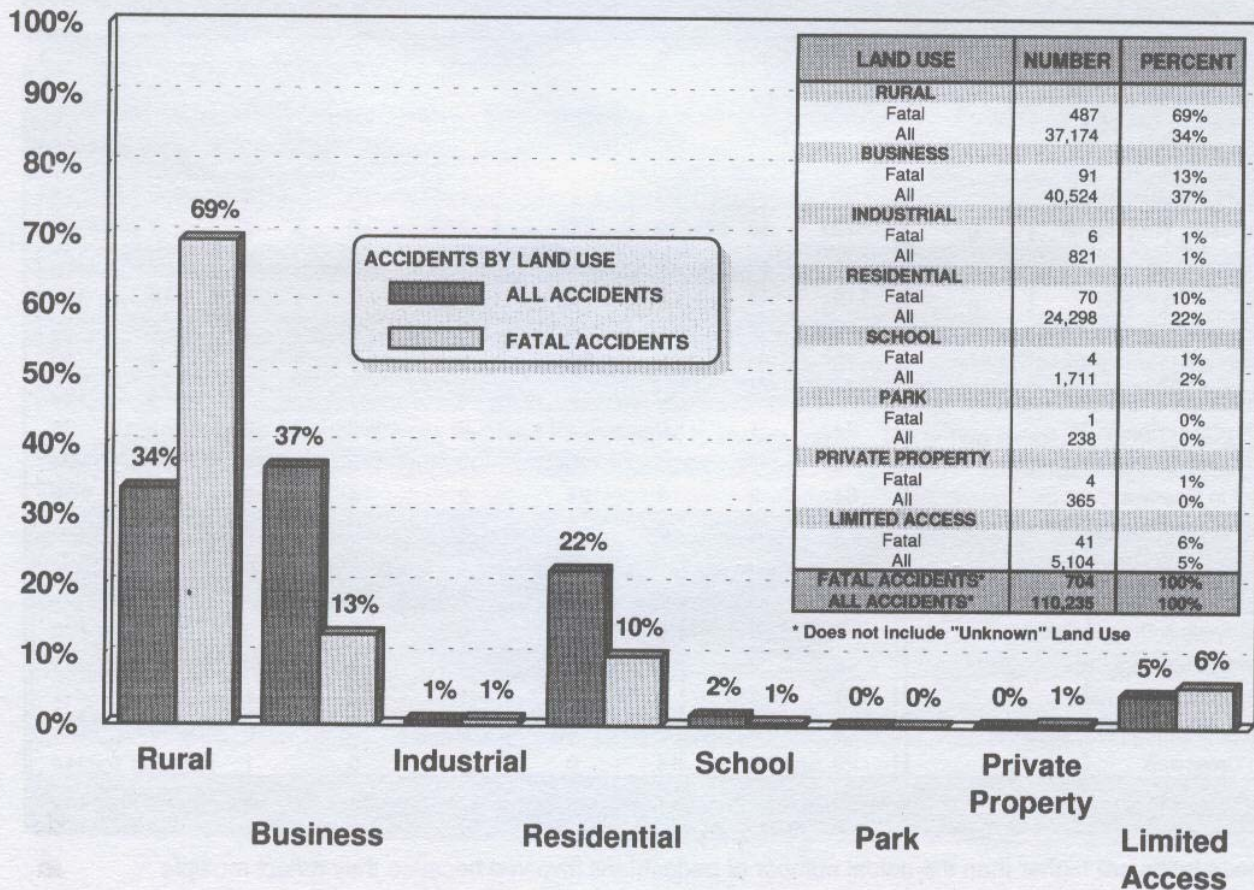
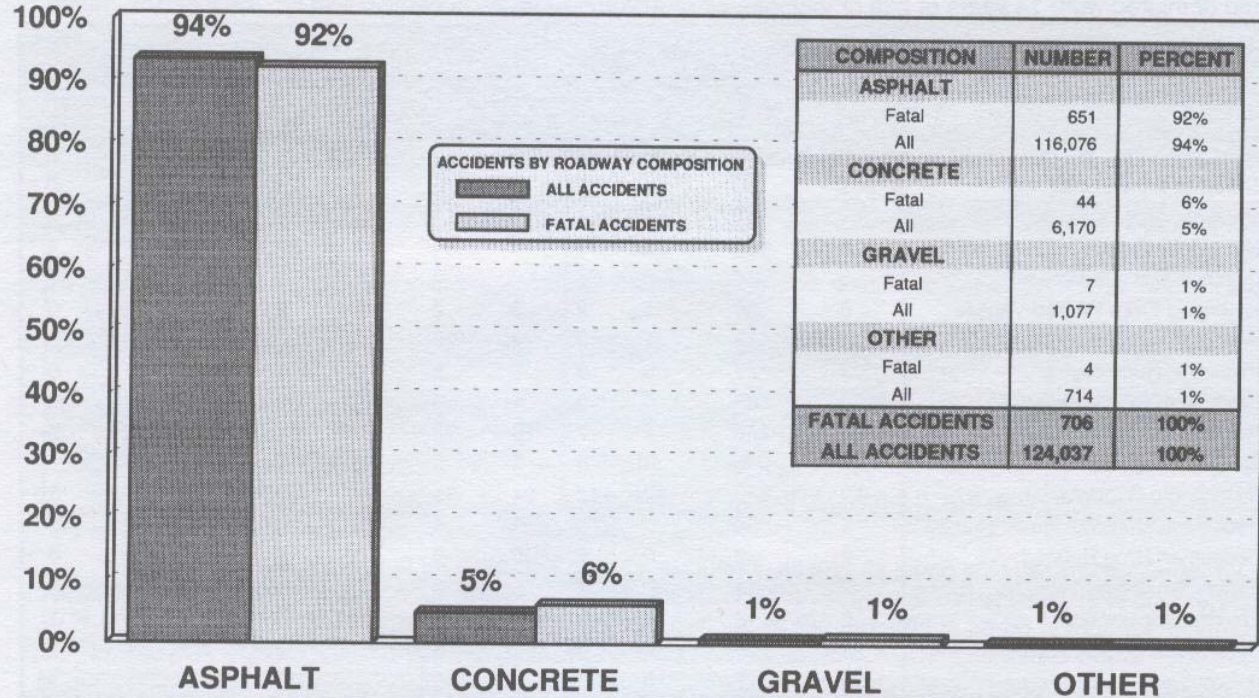
PEDESTRIAN ACTION	TOTAL ACTIONS FOR KILLED OR INJURED PEDESTRIANS BY AGE CATEGORY										
	Fatal Actions	Injury Actions	0-4	5-9	10-14	15-19	20-24	25-44	45-64	65-UP	Not Stated
At Intersection	0	99	2	7	10	11	10	27	16	14	2
Crossing With Signal	1	69	1	3	3	5	9	21	11	15	2
Crossing Against Signal	1	49	1	4	8	12	3	10	7	5	0
Not at Intersection	8	142	9	15	19	24	15	27	17	20	4
Getting On or Off Vehicle	2	34	0	0	6	3	4	11	8	2	2
Emerging From Parked Vehicle	0	20	1	2	3	2	3	6	1	2	0
Walking in Roadway	23	175	5	5	14	28	13	66	36	22	9
Playing in Roadway	3	27	5	9	9	5	0	1	0	1	0
Working in Roadway	2	63	0	0	1	3	13	28	12	4	4
Not in Roadway	10	148	3	7	16	23	20	51	17	16	5
Lying in Roadway	2	5	0	0	0	0	2	2	1	1	1
Darting into Roadway	12	346	42	113	94	35	19	30	10	10	5
Pedestrian Drinking	5	54	0	0	0	5	8	25	13	6	2
Pedestrian Drug Related	0	2	0	2	0	0	0	0	0	0	0
Pedestrian Jogging	0	11	0	1	0	5	0	1	1	1	2
Physical Impairment	0	3	0	0	0	0	0	0	1	1	1
Dark Clothing / Not Visible	6	24	0	0	2	5	3	9	5	4	2
In Crosswalk	0	47	0	2	3	6	1	10	11	11	3
TOTAL*	75	1,318	69	170	188	172	123	325	167	135	44

PEDESTRIAN ACTION	VEHICLE ACTION								
	Straight	Right Turn	Left Turn	Parking	Starting in Traffic	Slowing	Backing	Other	TOTAL
At Intersection	38	9	29	2	1	0	5	9	93
Crossing With Signal	12	16	30	0	2	0	2	7	69
Crossing Against Signal	44	1	6	0	1	0	0	3	55
Not at Intersection	118	3	7	6	2	0	4	15	155
Getting On or Off Vehicle	19	2	2	6	0	1	2	6	38
Emerging From Parked Vehicle	15	0	0	4	0	0	1	3	23
Walking in Roadway	132	2	10	9	3	1	11	24	192
Playing in Roadway	24	1	2	1	0	0	2	1	31
Working in Roadway	35	3	2	9	0	3	4	18	74
Not in Roadway	64	3	8	24	2	4	6	25	136
Lying in Roadway	2	0	0	0	1	0	2	1	6
Darting into Roadway	350	0	4	0	2	2	6	3	367
Pedestrian Drinking	44	3	3	1	2	0	3	5	61
Pedestrian Drug Related	2	0	0	0	0	0	0	0	2
Pedestrian Jogging	6	2	2	0	0	0	0	1	11
Physical Impairment	1	1	0	0	1	0	1	0	4
Dark Clothing / Not Visible	24	0	2	1	0	0	0	4	31
In Crosswalk	20	6	14	0	0	0	1	3	44
TOTAL*	950	52	121	63	17	11	50	128	1,392

* These totals are higher than the actual number of pedestrians involved because they reflect multiple pedestrian actions.

ACCIDENTS BY ROADWAY COMPOSITION AND LAND USE

The charts below give the number and percent of accidents by roadway composition and land use. Roadway composition describes the surface type. Land use refers to the description of the land use of the area at the scene of the accident.





CONTRIBUTING FACTORS

CONTRIBUTING FACTORS

A variety of factors and conditions can contribute to an accident. 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 accident. This table gives the number of accidents in which a given factor was listed at least once. Accumulations were made only once for each factor coded in an accident, even if the factor was coded for more than one driver or vehicle. Therefore, the percentages give the percent of accidents in which a given factor is listed. Some factors, which were listed only a few times, are not listed.

ACCIDENT FACTORS	ALL ACCIDENTS	PERCENT OF TOTAL	FATAL ACCIDENTS	PERCENT OF TOTAL
Driver Inattention	40,238	32.44	130	17.04
Failure To Yield	20,033	16.15	132	17.30
Unsafe Speed	9,725	7.84	175	22.94
Alcohol Involvement	5,890	4.75	154	20.18
Following Too Close	7,030	5.67	2	0.26
Disregard Traffic Control	4,169	3.36	35	4.59
Turning Improperly	3,082	2.48	4	0.52
VEHICULAR FACTORS	ALL ACCIDENTS	PERCENT OF TOTAL	FATAL ACCIDENTS	PERCENT OF TOTAL
Brakes Defective	1,893	1.53	9	1.18
Tire Failure / Inadequate	1,082	0.87	15	1.97
Steering Failure	391	0.32	3	0.39
Overloaded	210	0.17	0	0.00
Oversized Load	156	0.13	2	0.26
Lighting Failure	65	0.05	1	0.13
ENVIRONMENTAL FACTORS	ALL ACCIDENTS	PERCENT OF TOTAL	FATAL ACCIDENTS	PERCENT OF TOTAL
Slippery Surface	16,306	13.15	72	9.44
View Obstructed	4,351	3.51	32	4.19
Animal Action	4,177	3.37	2	0.26
Water Pooling	1,203	0.97	10	1.31
Glare	1,090	0.88	4	0.52
Debris In Roadway	811	0.65	1	0.13
Roadway Construction	658	0.53	1	0.13

CONTRIBUTING FACTORS

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

ACCIDENTS INVOLVING PEDESTRIANS	
TOTAL PEDESTRIAN ACCIDENTS	1,145
FATAL ACCIDENTS	60
INJURY ACCIDENTS	1,037
TOTAL KILLED	61
TOTAL INJURED	1,162

PEDESTRIAN ACCIDENTS				
DRIVER CONTRIBUTING FACTORS	ALL ACCIDENTS	PERCENT OF TOTAL	FATAL ACCIDENTS	PERCENT OF TOTAL
Unsafe Speed	34	2.97	2	3.33
Failed to Yield Right of Way	84	7.34	1	1.67
Following Too Close	3	0.26	0	0.00
Improper Passing	4	0.35	0	0.00
Disregard of Traffic Controls	17	1.48	4	6.67
Turning Improperly	2	0.17	0	0.00
Alcohol Involvement	32	2.79	6	10.00
Drug Involvement	2	0.17	1	1.67
Sick	0	0.00	0	0.00
Fell Asleep	3	0.26	1	1.67
Lost Consciousness	0	0.00	0	0.00
Driver Inattention	162	14.15	2	3.33
Distraction	17	1.48	1	1.67
Physical Disability	2	0.17	0	0.00

ACCIDENTS INVOLVING BICYCLES	
TOTAL BICYCLE ACCIDENTS	664
FATAL ACCIDENTS	5
INJURY ACCIDENTS	557
TOTAL KILLED	5
TOTAL INJURED	568

BICYCLE ACCIDENTS				
DRIVER CONTRIBUTING FACTORS	ALL ACCIDENTS	PERCENT OF TOTAL	FATAL ACCIDENTS	PERCENT OF TOTAL
Unsafe Speed	5	0.75	1	20.00
Failed to Yield Right of Way	40	6.02	0	0.00
Following Too Close	2	0.30	0	0.00
Improper Passing	5	0.75	0	0.00
Disregard of Traffic Controls	5	0.75	0	0.00
Turning Improperly	7	1.05	0	0.00
Alcohol Involvement	5	0.75	0	0.00
Drug Involvement	0	0.00	0	0.00
Sick	0	0.00	0	0.00
Fell Asleep	0	0.00	0	0.00
Lost Consciousness	0	0.00	0	0.00
Driver Inattention	80	12.05	1	20.00
Distraction	3	0.45	0	0.00
Physical Disability	2	0.30	0	0.00

CONTRIBUTING FACTORS (cont'd)

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

ACCIDENTS INVOLVING SCHOOL BUSES	
TOTAL SCHOOL BUS ACCIDENTS	714
FATAL ACCIDENTS	2
INJURY ACCIDENTS	114
TOTAL KILLED	2
TOTAL INJURED	332

SCHOOL BUS ACCIDENTS				
DRIVER CONTRIBUTING FACTORS	ALL ACCIDENTS	PERCENT OF TOTAL	FATAL ACCIDENTS	PERCENT OF TOTAL
Unsafe Speed	40	6.02	1	50.00
Failed to Yield Right of Way	84	12.65	1	50.00
Following Too Close	43	6.48	0	0.00
Improper Passing	16	2.41	1	50.00
Disregard of Traffic Controls	20	3.01	0	0.00
Turning Improperly	20	3.01	0	0.00
Alcohol Involvement	7	1.05	0	0.00
Drug Involvement	1	0.15	0	0.00
Sick	1	0.15	0	0.00
Fell Asleep	2	0.30	0	0.00
Lost Consciousness	1	0.15	0	0.00
Driver Inattention	252	37.95	1	50.00
Distraction	21	3.16	0	0.00
Physical Disability	1	0.15	0	0.00

ACCIDENTS INVOLVING ELEMENTARY SCHOOL AGE CHILDREN	
TOTAL ELEM. SCHOOL AGE CHILDREN ACCIDENTS	9,632
FATAL ACCIDENTS	57
INJURY ACCIDENTS	3,740
TOTAL KILLED (All Ages)	78
(6-12 Years of Age)	20
TOTAL INJURED (All Ages)	7,723
(6-12 Years of Age)	2,506

ELEMENTARY SCHOOL AGE CHILDREN ACCIDENTS (6 TO 12 YEARS OF AGE)				
DRIVER CONTRIBUTING FACTORS	ALL ACCIDENTS	PERCENT OF TOTAL	FATAL ACCIDENTS	PERCENT OF TOTAL
Unsafe Speed	676	7.02	11	19.30
Failed to Yield Right of Way	1,877	19.49	15	26.32
Following Too Close	681	7.07	0	0.00
Improper Passing	144	1.50	2	3.51
Disregard of Traffic Controls	320	3.32	0	0.00
Turning Improperly	180	1.87	0	0.00
Alcohol Involvement	233	2.42	4	7.02
Drug Involvement	14	0.15	0	0.00
Sick	5	0.05	0	0.00
Fell Asleep	70	0.73	1	1.75
Lost Consciousness	13	0.13	0	0.00
Driver Inattention	3,759	39.03	15	26.32
Distraction	248	2.57	1	1.75
Physical Disability	19	0.20	0	0.00

CONTRIBUTING FACTORS (cont'd)

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

ACCIDENTS INVOLVING MOTORCYCLES	
TOTAL MOTORCYCLES ACCIDENTS	926
FATAL ACCIDENTS	33
INJURY ACCIDENTS	733
TOTAL KILLED	33
TOTAL INJURED	881

MOTORCYCLE ACCIDENTS				
DRIVER CONTRIBUTING FACTORS	ALL ACCIDENTS	PERCENT OF TOTAL	FATAL ACCIDENTS	PERCENT OF TOTAL
Unsafe Speed	158	17.06	15	45.45
Failed to Yield Right of Way	161	17.39	10	30.30
Following Too Close	29	3.13	0	0.00
Improper Passing	25	2.70	1	3.03
Disregard of Traffic Controls	21	2.27	1	3.03
Turning Improperly	17	1.84	0	0.00
Alcohol Involvement	108	11.66	8	24.24
Drug Involvement	0	0.00	0	0.00
Sick	0	0.00	0	0.00
Fell Asleep	5	0.54	0	0.00
Lost Consciousness	0	0.00	0	0.00
Driver Inattention	229	24.73	8	24.24
Distraction	17	1.84	0	0.00
Physical Disability	2	0.22	0	0.00

ACCIDENTS INVOLVING MOPEDS	
TOTAL MOPED ACCIDENTS	65
FATAL ACCIDENTS	1
INJURY ACCIDENTS	47
TOTAL KILLED	1
TOTAL INJURED	54

MOPED ACCIDENTS				
DRIVER CONTRIBUTING FACTORS	ALL ACCIDENTS	PERCENT OF TOTAL	FATAL ACCIDENTS	PERCENT OF TOTAL
Unsafe Speed	11	16.92	0	0.00
Failed to Yield Right of Way	14	21.54	1	100.00
Following Too Close	1	1.54	0	0.00
Improper Passing	1	1.54	0	0.00
Disregard of Traffic Controls	4	6.15	0	0.00
Turning Improperly	2	3.08	0	0.00
Alcohol Involvement	4	6.15	0	0.00
Drug Involvement	0	0.00	0	0.00
Sick	0	0.00	0	0.00
Fell Asleep	0	0.00	0	0.00
Lost Consciousness	1	1.54	0	0.00
Driver Inattention	22	33.85	1	100.00
Distraction	0	0.00	0	0.00
Physical Disability	0	0.00	0	0.00

CONTRIBUTING FACTORS (cont'd)

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

ACCIDENTS INVOLVING TRUCKS	
TOTAL TRUCK ACCIDENTS	8,919
FATAL ACCIDENTS	99
INJURY ACCIDENTS	2,026
TOTAL KILLED	120
TOTAL INJURED	2,972

ACCIDENTS INVOLVING TRAINS	
TOTAL TRAIN ACCIDENTS	93
FATAL ACCIDENTS	5
INJURY ACCIDENTS	35
TOTAL KILLED	10
TOTAL INJURED	51

ACCIDENTS INVOLVING MULTIPLE FATALITIES	
TOTAL MULTIPLE FATALITY ACCIDENTS	68
FATAL ACCIDENTS	68
INJURY ACCIDENTS	0
TOTAL KILLED	153
TOTAL INJURED	94

TRUCK ACCIDENTS				
DRIVER CONTRIBUTING FACTORS	ALL ACCIDENTS	PERCENT OF TOTAL	FATAL ACCIDENTS	PERCENT OF TOTAL
Unsafe Speed	573	6.42	20	20.20
Failed to Yield Right of Way	1,233	13.82	36	36.36
Following Too Close	402	4.51	1	1.01
Improper Passing	163	1.83	3	3.03
Disregard of Traffic Controls	197	2.21	7	7.07
Turning Improperly	323	3.62	3	3.03
Alcohol Involvement	168	1.88	8	8.08
Drug Involvement	16	0.18	3	3.03
Sick	12	0.13	0	0.00
Fell Asleep	102	1.14	2	2.02
Lost Consciousness	17	0.19	1	1.01
Driver Inattention	3,069	34.41	20	20.20
Distraction	144	1.61	2	2.02
Distraction Physical Disability	15	0.17	1	1.01

TRAIN ACCIDENTS				
DRIVER CONTRIBUTING FACTORS	ALL ACCIDENTS	PERCENT OF TOTAL	FATAL ACCIDENTS	PERCENT OF TOTAL
Unsafe Speed	1	1.08	0	0.00
Failed to Yield Right of Way	24	25.81	2	40.00
Following Too Close	0	0.00	0	0.00
Improper Passing	0	0.00	0	0.00
Disregard of Traffic Controls	19	20.43	3	60.00
Turning Improperly	2	2.15	0	0.00
Alcohol Involvement	8	8.60	0	0.00
Drug Involvement	0	0.00	0	0.00
Sick	0	0.00	0	0.00
Fell Asleep	0	0.00	0	0.00
Lost Consciousness	1	1.08	0	0.00
Driver Inattention	37	39.78	1	20.00
Distraction	1	1.08	0	0.00
Physical Disability	0	0.00	0	0.00

MULTIPLE FATALITY ACCIDENTS				
DRIVER CONTRIBUTING FACTORS	ALL ACCIDENTS	PERCENT OF TOTAL	FATAL ACCIDENTS	PERCENT OF TOTAL
Unsafe Speed	28	41.18	28	41.18
Failed to Yield Right of Way	13	19.12	13	19.12
Following Too Close	0	0.00	0	0.00
Improper Passing	3	4.41	3	4.41
Disregard of Traffic Controls	7	10.29	7	10.29
Turning Improperly	1	1.47	1	1.47
Alcohol Involvement	13	19.12	13	19.12
Drug Involvement	2	2.94	2	2.94
Sick	0	0.00	0	0.00
Fell Asleep	1	1.47	1	1.47
Lost Consciousness	1	1.47	1	1.47
Driver Inattention	10	14.71	10	14.71
Distraction	0	0.00	0	0.00
Physical Disability	0	0.00	0	0.00



ACCIDENTS BY COUNTY

ACCIDENTS BY COUNTY

1993 VS 1994

COUNTY	ACCIDENTS								PERSONS			
	TOTAL		FATAL		NON-FATAL INJURY		PROPERTY DAMAGE		KILLED		INJURED	
	1993	1994	1993	1994	1993	1994	1993	1994	1993	1994	1993	1994
Adair	530	439	6	5	151	121	373	313	6	5	235	182
Allen	485	434	3	12	181	147	301	275	3	12	285	235
Anderson	378	367	4	2	108	142	266	223	5	3	168	223
Ballard	203	196	4	2	60	68	139	126	4	2	87	95
Barren	1,266	1,143	7	12	350	369	909	762	7	15	583	608
Bath	322	254	3	3	95	90	224	161	4	3	143	129
Bell	847	894	9	6	223	334	615	554	11	7	371	512
Boone	3,162	3,029	7	4	796	891	2,359	2,134	8	4	1,191	1,364
Bourbon	761	635	3	6	185	187	573	442	4	7	281	283
Boyd	1,909	2,009	9	2	435	519	1,465	1,488	11	3	681	737
Boyle	1,070	957	7	6	270	282	793	669	7	6	428	444
Bracken	225	227	1	4	45	46	179	177	1	7	72	70
Breathitt	433	343	5	4	175	147	253	192	7	4	305	278
Breckinridge	378	259	8	6	133	114	237	139	8	6	237	178
Bullitt	1,307	1,362	12	15	431	418	864	929	13	18	700	635
Butler	324	275	2	5	108	77	214	193	2	7	169	133
Caldwell	451	382	3	3	93	101	355	278	3	3	141	150
Calloway	351	310	3	4	133	139	215	167	5	4	189	230
Campbell	2,788	2,712	5	3	640	595	2,143	2,114	5	5	917	825
Carlisle	68	26	5	2	21	11	42	13	5	2	29	22
Carroll	471	403	10	4	108	96	353	303	13	4	181	149
Carter	600	598	7	8	163	172	430	418	10	10	269	285
Casey	172	147	6	3	64	53	102	91	6	3	100	95
Christian	1,957	1,826	15	13	489	496	1,453	1,317	18	13	734	769
Clark	1,128	1,032	9	6	283	269	836	757	9	6	434	393
Clay	385	283	11	7	136	100	238	176	11	8	268	177
Clinton	283	132	3	3	81	34	199	95	4	4	130	57
Crittenden	237	208	1	5	79	77	157	126	1	5	106	116
Cumberland	125	106	0	2	31	32	94	72	0	3	45	44
Daviess	3,932	3,299	8	10	948	785	2,976	2,504	8	10	1,390	1,143
Edmonson	253	227	4	1	88	84	161	142	9	1	146	131
Elliot	80	79	2	3	43	37	35	39	2	3	83	54
Estill	369	312	2	0	130	97	237	215	2	0	206	138
Fayette	12,074	10,579	31	20	2,635	2,619	9,408	7,940	34	21	3,861	3,887
Fleming	301	278	4	4	76	75	221	199	4	4	112	99
Floyd	1,223	1,098	18	13	535	489	670	596	21	16	910	823
Franklin	1,652	1,523	6	4	365	423	1,281	1,096	7	4	583	662
Fulton	257	227	1	2	62	71	194	154	1	2	95	102
Gallatin	198	178	3	3	71	55	124	120	3	3	103	88
Garrard	262	205	2	3	86	74	174	128	2	3	151	125

ACCIDENTS BY COUNTY

1993 VS 1994

COUNTY	ACCIDENTS								PERSONS			
	TOTAL		FATAL		NON-FATAL INJURY		PROPERTY DAMAGE		KILLED		INJURED	
	1993	1994	1993	1994	1993	1994	1993	1994	1993	1994	1993	1994
Grant	674	770	5	2	213	227	456	541	6	6	355	354
Graves	1,062	962	10	10	288	292	764	660	13	10	451	432
Grayson	724	494	6	9	222	201	496	284	6	9	370	291
Green	251	249	0	2	94	61	157	186	0	2	152	86
Greenup	841	839	3	6	237	276	601	557	3	6	375	433
Hancock	169	169	2	1	55	63	112	105	3	1	72	106
Hardin	2,895	2,583	7	10	665	653	2,223	1,920	9	12	1,069	1,046
Harlan	866	826	5	8	287	316	574	502	5	9	445	489
Harrison	540	553	3	1	130	169	407	383	3	1	177	237
Hart	507	466	4	8	132	118	371	340	4	8	227	189
Henderson	2,227	1,906	11	7	568	493	1,648	1,406	11	8	870	728
Henry	396	407	2	4	127	119	267	284	2	4	210	180
Hickman	90	100	2	2	40	33	48	65	2	3	70	47
Hopkins	1,903	1,622	6	5	446	436	1,451	1,181	6	5	658	707
Jackson	227	246	4	3	91	113	132	130	4	3	145	175
Jefferson	29,564	27,619	71	51	6,445	6,266	23,048	21,302	79	55	9,422	9,189
Jessamine	1,143	1,028	8	8	287	262	848	758	10	8	435	392
Johnson	664	577	8	4	240	214	416	359	11	4	435	415
Kenton	6,423	5,891	9	11	1,486	1,404	4,928	4,476	9	11	2,120	2,071
Knott	343	357	4	6	160	152	179	199	4	6	246	238
Knox	649	647	10	3	242	247	397	397	12	3	426	391
Larue	315	290	3	7	91	88	221	195	3	7	133	151
Laurel	1,422	1,309	17	8	452	436	953	865	19	9	743	728
Lawrence	302	277	2	6	112	107	188	164	2	8	173	182
Lee	124	106	1	2	40	35	83	69	1	2	80	55
Leslie	224	193	3	11	96	85	125	97	3	16	162	138
Letcher	620	564	7	7	228	218	385	339	9	7	393	370
Lewis	284	271	2	6	87	80	195	185	2	6	131	124
Lincoln	553	403	4	3	184	171	365	229	5	3	304	273
Livingston	205	217	4	3	80	78	121	136	4	4	115	130
Logan	706	679	5	3	197	200	504	476	5	4	304	314
Lyon	209	236	6	4	63	76	140	156	6	5	94	137
McCracken	3,466	2,966	18	14	879	861	2,569	2,091	18	14	1,314	1,351
McCreary	227	252	4	8	77	105	146	139	4	10	138	181
McLean	218	198	6	4	57	70	155	124	7	4	94	124
Madison	2,578	1,978	9	12	609	552	1,960	1,414	11	15	931	862
Magoffin	245	235	4	2	127	131	114	102	5	2	228	228
Marion	544	468	5	4	171	130	368	334	5	4	278	208
Marshall	782	777	4	8	248	276	530	493	4	9	389	422
Martin	306	358	3	2	116	123	187	233	3	2	193	201

ACCIDENTS BY COUNTY

1993 VS 1994

COUNTY	ACCIDENTS								PERSONS			
	TOTAL		FATAL		NON-FATAL INJURY		PROPERTY DAMAGE		KILLED		INJURED	
	1993	1994	1993	1994	1993	1994	1993	1994	1993	1994	1993	1994
Mason	1,003	826	5	2	232	199	766	625	6	2	341	325
Meade	513	463	5	8	176	169	332	286	6	10	305	277
Menifee	100	115	5	2	44	60	51	53	6	3	66	103
Mercer	717	631	2	2	209	178	506	451	2	3	316	267
Metcalfe	204	210	2	2	58	60	144	148	2	2	94	106
Monroe	202	155	4	3	66	45	132	107	4	3	105	82
Montgomery	750	720	5	9	213	209	532	502	7	10	333	317
Morgan	266	254	0	3	117	102	149	149	0	4	163	152
Muhlenberg	1,012	902	6	5	301	270	705	627	7	5	500	419
Nelson	1,046	1,027	5	6	290	303	751	718	6	7	444	496
Nicholas	124	104	2	1	29	27	93	76	2	2	47	45
Ohio	641	543	9	6	229	187	403	350	15	8	359	297
Oldham	913	923	3	5	270	271	640	647	3	7	415	391
Owen	229	229	3	2	94	89	132	138	4	2	132	147
Owsley	86	66	1	1	38	24	47	41	1	1	62	47
Pendleton	303	353	6	3	98	90	199	260	6	3	159	138
Perry	1,134	1,026	9	7	410	350	715	669	11	9	651	605
Pike	2,330	2,283	21	20	911	928	1,398	1,335	23	20	1,542	1,533
Powell	280	302	2	4	88	91	190	207	2	4	134	142
Pulaski	1,779	1,504	8	9	503	449	1,268	1,046	8	9	836	728
Robertson	8	10	1	0	3	1	4	9	1	0	3	1
Rockcastle	460	396	14	7	151	156	295	233	17	9	316	300
Rowen	822	727	5	2	237	203	580	522	5	3	389	307
Russell	407	323	6	2	106	94	295	227	7	2	163	145
Scott	1,247	1,011	10	11	302	307	935	693	13	14	466	514
Shelby	1,099	876	9	10	297	271	793	595	11	11	469	434
Simpson	544	520	5	3	135	154	404	363	5	3	208	238
Spencer	131	129	2	3	55	55	74	71	4	3	81	85
Taylor	788	620	4	8	194	173	590	439	5	10	296	287
Todd	267	242	3	4	90	62	174	176	3	5	151	109
Trigg	366	297	7	6	104	94	255	197	13	7	160	155
Trimble	172	169	1	1	52	55	119	113	1	2	79	93
Union	465	480	2	6	129	155	334	319	3	7	204	280
Warren	4,160	3,710	15	18	1,102	1,104	3,043	2,588	16	19	1,666	1,673
Washington	303	274	3	7	87	74	213	193	5	7	134	112
Wayne	509	404	7	6	139	110	363	288	9	6	209	180
Webster	382	342	5	3	106	97	271	242	8	3	159	136
Whitley	977	899	14	7	308	279	655	613	14	8	563	452
Wolfe	213	183	4	4	84	63	125	116	4	4	138	108
Woodford	754	708	7	3	176	162	571	543	8	3	257	248
TOTALS	136,411	124,037	763	706	35,706	34,643	99,940	88,688	875	791	55,161	53,519

ACCIDENTS INVOLVING DRINKING DRIVERS BY COUNTY 1993 VS 1994

COUNTY	ACCIDENTS								PERSONS			
	TOTAL		FATAL *		NON-FATAL INJURY		PROPERTY DAMAGE		KILLED *		INJURED	
	1993	1994	1993	1994	1993	1994	1993	1994	1993	1994	1993	1994
Adair	32	22	4	5	13	8	15	9	4	5	22	12
Allen	42	19	1	1	28	8	13	10	1	1	46	12
Anderson	22	25	2	1	11	13	9	11	2	1	22	16
Ballard	16	10	2	0	5	5	9	5	2	0	7	5
Barren	45	39	2	1	19	13	24	25	2	1	34	15
Bath	24	19	1	3	15	7	8	9	1	3	23	10
Bell	53	45	1	5	27	22	25	18	1	5	55	43
Boone	125	91	5	3	60	53	60	35	6	3	81	78
Bourbon	39	31	0	3	22	15	17	13	0	3	28	25
Boyd	79	63	3	1	35	28	41	34	4	2	52	35
Boyle	39	32	1	3	17	15	21	14	1	3	25	23
Bracken	10	13	0	3	5	3	5	7	0	6	6	4
Breathitt	32	26	3	1	16	15	13	10	4	1	26	31
Breckinridge	21	18	6	3	10	6	5	9	6	3	19	8
Bullitt	77	71	3	6	54	33	20	32	3	8	88	46
Butler	11	13	1	1	4	8	6	4	1	1	6	15
Caldwell	16	14	1	1	7	6	8	7	1	1	12	9
Calloway	43	17	2	1	26	14	15	2	4	1	33	20
Campbell	147	115	1	1	58	39	88	75	1	1	81	65
Carlisle	3	2	1	0	2	2	0	0	1	0	3	8
Carroll	44	35	5	1	19	13	20	21	7	1	41	19
Carter	29	38	2	3	18	20	9	15	4	4	35	42
Casey	24	20	4	1	10	9	10	10	4	1	17	14
Christian	97	88	7	5	38	45	52	38	10	5	62	58
Clark	77	57	3	1	32	28	42	28	3	1	48	33
Clay	26	20	3	3	12	9	11	8	3	4	29	15
Clinton	21	5	1	1	11	2	9	2	1	1	18	7
Crittenden	10	12	0	1	9	6	1	5	0	1	13	10
Cumberland	6	11	0	1	5	8	1	2	0	2	6	12
Daviess	185	151	2	5	81	55	102	91	2	5	113	92
Edmonson	18	16	2	0	9	13	7	9	2	0	10	18
Elliot	15	12	1	1	10	9	4	2	1	1	22	10
Estill	21	15	2	0	11	10	8	5	2	0	16	12
Fayette	498	498	8	9	215	193	275	296	11	10	335	294
Fleming	10	18	2	3	5	6	3	9	2	3	12	8
Floyd	83	98	3	3	50	56	30	39	3	3	90	87
Franklin	93	68	1	3	38	29	54	36	1	3	47	54
Fulton	13	19	1	2	7	7	5	10	1	2	7	11
Gallatin	24	12	1	3	13	5	10	4	1	3	20	9
Garrard	19	6	2	0	7	4	10	2	2	0	13	9

ACCIDENTS INVOLVING DRINKING DRIVERS BY COUNTY 1993 VS 1994

COUNTY	ACCIDENTS								PERSONS			
	TOTAL		FATAL *		NON-FATAL INJURY		PROPERTY DAMAGE		KILLED *		INJURED	
	1993	1994	1993	1994	1993	1994	1993	1994	1993	1994	1993	1994
Grant	37	25	0	0	19	15	18	10	0	0	25	23
Graves	48	59	2	2	26	32	20	25	2	2	47	43
Grayson	40	30	2	3	26	17	12	10	2	3	37	31
Green	11	14	0	1	6	6	5	7	0	1	7	9
Greenup	47	47	3	3	24	20	20	24	3	3	51	28
Hancock	13	17	1	0	6	10	6	7	1	0	11	10
Hardin	109	92	3	4	35	43	71	45	4	5	57	78
Harlan	39	61	2	4	24	30	13	27	2	5	39	37
Harrison	38	19	1	1	11	12	26	6	1	1	19	16
Hart	28	24	1	2	10	10	17	12	1	2	19	16
Henderson	124	67	3	2	56	43	65	22	3	2	86	63
Henry	24	26	2	3	12	13	10	12	2	3	16	17
Hickman	13	12	2	1	9	7	2	4	2	3	20	11
Hopkins	77	59	2	2	39	33	36	24	2	2	65	57
Jackson	17	18	3	2	12	11	2	5	3	2	19	15
Jefferson	1244	1124	27	16	565	512	652	596	33	17	901	797
Jessamine	64	46	0	5	29	18	35	23	0	5	42	25
Johnson	43	38	2	2	28	22	13	14	3	2	47	40
Kenton	304	281	2	3	128	123	174	155	2	3	192	184
Knott	35	32	2	1	25	19	8	12	2	1	45	28
Knox	45	36	5	0	24	22	16	14	7	0	41	28
Larue	15	13	0	2	12	5	3	6	0	2	24	7
Laurel	65	50	4	5	40	22	21	23	4	6	67	33
Lawrence	20	21	0	2	14	9	6	10	0	3	21	18
Lee	8	8	1	0	7	3	0	5	1	0	26	8
Leslie	25	25	2	4	15	15	8	6	2	6	30	33
Letcher	26	45	1	3	14	29	11	13	1	3	24	40
Lewis	17	27	0	6	9	11	8	10	0	6	11	16
Lincoln	26	30	2	1	18	18	6	11	2	1	29	32
Livingston	9	14	1	1	6	7	2	6	1	1	6	9
Logan	34	34	1	1	22	16	11	17	1	2	29	24
Lyon	5	8	0	1	1	7	4	0	0	1	1	11
McCracken	187	168	6	5	70	76	111	87	6	5	105	106
McCreary	28	25	1	4	13	8	14	13	1	5	28	13
McLean	17	10	2	1	11	4	4	5	2	1	19	7
Madison	134	120	4	2	50	62	80	56	5	2	69	97
Magoffin	22	27	1	2	17	19	4	6	1	2	28	36
Marion	64	54	1	3	35	26	28	25	1	3	57	45
Marshall	33	35	0	3	20	20	13	12	0	3	28	30
Martin	15	21	1	0	6	17	8	4	1	0	10	26

ACCIDENTS INVOLVING DRINKING DRIVERS BY COUNTY 1993 VS 1994

COUNTY	ACCIDENTS								PERSONS			
	TOTAL		FATAL *		NON-FATAL INJURY		PROPERTY DAMAGE		KILLED *		INJURED	
	1993	1994	1993	1994	1993	1994	1993	1994	1993	1994	1993	1994
Mason	52	40	2	1	25	20	25	19	2	1	42	37
Meade	38	40	1	3	21	25	16	12	2	4	38	40
Menifee	12	14	4	1	7	11	1	2	5	1	11	13
Mercer	39	33	1	2	16	16	22	15	1	3	31	28
Metcalfe	10	6	2	0	4	3	4	3	2	0	9	6
Monroe	12	7	1	2	6	4	5	1	1	2	15	11
Montgomery	35	47	1	3	19	21	15	23	2	3	38	26
Morgan	21	18	0	0	14	11	7	7	0	0	19	15
Muhlenberg	36	28	0	2	22	16	14	10	0	2	35	32
Nelson	65	49	1	0	26	29	38	20	1	0	36	45
Nicholas	7	9	0	0	3	4	4	5	0	0	5	5
Ohio	26	28	3	4	20	16	3	8	5	6	32	34
Oldham	42	26	1	0	26	12	15	14	1	0	48	17
Owen	17	16	1	0	7	10	9	6	2	0	8	18
Owsley	4	7	1	1	0	5	3	1	1	1	1	14
Pendleton	27	18	1	1	18	5	8	12	1	1	32	10
Perry	73	49	7	4	44	29	22	16	7	4	64	63
Pike	126	126	11	4	66	65	49	57	12	4	117	109
Powell	17	27	1	4	9	10	7	13	1	4	15	27
Pulaski	71	70	2	5	35	41	34	24	2	5	79	74
Robertson	2	0	1	0	1	0	0	0	1	0	1	0
Rockcastle	28	28	8	3	11	15	9	10	9	4	22	32
Rowen	45	35	1	0	22	22	22	13	1	0	33	31
Russell	20	15	2	0	10	7	8	8	2	0	19	11
Scott	56	42	3	2	29	16	24	24	5	2	46	32
Shelby	48	28	3	1	21	13	24	14	5	1	31	22
Simpson	20	19	2	1	8	11	10	7	2	1	14	15
Spencer	14	12	1	1	7	6	6	5	1	1	9	8
Taylor	33	26	3	4	16	8	14	14	3	4	22	22
Todd	15	12	2	2	10	5	3	5	2	2	20	8
Trigg	16	16	3	2	7	6	6	8	3	2	12	10
Trimble	8	12	0	1	4	4	4	7	0	2	6	5
Union	24	27	1	3	12	16	11	8	1	4	22	28
Warren	169	163	4	4	81	84	84	75	5	4	137	127
Washington	17	21	2	1	8	13	7	7	2	1	14	17
Wayne	22	24	2	2	10	11	10	11	2	2	16	24
Webster	6	19	0	1	3	11	3	7	0	1	5	14
Whitley	53	37	6	1	30	19	17	17	6	1	57	31
Wolfe	19	17	2	1	13	12	4	4	2	1	16	19
Woodford	43	36	4	0	21	19	18	17	5	0	30	25
TOTALS	6727	5995	274	259	3240	2883	3213	2853	314	287	5228	4536

* Fatal accident data has been adjusted to reflect follow-up studies of drivers.

DRIVERS UNDER INFLUENCE OF DRUGS BY COUNTY

The following chart shows the number of drivers suspected of being under the influence of drugs involved in accidents, together with the number of persons killed injured in those accidents. A total of 371 drivers were suspected of being under the influence of drugs based on preliminary investigation of the officer investigating the accident. Of this total, 9 drivers were involved in fatal accidents and 176 drivers were involved in injury accidents.

COUNTY	ALL ACCIDENTS	FATAL ACCIDENTS	INJURY ACCIDENTS	PERSONS KILLED	PERSONS INJURED
Adair	0	0	0	0	0
Allen	1	0	1	0	1
Anderson	1	0	0	0	0
Ballard	2	0	1	0	2
Barren	3	0	1	0	1
Bath	1	0	1	0	1
Bell	14	0	6	0	8
Boone	8	0	6	0	11
Bourbon	4	1	1	1	3
Boyd	6	0	3	0	5
Boyle	2	0	2	0	2
Bracken	0	0	0	0	0
Breathitt	1	0	0	0	0
Breckinridge	0	0	0	0	0
Bullitt	3	1	2	2	7
Butler	2	1	1	2	2
Caldwell	1	0	0	0	0
Calloway	0	0	0	0	0
Campbell	6	0	1	0	2
Carlisle	1	0	1	0	1
Carroll	0	0	0	0	0
Carter	2	0	1	0	2
Casey	0	0	0	0	0
Christian	6	0	4	0	4
Clark	3	0	1	0	1
Clay	1	0	1	0	1
Clinton	1	0	0	0	0
Crittenden	0	0	0	0	0
Cumberland	0	0	0	0	0
Daviess	13	0	6	0	6
Edmonson	1	0	1	0	1
Elliot	1	0	0	0	0
Estill	0	0	0	0	0
Fayette	30	0	7	0	9
Fleming	2	1	0	1	1
Floyd	6	0	4	0	5
Franklin	1	0	1	0	1
Fulton	0	0	0	0	0
Gallatin	0	0	0	0	0

COUNTY	ALL ACCIDENTS	FATAL ACCIDENTS	INJURY ACCIDENTS	PERSONS KILLED	PERSONS INJURED
Garrard	0	0	0	0	0
Grant	1	0	1	0	2
Graves	5	0	1	0	1
Grayson	0	0	0	0	0
Green	0	0	0	0	0
Greenup	4	0	2	0	7
Hancock	0	0	0	0	0
Hardin	5	0	4	0	4
Harlan	3	0	0	0	0
Harrison	1	0	1	0	1
Hart	2	0	2	0	5
Henderson	4	0	1	0	3
Henry	0	0	0	0	0
Hickman	1	0	1	0	1
Hopkins	2	0	1	0	1
Jackson	4	0	1	0	1
Jefferson	25	0	11	0	18
Jessamine	1	0	1	0	1
Johnson	5	0	1	0	1
Kenton	27	0	6	0	6
Knott	4	0	2	0	3
Knox	10	0	6	0	11
Larue	0	0	0	0	0
Laurel	10	0	8	0	11
Lawrence	2	0	2	0	5
Lee	1	0	1	0	5
Leslie	1	0	1	0	1
Letcher	9	1	4	1	6
Lewis	0	0	0	0	0
Lincoln	1	0	1	0	3
Livingston	2	0	1	0	1
Logan	2	0	1	0	1
Lyon	0	0	0	0	0
McCracken	16	1	4	1	5
McCreary	1	0	1	0	2
McLean	2	0	1	0	3
Madison	9	1	4	1	6
Magoffin	1	0	0	0	0
Marion	2	0	0	0	0

DRIVERS UNDER INFLUENCE OF DRUGS BY COUNTY

COUNTY	ALL ACCIDENTS	FATAL ACCIDENTS	INJURY ACCIDENTS	PERSONS KILLED	PERSONS INJURED
Marshall	1	0	0	0	0
Martin	0	0	0	0	0
Mason	2	0	2	0	5
Meade	1	0	0	0	0
Menifee	0	0	0	0	0
Mercer	0	0	0	0	0
Metcalfe	0	0	0	0	0
Monroe	0	0	0	0	0
Montgomery	3	0	3	0	3
Morgan	2	0	2	0	2
Muhlenberg	2	0	1	0	2
Nelson	3	0	1	0	3
Nicholas	0	0	0	0	0
Ohio	3	0	2	0	3
Oldham	1	0	1	0	1
Owen	0	0	0	0	0
Owsley	0	0	0	0	0
Pendleton	0	0	0	0	0
Perry	3	1	2	1	4
Pike	16	0	13	0	24
Powell	4	1	0	1	0
Pulaski	4	0	2	0	4

COUNTY	ALL ACCIDENTS	FATAL ACCIDENTS	INJURY ACCIDENTS	PERSONS KILLED	PERSONS INJURED
Robertson	0	0	0	0	0
Rockcastle	1	0	1	0	1
Rowen	1	0	1	0	4
Russell	1	0	1	0	1
Scott	1	0	0	0	0
Shelby	3	0	2	0	2
Simpson	5	0	1	0	1
Spencer	0	0	0	0	0
Taylor	1	0	1	0	1
Todd	1	0	1	0	1
Trigg	1	0	1	0	2
Trimble	0	0	0	0	0
Union	2	0	2	0	4
Warren	12	0	6	0	10
Washington	2	0	1	0	1
Wayne	0	0	0	0	0
Webster	3	0	2	0	3
Whitley	1	0	0	0	0
Wolfe	1	0	1	0	1
Woodford	4	0	2	0	3
TOTALS	871	8	176	11	278

ACCIDENTS BY AREA DEVELOPMENT DISTRICT

AREA DEVELOPMENT DISTRICT	TOTAL NUMBER REPORTED	TYPE ACCIDENT REPORTED		NUMBER PERSONS	
		FATAL	INJURY	KILLED	INJURED
Purchase	5,564	44	1,751	46	2,701
Pennyrile	5,932	48	1,690	52	2,692
Green River	6,937	37	1,850	41	2,814
Barren River	7,819	67	2,358	74	3,709
Lincoln Trail	5,858	57	1,732	62	2,759
KIPDA	31,485	89	7,455	100	11,007
Northern Kentucky	13,565	32	3,447	38	5,136
Buffalo Trace	1,612	16	401	19	619
Gateway	2,070	19	664	23	1,008
FIVCO	3,802	25	1,111	30	1,691
Big Sandy	4,551	41	1,885	44	3,200
Kentucky River	2,838	42	1,074	49	1,839
Cumberland Valley	5,500	49	1,981	56	3,224
Lake Cumberland	4,176	48	1,232	54	1,985
Bluegrass	22,328	92	6,012	103	9,135
STATE TOTALS	124,037	706	34,643	791	53,519

ALCOHOL RELATED ACCIDENTS BY AREA DEVELOPMENT DISTRICT

AREA DEVELOPMENT DISTRICT	TOTAL NUMBER REPORTED	TYPE ACCIDENT REPORTED		NUMBER PERSONS	
		FATAL *	INJURY	KILLED *	INJURED
Purchase	318	14	163	16	234
Pennyrile	241	17	131	17	204
Green River	314	16	155	19	248
Barren River	332	13	170	14	259
Lincoln Trail	309	19	164	21	271
KIPDA	1292	28	593	32	902
Northern Kentucky	586	12	263	12	406
Buffalo Trace	92	13	40	16	65
Gateway	130	7	72	7	95
FIVCO	175	10	86	13	133
Big Sandy	305	11	179	11	298
Kentucky River	204	15	127	17	236
Cumberland Valley	287	23	150	27	234
Lake Cumberland	223	24	108	26	198
Bluegrass	1082	37	482	39	753
STATE TOTALS	5,890	259	2,883	287	4,536

* Fatal accident data has been adjusted to reflect follow-up studies of drivers.

DRUG RELATED ACCIDENTS BY AREA DEVELOPMENT DISTRICT

AREA DEVELOPMENT DISTRICT	TOTAL NUMBER REPORTED	TYPE ACCIDENT REPORTED		NUMBER PERSONS	
		FATAL	INJURY	KILLED	INJURED
Purchase	26	1	8	1	10
Pennyrile	15	0	9	0	11
Green River	27	0	14	0	22
Barren River	28	1	14	2	22
Lincoln Trail	13	0	6	0	8
KIPDA	32	1	16	2	28
Northern Kentucky	42	0	14	0	21
Buffalo Trace	4	1	2	1	6
Gateway	7	0	7	0	10
FIVCO	15	0	8	0	19
Big Sandy	28	0	18	0	30
Kentucky River	20	2	11	2	20
Cumberland Valley	44	0	23	0	33
Lake Cumberland	8	0	5	0	8
Bluegrass	62	3	21	3	30
STATE TOTALS	371	9	176	11	278

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



FATAL ACCIDENT REPORTING SYSTEM



FATAL ACCIDENT REPORTING SYSTEM

The *Fatal Accident Reporting System (FARS)* is a computerized file containing data on all fatal accidents occurring each year in the fifty states, the District of Columbia, and Puerto Rico. The system is operated by the National Highway Traffic Safety Administration for the purpose of identifying safety problems, suggesting solutions, and helping to provide an objective basis to evaluate the effectiveness of motor vehicle safety standards and highway safety countermeasures.

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

For reasons of timeliness in reporting and continuity among the states, *FARS* counts only those fatalities that occur within 30 days of the accident date. *FARS* differs from Kentucky data in that it collects data not only from the accident reports submitted from across the state, but contacts many other sources to obtain additional data pertinent to the accident, vehicles, drivers, etc. Examples of additional sources contacted by *FARS* are vehicle registration files, Driver Licensing, Vital Statistics, EMS reports, labs, coroners, and medical examiners.

A 15 minute audio/slide presentation (also available on VHS) more fully explaining the Fatal Accident Reporting System is available by contacting the *FARS* Unit of the Kentucky State Police Records Section.

DRIVERS INVOLVED IN FATAL ACCIDENTS-AGE AND ALCOHOL INVOLVEMENT

The chart below depicts the ages of all drivers in fatal accidents in 1994 vs. alcohol involved drivers in fatal accidents during the same time period and the percentages of involvement for various ages and age groups. The alcohol involved teenage driver (ages 13 through 19) represents almost 10% of the total number of alcohol involved drivers and 22% of all teenage drivers in fatal accidents.

NOTE: Data is derived from the Fatal Accident Reporting System (*FARS*). The number of alcohol related drivers differs from those reported through the Kentucky Accident Reporting System because *FARS* follows up on alcohol test results.

*Drinking drivers refers to a driver suspected by the police to be drinking and/or a driver who tested positive for alcohol in a subsequent test (.01 or higher).

AGE	Number of Drivers Involved	Alcohol Involved Drivers*	% Alcohol Involved
Under 16	9	0	0
16	21	1	5
17	30	8	27
18	42	9	21
19	31	8	26
20	34	8	24
21	32	8	25
22-24	98	34	35
25-34	250	96	38
35-44	198	54	27
45-54	110	15	14
55-64	81	10	12
65-74	58	8	14
Over 74	57	3	5
Unknown	6	1	17
TOTALS	1,057	263	25

ALCOHOL INVOLVEMENT BY AGE AND TEST RESULTS FOR DRIVERS INVOLVED IN 1994 FATAL ACCIDENTS

DURING 1994, THERE WERE 287 PERSONS KILLED IN FATAL ACCIDENTS INVOLVING A DRINKING DRIVER. THIS REPRESENTS 36% OF ALL PERSONS KILLED IN TRAFFIC ACCIDENTS IN KENTUCKY DURING 1994.

The chart below shows drinking drivers by age and alcohol test result. Fifty-four percent of the drinking drivers were found to have been legally intoxicated (0.10% or above) at the time of the accident.

AGE	NUMBER OF DRINKING DRIVERS*	TEST RESULTS					TEST REFUSED	NOT TESTED	RESULTS OR TEST UNKNOWN
		0.00	.01-.05	.06-.09	.10-.19	.20+			
Under 16	0	0	0	0	0	0	0	0	0
16	1	0	0	0	0	0	0	1	0
17	8	0	1	1	5	0	0	0	1
18	9	3	2	1	2	0	0	0	1
19	8	0	2	1	1	3	0	0	1
20	8	2	0	1	2	1	0	0	2
21	8	0	1	1	4	1	0	1	0
22-24	34	3	4	5	11	5	0	2	4
25-34	96	6	12	6	27	30	0	6	9
35-44	54	1	12	5	10	14	1	4	7
45-54	15	0	2	0	1	10	0	1	1
55-64	10	0	1	0	2	6	0	1	0
65-74	8	0	1	0	3	1	0	1	2
75+	3	1	0	0	1	1	0	0	0
Unknown	1	1	0	0	0	0	0	0	0
TOTAL	263	17	38	21	69	72	1	17	28

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

DURING 1994, SIXTEEN PERCENT OF THE FATALLY INJURED PEDESTRIANS OVER THE AGE OF 15 WERE DRINKING. THEIR AVERAGE ALCOHOL TEST WAS 0.21%

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

FARS total number pedestrians differs from the number reported through the Kentucky Accident Reporting System because FARS does not include pedestrians killed in parking lots.

FATALLY INJURED PEDESTRIANS

AGE	TOTAL	NUMBER DRINKING	AVERAGE TEST RESULTS
0-5	5	0	0
6-10	2	0	0
11-15	3	0	0
16-20	3	1	0.06
21-25	5	1	0.44
26-30	0	0	0
31-40	5	2	0.16
41-50	6	2	0.25
51-60	6	0	0
61-70	5	0	0
71-80	12	1	0.16
81+	2	0	0
TOTAL	54	7	0.21

ACTIVE RESTRAINTS AND EJECTION IN FATAL ACCIDENTS

The chart below plots overall results in fatal accidents when active restraints (safety belts, harnesses, child restraints) are used. A comparison of "used" versus "not used" for 1994 FARS data strongly confirms both the lifesaving advantage as well as the reduction of serious injury when restraints are in place. SEVENTY-FOUR PERCENT OF THE VEHICLE OCCUPANTS KILLED DURING 1994 WERE NOT RESTRAINED. FIFTY-NINE PERCENT OF THE VEHICLE OCCUPANTS SUFFERING INCAPACITATING INJURY WERE NOT RESTRAINED. FORTY-FIVE PERCENT OF THE OCCUPANTS SUFFERING NON-INCAPACITATING INJURY WERE NOT RESTRAINED. MOTORCYCLES ARE NOT INCLUDED IN THE CHARTS BELOW.

Result	Restraint Used	Restraint Not Used	Unknown If Used	TOTAL
Fatal Injury	166	502	14	682
Incapacitating Injury	144	222	8	374
Non-Incapacitating Injury	114	97	5	216
Possible Injury	58	52	0	110
No Injury	178	118	12	308
Unknown If Injured	0	0	4	4
Injured, Severity Unknown	0	0	0	0
TOTAL	660	991	43	1,694

Of the 1,694 vehicle occupants involved in fatal accidents in 1994, only 660 were using safety restraints - an overall usage rate of 39% in fatal accidents.

EJECTION

Result	Total Ejection	Partial Ejection	No Ejection	Unknown	TOTAL
Fatal Injury	149	46	486	1	682
Incapacitating Injury	43	5	326	0	374
Non-Incapacitating Injury	8	1	207	0	216
Possible Injury	0	0	110	0	110
No Injury	1	0	307	0	308
Unknown If Injured	0	0	4	0	4
Injured, Severity Unknown	0	0	0	0	0
TOTAL	201	52	1440	1	1694

The above chart shows overall injuries in fatal accidents according to whether the vehicle occupant was ejected from the vehicle, partially ejected, or not ejected. Twenty-two percent of the persons killed were ejected. SEVENTY-SEVEN PERCENT OF THOSE VEHICLE OCCUPANTS WHO WERE EITHER TOTALLY OR PARTIALLY EJECTED WERE KILLED. This data also reaffirms the lifesaving advantage of using an active restraint, since the possibility of being ejected upon impact is significantly reduced.

CHILD RESTRAINTS IN FATAL ACCIDENTS

Kentucky's "child restraint law" (KRS 189.125) became effective July 15, 1982, and requires that any parent or legal guardian of a child "forty inches in height or less, when transporting the child in a motor vehicle owned by that person or guardian operated on the roadways, streets and highways of this state, shall have such child properly secured in a child restraint system of a type meeting federal motor vehicle safety standards."

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

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



RESULT	Age 4 & Under Total	Child Restraint Used	Lap Belt &/or Harness Used	None Used	Unknown
Killed	12	5	2	5	0
Injured (Incapacitating)	16	6	3	6	1
Injured (Non-Incapacitating)	14	3	10	1	0
Injured (Possible)	5	2	1	2	0
Not Injured	12	10	1	1	0
TOTAL	59	26	17	15	1

Of the 59 child occupants (four years and under) in 1994 fatal accidents, only 26 children were secured in a child restraint. Of the 12 children killed, 5 had no restraint and only 5 were using child safety seats. This information confirms what other studies have suggested regarding the effectiveness of child restraints. An infant or small child's survival can depend on whether the child was properly secured.



CHILD RESTRAINTS

BABY ALWAYS RIDES FACING REAR

Infant <i>(Birth to sits up alone)</i>	
Type of Seat	  infant only convertible
How to Use	<ul style="list-style-type: none"> • Face backward in car (baby faces padded vehicle seat back) • Harness baby snugly before putting on blanket • Secure vehicle safety belt where shown in instructions • Use semi-reclined position

■ The "best" car seat ...

Fits your child.




Some seats fit only infants; others work only with toddlers who can sit up well. "Convertible" models adjust for use from birth to 4 years.

Fits your car.

Try before you buy. Follow manufacturer's instructions exactly; fasten safety belt tightly in position shown. Try in both back and front seats, although back seat is usually safer. Try convertible seats in infant and toddler positions.

Fits your needs.

Choose a seat that is easy for you to install in your car(s) and use on every ride. Some seats are easier to move from car to car. For a seat which requires the use of a top tether strap, you must install a special bolt in your car for rear seat use; some cars have pre-drilled holes or hardware for these bolts. For front seat use, fasten tether strap to an unused rear safety belt.

Toddler/Preschooler <i>(Sits up alone to age 4 & 40 lbs.)</i>	
Type of Seat	   convertible toddler only safety booster for older toddler
How to Use	<ul style="list-style-type: none"> • Face forward in car • Use complete harness and/or shield system • Secure vehicle safety belt where shown in instructions • Use upright position • Attach top tether strap (if required) • If no safety seat available, use safety belt

Support baby's head and body



**Rolled
diapers,
blankets**

■ How can I keep my child in the car seat?

Start a lifelong habit with baby's first ride.

Strengthen the habit by *never* making an exception.



Always wear your own safety belt.

■ Before you buy a used car seat, be sure you can answer "yes" to all of the questions on this checklist:

- Is it crash-tested?
- Do you have all the parts? (Harness, shield, tether)
- Is it free from signs of a crash? (Cracks or twisting)
- Will you get manufacturer's instruction booklet?

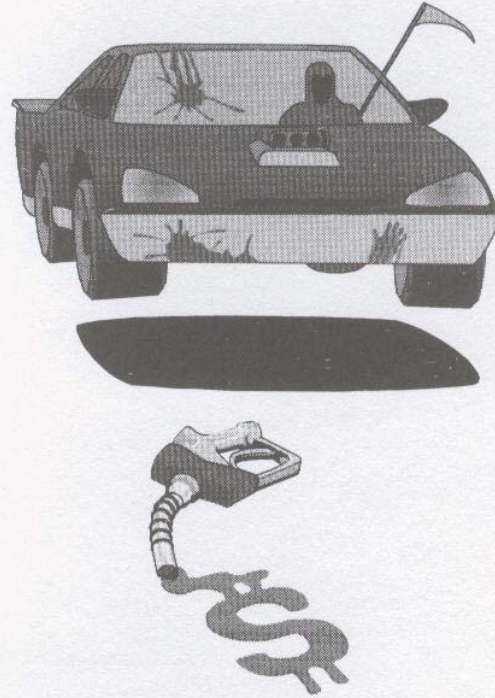
Four Rules for Safety

1. **Never hold a child on your lap**
2. **Use a crash-tested seat**
3. **Always use the harness/shield**
4. **Attach the car safety belt correctly**

Older Child <i>(4 years, 40 lbs. and over)</i>	
Type of Seat	  safety booster vehicle safety belt
How to Use	<ul style="list-style-type: none"> • Safety boosters: Use either harness or shield provided or shoulder/lap belt • Keep lap belt snug across hip/thigh bones • Vehicle shoulder harness must not cross face or neck • One safety belt per person

\$3.0 - \$5.9 BILLION

THE COST of KENTUCKY TRAFFIC ACCIDENTS



1994

The calculable costs (economic costs) of motor vehicle accidents include wage loss, medical expense, administration costs, property damage, and employer costs. Comprehensive costs include not only the economic cost components but also a measure of the value of lost quality of life associated with deaths and injuries. Estimated costs provided by the National Safety Council, considering both economic and comprehensive costs, were used to arrive at a cost range for traffic accidents in Kentucky during 1994.

The **economic cost** (\$3.0 billion) was derived from the following formula:

Cost per	Number X Reported	Estimated = Cost
Fatalities @ \$900,000	X 791	= \$711,900,000
Non Fatal Injuries @ \$32,800	X 53,519	= \$1,755,423,200
Property Damage @ \$5,800	X 88,688	= \$514,390,400
TOTAL, ECONOMIC COST ESTIMATE:		\$2,981,713,600

The **comprehensive cost** (\$5.9 billion) was derived from the following formula:

Cost per	Number X Reported	Estimated = Cost
Fatalities @ \$3,170,000	X 791	= \$2,507,470,000
Incapacitating Injuries @ \$194,000	X 9,139	= \$1,772,966,000
Non-Incapacitating Injuries @ \$46,000	X 18,595	= \$855,370,000
Possible Injuries @ \$23,000	X 25,785	= \$593,055,000
Property Damage @ \$2,300	X 88,688	= \$203,982,400
TOTAL COMPREHENSIVE COST ESTIMATE:		\$5,932,843,400

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