Research Report
KTC-06-29/KSP2--06-1F

KENTUCKY TRANSPORTATION CENTER

ANALYSIS OF TRAFFIC CRASH DATA IN KENTUCKY (2001 - 2005)

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Research Report
KTC-06-29/KSP2-06-1F

ANALYSIS OF TRAFFIC CRASH DATA IN KENTUCKY (2001 - 2005)

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EXECUTIVE SUMMARY

This report documents an analysis of traffic crash data in Kentucky for the years of 2001 through 2005. A primary objective of this study was to determine average crash statistics for Kentucky highways. Average and critical numbers and rates of crashes were calculated for various types of highways in rural and urban areas. These data can be used in Kentucky's procedure to identify locations that have abnormal rates or numbers of crashes.

The other primary objective of this study was to provide data that can be used in the preparation of the problem identification portion of Kentucky's Annual Highway Safety Plan. County and city crash statistics were analyzed. A summary of results and recommendations in several problem identification areas is presented. These general areas include; alcohol involvement, occupant protection, speed, teenage drivers, pedestrians, bicycles, motorcycles, trucks, and vehicle defects. Other areas included in the analysis for which specific recommendations were not made include drug involvement, school bus crashes, and train crashes.

The crash data are now contained in the Collision Report Analysis for Safer Highways (CRASH) data base. This data base is updated daily so the number of crashes in a given calendar year will continue to change for a substantial time after the end of that year.

1.0 INTRODUCTION

Annual reports have previously been prepared since 1978 dealing with the calculation of statewide traffic crash rates for Kentucky and preparation of the problem identification portion of Kentucky's Annual Highway Safety Plan. This is the 20th report providing a combination of those two report areas. Traffic crash data for the five-year period of 2001 through 2005 were used in the preparation of this report.

Kentucky has a systematic procedure to identify locations that have had abnormal rates or numbers of traffic crashes. However, before that procedure may be utilized, average crash rates and numbers must be determined for appropriate highway categories and for rural and urban areas. A primary objective of this study was to determine average traffic crash statistics for Kentucky. Those statistics may then be used in the high-crash location identification program to identify locations that should be investigated to determine whether changes should be made.

A highway safety program is prepared each year for Kentucky in order to comply with Section 402, Title 23 of the United States Code. This program includes the identification, programming, budgeting, and evaluation of safety projects with the objective of reducing the number and severity of traffic crashes. The second major objective of this report is to provide data that may be included as the problem identification portion of Kentucky's Annual Highway Safety Plan. Results from this report are used to provide benchmark data for that process.

2.0 PROCEDURE

Crash and volume data bases were used to obtain traffic crash statistics. Traffic crash data have been maintained in a computer file containing all police-reported crashes. The crash report was changed in 2000 with the data now contained in the Collision Report Analysis for Safer Highways (CRASH) data base. The computer files and data base were obtained from the Kentucky State Police (KSP). All police agencies in the state are required to send traffic crash reports to the KSP.

Parking lot crashes were not included in the computer file from 1994 through 1999. Parking lot crashes are now contained in the CRASH data base but they were excluded from the analysis to maintain consistency with previous years. Crashes coded as occurring on private property were also excluded from the data for 2001 through 2005 so it would be consistent with other reports. All crashes included in the analysis occurred on a public highway. It should be noted that this data base is updated daily so the number of crashes in a given calendar year will continue to change for a substantial time after the end of that year. This would result in numbers in the tables in this report being less than those contained in the current CRASH data base. Summaries were prepared from an analysis of the crash data from the CRASH data base for 2001 through 2005.

Volume data, along with other data describing highway characteristics such as number of lanes, were obtained from a computer file containing roadway characteristics data for all state-

maintained highways. This information is obtained from the Highway Performance Monitoring System (HPMS) file. Data for a five-year period of 2001 through 2005 were obtained from this file. The HPMS file was used to obtain the roadway information needed to compute crash rates as a function of various roadway characteristics such as number of lanes.

A computer program using both crash data from the crash data base and roadway characteristics information from the HPMS file was used to calculate rates for the state-maintained system. A separate computer program was used to obtain additional summaries of various crash variables with this program using all reported traffic crashes (excluding parking lots and private property).

Rates were calculated for: 1) state-maintained roads having known traffic volumes, route numbers, and mileposts and 2) all public streets and highways on and off the state-maintained system. Rates were provided in terms of crashes per 100 million vehicle-miles (C/100 MVM) where traffic volumes could be determined. Population was used as the measure of exposure in instances where traffic volume data were not available to use as the exposure measure. Population data from the 2000 census were used.

In addition to average rates, critical rates and numbers of crashes are required for the high-crash location program. Both types of rates were calculated. The following formula (Equation 1) was used to calculate critical crash rates.

$$C_c = C_a + K(\text{sqrt}(C_a/M)) + 1/(2M) \quad (1)$$

in which

C_c = critical crash rate
C_a = average crash rate
sqrt = square root
K = constant related to level of statistical significance selected (a probability of 0.995 was used wherein K = 2.576)
M = exposure (for sections, M was in terms of 100 million vehicle-miles (100 MVM); for spots, M was in terms of million vehicles)

To determine the critical number of crashes, the following formula (Equation 2) was used.

$$N_c = N_a + K(\text{sqrt}(N_a)) + 0.5 \quad (2)$$

in which

N_c = critical number of crashes
N_a = average number of crashes

There are highway safety problem areas (standards) identified by the National Highway Traffic Safety Administration. Problem areas that have been identified for emphasis include alcohol and occupant protection. To identify problems in these areas, as well as other "highway standard" areas, the analyses focused on the following.

1. Statewide Crash Rates
2. County Crash Statistics
3. City Crash Statistics
4. Alcohol- and Drug-Related Crashes
5. Occupant Protection
6. Speed-Related Crashes
7. Teenage Drivers
8. Pedestrian Crashes
9. Bicycle Crashes
10. Motorcycle Crashes
11. School Bus Crashes
12. Truck Crashes
13. Train Crashes
14. Vehicle Defects
15. General Trend Analysis

3.0 STATEWIDE CRASH RATES

All of the rates referred to in this section apply to state-maintained roads having known traffic volumes, route numbers, and mileposts. Crash rates are given in terms of crashes per 100 million vehicle-miles (C/100 MVM). Using the HPMS file results in over 28,000 miles being included in this category. This compares to over 80,000 miles of public roads in Kentucky. While only approximately 35 percent of the total miles are state-maintained, in 2005 these roads accounted for approximately 90 percent of the vehicle miles traveled and 60 percent of the crashes on public roads. The percentage of identified crashes (using county, route, and milepoint) in 2004 and 2005 was less than in previous years. This is primarily due the reduction in the number of crashes in Jefferson County which could be identified as occurring on a state-maintained road. The crash rate on the state-maintained system is dramatically less than on the non-state maintained system. A major reason for the higher crash rate on roads not included in the analysis of the state-maintained system is the large number of crashes that occurred on state-maintained roadways but were not provided with the information necessary to be assigned to a specific location on a roadway. These crashes could not be included in the crash total assigned to the state-maintained category. There is a need to improve the procedure for placing route and milepoint information on the crash report and this need has been addressed as part of the CRASH process started in 2000 that included placing GPS data on the report.

A comparison of 2001 through 2005 crash statistics on streets and highways having known traffic volumes, route numbers, and mileposts is shown in Table 1. The number of total and injury crashes on the state-maintained road system was substantially lower in 2005 compared to the average of the previous four years. This decrease can be largely attributed to

Jefferson County crash data, where milepost and route number data were omitted from a large number of their reported crashes. The decrease in the number of crashes compared with the increase in vehicle-miles driven resulted in a 9.0 percent decrease in the crash rate in 2005 compared to the previous four-year average. The overall crash rate in 2005 was 177 crashes per 100 million vehicle-miles (C/100 MVM). The crash rates for the previous four years varied from 185 to 201 C/100 MVM.

The fatal crash rate showed a slight increase (5.5 percent) in 2005 compared to the previous four-year average. The fatal crash rate ranged from 1.52 C/100MVM in 2001 to 1.73 C/100MVM in 2005. The injury crash rate decreased by 12.2 percent in 2005 compared to the previous four-year average. The injury crash rate of 46 C/100MVM in 2004 was the lowest during the five years. The injury crash rate has remained fairly stable for the five-year period with the range from 45 to 54 C/100MVM.

An analysis of statewide crash rates as a function of several variables, such as highway system classification, was conducted. Also included is information concerning the percentage of crashes occurring for various road conditions and during darkness. Results of this analysis are presented in APPENDIX A.

Crash rates required to implement the high-crash spot-improvement program in Kentucky are average rural and urban rates by highway type. The current classification uses the number of lanes with an additional separation of four-lane highways (non-interstate or parkway) into divided and undivided categories. Interstates and parkways are classified separately. Rates for rural highways for the five-year period (2001 through 2005) are listed in Table 2. The rates for urban highways are listed in Table 3. Highways were placed into either the rural or urban category based upon the rural-urban designation denoted on the HPMS file. For sections having a volume, route, and milepost, the rural or urban and highway type classifications were determined. The crash could not be used in this analysis if the county and route were given but the milepoint was not noted. The number of crashes for each section was then obtained from the crash file. The total crash rate (crashes per 100 million vehicle-miles), as well as injury and fatal crash rates, was calculated.

On rural highways, four-lane undivided highways have the highest rate for all crashes (Table 2) followed closely by two-lane highways (this excludes one-lane roads due to such a small sample of only 73 miles). Two-lane highways have the highest injury crash rate. The fatal crash rate on two-lane highways is substantially higher than the other road types. Interstates and parkways have the lowest fatal crash rates (excluding one-lane roads). The advantage of median-separated highways is shown when comparing the crash rates for four-lane divided (non-interstate or parkway) and four-lane undivided highways. The overall crash rate for a non-interstate or parkway divided highway (which would not typically have access control) is about 52 percent less than for an undivided highway, although the average daily traffic was fairly similar.

On urban highways, the highest overall crash rates are on four-lane undivided and three-lane highways (Table 3). The same two highway types also have the highest injury and fatal crash rates. The lowest overall crash rate and injury crash rate are on interstates and

parkways. Interstates have the lowest fatal crash rate which is substantially below that for parkways.

Tables 2 and 3 show that the overall total crash rate on urban highways is 41 percent higher than that on rural highways. Also, the injury rate on urban highways is 2 percent lower than that for rural highways. However, the fatal crash rate on urban highways is only 36 percent of that for rural highways. This is due to the slower travel speeds and the higher traffic volumes in urban areas.

Variations in crash rates by rural and urban highway-type classifications over the five-year period are listed in Table 4. There was a smaller decrease in the overall crash rate in urban areas (6.5 percent) compared to rural areas (11.3 percent). Only a small percentage (about 11 percent) of state-maintained mileage is classified as urban. The rates generally fluctuated more for the highway types that had only a small number of miles.

Trends in overall crash rates representative of rural and urban areas are shown graphically in Figure 1 for the five-year period of 2001 through 2005. In addition, trends in crash rates for types of highways are shown for rural highways (Figure 2) and urban highways (Figure 3). These rates apply to state-maintained roads having known traffic volumes, route numbers, and mileposts. Not all highway types are shown on Figures 2 and 3 due to low mileages for some highway types.

Average rates listed in Tables 2 and 3 may be used to determine critical crash rates for sections of highway of various lengths. In addition to highway sections, Kentucky's high-crash location procedure uses highway “spots”, defined as having a length of 0.3 or 0.1 mile. The highway “spot” represents a specific identifiable point on a highway. Statewide crash rates for "spots", by highway-type classification, are listed in Table 5 using 2001 through 2005 data.

The first step in Kentucky's procedure for identifying high-crash locations involves identifying “spots” and sections that have more than the critical numbers of crashes. Then, the crash rates for those locations are compared to critical crash rates. Statewide averages and critical numbers of crashes for 0.3-mile "spots" and one-mile sections by highway-type classification are presented in Table 6 for 2001 through 2005. Critical numbers of crashes, such as those listed in Table 6, are used to establish the "number of crashes" criterion for determining the initial list of potential high-crash locations. For example, six crashes in this time period would be the critical number of crashes for a 0.3 mile “spot” on a rural, two-lane highway.

The numbers and rates presented in Tables 2, 3, 5, and 6 could be calculated for various numbers of years. A three-year period is used in some analyses. The data shown in those tables were calculated for a three-year period (2003-2005) with the results shown in APPENDIX B. Data for 0.1 mile “spots” are also given in that appendix.

Critical numbers of crashes for various section lengths were determined for each highway type using Equation 2 on page 2 of this report. Results are presented in the tables found in APPENDIX C. Section lengths up to 20 miles for rural roads and up to 10 miles for urban

roads are included. The critical numbers of crashes given in this appendix are for the five-year period of 2001 through 2005.

After the initial list of locations meeting the critical number criterion is compiled, comparisons between crash rates for those locations and critical crash rates are made. Critical rate tables for highway sections for the five-year period of 2001 through 2005 are presented in APPENDIX D. Critical crash rates for the various rural and urban highways were determined as a function of section length and traffic volume (AADT). The rates are listed in units of crashes per 100 MVM and were calculated using Equation 1 on page 2 of this report.

Critical rate tables for 0.3 mile "spots" are contained in APPENDIX E. Those rates are presented in units of crashes per million vehicles and also were determined using Equation 1. These rates are for the five-year period of 2001 through 2005.

4.0 COUNTY CRASH STATISTICS

Crash rates were calculated for each county considering 1) only the state-maintained system and 2) all roads within the county. The crash rates are presented in terms of C/100 MVM (crashes per 100 million vehicle miles). Total crash rates were calculated for both categories. Also, using all roads in the county, crash rates were calculated considering fatal crashes only and fatal-or-injury crashes only. Those rates are presented in Table 7. The numbers given represent the crashes reported by the various police agencies in each county. If any agency does not report all of the crashes they investigate, the number of crashes listed in that county will be lower than the actual number that occurred. Total miles traveled in each county were determined by combining miles traveled on roads having known traffic volumes with those having no recorded volumes. The HPMS file was used to tabulate vehicle-miles traveled by county on roads having traffic volume counts. The difference between the statewide total of vehicle-miles traveled on roads having known traffic volumes (provided by the Kentucky Transportation Cabinet) compared to the total estimated miles driven in the state was then distributed to each county. The distribution was based upon the percentage of registered vehicles in each county. The total miles driven in each county was then obtained by adding the known miles driven on the state-maintained highway system and the estimated miles driven on the remaining streets and highways.

To assist in the analysis of county crash statistics, county populations were tabulated (in descending order) and presented in Table 8. The population data used were from the 2000 census. The counties were then grouped into five categories based upon population. Using crashes on all roads in the county, average and critical crash rates were calculated (Table 9). The total crash rate and injury-or-fatal crash rates generally increased as population increased while the fatal crash rate decreased with increased population. The critical crash rate was calculated using Equation 1. Critical rates (in terms of crashes per 100 million vehicle-miles) were calculated for total crashes, fatal crashes, and injury-or-fatal crashes. The numbers of counties having rates above critical in each population category were determined. The total number was 39 for total crashes (all roads), 44 for total crashes (state-maintained), 34 for injury-or-fatal crashes, and three for fatal crashes. There has been consistency over the past few years in the

counties that have a critical rate. For example, 35 of the 39 counties determined to have a critical crash rate when total crashes were considered were also identified in the last year's report.

Table 10 contains the number of crashes and total crash rates for all counties grouped by population category (considering all roads in the county). Counties within each population category are listed in order of descending crash rate, with the critical rates identified with an asterisk.

Crash rates for each county were also calculated considering only the state-maintained system. Those rates, grouped by population category, are presented in Table 11. The rankings of counties in Tables 10 and 11 are similar. In three of the five population categories, the same county had the highest rate considering all roads or state-maintained roads. These counties are Crittenden County (in the under 10,000 population category), Pendleton County (in the 10,000 to 14,999 population category), and Harrison County (in the 15,000 to 24,999 population category). In the 25,000 to 50,000 population category, Boyd County has the highest rate for all roads while Jessamine County has the highest rate for the state-maintained system. In the over 50,000 population category, Fayette County has the highest rate for all roads while McCracken County has the highest rate for the state-maintained system. When all roads are considered, Fayette and Daviess Counties have the highest rates in the state. When only state-maintained roads are considered, Jessamine and Harrison Counties have the highest rates in the state. Gallatin and Lyon Counties, which are in the lowest population category, had the lowest rate in the state for all roads and Monroe, in the second lowest population category, had the lowest rate for state-maintained roads. Crash rates were higher when all roads were considered compared to rates for only the state-maintained system.

Using crashes on all roads in each county, injury or fatal crash rates are listed in Table 12 in descending order by population category. Counties having critical rates are identified with an asterisk. Counties having the highest rates for their population categories are Crittenden, Leslie, Breathitt, Perry, and Pike. Breathitt County has the highest rate in the state while Lyon County had the lowest rate.

Similar rates for fatal crashes are listed in Table 13. Counties having the highest fatal crash rates for their population categories are Owsley, Leslie, Breathitt, Letcher, and Pike and Pulaski. The highest rates are generally for the smallest counties where there would be more driving on two-lane rural roads, which have been found to have the highest fatal crash rate (Table 2). Breathitt, Pike, and Pulaski Counties are the only counties identified as having a critical fatal crash rate.

A summary of other miscellaneous crash data used in the problem identification process is presented by county in Table 14. This table includes the number of crashes by year for the last five years; percent change in the 2005 crash total from the previous four-year average; percentages of crashes involving alcohol, drugs, and speeding; percentage of fatal crashes; percentage of injury-or-fatal crashes; and percentage of drivers using safety belts.

5.0 CITY CRASH STATISTICS

Crash statistics were analyzed for cities by using the 2001 through 2005 crash data. The primary group of cities included in the analysis was those having a population over 2,500 that had a city code in the computer file allowing crash data to be summarized. Incorporated cities in Jefferson County, such as St. Matthews, Jeffersontown, and Shively, were included separately from Louisville. Therefore, for Louisville, only the population of the city area was included instead of a metropolitan area population.

Table 15 is a summary of crash rates for cities included in the 2000 census having populations of more than 2,500 where crash data could be related to the city for all five years. Crashes recorded as occurring in the city are included. However, crashes using the city as a reference but recorded as occurring any distance from the city were not included. Table 15 includes 117 cities. Rates in terms of C/100 MVM are listed for the state-maintained system while rates in terms of crashes per 1,000 population are listed using all streets in the city. The table notes the 10 cities where no data was available for the state-maintained system.

Additional statistics are listed in Table 16 for the 116 cities that had five years of crash data available for analysis. Rates for fatal crashes, pedestrian-motor vehicle crashes, bicycle-motor vehicle crashes, and motorcycle crashes are provided. Those rates are in terms of crashes per 10,000 population. Percentages of crashes involving speeding or alcohol are also listed.

Total crash rates for all cities listed in the 2000 census are summarized in APPENDIX F (Table F-1). A total of 414 cities were listed with a population in the census. Information included for the cities were population, number of crashes, and crash rate (crashes per 1,000 population). However, a city code was not available for several small cities and there was no data prior to 2000 for a few other cities. This resulted in data being available for 356 cities in Appendix F.

Crashes on the state-maintained system of highways within a city typically only accounted for a portion of all the crashes occurring within any city. Therefore, total crash rates, rather than on the state-maintained system, were used to determine critical crash rates for cities. Crash rates on the state-maintained system, by city and by population category, are shown in Table 17. The cities are listed in descending order by crash rate for each population category. The cities for which a match could not be obtained using a city code listed in the HPMS file would not be listed in Table 17. Lexington, Bowling Green, Newport, Shepherdsville, Lancaster, and Dry Ridge have the highest crash rate on state-maintained streets in their population category. Cities in the 1,000 to 2,499 population category are also included in this table. Therefore, this table provides data for 165 cities compared to the 116 cities in Table 16. The average crash rate for all cities in a category is also listed. The overall rates are highest for cities in the population category between 10,000 and 19,999. The lowest overall rate is for the 1,000 to 2,499 population category. The large range in rates is related in part to the detail of reporting. For example, the higher rate in Lexington compared to Louisville resulted from the Louisville police not reporting the state route number in several cases and the non-reporting of many property damage only crashes.

Total crash rates for cities by population category are listed in Table 18. They are tabulated in order of descending crash rates by population category and critical rates are identified with an asterisk. The order of rates for cities is very different in Table 18 compared to Table 17. Twenty-three cities were identified as having total crash rates above critical. Louisville, Florence, Somerset, London, and Crestview Hills have the highest total crash rates in their respective population ranges. Fatal crash rates, by city and population category, are listed in Table 19. They also are tabulated in order of descending fatal crash rates by population category. Louisville, Paducah, Shelbyville, Pikeville, and Paintsville have the highest fatal crash rates in their respective population ranges with no city identified as having a critical fatal crash rate. Paintsville has the highest rate overall.

6.0 ALCOHOL- AND DRUG-RELATED CRASHES

Alcohol- and drug-related crashes continue to be one of the highest priority problem identification areas (in Kentucky and across the nation) and considerable emphasis is being placed on programs to impact those problems. In Kentucky, the number of traffic crashes in which alcohol was listed as a contributing factor on the crash report has averaged about 5,671 per year for the past five years. Alcohol-related fatalities have averaged 192 per year during the past five years (using Fatal Analysis Reporting System data). Using the number of fatalities and injuries in alcohol-related crashes, the estimated cost of alcohol-related crashes in Kentucky in 2005 varied from about $316 million using economic cost data up to about $996 million using comprehensive cost data from the National Safety Council.

The number of alcohol-related crashes has generally decreased over the past several years. In the early 1980's, the annual number of alcohol crashes was over 10,000. This number decreased to the relatively constant level of approximately 7,700 to 8,100 from 1985 through 1990 with a gradual reduction to a low of 5,995 in 1994. The first yearly increase since 1990 occurred in 1995 (to 6,163). The number of alcohol-related crashes then decreased yearly through 1998 to 5,222. In 1999, there was a slight increase and a larger increase in 2000. In 2001, the decrease in alcohol-related crashes started again. The total decreased slightly in 2005 (to 5,440) which represents a 5 percent decrease compared to the previous four-year average. The number in 1998 (5,222) was the lowest number since this trend analysis was started in 1978. Alcohol-related crashes represented 4.3 percent of all crashes during the latest five-year period. The number of alcohol-related fatalities in 2005 (204) was slightly higher than the previous four year average (190).

To identify alcohol-related crash problem areas, percentages of crashes involving alcohol were summarized for counties and cities as shown in Tables 20 and 21, respectively. In Table 20, the number and percentage of crashes involving alcohol were determined by considering all drivers and those less than 21 years of age. This allowed a separate analysis for young drivers. The counties are listed by county population group in order of descending percentages of alcohol crashes for all drivers. Counties in each population category having the highest percentage of crashes involving alcohol, considering all drivers, are Robertson, Owen, Casey, Letcher and Floyd and Christian.

The information provided in Table 20 also may be used to determine the counties that have the highest percentages of crashes involving alcohol for young drivers by county population category. The counties identified as having the highest percentages of alcohol-related crashes, considering only young drivers, were not typically the same as those identified when all drivers were considered. For 16 through 20 years of age drivers, the county in each population category having the highest percentage of crashes involving alcohol are Robertson, Owen, Breathitt, Floyd, and Christian and Pike.

Table 21 is a summary of number and percentage of crashes involving alcohol for cities. For each population category, cities having the highest percentages of crashes involving alcohol are Lexington, Covington, Fort Thomas, Dayton, and Ludlow.

Additional analyses were performed to show the number and rate of alcohol convictions by county (Table 22). Rates are in terms of convictions per 1,000 licensed drivers and convictions per alcohol-related crash. Five years of conviction data (2001 through 2005) were used in the analysis. The data were obtained from records maintained by the Administrative Office of the Courts (AOC). Those same rates are presented in Table 23 with counties grouped by population ranges and rates are listed in order of descending percentages. Counties in each population group having the lowest rates of alcohol convictions per 1,000 licensed drivers are Carlisle, Edmonson, Wayne, Oldham and Jefferson. Counties having the lowest rates of alcohol convictions per alcohol-related crash are Trimble, Owen, Mason, Scott and Jefferson. Counties having low rates for either convictions per 1,000 licensed drivers or convictions per alcohol-related crash may be candidates for increased enforcement or other special programs (especially if they have a high percentage of alcohol-related crashes). Data in Table 22 show that, statewide, there has been a downward trend in the number of alcohol convictions during the five-year period from a high of 23,710 in 2005 to a low of 26,688 in 2002. The number of alcohol convictions in 2005 was 8.8 percent lower than the average of the previous four years.

A comparison was also made between the total alcohol filings, convictions, and non-convictions, by county, for the five years of 2001 through 2005 (Table 24). The data for "driving under the influence" filings and the results of the filings were obtained from the AOC. The statewide percentage of alcohol convictions per filing over these five years was 82.6 percent. The percentages varied from a low of 43.4 percent in Leslie County to a high of 92.1 percent in Shelby County. In previous years, the percentages would be affected by the overlapping effects of filings being made and convictions being prosecuted in different calendar years. However, the current procedure calculates conviction rate using those filings that are resolved with either a conviction or non-conviction in the same calendar year as the filing. The highest rates, in descending order, were found in Shelby, Henderson, and Fayette Counties. The lowest rates, in descending order, were found in Clay and Leslie Counties.

The counties are grouped by population category and are placed in decreasing order of conviction percentage by population category in Table 25. The average conviction percentage did not vary substantially by population category with a range of from 78.6 to 82.9 percent. Counties having the highest conviction percentages in the various population categories are

Elliott, Trigg, Anderson, Shelby and Fayette. Counties having the lowest conviction percentages for the various population categories are Gallatin, Leslie, Clay, Carter and Bullitt.

A drunk-driving offense may be reduced to a charge of reckless driving. This could occur when a person is arrested for drunk driving because of erratic driving behavior, and then field sobriety or BAC tests fail to confirm the drunk-driving charge. In addition, the severity of the penalty for drunk driving could result in a reduction of the drunk-driving charge to reckless driving. For those reasons, it was determined that a summary of reckless driving convictions would be beneficial. Numbers of reckless driving convictions and the rate of convictions per 1,000 licensed drivers for each county are presented in Table 26. In the time period of 2001 through 2005, the highest number of convictions at 4,739 was in 2002. There has been a decrease in the number of reckless driving convictions since that year. The number in 2005 was a 7.4 percent decrease from the average number in the previous four years. The highest rates (convictions per 1,000 licensed drivers) occurred in occurred in Lyon, Gallatin, and Cumberland Counties. The lowest rates are in Green, Trimble, and Larue Counties.

Drugs continue to be listed as a contributing factor in a relatively small percentage of all crashes. The number of drug-related crashes (as noted as a contributing factor on the police report) increased at 1,246 in 2005 compared to the lowest number at 1,021 that occurred in 2003. When compared to the previous four-year average, drug crashes increased 8.8 percent. The number of drug-related fatal crashes increased dramatically by 30.3 percent in 2005 compared to the previous four-year average. There were 185 fatal drug-related crashes in 2005. The number of drug-related injury crashes increased by 0.9 percent in 2005 compared to the previous four-year average.

Percentages of crashes involving drugs (as noted by the investigating officer) by county and population category for all roads are presented in Table 27. Counties having the highest percentages of drug-related crashes by population category are: Owsley, Magoffin, Clay, Bell, and Pike. The data in Table 27 show most of the counties with the highest percentages are in southeastern Kentucky. The highest percentages of this type of crash are in Magoffin, Martin, Pike, Clay, Johnson, Leslie, and Lawrence counties.

Another summary was prepared to show percentages of crashes involving drugs by city population categories (Table 28). Within each population category, cities having the highest percentages of drug-related crashes were Lexington, Ashland, Middlesboro, Pikeville, and Paintsville and Calvert City.

7.0 OCCUPANT PROTECTION

The percentages of drivers of passenger cars involved in traffic crashes that were reported as wearing safety belts (listed by county) have been used to compare usage rates. However, it was known that these reported rates were much higher than found in observation surveys. For the first time, observation surveys were taken in each county in 2004 by the Area Development Districts. These rates (for 2005) for each county were reported in Table 14. Those same percentages are listed in descending order by county population category in Table 29. The

rates varied from a high of 79.7 percent in Kenton County to a low of 34.8 percent in Ballard County. The data shows that 10 counties had a usage rate over 70 percent while 9 counties had a rate under 40 percent.

It should be noted that the first statewide safety belt law (with secondary enforcement) was passed with an effective date in July 1994. The law was changed to allow primary enforcement with an effective date of July 2006. Prior to the statewide laws, local ordinances had been enacted by several cities and counties. The first such ordinances were enacted in Fayette County effective July 1, 1990 and in the city of Louisville effective July 1, 1991. Similar ordinances were adopted in Jefferson County, Murray, Kenton County, Bowling Green, Corbin, Bardstown, and Midway. Observational surveys conducted since the enactment of the local ordinances and statewide law have demonstrated their effectiveness in increasing usage rates.

Even though a statewide safety belt law has been passed, there is a need for continued promotion and enforcement of the law. Counties having the potential for intensive promotional campaigns are identified by an asterisk in Table 29. Those sixteen counties were selected on the basis of their safety belt usage rate (as determined by the surveys taken by the Area Development Districts (ADD)), crash rates, and location in the state. Counties having low usage rates were identified with the criterion of selecting one county from within each of the 16 Kentucky State Police Posts' areas of jurisdiction. When possible, an attempt was made to select counties having high crash rates (either total crash rate or injury or fatal crash rate). Also, an attempt was made to select counties that had not been identified in the past couple of years.

The safety belt usage rates in 2005 (from the ADD survey) are presented in Table 30 as a function of county population. This table shows the higher usage percentages for counties having over 50,000 population. Counties in the over 50,000 population category had a usage rate about 15 percent higher than for counties in the under 10,000 population category.

Safety belts are recognized as an effective method of reducing the severity of injuries in traffic crashes. This is confirmed by data presented in Table 31. This table shows that, when a driver of a motor vehicle is wearing a safety belt at the time of a crash, the chance of being fatally injured is reduced by about 96 percent compared to not wearing a safety belt. Also, the chance of receiving an incapacitating injury is reduced by 86 percent and the chance of receiving a non-incapacitating injury is reduced by 74 percent. Safety belts will greatly decrease the possibility of injury in crashes involving large deceleration forces, but some injury or complaint of soreness or discomfort may persist. In many instances, use of seat belts will reduce a severe injury to a less severe injury. The category of "possible injury", which involves a complaint of pain without visible signs of injury, decreased only 51 percent (from 12.71 percent for drivers not wearing safety belts to 6.26 percent for drivers wearing safety belts). The chance of receiving either a fatal or incapacitating injury was reduced by 88 percent. These percentages are high when compared to national statistics concerning the effectiveness of safety belts in reducing fatal or serious injuries. The reason would probably be related to the over reporting of seat belt usage in traffic crashes. This would occur more often for drivers who were not injured where there was no physical evidence of whether they were wearing a seat belt.

The change in crash severity for drivers wearing and not wearing a safety belt is presented in Table 32 for the years 2001 through 2005. The reduction in severity from the use of safety belts has remained consistent.

Potential savings associated with increased safety belt usage were estimated and are shown in Table 33. This table lists the annual potential reduction in the number of fatalities, serious injuries (those listed as incapacitating on the crash report), and the associated crash cost savings resulting from that reduction. Those savings are given for driver usage rates from 70 to 90 percent. To obtain these results, safety belt usage statistics from 2001 through 2005 were used along with an estimate of the economic cost of traffic crashes provided by the National Safety Council (as shown in the footnote in Table 33). The actual number of fatalities and incapacitating injuries for 2001 through 2005 were used along with the average usage rate over this time period. Also used was the reduction associated with safety belt usage of 96 percent for fatalities and 86 percent for incapacitating injuries. Crash cost estimates were $1,130,000 for a fatality and $58,500 for an incapacitating injury. For example, if 70 percent of all drivers involved in crashes in Kentucky wore safety belts, there would be a potential annual reduction of about 71 fatalities and a potential annual reduction in the cost of fatalities and serious injuries of approximately $103 million.

A summary of usage and effectiveness of child safety seats for children under the age of four who were involved in traffic crashes is presented in Table 34. Data are for 2001 through 2005. Age categories in the crash file governed the age category that was used. Most children three years of age or younger would be placed in a child safety seat rather than a seat belt or harness. However, many were coded as wearing a safety belt, so the categories of restraint used were 1) none, 2) safety belt or harness, 3) child safety seat, and 4) any restraint.

Of the 15 fatalities (children age three and under) occurring during the study period (2001-2005), 7 involved use of a restraint. The use of a restraint in over one-half of the fatalities would be related to the very high usage rate and possibly to improper usage. Also, of the 208 incapacitating injuries, 171 involved use of a restraint. A better measure of effectiveness would be the percentage sustaining a specific injury. This analysis revealed the percentages of fatalities and incapacitating and non-incapacitating injuries were much lower for children who were in a child safety seat or safety belt compared to those using no restraint. Comparison of the "any restraint" and "none" categories revealed there was a 98-percent reduction in fatalities for children in restraints, a 90-percent reduction in incapacitating injuries, an 80-percent reduction in non-incapacitating injuries, and a 65-percent reduction in possible injuries.

An analysis of the percentage of children in restraints revealed the percentage was higher in the rear seat than in the front seat. A comparison of percent usage by year shows the constant very high usage rate. The most recent usage rate using the crash data was 98 percent in 2005. This usage rate was calculated by dividing the “any restraint” total by the sum of the "any restraint" and "none" categories from Table 34. This compares to the usage rate of 94 percent found in the 2005 observational survey.

8.0 SPEED-RELATED CRASHES

Speed is one of the most common contributing factors in total crashes and fatal crashes. Speed-related crashes had remained fairly constant during the previous years. In 2001, the number of speed-related crashes was the lowest it has been since the inception of this report. In 2005, the number of speed-related crashes decreased by 11.1 percent compared to the previous four-year average. For the five-year period (2001-2005), speed-related crashes represented 6.8 percent of all crashes, 10.0 percent of injury crashes, and 26.6 percent of fatal crashes. The number of speed-related fatal crashes increased by 11.7 percent in 2005 compared to the previous four- year average. The number of speed-related fatal crashes ranged from a high of 191 in 2005 to a low of 154 in 2001. The number of speed-related injury crashes decreased by 11.1 percent in 2005 compared to the previous four years. The number of speed-related injury crashes ranged from a high of 3,276 in 2002 to a low of 2,806 in 2005.

As a means of analyzing speed-related crashes, crashes having "unsafe speed" coded as a contributing factor were summarized by county and population category in Table 35. Starting in 2000, there were two codes indicating speed was a contributing factor. These codes are “exceeded stated speed limit” and “too fast for conditions.” When arranged in order of decreasing percentages of speed-related crashes by population category, those counties having the highest percentages in each category are Gallatin, Morgan, Estill, Marshall, and Madison. A similar summary of crashes involving unsafe speeds for cities was prepared and is presented in Table 36. Those cities having the highest percentages in each population category are Lexington, Frankfort, Erlanger, Villa Hills, and Park Hills.

In addition to crash analysis, the other major area of analysis for unsafe speed was speed convictions. Areas having large percentages of crashes involving speeding and low conviction rates are candidates for increased enforcement. Table 37 presents a summary of speeding convictions by county. Numbers of speed convictions, speed convictions per 1,000 licensed drivers, and speeding convictions per speed-related crash are included. For the five-year period examined, the number of speeding convictions for the entire state ranged from a high of 87,181 in 2002 to a low of 78,944 in 2005.

To assist in identifying areas having the potential for increased enforcement, Table 38 was prepared with speeding conviction rates listed in descending order by county population categories. Within each population category, those counties having the lowest speeding conviction rates per 1,000 licensed drivers are Owsley, Martin, Knott, Perry, and Pike. The same counties were identified as having the lowest rates of speeding convictions per speed-related crash. There was a predominance of counties having high percentages of speed-related crashes and low rates of convictions in the southeastern section of Kentucky.

The percentage of vehicles exceeding the 55-mph speed limit was monitored and reported by the Kentucky Department of Highways on a quarterly basis from 1978 through 1994. This requirement was eliminated with federal legislation passed in 1995 that changed speed limit requirements. The speed monitoring program was then ended. As part of a 1997 study of Kentucky speed limits, moving speed data were taken on various highway types. Summary of that data for cars and trucks (single unit and combination tractor trailer) are given in Tables 39

and 40, respectively. The average and 85th percentile speeds are given along with the percent over the current speed limit. The data show the speeds for trucks are less than that for cars and a large percentile of drivers exceed the posted speed limit. The report recommended a slight increase in speed limits on some types of roads with the speed limit for cars 5 mph higher than for trucks on some roads. For example, the recommended speed limits on rural interstates and four-lane parkways were 70 mph for cars and 65 mph for trucks. Speed limits of 60 mph for cars and 55 mph for trucks were recommended on two-lane parkways and rural two-lane roads with a full width shoulder.

9.0 TEENAGE DRIVERS

A separate analysis was conducted to determine the frequency of crashes involving teenage drivers (16 to 19 years of age). A review of driver records show that teenage drivers account for approximately 6.0 percent of licensed drivers (including learner permits) in Kentucky. However, crash data show that teenage drivers are involved in a much higher percentage of traffic crashes. Using 2005 data, it was found that teenage drivers were involved in about 19 percent of all crashes, 21 percent of injury crashes, and 15 percent of fatal crashes. Teenage drivers (including drivers with a learner permit) are over represented by a factor of 3.2 in all crashes, 3.5 in injury crashes, and 2.5 in fatal crashes.

The involvement rate of teenage drivers compared to all drivers in total and fatal crashes was analyzed (using 2005 data). Considering all crashes on public highways, the rate was 44 crashes per 1,000 drivers for all drivers compared to 152 crashes per 1,000 drivers for teenage drivers. Considering fatal crashes, the rate was 30 fatal crashes per 100,000 drivers for all drivers compared to 75 fatal crashes per 100,000 teenage drivers. These rates again show the over representation of teenage drivers in both total and fatal crashes.

10.0 GENERAL CRASH STATISTICS

Several types of general statistics were developed for use in analyses of specific problem areas. Included were crash trends over a five-year period and several types of statistics for crashes involving pedestrians, bicycles, motorcycles, school buses, trucks, and trains.

10.1 CRASH TREND ANALYSIS

An analysis of crash trends over the five-year period is summarized in Table 41. The crashes in 2005 were compared to an average of the preceding four years (2000-2004). There was a decrease in total crashes (1.8 percent) when comparing 2005 to the previous four years. It should be noted that crashes in parking lots were not included in the analysis.

The highest number of crashes on public roads occurred in 2004 (133,718) with the lowest number occurring in 2005 (128,685). The number of fatal crashes and fatalities in 2005 increased compared to the previous four-year average. The number of fatal crashes increased by 7.8 percent while the number of fatalities increased by 7.4 percent. The number of fatalities

ranged from 843 in 2001 to 985 in 2005. The number of fatalities in 2005 was the highest in about 30 years. The number of injury crashes and injuries in 2005 was lower than the previous four-year average. There was an 8.7 percent decrease in injury crashes and a 9.4 percent decrease in injuries. The number of injuries varied from 43,295 in 2005 to 49,919 in 2001.

Vehicle-miles traveled has generally remained constant over the five-year period ranging from 46.255 billion miles in 2001 to 47.384 billion miles in 2005. The vehicle miles traveled in 2005 has increased slightly (1.3 percent) compared to the previous four-year average. There was a decrease in total crash rate in 2005 of 3.0 percent when compared to the previous four-year average. The total crash rate varied from a low of 277 C/100 MVM in 2003 to 281 C/100 MVM in 2001.

There were increases in 2005 in the fatal crash rate (8.0 percent) and fatality crash rate (6.6 percent). The fatality crash rate in 2001 had the lowest rate in this five-year period with the highest in 2005. The fatality crash rates in the last two years (2004 and 2005) were higher than in previous years (2001 through 2003).

There was a total of 652,768 crashes in the five-year period, of which 4,167 (0.6 percent) were fatal crashes and 155,107 (23.8 percent) were injury crashes. Those crashes resulted in 4,651 fatalities and 234,495 injuries. There is a large range used when estimating crash costs. Considering economic costs, an estimate for 2005 is $2.2 billion for the cost of Kentucky traffic crashes (on public roads) or an average cost of $17,100 per crash using National Safety Council estimates of motor vehicle crash cost. Similarly the comprehensive costs result in an estimate of $6.3 billion for the cost of Kentucky traffic crashes or an average cost of $48,800 per crash.

Trends in the number of specific types of crashes also are presented in Table 41. Those trends are discussed in the appropriate section dealing with that crash category.

Additional general statistics compiled by county for crashes involving pedestrians, bicycles, motorcycles, school buses, and trucks are included in Table 42. Numbers of crashes and average annual crashes per 10,000 population were included.

10.2 PEDESTRIAN CRASHES

The number of pedestrian crashes had a decrease of 3.8 percent in 2005 compared to the previous four year period. There has been a steady decrease in pedestrian crashes since 2000 ranging from 1,124 in 2000 to 902 in 2005. Pedestrian collisions are a severe type of crash. In 2005, pedestrian crashes accounted for only 0.7 percent of all crashes but 2.5 percent of injury crashes and 8.1 percent of fatal crashes. The number of injury crashes decreased by 5.4 percent in 2005 and the number of fatal crashes increased by 3.8 percent in 2005 compared to the 2001 through 2004 average. Injury crashes ranged from 751 in 2005 to 842 in 2001 while fatal crashes ranged from 49 in 2004 to 57 in 2003.

A summary of pedestrian crash statistics by county and population category is presented in Table 43. Numbers of crashes and annual crash rates per 10,000 population are

included. From the listing of crash rates in descending order, the following counties have the highest rates in each population category: Gallatin, Carroll, Grayson, Henderson, and Jefferson. A similar analysis was performed for pedestrian crashes by city and population category. Results are summarized in Table 44 and the following cities have the highest rates in their respective population categories: Louisville, Covington, Newport, Leitchfield, and Ludlow. Newport, Louisville, Shively and Covington had higher rates than any other city.

10.3 BICYCLE CRASHES

Numbers and rates of motor-vehicle crashes involving bicycles by county are listed in Table 45. Counties were grouped by population category. The counties having the highest crash rate in each category are Gallatin, Carroll, Simpson, Henderson, and Daviess. A similar summary was prepared for cities and the results are presented in Table 46. Cities having the highest rate of bicycle-related crashes in each population category are Louisville, Covington, Newport, Bellevue, and Lancaster.

The number of bicycle crashes decreased in 2005 (10.1 percent) compared to the average of 2001 through 2004. The number of bicycle crashes has ranged from 437 in 2005 to 507 in 2001. This is a severe type of crash. In 2005, while bicycle crashes accounted for 0.4 percent of all crashes, they accounted for 1.1 percent of injury crashes and 1.2 percent of fatal crashes. The number of injury crashes decreased by 10.4 percent in 2005 and the number of fatal crashes increased by 71.4 percent (due to such a small sample size) compared to the 2001 through 2004 average. The range in injury crashes was from 334 in 2004 to 389 in 2001 while the number of fatal crashes ranged from 6 in 2003 and 2004 to 12 in 2005.

10.4 MOTORCYCLE CRASHES

County and city statistics for crashes involving motorcycles are presented in Tables 47 and 48, respectively. For each population category, counties having the highest rates for motorcycle crashes per 10,000 population are Fulton, Carroll, Union, Henderson, and McCracken (Table 47). The highest rate is in Carroll County. From Table 48, those cities having the highest rates in each population category are Louisville, Paducah, Somerset, Pikeville, and Fulton. The rate in Pikeville was substantially above any other city.

There was a significant increase in the number of motorcycle crashes in 2005 (26.8 percent) compared to the 2001 through 2004 average. The numbers over the five-year period ranged from a high of 1,777 in 2005 to a low of 1,283 in 2001. This is a severe type of crash. Data in 2005 show that motorcycle crashes accounted for 1.1 percent of all crashes but 3.3 percent of injury crashes and 9.5 percent of fatal crashes. The number of injury crashes increased by 20.1 percent and the number of fatal crashes increased by 45.6 percent in 2005 compared to the 2001 through 2004 average. The number of injury crashes ranged from 910 in 2001 to 1,184 in 2005 while the number of fatal crashes ranged from 42 in 2002 to 83 in 2005.

10.5 SCHOOL BUS CRASHES

School bus crash statistics were summarized for counties and cities and results are presented in Tables 49 and 50, respectively. Table 49 lists numbers and rates of school bus crashes by county and population category. Counties having the highest rates in each population category are Wolfe, Morgan, Breathitt, Jessamine, and Jefferson. A similar summary was prepared for cities by population categories, as shown in Table 50. Those cities having the highest rates in each population category are Louisville, Hopkinsville, Nicholasville, Shepherdsville, and Prestonsburg. The highest rate was in Prestonsburg.

The trend analysis presented in Table 41 indicates there was a small decrease in this type of crash in 2005 (1.3 percent decrease) compared to the 2001 through 2004 average. The annual number of this type of crash ranged from a high of 906 in 2001 to a low of 862 in 2002. There was a decrease in injury crashes of 7.3 percent in 2005 compared to 2001 through 2004. The number of injury crashes ranged from 141 in 2001 to 111 in 2003. There was one fatal crash involving a school bus in 2005 and a total of 13 for the five-year period.

10.6 TRUCK CRASHES

Truck crashes included both single unit and combination trucks. A truck is defined as a vehicle with a registered weight of 10,000 pounds or more. A summary of those crashes by county is given in Table 51. Counties having the highest rates in each population category are Gallatin, Carroll, Simpson, Scott, and Boone. All of these counties contain at least one interstate highway. Other counties having a high rate either contained an interstate highway or had a large amount of coal truck traffic.

The trend analysis showed there was an increase in the number of truck crashes in 2005 (6.4 percent) compared to the previous four-year average. The number of truck crashes ranged from a high of 10,015 in 2004 to a low of 8,805 in 2002. The number of injury crashes increased by 2.8 percent and the number of fatal crashes increased by 5.4 percent in 2005 compared to the previous four-year average. The number of injury crashes ranged from 1,757 in 2003 to 1,918 in 2004 while the number of fatal crashes ranged from 95 in 2001 to 122 in 2004. In 2005, truck crashes represent 7.2 percent of all crashes, 5.9 percent of injury crashes, and 17.3 percent of fatal crashes.

10.7 TRAIN CRASHES

A summary of motor vehicle-train crashes by county is presented in Table 52. Counties having the highest rates in each population category are Carlisle, Todd, Grant, Oldham, and Pike. The highest rate (0.8) is in Grant County with the highest number (72) in Jefferson County. There were no train crashes in 56 of the 120 counties in the five-year period of 2001 through 2005.

The trend analysis for motor vehicle-train crashes is given in Table 41. There was a range in train crashes from 72 in 2003 to 51 in 2004. The number of train crashes in 2005 was 3.1 percent lower than the 2001 through 2004 average. The number of injury crashes decreased

by 23.8 percent in 2005 compared to the 2001 through 2004 average with a range of from 18 in 2004 and 2001 to 25 in 2003. The number of fatal crashes ranged from two in 2003 to five in 2001 for the five-year period.

10.8 VEHICLE DEFECTS

The requirement for an annual vehicle inspection was repealed in 1978. A summary of the involvement of vehicle defects in crashes before and after repeal of that law is presented in Table 53. The percent of crashes involving a vehicle defect was 5.86 percent before repeal of the vehicle inspection law. The percent increased to 7.09 in the first 19 months after repeal of the law and 7.43 percent in 1980 through 1984 but has decreased since that time. Starting in 1995, the percentage of crashes involving a vehicle defect was lower than that noted prior to repeal of the vehicle inspection requirement until the slight increase in 2005. The percent of crashes in which a vehicle defect was noted on the report was 4.56 percent in 2005 which compares to the overall low of 4.29 percent in 2004.

11.0 SUMMARY AND RECOMMENDATIONS

11.1 STATEWIDE CRASH RATES

For the high-crash-location safety improvement program in Kentucky to be successful, procedures for identifying high-crash locations and scheduling improvements must be used. A computer program has been developed to identify high-crash locations. Inputs into this program are average and critical crash numbers and rates for rural and urban highway classifications. Various crash rates are presented throughout the report text, tables, and appendices, which can be used to implement a safety improvement program.

Each crash must be identified accurately to perform a complete crash analysis. In past years, many crashes that occurred on a state-maintained road did not have the necessary route and milepoint information to be included in the detailed analysis. Efforts have been made as part of the implementation of the new collision report form to increase the number of crash reports having the necessary location information. Part of this effort should be to inform the investigating agencies of the importance of placing the proper route and milepoint for all crashes occurring on state-maintained roads. The roadway reference log has been updated to provide a more comprehensive list of milepoints that should be used.

The crash report form which was implemented starting in 2000 contains fields to use the Global Positioning System (GPS) to report the latitude and longitude for each crash. The accuracy of this data has been evaluated with recommendations made to improve location accuracy. Software has been developed by the Kentucky Transportation Center to assist in obtaining crash locations. This program, called MapClick, can be used to obtain county, route and milepoint as well as GPS coordinates by simply clicking on the crash location on a map. This program is available free to any law enforcement agency. More information can be obtained at http://www.ktc.uky.edu/MapClick.

The fatal crash rate on rural, two-lane roadways is much higher than any road type. The factors contributing to this high rate have been investigated with countermeasures recommended. An effort should be made to review and implement as many of these countermeasures as practical.

The statewide fatal crash rate has increased substantially the past few years. A detailed study of all fatal crashes in 2004 was conducted (KTC-05-36). The recommended countermeasures given in that analysis should be considered.

11.2 COUNTY AND CITY CRASH STATISTICS

The various types of crash rates calculated and included in this report were used in the analysis of various problem identification areas.

Counties and cities with various types of critical crash rates are given in Tables 10 through 13, 18, and 19. Coordinated efforts involving engineering, enforcement, education, and emergency medical services should be implemented in counties and cities having critical rates to address those problem areas.

In the past, a program was available to provide funds for the purchase of appropriate traffic signs to bring signing on city and county streets and roadways into compliance with the standards and guidelines included in the Manual on Uniform Traffic Control Devices (MUTCD). A large number of cities have taken advantage of this program, which was expanded to include counties. Funding for this program has not been provided in the past several years. However, training concerning proper signs and markings is offered to county and cities. This training should continue with publicity provided to alert counties and cities that all of their traffic control devices must conform to the standards and guidelines in the MUTCD.

11.3 ALCOHOL-RELATED CRASHES

The number of alcohol-related crashes decreased in 2005 compared to the previous four-year average and has decreased from the level prior to 1996. In general, there has been a decreasing trend in the number of alcohol-related fatal crashes and fatalities. This may be related to increased enforcement and public information campaigns in the past several years that have increased public awareness.

As part of the analysis, percentages of alcohol-related crashes were tabulated for counties and cities. In addition, alcohol conviction rates were tabulated by county. Those counties having relatively high percentages of alcohol-related crashes (Table 20) and low average numbers of alcohol convictions per alcohol crash (Table 23) were identified as potential locations where increased enforcement may be beneficial. Counties were also required to have 100 or more alcohol-related crashes during the five-year analysis period to be considered as potential counties for the increased alcohol-related enforcement program. Following is a list of those counties by State Police Post (reference was made to the counties recommended in the past few years).

Post Number	County
1	Graves
2	Muhlenberg
3	Logan
4	Meade
5	Carroll
6	Harrison
7	Mercer
8	Mason
9	Pike
10	Bell
11	Whitley
12	Woodford
13	Knott
14	Greenup
15	Casey
16	Henderson

2. An analysis was performed for cities similar to that for counties. However, alcohol conviction rates were not available for cities and consideration was given to conviction rates for counties within which a city was located. The number and percentage of crashes involving alcohol were considered (Table 21). The following are candidate cities for a program of increased alcohol enforcement.

- Louisville
- Covington
- Richmond
- Frankfort
- Jeffersontown
- Shively
- Georgetown
- Maysville

11.4 OCCUPANT PROTECTION

1. Even though a statewide "primary enforcement" safety belt law has been passed, efforts to increase safety belt usage must continue. The various types of safety belt programs that have been conducted in several locations across the state in the past should continue. These programs have the objectives of increasing awareness of risks of traffic crashes, increasing understanding of benefits of safety belt usage, and providing assistance to organizations willing to promote safety belt usage. Enforcement of the statewide law should be another objective of these programs. The success of the "Buckle Up Kentucky: It's the Law and It's Enforced" campaign conducted around the Memorial Day holiday in past years shows that these types of programs (which includes increased enforcement along with publicity) can provide benefits

when implemented on a statewide level. Usage rates and crash rates were considered when choosing candidates for more intensive promotion and enforcement campaigns. Consideration was given to past campaign recommendations and the location in the state (State Police Post). Since safety belt usage is lower in rural areas, counties in the more rural areas of the posts were identified when possible. These counties were identified in Table 29. A list of those counties, by State Police Post, follows.

Post Number	County
1	Ballard
2	Muhlenberg
3	Warren
4	Nelson
5	Henry
6	Pendleton
7	Jessamine
8	Rowan
9	Floyd
10	Bell
11	McCreary
12	Scott
13	Breathitt
14	Lawrence
15	Marion
16	Union

2. To maintain up-to-date usage statistics and to monitor the effect of the statewide safety belt law, annual statewide observational surveys should continue to be conducted.

11.5 SPEED-RELATED CRASHES

Unsafe speed has been shown to be a primary contributing factor in fatal crashes and a common contributing factor in all crashes. Those counties having high percentages of speed-related crashes (Table 35) and low average number of speeding convictions per speed-related crash (Table 38) were identified as possible locations for increased enforcement. Locations meeting the criteria for crashes and convictions also were required to have at least 150 speed-related crashes during the five-year study period and speed-related crashes were at least 6.0 percent of total crashes. The following is a list of counties (tabulated by State Police Post) recommended for programs of increased speed enforcement (reference was made to the counties recommended in the past few years).

Post Number	County
1	Marshall
2	Christian
3	Warren
4	Nelson
5	Oldham
6	Kenton
7	Madison
8	Morgan
9	Floyd
10	Knox
11	Whitley
12	Franklin
13	Perry
14	Greenup
15	Taylor
16	Henderson

By analyzing speed-related crash rates for cities and applying the criterion of at least 150 crashes during the five-year period and speed related crashes of five percent or more of total crashes (Table 36), the following cities were recommended for additional programs of speed enforcement:

- Lexington
- Frankfort
- Hopkinsville
- Richmond
- Elizabethtown
- Bowling Green
- Erlanger
- Independence
- Berea

Increased speed enforcement should be implemented on roads that have been identified as having the highest percentage of speed-related crashes. Consideration should be given to the types of roadways that have the highest crash rates. This would indicate more enforcement on rural two-lane and four-lane (non-interstate and parkway) roadways as opposed to interstate and parkways that have much lower crash rates.

Federal legislation has changed allowing states to increase speed limits to above the 55 mph and 65 mph limits. Data show current speeds do not reflect speed limits on several types of highways. There is a need to review current speed limits and establish speed limits based on the 85^{th} percentile speed. Recommendations for speed limits on various types of roads in Kentucky have been developed.

11.6 TEENAGE DRIVERS

Graduated licensing legislation was amended in the 2006 Kentucky legislature to require an intermediate phase to be added to the process between the permit and fully-licensed stages. This change should be evaluated to determine how it has affected crashes for teenage drivers.

11.7 GENERAL CRASH STATISTICS

Pedestrians

The crash rate analyses identified Newport, Louisville, Covington and Shively as cities having the highest pedestrian crash rates (Table 44). A study to determine factors contributing to this problem in those cities and recommendations for improved traffic control measures, increased police enforcement, or driver and pedestrian education programs is warranted.

Bicycles

Newport also had a high crash rate in their population category for this type of crash (Table 46) (as with pedestrian crashes). A study of this type of crash could be included with the previously mentioned study of pedestrian crashes.

Motorcycles

Pike County had one of the highest motorcycle-crash rates in the state (Table 47) and Pikeville (Table 48), which is in Pike County, had the highest motorcycle-crash rate for any city. An evaluation of this type of crash in this county and city could be warranted.

The law requiring motorcyclists to wear a helmet was repealed in the 1998 legislature. Observations have shown the helmet usage rate has dramatically decreased. Also, the number of injury and fatal motorcycle crashes has increased dramatically. An investigation should be made to determine the increased cost associated with nonuse of motorcycle helmets. The combination of the lowering in usage rate and increase in injury and fatal crashes support the need to reenact the requirement for the use of motorcycle helmets.

Truck Crashes

Counties with a large number of truck crashes either contained an interstate highway or had a large amount of coal truck traffic. Volume counts show that interstate highways have a high percentage of truck traffic. Coal trucks are hauling on an extended weight system that allows heavy loads. A 1999 research report conducted by the University of Kentucky investigated heavy truck involvement in traffic crashes on all types of highways while a 2002 research report investigated the impact of large trucks on interstate highway safety. Both of these reports recommended countermeasures related to the vehicle, driver, or roadway. Implementation of these countermeasures should be considered.

Vehicle Defects

The percentage of crashes involving vehicle defects increased immediately after repeal of the vehicle inspection law (Table 53). It could be concluded that the repeal of that law resulted in additional crashes involving vehicle defects. However, the percentage of crashes involving a vehicle defect has decreased in recent years to less that that before repeal of the inspection law. A study could be conducted to determine whether the defects that have contributed to crashes since repeal of the vehicle inspection law were of the type that might have been detected under the previous inspection program. That study could also reveal types of inspections necessary to detect defects contributing to crashes for various types of vehicles.

TABLE 1. COMPARISON OF 2001 - 2005 CRASH RATES*

STATISTIC	2001	2002	2003	2004	2001-2004 Average	2005	Percent Change***
Crashes	81,556	84,816	82,253	78,947	81,893	75,290	-8.1
Fatal Crashes	633	666	714	741	689	732	6.3
Injury Crashes	22,459	22,999	21,606	19,781	21,711	18,940	-12.8
Mileage	28,499	28,449	28,449	28,324	28,430	28,328	-0.4
Crashes Per Mile	2.86	2.98	2.89	2.79	2.88	2.66	-7.6
Vehicle Miles (Billion)	41.70	42.30	42.07	42.72	42.20	42.54	0.8
AADT	4,009	4,073	4,052	4,132	4,067	4,115	1.2
Crash Rate**	196	201	196	185	195	177	-9.0
Fatal Crash Rate**	1.52	1.57	1.70	1.73	1.63	1.72	5.5
Injury Crash Rate**	54	54	51	46	51	45	-12.2

* Data apply to streets and highways having known traffic volumes, route numbers, and mileposts.

** Crash rates are given in terms of crashes per 100 million vehicle-miles (C/100 MVM).

*** Percent change in 2005 compared to 2001 through 2004 average.

TABLE 2. STATEWIDE RURAL CRASH RATES BY HIGHWAY TYPE CLASSIFICATION (2001-2005)

HIGHWAY TYPE	TOTAL MILEAGE*	AADT	CRASH RATES (CRASHES PER 100 MVM) ALL	INJURY	FATAL
One-Lane	73	490	279	88	0.0
Two-Lane	23,305	1,610	236	75	3.3
Three-Lane	29	5,340	132	31	1.4
Four-Lane Divided (Non-Interstate or Parkway)	559	11,380	118	36	1.5
Four-Lane Undivided	48	13,310	239	52	1.6
Interstate	534	32,230	52	12	0.7
Parkway	573	8,990	64	16	0.9
All	25,120	2,670	164	50	2.3

* Average for the five years.

TABLE 3. STATEWIDE URBAN CRASH RATES BY HIGHWAY TYPE CLASSIFICATION (2001-2005)

HIGHWAY TYPE	TOTAL MILEAGE*	AADT	CRASH RATES (CRASHES PER 100 MVM) ALL	INJURY	FATAL
Two-Lane	2,241	6,550	256	58	1.0
Three-Lane	33	10,970	478	82	1.5
Four-Lane Divided (Non-Interstate or Parkway)	400	24,040	265	61	0.9
Four-Lane Undivided	295	19,670	429	91	1.2
Interstate	245	68,300	91	19	0.5
Parkway	43	12,580	110	24	0.9
All **	3,289	14,830	227	49	0.8

* Average for the five years.

** Includes small number of one-, five-, and six-lane highways.

TABLE 4. COMPARISON OF 2001 - 2005 CRASH RATES BY RURAL AND URBAN HIGHWAY TYPE CLASSIFICATION

LOCATION	HIGHWAY TYPE	2001	2002	2003	2004	2001-2004 Average	2005	Percent Change*
Rural	One-Lane	324	259	228	321	283	258	-8.7
	Two-Lane	248	247	238	231	241	217	-9.8
	Three-Lane	142	193	163	75	143	59	-59.2
	Four-Lane Divided (Non-Interstate or Parkway)	130	128	119	111	122	105	-14.2
	Four-Lane Undivided	270	256	232	200	239	224	-6.5
	Interstate	48	50	56	56	53	50	-4.1
	Parkway	64	63	70	66	66	57	-13.3
	All	173	172	168	160	168	149	-11.3
Urban	Two-Lane	268	268	263	242	260	238	-8.4
	Three-Lane	449	475	476	502	476	486	2.2
	Four-Lane Divided	247	293	287	256	271	244	-10.0
	Four-Lane Undivided	434	486	447	387	439	398	-9.2
	Interstate	91	88	93	94	92	89	-3.3
	Parkway	115	110	112	105	111	104	-5.9
	All	226	240	233	219	230	215	-6.5

* Percent change from 2001 through 2004 to 2005.

TABLE 5. STATEWIDE CRASH RATES FOR "SPOTS" BY HIGHWAY TYPE CLASSIFICATION (2001-2005)

RURAL OR URBAN	HIGHWAY TYPE	NUMBER OF CRASHES	NUMBER OF SPOTS*	MILLION VEHICLES PER YEAR	CRASHES PER MILLION VEHICLES PER SPOT
Rural	One-Lane	181	243	0.18	0.84
	Two-Lane	161,668	77,684	0.59	0.71
	Three-Lane	371	96	1.95	0.40
	Four-Lane Divided (Non-Interstate or Parkway)	13,731	1,863	4.15	0.35
	Four-Lane Undivided	2,772	159	4.86	0.72
	Interstate	16,389	1,779	11.77	0.16
	Parkway	6,016	1,910	3.28	0.19
	All Rural	201,128	83,734	0.97	0.49
Urban	Two-Lane	68,550	7,469	2.39	0.77
	Three-Lane	3,166	110	4.00	1.43
	Four-Lane Divided	46,556	1,334	8.77	0.80
	Four-Lane Undivided	45,443	984	7.18	1.29
	Interstate	27,880	818	24.93	0.27
	Parkway	1,087	143	4.59	0.33
	All Urban**	201,707	10,964	5.41	0.68

* Average for the five years. The length of a spot is defined to be 0.3 mile.
** Includes small number of miles of one-, five-, and six-lane highways.

TABLE 6. STATEWIDE AVERAGE AND CRITICAL NUMBERS OF CRASHES FOR "SPOTS" AND ONE-MILE SECTIONS BY HIGHWAY TYPE CLASSIFICATION (2001-2005)

RURAL OR URBAN	HIGHWAY TYPE	CRASHES PER SPOT*		CRASHES PER ONE-MILE SECTION	
		AVERAGE	CRITICAL NUMBER	AVERAGE	CRITICAL NUMBER
Rural	One-Lane	0.75	3	2.49	7
	Two-Lane	2.08	6	6.94	14
	Three-Lane	3.86	9	12.88	23
	Four-Lane Divided (Non-Interstate or Parkway)	7.37	15	24.57	38
	Four-Lane Undivided	17.40	29	57.99	78
	Interstate	9.21	18	30.70	45
	Parkway	3.15	8	10.50	19
	All Rural	2.40	7	8.01	16
Urban	Two-Lane	9.18	17	30.59	45
	Three-Lane	28.69	43	95.63	121
	Four-Lane Divided	34.91	51	116.35	145
	Four-Lane Undivided	46.18	64	153.92	186
	Interstate	34.07	50	113.57	142
	Parkway	7.58	15	25.26	39
	All Urban**	18.40	30	61.32	82

* The length of a spot is defined to be 0.3 mile.
** Includes small number of miles of one-, five-, and six-lane highways.

TABLE 7. CRASH RATES BY COUNTY FOR STATE-MAINTAINED SYSTEM AND ALL ROADS (2001-2005)

	STATE-MAINTAINED		ALL ROADS					
			TOTAL CRASHES		FATAL CRASHES		FATAL OR INJURY CRASHES	
COUNTY	TOTAL CRASHES	CRASH RATE*	NUMBER	RATE*	NUMBER	RATE*	NUMBER	RATE*
Adair	1,178	141	2,276	240	19	2.0	576	61
Allen	1,576	239	2,022	266	25	3.3	574	76
Anderson	1,786	188	2,375	221	13	1.2	651	61
Ballard	812	186	914	186	6	1.2	290	59
Barren	3,176	138	6,841	269	44	1.7	1,731	68
Bath	1,095	130	1,400	154	20	2.2	416	46
Bell	2,557	189	3,699	250	42	2.8	1,086	73
Boone	14,362	220	18,835	263	68	1.0	3,862	54
Bourbon	2,255	240	3,043	286	24	2.3	738	69
Boyd	5,881	260	9,626	378	38	1.5	2,303	90
Boyle	3,374	291	4,427	334	28	2.1	1,002	76
Bracken	870	183	1,060	201	19	3.6	325	62
Breathitt	1,869	251	1,945	239	49	6.0	876	108
Breckinridge	1,019	147	1,378	168	19	2.3	482	59
Bullitt	5,950	160	7,161	173	53	1.3	1,924	47
Butler	1,037	143	1,224	150	23	2.8	418	51
Caldwell	1,081	129	1,522	165	14	1.5	411	44
Calloway	3,771	296	5,386	369	41	2.8	1,012	69
Campbell	9,053	248	14,267	348	48	1.2	2,341	57
Carlisle	427	166	488	167	6	2.1	157	54
Carroll	1,932	162	2,165	172	27	2.1	522	42
Carter	2,079	110	3,063	149	48	2.3	876	43
Casey	985	166	1,114	163	26	3.8	394	58
Christian	7,379	208	9,501	247	66	1.7	2,407	62
Clark	2,547	118	5,896	249	39	1.6	1,260	53
Clay	1,871	175	2,287	195	36	3.1	979	84
Clinton	949	216	895	180	19	3.8	248	50
Crittenden	975	287	1,104	277	12	3.0	400	100
Cumberland	324	96	368	97	19	5.0	141	37
Daviess	4,425	134	16,542	429	49	1.3	3,606	93
Edmonson	885	165	1,134	187	12	2.0	341	56
Elliott	546	282	586	260	6	2.7	209	93
Estill	1,070	198	1,370	217	13	2.1	420	67
Fayette	26,860	213	64,586	460	145	1.0	12,704	91
Fleming	1,071	178	1,329	192	16	2.3	401	58
Floyd	4,416	187	5,101	197	67	2.6	2,181	84
Franklin	6,516	253	8,764	304	32	1.1	1,628	56
Fulton	468	148	900	255	14	4.0	239	68
Gallatin	1,016	86	1,181	96	17	1.4	391	32
Garrard	1,637	250	2,003	271	12	1.6	570	77
Grant	3,325	145	4,058	166	34	1.4	1,012	41
Graves	2,921	161	4,600	225	44	2.2	1,277	63
Grayson	2,973	230	3,587	247	40	2.8	1,040	72
Green	671	171	1,104	242	13	2.8	314	69
Greenup	2,128	149	3,559	217	32	1.9	938	57
Hancock	550	121	694	137	10	2.0	191	38
Hardin	11,289	197	14,320	227	88	1.4	3,067	49
Harlan	2,783	212	3,349	229	41	2.8	1,154	79
Harrison	1,772	306	2,642	385	12	1.8	677	99
Hart	1,734	97	2,164	115	34	1.8	612	33
Henderson	6,436	263	9,395	346	35	1.3	2,192	81
Henry	1,744	141	1,957	148	23	1.7	562	42
Hickman	338	112	408	123	11	3.3	145	44
Hopkins	6,076	230	7,971	272	42	1.4	1,894	65
Jackson	1,092	238	1,242	233	22	4.1	451	85
Jefferson	45,390	143	131,046	372	369	1.0	29,340	83
Jessamine	5,457	341	7,084	375	33	1.7	1,623	86
Johnson	2,608	241	2,696	222	33	2.7	923	76
Kenton	17,307	261	28,145	380	62	0.8	4,935	67
Knott	1,738	197	1,985	205	33	3.4	869	90

TABLE 7. CRASH RATES BY COUNTY FOR STATE-MAINTAINED SYSTEM AND ALL ROADS (2001-2005)(continued)

	STATE-MAINTAINED		ALL ROADS					
			TOTAL CRASHES		FATAL CRASHES		FATAL OR INJURY CRASHES	
COUNTY	TOTAL CRASHES	CRASH RATE*	NUMBER	RATE*	NUMBER	RATE*	NUMBER	RATE*
Knox	3,112	218	3,842	243	44	2.8	1,258	80
Larue	1,304	156	1,576	171	31	3.4	443	48
Laurel	7,148	191	8,514	209	84	2.1	2,219	55
Lawrence	904	101	1,135	116	20	2.0	394	40
Lee	338	127	431	141	12	3.9	141	46
Leslie	1,087	188	1,293	203	29	4.5	643	101
Letcher	2,170	193	2,599	206	43	3.4	1,093	87
Lewis	1,128	165	1,307	172	17	2.2	440	58
Lincoln	1,603	151	2,122	178	33	2.8	698	59
Livingston	1,028	157	1,157	162	14	2.0	352	49
Logan	2,511	194	3,229	221	20	1.4	836	57
Lyon	979	88	1,116	96	10	0.9	288	25
McCracken	9,110	266	13,209	345	63	1.6	3,655	95
McCreary	1,214	178	1,475	194	21	2.8	517	68
McLean	880	183	1,048	189	11	2.0	305	55
Madison	9,034	205	13,320	279	78	1.6	2,504	52
Magoffin	1,064	173	1,182	174	19	2.8	528	78
Marion	1,933	274	2,451	302	25	3.1	656	81
Marshall	3,667	172	4,439	187	45	1.9	1,226	52
Martin	1,046	182	1,012	157	18	2.8	428	66
Mason	2,495	245	3,387	304	20	1.8	736	66
Meade	2,198	213	2,657	225	36	3.0	781	66
Menifee	496	220	542	205	4	1.5	183	69
Mercer	2,005	210	2,921	270	19	1.8	769	71
Metcalfe	997	199	1,142	204	14	2.5	325	58
Monroe	326	80	775	162	14	2.9	241	50
Montgomery	3,059	236	4,012	275	45	3.1	1,127	77
Morgan	1,314	216	1,511	221	15	2.2	581	85
Muhlenberg	3,564	225	4,178	234	50	2.8	1,260	71
Nelson	4,873	244	6,053	270	40	1.8	1,400	63
Nicholas	334	130	723	240	11	3.7	221	73
Ohio	2,451	170	3,238	204	32	2.0	1,039	66
Oldham	3,864	174	4,672	186	22	0.9	1,013	40
Owen	908	233	1,060	234	11	2.4	394	87
Owsley	293	178	320	168	10	5.2	111	58
Pendleton	1,401	277	1,956	325	18	3.0	501	83
Perry	3,412	221	4,560	267	53	3.1	1,666	98
Pike	7,949	229	10,112	264	110	2.9	3,920	102
Powell	1,078	127	1,530	166	19	2.1	483	52
Pulaski	7,307	261	9,602	301	91	2.9	2,075	65
Robertson	85	127	102	126	3	3.7	34	42
Rockcastle	2,134	100	2,428	109	26	1.2	631	28
Rowan	3,410	236	4,417	283	33	2.1	1,161	74
Russell	1,022	137	1,241	145	13	1.5	359	42
Scott	4,957	167	6,508	205	40	1.3	1,644	52
Shelby	4,882	167	6,066	193	57	1.8	1,402	45
Simpson	2,234	137	2,600	150	22	1.3	620	36
Spencer	769	151	1,150	193	12	2.0	356	60
Taylor	2,671	282	3,699	339	26	2.4	737	68
Todd	748	140	1,013	169	18	3.0	297	49
Trigg	1,141	127	1,472	151	21	2.2	472	48
Trimble	794	237	942	244	12	3.1	281	73
Union	1,572	235	2,001	264	24	3.2	639	84
Warren	14,233	245	21,403	338	118	1.9	4,866	77
Washington	1,156	181	1,383	195	12	1.7	386	55
Wayne	1,578	199	1,743	193	31	3.4	527	58
Webster	1,386	167	1,639	180	20	2.2	498	55
Whitley	3,635	145	4,750	175	60	2.2	1,273	47
Wolfe	852	155	976	164	17	2.9	340	57
Woodford	2,607	196	4,043	274	32	2.2	747	51
STATEWIDE	402,862	191	652,768	278	4,153	1.8	159,028	68

* Crashes per 100 million vehicle-miles (C/100 MVM)

Table 8. COUNTY POPULATIONS (2000 CENSUS) IN DESCENDING ORDER

COUNTY	POPULATION	COUNTY	POPULATION	COUNTY	POPULATION
Jefferson	693,604	Meade	26,349	Jackson	13,495
Fayette	260,512	Letcher	25,277	Larue	13,373
Kenton	151,464	Clay	24,556	Magoffin	13,332
Hardin	94,174	Grayson	24,053	Powell	13,237
Warren	92,522	Johnson	23,445	Caldwell	13,060
Daviess	91,545	Lincoln	23,361	Butler	13,010
Campbell	88,616	Woodford	23,208	Trigg	12,597
Boone	85,991	Taylor	22,927	Martin	12,578
Christian	72,265	Ohio	22,916	Leslie	12,401
Madison	70,872	Montgomery	22,554	Todd	11,971
Pike	68,736	Grant	22,384	Spencer	11,766
McCracken	65,514	Rowan	22,094	Monroe	11,756
Bullitt	61,236	Mercer	20,817	Edmonson	11,644
Pulaski	56,217	Wayne	19,923	Green	11,518
Laurel	52,715	Bourbon	19,360	Bath	11,085
Boyd	49,752	Anderson	19,111	Washington	10,916
Franklin	47,687	Breckinridge	18,648	Owen	10,547
Hopkins	46,519	Marion	18,212	Carroll	10,155
Oldham	46,178	Harrison	17,983	Metcalfe	10,037
Henderson	44,829	Allen	17,800	McLean	9,938
Floyd	42,441	Knott	17,649	Livingston	9,804
Jessamine	39,041	Hart	17,445	Clinton	9,634
Barren	38,033	Adair	17,244	Crittenden	9,384
Nelson	37,477	McCreary	17,080	Hancock	8,392
Graves	37,028	Mason	16,800	Ballard	8,286
Greenup	36,891	Rockcastle	16,582	Bracken	8,279
Whitley	35,865	Simpson	16,405	Trimble	8,125
Calloway	34,177	Russell	16,315	Lyon	8,080
Shelby	33,337	Breathitt	16,100	Lee	7,916
Harlan	33,202	Union	15,637	Gallatin	7,870
Clark	33,144	Lawrence	15,569	Fulton	7,752
Scott	33,061	Casey	15,447	Cumberland	7,147
Muhlenberg	31,839	Estill	15,307	Wolfe	7,065
Knox	31,795	Henry	15,060	Nicholas	6,813
Marshall	30,125	Garrard	14,792	Elliott	6,748
Bell	30,060	Pendleton	14,390	Menifee	6,556
Perry	29,390	Webster	14,120	Carlisle	5,351
Boyle	27,697	Lewis	14,092	Hickman	5,262
Carter	26,889	Morgan	13,948	Owsley	4,858
Logan	26,573	Fleming	13,792	Robertson	2,266

TOTAL 4,041,769

Table 9. AVERAGE AND CRITICAL CRASH RATES BY POPULATION CATEGORY
(2001-2005)

POPULATION CATEGORY	NUMBER OF COUNTIES IN CATEGORY	TOTAL POPULATION	TOTAL MILEAGE DRIVEN 100 MVM
UNDER 10,000	21	155,526	97.81
10,000 - 14,999	25	313,612	180.62
15,000 - 24,999	32	611,992	375.23
25,000 - 50,000	27	954,656	570.59
OVER 50,000	15	2,005,983	1,121.02

POPULATION CATEGORY	TOTAL NUMBER OF CRASHES	CRASHES PER 100 MVM	CRITICAL CRASH RATE (C/100 MVM)	NUMBER OF COUNTIES AT OR ABOVE CRITICAL RATE
UNDER 10,000	15,955	163	198	7
10,000 - 14,999	34,124	189	219	6
15,000 - 24,999	79,812	213	237	14
25,000 - 50,000	142,314	249	269	8
OVER 50,000	380,563	339	352	4

POPULATION CATEGORY	TOTAL NUMBER OF FATAL CRASHES	FATAL CRASHES PER 100 MVM	CRITICAL FATAL RATE (C/100 MVM)	NUMBER OF COUNTIES AT OR ABOVE CRITICAL RATE
UNDER 10,000	243	2.48	7.23	0
10,000 - 14,999	447	2.47	6.19	0
15,000 - 24,999	855	2.28	5.03	1
25,000 - 50,000	1,116	1.96	3.83	0
OVER 50,000	1,492	1.33	2.13	2

POPULATION CATEGORY	TOTAL NUMBER OF FATAL OR INJURY CRASHES	FATAL OR INJURY CRASHES PER 100 MVM	CRITICAL FATAL OR INJURY CRASH RATE (C/100 MVM)	NUMBER OF COUNTIES AT OR ABOVE CRITICAL RATE
UNDER 10,000	4,992	51.0	70.6	4
10,000 - 14,999	10,860	60.1	77.1	6
15,000 - 24,999	22,742	60.6	73.9	10
25,000 - 50,000	37,009	64.9	75.1	9
OVER 50,000	83,425	74.4	80.2	5

TABLE 10. CRASH RATES BY COUNTY AND POPULATION CATEGORY (IN DESCENDING ORDER WITH CRITICAL RATES IDENTIFIED)(2001-2005)(ALL ROADS)

COUNTY	NUMBER OF CRASHES	CRASH RATE (CRASHES PER 100 MVM)	
POPULATION CATEGORY UNDER 10,000			
Crittenden	1,104	277	*
Elliott	586	260	*
Fulton	900	255	*
Trimble	942	244	*
Nicholas	723	240	*
Menifee	542	205	*
Bracken	1,060	201	*
McLean	1,048	189	
Ballard	914	186	
Clinton	895	180	
Owsley	320	168	
Carlisle	488	167	
Wolfe	976	164	
Livingston	1,157	162	
Lee	431	141	
Hancock	694	137	
Robertson	102	126	
Hickman	408	123	
Cumberland	368	97	
Lyon	1,116	96	
Gallatin	1,181	96	
POPULATION CATEGORY 10,000-14,999			
Pendleton	1,956	325	*
Garrard	2,003	271	*
Green	1,104	242	*
Owen	1,060	234	*
Jackson	1,242	233	*
Morgan	1,511	221	*
Metcalfe	1,142	204	
Leslie	1,293	203	
Washington	1,383	195	
Spencer	1,150	193	
Fleming	1,329	192	
Edmonson	1,134	187	
Webster	1,639	180	
Magoffin	1,182	174	
Carroll	2,165	172	
Lewis	1,307	172	
Larue	1,576	171	
Todd	1,013	169	
Powell	1,530	166	
Caldwell	1,522	165	
Monroe	775	162	
Martin	1,012	157	
Bath	1,400	154	
Trigg	1,472	151	
Butler	1,224	150	
POPULATION CATEGORY 15,000-24,999			
Harrison	2,642	385	*
Taylor	3,699	339	*
Mason	3,387	304	*
Marion	2,451	302	*
Bourbon	3,043	286	*
Rowan	4,417	283	*
Montgomery	4,012	275	*
Woodford	4,043	274	*
Mercer	2,921	270	*
Allen	2,022	266	*
Union	2,001	264	*
Grayson	3,587	247	*
Adair	2,276	240	*
Breathitt	1,945	239	*
Johnson	2,696	222	
Anderson	2,375	221	
Estill	1,370	217	
Knott	1,985	205	
Ohio	3,238	204	
Clay	2,287	195	
McCreary	1,475	194	
Wayne	1,743	193	
Lincoln	2,122	178	
Breckinridge	1,378	168	
Grant	4,058	166	
Casey	1,114	163	
Simpson	2,600	150	
Henry	1,957	148	
Russell	1,241	145	
Lawrence	1,135	116	
Hart	2,164	115	
Rockcastle	2,428	109	
POPULATION CATEGORY 25,000-50,000			
Boyd	9,626	378	*
Jessamine	7,084	375	*
Calloway	5,386	369	*
Henderson	9,395	346	*
Boyle	4,427	334	*
Franklin	8,764	304	*
Hopkins	7,971	272	*
Nelson	6,053	270	*
Barren	6,841	269	
Perry	4,560	267	
Bell	3,699	250	
Clark	5,896	249	
Knox	3,842	243	
Muhlenberg	4,178	234	
Harlan	3,349	229	
Meade	2,657	225	
Graves	4,600	225	
Logan	3,229	221	
Greenup	3,559	217	
Letcher	2,599	206	
Scott	6,508	205	
Floyd	5,101	197	
Shelby	6,066	193	
Marshall	4,439	187	
Oldham	4,672	186	
Whitley	4,750	175	
Carter	3,063	149	
POPULATION CATEGORY OVER 50,000			
Fayette	64,586	460	*
Daviess	16,542	429	*
Kenton	28,145	380	*
Jefferson	131,046	372	*
Campbell	14,267	348	
McCracken	13,209	345	
Warren	21,403	338	
Pulaski	9,602	301	
Madison	13,320	279	
Pike	10,112	264	
Boone	18,835	263	
Christian	9,501	247	
Hardin	14,320	227	
Laurel	8,514	209	
Bullitt	7,161	173	

* Critical crash rate

TABLE 11. CRASH RATES BY COUNTY AND POPULATION CATEGORY (IN DESCENDING ORDER WITH CRITICAL RATES IDENTIFIED)(2001-2005)(STATE-MAINTAINED SYSTEM)

COUNTY	NUMBER OF CRASHES	CRASH RATE (CRASHES PER 100 MVM)	
POPULATION CATEGORY UNDER 10,000			
Crittenden	975	287	*
Elliott	546	282	*
Trimble	794	237	*
Menifee	496	220	*
Clinton	949	216	*
Ballard	812	186	
Bracken	870	183	
McLean	880	183	
Owsley	293	178	
Carlisle	427	166	
Livingston	1,028	157	
Wolfe	852	155	
Fulton	468	148	
Nicholas	334	130	
Lee	338	127	
Robertson	85	127	
Hancock	550	121	
Hickman	338	112	
Cumberland	324	96	
Lyon	979	88	
Gallatin	1,016	86	
POPULATION CATEGORY 10,000-14,999			
Pendleton	1,401	277	*
Garrard	1,637	250	*
Jackson	1,092	238	*
Owen	908	233	*
Morgan	1,314	216	*
Metcalfe	997	199	*
Leslie	1,087	188	
Martin	1,046	182	
Washington	1,156	181	
Fleming	1,071	178	
Magoffin	1,064	173	
Green	671	171	
Webster	1,386	167	
Lewis	1,128	165	
Edmonson	885	165	
Carroll	1,932	162	
Larue	1,304	156	
Spencer	769	151	
Butler	1,037	143	
Todd	748	140	
Bath	1,095	130	
Caldwell	1,081	129	
Powell	1,078	127	
Trigg	1,141	127	
Monroe	326	80	
POPULATION CATEGORY 15,000-24,999			
Harrison	1,772	306	*
Taylor	2,671	282	*
Marion	1,933	274	*
Breathitt	1,869	251	*
Mason	2,495	245	*
Johnson	2,608	241	*
Bourbon	2,255	240	*
Allen	1,576	239	*
Montgomery	3,059	236	*
Rowan	3,410	236	*
Union	1,572	235	*
Grayson	2,973	230	*
Mercer	2,005	210	*
Wayne	1,578	199	
Estill	1,070	198	
Knott	1,738	197	
Woodford	2,607	196	
Anderson	1,786	188	
McCreary	1,214	178	
Clay	1,871	175	
Ohio	2,451	170	
Casey	985	166	
Lincoln	1,603	151	
Breckinridge	1,019	147	
Grant	3,325	145	
Adair	1,178	141	
Henry	1,744	141	
Simpson	2,234	137	
Russell	1,022	137	
Lawrence	904	101	
Rockcastle	2,134	100	
Hart	1,734	97	
POPULATION CATEGORY 25,000-50,000			
Jessamine	5,457	341	*
Calloway	3,771	296	*
Boyle	3,374	291	*
Henderson	6,436	263	*
Boyd	5,881	260	*
Franklin	6,516	253	*
Nelson	4,873	244	*
Hopkins	6,076	230	*
Muhlenberg	3,564	225	*
Perry	3,412	221	*
Knox	3,112	218	
Meade	2,198	213	
Harlan	2,783	212	
Logan	2,511	194	
Letcher	2,170	193	
Bell	2,557	189	
Floyd	4,416	187	
Oldham	3,864	174	
Marshall	3,667	172	
Scott	4,957	167	
Shelby	4,882	167	
Graves	2,921	161	
Greenup	2,128	149	
Whitley	3,635	145	
Barren	3,176	138	
Clark	2,547	118	
Carter	2,079	110	
POPULATION CATEGORY OVER 50,000			
McCracken	9,110	266	*
Pulaski	7,307	261	*
Kenton	17,307	261	*
Campbell	9,053	248	*
Warren	14,233	245	*
Pike	7,949	229	*
Boone	14,362	220	*
Fayette	26,860	213	*
Christian	7,379	208	*
Madison	9,034	205	*
Hardin	11,289	197	
Laurel	7,148	191	
Bullitt	5,950	160	
Jefferson	45,390	143	
Daviess	4,425	134	

* Critical crash rate

TABLE 12. INJURY OR FATAL CRASH RATES BY COUNTY AND POPULATION CATEGORY
(IN DESCENDING ORDER WITH CRITICAL RATES IDENTIFIED)(2001-2005)(ALL ROADS)

COUNTY	NUMBER OF CRASHES	CRASH RATE (CRASHES PER 100 MVM)	
POPULATION CATEGORY UNDER 10,000			
Crittenden	400	100	*
Elliott	209	93	*
Trimble	281	73	*
Nicholas	221	73	*
Menifee	183	69	
Fulton	239	68	
Bracken	325	62	
Ballard	290	59	
Owsley	111	58	
Wolfe	340	57	
McLean	305	55	
Carlisle	157	54	
Clinton	248	50	
Livingston	352	49	
Lee	141	46	
Hickman	145	44	
Robertson	34	42	
Hancock	191	38	
Cumberland	141	37	
Gallatin	391	32	
Lyon	288	25	
POPULATION CATEGORY 10,000-14,999			
Leslie	643	101	*
Owen	394	87	*
Jackson	451	85	*
Morgan	581	85	*
Pendleton	501	83	*
Magoffin	528	78	*
Garrard	570	77	
Green	314	69	
Martin	428	66	
Spencer	356	60	
Lewis	440	58	
Fleming	401	58	
Metcalfe	325	58	
Edmonson	341	56	
Webster	498	55	
Washington	386	55	
Powell	483	52	
Butler	418	51	
Monroe	241	50	
Todd	297	49	
Larue	443	48	
Trigg	472	48	
Bath	416	46	
Caldwell	411	44	
Carroll	522	42	
POPULATION CATEGORY 15,000-24,999			
Breathitt	876	108	*
Harrison	677	99	*
Knott	869	90	*
Clay	979	84	*
Union	639	84	*
Marion	656	81	*
Montgomery	1,127	77	*
Allen	574	76	*
Johnson	923	76	*
Rowan	1,161	74	*
Grayson	1,040	72	
Mercer	769	71	
Bourbon	738	69	
McCreary	517	68	
Taylor	737	68	
Estill	420	67	
Mason	736	66	
Ohio	1,039	66	
Anderson	651	61	
Adair	576	61	
Breckinridge	482	59	
Lincoln	698	59	
Casey	394	58	
Wayne	527	58	
Woodford	747	51	
Russell	359	42	
Henry	562	42	
Grant	1,012	41	
Lawrence	394	40	
Simpson	620	36	
Hart	612	33	
Rockcastle	631	28	
POPULATION CATEGORY 25,000-50,000			
Perry	1,666	98	*
Boyd	2,303	90	*
Letcher	1,093	87	*
Jessamine	1,623	86	*
Floyd	2,181	84	*
Henderson	2,192	81	*
Knox	1,258	80	*
Harlan	1,154	79	*
Boyle	1,002	76	*
Bell	1,086	73	
Muhlenberg	1,260	71	
Calloway	1,012	69	
Barren	1,731	68	
Meade	781	66	
Hopkins	1,894	65	
Nelson	1,400	63	
Graves	1,277	63	
Greenup	938	57	
Logan	836	57	
Franklin	1,628	56	
Clark	1,260	53	
Marshall	1,226	52	
Scott	1,644	52	
Whitley	1,273	47	
Shelby	1,402	45	
Carter	876	43	
Oldham	1,013	40	
POPULATION CATEGORY OVER 50,000			
Pike	3,920	102	*
McCracken	3,655	95	*
Daviess	3,606	93	*
Fayette	12,704	91	*
Jefferson	29,340	83	*
Warren	4,866	77	
Kenton	4,935	67	
Pulaski	2,075	65	
Christian	2,407	62	
Campbell	2,341	57	
Laurel	2,219	55	
Boone	3,862	54	
Madison	2,504	52	
Hardin	3,067	49	
Bullitt	1,924	47	

* Critical crash rate

TABLE 13. FATAL CRASH RATES BY COUNTY AND POPULATION CATEGORY (IN DESCENDING ORDER WITH CRITICAL RATES IDENTIFIED)(2001-2005)(ALL ROADS)

COUNTY	NUMBER OF CRASHES	CRASH RATE (CRASHES PER 100 MVM)
POPULATION CATEGORY UNDER 10,000		
Owsley	10	5.2
Cumberland	19	5.0
Fulton	14	4.0
Lee	12	3.9
Clinton	19	3.8
Nicholas	11	3.7
Robertson	3	3.7
Bracken	19	3.6
Hickman	11	3.3
Trimble	12	3.1
Crittenden	12	3.0
Wolfe	17	2.9
Elliott	6	2.7
Carlisle	6	2.1
Hancock	10	2.0
Livingston	14	2.0
McLean	11	2.0
Menifee	4	1.5
Gallatin	17	1.4
Ballard	6	1.2
Lyon	10	0.9
POPULATION CATEGORY 10,000-14,999		
Leslie	29	4.5
Jackson	22	4.1
Larue	31	3.4
Pendleton	18	3.0
Todd	18	3.0
Monroe	14	2.9
Green	13	2.8
Martin	18	2.8
Magoffin	19	2.8
Butler	23	2.8
Metcalfe	14	2.5
Owen	11	2.4
Fleming	16	2.3
Lewis	17	2.2
Morgan	15	2.2
Webster	20	2.2
Bath	20	2.2
Trigg	21	2.2
Carroll	27	2.1
Powell	19	2.1
Edmonson	12	2.0
Spencer	12	2.0
Washington	12	1.7
Garrard	12	1.6
Caldwell	14	1.5
POPULATION CATEGORY 15,000-24,999		
Breathitt	49	6.0 *
Casey	26	3.8
Knott	33	3.4
Wayne	31	3.4
Allen	25	3.3
Union	24	3.2
Marion	25	3.1
Montgomery	45	3.1
Clay	36	3.1
McCreary	21	2.8
Grayson	40	2.8
Lincoln	33	2.8
Johnson	33	2.7
Taylor	26	2.4
Bourbon	24	2.3
Breckinridge	19	2.3
Woodford	32	2.2
Estill	13	2.1
Rowan	33	2.1
Ohio	32	2.0
Adair	19	2.0
Lawrence	20	2.0
Hart	34	1.8
Mason	20	1.8
Harrison	12	1.8
Mercer	19	1.8
Henry	23	1.7
Russell	13	1.5
Grant	34	1.4
Simpson	22	1.3
Anderson	13	1.2
Rockcastle	26	1.2
POPULATION CATEGORY 25,000-50,000		
Letcher	43	3.4
Perry	53	3.1
Meade	36	3.0
Muhlenberg	50	2.8
Bell	42	2.8
Calloway	41	2.8
Harlan	41	2.8
Knox	44	2.8
Floyd	67	2.6
Carter	48	2.3
Graves	44	2.2
Whitley	60	2.2
Boyle	28	2.1
Greenup	32	1.9
Marshall	45	1.9
Nelson	40	1.8
Shelby	57	1.8
Barren	44	1.7
Jessamine	33	1.7
Clark	39	1.6
Boyd	38	1.5
Logan	20	1.4
Hopkins	42	1.4
Scott	40	1.3
Henderson	35	1.3
Franklin	32	1.1
Oldham	22	0.9
POPULATION CATEGORY OVER 50,000		
Pike	110	2.9 *
Pulaski	91	2.9 *
Laurel	84	2.1
Warren	118	1.9
Christian	66	1.7
McCracken	63	1.6
Madison	78	1.6
Hardin	88	1.4
Bullitt	53	1.3
Daviess	49	1.3
Campbell	48	1.2
Fayette	145	1.0
Jefferson	369	1.0
Boone	68	1.0
Kenton	62	0.8

* Critical crash rate

TABLE 14. MISCELLANEOUS CRASH DATA FOR EACH COUNTY

COUNTY	NUMBER OF CRASHES BY YEAR 2001	2002	2003	2004	2005	2001-2004 AVERAGE	2005 PERCENT CHANGE	PERCENT OF CRASHES INVOLVING ALCOHOL	PERCENT OF CRASHES INVOLVING DRUGS	PERCENT FATAL CRASHES	PERCENT INJURY OR FATAL CRASHES	SAFETY BELT USAGE RATE**	PERCENT OF CRASHES INVOLVING SPEEDING
Adair	471	501	436	469	399	469	-15.0	4.5	1.1	0.83	25.3	41.5	6.3
Allen	336	437	446	385	418	401	4.2	5.4	1.0	1.24	28.4	56.7	8.4
Anderson	462	489	550	425	449	482	-6.7	5.0	0.5	0.55	27.4	51.1	6.5
Ballard	169	200	189	188	168	187	-9.9	6.8	0.4	0.66	31.7	34.8	4.9
Barren	1,283	1,378	1,394	1,384	1,402	1,360	3.1	2.9	0.4	0.64	25.3	55.4	5.9
Bath	305	259	295	296	245	289	-15.2	7.2	1.3	1.43	29.7	41.1	9.1
Bell	717	772	775	718	717	746	-3.8	4.1	3.4	1.14	29.4	58.4	6.9
Boone	3,333	3,475	3,845	4,165	4,017	3,705	8.4	3.4	0.4	0.36	20.5	69.9	7.9
Bourbon	564	566	673	624	616	607	1.5	5.1	0.9	0.79	24.3	58.2	7.9
Boyd	1,822	1,940	2,014	1,998	1,852	1,944	-4.7	3.1	1.0	0.39	23.9	59.4	4.5
Boyle	847	807	938	929	906	880	2.9	3.1	0.4	0.63	22.6	57.7	5.0
Bracken	264	227	200	185	184	219	-16.0	6.4	0.8	1.79	30.7	53.4	8.2
Breathitt	457	406	381	352	349	399	-12.5	5.6	2.6	2.52	45.0	50.9	5.2
Breckinridge	323	215	323	254	263	279	-5.7	4.7	0.5	1.38	35.0	48.0	3.3
Bullitt	1,279	1,473	1,444	1,549	1,416	1,436	-1.4	4.0	0.2	0.74	26.9	75.5	4.5
Butler	271	275	230	249	199	256	-22.3	4.2	0.8	1.88	34.2	57.8	8.3
Caldwell	304	315	307	318	278	311	-10.6	4.2	1.4	0.92	27.0	55.4	7.5
Calloway	1,005	1,082	1,028	1,165	1,106	1,070	3.4	4.3	0.6	0.76	18.8	60.0	4.8
Campbell	2,614	2,752	3,012	3,025	2,864	2,851	0.5	4.8	0.6	0.34	16.4	70.0	6.3
Carlisle	68	106	112	104	98	98	0.5	4.3	1.2	1.23	32.2	40.5	12.5
Carroll	437	441	406	440	441	431	2.3	5.1	0.5	1.25	24.1	66.9	5.8
Carter	666	618	685	608	486	644	-24.6	5.0	1.7	1.57	28.6	52.4	10.3
Casey	275	267	171	216	185	232	-20.3	9.0	3.0	2.33	35.4	41.0	8.4
Christian	1,862	1,983	1,788	1,987	1,881	1,905	-1.3	5.0	0.6	0.69	25.3	62.0	9.1
Clark	1,110	1,167	1,151	1,256	1,212	1,171	3.5	3.6	0.7	0.66	21.4	57.0	5.8
Clay	514	501	463	432	377	478	-21.0	5.1	4.8	1.57	42.8	50.3	10.5
Clinton	164	155	151	166	259	159	62.9	4.8	0.9	2.12	27.7	45.1	5.9
Crittenden	250	216	206	232	200	226	-11.5	4.6	1.8	1.09	36.2	58.7	5.3
Cumberland	73	81	65	55	94	69	37.2	8.2	2.4	5.16	38.3	40.7	10.1
Daviess	3,482	3,473	3,215	3,316	3,056	3,372	-9.4	4.5	0.7	0.30	21.8	67.3	4.7
Edmonson	267	235	233	218	181	238	-24.0	4.3	1.1	1.06	30.1	60.4	10.7
Elliott	144	118	114	106	104	121	-13.7	8.2	1.7	1.02	35.7	49.5	8.9
Estill	288	292	286	279	225	286	-21.4	5.5	1.8	0.95	30.7	44.7	11.7
Fayette	13,007	13,294	13,268	12,480	12,537	13,012	-3.7	4.4	0.4	0.22	19.7	72.3	6.2
Fleming	254	270	267	288	250	270	-7.3	6.4	1.2	1.20	30.2	42.6	6.2
Floyd	1,073	1,023	1,007	1,017	981	1,030	-4.8	5.8	3.3	1.31	42.8	50.5	8.1
Franklin	1,815	1,773	1,740	1,762	1,674	1,773	-5.6	3.9	0.5	0.37	18.6	71.2	10.9
Fulton	182	198	199	151	170	183	-6.8	6.2	1.1	1.56	26.6	39.9	6.6
Gallatin	203	215	203	318	242	235	3.1	7.6	0.6	1.44	33.1	69.7	13.6
Garrard	374	415	416	409	389	404	-3.6	4.9	0.6	0.60	28.5	53.6	11.8
Grant	865	825	781	835	752	827	-9.0	3.7	0.6	0.84	24.9	66.9	7.8
Graves	902	956	921	960	861	935	-7.9	5.1	0.9	0.96	27.8	54.7	6.6
Grayson	762	692	714	761	658	732	-10.1	4.4	0.5	1.12	29.0	67.0	7.2
Green	265	253	210	167	209	224	-6.6	3.3	0.3	1.18	28.4	39.0	3.1
Greenup	834	680	678	688	679	720	-5.7	4.1	1.7	0.90	26.4	56.3	10.1
Hancock	140	147	131	139	137	139	-1.6	4.5	0.3	1.44	27.5	67.3	7.8
Hardin	2,744	2,852	2,918	2,949	2,857	2,866	-0.3	3.3	0.5	0.61	21.4	54.1	7.0
Harlan	692	751	655	649	602	687	-12.3	4.9	2.5	1.22	34.5	49.9	8.7
Harrison	556	535	535	507	509	533	-4.5	5.0	0.6	0.45	25.6	53.1	6.3
Hart	413	416	479	457	399	441	-9.6	4.3	0.8	1.57	28.3	68.6	10.3
Henderson	1,834	1,973	1,870	2,018	1,700	1,924	-11.6	3.5	0.8	0.37	23.3	69.3	6.0
Henry	434	432	394	369	328	407	-19.5	6.0	0.6	1.18	28.7	63.0	10.8
Hickman	84	79	105	82	58	88	-33.7	6.1	2.2	2.70	35.5	38.6	10.3
Hopkins	1,520	1,699	1,607	1,610	1,535	1,609	-4.6	3.1	0.7	0.53	23.8	65.6	7.8
Jackson	300	230	271	247	194	262	-26.0	5.2	1.1	1.77	36.3	56.2	10.1
Jefferson	26,674	24,606	24,199	27,973	27,594	25,863	6.7	3.8	0.2	0.28	22.4	74.5	4.3
Jessamine	1,372	1,402	1,470	1,395	1,445	1,410	2.5	4.7	0.6	0.47	22.9	56.2	8.6
Johnson	590	588	537	508	473	556	-14.9	3.0	4.6	1.22	34.2	51.9	4.5
Kenton	5,387	5,491	5,706	5,861	5,700	5,611	1.6	4.7	0.6	0.22	17.5	79.7	7.8
Knott	402	413	410	376	384	400	-4.1	5.4	2.8	1.66	43.8	54.2	7.2

TABLE 14. MISCELLANEOUS CRASH DATA FOR EACH COUNTY (continued)

COUNTY	NUMBER OF CRASHES BY YEAR 2001	2002	2003	2004	2005	2001-2004 AVERAGE	2005 PERCENT CHANGE	PERCENT OF CRASHES INVOLVING ALCOHOL	PERCENT OF CRASHES INVOLVING DRUGS	PERCENT FATAL CRASHES	PERCENT INJURY OR FATAL CRASHES	SAFETY BELT USAGE RATE**	PERCENT OF CRASHES INVOLVING SPEEDING
Knox	841	838	760	775	628	804	-21.8	4.2	3.0	1.15	32.7	53.1	8.8
Larue	327	301	340	344	264	328	-19.5	5.2	0.5	1.97	28.1	56.4	9.9
Laurel	1,793	1,641	1,687	1,700	1,693	1,705	-0.7	3.4	1.7	0.99	26.1	57.4	5.6
Lawrence	297	285	212	165	176	240	-26.6	3.7	4.1	1.76	34.7	54.4	5.2
Lee	75	84	88	107	77	89	-13.0	6.0	2.8	2.78	32.7	48.3	10.0
Leslie	276	264	244	281	228	266	-14.4	6.7	4.3	2.24	49.7	46.2	10.0
Letcher	520	565	451	517	546	513	6.4	5.8	2.5	1.65	42.1	35.8	10.4
Lewis	247	271	275	282	232	269	-13.7	6.8	1.2	1.30	33.7	56.8	8.0
Lincoln	374	313	474	495	466	414	12.6	6.7	1.0	1.56	32.9	53.3	10.7
Livingston	215	244	256	235	207	238	-12.8	6.6	1.6	1.21	30.4	69.4	6.4
Logan	668	683	631	669	578	663	-12.8	4.5	1.1	0.62	25.9	59.3	5.1
Lyon	201	243	250	224	198	230	-13.7	5.0	1.3	0.90	25.8	78.8	10.4
McCracken	2,565	2,670	2,643	2,803	2,528	2,670	-5.3	4.4	0.7	0.48	27.7	56.7	4.7
McCreary	345	343	293	248	246	307	-19.9	6.3	1.6	1.42	35.1	42.1	11.4
McLean	233	212	199	211	193	214	-9.7	5.2	0.6	1.05	29.1	40.6	6.6
Madison	2,628	2,655	2,757	2,662	2,618	2,676	-2.1	4.7	0.6	0.59	18.8	67.0	11.5
Magoffin	241	259	245	247	190	248	-23.4	4.7	5.9	1.61	44.7	51.5	8.0
Marion	498	496	468	528	461	498	-7.3	8.3	0.4	1.02	26.8	36.4	5.7
Marshall	890	903	937	861	848	898	-5.5	4.5	1.5	1.01	27.6	53.8	11.3
Martin	265	220	157	172	198	204	-2.7	4.8	5.6	1.78	42.3	51.3	9.9
Mason	630	684	727	696	650	684	-5.0	5.1	0.8	0.59	21.7	51.1	5.8
Meade	480	501	575	533	568	522	8.8	5.7	0.6	1.35	29.4	42.0	4.7
Menifee	109	76	113	117	127	104	22.4	7.0	0.9	0.74	33.8	43.4	9.6
Mercer	581	622	568	587	563	590	-4.5	5.1	0.7	0.65	26.3	54.6	6.5
Metcalfe	247	228	238	201	228	229	-0.2	3.0	0.5	1.23	28.5	51.9	4.5
Monroe	175	155	126	158	161	154	4.9	4.1	0.9	1.81	31.1	50.8	4.4
Montgomery	809	780	766	828	829	796	4.2	5.8	0.8	1.12	28.1	39.9	5.9
Morgan	344	311	301	253	302	302	-0.1	5.6	1.1	0.99	38.5	45.7	19.4
Muhlenberg	893	885	783	824	793	846	-6.3	3.8	1.0	1.20	30.2	57.4	6.5
Nelson	1,201	1,255	1,236	1,256	1,105	1,237	-10.7	4.8	0.6	0.66	23.1	55.9	7.8
Nicholas	170	168	168	112	105	155	-32.0	8.0	1.1	1.52	30.6	45.3	4.7
Ohio	626	664	702	681	565	668	-15.5	4.4	1.1	0.99	32.1	64.7	9.0
Oldham	807	979	997	958	931	935	-0.5	3.9	0.5	0.47	21.7	77.2	10.1
Owen	210	235	208	215	192	217	-11.5	7.4	0.3	1.04	37.2	46.1	14.2
Owsley	50	25	98	72	75	61	22.4	9.7	3.8	3.13	34.7	36.0	10.9
Pendleton	392	404	402	404	354	401	-11.6	5.8	0.5	0.92	25.6	60.2	6.0
Perry	1,005	958	878	862	857	926	-7.4	4.3	2.3	1.16	36.5	47.3	7.2
Pike	2,085	2,089	2,026	1,984	1,928	2,046	-5.8	4.9	4.9	1.09	38.8	55.5	7.6
Powell	316	336	299	319	260	318	-18.1	5.9	2.1	1.24	31.6	56.7	6.6
Pulaski	1,869	1,838	1,948	2,015	1,932	1,918	0.8	3.6	0.9	0.95	21.6	53.7	7.5
Robertson	34	19	18	21	10	23	-56.5	10.8	0.0	2.94	33.3	48.2	10.8
Rockcastle	437	485	518	546	442	497	-11.0	3.3	1.3	1.07	26.0	59.8	10.0
Rowan	912	922	902	840	841	894	-5.9	4.2	0.7	0.75	26.3	47.1	6.2
Russell	221	206	208	288	318	231	37.8	7.0	2.0	1.05	28.9	58.3	7.3
Scott	1,233	1,310	1,343	1,279	1,343	1,291	4.0	4.1	0.4	0.61	25.3	65.4	8.7
Shelby	1,194	1,278	1,188	1,221	1,185	1,220	-2.9	5.5	0.4	0.94	23.1	70.0	6.4
Simpson	560	514	522	501	503	524	-4.1	4.8	1.0	0.85	23.8	71.8	5.8
Spencer	186	248	240	234	242	227	6.6	6.6	1.1	1.04	31.0	56.0	7.5
Taylor	719	816	782	738	644	764	-15.7	3.8	0.6	0.70	19.9	46.0	4.9
Todd	214	221	222	178	178	209	-14.7	5.0	0.7	1.78	29.3	56.8	11.6
Trigg	324	259	266	288	335	284	17.9	5.0	0.5	1.43	32.1	69.0	7.1
Trimble	197	183	185	181	196	187	5.1	6.1	0.6	1.27	29.8	69.9	11.6
Union	406	413	398	399	385	404	-4.7	4.5	0.5	1.20	31.9	68.3	9.7
Warren	4,200	4,440	4,239	4,335	4,189	4,304	-2.7	4.0	0.7	0.55	22.7	68.5	7.2
Washington	276	320	273	263	251	283	-11.3	5.4	0.6	0.87	27.9	40.9	10.4
Wayne	343	315	357	381	347	349	-0.6	4.0	0.6	1.78	30.2	36.8	7.5
Webster	340	366	350	308	275	341	-19.4	4.9	0.9	1.22	30.4	61.0	8.2
Whitley	944	882	989	1,025	910	960	-5.2	3.9	1.5	1.26	26.8	62.4	8.3
Wolfe	156	208	213	217	182	199	-8.3	6.5	2.0	1.74	34.8	54.4	7.3
Woodford	692	829	872	805	845	800	5.7	6.5	0.5	0.79	18.5	71.4	7.8
STATEWIDE	130,190	130,347	129,828	133,718	128,685	131,021	-1.8	4.3	0.8	0.64	24.4	62.6	6.7

* Percent change in the 2004 crash total from the previous four year total

** Based on observation data collected in 2005

TABLE 15. CRASH RATES FOR CITIES HAVING POPULATION OVER 2,500
(FOR STATE-MAINTAINED SYSTEM AND ALL ROADS FOR 2001-2005)

		STATE-MAINTAINED SYSTEM		ALL ROADS	
CITY	POPULATION	TOTAL CRASHES	CRASH RATE*	TOTAL CRASHES	CRASH RATE**
Lexington	260,512	10,705	538	64,513	50
Louisville	256,231	21,040	206	99,550	78
Owensboro	54,067	754	107	12,586	47
Bowling Green	49,296	8,620	535	16,298	66
Covington	43,370	3,816	366	10,304	48
Hopkinsville	30,089	3,978	338	6,056	40
Frankfort	27,741	3,707	429	6,173	45
Henderson	27,373	3,092	439	7,001	51
Richmond	27,152	1,439	534	6,728	50
Jeffersontown	26,633	1,613	445	4,590	35
Paducah	26,307	3,245	445	8,824	67
Florence	23,551	5,224	280	9,533	81
Elizabethtown	22,542	4,868	336	6,685	59
Ashland	21,981	2,361	510	5,693	52
Radcliff	21,961	1,686	385	3,007	27
Nicholasville	19,680	1,948	462	4,143	42
Madisonville	19,307	2,637	589	4,442	46
Georgetown	18,080	1,163	501	3,419	38
Newport	17,048	1,876	984	4,808	56
Winchester	16,724	513	150	3,971	48
Erlanger	16,676	1,401	887	3,817	46
Fort Thomas	16,495	377	442	1,254	15
Saint Matthews	15,852	341	403	***	***
Danville	15,477	986	659	3,484	45
Shively	15,157	458	587	4,213	56
Independence	14,982	2,368	394	2,227	30
Murray	14,950	1,963	554	3,608	48
Glasgow	13,019	933	287	3,495	54
Somerset	11,352	2,190	466	4,633	82
Campbellsville	10,498	1,263	588	2,478	47
Middlesboro	10,384	1,093	281	1,885	36
Bardstown	10,374	1,693	503	3,101	60
Mayfield	10,349	168	201	2,006	39
Shelbyville	10,085	1,209	603	2,806	56
Berea	9,851	850	414	2,164	44
Edgewood	9,400	191	655	884	19
Lyndon	9,369	***	***	51	1
Paris	9,183	983	447	1,752	38
Lawrenceburg	9,014	426	618	1,013	23
Maysville	8,993	916	268	2,284	51
Mount Washington	8,485	435	304	962	23
Shepherdsville	8,334	972	940	2,623	63
Alexandria	8,286	646	273	1,317	32
Elsmere	8,139	324	403	728	18
Fort Mitchell	8,089	565	592	1,304	32
Harrodsburg	8,014	546	507	1,613	40
Franklin	7,996	548	379	1,258	32
Villa Hills	7,948	128	487	392	10
Corbin	7,742	1,148	497	1,689	44
Flatwoods	7,605	68	58	655	17
Versailles	7,511	544	346	1,896	51
Russellville	7,149	632	265	1,566	44
Oak Grove	7,064	***	***	1,388	39
Taylor Mill	6,913	280	385	1,390	40
Highland Heights	6,554	681	180	1,154	35
Princeton	6,536	428	226	846	26
Bellevue	6,480	103	321	1,072	33
Pikeville	6,295	1,055	265	2,564	82
Cynthiana	6,258	466	548	1,302	42
Leitchfield	6,139	870	786	1,682	55
Monticello	5,981	601	262	1,060	35
Dayton	5,966	27	221	278	9
Morehead	5,914	1,043	444	2,130	72
Wilmore	5,905	166	506	256	9

TABLE 15. CRASH RATES FOR CITIES HAVING POPULATION OVER 2,500
(FOR STATE-MAINTAINED SYSTEM AND ALL ROADS FOR 2001-2005)(continued)

		STATE-MAINTAINED SYSTEM		ALL ROADS	
CITY	POPULATION	TOTAL CRASHES	CRASH RATE*	TOTAL CRASHES	CRASH RATE**
Central City	5,893	556	332	880	30
Mount Sterling	5,876	721	511	1,896	65
Middletown	5,744	***	***	7	0
Lebanon	5,718	884	561	1,265	44
London	5,692	1,700	259	3,412	120
Fort Wright	5,681	805	492	2,433	86
La Grange	5,676	165	270	1,149	41
Williamsburg	5,143	439	123	947	37
Westwood	4,888	***	***	***	***
Hazard	4,806	768	173	2,176	91
Ludlow	4,409	239	662	360	16
Greenville	4,398	458	429	848	39
Scottsville	4,327	445	353	689	32
Benton	4,197	488	614	1,012	48
Vine Grove	4,169	205	304	345	17
Paintsville	4,132	846	696	1,263	61
Columbia	4,014	161	100	1,101	55
Crescent Springs	3,931	***	***	938	48
Grayson	3,877	112	111	884	46
Carrollton	3,846	363	405	911	47
Cold Spring	3,806	684	349	1,167	61
Lancaster	3,734	217	743	650	35
Russell	3,645	358	227	760	42
Prestonsburg	3,612	559	307	1,419	79
Providence	3,611	150	203	244	14
Barbourville	3,589	437	159	827	46
Morganfield	3,494	275	433	633	36
Southgate	3,472	347	602	513	30
Stanford	3,430	140	121	599	35
West Liberty	3,277	258	317	419	26
Williamstown	3,227	***	***	699	43
Marion	3,196	263	428	464	29
Beaver Dam	3,033	105	173	666	44
Stanton	3,029	158	130	518	34
Flemingsburg	3,010	56	84	460	31
Dawson Springs	2,980	188	410	250	17
Park Hills	2,977	139	638	158	11
Union	2,893	***	***	574	40
Crestview Hills	2,889	***	***	1,422	98
Indian Hills	2,882	***	***	246	17
Hodgenville	2,874	229	315	530	37
Lakeside Park	2,869	261	467	266	19
Irvine	2,843	184	216	443	31
Fulton	2,775	54	51	446	32
Calvert City	2,701	124	135	408	30
Tompkinsville	2,660	15	17	419	32
Springfield	2,634	333	421	564	43
Wilder	2,624	***	***	834	64
Cumberland	2,611	44	90	137	11
Mount Vernon	2,592	258	314	736	57
Hartford	2,571	125	405	357	28
Hickman	2,560	48	166	119	9
Morgantown	2,544	112	545	486	38

* Crashes per 100 million vehicle-miles.
** Crashes per 1,000 population.
*** No data available.

TABLE 16. MISCELLANEOUS CRASH DATA FOR CITIES HAVING POPULATION OVER 2,500 (2001-2005) (ALL ROADS)

CITY	POPULATION	FATAL CRASHES		PEDESTRIAN MOTOR VEHICLE CRASHES		BICYCLE MOTOR VEHICLE CRASHES		MOTORCYCLE CRASHES		PERCENT OF CRASHES INVOLVING SPEEDING	PERCENT OF CRASHES INVOLVING ALCOHOL
		NUMBER	RATE*	NUMBER	RATE*	NUMBER	RATE*	NUMBER	RATE*		
Lexington	260,512	144	1.11	499	3.80	292	2.20	498	3.8	6.2	4.4
Louisville	256,231	257	2.01	1,392	10.90	655	5.10	973	7.6	4.3	3.6
Owensboro	54,067	15	0.55	76	2.80	114	4.20	115	4.3	3.2	4.0
Bowling Green	49,296	30	1.22	86	3.50	58	2.40	141	5.7	5.0	3.2
Covington	43,370	23	1.06	194	8.90	107	4.90	73	3.4	4.7	5.1
Hopkinsville	30,089	26	1.73	47	3.10	30	2.00	68	4.5	7.9	3.8
Frankfort	27,741	14	1.01	41	3.00	13	0.90	37	2.7	8.1	3.2
Henderson	27,373	10	0.73	61	4.50	34	2.50	72	5.3	4.0	2.9
Richmond	27,152	15	1.10	50	3.70	21	1.50	67	4.9	6.6	4.2
Jeffersontown	26,633	11	0.83	26	2.00	17	1.30	18	1.4	4.7	2.9
Paducah	26,307	24	1.82	57	4.30	51	3.90	103	7.8	4.0	3.4
Florence	23,551	14	1.19	45	3.80	25	2.10	75	6.4	4.5	2.6
Elizabethtown	22,542	19	1.69	32	2.80	15	1.30	69	6.1	5.4	2.0
Ashland	21,981	14	1.27	49	4.50	27	2.50	60	5.5	3.2	2.5
Radcliff	21,961	8	0.73	23	2.10	12	1.10	54	4.9	3.1	3.5
Nicholasville	19,680	12	1.22	31	3.20	22	2.20	32	3.3	4.8	4.1
Madisonville	19,307	3	0.31	26	2.70	18	1.90	56	5.8	4.0	2.2
Georgetown	18,080	12	1.33	22	2.40	18	2.00	37	4.1	4.7	3.4
Newport	17,048	6	0.70	98	11.50	58	6.80	44	5.2	3.3	4.6
Winchester	16,724	7	0.84	23	2.80	14	1.70	21	2.5	2.6	2.9
Erlanger	16,676	10	1.20	21	2.50	12	1.40	34	4.1	12.1	3.9
Fort Thomas	16,495	3	0.36	12	1.50	6	0.70	13	1.6	6.6	5.5
Saint Matthews	15,852	0	0.00	0	0.00	0	0.00	0	0.0	0.0	0.0
Danville	15,477	11	1.42	24	3.10	7	0.90	31	4.0	3.4	2.2
Shively	15,157	7	0.92	69	9.10	20	2.60	44	5.8	2.3	4.1
Independence	14,982	7	0.93	14	1.90	3	0.40	20	2.7	8.0	5.3
Murray	14,950	8	1.07	20	2.70	10	1.30	36	4.8	2.1	2.3
Glasgow	13,019	5	0.77	19	2.90	9	1.40	20	3.1	3.8	1.5
Somerset	11,352	13	2.29	25	4.40	12	2.10	35	6.2	4.6	1.9
Campbellsville	10,498	7	1.33	12	2.30	10	1.90	23	4.4	3.5	2.3
Middlesboro	10,384	5	0.96	12	2.30	8	1.50	9	1.7	3.1	4.3
Bardstown	10,374	9	1.74	23	4.40	15	2.90	29	5.6	3.1	2.7
Mayfield	10,349	7	1.35	13	2.50	8	1.50	27	5.2	2.8	2.5
Shelbyville	10,085	12	2.38	14	2.80	9	1.80	19	3.8	3.6	5.3
Berea	9,851	7	1.42	9	1.80	6	1.20	23	4.7	7.6	2.4
Edgewood	9,400	0	0.00	4	0.90	4	0.90	9	1.9	10.2	3.3
Lyndon	9,369	0	0.00	0	0.00	0	0.00	0	0.0	0.0	0.0
Paris	9,183	3	0.65	16	3.50	6	1.30	19	4.1	3.0	2.9
Lawrenceburg	9,014	0	0.00	6	1.30	4	0.90	8	1.8	2.9	3.9
Maysville	8,993	9	2.00	12	2.70	7	1.60	12	2.7	5.6	4.4
Mount Washington	8,485	8	1.89	10	2.40	2	0.50	12	2.8	2.5	2.6
Shepherdsville	8,334	12	2.88	12	2.90	4	1.00	33	7.9	1.7	2.7
Alexandria	8,286	6	1.45	4	1.00	7	1.70	9	2.2	9.4	2.9
Elsmere	8,139	0	0.00	16	3.90	10	2.50	8	2.0	6.9	6.3
Fort Mitchell	8,089	3	0.74	8	2.00	0	0.00	8	2.0	10.0	4.7
Harrodsburg	8,014	6	1.50	14	3.50	3	0.70	17	4.2	4.2	3.2
Franklin	7,996	3	0.75	10	2.50	8	2.00	13	3.3	2.5	3.7
Villa Hills	7,948	2	0.50	3	0.80	1	0.30	5	1.3	18.4	5.4
Corbin	7,742	7	1.81	12	3.10	6	1.50	13	3.4	5.4	1.5
Flatwoods	7,605	3	0.79	7	1.80	10	2.60	9	2.4	8.4	3.2
Versailles	7,511	5	1.33	18	4.80	3	0.80	10	2.7	4.3	5.0
Russellville	7,149	3	0.84	12	3.40	12	3.40	11	3.1	3.3	2.9
Oak Grove	7,064	0	0.00	0	0.00	0	0.00	0	0.0	0.0	0.0
Taylor Mill	6,913	4	1.16	4	1.20	2	0.60	6	1.7	10.7	3.2
Highland Heights	6,554	3	0.92	1	0.30	4	1.20	6	1.8	8.9	2.7
Princeton	6,536	3	0.92	4	1.20	5	1.50	7	2.1	5.1	3.9
Bellevue	6,480	3	0.93	16	4.90	15	4.60	9	2.8	3.0	5.1
Pikeville	6,295	12	3.81	9	2.90	3	1.00	39	12.4	5.3	3.5
Cynthiana	6,258	1	0.32	16	5.10	6	1.90	13	4.2	2.8	2.6
Leitchfield	6,139	5	1.63	19	6.20	6	2.00	17	5.5	2.8	1.9
Monticello	5,981	11	3.68	5	1.70	3	1.00	5	1.7	6.7	3.7
Dayton	5,966	1	0.34	10	3.40	6	2.00	5	1.7	3.2	7.2

TABLE 16. MISCELLANEOUS CRASH DATA FOR CITIES HAVING POPULATION OVER 2,500 (2001-2005) (ALL ROADS)(continued)

CITY	POPULATION	FATAL CRASHES		PEDESTRIAN MOTOR VEHICLE CRASHES		BICYCLE MOTOR VEHICLE CRASHES		MOTORCYCLE CRASHES		PERCENT OF CRASHES INVOLVING SPEEDING	PERCENT OF CRASHES INVOLVING ALCOHOL
		NUMBER	RATE*	NUMBER	RATE*	NUMBER	RATE*	NUMBER	RATE*		
Morehead	5,914	4	1.35	11	3.70	7	2.40	16	5.4	2.5	2.1
Wilmore	5,905	1	0.34	4	1.40	0	0.00	0	0.0	9.0	2.7
Central City	5,893	7	2.38	3	1.00	4	1.40	16	5.4	4.7	2.4
Mount Sterling	5,876	8	2.72	12	4.10	1	0.30	23	7.8	2.6	4.4
Middletown	5,744	0	0.00	0	0.00	0	0.00	0	0.0	0.0	0.0
Lebanon	5,718	4	1.40	13	4.50	8	2.80	8	2.8	2.3	3.8
London	5,692	10	3.51	11	3.90	5	1.80	21	7.4	3.4	2.3
Fort Wright	5,681	0	0.00	2	0.70	0	0.00	12	4.2	6.6	3.0
La Grange	5,676	4	1.41	5	1.80	0	0.00	8	2.8	3.8	2.2
Williamsburg	5,143	3	1.17	13	5.10	2	0.80	8	3.1	3.9	2.5
Hazard	4,806	13	5.41	9	3.70	2	0.80	14	5.8	2.8	2.8
Ludlow	4,409	0	0.00	12	5.40	6	2.70	4	1.8	4.4	8.1
Greenville	4,398	4	1.82	3	1.40	3	1.40	14	6.4	3.8	3.3
Scottsville	4,327	2	0.92	0	0.00	3	1.40	11	5.1	4.1	4.1
Benton	4,197	6	2.86	10	4.80	2	1.00	11	5.2	5.6	1.2
Vine Grove	4,169	1	0.48	1	0.50	2	1.00	3	1.4	8.7	6.4
Paintsville	4,132	13	6.29	11	5.30	3	1.50	16	7.7	1.9	1.3
Columbia	4,014	2	1.00	7	3.50	2	1.00	11	5.5	4.0	2.7
Crescent Springs	3,931	0	0.00	0	0.00	0	0.00	0	0.0	0.0	0.0
Grayson	3,877	3	1.55	10	5.20	1	0.50	10	5.2	4.4	2.9
Carrollton	3,846	3	1.56	7	3.60	4	2.10	10	5.2	2.5	3.6
Cold Spring	3,806	5	2.63	4	2.10	3	1.60	6	3.2	5.3	3.6
Lancaster	3,734	0	0.00	6	3.20	6	3.20	10	5.4	6.0	2.6
Russell	3,645	3	1.65	0	0.00	2	1.10	11	6.0	5.1	3.2
Prestonsburg	3,612	11	6.09	8	4.40	2	1.10	14	7.8	4.3	3.5
Providence	3,611	1	0.55	2	1.10	0	0.00	6	3.3	3.7	2.0
Barbourville	3,589	4	2.23	9	5.00	1	0.60	11	6.1	3.4	2.4
Morganfield	3,494	4	2.29	8	4.60	4	2.30	11	6.3	4.7	2.7
Southgate	3,472	1	0.58	4	2.30	2	1.20	2	1.2	7.2	3.7
Stanford	3,430	8	4.66	5	2.90	1	0.60	8	4.7	5.2	3.2
West Liberty	3,277	0	0.00	0	0.00	0	0.00	0	0.0	0.0	0.0
Williamstown	3,227	1	0.62	8	5.00	1	0.60	5	3.1	8.6	3.4
Marion	3,196	2	1.25	4	2.50	1	0.60	5	3.1	3.7	2.2
Beaver Dam	3,033	3	1.98	1	0.70	1	0.70	6	4.0	3.3	3.2
Stanton	3,029	2	1.32	3	2.00	0	0.00	7	4.6	3.5	3.3
Flemingsburg	3,010	1	0.66	3	2.00	2	1.30	3	2.0	4.6	3.3
Dawson Springs	2,980	0	0.00	5	3.40	0	0.00	2	1.3	4.8	2.4
Park Hills	2,977	0	0.00	0	0.00	0	0.00	0	0.0	10.8	3.8
Union	2,893	0	0.00	0	0.00	0	0.00	0	0.0	0.0	0.0
Crestview Hills	2,889	0	0.00	0	0.00	0	0.00	0	0.0	0.0	0.0
Indian Hills	2,882	0	0.00	0	0.00	0	0.00	0	0.0	0.0	0.0
Hodgenville	2,874	4	2.78	1	0.70	2	1.40	7	4.9	7.5	2.6
Lakeside Park	2,869	0	0.00	1	0.70	1	0.70	1	0.7	6.0	4.5
Irvine	2,843	2	1.41	6	4.20	3	2.10	6	4.2	3.6	4.5
Fulton	2,775	5	3.60	3	2.20	1	0.70	12	8.6	4.3	3.6
Calvert City	2,701	6	4.44	1	0.70	2	1.50	10	7.4	9.6	6.1
Tompkinsville	2,660	2	1.50	1	0.80	3	2.30	4	3.0	2.4	2.1
Springfield	2,634	1	0.76	7	5.30	1	0.80	8	6.1	5.7	1.8
Wilder	2,624	0	0.00	0	0.00	0	0.00	0	0.0	0.0	0.0
Cumberland	2,611	0	0.00	1	0.80	0	0.00	3	2.3	5.1	3.6
Mount Vernon	2,592	4	3.09	3	2.30	1	0.80	6	4.6	4.8	1.9
Hartford	2,571	1	0.78	2	1.60	2	1.60	1	0.8	2.8	2.5
Hickman	2,560	0	0.00	0	0.00	2	1.60	2	1.6	6.7	7.6
Morgantown	2,544	0	0.00	0	0.00	0	0.00	0	0.0	0.0	0.0
STATEWIDE	1,619,469	1,047	1.29	3,653	4.5	1,972	2.44	3,662	4.5	4.8	3.5

* Crashes per 10,000 population

TABLE 17. CRASH RATES ON STATE-MAINTAINED STREETS BY CITY AND POPULATION CATEGORY (2001-2005)

POPULATION CATEGORY	NUMBER OF CITIES	AVERAGE RATE (C/100 MVM)*	CITY	NUMBER OF CRASHES (2001-2005)	AVERAGE RATE (C/100 MVM)*
OVER 200,000	2	260	Lexington	10,705	538
			Louisville	21,040	206
20,000-55,000	13	380	Bowling Green	8,620	535
			Richmond	1,439	534
			Ashland	2,361	510
			Paducah	3,245	445
			Jeffersontown	1,613	445
			Henderson	3,092	439
			Frankfort	3,707	429
			Radcliff	1,686	385
			Covington	3,816	366
			Hopkinsville	3,978	338
			Elizabethtown	4,868	336
			Florence	5,224	280
			Owensboro	754	107
10,000-19,999	19	476	Newport	1,876	984
			Erlanger	1,401	887
			Danville	986	659
			Shelbyville	1,209	603
			Madisonville	2,637	589
			Campbellsville	1,263	588
			Shively	458	587
			Murray	1,963	554
			Bardstown	1,693	503
			Georgetown	1,163	501
			Somerset	2,190	466
			Nicholasville	1,948	462
			Fort Thomas	377	442
			Saint Matthews	341	403
			Independence	2,368	394
			Glasgow	933	287
			Middlesboro	1,093	281
			Mayfield	168	201
			Winchester	513	150
5,000-9,999	35	347	Shepherdsville	972	940
			Leitchfield	870	786
			Edgewood	191	655
			Lawrenceburg	426	618
			Fort Mitchell	565	592
			Lebanon	884	561
			Cynthiana	466	548
			Mount Sterling	721	511
			Harrodsburg	546	507
			Wilmore	166	506
			Corbin	1,148	497
			Fort Wright	805	492
			Villa Hills	128	487
			Paris	983	447
			Morehead	1,043	444
			Berea	850	414
			Elsmere	324	403
			Taylor Mill	280	385
			Franklin	548	379
			Versailles	544	346
			Central City	556	332
			Bellevue	103	321
			Mount Washington	435	304
			Alexandria	646	273
			La Grange	165	270
			Maysville	916	268

TABLE 17. CRASH RATES ON STATE-MAINTAINED STREETS BY CITY AND POPULATION CATEGORY (2001-2005)(continued)

POPULATION CATEGORY	NUMBER OF CITIES	AVERAGE RATE (C/100 MVM)*	CITY	NUMBER OF CRASHES (2001-2005)	AVERAGE RATE (C/100 MVM)*
5,000-9,999 (cont.)	35	347	Russellville	632	265
			Pikeville	1,055	265
			Monticello	601	262
			London	1,700	259
			Princeton	428	226
			Dayton	27	221
			Highland Heights	681	180
			Williamsburg	439	123
			Flatwoods	68	58
2,500-4,999	38	274	Lancaster	217	743
			Paintsville	846	696
			Ludlow	239	662
			Park Hills	139	638
			Benton	488	614
			Southgate	347	602
			Morgantown	112	545
			Lakeside Park	261	467
			Morganfield	275	433
			Greenville	458	429
			Marion	263	428
			Springfield	333	421
			Dawson Springs	188	410
			Carrollton	363	405
			Hartford	125	405
			Scottsville	445	353
			Cold Spring	684	349
			West Liberty	258	317
			Hodgenville	229	315
			Mount Vernon	258	314
			Prestonsburg	559	307
			Vine Grove	205	304
			Russell	358	227
			Irvine	184	216
			Providence	150	203
			Beaver Dam	105	173
			Hazard	768	173
			Hickman	48	166
			Barbourville	437	159
			Calvert City	124	135
			Stanton	158	130
			Stanford	140	121
			Grayson	112	111
			Columbia	161	100
			Cumberland	44	90
			Flemingsburg	56	84
			Fulton	54	51
			Tompkinsville	15	17
1,000-2,499	57	232	Dry Ridge	212	763
			Walton	334	467
			Jackson	439	457
			Uniontown	34	430
			Edmonton	264	425
			Munfordville	195	396
			Albany	283	396
			Owingsville	166	396
			Vanceburg	81	377
			Eminence	148	356
			Jenkins	94	336
			Sebree	98	332
			Liberty	329	326

TABLE 17. CRASH RATES ON STATE-MAINTAINED STREETS BY CITY AND POPULATION CATEGORY (2001-2005)(continued)

POPULATION CATEGORY	NUMBER OF CITIES	AVERAGE RATE (C/100 MVM)*	CITY	NUMBER OF CRASHES (2001-2005)	AVERAGE RATE (C/100 MVM)*
1,000-2,499 (cont.)	57	232	Harlan	487	324
			Louisa	195	300
			Nortonville	59	295
			Livermore	59	284
			Manchester	359	283
			Earlington	109	270
			Elkhorn City	31	265
			Catlettsburg	368	259
			Evarts	78	251
			Sturgis	70	250
			Falmouth	184	247
			Salyersville	193	244
			Clay City	73	236
			Horse Cave	190	234
			Junction City	22	224
			Lacenter	67	220
			Warsaw	5	219
			Lebanon Junction	51	212
			Lewisport	5	199
			Owenton	83	197
			Anchorage	27	197
			Muldraugh	97	188
			Hardinsburg	54	164
			Eddyville	149	155
			Cadiz	138	154
			Jamestown	137	148
			Clay	17	148
			Brandenburg	146	146
			Olive Hill	50	146
			Whitesburg	289	144
			South Shore	49	134
			Elkton	35	132
			Beattyville	59	124
			Burkesville	67	115
			Raceland	80	113
			Worthington	8	105
			Pineville	71	93
			Greensburg	37	87
			Russell Springs	83	80
			Carlisle	13	64
			Clinton	23	57
			Cloverport	23	57
			Auburn	4	52
			Cave City	16	22

* Crashes per 100 million vehicle-miles

TABLE 18. TOTAL CRASH RATES BY CITY AND POPULATION CATEGORY (IN DESCENDING ORDER) (2001-2005)(ALL ROADS)

CITY	NUMBER OF CRASHES (2001-2005)	ANNUAL CRASH RATE (CRASHES PER 1000 POPULATION)	
POPULATION CATEGORY OVER 200,000			
Louisville	99,550	77.7	*
Lexington	64,513	49.5	
POPULATION CATEGORY 20,000-55,000			
Florence	9,533	81.0	*
Paducah	8,824	67.1	*
Bowling Green	16,298	66.1	*
Elizabethtown	6,685	59.3	
Ashland	5,693	51.8	
Henderson	7,001	51.2	
Richmond	6,728	49.6	
Covington	10,304	47.5	
Owensboro	12,586	46.6	
Frankfort	6,173	44.5	
Hopkinsville	6,056	40.3	
Jeffersontown	4,590	34.5	
Radcliff	3,007	27.4	
POPULATION CATEGORY 10,000-19,999			
Somerset	4,633	81.6	*
Bardstown	3,101	59.8	*
Newport	4,808	56.4	
Shively	4,213	55.6	
Shelbyville	2,806	55.6	
Glasgow	3,495	53.7	
Murray	3,608	48.3	
Winchester	3,971	47.5	
Campbellsville	2,478	47.2	
Madisonville	4,442	46.0	
Erlanger	3,817	45.8	
Danville	3,484	45.0	
Nicholasville	4,143	42.1	
Mayfield	2,006	38.8	
Georgetown	3,419	37.8	
Middlesboro	1,885	36.3	
Independence	2,227	29.7	
Fort Thomas	1,254	15.2	
POPULATION CATEGORY 5,000-9,999			
London	3,412	119.9	*
Fort Wright	2,433	85.7	*
Pikeville	2,564	81.5	*
Morehead	2,130	72.0	*
Mount Sterling	1,896	64.5	*
Shepherdsville	2,623	62.9	*
Leitchfield	1,682	54.8	*
Maysville	2,284	50.8	*
Versailles	1,896	50.5	*
Lebanon	1,265	44.2	
Berea	2,164	43.9	
Russellville	1,566	43.8	
Corbin	1,689	43.6	
Cynthiana	1,302	41.6	
La Grange	1,149	40.5	
Harrodsburg	1,613	40.3	
Taylor Mill	1,390	40.2	
Oak Grove	1,388	39.3	
Paris	1,752	38.2	
Williamsburg	947	36.8	
Monticello	1,060	35.4	
Highland Heights	1,154	35.2	
Bellevue	1,072	33.1	
Fort Mitchell	1,304	32.2	
Alexandria	1,317	31.8	
Franklin	1,258	31.5	
Central City	880	29.9	
Princeton	846	25.9	
Mount Washington	962	22.7	
Lawrenceburg	1,013	22.5	
Edgewood	884	18.8	
Elsmere	728	17.9	
Flatwoods	655	17.2	
Villa Hills	392	9.9	
Dayton	278	9.3	
Wilmore	256	8.7	
Lyndon	51	1.1	
Middletown	7	0.2	

CITY	NUMBER OF CRASHES (2001-2005)	ANNUAL CRASH RATE (CRASHES PER 1000 POPULATION)	
POPULATION CATEGORY 2,500-4,999			
Crestview Hills	1,422	98.4	*
Hazard	2,176	90.6	*
Prestonsburg	1,419	78.6	*
Wilder	834	63.6	*
Cold Spring	1,167	61.3	*
Paintsville	1,263	61.1	*
Mount Vernon	736	56.8	*
Columbia	1,101	54.9	*
Benton	1,012	48.2	
Crescent Springs	938	47.7	
Carrollton	911	47.4	
Barbourville	827	46.1	
Grayson	884	45.6	
Beaver Dam	666	43.9	
Williamstown	699	43.3	
Springfield	564	42.8	
Russell	760	41.7	
Union	574	39.7	
Greenville	848	38.6	
Morgantown	486	38.2	
Hodgenville	530	36.9	
Morganfield	633	36.2	
Stanford	599	34.9	
Lancaster	650	34.8	
Stanton	518	34.2	
Fulton	446	32.1	
Scottsville	689	31.8	
Tompkinsville	419	31.5	
Irvine	443	31.2	
Flemingsburg	460	30.6	
Calvert City	408	30.2	
Southgate	513	29.6	
Marion	464	29.0	
Hartford	357	27.8	
West Liberty	419	25.6	
Lakeside Park	266	18.5	
Lakeside Park	266	18.5	
Dawson Springs	250	16.8	
Vine Grove	345	16.6	
Ludlow	360	16.3	
Providence	244	13.5	
Park Hills	158	10.6	
Cumberland	137	10.5	
Hickman	119	9.3	

* Critical crash rate

TABLE 19. FATAL CRASH RATES BY CITY AND POPULATION CATEGORY (IN DESCENDING ORDER WITH CRITICAL RATES IDENTIFIED)(2001-2005)(ALL ROADS)

CITY	NUMBER OF CRASHES (2001-2005)	ANNUAL CRASH RATE (CRASHES PER 10,000 POPULATION)
POPULATION CATEGORY OVER 200,000		
Louisville	257	2.01
Lexington	144	1.11
POPULATION CATEGORY 20,000-55,000		
Paducah	24	1.82
Hopkinsville	26	1.73
Elizabethtown	19	1.69
Ashland	14	1.27
Bowling Green	30	1.22
Florence	14	1.19
Richmond	15	1.10
Covington	23	1.06
Frankfort	14	1.01
Jeffersontown	11	0.83
Henderson	10	0.73
Radcliff	8	0.73
Owensboro	15	0.55
POPULATION CATEGORY 10,000-19,999		
Shelbyville	12	2.38
Somerset	13	2.29
Bardstown	9	1.74
Danville	11	1.42
Mayfield	7	1.35
Georgetown	12	1.33
Campbellsville	7	1.33
Nicholasville	12	1.22
Erlanger	10	1.20
Murray	8	1.07
Middlesboro	5	0.96
Independence	7	0.93
Shively	7	0.92
Winchester	7	0.84
Glasgow	5	0.77
Newport	6	0.70
Fort Thomas	3	0.36
Madisonville	3	0.31
POPULATION CATEGORY 5,000-9,999		
Pikeville	12	3.81
Monticello	11	3.68
London	10	3.51
Shepherdsville	12	2.88
Mount Sterling	8	2.72
Central City	7	2.38
Maysville	9	2.00
Mount Washington	8	1.89
Corbin	7	1.81
Leitchfield	5	1.63
Harrodsburg	6	1.50
Alexandria	6	1.45
Berea	7	1.42
La Grange	4	1.41
Lebanon	4	1.40
Morehead	4	1.35
Versailles	5	1.33
Williamsburg	3	1.17
Taylor Mill	4	1.16
Bellevue	3	0.93
Princeton	3	0.92
Highland Heights	3	0.92
Russellville	3	0.84
Flatwoods	3	0.79
Franklin	3	0.75
Fort Mitchell	3	0.74
Paris	3	0.65
Villa Hills	2	0.50
Wilmore	1	0.34
Dayton	1	0.34
Cynthiana	1	0.32
POPULATION CATEGORY 2,500-4,999		
Paintsville	13	6.29
Prestonsburg	11	6.09
Hazard	13	5.41
Stanford	8	4.66
Calvert City	6	4.44
Fulton	5	3.60
Mount Vernon	4	3.09
Benton	6	2.86
Hodgenville	4	2.78
Cold Spring	5	2.63
Morganfield	4	2.29
Barbourville	4	2.23
Beaver Dam	3	1.98
Greenville	4	1.82
Russell	3	1.65
Carrollton	3	1.56
Grayson	3	1.55
Tompkinsville	2	1.50
Irvine	2	1.41
Stanton	2	1.32
Marion	2	1.25
Columbia	2	1.00
Scottsville	2	0.92
Hartford	1	0.78
Springfield	1	0.76
Flemingsburg	1	0.66
Williamstown	1	0.62
Southgate	1	0.58
Providence	1	0.55

* Critical crash rate

TABLE 20. CRASHES INVOLVING ALCOHOL BY COUNTY AND POPULATION CATEGORY
(IN ORDER OF DECREASING PERCENTAGES)

COUNTY	NUMBER OF ALCOHOL-RELATED CRASHES (2001 - 2005) ALL	NUMBER OF ALCOHOL-RELATED CRASHES (2001 - 2005) AGE 16-20	PERCENT OF TOTAL CRASHES INVOLVING ALCOHOL ALL	PERCENT OF TOTAL CRASHES INVOLVING ALCOHOL AGE 16-20
POPULATION CATEGORY UNDER 10,000				
Robertson	11	2	10.8	7.1
Owsley	31	3	9.7	3.8
Elliott	48	9	8.2	5.6
Cumberland	30	5	8.2	4.2
Nicholas	58	9	8.0	3.7
Gallatin	90	12	7.6	4.4
Menifee	38	5	7.0	3.0
Ballard	62	6	6.8	2.3
Livingston	76	3	6.6	0.9
Wolfe	63	6	6.5	2.9
Bracken	68	7	6.4	2.3
Fulton	56	5	6.2	2.0
Hickman	25	3	6.1	2.9
Trimble	57	14	6.1	5.4
Lee	26	2	6.0	1.6
McLean	54	8	5.2	2.5
Lyon	56	6	5.0	2.5
Clinton	43	1	4.8	0.3
Crittenden	51	2	4.6	0.6
Hancock	31	3	4.5	1.3
Carlisle	21	1	4.3	0.6
POPULATION CATEGORY 10,000 - 14,999				
Owen	78	12	7.4	3.8
Bath	101	10	7.2	2.6
Lewis	89	12	6.8	3.6
Leslie	86	7	6.7	2.3
Spencer	76	10	6.6	2.9
Fleming	85	11	6.4	2.7
Powell	91	12	5.9	2.8
Pendleton	114	11	5.8	1.8
Morgan	85	6	5.6	1.5
Washington	75	8	5.4	1.9
Larue	82	10	5.2	2.0
Jackson	64	7	5.2	1.9
Carroll	111	11	5.1	2.0
Todd	51	7	5.0	2.3
Trigg	74	8	5.0	2.0
Garrard	98	8	4.9	1.4
Webster	80	11	4.9	2.4
Martin	49	4	4.8	1.5
Magoffin	56	3	4.7	1.1
Edmonson	49	3	4.3	0.9
Butler	52	10	4.2	2.0
Caldwell	64	9	4.2	2.0
Monroe	32	5	4.1	1.9
Green	36	5	3.3	1.5
Metcalfe	34	5	3.0	1.8
POPULATION CATEGORY 15,000 - 24,999				
Casey	100	13	9.0	3.1
Marion	203	27	8.3	3.6
Russell	87	7	7.0	2.1
Lincoln	143	14	6.7	2.5
Woodford	263	34	6.5	3.3
McCreary	93	7	6.3	1.7
Henry	118	12	6.0	2.4
Montgomery	234	27	5.8	2.1
Breathitt	108	18	5.6	3.7
Estill	75	8	5.5	1.9
Allen	109	16	5.4	2.6
Knott	107	12	5.4	2.4
Mason	174	15	5.1	1.6

TABLE 20. CRASHES INVOLVING ALCOHOL BY COUNTY AND POPULATION CATEGORY (IN ORDER OF DECREASING PERCENTAGES) (continued)

COUNTY	NUMBER OF ALCOHOL-RELATED CRASHES (2001 - 2005) ALL	NUMBER OF ALCOHOL-RELATED CRASHES (2001 - 2005) AGE 16-20	PERCENT OF TOTAL CRASHES INVOLVING ALCOHOL ALL	PERCENT OF TOTAL CRASHES INVOLVING ALCOHOL AGE 16-20
POPULATION CATEGORY 15,000 - 24,999 (continued)				
Clay	117	7	5.1	1.3
Mercer	149	18	5.1	2.2
Bourbon	154	9	5.1	1.2
Harrison	132	17	5.0	1.8
Anderson	118	9	5.0	1.2
Simpson	124	13	4.8	1.9
Breckinridge	65	5	4.7	1.0
Union	90	11	4.5	2.2
Adair	102	22	4.5	2.9
Ohio	143	12	4.4	1.3
Grayson	158	13	4.4	1.1
Hart	92	5	4.3	1.1
Rowan	185	28	4.2	1.8
Wayne	70	7	4.0	1.2
Taylor	141	19	3.8	1.4
Lawrence	42	6	3.7	2.0
Grant	150	18	3.7	1.7
Rockcastle	81	4	3.3	0.7
Johnson	80	5	3.0	0.6
POPULATION CATEGORY 25,000 - 49,999				
Letcher	151	12	5.8	2.0
Floyd	295	41	5.8	3.6
Meade	151	15	5.7	1.9
Shelby	333	33	5.5	2.0
Graves	233	29	5.1	2.2
Carter	153	18	5.0	2.2
Harlan	164	13	4.9	1.6
Nelson	292	27	4.8	1.4
Jessamine	330	35	4.7	1.7
Marshall	201	21	4.5	1.6
Logan	144	18	4.5	1.7
Calloway	234	42	4.3	2.1
Perry	197	12	4.3	1.1
Knox	161	16	4.2	1.5
Greenup	147	17	4.1	1.6
Bell	151	14	4.1	1.4
Scott	265	23	4.1	1.5
Whitley	185	19	3.9	1.4
Franklin	341	27	3.9	1.2
Oldham	180	28	3.9	1.8
Muhlenberg	157	18	3.8	1.5
Clark	214	22	3.6	1.4
Henderson	333	36	3.5	1.2
Boyd	302	26	3.1	0.9
Boyle	136	9	3.1	0.7
Hopkins	244	21	3.1	1.0
Barren	195	17	2.9	0.8
POPULATION CATEGORY 50,000 - OVER				
Christian	476	46	5.0	1.9
Pike	499	45	4.9	1.8
Campbell	690	50	4.8	1.2
Kenton	1330	107	4.7	1.6
Madison	626	78	4.7	1.9
Daviess	739	103	4.5	1.6
Fayette	2850	280	4.4	1.6
McCracken	576	71	4.4	1.8
Bullitt	286	21	4.0	1.0
Warren	854	106	4.0	1.4
Jefferson	4962	385	3.8	1.2
Pulaski	343	30	3.6	1.1
Boone	648	69	3.4	1.3
Laurel	286	29	3.4	1.3
Hardin	476	57	3.3	1.4

TABLE 21. CRASHES INVOLVING ALCOHOL BY CITY AND POPULATION CATEGORY(IN ORDER OF DECREASING PERCENTAGES)(2001-2005)

CITY	NUMBER OF ALCOHOL-RELATED CRASHES	PERCENTAGE OF CRASHES INVOLVING ALCOHOL
POPULATION CATEGORY OVER 200,000		
Lexington	2,842	4.4
Louisville	3,565	3.6
POPULATION CATEGORY 20,000-55,000		
Covington	527	5.1
Richmond	285	4.2
Owensboro	501	4.0
Hopkinsville	228	3.8
Radcliff	105	3.5
Paducah	297	3.4
Bowling Green	518	3.2
Frankfort	198	3.2
Henderson	203	2.9
Jeffersontown	132	2.9
Florence	244	2.6
Ashland	143	2.5
Elizabethtown	133	2.0
POPULATION CATEGORY 10,000-19,999		
Fort Thomas	69	5.5
Shelbyville	150	5.3
Independence	119	5.3
Newport	219	4.6
Middlesboro	81	4.3
Nicholasville	170	4.1
Shively	171	4.1
Erlanger	149	3.9
Georgetown	115	3.4
Winchester	116	2.9
Bardstown	83	2.7
Mayfield	50	2.5
Murray	82	2.3
Campbellsville	56	2.3
Madisonville	97	2.2
Danville	76	2.2
Somerset	89	1.9
Glasgow	53	1.5
POPULATION CATEGORY 5,000-9,999		
Dayton	20	7.2
Elsmere	46	6.3
Villa Hills	21	5.4
Bellevue	55	5.1
Versailles	95	5.0
Fort Mitchell	61	4.7
Mount Sterling	83	4.4
Maysville	100	4.4
Lawrenceburg	40	3.9
Princeton	33	3.9
Lebanon	48	3.8
Franklin	47	3.7
Monticello	39	3.7
Pikeville	91	3.5
Edgewood	29	3.3
Flatwoods	21	3.2
Harrodsburg	51	3.2
Taylor Mill	45	3.2
Fort Wright	73	3.0
Russellville	45	2.9
Alexandria	38	2.9
Paris	50	2.9
Highland Heights	31	2.7
Shepherdsville	72	2.7
Wilmore	7	2.7
Mount Washington	25	2.6
Cynthiana	34	2.6
Williamsburg	24	2.5
Central City	21	2.4
Berea	53	2.4
London	78	2.3
La Grange	25	2.2
Morehead	45	2.1
Leitchfield	32	1.9
Corbin	26	1.5
POPULATION CATEGORY 2,500-4,999		
Ludlow	29	8.1
Hickman	9	7.6
Vine Grove	22	6.4
Calvert City	25	6.1
Lakeside Park	12	4.5
Irvine	20	4.5
Scottsville	28	4.1
Park Hills	6	3.8
Southgate	19	3.7
Cumberland	5	3.6
Cold Spring	42	3.6
Fulton	16	3.6
Carrollton	33	3.6
Prestonsburg	50	3.5
Williamstown	24	3.4
Stanton	17	3.3
Stanton	17	3.3
Greenville	28	3.3
Russell	24	3.2
Stanford	19	3.2
Beaver Dam	21	3.2
Grayson	26	2.9
Hazard	60	2.8
Columbia	30	2.7
Morganfield	17	2.7
Lancaster	17	2.6
Hodgenville	14	2.6
Hartford	9	2.5
Barbourville	20	2.4
Dawson Springs	6	2.4
Marion	10	2.2
Tompkinsville	9	2.1
Providence	5	2.0
Mount Vernon	14	1.9
Springfield	10	1.8
Paintsville	16	1.3
Paintsville	16	1.3

TABLE 22. SUMMARY OF ALCOHOL CONVICTIONS BY COUNTY (2001 - 2005)

COUNTY	2001	2002	2003	2004	2005	TOTAL ALCOHOL CONVICTIONS (FIVE YEARS)**	ANNUAL AVERAGE ALCOHOL CONVICTIONS PER 1,000 LICENSED DRIVERS	ALCOHOL CONVICTIONS PER ALCOHOL-RELATED CRASH
Adair	134	170	120	142	83	649	11.0	6.4
Allen	81	90	90	75	83	419	6.6	3.8
Anderson	157	145	131	134	116	683	9.1	5.8
Ballard	113	72	73	69	48	375	12.0	6.0
Barren	217	202	158	158	148	883	6.3	4.5
Bath	87	61	44	59	48	299	7.4	3.0
Bell	340	204	205	273	322	1,344	15.4	8.9
Boone	568	569	605	597	652	2,991	7.9	4.6
Bourbon	166	130	152	155	169	772	11.0	5.0
Boyd	249	295	337	385	296	1,562	9.0	5.2
Boyle	132	105	131	168	175	711	7.3	5.2
Bracken	41	48	37	34	24	184	6.0	2.7
Breathitt	93	65	89	118	102	467	9.7	4.3
Breckinridge	85	94	65	62	66	372	5.4	5.7
Bullitt	319	213	246	246	249	1,273	5.0	4.5
Butler	44	68	66	60	84	322	7.0	6.2
Caldwell	93	90	86	57	51	377	7.8	5.9
Calloway	172	196	222	222	237	1,049	8.8	4.5
Campbell	651	951	800	636	597	3,635	11.9	5.3
Carlisle	31	11	15	16	19	92	4.5	4.4
Carroll	109	138	149	133	121	650	17.8	5.9
Carter	191	174	125	117	82	689	7.3	4.5
Casey	85	120	175	133	151	664	12.7	6.6
Christian	682	461	530	457	445	2,575	13.7	5.4
Clark	298	275	355	323	259	1,510	12.2	7.1
Clay	188	137	126	192	177	820	12.4	7.0
Clinton	62	93	80	82	108	425	12.4	9.9
Crittenden	69	63	36	35	24	227	6.9	4.5
Cumberland	69	104	81	79	87	420	16.9	14.0
Daviess	763	689	780	705	695	3,632	10.9	4.9
Edmonson	19	31	32	32	37	151	3.5	3.1
Elliott	26	38	31	31	21	147	6.4	3.1
Estill	100	120	98	79	53	450	8.8	6.0
Fayette	1,857	1,976	2,084	1,951	2,039	9,907	11.1	3.5
Fleming	55	70	65	59	62	311	6.1	3.7
Floyd	329	370	341	369	326	1,735	12.6	5.9
Franklin	359	332	333	278	308	1,610	9.3	4.7
Fulton	97	86	79	56	47	365	15.8	6.5
Gallatin	106	92	62	91	85	436	14.9	4.8
Garrard	98	71	88	118	59	434	7.7	4.4
Grant	121	189	235	226	179	950	11.0	6.3
Graves	312	297	206	230	236	1,281	9.7	5.5
Grayson	105	137	139	106	108	595	6.6	3.8
Green	43	33	46	59	70	251	6.2	7.0
Greenup	378	400	295	246	215	1,534	11.3	10.4
Hancock	33	35	40	35	47	190	6.0	6.1
Hardin	439	511	582	637	659	2,828	8.5	5.9
Harlan	378	354	345	375	344	1,796	17.6	11.0
Harrison	80	73	77	81	76	387	6.0	2.9
Hart	77	75	72	69	68	361	6.0	3.9
Henderson	467	525	427	467	334	2,220	13.5	6.7
Henry	100	90	101	148	129	568	10.3	4.8
Hickman	30	42	30	20	27	149	8.2	6.0
Hopkins	428	423	289	319	305	1,764	10.5	7.2
Jackson	57	80	70	66	43	316	7.0	4.9
Jefferson	2,322	2,922	2,499	2,289	1,947	11,979	4.9	2.4
Jessamine	405	467	305	295	280	1,752	11.6	5.3
Johnson	196	125	106	130	123	680	8.3	8.5
Kenton	1,067	810	693	677	666	3,913	7.4	2.9
Knott	129	113	84	123	92	541	9.9	5.1
Knox	207	251	291	255	209	1,213	11.8	7.5
Larue	53	50	41	63	35	242	4.8	3.0
Laurel	535	365	405	477	491	2,273	11.8	7.9

TABLE 22. SUMMARY OF ALCOHOL CONVICTIONS BY COUNTY (2001 - 2005) (continued)

COUNTY	2001	2002	2003	2004	2005	TOTAL ALCOHOL CONVICTIONS (FIVE YEARS)**	ANNUAL AVERAGE ALCOHOL CONVICTIONS PER 1,000 LICENSED DRIVERS	ALCOHOL CONVICTIONS PER ALCOHOL-RELATED CRASH
Lawrence	161	89	112	174	141	677	11.9	16.1
Lee	39	42	27	34	39	181	7.4	7.0
Leslie	97	35	48	140	70	390	9.4	4.5
Letcher	82	148	108	131	143	612	7.2	4.1
Lewis	97	79	72	80	80	408	8.6	4.6
Lincoln	102	74	107	116	86	485	5.8	3.4
Livingston	68	54	77	66	59	324	8.7	4.3
Logan	173	180	187	186	194	920	9.8	6.4
Lyon	85	100	110	117	109	521	18.2	9.3
McCracken	688	523	537	560	449	2,757	11.1	4.8
McCreary	128	77	94	105	152	556	10.3	6.0
McLean	138	45	74	143	66	466	12.8	8.6
Madison	159	733	537	196	597	2,222	8.7	3.5
Magoffin	121	71	125	83	89	489	11.2	8.7
Marion	141	251	191	99	126	808	13.0	4.0
Marshall	506	135	146	541	158	1,486	12.3	7.4
Martin	79	133	89	175	94	570	14.5	11.6
Mason	63	110	83	57	95	408	6.7	2.3
Meade	166	155	165	185	130	801	8.7	5.3
Menifee	22	26	51	36	23	158	6.8	4.2
Mercer	101	109	127	137	183	657	8.2	4.4
Metcalfe	26	30	31	25	31	143	4.0	4.2
Monroe	51	70	52	38	41	252	6.2	7.9
Montgomery	79	176	151	169	117	692	7.9	3.0
Morgan	80	96	66	66	83	391	9.1	4.6
Muhlenberg	191	226	182	192	218	1,009	8.9	6.4
Nelson	276	312	287	238	185	1,298	8.7	4.4
Nicholas	40	40	30	26	15	151	5.6	2.6
Ohio	125	143	121	128	101	618	7.4	4.3
Oldham	167	210	166	160	158	861	4.6	4.8
Owen	27	46	42	48	40	203	5.3	2.6
Owsley	54	35	33	32	20	174	10.5	5.6
Pendleton	75	108	69	54	49	355	6.5	3.1
Perry	323	293	155	193	164	1,128	11.3	5.7
Pike	541	410	439	499	431	2,320	10.4	4.6
Powell	118	143	102	141	155	659	14.3	7.2
Pulaski	297	334	298	383	425	1,737	8.1	5.1
Robertson	13	9	3	12	2	39	4.7	3.5
Rockcastle	196	112	119	101	138	666	11.7	8.2
Rowan	240	298	171	207	220	1,136	16.1	6.1
Russell	115	126	143	128	103	615	9.9	7.1
Scott	231	207	162	120	145	865	6.2	3.3
Shelby	235	240	343	421	422	1,661	13.0	5.0
Simpson	138	80	97	103	121	539	8.9	4.3
Spencer	79	68	52	106	66	371	6.7	4.9
Taylor	121	180	218	160	150	829	9.9	5.9
Todd	91	61	76	94	90	412	10.5	8.1
Trigg	135	116	70	74	68	463	9.4	6.3
Trimble	20	25	45	34	23	147	4.5	2.6
Union	159	149	128	118	128	682	12.5	7.6
Warren	784	911	1,143	1,123	736	4,697	14.4	5.5
Washington	57	71	69	58	36	291	7.2	3.9
Wayne	110	67	53	54	62	346	5.1	4.9
Webster	60	63	67	61	53	304	6.1	3.8
Whitley	188	165	206	192	168	919	7.8	5.0
Wolfe	69	57	92	77	52	347	13.8	5.5
Woodford	186	256	227	236	173	1,078	12.2	4.1
TOTAL *	26,210	26,688	25,475	25,611	23,710	127,694	8.9	4.5

*Convictions in cases filed in the same calander year.
**There were 40,448 arrests on average from 2001 to 2005.

TABLE 23. ALCOHOL CONVICTION RATES IN DECREASING ORDER (BY COUNTY POPULATION CATEGORIES)
(2001 - 2005)

POPULATION	COUNTY	ANNUAL AVERAGE ALCOHOL CONVICTIONS PER 1,000 LICENSED DRIVERS	COUNTY	ALCOHOL CONVICTIONS PER ALCOHOL-RELATED CRASH
UNDER 10,000	Lyon	18.2	Cumberland	14.0
	Cumberland	16.9	Clinton	9.9
	Fulton	15.8	Lyon	9.3
	Gallatin	14.9	McLean	8.6
	Wolfe	13.8	Lee	7.0
	McLean	12.8	Fulton	6.5
	Clinton	12.4	Hancock	6.1
	Ballard	12.0	Ballard	6.0
	Owsley	10.5	Hickman	6.0
	Livingston	8.7	Owsley	5.6
	Hickman	8.2	Wolfe	5.5
	Lee	7.4	Gallatin	4.8
	Crittenden	6.9	Crittenden	4.5
	Menifee	6.8	Carlisle	4.4
	Elliott	6.4	Livingston	4.3
	Bracken	6.0	Menifee	4.2
	Hancock	6.0	Robertson	3.5
	Nicholas	5.6	Elliott	3.1
	Robertson	4.7	Bracken	2.7
	Trimble	4.5	Nicholas	2.6
	Carlisle	4.5	Trimble	2.6
10,000-14,999	Carroll	17.8	Martin	11.6
	Martin	14.5	Magoffin	8.7
	Powell	14.3	Todd	8.1
	Magoffin	11.2	Monroe	7.9
	Todd	10.5	Powell	7.2
	Trigg	9.4	Green	7.0
	Leslie	9.4	Trigg	6.3
	Morgan	9.1	Butler	6.2
	Lewis	8.6	Caldwell	5.9
	Caldwell	7.8	Carroll	5.9
	Garrard	7.7	Jackson	4.9
	Bath	7.4	Spencer	4.9
	Washington	7.2	Morgan	4.6
	Butler	7.0	Lewis	4.6
	Jackson	7.0	Leslie	4.5
	Spencer	6.7	Garrard	4.4
	Pendleton	6.5	Metcalfe	4.2
	Green	6.2	Washington	3.9
	Monroe	6.2	Webster	3.8
	Webster	6.1	Fleming	3.7
	Fleming	6.1	Pendleton	3.1
	Owen	5.3	Edmonson	3.1
	Larue	4.8	Bath	3.0
	Metcalfe	4.0	Larue	3.0
	Edmonson	3.5	Owen	2.6
15,000-24,999	Rowan	16.1	Lawrence	16.1
	Marion	13.0	Johnson	8.5
	Casey	12.7	Rockcastle	8.2
	Union	12.5	Union	7.6
	Clay	12.4	Russell	7.1
	Woodford	12.2	Clay	7.0
	Lawrence	11.9	Casey	6.6
	Rockcastle	11.7	Adair	6.4
	Grant	11.0	Grant	6.3
	Adair	11.0	Rowan	6.1
	Bourbon	11.0	Estill	6.0
	Henry	10.3	McCreary	6.0
	McCreary	10.3	Taylor	5.9
	Taylor	9.9	Anderson	5.8
	Russell	9.9	Breckinridge	5.7
	Knott	9.9	Knott	5.1
	Breathitt	9.7	Bourbon	5.0
	Anderson	9.1	Wayne	4.9

TABLE 23. ALCOHOL CONVICTION RATES IN DECREASING ORDER (BY COUNTY POPULATION CATEGORIES) (2001 - 2005) (continued)

POPULATION	COUNTY	ANNUAL AVERAGE ALCOHOL CONVICTIONS PER 1,000 LICENSED DRIVERS	COUNTY	ALCOHOL CONVICTIONS PER ALCOHOL-RELATED CRASH
15,000-24,999	Simpson	8.9	Henry	4.8
(cont'd)	Estill	8.8	Mercer	4.4
	Johnson	8.3	Simpson	4.3
	Mercer	8.2	Breathitt	4.3
	Montgomery	7.9	Ohio	4.3
	Ohio	7.4	Woodford	4.1
	Mason	6.7	Marion	4.0
	Allen	6.6	Hart	3.9
	Grayson	6.6	Allen	3.8
	Hart	6.0	Grayson	3.8
	Harrison	6.0	Lincoln	3.4
	Lincoln	5.8	Montgomery	3.0
	Breckinridge	5.4	Harrison	2.9
	Wayne	5.1	Mason	2.3
25,000 - 49,999	Harlan	17.6	Harlan	11.0
	Bell	15.4	Greenup	10.4
	Henderson	13.5	Bell	8.9
	Shelby	13.0	Knox	7.5
	Floyd	12.6	Marshall	7.4
	Marshall	12.3	Hopkins	7.2
	Clark	12.2	Clark	7.1
	Knox	11.8	Henderson	6.7
	Jessamine	11.6	Muhlenberg	6.4
	Perry	11.3	Logan	6.4
	Greenup	11.3	Floyd	5.9
	Hopkins	10.5	Perry	5.7
	Logan	9.8	Graves	5.5
	Graves	9.7	Jessamine	5.3
	Franklin	9.3	Meade	5.3
	Boyd	9.0	Boyle	5.2
	Muhlenberg	8.9	Boyd	5.2
	Calloway	8.8	Shelby	5.0
	Meade	8.7	Whitley	5.0
	Nelson	8.7	Oldham	4.8
	Whitley	7.8	Franklin	4.7
	Boyle	7.3	Barren	4.5
	Carter	7.3	Carter	4.5
	Letcher	7.2	Calloway	4.5
	Barren	6.3	Nelson	4.4
	Scott	6.2	Letcher	4.1
	Oldham	4.6	Scott	3.3
50,000 - OVER	Warren	14.4	Laurel	7.9
	Christian	13.7	Hardin	5.9
	Campbell	11.9	Warren	5.5
	Laurel	11.8	Christian	5.4
	McCracken	11.1	Campbell	5.3
	Fayette	11.1	Pulaski	5.1
	Daviess	10.9	Daviess	4.9
	Pike	10.4	McCracken	4.8
	Madison	8.7	Pike	4.6
	Hardin	8.5	Boone	4.6
	Pulaski	8.1	Bullitt	4.5
	Boone	7.9	Madison	3.5
	Kenton	7.4	Fayette	3.5
	Bullitt	5.0	Kenton	2.9
	Jefferson	4.9	Jefferson	2.4

TABLE 24. PERCENTAGE OF DRIVERS CONVICTED OF DUI FILINGS (BY COUNTY) (2001 - 2005)*

COUNTY	TOTAL DUI FILED	TOTAL DUI CONVICTED	TOTAL DUI NON-CONVICTED	CONVICTION PERCENTAGE**
Adair	946	649	91	87.7
Allen	697	419	57	88.0
Anderson	1,049	683	69	90.8
Ballard	543	375	58	86.6
Barren	1,668	883	327	73.0
Bath	491	299	61	83.1
Bell	2,292	1,344	369	78.5
Boone	4,270	2,991	590	83.5
Bourbon	1,371	772	133	85.3
Boyd	2,188	1,562	236	86.9
Boyle	1,103	711	112	86.4
Bracken	352	184	45	80.3
Breathitt	849	467	163	74.1
Breckinridge	506	372	64	85.3
Bullitt	2,593	1,273	599	68.0
Butler	568	322	83	79.5
Caldwell	534	377	80	82.5
Calloway	1,541	1,049	166	86.3
Campbell	4,428	3,635	412	89.8
Carlisle	135	92	24	79.3
Carroll	1,148	650	210	75.6
Carter	1,782	689	271	71.8
Casey	955	664	122	84.5
Christian	3,910	2,575	551	82.4
Clark	1,883	1,510	141	91.5
Clay	2,165	820	805	50.5
Clinton	756	425	70	85.9
Crittenden	394	227	36	86.3
Cumberland	572	420	55	88.4
Daviess	5,264	3,632	518	87.5
Edmonson	237	151	42	78.2
Elliott	286	147	19	88.6
Estill	848	450	179	71.5
Fayette	12,267	9,907	892	91.7
Fleming	485	311	52	85.7
Floyd	2,761	1,735	300	85.3
Franklin	2,845	1,610	453	78.0
Fulton	527	365	78	82.4
Gallatin	927	436	288	60.2
Garrard	777	434	149	74.4
Grant	1,335	950	132	87.8
Graves	2,099	1,281	315	80.3
Grayson	855	595	85	87.5
Green	371	251	41	86.0
Greenup	2,233	1,534	230	87.0
Hancock	299	190	40	82.6
Hardin	4,354	2,828	569	83.2
Harlan	2,812	1,796	239	88.3
Harrison	648	387	64	85.8
Hart	552	361	79	82.0
Henderson	3,031	2,220	193	92.0
Henry	889	568	72	88.8
Hickman	228	149	41	78.4
Hopkins	2,153	1,764	202	89.7
Jackson	620	316	141	69.1
Jefferson	22,555	11,979	3,491	77.4
Jessamine	2,708	1,752	329	84.2
Johnson	1,333	680	230	74.7
Kenton	5,467	3,913	717	84.5
Knott	744	541	86	86.3
Knox	2,096	1,213	472	72.0
Larue	362	242	55	81.5

TABLE 24. PERCENTAGE OF DRIVERS CONVICTED OF DUI FILINGS (BY COUNTY) (2001 - 2005) (continued)

COUNTY	TOTAL DUI FILED	TOTAL DUI CONVICTED	TOTAL DUI NON-CONVICTED	CONVICTION PERCENTAGE
Laurel	3,342	2,273	527	81.2
Lawrence	1,170	677	126	84.3
Lee	319	181	45	80.1
Leslie	1,369	390	509	43.4
Letcher	977	612	176	77.7
Lewis	589	408	72	85.0
Lincoln	752	485	102	82.6
Livingston	490	324	76	81.0
Logan	1,352	920	251	78.6
Lyon	760	521	116	81.8
McCracken	3,800	2,757	436	86.3
McCreary	786	556	121	82.1
McLean	530	466	97	82.8
Madison	4,065	2,222	506	81.5
Magoffin	832	489	83	85.5
Marion	1,250	808	145	84.8
Marshall	1,772	1,486	284	84.0
Martin	922	570	99	85.2
Mason	694	408	49	89.3
Meade	1,195	801	182	81.5
Menifee	291	158	35	81.9
Mercer	988	657	104	86.3
Metcalfe	346	143	75	65.6
Monroe	368	252	52	82.9
Montgomery	1,180	692	163	80.9
Morgan	624	391	65	85.7
Muhlenberg	1,293	1,009	161	86.2
Nelson	2,008	1,298	308	80.8
Nicholas	283	151	26	85.3
Ohio	1,039	618	180	77.4
Oldham	1,434	861	159	84.4
Owen	379	203	80	71.7
Owsley	368	174	56	75.7
Pendleton	668	355	130	73.2
Perry	2,250	1,128	294	79.3
Pike	5,222	2,320	702	76.8
Powell	1,180	659	217	75.2
Pulaski	3,096	1,737	525	76.8
Robertson	56	39	8	83.0
Rockcastle	1,157	666	128	83.9
Rowan	1,743	1,136	149	88.4
Russell	1,149	615	159	79.5
Scott	1,313	865	115	88.3
Shelby	2,417	1,661	142	92.1
Simpson	886	539	63	89.5
Spencer	611	371	75	83.2
Taylor	1,146	829	163	83.6
Todd	576	412	93	81.6
Trigg	611	463	59	88.7
Trimble	255	147	21	87.5
Union	973	682	114	85.7
Warren	6,985	4,697	705	86.9
Washington	436	291	75	79.5
Wayne	647	346	109	76.0
Webster	521	304	60	83.5
Whitley	2,025	919	347	72.6
Wolfe	656	347	90	79.4
Woodford	1,437	1,078	146	88.1
TOTAL	202,240	127,694	26,948	82.6

* Obtained from Administrative Office of the Courts.

** Conviction percentage is equal to the number of DUI convictions divided by the sum of DUI convictions and non-convictions. The data aply to DUIs resolved in the calendar year of the arrest.

TABLE 25. DUI CONVICTION RATES BY COUNTY AND POPULATION CATEGORY (IN DESCENDING ORDER) (2001 - 2005)

POPULATION CATEGORY	AVERAGE CONVICTION PERCENTAGE	COUNTY	TOTAL DUI ARRESTS	TOTAL DUI CONVICTIONS	CONVICTION PERCENTAGE*
UNDER 10,000	81.8	Elliott	286	147	88.6
		Cumberland	572	420	88.4
		Trimble	255	147	87.5
		Ballard	543	375	86.6
		Crittenden	394	227	86.3
		Clinton	756	425	85.9
		Nicholas	283	151	85.3
		Robertson	56	39	83.0
		McLean	530	466	82.8
		Hancock	299	190	82.6
		Fulton	527	365	82.4
		Menifee	291	158	81.9
		Lyon	760	521	81.8
		Livingston	490	324	81.0
		Bracken	352	184	80.3
		Lee	319	181	80.1
		Wolfe	656	347	79.4
		Carlisle	135	92	79.3
		Hickman	228	149	78.4
		Owsley	368	174	75.7
		Gallatin	927	436	60.2
10,000-14,999	78.6	Trigg	611	463	88.7
		Green	371	251	86.0
		Morgan	624	391	85.7
		Fleming	485	311	85.7
		Magoffin	832	489	85.5
		Martin	922	570	85.2
		Lewis	589	408	85.0
		Webster	521	304	83.5
		Spencer	611	371	83.2
		Bath	491	299	83.1
		Monroe	368	252	82.9
		Caldwell	534	377	82.5
		Todd	576	412	81.6
		Larue	362	242	81.5
		Washington	436	291	79.5
		Butler	568	322	79.5
		Edmonson	237	151	78.2
		Carroll	1,148	650	75.6
		Powell	1,180	659	75.2
		Garrard	777	434	74.4
		Pendleton	668	355	73.2
		Owen	379	203	71.7
		Jackson	620	316	69.1
		Metcalfe	346	143	65.6
		Leslie	1,369	390	43.4
15,000-24,999	82.9	Anderson	1,049	683	90.8
		Simpson	886	539	89.5
		Mason	694	408	89.3
		Henry	889	568	88.8
		Rowan	1,743	1,136	88.4
		Woodford	1,437	1,078	88.1
		Allen	697	419	88.0
		Grant	1,335	950	87.8
		Adair	946	649	87.7
		Grayson	855	595	87.5
		Mercer	988	657	86.3
		Knott	744	541	86.3
		Harrison	648	387	85.8
		Union	973	682	85.7
		Breckinridge	506	372	85.3

TABLE 25. DUI CONVICTION RATES BY COUNTY AND POPULATION CATEGORY
(IN DESCENDING ORDER) (2001 - 2005) (continued)

POPULATION CATEGORY	AVERAGE CONVICTION PERCENTAGE	COUNTY	TOTAL DUI ARRESTS	TOTAL DUI CONVICTIONS	CONVICTION PERCENTAGE*
15,000-24,999 (continued)		Bourbon	1,371	772	85.3
		Marion	1,250	808	84.8
		Casey	955	664	84.5
		Lawrence	1,170	677	84.3
		Rockcastle	1,157	666	83.9
		Taylor	1,146	829	83.6
		Lincoln	752	485	82.6
		McCreary	786	556	82.1
		Hart	552	361	82.0
		Montgomery	1,180	692	80.9
		Russell	1,149	615	79.5
		Ohio	1,039	618	77.4
		Wayne	647	346	76.0
		Johnson	1,333	680	74.7
		Breathitt	849	467	74.1
		Estill	848	450	71.5
		Clay	2,165	820	50.5
25,000-49,999	82.8	Shelby	2,417	1,661	92.1
		Henderson	3,031	2,220	92.0
		Clark	1,883	1,510	91.5
		Hopkins	2,153	1,764	89.7
		Scott	1,313	865	88.3
		Harlan	2,812	1,796	88.3
		Greenup	2,233	1,534	87.0
		Boyd	2,188	1,562	86.9
		Boyle	1,103	711	86.4
		Calloway	1,541	1,049	86.3
		Muhlenberg	1,293	1,009	86.2
		Floyd	2,761	1,735	85.3
		Oldham	1,434	861	84.4
		Jessamine	2,708	1,752	84.2
		Marshall	1,772	1,486	84.0
		Meade	1,195	801	81.5
		Nelson	2,008	1,298	80.8
		Graves	2,099	1,281	80.3
		Perry	2,250	1,128	79.3
		Logan	1,352	920	78.6
		Bell	2,292	1,344	78.5
		Franklin	2,845	1,610	78.0
		Letcher	977	612	77.7
		Barren	1,668	883	73.0
		Whitley	2,025	919	72.6
		Knox	2,096	1,213	72.0
		Carter	1,782	689	71.8
50,000 - OVER	82.5	Fayette	12,267	9,907	91.7
		Campbell	4,428	3,635	89.8
		Daviess	5,264	3,632	87.5
		Warren	6,985	4,697	86.9
		McCracken	3,800	2,757	86.3
		Kenton	5,467	3,913	84.5
		Boone	4,270	2,991	83.5
		Hardin	4,354	2,828	83.2
		Christian	3,910	2,575	82.4
		Madison	4,065	2,222	81.5
		Laurel	3,342	2,273	81.2
		Jefferson	22,555	11,979	77.4
		Pulaski	3,096	1,737	76.8
		Pike	5,222	2,320	76.8
		Bullitt	2,593	1,273	68.0

*Refer to Table 24 for conviction rate calculation.

TABLE 26. SUMMARY OF RECKLESS DRIVING CONVICTIONS BY COUNTY (2001 - 2005)

COUNTY	2001	2002	2003	2004	2005	TOTAL RECKLESS DRIVING CONVICTIONS (FIVE YEARS)	ANNUAL AVERAGE RECKLESS DRIVING CONVICTIONS PER 1,000 LICENSED DRIVERS
Adair	18	18	13	13	19	81	1.4
Allen	8	5	10	16	11	50	0.8
Anderson	19	26	24	27	26	122	1.6
Ballard	9	15	6	3	9	42	1.3
Barren	81	67	70	80	92	390	2.8
Bath	6	12	15	12	7	52	1.3
Bell	35	23	16	11	20	105	1.2
Boone	90	120	118	111	127	566	1.5
Bourbon	42	44	25	37	32	180	2.6
Boyd	71	55	49	70	53	298	1.7
Boyle	21	25	24	29	33	132	1.4
Bracken	12	9	17	14	15	67	2.2
Breathitt	17	8	4	10	13	52	1.1
Breckinridge	14	16	28	18	9	85	1.2
Bullitt	133	74	96	89	56	448	1.8
Butler	12	10	18	10	12	62	1.4
Caldwell	19	20	14	29	12	94	1.9
Calloway	26	36	17	29	11	119	1.0
Campbell	99	119	89	78	68	453	1.5
Carlisle	2	2	7	2	3	16	0.8
Carroll	18	19	20	24	16	97	2.7
Carter	98	59	39	50	42	288	3.0
Casey	10	12	8	22	19	71	1.4
Christian	90	86	101	109	133	519	2.8
Clark	36	54	54	49	43	236	1.9
Clay	23	18	15	12	28	96	1.5
Clinton	17	24	10	20	23	94	2.7
Crittenden	13	12	12	6	5	48	1.5
Cumberland	21	17	32	24	24	118	4.7
Daviess	59	79	78	72	51	339	1.0
Edmonson	2	9	4	8	10	33	0.8
Elliott	5	7	3	3	3	21	0.9
Estill	10	28	16	12	12	78	1.5
Fayette	294	331	331	331	351	1,638	1.8
Fleming	16	13	15	10	14	68	1.3
Floyd	38	38	47	34	53	210	1.5
Franklin	115	133	111	114	90	563	3.2
Fulton	8	3	9	5	5	30	1.3
Gallatin	29	34	27	36	35	161	5.5
Garrard	18	13	13	28	13	85	1.5
Grant	22	27	51	64	37	201	2.3
Graves	38	46	36	38	34	192	1.5
Grayson	38	49	46	32	30	195	2.2
Green	1	0	4	2	4	11	0.3
Greenup	71	87	56	49	48	311	2.3
Hancock	6	3	1	4	3	17	0.5
Hardin	118	146	126	144	124	658	2.0
Harlan	41	49	53	38	53	234	2.3
Harrison	12	13	12	9	14	60	0.9
Hart	9	10	15	20	32	86	1.4
Henderson	45	56	65	68	49	283	1.7
Henry	7	14	11	7	12	51	0.9
Hickman	6	12	6	6	5	35	1.9
Hopkins	43	50	39	33	48	213	1.3
Jackson	6	4	19	16	12	57	1.3
Jefferson	568	494	438	428	363	2,291	0.9
Jessamine	65	78	65	51	55	314	2.1
Johnson	33	32	46	27	17	155	1.9
Kenton	215	222	208	168	186	999	1.9
Knott	18	10	12	12	11	63	1.1
Knox	36	39	71	59	55	260	2.5
Larue	5	0	1	5	6	17	0.3
Laurel	50	57	53	48	42	250	1.3

TABLE 26. SUMMARY OF RECKLESS DRIVING CONVICTIONS BY COUNTY (2001 - 2005) (continued)

COUNTY	2001	2002	2003	2004	2005	RECKLESS DRIVING CONVICTIONS (FIVE YEARS)	RECKLESS DRIVING CONVICTIONS PER 1,000 LICENSED DRIVERS
Lawrence	22	19	22	28	19	110	1.9
Lee	2	2	0	3	9	16	0.7
Leslie	4	7	8	20	16	55	1.3
Letcher	20	30	20	17	34	121	1.4
Lewis	15	15	15	16	17	78	1.6
Lincoln	20	22	21	30	21	114	1.4
Livingston	28	9	8	15	14	74	2.0
Logan	36	35	30	28	30	159	1.7
Lyon	38	53	41	72	79	283	9.9
McCracken	59	86	68	95	80	388	1.6
McCreary	9	6	8	9	5	37	0.7
McLean	13	13	9	4	5	44	1.2
Madison	80	83	88	85	108	444	1.7
Magoffin	7	6	16	3	5	37	0.8
Marion	27	24	22	11	20	104	1.7
Marshall	14	28	26	39	31	138	1.1
Martin	20	16	7	16	12	71	1.8
Mason	51	24	14	17	32	138	2.3
Meade	28	39	28	24	13	132	1.4
Menifee	13	8	12	12	6	51	2.2
Mercer	12	29	25	31	16	113	1.4
Metcalfe	22	18	30	19	20	109	3.0
Monroe	11	14	9	11	8	53	1.3
Montgomery	22	41	33	34	31	161	1.8
Morgan	6	9	9	6	2	32	0.7
Muhlenberg	44	37	28	16	23	148	1.3
Nelson	70	54	61	33	49	267	1.8
Nicholas	16	10	6	5	7	44	1.6
Ohio	15	19	21	24	19	98	1.2
Oldham	17	12	28	13	17	87	0.5
Owen	23	20	17	11	14	85	2.2
Owsley	8	3	4	8	5	28	1.7
Pendleton	20	30	18	11	12	91	1.7
Perry	13	16	19	12	6	66	0.7
Pike	66	67	82	45	34	294	1.3
Powell	9	18	10	12	9	58	1.3
Pulaski	92	98	80	86	83	439	2.0
Robertson	2	1	3	3	1	10	1.2
Rockcastle	28	24	37	46	40	175	3.1
Rowan	28	32	26	28	24	138	2.0
Russell	19	11	11	11	6	58	0.9
Scott	42	35	37	37	28	179	1.3
Shelby	33	56	50	71	83	293	2.3
Simpson	15	6	11	19	32	83	1.4
Spencer	6	6	3	7	13	35	0.6
Taylor	29	30	37	30	23	149	1.8
Todd	9	19	21	18	13	80	2.0
Trigg	12	24	15	13	9	73	1.5
Trimble	2	2	0	4	1	9	0.3
Union	14	27	11	11	9	72	1.3
Warren	107	117	123	129	95	571	1.7
Washington	13	10	10	3	8	44	1.1
Wayne	12	22	24	22	26	106	1.6
Webster	6	9	15	10	14	54	1.1
Whitley	55	46	57	55	37	250	2.1
Wolfe	17	10	18	6	3	54	2.2
Woodford	40	41	23	24	16	144	1.6
TOTAL	4,568	4,739	4,514	4,453	4,230	22,504	1.7

TABLE 27. PERCENTAGE OF CRASHES INVOLVING DRUGS BY COUNTY AND POPULATION CATEGORY
(IN ORDER OF DECREASING PERCENTAGES) (2001-2005)(ALL ROADS)

COUNTY	NUMBER OF CRASHES	PERCENT OF TOTAL CRASHES
POPULATION CATEGORY UNDER 10,000		
Owsley	12	3.8
Lee	12	2.8
Cumberland	9	2.4
Hickman	9	2.2
Wolfe	20	2.0
Crittenden	20	1.8
Elliott	10	1.7
Livingston	18	1.6
Lyon	14	1.3
Carlisle	6	1.2
Nicholas	8	1.1
Fulton	10	1.1
Clinton	8	0.9
Menifee	5	0.9
Bracken	8	0.8
Trimble	6	0.6
McLean	6	0.6
Gallatin	7	0.6
Ballard	4	0.4
Hancock	2	0.3
Robertson	0	0.0
POPULATION CATEGORY 10,000-14,999		
Magoffin	70	5.9
Martin	57	5.6
Leslie	56	4.3
Powell	32	2.1
Caldwell	21	1.4
Bath	18	1.3
Lewis	16	1.2
Fleming	16	1.2
Edmonson	12	1.1
Morgan	17	1.1
Jackson	14	1.1
Spencer	13	1.1
Monroe	7	0.9
Webster	14	0.9
Butler	10	0.8
Todd	7	0.7
Washington	8	0.6
Garrard	13	0.6
Pendleton	10	0.5
Larue	8	0.5
Trigg	8	0.5
Carroll	11	0.5
Metcalfe	6	0.5
Green	3	0.3
Owen	3	0.3
POPULATION CATEGORY 15,000-24,999		
Clay	110	4.8
Johnson	125	4.6
Lawrence	46	4.1
Casey	33	3.0
Knott	55	2.8
Breathitt	51	2.6
Russell	25	2.0
Estill	25	1.8
McCreary	23	1.6
Rockcastle	32	1.3
Adair	24	1.1
Ohio	34	1.1
Lincoln	22	1.0
Simpson	26	1.0
Allen	21	1.0
Bourbon	27	0.9
Hart	17	0.8
Mason	28	0.8
Montgomery	32	0.8
Rowan	33	0.7
Mercer	20	0.7
Wayne	11	0.6
Harrison	15	0.6
Taylor	22	0.6
Grant	26	0.6
Henry	11	0.6
Breckinridge	7	0.5
Union	10	0.5
Anderson	13	0.5
Woodford	21	0.5
Grayson	17	0.5
Marion	9	0.4
POPULATION CATEGORY 25,000-50,000		
Bell	125	3.4
Floyd	170	3.3
Knox	115	3.0
Letcher	64	2.5
Harlan	83	2.5
Perry	103	2.3
Carter	53	1.7
Greenup	61	1.7
Marshall	66	1.5
Whitley	69	1.5
Logan	37	1.1
Boyd	96	1.0
Muhlenberg	42	1.0
Graves	41	0.9
Henderson	71	0.8
Clark	44	0.7
Hopkins	52	0.7
Calloway	31	0.6
Nelson	35	0.6
Jessamine	42	0.6
Meade	15	0.6
Oldham	24	0.5
Franklin	43	0.5
Barren	30	0.4
Boyle	18	0.4
Scott	27	0.4
Shelby	27	0.4
POPULATION CATEGORY OVER 50,000		
Pike	495	4.9
Laurel	144	1.7
Pulaski	84	0.9
Daviess	110	0.7
Warren	144	0.7
McCracken	90	0.7
Campbell	79	0.6
Kenton	167	0.6
Christian	58	0.6
Madison	75	0.6
Hardin	71	0.5
Fayette	241	0.4
Boone	66	0.4
Bullitt	17	0.2
Jefferson	308	0.2

TABLE 28. PERCENTAGE OF CRASHES INVOLVING DRUGS BY CITY AND POPULATION CATEGORY (IN ORDER OF DECREASING PERCENTAGES)(2001-2005)

CITY	NUMBER OF DRUG-RELATED CRASHES	PERCENTAGE OF CRASHES INVOLVING DRUGS
POPULATION CATEGORY OVER 200,000		
Lexington	241	0.4
Louisville	232	0.2
POPULATION CATEGORY 20,000-55,000		
Ashland	48	0.8
Henderson	58	0.8
Covington	72	0.7
Owensboro	75	0.6
Richmond	38	0.6
Paducah	52	0.6
Frankfort	29	0.5
Bowling Green	84	0.5
Hopkinsville	25	0.4
Florence	28	0.3
Radcliff	8	0.3
Jeffersontown	8	0.2
Elizabethtown	15	0.2
POPULATION CATEGORY 10,000-19,999		
Middlesboro	50	2.7
Fort Thomas	12	1.0
Winchester	32	0.8
Nicholasville	30	0.7
Somerset	32	0.7
Independence	16	0.7
Shelbyville	16	0.6
Campbellsville	12	0.5
Georgetown	14	0.4
Erlanger	14	0.4
Newport	19	0.4
Bardstown	11	0.4
Madisonville	16	0.4
Glasgow	9	0.3
Murray	11	0.3
Shively	11	0.3
Mayfield	4	0.2
Danville	8	0.2
POPULATION CATEGORY 5,000-9,999		
Pikeville	96	3.7
Princeton	14	1.7
London	49	1.4
Flatwoods	8	1.2
Franklin	15	1.2
Corbin	19	1.1
Maysville	22	1.0
Williamsburg	8	0.8
Villa Hills	3	0.8
Bellevue	9	0.8
Mount Sterling	14	0.7
Taylor Mill	8	0.6
Harrodsburg	9	0.6
Paris	10	0.6
Fort Wright	14	0.6
Russellville	9	0.6
Central City	5	0.6
Cynthiana	8	0.6
Morehead	10	0.5
Lawrenceburg	5	0.5
Wilmore	1	0.4
Dayton	1	0.4
Monticello	4	0.4
Elsmere	2	0.3
Highland Heights	3	0.3
Fort Mitchell	4	0.3
Versailles	6	0.3
Berea	7	0.3
Edgewood	3	0.3
La Grange	3	0.3
Shepherdsville	4	0.2
Leitchfield	4	0.2
Alexandria	2	0.2
Lebanon	2	0.2
POPULATION CATEGORY 2,500-4,999		
Calvert City	12	2.9
Paintsville	37	2.9
Irvine	11	2.5
Ludlow	8	2.2
Barbourville	18	2.2
Providence	5	2.0
Stanton	10	1.9
Prestonsburg	27	1.9
Hickman	2	1.7
Hazard	36	1.7
Grayson	14	1.6
Cumberland	2	1.5
Marion	7	1.5
Russell	11	1.4
Vine Grove	4	1.2
Lakeside Park	3	1.1
Lakeside Park	3	1.1
Beaver Dam	7	1.1
Southgate	5	1.0
Mount Vernon	7	1.0
Williamstown	7	1.0
Greenville	7	0.8
Carrollton	6	0.7
Cold Spring	8	0.7
Flemingsburg	3	0.7
Tompkinsville	3	0.7
Park Hills	1	0.6
Scottsville	4	0.6
Lancaster	3	0.5
Columbia	5	0.5
Benton	5	0.5
Fulton	2	0.4
Dawson Springs	1	0.4
Morganfield	2	0.3
Springfield	1	0.2
Hodgenville	1	0.2
Hodgenville	1	0.2

TABLE 29. SAFETY BELT USAGE BY COUNTY AND POPULATION CATEGORY (IN DESCENDING ORDER) (OBSERVED SURVEY OF ALL FRONT SEAT OCCUPANTS IN 2005)

COUNTY	PERCENT SEAT BELT USAGE**	COUNTY	PERCENT SEAT BELT USAGE**
POPULATION CATEGORY UNDER 10,000		POPULATION CATEGORY 15,000-24,999 (CONT'D)	
Lyon	78.8	Knott	54.2
Trimble	69.9	Lincoln	53.3
Gallatin	69.7	Harrison	53.1
Livingston	69.4	Johnson	51.9
Hancock	67.3	Mason	51.1
Crittenden	58.7	Anderson	51.1
Wolfe	54.4	Breathitt*	50.9
Bracken	53.4	Clay	50.3
Elliott	49.5	Breckinridge	48.0
Lee	48.3	Rowan*	47.1
Robertson	48.2	Taylor	46.0
Nicholas	45.3	Estill	44.7
Clinton	45.1	McCreary*	42.1
Menifee	43.4	Adair	41.5
Cumberland	40.7	Casey	41.0
McLean	40.6	Montgomery	39.9
Carlisle	40.5	Wayne	36.8
Fulton	39.9	Marion*	36.4
Hickman	38.6	POPULATION CATEGORY 25,000-50,000	
Owsley	36.0	Oldham	77.2
Ballard*	34.8	Franklin	71.2
POPULATION CATEGORY 10,000-14,999		Shelby	70.0
Trigg	69.0	Henderson	69.3
Carroll	66.9	Hopkins	65.6
Webster	61.0	Scott*	65.4
Edmonson	60.4	Whitley	62.4
Pendleton*	60.2	Calloway	60.0
Butler	57.8	Boyd	59.4
Todd	56.8	Logan	59.3
Lewis	56.8	Bell*	58.4
Powell	56.7	Boyle	57.7
Larue	56.4	Muhlenberg*	57.4
Jackson	56.2	Clark	57.0
Spencer	56.0	Greenup	56.3
Caldwell	55.4	Jessamine*	56.2
Garrard	53.6	Nelson*	55.9
Metcalfe	51.9	Barren	55.4
Magoffin	51.5	Graves	54.7
Martin	51.3	Marshall	53.8
Monroe	50.8	Knox	53.1
Leslie	46.2	Carter	52.4
Owen	46.1	Floyd*	50.5
Morgan	45.7	Harlan	49.9
Fleming	42.6	Perry	47.3
Bath	41.1	Meade	42.0
Washington	40.9	Letcher	35.8
Green	39.0	POPULATION CATEGORY OVER 50,000	
POPULATION CATEGORY 15,000-24,999		Kenton	79.7
Simpson	71.8	Bullitt	75.5
Woodford	71.4	Jefferson	74.5
Hart	68.6	Fayette	72.3
Union*	68.3	Campbell	70.0
Grayson	67.0	Boone	69.9
Grant	66.9	Warren*	68.5
Ohio	64.7	Daviess	67.3
Henry*	63.0	Madison	67.0
Rockcastle	59.8	Christian	62.0
Russell	58.3	Laurel	57.4
Bourbon	58.2	McCracken	56.7
Allen	56.7	Pike	55.5
Mercer	54.6	Hardin	54.1
Lawrence*	54.4	Pulaski	53.7

* Counties with potential for intensive promotional campaigns. Selected based on safety belt usage, crash rates, location in state (one in each KSP post) and
** Usage rate based on an annual seat belt study conducted by the Area Development Districts throughout the state.

TABLE 30. SAFETY BELT USAGE BY COUNTY POPULATION CATEGORY
(2004 OBSERVATIONAL DATA) (AREA DEVELOPMENT DISTRICTS)

PERCENT USAGE				
POPULATION CATEGORY				
UNDER 10,000	10,000 - 14,999	15,000 - 24,999	25,000- 49,999	OVER 50,000
51.1	53.2	53.8	57.5	65.6

TABLE 31. CRASH SEVERITY VERSUS SAFETY BELT USAGE (ALL DRIVERS)*

	NOT WEARING SAFETY BELT		WEARING SAFETY BELT		PERCENT REDUCTION
TYPE OF INJURY	NUMBER	PERCENT	NUMBER	PERCENT	
Fatal	1,796	2.81	968	0.10	96
Incapacitating	6,333	9.90	13,578	1.39	86
Non-Incapacitating	11,331	17.72	44,897	4.61	74
Possible Injury	8,132	12.71	60,953	6.26	51
Fatal or Incapacitating	8,129	12.71	14,546	1.49	88

* Based on 2001 through 2005 crash data. Total sample size for not wearing a safety belt was 63,959 compared to 974,260 for wearing a safety belt.

TABLE 32. CHANGE IN SEVERITY OF INJURIES BY YEAR (2001-2005)

Type of Injury	PERCENTAGE OF DRIVERS SUSTAINING A GIVEN INJURY				
	2001	2002	2003	2004	2005
	NOT WEARING SAFETY BELT				
Fatal	2.39	2.72	3.10	3.24	3.66
Incapacitating	9.89	10.32	9.53	9.46	10.05
Non-Incapacitating	17.13	18.13	17.22	17.86	17.65
Possible Injury	12.40	13.12	12.89	13.12	13.43
	WEARING SAFETY BELT				
Fatal	0.08	0.10	0.09	0.11	0.10
Incapacitating	1.50	1.51	1.34	1.18	1.25
Non-Incapacitating	4.93	4.93	4.63	4.26	4.16
Possible Injury	6.66	6.64	6.25	5.83	5.90

TABLE 33. POTENTIAL REDUCTION IN TRAFFIC CRASH FATALITIES AND CRASH SAVINGS FROM INCREASE IN DRIVER BELT USAGE*

DRIVER USAGE RATE (PERCENT)	POTENTIAL ANNUAL REDUCTION IN NUMBER OF		ANNUAL CRASH SAVINGS (MILLION $) FROM REDUCTION IN		
	FATALITIES	SERIOUS INJURIES**	FATALITIES	SERIOUS INJURIES	TOTAL
70	71	388	80.2	22.7	102.9
80	212	1,165	239.6	68.2	307.8
90	353	2,102	398.9	113.5	512.4

* Based on increase from the 65 percent usage rate determined from the 2001-2005 observational surveys, the percent reductions in Table 31, and the economic costs provided by the National Safety Council. These costs are $ 1,130,000 for a fatality and $58,500 for an incapacitating injury. The actual number of fatalities and incapacitation injuries for 2001-2005 was used along with the average usage rate over this time period. Not applicable fatalities (motorcycle, etc.) were excluded. The usage rate reached 67 percent in 2005.

** Serious injuries were defined as those listed as incapacitating on the crash report.

TABLE 34. USAGE AND EFFECTIVENESS OF CHILD SAFETY SEATS

(CHILDREN AGE THREE AND UNDER) (2001 - 2005)

			RESTRAINT USED		
VARIABLE	CATEGORY	NONE	SAFETY BELT	CHILD SEAT	ANY RESTRAINT
Number With Given Injury	Fatal	8	1	6	7
	Incapacitating	37	55	116	171
	Non-Incapacitating	92	177	670	847
	Possible Injury	111	411	1,362	1,773
	None Detected	283	4,469	17,140	21,609
Percent With Given Injury	Fatal	1.51	0.02	0.03	0.03
	Incapacitating	6.97	1.08	0.60	0.70
	Non-Incapacitating	17.33	3.46	3.47	3.47
	Possible Injury	20.90	8.04	7.06	7.26
	None Detected	53.30	87.40	88.84	88.54
Percent Usage By Seat Position	Front	6.22	36.74	57.04	93.78
	Rear	1.82	21.95	76.24	98.18
	All Positions	2.54	24.39	73.06	97.46
Percent With Given Injury By Seat Position					
(Front)	Fatal	0.79	0.04	0.09	0.07
	Incapacitating	3.95	0.98	0.46	0.66
	Non-Incapacitating	10.53	4.10	1.95	2.79
	Possible Injury	12.63	5.70	4.94	5.24
	None Detected	29.74	47.31	48.46	48.01
(Rear)	Fatal	0.89	0.00	0.01	0.01
	Incapacitating	3.93	0.49	0.43	0.44
	Non-Incapacitating	9.29	1.26	2.56	2.27
	Possible Injury	11.25	4.18	5.06	4.86
	None Detected	30.36	50.32	65.70	62.27
YEAR	2001	123	1,278	3,652	4,930
	2002	246	2,227	5,761	7,988
	2003	196	2,068	5,725	7,793
	2004	184	1,774	5,820	7,594
	2005	191	1,668	6,043	7,711

TABLE 35. PERCENTAGE OF CRASHES INVOLVING UNSAFE SPEED BY COUNTY AND POPULATION CATEGORY (IN ORDER OF DECREASING PERCENTAGES) (2001-2005)

COUNTY	NUMBER OF CRASHES	PERCENT OF TOTAL CRASHES
POPULATION CATEGORY UNDER 10,000		
Gallatin	161	13.6
Carlisle	61	12.5
Trimble	109	11.6
Owsley	35	10.9
Robertson	11	10.8
Lyon	116	10.4
Hickman	42	10.3
Cumberland	37	10.1
Lee	43	10.0
Menifee	52	9.6
Elliott	52	8.9
Bracken	87	8.2
Hancock	54	7.8
Wolfe	71	7.3
Fulton	59	6.6
McLean	69	6.6
Livingston	74	6.4
Clinton	53	5.9
Crittenden	58	5.3
Ballard	45	4.9
Nicholas	34	4.7
POPULATION CATEGORY 10,000-14,999		
Morgan	293	19.4
Owen	151	14.2
Garrard	236	11.8
Todd	118	11.6
Edmonson	121	10.7
Washington	144	10.4
Jackson	125	10.1
Leslie	129	10.0
Larue	156	9.9
Martin	100	9.9
Bath	128	9.1
Butler	101	8.3
Webster	134	8.2
Lewis	105	8.0
Magoffin	95	8.0
Caldwell	114	7.5
Spencer	86	7.5
Trigg	104	7.1
Powell	101	6.6
Fleming	83	6.2
Pendleton	117	6.0
Carroll	125	5.8
Metcalfe	51	4.5
Monroe	34	4.4
Green	34	3.1
POPULATION CATEGORY 15,000-24,999		
Estill	160	11.7
McCreary	168	11.4
Henry	211	10.8
Lincoln	226	10.7
Clay	240	10.5
Hart	222	10.3
Rockcastle	242	10.0
Union	195	9.7
Ohio	291	9.0
Allen	170	8.4
Casey	94	8.4
Bourbon	239	7.9
Grant	317	7.8
Woodford	314	7.8
Wayne	131	7.5
Russell	91	7.3
Knott	143	7.2
Grayson	258	7.2
Anderson	155	6.5
Mercer	191	6.5
Harrison	167	6.3
Adair	144	6.3
Rowan	272	6.2
Montgomery	237	5.9
Mason	197	5.8
Simpson	152	5.8
Marion	140	5.7
Breathitt	101	5.2
Lawrence	59	5.2
Taylor	182	4.9
Johnson	121	4.5
Breckinridge	45	3.3
POPULATION CATEGORY 25,000-50,000		
Marshall	501	11.3
Franklin	958	10.9
Letcher	269	10.4
Carter	316	10.3
Oldham	471	10.1
Greenup	359	10.1
Knox	340	8.8
Scott	567	8.7
Harlan	290	8.7
Jessamine	609	8.6
Whitley	396	8.3
Floyd	413	8.1
Hopkins	624	7.8
Nelson	471	7.8
Perry	327	7.2
Bell	256	6.9
Graves	305	6.6
Muhlenberg	270	6.5
Shelby	389	6.4
Henderson	564	6.0
Barren	404	5.9
Clark	344	5.8
Logan	165	5.1
Boyle	222	5.0
Calloway	256	4.8
Meade	126	4.7
Boyd	434	4.5
POPULATION CATEGORY OVER 50,000		
Madison	1,528	11.5
Christian	862	9.1
Boone	1,480	7.9
Kenton	2,184	7.8
Pike	769	7.6
Pulaski	719	7.5
Warren	1,536	7.2
Hardin	1,007	7.0
Campbell	905	6.3
Fayette	4,008	6.2
Laurel	480	5.6
McCracken	627	4.7
Daviess	777	4.7
Bullitt	321	4.5
Jefferson	5,668	4.3

TABLE 36. PERCENTAGE OF CRASHES INVOLVING UNSAFE SPEED BY CITY AND POPULATION CATEGORY (IN ORDER OF DECREASING PERCENTAGES)(2001-2005)

CITY	NUMBER OF CRASHES (2001-2005)	PERCENT OF TOTAL CRASHES
POPULATION CATEGORY OVER 200,000		
Lexington	4,005	6.2
Louisville	4,325	4.3
POPULATION CATEGORY 20,000-55,000		
Frankfort	501	8.1
Hopkinsville	478	7.9
Richmond	443	6.6
Elizabethtown	361	5.4
Bowling Green	820	5.0
Covington	483	4.7
Jeffersontown	218	4.7
Florence	432	4.5
Henderson	279	4.0
Paducah	355	4.0
Owensboro	402	3.2
Ashland	183	3.2
Radcliff	94	3.1
POPULATION CATEGORY 10,000-19,999		
Erlanger	460	12.1
Independence	179	8.0
Fort Thomas	83	6.6
Nicholasville	197	4.8
Georgetown	162	4.7
Somerset	214	4.6
Madisonville	177	4.0
Glasgow	134	3.8
Shelbyville	100	3.6
Campbellsville	87	3.5
Danville	118	3.4
Newport	157	3.3
Middlesboro	59	3.1
Bardstown	95	3.1
Mayfield	57	2.8
Winchester	104	2.6
Shively	96	2.3
Murray	75	2.1
POPULATION CATEGORY 5,000-9,999		
Villa Hills	72	18.4
Taylor Mill	149	10.7
Edgewood	90	10.2
Fort Mitchell	130	10.0
Alexandria	124	9.4
Wilmore	23	9.0
Highland Heights	103	8.9
Flatwoods	55	8.4
Berea	165	7.6
Elsmere	50	6.9
Monticello	71	6.7
Fort Wright	160	6.6
Maysville	128	5.6
Corbin	92	5.4
Pikeville	136	5.3
Princeton	43	5.1
Central City	41	4.7
Versailles	81	4.3
Harrodsburg	67	4.2
Williamsburg	37	3.9
La Grange	44	3.8
London	115	3.4
Russellville	51	3.3
Dayton	9	3.2
Bellevue	32	3.0
Paris	53	3.0
Lawrenceburg	29	2.9
Cynthiana	37	2.8
Leitchfield	47	2.8
Mount Sterling	49	2.6
Morehead	53	2.5
Mount Washington	24	2.5
Franklin	32	2.5
Lebanon	29	2.3
Shepherdsville	45	1.7
POPULATION CATEGORY 2,500-4,999		
Park Hills	17	10.8
Calvert City	39	9.6
Vine Grove	30	8.7
Williamstown	60	8.6
Hodgenville	40	7.5
Southgate	37	7.2
Hickman	8	6.7
Lakeside Park	16	6.0
Lancaster	39	6.0
Springfield	32	5.7
Benton	57	5.6
Cold Spring	62	5.3
Stanford	31	5.2
Russell	39	5.1
Cumberland	7	5.1
Mount Vernon	35	4.8
Dawson Springs	12	4.8
Morganfield	30	4.7
Flemingsburg	21	4.6
Ludlow	16	4.4
Grayson	39	4.4
Prestonsburg	61	4.3
Fulton	19	4.3
Scottsville	28	4.1
Columbia	44	4.0
Greenville	32	3.8
Providence	9	3.7
Marion	17	3.7
Irvine	16	3.6
Stanton	18	3.5
Barbourville	28	3.4
Beaver Dam	22	3.3
Hartford	10	2.8
Hazard	62	2.8
Carrollton	23	2.5
Tompkinsville	10	2.4

TABLE 37. SUMMARY OF SPEEDING CONVICTIONS BY COUNTY (2001 - 2005)

COUNTY	2001	2002	2003	2004	2005	TOTAL SPEEDING CONVICTIONS (FIVE YEARS)	ANNUAL AVERAGE SPEEDING CONVICTIONS PER 1,000 LICENSED DRIVERS	SPEEDING CONVICTIONS PER SPEED-RELATED CRASH
Adair	211	310	307	229	293	1,350	22.9	9.4
Allen	175	117	171	175	264	902	14.3	5.3
Anderson	1,210	1,400	1,040	1,060	1,338	6,048	80.8	39.0
Ballard	206	153	98	68	89	614	19.7	13.6
Barren	1,415	1,062	957	682	558	4,674	33.4	11.6
Bath	316	331	265	509	256	1,677	41.6	13.1
Bell	873	602	598	356	426	2,855	32.6	11.2
Boone	1,603	1,897	2,965	3,165	4,194	13,824	36.7	9.3
Bourbon	910	890	655	818	537	3,810	54.2	15.9
Boyd	1,661	1,087	939	1,134	954	5,775	33.2	13.3
Boyle	577	734	815	501	817	3,444	35.5	15.5
Bracken	261	237	260	291	324	1,373	44.7	15.8
Breathitt	192	68	69	47	36	412	8.6	4.1
Breckinridge	162	215	240	292	210	1,119	16.3	24.9
Bullitt	1,085	1,013	1,371	1,384	1,142	5,995	23.8	18.7
Butler	335	260	159	166	130	1,050	23.0	10.4
Caldwell	405	353	454	425	405	2,042	42.3	17.9
Calloway	636	489	323	210	217	1,875	15.8	7.3
Campbell	3,155	3,200	2,787	2,522	1,992	13,656	44.7	15.1
Carlisle	243	137	86	55	64	585	28.8	9.6
Carroll	587	822	681	504	581	3,175	87.1	25.4
Carter	801	888	717	721	744	3,871	41.0	12.3
Casey	127	145	100	87	93	552	10.6	5.9
Christian	987	1,053	1,364	1,131	954	5,489	29.2	6.4
Clark	867	939	1,877	2,024	1,721	7,428	60.0	21.6
Clay	410	238	563	373	179	1,763	26.6	7.3
Clinton	121	139	85	160	89	594	17.3	11.2
Crittenden	51	96	26	33	18	224	6.8	3.9
Cumberland	153	141	93	128	116	631	25.4	17.1
Daviess	1,964	2,737	3,779	3,750	3,434	15,664	46.9	20.2
Edmonson	84	158	177	208	232	859	19.8	7.1
Elliott	12	17	18	7	7	61	2.7	1.2
Estill	179	221	146	164	121	831	16.2	5.2
Fayette	6,599	5,787	6,683	5,283	4,473	28,825	32.2	7.2
Fleming	149	189	261	177	194	970	19.1	11.7
Floyd	182	252	230	126	257	1,047	7.6	2.5
Franklin	1,673	2,241	2,562	2,435	1,883	10,794	62.3	11.3
Fulton	148	172	123	138	66	647	28.1	11.0
Gallatin	528	477	378	454	492	2,329	79.6	14.5
Garrard	262	230	220	191	258	1,161	20.6	4.9
Grant	1,037	691	972	1,257	1,161	5,118	59.5	16.1
Graves	872	833	823	1,224	805	4,557	34.7	14.9
Grayson	554	806	722	545	513	3,140	34.9	12.2
Green	27	11	46	45	33	162	4.0	4.8
Greenup	544	634	627	734	589	3,128	23.0	8.7
Hancock	125	134	124	121	99	603	19.0	11.2
Hardin	4,312	4,992	4,514	4,646	4,665	23,129	69.9	23.0
Harlan	144	96	69	79	174	562	5.5	1.9
Harrison	302	307	138	234	144	1,125	17.5	6.7
Hart	215	195	312	318	339	1,379	23.1	6.2
Henderson	1,724	1,791	1,290	1,179	1,040	7,024	42.8	12.5
Henry	624	747	647	695	991	3,704	67.3	17.6
Hickman	148	206	126	83	31	594	32.7	14.1
Hopkins	1,623	1,735	1,193	1,348	1,315	7,214	42.7	11.6
Jackson	32	24	35	20	20	131	2.9	1.0
Jefferson	6,600	6,068	8,560	11,437	8,388	41,053	16.9	8.8
Jessamine	1,174	911	932	822	1,084	4,923	32.7	8.1
Johnson	101	156	188	145	176	766	9.4	6.3
Kenton	5,608	5,630	3,923	3,425	2,949	21,535	40.8	9.9
Knott	29	27	25	55	46	182	3.3	1.3
Knox	676	555	354	304	335	2,224	21.6	6.5
Larue	309	138	303	300	263	1,313	26.2	8.4
Laurel	926	1,334	751	602	624	4,237	22.1	8.8
Lawrence	318	235	226	219	253	1,251	22.1	21.2

TABLE 37. SUMMARY OF SPEEDING CONVICTIONS BY COUNTY (2001 - 2005) (continued)

COUNTY	2001	2002	2003	2004	2005	TOTAL SPEEDING CONVICTIONS (FIVE YEARS)	ANNUAL AVERAGE SPEEDING CONVICTIONS PER 1,000 LICENSED DRIVERS	SPEEDING CONVICTIONS PER SPEED-RELATED CRASH
Lee	66	39	21	19	30	175	7.1	4.1
Leslie	336	181	128	127	133	905	21.9	7.0
Letcher	82	210	70	34	71	467	5.5	1.7
Lewis	178	182	292	236	177	1,065	22.4	10.1
Lincoln	243	416	359	283	398	1,699	20.1	7.5
Livingston	348	375	398	301	209	1,631	43.8	22.0
Logan	396	387	473	710	596	2,562	27.3	15.5
Lyon	380	423	370	355	333	1,861	65.1	16.0
McCracken	1,467	1,472	1,337	1,336	1,342	6,954	28.1	11.1
McCreary	128	134	78	39	46	425	7.8	2.5
McLean	331	296	184	85	123	1,019	28.1	14.8
Madison	1,199	1,150	1,360	1,667	1,953	7,329	28.7	4.8
Magoffin	13	240	117	36	55	461	10.6	4.9
Marion	162	221	108	75	85	651	10.5	4.7
Marshall	733	636	1,240	1,183	783	4,575	37.9	9.1
Martin	12	12	10	12	17	63	1.6	0.6
Mason	433	296	188	185	258	1,360	22.5	6.9
Meade	447	443	409	391	213	1,903	20.7	15.1
Menifee	45	46	30	34	21	176	7.5	3.4
Mercer	220	350	544	499	339	1,952	24.4	10.2
Metcalfe	251	287	210	120	104	972	27.0	19.1
Monroe	22	69	65	17	7	180	4.4	5.3
Montgomery	298	332	184	150	154	1,118	12.7	4.7
Morgan	258	303	202	238	215	1,216	28.3	4.2
Muhlenberg	400	599	352	321	364	2,036	18.0	7.5
Nelson	773	743	893	1,107	1,001	4,517	30.3	9.6
Nicholas	150	226	142	92	107	717	26.8	21.1
Ohio	856	1,396	1,065	720	1,229	5,266	63.3	18.1
Oldham	1,647	1,152	1,145	1,291	1,378	6,613	35.2	14.0
Owen	174	323	310	357	330	1,494	39.3	9.9
Owsley	1	3	2	2	3	11	0.7	0.3
Pendleton	265	256	172	235	327	1,255	23.1	10.7
Perry	173	134	97	71	47	522	5.2	1.6
Pike	164	294	217	201	158	1,034	4.6	1.3
Powell	483	671	495	435	487	2,571	55.6	25.5
Pulaski	691	953	563	690	727	3,624	16.9	5.0
Robertson	9	7	4	12	3	35	4.2	3.2
Rockcastle	367	457	488	1,004	849	3,165	55.7	13.1
Rowan	683	604	586	437	576	2,886	41.0	10.6
Russell	77	109	120	149	93	548	8.8	6.0
Scott	1,344	1,274	903	647	796	4,964	35.5	8.8
Shelby	1,086	1,045	1,095	1,156	1,131	5,513	43.0	14.2
Simpson	177	155	199	225	275	1,031	17.0	6.8
Spencer	201	221	196	134	115	867	15.7	10.1
Taylor	392	416	332	336	146	1,622	19.4	8.9
Todd	206	204	188	217	206	1,021	25.9	8.7
Trigg	232	295	103	195	136	961	19.6	9.2
Trimble	62	59	77	92	78	368	11.4	3.4
Union	181	266	141	133	203	924	16.9	4.7
Warren	2,404	2,718	2,256	2,267	1,946	11,591	35.5	7.5
Washington	300	325	234	247	158	1,264	31.4	8.8
Wayne	42	41	84	162	120	449	6.6	3.4
Webster	194	238	144	114	102	792	16.0	5.9
Whitley	309	380	260	178	202	1,329	11.3	3.4
Wolfe	1,785	1,482	1,586	1,327	633	6,813	271.4	96.0
Woodford	1,546	1,882	1,650	896	1,161	7,135	80.6	22.7
TOTAL*	84,961	87,181	86,018	85,602	78,944	422,706	29.4	9.9

* Does not include speeding convictions where county was not specified.

TABLE 38. SPEEDING CONVICTION RATES IN DECREASING ORDER (BY COUNTY POPULATION CATEGORIES) (2001 - 2005)

POPULATION CATEGORY	COUNTY	ANNUAL AVERAGE SPEEDING CONVICTIONS PER 1,000 LICENSED DRIVERS	COUNTY	SPEEDING CONVICTIONS PER SPEED-RELATED CRASH
UNDER 10,000	Wolfe	271.4	Wolfe	96.0
	Gallatin	79.6	Livingston	22.0
	Lyon	65.1	Nicholas	21.1
	Bracken	44.7	Cumberland	17.1
	Livingston	43.8	Lyon	16.0
	Hickman	32.7	Bracken	15.8
	Carlisle	28.8	McLean	14.8
	McLean	28.1	Gallatin	14.5
	Fulton	28.1	Hickman	14.1
	Nicholas	26.8	Ballard	13.6
	Cumberland	25.4	Clinton	11.2
	Ballard	19.7	Hancock	11.2
	Hancock	19.0	Fulton	11.0
	Clinton	17.3	Carlisle	9.6
	Trimble	11.4	Lee	4.1
	Menifee	7.5	Crittenden	3.9
	Lee	7.1	Menifee	3.4
	Crittenden	6.8	Trimble	3.4
	Robertson	4.2	Robertson	3.2
	Elliott	2.7	Elliott	1.2
	Owsley	0.7	Owsley	0.3
10,000-14,999	Carroll	87.1	Powell	25.5
	Powell	55.6	Carroll	25.4
	Caldwell	42.3	Metcalfe	19.1
	Bath	41.6	Caldwell	17.9
	Owen	39.3	Bath	13.1
	Washington	31.4	Fleming	11.7
	Morgan	28.3	Pendleton	10.7
	Metcalfe	27.0	Butler	10.4
	Larue	26.2	Lewis	10.1
	Todd	25.9	Spencer	10.1
	Pendleton	23.1	Owen	9.9
	Butler	23.0	Trigg	9.2
	Lewis	22.4	Washington	8.8
	Leslie	21.9	Todd	8.7
	Garrard	20.6	Larue	8.4
	Edmonson	19.8	Edmonson	7.1
	Trigg	19.6	Leslie	7.0
	Fleming	19.1	Webster	5.9
	Webster	16.0	Monroe	5.3
	Spencer	15.7	Garrard	4.9
	Magoffin	10.6	Magoffin	4.9
	Monroe	4.4	Green	4.8
	Green	4.0	Morgan	4.2
	Jackson	2.9	Jackson	1.0
	Martin	1.6	Martin	0.6
15,000 - 24,999	Anderson	80.8	Anderson	39.0
	Woodford	80.6	Breckinridge	24.9
	Henry	67.3	Woodford	22.7
	Ohio	63.3	Lawrence	21.2
	Grant	59.5	Ohio	18.1
	Rockcastle	55.7	Henry	17.6
	Bourbon	54.2	Grant	16.1
	Rowan	41.0	Bourbon	15.9
	Grayson	34.9	Rockcastle	13.1
	Clay	26.6	Grayson	12.2
	Mercer	24.4	Rowan	10.6
	Hart	23.1	Mercer	10.2
	Adair	22.9	Adair	9.4

TABLE 38. SPEEDING CONVICTION RATES IN DECREASING ORDER (BY COUNTY POPULATION CATEGORIES) (2001 - 2005) (continued)

POPULATION CATEGORY	COUNTY	ANNUAL AVERAGE SPEEDING CONVICTIONS PER 1,000 LICENSED DRIVERS	COUNTY	SPEEDING CONVICTIONS PER SPEED-RELATED CRASH
15,000 - 24,999 (cont'd)	Mason	22.5	Taylor	8.9
	Lawrence	22.1	Lincoln	7.5
	Lincoln	20.1	Clay	7.3
	Taylor	19.4	Mason	6.9
	Harrison	17.5	Simpson	6.8
	Simpson	17.0	Harrison	6.7
	Union	16.9	Johnson	6.3
	Breckinridge	16.3	Hart	6.2
	Estill	16.2	Russell	6.0
	Allen	14.3	Casey	5.9
	Montgomery	12.7	Allen	5.3
	Casey	10.6	Estill	5.2
	Marion	10.5	Union	4.7
	Johnson	9.4	Montgomery	4.7
	Russell	8.8	Marion	4.7
	Breathitt	8.6	Breathitt	4.1
	McCreary	7.8	Wayne	3.4
	Wayne	6.6	McCreary	2.5
	Knott	3.3	Knott	1.3
25,000 - 49,999	Franklin	62.3	Clark	21.6
	Clark	60.0	Logan	15.5
	Shelby	43.0	Boyle	15.5
	Henderson	42.8	Meade	15.1
	Hopkins	42.7	Graves	14.9
	Carter	41.0	Shelby	14.2
	Marshall	37.9	Oldham	14.0
	Boyle	35.5	Boyd	13.3
	Scott	35.5	Henderson	12.5
	Oldham	35.2	Carter	12.3
	Graves	34.7	Barren	11.6
	Barren	33.4	Hopkins	11.6
	Boyd	33.2	Franklin	11.3
	Jessamine	32.7	Bell	11.2
	Bell	32.6	Nelson	9.6
	Nelson	30.3	Marshall	9.1
	Logan	27.3	Scott	8.8
	Greenup	23.0	Greenup	8.7
	Knox	21.6	Jessamine	8.1
	Meade	20.7	Muhlenberg	7.5
	Muhlenberg	18.0	Calloway	7.3
	Calloway	15.8	Knox	6.5
	Whitley	11.3	Whitley	3.4
	Floyd	7.6	Floyd	2.5
	Letcher	5.5	Harlan	1.9
	Harlan	5.5	Letcher	1.7
	Perry	5.2	Perry	1.6
50,000 - OVER	Hardin	69.9	Hardin	23.0
	Daviess	46.9	Daviess	20.2
	Campbell	44.7	Bullitt	18.7
	Kenton	40.8	Campbell	15.1
	Boone	36.7	McCracken	11.1
	Warren	35.5	Kenton	9.9
	Fayette	32.2	Boone	9.3
	Christian	29.2	Laurel	8.8
	Madison	28.7	Jefferson	8.8
	McCracken	28.1	Warren	7.5
	Bullitt	23.8	Fayette	7.2
	Laurel	22.1	Christian	6.4
	Jefferson	16.9	Pulaski	5.0
	Pulaski	16.9	Madison	4.8
	Pike	4.6	Pike	1.3

TABLE 39. MOVING SPEED DATA FOR VARIOUS HIGHWAY TYPES (CARS)

HIGHWAY TYPE AND SPEED LIMIT	SAMPLE SIZE	SPEED (MPH) AVERAGE	SPEED (MPH) 85TH PERCENTILE	PERCENT OVER SPEED LIMIT
Interstate 65 mph	11,780	68.0	72.9	70.1
Interstate 55 mph	3,885	61.4	66.7	86.0
Interstate 50 mph	163	55.8	60.8	84.0
Parkway Four Lane 65 mph	10,642	68.4	73.6	70.5
Parkway Two Lane 55 mph	1,589	62.8	68.5	90.5
Four Lane Non-Interstate or Parkway 55 mph	11,052	59.3	64.5	76.8
Two Lane Full Width Shoulder 55 mph	4,081	58.7	64.2	71.3
Two Lane Without Full Width Shoulder 55 mph	5,385	55.9	61.6	54.2

TABLE 40. MOVING SPEED DATA FOR VARIOUS HIGHWAY TYPES (TRUCKS)

HIGHWAY TYPE AND SPEED LIMIT	SAMPLE SIZE	SPEED (MPH) AVERAGE	SPEED (MPH) 85TH PERCENTILE	PERCENT OVER SPEED LIMIT
Interstate 65 mph	5,029	64.2	68.7	37.3
Interstate 55 mph	1,533	59.4	64.6	75.4
Interstate 50 mph	99	55.4	59.8	87.9
Parkway Four Lane 65 mph	3,067	64.9	69.7	45.4
Parkway Two Lane 55 mph	213	58.3	64.1	70.9
Four Lane Non-Interstate or Parkway 55 mph	1,918	56.7	61.9	60.8
Two Lane Full Width Shoulder 55 mph	595	56.5	62.1	58.5
Two Lane Without Full Width Shoulder 55 mph	673	53.6	59.7	41.2

TABLE 41. CRASH TREND ANALYSIS (2001 - 2005)

Crash Statistic	Number in Given Year 2001	2002	2003	2004	4-Year Average 2001 - 2004	2005	2005 Percent Change*
Total Crashes	130,190	130,347	129,828	133,718	131,021	128,685	-1.8
Fatal Crashes	759	812	845	866	821	885	7.8
Fatalities	843	917	928	978	917	985	7.4
Injury Crashes	32,878	32,393	31,075	29,933	31,570	28,828	-8.7
Injuries	49,919	49,329	46,966	44,986	47,800	43,295	-9.4
Fatal and Injury Crashes	33,637	33,205	31,920	30,799	32,390	29,713	-8.3
Licensed Drivers (Millions)	2.80	2.84	2.86	2.89	2.85	2.93	2.7
Registered Vehicles (Millions)	3.30	3.42	3.49	3.50	3.43	3.54	3.2
Total Vehicle Miles (Billions)	46.255	46.868	46.828	47.191	46.785	47.384	1.3
Total Crash/100 MVM	281	278	277	283	280	272	-3.0
Fatal Crash/100 MVM	1.57	1.73	1.80	1.84	1.73	1.87	8.0
Fatalities/100 MVM	1.78	1.96	1.98	2.07	1.95	2.08	6.6
Injuries/100 MVM	108	105	100	95	102	91	-10.4
Speed Related Crashes	8,310	9,013	9,658	9,369	9,088	8,083	-11.1
Speed Related Injury Crashes	3,122	3,276	3,197	3,035	3,158	2,806	-11.1
Speed Related Fatal Crashes	154	179	163	187	171	191	11.7
Speed Convictions	85,565	88,017	86,852	86,115	86,637	79,596	-8.1
Alcohol Related Crashes	5,853	5,851	5,573	5,629	5,727	5,440	-5.0
Alcohol Related Injury Crashes	2,633	2,600	2,383	2,257	2,468	2,166	-12.2
Alcohol Related Fatal Crashes	156	184	160	170	168	188	11.9
Alcohol Related Fatalities	172	209	178	199	190	204	7.4
DUI Filings	43,051	41,689	40,436	40,118	41,324	36,946	-10.6
DUI Convictions	26,210	26,688	25,475	25,611	25,996	23,710	-8.8
DUI Conviction Rate (Percent)**	80.2	82.7	83.3	83.2	82.4	83.7	1.5
Number DUI Filings/Alcohol Related Fatality	250	199	227	202	220	181	-17.7
Drug Related Crashes	1,206	1,091	1,021	1,262	1,145	1,246	8.8
Drug Related Injury Crashes	576	522	531	567	549	554	0.9
Drug Related Fatal Crashes	127	143	151	145	142	185	30.3
Pedestrian Related Crashes	977	940	930	904	938	902	-3.8
Pedestrian Related Injury Crashes	842	786	788	759	794	751	-5.4
Pedestrian Related Fatal Crashes	53	53	57	49	53	55	3.8
Bicycle/Motor Vehicle Related Crashes	507	497	485	453	486	437	-10.1
Bicycle Related Injury Crashes	389	349	356	334	357	320	-10.4
Bicycle Related Fatal Crashes	8	9	6	6	7	12	71.4
Motorcycle Related Crashes	1,283	1,300	1,438	1,581	1,401	1,777	26.8
Motorcycle Related Injury Crashes	910	924	997	1,114	986	1,184	20.1
Motorcycle Related Fatal Crashes	60	42	56	70	57	83	45.6
School Bus Crashes	906	862	864	887	880	869	-1.3
School Bus Injury Crashes	141	127	111	112	123	114	-7.3
School Bus Fatal Crashes	2	3	2	5	3	1	-66.7
Truck Crashes	9,134	8,805	8,988	10,015	9,236	9,823	6.4
Truck Injury Crashes	1,856	1,803	1,757	1,918	1,834	1,886	2.8
Truck Fatal Crashes	95	116	116	122	112	118	5.4
Train Crashes	64	67	72	51	64	62	-3.1
Train Injury Crashes	18	22	25	18	21	16	-23.8
Train Fatal Crashes	5	4	2	4	4	4	0.0

* Percent change from 2001-2004 average to 2005.

** Conviction rate excludes pending cases.

TABLE 42. NUMBER OF CRASHES AND RATES BY CRASH TYPE FOR EACH COUNTY

	PEDESTRIAN CRASHES		BICYCLE CRASHES		MOTORCYCLE CRASHES		SCHOOL BUS CRASHES		TRUCK CRASHES	
	NUMBER*	RATE**	NUMBER*	RATE**	NUMBER*	RATE**	NUMBER*	RATE**	NUMBER*	RATE**
Adair	15	1.7	3	0.3	34	3.9	11	1.3	209	24.2
Allen	0	0.0	3	0.3	31	3.5	5	0.6	150	16.9
Anderson	11	1.2	4	0.4	41	4.3	33	3.5	183	19.2
Ballard	5	1.2	1	0.2	16	3.9	5	1.2	160	38.6
Barren	28	1.5	11	0.6	52	2.7	22	1.2	612	32.2
Bath	9	1.6	1	0.2	18	3.2	10	1.8	160	28.9
Bell	28	1.9	12	0.8	35	2.3	39	2.6	332	22.1
Boone	80	1.9	41	1.0	208	4.8	96	2.2	2192	51.0
Bourbon	17	1.8	7	0.7	32	3.3	15	1.5	316	32.6
Boyd	59	2.4	30	1.2	117	4.7	43	1.7	735	29.5
Boyle	25	1.8	7	0.5	50	3.6	23	1.7	234	16.9
Bracken	3	0.7	2	0.5	23	5.6	4	1.0	114	27.5
Breathitt	21	2.6	5	0.6	30	3.7	30	3.7	163	20.2
Breckinridge	4	0.4	3	0.3	21	2.3	10	1.1	118	12.7
Bullitt	38	1.2	9	0.3	98	3.2	89	2.9	892	29.1
Butler	14	2.2	0	0.0	22	3.4	5	0.8	100	15.4
Caldwell	6	0.9	5	0.8	18	2.8	9	1.4	155	23.7
Calloway	22	1.3	11	0.6	78	4.6	31	1.8	337	19.7
Campbell	156	3.5	103	2.3	136	3.1	88	2.0	958	21.6
Carlisle	1	0.4	1	0.4	7	2.6	4	1.5	48	17.9
Carroll	12	2.4	5	1.0	34	6.7	11	2.2	324	63.8
Carter	17	1.3	2	0.1	52	3.9	20	1.5	331	24.6
Casey	14	1.8	1	0.1	20	2.6	6	0.8	97	12.6
Christian	58	1.6	34	0.9	132	3.7	81	2.2	864	23.9
Clark	25	1.5	16	1.0	62	3.7	35	2.1	519	31.3
Clay	14	1.1	2	0.2	32	2.6	40	3.3	167	13.6
Clinton	3	0.6	2	0.4	7	1.5	4	0.8	78	16.2
Crittenden	5	1.1	1	0.2	21	4.5	9	1.9	104	22.2
Cumberland	4	1.1	3	0.8	10	2.8	4	1.1	67	18.7
Daviess	86	1.9	129	2.8	189	4.1	90	2.0	964	21.1
Edmonson	2	0.3	0	0.0	10	1.7	11	1.9	82	14.1
Elliott	2	0.6	1	0.3	18	5.3	6	1.8	36	10.7
Estill	10	1.3	4	0.5	32	4.2	9	1.2	76	9.9
Fayette	499	3.8	292	2.2	499	3.8	273	2.1	4040	31.0
Fleming	5	0.7	3	0.4	14	2.0	13	1.9	123	17.8
Floyd	37	1.7	9	0.4	65	3.1	94	4.4	523	24.6
Franklin	51	2.1	17	0.7	74	3.1	59	2.5	525	22.0
Fulton	3	0.8	3	0.8	25	6.4	3	0.8	92	23.7
Gallatin	9	2.3	3	0.8	20	5.1	12	3.0	229	58.2
Garrard	11	1.5	6	0.8	23	3.1	6	0.8	131	17.7
Grant	23	2.1	5	0.4	41	3.7	36	3.2	479	42.8
Graves	22	1.2	10	0.5	82	4.4	28	1.5	398	21.5
Grayson	36	3.0	6	0.5	40	3.3	29	2.4	312	25.9
Green	3	0.5	1	0.2	12	2.1	9	1.6	93	16.1
Greenup	20	1.1	14	0.8	52	2.8	24	1.3	208	11.3
Hancock	2	0.5	1	0.2	11	2.6	10	2.4	71	16.9
Hardin	72	1.5	33	0.7	193	4.1	84	1.8	1330	28.2
Harlan	27	1.6	10	0.6	60	3.6	25	1.5	338	20.4
Harrison	16	1.8	8	0.9	30	3.3	15	1.7	151	16.8
Hart	5	0.6	4	0.5	26	3.0	18	2.1	355	40.7
Henderson	69	3.1	37	1.7	110	4.9	48	2.1	831	37.1
Henry	9	1.2	3	0.4	24	3.2	8	1.1	322	42.8
Hickman	0	0.0	2	0.8	7	2.7	0	0.0	46	17.5
Hopkins	40	1.7	21	0.9	105	4.5	34	1.5	678	29.1
Jackson	3	0.4	3	0.4	21	3.1	8	1.2	75	11.1
Jefferson	1706	4.9	790	2.3	1229	3.5	1065	3.1	9785	28.2
Jessamine	42	2.2	27	1.4	78	4.0	117	6.0	520	26.6
Johnson	18	1.5	4	0.3	52	4.4	17	1.5	189	16.1
Kenton	290	3.8	149	2.0	215	2.8	163	2.2	2322	30.7
Knott	9	1.0	5	0.6	30	3.4	21	2.4	251	28.4

TABLE 42. NUMBER OF CRASHES AND RATES BY CRASH TYPE FOR EACH COUNTY (continued)

	PEDESTRIAN CRASHES		BICYCLE CRASHES		MOTORCYCLE CRASHES		SCHOOL BUS CRASHES		TRUCK CRASHES	
	NUMBER*	RATE**	NUMBER*	RATE**	NUMBER*	RATE**	NUMBER*	RATE**	NUMBER*	RATE**
Knox	26	1.6	8	0.5	52	3.3	33	2.1	287	18.1
Larue	4	0.6	2	0.3	17	2.5	9	1.3	149	22.3
Laurel	32	1.2	8	0.3	95	3.6	53	2.0	916	34.8
Lawrence	2	0.3	2	0.3	22	2.8	10	1.3	168	21.6
Lee	2	0.5	1	0.3	5	1.3	2	0.5	32	8.1
Leslie	6	1.0	2	0.3	37	6.0	19	3.1	198	31.9
Letcher	25	2.0	5	0.4	51	4.0	29	2.3	347	27.5
Lewis	11	1.6	4	0.6	11	1.6	13	1.8	168	23.8
Lincoln	13	1.1	5	0.4	28	2.4	11	0.9	171	14.6
Livingston	3	0.6	4	0.8	30	6.1	3	0.6	118	24.1
Logan	15	1.1	14	1.1	31	2.3	23	1.7	321	24.2
Lyon	1	0.2	2	0.5	17	4.2	0	0.0	190	47.0
McCracken	75	2.3	61	1.9	185	5.6	63	1.9	945	28.8
McCreary	6	0.7	6	0.7	29	3.4	9	1.1	105	12.3
McLean	0	0.0	1	0.2	16	3.2	11	2.2	92	18.5
Madison	75	2.1	32	0.9	170	4.8	88	2.5	1133	32.0
Magoffin	10	1.5	2	0.3	12	1.8	13	2.0	117	17.6
Marion	18	2.0	10	1.1	39	4.3	17	1.9	179	19.7
Marshall	16	1.1	7	0.5	73	4.8	19	1.3	406	27.0
Martin	9	1.4	1	0.2	11	1.7	15	2.4	104	16.5
Mason	15	1.8	8	1.0	24	2.9	12	1.4	311	37.0
Meade	13	1.0	4	0.3	44	3.3	11	0.8	163	12.4
Menifee	2	0.6	1	0.3	17	5.2	4	1.2	23	7.0
Mercer	18	1.7	4	0.4	41	3.9	13	1.2	170	16.3
Metcalfe	5	1.0	1	0.2	19	3.8	13	2.6	128	25.5
Monroe	1	0.2	3	0.5	7	1.2	6	1.0	145	24.7
Montgomery	15	1.3	4	0.4	61	5.4	29	2.6	288	25.5
Morgan	8	1.1	0	0.0	26	3.7	24	3.4	101	14.5
Muhlenberg	12	0.8	11	0.7	68	4.3	28	1.8	378	23.7
Nelson	33	1.8	20	1.1	82	4.4	37	2.0	426	22.7
Nicholas	3	0.9	0	0.0	9	2.6	4	1.2	49	14.4
Ohio	6	0.5	7	0.6	44	3.8	11	1.0	292	25.5
Oldham	15	0.6	4	0.2	47	2.0	51	2.2	482	20.9
Owen	4	0.8	0	0.0	27	5.1	4	0.8	78	14.8
Owsley	0	0.0	1	0.4	4	1.6	1	0.4	34	14.0
Pendleton	4	0.6	2	0.3	39	5.4	18	2.5	164	22.8
Perry	21	1.4	8	0.5	57	3.9	66	4.5	461	31.4
Pike	50	1.5	12	0.3	171	5.0	63	1.8	1314	38.2
Powell	11	1.7	3	0.5	29	4.4	10	1.5	101	15.3
Pulaski	37	1.3	20	0.7	124	4.4	57	2.0	698	24.8
Robertson	1	0.9	0	0.0	5	4.4	1	0.9	6	5.3
Rockcastle	10	1.2	2	0.2	31	3.7	18	2.2	434	52.3
Rowan	18	1.6	10	0.9	53	4.8	35	3.2	341	30.9
Russell	3	0.4	0	0.0	21	2.6	1	0.1	106	13.0
Scott	32	1.9	22	1.3	74	4.5	33	2.0	653	39.5
Shelby	22	1.3	13	0.8	62	3.7	42	2.5	641	38.5
Simpson	14	1.7	10	1.2	28	3.4	4	0.5	443	54.0
Spencer	5	0.8	1	0.2	25	4.2	12	2.0	97	16.5
Taylor	15	1.3	11	1.0	46	4.0	13	1.1	195	17.0
Todd	4	0.7	3	0.5	18	3.0	18	3.0	108	18.0
Trigg	4	0.6	2	0.3	20	3.2	8	1.3	160	25.4
Trimble	4	1.0	2	0.5	19	4.7	4	1.0	80	19.7
Union	15	1.9	6	0.8	48	6.1	9	1.2	175	22.4
Warren	107	2.3	66	1.4	230	5.0	114	2.5	1629	35.2
Washington	9	1.6	1	0.2	25	4.6	14	2.6	128	23.5
Wayne	7	0.7	5	0.5	18	1.8	17	1.7	122	12.2
Webster	7	1.0	0	0.0	20	2.8	8	1.1	187	26.5
Whitley	33	1.8	10	0.6	61	3.4	25	1.4	497	27.7
Wolfe	4	1.1	1	0.3	13	3.7	13	3.7	85	24.1
Woodford	27	2.3	3	0.3	40	3.4	30	2.6	420	36.2

* Five-Year (2001-2005) Total.

** Rates are annual crashes per 10,000 population.

TABLE 43. PEDESTRIAN CRASH RATES BY COUNTY AND POPULATION CATEGORY (IN ORDER OF DECREASING PERCENTAGES) (2001-2005)(ALL ROADS)

COUNTY	NUMBER OF CRASHES	ANNUAL CRASH RATE (CRASHES PER 10,000 POP.)
POPULATION CATEGORY UNDER 10,000		
Gallatin	9	2.3
Ballard	5	1.2
Wolfe	4	1.1
Cumberland	4	1.1
Crittenden	5	1.1
Trimble	4	1.0
Robertson	1	0.9
Nicholas	3	0.9
Fulton	3	0.8
Bracken	3	0.7
Livingston	3	0.6
Elliott	2	0.6
Clinton	3	0.6
Menifee	2	0.6
Lee	2	0.5
Hancock	2	0.5
Carlisle	1	0.4
Lyon	1	0.2
Hickman	0	0.0
Owsley	0	0.0
McLean	0	0.0
POPULATION CATEGORY 10,000-14,999		
Carroll	12	2.4
Butler	14	2.2
Powell	11	1.7
Lewis	11	1.6
Washington	9	1.6
Bath	9	1.6
Magoffin	10	1.5
Garrard	11	1.5
Martin	9	1.4
Morgan	8	1.1
Webster	7	1.0
Metcalfe	5	1.0
Leslie	6	1.0
Caldwell	6	0.9
Spencer	5	0.8
Owen	4	0.8
Todd	4	0.7
Fleming	5	0.7
Larue	4	0.6
Trigg	4	0.6
Pendleton	4	0.6
Green	3	0.5
Jackson	3	0.4
Edmonson	2	0.3
Monroe	1	0.2
POPULATION CATEGORY 15,000-24,999		
Grayson	36	3.0
Breathitt	21	2.6
Woodford	27	2.3
Grant	23	2.1
Marion	18	2.0
Union	15	1.9
Harrison	16	1.8
Casey	14	1.8
Bourbon	17	1.8
Mason	15	1.8
Mercer	18	1.7
Adair	15	1.7
Simpson	14	1.7
Rowan	18	1.6
Johnson	18	1.5
Montgomery	15	1.3
Estill	10	1.3
Taylor	15	1.3
Anderson	11	1.2
Rockcastle	10	1.2
Henry	9	1.2
Clay	14	1.1
Lincoln	13	1.1
Knott	9	1.0
McCreary	6	0.7
Wayne	7	0.7
Hart	5	0.6
Ohio	6	0.5
Breckinridge	4	0.4
Russell	3	0.4
Lawrence	2	0.3
Allen	0	0.0
POPULATION CATEGORY 25,000-50,000		
Henderson	69	3.1
Boyd	59	2.4
Jessamine	42	2.2
Franklin	51	2.1
Letcher	25	2.0
Bell	28	1.9
Scott	32	1.9
Boyle	25	1.8
Nelson	33	1.8
Whitley	33	1.8
Floyd	37	1.7
Hopkins	40	1.7
Knox	26	1.6
Harlan	27	1.6
Barren	28	1.5
Clark	25	1.5
Perry	21	1.4
Calloway	22	1.3
Shelby	22	1.3
Carter	17	1.3
Graves	22	1.2
Marshall	16	1.1
Greenup	20	1.1
Logan	15	1.1
Meade	13	1.0
Muhlenberg	12	0.8
Oldham	15	0.6
POPULATION CATEGORY OVER 50,000		
Jefferson	1,706	4.9
Fayette	499	3.8
Kenton	290	3.8
Campbell	156	3.5
Warren	107	2.3
McCracken	75	2.3
Madison	75	2.1
Daviess	86	1.9
Boone	80	1.9
Christian	58	1.6
Pike	50	1.5
Hardin	72	1.5
Pulaski	37	1.3
Bullitt	38	1.2
Laurel	32	1.2

TABLE 44. PEDESTRIAN CRASH RATES BY CITY AND POPULATION CATEGORY
(IN ORDER OF DECREASING PERCENTAGES)(2001-2005)

CITY	NUMBER OF CRASHES (2001-2005)	ANNUAL CRASH RATE (CRASHES PER 10,000 POPULATION)
POPULATION CATEGORY OVER 200,000		
Louisville	1,392	10.9
Lexington	499	3.8
POPULATION CATEGORY 20,000-55,000		
Covington	194	8.9
Ashland	49	4.5
Henderson	61	4.5
Paducah	57	4.3
Florence	45	3.8
Richmond	50	3.7
Bowling Green	86	3.5
Hopkinsville	47	3.1
Frankfort	41	3.0
Elizabethtown	32	2.8
Owensboro	76	2.8
Radcliff	23	2.1
Jeffersontown	26	2.0
POPULATION CATEGORY 10,000-19,999		
Newport	98	11.5
Shively	69	9.1
Bardstown	23	4.4
Somerset	25	4.4
Nicholasville	31	3.2
Danville	24	3.1
Glasgow	19	2.9
Shelbyville	14	2.8
Winchester	23	2.8
Murray	20	2.7
Madisonville	26	2.7
Erlanger	21	2.5
Mayfield	13	2.5
Georgetown	22	2.4
Middlesboro	12	2.3
Campbellsville	12	2.3
Independence	14	1.9
Fort Thomas	12	1.5
POPULATION CATEGORY 5,000-9,999		
Leitchfield	19	6.2
Williamsburg	13	5.1
Cynthiana	16	5.1
Bellevue	16	4.9
Versailles	18	4.8
Lebanon	13	4.5
Mount Sterling	12	4.1
London	11	3.9
Elsmere	16	3.9
Morehead	11	3.7
Paris	16	3.5
Harrodsburg	14	3.5
Russellville	12	3.4
Dayton	10	3.4
Corbin	12	3.1
Pikeville	9	2.9
Shepherdsville	12	2.9
Maysville	12	2.7
Franklin	10	2.5
Mount Washington	10	2.4
Fort Mitchell	8	2.0
Flatwoods	7	1.8
La Grange	5	1.8
Berea	9	1.8
Monticello	5	1.7
Wilmore	4	1.4
Lawrenceburg	6	1.3
Princeton	4	1.2
Taylor Mill	4	1.2
Alexandria	4	1.0
Central City	3	1.0
Edgewood	4	0.9
Villa Hills	3	0.8
Fort Wright	2	0.7
Highland Heights	1	0.3
POPULATION CATEGORY 2,500-4,999		
Ludlow	12	5.4
Springfield	7	5.3
Paintsville	11	5.3
Grayson	10	5.2
Williamstown	8	5.0
Barbourville	9	5.0
Benton	10	4.8
Morganfield	8	4.6
Prestonsburg	8	4.4
Irvine	6	4.2
Hazard	9	3.7
Carrollton	7	3.6
Columbia	7	3.5
Dawson Springs	5	3.4
Lancaster	6	3.2
Stanford	5	2.9
Marion	4	2.5
Southgate	4	2.3
Mount Vernon	3	2.3
Fulton	3	2.2
Cold Spring	4	2.1
Stanton	3	2.0
Flemingsburg	3	2.0
Hartford	2	1.6
Greenville	3	1.4
Providence	2	1.1
Tompkinsville	1	0.8
Cumberland	1	0.8
Beaver Dam	1	0.7
Calvert City	1	0.7
Hodgenville	1	0.7
Lakeside Park	1	0.7

TABLE 45. BICYCLE CRASH RATES BY COUNTY AND POPULATION CATEGORY (IN ORDER OF DECREASING PERCENTAGES) (2001-2005)

COUNTY	NUMBER OF CRASHES	ANNUAL CRASH RATE (CRASHES PER 10,000 POP.)
POPULATION CATEGORY UNDER 10,000		
Gallatin	3	0.8
Livingston	4	0.8
Hickman	2	0.8
Cumberland	3	0.8
Fulton	3	0.8
Lyon	2	0.5
Bracken	2	0.5
Trimble	2	0.5
Carlisle	1	0.4
Owsley	1	0.4
Clinton	2	0.4
Lee	1	0.3
Menifee	1	0.3
Wolfe	1	0.3
Elliott	1	0.3
Hancock	1	0.2
Ballard	1	0.2
Crittenden	1	0.2
McLean	1	0.2
Nicholas	0	0.0
Robertson	0	0.0
POPULATION CATEGORY 10,000-14,999		
Carroll	5	1.0
Garrard	6	0.8
Caldwell	5	0.8
Lewis	4	0.6
Monroe	3	0.5
Todd	3	0.5
Powell	3	0.5
Jackson	3	0.4
Fleming	3	0.4
Larue	2	0.3
Magoffin	2	0.3
Pendleton	2	0.3
Trigg	2	0.3
Leslie	2	0.3
Martin	1	0.2
Metcalfe	1	0.2
Spencer	1	0.2
Bath	1	0.2
Green	1	0.2
Washington	1	0.2
Butler	0	0.0
Morgan	0	0.0
Owen	0	0.0
Webster	0	0.0
Edmonson	0	0.0
POPULATION CATEGORY 15,000-24,999		
Simpson	10	1.2
Marion	10	1.1
Mason	8	1.0
Taylor	11	1.0
Harrison	8	0.9
Rowan	10	0.9
Union	6	0.8
McCreary	6	0.7
Bourbon	7	0.7
Breathitt	5	0.6
Knott	5	0.6
Ohio	7	0.6
Wayne	5	0.5
Hart	4	0.5
Estill	4	0.5
Grayson	6	0.5
Montgomery	4	0.4
Lincoln	5	0.4
Anderson	4	0.4
Grant	5	0.4
Mercer	4	0.4
Henry	3	0.4
Adair	3	0.3
Allen	3	0.3
Breckinridge	3	0.3
Woodford	3	0.3
Lawrence	2	0.3
Johnson	4	0.3
Rockcastle	2	0.2
Clay	2	0.2
Casey	1	0.1
Russell	0	0.0
POPULATION CATEGORY 25,000-50,000		
Henderson	37	1.7
Jessamine	27	1.4
Scott	22	1.3
Boyd	30	1.2
Logan	14	1.1
Nelson	20	1.1
Clark	16	1.0
Hopkins	21	0.9
Shelby	13	0.8
Bell	12	0.8
Greenup	14	0.8
Muhlenberg	11	0.7
Franklin	17	0.7
Whitley	10	0.6
Barren	11	0.6
Harlan	10	0.6
Calloway	11	0.6
Graves	10	0.5
Knox	8	0.5
Marshall	7	0.5
Boyle	7	0.5
Perry	8	0.5
Floyd	9	0.4
Letcher	5	0.4
Meade	4	0.3
Oldham	4	0.2
Carter	2	0.1
POPULATION CATEGORY OVER 50,000		
Daviess	129	2.8
Jefferson	790	2.3
Campbell	103	2.3
Fayette	292	2.2
Kenton	149	2.0
McCracken	61	1.9
Warren	66	1.4
Boone	41	1.0
Christian	34	0.9
Madison	32	0.9
Hardin	33	0.7
Pulaski	20	0.7
Pike	12	0.3
Bullitt	9	0.3
Laurel	8	0.3

TABLE 46. BICYCLE CRASH RATES BY CITY AND POPULATION CATEGORY
(IN ORDER OF DECREASING PERCENTAGES)(2001-2005)

CITY	NUMBER OF CRASHES (2001-2005)	ANNUAL CRASH RATE (CRASHES PER 10,000 POPULATION)
POPULATION CATEGORY OVER 200,000		
Louisville	655	5.1
Lexington	292	2.2
POPULATION CATEGORY 20,000-55,000		
Covington	107	4.9
Owensboro	114	4.2
Paducah	51	3.9
Ashland	27	2.5
Henderson	34	2.5
Bowling Green	58	2.4
Florence	25	2.1
Hopkinsville	30	2.0
Richmond	21	1.5
Jeffersontown	17	1.3
Elizabethtown	15	1.3
Radcliff	12	1.1
Frankfort	13	0.9
POPULATION CATEGORY 10,000-19,999		
Newport	58	6.8
Bardstown	15	2.9
Shively	20	2.6
Nicholasville	22	2.2
Somerset	12	2.1
Georgetown	18	2.0
Madisonville	18	1.9
Campbellsville	10	1.9
Shelbyville	9	1.8
Winchester	14	1.7
Mayfield	8	1.5
Middlesboro	8	1.5
Glasgow	9	1.4
Erlanger	12	1.4
Murray	10	1.3
Danville	7	0.9
Fort Thomas	6	0.7
Independence	3	0.4
POPULATION CATEGORY 5,000-9,999		
Bellevue	15	4.6
Russellville	12	3.4
Lebanon	8	2.8
Flatwoods	10	2.6
Elsmere	10	2.5
Morehead	7	2.4
Franklin	8	2.0
Dayton	6	2.0
Leitchfield	6	2.0
Cynthiana	6	1.9
London	5	1.8
Alexandria	7	1.7
Maysville	7	1.6
Corbin	6	1.5
Princeton	5	1.5
Central City	4	1.4
Paris	6	1.3
Highland Heights	4	1.2
Berea	6	1.2
Shepherdsville	4	1.0
Pikeville	3	1.0
Monticello	3	1.0
Lawrenceburg	4	0.9
Edgewood	4	0.9
Williamsburg	2	0.8
Versailles	3	0.8
Harrodsburg	3	0.7
Taylor Mill	2	0.6
Mount Washington	2	0.5
Mount Sterling	1	0.3
Villa Hills	1	0.3
POPULATION CATEGORY 2,500-4,999		
Lancaster	6	3.2
Ludlow	6	2.7
Morganfield	4	2.3
Tompkinsville	3	2.3
Irvine	3	2.1
Carrollton	4	2.1
Hickman	2	1.6
Hartford	2	1.6
Cold Spring	3	1.6
Paintsville	3	1.5
Calvert City	2	1.5
Hodgenville	2	1.4
Greenville	3	1.4
Scottsville	3	1.4
Flemingsburg	2	1.3
Southgate	2	1.2
Russell	2	1.1
Prestonsburg	2	1.1
Benton	2	1.0
Vine Grove	2	1.0
Columbia	2	1.0
Springfield	1	0.8
Hazard	2	0.8
Mount Vernon	1	0.8
Lakeside Park	1	0.7
Fulton	1	0.7
Beaver Dam	1	0.7
Barbourville	1	0.6
Williamstown	1	0.6
Stanford	1	0.6
Marion	1	0.6

TABLE 47. MOTORCYCLE CRASH RATES BY COUNTY AND POPULATION CATEGORY (IN ORDER OF DECREASING PERCENTAGES) (2001-2005)

COUNTY	NUMBER OF CRASHES	ANNUAL CRASH RATE (CRASHES PER 10,000 POP.)
POPULATION CATEGORY UNDER 10,000		
Fulton	25	6.4
Livingston	30	6.1
Bracken	23	5.6
Elliott	18	5.3
Menifee	17	5.2
Gallatin	20	5.1
Trimble	19	4.7
Crittenden	21	4.5
Robertson	5	4.4
Lyon	17	4.2
Ballard	16	3.9
Wolfe	13	3.7
McLean	16	3.2
Cumberland	10	2.8
Hickman	7	2.7
Hancock	11	2.6
Carlisle	7	2.6
Nicholas	9	2.6
Owsley	4	1.6
Clinton	7	1.5
Lee	5	1.3
POPULATION CATEGORY 10,000-14,999		
Carroll	34	6.7
Leslie	37	6.0
Pendleton	39	5.4
Owen	27	5.1
Washington	25	4.6
Powell	29	4.4
Spencer	25	4.2
Metcalfe	19	3.8
Morgan	26	3.7
Butler	22	3.4
Trigg	20	3.2
Bath	18	3.2
Garrard	23	3.1
Jackson	21	3.1
Todd	18	3.0
Caldwell	18	2.8
Webster	20	2.8
Larue	17	2.5
Green	12	2.1
Fleming	14	2.0
Magoffin	12	1.8
Edmonson	10	1.7
Martin	11	1.7
Lewis	11	1.6
Monroe	7	1.2
POPULATION CATEGORY 15,000-24,999		
Union	48	6.1
Montgomery	61	5.4
Rowan	53	4.8
Johnson	52	4.4
Anderson	41	4.3
Marion	39	4.3
Estill	32	4.2
Taylor	46	4.0
Mercer	41	3.9
Adair	34	3.9
Ohio	44	3.8
Grant	41	3.7
Rockcastle	31	3.7
Breathitt	30	3.7
Allen	31	3.5
Woodford	40	3.4
Simpson	28	3.4
Knott	30	3.4
McCreary	29	3.4
Harrison	30	3.3
Grayson	40	3.3
Bourbon	32	3.3
Henry	24	3.2
Hart	26	3.0
Mason	24	2.9
Lawrence	22	2.8
Russell	21	2.6
Clay	32	2.6
Casey	20	2.6
Lincoln	28	2.4
Breckinridge	21	2.3
Wayne	18	1.8
POPULATION CATEGORY 25,000-50,000		
Henderson	110	4.9
Marshall	73	4.8
Boyd	117	4.7
Calloway	78	4.6
Hopkins	105	4.5
Scott	74	4.5
Nelson	82	4.4
Graves	82	4.4
Muhlenberg	68	4.3
Jessamine	78	4.0
Letcher	51	4.0
Carter	52	3.9
Perry	57	3.9
Shelby	62	3.7
Clark	62	3.7
Boyle	50	3.6
Harlan	60	3.6
Whitley	61	3.4
Knox	52	3.3
Meade	44	3.3
Franklin	74	3.1
Floyd	65	3.1
Greenup	52	2.8
Barren	52	2.7
Logan	31	2.3
Bell	35	2.3
Oldham	47	2.0
POPULATION CATEGORY OVER 50,000		
McCracken	185	5.6
Warren	230	5.0
Pike	171	5.0
Boone	208	4.8
Madison	170	4.8
Pulaski	124	4.4
Hardin	193	4.1
Daviess	189	4.1
Fayette	499	3.8
Christian	132	3.7
Laurel	95	3.6
Jefferson	1,229	3.5
Bullitt	98	3.2
Campbell	136	3.1
Kenton	215	2.8

TABLE 48. MOTORCYCLE CRASH RATES BY CITY AND POPULATION CATEGORY
(IN ORDER OF DECREASING PERCENTAGES)(2001-2005)

CITY	NUMBER OF CRASHES (2001-2005)	ANNUAL CRASH RATE (CRASHES PER 10,000 POPULATION)
POPULATION CATEGORY OVER 200,000		
Louisville	973	7.6
Lexington	498	3.8
POPULATION CATEGORY 20,000-55,000		
Paducah	103	7.8
Florence	75	6.4
Elizabethtown	69	6.1
Bowling Green	141	5.7
Ashland	60	5.5
Henderson	72	5.3
Richmond	67	4.9
Radcliff	54	4.9
Hopkinsville	68	4.5
Owensboro	115	4.3
Covington	73	3.4
Frankfort	37	2.7
Jeffersontown	18	1.4
POPULATION CATEGORY 10,000-19,999		
Somerset	35	6.2
Shively	44	5.8
Madisonville	56	5.8
Bardstown	29	5.6
Newport	44	5.2
Mayfield	27	5.2
Murray	36	4.8
Campbellsville	23	4.4
Georgetown	37	4.1
Erlanger	34	4.1
Danville	31	4.0
Shelbyville	19	3.8
Nicholasville	32	3.3
Glasgow	20	3.1
Independence	20	2.7
Winchester	21	2.5
Middlesboro	9	1.7
Fort Thomas	13	1.6
POPULATION CATEGORY 5,000-9,999		
Pikeville	39	12.4
Shepherdsville	33	7.9
Mount Sterling	23	7.8
London	21	7.4
Leitchfield	17	5.5
Morehead	16	5.4
Central City	16	5.4
Berea	23	4.7
Cynthiana	13	4.2
Harrodsburg	17	4.2
Fort Wright	12	4.2
Paris	19	4.1
Corbin	13	3.4
Franklin	13	3.3
Russellville	11	3.1
Williamsburg	8	3.1
La Grange	8	2.8
Lebanon	8	2.8
Mount Washington	12	2.8
Bellevue	9	2.8
Versailles	10	2.7
Maysville	12	2.7
Flatwoods	9	2.4
Alexandria	9	2.2
Princeton	7	2.1
Fort Mitchell	8	2.0
Elsmere	8	2.0
Edgewood	9	1.9
Lawrenceburg	8	1.8
Highland Heights	6	1.8
Dayton	5	1.7
Taylor Mill	6	1.7
Monticello	5	1.7
Villa Hills	5	1.3
POPULATION CATEGORY 2,500-4,999		
Fulton	12	8.6
Prestonsburg	14	7.8
Paintsville	16	7.7
Calvert City	10	7.4
Greenville	14	6.4
Morganfield	11	6.3
Barbourville	11	6.1
Springfield	8	6.1
Russell	11	6.0
Hazard	14	5.8
Columbia	11	5.5
Lancaster	10	5.4
Carrollton	10	5.2
Grayson	10	5.2
Benton	11	5.2
Scottsville	11	5.1
Hodgenville	7	4.9
Stanford	8	4.7
Mount Vernon	6	4.6
Stanton	7	4.6
Irvine	6	4.2
Beaver Dam	6	4.0
Providence	6	3.3
Cold Spring	6	3.2
Marion	5	3.1
Williamstown	5	3.1
Tompkinsville	4	3.0
Cumberland	3	2.3
Flemingsburg	3	2.0
Ludlow	4	1.8
Hickman	2	1.6
Vine Grove	3	1.4
Dawson Springs	2	1.3
Southgate	2	1.2
Hartford	1	0.8

TABLE 49. SCHOOL BUS CRASH RATES BY COUNTY AND POPULATION CATEGORY (IN ORDER OF DECREASING PERCENTAGES) (2001-2005)

COUNTY	NUMBER OF CRASHES	ANNUAL CRASH RATE (CRASHES PER 10,000 POP.)
POPULATION CATEGORY UNDER 10,000		
Wolfe	13	3.7
Gallatin	12	3.0
Hancock	10	2.4
McLean	11	2.2
Crittenden	9	1.9
Elliott	6	1.8
Carlisle	4	1.5
Ballard	5	1.2
Menifee	4	1.2
Nicholas	4	1.2
Cumberland	4	1.1
Bracken	4	1.0
Trimble	4	1.0
Robertson	1	0.9
Clinton	4	0.8
Fulton	3	0.8
Livingston	3	0.6
Lee	2	0.5
Owsley	1	0.4
Hickman	0	0.0
Lyon	0	0.0
POPULATION CATEGORY 10,000-14,999		
Morgan	24	3.4
Leslie	19	3.1
Todd	18	3.0
Metcalfe	13	2.6
Washington	14	2.6
Pendleton	18	2.5
Martin	15	2.4
Carroll	11	2.2
Magoffin	13	2.0
Spencer	12	2.0
Edmonson	11	1.9
Fleming	13	1.9
Bath	10	1.8
Lewis	13	1.8
Green	9	1.6
Powell	10	1.5
Caldwell	9	1.4
Larue	9	1.3
Trigg	8	1.3
Jackson	8	1.2
Webster	8	1.1
Monroe	6	1.0
Butler	5	0.8
Owen	4	0.8
Garrard	6	0.8
POPULATION CATEGORY 15,000-24,999		
Breathitt	30	3.7
Anderson	33	3.5
Clay	40	3.3
Rowan	35	3.2
Grant	36	3.2
Montgomery	29	2.6
Woodford	30	2.6
Grayson	29	2.4
Knott	21	2.4
Rockcastle	18	2.2
Hart	18	2.1
Marion	17	1.9
Wayne	17	1.7
Harrison	15	1.7
Bourbon	15	1.5
Johnson	17	1.5
Mason	12	1.4
Lawrence	10	1.3
Adair	11	1.3
Mercer	13	1.2
Estill	9	1.2
Union	9	1.2
Breckinridge	10	1.1
Taylor	13	1.1
McCreary	9	1.1
Henry	8	1.1
Ohio	11	1.0
Lincoln	11	0.9
Casey	6	0.8
Allen	5	0.6
Simpson	4	0.5
Russell	1	0.1
POPULATION CATEGORY 25,000-50,000		
Jessamine	117	6.0
Perry	66	4.5
Floyd	94	4.4
Bell	39	2.6
Shelby	42	2.5
Franklin	59	2.5
Letcher	29	2.3
Oldham	51	2.2
Clark	35	2.1
Knox	33	2.1
Henderson	48	2.1
Nelson	37	2.0
Scott	33	2.0
Calloway	31	1.8
Muhlenberg	28	1.8
Boyd	43	1.7
Logan	23	1.7
Boyle	23	1.7
Harlan	25	1.5
Hopkins	34	1.5
Graves	28	1.5
Carter	20	1.5
Whitley	25	1.4
Marshall	19	1.3
Greenup	24	1.3
Barren	22	1.2
Meade	11	0.8
POPULATION CATEGORY OVER 50,000		
Jefferson	1,065	3.1
Bullitt	89	2.9
Madison	88	2.5
Warren	114	2.5
Kenton	163	2.2
Boone	96	2.2
Christian	81	2.2
Fayette	273	2.1
Campbell	88	2.0
Daviess	90	2.0
Laurel	53	2.0
Pulaski	57	2.0
McCracken	63	1.9
Hardin	84	1.8
Pike	63	1.8

TABLE 50. SCHOOL BUS CRASH RATES BY CITY AND POPULATION CATEGORY
(IN ORDER OF DECREASING PERCENTAGES)(2001-2005)

CITY	NUMBER OF CRASHES (2001-2005)	ANNUAL CRASH RATE (CRASHES PER 10,000 POPULATION)
POPULATION CATEGORY OVER 200,000		
Louisville	805	6.3
Lexington	273	2.1
POPULATION CATEGORY 20,000-55,000		
Hopkinsville	64	4.3
Richmond	47	3.5
Covington	64	3.0
Frankfort	40	2.9
Paducah	37	2.8
Bowling Green	64	2.6
Florence	31	2.6
Ashland	26	2.4
Henderson	32	2.3
Elizabethtown	26	2.3
Owensboro	58	2.1
Jeffersontown	24	1.8
Radcliff	19	1.7
POPULATION CATEGORY 10,000-19,999		
Nicholasville	64	6.5
Bardstown	23	4.4
Shively	32	4.2
Shelbyville	18	3.6
Murray	24	3.2
Newport	26	3.1
Independence	22	2.9
Middlesboro	15	2.9
Winchester	23	2.8
Somerset	16	2.8
Georgetown	22	2.4
Campbellsville	11	2.1
Danville	16	2.1
Mayfield	9	1.7
Madisonville	14	1.5
Erlanger	8	1.0
Glasgow	4	0.6
Fort Thomas	3	0.4
POPULATION CATEGORY 5,000-9,999		
Shepherdsville	27	6.5
Lebanon	13	4.5
Taylor Mill	15	4.3
London	12	4.2
Versailles	15	4.0
Lawrenceburg	16	3.6
Morehead	10	3.4
Alexandria	14	3.4
Monticello	10	3.3
La Grange	9	3.2
Wilmore	8	2.7
Mount Sterling	8	2.7
Leitchfield	8	2.6
Cynthiana	8	2.6
Berea	12	2.4
Corbin	9	2.3
Edgewood	10	2.1
Maysville	9	2.0
Williamsburg	5	1.9
Pikeville	6	1.9
Paris	8	1.7
Russellville	6	1.7
Mount Washington	7	1.6
Villa Hills	6	1.5
Princeton	5	1.5
Fort Wright	4	1.4
Bellevue	4	1.2
Dayton	3	1.0
Fort Mitchell	4	1.0
Elsmere	4	1.0
Central City	3	1.0
Highland Heights	3	0.9
Franklin	2	0.5
Flatwoods	1	0.3
Harrodsburg	1	0.2
POPULATION CATEGORY 2,500-4,999		
Prestonsburg	13	7.2
Hazard	14	5.8
Williamstown	9	5.6
Springfield	6	4.6
Barbourville	7	3.9
Carrollton	7	3.6
Vine Grove	7	3.4
Morganfield	6	3.4
Paintsville	6	2.9
Flemingsburg	4	2.7
Stanton	4	2.6
Grayson	4	2.1
Columbia	4	2.0
Marion	3	1.9
Stanford	3	1.7
Irvine	2	1.4
Benton	3	1.4
Scottsville	3	1.4
Beaver Dam	2	1.3
Lancaster	2	1.1
Greenville	2	0.9
Hartford	1	0.8
Tompkinsville	1	0.8
Park Hills	1	0.7
Dawson Springs	1	0.7
Fulton	1	0.7
Lakeside Park	1	0.7
Russell	1	0.5

TABLE 51. TRUCK CRASH RATES BY COUNTY AND POPULATION CATEGORY (IN ORDER OF DECREASING PERCENTAGES) (2001-2005)

COUNTY	NUMBER OF CRASHES	ANNUAL CRASH RATE (CRASHES PER 10,000 POP.)
POPULATION CATEGORY UNDER 10,000		
Gallatin	229	58.2
Lyon	190	47.0
Ballard	160	38.6
Bracken	114	27.5
Livingston	118	24.1
Wolfe	85	24.1
Fulton	92	23.7
Crittenden	104	22.2
Trimble	80	19.7
Cumberland	67	18.7
McLean	92	18.5
Carlisle	48	17.9
Hickman	46	17.5
Hancock	71	16.9
Clinton	78	16.2
Nicholas	49	14.4
Owsley	34	14.0
Elliott	36	10.7
Lee	32	8.1
Menifee	23	7.0
Robertson	6	5.3
POPULATION CATEGORY 10,000-14,999		
Carroll	324	63.8
Leslie	198	31.9
Bath	160	28.9
Webster	187	26.5
Metcalfe	128	25.5
Trigg	160	25.4
Monroe	145	24.7
Lewis	168	23.8
Caldwell	155	23.7
Washington	128	23.5
Pendleton	164	22.8
Larue	149	22.3
Todd	108	18.0
Fleming	123	17.8
Garrard	131	17.7
Magoffin	117	17.6
Spencer	97	16.5
Martin	104	16.5
Green	93	16.1
Butler	100	15.4
Powell	101	15.3
Owen	78	14.8
Morgan	101	14.5
Edmonson	82	14.1
Jackson	75	11.1
POPULATION CATEGORY 15,000-24,999		
Simpson	443	54.0
Rockcastle	434	52.3
Henry	322	42.8
Grant	479	42.8
Hart	355	40.7
Mason	311	37.0
Woodford	420	36.2
Bourbon	316	32.6
Rowan	341	30.9
Knott	251	28.4
Grayson	312	25.9
Montgomery	288	25.5
Ohio	292	25.5
Adair	209	24.2
Union	175	22.4
Lawrence	168	21.6
Breathitt	163	20.2
Marion	179	19.7
Anderson	183	19.2
Taylor	195	17.0
Allen	150	16.9
Harrison	151	16.8
Mercer	170	16.3
Johnson	189	16.1
Lincoln	171	14.6
Clay	167	13.6
Russell	106	13.0
Breckinridge	118	12.7
Casey	97	12.6
McCreary	105	12.3
Wayne	122	12.2
Estill	76	9.9
POPULATION CATEGORY 25,000-50,000		
Scott	653	39.5
Shelby	641	38.5
Henderson	831	37.1
Barren	612	32.2
Perry	461	31.4
Clark	519	31.3
Boyd	735	29.5
Hopkins	678	29.1
Whitley	497	27.7
Letcher	347	27.5
Marshall	406	27.0
Jessamine	520	26.6
Carter	331	24.6
Floyd	523	24.6
Logan	321	24.2
Muhlenberg	378	23.7
Nelson	426	22.7
Bell	332	22.1
Franklin	525	22.0
Graves	398	21.5
Oldham	482	20.9
Harlan	338	20.4
Calloway	337	19.7
Knox	287	18.1
Boyle	234	16.9
Meade	163	12.4
Greenup	208	11.3
POPULATION CATEGORY OVER 50,000		
Boone	2,192	51.0
Pike	1,314	38.2
Warren	1,629	35.2
Laurel	916	34.8
Madison	1,133	32.0
Fayette	4,040	31.0
Kenton	2,322	30.7
Bullitt	892	29.1
McCracken	945	28.8
Hardin	1,330	28.2
Jefferson	9,785	28.2
Pulaski	698	24.8
Christian	864	23.9
Campbell	958	21.6
Daviess	964	21.1

TABLE 52. MOTOR VEHICLE-TRAIN CRASH RATES BY COUNTY AND POPULATION CATEGORY
(IN ORDER OF DECREASING PERCENTAGES) (2001 - 2005)

COUNTY	NUMBER OF CRASHES	ANNUAL CRASH RATE (CRASHES PER 10,000 POP.)
POPULATION CATEGORY UNDER 10,000		
Carlisle	2	0.75
Hickman	1	0.38
Nicholas	1	0.29
Fulton	1	0.26
Gallatin	1	0.25
Bracken	1	0.24
McLean	0	0.00
Livingston	0	0.00
Clinton	0	0.00
Crittenden	0	0.00
Hancock	0	0.00
Ballard	0	0.00
Trimble	0	0.00
Lyon	0	0.00
Lee	0	0.00
Cumberland	0	0.00
Wolfe	0	0.00
Elliott	0	0.00
Menifee	0	0.00
Owsley	0	0.00
Robertson	0	0.00
POPULATION CATEGORY 10,000 - 14,999		
Todd	4	0.67
Magoffin	4	0.60
Carroll	3	0.59
Lewis	2	0.28
Edmonson	1	0.17
Caldwell	1	0.15
Webster	1	0.14
Garrard	0	0.00
Pendleton	0	0.00
Morgan	0	0.00
Fleming	0	0.00
Jackson	0	0.00
Larue	0	0.00
Powell	0	0.00
Butler	0	0.00
Trigg	0	0.00
Martin	0	0.00
Leslie	0	0.00
Spencer	0	0.00
Monroe	0	0.00
Green	0	0.00
Bath	0	0.00
Washington	0	0.00
Owen	0	0.00
Metcalfe	0	0.00
POPULATION CATEGORY 15,000 - 24,999		
Grant	9	0.80
Mercer	8	0.77
Lincoln	8	0.68
Hart	3	0.34
Knott	3	0.34
Henry	2	0.27
Woodford	3	0.26
Breathitt	2	0.25
Simpson	2	0.24
Harrison	2	0.22
Breckinridge	2	0.21
Anderson	2	0.21
Grayson	2	0.17
McCreary	1	0.12
POPULATION CATEGORY 15,000-24,999 (cont.)		
Bourbon	1	0.10
Ohio	1	0.09
Clay	0	0.00
Johnson	0	0.00
Taylor	0	0.00
Montgomery	0	0.00
Rowan	0	0.00
Wayne	0	0.00
Marion	0	0.00
Allen	0	0.00
Adair	0	0.00
Mason	0	0.00
Rockcastle	0	0.00
Russell	0	0.00
Union	0	0.00
Lawrence	0	0.00
Casey	0	0.00
Estill	0	0.00
POPULATION CATEGORY 25,000-49,999		
Oldham	16	0.69
Bell	8	0.53
Floyd	11	0.52
Hopkins	12	0.52
Letcher	6	0.47
Shelby	7	0.42
Harlan	6	0.36
Henderson	6	0.27
Boyd	6	0.24
Perry	3	0.20
Muhlenberg	3	0.19
Whitley	3	0.17
Logan	2	0.15
Knox	2	0.13
Scott	2	0.12
Marshall	1	0.07
Clark	1	0.06
Calloway	1	0.06
Graves	1	0.05
Nelson	1	0.05
Barren	1	0.05
Jessamine	1	0.05
Franklin	0	0.00
Greenup	0	0.00
Boyle	0	0.00
Carter	0	0.00
Meade	0	0.00
POPULATION CATEGORY 50,000 - OVER		
Pike	16	0.47
Pulaski	9	0.32
Jefferson	72	0.21
Daviess	9	0.20
Hardin	8	0.17
Christian	6	0.17
Boone	7	0.16
Madison	4	0.11
Bullitt	3	0.10
Kenton	7	0.09
Laurel	2	0.08
Warren	2	0.04
Fayette	4	0.03
Campbell	0	0.00
McCracken	0	0.00

TABLE 53. CRASHES INVOLVING VEHICLE DEFECT BEFORE AND AFTER REPEAL OF VEHICLE INSPECTION LAW

TIME PERIOD	NUMBER OF CRASHES INVOLVING VEHICLE DEFECTS	PERCENT OF ALL CRASHES INVOLVING VEHICLE DEFECTS
October 1976 - May 1978 (20 Months Before Repeal of Law)	14,440	5.86
June 1978 - December 1979 (19 Months After Repeal of Law)	16,527	7.09
1980-1984	46,397	7.43
1985-1989	46,552	6.64
1990-1994	40,393	6.09
1995-1999	33,655	5.27
2000	7,834	4.90
2001	7,325	4.67
2002	7,338	4.67
2003	6,882	4.41
2004	6,811	4.29
2005	7,050	4.56

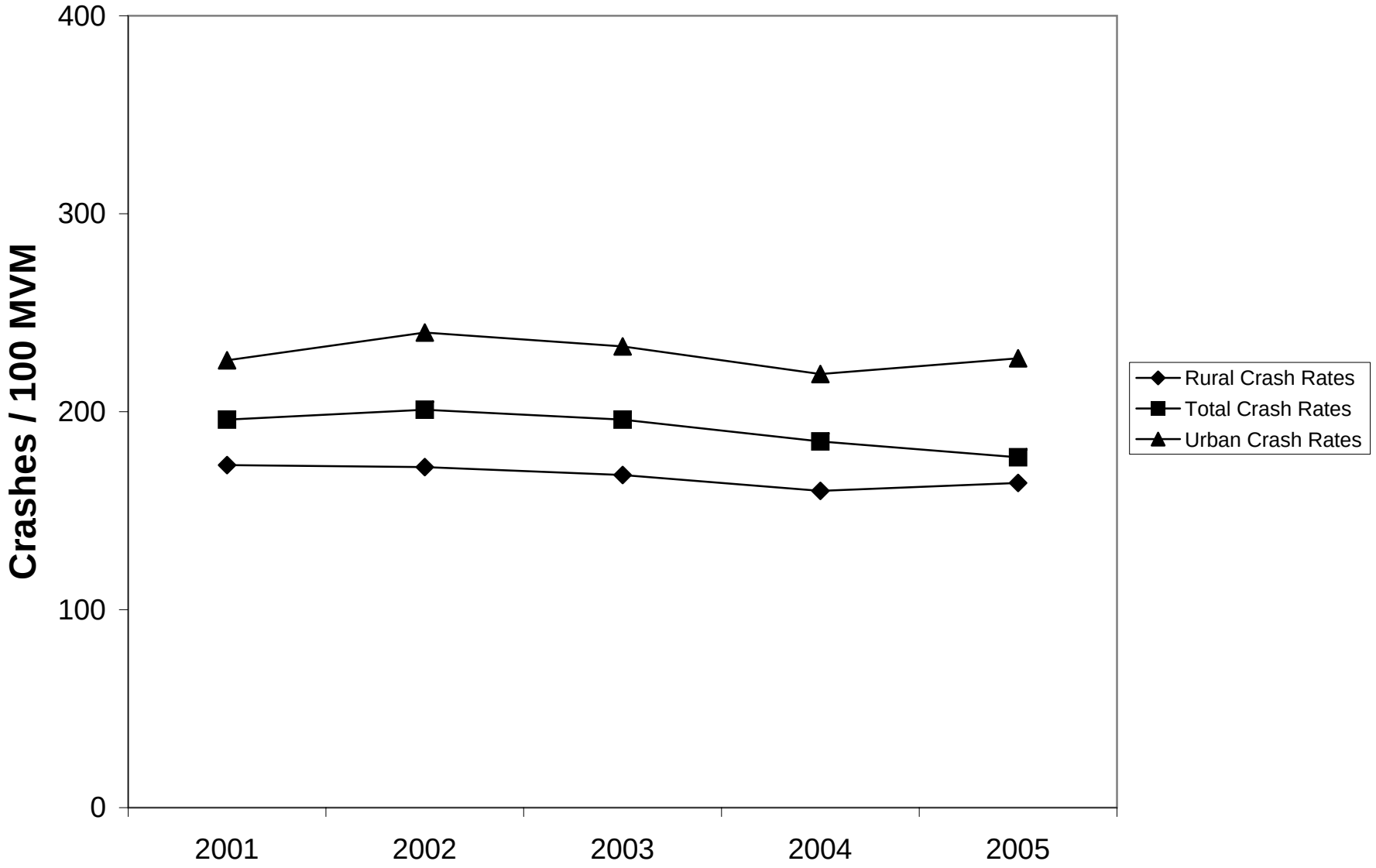

Figure 1. Trends in Crash Rates (State-Maintained Roads)

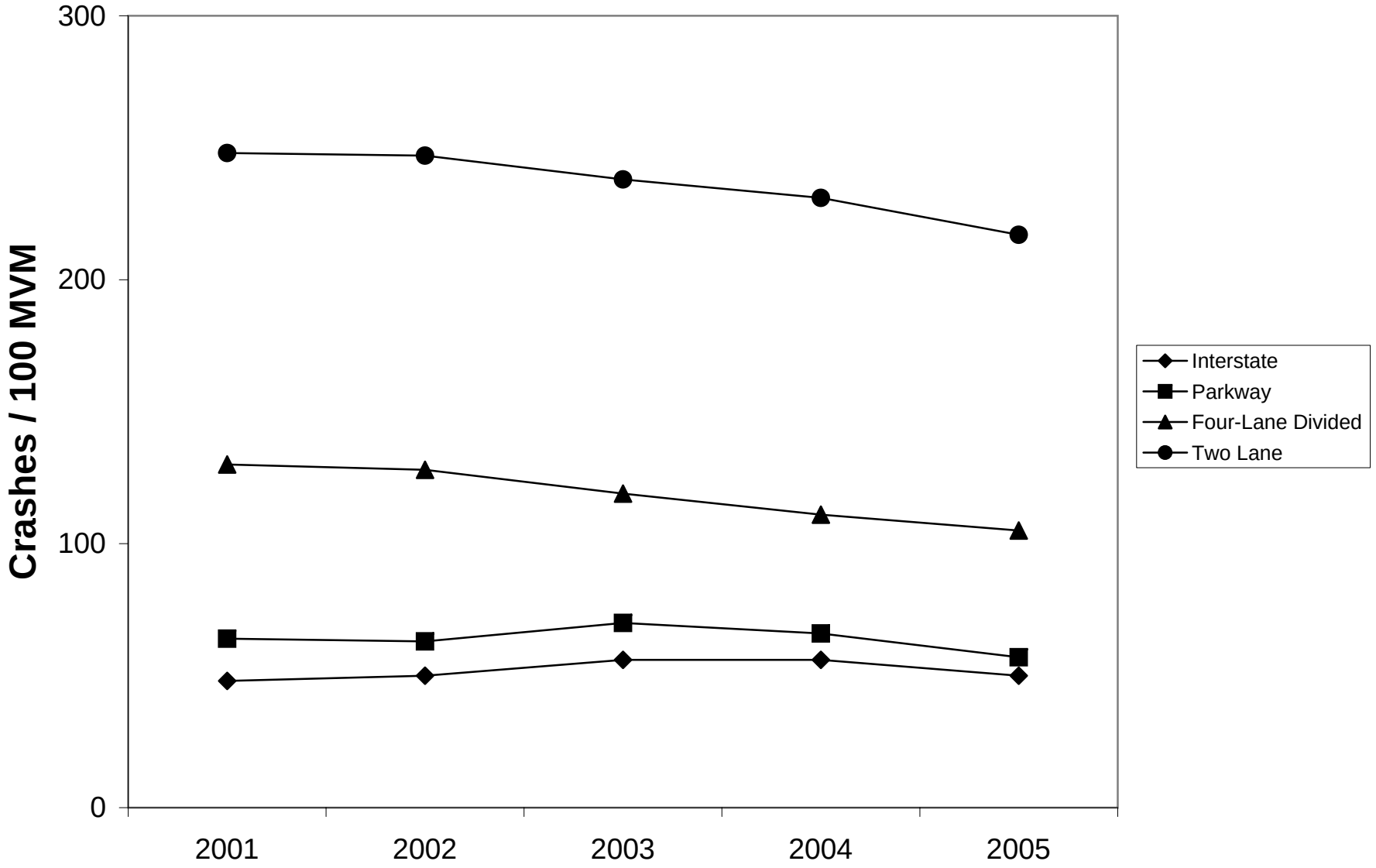

Figure 2. Trends in Rural Crash Rates (State-Maintained Roads)

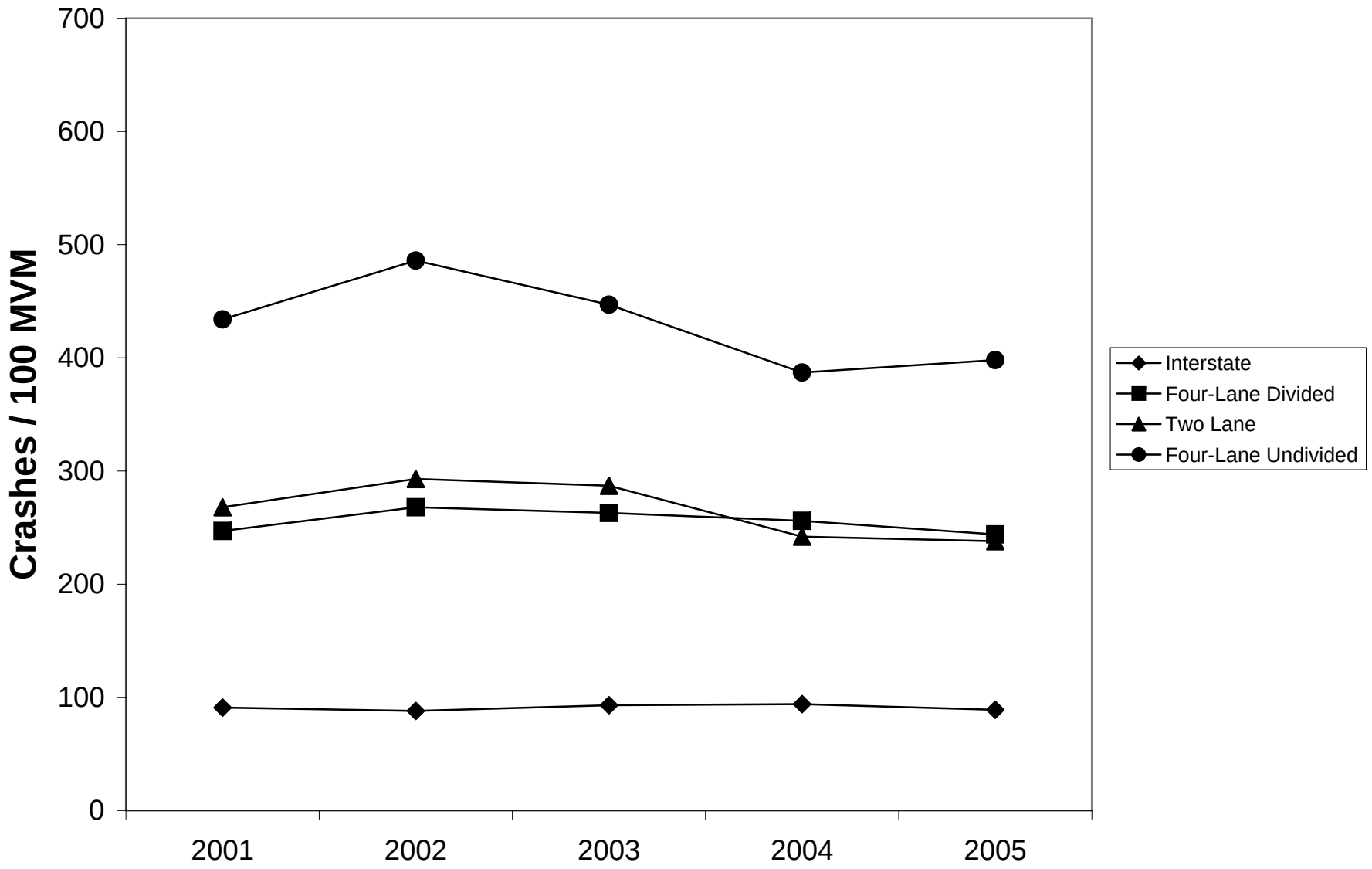

Figure 3. Trends in Urban Crash Rates (State-Maintained Roads)

APPENDIX A

STATEWIDE CRASH RATES AS A FUNCTION OF SEVERAL VARIABLES

Highways are grouped into various system classifications. Three common types of groupings include: 1) functional classification, 2) federal-aid system, and 3) administrative classification. Statewide crash rates were determined for each of those groupings. The following is a summary of the findings.

Average statewide rates by functional classification are listed in Table A-1. Highways are grouped into a rural or urban category and then into systems such as arterial, collector, and local. Rates are determined considering all crashes, injury crashes only, and fatal crashes only. The highest overall crash rates are for urban principal arterials (non-interstate or freeway) followed by urban minor arterials. The lowest overall rates are for rural principal arterials (interstate) followed by urban principal arterials (interstate and other freeway). Injury crash rates for the various categories are ordered similar to overall crash rates. However, the ordering for the fatal crash rates is very different. The highest fatal crash rates are for rural collectors, rural local roadways, and minor arterials. Urban principal arterials (interstate and other freeway) have the lowest fatal crash rate with several other urban classifications, as well as rural interstates, also having a relatively low fatal crash rate.

Statewide crash rates by administrative classification are listed in Table A-2. The rate for the primary system is lowest and the rate for the secondary system is the highest. Rates for the rural secondary and unclassified systems are between those two levels.

The benefits of providing a median and increasing the median width are shown in Table A-3. The crash rate for rural highways having four or more lanes that are divided and have a median width of less than 30 feet is less than that for an undivided highway. The crash rate is decreased significantly more when comparing a highway that is divided with a median width of more than 30 feet to a highway having a median width of less than 30 feet.

The effect of access control is described in Table A-4. The large reduction in the crash rate for highways having full control of access compared to those with partial or no access control is shown. However, the crash rate for partial control of access is closer to no access control than to full access control.

An analysis of crash rates for rural highways by federal-aid system and terrain is presented in Table A-5. Each county was given a terrain classification as flat, rolling, or mountainous since a classification was not available for each road segment. Considering the entire system, the rates are similar for all terrain classifications within each federal-aid system.

Rates by rural-urban designation are shown in Table A-6. The lowest rate is for rural areas and the highest rate is for small urban areas.

The summary of crash rates by route signing identifier reveals that US-signed routes have a rate similar to that for state-marked routes, with interstates having a much lower rate (Table A-7). Although the geometric features on the US-signed routes would be expected to be superior to state-marked routes, the US-signed routes have a higher average volume which may partially account for the similar crash rate.

The relationship between crash rate and traffic volume (average annual daily traffic) for various federal-aid highway classifications is illustrated in Table A-8. For interstates that have high design criteria, the crash rate is fairly constant up until the volume range of over 40,000 vehicles per day where an increase occurred. For each of the other highway classifications, the rate for the lowest volume category (AADT under 1,000) tends to be high. One reason for a high rate at low-volume locations is the fact that a few crashes may increase the rate substantially. Lower volume roads also are constructed to less stringent design guidelines, which could contribute to a higher crash rate. The rate on low volume roads can fluctuate substantially with a slight change in crashes due to the low traffic volume.

The percentage of crashes occurring during wet, snow, or icy pavement conditions or during darkness by rural or urban highway type classification is given in Table A-9. The overall percentage of crashes occurring during wet pavement conditions is 23 percent on rural roadways and 19 percent on urban roadways. There are large variations in the percentage of crashes occurring on the various highway types during snow or icy conditions. This five-year statewide percentage would change depending on the amount of snowfall any given year. The percentage on rural roads (5.9 percent) is substantially higher than that on urban roads (3.4 percent). The highest percentages of ice or snow crashes are on interstates and parkways with the highest being 11.8 percent on rural parkways. There are also large variations in the percentage of crashes occurring during darkness. The overall percentage is higher on rural roads (30 percent) than urban roads (23 percent). The highest percentage is on rural parkways, followed closely by urban and rural interstates.

TABLE A-1. STATEWIDE CRASH RATES BY FUNCTIONAL CLASSIFICATION (2001 - 2005)

LOCATION	FUNCTIONAL CLASSIFICATION	AVERAGE TOTAL MILEAGE	AVERAGE AADT	CRASH RATES (CRASHES PER 100 MVM) ALL	INJURY	FATAL
Rural	Principal Arterial, Interstate	533	32,265	42	10	0.6
	Principal Arterial, Other Freeway	2,163	8,348	95	28	1.4
	Minor Arterial	1,668	4,552	180	52	2.0
	Major Collector	6,636	2,284	214	68	2.8
	Minor Collector	9,264	731	228	79	3.1
	Local System	4,856	457	192	60	2.6
Urban	Principal Arterial, Interstate	221	75,326	74	15	0.4
	Principal Arterial, Other Freeway	79	27,519	86	19	0.5
	Other Principal Arterial	706	19,638	294	65	1.0
	Minor Arterial	1,100	10,093	259	59	0.8
	Collector	1,056	4,492	108	27	0.4
	Local System	128	2,204	219	48	1.4

TABLE A-2. STATEWIDE CRASH RATES BY ADMINISTRATIVE CLASSIFICATION (2001 - 2005)

ADMINISTRATIVE CLASSIFICATION	TOTAL CRASHES	AVERAGE TOTAL MILEAGE	AVERAGE AADT	CRASH RATES (CRASHES PER 100 MVM)
Primary	153,514	4,814	14,892	117
Secondary	127,704	8,084	3,410	254
Rural Secondary	40,533	12,415	769	233
Unclassified	5,413	2,134	654	213

TABLE A-3. STATEWIDE CRASH RATES BY MEDIAN TYPE
(RURAL ROADS WITH FOUR OR MORE LANES (2001 - 2005))

MEDIAN TYPE	TOTAL CRASHES	AVERAGE TOTAL MILEAGE	AVERAGE AADT	CRASH RATES (CRASHES PER 100 MVM)
Undivided	3,668	87	16,476	140
Divided, Median Less Than 30 Feet, No Barrier	7,892	288	14,788	102
Divided, Median Greater Than 30 Feet, No Barrier	27,383	1,302	18,454	62

TABLE A-4. STATEWIDE CRASH RATES BY ACCESS CONTROL (2001 - 2005)

ACCESS CONTROL	TOTAL CRASHES	AVERAGE TOTAL MILEAGE	AVERAGE AADT	CRASH RATES (CRASHES PER 100 MVM)
Full Control	54,283	1,438	28,733	72
Partial Control	9,545	192	13,328	204
No Control	338,882	26,030	2,620	272

TABLE A-5. STATEWIDE CRASH RATES FOR RURAL HIGHWAYS BY FEDERAL-AID SYSTEM AND TERRAIN (2001 - 2005)

FEDERAL-AID SYSTEM	CRASH RATES BY TERRAIN CLASSIFICATION (CRASHES/100MVM)		
	FLAT	ROLLING	MOUNTAINOUS
Interstate	57	58	54
Federal-Aid Primary	167	145	138
Federal-Aid Secondary	225	255	256
Non Federal-Aid	281	283	271
All	211	176	181

TABLE A-6. STATEWIDE CRASH RATES BY RURAL-URBAN DESIGNATION (2001 - 2005)

AREA TYPE	TOTAL CRASHES	AVERAGE TOTAL MILEAGE	AVERAGE AADT	CRASH RATES (CRASHES PER 100 MVM)
Rural	201,155	25,120	2,667	164
Small Urban Area	72,538	1,294	9,689	317
Urbanized Area	129,169	1,328	23,005	232

TABLE A-7. STATEWIDE CRASH RATES BY ROUTE SIGNING IDENTIFIER (2001 - 2005)

ROUTE SIGNING IDENTIFIER	TOTAL CRASHES	AVERAGE TOTAL MILEAGE	AVERAGE AADT	CRASH RATES (CRASHES PER 100 MVM)
Interstate	44,185	754	44,877	72
US	153,276	3,560	8,316	284
State	205,267	23,134	2,021	241

TABLE A-8. RELATIONSHIP BETWEEN CRASH RATE AND TRAFFIC VOLUME (2001 - 2005)

VOLUME RANGE (AADT)	CRASH RATES (CRASHES PER 100 MVM)				
	INTERSTATE	FEDERAL-AID PRIMARY	FEDERAL-AID URBAN	FEDERAL-AID SECONDARY	NON-FEDERAL AID
0-999	*	267	335	295	278
1,000-2,499	*	224	280	236	435
2,500-4,999	*	203	279	258	299
5,000-9,999	*	150	253	233	253
10,000-19,999	54	173	293	315	294
20,000-29,999	50	305	407	422	*
30,000-39,999	56	355	312	*	*
40,000 or more	76	203	309	258	278

* No data in this volume range.

TABLE A-9. PERCENTAGE OF CRASHES OCCURING DURING WET OR SNOW OR ICE PAVEMENT CONDITIONS OR DURING DARKNESS BY RURAL AND URBAN HIGHWAY TYPE CLASSIFICATION (2001 - 2005)

LOCATION	HIGHWAY TYPE	PERCENT OF ALL CRASHES		
		WET	SNOW OR ICE	DARKNESS
Rural	One-Lane	25	5.5	33
	Two-Lane	24	5.2	29
	Three-Lane	21	3.0	28
	Four-Lane Divided (Non-Interstate or Parkway)	20	3.9	26
	Four-Lane Undivided	18	2.3	20
	Interstate	26	9.3	37
	Parkway	23	11.8	41
	All Rural	24	5.6	30
Urban	Two-Lane	19	3.3	22
	Three-Lane	19	2.5	23
	Four-Lane Divided (Non-Interstate or Parkway)	19	2.5	21
	Four-Lane Undivided	18	1.9	18
	Interstate	21	6.9	34
	Parkway	21	10.1	33
	All Urban	19	3.2	22

APPENDIX B

CRASH DATA FOR THREE-YEAR PERIOD (1999-2001)

TABLE B-1. STATEWIDE RURAL CRASH RATES BY HIGHWAY TYPE CLASSIFICATION (2003-2005)

HIGHWAY TYPE	TOTAL MILEAGE*	AADT	CRASHES RATES (CRASHES PER 100 MVM) ALL	INJURY	FATAL
One-Lane	93	380	270	87	0.0
Two-Lane	23,290	1,600	229	73	3.5
Three-Lane	26	5,590	104	25	0.6
Four-Lane Divided (Non-Interstate or Parkway)	564	11,400	111	34	1.6
Four-Lane Undivided	47	12,760	220	50	1.7
Interstate	538	32,500	54	12	0.8
Parkway	579	9,050	64	16	0.9
All	25,136	2,680	159	48	2.4

* Average for the three years.

TABLE B-2. STATEWIDE URBAN CRASH RATES BY HIGHWAY TYPE CLASSIFICATION (2003-2005)

HIGHWAY TYPE	TOTAL MILEAGE*	AADT	CRASHES RATES (CRASHES PER 100 MVM) ALL	INJURY	FATAL
Two-Lane	2,188	6,650	248	54	1.0
Three-Lane	33	10,810	488	75	0.8
Four-Lane Divided (Non-Interstate or Parkway)	405	23,660	262	56	1.0
Four-Lane Undivided	304	19,710	410	83	1.2
Interstate	229	73,550	92	18	0.5
Parkway	37	13,510	108	21	0.7
All **	3,231	15,160	222	46	0.8

* Average for the three years.

** Includes small number of one-,five-, and six-lane Highways.

TABLE B-3. STATEWIDE CRASH RATES FOR "SPOTS" BY HIGHWAY TYPE CLASSIFICATION (2003-2005)

RURAL OR URBAN	HIGHWAY TYPE	NUMBER OF CRASHES	NUMBER OF SPOTS*	MILLION VEHICLES PER YEAR	CRASHES PER MILLION VEHICLES PER SPOT
Rural	One-Lane	103	309	0.14	0.81
	Two-Lane	93,658	77,632	0.59	0.69
	Three-Lane	164	86	2.04	0.31
	Four-Lane Divided (Non-Interstate or Parkway)	7,851	1,880	4.16	0.33
	Four-Lane Undivided	1,434	156	4.66	0.66
	Interstate	10,386	1,794	11.86	0.16
	Parkway	3,683	1,929	3.30	0.19
	All Rural	117,279	83,786	0.98	0.48
Urban	Two-Lane	39,445	7,293	2.43	0.74
	Three-Lane	1,927	111	3.94	1.47
	Four-Lane Divided	27,475	1,351	8.64	0.79
	Four-Lane Undivided	26,896	1,014	7.19	1.23
	Interstate	17,026	765	26.85	0.28
	Parkway	589	123	4.93	0.32
	All Urban**	119,199	10,771	5.53	0.67

* Average for the three years. The length of a spot is defined to be 0.3 mile.
** Includes small number of miles of one-, five-, and six-lane highways.

TABLE B-4. STATEWIDE AVERAGE AND CRITICAL NUMBERS OF CRASHES FOR "SPOTS" AND ONE-MILE SECTIONS BY HIGHWAY TYPE CLASSIFICATION (2003-2005)

RURAL OR URBAN	HIGHWAY TYPE	CRASHES PER SPOT*		CRASHES PER ONE MILE SECTION	
		AVERAGE	CRITICAL NUMBER	AVERAGE	CRITICAL NUMBER
Rural	One-Lane	0.33	2	1.11	4
	Two-Lane	1.21	5	4.02	10
	Three-Lane	1.92	6	6.39	13
	Four-Lane Divided (Non-Interstate or Parkway)	4.18	10	13.92	24
	Four-Lane Undivided	9.22	18	30.73	46
	Interstate	5.79	12	19.29	31
	Parkway	1.91	6	6.36	13
	All Rural	1.40	5	4.67	11
Urban	Two-Lane	5.41	12	18.03	29
	Three-Lane	17.34	29	57.80	78
	Four-Lane Divided	20.34	32	67.80	90
	Four-Lane Undivided	26.52	40	88.40	113
	Interstate	22.27	35	74.23	97
	Parkway	4.78	11	15.94	27
	All Urban**	11.07	20	36.89	53

* The length of a spot is defined to be 0.3 mile.
** Includes small number of miles of one-, five-, and six-lane highways.

TABLE B-5. STATEWIDE CRASH RATES FOR 0.1 MILE "SPOTS" BY HIGHWAY TYPE CLASSIFICATION (2003-2005)

RURAL OR URBAN	HIGHWAY TYPE	NUMBER OF CRASHES	NUMBER OF SPOTS*	MILLION VEHICLES PER YEAR	CRASHES PER MILLION VEHICLES PER SPOT
Rural	One-Lane	103	927	0.14	0.27
	Two-Lane	93,658	232,897	0.59	0.23
	Three-Lane	164	257	2.04	0.10
	Four-Lane Divided (Non-Interstate or Parkway)	7,851	5,640	4.16	0.11
	Four-Lane Undivided	1,434	467	4.66	0.22
	Interstate	10,386	5,383	11.86	0.05
	Parkway	3,683	5,787	3.30	0.06
	All Rural	117,279	251,357	0.98	0.16
Urban	Two-Lane	39,445	21,878	2.43	0.25
	Three-Lane	1,927	333	3.94	0.49
	Four-Lane Divided	27,475	4,053	8.64	0.26
	Four-Lane Undivided	26,896	3,043	7.19	0.41
	Interstate	17,026	2,294	26.85	0.09
	Parkway	589	369	4.93	0.11
	All Urban**	119,199	32,313	5.53	0.22

* Average for the three years. The length of a spot is defined to be 0.1 mile.
** Includes small number of miles of one-, five-, and six-lane highways.

TABLE B-6. STATEWIDE AVERAGE AND CRITICAL NUMBERS OF CRASHES FOR 0.1 MILE "SPOTS" AND ONE-MILE SECTIONS BY HIGHWAY TYPE CLASSIFICATION (2003-2005)

RURAL OR URBAN	HIGHWAY TYPE	CRASHES PER SPOT*		CRASHES PER ONE MILE SECTION	
		AVERAGE	CRITICAL NUMBER	AVERAGE	CRITICAL NUMBER
Rural	One-Lane	0.11	1	1.11	4
	Two-Lane	0.40	3	4.02	10
	Three-Lane	0.64	3	6.39	13
	Four-Lane Divided (Non-Interstate or Parkway)	1.39	5	13.92	24
	Four-Lane Undivided	3.07	8	30.73	46
	Interstate	1.93	6	19.29	31
	Parkway	0.64	3	6.36	13
	All Rural	0.47	3	4.67	11
Urban	Two-Lane	1.80	6	18.03	29
	Three-Lane	5.78	12	57.80	78
	Four-Lane Divided	6.78	14	67.80	90
	Four-Lane Undivided	8.84	17	88.40	113
	Interstate	7.42	15	74.23	97
	Parkway	1.59	5	15.94	27
	All Urban**	3.69	9	36.89	53

* The length of a spot is defined to be 0.1 mile.
** Includes small number of miles of one-, five-, and six-lane highways.

TABLE B-7. CRITICAL CRASH RATES FOR 0.1 MILE "SPOTS" ON RURAL ONE-LANE, TWO-LANE AND THREE-LANE HIGHWAYS (THREE-YEAR PERIOD)(2003-2005)

	CRITICAL CRASH RATE (C/MV) BY HIGHWAY TYPE		
AADT	ONE-LANE	TWO-LANE	THREE-LANE
100	8.88	8.53	7.13
500	2.99	2.81	2.11
1,000	2.01	1.87	1.34
2,500	1.26	1.16	0.77
5,000	0.93	0.85	0.54
7,500	0.80	0.72	0.45
10,000	0.72	0.65	0.39
15,000	0.63	0.57	0.33
20,000	0.58	0.52	0.30

TABLE B-8. CRITICAL CRASH RATES FOR 0.1 MILE "SPOTS" ON RURAL FOUR-LANE HIGHWAYS, INTERSTATES, AND PARKWAYS (THREE-YEAR PERIOD)(2003-2005)

	CRITICAL CRASH RATE (C/MV) BY HIGHWAY TYPE			
AADT	FOUR-LANE DIVIDED (NON-INTERSTATE AND PARKWAY)	FOUR-LANE UNDIVIDED	INTERSTATE	PARKWAY
500	2.18	2.77	1.74	1.83
1,000	1.38	1.83	1.06	1.12
2,500	0.81	1.13	0.58	0.62
5,000	0.57	0.83	0.39	0.42
10,000	0.41	0.63	0.27	0.30
15,000	0.35	0.55	0.22	0.25
20,000	0.32	0.50	0.20	0.22
30,000	0.27	0.45	0.17	0.19
40,000	0.25	0.41	0.15	0.17
50,000	0.23	0.39	0.14	0.15

TABLE B-9. CRITICAL CRASH RATES FOR 0.1 MILE "SPOTS" ON URBAN TWO-LANE AND THREE-LANE HIGHWAYS (THREE-YEAR PERIOD)(2003-2005)

	CRITICAL CRASH RATE (C/MV) BY HIGHWAY TYPE	
AADT	TWO-LANE	THREE-LANE
500	2.90	3.84
1,000	1.94	2.67
2,500	1.21	1.76
5,000	0.89	1.35
7,500	0.76	1.18
10,000	0.68	1.08
15,000	0.60	0.97
20,000	0.55	0.90
30,000	0.49	0.82
40,000	0.46	0.77

TABLE B-10. CRITICAL CRASH RATES FOR 0.1 MILE "SPOTS" ON URBAN FOUR-LANE HIGHWAYS, INTERSTATES, AND PARKWAYS (THREE-YEAR PERIOD)(2003-2005)

	CRITICAL CRASH RATE (C/MV) BY HIGHWAY TYPE			
AADT	FOUR-LANE DIVIDED (NON-INTERSTATE AND PARKWAY)	FOUR-LANE UNDIVIDED	INTERSTATE	PARKWAY
1,000	1.97	2.44	1.29	1.38
5,000	0.91	1.21	0.51	0.57
10,000	0.70	0.95	0.37	0.41
15,000	0.61	0.85	0.31	0.35
20,000	0.56	0.79	0.28	0.32
30,000	0.50	0.71	0.24	0.27
40,000	0.47	0.67	0.22	0.25
50,000	0.45	0.64	0.20	0.23
60,000	0.43	0.62	0.19	0.22
70,000	0.42	0.60	0.18	0.21
80,000	0.41	0.59	0.18	0.21
90,000	0.40	0.58	0.17	0.20
100,000	0.39	0.57	0.17	0.20

APPENDIX C

CRITICAL "NUMBERS OF CRASHES" TABLES

TABLE C-1. CRITICAL NUMBERS OF CRASH RATES ON RURAL HIGHWAYS BY HIGHWAY TYPE AND SECTION LENGTH (2001-2005)

	CRITICAL NUMBERS OF CRASHES FOR THE GIVEN SECTION LENGTH (MILES)						
HIGHWAY TYPE	0.4	1	2	5	10	15	20
One-Lane	4	7	11	22	38	54	68
Two-Lane	8	14	24	50	91	131	170
Three-Lane	12	23	39	86	159	230	299
Four-Lane Divided (Non-Interstate and Parkway)	18	38	68	152	287	419	549
Four-Lane Undivided	36	78	144	334	642	946	1,248
Interstate	22	45	82	186	353	516	678
Parkway	10	19	33	72	132	190	248

TABLE C-2. CRITICAL NUMBERS OF CRASH RATES ON URBAN HIGHWAYS BY HIGHWAY TYPE AND SECTION LENGTH (2001-2005)

	CRITICAL NUMBERS OF CRASHES FOR THE GIVEN SECTION LENGTH (MILES)					
HIGHWAY TYPE	0.4	1	2	5	8	10
Two-Lane	22	45	82	185	286	351
Three-Lane (Non-Interstate and Parkway)	55	121	227	535	837	1,036
Four-Lane Divided	65	145	272	644	1,010	1,252
Four-Lane Undivided	82	186	354	842	1,322	1,641
Interstate	63	142	266	630	987	1,223
Parkway	19	39	69	156	239	294

APPENDIX D

CRITICAL CRASH RATE TABLES FOR HIGHWAY SECTIONS

TABLE D-1. CRITICAL CRASH RATES FOR RURAL ONE-LANE SECTIONS (FIVE-YEAR PERIOD)(2001-2005)

	CRITICAL CRASH RATE (C/100 MVM) FOR THE GIVEN SECTION LENGTH (MILES)				
AADT	0.5	1	2	5	10
100	2,252	1,561	1,129	785	625
200	1,561	1,129	852	625	518
300	1,285	952	736	558	472
400	1,129	852	670	518	445
500	1,026	785	625	492	427
700	896	699	568	457	404
1,000	785	625	518	427	383
1,500	684	558	472	399	363
2,000	625	518	445	383	352
2,500	586	492	427	372	344
3,000	558	472	414	363	338

TABLE D-2. CRITICAL CRASH RATES FOR RURAL TWO-LANE SECTIONS (FIVE-YEAR PERIOD)(2001-2005)

	CRITICAL CRASH RATE (C/100 MVM) FOR THE GIVEN SECTION LENGTH (MILES)					
AADT	0.5	1	2	5	10	20
100	2,096	1,438	1,029	706	557	458
300	1,176	863	661	494	415	361
500	933	706	557	433	373	332
1,000	706	557	458	373	332	303
1,500	612	494	415	347	314	291
2,000	557	458	390	332	303	284
3,000	494	415	361	314	291	275
4,000	458	390	344	303	284	270
5,000	433	373	332	296	278	266
7,000	401	351	317	287	272	261
8,000	390	344	312	284	270	260
9,000	381	337	307	281	268	258
10,000	373	332	303	278	266	257

TABLE D-3. CRITICAL CRASH RATES FOR RURAL THREE-LANE SECTIONS (FIVE-YEAR PERIOD)(2001-2005)

	CRITICAL CRASH RATE (C/100 MVM) FOR THE GIVEN SECTION LENGTH (MILES)				
AADT	0.5	1	2	3	5
100	1,661	1,099	759	624	497
300	881	624	461	394	329
500	680	497	379	329	282
1,000	497	379	301	268	236
1,500	422	329	268	242	216
2,000	379	301	249	226	204
3,000	329	268	226	208	191
4,000	301	249	213	198	183
5,000	282	236	204	191	177
6,000	268	226	198	185	173
7,000	257	219	193	181	170
8,000	249	213	189	178	168
9,000	242	208	185	175	165
10,000	236	204	183	173	164

TABLE D-4. CRITICAL CRASH RATES FOR RURAL FOUR-LANE DIVIDED SECTIONS (NON-INTERSTATE AND PARKWAY) (FIVE-YEAR PERIOD)(2001-2005)

	CRITICAL CRASH RATE (C/100 MVM) FOR THE GIVEN SECTION LENGTH (MILES)				
AADT	0.5	1	2	5	10
500	643	466	353	260	217
1,000	466	353	279	217	187
2,500	326	260	217	179	161
5,000	260	217	187	161	148
7,500	233	198	174	153	143
10,000	217	187	166	148	139
15,000	198	174	157	143	135
20,000	187	166	152	139	133
30,000	174	157	146	135	130
40,000	166	152	142	133	129
50,000	161	148	139	132	128

TABLE D-5. CRITICAL CRASH RATES FOR RURAL FOUR-LANE UNDIVIDED SECTIONS (FIVE-YEAR PERIOD)(2001-2005)

	CRITICAL CRASH RATE (C/100 MVM) FOR THE GIVEN SECTION LENGTH (MILES)				
AADT	0.5	1	2	5	10
500	937	710	561	436	376
1,000	710	561	461	376	335
2,500	524	436	376	324	299
5,000	436	376	335	299	281
7,500	398	350	317	288	273
10,000	376	335	306	281	268
20,000	335	306	286	268	260
30,000	317	293	277	263	256
40,000	306	286	272	260	253
50,000	299	281	268	257	252

TABLE D-6. CRITICAL CRASH RATES FOR RURAL INTERSTATE SECTIONS (FIVE-YEAR PERIOD)(2001-2005)

	CRITICAL CRASH RATE (C/100 MVM) FOR THE GIVEN SECTION LENGTH (MILES)					
AADT	0.5	1	2	5	10	20
500	437	302	217	150	119	98
1,000	302	217	163	119	98	84
2,500	197	150	119	93	81	72
5,000	150	119	98	81	72	66
7,500	131	106	90	75	68	64
10,000	119	98	84	72	66	62
20,000	98	84	75	66	62	59
30,000	90	78	70	64	60	58
40,000	84	75	68	62	59	57
50,000	81	72	66	61	58	57

TABLE D-7. CRITICAL CRASH RATES FOR RURAL PARKWAY SECTIONS (FIVE-YEAR PERIOD)(2001-2005)

	CRITICAL CRASH RATE (C/100 MVM) FOR THE GIVEN SECTION LENGTH (MILES)					
AADT	0.5	1	2	5	10	20
400	542	374	269	186	147	121
700	400	285	212	153	126	107
1,000	334	244	186	138	115	99
1,500	277	207	161	123	105	93
2,000	244	186	147	115	99	89
3,000	207	161	131	105	93	84
4,000	186	147	121	99	89	81
5,000	171	138	115	96	86	79
7,000	153	126	107	91	83	77
10,000	138	115	99	86	79	75
20,000	115	99	89	79	75	72
40,000	99	89	81	75	72	69

TABLE D-8. CRITICAL CRASH RATES FOR URBAN TWO-LANE SECTIONS (FIVE-YEAR PERIOD)(2001-2005)

	CRITICAL CRASH RATE (C/100 MVM) FOR THE GIVEN SECTION LENGTH (MILES)				
AADT	0.5	1	2	5	10
500	976	742	589	460	398
1,000	742	589	485	398	355
2,500	551	460	398	344	318
5,000	460	398	355	318	300
7,500	421	371	337	307	292
10,000	398	355	326	300	287
15,000	371	337	313	292	281
20,000	355	326	305	287	278
30,000	337	313	296	281	274
40,000	326	305	290	278	271
50,000	318	300	287	275	270

TABLE D-9. CRITICAL CRASH RATES FOR URBAN THREE-LANE SECTIONS (FIVE-YEAR PERIOD)(2001-2005)

	CRITICAL CRASH RATE (C/100 MVM) FOR THE GIVEN SECTION LENGTH (MILES)				
AADT	0.5	1	2	5	10
500	1,421	1,122	922	752	669
1,000	1,122	922	786	669	612
2,500	872	752	669	598	562
5,000	752	669	612	562	537
7,500	700	633	587	546	526
10,000	669	612	572	537	520
15,000	633	587	555	526	512
20,000	612	572	544	520	507
30,000	587	555	532	512	502
40,000	572	544	525	507	498
50,000	562	537	520	504	496

TABLE D-10. CRITICAL CRASH RATES FOR URBAN FOUR-LANE DIVIDED SECTIONS (NON-INTERSTATE AND PARKWAY) (FIVE-YEAR PERIOD)(2001-2005)

	CRITICAL CRASH RATE (C/100 MVM) FOR THE GIVEN SECTION LENGTH (MILES)				
AADT	0.5	1	2	5	10
1,000	759	603	498	410	366
2,500	565	473	410	355	328
5,000	473	410	366	328	310
10,000	410	366	336	310	297
15,000	382	347	323	301	291
20,000	366	336	315	297	287
25,000	355	328	310	293	285
30,000	347	323	306	291	283
40,000	336	315	300	287	281
50,000	328	310	297	285	279
60,000	323	306	294	283	278

TABLE D-11. CRITICAL CRASH RATES FOR URBAN FOUR-LANE UNDIVIDED SECTIONS (FIVE-YEAR PERIOD)(2001-2005)

	CRITICAL CRASH RATE (C/100 MVM) FOR THE GIVEN SECTION LENGTH (MILES)				
AADT	0.5	1	2	5	10
1,000	1,042	851	722	611	556
2,500	804	689	611	543	509
5,000	689	611	556	509	485
10,000	611	556	518	485	469
15,000	577	533	502	475	461
20,000	556	518	492	469	457
25,000	543	509	485	464	454
30,000	533	502	480	461	452
40,000	518	492	473	457	449
50,000	509	485	469	454	447
60,000	502	480	465	452	445

TABLE D-12. CRITICAL CRASH RATES FOR URBAN INTERSTATE SECTIONS (FIVE-YEAR PERIOD)(2001-2005)

	CRITICAL CRASH RATE (C/100 MVM) FOR THE GIVEN SECTION LENGTH (MILES)				
AADT	0.5	1	2	5	10
1,000	403	301	234	178	151
5,000	217	178	151	129	117
10,000	178	151	133	117	110
20,000	151	133	121	110	104
30,000	140	125	115	106	102
40,000	133	121	112	104	100
50,000	129	117	110	103	99
60,000	125	115	108	102	99
70,000	123	113	107	101	98
80,000	121	112	106	100	98
90,000	119	111	105	100	97
100,000	117	110	104	99	97

TABLE D-13. CRITICAL CRASH RATES FOR URBAN PARKWAY SECTIONS (FIVE-YEAR PERIOD)(2001-2005)

	CRITICAL CRASH RATE (C/100 MVM) FOR THE GIVEN SECTION LENGTH (MILES)					
AADT	0.5	1	2	5	10	20
500	620	448	337	247	205	176
1,000	448	337	265	205	176	156
2,500	311	247	205	169	151	139
5,000	247	205	176	151	139	130
7,500	221	187	163	143	133	126
10,000	205	176	156	139	130	124
15,000	187	163	147	133	126	122
20,000	176	156	142	130	124	120
30,000	163	147	136	126	122	118
40,000	156	142	133	124	120	117
90,000	140	131	125	119	117	115
50,000	151	139	130	123	119	116

APPENDIX E

CRITICAL CRASH RATE TABLES FOR "SPOTS"
(SPOT IS DEFINED AS 0.3 MILE IN LENGTH)

TABLE E-1. CRITICAL CRASH RATES FOR "SPOTS" ON RURAL ONE-LANE, TWO-LANE AND THREE-LANE HIGHWAYS (FIVE-YEAR PERIOD)(2001-2005)

	CRITICAL CRASH RATE (C/MV) BY HIGHWAY TYPE		
AADT	ONE-LANE	TWO-LANE	THREE-LANE
100	9.11	8.53	6.95
500	3.86	3.53	2.65
1,000	2.86	2.59	1.88
2,500	2.05	1.84	1.27
5,000	1.68	1.48	0.99
7,500	1.51	1.33	0.88
10,000	1.42	1.25	0.81
15,000	1.31	1.14	0.73
20,000	1.24	1.08	0.68

TABLE E-2. CRITICAL CRASH RATES FOR "SPOTS" ON RURAL FOUR-LANE HIGHWAYS, INTERSTATES, AND PARKWAYS (FIVE-YEAR PERIOD)(2001-2005)

	CRITICAL CRASH RATE (C/MV) BY HIGHWAY TYPE			
AADT	FOUR-LANE DIVIDED (NON-INTERSTATE AND PARKWAY)	FOUR-LANE UNDIVIDED	INTERSTATE	PARKWAY
500	2.49	3.56	1.79	1.91
1,000	1.75	2.61	1.20	1.30
2,500	1.17	1.85	0.75	0.83
5,000	0.91	1.50	0.56	0.62
10,000	0.73	1.26	0.43	0.48
15,000	0.66	1.16	0.38	0.42
20,000	0.62	1.10	0.34	0.39
30,000	0.57	1.02	0.31	0.35
40,000	0.54	0.98	0.29	0.33
50,000	0.52	0.95	0.27	0.31

TABLE E-3. CRITICAL CRASH RATES FOR "SPOTS" ON URBAN TWO-LANE AND THREE-LANE HIGHWAYS (FIVE-YEAR PERIOD)(2001-2005)

	CRITICAL CRASH RATE (C/MV) BY HIGHWAY TYPE	
AADT	TWO-LANE	THREE-LANE
500	3.68	5.20
1,000	2.72	3.98
2,500	1.94	2.98
5,000	1.57	2.50
7,500	1.42	2.30
10,000	1.33	2.18
15,000	1.22	2.04
20,000	1.16	1.95
30,000	1.08	1.86
40,000	1.04	1.80

TABLE E-4. CRITICAL CRASH RATES FOR "SPOTS" ON URBAN FOUR-LANE HIGHWAYS, INTERSTATES, AND PARKWAYS (FIVE-YEAR PERIOD)(2001-2005)

	CRITICAL CRASH RATE (C/MV) BY HIGHWAY TYPE			
AADT	FOUR-LANE DIVIDED (NON-INTERSTATE AND PARKWAY)	FOUR-LANE UNDIVIDED	INTERSTATE	PARKWAY
1,000	2.78	3.73	1.53	1.70
5,000	1.62	2.31	0.77	0.87
10,000	1.37	2.00	0.61	0.70
15,000	1.26	1.87	0.54	0.63
20,000	1.20	1.79	0.51	0.59
30,000	1.12	1.69	0.46	0.54
40,000	1.08	1.64	0.43	0.51
50,000	1.05	1.60	0.42	0.49
60,000	1.02	1.57	0.40	0.48
70,000	1.01	1.55	0.39	0.46
80,000	0.99	1.54	0.38	0.46
90,000	0.98	1.52	0.38	0.45
100,000	0.97	1.51	0.37	0.44

APPENDIX F

TOTAL CRASH RATES FOR CITIES INCLUDED IN 2000 CENSUS

TABLE F-1. CRASHES AND CRASH RATES FOR ALL CITIES LISTED IN THE 2000 CENSUS (2001-2005)

CITY	POPULATION	NUMBER OF CRASHES	ANNUAL CRASHES PER 1000 POPULATION	CITY	POPULATION	NUMBER OF CRASHES	CRASHES PER 1000 POPULATION
Adairville	920	71	15	Calhoun	836	139	33
Albany	2,220	580	52	California	130	*	*
Alexandria	8,286	1,317	32	Calvert City	2,701	408	30
Allen	150	169	225	Camargo	923	85	18
Anchorage	2,264	119	11	Campbellsburg	705	118	34
Annville	470	*	*	Campbellsville	10,498	2,478	47
Arlington	395	36	18	Campton	424	255	120
Ashland	21,981	5,693	52	Caneyville	627	79	25
Auburn	1,444	150	21	Carlisle	1,917	357	37
Audubon Park	1,545	45	6	Carrollton	3,846	911	47
Augusta	1,204	111	18	Catlettsburg	1,960	683	70
Bancroft	536	1	0	Cave City	1,880	537	57
Barbourmeade	1,260	2	0	Centertown	416	31	15
Barbourville	3,589	827	46	Central City	5,893	880	30
Bardstown	10,374	3,101	60	Cherrywood Village	327	*	*
Bardwell	799	65	16	Clarkson	794	165	42
Barlow	715	43	12	Clay	1,179	70	12
Beattyville	1,193	209	35	Clay City	1,303	*	*
Beaver Dam	3,033	666	44	Clinton	1,415	*	*
Bedford	677	187	55	Cloverport	1,256	47	8
Beechwood Village	1,173	4	1	Coal Run	577	442	153
Bellefonte	837	96	23	Cold Spring	3,806	1,167	61
Bellevue	6,480	1,072	33	Coldstream	862	*	*
Bellewood	300	*	*	Columbia	4,014	1,101	55
Benham	599	25	8	Concord	28	8	57
Benton	4,197	1,012	48	Corbin	7,742	1,689	44
Berea	9,851	2,164	44	Corinth	181	149	165
Berry	310	10	7	Corydon	744	122	33
Blaine	245	9	7	Covington	43,370	10,304	48
Blandville	95	*	*	Crab Orchard	842	70	17
Bloomfield	855	140	33	Creekside	323	*	*
Blue Ridge Manor	623	1	0	Crescent Springs	3,931	938	48
Bonnieville	354	66	37	Crestview	471	6	3
Booneville	111	107	193	Crestview Hills	2,889	1,422	98
Bowling Green	49,296	16,298	66	Crestwood	1,999	613	61
Bradfordsville	304	21	14	Crittenden	2,401	483	40
Brandenburg	2,049	457	45	Crofton	838	103	25
Bremen	365	61	33	Cumberland	2,611	137	11
Briarwood	554	*	*	Cynthiana	6,258	1,302	42
Broadfields	250	*	*	Danville	15,477	3,484	45
Brodhead	1,193	56	9	Dawson Springs	2,980	250	17
Broeck Point	325	*	*	Dayton	5,966	278	9
Bromley	838	46	11	Dixon	632	152	48
Brooksville	589	122	41	Douglass Hills	5,549	*	*
Brownsville	921	238	52	Dover	316	33	21
Burgin	874	56	13	Drakesboro	627	112	36
Burkesville	1,756	116	13	Dry Ridge	1,995	1,019	102
Burnside	637	194	61	Earlington	1,649	194	24
Butler	613	76	25	Eddyville	2,350	265	23
Cadiz	2,373	628	53	Edgewood	9,400	884	19
Calhoun	836	139	33	Edmonton	1,586	346	44
California	130	*	*	Ekron	170	31	37

* Data Not Available

TABLE F-1. CRASHES AND CRASH RATES FOR ALL CITIES LISTED IN THE 2000 CENSUS (2001-2005)(continued)

CITY	POPULATION	NUMBER OF CRASHES	ANNUAL CRASHES PER 1000 POPULATION	CITY	POPULATION	NUMBER OF CRASHES	CRASHES PER 1000 POPULATION
Elizabethtown	22,542	6,685	59	Harlan	2,081	945	91
Elkhorn City	1,060	200	38	Harrodsburg	8,014	1,613	40
Elkton	1,984	268	27	Hartford	2,571	357	28
Elsmere	8,139	728	18	Hawesville	971	172	35
Eminence	2,231	246	22	Hazard	4,806	2,176	91
Erlanger	16,676	3,817	46	Hazel	440	51	23
Eubank	358	49	27	Hebron Estates	930	*	*
Evarts	1,101	129	23	Henderson	27,373	7,001	51
Ewing	278	23	17	Hickman	2,560	119	9
Fairfield	72	14	39	Highland Heights	6,554	1,154	35
Fairview	156	18	23	Hills And Dales	154	*	*
Falmouth	2,058	338	33	Hillview	6,119	*	*
Ferguson	881	31	7	Hindman	787	362	92
Fincastle	838	*	*	Hiseville	224	23	21
Flatwoods	7,605	655	17	Hodgenville	2,874	530	37
Fleming-neon	759	*	*	Hollow Creek	991	*	*
Flemingsburg	3,010	460	31	Hopkinsville	30,089	6,056	40
Florence	23,551	9,533	81	Horse Cave	2,252	264	23
Fordsville	531	79	30	Houston Acres	491	*	*
Forest Hills	494	*	*	Hunters Hollow	286	*	*
Fort Mitchell	8,089	1,304	32	Hurstbourne	4,420	*	*
Fort Thomas	16,495	1,254	15	Hustonville	347	65	38
Fort Wright	5,681	2,433	86	Hyden	204	224	220
Foster	65	*	*	Independence	14,982	2,227	30
Fountain Run	236	7	6	Indian Hills	2,882	246	17
Fox Chase	528	*	*	Indian Hills Ch. Sec.	1,005	*	*
Frankfort	27,741	6,173	45	Inez	466	145	62
Franklin	7,996	1,258	32	Irvine	2,843	443	31
Fredonia	420	64	31	Irvington	1,257	98	16
Frenchburg	551	153	56	Island	435	65	30
Fulton	2,775	446	32	Jackson	2,490	961	77
Gamaliel	439	15	7	Jamestown	1,624	165	20
Georgetown	18,080	3,419	38	Jeffersontown	26,633	4,590	35
Germantown	190	42	44	Jeffersonville	1,804	351	39
Ghent	371	68	37	Jenkins	2,401	*	*
Glasgow	13,019	3,495	54	Junction City	2,184	178	16
Glencoe	251	41	33	Keeneland	383	*	*
Glenview	653	*	*	Kevil	574	69	24
Glenview Hills	353	*	*	Kingsley	428	*	*
Grand Rivers	343	50	29	Kuttawa	596	132	44
Gratz	89	17	38	La Grange	5,676	1,149	41
Grayson	3,877	884	46	Lacenter	1,038	*	*
Green Spring	768	*	*	Lafayette	193	3	3
Greensburg	2,396	407	34	Lakeside Park	2,869	266	19
Greenup	1,198	115	19	Lakeview Heights	252	*	*
Greenville	4,398	848	39	Lancaster	3,734	650	35
Guthrie	1,469	117	16	Langdon Place	874	*	*
Hanson	625	84	27	Latonia Lakes	325	26	16
Hardin	564	101	36	Lawrenceburg	9,014	1,013	23
Hardinsburg	2,345	278	24	Lebanon	5,718	1,265	44
Harlan	2,081	945	91	Lebanon Junction	1,801	219	24
Harrodsburg	8,014	1,613	40	Leitchfield	6,139	1,682	55

* Data Not Available

TABLE F-1. CRASHES AND CRASH RATES FOR ALL CITIES LISTED IN THE 2000 CENSUS (2001-2005)(continued)

CITY	POPULATION	NUMBER OF CRASHES	ANNUAL CRASHES PER 1000 POPULATION	CITY	POPULATION	NUMBER OF CRASHES	CRASHES PER 1000 POPULATION
Lewisburg	903	71	16	Muldraugh	1,298	299	46
Lewisport	1,639	76	9	Munfordville	1,563	403	52
Lexington	260,512	64,513	50	Murray	14,950	3,608	48
Liberty	1,850	390	42	Murray Hill	619	*	*
Livermore	1,482	148	20	Nebo	220	57	52
Livingston	228	18	16	New Castle	919	121	26
London	5,692	3,412	120	New Haven	849	93	22
Lone Oak	454	804	354	Newport	17,048	4,808	56
Loretto	623	83	27	Nicholasville	19,680	4,143	42
Louisa	2,018	459	46	Norbourne Estates	461	*	*
Louisville	256,231	99,550	78	North Middleton	562	*	*
Loyall	766	57	15	Northfield	970	24	5
Ludlow	4,409	360	16	Nortonville	1,264	138	22
Lynch	900	20	4	Norwood	372	*	*
Lyndon	9,369	51	1	Oak Grove	7,064	1,388	39
Lynnview	965	27	6	Oakland	260	16	12
Mackville	206	11	11	Old Brownboro Place	348	*	*
Madisonville	19,307	4,442	46	Olive Hill	1,813	290	32
Manchester	1,738	829	95	Orcharh Grass Hills	1,058	*	*
Manor Creek	179	*	*	Owensboro	54,067	12,586	47
Marion	3,196	464	29	Owenton	1,387	252	36
Martin	633	191	60	Owingsville	1,488	322	43
Maryhill Estates	177	*	*	Paducah	26,307	8,824	67
Mayfield	10,349	2,006	39	Paintsville	4,132	1,263	61
Maysville	8,993	2,284	51	Paris	9,183	1,752	38
Mchenry	417	39	19	Park City	517	93	36
Mckee	878	187	43	Park Hills	2,977	158	11
Mcroberts	921	35	8	Park Lake	263	*	*
Meadowbrook Farm	163	*	*	Pembroke	797	36	9
Meadowvale	765	*	*	Perryville	763	43	11
Meadowview Estates	422	*	*	Pewee Valley	1,436	212	30
Melbourne	457	31	14	Phelps	1,053	307	58
Mentor	181	10	11	Pikeville	6,295	2,564	82
Middlesboro	10,384	1,885	36	Pineville	2,093	500	48
Middletown	5,744	7	0	Pioneer Village	1,130	*	*
Midway	1,620	146	18	Pippa Passes	297	84	57
Millersburg	842	67	16	Plantation	902	133	30
Milton	525	196	75	Pleasureville	869	40	9
Minor Lane Heights	1,435	31	4	Plymouth Village	201	*	*
Monterey	167	21	25	Poplar Hills	377	*	*
Monticello	5,981	1,060	35	Powderly	846	112	27
Moorland	464	*	*	Prestonsburg	3,612	1,419	79
Morehead	5,914	2,130	72	Prestonville	164	40	49
Morganfield	3,494	633	36	Princeton	6,536	846	26
Morgantown	2,544	486	38	Prospect	2,788	*	*
Mortons Gap	952	103	22	Providence	3,611	244	14
Mount Olivet	289	22	15	Raceland	2,355	220	19
Mount Sterling	5,876	1,896	65	Radcliff	21,961	3,007	27
Mount Vernon	2,592	736	57	Ravenna	693	61	18
Mount Washington	8,485	962	23	Raywick	157	*	*
Muldraugh	1,298	299	46	Richlawn	435	*	*
Munfordville	1,563	403	52	Richmond	27,152	6,728	50

* Data Not Available

TABLE F-1. CRASHES AND CRASH RATES FOR ALL CITIES LISTED IN THE 2000 CENSUS (2001-2005)(continued)

CITY	POPULATION	NUMBER OF CRASHES	ANNUAL CRASHES PER 1000 POPULATION	CITY	POPULATION	NUMBER OF CRASHES	CRASHES PER 1000 POPULATION
River Bluff	452	*	*	Ten Broeck	128	*	*
Rochester	186	2	2	Thornhill	146	*	*
Rockport	334	15	9	Tompkinsville	2,660	419	32
Rolling Hills	907	1	0	Trenton	419	27	13
Russell	3,645	760	42	Union	2,893	574	40
Russell Springs	2,399	356	30	Uniontown	1,064	104	20
Russellville	7,149	1,566	44	Upton	391	58	30
Ryland Heights	279	*	*	Vanceburg	1,731	269	31
Sacramento	517	66	26	Versailles	7,511	1,896	51
Sadieville	263	30	23	Vicco	318	102	64
Saint Charles	309	*	*	Villa Hills	7,948	392	10
Saint Matthews	15,852	*	*	Vine Grove	4,169	345	17
Saint Regis Park	1,520	*	*	Wallins Creek	257	*	*
Salem	769	53	14	Walton	2,450	663	54
Salt Lick	342	48	28	Warfield	284	68	48
Salyersville	1,604	436	54	Warsaw	1,811	182	20
Sanders	246	22	18	Water Valley	316	21	13
Sandy Hook	678	154	45	Waterson Park	1,542	*	*
Sardis	149	30	40	Waverly	297	55	37
Science Hill	634	93	29	Wayland	298	45	30
Scottsville	4,327	689	32	Wellington	561	*	*
Sebree	1,558	155	20	West Liberty	3,277	419	26
Seneca Gardens	699	*	*	West Point	1,100	232	42
Sharpsburg	295	53	36	Westwood	4,888	*	*
Shelbyville	10,085	2,806	56	Westwood	612	*	*
Shepherdsville	8,334	2,623	63	Wheatcroft	173	13	15
Shively	15,157	4,213	56	Wheelwright	1,042	45	9
Silver Grove	1,215	182	30	Whipps Millgate	415	*	*
Simpsonville	1,281	197	31	White Plains	800	39	10
Slaughters	238	27	23	Whitesburg	1,600	412	52
Smithfield	102	22	43	Whitesville	632	66	21
Smithland	401	107	53	Whitley City	1,111	358	64
Smiths Grove	784	147	38	Wickliffe	794	138	35
Somerset	11,352	4,633	82	Wilder	2,624	834	64
Sonora	350	92	53	Wildwood	247	*	*
South Carrollton	184	69	75	Williamsburg	5,143	947	37
South Shore	1,226	*	*	Williamstown	3,227	699	43
Southgate	3,472	513	30	Willisburg	304	25	16
Sparta	230	49	43	Wilmore	5,905	256	9
Spring Mill	342	*	*	Winchester	16,724	3,971	48
Spring Valley	400	*	*	Winding Falls	657	*	*
Springfield	2,634	564	43	Wingo	581	50	17
Stamping Ground	566	51	18	Woodburg	117	*	*
Stanford	3,430	599	35	Woodburn	323	32	20
Stanton	3,029	518	34	Woodland Hills	657	*	*
Strathmoor Village	625	*	*	Woodlawn Park	1,033	2	0
Sturgis	2,030	190	19	Worthington	1,673	45	5
Sycamore	70	*	*	Worthington Hills	973	*	*
Taylor Mill	6,913	1,390	40	Worthville	215	17	16
Taylorsville	1,009	285	57	Wurtland	1,049	149	28
Ten Broeck	128	*	*				
Thornhill	146	*	*				

* Data Not Available

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