Research Report
KTC-08-29/KSP2-08-1F

KENTUCKY TRANSPORTATION CENTER

ANALYSIS OF TRAFFIC CRASH DATA IN KENTUCKY (2003 - 2007)

UNIVERSITY OF KENTUCKY
College of Engineering

OUR MISSION

We provide services to the transportation community through research, technology transfer and education. We create and participate in partnerships to promote safe and effective transportation systems.

OUR VALUES

Teamwork
Listening and communicating along with courtesy and respect for others.

Honesty and Ethical Behavior
Delivering the highest quality products and services.

Continuous Improvement
In all that we do.

Research Report
KTC-08-29/KSP2-08-1F

ANALYSIS OF TRAFFIC CRASH DATA IN KENTUCKY (2003 - 2007)

by

Eric R. Green
Transportation Research Engineer

Kenneth R. Agent
Transportation Research Engineer

and

Jerry G. Pigman
Transportation Research Engineer

Kentucky Transportation Center
College of Engineering
University of Kentucky
Lexington, Kentucky

in cooperation with
Kentucky State Police
Commonwealth of Kentucky

August 2008

TABLE OF CONTENTS

Page

List of Tables iii

List of Figures viii

Executive Summary ix

1.0 Introduction 1

2.0 Procedure 1

3.0 Statewide Crash Rates 3

4.0 County Crash Statistics 6

5.0 City Crash Statistics 8

6.0 Alcohol- and Drug-Related Crashes 9

7.0 Occupant Protection 11

8.0 Speed-Related Crashes 13

9.0 Teenage Drivers 14

10.0 General Crash Statistics 15

- 10.1 Crash Trend Analysis 15
- 10.2 Pedestrian Crashes 16
- 10.3 Bicycle Crashes 16
- 10.4 Motorcycle Crashes 17
- 10.5 School Bus Crashes 17
- 10.6 Truck Crashes 17
- 10.7 Train Crashes 18
- 10.8 Vehicle Defects 18

TABLE OF CONTENTS (continued)

Page

11.0 Summary and Recommendations 18

11.1 Statewide Crash Rates 18
11.2 County and City Crash Statistics 19
11.3 Alcohol-Related Crashes 20
11.4 Occupant Protection 21
11.5 Speed-Related Crashes 22
11.6 Teenage Drivers 23
11.7 General Crash Statistics 23

Tables 26

Figures 91

Appendices

A. Statewide Crash Rate as a Function of Several Variables 93
B. Crash Data for Three-Year Period (2005-2007) 101
C. Critical Number of Crashes Tables 109
D. Critical Crash Rate Tables for Highway Sections 113
E. Critical Crash Rate Tables for "Spots" 121
F. Total Crash Rates for Cities Included In 2000 Census 125

LIST OF TABLES

Table 1. Comparison of 2002-2006 Crash Rates

Table 2. Statewide Rural Crash Rates by Highway Type Classification (2002-2006)

Table 3. Statewide Urban Crash Rates by Highway Type Classification (2002-2006)

Table 4. Comparison of 2002-2006 Crash Rates by Rural and Urban Highway Type Classification

Table 5. Statewide Crash Rates for “Spots” by Highway Type Classification (2002-2006)

Table 6. Statewide Average and Critical Numbers of Crashes for “Spots” and One-Mile Sections by Highway Type Classification (2002-2006)

Table 7. Crash Rates by County for State-Maintained System and All Roads (2002-2006)

Table 8. County Populations (2000 Census) in Descending Order

Table 9. Average and Critical Crash Rates by Population Category (2002-2006)

Table 10. Crash Rates by County and Population Category (in Descending Order with Critical Rates Identified) (2002-2006) (All Roads)

Table 11. Crash Rates by County and Population Category (in Descending Order with Critical Rates Identified)(2002-2006) (State-Maintained System)

Table 12. Injury or Fatal Crash Rates by County and Population Category (in Descending Order with Critical Rates Identified) (2002-2006) (All Roads)

Table 13. Fatal Crash Rates by County and Population Category (in Descending Order with Critical Rates Identified) (2002-2006) (All Roads)

Table 14. Miscellaneous Crash Data for Each County

Table 15. Crash Rates for Cities having Population over 2,500 (for State-Maintained System and All Roads for 2002-2006)

Table 16. Miscellaneous Crash Data for Cities having Population over 2,500 (2002-2006 for All Roads)

Table 17. Crash Rates on State-Maintained Streets by City and Population Category (2002-2006)

Table 18. Total Crash Rates by City and Population Category (in Descending Order) (2002-2006) (All Roads)

Table 19. Fatal Crash Rates by City and Population Category (in Descending Order with Critical Rates Identified) (2002-2006) (All Roads)

Table 20. Crashes Involving Alcohol by County and Population Category (in Order of Decreasing Percentages)

LIST OF TABLES (continued)

Table 21. Crashes Involving Alcohol by City and Population Category (in Order of Decreasing Percentages) (2002-2006)

Table 22. Summary of Alcohol Convictions by County (2002-2006)

Table 23. Alcohol Conviction Rates in Decreasing Order (by County Population Categories) (2002-2006)

Table 24. Percentage of Drivers Convicted of DUI Arrest (by County) (2002-2006)

Table 25. DUI Arrest Conviction Rates by County and Population Category (in Descending Order) (2002-2006)

Table 26. Summary of Reckless Driving Convictions by County (2002-2006)

Table 27. Percentage of Crashes Involving Drugs by County and Population Category (in Order of Decreasing Percentages) (2002-2006) (All Roads)

Table 28. Percentage of Crashes Involving Drugs by City and Population Category (in Order of Decreasing Percentages) (2002-2006)

Table 29. Safety Belt Usage by County and Population Category (In Descending Order) (Observed Survey Of All Front Seat Occupants in 2005)

Table 30. Safety Belt Usage by Population Category (2004 Observational Data)

Table 31. Crash Severity versus Safety Belt Usage (All Drivers)

Table 32. Usage and Effectiveness of Child Safety Seats (2002-2006 Crash Data for Children Age Three and Under)

Table 33. Percentage of Crashes Involving Unsafe Speed by County and Population Category (in Order of Decreasing Percentages) (2002-2006)

Table 34. Percentage of Crashes Involving Unsafe Speed by City and Population Category (in Order of Decreasing Percentages) (2002-2006)

Table 35. Summary of Speeding Convictions by County (2002-2006)

Table 36. Speeding Conviction Rates in Decreasing Order (by County Population Categories) (2002-2006)

Table 37. Moving Speed Data for Various Highway Types (Cars)

Table 38. Moving Speed Data for Various Highway Types (Trucks)

Table 39. Crash Trend Analysis (2002-2006)

Table 40. Number of Crashes and Rates by Crash Type for each County (2002-2006)

LIST OF TABLES (continued)

Table 41. Pedestrian Crash Rates by County and Population Category (in Order of Decreasing Percentages) (2002-2006) (All Roads)

Table 42. Pedestrian Crash Rates by City and Population Category (in Order of Decreasing Percentages) (2002-2006)

Table 43. Bicycle Crash Rates by County and Population Category (in Order of Decreasing Percentages) (2002-2006)

Table 44. Bicycle Crash Rates by City and Population Category (in Order of Decreasing Percentages) (2002-2006)

Table 45. Motorcycle Crash Rates by County and Population Category (in Order of Decreasing Percentages) (2002-2006)

Table 46. Motorcycle Crash Rates by City and Population Category (in Order of Decreasing Percentages) (2002-2006)

Table 47. School Bus Crash Rates by County and Population Category (in Order of Decreasing Percentages) (2002-2006)

Table 48. School Bus Crash Rates by City and Population Category (in Order of Decreasing Percentages) (2002-2006)

Table 49. Truck Crash Rates by County and Population Category (in Order of Decreasing Percentages) (2002-2006)

Table 50. Motor Vehicle-Train Crash Rates by County and Population Category (in Order of Decreasing Percentages) (2002-2006)

Table 51. Crashes Involving Vehicle Defect Before and After Repeal of Vehicle Inspection Law

Table A-1. Statewide Crash Rates by Functional Classification (2002-2006)

Table A-2. Statewide Crash Rates by Administrative Classification (2002-2006)

Table A-3. Statewide Crash Rates by Median Type (Rural Roads with Four or More Lanes) (2002-2006)

Table A-4. Statewide Crash Rates by Access Control (2002-2006)

Table A-5. Statewide Crash Rates for Rural Highways by Federal-Aid System and Terrain (2002-2006)

Table A-6. Statewide Crash Rates by Rural-Urban Designation (2002-2006)

Table A-7. Statewide Crash Rates by Route Signing Identifier (2002-2006)

Table A-8. Relationship between Crash Rate and Traffic Volume (2002-2006)

LIST OF TABLES (continued)

Table A-9. Percentage of Crashes occurring During Wet or Snow or Ice Pavement Conditions or During Darkness by Rural and Urban Highway Type Classification (2002-2006)

Table B-1. Statewide Rural Crash Rates by Highway Type Classification (2004-2006)

Table B-2. Statewide Urban Crash Rates by Highway Type Classification (2004-2006)

Table B-3. Statewide Crash Rates for "Spots" by Highway Type Classification (2004-2006)

Table B-4. Statewide Average and Critical Numbers of Crashes for "Spots" and One-Mile Sections by Highway Type Classification (2004-2006)

Table B-5. Statewide Crash Rates for 0.1 Mile "Spots" by Highway Type Classification (2004-2006)

Table B-6. Statewide Average and Critical Numbers of Crashes for 0.1-Mile "Spots" and One-Mile Sections by Highway Type Classification (2004-2006)

Table B-7. Critical Crash Rates for 0.1-Mile "Spots" on Rural One-Lane, Two-Lane and Three-Lane Highways (Three-Year Period) (2004-2006)

Table B-8. Critical Crash Rates for 0.1-Mile "Spots" on Rural Four-Lane Highways, Interstates, and Parkways (Three-Year Period) (2004-2006)

Table B-9. Critical Crash Rates for 0.1-Mile "Spots" on Urban Two-Lane and Three-Lane Highways (Three-Year Period) (2004-2006)

Table B-10. Critical Crash Rates for 0.1-Mile "Spots" on Urban Four-Lane Highways, Interstates, and Parkways (Three-Year Period) (2004-2006)

Table C-1. Critical Numbers of Crashes on Rural Highways by Highway Type and Section Length (2004-2006)

Table C-2. Critical Numbers of Crashes on Urban Highways by Highway Type and Section Length (2002-2006)

Table D-1. Critical Crash Rates for Rural One-Lane Sections (Five-Year Period) (2002-2006)

Table D-2. Critical Crash Rates for Rural Two-Lane Sections (Five-Year Period) (2002-2006)

Table D-3. Critical Crash Rates for Rural Three-Lane Sections (Five-Year Period) (2002-2006)

Table D-4. Critical Crash Rates for Rural Four-Lane Divided Sections (Non-Interstate and Parkway) (Five-Year Period) (2002-2006)

LIST OF TABLES (continued)

Table D-5. Critical Crash Rates for Rural Four-Lane Undivided Sections (Five-Year Period) (2002-2006)

Table D-6. Critical Crash Rates for Rural Interstate Sections (Five-Year Period) (2002-2006)

Table D-7. Critical Crash Rates for Rural Parkway Sections (Five-Year Period) (2002-2006)

Table D-8. Critical Crash Rates for Urban Two-Lane Sections (Five-Year Period) (2002-2006)

Table D-9. Critical Crash Rates for Urban Three-Lane Sections (Five-Year Period) (2002-2006)

Table D-10. Critical Crash Rates for Urban Four-Lane Divided Sections (Non-Interstate and Parkway) (Five-Year Period) (2002-2006)

Table D-11. Critical Crash Rates for Urban Four-Lane Undivided Sections (Five-Year Period) (2002-2006)

Table D-12. Critical Crash Rates for Urban Interstate Sections (Five-Year Period) (2002-2006)

Table D-13. Critical Crash Rates for Urban Parkway Sections (Five-Year Period) (2002-2006)

Table E-1. Critical Crash Rates for “Spots” on Rural One-Lane, Two-Lane, and Three-Lane Highways (Five-Year Period) (2002-2006)

Table E-2. Critical Crash Rates for “Spots” on Rural Four-Lane Highways, Interstates, and Parkways (Five-Year Period) (2002-2006)

Table E-3. Critical Crash Rates for “Spots” on Urban Two-Lane and Three-Lane Highways (Five-Year Period) (2002-2006)

Table E-4. Critical Crash Rates for “Spots” on Urban Four-Lane Highways, Interstates, Four-Lane Highways, and Parkways (Five-Year Period) (2002-2006)

Table F-1. Crashes and Crash Rates for All Cities Listed in the 2000 Census (2002-2006)

LIST OF FIGURES

Figure 1. Trends in Crash Rates

Figure 2. Trends in Rural Crash Rates

Figure 3. Trends in Urban Crash Rates

EXECUTIVE SUMMARY

This report documents an analysis of traffic crash data in Kentucky for the years of 2003 through 2007. 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 22nd report providing a combination of those two report areas. Traffic crash data for the five-year period of 2003 through 2007 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 databases 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) database. 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 2003 through 2007 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 database. Summaries were prepared from an analysis of the crash data from the CRASH database for 2003 through 2007.

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 2003 through 2007 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.

$$C_c = C_a + K\sqrt{\frac{C_a}{M}} + \frac{1}{2M} \qquad (1)$$

in which

C_c = critical crash rate
C_a = average crash rate
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.

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

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 2007 these roads accounted for approximately 90 percent of the vehicle miles traveled and 65 percent of the crashes on public roads. The number 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 2003 through 2007 crash statistics on streets and highways having known traffic volumes, route numbers, and mileposts is shown in Table 1. The number of total crashes on the state-maintained road system was slightly higher in 2007 compared to the average of the previous four years. The variance over the last five years can be largely attributed to the inconsistencies in reporting locations on the crash reports. Particularly, milepost and route number data were omitted from a large number of their reported crashes in 2004 and 2005 in

Jefferson County. The overall crash rate in 2007 was 193 crashes per 100 million vehicle-miles (C/100 MVM). The crash rates for the previous four years varied from 177 to 200 C/100 MVM.

The fatal crash rate showed a decrease (5.8 percent) in 2007 compared to the previous four-year average. The fatal crash rate ranged from 1.61 C/100MVM in 2007 to 1.73 C/100MVM in 2004. The injury crash rate decreased by 5.3 percent in 2007 compared to the previous four-year average. The injury crash rate of 45 C/100MVM in 2005 and 2007 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 51 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 (2003 through 2007) 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, were 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 101 miles). Two-lane highways have the highest injury crash rate (excluding one-lane roads). 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. 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 50 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 followed by parkways.

Tables 2 and 3 show that the overall total crash rate on urban highways is 58 percent higher than that on rural highways. Also, the injury rate on urban highways is 7 percent higher than that for rural highways. However, the fatal crash rate on urban highways is only 35 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 decrease in the overall crash rate in rural areas (10.6 percent) compared to an increase in urban areas (13.8 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 2003 through 2007. 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 2003 through 2007 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 2003 through 2007. 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 (2005-2007) 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 2003 through 2007.

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 2003 through 2007 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 2003 through 2007.

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 34 for total crashes (all roads), 33 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, 32 of the 34 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 four 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), Harrison County (in the 15,000 to 24,999 population category) and Jessamine (in the 25,000 to 50,000 population category). In the over 50,000 population category, Fayette County has the highest rate for all roads while Kenton 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. Robertson and Lyon Counties, which are in the lowest population category, had the lowest rate in the state for all roads and Hickman County, also in the 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, Harrison, Boyd, and Pike. Harrison County has the highest rate in the state while Robertson 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. 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). Pike, Pulaski and Laurel 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 2007 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 2003 through 2007 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, Covington, Newport, Shepherdsville, Ludlow, 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-one 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, Hopkinsville, Shelbyville, London, and Prestonsburg have the highest fatal crash rates in their respective population ranges with no city identified as having a critical fatal crash rate. Prestonsburg 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 5,434 per year for the past five years. Alcohol-related fatalities have averaged 195 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 2007 varied from about $326 million using economic cost data up to about $1 billion 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 2007 (to 5,167) which represents a 6.1 percent decrease compared to the previous four-year average. The number this year is the lowest number since this trend analysis was started in 1978. Alcohol-related crashes represented 4.2 percent of all crashes during the latest five-year period. The number of alcohol-related fatalities in 2007 (204) was higher than the previous four year average (192).

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, Meade 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, Woodford, Floyd 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, Elsmere, 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 (2003 through 2007) 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 Robertson, Edmonson, Wayne, Oldham and Jefferson. Counties having the lowest rates of alcohol convictions per alcohol-related crash are Robertson, 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 fairly constant number of alcohol convictions during the five-year period from a low of 23,710 in 2005 to a high of 25,611 in 2004. The number of alcohol convictions in 2007 was about the same as 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 2003 through 2007 (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 83.8 percent. The percentages varied from a low of 41.7 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, Anderson, and Fayette Counties. The lowest rates, in descending order, were found in Leslie and Clay 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 79.4 to 84.2 percent. Counties having the highest conviction percentages in the various population categories are

Elliott, Green, Anderson, Shelby and Fayette. Counties having the lowest conviction percentages for the various population categories are Gallatin, Leslie, Clay, Knox 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 2003 through 2007, the highest number of convictions at 4,648 was in 2007. There has been a decrease in the number of reckless driving convictions since that year. The number in 2007 was a 5.9 percent decrease from the average number in the previous four years. The highest rates (convictions per 1,000 licensed drivers) occurred in Lyon, Gallatin, and Cumberland Counties. The lowest rates are in Trimble, Green, and Oldham 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 to 1,370 in 2007 compared to the lowest number at 1,021 that occurred in 2003. When compared to the previous four-year average, drug crashes increased by 12.3 percent in 2007. The number of drug-related fatal crashes increased dramatically by 29.1 percent in 2007 compared to the previous four-year average. In 2007. there were 226 fatal drug-related crashes. The number of drug-related injury crashes decreased by 7.9 percent in 2007 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, Martin, Clay, Floyd, and Pike. The data in Table 27 show most of the counties with the highest percentages are in southeastern Kentucky. Counties with the highest percentages of this type of crash are in Martin, Pike, Magoffin, Clay, Leslie, Owsley, Floyd, Knott, and Harlan 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, Henderson, Middlesboro, Pikeville, and Paintsville and Barbourville. The percentage in Pikeville was the highest.

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. This was repeated for 2005 and 2006. These rates (for 2006) 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 83.0 percent in Oldham County to a low of 40.1 percent in Monroe County. The data shows that 26 counties had a usage rate over 70 percent while 18 counties had a rate under 50 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 2006 (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 11 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 the crash 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 97 percent compared to not wearing a safety belt. Also, the chance of receiving an incapacitating injury is reduced by 88 percent and the chance of receiving a non-incapacitating injury is reduced by 77 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 57 percent (from 13.69 percent for drivers not wearing safety belts to 5.89 percent for drivers wearing safety belts). The chance of receiving either a fatal or incapacitating injury was reduced by 90 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.

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 32. Data are for 2003 through 2007. 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 20 fatalities (children age three and under) occurring during the study period (2003-2007), 12 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 165 incapacitating injuries, 133 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 97-percent reduction in fatalities for children in restraints, an 93-percent reduction in incapacitating injuries, a 81-percent reduction in non-incapacitating injuries, and a 79-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 99 percent in 2007. This usage rate was calculated by dividing the “any restraint” total by the sum of the "any restraint" and "none" categories from Table 32. This compares to the usage rate of 98 percent found in the 2007 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 2007, the number of speed-related crashes was the lowest it has been since the inception of this report. In 2007, the number of speed-related crashes decreased by 21.8 percent compared to the previous four-year average. For the five-year period (2003-2007), speed-related crashes represented 6.5 percent of all crashes, 9.7 percent of injury crashes, and 25.1 percent of fatal crashes. The number of speed-related fatal crashes decreased by 14.7 percent in 2007 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 151 in 2007. The number of speed-related injury crashes decreased by 23.5 percent in 2007 compared to the previous four years. The number of speed-related injury crashes ranged from a high of 3,197 in 2003 to a low of 2,238 in 2007.

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 33. 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 Owsley, Morgan, Clay, Franklin, and Madison. A

similar summary of crashes involving unsafe speeds for cities was prepared and is presented in Table 34. Those cities having the highest percentages in each population category are Lexington, Frankfort, Erlanger, Villa Hills, and Hickman.

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 35 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 86,018 in 2003 to a low of 78,944 in 2005.

To assist in identifying areas having the potential for increased enforcement, Table 36 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, McCreary, 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.

Speeds on various types of roads were obtained in 2007 and 2008 prior to and after the implementation of an increase of speed limits on rural interstates and parkways from 65 to 70 mph. In addition to interstates and parkways, data were taken on rural four-lane roads and two-lane with full width shoulders. Summary of that data for cars and trucks (single unit and combination tractor trailer) are given in Tables 37 and 38, respectively. The 85th percentile speeds are given which is the speed which should be used to establish the speed limit. The data show that the increase in speed limits on rural interstates and four-lane parkways from 65 to 70 mph resulted in only a small increase in speed limits. The large difference in the 85th percentile speed and posted speed limit on a few other road types justify an increase in speed limit on a limited number of high-design type roads. Speeds for trucks are less than that for cars. The speed data show that the operating speed is above the posted speed limit on all road types.

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 5.9 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 2007 data, it was found that teenage drivers were involved in about 19 percent of all crashes, 19 percent of injury crashes, and 13 percent of fatal crashes. Teenage drivers (including drivers with a learner permit) are over represented by a factor of 3.2 in all crashes, 3.2 in injury crashes, and 2.2 in fatal crashes.

The involvement rate of teenage drivers compared to all drivers in total and fatal crashes was analyzed (using 2007 data). Considering all crashes on public highways, the rate

was 41 crashes per 1,000 drivers for all drivers compared to 130 crashes per 1,000 drivers for teenage drivers. Considering fatal crashes, the rate was 26 fatal crashes per 100,000 drivers for all drivers compared to 92 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 39. The crashes in 2007 were compared to an average of the preceding four years (2003-2006). There was a decrease in total crashes (4.1 percent) when comparing 2007 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 2007 (124,553). The number of fatal crashes decreased by 6.4 percent while the number of fatalities decreased by 9.1 percent. The number of fatalities ranged from 864 in 2007 to 985 in 2005. The number of fatalities in 2005 was the highest in about 30 years but has decreased in 2006 and 2007. The number of injury crashes and injuries in 2007 was lower than the previous four-year average. There was a 10.8 percent decrease in injury crashes and a 12.0 percent decrease in injuries. The number of injuries varied from 38,786 in 2007 to 46,966 in 2003.

Vehicle-miles traveled have remained fairly constant over the five-year period ranging from 46.828 billion miles in 2003 to 47.870 billion miles in 2007. The vehicle miles traveled in 2007 has increased slightly (1.3 percent) compared to the previous four-year average. There was a decrease in total crash rate in 2007 of 5.4 percent when compared to the previous four-year average. The total crash rate varied from a low of 260 C/100 MVM in 2007 to 283 C/100 MVM in 2004.

There were decreases in 2007 in the fatal crash rate (7.8 percent) and fatality crash rate (10.2 percent). The fatality crash rate in 2007 had the lowest rate in this five-year period with the highest in 2005.

There was a total of 644,036 crashes in the five-year period, of which 4,236 (0.7 percent) were fatal crashes and 143,463 (22.3 percent) were injury crashes. Those crashes resulted in 4,668 fatalities and 215,077 injuries. There is a large range used when estimating crash costs. Considering economic costs, an estimate for 2007 is $2.1 billion for the cost of Kentucky traffic crashes (on public roads) or an average cost of $16,700 per crash using National Safety Council estimates of motor vehicle crash cost. Similarly the comprehensive costs result

in an estimate of $5.9 billion for the cost of Kentucky traffic crashes or an average cost of $47,300 per crash.

Trends in the number of specific types of crashes also are presented in Table 39. 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 40. 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 1.9 percent in 2007 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 894 in 2007. Pedestrian collisions are a severe type of crash. In 2007, pedestrian crashes accounted for only 0.7 percent of all crashes but 2.9 percent of injury crashes and 5.7 percent of fatal crashes. The number of injury crashes decreased by 2.0 percent in 2007 and the number of fatal crashes decreased by 14.8 percent in 2007 compared to the previous four-year average. Injury crashes ranged from 749 in 2007 to 788 in 2003 while fatal crashes ranged from 46 in 2007 to 57 in 2003.

A summary of pedestrian crash statistics by county and population category is presented in Table 41. 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 and Trimble, Carroll, Grayson, Boyd and Franklin, and Jefferson. A similar analysis was performed for pedestrian crashes by city and population category. Results are summarized in Table 42 and the following cities have the highest rates in their respective population categories: Louisville, Covington, Newport, Leitchfield, and Ludlow. Louisville and Newport 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 43. Counties were grouped by population category. The counties having the highest crash rate in each category are Fulton, Carroll, Mason, Henderson, and Daviess. A similar summary was prepared for cities and the results are presented in Table 44. Cities having the highest rate of bicycle-related crashes in each population category are Louisville, Covington, Newport, Bellevue, and Morganfield.

The number of bicycle crashes decreased in 2007 (3.1 percent) compared to the average of 2001 through 2004. The number of bicycle crashes has ranged from 412 in 2006 to 485 in 2003. This is a severe type of crash. In 2007, while bicycle crashes accounted for 0.3 percent of all crashes, they accounted for 1.2 percent of injury crashes and 0.2 percent of fatal crashes. The number of injury crashes decreased by 2.1 percent in 2007 and the number of fatal crashes decreased 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 292 in 2006 to 356 in 2003 while the number of fatal crashes ranged from two in 2007 and 2004 to 12 in 2005.

10.4 MOTORCYCLE CRASHES

County and city statistics for crashes involving motorcycles are presented in Tables 45 and 48, respectively. For each population category, counties having the highest rates for motorcycle crashes per 10,000 population are Bracken, Carroll, Mason, Calloway and Marshall, and McCracken (Table 45). The highest rate is in Bracken County with the largest number in Jefferson County. From Table 46, those cities having the highest rates in each population category are Louisville, Paducah, Somerset, Pikeville, and Prestonsburg. The rates in Pikeville and Prestonsburg were substantially above any other city.

There was a significant increase in the number of motorcycle crashes in 2007 (27.3 percent) compared to the 2003 through 2006 average. The numbers over the five-year period ranged from a high of 2,087 in 2007 to a low of 1,438 in 2003. This is a severe type of crash. Data in 2007 show that motorcycle crashes accounted for 1.7 percent of all crashes but 5.3 percent of injury crashes and 13.0 percent of fatal crashes. The number of injury crashes increased by 25.0 percent and the number of fatal crashes increased by 47.4 percent in 2007 compared to the 2003 through 2006 average. The number of injury crashes ranged from 997 in 2003 to 1,399 in 2007 while the number of fatal crashes ranged from 56 in 2003 to 112 in 2007.

10.5 SCHOOL BUS CRASHES

School bus crash statistics were summarized for counties and cities and results are presented in Tables 47 and 48, respectively. Table 47 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, Grant, Jessamine, and Boone. A similar summary was prepared for cities by population categories, as shown in Table 48. Those cities having the highest rates in each population category are Louisville, Richmond, Nicholasville, Shepherdsville, and Prestonsburg. The highest rate was in Louisville and Nicholasville.

The trend analysis presented in Table 39 indicates there was a decrease in this type of crash in 2007 (7.1 percent decrease) compared to the 2003 through 2006 average. The annual number of this type of crash ranged from a low of 797 in 2007 to a high of 887 in 2004. There was a decrease in injury crashes of 14.9 percent in 2007 compared to 2003 through 2006. The number of injury crashes ranged from 97 in 2007 to 119 in 2006. There were two fatal crashes involving a school bus in 2007 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 49. 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 a decrease in the number of truck crashes in 2007 (4.8 percent) compared to the previous four-year average. The number of truck crashes ranged from a low of 8,988 in 2003 to a high of 10,015 in 2004. The number of injury crashes decreased by 12.2 percent and the number of fatal crashes decreased by 9.6 percent in 2007 compared to the previous four-year average. The number of injury crashes ranged from 1,607 in 2007 to 1,918 in 2004 while the number of fatal crashes ranged from 103 in 2006 to 122 in 2004. In 2007, truck crashes represent 7.4 percent of all crashes, 6.1 percent of injury crashes, and 13.0 percent of fatal crashes.

10.7 TRAIN CRASHES

A summary of motor vehicle-train crashes by county is presented in Table 50. Counties having the highest rates in each population category are Carlisle, Todd, Mercer, Oldham, and Pike. The highest rate (0.78) is in Oldham County with the highest number (63) in Jefferson County. There were no train crashes in 62 of the 120 counties in the five-year period of 2003 through 2007.

The trend analysis for motor vehicle-train crashes is given in Table 39. There was a range in train crashes from 51 in 2004 to 72 in 2003. The number of train crashes in 2007 was 3.4 percent higher than the 2001 through 2004 average. The number of injury crashes decreased by 30.0 percent in 2007 compared to the 2001 through 2004 average with a range of from 14 in 2007 to 25 in 2003. The number of fatal crashes ranged from two in 2003 to eight in 2006 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 51. 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 4.37 percent in 2007 which compares to the overall low of 4.33 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 through the

Technology Transfer Program at the Kentucky Transportation Center at the University of Kentucky. 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 2007 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	Calloway
2	Muhlenberg
3	Barren
4	Nelson
5	Oldham
6	Kenton
7	Lincoln
8	Mason
9	Pike
10	Knox
11	Whitley
12	Scott
13	Perry
14	Boyd
15	Marion
16	Ohio

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
- Florence
- Ashland
- Independence
- Shelbyville
- Newport
- Shively
- Erlanger
- Georgetown

11.4 OCCUPANT PROTECTION

Even though a statewide "primary enforcement" safety belt law has been passed, efforts to increase safety belt usage must continue. The 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 shows that these types of programs 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. 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	Calloway
2	Crittenden
3	Allen
4	Breckinridge
5	Carroll
6	Harrison
7	Owsley
8	Montgomery
9	Martin
10	Knox
11	Wayne
12	Anderson
13	Letcher
14	Greenup
15	Washington
16	Daviess

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 33) and low average number of speeding convictions per speed-related crash (Table 36) 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	Allen
4	Nelson
5	Oldham
6	Kenton
7	Garrard
8	Montgomery
9	Floyd
10	Harlan
11	Clay
12	Scott
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 34), the following cities were recommended for additional programs of speed enforcement:

- Lexington
- Frankfort
- Hopkinsville
- Richmond
- Elizabethtown
- Erlanger
- Independence
- Taylor Mill

- Fort Mitchell
- Berea
- Fort Wright

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.

Recent legislation in Kentucky increased the speed limit from 65 mph to 70 mph on rural interstates and parkways. An evaluation (KTC-08-10) found this increase in speed limit resulted in only a small increase in travel speeds. Data show current speeds do not reflect speed limits on several other types of highways. There is a need to review current speed limits and establish speed limits based on the 85th percentile speed. Recommendations for speed limits on various types of roads in Kentucky have been developed which state that the large difference in 85th percentile speed and posted speed limit on a limited number of high-design type roads (in addition to rural interstates and parkways) justify an increase in speed limit.

11.6 TEENAGE DRIVERS

Graduated licensing legislation was amended in the 2007 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 Louisville, Newport, Ludlow, Covington and Shively as cities having the highest pedestrian crash rates (Table 42). 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

Louisville also had a high crash rate in their population category for this type of crash (Table 44) (as with pedestrian crashes). A study of this type of crash could be included with the previously mentioned study of pedestrian crashes.

Motorcycles

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.

Pike County had one of the highest motorcycle-crash rates in the state (Table 45) and Pikeville (Table 46), 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.

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 51). 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 than 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 2003 - 2007 CRASH RATES*

STATISTIC	2003	2004	2005	2006	2003-2006 Average	2007	Percent Change***
Crashes	82,253	78,947	75,290	84,097	80,147	81,316	1.5
Fatal Crashes	714	741	732	711	725	678	-6.4
Injury Crashes	21,606	19,781	18,940	20,145	20,118	19,032	-5.4
Mileage	28,449	28,324	28,328	28,338	28,360	28,363	0.0
Crashes Per Mile	2.89	2.79	2.66	2.97	2.83	2.87	1.5
Vehicle Miles (Billion)	42.07	42.72	42.54	42.03	42.34	42.23	-0.3
AADT	4,052	4,132	4,115	4,063	4,091	4,080	-0.3
Crash Rate**	196	185	177	200	190	193	1.8
Fatal Crash Rate**	1.70	1.73	1.72	1.69	1.71	1.61	-5.8
Injury Crash Rate**	51	46	45	48	48	45	-5.3

* 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 2007 compared to 2003 through 2006 average.

TABLE 2. STATEWIDE RURAL CRASH RATES BY HIGHWAY TYPE CLASSIFICATION (2003-2007)

HIGHWAY TYPE	TOTAL MILEAGE*	AADT	CRASH RATES (CRASHES PER 100 MVM)		
			ALL	INJURY	FATAL
One-Lane	101	320	247	86	1.7
Two-Lane	23,274	1,580	222	69	3.4
Three-Lane	28	6,170	114	29	0.6
Four-Lane Divided (Non-Interstate or Parkway)	578	11,370	111	32	1.7
Four-Lane Undivided	49	12,690	232	54	1.5
Interstate	543	32,960	52	12	0.8
Parkway	581	9,190	61	15	0.7
All	25,153	2,680	153	46	2.3

* Average for the five years.

TABLE 3. STATEWIDE URBAN CRASH RATES BY HIGHWAY TYPE CLASSIFICATION (2003-2007)

HIGHWAY TYPE	TOTAL MILEAGE*	AADT	CRASH RATES (CRASHES PER 100 MVM) ALL	INJURY	FATAL
Two-Lane	2,159	6,670	270	57	1.0
Three-Lane	35	10,710	470	73	0.9
Four-Lane Divided (Non-Interstate or Parkway)	409	23,560	276	59	1.0
Four-Lane Undivided	315	19,550	444	88	1.2
Interstate	216	74,820	97	19	0.5
Parkway	35	13,880	110	21	0.7
All **	3,207	15,110	241	49	0.8

* Average for the five years.

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

TABLE 4. COMPARISON OF 2003 - 2007 CRASH RATES BY RURAL AND URBAN HIGHWAY TYPE CLASSIFICATION

LOCATION	HIGHWAY TYPE	2003	2004	2005	2006	2003-2006 Average	2007	Percent Change*
Rural	One-Lane	228	321	258	268	269	123	-54.3
	Two-Lane	238	231	217	216	226	206	-8.7
	Three-Lane	163	75	59	105	100	140	39.3
	Four-Lane Divided (Non-Interstate or Parkway)	119	111	105	116	113	103	-8.3
	Four-Lane Undivided	232	200	224	307	241	198	-17.7
	Interstate	56	56	50	50	53	50	-6.8
	Parkway	70	66	57	57	63	54	-14.6
	All	168	160	149	149	157	140	-10.6
Urban	Two-Lane	263	242	238	305	262	303	15.5
	Three-Lane	476	502	486	454	480	433	-9.7
	Four-Lane Divided	287	256	244	306	273	287	5.2
	Four-Lane Undivided	447	387	398	510	436	477	9.4
	Interstate	93	94	89	106	96	104	9.2
	Parkway	112	105	104	121	111	103	-6.6
	All	233	219	215	273	235	267	13.8

* Percent change from 2003 through 2006 to 2007.

TABLE 5. STATEWIDE CRASH RATES FOR "SPOTS" BY HIGHWAY TYPE CLASSIFICATION (2003-2007)

RURAL OR URBAN	HIGHWAY TYPE	NUMBER OF CRASHES	NUMBER OF SPOTS*	MILLION VEHICLES PER YEAR	CRASHES PER MILLION VEHICLES PER SPOT
Rural	One-Lane	144	336	0.12	0.74
	Two-Lane	149,291	77,580	0.58	0.67
	Three-Lane	357	93	2.25	0.34
	Four-Lane Divided (Non-Interstate or Parkway)	13,264	1,926	4.15	0.33
	Four-Lane Undivided	2,639	164	4.63	0.69
	Interstate	17,081	1,809	12.03	0.16
	Parkway	5,906	1,936	3.36	0.18
	All Rural	188,682	83,845	0.98	0.46
Urban	Two-Lane	70,917	7,196	2.43	0.81
	Three-Lane	3,224	117	3.91	1.41
	Four-Lane Divided	48,448	1,362	8.60	0.83
	Four-Lane Undivided	49,870	1,049	7.13	1.33
	Interstate	28,614	720	27.31	0.29
	Parkway	967	116	5.07	0.33
	All Urban**	213,209	10,690	5.52	0.72

* 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 (2003-2007)

RURAL OR URBAN	HIGHWAY TYPE	CRASHES PER SPOT*		CRASHES PER ONE-MILE SECTION	
		AVERAGE	CRITICAL NUMBER	AVERAGE	CRITICAL NUMBER
Rural	One-Lane	0.43	3	1.43	5
	Two-Lane	1.92	6	6.41	13
	Three-Lane	3.85	9	12.84	23
	Four-Lane Divided (Non-Interstate or Parkway)	6.89	14	22.96	36
	Four-Lane Undivided	16.09	27	53.64	73
	Interstate	9.44	18	31.48	46
	Parkway	3.05	8	10.17	19
	All Rural	2.25	7	7.50	15
Urban	Two-Lane	9.85	18	32.85	48
	Three-Lane	27.54	42	91.80	117
	Four-Lane Divided	35.57	51	118.58	147
	Four-Lane Undivided	47.53	66	158.44	191
	Interstate	39.76	56	132.52	163
	Parkway	8.32	16	27.75	42
	All Urban**	19.95	32	66.48	88

* 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 (2003-2007)

	STATE-MAINTAINED		ALL ROADS					
			TOTAL CRASHES		FATAL CRASHES		FATAL OR INJURY CRASHES	
COUNTY	TOTAL CRASHES	CRASH RATE*	NUMBER	RATE*	NUMBER	RATE*	NUMBER	RATE*
Adair	1,024	121	1,991	206	20	2.1	447	46
Allen	1,414	207	1,836	231	26	3.3	494	62
Anderson	1,797	185	2,330	209	10	0.9	606	54
Ballard	758	177	870	179	10	2.1	266	55
Barren	2,860	121	6,769	258	43	1.6	1,635	62
Bath	956	115	1,239	138	18	2.0	358	40
Bell	2,370	181	3,422	237	36	2.5	954	66
Boone	14,838	223	19,908	270	71	1.0	3,738	51
Bourbon	2,177	229	3,112	287	18	1.7	713	66
Boyd	5,903	258	9,787	377	30	1.2	2,152	83
Boyle	3,337	286	4,543	339	28	2.1	985	73
Bracken	765	160	919	172	14	2.6	267	50
Breathitt	1,634	216	1,795	215	41	4.9	773	93
Breckinridge	1,002	143	1,390	166	22	2.6	472	57
Bullitt	6,142	158	7,581	175	45	1.0	1,908	44
Butler	854	117	1,018	123	28	3.4	329	40
Caldwell	1,125	139	1,504	167	13	1.4	405	45
Calloway	3,504	269	5,335	354	41	2.7	935	62
Campbell	9,655	261	14,508	347	45	1.1	2,199	53
Carlisle	380	151	444	154	4	1.4	133	46
Carroll	1,677	137	2,029	157	25	1.9	495	38
Carter	1,857	99	2,963	143	55	2.7	763	37
Casey	919	153	1,082	155	23	3.3	323	46
Christian	7,383	210	9,676	250	61	1.6	2,343	61
Clark	2,114	98	5,790	243	32	1.3	1,143	48
Clay	1,665	158	2,018	174	48	4.1	901	78
Clinton	971	218	951	187	24	4.7	271	53
Crittenden	857	256	1,033	259	16	4.0	375	94
Cumberland	341	104	398	106	14	3.7	140	37
Daviess	4,115	125	15,820	407	52	1.3	3,112	80
Edmonson	729	135	942	152	6	1.0	268	43
Elliott	429	229	476	215	10	4.5	168	76
Estill	974	182	1,261	199	15	2.4	366	58
Fayette	30,412	238	62,614	438	134	0.9	11,468	80
Fleming	1,076	178	1,332	189	13	1.8	385	55
Floyd	4,265	182	4,930	189	75	2.9	1,938	74
Franklin	6,441	250	8,614	297	31	1.1	1,562	54
Fulton	439	142	806	232	14	4.0	216	62
Gallatin	1,104	91	1,292	103	17	1.4	365	29
Garrard	1,600	236	1,966	254	14	1.8	554	71
Grant	3,039	134	3,821	158	27	1.1	912	38
Graves	2,550	142	4,454	218	49	2.4	1,161	57
Grayson	2,791	213	3,395	229	35	2.4	998	67
Green	377	97	746	163	5	1.1	156	34
Greenup	1,919	131	3,456	204	33	1.9	833	49
Hancock	524	117	698	137	8	1.6	191	38
Hardin	11,026	190	14,197	222	86	1.3	2,801	44
Harlan	2,486	199	3,000	213	43	3.1	1,031	73
Harrison	1,731	300	2,638	381	15	2.2	660	95
Hart	1,734	95	2,161	112	39	2.0	596	31
Henderson	5,863	245	8,821	328	44	1.6	2,008	75
Henry	1,527	119	1,717	124	16	1.2	491	35
Hickman	238	82	308	96	15	4.7	106	33
Hopkins	5,793	222	7,629	261	37	1.3	1,667	57
Jackson	985	220	1,157	220	21	4.0	448	85
Jefferson	53,171	173	134,989	389	400	1.2	28,143	81
Jessamine	5,197	329	7,169	378	43	2.3	1,507	80
Johnson	2,161	199	2,469	200	31	2.5	838	68
Kenton	18,340	275	27,925	373	63	0.8	4,603	61
Knott	1,669	182	1,866	185	27	2.7	765	76

TABLE 7. CRASH RATES BY COUNTY FOR STATE-MAINTAINED SYSTEM AND ALL ROADS (2003-2007)(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	2,840	202	3,531	222	48	3.0	1,110	70
Larue	1,229	144	1,492	157	24	2.5	403	42
Laurel	6,981	187	8,581	210	94	2.3	2,297	56
Lawrence	728	81	957	96	24	2.4	329	33
Lee	345	131	456	149	16	5.2	159	52
Leslie	978	174	1,132	180	29	4.6	541	86
Letcher	2,003	179	2,388	188	45	3.5	998	79
Lewis	1,031	152	1,211	159	25	3.3	395	52
Lincoln	1,773	166	2,360	194	42	3.5	742	61
Livingston	988	151	1,137	158	18	2.5	342	47
Logan	2,432	192	3,089	214	28	1.9	779	54
Lyon	959	85	1,108	94	10	0.8	281	24
McCracken	8,797	254	12,943	330	65	1.7	3,361	86
McCreary	1,003	150	1,199	160	27	3.6	435	58
McLean	750	156	915	160	12	2.1	273	48
Madison	8,465	189	13,021	270	81	1.7	2,260	47
Magoffin	910	146	997	144	16	2.3	421	61
Marion	1,922	274	2,402	295	28	3.4	585	72
Marshall	3,576	166	4,312	174	42	1.7	1,175	48
Martin	911	170	928	151	20	3.2	358	58
Mason	2,454	241	3,402	306	22	2.0	684	61
Meade	2,247	221	2,720	231	40	3.4	775	66
Menifee	511	225	561	208	4	1.5	186	69
Mercer	1,875	196	2,775	253	18	1.6	672	61
Metcalfe	920	185	1,105	196	15	2.7	330	59
Monroe	360	88	777	161	21	4.3	228	47
Montgomery	2,845	216	3,934	263	43	2.9	1,014	68
Morgan	1,173	190	1,376	197	16	2.3	513	73
Muhlenberg	3,270	208	3,968	222	51	2.9	1,174	66
Nelson	4,789	236	5,872	259	46	2.0	1,315	58
Nicholas	256	101	613	174	7	2.0	161	46
Ohio	2,276	157	3,048	193	25	1.6	921	58
Oldham	3,940	173	4,779	186	22	0.9	989	38
Owen	870	226	1,034	201	12	2.3	378	74
Owsley	358	218	412	204	11	5.5	152	75
Pendleton	1,349	276	1,884	328	25	4.3	478	83
Perry	3,036	197	4,229	248	49	2.9	1,404	82
Pike	7,599	220	9,784	257	128	3.4	3,508	92
Powell	868	104	1,229	125	24	2.4	372	38
Pulaski	7,186	254	9,414	296	79	2.5	1,973	62
Robertson	63	100	76	45	1	0.6	29	17
Rockcastle	2,079	100	2,382	109	23	1.1	606	28
Rowan	3,178	221	4,152	265	36	2.3	1,037	66
Russell	1,209	160	1,476	169	24	2.7	389	45
Scott	5,059	168	6,705	206	43	1.3	1,699	52
Shelby	4,481	147	5,898	180	44	1.3	1,248	38
Simpson	2,153	130	2,700	153	24	1.4	599	34
Spencer	778	147	1,069	170	12	1.9	298	47
Taylor	2,605	269	3,516	312	30	2.7	698	62
Todd	634	121	970	162	24	4.0	290	49
Trigg	1,056	113	1,466	143	19	1.9	440	43
Trimble	780	231	914	232	15	3.8	268	68
Union	1,435	224	1,857	253	19	2.6	580	79
Warren	13,676	231	20,759	318	105	1.6	4,313	66
Washington	1,128	172	1,302	178	18	2.5	340	47
Wayne	1,605	206	1,776	197	27	3.0	503	56
Webster	1,140	145	1,348	154	17	1.9	402	46
Whitley	3,446	141	4,724	178	56	2.1	1,274	48
Wolfe	839	154	944	160	21	3.6	322	54
Woodford	2,772	189	4,016	247	35	2.2	756	47
STATEWIDE	401,903	190	644,035	272	4,224	1.8	147,402	62

* 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
(2003-2007)

POPULATION CATEGORY	NUMBER OF COUNTIES IN CATEGORY	TOTAL POPULATION	TOTAL MILEAGE DRIVEN 100 MVM
UNDER 10,000	21	155,526	100.10
10,000 - 14,999	25	313,612	183.28
15,000 - 24,999	32	611,992	380.90
25,000 - 50,000	27	954,656	576.04
OVER 50,000	15	2,005,983	1,128.81

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	15,331	153	186	7
10,000 - 14,999	31,253	171	199	4
15,000 - 24,999	76,834	202	226	12
25,000 - 50,000	138,897	241	261	7
OVER 50,000	381,720	338	350	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	261	2.61	7.39	0
10,000 - 14,999	460	2.51	6.22	0
15,000 - 24,999	860	2.26	4.98	0
25,000 - 50,000	1,134	1.97	3.84	0
OVER 50,000	1,509	1.34	2.14	3

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	4,671	46.7	65.2	5
10,000 - 14,999	9,585	52.3	68.0	6
15,000 - 24,999	20,905	54.9	67.5	8
25,000 - 50,000	34,214	59.4	69.1	9
OVER 50,000	78,027	69.1	74.7	5

TABLE 10. CRASH RATES BY COUNTY AND POPULATION CATEGORY (IN DESCENDING ORDER WITH CRITICAL RATES IDENTIFIED)(2003-2007)(ALL ROADS)

COUNTY	NUMBER OF CRASHES	CRASH RATE (CRASHES PER 100 MVM)	
POPULATION CATEGORY UNDER 10,000			
Crittenden	1,033	259	*
Fulton	806	232	*
Trimble	914	232	*
Elliott	476	215	*
Menifee	561	208	*
Owsley	412	204	*
Clinton	951	187	*
Ballard	870	179	
Nicholas	613	174	
Bracken	919	172	
Wolfe	944	160	
McLean	915	160	
Livingston	1,137	158	
Carlisle	444	154	
Lee	456	149	
Hancock	698	137	
Cumberland	398	106	
Gallatin	1,292	103	
Hickman	308	96	
Lyon	1,108	94	
Robertson	76	45	
POPULATION CATEGORY 10,000-14,999			
Pendleton	1,884	328	*
Garrard	1,966	254	*
Jackson	1,157	220	*
Owen	1,034	201	*
Morgan	1,376	197	
Metcalfe	1,105	196	
Fleming	1,332	189	
Leslie	1,132	180	
Washington	1,302	178	
Spencer	1,069	170	
Caldwell	1,504	167	
Green	746	163	
Todd	970	162	
Monroe	777	161	
Lewis	1,211	159	
Carroll	2,029	157	
Larue	1,492	157	
Webster	1,348	154	
Edmonson	942	152	
Martin	928	151	
Magoffin	997	144	
Trigg	1,466	143	
Bath	1,239	138	
Powell	1,229	125	
Butler	1,018	123	
POPULATION CATEGORY 15,000-24,999			
Harrison	2,638	381	*
Taylor	3,516	312	*
Mason	3,402	306	*
Marion	2,402	295	*
Bourbon	3,112	287	*
Rowan	4,152	265	*
Montgomery	3,934	263	*
Mercer	2,775	253	*
Union	1,857	253	*
Woodford	4,016	247	*
Allen	1,836	231	*
Grayson	3,395	229	*
Breathitt	1,795	215	
Anderson	2,330	209	
Adair	1,991	206	
Johnson	2,469	200	
Estill	1,261	199	
Wayne	1,776	197	
Lincoln	2,360	194	
Ohio	3,048	193	
Knott	1,866	185	
Clay	2,018	174	
Russell	1,476	169	
Breckinridge	1,390	166	
McCreary	1,199	160	
Grant	3,821	158	
Casey	1,082	155	
Simpson	2,700	153	
Henry	1,717	124	
Hart	2,161	112	
Rockcastle	2,382	109	
Lawrence	957	96	
POPULATION CATEGORY 25,000-50,000			
Jessamine	7,169	378	*
Boyd	9,787	377	*
Calloway	5,335	354	*
Boyle	4,543	339	*
Henderson	8,821	328	*
Franklin	8,614	297	*
Hopkins	7,629	261	*
Nelson	5,872	259	
Barren	6,769	258	
Perry	4,229	248	
Clark	5,790	243	
Bell	3,422	237	
Meade	2,720	231	
Knox	3,531	222	
Muhlenberg	3,968	222	
Graves	4,454	218	
Logan	3,089	214	
Harlan	3,000	213	
Scott	6,705	206	
Greenup	3,456	204	
Floyd	4,930	189	
Letcher	2,388	188	
Oldham	4,779	186	
Shelby	5,898	180	
Whitley	4,724	178	
Marshall	4,312	174	
Carter	2,963	143	
POPULATION CATEGORY OVER 50,000			
Fayette	62,614	438	*
Daviess	15,820	407	*
Jefferson	134,989	389	*
Kenton	27,925	373	*
Campbell	14,508	347	
McCracken	12,943	330	
Warren	20,759	318	
Pulaski	9,414	296	
Madison	13,021	270	
Boone	19,908	270	
Pike	9,784	257	
Christian	9,676	250	
Hardin	14,197	222	
Laurel	8,581	210	
Bullitt	7,581	175	

* Critical crash rate

TABLE 11. CRASH RATES BY COUNTY AND POPULATION CATEGORY (IN DESCENDING ORDER WITH CRITICAL RATES IDENTIFIED)(2003-2007)(STATE-MAINTAINED SYSTEM)

COUNTY	NUMBER OF CRASHES	CRASH RATE (CRASHES PER 100 MVM)	
POPULATION CATEGORY UNDER 10,000			
Crittenden	857	256	*
Trimble	780	231	*
Elliott	429	229	*
Menifee	511	225	*
Clinton	971	218	*
Owsley	358	218	*
Ballard	758	177	
Bracken	765	160	
McLean	750	156	
Wolfe	839	154	
Carlisle	380	151	
Livingston	988	151	
Fulton	439	142	
Lee	345	131	
Hancock	524	117	
Cumberland	341	104	
Nicholas	256	101	
Robertson	63	100	
Gallatin	1,104	91	
Lyon	959	85	
Hickman	238	82	
POPULATION CATEGORY 10,000-14,999			
Pendleton	1,349	276	*
Garrard	1,600	236	*
Owen	870	226	*
Jackson	985	220	*
Morgan	1,173	190	*
Metcalfe	920	185	*
Fleming	1,076	178	
Leslie	978	174	
Washington	1,128	172	
Martin	911	170	
Lewis	1,031	152	
Spencer	778	147	
Magoffin	910	146	
Webster	1,140	145	
Larue	1,229	144	
Caldwell	1,125	139	
Carroll	1,677	137	
Edmonson	729	135	
Todd	634	121	
Butler	854	117	
Bath	956	115	
Trigg	1,056	113	
Powell	868	104	
Green	377	97	
Monroe	360	88	
POPULATION CATEGORY 15,000-24,999			
Harrison	1,731	300	*
Marion	1,922	274	*
Taylor	2,605	269	*
Mason	2,454	241	*
Bourbon	2,177	229	*
Union	1,435	224	*
Rowan	3,178	221	*
Montgomery	2,845	216	*
Breathitt	1,634	216	*
Grayson	2,791	213	*
Allen	1,414	207	*
Wayne	1,605	206	*
Johnson	2,161	199	*
Mercer	1,875	196	
Woodford	2,772	189	
Anderson	1,797	185	
Estill	974	182	
Knott	1,669	182	
Lincoln	1,773	166	
Russell	1,209	160	
Clay	1,665	158	
Ohio	2,276	157	
Casey	919	153	
McCreary	1,003	150	
Breckinridge	1,002	143	
Grant	3,039	134	
Simpson	2,153	130	
Adair	1,024	121	
Henry	1,527	119	
Rockcastle	2,079	100	
Hart	1,734	95	
Lawrence	728	81	
POPULATION CATEGORY 25,000-50,000			
Jessamine	5,197	329	*
Boyle	3,337	286	*
Calloway	3,504	269	*
Boyd	5,903	258	*
Franklin	6,441	250	*
Henderson	5,863	245	*
Nelson	4,789	236	*
Hopkins	5,793	222	*
Meade	2,247	221	*
Muhlenberg	3,270	208	
Knox	2,840	202	
Harlan	2,486	199	
Perry	3,036	197	
Logan	2,432	192	
Floyd	4,265	182	
Bell	2,370	181	
Letcher	2,003	179	
Oldham	3,940	173	
Scott	5,059	168	
Marshall	3,576	166	
Shelby	4,481	147	
Graves	2,550	142	
Whitley	3,446	141	
Greenup	1,919	131	
Barren	2,860	121	
Carter	1,857	99	
Clark	2,114	98	
POPULATION CATEGORY OVER 50,000			
Kenton	18,340	275	*
Campbell	9,655	261	*
Pulaski	7,186	254	*
McCracken	8,797	254	*
Fayette	30,412	238	*
Warren	13,676	231	*
Boone	14,838	223	*
Pike	7,599	220	*
Christian	7,383	210	
Hardin	11,026	190	
Madison	8,465	189	
Laurel	6,981	187	
Jefferson	53,171	173	
Bullitt	6,142	158	
Daviess	4,115	125	

* Critical crash rate

TABLE 12. INJURY OR FATAL CRASH RATES BY COUNTY AND POPULATION CATEGORY
(IN DESCENDING ORDER WITH CRITICAL RATES IDENTIFIED)(2003-2007)(ALL ROADS)

COUNTY	NUMBER OF CRASHES	CRASH RATE (CRASHES PER 100 MVM)	
POPULATION CATEGORY UNDER 10,000			
Crittenden	375	94	*
Elliott	168	76	*
Owsley	152	75	*
Menifee	186	69	*
Trimble	268	68	*
Fulton	216	62	
Ballard	266	55	
Wolfe	322	54	
Clinton	271	53	
Lee	159	52	
Bracken	267	50	
McLean	273	48	
Livingston	342	47	
Nicholas	161	46	
Carlisle	133	46	
Hancock	191	38	
Cumberland	140	37	
Hickman	106	33	
Gallatin	365	29	
Lyon	281	24	
Robertson	29	17	
POPULATION CATEGORY 10,000-14,999			
Leslie	541	86	*
Jackson	448	85	*
Pendleton	478	83	*
Owen	378	74	*
Morgan	513	73	*
Garrard	554	71	*
Magoffin	421	61	
Metcalfe	330	59	
Martin	358	58	
Fleming	385	55	
Lewis	395	52	
Todd	290	49	
Washington	340	47	
Spencer	298	47	
Monroe	228	47	
Webster	402	46	
Caldwell	405	45	
Trigg	440	43	
Edmonson	268	43	
Larue	403	42	
Butler	329	40	
Bath	358	40	
Powell	372	38	
Carroll	495	38	
Green	156	34	
POPULATION CATEGORY 15,000-24,999			
Harrison	660	95	*
Breathitt	773	93	*
Union	580	79	*
Clay	901	78	*
Knott	765	76	*
Marion	585	72	*
Johnson	838	68	*
Montgomery	1,014	68	*
Grayson	998	67	
Rowan	1,037	66	
Bourbon	713	66	
Allen	494	62	
Taylor	698	62	
Mercer	672	61	
Mason	684	61	
Lincoln	742	61	
Ohio	921	58	
McCreary	435	58	
Estill	366	58	
Breckinridge	472	57	
Wayne	503	56	
Anderson	606	54	
Woodford	756	47	
Adair	447	46	
Casey	323	46	
Russell	389	45	
Grant	912	38	
Henry	491	35	
Simpson	599	34	
Lawrence	329	33	
Hart	596	31	
Rockcastle	606	28	
POPULATION CATEGORY 25,000-50,000			
Boyd	2,152	83	*
Perry	1,404	82	*
Jessamine	1,507	80	*
Letcher	998	79	*
Henderson	2,008	75	*
Floyd	1,938	74	*
Boyle	985	73	*
Harlan	1,031	73	*
Knox	1,110	70	*
Bell	954	66	
Muhlenberg	1,174	66	
Meade	775	66	
Barren	1,635	62	
Calloway	935	62	
Nelson	1,315	58	
Graves	1,161	57	
Hopkins	1,667	57	
Logan	779	54	
Franklin	1,562	54	
Scott	1,699	52	
Greenup	833	49	
Marshall	1,175	48	
Whitley	1,274	48	
Clark	1,143	48	
Oldham	989	38	
Shelby	1,248	38	
Carter	763	37	
POPULATION CATEGORY OVER 50,000			
Pike	3,508	92	*
McCracken	3,361	86	*
Jefferson	28,143	81	*
Fayette	11,468	80	*
Daviess	3,112	80	*
Warren	4,313	66	
Pulaski	1,973	62	
Kenton	4,603	61	
Christian	2,343	61	
Laurel	2,297	56	
Campbell	2,199	53	
Boone	3,738	51	
Madison	2,260	47	
Bullitt	1,908	44	
Hardin	2,801	44	

* Critical crash rate

TABLE 13. FATAL CRASH RATES BY COUNTY AND POPULATION CATEGORY (IN DESCENDING ORDER WITH CRITICAL RATES IDENTIFIED)(2003-2007)(ALL ROADS)

COUNTY	NUMBER OF CRASHES	CRASH RATE (CRASHES PER 100 MVM)	
POPULATION CATEGORY UNDER 10,000			
Owsley	11	5.5	
Lee	16	5.2	
Clinton	24	4.7	
Hickman	15	4.7	
Elliott	10	4.5	
Fulton	14	4.0	
Crittenden	16	4.0	
Trimble	15	3.8	
Cumberland	14	3.7	
Wolfe	21	3.6	
Bracken	14	2.6	
Livingston	18	2.5	
Ballard	10	2.1	
McLean	12	2.1	
Nicholas	7	2.0	
Hancock	8	1.6	
Menifee	4	1.5	
Carlisle	4	1.4	
Gallatin	17	1.4	
Lyon	10	0.8	
Robertson	1	0.6	
POPULATION CATEGORY 10,000-14,999			
Leslie	29	4.6	
Monroe	21	4.3	
Pendleton	25	4.3	
Todd	24	4.0	
Jackson	21	4.0	
Butler	28	3.4	
Lewis	25	3.3	
Martin	20	3.2	
Metcalfe	15	2.7	
Washington	18	2.5	
Larue	24	2.5	
Powell	24	2.4	
Owen	12	2.3	
Morgan	16	2.3	
Magoffin	16	2.3	
Bath	18	2.0	
Webster	17	1.9	
Spencer	12	1.9	
Trigg	19	1.9	
Carroll	25	1.9	
Fleming	13	1.8	
Garrard	14	1.8	
Caldwell	13	1.4	
Green	5	1.1	
Edmonson	6	1.0	
POPULATION CATEGORY 15,000-24,999			
Breathitt	41	4.9	
Clay	48	4.1	
McCreary	27	3.6	
Lincoln	42	3.5	
Marion	28	3.4	
Casey	23	3.3	
Allen	26	3.3	
Wayne	27	3.0	
Montgomery	43	2.9	
Taylor	30	2.7	
Knott	27	2.7	
Russell	24	2.7	
Union	19	2.6	
Breckinridge	22	2.6	
Johnson	31	2.5	
Estill	15	2.4	
Lawrence	24	2.4	
Grayson	35	2.4	
Rowan	36	2.3	
Harrison	15	2.2	
Woodford	35	2.2	
Adair	20	2.1	
Mason	22	2.0	
Hart	39	2.0	
Bourbon	18	1.7	
Mercer	18	1.6	
Ohio	25	1.6	
Simpson	24	1.4	
Henry	16	1.2	
Rockcastle	23	1.1	
Grant	27	1.1	
Anderson	10	0.9	
POPULATION CATEGORY 25,000-50,000			
Letcher	45	3.5	
Meade	40	3.4	
Harlan	43	3.1	
Knox	48	3.0	
Perry	49	2.9	
Floyd	75	2.9	
Muhlenberg	51	2.9	
Carter	55	2.7	
Calloway	41	2.7	
Bell	36	2.5	
Graves	49	2.4	
Jessamine	43	2.3	
Whitley	56	2.1	
Boyle	28	2.1	
Nelson	46	2.0	
Logan	28	1.9	
Greenup	33	1.9	
Marshall	42	1.7	
Henderson	44	1.6	
Barren	43	1.6	
Scott	43	1.3	
Clark	32	1.3	
Hopkins	37	1.3	
Shelby	44	1.3	
Boyd	30	1.2	
Franklin	31	1.1	
Oldham	22	0.9	
POPULATION CATEGORY OVER 50,000			
Pike	128	3.4	*
Pulaski	79	2.5	*
Laurel	94	2.3	*
McCracken	65	1.7	
Madison	81	1.7	
Warren	105	1.6	
Christian	61	1.6	
Daviess	52	1.3	
Hardin	86	1.3	
Jefferson	400	1.2	
Campbell	45	1.1	
Bullitt	45	1.0	
Boone	71	1.0	
Fayette	134	0.9	
Kenton	63	0.8	

* Critical crash rate

TABLE 14. MISCELLANEOUS CRASH DATA FOR EACH COUNTY

COUNTY	NUMBER OF CRASHES BY YEAR 2003	2004	2005	2006	2007	2003-2006 AVERAGE	2007 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	436	469	399	381	306	421	-27.4	3.9	1.2	1.00	22.5	43.8	6.3
Allen	446	385	418	292	295	385	-23.4	5.0	0.7	1.42	26.9	54.0	8.8
Anderson	550	425	449	451	455	469	-2.9	4.7	0.8	0.43	26.0	57.7	5.7
Ballard	189	188	168	159	166	176	-5.7	7.8	0.7	1.15	30.6	48.4	4.3
Barren	1,394	1,384	1,402	1,385	1,204	1,391	-13.5	3.3	0.4	0.64	24.2	57.9	5.1
Bath	295	296	245	219	184	264	-30.2	6.9	1.6	1.45	28.9	42.0	9.0
Bell	775	718	717	615	597	706	-15.5	3.9	3.2	1.05	27.9	70.7	6.5
Boone	3,845	4,165	4,017	3,953	3,928	3,995	-1.7	3.7	0.4	0.36	18.8	77.8	7.9
Bourbon	673	624	616	611	588	631	-6.8	5.6	1.0	0.58	22.9	62.2	9.4
Boyd	2,014	1,998	1,852	1,882	2,041	1,937	5.4	2.7	1.0	0.31	22.0	66.9	4.5
Boyle	938	929	906	926	844	925	-8.7	3.7	0.6	0.62	21.7	60.7	5.9
Bracken	200	185	184	170	180	185	-2.6	6.2	0.5	1.52	29.1	53.9	10.0
Breathitt	381	352	349	364	349	362	-3.5	5.2	2.8	2.28	43.1	53.8	3.7
Breckinridge	323	254	263	284	266	281	-5.3	4.7	0.6	1.58	34.0	50.3	3.3
Bullitt	1,444	1,549	1,416	1,546	1,626	1,489	9.2	4.7	0.4	0.59	25.2	80.6	4.9
Butler	230	249	199	186	154	216	-28.7	4.7	0.8	2.75	32.3	57.3	8.4
Caldwell	307	318	278	294	307	299	2.6	4.1	1.2	0.86	26.9	70.8	7.2
Calloway	1,028	1,165	1,106	1,047	989	1,087	-9.0	4.0	0.5	0.77	17.5	65.0	4.1
Campbell	3,012	3,025	2,864	2,847	2,760	2,937	-6.0	4.7	0.6	0.31	15.2	75.8	6.1
Carlisle	112	104	98	68	62	96	-35.1	5.2	1.8	0.90	30.0	67.0	12.8
Carroll	406	440	441	450	292	434	-32.8	5.3	0.5	1.23	24.4	70.7	4.8
Carter	685	608	486	607	577	597	-3.3	5.0	2.2	1.86	25.8	61.1	8.5
Casey	171	216	185	231	279	201	39.0	8.4	3.5	2.13	29.9	45.6	6.2
Christian	1,788	1,987	1,881	1,917	2,103	1,893	11.1	5.0	0.6	0.63	24.2	65.8	8.1
Clark	1,151	1,256	1,212	1,124	1,047	1,186	-11.7	3.7	1.1	0.55	19.7	67.6	5.5
Clay	463	432	377	405	341	419	-18.7	4.8	4.8	2.38	44.6	64.2	11.3
Clinton	151	166	259	221	154	199	-22.7	5.8	2.0	2.52	28.5	49.4	5.6
Crittenden	206	232	200	196	199	209	-4.6	5.1	1.9	1.55	36.3	58.2	5.3
Cumberland	65	55	94	88	96	76	27.2	7.8	1.8	3.52	35.2	46.5	9.3
Daviess	3,215	3,316	3,056	3,113	3,120	3,175	-1.7	4.3	0.8	0.33	19.7	70.9	4.5
Edmonson	233	218	181	141	169	193	-12.5	5.0	1.2	0.64	28.5	63.7	8.5
Elliott	114	106	104	87	65	103	-36.7	8.0	2.9	2.10	35.3	64.1	8.8
Estill	286	279	225	260	211	263	-19.6	5.7	1.9	1.19	29.0	53.1	10.5
Fayette	13,268	12,480	12,537	12,406	11,923	12,673	-5.9	4.2	0.4	0.21	18.3	75.0	6.6
Fleming	267	288	250	255	272	265	2.6	6.5	1.5	0.98	28.9	46.5	4.4
Floyd	1,007	1,017	981	941	984	987	-0.3	5.6	3.9	1.52	39.3	59.9	8.4
Franklin	1,740	1,762	1,674	1,705	1,733	1,720	0.7	4.4	0.7	0.36	18.1	71.3	10.7
Fulton	199	151	170	140	146	165	-11.5	6.5	0.6	1.74	26.8	62.9	7.2
Gallatin	203	318	242	274	255	259	-1.6	6.3	0.5	1.32	28.3	71.3	12.6
Garrard	416	409	389	400	352	404	-12.8	5.5	0.9	0.71	28.2	52.5	9.8
Grant	781	835	752	641	812	752	7.9	4.1	0.8	0.71	23.9	69.5	8.4
Graves	921	960	861	868	844	903	-6.5	5.1	1.0	1.10	26.1	66.7	6.5
Grayson	714	761	658	647	615	695	-11.5	4.2	0.6	1.03	29.4	64.7	5.9
Green	210	167	209	77	83	166	-49.9	3.1	0.3	0.67	20.9	48.1	2.4
Greenup	678	688	679	693	718	685	4.9	4.0	1.4	0.95	24.1	67.6	9.1
Hancock	131	139	137	165	126	143	-11.9	4.9	0.4	1.15	27.4	73.6	7.3
Hardin	2,918	2,949	2,857	2,788	2,685	2,878	-6.7	3.7	0.4	0.61	19.7	66.2	6.0
Harlan	655	649	602	580	514	622	-17.3	5.1	3.6	1.43	34.4	66.3	7.2
Harrison	535	507	509	541	546	523	4.4	6.3	0.5	0.57	25.0	59.9	6.7
Hart	479	457	399	412	414	437	-5.2	4.5	1.1	1.80	27.6	40.4	10.0
Henderson	1,870	2,018	1,700	1,614	1,619	1,801	-10.1	3.1	0.9	0.50	22.8	71.8	5.2
Henry	394	369	328	308	318	350	-9.1	5.7	0.5	0.93	28.6	70.8	9.9
Hickman	105	82	58	20	43	66	-35.1	5.8	2.3	4.87	34.4	53.5	10.7
Hopkins	1,607	1,610	1,535	1,496	1,381	1,562	-11.6	3.6	0.9	0.48	21.9	70.5	7.2
Jackson	271	247	194	230	215	236	-8.7	5.8	1.3	1.82	38.7	64.5	9.5
Jefferson	24,199	27,973	27,594	27,539	27,684	26,826	3.2	3.3	0.3	0.30	20.8	81.1	4.1
Jessamine	1,470	1,395	1,445	1,426	1,433	1,434	-0.1	4.2	0.4	0.60	21.0	65.9	8.4
Johnson	537	508	473	459	492	494	-0.5	2.5	3.3	1.26	33.9	68.4	4.1
Kenton	5,706	5,861	5,700	5,621	5,037	5,722	-12.0	4.7	0.7	0.23	16.5	77.5	7.6
Knott	410	376	384	359	337	382	-11.8	5.5	3.6	1.45	41.0	64.5	7.3

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

COUNTY	NUMBER OF CRASHES BY YEAR 2003	2004	2005	2006	2007	2003-2006 AVERAGE	2007 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	760	775	628	688	680	713	-4.6	3.2	2.6	1.36	31.4	66.5	7.9
Larue	340	344	264	257	287	301	-4.7	5.4	0.6	1.61	27.0	58.2	10.3
Laurel	1,687	1,700	1,693	1,826	1,675	1,727	-3.0	3.4	1.6	1.10	26.8	69.2	6.0
Lawrence	212	165	176	189	215	186	15.9	3.2	3.3	2.51	34.4	63.2	3.0
Lee	88	107	77	81	103	88	16.7	6.6	3.1	3.51	34.9	51.9	10.7
Leslie	244	281	228	214	165	242	-31.7	5.5	4.2	2.56	47.8	59.4	10.3
Letcher	451	517	546	471	403	496	-18.8	6.0	2.9	1.88	41.8	51.2	9.3
Lewis	275	282	232	228	194	254	-23.7	6.9	1.3	2.06	32.6	56.5	4.5
Lincoln	474	495	466	516	409	488	-16.1	7.4	1.2	1.78	31.4	62.9	8.7
Livingston	256	235	207	228	211	232	-8.9	7.8	1.5	1.58	30.1	71.1	7.6
Logan	631	669	578	615	596	623	-4.4	4.5	1.1	0.91	25.2	60.4	5.5
Lyon	250	224	198	194	242	217	11.8	5.1	1.3	0.90	25.4	82.9	10.0
McCracken	2,643	2,803	2,528	2,540	2,429	2,629	-7.6	3.9	0.6	0.50	26.0	65.1	5.0
McCreary	293	248	246	217	195	251	-22.3	6.4	2.0	2.25	36.3	51.3	11.1
McLean	199	211	193	174	138	194	-29.0	5.2	0.8	1.31	29.8	60.3	4.9
Madison	2,757	2,662	2,618	2,524	2,460	2,640	-6.8	4.7	0.6	0.62	17.4	69.4	10.5
Magoffin	245	247	190	144	171	207	-17.2	4.6	5.3	1.60	42.2	59.7	8.0
Marion	468	528	461	479	466	484	-3.7	7.5	0.7	1.17	24.4	43.1	5.0
Marshall	937	861	848	853	813	875	-7.1	5.3	1.9	0.97	27.2	60.7	10.0
Martin	157	172	198	194	207	180	14.8	3.2	6.7	2.16	38.6	55.4	11.4
Mason	727	696	650	658	671	683	-1.7	5.5	0.6	0.65	20.1	53.5	5.0
Meade	575	533	568	548	496	556	-10.8	6.2	0.5	1.47	28.5	47.3	5.0
Menifee	113	117	127	131	73	122	-40.2	6.6	1.2	0.71	33.2	48.9	8.7
Mercer	568	587	563	543	514	565	-9.1	4.9	0.8	0.65	24.2	60.6	6.4
Metcalfe	238	201	228	231	207	225	-7.8	4.4	0.6	1.36	29.9	42.4	5.4
Monroe	126	158	161	156	176	150	17.1	3.5	0.6	2.70	29.3	40.1	3.6
Montgomery	766	828	829	750	761	793	-4.1	5.8	1.1	1.09	25.8	47.1	5.0
Morgan	301	253	302	234	286	273	5.0	6.2	1.7	1.16	37.3	57.9	18.2
Muhlenberg	783	824	793	777	791	794	-0.4	3.2	1.2	1.29	29.6	61.8	5.3
Nelson	1,236	1,256	1,105	1,146	1,129	1,186	-4.8	5.3	0.6	0.78	22.4	60.1	6.6
Nicholas	168	112	105	93	135	120	13.0	5.2	1.1	1.14	26.3	50.6	3.9
Ohio	702	681	565	530	570	620	-8.0	4.6	1.1	0.82	30.2	69.0	7.6
Oldham	997	958	931	1,009	884	974	-9.2	4.1	0.5	0.46	20.7	83.0	9.1
Owen	208	215	192	196	223	203	10.0	7.4	0.5	1.16	36.6	57.7	10.3
Owsley	98	72	75	96	71	85	-16.7	8.5	4.1	2.67	36.9	41.1	12.9
Pendleton	402	404	354	352	372	378	-1.6	5.2	0.5	1.33	25.4	68.5	7.4
Perry	878	862	857	779	853	844	1.1	4.6	2.4	1.16	33.2	56.6	7.1
Pike	2,026	1,984	1,928	1,961	1,885	1,975	-4.5	4.5	5.5	1.31	35.9	62.3	7.0
Powell	299	319	260	204	147	271	-45.7	5.5	2.6	1.95	30.3	64.6	6.6
Pulaski	1,948	2,015	1,932	1,778	1,741	1,918	-9.2	3.6	0.8	0.84	21.0	54.2	7.3
Robertson	18	21	10	10	17	15	15.3	17.1	0.0	1.32	38.2	53.3	11.8
Rockcastle	518	546	442	485	391	498	-21.4	3.0	1.6	0.97	25.4	76.9	11.2
Rowan	902	840	841	806	763	847	-9.9	4.6	1.1	0.87	25.0	54.6	5.9
Russell	208	288	318	340	322	289	11.6	7.7	2.3	1.63	26.4	58.7	5.4
Scott	1,343	1,279	1,343	1,345	1,395	1,328	5.1	4.4	0.4	0.64	25.3	60.8	7.2
Shelby	1,188	1,221	1,185	1,171	1,133	1,191	-4.9	4.8	0.5	0.75	21.2	80.0	7.9
Simpson	522	501	503	590	584	529	10.4	5.6	1.0	0.89	22.2	60.0	5.5
Spencer	240	234	242	179	174	224	-22.2	6.8	1.3	1.12	27.9	70.0	5.8
Taylor	782	738	644	714	638	720	-11.3	4.1	0.5	0.85	19.9	53.3	4.8
Todd	222	178	178	162	230	185	24.3	5.6	0.7	2.47	29.9	63.8	10.3
Trigg	266	288	335	274	303	291	4.2	5.2	1.2	1.30	30.0	64.0	7.3
Trimble	185	181	196	193	159	189	-15.8	7.5	0.8	1.64	29.3	77.1	12.0
Union	398	399	385	341	334	381	-12.3	4.1	0.6	1.02	31.2	76.3	7.2
Warren	4,239	4,335	4,189	3,983	4,013	4,187	-4.1	3.9	0.7	0.51	20.8	63.0	6.6
Washington	273	263	251	249	266	259	2.7	6.3	0.9	1.38	26.1	46.5	9.6
Wayne	357	381	347	345	346	358	-3.2	3.9	1.0	1.52	28.3	47.0	6.6
Webster	350	308	275	251	164	296	-44.6	4.4	0.7	1.26	29.8	66.3	8.6
Whitley	989	1,025	910	937	863	965	-10.6	3.6	1.5	1.19	27.0	74.0	6.9
Wolfe	213	217	182	171	161	196	-17.8	6.3	1.9	2.22	34.1	59.4	6.7
Woodford	872	805	845	777	717	825	-13.1	6.7	0.7	0.87	18.8	70.6	8.3
STATEWIDE	129,828	133,718	128,685	127,252	124,552	129,871	-4.1	4.2	0.9	0.66	22.9	67.9	6.4

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

** Based on observation data collected by Area Development Districts in 2006 (no data were collected in 2007)

TABLE 15. CRASH RATES FOR CITIES HAVING POPULATION OVER 2,500
(FOR STATE-MAINTAINED SYSTEM AND ALL ROADS FOR 2003-2007)

		STATE-MAINTAINED SYSTEM		ALL ROADS	
CITY	POPULATION	TOTAL CRASHES	CRASH RATE*	TOTAL CRASHES	CRASH RATE**
Lexington	260,512	12,532	592	50,648	39
Louisville	256,231	20,317	304	93,500	73
Owensboro	54,067	582	84	9,628	36
Bowling Green	49,296	8,218	528	12,601	51
Covington	43,370	3,775	563	8,008	37
Hopkinsville	30,089	4,125	328	4,893	33
Frankfort	27,741	3,496	442	4,830	35
Henderson	27,373	3,044	437	5,402	40
Richmond	27,152	1,270	402	5,310	39
Jeffersontown	26,633	1,477	434	3,643	27
Paducah	26,307	3,061	411	7,049	54
Florence	23,551	4,548	397	7,977	68
Elizabethtown	22,542	4,638	388	5,485	49
Ashland	21,981	2,274	525	4,489	41
Radcliff	21,961	1,557	343	2,367	22
Nicholasville	19,680	1,717	415	3,387	34
Madisonville	19,307	2,494	548	3,426	36
Georgetown	18,080	1,056	536	2,861	32
Newport	17,048	1,941	1,001	3,921	46
Winchester	16,724	226	75	3,186	38
Erlanger	16,676	1,084	814	3,016	36
Fort Thomas	16,495	282	389	1,054	13
Saint Matthews	15,852	694	570	***	***
Danville	15,477	935	605	2,854	37
Shively	15,157	320	480	3,392	45
Independence	14,982	2,461	394	1,839	25
Murray	14,950	1,940	484	2,913	39
Glasgow	13,019	647	218	2,901	45
Somerset	11,352	2,097	420	3,729	66
Campbellsville	10,498	1,263	564	1,847	35
Middlesboro	10,384	1,041	230	1,401	27
Bardstown	10,374	1,785	489	2,442	47
Mayfield	10,349	49	50	1,555	30
Shelbyville	10,085	1,071	462	2,198	44
Berea	9,851	669	314	1,696	34
Edgewood	9,400	172	675	838	18
Lyndon	9,369	***	***	83	2
Paris	9,183	777	356	1,388	30
Lawrenceburg	9,014	371	647	853	19
Maysville	8,993	861	282	1,862	41
Mount Washington	8,485	433	297	794	19
Shepherdsville	8,334	932	859	2,231	54
Alexandria	8,286	624	262	1,011	24
Elsmere	8,139	282	492	493	12
Fort Mitchell	8,089	595	609	1,108	27
Harrodsburg	8,014	416	370	1,231	31
Franklin	7,996	561	369	1,027	26
Villa Hills	7,948	127	453	292	7
Corbin	7,742	1,158	448	1,359	35
Flatwoods	7,605	45	39	520	14
Versailles	7,511	540	411	1,523	41
Russellville	7,149	739	316	1,146	32
Oak Grove	7,064	***	***	1,023	29
Taylor Mill	6,913	325	423	1,193	35
Highland Heights	6,554	667	221	974	30
Princeton	6,536	523	279	662	20
Bellevue	6,480	71	257	878	27
Pikeville	6,295	1,001	247	2,187	70
Cynthiana	6,258	346	416	988	32
Leitchfield	6,139	669	505	1,197	39
Monticello	5,981	635	272	1,077	36
Dayton	5,966	50	295	219	7
Morehead	5,914	969	415	1,890	64
Wilmore	5,905	141	408	186	6

TABLE 15. CRASH RATES FOR CITIES HAVING POPULATION OVER 2,500
(FOR STATE-MAINTAINED SYSTEM AND ALL ROADS FOR 2003-2007)(continued)

		STATE-MAINTAINED SYSTEM		ALL ROADS	
CITY	POPULATION	TOTAL CRASHES	CRASH RATE*	TOTAL CRASHES	CRASH RATE**
Central City	5,893	556	378	679	23
Mount Sterling	5,876	741	375	1,520	52
Middletown	5,744	***	***	3	0
Lebanon	5,718	904	540	978	34
London	5,692	1,611	278	2,779	98
Fort Wright	5,681	826	562	2,080	73
La Grange	5,676	140	290	973	34
Williamsburg	5,143	331	110	779	30
Westwood	4,888	***	***	***	***
Hazard	4,806	864	180	1,600	67
Ludlow	4,409	340	893	380	17
Greenville	4,398	449	358	599	27
Scottsville	4,327	444	268	520	24
Benton	4,197	520	600	818	39
Vine Grove	4,169	161	301	268	13
Paintsville	4,132	630	493	922	45
Columbia	4,014	211	108	824	41
Crescent Springs	3,931	***	***	725	37
Grayson	3,877	88	76	680	35
Carrollton	3,846	320	246	716	37
Cold Spring	3,806	679	368	993	52
Lancaster	3,734	177	607	489	26
Russell	3,645	320	198	595	33
Prestonsburg	3,612	443	250	1,139	63
Providence	3,611	154	189	220	12
Barbourville	3,589	373	143	636	35
Morganfield	3,494	252	324	497	28
Southgate	3,472	470	765	456	26
Stanford	3,430	160	125	566	33
West Liberty	3,277	259	311	292	18
Williamstown	3,227	***	***	554	34
Marion	3,196	268	313	323	20
Beaver Dam	3,033	151	202	522	34
Stanton	3,029	148	115	389	26
Flemingsburg	3,010	67	79	339	23
Dawson Springs	2,980	157	355	174	12
Park Hills	2,977	89	671	121	8
Union	2,893	***	***	431	30
Crestview Hills	2,889	***	***	1,316	91
Indian Hills	2,882	***	***	217	15
Hodgenville	2,874	166	230	409	29
Lakeside Park	2,869	270	452	211	15
Irvine	2,843	172	155	334	24
Fulton	2,775	54	50	323	23
Calvert City	2,701	142	166	343	25
Tompkinsville	2,660	23	25	291	22
Springfield	2,634	355	328	402	31
Wilder	2,624	***	***	724	55
Cumberland	2,611	37	66	74	6
Mount Vernon	2,592	243	217	559	43
Hartford	2,571	129	372	285	22
Hickman	2,560	51	160	74	6
Morgantown	2,544	85	387	315	25

* 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 (2003-2007) (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	109	0.84	408	3.10	209	1.60	432	3.3	6.5	4.2
Louisville	256,231	283	2.21	1,217	9.50	580	4.50	968	7.6	4.5	3.5
Owensboro	54,067	15	0.55	61	2.30	82	3.00	99	3.7	3.1	3.7
Bowling Green	49,296	25	1.01	66	2.70	31	1.30	119	4.8	4.8	2.9
Covington	43,370	17	0.78	143	6.60	86	4.00	61	2.8	4.5	5.4
Hopkinsville	30,089	21	1.40	38	2.50	28	1.90	69	4.6	7.1	3.4
Frankfort	27,741	12	0.87	35	2.50	10	0.70	36	2.6	9.3	3.4
Henderson	27,373	9	0.66	37	2.70	22	1.60	65	4.7	3.6	2.6
Richmond	27,152	16	1.18	37	2.70	13	1.00	69	5.1	6.5	4.1
Jeffersontown	26,633	11	0.83	21	1.60	13	1.00	17	1.3	4.4	3.3
Paducah	26,307	15	1.14	45	3.40	28	2.10	90	6.8	4.3	3.1
Florence	23,551	13	1.10	45	3.80	20	1.70	71	6.0	4.8	2.8
Elizabethtown	22,542	13	1.15	22	2.00	13	1.20	56	5.0	5.5	2.2
Ashland	21,981	9	0.82	36	3.30	24	2.20	59	5.4	3.3	2.2
Radcliff	21,961	6	0.55	18	1.60	10	0.90	49	4.5	2.5	3.9
Nicholasville	19,680	11	1.12	26	2.60	12	1.20	33	3.4	4.9	3.7
Madisonville	19,307	3	0.31	18	1.90	10	1.00	41	4.2	3.4	2.5
Georgetown	18,080	6	0.66	20	2.20	13	1.40	24	2.7	4.4	3.6
Newport	17,048	4	0.47	78	9.20	31	3.60	38	4.5	3.4	4.3
Winchester	16,724	6	0.72	28	3.30	10	1.20	23	2.8	2.7	3.1
Erlanger	16,676	9	1.08	18	2.20	10	1.20	27	3.2	12.4	3.8
Fort Thomas	16,495	4	0.48	7	0.80	8	1.00	13	1.6	6.3	5.8
Saint Matthews	15,852	0	0.00	0	0.00	0	0.00	0	0.0	0.0	0.0
Danville	15,477	9	1.16	21	2.70	6	0.80	36	4.7	4.1	2.5
Shively	15,157	6	0.79	47	6.20	16	2.10	41	5.4	1.9	4.2
Independence	14,982	6	0.80	11	1.50	2	0.30	16	2.1	10.1	5.7
Murray	14,950	9	1.20	18	2.40	9	1.20	35	4.7	2.0	2.4
Glasgow	13,019	3	0.46	11	1.70	4	0.60	21	3.2	3.3	1.8
Somerset	11,352	9	1.59	16	2.80	9	1.60	41	7.2	4.2	2.0
Campbellsville	10,498	4	0.76	11	2.10	7	1.30	19	3.6	3.7	2.4
Middlesboro	10,384	6	1.16	9	1.70	11	2.10	5	1.0	2.9	4.0
Bardstown	10,374	4	0.77	14	2.70	12	2.30	32	6.2	2.4	2.8
Mayfield	10,349	8	1.55	13	2.50	6	1.20	23	4.4	3.1	2.9
Shelbyville	10,085	9	1.78	8	1.60	9	1.80	25	5.0	4.8	4.3
Berea	9,851	6	1.22	9	1.80	6	1.20	22	4.5	7.6	2.3
Edgewood	9,400	0	0.00	4	0.90	4	0.90	10	2.1	9.7	3.0
Lyndon	9,369	0	0.00	0	0.00	0	0.00	0	0.0	0.0	0.0
Paris	9,183	1	0.22	15	3.30	7	1.50	18	3.9	3.4	4.0
Lawrenceburg	9,014	0	0.00	5	1.10	4	0.90	8	1.8	2.3	4.0
Maysville	8,993	5	1.11	7	1.60	8	1.80	18	4.0	5.2	4.0
Mount Washington	8,485	4	0.94	3	0.70	0	0.00	12	2.8	2.6	3.1
Shepherdsville	8,334	10	2.40	10	2.40	3	0.70	27	6.5	2.2	2.9
Alexandria	8,286	3	0.72	0	0.00	5	1.20	8	1.9	8.0	2.7
Elsmere	8,139	0	0.00	12	2.90	1	0.20	5	1.2	7.7	5.9
Fort Mitchell	8,089	3	0.74	7	1.70	0	0.00	9	2.2	9.7	4.7
Harrodsburg	8,014	4	1.00	9	2.20	2	0.50	16	4.0	4.1	2.6
Franklin	7,996	1	0.25	8	2.00	4	1.00	16	4.0	2.3	3.9
Villa Hills	7,948	3	0.75	2	0.50	1	0.30	7	1.8	19.2	4.5
Corbin	7,742	5	1.29	9	2.30	3	0.80	17	4.4	4.2	2.5
Flatwoods	7,605	1	0.26	7	1.80	7	1.80	6	1.6	7.5	3.1
Versailles	7,511	8	2.13	14	3.70	6	1.60	14	3.7	4.1	5.8
Russellville	7,149	3	0.84	5	1.40	6	1.70	11	3.1	3.4	2.3
Oak Grove	7,064	0	0.00	0	0.00	0	0.00	0	0.0	0.0	0.0
Taylor Mill	6,913	2	0.58	4	1.20	1	0.30	5	1.4	12.4	2.8
Highland Heights	6,554	1	0.31	2	0.60	1	0.30	4	1.2	10.0	2.3
Princeton	6,536	2	0.61	6	1.80	4	1.20	6	1.8	4.5	3.3
Bellevue	6,480	2	0.62	13	4.00	13	4.00	9	2.8	3.3	4.6
Pikeville	6,295	11	3.49	10	3.20	3	1.00	34	10.8	4.9	3.7
Cynthiana	6,258	1	0.32	9	2.90	2	0.60	7	2.2	3.6	3.8
Leitchfield	6,139	5	1.63	15	4.90	5	1.60	14	4.6	2.7	1.4
Monticello	5,981	10	3.34	11	3.70	4	1.30	11	3.7	5.5	3.9
Dayton	5,966	1	0.34	7	2.30	1	0.30	4	1.3	3.7	5.0

TABLE 16. MISCELLANEOUS CRASH DATA FOR CITIES HAVING POPULATION OVER 2,500 (2003-2007) (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	2	0.68	9	3.00	4	1.40	14	4.7	3.5	2.7
Wilmore	5,905	1	0.34	0	0.00	0	0.00	0	0.0	8.6	3.2
Central City	5,893	4	1.36	2	0.70	3	1.00	8	2.7	2.9	2.5
Mount Sterling	5,876	5	1.70	9	3.10	1	0.30	17	5.8	2.4	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	5	1.70	7	2.40	6	2.1	2.6	3.3
London	5,692	11	3.87	13	4.60	3	1.10	21	7.4	3.5	2.0
Fort Wright	5,681	0	0.00	4	1.40	1	0.40	10	3.5	6.5	2.9
La Grange	5,676	3	1.06	6	2.10	0	0.00	6	2.1	3.9	3.0
Williamsburg	5,143	5	1.94	9	3.50	1	0.40	6	2.3	4.4	2.1
Hazard	4,806	8	3.33	8	3.30	2	0.80	10	4.2	3.4	3.0
Ludlow	4,409	0	0.00	15	6.80	4	1.80	3	1.4	4.5	6.3
Greenville	4,398	2	0.91	2	0.90	2	0.90	10	4.5	2.2	3.0
Scottsville	4,327	2	0.92	0	0.00	2	0.90	11	5.1	4.4	3.5
Benton	4,197	4	1.91	10	4.80	1	0.50	10	4.8	6.4	1.5
Vine Grove	4,169	2	0.96	2	1.00	2	1.00	2	1.0	7.1	6.0
Paintsville	4,132	7	3.39	6	2.90	2	1.00	13	6.3	1.1	1.0
Columbia	4,014	2	1.00	4	2.00	1	0.50	9	4.5	2.8	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	9	4.60	1	0.50	8	4.1	3.4	2.9
Carrollton	3,846	2	1.04	5	2.60	4	2.10	13	6.8	2.1	3.5
Cold Spring	3,806	5	2.63	4	2.10	3	1.60	7	3.7	4.6	2.8
Lancaster	3,734	1	0.54	7	3.70	3	1.60	7	3.7	4.1	2.0
Russell	3,645	1	0.55	0	0.00	1	0.50	9	4.9	5.7	3.4
Prestonsburg	3,612	14	7.75	4	2.20	1	0.60	18	10.0	6.1	3.7
Providence	3,611	1	0.55	2	1.10	0	0.00	7	3.9	2.3	2.3
Barbourville	3,589	3	1.67	8	4.50	0	0.00	8	4.5	3.9	1.9
Morganfield	3,494	2	1.14	6	3.40	4	2.30	5	2.9	3.4	3.2
Southgate	3,472	1	0.58	1	0.60	2	1.20	3	1.7	7.7	4.8
Stanford	3,430	6	3.50	4	2.30	2	1.20	9	5.2	4.8	3.9
West Liberty	3,277	0	0.00	0	0.00	0	0.00	0	0.0	0.0	0.0
Williamstown	3,227	2	1.24	6	3.70	0	0.00	5	3.1	8.3	2.9
Marion	3,196	2	1.25	2	1.30	1	0.60	6	3.8	4.0	2.5
Beaver Dam	3,033	1	0.66	1	0.70	1	0.70	5	3.3	4.6	2.7
Stanton	3,029	1	0.66	3	2.00	0	0.00	7	4.6	3.1	2.3
Flemingsburg	3,010	1	0.66	4	2.70	2	1.30	2	1.3	3.8	2.9
Dawson Springs	2,980	0	0.00	3	2.00	0	0.00	1	0.7	5.7	2.3
Park Hills	2,977	0	0.00	0	0.00	0	0.00	1	0.7	9.1	3.3
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	1	0.70	1	0.70	3	2.10	6	4.2	7.3	3.7
Lakeside Park	2,869	0	0.00	1	0.70	0	0.00	1	0.7	7.6	3.3
Irvine	2,843	2	1.41	6	4.20	1	0.70	4	2.8	3.3	4.2
Fulton	2,775	3	2.16	3	2.20	2	1.40	5	3.6	5.0	4.3
Calvert City	2,701	6	4.44	1	0.70	1	0.70	10	7.4	8.7	5.0
Tompkinsville	2,660	5	3.76	1	0.80	0	0.00	5	3.8	3.4	0.7
Springfield	2,634	2	1.52	6	4.60	2	1.50	6	4.6	6.7	2.7
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	2	1.5	5.4	4.1
Mount Vernon	2,592	2	1.54	5	3.90	0	0.00	5	3.9	6.8	1.3
Hartford	2,571	0	0.00	1	0.80	1	0.80	3	2.3	1.4	2.5
Hickman	2,560	1	0.78	0	0.00	2	1.60	1	0.8	9.5	4.1
Morgantown	2,544	0	0.00	0	0.00	0	0.00	0	0.0	0.0	0.0
STATEWIDE	1,619,469	912	1.13	3,005	3.7	1,528	1.89	3,396	4.2	4.9	3.4

* Crashes per 10,000 population

TABLE 17. CRASH RATES ON STATE-MAINTAINED STREETS BY CITY AND POPULATION CATEGORY (2003-2007)

POPULATION CATEGORY	NUMBER OF CITIES	AVERAGE RATE (C/100 MVM)*	CITY	NUMBER OF CRASHES (2003-2007)	AVERAGE RATE (C/100 MVM)*
OVER 200,000	2	373	Lexington	12,532	592
			Louisville	20,317	304
20,000-55,000	13	409	Covington	3,775	563
			Bowling Green	8,218	528
			Ashland	2,274	525
			Frankfort	3,496	442
			Henderson	3,044	437
			Jeffersontown	1,477	434
			Paducah	3,061	411
			Richmond	1,270	402
			Florence	4,548	397
			Elizabethtown	4,638	388
			Radcliff	1,557	343
			Hopkinsville	4,125	328
			Owensboro	582	84
10,000-19,999	19	436	Newport	1,941	1,001
			Erlanger	1,084	814
			Danville	935	605
			Saint Matthews	694	570
			Campbellsville	1,263	564
			Madisonville	2,494	548
			Georgetown	1,056	536
			Bardstown	1,785	489
			Murray	1,940	484
			Shively	320	480
			Shelbyville	1,071	462
			Somerset	2,097	420
			Nicholasville	1,717	415
			Independence	2,461	394
			Fort Thomas	282	389
			Middlesboro	1,041	230
			Glasgow	647	218
			Winchester	226	75
			Mayfield	49	50
5,000-9,999	35	340	Shepherdsville	932	859
			Edgewood	172	675
			Lawrenceburg	371	647
			Fort Mitchell	595	609
			Fort Wright	826	562
			Lebanon	904	540
			Leitchfield	669	505
			Elsmere	282	492
			Villa Hills	127	453
			Corbin	1,158	448
			Taylor Mill	325	423
			Cynthiana	346	416
			Morehead	969	415
			Versailles	540	411
			Wilmore	141	408
			Central City	556	378
			Mount Sterling	741	375
			Harrodsburg	416	370
			Franklin	561	369
			Paris	777	356
			Russellville	739	316
			Berea	669	314
			Mount Washington	433	297
			Dayton	50	295
			La Grange	140	290
			Maysville	861	282

TABLE 17. CRASH RATES ON STATE-MAINTAINED STREETS BY CITY AND POPULATION CATEGORY (2003-2007)(continued)

POPULATION CATEGORY	NUMBER OF CITIES	AVERAGE RATE (C/100 MVM)*	CITY	NUMBER OF CRASHES (2003-2007)	AVERAGE RATE (C/100 MVM)*
5,000-9,999 (cont.)	35	340	Princeton	523	279
			London	1,611	278
			Monticello	635	272
			Alexandria	624	262
			Bellevue	71	257
			Pikeville	1,001	247
			Highland Heights	667	221
			Williamsburg	331	110
			Flatwoods	45	39
2,500-4,999	38	243	Ludlow	340	893
			Southgate	470	765
			Park Hills	89	671
			Lancaster	177	607
			Benton	520	600
			Paintsville	630	493
			Lakeside Park	270	452
			Morgantown	85	387
			Hartford	129	372
			Cold Spring	679	368
			Greenville	449	358
			Dawson Springs	157	355
			Springfield	355	328
			Morganfield	252	324
			Marion	268	313
			West Liberty	259	311
			Vine Grove	161	301
			Scottsville	444	268
			Prestonsburg	443	250
			Carrollton	320	246
			Hodgenville	166	230
			Mount Vernon	243	217
			Beaver Dam	151	202
			Russell	320	198
			Providence	154	189
			Hazard	864	180
			Calvert City	142	166
			Hickman	51	160
			Irvine	172	155
			Barbourville	373	143
			Stanford	160	125
			Stanton	148	115
			Columbia	211	108
			Flemingsburg	67	79
			Grayson	88	76
			Cumberland	37	66
			Fulton	54	50
			Tompkinsville	23	25
1,000-2,499	56	198	Dry Ridge	106	621
			Walton	323	418
			Owingsville	159	388
			Uniontown	43	342
			Edmonton	192	338
			Harlan	432	330
			Munfordville	215	312
			Jackson	336	303
			Nortonville	61	287
			Albany	275	286
			Vanceburg	86	284
			Sebree	79	280
			Jenkins	92	276

TABLE 17. CRASH RATES ON STATE-MAINTAINED STREETS BY CITY AND POPULATION CATEGORY (2003-2007)(continued)

POPULATION CATEGORY	NUMBER OF CITIES	AVERAGE RATE (C/100 MVM)*	CITY	NUMBER OF CRASHES (2003-2007)	AVERAGE RATE (C/100 MVM)*
1,000-2,499 (cont.)	56	198	Eminence	129	267
			Liberty	395	263
			Earlington	118	261
			Louisa	203	258
			Evarts	130	242
			Warsaw	2	239
			Anchorage	13	234
			Falmouth	324	232
			Sturgis	70	230
			Manchester	335	230
			Catlettsburg	393	222
			Owenton	114	215
			Lebanon Junction	59	212
			Brandenburg	196	205
			Junction City	18	200
			Clay City	77	191
			Lacenter	93	188
			Eddyville	114	183
			Hardinsburg	65	180
			Russell Springs	205	173
			Livermore	36	168
			Elkhorn City	20	167
			Jamestown	149	164
			Olive Hill	61	157
			Horse Cave	168	148
			Salyersville	156	146
			Whitesburg	284	133
			Clay	17	126
			Muldraugh	46	124
			South Shore	41	120
			Beattyville	79	109
			Pineville	91	102
			Raceland	125	97
			Cadiz	65	93
			Worthington	6	84
			Carlisle	20	79
			Burkesville	65	79
			Elkton	18	64
			Cloverport	31	52
			Clinton	31	52
			Greensburg	19	49
			Cave City	40	41
			Auburn	3	37

* Crashes per 100 million vehicle-miles

TABLE 18. TOTAL CRASH RATES BY CITY AND POPULATION CATEGORY (IN DESCENDING ORDER) (2003-2007)(ALL ROADS)

CITY	NUMBER OF CRASHES (2003-2007)	ANNUAL CRASH RATE (CRASHES PER 1000 POPULATION)	
POPULATION CATEGORY OVER 200,000			
Louisville	93,500	73.0	*
Lexington	50,648	38.9	
POPULATION CATEGORY 20,000-55,000			
Florence	7,977	67.7	*
Paducah	7,049	53.6	*
Bowling Green	12,601	51.1	*
Elizabethtown	5,485	48.7	*
Ashland	4,489	40.8	
Henderson	5,402	39.5	
Richmond	5,310	39.1	
Covington	8,008	36.9	
Owensboro	9,628	35.6	
Frankfort	4,830	34.8	
Hopkinsville	4,893	32.5	
Jeffersontown	3,643	27.4	
Radcliff	2,367	21.6	
POPULATION CATEGORY 10,000-19,999			
Somerset	3,729	65.7	*
Bardstown	2,442	47.1	*
Newport	3,921	46.0	
Shively	3,392	44.8	
Glasgow	2,901	44.6	
Shelbyville	2,198	43.6	
Murray	2,913	39.0	
Winchester	3,186	38.1	
Danville	2,854	36.9	
Erlanger	3,016	36.2	
Madisonville	3,426	35.5	
Campbellsville	1,847	35.2	
Nicholasville	3,387	34.4	
Georgetown	2,861	31.6	
Mayfield	1,555	30.1	
Middlesboro	1,401	27.0	
Independence	1,839	24.5	
Fort Thomas	1,054	12.8	
POPULATION CATEGORY 5,000-9,999			
London	2,779	97.6	*
Fort Wright	2,080	73.2	*
Pikeville	2,187	69.5	*
Morehead	1,890	63.9	*
Shepherdsville	2,231	53.5	*
Mount Sterling	1,520	51.7	*
Maysville	1,862	41.4	*
Versailles	1,523	40.6	
Leitchfield	1,197	39.0	
Monticello	1,077	36.0	
Corbin	1,359	35.1	
Taylor Mill	1,193	34.5	
Berea	1,696	34.4	
La Grange	973	34.3	
Lebanon	978	34.2	
Russellville	1,146	32.1	
Cynthiana	988	31.6	
Harrodsburg	1,231	30.7	
Williamsburg	779	30.3	
Paris	1,388	30.2	
Highland Heights	974	29.7	
Oak Grove	1,023	29.0	
Fort Mitchell	1,108	27.4	
Bellevue	878	27.1	
Franklin	1,027	25.7	
Alexandria	1,011	24.4	
Central City	679	23.0	
Princeton	662	20.3	
Lawrenceburg	853	18.9	
Mount Washington	794	18.7	
Edgewood	838	17.8	
Flatwoods	520	13.7	
Elsmere	493	12.1	
Villa Hills	292	7.3	
Dayton	219	7.3	
Wilmore	186	6.3	
Lyndon	83	1.8	
Middletown	3	0.1	
POPULATION CATEGORY 2,500-4,999			
Crestview Hills	1,316	91.1	*
Hazard	1,600	66.6	*
Prestonsburg	1,139	63.1	*
Wilder	724	55.2	*
Cold Spring	993	52.2	*
Paintsville	922	44.6	*
Mount Vernon	559	43.1	*
Columbia	824	41.1	
Benton	818	39.0	
Carrollton	716	37.2	
Crescent Springs	725	36.9	
Barbourville	636	35.4	
Grayson	680	35.1	
Beaver Dam	522	34.4	
Williamstown	554	34.3	
Stanford	566	33.0	
Russell	595	32.6	
Springfield	402	30.5	
Union	431	29.8	
Hodgenville	409	28.5	
Morganfield	497	28.4	
Greenville	599	27.2	
Southgate	456	26.3	
Lancaster	489	26.2	
Stanton	389	25.7	
Calvert City	343	25.4	
Morgantown	315	24.8	
Scottsville	520	24.0	
Irvine	334	23.5	
Fulton	323	23.3	
Flemingsburg	339	22.5	
Hartford	285	22.2	
Tompkinsville	291	21.9	
Marion	323	20.2	
West Liberty	292	17.8	
Ludlow	380	17.2	
Indian Hills	217	15.1	
Lakeside Park	211	14.7	
Vine Grove	268	12.9	
Providence	220	12.2	
Dawson Springs	174	11.7	
Park Hills	121	8.1	
Hickman	74	5.8	
Cumberland	74	5.7	

* Critical crash rate

TABLE 19. FATAL CRASH RATES BY CITY AND POPULATION CATEGORY (IN DESCENDING ORDER WITH CRITICAL RATES IDENTIFIED)(2003-2007)(ALL ROADS)

CITY	NUMBER OF CRASHES (2003-2007)	ANNUAL CRASH RATE (CRASHES PER 10,000 POPULATION)
POPULATION CATEGORY OVER 200,000		
Louisville	283	2.21
Lexington	109	0.84
POPULATION CATEGORY 20,000-55,000		
Hopkinsville	21	1.40
Richmond	16	1.18
Elizabethtown	13	1.15
Paducah	15	1.14
Florence	13	1.10
Bowling Green	25	1.01
Frankfort	12	0.87
Jeffersontown	11	0.83
Ashland	9	0.82
Covington	17	0.78
Henderson	9	0.66
Owensboro	15	0.55
Radcliff	6	0.55
POPULATION CATEGORY 10,000-19,999		
Shelbyville	9	1.78
Somerset	9	1.59
Mayfield	8	1.55
Murray	9	1.20
Middlesboro	6	1.16
Danville	9	1.16
Nicholasville	11	1.12
Erlanger	9	1.08
Independence	6	0.80
Shively	6	0.79
Bardstown	4	0.77
Campbellsville	4	0.76
Winchester	6	0.72
Georgetown	6	0.66
Fort Thomas	4	0.48
Newport	4	0.47
Glasgow	3	0.46
Madisonville	3	0.31
POPULATION CATEGORY 5,000-9,999		
London	11	3.87
Pikeville	11	3.49
Monticello	10	3.34
Shepherdsville	10	2.40
Versailles	8	2.13
Williamsburg	5	1.94
Mount Sterling	5	1.70
Leitchfield	5	1.63
Lebanon	4	1.40
Central City	4	1.36
Corbin	5	1.29
Berea	6	1.22
Maysville	5	1.11
La Grange	3	1.06
Harrodsburg	4	1.00
Mount Washington	4	0.94
Russellville	3	0.84
Villa Hills	3	0.75
Fort Mitchell	3	0.74
Alexandria	3	0.72
Morehead	2	0.68
Bellevue	2	0.62
Princeton	2	0.61
Taylor Mill	2	0.58
Wilmore	1	0.34
Dayton	1	0.34
Cynthiana	1	0.32
Highland Heights	1	0.31
Flatwoods	1	0.26
Franklin	1	0.25
Paris	1	0.22
POPULATION CATEGORY 2,500-4,999		
Prestonsburg	14	7.75
Calvert City	6	4.44
Tompkinsville	5	3.76
Stanford	6	3.50
Paintsville	7	3.39
Hazard	8	3.33
Cold Spring	5	2.63
Fulton	3	2.16
Benton	4	1.91
Barbourville	3	1.67
Grayson	3	1.55
Mount Vernon	2	1.54
Springfield	2	1.52
Irvine	2	1.41
Marion	2	1.25
Williamstown	2	1.24
Morganfield	2	1.14
Carrollton	2	1.04
Columbia	2	1.00
Vine Grove	2	0.96
Scottsville	2	0.92
Greenville	2	0.91
Hickman	1	0.78
Hodgenville	1	0.70
Flemingsburg	1	0.66
Stanton	1	0.66
Beaver Dam	1	0.66
Southgate	1	0.58
Russell	1	0.55
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 (2003 - 2007) ALL	NUMBER OF ALCOHOL-RELATED CRASHES (2003 - 2007) 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	13	2	17.1	12.5
Owsley	35	5	8.5	4.9
Elliott	38	4	8.0	3.4
Livingston	89	6	7.8	2.0
Ballard	68	4	7.8	1.8
Cumberland	31	4	7.8	3.5
Trimble	69	12	7.5	5.3
Menifee	37	5	6.6	3.0
Lee	30	4	6.6	3.6
Fulton	52	5	6.5	2.6
Gallatin	81	12	6.3	4.2
Wolfe	59	10	6.3	5.6
Bracken	57	9	6.2	3.6
Hickman	18	2	5.8	2.7
Clinton	55	4	5.8	1.6
McLean	48	10	5.2	3.7
Nicholas	32	6	5.2	2.9
Carlisle	23	0	5.2	0.0
Crittenden	53	3	5.1	1.0
Lyon	56	5	5.1	2.3
Hancock	34	2	4.9	0.9
POPULATION CATEGORY 10,000 - 14,999				
Owen	76	12	7.4	4.1
Lewis	84	9	6.9	3.1
Bath	85	11	6.9	3.4
Spencer	73	11	6.8	3.5
Fleming	87	9	6.5	2.4
Washington	82	6	6.3	1.6
Morgan	85	5	6.2	1.4
Jackson	67	5	5.8	1.6
Todd	54	4	5.6	1.4
Garrard	108	7	5.5	1.4
Leslie	62	5	5.5	1.9
Powell	67	9	5.5	2.7
Larue	81	7	5.4	1.6
Carroll	107	10	5.3	2.1
Pendleton	98	15	5.2	2.5
Trigg	76	6	5.2	1.5
Edmonson	47	3	5.0	1.2
Butler	48	5	4.7	1.4
Magoffin	46	5	4.6	2.4
Metcalfe	49	7	4.4	2.5
Webster	59	6	4.4	1.7
Caldwell	62	10	4.1	2.2
Monroe	27	4	3.5	1.6
Martin	30	1	3.2	0.5
Green	23	2	3.1	0.9
POPULATION CATEGORY 15,000 - 24,999				
Casey	91	10	8.4	3.0
Russell	114	8	7.7	2.0
Marion	179	23	7.5	3.4
Lincoln	175	13	7.4	2.0
Woodford	271	34	6.7	3.5
McCreary	77	7	6.4	2.4
Harrison	166	17	6.3	2.0
Montgomery	229	26	5.8	2.2
Estill	72	6	5.7	1.8
Henry	98	9	5.7	2.3
Bourbon	175	11	5.6	1.4
Simpson	150	21	5.6	3.1
Mason	188	25	5.5	2.6

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

COUNTY	NUMBER OF ALCOHOL-RELATED CRASHES (2003 - 2007) ALL	NUMBER OF ALCOHOL-RELATED CRASHES (2003 - 2007) 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)				
Knott	103	12	5.5	3.2
Breathitt	94	13	5.2	3.1
Allen	92	7	5.0	1.3
Mercer	137	13	4.9	1.7
Clay	97	4	4.8	1.0
Anderson	110	5	4.7	0.7
Breckinridge	65	7	4.7	1.6
Ohio	139	14	4.6	1.6
Rowan	189	29	4.6	2.1
Hart	98	6	4.5	1.2
Grayson	143	15	4.2	1.5
Union	77	6	4.1	1.2
Taylor	145	24	4.1	2.0
Grant	157	17	4.1	1.8
Adair	78	7	3.9	1.2
Wayne	69	9	3.9	1.5
Lawrence	31	3	3.2	1.3
Rockcastle	71	6	3.0	1.2
Johnson	61	6	2.5	0.9
POPULATION CATEGORY 25,000 - 49,999				
Meade	168	21	6.2	2.7
Letcher	143	12	6.0	2.4
Floyd	276	29	5.6	2.9
Nelson	313	34	5.3	1.9
Marshall	228	30	5.3	2.4
Harlan	152	14	5.1	2.0
Graves	225	23	5.1	1.9
Carter	148	13	5.0	1.7
Shelby	286	33	4.8	2.2
Perry	193	12	4.6	1.3
Logan	138	16	4.5	1.7
Scott	296	26	4.4	1.5
Franklin	375	25	4.4	1.2
Jessamine	303	33	4.2	1.7
Oldham	198	27	4.1	1.8
Greenup	137	12	4.0	1.3
Calloway	211	36	4.0	1.9
Bell	132	8	3.9	0.9
Clark	217	23	3.7	1.6
Boyle	167	17	3.7	1.2
Hopkins	273	27	3.6	1.3
Whitley	168	14	3.6	1.1
Barren	220	24	3.3	1.2
Knox	114	9	3.2	1.0
Muhlenberg	128	8	3.2	0.7
Henderson	276	25	3.1	0.9
Boyd	267	22	2.7	0.8
POPULATION CATEGORY 50,000 - OVER				
Christian	482	34	5.0	1.5
Madison	617	63	4.7	1.6
Bullitt	359	37	4.7	1.7
Campbell	684	57	4.7	1.4
Kenton	1316	101	4.7	1.6
Pike	440	35	4.5	1.7
Daviess	674	80	4.3	1.4
Fayette	2603	266	4.2	1.6
Warren	819	89	3.9	1.3
McCracken	503	51	3.9	1.4
Hardin	524	58	3.7	1.5
Boone	727	79	3.7	1.4
Pulaski	343	28	3.6	1.1
Laurel	289	25	3.4	1.2
Jefferson	4454	347	3.3	1.1

TABLE 21. CRASHES INVOLVING ALCOHOL BY CITY AND POPULATION CATEGORY(IN ORDER OF DECREASING PERCENTAGES)(2003-2007)

CITY	NUMBER OF ALCOHOL-RELATED CRASHES	PERCENTAGE OF CRASHES INVOLVING ALCOHOL
POPULATION CATEGORY OVER 200,000		
Lexington	2,105	4.2
Louisville	3,263	3.5
POPULATION CATEGORY 20,000-55,000		
Covington	435	5.4
Richmond	219	4.1
Radcliff	93	3.9
Owensboro	358	3.7
Frankfort	166	3.4
Hopkinsville	168	3.4
Jeffersontown	121	3.3
Paducah	220	3.1
Bowling Green	368	2.9
Florence	222	2.8
Henderson	140	2.6
Elizabethtown	123	2.2
Ashland	101	2.2
POPULATION CATEGORY 10,000-19,999		
Fort Thomas	61	5.8
Independence	105	5.7
Shelbyville	95	4.3
Newport	167	4.3
Shively	144	4.2
Middlesboro	56	4.0
Erlanger	116	3.8
Nicholasville	126	3.7
Georgetown	102	3.6
Winchester	99	3.1
Mayfield	45	2.9
Bardstown	69	2.8
Madisonville	87	2.5
Danville	71	2.5
Murray	69	2.4
Campbellsville	45	2.4
Somerset	74	2.0
Glasgow	53	1.8
POPULATION CATEGORY 5,000-9,999		
Elsmere	29	5.9
Versailles	88	5.8
Dayton	11	5.0
Fort Mitchell	52	4.7
Bellevue	40	4.6
Villa Hills	13	4.5
Mount Sterling	67	4.4
Maysville	75	4.0
Paris	55	4.0
Lawrenceburg	34	4.0
Monticello	42	3.9
Franklin	40	3.9
Cynthiana	38	3.8
Pikeville	81	3.7
Lebanon	32	3.3
Princeton	22	3.3
Wilmore	6	3.2
Flatwoods	16	3.1
Mount Washington	25	3.1
La Grange	29	3.0
Edgewood	25	3.0
Shepherdsville	65	2.9
Fort Wright	61	2.9
Taylor Mill	33	2.8
Morehead	51	2.7
Alexandria	27	2.7
Harrodsburg	32	2.6
Corbin	34	2.5
Central City	17	2.5
Highland Heights	22	2.3
Russellville	26	2.3
Berea	39	2.3
Williamsburg	16	2.1
London	55	2.0
Leitchfield	17	1.4
POPULATION CATEGORY 2,500-4,999		
Ludlow	24	6.3
Vine Grove	16	6.0
Calvert City	17	5.0
Southgate	22	4.8
Fulton	14	4.3
Irvine	14	4.2
Cumberland	3	4.1
Hickman	3	4.1
Stanford	22	3.9
Prestonsburg	42	3.7
Hodgenville	15	3.7
Scottsville	18	3.5
Carrollton	25	3.5
Russell	20	3.4
Lakeside Park	7	3.3
Morganfield	16	3.2
Park Hills	4	3.3
Hazard	48	3.0
Greenville	18	3.0
Flemingsburg	10	2.9
Williamstown	16	2.9
Grayson	20	2.9
Cold Spring	28	2.8
Beaver Dam	14	2.7
Springfield	11	2.7
Columbia	22	2.7
Hartford	7	2.5
Marion	8	2.5
Dawson Springs	4	2.3
Providence	5	2.3
Stanton	9	2.3
Lancaster	10	2.0
Barbourville	12	1.9
Benton	12	1.5
Mount Vernon	7	1.3
Paintsville	9	1.0
Tompkinsville	2	0.7

TABLE 22. SUMMARY OF ALCOHOL CONVICTIONS BY COUNTY (2003 - 2007)

COUNTY	2003	2004	2005	2006	2007	TOTAL ALCOHOL CONVICTIONS (FIVE YEARS)**	ANNUAL AVERAGE ALCOHOL CONVICTIONS PER 1,000 LICENSED DRIVERS	ALCOHOL CONVICTIONS PER ALCOHOL-RELATED CRASH
Adair	120	142	83	104	108	557	9.3	7.1
Allen	90	75	83	113	91	452	6.9	4.9
Anderson	131	134	116	153	127	661	8.4	6.0
Ballard	73	69	48	43	55	288	9.1	4.2
Barren	158	158	148	179	175	818	5.7	3.7
Bath	44	59	48	47	51	249	6.0	2.9
Bell	205	273	322	358	306	1,464	16.6	11.1
Boone	605	597	652	749	719	3,322	8.3	4.6
Bourbon	152	155	169	168	145	789	11.3	4.5
Boyd	337	385	296	304	321	1,643	9.4	6.2
Boyle	131	168	175	183	168	825	8.5	4.9
Bracken	37	34	24	21	40	156	5.0	2.7
Breathitt	89	118	102	120	110	539	11.1	5.7
Breckinridge	65	62	66	73	72	338	4.9	5.2
Bullitt	246	246	249	311	239	1,291	4.9	3.6
Butler	66	60	84	84	81	375	8.1	7.8
Caldwell	86	57	51	60	60	314	6.5	5.1
Calloway	222	222	237	260	256	1,197	9.9	5.7
Campbell	800	636	597	592	564	3,189	10.4	4.7
Carlisle	15	16	19	25	8	83	4.1	3.6
Carroll	149	133	121	92	144	639	17.5	6.0
Carter	125	117	82	77	179	580	6.1	3.9
Casey	175	133	151	145	109	713	13.4	7.8
Christian	530	457	445	449	530	2,411	12.4	5.0
Clark	355	323	259	276	259	1,472	11.6	6.8
Clay	126	192	177	171	122	788	11.7	8.1
Clinton	80	82	108	80	83	433	12.2	7.9
Crittenden	36	35	24	25	49	169	5.1	3.2
Cumberland	81	79	87	91	73	411	16.5	13.3
Daviess	780	705	695	875	785	3,840	11.3	5.7
Edmonson	32	32	37	57	42	200	4.6	4.3
Elliott	31	31	21	30	28	141	6.3	3.7
Estill	98	79	53	48	26	304	5.9	4.2
Fayette	2,084	1,951	2,039	1,923	2,038	10,035	11.0	3.9
Fleming	65	59	62	65	69	320	6.2	3.7
Floyd	341	369	326	340	349	1,725	12.5	6.3
Franklin	333	278	308	325	339	1,583	9.1	4.2
Fulton	79	56	47	81	86	349	15.5	6.7
Gallatin	62	91	85	72	112	422	14.2	5.2
Garrard	88	118	59	153	131	549	9.3	5.1
Grant	235	226	179	194	156	990	11.5	6.3
Graves	206	230	236	212	202	1,086	8.1	4.8
Grayson	139	106	108	99	104	556	6.1	3.9
Green	46	59	70	45	51	271	6.7	11.8
Greenup	295	246	215	196	200	1,152	8.4	8.4
Hancock	40	35	47	40	42	204	6.3	6.0
Hardin	582	637	659	678	673	3,229	9.5	6.2
Harlan	345	375	344	221	161	1,446	14.3	9.5
Harrison	77	81	76	65	56	355	5.4	2.1
Hart	72	69	68	90	68	367	6.0	3.7
Henderson	427	467	334	366	315	1,909	11.5	6.9
Henry	101	148	129	155	147	680	12.1	6.9
Hickman	30	20	27	24	9	110	6.1	6.1
Hopkins	289	319	305	390	374	1,677	9.9	6.1
Jackson	70	66	43	32	42	253	5.5	3.8
Jefferson	2,499	2,289	1,947	2,070	2,338	11,143	4.5	2.5
Jessamine	305	295	280	355	272	1,507	9.5	5.0
Johnson	106	130	123	152	185	696	8.5	11.4
Kenton	693	677	666	719	723	3,478	6.4	2.6
Knott	84	123	92	110	64	473	8.6	4.6
Knox	291	255	209	218	173	1,146	11.0	10.1
Larue	41	63	35	54	71	264	5.2	3.3
Laurel	405	477	491	537	651	2,561	12.9	8.9

TABLE 22. SUMMARY OF ALCOHOL CONVICTIONS BY COUNTY (2003 - 2007) (continued)

COUNTY	2003	2004	2005	2006	2007	TOTAL ALCOHOL CONVICTIONS (FIVE YEARS)**	ANNUAL AVERAGE ALCOHOL CONVICTIONS PER 1,000 LICENSED DRIVERS	ALCOHOL CONVICTIONS PER ALCOHOL-RELATED CRASH
Lawrence	112	174	141	112	100	639	11.1	20.6
Lee	27	34	39	44	50	194	8.0	6.5
Leslie	48	140	70	112	69	439	10.7	7.1
Letcher	108	131	143	204	108	694	8.3	4.9
Lewis	72	80	80	78	50	360	7.5	4.3
Lincoln	107	116	86	109	100	518	6.0	3.0
Livingston	77	66	59	83	43	328	8.8	3.7
Logan	187	186	194	291	277	1,135	11.9	8.2
Lyon	110	117	109	107	87	530	18.0	9.5
McCracken	537	560	449	414	630	2,590	10.4	5.1
McCreary	94	105	152	163	104	618	11.4	8.0
McLean	74	143	66	60	157	500	13.8	10.4
Madison	537	196	597	597	150	2,077	7.9	3.4
Magoffin	125	83	89	167	100	564	12.9	12.3
Marion	191	99	126	146	105	667	10.6	3.7
Marshall	146	541	158	171	603	1,619	13.1	7.1
Martin	89	175	94	102	131	591	15.3	19.7
Mason	83	57	95	97	61	393	6.4	2.1
Meade	165	185	130	140	122	742	7.9	4.4
Menifee	51	36	23	38	37	185	7.9	5.0
Mercer	127	137	183	157	112	716	8.8	5.2
Metcalfe	31	25	31	31	50	168	4.6	3.4
Monroe	52	38	41	90	94	315	7.7	11.7
Montgomery	151	169	117	130	102	669	7.4	2.9
Morgan	66	66	83	76	75	366	8.5	4.3
Muhlenberg	182	192	218	231	232	1,055	9.2	8.2
Nelson	287	238	185	171	173	1,054	6.8	3.4
Nicholas	30	26	15	33	32	136	5.1	4.3
Ohio	121	128	101	172	128	650	7.7	4.7
Oldham	166	160	158	177	205	866	4.4	4.4
Owen	42	48	40	34	33	197	5.1	2.6
Owsley	33	32	20	34	31	150	9.2	4.3
Pendleton	69	54	49	47	50	269	5.0	2.7
Perry	155	193	164	180	146	838	8.4	4.3
Pike	439	499	431	377	439	2,185	9.9	5.0
Powell	102	141	155	166	122	686	15.0	10.2
Pulaski	298	383	425	351	442	1,899	8.6	5.5
Robertson	3	12	2	5	6	28	3.4	2.2
Rockcastle	119	101	138	155	128	641	11.0	9.0
Rowan	171	207	220	218	229	1,045	14.6	5.5
Russell	143	128	103	119	137	630	10.0	5.5
Scott	162	120	145	190	170	787	5.2	2.7
Shelby	343	421	422	340	364	1,890	14.1	6.6
Simpson	97	103	121	136	121	578	9.2	3.9
Spencer	52	106	66	88	76	388	6.4	5.3
Taylor	218	160	150	212	159	899	10.5	6.2
Todd	76	94	90	71	96	427	10.5	7.9
Trigg	70	74	68	70	100	382	7.5	5.0
Trimble	45	34	23	40	18	160	4.8	2.3
Union	128	118	128	157	120	651	12.0	8.5
Warren	1,143	1,123	736	878	882	4,762	14.0	5.8
Washington	69	58	36	39	46	248	6.1	3.0
Wayne	53	54	62	51	55	275	4.0	4.0
Webster	67	61	53	61	72	314	6.4	5.3
Whitley	206	192	168	178	166	910	7.6	5.4
Wolfe	92	77	52	57	49	327	13.0	5.5
Woodford	227	236	173	193	148	977	10.9	3.6
TOTAL *	25,475	25,611	23,710	25,294	25,018	125,108	8.5	4.6

*Convictions in cases filed in the same calander year.
**There were 33,212 arrests on average from 2003 to 2007.

TABLE 23. ALCOHOL CONVICTION RATES IN DECREASING ORDER (BY COUNTY POPULATION CATEGORIES)
(2003 - 2007)

POPULATION	COUNTY	ANNUAL AVERAGE ALCOHOL CONVICTIONS PER 1,000 LICENSED DRIVERS	COUNTY	ALCOHOL CONVICTIONS PER ALCOHOL-RELATED CRASH
UNDER 10,000	Lyon	18.0	Cumberland	13.3
	Cumberland	16.5	McLean	10.4
	Fulton	15.5	Lyon	9.5
	Gallatin	14.2	Clinton	7.9
	McLean	13.8	Fulton	6.7
	Wolfe	13.0	Lee	6.5
	Clinton	12.2	Hickman	6.1
	Owsley	9.2	Hancock	6.0
	Ballard	9.1	Wolfe	5.5
	Livingston	8.8	Gallatin	5.2
	Lee	8.0	Menifee	5.0
	Menifee	7.9	Owsley	4.3
	Hancock	6.3	Nicholas	4.3
	Elliott	6.3	Ballard	4.2
	Hickman	6.1	Elliott	3.7
	Crittenden	5.1	Livingston	3.7
	Nicholas	5.1	Carlisle	3.6
	Bracken	5.0	Crittenden	3.2
	Trimble	4.8	Bracken	2.7
	Carlisle	4.1	Trimble	2.3
	Robertson	3.4	Robertson	2.2
10,000-14,999	Carroll	17.5	Martin	19.7
	Martin	15.3	Magoffin	12.3
	Powell	15.0	Green	11.8
	Magoffin	12.9	Monroe	11.7
	Leslie	10.7	Powell	10.2
	Todd	10.5	Todd	7.9
	Garrard	9.3	Butler	7.8
	Morgan	8.5	Leslie	7.1
	Butler	8.1	Carroll	6.0
	Monroe	7.7	Webster	5.3
	Trigg	7.5	Spencer	5.3
	Lewis	7.5	Garrard	5.1
	Green	6.7	Caldwell	5.1
	Caldwell	6.5	Trigg	5.0
	Spencer	6.4	Morgan	4.3
	Webster	6.4	Lewis	4.3
	Fleming	6.2	Edmonson	4.3
	Washington	6.1	Jackson	3.8
	Bath	6.0	Fleming	3.7
	Jackson	5.5	Metcalfe	3.4
	Larue	5.2	Larue	3.3
	Owen	5.1	Washington	3.0
	Pendleton	5.0	Bath	2.9
	Metcalfe	4.6	Pendleton	2.7
	Edmonson	4.6	Owen	2.6
15,000-24,999	Rowan	14.6	Lawrence	20.6
	Casey	13.4	Johnson	11.4
	Henry	12.1	Rockcastle	9.0
	Union	12.0	Union	8.5
	Clay	11.7	Clay	8.1
	Grant	11.5	McCreary	8.0
	McCreary	11.4	Casey	7.8
	Bourbon	11.3	Adair	7.1
	Lawrence	11.1	Henry	6.9
	Breathitt	11.1	Grant	6.3
	Rockcastle	11.0	Taylor	6.2
	Woodford	10.9	Anderson	6.0
	Marion	10.6	Breathitt	5.7
	Taylor	10.5	Rowan	5.5
	Russell	10.0	Russell	5.5
	Adair	9.3	Mercer	5.2
	Simpson	9.2	Breckinridge	5.2
	Mercer	8.8	Allen	4.9

TABLE 23. ALCOHOL CONVICTION RATES IN DECREASING ORDER (BY COUNTY POPULATION CATEGORIES) (2003 - 2007) (continued)

POPULATION	COUNTY	ANNUAL AVERAGE ALCOHOL CONVICTIONS PER 1,000 LICENSED DRIVERS	COUNTY	ALCOHOL CONVICTIONS PER ALCOHOL-RELATED CRASH
15,000-24,999	Knott	8.6	Ohio	4.7
(cont'd)	Johnson	8.5	Knott	4.6
	Anderson	8.4	Bourbon	4.5
	Ohio	7.7	Estill	4.2
	Montgomery	7.4	Wayne	4.0
	Allen	6.9	Grayson	3.9
	Mason	6.4	Simpson	3.9
	Grayson	6.1	Hart	3.7
	Lincoln	6.0	Marion	3.7
	Hart	6.0	Woodford	3.6
	Estill	5.9	Lincoln	3.0
	Harrison	5.4	Montgomery	2.9
	Breckinridge	4.9	Harrison	2.1
	Wayne	4.0	Mason	2.1
25,000 - 49,999	Bell	16.6	Bell	11.1
	Harlan	14.3	Knox	10.1
	Shelby	14.1	Harlan	9.5
	Marshall	13.1	Greenup	8.4
	Floyd	12.5	Muhlenberg	8.2
	Logan	11.9	Logan	8.2
	Clark	11.6	Marshall	7.1
	Henderson	11.5	Henderson	6.9
	Knox	11.0	Clark	6.8
	Calloway	9.9	Shelby	6.6
	Hopkins	9.9	Floyd	6.3
	Jessamine	9.5	Boyd	6.2
	Boyd	9.4	Hopkins	6.1
	Muhlenberg	9.2	Calloway	5.7
	Franklin	9.1	Whitley	5.4
	Boyle	8.5	Jessamine	5.0
	Greenup	8.4	Boyle	4.9
	Perry	8.4	Letcher	4.9
	Letcher	8.3	Graves	4.8
	Graves	8.1	Meade	4.4
	Meade	7.9	Oldham	4.4
	Whitley	7.6	Perry	4.3
	Nelson	6.8	Franklin	4.2
	Carter	6.1	Carter	3.9
	Barren	5.7	Barren	3.7
	Scott	5.2	Nelson	3.4
	Oldham	4.4	Scott	2.7
50,000 - OVER	Warren	14.0	Laurel	8.9
	Laurel	12.9	Hardin	6.2
	Christian	12.4	Warren	5.8
	Daviess	11.3	Daviess	5.7
	Fayette	11.0	Pulaski	5.5
	Campbell	10.4	McCracken	5.1
	McCracken	10.4	Christian	5.0
	Pike	9.9	Pike	5.0
	Hardin	9.5	Campbell	4.7
	Pulaski	8.6	Boone	4.6
	Boone	8.3	Fayette	3.9
	Madison	7.9	Bullitt	3.6
	Kenton	6.4	Madison	3.4
	Bullitt	4.9	Kenton	2.6
	Jefferson	4.5	Jefferson	2.5

TABLE 24. PERCENTAGE OF DRIVERS CONVICTED OF DUI FILINGS (BY COUNTY) (2003 - 2007)*

COUNTY	TOTAL DUI FILED	TOTAL DUI CONVICTED	TOTAL DUI NON-CONVICTED	CONVICTION PERCENTAGE**
Adair	721	557	83	87.0
Allen	568	452	50	90.0
Anderson	853	661	59	91.8
Ballard	352	288	59	83.0
Barren	1,320	818	256	76.2
Bath	359	249	45	84.7
Bell	2,008	1,464	386	79.1
Boone	3,812	3,322	554	85.7
Bourbon	1,141	789	127	86.1
Boyd	1,841	1,643	238	87.3
Boyle	1,071	825	130	86.4
Bracken	258	156	52	75.0
Breathitt	688	539	106	83.6
Breckinridge	363	338	55	86.0
Bullitt	2,258	1,291	427	75.1
Butler	504	375	94	80.0
Caldwell	369	314	60	84.0
Calloway	1,265	1,197	142	89.4
Campbell	3,225	3,189	342	90.3
Carlisle	102	83	26	76.1
Carroll	889	639	195	76.6
Carter	1,205	580	214	73.0
Casey	858	713	117	85.9
Christian	2,892	2,411	450	84.3
Clark	1,610	1,472	163	90.0
Clay	1,833	788	767	50.7
Clinton	655	433	62	87.5
Crittenden	230	169	28	85.8
Cumberland	487	411	57	87.8
Daviess	4,579	3,840	560	87.3
Edmonson	233	200	42	82.6
Elliott	228	141	17	89.2
Estill	611	304	138	68.8
Fayette	10,220	10,035	913	91.7
Fleming	426	320	62	83.8
Floyd	2,267	1,725	284	85.9
Franklin	2,358	1,583	402	79.7
Fulton	396	349	64	84.5
Gallatin	714	422	297	58.7
Garrard	740	549	148	78.8
Grant	1,186	990	118	89.4
Graves	1,685	1,086	331	76.6
Grayson	673	556	74	88.3
Green	333	271	31	89.7
Greenup	1,420	1,152	171	87.1
Hancock	237	204	32	86.4
Hardin	3,893	3,229	565	85.1
Harlan	2,453	1,446	231	86.2
Harrison	553	355	44	89.0
Hart	486	367	67	84.6
Henderson	2,197	1,909	231	89.2
Henry	845	680	88	88.5
Hickman	151	110	30	78.6
Hopkins	1,652	1,677	192	89.7
Jackson	405	253	104	70.9
Jefferson	17,294	11,143	1,826	85.9
Jessamine	1,920	1,507	304	83.2
Johnson	1,042	696	222	75.8
Kenton	4,072	3,478	632	84.6
Knott	615	473	91	83.9
Knox	1,799	1,146	513	69.1
Larue	331	264	58	82.0

TABLE 24. PERCENTAGE OF DRIVERS CONVICTED OF DUI FILINGS (BY COUNTY) (2003 - 2007) (continued)

COUNTY	TOTAL DUI FILED	TOTAL DUI CONVICTED	TOTAL DUI NON-CONVICTED	CONVICTION PERCENTAGE
Laurel	2,953	2,561	564	82.0
Lawrence	1,037	639	134	82.7
Lee	303	194	72	72.9
Leslie	1,402	439	614	41.7
Letcher	911	694	152	82.0
Lewis	477	360	80	81.8
Lincoln	659	518	109	82.6
Livingston	422	328	49	87.0
Logan	1,269	1,135	296	79.3
Lyon	668	530	109	82.9
McCracken	3,186	2,590	449	85.2
McCreary	861	618	160	79.4
McLean	503	500	78	86.5
Madison	2,983	2,077	476	81.4
Magoffin	818	564	84	87.0
Marion	905	667	131	83.6
Marshall	1,725	1,619	332	83.0
Martin	702	591	113	83.9
Mason	492	393	49	88.9
Meade	908	742	157	82.5
Menifee	238	185	30	86.0
Mercer	946	716	103	87.4
Metcalfe	341	168	82	67.2
Monroe	334	315	59	84.2
Montgomery	1,007	669	170	79.7
Morgan	479	366	45	89.1
Muhlenberg	1,107	1,055	130	89.0
Nelson	1,387	1,054	248	81.0
Nicholas	197	136	23	85.5
Ohio	949	650	197	76.7
Oldham	1,136	866	130	86.9
Owen	341	197	76	72.2
Owsley	280	150	57	72.5
Pendleton	452	269	83	76.4
Perry	1,776	838	246	77.3
Pike	4,422	2,185	597	78.5
Powell	1,079	686	226	75.2
Pulaski	2,825	1,899	476	80.0
Robertson	38	28	8	77.8
Rockcastle	968	641	154	80.6
Rowan	1,372	1,045	151	87.4
Russell	1,032	630	110	85.1
Scott	965	787	121	86.7
Shelby	2,397	1,890	162	92.1
Simpson	773	578	73	88.8
Spencer	546	388	92	80.8
Taylor	1,068	899	189	82.6
Todd	482	427	119	78.2
Trigg	417	382	50	88.4
Trimble	259	160	26	86.0
Union	754	651	117	84.8
Warren	6,111	4,762	746	86.5
Washington	310	248	59	80.8
Wayne	446	275	68	80.2
Webster	438	314	53	85.6
Whitley	1,819	910	369	71.1
Wolfe	540	327	79	80.5
Woodford	1,093	977	102	90.5
TOTAL	166,059	125,108	24,260	83.8

* 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) (2003 - 2007)

POPULATION CATEGORY	AVERAGE CONVICTION PERCENTAGE	COUNTY	TOTAL DUI ARRESTS	TOTAL DUI CONVICTIONS	CONVICTION PERCENTAGE*
UNDER 10,000	81.4	Elliott	228	141	89.2
		Cumberland	487	411	87.8
		Clinton	655	433	87.5
		Livingston	422	328	87.0
		McLean	503	500	86.5
		Hancock	237	204	86.4
		Menifee	238	185	86.0
		Trimble	259	160	86.0
		Crittenden	230	169	85.8
		Nicholas	197	136	85.5
		Fulton	396	349	84.5
		Ballard	352	288	83.0
		Lyon	668	530	82.9
		Wolfe	540	327	80.5
		Hickman	151	110	78.6
		Robertson	38	28	77.8
		Carlisle	102	83	76.1
		Bracken	258	156	75.0
		Lee	303	194	72.9
		Owsley	280	150	72.5
		Gallatin	714	422	58.7
10,000-14,999	79.4	Green	333	271	89.7
		Morgan	479	366	89.1
		Trigg	417	382	88.4
		Magoffin	818	564	87.0
		Webster	438	314	85.6
		Bath	359	249	84.7
		Monroe	334	315	84.2
		Caldwell	369	314	84.0
		Martin	702	591	83.9
		Fleming	426	320	83.8
		Edmonson	233	200	82.6
		Larue	331	264	82.0
		Lewis	477	360	81.8
		Spencer	546	388	80.8
		Washington	310	248	80.8
		Butler	504	375	80.0
		Garrard	740	549	78.8
		Todd	482	427	78.2
		Carroll	889	639	76.6
		Pendleton	452	269	76.4
		Powell	1,079	686	75.2
		Owen	341	197	72.2
		Jackson	405	253	70.9
		Metcalfe	341	168	67.2
		Leslie	1,402	439	41.7
15,000-24,999	83.5	Anderson	853	661	91.8
		Woodford	1,093	977	90.5
		Allen	568	452	90.0
		Grant	1,186	990	89.4
		Harrison	553	355	89.0
		Mason	492	393	88.9
		Simpson	773	578	88.8
		Henry	845	680	88.5
		Grayson	673	556	88.3
		Mercer	946	716	87.4
		Rowan	1,372	1,045	87.4
		Adair	721	557	87.0
		Bourbon	1,141	789	86.1
		Breckinridge	363	338	86.0
		Casey	858	713	85.9

TABLE 25. DUI CONVICTION RATES BY COUNTY AND POPULATION CATEGORY
(IN DESCENDING ORDER) (2003 - 2007) (continued)

POPULATION CATEGORY	AVERAGE CONVICTION PERCENTAGE	COUNTY	TOTAL DUI ARRESTS	TOTAL DUI CONVICTIONS	CONVICTION PERCENTAGE*
15,000-24,999 (continued)		Russell	1,032	630	85.1
		Union	754	651	84.8
		Hart	486	367	84.6
		Knott	615	473	83.9
		Marion	905	667	83.6
		Breathitt	688	539	83.6
		Lawrence	1,037	639	82.7
		Taylor	1,068	899	82.6
		Lincoln	659	518	82.6
		Rockcastle	968	641	80.6
		Wayne	446	275	80.2
		Montgomery	1,007	669	79.7
		McCreary	861	618	79.4
		Ohio	949	650	76.7
		Johnson	1,042	696	75.8
		Estill	611	304	68.8
		Clay	1,833	788	50.7
25,000-49,999	82.9	Shelby	2,397	1,890	92.1
		Clark	1,610	1,472	90.0
		Hopkins	1,652	1,677	89.7
		Calloway	1,265	1,197	89.4
		Henderson	2,197	1,909	89.2
		Muhlenberg	1,107	1,055	89.0
		Boyd	1,841	1,643	87.3
		Greenup	1,420	1,152	87.1
		Oldham	1,136	866	86.9
		Scott	965	787	86.7
		Boyle	1,071	825	86.4
		Harlan	2,453	1,446	86.2
		Floyd	2,267	1,725	85.9
		Jessamine	1,920	1,507	83.2
		Marshall	1,725	1,619	83.0
		Meade	908	742	82.5
		Letcher	911	694	82.0
		Nelson	1,387	1,054	81.0
		Franklin	2,358	1,583	79.7
		Logan	1,269	1,135	79.3
		Bell	2,008	1,464	79.1
		Perry	1,776	838	77.3
		Graves	1,685	1,086	76.6
		Barren	1,320	818	76.2
		Carter	1,205	580	73.0
		Whitley	1,819	910	71.1
		Knox	1,799	1,146	69.1
50,000 - OVER	84.2	Fayette	10,220	10,035	91.7
		Campbell	3,225	3,189	90.3
		Daviess	4,579	3,840	87.3
		Warren	6,111	4,762	86.5
		Jefferson	17,294	11,143	85.9
		Boone	3,812	3,322	85.7
		McCracken	3,186	2,590	85.2
		Hardin	3,893	3,229	85.1
		Kenton	4,072	3,478	84.6
		Christian	2,892	2,411	84.3
		Laurel	2,953	2,561	82.0
		Madison	2,983	2,077	81.4
		Pulaski	2,825	1,899	80.0
		Pike	4,422	2,185	78.5
		Bullitt	2,258	1,291	75.1

*Refer to Table 24 for conviction rate calculation.

TABLE 26. SUMMARY OF RECKLESS DRIVING CONVICTIONS BY COUNTY (2003 - 2007)

COUNTY	2003	2004	2005	2006	2007	TOTAL RECKLESS DRIVING CONVICTIONS (FIVE YEARS)	ANNUAL AVERAGE RECKLESS DRIVING CONVICTIONS PER 1,000 LICENSED DRIVERS
Adair	13	13	19	16	13	74	1.2
Allen	10	16	11	8	16	61	0.9
Anderson	24	27	26	18	20	115	1.5
Ballard	6	3	9	6	5	29	0.9
Barren	70	80	92	100	85	427	3.0
Bath	15	12	7	10	8	52	1.3
Bell	16	11	20	17	14	78	0.9
Boone	118	111	127	111	153	620	1.5
Bourbon	25	37	32	50	26	170	2.4
Boyd	49	70	53	62	69	303	1.7
Boyle	24	29	33	58	35	179	1.8
Bracken	17	14	15	5	10	61	2.0
Breathitt	4	10	13	16	12	55	1.1
Breckinridge	28	18	9	14	7	76	1.1
Bullitt	96	89	56	85	73	399	1.5
Butler	18	10	12	14	18	72	1.6
Caldwell	14	29	12	13	21	89	1.8
Calloway	17	29	11	28	12	97	0.8
Campbell	89	78	68	65	75	375	1.2
Carlisle	7	2	3	1	2	15	0.7
Carroll	20	24	16	22	18	100	2.7
Carter	39	50	42	31	62	224	2.3
Casey	8	22	19	6	9	64	1.2
Christian	101	109	133	60	119	522	2.7
Clark	54	49	43	43	47	236	1.9
Clay	15	12	28	34	19	108	1.6
Clinton	10	20	23	16	47	116	3.3
Crittenden	12	6	5	4	2	29	0.9
Cumberland	32	24	24	21	21	122	4.9
Daviess	78	72	51	68	92	361	1.1
Edmonson	4	8	10	9	11	42	1.0
Elliott	3	3	3	3	3	15	0.7
Estill	16	12	12	11	4	55	1.1
Fayette	331	331	351	419	433	1,865	2.0
Fleming	15	10	14	22	24	85	1.7
Floyd	47	34	53	57	41	232	1.7
Franklin	111	114	90	120	114	549	3.1
Fulton	9	5	5	4	5	28	1.2
Gallatin	27	36	35	44	43	185	6.2
Garrard	13	28	13	20	32	106	1.8
Grant	51	64	37	35	25	212	2.5
Graves	36	38	34	29	57	194	1.4
Grayson	46	32	30	22	22	152	1.7
Green	4	2	4	1	5	16	0.4
Greenup	56	49	48	41	42	236	1.7
Hancock	1	4	3	7	5	20	0.6
Hardin	126	144	124	116	130	640	1.9
Harlan	53	38	53	60	56	260	2.6
Harrison	12	9	14	8	12	55	0.8
Hart	15	20	32	37	28	132	2.2
Henderson	65	68	49	52	35	269	1.6
Henry	11	7	12	28	13	71	1.3
Hickman	6	6	5	7	2	26	1.4
Hopkins	39	33	48	66	72	258	1.5
Jackson	19	16	12	7	8	62	1.3
Jefferson	438	428	363	371	413	2,013	0.8
Jessamine	65	51	55	67	51	289	1.8
Johnson	46	27	17	25	17	132	1.6
Kenton	208	168	186	144	179	885	1.6
Knott	12	12	11	10	9	54	1.0
Knox	71	59	55	60	45	290	2.8
Larue	1	5	6	9	13	34	0.7
Laurel	53	48	42	71	84	298	1.5

TABLE 26. SUMMARY OF RECKLESS DRIVING CONVICTIONS BY COUNTY (2003 - 2007) (continued)

COUNTY	2003	2004	2005	2006	2007	RECKLESS DRIVING CONVICTIONS (FIVE YEARS)	RECKLESS DRIVING CONVICTIONS PER 1,000 LICENSED DRIVERS
Lawrence	22	28	19	17	4	90	1.6
Lee	0	3	9	5	3	20	0.8
Leslie	8	20	16	15	12	71	1.7
Letcher	20	17	34	30	24	125	1.5
Lewis	15	16	17	19	5	72	1.5
Lincoln	21	30	21	29	19	120	1.4
Livingston	8	15	14	23	15	75	2.0
Logan	30	28	30	28	19	135	1.4
Lyon	41	72	79	82	87	361	12.3
McCracken	68	95	80	64	67	374	1.5
McCreary	8	9	5	4	8	34	0.6
McLean	9	4	5	8	3	29	0.8
Madison	88	85	108	90	72	443	1.7
Magoffin	16	3	5	4	15	43	1.0
Marion	22	11	20	20	13	86	1.4
Marshall	26	39	31	37	36	169	1.4
Martin	7	16	12	6	10	51	1.3
Mason	14	17	32	31	22	116	1.9
Meade	28	24	13	25	33	123	1.3
Menifee	12	12	6	14	4	48	2.0
Mercer	25	31	16	15	19	106	1.3
Metcalfe	30	19	20	22	27	118	3.2
Monroe	9	11	8	17	34	79	1.9
Montgomery	33	34	31	24	26	148	1.6
Morgan	9	6	2	5	8	30	0.7
Muhlenberg	28	16	23	25	29	121	1.1
Nelson	61	33	49	44	43	230	1.5
Nicholas	6	5	7	2	9	29	1.1
Ohio	21	24	19	15	12	91	1.1
Oldham	28	13	17	16	26	100	0.5
Owen	17	11	14	14	14	70	1.8
Owsley	4	8	5	6	6	29	1.8
Pendleton	18	11	12	12	19	72	1.3
Perry	19	12	6	7	10	54	0.5
Pike	82	45	34	45	79	285	1.3
Powell	10	12	9	11	14	56	1.2
Pulaski	80	86	83	63	64	376	1.7
Robertson	3	3	1	0	6	13	1.6
Rockcastle	37	46	40	43	30	196	3.4
Rowan	26	28	24	25	23	126	1.8
Russell	11	11	6	12	12	52	0.8
Scott	37	37	28	32	33	167	1.1
Shelby	50	71	83	58	61	323	2.4
Simpson	11	19	32	29	39	130	2.1
Spencer	3	7	13	8	13	44	0.7
Taylor	37	30	23	27	37	154	1.8
Todd	21	18	13	16	20	88	2.2
Trigg	15	13	9	12	25	74	1.5
Trimble	0	4	1	2	2	9	0.3
Union	11	11	9	8	15	54	1.0
Warren	123	129	95	120	170	637	1.9
Washington	10	3	8	4	8	33	0.8
Wayne	24	22	26	15	14	101	1.5
Webster	15	10	14	4	17	60	1.2
Whitley	57	55	37	47	44	240	2.0
Wolfe	18	6	3	1	9	37	1.5
Woodford	23	24	16	19	17	99	1.1
TOTAL	4,514	4,453	4,230	4,360	4,648	22,205	1.6

TABLE 27. PERCENTAGE OF CRASHES INVOLVING DRUGS BY COUNTY AND POPULATION CATEGORY
(IN ORDER OF DECREASING PERCENTAGES) (2003-2007)(ALL ROADS)

COUNTY	NUMBER OF CRASHES	PERCENT OF TOTAL CRASHES
POPULATION CATEGORY UNDER 10,000		
Owsley	17	4.1
Lee	14	3.1
Elliott	14	2.9
Hickman	7	2.3
Clinton	19	2.0
Wolfe	18	1.9
Crittenden	20	1.9
Cumberland	7	1.8
Carlisle	8	1.8
Livingston	17	1.5
Lyon	14	1.3
Menifee	7	1.2
Nicholas	7	1.1
Trimble	7	0.8
McLean	7	0.8
Ballard	6	0.7
Fulton	5	0.6
Bracken	5	0.5
Gallatin	6	0.5
Hancock	3	0.4
Robertson	0	0.0
POPULATION CATEGORY 10,000-14,999		
Martin	62	6.7
Magoffin	53	5.3
Leslie	47	4.2
Powell	32	2.6
Morgan	23	1.7
Bath	20	1.6
Fleming	20	1.5
Lewis	16	1.3
Spencer	14	1.3
Jackson	15	1.3
Caldwell	18	1.2
Edmonson	11	1.2
Trigg	17	1.2
Garrard	17	0.9
Washington	12	0.9
Butler	8	0.8
Todd	7	0.7
Webster	10	0.7
Monroe	5	0.6
Larue	9	0.6
Metcalfe	7	0.6
Pendleton	9	0.5
Owen	5	0.5
Carroll	11	0.5
Green	2	0.3
POPULATION CATEGORY 15,000-24,999		
Clay	97	4.8
Knott	67	3.6
Casey	38	3.5
Johnson	82	3.3
Lawrence	32	3.3
Breathitt	50	2.8
Russell	34	2.3
McCreary	24	2.0
Estill	24	1.9
Rockcastle	39	1.6
Lincoln	29	1.2
Adair	23	1.2
Ohio	35	1.1
Rowan	47	1.1
Montgomery	43	1.1
Hart	24	1.1
Bourbon	32	1.0
Wayne	18	1.0
Simpson	26	1.0
Grant	29	0.8
Anderson	19	0.8
Mercer	23	0.8
Allen	13	0.7
Woodford	27	0.7
Marion	18	0.7
Mason	19	0.6
Union	11	0.6
Breckinridge	8	0.6
Grayson	19	0.6
Harrison	13	0.5
Taylor	17	0.5
Henry	9	0.5
POPULATION CATEGORY 25,000-50,000		
Floyd	193	3.9
Harlan	107	3.6
Bell	109	3.2
Letcher	70	2.9
Knox	92	2.6
Perry	100	2.4
Carter	65	2.2
Marshall	83	1.9
Whitley	70	1.5
Greenup	50	1.4
Muhlenberg	46	1.2
Logan	35	1.1
Clark	64	1.1
Graves	44	1.0
Boyd	102	1.0
Henderson	78	0.9
Hopkins	68	0.9
Franklin	57	0.7
Nelson	37	0.6
Boyle	25	0.6
Oldham	25	0.5
Calloway	27	0.5
Shelby	29	0.5
Meade	14	0.5
Jessamine	32	0.4
Barren	30	0.4
Scott	26	0.4
POPULATION CATEGORY OVER 50,000		
Pike	543	5.5
Laurel	140	1.6
Daviess	132	0.8
Pulaski	79	0.8
Warren	139	0.7
Kenton	191	0.7
Campbell	81	0.6
McCracken	81	0.6
Christian	55	0.6
Madison	77	0.6
Fayette	241	0.4
Hardin	58	0.4
Bullitt	32	0.4
Boone	87	0.4
Jefferson	351	0.3

TABLE 28. PERCENTAGE OF CRASHES INVOLVING DRUGS BY CITY AND POPULATION CATEGORY (IN ORDER OF DECREASING PERCENTAGES)(2003-2007)

CITY	NUMBER OF DRUG-RELATED CRASHES	PERCENTAGE OF CRASHES INVOLVING DRUGS
POPULATION CATEGORY OVER 200,000		
Lexington	184	0.4
Louisville	236	0.3
POPULATION CATEGORY 20,000-55,000		
Henderson	51	0.9
Covington	63	0.8
Owensboro	66	0.7
Ashland	31	0.7
Richmond	31	0.6
Paducah	38	0.5
Bowling Green	68	0.5
Hopkinsville	19	0.4
Frankfort	21	0.4
Florence	34	0.4
Jeffersontown	10	0.3
Radcliff	8	0.3
Elizabethtown	9	0.2
POPULATION CATEGORY 10,000-19,999		
Middlesboro	45	3.2
Winchester	37	1.2
Fort Thomas	11	1.0
Independence	14	0.8
Nicholasville	21	0.6
Erlanger	17	0.6
Georgetown	13	0.5
Shively	17	0.5
Somerset	20	0.5
Shelbyville	10	0.5
Campbellsville	9	0.5
Mayfield	7	0.5
Madisonville	15	0.4
Glasgow	9	0.3
Newport	13	0.3
Bardstown	8	0.3
Murray	6	0.2
Danville	7	0.2
POPULATION CATEGORY 5,000-9,999		
Pikeville	105	4.8
London	39	1.4
Villa Hills	4	1.4
Princeton	9	1.4
Central City	8	1.2
Franklin	12	1.2
Flatwoods	6	1.2
Mount Sterling	17	1.1
Williamsburg	8	1.0
Taylor Mill	11	0.9
Paris	12	0.9
Corbin	12	0.9
Lawrenceburg	6	0.7
Bellevue	6	0.7
Harrodsburg	8	0.6
Cynthiana	6	0.6
Morehead	12	0.6
Monticello	6	0.6
Maysville	11	0.6
Fort Wright	11	0.5
Wilmore	1	0.5
Versailles	7	0.5
Leitchfield	6	0.5
Russellville	6	0.5
Elsmere	2	0.4
Fort Mitchell	4	0.4
Edgewood	3	0.4
Berea	5	0.3
Alexandria	3	0.3
Shepherdsville	4	0.2
Highland Heights	2	0.2
La Grange	2	0.2
Lebanon	1	0.1
POPULATION CATEGORY 2,500-4,999		
Paintsville	22	2.4
Barbourville	15	2.4
Prestonsburg	26	2.3
Providence	5	2.3
Calvert City	8	2.3
Irvine	7	2.1
Hazard	31	1.9
Ludlow	7	1.8
Grayson	12	1.8
Hartford	5	1.8
Stanton	6	1.5
Cumberland	1	1.4
Marion	4	1.2
Southgate	5	1.1
Beaver Dam	6	1.1
Fulton	3	0.9
Williamstown	6	1.1
Greenville	5	0.8
Russell	5	0.8
Mount Vernon	4	0.7
Vine Grove	2	0.7
Benton	5	0.6
Dawson Springs	1	0.6
Scottsville	3	0.6
Columbia	4	0.5
Lakeside Park	1	0.5
Stanford	2	0.4
Carrollton	3	0.4
Lancaster	2	0.4
Flemingsburg	1	0.3
Tompkinsville	1	0.3
Cold Spring	3	0.3
Springfield	1	0.2
Morganfield	1	0.2

TABLE 29. SAFETY BELT USAGE BY COUNTY AND POPULATION CATEGORY (IN DESCENDING ORDER) (OBSERVED SURVEY BY ADD OF ALL FRONT SEAT OCCUPANTS IN 2006)

COUNTY	PERCENT SEAT BELT USAGE**	COUNTY	PERCENT SEAT BELT USAGE**
POPULATION CATEGORY UNDER 10,000		POPULATION CATEGORY 15,000-24,999 (CONT'D)	
Lyon	82.9	Simpson	60.0
Trimble	77.1	Harrison	59.9
Hancock	73.6	Russell	58.7
Gallatin	71.3	Anderson	57.7
Livingston	71.1	Rowan	54.6
Carlisle	67.0	Allen	54.0
Elliott	64.1	Breathitt	53.8
Fulton	62.9	Mason	53.5
McLean*	60.3	Taylor	53.3
Wolfe	59.4	Estill	53.1
Crittenden	58.2	McCreary	51.3
Bracken	53.9	Breckinridge	50.3
Hickman	53.5	Montgomery	47.1
Robertson	53.3	Wayne	47.0
Lee	51.9	Casey	45.6
Nicholas	50.6	Adair	43.8
Clinton*	49.4	Marion	43.1
Menifee*	48.9	Hart	40.4
Ballard	48.4	POPULATION CATEGORY 25,000-50,000	
Cumberland	46.5	Oldham	83.0
Owsley	41.1	Shelby	80.0
POPULATION CATEGORY 10,000-14,999		Whitley	74.0
Caldwell	70.8	Henderson	71.8
Carroll	70.7	Franklin*	71.3
Spencer	70.0	Bell	70.7
Pendleton	68.5	Hopkins	70.5
Webster	66.3	Greenup	67.6
Powell	64.6	Clark	67.6
Jackson	64.5	Boyd	66.9
Trigg	64.0	Graves	66.7
Todd	63.8	Knox	66.5
Edmonson	63.7	Harlan*	66.3
Magoffin	59.7	Jessamine	65.9
Leslie	59.4	Calloway	65.0
Larue	58.2	Muhlenberg	61.8
Morgan	57.9	Carter*	61.1
Owen*	57.7	Scott	60.8
Butler	57.3	Marshall	60.7
Lewis	56.5	Boyle*	60.7
Martin	55.4	Logan*	60.4
Garrard	52.5	Nelson	60.1
Green	48.1	Floyd	59.9
Washington	46.5	Barren	57.9
Fleming	46.5	Perry*	56.6
Metcalfe	42.4	Letcher	51.2
Bath	42.0	Meade	47.3
Monroe	40.1	POPULATION CATEGORY OVER 50,000	
POPULATION CATEGORY 15,000-24,999		Jefferson	81.1
Rockcastle	76.9	Bullitt	80.6
Union	76.3	Boone	77.8
Henry	70.8	Kenton	77.5
Woodford	70.6	Campbell	75.8
Grant	69.5	Fayette	75.0
Ohio	69.0	Daviess	70.9
Johnson	68.4	Madison	69.4
Grayson	64.7	Laurel	69.2
Knott	64.5	Hardin	66.2
Clay	64.2	Christian*	65.8
Lawrence	63.2	McCracken*	65.1
Lincoln	62.9	Warren	63.0
Bourbon*	62.2	Pike*	62.3
Mercer	60.6	Pulaski*	54.2

* 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
(2006 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
59.3	57.9	58.5	64.9	70.3

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	1,782	3.57	997	0.10	97
Incapacitating	5,076	10.18	12,074	1.22	88
Non-Incapacitating	8,861	17.77	41,157	4.16	77
Possible Injury	6,826	13.69	58,273	5.89	57
Fatal or Incapacitating	6,858	13.75	13,071	1.32	90

* Based on 2003 through 2007 crash data. Total sample size for not wearing a safety belt was 49,873 compared to 988,985 for wearing a safety belt.

TABLE 32. USAGE AND EFFECTIVENESS OF CHILD SAFETY SEATS

(CHILDREN AGE THREE AND UNDER) (2003 - 2007)

			RESTRAINT USED		
VARIABLE	CATEGORY	NONE	SAFETY BELT	CHILD SEAT	ANY RESTRAINT
Number With Given Injury	Fatal	8	4	8	12
	Incapacitating	32	33	100	133
	Non-Incapacitating	56	125	566	691
	Possible Injury	99	347	1,400	1,747
	None Detected	232	3,996	18,778	22,774
Percent With Given Injury	Fatal	1.87	0.09	0.04	0.05
	Incapacitating	7.49	0.73	0.48	0.52
	Non-Incapacitating	13.11	2.77	2.71	2.73
	Possible Injury	23.19	7.70	6.71	6.89
	None Detected	54.33	88.70	90.05	89.81
Percent Usage By Seat Position	Front	5.42	32.50	62.08	94.58
	Rear	1.56	20.58	77.86	98.44
	All Positions	2.09	22.20	75.71	97.91
Percent With Given Injury By Seat Position					
(Front)	Fatal	1.32	0.11	0.03	0.06
	Incapacitating	3.64	0.50	0.35	0.40
	Non-Incapacitating	6.95	2.93	1.24	1.82
	Possible Injury	14.90	4.92	4.83	4.86
	None Detected	23.18	41.38	43.45	42.74
(Rear)	Fatal	0.72	0.03	0.03	0.03
	Incapacitating	3.80	0.33	0.32	0.32
	Non-Incapacitating	6.33	0.99	1.90	1.71
	Possible Injury	9.76	3.55	4.48	4.28
	None Detected	29.29	44.63	62.76	58.97
YEAR	2003	196	2,068	5,725	7,793
	2004	184	1,774	5,820	7,594
	2005	191	1,668	6,043	7,711
	2006	158	1,772	6,594	8,366
	2007	126	1,804	6,802	8,606

TABLE 33. PERCENTAGE OF CRASHES INVOLVING UNSAFE SPEED BY COUNTY AND POPULATION CATEGORY (IN ORDER OF DECREASING PERCENTAGES) (2003-2007)

COUNTY	NUMBER OF CRASHES	PERCENT OF TOTAL CRASHES
POPULATION CATEGORY UNDER 10,000		
Owsley	53	12.9
Carlisle	57	12.8
Gallatin	163	12.6
Trimble	110	12.0
Robertson	9	11.8
Lee	49	10.7
Hickman	33	10.7
Lyon	111	10.0
Bracken	92	10.0
Cumberland	37	9.3
Elliott	42	8.8
Menifee	49	8.7
Livingston	86	7.6
Hancock	51	7.3
Fulton	58	7.2
Wolfe	63	6.7
Clinton	53	5.6
Crittenden	55	5.3
McLean	45	4.9
Ballard	37	4.3
Nicholas	24	3.9
POPULATION CATEGORY 10,000-14,999		
Morgan	250	18.2
Martin	106	11.4
Larue	153	10.3
Leslie	117	10.3
Owen	107	10.3
Todd	100	10.3
Garrard	193	9.8
Washington	125	9.6
Jackson	110	9.5
Bath	111	9.0
Webster	116	8.6
Edmonson	80	8.5
Butler	86	8.4
Magoffin	80	8.0
Pendleton	140	7.4
Trigg	107	7.3
Caldwell	109	7.2
Powell	81	6.6
Spencer	62	5.8
Metcalfe	60	5.4
Carroll	98	4.8
Lewis	55	4.5
Fleming	59	4.4
Monroe	28	3.6
Green	18	2.4
POPULATION CATEGORY 15,000-24,999		
Clay	228	11.3
Rockcastle	267	11.2
McCreary	133	11.1
Estill	132	10.5
Hart	217	10.0
Henry	170	9.9
Bourbon	291	9.4
Allen	162	8.8
Lincoln	205	8.7
Grant	321	8.4
Woodford	333	8.3
Ohio	231	7.6
Knott	137	7.3
Union	134	7.2
Harrison	177	6.7
Wayne	118	6.6
Mercer	177	6.4
Adair	126	6.3
Casey	67	6.2
Grayson	201	5.9
Rowan	244	5.9
Anderson	132	5.7
Simpson	148	5.5
Russell	80	5.4
Montgomery	198	5.0
Mason	171	5.0
Marion	120	5.0
Taylor	169	4.8
Johnson	101	4.1
Breathitt	67	3.7
Breckinridge	46	3.3
Lawrence	29	3.0
POPULATION CATEGORY 25,000-50,000		
Franklin	922	10.7
Marshall	430	10.0
Letcher	223	9.3
Oldham	433	9.1
Greenup	314	9.1
Carter	252	8.5
Floyd	414	8.4
Jessamine	600	8.4
Shelby	463	7.9
Knox	279	7.9
Harlan	215	7.2
Hopkins	553	7.2
Scott	486	7.2
Perry	300	7.1
Whitley	324	6.9
Nelson	390	6.6
Graves	290	6.5
Bell	223	6.5
Boyle	269	5.9
Clark	318	5.5
Logan	171	5.5
Muhlenberg	210	5.3
Henderson	461	5.2
Barren	343	5.1
Meade	135	5.0
Boyd	443	4.5
Calloway	221	4.1
POPULATION CATEGORY OVER 50,000		
Madison	1,373	10.5
Christian	788	8.1
Boone	1,563	7.9
Kenton	2,135	7.6
Pulaski	687	7.3
Pike	685	7.0
Fayette	4,143	6.6
Warren	1,366	6.6
Campbell	880	6.1
Hardin	849	6.0
Laurel	512	6.0
McCracken	648	5.0
Bullitt	373	4.9
Daviess	717	4.5
Jefferson	5,558	4.1

TABLE 34. PERCENTAGE OF CRASHES INVOLVING UNSAFE SPEED BY CITY AND POPULATION CATEGORY (IN ORDER OF DECREASING PERCENTAGES)(2003-2007)

CITY	NUMBER OF CRASHES (2003-2007)	PERCENT OF TOTAL CRASHES
POPULATION CATEGORY OVER 200,000		
Lexington	3,300	6.5
Louisville	4,214	4.5
POPULATION CATEGORY 20,000-55,000		
Frankfort	451	9.3
Hopkinsville	349	7.1
Richmond	347	6.5
Elizabethtown	302	5.5
Bowling Green	607	4.8
Florence	386	4.8
Covington	361	4.5
Jeffersontown	161	4.4
Paducah	303	4.3
Henderson	197	3.6
Ashland	146	3.3
Owensboro	303	3.1
Radcliff	59	2.5
POPULATION CATEGORY 10,000-19,999		
Erlanger	373	12.4
Independence	186	10.1
Fort Thomas	66	6.3
Nicholasville	167	4.9
Shelbyville	106	4.8
Georgetown	127	4.4
Somerset	155	4.2
Danville	118	4.1
Campbellsville	68	3.7
Newport	132	3.4
Madisonville	117	3.4
Glasgow	95	3.3
Mayfield	48	3.1
Middlesboro	40	2.9
Winchester	87	2.7
Bardstown	59	2.4
Murray	59	2.0
Shively	64	1.9
POPULATION CATEGORY 5,000-9,999		
Villa Hills	56	19.2
Taylor Mill	148	12.4
Highland Heights	97	10.0
Edgewood	81	9.7
Fort Mitchell	108	9.7
Wilmore	16	8.6
Alexandria	81	8.0
Elsmere	38	7.7
Berea	129	7.6
Flatwoods	39	7.5
Fort Wright	136	6.5
Monticello	59	5.5
Maysville	96	5.2
Pikeville	108	4.9
Princeton	30	4.5
Williamsburg	34	4.4
Corbin	57	4.2
Harrodsburg	51	4.1
Versailles	63	4.1
La Grange	38	3.9
Dayton	8	3.7
Cynthiana	36	3.6
London	98	3.5
Morehead	66	3.5
Russellville	39	3.4
Paris	47	3.4
Bellevue	29	3.3
Central City	20	2.9
Leitchfield	32	2.7
Lebanon	25	2.6
Mount Washington	21	2.6
Mount Sterling	37	2.4
Franklin	24	2.3
Lawrenceburg	20	2.3
Shepherdsville	49	2.2
POPULATION CATEGORY 2,500-4,999		
Hickman	7	9.5
Park Hills	11	9.1
Calvert City	30	8.7
Williamstown	46	8.3
Southgate	35	7.7
Lakeside Park	16	7.6
Hodgenville	30	7.3
Vine Grove	19	7.1
Mount Vernon	38	6.8
Springfield	27	6.7
Benton	52	6.4
Prestonsburg	70	6.1
Dawson Springs	10	5.7
Russell	34	5.7
Cumberland	4	5.4
Fulton	16	5.0
Stanford	27	4.8
Beaver Dam	24	4.6
Cold Spring	46	4.6
Ludlow	17	4.5
Scottsville	23	4.4
Lancaster	20	4.1
Marion	13	4.0
Barbourville	25	3.9
Flemingsburg	13	3.8
Morganfield	17	3.4
Hazard	54	3.4
Grayson	23	3.4
Tompkinsville	10	3.4
Irvine	11	3.3
Stanton	12	3.1
Columbia	23	2.8
Providence	5	2.3
Greenville	13	2.2
Carrollton	15	2.1
Paintsville	10	1.1

TABLE 35. SUMMARY OF SPEEDING CONVICTIONS BY COUNTY (2003 - 2007)

COUNTY	2003	2004	2005	2006	2007	TOTAL SPEEDING CONVICTIONS (FIVE YEARS)	ANNUAL AVERAGE SPEEDING CONVICTIONS PER 1,000 LICENSED DRIVERS	SPEEDING CONVICTIONS PER SPEED-RELATED CRASH
Adair	307	229	293	544	500	1,873	31.3	14.9
Allen	171	175	264	259	260	1,129	17.3	7.0
Anderson	1,040	1,060	1,338	2,205	1,635	7,278	92.8	55.1
Ballard	98	68	89	129	71	455	14.4	12.3
Barren	957	682	558	763	658	3,618	25.1	10.5
Bath	265	509	256	279	747	2,056	49.8	18.5
Bell	598	356	426	492	582	2,454	27.8	11.0
Boone	2,965	3,165	4,194	2,888	2,710	15,922	39.6	10.2
Bourbon	655	818	537	1,020	703	3,733	53.3	12.8
Boyd	939	1,134	954	693	820	4,540	26.0	10.2
Boyle	815	501	817	675	555	3,363	34.5	12.5
Bracken	260	291	324	317	441	1,633	52.3	17.8
Breathitt	69	47	36	120	55	327	6.7	4.9
Breckinridge	240	292	210	258	277	1,277	18.4	27.8
Bullitt	1,371	1,384	1,142	862	867	5,626	21.5	15.1
Butler	159	166	130	229	220	904	19.6	10.5
Caldwell	454	425	405	345	308	1,937	40.0	17.8
Calloway	323	210	217	265	309	1,324	10.9	6.0
Campbell	2,787	2,522	1,992	2,066	2,072	11,439	37.2	13.0
Carlisle	86	55	64	77	57	339	16.9	5.9
Carroll	681	504	581	528	482	2,776	76.2	28.3
Carter	717	721	744	602	535	3,319	34.6	13.2
Casey	100	87	93	146	110	536	10.1	8.0
Christian	1,364	1,131	954	795	876	5,120	26.4	6.5
Clark	1,877	2,024	1,721	777	673	7,072	56.0	22.2
Clay	563	373	179	390	280	1,785	26.6	7.8
Clinton	85	160	89	118	96	548	15.5	10.3
Crittenden	26	33	18	18	48	143	4.3	2.6
Cumberland	93	128	116	188	121	646	25.9	17.5
Daviess	3,779	3,750	3,434	3,001	1,788	15,752	46.5	22.0
Edmonson	177	208	232	190	167	974	22.2	12.2
Elliott	18	7	7	6	3	41	1.8	1.0
Estill	146	164	121	143	98	672	12.9	5.1
Fayette	6,683	5,283	4,473	5,470	6,484	28,393	31.1	6.9
Fleming	261	177	194	257	268	1,157	22.5	19.6
Floyd	230	126	257	316	354	1,283	9.3	3.1
Franklin	2,562	2,435	1,883	1,833	1,953	10,666	61.1	11.6
Fulton	123	138	66	92	57	476	21.1	8.2
Gallatin	378	454	492	541	546	2,411	81.1	14.8
Garrard	220	191	258	237	340	1,246	21.1	6.5
Grant	972	1,257	1,161	1,401	1,234	6,025	69.9	18.8
Graves	823	1,224	805	760	803	4,415	33.0	15.2
Grayson	722	545	513	1,036	1,825	4,641	50.6	23.1
Green	46	45	33	38	43	205	5.0	11.4
Greenup	627	734	589	408	332	2,690	19.7	8.6
Hancock	124	121	99	75	192	611	18.9	12.0
Hardin	4,514	4,646	4,665	4,472	4,513	22,810	67.2	26.9
Harlan	69	79	174	151	239	712	7.0	3.3
Harrison	138	234	144	173	220	909	13.9	5.1
Hart	312	318	339	286	331	1,586	25.9	7.3
Henderson	1,290	1,179	1,040	1,557	1,373	6,439	38.9	14.0
Henry	647	695	991	735	676	3,744	66.8	22.0
Hickman	126	83	31	61	48	349	19.4	10.6
Hopkins	1,193	1,348	1,315	1,338	1,811	7,005	41.2	12.7
Jackson	35	20	20	34	15	124	2.7	1.1
Jefferson	8,560	11,437	8,388	10,571	9,497	48,453	19.6	8.7
Jessamine	932	822	1,084	1,112	1,389	5,339	33.7	8.9
Johnson	188	145	176	196	217	922	11.3	9.1
Kenton	3,923	3,425	2,949	3,817	4,615	18,729	34.7	8.8
Knott	25	55	46	96	146	368	6.7	2.7
Knox	354	304	335	395	362	1,750	16.7	6.3
Larue	303	300	263	333	297	1,496	29.3	9.8
Laurel	751	602	624	812	724	3,513	17.7	6.9
Lawrence	226	219	253	235	240	1,173	20.5	40.4

TABLE 35. SUMMARY OF SPEEDING CONVICTIONS BY COUNTY (2003 - 2007) (continued)

COUNTY	2003	2004	2005	2006	2007	TOTAL SPEEDING CONVICTIONS (FIVE YEARS)	ANNUAL AVERAGE SPEEDING CONVICTIONS PER 1,000 LICENSED DRIVERS	SPEEDING CONVICTIONS PER SPEED-RELATED CRASH
Lee	21	19	30	31	34	135	5.5	2.8
Leslie	128	127	133	130	166	684	16.7	5.8
Letcher	70	34	71	142	75	392	4.7	1.8
Lewis	292	236	177	264	161	1,130	23.5	20.5
Lincoln	359	283	398	543	703	2,286	26.5	11.2
Livingston	398	301	209	196	236	1,340	35.8	15.6
Logan	473	710	596	587	469	2,835	29.8	16.6
Lyon	370	355	333	397	388	1,843	62.5	16.6
McCracken	1,337	1,336	1,342	1,284	1,204	6,503	26.0	10.0
McCreary	78	39	46	67	38	268	5.0	2.0
McLean	184	85	123	84	158	634	17.6	14.1
Madison	1,360	1,667	1,953	1,794	1,806	8,580	32.7	6.2
Magoffin	117	36	55	47	24	279	6.4	3.5
Marion	108	75	85	90	96	454	7.2	3.8
Marshall	1,240	1,183	783	686	735	4,627	37.6	10.8
Martin	10	12	17	17	23	79	2.0	0.7
Mason	188	185	258	543	637	1,811	29.4	10.6
Meade	409	391	213	296	503	1,812	19.4	13.4
Menifee	30	34	21	20	34	139	5.9	2.8
Mercer	544	499	339	259	261	1,902	23.5	10.7
Metcalfe	210	120	104	304	340	1,078	29.4	18.0
Monroe	65	17	7	37	46	172	4.2	6.1
Montgomery	184	150	154	229	682	1,399	15.5	7.1
Morgan	202	238	215	273	134	1,062	24.7	4.2
Muhlenberg	352	321	364	457	373	1,867	16.3	8.9
Nelson	893	1,107	1,001	929	838	4,768	30.9	12.2
Nicholas	142	92	107	326	200	867	32.4	36.1
Ohio	1,065	720	1,229	1,295	1,196	5,505	65.1	23.8
Oldham	1,145	1,291	1,378	1,285	945	6,044	30.6	14.0
Owen	310	357	330	229	219	1,445	37.5	13.5
Owsley	2	2	3	1	3	11	0.7	0.2
Pendleton	172	235	327	394	292	1,420	26.3	10.1
Perry	97	71	47	62	125	402	4.0	1.3
Pike	217	201	158	124	149	849	3.8	1.2
Powell	495	435	487	628	509	2,554	55.7	31.5
Pulaski	563	690	727	1,104	956	4,040	18.3	5.9
Robertson	4	12	3	4	5	28	3.4	3.1
Rockcastle	488	1,004	849	683	603	3,627	62.5	13.6
Rowan	586	437	576	663	445	2,707	37.9	11.1
Russell	120	149	93	282	240	884	14.0	11.1
Scott	903	647	796	841	1,096	4,283	28.5	8.8
Shelby	1,095	1,156	1,131	1,414	1,314	6,110	45.6	13.2
Simpson	199	225	275	191	406	1,296	20.6	8.8
Spencer	196	134	115	148	182	775	12.8	12.5
Taylor	332	336	146	220	275	1,309	15.3	7.7
Todd	188	217	206	137	116	864	21.3	8.6
Trigg	103	195	136	148	173	755	14.9	7.1
Trimble	77	92	78	74	60	381	11.5	3.5
Union	141	133	203	230	205	912	16.8	6.8
Warren	2,256	2,267	1,946	1,987	2,269	10,725	31.6	7.9
Washington	234	247	158	167	222	1,028	25.1	8.2
Wayne	84	162	120	71	67	504	7.4	4.3
Webster	144	114	102	86	110	556	11.3	4.8
Whitley	260	178	202	152	196	988	8.2	3.0
Wolfe	1,586	1,327	633	607	449	4,602	182.4	73.0
Woodford	1,650	896	1,161	1,291	1,547	6,545	73.2	19.7
TOTAL*	86,018	85,602	78,944	84,776	85,006	420,346	28.7	10.2

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

TABLE 36. SPEEDING CONVICTION RATES IN DECREASING ORDER (BY COUNTY POPULATION CATEGORIES) (2003 - 2007)

POPULATION CATEGORY	COUNTY	ANNUAL AVERAGE SPEEDING CONVICTIONS PER 1,000 LICENSED DRIVERS	COUNTY	SPEEDING CONVICTIONS PER SPEED-RELATED CRASH
UNDER 10,000	Wolfe	182.4	Wolfe	73.0
	Gallatin	81.1	Nicholas	36.1
	Lyon	62.5	Bracken	17.8
	Bracken	52.3	Cumberland	17.5
	Livingston	35.8	Lyon	16.6
	Nicholas	32.4	Livingston	15.6
	Cumberland	25.9	Gallatin	14.8
	Fulton	21.1	McLean	14.1
	Hickman	19.4	Ballard	12.3
	Hancock	18.9	Hancock	12.0
	McLean	17.6	Hickman	10.6
	Carlisle	16.9	Clinton	10.3
	Clinton	15.5	Fulton	8.2
	Ballard	14.4	Carlisle	5.9
	Trimble	11.5	Trimble	3.5
	Menifee	5.9	Robertson	3.1
	Lee	5.5	Menifee	2.8
	Crittenden	4.3	Lee	2.8
	Robertson	3.4	Crittenden	2.6
	Elliott	1.8	Elliott	1.0
	Owsley	0.7	Owsley	0.2
10,000-14,999	Carroll	76.2	Powell	31.5
	Powell	55.7	Carroll	28.3
	Bath	49.8	Lewis	20.5
	Caldwell	40.0	Fleming	19.6
	Owen	37.5	Bath	18.5
	Metcalfe	29.4	Metcalfe	18.0
	Larue	29.3	Caldwell	17.8
	Pendleton	26.3	Owen	13.5
	Washington	25.1	Spencer	12.5
	Morgan	24.7	Edmonson	12.2
	Lewis	23.5	Green	11.4
	Fleming	22.5	Butler	10.5
	Edmonson	22.2	Pendleton	10.1
	Todd	21.3	Larue	9.8
	Garrard	21.1	Todd	8.6
	Butler	19.6	Washington	8.2
	Leslie	16.7	Trigg	7.1
	Trigg	14.9	Garrard	6.5
	Spencer	12.8	Monroe	6.1
	Webster	11.3	Leslie	5.8
	Magoffin	6.4	Webster	4.8
	Green	5.0	Morgan	4.2
	Monroe	4.2	Magoffin	3.5
	Jackson	2.7	Jackson	1.1
	Martin	2.0	Martin	0.7
15,000 - 24,999	Anderson	92.8	Anderson	55.1
	Woodford	73.2	Lawrence	40.4
	Grant	69.9	Breckinridge	27.8
	Henry	66.8	Ohio	23.8
	Ohio	65.1	Grayson	23.1
	Rockcastle	62.5	Henry	22.0
	Bourbon	53.3	Woodford	19.7
	Grayson	50.6	Grant	18.8
	Rowan	37.9	Adair	14.9
	Adair	31.3	Rockcastle	13.6
	Mason	29.4	Bourbon	12.8
	Clay	26.6	Lincoln	11.2
	Lincoln	26.5	Rowan	11.1

TABLE 36. SPEEDING CONVICTION RATES IN DECREASING ORDER (BY COUNTY POPULATION CATEGORIES) (2003 - 2007) (continued)

POPULATION CATEGORY	COUNTY	ANNUAL AVERAGE SPEEDING CONVICTIONS PER 1,000 LICENSED DRIVERS	COUNTY	SPEEDING CONVICTIONS PER SPEED-RELATED CRASH
15,000 - 24,999	Hart	25.9	Russell	11.1
(cont'd)	Mercer	23.5	Mercer	10.7
	Simpson	20.6	Mason	10.6
	Lawrence	20.5	Johnson	9.1
	Breckinridge	18.4	Simpson	8.8
	Allen	17.3	Casey	8.0
	Union	16.8	Clay	7.8
	Montgomery	15.5	Taylor	7.7
	Taylor	15.3	Hart	7.3
	Russell	14.0	Montgomery	7.1
	Harrison	13.9	Allen	7.0
	Estill	12.9	Union	6.8
	Johnson	11.3	Harrison	5.1
	Casey	10.1	Estill	5.1
	Wayne	7.4	Breathitt	4.9
	Marion	7.2	Wayne	4.3
	Breathitt	6.7	Marion	3.8
	Knott	6.7	Knott	2.7
	McCreary	5.0	McCreary	2.0
25,000 - 49,999	Franklin	61.1	Clark	22.2
	Clark	56.0	Logan	16.6
	Shelby	45.6	Graves	15.2
	Hopkins	41.2	Henderson	14.0
	Henderson	38.9	Oldham	14.0
	Marshall	37.6	Meade	13.4
	Carter	34.6	Shelby	13.2
	Boyle	34.5	Carter	13.2
	Jessamine	33.7	Hopkins	12.7
	Graves	33.0	Boyle	12.5
	Nelson	30.9	Nelson	12.2
	Oldham	30.6	Franklin	11.6
	Logan	29.8	Bell	11.0
	Scott	28.5	Marshall	10.8
	Bell	27.8	Barren	10.5
	Boyd	26.0	Boyd	10.2
	Barren	25.1	Jessamine	8.9
	Greenup	19.7	Muhlenberg	8.9
	Meade	19.4	Scott	8.8
	Knox	16.7	Greenup	8.6
	Muhlenberg	16.3	Knox	6.3
	Calloway	10.9	Calloway	6.0
	Floyd	9.3	Harlan	3.3
	Whitley	8.2	Floyd	3.1
	Harlan	7.0	Whitley	3.0
	Letcher	4.7	Letcher	1.8
	Perry	4.0	Perry	1.3
50,000 - OVER	Hardin	67.2	Hardin	26.9
	Daviess	46.5	Daviess	22.0
	Boone	39.6	Bullitt	15.1
	Campbell	37.2	Campbell	13.0
	Kenton	34.7	Boone	10.2
	Madison	32.7	McCracken	10.0
	Warren	31.6	Kenton	8.8
	Fayette	31.1	Jefferson	8.7
	Christian	26.4	Warren	7.9
	McCracken	26.0	Laurel	6.9
	Bullitt	21.5	Fayette	6.9
	Jefferson	19.6	Christian	6.5
	Pulaski	18.3	Madison	6.2
	Laurel	17.7	Pulaski	5.9
	Pike	3.8	Pike	1.2

TABLE 37. MOVING SPEED DATA FOR VARIOUS HIGHWAY TYPES (CARS)

HIGHWAY TYPE AND SPEED LIMIT	SAMPLE SIZE	SPEED (MPH) AVERAGE	85TH PERCENTILE
Rural			
Interstate			
70 mph	11,476	71.7	75.9
Parkway			
Four Lane			
70 mph	18,296	71.0	75.5
Parkway			
Two Lane			
55 mph	3,090	62.0	67.7
Four Lane (US Routes)			
Non-Interstate or Parkway			
55 mph	4,077	60.1	65.3
Four Lane (KY Routes)			
Non-Interstate or Parkway			
55 mph	2,526	60.5	65.6
Two Lane			
Full Width Shoulder			
55 mph	1,672	60.2	65.7

TABLE 38. MOVING SPEED DATA FOR VARIOUS HIGHWAY TYPES (TRUCKS)

HIGHWAY TYPE AND SPEED LIMIT	SAMPLE SIZE	SPEED (MPH) AVERAGE	SPEED (MPH) 85TH PERCENTILE
Rural			
Interstate			
70 mph	8,655	66.4	70.4
Parkway			
Four Lane			
70 mph	5,877	66.8	70.7
Parkway			
Two Lane			
55 mph	425	59.6	64.2
Four Lane (US Routes)			
Non-Interstate or Parkway			
55 mph	1,034	58.3	63.1
Four Lane (KY Routes)			
Non-Interstate or Parkway			
55 mph	466	57.1	61.7
Two Lane			
Full Width Shoulder			
55 mph	454	58.0	61.8

TABLE 39. CRASH TREND ANALYSIS (2003 - 2007)

Crash Statistic	Number in Given Year 2003	2004	2005	2006	4-Year Average 2003 - 2006	2007	2007 Percent Change*
Total Crashes	129,828	133,718	128,685	127,252	129,871	124,553	-4.1
Fatal Crashes	845	866	885	837	858	803	-6.4
Fatalities	928	978	985	913	951	864	-9.1
Injury Crashes	31,075	29,933	28,828	27,467	29,326	26,160	-10.8
Injuries	46,966	44,986	43,295	41,044	44,073	38,786	-12.0
Fatal and Injury Crashes	31,920	30,799	29,713	28,304	30,184	26,963	-10.7
Licensed Drivers (Millions)	2.86	2.89	2.93	2.91	2.90	3.00	3.6
Registered Vehicles (Millions)	3.49	3.50	3.54	3.71	3.56	3.76	5.7
Total Vehicle Miles (Billions)	46.828	47.191	47.384	47.639	47.261	47.870	1.3
Total Crash/100 MVM	277	283	272	267	275	260	-5.4
Fatal Crash/100 MVM	1.80	1.84	1.87	1.76	1.82	1.68	-7.8
Fatalities/100 MVM	1.98	2.07	2.08	1.92	2.01	1.80	-10.2
Injuries/100 MVM	100	95	91	86	93	81	-12.9
Speed Related Crashes	9,658	9,369	8,083	7,931	8,760	6,847	-21.8
Speed Related Injury Crashes	3,197	3,035	2,806	2,663	2,925	2,238	-23.5
Speed Related Fatal Crashes	163	187	191	168	177	151	-14.7
Speed Convictions	86,852	86,115	79,596	86,531	84,774	87,216	2.9
Alcohol Related Crashes	5,573	5,629	5,440	5,360	5,501	5,167	-6.1
Alcohol Related Injury Crashes	2,383	2,257	2,166	2,118	2,231	1,987	-10.9
Alcohol Related Fatal Crashes	160	170	188	171	172	188	9.3
Alcohol Related Fatalities	178	199	204	188	192	204	6.3
DUI Filings	40,436	40,118	36,946	39,838	39,335	38,190	-2.9
DUI Convictions	25,475	25,611	23,710	25,294	25,023	25,018	0.0
DUI Conviction Rate (Percent)**	83.3	83.2	83.7	83.8	83.5	84.9	1.7
Number DUI Filings/Alcohol Related Fatality	227	202	181	212	205	187	-8.7
Drug Related Crashes	1,021	1,262	1,246	1,351	1,220	1,370	12.3
Drug Related Injury Crashes	531	567	554	580	558	514	-7.9
Drug Related Fatal Crashes	151	145	185	217	175	226	29.1
Pedestrian Related Crashes	930	904	902	909	911	894	-1.9
Pedestrian Related Injury Crashes	788	759	751	759	764	749	-2.0
Pedestrian Related Fatal Crashes	57	49	55	53	54	46	-14.8
Bicycle/Motor Vehicle Related Crashes	485	453	437	412	447	433	-3.1
Bicycle Related Injury Crashes	356	334	320	292	326	319	-2.1
Bicycle Related Fatal Crashes	6	6	12	5	7	2	-71.4
Motorcycle Related Crashes	1,438	1,581	1,777	1,765	1,640	2,087	27.3
Motorcycle Related Injury Crashes	997	1,114	1,184	1,182	1,119	1,399	25.0
Motorcycle Related Fatal Crashes	56	70	83	94	76	112	47.4
School Bus Crashes	864	887	869	810	858	797	-7.1
School Bus Injury Crashes	111	112	114	119	114	97	-14.9
School Bus Fatal Crashes	2	5	1	3	3	2	-33.3
Truck Crashes	8,988	10,015	9,823	9,709	9,634	9,176	-4.8
Truck Injury Crashes	1,757	1,918	1,886	1,757	1,830	1,607	-12.2
Truck Fatal Crashes	116	122	118	103	115	104	-9.6
Train Crashes	72	51	62	52	59	61	3.4
Train Injury Crashes	25	18	16	19	20	14	-30.0
Train Fatal Crashes	2	4	4	8	5	6	20.0

* Percent change from 2003-2006 average to 2007.

** Conviction rate excludes pending cases.

TABLE 40. 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	8	0.9	1	0.1	22	2.6	9	1.0	223	25.9
Allen	2	0.2	2	0.2	35	3.9	6	0.7	132	14.8
Anderson	11	1.2	4	0.4	54	5.7	25	2.6	207	21.7
Ballard	2	0.5	2	0.5	15	3.6	3	0.7	162	39.1
Barren	23	1.2	8	0.4	75	3.9	21	1.1	623	32.8
Bath	6	1.1	1	0.2	18	3.2	11	2.0	131	23.6
Bell	29	1.9	17	1.1	43	2.9	33	2.2	296	19.7
Boone	99	2.3	36	0.8	260	6.0	148	3.4	2245	52.2
Bourbon	17	1.8	9	0.9	49	5.1	14	1.4	303	31.3
Boyd	56	2.3	31	1.2	143	5.7	41	1.6	753	30.3
Boyle	27	1.9	9	0.6	69	5.0	21	1.5	268	19.4
Bracken	2	0.5	2	0.5	34	8.2	2	0.5	98	23.7
Breathitt	15	1.9	3	0.4	28	3.5	19	2.4	152	18.9
Breckinridge	6	0.6	3	0.3	22	2.4	12	1.3	120	12.9
Bullitt	39	1.3	9	0.3	129	4.2	78	2.5	955	31.2
Butler	8	1.2	1	0.2	33	5.1	3	0.5	78	12.0
Caldwell	11	1.7	5	0.8	21	3.2	12	1.8	170	26.0
Calloway	26	1.5	17	1.0	102	6.0	27	1.6	312	18.3
Campbell	158	3.6	81	1.8	160	3.6	80	1.8	923	20.8
Carlisle	1	0.4	0	0.0	8	3.0	2	0.7	47	17.6
Carroll	10	2.0	5	1.0	39	7.7	13	2.6	332	65.4
Carter	17	1.3	3	0.2	54	4.0	20	1.5	315	23.4
Casey	9	1.2	1	0.1	21	2.7	5	0.6	85	11.0
Christian	59	1.6	42	1.2	183	5.1	68	1.9	919	25.4
Clark	36	2.2	14	0.8	77	4.6	32	1.9	528	31.9
Clay	12	1.0	1	0.1	40	3.3	32	2.6	137	11.2
Clinton	4	0.8	1	0.2	14	2.9	3	0.6	81	16.8
Crittenden	4	0.9	1	0.2	21	4.5	6	1.3	103	22.0
Cumberland	4	1.1	3	0.8	14	3.9	3	0.8	63	17.6
Daviess	82	1.8	109	2.4	190	4.2	85	1.9	931	20.3
Edmonson	1	0.2	0	0.0	10	1.7	8	1.4	80	13.7
Elliott	2	0.6	1	0.3	17	5.0	8	2.4	40	11.9
Estill	12	1.6	2	0.3	30	3.9	7	0.9	80	10.5
Fayette	495	3.8	260	2.0	574	4.4	270	2.1	4013	30.8
Fleming	7	1.0	4	0.6	20	2.9	13	1.9	123	17.8
Floyd	35	1.6	7	0.3	82	3.9	86	4.1	540	25.4
Franklin	55	2.3	17	0.7	101	4.2	51	2.1	526	22.1
Fulton	3	0.8	6	1.5	14	3.6	2	0.5	92	23.7
Gallatin	8	2.0	2	0.5	22	5.6	8	2.0	279	70.9
Garrard	11	1.5	4	0.5	35	4.7	12	1.6	150	20.3
Grant	17	1.5	4	0.4	46	4.1	34	3.0	475	42.4
Graves	25	1.4	10	0.5	94	5.1	24	1.3	401	21.7
Grayson	32	2.7	7	0.6	47	3.9	15	1.2	264	22.0
Green	4	0.7	1	0.2	7	1.2	6	1.0	66	11.5
Greenup	19	1.0	11	0.6	54	2.9	22	1.2	193	10.5
Hancock	1	0.2	3	0.7	14	3.3	5	1.2	79	18.8
Hardin	67	1.4	31	0.7	212	4.5	81	1.7	1275	27.1
Harlan	20	1.2	12	0.7	54	3.3	21	1.3	309	18.6
Harrison	15	1.7	4	0.4	38	4.2	18	2.0	142	15.8
Hart	7	0.8	4	0.5	32	3.7	14	1.6	383	43.9
Henderson	47	2.1	33	1.5	123	5.5	41	1.8	807	36.0
Henry	13	1.7	7	0.9	31	4.1	7	0.9	295	39.2
Hickman	0	0.0	2	0.8	6	2.3	1	0.4	42	16.0
Hopkins	34	1.5	17	0.7	103	4.4	36	1.5	731	31.4
Jackson	3	0.4	3	0.4	23	3.4	9	1.3	89	13.2
Jefferson	1658	4.8	793	2.3	1379	4.0	1072	3.1	10068	29.0
Jessamine	41	2.1	22	1.1	107	5.5	122	6.2	526	26.9
Johnson	19	1.6	4	0.3	58	4.9	11	0.9	186	15.9
Kenton	277	3.7	136	1.8	272	3.6	185	2.4	2305	30.4
Knott	11	1.2	0	0.0	31	3.5	23	2.6	272	30.8

TABLE 40. 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	27	1.7	8	0.5	57	3.6	28	1.8	296	18.6
Larue	5	0.7	4	0.6	22	3.3	5	0.7	162	24.2
Laurel	35	1.3	12	0.5	126	4.8	37	1.4	972	36.9
Lawrence	1	0.1	2	0.3	15	1.9	9	1.2	124	15.9
Lee	2	0.5	0	0.0	11	2.8	3	0.8	36	9.1
Leslie	6	1.0	1	0.2	37	6.0	16	2.6	185	29.8
Letcher	20	1.6	4	0.3	62	4.9	24	1.9	344	27.2
Lewis	11	1.6	2	0.3	14	2.0	12	1.7	157	22.3
Lincoln	14	1.2	7	0.6	48	4.1	16	1.4	196	16.8
Livingston	4	0.8	0	0.0	33	6.7	8	1.6	132	26.9
Logan	10	0.8	10	0.8	43	3.2	26	2.0	336	25.3
Lyon	1	0.2	1	0.2	21	5.2	0	0.0	189	46.8
McCracken	76	2.3	39	1.2	225	6.9	70	2.1	960	29.3
McCreary	6	0.7	5	0.6	35	4.1	6	0.7	97	11.4
McLean	0	0.0	1	0.2	15	3.0	8	1.6	71	14.3
Madison	77	2.2	32	0.9	203	5.7	86	2.4	1056	29.8
Magoffin	9	1.4	2	0.3	15	2.3	10	1.5	131	19.7
Marion	13	1.4	10	1.1	42	4.6	12	1.3	186	20.4
Marshall	18	1.2	7	0.5	90	6.0	18	1.2	426	28.3
Martin	5	0.8	1	0.2	20	3.2	11	1.7	100	15.9
Mason	16	1.9	10	1.2	50	6.0	9	1.1	294	35.0
Meade	19	1.4	3	0.2	49	3.7	6	0.5	147	11.2
Menifee	3	0.9	1	0.3	19	5.8	4	1.2	29	8.8
Mercer	13	1.2	3	0.3	40	3.8	14	1.3	156	15.0
Metcalfe	4	0.8	1	0.2	24	4.8	15	3.0	123	24.5
Monroe	1	0.2	0	0.0	18	3.1	8	1.4	167	28.4
Montgomery	18	1.6	4	0.4	66	5.9	30	2.7	283	25.1
Morgan	9	1.3	0	0.0	31	4.4	25	3.6	87	12.5
Muhlenberg	11	0.7	11	0.7	68	4.3	25	1.6	361	22.7
Nelson	27	1.4	15	0.8	101	5.4	35	1.9	411	21.9
Nicholas	5	1.5	0	0.0	12	3.5	8	2.3	43	12.6
Ohio	6	0.5	6	0.5	46	4.0	10	0.9	288	25.1
Oldham	17	0.7	8	0.3	50	2.2	57	2.5	449	19.4
Owen	5	0.9	1	0.2	35	6.6	2	0.4	70	13.3
Owsley	3	1.2	1	0.4	4	1.6	1	0.4	44	18.1
Pendleton	6	0.8	1	0.1	43	6.0	19	2.6	145	20.2
Perry	21	1.4	4	0.3	56	3.8	50	3.4	444	30.2
Pike	46	1.3	12	0.3	199	5.8	66	1.9	1250	36.4
Powell	10	1.5	0	0.0	31	4.7	7	1.1	77	11.6
Pulaski	37	1.3	15	0.5	141	5.0	34	1.2	704	25.0
Robertson	0	0.0	0	0.0	7	6.2	1	0.9	3	2.6
Rockcastle	14	1.7	0	0.0	37	4.5	24	2.9	412	49.7
Rowan	18	1.6	6	0.5	61	5.5	30	2.7	322	29.1
Russell	7	0.9	1	0.1	35	4.3	2	0.2	112	13.7
Scott	28	1.7	16	1.0	79	4.8	34	2.1	676	40.9
Shelby	19	1.1	18	1.1	78	4.7	46	2.8	642	38.5
Simpson	11	1.3	7	0.9	38	4.6	10	1.2	495	60.3
Spencer	5	0.8	2	0.3	25	4.2	13	2.2	87	14.8
Taylor	20	1.7	7	0.6	55	4.8	10	0.9	189	16.5
Todd	3	0.5	3	0.5	23	3.8	14	2.3	125	20.9
Trigg	6	1.0	2	0.3	22	3.5	8	1.3	151	24.0
Trimble	8	2.0	4	1.0	26	6.4	6	1.5	91	22.4
Union	13	1.7	7	0.9	46	5.9	7	0.9	158	20.2
Warren	99	2.1	51	1.1	276	6.0	110	2.4	1594	34.5
Washington	9	1.6	2	0.4	24	4.4	10	1.8	122	22.4
Wayne	10	1.0	6	0.6	24	2.4	18	1.8	128	12.8
Webster	6	0.8	0	0.0	16	2.3	5	0.7	151	21.4
Whitley	34	1.9	9	0.5	72	4.0	24	1.3	535	29.8
Wolfe	4	1.1	0	0.0	17	4.8	10	2.8	92	26.0
Woodford	24	2.1	7	0.6	55	4.7	25	2.2	406	35.0

* Five-Year (2002-2006) Total.

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

TABLE 41. PEDESTRIAN CRASH RATES BY COUNTY AND POPULATION CATEGORY (IN ORDER OF DECREASING PERCENTAGES) (2003-2007)(ALL ROADS)

COUNTY	NUMBER OF CRASHES	ANNUAL CRASH RATE (CRASHES PER 10,000 POP.)
POPULATION CATEGORY UNDER 10,000		
Gallatin	8	2.0
Trimble	8	2.0
Nicholas	5	1.5
Owsley	3	1.2
Wolfe	4	1.1
Cumberland	4	1.1
Crittenden	4	0.9
Menifee	3	0.9
Livingston	4	0.8
Clinton	4	0.8
Fulton	3	0.8
Elliott	2	0.6
Lee	2	0.5
Bracken	2	0.5
Ballard	2	0.5
Carlisle	1	0.4
Hancock	1	0.2
Lyon	1	0.2
Hickman	0	0.0
McLean	0	0.0
Robertson	0	0.0
POPULATION CATEGORY 10,000-14,999		
Carroll	10	2.0
Caldwell	11	1.7
Lewis	11	1.6
Washington	9	1.6
Garrard	11	1.5
Powell	10	1.5
Magoffin	9	1.4
Morgan	9	1.3
Butler	8	1.2
Bath	6	1.1
Trigg	6	1.0
Fleming	7	1.0
Leslie	6	1.0
Owen	5	0.9
Metcalfe	4	0.8
Martin	5	0.8
Pendleton	6	0.8
Spencer	5	0.8
Webster	6	0.8
Green	4	0.7
Larue	5	0.7
Todd	3	0.5
Jackson	3	0.4
Monroe	1	0.2
Edmonson	1	0.2
POPULATION CATEGORY 15,000-24,999		
Grayson	32	2.7
Woodford	24	2.1
Breathitt	15	1.9
Mason	16	1.9
Bourbon	17	1.8
Taylor	20	1.7
Union	13	1.7
Henry	13	1.7
Harrison	15	1.7
Rockcastle	14	1.7
Rowan	18	1.6
Estill	12	1.6
Johnson	19	1.6
Montgomery	18	1.6
Grant	17	1.5
Marion	13	1.4
Simpson	11	1.3
Lincoln	14	1.2
Knott	11	1.2
Casey	9	1.2
Mercer	13	1.2
Anderson	11	1.2
Wayne	10	1.0
Clay	12	1.0
Russell	7	0.9
Adair	8	0.9
Hart	7	0.8
McCreary	6	0.7
Breckinridge	6	0.6
Ohio	6	0.5
Allen	2	0.2
Lawrence	1	0.1
POPULATION CATEGORY 25,000-50,000		
Boyd	56	2.3
Franklin	55	2.3
Clark	36	2.2
Henderson	47	2.1
Jessamine	41	2.1
Boyle	27	1.9
Bell	29	1.9
Whitley	34	1.9
Knox	27	1.7
Scott	28	1.7
Letcher	20	1.6
Floyd	35	1.6
Calloway	26	1.5
Hopkins	34	1.5
Meade	19	1.4
Graves	25	1.4
Nelson	27	1.4
Perry	21	1.4
Carter	17	1.3
Barren	23	1.2
Harlan	20	1.2
Marshall	18	1.2
Shelby	19	1.1
Greenup	19	1.0
Logan	10	0.8
Oldham	17	0.7
Muhlenberg	11	0.7
POPULATION CATEGORY OVER 50,000		
Jefferson	1,658	4.8
Fayette	495	3.8
Kenton	277	3.7
Campbell	158	3.6
Boone	99	2.3
McCracken	76	2.3
Madison	77	2.2
Warren	99	2.1
Daviess	82	1.8
Christian	59	1.6
Hardin	67	1.4
Pike	46	1.3
Bullitt	39	1.3
Pulaski	37	1.3
Laurel	35	1.3

TABLE 42. PEDESTRIAN CRASH RATES BY CITY AND POPULATION CATEGORY
(IN ORDER OF DECREASING PERCENTAGES)(2003-2007)

CITY	NUMBER OF CRASHES (2003-2007)	ANNUAL CRASH RATE (CRASHES PER 10,000 POPULATION)
POPULATION CATEGORY OVER 200,000		
Louisville	1,217	9.5
Lexington	408	3.1
POPULATION CATEGORY 20,000-55,000		
Covington	143	6.6
Florence	45	3.8
Paducah	45	3.4
Ashland	36	3.3
Bowling Green	66	2.7
Henderson	37	2.7
Richmond	37	2.7
Hopkinsville	38	2.5
Frankfort	35	2.5
Owensboro	61	2.3
Elizabethtown	22	2.0
Jeffersontown	21	1.6
Radcliff	18	1.6
POPULATION CATEGORY 10,000-19,999		
Newport	78	9.2
Shively	47	6.2
Winchester	28	3.3
Somerset	16	2.8
Bardstown	14	2.7
Danville	21	2.7
Nicholasville	26	2.6
Mayfield	13	2.5
Murray	18	2.4
Erlanger	18	2.2
Georgetown	20	2.2
Campbellsville	11	2.1
Madisonville	18	1.9
Glasgow	11	1.7
Middlesboro	9	1.7
Shelbyville	8	1.6
Independence	11	1.5
Fort Thomas	7	0.8
POPULATION CATEGORY 5,000-9,999		
Leitchfield	15	4.9
London	13	4.6
Bellevue	13	4.0
Versailles	14	3.7
Monticello	11	3.7
Williamsburg	9	3.5
Paris	15	3.3
Pikeville	10	3.2
Mount Sterling	9	3.1
Morehead	9	3.0
Elsmere	12	2.9
Cynthiana	9	2.9
Shepherdsville	10	2.4
Dayton	7	2.3
Corbin	9	2.3
Harrodsburg	9	2.2
La Grange	6	2.1
Franklin	8	2.0
Flatwoods	7	1.8
Princeton	6	1.8
Berea	9	1.8
Fort Mitchell	7	1.7
Lebanon	5	1.7
Maysville	7	1.6
Russellville	5	1.4
Fort Wright	4	1.4
Taylor Mill	4	1.2
Lawrenceburg	5	1.1
Edgewood	4	0.9
Mount Washington	3	0.7
Central City	2	0.7
Highland Heights	2	0.6
Villa Hills	2	0.5
POPULATION CATEGORY 2,500-4,999		
Ludlow	15	6.8
Benton	10	4.8
Grayson	9	4.6
Springfield	6	4.6
Barbourville	8	4.5
Irvine	6	4.2
Mount Vernon	5	3.9
Williamstown	6	3.7
Lancaster	7	3.7
Morganfield	6	3.4
Hazard	8	3.3
Paintsville	6	2.9
Flemingsburg	4	2.7
Carrollton	5	2.6
Stanford	4	2.3
Fulton	3	2.2
Prestonsburg	4	2.2
Cold Spring	4	2.1
Dawson Springs	3	2.0
Columbia	4	2.0
Stanton	3	2.0
Marion	2	1.3
Providence	2	1.1
Vine Grove	2	1.0
Greenville	2	0.9
Hartford	1	0.8
Tompkinsville	1	0.8
Cumberland	1	0.8
Lakeside Park	1	0.7
Calvert City	1	0.7
Beaver Dam	1	0.7
Hodgenville	1	0.7

TABLE 43. BICYCLE CRASH RATES BY COUNTY AND POPULATION CATEGORY (IN ORDER OF DECREASING PERCENTAGES) (2003-2007)

COUNTY	NUMBER OF CRASHES	ANNUAL CRASH RATE (CRASHES PER 10,000 POP.)
POPULATION CATEGORY UNDER 10,000		
Fulton	6	1.5
Trimble	4	1.0
Cumberland	3	0.8
Hickman	2	0.8
Hancock	3	0.7
Gallatin	2	0.5
Ballard	2	0.5
Bracken	2	0.5
Owsley	1	0.4
Menifee	1	0.3
Elliott	1	0.3
Lyon	1	0.2
Crittenden	1	0.2
Clinton	1	0.2
McLean	1	0.2
Nicholas	0	0.0
Wolfe	0	0.0
Carlisle	0	0.0
Lee	0	0.0
Livingston	0	0.0
Robertson	0	0.0
POPULATION CATEGORY 10,000-14,999		
Carroll	5	1.0
Caldwell	5	0.8
Fleming	4	0.6
Larue	4	0.6
Garrard	4	0.5
Todd	3	0.5
Washington	2	0.4
Jackson	3	0.4
Magoffin	2	0.3
Trigg	2	0.3
Lewis	2	0.3
Spencer	2	0.3
Butler	1	0.2
Metcalfe	1	0.2
Martin	1	0.2
Leslie	1	0.2
Bath	1	0.2
Green	1	0.2
Owen	1	0.2
Pendleton	1	0.1
Powell	0	0.0
Edmonson	0	0.0
Webster	0	0.0
Morgan	0	0.0
Monroe	0	0.0
POPULATION CATEGORY 15,000-24,999		
Mason	10	1.2
Marion	10	1.1
Henry	7	0.9
Simpson	7	0.9
Union	7	0.9
Bourbon	9	0.9
Woodford	7	0.6
Taylor	7	0.6
Lincoln	7	0.6
Grayson	7	0.6
Wayne	6	0.6
McCreary	5	0.6
Rowan	6	0.5
Hart	4	0.5
Ohio	6	0.5
Montgomery	4	0.4
Grant	4	0.4
Anderson	4	0.4
Harrison	4	0.4
Breathitt	3	0.4
Lawrence	2	0.3
Breckinridge	3	0.3
Mercer	3	0.3
Estill	2	0.3
Johnson	4	0.3
Allen	2	0.2
Russell	1	0.1
Adair	1	0.1
Casey	1	0.1
Clay	1	0.1
Rockcastle	0	0.0
Knott	0	0.0
POPULATION CATEGORY 25,000-50,000		
Henderson	33	1.5
Boyd	31	1.2
Shelby	18	1.1
Bell	17	1.1
Jessamine	22	1.1
Calloway	17	1.0
Scott	16	1.0
Nelson	15	0.8
Clark	14	0.8
Logan	10	0.8
Hopkins	17	0.7
Harlan	12	0.7
Muhlenberg	11	0.7
Franklin	17	0.7
Greenup	11	0.6
Boyle	9	0.6
Graves	10	0.5
Knox	8	0.5
Marshall	7	0.5
Whitley	9	0.5
Barren	8	0.4
Floyd	7	0.3
Perry	4	0.3
Oldham	8	0.3
Letcher	4	0.3
Carter	3	0.2
Meade	3	0.2
POPULATION CATEGORY OVER 50,000		
Daviess	109	2.4
Jefferson	793	2.3
Fayette	260	2.0
Kenton	136	1.8
Campbell	81	1.8
McCracken	39	1.2
Christian	42	1.2
Warren	51	1.1
Madison	32	0.9
Boone	36	0.8
Hardin	31	0.7
Pulaski	15	0.5
Laurel	12	0.5
Pike	12	0.3
Bullitt	9	0.3

TABLE 44. BICYCLE CRASH RATES BY CITY AND POPULATION CATEGORY
(IN ORDER OF DECREASING PERCENTAGES)(2003-2007)

CITY	NUMBER OF CRASHES (2003-2007)	ANNUAL CRASH RATE (CRASHES PER 10,000 POPULATION)
POPULATION CATEGORY OVER 200,000		
Louisville	580	4.5
Lexington	209	1.6
POPULATION CATEGORY 20,000-55,000		
Covington	86	4.0
Owensboro	82	3.0
Ashland	24	2.2
Paducah	28	2.1
Hopkinsville	28	1.9
Florence	20	1.7
Henderson	22	1.6
Bowling Green	31	1.3
Elizabethtown	13	1.2
Jeffersontown	13	1.0
Richmond	13	1.0
Radcliff	10	0.9
Frankfort	10	0.7
POPULATION CATEGORY 10,000-19,999		
Newport	31	3.6
Bardstown	12	2.3
Shively	16	2.1
Middlesboro	11	2.1
Shelbyville	9	1.8
Somerset	9	1.6
Georgetown	13	1.4
Campbellsville	7	1.3
Erlanger	10	1.2
Winchester	10	1.2
Murray	9	1.2
Nicholasville	12	1.2
Mayfield	6	1.2
Fort Thomas	8	1.0
Madisonville	10	1.0
Danville	6	0.8
Glasgow	4	0.6
Independence	2	0.3
POPULATION CATEGORY 5,000-9,999		
Bellevue	13	4.0
Lebanon	7	2.4
Maysville	8	1.8
Flatwoods	7	1.8
Russellville	6	1.7
Leitchfield	5	1.6
Versailles	6	1.6
Paris	7	1.5
Morehead	4	1.4
Monticello	4	1.3
Alexandria	5	1.2
Berea	6	1.2
Princeton	4	1.2
London	3	1.1
Franklin	4	1.0
Central City	3	1.0
Pikeville	3	1.0
Lawrenceburg	4	0.9
Edgewood	4	0.9
Corbin	3	0.8
Shepherdsville	3	0.7
Cynthiana	2	0.6
Harrodsburg	2	0.5
Williamsburg	1	0.4
Fort Wright	1	0.4
Dayton	1	0.3
Highland Heights	1	0.3
Villa Hills	1	0.3
Mount Sterling	1	0.3
Taylor Mill	1	0.3
Elsmere	1	0.2
POPULATION CATEGORY 2,500-4,999		
Morganfield	4	2.3
Hodgenville	3	2.1
Carrollton	4	2.1
Ludlow	4	1.8
Cold Spring	3	1.6
Hickman	2	1.6
Lancaster	3	1.6
Springfield	2	1.5
Fulton	2	1.4
Flemingsburg	2	1.3
Southgate	2	1.2
Stanford	2	1.2
Vine Grove	2	1.0
Paintsville	2	1.0
Greenville	2	0.9
Scottsville	2	0.9
Hazard	2	0.8
Hartford	1	0.8
Beaver Dam	1	0.7
Irvine	1	0.7
Calvert City	1	0.7
Marion	1	0.6
Prestonsburg	1	0.6
Grayson	1	0.5
Russell	1	0.5
Columbia	1	0.5

TABLE 45. MOTORCYCLE CRASH RATES BY COUNTY AND POPULATION CATEGORY (IN ORDER OF DECREASING PERCENTAGES) (2003-2007)

COUNTY	NUMBER OF CRASHES	ANNUAL CRASH RATE (CRASHES PER 10,000 POP.)
POPULATION CATEGORY UNDER 10,000		
Bracken	34	8.2
Livingston	33	6.7
Trimble	26	6.4
Robertson	7	6.2
Menifee	19	5.8
Gallatin	22	5.6
Lyon	21	5.2
Elliott	17	5.0
Wolfe	17	4.8
Crittenden	21	4.5
Cumberland	14	3.9
Ballard	15	3.6
Fulton	14	3.6
Nicholas	12	3.5
Hancock	14	3.3
McLean	15	3.0
Carlisle	8	3.0
Clinton	14	2.9
Lee	11	2.8
Hickman	6	2.3
Owsley	4	1.6
POPULATION CATEGORY 10,000-14,999		
Carroll	39	7.7
Owen	35	6.6
Pendleton	43	6.0
Leslie	37	6.0
Butler	33	5.1
Metcalfe	24	4.8
Garrard	35	4.7
Powell	31	4.7
Washington	24	4.4
Morgan	31	4.4
Spencer	25	4.2
Todd	23	3.8
Trigg	22	3.5
Jackson	23	3.4
Larue	22	3.3
Martin	20	3.2
Caldwell	21	3.2
Bath	18	3.2
Monroe	18	3.1
Fleming	20	2.9
Magoffin	15	2.3
Webster	16	2.3
Lewis	14	2.0
Edmonson	10	1.7
Green	7	1.2
POPULATION CATEGORY 15,000-24,999		
Mason	50	6.0
Montgomery	66	5.9
Union	46	5.9
Anderson	54	5.7
Rowan	61	5.5
Bourbon	49	5.1
Johnson	58	4.9
Taylor	55	4.8
Woodford	55	4.7
Simpson	38	4.6
Marion	42	4.6
Rockcastle	37	4.5
Russell	35	4.3
Harrison	38	4.2
Grant	46	4.1
Lincoln	48	4.1
Henry	31	4.1
McCreary	35	4.1
Ohio	46	4.0
Allen	35	3.9
Grayson	47	3.9
Estill	30	3.9
Mercer	40	3.8
Hart	32	3.7
Knott	31	3.5
Breathitt	28	3.5
Clay	40	3.3
Casey	21	2.7
Adair	22	2.6
Breckinridge	22	2.4
Wayne	24	2.4
Lawrence	15	1.9
POPULATION CATEGORY 25,000-50,000		
Calloway	102	6.0
Marshall	90	6.0
Boyd	143	5.7
Henderson	123	5.5
Jessamine	107	5.5
Nelson	101	5.4
Graves	94	5.1
Boyle	69	5.0
Letcher	62	4.9
Scott	79	4.8
Shelby	78	4.7
Clark	77	4.6
Hopkins	103	4.4
Muhlenberg	68	4.3
Franklin	101	4.2
Whitley	72	4.0
Carter	54	4.0
Floyd	82	3.9
Barren	75	3.9
Perry	56	3.8
Meade	49	3.7
Knox	57	3.6
Harlan	54	3.3
Logan	43	3.2
Greenup	54	2.9
Bell	43	2.9
Oldham	50	2.2
POPULATION CATEGORY OVER 50,000		
McCracken	225	6.9
Boone	260	6.0
Warren	276	6.0
Pike	199	5.8
Madison	203	5.7
Christian	183	5.1
Pulaski	141	5.0
Laurel	126	4.8
Hardin	212	4.5
Fayette	574	4.4
Daviess	190	4.2
Bullitt	129	4.2
Jefferson	1,379	4.0
Campbell	160	3.6
Kenton	272	3.6

TABLE 46. MOTORCYCLE CRASH RATES BY CITY AND POPULATION CATEGORY
(IN ORDER OF DECREASING PERCENTAGES)(2003-2007)

CITY	NUMBER OF CRASHES (2003-2007)	ANNUAL CRASH RATE (CRASHES PER 10,000 POPULATION)
POPULATION CATEGORY OVER 200,000		
Louisville	968	7.6
Lexington	432	3.3
POPULATION CATEGORY 20,000-55,000		
Paducah	90	6.8
Florence	71	6.0
Ashland	59	5.4
Richmond	69	5.1
Elizabethtown	56	5.0
Bowling Green	119	4.8
Henderson	65	4.7
Hopkinsville	69	4.6
Radcliff	49	4.5
Owensboro	99	3.7
Covington	61	2.8
Frankfort	36	2.6
Jeffersontown	17	1.3
POPULATION CATEGORY 10,000-19,999		
Somerset	41	7.2
Bardstown	32	6.2
Shively	41	5.4
Shelbyville	25	5.0
Murray	35	4.7
Danville	36	4.7
Newport	38	4.5
Mayfield	23	4.4
Madisonville	41	4.2
Campbellsville	19	3.6
Nicholasville	33	3.4
Glasgow	21	3.2
Erlanger	27	3.2
Winchester	23	2.8
Georgetown	24	2.7
Independence	16	2.1
Fort Thomas	13	1.6
Middlesboro	5	1.0
POPULATION CATEGORY 5,000-9,999		
Pikeville	34	10.8
London	21	7.4
Shepherdsville	27	6.5
Mount Sterling	17	5.8
Morehead	14	4.7
Leitchfield	14	4.6
Berea	22	4.5
Corbin	17	4.4
Maysville	18	4.0
Franklin	16	4.0
Harrodsburg	16	4.0
Paris	18	3.9
Monticello	11	3.7
Versailles	14	3.7
Fort Wright	10	3.5
Russellville	11	3.1
Mount Washington	12	2.8
Bellevue	9	2.8
Central City	8	2.7
Williamsburg	6	2.3
Cynthiana	7	2.2
Fort Mitchell	9	2.2
Edgewood	10	2.1
La Grange	6	2.1
Lebanon	6	2.1
Alexandria	8	1.9
Villa Hills	7	1.8
Princeton	6	1.8
Lawrenceburg	8	1.8
Flatwoods	6	1.6
Taylor Mill	5	1.4
Dayton	4	1.3
Highland Heights	4	1.2
Elsmere	5	1.2
POPULATION CATEGORY 2,500-4,999		
Prestonsburg	18	10.0
Calvert City	10	7.4
Carrollton	13	6.8
Paintsville	13	6.3
Stanford	9	5.2
Scottsville	11	5.1
Russell	9	4.9
Benton	10	4.8
Springfield	6	4.6
Stanton	7	4.6
Columbia	9	4.5
Barbourville	8	4.5
Greenville	10	4.5
Hazard	10	4.2
Hodgenville	6	4.2
Grayson	8	4.1
Providence	7	3.9
Mount Vernon	5	3.9
Tompkinsville	5	3.8
Marion	6	3.8
Lancaster	7	3.7
Cold Spring	7	3.7
Fulton	5	3.6
Beaver Dam	5	3.3
Williamstown	5	3.1
Morganfield	5	2.9
Irvine	4	2.8
Hartford	3	2.3
Southgate	3	1.7
Cumberland	2	1.5
Ludlow	3	1.4
Flemingsburg	2	1.3
Vine Grove	2	1.0
Hickman	1	0.8
Lakeside Park	1	0.7
Park Hills	1	0.7

TABLE 47. SCHOOL BUS CRASH RATES BY COUNTY AND POPULATION CATEGORY (IN ORDER OF DECREASING PERCENTAGES) (2003-2007)

COUNTY	NUMBER OF CRASHES	ANNUAL CRASH RATE (CRASHES PER 10,000 POP.)
POPULATION CATEGORY UNDER 10,000		
Wolfe	10	2.8
Elliott	8	2.4
Nicholas	8	2.3
Gallatin	8	2.0
Livingston	8	1.6
McLean	8	1.6
Trimble	6	1.5
Crittenden	6	1.3
Hancock	5	1.2
Menifee	4	1.2
Robertson	1	0.9
Cumberland	3	0.8
Lee	3	0.8
Ballard	3	0.7
Carlisle	2	0.7
Clinton	3	0.6
Fulton	2	0.5
Bracken	2	0.5
Hickman	1	0.4
Owsley	1	0.4
Lyon	0	0.0
POPULATION CATEGORY 10,000-14,999		
Morgan	25	3.6
Metcalfe	15	3.0
Carroll	13	2.6
Leslie	16	2.6
Pendleton	19	2.6
Todd	14	2.3
Spencer	13	2.2
Bath	11	2.0
Fleming	13	1.9
Washington	10	1.8
Caldwell	12	1.8
Lewis	12	1.7
Martin	11	1.7
Garrard	12	1.6
Magoffin	10	1.5
Edmonson	8	1.4
Monroe	8	1.4
Trigg	8	1.3
Jackson	9	1.3
Powell	7	1.1
Green	6	1.0
Webster	5	0.7
Larue	5	0.7
Butler	3	0.5
Owen	2	0.4
POPULATION CATEGORY 15,000-24,999		
Grant	34	3.0
Rockcastle	24	2.9
Montgomery	30	2.7
Rowan	30	2.7
Clay	32	2.6
Knott	23	2.6
Anderson	25	2.6
Breathitt	19	2.4
Woodford	25	2.2
Harrison	18	2.0
Wayne	18	1.8
Hart	14	1.6
Bourbon	14	1.4
Lincoln	16	1.4
Breckinridge	12	1.3
Mercer	14	1.3
Marion	12	1.3
Lawrence	9	1.2
Simpson	10	1.2
Grayson	15	1.2
Mason	9	1.1
Adair	9	1.0
Ohio	10	0.9
Taylor	10	0.9
Johnson	11	0.9
Union	7	0.9
Estill	7	0.9
Henry	7	0.9
McCreary	6	0.7
Allen	6	0.7
Casey	5	0.6
Russell	2	0.2
POPULATION CATEGORY 25,000-50,000		
Jessamine	122	6.2
Floyd	86	4.1
Perry	50	3.4
Shelby	46	2.8
Oldham	57	2.5
Bell	33	2.2
Franklin	51	2.1
Scott	34	2.1
Logan	26	2.0
Nelson	35	1.9
Letcher	24	1.9
Clark	32	1.9
Knox	28	1.8
Henderson	41	1.8
Calloway	27	1.6
Boyd	41	1.6
Muhlenberg	25	1.6
Hopkins	36	1.5
Carter	20	1.5
Boyle	21	1.5
Graves	24	1.3
Harlan	21	1.3
Whitley	24	1.3
Marshall	18	1.2
Greenup	22	1.2
Barren	21	1.1
Meade	6	0.5
POPULATION CATEGORY OVER 50,000		
Boone	148	3.4
Jefferson	1,072	3.1
Bullitt	78	2.5
Kenton	185	2.4
Warren	110	2.4
Madison	86	2.4
McCracken	70	2.1
Fayette	270	2.1
Daviess	85	1.9
Christian	68	1.9
Pike	66	1.9
Campbell	80	1.8
Hardin	81	1.7
Laurel	37	1.4
Pulaski	34	1.2

TABLE 48. SCHOOL BUS CRASH RATES BY CITY AND POPULATION CATEGORY
(IN ORDER OF DECREASING PERCENTAGES)(2003-2007)

CITY	NUMBER OF CRASHES (2003-2007)	ANNUAL CRASH RATE (CRASHES PER 10,000 POPULATION)
POPULATION CATEGORY OVER 200,000		
Louisville	769	6.0
Lexington	217	1.7
POPULATION CATEGORY 20,000-55,000		
Richmond	38	2.8
Hopkinsville	39	2.6
Florence	28	2.4
Covington	47	2.2
Paducah	29	2.2
Frankfort	31	2.2
Henderson	26	1.9
Bowling Green	45	1.8
Elizabethtown	19	1.7
Jeffersontown	23	1.7
Owensboro	42	1.6
Ashland	18	1.6
Radcliff	14	1.3
POPULATION CATEGORY 10,000-19,999		
Nicholasville	59	6.0
Shively	34	4.5
Bardstown	16	3.1
Shelbyville	15	3.0
Independence	20	2.7
Winchester	20	2.4
Murray	17	2.3
Newport	19	2.2
Georgetown	18	2.0
Danville	15	1.9
Middlesboro	10	1.9
Somerset	9	1.6
Campbellsville	8	1.5
Erlanger	11	1.3
Mayfield	6	1.2
Madisonville	11	1.1
Glasgow	5	0.8
Fort Thomas	2	0.2
POPULATION CATEGORY 5,000-9,999		
Shepherdsville	21	5.0
Taylor Mill	17	4.9
Morehead	11	3.7
Monticello	9	3.0
Edgewood	12	2.6
La Grange	7	2.5
Pikeville	8	2.5
Lawrenceburg	11	2.4
Lebanon	7	2.4
Wilmore	7	2.4
Mount Sterling	7	2.4
Villa Hills	9	2.3
Cynthiana	7	2.2
London	6	2.1
Versailles	8	2.1
Berea	10	2.0
Alexandria	8	1.9
Corbin	7	1.8
Russellville	6	1.7
Maysville	7	1.6
Mount Washington	7	1.6
Leitchfield	5	1.6
Princeton	5	1.5
Bellevue	5	1.5
Paris	6	1.3
Williamsburg	3	1.2
Fort Mitchell	4	1.0
Franklin	4	1.0
Highland Heights	3	0.9
Elsmere	3	0.7
Fort Wright	2	0.7
Harrodsburg	2	0.5
Flatwoods	2	0.5
Central City	1	0.3
Dayton	1	0.3
POPULATION CATEGORY 2,500-4,999		
Prestonsburg	8	4.4
Williamstown	6	3.7
Barbourville	6	3.3
Carrollton	6	3.1
Hazard	6	2.5
Vine Grove	5	2.4
Springfield	3	2.3
Morganfield	4	2.3
Grayson	4	2.1
Stanton	3	2.0
Marion	3	1.9
Stanford	3	1.7
Paintsville	3	1.5
Columbia	3	1.5
Lakeside Park	2	1.4
Benton	3	1.4
Beaver Dam	2	1.3
Flemingsburg	2	1.3
Lancaster	2	1.1
Russell	2	1.1
Greenville	2	0.9
Hartford	1	0.8
Tompkinsville	1	0.8
Park Hills	1	0.7
Ludlow	1	0.5

TABLE 49. TRUCK CRASH RATES BY COUNTY AND POPULATION CATEGORY (IN ORDER OF DECREASING PERCENTAGES) (2003-2007)

COUNTY	NUMBER OF CRASHES	ANNUAL CRASH RATE (CRASHES PER 10,000 POP.)
POPULATION CATEGORY UNDER 10,000		
Gallatin	279	70.9
Lyon	189	46.8
Ballard	162	39.1
Livingston	132	26.9
Wolfe	92	26.0
Fulton	92	23.7
Bracken	98	23.7
Trimble	91	22.4
Crittenden	103	22.0
Hancock	79	18.8
Owsley	44	18.1
Cumberland	63	17.6
Carlisle	47	17.6
Clinton	81	16.8
Hickman	42	16.0
McLean	71	14.3
Nicholas	43	12.6
Elliott	40	11.9
Lee	36	9.1
Menifee	29	8.8
Robertson	3	2.6
POPULATION CATEGORY 10,000-14,999		
Carroll	332	65.4
Leslie	185	29.8
Monroe	167	28.4
Caldwell	170	26.0
Metcalfe	123	24.5
Larue	162	24.2
Trigg	151	24.0
Bath	131	23.6
Washington	122	22.4
Lewis	157	22.3
Webster	151	21.4
Todd	125	20.9
Garrard	150	20.3
Pendleton	145	20.2
Magoffin	131	19.7
Fleming	123	17.8
Martin	100	15.9
Spencer	87	14.8
Edmonson	80	13.7
Owen	70	13.3
Jackson	89	13.2
Morgan	87	12.5
Butler	78	12.0
Powell	77	11.6
Green	66	11.5
POPULATION CATEGORY 15,000-24,999		
Simpson	495	60.3
Rockcastle	412	49.7
Hart	383	43.9
Grant	475	42.4
Henry	295	39.2
Woodford	406	35.0
Mason	294	35.0
Bourbon	303	31.3
Knott	272	30.8
Rowan	322	29.1
Adair	223	25.9
Ohio	288	25.1
Montgomery	283	25.1
Grayson	264	22.0
Anderson	207	21.7
Marion	186	20.4
Union	158	20.2
Breathitt	152	18.9
Lincoln	196	16.8
Taylor	189	16.5
Lawrence	124	15.9
Johnson	186	15.9
Harrison	142	15.8
Mercer	156	15.0
Allen	132	14.8
Russell	112	13.7
Breckinridge	120	12.9
Wayne	128	12.8
McCreary	97	11.4
Clay	137	11.2
Casey	85	11.0
Estill	80	10.5
POPULATION CATEGORY 25,000-50,000		
Scott	676	40.9
Shelby	642	38.5
Henderson	807	36.0
Barren	623	32.8
Clark	528	31.9
Hopkins	731	31.4
Boyd	753	30.3
Perry	444	30.2
Whitley	535	29.8
Marshall	426	28.3
Letcher	344	27.2
Jessamine	526	26.9
Floyd	540	25.4
Logan	336	25.3
Carter	315	23.4
Muhlenberg	361	22.7
Franklin	526	22.1
Nelson	411	21.9
Graves	401	21.7
Bell	296	19.7
Boyle	268	19.4
Oldham	449	19.4
Knox	296	18.6
Harlan	309	18.6
Calloway	312	18.3
Meade	147	11.2
Greenup	193	10.5
POPULATION CATEGORY OVER 50,000		
Boone	2,245	52.2
Laurel	972	36.9
Pike	1,250	36.4
Warren	1,594	34.5
Bullitt	955	31.2
Fayette	4,013	30.8
Kenton	2,305	30.4
Madison	1,056	29.8
McCracken	960	29.3
Jefferson	10,068	29.0
Hardin	1,275	27.1
Christian	919	25.4
Pulaski	704	25.0
Campbell	923	20.8
Daviess	931	20.3

TABLE 50. MOTOR VEHICLE-TRAIN CRASH RATES BY COUNTY AND POPULATION CATEGORY
(IN ORDER OF DECREASING PERCENTAGES) (2003 - 2007)

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
McLean	0	0.00
Livingston	0	0.00
Clinton	0	0.00
Crittenden	0	0.00
Hancock	0	0.00
Ballard	0	0.00
Bracken	0	0.00
Trimble	0	0.00
Lyon	0	0.00
Lee	0	0.00
Gallatin	0	0.00
Fulton	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	5	0.84
Carroll	2	0.39
Magoffin	2	0.30
Caldwell	1	0.15
Lewis	1	0.14
Pendleton	1	0.14
Garrard	0	0.00
Webster	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
Edmonson	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		
Mercer	11	1.06
Hart	5	0.57
Grant	6	0.54
Breathitt	4	0.50
Simpson	4	0.49
Breckinridge	3	0.32
Henry	2	0.27
Woodford	3	0.26
Lawrence	2	0.26
Lincoln	3	0.26
Grayson	3	0.25
Harrison	2	0.22
Rockcastle	1	0.12
Anderson	1	0.10
POPULATION CATEGORY 15,000-24,999 (cont.)		
Bourbon	1	0.10
Clay	0	0.00
Johnson	0	0.00
Taylor	0	0.00
Ohio	0	0.00
Montgomery	0	0.00
Rowan	0	0.00
Wayne	0	0.00
Marion	0	0.00
Allen	0	0.00
Knott	0	0.00
Adair	0	0.00
McCreary	0	0.00
Mason	0	0.00
Russell	0	0.00
Union	0	0.00
Casey	0	0.00
Estill	0	0.00
POPULATION CATEGORY 25,000-49,999		
Oldham	18	0.78
Floyd	15	0.71
Hopkins	12	0.52
Letcher	6	0.47
Harlan	6	0.36
Boyd	7	0.28
Henderson	6	0.27
Bell	4	0.27
Scott	4	0.24
Perry	3	0.20
Knox	3	0.19
Shelby	3	0.18
Whitley	3	0.17
Logan	2	0.15
Clark	2	0.12
Marshall	1	0.07
Muhlenberg	1	0.06
Graves	1	0.05
Nelson	1	0.05
Franklin	0	0.00
Jessamine	0	0.00
Barren	0	0.00
Greenup	0	0.00
Calloway	0	0.00
Boyle	0	0.00
Carter	0	0.00
Meade	0	0.00
POPULATION CATEGORY 50,000 - OVER		
Pike	13	0.38
Daviess	14	0.31
Pulaski	8	0.28
Christian	7	0.19
Jefferson	63	0.18
Hardin	7	0.15
Boone	5	0.12
Laurel	3	0.11
Madison	4	0.11
Bullitt	3	0.10
Warren	4	0.09
Fayette	4	0.03
McCracken	1	0.03
Kenton	2	0.03
Campbell	1	0.02

TABLE 51. 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	4.98
2001	7,325	4.79
2002	7,338	4.77
2003	6,882	4.47
2004	6,811	4.33
2005	7,050	4.61
2006	6,656	4.36
2007	6,671	4.37

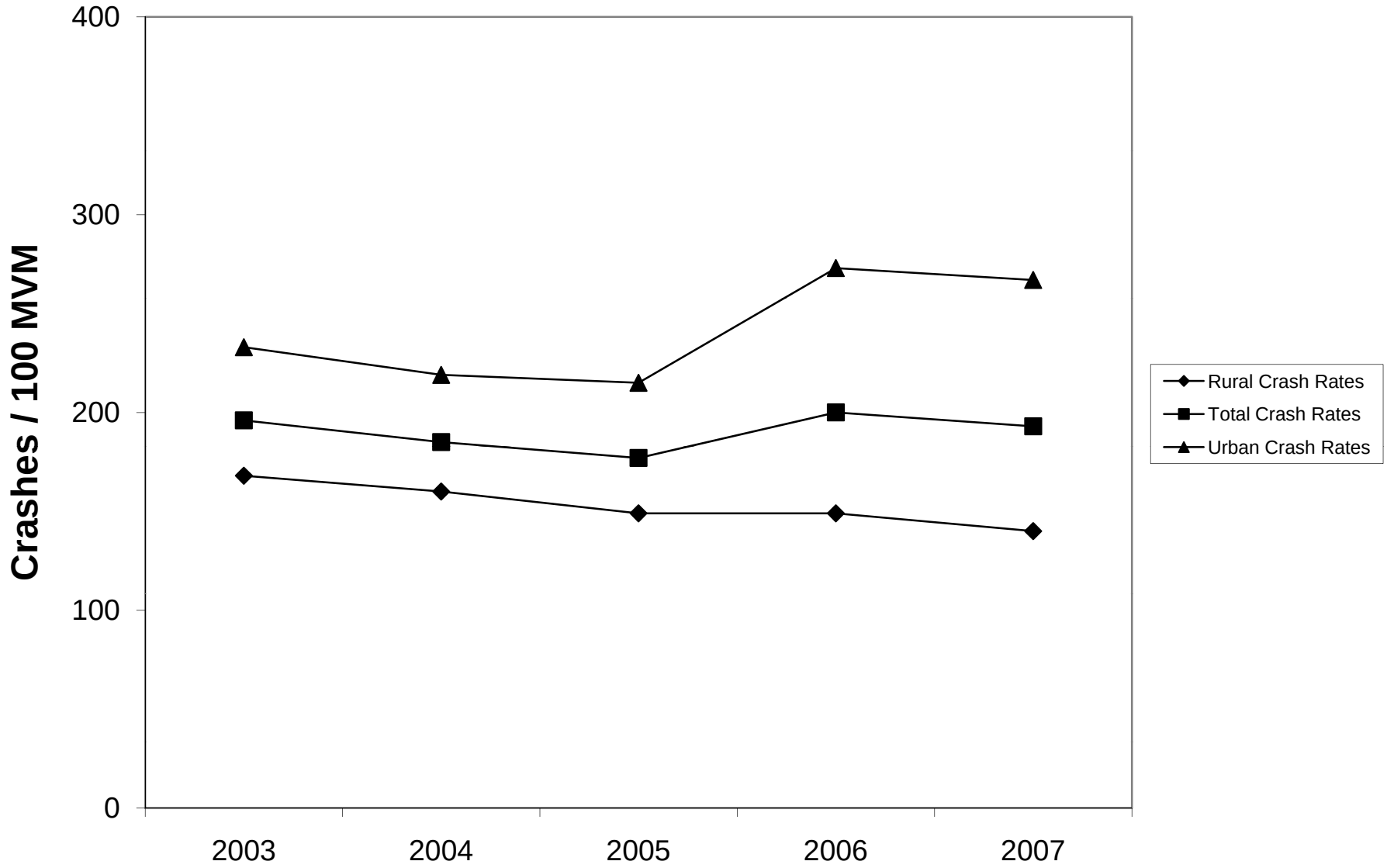

Figure 1. Trends in Crash Rates

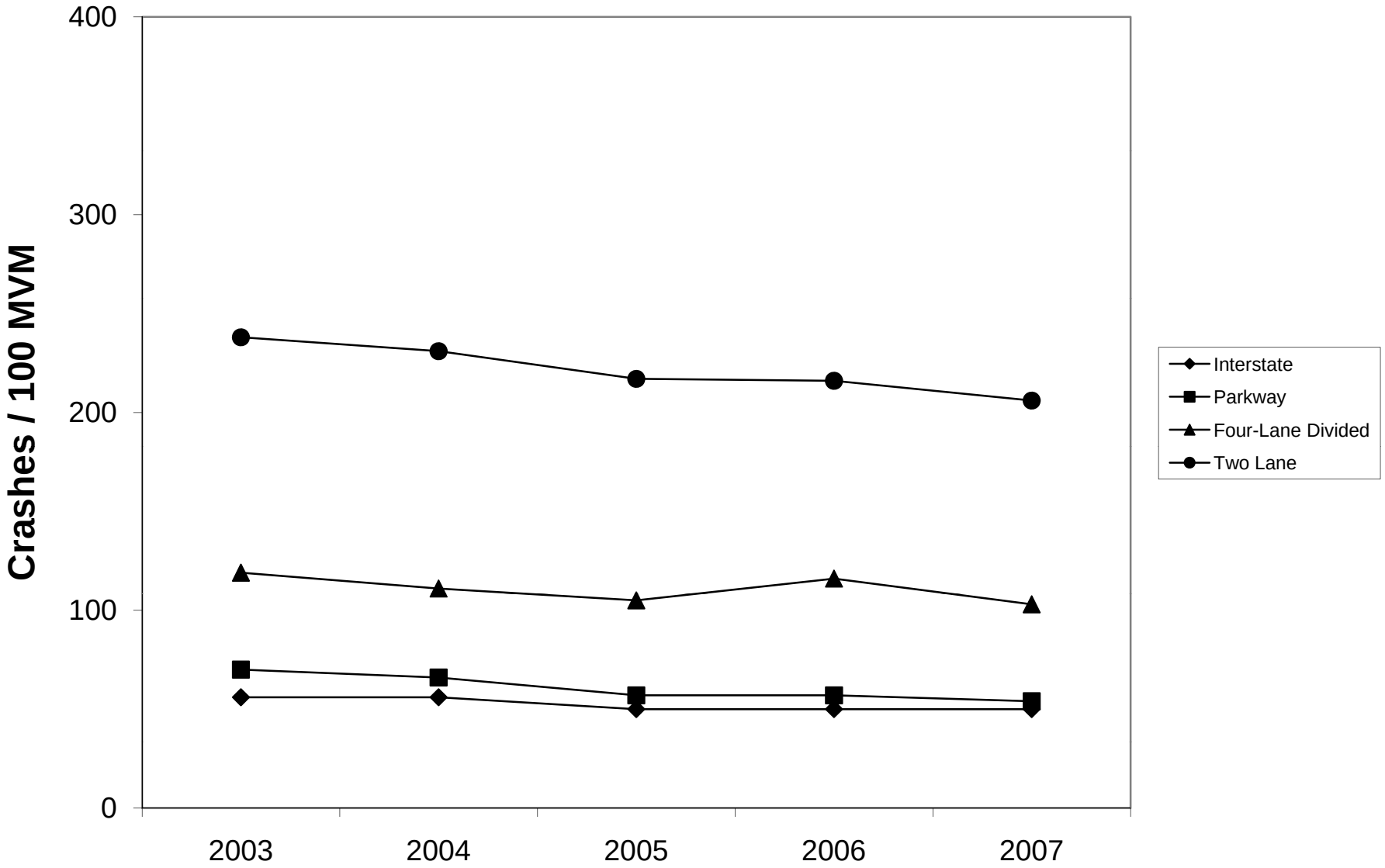

Figure 2. Trends in Rural Crash Rates

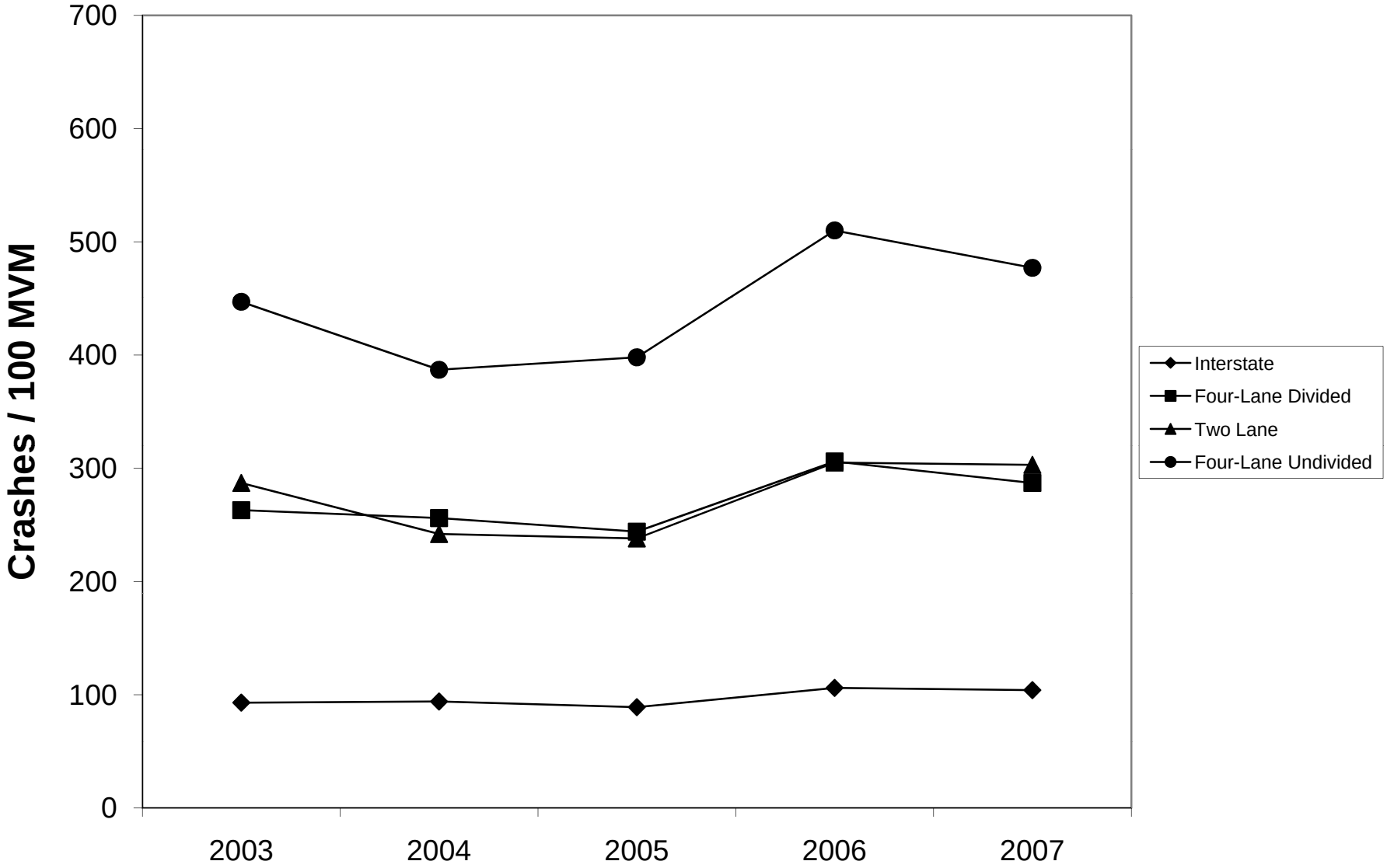

Figure 3. Trends in Urban Crash Rates

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 local streets and 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 rural 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.

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 25 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 (5.1 percent) is substantially higher than that on urban roads (2.8 percent). The highest percentages of ice or snow crashes are on interstates and parkways with the highest being 11.1 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 (22 percent). The highest percentage is on rural parkways, followed closely by rural interstates.

TABLE A-1. STATEWIDE CRASH RATES BY FUNCTIONAL CLASSIFICATION (2003 - 2007)

LOCATION	FUNCTIONAL CLASSIFICATION	AVERAGE TOTAL MILEAGE	AVERAGE AADT	CRASH RATES (CRASHES PER 100 MVM) ALL	INJURY	FATAL
Rural	Principal Arterial, Interstate	543	32,944	42	9	0.6
	Principal Arterial, Other Freeway	2,281	8,272	91	26	1.4
	Minor Arterial	1,706	4,581	171	49	2.1
	Major Collector	6,321	2,226	197	63	3.0
	Minor Collector	9,058	730	220	73	3.8
	Local System	5,245	427	187	60	2.4
Urban	Principal Arterial, Interstate	208	77,602	78	15	0.4
	Principal Arterial, Other Freeway	70	30,200	98	20	0.7
	Other Principal Arterial	758	19,648	305	62	1.0
	Minor Arterial	1,041	10,004	241	51	0.8
	Collector	989	4,670	116	27	0.6
	Local System	141	2,231	257	45	1.2

TABLE A-2. STATEWIDE CRASH RATES BY ADMINISTRATIVE CLASSIFICATION (2003 - 2007)

ADMINISTRATIVE CLASSIFICATION	TOTAL CRASHES	AVERAGE TOTAL MILEAGE	AVERAGE AADT	CRASH RATES (CRASHES PER 100 MVM)
Primary	167,252	4,948	15,058	123
Secondary	110,294	7,831	3,274	236
Rural Secondary	38,692	12,694	734	228
Unclassified	4,285	2,016	580	201

TABLE A-3. STATEWIDE CRASH RATES BY MEDIAN TYPE
(RURAL ROADS WITH FOUR OR MORE LANES (2003 - 2007))

MEDIAN TYPE	TOTAL CRASHES	AVERAGE TOTAL MILEAGE	AVERAGE AADT	CRASH RATES (CRASHES PER 100 MVM)
Undivided	3,751	89	17,956	129
Divided, Median Less Than 30 Feet, No Barrier	8,303	311	15,861	92
Divided, Median Greater Than 30 Feet, No Barrier	26,548	1,314	18,250	61

TABLE A-4. STATEWIDE CRASH RATES BY ACCESS CONTROL (2003 - 2007)

ACCESS CONTROL	TOTAL CRASHES	AVERAGE TOTAL MILEAGE	AVERAGE AADT	CRASH RATES (CRASHES PER 100 MVM)
Full Control	58,812	1,424	29,139	78
Partial Control	12,511	242	13,831	205
No Control	330,491	26,030	2,600	268

TABLE A-5. STATEWIDE CRASH RATES FOR RURAL HIGHWAYS BY FEDERAL-AID SYSTEM AND TERRAIN (2003 - 2007)

FEDERAL-AID SYSTEM	CRASH RATES BY TERRAIN CLASSIFICATION (CRASHES/100MVM)		
	FLAT	ROLLING	MOUNTAINOUS
Interstate	58	58	54
Federal-Aid Primary	153	134	127
Federal-Aid Secondary	215	234	235
Non Federal-Aid	273	272	259
All	202	164	168

TABLE A-6. STATEWIDE CRASH RATES BY RURAL-URBAN DESIGNATION (2003 - 2007)

AREA TYPE	TOTAL CRASHES	AVERAGE TOTAL MILEAGE	AVERAGE AADT	CRASH RATES (CRASHES PER 100 MVM)
Rural	188,694	25,154	2,683	153
Small Urban Area	64,160	1,189	9,643	307
Urbanized Area	149,049	1,394	22,907	256

TABLE A-7. STATEWIDE CRASH RATES BY ROUTE SIGNING IDENTIFIER (2003 - 2007)

ROUTE SIGNING IDENTIFIER	TOTAL CRASHES	AVERAGE TOTAL MILEAGE	AVERAGE AADT	CRASH RATES (CRASHES PER 100 MVM)
Interstate	45,657	751	45,286	74
US	152,410	3,565	8,332	281
State	203,777	23,174	2,025	238

TABLE A-8. RELATIONSHIP BETWEEN CRASH RATE AND TRAFFIC VOLUME (2003 - 2007)

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	360	281	272
1,000-2,499	*	243	491	242	436
2,500-4,999	*	189	321	232	269
5,000-9,999	*	137	314	215	262
10,000-19,999	57	183	342	297	188
20,000-29,999	52	295	395	485	*
30,000-39,999	61	375	386	*	*
40,000 or more	79	207	354	243	270

* 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 (2003 - 2007)

LOCATION	HIGHWAY TYPE	PERCENT OF ALL CRASHES		
		WET	SNOW OR ICE	DARKNESS
Rural	One-Lane	24	6.9	31
	Two-Lane	25	4.7	30
	Three-Lane	24	3.9	33
	Four-Lane Divided (Non-Interstate or Parkway)	20	3.5	27
	Four-Lane Undivided	20	2.3	21
	Interstate	27	8.2	35
	Parkway	23	11.1	40
	All Rural	25	5.1	30
Urban	Two-Lane	19	2.9	22
	Three-Lane	19	2.6	25
	Four-Lane Divided (Non-Interstate or Parkway)	19	2.3	22
	Four-Lane Undivided	18	1.8	20
	Interstate	19	5.5	29
	Parkway	24	8.1	29
	All Urban	19	2.8	22

APPENDIX B

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

TABLE B-1. STATEWIDE RURAL CRASH RATES BY HIGHWAY TYPE CLASSIFICATION (2005-2007)

HIGHWAY TYPE	TOTAL MILEAGE*	AADT	CRASHES RATES (CRASHES PER 100 MVM) ALL	INJURY	FATAL
One-Lane	113	250	223	81	3.2
Two-Lane	23,257	1,560	213	66	3.4
Three-Lane	28	6,570	108	28	0.5
Four-Lane Divided (Non-Interstate or Parkway)	588	11,360	108	30	1.7
Four-Lane Undivided	51	12,450	240	57	1.3
Interstate	548	33,330	50	11	0.8
Parkway	585	9,330	56	13	0.6
All	25,170	2,680	146	43	2.3

* Average for the three years.

TABLE B-2. STATEWIDE URBAN CRASH RATES BY HIGHWAY TYPE CLASSIFICATION (2005-2007)

HIGHWAY TYPE	TOTAL MILEAGE*	AADT	CRASHES RATES (CRASHES PER 100 MVM) ALL	INJURY	FATAL
Two-Lane	2,122	6,740	282	57	1.0
Three-Lane	37	10,650	457	72	1.2
Four-Lane Divided (Non-Interstate or Parkway)	414	23,500	279	58	0.9
Four-Lane Undivided	326	19,360	462	90	1.1
Interstate	200	78,140	99	19	0.5
Parkway	31	14,530	110	23	0.8
All **	3,173	15,200	251	50	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 (2005-2007)

RURAL OR URBAN	HIGHWAY TYPE	NUMBER OF CRASHES	NUMBER OF SPOTS*	MILLION VEHICLES PER YEAR	CRASHES PER MILLION VEHICLES PER SPOT
Rural	One-Lane	69	378	0.09	0.67
	Two-Lane	84,856	77,523	0.57	0.64
	Three-Lane	221	94	2.40	0.33
	Four-Lane Divided (Non-Interstate or Parkway)	7,884	1,959	4.15	0.32
	Four-Lane Undivided	1,669	170	4.54	0.72
	Interstate	9,976	1,826	12.16	0.15
	Parkway	3,340	1,949	3.40	0.17
	All Rural	108,015	83,901	0.98	0.44
Urban	Two-Lane	44,083	7,072	2.46	0.84
	Three-Lane	1,948	122	3.89	1.37
	Four-Lane Divided	29,716	1,380	8.58	0.84
	Four-Lane Undivided	31,946	1,087	7.07	1.39
	Interstate	17,031	668	28.52	0.30
	Parkway	542	104	5.30	0.33
	All Urban**	132,688	10,576	5.55	0.75

* 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 (2005-2007)

RURAL OR URBAN	HIGHWAY TYPE	CRASHES PER SPOT*		CRASHES PER ONE MILE SECTION	
		AVERAGE	CRITICAL NUMBER	AVERAGE	CRITICAL NUMBER
Rural	One-Lane	0.18	2	0.61	3
	Two-Lane	1.09	4	3.65	9
	Three-Lane	2.34	7	7.80	15
	Four-Lane Divided (Non-Interstate or Parkway)	4.02	10	13.42	23
	Four-Lane Undivided	9.82	18	32.73	48
	Interstate	5.46	12	18.22	30
	Parkway	1.71	6	5.71	12
	All Rural	1.29	5	4.29	10
Urban	Two-Lane	6.23	13	20.78	33
	Three-Lane	16.00	27	53.32	73
	Four-Lane Divided	21.53	34	71.76	94
	Four-Lane Undivided	29.38	44	97.93	124
	Interstate	25.49	39	84.97	109
	Parkway	5.24	12	17.45	29
	All Urban**	12.55	22	41.82	59

* 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 (2005-2007)

RURAL OR URBAN	HIGHWAY TYPE	NUMBER OF CRASHES	NUMBER OF SPOTS*	MILLION VEHICLES PER YEAR	CRASHES PER MILLION VEHICLES PER SPOT
Rural	One-Lane	69	1,133	0.09	0.22
	Two-Lane	84,856	232,570	0.57	0.21
	Three-Lane	221	283	2.40	0.11
	Four-Lane Divided (Non-Interstate or Parkway)	7,884	5,877	4.15	0.11
	Four-Lane Undivided	1,669	510	4.54	0.24
	Interstate	9,976	5,477	12.16	0.05
	Parkway	3,340	5,847	3.40	0.06
	All Rural	108,015	251,703	0.98	0.15
Urban	Two-Lane	44,083	21,216	2.46	0.28
	Three-Lane	1,948	365	3.89	0.46
	Four-Lane Divided	29,716	4,141	8.58	0.28
	Four-Lane Undivided	31,946	3,262	7.07	0.46
	Interstate	17,031	2,004	28.52	0.10
	Parkway	542	311	5.30	0.11
	All Urban**	132,688	31,727	5.55	0.25

* 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 (2005-2007)

RURAL OR URBAN	HIGHWAY TYPE	CRASHES PER SPOT*		CRASHES PER ONE MILE SECTION	
		AVERAGE	CRITICAL NUMBER	AVERAGE	CRITICAL NUMBER
Rural	One-Lane	0.06	1	0.61	3
	Two-Lane	0.36	2	3.65	9
	Three-Lane	0.78	4	7.80	15
	Four-Lane Divided (Non-Interstate or Parkway)	1.34	5	13.42	23
	Four-Lane Undivided	3.27	8	32.73	48
	Interstate	1.82	6	18.22	30
	Parkway	0.57	3	5.71	12
	All Rural	0.43	3	4.29	10
Urban	Two-Lane	2.08	6	20.78	33
	Three-Lane	5.33	12	53.32	73
	Four-Lane Divided	7.18	15	71.76	94
	Four-Lane Undivided	9.79	18	97.93	124
	Interstate	8.50	17	84.97	109
	Parkway	1.75	6	17.45	29
	All Urban**	4.18	10	41.82	59

* 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)(2005-2007)

	CRITICAL CRASH RATE (C/MV) BY HIGHWAY TYPE		
AADT	ONE-LANE	TWO-LANE	THREE-LANE
100	8.44	8.34	7.26
500	2.77	2.72	2.18
1,000	1.83	1.79	1.38
2,500	1.13	1.11	0.81
5,000	0.83	0.81	0.57
7,500	0.70	0.68	0.47
10,000	0.63	0.61	0.41
15,000	0.55	0.53	0.35
20,000	0.50	0.49	0.32

TABLE B-8. CRITICAL CRASH RATES FOR 0.1 MILE "SPOTS" ON RURAL FOUR-LANE HIGHWAYS, INTERSTATES, AND PARKWAYS (THREE-YEAR PERIOD)(2005-2007)

	CRITICAL CRASH RATE (C/MV) BY HIGHWAY TYPE			
AADT	FOUR-LANE DIVIDED (NON-INTERSTATE AND PARKWAY)	FOUR-LANE UNDIVIDED	INTERSTATE	PARKWAY
500	2.18	2.86	1.74	1.83
1,000	1.38	1.90	1.06	1.12
2,500	0.81	1.19	0.58	0.62
5,000	0.57	0.87	0.39	0.42
10,000	0.41	0.67	0.27	0.30
15,000	0.35	0.58	0.22	0.25
20,000	0.32	0.53	0.20	0.22
30,000	0.27	0.48	0.17	0.19
40,000	0.25	0.44	0.15	0.17
50,000	0.23	0.42	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)(2005-2007)

	CRITICAL CRASH RATE (C/MV) BY HIGHWAY TYPE	
AADT	TWO-LANE	THREE-LANE
500	3.04	3.73
1,000	2.04	2.59
2,500	1.29	1.70
5,000	0.95	1.30
7,500	0.82	1.13
10,000	0.74	1.03
15,000	0.65	0.92
20,000	0.59	0.86
30,000	0.53	0.78
40,000	0.50	0.74

TABLE B-10. CRITICAL CRASH RATES FOR 0.1 MILE "SPOTS" ON URBAN FOUR-LANE HIGHWAYS, INTERSTATES, AND PARKWAYS (THREE-YEAR PERIOD)(2005-2007)

	CRITICAL CRASH RATE (C/MV) BY HIGHWAY TYPE			
AADT	FOUR-LANE DIVIDED (NON-INTERSTATE AND PARKWAY)	FOUR-LANE UNDIVIDED	INTERSTATE	PARKWAY
1,000	2.04	2.59	1.34	1.38
5,000	0.95	1.30	0.54	0.57
10,000	0.74	1.03	0.39	0.41
15,000	0.65	0.92	0.33	0.35
20,000	0.59	0.86	0.30	0.32
30,000	0.53	0.78	0.26	0.27
40,000	0.50	0.74	0.23	0.25
50,000	0.47	0.71	0.22	0.23
60,000	0.46	0.68	0.21	0.22
70,000	0.44	0.67	0.20	0.21
80,000	0.43	0.65	0.19	0.21
90,000	0.42	0.64	0.19	0.20
100,000	0.41	0.63	0.18	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 (2003-2007)

	CRITICAL NUMBERS OF CRASHES FOR THE GIVEN SECTION LENGTH (MILES)						
HIGHWAY TYPE	0.4	1	2	5	10	15	20
One-Lane	3	5	8	15	25	34	43
Two-Lane	7	13	23	47	85	122	158
Three-Lane	11	23	39	85	158	229	299
Four-Lane Divided (Non-Interstate and Parkway)	17	36	64	143	269	393	515
Four-Lane Undivided	34	73	134	311	597	878	1,158
Interstate	22	46	84	190	361	529	695
Parkway	10	19	32	70	128	185	241

TABLE C-2. CRITICAL NUMBERS OF CRASH RATES ON URBAN HIGHWAYS BY HIGHWAY TYPE AND SECTION LENGTH (2003-2007)

	CRITICAL NUMBERS OF CRASHES FOR THE GIVEN SECTION LENGTH (MILES)					
HIGHWAY TYPE	0.4	1	2	5	8	10
Two-Lane	23	48	87	198	305	376
Three-Lane (Non-Interstate and Parkway)	53	117	219	515	805	997
Four-Lane Divided	66	147	277	656	1,029	1,275
Four-Lane Undivided	84	191	363	865	1,360	1,687
Interstate	72	163	307	729	1,145	1,419
Parkway	20	42	75	170	261	321

APPENDIX D

CRITICAL CRASH RATE TABLES FOR HIGHWAY SECTIONS

TABLE D-1. CRITICAL CRASH RATES FOR RURAL ONE-LANE SECTIONS (FIVE-YEAR PERIOD)(2003-2007)

	CRITICAL CRASH RATE (C/100 MVM) FOR THE GIVEN SECTION LENGTH (MILES)				
AADT	0.5	1	2	5	10
100	2,135	1,469	1,054	726	574
200	1,469	1,054	789	574	473
300	1,204	886	680	510	429
400	1,054	789	616	473	404
500	956	726	574	448	387
700	832	644	520	415	364
1,000	726	574	473	387	345
1,500	630	510	429	360	326
2,000	574	473	404	345	315
2,500	537	448	387	334	308
3,000	510	429	374	326	303

TABLE D-2. CRITICAL CRASH RATES FOR RURAL TWO-LANE SECTIONS (FIVE-YEAR PERIOD)(2003-2007)

	CRITICAL CRASH RATE (C/100 MVM) FOR THE GIVEN SECTION LENGTH (MILES)					
AADT	0.5	1	2	5	10	20
100	2,040	1,394	994	678	533	436
300	1,138	832	634	472	395	342
500	900	678	533	413	354	314
1,000	678	533	436	354	314	287
1,500	586	472	395	329	297	275
2,000	533	436	371	314	287	268
3,000	472	395	342	297	275	259
4,000	436	371	326	287	268	254
5,000	413	354	314	280	263	251
7,000	382	333	300	271	256	246
8,000	371	326	295	268	254	245
9,000	362	320	290	265	252	243
10,000	354	314	287	263	251	242

TABLE D-3. CRITICAL CRASH RATES FOR RURAL THREE-LANE SECTIONS (FIVE-YEAR PERIOD)(2003-2007)

	CRITICAL CRASH RATE (C/100 MVM) FOR THE GIVEN SECTION LENGTH (MILES)				
AADT	0.5	1	2	3	5
100	1,572	1,032	706	577	457
300	822	577	422	359	298
500	631	457	345	298	254
1,000	457	345	272	241	211
1,500	386	298	241	216	192
2,000	345	272	223	202	181
3,000	298	241	202	185	168
4,000	272	223	189	175	161
5,000	254	211	181	168	156
6,000	241	202	175	163	152
7,000	231	195	170	160	149
8,000	223	189	167	157	147
9,000	216	185	163	154	145
10,000	211	181	161	152	143

TABLE D-4. CRITICAL CRASH RATES FOR RURAL FOUR-LANE DIVIDED SECTIONS (NON-INTERSTATE AND PARKWAY) (FIVE-YEAR PERIOD)(2003-2007)

	CRITICAL CRASH RATE (C/100 MVM) FOR THE GIVEN SECTION LENGTH (MILES)				
AADT	0.5	1	2	5	10
500	621	449	339	248	206
1,000	449	339	266	206	177
2,500	312	248	206	170	152
5,000	248	206	177	152	140
7,500	221	187	164	144	134
10,000	206	177	157	140	131
15,000	187	164	148	134	127
20,000	177	157	143	131	125
30,000	164	148	137	127	122
40,000	157	143	133	125	121
50,000	152	140	131	123	120

TABLE D-5. CRITICAL CRASH RATES FOR RURAL FOUR-LANE UNDIVIDED SECTIONS (FIVE-YEAR PERIOD)(2003-2007)

	CRITICAL CRASH RATE (C/100 MVM) FOR THE GIVEN SECTION LENGTH (MILES)				
AADT	0.5	1	2	5	10
500	921	697	549	426	367
1,000	697	549	450	367	326
2,500	513	426	367	316	291
5,000	426	367	326	291	273
7,500	389	341	308	280	265
10,000	367	326	298	273	261
20,000	326	298	278	261	252
30,000	308	285	269	255	248
40,000	298	278	264	252	246
50,000	291	273	261	250	245

TABLE D-6. CRITICAL CRASH RATES FOR RURAL INTERSTATE SECTIONS (FIVE-YEAR PERIOD)(2003-2007)

	CRITICAL CRASH RATE (C/100 MVM) FOR THE GIVEN SECTION LENGTH (MILES)					
AADT	0.5	1	2	5	10	20
500	438	302	218	151	119	99
1,000	302	218	164	119	99	85
2,500	198	151	119	94	81	72
5,000	151	119	99	81	72	66
7,500	131	106	90	76	69	64
10,000	119	99	85	72	66	62
20,000	99	85	75	66	62	59
30,000	90	78	71	64	60	58
40,000	85	75	68	62	59	57
50,000	81	72	66	61	59	57

TABLE D-7. CRITICAL CRASH RATES FOR RURAL PARKWAY SECTIONS (FIVE-YEAR PERIOD)(2003-2007)

	CRITICAL CRASH RATE (C/100 MVM) FOR THE GIVEN SECTION LENGTH (MILES)					
AADT	0.5	1	2	5	10	20
400	530	364	261	179	142	117
700	390	277	206	148	121	102
1,000	325	236	179	132	110	95
1,500	269	200	155	118	101	89
2,000	236	179	142	110	95	85
3,000	200	155	126	101	89	80
4,000	179	142	117	95	85	78
5,000	165	132	110	91	82	76
7,000	148	121	102	86	79	73
10,000	132	110	95	82	76	71
20,000	110	95	85	76	71	68
40,000	95	85	78	71	68	66

TABLE D-8. CRITICAL CRASH RATES FOR URBAN TWO-LANE SECTIONS (FIVE-YEAR PERIOD)(2003-2007)

	CRITICAL CRASH RATE (C/100 MVM) FOR THE GIVEN SECTION LENGTH (MILES)				
AADT	0.5	1	2	5	10
500	1,006	768	610	479	415
1,000	768	610	505	415	372
2,500	572	479	415	361	334
5,000	479	415	372	334	315
7,500	439	388	353	322	306
10,000	415	372	341	315	301
15,000	388	353	328	306	296
20,000	372	341	320	301	292
30,000	353	328	311	296	288
40,000	341	320	305	292	286
50,000	334	315	301	290	284

TABLE D-9. CRITICAL CRASH RATES FOR URBAN THREE-LANE SECTIONS (FIVE-YEAR PERIOD)(2003-2007)

	CRITICAL CRASH RATE (C/100 MVM) FOR THE GIVEN SECTION LENGTH (MILES)				
AADT	0.5	1	2	5	10
500	1,405	1,109	910	742	660
1,000	1,109	910	775	660	603
2,500	861	742	660	589	553
5,000	742	660	603	553	528
7,500	690	624	578	538	518
10,000	660	603	563	528	511
15,000	624	578	546	518	503
20,000	603	563	536	511	499
30,000	578	546	523	503	493
40,000	563	536	516	499	490
50,000	553	528	511	496	488

TABLE D-10. CRITICAL CRASH RATES FOR URBAN FOUR-LANE DIVIDED SECTIONS (NON-INTERSTATE AND PARKWAY) (FIVE-YEAR PERIOD)(2003-2007)

	CRITICAL CRASH RATE (C/100 MVM) FOR THE GIVEN SECTION LENGTH (MILES)				
AADT	0.5	1	2	5	10
1,000	778	620	513	423	379
2,500	581	487	423	368	340
5,000	487	423	379	340	321
10,000	423	379	348	321	308
15,000	395	359	334	313	302
20,000	379	348	327	308	298
25,000	368	340	321	304	296
30,000	359	334	317	302	294
40,000	348	327	311	298	292
50,000	340	321	308	296	290
60,000	334	317	305	294	289

TABLE D-11. CRITICAL CRASH RATES FOR URBAN FOUR-LANE UNDIVIDED SECTIONS (FIVE-YEAR PERIOD)(2003-2007)

	CRITICAL CRASH RATE (C/100 MVM) FOR THE GIVEN SECTION LENGTH (MILES)				
AADT	0.5	1	2	5	10
1,000	1,067	873	742	629	574
2,500	826	709	629	560	526
5,000	709	629	574	526	502
10,000	629	574	535	502	485
15,000	595	550	518	491	477
20,000	574	535	508	485	473
25,000	560	526	502	480	470
30,000	550	518	496	477	467
40,000	535	508	489	473	464
50,000	526	502	485	470	462
60,000	518	496	481	467	461

TABLE D-12. CRITICAL CRASH RATES FOR URBAN INTERSTATE SECTIONS (FIVE-YEAR PERIOD)(2003-2007)

	CRITICAL CRASH RATE (C/100 MVM) FOR THE GIVEN SECTION LENGTH (MILES)				
AADT	0.5	1	2	5	10
1,000	418	312	244	187	159
5,000	227	187	159	136	124
10,000	187	159	140	124	116
20,000	159	140	127	116	110
30,000	147	132	122	113	108
40,000	140	127	118	110	107
50,000	136	124	116	109	106
60,000	132	122	114	108	105
70,000	130	120	113	107	104
80,000	127	118	112	107	104
90,000	126	117	111	106	103
100,000	124	116	110	106	103

TABLE D-13. CRITICAL CRASH RATES FOR URBAN PARKWAY SECTIONS (FIVE-YEAR PERIOD)(2003-2007)

	CRITICAL CRASH RATE (C/100 MVM) FOR THE GIVEN SECTION LENGTH (MILES)					
AADT	0.5	1	2	5	10	20
500	618	446	336	247	204	175
1,000	446	336	264	204	175	155
2,500	310	247	204	168	151	138
5,000	247	204	175	151	138	130
7,500	220	186	163	143	133	126
10,000	204	175	155	138	130	124
15,000	186	163	147	133	126	121
20,000	175	155	142	130	124	120
30,000	163	147	136	126	121	118
40,000	155	142	132	124	120	117
90,000	140	131	125	119	116	114
50,000	151	138	130	122	118	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)(2003-2007)

	CRITICAL CRASH RATE (C/MV) BY HIGHWAY TYPE		
AADT	ONE-LANE	TWO-LANE	THREE-LANE
100	8.67	8.35	6.60
500	3.61	3.43	2.46
1,000	2.65	2.50	1.73
2,500	1.89	1.77	1.15
5,000	1.53	1.42	0.89
7,500	1.38	1.28	0.78
10,000	1.29	1.19	0.72
15,000	1.18	1.09	0.65
20,000	1.12	1.03	0.60

TABLE E-2. CRITICAL CRASH RATES FOR "SPOTS" ON RURAL FOUR-LANE HIGHWAYS, INTERSTATES, AND PARKWAYS (FIVE-YEAR PERIOD)(2003-2007)

	CRITICAL CRASH RATE (C/MV) BY HIGHWAY TYPE			
AADT	FOUR-LANE DIVIDED (NON-INTERSTATE AND PARKWAY)	FOUR-LANE UNDIVIDED	INTERSTATE	PARKWAY
500	2.43	3.48	1.79	1.87
1,000	1.70	2.55	1.20	1.26
2,500	1.13	1.80	0.75	0.80
5,000	0.87	1.45	0.56	0.60
10,000	0.70	1.22	0.43	0.46
15,000	0.63	1.12	0.38	0.41
20,000	0.59	1.06	0.34	0.37
30,000	0.54	0.99	0.31	0.34
40,000	0.51	0.95	0.29	0.31
50,000	0.49	0.92	0.27	0.30

TABLE E-3. CRITICAL CRASH RATES FOR "SPOTS" ON URBAN TWO-LANE AND THREE-LANE HIGHWAYS (FIVE-YEAR PERIOD)(2003-2007)

	CRITICAL CRASH RATE (C/MV) BY HIGHWAY TYPE	
AADT	TWO-LANE	THREE-LANE
500	3.78	5.16
1,000	2.80	3.95
2,500	2.00	2.95
5,000	1.63	2.48
7,500	1.47	2.27
10,000	1.38	2.15
15,000	1.27	2.01
20,000	1.21	1.93
30,000	1.13	1.83
40,000	1.09	1.77

TABLE E-4. CRITICAL CRASH RATES FOR "SPOTS" ON URBAN FOUR-LANE HIGHWAYS, INTERSTATES, AND PARKWAYS (FIVE-YEAR PERIOD)(2003-2007)

	CRITICAL CRASH RATE (C/MV) BY HIGHWAY TYPE			
AADT	FOUR-LANE DIVIDED (NON-INTERSTATE AND PARKWAY)	FOUR-LANE UNDIVIDED	INTERSTATE	PARKWAY
1,000	2.84	3.80	1.59	1.70
5,000	1.66	2.37	0.80	0.87
10,000	1.41	2.05	0.64	0.70
15,000	1.30	1.92	0.57	0.63
20,000	1.23	1.84	0.53	0.59
30,000	1.16	1.74	0.49	0.54
40,000	1.11	1.68	0.46	0.51
50,000	1.08	1.65	0.44	0.49
60,000	1.06	1.62	0.43	0.48
70,000	1.04	1.60	0.42	0.46
80,000	1.03	1.58	0.41	0.46
90,000	1.02	1.56	0.40	0.45
100,000	1.01	1.55	0.40	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 (2003-2007)

CITY	POPULATION	NUMBER OF CRASHES	ANNUAL CRASHES PER 1000 POPULATION	CITY	POPULATION	NUMBER OF CRASHES	CRASHES PER 1000 POPULATION
Adairville	920	50	11	Calhoun	836	88	21
Albany	2,220	425	38	California	130	*	*
Alexandria	8,286	1,011	24	Calvert City	2,701	343	25
Allen	150	137	183	Camargo	923	65	14
Anchorage	2,264	108	10	Campbellsburg	705	88	25
Annville	470	*	*	Campbellsville	10,498	1,847	35
Arlington	395	35	18	Campton	424	196	93
Ashland	21,981	4,489	41	Caneyville	627	59	19
Auburn	1,444	105	15	Carlisle	1,917	273	29
Audubon Park	1,545	48	6	Carrollton	3,846	716	37
Augusta	1,204	65	11	Catlettsburg	1,960	592	60
Bancroft	536	1	0	Cave City	1,880	402	43
Barbourmeade	1,260	6	1	Centertown	416	20	10
Barbourville	3,589	636	35	Central City	5,893	679	23
Bardstown	10,374	2,442	47	Cherrywood Village	327	*	*
Bardwell	799	49	12	Clarkson	794	121	31
Barlow	715	41	12	Clay	1,179	50	9
Beattyville	1,193	172	29	Clay City	1,303	*	*
Beaver Dam	3,033	522	34	Clinton	1,415	*	*
Bedford	677	148	44	Cloverport	1,256	28	5
Beechwood Village	1,173	*	*	Coal Run	577	351	122
Bellefonte	837	75	18	Cold Spring	3,806	993	52
Bellevue	6,480	878	27	Coldstream	862	*	*
Bellewood	300	1	1	Columbia	4,014	824	41
Benham	599	18	6	Concord	28	5	36
Benton	4,197	818	39	Corbin	7,742	1,359	35
Berea	9,851	1,696	34	Corinth	181	119	132
Berry	310	8	5	Corydon	744	79	21
Blaine	245	2	2	Covington	43,370	8,008	37
Blandville	95	*	*	Crab Orchard	842	66	16
Bloomfield	855	95	22	Creekside	323	*	*
Blue Ridge Manor	623	*	*	Crescent Springs	3,931	725	37
Bonnieville	354	47	27	Crestview	471	7	3
Booneville	111	85	153	Crestview Hills	2,889	1,316	91
Bowling Green	49,296	12,601	51	Crestwood	1,999	516	52
Bradfordsville	304	20	13	Crittenden	2,401	332	28
Brandenburg	2,049	466	46	Crofton	838	71	17
Bremen	365	44	24	Cumberland	2,611	74	6
Briarwood	554	*	*	Cynthiana	6,258	988	32
Broadfields	250	*	*	Danville	15,477	2,854	37
Brodhead	1,193	57	10	Dawson Springs	2,980	174	12
Broeck Point	325	*	*	Dayton	5,966	219	7
Bromley	838	34	8	Dixon	632	110	35
Brooksville	589	82	28	Douglass Hills	5,549	*	*
Brownsville	921	135	29	Dover	316	20	13
Burgin	874	45	10	Drakesboro	627	87	28
Burkesville	1,756	82	9	Dry Ridge	1,995	721	72
Burnside	637	149	47	Earlington	1,649	144	18
Butler	613	54	18	Eddyville	2,350	199	17
Cadiz	2,373	452	38	Edgewood	9,400	838	18
Calhoun	836	88	21	Edmonton	1,586	254	32
California	130	*	*	Ekron	170	29	34

* Data Not Available

TABLE F-1. CRASHES AND CRASH RATES FOR ALL CITIES LISTED IN THE 2000 CENSUS (2003-2007)(continued)

CITY	POPULATION	NUMBER OF CRASHES	ANNUAL CRASHES PER 1000 POPULATION	CITY	POPULATION	NUMBER OF CRASHES	CRASHES PER 1000 POPULATION
Elizabethtown	22,542	5,485	49	Harlan	2,081	799	77
Elkhorn City	1,060	134	25	Harrodsburg	8,014	1,231	31
Elkton	1,984	198	20	Hartford	2,571	285	22
Elsmere	8,139	493	12	Hawesville	971	158	33
Eminence	2,231	144	13	Hazard	4,806	1,600	67
Erlanger	16,676	3,016	36	Hazel	440	41	19
Eubank	358	36	20	Hebron Estates	930	*	*
Evarts	1,101	77	14	Henderson	27,373	5,402	40
Ewing	278	20	14	Hickman	2,560	74	6
Fairfield	72	5	14	Highland Heights	6,554	974	30
Fairview	156	26	33	Hills And Dales	154	*	*
Falmouth	2,058	264	26	Hillview	6,119	*	*
Ferguson	881	23	5	Hindman	787	250	64
Fincastle	838	*	*	Hiseville	224	17	15
Flatwoods	7,605	520	14	Hodgenville	2,874	409	29
Fleming-neon	759	*	*	Hollow Creek	991	*	*
Flemingsburg	3,010	339	23	Hopkinsville	30,089	4,893	33
Florence	23,551	7,977	68	Horse Cave	2,252	199	18
Fordsville	531	62	23	Houston Acres	491	*	*
Forest Hills	494	*	*	Hunters Hollow	286	*	*
Fort Mitchell	8,089	1,108	27	Hurstbourne	4,420	*	*
Fort Thomas	16,495	1,054	13	Hustonville	347	45	26
Fort Wright	5,681	2,080	73	Hyden	204	168	165
Foster	65	*	*	Independence	14,982	1,839	25
Fountain Run	236	4	3	Indian Hills	2,882	217	15
Fox Chase	528	*	*	Indian Hills Ch. Sec.	1,005	*	*
Frankfort	27,741	4,830	35	Inez	466	82	35
Franklin	7,996	1,027	26	Irvine	2,843	334	24
Fredonia	420	41	20	Irvington	1,257	81	13
Frenchburg	551	141	51	Island	435	69	32
Fulton	2,775	323	23	Jackson	2,490	685	55
Gamaliel	439	15	7	Jamestown	1,624	147	18
Georgetown	18,080	2,861	32	Jeffersontown	26,633	3,643	27
Germantown	190	30	32	Jeffersonville	1,804	231	26
Ghent	371	54	29	Jenkins	2,401	*	*
Glasgow	13,019	2,901	45	Junction City	2,184	102	9
Glencoe	251	26	21	Keeneland	383	*	*
Glenview	653	*	*	Kevil	574	50	17
Glenview Hills	353	*	*	Kingsley	428	*	*
Grand Rivers	343	40	23	Kuttawa	596	79	27
Gratz	89	11	25	La Grange	5,676	973	34
Grayson	3,877	680	35	Lacenter	1,038	*	*
Green Spring	768	*	*	Lafayette	193	1	1
Greensburg	2,396	278	23	Lakeside Park	2,869	211	15
Greenup	1,198	72	12	Lakeview Heights	252	*	*
Greenville	4,398	599	27	Lancaster	3,734	489	26
Guthrie	1,469	84	11	Langdon Place	874	*	*
Hanson	625	68	22	Latonia Lakes	325	24	15
Hardin	564	77	27	Lawrenceburg	9,014	853	19
Hardinsburg	2,345	224	19	Lebanon	5,718	978	34
Harlan	2,081	799	77	Lebanon Junction	1,801	184	20
Harrodsburg	8,014	1,231	31	Leitchfield	6,139	1,197	39

* Data Not Available

TABLE F-1. CRASHES AND CRASH RATES FOR ALL CITIES LISTED IN THE 2000 CENSUS (2003-2007)(continued)

CITY	POPULATION	NUMBER OF CRASHES	ANNUAL CRASHES PER 1000 POPULATION	CITY	POPULATION	NUMBER OF CRASHES	CRASHES PER 1000 POPULATION
Lewisburg	903	48	11	Muldraugh	1,298	206	32
Lewisport	1,639	57	7	Munfordville	1,563	324	42
Lexington	260,512	50,648	39	Murray	14,950	2,913	39
Liberty	1,850	303	33	Murray Hill	619	*	*
Livermore	1,482	377	51	Nebo	220	36	33
Livingston	228	100	88	New Castle	919	72	16
London	5,692	2,779	98	New Haven	849	73	17
Lone Oak	454	635	280	Newport	17,048	3,921	46
Loretto	623	70	23	Nicholasville	19,680	3,387	34
Louisa	2,018	356	35	Norbourne Estates	461	*	*
Louisville	256,231	93,500	73	North Middleton	562	*	*
Loyall	766	44	12	Northfield	970	12	3
Ludlow	4,409	380	17	Nortonville	1,264	96	15
Lynch	900	26	6	Norwood	372	*	*
Lyndon	9,369	83	2	Oak Grove	7,064	1,023	29
Lynnview	965	20	4	Oakland	260	12	9
Mackville	206	8	8	Old Brownboro Place	348	*	*
Madisonville	19,307	3,426	36	Olive Hill	1,813	223	25
Manchester	1,738	574	66	Orcharh Grass Hills	1,058	*	*
Manor Creek	179	*	*	Owensboro	54,067	9,628	36
Marion	3,196	323	20	Owenton	1,387	168	24
Martin	633	161	51	Owingsville	1,488	256	34
Maryhill Estates	177	*	*	Paducah	26,307	7,049	54
Mayfield	10,349	1,555	30	Paintsville	4,132	922	45
Maysville	8,993	1,862	41	Paris	9,183	1,388	30
Mchenry	417	28	13	Park City	517	67	26
Mckee	878	114	26	Park Hills	2,977	121	8
Mcroberts	921	25	5	Park Lake	263	*	*
Meadowbrook Farm	163	*	*	Pembroke	797	25	6
Meadowvale	765	*	*	Perryville	763	41	11
Meadowview Estates	422	*	*	Pewee Valley	1,436	169	24
Melbourne	457	22	10	Phelps	1,053	235	45
Mentor	181	5	6	Pikeville	6,295	2,187	70
Middlesboro	10,384	1,401	27	Pineville	2,093	372	36
Middletown	5,744	3	0	Pioneer Village	1,130	*	*
Midway	1,620	123	15	Pippa Passes	297	67	45
Millersburg	842	64	15	Plantation	902	134	30
Milton	525	172	66	Pleasureville	869	28	6
Minor Lane Heights	1,435	16	2	Plymouth Village	201	*	*
Monterey	167	1,899	2,274	Poplar Hills	377	*	*
Monticello	5,981	1,077	36	Powderly	846	101	24
Moorland	464	80	35	Prestonsburg	3,612	1,139	63
Morehead	5,914	1,890	64	Prestonville	164	30	37
Morganfield	3,494	497	28	Princeton	6,536	662	20
Morgantown	2,544	315	25	Prospect	2,788	*	*
Mortons Gap	952	85	18	Providence	3,611	220	12
Mount Olivet	289	10	7	Raceland	2,355	162	14
Mount Sterling	5,876	1,520	52	Radcliff	21,961	2,367	22
Mount Vernon	2,592	559	43	Ravenna	693	35	10
Mount Washington	8,485	794	19	Raywick	157	*	*
Muldraugh	1,298	206	32	Richlawn	435	*	*
Munfordville	1,563	324	42	Richmond	27,152	5,310	39

* Data Not Available

TABLE F-1. CRASHES AND CRASH RATES FOR ALL CITIES LISTED IN THE 2000 CENSUS (2003-2007)(continued)

CITY	POPULATION	NUMBER OF CRASHES	ANNUAL CRASHES PER 1000 POPULATION
River Bluff	452	*	*
Rochester	186	8	9
Rockport	334	15	9
Rolling Hills	907	*	*
Russell	3,645	595	33
Russell Springs	2,399	421	35
Russellville	7,149	1,146	32
Ryland Heights	279	*	*
Sacramento	517	54	21
Sadieville	263	18	14
Saint Charles	309	*	*
Saint Matthews	15,852	*	*
Saint Regis Park	1,520	*	*
Salem	769	39	10
Salt Lick	342	35	21
Salyersville	1,604	256	32
Sanders	246	17	14
Sandy Hook	678	101	30
Sardis	149	19	26
Science Hill	634	70	22
Scottsville	4,327	520	24
Sebree	1,558	112	14
Seneca Gardens	699	*	*
Sharpsburg	295	41	28
Shelbyville	10,085	2,198	44
Shepherdsville	8,334	2,231	54
Shively	15,157	3,392	45
Silver Grove	1,215	139	23
Simpsonville	1,281	139	22
Slaughters	238	14	12
Smithfield	102	25	49
Smithland	401	94	47
Smiths Grove	784	96	25
Somerset	11,352	3,729	66
Sonora	350	73	42
South Carrollton	184	53	58
South Shore	1,226	*	*
Southgate	3,472	456	26
Sparta	230	39	34
Spring Mill	342	*	*
Spring Valley	400	*	*
Springfield	2,634	402	31
Stamping Ground	566	31	11
Stanford	3,430	566	33
Stanton	3,029	389	26
Strathmoor Village	625	*	*
Sturgis	2,030	150	15
Sycamore	70	*	*
Taylor Mill	6,913	1,193	35
Taylorsville	1,009	234	46
Ten Broeck	128	*	*
Thornhill	146	*	*
Ten Broeck	128	*	*
Thornhill	146	*	*
Tompkinsville	2,660	291	22
Trenton	419	12	6
Union	2,893	431	30
Uniontown	1,064	78	15
Upton	391	57	29
Vanceburg	1,731	189	22
Versailles	7,511	1,523	41
Vicco	318	75	47
Villa Hills	7,948	292	7
Vine Grove	4,169	268	13
Wallins Creek	257	*	*
Walton	2,450	565	46
Warfield	284	43	30
Warsaw	1,811	141	16
Water Valley	316	17	11
Waterson Park	1,542	*	*
Waverly	297	42	28
Wayland	298	35	24
Wellington	561	*	*
West Liberty	3,277	292	18
West Point	1,100	160	29
Westwood	4,888	*	*
Westwood	612	*	*
Wheatcroft	173	11	13
Wheelwright	1,042	29	6
Whipps Millgate	415	*	*
White Plains	800	30	8
Whitesburg	1,600	305	38
Whitesville	632	54	17
Whitley City	1,111	230	41
Wickliffe	794	83	21
Wilder	2,624	724	55
Wildwood	247	*	*
Williamsburg	5,143	779	30
Williamstown	3,227	554	34
Willisburg	304	177	116
Wilmore	5,905	186	6
Winchester	16,724	3,186	38
Winding Falls	657	*	*
Wingo	581	70	24
Woodburg	117	*	*
Woodburn	323	37	23
Woodland Hills	657	3	1
Woodlawn Park	1,033	2	0
Worthington	1,673	25	3
Worthington Hills	973	*	*
Worthville	215	11	10
Wurtland	1,049	122	23

* Data Not Available

For more information or a complete publication list, contact us at:

KENTUCKY TRANSPORTATION CENTER

176 Raymond Building
University of Kentucky
Lexington, Kentucky 40506-0281

(859) 257-4513
(859) 257-1815 (FAX)
1-800-432-0719
www.ktc.uky.edu
ktc@engr.uky.edu