Research Report
KTC-09-16/KSP2-09-1F

KENTUCKY TRANSPORTATION CENTER

ANALYSIS OF TRAFFIC CRASH DATA IN KENTUCKY (2004-2008)

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Research Report
KTC-09-16/KSP2-09-1F

ANALYSIS OF TRAFFIC CRASH DATA IN KENTUCKY (2004 - 2008)

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TABLE OF CONTENTS

TABLE OF CONTENTS (continued)

LIST OF TABLES

LIST OF TABLES (continued)

LIST OF TABLES (continued)

LIST OF TABLES (continued)

LIST OF TABLES (continued)

LIST OF FIGURES

EXECUTIVE SUMMARY

This report documents an analysis of traffic crash data in Kentucky for the years of 2004 through 2008. 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 23rd report providing a combination of those two report areas. Traffic crash data for the five-year period of 2004 through 2008 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 2004 through 2008 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 2004 through 2008.

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 2004 through 2008 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 2006 these roads accounted for approximately 88 percent of the vehicle miles traveled and 68 percent of the crashes on public roads. 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 2004 through 2008 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 2008 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. The overall crash rate in 2008 was 203 crashes per 100 million vehicle-miles (C/100 MVM). The crash rates for the previous four years varied from 177 to 203 C/100 MVM.

The fatal crash rate showed a decrease (11.8 percent) in 2008 compared to the previous four-year average. The fatal crash rate ranged from 1.53 C/100MVM in 2008 to 1.73 C/100 MVM in 2004. The injury crash rate in 2008 was equal to the previous four-year average of 46 C/100MVM. 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 48 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 (2004 through 2008) 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 116 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 51 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 with a fatal crash rate of 1.1 C/100MVM also being shared by two-lane highways. 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 68 percent higher than that on rural highways. Also, the injury rate on urban highways is 11 percent higher than that for rural highways. However, the fatal crash rate on urban highways is only 36 percent

of that for rural highways. This is due to the slower travel speeds and the higher traffic volumes in urban areas.

Variations in crash rates by rural and urban highway-type classifications over the five-year period are listed in Table 4. There was a larger decrease in the overall crash rate in urban areas (15.9 percent) compared to rural areas (0.4 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 2004 through 2008. 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 2004 through 2008 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 2004 through 2008. 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 (2006-2008) 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 2004 through 2008.

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 2004 through 2008 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 2004 through 2008.

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 32 for total crashes (all roads), 30 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, 31 of the 32 counties determined to have a critical crash rate when total crashes were considered were also identified in the last year’s report.

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

Crash rates for each county were also calculated considering only the state-maintained system. Those rates, grouped by population category, are presented in Table 11. The rankings of counties in Tables 10 and 11 are similar. In three of the five population categories, the same county had the highest rate considering all roads or state-maintained roads. These counties are Crittenden County (in the under 10,000 population category), Pendleton County (in the 10,000 to 14,999 population category), and Harrison County (in the 15,000 to 24,999 population category). In the 25,000 to 50,000 population category, Boyd County has the highest rate for all roads while Jessamine County has the highest rate for the state-maintained system and 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 Jefferson 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 Hickman Counties, which are in the lowest population category, had the lowest rate in the state for all roads and Hickman County also 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, Jackson, Harrison, Boyd, and Pike. Crittenden 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 Elliott, Pendleton, Breathitt, Meade, 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 2008 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 2004 through 2008 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 of over 200,000. 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, Elizabethtown, Mayfield, Pikeville, and Prestonsburg have the highest fatal crash rates in their respective population ranges. Louisville was the only city identified as having a critical fatal crash rate while 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 5,322 per year for the past five years. Alcohol-related fatalities have averaged 191 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 2008 varied from about $259 million using economic cost data up to about $860 million using comprehensive cost data from the National Safety Council.

The number of alcohol-related crashes has generally decreased over the past several years. In the early 1980's, the annual number of alcohol crashes was over 10,000. This number decreased to the relatively constant level of approximately 7,700 to 8,100 from 1985 through 1990 with a gradual reduction to a low of 5,995 in 1994. The first yearly increase since 1990 occurred in 1995 (to 6,163). The number of alcohol-related crashes then decreased yearly through 1998 to 5,222. In 1999, there was a slight increase and a larger increase in 2000. In 2001, the decrease in alcohol-related crashes started again. The total decreased slightly in 2008 (to 5,015) which represents a 7.1 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 4.1 percent of all crashes during the latest five-year period. The number of alcohol-related fatalities in 2008 (160) was significantly lower (19.6 percent) than the previous four year average (199).

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, Lewis, Casey, Meade and Bullitt.

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, Marion, Meade and Bullitt.

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, Independence, 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 (2004 through 2008) 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, Pendleton, Wayne, Oldham and Jefferson. Counties having the lowest rates of alcohol convictions per alcohol-related crash are Robertson, Pendleton, 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 2008 decreased 2.5 percent from 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 2004 through 2008 (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 84.1 percent. The percentages varied from a low of 42.4 percent in Leslie County to a high of 92.4 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, Fayette, and Woodford Counties. The lowest rates, in descending order, were found in Clay and Leslie Counties.

The counties are grouped by population category and are placed in decreasing order of conviction percentage by population category in Table 25. The average conviction percentage did not vary substantially by population category with a range of from 80.2 to 84.4 percent. Counties having the highest conviction percentages in the various population categories are Crittenden, 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 2004 through 2008, 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 2008 was a 19.3 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 1,414 in 2008 compared to the lowest number at 1,246 that occurred in 2005. When compared to the previous four-year average, drug crashes increased by 8.2 percent in 2008. The number of drug-related fatal crashes increased by 7.8 percent in 2008 compared to the previous four-year average. In 2008 there were 208 fatal drug-related crashes. The number of drug-related injury crashes decreased by 1.4 percent in 2008 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: Elliott, 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 Martin, Pike, Magoffin, Clay, Leslie, Elliott, Owsley, Knott, Floyd, 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, Ashland, Middlesboro, Pikeville, and Cumberland. 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. Observation surveys were first taken in each county in 2004 by the Area Development Districts. These surveys were repeated for 2005 and 2006 but data has not been collected since 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 89 percent and the chance of receiving a non-incapacitating injury is reduced by 78 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 59 percent (from 14.11 percent for drivers not wearing safety belts to 5.81 percent for drivers wearing safety belts). The chance of receiving either a fatal or incapacitating injury was reduced by 91 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 2004 through 2008. 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 21 fatalities (children age three and under) occurring during the study period (2004-2008), 13 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 159 incapacitating injuries, 126 involved use of a restraint. A better measure of effectiveness would be the percentage sustaining a specific injury. This analysis revealed the percentages of fatalities and incapacitating and non-incapacitating injuries were much lower for children who

were in a child safety seat or safety belt compared to those using no restraint. Comparison of the "any restraint" and "none" categories revealed there was a 98-percent reduction in fatalities for children in restraints, a 94-percent reduction in incapacitating injuries, a 77-percent reduction in non-incapacitating injuries, and a 75-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 2008. 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 2008 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 2008, the number of speed-related crashes was higher than the number for 2007, but still decreased, when compared to the previous four-year average, by 6.5 percent. For the five-year period (2004-2008), speed-related crashes represented 6.2 percent of all crashes, 9.5 percent of injury crashes, and 20.6 percent of fatal crashes. The number of speed-related fatal crashes decreased by 20.1 percent in 2008 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 139 in 2008. The number of speed-related injury crashes decreased by 20.1 percent in 2008 compared to the previous four years. The number of speed-related injury crashes ranged from a high of 3,035 in 2004 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 Carlisle, 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, Independence, Villa Hills, and Southgate.

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 85,006 in 2007 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, Jackson, McCreary, Perry, and Pike. Four out of those five counties were identified as also having the lowest rates of speeding convictions per speed-related crash. The exception was Martin County in the 10,000 to 14,999 population category. 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. 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 shows that teenage drivers account for approximately 5.8 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 2008 data, it was found that teenage drivers were involved in about 17 percent of all crashes, 17 percent of injury crashes, and 11 percent of fatal crashes. Teenage drivers (including drivers with a learner permit) are over represented by a factor of 2.9 in all crashes, 2.9 in injury crashes, and 1.9 in fatal crashes.

The involvement rate of teenage drivers compared to all drivers in total and fatal crashes was analyzed (using 2008 data). Considering all crashes on public highways, the rate was 48 crashes per 1,000 drivers for all drivers compared to 122 crashes per 1,000 drivers for teenage drivers. Considering fatal crashes, the rate was 25 fatal crashes per 100,000 drivers for all drivers compared to 98 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 2008 were compared to an average of the preceding four years (2004-2007). There was a decrease in total crashes (3.9 percent) when comparing 2008 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 2008 (123,530). The number of fatal crashes decreased by 11.3 percent while the number of fatalities decreased by 11.7 percent. The number of fatalities ranged from 826 in 2008 to 985 in 2005. The number of fatalities in 2005 was the highest in about 30 years but has decreased every year since. The number of injury crashes and injuries in 2008 was lower than the previous four-year average. There was a 9.7 percent decrease in injury crashes and a 10.8 percent decrease in injuries. The number of injuries varied from 37,491 in 2008 to 44,986 in 2004.

Vehicle-miles traveled have remained fairly constant over the five-year period ranging from 47 billion miles in 2008 to 47.870 billion miles in 2007. The vehicle miles traveled in 2008 has decreased slightly (0.7 percent) compared to the previous four-year average. There was a decrease in total crash rate in 2008 of 3.4 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 2008 in the fatal crash rate (10.4 percent) and fatality rate (11.1 percent). The fatal crash rate in 2008 was the lowest rate in this five-year period with the highest in 2005.

There was a total of 637,738 crashes in the five-year period, of which 4,064 (0.6 percent) were fatal crashes and 137,748 (21.6 percent) were injury crashes. Those crashes resulted in 4,525 fatalities and 205,602 injuries. There is a large range used when estimating crash costs. Considering economic costs, an estimate for 2008 is $2.0 billion for the cost of Kentucky traffic crashes (on public roads) or an average cost of $16,000 per crash using National Safety Council estimates of motor vehicle crash cost. Similarly the comprehensive costs result in an estimate of $5.8 billion for the cost of Kentucky traffic crashes or an average cost of $46,800 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 an increase of 10.2 percent in 2008 compared to the previous four year period. There had been a steady decrease in pedestrian crashes from 2000 to 2007 before the increase in 2008. Pedestrian collisions are a severe type of crash. In 2008, pedestrian crashes accounted for only 0.8 percent of all crashes but 3.1 percent of injury crashes and 8.5 percent of fatal crashes. The number of injury crashes increased by 5.0 percent in 2008 and the number of fatal crashes increased by 25.5 percent in 2008 compared to the previous four-year average. Injury crashes ranged from 749 in 2007 to 793 in 2008 while fatal crashes ranged from 46 in 2007 to 64 in 2008.

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, Carroll, Grayson, Clark, 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, Pikeville, 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, Garrard, Fleming, 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 Fulton.

The number of bicycle crashes increased in 2008 (12.7 percent) compared to the average of 2004 through 2007. The number of bicycle crashes has ranged from 412 in 2006 to 489 in 2008. This is a severe type of crash. In 2008, while bicycle crashes accounted for 0.4 percent of all crashes, they accounted for 1.4 percent of injury crashes and 0.8 percent of fatal crashes. The number of injury crashes increased by 11.7 percent in 2008 and the number of fatal crashes remained constant compared to the 2004 through 2007 average. The range in injury crashes was from 292 in 2006 to 353 in 2008 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 46, respectively. For each population category, counties having the highest rates for motorcycle crashes per 10,000 population are Bracken, Carroll, Mason, Boyd, and McCracken (Table 45). The highest rate is in Carroll 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 2008 (19.7 percent) compared to the 2004 through 2007 average. The numbers over the five-year period ranged from a high of 2,159 in 2008 to a low of 1,581 in 2004. This is a severe type of crash. Data in 2008 show that motorcycle crashes accounted for 1.7 percent of all crashes but 5.5 percent of injury crashes and 12.8 percent of fatal crashes. The number of injury crashes increased by 15.3 percent and the number of fatal crashes increased by 6.7 percent in 2007 compared to the 2004 through 2007 average. The number of injury crashes ranged from 1114 in 2004 to 1,407 in 2008 while the number of fatal crashes ranged from 70 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, Pendleton, Clay, 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, Florence, Nicholasville, Taylor Mill, and Williamstown. The highest rate was in Nicholasville.

The trend analysis presented in Table 39 indicates there was a decrease in this type of crash in 2008 (7.1 percent decrease) compared to the 2004 through 2007 average. The annual number of this type of crash ranged from a low of 781 in 2007 to a high of 887 in 2004. There was a decrease in injury crashes of 12.6 percent in 2008 compared to 2004 through 2007. The number of injury crashes ranged from 97 in 2007 and 2008 to 119 in 2006. There were three fatal crashes involving a school bus in 2008 and a total of 14 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 2008 (9.3 percent) compared to the previous four-year average. The number of truck crashes ranged from a low of 8,782 in 2008 to a high of 10,015 in 2004. The number of injury crashes decreased by 16.9 percent and the number of fatal crashes decreased by 12.5 percent in 2008 compared to the previous four-year average. The number of injury crashes ranged from 1,490 in 2008 to 1,918 in 2004 while the number of fatal crashes ranged from 98 in 2008 to 122 in 2004. In 2008, truck crashes represented 7.1 percent of all crashes, 5.9 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, Floyd, and Pike. The highest rate (0.86) is in Mercer County with the highest number (55) 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 39 in 2008 to 62 in 2005. The number of train crashes in 2008 was 31.6 percent lower than the 2004 through 2007 average. The number of injury crashes decreased by 35.3 percent in 2008 compared to the 2004 through 2007 average with a range from 14 in 2007 to 19 in 2006. The number of fatal crashes ranged from three in 2008 to eight in 2006 for the five-year period with a 50 percent decrease in 2008 compared to the previous four-year average.

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 4.13 percent in 2008 which compares to the previous 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	Marshall
2	Hopkins
3	Warren
4	Hardin
5	Carroll
6	Campbell
7	Madison
8	Rowan
9	Floyd
10	Bell
11	Laurel
12	Fayette
13	Letcher
14	Greenup
15	Taylor
16	Henderson

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	McCracken
2	Caldwell
3	Warren
4	Grayson
5	Henry
6	Nicholas
7	Madison
8	Mason
9	Johnson
10	Bell
11	Clay
12	Fayette
13	Knott
14	Boyd
15	Metcalfe
16	Union

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	McCracken
2	Hopkins
3	Warren
4	Hardin
5	Henry
6	Boone
7	Madison
8	Morgan
9	Pike
10	Knox
11	Pulaski
12	Fayette
13	Letcher
14	Carter
15	Taylor
16	Daviess

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, Covington, Newport, Pikeville, and Ludlow, 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

Before 2008 the number of total and fatal motorcycle crashes had been increasing the past several years. A study to determine the reasons for this increase and recommended countermeasures is warranted. The law requiring motorcyclists to wear a helmet was repealed in the 1998 legislature. Observations have shown the helmet usage rate has dramatically decreased. Also, the number of injury and fatal motorcycle crashes has increased dramatically. An investigation should be made to determine the increased cost associated with nonuse of motorcycle helmets. The combination of the lowering in usage rate and increase in injury and fatal crashes support the need to reenact the requirement for the use of motorcycle helmets.

Pike County had a motorcycle-crash rate among the highest 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 2004 - 2008 CRASH RATES*

STATISTIC	2004	2005	2006	2007	2004-2007 Average	2008	Percent Change***
Crashes	78,947	75,290	84,097	81,316	79,913	83,994	5.1
Fatal Crashes	741	732	711	678	716	631	-11.8
Injury Crashes	19,781	18,940	20,145	19,032	19,475	19,017	-2.3
Mileage	28,324	28,328	28,338	28,363	28,338	28,380	0.1
Crashes Per Mile	2.79	2.66	2.97	2.87	2.82	2.96	4.9
Vehicle Miles (Billion)	42.72	42.54	42.03	42.23	42.38	41.28	-2.6
AADT	4,132	4,115	4,063	4,080	4,098	3,985	-2.7
Crash Rate**	185	177	200	193	189	203	7.5
Fatal Crash Rate**	1.73	1.72	1.69	1.61	1.69	1.53	-9.3
Injury Crash Rate**	46	45	48	45	46	46	0.0

* 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 2008 compared to 2004 through 2007 average.

TABLE 2. STATEWIDE RURAL CRASH RATES BY HIGHWAY TYPE CLASSIFICATION (2004-2008)

HIGHWAY TYPE	TOTAL MILEAGE*	AADT	CRASH RATES (CRASHES PER 100 MVM)		
			ALL	INJURY	FATAL
One-Lane	116	260	266	91	1.8
Two-Lane	23,261	1,570	218	66	3.4
Three-Lane	27	7,050	120	34	0.6
Four-Lane Divided (Non-Interstate or Parkway)	587	11,340	107	30	1.6
Four-Lane Undivided	51	12,760	224	52	1.4
Interstate	547	33,030	52	11	0.8
Parkway	585	9,310	60	14	0.7
All	25,174	2,680	149	44	2.2

* Average for the five years.

TABLE 3. STATEWIDE URBAN CRASH RATES BY HIGHWAY TYPE CLASSIFICATION (2004-2008)

HIGHWAY TYPE	TOTAL MILEAGE*	AADT	CRASH RATES (CRASHES PER 100 MVM) ALL	INJURY	FATAL
Two-Lane	2,115	6,710	283	57	1.1
Three-Lane	36	10,610	485	72	1.1
Four-Lane Divided (Non-Interstate or Parkway)	415	23,450	276	57	0.9
Four-Lane Undivided	333	19,350	454	88	1.1
Interstate	201	77,150	97	18	0.5
Parkway	31	14,770	104	22	0.6
All **	3,173	15,150	251	49	0.8

* Average for the five years.

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

TABLE 4. COMPARISON OF 2004 - 2008 CRASH RATES BY RURAL AND URBAN HIGHWAY TYPE CLASSIFICATION

LOCATION	HIGHWAY TYPE	2004	2005	2006	2007	2004-2007 Average	2008	Percent Change*
Rural	One-Lane	321	258	268	123	243	320	31.7
	Two-Lane	231	217	216	206	218	217	-0.4
	Three-Lane	75	59	105	140	94	168	78.1
	Four-Lane Divided (Non-Interstate or Parkway)	111	105	116	103	109	99	-9.1
	Four-Lane Undivided	200	224	307	198	232	203	-12.6
	Interstate	56	50	50	50	52	52	0.6
	Parkway	66	57	57	54	58	66	13.7
	All	160	149	149	140	149	149	-0.4
Urban	Two-Lane	242	238	305	303	272	335	23.2
	Three-Lane	502	486	454	433	469	556	18.6
	Four-Lane Divided	256	244	306	287	273	288	5.4
	Four-Lane Undivided	387	398	510	477	443	493	11.2
	Interstate	94	89	106	104	98	91	-7.1
	Parkway	105	104	121	103	109	88	-18.6
	All	219	215	273	267	244	282	15.9

* Percent change from 2004 through 2007 to 2008.

TABLE 5. STATEWIDE CRASH RATES FOR "SPOTS" BY HIGHWAY TYPE CLASSIFICATION (2004-2008)

RURAL OR URBAN	HIGHWAY TYPE	NUMBER OF CRASHES	NUMBER OF SPOTS*	MILLION VEHICLES PER YEAR	CRASHES PER MILLION VEHICLES PER SPOT
Rural	One-Lane	149	387	0.10	0.80
	Two-Lane	144,565	77,537	0.57	0.65
	Three-Lane	409	89	2.57	0.36
	Four-Lane Divided (Non-Interstate or Parkway)	12,962	1,957	4.14	0.32
	Four-Lane Undivided	2,654	169	4.66	0.67
	Interstate	16,995	1,822	12.06	0.15
	Parkway	5,969	1,949	3.40	0.18
	All Rural	183,703	83,913	0.98	0.45
Urban	Two-Lane	73,423	7,049	2.45	0.85
	Three-Lane	3,375	120	3.87	1.45
	Four-Lane Divided	48,974	1,382	8.56	0.83
	Four-Lane Undivided	53,422	1,110	7.06	1.36
	Interstate	27,368	669	28.16	0.29
	Parkway	876	104	5.39	0.31
	All Urban**	219,941	10,576	5.53	0.75

* 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 (2004-2008)

RURAL OR URBAN	HIGHWAY TYPE	CRASHES PER SPOT*		CRASHES PER ONE-MILE SECTION	
		AVERAGE	CRITICAL NUMBER	AVERAGE	CRITICAL NUMBER
Rural	One-Lane	0.38	2	1.28	5
	Two-Lane	1.86	6	6.21	13
	Three-Lane	4.61	11	15.38	26
	Four-Lane Divided (Non-Interstate or Parkway)	6.62	14	22.08	35
	Four-Lane Undivided	15.67	26	52.24	71
	Interstate	9.33	18	31.09	46
	Parkway	3.06	8	10.21	19
	All Rural	2.19	7	7.30	15
Urban	Two-Lane	10.42	19	34.72	50
	Three-Lane	28.15	42	93.83	119
	Four-Lane Divided	35.44	51	118.12	147
	Four-Lane Undivided	48.11	66	160.37	193
	Interstate	40.91	58	136.37	167
	Parkway	8.42	16	28.08	42
	All Urban**	20.80	33	69.32	91

* 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 (2004-2008)

	STATE-MAINTAINED		ALL ROADS					
			TOTAL CRASHES		FATAL CRASHES		FATAL OR INJURY CRASHES	
COUNTY	TOTAL CRASHES	CRASH RATE*	NUMBER	RATE*	NUMBER	RATE*	NUMBER	RATE*
Adair	1,044	121	1,856	188	17	1.7	406	41
Allen	1,399	204	1,818	227	22	2.8	466	58
Anderson	1,706	169	2,200	190	13	1.1	553	48
Ballard	743	175	879	181	12	2.5	266	55
Barren	2,990	127	6,599	250	43	1.6	1,573	60
Bath	844	103	1,131	127	19	2.1	322	36
Bell	2,337	180	3,292	229	36	2.5	884	62
Boone	14,651	220	20,105	271	71	1.0	3,555	48
Bourbon	2,076	218	2,980	273	17	1.6	660	60
Boyd	5,843	256	9,737	374	30	1.2	2,067	79
Boyle	3,217	271	4,401	322	28	2.0	906	66
Bracken	748	158	910	171	16	3.0	240	45
Breathitt	1,518	201	1,708	205	36	4.3	713	86
Breckinridge	993	143	1,365	163	26	3.1	473	57
Bullitt	6,247	159	7,773	178	52	1.2	1,900	43
Butler	784	107	963	115	30	3.6	283	34
Caldwell	1,117	142	1,523	172	13	1.5	384	43
Calloway	3,560	273	5,331	351	44	2.9	919	60
Campbell	9,533	260	14,227	341	43	1.0	2,093	50
Carlisle	374	152	434	152	5	1.7	127	44
Carroll	1,594	131	2,013	155	20	1.5	478	37
Carter	1,819	97	2,847	137	48	2.3	718	35
Casey	986	164	1,207	172	21	3.0	348	50
Christian	7,308	201	9,655	242	54	1.4	2,275	57
Clark	2,463	114	5,815	244	32	1.3	1,093	46
Clay	1,623	158	1,969	173	47	4.1	869	76
Clinton	868	196	897	176	19	3.7	240	47
Crittenden	831	251	1,022	258	16	4.0	369	93
Cumberland	337	104	394	107	13	3.5	127	34
Daviess	5,068	152	15,749	397	46	1.2	2,886	73
Edmonson	734	136	928	149	10	1.6	262	42
Elliott	412	222	477	217	12	5.4	151	69
Estill	1,001	191	1,258	202	14	2.2	359	58
Fayette	30,080	234	61,284	424	133	0.9	11,261	78
Fleming	1,084	178	1,348	189	16	2.2	378	53
Floyd	4,347	186	5,045	194	74	2.8	1,879	72
Franklin	6,282	246	8,458	292	24	0.8	1,555	54
Fulton	472	152	758	218	14	4.0	215	62
Gallatin	1,150	95	1,322	105	18	1.4	352	28
Garrard	1,541	227	1,904	243	16	2.0	517	66
Grant	3,140	139	3,929	163	32	1.3	892	37
Graves	2,640	147	4,418	214	44	2.1	1,136	55
Grayson	2,717	206	3,281	219	32	2.1	972	65
Green	296	76	618	135	4	0.9	118	26
Greenup	2,112	144	3,554	208	33	1.9	851	50
Hancock	525	118	702	138	10	2.0	194	38
Hardin	10,716	186	13,900	218	86	1.3	2,665	42
Harlan	2,386	190	2,878	203	45	3.2	1,002	71
Harrison	1,790	308	2,687	384	17	2.4	640	91
Hart	1,678	91	2,110	108	39	2.0	624	32
Henderson	5,638	240	8,615	324	41	1.5	1,905	72
Henry	1,457	112	1,658	118	16	1.1	457	33
Hickman	170	60	222	70	17	5.3	81	25
Hopkins	5,650	213	7,519	253	41	1.4	1,546	52
Jackson	919	211	1,090	211	18	3.5	420	81
Jefferson	59,091	198	136,788	404	394	1.2	27,303	81
Jessamine	5,138	322	7,142	371	43	2.2	1,419	74
Johnson	2,062	191	2,447	199	29	2.4	808	66
Kenton	18,097	271	26,904	356	58	0.8	4,390	58
Knott	1,624	176	1,816	178	28	2.8	718	71

TABLE 7. CRASH RATES BY COUNTY FOR STATE-MAINTAINED SYSTEM AND ALL ROADS (2004-2008)(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	2,672	191	3,343	210	49	3.1	1,052	66
Larue	1,154	134	1,404	147	24	2.5	383	40
Laurel	6,812	183	8,527	209	93	2.3	2,283	56
Lawrence	778	85	1,054	105	23	2.3	357	35
Lee	367	139	480	156	13	4.2	162	52
Leslie	873	156	1,003	160	27	4.3	461	74
Letcher	2,028	182	2,394	189	41	3.2	961	76
Lewis	933	137	1,134	149	22	2.9	369	48
Lincoln	1,732	161	2,291	187	40	3.3	689	56
Livingston	935	144	1,097	153	19	2.7	348	49
Logan	2,351	184	3,031	207	28	1.9	732	50
Lyon	957	85	1,098	93	15	1.3	276	23
McCracken	8,638	248	12,579	319	62	1.6	3,234	82
McCreary	935	144	1,142	156	25	3.4	410	56
McLean	775	163	917	162	13	2.3	267	47
Madison	8,200	182	12,654	259	83	1.7	2,164	44
Magoffin	895	143	987	141	15	2.1	408	58
Marion	1,940	278	2,405	294	26	3.2	520	64
Marshall	3,461	160	4,205	169	37	1.5	1,120	45
Martin	888	168	965	158	15	2.5	355	58
Mason	2,437	238	3,406	304	20	1.8	635	57
Meade	2,160	212	2,595	218	41	3.5	747	63
Menifee	473	209	532	196	6	2.2	175	65
Mercer	1,856	196	2,731	250	17	1.6	638	58
Metcalfe	885	178	1,083	191	13	2.3	326	57
Monroe	447	110	794	164	20	4.1	241	50
Montgomery	2,898	219	4,051	269	36	2.4	966	64
Morgan	1,184	190	1,372	194	17	2.4	493	70
Muhlenberg	3,255	206	3,981	221	49	2.7	1,127	63
Nelson	4,695	231	5,834	256	46	2.0	1,291	57
Nicholas	268	105	578	164	8	2.3	148	42
Ohio	2,197	150	2,927	182	28	1.7	838	52
Oldham	3,886	171	4,692	182	17	0.7	960	37
Owen	869	227	1,040	202	10	1.9	355	69
Owsley	318	197	372	186	10	5.0	132	66
Pendleton	1,339	276	1,846	321	25	4.3	462	80
Perry	3,054	199	4,270	251	46	2.7	1,320	78
Pike	7,435	212	9,720	252	132	3.4	3,251	84
Powell	804	97	1,104	113	20	2.1	330	34
Pulaski	6,935	245	9,122	285	73	2.3	1,927	60
Robertson	59	93	69	40	1	0.6	26	15
Rockcastle	2,011	97	2,340	108	26	1.2	604	28
Rowan	3,113	218	4,151	266	37	2.4	955	61
Russell	1,310	173	1,610	183	26	2.9	414	47
Scott	5,047	166	6,689	203	38	1.2	1,664	50
Shelby	4,448	147	5,924	180	36	1.1	1,211	37
Simpson	2,107	128	2,648	150	22	1.2	571	32
Spencer	809	150	1,068	166	10	1.5	294	46
Taylor	2,492	257	3,358	296	34	3.0	635	56
Todd	629	122	967	162	21	3.5	293	49
Trigg	1,065	112	1,479	142	20	1.9	430	41
Trimble	776	231	909	230	15	3.8	249	63
Union	1,386	219	1,802	246	18	2.5	548	75
Warren	13,391	226	20,269	309	106	1.6	4,077	62
Washington	1,149	176	1,331	182	20	2.7	330	45
Wayne	1,508	193	1,732	191	25	2.8	488	54
Webster	1,004	130	1,193	138	14	1.6	334	39
Whitley	3,441	140	4,712	176	49	1.8	1,272	47
Wolfe	830	155	928	159	20	3.4	320	55
Woodford	2,780	188	3,938	240	42	2.6	781	48
STATEWIDE	403,644	191	637,737	269	4,131	1.7	141,672	60

* 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
(2004-2008)

POPULATION CATEGORY	NUMBER OF COUNTIES IN CATEGORY	TOTAL POPULATION	TOTAL MILEAGE DRIVEN 100 MVM
UNDER 10,000	21	155,526	99.85
10,000 - 14,999	25	313,612	183.66
15,000 - 24,999	32	611,992	382.77
25,000 - 50,000	27	954,656	579.24
OVER 50,000	15	2,005,983	1,127.09

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	14,997	150	183	6
10,000 - 14,999	30,288	165	193	5
15,000 - 24,999	75,875	198	222	11
25,000 - 50,000	137,321	237	256	6
OVER 50,000	379,256	336	349	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	272	2.72	7.61	0
10,000 - 14,999	439	2.39	6.02	0
15,000 - 24,999	851	2.22	4.92	0
25,000 - 50,000	1,083	1.87	3.69	0
OVER 50,000	1,486	1.32	2.11	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	4,465	44.7	62.9	5
10,000 - 14,999	9,026	49.1	64.4	6
15,000 - 24,999	20,007	52.3	64.5	7
25,000 - 50,000	32,910	56.8	66.3	7
OVER 50,000	75,264	66.8	72.2	5

TABLE 10. CRASH RATES BY COUNTY AND POPULATION CATEGORY (IN DESCENDING ORDER WITH CRITICAL RATES IDENTIFIED)(2004-2008)(ALL ROADS)

COUNTY	NUMBER OF CRASHES	CRASH RATE (CRASHES PER 100 MVM)	
POPULATION CATEGORY UNDER 10,000			
Crittenden	1,022	258	*
Trimble	909	230	*
Fulton	758	218	*
Elliott	477	217	*
Menifee	532	196	*
Owsley	372	186	*
Ballard	879	181	
Clinton	897	176	
Bracken	910	171	
Nicholas	578	164	
McLean	917	162	
Wolfe	928	159	
Lee	480	156	
Livingston	1,097	153	
Carlisle	434	152	
Hancock	702	138	
Cumberland	394	107	
Gallatin	1,322	105	
Lyon	1,098	93	
Hickman	222	70	
Robertson	69	40	
POPULATION CATEGORY 10,000-14,999			
Pendleton	1,846	321	*
Garrard	1,904	243	*
Jackson	1,090	211	*
Owen	1,040	202	*
Morgan	1,372	194	*
Metcalfe	1,083	191	
Fleming	1,348	189	
Washington	1,331	182	
Caldwell	1,523	172	
Spencer	1,068	166	
Monroe	794	164	
Todd	967	162	
Leslie	1,003	160	
Martin	965	158	
Carroll	2,013	155	
Lewis	1,134	149	
Edmonson	928	149	
Larue	1,404	147	
Trigg	1,479	142	
Magoffin	987	141	
Webster	1,193	138	
Green	618	135	
Bath	1,131	127	
Butler	963	115	
Powell	1,104	113	
POPULATION CATEGORY 15,000-24,999			
Harrison	2,687	384	*
Mason	3,406	304	*
Taylor	3,358	296	*
Marion	2,405	294	*
Bourbon	2,980	273	*
Montgomery	4,051	269	*
Rowan	4,151	266	*
Mercer	2,731	250	*
Union	1,802	246	*
Woodford	3,938	240	*
Allen	1,818	227	*
Grayson	3,281	219	
Breathitt	1,708	205	
Estill	1,258	202	
Johnson	2,447	199	
Wayne	1,732	191	
Anderson	2,200	190	
Adair	1,856	188	
Lincoln	2,291	187	
Russell	1,610	183	
Ohio	2,927	182	
Knott	1,816	178	
Clay	1,969	173	
Casey	1,207	172	
Grant	3,929	163	
Breckinridge	1,365	163	
McCreary	1,142	156	
Simpson	2,648	150	
Henry	1,658	118	
Hart	2,110	108	
Rockcastle	2,340	108	
Lawrence	1,054	105	
POPULATION CATEGORY 25,000-50,000			
Boyd	9,737	374	*
Jessamine	7,142	371	*
Calloway	5,331	351	*
Henderson	8,615	324	*
Boyle	4,401	322	*
Franklin	8,458	292	*
Nelson	5,834	256	
Hopkins	7,519	253	
Perry	4,270	251	
Barren	6,599	250	
Clark	5,815	244	
Bell	3,292	229	
Muhlenberg	3,981	221	
Meade	2,595	218	
Graves	4,418	214	
Knox	3,343	210	
Greenup	3,554	208	
Logan	3,031	207	
Scott	6,689	203	
Harlan	2,878	203	
Floyd	5,045	194	
Letcher	2,394	189	
Oldham	4,692	182	
Shelby	5,924	180	
Whitley	4,712	176	
Marshall	4,205	169	
Carter	2,847	137	
POPULATION CATEGORY OVER 50,000			
Fayette	61,284	424	*
Jefferson	136,788	404	*
Daviess	15,749	397	*
Kenton	26,904	356	*
Campbell	14,227	341	
McCracken	12,579	319	
Warren	20,269	309	
Pulaski	9,122	285	
Boone	20,105	271	
Madison	12,654	259	
Pike	9,720	252	
Christian	9,655	242	
Hardin	13,900	218	
Laurel	8,527	209	
Bullitt	7,773	178	

* Critical crash rate

TABLE 11. CRASH RATES BY COUNTY AND POPULATION CATEGORY (IN DESCENDING ORDER WITH CRITICAL RATES IDENTIFIED)(2004-2008)(STATE-MAINTAINED SYSTEM)

COUNTY	NUMBER OF CRASHES	CRASH RATE (CRASHES PER 100 MVM)	
POPULATION CATEGORY UNDER 10,000			
Crittenden	831	251	*
Trimble	776	231	*
Elliott	412	222	*
Menifee	473	209	*
Owsley	318	197	*
Clinton	868	196	*
Ballard	743	175	
McLean	775	163	
Bracken	748	158	
Wolfe	830	155	
Carlisle	374	152	
Fulton	472	152	
Livingston	935	144	
Lee	367	139	
Hancock	525	118	
Nicholas	268	105	
Cumberland	337	104	
Gallatin	1,150	95	
Robertson	59	93	
Lyon	957	85	
Hickman	170	60	
POPULATION CATEGORY 10,000-14,999			
Pendleton	1,339	276	*
Garrard	1,541	227	*
Owen	869	227	*
Jackson	919	211	*
Morgan	1,184	190	*
Metcalfe	885	178	*
Fleming	1,084	178	*
Washington	1,149	176	*
Martin	888	168	
Leslie	873	156	
Spencer	809	150	
Magoffin	895	143	
Caldwell	1,117	142	
Lewis	933	137	
Edmonson	734	136	
Larue	1,154	134	
Carroll	1,594	131	
Webster	1,004	130	
Todd	629	122	
Trigg	1,065	112	
Monroe	447	110	
Butler	784	107	
Bath	844	103	
Powell	804	97	
Green	296	76	

COUNTY	NUMBER OF CRASHES	CRASH RATE (CRASHES PER 100 MVM)	
POPULATION CATEGORY 15,000-24,999			
Harrison	1,790	308	*
Marion	1,940	278	*
Taylor	2,492	257	*
Mason	2,437	238	*
Montgomery	2,898	219	*
Union	1,386	219	*
Bourbon	2,076	218	*
Rowan	3,113	218	*
Grayson	2,717	206	*
Allen	1,399	204	*
Breathitt	1,518	201	*
Mercer	1,856	196	*
Wayne	1,508	193	
Estill	1,001	191	
Johnson	2,062	191	
Woodford	2,780	188	
Knott	1,624	176	
Russell	1,310	173	
Anderson	1,706	169	
Casey	986	164	
Lincoln	1,732	161	
Clay	1,623	158	
Ohio	2,197	150	
McCreary	935	144	
Breckinridge	993	143	
Grant	3,140	139	
Simpson	2,107	128	
Adair	1,044	121	
Henry	1,457	112	
Rockcastle	2,011	97	
Hart	1,678	91	
Lawrence	778	85	
POPULATION CATEGORY 25,000-50,000			
Jessamine	5,138	322	*
Calloway	3,560	273	*
Boyle	3,217	271	*
Boyd	5,843	256	*
Franklin	6,282	246	*
Henderson	5,638	240	*
Nelson	4,695	231	*
Hopkins	5,650	213	*
Meade	2,160	212	*
Muhlenberg	3,255	206	
Perry	3,054	199	
Knox	2,672	191	
Harlan	2,386	190	
Floyd	4,347	186	
Logan	2,351	184	
Letcher	2,028	182	
Bell	2,337	180	
Oldham	3,886	171	
Scott	5,047	166	
Marshall	3,461	160	
Shelby	4,448	147	
Graves	2,640	147	
Greenup	2,112	144	
Whitley	3,441	140	
Barren	2,990	127	
Clark	2,463	114	
Carter	1,819	97	
POPULATION CATEGORY OVER 50,000			
Kenton	18,097	271	*
Campbell	9,533	260	*
McCracken	8,638	248	*
Pulaski	6,935	245	*
Fayette	30,080	234	*
Warren	13,391	226	*
Boone	14,651	220	
Pike	7,435	212	
Christian	7,308	201	
Jefferson	59,091	198	
Hardin	10,716	186	
Laurel	6,812	183	
Madison	8,200	182	
Bullitt	6,247	159	
Daviess	5,068	152	

* Critical crash rate

TABLE 12. INJURY OR FATAL CRASH RATES BY COUNTY AND POPULATION CATEGORY
(IN DESCENDING ORDER WITH CRITICAL RATES IDENTIFIED)(2004-2008)(ALL ROADS)

COUNTY	NUMBER OF CRASHES	CRASH RATE (CRASHES PER 100 MVM)	
POPULATION CATEGORY UNDER 10,000			
Crittenden	369	93	*
Elliott	151	69	*
Owsley	132	66	*
Menifee	175	65	*
Trimble	249	63	*
Fulton	215	62	
Wolfe	320	55	
Ballard	266	55	
Lee	162	52	
Livingston	348	49	
McLean	267	47	
Clinton	240	47	
Bracken	240	45	
Carlisle	127	44	
Nicholas	148	42	
Hancock	194	38	
Cumberland	127	34	
Gallatin	352	28	
Hickman	81	25	
Lyon	276	23	
Robertson	26	15	
POPULATION CATEGORY 10,000-14,999			
Jackson	420	81	*
Pendleton	462	80	*
Leslie	461	74	*
Morgan	493	70	*
Owen	355	69	*
Garrard	517	66	*
Martin	355	58	
Magoffin	408	58	
Metcalfe	326	57	
Fleming	378	53	
Monroe	241	50	
Todd	293	49	
Lewis	369	48	
Spencer	294	46	
Washington	330	45	
Caldwell	384	43	
Edmonson	262	42	
Trigg	430	41	
Larue	383	40	
Webster	334	39	
Carroll	478	37	
Bath	322	36	
Butler	283	34	
Powell	330	34	
Green	118	26	

COUNTY	NUMBER OF CRASHES	CRASH RATE (CRASHES PER 100 MVM)	
POPULATION CATEGORY 15,000-24,999			
Harrison	640	91	*
Breathitt	713	86	*
Clay	869	76	*
Union	548	75	*
Knott	718	71	*
Johnson	808	66	*
Grayson	972	65	*
Montgomery	966	64	
Marion	520	64	
Rowan	955	61	
Bourbon	660	60	
Mercer	638	58	
Allen	466	58	
Estill	359	58	
Mason	635	57	
Breckinridge	473	57	
McCreary	410	56	
Taylor	635	56	
Lincoln	689	56	
Wayne	488	54	
Ohio	838	52	
Casey	348	50	
Anderson	553	48	
Woodford	781	48	
Russell	414	47	
Adair	406	41	
Grant	892	37	
Lawrence	357	35	
Henry	457	33	
Simpson	571	32	
Hart	624	32	
Rockcastle	604	28	
POPULATION CATEGORY 25,000-50,000			
Boyd	2,067	79	*
Perry	1,320	78	*
Letcher	961	76	*
Jessamine	1,419	74	*
Henderson	1,905	72	*
Floyd	1,879	72	*
Harlan	1,002	71	*
Knox	1,052	66	
Boyle	906	66	
Muhlenberg	1,127	63	
Meade	747	63	
Bell	884	62	
Calloway	919	60	
Barren	1,573	60	
Nelson	1,291	57	
Graves	1,136	55	
Franklin	1,555	54	
Hopkins	1,546	52	
Scott	1,664	50	
Greenup	851	50	
Logan	732	50	
Whitley	1,272	47	
Clark	1,093	46	
Marshall	1,120	45	
Oldham	960	37	
Shelby	1,211	37	
Carter	718	35	
POPULATION CATEGORY OVER 50,000			
Pike	3,251	84	*
McCracken	3,234	82	*
Jefferson	27,303	81	*
Fayette	11,261	78	*
Daviess	2,886	73	*
Warren	4,077	62	
Pulaski	1,927	60	
Kenton	4,390	58	
Christian	2,275	57	
Laurel	2,283	56	
Campbell	2,093	50	
Boone	3,555	48	
Madison	2,164	44	
Bullitt	1,900	43	
Hardin	2,665	42	

* Critical crash rate

TABLE 13. FATAL CRASH RATES BY COUNTY AND POPULATION CATEGORY (IN DESCENDING ORDER WITH CRITICAL RATES IDENTIFIED)(2004-2008)(ALL ROADS)

COUNTY	NUMBER OF CRASHES	CRASH RATE (CRASHES PER 100 MVM)
POPULATION CATEGORY UNDER 10,000		
Elliott	12	5.4
Hickman	17	5.3
Owsley	10	5.0
Lee	13	4.2
Fulton	14	4.0
Crittenden	16	4.0
Trimble	15	3.8
Clinton	19	3.7
Cumberland	13	3.5
Wolfe	20	3.4
Bracken	16	3.0
Livingston	19	2.7
Ballard	12	2.5
McLean	13	2.3
Nicholas	8	2.3
Menifee	6	2.2
Hancock	10	2.0
Carlisle	5	1.7
Gallatin	18	1.4
Lyon	15	1.3
Robertson	1	0.6
POPULATION CATEGORY 10,000-14,999		
Pendleton	25	4.3
Leslie	27	4.3
Monroe	20	4.1
Butler	30	3.6
Todd	21	3.5
Jackson	18	3.5
Lewis	22	2.9
Washington	20	2.7
Larue	24	2.5
Martin	15	2.5
Morgan	17	2.4
Metcalfe	13	2.3
Fleming	16	2.2
Bath	19	2.1
Powell	20	2.1
Magoffin	15	2.1
Garrard	16	2.0
Trigg	20	1.9
Owen	10	1.9
Edmonson	10	1.6
Webster	14	1.6
Spencer	10	1.5
Carroll	20	1.5
Caldwell	13	1.5
Green	4	0.9
POPULATION CATEGORY 15,000-24,999		
Breathitt	36	4.3
Clay	47	4.1
McCreary	25	3.4
Lincoln	40	3.3
Marion	26	3.2
Breckinridge	26	3.1
Taylor	34	3.0
Casey	21	3.0
Russell	26	2.9
Knott	28	2.8
Allen	22	2.8
Wayne	25	2.8
Woodford	42	2.6
Union	18	2.5
Montgomery	36	2.4
Rowan	37	2.4
Harrison	17	2.4
Johnson	29	2.4
Lawrence	23	2.3
Estill	14	2.2
Grayson	32	2.1
Hart	39	2.0
Mason	20	1.8
Ohio	28	1.7
Adair	17	1.7
Bourbon	17	1.6
Mercer	17	1.6
Grant	32	1.3
Simpson	22	1.2
Rockcastle	26	1.2
Anderson	13	1.1
Henry	16	1.1
POPULATION CATEGORY 25,000-50,000		
Meade	41	3.5
Letcher	41	3.2
Harlan	45	3.2
Knox	49	3.1
Calloway	44	2.9
Floyd	74	2.8
Muhlenberg	49	2.7
Perry	46	2.7
Bell	36	2.5
Carter	48	2.3
Jessamine	43	2.2
Graves	44	2.1
Nelson	46	2.0
Boyle	28	2.0
Greenup	33	1.9
Logan	28	1.9
Whitley	49	1.8
Barren	43	1.6
Henderson	41	1.5
Marshall	37	1.5
Hopkins	41	1.4
Clark	32	1.3
Scott	38	1.2
Boyd	30	1.2
Shelby	36	1.1
Franklin	24	0.8
Oldham	17	0.7
POPULATION CATEGORY OVER 50,000		
Pike	132	3.4 *
Laurel	93	2.3 *
Pulaski	73	2.3 *
Madison	83	1.7
McCracken	62	1.6
Warren	106	1.6
Christian	54	1.4
Hardin	86	1.3
Daviess	46	1.2
Jefferson	394	1.2
Bullitt	52	1.2
Campbell	43	1.0
Boone	71	1.0
Fayette	133	0.9
Kenton	58	0.8

* Critical crash rate

TABLE 14. MISCELLANEOUS CRASH DATA FOR EACH COUNTY

COUNTY	NUMBER OF CRASHES BY YEAR 2004	2005	2006	2007	2008	2004-2007 AVERAGE	2008 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	469	399	381	306	301	389	-22.6	4.3	1.5	0.92	21.9	43.8	5.9
Allen	385	418	292	295	428	348	23.2	5.3	0.8	1.21	25.6	54.0	7.4
Anderson	425	449	451	455	420	445	-5.6	4.8	0.8	0.59	25.1	57.7	5.0
Ballard	188	168	159	166	198	170	16.3	7.8	0.9	1.37	30.3	48.4	4.0
Barren	1,384	1,402	1,385	1,204	1,224	1,344	-8.9	3.6	0.5	0.65	23.8	57.9	4.3
Bath	296	245	219	184	187	236	-20.8	6.6	2.5	1.68	28.5	42.0	8.4
Bell	718	717	615	597	645	662	-2.5	3.6	3.3	1.09	26.9	70.7	5.4
Boone	4,165	4,017	3,953	3,928	4,042	4,016	0.7	3.7	0.5	0.35	17.7	77.8	7.4
Bourbon	624	616	611	588	541	610	-11.3	5.6	1.0	0.57	22.1	62.2	8.3
Boyd	1,998	1,852	1,882	2,041	1,964	1,943	1.1	2.7	1.3	0.31	21.2	66.9	4.6
Boyle	929	906	926	844	796	901	-11.7	3.7	0.5	0.64	20.6	60.7	5.8
Bracken	185	184	170	180	191	180	6.3	6.4	0.5	1.76	26.4	53.9	11.9
Breathitt	352	349	364	349	294	354	-16.8	5.3	2.8	2.11	41.7	53.8	3.5
Breckinridge	254	263	284	266	298	267	11.7	4.9	0.5	1.90	34.7	50.3	4.0
Bullitt	1,549	1,416	1,546	1,626	1,636	1,534	6.6	5.2	0.5	0.67	24.4	80.6	4.7
Butler	249	199	186	154	175	197	-11.2	5.8	1.0	3.12	29.4	57.3	8.0
Caldwell	318	278	294	307	326	299	8.9	4.3	1.1	0.85	25.2	70.8	7.9
Calloway	1,165	1,106	1,047	989	1,024	1,077	-4.9	4.1	0.5	0.83	17.2	65.0	4.4
Campbell	3,025	2,864	2,847	2,760	2,731	2,874	-5.0	4.6	0.6	0.30	14.7	75.8	5.7
Carlisle	104	98	68	62	102	83	22.9	4.1	1.2	1.15	29.3	67.0	12.7
Carroll	440	441	450	292	390	406	-3.9	6.0	0.7	0.99	23.7	70.7	4.7
Carter	608	486	607	577	569	570	-0.1	4.9	2.5	1.69	25.2	61.1	8.3
Casey	216	185	231	279	296	228	30.0	7.5	3.1	1.74	28.8	45.6	4.1
Christian	1,987	1,881	1,917	2,103	1,767	1,972	-10.4	4.8	0.6	0.56	23.6	65.8	8.0
Clark	1,256	1,212	1,124	1,047	1,176	1,160	1.4	3.6	1.3	0.55	18.8	67.6	5.1
Clay	432	377	405	341	414	389	6.5	5.0	4.7	2.39	44.1	64.2	10.8
Clinton	166	259	221	154	97	200	-51.5	5.9	2.2	2.12	26.8	49.4	5.9
Crittenden	232	200	196	199	195	207	-5.7	5.0	1.4	1.57	36.1	58.2	5.4
Cumberland	55	94	88	96	61	83	-26.7	8.6	2.0	3.30	32.2	46.5	9.9
Daviess	3,316	3,056	3,113	3,120	3,144	3,151	-0.2	4.3	0.9	0.29	18.3	70.9	4.3
Edmonson	218	181	141	169	219	177	23.6	5.4	1.6	1.08	28.2	63.7	6.6
Elliott	106	104	87	65	115	91	27.1	7.8	4.8	2.52	31.7	64.1	7.3
Estill	279	225	260	211	283	244	16.1	5.2	2.1	1.11	28.5	53.1	8.7
Fayette	12,480	12,537	12,406	11,923	11,938	12,337	-3.2	4.2	0.4	0.22	18.4	75.0	6.9
Fleming	288	250	255	272	283	266	6.3	6.8	1.7	1.19	28.0	46.5	3.5
Floyd	1,017	981	941	984	1,122	981	14.4	5.5	4.0	1.47	37.2	59.9	8.0
Franklin	1,762	1,674	1,705	1,733	1,584	1,719	-7.8	4.4	0.8	0.28	18.4	71.3	9.4
Fulton	151	170	140	146	151	152	-0.5	6.5	1.1	1.85	28.4	62.9	7.7
Gallatin	318	242	274	255	233	272	-14.4	5.7	0.5	1.36	26.6	71.3	11.4
Garrard	409	389	400	352	354	388	-8.6	5.6	0.8	0.84	27.2	52.5	9.1
Grant	835	752	641	812	889	760	17.0	3.7	0.8	0.81	22.7	69.5	7.5
Graves	960	861	868	844	885	883	0.2	4.8	1.1	1.00	25.7	66.7	7.2
Grayson	761	658	647	615	600	670	-10.5	4.4	0.6	0.98	29.6	64.7	5.4
Green	167	209	77	83	82	134	-38.8	2.8	0.5	0.65	19.1	48.1	2.8
Greenup	688	679	693	718	776	695	11.7	3.5	1.5	0.93	23.9	67.6	7.8
Hancock	139	137	165	126	135	142	-4.8	4.0	0.6	1.42	27.6	73.6	7.0
Hardin	2,949	2,857	2,788	2,685	2,621	2,820	-7.0	3.7	0.4	0.62	19.2	66.2	5.5
Harlan	649	602	580	514	533	586	-9.1	5.0	4.0	1.56	34.8	66.3	7.2
Harrison	507	509	541	546	584	526	11.1	6.7	0.6	0.63	23.8	59.9	6.3
Hart	457	399	412	414	428	421	1.8	4.6	1.4	1.85	29.6	40.4	8.6
Henderson	2,018	1,700	1,614	1,619	1,664	1,738	-4.2	3.2	0.8	0.48	22.1	71.8	5.4
Henry	369	328	308	318	335	331	1.3	5.5	0.6	0.97	27.6	70.8	10.3
Hickman	82	58	20	43	19	51	-62.6	5.0	2.7	7.66	36.5	53.5	11.3
Hopkins	1,610	1,535	1,496	1,381	1,497	1,506	-0.6	3.7	1.0	0.55	20.6	70.5	7.0
Jackson	247	194	230	215	204	222	-7.9	6.1	1.4	1.65	38.5	64.5	9.4
Jefferson	27,973	27,594	27,539	27,684	25,998	27,698	-6.1	3.1	0.3	0.29	20.0	81.1	4.0
Jessamine	1,395	1,445	1,426	1,433	1,443	1,425	1.3	4.2	0.4	0.60	19.9	65.9	8.2
Johnson	508	473	459	492	515	483	6.6	2.5	3.1	1.19	33.0	68.4	4.2
Kenton	5,861	5,700	5,621	5,037	4,685	5,555	-15.7	4.8	0.7	0.22	16.3	77.5	7.5
Knott	376	384	359	337	360	364	-1.1	4.7	4.1	1.54	39.5	64.5	7.3

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

COUNTY	NUMBER OF CRASHES BY YEAR 2004	2005	2006	2007	2008	2004-2007 AVERAGE	2008 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	775	628	688	680	572	693	-17.4	3.1	2.5	1.47	31.5	66.5	7.6
Larue	344	264	257	287	252	288	-12.5	5.9	0.5	1.71	27.3	58.2	10.1
Laurel	1,700	1,693	1,826	1,675	1,633	1,724	-5.3	3.6	1.6	1.09	26.8	69.2	6.1
Lawrence	165	176	189	215	309	186	65.9	3.2	3.3	2.18	33.9	63.2	3.2
Lee	107	77	81	103	112	92	21.7	6.0	2.9	2.71	33.8	51.9	10.0
Leslie	281	228	214	165	115	222	-48.2	5.0	4.5	2.69	46.0	59.4	10.3
Letcher	517	546	471	403	457	484	-5.6	5.8	3.4	1.71	40.1	51.2	9.0
Lewis	282	232	228	194	198	234	-15.4	7.0	1.4	1.94	32.5	56.5	3.7
Lincoln	495	466	516	409	405	472	-14.1	7.4	1.0	1.75	30.1	62.9	8.5
Livingston	235	207	228	211	216	220	-1.9	8.4	1.8	1.73	31.7	71.1	8.9
Logan	669	578	615	596	573	615	-6.8	4.4	1.1	0.92	24.2	60.4	5.3
Lyon	224	198	194	242	240	215	11.9	4.4	1.4	1.37	25.1	82.9	10.0
McCracken	2,803	2,528	2,540	2,429	2,279	2,575	-11.5	3.8	0.6	0.49	25.7	65.1	5.2
McCreary	248	246	217	195	236	227	4.2	6.7	2.3	2.19	35.9	51.3	9.6
McLean	211	193	174	138	201	179	12.3	5.2	0.7	1.42	29.1	60.3	4.4
Madison	2,662	2,618	2,524	2,460	2,390	2,566	-6.9	4.7	0.7	0.66	17.1	69.4	9.6
Magoffin	247	190	144	171	235	188	25.0	4.5	5.3	1.52	41.3	59.7	8.4
Marion	528	461	479	466	471	484	-2.6	7.4	0.9	1.08	21.6	43.1	4.2
Marshall	861	848	853	813	830	844	-1.6	5.2	2.0	0.88	26.6	60.7	9.2
Martin	172	198	194	207	194	193	0.6	3.1	6.9	1.55	36.8	55.4	11.7
Mason	696	650	658	671	731	669	9.3	5.8	0.4	0.59	18.6	53.5	4.9
Meade	533	568	548	496	450	536	-16.1	6.3	0.7	1.58	28.8	47.3	5.0
Menifee	117	127	131	73	84	112	-25.0	7.0	1.7	1.13	32.9	48.9	7.5
Mercer	587	563	543	514	524	552	-5.0	4.9	0.8	0.62	23.4	60.6	6.2
Metcalfe	201	228	231	207	216	217	-0.3	4.2	0.7	1.20	30.1	42.4	5.9
Monroe	158	161	156	176	143	163	-12.1	4.0	1.0	2.52	30.4	40.1	4.2
Montgomery	828	829	750	761	883	792	11.5	5.2	1.4	0.89	23.8	47.1	4.5
Morgan	253	302	234	286	297	269	10.5	6.1	2.0	1.24	35.9	57.9	15.5
Muhlenberg	824	793	777	791	796	796	0.0	3.0	1.0	1.23	28.3	61.8	4.8
Nelson	1,256	1,105	1,146	1,129	1,198	1,159	3.4	5.5	0.6	0.79	22.1	60.1	5.9
Nicholas	112	105	93	135	133	111	19.6	5.4	1.0	1.38	25.6	50.6	3.8
Ohio	681	565	530	570	581	587	-0.9	4.4	1.1	0.96	28.6	69.0	6.5
Oldham	958	931	1,009	884	910	946	-3.8	4.2	0.5	0.36	20.5	83.0	8.3
Owen	215	192	196	223	214	207	3.6	6.7	0.5	0.96	34.1	57.7	8.2
Owsley	72	75	96	71	58	79	-26.1	7.5	4.8	2.69	35.5	41.1	11.6
Pendleton	404	354	352	372	364	371	-1.8	5.0	0.5	1.35	25.0	68.5	7.4
Perry	862	857	779	853	919	838	9.7	4.5	2.6	1.08	30.9	56.6	6.0
Pike	1,984	1,928	1,961	1,885	1,962	1,940	1.2	4.5	5.8	1.36	33.4	62.3	7.1
Powell	319	260	204	147	174	233	-25.2	5.8	2.8	1.81	29.9	64.6	6.0
Pulaski	2,015	1,932	1,778	1,741	1,656	1,867	-11.3	3.6	0.9	0.80	21.1	54.2	6.9
Robertson	21	10	10	17	11	15	-24.1	18.8	0.0	1.45	37.7	53.3	7.2
Rockcastle	546	442	485	391	476	466	2.1	3.0	1.6	1.11	25.8	76.9	10.7
Rowan	840	841	806	763	901	813	10.9	4.3	1.3	0.89	23.0	54.6	5.5
Russell	288	318	340	322	342	317	7.9	6.6	2.5	1.61	25.7	58.7	4.4
Scott	1,279	1,343	1,345	1,395	1,327	1,341	-1.0	4.4	0.4	0.57	24.9	60.8	6.5
Shelby	1,221	1,185	1,171	1,133	1,214	1,178	3.1	4.7	0.4	0.61	20.4	80.0	8.0
Simpson	501	503	590	584	470	545	-13.7	5.5	1.0	0.83	21.6	60.0	5.1
Spencer	234	242	179	174	239	207	15.3	6.4	1.1	0.94	27.5	70.0	6.0
Taylor	738	644	714	638	624	684	-8.7	3.6	0.5	1.01	18.9	53.3	4.6
Todd	178	178	162	230	219	187	17.1	5.8	0.8	2.17	30.3	63.8	10.1
Trigg	288	335	274	303	279	300	-7.0	5.3	1.1	1.35	29.1	64.0	6.5
Trimble	181	196	193	159	180	182	-1.2	7.3	1.0	1.65	27.4	77.1	10.9
Union	399	385	341	334	343	365	-6.0	4.4	0.9	1.00	30.4	76.3	7.9
Warren	4,335	4,189	3,983	4,013	3,749	4,130	-9.2	3.9	0.7	0.52	20.1	63.0	5.9
Washington	263	251	249	266	302	257	17.4	5.9	1.1	1.50	24.8	46.5	8.6
Wayne	381	347	345	346	313	355	-11.8	3.9	1.2	1.44	28.2	47.0	6.2
Webster	308	275	251	164	195	250	-21.8	4.5	0.7	1.17	28.0	66.3	7.1
Whitley	1,025	910	937	863	977	934	4.6	3.2	1.4	1.04	27.0	74.0	6.6
Wolfe	217	182	171	161	197	183	7.8	6.4	1.9	2.16	34.5	59.4	6.5
Woodford	805	845	777	717	794	786	1.0	6.9	0.7	1.07	19.8	70.6	8.8
STATEWIDE	133,718	128,685	127,252	124,552	123,530	128,552	-3.9	4.2	0.9	0.65	22.2	67.9	6.1

* 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 2004-2008)

		STATE-MAINTAINED SYSTEM		ALL ROADS	
CITY	POPULATION	TOTAL CRASHES	CRASH RATE*	TOTAL CRASHES	CRASH RATE**
Lexington	260,512	12,531	569	49,329	38
Louisville	256,231	21,273	441	96,566	75
Owensboro	54,067	1,349	196	9,633	36
Bowling Green	49,296	8,076	524	12,090	49
Covington	43,370	3,515	740	7,337	34
Hopkinsville	30,089	4,077	314	4,862	32
Frankfort	27,741	3,315	435	4,830	35
Henderson	27,373	2,924	432	5,267	39
Richmond	27,152	1,322	365	5,190	38
Jeffersontown	26,633	1,309	386	3,529	27
Paducah	26,307	3,008	402	6,700	51
Florence	23,551	4,024	520	7,997	68
Elizabethtown	22,542	4,390	410	5,304	47
Ashland	21,981	2,279	535	4,379	40
Radcliff	21,961	1,516	329	2,317	21
Nicholasville	19,680	1,812	392	3,479	35
Madisonville	19,307	2,472	520	3,357	35
Georgetown	18,080	1,022	513	2,946	33
Newport	17,048	1,918	970	3,830	45
Winchester	16,724	461	159	3,172	38
Erlanger	16,676	915	778	2,972	36
Fort Thomas	16,495	274	407	1,019	12
Saint Matthews	15,852	753	599	***	***
Danville	15,477	952	622	2,771	36
Shively	15,157	296	451	3,248	43
Independence	14,982	2,516	381	1,811	24
Murray	14,950	1,994	486	2,873	38
Glasgow	13,019	663	230	2,806	43
Somerset	11,352	1,859	366	3,527	62
Campbellsville	10,498	1,262	543	1,787	34
Middlesboro	10,384	1,052	222	1,321	25
Bardstown	10,374	1,747	463	2,462	48
Mayfield	10,349	130	114	1,510	29
Shelbyville	10,085	1,033	412	2,306	46
Berea	9,851	687	304	1,718	35
Edgewood	9,400	151	667	830	18
Lyndon	9,369	***	***	189	4
Paris	9,183	727	320	1,302	28
Lawrenceburg	9,014	304	581	810	18
Maysville	8,993	855	282	1,855	41
Mount Washington	8,485	408	286	811	19
Shepherdsville	8,334	985	855	2,226	53
Alexandria	8,286	621	263	972	24
Elsmere	8,139	243	561	459	11
Fort Mitchell	8,089	595	601	1,086	27
Harrodsburg	8,014	388	342	1,195	30
Franklin	7,996	540	341	1,042	26
Villa Hills	7,948	109	380	240	6
Corbin	7,742	1,115	426	1,420	37
Flatwoods	7,605	103	92	528	14
Versailles	7,511	555	469	1,425	38
Russellville	7,149	755	300	1,131	32
Oak Grove	7,064	***	***	1,061	30
Taylor Mill	6,913	259	404	1,130	33
Highland Heights	6,554	614	257	969	30
Princeton	6,536	533	280	689	21
Bellevue	6,480	79	317	876	27
Pikeville	6,295	1,111	251	2,310	73
Cynthiana	6,258	305	396	1,006	32
Leitchfield	6,139	637	447	1,153	38
Monticello	5,981	601	230	990	33
Dayton	5,966	64	348	244	8
Morehead	5,914	849	413	1,923	65
Wilmore	5,905	128	385	160	5

TABLE 15. CRASH RATES FOR CITIES HAVING POPULATION OVER 2,500
(FOR STATE-MAINTAINED SYSTEM AND ALL ROADS FOR 2004-2008)(continued)

		STATE-MAINTAINED SYSTEM		ALL ROADS	
CITY	POPULATION	TOTAL CRASHES	CRASH RATE*	TOTAL CRASHES	CRASH RATE**
Central City	5,893	611	440	758	26
Mount Sterling	5,876	784	355	1,525	52
Middletown	5,744	***	***	192	7
Lebanon	5,718	914	516	1,007	35
London	5,692	1,650	308	2,880	101
Fort Wright	5,681	909	590	2,166	76
La Grange	5,676	149	360	975	34
Williamsburg	5,143	336	114	797	31
Westwood	4,888	***	***	***	***
Hazard	4,806	1,048	208	1,682	70
Ludlow	4,409	324	881	334	15
Greenville	4,398	425	335	623	28
Scottsville	4,327	463	240	543	25
Benton	4,197	516	565	796	38
Vine Grove	4,169	124	278	283	14
Paintsville	4,132	557	451	900	44
Columbia	4,014	229	122	759	38
Crescent Springs	3,931	***	***	741	38
Grayson	3,877	145	115	666	34
Carrollton	3,846	358	258	693	36
Cold Spring	3,806	650	356	976	51
Lancaster	3,734	136	417	452	24
Russell	3,645	373	227	721	40
Prestonsburg	3,612	389	247	1,223	68
Providence	3,611	155	168	212	12
Barbourville	3,589	377	144	617	34
Morganfield	3,494	294	288	477	27
Southgate	3,472	508	786	446	26
Stanford	3,430	151	120	545	32
West Liberty	3,277	270	329	291	18
Williamstown	3,227	***	***	567	35
Marion	3,196	283	315	308	19
Beaver Dam	3,033	208	238	503	33
Stanton	3,029	174	129	351	23
Flemingsburg	3,010	128	110	352	23
Dawson Springs	2,980	135	309	156	11
Park Hills	2,977	79	691	120	8
Union	2,893	***	***	445	31
Crestview Hills	2,889	***	***	1,212	84
Indian Hills	2,882	***	***	164	11
Hodgenville	2,874	141	197	359	25
Lakeside Park	2,869	276	441	176	12
Irvine	2,843	176	159	316	22
Fulton	2,775	78	71	265	19
Calvert City	2,701	149	177	352	26
Tompkinsville	2,660	70	73	267	20
Springfield	2,634	361	311	421	32
Wilder	2,624	***	***	719	55
Cumberland	2,611	36	61	73	6
Mount Vernon	2,592	266	212	545	42
Hartford	2,571	133	220	249	19
Hickman	2,560	44	141	63	5
Morgantown	2,544	79	241	299	24

* 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 (2004-2008) (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	133	1.02	509	3.90	281	2.20	628	4.8	8.6	5.2
Louisville	256,231	362	2.83	1,587	12.40	723	5.60	1,364	10.6	5.2	3.9
Owensboro	54,067	16	0.59	75	2.80	104	3.80	132	4.9	3.8	4.7
Bowling Green	49,296	29	1.18	74	3.00	49	2.00	187	7.6	5.0	3.5
Covington	43,370	18	0.83	180	8.30	98	4.50	97	4.5	5.5	7.6
Hopkinsville	30,089	21	1.40	45	3.00	32	2.10	89	5.9	8.2	4.4
Frankfort	27,741	10	0.72	37	2.70	10	0.70	70	5.0	10.1	4.8
Henderson	27,373	13	0.95	38	2.80	33	2.40	81	5.9	4.7	3.2
Richmond	27,152	15	1.10	47	3.50	24	1.80	92	6.8	7.5	4.5
Jeffersontown	26,633	10	0.75	24	1.80	13	1.00	33	2.5	4.9	4.4
Paducah	26,307	16	1.22	60	4.60	29	2.20	133	10.1	5.0	4.0
Florence	23,551	17	1.44	61	5.20	23	2.00	95	8.1	5.7	3.7
Elizabethtown	22,542	18	1.60	28	2.50	19	1.70	72	6.4	5.9	2.9
Ashland	21,981	12	1.09	39	3.50	27	2.50	85	7.7	3.9	2.6
Radcliff	21,961	5	0.46	24	2.20	12	1.10	57	5.2	2.9	4.8
Nicholasville	19,680	16	1.63	40	4.10	15	1.50	52	5.3	5.7	4.9
Madisonville	19,307	4	0.41	27	2.80	18	1.90	45	4.7	3.5	3.3
Georgetown	18,080	8	0.88	14	1.50	17	1.90	37	4.1	5.3	4.8
Newport	17,048	4	0.47	116	13.60	38	4.50	51	6.0	4.4	5.5
Winchester	16,724	5	0.60	37	4.40	10	1.20	40	4.8	2.8	3.1
Erlanger	16,676	11	1.32	21	2.50	14	1.70	46	5.5	13.5	3.9
Fort Thomas	16,495	4	0.48	12	1.50	12	1.50	16	1.9	5.8	6.1
Saint Matthews	15,852	0	0.00	0	0.00	0	0.00	0	0.0	0.0	0.0
Danville	15,477	10	1.29	24	3.10	7	0.90	49	6.3	5.1	3.4
Shively	15,157	10	1.32	66	8.70	26	3.40	55	7.3	2.3	5.3
Independence	14,982	9	1.20	13	1.70	5	0.70	30	4.0	13.5	6.2
Murray	14,950	12	1.61	23	3.10	17	2.30	45	6.0	3.0	2.8
Glasgow	13,019	6	0.92	12	1.80	5	0.80	45	6.9	2.9	2.7
Somerset	11,352	8	1.41	20	3.50	8	1.40	48	8.5	3.9	2.8
Campbellsville	10,498	6	1.14	14	2.70	4	0.80	27	5.1	4.0	2.6
Middlesboro	10,384	7	1.35	14	2.70	14	2.70	14	2.7	2.5	4.2
Bardstown	10,374	6	1.16	24	4.60	9	1.70	34	6.6	3.1	3.8
Mayfield	10,349	10	1.93	19	3.70	12	2.30	29	5.6	4.0	3.2
Shelbyville	10,085	6	1.19	13	2.60	11	2.20	31	6.1	6.5	5.3
Berea	9,851	12	2.44	10	2.00	8	1.60	34	6.9	8.0	3.6
Edgewood	9,400	0	0.00	4	0.90	3	0.60	9	1.9	10.2	4.2
Lyndon	9,369	0	0.00	0	0.00	0	0.00	0	0.0	0.0	0.0
Paris	9,183	2	0.44	16	3.50	7	1.50	25	5.4	3.8	5.3
Lawrenceburg	9,014	1	0.22	5	1.10	4	0.90	14	3.1	2.6	4.2
Maysville	8,993	6	1.33	13	2.90	11	2.40	29	6.4	5.8	5.6
Mount Washington	8,485	6	1.41	6	1.40	1	0.20	18	4.2	2.3	4.8
Shepherdsville	8,334	13	3.12	13	3.10	3	0.70	42	10.1	2.9	4.2
Alexandria	8,286	4	0.97	3	0.70	2	0.50	12	2.9	7.9	3.4
Elsmere	8,139	0	0.00	8	2.00	6	1.50	7	1.7	8.9	8.7
Fort Mitchell	8,089	4	0.99	6	1.50	2	0.50	11	2.7	9.6	5.2
Harrodsburg	8,014	7	1.75	11	2.70	3	0.70	24	6.0	4.9	3.9
Franklin	7,996	3	0.75	10	2.50	3	0.80	20	5.0	3.6	4.8
Villa Hills	7,948	1	0.25	1	0.30	1	0.30	10	2.5	15.0	2.9
Corbin	7,742	8	2.07	16	4.10	4	1.00	18	4.6	4.2	2.9
Flatwoods	7,605	1	0.26	6	1.60	6	1.60	11	2.9	8.3	3.6
Versailles	7,511	8	2.13	11	2.90	6	1.60	20	5.3	5.6	7.2
Russellville	7,149	6	1.68	7	2.00	5	1.40	17	4.8	3.4	3.0
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	3	0.90	1	0.30	11	3.2	13.9	3.0
Highland Heights	6,554	2	0.61	8	2.40	1	0.30	5	1.5	10.8	2.7
Princeton	6,536	1	0.31	11	3.40	3	0.90	13	4.0	7.8	3.6
Bellevue	6,480	2	0.62	21	6.50	14	4.30	13	4.0	2.1	5.7
Pikeville	6,295	12	3.81	21	6.70	3	1.00	58	18.4	6.2	4.4
Cynthiana	6,258	2	0.64	17	5.40	2	0.60	11	3.5	4.4	4.9
Leitchfield	6,139	7	2.28	18	5.90	6	2.00	20	6.5	3.1	2.1
Monticello	5,981	6	2.01	9	3.00	2	0.70	11	3.7	4.2	2.9
Dayton	5,966	1	0.34	10	3.40	1	0.30	9	3.0	6.1	6.1

TABLE 16. MISCELLANEOUS CRASH DATA FOR CITIES HAVING POPULATION OVER 2,500 (2004-2008) (ALL ROADS)(continued)

CITY	POPULATION	FATAL CRASHES		PEDESTRIAN MOTOR VEHICLE CRASHES		BICYCLE MOTOR VEHICLE CRASHES		MOTORCYCLE CRASHES		PERCENT OF CRASHES INVOLVING SPEEDING	PERCENT OF CRASHES INVOLVING ALCOHOL
		NUMBER	RATE*	NUMBER	RATE*	NUMBER	RATE*	NUMBER	RATE*		
Morehead	5,914	4	1.35	7	2.40	9	3.00	15	5.1	2.7	2.0
Wilmore	5,905	1	0.34	0	0.00	2	0.70	1	0.3	9.4	3.1
Central City	5,893	5	1.70	3	1.00	2	0.70	12	4.1	4.0	3.6
Mount Sterling	5,876	5	1.70	7	2.40	0	0.00	22	7.5	2.7	4.8
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	11	3.80	8	2.80	9	3.1	3.1	4.1
London	5,692	7	2.46	16	5.60	8	2.80	30	10.5	3.8	2.6
Fort Wright	5,681	0	0.00	6	2.10	1	0.40	17	6.0	6.4	3.4
La Grange	5,676	4	1.41	11	3.90	0	0.00	13	4.6	3.8	3.5
Williamsburg	5,143	6	2.33	11	4.30	1	0.40	8	3.1	5.9	2.6
Hazard	4,806	9	3.75	10	4.20	3	1.20	17	7.1	3.7	3.9
Ludlow	4,409	0	0.00	15	6.80	2	0.90	5	2.3	4.8	9.0
Greenville	4,398	2	0.91	4	1.80	3	1.40	14	6.4	2.1	2.2
Scottsville	4,327	6	2.77	2	0.90	2	0.90	16	7.4	3.3	2.9
Benton	4,197	5	2.38	11	5.20	0	0.00	11	5.2	7.3	2.1
Vine Grove	4,169	3	1.44	3	1.40	3	1.40	3	1.4	8.8	8.8
Paintsville	4,132	6	2.90	6	2.90	4	1.90	19	9.2	1.6	1.4
Columbia	4,014	2	1.00	3	1.50	1	0.50	10	5.0	2.6	2.8
Crescent Springs	3,931	0	0.00	0	0.00	0	0.00	0	0.0	0.0	0.0
Grayson	3,877	4	2.06	9	4.60	2	1.00	11	5.7	3.5	4.2
Carrollton	3,846	3	1.56	7	3.60	3	1.60	14	7.3	2.3	5.5
Cold Spring	3,806	7	3.68	4	2.10	1	0.50	11	5.8	7.7	3.3
Lancaster	3,734	1	0.54	9	4.80	4	2.10	10	5.4	4.0	1.8
Russell	3,645	2	1.10	1	0.50	1	0.50	12	6.6	6.5	3.2
Prestonsburg	3,612	15	8.31	4	2.20	3	1.70	24	13.3	6.7	4.7
Providence	3,611	1	0.55	2	1.10	0	0.00	5	2.8	3.8	3.3
Barbourville	3,589	3	1.67	6	3.30	1	0.60	13	7.2	5.7	2.3
Morganfield	3,494	0	0.00	5	2.90	4	2.30	4	2.3	4.6	4.4
Southgate	3,472	0	0.00	1	0.60	2	1.20	2	1.2	10.5	5.2
Stanford	3,430	4	2.33	2	1.20	3	1.70	14	8.2	4.4	4.4
West Liberty	3,277	0	0.00	0	0.00	0	0.00	0	0.0	0.0	0.0
Williamstown	3,227	5	3.10	5	3.10	1	0.60	7	4.3	7.1	3.5
Marion	3,196	2	1.25	4	2.50	1	0.60	7	4.4	4.9	2.9
Beaver Dam	3,033	1	0.66	3	2.00	1	0.70	6	4.0	4.4	3.4
Stanton	3,029	1	0.66	1	0.70	0	0.00	5	3.3	3.4	2.6
Flemingsburg	3,010	2	1.33	6	4.00	4	2.70	0	0.0	3.1	4.3
Dawson Springs	2,980	0	0.00	3	2.00	0	0.00	4	2.7	7.1	3.2
Park Hills	2,977	0	0.00	0	0.00	0	0.00	2	1.3	5.0	6.7
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	3	2.10	2	1.40	4	2.8	7.0	4.2
Lakeside Park	2,869	0	0.00	2	1.40	2	1.40	1	0.7	7.4	6.3
Irvine	2,843	2	1.41	8	5.60	2	1.40	4	2.8	3.8	3.5
Fulton	2,775	1	0.72	2	1.40	4	2.90	4	2.9	6.0	7.2
Calvert City	2,701	4	2.96	2	1.50	2	1.50	13	9.6	9.7	6.0
Tompkinsville	2,660	5	3.76	1	0.80	0	0.00	9	6.8	3.4	2.6
Springfield	2,634	2	1.52	6	4.60	2	1.50	10	7.6	7.1	3.8
Wilder	2,624	0	0.00	0	0.00	0	0.00	0	0.0	0.0	0.0
Cumberland	2,611	0	0.00	1	0.80	0	0.00	2	1.5	4.1	8.2
Mount Vernon	2,592	2	1.54	8	6.20	1	0.80	5	3.9	8.1	2.2
Hartford	2,571	1	0.78	0	0.00	2	1.60	5	3.9	0.8	2.8
Hickman	2,560	1	0.78	0	0.00	1	0.80	0	0.0	9.5	1.6
Morgantown	2,544	0	0.00	0	0.00	0	0.00	0	0.0	0.0	0.0
STATEWIDE	1,619,469	1,093	1.35	3,832	4.7	1,925	2.38	4,811	5.9	5.7	4.1

* Crashes per 10,000 population

TABLE 17. CRASH RATES ON STATE-MAINTAINED STREETS BY CITY AND POPULATION CATEGORY (2004-2008)

POPULATION CATEGORY	NUMBER OF CITIES	AVERAGE RATE (C/100 MVM)*	CITY	NUMBER OF CRASHES (2004-2008)	AVERAGE RATE (C/100 MVM)*
OVER 200,000	2	481	Lexington	12,531	569
			Louisville	21,273	441
20,000-55,000	13	427	Covington	3,515	740
			Ashland	2,279	535
			Bowling Green	8,076	524
			Florence	4,024	520
			Frankfort	3,315	435
			Henderson	2,924	432
			Elizabethtown	4,390	410
			Paducah	3,008	402
			Jeffersontown	1,309	386
			Richmond	1,322	365
			Radcliff	1,516	329
			Hopkinsville	4,077	314
			Owensboro	1,349	196
10,000-19,999	19	423	Newport	1,918	970
			Erlanger	915	778
			Danville	952	622
			Saint Matthews	753	599
			Campbellsville	1,262	543
			Madisonville	2,472	520
			Georgetown	1,022	513
			Murray	1,994	486
			Bardstown	1,747	463
			Shively	296	451
			Shelbyville	1,033	412
			Fort Thomas	274	407
			Nicholasville	1,812	392
			Independence	2,516	381
			Somerset	1,859	366
			Glasgow	663	230
			Middlesboro	1,052	222
			Winchester	461	159
			Mayfield	130	114
5,000-9,999	35	341	Shepherdsville	985	855
			Edgewood	151	667
			Fort Mitchell	595	601
			Fort Wright	909	590
			Lawrenceburg	304	581
			Elsmere	243	561
			Lebanon	914	516
			Versailles	555	469
			Leitchfield	637	447
			Central City	611	440
			Corbin	1,115	426
			Morehead	849	413
			Taylor Mill	259	404
			Cynthiana	305	396
			Wilmore	128	385
			Villa Hills	109	380
			La Grange	149	360
			Mount Sterling	784	355
			Dayton	64	348
			Harrodsburg	388	342
			Franklin	540	341
			Paris	727	320
			Bellevue	79	317
			London	1,650	308
			Berea	687	304
			Russellville	755	300

TABLE 17. CRASH RATES ON STATE-MAINTAINED STREETS BY CITY AND POPULATION CATEGORY (2004-2008)(continued)

POPULATION CATEGORY	NUMBER OF CITIES	AVERAGE RATE (C/100 MVM)*	CITY	NUMBER OF CRASHES (2004-2008)	AVERAGE RATE (C/100 MVM)*
5,000-9,999 (cont.)	35	341	Mount Washington	408	286
			Maysville	855	282
			Princeton	533	280
			Alexandria	621	263
			Highland Heights	614	257
			Pikeville	1,111	251
			Monticello	601	230
			Williamsburg	336	114
			Flatwoods	103	92
2,500-4,999	38	241	Ludlow	324	881
			Southgate	508	786
			Park Hills	79	691
			Benton	516	565
			Paintsville	557	451
			Lakeside Park	276	441
			Lancaster	136	417
			Cold Spring	650	356
			Greenville	425	335
			West Liberty	270	329
			Marion	283	315
			Springfield	361	311
			Dawson Springs	135	309
			Morganfield	294	288
			Vine Grove	124	278
			Carrollton	358	258
			Prestonsburg	389	247
			Morgantown	79	241
			Scottsville	463	240
			Beaver Dam	208	238
			Russell	373	227
			Hartford	133	220
			Mount Vernon	266	212
			Hazard	1,048	208
			Hodgenville	141	197
			Calvert City	149	177
			Providence	155	168
			Irvine	176	159
			Barbourville	377	144
			Hickman	44	141
			Stanton	174	129
			Columbia	229	122
			Stanford	151	120
			Grayson	145	115
			Flemingsburg	128	110
			Tompkinsville	70	73
			Fulton	78	71
			Cumberland	36	61
1,000-2,499	54	189	Dry Ridge	90	783
			Walton	303	377
			Owingsville	142	357
			Uniontown	49	324
			Harlan	415	292
			Edmonton	154	271
			Jackson	297	268
			Jenkins	99	267
			Vanceburg	75	267
			Nortonville	56	260
			Earlington	128	246
			Munfordville	201	245
			Louisa	195	245

TABLE 17. CRASH RATES ON STATE-MAINTAINED STREETS BY CITY AND POPULATION CATEGORY (2004-2008)(continued)

POPULATION CATEGORY	NUMBER OF CITIES	AVERAGE RATE (C/100 MVM)*	CITY	NUMBER OF CRASHES (2004-2008)	AVERAGE RATE (C/100 MVM)*
1,000-2,499 (cont.)	54	189	Liberty	416	244
			Evarts	143	243
			Falmouth	318	230
			Brandenburg	216	227
			Albany	247	226
			Owenton	116	223
			Manchester	320	221
			Lebanon Junction	56	220
			Russell Springs	265	218
			Catlettsburg	419	217
			Eminence	114	217
			Eddyville	99	214
			Sturgis	111	211
			Sebree	68	209
			Junction City	17	202
			Elkhorn City	23	188
			Olive Hill	79	176
			Clay City	78	175
			Hardinsburg	52	168
			Lacenter	79	166
			Jamestown	145	164
			Whitesburg	324	159
			Salyersville	170	153
			Horse Cave	179	133
			Livermore	23	129
			Beattyville	93	120
			Clay	19	107
			Pineville	94	104
			Carlisle	27	103
			South Shore	29	101
			Raceland	154	91
			Elkton	29	85
			Cave City	102	80
			Burkesville	65	78
			Auburn	5	71
			Muldraugh	19	69
			Greensburg	29	64
			Cadiz	39	62
			Worthington	4	58
			Cloverport	30	44
			Clinton	30	44

* Crashes per 100 million vehicle-miles

TABLE 18. TOTAL CRASH RATES BY CITY AND POPULATION CATEGORY (IN DESCENDING ORDER) (2004-2008)(ALL ROADS)

CITY	NUMBER OF CRASHES (2004-2008)	ANNUAL CRASH RATE (CRASHES PER 1000 POPULATION)	
POPULATION CATEGORY OVER 200,000			
Louisville	96,566	75.4	*
Lexington	49,329	37.9	
POPULATION CATEGORY 20,000-55,000			
Florence	7,997	67.9	*
Paducah	6,700	50.9	*
Bowling Green	12,090	49.1	*
Elizabethtown	5,304	47.1	*
Ashland	4,379	39.8	
Henderson	5,267	38.5	
Richmond	5,190	38.2	
Owensboro	9,633	35.6	
Frankfort	4,830	34.8	
Covington	7,337	33.8	
Hopkinsville	4,862	32.3	
Jeffersontown	3,529	26.5	
Radcliff	2,317	21.1	
POPULATION CATEGORY 10,000-19,999			
Somerset	3,527	62.1	*
Bardstown	2,462	47.5	*
Shelbyville	2,306	45.7	
Newport	3,830	44.9	
Glasgow	2,806	43.1	
Shively	3,248	42.9	
Murray	2,873	38.4	
Winchester	3,172	37.9	
Danville	2,771	35.8	
Erlanger	2,972	35.6	
Nicholasville	3,479	35.4	
Madisonville	3,357	34.8	
Campbellsville	1,787	34.0	
Georgetown	2,946	32.6	
Mayfield	1,510	29.2	
Middlesboro	1,321	25.4	
Independence	1,811	24.2	
Fort Thomas	1,019	12.4	
POPULATION CATEGORY 5,000-9,999			
London	2,880	101.2	*
Fort Wright	2,166	76.3	*
Pikeville	2,310	73.4	*
Morehead	1,923	65.0	*
Shepherdsville	2,226	53.4	*
Mount Sterling	1,525	51.9	*
Maysville	1,855	41.3	*
Versailles	1,425	37.9	
Leitchfield	1,153	37.6	
Corbin	1,420	36.7	
Lebanon	1,007	35.2	
Berea	1,718	34.9	
La Grange	975	34.4	
Monticello	990	33.1	
Taylor Mill	1,130	32.7	
Cynthiana	1,006	32.2	
Russellville	1,131	31.6	
Williamsburg	797	31.0	
Oak Grove	1,061	30.0	
Harrodsburg	1,195	29.8	
Highland Heights	969	29.6	
Paris	1,302	28.4	
Bellevue	876	27.0	
Fort Mitchell	1,086	26.9	
Franklin	1,042	26.1	
Central City	758	25.7	
Alexandria	972	23.5	
Princeton	689	21.1	
Mount Washington	811	19.1	
Lawrenceburg	810	18.0	
Edgewood	830	17.7	
Flatwoods	528	13.9	
Elsmere	459	11.3	
Dayton	244	8.2	
Middletown	192	6.7	
Villa Hills	240	6.0	
Wilmore	160	5.4	
Lyndon	189	4.0	
POPULATION CATEGORY 2,500-4,999			
Crestview Hills	1,212	83.9	*
Hazard	1,682	70.0	*
Prestonsburg	1,223	67.7	*
Wilder	719	54.8	*
Cold Spring	976	51.3	*
Paintsville	900	43.6	*
Mount Vernon	545	42.1	*
Russell	721	39.6	
Benton	796	37.9	
Columbia	759	37.8	
Crescent Springs	741	37.7	
Carrollton	693	36.0	
Williamstown	567	35.1	
Grayson	666	34.4	
Barbourville	617	34.4	
Beaver Dam	503	33.2	
Springfield	421	32.0	
Stanford	545	31.8	
Union	445	30.8	
Greenville	623	28.3	
Morganfield	477	27.3	
Calvert City	352	26.1	
Southgate	446	25.7	
Scottsville	543	25.1	
Hodgenville	359	25.0	
Lancaster	452	24.2	
Morgantown	299	23.5	
Flemingsburg	352	23.4	
Stanton	351	23.2	
Irvine	316	22.2	
Tompkinsville	267	20.1	
Hartford	249	19.4	
Marion	308	19.3	
Fulton	265	19.1	
West Liberty	291	17.8	
Ludlow	334	15.2	
Vine Grove	283	13.6	
Lakeside Park	176	12.3	
Providence	212	11.7	
Indian Hills	164	11.4	
Dawson Springs	156	10.5	
Park Hills	120	8.1	
Cumberland	73	5.6	
Hickman	63	4.9	

* Critical crash rate

TABLE 19. FATAL CRASH RATES BY CITY AND POPULATION CATEGORY (IN DESCENDING ORDER WITH CRITICAL RATES IDENTIFIED)(2004-2008)(ALL ROADS)

CITY	NUMBER OF CRASHES (2004-2008)	ANNUAL CRASH RATE (CRASHES PER 10,000 POPULATION)
POPULATION CATEGORY OVER 200,000		
Louisville	362	2.83 *
Lexington	133	1.02
POPULATION CATEGORY 20,000-55,000		
Elizabethtown	18	1.60
Florence	17	1.44
Hopkinsville	21	1.40
Paducah	16	1.22
Bowling Green	29	1.18
Richmond	15	1.10
Ashland	12	1.09
Henderson	13	0.95
Covington	18	0.83
Jeffersontown	10	0.75
Frankfort	10	0.72
Owensboro	16	0.59
Radcliff	5	0.46
POPULATION CATEGORY 10,000-19,999		
Mayfield	10	1.93
Nicholasville	16	1.63
Murray	12	1.61
Somerset	8	1.41
Middlesboro	7	1.35
Erlanger	11	1.32
Shively	10	1.32
Danville	10	1.29
Independence	9	1.20
Shelbyville	6	1.19
Bardstown	6	1.16
Campbellsville	6	1.14
Glasgow	6	0.92
Georgetown	8	0.88
Winchester	5	0.60
Fort Thomas	4	0.48
Newport	4	0.47
Madisonville	4	0.41
POPULATION CATEGORY 5,000-9,999		
Pikeville	12	3.81
Shepherdsville	13	3.12
London	7	2.46
Berea	12	2.44
Williamsburg	6	2.33
Leitchfield	7	2.28
Versailles	8	2.13
Corbin	8	2.07
Monticello	6	2.01
Harrodsburg	7	1.75
Central City	5	1.70
Mount Sterling	5	1.70
Russellville	6	1.68
La Grange	4	1.41
Mount Washington	6	1.41
Lebanon	4	1.40
Morehead	4	1.35
Maysville	6	1.33
Fort Mitchell	4	0.99
Alexandria	4	0.97
Franklin	3	0.75
Cynthiana	2	0.64
Bellevue	2	0.62
Highland Heights	2	0.61
Taylor Mill	2	0.58
Paris	2	0.44
Dayton	1	0.34
Wilmore	1	0.34
Princeton	1	0.31
Flatwoods	1	0.26
Villa Hills	1	0.25
Lawrenceburg	1	0.22
POPULATION CATEGORY 2,500-4,999		
Prestonsburg	15	8.31
Tompkinsville	5	3.76
Hazard	9	3.75
Cold Spring	7	3.68
Williamstown	5	3.10
Calvert City	4	2.96
Paintsville	6	2.90
Scottsville	6	2.77
Benton	5	2.38
Stanford	4	2.33
Grayson	4	2.06
Barbourville	3	1.67
Carrollton	3	1.56
Mount Vernon	2	1.54
Springfield	2	1.52
Vine Grove	3	1.44
Irvine	2	1.41
Flemingsburg	2	1.33
Marion	2	1.25
Russell	2	1.10
Columbia	2	1.00
Greenville	2	0.91
Hickman	1	0.78
Hartford	1	0.78
Fulton	1	0.72
Hodgenville	1	0.70
Beaver Dam	1	0.66
Stanton	1	0.66
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 (2004 - 2008) ALL	NUMBER OF ALCOHOL-RELATED CRASHES (2004 - 2008) 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	3	18.8	21.4
Cumberland	34	6	8.6	5.3
Livingston	92	8	8.4	3.1
Ballard	69	4	7.8	1.9
Elliott	37	5	7.8	4.7
Owsley	28	6	7.5	6.9
Trimble	66	8	7.3	3.7
Menifee	37	3	7.0	2.1
Fulton	49	6	6.5	3.2
Bracken	58	10	6.4	4.3
Wolfe	59	8	6.4	4.9
Lee	29	3	6.0	2.9
Clinton	53	4	5.9	1.8
Gallatin	76	10	5.7	3.7
Nicholas	31	5	5.4	2.6
McLean	48	9	5.2	3.5
Crittenden	51	3	5.0	1.0
Hickman	11	1	5.0	2.1
Lyon	48	3	4.4	1.5
Carlisle	18	0	4.1	0.0
Hancock	28	2	4.0	1.0
POPULATION CATEGORY 10,000 - 14,999				
Lewis	79	9	7.0	3.4
Fleming	91	7	6.8	1.9
Owen	70	11	6.7	3.7
Bath	75	9	6.6	3.6
Spencer	68	8	6.4	2.6
Jackson	67	7	6.1	2.5
Morgan	84	8	6.1	2.3
Carroll	121	10	6.0	2.1
Washington	79	8	5.9	2.1
Larue	83	7	5.9	1.8
Butler	56	4	5.8	1.3
Powell	64	10	5.8	3.4
Todd	56	4	5.8	1.5
Garrard	106	8	5.6	1.8
Edmonson	50	4	5.4	1.7
Trigg	79	7	5.3	1.8
Pendleton	93	13	5.0	2.3
Leslie	50	6	5.0	2.7
Webster	54	3	4.5	1.0
Magoffin	44	4	4.5	2.1
Caldwell	65	8	4.3	1.8
Metcalfe	46	6	4.2	2.1
Monroe	32	6	4.0	2.4
Martin	30	1	3.1	0.5
Green	17	1	2.8	0.6
POPULATION CATEGORY 15,000 - 24,999				
Casey	90	10	7.5	2.9
Lincoln	170	14	7.4	2.4
Marion	178	23	7.4	3.4
Woodford	272	31	6.9	3.3
McCreary	77	8	6.7	3.0
Harrison	179	18	6.7	2.2
Russell	106	7	6.6	1.6
Mason	198	23	5.8	2.5
Bourbon	167	14	5.6	1.9
Simpson	146	20	5.5	3.0
Henry	91	8	5.5	2.2
Allen	97	6	5.3	1.1
Breathitt	91	9	5.3	2.3

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

COUNTY	NUMBER OF ALCOHOL-RELATED CRASHES (2004 - 2008) ALL	NUMBER OF ALCOHOL-RELATED CRASHES (2004 - 2008) 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)				
Montgomery	210	15	5.2	1.3
Estill	65	3	5.2	0.9
Clay	99	7	5.0	1.6
Mercer	135	11	4.9	1.5
Breckinridge	67	8	4.9	2.0
Anderson	106	6	4.8	0.9
Knott	85	10	4.7	2.9
Hart	97	9	4.6	2.0
Union	80	7	4.4	1.5
Ohio	128	14	4.4	1.8
Grayson	143	12	4.4	1.3
Adair	80	6	4.3	1.2
Rowan	177	25	4.3	1.9
Wayne	68	7	3.9	1.2
Grant	147	11	3.7	1.2
Taylor	121	18	3.6	1.6
Lawrence	34	2	3.2	0.9
Rockcastle	70	7	3.0	1.5
Johnson	60	4	2.5	0.6
POPULATION CATEGORY 25,000 - 49,999				
Meade	163	21	6.3	2.9
Letcher	140	8	5.8	1.7
Nelson	321	32	5.5	1.9
Floyd	277	26	5.5	2.7
Marshall	220	24	5.2	2.1
Harlan	144	12	5.0	1.9
Carter	140	13	4.9	1.9
Graves	210	21	4.8	1.8
Shelby	280	32	4.7	2.2
Perry	192	11	4.5	1.2
Logan	134	13	4.4	1.5
Scott	293	24	4.4	1.4
Franklin	370	20	4.4	1.0
Jessamine	302	27	4.2	1.4
Oldham	196	30	4.2	2.1
Calloway	220	34	4.1	1.8
Boyle	165	20	3.7	1.5
Hopkins	279	27	3.7	1.3
Clark	210	20	3.6	1.4
Barren	238	31	3.6	1.7
Bell	118	7	3.6	0.8
Greenup	124	8	3.5	0.8
Henderson	279	22	3.2	0.9
Whitley	150	12	3.2	1.0
Knox	105	11	3.1	1.4
Muhlenberg	119	6	3.0	0.5
Boyd	262	27	2.7	1.1
POPULATION CATEGORY 50,000 - OVER				
Bullitt	407	41	5.2	1.9
Christian	462	33	4.8	1.5
Kenton	1284	91	4.8	1.5
Madison	590	65	4.7	1.8
Campbell	658	53	4.6	1.4
Pike	437	34	4.5	1.8
Daviess	683	81	4.3	1.4
Fayette	2589	271	4.2	1.7
Warren	783	93	3.9	1.4
McCracken	483	42	3.8	1.2
Boone	747	77	3.7	1.4
Hardin	509	55	3.7	1.5
Pulaski	330	29	3.6	1.2
Laurel	303	25	3.6	1.3
Jefferson	4283	330	3.1	1.1

TABLE 21. CRASHES INVOLVING ALCOHOL BY CITY AND POPULATION CATEGORY(IN ORDER OF DECREASING PERCENTAGES)(2004-2008)

CITY	NUMBER OF ALCOHOL-RELATED CRASHES	PERCENTAGE OF CRASHES INVOLVING ALCOHOL
POPULATION CATEGORY OVER 200,000		
Lexington	2,587	5.2
Louisville	3,757	3.9
POPULATION CATEGORY 20,000-55,000		
Covington	561	7.6
Radcliff	112	4.8
Frankfort	233	4.8
Owensboro	451	4.7
Richmond	232	4.5
Hopkinsville	215	4.4
Jeffersontown	156	4.4
Paducah	267	4.0
Florence	293	3.7
Bowling Green	418	3.5
Henderson	168	3.2
Elizabethtown	156	2.9
Ashland	116	2.6
POPULATION CATEGORY 10,000-19,999		
Independence	113	6.2
Fort Thomas	62	6.1
Newport	209	5.5
Shively	172	5.3
Shelbyville	122	5.3
Nicholasville	169	4.9
Georgetown	141	4.8
Middlesboro	55	4.2
Erlanger	117	3.9
Bardstown	94	3.8
Danville	93	3.4
Madisonville	111	3.3
Mayfield	48	3.2
Winchester	99	3.1
Murray	81	2.8
Somerset	98	2.8
Glasgow	76	2.7
Campbellsville	46	2.6
POPULATION CATEGORY 5,000-9,999		
Elsmere	40	8.7
Versailles	103	7.2
Dayton	15	6.1
Bellevue	50	5.7
Maysville	103	5.6
Paris	69	5.3
Fort Mitchell	56	5.2
Cynthiana	49	4.9
Mount Washington	39	4.8
Mount Sterling	73	4.8
Franklin	50	4.8
Pikeville	102	4.4
Shepherdsville	93	4.2
Lawrenceburg	34	4.2
Edgewood	35	4.2
Lebanon	41	4.1
Harrodsburg	47	3.9
Flatwoods	19	3.6
Berea	62	3.6
Princeton	25	3.6
Central City	27	3.6
La Grange	34	3.5
Alexandria	33	3.4
Fort Wright	73	3.4
Wilmore	5	3.1
Russellville	34	3.0
Taylor Mill	34	3.0
Monticello	29	2.9
Villa Hills	7	2.9
Corbin	41	2.9
Highland Heights	26	2.7
London	75	2.6
Williamsburg	21	2.6
Leitchfield	24	2.1
Morehead	39	2.0
POPULATION CATEGORY 2,500-4,999		
Ludlow	30	9.0
Vine Grove	25	8.8
Cumberland	6	8.2
Fulton	19	7.2
Park Hills	8	6.7
Lakeside Park	11	6.3
Calvert City	21	6.0
Carrollton	38	5.5
Southgate	23	5.2
Prestonsburg	58	4.7
Stanford	24	4.4
Morganfield	21	4.4
Flemingsburg	15	4.3
Grayson	28	4.2
Hodgenville	15	4.2
Springfield	16	3.8
Hazard	65	3.9
Irvine	11	3.5
Williamstown	20	3.5
Beaver Dam	17	3.4
Providence	7	3.3
Cold Spring	32	3.3
Russell	23	3.2
Dawson Springs	5	3.2
Marion	9	2.9
Scottsville	16	2.9
Hartford	7	2.8
Columbia	21	2.8
Tompkinsville	7	2.6
Stanton	9	2.6
Barbourville	14	2.3
Greenville	14	2.2
Mount Vernon	12	2.2
Benton	17	2.1
Lancaster	8	1.8
Hickman	1	1.6
Paintsville	13	1.4

TABLE 22. SUMMARY OF ALCOHOL CONVICTIONS BY COUNTY (2004 - 2008)

COUNTY	2004	2005	2006	2007	2008	TOTAL ALCOHOL CONVICTIONS (FIVE YEARS)**	ANNUAL AVERAGE ALCOHOL CONVICTIONS PER 1,000 LICENSED DRIVERS	ALCOHOL CONVICTIONS PER ALCOHOL-RELATED CRASH
Adair	142	83	104	108	75	512	8.5	6.4
Allen	75	83	113	91	99	461	7.1	4.8
Anderson	134	116	153	127	189	719	9.1	6.8
Ballard	69	48	43	55	38	253	8.1	3.7
Barren	158	148	179	175	178	838	5.8	3.5
Bath	59	48	47	51	36	241	5.9	3.2
Bell	273	322	358	306	303	1,562	17.8	13.2
Boone	597	652	749	719	810	3,527	8.6	4.7
Bourbon	155	169	168	145	107	744	10.6	4.5
Boyd	385	296	304	321	352	1,658	9.5	6.3
Boyle	168	175	183	168	127	821	8.4	5.0
Bracken	34	24	21	40	35	154	5.0	2.7
Breathitt	118	102	120	110	142	592	12.3	6.5
Breckinridge	62	66	73	72	56	329	4.7	4.9
Bullitt	246	249	311	239	255	1,300	4.9	3.2
Butler	60	84	84	81	76	385	8.4	6.9
Caldwell	57	51	60	60	70	298	6.2	4.6
Calloway	222	237	260	256	257	1,232	10.2	5.6
Campbell	636	597	592	564	542	2,931	9.6	4.5
Carlisle	16	19	25	8	11	79	4.0	4.4
Carroll	133	121	92	144	135	625	17.1	5.2
Carter	117	82	77	179	127	582	6.1	4.2
Casey	133	151	145	109	105	643	12.1	7.1
Christian	457	445	449	530	506	2,387	12.3	5.2
Clark	323	259	276	259	200	1,317	10.4	6.3
Clay	192	177	171	122	92	754	11.3	7.6
Clinton	82	108	80	83	68	421	11.9	7.9
Crittenden	35	24	25	49	47	180	5.5	3.5
Cumberland	79	87	91	73	58	388	15.7	11.4
Daviess	705	695	875	785	663	3,723	11.0	5.5
Edmonson	32	37	57	42	41	209	4.7	4.2
Elliott	31	21	30	28	31	141	6.3	3.8
Estill	79	53	48	26	43	249	4.8	3.8
Fayette	1,951	2,039	1,923	2,038	2,094	10,045	11.0	3.9
Fleming	59	62	65	69	68	323	6.3	3.5
Floyd	369	326	340	349	345	1,729	12.6	6.2
Franklin	278	308	325	339	370	1,620	9.3	4.4
Fulton	56	47	81	86	71	341	15.2	7.0
Gallatin	91	85	72	112	97	457	15.5	6.0
Garrard	118	59	153	131	124	585	10.0	5.5
Grant	226	179	194	156	157	912	10.7	6.2
Graves	230	236	212	202	237	1,117	8.4	5.3
Grayson	106	108	99	104	88	505	5.5	3.5
Green	59	70	45	51	53	278	6.8	16.4
Greenup	246	215	196	200	231	1,088	8.0	8.8
Hancock	35	47	40	42	39	203	6.3	7.3
Hardin	637	659	678	673	662	3,309	9.8	6.5
Harlan	375	344	221	161	276	1,377	13.8	9.6
Harrison	81	76	65	56	52	330	5.1	1.8
Hart	69	68	90	68	84	379	6.2	3.9
Henderson	467	334	366	315	393	1,875	11.4	6.7
Henry	148	129	155	147	148	727	12.9	8.0
Hickman	20	27	24	9	16	96	5.5	8.7
Hopkins	319	305	390	374	372	1,760	10.4	6.3
Jackson	66	43	32	42	32	215	4.7	3.2
Jefferson	2,289	1,947	2,070	2,338	2,213	10,857	4.4	2.5
Jessamine	295	280	355	272	240	1,442	9.0	4.8
Johnson	130	123	152	185	121	711	8.8	11.9
Kenton	677	666	719	723	647	3,432	6.3	2.7
Knott	123	92	110	64	66	455	8.3	5.4
Knox	255	209	218	173	113	968	9.3	9.2
Larue	63	35	54	71	35	258	5.0	3.1
Laurel	477	491	537	651	583	2,739	13.7	9.0

TABLE 22. SUMMARY OF ALCOHOL CONVICTIONS BY COUNTY (2004 - 2008) (continued)

COUNTY	2004	2005	2006	2007	2008	TOTAL ALCOHOL CONVICTIONS (FIVE YEARS)**	ANNUAL AVERAGE ALCOHOL CONVICTIONS PER 1,000 LICENSED DRIVERS	ALCOHOL CONVICTIONS PER ALCOHOL-RELATED CRASH
Lawrence	174	141	112	100	68	595	10.5	17.5
Lee	34	39	44	50	37	204	8.5	7.0
Leslie	140	70	112	69	52	443	10.9	8.9
Letcher	131	143	204	108	128	714	8.6	5.1
Lewis	80	80	78	50	78	366	7.6	4.6
Lincoln	116	86	109	100	77	488	5.7	2.9
Livingston	66	59	83	43	58	309	8.3	3.4
Logan	186	194	291	277	269	1,217	12.9	9.1
Lyon	117	109	107	87	87	507	17.3	10.6
McCracken	560	449	414	630	471	2,524	10.2	5.2
McCreary	105	152	163	104	88	612	11.4	7.9
McLean	143	66	60	157	119	545	15.2	11.4
Madison	196	597	597	150	195	1,735	6.6	2.9
Magoffin	83	89	167	100	92	531	12.2	12.1
Marion	99	126	146	105	85	561	8.9	3.2
Marshall	541	158	171	603	759	2,232	18.2	10.1
Martin	175	94	102	131	121	623	16.3	20.8
Mason	57	95	97	61	44	354	5.8	1.8
Meade	185	130	140	122	147	724	7.8	4.4
Menifee	36	23	38	37	24	158	6.8	4.3
Mercer	137	183	157	112	115	704	8.7	5.2
Metcalfe	25	31	31	50	71	208	5.7	4.5
Monroe	38	41	90	94	79	342	8.5	10.7
Montgomery	169	117	130	102	103	621	6.8	3.0
Morgan	66	83	76	75	84	384	9.0	4.6
Muhlenberg	192	218	231	232	191	1,064	9.4	8.9
Nelson	238	185	171	173	300	1,067	6.9	3.3
Nicholas	26	15	33	32	45	151	5.7	4.9
Ohio	128	101	172	128	149	678	8.1	5.3
Oldham	160	158	177	205	225	925	4.7	4.7
Owen	48	40	34	33	45	200	5.2	2.9
Owsley	32	20	34	31	38	155	9.6	5.5
Pendleton	54	49	47	50	40	240	4.4	2.6
Perry	193	164	180	146	136	819	8.2	4.3
Pike	499	431	377	439	382	2,128	9.7	4.9
Powell	141	155	166	122	101	685	15.1	10.7
Pulaski	383	425	351	442	406	2,007	9.1	6.1
Robertson	12	2	5	6	4	29	3.5	2.2
Rockcastle	101	138	155	128	97	619	10.7	8.8
Rowan	207	220	218	229	149	1,023	14.2	5.8
Russell	128	103	119	137	80	567	9.0	5.3
Scott	120	145	190	170	119	744	4.8	2.5
Shelby	421	422	340	364	307	1,854	13.6	6.6
Simpson	103	121	136	121	71	552	8.8	3.8
Spencer	106	66	88	76	96	432	7.0	6.4
Taylor	160	150	212	159	144	825	9.6	6.8
Todd	94	90	71	96	61	412	10.2	7.4
Trigg	74	68	70	100	120	432	8.6	5.5
Trimble	34	23	40	18	34	149	4.6	2.3
Union	118	128	157	120	139	662	12.4	8.3
Warren	1,123	736	878	882	898	4,517	13.2	5.8
Washington	58	36	39	46	72	251	6.2	3.2
Wayne	54	62	51	55	44	266	3.9	3.9
Webster	61	53	61	72	45	292	6.0	5.4
Whitley	192	168	178	166	157	861	7.2	5.7
Wolfe	77	52	57	49	57	292	11.7	4.9
Woodford	236	173	193	148	192	942	10.5	3.5
TOTAL *	25,611	23,710	25,294	25,018	24,296	123,929	8.5	4.7

*Convictions in cases filed in the same calander year.
**There were 26,850 arrests on average from 2004 to 2008.

TABLE 23. ALCOHOL CONVICTION RATES IN DECREASING ORDER (BY COUNTY POPULATION CATEGORIES)
(2004 - 2008)

POPULATION	COUNTY	ANNUAL AVERAGE ALCOHOL CONVICTIONS PER 1,000 LICENSED DRIVERS	COUNTY	ALCOHOL CONVICTIONS PER ALCOHOL-RELATED CRASH
UNDER 10,000	Lyon	17.3	Cumberland	11.4
	Cumberland	15.7	McLean	11.4
	Gallatin	15.5	Lyon	10.6
	McLean	15.2	Hickman	8.7
	Fulton	15.2	Clinton	7.9
	Clinton	11.9	Hancock	7.3
	Wolfe	11.7	Lee	7.0
	Owsley	9.6	Fulton	7.0
	Lee	8.5	Gallatin	6.0
	Livingston	8.3	Owsley	5.5
	Ballard	8.1	Wolfe	4.9
	Menifee	6.8	Nicholas	4.9
	Hancock	6.3	Carlisle	4.4
	Elliott	6.3	Menifee	4.3
	Nicholas	5.7	Elliott	3.8
	Crittenden	5.5	Ballard	3.7
	Hickman	5.5	Crittenden	3.5
	Bracken	5.0	Livingston	3.4
	Trimble	4.6	Bracken	2.7
	Carlisle	4.0	Trimble	2.3
	Robertson	3.5	Robertson	2.2
10,000-14,999	Carroll	17.1	Martin	20.8
	Martin	16.3	Green	16.4
	Powell	15.1	Magoffin	12.1
	Magoffin	12.2	Powell	10.7
	Leslie	10.9	Monroe	10.7
	Todd	10.2	Leslie	8.9
	Garrard	10.0	Todd	7.4
	Morgan	9.0	Butler	6.9
	Trigg	8.6	Spencer	6.4
	Monroe	8.5	Garrard	5.5
	Butler	8.4	Trigg	5.5
	Lewis	7.6	Webster	5.4
	Spencer	7.0	Carroll	5.2
	Green	6.8	Lewis	4.6
	Fleming	6.3	Caldwell	4.6
	Caldwell	6.2	Morgan	4.6
	Washington	6.2	Metcalfe	4.5
	Webster	6.0	Edmonson	4.2
	Bath	5.9	Fleming	3.5
	Metcalfe	5.7	Bath	3.2
	Owen	5.2	Jackson	3.2
	Larue	5.0	Washington	3.2
	Edmonson	4.7	Larue	3.1
	Jackson	4.7	Owen	2.9
	Pendleton	4.4	Pendleton	2.6
15,000-24,999	Rowan	14.2	Lawrence	17.5
	Henry	12.9	Johnson	11.9
	Union	12.4	Rockcastle	8.8
	Breathitt	12.3	Union	8.3
	Casey	12.1	Henry	8.0
	McCreary	11.4	McCreary	7.9
	Clay	11.3	Clay	7.6
	Grant	10.7	Casey	7.1
	Rockcastle	10.7	Taylor	6.8
	Bourbon	10.6	Anderson	6.8
	Woodford	10.5	Breathitt	6.5
	Lawrence	10.5	Adair	6.4
	Taylor	9.6	Grant	6.2
	Anderson	9.1	Rowan	5.8
	Russell	9.0	Knott	5.4
	Marion	8.9	Russell	5.3
	Simpson	8.8	Ohio	5.3
	Johnson	8.8	Mercer	5.2

TABLE 23. ALCOHOL CONVICTION RATES IN DECREASING ORDER (BY COUNTY POPULATION CATEGORIES) (2004 - 2008) (continued)

POPULATION	COUNTY	ANNUAL AVERAGE ALCOHOL CONVICTIONS PER 1,000 LICENSED DRIVERS	COUNTY	ALCOHOL CONVICTIONS PER ALCOHOL-RELATED CRASH
15,000-24,999	Mercer	8.7	Breckinridge	4.9
(cont'd)	Adair	8.5	Allen	4.8
	Knott	8.3	Bourbon	4.5
	Ohio	8.1	Wayne	3.9
	Allen	7.1	Hart	3.9
	Montgomery	6.8	Estill	3.8
	Hart	6.2	Simpson	3.8
	Mason	5.8	Grayson	3.5
	Lincoln	5.7	Woodford	3.5
	Grayson	5.5	Marion	3.2
	Harrison	5.1	Montgomery	3.0
	Estill	4.8	Lincoln	2.9
	Breckinridge	4.7	Harrison	1.8
	Wayne	3.9	Mason	1.8
25,000 - 49,999	Marshall	18.2	Bell	13.2
	Bell	17.8	Marshall	10.1
	Harlan	13.8	Harlan	9.6
	Shelby	13.6	Knox	9.2
	Logan	12.9	Logan	9.1
	Floyd	12.6	Muhlenberg	8.9
	Henderson	11.4	Greenup	8.8
	Hopkins	10.4	Henderson	6.7
	Clark	10.4	Shelby	6.6
	Calloway	10.2	Boyd	6.3
	Boyd	9.5	Hopkins	6.3
	Muhlenberg	9.4	Clark	6.3
	Franklin	9.3	Floyd	6.2
	Knox	9.3	Whitley	5.7
	Jessamine	9.0	Calloway	5.6
	Letcher	8.6	Graves	5.3
	Graves	8.4	Letcher	5.1
	Boyle	8.4	Boyle	5.0
	Perry	8.2	Jessamine	4.8
	Greenup	8.0	Oldham	4.7
	Meade	7.8	Meade	4.4
	Whitley	7.2	Franklin	4.4
	Nelson	6.9	Perry	4.3
	Carter	6.1	Carter	4.2
	Barren	5.8	Barren	3.5
	Scott	4.8	Nelson	3.3
	Oldham	4.7	Scott	2.5
50,000 - OVER	Laurel	13.7	Laurel	9.0
	Warren	13.2	Hardin	6.5
	Christian	12.3	Pulaski	6.1
	Fayette	11.0	Warren	5.8
	Daviess	11.0	Daviess	5.5
	McCracken	10.2	McCracken	5.2
	Hardin	9.8	Christian	5.2
	Pike	9.7	Pike	4.9
	Campbell	9.6	Boone	4.7
	Pulaski	9.1	Campbell	4.5
	Boone	8.6	Fayette	3.9
	Madison	6.6	Bullitt	3.2
	Kenton	6.3	Madison	2.9
	Bullitt	4.9	Kenton	2.7
	Jefferson	4.4	Jefferson	2.5

TABLE 24. PERCENTAGE OF DRIVERS CONVICTED OF DUI FILINGS (BY COUNTY) (2004 - 2008)*

COUNTY	TOTAL DUI FILED	TOTAL DUI CONVICTED	TOTAL DUI NON-CONVICTED	CONVICTION PERCENTAGE**
Adair	794	512	87	85.5
Allen	661	461	55	89.3
Anderson	1,047	719	60	92.3
Ballard	380	253	61	80.6
Barren	1,523	838	236	78.0
Bath	410	241	38	86.4
Bell	2,528	1,562	416	79.0
Boone	4,893	3,527	557	86.4
Bourbon	1,222	744	117	86.4
Boyd	2,265	1,658	264	86.3
Boyle	1,221	821	121	87.2
Bracken	266	154	40	79.4
Breathitt	842	592	97	85.9
Breckinridge	424	329	50	86.8
Bullitt	2,632	1,300	441	74.7
Butler	598	385	85	81.9
Caldwell	399	298	48	86.1
Calloway	1,558	1,232	136	90.1
Campbell	3,498	2,931	299	90.7
Carlisle	113	79	27	74.5
Carroll	1,041	625	171	78.5
Carter	1,333	582	206	73.9
Casey	892	643	110	85.4
Christian	3,473	2,387	463	83.8
Clark	1,721	1,317	164	88.9
Clay	1,913	754	728	50.9
Clinton	734	421	60	87.5
Crittenden	281	180	23	88.7
Cumberland	541	388	55	87.6
Daviess	5,228	3,723	517	87.8
Edmonson	289	209	42	83.3
Elliott	244	141	27	83.9
Estill	502	249	86	74.3
Fayette	12,472	10,045	920	91.6
Fleming	537	323	72	81.8
Floyd	2,682	1,729	291	85.6
Franklin	2,771	1,620	385	80.8
Fulton	487	341	66	83.8
Gallatin	909	457	287	61.4
Garrard	943	585	158	78.7
Grant	1,264	912	111	89.1
Graves	1,920	1,117	322	77.6
Grayson	715	505	64	88.8
Green	382	278	31	90.0
Greenup	1,551	1,088	172	86.3
Hancock	269	203	31	86.8
Hardin	4,690	3,309	535	86.1
Harlan	2,760	1,377	288	82.7
Harrison	595	330	48	87.3
Hart	590	379	67	85.0
Henderson	2,499	1,875	229	89.1
Henry	1,049	727	92	88.8
Hickman	146	96	28	77.4
Hopkins	2,173	1,760	213	89.2
Jackson	369	215	81	72.6
Jefferson	19,162	10,857	1,585	87.3
Jessamine	2,113	1,442	260	84.7
Johnson	1,271	711	211	77.1
Kenton	4,943	3,432	672	83.6
Knott	672	455	91	83.3
Knox	1,815	968	480	66.9
Larue	400	258	55	82.4

TABLE 24. PERCENTAGE OF DRIVERS CONVICTED OF DUI FILINGS (BY COUNTY) (2004 - 2008) (continued)

COUNTY	TOTAL DUI FILED	TOTAL DUI CONVICTED	TOTAL DUI NON-CONVICTED	CONVICTION PERCENTAGE
Laurel	3,953	2,739	544	83.4
Lawrence	1,065	595	134	81.6
Lee	404	204	79	72.1
Leslie	1,522	443	601	42.4
Letcher	1,041	714	143	83.3
Lewis	519	366	81	81.9
Lincoln	736	488	102	82.7
Livingston	429	309	41	88.3
Logan	1,708	1,217	314	79.5
Lyon	724	507	95	84.2
McCracken	3,923	2,524	503	83.4
McCreary	1,014	612	151	80.2
McLean	774	545	97	84.9
Madison	2,622	1,735	396	81.4
Magoffin	838	531	76	87.5
Marion	886	561	112	83.4
Marshall	3,136	2,232	367	85.9
Martin	896	623	114	84.5
Mason	493	354	46	88.5
Meade	1,018	724	145	83.3
Menifee	251	158	28	84.9
Mercer	1,030	704	101	87.5
Metcalfe	452	208	81	72.0
Monroe	499	342	81	80.9
Montgomery	1,049	621	159	79.6
Morgan	588	384	46	89.3
Muhlenberg	1,371	1,064	107	90.9
Nelson	1,570	1,067	199	84.3
Nicholas	257	151	29	83.9
Ohio	1,146	678	199	77.3
Oldham	1,405	925	94	90.8
Owen	405	200	83	70.7
Owsley	321	155	67	69.8
Pendleton	454	240	64	78.9
Perry	1,860	819	223	78.6
Pike	4,910	2,128	592	78.2
Powell	1,175	685	218	75.9
Pulaski	3,574	2,007	481	80.7
Robertson	43	29	7	80.6
Rockcastle	1,081	619	170	78.5
Rowan	1,620	1,023	147	87.4
Russell	1,056	567	98	85.3
Scott	1,111	744	122	85.9
Shelby	2,697	1,854	152	92.4
Simpson	861	552	83	86.9
Spencer	665	432	79	84.5
Taylor	1,151	825	162	83.6
Todd	590	412	126	76.6
Trigg	591	432	51	89.4
Trimble	278	149	27	84.7
Union	913	662	109	85.9
Warren	6,932	4,517	694	86.7
Washington	373	251	58	81.2
Wayne	466	266	55	82.9
Webster	470	292	39	88.2
Whitley	1,952	861	363	70.3
Wolfe	524	292	67	81.3
Woodford	1,190	942	87	91.5
TOTAL	192,197	123,929	23,421	84.1

* 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) (2004 - 2008)

POPULATION CATEGORY	AVERAGE CONVICTION PERCENTAGE	COUNTY	TOTAL DUI ARRESTS	TOTAL DUI CONVICTIONS	CONVICTION PERCENTAGE*
UNDER 10,000	81.3	Crittenden	177	180	88.7
		Livingston	315	309	88.3
		Cumberland	386	388	87.6
		Clinton	566	421	87.5
		Hancock	177	203	86.8
		Menifee	178	158	84.9
		McLean	443	545	84.9
		Trimble	215	149	84.7
		Lyon	528	507	84.2
		Elliott	168	141	83.9
		Nicholas	162	151	83.9
		Fulton	295	341	83.8
		Wolfe	395	292	81.3
		Ballard	255	253	80.6
		Robertson	31	29	80.6
		Bracken	177	154	79.4
		Hickman	115	96	77.4
		Carlisle	80	79	74.5
		Lee	277	204	72.1
		Owsley	226	155	69.8
		Gallatin	598	457	61.4
10,000-14,999	80.2	Green	266	278	90.0
		Trigg	347	432	89.4
		Morgan	410	384	89.3
		Webster	342	292	88.2
		Magoffin	625	531	87.5
		Bath	308	241	86.4
		Caldwell	258	298	86.1
		Spencer	475	432	84.5
		Martin	595	623	84.5
		Edmonson	191	209	83.3
		Larue	280	258	82.4
		Butler	410	385	81.9
		Lewis	371	366	81.9
		Fleming	365	323	81.8
		Washington	229	251	81.2
		Monroe	275	342	80.9
		Pendleton	333	240	78.9
		Garrard	631	585	78.7
		Carroll	705	625	78.5
		Todd	374	412	76.6
		Powell	897	685	75.9
		Jackson	272	215	72.6
		Metcalfe	302	208	72.0
		Owen	295	200	70.7
		Leslie	1,278	443	42.4
15,000-24,999	83.7	Anderson	709	719	92.3
		Woodford	823	942	91.5
		Allen	449	461	89.3
		Grant	911	912	89.1
		Henry	715	727	88.8
		Grayson	505	505	88.8
		Mason	377	354	88.5
		Mercer	771	704	87.5
		Rowan	1,196	1,023	87.4
		Harrison	475	330	87.3
		Simpson	644	552	86.9
		Breckinridge	274	329	86.8
		Bourbon	928	744	86.4
		Breathitt	562	592	85.9
		Union	610	662	85.9

TABLE 25. DUI CONVICTION RATES BY COUNTY AND POPULATION CATEGORY
(IN DESCENDING ORDER) (2004 - 2008) (continued)

POPULATION CATEGORY	AVERAGE CONVICTION PERCENTAGE	COUNTY	TOTAL DUI ARRESTS	TOTAL DUI CONVICTIONS	CONVICTION PERCENTAGE*
15,000-24,999 (continued)		Adair	574	512	85.5
		Casey	646	643	85.4
		Russell	815	567	85.3
		Hart	408	379	85.0
		Taylor	790	825	83.6
		Marion	672	561	83.4
		Knott	506	455	83.3
		Wayne	356	266	82.9
		Lincoln	520	488	82.7
		Lawrence	862	595	81.6
		McCreary	765	612	80.2
		Montgomery	800	621	79.6
		Rockcastle	786	619	78.5
		Ohio	807	678	77.3
		Johnson	880	711	77.1
		Estill	427	249	74.3
		Clay	1,547	754	50.9
25,000-49,999	83.4	Shelby	1,971	1,854	92.4
		Muhlenberg	913	1,064	90.9
		Oldham	927	925	90.8
		Calloway	998	1,232	90.1
		Hopkins	1,332	1,760	89.2
		Henderson	1,700	1,875	89.1
		Clark	1,194	1,317	88.9
		Boyle	875	821	87.2
		Greenup	1,045	1,088	86.3
		Boyd	1,463	1,658	86.3
		Scott	770	744	85.9
		Marshall	1,617	2,232	85.9
		Floyd	1,876	1,729	85.6
		Jessamine	1,534	1,442	84.7
		Nelson	1,027	1,067	84.3
		Meade	715	724	83.3
		Letcher	762	714	83.3
		Harlan	2,163	1,377	82.7
		Franklin	1,905	1,620	80.8
		Logan	1,038	1,217	79.5
		Bell	1,755	1,562	79.0
		Perry	1,493	819	78.6
		Barren	1,086	838	78.0
		Graves	1,368	1,117	77.6
		Carter	942	582	73.9
		Whitley	1,486	861	70.3
		Knox	1,367	968	66.9
50,000 - OVER	84.4	Fayette	7,974	10,045	91.6
		Campbell	2,274	2,931	90.7
		Daviess	3,608	3,723	87.8
		Jefferson	14,077	10,857	87.3
		Warren	4,850	4,517	86.7
		Boone	3,121	3,527	86.4
		Hardin	3,159	3,309	86.1
		Christian	2,249	2,387	83.8
		Kenton	3,293	3,432	83.6
		Laurel	2,474	2,739	83.4
		McCracken	2,588	2,524	83.4
		Madison	2,204	1,735	81.4
		Pulaski	2,552	2,007	80.7
		Pike	3,868	2,128	78.2
		Bullitt	1,931	1,300	74.7

*Refer to Table 24 for conviction rate calculation.

TABLE 26. SUMMARY OF RECKLESS DRIVING CONVICTIONS BY COUNTY (2004 - 2008)

COUNTY	2004	2005	2006	2007	2008	TOTAL RECKLESS DRIVING CONVICTIONS (FIVE YEARS)	ANNUAL AVERAGE RECKLESS DRIVING CONVICTIONS PER 1,000 LICENSED DRIVERS
Adair	13	19	16	13	14	75	1.3
Allen	16	11	8	16	10	61	0.9
Anderson	27	26	18	20	15	106	1.3
Ballard	3	9	6	5	8	31	1.0
Barren	80	92	100	85	44	401	2.8
Bath	12	7	10	8	5	42	1.0
Bell	11	20	17	14	12	74	0.8
Boone	111	127	111	153	150	652	1.6
Bourbon	37	32	50	26	21	166	2.4
Boyd	70	53	62	69	41	295	1.7
Boyle	29	33	58	35	37	192	2.0
Bracken	14	15	5	10	7	51	1.7
Breathitt	10	13	16	12	13	64	1.3
Breckinridge	18	9	14	7	13	61	0.9
Bullitt	89	56	85	73	65	368	1.4
Butler	10	12	14	18	6	60	1.3
Caldwell	29	12	13	21	12	87	1.8
Calloway	29	11	28	12	15	95	0.8
Campbell	78	68	65	75	61	347	1.1
Carlisle	2	3	1	2	10	18	0.9
Carroll	24	16	22	18	17	97	2.6
Carter	50	42	31	62	35	220	2.3
Casey	22	19	6	9	15	71	1.3
Christian	109	133	60	119	83	504	2.6
Clark	49	43	43	47	38	220	1.7
Clay	12	28	34	19	24	117	1.8
Clinton	20	23	16	47	16	122	3.5
Crittenden	6	5	4	2	1	18	0.5
Cumberland	24	24	21	21	11	101	4.1
Daviess	72	51	68	92	67	350	1.0
Edmonson	8	10	9	11	6	44	1.0
Elliott	3	3	3	3	2	14	0.6
Estill	12	12	11	4	2	41	0.8
Fayette	331	351	419	433	301	1,835	2.0
Fleming	10	14	22	24	13	83	1.6
Floyd	34	53	57	41	35	220	1.6
Franklin	114	90	120	114	94	532	3.1
Fulton	5	5	4	5	8	27	1.2
Gallatin	36	35	44	43	21	179	6.1
Garrard	28	13	20	32	16	109	1.9
Grant	64	37	35	25	26	187	2.2
Graves	38	34	29	57	38	196	1.5
Grayson	32	30	22	22	18	124	1.4
Green	2	4	1	5	2	14	0.3
Greenup	49	48	41	42	23	203	1.5
Hancock	4	3	7	5	5	24	0.7
Hardin	144	124	116	130	104	618	1.8
Harlan	38	53	60	56	74	281	2.8
Harrison	9	14	8	12	16	59	0.9
Hart	20	32	37	28	31	148	2.4
Henderson	68	49	52	35	44	248	1.5
Henry	7	12	28	13	13	73	1.3
Hickman	6	5	7	2	1	21	1.2
Hopkins	33	48	66	72	45	264	1.6
Jackson	16	12	7	8	7	50	1.1
Jefferson	428	363	371	413	315	1,890	0.8
Jessamine	51	55	67	51	27	251	1.6
Johnson	27	17	25	17	25	111	1.4
Kenton	168	186	144	179	152	829	1.5
Knott	12	11	10	9	8	50	0.9
Knox	59	55	60	45	37	256	2.5
Larue	5	6	9	13	7	40	0.8
Laurel	48	42	71	84	36	281	1.4

TABLE 26. SUMMARY OF RECKLESS DRIVING CONVICTIONS BY COUNTY (2004 - 2008) (continued)

COUNTY	2004	2005	2006	2007	2008	RECKLESS DRIVING CONVICTIONS (FIVE YEARS)	RECKLESS DRIVING CONVICTIONS PER 1,000 LICENSED DRIVERS
Lawrence	28	19	17	4	11	79	1.4
Lee	3	9	5	3	11	31	1.3
Leslie	20	16	15	12	2	65	1.6
Letcher	17	34	30	24	18	123	1.5
Lewis	16	17	19	5	12	69	1.4
Lincoln	30	21	29	19	14	113	1.3
Livingston	15	14	23	15	13	80	2.2
Logan	28	30	28	19	25	130	1.4
Lyon	72	79	82	87	29	349	11.9
McCracken	95	80	64	67	57	363	1.5
McCreary	9	5	4	8	9	35	0.7
McLean	4	5	8	3	2	22	0.6
Madison	85	108	90	72	51	406	1.5
Magoffin	3	5	4	15	5	32	0.7
Marion	11	20	20	13	15	79	1.3
Marshall	39	31	37	36	38	181	1.5
Martin	16	12	6	10	10	54	1.4
Mason	17	32	31	22	22	124	2.0
Meade	24	13	25	33	27	122	1.3
Menifee	12	6	14	4	2	38	1.6
Mercer	31	16	15	19	14	95	1.2
Metcalfe	19	20	22	27	22	110	3.0
Monroe	11	8	17	34	24	94	2.3
Montgomery	34	31	24	26	20	135	1.5
Morgan	6	2	5	8	7	28	0.7
Muhlenberg	16	23	25	29	15	108	1.0
Nelson	33	49	44	43	55	224	1.4
Nicholas	5	7	2	9	10	33	1.2
Ohio	24	19	15	12	10	80	0.9
Oldham	13	17	16	26	8	80	0.4
Owen	11	14	14	14	13	66	1.7
Owsley	8	5	6	6	10	35	2.2
Pendleton	11	12	12	19	14	68	1.3
Perry	12	6	7	10	23	58	0.6
Pike	45	34	45	79	69	272	1.2
Powell	12	9	11	14	8	54	1.2
Pulaski	86	83	63	64	41	337	1.5
Robertson	3	1	0	6	3	13	1.6
Rockcastle	46	40	43	30	20	179	3.1
Rowan	28	24	25	23	14	114	1.6
Russell	11	6	12	12	12	53	0.8
Scott	37	28	32	33	26	156	1.0
Shelby	71	83	58	61	54	327	2.4
Simpson	19	32	29	39	17	136	2.2
Spencer	7	13	8	13	8	49	0.8
Taylor	30	23	27	37	18	135	1.6
Todd	18	13	16	20	18	85	2.1
Trigg	13	9	12	25	14	73	1.4
Trimble	4	1	2	2	1	10	0.3
Union	11	9	8	15	10	53	1.0
Warren	129	95	120	170	109	623	1.8
Washington	3	8	4	8	10	33	0.8
Wayne	22	26	15	14	14	91	1.3
Webster	10	14	4	17	8	53	1.1
Whitley	55	37	47	44	44	227	1.9
Wolfe	6	3	1	9	3	22	0.9
Woodford	24	16	19	17	13	89	1.0
TOTAL	4,453	4,230	4,360	4,648	3,570	21,261	1.6

TABLE 27. PERCENTAGE OF CRASHES INVOLVING DRUGS BY COUNTY AND POPULATION CATEGORY (IN ORDER OF DECREASING PERCENTAGES) (2004-2008)(ALL ROADS)

COUNTY	NUMBER OF CRASHES	PERCENT OF TOTAL CRASHES
POPULATION CATEGORY UNDER 10,000		
Elliott	23	4.8
Owsley	18	4.8
Lee	14	2.9
Hickman	6	2.7
Clinton	20	2.2
Cumberland	8	2.0
Wolfe	18	1.9
Livingston	20	1.8
Menifee	9	1.7
Lyon	15	1.4
Crittenden	14	1.4
Carlisle	5	1.2
Fulton	8	1.1
Trimble	9	1.0
Nicholas	6	1.0
Ballard	8	0.9
McLean	6	0.7
Hancock	4	0.6
Bracken	5	0.5
Gallatin	6	0.5
Robertson	0	0.0
POPULATION CATEGORY 10,000-14,999		
Martin	67	6.9
Magoffin	52	5.3
Leslie	45	4.5
Powell	31	2.8
Bath	28	2.5
Morgan	27	2.0
Fleming	23	1.7
Edmonson	15	1.6
Lewis	16	1.4
Jackson	15	1.4
Washington	15	1.1
Caldwell	17	1.1
Trigg	16	1.1
Spencer	12	1.1
Monroe	8	1.0
Butler	10	1.0
Todd	8	0.8
Garrard	16	0.8
Webster	8	0.7
Carroll	15	0.7
Metcalfe	8	0.7
Green	3	0.5
Larue	7	0.5
Pendleton	9	0.5
Owen	5	0.5
POPULATION CATEGORY 15,000-24,999		
Clay	92	4.7
Knott	74	4.1
Lawrence	35	3.3
Johnson	77	3.1
Casey	38	3.1
Breathitt	47	2.8
Russell	40	2.5
McCreary	26	2.3
Estill	26	2.1
Rockcastle	38	1.6
Adair	27	1.5
Montgomery	56	1.4
Hart	29	1.4
Rowan	52	1.3
Wayne	20	1.2
Ohio	33	1.1
Simpson	27	1.0
Lincoln	23	1.0
Bourbon	30	1.0
Union	16	0.9
Marion	22	0.9
Allen	14	0.8
Mercer	22	0.8
Anderson	17	0.8
Grant	30	0.8
Woodford	28	0.7
Harrison	15	0.6
Henry	10	0.6
Grayson	20	0.6
Taylor	18	0.5
Breckinridge	7	0.5
Mason	14	0.4
POPULATION CATEGORY 25,000-50,000		
Floyd	202	4.0
Harlan	114	4.0
Letcher	82	3.4
Bell	107	3.3
Perry	113	2.6
Knox	82	2.5
Carter	70	2.5
Marshall	82	2.0
Greenup	55	1.5
Whitley	67	1.4
Boyd	127	1.3
Clark	75	1.3
Graves	50	1.1
Logan	32	1.1
Muhlenberg	41	1.0
Hopkins	72	1.0
Henderson	68	0.8
Franklin	66	0.8
Meade	18	0.7
Nelson	33	0.6
Calloway	26	0.5
Oldham	24	0.5
Boyle	21	0.5
Barren	31	0.5
Scott	26	0.4
Jessamine	30	0.4
Shelby	25	0.4
POPULATION CATEGORY OVER 50,000		
Pike	563	5.8
Laurel	134	1.6
Pulaski	82	0.9
Daviess	140	0.9
Kenton	190	0.7
Warren	138	0.7
Madison	92	0.7
Campbell	83	0.6
McCracken	81	0.6
Christian	59	0.6
Boone	100	0.5
Bullitt	35	0.5
Hardin	58	0.4
Fayette	245	0.4
Jefferson	373	0.3

TABLE 28. PERCENTAGE OF CRASHES INVOLVING DRUGS BY CITY AND POPULATION CATEGORY
(IN ORDER OF DECREASING PERCENTAGES)(2004-2008)

CITY	NUMBER OF DRUG-RELATED CRASHES	PERCENTAGE OF CRASHES INVOLVING DRUGS
POPULATION CATEGORY OVER 200,000		
Lexington	245	0.5
Louisville	316	0.3
POPULATION CATEGORY 20,000-55,000		
Ashland	53	1.2
Henderson	58	1.1
Owensboro	100	1.0
Covington	68	0.9
Richmond	43	0.8
Frankfort	41	0.8
Paducah	50	0.7
Bowling Green	85	0.7
Jeffersontown	20	0.6
Florence	48	0.6
Hopkinsville	26	0.5
Radcliff	10	0.4
Elizabethtown	15	0.3
POPULATION CATEGORY 10,000-19,999		
Middlesboro	43	3.3
Winchester	53	1.7
Fort Thomas	16	1.6
Independence	25	1.4
Madisonville	28	0.8
Campbellsville	12	0.7
Somerset	24	0.7
Nicholasville	23	0.7
Erlanger	18	0.6
Shively	20	0.6
Shelbyville	14	0.6
Bardstown	14	0.6
Mayfield	9	0.6
Glasgow	13	0.5
Georgetown	16	0.5
Newport	19	0.5
Danville	7	0.3
Murray	8	0.3
POPULATION CATEGORY 5,000-9,999		
Pikeville	131	5.7
Flatwoods	10	1.9
Mount Sterling	25	1.6
Princeton	11	1.6
London	44	1.5
Central City	11	1.5
Williamsburg	12	1.5
Franklin	16	1.5
Corbin	20	1.4
Taylor Mill	15	1.3
Paris	15	1.2
Harrodsburg	10	0.8
Villa Hills	2	0.8
Versailles	11	0.8
Edgewood	7	0.8
Morehead	16	0.8
Bellevue	7	0.8
Fort Wright	15	0.7
Lawrenceburg	6	0.7
Monticello	7	0.7
Russellville	7	0.6
Fort Mitchell	6	0.6
Cynthiana	6	0.6
Leitchfield	7	0.6
Berea	11	0.6
Wilmore	1	0.6
Maysville	9	0.5
Dayton	1	0.4
Shepherdsville	10	0.4
Lebanon	4	0.4
La Grange	4	0.4
Alexandria	3	0.3
Highland Heights	3	0.3
Elsmere	1	0.2
Mount Washington	1	0.1
POPULATION CATEGORY 2,500-4,999		
Cumberland	4	5.5
Paintsville	29	3.2
Prestonsburg	34	2.8
Grayson	17	2.6
Ludlow	8	2.4
Hazard	41	2.4
Fulton	6	2.3
Calvert City	8	2.3
Barbourville	12	1.9
Irvine	6	1.9
Providence	4	1.9
Vine Grove	5	1.8
Stanton	6	1.7
Flemingsburg	6	1.7
Park Hills	2	1.7
Dawson Springs	2	1.3
Marion	5	1.6
Benton	10	1.3
Russell	9	1.2
Columbia	9	1.2
Hartford	3	1.2
Southgate	5	1.1
Greenville	7	1.1
Lancaster	5	1.1
Lakeside Park	2	1.1
Tompkinsville	3	1.1
Beaver Dam	5	1.0
Morganfield	5	1.0
Carrollton	6	0.9
Scottsville	5	0.9
Williamstown	5	0.9
Stanford	4	0.7
Mount Vernon	3	0.6
Springfield	2	0.5

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
(2007 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	1,700	3.89	982	0.10	97
Incapacitating	4,569	10.46	11,527	1.17	89
Non-Incapacitating	7,878	18.04	38,971	3.97	78
Possible Injury	6,163	14.11	57,091	5.81	59
Fatal or Incapacitating	6,269	14.35	12,509	1.27	91

* Based on 2004 through 2008 crash data. Total sample size for not wearing a safety belt was 43,680 compared to 981,983 for wearing a safety belt.

TABLE 32. USAGE AND EFFECTIVENESS OF CHILD SAFETY SEATS

(CHILDREN AGE THREE AND UNDER) (2004 - 2008)

			RESTRAINT USED		
VARIABLE	CATEGORY	NONE	SAFETY BELT	CHILD SEAT	ANY RESTRAINT
Number With Given Injury	Fatal	8	3	10	13
	Incapacitating	33	30	96	126
	Non-Incapacitating	41	117	527	644
	Possible Injury	99	313	1,380	1,693
	None Detected	207	3,854	19,881	23,735
Percent With Given Injury	Fatal	2.06	0.07	0.05	0.05
	Incapacitating	8.51	0.69	0.44	0.48
	Non-Incapacitating	10.57	2.71	2.41	2.46
	Possible Injury	25.52	7.25	6.30	6.46
	None Detected	53.35	89.27	90.81	90.55
Percent Usage By Seat Position	Front	5.41	30.46	64.13	94.59
	Rear	1.36	19.45	79.19	98.64
	All Positions	1.86	20.80	77.34	98.14
Percent With Given Injury By Seat Position					
(Front)	Fatal	1.80	0.06	0.03	0.04
	Incapacitating	4.32	0.51	0.33	0.39
	Non-Incapacitating	5.40	2.81	1.43	1.87
	Possible Injury	15.47	4.47	4.52	4.50
	None Detected	23.02	42.02	43.65	43.12
(Rear)	Fatal	0.60	0.03	0.03	0.03
	Incapacitating	4.21	0.31	0.29	0.30
	Non-Incapacitating	5.21	1.02	1.65	1.53
	Possible Injury	11.22	3.40	4.24	4.07
	None Detected	28.66	44.78	63.45	59.77
YEAR	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
	2008	118	1,685	7,103	8,788

TABLE 33. PERCENTAGE OF CRASHES INVOLVING UNSAFE SPEED BY COUNTY AND POPULATION CATEGORY (IN ORDER OF DECREASING PERCENTAGES) (2004-2008)

COUNTY	NUMBER OF CRASHES	PERCENT OF TOTAL CRASHES
POPULATION CATEGORY UNDER 10,000		
Carlisle	55	12.7
Bracken	108	11.9
Owsley	43	11.6
Gallatin	151	11.4
Hickman	25	11.3
Trimble	99	10.9
Lyon	110	10.0
Lee	48	10.0
Cumberland	39	9.9
Livingston	98	8.9
Fulton	58	7.7
Menifee	40	7.5
Elliott	35	7.3
Robertson	5	7.2
Hancock	49	7.0
Wolfe	60	6.5
Clinton	53	5.9
Crittenden	55	5.4
McLean	40	4.4
Ballard	35	4.0
Nicholas	22	3.8
POPULATION CATEGORY 10,000-14,999		
Morgan	213	15.5
Martin	113	11.7
Leslie	103	10.3
Larue	142	10.1
Todd	98	10.1
Jackson	102	9.4
Garrard	174	9.1
Washington	115	8.6
Magoffin	83	8.4
Bath	95	8.4
Owen	85	8.2
Butler	77	8.0
Caldwell	121	7.9
Pendleton	137	7.4
Webster	85	7.1
Edmonson	61	6.6
Trigg	96	6.5
Spencer	64	6.0
Powell	66	6.0
Metcalfe	64	5.9
Carroll	95	4.7
Monroe	33	4.2
Lewis	42	3.7
Fleming	47	3.5
Green	17	2.8
POPULATION CATEGORY 15,000-24,999		
Clay	212	10.8
Rockcastle	251	10.7
Henry	171	10.3
McCreary	110	9.6
Woodford	347	8.8
Estill	110	8.7
Hart	182	8.6
Lincoln	195	8.5
Bourbon	246	8.3
Union	142	7.9
Grant	296	7.5
Allen	134	7.4
Knott	133	7.3
Ohio	190	6.5
Harrison	169	6.3
Wayne	108	6.2
Mercer	169	6.2
Adair	110	5.9
Rowan	230	5.5
Grayson	177	5.4
Simpson	134	5.1
Anderson	110	5.0
Mason	166	4.9
Taylor	156	4.6
Montgomery	183	4.5
Russell	71	4.4
Johnson	103	4.2
Marion	102	4.2
Casey	49	4.1
Breckinridge	54	4.0
Breathitt	60	3.5
Lawrence	34	3.2
POPULATION CATEGORY 25,000-50,000		
Franklin	795	9.4
Marshall	388	9.2
Letcher	216	9.0
Carter	235	8.3
Oldham	389	8.3
Jessamine	587	8.2
Floyd	404	8.0
Shelby	474	8.0
Greenup	277	7.8
Knox	255	7.6
Graves	318	7.2
Harlan	206	7.2
Hopkins	525	7.0
Whitley	310	6.6
Scott	432	6.5
Perry	257	6.0
Nelson	346	5.9
Boyle	254	5.8
Henderson	462	5.4
Bell	177	5.4
Logan	162	5.3
Clark	296	5.1
Meade	129	5.0
Muhlenberg	191	4.8
Boyd	445	4.6
Calloway	235	4.4
Barren	283	4.3
POPULATION CATEGORY OVER 50,000		
Madison	1,217	9.6
Christian	768	8.0
Kenton	2,005	7.5
Boone	1,489	7.4
Pike	692	7.1
Fayette	4,227	6.9
Pulaski	628	6.9
Laurel	517	6.1
Warren	1,205	5.9
Campbell	807	5.7
Hardin	766	5.5
McCracken	648	5.2
Bullitt	364	4.7
Daviess	674	4.3
Jefferson	5,482	4.0

TABLE 34. PERCENTAGE OF CRASHES INVOLVING UNSAFE SPEED BY CITY AND POPULATION CATEGORY (IN ORDER OF DECREASING PERCENTAGES)(2004-2008)

CITY	NUMBER OF CRASHES (2004-2008)	PERCENT OF TOTAL CRASHES
POPULATION CATEGORY OVER 200,000		
Lexington	4,225	8.6
Louisville	5,059	5.2
POPULATION CATEGORY 20,000-55,000		
Frankfort	490	10.1
Hopkinsville	401	8.2
Richmond	391	7.5
Elizabethtown	315	5.9
Florence	455	5.7
Covington	405	5.5
Bowling Green	608	5.0
Paducah	338	5.0
Jeffersontown	172	4.9
Henderson	246	4.7
Ashland	171	3.9
Owensboro	367	3.8
Radcliff	67	2.9
POPULATION CATEGORY 10,000-19,999		
Independence	244	13.5
Erlanger	400	13.5
Shelbyville	150	6.5
Fort Thomas	59	5.8
Nicholasville	198	5.7
Georgetown	155	5.3
Danville	141	5.1
Newport	169	4.4
Campbellsville	71	4.0
Mayfield	60	4.0
Somerset	139	3.9
Madisonville	116	3.5
Bardstown	77	3.1
Murray	85	3.0
Glasgow	82	2.9
Winchester	89	2.8
Middlesboro	33	2.5
Shively	75	2.3
POPULATION CATEGORY 5,000-9,999		
Villa Hills	36	15.0
Taylor Mill	157	13.9
Highland Heights	105	10.8
Edgewood	85	10.2
Fort Mitchell	104	9.6
Wilmore	15	9.4
Elsmere	41	8.9
Flatwoods	44	8.3
Berea	138	8.0
Alexandria	77	7.9
Princeton	54	7.8
Fort Wright	138	6.4
Pikeville	144	6.2
Dayton	15	6.1
Williamsburg	47	5.9
Maysville	107	5.8
Versailles	80	5.6
Harrodsburg	58	4.9
Cynthiana	44	4.4
Corbin	59	4.2
Monticello	42	4.2
Central City	30	4.0
Paris	49	3.8
La Grange	37	3.8
London	110	3.8
Franklin	38	3.6
Russellville	39	3.4
Leitchfield	36	3.1
Lebanon	31	3.1
Shepherdsville	64	2.9
Morehead	52	2.7
Mount Sterling	41	2.7
Lawrenceburg	21	2.6
Mount Washington	19	2.3
Bellevue	18	2.1
POPULATION CATEGORY 2,500-4,999		
Southgate	47	10.5
Calvert City	34	9.7
Hickman	6	9.5
Vine Grove	25	8.8
Mount Vernon	44	8.1
Cold Spring	75	7.7
Lakeside Park	13	7.4
Benton	58	7.3
Springfield	30	7.1
Williamstown	40	7.1
Dawson Springs	11	7.1
Hodgenville	25	7.0
Prestonsburg	82	6.7
Russell	47	6.5
Fulton	16	6.0
Barbourville	35	5.7
Park Hills	6	5.0
Marion	15	4.9
Ludlow	16	4.8
Morganfield	22	4.6
Stanford	24	4.4
Beaver Dam	22	4.4
Cumberland	3	4.1
Lancaster	18	4.0
Irvine	12	3.8
Providence	8	3.8
Hazard	62	3.7
Grayson	23	3.5
Tompkinsville	9	3.4
Stanton	12	3.4
Scottsville	18	3.3
Flemingsburg	11	3.1
Columbia	20	2.6
Carrollton	16	2.3
Greenville	13	2.1
Hartford	2	0.8

TABLE 35. SUMMARY OF SPEEDING CONVICTIONS BY COUNTY (2004 - 2008)

COUNTY	2004	2005	2006	2007	2008	TOTAL SPEEDING CONVICTIONS (FIVE YEARS)	ANNUAL AVERAGE SPEEDING CONVICTIONS PER 1,000 LICENSED DRIVERS	SPEEDING CONVICTIONS PER SPEED-RELATED CRASH
Adair	229	293	544	500	349	1,915	31.9	17.4
Allen	175	264	259	260	227	1,185	18.1	8.8
Anderson	1,060	1,338	2,205	1,635	1,236	7,474	94.2	67.9
Ballard	68	89	129	71	74	431	13.8	12.3
Barren	682	558	763	658	656	3,317	22.9	11.7
Bath	509	256	279	747	378	2,169	52.7	22.8
Bell	356	426	492	582	384	2,240	25.5	12.7
Boone	3,165	4,194	2,888	2,710	2,999	15,956	39.1	10.7
Bourbon	818	537	1,020	703	567	3,645	52.1	14.8
Boyd	1,134	954	693	820	756	4,357	25.1	9.8
Boyle	501	817	675	555	530	3,078	31.6	12.1
Bracken	291	324	317	441	427	1,800	58.5	16.7
Breathitt	47	36	120	55	114	372	7.7	6.2
Breckinridge	292	210	258	277	137	1,174	16.9	21.7
Bullitt	1,384	1,142	862	867	1,534	5,789	21.8	15.9
Butler	166	130	229	220	120	865	18.9	11.2
Caldwell	425	405	345	308	317	1,800	37.4	14.9
Calloway	210	217	265	309	297	1,298	10.7	5.5
Campbell	2,522	1,992	2,066	2,072	1,861	10,513	34.3	13.0
Carlisle	55	64	77	57	33	286	14.6	5.2
Carroll	504	581	528	482	391	2,486	67.9	26.2
Carter	721	744	602	535	204	2,806	29.5	11.9
Casey	87	93	146	110	72	508	9.5	10.4
Christian	1,131	954	795	876	1,203	4,959	25.7	6.5
Clark	2,024	1,721	777	673	390	5,585	44.1	18.9
Clay	373	179	390	280	227	1,449	21.8	6.8
Clinton	160	89	118	96	105	568	16.1	10.7
Crittenden	33	18	18	48	50	167	5.1	3.0
Cumberland	128	116	188	121	133	686	27.7	17.6
Daviess	3,750	3,434	3,001	1,788	1,938	13,911	41.1	20.6
Edmonson	208	232	190	167	138	935	21.2	15.3
Elliott	7	7	6	3	8	31	1.4	0.9
Estill	164	121	143	98	93	619	12.0	5.6
Fayette	5,283	4,473	5,470	6,484	6,118	27,828	30.5	6.6
Fleming	177	194	257	268	277	1,173	22.8	25.0
Floyd	126	257	316	354	259	1,312	9.6	3.2
Franklin	2,435	1,883	1,833	1,953	1,627	9,731	55.9	12.2
Fulton	138	66	92	57	102	455	20.2	7.8
Gallatin	454	492	541	546	545	2,578	87.7	17.1
Garrard	191	258	237	340	359	1,385	23.6	8.0
Grant	1,257	1,161	1,401	1,234	800	5,853	68.7	19.8
Graves	1,224	805	760	803	813	4,405	33.3	13.9
Grayson	545	513	1,036	1,825	1,356	5,275	57.8	29.8
Green	45	33	38	43	24	183	4.5	10.8
Greenup	734	589	408	332	208	2,271	16.7	8.2
Hancock	121	99	75	192	153	640	19.9	13.1
Hardin	4,646	4,665	4,472	4,513	3,865	22,161	65.4	28.9
Harlan	79	174	151	239	321	964	9.6	4.7
Harrison	234	144	173	220	138	909	14.1	5.4
Hart	318	339	286	331	460	1,734	28.5	9.5
Henderson	1,179	1,040	1,557	1,373	912	6,061	36.9	13.1
Henry	695	991	735	676	1,092	4,189	74.4	24.5
Hickman	83	31	61	48	80	303	17.2	12.1
Hopkins	1,348	1,315	1,338	1,811	1,837	7,649	45.3	14.6
Jackson	20	20	34	15	20	109	2.4	1.1
Jefferson	11,437	8,388	10,571	9,497	8,392	48,285	19.6	8.8
Jessamine	822	1,084	1,112	1,389	1,381	5,788	36.2	9.9
Johnson	145	176	196	217	333	1,067	13.2	10.4
Kenton	3,425	2,949	3,817	4,615	4,751	19,557	36.2	9.8
Knott	55	46	96	146	65	408	7.5	3.1
Knox	304	335	395	362	330	1,726	16.5	6.8
Larue	300	263	333	297	207	1,400	27.4	9.9
Laurel	602	624	812	724	778	3,540	17.7	6.8
Lawrence	219	253	235	240	207	1,154	20.3	33.9

TABLE 35. SUMMARY OF SPEEDING CONVICTIONS BY COUNTY (2004 - 2008) (continued)

COUNTY	2004	2005	2006	2007	2008	TOTAL SPEEDING CONVICTIONS (FIVE YEARS)	ANNUAL AVERAGE SPEEDING CONVICTIONS PER 1,000 LICENSED DRIVERS	SPEEDING CONVICTIONS PER SPEED-RELATED CRASH
Lee	19	30	31	34	20	134	5.6	2.8
Leslie	127	133	130	166	86	642	15.7	6.2
Letcher	34	71	142	75	77	399	4.8	1.8
Lewis	236	177	264	161	143	981	20.4	23.4
Lincoln	283	398	543	703	593	2,520	29.3	12.9
Livingston	301	209	196	236	357	1,299	35.0	13.3
Logan	710	596	587	469	341	2,703	28.6	16.7
Lyon	355	333	397	388	307	1,780	60.9	16.2
McCracken	1,336	1,342	1,284	1,204	981	6,147	24.9	9.5
McCreary	39	46	67	38	24	214	4.0	1.9
McLean	85	123	84	158	197	647	18.1	16.2
Madison	1,667	1,953	1,794	1,806	2,083	9,303	35.3	7.6
Magoffin	36	55	47	24	41	203	4.7	2.4
Marion	75	85	90	96	69	415	6.6	4.1
Marshall	1,183	783	686	735	1,056	4,443	36.1	11.5
Martin	12	17	17	23	27	96	2.5	0.8
Mason	185	258	543	637	603	2,226	36.2	13.4
Meade	391	213	296	503	370	1,773	19.0	13.7
Menifee	34	21	20	34	48	157	6.8	3.9
Mercer	499	339	259	261	243	1,601	19.8	9.5
Metcalfe	120	104	304	340	268	1,136	31.3	17.8
Monroe	17	7	37	46	49	156	3.9	4.7
Montgomery	150	154	229	682	352	1,567	17.2	8.6
Morgan	238	215	273	134	261	1,121	26.4	5.3
Muhlenberg	321	364	457	373	467	1,982	17.5	10.4
Nelson	1,107	1,001	929	838	780	4,655	30.1	13.5
Nicholas	92	107	326	200	146	871	32.8	39.6
Ohio	720	1,229	1,295	1,196	1,127	5,567	66.1	29.3
Oldham	1,291	1,378	1,285	945	937	5,836	29.4	15.0
Owen	357	330	229	219	188	1,323	34.3	15.6
Owsley	2	3	1	3	4	13	0.8	0.3
Pendleton	235	327	394	292	314	1,562	29.0	11.4
Perry	71	47	62	125	118	423	4.3	1.6
Pike	201	158	124	149	151	783	3.6	1.1
Powell	435	487	628	509	389	2,448	53.9	37.1
Pulaski	690	727	1,104	956	736	4,213	19.1	6.7
Robertson	12	3	4	5	10	34	4.1	6.8
Rockcastle	1,004	849	683	603	320	3,459	59.7	13.8
Rowan	437	576	663	445	445	2,566	35.7	11.2
Russell	149	93	282	240	184	948	15.0	13.4
Scott	647	796	841	1,096	1,279	4,659	30.2	10.8
Shelby	1,156	1,131	1,414	1,314	1,646	6,661	49.0	14.1
Simpson	225	275	191	406	279	1,376	22.0	10.3
Spencer	134	115	148	182	230	809	13.1	12.6
Taylor	336	146	220	275	214	1,191	13.9	7.6
Todd	217	206	137	116	364	1,040	25.7	10.6
Trigg	195	136	148	173	396	1,048	20.8	10.9
Trimble	92	78	74	60	94	398	12.2	4.0
Union	133	203	230	205	195	966	18.1	6.8
Warren	2,267	1,946	1,987	2,269	2,121	10,590	30.8	8.8
Washington	247	158	167	222	225	1,019	25.0	8.9
Wayne	162	120	71	67	56	476	7.0	4.4
Webster	114	102	86	110	73	485	9.9	5.7
Whitley	178	202	152	196	203	931	7.8	3.0
Wolfe	1,327	633	607	449	860	3,876	155.5	64.6
Woodford	896	1,161	1,291	1,547	1,383	6,278	69.9	18.1
TOTAL*	85,602	78,944	84,776	85,006	80,288	414,616	28.3	10.6

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

TABLE 36. SPEEDING CONVICTION RATES IN DECREASING ORDER (BY COUNTY POPULATION CATEGORIES) (2004 - 2008)

POPULATION CATEGORY	COUNTY	ANNUAL AVERAGE SPEEDING CONVICTIONS PER 1,000 LICENSED DRIVERS	COUNTY	SPEEDING CONVICTIONS PER SPEED-RELATED CRASH
UNDER 10,000	Wolfe	155.5	Wolfe	64.6
	Gallatin	87.7	Nicholas	39.6
	Lyon	60.9	Cumberland	17.6
	Bracken	58.5	Gallatin	17.1
	Livingston	35.0	Bracken	16.7
	Nicholas	32.8	Lyon	16.2
	Cumberland	27.7	McLean	16.2
	Fulton	20.2	Livingston	13.3
	Hancock	19.9	Hancock	13.1
	McLean	18.1	Ballard	12.3
	Hickman	17.2	Hickman	12.1
	Clinton	16.1	Clinton	10.7
	Carlisle	14.6	Fulton	7.8
	Ballard	13.8	Robertson	6.8
	Trimble	12.2	Carlisle	5.2
	Menifee	6.8	Trimble	4.0
	Lee	5.6	Menifee	3.9
	Crittenden	5.1	Crittenden	3.0
	Robertson	4.1	Lee	2.8
	Elliott	1.4	Elliott	0.9
	Owsley	0.8	Owsley	0.3
10,000-14,999	Carroll	67.9	Powell	37.1
	Powell	53.9	Carroll	26.2
	Bath	52.7	Fleming	25.0
	Caldwell	37.4	Lewis	23.4
	Owen	34.3	Bath	22.8
	Metcalfe	31.3	Metcalfe	17.8
	Pendleton	29.0	Owen	15.6
	Larue	27.4	Edmonson	15.3
	Morgan	26.4	Caldwell	14.9
	Todd	25.7	Spencer	12.6
	Washington	25.0	Pendleton	11.4
	Garrard	23.6	Butler	11.2
	Fleming	22.8	Trigg	10.9
	Edmonson	21.2	Green	10.8
	Trigg	20.8	Todd	10.6
	Lewis	20.4	Larue	9.9
	Butler	18.9	Washington	8.9
	Leslie	15.7	Garrard	8.0
	Spencer	13.1	Leslie	6.2
	Webster	9.9	Webster	5.7
	Magoffin	4.7	Morgan	5.3
	Green	4.5	Monroe	4.7
	Monroe	3.9	Magoffin	2.4
	Martin	2.5	Jackson	1.1
	Jackson	2.4	Martin	0.8
15,000 - 24,999	Anderson	94.2	Anderson	67.9
	Henry	74.4	Lawrence	33.9
	Woodford	69.9	Grayson	29.8
	Grant	68.7	Ohio	29.3
	Ohio	66.1	Henry	24.5
	Rockcastle	59.7	Breckinridge	21.7
	Grayson	57.8	Grant	19.8
	Bourbon	52.1	Woodford	18.1
	Mason	36.2	Adair	17.4
	Rowan	35.7	Bourbon	14.8
	Adair	31.9	Rockcastle	13.8
	Lincoln	29.3	Mason	13.4
	Hart	28.5	Russell	13.4

TABLE 36. SPEEDING CONVICTION RATES IN DECREASING ORDER (BY COUNTY POPULATION CATEGORIES) (2004 - 2008) (continued)

POPULATION CATEGORY	COUNTY	ANNUAL AVERAGE SPEEDING CONVICTIONS PER 1,000 LICENSED DRIVERS	COUNTY	SPEEDING CONVICTIONS PER SPEED-RELATED CRASH
15,000 - 24,999 (cont'd)	Simpson	22.0	Lincoln	12.9
	Clay	21.8	Rowan	11.2
	Lawrence	20.3	Casey	10.4
	Mercer	19.8	Johnson	10.4
	Allen	18.1	Simpson	10.3
	Union	18.1	Hart	9.5
	Montgomery	17.2	Mercer	9.5
	Breckinridge	16.9	Allen	8.8
	Russell	15.0	Montgomery	8.6
	Harrison	14.1	Taylor	7.6
	Taylor	13.9	Clay	6.8
	Johnson	13.2	Union	6.8
	Estill	12.0	Breathitt	6.2
	Casey	9.5	Estill	5.6
	Breathitt	7.7	Harrison	5.4
	Knott	7.5	Wayne	4.4
	Wayne	7.0	Marion	4.1
	Marion	6.6	Knott	3.1
	McCreary	4.0	McCreary	1.9
25,000 - 49,999	Franklin	55.9	Clark	18.9
	Shelby	49.0	Logan	16.7
	Hopkins	45.3	Oldham	15.0
	Clark	44.1	Hopkins	14.6
	Henderson	36.9	Shelby	14.1
	Jessamine	36.2	Graves	13.9
	Marshall	36.1	Meade	13.7
	Graves	33.3	Nelson	13.5
	Boyle	31.6	Henderson	13.1
	Scott	30.2	Bell	12.7
	Nelson	30.1	Franklin	12.2
	Carter	29.5	Boyle	12.1
	Oldham	29.4	Carter	11.9
	Logan	28.6	Barren	11.7
	Bell	25.5	Marshall	11.5
	Boyd	25.1	Scott	10.8
	Barren	22.9	Muhlenberg	10.4
	Meade	19.0	Jessamine	9.9
	Muhlenberg	17.5	Boyd	9.8
	Greenup	16.7	Greenup	8.2
	Knox	16.5	Knox	6.8
	Calloway	10.7	Calloway	5.5
	Harlan	9.6	Harlan	4.7
	Floyd	9.6	Floyd	3.2
	Whitley	7.8	Whitley	3.0
	Letcher	4.8	Letcher	1.8
	Perry	4.3	Perry	1.6
50,000 - OVER	Hardin	65.4	Hardin	28.9
	Daviess	41.1	Daviess	20.6
	Boone	39.1	Bullitt	15.9
	Kenton	36.2	Campbell	13.0
	Madison	35.3	Boone	10.7
	Campbell	34.3	Kenton	9.8
	Warren	30.8	McCracken	9.5
	Fayette	30.5	Jefferson	8.8
	Christian	25.7	Warren	8.8
	McCracken	24.9	Madison	7.6
	Bullitt	21.8	Laurel	6.8
	Jefferson	19.6	Pulaski	6.7
	Pulaski	19.1	Fayette	6.6
	Laurel	17.7	Christian	6.5
	Pike	3.6	Pike	1.1

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

HIGHWAY TYPE AND SPEED LIMIT	85th PERCENTILE SPEED (MPH) BEFORE	AFTER
Rural Interstate 65 mph before / 70 mph After	74.6	75.9
Parkway Four Lane 65 mph before / 70 mph After	73.5	75.5
Parkway Two Lane 55 mph	67.5	67.7
Four Lane (US Routes) Non-Interstate or Parkway 55 mph	63.9	65.3
Four Lane (KY Routes) Non-Interstate or Parkway 55 mph	65.7	65.6
Two Lane Full Width Shoulder 55 mph	65.2	65.7

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

	85th PERCENTILE SPEED (MPH)	
HIGHWAY TYPE AND SPEED LIMIT	BEFORE	AFTER
Rural Interstate 65 mph before / 70 mph After	69.8	70.4
Parkway Four Lane 65 mph before / 70 mph After	69.5	70.7
Parkway Two Lane 55 mph	64.4	64.2
Four Lane (US Routes) Non-Interstate or Parkway 55 mph	62.6	63.1
Four Lane (KY Routes) Non-Interstate or Parkway 55 mph	62.7	61.7
Two Lane Full Width Shoulder 55 mph	62.4	61.8

TABLE 39. CRASH TREND ANALYSIS (2004 - 2008)

Crash Statistic	Number in Given Year 2004	2005	2006	2007	4-Year Average 2004 - 2007	2008	2008 Percent Change*
Total Crashes	133,718	128,685	127,252	124,553	128,552	123,530	-3.9
Fatal Crashes	866	885	837	803	848	752	-11.3
Fatalities	978	985	913	864	935	826	-11.7
Injury Crashes	29,933	28,828	27,467	26,160	28,097	25,360	-9.7
Injuries	44,986	43,295	41,044	38,786	42,028	37,491	-10.8
Fatal and Injury Crashes	30,799	29,713	28,304	26,963	28,945	26,112	-9.8
Licensed Drivers (Millions)	2.89	2.93	2.91	3.00	2.93	3.03	3.5
Registered Vehicles (Millions)	3.50	3.54	3.71	3.76	3.63	3.78	4.2
Total Vehicle Miles (Billions)	47.191	47.384	47.639	47.870	47.521	47.176	-0.7
Total Crash/100 MVM	283	272	267	260	271	262	-3.4
Fatal Crash/100 MVM	1.84	1.87	1.76	1.68	1.78	1.59	-10.4
Fatalities/100 MVM	2.07	2.08	1.92	1.80	1.97	1.75	-11.1
Injuries/100 MVM	95	91	86	81	88	79	-9.7
Speed Related Crashes	9,369	8,083	7,931	6,847	8,058	7,533	-6.5
Speed Related Injury Crashes	3,035	2,806	2,663	2,238	2,686	2,303	-14.3
Speed Related Fatal Crashes	187	191	168	151	174	139	-20.1
Speed Convictions	86,115	79,596	86,531	87,216	84,865	82,485	-2.8
Alcohol Related Crashes	5,629	5,440	5,360	5,167	5,399	5,015	-7.1
Alcohol Related Injury Crashes	2,257	2,166	2,118	1,987	2,132	1,850	-13.2
Alcohol Related Fatal Crashes	170	188	171	188	179	152	-15.1
Alcohol Related Fatalities	199	204	188	204	199	160	-19.6
DUI Filings	40,118	36,946	39,838	38,190	38,773	37,105	-4.3
DUI Convictions	25,611	23,710	25,294	25,018	24,908	24,296	-2.5
DUI Conviction Rate (Percent)**	83.2	83.7	83.8	84.9	83.9	85.3	1.7
Number DUI Filings/Alcohol Related Fatality	202	181	212	187	195	232	18.9
Drug Related Crashes	1,262	1,246	1,351	1,370	1,307	1,414	8.2
Drug Related Injury Crashes	567	554	580	514	554	546	-1.4
Drug Related Fatal Crashes	145	185	217	226	193	208	7.8
Pedestrian Related Crashes	904	902	909	894	902	994	10.2
Pedestrian Related Injury Crashes	759	751	759	749	755	793	5.0
Pedestrian Related Fatal Crashes	49	55	53	46	51	64	25.5
Bicycle/Motor Vehicle Related Crashes	453	437	412	433	434	489	12.7
Bicycle Related Injury Crashes	334	320	292	319	316	353	11.7
Bicycle Related Fatal Crashes	6	12	5	2	6	6	0.0
Motorcycle Related Crashes	1,581	1,777	1,765	2,087	1,803	2,159	19.7
Motorcycle Related Injury Crashes	1,114	1,184	1,182	1,399	1,220	1,407	15.3
Motorcycle Related Fatal Crashes	70	83	94	112	90	96	6.7
School Bus Crashes	887	869	810	797	841	781	-7.1
School Bus Injury Crashes	112	114	119	97	111	97	-12.6
School Bus Fatal Crashes	5	1	3	2	3	3	0.0
Truck Crashes	10,015	9,823	9,709	9,176	9,681	8,782	-9.3
Truck Injury Crashes	1,918	1,886	1,757	1,607	1,792	1,490	-16.9
Truck Fatal Crashes	122	118	103	104	112	98	-12.5
Train Crashes	51	62	52	61	57	39	-31.6
Train Injury Crashes	18	16	19	14	17	11	-35.3
Train Fatal Crashes	4	4	8	6	6	3	-50.0

* Percent change from 2004-2007 average to 2008.

** 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	7	0.8	1	0.1	22	2.6	10	1.2	208	24.1
Allen	3	0.3	2	0.2	38	4.3	6	0.7	137	15.4
Anderson	10	1.0	4	0.4	58	6.1	21	2.2	195	20.4
Ballard	0	0.0	1	0.2	17	4.1	3	0.7	140	33.8
Barren	21	1.1	9	0.5	94	4.9	21	1.1	605	31.8
Bath	5	0.9	2	0.4	18	3.2	10	1.8	119	21.5
Bell	30	2.0	17	1.1	55	3.7	28	1.9	287	19.1
Boone	102	2.4	38	0.9	295	6.9	193	4.5	2288	53.2
Bourbon	17	1.8	9	0.9	56	5.8	20	2.1	297	30.7
Boyd	52	2.1	30	1.2	158	6.4	36	1.4	750	30.1
Boyle	25	1.8	7	0.5	78	5.6	21	1.5	263	19.0
Bracken	1	0.2	2	0.5	35	8.5	2	0.5	84	20.3
Breathitt	15	1.9	1	0.1	34	4.2	19	2.4	139	17.3
Breckinridge	7	0.8	3	0.3	22	2.4	11	1.2	118	12.7
Bullitt	37	1.2	13	0.4	148	4.8	82	2.7	980	32.0
Butler	5	0.8	2	0.3	34	5.2	4	0.6	72	11.1
Caldwell	14	2.1	3	0.5	23	3.5	12	1.8	176	27.0
Calloway	27	1.6	20	1.2	107	6.3	24	1.4	285	16.7
Campbell	178	4.0	77	1.7	170	3.8	67	1.5	910	20.5
Carlisle	0	0.0	0	0.0	11	4.1	1	0.4	56	20.9
Carroll	11	2.2	3	0.6	44	8.7	14	2.8	321	63.2
Carter	16	1.2	3	0.2	50	3.7	17	1.3	304	22.6
Casey	8	1.0	1	0.1	25	3.2	5	0.6	97	12.6
Christian	58	1.6	40	1.1	184	5.1	66	1.8	899	24.9
Clark	41	2.5	12	0.7	87	5.2	29	1.7	509	30.7
Clay	13	1.1	1	0.1	44	3.6	40	3.3	144	11.7
Clinton	5	1.0	1	0.2	16	3.3	2	0.4	76	15.8
Crittenden	5	1.1	1	0.2	21	4.5	5	1.1	106	22.6
Cumberland	4	1.1	1	0.3	13	3.6	3	0.8	58	16.2
Daviess	85	1.9	113	2.5	209	4.6	76	1.7	932	20.4
Edmonson	2	0.3	1	0.2	9	1.5	11	1.9	79	13.6
Elliott	2	0.6	1	0.3	19	5.6	9	2.7	37	11.0
Estill	13	1.7	4	0.5	38	5.0	8	1.0	70	9.1
Fayette	509	3.9	281	2.2	628	4.8	239	1.8	3942	30.3
Fleming	8	1.2	5	0.7	22	3.2	13	1.9	115	16.7
Floyd	33	1.6	7	0.3	86	4.1	85	4.0	569	26.8
Franklin	47	2.0	14	0.6	122	5.1	50	2.1	490	20.6
Fulton	2	0.5	5	1.3	13	3.4	1	0.3	79	20.4
Gallatin	7	1.8	2	0.5	19	4.8	8	2.0	306	77.8
Garrard	11	1.5	5	0.7	43	5.8	12	1.6	142	19.2
Grant	19	1.7	3	0.3	58	5.2	36	3.2	506	45.2
Graves	27	1.5	14	0.8	110	5.9	27	1.5	402	21.7
Grayson	30	2.5	7	0.6	53	4.4	12	1.0	254	21.1
Green	5	0.9	1	0.2	8	1.4	5	0.9	50	8.7
Greenup	15	0.8	9	0.5	69	3.7	28	1.5	196	10.6
Hancock	1	0.2	3	0.7	17	4.1	3	0.7	96	22.9
Hardin	68	1.4	37	0.8	219	4.7	90	1.9	1252	26.6
Harlan	20	1.2	13	0.8	57	3.4	16	1.0	314	18.9
Harrison	18	2.0	4	0.4	40	4.4	16	1.8	141	15.7
Hart	8	0.9	4	0.5	37	4.2	13	1.5	398	45.6
Henderson	44	2.0	35	1.6	122	5.4	43	1.9	790	35.2
Henry	11	1.5	7	0.9	29	3.9	5	0.7	286	38.0
Hickman	0	0.0	1	0.4	3	1.1	1	0.4	22	8.4
Hopkins	34	1.5	22	0.9	108	4.6	32	1.4	703	30.2
Jackson	4	0.6	0	0.0	22	3.3	9	1.3	101	15.0
Jefferson	1719	5.0	778	2.2	1503	4.3	1058	3.1	10031	28.9
Jessamine	44	2.3	23	1.2	108	5.5	125	6.4	518	26.5
Johnson	21	1.8	4	0.3	60	5.1	11	0.9	204	17.4
Kenton	272	3.6	139	1.8	298	3.9	191	2.5	2263	29.9
Knott	10	1.1	0	0.0	32	3.6	24	2.7	264	29.9

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	24	1.5	8	0.5	66	4.2	23	1.4	281	17.7
Larue	5	0.7	3	0.4	25	3.7	6	0.9	149	22.3
Laurel	40	1.5	14	0.5	142	5.4	42	1.6	957	36.3
Lawrence	2	0.3	1	0.1	14	1.8	10	1.3	153	19.7
Lee	2	0.5	0	0.0	12	3.0	3	0.8	38	9.6
Leslie	4	0.6	1	0.2	28	4.5	15	2.4	162	26.1
Letcher	17	1.3	5	0.4	59	4.7	23	1.8	354	28.0
Lewis	10	1.4	1	0.1	12	1.7	12	1.7	137	19.4
Lincoln	11	0.9	6	0.5	53	4.5	19	1.6	184	15.8
Livingston	4	0.8	0	0.0	37	7.5	8	1.6	128	26.1
Logan	10	0.8	8	0.6	50	3.8	23	1.7	323	24.3
Lyon	0	0.0	0	0.0	26	6.4	2	0.5	194	48.0
McCracken	79	2.4	39	1.2	237	7.2	67	2.0	937	28.6
McCreary	7	0.8	3	0.4	40	4.7	7	0.8	77	9.0
McLean	1	0.2	1	0.2	19	3.8	7	1.4	81	16.3
Madison	75	2.1	35	1.0	220	6.2	72	2.0	1008	28.4
Magoffin	7	1.1	2	0.3	15	2.3	8	1.2	135	20.3
Marion	16	1.8	9	1.0	39	4.3	10	1.1	178	19.5
Marshall	21	1.4	5	0.3	95	6.3	17	1.1	424	28.1
Martin	5	0.8	0	0.0	17	2.7	10	1.6	99	15.7
Mason	18	2.1	11	1.3	57	6.8	8	1.0	300	35.7
Meade	18	1.4	4	0.3	56	4.3	4	0.3	136	10.3
Menifee	3	0.9	0	0.0	18	5.5	3	0.9	33	10.1
Mercer	18	1.7	4	0.4	49	4.7	9	0.9	160	15.4
Metcalfe	4	0.8	1	0.2	27	5.4	14	2.8	115	22.9
Monroe	2	0.3	0	0.0	18	3.1	6	1.0	164	27.9
Montgomery	18	1.6	3	0.3	74	6.6	34	3.0	307	27.2
Morgan	11	1.6	0	0.0	31	4.4	19	2.7	84	12.0
Muhlenberg	11	0.7	10	0.6	68	4.3	21	1.3	355	22.3
Nelson	36	1.9	10	0.5	98	5.2	36	1.9	426	22.7
Nicholas	2	0.6	0	0.0	9	2.6	8	2.3	38	11.2
Ohio	12	1.0	6	0.5	43	3.8	13	1.1	298	26.0
Oldham	18	0.8	10	0.4	62	2.7	56	2.4	423	18.3
Owen	5	0.9	2	0.4	43	8.2	3	0.6	70	13.3
Owsley	3	1.2	1	0.4	4	1.6	2	0.8	36	14.8
Pendleton	6	0.8	2	0.3	44	6.1	24	3.3	138	19.2
Perry	18	1.2	5	0.3	61	4.2	50	3.4	443	30.1
Pike	46	1.3	11	0.3	209	6.1	69	2.0	1218	35.4
Powell	9	1.4	1	0.2	27	4.1	4	0.6	72	10.9
Pulaski	35	1.2	13	0.5	146	5.2	30	1.1	661	23.5
Robertson	0	0.0	0	0.0	6	5.3	1	0.9	4	3.5
Rockcastle	17	2.1	2	0.2	40	4.8	21	2.5	391	47.2
Rowan	16	1.4	9	0.8	60	5.4	27	2.4	304	27.5
Russell	10	1.2	1	0.1	35	4.3	1	0.1	110	13.5
Scott	21	1.3	20	1.2	100	6.0	34	2.1	681	41.2
Shelby	18	1.1	17	1.0	78	4.7	38	2.3	625	37.5
Simpson	10	1.2	6	0.7	44	5.4	11	1.3	507	61.8
Spencer	3	0.5	2	0.3	32	5.4	16	2.7	83	14.1
Taylor	15	1.3	4	0.3	56	4.9	8	0.7	175	15.3
Todd	4	0.7	2	0.3	30	5.0	12	2.0	120	20.0
Trigg	8	1.3	2	0.3	24	3.8	9	1.4	160	25.4
Trimble	7	1.7	4	1.0	28	6.9	7	1.7	95	23.4
Union	16	2.0	6	0.8	47	6.0	10	1.3	161	20.6
Warren	92	2.0	54	1.2	308	6.7	105	2.3	1583	34.2
Washington	8	1.5	2	0.4	26	4.8	7	1.3	129	23.6
Wayne	10	1.0	3	0.3	24	2.4	16	1.6	126	12.6
Webster	6	0.8	0	0.0	10	1.4	4	0.6	133	18.8
Whitley	38	2.1	9	0.5	71	4.0	24	1.3	547	30.5
Wolfe	5	1.4	0	0.0	22	6.2	10	2.8	87	24.6
Woodford	18	1.6	7	0.6	64	5.5	20	1.7	389	33.5

* 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) (2004-2008)(ALL ROADS)

COUNTY	NUMBER OF CRASHES	ANNUAL CRASH RATE (CRASHES PER 10,000 POP.)
POPULATION CATEGORY UNDER 10,000		
Gallatin	7	1.8
Trimble	7	1.7
Wolfe	5	1.4
Owsley	3	1.2
Crittenden	5	1.1
Cumberland	4	1.1
Clinton	5	1.0
Menifee	3	0.9
Livingston	4	0.8
Elliott	2	0.6
Nicholas	2	0.6
Lee	2	0.5
Fulton	2	0.5
Bracken	1	0.2
Hancock	1	0.2
McLean	1	0.2
Lyon	0	0.0
Carlisle	0	0.0
Hickman	0	0.0
Ballard	0	0.0
Robertson	0	0.0
POPULATION CATEGORY 10,000-14,999		
Carroll	11	2.2
Caldwell	14	2.1
Morgan	11	1.6
Garrard	11	1.5
Washington	8	1.5
Lewis	10	1.4
Powell	9	1.4
Trigg	8	1.3
Fleming	8	1.2
Magoffin	7	1.1
Owen	5	0.9
Bath	5	0.9
Green	5	0.9
Martin	5	0.8
Butler	5	0.8
Metcalfe	4	0.8
Pendleton	6	0.8
Webster	6	0.8
Todd	4	0.7
Larue	5	0.7
Leslie	4	0.6
Jackson	4	0.6
Spencer	3	0.5
Edmonson	2	0.3
Monroe	2	0.3
POPULATION CATEGORY 15,000-24,999		
Grayson	30	2.5
Mason	18	2.1
Rockcastle	17	2.1
Union	16	2.0
Harrison	18	2.0
Breathitt	15	1.9
Johnson	21	1.8
Marion	16	1.8
Bourbon	17	1.8
Grant	19	1.7
Mercer	18	1.7
Estill	13	1.7
Woodford	18	1.6
Montgomery	18	1.6
Henry	11	1.5
Rowan	16	1.4
Taylor	15	1.3
Russell	10	1.2
Simpson	10	1.2
Knott	10	1.1
Clay	13	1.1
Ohio	12	1.0
Wayne	10	1.0
Casey	8	1.0
Anderson	10	1.0
Hart	8	0.9
Lincoln	11	0.9
Adair	7	0.8
McCreary	7	0.8
Breckinridge	7	0.8
Lawrence	2	0.3
Allen	3	0.3
POPULATION CATEGORY 25,000-50,000		
Clark	41	2.5
Jessamine	44	2.3
Boyd	52	2.1
Whitley	38	2.1
Henderson	44	2.0
Franklin	47	2.0
Bell	30	2.0
Nelson	36	1.9
Boyle	25	1.8
Floyd	33	1.6
Calloway	27	1.6
Hopkins	34	1.5
Graves	27	1.5
Knox	24	1.5
Marshall	21	1.4
Meade	18	1.4
Scott	21	1.3
Letcher	17	1.3
Perry	18	1.2
Harlan	20	1.2
Carter	16	1.2
Shelby	18	1.1
Barren	21	1.1
Greenup	15	0.8
Logan	10	0.8
Oldham	18	0.8
Muhlenberg	11	0.7
POPULATION CATEGORY OVER 50,000		
Jefferson	1,719	5.0
Campbell	178	4.0
Fayette	509	3.9
Kenton	272	3.6
Boone	102	2.4
McCracken	79	2.4
Madison	75	2.1
Warren	92	2.0
Daviess	85	1.9
Christian	58	1.6
Laurel	40	1.5
Hardin	68	1.4
Pike	46	1.3
Bullitt	37	1.2
Pulaski	35	1.2

TABLE 42. PEDESTRIAN CRASH RATES BY CITY AND POPULATION CATEGORY
(IN ORDER OF DECREASING PERCENTAGES)(2004-2008)

CITY	NUMBER OF CRASHES (2004-2008)	ANNUAL CRASH RATE (CRASHES PER 10,000 POPULATION)
POPULATION CATEGORY OVER 200,000		
Louisville	1,587	12.4
Lexington	509	3.9
POPULATION CATEGORY 20,000-55,000		
Covington	180	8.3
Florence	61	5.2
Paducah	60	4.6
Richmond	47	3.5
Ashland	39	3.5
Bowling Green	74	3.0
Hopkinsville	45	3.0
Henderson	38	2.8
Owensboro	75	2.8
Frankfort	37	2.7
Elizabethtown	28	2.5
Radcliff	24	2.2
Jeffersontown	24	1.8
POPULATION CATEGORY 10,000-19,999		
Newport	116	13.6
Shively	66	8.7
Bardstown	24	4.6
Winchester	37	4.4
Nicholasville	40	4.1
Mayfield	19	3.7
Somerset	20	3.5
Danville	24	3.1
Murray	23	3.1
Madisonville	27	2.8
Middlesboro	14	2.7
Campbellsville	14	2.7
Shelbyville	13	2.6
Erlanger	21	2.5
Glasgow	12	1.8
Independence	13	1.7
Georgetown	14	1.5
Fort Thomas	12	1.5
POPULATION CATEGORY 5,000-9,999		
Pikeville	21	6.7
Bellevue	21	6.5
Leitchfield	18	5.9
London	16	5.6
Cynthiana	17	5.4
Williamsburg	11	4.3
Corbin	16	4.1
La Grange	11	3.9
Lebanon	11	3.8
Paris	16	3.5
Dayton	10	3.4
Princeton	11	3.4
Shepherdsville	13	3.1
Monticello	9	3.0
Maysville	13	2.9
Versailles	11	2.9
Harrodsburg	11	2.7
Franklin	10	2.5
Highland Heights	8	2.4
Morehead	7	2.4
Mount Sterling	7	2.4
Fort Wright	6	2.1
Elsmere	8	2.0
Russellville	7	2.0
Berea	10	2.0
Flatwoods	6	1.6
Fort Mitchell	6	1.5
Mount Washington	6	1.4
Lawrenceburg	5	1.1
Central City	3	1.0
Edgewood	4	0.9
Taylor Mill	3	0.9
Alexandria	3	0.7
Villa Hills	1	0.3
POPULATION CATEGORY 2,500-4,999		
Ludlow	15	6.8
Mount Vernon	8	6.2
Irvine	8	5.6
Benton	11	5.2
Lancaster	9	4.8
Springfield	6	4.6
Grayson	9	4.6
Hazard	10	4.2
Flemingsburg	6	4.0
Carrollton	7	3.6
Barbourville	6	3.3
Williamstown	5	3.1
Morganfield	5	2.9
Paintsville	6	2.9
Marion	4	2.5
Prestonsburg	4	2.2
Hodgenville	3	2.1
Cold Spring	4	2.1
Dawson Springs	3	2.0
Beaver Dam	3	2.0
Greenville	4	1.8
Columbia	3	1.5
Calvert City	2	1.5
Vine Grove	3	1.4
Lakeside Park	2	1.4
Fulton	2	1.4
Stanford	2	1.2
Providence	2	1.1
Scottsville	2	0.9
Tompkinsville	1	0.8
Cumberland	1	0.8
Stanton	1	0.7
Southgate	1	0.6

TABLE 43. BICYCLE CRASH RATES BY COUNTY AND POPULATION CATEGORY (IN ORDER OF DECREASING PERCENTAGES) (2004-2008)

COUNTY	NUMBER OF CRASHES	ANNUAL CRASH RATE (CRASHES PER 10,000 POP.)
POPULATION CATEGORY UNDER 10,000		
Fulton	5	1.3
Trimble	4	1.0
Hancock	3	0.7
Gallatin	2	0.5
Bracken	2	0.5
Owsley	1	0.4
Hickman	1	0.4
Cumberland	1	0.3
Elliott	1	0.3
Clinton	1	0.2
Crittenden	1	0.2
Ballard	1	0.2
McLean	1	0.2
Wolfe	0	0.0
Nicholas	0	0.0
Lee	0	0.0
Menifee	0	0.0
Carlisle	0	0.0
Lyon	0	0.0
Livingston	0	0.0
Robertson	0	0.0
POPULATION CATEGORY 10,000-14,999		
Garrard	5	0.7
Fleming	5	0.7
Carroll	3	0.6
Caldwell	3	0.5
Washington	2	0.4
Owen	2	0.4
Larue	3	0.4
Bath	2	0.4
Pendleton	2	0.3
Magoffin	2	0.3
Trigg	2	0.3
Butler	2	0.3
Todd	2	0.3
Spencer	2	0.3
Powell	1	0.2
Edmonson	1	0.2
Leslie	1	0.2
Metcalfe	1	0.2
Green	1	0.2
Lewis	1	0.1
Martin	0	0.0
Morgan	0	0.0
Monroe	0	0.0
Webster	0	0.0
Jackson	0	0.0
POPULATION CATEGORY 15,000-24,999		
Mason	11	1.3
Marion	9	1.0
Henry	7	0.9
Bourbon	9	0.9
Union	6	0.8
Rowan	9	0.8
Simpson	6	0.7
Woodford	7	0.6
Grayson	7	0.6
Lincoln	6	0.5
Hart	4	0.5
Ohio	6	0.5
Estill	4	0.5
McCreary	3	0.4
Anderson	4	0.4
Mercer	4	0.4
Harrison	4	0.4
Montgomery	3	0.3
Wayne	3	0.3
Breckinridge	3	0.3
Taylor	4	0.3
Grant	3	0.3
Johnson	4	0.3
Rockcastle	2	0.2
Allen	2	0.2
Adair	1	0.1
Russell	1	0.1
Breathitt	1	0.1
Lawrence	1	0.1
Casey	1	0.1
Clay	1	0.1
Knott	0	0.0
POPULATION CATEGORY 25,000-50,000		
Henderson	35	1.6
Boyd	30	1.2
Scott	20	1.2
Calloway	20	1.2
Jessamine	23	1.2
Bell	17	1.1
Shelby	17	1.0
Hopkins	22	0.9
Graves	14	0.8
Harlan	13	0.8
Clark	12	0.7
Muhlenberg	10	0.6
Logan	8	0.6
Franklin	14	0.6
Greenup	9	0.5
Nelson	10	0.5
Whitley	9	0.5
Barren	9	0.5
Knox	8	0.5
Boyle	7	0.5
Oldham	10	0.4
Letcher	5	0.4
Marshall	5	0.3
Floyd	7	0.3
Meade	4	0.3
Perry	5	0.3
Carter	3	0.2
POPULATION CATEGORY OVER 50,000		
Daviess	113	2.5
Jefferson	778	2.2
Fayette	281	2.2
Kenton	139	1.8
Campbell	77	1.7
McCracken	39	1.2
Warren	54	1.2
Christian	40	1.1
Madison	35	1.0
Boone	38	0.9
Hardin	37	0.8
Pulaski	13	0.5
Laurel	14	0.5
Bullitt	13	0.4
Pike	11	0.3

TABLE 44. BICYCLE CRASH RATES BY CITY AND POPULATION CATEGORY
(IN ORDER OF DECREASING PERCENTAGES)(2004-2008)

CITY	NUMBER OF CRASHES (2004-2008)	ANNUAL CRASH RATE (CRASHES PER 10,000 POPULATION)
POPULATION CATEGORY OVER 200,000		
Louisville	723	5.6
Lexington	281	2.2
POPULATION CATEGORY 20,000-55,000		
Covington	98	4.5
Owensboro	104	3.8
Ashland	27	2.5
Henderson	33	2.4
Paducah	29	2.2
Hopkinsville	32	2.1
Bowling Green	49	2.0
Florence	23	2.0
Richmond	24	1.8
Elizabethtown	19	1.7
Radcliff	12	1.1
Jeffersontown	13	1.0
Frankfort	10	0.7
POPULATION CATEGORY 10,000-19,999		
Newport	38	4.5
Shively	26	3.4
Middlesboro	14	2.7
Mayfield	12	2.3
Murray	17	2.3
Shelbyville	11	2.2
Madisonville	18	1.9
Georgetown	17	1.9
Erlanger	14	1.7
Bardstown	9	1.7
Fort Thomas	12	1.5
Nicholasville	15	1.5
Somerset	8	1.4
Winchester	10	1.2
Danville	7	0.9
Campbellsville	4	0.8
Glasgow	5	0.8
Independence	5	0.7
POPULATION CATEGORY 5,000-9,999		
Bellevue	14	4.3
Morehead	9	3.0
London	8	2.8
Lebanon	8	2.8
Maysville	11	2.4
Leitchfield	6	2.0
Berea	8	1.6
Versailles	6	1.6
Flatwoods	6	1.6
Paris	7	1.5
Elsmere	6	1.5
Russellville	5	1.4
Corbin	4	1.0
Pikeville	3	1.0
Lawrenceburg	4	0.9
Princeton	3	0.9
Franklin	3	0.8
Harrodsburg	3	0.7
Wilmore	2	0.7
Central City	2	0.7
Shepherdsville	3	0.7
Monticello	2	0.7
Edgewood	3	0.6
Cynthiana	2	0.6
Alexandria	2	0.5
Fort Mitchell	2	0.5
Williamsburg	1	0.4
Fort Wright	1	0.4
Dayton	1	0.3
Highland Heights	1	0.3
Taylor Mill	1	0.3
Villa Hills	1	0.3
Mount Washington	1	0.2
POPULATION CATEGORY 2,500-4,999		
Fulton	4	2.9
Flemingsburg	4	2.7
Morganfield	4	2.3
Lancaster	4	2.1
Paintsville	4	1.9
Stanford	3	1.7
Prestonsburg	3	1.7
Carrollton	3	1.6
Hartford	2	1.6
Springfield	2	1.5
Calvert City	2	1.5
Greenville	3	1.4
Irvine	2	1.4
Hodgenville	2	1.4
Vine Grove	3	1.4
Lakeside Park	2	1.4
Southgate	2	1.2
Hazard	3	1.2
Grayson	2	1.0
Scottsville	2	0.9
Ludlow	2	0.9
Hickman	1	0.8
Mount Vernon	1	0.8
Beaver Dam	1	0.7
Marion	1	0.6
Barbourville	1	0.6
Williamstown	1	0.6
Columbia	1	0.5
Russell	1	0.5

TABLE 45. MOTORCYCLE CRASH RATES BY COUNTY AND POPULATION CATEGORY (IN ORDER OF DECREASING PERCENTAGES) (2004-2008)

COUNTY	NUMBER OF CRASHES	ANNUAL CRASH RATE (CRASHES PER 10,000 POP.)
POPULATION CATEGORY UNDER 10,000		
Bracken	35	8.5
Livingston	37	7.5
Trimble	28	6.9
Lyon	26	6.4
Wolfe	22	6.2
Elliott	19	5.6
Menifee	18	5.5
Robertson	6	5.3
Gallatin	19	4.8
Crittenden	21	4.5
Ballard	17	4.1
Carlisle	11	4.1
Hancock	17	4.1
McLean	19	3.8
Cumberland	13	3.6
Fulton	13	3.4
Clinton	16	3.3
Lee	12	3.0
Nicholas	9	2.6
Owsley	4	1.6
Hickman	3	1.1
POPULATION CATEGORY 10,000-14,999		
Carroll	44	8.7
Owen	43	8.2
Pendleton	44	6.1
Garrard	43	5.8
Metcalfe	27	5.4
Spencer	32	5.4
Butler	34	5.2
Todd	30	5.0
Washington	26	4.8
Leslie	28	4.5
Morgan	31	4.4
Powell	27	4.1
Trigg	24	3.8
Larue	25	3.7
Caldwell	23	3.5
Jackson	22	3.3
Fleming	22	3.2
Bath	18	3.2
Monroe	18	3.1
Martin	17	2.7
Magoffin	15	2.3
Lewis	12	1.7
Edmonson	9	1.5
Green	8	1.4
Webster	10	1.4
POPULATION CATEGORY 15,000-24,999		
Mason	57	6.8
Montgomery	74	6.6
Anderson	58	6.1
Union	47	6.0
Bourbon	56	5.8
Woodford	64	5.5
Rowan	60	5.4
Simpson	44	5.4
Grant	58	5.2
Johnson	60	5.1
Estill	38	5.0
Taylor	56	4.9
Rockcastle	40	4.8
Mercer	49	4.7
McCreary	40	4.7
Lincoln	53	4.5
Harrison	40	4.4
Grayson	53	4.4
Allen	38	4.3
Russell	35	4.3
Marion	39	4.3
Hart	37	4.2
Breathitt	34	4.2
Henry	29	3.9
Ohio	43	3.8
Clay	44	3.6
Knott	32	3.6
Casey	25	3.2
Adair	22	2.6
Breckinridge	22	2.4
Wayne	24	2.4
Lawrence	14	1.8
POPULATION CATEGORY 25,000-50,000		
Boyd	158	6.4
Calloway	107	6.3
Marshall	95	6.3
Scott	100	6.0
Graves	110	5.9
Boyle	78	5.6
Jessamine	108	5.5
Henderson	122	5.4
Nelson	98	5.2
Clark	87	5.2
Franklin	122	5.1
Barren	94	4.9
Shelby	78	4.7
Letcher	59	4.7
Hopkins	108	4.6
Meade	56	4.3
Muhlenberg	68	4.3
Knox	66	4.2
Perry	61	4.2
Floyd	86	4.1
Whitley	71	4.0
Logan	50	3.8
Bell	55	3.7
Greenup	69	3.7
Carter	50	3.7
Harlan	57	3.4
Oldham	62	2.7
POPULATION CATEGORY OVER 50,000		
McCracken	237	7.2
Boone	295	6.9
Warren	308	6.7
Madison	220	6.2
Pike	209	6.1
Laurel	142	5.4
Pulaski	146	5.2
Christian	184	5.1
Fayette	628	4.8
Bullitt	148	4.8
Hardin	219	4.7
Daviess	209	4.6
Jefferson	1,503	4.3
Kenton	298	3.9
Campbell	170	3.8

TABLE 46. MOTORCYCLE CRASH RATES BY CITY AND POPULATION CATEGORY
(IN ORDER OF DECREASING PERCENTAGES)(2004-2008)

CITY	NUMBER OF CRASHES (2004-2008)	ANNUAL CRASH RATE (CRASHES PER 10,000 POPULATION)
POPULATION CATEGORY OVER 200,000		
Louisville	1,364	10.6
Lexington	628	4.8
POPULATION CATEGORY 20,000-55,000		
Paducah	133	10.1
Florence	95	8.1
Ashland	85	7.7
Bowling Green	187	7.6
Richmond	92	6.8
Elizabethtown	72	6.4
Henderson	81	5.9
Hopkinsville	89	5.9
Radcliff	57	5.2
Frankfort	70	5.0
Owensboro	132	4.9
Covington	97	4.5
Jeffersontown	33	2.5
POPULATION CATEGORY 10,000-19,999		
Somerset	48	8.5
Shively	55	7.3
Glasgow	45	6.9
Bardstown	34	6.6
Danville	49	6.3
Shelbyville	31	6.1
Newport	51	6.0
Murray	45	6.0
Mayfield	29	5.6
Erlanger	46	5.5
Nicholasville	52	5.3
Campbellsville	27	5.1
Winchester	40	4.8
Madisonville	45	4.7
Georgetown	37	4.1
Independence	30	4.0
Middlesboro	14	2.7
Fort Thomas	16	1.9
POPULATION CATEGORY 5,000-9,999		
Pikeville	58	18.4
London	30	10.5
Shepherdsville	42	10.1
Mount Sterling	22	7.5
Berea	34	6.9
Leitchfield	20	6.5
Maysville	29	6.4
Fort Wright	17	6.0
Harrodsburg	24	6.0
Paris	25	5.4
Versailles	20	5.3
Morehead	15	5.1
Franklin	20	5.0
Russellville	17	4.8
La Grange	13	4.6
Corbin	18	4.6
Mount Washington	18	4.2
Central City	12	4.1
Princeton	13	4.0
Bellevue	13	4.0
Monticello	11	3.7
Cynthiana	11	3.5
Taylor Mill	11	3.2
Williamsburg	8	3.1
Lawrenceburg	14	3.1
Lebanon	9	3.1
Dayton	9	3.0
Flatwoods	11	2.9
Alexandria	12	2.9
Fort Mitchell	11	2.7
Villa Hills	10	2.5
Edgewood	9	1.9
Elsmere	7	1.7
Highland Heights	5	1.5
Wilmore	1	0.3
POPULATION CATEGORY 2,500-4,999		
Prestonsburg	24	13.3
Calvert City	13	9.6
Paintsville	19	9.2
Stanford	14	8.2
Springfield	10	7.6
Scottsville	16	7.4
Carrollton	14	7.3
Barbourville	13	7.2
Hazard	17	7.1
Tompkinsville	9	6.8
Russell	12	6.6
Greenville	14	6.4
Cold Spring	11	5.8
Grayson	11	5.7
Lancaster	10	5.4
Benton	11	5.2
Columbia	10	5.0
Marion	7	4.4
Williamstown	7	4.3
Beaver Dam	6	4.0
Hartford	5	3.9
Mount Vernon	5	3.9
Stanton	5	3.3
Fulton	4	2.9
Irvine	4	2.8
Hodgenville	4	2.8
Providence	5	2.8
Dawson Springs	4	2.7
Morganfield	4	2.3
Ludlow	5	2.3
Cumberland	2	1.5
Vine Grove	3	1.4
Park Hills	2	1.3
Southgate	2	1.2

TABLE 47. SCHOOL BUS CRASH RATES BY COUNTY AND POPULATION CATEGORY (IN ORDER OF DECREASING PERCENTAGES) (2004-2008)

COUNTY	NUMBER OF CRASHES	ANNUAL CRASH RATE (CRASHES PER 10,000 POP.)
POPULATION CATEGORY UNDER 10,000		
Wolfe	10	2.8
Elliott	9	2.7
Nicholas	8	2.3
Gallatin	8	2.0
Trimble	7	1.7
Livingston	8	1.6
McLean	7	1.4
Crittenden	5	1.1
Robertson	1	0.9
Menifee	3	0.9
Owsley	2	0.8
Lee	3	0.8
Cumberland	3	0.8
Ballard	3	0.7
Hancock	3	0.7
Lyon	2	0.5
Bracken	2	0.5
Clinton	2	0.4
Carlisle	1	0.4
Hickman	1	0.4
Fulton	1	0.3
POPULATION CATEGORY 10,000-14,999		
Pendleton	24	3.3
Metcalfe	14	2.8
Carroll	14	2.8
Spencer	16	2.7
Morgan	19	2.7
Leslie	15	2.4
Todd	12	2.0
Edmonson	11	1.9
Fleming	13	1.9
Bath	10	1.8
Caldwell	12	1.8
Lewis	12	1.7
Garrard	12	1.6
Martin	10	1.6
Trigg	9	1.4
Washington	7	1.3
Jackson	9	1.3
Magoffin	8	1.2
Monroe	6	1.0
Green	5	0.9
Larue	6	0.9
Butler	4	0.6
Owen	3	0.6
Webster	4	0.6
Powell	4	0.6
POPULATION CATEGORY 15,000-24,999		
Clay	40	3.3
Grant	36	3.2
Montgomery	34	3.0
Knott	24	2.7
Rockcastle	21	2.5
Rowan	27	2.4
Breathitt	19	2.4
Anderson	21	2.2
Bourbon	20	2.1
Harrison	16	1.8
Woodford	20	1.7
Lincoln	19	1.6
Wayne	16	1.6
Hart	13	1.5
Union	10	1.3
Simpson	11	1.3
Lawrence	10	1.3
Breckinridge	11	1.2
Adair	10	1.2
Ohio	13	1.1
Marion	10	1.1
Grayson	12	1.0
Estill	8	1.0
Mason	8	1.0
Mercer	9	0.9
Johnson	11	0.9
McCreary	7	0.8
Taylor	8	0.7
Allen	6	0.7
Henry	5	0.7
Casey	5	0.6
Russell	1	0.1
POPULATION CATEGORY 25,000-50,000		
Jessamine	125	6.4
Floyd	85	4.0
Perry	50	3.4
Oldham	56	2.4
Shelby	38	2.3
Franklin	50	2.1
Scott	34	2.1
Henderson	43	1.9
Bell	28	1.9
Nelson	36	1.9
Letcher	23	1.8
Logan	23	1.7
Clark	29	1.7
Greenup	28	1.5
Graves	27	1.5
Boyle	21	1.5
Knox	23	1.4
Calloway	24	1.4
Boyd	36	1.4
Hopkins	32	1.4
Muhlenberg	21	1.3
Whitley	24	1.3
Carter	17	1.3
Barren	21	1.1
Marshall	17	1.1
Harlan	16	1.0
Meade	4	0.3
POPULATION CATEGORY OVER 50,000		
Boone	193	4.5
Jefferson	1,058	3.1
Bullitt	82	2.7
Kenton	191	2.5
Warren	105	2.3
McCracken	67	2.0
Pike	69	2.0
Madison	72	2.0
Hardin	90	1.9
Fayette	239	1.8
Christian	66	1.8
Daviess	76	1.7
Laurel	42	1.6
Campbell	67	1.5
Pulaski	30	1.1

TABLE 48. SCHOOL BUS CRASH RATES BY CITY AND POPULATION CATEGORY
(IN ORDER OF DECREASING PERCENTAGES)(2004-2008)

CITY	NUMBER OF CRASHES (2004-2008)	ANNUAL CRASH RATE (CRASHES PER 10,000 POPULATION)
POPULATION CATEGORY OVER 200,000		
Louisville	967	7.5
Lexington	239	1.8
POPULATION CATEGORY 20,000-55,000		
Florence	52	4.4
Richmond	41	3.0
Hopkinsville	41	2.7
Henderson	34	2.5
Frankfort	34	2.5
Elizabethtown	27	2.4
Paducah	30	2.3
Covington	46	2.1
Bowling Green	47	1.9
Jeffersontown	25	1.9
Owensboro	51	1.9
Ashland	21	1.9
Radcliff	18	1.6
POPULATION CATEGORY 10,000-19,999		
Nicholasville	77	7.8
Shively	48	6.3
Bardstown	22	4.2
Independence	24	3.2
Shelbyville	15	3.0
Winchester	21	2.5
Danville	18	2.3
Georgetown	19	2.1
Mayfield	11	2.1
Murray	16	2.1
Middlesboro	10	1.9
Newport	14	1.6
Somerset	9	1.6
Glasgow	10	1.5
Campbellsville	7	1.3
Erlanger	11	1.3
Madisonville	12	1.2
Fort Thomas	4	0.5
POPULATION CATEGORY 5,000-9,999		
Taylor Mill	26	7.5
Shepherdsville	23	5.5
Edgewood	23	4.9
Cynthiana	13	4.2
Mount Sterling	11	3.7
La Grange	10	3.5
Pikeville	11	3.5
London	9	3.2
Villa Hills	12	3.0
Alexandria	11	2.7
Morehead	8	2.7
Paris	12	2.6
Russellville	9	2.5
Mount Washington	10	2.4
Lawrenceburg	11	2.4
Versailles	8	2.1
Lebanon	6	2.1
Princeton	7	2.1
Berea	10	2.0
Bellevue	6	1.9
Franklin	7	1.8
Fort Wright	5	1.8
Monticello	5	1.7
Wilmore	5	1.7
Leitchfield	5	1.6
Corbin	5	1.3
Williamsburg	3	1.2
Fort Mitchell	5	1.2
Elsmere	5	1.2
Maysville	5	1.1
Dayton	3	1.0
Flatwoods	3	0.8
Central City	2	0.7
Harrodsburg	2	0.5
Highland Heights	1	0.3
POPULATION CATEGORY 2,500-4,999		
Williamstown	9	5.6
Prestonsburg	10	5.5
Carrollton	10	5.2
Barbourville	8	4.5
Stanford	6	3.5
Beaver Dam	5	3.3
Grayson	6	3.1
Springfield	4	3.0
Hazard	7	2.9
Lakeside Park	4	2.8
Columbia	5	2.5
Morganfield	4	2.3
Tompkinsville	3	2.3
Flemingsburg	3	2.0
Paintsville	4	1.9
Vine Grove	4	1.9
Scottsville	4	1.8
Lancaster	3	1.6
Irvine	2	1.4
Benton	3	1.4
Marion	2	1.3
Stanton	2	1.3
Russell	2	1.1
Greenville	2	0.9
Park Hills	1	0.7
Providence	1	0.6

TABLE 49. TRUCK CRASH RATES BY COUNTY AND POPULATION CATEGORY (IN ORDER OF DECREASING PERCENTAGES) (2004-2008)

COUNTY	NUMBER OF CRASHES	ANNUAL CRASH RATE (CRASHES PER 10,000 POP.)
POPULATION CATEGORY UNDER 10,000		
Gallatin	306	77.8
Lyon	194	48.0
Ballard	140	33.8
Livingston	128	26.1
Wolfe	87	24.6
Trimble	95	23.4
Hancock	96	22.9
Crittenden	106	22.6
Carlisle	56	20.9
Fulton	79	20.4
Bracken	84	20.3
McLean	81	16.3
Cumberland	58	16.2
Clinton	76	15.8
Owsley	36	14.8
Nicholas	38	11.2
Elliott	37	11.0
Menifee	33	10.1
Lee	38	9.6
Hickman	22	8.4
Robertson	4	3.5
POPULATION CATEGORY 10,000-14,999		
Carroll	321	63.2
Monroe	164	27.9
Caldwell	176	27.0
Leslie	162	26.1
Trigg	160	25.4
Washington	129	23.6
Metcalfe	115	22.9
Larue	149	22.3
Bath	119	21.5
Magoffin	135	20.3
Todd	120	20.0
Lewis	137	19.4
Garrard	142	19.2
Pendleton	138	19.2
Webster	133	18.8
Fleming	115	16.7
Martin	99	15.7
Jackson	101	15.0
Spencer	83	14.1
Edmonson	79	13.6
Owen	70	13.3
Morgan	84	12.0
Butler	72	11.1
Powell	72	10.9
Green	50	8.7
POPULATION CATEGORY 15,000-24,999		
Simpson	507	61.8
Rockcastle	391	47.2
Hart	398	45.6
Grant	506	45.2
Henry	286	38.0
Mason	300	35.7
Woodford	389	33.5
Bourbon	297	30.7
Knott	264	29.9
Rowan	304	27.5
Montgomery	307	27.2
Ohio	298	26.0
Adair	208	24.1
Grayson	254	21.1
Union	161	20.6
Anderson	195	20.4
Lawrence	153	19.7
Marion	178	19.5
Johnson	204	17.4
Breathitt	139	17.3
Lincoln	184	15.8
Harrison	141	15.7
Allen	137	15.4
Mercer	160	15.4
Taylor	175	15.3
Russell	110	13.5
Breckinridge	118	12.7
Wayne	126	12.6
Casey	97	12.6
Clay	144	11.7
Estill	70	9.1
McCreary	77	9.0
POPULATION CATEGORY 25,000-50,000		
Scott	681	41.2
Shelby	625	37.5
Henderson	790	35.2
Barren	605	31.8
Clark	509	30.7
Whitley	547	30.5
Hopkins	703	30.2
Boyd	750	30.1
Perry	443	30.1
Marshall	424	28.1
Letcher	354	28.0
Floyd	569	26.8
Jessamine	518	26.5
Logan	323	24.3
Nelson	426	22.7
Carter	304	22.6
Muhlenberg	355	22.3
Graves	402	21.7
Franklin	490	20.6
Bell	287	19.1
Boyle	263	19.0
Harlan	314	18.9
Oldham	423	18.3
Knox	281	17.7
Calloway	285	16.7
Greenup	196	10.6
Meade	136	10.3
POPULATION CATEGORY OVER 50,000		
Boone	2,288	53.2
Laurel	957	36.3
Pike	1,218	35.4
Warren	1,583	34.2
Bullitt	980	32.0
Fayette	3,942	30.3
Kenton	2,263	29.9
Jefferson	10,031	28.9
McCracken	937	28.6
Madison	1,008	28.4
Hardin	1,252	26.6
Christian	899	24.9
Pulaski	661	23.5
Campbell	910	20.5
Daviess	932	20.4

TABLE 50. MOTOR VEHICLE-TRAIN CRASH RATES BY COUNTY AND POPULATION CATEGORY
(IN ORDER OF DECREASING PERCENTAGES) (2004 - 2008)

COUNTY	NUMBER OF CRASHES	ANNUAL CRASH RATE (CRASHES PER 10,000 POP.)	COUNTY	NUMBER OF CRASHES	ANNUAL CRASH RATE (CRASHES PER 10,000 POP.)
POPULATION CATEGORY UNDER 10,000			**POPULATION CATEGORY 15,000-24,999 (cont.)**		
Carlisle	1	0.37	Johnson	1	0.09
Nicholas	1	0.29	Clay	0	0.00
Bracken	1	0.24	Taylor	0	0.00
McLean	0	0.00	Montgomery	0	0.00
Livingston	0	0.00	Rowan	0	0.00
Clinton	0	0.00	Wayne	0	0.00
Crittenden	0	0.00	Bourbon	0	0.00
Hancock	0	0.00	Anderson	0	0.00
Ballard	0	0.00	Marion	0	0.00
Trimble	0	0.00	Allen	0	0.00
Lyon	0	0.00	Knott	0	0.00
Lee	0	0.00	Adair	0	0.00
Gallatin	0	0.00	McCreary	0	0.00
Fulton	0	0.00	Mason	0	0.00
Cumberland	0	0.00	Russell	0	0.00
Wolfe	0	0.00	Union	0	0.00
Elliott	0	0.00	Casey	0	0.00
Menifee	0	0.00	Estill	0	0.00
Hickman	0	0.00	**POPULATION CATEGORY 25,000-49,999**		
Owsley	0	0.00	Floyd	14	0.66
Robertson	0	0.00	Oldham	15	0.65
POPULATION CATEGORY 10,000 - 14,999			Hopkins	9	0.39
Todd	5	0.84	Scott	5	0.30
Magoffin	2	0.30	Harlan	5	0.30
Carroll	1	0.20	Boyd	7	0.28
Caldwell	1	0.15	Letcher	3	0.24
Webster	1	0.14	Henderson	5	0.22
Pendleton	1	0.14	Whitley	4	0.22
Garrard	0	0.00	Knox	3	0.19
Lewis	0	0.00	Shelby	3	0.18
Morgan	0	0.00	Logan	2	0.15
Fleming	0	0.00	Perry	2	0.14
Jackson	0	0.00	Bell	2	0.13
Larue	0	0.00	Graves	2	0.11
Powell	0	0.00	Marshall	1	0.07
Butler	0	0.00	Clark	1	0.06
Trigg	0	0.00	Nelson	1	0.05
Martin	0	0.00	Barren	1	0.05
Leslie	0	0.00	Franklin	0	0.00
Spencer	0	0.00	Jessamine	0	0.00
Monroe	0	0.00	Greenup	0	0.00
Edmonson	0	0.00	Calloway	0	0.00
Green	0	0.00	Muhlenberg	0	0.00
Bath	0	0.00	Boyle	0	0.00
Washington	0	0.00	Carter	0	0.00
Owen	0	0.00	Meade	0	0.00
Metcalfe	0	0.00	**POPULATION CATEGORY 50,000 - OVER**		
POPULATION CATEGORY 15,000 - 24,999			Pike	12	0.35
Mercer	9	0.86	Pulaski	8	0.28
Breathitt	4	0.50	Daviess	13	0.28
Hart	4	0.46	Christian	7	0.19
Grant	5	0.45	Jefferson	55	0.16
Henry	3	0.40	Bullitt	4	0.13
Simpson	3	0.37	Hardin	6	0.13
Lawrence	2	0.26	Boone	5	0.12
Breckinridge	2	0.21	Laurel	3	0.11
Lincoln	2	0.17	Madison	4	0.11
Grayson	2	0.17	Warren	5	0.11
Rockcastle	1	0.12	Kenton	3	0.04
Harrison	1	0.11	Fayette	5	0.04
Ohio	1	0.09	McCracken	1	0.03
Woodford	1	0.09	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

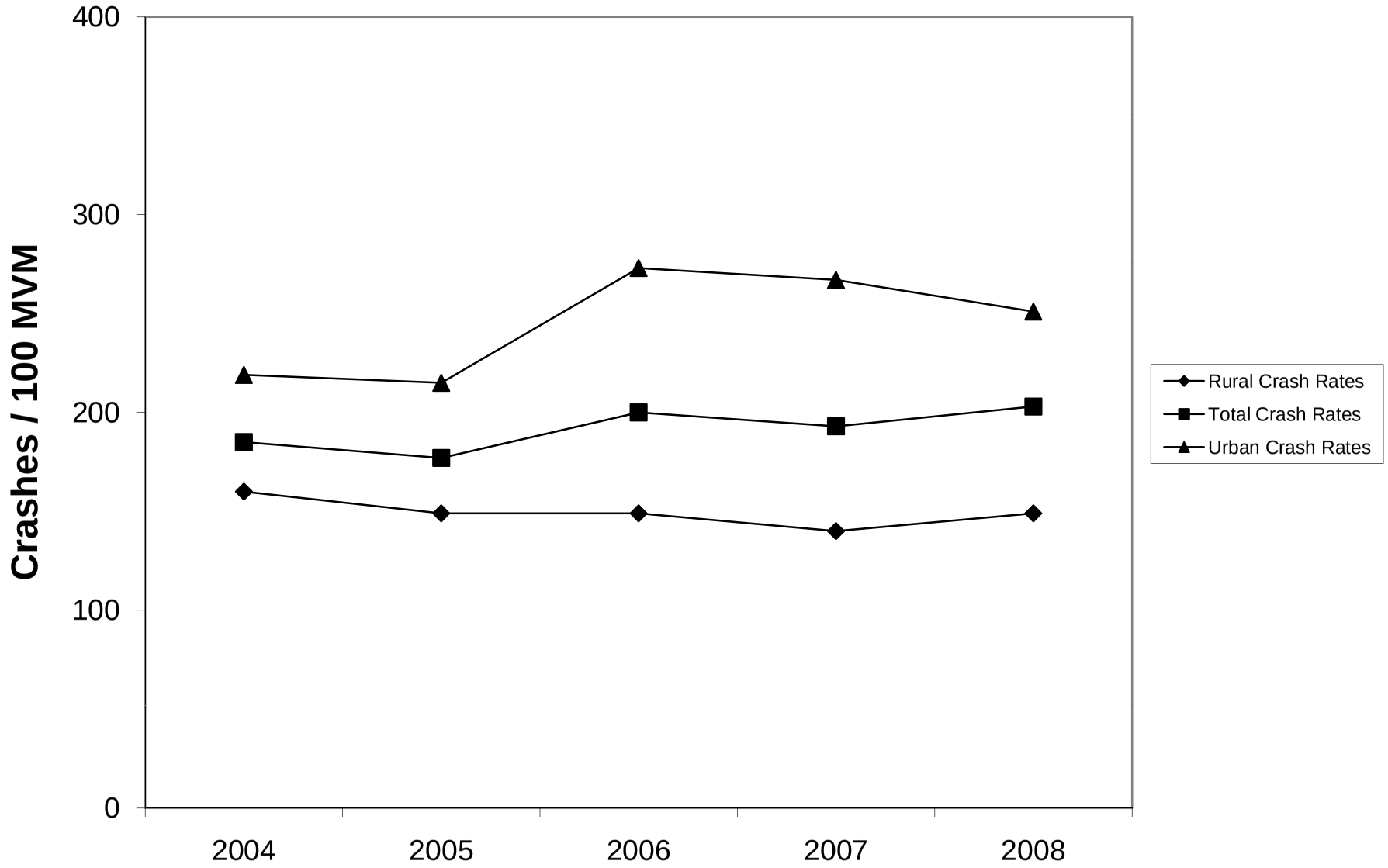

Figure 1. Trends in Crash Rates (State-Maintained Roads)

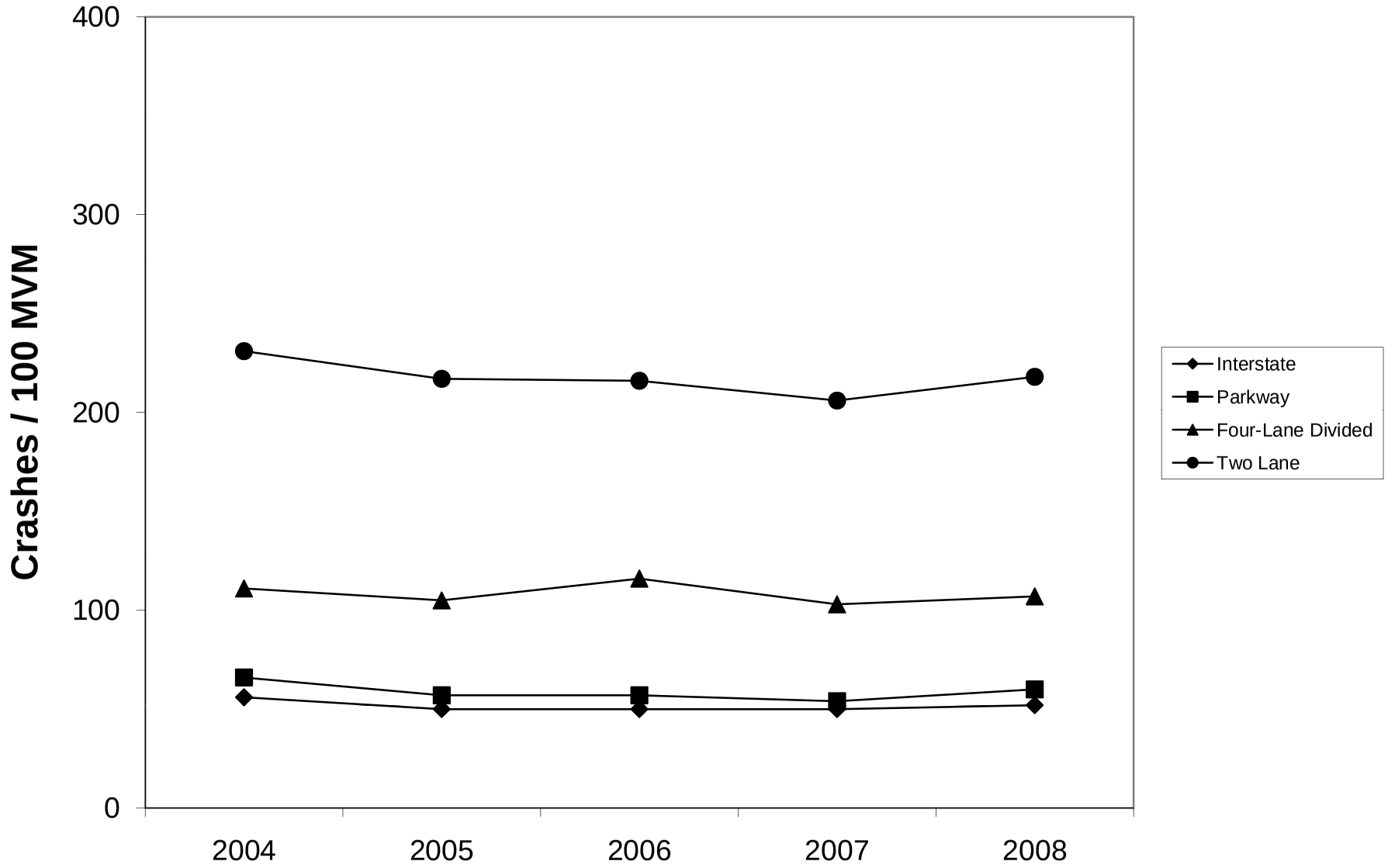

Figure 2. Trends in Rural Crash Rates (State-Maintained Roads)

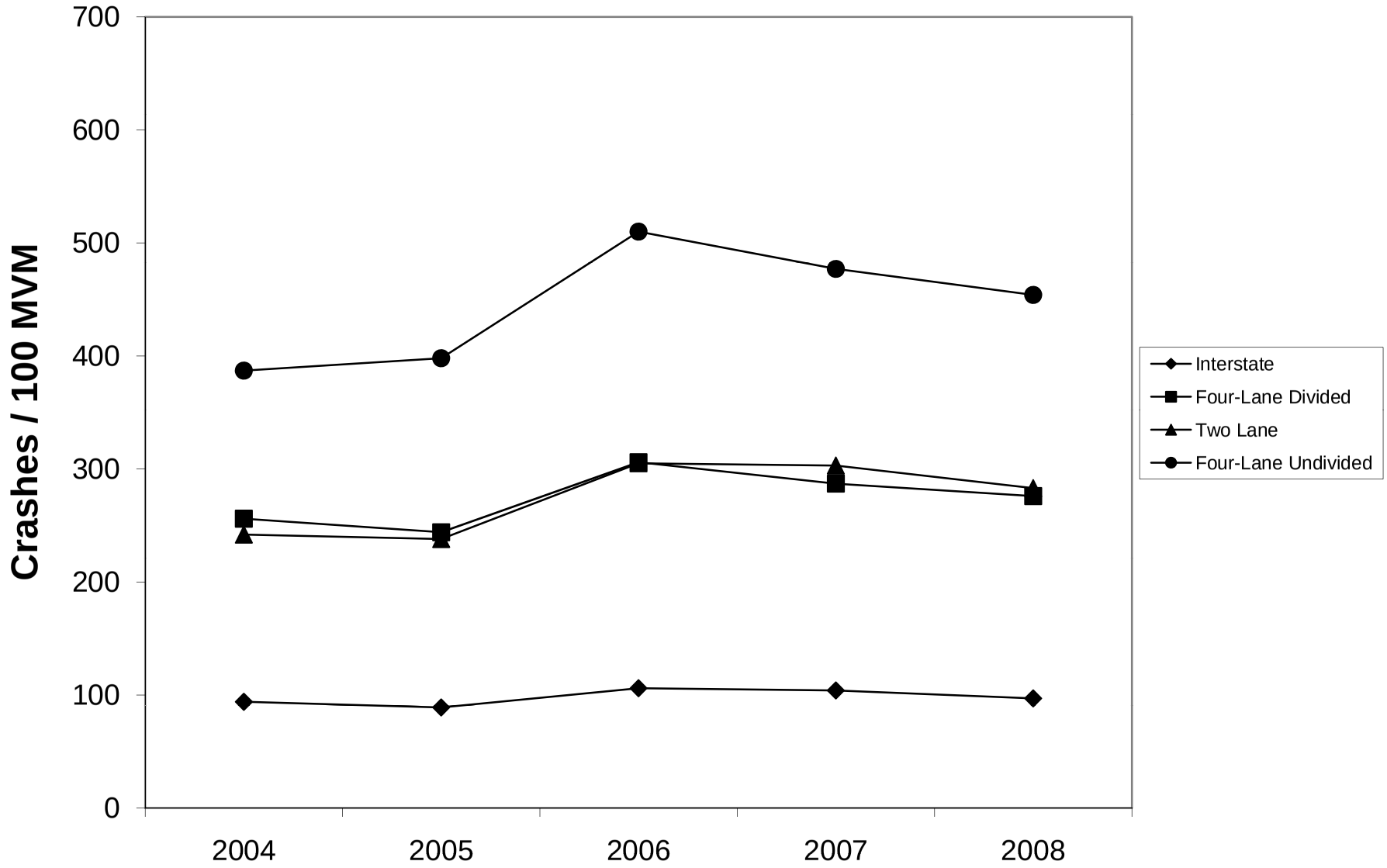

Figure 3. Trends in Urban Crash Rates (State-Maintained Roads)

APPENDIX A

STATEWIDE CRASH RATES AS A FUNCTION OF SEVERAL VARIABLES

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

Average statewide rates by functional classification are listed in Table A-1. Highways are grouped into a rural or urban category and then into systems such as arterial, collector, and local. Rates are determined considering all crashes, injury crashes only, and fatal crashes only. The highest overall crash rates are for urban principal arterials (non-interstate or freeway) followed by urban 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 (2004 - 2008)

LOCATION	FUNCTIONAL CLASSIFICATION	AVERAGE TOTAL MILEAGE	AVERAGE AADT	CRASH RATES (CRASHES PER 100 MVM) ALL	INJURY	FATAL
Rural	Principal Arterial, Interstate	547	33,010	41	9	0.6
	Principal Arterial, Other Freeway	2,343	8,214	88	24	1.3
	Minor Arterial	1,721	4,567	167	47	2.1
	Major Collector	6,172	2,187	186	60	2.9
	Minor Collector	8,952	730	214	69	3.8
	Local System	5,439	412	186	59	2.6
Urban	Principal Arterial, Interstate	200	77,286	81	15	0.4
	Principal Arterial, Other Freeway	66	32,184	92	18	0.6
	Other Principal Arterial	785	19,723	318	62	0.9
	Minor Arterial	1,015	9,955	240	49	0.8
	Collector	961	4,759	121	27	0.6
	Local System	147	2,262	275	50	1.0

TABLE A-2. STATEWIDE CRASH RATES BY ADMINISTRATIVE CLASSIFICATION (2004 - 2008)

ADMINISTRATIVE CLASSIFICATION	TOTAL CRASHES	AVERAGE TOTAL MILEAGE	AVERAGE AADT	CRASH RATES (CRASHES PER 100 MVM)
Primary	174,130	5,022	15,028	126
Secondary	103,788	7,708	3,193	231
Rural Secondary	37,932	12,832	717	226
Unclassified	3,792	1,953	541	197

TABLE A-3. STATEWIDE CRASH RATES BY MEDIAN TYPE
(RURAL ROADS WITH FOUR OR MORE LANES (2004 - 2008))

MEDIAN TYPE	TOTAL CRASHES	AVERAGE TOTAL MILEAGE	AVERAGE AADT	CRASH RATES (CRASHES PER 100 MVM)
Undivided	3,876	92	18,957	122
Divided, Median Less Than 30 Feet, No Barrier	8,840	332	16,928	86
Divided, Median Greater Than 30 Feet, No Barrier	25,927	1,313	18,005	60

TABLE A-4. STATEWIDE CRASH RATES BY ACCESS CONTROL (2004 - 2008)

ACCESS CONTROL	TOTAL CRASHES	AVERAGE TOTAL MILEAGE	AVERAGE AADT	CRASH RATES (CRASHES PER 100 MVM)
Full Control	59,488	1,411	29,078	79
Partial Control	19,403	422	12,280	205
No Control	325,356	25,998	2,562	268

TABLE A-5. STATEWIDE CRASH RATES FOR RURAL HIGHWAYS BY FEDERAL-AID SYSTEM AND TERRAIN (2004 - 2008)

FEDERAL-AID SYSTEM	CRASH RATES BY TERRAIN CLASSIFICATION (CRASHES/100MVM)		
	FLAT	ROLLING	MOUNTAINOUS
Interstate	61	58	53
Federal-Aid Primary	144	129	124
Federal-Aid Secondary	209	226	230
Non Federal-Aid	271	267	256
All	196	160	164

TABLE A-6. STATEWIDE CRASH RATES BY RURAL-URBAN DESIGNATION (2004 - 2008)

AREA TYPE	TOTAL CRASHES	AVERAGE TOTAL MILEAGE	AVERAGE AADT	CRASH RATES (CRASHES PER 100 MVM)
Rural	183,875	25,174	2,679	149
Small Urban Area	61,445	1,142	9,669	305
Urbanized Area	158,958	1,431	22,474	271

TABLE A-7. STATEWIDE CRASH RATES BY ROUTE SIGNING IDENTIFIER (2004 - 2008)

ROUTE SIGNING IDENTIFIER	TOTAL CRASHES	AVERAGE TOTAL MILEAGE	AVERAGE AADT	CRASH RATES (CRASHES PER 100 MVM)
Interstate	45,152	748	44,864	74
US	152,220	3,569	8,347	280
State	206,901	23,199	2,027	241

TABLE A-8. RELATIONSHIP BETWEEN CRASH RATE AND TRAFFIC VOLUME (2004 - 2008)

VOLUME RANGE (AADT)	CRASH RATES (CRASHES PER 100 MVM)				
	INTERSTATE	FEDERAL-AID PRIMARY	FEDERAL-AID URBAN	FEDERAL-AID SECONDARY	NON-FEDERAL AID
0-999	*	240	355	265	269
1,000-2,499	*	214	523	238	444
2,500-4,999	*	177	358	227	271
5,000-9,999	*	133	358	211	277
10,000-19,999	58	190	375	298	226
20,000-29,999	61	290	409	512	*
30,000-39,999	58	382	442	*	*
40,000 or more	78	206	389	239	269

* 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 (2004 - 2008)

LOCATION	HIGHWAY TYPE	PERCENT OF ALL CRASHES		
		WET	SNOW OR ICE	DARKNESS
Rural	One-Lane	22	6.7	30
	Two-Lane	25	4.6	30
	Three-Lane	22	4.4	34
	Four-Lane Divided (Non-Interstate or Parkway)	20	3.9	28
	Four-Lane Undivided	20	2.2	21
	Interstate	27	8.6	35
	Parkway	22	12.1	40
	All Rural	25	5.1	31
Urban	Two-Lane	19	2.7	22
	Three-Lane	20	2.2	24
	Four-Lane Divided (Non-Interstate or Parkway)	18	2.2	22
	Four-Lane Undivided	17	1.6	20
	Interstate	19	5.6	29
	Parkway	26	8.7	30
	All Urban	18	2.7	23

APPENDIX B

CRASH DATA FOR THREE-YEAR PERIOD (2005-2007)

TABLE B-1. STATEWIDE RURAL CRASH RATES BY HIGHWAY TYPE CLASSIFICATION (2006-2008)

HIGHWAY TYPE	TOTAL MILEAGE*	AADT	CRASHES RATES (CRASHES PER 100 MVM) ALL	INJURY	FATAL
One-Lane	115	250	245	83	3.2
Two-Lane	23,255	1,550	213	63	3.2
Three-Lane	29	7,760	140	39	0.8
Four-Lane Divided (Non-Interstate or Parkway)	600	11,230	106	28	1.5
Four-Lane Undivided	55	12,970	230	54	1.3
Interstate	548	33,230	50	11	0.7
Parkway	584	9,400	59	14	0.6
All	25,188	2,680	146	41	2.1

* Average for the three years.

TABLE B-2. STATEWIDE URBAN CRASH RATES BY HIGHWAY TYPE CLASSIFICATION (2006-2008)

HIGHWAY TYPE	TOTAL MILEAGE*	AADT	CRASHES RATES (CRASHES PER 100 MVM) ALL	INJURY	FATAL
Two-Lane	2,101	6,630	314	62	1.0
Three-Lane	37	10,440	479	74	1.2
Four-Lane Divided (Non-Interstate or Parkway)	417	23,240	294	61	0.9
Four-Lane Undivided	345	19,130	493	95	1.2
Interstate	195	75,310	101	19	0.4
Parkway	32	14,890	104	22	0.4
All **	3,172	14,890	274	54	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 (2006-2008)

RURAL OR URBAN	HIGHWAY TYPE	NUMBER OF CRASHES	NUMBER OF SPOTS*	MILLION VEHICLES PER YEAR	CRASHES PER MILLION VEHICLES PER SPOT
Rural	One-Lane	77	384	0.09	0.74
	Two-Lane	84,006	77,518	0.57	0.64
	Three-Lane	345	97	2.83	0.42
	Four-Lane Divided (Non-Interstate or Parkway)	7,815	2,001	4.10	0.32
	Four-Lane Undivided	1,810	184	4.73	0.69
	Interstate	10,038	1,826	12.13	0.15
	Parkway	3,553	1,947	3.43	0.18
	All Rural	107,644	83,960	0.98	0.44
Urban	Two-Lane	47,851	7,002	2.42	0.94
	Three-Lane	2,034	124	3.81	1.44
	Four-Lane Divided	31,162	1,389	8.48	0.88
	Four-Lane Undivided	35,604	1,150	6.98	1.48
	Interstate	16,199	649	27.49	0.30
	Parkway	544	107	5.44	0.31
	All Urban**	141,763	10,575	5.43	0.82

* 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 (2006-2008)

RURAL OR URBAN	HIGHWAY TYPE	CRASHES PER SPOT*		CRASHES PER ONE MILE SECTION	
		AVERAGE	CRITICAL NUMBER	AVERAGE	CRITICAL NUMBER
Rural	One-Lane	0.20	2	0.67	3
	Two-Lane	1.08	4	3.61	9
	Three-Lane	3.57	9	11.90	21
	Four-Lane Divided (Non-Interstate or Parkway)	3.91	9	13.02	23
	Four-Lane Undivided	9.81	18	32.71	48
	Interstate	5.50	12	18.33	30
	Parkway	1.83	6	6.08	13
	All Rural	1.28	5	4.27	10
Urban	Two-Lane	6.83	14	22.78	36
	Three-Lane	16.43	27	54.75	74
	Four-Lane Divided	22.43	35	74.76	98
	Four-Lane Undivided	30.97	46	103.23	130
	Interstate	24.96	38	83.21	107
	Parkway	5.08	11	16.92	28
	All Urban**	13.41	23	44.69	62

* 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 (2006-2008)

RURAL OR URBAN	HIGHWAY TYPE	NUMBER OF CRASHES	NUMBER OF SPOTS*	MILLION VEHICLES PER YEAR	CRASHES PER MILLION VEHICLES PER SPOT
Rural	One-Lane	77	1,153	0.09	0.25
	Two-Lane	84,006	232,553	0.57	0.21
	Three-Lane	345	290	2.83	0.14
	Four-Lane Divided (Non-Interstate or Parkway)	7,815	6,003	4.10	0.11
	Four-Lane Undivided	1,810	553	4.73	0.23
	Interstate	10,038	5,477	12.13	0.05
	Parkway	3,553	5,840	3.43	0.06
	All Rural	107,644	251,880	0.98	0.15
Urban	Two-Lane	47,851	21,006	2.42	0.31
	Three-Lane	2,034	371	3.81	0.48
	Four-Lane Divided	31,162	4,168	8.48	0.29
	Four-Lane Undivided	35,604	3,449	6.98	0.49
	Interstate	16,199	1,947	27.49	0.10
	Parkway	544	322	5.44	0.10
	All Urban**	141,763	31,724	5.43	0.27

* 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 (2006-2008)

RURAL OR URBAN	HIGHWAY TYPE	CRASHES PER SPOT*		CRASHES PER ONE MILE SECTION	
		AVERAGE	CRITICAL NUMBER	AVERAGE	CRITICAL NUMBER
Rural	One-Lane	0.07	1	0.67	3
	Two-Lane	0.36	2	3.61	9
	Three-Lane	1.19	4	11.90	21
	Four-Lane Divided (Non-Interstate or Parkway)	1.30	5	13.02	23
	Four-Lane Undivided	3.27	8	32.71	48
	Interstate	1.83	6	18.33	30
	Parkway	0.61	3	6.08	13
	All Rural	0.43	3	4.27	10
Urban	Two-Lane	2.28	7	22.78	36
	Three-Lane	5.48	12	54.75	74
	Four-Lane Divided	7.48	15	74.76	98
	Four-Lane Undivided	10.32	19	103.23	130
	Interstate	8.32	16	83.21	107
	Parkway	1.69	6	16.92	28
	All Urban**	4.47	10	44.69	62

* 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-5. STATEWIDE CRASH RATES FOR 0.1 MILE "SPOTS" BY HIGHWAY TYPE CLASSIFICATION (2006-2008)

RURAL OR URBAN	HIGHWAY TYPE	NUMBER OF CRASHES	NUMBER OF SPOTS*	MILLION VEHICLES PER YEAR	CRASHES PER MILLION VEHICLES PER SPOT
Rural	One-Lane	77	1,153	0.09	0.25
	Two-Lane	84,006	232,553	0.57	0.21
	Three-Lane	345	290	2.83	0.14
	Four-Lane Divided (Non-Interstate or Parkway)	7,815	6,003	4.10	0.11
	Four-Lane Undivided	1,810	553	4.73	0.23
	Interstate	10,038	5,477	12.13	0.05
	Parkway	3,553	5,840	3.43	0.06
	All Rural	107,644	251,880	0.98	0.15
Urban	Two-Lane	47,851	21,006	2.42	0.31
	Three-Lane	2,034	371	3.81	0.48
	Four-Lane Divided	31,162	4,168	8.48	0.29
	Four-Lane Undivided	35,604	3,449	6.98	0.49
	Interstate	16,199	1,947	27.49	0.10
	Parkway	544	322	5.44	0.10
	All Urban**	141,763	31,724	5.43	0.27

* 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 (2006-2008)

RURAL OR URBAN	HIGHWAY TYPE	CRASHES PER SPOT*		CRASHES PER ONE MILE SECTION	
		AVERAGE	CRITICAL NUMBER	AVERAGE	CRITICAL NUMBER
Rural	One-Lane	0.07	1	0.67	3
	Two-Lane	0.36	2	3.61	9
	Three-Lane	1.19	4	11.90	21
	Four-Lane Divided (Non-Interstate or Parkway)	1.30	5	13.02	23
	Four-Lane Undivided	3.27	8	32.71	48
	Interstate	1.83	6	18.33	30
	Parkway	0.61	3	6.08	13
	All Rural	0.43	3	4.27	10
Urban	Two-Lane	2.28	7	22.78	36
	Three-Lane	5.48	12	54.75	74
	Four-Lane Divided	7.48	15	74.76	98
	Four-Lane Undivided	10.32	19	103.23	130
	Interstate	8.32	16	83.21	107
	Parkway	1.69	6	16.92	28
	All Urban**	4.47	10	44.69	62

* 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)(2006-2008)

	CRITICAL CRASH RATE (C/MV) BY HIGHWAY TYPE		
AADT	ONE-LANE	TWO-LANE	THREE-LANE
100	8.71	8.34	7.62
500	2.90	2.72	2.36
1,000	1.94	1.79	1.52
2,500	1.21	1.11	0.91
5,000	0.89	0.81	0.64
7,500	0.76	0.68	0.54
10,000	0.68	0.61	0.48
15,000	0.60	0.53	0.41
20,000	0.55	0.49	0.37

TABLE B-8. CRITICAL CRASH RATES FOR 0.1 MILE "SPOTS" ON RURAL FOUR-LANE HIGHWAYS, INTERSTATES, AND PARKWAYS (THREE-YEAR PERIOD)(2006-2008)

	CRITICAL CRASH RATE (C/MV) BY HIGHWAY TYPE			
AADT	FOUR-LANE DIVIDED (NON-INTERSTATE AND PARKWAY)	FOUR-LANE UNDIVIDED	INTERSTATE	PARKWAY
500	2.18	2.81	1.74	1.83
1,000	1.38	1.87	1.06	1.12
2,500	0.81	1.16	0.58	0.62
5,000	0.57	0.85	0.39	0.42
10,000	0.41	0.65	0.27	0.30
15,000	0.35	0.57	0.22	0.25
20,000	0.32	0.52	0.20	0.22
30,000	0.27	0.46	0.17	0.19
40,000	0.25	0.43	0.15	0.17
50,000	0.23	0.41	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)(2006-2008)

	CRITICAL CRASH RATE (C/MV) BY HIGHWAY TYPE	
AADT	TWO-LANE	THREE-LANE
500	3.16	3.81
1,000	2.14	2.64
2,500	1.36	1.74
5,000	1.01	1.33
7,500	0.87	1.16
10,000	0.79	1.06
15,000	0.69	0.95
20,000	0.64	0.88
30,000	0.58	0.81
40,000	0.54	0.76

TABLE B-10. CRITICAL CRASH RATES FOR 0.1 MILE "SPOTS" ON URBAN FOUR-LANE HIGHWAYS, INTERSTATES, AND PARKWAYS (THREE-YEAR PERIOD)(2006-2008)

	CRITICAL CRASH RATE (C/MV) BY HIGHWAY TYPE			
AADT	FOUR-LANE DIVIDED (NON-INTERSTATE AND PARKWAY)	FOUR-LANE UNDIVIDED	INTERSTATE	PARKWAY
1,000	2.07	2.67	1.34	1.34
5,000	0.97	1.35	0.54	0.54
10,000	0.75	1.08	0.39	0.39
15,000	0.66	0.97	0.33	0.33
20,000	0.61	0.90	0.30	0.30
30,000	0.55	0.82	0.26	0.26
40,000	0.51	0.77	0.23	0.23
50,000	0.49	0.74	0.22	0.22
60,000	0.47	0.72	0.21	0.21
70,000	0.45	0.70	0.20	0.20
80,000	0.44	0.69	0.19	0.19
90,000	0.43	0.68	0.19	0.19
100,000	0.43	0.67	0.18	0.18

APPENDIX C

CRITICAL "NUMBERS OF CRASHES" TABLES

TABLE C-1. CRITICAL NUMBERS OF CRASH RATES ON RURAL HIGHWAYS BY HIGHWAY TYPE AND SECTION LENGTH (2004-2008)

	CRITICAL NUMBERS OF CRASHES FOR THE GIVEN SECTION LENGTH (MILES)						
HIGHWAY TYPE	0.4	1	2	5	10	15	20
One-Lane	3	5	7	13	23	31	39
Two-Lane	7	13	22	46	83	119	154
Three-Lane	13	26	46	100	186	270	353
Four-Lane Divided (Non-Interstate and Parkway)	17	35	62	138	260	379	496
Four-Lane Undivided	33	71	131	303	582	856	1,129
Interstate	22	46	83	188	357	523	687
Parkway	10	19	33	70	129	185	241

TABLE C-2. CRITICAL NUMBERS OF CRASH RATES ON URBAN HIGHWAYS BY HIGHWAY TYPE AND SECTION LENGTH (2004-2008)

	CRITICAL NUMBERS OF CRASHES FOR THE GIVEN SECTION LENGTH (MILES)					
HIGHWAY TYPE	0.4	1	2	5	8	10
Two-Lane	24	50	91	208	321	396
Three-Lane (Non-Interstate and Parkway)	54	119	223	525	822	1,018
Four-Lane Divided	65	147	276	654	1,025	1,270
Four-Lane Undivided	85	193	367	875	1,376	1,707
Interstate	74	167	316	750	1,177	1,459
Parkway	20	42	76	171	264	324

APPENDIX D

CRITICAL CRASH RATE TABLES FOR HIGHWAY SECTIONS

TABLE D-1. CRITICAL CRASH RATES FOR RURAL ONE-LANE SECTIONS (FIVE-YEAR PERIOD)(2004-2008)

	CRITICAL CRASH RATE (C/100 MVM) FOR THE GIVEN SECTION LENGTH (MILES)				
AADT	0.5	1	2	5	10
100	2,206	1,524	1,099	761	605
200	1,524	1,099	827	605	500
300	1,252	926	714	539	455
400	1,099	827	648	500	429
500	998	761	605	474	411
700	871	677	549	440	388
1,000	761	605	500	411	367
1,500	662	539	455	384	348
2,000	605	500	429	367	337
2,500	567	474	411	356	330
3,000	539	455	398	348	324

TABLE D-2. CRITICAL CRASH RATES FOR RURAL TWO-LANE SECTIONS (FIVE-YEAR PERIOD)(2004-2008)

	CRITICAL CRASH RATE (C/100 MVM) FOR THE GIVEN SECTION LENGTH (MILES)					
AADT	0.5	1	2	5	10	20
100	2,023	1,381	984	670	526	430
300	1,126	822	626	466	389	337
500	890	670	526	406	349	309
1,000	670	526	430	349	309	282
1,500	579	466	389	324	292	270
2,000	526	430	365	309	282	263
3,000	466	389	337	292	270	254
4,000	430	365	320	282	263	249
5,000	406	349	309	275	258	246
7,000	376	328	295	266	252	242
8,000	365	320	290	263	249	240
9,000	356	314	285	260	248	239
10,000	349	309	282	258	246	238

TABLE D-3. CRITICAL CRASH RATES FOR RURAL THREE-LANE SECTIONS (FIVE-YEAR PERIOD)(2004-2008)

	CRITICAL CRASH RATE (C/100 MVM) FOR THE GIVEN SECTION LENGTH (MILES)				
AADT	0.5	1	2	3	5
100	1,600	1,053	723	591	469
300	840	591	434	370	308
500	646	469	355	308	262
1,000	469	355	281	249	218
1,500	397	308	249	224	199
2,000	355	281	231	209	188
3,000	308	249	209	192	175
4,000	281	231	197	182	167
5,000	262	218	188	175	162
6,000	249	209	182	170	158
7,000	239	202	177	166	156
8,000	231	197	173	163	153
9,000	224	192	170	161	151
10,000	218	188	167	158	150

TABLE D-4. CRITICAL CRASH RATES FOR RURAL FOUR-LANE DIVIDED SECTIONS (NON-INTERSTATE AND PARKWAY) (FIVE-YEAR PERIOD)(2004-2008)

	CRITICAL CRASH RATE (C/100 MVM) FOR THE GIVEN SECTION LENGTH (MILES)				
AADT	0.5	1	2	5	10
500	610	440	331	242	200
1,000	440	331	260	200	172
2,500	305	242	200	165	147
5,000	242	200	172	147	135
7,500	216	182	159	140	130
10,000	200	172	152	135	127
15,000	182	159	144	130	123
20,000	172	152	138	127	121
30,000	159	144	133	123	118
40,000	152	138	129	121	117
50,000	147	135	127	119	116

TABLE D-5. CRITICAL CRASH RATES FOR RURAL FOUR-LANE UNDIVIDED SECTIONS (FIVE-YEAR PERIOD)(2004-2008)

	CRITICAL CRASH RATE (C/100 MVM) FOR THE GIVEN SECTION LENGTH (MILES)				
AADT	0.5	1	2	5	10
500	905	683	537	416	358
1,000	683	537	440	358	317
2,500	502	416	358	307	283
5,000	416	358	317	283	265
7,500	379	332	300	272	258
10,000	358	317	290	265	253
20,000	317	290	270	253	245
30,000	300	277	262	248	241
40,000	290	270	257	245	239
50,000	283	265	253	243	237

TABLE D-6. CRITICAL CRASH RATES FOR RURAL INTERSTATE SECTIONS (FIVE-YEAR PERIOD)(2004-2008)

	CRITICAL CRASH RATE (C/100 MVM) FOR THE GIVEN SECTION LENGTH (MILES)					
AADT	0.5	1	2	5	10	20
500	435	300	216	149	118	98
1,000	300	216	162	118	98	84
2,500	196	149	118	93	80	71
5,000	149	118	98	80	71	66
7,500	130	105	89	75	68	63
10,000	118	98	84	71	66	61
20,000	98	84	74	66	61	58
30,000	89	78	70	63	60	57
40,000	84	74	67	61	58	56
50,000	80	71	66	60	58	56

TABLE D-7. CRITICAL CRASH RATES FOR RURAL PARKWAY SECTIONS (FIVE-YEAR PERIOD)(2004-2008)

	CRITICAL CRASH RATE (C/100 MVM) FOR THE GIVEN SECTION LENGTH (MILES)					
AADT	0.5	1	2	5	10	20
400	527	362	259	178	141	116
700	388	276	204	147	120	101
1,000	324	235	178	132	110	94
1,500	267	199	154	118	100	88
2,000	235	178	141	110	94	84
3,000	199	154	125	100	88	80
4,000	178	141	116	94	84	77
5,000	164	132	110	91	81	75
7,000	147	120	101	86	78	73
10,000	132	110	94	81	75	71
20,000	110	94	84	75	71	68
40,000	94	84	77	71	68	65

TABLE D-8. CRITICAL CRASH RATES FOR URBAN TWO-LANE SECTIONS (FIVE-YEAR PERIOD)(2004-2008)

	CRITICAL CRASH RATE (C/100 MVM) FOR THE GIVEN SECTION LENGTH (MILES)				
AADT	0.5	1	2	5	10
500	1,035	792	632	498	433
1,000	792	632	524	433	388
2,500	593	498	433	377	349
5,000	498	433	388	349	329
7,500	457	404	368	337	321
10,000	433	388	357	329	316
15,000	404	368	343	321	310
20,000	388	357	335	316	306
30,000	368	343	325	310	302
40,000	357	335	320	306	300
50,000	349	329	316	304	298

TABLE D-9. CRITICAL CRASH RATES FOR URBAN THREE-LANE SECTIONS (FIVE-YEAR PERIOD)(2004-2008)

	CRITICAL CRASH RATE (C/100 MVM) FOR THE GIVEN SECTION LENGTH (MILES)				
AADT	0.5	1	2	5	10
500	1,434	1,133	932	761	678
1,000	1,133	932	795	678	620
2,500	882	761	678	606	570
5,000	761	678	620	570	545
7,500	709	642	595	554	534
10,000	678	620	580	545	527
15,000	642	595	562	534	519
20,000	620	580	552	527	515
30,000	595	562	539	519	509
40,000	580	552	532	515	506
50,000	570	545	527	511	504

TABLE D-10. CRITICAL CRASH RATES FOR URBAN FOUR-LANE DIVIDED SECTIONS (NON-INTERSTATE AND PARKWAY) (FIVE-YEAR PERIOD)(2004-2008)

	CRITICAL CRASH RATE (C/100 MVM) FOR THE GIVEN SECTION LENGTH (MILES)				
AADT	0.5	1	2	5	10
1,000	779	620	514	423	379
2,500	581	487	423	368	341
5,000	487	423	379	341	321
10,000	423	379	348	321	308
15,000	395	360	335	313	302
20,000	379	348	327	308	299
25,000	368	341	321	305	296
30,000	360	335	317	302	294
40,000	348	327	312	299	292
50,000	341	321	308	296	290
60,000	335	317	305	294	289

TABLE D-11. CRITICAL CRASH RATES FOR URBAN FOUR-LANE UNDIVIDED SECTIONS (FIVE-YEAR PERIOD)(2004-2008)

	CRITICAL CRASH RATE (C/100 MVM) FOR THE GIVEN SECTION LENGTH (MILES)				
AADT	0.5	1	2	5	10
1,000	1,084	888	755	641	585
2,500	840	722	641	571	537
5,000	722	641	585	537	512
10,000	641	585	546	512	495
15,000	606	561	529	502	488
20,000	585	546	519	495	483
25,000	571	537	512	491	480
30,000	561	529	507	488	478
40,000	546	519	500	483	475
50,000	537	512	495	480	472
60,000	529	507	492	478	471

TABLE D-12. CRITICAL CRASH RATES FOR URBAN INTERSTATE SECTIONS (FIVE-YEAR PERIOD)(2004-2008)

	CRITICAL CRASH RATE (C/100 MVM) FOR THE GIVEN SECTION LENGTH (MILES)				
AADT	0.5	1	2	5	10
1,000	417	312	243	186	159
5,000	226	186	159	135	124
10,000	186	159	140	124	116
20,000	159	140	127	116	110
30,000	147	132	122	112	108
40,000	140	127	118	110	106
50,000	135	124	116	109	105
60,000	132	122	114	108	105
70,000	129	120	113	107	104
80,000	127	118	112	106	104
90,000	125	117	111	106	103
100,000	124	116	110	105	103

TABLE D-13. CRITICAL CRASH RATES FOR URBAN PARKWAY SECTIONS (FIVE-YEAR PERIOD)(2004-2008)

	CRITICAL CRASH RATE (C/100 MVM) FOR THE GIVEN SECTION LENGTH (MILES)					
AADT	0.5	1	2	5	10	20
500	603	434	326	238	197	168
1,000	434	326	255	197	168	149
2,500	300	238	197	161	144	132
5,000	238	197	168	144	132	124
7,500	212	179	156	137	127	120
10,000	197	168	149	132	124	118
15,000	179	156	141	127	120	115
20,000	168	149	136	124	118	114
30,000	156	141	130	120	115	112
40,000	149	136	126	118	114	111
90,000	134	125	119	113	111	109
50,000	144	132	124	117	113	110

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)(2004-2008)

	CRITICAL CRASH RATE (C/MV) BY HIGHWAY TYPE		
AADT	ONE-LANE	TWO-LANE	THREE-LANE
100	8.93	8.25	6.72
500	3.76	3.37	2.53
1,000	2.78	2.46	1.78
2,500	1.99	1.73	1.19
5,000	1.62	1.39	0.93
7,500	1.46	1.25	0.81
10,000	1.37	1.16	0.75
15,000	1.26	1.07	0.67
20,000	1.20	1.01	0.63

TABLE E-2. CRITICAL CRASH RATES FOR "SPOTS" ON RURAL FOUR-LANE HIGHWAYS, INTERSTATES, AND PARKWAYS (FIVE-YEAR PERIOD)(2004-2008)

	CRITICAL CRASH RATE (C/MV) BY HIGHWAY TYPE			
AADT	FOUR-LANE DIVIDED (NON-INTERSTATE AND PARKWAY)	FOUR-LANE UNDIVIDED	INTERSTATE	PARKWAY
500	2.39	3.43	1.74	1.87
1,000	1.67	2.50	1.16	1.26
2,500	1.11	1.77	0.73	0.80
5,000	0.86	1.42	0.54	0.60
10,000	0.69	1.19	0.41	0.46
15,000	0.62	1.09	0.36	0.41
20,000	0.57	1.03	0.33	0.37
30,000	0.53	0.96	0.29	0.34
40,000	0.50	0.92	0.27	0.31
50,000	0.48	0.90	0.26	0.30

TABLE E-3. CRITICAL CRASH RATES FOR "SPOTS" ON URBAN TWO-LANE AND THREE-LANE HIGHWAYS (FIVE-YEAR PERIOD)(2004-2008)

	CRITICAL CRASH RATE (C/MV) BY HIGHWAY TYPE	
AADT	TWO-LANE	THREE-LANE
500	3.88	5.25
1,000	2.88	4.02
2,500	2.07	3.01
5,000	1.69	2.53
7,500	1.53	2.32
10,000	1.43	2.20
15,000	1.32	2.06
20,000	1.26	1.98
30,000	1.18	1.88
40,000	1.13	1.82

TABLE E-4. CRITICAL CRASH RATES FOR "SPOTS" ON URBAN FOUR-LANE HIGHWAYS, INTERSTATES, AND PARKWAYS (FIVE-YEAR PERIOD)(2004-2008)

	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	3.86	1.59	1.65
5,000	1.66	2.41	0.80	0.84
10,000	1.41	2.09	0.64	0.67
15,000	1.30	1.95	0.57	0.60
20,000	1.23	1.87	0.53	0.56
30,000	1.16	1.78	0.49	0.51
40,000	1.11	1.72	0.46	0.48
50,000	1.08	1.68	0.44	0.47
60,000	1.06	1.65	0.43	0.45
70,000	1.04	1.63	0.42	0.44
80,000	1.03	1.61	0.41	0.43
90,000	1.02	1.60	0.40	0.42
100,000	1.01	1.59	0.40	0.42

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 (2004-2008)

CITY	POPULATION	NUMBER OF CRASHES	ANNUAL CRASHES PER 1000 POPULATION	CITY	POPULATION	NUMBER OF CRASHES	CRASHES PER 1000 POPULATION
Adairville	920	36	8	Calhoun	836	65	16
Albany	2,220	304	27	California	130	*	*
Alexandria	8,286	746	18	Calvert City	2,701	267	20
Allen	150	98	131	Camargo	923	50	11
Anchorage	2,264	88	8	Campbellsburg	705	66	19
Annville	470	*	*	Campbellsville	10,498	1,349	26
Arlington	395	27	14	Campton	424	155	73
Ashland	21,981	3,333	30	Caneyville	627	43	14
Auburn	1,444	78	11	Carlisle	1,917	191	20
Audubon Park	1,545	37	5	Carrollton	3,846	552	29
Augusta	1,204	44	7	Catlettsburg	1,960	443	45
Bancroft	536	1	0	Cave City	1,880	276	29
Barbourmeade	1,260	6	1	Centertown	416	13	6
Barbourville	3,589	504	28	Central City	5,893	547	19
Bardstown	10,374	1,838	35	Cherrywood Village	327	*	*
Bardwell	799	31	8	Clarkson	794	85	21
Barlow	715	30	8	Clay	1,179	34	6
Beattyville	1,193	125	21	Clay City	1,303	*	*
Beaver Dam	3,033	381	25	Clinton	1,415	*	*
Bedford	677	115	34	Cloverport	1,256	23	4
Beechwood Village	1,173	*	*	Coal Run	577	243	84
Bellefonte	837	55	13	Cold Spring	3,806	722	38
Bellevue	6,480	664	21	Coldstream	862	*	*
Bellewood	300	1	1	Columbia	4,014	621	31
Benham	599	15	5	Concord	28	3	21
Benton	4,197	612	29	Corbin	7,742	1,022	26
Berea	9,851	1,280	26	Corinth	181	88	97
Berry	310	6	4	Corydon	744	45	12
Blaine	245	2	2	Covington	43,370	6,027	28
Blandville	95	*	*	Crab Orchard	842	47	11
Bloomfield	855	69	16	Creekside	323	*	*
Blue Ridge Manor	623	*	*	Crescent Springs	3,931	528	27
Bonnieville	354	32	18	Crestview	471	6	3
Booneville	111	53	96	Crestview Hills	2,889	1,050	73
Bowling Green	49,296	9,387	38	Crestwood	1,999	385	39
Bradfordsville	304	17	11	Crittenden	2,401	252	21
Brandenburg	2,049	380	37	Crofton	838	47	11
Bremen	365	29	16	Cumberland	2,611	45	3
Briarwood	554	*	*	Cynthiana	6,258	715	23
Broadfields	250	*	*	Danville	15,477	2,151	28
Brodhead	1,193	46	8	Dawson Springs	2,980	117	8
Broeck Point	325	*	*	Dayton	5,966	192	6
Bromley	838	24	6	Dixon	632	76	24
Brooksville	589	55	19	Douglass Hills	5,549	*	*
Brownsville	921	78	17	Dover	316	15	10
Burgin	874	31	7	Drakesboro	627	66	21
Burkesville	1,756	59	7	Dry Ridge	1,995	534	54
Burnside	637	124	39	Earlington	1,649	105	13
Butler	613	42	14	Eddyville	2,350	146	12
Cadiz	2,373	318	27	Edgewood	9,400	608	13
Calhoun	836	65	16	Edmonton	1,586	179	23
California	130	*	*	Ekron	170	21	25

* Data Not Available

TABLE F-1. CRASHES AND CRASH RATES FOR ALL CITIES LISTED IN THE 2000 CENSUS (2004-2008)(continued)

CITY	POPULATION	NUMBER OF CRASHES	ANNUAL CRASHES PER 1000 POPULATION	CITY	POPULATION	NUMBER OF CRASHES	CRASHES PER 1000 POPULATION
Elizabethtown	22,542	4,070	36	Harlan	2,081	600	58
Elkhorn City	1,060	101	19	Harrodsburg	8,014	917	23
Elkton	1,984	153	15	Hartford	2,571	202	16
Elsmere	8,139	337	8	Hawesville	971	124	26
Eminence	2,231	90	8	Hazard	4,806	1,242	52
Erlanger	16,676	2,291	28	Hazel	440	29	13
Eubank	358	24	13	Hebron Estates	930	*	*
Evarts	1,101	48	9	Henderson	27,373	4,011	29
Ewing	278	16	12	Hickman	2,560	46	4
Fairfield	72	5	14	Highland Heights	6,554	723	22
Fairview	156	32	41	Hills And Dales	154	*	*
Falmouth	2,058	204	20	Hillview	6,119	*	*
Ferguson	881	17	4	Hindman	787	195	50
Fincastle	838	*	*	Hiseville	224	13	12
Flatwoods	7,605	390	10	Hodgenville	2,874	288	20
Fleming-neon	759	*	*	Hollow Creek	991	*	*
Flemingsburg	3,010	257	17	Hopkinsville	30,089	3,745	25
Florence	23,551	6,012	51	Horse Cave	2,252	142	13
Fordsville	531	46	17	Houston Acres	491	*	*
Forest Hills	494	*	*	Hunters Hollow	286	*	*
Fort Mitchell	8,089	830	21	Hurstbourne	4,420	*	*
Fort Thomas	16,495	777	9	Hustonville	347	30	17
Fort Wright	5,681	1,633	58	Hyden	204	125	123
Foster	65	*	*	Independence	14,982	1,357	18
Fountain Run	236	3	3	Indian Hills	2,882	152	11
Fox Chase	528	*	*	Indian Hills Ch. Sec.	1,005	*	*
Frankfort	27,741	3,612	26	Inez	466	57	25
Franklin	7,996	764	19	Irvine	2,843	246	17
Fredonia	420	31	15	Irvington	1,257	57	9
Frenchburg	551	110	40	Island	435	67	31
Fulton	2,775	210	15	Jackson	2,490	499	40
Gamaliel	439	13	6	Jamestown	1,624	106	13
Georgetown	18,080	2,172	24	Jeffersontown	26,633	2,717	20
Germantown	190	21	22	Jeffersonville	1,804	175	19
Ghent	371	43	23	Jenkins	2,401	*	*
Glasgow	13,019	2,205	34	Junction City	2,184	59	5
Glencoe	251	20	16	Keeneland	383	*	*
Glenview	653	*	*	Kevil	574	38	13
Glenview Hills	353	*	*	Kingsley	428	*	*
Grand Rivers	343	32	19	Kuttawa	596	58	20
Gratz	89	7	16	La Grange	5,676	743	26
Grayson	3,877	495	26	Lacenter	1,038	*	*
Green Spring	768	*	*	Lafayette	193	1	1
Greensburg	2,396	205	17	Lakeside Park	2,869	148	10
Greenup	1,198	53	9	Lakeview Heights	252	*	*
Greenville	4,398	460	21	Lancaster	3,734	351	19
Guthrie	1,469	64	9	Langdon Place	874	*	*
Hanson	625	53	17	Latonia Lakes	325	15	9
Hardin	564	56	20	Lawrenceburg	9,014	616	14
Hardinsburg	2,345	152	13	Lebanon	5,718	756	26
Harlan	2,081	600	58	Lebanon Junction	1,801	132	15
Harrodsburg	8,014	917	23	Leitchfield	6,139	874	29

* Data Not Available

TABLE F-1. CRASHES AND CRASH RATES FOR ALL CITIES LISTED IN THE 2000 CENSUS (2004-2008)(continued)

CITY	POPULATION	NUMBER OF CRASHES	ANNUAL CRASHES PER 1000 POPULATION
River Bluff	452	*	*
Rochester	186	12	13
Rockport	334	28	17
Rolling Hills	907	*	*
Russell	3,645	478	26
Russell Springs	2,399	393	33
Russellville	7,149	848	24
Ryland Heights	279	*	*
Sacramento	517	42	16
Sadieville	263	12	9
Saint Charles	309	*	*
Saint Matthews	15,852	*	*
Saint Regis Park	1,520	*	*
Salem	769	28	7
Salt Lick	342	25	15
Salyersville	1,604	171	21
Sanders	246	10	8
Sandy Hook	678	76	22
Sardis	149	15	20
Science Hill	634	60	19
Scottsville	4,327	367	17
Sebree	1,558	84	11
Seneca Gardens	699	*	*
Sharpsburg	295	27	18
Shelbyville	10,085	1,669	33
Shepherdsville	8,334	1,678	40
Shively	15,157	2,491	33
Silver Grove	1,215	99	16
Simpsonville	1,281	85	13
Slaughters	238	10	8
Smithfield	102	40	78
Smithland	401	77	38
Smiths Grove	784	63	16
Somerset	11,352	2,741	48
Sonora	350	56	32
South Carrollton	184	37	40
South Shore	1,226	*	*
Southgate	3,472	344	20
Sparta	230	26	23
Spring Mill	342	*	*
Spring Valley	400	*	*
Springfield	2,634	302	23
Stamping Ground	566	22	8
Stanford	3,430	433	25
Stanton	3,029	279	18
Strathmoor Village	625	*	*
Sturgis	2,030	117	12
Sycamore	70	*	*
Taylor Mill	6,913	893	26
Taylorsville	1,009	179	36
Ten Broeck	128	*	*
Thornhill	146	*	*
Ten Broeck	128	*	*
Thornhill	146	*	*
Tompkinsville	2,660	191	14
Trenton	419	4	2
Union	2,893	308	21
Uniontown	1,064	52	10
Upton	391	42	22
Vanceburg	1,731	128	15
Versailles	7,511	1,119	30
Vicco	318	49	31
Villa Hills	7,948	191	5
Vine Grove	4,169	207	10
Wallins Creek	257	*	*
Walton	2,450	447	37
Warfield	284	30	21
Warsaw	1,811	102	11
Water Valley	316	11	7
Waterson Park	1,542	*	*
Waverly	297	28	19
Wayland	298	23	15
Wellington	561	*	*
West Liberty	3,277	215	13
West Point	1,100	117	21
Westwood	4,888	*	*
Westwood	612	*	*
Wheatcroft	173	9	10
Wheelwright	1,042	22	4
Whipps Millgate	415	*	*
White Plains	800	21	5
Whitesburg	1,600	252	32
Whitesville	632	40	13
Whitley City	1,111	156	28
Wickliffe	794	66	17
Wilder	2,624	550	42
Wildwood	247	*	*
Williamsburg	5,143	580	23
Williamstown	3,227	404	25
Willisburg	304	298	196
Wilmore	5,905	130	4
Winchester	16,724	2,422	29
Winding Falls	657	*	*
Wingo	581	71	24
Woodburg	117	*	*
Woodburn	323	38	24
Woodland Hills	657	3	1
Woodlawn Park	1,033	1	0
Worthington	1,673	20	2
Worthington Hills	973	*	*
Worthville	215	9	8
Wurtland	1,049	90	17

* Data Not Available

TABLE F-1. CRASHES AND CRASH RATES FOR ALL CITIES LISTED IN THE 2000 CENSUS (2004-2008)(continued)

CITY	POPULATION	NUMBER OF CRASHES	ANNUAL CRASHES PER 1000 POPULATION	CITY	POPULATION	NUMBER OF CRASHES	CRASHES PER 1000 POPULATION
Lewisburg	903	34	8	Muldraugh	1,298	142	22
Lewisport	1,639	46	6	Munfordville	1,563	237	30
Lexington	260,512	37,393	29	Murray	14,950	2,203	30
Liberty	1,850	240	26	Murray Hill	619	*	*
Livermore	1,482	653	88	Nebo	220	26	24
Livingston	228	188	165	New Castle	919	54	12
London	5,692	2,125	75	New Haven	849	55	13
Lone Oak	454	473	208	Newport	17,048	2,923	34
Loretto	623	51	16	Nicholasville	19,680	2,547	26
Louisa	2,018	257	26	Norbourne Estates	461	*	*
Louisville	256,231	73,678	58	North Middleton	562	*	*
Loyall	766	34	9	Northfield	970	8	2
Ludlow	4,409	277	13	Nortonville	1,264	68	11
Lynch	900	25	6	Norwood	372	*	*
Lyndon	9,369	64	1	Oak Grove	7,064	823	23
Lynnview	965	16	3	Oakland	260	8	6
Mackville	206	6	6	Old Brownboro Place	348	*	*
Madisonville	19,307	2,526	26	Olive Hill	1,813	166	18
Manchester	1,738	388	45	Orcharh Grass Hills	1,058	*	*
Manor Creek	179	*	*	Owensboro	54,067	7,226	27
Marion	3,196	240	15	Owenton	1,387	115	17
Martin	633	129	41	Owingsville	1,488	189	25
Maryhill Estates	177	*	*	Paducah	26,307	5,229	40
Mayfield	10,349	1,143	22	Paintsville	4,132	669	32
Maysville	8,993	1,362	30	Paris	9,183	1,019	22
Mchenry	417	16	8	Park City	517	46	18
Mckee	878	68	16	Park Hills	2,977	80	5
Mcroberts	921	23	5	Park Lake	263	*	*
Meadowbrook Farm	163	*	*	Pembroke	797	19	5
Meadowvale	765	*	*	Perryville	763	29	8
Meadowview Estates	422	*	*	Pewee Valley	1,436	121	17
Melbourne	457	15	7	Phelps	1,053	183	35
Mentor	181	2	2	Pikeville	6,295	1,687	54
Middlesboro	10,384	1,011	20	Pineville	2,093	268	26
Middletown	5,744	3	0	Pioneer Village	1,130	*	*
Midway	1,620	87	11	Pippa Passes	297	44	30
Millersburg	842	52	12	Plantation	902	119	26
Milton	525	126	48	Pleasureville	869	17	4
Minor Lane Heights	1,435	12	2	Plymouth Village	201	*	*
Monterey	167	3,882	4,649	Poplar Hills	377	*	*
Monticello	5,981	986	33	Powderly	846	82	19
Moorland	464	182	78	Prestonsburg	3,612	854	47
Morehead	5,914	1,781	60	Prestonville	164	22	27
Morganfield	3,494	378	22	Princeton	6,536	489	15
Morgantown	2,544	228	18	Prospect	2,788	*	*
Mortons Gap	952	58	12	Providence	3,611	167	9
Mount Olivet	289	5	4	Raceland	2,355	112	10
Mount Sterling	5,876	1,137	39	Radcliff	21,961	1,794	16
Mount Vernon	2,592	416	32	Ravenna	693	18	5
Mount Washington	8,485	599	14	Raywick	157	*	*
Muldraugh	1,298	142	22	Richlawn	435	*	*
Munfordville	1,563	237	30	Richmond	27,152	3,943	29

* Data Not Available

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

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