Research Report
KTC-10-14/KSP2-10-1F

KENTUCKY TRANSPORTATION CENTER

ANALYSIS OF TRAFFIC CRASH DATA IN KENTUCKY (2005 - 2009)

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Research Report
KTC-10-14/KSP2-10-1F

ANALYSIS OF TRAFFIC CRASH DATA IN KENTUCKY (2005 - 2009)

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EXECUTIVE SUMMARY

This report documents an analysis of traffic crash data in Kentucky for the years of 2005 through 2009. 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, school bus crashes and train crashes.

The crash data are 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 24th report providing a combination of those two report areas. Traffic crash data for the five-year period of 2005 through 2009 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 2005 through 2009 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 2005 through 2009.

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 2005 through 2009 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 almost 29,000 miles being included in this category. This compares to over 80,000 miles of public roads in Kentucky. While only approximately 36 percent of the total miles are state-maintained, in 2009 these roads accounted for approximately 90 percent of the vehicle miles traveled and 62 percent of all crashes were identified as being on a state-maintained road. The crash rate on the state-maintained system is dramatically less than on the non-state maintained system. A major reason for the higher crash rate on roads not included in the analysis of the state-maintained system is the large number of crashes that occurred on state-maintained roadways but were not provided with the information necessary to be assigned to a specific location on a roadway. These crashes could not be included in the crash total assigned to the state-maintained category. There is a need to improve the procedure for placing route and milepoint information on the crash report and this need has been addressed as part of the CRASH process started in 2000 that included placing GPS data on the report.

A comparison of 2005 through 2009 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 lower in 2009 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 2009 was 189 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 (11.5 percent) in 2009 compared to the previous four-year average. The fatal crash rate ranged from 1.45 C/100MVM in 2009 to 1.72 C/100 MVM in 2005. The injury crash rate in 2009 was 42 C/100MVM, which is a decrease of

8.7 percent from the previous four-year average. The injury crash rate of 42 C/100MVM in 2009 gives a new "low", compared to the low of 45 C/100MVM from the previous four-year period. The injury crash rate had remained fairly stable for the four-year period of 2005 to 2008, with a 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 (2005 through 2009) 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 115 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 52 percent less than for an undivided highway, although the average daily traffic was fairly similar.

On urban highways, the highest overall crash rates are on four-lane undivided and three-lane highways (Table 3). The same highway types also have the highest injury and fatal crash rates, with three-lane highways having the overall highest fatal crash rate of 1.1 C/100MVM. Two-lane, four-lane undivided, and parkways are close behind with a value of 1.0 C/100MVM. The lowest overall crash rate and injury crash rate are on interstates and parkways. Interstates have the lowest fatal crash rate followed by four-lane divided highways.

Tables 2 and 3 show that the overall total crash rate on urban highways is 58 percent higher than that on rural highways. Also, the injury rate on urban highways is six percent lower than that for rural highways. However, the fatal crash rate on urban highways is only 35 percent of that for rural highways. This is due to the slower travel speeds and the higher traffic volumes in urban areas.

Variations in crash rates by rural and urban highway-type classifications over the five-year period are listed in Table 4. There was a larger decrease in the overall crash rate in rural areas (2.5 percent) compared to urban areas (0.8 percent). Only a small percentage (about 12.44 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 2005 through 2009. 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 2005 through 2009 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 2005 through 2009. 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 (2007-2009) 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 2005 through 2009.

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 2005 through 2009 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 2005 through 2009.

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 33 for total crashes (all roads), 26 for injury-or-fatal crashes, and one for fatal crashes. There has been consistency over the past few years in the counties that have a critical rate. For example, 30 of the 33 counties determined to have a critical crash rate when total crashes were considered were also identified in the last year's report.

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

Crash rates for each county were also calculated considering only the state-maintained system. Those rates, grouped by population category, are presented in Table 11. The rankings

of counties in Tables 10 and 11 are similar. In four of the five population categories, the same county had the highest rate considering all roads or state-maintained roads. These counties are Crittenden County (in the under 10,000 population category), Pendleton County (in the 10,000 to 14,999 population category), and Harrison County (in the 15,000 to 24,999 population category), and Jessamine County (in the 25,000 to 50,000 population category). In the over 50,000 population category, Fayette County had the highest rate for all roads while Kenton County had 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, Pendleton, Harrison, Boyd, and Pike. Crittenden County has the highest rate in the state while Robertson County had the lowest rate. Both of the counties are in the "under 10,000" population category.

Similar rates for fatal crashes are listed in Table 13. Counties having the highest fatal crash rates for their population categories are Elliott, Pendleton, Clay, Harlan, 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 County is the only county 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 2009 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 2005 through 2009 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. 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. Louisville, Covington, Newport, Elsmere, 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.

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 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, Florence, 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 5,193 per year for the past five years. Alcohol-related fatalities have averaged 192 per year during the past five years (using Fatal Analysis Reporting System data). Using the number of fatalities and injuries in alcohol-related crashes, the estimated cost of alcohol-related crashes in Kentucky in 2009 varied from about $310 million using economic cost data up to about $1 billion using comprehensive cost data from the National Safety Council.

The number of alcohol-related crashes has generally decreased over the past several years. In the early 1980's, the annual number of alcohol crashes was over 10,000. This number decreased to the relatively constant level of approximately 7,700 to 8,100 from 1985 through 1990 with a gradual reduction to a low of 5,995 in 1994. The first yearly increase since 1990 occurred in 1995 (to 6,163). The number of alcohol-related crashes then decreased yearly through 1998 to 5,222. In 1999, there was a slight increase and a larger increase in 2000. In 2001, the decrease in alcohol-related crashes started again. The total decreased slightly in 2009 (to 4,984) which represents a 5.0 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 2009 (203) was higher (7.41 percent) than the previous four year average (189).

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, Spencer, 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 (2005 through 2009) 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, Jackson, Wayne, Oldham and Jefferson. Counties having the lowest rates of alcohol convictions per alcohol-related crash are Robertson, Pendleton, Harrison, 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 22,924 in 2009 to a high of 25,294 in 2006. The number of alcohol convictions in 2009 decreased 6.74 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 2005 through 2009 (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 84.5 percent. The percentages varied from a low of 45 percent in Leslie County to a high of 92.5 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, Fayette, and Anderson 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 80.8 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 2005 through 2009, 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 2009 was a 23.1 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. However, drugs have been found to be involved in a large number of fatal crashes

(when blood tests are conducted). The number of drug-related crashes (as noted as a contributing factor on the police report) decreased to 1,397 in 2009 compared to the lowest number at 1,246 that occurred in 2005. When compared to the previous four-year average, drug crashes increased by 3.87 percent in 2009. The number of drug-related fatal crashes increased by 3.80 percent in 2009 compared to the previous four-year average. In 2009 there were 217 fatal drug-related crashes. The number of drug-related injury crashes increased by 18.20 percent in 2009 compared to the previous four-year average.

Percentages of crashes involving drugs (as noted by the investigating officer) by county and population category for all roads are presented in Table 27. Counties having the highest percentages of drug-related crashes by population category are: Owsley, Martin, Clay, Floyd, and Pike. The data in Table 27 show most of the counties with the highest percentages are in southeastern Kentucky. Counties with the highest percentages of this type of crash are Martin, Pike, Owsley, Floyd, Leslie, Lee, Elliot, Harlan, Clay, and Knott 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 percentages in Pikeville and Cumberland were the highest at 5.8.

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. The 2009 statewide survey had a usage of 80 percent. This data are not collected in every county but a representative sample of counties.

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 98 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 79 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 60 percent (from 14.65 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 92 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 2005 through 2009. 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 22 fatalities (children age three and under) occurring during the study period (2005-2009), 17 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 149 incapacitating injuries, 123 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 96-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 77-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 2009. 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 2009, the number of speed-related crashes decreased when compared to the previous four-year average, by 4.2 percent. For the five-year period (2005-2009), speed-related crashes represented 6 percent of all crashes, 9.1 percent of injury crashes, and 23.6 percent of fatal crashes. The number of speed-related fatal crashes decreased by 24.1 percent in 2009 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 123 in 2009. The number of speed-related injury crashes decreased by 14.3 percent in 2009 compared to the previous four years. The number of speed-related injury crashes ranged from a high of 2,806 in 2005 to a low of 2,145 in 2009.

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. The police report has 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 Bracken, Morgan, Rockcastle, Letcher, 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, Taylor Mill, 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 72,437 in 2009.

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 7.7 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 2009 data, it was found that teenage drivers were involved in about 18 percent of all crashes, 18 percent of injury crashes, and 14 percent of fatal crashes. Teenage drivers (including drivers with a learner permit) are over represented by a factor of 2.3 in all crashes, 2.3 in injury crashes, and 1.8 in fatal crashes.

The involvement rate of teenage drivers compared to all drivers in total and fatal crashes was analyzed (using 2009 data). Considering all crashes on public highways, the rate was 48 crashes per 1,000 drivers for all drivers compared to 100 crashes per 1,000 drivers for teenage drivers. Considering fatal crashes, the rate was 24 fatal crashes per 100,000 drivers for all drivers compared to 46 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 2009 were compared to an average of the preceding four years (2005-2008). There was a increase in total crashes (0.2 percent) when comparing 2009 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 2005 (128,685) with the lowest number occurring in 2008 (123,530). The number of fatal crashes decreased by 10.9 percent while the number of fatalities decreased by 11.8 percent. The number of fatalities ranged from 791 in 2009 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 2009 was lower than the previous four-year average. There was a 7.0 percent decrease in injury crashes and a 6.9 percent decrease in injuries. The number of injuries varied from 37,398 in 2009 to 43,295 in 2005.

Vehicle-miles traveled have remained fairly constant over the five-year period ranging from 47.176 billion miles in 2009 to 47.870 billion miles in 2007. The vehicle miles traveled in 2009 has decreased slightly (0.6 percent) compared to the previous four-year average. There was an increase in total crash rate in 2009 of 0.8 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 272 C/100 MVM in 2005.

There were decreases in 2009 in the fatal crash rate (10.2 percent) and fatality rate (11.4 percent). The fatal crash rate in 2009 was the lowest rate in this five-year period with the highest in 2005.

There was a total of 630,257 crashes in the five-year period, of which 4,007 (0.6 percent) were fatal crashes and 132,878 (21.1 percent) were injury crashes. Those crashes resulted in 4,379 fatalities and 198,014 injuries. There is a large range used when estimating crash costs. Considering economic costs, an estimate for 2009 is $2.1 billion for the cost of Kentucky traffic crashes (on public roads) or an average cost of $14,167 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 $42,485 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 1.2 percent in 2009 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 2009, pedestrian crashes accounted for only 0.7 percent of all crashes but 3.1 percent of injury crashes and 4.9 percent of fatal crashes. The number of injury crashes increased by 0.8 percent in 2009 and the number of fatal crashes decreased by 29.1 percent in 2009 compared to the previous four-year average. Injury crashes ranged from 749 in 2007 to 793 in 2008 while fatal crashes ranged from 39 in 2009 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, Mason, 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 Irvine. 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, Trigg, Mason, Henderson, and Fayette. 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, Morehead, and Fulton.

The number of bicycle crashes decreased in 2009 (3.4 percent) compared to the average of 2005 through 2008. The number of bicycle crashes has ranged from 412 in 2006 to 489 in 2008. This is a severe type of crash. In 2009, while bicycle crashes accounted for 0.3 percent of all crashes, they accounted for 1.2 percent of injury crashes and 0.6 percent of fatal crashes. The number of injury crashes decreased by 9.7 percent in 2009 and the number of fatal crashes decreased by 16.7 percent compared to the 2005 through 2008 average. The range in injury crashes was from 290 in 2009 to 353 in 2008 while the number of fatal crashes ranged from two in 2007 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 Trimble, Carroll, Mason, Calloway, and McCracken (Table 45). The highest rate is in Trimble 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 decrease in motorcycle crashes in 2009 (1.6 percent) compared to the 2005 through 2008 average. The numbers over the five-year period ranged from a high of 2,159

in 2008 to a low of 1,765 in 2006. This is a severe type of crash. Data in 2009 show that motorcycle crashes accounted for 1.5 percent of all crashes but 4.9 percent of injury crashes and 10.6 percent of fatal crashes. The number of injury crashes decreased by 4.1 percent and the number of fatal crashes decreased by 12.5 percent in 2009 compared to the 2005 through 2008 average. The number of injury crashes ranged from 1,182 in 2006 to 1,407 in 2008 while the number of fatal crashes ranged from 83 in 2005 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 Prestonsburg. The highest rate was in Nicholasville.

The trend analysis presented in Table 39 indicates there was a increase in this type of crash in 2009 (5.0 percent decrease) compared to the 2005 through 2008 average. The annual number of this type of crash ranged from a low of 781 in 2007 to a high of 869 in 2005. There was a decrease in injury crashes of 15.0 percent in 2009 compared to 2005 through 2008. The number of injury crashes ranged from 91 in 2009 to 119 in 2006. There were three fatal crashes involving a school bus in 2009 and a total of 12 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 2009 (15.7 percent) compared to the previous four-year average. The number of truck crashes ranged from a low of 7,902 in 2009 to a high of 9,823 in 2005. The number of injury crashes decreased by 23.3 percent and the number of fatal crashes decreased by 0.9 percent in 2009 compared to the previous four-year average. The number of injury crashes ranged from 1,292 in 2009 to 1,886 in 2005 while the number of fatal crashes ranged from 98 in 2008 to 118 in 2005. In 2009, truck crashes represented 6.3 percent of all crashes, 5.2 percent of injury crashes, and 13.3 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 Lee, Todd, Mercer, Oldham,

and Pike. The highest rate (0.84) is in Todd County with the highest number (48) in Jefferson County. There were no train crashes in 60 of the 120 counties in the five-year period of 2005 through 2009.

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 2009 was 9.3 percent lower than the 2005 through 2008 average. The number of injury crashes remained unchanged in 2009 compared to the 2005 through 2008 average with a range from 11 in 2008 to 19 in 2006. The number of fatal crashes ranged from one in 2009 to eight in 2006 for the five-year period with an 80 percent decrease in 2009 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 4.24 percent in 2009 which compares to the previous low of 4.21 percent in 2008.

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 newest 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. A similar software package has been included in the eCrash system starting in October of 2007. The system, MapIt, has greatly improved the accuracy of crash location data.

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 took advantage of this program, which was expanded to include counties. Funding for this program has not been provided for 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 inform 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 2009 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	McCracken
2	Christian
3	Logan
4	Meade
5	Oldham
6	Boone
7	Jessamine
8	Montgomery
9	Pike
10	Harlan
11	Pulaski
12	Woodford
13	Perry
14	Boyd
15	Marion
16	Daviess

An analysis was performed for cities similar to that for counties. However, alcohol conviction rates were not available for cities so consideration was given to conviction rates for counties within which a city was located. Cities were chosen if they had at least 100 crashes and a percentage of alcohol-related crashes of at least five percent (Table 21). The following are candidate cities for a program of increased alcohol enforcement.

- Lexington
- Covington
- Frankfort
- Shelbyville
- Newport
- Shively
- Georgetown

11.4 DRUG-RELATED CRASHES

Blood tests taken after fatal crashes show more involvement with drugs than alcohol in these crashes. The problem with drugs in traffic crashes is concentrated in southeaster Kentucky. Additional drug education and enforcement is warranted in this region of the state.

11.5 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" and "Click It or Ticket" campaigns show 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	Marshall
2	Muhlenberg
3	Logan
4	Jefferson
5	Trimble
6	Harrison
7	Jessamine
8	Menifee
9	Martin
10	Harlan
11	Laurel
12	Anderson
13	Letcher
14	Lawrence
15	Cumberland
16	Hancock

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.

11.6 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 six percent of total crashes. The following is a list of counties (tabulated by State Police Post) recommended for programs of increased speed enforcement (reference was made to the counties recommended in the past few years).

Post Number	County
1	Marshall
2	Christian
3	Hart
4	Jefferson
5	Oldham
6	Kenton
7	Jessamine
8	Rowan
9	Floyd
10	Harlan
11	Rockcastle
12	Woodford
13	Perry
14	Boyd
15	Taylor
16	Ohio

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
- Louisville
- Frankfort
- Hopkinsville
- Richmond
- Elizabethtown
- Covington
- Florence
- Paducah
- Bowling Green
- Independence
- Erlanger

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.

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.

11.7 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.

11.8 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 2005 - 2009 CRASH RATES*

STATISTIC	2005	2006	2007	2008	2005-2008 Average	2009	Percent Change***
Crashes	75,290	84,097	81,316	83,994	81,174	77,781	-4.2
Fatal Crashes	732	711	678	631	688	596	-13.4
Injury Crashes	18,940	20,145	19,032	19,017	19,284	17,399	-9.8
Mileage	28,328	28,338	28,363	28,380	28,352	28,622	1.0
Crashes Per Mile	2.66	2.97	2.87	2.96	2.87	2.72	-5.1
Vehicle Miles (Billion)	42.54	42.03	42.23	41.28	42.02	41.17	-2.0
AADT	4,115	4,063	4,080	3,985	4,061	3,940	-3.0
Crash Rate**	177	200	193	203	193	189	-2.2
Fatal Crash Rate**	1.72	1.69	1.61	1.53	1.64	1.45	-11.5
Injury Crash Rate**	45	48	45	46	46	42	-8.7

* 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 2009 compared to 2005 through 2008 average.

TABLE 2. STATEWIDE RURAL CRASH RATES BY HIGHWAY TYPE CLASSIFICATION (2005-2009)

HIGHWAY TYPE	TOTAL MILEAGE*	AADT	CRASH RATES (CRASHES PER 100 MVM) ALL	INJURY	FATAL
One-Lane	115	240	247	84	2.0
Two-Lane	23,335	1,550	213	64	3.3
Three-Lane	27	7,780	122	34	0.8
Four-Lane Divided (Non-Interstate or Parkway)	600	11,210	103	28	1.4
Four-Lane Undivided	54	12,960	226	52	1.6
Interstate	547	33,010	51	11	0.7
Parkway	584	9,360	60	14	0.7
All	25,263	2,670	146	42	2.2

* Average for the five years.

TABLE 3. STATEWIDE URBAN CRASH RATES BY HIGHWAY TYPE CLASSIFICATION (2005-2009)

HIGHWAY TYPE	TOTAL MILEAGE*	AADT	CRASH RATES (CRASHES PER 100 MVM) ALL	INJURY	FATAL
Two-Lane	2,075	6,640	294	58	1.0
Three-Lane	35	10,320	455	72	1.1
Four-Lane Divided (Non-Interstate or Parkway)	414	23,360	275	56	0.8
Four-Lane Undivided	348	19,040	473	90	1.0
Interstate	198	75,650	97	19	0.4
Parkway	31	14,650	105	24	1.0
All **	3,143	15,040	259	50	0.8

* Average for the five years.

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

TABLE 4. COMPARISON OF 2005 - 2009 CRASH RATES BY RURAL AND URBAN HIGHWAY TYPE CLASSIFICATION

LOCATION	HIGHWAY TYPE	2005	2006	2007	2008	2005-2008 Average	2009	Percent Change*
Rural	One-Lane	258	268	123	320	242	240	-0.7
	Two-Lane	217	216	206	217	214	208	-2.7
	Three-Lane	59	105	140	168	118	106	-10.3
	Four-Lane Divided (Non-Interstate or Parkway)	105	116	103	99	106	94	-11.1
	Four-Lane Undivided	224	307	198	203	233	217	-7.0
	Interstate	50	50	50	52	50	52	3.4
	Parkway	57	57	54	66	59	64	9.3
	All	149	149	140	149	147	143	-2.5
Urban	Two-Lane	238	305	303	335	295	295	-0.2
	Three-Lane	486	454	433	556	482	303	-37.1
	Four-Lane Divided	244	306	287	288	281	248	-11.7
	Four-Lane Undivided	398	510	477	493	469	484	3.2
	Interstate	89	106	104	91	98	94	-3.3
	Parkway	104	121	103	88	104	111	6.0
	All	215	273	267	282	259	257	-0.8

* Percent change from 2005 through 2008 to 2009.

TABLE 5. STATEWIDE CRASH RATES FOR "SPOTS" BY HIGHWAY TYPE CLASSIFICATION (2005-2009)

RURAL OR URBAN	HIGHWAY TYPE	NUMBER OF CRASHES	NUMBER OF SPOTS*	MILLION VEHICLES PER YEAR	CRASHES PER MILLION VEHICLES PER SPOT
Rural	One-Lane	124	385	0.09	0.74
	Two-Lane	140,629	77,782	0.57	0.64
	Three-Lane	461	89	2.84	0.37
	Four-Lane Divided (Non-Interstate or Parkway)	12,673	2,001	4.09	0.31
	Four-Lane Undivided	2,899	181	4.73	0.68
	Interstate	16,727	1,824	12.05	0.15
	Parkway	5,952	1,947	3.42	0.18
	All Rural	179,465	84,210	0.97	0.44
Urban	Two-Lane	74,077	6,916	2.43	0.88
	Three-Lane	2,972	116	3.77	1.36
	Four-Lane Divided	48,470	1,380	8.53	0.82
	Four-Lane Undivided	57,198	1,159	6.95	1.42
	Interstate	26,438	658	27.61	0.29
	Parkway	878	104	5.35	0.32
	All Urban**	223,013	10,478	5.49	0.78

* 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 (2005-2009)

RURAL OR URBAN	HIGHWAY TYPE	CRASHES PER SPOT*		CRASHES PER ONE-MILE SECTION	
		AVERAGE	CRITICAL NUMBER	AVERAGE	CRITICAL NUMBER
Rural	One-Lane	0.32	2	1.07	4
	Two-Lane	1.81	6	6.03	13
	Three-Lane	5.20	12	17.33	29
	Four-Lane Divided (Non-Interstate or Parkway)	6.33	13	21.11	33
	Four-Lane Undivided	16.05	27	53.49	73
	Interstate	9.17	17	30.57	45
	Parkway	3.06	8	10.19	19
	All Rural	2.13	6	7.10	14
Urban	Two-Lane	10.71	20	35.70	52
	Three-Lane	25.70	39	85.67	110
	Four-Lane Divided	35.13	51	117.10	145
	Four-Lane Undivided	49.36	68	164.52	198
	Interstate	40.15	57	133.83	164
	Parkway	8.43	16	28.10	42
	All Urban**	21.28	34	70.95	93

* 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 (2005-2009)

	STATE-MAINTAINED		ALL ROADS					
			TOTAL CRASHES		FATAL CRASHES		FATAL OR INJURY CRASHES	
COUNTY	TOTAL CRASHES	CRASH RATE*	NUMBER	RATE*	NUMBER	RATE*	NUMBER	RATE*
Adair	1,016	118	1,683	169	20	2.0	372	37
Allen	1,468	214	1,912	236	21	2.6	477	59
Anderson	1,709	169	2,228	190	9	0.8	540	46
Ballard	751	179	908	188	13	2.7	264	55
Barren	3,074	131	6,422	242	50	1.9	1,526	58
Bath	711	89	990	112	20	2.3	274	31
Bell	2,297	178	3,258	227	32	2.2	840	58
Boone	13,603	206	19,898	268	68	0.9	3,392	46
Bourbon	1,966	207	2,890	264	24	2.2	619	56
Boyd	5,678	250	9,443	362	26	1.0	1,948	75
Boyle	3,062	261	4,371	320	24	1.8	856	63
Bracken	658	141	798	151	11	2.1	207	39
Breathitt	1,433	191	1,655	199	30	3.6	677	81
Breckinridge	1,040	148	1,406	166	26	3.1	487	57
Bullitt	6,280	159	7,941	179	51	1.1	1,923	43
Butler	736	100	920	109	26	3.1	240	28
Caldwell	1,065	136	1,503	170	9	1.0	361	41
Calloway	3,440	261	5,182	335	47	3.0	880	57
Campbell	9,207	249	13,916	329	35	0.8	1,966	46
Carlisle	392	160	446	156	4	1.4	121	42
Carroll	1,441	117	1,836	139	22	1.7	437	33
Carter	1,926	103	2,859	137	43	2.1	714	34
Casey	1,048	179	1,313	189	19	2.7	362	52
Christian	7,293	199	9,665	239	52	1.3	2,206	54
Clark	2,635	125	5,735	243	33	1.4	1,019	43
Clay	1,638	163	2,022	181	47	4.2	882	79
Clinton	759	174	852	168	18	3.5	211	42
Crittenden	822	248	997	249	13	3.2	340	85
Cumberland	338	106	402	110	12	3.3	121	33
Daviess	6,082	182	15,742	393	48	1.2	2,738	68
Edmonson	729	137	915	147	11	1.8	254	41
Elliott	399	220	473	217	15	6.9	146	67
Estill	1,005	196	1,244	202	11	1.8	340	55
Fayette	28,880	224	60,790	418	127	0.9	11,239	77
Fleming	1,021	171	1,287	182	17	2.4	328	46
Floyd	4,278	185	5,099	196	68	2.6	1,850	71
Franklin	6,034	240	8,301	290	24	0.8	1,525	53
Fulton	487	154	721	202	14	3.9	193	54
Gallatin	1,083	88	1,250	97	21	1.6	310	24
Garrard	1,511	222	1,893	240	13	1.6	500	63
Grant	3,143	141	3,942	164	34	1.4	864	36
Graves	2,694	148	4,340	207	39	1.9	1,087	52
Grayson	2,580	192	3,177	207	29	1.9	910	59
Green	312	80	622	134	7	1.5	124	27
Greenup	2,234	152	3,611	209	29	1.7	844	49
Hancock	482	110	644	128	13	2.6	189	38
Hardin	10,276	179	13,780	215	85	1.3	2,558	40
Harlan	2,319	185	2,843	199	51	3.6	937	66
Harrison	1,796	309	2,718	384	20	2.8	654	92
Hart	1,736	93	2,137	108	37	1.9	629	32
Henderson	5,206	224	8,221	310	44	1.7	1,755	66
Henry	1,456	112	1,661	118	14	1.0	445	32
Hickman	134	48	177	56	15	4.7	65	21
Hopkins	5,388	203	7,409	248	44	1.5	1,388	46
Jackson	891	208	1,062	206	16	3.1	380	74
Jefferson	67,484	236	135,772	412	373	1.1	26,512	80
Jessamine	5,101	316	7,133	363	43	2.2	1,399	71
Johnson	2,027	188	2,475	200	26	2.1	780	63
Kenton	16,932	257	25,936	345	57	0.8	4,239	56
Knott	1,578	172	1,817	179	31	3.0	709	70

TABLE 7. CRASH RATES BY COUNTY FOR STATE-MAINTAINED SYSTEM AND ALL ROADS (2005-2009)(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	2,447	177	3,205	201	48	3.0	989	62
Larue	1,075	125	1,333	139	21	2.2	349	36
Laurel	6,625	178	8,435	205	84	2.0	2,239	55
Lawrence	840	92	1,176	116	25	2.5	389	38
Lee	330	126	444	143	12	3.9	148	48
Leslie	745	132	852	134	21	3.3	417	65
Letcher	2,052	186	2,442	193	42	3.3	931	73
Lewis	843	127	1,047	139	23	3.0	321	43
Lincoln	1,758	165	2,352	192	41	3.3	646	53
Livingston	912	141	1,074	149	22	3.1	343	48
Logan	2,234	177	2,938	201	31	2.1	708	49
Lyon	939	82	1,108	93	12	1.0	270	23
McCracken	8,123	235	12,069	306	61	1.5	3,031	77
McCreary	950	152	1,189	166	21	2.9	404	56
McLean	754	162	887	158	10	1.8	252	45
Madison	7,958	178	12,624	259	74	1.5	2,159	44
Magoffin	868	139	990	141	9	1.3	393	56
Marion	1,822	254	2,311	274	23	2.7	469	56
Marshall	3,400	156	4,184	166	41	1.6	1,104	44
Martin	853	166	947	158	13	2.2	344	57
Mason	2,409	240	3,417	308	20	1.8	592	53
Meade	2,040	200	2,497	208	42	3.5	755	63
Menifee	451	200	510	187	5	1.8	157	58
Mercer	1,789	190	2,684	245	18	1.6	609	56
Metcalfe	886	178	1,109	194	16	2.8	322	56
Monroe	478	119	814	168	19	3.9	238	49
Montgomery	2,920	221	4,125	272	40	2.6	938	62
Morgan	1,176	188	1,384	194	19	2.7	484	68
Muhlenberg	3,155	202	3,979	221	41	2.3	1,049	58
Nelson	4,575	226	5,779	251	47	2.0	1,259	55
Nicholas	297	115	585	163	8	2.2	142	39
Ohio	2,176	147	2,846	175	25	1.5	772	48
Oldham	3,759	166	4,630	179	23	0.9	958	37
Owen	845	219	1,015	195	13	2.5	340	65
Owsley	281	179	332	168	9	4.6	111	56
Pendleton	1,300	271	1,788	311	31	5.4	434	75
Perry	3,036	199	4,381	258	49	2.9	1,251	74
Pike	7,248	208	9,702	251	123	3.2	3,079	80
Powell	796	98	1,092	113	17	1.8	298	31
Pulaski	6,606	222	8,840	262	68	2.0	1,878	56
Robertson	47	74	56	33	0	0.0	22	13
Rockcastle	1,912	93	2,289	106	25	1.2	616	28
Rowan	2,966	211	4,150	268	33	2.1	931	60
Russell	1,340	176	1,687	189	28	3.1	417	47
Scott	5,092	166	6,842	205	36	1.1	1,657	50
Shelby	4,362	145	5,872	179	34	1.0	1,207	37
Simpson	2,160	131	2,720	153	19	1.1	584	33
Spencer	835	150	1,076	160	9	1.3	277	41
Taylor	2,384	249	3,381	298	31	2.7	620	55
Todd	672	131	995	166	22	3.7	292	49
Trigg	1,066	111	1,510	143	22	2.1	420	40
Trimble	830	243	963	239	13	3.2	242	60
Union	1,327	212	1,739	238	15	2.1	521	71
Warren	12,760	217	19,729	301	102	1.6	3,832	58
Washington	1,089	167	1,287	175	26	3.5	307	42
Wayne	1,392	180	1,665	183	22	2.4	475	52
Webster	932	124	1,116	131	14	1.6	301	35
Whitley	3,251	132	4,613	171	50	1.9	1,215	45
Wolfe	819	156	921	160	22	3.8	309	54
Woodford	2,727	186	3,886	237	36	2.2	770	47
STATEWIDE	402,478	192	630,256	266	4,007	1.7	136,740	58

* 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
(2005-2009)

POPULATION CATEGORY	NUMBER OF COUNTIES IN CATEGORY	TOTAL POPULATION	TOTAL MILEAGE DRIVEN 100 MVM
UNDER 10,000	21	155,526	100.23
10,000 - 14,999	25	313,612	184.27
15,000 - 24,999	32	611,992	384.08
25,000 - 50,000	27	954,656	581.17
OVER 50,000	15	2,005,983	1,123.33

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	14,548	145	177	6
10,000 - 14,999	29,383	159	187	6
15,000 - 24,999	75,897	198	221	11
25,000 - 50,000	135,589	233	252	7
OVER 50,000	374,839	334	346	3

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	262	2.61	7.40	0
10,000 - 14,999	436	2.37	5.97	0
15,000 - 24,999	820	2.13	4.77	0
25,000 - 50,000	1,081	1.86	3.67	0
OVER 50,000	1,408	1.25	2.03	1

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	4,163	41.5	59.1	3
10,000 - 14,999	8,435	45.8	60.5	6
15,000 - 24,999	19,500	50.8	62.8	6
25,000 - 50,000	31,651	54.5	63.7	7
OVER 50,000	72,991	65.0	70.4	4

TABLE 10. CRASH RATES BY COUNTY AND POPULATION CATEGORY (IN DESCENDING ORDER WITH CRITICAL RATES IDENTIFIED)(2005-2009)(ALL ROADS)

COUNTY	NUMBER OF CRASHES	CRASH RATE (CRASHES PER 100 MVM)	
POPULATION CATEGORY UNDER 10,000			
Crittenden	997	249	*
Trimble	963	239	*
Elliott	473	217	*
Fulton	721	202	*
Ballard	908	188	*
Menifee	510	187	*
Clinton	852	168	
Owsley	332	168	
Nicholas	585	163	
Wolfe	921	160	
McLean	887	158	
Carlisle	446	156	
Bracken	798	151	
Livingston	1,074	149	
Lee	444	143	
Hancock	644	128	
Cumberland	402	110	
Gallatin	1,250	97	
Lyon	1,108	93	
Hickman	177	56	
Robertson	56	33	
POPULATION CATEGORY 10,000-14,999			
Pendleton	1,788	311	*
Garrard	1,893	240	*
Jackson	1,062	206	*
Owen	1,015	195	*
Metcalfe	1,109	194	*
Morgan	1,384	194	*
Fleming	1,287	182	
Washington	1,287	175	
Caldwell	1,503	170	
Monroe	814	168	
Todd	995	166	
Spencer	1,076	160	
Martin	947	158	
Edmonson	915	147	
Trigg	1,510	143	
Magoffin	990	141	
Lewis	1,047	139	
Carroll	1,836	139	
Larue	1,333	139	
Leslie	852	134	
Green	622	134	
Webster	1,116	131	
Powell	1,092	113	
Bath	990	112	
Butler	920	109	
POPULATION CATEGORY 15,000-24,999			
Harrison	2,718	384	*
Mason	3,417	308	*
Taylor	3,381	298	*
Marion	2,311	274	*
Montgomery	4,125	272	*
Rowan	4,150	268	*
Bourbon	2,890	264	*
Mercer	2,684	245	*
Union	1,739	238	*
Woodford	3,886	237	*
Allen	1,912	236	*
Grayson	3,177	207	
Estill	1,244	202	
Johnson	2,475	200	
Breathitt	1,655	199	
Lincoln	2,352	192	
Anderson	2,228	190	
Casey	1,313	189	
Russell	1,687	189	
Wayne	1,665	183	
Clay	2,022	181	
Knott	1,817	179	
Ohio	2,846	175	
Adair	1,683	169	
Breckinridge	1,406	166	
McCreary	1,189	166	
Grant	3,942	164	
Simpson	2,720	153	
Henry	1,661	118	
Lawrence	1,176	116	
Hart	2,137	108	
Rockcastle	2,289	106	
POPULATION CATEGORY 25,000-50,000			
Jessamine	7,133	363	*
Boyd	9,443	362	*
Calloway	5,182	335	*
Boyle	4,371	320	*
Henderson	8,221	310	*
Franklin	8,301	290	*
Perry	4,381	258	*
Nelson	5,779	251	
Hopkins	7,409	248	
Clark	5,735	243	
Barren	6,422	242	
Bell	3,258	227	
Muhlenberg	3,979	221	
Greenup	3,611	209	
Meade	2,497	208	
Graves	4,340	207	
Scott	6,842	205	
Logan	2,938	201	
Knox	3,205	201	
Harlan	2,843	199	
Floyd	5,099	196	
Letcher	2,442	193	
Oldham	4,630	179	
Shelby	5,872	179	
Whitley	4,613	171	
Marshall	4,184	166	
Carter	2,859	137	
POPULATION CATEGORY OVER 50,000			
Fayette	60,790	418	*
Jefferson	135,772	412	*
Daviess	15,742	393	*
Kenton	25,936	345	
Campbell	13,916	329	
McCracken	12,069	306	
Warren	19,729	301	
Boone	19,898	268	
Pulaski	8,840	262	
Madison	12,624	259	
Pike	9,702	251	
Christian	9,665	239	
Hardin	13,780	215	
Laurel	8,435	205	
Bullitt	7,941	179	

* Critical crash rate

TABLE 11. CRASH RATES BY COUNTY AND POPULATION CATEGORY (IN DESCENDING ORDER WITH CRITICAL RATES IDENTIFIED)(2005-2009)(STATE-MAINTAINED SYSTEM)

COUNTY	NUMBER OF CRASHES	CRASH RATE (CRASHES PER 100 MVM)	
POPULATION CATEGORY UNDER 10,000			
Crittenden	822	248	*
Trimble	830	243	*
Elliott	399	220	*
Menifee	451	200	*
Owsley	281	179	*
Ballard	751	179	*
Clinton	759	174	*
McLean	754	162	
Carlisle	392	160	
Wolfe	819	156	
Fulton	487	154	
Livingston	912	141	
Bracken	658	141	
Lee	330	126	
Nicholas	297	115	
Hancock	482	110	
Cumberland	338	106	
Gallatin	1,083	88	
Lyon	939	82	
Robertson	47	74	
Hickman	134	48	
POPULATION CATEGORY 10,000-14,999			
Pendleton	1,300	271	*
Garrard	1,511	222	*
Owen	845	219	*
Jackson	891	208	*
Morgan	1,176	188	*
Metcalfe	886	178	*
Fleming	1,021	171	*
Washington	1,089	167	
Martin	853	166	
Spencer	835	150	
Magoffin	868	139	
Edmonson	729	137	
Caldwell	1,065	136	
Leslie	745	132	
Todd	672	131	
Lewis	843	127	
Larue	1,075	125	
Webster	932	124	
Monroe	478	119	
Carroll	1,441	117	
Trigg	1,066	111	
Butler	736	100	
Powell	796	98	
Bath	711	89	
Green	312	80	
POPULATION CATEGORY 15,000-24,999			
Harrison	1,796	309	*
Marion	1,822	254	*
Taylor	2,384	249	*
Mason	2,409	240	*
Montgomery	2,920	221	*
Allen	1,468	214	*
Union	1,327	212	*
Rowan	2,966	211	*
Bourbon	1,966	207	*
Estill	1,005	196	*
Grayson	2,580	192	*
Breathitt	1,433	191	
Mercer	1,789	190	
Johnson	2,027	188	
Woodford	2,727	186	
Wayne	1,392	180	
Casey	1,048	179	
Russell	1,340	176	
Knott	1,578	172	
Anderson	1,709	169	
Lincoln	1,758	165	
Clay	1,638	163	
McCreary	950	152	
Breckinridge	1,040	148	
Ohio	2,176	147	
Grant	3,143	141	
Simpson	2,160	131	
Adair	1,016	118	
Henry	1,456	112	
Hart	1,736	93	
Rockcastle	1,912	93	
Lawrence	840	92	
POPULATION CATEGORY 25,000-50,000			
Jessamine	5,101	316	*
Boyle	3,062	261	*
Calloway	3,440	261	*
Boyd	5,678	250	*
Franklin	6,034	240	*
Nelson	4,575	226	*
Henderson	5,206	224	*
Hopkins	5,388	203	
Muhlenberg	3,155	202	
Meade	2,040	200	
Perry	3,036	199	
Letcher	2,052	186	
Floyd	4,278	185	
Harlan	2,319	185	
Bell	2,297	178	
Logan	2,234	177	
Knox	2,447	177	
Oldham	3,759	166	
Scott	5,092	166	
Marshall	3,400	156	
Greenup	2,234	152	
Graves	2,694	148	
Shelby	4,362	145	
Whitley	3,251	132	
Barren	3,074	131	
Clark	2,635	125	
Carter	1,926	103	
POPULATION CATEGORY OVER 50,000			
Kenton	16,932	257	*
Campbell	9,207	249	*
Jefferson	67,484	236	*
McCracken	8,123	235	*
Fayette	28,880	224	
Pulaski	6,606	222	
Warren	12,760	217	
Pike	7,248	208	
Boone	13,603	206	
Christian	7,293	199	
Daviess	6,082	182	
Hardin	10,276	179	
Madison	7,958	178	
Laurel	6,625	178	
Bullitt	6,280	159	

* Critical crash rate

TABLE 12. INJURY OR FATAL CRASH RATES BY COUNTY AND POPULATION CATEGORY
(IN DESCENDING ORDER WITH CRITICAL RATES IDENTIFIED)(2005-2009)(ALL ROADS)

COUNTY	NUMBER OF CRASHES	CRASH RATE (CRASHES PER 100 MVM)	
POPULATION CATEGORY UNDER 10,000			
Crittenden	340	85	*
Elliott	146	67	*
Trimble	242	60	*
Menifee	157	58	
Owsley	111	56	
Ballard	264	55	
Wolfe	309	54	
Fulton	193	54	
Livingston	343	48	
Lee	148	48	
McLean	252	45	
Clinton	211	42	
Carlisle	121	42	
Nicholas	142	39	
Bracken	207	39	
Hancock	189	38	
Cumberland	121	33	
Gallatin	310	24	
Lyon	270	23	
Hickman	65	21	
Robertson	22	13	
POPULATION CATEGORY 10,000-14,999			
Pendleton	434	75	*
Jackson	380	74	*
Morgan	484	68	*
Leslie	417	65	*
Owen	340	65	*
Garrard	500	63	*
Martin	344	57	
Metcalfe	322	56	
Magoffin	393	56	
Monroe	238	49	
Todd	292	49	
Fleming	328	46	
Lewis	321	43	
Washington	307	42	
Caldwell	361	41	
Spencer	277	41	
Edmonson	254	41	
Trigg	420	40	
Larue	349	36	
Webster	301	35	
Carroll	437	33	
Bath	274	31	
Powell	298	31	
Butler	240	28	
Green	124	27	
POPULATION CATEGORY 15,000-24,999			
Harrison	654	92	*
Breathitt	677	81	*
Clay	882	79	*
Union	521	71	*
Knott	709	70	*
Johnson	780	63	*
Montgomery	938	62	
Rowan	931	60	
Grayson	910	59	
Allen	477	59	
Breckinridge	487	57	
Mercer	609	56	
Marion	469	56	
Bourbon	619	56	
McCreary	404	56	
Taylor	620	55	
Estill	340	55	
Mason	592	53	
Lincoln	646	53	
Casey	362	52	
Wayne	475	52	
Ohio	772	48	
Woodford	770	47	
Russell	417	47	
Anderson	540	46	
Lawrence	389	38	
Adair	372	37	
Grant	864	36	
Simpson	584	33	
Hart	629	32	
Henry	445	32	
Rockcastle	616	28	
POPULATION CATEGORY 25,000-50,000			
Boyd	1,948	75	*
Perry	1,251	74	*
Letcher	931	73	*
Floyd	1,850	71	*
Jessamine	1,399	71	*
Harlan	937	66	*
Henderson	1,755	66	*
Meade	755	63	
Boyle	856	63	
Knox	989	62	
Barren	1,526	58	
Muhlenberg	1,049	58	
Bell	840	58	
Calloway	880	57	
Nelson	1,259	55	
Franklin	1,525	53	
Graves	1,087	52	
Scott	1,657	50	
Greenup	844	49	
Logan	708	49	
Hopkins	1,388	46	
Whitley	1,215	45	
Marshall	1,104	44	
Clark	1,019	43	
Oldham	958	37	
Shelby	1,207	37	
Carter	714	34	
POPULATION CATEGORY OVER 50,000			
Jefferson	26,512	80	*
Pike	3,079	80	*
Fayette	11,239	77	*
McCracken	3,031	77	*
Daviess	2,738	68	
Warren	3,832	58	
Kenton	4,239	56	
Pulaski	1,878	56	
Laurel	2,239	55	
Christian	2,206	54	
Campbell	1,966	46	
Boone	3,392	46	
Madison	2,159	44	
Bullitt	1,923	43	
Hardin	2,558	40	

* Critical crash rate

TABLE 13. FATAL CRASH RATES BY COUNTY AND POPULATION CATEGORY (IN DESCENDING ORDER WITH CRITICAL RATES IDENTIFIED)(2005-2009)(ALL ROADS)

COUNTY	NUMBER OF CRASHES	CRASH RATE (CRASHES PER 100 MVM)
POPULATION CATEGORY UNDER 10,000		
Elliott	15	6.9
Hickman	15	4.7
Owsley	9	4.6
Fulton	14	3.9
Lee	12	3.9
Wolfe	22	3.8
Clinton	18	3.5
Cumberland	12	3.3
Crittenden	13	3.2
Trimble	13	3.2
Livingston	22	3.1
Ballard	13	2.7
Hancock	13	2.6
Nicholas	8	2.2
Bracken	11	2.1
McLean	10	1.8
Menifee	5	1.8
Gallatin	21	1.6
Carlisle	4	1.4
Lyon	12	1.0
Robertson	0	0.0
POPULATION CATEGORY 10,000-14,999		
Pendleton	31	5.4
Monroe	19	3.9
Todd	22	3.7
Washington	26	3.5
Leslie	21	3.3
Butler	26	3.1
Jackson	16	3.1
Lewis	23	3.0
Metcalfe	16	2.8
Morgan	19	2.7
Owen	13	2.5
Fleming	17	2.4
Bath	20	2.3
Martin	13	2.2
Larue	21	2.2
Trigg	22	2.1
Powell	17	1.8
Edmonson	11	1.8
Carroll	22	1.7
Garrard	13	1.6
Webster	14	1.6
Green	7	1.5
Magoffin	9	1.3
Spencer	9	1.3
Caldwell	9	1.0
POPULATION CATEGORY 15,000-24,999		
Clay	47	4.2
Breathitt	30	3.6
Lincoln	41	3.3
Russell	28	3.1
Breckinridge	26	3.1
Knott	31	3.0
McCreary	21	2.9
Harrison	20	2.8
Taylor	31	2.7
Marion	23	2.7
Casey	19	2.7
Allen	21	2.6
Montgomery	40	2.6
Lawrence	25	2.5
Wayne	22	2.4
Bourbon	24	2.2
Woodford	36	2.2
Rowan	33	2.1
Johnson	26	2.1
Union	15	2.1
Adair	20	2.0
Hart	37	1.9
Grayson	29	1.9
Estill	11	1.8
Mason	20	1.8
Mercer	18	1.6
Ohio	25	1.5
Grant	34	1.4
Rockcastle	25	1.2
Simpson	19	1.1
Henry	14	1.0
Anderson	9	0.8
POPULATION CATEGORY 25,000-50,000		
Harlan	51	3.6
Meade	42	3.5
Letcher	42	3.3
Knox	48	3.0
Calloway	47	3.0
Perry	49	2.9
Floyd	68	2.6
Muhlenberg	41	2.3
Jessamine	43	2.2
Bell	32	2.2
Carter	43	2.1
Logan	31	2.1
Nelson	47	2.0
Graves	39	1.9
Barren	50	1.9
Whitley	50	1.9
Boyle	24	1.8
Greenup	29	1.7
Henderson	44	1.7
Marshall	41	1.6
Hopkins	44	1.5
Clark	33	1.4
Scott	36	1.1
Boyd	26	1.0
Shelby	34	1.0
Oldham	23	0.9
Franklin	24	0.8
POPULATION CATEGORY OVER 50,000		
Pike	123	3.2 *
Laurel	84	2.0
Pulaski	68	2.0
Warren	102	1.6
McCracken	61	1.5
Madison	74	1.5
Hardin	85	1.3
Christian	52	1.3
Daviess	48	1.2
Jefferson	373	1.1
Bullitt	51	1.1
Fayette	127	0.9
Boone	68	0.9
Campbell	35	0.8
Kenton	57	0.8

* Critical crash rate

TABLE 14. MISCELLANEOUS CRASH DATA FOR EACH COUNTY

COUNTY	NUMBER OF CRASHES BY YEAR 2005	2006	2007	2008	2009	2005-2008 AVERAGE	2009 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	399	381	306	301	296	347	-14.6	3.9	1.5	1.19	22.1	43.8	5.6
Allen	418	292	295	428	479	358	33.7	5.4	0.6	1.10	24.9	54.0	6.1
Anderson	449	451	455	420	453	444	2.1	4.5	0.8	0.40	24.2	57.7	4.7
Ballard	168	159	166	198	217	173	25.6	7.6	1.1	1.43	29.1	48.4	4.3
Barren	1,402	1,385	1,204	1,224	1,207	1,304	-7.4	3.8	0.6	0.78	23.8	57.9	4.1
Bath	245	219	184	187	155	209	-25.7	5.8	3.2	2.02	27.7	42.0	7.3
Bell	717	615	597	645	684	644	6.3	3.3	3.2	0.98	25.8	70.7	4.4
Boone	4,017	3,953	3,928	4,042	3,958	3,985	-0.7	3.7	0.5	0.34	17.0	77.8	7.0
Bourbon	616	611	588	541	534	589	-9.3	5.5	1.0	0.83	21.4	62.2	8.0
Boyd	1,852	1,882	2,041	1,964	1,704	1,935	-11.9	2.6	1.5	0.28	20.6	66.9	4.6
Boyle	906	926	844	796	899	868	3.6	3.9	0.5	0.55	19.6	60.7	5.9
Bracken	184	170	180	191	73	181	-59.7	6.3	0.3	1.38	25.9	53.9	12.7
Breathitt	349	364	349	294	299	339	-11.8	5.3	3.4	1.81	40.9	53.8	3.4
Breckinridge	263	284	266	298	295	278	6.2	5.2	0.7	1.85	34.6	50.3	3.4
Bullitt	1,416	1,546	1,626	1,636	1,717	1,556	10.3	5.2	0.5	0.64	24.2	80.6	4.5
Butler	199	186	154	175	206	179	15.4	5.7	1.2	2.83	26.1	57.3	7.0
Caldwell	278	294	307	326	298	301	-1.1	4.4	0.9	0.60	24.0	70.8	7.2
Calloway	1,106	1,047	989	1,024	1,016	1,042	-2.4	4.3	0.5	0.91	17.0	65.0	4.3
Campbell	2,864	2,847	2,760	2,731	2,714	2,801	-3.1	4.5	0.6	0.25	14.1	75.8	5.8
Carlisle	98	68	62	102	116	83	40.6	4.7	1.6	0.90	27.1	67.0	8.7
Carroll	441	450	292	390	263	393	-33.1	6.6	0.9	1.20	23.8	70.7	4.5
Carter	486	607	577	569	620	560	10.8	4.6	2.7	1.50	25.0	61.1	7.0
Casey	185	231	279	296	322	248	30.0	7.0	2.7	1.45	27.6	45.6	4.0
Christian	1,881	1,917	2,103	1,767	1,997	1,917	4.2	4.6	0.7	0.54	22.8	65.8	7.2
Clark	1,212	1,124	1,047	1,176	1,176	1,140	3.2	3.6	1.3	0.58	17.8	67.6	5.1
Clay	377	405	341	414	485	384	26.2	4.9	4.2	2.32	43.6	64.2	10.0
Clinton	259	221	154	97	121	183	-33.8	5.6	2.5	2.11	24.8	49.4	5.3
Crittenden	200	196	199	195	207	198	4.8	4.5	1.8	1.30	34.1	58.2	5.0
Cumberland	94	88	96	61	63	85	-25.7	8.0	1.7	2.99	30.1	46.5	9.2
Daviess	3,056	3,113	3,120	3,144	3,309	3,108	6.5	4.3	0.9	0.30	17.4	70.9	4.0
Edmonson	181	141	169	219	205	178	15.5	5.5	1.6	1.20	27.8	63.7	5.7
Elliott	104	87	65	115	102	93	10.0	7.4	4.4	3.17	30.9	64.1	5.7
Estill	225	260	211	283	265	245	8.3	4.8	1.8	0.88	27.3	53.1	6.8
Fayette	12,537	12,406	11,923	11,938	11,986	12,201	-1.8	4.2	0.4	0.21	18.5	75.0	6.9
Fleming	250	255	272	283	227	265	-14.3	6.3	1.5	1.32	25.5	46.5	3.3
Floyd	981	941	984	1,122	1,071	1,007	6.4	5.5	4.8	1.33	36.3	59.9	7.5
Franklin	1,674	1,705	1,733	1,584	1,605	1,674	-4.1	4.4	0.8	0.29	18.4	71.3	8.0
Fulton	170	140	146	151	114	152	-24.9	6.0	1.0	1.94	26.8	62.9	6.9
Gallatin	242	274	255	233	246	251	-2.0	5.8	0.5	1.68	24.8	71.3	9.2
Garrard	389	400	352	354	398	374	6.5	5.0	0.7	0.69	26.4	52.5	7.8
Grant	752	641	812	889	848	774	9.6	3.6	0.8	0.86	21.9	69.5	7.5
Graves	861	868	844	885	882	865	2.0	4.7	1.3	0.90	25.0	66.7	7.2
Grayson	658	647	615	600	657	630	4.3	4.5	0.8	0.91	28.6	64.7	4.8
Green	209	77	83	82	171	113	51.7	2.7	0.8	1.13	19.9	48.1	2.1
Greenup	679	693	718	776	745	717	4.0	3.4	1.7	0.80	23.4	67.6	7.1
Hancock	137	165	126	135	81	141	-42.5	4.0	1.1	2.02	29.3	73.6	6.2
Hardin	2,857	2,788	2,685	2,621	2,829	2,738	3.3	3.7	0.4	0.62	18.6	66.2	5.2
Harlan	602	580	514	533	614	557	10.2	4.8	4.3	1.79	33.0	66.3	6.6
Harrison	509	541	546	584	538	545	-1.3	6.3	0.6	0.74	24.1	59.9	6.0
Hart	399	412	414	428	484	413	17.1	4.5	1.3	1.73	29.4	40.4	7.3
Henderson	1,700	1,614	1,619	1,664	1,624	1,649	-1.5	3.1	0.8	0.54	21.3	71.8	4.6
Henry	328	308	318	335	372	322	15.4	5.3	0.8	0.84	26.8	70.8	10.5
Hickman	58	20	43	19	37	35	5.7	5.1	1.7	8.47	36.7	53.5	9.6
Hopkins	1,535	1,496	1,381	1,497	1,500	1,477	1.5	3.7	1.1	0.59	18.7	70.5	6.6
Jackson	194	230	215	204	219	211	3.9	5.5	1.7	1.51	35.8	64.5	9.0
Jefferson	27,594	27,539	27,684	25,998	26,957	27,204	-0.9	3.1	0.3	0.27	19.5	81.1	4.0
Jessamine	1,445	1,426	1,433	1,443	1,386	1,437	-3.5	4.0	0.6	0.60	19.6	65.9	7.6
Johnson	473	459	492	515	536	485	10.6	2.6	3.6	1.05	31.5	68.4	4.0
Kenton	5,700	5,621	5,037	4,685	4,893	5,261	-7.0	4.8	0.8	0.22	16.3	77.5	7.4
Knott	384	359	337	360	377	360	4.7	4.0	3.9	1.71	39.0	64.5	6.5

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

COUNTY	NUMBER OF CRASHES BY YEAR 2005	2006	2007	2008	2009	2005-2008 AVERAGE	2009 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	628	688	680	572	637	642	-0.8	2.9	2.2	1.50	30.9	66.5	7.0
Larue	264	257	287	252	273	265	3.0	5.9	0.9	1.58	26.2	58.2	8.1
Laurel	1,693	1,826	1,675	1,633	1,608	1,707	-5.8	3.4	1.6	1.00	26.5	69.2	6.3
Lawrence	176	189	215	309	287	222	29.1	4.2	2.6	2.13	33.1	63.2	3.4
Lee	77	81	103	112	71	93	-23.9	6.8	4.5	2.70	33.3	51.9	8.1
Leslie	228	214	165	115	130	181	-28.0	4.6	4.7	2.46	48.9	59.4	9.4
Letcher	546	471	403	457	565	469	20.4	5.2	3.4	1.72	38.1	51.2	8.5
Lewis	232	228	194	198	195	213	-8.5	6.5	1.8	2.20	30.7	56.5	3.3
Lincoln	466	516	409	405	556	449	23.8	6.9	0.8	1.74	27.5	62.9	7.6
Livingston	207	228	211	216	212	216	-1.6	8.2	2.0	2.05	31.9	71.1	8.8
Logan	578	615	596	573	576	591	-2.5	4.4	0.9	1.06	24.1	60.4	4.9
Lyon	198	194	242	240	234	219	7.1	4.7	1.3	1.08	24.4	82.9	9.3
McCracken	2,528	2,540	2,429	2,279	2,293	2,444	-6.2	4.0	0.7	0.51	25.1	65.1	5.2
McCreary	246	217	195	236	295	224	32.0	6.2	2.1	1.77	34.0	51.3	9.9
McLean	193	174	138	201	181	177	2.5	5.1	0.7	1.13	28.4	60.3	4.1
Madison	2,618	2,524	2,460	2,390	2,632	2,498	5.4	4.6	0.8	0.59	17.1	69.4	9.0
Magoffin	190	144	171	235	250	185	35.1	4.2	3.7	0.91	39.7	59.7	10.5
Marion	461	479	466	471	434	469	-7.5	7.7	1.1	1.00	20.3	43.1	4.1
Marshall	848	853	813	830	840	836	0.5	5.2	2.0	0.98	26.4	60.7	7.8
Martin	198	194	207	194	154	198	-22.3	3.1	7.4	1.37	36.3	55.4	11.1
Mason	650	658	671	731	707	678	4.4	5.2	0.5	0.59	17.3	53.5	4.7
Meade	568	548	496	450	435	516	-15.6	6.3	0.8	1.68	30.2	47.3	5.1
Menifee	127	131	73	84	95	104	-8.4	5.9	1.8	0.98	30.8	48.9	8.0
Mercer	563	543	514	524	540	536	0.7	4.8	1.0	0.67	22.7	60.6	6.5
Metcalfe	228	231	207	216	227	221	2.9	4.7	0.7	1.44	29.0	42.4	6.6
Monroe	161	156	176	143	178	159	11.9	4.1	0.7	2.33	29.2	40.1	4.3
Montgomery	829	750	761	883	902	806	11.9	5.0	1.3	0.97	22.7	47.1	4.5
Morgan	302	234	286	297	265	280	-5.3	5.6	2.5	1.37	35.0	57.9	13.4
Muhlenberg	793	777	791	796	822	789	4.1	2.8	1.0	1.03	26.4	61.8	4.2
Nelson	1,105	1,146	1,129	1,198	1,201	1,145	4.9	5.7	0.7	0.81	21.8	60.1	5.8
Nicholas	105	93	135	133	119	117	2.1	4.4	1.0	1.37	24.3	50.6	3.8
Ohio	565	530	570	581	600	562	6.9	4.4	0.9	0.88	27.1	69.0	6.1
Oldham	931	1,009	884	910	896	934	-4.0	4.4	0.6	0.50	20.7	83.0	7.4
Owen	192	196	223	214	190	206	-7.9	5.8	0.4	1.28	33.5	57.7	6.3
Owsley	75	96	71	58	32	75	-57.3	6.0	5.1	2.71	33.4	41.1	10.8
Pendleton	354	352	372	364	346	361	-4.0	5.0	0.5	1.73	24.3	68.5	7.6
Perry	857	779	853	919	973	852	14.2	4.2	3.0	1.12	28.6	56.6	5.0
Pike	1,928	1,961	1,885	1,962	1,966	1,934	1.7	4.6	6.1	1.27	31.7	62.3	7.1
Powell	260	204	147	174	307	196	56.4	4.2	2.8	1.56	27.3	64.6	4.6
Pulaski	1,932	1,778	1,741	1,656	1,733	1,777	-2.5	3.5	0.9	0.77	21.2	54.2	6.4
Robertson	10	10	17	11	8	12	-33.3	16.1	1.8	0.00	39.3	53.3	5.4
Rockcastle	442	485	391	476	495	449	10.4	2.8	1.9	1.09	26.9	76.9	11.7
Rowan	841	806	763	901	839	828	1.4	3.9	1.5	0.80	22.4	54.6	5.0
Russell	318	340	322	342	365	331	10.4	6.0	2.6	1.66	24.7	58.7	4.4
Scott	1,343	1,345	1,395	1,327	1,432	1,353	5.9	4.4	0.5	0.53	24.2	60.8	6.3
Shelby	1,185	1,171	1,133	1,214	1,169	1,176	-0.6	4.8	0.4	0.58	20.6	80.0	8.4
Simpson	503	590	584	470	573	537	6.8	5.2	1.0	0.70	21.5	60.0	4.9
Spencer	242	179	174	239	242	209	16.1	6.6	0.9	0.84	25.7	70.0	6.3
Taylor	644	714	638	624	761	655	16.2	3.8	0.5	0.92	18.3	53.3	4.3
Todd	178	162	230	219	206	197	4.4	5.9	0.8	2.21	29.3	63.8	9.5
Trigg	335	274	303	279	319	298	7.1	6.0	1.1	1.46	27.8	64.0	5.6
Trimble	196	193	159	180	235	182	29.1	6.2	0.9	1.35	25.1	77.1	10.9
Union	385	341	334	343	336	351	-4.2	4.4	1.1	0.86	30.0	76.3	7.6
Warren	4,189	3,983	4,013	3,749	3,795	3,984	-4.7	3.8	0.7	0.52	19.4	63.0	5.2
Washington	251	249	266	302	219	267	-18.0	5.6	1.2	2.02	23.9	46.5	8.3
Wayne	347	345	346	313	314	338	-7.0	3.1	1.0	1.32	28.5	47.0	7.1
Webster	275	251	164	195	231	221	4.4	4.1	0.6	1.25	27.0	66.3	6.8
Whitley	910	937	863	977	926	922	0.5	3.1	1.4	1.08	26.3	74.0	6.1
Wolfe	182	171	161	197	210	178	18.1	6.1	1.3	2.39	33.6	59.4	6.7
Woodford	845	777	717	794	753	783	-3.9	6.7	0.7	0.93	19.8	70.6	8.9
STATEWIDE	128,685	127,252	124,552	123,530	126,237	126,005	0.2	4.1	1.0	0.64	21.7	67.9	5.9

* 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 2005-2009)

CITY	POPULATION	STATE-MAINTAINED SYSTEM TOTAL CRASHES	STATE-MAINTAINED SYSTEM CRASH RATE*	ALL ROADS TOTAL CRASHES	ALL ROADS CRASH RATE**
Lexington	260,512	11,640	538	36,857	28
Louisville	256,231	22,904	694	71,812	56
Owensboro	54,067	2,007	295	7,082	26
Bowling Green	49,296	7,654	525	8,802	36
Covington	43,370	2,993	690	5,228	24
Hopkinsville	30,089	3,928	314	3,558	24
Frankfort	27,741	3,137	417	3,562	26
Henderson	27,373	2,729	387	3,772	28
Richmond	27,152	1,343	357	3,868	29
Jeffersontown	26,633	1,236	391	2,650	20
Paducah	26,307	2,861	391	4,829	37
Florence	23,551	3,359	639	5,915	50
Elizabethtown	22,542	3,948	452	3,912	35
Ashland	21,981	2,276	526	3,189	29
Radcliff	21,961	1,477	323	1,701	16
Nicholasville	19,680	1,865	391	2,674	27
Madisonville	19,307	2,334	491	2,468	26
Georgetown	18,080	1,146	525	2,252	25
Newport	17,048	1,701	910	2,747	32
Winchester	16,724	617	226	2,330	28
Erlanger	16,676	842	801	2,193	26
Fort Thomas	16,495	246	380	740	9
Saint Matthews	15,852	747	795	***	***
Danville	15,477	879	577	2,054	27
Shively	15,157	429	533	2,401	32
Independence	14,982	2,577	357	1,383	19
Murray	14,950	1,853	461	2,108	28
Glasgow	13,019	682	242	2,102	32
Somerset	11,352	1,711	340	2,611	46
Campbellsville	10,498	1,143	519	1,308	25
Middlesboro	10,384	1,028	224	969	19
Bardstown	10,374	1,662	445	1,816	35
Mayfield	10,349	215	170	1,123	22
Shelbyville	10,085	913	358	1,712	34
Berea	9,851	711	305	1,308	27
Edgewood	9,400	118	678	630	13
Lyndon	9,369	***	***	173	4
Paris	9,183	723	306	960	21
Lawrenceburg	9,014	277	551	604	13
Maysville	8,993	867	291	1,394	31
Mount Washington	8,485	349	255	592	14
Shepherdsville	8,334	890	680	1,628	39
Alexandria	8,286	613	262	713	17
Elsmere	8,139	283	688	299	7
Fort Mitchell	8,089	612	649	808	20
Harrodsburg	8,014	382	331	864	22
Franklin	7,996	618	387	807	20
Villa Hills	7,948	93	318	168	4
Corbin	7,742	963	393	1,058	27
Flatwoods	7,605	237	148	397	10
Versailles	7,511	481	445	1,048	28
Russellville	7,149	716	300	825	23
Oak Grove	7,064	***	***	786	22
Taylor Mill	6,913	195	400	832	24
Highland Heights	6,554	464	351	712	22
Princeton	6,536	505	264	509	16
Bellevue	6,480	100	411	650	20
Pikeville	6,295	1,228	246	1,770	56
Cynthiana	6,258	253	358	755	24
Leitchfield	6,139	561	384	809	26
Monticello	5,981	598	202	891	30
Dayton	5,966	60	322	205	7
Morehead	5,914	654	386	1,834	62
Wilmore	5,905	124	403	109	4

TABLE 15. CRASH RATES FOR CITIES HAVING POPULATION OVER 2,500
(FOR STATE-MAINTAINED SYSTEM AND ALL ROADS FOR 2005-2009)(continued)

		STATE-MAINTAINED SYSTEM		ALL ROADS	
CITY	POPULATION	TOTAL CRASHES	CRASH RATE*	TOTAL CRASHES	CRASH RATE**
Central City	5,893	628	466	587	20
Mount Sterling	5,876	819	379	1,136	39
Middletown	5,744	***	***	192	7
Lebanon	5,718	833	456	749	26
London	5,692	1,652	353	2,210	78
Fort Wright	5,681	963	560	1,638	58
La Grange	5,676	131	353	723	26
Williamsburg	5,143	294	186	604	24
Westwood	4,888	***	***	***	***
Hazard	4,806	1,078	227	1,265	53
Ludlow	4,409	298	882	248	11
Greenville	4,398	362	320	465	21
Scottsville	4,327	505	237	408	19
Benton	4,197	536	575	625	30
Vine Grove	4,169	102	247	220	11
Paintsville	4,132	510	441	664	32
Columbia	4,014	165	115	533	27
Crescent Springs	3,931	***	***	571	29
Grayson	3,877	202	162	488	25
Carrollton	3,846	325	274	513	27
Cold Spring	3,806	689	366	734	39
Lancaster	3,734	131	404	319	17
Russell	3,645	405	247	589	32
Prestonsburg	3,612	343	244	926	51
Providence	3,611	158	155	147	8
Barbourville	3,589	403	130	424	24
Morganfield	3,494	311	265	356	20
Southgate	3,472	506	792	327	19
Stanford	3,430	170	141	417	24
West Liberty	3,277	227	348	224	14
Williamstown	3,227	***	***	424	26
Marion	3,196	258	336	213	13
Beaver Dam	3,033	252	275	355	23
Stanton	3,029	203	157	253	17
Flemingsburg	3,010	130	125	262	17
Dawson Springs	2,980	124	280	105	7
Park Hills	2,977	92	582	82	6
Union	2,893	***	***	332	23
Crestview Hills	2,889	***	***	887	61
Indian Hills	2,882	***	***	93	7
Hodgenville	2,874	122	214	248	17
Lakeside Park	2,869	240	407	122	9
Irvine	2,843	131	132	222	16
Fulton	2,775	89	82	195	14
Calvert City	2,701	162	194	264	20
Tompkinsville	2,660	115	120	202	15
Springfield	2,634	316	287	312	24
Wilder	2,624	***	***	539	41
Cumberland	2,611	33	63	69	5
Mount Vernon	2,592	224	202	382	30
Hartford	2,571	142	189	174	14
Hickman	2,560	37	133	44	3
Morgantown	2,544	97	225	220	17

* 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 (2005-2009) (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	105	0.81	419	3.20	228	1.80	520	4.0	9.0	5.6
Louisville	256,231	297	2.32	1,236	9.60	585	4.60	1,125	8.8	5.5	4.0
Owensboro	54,067	14	0.52	61	2.30	78	2.90	111	4.1	3.8	4.9
Bowling Green	49,296	20	0.81	53	2.20	42	1.70	159	6.5	5.1	3.6
Covington	43,370	10	0.46	143	6.60	70	3.20	77	3.6	6.1	8.2
Hopkinsville	30,089	14	0.93	41	2.70	24	1.60	73	4.9	8.2	4.6
Frankfort	27,741	9	0.65	31	2.20	10	0.70	63	4.5	9.9	5.4
Henderson	27,373	12	0.88	31	2.30	29	2.10	65	4.7	4.8	3.4
Richmond	27,152	11	0.81	42	3.10	17	1.30	81	6.0	8.1	4.5
Jeffersontown	26,633	6	0.45	21	1.60	10	0.80	29	2.2	4.9	4.8
Paducah	26,307	13	0.99	48	3.60	23	1.70	112	8.5	5.4	4.3
Florence	23,551	15	1.27	56	4.80	20	1.70	80	6.8	6.1	3.9
Elizabethtown	22,542	13	1.15	19	1.70	12	1.10	65	5.8	6.1	3.3
Ashland	21,981	9	0.82	30	2.70	18	1.60	71	6.5	4.4	2.6
Radcliff	21,961	5	0.46	17	1.50	9	0.80	46	4.2	3.2	5.5
Nicholasville	19,680	15	1.52	34	3.50	10	1.00	48	4.9	5.6	4.9
Madisonville	19,307	4	0.41	21	2.20	16	1.70	34	3.5	3.5	3.4
Georgetown	18,080	6	0.66	12	1.30	13	1.40	29	3.2	5.6	5.2
Newport	17,048	2	0.23	87	10.20	32	3.80	44	5.2	5.2	5.5
Winchester	16,724	3	0.36	31	3.70	6	0.70	35	4.2	3.1	3.2
Erlanger	16,676	9	1.08	19	2.30	13	1.60	40	4.8	13.9	4.1
Fort Thomas	16,495	4	0.48	11	1.30	12	1.50	11	1.3	5.8	6.4
Saint Matthews	15,852	0	0.00	0	0.00	0	0.00	0	0.0	0.0	0.0
Danville	15,477	9	1.16	21	2.70	7	0.90	44	5.7	5.5	3.7
Shively	15,157	10	1.32	59	7.80	21	2.80	43	5.7	2.6	5.5
Independence	14,982	8	1.07	13	1.70	4	0.50	26	3.5	15.0	6.7
Murray	14,950	9	1.20	18	2.40	15	2.00	40	5.4	3.2	3.1
Glasgow	13,019	5	0.77	10	1.50	3	0.50	39	6.0	2.8	3.0
Somerset	11,352	5	0.88	17	3.00	4	0.70	38	6.7	3.8	2.9
Campbellsville	10,498	6	1.14	11	2.10	3	0.60	20	3.8	3.7	3.1
Middlesboro	10,384	6	1.16	13	2.50	12	2.30	11	2.1	1.9	4.0
Bardstown	10,374	4	0.77	21	4.00	7	1.30	25	4.8	3.1	4.0
Mayfield	10,349	8	1.55	17	3.30	10	1.90	20	3.9	3.7	3.3
Shelbyville	10,085	5	0.99	11	2.20	9	1.80	28	5.6	7.4	6.0
Berea	9,851	10	2.03	9	1.80	8	1.60	27	5.5	8.3	3.8
Edgewood	9,400	0	0.00	3	0.60	2	0.40	6	1.3	11.4	3.8
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	9	2.00	4	0.90	22	4.8	4.5	5.8
Lawrenceburg	9,014	1	0.22	4	0.90	3	0.70	14	3.1	3.1	4.0
Maysville	8,993	4	0.89	12	2.70	10	2.20	27	6.0	6.0	5.5
Mount Washington	8,485	5	1.18	5	1.20	1	0.20	15	3.5	2.7	5.4
Shepherdsville	8,334	9	2.16	10	2.40	2	0.50	35	8.4	3.5	4.9
Alexandria	8,286	4	0.97	3	0.70	1	0.20	9	2.2	7.7	3.6
Elsmere	8,139	0	0.00	8	2.00	5	1.20	5	1.2	10.4	9.4
Fort Mitchell	8,089	4	0.99	6	1.50	2	0.50	9	2.2	9.5	5.6
Harrodsburg	8,014	6	1.50	8	2.00	2	0.50	21	5.2	5.7	4.7
Franklin	7,996	2	0.50	10	2.50	2	0.50	17	4.3	4.2	5.1
Villa Hills	7,948	1	0.25	0	0.00	1	0.30	10	2.5	13.1	3.0
Corbin	7,742	6	1.55	15	3.90	3	0.80	12	3.1	4.5	3.1
Flatwoods	7,605	1	0.26	3	0.80	4	1.10	9	2.4	9.3	4.0
Versailles	7,511	6	1.60	9	2.40	6	1.60	18	4.8	5.7	7.4
Russellville	7,149	4	1.12	7	2.00	3	0.80	14	3.9	3.4	3.2
Oak Grove	7,064	0	0.00	0	0.00	0	0.00	0	0.0	0.0	0.0
Taylor Mill	6,913	1	0.29	3	0.90	0	0.00	11	3.2	15.3	3.7
Highland Heights	6,554	1	0.31	8	2.40	1	0.30	3	0.9	11.1	2.7
Princeton	6,536	0	0.00	10	3.10	3	0.90	11	3.4	8.4	4.3
Bellevue	6,480	1	0.31	16	4.90	11	3.40	10	3.1	1.8	5.7
Pikeville	6,295	12	3.81	16	5.10	2	0.60	51	16.2	6.8	4.9
Cynthiana	6,258	2	0.64	14	4.50	1	0.30	9	2.9	4.8	5.8
Leitchfield	6,139	4	1.30	10	3.30	4	1.30	16	5.2	2.8	2.1
Monticello	5,981	3	1.00	9	3.00	1	0.30	9	3.0	3.9	2.0
Dayton	5,966	0	0.00	7	2.30	1	0.30	6	2.0	6.3	6.3

TABLE 16. MISCELLANEOUS CRASH DATA FOR CITIES HAVING POPULATION OVER 2,500 (2005-2009) (ALL ROADS)(continued)

CITY	POPULATION	FATAL CRASHES		PEDESTRIAN MOTOR VEHICLE CRASHES		BICYCLE MOTOR VEHICLE CRASHES		MOTORCYCLE CRASHES		PERCENT OF CRASHES INVOLVING SPEEDING	PERCENT OF CRASHES INVOLVING ALCOHOL
		NUMBER	RATE*	NUMBER	RATE*	NUMBER	RATE*	NUMBER	RATE*		
Morehead	5,914	2	0.68	4	1.40	10	3.40	20	6.8	3.1	2.1
Wilmore	5,905	0	0.00	0	0.00	2	0.70	1	0.3	8.3	3.7
Central City	5,893	3	1.02	3	1.00	2	0.70	10	3.4	4.3	3.9
Mount Sterling	5,876	5	1.70	3	1.00	0	0.00	17	5.8	2.6	4.8
Middletown	5,744	0	0.00	0	0.00	0	0.00	0	0.0	0.0	0.0
Lebanon	5,718	2	0.70	10	3.50	6	2.10	8	2.8	3.1	4.4
London	5,692	6	2.11	13	4.60	6	2.10	27	9.5	4.2	2.7
Fort Wright	5,681	0	0.00	6	2.10	1	0.40	16	5.6	6.2	3.8
La Grange	5,676	4	1.41	11	3.90	0	0.00	11	3.9	3.3	4.3
Williamsburg	5,143	6	2.33	9	3.50	1	0.40	8	3.1	6.5	2.8
Hazard	4,806	8	3.33	8	3.30	3	1.20	15	6.2	4.0	4.1
Ludlow	4,409	1	0.45	12	5.40	0	0.00	3	1.4	5.2	10.1
Greenville	4,398	0	0.00	3	1.40	2	0.90	11	5.0	2.2	2.2
Scottsville	4,327	4	1.85	2	0.90	2	0.90	13	6.0	1.7	2.7
Benton	4,197	3	1.43	10	4.80	0	0.00	9	4.3	7.5	2.1
Vine Grove	4,169	3	1.44	2	1.00	3	1.40	3	1.4	6.8	10.0
Paintsville	4,132	5	2.42	5	2.40	4	1.90	15	7.3	2.1	1.5
Columbia	4,014	1	0.50	3	1.50	1	0.50	8	4.0	2.3	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	3	1.55	6	3.10	2	1.00	8	4.1	3.9	4.3
Carrollton	3,846	2	1.04	6	3.10	2	1.00	14	7.3	1.9	6.0
Cold Spring	3,806	6	3.15	3	1.60	0	0.00	11	5.8	9.1	3.3
Lancaster	3,734	1	0.54	9	4.80	2	1.10	5	2.7	3.8	2.2
Russell	3,645	1	0.55	1	0.50	1	0.50	10	5.5	7.0	3.2
Prestonsburg	3,612	13	7.20	3	1.70	2	1.10	20	11.1	7.3	5.3
Providence	3,611	1	0.55	2	1.10	0	0.00	3	1.7	4.1	4.8
Barbourville	3,589	2	1.11	5	2.80	1	0.60	9	5.0	7.3	2.1
Morganfield	3,494	0	0.00	5	2.90	2	1.10	2	1.1	4.8	5.1
Southgate	3,472	0	0.00	1	0.60	2	1.20	2	1.2	11.9	6.1
Stanford	3,430	3	1.75	2	1.20	3	1.70	12	7.0	4.6	4.6
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	3	1.90	1	0.60	6	3.7	6.8	3.5
Marion	3,196	0	0.00	4	2.50	1	0.60	7	4.4	6.1	3.3
Beaver Dam	3,033	1	0.66	2	1.30	1	0.70	4	2.6	5.1	3.7
Stanton	3,029	1	0.66	1	0.70	0	0.00	5	3.3	2.8	1.6
Flemingsburg	3,010	2	1.33	6	4.00	3	2.00	0	0.0	3.1	5.0
Dawson Springs	2,980	0	0.00	2	1.30	0	0.00	4	2.7	5.7	3.8
Park Hills	2,977	0	0.00	0	0.00	0	0.00	2	1.3	6.1	8.5
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	2	1.4	6.5	4.8
Lakeside Park	2,869	0	0.00	2	1.40	2	1.40	1	0.7	8.2	7.4
Irvine	2,843	0	0.00	8	5.60	2	1.40	2	1.4	2.3	1.4
Fulton	2,775	1	0.72	2	1.40	4	2.90	3	2.2	6.7	7.7
Calvert City	2,701	3	2.22	1	0.70	2	1.50	11	8.1	8.3	5.7
Tompkinsville	2,660	5	3.76	1	0.80	0	0.00	7	5.3	3.5	3.0
Springfield	2,634	2	1.52	6	4.60	1	0.80	9	6.8	8.0	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	1	0.8	4.3	8.7
Mount Vernon	2,592	2	1.54	7	5.40	1	0.80	3	2.3	9.7	2.6
Hartford	2,571	1	0.78	0	0.00	2	1.60	4	3.1	0.6	2.9
Hickman	2,560	1	0.78	0	0.00	0	0.00	0	0.0	6.8	2.3
Morgantown	2,544	0	0.00	0	0.00	0	0.00	0	0.0	0.0	0.0
STATEWIDE	1,619,469	870	1.07	3,084	3.8	1,537	1.90	4,010	5.0	6.0	4.4

* Crashes per 10,000 population

TABLE 17. CRASH RATES ON STATE-MAINTAINED STREETS BY CITY AND POPULATION CATEGORY (2005-2009)

POPULATION CATEGORY	NUMBER OF CITIES	AVERAGE RATE (C/100 MVM)*	CITY	NUMBER OF CRASHES (2005-2009)	AVERAGE RATE (C/100 MVM)*
OVER 200,000	2	632	Louisville	22,904	694
			Lexington	11,640	538
20,000-55,000	13	433	Covington	2,993	690
			Florence	3,359	639
			Ashland	2,276	526
			Bowling Green	7,654	525
			Elizabethtown	3,948	452
			Frankfort	3,137	417
			Jeffersontown	1,236	391
			Paducah	2,861	391
			Henderson	2,729	387
			Richmond	1,343	357
			Radcliff	1,477	323
			Hopkinsville	3,928	314
			Owensboro	2,007	295
10,000-19,999	19	413	Newport	1,701	910
			Erlanger	842	801
			Saint Matthews	747	795
			Danville	879	577
			Shively	429	533
			Georgetown	1,146	525
			Campbellsville	1,143	519
			Madisonville	2,334	491
			Murray	1,853	461
			Bardstown	1,662	445
			Nicholasville	1,865	391
			Fort Thomas	246	380
			Shelbyville	913	358
			Independence	2,577	357
			Somerset	1,711	340
			Glasgow	682	242
			Winchester	617	226
			Middlesboro	1,028	224
			Mayfield	215	170
5,000-9,999	35	344	Elsmere	283	688
			Shepherdsville	890	680
			Edgewood	118	678
			Fort Mitchell	612	649
			Fort Wright	963	560
			Lawrenceburg	277	551
			Central City	628	466
			Lebanon	833	456
			Versailles	481	445
			Bellevue	100	411
			Wilmore	124	403
			Taylor Mill	195	400
			Corbin	963	393
			Franklin	618	387
			Morehead	654	386
			Leitchfield	561	384
			Mount Sterling	819	379
			Cynthiana	253	358
			La Grange	131	353
			London	1,652	353
			Highland Heights	464	351
			Harrodsburg	382	331
			Dayton	60	322
			Villa Hills	93	318
			Paris	723	306
			Berea	711	305

TABLE 17. CRASH RATES ON STATE-MAINTAINED STREETS BY CITY AND POPULATION CATEGORY (2005-2009)(continued)

POPULATION CATEGORY	NUMBER OF CITIES	AVERAGE RATE (C/100 MVM)*	CITY	NUMBER OF CRASHES (2005-2009)	AVERAGE RATE (C/100 MVM)*
5,000-9,999 (cont.)	35	344	Russellville	716	300
			Maysville	867	291
			Princeton	505	264
			Alexandria	613	262
			Mount Washington	349	255
			Pikeville	1,228	246
			Monticello	598	202
			Williamsburg	294	186
			Flatwoods	237	148
2,500-4,999	38	245	Ludlow	298	882
			Southgate	506	792
			Park Hills	92	582
			Benton	536	575
			Paintsville	510	441
			Lakeside Park	240	407
			Lancaster	131	404
			Cold Spring	689	366
			West Liberty	227	348
			Marion	258	336
			Greenville	362	320
			Springfield	316	287
			Dawson Springs	124	280
			Beaver Dam	252	275
			Carrollton	325	274
			Morganfield	311	265
			Vine Grove	102	247
			Russell	405	247
			Prestonsburg	343	244
			Scottsville	505	237
			Hazard	1,078	227
			Morgantown	97	225
			Hodgenville	122	214
			Mount Vernon	224	202
			Calvert City	162	194
			Hartford	142	189
			Grayson	202	162
			Stanton	203	157
			Providence	158	155
			Stanford	170	141
			Hickman	37	133
			Irvine	131	132
			Barbourville	403	130
			Flemingsburg	130	125
			Tompkinsville	115	120
			Columbia	165	115
			Fulton	89	82
			Cumberland	33	63
1,000-2,499	55	187	Dry Ridge	71	697
			Anchorage	3	427
			Walton	293	361
			Uniontown	45	348
			Owingsville	123	330
			Jackson	275	287
			Harlan	359	268
			Jenkins	97	263
			Edmonton	151	253
			Russell Springs	293	250
			Louisa	185	250
			Earlington	151	249
			Vanceburg	53	248

TABLE 17. CRASH RATES ON STATE-MAINTAINED STREETS BY CITY AND POPULATION CATEGORY (2005-2009)(continued)

POPULATION CATEGORY	NUMBER OF CITIES	AVERAGE RATE (C/100 MVM)*	CITY	NUMBER OF CRASHES (2005-2009)	AVERAGE RATE (C/100 MVM)*
1,000-2,499 (cont.)	55	187	Eddyville	68	247
			Lebanon Junction	42	246
			Nortonville	44	240
			Liberty	385	237
			Brandenburg	222	233
			Evarts	134	229
			Falmouth	233	226
			Eminence	114	223
			Junction City	19	221
			Owenton	97	220
			Albany	214	215
			Manchester	264	215
			Munfordville	172	212
			Sebree	71	204
			Elkhorn City	24	203
			Catlettsburg	378	200
			Hardinsburg	44	185
			Sturgis	132	182
			Clay City	79	179
			Olive Hill	84	178
			Lacenter	60	170
			Jamestown	136	166
			Whitesburg	295	166
			Salyersville	148	152
			Carlisle	31	128
			Horse Cave	171	124
			Beattyville	80	117
			Pineville	88	117
			Elkton	45	114
			Clay	23	112
			Raceland	145	98
			Livermore	14	97
			Cave City	152	93
			Burkesville	61	85
			South Shore	15	80
			Cadiz	53	78
			Auburn	5	74
			Worthington	5	74
			Greensburg	37	72
			Muldraugh	13	69
			Cloverport	24	38
			Clinton	24	38

* Crashes per 100 million vehicle-miles

TABLE 18. TOTAL CRASH RATES BY CITY AND POPULATION CATEGORY (IN DESCENDING ORDER) (2005-2009)(ALL ROADS)

CITY	NUMBER OF CRASHES (2005-2009)	ANNUAL CRASH RATE (CRASHES PER 1000 POPULATION)	
POPULATION CATEGORY OVER 200,000			
Louisville	95,387	74.5	*
Lexington	48,840	37.5	
POPULATION CATEGORY 20,000-55,000			
Florence	7,745	65.8	*
Paducah	6,376	48.5	*
Bowling Green	11,550	46.9	*
Elizabethtown	5,248	46.6	*
Richmond	5,233	38.5	
Ashland	4,148	37.7	
Henderson	4,993	36.5	
Owensboro	9,659	35.7	
Frankfort	4,770	34.4	
Hopkinsville	4,722	31.4	
Covington	6,624	30.5	
Jeffersontown	3,507	26.3	
Radcliff	2,298	20.9	
POPULATION CATEGORY 10,000-19,999			
Somerset	3,387	59.7	*
Bardstown	2,443	47.1	*
Shelbyville	2,277	45.2	
Newport	3,569	41.9	
Glasgow	2,700	41.5	
Shively	3,126	41.2	
Murray	2,801	37.5	
Winchester	3,090	37.0	
Nicholasville	3,584	36.4	
Danville	2,775	35.9	
Erlanger	2,936	35.2	
Campbellsville	1,823	34.7	
Madisonville	3,294	34.1	
Georgetown	3,030	33.5	
Mayfield	1,491	28.8	
Middlesboro	1,352	26.0	
Independence	1,794	23.9	
Fort Thomas	1,001	12.1	
POPULATION CATEGORY 5,000-9,999			
London	2,918	102.5	*
Fort Wright	2,174	76.5	*
Pikeville	2,379	75.6	*
Morehead	1,979	66.9	*
Shepherdsville	2,205	52.9	*
Mount Sterling	1,539	52.4	*
Maysville	1,872	41.6	*
Corbin	1,498	38.7	
Berea	1,804	36.6	
Versailles	1,370	36.5	
Leitchfield	1,088	35.4	
Lebanon	961	33.6	
La Grange	947	33.4	
Oak Grove	1,165	33.0	
Cynthiana	1,012	32.3	
Williamsburg	829	32.2	
Monticello	932	31.2	
Taylor Mill	1,067	30.9	
Russellville	1,080	30.2	
Harrodsburg	1,180	29.4	
Franklin	1,176	29.4	
Highland Heights	960	29.3	
Paris	1,269	27.6	
Central City	785	26.6	
Bellevue	845	26.1	
Fort Mitchell	1,055	26.1	
Alexandria	953	23.0	
Princeton	677	20.7	
Mount Washington	859	20.2	
Lawrenceburg	817	18.1	
Edgewood	852	18.1	
Middletown	484	16.9	
Flatwoods	545	14.3	
Elsmere	419	10.3	
Dayton	288	9.7	
Lyndon	369	7.9	
Villa Hills	213	5.4	
Wilmore	133	4.5	
POPULATION CATEGORY 2,500-4,999			
Crestview Hills	1,190	82.4	*
Hazard	1,751	72.9	*
Prestonsburg	1,267	70.2	*
Wilder	727	55.4	*
Cold Spring	991	52.1	*
Paintsville	926	44.8	*
Russell	794	43.6	*
Mount Vernon	530	40.9	*
Benton	812	38.7	
Crescent Springs	760	38.7	
Williamstown	552	34.2	
Grayson	659	34.0	
Union	491	33.9	
Stanford	579	33.8	
Beaver Dam	500	33.0	
Carrollton	632	32.9	
Barbourville	560	31.2	
Columbia	624	31.1	
Springfield	393	29.8	
Greenville	606	27.6	
Scottsville	597	27.6	
Calvert City	367	27.2	
Morganfield	467	26.7	
Southgate	430	24.8	
Morgantown	306	24.1	
Stanton	363	24.0	
Lancaster	441	23.6	
Hodgenville	331	23.0	
Flemingsburg	335	22.3	
Tompkinsville	283	21.3	
Hartford	238	18.5	
Irvine	261	18.4	
Marion	292	18.3	
West Liberty	300	18.3	
Fulton	238	17.2	
Ludlow	322	14.6	
Vine Grove	292	14.0	
Lakeside Park	169	11.8	
Providence	195	10.8	
Dawson Springs	154	10.3	
Indian Hills	102	7.1	
Park Hills	105	7.1	
Cumberland	87	6.7	
Hickman	58	4.5	

* Critical crash rate

TABLE 19. FATAL CRASH RATES BY CITY AND POPULATION CATEGORY (IN DESCENDING ORDER WITH CRITICAL RATES IDENTIFIED)(2005-2009)(ALL ROADS)

CITY	NUMBER OF CRASHES (2005-2009)	ANNUAL CRASH RATE (CRASHES PER 10,000 POPULATION)
POPULATION CATEGORY OVER 200,000		
Louisville	346	2.70 *
Lexington	127	0.98
POPULATION CATEGORY 20,000-55,000		
Elizabethtown	16	1.42
Florence	16	1.36
Paducah	15	1.14
Henderson	14	1.02
Bowling Green	25	1.01
Hopkinsville	15	1.00
Richmond	13	0.96
Ashland	9	0.82
Radcliff	8	0.73
Frankfort	10	0.72
Owensboro	18	0.67
Covington	14	0.65
Jeffersontown	7	0.53
POPULATION CATEGORY 10,000-19,999		
Nicholasville	18	1.83
Mayfield	8	1.55
Murray	11	1.47
Shelbyville	7	1.39
Middlesboro	7	1.35
Bardstown	7	1.35
Shively	10	1.32
Somerset	7	1.23
Erlanger	10	1.20
Independence	9	1.20
Danville	9	1.16
Campbellsville	6	1.14
Glasgow	6	0.92
Georgetown	7	0.77
Madisonville	6	0.62
Fort Thomas	4	0.48
Winchester	4	0.48
Newport	2	0.23
POPULATION CATEGORY 5,000-9,999		
Pikeville	14	4.45
Williamsburg	7	2.72
London	7	2.46
Berea	12	2.44
Shepherdsville	10	2.40
Mount Sterling	7	2.38
Corbin	9	2.32
Versailles	8	2.13
Harrodsburg	8	2.00
Mount Washington	7	1.65
La Grange	4	1.41
Monticello	4	1.34
Leitchfield	4	1.30
Fort Mitchell	5	1.24
Russellville	4	1.12
Lebanon	3	1.05
Central City	3	1.02
Morehead	3	1.01
Alexandria	4	0.97
Cynthiana	3	0.96
Maysville	4	0.89
Taylor Mill	3	0.87
Lawrenceburg	3	0.67
Paris	3	0.65
Flatwoods	2	0.53
Franklin	2	0.50
Bellevue	1	0.31
Highland Heights	1	0.31
Villa Hills	1	0.25
POPULATION CATEGORY 2,500-4,999		
Prestonsburg	18	9.97
Williamstown	7	4.34
Hazard	10	4.16
Tompkinsville	5	3.76
Cold Spring	7	3.68
Springfield	4	3.04
Calvert City	4	2.96
Paintsville	5	2.42
Scottsville	5	2.31
Mount Vernon	3	2.31
Grayson	4	2.06
Columbia	4	1.99
Stanford	3	1.75
Barbourville	3	1.67
Vine Grove	3	1.44
Fulton	2	1.44
Benton	3	1.43
Flemingsburg	2	1.33
Providence	2	1.11
Carrollton	2	1.04
Hickman	1	0.78
Hartford	1	0.78
Hodgenville	1	0.70
Beaver Dam	1	0.66
Stanton	1	0.66
Morganfield	1	0.57
Russell	1	0.55
Lancaster	1	0.54

* Critical crash rate

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

COUNTY	NUMBER OF ALCOHOL-RELATED CRASHES (2005 - 2009) ALL	NUMBER OF ALCOHOL-RELATED CRASHES (2005 - 2009) 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	9	2	16.1	15.4
Livingston	88	6	8.2	2.6
Cumberland	32	3	8.0	2.8
Ballard	69	2	7.6	1.0
Elliott	35	4	7.4	4.7
Lee	30	3	6.8	3.3
Bracken	50	6	6.3	2.9
Trimble	60	3	6.2	1.4
Wolfe	56	5	6.1	3.1
Owsley	20	5	6.0	7.1
Fulton	43	3	6.0	2.1
Menifee	30	2	5.9	1.5
Gallatin	72	9	5.8	4.0
Clinton	48	4	5.6	2.0
Hickman	9	1	5.1	3.0
McLean	45	7	5.1	2.8
Carlisle	21	0	4.7	0.0
Lyon	52	4	4.7	2.0
Crittenden	45	5	4.5	1.9
Nicholas	26	4	4.4	2.1
Hancock	26	1	4.0	0.5
POPULATION CATEGORY 10,000 - 14,999				
Spencer	71	8	6.6	2.7
Carroll	121	9	6.6	2.2
Lewis	68	6	6.5	2.8
Fleming	81	5	6.3	1.4
Trigg	90	7	6.0	1.9
Todd	59	3	5.9	1.2
Larue	79	7	5.9	2.0
Owen	59	6	5.8	2.1
Bath	57	7	5.8	3.6
Butler	52	5	5.7	1.8
Washington	72	8	5.6	2.2
Morgan	77	7	5.6	2.2
Edmonson	50	7	5.5	3.0
Jackson	58	5	5.5	1.9
Pendleton	89	11	5.0	2.0
Garrard	94	8	5.0	1.8
Metcalfe	52	6	4.7	1.8
Leslie	39	6	4.6	3.3
Caldwell	66	8	4.4	1.9
Magoffin	42	5	4.2	2.5
Powell	46	5	4.2	1.9
Webster	46	3	4.1	1.0
Monroe	33	7	4.1	2.8
Martin	29	0	3.1	0.0
Green	17	2	2.7	1.2
POPULATION CATEGORY 15,000 - 24,999				
Marion	177	21	7.7	3.3
Casey	92	7	7.0	1.9
Lincoln	162	13	6.9	2.3
Woodford	261	24	6.7	2.6
Harrison	171	16	6.3	2.1
McCreary	74	7	6.2	2.6
Russell	102	6	6.0	1.3
Bourbon	159	13	5.5	1.7
Allen	103	9	5.4	1.6
Henry	88	6	5.3	1.8
Breathitt	87	5	5.3	1.4
Mason	179	22	5.2	2.5
Breckinridge	73	10	5.2	2.5

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

COUNTY	NUMBER OF ALCOHOL-RELATED CRASHES (2005 - 2009) ALL	NUMBER OF ALCOHOL-RELATED CRASHES (2005 - 2009) 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)				
Simpson	141	17	5.2	2.5
Montgomery	205	14	5.0	1.2
Clay	99	5	4.9	1.1
Estill	60	0	4.8	0.0
Mercer	129	8	4.8	1.1
Hart	97	8	4.5	1.8
Grayson	144	10	4.5	1.2
Anderson	100	4	4.5	0.6
Union	77	4	4.4	0.9
Ohio	125	11	4.4	1.4
Lawrence	49	2	4.2	0.9
Knott	72	6	4.0	1.8
Adair	66	3	3.9	0.6
Rowan	162	18	3.9	1.4
Taylor	128	21	3.8	1.9
Grant	140	9	3.6	1.0
Wayne	52	8	3.1	1.4
Rockcastle	63	5	2.8	1.2
Johnson	64	5	2.6	0.8
POPULATION CATEGORY 25,000 - 49,999				
Meade	158	19	6.3	2.8
Nelson	331	33	5.7	2.0
Floyd	282	25	5.5	2.7
Marshall	218	21	5.2	1.8
Letcher	126	7	5.2	1.5
Shelby	281	32	4.8	2.3
Harlan	136	11	4.8	1.9
Graves	204	18	4.7	1.6
Carter	131	8	4.6	1.2
Logan	130	9	4.4	1.1
Franklin	366	20	4.4	1.1
Oldham	203	27	4.4	2.0
Scott	298	27	4.4	1.5
Calloway	221	34	4.3	1.9
Perry	183	11	4.2	1.2
Jessamine	287	26	4.0	1.4
Boyle	172	23	3.9	1.9
Barren	242	31	3.8	1.7
Hopkins	274	28	3.7	1.4
Clark	209	15	3.6	1.2
Greenup	123	10	3.4	1.1
Bell	108	8	3.3	1.0
Whitley	145	9	3.1	0.8
Henderson	258	19	3.1	0.8
Knox	94	8	2.9	1.1
Muhlenberg	111	5	2.8	0.5
Boyd	246	29	2.6	1.3
POPULATION CATEGORY 50,000 - OVER				
Bullitt	410	50	5.2	2.3
Kenton	1253	80	4.8	1.4
Madison	582	53	4.6	1.5
Christian	444	38	4.6	1.8
Pike	445	28	4.6	1.5
Campbell	630	57	4.5	1.6
Daviess	673	80	4.3	1.4
Fayette	2546	266	4.2	1.8
McCracken	487	45	4.0	1.4
Warren	756	87	3.8	1.3
Hardin	511	55	3.7	1.6
Boone	730	77	3.7	1.5
Pulaski	308	23	3.5	1.0
Laurel	286	15	3.4	0.8
Jefferson	4254	310	3.1	1.0

TABLE 21. CRASHES INVOLVING ALCOHOL BY CITY AND POPULATION CATEGORY(IN ORDER OF DECREASING PERCENTAGES)(2005-2009)

CITY	NUMBER OF ALCOHOL-RELATED CRASHES	PERCENTAGE OF CRASHES INVOLVING ALCOHOL
POPULATION CATEGORY OVER 200,000		
Lexington	2,544	5.2
Louisville	3,726	3.9
POPULATION CATEGORY 20,000-55,000		
Covington	555	8.4
Frankfort	237	5.0
Radcliff	111	4.8
Hopkinsville	211	4.5
Owensboro	422	4.4
Jeffersontown	155	4.4
Richmond	225	4.3
Paducah	259	4.1
Florence	279	3.6
Bowling Green	397	3.4
Henderson	163	3.3
Elizabethtown	153	2.9
Ashland	110	2.7
POPULATION CATEGORY 10,000-19,999		
Independence	108	6.0
Fort Thomas	60	6.0
Shelbyville	129	5.7
Newport	179	5.0
Shively	153	4.9
Georgetown	139	4.6
Nicholasville	163	4.5
Erlanger	117	4.0
Bardstown	93	3.8
Middlesboro	48	3.6
Danville	97	3.5
Winchester	104	3.4
Madisonville	103	3.1
Glasgow	82	3.0
Campbellsville	52	2.9
Murray	82	2.9
Mayfield	42	2.8
Somerset	86	2.5
POPULATION CATEGORY 5,000-9,999		
Elsmere	36	8.6
Versailles	94	6.9
Bellevue	49	5.8
Dayton	16	5.6
Fort Mitchell	58	5.5
Paris	66	5.2
Mount Washington	40	4.7
Pikeville	112	4.7
Maysville	87	4.6
Lebanon	44	4.6
Cynthiana	47	4.6
Franklin	53	4.5
Mount Sterling	70	4.5
Shepherdsville	96	4.4
Princeton	29	4.3
Lawrenceburg	32	3.9
La Grange	36	3.8
Wilmore	5	3.8
Villa Hills	8	3.8
Harrodsburg	43	3.6
Fort Wright	77	3.5
Alexandria	33	3.5
Central City	27	3.4
Taylor Mill	36	3.4
Edgewood	28	3.3
Flatwoods	18	3.3
Berea	59	3.3
Corbin	46	3.1
Russellville	34	3.1
Williamsburg	22	2.7
London	77	2.6
Highland Heights	24	2.5
Leitchfield	22	2.0
Morehead	39	2.0
Monticello	15	1.6
POPULATION CATEGORY 2,500-4,999		
Vine Grove	28	9.6
Ludlow	30	9.3
Cumberland	6	6.9
Park Hills	7	6.7
Fulton	16	6.7
Southgate	27	6.3
Carrollton	38	6.0
Lakeside Park	10	5.9
Providence	10	5.1
Prestonsburg	63	5.0
Calvert City	18	4.9
Morganfield	22	4.7
Hodgenville	13	3.9
Dawson Springs	6	3.9
Flemingsburg	13	3.9
Hazard	66	3.8
Springfield	15	3.8
Grayson	24	3.6
Stanford	21	3.6
Scottsville	19	3.2
Cold Spring	32	3.2
Beaver Dam	16	3.2
Tompkinsville	9	3.2
Williamstown	17	3.1
Russell	22	2.8
Marion	8	2.7
Columbia	16	2.6
Hartford	6	2.5
Benton	20	2.5
Barbourville	13	2.3
Mount Vernon	12	2.3
Greenville	13	2.1
Lancaster	8	1.8
Hickman	1	1.7
Paintsville	14	1.5
Irvine	4	1.5
Stanton	5	1.4

TABLE 22. SUMMARY OF ALCOHOL CONVICTIONS BY COUNTY (2005 - 2009)

COUNTY	2005	2006	2007	2008	2009	TOTAL ALCOHOL CONVICTIONS (FIVE YEARS)**	ANNUAL AVERAGE ALCOHOL CONVICTIONS PER 1,000 LICENSED DRIVERS	ALCOHOL CONVICTIONS PER ALCOHOL-RELATED CRASH
Adair	83	104	108	75	59	429	7.1	6.5
Allen	83	113	91	99	83	469	7.1	4.6
Anderson	116	153	127	189	115	700	8.7	7.0
Ballard	48	43	55	38	51	235	7.6	3.4
Barren	148	179	175	178	158	838	5.8	3.5
Bath	48	47	51	36	28	210	5.1	3.7
Bell	322	358	306	303	255	1,544	17.6	14.3
Boone	652	749	719	810	695	3,625	8.8	5.0
Bourbon	169	168	145	107	98	687	9.9	4.3
Boyd	296	304	321	352	446	1,719	9.9	7.0
Boyle	175	183	168	127	196	849	8.7	4.9
Bracken	24	21	40	35	15	135	4.4	2.7
Breathitt	102	120	110	142	133	607	12.6	7.0
Breckinridge	66	73	72	56	67	334	4.8	4.6
Bullitt	249	311	239	255	161	1,215	4.5	3.0
Butler	84	84	81	76	62	387	8.5	7.4
Caldwell	51	60	60	70	47	288	6.0	4.4
Calloway	237	260	256	257	283	1,293	10.8	5.9
Campbell	597	592	564	542	485	2,780	9.1	4.4
Carlisle	19	25	8	11	28	91	4.6	4.3
Carroll	121	92	144	135	118	610	16.6	5.0
Carter	82	77	179	127	115	580	6.1	4.4
Casey	151	145	109	105	104	614	11.6	6.7
Christian	445	449	530	506	715	2,645	13.6	6.0
Clark	259	276	259	200	176	1,170	9.2	5.6
Clay	177	171	122	92	79	641	9.7	6.5
Clinton	108	80	83	68	31	370	10.6	7.7
Crittenden	24	25	49	47	54	199	6.1	4.4
Cumberland	87	91	73	58	48	357	14.5	11.2
Daviess	695	875	785	663	668	3,686	10.9	5.5
Edmonson	37	57	42	41	44	221	5.0	4.4
Elliott	21	30	28	31	41	151	6.7	4.3
Estill	53	48	26	43	57	227	4.4	3.8
Fayette	2,039	1,923	2,038	2,094	1,685	9,779	10.7	3.8
Fleming	62	65	69	68	40	304	5.9	3.8
Floyd	326	340	349	345	334	1,694	12.4	6.0
Franklin	308	325	339	370	272	1,614	9.3	4.4
Fulton	47	81	86	71	76	361	16.3	8.4
Gallatin	85	72	112	97	87	453	15.4	6.3
Garrard	59	153	131	124	75	542	9.3	5.8
Grant	179	194	156	157	83	769	9.0	5.5
Graves	236	212	202	237	191	1,078	8.2	5.3
Grayson	108	99	104	88	110	509	5.6	3.5
Green	70	45	51	53	52	271	6.6	15.9
Greenup	215	196	200	231	271	1,113	8.2	9.0
Hancock	47	40	42	39	56	224	7.0	8.6
Hardin	659	678	673	662	575	3,247	9.5	6.4
Harlan	344	221	161	276	203	1,205	12.1	8.9
Harrison	76	65	56	52	52	301	4.7	1.8
Hart	68	90	68	84	107	417	6.8	4.3
Henderson	334	366	315	393	293	1,701	10.4	6.6
Henry	129	155	147	148	155	734	13.1	8.3
Hickman	27	24	9	16	22	98	5.6	10.9
Hopkins	305	390	374	372	358	1,799	10.7	6.6
Jackson	43	32	42	32	24	173	3.7	3.0
Jefferson	1,947	2,070	2,338	2,213	2,442	11,010	4.4	2.6
Jessamine	280	355	272	240	299	1,446	9.0	5.0
Johnson	123	152	185	121	226	807	10.0	12.6
Kenton	666	719	723	647	677	3,432	6.3	2.7
Knott	92	110	64	66	81	413	7.6	5.7
Knox	209	218	173	113	148	861	8.2	9.2
Larue	35	54	71	35	44	239	4.7	3.0
Laurel	491	537	651	583	612	2,874	14.2	10.0

TABLE 22. SUMMARY OF ALCOHOL CONVICTIONS BY COUNTY (2005 - 2009) (continued)

COUNTY	2005	2006	2007	2008	2009	TOTAL ALCOHOL CONVICTIONS (FIVE YEARS)**	ANNUAL AVERAGE ALCOHOL CONVICTIONS PER 1,000 LICENSED DRIVERS	ALCOHOL CONVICTIONS PER ALCOHOL-RELATED CRASH
Lawrence	141	112	100	68	121	542	9.7	11.1
Lee	39	44	50	37	48	218	9.1	7.3
Leslie	70	112	69	52	54	357	8.7	9.2
Letcher	143	204	108	128	101	684	8.2	5.4
Lewis	80	78	50	78	51	337	7.0	5.0
Lincoln	86	109	100	77	67	439	5.1	2.7
Livingston	59	83	43	58	48	291	7.9	3.3
Logan	194	291	277	269	179	1,210	12.8	9.3
Lyon	109	107	87	87	88	478	16.4	9.2
McCracken	449	414	630	471	441	2,405	9.8	4.9
McCreary	152	163	104	88	101	608	11.3	8.2
McLean	66	60	157	119	135	537	15.0	11.9
Madison	597	597	150	195	167	1,706	6.4	2.9
Magoffin	89	167	100	92	84	532	12.2	12.7
Marion	126	146	105	85	96	558	8.8	3.2
Marshall	158	171	603	759	642	2,333	19.1	10.7
Martin	94	102	131	121	96	544	14.2	18.8
Mason	95	97	61	44	43	340	5.5	1.9
Meade	130	140	122	147	130	669	7.1	4.2
Menifee	23	38	37	24	28	150	6.5	5.0
Mercer	183	157	112	115	107	674	8.4	5.2
Metcalfe	31	31	50	71	52	235	6.5	4.5
Monroe	41	90	94	79	55	359	9.0	10.9
Montgomery	117	130	102	103	108	560	6.1	2.7
Morgan	83	76	75	84	101	419	9.9	5.4
Muhlenberg	218	231	232	191	181	1,053	9.3	9.5
Nelson	185	171	173	300	209	1,038	6.6	3.1
Nicholas	15	33	32	45	42	167	6.3	6.4
Ohio	101	172	128	149	103	653	7.8	5.2
Oldham	158	177	205	225	146	911	4.5	4.5
Owen	40	34	33	45	37	189	4.9	3.2
Owsley	20	34	31	38	27	150	9.4	7.5
Pendleton	49	47	50	40	61	247	4.6	2.8
Perry	164	180	146	136	176	802	8.1	4.4
Pike	431	377	439	382	329	1,958	8.9	4.4
Powell	155	166	122	101	91	635	14.0	13.8
Pulaski	425	351	442	406	384	2,008	9.0	6.5
Robertson	2	5	6	4	3	20	2.4	2.2
Rockcastle	138	155	128	97	113	631	10.9	10.0
Rowan	220	218	229	149	199	1,015	14.1	6.3
Russell	103	119	137	80	72	511	8.0	5.0
Scott	145	190	170	119	154	778	5.0	2.6
Shelby	422	340	364	307	282	1,715	12.4	6.1
Simpson	121	136	121	71	82	531	8.4	3.8
Spencer	66	88	76	96	96	422	6.7	5.9
Taylor	150	212	159	144	113	778	9.0	6.1
Todd	90	71	96	61	56	374	9.3	6.3
Trigg	68	70	100	120	96	454	9.0	5.0
Trimble	23	40	18	34	38	153	4.8	2.6
Union	128	157	120	139	115	659	12.4	8.6
Warren	736	878	882	898	713	4,107	11.8	5.4
Washington	36	39	46	72	54	247	6.0	3.4
Wayne	62	51	55	44	48	260	3.8	5.0
Webster	53	61	72	45	38	269	5.5	5.8
Whitley	168	178	166	157	166	835	7.0	5.8
Wolfe	52	57	49	57	31	246	9.9	4.4
Woodford	173	193	148	192	161	867	9.6	3.3
TOTAL *	23,710	25,294	25,018	24,296	22,924	121,242	8.3	4.7

*Convictions in cases filed in the same calander year.
**There were 37,487 arrests on average from 2005 to 2009.

TABLE 23. ALCOHOL CONVICTION RATES IN DECREASING ORDER (BY COUNTY POPULATION CATEGORIES)
(2005 - 2009)

POPULATION	COUNTY	ANNUAL AVERAGE ALCOHOL CONVICTIONS PER 1,000 LICENSED DRIVERS	COUNTY	ALCOHOL CONVICTIONS PER ALCOHOL-RELATED CRASH
UNDER 10,000	Lyon	16.4	McLean	11.9
	Fulton	16.3	Cumberland	11.2
	Gallatin	15.4	Hickman	10.9
	McLean	15.0	Lyon	9.2
	Cumberland	14.5	Hancock	8.6
	Clinton	10.6	Fulton	8.4
	Wolfe	9.9	Clinton	7.7
	Owsley	9.4	Owsley	7.5
	Lee	9.1	Lee	7.3
	Livingston	7.9	Nicholas	6.4
	Ballard	7.6	Gallatin	6.3
	Hancock	7.0	Menifee	5.0
	Elliott	6.7	Crittenden	4.4
	Menifee	6.5	Wolfe	4.4
	Nicholas	6.3	Carlisle	4.3
	Crittenden	6.1	Elliott	4.3
	Hickman	5.6	Ballard	3.4
	Trimble	4.8	Livingston	3.3
	Carlisle	4.6	Bracken	2.7
	Bracken	4.4	Trimble	2.6
	Robertson	2.4	Robertson	2.2
10,000-14,999	Carroll	16.6	Martin	18.8
	Martin	14.2	Green	15.9
	Powell	14.0	Powell	13.8
	Magoffin	12.2	Magoffin	12.7
	Morgan	9.9	Monroe	10.9
	Garrard	9.3	Leslie	9.2
	Todd	9.3	Butler	7.4
	Trigg	9.0	Todd	6.3
	Monroe	9.0	Spencer	5.9
	Leslie	8.7	Webster	5.8
	Butler	8.5	Garrard	5.8
	Lewis	7.0	Morgan	5.4
	Spencer	6.7	Trigg	5.0
	Green	6.6	Carroll	5.0
	Metcalfe	6.5	Lewis	5.0
	Washington	6.0	Metcalfe	4.5
	Caldwell	6.0	Edmonson	4.4
	Fleming	5.9	Caldwell	4.4
	Webster	5.5	Fleming	3.8
	Bath	5.1	Bath	3.7
	Edmonson	5.0	Washington	3.4
	Owen	4.9	Owen	3.2
	Larue	4.7	Larue	3.0
	Pendleton	4.6	Jackson	3.0
	Jackson	3.7	Pendleton	2.8
15,000-24,999	Rowan	14.1	Johnson	12.6
	Henry	13.1	Lawrence	11.1
	Breathitt	12.6	Rockcastle	10.0
	Union	12.4	Union	8.6
	Casey	11.6	Henry	8.3
	McCreary	11.3	McCreary	8.2
	Rockcastle	10.9	Anderson	7.0
	Johnson	10.0	Breathitt	7.0
	Bourbon	9.9	Casey	6.7
	Lawrence	9.7	Adair	6.5
	Clay	9.7	Clay	6.5
	Woodford	9.6	Rowan	6.3
	Taylor	9.0	Taylor	6.1
	Grant	9.0	Knott	5.7
	Marion	8.8	Grant	5.5
	Anderson	8.7	Mercer	5.2
	Simpson	8.4	Ohio	5.2
	Mercer	8.4	Russell	5.0

TABLE 23. ALCOHOL CONVICTION RATES IN DECREASING ORDER (BY COUNTY POPULATION CATEGORIES) (2005 - 2009) (continued)

POPULATION	COUNTY	ANNUAL AVERAGE ALCOHOL CONVICTIONS PER 1,000 LICENSED DRIVERS	COUNTY	ALCOHOL CONVICTIONS PER ALCOHOL-RELATED CRASH
15,000-24,999	Russell	8.0	Wayne	5.0
(cont'd)	Ohio	7.8	Breckinridge	4.6
	Knott	7.6	Allen	4.6
	Adair	7.1	Bourbon	4.3
	Allen	7.1	Hart	4.3
	Hart	6.8	Estill	3.8
	Montgomery	6.1	Simpson	3.8
	Grayson	5.6	Grayson	3.5
	Mason	5.5	Woodford	3.3
	Lincoln	5.1	Marion	3.2
	Breckinridge	4.8	Montgomery	2.7
	Harrison	4.7	Lincoln	2.7
	Estill	4.4	Mason	1.9
	Wayne	3.8	Harrison	1.8
25,000 - 49,999	Marshall	19.1	Bell	14.3
	Bell	17.6	Marshall	10.7
	Logan	12.8	Muhlenberg	9.5
	Shelby	12.4	Logan	9.3
	Floyd	12.4	Knox	9.2
	Harlan	12.1	Greenup	9.0
	Calloway	10.8	Harlan	8.9
	Hopkins	10.7	Boyd	7.0
	Henderson	10.4	Henderson	6.6
	Boyd	9.9	Hopkins	6.6
	Franklin	9.3	Shelby	6.1
	Muhlenberg	9.3	Floyd	6.0
	Clark	9.2	Calloway	5.9
	Jessamine	9.0	Whitley	5.8
	Boyle	8.7	Clark	5.6
	Letcher	8.2	Letcher	5.4
	Graves	8.2	Graves	5.3
	Knox	8.2	Jessamine	5.0
	Greenup	8.2	Boyle	4.9
	Perry	8.1	Oldham	4.5
	Meade	7.1	Carter	4.4
	Whitley	7.0	Franklin	4.4
	Nelson	6.6	Perry	4.4
	Carter	6.1	Meade	4.2
	Barren	5.8	Barren	3.5
	Scott	5.0	Nelson	3.1
	Oldham	4.5	Scott	2.6
50,000 - OVER	Laurel	14.2	Laurel	10.0
	Christian	13.6	Pulaski	6.5
	Warren	11.8	Hardin	6.4
	Daviess	10.9	Christian	6.0
	Fayette	10.7	Daviess	5.5
	McCracken	9.8	Warren	5.4
	Hardin	9.5	Boone	5.0
	Campbell	9.1	McCracken	4.9
	Pulaski	9.0	Campbell	4.4
	Pike	8.9	Pike	4.4
	Boone	8.8	Fayette	3.8
	Madison	6.4	Bullitt	3.0
	Kenton	6.3	Madison	2.9
	Bullitt	4.5	Kenton	2.7
	Jefferson	4.4	Jefferson	2.6

TABLE 24. PERCENTAGE OF DRIVERS CONVICTED OF DUI FILINGS (BY COUNTY) (2005 - 2009)*

COUNTY	TOTAL DUI FILED	TOTAL DUI CONVICTED	TOTAL DUI NON-CONVICTED	CONVICTION PERCENTAGE**
Adair	690	429	84	83.6
Allen	656	469	55	89.5
Anderson	1,018	700	65	91.5
Ballard	366	235	65	78.3
Barren	1,566	838	251	77.0
Bath	383	210	37	85.0
Bell	2,585	1,544	419	78.7
Boone	5,015	3,625	541	87.0
Bourbon	1,077	687	102	87.1
Boyd	2,365	1,719	303	85.0
Boyle	1,229	849	124	87.3
Bracken	212	135	30	81.8
Breathitt	838	607	86	87.6
Breckinridge	432	334	58	85.2
Bullitt	2,589	1,215	438	73.5
Butler	604	387	76	83.6
Caldwell	367	288	37	88.6
Calloway	1,594	1,293	126	91.1
Campbell	3,344	2,780	285	90.7
Carlisle	129	91	25	78.4
Carroll	1,015	610	154	79.8
Carter	1,189	580	180	76.3
Casey	832	614	97	86.4
Christian	3,757	2,645	460	85.2
Clark	1,551	1,170	149	88.7
Clay	1,512	641	572	52.8
Clinton	645	370	45	89.2
Crittenden	285	199	22	90.0
Cumberland	500	357	49	87.9
Daviess	5,165	3,686	490	88.3
Edmonson	319	221	45	83.1
Elliott	247	151	35	81.2
Estill	417	227	58	79.6
Fayette	12,154	9,779	883	91.7
Fleming	532	304	79	79.4
Floyd	2,676	1,694	294	85.2
Franklin	2,760	1,614	362	81.7
Fulton	511	361	70	83.8
Gallatin	861	453	255	64.0
Garrard	857	542	135	80.1
Grant	1,096	769	104	88.1
Graves	1,857	1,078	304	78.0
Grayson	736	509	60	89.5
Green	364	271	29	90.3
Greenup	1,561	1,113	174	86.5
Hancock	285	224	28	88.9
Hardin	4,563	3,247	500	86.7
Harlan	2,596	1,205	309	79.6
Harrison	534	301	39	88.5
Hart	649	417	72	85.3
Henderson	2,284	1,701	196	89.7
Henry	1,068	734	98	88.2
Hickman	136	98	24	80.3
Hopkins	2,232	1,799	229	88.7
Jackson	290	173	59	74.6
Jefferson	19,542	11,010	1,490	88.1
Jessamine	2,099	1,446	219	86.8
Johnson	1,386	807	211	79.3
Kenton	4,920	3,432	656	84.0
Knott	608	413	89	82.3
Knox	1,588	861	398	68.4
Larue	374	239	45	84.2

TABLE 24. PERCENTAGE OF DRIVERS CONVICTED OF DUI FILINGS (BY COUNTY) (2005 - 2009) (continued)

COUNTY	TOTAL DUI FILED	TOTAL DUI CONVICTED	TOTAL DUI NON-CONVICTED	CONVICTION PERCENTAGE
Laurel	4,123	2,874	541	84.2
Lawrence	935	542	125	81.3
Lee	443	218	86	71.7
Leslie	1,157	357	436	45.0
Letcher	1,022	684	139	83.1
Lewis	469	337	64	84.0
Lincoln	650	439	88	83.3
Livingston	419	291	41	87.7
Logan	1,706	1,210	317	79.2
Lyon	656	478	73	86.8
McCracken	3,741	2,405	487	83.2
McCreary	1,037	608	170	78.1
McLean	761	537	98	84.6
Madison	2,564	1,706	394	81.2
Magoffin	836	532	70	88.4
Marion	898	558	109	83.7
Marshall	3,135	2,333	351	86.9
Martin	791	544	90	85.8
Mason	481	340	45	88.3
Meade	938	669	126	84.2
Menifee	243	150	26	85.2
Mercer	962	674	91	88.1
Metcalfe	462	235	75	75.8
Monroe	541	359	100	78.2
Montgomery	931	560	133	80.8
Morgan	628	419	53	88.8
Muhlenberg	1,361	1,053	102	91.2
Nelson	1,480	1,038	177	85.4
Nicholas	288	167	31	84.3
Ohio	1,098	653	189	77.6
Oldham	1,360	911	87	91.3
Owen	379	189	75	71.6
Owsley	302	150	65	69.8
Pendleton	445	247	69	78.2
Perry	1,761	802	230	77.7
Pike	4,822	1,958	586	77.0
Powell	1,059	635	195	76.5
Pulaski	3,607	2,008	487	80.5
Robertson	33	20	5	80.0
Rockcastle	1,061	631	173	78.5
Rowan	1,630	1,015	149	87.2
Russell	940	511	98	83.9
Scott	1,142	778	119	86.7
Shelby	2,480	1,715	139	92.5
Simpson	819	531	81	86.8
Spencer	640	422	66	86.5
Taylor	1,098	778	148	84.0
Todd	536	374	128	74.5
Trigg	629	454	59	88.5
Trimble	285	153	37	80.5
Union	910	659	117	84.9
Warren	6,542	4,107	696	85.5
Washington	362	247	56	81.5
Wayne	423	260	40	86.7
Webster	449	269	37	87.9
Whitley	1,842	835	328	71.8
Wolfe	401	246	55	81.7
Woodford	1,111	867	87	90.9
TOTAL	187,436	121,242	22,213	84.5

* 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 apply to DUIs resolved in the calendar year of the arrest. Data does not include pending cases.

TABLE 25. DUI CONVICTION RATES BY COUNTY AND POPULATION CATEGORY (IN DESCENDING ORDER) (2005 - 2009)

POPULATION CATEGORY	AVERAGE CONVICTION PERCENTAGE	COUNTY	TOTAL DUI ARRESTS	TOTAL DUI CONVICTIONS	CONVICTION PERCENTAGE*
UNDER 10,000	81.7	Crittenden	285	199	90.0
		Clinton	645	370	89.2
		Hancock	285	224	88.9
		Cumberland	500	357	87.9
		Livingston	419	291	87.7
		Lyon	656	478	86.8
		Menifee	243	150	85.2
		McLean	761	537	84.6
		Nicholas	288	167	84.3
		Fulton	511	361	83.8
		Bracken	212	135	81.8
		Wolfe	401	246	81.7
		Elliott	247	151	81.2
		Trimble	285	153	80.5
		Hickman	136	98	80.3
		Robertson	33	20	80.0
		Carlisle	129	91	78.4
		Ballard	366	235	78.3
		Lee	443	218	71.7
		Owsley	302	150	69.8
		Gallatin	861	453	64.0
10,000-14,999	80.8	Green	364	271	90.3
		Morgan	628	419	88.8
		Caldwell	367	288	88.6
		Trigg	629	454	88.5
		Magoffin	836	532	88.4
		Webster	449	269	87.9
		Spencer	640	422	86.5
		Martin	791	544	85.8
		Bath	383	210	85.0
		Larue	374	239	84.2
		Lewis	469	337	84.0
		Butler	604	387	83.6
		Edmonson	319	221	83.1
		Washington	362	247	81.5
		Garrard	857	542	80.1
		Carroll	1,015	610	79.8
		Fleming	532	304	79.4
		Monroe	541	359	78.2
		Pendleton	445	247	78.2
		Powell	1,059	635	76.5
		Metcalfe	462	235	75.8
		Jackson	290	173	74.6
		Todd	536	374	74.5
		Owen	379	189	71.6
		Leslie	1,157	357	45.0
15,000-24,999	84.0	Anderson	1,018	700	91.5
		Woodford	1,111	867	90.9
		Allen	656	469	89.5
		Grayson	736	509	89.5
		Harrison	534	301	88.5
		Mason	481	340	88.3
		Henry	1,068	734	88.2
		Mercer	962	674	88.1
		Grant	1,096	769	88.1
		Breathitt	838	607	87.6
		Rowan	1,630	1,015	87.2
		Bourbon	1,077	687	87.1
		Simpson	819	531	86.8
		Wayne	423	260	86.7
		Casey	832	614	86.4

TABLE 25. DUI CONVICTION RATES BY COUNTY AND POPULATION CATEGORY
(IN DESCENDING ORDER) (2005 - 2009) (continued)

POPULATION CATEGORY	AVERAGE CONVICTION PERCENTAGE	COUNTY	TOTAL DUI ARRESTS	TOTAL DUI CONVICTIONS	CONVICTION PERCENTAGE*
15,000-24,999 (continued)		Hart	649	417	85.3
		Breckinridge	432	334	85.2
		Union	910	659	84.9
		Taylor	1,098	778	84.0
		Russell	940	511	83.9
		Marion	898	558	83.7
		Adair	690	429	83.6
		Lincoln	650	439	83.3
		Knott	608	413	82.3
		Lawrence	935	542	81.3
		Montgomery	931	560	80.8
		Estill	417	227	79.6
		Johnson	1,386	807	79.3
		Rockcastle	1,061	631	78.5
		McCreary	1,037	608	78.1
		Ohio	1,098	653	77.6
		Clay	1,512	641	52.8
25,000-49,999	83.7	Shelby	2,480	1,715	92.5
		Oldham	1,360	911	91.3
		Muhlenberg	1,361	1,053	91.2
		Calloway	1,594	1,293	91.1
		Henderson	2,284	1,701	89.7
		Hopkins	2,232	1,799	88.7
		Clark	1,551	1,170	88.7
		Boyle	1,229	849	87.3
		Marshall	3,135	2,333	86.9
		Jessamine	2,099	1,446	86.8
		Scott	1,142	778	86.7
		Greenup	1,561	1,113	86.5
		Nelson	1,480	1,038	85.4
		Floyd	2,676	1,694	85.2
		Boyd	2,365	1,719	85.0
		Meade	938	669	84.2
		Letcher	1,022	684	83.1
		Franklin	2,760	1,614	81.7
		Harlan	2,596	1,205	79.6
		Logan	1,706	1,210	79.2
		Bell	2,585	1,544	78.7
		Graves	1,857	1,078	78.0
		Perry	1,761	802	77.7
		Barren	1,566	838	77.0
		Carter	1,189	580	76.3
		Whitley	1,842	835	71.8
		Knox	1,588	861	68.4
50,000 - OVER	84.4	Fayette	12,154	9,779	91.7
		Campbell	3,344	2,780	90.7
		Daviess	5,165	3,686	88.3
		Jefferson	19,542	11,010	88.1
		Boone	5,015	3,625	87.0
		Hardin	4,563	3,247	86.7
		Warren	6,542	4,107	85.5
		Christian	3,757	2,645	85.2
		Laurel	4,123	2,874	84.2
		Kenton	4,920	3,432	84.0
		McCracken	3,741	2,405	83.2
		Madison	2,564	1,706	81.2
		Pulaski	3,607	2,008	80.5
		Pike	4,822	1,958	77.0
		Bullitt	2,589	1,215	73.5

*Refer to Table 24 for conviction rate calculation.

TABLE 26. SUMMARY OF RECKLESS DRIVING CONVICTIONS BY COUNTY (2005 - 2009)

COUNTY	2005	2006	2007	2008	2009	TOTAL RECKLESS DRIVING CONVICTIONS (FIVE YEARS)	ANNUAL AVERAGE RECKLESS DRIVING CONVICTIONS PER 1,000 LICENSED DRIVERS
Adair	19	16	13	14	14	76	1.3
Allen	11	8	16	10	13	58	0.9
Anderson	26	18	20	15	20	99	1.2
Ballard	9	6	5	8	4	32	1.0
Barren	92	100	85	44	42	363	2.5
Bath	7	10	8	5	4	34	0.8
Bell	20	17	14	12	8	71	0.8
Boone	127	111	153	150	92	633	1.5
Bourbon	32	50	26	21	11	140	2.0
Boyd	53	62	69	41	60	285	1.6
Boyle	33	58	35	37	34	197	2.0
Bracken	15	5	10	7	4	41	1.3
Breathitt	13	16	12	13	11	65	1.3
Breckinridge	9	14	7	13	8	51	0.7
Bullitt	56	85	73	65	52	331	1.2
Butler	12	14	18	6	8	58	1.3
Caldwell	12	13	21	12	8	66	1.4
Calloway	11	28	12	15	6	72	0.6
Campbell	68	65	75	61	50	319	1.0
Carlisle	3	1	2	10	1	17	0.9
Carroll	16	22	18	17	14	87	2.4
Carter	42	31	62	35	19	189	2.0
Casey	19	6	9	15	6	55	1.0
Christian	133	60	119	83	92	487	2.5
Clark	43	43	47	38	13	184	1.5
Clay	28	34	19	24	11	116	1.8
Clinton	23	16	47	16	11	113	3.2
Crittenden	5	4	2	1	7	19	0.6
Cumberland	24	21	21	11	13	90	3.7
Daviess	51	68	92	67	61	339	1.0
Edmonson	10	9	11	6	5	41	0.9
Elliott	3	3	3	2	2	13	0.6
Estill	12	11	4	2	12	41	0.8
Fayette	351	419	433	301	253	1,757	1.9
Fleming	14	22	24	13	21	94	1.8
Floyd	53	57	41	35	41	227	1.7
Franklin	90	120	114	94	73	491	2.8
Fulton	5	4	5	8	10	32	1.4
Gallatin	35	44	43	21	22	165	5.6
Garrard	13	20	32	16	11	92	1.6
Grant	37	35	25	26	13	136	1.6
Graves	34	29	57	38	45	203	1.5
Grayson	30	22	22	18	20	112	1.2
Green	4	1	5	2	4	16	0.4
Greenup	48	41	42	23	24	178	1.3
Hancock	3	7	5	5	5	25	0.8
Hardin	124	116	130	104	116	590	1.7
Harlan	53	60	56	74	35	278	2.8
Harrison	14	8	12	16	13	63	1.0
Hart	32	37	28	31	24	152	2.5
Henderson	49	52	35	44	37	217	1.3
Henry	12	28	13	13	32	98	1.7
Hickman	5	7	2	1	6	21	1.2
Hopkins	48	66	72	45	43	274	1.6
Jackson	12	7	8	7	9	43	0.9
Jefferson	363	371	413	315	280	1,742	0.7
Jessamine	55	67	51	27	45	245	1.5
Johnson	17	25	17	25	27	111	1.4
Kenton	186	144	179	152	129	790	1.5
Knott	11	10	9	8	4	42	0.8
Knox	55	60	45	37	31	228	2.2
Larue	6	9	13	7	3	38	0.7
Laurel	42	71	84	36	54	287	1.4

TABLE 26. SUMMARY OF RECKLESS DRIVING CONVICTIONS BY COUNTY (2005 - 2009) (continued)

COUNTY	2005	2006	2007	2008	2009	RECKLESS DRIVING CONVICTIONS (FIVE YEARS)	RECKLESS DRIVING CONVICTIONS PER 1,000 LICENSED DRIVERS
Lawrence	19	17	4	11	13	64	1.1
Lee	9	5	3	11	4	32	1.3
Leslie	16	15	12	2	6	51	1.2
Letcher	34	30	24	18	18	124	1.5
Lewis	17	19	5	12	3	56	1.2
Lincoln	21	29	19	14	15	98	1.1
Livingston	14	23	15	13	13	78	2.1
Logan	30	28	19	25	25	127	1.3
Lyon	79	82	87	29	28	305	10.5
McCracken	80	64	67	57	82	350	1.4
McCreary	5	4	8	9	3	29	0.5
McLean	5	8	3	2	4	22	0.6
Madison	108	90	72	51	24	345	1.3
Magoffin	5	4	15	5	2	31	0.7
Marion	20	20	13	15	9	77	1.2
Marshall	31	37	36	38	18	160	1.3
Martin	12	6	10	10	1	39	1.0
Mason	32	31	22	22	23	130	2.1
Meade	13	25	33	27	25	123	1.3
Menifee	6	14	4	2	4	30	1.3
Mercer	16	15	19	14	17	81	1.0
Metcalfe	20	22	27	22	13	104	2.9
Monroe	8	17	34	24	21	104	2.6
Montgomery	31	24	26	20	21	122	1.3
Morgan	2	5	8	7	6	28	0.7
Muhlenberg	23	25	29	15	20	112	1.0
Nelson	49	44	43	55	39	230	1.5
Nicholas	7	2	9	10	6	34	1.3
Ohio	19	15	12	10	19	75	0.9
Oldham	17	16	26	8	6	73	0.4
Owen	14	14	14	13	4	59	1.5
Owsley	5	6	6	10	3	30	1.9
Pendleton	12	12	19	14	14	71	1.3
Perry	6	7	10	23	17	63	0.6
Pike	34	45	79	69	91	318	1.4
Powell	9	11	14	8	10	52	1.1
Pulaski	83	63	64	41	38	289	1.3
Robertson	1	0	6	3	1	11	1.3
Rockcastle	40	43	30	20	17	150	2.6
Rowan	24	25	23	14	23	109	1.5
Russell	6	12	12	12	9	51	0.8
Scott	28	32	33	26	33	152	1.0
Shelby	83	58	61	54	44	300	2.2
Simpson	32	29	39	17	7	124	2.0
Spencer	13	8	13	8	8	50	0.8
Taylor	23	27	37	18	20	125	1.4
Todd	13	16	20	18	21	88	2.2
Trigg	9	12	25	14	28	88	1.7
Trimble	1	2	2	1	5	11	0.3
Union	9	8	15	10	19	61	1.1
Warren	95	120	170	109	116	610	1.8
Washington	8	4	8	10	2	32	0.8
Wayne	26	15	14	14	11	80	1.2
Webster	14	4	17	8	14	57	1.2
Whitley	37	47	44	44	26	198	1.7
Wolfe	3	1	9	3	2	18	0.7
Woodford	16	19	17	13	16	81	0.9
TOTAL	4,230	4,360	4,648	3,570	3,233	20,041	1.5

TABLE 27. PERCENTAGE OF CRASHES INVOLVING DRUGS BY COUNTY AND POPULATION CATEGORY
(IN ORDER OF DECREASING PERCENTAGES) (2005-2009)(ALL ROADS)

COUNTY	NUMBER OF CRASHES	PERCENT OF TOTAL CRASHES
POPULATION CATEGORY UNDER 10,000		
Owsley	17	5.1
Lee	20	4.5
Elliott	21	4.4
Clinton	21	2.5
Livingston	22	2.0
Crittenden	18	1.8
Robertson	1	1.8
Menifee	9	1.8
Cumberland	7	1.7
Hickman	3	1.7
Carlisle	7	1.6
Wolfe	12	1.3
Lyon	14	1.3
Ballard	10	1.1
Hancock	7	1.1
Fulton	7	1.0
Nicholas	6	1.0
Trimble	9	0.9
McLean	6	0.7
Gallatin	6	0.5
Bracken	2	0.3
POPULATION CATEGORY 10,000-14,999		
Martin	70	7.4
Leslie	40	4.7
Magoffin	37	3.7
Bath	32	3.2
Powell	31	2.8
Morgan	35	2.5
Lewis	19	1.8
Jackson	18	1.7
Edmonson	15	1.6
Fleming	19	1.5
Washington	15	1.2
Butler	11	1.2
Trigg	16	1.1
Caldwell	13	0.9
Larue	12	0.9
Carroll	16	0.9
Spencer	10	0.9
Todd	8	0.8
Green	5	0.8
Monroe	6	0.7
Garrard	14	0.7
Metcalfe	8	0.7
Webster	7	0.6
Pendleton	9	0.5
Owen	4	0.4
POPULATION CATEGORY 15,000-24,999		
Clay	85	4.2
Knott	71	3.9
Johnson	89	3.6
Breathitt	56	3.4
Casey	35	2.7
Lawrence	31	2.6
Russell	44	2.6
McCreary	25	2.1
Rockcastle	44	1.9
Estill	22	1.8
Rowan	61	1.5
Adair	26	1.5
Hart	27	1.3
Montgomery	54	1.3
Marion	25	1.1
Union	19	1.1
Simpson	26	1.0
Mercer	28	1.0
Bourbon	28	1.0
Wayne	16	1.0
Ohio	27	0.9
Grant	30	0.8
Anderson	17	0.8
Henry	13	0.8
Grayson	27	0.8
Lincoln	18	0.8
Breckinridge	10	0.7
Woodford	28	0.7
Allen	11	0.6
Harrison	17	0.6
Taylor	18	0.5
Mason	17	0.5
POPULATION CATEGORY 25,000-50,000		
Floyd	245	4.8
Harlan	123	4.3
Letcher	84	3.4
Bell	105	3.2
Perry	131	3.0
Carter	78	2.7
Knox	71	2.2
Marshall	82	2.0
Greenup	60	1.7
Boyd	144	1.5
Whitley	64	1.4
Graves	56	1.3
Clark	74	1.3
Hopkins	80	1.1
Muhlenberg	41	1.0
Logan	27	0.9
Meade	21	0.8
Franklin	68	0.8
Henderson	63	0.8
Nelson	41	0.7
Barren	37	0.6
Oldham	26	0.6
Jessamine	41	0.6
Boyle	22	0.5
Scott	33	0.5
Calloway	27	0.5
Shelby	24	0.4
POPULATION CATEGORY OVER 50,000		
Pike	591	6.1
Laurel	135	1.6
Pulaski	78	0.9
Daviess	148	0.9
Kenton	199	0.8
Madison	106	0.8
McCracken	88	0.7
Christian	64	0.7
Warren	133	0.7
Campbell	83	0.6
Boone	100	0.5
Bullitt	43	0.5
Hardin	60	0.4
Fayette	250	0.4
Jefferson	410	0.3

TABLE 28. PERCENTAGE OF CRASHES INVOLVING DRUGS BY CITY AND POPULATION CATEGORY
(IN ORDER OF DECREASING PERCENTAGES)(2005-2009)

CITY	NUMBER OF DRUG-RELATED CRASHES	PERCENTAGE OF CRASHES INVOLVING DRUGS
POPULATION CATEGORY OVER 200,000		
Lexington	250	0.5
Louisville	358	0.4
POPULATION CATEGORY 20,000-55,000		
Ashland	58	1.4
Owensboro	106	1.1
Covington	74	1.1
Henderson	53	1.1
Frankfort	47	1.0
Richmond	44	0.8
Paducah	53	0.8
Hopkinsville	31	0.7
Bowling Green	77	0.7
Florence	44	0.6
Jeffersontown	16	0.5
Radcliff	12	0.5
Elizabethtown	20	0.4
POPULATION CATEGORY 10,000-19,999		
Middlesboro	45	3.3
Winchester	53	1.7
Fort Thomas	15	1.5
Independence	23	1.3
Madisonville	36	1.1
Bardstown	19	0.8
Nicholasville	29	0.8
Erlanger	21	0.7
Shelbyville	16	0.7
Campbellsville	12	0.7
Mayfield	11	0.7
Glasgow	17	0.6
Somerset	21	0.6
Shively	20	0.6
Newport	20	0.6
Georgetown	19	0.6
Danville	10	0.4
Murray	9	0.3
POPULATION CATEGORY 5,000-9,999		
Pikeville	131	5.5
Flatwoods	10	1.8
Williamsburg	13	1.6
London	48	1.6
Mount Sterling	25	1.6
Taylor Mill	16	1.5
Corbin	23	1.5
Paris	16	1.3
Central City	10	1.3
Franklin	15	1.3
Bellevue	9	1.1
Princeton	7	1.0
Morehead	20	1.0
Villa Hills	2	0.9
Harrodsburg	10	0.8
Fort Mitchell	8	0.8
Berea	15	0.8
Cynthiana	7	0.7
Edgewood	6	0.7
Versailles	9	0.7
Mount Washington	6	0.7
Lawrenceburg	5	0.6
Russellville	6	0.6
Leitchfield	6	0.6
La Grange	6	0.6
Shepherdsville	13	0.6
Fort Wright	14	0.6
Lebanon	6	0.6
Maysville	9	0.5
Monticello	5	0.5
Alexandria	3	0.3
Highland Heights	3	0.3
Dayton	1	0.3
POPULATION CATEGORY 2,500-4,999		
Cumberland	5	5.7
Paintsville	41	4.4
Grayson	24	3.6
Prestonsburg	40	3.2
Ludlow	10	3.1
Hazard	46	2.6
Fulton	5	2.1
Flemingsburg	7	2.1
Park Hills	2	1.9
Calvert City	7	1.9
Stanton	6	1.7
Marion	5	1.7
Barbourville	9	1.6
Benton	12	1.5
Providence	3	1.5
Russell	11	1.4
Vine Grove	4	1.4
Morganfield	6	1.3
Dawson Springs	2	1.3
Greenville	8	1.3
Lakeside Park	2	1.2
Beaver Dam	6	1.2
Columbia	7	1.1
Mount Vernon	6	1.1
Lancaster	4	0.9
Carrollton	6	0.9
Hartford	2	0.8
Irvine	2	0.8
Williamstown	4	0.7
Southgate	3	0.7
Tompkinsville	2	0.7
Scottsville	4	0.7
Stanford	3	0.5
Springfield	2	0.5
Cold Spring	5	0.5
Hodgenville	1	0.3

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

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

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

TABLE 30. SAFETY BELT USAGE BY COUNTY POPULATION CATEGORY
(2006 OBSERVATIONAL DATA) (AREA DEVELOPMENT DISTRICTS)*

PERCENT USAGE				
POPULATION CATEGORY				
UNDER 10,000	10,000 - 14,999	15,000 - 24,999	25,000- 49,999	OVER 50,000
59.3	57.9	58.5	64.9	70.3

*2009 Statewide observational data resulted in a rate of 80 percent

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	1,610	4.25	975	0.10	98
Incapacitating	4,080	10.77	11,164	1.15	89
Non-Incapacitating	6,824	18.01	37,196	3.82	79
Possible Injury	5,550	14.65	56,598	5.81	60
Fatal or Incapacitating	5,690	15.02	12,139	1.25	92

* Based on 2005 through 2009 crash data. Total sample size for not wearing a safety belt was 37,882 compared to 974,247 for wearing a safety belt.

TABLE 32. USAGE AND EFFECTIVENESS OF CHILD SAFETY SEATS

(CHILDREN AGE THREE AND UNDER) (2005 - 2009)

			RESTRAINT USED		
VARIABLE	CATEGORY	NONE	SAFETY BELT	CHILD SEAT	ANY RESTRAINT
Number With Given Injury	Fatal	5	5	12	17
	Incapacitating	26	27	96	123
	Non-Incapacitating	33	98	496	594
	Possible Injury	99	304	1,431	1,735
	None Detected	198	3,896	21,390	25,286
Percent With Given Injury	Fatal	1.39	0.12	0.05	0.06
	Incapacitating	7.20	0.62	0.41	0.44
	Non-Incapacitating	9.14	2.26	2.12	2.14
	Possible Injury	27.42	7.02	6.11	6.25
	None Detected	54.85	89.98	91.31	91.10
Percent Usage By Seat Position	Front	5.29	28.38	66.33	94.71
	Rear	1.18	18.72	80.10	98.82
	All Positions	1.64	19.81	78.55	98.36
Percent With Given Injury By Seat Position					
(Front)	Fatal	1.15	0.14	0.03	0.06
	Incapacitating	4.20	0.64	0.27	0.38
	Non-Incapacitating	4.20	2.42	1.43	1.73
	Possible Injury	18.32	4.48	4.17	4.26
	None Detected	22.14	42.29	44.10	43.56
(Rear)	Fatal	0.43	0.04	0.04	0.04
	Incapacitating	3.25	0.25	0.28	0.27
	Non-Incapacitating	4.77	0.88	1.44	1.33
	Possible Injury	11.06	3.30	4.14	3.98
	None Detected	30.37	45.17	63.76	60.24
YEAR	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
	2009	130	1,786	8,020	9,806

TABLE 33. PERCENTAGE OF CRASHES INVOLVING UNSAFE SPEED BY COUNTY AND POPULATION CATEGORY (IN ORDER OF DECREASING PERCENTAGES) (2005-2009)

COUNTY	NUMBER OF CRASHES	PERCENT OF TOTAL CRASHES
POPULATION CATEGORY UNDER 10,000		
Bracken	101	12.7
Trimble	105	10.9
Owsley	36	10.8
Hickman	17	9.6
Lyon	103	9.3
Gallatin	115	9.2
Cumberland	37	9.2
Livingston	94	8.8
Carlisle	39	8.7
Lee	36	8.1
Menifee	41	8.0
Fulton	50	6.9
Wolfe	62	6.7
Hancock	40	6.2
Elliott	27	5.7
Robertson	3	5.4
Clinton	45	5.3
Crittenden	50	5.0
Ballard	39	4.3
McLean	36	4.1
Nicholas	22	3.8
POPULATION CATEGORY 10,000-14,999		
Morgan	186	13.4
Martin	105	11.1
Magoffin	104	10.5
Todd	95	9.5
Leslie	80	9.4
Jackson	96	9.0
Washington	107	8.3
Larue	108	8.1
Garrard	148	7.8
Pendleton	136	7.6
Bath	72	7.3
Caldwell	108	7.2
Butler	64	7.0
Webster	76	6.8
Metcalfe	73	6.6
Owen	64	6.3
Spencer	68	6.3
Edmonson	52	5.7
Trigg	84	5.6
Powell	50	4.6
Carroll	83	4.5
Monroe	35	4.3
Fleming	42	3.3
Lewis	35	3.3
Green	13	2.1
POPULATION CATEGORY 15,000-24,999		
Rockcastle	268	11.7
Henry	174	10.5
Clay	202	10.0
McCreary	118	9.9
Woodford	345	8.9
Bourbon	232	8.0
Lincoln	179	7.6
Union	132	7.6
Grant	294	7.5
Hart	155	7.3
Wayne	119	7.1
Estill	85	6.8
Mercer	175	6.5
Knott	119	6.5
Ohio	174	6.1
Allen	117	6.1
Harrison	164	6.0
Adair	94	5.6
Rowan	209	5.0
Simpson	133	4.9
Grayson	151	4.8
Anderson	105	4.7
Mason	161	4.7
Montgomery	187	4.5
Russell	74	4.4
Taylor	144	4.3
Marion	94	4.1
Johnson	99	4.0
Casey	52	4.0
Lawrence	40	3.4
Breckinridge	48	3.4
Breathitt	57	3.4
POPULATION CATEGORY 25,000-50,000		
Letcher	208	8.5
Shelby	494	8.4
Franklin	661	8.0
Marshall	327	7.8
Jessamine	544	7.6
Floyd	384	7.5
Oldham	344	7.4
Graves	314	7.2
Greenup	255	7.1
Carter	201	7.0
Knox	225	7.0
Harlan	188	6.6
Hopkins	489	6.6
Scott	431	6.3
Whitley	283	6.1
Boyle	259	5.9
Nelson	336	5.8
Meade	128	5.1
Clark	290	5.1
Perry	217	5.0
Logan	145	4.9
Boyd	439	4.6
Henderson	377	4.6
Bell	144	4.4
Calloway	224	4.3
Muhlenberg	167	4.2
Barren	262	4.1
POPULATION CATEGORY OVER 50,000		
Madison	1,130	9.0
Kenton	1,922	7.4
Christian	698	7.2
Pike	688	7.1
Boone	1,399	7.0
Fayette	4,215	6.9
Pulaski	565	6.4
Laurel	534	6.3
Campbell	809	5.8
Warren	1,019	5.2
McCracken	622	5.2
Hardin	714	5.2
Bullitt	360	4.5
Daviess	627	4.0
Jefferson	5,397	4.0

TABLE 34. PERCENTAGE OF CRASHES INVOLVING UNSAFE SPEED BY CITY AND POPULATION CATEGORY (IN ORDER OF DECREASING PERCENTAGES)(2005-2009)

CITY	NUMBER OF CRASHES (2005-2009)	PERCENT OF TOTAL CRASHES
POPULATION CATEGORY OVER 200,000		
Lexington	4,212	8.6
Louisville	4,964	5.2
POPULATION CATEGORY 20,000-55,000		
Frankfort	428	9.0
Richmond	418	8.0
Hopkinsville	362	7.7
Florence	440	5.7
Elizabethtown	295	5.6
Covington	362	5.5
Paducah	310	4.9
Bowling Green	522	4.5
Jeffersontown	154	4.4
Ashland	171	4.1
Henderson	207	4.1
Owensboro	338	3.5
Radcliff	62	2.7
POPULATION CATEGORY 10,000-19,999		
Independence	255	14.2
Erlanger	367	12.5
Shelbyville	151	6.6
Fort Thomas	60	6.0
Georgetown	166	5.5
Nicholasville	185	5.2
Danville	145	5.2
Newport	176	4.9
Somerset	131	3.9
Madisonville	112	3.4
Winchester	99	3.2
Campbellsville	58	3.2
Mayfield	48	3.2
Murray	84	3.0
Bardstown	74	3.0
Glasgow	77	2.9
Shively	85	2.7
Middlesboro	22	1.6
POPULATION CATEGORY 5,000-9,999		
Taylor Mill	157	14.7
Villa Hills	27	12.7
Edgewood	105	12.3
Highland Heights	105	10.9
Flatwoods	48	8.8
Elsmere	37	8.8
Fort Mitchell	92	8.7
Berea	136	7.5
Princeton	51	7.5
Alexandria	66	6.9
Wilmore	9	6.8
Dayton	19	6.6
Pikeville	153	6.4
Fort Wright	129	5.9
Maysville	104	5.6
Versailles	76	5.5
Williamsburg	46	5.5
Harrodsburg	60	5.1
Monticello	42	4.5
Cynthiana	45	4.4
Corbin	63	4.2
Franklin	46	3.9
Paris	49	3.9
London	111	3.8
Central City	29	3.7
Shepherdsville	79	3.6
Russellville	32	3.0
Lebanon	27	2.8
Mount Sterling	41	2.7
La Grange	26	2.7
Lawrenceburg	21	2.6
Mount Washington	22	2.6
Morehead	49	2.5
Leitchfield	26	2.4
Bellevue	18	2.1
POPULATION CATEGORY 2,500-4,999		
Southgate	48	11.2
Mount Vernon	47	8.9
Cold Spring	88	8.9
Calvert City	32	8.7
Williamstown	42	7.6
Benton	54	6.7
Prestonsburg	85	6.7
Lakeside Park	11	6.5
Springfield	25	6.4
Fulton	15	6.3
Vine Grove	18	6.2
Russell	48	6.0
Park Hills	6	5.7
Hodgenville	19	5.7
Cumberland	5	5.7
Barbourville	32	5.7
Hickman	3	5.2
Stanford	28	4.8
Marion	14	4.8
Ludlow	15	4.7
Morganfield	20	4.3
Providence	8	4.1
Dawson Springs	6	3.9
Flemingsburg	12	3.6
Beaver Dam	18	3.6
Grayson	24	3.6
Tompkinsville	10	3.5
Lancaster	15	3.4
Hazard	57	3.3
Irvine	6	2.3
Columbia	13	2.1
Greenville	13	2.1
Carrollton	12	1.9
Stanton	7	1.9
Paintsville	16	1.7
Hartford	2	0.8

TABLE 35. SUMMARY OF SPEEDING CONVICTIONS BY COUNTY (2005 - 2009)

COUNTY	2005	2006	2007	2008	2009	TOTAL SPEEDING CONVICTIONS (FIVE YEARS)	ANNUAL AVERAGE SPEEDING CONVICTIONS PER 1,000 LICENSED DRIVERS	SPEEDING CONVICTIONS PER SPEED-RELATED CRASH
Adair	293	544	500	349	243	1,929	32.0	20.5
Allen	264	259	260	227	179	1,189	18.0	10.2
Anderson	1,338	2,205	1,635	1,236	740	7,154	89.3	68.1
Ballard	89	129	71	74	127	490	15.9	12.6
Barren	558	763	658	656	310	2,945	20.3	11.2
Bath	256	279	747	378	615	2,275	55.2	31.6
Bell	426	492	582	384	537	2,421	27.6	16.8
Boone	4,194	2,888	2,710	2,999	2,299	15,090	36.6	10.8
Bourbon	537	1,020	703	567	497	3,324	47.8	14.3
Boyd	954	693	820	756	860	4,083	23.6	9.3
Boyle	817	675	555	530	326	2,903	29.8	11.2
Bracken	324	317	441	427	349	1,858	60.3	18.4
Breathitt	36	120	55	114	180	505	10.5	8.9
Breckinridge	210	258	277	137	131	1,013	14.5	21.1
Bullitt	1,142	862	867	1,534	1,058	5,463	20.4	15.2
Butler	130	229	220	120	169	868	19.1	13.6
Caldwell	405	345	308	317	322	1,697	35.2	15.7
Calloway	217	265	309	297	221	1,309	10.9	5.8
Campbell	1,992	2,066	2,072	1,861	2,018	10,009	32.6	12.4
Carlisle	64	77	57	33	46	277	14.1	7.1
Carroll	581	528	482	391	445	2,427	66.1	29.2
Carter	744	602	535	204	279	2,364	24.9	11.8
Casey	93	146	110	72	72	493	9.3	9.5
Christian	954	795	876	1,203	1,295	5,123	26.4	7.3
Clark	1,721	777	673	390	598	4,159	32.8	14.3
Clay	179	390	280	227	201	1,277	19.4	6.3
Clinton	89	118	96	105	75	483	13.8	10.7
Crittenden	18	18	48	50	57	191	5.9	3.8
Cumberland	116	188	121	133	91	649	26.4	17.5
Daviess	3,434	3,001	1,788	1,938	1,843	12,004	35.4	19.1
Edmonson	232	190	167	138	124	851	19.3	16.4
Elliott	7	6	3	8	12	36	1.6	1.3
Estill	121	143	98	93	132	587	11.4	6.9
Fayette	4,473	5,470	6,484	6,118	6,829	29,374	32.0	7.0
Fleming	194	257	268	277	163	1,159	22.5	27.6
Floyd	257	316	354	259	177	1,363	10.0	3.5
Franklin	1,883	1,833	1,953	1,627	1,478	8,774	50.6	13.3
Fulton	66	92	57	102	112	429	19.3	8.6
Gallatin	492	541	546	545	659	2,783	94.6	24.2
Garrard	258	237	340	359	146	1,340	22.9	9.1
Grant	1,161	1,401	1,234	800	585	5,181	60.6	17.6
Graves	805	760	803	813	903	4,084	31.1	13.0
Grayson	513	1,036	1,825	1,356	1,281	6,011	66.0	39.8
Green	33	38	43	24	22	160	3.9	12.3
Greenup	589	408	332	208	241	1,778	13.1	7.0
Hancock	99	75	192	153	206	725	22.7	18.1
Hardin	4,665	4,472	4,513	3,865	3,696	21,211	62.3	29.7
Harlan	174	151	239	321	343	1,228	12.3	6.5
Harrison	144	173	220	138	111	786	12.1	4.8
Hart	339	286	331	460	461	1,877	30.8	12.1
Henderson	1,040	1,557	1,373	912	932	5,814	35.6	15.4
Henry	991	735	676	1,092	1,404	4,898	87.3	28.1
Hickman	31	61	48	80	95	315	17.9	18.5
Hopkins	1,315	1,338	1,811	1,837	1,520	7,821	46.6	16.0
Jackson	20	34	15	20	14	103	2.2	1.1
Jefferson	8,388	10,571	9,497	8,392	6,352	43,200	17.5	8.0
Jessamine	1,084	1,112	1,389	1,381	1,266	6,232	38.6	11.5
Johnson	176	196	217	333	211	1,133	14.0	11.4
Kenton	2,949	3,817	4,615	4,751	3,468	19,600	36.1	10.2
Knott	46	96	146	65	52	405	7.5	3.4
Knox	335	395	362	330	525	1,947	18.5	8.7
Larue	263	333	297	207	209	1,309	25.7	12.1
Laurel	624	812	724	778	904	3,842	19.0	7.2
Lawrence	253	235	240	207	158	1,093	19.6	27.3

TABLE 35. SUMMARY OF SPEEDING CONVICTIONS BY COUNTY (2005 - 2009) (continued)

COUNTY	2005	2006	2007	2008	2009	TOTAL SPEEDING CONVICTIONS (FIVE YEARS)	ANNUAL AVERAGE SPEEDING CONVICTIONS PER 1,000 LICENSED DRIVERS	SPEEDING CONVICTIONS PER SPEED-RELATED CRASH
Lee	30	31	34	20	26	141	5.9	3.9
Leslie	133	130	166	86	137	652	16.0	8.2
Letcher	71	142	75	77	85	450	5.4	2.2
Lewis	177	264	161	143	176	921	19.1	26.3
Lincoln	398	543	703	593	613	2,850	33.0	15.9
Livingston	209	196	236	357	222	1,220	33.2	13.0
Logan	596	587	469	341	351	2,344	24.8	16.2
Lyon	333	397	388	307	346	1,771	60.9	17.2
McCracken	1,342	1,284	1,204	981	657	5,468	22.4	8.8
McCreary	46	67	38	24	37	212	3.9	1.8
McLean	123	84	158	197	69	631	17.7	17.5
Madison	1,953	1,794	1,806	2,083	1,622	9,258	34.8	8.2
Magoffin	55	47	24	41	36	203	4.7	2.0
Marion	85	90	96	69	72	412	6.5	4.4
Marshall	783	686	735	1,056	751	4,011	32.8	12.3
Martin	17	17	23	27	15	99	2.6	0.9
Mason	258	543	637	603	379	2,420	39.5	15.0
Meade	213	296	503	370	362	1,744	18.6	13.6
Menifee	21	20	34	48	22	145	6.3	3.5
Mercer	339	259	261	243	305	1,407	17.5	8.0
Metcalfe	104	304	340	268	261	1,277	35.2	17.5
Monroe	7	37	46	49	42	181	4.5	5.2
Montgomery	154	229	682	352	661	2,078	22.8	11.1
Morgan	215	273	134	261	273	1,156	27.4	6.2
Muhlenberg	364	457	373	467	432	2,093	18.4	12.5
Nelson	1,001	929	838	780	583	4,131	26.4	12.3
Nicholas	107	326	200	146	159	938	35.4	42.6
Ohio	1,229	1,295	1,196	1,127	1,061	5,908	70.2	34.0
Oldham	1,378	1,285	945	937	664	5,209	26.0	15.1
Owen	330	229	219	188	146	1,112	29.0	17.4
Owsley	3	1	3	4	4	15	0.9	0.4
Pendleton	327	394	292	314	284	1,611	29.8	11.8
Perry	47	62	125	118	133	485	4.9	2.2
Pike	158	124	149	151	154	736	3.3	1.1
Powell	487	628	509	389	300	2,313	50.9	46.3
Pulaski	727	1,104	956	736	788	4,311	19.4	7.6
Robertson	3	4	5	10	6	28	3.3	9.3
Rockcastle	849	683	603	320	177	2,632	45.6	9.8
Rowan	576	663	445	445	615	2,744	38.0	13.1
Russell	93	282	240	184	107	906	14.2	12.2
Scott	796	841	1,096	1,279	1,029	5,041	32.2	11.7
Shelby	1,131	1,414	1,314	1,646	1,192	6,697	48.5	13.6
Simpson	275	191	406	279	135	1,286	20.4	9.7
Spencer	115	148	182	230	235	910	14.5	13.4
Taylor	146	220	275	214	166	1,021	11.8	7.1
Todd	206	137	116	364	329	1,152	28.5	12.1
Trigg	136	148	173	396	249	1,102	21.8	13.1
Trimble	78	74	60	94	110	416	12.9	4.0
Union	203	230	205	195	178	1,011	19.0	7.7
Warren	1,946	1,987	2,269	2,121	1,939	10,262	29.5	10.1
Washington	158	167	222	225	173	945	23.0	8.8
Wayne	120	71	67	56	58	372	5.5	3.1
Webster	102	86	110	73	109	480	9.9	6.3
Whitley	202	152	196	203	315	1,068	8.9	3.8
Wolfe	633	607	449	860	885	3,434	138.1	55.4
Woodford	1,161	1,291	1,547	1,383	1,228	6,610	73.3	19.2
TOTAL*	78,944	84,776	85,006	80,288	72,437	401,451	27.4	10.9

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

TABLE 36. SPEEDING CONVICTION RATES IN DECREASING ORDER (BY COUNTY POPULATION CATEGORIES) (2005 - 2009)

POPULATION CATEGORY	COUNTY	ANNUAL AVERAGE SPEEDING CONVICTIONS PER 1,000 LICENSED DRIVERS	COUNTY	SPEEDING CONVICTIONS PER SPEED-RELATED CRASH
UNDER 10,000	Wolfe	138.1	Wolfe	55.4
	Gallatin	94.6	Nicholas	42.6
	Lyon	60.9	Gallatin	24.2
	Bracken	60.3	Hickman	18.5
	Nicholas	35.4	Bracken	18.4
	Livingston	33.2	Hancock	18.1
	Cumberland	26.4	Cumberland	17.5
	Hancock	22.7	McLean	17.5
	Fulton	19.3	Lyon	17.2
	Hickman	17.9	Livingston	13.0
	McLean	17.7	Ballard	12.6
	Ballard	15.9	Clinton	10.7
	Carlisle	14.1	Robertson	9.3
	Clinton	13.8	Fulton	8.6
	Trimble	12.9	Carlisle	7.1
	Menifee	6.3	Trimble	4.0
	Crittenden	5.9	Lee	3.9
	Lee	5.9	Crittenden	3.8
	Robertson	3.3	Menifee	3.5
	Elliott	1.6	Elliott	1.3
	Owsley	0.9	Owsley	0.4
10,000-14,999	Carroll	66.1	Powell	46.3
	Bath	55.2	Bath	31.6
	Powell	50.9	Carroll	29.2
	Caldwell	35.2	Fleming	27.6
	Metcalfe	35.2	Lewis	26.3
	Pendleton	29.8	Metcalfe	17.5
	Owen	29.0	Owen	17.4
	Todd	28.5	Edmonson	16.4
	Morgan	27.4	Caldwell	15.7
	Larue	25.7	Butler	13.6
	Washington	23.0	Spencer	13.4
	Garrard	22.9	Trigg	13.1
	Fleming	22.5	Green	12.3
	Trigg	21.8	Todd	12.1
	Edmonson	19.3	Larue	12.1
	Lewis	19.1	Pendleton	11.8
	Butler	19.1	Garrard	9.1
	Leslie	16.0	Washington	8.8
	Spencer	14.5	Leslie	8.2
	Webster	9.9	Webster	6.3
	Magoffin	4.7	Morgan	6.2
	Monroe	4.5	Monroe	5.2
	Green	3.9	Magoffin	2.0
	Martin	2.6	Jackson	1.1
	Jackson	2.2	Martin	0.9
15,000 - 24,999	Anderson	89.3	Anderson	68.1
	Henry	87.3	Grayson	39.8
	Woodford	73.3	Ohio	34.0
	Ohio	70.2	Henry	28.1
	Grayson	66.0	Lawrence	27.3
	Grant	60.6	Breckinridge	21.1
	Bourbon	47.8	Adair	20.5
	Rockcastle	45.6	Woodford	19.2
	Mason	39.5	Grant	17.6
	Rowan	38.0	Lincoln	15.9
	Lincoln	33.0	Mason	15.0
	Adair	32.0	Bourbon	14.3
	Hart	30.8	Rowan	13.1

TABLE 36. SPEEDING CONVICTION RATES IN DECREASING ORDER (BY COUNTY POPULATION CATEGORIES) (2005 - 2009) (continued)

POPULATION CATEGORY	COUNTY	ANNUAL AVERAGE SPEEDING CONVICTIONS PER 1,000 LICENSED DRIVERS	COUNTY	SPEEDING CONVICTIONS PER SPEED-RELATED CRASH
15,000 - 24,999	Montgomery	22.8	Russell	12.2
(cont'd)	Simpson	20.4	Hart	12.1
	Lawrence	19.6	Johnson	11.4
	Clay	19.4	Montgomery	11.1
	Union	19.0	Allen	10.2
	Allen	18.0	Rockcastle	9.8
	Mercer	17.5	Simpson	9.7
	Breckinridge	14.5	Casey	9.5
	Russell	14.2	Breathitt	8.9
	Johnson	14.0	Mercer	8.0
	Harrison	12.1	Union	7.7
	Taylor	11.8	Taylor	7.1
	Estill	11.4	Estill	6.9
	Breathitt	10.5	Clay	6.3
	Casey	9.3	Harrison	4.8
	Knott	7.5	Marion	4.4
	Marion	6.5	Knott	3.4
	Wayne	5.5	Wayne	3.1
	McCreary	3.9	McCreary	1.8
25,000 - 49,999	Franklin	50.6	Bell	16.8
	Shelby	48.5	Logan	16.2
	Hopkins	46.6	Hopkins	16.0
	Jessamine	38.6	Henderson	15.4
	Henderson	35.6	Oldham	15.1
	Clark	32.8	Clark	14.3
	Marshall	32.8	Meade	13.6
	Scott	32.2	Shelby	13.6
	Graves	31.1	Franklin	13.3
	Boyle	29.8	Graves	13.0
	Bell	27.6	Muhlenberg	12.5
	Nelson	26.4	Nelson	12.3
	Oldham	26.0	Marshall	12.3
	Carter	24.9	Carter	11.8
	Logan	24.8	Scott	11.7
	Boyd	23.6	Jessamine	11.5
	Barren	20.3	Barren	11.2
	Meade	18.6	Boyle	11.2
	Knox	18.5	Boyd	9.3
	Muhlenberg	18.4	Knox	8.7
	Greenup	13.1	Greenup	7.0
	Harlan	12.3	Harlan	6.5
	Calloway	10.9	Calloway	5.8
	Floyd	10.0	Whitley	3.8
	Whitley	8.9	Floyd	3.5
	Letcher	5.4	Perry	2.2
	Perry	4.9	Letcher	2.2
50,000 - OVER	Hardin	62.3	Hardin	29.7
	Boone	36.6	Daviess	19.1
	Kenton	36.1	Bullitt	15.2
	Daviess	35.4	Campbell	12.4
	Madison	34.8	Boone	10.8
	Campbell	32.6	Kenton	10.2
	Fayette	32.0	Warren	10.1
	Warren	29.5	McCracken	8.8
	Christian	26.4	Madison	8.2
	McCracken	22.4	Jefferson	8.0
	Bullitt	20.4	Pulaski	7.6
	Pulaski	19.4	Christian	7.3
	Laurel	19.0	Laurel	7.2
	Jefferson	17.5	Fayette	7.0
	Pike	3.3	Pike	1.1

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

	85th PERCENTILE SPEED (MPH)	
HIGHWAY TYPE AND SPEED LIMIT	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)

HIGHWAY TYPE AND SPEED LIMIT	85th PERCENTILE SPEED (MPH) 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 (2005 - 2009)

Crash Statistic	Number in Given Year 2005	2006	2007	2008	4-Year Average 2005 - 2008	2009	2009 Percent Change*
Total Crashes	128,685	127,252	124,553	123,530	126,005	126,237	0.2
Fatal Crashes	885	837	803	752	819	730	-10.9
Fatalities	985	913	864	826	897	791	-11.8
Injury Crashes	28,828	27,467	26,160	25,360	26,954	25,063	-7.0
Injuries	43,295	41,044	38,786	37,491	40,154	37,398	-6.9
Fatal and Injury Crashes	29,713	28,304	26,963	26,112	27,773	25,793	-7.1
Licensed Drivers (Millions)	2.93	2.91	3.00	3.03	2.97	3.09	4.0
Registered Vehicles (Millions)	3.54	3.71	3.76	3.78	3.70	3.74	1.2
Total Vehicle Miles (Billions)	47.384	47.639	47.870	47.176	47.517	47.236	-0.6
Total Crash/100 MVM	272	267	260	262	265	267	0.8
Fatal Crash/100 MVM	1.87	1.76	1.68	1.59	1.72	1.55	-10.2
Fatalities/100 MVM	2.08	1.92	1.80	1.75	1.89	1.67	-11.4
Injuries/100 MVM	91	86	81	79	85	79	-6.9
Speed Related Crashes	8,083	7,931	6,847	7,533	7,599	7,278	-4.2
Speed Related Injury Crashes	2,806	2,663	2,238	2,303	2,503	2,145	-14.3
Speed Related Fatal Crashes	191	168	151	139	162	123	-24.1
Speed Convictions	79,596	86,531	87,216	82,485	83,957	74,018	-11.8
Alcohol Related Crashes	5,440	5,360	5,167	5,015	5,246	4,984	-5.0
Alcohol Related Injury Crashes	2,166	2,118	1,987	1,850	2,030	1,778	-12.4
Alcohol Related Fatal Crashes	188	171	188	152	175	186	6.3
Alcohol Related Fatalities	204	188	204	160	189	203	7.4
DUI Filings	36,946	39,838	38,190	37,105	38,020	35,357	-7.0
DUI Convictions	23,710	25,294	25,018	24,296	24,580	22,924	-6.7
DUI Conviction Rate (Percent)**	83.7	83.8	84.9	85.3	84.4	85.4	1.2
Number DUI Filings/Alcohol Related Fatality	181	212	187	232	203	174	-14.2
Drug Related Crashes	1,246	1,351	1,370	1,414	1,345	1,397	3.9
Drug Related Injury Crashes	554	580	514	546	549	649	18.2
Drug Related Fatal Crashes	185	217	226	208	209	217	3.8
Pedestrian Related Crashes	902	909	894	994	925	936	1.2
Pedestrian Related Injury Crashes	751	759	749	793	763	769	0.8
Pedestrian Related Fatal Crashes	55	53	46	64	55	39	-29.1
Bicycle/Motor Vehicle Related Crashes	437	412	433	489	443	428	-3.4
Bicycle Related Injury Crashes	320	292	319	353	321	290	-9.7
Bicycle Related Fatal Crashes	12	5	2	6	6	5	-16.7
Motorcycle Related Crashes	1,777	1,765	2,087	2,159	1,947	1,915	-1.6
Motorcycle Related Injury Crashes	1,184	1,182	1,399	1,407	1,293	1,240	-4.1
Motorcycle Related Fatal Crashes	83	94	112	96	96	84	-12.5
School Bus Crashes	869	810	797	781	814	855	5.0
School Bus Injury Crashes	114	119	97	97	107	91	-15.0
School Bus Fatal Crashes	1	3	2	3	2	3	50.0
Truck Crashes	9,823	9,709	9,176	8,782	9,373	7,902	-15.7
Truck Injury Crashes	1,886	1,757	1,607	1,490	1,685	1,292	-23.3
Truck Fatal Crashes	118	103	104	98	106	105	-0.9
Train Crashes	62	52	61	39	54	49	-9.3
Train Injury Crashes	16	19	14	11	15	15	0.0
Train Fatal Crashes	4	8	6	3	5	1	-80.0

* Percent change from 2005-2008 average to 2009.

** 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	6	0.7	1	0.1	20	2.3	9	1.0	183	21.2
Allen	6	0.7	2	0.2	40	4.5	6	0.7	140	15.7
Anderson	10	1.0	4	0.4	60	6.3	19	2.0	196	20.5
Ballard	0	0.0	1	0.2	21	5.1	3	0.7	149	36.0
Barren	26	1.4	6	0.3	101	5.3	29	1.5	583	30.7
Bath	3	0.5	2	0.4	21	3.8	12	2.2	84	15.2
Bell	32	2.1	15	1.0	54	3.6	24	1.6	282	18.8
Boone	111	2.6	41	1.0	287	6.7	252	5.9	2120	49.3
Bourbon	14	1.4	6	0.6	55	5.7	24	2.5	271	28.0
Boyd	52	2.1	24	1.0	167	6.7	30	1.2	694	27.9
Boyle	29	2.1	10	0.7	88	6.4	16	1.2	259	18.7
Bracken	1	0.2	2	0.5	28	6.8	1	0.2	72	17.4
Breathitt	15	1.9	2	0.2	35	4.3	16	2.0	123	15.3
Breckinridge	7	0.8	3	0.3	24	2.6	9	1.0	127	13.6
Bullitt	37	1.2	15	0.5	164	5.4	71	2.3	950	31.0
Butler	3	0.5	2	0.3	32	4.9	4	0.6	58	8.9
Caldwell	11	1.7	4	0.6	25	3.8	10	1.5	171	26.2
Calloway	31	1.8	23	1.3	117	6.8	24	1.4	280	16.4
Campbell	166	3.7	77	1.7	173	3.9	69	1.6	881	19.9
Carlisle	0	0.0	1	0.4	11	4.1	1	0.4	63	23.5
Carroll	10	2.0	3	0.6	44	8.7	13	2.6	272	53.6
Carter	14	1.0	4	0.3	49	3.6	20	1.5	274	20.4
Casey	7	0.9	1	0.1	27	3.5	9	1.2	98	12.7
Christian	60	1.7	37	1.0	203	5.6	66	1.8	898	24.9
Clark	43	2.6	9	0.5	87	5.2	27	1.6	468	28.2
Clay	13	1.1	1	0.1	48	3.9	51	4.2	153	12.5
Clinton	3	0.6	1	0.2	14	2.9	1	0.2	64	13.3
Crittenden	6	1.3	1	0.2	23	4.9	6	1.3	107	22.8
Cumberland	4	1.1	1	0.3	11	3.1	2	0.6	56	15.7
Daviess	96	2.1	99	2.2	225	4.9	72	1.6	939	20.5
Edmonson	2	0.3	1	0.2	13	2.2	8	1.4	82	14.1
Elliott	4	1.2	0	0.0	20	5.9	9	2.7	41	12.2
Estill	16	2.1	5	0.7	32	4.2	9	1.2	67	8.8
Fayette	560	4.3	308	2.4	639	4.9	229	1.8	3758	28.9
Fleming	11	1.6	3	0.4	23	3.3	10	1.5	103	14.9
Floyd	29	1.4	6	0.3	87	4.1	76	3.6	546	25.7
Franklin	46	1.9	22	0.9	122	5.1	50	2.1	496	20.8
Fulton	2	0.5	4	1.0	13	3.4	2	0.5	88	22.7
Gallatin	10	2.5	3	0.8	24	6.1	7	1.8	278	70.6
Garrard	12	1.6	3	0.4	42	5.7	13	1.8	131	17.7
Grant	17	1.5	3	0.3	56	5.0	33	2.9	502	44.9
Graves	26	1.4	12	0.6	109	5.9	26	1.4	402	21.7
Grayson	19	1.6	5	0.4	53	4.4	14	1.2	235	19.5
Green	5	0.9	1	0.2	6	1.0	3	0.5	45	7.8
Greenup	15	0.8	7	0.4	78	4.2	25	1.4	191	10.4
Hancock	1	0.2	2	0.5	18	4.3	2	0.5	89	21.2
Hardin	58	1.2	39	0.8	246	5.2	81	1.7	1194	25.4
Harlan	22	1.3	10	0.6	51	3.1	18	1.1	326	19.6
Harrison	16	1.8	3	0.3	44	4.9	15	1.7	151	16.8
Hart	13	1.5	1	0.1	42	4.8	13	1.5	429	49.2
Henderson	45	2.0	38	1.7	121	5.4	43	1.9	732	32.7
Henry	11	1.5	6	0.8	32	4.2	4	0.5	281	37.3
Hickman	1	0.4	0	0.0	5	1.9	1	0.4	24	9.1
Hopkins	33	1.4	23	1.0	109	4.7	33	1.4	688	29.6
Jackson	3	0.4	2	0.3	26	3.9	8	1.2	100	14.8
Jefferson	1687	4.9	777	2.2	1564	4.5	1086	3.1	9479	27.3
Jessamine	46	2.4	19	1.0	128	6.6	119	6.1	483	24.7
Johnson	20	1.7	5	0.4	54	4.6	8	0.7	226	19.3
Kenton	287	3.8	126	1.7	297	3.9	195	2.6	2099	27.7
Knott	12	1.4	0	0.0	39	4.4	23	2.6	242	27.4

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	22	1.4	8	0.5	64	4.0	26	1.6	254	16.0
Larue	5	0.7	5	0.7	23	3.4	4	0.6	149	22.3
Laurel	34	1.3	12	0.5	151	5.7	44	1.7	882	33.5
Lawrence	4	0.5	2	0.3	21	2.7	14	1.8	164	21.1
Lee	2	0.5	1	0.3	12	3.0	3	0.8	36	9.1
Leslie	2	0.3	1	0.2	22	3.5	9	1.5	129	20.8
Letcher	15	1.2	2	0.2	51	4.0	22	1.7	373	29.5
Lewis	11	1.6	0	0.0	10	1.4	9	1.3	107	15.2
Lincoln	10	0.9	5	0.4	56	4.8	19	1.6	185	15.8
Livingston	5	1.0	0	0.0	38	7.8	11	2.2	126	25.7
Logan	11	0.8	7	0.5	57	4.3	20	1.5	305	23.0
Lyon	0	0.0	0	0.0	27	6.7	3	0.7	193	47.8
McCracken	75	2.3	37	1.1	247	7.5	62	1.9	846	25.8
McCreary	9	1.1	3	0.4	44	5.2	8	0.9	75	8.8
McLean	1	0.2	2	0.4	16	3.2	5	1.0	78	15.7
Madison	78	2.2	33	0.9	244	6.9	60	1.7	929	26.2
Magoffin	8	1.2	1	0.2	18	2.7	8	1.2	142	21.3
Marion	17	1.9	8	0.9	32	3.5	7	0.8	165	18.1
Marshall	23	1.5	5	0.3	93	6.2	20	1.3	445	29.5
Martin	5	0.8	0	0.0	20	3.2	10	1.6	95	15.1
Mason	23	2.7	12	1.4	66	7.9	6	0.7	321	38.2
Meade	20	1.5	2	0.2	62	4.7	6	0.5	126	9.6
Menifee	4	1.2	0	0.0	18	5.5	3	0.9	31	9.5
Mercer	19	1.8	3	0.3	56	5.4	9	0.9	153	14.7
Metcalfe	2	0.4	2	0.4	23	4.6	15	3.0	117	23.3
Monroe	3	0.5	0	0.0	18	3.1	6	1.0	122	20.8
Montgomery	18	1.6	3	0.3	75	6.7	28	2.5	294	26.1
Morgan	10	1.4	0	0.0	29	4.2	16	2.3	76	10.9
Muhlenberg	12	0.8	6	0.4	72	4.5	15	0.9	369	23.2
Nelson	36	1.9	11	0.6	90	4.8	35	1.9	386	20.6
Nicholas	2	0.6	0	0.0	7	2.1	5	1.5	40	11.7
Ohio	13	1.1	7	0.6	43	3.8	12	1.0	308	26.9
Oldham	23	1.0	11	0.5	59	2.6	62	2.7	404	17.5
Owen	4	0.8	3	0.6	41	7.8	2	0.4	67	12.7
Owsley	3	1.2	1	0.4	5	2.1	2	0.8	31	12.8
Pendleton	8	1.1	2	0.3	54	7.5	27	3.8	128	17.8
Perry	27	1.8	6	0.4	59	4.0	49	3.3	455	31.0
Pike	44	1.3	8	0.2	218	6.3	69	2.0	1159	33.7
Powell	8	1.2	1	0.2	31	4.7	4	0.6	67	10.1
Pulaski	35	1.2	12	0.4	140	5.0	31	1.1	641	22.8
Robertson	0	0.0	0	0.0	5	4.4	0	0.0	3	2.6
Rockcastle	13	1.6	2	0.2	35	4.2	15	1.8	347	41.9
Rowan	15	1.4	12	1.1	67	6.1	18	1.6	272	24.6
Russell	10	1.2	2	0.2	29	3.6	1	0.1	108	13.2
Scott	22	1.3	20	1.2	111	6.7	39	2.4	665	40.2
Shelby	18	1.1	17	1.0	91	5.5	36	2.2	590	35.4
Simpson	16	2.0	6	0.7	47	5.7	12	1.5	509	62.1
Spencer	3	0.5	1	0.2	30	5.1	17	2.9	80	13.6
Taylor	16	1.4	3	0.3	56	4.9	10	0.9	195	17.0
Todd	5	0.8	2	0.3	33	5.5	12	2.0	123	20.5
Trigg	10	1.6	5	0.8	31	4.9	6	1.0	159	25.2
Trimble	7	1.7	4	1.0	38	9.4	5	1.2	92	22.6
Union	18	2.3	4	0.5	54	6.9	11	1.4	169	21.6
Warren	83	1.8	63	1.4	316	6.8	92	2.0	1470	31.8
Washington	8	1.5	1	0.2	23	4.2	7	1.3	114	20.9
Wayne	10	1.0	3	0.3	22	2.2	17	1.7	112	11.2
Webster	7	1.0	0	0.0	11	1.6	5	0.7	115	16.3
Whitley	35	2.0	9	0.5	76	4.2	27	1.5	525	29.3
Wolfe	5	1.4	1	0.3	27	7.6	11	3.1	85	24.1
Woodford	19	1.6	9	0.8	71	6.1	18	1.6	353	30.4

* Five-Year (2005-2009) Total.

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

TABLE 41. PEDESTRIAN CRASH RATES BY COUNTY AND POPULATION CATEGORY (IN ORDER OF DECREASING PERCENTAGES) (2005-2009)(ALL ROADS)

COUNTY	NUMBER OF CRASHES	ANNUAL CRASH RATE (CRASHES PER 10,000 POP.)
POPULATION CATEGORY UNDER 10,000		
Gallatin	10	2.5
Trimble	7	1.7
Wolfe	5	1.4
Crittenden	6	1.3
Elliott	4	1.2
Owsley	3	1.2
Menifee	4	1.2
Cumberland	4	1.1
Livingston	5	1.0
Clinton	3	0.6
Nicholas	2	0.6
Lee	2	0.5
Fulton	2	0.5
Hickman	1	0.4
Bracken	1	0.2
Hancock	1	0.2
McLean	1	0.2
Carlisle	0	0.0
Lyon	0	0.0
Ballard	0	0.0
Robertson	0	0.0
POPULATION CATEGORY 10,000-14,999		
Carroll	10	2.0
Caldwell	11	1.7
Garrard	12	1.6
Trigg	10	1.6
Lewis	11	1.6
Fleming	11	1.6
Washington	8	1.5
Morgan	10	1.4
Powell	8	1.2
Magoffin	8	1.2
Pendleton	8	1.1
Webster	7	1.0
Green	5	0.9
Todd	5	0.8
Martin	5	0.8
Owen	4	0.8
Larue	5	0.7
Spencer	3	0.5
Monroe	3	0.5
Butler	3	0.5
Bath	3	0.5
Jackson	3	0.4
Metcalfe	2	0.4
Edmonson	2	0.3
Leslie	2	0.3
POPULATION CATEGORY 15,000-24,999		
Mason	23	2.7
Union	18	2.3
Estill	16	2.1
Simpson	16	2.0
Marion	17	1.9
Breathitt	15	1.9
Harrison	16	1.8
Mercer	19	1.8
Johnson	20	1.7
Woodford	19	1.6
Grayson	19	1.6
Rockcastle	13	1.6
Montgomery	18	1.6
Grant	17	1.5
Henry	11	1.5
Hart	13	1.5
Rowan	15	1.4
Taylor	16	1.4
Knott	12	1.4
Bourbon	14	1.4
Russell	10	1.2
Ohio	13	1.1
McCreary	9	1.1
Clay	13	1.1
Anderson	10	1.0
Wayne	10	1.0
Casey	7	0.9
Lincoln	10	0.9
Breckinridge	7	0.8
Adair	6	0.7
Allen	6	0.7
Lawrence	4	0.5
POPULATION CATEGORY 25,000-50,000		
Clark	43	2.6
Jessamine	46	2.4
Bell	32	2.1
Boyd	52	2.1
Boyle	29	2.1
Henderson	45	2.0
Whitley	35	2.0
Franklin	46	1.9
Nelson	36	1.9
Calloway	31	1.8
Perry	27	1.8
Meade	20	1.5
Marshall	23	1.5
Barren	26	1.4
Floyd	29	1.4
Hopkins	33	1.4
Knox	22	1.4
Graves	26	1.4
Harlan	22	1.3
Scott	22	1.3
Letcher	15	1.2
Shelby	18	1.1
Carter	14	1.0
Oldham	23	1.0
Muhlenberg	12	0.8
Greenup	15	0.8
Logan	11	0.8
POPULATION CATEGORY OVER 50,000		
Jefferson	1,687	4.9
Fayette	560	4.3
Kenton	287	3.8
Campbell	166	3.7
Boone	111	2.6
McCracken	75	2.3
Madison	78	2.2
Daviess	96	2.1
Warren	83	1.8
Christian	60	1.7
Pike	44	1.3
Laurel	34	1.3
Hardin	58	1.2
Bullitt	37	1.2
Pulaski	35	1.2

TABLE 42. PEDESTRIAN CRASH RATES BY CITY AND POPULATION CATEGORY
(IN ORDER OF DECREASING PERCENTAGES)(2005-2009)

CITY	NUMBER OF CRASHES (2005-2009)	ANNUAL CRASH RATE (CRASHES PER 10,000 POPULATION)
POPULATION CATEGORY OVER 200,000		
Louisville	1,545	12.1
Lexington	560	4.3
POPULATION CATEGORY 20,000-55,000		
Covington	182	8.4
Florence	68	5.8
Paducah	58	4.4
Richmond	51	3.8
Ashland	37	3.4
Hopkinsville	47	3.1
Owensboro	81	3.0
Frankfort	39	2.8
Henderson	37	2.7
Bowling Green	63	2.6
Jeffersontown	26	2.0
Elizabethtown	22	2.0
Radcliff	21	1.9
POPULATION CATEGORY 10,000-19,999		
Newport	103	12.1
Shively	67	8.8
Bardstown	25	4.8
Winchester	40	4.8
Nicholasville	41	4.2
Somerset	23	4.1
Mayfield	18	3.5
Danville	27	3.5
Murray	26	3.5
Middlesboro	17	3.3
Erlanger	27	3.2
Campbellsville	15	2.9
Shelbyville	14	2.8
Madisonville	26	2.7
Glasgow	15	2.3
Independence	16	2.1
Georgetown	18	2.0
Fort Thomas	14	1.7
POPULATION CATEGORY 5,000-9,999		
Pikeville	18	5.7
London	16	5.6
Bellevue	17	5.2
Cynthiana	15	4.8
La Grange	13	4.6
Corbin	17	4.4
Maysville	19	4.2
Leitchfield	12	3.9
Franklin	15	3.8
Lebanon	10	3.5
Williamsburg	9	3.5
Princeton	10	3.1
Highland Heights	10	3.1
Monticello	9	3.0
Dayton	9	3.0
Versailles	11	2.9
Elsmere	11	2.7
Harrodsburg	11	2.7
Paris	12	2.6
Shepherdsville	10	2.4
Russellville	8	2.2
Berea	11	2.2
Fort Wright	6	2.1
Morehead	6	2.0
Mount Washington	8	1.9
Fort Mitchell	6	1.5
Lawrenceburg	6	1.3
Taylor Mill	4	1.2
Mount Sterling	3	1.0
Central City	3	1.0
Edgewood	4	0.9
Flatwoods	3	0.8
Alexandria	3	0.7
POPULATION CATEGORY 2,500-4,999		
Ludlow	15	6.8
Irvine	9	6.3
Hazard	15	6.2
Benton	12	5.7
Mount Vernon	7	5.4
Flemingsburg	8	5.3
Lancaster	9	4.8
Springfield	6	4.6
Morganfield	7	4.0
Prestonsburg	7	3.9
Grayson	7	3.6
Paintsville	7	3.4
Marion	5	3.1
Carrollton	6	3.1
Providence	5	2.8
Barbourville	5	2.8
Scottsville	5	2.3
Greenville	5	2.3
Hodgenville	3	2.1
Cold Spring	4	2.1
Columbia	4	2.0
Beaver Dam	3	2.0
Williamstown	3	1.9
Cumberland	2	1.5
Calvert City	2	1.5
Tompkinsville	2	1.5
Lakeside Park	2	1.4
Fulton	2	1.4
Vine Grove	3	1.4
Dawson Springs	2	1.3
Stanton	2	1.3
Stanford	2	1.2
Southgate	1	0.6

TABLE 43. BICYCLE CRASH RATES BY COUNTY AND POPULATION CATEGORY (IN ORDER OF DECREASING PERCENTAGES) (2005-2009)

COUNTY	NUMBER OF CRASHES	ANNUAL CRASH RATE (CRASHES PER 10,000 POP.)
POPULATION CATEGORY UNDER 10,000		
Fulton	4	1.0
Trimble	4	1.0
Gallatin	3	0.8
Hancock	2	0.5
Bracken	2	0.5
McLean	2	0.4
Owsley	1	0.4
Carlisle	1	0.4
Wolfe	1	0.3
Lee	1	0.3
Cumberland	1	0.3
Crittenden	1	0.2
Clinton	1	0.2
Ballard	1	0.2
Nicholas	0	0.0
Elliott	0	0.0
Menifee	0	0.0
Livingston	0	0.0
Hickman	0	0.0
Lyon	0	0.0
Robertson	0	0.0
POPULATION CATEGORY 10,000-14,999		
Trigg	5	0.8
Larue	5	0.7
Carroll	3	0.6
Owen	3	0.6
Caldwell	4	0.6
Garrard	3	0.4
Fleming	3	0.4
Metcalfe	2	0.4
Bath	2	0.4
Jackson	2	0.3
Todd	2	0.3
Butler	2	0.3
Pendleton	2	0.3
Powell	1	0.2
Leslie	1	0.2
Spencer	1	0.2
Edmonson	1	0.2
Green	1	0.2
Magoffin	1	0.2
Washington	1	0.2
Martin	0	0.0
Lewis	0	0.0
Webster	0	0.0
Morgan	0	0.0
Monroe	0	0.0
POPULATION CATEGORY 15,000-24,999		
Mason	12	1.4
Rowan	12	1.1
Marion	8	0.9
Henry	6	0.8
Woodford	9	0.8
Estill	5	0.7
Simpson	6	0.7
Bourbon	6	0.6
Ohio	7	0.6
Union	4	0.5
Lincoln	5	0.4
McCreary	3	0.4
Anderson	4	0.4
Johnson	5	0.4
Grayson	5	0.4
Wayne	3	0.3
Breckinridge	3	0.3
Grant	3	0.3
Montgomery	3	0.3
Mercer	3	0.3
Taylor	3	0.3
Lawrence	2	0.3
Harrison	3	0.3
Rockcastle	2	0.2
Allen	2	0.2
Russell	2	0.2
Breathitt	2	0.2
Hart	1	0.1
Adair	1	0.1
Casey	1	0.1
Clay	1	0.1
Knott	0	0.0
POPULATION CATEGORY 25,000-50,000		
Henderson	38	1.7
Calloway	23	1.3
Scott	20	1.2
Boyd	24	1.0
Hopkins	23	1.0
Shelby	17	1.0
Jessamine	19	1.0
Bell	15	1.0
Franklin	22	0.9
Boyle	10	0.7
Harlan	10	0.6
Nelson	11	0.6
Graves	12	0.6
Whitley	9	0.5
Oldham	11	0.5
Clark	9	0.5
Logan	7	0.5
Knox	8	0.5
Muhlenberg	6	0.4
Perry	6	0.4
Greenup	7	0.4
Marshall	5	0.3
Floyd	6	0.3
Carter	4	0.3
Barren	6	0.3
Meade	2	0.2
Letcher	2	0.2
POPULATION CATEGORY OVER 50,000		
Fayette	308	2.4
Jefferson	777	2.2
Daviess	99	2.2
Kenton	126	1.7
Campbell	77	1.7
Warren	63	1.4
McCracken	37	1.1
Boone	41	1.0
Christian	37	1.0
Madison	33	0.9
Hardin	39	0.8
Bullitt	15	0.5
Laurel	12	0.5
Pulaski	12	0.4
Pike	8	0.2

TABLE 44. BICYCLE CRASH RATES BY CITY AND POPULATION CATEGORY
(IN ORDER OF DECREASING PERCENTAGES)(2005-2009)

CITY	NUMBER OF CRASHES (2005-2009)	ANNUAL CRASH RATE (CRASHES PER 10,000 POPULATION)
POPULATION CATEGORY OVER 200,000		
Louisville	585	4.6
Lexington	228	1.8
POPULATION CATEGORY 20,000-55,000		
Covington	70	3.2
Owensboro	78	2.9
Henderson	29	2.1
Bowling Green	42	1.7
Paducah	23	1.7
Florence	20	1.7
Ashland	18	1.6
Hopkinsville	24	1.6
Richmond	17	1.3
Elizabethtown	12	1.1
Jeffersontown	10	0.8
Radcliff	9	0.8
Frankfort	10	0.7
POPULATION CATEGORY 10,000-19,999		
Newport	32	3.8
Shively	21	2.8
Middlesboro	12	2.3
Murray	15	2.0
Mayfield	10	1.9
Shelbyville	9	1.8
Madisonville	16	1.7
Erlanger	13	1.6
Fort Thomas	12	1.5
Georgetown	13	1.4
Bardstown	7	1.3
Nicholasville	10	1.0
Danville	7	0.9
Somerset	4	0.7
Winchester	6	0.7
Campbellsville	3	0.6
Independence	4	0.5
Glasgow	3	0.5
POPULATION CATEGORY 5,000-9,999		
Morehead	10	3.4
Bellevue	11	3.4
Maysville	10	2.2
London	6	2.1
Lebanon	6	2.1
Berea	8	1.6
Versailles	6	1.6
Leitchfield	4	1.3
Elsmere	5	1.2
Flatwoods	4	1.1
Princeton	3	0.9
Paris	4	0.9
Russellville	3	0.8
Corbin	3	0.8
Wilmore	2	0.7
Central City	2	0.7
Lawrenceburg	3	0.7
Pikeville	2	0.6
Shepherdsville	2	0.5
Franklin	2	0.5
Fort Mitchell	2	0.5
Harrodsburg	2	0.5
Fort Wright	1	0.4
Williamsburg	1	0.4
Edgewood	2	0.4
Monticello	1	0.3
Dayton	1	0.3
Cynthiana	1	0.3
Highland Heights	1	0.3
Villa Hills	1	0.3
Alexandria	1	0.2
Mount Washington	1	0.2
POPULATION CATEGORY 2,500-4,999		
Fulton	4	2.9
Flemingsburg	3	2.0
Paintsville	4	1.9
Stanford	3	1.7
Hartford	2	1.6
Calvert City	2	1.5
Vine Grove	3	1.4
Lakeside Park	2	1.4
Hodgenville	2	1.4
Irvine	2	1.4
Hazard	3	1.2
Southgate	2	1.2
Morganfield	2	1.1
Prestonsburg	2	1.1
Lancaster	2	1.1
Grayson	2	1.0
Carrollton	2	1.0
Scottsville	2	0.9
Greenville	2	0.9
Springfield	1	0.8
Mount Vernon	1	0.8
Beaver Dam	1	0.7
Marion	1	0.6
Williamstown	1	0.6
Barbourville	1	0.6
Columbia	1	0.5

TABLE 45. MOTORCYCLE CRASH RATES BY COUNTY AND POPULATION CATEGORY (IN ORDER OF DECREASING PERCENTAGES) (2005-2009)

COUNTY	NUMBER OF CRASHES	ANNUAL CRASH RATE (CRASHES PER 10,000 POP.)
POPULATION CATEGORY UNDER 10,000		
Trimble	38	9.4
Livingston	38	7.8
Wolfe	27	7.6
Bracken	28	6.8
Lyon	27	6.7
Gallatin	24	6.1
Elliott	20	5.9
Menifee	18	5.5
Ballard	21	5.1
Crittenden	23	4.9
Robertson	5	4.4
Hancock	18	4.3
Carlisle	11	4.1
Fulton	13	3.4
McLean	16	3.2
Cumberland	11	3.1
Lee	12	3.0
Clinton	14	2.9
Nicholas	7	2.1
Owsley	5	2.1
Hickman	5	1.9
POPULATION CATEGORY 10,000-14,999		
Carroll	44	8.7
Owen	41	7.8
Pendleton	54	7.5
Garrard	42	5.7
Todd	33	5.5
Spencer	30	5.1
Trigg	31	4.9
Butler	32	4.9
Powell	31	4.7
Metcalfe	23	4.6
Washington	23	4.2
Morgan	29	4.2
Jackson	26	3.9
Caldwell	25	3.8
Bath	21	3.8
Leslie	22	3.5
Larue	23	3.4
Fleming	23	3.3
Martin	20	3.2
Monroe	18	3.1
Magoffin	18	2.7
Edmonson	13	2.2
Webster	11	1.6
Lewis	10	1.4
Green	6	1.0
POPULATION CATEGORY 15,000-24,999		
Mason	66	7.9
Union	54	6.9
Montgomery	75	6.7
Anderson	60	6.3
Woodford	71	6.1
Rowan	67	6.1
Bourbon	55	5.7
Simpson	47	5.7
Mercer	56	5.4
McCreary	44	5.2
Grant	56	5.0
Taylor	56	4.9
Harrison	44	4.9
Hart	42	4.8
Lincoln	56	4.8
Johnson	54	4.6
Allen	40	4.5
Knott	39	4.4
Grayson	53	4.4
Breathitt	35	4.3
Rockcastle	35	4.2
Estill	32	4.2
Henry	32	4.2
Clay	48	3.9
Ohio	43	3.8
Russell	29	3.6
Marion	32	3.5
Casey	27	3.5
Lawrence	21	2.7
Breckinridge	24	2.6
Adair	20	2.3
Wayne	22	2.2
POPULATION CATEGORY 25,000-50,000		
Calloway	117	6.8
Boyd	167	6.7
Scott	111	6.7
Jessamine	128	6.6
Boyle	88	6.4
Marshall	93	6.2
Graves	109	5.9
Shelby	91	5.5
Henderson	121	5.4
Barren	101	5.3
Clark	87	5.2
Franklin	122	5.1
Nelson	90	4.8
Hopkins	109	4.7
Meade	62	4.7
Muhlenberg	72	4.5
Logan	57	4.3
Greenup	78	4.2
Whitley	76	4.2
Floyd	87	4.1
Perry	59	4.0
Knox	64	4.0
Letcher	51	4.0
Carter	49	3.6
Bell	54	3.6
Harlan	51	3.1
Oldham	59	2.6
POPULATION CATEGORY OVER 50,000		
McCracken	247	7.5
Madison	244	6.9
Warren	316	6.8
Boone	287	6.7
Pike	218	6.3
Laurel	151	5.7
Christian	203	5.6
Bullitt	164	5.4
Hardin	246	5.2
Pulaski	140	5.0
Daviess	225	4.9
Fayette	639	4.9
Jefferson	1,564	4.5
Campbell	173	3.9
Kenton	297	3.9

TABLE 46. MOTORCYCLE CRASH RATES BY CITY AND POPULATION CATEGORY
(IN ORDER OF DECREASING PERCENTAGES)(2005-2009)

CITY	NUMBER OF CRASHES (2005-2009)	ANNUAL CRASH RATE (CRASHES PER 10,000 POPULATION)
POPULATION CATEGORY OVER 200,000		
Louisville	1,414	11.0
Lexington	639	4.9
POPULATION CATEGORY 20,000-55,000		
Paducah	142	10.8
Bowling Green	198	8.0
Florence	92	7.8
Ashland	82	7.5
Elizabethtown	83	7.4
Richmond	99	7.3
Henderson	83	6.1
Hopkinsville	92	6.1
Frankfort	77	5.6
Owensboro	141	5.2
Radcliff	57	5.2
Covington	95	4.4
Jeffersontown	37	2.8
POPULATION CATEGORY 10,000-19,999		
Somerset	50	8.8
Danville	58	7.5
Murray	54	7.2
Shively	53	7.0
Shelbyville	35	6.9
Glasgow	42	6.5
Nicholasville	60	6.1
Newport	52	6.1
Bardstown	29	5.6
Erlanger	45	5.4
Campbellsville	27	5.1
Georgetown	43	4.8
Winchester	40	4.8
Independence	32	4.3
Mayfield	22	4.3
Madisonville	39	4.0
Middlesboro	14	2.7
Fort Thomas	13	1.6
POPULATION CATEGORY 5,000-9,999		
Pikeville	58	18.4
London	40	14.1
Shepherdsville	48	11.5
Mount Sterling	23	7.8
Maysville	32	7.1
Harrodsburg	28	7.0
Fort Wright	20	7.0
Berea	32	6.5
Franklin	23	5.8
Paris	26	5.7
Morehead	17	5.7
Versailles	21	5.6
Central City	16	5.4
Leitchfield	16	5.2
La Grange	13	4.6
Russellville	16	4.5
Corbin	17	4.4
Williamsburg	11	4.3
Mount Washington	18	4.2
Princeton	13	4.0
Monticello	12	4.0
Lawrenceburg	16	3.6
Cynthiana	11	3.5
Taylor Mill	11	3.2
Bellevue	10	3.1
Lebanon	9	3.1
Flatwoods	11	2.9
Villa Hills	11	2.8
Dayton	8	2.7
Alexandria	11	2.7
Fort Mitchell	11	2.7
Highland Heights	7	2.1
Edgewood	6	1.3
Elsmere	5	1.2
Wilmore	1	0.3
POPULATION CATEGORY 2,500-4,999		
Prestonsburg	22	12.2
Calvert City	13	9.6
Carrollton	17	8.8
Russell	15	8.2
Hazard	19	7.9
Scottsville	17	7.9
Paintsville	16	7.7
Stanford	13	7.6
Springfield	10	7.6
Greenville	14	6.4
Cold Spring	12	6.3
Marion	9	5.6
Barbourville	10	5.6
Tompkinsville	7	5.3
Grayson	10	5.2
Benton	11	5.2
Williamstown	8	5.0
Columbia	9	4.5
Stanton	6	4.0
Dawson Springs	6	4.0
Mount Vernon	5	3.9
Hartford	5	3.9
Fulton	5	3.6
Southgate	6	3.5
Beaver Dam	5	3.3
Lancaster	6	3.2
Morganfield	5	2.9
Providence	4	2.2
Hodgenville	3	2.1
Irvine	3	2.1
Vine Grove	4	1.9
Ludlow	4	1.8
Park Hills	2	1.3
Cumberland	1	0.8
Hickman	1	0.8
Lakeside Park	1	0.7

TABLE 47. SCHOOL BUS CRASH RATES BY COUNTY AND POPULATION CATEGORY (IN ORDER OF DECREASING PERCENTAGES) (2005-2009)

COUNTY	NUMBER OF CRASHES	ANNUAL CRASH RATE (CRASHES PER 10,000 POP.)
POPULATION CATEGORY UNDER 10,000		
Wolfe	11	3.1
Elliott	9	2.7
Livingston	11	2.2
Gallatin	7	1.8
Nicholas	5	1.5
Crittenden	6	1.3
Trimble	5	1.2
McLean	5	1.0
Menifee	3	0.9
Lee	3	0.8
Owsley	2	0.8
Lyon	3	0.7
Ballard	3	0.7
Cumberland	2	0.6
Fulton	2	0.5
Hancock	2	0.5
Carlisle	1	0.4
Hickman	1	0.4
Clinton	1	0.2
Bracken	1	0.2
Robertson	0	0.0
POPULATION CATEGORY 10,000-14,999		
Pendleton	27	3.8
Metcalfe	15	3.0
Spencer	17	2.9
Carroll	13	2.6
Morgan	16	2.3
Bath	12	2.2
Todd	12	2.0
Garrard	13	1.8
Martin	10	1.6
Fleming	10	1.5
Caldwell	10	1.5
Leslie	9	1.5
Edmonson	8	1.4
Washington	7	1.3
Lewis	9	1.3
Jackson	8	1.2
Magoffin	8	1.2
Monroe	6	1.0
Trigg	6	1.0
Webster	5	0.7
Larue	4	0.6
Powell	4	0.6
Butler	4	0.6
Green	3	0.5
Owen	2	0.4
POPULATION CATEGORY 15,000-24,999		
Clay	51	4.2
Grant	33	2.9
Knott	23	2.6
Bourbon	24	2.5
Montgomery	28	2.5
Breathitt	16	2.0
Anderson	19	2.0
Lawrence	14	1.8
Rockcastle	15	1.8
Harrison	15	1.7
Wayne	17	1.7
Rowan	18	1.6
Woodford	18	1.6
Lincoln	19	1.6
Hart	13	1.5
Simpson	12	1.5
Union	11	1.4
Casey	9	1.2
Grayson	14	1.2
Estill	9	1.2
Adair	9	1.0
Ohio	12	1.0
Breckinridge	9	1.0
McCreary	8	0.9
Taylor	10	0.9
Mercer	9	0.9
Marion	7	0.8
Mason	6	0.7
Allen	6	0.7
Johnson	8	0.7
Henry	4	0.5
Russell	1	0.1
POPULATION CATEGORY 25,000-50,000		
Jessamine	119	6.1
Floyd	76	3.6
Perry	49	3.3
Oldham	62	2.7
Scott	39	2.4
Shelby	36	2.2
Franklin	50	2.1
Henderson	43	1.9
Nelson	35	1.9
Letcher	22	1.7
Knox	26	1.6
Bell	24	1.6
Clark	27	1.6
Whitley	27	1.5
Barren	29	1.5
Carter	20	1.5
Logan	20	1.5
Calloway	24	1.4
Graves	26	1.4
Greenup	25	1.4
Hopkins	33	1.4
Marshall	20	1.3
Boyle	16	1.2
Boyd	30	1.2
Harlan	18	1.1
Muhlenberg	15	0.9
Meade	6	0.5
POPULATION CATEGORY OVER 50,000		
Boone	252	5.9
Jefferson	1,086	3.1
Kenton	195	2.6
Bullitt	71	2.3
Warren	92	2.0
Pike	69	2.0
McCracken	62	1.9
Fayette	229	1.8
Christian	66	1.8
Madison	60	1.7
Hardin	81	1.7
Laurel	44	1.7
Campbell	69	1.6
Daviess	72	1.6
Pulaski	31	1.1

TABLE 48. SCHOOL BUS CRASH RATES BY CITY AND POPULATION CATEGORY
(IN ORDER OF DECREASING PERCENTAGES)(2005-2009)

CITY	NUMBER OF CRASHES (2005-2009)	ANNUAL CRASH RATE (CRASHES PER 10,000 POPULATION)
POPULATION CATEGORY OVER 200,000		
Louisville	979	7.6
Lexington	229	1.8
POPULATION CATEGORY 20,000-55,000		
Florence	63	5.4
Hopkinsville	40	2.7
Henderson	34	2.5
Frankfort	33	2.4
Elizabethtown	26	2.3
Covington	48	2.2
Richmond	29	2.1
Jeffersontown	27	2.0
Owensboro	51	1.9
Bowling Green	44	1.8
Paducah	22	1.7
Ashland	18	1.6
Radcliff	13	1.2
POPULATION CATEGORY 10,000-19,999		
Nicholasville	78	7.9
Shively	51	6.7
Bardstown	22	4.2
Independence	26	3.5
Shelbyville	16	3.2
Glasgow	16	2.5
Winchester	21	2.5
Georgetown	22	2.4
Murray	17	2.3
Mayfield	11	2.1
Danville	13	1.7
Middlesboro	9	1.7
Somerset	9	1.6
Erlanger	13	1.6
Newport	13	1.5
Madisonville	12	1.2
Campbellsville	6	1.1
Fort Thomas	5	0.6
POPULATION CATEGORY 5,000-9,999		
Taylor Mill	24	6.9
Edgewood	25	5.3
Shepherdsville	18	4.3
Cynthiana	13	4.2
Pikeville	13	4.1
London	11	3.9
Mount Sterling	11	3.7
Alexandria	15	3.6
Paris	16	3.5
Villa Hills	13	3.3
Berea	14	2.8
La Grange	8	2.8
Corbin	11	2.8
Fort Wright	7	2.5
Wilmore	7	2.4
Morehead	7	2.4
Lawrenceburg	10	2.2
Versailles	8	2.1
Mount Washington	9	2.1
Russellville	7	2.0
Monticello	6	2.0
Bellevue	6	1.9
Princeton	6	1.8
Franklin	7	1.8
Dayton	5	1.7
Leitchfield	5	1.6
Elsmere	4	1.0
Central City	3	1.0
Lebanon	3	1.0
Fort Mitchell	4	1.0
Harrodsburg	4	1.0
Maysville	4	0.9
Flatwoods	3	0.8
Highland Heights	2	0.6
Williamsburg	1	0.4
POPULATION CATEGORY 2,500-4,999		
Prestonsburg	12	6.6
Williamstown	9	5.6
Carrollton	10	5.2
Hazard	11	4.6
Lakeside Park	6	4.2
Beaver Dam	6	4.0
Barbourville	7	3.9
Grayson	7	3.6
Tompkinsville	4	3.0
Springfield	4	3.0
Stanford	5	2.9
Flemingsburg	4	2.7
Lancaster	5	2.7
Benton	5	2.4
Scottsville	5	2.3
Stanton	3	2.0
Columbia	4	2.0
Morganfield	3	1.7
Paintsville	3	1.5
Vine Grove	3	1.4
Irvine	2	1.4
Marion	2	1.3
Greenville	2	0.9
Hartford	1	0.8
Dawson Springs	1	0.7
Fulton	1	0.7
Park Hills	1	0.7
Providence	1	0.6

TABLE 49. TRUCK CRASH RATES BY COUNTY AND POPULATION CATEGORY (IN ORDER OF DECREASING PERCENTAGES) (2005-2009)

COUNTY	NUMBER OF CRASHES	ANNUAL CRASH RATE (CRASHES PER 10,000 POP.)
POPULATION CATEGORY UNDER 10,000		
Gallatin	278	70.6
Lyon	193	47.8
Ballard	149	36.0
Livingston	126	25.7
Wolfe	85	24.1
Carlisle	63	23.5
Crittenden	107	22.8
Fulton	88	22.7
Trimble	92	22.6
Hancock	89	21.2
Bracken	72	17.4
McLean	78	15.7
Cumberland	56	15.7
Clinton	64	13.3
Owsley	31	12.8
Elliott	41	12.2
Nicholas	40	11.7
Menifee	31	9.5
Hickman	24	9.1
Lee	36	9.1
Robertson	3	2.6
POPULATION CATEGORY 10,000-14,999		
Carroll	272	53.6
Caldwell	171	26.2
Trigg	159	25.2
Metcalfe	117	23.3
Larue	149	22.3
Magoffin	142	21.3
Washington	114	20.9
Leslie	129	20.8
Monroe	122	20.8
Todd	123	20.5
Pendleton	128	17.8
Garrard	131	17.7
Webster	115	16.3
Lewis	107	15.2
Bath	84	15.2
Martin	95	15.1
Fleming	103	14.9
Jackson	100	14.8
Edmonson	82	14.1
Spencer	80	13.6
Owen	67	12.7
Morgan	76	10.9
Powell	67	10.1
Butler	58	8.9
Green	45	7.8

COUNTY	NUMBER OF CRASHES	ANNUAL CRASH RATE (CRASHES PER 10,000 POP.)
POPULATION CATEGORY 15,000-24,999		
Simpson	509	62.1
Hart	429	49.2
Grant	502	44.9
Rockcastle	347	41.9
Mason	321	38.2
Henry	281	37.3
Woodford	353	30.4
Bourbon	271	28.0
Knott	242	27.4
Ohio	308	26.9
Montgomery	294	26.1
Rowan	272	24.6
Union	169	21.6
Adair	183	21.2
Lawrence	164	21.1
Anderson	196	20.5
Grayson	235	19.5
Johnson	226	19.3
Marion	165	18.1
Taylor	195	17.0
Harrison	151	16.8
Lincoln	185	15.8
Allen	140	15.7
Breathitt	123	15.3
Mercer	153	14.7
Breckinridge	127	13.6
Russell	108	13.2
Casey	98	12.7
Clay	153	12.5
Wayne	112	11.2
McCreary	75	8.8
Estill	67	8.8
POPULATION CATEGORY 25,000-50,000		
Scott	665	40.2
Shelby	590	35.4
Henderson	732	32.7
Perry	455	31.0
Barren	583	30.7
Hopkins	688	29.6
Letcher	373	29.5
Marshall	445	29.5
Whitley	525	29.3
Clark	468	28.2
Boyd	694	27.9
Floyd	546	25.7
Jessamine	483	24.7
Muhlenberg	369	23.2
Logan	305	23.0
Graves	402	21.7
Franklin	496	20.8
Nelson	386	20.6
Carter	274	20.4
Harlan	326	19.6
Bell	282	18.8
Boyle	259	18.7
Oldham	404	17.5
Calloway	280	16.4
Knox	254	16.0
Greenup	191	10.4
Meade	126	9.6
POPULATION CATEGORY OVER 50,000		
Boone	2,120	49.3
Pike	1,159	33.7
Laurel	882	33.5
Warren	1,470	31.8
Bullitt	950	31.0
Fayette	3,758	28.9
Kenton	2,099	27.7
Jefferson	9,479	27.3
Madison	929	26.2
McCracken	846	25.8
Hardin	1,194	25.4
Christian	898	24.9
Pulaski	641	22.8
Daviess	939	20.5
Campbell	881	19.9

TABLE 50. MOTOR VEHICLE-TRAIN CRASH RATES BY COUNTY AND POPULATION CATEGORY
(IN ORDER OF DECREASING PERCENTAGES) (2005 - 2009)

COUNTY	NUMBER OF CRASHES	ANNUAL CRASH RATE (CRASHES PER 10,000 POP.)
POPULATION CATEGORY UNDER 10,000		
Lee	2	0.51
Carlisle	1	0.37
Bracken	1	0.24
McLean	1	0.20
Livingston	0	0.00
Clinton	0	0.00
Crittenden	0	0.00
Hancock	0	0.00
Ballard	0	0.00
Trimble	0	0.00
Lyon	0	0.00
Gallatin	0	0.00
Fulton	0	0.00
Cumberland	0	0.00
Wolfe	0	0.00
Nicholas	0	0.00
Elliott	0	0.00
Menifee	0	0.00
Hickman	0	0.00
Owsley	0	0.00
Robertson	0	0.00
POPULATION CATEGORY 10,000 - 14,999		
Todd	5	0.84
Pendleton	2	0.28
Carroll	1	0.20
Magoffin	1	0.15
Webster	1	0.14
Garrard	0	0.00
Lewis	0	0.00
Morgan	0	0.00
Fleming	0	0.00
Jackson	0	0.00
Larue	0	0.00
Powell	0	0.00
Caldwell	0	0.00
Butler	0	0.00
Trigg	0	0.00
Martin	0	0.00
Leslie	0	0.00
Spencer	0	0.00
Monroe	0	0.00
Edmonson	0	0.00
Green	0	0.00
Bath	0	0.00
Washington	0	0.00
Owen	0	0.00
Metcalfe	0	0.00
POPULATION CATEGORY 15,000 - 24,999		
Mercer	8	0.77
Hart	5	0.57
Lawrence	4	0.51
Breathitt	4	0.50
Simpson	4	0.49
Grant	5	0.45
Henry	3	0.40
Breckinridge	2	0.21
Lincoln	2	0.17
Grayson	2	0.17
Rockcastle	1	0.12
Knott	1	0.11
Harrison	1	0.11
Anderson	1	0.10
POPULATION CATEGORY 15,000-24,999 (cont.)		
Ohio	1	0.09
Woodford	1	0.09
Johnson	1	0.09
Clay	0	0.00
Taylor	0	0.00
Montgomery	0	0.00
Rowan	0	0.00
Wayne	0	0.00
Bourbon	0	0.00
Marion	0	0.00
Allen	0	0.00
Adair	0	0.00
McCreary	0	0.00
Mason	0	0.00
Russell	0	0.00
Union	0	0.00
Casey	0	0.00
Estill	0	0.00
POPULATION CATEGORY 25,000-49,999		
Oldham	16	0.69
Floyd	13	0.61
Hopkins	11	0.47
Whitley	6	0.33
Letcher	4	0.32
Harlan	5	0.30
Boyd	7	0.28
Henderson	6	0.27
Scott	4	0.24
Knox	3	0.19
Shelby	3	0.18
Logan	1	0.08
Perry	1	0.07
Bell	1	0.07
Marshall	1	0.07
Clark	1	0.06
Graves	1	0.05
Nelson	1	0.05
Barren	1	0.05
Franklin	0	0.00
Jessamine	0	0.00
Greenup	0	0.00
Calloway	0	0.00
Muhlenberg	0	0.00
Boyle	0	0.00
Carter	0	0.00
Meade	0	0.00
POPULATION CATEGORY 50,000 - OVER		
Pike	10	0.29
Pulaski	8	0.28
Daviess	11	0.24
Christian	8	0.22
Bullitt	5	0.16
Jefferson	48	0.14
Warren	6	0.13
Hardin	6	0.13
Boone	5	0.12
Laurel	3	0.11
Madison	3	0.08
Kenton	5	0.07
Campbell	2	0.05
Fayette	5	0.04
McCracken	1	0.03

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
2008	6,106	4.21
2009	6,269	4.24

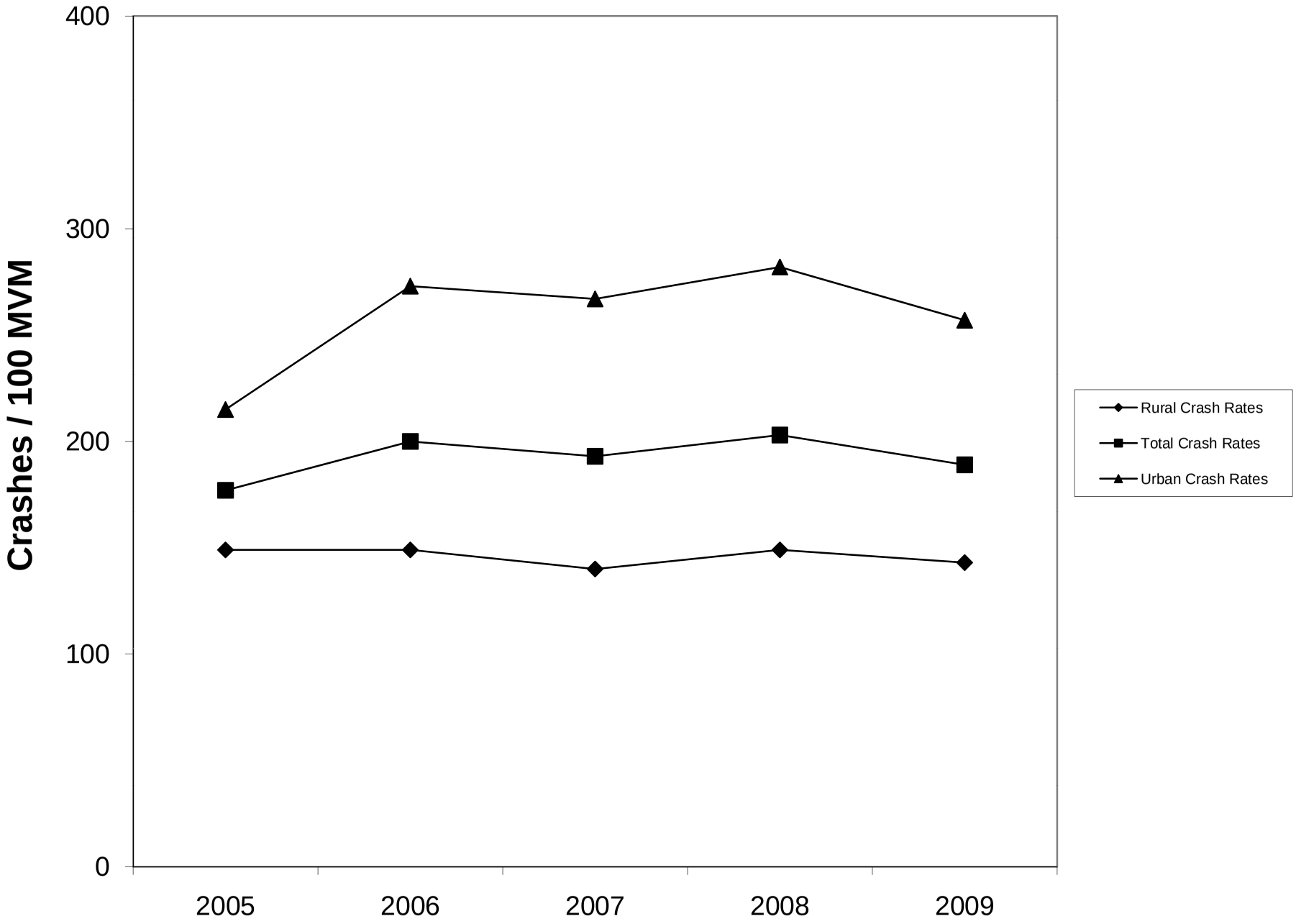

Figure 1. Trends in Crash Rates
(State-Maintained Roads)

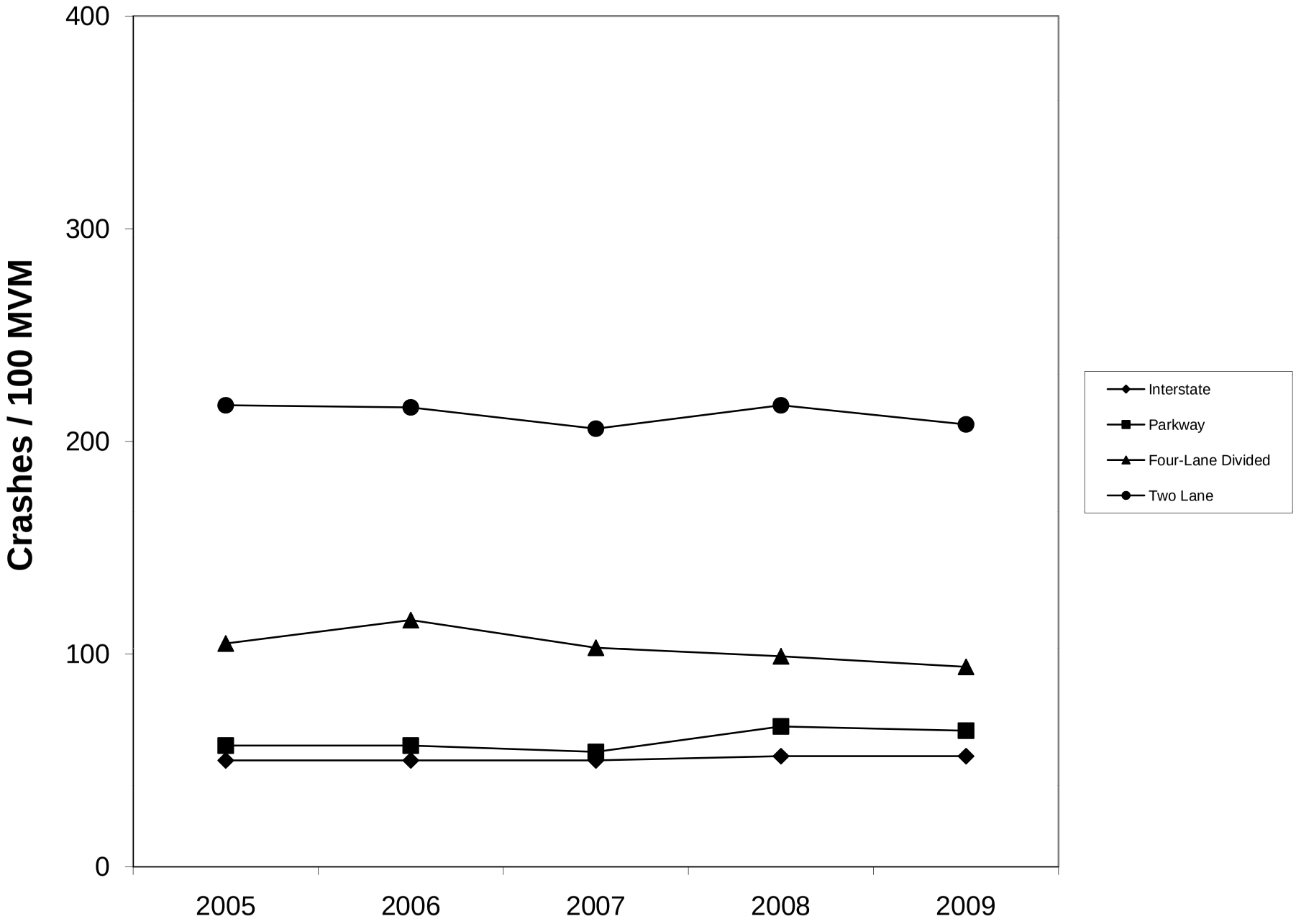

Figure 2. Trends in Rural Crash Rates
(State-Maintained Roads)

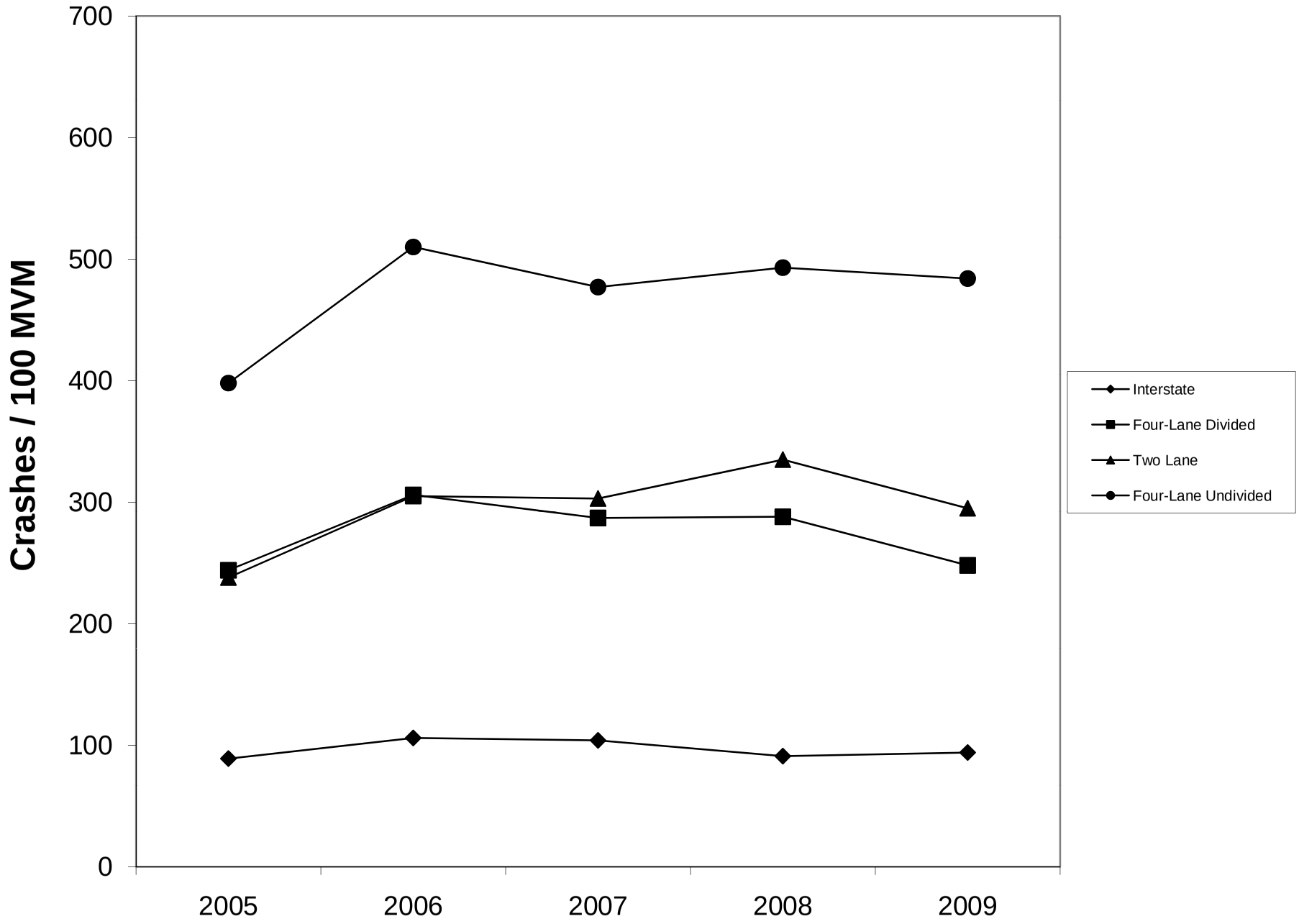

Figure 3. Trends in Urban Crash Rates (State-Maintained Roads)

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 18 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 (5.2 percent) is substantially higher than that on urban roads (2.6 percent). The highest percentages of ice or snow crashes are on interstates and parkways with the highest being 11.4 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 (31 percent) than urban roads (23 percent). The highest percentage is on rural parkways, followed by rural interstates.

TABLE A-1. STATEWIDE CRASH RATES BY FUNCTIONAL CLASSIFICATION (2005 - 2009)

LOCATION	FUNCTIONAL CLASSIFICATION	AVERAGE TOTAL MILEAGE	AVERAGE AADT	CRASH RATES (CRASHES PER 100 MVM) ALL	INJURY	FATAL
Rural	Principal Arterial, Interstate	547	33,001	41	9	0.6
	Principal Arterial, Other Freeway	2,348	8,185	85	23	1.3
	Minor Arterial	1,718	4,547	162	44	2.1
	Major Collector	6,184	2,171	183	57	2.8
	Minor Collector	8,947	731	210	66	3.8
	Local System	5,519	421	185	57	2.3
Urban	Principal Arterial, Interstate	197	75,755	81	16	0.4
	Principal Arterial, Other Freeway	66	32,309	96	18	0.5
	Other Principal Arterial	780	19,686	340	66	0.9
	Minor Arterial	1,009	9,911	256	51	0.8
	Collector	949	4,763	135	28	0.7
	Local System	142	2,244	323	57	0.9

TABLE A-2. STATEWIDE CRASH RATES BY ADMINISTRATIVE CLASSIFICATION (2005 - 2009)

ADMINISTRATIVE CLASSIFICATION	TOTAL CRASHES	AVERAGE TOTAL MILEAGE	AVERAGE AADT	CRASH RATES (CRASHES PER 100 MVM)
Primary	177,683	5,030	14,878	130
Secondary	105,238	7,716	3,169	236
Rural Secondary	38,150	12,811	714	228
Unclassified	4,254	1,937	535	225

TABLE A-3. STATEWIDE CRASH RATES BY MEDIAN TYPE
(RURAL ROADS WITH FOUR OR MORE LANES (2005 - 2009))

MEDIAN TYPE	TOTAL CRASHES	AVERAGE TOTAL MILEAGE	AVERAGE AADT	CRASH RATES (CRASHES PER 100 MVM)
Undivided	4,060	93	19,217	125
Divided, Median Less Than 30 Feet, No Barrier	9,112	343	17,695	82
Divided, Median Greater Than 30 Feet, No Barrier	25,146	1,319	17,684	59

TABLE A-4. STATEWIDE CRASH RATES BY ACCESS CONTROL (2005 - 2009)

ACCESS CONTROL	TOTAL CRASHES	AVERAGE TOTAL MILEAGE	AVERAGE AADT	CRASH RATES (CRASHES PER 100 MVM)
Full Control	58,359	1,398	28,919	79
Partial Control	26,037	601	11,715	203
No Control	318,694	25,917	2,512	268

TABLE A-5. STATEWIDE CRASH RATES FOR RURAL HIGHWAYS BY FEDERAL-AID SYSTEM AND TERRAIN (2005 - 2009)

FEDERAL-AID SYSTEM	CRASH RATES BY TERRAIN CLASSIFICATION (CRASHES/100MVM)		
	FLAT	ROLLING	MOUNTAINOUS
Interstate	57	57	51
Federal-Aid Primary	137	125	120
Federal-Aid Secondary	202	220	227
Non Federal-Aid	249	263	253
All	188	156	161

TABLE A-6. STATEWIDE CRASH RATES BY RURAL-URBAN DESIGNATION (2005 - 2009)

AREA TYPE	TOTAL CRASHES	AVERAGE TOTAL MILEAGE	AVERAGE AADT	CRASH RATES (CRASHES PER 100 MVM)
Rural	179,637	25,263	2,667	146
Small Urban Area	59,849	1,132	9,672	300
Urbanized Area	163,626	1,433	22,056	284

TABLE A-7. STATEWIDE CRASH RATES BY ROUTE SIGNING IDENTIFIER (2005 - 2009)

ROUTE SIGNING IDENTIFIER	TOTAL CRASHES	AVERAGE TOTAL MILEAGE	AVERAGE AADT	CRASH RATES (CRASHES PER 100 MVM)
Interstate	43,954	745	44,310	73
US	150,433	3,568	8,296	278
State	208,722	23,182	2,022	244

TABLE A-8. RELATIONSHIP BETWEEN CRASH RATE AND TRAFFIC VOLUME (2005 - 2009)

VOLUME RANGE (AADT)	CRASH RATES (CRASHES PER 100 MVM) FEDERAL-AID PRIMARY	FEDERAL-AID URBAN	FEDERAL-AID SECONDARY	NON-FEDERAL AID
0-999	245	359	253	265
1,000-2,499	207	503	233	463
2,500-4,999	174	362	226	269
5,000-9,999	129	366	207	273
10,000-19,999	186	401	289	221
20,000-29,999	296	443	502	*
30,000-39,999	368	444	*	*
40,000 or more	205	407	235	266

* 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 (2005 - 2009)

		PERCENT OF ALL CRASHES		
LOCATION	HIGHWAY TYPE	WET	SNOW OR ICE	DARKNESS
Rural	One-Lane	19	8.9	28
	Two-Lane	25	4.6	30
	Three-Lane	22	3.5	31
	Four-Lane Divided (Non-Interstate or Parkway)	20	4.0	29
	Four-Lane Undivided	20	2.5	22
	Interstate	27	8.9	36
	Parkway	23	11.4	41
	All Rural	25	5.2	31
Urban	Two-Lane	19	2.5	22
	Three-Lane	22	2.2	24
	Four-Lane Divided (Non-Interstate or Parkway)	18	2.2	22
	Four-Lane Undivided	16	1.5	20
	Interstate	20	5.6	29
	Parkway	24	7.8	30
	All Urban	18	2.6	23

APPENDIX B

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

TABLE B-1. STATEWIDE RURAL CRASH RATES BY HIGHWAY TYPE CLASSIFICATION (2007-2009)

HIGHWAY TYPE	TOTAL MILEAGE*	AADT	CRASHES RATES (CRASHES PER 100 MVM) ALL	INJURY	FATAL
One-Lane	114	220	235	75	0.0
Two-Lane	23,384	1,540	210	61	3.1
Three-Lane	26	9,060	139	38	1.2
Four-Lane Divided (Non-Interstate or Parkway)	616	11,110	99	26	1.3
Four-Lane Undivided	59	13,240	206	48	2.0
Interstate	549	32,930	51	11	0.8
Parkway	583	9,420	61	14	0.8
All	25,332	2,660	144	40	2.1

* Average for the three years.

TABLE B-2. STATEWIDE URBAN CRASH RATES BY HIGHWAY TYPE CLASSIFICATION (2007-2009)

HIGHWAY TYPE	TOTAL MILEAGE*	AADT	CRASHES RATES (CRASHES PER 100 MVM) ALL	INJURY	FATAL
Two-Lane	2,040	6,560	311	60	1.0
Three-Lane	34	9,930	444	68	1.1
Four-Lane Divided (Non-Interstate or Parkway)	412	23,210	275	56	0.7
Four-Lane Undivided	366	18,880	485	90	0.9
Interstate	194	73,570	97	18	0.4
Parkway	32	14,730	100	23	0.8
All **	3,123	14,880	269	51	0.7

* 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 (2007-2009)

RURAL OR URBAN	HIGHWAY TYPE	NUMBER OF CRASHES	NUMBER OF SPOTS*	MILLION VEHICLES PER YEAR	CRASHES PER MILLION VEHICLES PER SPOT
Rural	One-Lane	66	381	0.08	0.70
	Two-Lane	82,798	77,946	0.56	0.63
	Three-Lane	358	87	3.31	0.42
	Four-Lane Divided (Non-Interstate or Parkway)	7,393	2,053	4.06	0.30
	Four-Lane Undivided	1,763	197	4.83	0.62
	Interstate	10,119	1,829	12.02	0.15
	Parkway	3,689	1,944	3.44	0.18
	All Rural	106,186	84,439	0.97	0.43
Urban	Two-Lane	45,555	6,800	2.39	0.93
	Three-Lane	1,630	113	3.63	1.33
	Four-Lane Divided	28,778	1,374	8.47	0.82
	Four-Lane Undivided	36,681	1,220	6.89	1.45
	Interstate	15,163	647	26.85	0.29
	Parkway	510	105	5.38	0.30
	All Urban**	136,905	10,411	5.43	0.81

* 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 (2007-2009)

RURAL OR URBAN	HIGHWAY TYPE	CRASHES PER SPOT*		CRASHES PER ONE MILE SECTION	
		AVERAGE	CRITICAL NUMBER	AVERAGE	CRITICAL NUMBER
Rural	One-Lane	0.17	2	0.58	3
	Two-Lane	1.06	4	3.54	9
	Three-Lane	4.13	10	13.77	24
	Four-Lane Divided (Non-Interstate or Parkway)	3.60	9	12.00	21
	Four-Lane Undivided	8.96	17	29.88	44
	Interstate	5.53	12	18.44	30
	Parkway	1.90	6	6.32	13
	All Rural	1.26	5	4.19	10
Urban	Two-Lane	6.70	14	22.33	35
	Three-Lane	14.49	25	48.29	67
	Four-Lane Divided	20.94	33	69.80	92
	Four-Lane Undivided	30.08	45	100.25	127
	Interstate	23.44	36	78.12	101
	Parkway	4.84	11	16.13	27
	All Urban**	13.15	23	43.83	61

* 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 (2007-2009)

RURAL OR URBAN	HIGHWAY TYPE	NUMBER OF CRASHES	NUMBER OF SPOTS*	MILLION VEHICLES PER YEAR	CRASHES PER MILLION VEHICLES PER SPOT
Rural	One-Lane	66	1,143	0.08	0.23
	Two-Lane	82,798	233,837	0.56	0.21
	Three-Lane	358	260	3.31	0.14
	Four-Lane Divided (Non-Interstate or Parkway)	7,393	6,160	4.06	0.10
	Four-Lane Undivided	1,763	590	4.83	0.21
	Interstate	10,119	5,487	12.02	0.05
	Parkway	3,689	5,833	3.44	0.06
	All Rural	106,186	253,317	0.97	0.14
Urban	Two-Lane	45,555	20,401	2.39	0.31
	Three-Lane	1,630	338	3.63	0.44
	Four-Lane Divided	28,778	4,123	8.47	0.27
	Four-Lane Undivided	36,681	3,659	6.89	0.48
	Interstate	15,163	1,941	26.85	0.10
	Parkway	510	316	5.38	0.10
	All Urban**	136,905	31,234	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 (2007-2009)

RURAL OR URBAN	HIGHWAY TYPE	CRASHES PER SPOT*		CRASHES PER ONE MILE SECTION	
		AVERAGE	CRITICAL NUMBER	AVERAGE	CRITICAL NUMBER
Rural	One-Lane	0.06	1	0.58	3
	Two-Lane	0.35	2	3.54	9
	Three-Lane	1.38	5	13.77	24
	Four-Lane Divided (Non-Interstate or Parkway)	1.20	5	12.00	21
	Four-Lane Undivided	2.99	8	29.88	44
	Interstate	1.84	6	18.44	30
	Parkway	0.63	3	6.32	13
	All Rural	0.42	3	4.19	10
Urban	Two-Lane	2.23	7	22.33	35
	Three-Lane	4.83	11	48.29	67
	Four-Lane Divided	6.98	14	69.80	92
	Four-Lane Undivided	10.03	19	100.25	127
	Interstate	7.81	16	78.12	101
	Parkway	1.61	5	16.13	27
	All Urban**	4.38	10	43.83	61

* 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)(2007-2009)

	CRITICAL CRASH RATE (C/MV) BY HIGHWAY TYPE		
AADT	ONE-LANE	TWO-LANE	THREE-LANE
100	8.53	8.34	7.62
500	2.81	2.72	2.36
1,000	1.87	1.79	1.52
2,500	1.16	1.11	0.91
5,000	0.85	0.81	0.64
7,500	0.72	0.68	0.54
10,000	0.65	0.61	0.48
15,000	0.57	0.53	0.41
20,000	0.52	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)(2007-2009)

	CRITICAL CRASH RATE (C/MV) BY HIGHWAY TYPE			
AADT	FOUR-LANE DIVIDED (NON-INTERSTATE AND PARKWAY)	FOUR-LANE UNDIVIDED	INTERSTATE	PARKWAY
500	2.11	2.72	1.74	1.83
1,000	1.34	1.79	1.06	1.12
2,500	0.77	1.11	0.58	0.62
5,000	0.54	0.81	0.39	0.42
10,000	0.39	0.61	0.27	0.30
15,000	0.33	0.53	0.22	0.25
20,000	0.30	0.49	0.20	0.22
30,000	0.26	0.43	0.17	0.19
40,000	0.23	0.40	0.15	0.17
50,000	0.22	0.38	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)(2007-2009)

	CRITICAL CRASH RATE (C/MV) BY HIGHWAY TYPE	
AADT	TWO-LANE	THREE-LANE
500	3.16	3.66
1,000	2.14	2.53
2,500	1.36	1.66
5,000	1.01	1.26
7,500	0.87	1.10
10,000	0.79	1.00
15,000	0.69	0.89
20,000	0.64	0.83
30,000	0.58	0.75
40,000	0.54	0.71

TABLE B-10. CRITICAL CRASH RATES FOR 0.1 MILE "SPOTS" ON URBAN FOUR-LANE HIGHWAYS, INTERSTATES, AND PARKWAYS (THREE-YEAR PERIOD)(2007-2009)

	CRITICAL CRASH RATE (C/MV) BY HIGHWAY TYPE			
AADT	FOUR-LANE DIVIDED (NON-INTERSTATE AND PARKWAY)	FOUR-LANE UNDIVIDED	INTERSTATE	PARKWAY
1,000	2.01	2.64	1.34	1.34
5,000	0.93	1.33	0.54	0.54
10,000	0.72	1.06	0.39	0.39
15,000	0.63	0.95	0.33	0.33
20,000	0.58	0.88	0.30	0.30
30,000	0.52	0.81	0.26	0.26
40,000	0.48	0.76	0.23	0.23
50,000	0.46	0.73	0.22	0.22
60,000	0.44	0.71	0.21	0.21
70,000	0.43	0.69	0.20	0.20
80,000	0.42	0.68	0.19	0.19
90,000	0.41	0.66	0.19	0.19
100,000	0.40	0.66	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 (2005-2009)

	CRITICAL NUMBERS OF CRASHES FOR THE GIVEN SECTION LENGTH (MILES)						
HIGHWAY TYPE	0.4	1	2	5	10	15	20
One-Lane	3	4	6	12	20	27	34
Two-Lane	7	13	21	45	81	115	149
Three-Lane	14	29	50	111	208	302	395
Four-Lane Divided (Non-Interstate and Parkway)	16	33	59	133	249	363	476
Four-Lane Undivided	34	73	134	310	595	876	1,154
Interstate	22	45	82	185	351	514	676
Parkway	10	19	33	70	128	185	241

TABLE C-2. CRITICAL NUMBERS OF CRASH RATES ON URBAN HIGHWAYS BY HIGHWAY TYPE AND SECTION LENGTH (2005-2009)

	CRITICAL NUMBERS OF CRASHES FOR THE GIVEN SECTION LENGTH (MILES)					
HIGHWAY TYPE	0.4	1	2	5	8	10
Two-Lane	25	52	94	213	330	406
Three-Lane (Non-Interstate and Parkway)	50	110	206	482	753	933
Four-Lane Divided	65	145	274	648	1,016	1,260
Four-Lane Undivided	87	198	376	897	1,410	1,750
Interstate	73	164	310	736	1,155	1,433
Parkway	20	42	76	172	264	325

APPENDIX D

CRITICAL CRASH RATE TABLES FOR HIGHWAY SECTIONS

TABLE D-1. CRITICAL CRASH RATES FOR RURAL ONE-LANE SECTIONS (FIVE-YEAR PERIOD)(2005-2009)

	CRITICAL CRASH RATE (C/100 MVM) FOR THE GIVEN SECTION LENGTH (MILES)				
AADT	0.5	1	2	5	10
100	2,136	1,469	1,054	726	574
200	1,469	1,054	790	574	473
300	1,204	886	680	510	429
400	1,054	790	617	473	404
500	956	726	574	448	387
700	832	645	520	415	364
1,000	726	574	473	387	345
1,500	630	510	429	360	326
2,000	574	473	404	345	316
2,500	537	448	387	334	308
3,000	510	429	374	326	303

TABLE D-2. CRITICAL CRASH RATES FOR RURAL TWO-LANE SECTIONS (FIVE-YEAR PERIOD)(2005-2009)

	CRITICAL CRASH RATE (C/100 MVM) FOR THE GIVEN SECTION LENGTH (MILES)					
AADT	0.5	1	2	5	10	20
100	2,005	1,367	972	661	519	423
300	1,114	812	618	458	383	331
500	879	661	519	400	343	304
1,000	661	519	423	343	304	277
1,500	571	458	383	318	287	265
2,000	519	423	359	304	277	258
3,000	458	383	331	287	265	249
4,000	423	359	315	277	258	244
5,000	400	343	304	270	253	241
7,000	370	322	289	261	247	237
8,000	359	315	284	258	244	235
9,000	350	309	280	255	243	234
10,000	343	304	277	253	241	233

TABLE D-3. CRITICAL CRASH RATES FOR RURAL THREE-LANE SECTIONS (FIVE-YEAR PERIOD)(2005-2009)

	CRITICAL CRASH RATE (C/100 MVM) FOR THE GIVEN SECTION LENGTH (MILES)				
AADT	0.5	1	2	3	5
100	1,612	1,062	730	598	475
300	849	598	440	375	312
500	653	475	360	312	266
1,000	475	360	285	253	222
1,500	402	312	253	228	203
2,000	360	285	234	213	191
3,000	312	253	213	195	178
4,000	285	234	200	185	171
5,000	266	222	191	178	165
6,000	253	213	185	173	161
7,000	243	206	180	169	159
8,000	234	200	177	166	156
9,000	228	195	173	164	154
10,000	222	191	171	161	152

TABLE D-4. CRITICAL CRASH RATES FOR RURAL FOUR-LANE DIVIDED SECTIONS (NON-INTERSTATE AND PARKWAY) (FIVE-YEAR PERIOD)(2005-2009)

	CRITICAL CRASH RATE (C/100 MVM) FOR THE GIVEN SECTION LENGTH (MILES)				
AADT	0.5	1	2	5	10
500	600	432	324	237	195
1,000	432	324	254	195	167
2,500	298	237	195	160	143
5,000	237	195	167	143	131
7,500	210	178	155	136	126
10,000	195	167	148	131	123
15,000	178	155	139	126	119
20,000	167	148	134	123	117
30,000	155	139	129	119	114
40,000	148	134	125	117	113
50,000	143	131	123	116	112

TABLE D-5. CRITICAL CRASH RATES FOR RURAL FOUR-LANE UNDIVIDED SECTIONS (FIVE-YEAR PERIOD)(2005-2009)

	CRITICAL CRASH RATE (C/100 MVM) FOR THE GIVEN SECTION LENGTH (MILES)				
AADT	0.5	1	2	5	10
500	909	687	540	419	360
1,000	687	540	443	360	320
2,500	505	419	360	310	285
5,000	419	360	320	285	267
7,500	382	335	302	274	260
10,000	360	320	292	267	255
20,000	320	292	272	255	247
30,000	302	280	264	250	243
40,000	292	272	259	247	241
50,000	285	267	255	244	239

TABLE D-6. CRITICAL CRASH RATES FOR RURAL INTERSTATE SECTIONS (FIVE-YEAR PERIOD)(2005-2009)

	CRITICAL CRASH RATE (C/100 MVM) FOR THE GIVEN SECTION LENGTH (MILES)					
AADT	0.5	1	2	5	10	20
500	432	298	214	148	117	96
1,000	298	214	160	117	96	82
2,500	194	148	117	91	79	70
5,000	148	117	96	79	70	65
7,500	128	104	88	74	67	62
10,000	117	96	82	70	65	60
20,000	96	82	73	65	60	58
30,000	88	76	69	62	59	56
40,000	82	73	66	60	58	56
50,000	79	70	65	59	57	55

TABLE D-7. CRITICAL CRASH RATES FOR RURAL PARKWAY SECTIONS (FIVE-YEAR PERIOD)(2005-2009)

	CRITICAL CRASH RATE (C/100 MVM) FOR THE GIVEN SECTION LENGTH (MILES)					
AADT	0.5	1	2	5	10	20
400	526	361	259	178	140	115
700	387	275	204	146	119	101
1,000	323	234	178	131	109	94
1,500	266	198	154	117	100	87
2,000	234	178	140	109	94	84
3,000	198	154	124	100	87	79
4,000	178	140	115	94	84	76
5,000	164	131	109	90	81	75
7,000	146	119	101	85	78	72
10,000	131	109	94	81	75	70
20,000	109	94	84	75	70	67
40,000	94	84	76	70	67	65

TABLE D-8. CRITICAL CRASH RATES FOR URBAN TWO-LANE SECTIONS (FIVE-YEAR PERIOD)(2005-2009)

	CRITICAL CRASH RATE (C/100 MVM) FOR THE GIVEN SECTION LENGTH (MILES)				
AADT	0.5	1	2	5	10
500	1,058	812	649	512	446
1,000	812	649	539	446	401
2,500	609	512	446	389	361
5,000	512	446	401	361	341
7,500	471	418	381	349	333
10,000	446	401	369	341	327
15,000	418	381	355	333	321
20,000	401	369	347	327	318
30,000	381	355	337	321	313
40,000	369	347	331	318	311
50,000	361	341	327	315	309

TABLE D-9. CRITICAL CRASH RATES FOR URBAN THREE-LANE SECTIONS (FIVE-YEAR PERIOD)(2005-2009)

	CRITICAL CRASH RATE (C/100 MVM) FOR THE GIVEN SECTION LENGTH (MILES)				
AADT	0.5	1	2	5	10
500	1,378	1,085	889	723	642
1,000	1,085	889	756	642	586
2,500	841	723	642	572	537
5,000	723	642	586	537	513
7,500	672	607	562	522	502
10,000	642	586	547	513	496
15,000	607	562	530	502	488
20,000	586	547	520	496	484
30,000	562	530	508	488	478
40,000	547	520	501	484	475
50,000	537	513	496	481	473

TABLE D-10. CRITICAL CRASH RATES FOR URBAN FOUR-LANE DIVIDED SECTIONS (NON-INTERSTATE AND PARKWAY) (FIVE-YEAR PERIOD)(2005-2009)

	CRITICAL CRASH RATE (C/100 MVM) FOR THE GIVEN SECTION LENGTH (MILES)				
AADT	0.5	1	2	5	10
1,000	776	618	512	422	377
2,500	579	486	422	366	339
5,000	486	422	377	339	320
10,000	422	377	347	320	307
15,000	394	358	333	312	301
20,000	377	347	325	307	297
25,000	366	339	320	303	295
30,000	358	333	316	301	293
40,000	347	325	310	297	291
50,000	339	320	307	295	289
60,000	333	316	304	293	288

TABLE D-11. CRITICAL CRASH RATES FOR URBAN FOUR-LANE UNDIVIDED SECTIONS (FIVE-YEAR PERIOD)(2005-2009)

	CRITICAL CRASH RATE (C/100 MVM) FOR THE GIVEN SECTION LENGTH (MILES)				
AADT	0.5	1	2	5	10
1,000	1,115	916	780	664	607
2,500	866	747	664	593	557
5,000	747	664	607	557	533
10,000	664	607	568	533	515
15,000	629	582	550	522	507
20,000	607	568	540	515	503
25,000	593	557	533	511	500
30,000	582	550	527	507	497
40,000	568	540	520	503	494
50,000	557	533	515	500	492
60,000	550	527	511	497	490

TABLE D-12. CRITICAL CRASH RATES FOR URBAN INTERSTATE SECTIONS (FIVE-YEAR PERIOD)(2005-2009)

	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	227	186	159	136	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	136	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	126	117	111	106	103
100,000	124	116	110	105	103

TABLE D-13. CRITICAL CRASH RATES FOR URBAN PARKWAY SECTIONS (FIVE-YEAR PERIOD)(2005-2009)

	CRITICAL CRASH RATE (C/100 MVM) FOR THE GIVEN SECTION LENGTH (MILES)					
AADT	0.5	1	2	5	10	20
500	606	436	328	240	198	170
1,000	436	328	257	198	170	150
2,500	302	240	198	163	145	133
5,000	240	198	170	145	133	125
7,500	213	180	157	138	128	121
10,000	198	170	150	133	125	119
15,000	180	157	142	128	121	116
20,000	170	150	137	125	119	115
30,000	157	142	131	121	116	113
40,000	150	137	127	119	115	112
90,000	135	126	120	114	112	110
50,000	145	133	125	118	114	111

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)(2005-2009)

	CRITICAL CRASH RATE (C/MV) BY HIGHWAY TYPE		
AADT	ONE-LANE	TWO-LANE	THREE-LANE
100	8.67	8.20	6.78
500	3.61	3.35	2.56
1,000	2.65	2.44	1.80
2,500	1.89	1.71	1.21
5,000	1.53	1.38	0.94
7,500	1.38	1.23	0.83
10,000	1.29	1.15	0.76
15,000	1.18	1.05	0.69
20,000	1.12	0.99	0.64

TABLE E-2. CRITICAL CRASH RATES FOR "SPOTS" ON RURAL FOUR-LANE HIGHWAYS, INTERSTATES, AND PARKWAYS (FIVE-YEAR PERIOD)(2005-2009)

	CRITICAL CRASH RATE (C/MV) BY HIGHWAY TYPE			
AADT	FOUR-LANE DIVIDED (NON-INTERSTATE AND PARKWAY)	FOUR-LANE UNDIVIDED	INTERSTATE	PARKWAY
500	2.36	3.45	1.74	1.87
1,000	1.65	2.53	1.16	1.26
2,500	1.09	1.78	0.73	0.80
5,000	0.84	1.44	0.54	0.60
10,000	0.67	1.20	0.41	0.46
15,000	0.60	1.10	0.36	0.41
20,000	0.56	1.05	0.33	0.37
30,000	0.51	0.98	0.29	0.34
40,000	0.48	0.94	0.27	0.31
50,000	0.47	0.91	0.26	0.30

TABLE E-3. CRITICAL CRASH RATES FOR "SPOTS" ON URBAN TWO-LANE AND THREE-LANE HIGHWAYS (FIVE-YEAR PERIOD)(2005-2009)

	CRITICAL CRASH RATE (C/MV) BY HIGHWAY TYPE	
AADT	TWO-LANE	THREE-LANE
500	3.96	5.05
1,000	2.94	3.86
2,500	2.12	2.88
5,000	1.73	2.41
7,500	1.57	2.21
10,000	1.47	2.09
15,000	1.36	1.95
20,000	1.29	1.87
30,000	1.22	1.78
40,000	1.17	1.72

TABLE E-4. CRITICAL CRASH RATES FOR "SPOTS" ON URBAN FOUR-LANE HIGHWAYS, INTERSTATES, AND PARKWAYS (FIVE-YEAR PERIOD)(2005-2009)

	CRITICAL CRASH RATE (C/MV) BY HIGHWAY TYPE			
AADT	FOUR-LANE DIVIDED (NON-INTERSTATE AND PARKWAY)	FOUR-LANE UNDIVIDED	INTERSTATE	PARKWAY
1,000	2.82	3.97	1.59	1.67
5,000	1.65	2.49	0.80	0.86
10,000	1.39	2.17	0.64	0.69
15,000	1.28	2.02	0.57	0.62
20,000	1.22	1.94	0.53	0.57
30,000	1.14	1.84	0.49	0.53
40,000	1.10	1.79	0.46	0.50
50,000	1.07	1.75	0.44	0.48
60,000	1.05	1.72	0.43	0.46
70,000	1.03	1.70	0.42	0.45
80,000	1.02	1.68	0.41	0.44
90,000	1.01	1.66	0.40	0.44
100,000	1.00	1.65	0.40	0.43

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 (2005-2009)

CITY	POPULATION	NUMBER OF CRASHES	ANNUAL CRASHES PER 1000 POPULATION	CITY	POPULATION	NUMBER OF CRASHES	CRASHES PER 1000 POPULATION
Adairville	920	34	7	Calhoun	836	82	20
Albany	2,220	355	32	California	130	*	*
Alexandria	8,286	953	23	Calvert City	2,701	367	27
Allen	150	138	184	Camargo	923	74	16
Anchorage	2,264	98	9	Campbellsburg	705	74	21
Annville	470	*	*	Campbellsville	10,498	1,823	35
Arlington	395	34	17	Campton	424	185	87
Ashland	21,981	4,148	38	Caneyville	627	54	17
Auburn	1,444	96	13	Carlisle	1,917	225	24
Audubon Park	1,545	42	5	Carrollton	3,846	632	33
Augusta	1,204	35	6	Catlettsburg	1,960	590	60
Bancroft	536	2	1	Cave City	1,880	330	35
Barbourmeade	1,260	7	1	Centertown	416	14	7
Barbourville	3,589	560	31	Central City	5,893	785	27
Bardstown	10,374	2,443	47	Cherrywood Village	327	*	*
Bardwell	799	43	11	Clarkson	794	102	26
Barlow	715	42	12	Clay	1,179	37	6
Beattyville	1,193	144	24	Clay City	1,303	*	*
Beaver Dam	3,033	500	33	Clinton	1,415	*	*
Bedford	677	154	46	Cloverport	1,256	32	5
Beechwood Village	1,173	2	0	Coal Run	577	358	124
Bellefonte	837	47	11	Cold Spring	3,806	991	52
Bellevue	6,480	845	26	Coldstream	862	*	*
Bellewood	300	1	1	Columbia	4,014	624	31
Benham	599	17	6	Concord	28	1	7
Benton	4,197	812	39	Corbin	7,742	1,498	39
Berea	9,851	1,804	37	Corinth	181	110	122
Berry	310	7	5	Corydon	744	47	13
Blaine	245	6	5	Covington	43,370	6,624	31
Blandville	95	*	*	Crab Orchard	842	62	15
Bloomfield	855	79	19	Creekside	323	*	*
Blue Ridge Manor	623	23	7	Crescent Springs	3,931	760	39
Bonnieville	354	41	23	Crestview	471	7	3
Booneville	111	64	115	Crestview Hills	2,889	1,190	82
Bowling Green	49,296	11,550	47	Crestwood	1,999	552	55
Bradfordsville	304	17	11	Crittenden	2,401	348	29
Brandenburg	2,049	438	43	Crofton	838	69	17
Bremen	365	47	26	Cumberland	2,611	87	7
Briarwood	554	1	0	Cynthiana	6,258	1,012	32
Broadfields	250	*	*	Danville	15,477	2,775	36
Brodhead	1,193	80	13	Dawson Springs	2,980	154	10
Broeck Point	325	*	*	Dayton	5,966	288	10
Bromley	838	31	7	Dixon	632	70	22
Brooksville	589	51	17	Douglass Hills	5,549	*	*
Brownsville	921	134	29	Dover	316	16	10
Burgin	874	39	9	Drakesboro	627	74	24
Burkesville	1,756	83	10	Dry Ridge	1,995	707	71
Burnside	637	191	60	Earlington	1,649	144	18
Butler	613	42	14	Eddyville	2,350	202	17
Cadiz	2,373	420	35	Edgewood	9,400	852	18
Calhoun	836	82	20	Edmonton	1,586	260	33
California	130	*	*	Ekron	170	31	37

* Data Not Available

TABLE F-1. CRASHES AND CRASH RATES FOR ALL CITIES LISTED IN THE 2000 CENSUS (2005-2009)(continued)

CITY	POPULATION	NUMBER OF CRASHES	ANNUAL CRASHES PER 1000 POPULATION	CITY	POPULATION	NUMBER OF CRASHES	CRASHES PER 1000 POPULATION
Elizabethtown	22,542	5,248	47	Harlan	2,081	745	72
Elkhorn City	1,060	123	23	Harrodsburg	8,014	1,180	29
Elkton	1,984	186	19	Hartford	2,571	238	19
Elsmere	8,139	419	10	Hawesville	971	154	32
Eminence	2,231	123	11	Hazard	4,806	1,751	73
Erlanger	16,676	2,936	35	Hazel	440	36	16
Eubank	358	34	19	Hebron Estates	930	*	*
Evarts	1,101	82	15	Henderson	27,373	4,993	37
Ewing	278	16	12	Hickman	2,560	58	5
Fairfield	72	10	28	Highland Heights	6,554	960	29
Fairview	156	22	28	Hills And Dales	154	*	*
Falmouth	2,058	275	27	Hillview	6,119	*	*
Ferguson	881	17	4	Hindman	787	287	73
Fincastle	838	*	*	Hiseville	224	18	16
Flatwoods	7,605	545	14	Hodgenville	2,874	331	23
Fleming-neon	759	*	*	Hollow Creek	991	*	*
Flemingsburg	3,010	335	22	Hopkinsville	30,089	4,722	31
Florence	23,551	7,745	66	Horse Cave	2,252	185	16
Fordsville	531	49	19	Houston Acres	491	1	0
Forest Hills	494	13	5	Hunters Hollow	286	*	*
Fort Mitchell	8,089	1,055	26	Hurstbourne	4,420	*	*
Fort Thomas	16,495	1,001	12	Hustonville	347	25	14
Fort Wright	5,681	2,174	77	Hyden	204	114	112
Foster	65	*	*	Independence	14,982	1,794	24
Fountain Run	236	5	4	Indian Hills	2,882	102	7
Fox Chase	528	*	*	Indian Hills Ch. Sec.	1,005	*	*
Frankfort	27,741	4,770	34	Inez	466	77	33
Franklin	7,996	1,176	29	Irvine	2,843	261	18
Fredonia	420	32	15	Irvington	1,257	59	9
Frenchburg	551	129	47	Island	435	68	31
Fulton	2,775	238	17	Jackson	2,490	588	47
Gamaliel	439	15	7	Jamestown	1,624	128	16
Georgetown	18,080	3,030	34	Jeffersontown	26,633	3,507	26
Germantown	190	23	24	Jeffersonville	1,804	263	29
Ghent	371	34	18	Jenkins	2,401	*	*
Glasgow	13,019	2,700	42	Junction City	2,184	66	6
Glencoe	251	44	35	Keeneland	383	*	*
Glenview	653	*	*	Kevil	574	64	22
Glenview Hills	353	*	*	Kingsley	428	*	*
Grand Rivers	343	49	29	Kuttawa	596	82	28
Gratz	89	6	14	La Grange	5,676	947	33
Grayson	3,877	659	34	Lacenter	1,038	*	*
Green Spring	768	*	*	Lafayette	193	2	2
Greensburg	2,396	282	24	Lakeside Park	2,869	169	12
Greenup	1,198	167	28	Lakeview Heights	252	*	*
Greenville	4,398	606	28	Lancaster	3,734	441	24
Guthrie	1,469	84	11	Langdon Place	874	*	*
Hanson	625	80	26	Latonia Lakes	325	21	13
Hardin	564	71	25	Lawrenceburg	9,014	817	18
Hardinsburg	2,345	209	18	Lebanon	5,718	961	34
Harlan	2,081	745	72	Lebanon Junction	1,801	186	21
Harrodsburg	8,014	1,180	29	Leitchfield	6,139	1,088	35

* Data Not Available

TABLE F-1. CRASHES AND CRASH RATES FOR ALL CITIES LISTED IN THE 2000 CENSUS (2005-2009)(continued)

CITY	POPULATION	NUMBER OF CRASHES	ANNUAL CRASHES PER 1000 POPULATION	CITY	POPULATION	NUMBER OF CRASHES	CRASHES PER 1000 POPULATION
Lewisburg	903	50	11	Muldraugh	1,298	122	19
Lewisport	1,639	67	8	Munfordville	1,563	284	36
Lexington	260,512	48,840	38	Murray	14,950	2,801	38
Liberty	1,850	341	37	Murray Hill	619	*	*
Livermore	1,482	371	50	Nebo	220	34	31
Livingston	228	107	94	New Castle	919	47	10
London	5,692	2,918	103	New Haven	849	52	12
Lone Oak	454	444	196	Newport	17,048	3,569	42
Loretto	623	66	21	Nicholasville	19,680	3,584	36
Louisa	2,018	423	42	Norbourne Estates	461	1	0
Louisville	256,231	95,387	75	North Middleton	562	*	*
Loyall	766	77	20	Northfield	970	97	20
Ludlow	4,409	322	15	Nortonville	1,264	83	13
Lynch	900	18	4	Norwood	372	*	*
Lyndon	9,369	369	8	Oak Grove	7,064	1,165	33
Lynnview	965	15	3	Oakland	260	14	11
Mackville	206	9	9	Old Brownboro Place	348	*	*
Madisonville	19,307	3,294	34	Olive Hill	1,813	223	25
Manchester	1,738	424	49	Orcharh Grass Hills	1,058	*	*
Manor Creek	179	*	*	Owensboro	54,067	9,659	36
Marion	3,196	292	18	Owenton	1,387	157	23
Martin	633	144	46	Owingsville	1,488	244	33
Maryhill Estates	177	*	*	Paducah	26,307	6,376	49
Mayfield	10,349	1,491	29	Paintsville	4,132	926	45
Maysville	8,993	1,872	42	Paris	9,183	1,269	28
Mchenry	417	24	12	Park City	517	61	24
Mckee	878	77	18	Park Hills	2,977	105	7
Mcroberts	921	32	7	Park Lake	263	*	*
Meadowbrook Farm	163	*	*	Pembroke	797	25	6
Meadowvale	765	*	*	Perryville	763	39	10
Meadowview Estates	422	28	13	Pewee Valley	1,436	172	24
Melbourne	457	25	11	Phelps	1,053	220	42
Mentor	181	5	6	Pikeville	6,295	2,379	76
Middlesboro	10,384	1,352	26	Pineville	2,093	344	33
Middletown	5,744	484	17	Pioneer Village	1,130	*	*
Midway	1,620	140	17	Pippa Passes	297	67	45
Millersburg	842	62	15	Plantation	902	133	30
Milton	525	158	60	Pleasureville	869	19	4
Minor Lane Heights	1,435	9	1	Plymouth Village	201	*	*
Monterey	167	18	22	Poplar Hills	377	*	*
Monticello	5,981	932	31	Powderly	846	111	26
Moorland	464	83	36	Prestonsburg	3,612	1,267	70
Morehead	5,914	1,979	67	Prestonville	164	18	22
Morganfield	3,494	467	27	Princeton	6,536	677	21
Morgantown	2,544	306	24	Prospect	2,788	*	*
Mortons Gap	952	76	16	Providence	3,611	195	11
Mount Olivet	289	4	3	Raceland	2,355	147	13
Mount Sterling	5,876	1,539	52	Radcliff	21,961	2,298	21
Mount Vernon	2,592	530	41	Ravenna	693	9	3
Mount Washington	8,485	859	20	Raywick	157	*	*
Muldraugh	1,298	122	19	Richlawn	435	*	*
Munfordville	1,563	284	36	Richmond	27,152	5,233	39

* Data Not Available

TABLE F-1. CRASHES AND CRASH RATES FOR ALL CITIES LISTED IN THE 2000 CENSUS (2005-2009)(continued)

CITY	POPULATION	NUMBER OF CRASHES	ANNUAL CRASHES PER 1000 POPULATION
River Bluff	452	*	*
Rochester	186	7	8
Rockport	334	14	8
Rolling Hills	907	6	1
Russell	3,645	794	44
Russell Springs	2,399	631	53
Russellville	7,149	1,080	30
Ryland Heights	279	*	*
Sacramento	517	43	17
Sadieville	263	20	15
Saint Charles	309	*	*
Saint Matthews	15,852	*	*
Saint Regis Park	1,520	*	*
Salem	769	35	9
Salt Lick	342	33	19
Salyersville	1,604	290	36
Sanders	246	10	8
Sandy Hook	678	107	32
Sardis	149	16	22
Science Hill	634	76	24
Scottsville	4,327	597	28
Sebree	1,558	92	12
Seneca Gardens	699	3	1
Sharpsburg	295	14	10
Shelbyville	10,085	2,277	45
Shepherdsville	8,334	2,205	53
Shively	15,157	3,126	41
Silver Grove	1,215	107	18
Simpsonville	1,281	161	25
Slaughters	238	6	5
Smithfield	102	18	35
Smithland	401	63	31
Smiths Grove	784	80	20
Somerset	11,352	3,387	60
Sonora	350	78	45
South Carrollton	184	51	55
South Shore	1,226	*	*
Southgate	3,472	430	25
Sparta	230	25	22
Spring Mill	342	*	*
Spring Valley	400	*	*
Springfield	2,634	393	30
Stamping Ground	566	29	10
Stanford	3,430	579	34
Stanton	3,029	363	24
Strathmoor Village	625	3	1
Sturgis	2,030	131	13
Sycamore	70	*	*
Taylor Mill	6,913	1,067	31
Taylorsville	1,009	220	44
Ten Broeck	128	*	*
Thornhill	146	*	*
Ten Broeck	128	*	*
Thornhill	146	*	*
Tompkinsville	2,660	283	21
Trenton	419	10	5
Union	2,893	491	34
Uniontown	1,064	70	13
Upton	391	45	23
Vanceburg	1,731	151	17
Versailles	7,511	1,370	37
Vicco	318	60	38
Villa Hills	7,948	213	5
Vine Grove	4,169	292	14
Wallins Creek	257	*	*
Walton	2,450	595	49
Warfield	284	51	36
Warsaw	1,811	108	12
Water Valley	316	14	9
Waterson Park	1,542	*	*
Waverly	297	40	27
Wayland	298	31	21
Wellington	561	1	0
West Liberty	3,277	300	18
West Point	1,100	159	29
Westwood	4,888	*	*
Westwood	612	*	*
Wheatcroft	173	6	7
Wheelwright	1,042	34	7
Whipps Millgate	415	*	*
White Plains	800	31	8
Whitesburg	1,600	413	52
Whitesville	632	66	21
Whitley City	1,111	263	47
Wickliffe	794	102	26
Wilder	2,624	727	55
Wildwood	247	1	1
Williamsburg	5,143	829	32
Williamstown	3,227	552	34
Willisburg	304	176	116
Wilmore	5,905	133	5
Winchester	16,724	3,090	37
Winding Falls	657	*	*
Wingo	581	72	25
Woodburg	117	*	*
Woodburn	323	30	19
Woodland Hills	657	4	1
Woodlawn Park	1,033	16	3
Worthington	1,673	26	3
Worthington Hills	973	*	*
Worthville	215	9	8
Wurtland	1,049	93	18

* Data Not Available

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