Research Report
KTC-11-15/KSP2-11-1F

KENTUCKY TRANSPORTATION CENTER

ANALYSIS OF TRAFFIC CRASH DATA IN KENTUCKY (2006 - 2010)

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Research Report
KTC-11-15/KSP2-11-1F

ANALYSIS OF TRAFFIC CRASH DATA IN KENTUCKY (2006 - 2010)

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EXECUTIVE SUMMARY

This report documents an analysis of traffic crash data in Kentucky for the years of 2006 through 2010. 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 25th report providing a combination of those two report areas. Traffic crash data for the five-year period of 2006 through 2010 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 2006 through 2010 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 2006 through 2010.

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 2006 through 2010 were obtained from this file. The HPMS file was used to obtain the roadway information needed to compute crash rates as a function of various roadway characteristics such as number of lanes.

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

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

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

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

in which

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

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

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

in which

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

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

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

3.0 STATEWIDE CRASH RATES

All of the rates referred to in this section apply to state-maintained roads having known traffic volumes, route numbers, and mileposts. Crash rates are given in terms of crashes per 100 million vehicle-miles (C/100 MVM). Using the HPMS file results in over 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 2010 these roads accounted for approximately 88 percent of the vehicle miles traveled and 61 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 2006 through 2010 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 2010 compared to the average of the previous four years. Some of the variance can be attributed to the inconsistencies in reporting locations on the crash reports. The overall crash rate in 2010 was 184 crashes per 100 million vehicle-miles (C/100 MVM). The crash rates for the previous four years varied from 189 to 203 C/100 MVM.

The fatal crash rate showed a decrease (15.3 percent) in 2010 compared to the previous four-year average. The fatal crash rate ranged from 1.33 C/100MVM in 2010 to 1.69

C/100 MVM in 2006 (with the rate decreasing each year). The injury crash rate in 2010 was 41 C/100MVM, which is a decrease of 9.4 percent from the previous four-year average. The injury crash rate of 41 C/100MVM in 2010 gives a new "low", compared to the low of 42 C/100MVM from the previous four-year period. The injury crash rate had remained fairly stable for the four-year period of 2006 to 2009, with a range from 42 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 (2006 through 2010) 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 rates (crashes per 100 million vehicle-miles), as well as injury and fatal crash rates, were calculated.

On rural highways, small lengths of one-lane and four-lane undivided highways have the highest rate for all crashes (Table 2) followed closely by two-lane highways. 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 55 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 a small length of three-lane highways (Table 3). The same highway types also have the highest injury and fatal crash rates (with a fatal crash rate of 1.0 C/100MVM). The fatal crash rates for two-lane and four-lane undivided are close behind with a value of 0.9 C/100MVM. The lowest overall crash rate, along with injury and fatal crash rate, are on interstates and parkways. Interstates have the lowest fatal crash rate.

Tables 2 and 3 show that the overall total crash rate on urban highways is almost twice that for rural highways. Also, the injury rate on urban highways is about 28 percent higher than that for rural highways. However, the fatal crash rate on urban highways is only 40 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. In 2010, there was a larger decrease in the overall crash rate in urban areas (6.9 percent) compared to rural areas (4.4 percent). Only a small percentage (about 11 percent) of state-maintained mileage is classified as urban. The rates generally fluctuated more for the highway types that had only a small number of miles.

Trends in overall crash rates representative of rural and urban areas are shown graphically in Figure 1 for the five-year period of 2006 through 2010. 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 2006 through 2010 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 2006 through 2010. 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 (2008-2010) 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 2006 through 2010.

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 2006 through 2010 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 2006 through 2010.

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 are 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 31 for total crashes (all roads), 24 for injury-or-fatal crashes, and two 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 31 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 Jefferson County (in the over 50,000 population category). In the 25,000 to 50,000 population category, Boyd County had the highest rate for all roads while Jessamine County had the highest rate for the state-maintained system. When all roads are considered, Jefferson and Fayette Counties have the highest rates in the state. When only state-maintained roads are considered, Harrison and Jessamine 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 had the lowest rate for state-maintained roads. Crash rates were higher when all roads were considered compared to rates for only the state-maintained system.

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

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

A summary of other miscellaneous crash data used in the problem identification process is presented by county in Table 14. This table includes the number of crashes by year for the last five years; percent change in the 2010 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 2006 through 2010 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, Ashland, Saint Matthews, Elsmere, Southgate, 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 and number of crashes 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-three cities were identified as having total crash rates above critical. Louisville, Florence, Somerset, London, and Crestview Hills have the highest total crash rates in their respective population ranges. Fatal crash rates, by city and population category, are listed in Table 19. They also are tabulated in order of descending fatal crash rates by population category. Louisville, Elizabethtown, Murray, 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 5,052

per year for the past five years. Alcohol-related fatalities have averaged 184 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 2010 varied from about $385 million using economic cost data up to about $890 million using comprehensive cost data from the National Safety Council.

The number of alcohol-related crashes has generally decreased over the past several years. In the early 1980's, the annual number of alcohol crashes was over 10,000. This number decreased to the relatively constant level of approximately 7,700 to 8,100 from 1985 through 1990 with a gradual reduction to a low of 5,995 in 1994. The first yearly increase since 1990 occurred in 1995 (to 6,163). The number of alcohol-related crashes then decreased yearly through 1998 to 5,222. In 1999, there was a slight increase and a larger increase in 2000. In 2001, the decrease in alcohol-related crashes started again. The total decreased slightly in 2010 (to 4,735) which represents a 7.7 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 4.0 percent of all crashes during the latest five-year period. The number of alcohol-related fatalities in 2010 (167) was lower (11.6 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, Marion, 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 very similar to 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, Bath, 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 Vine Grove.

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 (2006 through 2010) 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 Bullitt. Counties having the lowest rates of alcohol convictions per alcohol-related crash are Robertson, Jackson, Mason, Scott and Madison. 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 decrease in the last few years in the number of alcohol convictions during the five-year period from a low of 20,654 in 2010 to a high of 25,294 in 2006. The number of alcohol convictions in 2010 decreased 15 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 2006 through 2010 (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 84.9 percent. The percentages varied from a low of 45.9 percent in Leslie County to a high of 92.4 percent in Shelby County. In previous years, the percentages would be affected by the overlapping effects of filings being made and convictions being prosecuted in different calendar years. However, the current procedure calculates conviction rate using those filings that are resolved with either a conviction or non-conviction in the same calendar year as the filing. The highest rates, in descending order, were found in Shelby, Fayette, Woodford 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 84.8 percent. Counties having the highest conviction percentages in the various population categories are Clinton, Magoffin, Woodford, 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 2006 through 2010, 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 2010 was a 30 percent decrease from the average number in the previous four years. The highest rates (convictions per 1,000 licensed drivers) occurred in Lyon and Gallatin Counties. The lowest rates are in Oldham and Green 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) increased to 1,635 in 2010 compared to the lowest number of 1,351 in the previous four years in 2006. When compared to the previous four-year average, drug crashes increased by 18.2 percent in 2010. The number of drug-related fatal crashes decreased by 0.9 percent in 2010 compared to the previous four-year average. In 2010 there were 215 fatal drug-related crashes. The number of drug-related injury crashes increased by 5.2 percent in 2010 compared to the previous four-year average.

Percentages of crashes involving drugs (as noted by the investigating officer) by county and population category for all roads are presented in Table 27. Counties having the highest percentages of drug-related crashes by population category are: Elliott, Martin, Johnson, 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, Floyd, Elliott, Owsley, Leslie, Johnson, Magoffin, Bath, and Harlan counties. The large difference in the percentage in Pike County compared with the other counties in its population category should be noted.

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 Prestonsburg. The percentage in Pikeville was the highest at 5.2.

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 2010 statewide survey had a usage of 82 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 90 percent and the chance of receiving a non-incapacitating injury is reduced by 80 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 63 percent (from 15.1 percent for drivers not wearing safety belts to 5.6 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 2006 through 2010. 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 24 fatalities (children age three and under) occurring during the study period (2005-2009), 19 involved use of a restraint. The use of a restraint in most of the fatalities would be related to the very high usage rate and possibly to improper usage. Also, of the 132 incapacitating injuries, 108 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 95-percent reduction in incapacitating injuries, a 79-percent reduction in non-incapacitating injuries, and a 75-percent reduction in possible injuries.

An analysis of the percentage of children in restraints revealed the percentage was higher in the rear seat than in the front seat. A comparison of percent usage by year shows the constant very high usage rate. The most recent usage rate using the crash data was 98 percent in 2010. 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 97 percent found in the 2010 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 2010 the number of speed-related crashes decreased, when compared to the previous four-year average, by 3.5 percent. For the five-year period (2006-2010), speed-related crashes represented 5.8 percent of all crashes, 8.8 percent of injury crashes, and 18.3 percent of fatal crashes. The number of speed-related fatal crashes decreased by 17.9 percent in 2010 compared to the previous four-year average. The number of speed-related fatal crashes ranged from a high of 168 in 2006 to a low of 119 in 2010. The number of speed-related injury crashes decreased by 14.2 percent in 2010 compared to the previous four years. The number of speed-related injury crashes ranged from a high of 2,663 in 2006 to a low of 2,004 in 2010.

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 Hickman, Morgan, Rockcastle, Shelby, 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, Hopkinsville and Frankfort, Independence, Taylor Mill, and Calvert City.

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 61,958 in 2010. The number in 2009 and 2010 were substantially below previous years.

To assist in identifying areas having the potential for increased enforcement, Table 36 was prepared with speeding conviction rates listed in descending order by county population categories. Within each population category, those counties having the lowest speeding conviction rates per 1,000 licensed drivers are Owsley, Martin and Jackson, Wayne, Letcher and Perry, and Pike. Most of those counties were identified as also having the lowest rates of speeding convictions per speed-related crash. There was a predominance of counties having high percentages of speed-related crashes and low rates of convictions in the southeastern section of Kentucky.

Speeds on various types of roads were obtained in 2007 and 2008 prior to and after the implementation of an increase of speed limits on rural interstates and parkways from 65 to 70 mph. In addition to interstates and parkways, data were taken on rural four-lane roads and two-lane with full width shoulders. Summary of that data for cars and trucks (single unit and combination tractor trailer) are given in Tables 37 and 38, respectively. The 85th percentile speeds are given which is the speed which should be used to establish the speed limit. The data show that the increase in speed limits on rural interstates and four-lane parkways from 65 to 70 mph resulted in only a small increase in speed. 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 6.7 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 2010 data, it was found that teenage drivers were involved in about 16 percent of all crashes, 17 percent of injury crashes, and 12 percent of fatal crashes. Teenage drivers (including drivers with a learner permit) are over represented by a factor of 2.4 in all crashes, 2.5 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 2010 data). Considering all crashes on public highways, the rate was 41 crashes per 1,000 drivers for all drivers compared to 99 crashes per 1,000 drivers for teenage drivers. Considering fatal crashes, the rate was 22 fatal crashes per 100,000 drivers for all drivers compared to 39 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 2010 were compared to an average of the preceding four years (2006-2009). There was a slight increase in total crashes (1.6 percent) when comparing 2010 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 2010 (127,456) with the lowest number occurring in 2008 (123,530). The number of fatal crashes decreased by 11.1 percent while the number of fatalities decreased by 10.5 percent. The number of fatalities ranged from 760 in 2010 to 913 in 2006. 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 2010 was lower than the previous four-year average. There was a 4.8 percent decrease in injury crashes and a 3.8 percent decrease in injuries. The number of injuries varied from 37,196 in 2010 to 41,044 in 2006.

Vehicle-miles traveled have remained fairly constant over the five-year period ranging from 47.176 billion miles in 2008 to 48.057 billion miles in 2010. The vehicle miles traveled in 2010 has increased slightly (1.2 percent) compared to the previous four-year average. There was a slight decrease in total crash rate in 2010 of 0.5 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 267 C/100 MVM in 2006 and 2009. The total crash rate has stayed very constant.

There were decreases in 2010 in the fatal crash rate (11.9 percent) and fatality rate (11.7 percent). The fatal crash rate in 2010 was the lowest rate in this five-year period with the highest in 2006.

There was a total of 629,028 crashes in the five-year period, of which 3,816 (0.6 percent) were fatal crashes and 128,812 (20.5 percent) were injury crashes. Those crashes resulted in 4,154 fatalities and 191,915 injuries. There is a large range used when estimating crash costs. Considering economic costs, an estimate for 2010 is $2.0 billion for the cost of Kentucky traffic crashes (on public roads) or an average cost of about $16,000 per crash using National Safety Council estimates of motor vehicle crash cost. Similarly the comprehensive costs result in an estimate of $5.6 billion for the cost of Kentucky traffic crashes or an average cost of $44,000 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 12.5 percent in 2010 compared to the previous four year period. There had been a steady decrease in pedestrian crashes from 2000 to 2007 before an increase starting in 2008. Pedestrian collisions are a severe type of crash. In 2010, pedestrian crashes accounted for only 0.8 percent of all crashes but 3.4 percent of injury crashes and 8.2 percent of fatal crashes. The number of injury crashes increased by 10.3 percent in 2009 and the number of fatal crashes increased by 26.4 percent in 2010 compared to the previous four-year average. Injury crashes ranged from 749 in 2007 to 847 in 2010 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: Wolfe, 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 Ludlow. Newport and Louisville 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, Larue, 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 increased in 2010 (6.6 percent) compared to the average of 2006 through 2009. 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 0.4 percent of all crashes, they accounted for 1.3 percent of injury crashes and 1.0 percent of fatal crashes. The number of injury crashes increased by 1.9 percent in 2010 and the number of fatal crashes increased by 40.0 percent compared to the 2006 through 2009 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 seven in 2010.

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, Scott, 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 slight decrease in motorcycle crashes in 2010 (1.1 percent) compared to the 2006 through 2009 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 2010 show that motorcycle crashes accounted for 1.5 percent of all crashes but 5.1 percent of injury crashes and 13.3 percent of fatal crashes. The number of injury crashes decreased by 3.9 percent and the number of fatal crashes decreased by 5.2 percent in 2010 compared to the 2006 through 2009 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 84 in 2008 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 Louisville.

The trend analysis presented in Table 39 indicates there was an increase in this type of crash in 2010 (4.6 percent decrease) compared to the 2006 through 2009 average. The annual number of this type of crash ranged from a low of 781 in 2007 to a high of 855 in 2009. There was a decrease in injury crashes of 19.8 percent in 2010 compared to 2006 through 2009. The number of injury crashes ranged from 91 in 2009 to 119 in 2006. There were three fatal crashes involving a school bus in 2010 and a total of 14 for the five-year period.

10.6 TRUCK CRASHES

Truck crashes included both single unit and combination trucks. A truck is defined as a vehicle with a registered weight of 10,000 pounds or more. A summary of those crashes by county is given in Table 49. Counties having the highest rates in each population category are Gallatin, Carroll, Simpson, Scott, and Boone. All of these counties contain at least one interstate highway. Other counties having a high rate either contained an interstate highway or had a large amount of coal truck traffic.

The trend analysis showed there was a decrease in the number of truck crashes in 2010 (9.6 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 9,176 in 2007. The number of injury crashes decreased by 15.1 percent and the number of fatal crashes decreased by 15.5 percent in 2010 compared to the previous four-year average. The number of injury crashes ranged from 1,292 in 2009 to 1,757 in 2006 while the number of fatal crashes ranged from 87 in 2010 to 105 in 2009. In 2010,

truck crashes represented 6.3 percent of all crashes, 5.3 percent of injury crashes, and 12.5 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 McLean, Todd, Mercer, Floyd, and Christian. The highest rate (0.67) is in Todd County with the highest number (43) in Jefferson County. There were no train crashes in 56 of the 120 counties in the five-year period of 2006 through 2010.

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 61 in 2007. The number of train crashes in 2010 was identical to the 2006 through 2009 average. The number of injury crashes in 2010 decreased 20 percent compared to the 2006 through 2009 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 and 2010 for the five-year period with a 70 percent decrease in 2010 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 4.15 percent in 2010 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.

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 (through the Safety Circuit Rider program). 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 2010 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.

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

Post Number	County
1	Graves
2	Hopkins
3	Barren
4	Bullitt
5	Carroll
6	Kenton
7	Lincoln
8	Mason
9	Floyd
10	Bell
11	Clay
12	Scott
13	Letcher
14	Carter
15	Taylor
16	Ohio

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
- Hopkinsville
- Independence
- Newport

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 southeastern 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	McCracken
2	Crittenden
3	Allen
4	Meade
5	Henry
6	Kenton
7	Mercer
8	Mason
9	Pike
10	Knox
11	Clay
12	Scott
13	Perry
14	Carter
15	Monroe
16	McLean

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	McCracken
2	Hopkins
3	Warren
4	Nelson
5	Henry
6	Boone
7	Madison
8	Montgomery
9	Pike
10	Knox
11	Laurel
12	Franklin
13	Letcher
14	Greenup
15	(none)
16	Daviess

By analyzing speed-related crash rates for cities and applying the criterion of at least 150 crashes during the five-year period and speed related crashes of six percent or more of total crashes (Table 34), the following cities were recommended for additional programs of speed enforcement:

- Lexington
- Hopkinsville
- Frankfort
- Richmond
- Independence
- Erlanger
- Georgetown
- Pikeville

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 causes and countermeasures related to motorcycle crashes has been completed (KTC-11-04). The vehicle, roadway, and driver countermeasures provided in this report should be considered. 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.

McCracken County had the highest motorcycle crash rate in its population category (Table 45) and Paducah (Table 46), which is in McCracken County, had the highest motorcycle-crash rate in its population category. 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 2006 - 2010 CRASH RATES*

STATISTIC	2006	2007	2008	2009	2006-2009 Average	2010	Percent Change***
Crashes	84,097	81,316	83,994	77,781	81,797	77,643	-5.1
Fatal Crashes	711	678	631	596	654	561	-14.2
Injury Crashes	20,145	19,032	19,017	17,399	18,898	17,101	-9.5
Mileage	28,338	28,363	28,380	28,622	28,426	29,134	2.5
Crashes Per Mile	2.97	2.87	2.96	2.72	2.88	2.67	-7.3
Vehicle Miles (Billion)	42.03	42.23	41.28	41.17	41.68	42.13	1.1
AADT	4,063	4,080	3,985	3,940	4,017	3,962	-1.4
Crash Rate**	200	193	203	189	196	184	-6.2
Fatal Crash Rate**	1.69	1.61	1.53	1.45	1.57	1.33	-15.3
Injury Crash Rate**	48	45	46	42	45	41	-9.4

* 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 2010 compared to 2006 through 2009 average.

TABLE 2. STATEWIDE RURAL CRASH RATES BY HIGHWAY TYPE CLASSIFICATION (2006-2010)

HIGHWAY TYPE	TOTAL MILEAGE*	AADT	CRASH RATES (CRASHES PER 100 MVM)		
			ALL	INJURY	FATAL
One-Lane	118	220	252	81	2.1
Two-Lane	23,472	1,530	210	61	3.1
Three-Lane	27	8,450	126	34	1.4
Four-Lane Divided (Non-Interstate or Parkway)	618	11,070	102	27	1.4
Four-Lane Undivided	57	13,100	226	52	1.5
Interstate	550	33,300	51	11	0.7
Parkway	585	9,420	61	14	0.7
All	25,428	2,660	144	40	2.0

* Average for the five years.

TABLE 3. STATEWIDE URBAN CRASH RATES BY HIGHWAY TYPE CLASSIFICATION (2006-2010)

HIGHWAY TYPE	TOTAL MILEAGE*	AADT	CRASH RATES (CRASHES PER 100 MVM) ALL	INJURY	FATAL
Two-Lane	2,062	6,570	303	58	0.9
Three-Lane	33	9,970	426	68	1.0
Four-Lane Divided (Non-Interstate or Parkway)	413	23,240	277	56	0.9
Four-Lane Undivided	362	18,900	488	92	1.0
Interstate	194	74,760	98	18	0.4
Parkway	31	14,830	102	23	0.7
All **	3,140	14,890	266	51	0.8

* Average for the five years.

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

TABLE 4. COMPARISON OF 2006 - 2010 CRASH RATES BY RURAL AND URBAN HIGHWAY TYPE CLASSIFICATION

LOCATION	HIGHWAY TYPE	2006	2007	2008	2009	2006-2009 Average	2010	Percent Change*
Rural	One-Lane	268	123	320	240	238	287	20.8
	Two-Lane	216	206	217	208	212	203	-4.2
	Three-Lane	105	140	168	106	130	104	-20.1
	Four-Lane Divided (Non-Interstate or Parkway)	116	103	99	94	103	98	-4.8
	Four-Lane Undivided	307	198	203	217	231	223	-3.8
	Interstate	50	50	52	52	51	51	0.6
	Parkway	57	54	66	64	60	64	6.7
	All	149	140	149	143	145	139	-4.4
Urban	Two-Lane	305	303	335	295	309	276	-10.8
	Three-Lane	454	433	556	303	437	288	-34.1
	Four-Lane Divided	306	287	288	248	282	257	-9.0
	Four-Lane Undivided	510	477	493	484	491	478	-2.7
	Interstate	106	104	91	94	99	93	-6.0
	Parkway	121	103	88	111	106	88	-17.3
	All	273	267	282	257	270	251	-6.9

* Percent change from 2006 through 2009 to 2010.

TABLE 5. STATEWIDE CRASH RATES FOR "SPOTS" BY HIGHWAY TYPE CLASSIFICATION (2006-2010)

RURAL OR URBAN	HIGHWAY TYPE	NUMBER OF CRASHES	NUMBER OF SPOTS*	MILLION VEHICLES PER YEAR	CRASHES PER MILLION VEHICLES PER SPOT
Rural	One-Lane	121	392	0.08	0.76
	Two-Lane	138,061	78,241	0.56	0.63
	Three-Lane	523	90	3.09	0.38
	Four-Lane Divided (Non-Interstate or Parkway)	12,705	2,059	4.04	0.31
	Four-Lane Undivided	3,077	190	4.78	0.68
	Interstate	17,013	1,834	12.16	0.15
	Parkway	6,153	1,951	3.44	0.18
	All Rural	177,653	84,759	0.97	0.43
Urban	Two-Lane	74,854	6,875	2.40	0.91
	Three-Lane	2,548	110	3.64	1.28
	Four-Lane Divided	48,607	1,377	8.48	0.83
	Four-Lane Undivided	60,956	1,208	6.90	1.46
	Interstate	25,942	646	27.29	0.29
	Parkway	862	104	5.41	0.31
	All Urban**	227,178	10,465	5.43	0.80

* 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 (2006-2010)

RURAL OR URBAN	HIGHWAY TYPE	CRASHES PER SPOT*		CRASHES PER ONE-MILE SECTION	
		AVERAGE	CRITICAL NUMBER	AVERAGE	CRITICAL NUMBER
Rural	One-Lane	0.31	2	1.03	4
	Two-Lane	1.76	6	5.88	13
	Three-Lane	5.81	13	19.37	31
	Four-Lane Divided (Non-Interstate or Parkway)	6.17	13	20.56	33
	Four-Lane Undivided	16.19	27	53.98	73
	Interstate	9.28	18	30.92	46
	Parkway	3.15	8	10.51	19
	All Rural	2.10	6	6.99	14
Urban	Two-Lane	10.89	20	36.29	52
	Three-Lane	23.24	36	77.47	101
	Four-Lane Divided	35.30	51	117.67	146
	Four-Lane Undivided	50.47	69	168.23	202
	Interstate	40.16	57	133.86	164
	Parkway	8.26	16	27.55	42
	All Urban**	21.71	34	72.36	95

* 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 (2006-2010)

	STATE-MAINTAINED		ALL ROADS					
			TOTAL CRASHES		FATAL CRASHES		FATAL OR INJURY CRASHES	
COUNTY	TOTAL CRASHES	CRASH RATE*	NUMBER	RATE*	NUMBER	RATE*	NUMBER	RATE*
Adair	1,112	127	1,664	164	21	2.1	365	36
Allen	1,492	216	1,997	244	19	2.3	473	58
Anderson	1,677	164	2,240	188	9	0.8	488	41
Ballard	760	183	932	193	11	2.3	242	50
Barren	3,689	157	6,325	237	53	2.0	1,480	56
Bath	619	78	854	97	19	2.2	223	25
Bell	2,341	181	3,244	224	31	2.1	809	56
Boone	14,200	214	20,122	269	60	0.8	3,287	44
Bourbon	1,840	196	2,764	254	22	2.0	566	52
Boyd	5,614	251	9,383	363	31	1.2	1,818	70
Boyle	2,925	252	4,371	322	25	1.8	830	61
Bracken	631	136	774	146	8	1.5	183	35
Breathitt	1,331	180	1,575	191	25	3.0	636	77
Breckinridge	1,058	150	1,438	168	28	3.3	501	58
Bullitt	6,253	156	8,178	181	49	1.1	1,967	44
Butler	710	96	904	105	21	2.4	220	26
Caldwell	1,127	146	1,591	182	11	1.3	342	39
Calloway	3,365	246	5,031	313	46	2.9	810	50
Campbell	9,006	242	13,876	324	33	0.8	1,949	46
Carlisle	386	159	435	152	6	2.1	116	41
Carroll	1,349	108	1,749	132	17	1.3	391	29
Carter	2,082	112	2,979	143	40	1.9	729	35
Casey	1,141	199	1,472	215	18	2.6	399	58
Christian	7,145	192	9,548	232	55	1.3	2,096	51
Clark	2,801	134	5,509	235	32	1.4	943	40
Clay	1,711	175	2,132	194	48	4.4	903	82
Clinton	636	147	741	147	16	3.2	187	37
Crittenden	834	252	1,026	254	14	3.5	338	84
Cumberland	326	103	386	105	11	3.0	107	29
Daviess	6,698	199	15,939	393	51	1.3	2,672	66
Edmonson	731	137	925	148	11	1.8	247	40
Elliott	339	189	399	184	15	6.9	123	57
Estill	1,019	200	1,256	204	15	2.4	322	52
Fayette	27,660	215	60,592	414	121	0.8	11,173	76
Fleming	965	164	1,248	178	17	2.4	301	43
Floyd	4,224	184	5,162	199	58	2.2	1,793	69
Franklin	5,794	233	8,221	288	26	0.9	1,440	50
Fulton	511	159	704	193	10	2.7	180	49
Gallatin	1,106	89	1,281	98	20	1.5	307	23
Garrard	1,475	216	1,911	240	12	1.5	480	60
Grant	3,184	142	4,001	166	32	1.3	868	36
Graves	2,847	155	4,369	206	39	1.8	1,051	50
Grayson	2,555	190	3,198	207	28	1.8	874	57
Green	318	81	585	124	9	1.9	118	25
Greenup	2,391	163	3,679	213	26	1.5	826	48
Hancock	499	116	659	132	9	1.8	179	36
Hardin	10,198	177	13,980	216	86	1.3	2,477	38
Harlan	2,229	175	2,830	194	49	3.4	886	61
Harrison	1,825	311	2,793	389	21	2.9	644	90
Hart	1,904	100	2,304	114	30	1.5	629	31
Henderson	4,973	215	8,027	304	44	1.7	1,671	63
Henry	1,439	110	1,688	119	15	1.1	433	30
Hickman	108	39	143	46	12	3.8	53	17
Hopkins	5,130	193	7,283	243	41	1.4	1,269	42
Jackson	904	209	1,090	209	19	3.6	396	76
Jefferson	74,389	267	135,910	420	349	1.1	25,839	80
Jessamine	4,906	304	7,096	359	36	1.8	1,328	67
Johnson	2,019	188	2,514	203	23	1.9	710	57
Kenton	15,896	244	25,242	338	51	0.7	4,025	54
Knott	1,497	164	1,771	175	29	2.9	663	65

TABLE 7. CRASH RATES BY COUNTY FOR STATE-MAINTAINED SYSTEM AND ALL ROADS (2006-2010)(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	2,470	180	3,311	207	48	3.0	992	62
Larue	1,051	122	1,332	138	18	1.9	324	33
Laurel	6,520	174	8,509	206	80	1.9	2,260	55
Lawrence	922	102	1,311	129	26	2.6	424	42
Lee	306	117	417	135	10	3.2	144	46
Leslie	617	108	708	110	20	3.1	342	53
Letcher	1,999	182	2,419	191	37	2.9	873	69
Lewis	750	114	965	129	21	2.8	273	36
Lincoln	1,778	166	2,396	193	40	3.2	620	50
Livingston	894	138	1,054	146	20	2.8	322	45
Logan	2,125	170	2,893	199	31	2.1	691	48
Lyon	943	82	1,132	93	12	1.0	272	22
McCracken	8,015	232	11,668	294	65	1.6	2,898	73
McCreary	976	161	1,227	176	16	2.3	409	59
McLean	755	165	883	159	12	2.2	242	43
Madison	7,805	173	12,634	256	73	1.5	2,113	43
Magoffin	892	143	1,039	147	11	1.6	374	53
Marion	1,783	245	2,310	269	21	2.4	456	53
Marshall	3,294	152	4,142	164	37	1.5	1,092	43
Martin	813	162	907	154	13	2.2	325	55
Mason	2,388	240	3,485	316	23	2.1	587	53
Meade	1,930	191	2,420	202	43	3.6	715	60
Menifee	389	173	448	164	6	2.2	135	49
Mercer	1,793	189	2,699	244	17	1.5	595	54
Metcalfe	856	173	1,108	194	16	2.8	301	53
Monroe	487	123	838	175	16	3.3	237	49
Montgomery	2,861	218	4,152	274	35	2.3	905	60
Morgan	1,081	172	1,302	180	17	2.4	436	60
Muhlenberg	3,086	201	3,982	224	37	2.1	981	55
Nelson	4,563	225	5,816	251	49	2.1	1,217	53
Nicholas	298	115	569	156	8	2.2	131	36
Ohio	2,130	144	2,819	172	24	1.5	739	45
Oldham	3,645	160	4,620	176	24	0.9	943	36
Owen	819	213	1,012	194	12	2.3	320	61
Owsley	222	144	274	140	9	4.6	93	47
Pendleton	1,313	275	1,808	314	26	4.5	431	75
Perry	3,017	200	4,470	264	46	2.7	1,195	71
Pike	7,239	208	9,783	253	115	3.0	2,939	76
Powell	843	104	1,131	117	15	1.6	282	29
Pulaski	6,234	199	8,587	243	62	1.8	1,814	51
Robertson	46	72	58	34	0	0.0	26	15
Rockcastle	1,956	96	2,390	111	24	1.1	635	29
Rowan	2,783	197	4,091	262	31	2.0	867	56
Russell	1,346	175	1,734	192	27	3.0	436	48
Scott	5,040	162	6,908	203	33	1.0	1,617	47
Shelby	4,343	143	5,907	178	38	1.1	1,216	37
Simpson	2,225	134	2,801	156	21	1.2	613	34
Spencer	867	153	1,085	158	11	1.6	271	39
Taylor	2,309	245	3,435	305	21	1.9	606	54
Todd	735	142	1,046	172	20	3.3	300	49
Trigg	1,060	110	1,479	138	20	1.9	388	36
Trimble	797	228	937	226	14	3.4	231	56
Union	1,303	211	1,694	233	13	1.8	499	69
Warren	12,225	207	19,481	295	87	1.3	3,633	55
Washington	1,025	155	1,231	164	24	3.2	287	38
Wayne	1,291	169	1,617	178	19	2.1	441	49
Webster	933	127	1,121	134	10	1.2	306	37
Whitley	3,257	131	4,628	169	51	1.9	1,184	43
Wolfe	817	158	926	162	20	3.5	299	52
Woodford	2,677	172	3,838	221	38	2.2	791	46
STATEWIDE	404,831	194	629,027	264	3,816	1.6	132,463	56

* 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
(2006-2010)

POPULATION CATEGORY	NUMBER OF COUNTIES IN CATEGORY	TOTAL POPULATION	TOTAL MILEAGE DRIVEN 100 MVM
UNDER 10,000	21	155,526	100.66
10,000 - 14,999	25	313,612	184.94
15,000 - 24,999	32	611,992	386.41
25,000 - 50,000	27	954,656	583.84
OVER 50,000	15	2,005,983	1,123.93

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	14,178	141	173	5
10,000 - 14,999	28,969	157	183	5
15,000 - 24,999	76,806	199	222	10
25,000 - 50,000	135,025	231	250	8
OVER 50,000	374,049	333	345	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	243	2.41	7.02	0
10,000 - 14,999	406	2.20	5.67	0
15,000 - 24,999	779	2.02	4.58	0
25,000 - 50,000	1,051	1.80	3.58	1
OVER 50,000	1,337	1.19	1.95	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	3,910	38.8	55.8	3
10,000 - 14,999	7,915	42.8	57.0	5
15,000 - 24,999	19,097	49.4	61.3	5
25,000 - 50,000	30,399	52.1	61.1	7
OVER 50,000	71,142	63.3	68.6	4

TABLE 10. CRASH RATES BY COUNTY AND POPULATION CATEGORY (IN DESCENDING ORDER WITH CRITICAL RATES IDENTIFIED)(2006-2010)(ALL ROADS)

COUNTY	NUMBER OF CRASHES	CRASH RATE (CRASHES PER 100 MVM)	
POPULATION CATEGORY UNDER 10,000			
Crittenden	1,026	254	*
Trimble	937	226	*
Fulton	704	193	*
Ballard	932	193	*
Elliott	399	184	*
Menifee	448	164	
Wolfe	926	162	
McLean	883	159	
Nicholas	569	156	
Carlisle	435	152	
Clinton	741	147	
Bracken	774	146	
Livingston	1,054	146	
Owsley	274	140	
Lee	417	135	
Hancock	659	132	
Cumberland	386	105	
Gallatin	1,281	98	
Lyon	1,132	93	
Hickman	143	46	
Robertson	58	34	
POPULATION CATEGORY 10,000-14,999			
Pendleton	1,808	314	*
Garrard	1,911	240	*
Jackson	1,090	209	*
Metcalfe	1,108	194	*
Owen	1,012	194	*
Caldwell	1,591	182	
Morgan	1,302	180	
Fleming	1,248	178	
Monroe	838	175	
Todd	1,046	172	
Washington	1,231	164	
Spencer	1,085	158	
Martin	907	154	
Edmonson	925	148	
Magoffin	1,039	147	
Larue	1,332	138	
Trigg	1,479	138	
Webster	1,121	134	
Carroll	1,749	132	
Lewis	965	129	
Green	585	124	
Powell	1,131	117	
Leslie	708	110	
Butler	904	105	
Bath	854	97	
POPULATION CATEGORY 15,000-24,999			
Harrison	2,793	389	*
Mason	3,485	316	*
Taylor	3,435	305	*
Montgomery	4,152	274	*
Marion	2,310	269	*
Rowan	4,091	262	*
Bourbon	2,764	254	*
Mercer	2,699	244	*
Allen	1,997	244	*
Union	1,694	233	*
Woodford	3,838	221	
Casey	1,472	215	
Grayson	3,198	207	
Estill	1,256	204	
Johnson	2,514	203	
Clay	2,132	194	
Lincoln	2,396	193	
Russell	1,734	192	
Breathitt	1,575	191	
Anderson	2,240	188	
Wayne	1,617	178	
McCreary	1,227	176	
Knott	1,771	175	
Ohio	2,819	172	
Breckinridge	1,438	168	
Grant	4,001	166	
Adair	1,664	164	
Simpson	2,801	156	
Lawrence	1,311	129	
Henry	1,688	119	
Hart	2,304	114	
Rockcastle	2,390	111	
POPULATION CATEGORY 25,000-50,000			
Boyd	9,383	363	*
Jessamine	7,096	359	*
Boyle	4,371	322	*
Calloway	5,031	313	*
Henderson	8,027	304	*
Franklin	8,221	288	*
Perry	4,470	264	*
Nelson	5,816	251	*
Hopkins	7,283	243	
Barren	6,325	237	
Clark	5,509	235	
Bell	3,244	224	
Muhlenberg	3,982	224	
Greenup	3,679	213	
Knox	3,311	207	
Graves	4,369	206	
Scott	6,908	203	
Meade	2,420	202	
Logan	2,893	199	
Floyd	5,162	199	
Harlan	2,830	194	
Letcher	2,419	191	
Shelby	5,907	178	
Oldham	4,620	176	
Whitley	4,628	169	
Marshall	4,142	164	
Carter	2,979	143	
POPULATION CATEGORY OVER 50,000			
Jefferson	135,910	420	*
Fayette	60,592	414	*
Daviess	15,939	393	*
Kenton	25,242	338	
Campbell	13,876	324	
Warren	19,481	295	
McCracken	11,668	294	
Boone	20,122	269	
Madison	12,634	256	
Pike	9,783	253	
Pulaski	8,587	243	
Christian	9,548	232	
Hardin	13,980	216	
Laurel	8,509	206	
Bullitt	8,178	181	

* Critical crash rate

TABLE 11. CRASH RATES BY COUNTY AND POPULATION CATEGORY (IN DESCENDING ORDER WITH CRITICAL RATES IDENTIFIED)(2006-2010)(STATE-MAINTAINED SYSTEM)

COUNTY	NUMBER OF CRASHES	CRASH RATE (CRASHES PER 100 MVM)	
POPULATION CATEGORY UNDER 10,000			
Crittenden	834	252	*
Trimble	797	228	*
Elliott	339	189	*
Ballard	760	183	*
Menifee	389	173	*
McLean	755	165	
Fulton	511	159	
Carlisle	386	159	
Wolfe	817	158	
Clinton	636	147	
Owsley	222	144	
Livingston	894	138	
Bracken	631	136	
Lee	306	117	
Hancock	499	116	
Nicholas	298	115	
Cumberland	326	103	
Gallatin	1,106	89	
Lyon	943	82	
Robertson	46	72	
Hickman	108	39	
POPULATION CATEGORY 10,000-14,999			
Pendleton	1,313	275	*
Garrard	1,475	216	*
Owen	819	213	*
Jackson	904	209	*
Metcalfe	856	173	*
Morgan	1,081	172	*
Fleming	965	164	
Martin	813	162	
Washington	1,025	155	
Spencer	867	153	
Caldwell	1,127	146	
Magoffin	892	143	
Todd	735	142	
Edmonson	731	137	
Webster	933	127	
Monroe	487	123	
Larue	1,051	122	
Lewis	750	114	
Trigg	1,060	110	
Carroll	1,349	108	
Leslie	617	108	
Powell	843	104	
Butler	710	96	
Green	318	81	
Bath	619	78	
POPULATION CATEGORY 15,000-24,999			
Harrison	1,825	311	*
Marion	1,783	245	*
Taylor	2,309	245	*
Mason	2,388	240	*
Montgomery	2,861	218	*
Allen	1,492	216	*
Union	1,303	211	*
Estill	1,019	200	*
Casey	1,141	199	*
Rowan	2,783	197	*
Bourbon	1,840	196	*
Grayson	2,555	190	
Mercer	1,793	189	
Johnson	2,019	188	
Breathitt	1,331	180	
Clay	1,711	175	
Russell	1,346	175	
Woodford	2,677	172	
Wayne	1,291	169	
Lincoln	1,778	166	
Anderson	1,677	164	
Knott	1,497	164	
McCreary	976	161	
Breckinridge	1,058	150	
Ohio	2,130	144	
Grant	3,184	142	
Simpson	2,225	134	
Adair	1,112	127	
Henry	1,439	110	
Lawrence	922	102	
Hart	1,904	100	
Rockcastle	1,956	96	
POPULATION CATEGORY 25,000-50,000			
Jessamine	4,906	304	*
Boyle	2,925	252	*
Boyd	5,614	251	*
Calloway	3,365	246	*
Franklin	5,794	233	*
Nelson	4,563	225	*
Henderson	4,973	215	*
Muhlenberg	3,086	201	
Perry	3,017	200	
Hopkins	5,130	193	
Meade	1,930	191	
Floyd	4,224	184	
Letcher	1,999	182	
Bell	2,341	181	
Knox	2,470	180	
Harlan	2,229	175	
Logan	2,125	170	
Greenup	2,391	163	
Scott	5,040	162	
Oldham	3,645	160	
Barren	3,689	157	
Graves	2,847	155	
Marshall	3,294	152	
Shelby	4,343	143	
Clark	2,801	134	
Whitley	3,257	131	
Carter	2,082	112	
POPULATION CATEGORY OVER 50,000			
Jefferson	74,389	267	*
Kenton	15,896	244	*
Campbell	9,006	242	*
McCracken	8,015	232	
Fayette	27,660	215	
Boone	14,200	214	
Pike	7,239	208	
Warren	12,225	207	
Daviess	6,698	199	
Pulaski	6,234	199	
Christian	7,145	192	
Hardin	10,198	177	
Laurel	6,520	174	
Madison	7,805	173	
Bullitt	6,253	156	

* Critical crash rate

TABLE 12. INJURY OR FATAL CRASH RATES BY COUNTY AND POPULATION CATEGORY
(IN DESCENDING ORDER WITH CRITICAL RATES IDENTIFIED)(2006-2010)(ALL ROADS)

COUNTY	NUMBER OF CRASHES	CRASH RATE (CRASHES PER 100 MVM)	
POPULATION CATEGORY UNDER 10,000			
Crittenden	338	84	*
Elliott	123	57	*
Trimble	231	56	*
Wolfe	299	52	
Ballard	242	50	
Fulton	180	49	
Menifee	135	49	
Owsley	93	47	
Lee	144	46	
Livingston	322	45	
McLean	242	43	
Carlisle	116	41	
Clinton	187	37	
Hancock	179	36	
Nicholas	131	36	
Bracken	183	35	
Cumberland	107	29	
Gallatin	307	23	
Lyon	272	22	
Hickman	53	17	
Robertson	26	15	
POPULATION CATEGORY 10,000-14,999			
Jackson	396	76	*
Pendleton	431	75	*
Owen	320	61	*
Garrard	480	60	*
Morgan	436	60	*
Martin	325	55	
Metcalfe	301	53	
Magoffin	374	53	
Leslie	342	53	
Todd	300	49	
Monroe	237	49	
Fleming	301	43	
Edmonson	247	40	
Caldwell	342	39	
Spencer	271	39	
Washington	287	38	
Webster	306	37	
Lewis	273	36	
Trigg	388	36	
Larue	324	33	
Powell	282	29	
Carroll	391	29	
Butler	220	26	
Green	118	25	
Bath	223	25	
POPULATION CATEGORY 15,000-24,999			
Harrison	644	90	*
Clay	903	82	*
Breathitt	636	77	*
Union	499	69	*
Knott	663	65	*
Montgomery	905	60	
McCreary	409	59	
Breckinridge	501	58	
Casey	399	58	
Allen	473	58	
Grayson	874	57	
Johnson	710	57	
Rowan	867	56	
Taylor	606	54	
Mercer	595	54	
Marion	456	53	
Mason	587	53	
Bourbon	566	52	
Estill	322	52	
Lincoln	620	50	
Wayne	441	49	
Russell	436	48	
Woodford	791	46	
Ohio	739	45	
Lawrence	424	42	
Anderson	488	41	
Grant	868	36	
Adair	365	36	
Simpson	613	34	
Hart	629	31	
Henry	433	30	
Rockcastle	635	29	
POPULATION CATEGORY 25,000-50,000			
Perry	1,195	71	*
Boyd	1,818	70	*
Letcher	873	69	*
Floyd	1,793	69	*
Jessamine	1,328	67	*
Henderson	1,671	63	*
Knox	992	62	*
Harlan	886	61	
Boyle	830	61	
Meade	715	60	
Bell	809	56	
Barren	1,480	56	
Muhlenberg	981	55	
Nelson	1,217	53	
Calloway	810	50	
Franklin	1,440	50	
Graves	1,051	50	
Greenup	826	48	
Logan	691	48	
Scott	1,617	47	
Marshall	1,092	43	
Whitley	1,184	43	
Hopkins	1,269	42	
Clark	943	40	
Shelby	1,216	37	
Oldham	943	36	
Carter	729	35	
POPULATION CATEGORY OVER 50,000			
Jefferson	25,839	80	*
Fayette	11,173	76	*
Pike	2,939	76	*
McCracken	2,898	73	*
Daviess	2,672	66	
Warren	3,633	55	
Laurel	2,260	55	
Kenton	4,025	54	
Christian	2,096	51	
Pulaski	1,814	51	
Campbell	1,949	46	
Boone	3,287	44	
Bullitt	1,967	44	
Madison	2,113	43	
Hardin	2,477	38	

* Critical crash rate

TABLE 13. FATAL CRASH RATES BY COUNTY AND POPULATION CATEGORY (IN DESCENDING ORDER WITH CRITICAL RATES IDENTIFIED)(2006-2010)(ALL ROADS)

COUNTY	NUMBER OF CRASHES	CRASH RATE (CRASHES PER 100 MVM)	
POPULATION CATEGORY UNDER 10,000			
Elliott	15	6.9	
Owsley	9	4.6	
Hickman	12	3.8	
Crittenden	14	3.5	
Wolfe	20	3.5	
Trimble	14	3.4	
Clinton	16	3.2	
Lee	10	3.2	
Cumberland	11	3.0	
Livingston	20	2.8	
Fulton	10	2.7	
Ballard	11	2.3	
McLean	12	2.2	
Nicholas	8	2.2	
Menifee	6	2.2	
Carlisle	6	2.1	
Hancock	9	1.8	
Bracken	8	1.5	
Gallatin	20	1.5	
Lyon	12	1.0	
Robertson	0	0.0	
POPULATION CATEGORY 10,000-14,999			
Pendleton	26	4.5	
Jackson	19	3.6	
Todd	20	3.3	
Monroe	16	3.3	
Washington	24	3.2	
Leslie	20	3.1	
Lewis	21	2.8	
Metcalfe	16	2.8	
Fleming	17	2.4	
Morgan	17	2.4	
Butler	21	2.4	
Owen	12	2.3	
Bath	19	2.2	
Martin	13	2.2	
Larue	18	1.9	
Trigg	20	1.9	
Green	9	1.9	
Edmonson	11	1.8	
Powell	15	1.6	
Spencer	11	1.6	
Magoffin	11	1.6	
Garrard	12	1.5	
Carroll	17	1.3	
Caldwell	11	1.3	
Webster	10	1.2	
POPULATION CATEGORY 15,000-24,999			
Clay	48	4.4	
Breckinridge	28	3.3	
Lincoln	40	3.2	
Russell	27	3.0	
Breathitt	25	3.0	
Knott	29	2.9	
Harrison	21	2.9	
Casey	18	2.6	
Lawrence	26	2.6	
Marion	21	2.4	
Estill	15	2.4	
Allen	19	2.3	
McCreary	16	2.3	
Montgomery	35	2.3	
Woodford	38	2.2	
Wayne	19	2.1	
Adair	21	2.1	
Mason	23	2.1	
Rowan	31	2.0	
Bourbon	22	2.0	
Johnson	23	1.9	
Taylor	21	1.9	
Union	13	1.8	
Grayson	28	1.8	
Hart	30	1.5	
Ohio	24	1.5	
Mercer	17	1.5	
Grant	32	1.3	
Simpson	21	1.2	
Rockcastle	24	1.1	
Henry	15	1.1	
Anderson	9	0.8	
POPULATION CATEGORY 25,000-50,000			
Meade	43	3.6	*
Harlan	49	3.4	
Knox	48	3.0	
Letcher	37	2.9	
Calloway	46	2.9	
Perry	46	2.7	
Floyd	58	2.2	
Logan	31	2.1	
Nelson	49	2.1	
Bell	31	2.1	
Muhlenberg	37	2.1	
Barren	53	2.0	
Whitley	51	1.9	
Carter	40	1.9	
Graves	39	1.8	
Boyle	25	1.8	
Jessamine	36	1.8	
Henderson	44	1.7	
Marshall	37	1.5	
Greenup	26	1.5	
Clark	32	1.4	
Hopkins	41	1.4	
Boyd	31	1.2	
Shelby	38	1.1	
Scott	33	1.0	
Oldham	24	0.9	
Franklin	26	0.9	
POPULATION CATEGORY OVER 50,000			
Pike	115	3.0	*
Laurel	80	1.9	
Pulaski	62	1.8	
McCracken	65	1.6	
Madison	73	1.5	
Hardin	86	1.3	
Daviess	51	1.3	
Warren	87	1.3	
Christian	55	1.3	
Jefferson	349	1.1	
Bullitt	49	1.1	
Campbell	33	0.8	
Fayette	121	0.8	
Boone	60	0.8	
Kenton	51	0.7	

* Critical crash rate

TABLE 14. MISCELLANEOUS CRASH DATA FOR EACH COUNTY

COUNTY	NUMBER OF CRASHES BY YEAR 2006	2007	2008	2009	2010	2006-2009 AVERAGE	2010 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	381	306	301	296	493	321	53.6	3.7	1.8	1.18	20.5	43.8	5.2
Allen	292	295	428	479	624	374	67.1	5.1	0.8	0.90	22.4	54.0	5.0
Anderson	451	455	420	453	558	445	25.5	4.0	1.0	0.39	21.0	57.7	4.4
Ballard	159	166	198	217	218	185	17.8	7.2	1.1	1.15	25.3	48.4	4.1
Barren	1,385	1,204	1,224	1,207	1,650	1,255	31.5	3.8	0.7	0.79	22.3	57.9	4.2
Bath	219	184	187	155	131	186	-29.7	5.8	4.1	2.28	25.6	42.0	6.6
Bell	615	597	645	684	868	635	36.6	3.0	3.1	0.94	23.9	70.7	3.8
Boone	3,953	3,928	4,042	3,958	5,245	3,970	32.1	3.6	0.6	0.28	15.7	77.8	6.5
Bourbon	611	588	541	534	564	569	-0.8	5.5	1.0	0.78	20.0	62.2	7.6
Boyd	1,882	2,041	1,964	1,704	2,142	1,898	12.9	2.7	1.8	0.32	18.9	66.9	4.3
Boyle	926	844	796	899	1,197	866	38.2	3.6	0.5	0.54	17.9	60.7	5.6
Bracken	170	180	191	73	176	154	14.7	5.4	0.3	1.01	23.3	53.9	11.8
Breathitt	364	349	294	299	311	327	-4.7	4.7	3.5	1.55	39.5	53.8	3.2
Breckinridge	284	266	298	295	335	286	17.2	5.1	0.7	1.89	33.9	50.3	4.1
Bullitt	1,546	1,626	1,636	1,717	1,829	1,631	12.1	5.1	0.6	0.59	23.7	80.6	4.6
Butler	186	154	175	206	201	180	11.5	5.7	1.1	2.28	23.9	57.3	6.6
Caldwell	294	307	326	298	451	306	47.3	3.7	0.8	0.66	20.8	70.8	6.5
Calloway	1,047	989	1,024	1,016	1,322	1,019	29.7	4.0	0.5	0.85	15.2	65.0	4.7
Campbell	2,847	2,760	2,731	2,714	3,409	2,763	23.4	4.3	0.6	0.24	13.6	75.8	5.6
Carlisle	68	62	102	116	94	87	8.0	5.0	1.8	1.36	26.2	67.0	7.5
Carroll	450	292	390	263	410	349	17.6	6.5	0.7	0.94	21.8	70.7	4.3
Carter	607	577	569	620	687	593	15.8	3.8	2.7	1.31	23.9	61.1	6.0
Casey	231	279	296	322	389	282	37.9	5.9	2.3	1.19	26.4	45.6	4.2
Christian	1,917	2,103	1,767	1,997	2,038	1,946	4.7	4.7	0.7	0.56	21.5	65.8	7.3
Clark	1,124	1,047	1,176	1,176	1,227	1,131	8.5	3.5	1.3	0.56	16.5	67.6	4.8
Clay	405	341	414	485	566	411	37.6	4.6	3.8	2.17	41.0	64.2	8.6
Clinton	221	154	97	121	162	148	9.3	5.7	2.5	2.12	25.0	49.4	4.1
Crittenden	196	199	195	207	252	199	26.5	4.2	2.0	1.33	32.4	58.2	4.3
Cumberland	88	96	61	63	98	77	27.3	7.1	1.2	2.71	26.4	46.5	8.1
Daviess	3,113	3,120	3,144	3,309	4,142	3,172	30.6	4.1	0.8	0.30	16.0	70.9	3.7
Edmonson	141	169	219	205	212	184	15.5	5.5	1.4	1.16	26.1	63.7	5.4
Elliott	87	65	115	102	31	92	-66.4	8.3	5.3	3.75	30.8	64.1	5.0
Estill	260	211	283	265	267	255	4.8	4.9	1.6	1.17	25.0	53.1	6.4
Fayette	12,406	11,923	11,938	11,986	15,302	12,063	26.8	4.0	0.4	0.19	17.8	75.0	7.0
Fleming	255	272	283	227	266	259	2.6	5.8	1.8	1.30	23.2	46.5	3.0
Floyd	941	984	1,122	1,071	1,195	1,030	16.1	5.3	5.3	1.09	33.9	59.9	7.5
Franklin	1,705	1,733	1,584	1,605	2,152	1,657	29.9	4.1	0.8	0.30	16.5	71.3	6.7
Fulton	140	146	151	114	180	138	30.7	5.6	1.2	1.37	24.6	62.9	6.7
Gallatin	274	255	233	246	310	252	23.0	5.9	0.5	1.52	23.3	71.3	7.1
Garrard	400	352	354	398	461	376	22.6	4.5	0.8	0.61	24.4	52.5	7.0
Grant	641	812	889	848	946	798	18.6	3.5	0.7	0.77	21.1	69.5	7.9
Graves	868	844	885	882	976	870	12.2	4.5	1.4	0.88	23.7	66.7	7.3
Grayson	647	615	600	657	809	630	28.5	4.3	1.1	0.84	26.5	64.7	4.6
Green	77	83	82	171	219	103	112.1	3.3	0.9	1.42	18.7	48.1	2.2
Greenup	693	718	776	745	927	733	26.5	3.2	1.8	0.67	21.5	67.6	6.5
Hancock	165	126	135	81	173	127	36.5	4.4	0.9	1.32	26.3	73.6	3.8
Hardin	2,788	2,685	2,621	2,829	3,515	2,731	28.7	3.7	0.5	0.60	17.3	66.2	4.9
Harlan	580	514	533	614	734	560	31.0	3.6	4.1	1.65	30.0	66.3	5.9
Harrison	541	546	584	538	700	552	26.8	5.8	0.7	0.72	22.3	59.9	6.0
Hart	412	414	428	484	629	435	44.8	4.1	1.4	1.27	26.6	40.4	6.9
Henderson	1,614	1,619	1,664	1,624	1,928	1,630	18.3	3.1	0.8	0.52	19.9	71.8	4.4
Henry	308	318	335	372	393	333	17.9	5.0	0.8	0.87	25.1	70.8	10.7
Hickman	20	43	19	37	24	30	-19.3	7.7	1.4	8.39	37.1	53.5	12.6
Hopkins	1,496	1,381	1,497	1,500	1,862	1,469	26.8	3.5	1.0	0.53	16.4	70.5	6.8
Jackson	230	215	204	219	242	217	11.5	5.5	1.8	1.71	35.7	64.5	9.5
Jefferson	27,539	27,684	25,998	26,957	29,541	27,045	9.2	3.1	0.4	0.25	18.9	81.1	3.8
Jessamine	1,426	1,433	1,443	1,386	1,726	1,422	21.4	3.9	0.8	0.49	18.0	65.9	7.0
Johnson	459	492	515	536	662	501	32.3	2.3	4.5	0.86	26.8	68.4	3.6
Kenton	5,621	5,037	4,685	4,893	5,846	5,059	15.6	4.7	0.9	0.20	15.5	77.5	7.0
Knott	359	337	360	377	371	358	3.6	3.7	3.8	1.61	36.8	64.5	6.0

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

COUNTY	NUMBER OF CRASHES BY YEAR 2006	2007	2008	2009	2010	2006-2009 AVERAGE	2010 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	688	680	572	637	860	644	33.5	2.6	2.2	1.40	29.0	66.5	6.7
Larue	257	287	252	273	299	267	11.9	5.2	0.9	1.32	23.7	58.2	6.5
Laurel	1,826	1,675	1,633	1,608	2,158	1,686	28.0	3.1	1.5	0.90	25.6	69.2	5.9
Lawrence	189	215	309	287	382	250	52.8	4.1	2.7	1.88	31.0	63.2	3.3
Lee	81	103	112	71	60	92	-34.6	5.6	3.5	2.34	34.2	51.9	8.2
Leslie	214	165	115	130	95	156	-39.1	4.3	4.9	2.78	47.7	59.4	7.5
Letcher	471	403	457	565	630	474	32.9	4.3	3.4	1.46	34.6	51.2	6.7
Lewis	228	194	198	195	175	204	-14.1	6.7	1.9	2.12	27.9	56.5	2.6
Lincoln	516	409	405	556	595	472	26.2	6.1	0.8	1.61	25.1	62.9	6.8
Livingston	228	211	216	212	204	217	-5.9	7.7	2.1	1.87	30.1	71.1	8.7
Logan	615	596	573	576	675	590	14.4	4.4	0.7	1.02	22.9	60.4	4.6
Lyon	194	242	240	234	266	228	16.9	4.8	1.1	1.11	23.5	82.9	9.2
McCracken	2,540	2,429	2,279	2,293	2,383	2,385	-0.1	4.1	0.7	0.55	24.5	65.1	5.3
McCreary	217	195	236	295	342	236	45.1	5.4	2.6	1.32	32.1	51.3	8.9
McLean	174	138	201	181	214	174	23.3	5.1	0.9	1.32	26.8	60.3	4.2
Madison	2,524	2,460	2,390	2,632	3,517	2,502	40.6	4.2	0.8	0.54	15.7	69.4	7.9
Magoffin	144	171	235	250	281	200	40.5	4.9	4.3	1.02	34.9	59.7	9.3
Marion	479	466	471	434	587	463	26.9	7.7	1.4	0.86	18.8	43.1	3.6
Marshall	853	813	830	840	951	834	14.0	5.1	1.8	0.86	25.6	60.7	7.2
Martin	194	207	194	154	208	187	11.1	2.4	7.1	1.36	34.2	55.4	9.6
Mason	658	671	731	707	855	692	23.6	5.0	0.6	0.64	16.2	53.5	4.5
Meade	548	496	450	435	580	482	20.3	6.3	0.7	1.71	28.7	47.3	5.5
Menifee	131	73	84	95	81	96	-15.4	6.3	2.6	1.29	29.1	48.9	5.4
Mercer	543	514	524	540	677	530	27.7	4.4	0.8	0.61	21.4	60.6	6.0
Metcalfe	231	207	216	227	262	220	19.0	4.4	0.7	1.40	26.3	42.4	5.9
Monroe	156	176	143	178	245	163	50.1	3.6	0.4	1.78	26.4	40.1	3.8
Montgomery	750	761	883	902	1,093	824	32.6	4.4	1.6	0.80	20.8	47.1	4.2
Morgan	234	286	297	265	279	271	3.1	4.6	2.4	1.25	32.1	57.9	10.8
Muhlenberg	777	791	796	822	1,039	797	30.4	2.8	1.0	0.88	23.3	61.8	4.2
Nelson	1,146	1,129	1,198	1,201	1,364	1,169	16.7	5.5	0.6	0.83	20.2	60.1	5.6
Nicholas	93	135	133	119	112	120	-6.7	3.4	1.7	1.35	22.1	50.6	3.4
Ohio	530	570	581	600	656	570	15.0	4.3	0.9	0.82	25.2	69.0	6.0
Oldham	1,009	884	910	896	1,015	925	9.8	4.5	0.4	0.51	20.1	83.0	6.8
Owen	196	223	214	190	202	206	-1.8	5.4	0.6	1.17	31.3	57.7	6.0
Owsley	96	71	58	32	24	64	-62.6	7.1	5.0	3.20	33.1	41.1	10.3
Pendleton	352	372	364	346	423	359	18.0	4.3	0.8	1.40	23.3	68.5	7.1
Perry	779	853	919	973	1,178	881	33.7	3.7	3.1	0.98	25.6	56.6	4.1
Pike	1,961	1,885	1,962	1,966	2,376	1,944	22.3	4.4	5.9	1.13	29.1	62.3	6.6
Powell	204	147	174	307	367	208	76.4	3.2	2.5	1.25	23.7	64.6	3.6
Pulaski	1,778	1,741	1,656	1,733	2,245	1,727	30.0	3.0	1.0	0.68	19.9	54.2	5.3
Robertson	10	17	11	8	12	12	4.3	17.2	1.7	0.00	44.8	53.3	8.6
Rockcastle	485	391	476	495	618	462	33.8	2.7	1.9	0.97	25.9	76.9	11.6
Rowan	806	763	901	839	1,015	827	22.7	3.6	1.5	0.72	20.1	54.6	4.4
Russell	340	322	342	365	485	342	41.7	4.9	1.9	1.46	23.6	58.7	4.2
Scott	1,345	1,395	1,327	1,432	1,546	1,375	12.5	3.9	0.5	0.47	23.0	60.8	6.0
Shelby	1,171	1,133	1,214	1,169	1,435	1,172	22.5	4.3	0.5	0.62	19.9	80.0	8.0
Simpson	590	584	470	573	746	554	34.6	5.0	0.9	0.71	20.8	60.0	4.9
Spencer	179	174	239	242	273	209	30.9	6.5	1.0	0.99	24.5	70.0	6.2
Taylor	714	638	624	761	938	684	37.1	3.6	0.6	0.57	16.8	53.3	3.6
Todd	162	230	219	206	265	204	29.7	5.8	1.1	1.85	27.8	63.8	10.2
Trigg	274	303	279	319	359	294	22.2	5.5	1.0	1.30	25.3	64.0	5.3
Trimble	193	159	180	235	177	192	-7.7	6.7	1.1	1.48	24.5	77.1	10.6
Union	341	334	343	336	423	339	25.0	4.8	1.5	0.73	28.2	76.3	6.4
Warren	3,983	4,013	3,749	3,795	4,671	3,885	20.2	3.6	0.6	0.43	18.2	63.0	4.7
Washington	249	266	302	219	247	259	-4.6	5.4	1.1	1.87	22.5	46.5	7.3
Wayne	345	346	313	314	390	330	18.4	3.1	1.1	1.11	25.9	47.0	7.2
Webster	251	164	195	231	306	210	45.5	3.2	0.9	0.87	26.8	66.3	6.5
Whitley	937	863	977	926	1,102	926	19.0	2.9	1.8	1.06	24.8	74.0	5.2
Wolfe	171	161	197	210	222	185	20.2	5.6	2.0	2.08	31.4	59.4	7.1
Woodford	777	717	794	753	944	760	24.2	6.2	0.8	0.95	19.9	70.6	8.9
STATEWIDE	127,252	124,552	123,530	126,237	150,517	125,393	20.0	4.0	1.0	0.59	20.4	67.9	5.6

* Percent change in the 2010 crash total from the previous four year total

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

TABLE 15. CRASH RATES FOR CITIES HAVING POPULATION OVER 2,500
(FOR STATE-MAINTAINED SYSTEM AND ALL ROADS FOR 2006-2010)

		STATE-MAINTAINED SYSTEM		ALL ROADS	
CITY	POPULATION	TOTAL CRASHES	CRASH RATE*	TOTAL CRASHES	CRASH RATE**
Lexington	260,512	10,769	516	48,656	37
Louisville	256,231	27,141	617	95,184	74
Owensboro	54,067	2,239	348	9,854	37
Bowling Green	49,296	7,282	476	11,322	46
Covington	43,370	2,688	475	6,136	28
Hopkinsville	30,089	3,816	315	4,643	31
Frankfort	27,741	2,983	402	4,806	35
Henderson	27,373	2,598	356	4,779	35
Richmond	27,152	1,448	382	5,332	39
Jeffersontown	26,633	1,226	392	3,388	25
Paducah	26,307	2,962	409	6,155	47
Florence	23,551	3,754	478	7,819	66
Elizabethtown	22,542	3,957	352	5,177	46
Ashland	21,981	2,294	536	4,118	38
Radcliff	21,961	1,489	315	2,410	22
Nicholasville	19,680	1,933	369	3,624	37
Madisonville	19,307	2,175	455	3,195	33
Georgetown	18,080	1,188	475	3,116	35
Newport	17,048	1,505	788	3,590	42
Winchester	16,724	758	302	2,996	36
Erlanger	16,676	732	781	2,904	35
Fort Thomas	16,495	251	337	969	12
Saint Matthews	15,852	709	1,070	***	***
Danville	15,477	816	532	2,780	36
Shively	15,157	567	594	3,045	40
Independence	14,982	2,489	327	1,736	23
Murray	14,950	1,725	438	2,681	36
Glasgow	13,019	791	291	2,540	39
Somerset	11,352	1,515	282	3,178	56
Campbellsville	10,498	1,061	513	1,875	36
Middlesboro	10,384	1,070	241	1,369	26
Bardstown	10,374	1,627	434	2,468	48
Mayfield	10,349	303	218	1,508	29
Shelbyville	10,085	811	334	2,280	45
Berea	9,851	746	308	1,774	36
Edgewood	9,400	80	661	833	18
Lyndon	9,369	***	***	560	12
Paris	9,183	731	295	1,216	27
Lawrenceburg	9,014	259	531	834	19
Maysville	8,993	917	297	1,911	43
Mount Washington	8,485	330	255	979	23
Shepherdsville	8,334	814	557	2,235	54
Alexandria	8,286	619	268	921	22
Elsmere	8,139	312	791	362	9
Fort Mitchell	8,089	610	678	1,060	26
Harrodsburg	8,014	389	351	1,153	29
Franklin	7,996	665	410	1,316	33
Villa Hills	7,948	82	274	200	5
Corbin	7,742	872	367	1,582	41
Flatwoods	7,605	378	179	556	15
Versailles	7,511	412	416	1,306	35
Russellville	7,149	651	303	1,061	30
Oak Grove	7,064	***	***	1,142	32
Taylor Mill	6,913	172	414	1,035	30
Highland Heights	6,554	565	235	996	30
Princeton	6,536	545	287	712	22
Bellevue	6,480	126	541	816	25
Pikeville	6,295	1,210	234	2,470	79
Cynthiana	6,258	259	352	1,044	33
Leitchfield	6,139	572	390	1,118	36
Monticello	5,981	583	174	881	30
Dayton	5,966	59	323	300	10
Morehead	5,914	644	330	2,016	68
Wilmore	5,905	118	422	147	5

TABLE 15. CRASH RATES FOR CITIES HAVING POPULATION OVER 2,500
(FOR STATE-MAINTAINED SYSTEM AND ALL ROADS FOR 2006-2010)(continued)

		STATE-MAINTAINED SYSTEM		ALL ROADS	
CITY	POPULATION	TOTAL CRASHES	CRASH RATE*	TOTAL CRASHES	CRASH RATE**
Central City	5,893	602	460	778	26
Mount Sterling	5,876	800	389	1,554	53
Middletown	5,744	***	***	804	28
Lebanon	5,718	766	409	949	33
London	5,692	1,620	347	2,994	105
Fort Wright	5,681	1,024	533	2,150	76
La Grange	5,676	107	308	926	33
Williamsburg	5,143	364	216	897	35
Westwood	4,888	***	***	***	***
Hazard	4,806	1,082	246	1,820	76
Ludlow	4,409	280	886	322	15
Greenville	4,398	331	303	618	28
Scottsville	4,327	531	227	673	31
Benton	4,197	530	563	766	37
Vine Grove	4,169	128	269	301	14
Paintsville	4,132	511	447	918	44
Columbia	4,014	129	128	596	30
Crescent Springs	3,931	***	***	755	38
Grayson	3,877	250	202	732	38
Carrollton	3,846	285	293	592	31
Cold Spring	3,806	709	368	1,010	53
Lancaster	3,734	125	386	456	24
Russell	3,645	437	267	838	46
Prestonsburg	3,612	361	271	1,378	76
Providence	3,611	178	163	174	10
Barbourville	3,589	473	132	530	30
Morganfield	3,494	327	249	448	26
Southgate	3,472	572	913	417	24
Stanford	3,430	199	158	545	32
West Liberty	3,277	178	364	286	18
Williamstown	3,227	***	***	544	34
Marion	3,196	220	346	299	19
Beaver Dam	3,033	290	279	483	32
Stanton	3,029	229	179	357	24
Flemingsburg	3,010	132	144	324	22
Dawson Springs	2,980	113	260	158	11
Park Hills	2,977	122	590	118	8
Union	2,893	***	***	534	37
Crestview Hills	2,889	***	***	1,211	84
Indian Hills	2,882	***	***	72	5
Hodgenville	2,874	99	235	343	24
Lakeside Park	2,869	266	431	175	12
Irvine	2,843	128	145	248	17
Fulton	2,775	111	104	235	17
Calvert City	2,701	150	181	371	28
Tompkinsville	2,660	150	160	328	25
Springfield	2,634	275	245	375	29
Wilder	2,624	***	***	707	54
Cumberland	2,611	30	63	112	9
Mount Vernon	2,592	215	225	564	44
Hartford	2,571	140	173	234	18
Hickman	2,560	33	131	62	5
Morgantown	2,544	98	206	296	23

* 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 (2006-2010) (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	121	0.93	589	4.50	327	2.50	645	5.0	9.1	5.0
Louisville	256,231	327	2.55	1,585	12.40	716	5.60	1,478	11.5	5.1	3.9
Owensboro	54,067	19	0.70	85	3.10	94	3.50	136	5.0	3.5	4.2
Bowling Green	49,296	24	0.97	67	2.70	71	2.90	210	8.5	4.4	3.4
Covington	43,370	11	0.51	182	8.40	84	3.90	97	4.5	5.2	9.1
Hopkinsville	30,089	15	1.00	44	2.90	26	1.70	88	5.8	8.1	5.0
Frankfort	27,741	10	0.72	36	2.60	19	1.40	81	5.8	8.1	4.6
Henderson	27,373	15	1.10	37	2.70	33	2.40	83	6.1	4.5	3.2
Richmond	27,152	13	0.96	54	4.00	23	1.70	88	6.5	7.8	3.9
Jeffersontown	26,633	10	0.75	26	2.00	15	1.10	43	3.2	4.0	4.4
Paducah	26,307	16	1.22	59	4.50	32	2.40	151	11.5	4.8	4.0
Florence	23,551	16	1.36	72	6.10	28	2.40	84	7.1	5.8	3.6
Elizabethtown	22,542	19	1.69	24	2.10	17	1.50	74	6.6	5.3	3.0
Ashland	21,981	10	0.91	42	3.80	19	1.70	78	7.1	4.0	2.7
Radcliff	21,961	8	0.73	17	1.50	12	1.10	56	5.1	2.2	4.5
Nicholasville	19,680	14	1.42	45	4.60	14	1.40	61	6.2	5.0	4.3
Madisonville	19,307	6	0.62	26	2.70	20	2.10	35	3.6	3.7	3.1
Georgetown	18,080	10	1.11	18	2.00	16	1.80	51	5.6	6.0	4.3
Newport	17,048	1	0.12	107	12.60	34	4.00	46	5.4	5.2	5.3
Winchester	16,724	4	0.48	43	5.10	6	0.70	47	5.6	3.7	3.4
Erlanger	16,676	10	1.20	27	3.20	20	2.40	47	5.6	11.9	4.0
Fort Thomas	16,495	5	0.61	14	1.70	16	1.90	12	1.5	6.4	5.8
Saint Matthews	15,852	0	0.00	0	0.00	0	0.00	0	0.0	0.0	0.0
Danville	15,477	7	0.90	30	3.90	9	1.20	59	7.6	5.2	3.4
Shively	15,157	5	0.66	67	8.80	26	3.40	57	7.5	2.7	4.8
Independence	14,982	6	0.80	14	1.90	5	0.70	35	4.7	15.3	6.1
Murray	14,950	13	1.74	26	3.50	20	2.70	48	6.4	3.1	2.8
Glasgow	13,019	8	1.23	14	2.20	3	0.50	47	7.2	3.1	3.2
Somerset	11,352	6	1.06	21	3.70	8	1.40	53	9.3	3.5	2.3
Campbellsville	10,498	3	0.57	18	3.40	1	0.20	31	5.9	2.8	3.0
Middlesboro	10,384	9	1.73	22	4.20	12	2.30	21	4.0	1.5	3.1
Bardstown	10,374	8	1.54	27	5.20	8	1.50	33	6.4	3.2	4.0
Mayfield	10,349	7	1.35	19	3.70	10	1.90	21	4.1	3.2	3.2
Shelbyville	10,085	8	1.59	14	2.80	11	2.20	34	6.7	6.0	4.7
Berea	9,851	10	2.03	12	2.40	7	1.40	32	6.5	6.5	3.2
Edgewood	9,400	0	0.00	4	0.90	3	0.60	5	1.1	11.9	2.9
Lyndon	9,369	0	0.00	0	0.00	0	0.00	0	0.0	0.0	0.0
Paris	9,183	3	0.65	12	2.60	4	0.90	25	5.4	3.5	5.5
Lawrenceburg	9,014	4	0.89	7	1.60	2	0.40	14	3.1	2.5	3.5
Maysville	8,993	4	0.89	23	5.10	12	2.70	37	8.2	5.0	4.4
Mount Washington	8,485	5	1.18	10	2.40	2	0.50	26	6.1	2.5	4.1
Shepherdsville	8,334	7	1.68	14	3.40	3	0.70	50	12.0	3.9	4.6
Alexandria	8,286	4	0.97	6	1.40	0	0.00	13	3.1	6.4	2.9
Elsmere	8,139	0	0.00	6	1.50	7	1.70	6	1.5	8.0	8.3
Fort Mitchell	8,089	5	1.24	3	0.70	2	0.50	12	3.0	6.8	5.2
Harrodsburg	8,014	6	1.50	13	3.20	1	0.20	24	6.0	4.3	2.9
Franklin	7,996	5	1.25	14	3.50	6	1.50	24	6.0	3.8	4.4
Villa Hills	7,948	1	0.25	0	0.00	1	0.30	12	3.0	11.0	4.0
Corbin	7,742	10	2.58	19	4.90	3	0.80	19	4.9	4.0	3.4
Flatwoods	7,605	1	0.26	3	0.80	2	0.50	8	2.1	8.3	2.5
Versailles	7,511	9	2.40	10	2.70	8	2.10	24	6.4	6.4	6.5
Russellville	7,149	4	1.12	10	2.80	6	1.70	15	4.2	3.5	3.5
Oak Grove	7,064	0	0.00	0	0.00	0	0.00	0	0.0	0.0	0.0
Taylor Mill	6,913	4	1.16	2	0.60	0	0.00	11	3.2	13.9	2.8
Highland Heights	6,554	1	0.31	14	4.30	1	0.30	8	2.4	10.8	2.9
Princeton	6,536	1	0.31	11	3.40	3	0.90	14	4.3	7.4	3.8
Bellevue	6,480	0	0.00	18	5.60	13	4.00	9	2.8	2.3	5.6
Pikeville	6,295	13	4.13	20	6.40	0	0.00	58	18.4	6.3	4.5
Cynthiana	6,258	4	1.28	17	5.40	0	0.00	14	4.5	4.6	4.5
Leitchfield	6,139	4	1.30	11	3.60	3	1.00	14	4.6	2.3	2.2
Monticello	5,981	5	1.67	9	3.00	2	0.70	10	3.3	4.2	1.7
Dayton	5,966	0	0.00	10	3.40	3	1.00	7	2.3	5.7	6.0

TABLE 16. MISCELLANEOUS CRASH DATA FOR CITIES HAVING POPULATION OVER 2,500 (2006-2010) (ALL ROADS)(continued)

CITY	POPULATION	FATAL CRASHES		PEDESTRIAN MOTOR VEHICLE CRASHES		BICYCLE MOTOR VEHICLE CRASHES		MOTORCYCLE CRASHES		PERCENT OF CRASHES INVOLVING SPEEDING	PERCENT OF CRASHES INVOLVING ALCOHOL
		NUMBER	RATE*	NUMBER	RATE*	NUMBER	RATE*	NUMBER	RATE*		
Morehead	5,914	4	1.35	8	2.70	12	4.10	15	5.1	2.4	2.0
Wilmore	5,905	0	0.00	0	0.00	3	1.00	1	0.3	6.8	2.7
Central City	5,893	3	1.02	4	1.40	1	0.30	16	5.4	4.0	3.6
Mount Sterling	5,876	4	1.36	3	1.00	0	0.00	25	8.5	2.6	4.6
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	11	3.80	4	1.40	9	3.1	3.2	5.6
London	5,692	6	2.11	18	6.30	6	2.10	46	16.2	3.5	2.5
Fort Wright	5,681	0	0.00	6	2.10	3	1.10	18	6.3	5.7	3.4
La Grange	5,676	5	1.76	14	4.90	1	0.40	16	5.6	2.6	3.9
Williamsburg	5,143	6	2.33	11	4.30	1	0.40	10	3.9	5.0	2.3
Hazard	4,806	6	2.50	16	6.70	3	1.20	28	11.7	3.0	3.3
Ludlow	4,409	0	0.00	15	6.80	1	0.50	4	1.8	4.3	8.4
Greenville	4,398	2	0.91	5	2.30	2	0.90	10	4.5	3.2	2.3
Scottsville	4,327	5	2.31	5	2.30	2	0.90	19	8.8	1.8	3.4
Benton	4,197	1	0.48	9	4.30	1	0.50	11	5.2	5.9	2.7
Vine Grove	4,169	3	1.44	3	1.40	3	1.40	6	2.9	7.3	9.6
Paintsville	4,132	4	1.94	9	4.40	3	1.50	11	5.3	1.5	1.5
Columbia	4,014	5	2.49	3	1.50	1	0.50	9	4.5	1.5	2.2
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	7	3.60	2	1.00	9	4.6	3.6	3.0
Carrollton	3,846	2	1.04	5	2.60	4	2.10	16	8.3	2.9	6.6
Cold Spring	3,806	4	2.10	3	1.60	0	0.00	16	8.4	8.9	3.0
Lancaster	3,734	2	1.07	7	3.70	3	1.60	6	3.2	2.6	1.8
Russell	3,645	2	1.10	1	0.50	0	0.00	11	6.0	5.3	2.3
Prestonsburg	3,612	16	8.86	7	3.90	3	1.70	29	16.1	7.0	5.0
Providence	3,611	2	1.11	3	1.70	1	0.60	4	2.2	6.9	6.9
Barbourville	3,589	3	1.67	7	3.90	2	1.10	8	4.5	4.3	2.3
Morganfield	3,494	1	0.57	6	3.40	1	0.60	6	3.4	3.3	4.7
Southgate	3,472	1	0.58	5	2.90	0	0.00	5	2.9	9.8	6.2
Stanford	3,430	1	0.58	2	1.20	3	1.70	10	5.8	4.4	3.1
West Liberty	3,277	0	0.00	0	0.00	0	0.00	0	0.0	0.0	0.0
Williamstown	3,227	9	5.58	4	2.50	1	0.60	13	8.1	8.6	2.9
Marion	3,196	1	0.63	5	3.10	1	0.60	9	5.6	4.0	2.0
Beaver Dam	3,033	1	0.66	4	2.60	1	0.70	4	2.6	3.1	3.1
Stanton	3,029	0	0.00	3	2.00	0	0.00	4	2.6	0.8	1.1
Flemingsburg	3,010	4	2.66	7	4.70	2	1.30	2	1.3	4.0	3.7
Dawson Springs	2,980	0	0.00	1	0.70	0	0.00	7	4.7	3.8	3.2
Park Hills	2,977	0	0.00	0	0.00	0	0.00	2	1.3	5.9	7.6
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	3	2.10	1	0.7	5.0	3.5
Lakeside Park	2,869	0	0.00	2	1.40	3	2.10	1	0.7	6.3	5.1
Irvine	2,843	0	0.00	7	4.90	1	0.70	3	2.1	3.2	1.6
Fulton	2,775	1	0.72	4	2.90	5	3.60	6	4.3	6.8	7.2
Calvert City	2,701	2	1.48	2	1.50	1	0.70	11	8.1	10.0	4.9
Tompkinsville	2,660	5	3.76	4	3.00	1	0.80	6	4.5	3.7	3.7
Springfield	2,634	4	3.04	2	1.50	1	0.80	7	5.3	5.3	4.5
Wilder	2,624	0	0.00	0	0.00	0	0.00	0	0.0	0.0	0.0
Cumberland	2,611	1	0.77	3	2.30	0	0.00	0	0.0	5.4	4.5
Mount Vernon	2,592	4	3.09	7	5.40	1	0.80	7	5.4	8.5	2.1
Hartford	2,571	1	0.78	0	0.00	2	1.60	6	4.7	1.3	2.6
Hickman	2,560	1	0.78	0	0.00	0	0.00	1	0.8	6.5	1.6
Morgantown	2,544	0	0.00	0	0.00	0	0.00	0	0.0	0.0	0.0
STATEWIDE	1,619,469	1,002	1.24	4,000	4.9	1,938	2.39	5,085	6.3	5.6	4.0

* Crashes per 10,000 population

TABLE 17. CRASH RATES ON STATE-MAINTAINED STREETS BY CITY AND POPULATION CATEGORY (2006-2010)

POPULATION CATEGORY	NUMBER OF CITIES	AVERAGE RATE (C/100 MVM)*	CITY	NUMBER OF CRASHES (2006-2010)	AVERAGE RATE (C/100 MVM)*
OVER 200,000	2	584	Louisville	27,141	617
			Lexington	10,769	516
20,000-55,000	13	402	Ashland	2,294	536
			Florence	3,754	478
			Bowling Green	7,282	476
			Covington	2,688	475
			Paducah	2,962	409
			Frankfort	2,983	402
			Jeffersontown	1,226	392
			Richmond	1,448	382
			Henderson	2,598	356
			Elizabethtown	3,957	352
			Owensboro	2,239	348
			Hopkinsville	3,816	315
			Radcliff	1,489	315
10,000-19,999	19	397	Saint Matthews	709	1,070
			Newport	1,505	788
			Erlanger	732	781
			Shively	567	594
			Danville	816	532
			Campbellsville	1,061	513
			Georgetown	1,188	475
			Madisonville	2,175	455
			Murray	1,725	438
			Bardstown	1,627	434
			Nicholasville	1,933	369
			Fort Thomas	251	337
			Shelbyville	811	334
			Independence	2,489	327
			Winchester	758	302
			Glasgow	791	291
			Somerset	1,515	282
			Middlesboro	1,070	241
			Mayfield	303	218
5,000-9,999	35	330	Elsmere	312	791
			Fort Mitchell	610	678
			Edgewood	80	661
			Shepherdsville	814	557
			Bellevue	126	541
			Fort Wright	1,024	533
			Lawrenceburg	259	531
			Central City	602	460
			Wilmore	118	422
			Versailles	412	416
			Taylor Mill	172	414
			Franklin	665	410
			Lebanon	766	409
			Leitchfield	572	390
			Mount Sterling	800	389
			Corbin	872	367
			Cynthiana	259	352
			Harrodsburg	389	351
			London	1,620	347
			Morehead	644	330
			Dayton	59	323
			Berea	746	308
			La Grange	107	308
			Russellville	651	303
			Maysville	917	297
			Paris	731	295

TABLE 17. CRASH RATES ON STATE-MAINTAINED STREETS BY CITY AND POPULATION CATEGORY (2006-2010)(continued)

POPULATION CATEGORY	NUMBER OF CITIES	AVERAGE RATE (C/100 MVM)*	CITY	NUMBER OF CRASHES (2006-2010)	AVERAGE RATE (C/100 MVM)*
5,000-9,999 (cont.)	35	330	Princeton	545	287
			Villa Hills	82	274
			Alexandria	619	268
			Mount Washington	330	255
			Highland Heights	565	235
			Pikeville	1,210	234
			Williamsburg	364	216
			Flatwoods	378	179
			Monticello	583	174
2,500-4,999	38	255	Southgate	572	913
			Ludlow	280	886
			Park Hills	122	590
			Benton	530	563
			Paintsville	511	447
			Lakeside Park	266	431
			Lancaster	125	386
			Cold Spring	709	368
			West Liberty	178	364
			Marion	220	346
			Greenville	331	303
			Carrollton	285	293
			Beaver Dam	290	279
			Prestonsburg	361	271
			Vine Grove	128	269
			Russell	437	267
			Dawson Springs	113	260
			Morganfield	327	249
			Hazard	1,082	246
			Springfield	275	245
			Hodgenville	99	235
			Scottsville	531	227
			Mount Vernon	215	225
			Morgantown	98	206
			Grayson	250	202
			Calvert City	150	181
			Stanton	229	179
			Hartford	140	173
			Providence	178	163
			Tompkinsville	150	160
			Stanford	199	158
			Irvine	128	145
			Flemingsburg	132	144
			Barbourville	473	132
			Hickman	33	131
			Columbia	129	128
			Fulton	111	104
			Cumberland	30	63
1,000-2,499	55	187	Dry Ridge	79	660
			Anchorage	2	567
			Walton	315	381
			Uniontown	36	334
			Jackson	255	318
			Owingsville	100	288
			Vanceburg	43	284
			Junction City	25	278
			Russell Springs	312	272
			Elkhorn City	30	262
			Jenkins	96	261
			Liberty	393	250
			Louisa	180	249

TABLE 17. CRASH RATES ON STATE-MAINTAINED STREETS BY CITY AND POPULATION CATEGORY (2006-2010)(continued)

POPULATION CATEGORY	NUMBER OF CITIES	AVERAGE RATE (C/100 MVM)*	CITY	NUMBER OF CRASHES (2006-2010)	AVERAGE RATE (C/100 MVM)*
1,000-2,499 (cont.)	55	187	Edmonton	150	247
			Falmouth	173	244
			Evarts	146	241
			Nortonville	36	238
			Brandenburg	222	234
			Harlan	304	231
			Manchester	229	226
			Earlington	155	223
			Munfordville	177	220
			Owenton	67	209
			Eminence	104	205
			Catlettsburg	370	204
			Hardinsburg	32	193
			Albany	168	191
			Clay City	86	190
			Salyersville	153	184
			Sturgis	164	182
			Whitesburg	270	170
			Jamestown	128	168
			Lacenter	38	167
			Sebree	61	165
			Elkton	73	162
			Olive Hill	74	158
			Lebanon Junction	13	152
			Pineville	82	134
			Carlisle	26	131
			Horse Cave	183	129
			Beattyville	77	128
			Clay	29	125
			Cave City	243	124
			Raceland	139	110
			Livermore	10	102
			Worthington	5	93
			Burkesville	56	91
			Eddyville	97	87
			Cadiz	65	85
			Greensburg	41	73
			Muldraugh	6	59
			Auburn	4	57
			South Shore	5	47
			Cloverport	21	34
			Clinton	21	34

* Crashes per 100 million vehicle-miles

TABLE 18. TOTAL CRASH RATES BY CITY AND POPULATION CATEGORY (IN DESCENDING ORDER) (2006-2010)(ALL ROADS)

CITY	NUMBER OF CRASHES (2006-2010)	ANNUAL CRASH RATE (CRASHES PER 1000 POPULATION)	
POPULATION CATEGORY OVER 200,000			
Louisville	95,184	74.3	*
Lexington	48,656	37.4	
POPULATION CATEGORY 20,000-55,000			
Florence	7,819	66.4	*
Paducah	6,155	46.8	*
Bowling Green	11,322	45.9	*
Elizabethtown	5,177	45.9	*
Richmond	5,332	39.3	
Ashland	4,118	37.5	
Owensboro	9,854	36.5	
Henderson	4,779	34.9	
Frankfort	4,806	34.6	
Hopkinsville	4,643	30.9	
Covington	6,136	28.3	
Jeffersontown	3,388	25.4	
Radcliff	2,410	21.9	
POPULATION CATEGORY 10,000-19,999			
Somerset	3,178	56.0	*
Bardstown	2,468	47.6	*
Shelbyville	2,280	45.2	*
Newport	3,590	42.1	
Shively	3,045	40.2	
Glasgow	2,540	39.0	
Nicholasville	3,624	36.8	
Danville	2,780	35.9	
Murray	2,681	35.9	
Winchester	2,996	35.8	
Campbellsville	1,875	35.7	
Erlanger	2,904	34.8	
Georgetown	3,116	34.5	
Madisonville	3,195	33.1	
Mayfield	1,508	29.1	
Middlesboro	1,369	26.4	
Independence	1,736	23.2	
Fort Thomas	969	11.7	
POPULATION CATEGORY 5,000-9,999			
London	2,994	105.2	*
Pikeville	2,470	78.5	*
Fort Wright	2,150	75.7	*
Morehead	2,016	68.2	*
Shepherdsville	2,235	53.6	*
Mount Sterling	1,554	52.9	*
Maysville	1,911	42.5	*
Corbin	1,582	40.9	
Leitchfield	1,118	36.4	
Berea	1,774	36.0	
Williamsburg	897	34.9	
Versailles	1,306	34.8	
Cynthiana	1,044	33.4	
Lebanon	949	33.2	
Franklin	1,316	32.9	
La Grange	926	32.6	
Oak Grove	1,142	32.3	
Highland Heights	996	30.4	
Taylor Mill	1,035	29.9	
Russellville	1,061	29.7	
Monticello	881	29.5	
Harrodsburg	1,153	28.8	
Middletown	804	28.0	
Paris	1,216	26.5	
Central City	778	26.4	
Fort Mitchell	1,060	26.2	
Bellevue	816	25.2	
Mount Washington	979	23.1	
Alexandria	921	22.2	
Princeton	712	21.8	
Lawrenceburg	834	18.5	
Edgewood	833	17.7	
Flatwoods	556	14.6	
Lyndon	560	12.0	
Dayton	300	10.1	
Elsmere	362	8.9	
Villa Hills	200	5.0	
Wilmore	147	5.0	

CITY	NUMBER OF CRASHES (2006-2010)	ANNUAL CRASH RATE (CRASHES PER 1000 POPULATION)	
POPULATION CATEGORY 2,500-4,999			
Crestview Hills	1,211	83.8	*
Prestonsburg	1,378	76.3	*
Hazard	1,820	75.7	*
Wilder	707	53.9	*
Cold Spring	1,010	53.1	*
Russell	838	46.0	*
Paintsville	918	44.4	*
Mount Vernon	564	43.5	*
Crescent Springs	755	38.4	
Grayson	732	37.8	
Union	534	36.9	
Benton	766	36.5	
Williamstown	544	33.7	
Beaver Dam	483	31.8	
Stanford	545	31.8	
Scottsville	673	31.1	
Carrollton	592	30.8	
Columbia	596	29.7	
Barbourville	530	29.5	
Springfield	375	28.5	
Greenville	618	28.1	
Calvert City	371	27.5	
Morganfield	448	25.6	
Tompkinsville	328	24.7	
Lancaster	456	24.4	
Southgate	417	24.0	
Hodgenville	343	23.9	
Stanton	357	23.6	
Morgantown	296	23.3	
Flemingsburg	324	21.5	
Marion	299	18.7	
Hartford	234	18.2	
West Liberty	286	17.5	
Irvine	248	17.4	
Fulton	235	16.9	
Ludlow	322	14.6	
Vine Grove	301	14.4	
Lakeside Park	175	12.2	
Dawson Springs	158	10.6	
Providence	174	9.6	
Cumberland	112	8.6	
Park Hills	118	7.9	
Indian Hills	72	5.0	
Hickman	62	4.8	

* Critical crash rate

TABLE 19. FATAL CRASH RATES BY CITY AND POPULATION CATEGORY (IN DESCENDING ORDER WITH CRITICAL RATES IDENTIFIED)(2006-2010)(ALL ROADS)

CITY	NUMBER OF CRASHES (2006-2010)	ANNUAL CRASH RATE (CRASHES PER 10,000 POPULATION)
POPULATION CATEGORY OVER 200,000		
Louisville	327	2.55 *
Lexington	121	0.93
POPULATION CATEGORY 20,000-55,000		
Elizabethtown	19	1.69
Florence	16	1.36
Paducah	16	1.22
Henderson	15	1.10
Hopkinsville	15	1.00
Bowling Green	24	0.97
Richmond	13	0.96
Ashland	10	0.91
Jeffersontown	10	0.75
Radcliff	8	0.73
Frankfort	10	0.72
Owensboro	19	0.70
Covington	11	0.51
POPULATION CATEGORY 10,000-19,999		
Murray	13	1.74
Middlesboro	9	1.73
Shelbyville	8	1.59
Bardstown	8	1.54
Nicholasville	14	1.42
Mayfield	7	1.35
Glasgow	8	1.23
Erlanger	10	1.20
Georgetown	10	1.11
Somerset	6	1.06
Danville	7	0.90
Independence	6	0.80
Shively	5	0.66
Madisonville	6	0.62
Fort Thomas	5	0.61
Campbellsville	3	0.57
Winchester	4	0.48
Newport	1	0.12
POPULATION CATEGORY 5,000-9,999		
Pikeville	13	4.13
Corbin	10	2.58
Versailles	9	2.40
Williamsburg	6	2.33
London	6	2.11
Berea	10	2.03
La Grange	5	1.76
Shepherdsville	7	1.68
Monticello	5	1.67
Harrodsburg	6	1.50
Mount Sterling	4	1.36
Morehead	4	1.35
Leitchfield	4	1.30
Cynthiana	4	1.28
Franklin	5	1.25
Fort Mitchell	5	1.24
Mount Washington	5	1.18
Taylor Mill	4	1.16
Russellville	4	1.12
Central City	3	1.02
Alexandria	4	0.97
Lawrenceburg	4	0.89
Maysville	4	0.89
Lebanon	2	0.70
Paris	3	0.65
Highland Heights	1	0.31
Princeton	1	0.31
Flatwoods	1	0.26
Villa Hills	1	0.25
POPULATION CATEGORY 2,500-4,999		
Prestonsburg	16	8.86
Williamstown	9	5.58
Tompkinsville	5	3.76
Mount Vernon	4	3.09
Springfield	4	3.04
Flemingsburg	4	2.66
Hazard	6	2.50
Columbia	5	2.49
Scottsville	5	2.31
Cold Spring	4	2.10
Paintsville	4	1.94
Barbourville	3	1.67
Grayson	3	1.55
Calvert City	2	1.48
Vine Grove	3	1.44
Providence	2	1.11
Russell	2	1.10
Lancaster	2	1.07
Carrollton	2	1.04
Greenville	2	0.91
Hickman	1	0.78
Hartford	1	0.78
Cumberland	1	0.77
Fulton	1	0.72
Hodgenville	1	0.70
Beaver Dam	1	0.66
Marion	1	0.63
Stanford	1	0.58
Southgate	1	0.58
Morganfield	1	0.57

* Critical crash rate

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

COUNTY	NUMBER OF ALCOHOL-RELATED CRASHES (2006 - 2010) ALL	NUMBER OF ALCOHOL-RELATED CRASHES (2006 - 2010) 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	10	2	17.2	12.5
Elliott	33	4	8.3	5.2
Hickman	11	1	7.7	3.8
Livingston	82	6	7.7	2.3
Ballard	69	4	7.2	1.7
Cumberland	29	3	7.1	2.8
Owsley	20	5	7.1	8.8
Trimble	63	4	6.7	1.7
Menifee	29	2	6.3	1.7
Gallatin	78	8	5.9	3.2
Clinton	43	5	5.7	2.3
Lee	24	3	5.6	3.4
Wolfe	54	7	5.6	4.0
Fulton	41	3	5.6	1.8
Bracken	43	5	5.4	2.5
McLean	46	7	5.1	2.7
Carlisle	22	0	5.0	0.0
Lyon	56	4	4.8	1.7
Hancock	30	1	4.4	0.5
Crittenden	44	4	4.2	1.3
Nicholas	20	3	3.4	1.6
POPULATION CATEGORY 10,000 - 14,999				
Lewis	66	5	6.7	2.1
Carroll	118	7	6.5	1.5
Spencer	72	9	6.5	2.6
Fleming	76	3	5.8	0.8
Todd	63	4	5.8	1.3
Bath	51	7	5.8	3.9
Butler	53	4	5.7	1.4
Trigg	85	10	5.5	2.3
Edmonson	52	5	5.5	1.8
Jackson	61	5	5.5	1.7
Washington	69	11	5.4	3.1
Owen	55	6	5.4	2.1
Larue	71	6	5.2	1.4
Magoffin	53	5	4.9	2.1
Morgan	63	7	4.6	2.0
Garrard	88	9	4.5	1.8
Metcalfe	50	4	4.4	1.1
Leslie	31	6	4.3	3.6
Pendleton	79	10	4.3	1.6
Caldwell	62	9	3.7	1.8
Monroe	32	7	3.6	2.6
Green	21	2	3.3	0.9
Webster	37	3	3.2	1.0
Powell	38	5	3.2	1.7
Martin	23	0	2.4	0.0
POPULATION CATEGORY 15,000 - 24,999				
Marion	188	21	7.7	2.8
Woodford	247	26	6.2	2.5
Lincoln	152	13	6.1	1.9
Casey	89	7	5.9	1.7
Harrison	169	13	5.8	1.6
Bourbon	155	13	5.5	1.8
McCreary	69	8	5.4	2.7
Breckinridge	76	12	5.1	2.7
Allen	107	12	5.1	1.8
Henry	87	6	5.0	1.6
Simpson	149	17	5.0	2.2
Mason	181	20	5.0	2.1
Russell	91	6	4.9	1.1

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

COUNTY	NUMBER OF ALCOHOL-RELATED CRASHES (2006 - 2010) ALL	NUMBER OF ALCOHOL-RELATED CRASHES (2006 - 2010) 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)				
Estill	63	1	4.9	0.3
Union	85	4	4.8	0.8
Breathitt	76	5	4.7	1.4
Clay	102	6	4.6	1.2
Montgomery	192	12	4.4	1.0
Mercer	122	11	4.4	1.3
Grayson	144	11	4.3	1.1
Ohio	126	11	4.3	1.3
Hart	97	9	4.1	1.7
Lawrence	56	2	4.1	0.7
Anderson	93	4	4.0	0.5
Knott	67	7	3.7	1.9
Adair	65	6	3.7	1.1
Rowan	156	21	3.6	1.4
Taylor	132	26	3.6	2.0
Grant	144	13	3.5	1.2
Wayne	53	8	3.1	1.4
Rockcastle	66	5	2.7	1.0
Johnson	62	4	2.3	0.6
POPULATION CATEGORY 25,000 - 49,999				
Meade	158	20	6.3	2.5
Nelson	330	37	5.5	2.0
Floyd	283	24	5.3	2.3
Marshall	218	25	5.1	2.0
Oldham	214	33	4.5	2.1
Graves	200	24	4.5	1.9
Logan	134	10	4.4	1.1
Letcher	109	6	4.3	1.1
Shelby	261	25	4.3	1.6
Franklin	358	23	4.1	1.1
Calloway	216	42	4.0	2.0
Scott	276	25	3.9	1.3
Jessamine	287	26	3.9	1.2
Carter	116	10	3.8	1.4
Barren	251	29	3.8	1.5
Perry	175	15	3.7	1.4
Harlan	106	10	3.6	1.5
Boyle	166	30	3.6	2.2
Clark	202	15	3.5	1.1
Hopkins	269	30	3.5	1.4
Greenup	122	11	3.2	1.0
Henderson	258	22	3.1	1.0
Bell	101	10	3.0	1.2
Whitley	140	9	2.9	0.7
Muhlenberg	117	5	2.8	0.4
Boyd	262	29	2.7	1.3
Knox	91	7	2.6	0.9
POPULATION CATEGORY 50,000 - OVER				
Bullitt	425	52	5.1	2.1
Kenton	1237	91	4.7	1.4
Christian	461	43	4.7	1.8
Pike	445	37	4.4	1.8
Campbell	620	62	4.3	1.5
Madison	569	63	4.2	1.5
Daviess	693	84	4.1	1.5
McCracken	490	39	4.1	1.2
Fayette	2552	270	4.0	1.7
Hardin	532	63	3.7	1.6
Warren	737	86	3.6	1.3
Boone	770	86	3.6	1.4
Jefferson	4311	284	3.1	0.9
Laurel	274	18	3.1	0.9
Pulaski	279	21	3.0	0.8

TABLE 21. CRASHES INVOLVING ALCOHOL BY CITY AND POPULATION CATEGORY(IN ORDER OF DECREASING PERCENTAGES)(2006-2010)

CITY	NUMBER OF ALCOHOL-RELATED CRASHES	PERCENTAGE OF CRASHES INVOLVING ALCOHOL
POPULATION CATEGORY OVER 200,000		
Lexington	2,455	5.0
Louisville	3,708	3.9
POPULATION CATEGORY 20,000-55,000		
Covington	556	9.1
Hopkinsville	232	5.0
Frankfort	221	4.6
Radcliff	109	4.5
Jeffersontown	149	4.4
Owensboro	418	4.2
Paducah	247	4.0
Richmond	208	3.9
Florence	282	3.6
Bowling Green	381	3.4
Henderson	153	3.2
Elizabethtown	157	3.0
Ashland	110	2.7
POPULATION CATEGORY 10,000-19,999		
Independence	106	6.1
Fort Thomas	56	5.8
Newport	190	5.3
Shively	146	4.8
Shelbyville	108	4.7
Nicholasville	157	4.3
Georgetown	135	4.3
Erlanger	117	4.0
Bardstown	99	4.0
Danville	95	3.4
Winchester	102	3.4
Glasgow	82	3.2
Mayfield	49	3.2
Middlesboro	43	3.1
Madisonville	100	3.1
Campbellsville	56	3.0
Murray	74	2.8
Somerset	72	2.3
POPULATION CATEGORY 5,000-9,999		
Elsmere	30	8.3
Versailles	85	6.5
Dayton	18	6.0
Lebanon	53	5.6
Bellevue	46	5.6
Paris	67	5.5
Fort Mitchell	55	5.2
Shepherdsville	102	4.6
Mount Sterling	71	4.6
Cynthiana	47	4.5
Pikeville	111	4.5
Franklin	58	4.4
Maysville	85	4.4
Mount Washington	40	4.1
Villa Hills	8	4.0
La Grange	36	3.9
Princeton	27	3.8
Central City	28	3.6
Russellville	37	3.5
Lawrenceburg	29	3.5
Fort Wright	74	3.4
Corbin	54	3.4
Berea	56	3.2
Highland Heights	29	2.9
Harrodsburg	33	2.9
Alexandria	27	2.9
Edgewood	24	2.9
Taylor Mill	29	2.8
Wilmore	4	2.7
Flatwoods	14	2.5
London	76	2.5
Williamsburg	21	2.3
Leitchfield	25	2.2
Morehead	40	2.0
Monticello	15	1.7
POPULATION CATEGORY 2,500-4,999		
Vine Grove	29	9.6
Ludlow	27	8.4
Park Hills	9	7.6
Fulton	17	7.2
Providence	12	6.9
Carrollton	39	6.6
Southgate	26	6.2
Lakeside Park	9	5.1
Prestonsburg	69	5.0
Calvert City	18	4.9
Morganfield	21	4.7
Springfield	17	4.5
Cumberland	5	4.5
Tompkinsville	12	3.7
Flemingsburg	12	3.7
Scottsville	23	3.4
Hodgenville	12	3.5
Hazard	60	3.3
Dawson Springs	5	3.2
Beaver Dam	15	3.1
Stanford	17	3.1
Cold Spring	30	3.0
Grayson	22	3.0
Williamstown	16	2.9
Benton	21	2.7
Hartford	6	2.6
Barbourville	12	2.3
Russell	19	2.3
Greenville	14	2.3
Columbia	13	2.2
Mount Vernon	12	2.1
Marion	6	2.0
Lancaster	8	1.8
Irvine	4	1.6
Hickman	1	1.6
Paintsville	14	1.5
Stanton	4	1.1

TABLE 22. SUMMARY OF ALCOHOL CONVICTIONS BY COUNTY (2006 - 2010)

COUNTY	2006	2007	2008	2009	2010	TOTAL ALCOHOL CONVICTIONS (FIVE YEARS)**	ANNUAL AVERAGE ALCOHOL CONVICTIONS PER 1,000 LICENSED DRIVERS	ALCOHOL CONVICTIONS PER ALCOHOL-RELATED CRASH
Adair	104	108	75	59	76	422	7.0	6.5
Allen	113	91	99	83	65	451	6.8	4.2
Anderson	153	127	189	115	97	681	8.4	7.3
Ballard	43	55	38	51	44	231	7.5	3.3
Barren	179	175	178	158	193	883	6.1	3.5
Bath	47	51	36	28	32	194	4.7	3.8
Bell	358	306	303	255	245	1,467	16.8	14.5
Boone	749	719	810	695	557	3,530	8.4	4.6
Bourbon	168	145	107	98	88	606	8.7	3.9
Boyd	304	321	352	446	378	1,801	10.4	6.9
Boyle	183	168	127	196	143	817	8.3	4.9
Bracken	21	40	35	15	16	127	4.1	3.0
Breathitt	120	110	142	133	119	624	12.9	8.2
Breckinridge	73	72	56	67	59	327	4.6	4.3
Bullitt	311	239	255	161	206	1,172	4.3	2.8
Butler	84	81	76	62	61	364	8.1	6.9
Caldwell	60	60	70	47	41	278	5.8	4.5
Calloway	260	256	257	283	244	1,300	10.8	6.0
Campbell	592	564	542	485	447	2,630	8.5	4.2
Carlisle	25	8	11	28	23	95	4.9	4.3
Carroll	92	144	135	118	89	578	15.8	4.9
Carter	77	179	127	115	91	589	6.2	5.1
Casey	145	109	105	104	98	561	10.5	6.3
Christian	449	530	506	715	493	2,693	13.7	5.8
Clark	276	259	200	176	138	1,049	8.3	5.2
Clay	171	122	92	79	89	553	8.4	5.4
Clinton	80	83	68	31	39	301	8.6	7.0
Crittenden	25	49	47	54	39	214	6.6	4.9
Cumberland	91	73	58	48	37	307	12.6	10.6
Daviess	875	785	663	668	567	3,558	10.5	5.1
Edmonson	57	42	41	44	18	202	4.6	3.9
Elliott	30	28	31	41	39	169	7.5	5.1
Estill	48	26	43	57	59	233	4.5	3.7
Fayette	1,923	2,038	2,094	1,685	1,684	9,424	10.2	3.7
Fleming	65	69	68	40	53	295	5.7	3.9
Floyd	340	349	345	334	227	1,595	11.8	5.6
Franklin	325	339	370	272	255	1,561	9.1	4.4
Fulton	81	86	71	76	63	377	17.2	9.2
Gallatin	72	112	97	87	74	442	14.9	5.7
Garrard	153	131	124	75	66	549	9.4	6.2
Grant	194	156	157	83	76	666	7.8	4.6
Graves	212	202	237	191	160	1,002	7.7	5.0
Grayson	99	104	88	110	88	489	5.4	3.4
Green	45	51	53	52	45	246	6.0	11.7
Greenup	196	200	231	271	247	1,145	8.4	9.4
Hancock	40	42	39	56	32	209	6.5	7.0
Hardin	678	673	662	575	601	3,189	9.2	6.0
Harlan	221	161	276	203	179	1,040	10.4	9.8
Harrison	65	56	52	52	63	288	4.4	1.7
Hart	90	68	84	107	88	437	7.2	4.5
Henderson	366	315	393	293	281	1,648	10.1	6.4
Henry	155	147	148	155	133	738	13.1	8.5
Hickman	24	9	16	22	21	92	5.4	8.4
Hopkins	390	374	372	358	286	1,780	10.6	6.6
Jackson	32	42	32	24	41	171	3.7	2.8
Jefferson	2,070	2,338	2,213	2,442	2,201	11,264	4.5	2.6
Jessamine	355	272	240	299	278	1,444	8.9	5.0
Johnson	152	185	121	226	204	888	10.9	14.3
Kenton	719	723	647	677	622	3,388	6.2	2.7
Knott	110	64	66	81	79	400	7.4	6.0
Knox	218	173	113	148	189	841	8.0	9.2
Larue	54	71	35	44	47	251	4.9	3.5
Laurel	537	651	583	612	483	2,866	14.1	10.5

TABLE 22. SUMMARY OF ALCOHOL CONVICTIONS BY COUNTY (2006 - 2010) (continued)

COUNTY	2006	2007	2008	2009	2010	TOTAL ALCOHOL CONVICTIONS (FIVE YEARS)**	ANNUAL AVERAGE ALCOHOL CONVICTIONS PER 1,000 LICENSED DRIVERS	ALCOHOL CONVICTIONS PER ALCOHOL-RELATED CRASH
Lawrence	112	100	68	121	87	488	8.8	8.7
Lee	44	50	37	48	51	230	9.6	9.6
Leslie	112	69	52	54	24	311	7.6	10.0
Letcher	204	108	128	101	92	633	7.6	5.8
Lewis	78	50	78	51	57	314	6.5	4.8
Lincoln	109	100	77	67	65	418	4.8	2.8
Livingston	83	43	58	48	49	281	7.6	3.4
Logan	291	277	269	179	153	1,169	12.3	8.7
Lyon	107	87	87	88	71	440	15.2	7.9
McCracken	414	630	471	441	417	2,373	9.7	4.8
McCreary	163	104	88	101	111	567	10.6	8.2
McLean	60	157	119	135	94	565	16.0	12.3
Madison	597	150	195	167	161	1,270	4.7	2.2
Magoffin	167	100	92	84	85	528	12.0	10.0
Marion	146	105	85	96	66	498	7.8	2.6
Marshall	171	603	759	642	460	2,635	21.5	12.1
Martin	102	131	121	96	72	522	13.7	22.7
Mason	97	61	44	43	26	271	4.4	1.5
Meade	140	122	147	130	105	644	6.7	4.1
Menifee	38	37	24	28	15	142	6.2	4.9
Mercer	157	112	115	107	93	584	7.3	4.8
Metcalfe	31	50	71	52	29	233	6.5	4.7
Monroe	90	94	79	55	39	357	8.9	11.2
Montgomery	130	102	103	108	66	509	5.6	2.7
Morgan	76	75	84	101	65	401	9.6	6.4
Muhlenberg	231	232	191	181	203	1,038	9.2	8.9
Nelson	171	173	300	209	203	1,056	6.7	3.2
Nicholas	33	32	45	42	42	194	7.3	9.7
Ohio	172	128	149	103	111	663	7.9	5.3
Oldham	177	205	225	146	183	936	4.6	4.4
Owen	34	33	45	37	35	184	4.8	3.3
Owsley	34	31	38	27	15	145	9.1	7.3
Pendleton	47	50	40	61	38	236	4.4	3.0
Perry	180	146	136	176	124	762	7.6	4.4
Pike	377	439	382	329	239	1,766	8.1	4.0
Powell	166	122	101	91	86	566	12.4	14.9
Pulaski	351	442	406	384	337	1,920	8.6	6.9
Robertson	5	6	4	3	6	24	2.9	2.4
Rockcastle	155	128	97	113	140	633	10.9	9.6
Rowan	218	229	149	199	207	1,002	13.7	6.4
Russell	119	137	80	72	47	455	7.1	5.0
Scott	190	170	119	154	132	765	4.8	2.8
Shelby	340	364	307	282	371	1,664	11.8	6.4
Simpson	136	121	71	82	77	487	7.7	3.3
Spencer	88	76	96	96	90	446	6.9	6.2
Taylor	212	159	144	113	96	724	8.4	5.5
Todd	71	96	61	56	45	329	8.2	5.2
Trigg	70	100	120	96	81	467	9.2	5.5
Trimble	40	18	34	38	22	152	4.7	2.4
Union	157	120	139	115	115	646	12.2	7.6
Warren	878	882	898	713	820	4,191	11.9	5.7
Washington	39	46	72	54	30	241	5.8	3.5
Wayne	51	55	44	48	47	245	3.6	4.6
Webster	61	72	45	38	49	265	5.5	7.2
Whitley	178	166	157	166	174	841	7.0	6.0
Wolfe	57	49	57	31	26	220	8.8	4.1
Woodford	193	148	192	161	114	808	8.9	3.3
TOTAL *	25,294	25,018	24,296	22,924	20,654	118,186	8.0	4.6

*Convictions in cases filed in the same calander year.
**There were 36,607 arrests on average from 2006 to 2010.

TABLE 23. ALCOHOL CONVICTION RATES IN DECREASING ORDER (BY COUNTY POPULATION CATEGORIES)
(2006 - 2010)

POPULATION	COUNTY	ANNUAL AVERAGE ALCOHOL CONVICTIONS PER 1,000 LICENSED DRIVERS	COUNTY	ALCOHOL CONVICTIONS PER ALCOHOL-RELATED CRASH
UNDER 10,000	Fulton	17.2	McLean	12.3
	McLean	16.0	Cumberland	10.6
	Lyon	15.2	Nicholas	9.7
	Gallatin	14.9	Lee	9.6
	Cumberland	12.6	Fulton	9.2
	Lee	9.6	Hickman	8.4
	Owsley	9.1	Lyon	7.9
	Wolfe	8.8	Owsley	7.3
	Clinton	8.6	Clinton	7.0
	Livingston	7.6	Hancock	7.0
	Elliott	7.5	Gallatin	5.7
	Ballard	7.5	Elliott	5.1
	Nicholas	7.3	Menifee	4.9
	Crittenden	6.6	Crittenden	4.9
	Hancock	6.5	Carlisle	4.3
	Menifee	6.2	Wolfe	4.1
	Hickman	5.4	Livingston	3.4
	Carlisle	4.9	Ballard	3.3
	Trimble	4.7	Bracken	3.0
	Bracken	4.1	Trimble	2.4
	Robertson	2.9	Robertson	2.4
10,000-14,999	Carroll	15.8	Martin	22.7
	Martin	13.7	Powell	14.9
	Powell	12.4	Green	11.7
	Magoffin	12.0	Monroe	11.2
	Morgan	9.6	Leslie	10.0
	Garrard	9.4	Magoffin	10.0
	Trigg	9.2	Webster	7.2
	Monroe	8.9	Butler	6.9
	Todd	8.2	Morgan	6.4
	Butler	8.1	Garrard	6.2
	Leslie	7.6	Spencer	6.2
	Spencer	6.9	Trigg	5.5
	Lewis	6.5	Todd	5.2
	Metcalfe	6.5	Carroll	4.9
	Green	6.0	Lewis	4.8
	Washington	5.8	Metcalfe	4.7
	Caldwell	5.8	Caldwell	4.5
	Fleming	5.7	Edmonson	3.9
	Webster	5.5	Fleming	3.9
	Larue	4.9	Bath	3.8
	Owen	4.8	Larue	3.5
	Bath	4.7	Washington	3.5
	Edmonson	4.6	Owen	3.3
	Pendleton	4.4	Pendleton	3.0
	Jackson	3.7	Jackson	2.8
15,000-24,999	Rowan	13.7	Johnson	14.3
	Henry	13.1	Rockcastle	9.6
	Breathitt	12.9	Lawrence	8.7
	Union	12.2	Henry	8.5
	Rockcastle	10.9	McCreary	8.2
	Johnson	10.9	Breathitt	8.2
	McCreary	10.6	Union	7.6
	Casey	10.5	Anderson	7.3
	Woodford	8.9	Adair	6.5
	Lawrence	8.8	Rowan	6.4
	Bourbon	8.7	Casey	6.3
	Clay	8.4	Knott	6.0
	Anderson	8.4	Taylor	5.5
	Taylor	8.4	Clay	5.4
	Ohio	7.9	Ohio	5.3
	Marion	7.8	Russell	5.0
	Grant	7.8	Mercer	4.8
	Simpson	7.7	Grant	4.6

TABLE 23. ALCOHOL CONVICTION RATES IN DECREASING ORDER (BY COUNTY POPULATION CATEGORIES) (2006 - 2010) (continued)

POPULATION	COUNTY	ANNUAL AVERAGE ALCOHOL CONVICTIONS PER 1,000 LICENSED DRIVERS	COUNTY	ALCOHOL CONVICTIONS PER ALCOHOL-RELATED CRASH
15,000-24,999	Knott	7.4	Wayne	4.6
(cont'd)	Mercer	7.3	Hart	4.5
	Hart	7.2	Breckinridge	4.3
	Russell	7.1	Allen	4.2
	Adair	7.0	Bourbon	3.9
	Allen	6.8	Estill	3.7
	Montgomery	5.6	Grayson	3.4
	Grayson	5.4	Woodford	3.3
	Lincoln	4.8	Simpson	3.3
	Breckinridge	4.6	Lincoln	2.8
	Estill	4.5	Montgomery	2.7
	Harrison	4.4	Marion	2.6
	Mason	4.4	Harrison	1.7
	Wayne	3.6	Mason	1.5
25,000 - 49,999	Marshall	21.5	Bell	14.5
	Bell	16.8	Marshall	12.1
	Logan	12.3	Harlan	9.8
	Shelby	11.8	Greenup	9.4
	Floyd	11.8	Knox	9.2
	Calloway	10.8	Muhlenberg	8.9
	Hopkins	10.6	Logan	8.7
	Boyd	10.4	Boyd	6.9
	Harlan	10.4	Hopkins	6.6
	Henderson	10.1	Henderson	6.4
	Muhlenberg	9.2	Shelby	6.4
	Franklin	9.1	Calloway	6.0
	Jessamine	8.9	Whitley	6.0
	Greenup	8.4	Letcher	5.8
	Boyle	8.3	Floyd	5.6
	Clark	8.3	Clark	5.2
	Knox	8.0	Carter	5.1
	Graves	7.7	Jessamine	5.0
	Letcher	7.6	Graves	5.0
	Perry	7.6	Boyle	4.9
	Whitley	7.0	Oldham	4.4
	Meade	6.7	Franklin	4.4
	Nelson	6.7	Perry	4.4
	Carter	6.2	Meade	4.1
	Barren	6.1	Barren	3.5
	Scott	4.8	Nelson	3.2
	Oldham	4.6	Scott	2.8
50,000 - OVER	Laurel	14.1	Laurel	10.5
	Christian	13.7	Pulaski	6.9
	Warren	11.9	Hardin	6.0
	Daviess	10.5	Christian	5.8
	Fayette	10.2	Warren	5.7
	McCracken	9.7	Daviess	5.1
	Hardin	9.2	McCracken	4.8
	Pulaski	8.6	Boone	4.6
	Campbell	8.5	Campbell	4.2
	Boone	8.4	Pike	4.0
	Pike	8.1	Fayette	3.7
	Kenton	6.2	Bullitt	2.8
	Madison	4.7	Kenton	2.7
	Jefferson	4.5	Jefferson	2.6
	Bullitt	4.3	Madison	2.2

TABLE 24. PERCENTAGE OF DRIVERS CONVICTED OF DUI FILINGS (BY COUNTY) (2006 - 2010)*

COUNTY	TOTAL DUI FILED	TOTAL DUI CONVICTED	TOTAL DUI NON-CONVICTED	CONVICTION PERCENTAGE**
Adair	667	422	79	84.2
Allen	642	451	58	88.6
Anderson	998	681	64	91.4
Ballard	398	231	72	76.2
Barren	1,650	883	239	78.7
Bath	349	194	35	84.7
Bell	2,580	1,467	413	78.0
Boone	4,907	3,530	534	86.9
Bourbon	940	606	87	87.4
Boyd	2,505	1,801	325	84.7
Boyle	1,160	817	128	86.5
Bracken	199	127	29	81.4
Breathitt	847	624	80	88.6
Breckinridge	418	327	55	85.6
Bullitt	2,652	1,172	421	73.6
Butler	564	364	77	82.5
Caldwell	359	278	37	88.3
Calloway	1,622	1,300	131	90.8
Campbell	3,218	2,630	292	90.0
Carlisle	136	95	26	78.5
Carroll	935	578	120	82.8
Carter	1,092	589	155	79.2
Casey	756	561	88	86.4
Christian	3,829	2,693	464	85.3
Clark	1,379	1,049	144	87.9
Clay	1,146	553	379	59.3
Clinton	518	301	36	89.3
Crittenden	302	214	26	89.2
Cumberland	431	307	43	87.7
Daviess	4,923	3,558	429	89.2
Edmonson	304	202	47	81.1
Elliott	268	169	44	79.3
Estill	392	233	45	83.8
Fayette	11,752	9,424	827	91.9
Fleming	548	295	85	77.6
Floyd	2,575	1,595	284	84.9
Franklin	2,726	1,561	340	82.1
Fulton	539	377	76	83.2
Gallatin	861	442	255	63.4
Garrard	819	549	112	83.1
Grant	974	666	100	86.9
Graves	1,752	1,002	286	77.8
Grayson	739	489	51	90.6
Green	342	246	37	86.9
Greenup	1,568	1,145	174	86.8
Hancock	259	209	25	89.3
Hardin	4,461	3,189	461	87.4
Harlan	2,362	1,040	320	76.5
Harrison	485	288	36	88.9
Hart	686	437	84	83.9
Henderson	2,255	1,648	200	89.2
Henry	1,058	738	94	88.7
Hickman	136	92	23	80.0
Hopkins	2,178	1,780	225	88.8
Jackson	268	171	54	76.0
Jefferson	20,299	11,264	1,483	88.4
Jessamine	2,070	1,444	185	88.6
Johnson	1,491	888	208	81.0
Kenton	4,830	3,388	617	84.6
Knott	618	400	85	82.5
Knox	1,502	841	361	70.0
Larue	383	251	44	85.1

TABLE 24. PERCENTAGE OF DRIVERS CONVICTED OF DUI FILINGS (BY COUNTY) (2006 - 2010) (continued)

COUNTY	TOTAL DUI FILED	TOTAL DUI CONVICTED	TOTAL DUI NON-CONVICTED	CONVICTION PERCENTAGE
Laurel	4,094	2,866	522	84.6
Lawrence	848	488	108	81.9
Lee	464	230	82	73.7
Leslie	939	311	367	45.9
Letcher	957	633	128	83.2
Lewis	424	314	53	85.6
Lincoln	625	418	91	82.1
Livingston	414	281	35	88.9
Logan	1,642	1,169	302	79.5
Lyon	600	440	63	87.5
McCracken	3,674	2,373	489	82.9
McCreary	1,014	567	171	76.8
McLean	841	565	113	83.3
Madison	1,908	1,270	275	82.2
Magoffin	816	528	60	89.8
Marion	810	498	87	85.1
Marshall	3,480	2,635	341	88.5
Martin	824	522	98	84.2
Mason	379	271	31	89.7
Meade	905	644	105	86.0
Menifee	236	142	28	83.5
Mercer	812	584	68	89.6
Metcalfe	434	233	71	76.6
Monroe	544	357	105	77.3
Montgomery	838	509	110	82.2
Morgan	590	401	55	87.9
Muhlenberg	1,364	1,038	101	91.1
Nelson	1,461	1,056	158	87.0
Nicholas	314	194	36	84.3
Ohio	1,077	663	169	79.7
Oldham	1,404	936	95	90.8
Owen	368	184	72	71.9
Owsley	272	145	53	73.2
Pendleton	431	236	73	76.4
Perry	1,759	762	251	75.2
Pike	4,457	1,766	539	76.6
Powell	903	566	148	79.3
Pulaski	3,442	1,920	454	80.9
Robertson	46	24	9	72.7
Rockcastle	1,071	633	195	76.4
Rowan	1,637	1,002	159	86.3
Russell	820	455	78	85.4
Scott	1,121	765	124	86.1
Shelby	2,425	1,664	136	92.4
Simpson	751	487	64	88.4
Spencer	675	446	74	85.8
Taylor	1,029	724	139	83.9
Todd	485	329	126	72.3
Trigg	640	467	63	88.1
Trimble	277	152	36	80.9
Union	886	646	105	86.0
Warren	6,790	4,191	722	85.3
Washington	347	241	49	83.1
Wayne	372	245	27	90.1
Webster	432	265	41	86.6
Whitley	1,867	841	317	72.6
Wolfe	351	220	46	82.7
Woodford	1,029	808	75	91.5
TOTAL	183,037	118,186	21,026	84.9

* 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) (2006 - 2010)

POPULATION CATEGORY	AVERAGE CONVICTION PERCENTAGE	COUNTY	TOTAL DUI ARRESTS	TOTAL DUI CONVICTIONS	CONVICTION PERCENTAGE*
UNDER 10,000	81.4	Clinton	518	301	89.3
		Hancock	259	209	89.3
		Crittenden	302	214	89.2
		Livingston	414	281	88.9
		Cumberland	431	307	87.7
		Lyon	600	440	87.5
		Nicholas	314	194	84.3
		Menifee	236	142	83.5
		McLean	841	565	83.3
		Fulton	539	377	83.2
		Wolfe	351	220	82.7
		Bracken	199	127	81.4
		Trimble	277	152	80.9
		Hickman	136	92	80.0
		Elliott	268	169	79.3
		Carlisle	136	95	78.5
		Ballard	398	231	76.2
		Lee	464	230	73.7
		Owsley	272	145	73.2
		Robertson	46	24	72.7
		Gallatin	861	442	63.4
10,000-14,999	80.8	Magoffin	816	528	89.8
		Caldwell	359	278	88.3
		Trigg	640	467	88.1
		Morgan	590	401	87.9
		Green	342	246	86.9
		Webster	432	265	86.6
		Spencer	675	446	85.8
		Lewis	424	314	85.6
		Larue	383	251	85.1
		Bath	349	194	84.7
		Martin	824	522	84.2
		Washington	347	241	83.1
		Garrard	819	549	83.1
		Carroll	935	578	82.8
		Butler	564	364	82.5
		Edmonson	304	202	81.1
		Powell	903	566	79.3
		Fleming	548	295	77.6
		Monroe	544	357	77.3
		Metcalfe	434	233	76.6
		Pendleton	431	236	76.4
		Jackson	268	171	76.0
		Todd	485	329	72.3
		Owen	368	184	71.9
		Leslie	939	311	45.9
15,000-24,999	84.8	Woodford	1,029	808	91.5
		Anderson	998	681	91.4
		Grayson	739	489	90.6
		Wayne	372	245	90.1
		Mason	379	271	89.7
		Mercer	812	584	89.6
		Harrison	485	288	88.9
		Henry	1,058	738	88.7
		Breathitt	847	624	88.6
		Allen	642	451	88.6
		Simpson	751	487	88.4
		Bourbon	940	606	87.4
		Grant	974	666	86.9
		Casey	756	561	86.4
		Rowan	1,637	1,002	86.3

TABLE 25. DUI CONVICTION RATES BY COUNTY AND POPULATION CATEGORY
(IN DESCENDING ORDER) (2006 - 2010) (continued)

POPULATION CATEGORY	AVERAGE CONVICTION PERCENTAGE	COUNTY	TOTAL DUI ARRESTS	TOTAL DUI CONVICTIONS	CONVICTION PERCENTAGE*
15,000-24,999 (continued)		Union	886	646	86.0
		Breckinridge	418	327	85.6
		Russell	820	455	85.4
		Marion	810	498	85.1
		Adair	667	422	84.2
		Taylor	1,029	724	83.9
		Hart	686	437	83.9
		Estill	392	233	83.8
		Knott	618	400	82.5
		Montgomery	838	509	82.2
		Lincoln	625	418	82.1
		Lawrence	848	488	81.9
		Johnson	1,491	888	81.0
		Ohio	1,077	663	79.7
		McCreary	1,014	567	76.8
		Rockcastle	1,071	633	76.4
		Clay	1,146	553	59.3
25,000-49,999	83.8	Shelby	2,425	1,664	92.4
		Muhlenberg	1,364	1,038	91.1
		Calloway	1,622	1,300	90.8
		Oldham	1,404	936	90.8
		Henderson	2,255	1,648	89.2
		Hopkins	2,178	1,780	88.8
		Jessamine	2,070	1,444	88.6
		Marshall	3,480	2,635	88.5
		Clark	1,379	1,049	87.9
		Nelson	1,461	1,056	87.0
		Greenup	1,568	1,145	86.8
		Boyle	1,160	817	86.5
		Scott	1,121	765	86.1
		Meade	905	644	86.0
		Floyd	2,575	1,595	84.9
		Boyd	2,505	1,801	84.7
		Letcher	957	633	83.2
		Franklin	2,726	1,561	82.1
		Logan	1,642	1,169	79.5
		Carter	1,092	589	79.2
		Barren	1,650	883	78.7
		Bell	2,580	1,467	78.0
		Graves	1,752	1,002	77.8
		Harlan	2,362	1,040	76.5
		Perry	1,759	762	75.2
		Whitley	1,867	841	72.6
		Knox	1,502	841	70.0
50,000 - OVER	84.6	Fayette	11,752	9,424	91.9
		Campbell	3,218	2,630	90.0
		Daviess	4,923	3,558	89.2
		Jefferson	20,299	11,264	88.4
		Hardin	4,461	3,189	87.4
		Boone	4,907	3,530	86.9
		Warren	6,790	4,191	85.3
		Christian	3,829	2,693	85.3
		Kenton	4,830	3,388	84.6
		Laurel	4,094	2,866	84.6
		McCracken	3,674	2,373	82.9
		Madison	1,908	1,270	82.2
		Pulaski	3,442	1,920	80.9
		Pike	4,457	1,766	76.6
		Bullitt	2,652	1,172	73.6

*Refer to Table 24 for conviction rate calculation.

TABLE 26. SUMMARY OF RECKLESS DRIVING CONVICTIONS BY COUNTY (2006 - 2010)

COUNTY	2006	2007	2008	2009	2010	TOTAL RECKLESS DRIVING CONVICTIONS (FIVE YEARS)	ANNUAL AVERAGE RECKLESS DRIVING CONVICTIONS PER 1,000 LICENSED DRIVERS
Adair	16	13	14	14	9	66	1.1
Allen	8	16	10	13	13	60	0.9
Anderson	18	20	15	20	8	81	1.0
Ballard	6	5	8	4	9	32	1.0
Barren	100	85	44	42	42	313	2.2
Bath	10	8	5	4	7	34	0.8
Bell	17	14	12	8	12	63	0.7
Boone	111	153	150	92	82	588	1.4
Bourbon	50	26	21	11	6	114	1.6
Boyd	62	69	41	60	43	275	1.6
Boyle	58	35	37	34	23	187	1.9
Bracken	5	10	7	4	7	33	1.1
Breathitt	16	12	13	11	8	60	1.2
Breckinridge	14	7	13	8	12	54	0.8
Bullitt	85	73	65	52	57	332	1.2
Butler	14	18	6	8	4	50	1.1
Caldwell	13	21	12	8	7	61	1.3
Calloway	28	12	15	6	9	70	0.6
Campbell	65	75	61	50	41	292	0.9
Carlisle	1	2	10	1	2	16	0.8
Carroll	22	18	17	14	12	83	2.3
Carter	31	62	35	19	11	158	1.7
Casey	6	9	15	6	9	45	0.8
Christian	60	119	83	92	74	428	2.2
Clark	43	47	38	13	8	149	1.2
Clay	34	19	24	11	10	98	1.5
Clinton	16	47	16	11	7	97	2.8
Crittenden	4	2	1	7	3	17	0.5
Cumberland	21	21	11	13	8	74	3.0
Daviess	68	92	67	61	64	352	1.0
Edmonson	9	11	6	5	6	37	0.8
Elliott	3	3	2	2	3	13	0.6
Estill	11	4	2	12	11	40	0.8
Fayette	419	433	301	253	202	1,608	1.7
Fleming	22	24	13	21	20	100	1.9
Floyd	57	41	35	41	33	207	1.5
Franklin	120	114	94	73	64	465	2.7
Fulton	4	5	8	10	7	34	1.5
Gallatin	44	43	21	22	12	142	4.8
Garrard	20	32	16	11	10	89	1.5
Grant	35	25	26	13	21	120	1.4
Graves	29	57	38	45	31	200	1.5
Grayson	22	22	18	20	21	103	1.1
Green	1	5	2	4	3	15	0.4
Greenup	41	42	23	24	26	156	1.1
Hancock	7	5	5	5	2	24	0.7
Hardin	116	130	104	116	94	560	1.6
Harlan	60	56	74	35	30	255	2.6
Harrison	8	12	16	13	10	59	0.9
Hart	37	28	31	24	18	138	2.3
Henderson	52	35	44	37	43	211	1.3
Henry	28	13	13	32	18	104	1.8
Hickman	7	2	1	6	3	19	1.1
Hopkins	66	72	45	43	37	263	1.6
Jackson	7	8	7	9	5	36	0.8
Jefferson	371	413	315	280	228	1,607	0.6
Jessamine	67	51	27	45	35	225	1.4
Johnson	25	17	25	27	22	116	1.4
Kenton	144	179	152	129	114	718	1.3
Knott	10	9	8	4	5	36	0.7
Knox	60	45	37	31	19	192	1.8
Larue	9	13	7	3	5	37	0.7
Laurel	71	84	36	54	23	268	1.3

TABLE 26. SUMMARY OF RECKLESS DRIVING CONVICTIONS BY COUNTY (2006 - 2010) (continued)

COUNTY	2006	2007	2008	2009	2010	RECKLESS DRIVING CONVICTIONS (FIVE YEARS)	RECKLESS DRIVING CONVICTIONS PER 1,000 LICENSED DRIVERS
Lawrence	17	4	11	13	10	55	1.0
Lee	5	3	11	4	7	30	1.3
Leslie	15	12	2	6	2	37	0.9
Letcher	30	24	18	18	14	104	1.3
Lewis	19	5	12	3	7	46	1.0
Lincoln	29	19	14	15	23	100	1.2
Livingston	23	15	13	13	11	75	2.0
Logan	28	19	25	25	13	110	1.2
Lyon	82	87	29	28	32	258	8.9
McCracken	64	67	57	82	48	318	1.3
McCreary	4	8	9	3	7	31	0.6
McLean	8	3	2	4	3	20	0.6
Madison	90	72	51	24	31	268	1.0
Magoffin	4	15	5	2	7	33	0.8
Marion	20	13	15	9	8	65	1.0
Marshall	37	36	38	18	18	147	1.2
Martin	6	10	10	1	0	27	0.7
Mason	31	22	22	23	18	116	1.9
Meade	25	33	27	25	25	135	1.4
Menifee	14	4	2	4	2	26	1.1
Mercer	15	19	14	17	13	78	1.0
Metcalfe	22	27	22	13	26	110	3.1
Monroe	17	34	24	21	8	104	2.6
Montgomery	24	26	20	21	19	110	1.2
Morgan	5	8	7	6	5	31	0.7
Muhlenberg	25	29	15	20	26	115	1.0
Nelson	44	43	55	39	40	221	1.4
Nicholas	2	9	10	6	6	33	1.2
Ohio	15	12	10	19	5	61	0.7
Oldham	16	26	8	6	10	66	0.3
Owen	14	14	13	4	7	52	1.4
Owsley	6	6	10	3	5	30	1.9
Pendleton	12	19	14	14	17	76	1.4
Perry	7	10	23	17	17	74	0.7
Pike	45	79	69	91	71	355	1.6
Powell	11	14	8	10	5	48	1.0
Pulaski	63	64	41	38	42	248	1.1
Robertson	0	6	3	1	0	10	1.2
Rockcastle	43	30	20	17	20	130	2.2
Rowan	25	23	14	23	21	106	1.4
Russell	12	12	12	9	11	56	0.9
Scott	32	33	26	33	32	156	1.0
Shelby	58	61	54	44	36	253	1.8
Simpson	29	39	17	7	9	101	1.6
Spencer	8	13	8	8	8	45	0.7
Taylor	27	37	18	20	14	116	1.3
Todd	16	20	18	21	7	82	2.0
Trigg	12	25	14	28	16	95	1.9
Trimble	2	2	1	5	2	12	0.4
Union	8	15	10	19	18	70	1.3
Warren	120	170	109	116	95	610	1.7
Washington	4	8	10	2	4	28	0.7
Wayne	15	14	14	11	10	64	0.9
Webster	4	17	8	14	15	58	1.2
Whitley	47	44	44	26	29	190	1.6
Wolfe	1	9	3	2	3	18	0.7
Woodford	19	17	13	16	6	71	0.8
TOTAL	4,360	4,648	3,570	3,233	2,752	18,563	1.4

TABLE 27. PERCENTAGE OF CRASHES INVOLVING DRUGS BY COUNTY AND POPULATION CATEGORY
(IN ORDER OF DECREASING PERCENTAGES) (2006-2010)(ALL ROADS)

COUNTY	NUMBER OF CRASHES	PERCENT OF TOTAL CRASHES
POPULATION CATEGORY UNDER 10,000		
Elliott	21	5.3
Owsley	14	5.1
Lee	15	3.6
Menifee	12	2.7
Clinton	19	2.6
Livingston	23	2.2
Crittenden	21	2.0
Wolfe	18	1.9
Nicholas	10	1.8
Carlisle	8	1.8
Robertson	1	1.7
Hickman	2	1.4
Fulton	9	1.3
Ballard	11	1.2
Trimble	10	1.1
Cumberland	4	1.0
Lyon	11	1.0
Hancock	6	0.9
McLean	8	0.9
Gallatin	6	0.5
Bracken	2	0.3
POPULATION CATEGORY 10,000-14,999		
Martin	66	7.3
Leslie	35	4.9
Magoffin	45	4.3
Bath	35	4.1
Powell	29	2.6
Morgan	32	2.5
Lewis	18	1.9
Fleming	22	1.8
Jackson	19	1.7
Edmonson	13	1.4
Washington	14	1.1
Trigg	16	1.1
Todd	12	1.1
Green	6	1.0
Butler	9	1.0
Spencer	11	1.0
Larue	12	0.9
Webster	10	0.9
Pendleton	14	0.8
Caldwell	13	0.8
Garrard	16	0.8
Carroll	13	0.7
Metcalfe	8	0.7
Owen	6	0.6
Monroe	4	0.5
POPULATION CATEGORY 15,000-24,999		
Johnson	117	4.7
Clay	82	3.8
Knott	67	3.8
Breathitt	56	3.6
Lawrence	38	2.9
Casey	35	2.4
McCreary	29	2.4
Russell	35	2.0
Adair	32	1.9
Rockcastle	46	1.9
Estill	21	1.7
Union	27	1.6
Montgomery	68	1.6
Rowan	61	1.5
Marion	34	1.5
Hart	32	1.4
Wayne	18	1.1
Grayson	33	1.0
Bourbon	29	1.0
Allen	17	0.9
Anderson	21	0.9
Simpson	25	0.9
Woodford	33	0.9
Ohio	26	0.9
Breckinridge	11	0.8
Mercer	22	0.8
Lincoln	19	0.8
Henry	14	0.8
Grant	30	0.7
Harrison	20	0.7
Taylor	21	0.6
Mason	21	0.6
POPULATION CATEGORY 25,000-50,000		
Floyd	280	5.4
Harlan	117	4.1
Letcher	84	3.5
Bell	103	3.2
Perry	142	3.2
Carter	82	2.8
Knox	75	2.3
Marshall	78	1.9
Whitley	86	1.9
Greenup	70	1.9
Boyd	171	1.8
Graves	60	1.4
Clark	76	1.4
Hopkins	77	1.1
Muhlenberg	42	1.1
Franklin	72	0.9
Henderson	64	0.8
Barren	45	0.7
Jessamine	51	0.7
Meade	18	0.7
Logan	21	0.7
Boyle	25	0.6
Nelson	36	0.6
Calloway	24	0.5
Scott	37	0.5
Shelby	31	0.5
Oldham	20	0.4
POPULATION CATEGORY OVER 50,000		
Pike	597	6.1
Laurel	128	1.5
Pulaski	85	1.0
Kenton	229	0.9
Madison	108	0.9
Daviess	137	0.9
McCracken	77	0.7
Christian	66	0.7
Campbell	89	0.6
Warren	116	0.6
Boone	114	0.6
Bullitt	48	0.6
Hardin	73	0.5
Fayette	263	0.4
Jefferson	472	0.3

TABLE 28. PERCENTAGE OF CRASHES INVOLVING DRUGS BY CITY AND POPULATION CATEGORY (IN ORDER OF DECREASING PERCENTAGES)(2006-2010)

CITY	NUMBER OF DRUG-RELATED CRASHES	PERCENTAGE OF CRASHES INVOLVING DRUGS
POPULATION CATEGORY OVER 200,000		
Lexington	263	0.5
Louisville	416	0.4
POPULATION CATEGORY 20,000-55,000		
Ashland	70	1.7
Covington	92	1.5
Henderson	52	1.1
Frankfort	47	1.0
Owensboro	92	0.9
Hopkinsville	39	0.8
Richmond	41	0.8
Paducah	47	0.8
Radcliff	16	0.7
Jeffersontown	22	0.6
Florence	47	0.6
Bowling Green	68	0.6
Elizabethtown	24	0.5
POPULATION CATEGORY 10,000-19,999		
Middlesboro	44	3.2
Winchester	54	1.8
Fort Thomas	16	1.7
Independence	23	1.3
Mayfield	18	1.2
Madisonville	36	1.1
Somerset	34	1.1
Nicholasville	36	1.0
Campbellsville	15	0.8
Glasgow	21	0.8
Erlanger	19	0.7
Newport	24	0.7
Georgetown	22	0.7
Shelbyville	16	0.7
Bardstown	16	0.6
Shively	19	0.6
Danville	14	0.5
Murray	9	0.3
POPULATION CATEGORY 5,000-9,999		
Pikeville	128	5.2
Williamsburg	20	2.2
Corbin	33	2.1
Mount Sterling	31	2.0
Lawrenceburg	12	1.4
London	43	1.4
Central City	11	1.4
Flatwoods	8	1.4
Paris	16	1.3
Franklin	17	1.3
Bellevue	10	1.2
Edgewood	10	1.2
Taylor Mill	11	1.1
Cynthiana	11	1.1
Villa Hills	2	1.0
Dayton	3	1.0
Fort Mitchell	11	1.0
Princeton	7	1.0
Berea	16	0.9
Morehead	18	0.9
Lebanon	9	0.9
Fort Wright	17	0.8
Versailles	11	0.8
Harrodsburg	8	0.7
Maysville	14	0.7
Wilmore	1	0.7
Shepherdsville	16	0.7
Elsmere	2	0.6
Russellville	6	0.6
Mount Washington	6	0.6
Monticello	5	0.6
Highland Heights	6	0.6
Leitchfield	7	0.6
La Grange	5	0.5
Alexandria	2	0.2
POPULATION CATEGORY 2,500-4,999		
Paintsville	44	4.8
Cumberland	5	4.5
Prestonsburg	52	3.8
Grayson	26	3.6
Ludlow	11	3.4
Providence	6	3.4
Flemingsburg	9	2.8
Fulton	6	2.6
Hazard	45	2.5
Marion	7	2.3
Morganfield	8	1.8
Park Hills	2	1.7
Beaver Dam	8	1.7
Benton	12	1.6
Columbia	9	1.5
Greenville	9	1.5
Lancaster	7	1.5
Stanton	5	1.4
Vine Grove	4	1.3
Calvert City	5	1.3
Russell	11	1.3
Irvine	3	1.2
Mount Vernon	6	1.1
Lakeside Park	2	1.1
Barbourville	6	1.1
Hartford	2	0.9
Carrollton	5	0.8
Southgate	3	0.7
Scottsville	5	0.7
Stanford	3	0.6
Dawson Springs	1	0.6
Tompkinsville	2	0.6
Springfield	2	0.5
Williamstown	2	0.4
Cold Spring	4	0.4
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	1,463	4.39	945	0.09	98
Incapacitating	3,556	10.67	10,561	1.05	90
Non-Incapacitating	5,866	17.60	35,837	3.57	80
Possible Injury	5,037	15.11	56,565	5.64	63
Fatal or Incapacitating	5,019	15.06	11,506	1.15	92

* Based on 2006 through 2010 crash data. Total sample size for not wearing a safety belt was 33,331 compared to 1,002,923 for wearing a safety belt.

TABLE 32. USAGE AND EFFECTIVENESS OF CHILD SAFETY SEATS

(CHILDREN AGE THREE AND UNDER) (2006 - 2010)

			RESTRAINT USED		
VARIABLE	CATEGORY	NONE	SAFETY BELT	CHILD SEAT	ANY RESTRAINT
Number With Given Injury	Fatal	5	8	11	19
	Incapacitating	24	20	88	108
	Non-Incapacitating	34	90	507	597
	Possible Injury	84	290	1,472	1,762
	None Detected	206	4,066	23,574	27,640
Percent With Given Injury	Fatal	1.42	0.18	0.04	0.06
	Incapacitating	6.80	0.45	0.34	0.36
	Non-Incapacitating	9.63	2.01	1.98	1.98
	Possible Injury	23.80	6.48	5.74	5.85
	None Detected	58.36	90.88	91.90	91.75
Percent Usage By Seat Position	Front	4.93	27.27	67.79	95.07
	Rear	1.08	17.94	80.98	98.92
	All Positions	1.49	18.93	79.58	98.51
Percent With Given Injury By Seat Position					
(Front)	Fatal	1.61	0.29	0.00	0.08
	Incapacitating	3.63	0.44	0.21	0.27
	Non-Incapacitating	4.44	1.97	1.35	1.53
	Possible Injury	16.53	4.23	3.79	3.91
	None Detected	23.79	43.03	44.66	44.19
(Rear)	Fatal	0.22	0.05	0.03	0.04
	Incapacitating	3.28	0.18	0.24	0.23
	Non-Incapacitating	5.02	0.83	1.34	1.25
	Possible Injury	9.39	3.05	3.91	3.75
	None Detected	32.10	45.63	64.15	60.79
YEAR	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
	2010	174	1,942	9,266	11,208

TABLE 33. PERCENTAGE OF CRASHES INVOLVING UNSAFE SPEED BY COUNTY AND POPULATION CATEGORY (IN ORDER OF DECREASING PERCENTAGES) (2006-2010)

COUNTY	NUMBER OF CRASHES	PERCENT OF TOTAL CRASHES
POPULATION CATEGORY UNDER 10,000		
Hickman	18	12.6
Bracken	92	11.9
Trimble	100	10.7
Owsley	29	10.6
Lyon	108	9.5
Livingston	92	8.7
Robertson	5	8.6
Cumberland	32	8.3
Lee	34	8.2
Carlisle	33	7.6
Gallatin	93	7.3
Wolfe	68	7.3
Fulton	49	7.0
Menifee	25	5.6
Elliott	20	5.0
Crittenden	45	4.4
McLean	38	4.3
Ballard	39	4.2
Clinton	31	4.2
Hancock	26	3.9
Nicholas	20	3.5
POPULATION CATEGORY 10,000-14,999		
Morgan	147	11.3
Todd	110	10.5
Martin	92	10.1
Magoffin	101	9.7
Jackson	105	9.6
Leslie	54	7.6
Washington	94	7.6
Pendleton	130	7.2
Garrard	138	7.2
Caldwell	109	6.9
Bath	58	6.8
Butler	61	6.7
Webster	74	6.6
Larue	88	6.6
Spencer	69	6.4
Metcalfe	68	6.1
Owen	61	6.0
Trigg	82	5.5
Edmonson	51	5.5
Carroll	78	4.5
Monroe	34	4.1
Powell	43	3.8
Fleming	38	3.0
Lewis	26	2.7
Green	14	2.4
POPULATION CATEGORY 15,000-24,999		
Rockcastle	282	11.8
Henry	184	10.9
McCreary	114	9.3
Woodford	350	9.1
Clay	191	9.0
Grant	328	8.2
Bourbon	216	7.8
Wayne	122	7.5
Hart	163	7.1
Lincoln	168	7.0
Union	112	6.6
Estill	80	6.4
Mercer	167	6.2
Ohio	175	6.2
Knott	109	6.2
Harrison	171	6.1
Adair	92	5.5
Allen	103	5.2
Simpson	145	5.2
Grayson	150	4.7
Rowan	189	4.6
Anderson	103	4.6
Mason	162	4.6
Montgomery	184	4.4
Russell	75	4.3
Breckinridge	61	4.2
Casey	62	4.2
Johnson	96	3.8
Taylor	127	3.7
Marion	84	3.6
Lawrence	45	3.4
Breathitt	50	3.2
POPULATION CATEGORY 25,000-50,000		
Shelby	489	8.3
Floyd	400	7.7
Marshall	310	7.5
Graves	322	7.4
Jessamine	514	7.2
Hopkins	519	7.1
Franklin	585	7.1
Oldham	317	6.9
Letcher	166	6.9
Knox	229	6.9
Greenup	247	6.7
Carter	184	6.2
Scott	423	6.1
Harlan	173	6.1
Boyle	261	6.0
Nelson	339	5.8
Meade	136	5.6
Whitley	251	5.4
Calloway	251	5.0
Clark	272	4.9
Logan	139	4.8
Henderson	370	4.6
Muhlenberg	179	4.5
Boyd	411	4.4
Perry	191	4.3
Barren	273	4.3
Bell	131	4.0
POPULATION CATEGORY OVER 50,000		
Madison	1,063	8.4
Christian	709	7.4
Fayette	4,407	7.3
Kenton	1,822	7.2
Boone	1,365	6.8
Pike	667	6.8
Laurel	527	6.2
Campbell	803	5.8
Pulaski	483	5.6
McCracken	625	5.4
Hardin	699	5.0
Warren	939	4.8
Bullitt	381	4.7
Daviess	617	3.9
Jefferson	5,257	3.9

TABLE 34. PERCENTAGE OF CRASHES INVOLVING UNSAFE SPEED BY CITY AND POPULATION CATEGORY (IN ORDER OF DECREASING PERCENTAGES)(2006-2010)

CITY	NUMBER OF CRASHES (2006-2010)	PERCENT OF TOTAL CRASHES
POPULATION CATEGORY OVER 200,000		
Lexington	4,404	9.1
Louisville	4,845	5.1
POPULATION CATEGORY 20,000-55,000		
Hopkinsville	375	8.1
Frankfort	387	8.1
Richmond	416	7.8
Florence	456	5.8
Elizabethtown	275	5.3
Covington	320	5.2
Paducah	295	4.8
Henderson	213	4.5
Bowling Green	494	4.4
Ashland	164	4.0
Jeffersontown	135	4.0
Owensboro	343	3.5
Radcliff	54	2.2
POPULATION CATEGORY 10,000-19,999		
Independence	265	15.3
Erlanger	346	11.9
Fort Thomas	62	6.4
Shelbyville	137	6.0
Georgetown	186	6.0
Newport	187	5.2
Danville	144	5.2
Nicholasville	182	5.0
Winchester	112	3.7
Madisonville	119	3.7
Somerset	111	3.5
Bardstown	79	3.2
Mayfield	49	3.2
Glasgow	78	3.1
Murray	84	3.1
Campbellsville	53	2.8
Shively	83	2.7
Middlesboro	21	1.5
POPULATION CATEGORY 5,000-9,999		
Taylor Mill	144	13.9
Edgewood	99	11.9
Villa Hills	22	11.0
Highland Heights	108	10.8
Flatwoods	46	8.3
Elsmere	29	8.0
Princeton	53	7.4
Wilmore	10	6.8
Fort Mitchell	72	6.8
Berea	115	6.5
Alexandria	59	6.4
Versailles	83	6.4
Pikeville	156	6.3
Dayton	17	5.7
Fort Wright	122	5.7
Williamsburg	45	5.0
Maysville	95	5.0
Cynthiana	48	4.6
Harrodsburg	50	4.3
Monticello	37	4.2
Corbin	63	4.0
Central City	31	4.0
Shepherdsville	88	3.9
Franklin	50	3.8
Russellville	37	3.5
Paris	43	3.5
London	105	3.5
Lebanon	30	3.2
Mount Sterling	41	2.6
La Grange	24	2.6
Lawrenceburg	21	2.5
Mount Washington	24	2.5
Morehead	49	2.4
Leitchfield	26	2.3
Bellevue	19	2.3
POPULATION CATEGORY 2,500-4,999		
Calvert City	37	10.0
Southgate	41	9.8
Cold Spring	90	8.9
Williamstown	47	8.6
Mount Vernon	48	8.5
Vine Grove	22	7.3
Prestonsburg	96	7.0
Providence	12	6.9
Fulton	16	6.8
Hickman	4	6.5
Lakeside Park	11	6.3
Park Hills	7	5.9
Benton	45	5.9
Cumberland	6	5.4
Russell	44	5.3
Springfield	20	5.3
Hodgenville	17	5.0
Stanford	24	4.4
Ludlow	14	4.3
Barbourville	23	4.3
Marion	12	4.0
Flemingsburg	13	4.0
Dawson Springs	6	3.8
Tompkinsville	12	3.7
Grayson	26	3.6
Morganfield	15	3.3
Irvine	8	3.2
Greenville	20	3.2
Beaver Dam	15	3.1
Hazard	54	3.0
Carrollton	17	2.9
Lancaster	12	2.6
Scottsville	12	1.8
Paintsville	14	1.5
Columbia	9	1.5
Stanton	3	0.8

TABLE 35. SUMMARY OF SPEEDING CONVICTIONS BY COUNTY (2006 - 2010)

COUNTY	2006	2007	2008	2009	2010	TOTAL SPEEDING CONVICTIONS (FIVE YEARS)	ANNUAL AVERAGE SPEEDING CONVICTIONS PER 1,000 LICENSED DRIVERS	SPEEDING CONVICTIONS PER SPEED-RELATED CRASH
Adair	544	500	349	243	296	1,932	31.9	20.8
Allen	259	260	227	179	184	1,109	16.7	10.6
Anderson	2,205	1,635	1,236	740	797	6,613	81.8	64.2
Ballard	129	71	74	127	138	539	17.5	13.8
Barren	763	658	656	310	322	2,709	18.6	9.8
Bath	279	747	378	615	613	2,632	63.9	45.4
Bell	492	582	384	537	407	2,402	27.4	18.3
Boone	2,888	2,710	2,999	2,299	1,602	12,498	29.8	9.0
Bourbon	1,020	703	567	497	503	3,290	47.4	15.2
Boyd	693	820	756	860	973	4,102	23.8	9.9
Boyle	675	555	530	326	250	2,336	23.8	8.9
Bracken	317	441	427	349	189	1,723	55.9	18.5
Breathitt	120	55	114	180	121	590	12.2	11.6
Breckinridge	258	277	137	131	190	993	14.0	16.3
Bullitt	862	867	1,534	1,058	631	4,952	18.2	12.9
Butler	229	220	120	169	198	936	20.7	15.3
Caldwell	345	308	317	322	288	1,580	32.8	14.5
Calloway	265	309	297	221	149	1,241	10.3	4.8
Campbell	2,066	2,072	1,861	2,018	2,046	10,063	32.5	12.4
Carlisle	77	57	33	46	62	275	14.2	8.3
Carroll	528	482	391	445	325	2,171	59.2	27.8
Carter	602	535	204	279	327	1,947	20.4	10.6
Casey	146	110	72	72	42	442	8.3	7.0
Christian	795	876	1,203	1,295	1,194	5,363	27.3	7.5
Clark	777	673	390	598	385	2,823	22.2	10.3
Clay	390	280	227	201	141	1,239	18.9	6.5
Clinton	118	96	105	75	35	429	12.3	13.8
Crittenden	18	48	50	57	45	218	6.7	4.8
Cumberland	188	121	133	91	57	590	24.1	17.9
Daviess	3,001	1,788	1,938	1,843	2,043	10,613	31.2	17.1
Edmonson	190	167	138	124	92	711	16.0	13.9
Elliott	6	3	8	12	7	36	1.6	1.8
Estill	143	98	93	132	81	547	10.5	6.7
Fayette	5,470	6,484	6,118	6,829	3,904	28,805	31.2	6.5
Fleming	257	268	277	163	112	1,077	20.9	27.6
Floyd	316	354	259	177	113	1,219	9.0	3.0
Franklin	1,833	1,953	1,627	1,478	1,119	8,010	46.5	13.6
Fulton	92	57	102	112	133	496	22.6	10.1
Gallatin	541	546	545	659	541	2,832	95.4	30.5
Garrard	237	340	359	146	197	1,279	21.8	9.3
Grant	1,401	1,234	800	585	578	4,598	53.9	14.0
Graves	760	803	813	903	825	4,104	31.4	12.7
Grayson	1,036	1,825	1,356	1,281	503	6,001	65.7	39.5
Green	38	43	24	22	16	143	3.5	10.2
Greenup	408	332	208	241	187	1,376	10.1	5.5
Hancock	75	192	153	206	107	733	22.8	28.2
Hardin	4,472	4,513	3,865	3,696	2,798	19,344	55.9	27.4
Harlan	151	239	321	343	323	1,377	13.8	7.9
Harrison	173	220	138	111	120	762	11.8	4.4
Hart	286	331	460	461	247	1,785	29.4	11.0
Henderson	1,557	1,373	912	932	969	5,743	35.1	15.4
Henry	735	676	1,092	1,404	855	4,762	84.3	25.9
Hickman	61	48	80	95	101	385	22.4	21.4
Hopkins	1,338	1,811	1,837	1,520	1,542	8,048	48.0	15.4
Jackson	34	15	20	14	28	111	2.4	1.1
Jefferson	10,571	9,497	8,392	6,352	6,358	41,170	16.5	7.8
Jessamine	1,112	1,389	1,381	1,266	964	6,112	37.6	11.8
Johnson	196	217	333	211	164	1,121	13.7	11.7
Kenton	3,817	4,615	4,751	3,468	2,878	19,529	35.9	10.7
Knott	96	146	65	52	62	421	7.7	3.9
Knox	395	362	330	525	357	1,969	18.7	8.6
Larue	333	297	207	209	178	1,224	23.9	13.8
Laurel	812	724	778	904	794	4,012	19.8	7.6
Lawrence	235	240	207	158	125	965	17.3	21.4

TABLE 35. SUMMARY OF SPEEDING CONVICTIONS BY COUNTY (2006 - 2010) (continued)

COUNTY	2006	2007	2008	2009	2010	TOTAL SPEEDING CONVICTIONS (FIVE YEARS)	ANNUAL AVERAGE SPEEDING CONVICTIONS PER 1,000 LICENSED DRIVERS	SPEEDING CONVICTIONS PER SPEED-RELATED CRASH
Lee	31	34	20	26	17	128	5.3	3.7
Leslie	130	166	86	137	86	605	14.8	11.2
Letcher	142	75	77	85	35	414	5.0	2.5
Lewis	264	161	143	176	94	838	17.3	32.2
Lincoln	543	703	593	613	500	2,952	34.1	17.5
Livingston	196	236	357	222	264	1,275	34.5	13.7
Logan	587	469	341	351	329	2,077	21.8	14.7
Lyon	397	388	307	346	373	1,811	62.5	16.8
McCracken	1,284	1,204	981	657	970	5,096	20.9	8.1
McCreary	67	38	24	37	69	235	4.4	2.0
McLean	84	158	197	69	113	621	17.5	16.3
Madison	1,794	1,806	2,083	1,622	1,015	8,320	30.9	7.8
Magoffin	47	24	41	36	25	173	3.9	1.7
Marion	90	96	69	72	47	374	5.9	4.3
Marshall	686	735	1,056	751	759	3,987	32.5	12.9
Martin	17	23	27	15	8	90	2.4	1.0
Mason	543	637	603	379	229	2,391	39.0	14.8
Meade	296	503	370	362	398	1,929	20.2	14.1
Menifee	20	34	48	22	10	134	5.8	5.4
Mercer	259	261	243	305	336	1,404	17.5	8.4
Metcalfe	304	340	268	261	138	1,311	36.4	19.3
Monroe	37	46	49	42	11	185	4.6	5.4
Montgomery	229	682	352	661	252	2,176	23.8	11.8
Morgan	273	134	261	273	185	1,126	26.9	7.7
Muhlenberg	457	373	467	432	476	2,205	19.5	12.3
Nelson	929	838	780	583	553	3,683	23.2	10.8
Nicholas	326	200	146	159	72	903	34.1	45.2
Ohio	1,295	1,196	1,127	1,061	926	5,605	66.4	31.8
Oldham	1,285	945	937	664	791	4,622	22.7	14.5
Owen	229	219	188	146	85	867	22.5	14.2
Owsley	1	3	4	4	2	14	0.9	0.5
Pendleton	394	292	314	284	133	1,417	26.4	10.8
Perry	62	125	118	133	64	502	5.0	2.6
Pike	124	149	151	154	150	728	3.3	1.1
Powell	628	509	389	300	246	2,072	45.3	48.2
Pulaski	1,104	956	736	788	940	4,524	20.2	9.3
Robertson	4	5	10	6	6	31	3.7	6.2
Rockcastle	683	603	320	177	315	2,098	36.3	7.4
Rowan	663	445	445	615	426	2,594	35.4	13.6
Russell	282	240	184	107	73	886	13.9	11.5
Scott	841	1,096	1,279	1,029	590	4,835	30.3	11.3
Shelby	1,414	1,314	1,646	1,192	2,858	8,424	59.9	17.1
Simpson	191	406	279	135	119	1,130	17.9	7.8
Spencer	148	182	230	235	219	1,014	15.7	14.7
Taylor	220	275	214	166	148	1,023	11.8	7.8
Todd	137	116	364	329	234	1,180	29.5	10.7
Trigg	148	173	396	249	195	1,161	22.9	14.2
Trimble	74	60	94	110	60	398	12.4	4.0
Union	230	205	195	178	176	984	18.5	8.6
Warren	1,987	2,269	2,121	1,939	1,965	10,281	29.1	10.8
Washington	167	222	225	173	68	855	20.7	9.1
Wayne	71	67	56	58	25	277	4.1	2.3
Webster	86	110	73	109	116	494	10.2	6.7
Whitley	152	196	203	315	238	1,104	9.1	4.4
Wolfe	607	449	860	885	506	3,307	132.4	48.6
Woodford	1,291	1,547	1,383	1,228	989	6,438	70.9	18.2
TOTAL*	84,776	85,006	80,288	72,437	61,958	384,465	26.1	10.6

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

TABLE 36. SPEEDING CONVICTION RATES IN DECREASING ORDER (BY COUNTY POPULATION CATEGORIES) (2006 - 2010)

POPULATION CATEGORY	COUNTY	ANNUAL AVERAGE SPEEDING CONVICTIONS PER 1,000 LICENSED DRIVERS	COUNTY	SPEEDING CONVICTIONS PER SPEED-RELATED CRASH
UNDER 10,000	Wolfe	132.4	Wolfe	48.6
	Gallatin	95.4	Nicholas	45.2
	Lyon	62.5	Gallatin	30.5
	Bracken	55.9	Hancock	28.2
	Livingston	34.5	Hickman	21.4
	Nicholas	34.1	Bracken	18.5
	Cumberland	24.1	Cumberland	17.9
	Hancock	22.8	Lyon	16.8
	Fulton	22.6	McLean	16.3
	Hickman	22.4	Clinton	13.8
	McLean	17.5	Ballard	13.8
	Ballard	17.5	Livingston	13.7
	Carlisle	14.2	Fulton	10.1
	Trimble	12.4	Carlisle	8.3
	Clinton	12.3	Robertson	6.2
	Crittenden	6.7	Menifee	5.4
	Menifee	5.8	Crittenden	4.8
	Lee	5.3	Trimble	4.0
	Robertson	3.7	Lee	3.7
	Elliott	1.6	Elliott	1.8
	Owsley	0.9	Owsley	0.5
10,000-14,999	Bath	63.9	Powell	48.2
	Carroll	59.2	Bath	45.4
	Powell	45.3	Lewis	32.2
	Metcalfe	36.4	Carroll	27.8
	Caldwell	32.8	Fleming	27.6
	Todd	29.5	Metcalfe	19.3
	Morgan	26.9	Butler	15.3
	Pendleton	26.4	Spencer	14.7
	Larue	23.9	Caldwell	14.5
	Trigg	22.9	Owen	14.2
	Owen	22.5	Trigg	14.2
	Garrard	21.8	Edmonson	13.9
	Fleming	20.9	Larue	13.8
	Washington	20.7	Leslie	11.2
	Butler	20.7	Pendleton	10.8
	Lewis	17.3	Todd	10.7
	Edmonson	16.0	Green	10.2
	Spencer	15.7	Garrard	9.3
	Leslie	14.8	Washington	9.1
	Webster	10.2	Morgan	7.7
	Monroe	4.6	Webster	6.7
	Magoffin	3.9	Monroe	5.4
	Green	3.5	Magoffin	1.7
	Jackson	2.4	Jackson	1.1
	Martin	2.4	Martin	1.0
15,000 - 24,999	Henry	84.3	Anderson	64.2
	Anderson	81.8	Grayson	39.5
	Woodford	70.9	Ohio	31.8
	Ohio	66.4	Henry	25.9
	Grayson	65.7	Lawrence	21.4
	Grant	53.9	Adair	20.8
	Bourbon	47.4	Woodford	18.2
	Mason	39.0	Lincoln	17.5
	Rockcastle	36.3	Breckinridge	16.3
	Rowan	35.4	Bourbon	15.2
	Lincoln	34.1	Mason	14.8
	Adair	31.9	Grant	14.0
	Hart	29.4	Rowan	13.6

TABLE 36. SPEEDING CONVICTION RATES IN DECREASING ORDER (BY COUNTY POPULATION CATEGORIES) (2006 - 2010) (continued)

POPULATION CATEGORY	COUNTY	ANNUAL AVERAGE SPEEDING CONVICTIONS PER 1,000 LICENSED DRIVERS	COUNTY	SPEEDING CONVICTIONS PER SPEED-RELATED CRASH
15,000 - 24,999 (cont'd)	Montgomery	23.8	Montgomery	11.8
	Clay	18.9	Johnson	11.7
	Union	18.5	Breathitt	11.6
	Simpson	17.9	Russell	11.5
	Mercer	17.5	Hart	11.0
	Lawrence	17.3	Allen	10.6
	Allen	16.7	Union	8.6
	Breckinridge	14.0	Mercer	8.4
	Russell	13.9	Taylor	7.8
	Johnson	13.7	Simpson	7.8
	Breathitt	12.2	Rockcastle	7.4
	Taylor	11.8	Casey	7.0
	Harrison	11.8	Estill	6.7
	Estill	10.5	Clay	6.5
	Casey	8.3	Harrison	4.4
	Knott	7.7	Marion	4.3
	Marion	5.9	Knott	3.9
	McCreary	4.4	Wayne	2.3
	Wayne	4.1	McCreary	2.0
25,000 - 49,999	Shelby	59.9	Bell	18.3
	Hopkins	48.0	Shelby	17.1
	Franklin	46.5	Hopkins	15.4
	Jessamine	37.6	Henderson	15.4
	Henderson	35.1	Logan	14.7
	Marshall	32.5	Oldham	14.5
	Graves	31.4	Meade	14.1
	Scott	30.3	Franklin	13.6
	Bell	27.4	Marshall	12.9
	Boyle	23.8	Graves	12.7
	Boyd	23.8	Muhlenberg	12.3
	Nelson	23.2	Jessamine	11.8
	Oldham	22.7	Scott	11.3
	Clark	22.2	Nelson	10.8
	Logan	21.8	Carter	10.6
	Carter	20.4	Clark	10.3
	Meade	20.2	Boyd	9.9
	Muhlenberg	19.5	Barren	9.8
	Knox	18.7	Boyle	8.9
	Barren	18.6	Knox	8.6
	Harlan	13.8	Harlan	7.9
	Calloway	10.3	Greenup	5.5
	Greenup	10.1	Calloway	4.8
	Whitley	9.1	Whitley	4.4
	Floyd	9.0	Floyd	3.0
	Perry	5.0	Perry	2.6
	Letcher	5.0	Letcher	2.5
50,000 - OVER	Hardin	55.9	Hardin	27.4
	Kenton	35.9	Daviess	17.1
	Campbell	32.5	Bullitt	12.9
	Daviess	31.2	Campbell	12.4
	Fayette	31.2	Warren	10.8
	Madison	30.9	Kenton	10.7
	Boone	29.8	Pulaski	9.3
	Warren	29.1	Boone	9.0
	Christian	27.3	McCracken	8.1
	McCracken	20.9	Jefferson	7.8
	Pulaski	20.2	Madison	7.8
	Laurel	19.8	Laurel	7.6
	Bullitt	18.2	Christian	7.5
	Jefferson	16.5	Fayette	6.5
	Pike	3.3	Pike	1.1

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

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

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

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

TABLE 39. CRASH TREND ANALYSIS (2006 - 2010)

Crash Statistic	Number in Given Year 2006	2007	2008	2009	4-Year Average 2006 - 2009	2010	2010 Percent Change*
Total Crashes	127,252	124,553	123,530	126,237	125,393	127,456	1.6
Fatal Crashes	837	803	752	730	781	694	-11.1
Fatalities	913	864	826	791	849	760	-10.5
Injury Crashes	27,467	26,160	25,360	25,063	26,013	24,762	-4.8
Injuries	41,044	38,786	37,491	37,398	38,680	37,196	-3.8
Fatal and Injury Crashes	28,304	26,963	26,112	25,793	26,793	25,456	-5.0
Licensed Drivers (Millions)	2.91	3.00	3.03	3.09	3.01	3.10	3.1
Registered Vehicles (Millions)	3.71	3.76	3.78	3.74	3.75	3.78	0.9
Total Vehicle Miles (Billions)	47.639	47.870	47.176	47.236	47.480	48.057	1.2
Total Crash/100 MVM	267	260	262	267	264	265	0.5
Fatal Crash/100 MVM	1.76	1.68	1.59	1.55	1.64	1.44	-11.9
Fatalities/100 MVM	1.92	1.80	1.75	1.67	1.79	1.58	-11.6
Injuries/100 MVM	86	81	79	79	81	77	-4.4
Speed Related Crashes	7,931	6,847	7,533	7,278	7,397	7,141	-3.5
Speed Related Injury Crashes	2,663	2,238	2,303	2,145	2,337	2,004	-14.2
Speed Related Fatal Crashes	168	151	139	123	145	119	-17.9
Speed Convictions	86,531	87,216	82,485	74,018	82,563	62,843	-23.9
Alcohol Related Crashes	5,360	5,167	5,015	4,984	5,132	4,735	-7.7
Alcohol Related Injury Crashes	2,118	1,987	1,850	1,778	1,933	1,676	-13.3
Alcohol Related Fatal Crashes	171	188	152	186	174	156	-10.3
Alcohol Related Fatalities	188	204	160	203	189	16	-91.5
DUI Filings	39,838	38,190	37,105	35,357	37,623	20,654	-45.1
DUI Convictions	25,294	25,018	24,296	22,924	24,383	32,547	33.5
DUI Conviction Rate (Percent)**	83.8	84.9	85.3	85.4	84.8	90.4	6.6
Number DUI Filings/Alcohol Related Fatality	212	187	232	174	201	1,291	542.2
Drug Related Crashes	1,351	1,370	1,414	1,397	1,383	1,635	18.2
Drug Related Injury Crashes	580	514	546	649	572	602	5.2
Drug Related Fatal Crashes	217	226	208	217	217	215	-0.9
Pedestrian Related Crashes	909	894	994	936	933	1,050	12.5
Pedestrian Related Injury Crashes	759	749	793	769	768	847	10.3
Pedestrian Related Fatal Crashes	53	46	64	39	51	57	11.8
Bicycle/Motor Vehicle Related Crashes	412	433	489	428	441	470	6.6
Bicycle Related Injury Crashes	292	319	353	290	314	320	1.9
Bicycle Related Fatal Crashes	5	2	6	5	5	7	40.0
Motorcycle Related Crashes	1,765	2,087	2,159	1,915	1,982	1,961	-1.1
Motorcycle Related Injury Crashes	1,182	1,399	1,407	1,240	1,307	1,256	-3.9
Motorcycle Related Fatal Crashes	94	112	96	84	97	92	-5.2
School Bus Crashes	810	797	781	855	811	848	4.6
School Bus Injury Crashes	119	97	97	91	101	81	-19.8
School Bus Fatal Crashes	3	2	3	3	3	3	0.0
Truck Crashes	9,709	9,176	8,782	7,902	8,892	8,036	-9.6
Truck Injury Crashes	1,757	1,607	1,490	1,292	1,537	1,305	-15.1
Truck Fatal Crashes	103	104	98	105	103	87	-15.5
Train Crashes	52	61	39	49	50	50	0.0
Train Injury Crashes	19	14	11	15	15	12	-20.0
Train Fatal Crashes	8	6	3	1	5	8	60.0

* Percent change from 2006-2009 average to 2010.

** 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	178	20.6
Allen	7	0.8	2	0.2	43	4.8	6	0.7	134	15.1
Anderson	10	1.0	2	0.2	55	5.8	21	2.2	190	19.9
Ballard	0	0.0	1	0.2	22	5.3	4	1.0	161	38.9
Barren	27	1.4	6	0.3	112	5.9	28	1.5	584	30.7
Bath	3	0.5	2	0.4	20	3.6	11	2.0	71	12.8
Bell	33	2.2	13	0.9	57	3.8	21	1.4	279	18.6
Boone	115	2.7	42	1.0	288	6.7	320	7.4	2021	47.0
Bourbon	14	1.4	5	0.5	53	5.5	27	2.8	226	23.3
Boyd	64	2.6	25	1.0	165	6.6	25	1.0	655	26.3
Boyle	32	2.3	9	0.6	87	6.3	11	0.8	267	19.3
Bracken	1	0.2	1	0.2	31	7.5	1	0.2	48	11.6
Breathitt	14	1.7	3	0.4	38	4.7	14	1.7	106	13.2
Breckinridge	6	0.6	3	0.3	27	2.9	8	0.9	129	13.8
Bullitt	44	1.4	17	0.6	180	5.9	73	2.4	913	29.8
Butler	2	0.3	2	0.3	28	4.3	4	0.6	48	7.4
Caldwell	12	1.8	3	0.5	28	4.3	6	0.9	194	29.7
Calloway	32	1.9	25	1.5	101	5.9	20	1.2	288	16.9
Campbell	184	4.2	73	1.6	179	4.0	68	1.5	836	18.9
Carlisle	0	0.0	1	0.4	13	4.9	1	0.4	61	22.8
Carroll	9	1.8	4	0.8	44	8.7	11	2.2	248	48.8
Carter	13	1.0	4	0.3	46	3.4	19	1.4	279	20.8
Casey	6	0.8	0	0.0	31	4.0	11	1.4	114	14.8
Christian	56	1.5	35	1.0	208	5.8	60	1.7	851	23.6
Clark	46	2.8	7	0.4	89	5.4	24	1.4	451	27.2
Clay	13	1.1	1	0.1	52	4.2	50	4.1	150	12.2
Clinton	3	0.6	0	0.0	17	3.5	2	0.4	56	11.6
Crittenden	6	1.3	1	0.2	27	5.8	5	1.1	109	23.2
Cumberland	2	0.6	0	0.0	15	4.2	1	0.3	47	13.2
Daviess	103	2.3	99	2.2	217	4.7	68	1.5	928	20.3
Edmonson	2	0.3	1	0.2	16	2.7	6	1.0	84	14.4
Elliott	3	0.9	0	0.0	18	5.3	7	2.1	37	11.0
Estill	17	2.2	4	0.5	27	3.5	9	1.2	54	7.1
Fayette	589	4.5	327	2.5	645	5.0	207	1.6	3492	26.8
Fleming	11	1.6	2	0.3	25	3.6	11	1.6	87	12.6
Floyd	31	1.5	8	0.4	97	4.6	82	3.9	519	24.5
Franklin	40	1.7	22	0.9	126	5.3	42	1.8	456	19.1
Fulton	4	1.0	5	1.3	13	3.4	3	0.8	82	21.2
Gallatin	7	1.8	3	0.8	29	7.4	3	0.8	291	74.0
Garrard	9	1.2	4	0.5	50	6.8	15	2.0	129	17.4
Grant	21	1.9	2	0.2	67	6.0	30	2.7	477	42.6
Graves	26	1.4	13	0.7	103	5.6	28	1.5	365	19.7
Grayson	18	1.5	4	0.3	45	3.7	14	1.2	237	19.7
Green	3	0.5	2	0.3	11	1.9	2	0.3	40	6.9
Greenup	17	0.9	4	0.2	75	4.1	25	1.4	186	10.1
Hancock	2	0.5	3	0.7	20	4.8	2	0.5	106	25.3
Hardin	57	1.2	39	0.8	230	4.9	74	1.6	1145	24.3
Harlan	25	1.5	8	0.5	52	3.1	21	1.3	314	18.9
Harrison	18	2.0	0	0.0	48	5.3	12	1.3	145	16.1
Hart	13	1.5	1	0.1	42	4.8	9	1.0	471	54.0
Henderson	48	2.1	37	1.7	128	5.7	42	1.9	676	30.2
Henry	9	1.2	4	0.5	40	5.3	4	0.5	288	38.2
Hickman	1	0.4	0	0.0	4	1.5	1	0.4	20	7.6
Hopkins	31	1.3	25	1.1	108	4.6	33	1.4	641	27.6
Jackson	4	0.6	2	0.3	32	4.7	9	1.3	88	13.0
Jefferson	1737	5.0	782	2.3	1645	4.7	1139	3.3	9016	26.0
Jessamine	51	2.6	22	1.1	123	6.3	100	5.1	451	23.1
Johnson	19	1.6	4	0.3	40	3.4	8	0.7	225	19.2
Kenton	275	3.6	135	1.8	301	4.0	191	2.5	1963	25.9
Knott	10	1.1	0	0.0	34	3.9	22	2.5	211	23.9

TABLE 40. NUMBER OF CRASHES AND RATES BY CRASH TYPE FOR EACH COUNTY (continued)

	PEDESTRIAN CRASHES		BICYCLE CRASHES		MOTORCYCLE CRASHES		SCHOOL BUS CRASHES		TRUCK CRASHES	
	NUMBER*	RATE**	NUMBER*	RATE**	NUMBER*	RATE**	NUMBER*	RATE**	NUMBER*	RATE**
Knox	25	1.6	10	0.6	66	4.2	24	1.5	261	16.4
Larue	4	0.6	6	0.9	22	3.3	7	1.0	148	22.1
Laurel	38	1.4	11	0.4	147	5.6	39	1.5	902	34.2
Lawrence	7	0.9	3	0.4	31	4.0	17	2.2	161	20.7
Lee	2	0.5	1	0.3	15	3.8	4	1.0	33	8.3
Leslie	3	0.5	0	0.0	18	2.9	6	1.0	118	19.0
Letcher	11	0.9	1	0.1	48	3.8	20	1.6	380	30.1
Lewis	11	1.6	0	0.0	9	1.3	8	1.1	95	13.5
Lincoln	11	0.9	4	0.3	59	5.1	19	1.6	176	15.1
Livingston	7	1.4	1	0.2	38	7.8	9	1.8	119	24.3
Logan	14	1.1	9	0.7	53	4.0	18	1.4	302	22.7
Lyon	1	0.2	1	0.2	34	8.4	4	1.0	200	49.5
McCracken	75	2.3	38	1.2	258	7.9	55	1.7	797	24.3
McCreary	13	1.5	2	0.2	39	4.6	9	1.1	69	8.1
McLean	2	0.4	3	0.6	16	3.2	4	0.8	72	14.5
Madison	82	2.3	34	1.0	230	6.5	54	1.5	855	24.1
Magoffin	10	1.5	1	0.2	20	3.0	7	1.1	140	21.0
Marion	17	1.9	5	0.5	35	3.8	7	0.8	150	16.5
Marshall	18	1.2	5	0.3	100	6.6	16	1.1	454	30.1
Martin	6	1.0	1	0.2	20	3.2	6	1.0	87	13.8
Mason	30	3.6	12	1.4	72	8.6	6	0.7	316	37.6
Meade	20	1.5	3	0.2	58	4.4	7	0.5	129	9.8
Menifee	4	1.2	0	0.0	15	4.6	2	0.6	27	8.2
Mercer	20	1.9	2	0.2	51	4.9	11	1.1	151	14.5
Metcalfe	2	0.4	2	0.4	18	3.6	15	3.0	109	21.7
Monroe	6	1.0	1	0.2	17	2.9	7	1.2	93	15.8
Montgomery	21	1.9	2	0.2	80	7.1	28	2.5	292	25.9
Morgan	9	1.3	0	0.0	27	3.9	15	2.2	74	10.6
Muhlenberg	14	0.9	5	0.3	63	4.0	21	1.3	364	22.9
Nelson	38	2.0	11	0.6	85	4.5	34	1.8	373	19.9
Nicholas	2	0.6	0	0.0	6	1.8	6	1.8	29	8.5
Ohio	14	1.2	5	0.4	41	3.6	12	1.0	293	25.6
Oldham	27	1.2	14	0.6	70	3.0	54	2.3	373	16.2
Owen	3	0.6	3	0.6	40	7.6	2	0.4	70	13.3
Owsley	3	1.2	0	0.0	7	2.9	2	0.8	26	10.7
Pendleton	6	0.8	3	0.4	57	7.9	28	3.9	135	18.8
Perry	30	2.0	4	0.3	61	4.2	48	3.3	452	30.8
Pike	47	1.4	7	0.2	227	6.6	71	2.1	1115	32.4
Powell	8	1.2	2	0.3	35	5.3	3	0.5	71	10.7
Pulaski	32	1.1	10	0.4	140	5.0	29	1.0	607	21.6
Robertson	0	0.0	0	0.0	5	4.4	0	0.0	4	3.5
Rockcastle	11	1.3	2	0.2	40	4.8	20	2.4	338	40.8
Rowan	18	1.6	15	1.4	56	5.1	11	1.0	251	22.7
Russell	11	1.3	2	0.2	32	3.9	2	0.2	117	14.3
Scott	21	1.3	19	1.1	122	7.4	48	2.9	641	38.8
Shelby	19	1.1	17	1.0	94	5.6	33	2.0	561	33.7
Simpson	15	1.8	7	0.9	45	5.5	11	1.3	499	60.8
Spencer	6	1.0	2	0.3	31	5.3	18	3.1	59	10.0
Taylor	18	1.6	1	0.1	58	5.1	9	0.8	204	17.8
Todd	5	0.8	3	0.5	36	6.0	9	1.5	126	21.1
Trigg	8	1.3	5	0.8	37	5.9	8	1.3	144	22.9
Trimble	8	2.0	3	0.7	38	9.4	4	1.0	87	21.4
Union	16	2.0	3	0.4	62	7.9	13	1.7	162	20.7
Warren	87	1.9	78	1.7	318	6.9	89	1.9	1385	29.9
Washington	3	0.5	1	0.2	20	3.7	3	0.5	95	17.4
Wayne	10	1.0	2	0.2	17	1.7	11	1.1	105	10.5
Webster	5	0.7	1	0.1	15	2.1	4	0.6	112	15.9
Whitley	40	2.2	7	0.4	78	4.3	27	1.5	506	28.2
Wolfe	8	2.3	1	0.3	32	9.1	12	3.4	70	19.8
Woodford	16	1.4	11	0.9	72	6.2	19	1.6	321	27.7

* 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) (2006-2010)(ALL ROADS)

COUNTY	NUMBER OF CRASHES	ANNUAL CRASH RATE (CRASHES PER 10,000 POP.)
POPULATION CATEGORY UNDER 10,000		
Wolfe	8	2.3
Trimble	8	2.0
Gallatin	7	1.8
Livingston	7	1.4
Crittenden	6	1.3
Menifee	4	1.2
Owsley	3	1.2
Fulton	4	1.0
Elliott	3	0.9
Clinton	3	0.6
Nicholas	2	0.6
Cumberland	2	0.6
Hancock	2	0.5
Lee	2	0.5
McLean	2	0.4
Hickman	1	0.4
Lyon	1	0.2
Bracken	1	0.2
Carlisle	0	0.0
Ballard	0	0.0
Robertson	0	0.0
POPULATION CATEGORY 10,000-14,999		
Carroll	9	1.8
Caldwell	12	1.8
Lewis	11	1.6
Fleming	11	1.6
Magoffin	10	1.5
Morgan	9	1.3
Trigg	8	1.3
Garrard	9	1.2
Powell	8	1.2
Spencer	6	1.0
Monroe	6	1.0
Martin	6	1.0
Pendleton	6	0.8
Todd	5	0.8
Webster	5	0.7
Jackson	4	0.6
Larue	4	0.6
Owen	3	0.6
Leslie	3	0.5
Green	3	0.5
Bath	3	0.5
Washington	3	0.5
Metcalfe	2	0.4
Edmonson	2	0.3
Butler	2	0.3
POPULATION CATEGORY 15,000-24,999		
Mason	30	3.6
Estill	17	2.2
Harrison	18	2.0
Union	16	2.0
Marion	17	1.9
Mercer	20	1.9
Montgomery	21	1.9
Grant	21	1.9
Simpson	15	1.8
Breathitt	14	1.7
Rowan	18	1.6
Taylor	18	1.6
Johnson	19	1.6
McCreary	13	1.5
Grayson	18	1.5
Hart	13	1.5
Bourbon	14	1.4
Woodford	16	1.4
Russell	11	1.3
Rockcastle	11	1.3
Ohio	14	1.2
Henry	9	1.2
Clay	13	1.1
Knott	10	1.1
Anderson	10	1.0
Wayne	10	1.0
Lawrence	7	0.9
Lincoln	11	0.9
Allen	7	0.8
Casey	6	0.8
Adair	6	0.7
Breckinridge	6	0.6
POPULATION CATEGORY 25,000-50,000		
Clark	46	2.8
Boyd	64	2.6
Jessamine	51	2.6
Boyle	32	2.3
Bell	33	2.2
Whitley	40	2.2
Henderson	48	2.1
Nelson	38	2.0
Perry	30	2.0
Calloway	32	1.9
Franklin	40	1.7
Knox	25	1.6
Floyd	31	1.5
Meade	20	1.5
Harlan	25	1.5
Barren	27	1.4
Graves	26	1.4
Hopkins	31	1.3
Scott	21	1.3
Oldham	27	1.2
Marshall	18	1.2
Shelby	19	1.1
Logan	14	1.1
Carter	13	1.0
Muhlenberg	14	0.9
Greenup	17	0.9
Letcher	11	0.9
POPULATION CATEGORY OVER 50,000		
Jefferson	1,737	5.0
Fayette	589	4.5
Campbell	184	4.2
Kenton	275	3.6
Boone	115	2.7
Daviess	103	2.3
Madison	82	2.3
McCracken	75	2.3
Warren	87	1.9
Christian	56	1.5
Pike	47	1.4
Laurel	38	1.4
Bullitt	44	1.4
Hardin	57	1.2
Pulaski	32	1.1

TABLE 42. PEDESTRIAN CRASH RATES BY CITY AND POPULATION CATEGORY
(IN ORDER OF DECREASING PERCENTAGES)(2006-2010)

CITY	NUMBER OF CRASHES (2006-2010)	ANNUAL CRASH RATE (CRASHES PER 10,000 POPULATION)
POPULATION CATEGORY OVER 200,000		
Louisville	1,585	12.4
Lexington	589	4.5
POPULATION CATEGORY 20,000-55,000		
Covington	182	8.4
Florence	72	6.1
Paducah	59	4.5
Richmond	54	4.0
Ashland	42	3.8
Owensboro	85	3.1
Hopkinsville	44	2.9
Henderson	37	2.7
Bowling Green	67	2.7
Frankfort	36	2.6
Elizabethtown	24	2.1
Jeffersontown	26	2.0
Radcliff	17	1.5
POPULATION CATEGORY 10,000-19,999		
Newport	107	12.6
Shively	67	8.8
Bardstown	27	5.2
Winchester	43	5.1
Nicholasville	45	4.6
Middlesboro	22	4.2
Danville	30	3.9
Mayfield	19	3.7
Somerset	21	3.7
Murray	26	3.5
Campbellsville	18	3.4
Erlanger	27	3.2
Shelbyville	14	2.8
Madisonville	26	2.7
Glasgow	14	2.2
Georgetown	18	2.0
Independence	14	1.9
Fort Thomas	14	1.7
POPULATION CATEGORY 5,000-9,999		
Pikeville	20	6.4
London	18	6.3
Bellevue	18	5.6
Cynthiana	17	5.4
Maysville	23	5.1
La Grange	14	4.9
Corbin	19	4.9
Williamsburg	11	4.3
Highland Heights	14	4.3
Lebanon	11	3.8
Leitchfield	11	3.6
Franklin	14	3.5
Dayton	10	3.4
Princeton	11	3.4
Shepherdsville	14	3.4
Harrodsburg	13	3.2
Monticello	9	3.0
Russellville	10	2.8
Morehead	8	2.7
Versailles	10	2.7
Paris	12	2.6
Mount Washington	10	2.4
Berea	12	2.4
Fort Wright	6	2.1
Lawrenceburg	7	1.6
Elsmere	6	1.5
Central City	4	1.4
Alexandria	6	1.4
Mount Sterling	3	1.0
Edgewood	4	0.9
Flatwoods	3	0.8
Fort Mitchell	3	0.7
Taylor Mill	2	0.6
POPULATION CATEGORY 2,500-4,999		
Ludlow	15	6.8
Hazard	16	6.7
Mount Vernon	7	5.4
Irvine	7	4.9
Flemingsburg	7	4.7
Paintsville	9	4.4
Benton	9	4.3
Barbourville	7	3.9
Prestonsburg	7	3.9
Lancaster	7	3.7
Grayson	7	3.6
Morganfield	6	3.4
Marion	5	3.1
Tompkinsville	4	3.0
Fulton	4	2.9
Southgate	5	2.9
Beaver Dam	4	2.6
Carrollton	5	2.6
Williamstown	4	2.5
Greenville	5	2.3
Scottsville	5	2.3
Cumberland	3	2.3
Hodgenville	3	2.1
Stanton	3	2.0
Providence	3	1.7
Cold Spring	3	1.6
Calvert City	2	1.5
Springfield	2	1.5
Columbia	3	1.5
Lakeside Park	2	1.4
Vine Grove	3	1.4
Stanford	2	1.2
Dawson Springs	1	0.7

TABLE 43. BICYCLE CRASH RATES BY COUNTY AND POPULATION CATEGORY (IN ORDER OF DECREASING PERCENTAGES) (2006-2010)

COUNTY	NUMBER OF CRASHES	ANNUAL CRASH RATE (CRASHES PER 10,000 POP.)
POPULATION CATEGORY UNDER 10,000		
Fulton	5	1.3
Gallatin	3	0.8
Trimble	3	0.7
Hancock	3	0.7
McLean	3	0.6
Carlisle	1	0.4
Lee	1	0.3
Wolfe	1	0.3
Lyon	1	0.2
Crittenden	1	0.2
Livingston	1	0.2
Bracken	1	0.2
Ballard	1	0.2
Clinton	0	0.0
Nicholas	0	0.0
Elliott	0	0.0
Menifee	0	0.0
Cumberland	0	0.0
Hickman	0	0.0
Owsley	0	0.0
Robertson	0	0.0
POPULATION CATEGORY 10,000-14,999		
Larue	6	0.9
Trigg	5	0.8
Carroll	4	0.8
Owen	3	0.6
Garrard	4	0.5
Todd	3	0.5
Caldwell	3	0.5
Metcalfe	2	0.4
Pendleton	3	0.4
Bath	2	0.4
Jackson	2	0.3
Butler	2	0.3
Powell	2	0.3
Fleming	2	0.3
Green	2	0.3
Spencer	2	0.3
Martin	1	0.2
Monroe	1	0.2
Edmonson	1	0.2
Magoffin	1	0.2
Washington	1	0.2
Webster	1	0.1
Lewis	0	0.0
Morgan	0	0.0
Leslie	0	0.0
POPULATION CATEGORY 15,000-24,999		
Mason	12	1.4
Rowan	15	1.4
Simpson	7	0.9
Woodford	11	0.9
Marion	5	0.5
Henry	4	0.5
Estill	4	0.5
Bourbon	5	0.5
Ohio	5	0.4
Lawrence	3	0.4
Union	3	0.4
Breathitt	3	0.4
Lincoln	4	0.3
Johnson	4	0.3
Breckinridge	3	0.3
Grayson	4	0.3
Anderson	2	0.2
Montgomery	2	0.2
Allen	2	0.2
Grant	2	0.2
Wayne	2	0.2
McCreary	2	0.2
Rockcastle	2	0.2
Mercer	2	0.2
Russell	2	0.2
Adair	1	0.1
Hart	1	0.1
Taylor	1	0.1
Clay	1	0.1
Casey	0	0.0
Harrison	0	0.0
Knott	0	0.0
POPULATION CATEGORY 25,000-50,000		
Henderson	37	1.7
Calloway	25	1.5
Scott	19	1.1
Hopkins	25	1.1
Jessamine	22	1.1
Boyd	25	1.0
Shelby	17	1.0
Franklin	22	0.9
Bell	13	0.9
Graves	13	0.7
Logan	9	0.7
Oldham	14	0.6
Boyle	9	0.6
Nelson	11	0.6
Knox	10	0.6
Harlan	8	0.5
Clark	7	0.4
Whitley	7	0.4
Floyd	8	0.4
Muhlenberg	5	0.3
Marshall	5	0.3
Perry	4	0.3
Barren	6	0.3
Carter	4	0.3
Greenup	4	0.2
Meade	3	0.2
Letcher	1	0.1
POPULATION CATEGORY OVER 50,000		
Fayette	327	2.5
Jefferson	782	2.3
Daviess	99	2.2
Kenton	135	1.8
Warren	78	1.7
Campbell	73	1.6
McCracken	38	1.2
Boone	42	1.0
Christian	35	1.0
Madison	34	1.0
Hardin	39	0.8
Bullitt	17	0.6
Pulaski	10	0.4
Laurel	11	0.4
Pike	7	0.2

TABLE 44. BICYCLE CRASH RATES BY CITY AND POPULATION CATEGORY
(IN ORDER OF DECREASING PERCENTAGES)(2006-2010)

CITY	NUMBER OF CRASHES (2006-2010)	ANNUAL CRASH RATE (CRASHES PER 10,000 POPULATION)
POPULATION CATEGORY OVER 200,000		
Louisville	716	5.6
Lexington	327	2.5
POPULATION CATEGORY 20,000-55,000		
Covington	84	3.9
Owensboro	94	3.5
Bowling Green	71	2.9
Florence	28	2.4
Henderson	33	2.4
Paducah	32	2.4
Hopkinsville	26	1.7
Richmond	23	1.7
Ashland	19	1.7
Elizabethtown	17	1.5
Frankfort	19	1.4
Jeffersontown	15	1.1
Radcliff	12	1.1
POPULATION CATEGORY 10,000-19,999		
Newport	34	4.0
Shively	26	3.4
Murray	20	2.7
Erlanger	20	2.4
Middlesboro	12	2.3
Shelbyville	11	2.2
Madisonville	20	2.1
Fort Thomas	16	1.9
Mayfield	10	1.9
Georgetown	16	1.8
Bardstown	8	1.5
Nicholasville	14	1.4
Somerset	8	1.4
Danville	9	1.2
Independence	5	0.7
Winchester	6	0.7
Glasgow	3	0.5
Campbellsville	1	0.2
POPULATION CATEGORY 5,000-9,999		
Morehead	12	4.1
Bellevue	13	4.0
Maysville	12	2.7
London	6	2.1
Versailles	8	2.1
Russellville	6	1.7
Elsmere	7	1.7
Franklin	6	1.5
Berea	7	1.4
Lebanon	4	1.4
Fort Wright	3	1.1
Leitchfield	3	1.0
Wilmore	3	1.0
Dayton	3	1.0
Princeton	3	0.9
Paris	4	0.9
Corbin	3	0.8
Shepherdsville	3	0.7
Monticello	2	0.7
Edgewood	3	0.6
Mount Washington	2	0.5
Fort Mitchell	2	0.5
Flatwoods	2	0.5
Lawrenceburg	2	0.4
Williamsburg	1	0.4
La Grange	1	0.4
Central City	1	0.3
Highland Heights	1	0.3
Villa Hills	1	0.3
Harrodsburg	1	0.2
POPULATION CATEGORY 2,500-4,999		
Fulton	5	3.6
Lakeside Park	3	2.1
Hodgenville	3	2.1
Carrollton	4	2.1
Prestonsburg	3	1.7
Stanford	3	1.7
Hartford	2	1.6
Lancaster	3	1.6
Paintsville	3	1.5
Vine Grove	3	1.4
Flemingsburg	2	1.3
Hazard	3	1.2
Barbourville	2	1.1
Grayson	2	1.0
Scottsville	2	0.9
Greenville	2	0.9
Mount Vernon	1	0.8
Tompkinsville	1	0.8
Springfield	1	0.8
Beaver Dam	1	0.7
Calvert City	1	0.7
Irvine	1	0.7
Williamstown	1	0.6
Marion	1	0.6
Providence	1	0.6
Morganfield	1	0.6
Ludlow	1	0.5
Benton	1	0.5

TABLE 45. MOTORCYCLE CRASH RATES BY COUNTY AND POPULATION CATEGORY (IN ORDER OF DECREASING PERCENTAGES) (2006-2010)

COUNTY	NUMBER OF CRASHES	ANNUAL CRASH RATE (CRASHES PER 10,000 POP.)
POPULATION CATEGORY UNDER 10,000		
Trimble	38	9.4
Wolfe	32	9.1
Lyon	34	8.4
Livingston	38	7.8
Bracken	31	7.5
Gallatin	29	7.4
Crittenden	27	5.8
Elliott	18	5.3
Ballard	22	5.3
Carlisle	13	4.9
Hancock	20	4.8
Menifee	15	4.6
Robertson	5	4.4
Cumberland	15	4.2
Lee	15	3.8
Clinton	17	3.5
Fulton	13	3.4
McLean	16	3.2
Owsley	7	2.9
Nicholas	6	1.8
Hickman	4	1.5
POPULATION CATEGORY 10,000-14,999		
Carroll	44	8.7
Pendleton	57	7.9
Owen	40	7.6
Garrard	50	6.8
Todd	36	6.0
Trigg	37	5.9
Spencer	31	5.3
Powell	35	5.3
Jackson	32	4.7
Caldwell	28	4.3
Butler	28	4.3
Morgan	27	3.9
Washington	20	3.7
Fleming	25	3.6
Metcalfe	18	3.6
Bath	20	3.6
Larue	22	3.3
Martin	20	3.2
Magoffin	20	3.0
Monroe	17	2.9
Leslie	18	2.9
Edmonson	16	2.7
Webster	15	2.1
Green	11	1.9
Lewis	9	1.3
POPULATION CATEGORY 15,000-24,999		
Mason	72	8.6
Union	62	7.9
Montgomery	80	7.1
Woodford	72	6.2
Grant	67	6.0
Anderson	55	5.8
Simpson	45	5.5
Bourbon	53	5.5
Harrison	48	5.3
Henry	40	5.3
Lincoln	59	5.1
Taylor	58	5.1
Rowan	56	5.1
Mercer	51	4.9
Rockcastle	40	4.8
Allen	43	4.8
Hart	42	4.8
Breathitt	38	4.7
McCreary	39	4.6
Clay	52	4.2
Casey	31	4.0
Lawrence	31	4.0
Knott	34	3.9
Russell	32	3.9
Marion	35	3.8
Grayson	45	3.7
Ohio	41	3.6
Estill	27	3.5
Johnson	40	3.4
Breckinridge	27	2.9
Adair	20	2.3
Wayne	17	1.7
POPULATION CATEGORY 25,000-50,000		
Scott	122	7.4
Boyd	165	6.6
Marshall	100	6.6
Boyle	87	6.3
Jessamine	123	6.3
Calloway	101	5.9
Barren	112	5.9
Henderson	128	5.7
Shelby	94	5.6
Graves	103	5.6
Clark	89	5.4
Franklin	126	5.3
Hopkins	108	4.6
Floyd	97	4.6
Nelson	85	4.5
Meade	58	4.4
Whitley	78	4.3
Perry	61	4.2
Knox	66	4.2
Greenup	75	4.1
Muhlenberg	63	4.0
Logan	53	4.0
Bell	57	3.8
Letcher	48	3.8
Carter	46	3.4
Harlan	52	3.1
Oldham	70	3.0
POPULATION CATEGORY OVER 50,000		
McCracken	258	7.9
Warren	318	6.9
Boone	288	6.7
Pike	227	6.6
Madison	230	6.5
Bullitt	180	5.9
Christian	208	5.8
Laurel	147	5.6
Fayette	645	5.0
Pulaski	140	5.0
Hardin	230	4.9
Daviess	217	4.7
Jefferson	1,645	4.7
Campbell	179	4.0
Kenton	301	4.0

TABLE 46. MOTORCYCLE CRASH RATES BY CITY AND POPULATION CATEGORY
(IN ORDER OF DECREASING PERCENTAGES)(2006-2010)

CITY	NUMBER OF CRASHES (2006-2010)	ANNUAL CRASH RATE (CRASHES PER 10,000 POPULATION)
POPULATION CATEGORY OVER 200,000		
Louisville	1,478	11.5
Lexington	645	5.0
POPULATION CATEGORY 20,000-55,000		
Paducah	151	11.5
Bowling Green	210	8.5
Ashland	78	7.1
Florence	84	7.1
Elizabethtown	74	6.6
Richmond	88	6.5
Henderson	83	6.1
Hopkinsville	88	5.8
Frankfort	81	5.8
Radcliff	56	5.1
Owensboro	136	5.0
Covington	97	4.5
Jeffersontown	43	3.2
POPULATION CATEGORY 10,000-19,999		
Somerset	53	9.3
Danville	59	7.6
Shively	57	7.5
Glasgow	47	7.2
Shelbyville	34	6.7
Bardstown	33	6.4
Murray	48	6.4
Nicholasville	61	6.2
Campbellsville	31	5.9
Winchester	47	5.6
Erlanger	47	5.6
Georgetown	51	5.6
Newport	46	5.4
Independence	35	4.7
Mayfield	21	4.1
Middlesboro	21	4.0
Madisonville	35	3.6
Fort Thomas	12	1.5
POPULATION CATEGORY 5,000-9,999		
Pikeville	58	18.4
London	46	16.2
Shepherdsville	50	12.0
Mount Sterling	25	8.5
Maysville	37	8.2
Berea	32	6.5
Versailles	24	6.4
Fort Wright	18	6.3
Mount Washington	26	6.1
Harrodsburg	24	6.0
Franklin	24	6.0
La Grange	16	5.6
Paris	25	5.4
Central City	16	5.4
Morehead	15	5.1
Corbin	19	4.9
Leitchfield	14	4.6
Cynthiana	14	4.5
Princeton	14	4.3
Russellville	15	4.2
Williamsburg	10	3.9
Monticello	10	3.3
Taylor Mill	11	3.2
Lawrenceburg	14	3.1
Alexandria	13	3.1
Lebanon	9	3.1
Villa Hills	12	3.0
Fort Mitchell	12	3.0
Bellevue	9	2.8
Highland Heights	8	2.4
Dayton	7	2.3
Flatwoods	8	2.1
Elsmere	6	1.5
Edgewood	5	1.1
Wilmore	1	0.3
POPULATION CATEGORY 2,500-4,999		
Prestonsburg	29	16.1
Hazard	28	11.7
Scottsville	19	8.8
Cold Spring	16	8.4
Carrollton	16	8.3
Williamstown	13	8.1
Calvert City	11	8.1
Russell	11	6.0
Stanford	10	5.8
Marion	9	5.6
Mount Vernon	7	5.4
Paintsville	11	5.3
Springfield	7	5.3
Benton	11	5.2
Hartford	6	4.7
Dawson Springs	7	4.7
Grayson	9	4.6
Barbourville	8	4.5
Greenville	10	4.5
Columbia	9	4.5
Tompkinsville	6	4.5
Fulton	6	4.3
Morganfield	6	3.4
Lancaster	6	3.2
Vine Grove	6	2.9
Southgate	5	2.9
Stanton	4	2.6
Beaver Dam	4	2.6
Providence	4	2.2
Irvine	3	2.1
Ludlow	4	1.8
Flemingsburg	2	1.3
Park Hills	2	1.3
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) (2006-2010)

COUNTY	NUMBER OF CRASHES	ANNUAL CRASH RATE (CRASHES PER 10,000 POP.)
POPULATION CATEGORY UNDER 10,000		
Wolfe	12	3.4
Elliott	7	2.1
Nicholas	6	1.8
Livingston	9	1.8
Crittenden	5	1.1
Ballard	4	1.0
Lee	4	1.0
Trimble	4	1.0
Lyon	4	1.0
McLean	4	0.8
Gallatin	3	0.8
Fulton	3	0.8
Owsley	2	0.8
Menifee	2	0.6
Hancock	2	0.5
Clinton	2	0.4
Carlisle	1	0.4
Hickman	1	0.4
Cumberland	1	0.3
Bracken	1	0.2
Robertson	0	0.0
POPULATION CATEGORY 10,000-14,999		
Pendleton	28	3.9
Spencer	18	3.1
Metcalfe	15	3.0
Carroll	11	2.2
Morgan	15	2.2
Garrard	15	2.0
Bath	11	2.0
Fleming	11	1.6
Todd	9	1.5
Jackson	9	1.3
Trigg	8	1.3
Monroe	7	1.2
Magoffin	7	1.1
Lewis	8	1.1
Edmonson	6	1.0
Martin	6	1.0
Leslie	6	1.0
Larue	7	1.0
Caldwell	6	0.9
Butler	4	0.6
Webster	4	0.6
Washington	3	0.5
Powell	3	0.5
Owen	2	0.4
Green	2	0.3
POPULATION CATEGORY 15,000-24,999		
Clay	50	4.1
Bourbon	27	2.8
Grant	30	2.7
Knott	22	2.5
Montgomery	28	2.5
Rockcastle	20	2.4
Anderson	21	2.2
Lawrence	17	2.2
Breathitt	14	1.7
Union	13	1.7
Woodford	19	1.6
Lincoln	19	1.6
Casey	11	1.4
Simpson	11	1.3
Harrison	12	1.3
Estill	9	1.2
Grayson	14	1.2
Wayne	11	1.1
Mercer	11	1.1
McCreary	9	1.1
Hart	9	1.0
Adair	9	1.0
Ohio	12	1.0
Rowan	11	1.0
Breckinridge	8	0.9
Taylor	9	0.8
Marion	7	0.8
Mason	6	0.7
Allen	6	0.7
Johnson	8	0.7
Henry	4	0.5
Russell	2	0.2
POPULATION CATEGORY 25,000-50,000		
Jessamine	100	5.1
Floyd	82	3.9
Perry	48	3.3
Scott	48	2.9
Oldham	54	2.3
Shelby	33	2.0
Henderson	42	1.9
Franklin	42	1.8
Nelson	34	1.8
Letcher	20	1.6
Knox	24	1.5
Whitley	27	1.5
Graves	28	1.5
Barren	28	1.5
Greenup	25	1.4
Clark	24	1.4
Hopkins	33	1.4
Logan	18	1.4
Carter	19	1.4
Bell	21	1.4
Muhlenberg	21	1.3
Harlan	21	1.3
Calloway	20	1.2
Marshall	16	1.1
Boyd	25	1.0
Boyle	11	0.8
Meade	7	0.5
POPULATION CATEGORY OVER 50,000		
Boone	320	7.4
Jefferson	1,139	3.3
Kenton	191	2.5
Bullitt	73	2.4
Pike	71	2.1
Warren	89	1.9
Christian	60	1.7
McCracken	55	1.7
Fayette	207	1.6
Hardin	74	1.6
Campbell	68	1.5
Madison	54	1.5
Daviess	68	1.5
Laurel	39	1.5
Pulaski	29	1.0

TABLE 48. SCHOOL BUS CRASH RATES BY CITY AND POPULATION CATEGORY
(IN ORDER OF DECREASING PERCENTAGES)(2006-2010)

CITY	NUMBER OF CRASHES (2006-2010)	ANNUAL CRASH RATE (CRASHES PER 10,000 POPULATION)
POPULATION CATEGORY OVER 200,000		
Louisville	1,028	8.0
Lexington	207	1.6
POPULATION CATEGORY 20,000-55,000		
Florence	78	6.6
Hopkinsville	36	2.4
Henderson	31	2.3
Covington	46	2.1
Frankfort	29	2.1
Elizabethtown	22	2.0
Jeffersontown	25	1.9
Bowling Green	44	1.8
Richmond	25	1.8
Paducah	23	1.7
Owensboro	46	1.7
Ashland	16	1.5
Radcliff	15	1.4
POPULATION CATEGORY 10,000-19,999		
Nicholasville	69	7.0
Shively	48	6.3
Bardstown	20	3.9
Independence	23	3.1
Shelbyville	15	3.0
Georgetown	25	2.8
Glasgow	17	2.6
Winchester	20	2.4
Mayfield	12	2.3
Murray	16	2.1
Somerset	11	1.9
Erlanger	14	1.7
Madisonville	15	1.6
Newport	12	1.4
Middlesboro	7	1.3
Danville	9	1.2
Campbellsville	6	1.1
Fort Thomas	4	0.5
POPULATION CATEGORY 5,000-9,999		
Taylor Mill	21	6.1
Pikeville	18	5.7
Edgewood	23	4.9
Shepherdsville	19	4.6
Mount Sterling	13	4.4
Alexandria	17	4.1
Paris	18	3.9
Cynthiana	11	3.5
London	10	3.5
Villa Hills	13	3.3
Versailles	12	3.2
Mount Washington	11	2.6
La Grange	7	2.5
Lawrenceburg	11	2.4
Berea	12	2.4
Fort Wright	6	2.1
Morehead	6	2.0
Russellville	7	2.0
Leitchfield	6	2.0
Franklin	8	2.0
Bellevue	6	1.9
Corbin	7	1.8
Harrodsburg	6	1.5
Central City	4	1.4
Monticello	4	1.3
Dayton	4	1.3
Princeton	4	1.2
Elsmere	5	1.2
Maysville	5	1.1
Wilmore	3	1.0
Lebanon	3	1.0
Flatwoods	3	0.8
Williamsburg	2	0.8
Fort Mitchell	3	0.7
Highland Heights	2	0.6
POPULATION CATEGORY 2,500-4,999		
Prestonsburg	12	6.6
Hazard	12	5.0
Grayson	9	4.6
Carrollton	8	4.2
Lakeside Park	6	4.2
Barbourville	7	3.9
Lancaster	7	3.7
Flemingsburg	5	3.3
Williamstown	5	3.1
Tompkinsville	4	3.0
Stanford	5	2.9
Beaver Dam	4	2.6
Scottsville	5	2.3
Morganfield	4	2.3
Columbia	4	2.0
Benton	4	1.9
Greenville	4	1.8
Paintsville	3	1.5
Fulton	2	1.4
Irvine	2	1.4
Marion	2	1.3
Stanton	2	1.3
Dawson Springs	2	1.3
Hartford	1	0.8
Springfield	1	0.8
Park Hills	1	0.7
Providence	1	0.6
Vine Grove	1	0.5

TABLE 49. TRUCK CRASH RATES BY COUNTY AND POPULATION CATEGORY (IN ORDER OF DECREASING PERCENTAGES) (2006-2010)

COUNTY	NUMBER OF CRASHES	ANNUAL CRASH RATE (CRASHES PER 10,000 POP.)
POPULATION CATEGORY UNDER 10,000		
Gallatin	291	74.0
Lyon	200	49.5
Ballard	161	38.9
Hancock	106	25.3
Livingston	119	24.3
Crittenden	109	23.2
Carlisle	61	22.8
Trimble	87	21.4
Fulton	82	21.2
Wolfe	70	19.8
McLean	72	14.5
Cumberland	47	13.2
Bracken	48	11.6
Clinton	56	11.6
Elliott	37	11.0
Owsley	26	10.7
Nicholas	29	8.5
Lee	33	8.3
Menifee	27	8.2
Hickman	20	7.6
Robertson	4	3.5
POPULATION CATEGORY 10,000-14,999		
Carroll	248	48.8
Caldwell	194	29.7
Trigg	144	22.9
Larue	148	22.1
Metcalfe	109	21.7
Todd	126	21.1
Magoffin	140	21.0
Leslie	118	19.0
Pendleton	135	18.8
Garrard	129	17.4
Washington	95	17.4
Webster	112	15.9
Monroe	93	15.8
Edmonson	84	14.4
Martin	87	13.8
Lewis	95	13.5
Owen	70	13.3
Jackson	88	13.0
Bath	71	12.8
Fleming	87	12.6
Powell	71	10.7
Morgan	74	10.6
Spencer	59	10.0
Butler	48	7.4
Green	40	6.9
POPULATION CATEGORY 15,000-24,999		
Simpson	499	60.8
Hart	471	54.0
Grant	477	42.6
Rockcastle	338	40.8
Henry	288	38.2
Mason	316	37.6
Woodford	321	27.7
Montgomery	292	25.9
Ohio	293	25.6
Knott	211	23.9
Bourbon	226	23.3
Rowan	251	22.7
Union	162	20.7
Lawrence	161	20.7
Adair	178	20.6
Anderson	190	19.9
Grayson	237	19.7
Johnson	225	19.2
Taylor	204	17.8
Marion	150	16.5
Harrison	145	16.1
Allen	134	15.1
Lincoln	176	15.1
Casey	114	14.8
Mercer	151	14.5
Russell	117	14.3
Breckinridge	129	13.8
Breathitt	106	13.2
Clay	150	12.2
Wayne	105	10.5
McCreary	69	8.1
Estill	54	7.1
POPULATION CATEGORY 25,000-50,000		
Scott	641	38.8
Shelby	561	33.7
Perry	452	30.8
Barren	584	30.7
Henderson	676	30.2
Letcher	380	30.1
Marshall	454	30.1
Whitley	506	28.2
Hopkins	641	27.6
Clark	451	27.2
Boyd	655	26.3
Floyd	519	24.5
Jessamine	451	23.1
Muhlenberg	364	22.9
Logan	302	22.7
Carter	279	20.8
Nelson	373	19.9
Graves	365	19.7
Boyle	267	19.3
Franklin	456	19.1
Harlan	314	18.9
Bell	279	18.6
Calloway	288	16.9
Knox	261	16.4
Oldham	373	16.2
Greenup	186	10.1
Meade	129	9.8
POPULATION CATEGORY OVER 50,000		
Boone	2,021	47.0
Laurel	902	34.2
Pike	1,115	32.4
Warren	1,385	29.9
Bullitt	913	29.8
Fayette	3,492	26.8
Jefferson	9,016	26.0
Kenton	1,963	25.9
McCracken	797	24.3
Hardin	1,145	24.3
Madison	855	24.1
Christian	851	23.6
Pulaski	607	21.6
Daviess	928	20.3
Campbell	836	18.9

TABLE 50. MOTOR VEHICLE-TRAIN CRASH RATES BY COUNTY AND POPULATION CATEGORY
(IN ORDER OF DECREASING PERCENTAGES) (2006 - 2010)

COUNTY	NUMBER OF CRASHES	ANNUAL CRASH RATE (CRASHES PER 10,000 POP.)
POPULATION CATEGORY UNDER 10,000		
McLean	3	0.60
Lee	2	0.51
Bracken	2	0.48
Gallatin	1	0.25
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
Fulton	0	0.00
Cumberland	0	0.00
Wolfe	0	0.00
Nicholas	0	0.00
Elliott	0	0.00
Menifee	0	0.00
Carlisle	0	0.00
Hickman	0	0.00
Owsley	0	0.00
Robertson	0	0.00
POPULATION CATEGORY 10,000 - 14,999		
Todd	4	0.67
Lewis	2	0.28
Webster	2	0.28
Pendleton	2	0.28
Carroll	1	0.20
Edmonson	1	0.17
Caldwell	1	0.15
Garrard	0	0.00
Morgan	0	0.00
Fleming	0	0.00
Jackson	0	0.00
Larue	0	0.00
Magoffin	0	0.00
Powell	0	0.00
Butler	0	0.00
Trigg	0	0.00
Martin	0	0.00
Leslie	0	0.00
Spencer	0	0.00
Monroe	0	0.00
Green	0	0.00
Bath	0	0.00
Washington	0	0.00
Owen	0	0.00
Metcalfe	0	0.00
POPULATION CATEGORY 15,000 - 24,999		
Mercer	6	0.58
Hart	5	0.57
Lawrence	4	0.51
Simpson	4	0.49
Breathitt	3	0.37
Grayson	4	0.33
Grant	3	0.27
Henry	2	0.27
Rockcastle	2	0.24
Ohio	2	0.17
Knott	1	0.11
Harrison	1	0.11
Breckinridge	1	0.11
Anderson	1	0.10
POPULATION CATEGORY 15,000-24,999 (cont.)		
Woodford	1	0.09
Lincoln	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		
Floyd	13	0.61
Oldham	11	0.48
Letcher	6	0.47
Harlan	6	0.36
Scott	5	0.30
Boyd	7	0.28
Whitley	5	0.28
Henderson	6	0.27
Hopkins	6	0.26
Knox	4	0.25
Marshall	2	0.13
Clark	2	0.12
Shelby	2	0.12
Meade	1	0.08
Logan	1	0.08
Perry	1	0.07
Bell	1	0.07
Greenup	1	0.05
Graves	1	0.05
Nelson	1	0.05
Barren	1	0.05
Franklin	0	0.00
Jessamine	0	0.00
Calloway	0	0.00
Muhlenberg	0	0.00
Boyle	0	0.00
Carter	0	0.00
POPULATION CATEGORY 50,000 - OVER		
Christian	11	0.30
Pulaski	8	0.28
Daviess	12	0.26
Pike	8	0.23
Warren	9	0.19
Bullitt	5	0.16
Jefferson	43	0.12
Boone	4	0.09
Campbell	4	0.09
Hardin	4	0.08
Kenton	6	0.08
Laurel	2	0.08
Madison	2	0.06
Fayette	7	0.05
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
2010	6,246	4.15

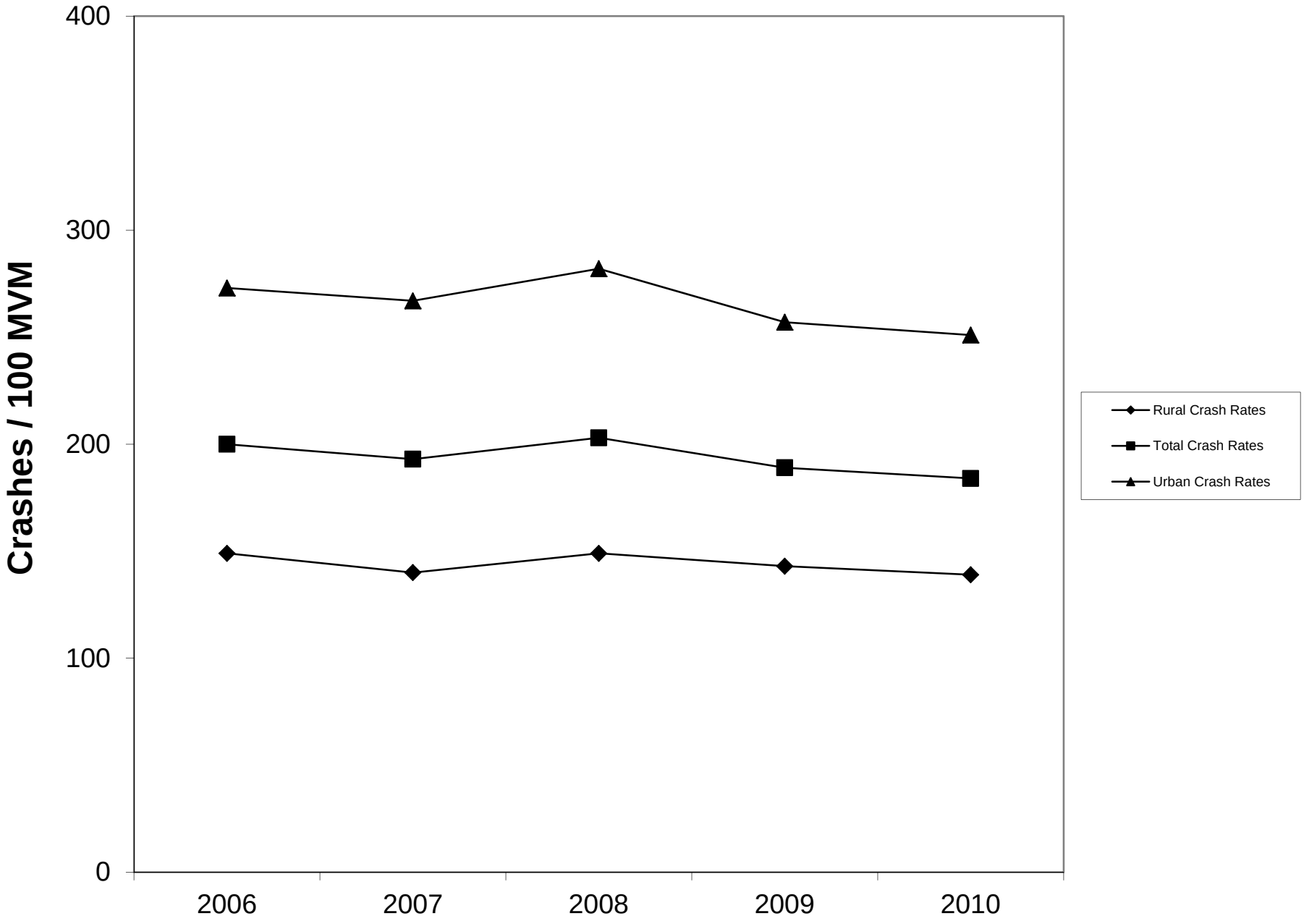

Figure 1. Trends in Crash Rates (State-Maintained Roads)

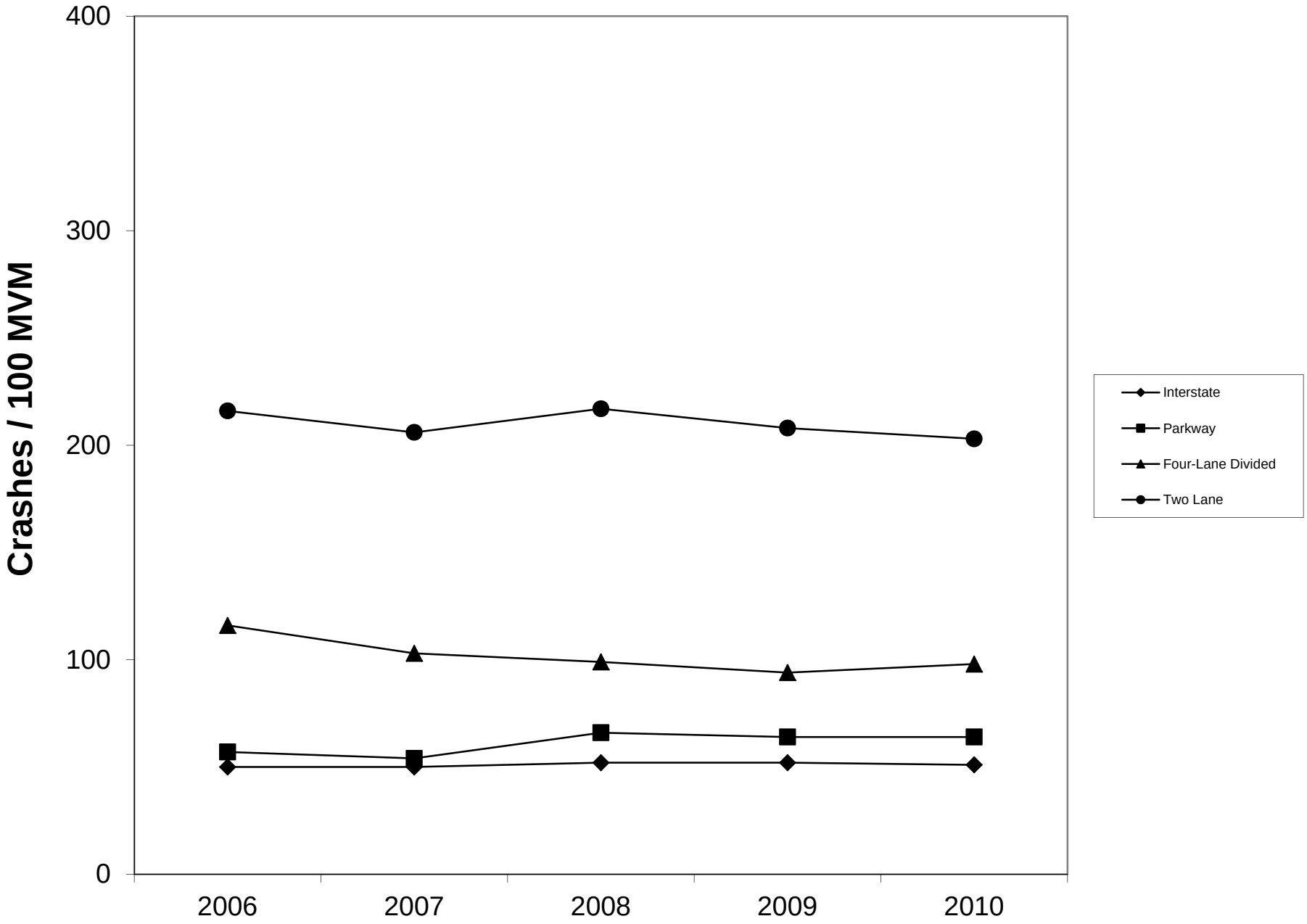

Figure 2. Trends in Rural Crash Rates (State-Maintained Roads)

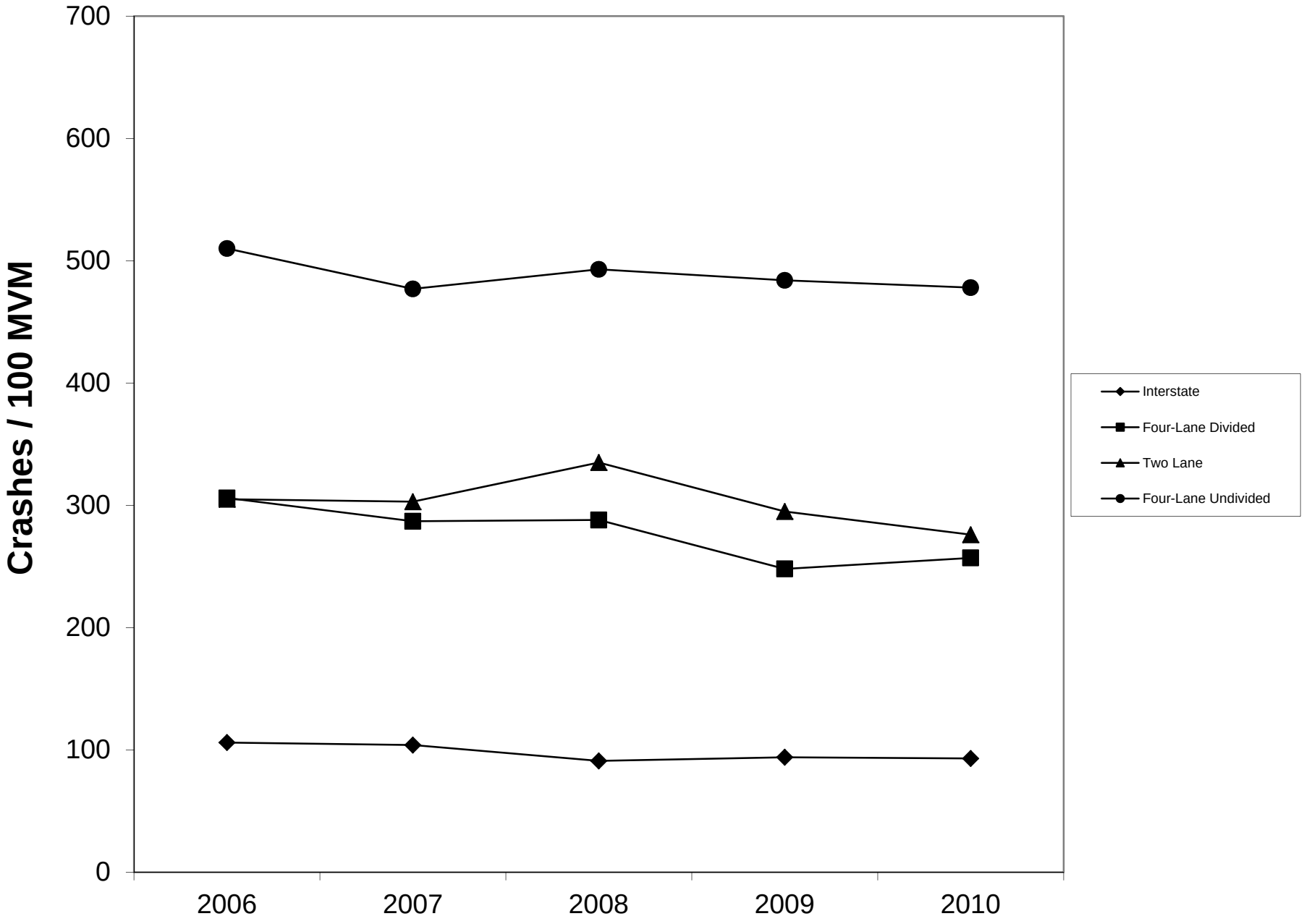

Figure 3. Trends in Urban Crash Rates (State-Maintained Roads)

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 urban minor arterials. The lowest overall rates are for rural principal arterials (interstate) followed by urban principal arterials (interstate and other freeway). Injury crash rates for the various categories are ordered similar to overall crash rates. However, the ordering for the fatal crash rates is very different. The highest fatal crash rates are for rural collectors, rural local roadways, and 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 unclassified system is the highest. Rates for the secondary and rural secondary 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 with very similar rates for urbanized and 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. 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 24 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 (6.2 percent) is substantially higher than that on urban roads (3.0 percent). The highest percentages of ice or snow crashes are on interstates and parkways with the highest being 12.5 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 (32 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 (2006 - 2010)

LOCATION	FUNCTIONAL CLASSIFICATION	AVERAGE TOTAL MILEAGE	AVERAGE AADT	CRASH RATES (CRASHES PER 100 MVM) ALL	INJURY	FATAL
Rural	Principal Arterial, Interstate	550	33,293	52	11	0.7
	Principal Arterial, Other Freeway	2,378	8,161	104	27	1.5
	Minor Arterial	1,741	4,452	196	52	2.5
	Major Collector	6,142	2,158	226	68	3.1
	Minor Collector	9,050	730	261	79	4.2
	Local System	5,566	423	229	67	3.2
Urban	Principal Arterial, Interstate	194	74,844	100	18	0.4
	Principal Arterial, Other Freeway	66	32,648	114	21	0.6
	Other Principal Arterial	787	19,731	429	82	1.0
	Minor Arterial	988	9,839	332	63	1.0
	Collector	964	4,697	171	35	0.8
	Local System	140	2,197	392	69	0.5

TABLE A-2. STATEWIDE CRASH RATES BY ADMINISTRATIVE CLASSIFICATION (2006 - 2010)

ADMINISTRATIVE CLASSIFICATION	TOTAL CRASHES	AVERAGE TOTAL MILEAGE	AVERAGE AADT	CRASH RATES (CRASHES PER 100 MVM)
Primary	222,930	5,072	14,767	163
Secondary	130,412	7,735	3,125	296
Rural Secondary	46,536	12,788	702	284
Unclassified	5,583	1,887	538	301

TABLE A-3. STATEWIDE CRASH RATES BY MEDIAN TYPE
(RURAL ROADS WITH FOUR OR MORE LANES (2006 - 2010))

MEDIAN TYPE	TOTAL CRASHES	AVERAGE TOTAL MILEAGE	AVERAGE AADT	CRASH RATES (CRASHES PER 100 MVM)
Undivided	4,277	93	19,879	126
Divided, Median Less Than 30 Feet, No Barrier	9,525	352	18,466	80
Divided, Median Greater Than 30 Feet, No Barrier	25,227	1,335	17,437	59

TABLE A-4. STATEWIDE CRASH RATES BY ACCESS CONTROL (2006 - 2010)

ACCESS CONTROL	TOTAL CRASHES	AVERAGE TOTAL MILEAGE	AVERAGE AADT	CRASH RATES (CRASHES PER 100 MVM)
Full Control	58,508	1,387	28,957	80
Partial Control	32,538	780	11,350	201
No Control	314,407	25,835	2,466	270

TABLE A-5. STATEWIDE CRASH RATES FOR RURAL HIGHWAYS BY FEDERAL-AID SYSTEM AND TERRAIN (2006 - 2010)

FEDERAL-AID SYSTEM	CRASH RATES BY TERRAIN CLASSIFICATION (CRASHES/100MVM)		
	FLAT	ROLLING	MOUNTAINOUS
Interstate	61	56	52
Federal-Aid Primary	132	122	119
Federal-Aid Secondary	198	219	227
Non Federal-Aid	240	265	248
All	185	154	160

TABLE A-6. STATEWIDE CRASH RATES BY RURAL-URBAN DESIGNATION (2006 - 2010)

AREA TYPE	TOTAL CRASHES	AVERAGE TOTAL MILEAGE	AVERAGE AADT	CRASH RATES (CRASHES PER 100 MVM)
Rural	177,825	25,428	2,662	144
Small Urban Area	60,837	1,148	9,738	298
Urbanized Area	166,803	1,426	21,759	295

TABLE A-7. STATEWIDE CRASH RATES BY ROUTE SIGNING IDENTIFIER (2006 - 2010)

ROUTE SIGNING IDENTIFIER	TOTAL CRASHES	AVERAGE TOTAL MILEAGE	AVERAGE AADT	CRASH RATES (CRASHES PER 100 MVM)
Interstate	43,744	744	44,093	73
US	149,551	3,563	8,247	279
State	212,168	23,175	2,022	248

TABLE A-8. RELATIONSHIP BETWEEN CRASH RATE AND TRAFFIC VOLUME (2006 - 2010)

VOLUME RANGE (AADT)	CRASH RATES (CRASHES PER 100 MVM) FEDERAL-AID PRIMARY	FEDERAL-AID URBAN	FEDERAL-AID SECONDARY	NON-FEDERAL AID
0-999	234	348	249	261
1,000-2,499	196	481	230	466
2,500-4,999	170	349	223	269
5,000-9,999	127	381	209	268
10,000-19,999	186	428	288	240
20,000-29,999	309	473	470	*
30,000-39,999	367	446	*	*
40,000 or more	206	423	233	264

* 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 (2006 - 2010)

		PERCENT OF ALL CRASHES		
LOCATION	HIGHWAY TYPE	WET	SNOW OR ICE	DARKNESS
Rural	One-Lane	19	8.3	25
	Two-Lane	24	5.6	31
	Three-Lane	21	4.0	30
	Four-Lane Divided (Non-Interstate or Parkway)	20	4.8	30
	Four-Lane Undivided	20	2.8	22
	Interstate	28	10.7	37
	Parkway	23	12.5	41
	All Rural	24	6.2	32
Urban	Two-Lane	19	3.0	22
	Three-Lane	21	2.2	24
	Four-Lane Divided (Non-Interstate or Parkway)	18	2.6	22
	Four-Lane Undivided	17	1.8	20
	Interstate	21	6.2	30
	Parkway	25	7.4	32
	All Urban	18	3.0	23

APPENDIX B

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

TABLE B-1. STATEWIDE RURAL CRASH RATES BY HIGHWAY TYPE CLASSIFICATION (2008-2010)

HIGHWAY TYPE	TOTAL MILEAGE*	AADT	CRASHES RATES (CRASHES PER 100 MVM) ALL	INJURY	FATAL
One-Lane	121	210	287	79	0.0
Two-Lane	23,620	1,520	209	59	2.9
Three-Lane	24	9,770	127	36	1.9
Four-Lane Divided (Non-Interstate or Parkway)	631	10,900	97	25	1.1
Four-Lane Undivided	60	13,390	214	47	1.6
Interstate	551	33,080	52	11	0.7
Parkway	586	9,430	65	15	0.9
All	25,593	2,640	143	39	1.9

* Average for the three years.

TABLE B-2. STATEWIDE URBAN CRASH RATES BY HIGHWAY TYPE CLASSIFICATION (2008-2010)

HIGHWAY TYPE	TOTAL MILEAGE*	AADT	CRASHES RATES (CRASHES PER 100 MVM) ALL	INJURY	FATAL
Two-Lane	2,027	6,470	302	56	0.9
Three-Lane	30	9,440	409	66	1.0
Four-Lane Divided (Non-Interstate or Parkway)	413	23,110	265	52	0.8
Four-Lane Undivided	384	18,650	485	90	1.0
Interstate	192	73,220	93	17	0.4
Parkway	31	15,030	95	24	0.8
All **	3,119	14,790	264	49	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 (2008-2010)

RURAL OR URBAN	HIGHWAY TYPE	NUMBER OF CRASHES	NUMBER OF SPOTS*	MILLION VEHICLES PER YEAR	CRASHES PER MILLION VEHICLES PER SPOT
Rural	One-Lane	80	402	0.08	0.86
	Two-Lane	82,428	78,734	0.56	0.63
	Three-Lane	330	81	3.57	0.38
	Four-Lane Divided (Non-Interstate or Parkway)	7,292	2,102	3.98	0.29
	Four-Lane Undivided	1,872	199	4.89	0.64
	Interstate	10,318	1,837	12.07	0.16
	Parkway	3,930	1,953	3.44	0.19
	All Rural	106,250	85,310	0.96	0.43
Urban	Two-Lane	43,382	6,756	2.36	0.91
	Three-Lane	1,251	99	3.45	1.23
	Four-Lane Divided	27,634	1,376	8.44	0.79
	Four-Lane Undivided	37,982	1,279	6.81	1.45
	Interstate	14,354	642	26.72	0.28
	Parkway	484	103	5.49	0.28
	All Urban**	133,168	10,397	5.40	0.79

* 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 (2008-2010)

RURAL OR URBAN	HIGHWAY TYPE	CRASHES PER SPOT*		CRASHES PER ONE MILE SECTION	
		AVERAGE	CRITICAL NUMBER	AVERAGE	CRITICAL NUMBER
Rural	One-Lane	0.20	2	0.66	3
	Two-Lane	1.05	4	3.49	9
	Three-Lane	4.07	10	13.56	24
	Four-Lane Divided (Non-Interstate or Parkway)	3.47	9	11.56	21
	Four-Lane Undivided	9.41	18	31.37	46
	Interstate	5.62	12	18.73	30
	Parkway	2.01	6	6.71	14
	All Rural	1.25	5	4.15	10
Urban	Two-Lane	6.42	13	21.40	34
	Three-Lane	12.67	22	42.23	59
	Four-Lane Divided	20.08	32	66.94	89
	Four-Lane Undivided	29.71	44	99.02	125
	Interstate	22.37	35	74.57	97
	Parkway	4.68	11	15.60	26
	All Urban**	12.81	23	42.69	60

* 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 (2008-2010)

RURAL OR URBAN	HIGHWAY TYPE	NUMBER OF CRASHES	NUMBER OF SPOTS*	MILLION VEHICLES PER YEAR	CRASHES PER MILLION VEHICLES PER SPOT
Rural	One-Lane	80	1,207	0.08	0.29
	Two-Lane	82,428	236,203	0.56	0.21
	Three-Lane	330	243	3.57	0.13
	Four-Lane Divided (Non-Interstate or Parkway)	7,292	6,307	3.98	0.10
	Four-Lane Undivided	1,872	597	4.89	0.21
	Interstate	10,318	5,510	12.07	0.05
	Parkway	3,930	5,860	3.44	0.06
	All Rural	106,250	255,930	0.96	0.14
Urban	Two-Lane	43,382	20,269	2.36	0.30
	Three-Lane	1,251	296	3.45	0.41
	Four-Lane Divided	27,634	4,128	8.44	0.26
	Four-Lane Undivided	37,982	3,836	6.81	0.48
	Interstate	14,354	1,925	26.72	0.09
	Parkway	484	310	5.49	0.09
	All Urban**	133,168	31,191	5.40	0.26

* 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 (2008-2010)

RURAL OR URBAN	HIGHWAY TYPE	CRASHES PER SPOT*		CRASHES PER ONE MILE SECTION	
		AVERAGE	CRITICAL NUMBER	AVERAGE	CRITICAL NUMBER
Rural	One-Lane	0.07	1	0.66	3
	Two-Lane	0.35	2	3.49	9
	Three-Lane	1.36	5	13.56	24
	Four-Lane Divided (Non-Interstate or Parkway)	1.16	4	11.56	21
	Four-Lane Undivided	3.14	8	31.37	46
	Interstate	1.87	6	18.73	30
	Parkway	0.67	3	6.71	14
	All Rural	0.42	3	4.15	10
Urban	Two-Lane	2.14	6	21.40	34
	Three-Lane	4.22	10	42.23	59
	Four-Lane Divided	6.69	14	66.94	89
	Four-Lane Undivided	9.90	19	99.02	125
	Interstate	7.46	15	74.57	97
	Parkway	1.56	5	15.60	26
	All Urban**	4.27	10	42.69	60

* 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)(2008-2010)

	CRITICAL CRASH RATE (C/MV) BY HIGHWAY TYPE		
AADT	ONE-LANE	TWO-LANE	THREE-LANE
100	9.05	8.34	7.50
500	3.08	2.72	2.30
1,000	2.07	1.79	1.47
2,500	1.31	1.11	0.87
5,000	0.97	0.81	0.62
7,500	0.83	0.68	0.51
10,000	0.75	0.61	0.46
15,000	0.66	0.53	0.39
20,000	0.61	0.49	0.35

TABLE B-8. CRITICAL CRASH RATES FOR 0.1 MILE "SPOTS" ON RURAL FOUR-LANE HIGHWAYS, INTERSTATES, AND PARKWAYS (THREE-YEAR PERIOD)(2008-2010)

	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)(2008-2010)

	CRITICAL CRASH RATE (C/MV) BY HIGHWAY TYPE	
AADT	TWO-LANE	THREE-LANE
500	3.16	3.55
1,000	2.14	2.44
2,500	1.36	1.59
5,000	1.01	1.21
7,500	0.87	1.05
10,000	0.79	0.95
15,000	0.69	0.85
20,000	0.64	0.79
30,000	0.58	0.71
40,000	0.54	0.67

TABLE B-10. CRITICAL CRASH RATES FOR 0.1 MILE "SPOTS" ON URBAN FOUR-LANE HIGHWAYS, INTERSTATES, AND PARKWAYS (THREE-YEAR PERIOD)(2008-2010)

	CRITICAL CRASH RATE (C/MV) BY HIGHWAY TYPE			
AADT	FOUR-LANE DIVIDED (NON-INTERSTATE AND PARKWAY)	FOUR-LANE UNDIVIDED	INTERSTATE	PARKWAY
1,000	1.97	2.64	1.29	1.29
5,000	0.91	1.33	0.51	0.51
10,000	0.70	1.06	0.37	0.37
15,000	0.61	0.95	0.31	0.31
20,000	0.56	0.88	0.28	0.28
30,000	0.50	0.81	0.24	0.24
40,000	0.47	0.76	0.22	0.22
50,000	0.45	0.73	0.20	0.20
60,000	0.43	0.71	0.19	0.19
70,000	0.42	0.69	0.18	0.18
80,000	0.41	0.68	0.18	0.18
90,000	0.40	0.66	0.17	0.17
100,000	0.39	0.66	0.17	0.17

APPENDIX C

CRITICAL "NUMBERS OF CRASHES" TABLES

TABLE C-1. CRITICAL NUMBERS OF CRASH RATES ON RURAL HIGHWAYS BY HIGHWAY TYPE AND SECTION LENGTH (2006-2010)

	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	11	19	26	33
Two-Lane	7	13	21	44	79	113	146
Three-Lane	15	31	55	123	230	335	439
Four-Lane Divided (Non-Interstate and Parkway)	16	33	58	129	243	354	464
Four-Lane Undivided	34	73	135	313	600	884	1,165
Interstate	22	46	83	187	355	520	683
Parkway	10	19	33	72	132	191	248

TABLE C-2. CRITICAL NUMBERS OF CRASH RATES ON URBAN HIGHWAYS BY HIGHWAY TYPE AND SECTION LENGTH (2006-2010)

	CRITICAL NUMBERS OF CRASHES FOR THE GIVEN SECTION LENGTH (MILES)					
HIGHWAY TYPE	0.4	1	2	5	8	10
Two-Lane	25	52	95	217	335	413
Three-Lane (Non-Interstate and Parkway)	46	101	188	439	684	847
Four-Lane Divided	65	146	275	651	1,021	1,266
Four-Lane Undivided	89	202	384	916	1,441	1,788
Interstate	73	164	310	736	1,156	1,433
Parkway	20	42	75	168	259	319

APPENDIX D

CRITICAL CRASH RATE TABLES FOR HIGHWAY SECTIONS

TABLE D-1. CRITICAL CRASH RATES FOR RURAL ONE-LANE SECTIONS (FIVE-YEAR PERIOD)(2006-2010)

	CRITICAL CRASH RATE (C/100 MVM) FOR THE GIVEN SECTION LENGTH (MILES)				
AADT	0.5	1	2	5	10
100	2,153	1,483	1,066	735	582
200	1,483	1,066	799	582	480
300	1,216	896	688	517	436
400	1,066	799	624	480	410
500	967	735	582	454	393
700	842	653	527	421	370
1,000	735	582	480	393	350
1,500	638	517	436	366	332
2,000	582	480	410	350	321
2,500	544	454	393	340	313
3,000	517	436	380	332	308

TABLE D-2. CRITICAL CRASH RATES FOR RURAL TWO-LANE SECTIONS (FIVE-YEAR PERIOD)(2006-2010)

	CRITICAL CRASH RATE (C/100 MVM) FOR THE GIVEN SECTION LENGTH (MILES)					
AADT	0.5	1	2	5	10	20
100	1,994	1,358	965	656	514	419
300	1,106	806	612	454	379	327
500	872	656	514	396	339	300
1,000	656	514	419	339	300	273
1,500	566	454	379	315	283	261
2,000	514	419	355	300	273	254
3,000	454	379	327	283	261	246
4,000	419	355	311	273	254	241
5,000	396	339	300	266	250	238
7,000	366	318	286	258	243	234
8,000	355	311	281	254	241	232
9,000	346	305	277	252	239	231
10,000	339	300	273	250	238	230

TABLE D-3. CRITICAL CRASH RATES FOR RURAL THREE-LANE SECTIONS (FIVE-YEAR PERIOD)(2006-2010)

	CRITICAL CRASH RATE (C/100 MVM) FOR THE GIVEN SECTION LENGTH (MILES)				
AADT	0.5	1	2	3	5
100	1,629	1,075	740	607	483
300	860	607	447	381	318
500	662	483	367	318	272
1,000	483	367	290	258	227
1,500	409	318	258	232	207
2,000	367	290	239	217	196
3,000	318	258	217	200	183
4,000	290	239	205	190	175
5,000	272	227	196	183	169
6,000	258	217	190	177	165
7,000	248	210	185	173	162
8,000	239	205	181	170	160
9,000	232	200	177	168	158
10,000	227	196	175	165	156

TABLE D-4. CRITICAL CRASH RATES FOR RURAL FOUR-LANE DIVIDED SECTIONS (NON-INTERSTATE AND PARKWAY) (FIVE-YEAR PERIOD)(2006-2010)

	CRITICAL CRASH RATE (C/100 MVM) FOR THE GIVEN SECTION LENGTH (MILES)				
AADT	0.5	1	2	5	10
500	596	429	322	234	193
1,000	429	322	252	193	165
2,500	296	234	193	158	141
5,000	234	193	165	141	130
7,500	208	176	153	134	124
10,000	193	165	146	130	121
15,000	176	153	138	124	118
20,000	165	146	133	121	116
30,000	153	138	127	118	113
40,000	146	133	124	116	111
50,000	141	130	121	114	110

TABLE D-5. CRITICAL CRASH RATES FOR RURAL FOUR-LANE UNDIVIDED SECTIONS (FIVE-YEAR PERIOD)(2006-2010)

	CRITICAL CRASH RATE (C/100 MVM) FOR THE GIVEN SECTION LENGTH (MILES)				
AADT	0.5	1	2	5	10
500	908	686	540	418	359
1,000	686	540	442	359	319
2,500	504	418	359	309	284
5,000	418	359	319	284	267
7,500	381	334	302	273	259
10,000	359	319	291	267	255
20,000	319	291	272	255	246
30,000	302	279	263	249	242
40,000	291	272	258	246	240
50,000	284	267	255	244	239

TABLE D-6. CRITICAL CRASH RATES FOR RURAL INTERSTATE SECTIONS (FIVE-YEAR PERIOD)(2006-2010)

	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	97
1,000	298	214	161	117	97	83
2,500	194	148	117	92	79	71
5,000	148	117	97	79	71	65
7,500	128	104	88	74	67	62
10,000	117	97	83	71	65	61
20,000	97	83	73	65	61	58
30,000	88	77	69	62	59	56
40,000	83	73	66	61	58	56
50,000	79	71	65	60	57	55

TABLE D-7. CRITICAL CRASH RATES FOR RURAL PARKWAY SECTIONS (FIVE-YEAR PERIOD)(2006-2010)

	CRITICAL CRASH RATE (C/100 MVM) FOR THE GIVEN SECTION LENGTH (MILES)					
AADT	0.5	1	2	5	10	20
400	532	365	262	180	143	117
700	391	279	207	149	121	103
1,000	327	238	180	133	111	96
1,500	270	201	156	119	101	89
2,000	238	180	143	111	96	85
3,000	201	156	127	101	89	81
4,000	180	143	117	96	85	78
5,000	166	133	111	92	83	76
7,000	149	121	103	87	79	74
10,000	133	111	96	83	76	72
20,000	111	96	85	76	72	69
40,000	96	85	78	72	69	66

TABLE D-8. CRITICAL CRASH RATES FOR URBAN TWO-LANE SECTIONS (FIVE-YEAR PERIOD)(2006-2010)

	CRITICAL CRASH RATE (C/100 MVM) FOR THE GIVEN SECTION LENGTH (MILES)				
AADT	0.5	1	2	5	10
500	1,076	827	662	524	457
1,000	827	662	551	457	410
2,500	621	524	457	399	370
5,000	524	457	410	370	350
7,500	481	428	390	358	341
10,000	457	410	378	350	336
15,000	428	390	364	341	330
20,000	410	378	356	336	326
30,000	390	364	346	330	322
40,000	378	356	340	326	319
50,000	370	350	336	324	318

TABLE D-9. CRITICAL CRASH RATES FOR URBAN THREE-LANE SECTIONS (FIVE-YEAR PERIOD)(2006-2010)

	CRITICAL CRASH RATE (C/100 MVM) FOR THE GIVEN SECTION LENGTH (MILES)				
AADT	0.5	1	2	5	10
500	1,323	1,037	847	686	607
1,000	1,037	847	718	607	553
2,500	800	686	607	539	506
5,000	686	607	553	506	482
7,500	636	573	529	491	472
10,000	607	553	515	482	466
15,000	573	529	499	472	458
20,000	553	515	489	466	454
30,000	529	499	477	458	449
40,000	515	489	470	454	446
50,000	506	482	466	451	444

TABLE D-10. CRITICAL CRASH RATES FOR URBAN FOUR-LANE DIVIDED SECTIONS (NON-INTERSTATE AND PARKWAY) (FIVE-YEAR PERIOD)(2006-2010)

	CRITICAL CRASH RATE (C/100 MVM) FOR THE GIVEN SECTION LENGTH (MILES)				
AADT	0.5	1	2	5	10
1,000	781	623	516	425	381
2,500	584	489	425	370	342
5,000	489	425	381	342	323
10,000	425	381	350	323	310
15,000	397	361	336	315	304
20,000	381	350	328	310	300
25,000	370	342	323	306	298
30,000	361	336	319	304	296
40,000	350	328	313	300	293
50,000	342	323	310	298	292
60,000	336	319	307	296	291

TABLE D-11. CRITICAL CRASH RATES FOR URBAN FOUR-LANE UNDIVIDED SECTIONS (FIVE-YEAR PERIOD)(2006-2010)

	CRITICAL CRASH RATE (C/100 MVM) FOR THE GIVEN SECTION LENGTH (MILES)				
AADT	0.5	1	2	5	10
1,000	1,138	936	799	682	624
2,500	886	765	682	609	573
5,000	765	682	624	573	548
10,000	682	624	583	548	530
15,000	645	598	566	537	522
20,000	624	583	555	530	518
25,000	609	573	548	526	515
30,000	598	566	543	522	512
40,000	583	555	535	518	509
50,000	573	548	530	515	507
60,000	566	543	527	512	505

TABLE D-12. CRITICAL CRASH RATES FOR URBAN INTERSTATE SECTIONS (FIVE-YEAR PERIOD)(2006-2010)

	CRITICAL CRASH RATE (C/100 MVM) FOR THE GIVEN SECTION LENGTH (MILES)				
AADT	0.5	1	2	5	10
1,000	420	314	245	188	161
5,000	229	188	161	137	125
10,000	188	161	142	125	117
20,000	161	142	129	117	112
30,000	149	134	123	114	109
40,000	142	129	120	112	108
50,000	137	125	117	110	107
60,000	134	123	116	109	106
70,000	131	121	114	108	105
80,000	129	120	113	108	105
90,000	127	118	112	107	104
100,000	125	117	112	107	104

TABLE D-13. CRITICAL CRASH RATES FOR URBAN PARKWAY SECTIONS (FIVE-YEAR PERIOD)(2006-2010)

	CRITICAL CRASH RATE (C/100 MVM) FOR THE GIVEN SECTION LENGTH (MILES)					
AADT	0.5	1	2	5	10	20
500	596	429	322	234	193	165
1,000	429	322	251	193	165	146
2,500	296	234	193	158	141	130
5,000	234	193	165	141	130	121
7,500	208	176	153	134	124	118
10,000	193	165	146	130	121	116
15,000	176	153	138	124	118	113
20,000	165	146	133	121	116	111
30,000	153	138	127	118	113	110
40,000	146	133	124	116	111	109
90,000	131	122	116	111	108	106
50,000	141	130	121	114	110	108

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)(2006-2010)

	CRITICAL CRASH RATE (C/MV) BY HIGHWAY TYPE		
AADT	ONE-LANE	TWO-LANE	THREE-LANE
100	8.76	8.16	6.84
500	3.66	3.32	2.59
1,000	2.70	2.42	1.83
2,500	1.92	1.70	1.23
5,000	1.56	1.36	0.96
7,500	1.40	1.22	0.85
10,000	1.31	1.14	0.78
15,000	1.21	1.04	0.70
20,000	1.15	0.98	0.66

TABLE E-2. CRITICAL CRASH RATES FOR "SPOTS" ON RURAL FOUR-LANE HIGHWAYS, INTERSTATES, AND PARKWAYS (FIVE-YEAR PERIOD)(2006-2010)

	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)(2006-2010)

	CRITICAL CRASH RATE (C/MV) BY HIGHWAY TYPE	
AADT	TWO-LANE	THREE-LANE
500	4.03	4.88
1,000	3.00	3.71
2,500	2.17	2.75
5,000	1.78	2.30
7,500	1.61	2.10
10,000	1.51	1.99
15,000	1.40	1.86
20,000	1.33	1.78
30,000	1.25	1.68
40,000	1.20	1.63

TABLE E-4. CRITICAL CRASH RATES FOR "SPOTS" ON URBAN FOUR-LANE HIGHWAYS, INTERSTATES, AND PARKWAYS (FIVE-YEAR PERIOD)(2006-2010)

	CRITICAL CRASH RATE (C/MV) BY HIGHWAY TYPE			
AADT	FOUR-LANE DIVIDED (NON-INTERSTATE AND PARKWAY)	FOUR-LANE UNDIVIDED	INTERSTATE	PARKWAY
1,000	2.84	4.04	1.59	1.65
5,000	1.66	2.55	0.80	0.84
10,000	1.41	2.22	0.64	0.67
15,000	1.30	2.07	0.57	0.60
20,000	1.23	1.99	0.53	0.56
30,000	1.16	1.89	0.49	0.51
40,000	1.11	1.83	0.46	0.48
50,000	1.08	1.79	0.44	0.47
60,000	1.06	1.76	0.43	0.45
70,000	1.04	1.74	0.42	0.44
80,000	1.03	1.72	0.41	0.43
90,000	1.02	1.71	0.40	0.42
100,000	1.01	1.69	0.40	0.42

APPENDIX F

TOTAL CRASH RATES FOR CITIES INCLUDED IN 2000 CENSUS

TABLE F-1. CRASHES AND CRASH RATES FOR ALL CITIES LISTED IN THE 2000 CENSUS (2006-2010)

CITY	POPULATION	NUMBER OF CRASHES (2006-2010)	ANNUAL CRASHES PER 1000 POPULATION	CITY	POPULATION	NUMBER OF CRASHES (2006-2010)	CRASHES PER 1000 POPULATION
Adairville	920	30	7	Calhoun	836	78	19
Albany	2,220	256	23	California	130	*	*
Alexandria	8,286	921	22	Calvert City	2,701	371	28
Allen	150	141	188	Camargo	923	73	16
Anchorage	2,264	83	7	Campbellsburg	705	79	22
Annville	470	*	*	Campbellsville	10,498	1,875	36
Arlington	395	27	14	Campton	424	171	81
Ashland	21,981	4,118	38	Caneyville	627	61	20
Auburn	1,444	97	13	Carlisle	1,917	223	23
Audubon Park	1,545	40	5	Carrollton	3,846	592	31
Augusta	1,204	32	5	Catlettsburg	1,960	577	59
Bancroft	536	1	0	Cave City	1,880	319	34
Barbourmeade	1,260	9	1	Centertown	416	15	7
Barbourville	3,589	530	30	Central City	5,893	778	26
Bardstown	10,374	2,468	48	Cherrywood Village	327	*	*
Bardwell	799	40	10	Clarkson	794	109	28
Barlow	715	50	14	Clay	1,179	39	7
Beattyville	1,193	131	22	Clay City	1,303	*	*
Beaver Dam	3,033	483	32	Clinton	1,415	*	*
Bedford	677	140	41	Cloverport	1,256	37	6
Beechwood Village	1,173	3	1	Coal Run	577	379	131
Bellefonte	837	47	11	Cold Spring	3,806	1,010	53
Bellevue	6,480	816	25	Coldstream	862	*	*
Bellewood	300	1	1	Columbia	4,014	596	30
Benham	599	19	6	Concord	28	*	*
Benton	4,197	766	37	Corbin	7,742	1,582	41
Berea	9,851	1,774	36	Corinth	181	96	106
Berry	310	9	6	Corydon	744	50	13
Blaine	245	9	7	Covington	43,370	6,136	28
Blandville	95	*	*	Crab Orchard	842	64	15
Bloomfield	855	79	19	Creekside	323	*	*
Blue Ridge Manor	623	41	13	Crescent Springs	3,931	755	38
Bonnieville	354	47	27	Crestview	471	7	3
Booneville	111	57	103	Crestview Hills	2,889	1,211	84
Bowling Green	49,296	11,322	46	Crestwood	1,999	575	58
Bradfordsville	304	13	9	Crittenden	2,401	388	32
Brandenburg	2,049	422	41	Crofton	838	69	17
Bremen	365	44	24	Cumberland	2,611	112	9
Briarwood	554	2	1	Cynthiana	6,258	1,044	33
Broadfields	250	*	*	Danville	15,477	2,780	36
Brodhead	1,193	89	15	Dawson Springs	2,980	158	11
Broeck Point	325	*	*	Dayton	5,966	300	10
Bromley	838	34	8	Dixon	632	68	22
Brooksville	589	49	17	Douglass Hills	5,549	*	*
Brownsville	921	149	32	Dover	316	20	13
Burgin	874	32	7	Drakesboro	627	67	21
Burkesville	1,756	68	8	Dry Ridge	1,995	677	68
Burnside	637	204	64	Earlington	1,649	142	17
Butler	613	36	12	Eddyville	2,350	224	19
Cadiz	2,373	435	37	Edgewood	9,400	833	18
Calhoun	836	78	19	Edmonton	1,586	257	32
California	130	*	*	Ekron	170	29	34

* Data Not Available

TABLE F-1. CRASHES AND CRASH RATES FOR ALL CITIES LISTED IN THE 2000 CENSUS (2006-2010)(continued)

CITY	POPULATION	NUMBER OF CRASHES (2006-2010)	ANNUAL CRASHES PER 1000 POPULATION	CITY	POPULATION	NUMBER OF CRASHES (2006-2010)	CRASHES PER 1000 POPULATION
Elizabethtown	22,542	5,177	46	Harlan	2,081	710	68
Elkhorn City	1,060	127	24	Harrodsburg	8,014	1,153	29
Elkton	1,984	192	19	Hartford	2,571	234	18
Elsmere	8,139	362	9	Hawesville	971	149	31
Eminence	2,231	128	12	Hazard	4,806	1,820	76
Erlanger	16,676	2,904	35	Hazel	440	33	15
Eubank	358	42	24	Hebron Estates	930	*	*
Evarts	1,101	87	16	Henderson	27,373	4,779	35
Ewing	278	18	13	Hickman	2,560	62	5
Fairfield	72	10	28	Highland Heights	6,554	996	30
Fairview	156	22	28	Hills And Dales	154	*	*
Falmouth	2,058	274	27	Hillview	6,119	*	*
Ferguson	881	15	3	Hindman	787	282	72
Fincastle	838	*	*	Hiseville	224	17	15
Flatwoods	7,605	556	15	Hodgenville	2,874	343	24
Fleming-neon	759	*	*	Hollow Creek	991	*	*
Flemingsburg	3,010	324	22	Hopkinsville	30,089	4,643	31
Florence	23,551	7,819	66	Horse Cave	2,252	177	16
Fordsville	531	45	17	Houston Acres	491	3	1
Forest Hills	494	15	6	Hunters Hollow	286	*	*
Fort Mitchell	8,089	1,060	26	Hurstbourne	4,420	*	*
Fort Thomas	16,495	969	12	Hustonville	347	29	17
Fort Wright	5,681	2,150	76	Hyden	204	85	83
Foster	65	*	*	Independence	14,982	1,736	23
Fountain Run	236	5	4	Indian Hills	2,882	72	5
Fox Chase	528	*	*	Indian Hills Ch. Sec.	1,005	*	*
Frankfort	27,741	4,806	35	Inez	466	90	39
Franklin	7,996	1,316	33	Irvine	2,843	248	17
Fredonia	420	35	17	Irvington	1,257	49	8
Frenchburg	551	115	42	Island	435	55	25
Fulton	2,775	235	17	Jackson	2,490	532	43
Gamaliel	439	14	6	Jamestown	1,624	131	16
Georgetown	18,080	3,116	35	Jeffersontown	26,633	3,388	25
Germantown	190	17	18	Jeffersonville	1,804	276	31
Ghent	371	32	17	Jenkins	2,401	*	*
Glasgow	13,019	2,540	39	Junction City	2,184	61	6
Glencoe	251	54	43	Keeneland	383	*	*
Glenview	653	*	*	Kevil	574	68	24
Glenview Hills	353	*	*	Kingsley	428	*	*
Grand Rivers	343	51	30	Kuttawa	596	81	27
Gratz	89	8	18	La Grange	5,676	926	33
Grayson	3,877	732	38	Lacenter	1,038	*	*
Green Spring	768	*	*	Lafayette	193	1	1
Greensburg	2,396	261	22	Lakeside Park	2,869	175	12
Greenup	1,198	186	31	Lakeview Heights	252	*	*
Greenville	4,398	618	28	Lancaster	3,734	456	24
Guthrie	1,469	89	12	Langdon Place	874	*	*
Hanson	625	81	26	Latonia Lakes	325	15	9
Hardin	564	68	24	Lawrenceburg	9,014	834	19
Hardinsburg	2,345	217	19	Lebanon	5,718	949	33
Harlan	2,081	710	68	Lebanon Junction	1,801	170	19
Harrodsburg	8,014	1,153	29	Leitchfield	6,139	1,118	36

* Data Not Available

TABLE F-1. CRASHES AND CRASH RATES FOR ALL CITIES LISTED IN THE 2000 CENSUS (2006-2010)(continued)

CITY	POPULATION	NUMBER OF CRASHES (2006-2010)	ANNUAL CRASHES PER 1000 POPULATION	CITY	POPULATION	NUMBER OF CRASHES (2006-2010)	CRASHES PER 1000 POPULATION
Lewisburg	903	51	11	Muldraugh	1,298	107	17
Lewisport	1,639	71	9	Munfordville	1,563	295	38
Lexington	260,512	48,656	37	Murray	14,950	2,681	36
Liberty	1,850	358	39	Murray Hill	619	*	*
Livermore	1,482	367	50	Nebo	220	29	26
Livingston	228	108	95	New Castle	919	37	8
London	5,692	2,994	105	New Haven	849	45	11
Lone Oak	454	343	151	Newport	17,048	3,590	42
Loretto	623	65	21	Nicholasville	19,680	3,624	37
Louisa	2,018	470	47	Norbourne Estates	461	1	0
Louisville	256,231	95,184	74	North Middleton	562	*	*
Loyall	766	90	24	Northfield	970	144	30
Ludlow	4,409	322	15	Nortonville	1,264	84	13
Lynch	900	20	4	Norwood	372	*	*
Lyndon	9,369	560	12	Oak Grove	7,064	1,142	32
Lynnview	965	11	2	Oakland	260	17	13
Mackville	206	7	7	Old Brownboro Place	348	*	*
Madisonville	19,307	3,195	33	Olive Hill	1,813	222	25
Manchester	1,738	421	48	Orcharh Grass Hills	1,058	*	*
Manor Creek	179	*	*	Owensboro	54,067	9,854	37
Marion	3,196	299	19	Owenton	1,387	140	20
Martin	633	104	33	Owingsville	1,488	221	30
Maryhill Estates	177	*	*	Paducah	26,307	6,155	47
Mayfield	10,349	1,508	29	Paintsville	4,132	918	44
Maysville	8,993	1,911	43	Paris	9,183	1,216	27
Mchenry	417	27	13	Park City	517	70	27
Mckee	878	86	20	Park Hills	2,977	118	8
Mcroberts	921	36	8	Park Lake	263	*	*
Meadowbrook Farm	163	*	*	Pembroke	797	26	7
Meadowvale	765	*	*	Perryville	763	30	8
Meadowview Estates	422	53	25	Pewee Valley	1,436	172	24
Melbourne	457	25	11	Phelps	1,053	207	39
Mentor	181	8	9	Pikeville	6,295	2,470	79
Middlesboro	10,384	1,369	26	Pineville	2,093	382	37
Middletown	5,744	804	28	Pioneer Village	1,130	*	*
Midway	1,620	148	18	Pippa Passes	297	56	38
Millersburg	842	54	13	Plantation	902	125	28
Milton	525	150	57	Pleasureville	869	24	6
Minor Lane Heights	1,435	6	1	Plymouth Village	201	*	*
Monterey	167	13	16	Poplar Hills	377	*	*
Monticello	5,981	881	30	Powderly	846	107	25
Moorland	464	83	36	Prestonsburg	3,612	1,378	76
Morehead	5,914	2,016	68	Prestonville	164	20	24
Morganfield	3,494	448	26	Princeton	6,536	712	22
Morgantown	2,544	296	23	Prospect	2,788	*	*
Mortons Gap	952	80	17	Providence	3,611	174	10
Mount Olivet	289	4	3	Raceland	2,355	155	13
Mount Sterling	5,876	1,554	53	Radcliff	21,961	2,410	22
Mount Vernon	2,592	564	44	Ravenna	693	7	2
Mount Washington	8,485	979	23	Raywick	157	*	*
Muldraugh	1,298	107	17	Richlawn	435	*	*
Munfordville	1,563	295	38	Richmond	27,152	5,332	39

* Data Not Available

TABLE F-1. CRASHES AND CRASH RATES FOR ALL CITIES LISTED IN THE 2000 CENSUS (2006-2010)(continued)

CITY	POPULATION	NUMBER OF CRASHES (2006-2010)	ANNUAL CRASHES PER 1000 POPULATION	CITY	POPULATION	NUMBER OF CRASHES (2006-2010)	CRASHES PER 1000 POPULATION
River Bluff	452	*	*	Ten Broeck	128	*	*
Rochester	186	7	8	Thornhill	146	*	*
Rockport	334	13	8	Tompkinsville	2,660	328	25
Rolling Hills	907	9	2	Trenton	419	15	7
Russell	3,645	838	46	Union	2,893	534	37
Russell Springs	2,399	673	56	Uniontown	1,064	68	13
Russellville	7,149	1,061	30	Upton	391	51	26
Ryland Heights	279	*	*	Vanceburg	1,731	160	19
Sacramento	517	43	17	Versailles	7,511	1,306	35
Sadieville	263	24	18	Vicco	318	50	31
Saint Charles	309	*	*	Villa Hills	7,948	200	5
Saint Matthews	15,852	*	*	Vine Grove	4,169	301	14
Saint Regis Park	1,520	*	*	Wallins Creek	257	*	*
Salem	769	29	8	Walton	2,450	607	50
Salt Lick	342	33	19	Warfield	284	49	35
Salyersville	1,604	330	41	Warsaw	1,811	104	12
Sanders	246	10	8	Water Valley	316	13	8
Sandy Hook	678	81	24	Waterson Park	1,542	*	*
Sardis	149	9	12	Waverly	297	41	28
Science Hill	634	71	22	Wayland	298	34	23
Scottsville	4,327	673	31	Wellington	561	2	1
Sebree	1,558	84	11	West Liberty	3,277	286	18
Seneca Gardens	699	3	1	West Point	1,100	160	29
Sharpsburg	295	11	8	Westwood	4,888	*	*
Shelbyville	10,085	2,280	45	Westwood	612	*	*
Shepherdsville	8,334	2,235	54	Wheatcroft	173	7	8
Shively	15,157	3,045	40	Wheelwright	1,042	33	6
Silver Grove	1,215	116	19	Whipps Millgate	415	*	*
Simpsonville	1,281	179	28	White Plains	800	38	10
Slaughters	238	7	6	Whitesburg	1,600	452	57
Smithfield	102	20	39	Whitesville	632	76	24
Smithland	401	55	27	Whitley City	1,111	306	55
Smiths Grove	784	78	20	Wickliffe	794	105	26
Somerset	11,352	3,178	56	Wilder	2,624	707	54
Sonora	350	89	51	Wildwood	247	1	1
South Carrollton	184	51	55	Williamsburg	5,143	897	35
South Shore	1,226	*	*	Williamstown	3,227	544	34
Southgate	3,472	417	24	Willisburg	304	175	115
Sparta	230	29	25	Wilmore	5,905	147	5
Spring Mill	342	*	*	Winchester	16,724	2,996	36
Spring Valley	400	*	*	Winding Falls	657	*	*
Springfield	2,634	375	29	Wingo	581	68	23
Stamping Ground	566	33	12	Woodburg	117	*	*
Stanford	3,430	545	32	Woodburn	323	30	19
Stanton	3,029	357	24	Woodland Hills	657	9	3
Strathmoor Village	625	3	1	Woodlawn Park	1,033	27	5
Sturgis	2,030	110	11	Worthington	1,673	36	4
Sycamore	70	*	*	Worthington Hills	973	*	*
Taylor Mill	6,913	1,035	30	Worthville	215	9	8
Taylorsville	1,009	195	39	Wurtland	1,049	69	13
Ten Broeck	128	*	*				
Thornhill	146	*	*				

* Data Not Available

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