UNIVERSITY OF KENTUCKY College of Engineering

Kentucky Transportation Center

Research Report
KTC-12-13/KSP2-11-1F

ANALYSIS OF TRAFFIC CRASH DATA IN KENTUCKY (2007-2011)

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ANALYSIS OF TRAFFIC CRASH DATA IN KENTUCKY (2007 - 2011)

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EXECUTIVE SUMMARY

This report documents an analysis of traffic crash data in Kentucky for the years of 2007 through 2011. 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 26th report providing a combination of those two report areas. Traffic crash data for the five-year period of 2007 through 2011 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 2007 through 2011 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 2007 through 2011.

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 2007 through 2011 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, these roads have accounted for approximately 88 percent of the vehicle miles traveled. The crash file is matched with the HPMS file. The percentage of all crashes identified as being on a state-maintained road has ranged from 54 to 68 percent. 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 (and relating GPS data to the milepoint).

A comparison of 2007 through 2011 crash statistics on streets and highways having known traffic volumes, route numbers, and mileposts is shown in Table 1. The number of total crashes identified as being on the state-maintained road system was lower in 2011 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 2011 was 163 crashes per 100 million vehicle-miles (C/100 MVM). The crash rates for the previous four years varied from 184 to 203 C/100 MVM.

The fatal crash rate showed a decrease (23.0 percent) in 2011 compared to the previous four-year average. The fatal crash rate ranged from 1.14 C/100MVM in 2011 to 1.61 C/100 MVM in 2007 (with the rate decreasing each year). The injury crash rate in 2011 was 35 C/100MVM, which is a decrease of 19.5 percent from the previous four-year average. The injury crash rate of 35 C/100MVM in 2011 gives a new "low", compared to the low of 41 C/100MVM in 2010. The injury crash rate had remained fairly stable for the four-year period of 2007 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 (2007 through 2011) 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 one-half that 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 fatal crash rates for two-lane and four-lane undivided highways were 0.9 C/100MVM compared to the overall fatal rate of 0.7 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 approximately twice that for rural highways. Also, the injury rate on urban highways is about 30 percent higher than that for rural highways. However, the fatal crash rate on urban highways is

only 35 percent of that for rural highways. This is due to the slower travel speeds and the higher traffic volumes in urban areas.

Variations in crash rates by rural and urban highway-type classifications over the five-year period are listed in Table 4. In 2011, there was a larger decrease in the overall crash rate in urban areas (16.7 percent) compared to rural areas (13.4 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 2007 through 2011. 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 2007 through 2011 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 2007 through 2011. 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 (2008-2011) 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 2007 through 2011.

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 2007 through 2011 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 2007 through 2011.

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 32 for total crashes (all roads), 21 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, 29 of the 32 counties determined to have a critical crash rate when total crashes were considered were also identified in the last year's report.

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

Crash rates for each county were also calculated considering only the state-maintained system. Those rates, grouped by population category, are presented in Table 11. The rankings of counties in Tables 10 and 11 are similar. In four of the five population categories, the same county had the highest rate considering all roads or state-maintained roads. These counties are Crittenden County (in the under 10,000 population category), Pendleton County (in the 10,000 to 14,999 population category), Harrison County (in the 15,000 to 24,999 population category), and 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 County had 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, Pendleton, Clay, Boyd and Perry, and Jefferson. Clay 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, Harlan and 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). Clay 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 2011 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 2007 through 2011 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 2010 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 115 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 11 cities where no data was available for the state-maintained system.

Additional statistics are listed in Table 16 for the 114 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 2010 census are summarized in APPENDIX F (Table F-1). A total of 410 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 335 cities in Appendix F.

Crashes on the state-maintained system of highways within a city typically only accounted for a portion of all the crashes occurring within any city. Therefore, total crash rates, rather than on the state-maintained system, were used to determine critical crash rates for cities. Crash rates on the state-maintained system, by city and by population category, are shown in Table 17. The cities are listed in descending order by crash rate for each population category. The cities for which a match could not be obtained using a city code listed in the HPMS file would not be listed in Table 17. Lexington, Ashland, Erlanger, Edgewood, 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 153 cities compared to the 114 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. Sixteen cities were identified as having total crash rates above critical. Lexington, Florence, Somerset, London, and Prestonsburg have the highest total crash rates in their respective population ranges. Fatal crash rates, by city and population category, are listed in Table 19. They also are tabulated in order of descending fatal crash rates by population category. Louisville, Paducah, Shelbyville, Pikeville, and Prestonsburg have the highest fatal crash rates in their respective population ranges. Prestonsburg was the only city identified as having a critical fatal crash rate and had 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 4,883 per year for the past five years. Alcohol-related fatalities have averaged 178 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 2011 varied from about $284 million using economic cost data up to about $859 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 2011 (to 4,513) which represents a 9.3 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 about four percent of all crashes during the latest five-year period. The number of alcohol-related fatalities in 2011 (158) was lower (14.1 percent) than the previous four year average (184).

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 Kenton.

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 Cumberland, Lewis, Marion, Floyd 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, Newport, 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 (2007 through 2011) were used in the analysis. The data were obtained from records maintained by the Administrative Office of the Courts (AOC). Those same rates are presented in Table 23 with counties grouped by population ranges and rates are listed in order of descending percentages. Counties in each population group having the lowest rates of alcohol convictions per 1,000 licensed drivers are Robertson, Edmonson, Wayne, Scott and Madison. Counties having the lowest rates of alcohol convictions per alcohol-related crash are Robertson, Pendleton, 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 19,855 in 2011 to a high of 25,018 in 2007. The number of alcohol convictions in 2011 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 2007 through 2011 (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 85.3 percent. The percentages varied from a low of 52.2 percent in Leslie County to a high of 93.0 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, Breathitt, Anderson, Fayette, Woodford, and Grayson counties. The lowest rates, in descending order, were found in Leslie and Clay Counties.

The counties are grouped by population category and are placed in decreasing order of conviction percentage by population category in Table 25. The average conviction percentage did not vary substantially by population category with a range of from 81.2 to 85.4 percent. Counties having the highest conviction percentages in the various population categories are Hancock, Magoffin, Breathitt, 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 2007 through 2011, 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 2011 was a 27 percent decrease from the average number in the previous four years. The highest rates

(convictions per 1,000 licensed drivers) occurred in Lyon County. 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 1,672 in 2011 compared to the lowest number of 1,351 in the previous four years in 2007. When compared to the previous four-year average, drug crashes increased by 15.0 percent in 2011. The number of drug-related fatal crashes decreased by 0.9 percent in 2011 compared to the previous four-year average. In 2011 there were 215 fatal drug-related crashes. The number of drug-related injury crashes increased by 4.2 percent in 2011 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, Leslie, Magoffin, Owsley, and Johnson 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, Winchester, Pikeville, and Paintsville. The percentage in Pikeville was the highest at 4.4.

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 2007 but data has not been collected since 2007. These rates (for 2007) 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 2012 statewide survey had a usage of 84 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 2007. 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 2007 (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 64 percent (from 15.8percent for drivers not wearing safety belts to 5.75 percent for drivers wearing safety belts). The chance of receiving either a fatal or incapacitating injury was reduced by 93 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 2007 through 2011. Age categories in the crash file governed the age category that was used. Most children three years of age or younger would be placed in a child safety seat rather than a seat belt or harness. However, many were coded as wearing a safety belt, so the categories of restraint used were 1) none, 2) safety belt or harness, 3) child safety seat, and 4) any restraint.

Of the 20 fatalities (children age three and under) occurring during the study period (2007-2011), 17 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 123 incapacitating injuries, 99 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 94-percent reduction in fatalities for children in restraints, a 96-percent reduction in incapacitating injuries, a 82-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 usage rate using the crash data was 99 percent. This usage rate was calculated by dividing the “any restraint” total by the sum of the "any restraint" and "none" categories from Table 32. This compares to the usage rate of 98 percent found in the 2012 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 2012 the number of speed-related crashes decreased, when compared to the previous four-year average, by 0.3 percent. For the five-year period (2007-2011), speed-related crashes represented 5.7 percent of all crashes, 8.6 percent of injury crashes, and 17.5 percent of fatal crashes. The number of speed-related fatal crashes decreased by 18.8 percent in 2011 compared to the previous four-year average. The number of speed-related fatal crashes ranged from a high of 151 in 2007 to a low of 108 in 2011. The number of speed-related injury crashes decreased by 5.0 percent in 2011 compared to the previous four years. The number of speed-related injury crashes ranged from a high of 2,303 in 2008 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, Independence, Erlanger, Edgewood, and Williamstown.

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 61,737 in 2011. The number in 2010 and 2011 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, Wayne, Letcher, 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 6.6 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 2011 data, it was found that teenage drivers were involved in about 16 percent of all crashes, 16 percent of injury crashes, and 9 percent of fatal crashes. Teenage drivers (including drivers with a learner permit) are over represented by a factor of 2.4 in all crashes and injury crashes, and 1.4 in fatal crashes.

The involvement rate of teenage drivers compared to all drivers in total and fatal crashes was analyzed (using 2011 data). Considering all crashes on public highways, the rate was 41 crashes per 1,000 drivers for all drivers compared to 98 crashes per 1,000 drivers for teenage drivers. Considering fatal crashes, the rate was 21 fatal crashes per 100,000 drivers for all drivers compared to 29 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 2011 were compared to an average of the preceding four years (2007-2009). There was a slight increase in total crashes (1.7 percent) when comparing 2011 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 2011 (127,524) with the lowest number occurring in 2008 (123,530). The number of fatal crashes decreased by 10.1 percent while the number of fatalities decreased by 11.0 percent. The number of fatalities ranged from 670 in 2011 to 803 in 2007. 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 2011 was lower than the previous four-year average. There was a 4.5 percent decrease in injury crashes and a 3.6 percent decrease in injuries. The number of injuries varied from 36,345 in 2011 to 38,786 in 2007.

Vehicle-miles traveled have remained fairly constant over the five-year period ranging from 47.176 billion miles in 2008 to 48.185 billion miles in 2011. The vehicle miles traveled in 2011 has increased slightly (1.3 percent) compared to the previous four-year average. There was a very slight increase in total crash rate in 2011 of 0.2 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 and 2009. The total crash rate has stayed very constant.

There were decreases in 2011 in the fatal crash rate (11.4 percent) and fatality rate (12.0 percent). The fatal crash rate in 2011 was the lowest rate in this five-year period with the highest in 2007.

There was a total of 629,300 crashes in the five-year period, of which 3,649 (0.6 percent) were fatal crashes and 125,541 (19.6 percent) were injury crashes. Those crashes resulted in 3,962 fatalities and 187,216 injuries. There is a large range used when estimating crash costs. Considering economic costs, an estimate for 2011 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 $5.5 billion for the cost of Kentucky traffic crashes or an average cost of $43,000per 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 8.5 percent in 2011 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 2011, pedestrian crashes accounted for only 0.8 percent of all crashes but 3.2 percent of injury crashes and 7.1 percent of fatal crashes. The number of injury crashes increased by 7.7 percent in 2011 compared to the previous four-year average while the number of fatal crashes was identical. Injury crashes ranged from 749 in 2007 to 851 in 2011 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, Breathitt, Mason, Boyd, 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, Bellevue, and Hazard. Newport had the highest rate of any city.

10.3 BICYCLE CRASHES

Numbers and rates of motor-vehicle crashes involving bicycles by county are listed in Table 43. Counties were grouped by population category. The counties having the highest crash rate in each category are Fulton, Trigg, Rowan, 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, Bellevue, and Lancaster.

The number of bicycle crashes decreased in 2011 (1.8 percent) compared to the average of 2007 through 2009. The number of bicycle crashes has ranged from 428 in 2009 to 489 in 2008. This is a severe type of crash. For the five years, while bicycle crashes accounted for 0.4 percent of all crashes, they accounted for 1.3 percent of injury crashes and 0.6 percent of fatal crashes. The number of injury crashes decreased by 0.6 percent in 2011 and the number of fatal crashes decreased by 60.0 percent compared to the 2007 through 2010 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 and 2011 to seven in 2011.

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 Wolfe, Pendleton, Union, Boyd and Marshall, and

McCracken (Table 45). The highest rate is in Wolfe County with the largest number in Jefferson County. From Table 46, those cities having the highest rates in each population category are Louisville, Paducah, Shepherdsville, Pikeville, and Prestonsburg. The rates in Pikeville, Prestonsburg, Hazard, London, and Paducah were substantially above any other city.

There was a decrease in motorcycle crashes in 2011 (9.5 percent) compared to the 2007 through 2010 average. The numbers over the five-year period ranged from a high of 2,159 in 2008 to a low of 1,839 in 2011. This is a severe type of crash. Data in 2011 show that motorcycle crashes accounted for 1.6 percent of all crashes but 5.1 percent of injury crashes and 12.5 percent of fatal crashes. The number of injury crashes decreased by 13.7 percent and the number of fatal crashes decreased by 26.0 percent in 2011 compared to the 2007 through 2010 average. The number of injury crashes ranged from 1,145 in 2011 to 1,407 in 2008 while the number of fatal crashes ranged from 71 in 2011 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, Floyd, 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, Shively, Taylor Mill, and Prestonsburg. The highest rate was in Prestonsburg.

The trend analysis presented in Table 39 indicates there was an increase in this type of crash in 2011 (4.1 percent) compared to the 2007 through 2010 average. The annual number of this type of crash ranged from a low of 781 in 2008 to a high of 855 in 2009. There was a decrease in injury crashes of 8.7 percent in 2011 compared to 2007 through 2010. The number of injury crashes ranged from 81 in 2010 to 97 in 2007 and 2008. There were two fatal crashes involving a school bus in 2011 and a total of 13 for the five-year period.

10.6 TRUCK CRASHES

Truck crashes included both single unit and combination trucks. A truck is defined as a vehicle with a registered weight of 10,000 pounds or more. A summary of those crashes by county is given in Table 49. Counties having the highest rates in each population category are Gallatin, Carroll, Simpson, Perry, and Boone. All but one of these counties contain at least one interstate highway with Perry County having coal truck traffic. 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 2011 (4.5 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 11.0 percent and the number of fatal crashes decreased by 22.2 percent in 2011 compared to the previous four-year average. The number of injury crashes ranged from 1,268 in 2011 to 1,607 in 2007 while the number of fatal crashes ranged from 77 in 2011 to 105 in 2009. For the

five-year period, truck crashes represented 6.7 percent of all crashes, 5.5percent of injury crashes, and 12.9percent of fatal crashes.

10.7 TRAIN CRASHES

A summary of motor vehicle-train crashes by county is presented in Table 50. Counties having the highest rates in each population category are Lee, Todd, Mercer, Lincoln, Floyd, and Christian. The highest rate (0.86) is in Mercer County with the highest number (42) in Jefferson County. There were no train crashes in 56 of the 120 counties in the five-year period of 2007 through 2011.

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 2011 was identical to the 2007 through 2010 average. The number of injury crashes in 2011 decreased 23.1 percent compared to the 2007 through 2010 average with a range from 11 in 2008 to 16 in 2011. The number of fatal crashes ranged from one in 2009 to eight in 2010 for the five-year period with a 20 percent decrease in 2011 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. There was a slight increase in 2011. The percent of crashes in which a vehicle defect was noted on the report was 5.25 percent in 2011 which compares to the low of 4.15 percent in 2010.

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. Examples of the recommendations include: require driver retesting (specifically, vision testing), improve curve delineation, increase use of milled shoulder and centerline rumble strips, include safety improvements as part of the resurfacing program, and increase awareness of the medical review board process concerning driver licenses.

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.

Technical assistance is provided to counties and cities through the Safety Circuit Rider program through the Kentucky Transportation Center at the University of Kentucky. This program should be continued.

11.3 ALCOHOL-RELATED CRASHES

The number of alcohol-related crashes decreased in 2011 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	McCracken
2	Christian
3	Warren
4	Jefferson
5	Oldham
6	Boone
7	Madison
8	Montgomery
9	Pike
10	none
11	Whitley
12	Fayette
13	Perry
14	Boyd
15	Marion
16	Daviess

An analysis was performed for cities similar to that for counties. However, alcohol conviction rates were not available for cities so consideration was given to conviction rates for counties within which a city was located. Cities were chosen if they had at least 100 crashes and

a percentage of alcohol-related crashes of at least five percent (Table 21). The following are candidate cities for a program of increased alcohol enforcement.

- Lexington
- Covington
- Independence
- Hopkinsville
- 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	Marshall
2	Crittenden
3	Hart
4	Larue
5	Owen
6	Kenton
7	Lee
8	Menifee
9	Johnson
10	Bell
11	Clay
12	Fayette
13	Knott
14	Carter
15	Metcalfe
16	Henderson

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	Calloway
2	Christian
3	Warren
4	Jefferson
5	Oldham
6	Boone
7	Madison
8	Montgomery
9	Floyd
10	Harlan
11	Laurel
12	Fayette
13	Perry
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
- Independence
- Richmond
- Hopkinsville
- Frankfort
- Georgetown
- Erlanger

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

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

11.7 TEENAGE DRIVERS

Graduated licensing legislation was amended in the 2007 Kentucky legislature to require an intermediate phase to be added to the process between the permit and fully-licensed stages. This change should be evaluated to determine how it has affected crashes for teenage drivers.

11.8 GENERAL CRASH STATISTICS

Pedestrians

The crash rate analyses identified Louisville, Covington, Newport, Bellevue, and Hazard, 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 2007 - 2011 CRASH RATES*

STATISTIC	2007	2008	2009	2010	2007-2010 Average	2011	Percent Change***
Crashes	81,316	83,994	77,781	77,643	80,184	68,753	-14.3
Fatal Crashes	678	631	596	561	617	481	-22.0
Injury Crashes	19,032	19,017	17,399	17,101	18,137	14,711	-18.9
Mileage	28,363	28,380	28,622	29,134	28,625	29,451	2.9
Crashes Per Mile	2.87	2.96	2.72	2.67	2.81	2.33	-16.9
Vehicle Miles (Billion)	42.23	41.28	41.17	42.13	41.70	42.28	1.4
AADT	4,080	3,985	3,940	3,962	3,992	3,933	-1.5
Crash Rate**	193	203	189	184	192	163	-15.2
Fatal Crash Rate**	1.61	1.53	1.45	1.33	1.48	1.14	-23.0
Injury Crash Rate**	45	46	42	41	44	35	-19.5

* 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 2011 compared to 2007 through 2010 average.

TABLE 2. STATEWIDE RURAL CRASH RATES BY HIGHWAY TYPE CLASSIFICATION (2007-2011)

HIGHWAY TYPE	TOTAL MILEAGE*	AADT	CRASH RATES (CRASHES PER 100 MVM)		
			ALL	INJURY	FATAL
One-Lane	121	210	247	68	0.0
Two-Lane	23,674	1,520	204	57	2.9
Three-Lane	23	8,960	123	33	1.9
Four-Lane Divided (Non-Interstate or Parkway)	634	10,910	91	24	1.1
Four-Lane Undivided	60	13,230	198	44	1.6
Interstate	559	33,330	51	11	0.7
Parkway	579	9,510	63	14	0.7
All	25,651	2,650	139	37	1.9

* Average for the five years.

TABLE 3. STATEWIDE URBAN CRASH RATES BY HIGHWAY TYPE CLASSIFICATION (2007-2011)

HIGHWAY TYPE	TOTAL MILEAGE*	AADT	CRASH RATES (CRASHES PER 100 MVM) ALL	INJURY	FATAL
Two-Lane	2,052	6,490	294	55	0.9
Three-Lane	29	9,580	393	62	1.0
Four-Lane Divided (Non-Interstate or Parkway)	412	23,140	257	51	0.8
Four-Lane Undivided	378	18,780	456	85	0.9
Interstate	193	74,590	99	18	0.4
Parkway	31	15,130	96	21	0.5
All **	3,139	14,830	256	48	0.7

* Average for the five years.

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

TABLE 4. COMPARISON OF 2007 - 2011 CRASH RATES BY RURAL AND URBAN HIGHWAY TYPE CLASSIFICATION

LOCATION	HIGHWAY TYPE	2007	2008	2009	2010	2007-2010 Average	2011	Percent Change*
Rural	One-Lane	123	320	240	287	242	248	2.3
	Two-Lane	206	217	208	203	209	183	-12.0
	Three-Lane	140	168	106	104	129	24	-81.3
	Four-Lane Divided (Non-Interstate or Parkway)	103	99	94	98	98	64	-35.1
	Four-Lane Undivided	198	203	217	223	210	152	-27.7
	Interstate	50	52	52	51	51	51	0.3
	Parkway	54	66	64	64	62	67	7.4
	All	140	149	143	139	143	124	-13.4
Urban	Two-Lane	303	335	295	276	302	259	-14.4
	Three-Lane	433	556	303	288	395	239	-39.4
	Four-Lane Divided	287	288	248	257	270	204	-24.3
	Four-Lane Undivided	477	493	484	478	483	355	-26.5
	Interstate	104	91	94	93	96	109	14.2
	Parkway	103	88	111	88	97	92	-5.7
	All	267	282	257	251	265	221	-16.7

* Percent change from 2007 through 2010 to 2011.

TABLE 5. STATEWIDE CRASH RATES FOR "SPOTS" BY HIGHWAY TYPE CLASSIFICATION (2007-2011)

RURAL OR URBAN	HIGHWAY TYPE	NUMBER OF CRASHES	NUMBER OF SPOTS*	MILLION VEHICLES PER YEAR	CRASHES PER MILLION VEHICLES PER SPOT
Rural	One-Lane	117	402	0.08	0.74
	Two-Lane	133,423	78,914	0.55	0.61
	Three-Lane	454	75	3.27	0.37
	Four-Lane Divided (Non-Interstate or Parkway)	11,546	2,115	3.98	0.27
	Four-Lane Undivided	2,875	201	4.83	0.59
	Interstate	17,416	1,865	12.16	0.15
	Parkway	6,329	1,930	3.47	0.19
	All Rural	172,160	85,503	0.97	0.42
Urban	Two-Lane	71,341	6,841	2.37	0.88
	Three-Lane	2,022	98	3.50	1.18
	Four-Lane Divided	44,775	1,375	8.45	0.77
	Four-Lane Undivided	59,056	1,259	6.86	1.37
	Interstate	25,894	642	27.23	0.30
	Parkway	830	105	5.52	0.29
	All Urban**	217,327	10,464	5.41	0.77

* 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 (2007-2011)

RURAL OR URBAN	HIGHWAY TYPE	CRASHES PER SPOT*		CRASHES PER ONE-MILE SECTION	
		AVERAGE	CRITICAL NUMBER	AVERAGE	CRITICAL NUMBER
Rural	One-Lane	0.29	2	0.97	4
	Two-Lane	1.69	6	5.64	12
	Three-Lane	6.03	13	20.09	32
	Four-Lane Divided (Non-Interstate or Parkway)	5.46	12	18.20	30
	Four-Lane Undivided	14.33	25	47.76	66
	Interstate	9.34	18	31.13	46
	Parkway	3.28	8	10.93	20
	All Rural	2.01	6	6.71	14
Urban	Two-Lane	10.43	19	34.76	50
	Three-Lane	20.60	33	68.65	90
	Four-Lane Divided	32.57	48	108.58	136
	Four-Lane Undivided	46.90	65	156.34	189
	Interstate	40.32	57	134.40	165
	Parkway	7.94	16	26.46	40
	All Urban**	20.77	33	69.23	91

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

TABLE 7. CRASH RATES BY COUNTY FOR STATE-MAINTAINED SYSTEM AND ALL ROADS (2007-2011)

	STATE-MAINTAINED		ALL ROADS					
			TOTAL CRASHES		FATAL CRASHES		FATAL OR INJURY CRASHES	
COUNTY	TOTAL CRASHES	CRASH RATE*	NUMBER	RATE*	NUMBER	RATE*	NUMBER	RATE*
Adair	1,094	124	1,604	157	23	2.3	366	36
Allen	1,635	237	2,213	270	15	1.8	511	62
Anderson	1,543	151	2,214	186	11	0.9	441	37
Ballard	782	192	977	205	9	1.9	248	52
Barren	3,641	154	6,077	227	61	2.3	1,405	53
Bath	530	67	751	86	19	2.2	178	20
Bell	2,440	188	3,389	234	27	1.9	817	56
Boone	13,639	205	20,553	274	51	0.7	3,213	43
Bourbon	1,788	190	2,717	248	24	2.2	536	49
Boyd	5,184	239	9,195	365	30	1.2	1,738	69
Boyle	2,552	221	4,309	318	25	1.8	777	57
Bracken	641	140	806	154	8	1.5	176	34
Breathitt	1,208	164	1,479	180	23	2.8	585	71
Breckinridge	979	139	1,427	166	26	3.0	494	57
Bullitt	6,267	155	8,370	183	49	1.1	1,990	43
Butler	753	100	969	112	20	2.3	226	26
Caldwell	1,133	147	1,644	188	10	1.1	348	40
Calloway	3,035	219	4,982	306	42	2.6	770	47
Campbell	8,896	237	13,998	324	33	0.8	1,903	44
Carlisle	399	166	459	162	9	3.2	133	47
Carroll	1,288	104	1,676	127	19	1.4	339	26
Carter	2,168	118	2,924	142	35	1.7	712	35
Casey	1,050	184	1,406	209	15	2.2	372	55
Christian	6,895	180	9,536	226	51	1.2	2,014	48
Clark	2,960	144	5,330	230	31	1.3	911	39
Clay	1,733	181	2,210	205	51	4.7	922	86
Clinton	592	138	720	144	14	2.8	162	32
Crittenden	796	241	984	245	14	3.5	317	79
Cumberland	343	108	412	112	9	2.4	104	28
Daviess	7,402	219	16,051	393	46	1.1	2,637	65
Edmonson	721	134	917	146	12	1.9	260	41
Elliott	283	159	338	157	12	5.6	96	44
Estill	1,021	200	1,249	202	14	2.3	291	47
Fayette	26,721	209	60,438	415	128	0.9	11,185	77
Fleming	855	147	1,210	174	16	2.3	278	40
Floyd	4,120	179	5,178	199	56	2.2	1,733	67
Franklin	5,319	214	8,195	288	24	0.8	1,364	48
Fulton	542	165	715	193	7	1.9	171	46
Gallatin	1,156	91	1,329	100	20	1.5	297	22
Garrard	1,452	211	1,911	238	13	1.6	454	56
Grant	3,075	135	4,167	170	29	1.2	864	35
Graves	2,854	154	4,356	204	39	1.8	1,028	48
Grayson	2,552	188	3,168	203	25	1.6	833	54
Green	386	97	631	132	10	2.1	134	28
Greenup	2,541	174	3,683	213	27	1.6	812	47
Hancock	509	119	657	132	11	2.2	188	38
Hardin	10,137	174	14,074	215	77	1.2	2,426	37
Harlan	2,183	169	2,833	193	49	3.3	843	57
Harrison	1,800	305	2,790	386	18	2.5	610	84
Hart	1,972	101	2,400	116	31	1.5	611	30
Henderson	4,625	201	7,920	300	43	1.6	1,558	59
Henry	1,449	111	1,725	122	15	1.1	419	30
Hickman	139	50	169	54	16	5.1	66	21
Hopkins	4,752	178	7,234	240	41	1.4	1,232	41
Jackson	852	197	1,055	204	20	3.9	363	70
Jefferson	70,911	256	137,091	425	332	1.0	25,427	79
Jessamine	4,419	276	6,986	354	26	1.3	1,282	65
Johnson	1,912	179	2,520	204	19	1.5	671	54
Kenton	15,012	232	25,178	338	49	0.7	4,040	54
Knott	1,385	155	1,645	165	31	3.1	612	62

TABLE 7. CRASH RATES BY COUNTY FOR STATE-MAINTAINED SYSTEM AND ALL ROADS (2007-2011)(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	2,377	174	3,284	206	45	2.8	955	60
Larue	973	113	1,326	137	14	1.4	327	34
Laurel	6,056	159	8,476	202	71	1.7	2,129	51
Lawrence	897	101	1,337	135	23	2.3	432	43
Lee	275	105	376	122	8	2.6	132	43
Leslie	468	81	545	84	19	2.9	262	40
Letcher	1,900	175	2,415	192	37	2.9	810	64
Lewis	653	101	871	118	16	2.2	249	34
Lincoln	1,715	163	2,345	191	35	2.9	611	50
Livingston	892	137	1,053	145	15	2.1	317	44
Logan	1,926	155	2,837	196	30	2.1	661	46
Lyon	945	81	1,148	94	12	1.0	273	22
McCracken	7,186	209	11,297	287	64	1.6	2,841	72
McCreary	985	165	1,260	182	12	1.7	398	58
McLean	789	176	920	171	11	2.0	255	47
Madison	7,448	162	12,716	250	73	1.4	2,045	40
Magoffin	930	150	1,090	155	12	1.7	372	53
Marion	1,657	226	2,220	256	21	2.4	426	49
Marshall	3,095	142	4,104	165	40	1.6	1,055	42
Martin	765	156	870	152	10	1.8	313	55
Mason	2,269	229	3,409	308	25	2.3	557	50
Meade	1,837	183	2,362	197	40	3.3	710	59
Menifee	325	144	396	144	7	2.5	128	46
Mercer	1,668	176	2,656	239	18	1.6	585	53
Metcalfe	827	169	1,097	193	16	2.8	294	52
Monroe	503	127	809	168	9	1.9	211	44
Montgomery	2,895	222	4,275	285	31	2.1	849	57
Morgan	1,065	171	1,289	180	18	2.5	438	61
Muhlenberg	3,018	196	3,976	223	32	1.8	909	51
Nelson	4,439	217	5,806	247	45	1.9	1,164	50
Nicholas	329	127	597	164	8	2.2	136	37
Ohio	2,214	147	2,899	175	26	1.6	748	45
Oldham	3,472	153	4,587	175	29	1.1	919	35
Owen	819	211	1,010	191	16	3.0	310	59
Owsley	163	109	202	105	6	3.1	70	36
Pendleton	1,333	280	1,807	315	23	4.0	420	73
Perry	2,800	186	4,559	269	43	2.5	1,172	69
Pike	6,838	197	9,742	252	101	2.6	2,754	71
Powell	919	115	1,237	129	11	1.1	293	31
Pulaski	5,838	180	8,522	232	62	1.7	1,727	47
Robertson	49	76	60	35	0	0.0	24	14
Rockcastle	1,946	94	2,427	111	22	1.0	625	29
Rowan	2,677	190	3,984	256	30	1.9	829	53
Russell	1,247	163	1,720	190	21	2.3	419	46
Scott	4,735	151	6,917	201	32	0.9	1,544	45
Shelby	4,222	138	5,890	176	41	1.2	1,224	37
Simpson	2,262	135	2,796	155	20	1.1	609	34
Spencer	922	161	1,146	164	17	2.4	283	41
Taylor	2,187	236	3,428	309	25	2.3	595	54
Todd	799	151	1,100	177	23	3.7	306	49
Trigg	1,039	108	1,502	140	17	1.6	378	35
Trimble	761	213	901	213	13	3.1	211	50
Union	1,180	193	1,657	229	16	2.2	453	63
Warren	11,287	191	19,405	292	83	1.2	3,533	53
Washington	945	142	1,220	163	23	3.1	278	37
Wayne	1,120	147	1,573	175	19	2.1	393	44
Webster	926	127	1,123	135	11	1.3	295	35
Whitley	3,428	136	4,785	172	43	1.5	1,220	44
Wolfe	784	152	932	164	14	2.5	274	48
Woodford	2,447	159	3,862	224	35	2.0	794	46
STATEWIDE	389,487	186	629,299	264	3,649	1.5	129,037	54

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

Table 8. COUNTY POPULATIONS (2010 CENSUS) IN DESCENDING ORDER

COUNTY	POPULATION	COUNTY	POPULATION	COUNTY	POPULATION
Jefferson	741,096	Logan	26,835	Breathitt	13,878
Fayette	295,803	Montgomery	26,499	Lewis	13,870
Kenton	159,720	Grayson	25,746	Webster	13,621
Boone	118,811	Woodford	24,939	Jackson	13,494
Warren	113,792	Lincoln	24,742	Magoffin	13,333
Hardin	105,543	Grant	24,662	Caldwell	12,984
Daviess	96,656	Letcher	24,519	Martin	12,929
Campbell	90,336	Taylor	24,512	Butler	12,690
Madison	82,916	Ohio	23,842	Powell	12,613
Bullitt	74,319	Johnson	23,356	Todd	12,460
Christian	73,955	Rowan	23,333	Edmonson	12,161
McCracken	65,565	Clay	21,730	Washington	11,717
Pike	65,024	Anderson	21,421	Bath	11,591
Pulaski	63,063	Mercer	21,331	Leslie	11,310
Oldham	60,316	Wayne	20,813	Green	11,258
Laurel	58,849	Breckinridge	20,059	Monroe	10,963
Boyd	49,542	Bourbon	19,985	Owen	10,841
Franklin	49,285	Allen	19,956	Carroll	10,811
Jessamine	48,586	Marion	19,820	Clinton	10,272
Scott	47,173	Harrison	18,846	Metcalfe	10,099
Hopkins	46,920	Adair	18,656	McLean	9,531
Henderson	46,250	McCreary	18,306	Livingston	9,519
Nelson	43,437	Hart	18,199	Crittenden	9,315
Barren	42,173	Russell	17,565	Trimble	8,809
Shelby	42,074	Mason	17,490	Gallatin	8,589
Floyd	39,451	Simpson	17,327	Hancock	8,565
Calloway	37,191	Spencer	17,061	Bracken	8,488
Graves	37,121	Rockcastle	17,056	Lyon	8,314
Greenup	36,910	Garrard	16,912	Ballard	8,249
Whitley	35,637	Knott	16,346	Lee	7,887
Clark	35,613	Casey	15,955	Elliott	7,852
Knox	31,883	Lawrence	15,860	Wolfe	7,355
Muhlenberg	31,499	Henry	15,416	Nicholas	7,135
Marshall	31,448	Union	15,007	Cumberland	6,856
Harlan	29,278	Pendleton	14,877	Fulton	6,813
Perry	28,712	Estill	14,672	Menifee	6,306
Bell	28,691	Fleming	14,348	Carlisle	5,104
Meade	28,602	Trigg	14,339	Hickman	4,902
Boyle	28,432	Larue	14,193	Owsley	4,755
Carter	27,720	Morgan	13,923	Robertson	2,282

TOTAL 4,339,367

Table 9. AVERAGE AND CRITICAL CRASH RATES BY POPULATION CATEGORY
(2007-2011)

POPULATION CATEGORY	NUMBER OF COUNTIES IN CATEGORY	TOTAL POPULATION	TOTAL MILEAGE DRIVEN 100 MVM
UNDER 10,000	20	146,626	95.63
10,000 - 14,999	26	329,247	189.12
15,000 - 24,999	31	615,022	369.36
25,000 - 50,000	27	982,708	575.92
OVER 50,000	16	2,265,764	1,155.22

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	13,431	140	172	4
10,000 - 14,999	29,197	154	181	6
15,000 - 24,999	72,083	195	219	11
25,000 - 50,000	134,554	234	253	8
OVER 50,000	380,034	329	341	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	209	2.19	6.60	0
10,000 - 14,999	415	2.19	5.70	0
15,000 - 24,999	723	1.96	4.50	1
25,000 - 50,000	1,003	1.74	3.50	0
OVER 50,000	1,299	1.12	1.88	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	3,616	37.8	54.5	1
10,000 - 14,999	7,910	41.8	56.0	5
15,000 - 24,999	17,450	47.2	58.9	6
25,000 - 50,000	29,278	50.8	59.8	5
OVER 50,000	70,783	61.3	66.6	4

TABLE 10. CRASH RATES BY COUNTY AND POPULATION CATEGORY (IN DESCENDING ORDER WITH CRITICAL RATES IDENTIFIED)(2007-2011)(ALL ROADS)

COUNTY	NUMBER OF CRASHES	CRASH RATE (CRASHES PER 100 MVM)	
POPULATION CATEGORY UNDER 10,000			
Crittenden	984	245	*
Trimble	901	213	*
Ballard	977	205	*
Fulton	715	193	*
McLean	920	171	
Nicholas	597	164	
Wolfe	932	164	
Carlisle	459	162	
Elliott	338	157	
Bracken	806	154	
Livingston	1,053	145	
Menifee	396	144	
Hancock	657	132	
Lee	376	122	
Cumberland	412	112	
Owsley	202	105	
Gallatin	1,329	100	
Lyon	1,148	94	
Hickman	169	54	
Robertson	60	35	
POPULATION CATEGORY 10,000-14,999			
Pendleton	1,807	315	*
Jackson	1,055	204	*
Estill	1,249	202	*
Metcalfe	1,097	193	*
Owen	1,010	191	*
Caldwell	1,644	188	*
Morgan	1,289	180	
Breathitt	1,479	180	
Todd	1,100	177	
Fleming	1,210	174	
Monroe	809	168	
Washington	1,220	163	
Magoffin	1,090	155	
Martin	870	152	
Edmonson	917	146	
Clinton	720	144	
Trigg	1,502	140	
Larue	1,326	137	
Webster	1,123	135	
Green	631	132	
Powell	1,237	129	
Carroll	1,676	127	
Lewis	871	118	
Butler	969	112	
Bath	751	86	
Leslie	545	84	
POPULATION CATEGORY 15,000-24,999			
Harrison	2,790	386	*
Taylor	3,428	309	*
Mason	3,409	308	*
Allen	2,213	270	*
Marion	2,220	256	*
Rowan	3,984	256	*
Bourbon	2,717	248	*
Mercer	2,656	239	*
Garrard	1,911	238	*
Union	1,657	229	*
Woodford	3,862	224	*
Casey	1,406	209	
Clay	2,210	205	
Johnson	2,520	204	
Letcher	2,415	192	
Lincoln	2,345	191	
Russell	1,720	190	
Anderson	2,214	186	
McCreary	1,260	182	
Wayne	1,573	175	
Ohio	2,899	175	
Grant	4,167	170	
Breckinridge	1,427	166	
Knott	1,645	165	
Spencer	1,146	164	
Adair	1,604	157	
Simpson	2,796	155	
Lawrence	1,337	135	
Henry	1,725	122	
Hart	2,400	116	
Rockcastle	2,427	111	
POPULATION CATEGORY 25,000-50,000			
Boyd	9,195	365	*
Jessamine	6,986	354	*
Boyle	4,309	318	*
Calloway	4,982	306	*
Henderson	7,920	300	*
Franklin	8,195	288	*
Montgomery	4,275	285	*
Perry	4,559	269	*
Nelson	5,806	247	
Hopkins	7,234	240	
Bell	3,389	234	
Clark	5,330	230	
Barren	6,077	227	
Muhlenberg	3,976	223	
Greenup	3,683	213	
Knox	3,284	206	
Graves	4,356	204	
Grayson	3,168	203	
Scott	6,917	201	
Floyd	5,178	199	
Meade	2,362	197	
Logan	2,837	196	
Harlan	2,833	193	
Shelby	5,890	176	
Whitley	4,785	172	
Marshall	4,104	165	
Carter	2,924	142	
POPULATION CATEGORY OVER 50,000			
Jefferson	137,091	425	*
Fayette	60,438	415	*
Daviess	16,051	393	*
Kenton	25,178	338	
Campbell	13,998	324	
Warren	19,405	292	
McCracken	11,297	287	
Boone	20,553	274	
Pike	9,742	252	
Madison	12,716	250	
Pulaski	8,522	232	
Christian	9,536	226	
Hardin	14,074	215	
Laurel	8,476	202	
Bullitt	8,370	183	
Oldham	4,587	175	

* Critical crash rate

TABLE 11. CRASH RATES BY COUNTY AND POPULATION CATEGORY (IN DESCENDING ORDER WITH CRITICAL RATES IDENTIFIED)(2007-2011)(STATE-MAINTAINED SYSTEM)

COUNTY	NUMBER OF CRASHES	CRASH RATE (CRASHES PER 100 MVM)	
POPULATION CATEGORY UNDER 10,000			
Crittenden	796	241	*
Trimble	761	213	*
Ballard	782	192	*
McLean	789	176	*
Carlisle	399	166	*
Fulton	542	165	*
Elliott	283	159	
Wolfe	784	152	
Menifee	325	144	
Bracken	641	140	
Livingston	892	137	
Nicholas	329	127	
Hancock	509	119	
Owsley	163	109	
Cumberland	343	108	
Lee	275	105	
Gallatin	1,156	91	
Lyon	945	81	
Robertson	49	76	
Hickman	139	50	
POPULATION CATEGORY 10,000-14,999			
Pendleton	1,333	280	*
Owen	819	211	*
Estill	1,021	200	*
Jackson	852	197	*
Morgan	1,065	171	*
Metcalfe	827	169	*
Breathitt	1,208	164	*
Martin	765	156	
Todd	799	151	
Magoffin	930	150	
Caldwell	1,133	147	
Fleming	855	147	
Washington	945	142	
Clinton	592	138	
Edmonson	721	134	
Webster	926	127	
Monroe	503	127	
Powell	919	115	
Larue	973	113	
Trigg	1,039	108	
Carroll	1,288	104	
Lewis	653	101	
Butler	753	100	
Green	386	97	
Leslie	468	81	
Bath	530	67	
POPULATION CATEGORY 15,000-24,999			
Harrison	1,800	305	*
Allen	1,635	237	*
Taylor	2,187	236	*
Mason	2,269	229	*
Marion	1,657	226	*
Garrard	1,452	211	*
Union	1,180	193	*
Rowan	2,677	190	*
Bourbon	1,788	190	*
Casey	1,050	184	*
Clay	1,733	181	
Johnson	1,912	179	
Mercer	1,668	176	
Letcher	1,900	175	
McCreary	985	165	
Lincoln	1,715	163	
Russell	1,247	163	
Spencer	922	161	
Woodford	2,447	159	
Knott	1,385	155	
Anderson	1,543	151	
Wayne	1,120	147	
Ohio	2,214	147	
Breckinridge	979	139	
Grant	3,075	135	
Simpson	2,262	135	
Adair	1,094	124	
Henry	1,449	111	
Hart	1,972	101	
Lawrence	897	101	
Rockcastle	1,946	94	
POPULATION CATEGORY 25,000-50,000			
Jessamine	4,419	276	*
Boyd	5,184	239	*
Montgomery	2,895	222	*
Boyle	2,552	221	*
Calloway	3,035	219	*
Nelson	4,439	217	*
Franklin	5,319	214	*
Henderson	4,625	201	*
Muhlenberg	3,018	196	
Grayson	2,552	188	
Bell	2,440	188	
Perry	2,800	186	
Meade	1,837	183	
Floyd	4,120	179	
Hopkins	4,752	178	
Greenup	2,541	174	
Knox	2,377	174	
Harlan	2,183	169	
Logan	1,926	155	
Graves	2,854	154	
Barren	3,641	154	
Scott	4,735	151	
Clark	2,960	144	
Marshall	3,095	142	
Shelby	4,222	138	
Whitley	3,428	136	
Carter	2,168	118	
POPULATION CATEGORY OVER 50,000			
Jefferson	70,911	256	*
Campbell	8,896	237	*
Kenton	15,012	232	*
Daviess	7,402	219	
Fayette	26,721	209	
McCracken	7,186	209	
Boone	13,639	205	
Pike	6,838	197	
Warren	11,287	191	
Pulaski	5,838	180	
Christian	6,895	180	
Hardin	10,137	174	
Madison	7,448	162	
Laurel	6,056	159	
Bullitt	6,267	155	
Oldham	3,472	153	

* Critical crash rate

TABLE 12. INJURY OR FATAL CRASH RATES BY COUNTY AND POPULATION CATEGORY
(IN DESCENDING ORDER WITH CRITICAL RATES IDENTIFIED)(2007-2011)(ALL ROADS)

COUNTY	NUMBER OF CRASHES	CRASH RATE (CRASHES PER 100 MVM)	
POPULATION CATEGORY UNDER 10,000			
Crittenden	317	79	*
Ballard	248	52	
Trimble	211	50	
Wolfe	274	48	
McLean	255	47	
Carlisle	133	47	
Menifee	128	46	
Fulton	171	46	
Livingston	317	44	
Elliott	96	44	
Lee	132	43	
Hancock	188	38	
Nicholas	136	37	
Owsley	70	36	
Bracken	176	34	
Cumberland	104	28	
Gallatin	297	22	
Lyon	273	22	
Hickman	66	21	
Robertson	24	14	
POPULATION CATEGORY 10,000-14,999			
Pendleton	420	73	*
Breathitt	585	71	*
Jackson	363	70	*
Morgan	438	61	*
Owen	310	59	*
Martin	313	55	
Magoffin	372	53	
Metcalfe	294	52	
Todd	306	49	
Estill	291	47	
Monroe	211	44	
Edmonson	260	41	
Caldwell	348	40	
Fleming	278	40	
Leslie	262	40	
Washington	278	37	
Webster	295	35	
Trigg	378	35	
Larue	327	34	
Lewis	249	34	
Clinton	162	32	
Powell	293	31	
Green	134	28	
Butler	226	26	
Carroll	339	26	
Bath	178	20	
POPULATION CATEGORY 15,000-24,999			
Clay	922	86	*
Harrison	610	84	*
Letcher	810	64	*
Union	453	63	*
Knott	612	62	*
Allen	511	62	*
McCreary	398	58	
Breckinridge	494	57	
Garrard	454	56	
Casey	372	55	
Taylor	595	54	
Johnson	671	54	
Mercer	585	53	
Rowan	829	53	
Mason	557	50	
Lincoln	611	50	
Bourbon	536	49	
Marion	426	49	
Woodford	794	46	
Russell	419	46	
Ohio	748	45	
Wayne	393	44	
Lawrence	432	43	
Spencer	283	41	
Anderson	441	37	
Adair	366	36	
Grant	864	35	
Simpson	609	34	
Hart	611	30	
Henry	419	30	
Rockcastle	625	29	
POPULATION CATEGORY 25,000-50,000			
Boyd	1,738	69	*
Perry	1,172	69	*
Floyd	1,733	67	*
Jessamine	1,282	65	*
Knox	955	60	*
Meade	710	59	
Henderson	1,558	59	
Harlan	843	57	
Boyle	777	57	
Montgomery	849	57	
Bell	817	56	
Grayson	833	54	
Barren	1,405	53	
Muhlenberg	909	51	
Nelson	1,164	50	
Graves	1,028	48	
Franklin	1,364	48	
Calloway	770	47	
Greenup	812	47	
Logan	661	46	
Scott	1,544	45	
Whitley	1,220	44	
Marshall	1,055	42	
Hopkins	1,232	41	
Clark	911	39	
Shelby	1,224	37	
Carter	712	35	
POPULATION CATEGORY OVER 50,000			
Jefferson	25,427	79	*
Fayette	11,185	77	*
McCracken	2,841	72	*
Pike	2,754	71	*
Daviess	2,637	65	
Kenton	4,040	54	
Warren	3,533	53	
Laurel	2,129	51	
Christian	2,014	48	
Pulaski	1,727	47	
Campbell	1,903	44	
Bullitt	1,990	43	
Boone	3,213	43	
Madison	2,045	40	
Hardin	2,426	37	
Oldham	919	35	

* Critical crash rate

TABLE 13. FATAL CRASH RATES BY COUNTY AND POPULATION CATEGORY (IN DESCENDING ORDER WITH CRITICAL RATES IDENTIFIED)(2007-2011)(ALL ROADS)

COUNTY	NUMBER OF CRASHES	CRASH RATE (CRASHES PER 100 MVM)
POPULATION CATEGORY UNDER 10,000		
Elliott	12	5.6
Hickman	16	5.1
Crittenden	14	3.5
Carlisle	9	3.2
Trimble	13	3.1
Owsley	6	3.1
Lee	8	2.6
Menifee	7	2.5
Wolfe	14	2.5
Cumberland	9	2.4
Hancock	11	2.2
Nicholas	8	2.2
Livingston	15	2.1
McLean	11	2.0
Fulton	7	1.9
Ballard	9	1.9
Bracken	8	1.5
Gallatin	20	1.5
Lyon	12	1.0
Robertson	0	0.0
POPULATION CATEGORY 10,000-14,999		
Pendleton	23	4.0
Jackson	20	3.9
Todd	23	3.7
Washington	23	3.1
Owen	16	3.0
Leslie	19	2.9
Metcalfe	16	2.8
Breathitt	23	2.8
Clinton	14	2.8
Morgan	18	2.5
Estill	14	2.3
Fleming	16	2.3
Butler	20	2.3
Lewis	16	2.2
Bath	19	2.2
Green	10	2.1
Monroe	9	1.9
Edmonson	12	1.9
Martin	10	1.8
Magoffin	12	1.7
Trigg	17	1.6
Larue	14	1.4
Carroll	19	1.4
Webster	11	1.3
Caldwell	10	1.1
Powell	11	1.1
POPULATION CATEGORY 15,000-24,999		
Clay	51	4.7 *
Knott	31	3.1
Breckinridge	26	3.0
Lincoln	35	2.9
Letcher	37	2.9
Harrison	18	2.5
Spencer	17	2.4
Marion	21	2.4
Taylor	25	2.3
Lawrence	23	2.3
Russell	21	2.3
Adair	23	2.3
Mason	25	2.3
Bourbon	24	2.2
Union	16	2.2
Casey	15	2.2
Wayne	19	2.1
Woodford	35	2.0
Rowan	30	1.9
Allen	15	1.8
McCreary	12	1.7
Garrard	13	1.6
Mercer	18	1.6
Ohio	26	1.6
Hart	31	1.5
Johnson	19	1.5
Grant	29	1.2
Simpson	20	1.1
Henry	15	1.1
Rockcastle	22	1.0
Anderson	11	0.9
POPULATION CATEGORY 25,000-50,000		
Harlan	49	3.3
Meade	40	3.3
Knox	45	2.8
Calloway	42	2.6
Perry	43	2.5
Barren	61	2.3
Floyd	56	2.2
Montgomery	31	2.1
Logan	30	2.1
Nelson	45	1.9
Bell	27	1.9
Boyle	25	1.8
Muhlenberg	32	1.8
Graves	39	1.8
Carter	35	1.7
Henderson	43	1.6
Greenup	27	1.6
Marshall	40	1.6
Grayson	25	1.6
Whitley	43	1.5
Hopkins	41	1.4
Clark	31	1.3
Jessamine	26	1.3
Shelby	41	1.2
Boyd	30	1.2
Scott	32	0.9
Franklin	24	0.8
POPULATION CATEGORY OVER 50,000		
Pike	101	2.6 *
Laurel	71	1.7
Pulaski	62	1.7
McCracken	64	1.6
Madison	73	1.4
Warren	83	1.2
Hardin	77	1.2
Christian	51	1.2
Daviess	46	1.1
Oldham	29	1.1
Bullitt	49	1.1
Jefferson	332	1.0
Fayette	128	0.9
Campbell	33	0.8
Boone	51	0.7
Kenton	49	0.7

* Critical crash rate

TABLE 14. MISCELLANEOUS CRASH DATA FOR EACH COUNTY

COUNTY	NUMBER OF CRASHES BY YEAR 2007	2008	2009	2010	2011	2007-2010 AVERAGE	2011 PERCENT CHANGE*	PERCENT OF CRASHES INVOLVING ALCOHOL	PERCENT OF CRASHES INVOLVING DRUGS	PERCENT FATAL CRASHES	PERCENT INJURY OR FATAL CRASHES	PERCENT OF DRIVERS USING SAFETY BELTS	PERCENT OF CRASHES INVOLVING SPEEDING
Adair	306	301	296	380	321	321	0.1	3.8	1.9	1.43	22.8	91.7	4.1
Allen	295	428	479	503	508	426	19.2	5.0	0.9	0.68	23.1	94.5	4.2
Anderson	455	420	453	461	425	447	-5.0	4.1	1.0	0.50	19.9	96.9	4.1
Ballard	166	198	217	192	204	193	5.6	6.8	1.4	0.92	25.4	95.9	4.0
Barren	1,204	1,224	1,207	1,305	1,137	1,235	-7.9	3.6	0.8	1.00	23.1	95.8	4.5
Bath	184	187	155	109	116	159	-26.9	5.9	4.3	2.53	23.7	93.2	7.6
Bell	597	645	684	703	760	657	15.6	2.7	3.0	0.80	24.1	96.6	3.6
Boone	3,928	4,042	3,958	4,241	4,384	4,042	8.5	3.6	0.6	0.25	15.6	98.6	6.3
Bourbon	588	541	534	490	564	538	4.8	5.1	1.1	0.88	19.7	95.6	7.2
Boyd	2,041	1,964	1,704	1,792	1,694	1,875	-9.7	2.7	2.0	0.33	18.9	97.7	4.4
Boyle	844	796	899	906	864	861	0.3	3.4	0.6	0.58	18.0	97.3	5.4
Bracken	180	191	73	160	202	151	33.8	5.7	0.2	0.99	21.8	94.5	10.7
Breathitt	349	294	299	269	268	303	-11.5	4.3	3.4	1.56	39.6	94.8	2.6
Breckinridge	266	298	295	295	273	289	-5.4	4.5	0.8	1.82	34.6	94.1	3.9
Bullitt	1,626	1,636	1,717	1,653	1,738	1,658	4.8	4.6	0.6	0.59	23.8	97.1	4.5
Butler	154	175	206	183	251	180	39.8	5.1	1.4	2.06	23.3	93.8	6.9
Caldwell	307	326	298	366	347	324	7.0	3.6	1.0	0.61	21.2	96.5	7.2
Calloway	989	1,024	1,016	955	998	996	0.2	4.1	0.5	0.84	15.5	97.3	5.3
Campbell	2,760	2,731	2,714	2,824	2,969	2,757	7.7	4.3	0.7	0.24	13.6	97.7	5.8
Carlisle	62	102	116	87	92	92	0.3	5.4	1.5	1.96	29.0	94.7	7.2
Carroll	292	390	263	354	377	325	16.1	6.3	1.1	1.13	20.2	95.5	4.5
Carter	577	569	620	606	552	593	-6.9	3.7	2.9	1.20	24.4	95.2	5.7
Casey	279	296	322	344	165	310	-46.8	5.9	2.3	1.07	26.5	92.5	4.2
Christian	2,103	1,767	1,997	1,764	1,905	1,908	-0.1	4.4	0.7	0.53	21.1	97.2	7.0
Clark	1,047	1,176	1,176	986	945	1,096	-13.8	3.5	1.3	0.58	17.1	97.8	4.9
Clay	341	414	485	487	483	432	11.9	4.3	4.3	2.31	41.7	93.2	8.7
Clinton	154	97	121	148	200	130	53.8	4.7	1.9	1.94	22.5	93.7	2.4
Crittenden	199	195	207	229	154	208	-25.8	3.6	2.2	1.42	32.2	95.2	4.7
Cumberland	96	61	63	78	114	75	53.0	6.6	1.0	2.18	25.2	91.8	7.8
Daviess	3,120	3,144	3,309	3,253	3,225	3,207	0.6	4.0	0.9	0.29	16.4	98.0	3.7
Edmonson	169	219	205	191	133	196	-32.1	4.9	1.3	1.31	28.4	93.2	6.1
Elliott	65	115	102	30	26	78	-66.7	8.3	5.6	3.55	28.4	91.2	3.3
Estill	211	283	265	237	253	249	1.6	4.6	1.5	1.12	23.3	93.3	5.9
Fayette	11,923	11,938	11,986	12,339	12,252	12,047	1.7	4.1	0.5	0.21	18.5	98.6	7.9
Fleming	272	283	227	211	217	248	-12.6	5.8	2.0	1.32	23.0	95.6	3.2
Floyd	984	1,122	1,071	1,044	957	1,055	-9.3	5.6	5.6	1.08	33.5	94.3	7.2
Franklin	1,733	1,584	1,605	1,594	1,679	1,629	3.1	4.2	1.0	0.29	16.6	97.5	6.6
Fulton	146	151	114	153	151	141	7.1	5.0	1.1	0.98	23.9	93.7	6.2
Gallatin	255	233	246	273	322	252	27.9	5.5	0.5	1.50	22.3	95.6	5.7
Garrard	352	354	398	407	400	378	5.9	3.6	0.8	0.68	23.8	95.8	6.1
Grant	812	889	848	811	807	840	-3.9	3.2	0.9	0.70	20.7	96.2	8.7
Graves	844	885	882	890	855	875	-2.3	4.6	1.5	0.90	23.6	96.6	7.4
Grayson	615	600	657	679	617	638	-3.3	4.4	1.2	0.79	26.3	95.6	4.2
Green	83	82	171	172	123	127	-3.1	3.6	1.1	1.58	21.2	91.9	1.7
Greenup	718	776	745	747	697	747	-6.6	3.1	1.8	0.73	22.0	96.9	5.8
Hancock	126	135	81	152	163	124	32.0	4.4	0.9	1.67	28.6	92.9	5.0
Hardin	2,685	2,621	2,829	3,057	2,882	2,798	3.0	3.5	0.5	0.55	17.2	98.2	4.9
Harlan	514	533	614	589	583	563	3.6	3.1	3.9	1.73	29.8	94.9	5.6
Harrison	546	584	538	584	538	563	-4.4	5.4	0.9	0.65	21.9	94.2	5.4
Hart	414	428	484	566	508	473	7.4	3.6	1.3	1.29	25.5	96.0	6.8
Henderson	1,619	1,664	1,624	1,506	1,507	1,603	-6.0	3.3	0.8	0.54	19.7	98.6	4.4
Henry	318	335	372	355	345	345	0.0	5.3	0.9	0.87	24.3	94.6	10.2
Hickman	43	19	37	24	46	31	49.6	8.9	2.4	9.47	39.1	82.5	11.2
Hopkins	1,381	1,497	1,500	1,409	1,447	1,447	0.0	3.2	1.1	0.57	17.0	98.2	7.1
Jackson	215	204	219	222	195	215	-9.3	5.0	2.4	1.90	34.4	91.7	8.2
Jefferson	27,684	25,998	26,957	27,732	28,720	27,093	6.0	3.1	0.4	0.24	18.5	98.2	3.8
Jessamine	1,433	1,443	1,386	1,408	1,316	1,418	-7.2	4.3	1.0	0.37	18.4	96.9	6.9
Johnson	492	515	536	512	465	514	-9.5	2.4	4.9	0.75	26.6	95.9	3.6
Kenton	5,037	4,685	4,893	5,006	5,557	4,905	13.3	4.7	1.0	0.19	16.0	98.0	7.0
Knott	337	360	377	338	233	353	-34.0	3.1	4.3	1.88	37.2	92.7	5.1
Knox	680	572	637	734	661	656	0.8	2.8	2.7	1.37	29.1	94.8	6.9

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

COUNTY	NUMBER OF CRASHES BY YEAR 2007	2008	2009	2010	2011	2007-2010 AVERAGE	2011 PERCENT CHANGE*	PERCENT OF CRASHES INVOLVING ALCOHOL	PERCENT OF CRASHES INVOLVING DRUGS	PERCENT FATAL CRASHES	PERCENT INJURY OR FATAL CRASHES	PERCENT OF DRIVERS USING SAFETY BELTS	PERCENT OF CRASHES INVOLVING SPEEDING
Larue	287	252	273	263	251	269	-6.6	5.1	1.1	1.06	24.7	95.1	6.8
Laurel	1,675	1,633	1,608	1,767	1,793	1,671	7.3	2.9	1.8	0.84	25.1	97.2	6.0
Lawrence	215	309	287	311	215	281	-23.4	4.2	2.8	1.72	32.3	95.1	3.5
Lee	103	112	71	50	40	84	-52.4	5.6	4.3	2.13	35.1	92.6	7.2
Leslie	165	115	130	84	51	124	-58.7	4.4	5.5	3.49	48.1	90.8	7.5
Letcher	403	457	565	523	467	487	-4.1	3.9	3.7	1.53	33.5	93.2	5.8
Lewis	194	198	195	150	134	184	-27.3	6.4	1.7	1.84	28.6	93.6	3.1
Lincoln	409	405	556	510	465	470	-1.1	5.5	0.8	1.49	26.1	94.7	6.6
Livingston	211	216	212	187	227	207	9.9	6.6	1.7	1.42	30.1	96.2	8.4
Logan	596	573	576	533	559	570	-1.8	4.3	0.9	1.06	23.3	95.3	4.9
Lyon	242	240	234	222	210	235	-10.4	5.0	1.0	1.05	23.8	95.6	8.7
McCracken	2,429	2,279	2,293	2,127	2,169	2,282	-5.0	4.4	0.8	0.57	25.1	98.1	5.5
McCreary	195	236	295	284	250	253	-1.0	5.9	2.9	0.95	31.6	94.1	8.5
McLean	138	201	181	189	211	177	19.0	4.1	1.1	1.20	27.7	96.4	4.0
Madison	2,460	2,390	2,632	2,628	2,606	2,528	3.1	4.1	1.0	0.57	16.1	97.2	8.3
Magoffin	171	235	250	239	195	224	-12.8	5.1	5.4	1.10	34.1	92.4	9.8
Marion	466	471	434	460	389	458	-15.0	7.7	1.5	0.95	19.2	94.7	2.8
Marshall	813	830	840	806	815	822	-0.9	5.1	2.0	0.97	25.7	96.2	7.0
Martin	207	194	154	158	157	178	-11.9	2.2	6.3	1.15	36.0	93.2	9.4
Mason	671	731	707	718	582	707	-17.7	5.0	0.6	0.73	16.3	96.1	4.6
Meade	496	450	435	491	490	468	4.7	6.3	0.6	1.69	30.1	94.9	5.4
Menifee	73	84	95	65	79	79	-0.3	5.3	2.5	1.77	32.3	91.7	5.1
Mercer	514	524	540	578	500	539	-7.2	4.0	0.9	0.68	22.0	93.7	5.9
Metcalfe	207	216	227	227	220	219	0.3	4.0	0.6	1.46	26.8	92.3	5.8
Monroe	176	143	178	185	127	171	-25.5	4.0	0.5	1.11	26.1	97.6	4.0
Montgomery	761	883	902	856	873	851	2.6	4.4	1.8	0.73	19.9	94.9	4.6
Morgan	286	297	265	220	221	267	-17.2	4.3	2.8	1.40	34.0	92.0	10.7
Muhlenberg	791	796	822	796	771	801	-3.8	2.4	1.2	0.80	22.9	96.5	4.7
Nelson	1,129	1,198	1,201	1,142	1,136	1,168	-2.7	5.5	0.7	0.78	20.0	95.9	5.8
Nicholas	135	133	119	89	121	119	1.7	4.2	2.2	1.34	22.8	93.1	3.4
Ohio	570	581	600	538	610	572	6.6	4.6	0.8	0.90	25.8	96.4	6.7
Oldham	884	910	896	921	976	903	8.1	4.4	0.5	0.63	20.0	98.5	6.4
Owen	223	214	190	189	194	204	-4.9	5.0	0.7	1.58	30.7	95.0	5.6
Owsley	71	58	32	17	24	45	-46.1	6.9	5.0	2.97	34.7	91.8	9.4
Pendleton	372	364	346	374	351	364	-3.6	4.2	0.8	1.27	23.2	96.5	7.2
Perry	853	919	973	946	868	923	-5.9	3.7	3.4	0.94	25.7	95.4	4.0
Pike	1,885	1,962	1,966	2,009	1,920	1,956	-1.8	4.5	5.7	1.04	28.3	95.0	6.2
Powell	147	174	307	299	310	232	33.8	3.2	2.6	0.89	23.7	96.1	3.6
Pulaski	1,741	1,656	1,733	1,679	1,713	1,702	0.6	2.8	1.0	0.73	20.3	96.0	4.9
Robertson	17	11	8	12	12	12	0.0	20.0	1.7	0.00	40.0	81.3	8.3
Rockcastle	391	476	495	543	522	476	9.6	2.8	2.1	0.91	25.8	96.1	10.9
Rowan	763	901	839	782	699	821	-14.9	3.3	1.4	0.75	20.8	96.8	4.3
Russell	322	342	365	365	326	349	-6.5	4.1	2.0	1.22	24.4	92.6	4.0
Scott	1,395	1,327	1,432	1,409	1,354	1,391	-2.6	3.6	0.5	0.46	22.3	96.8	6.4
Shelby	1,133	1,214	1,169	1,220	1,154	1,184	-2.5	4.1	0.6	0.70	20.8	97.0	7.9
Simpson	584	470	573	584	585	553	5.8	4.5	1.0	0.72	21.8	95.7	6.3
Spencer	174	239	242	251	240	227	6.0	5.5	0.9	1.48	24.7	95.7	7.2
Taylor	638	624	761	698	707	680	3.9	3.3	0.8	0.73	17.4	96.1	2.8
Todd	230	219	206	229	216	221	-2.3	5.9	1.2	2.09	27.8	93.6	10.4
Trigg	303	279	319	304	297	301	-1.4	6.0	0.9	1.13	25.2	94.5	5.4
Trimble	159	180	235	170	157	186	-15.6	6.0	1.2	1.44	23.4	95.8	9.2
Union	334	343	336	340	304	338	-10.1	4.6	1.8	0.97	27.3	93.5	7.5
Warren	4,013	3,749	3,795	3,941	3,907	3,875	0.8	3.6	0.7	0.43	18.2	98.1	4.6
Washington	266	302	219	195	238	246	-3.1	5.7	1.3	1.89	22.8	91.4	6.1
Wayne	346	313	314	299	301	318	-5.3	2.9	1.0	1.21	25.0	93.6	7.1
Webster	164	195	231	280	253	218	16.3	2.8	1.0	0.98	26.3	97.1	5.7
Whitley	863	977	926	925	1,094	923	18.6	2.7	1.9	0.90	25.5	96.5	5.6
Wolfe	161	197	210	187	177	189	-6.2	5.7	2.6	1.50	29.4	94.5	9.0
Woodford	717	794	753	797	801	765	4.7	5.7	0.8	0.91	20.6	95.9	9.5
STATEWIDE	124,552	123,530	126,237	127,456	127,524	125,444	1.7	3.9	1.1	0.58	20.5	97.2	5.6

* Percent change in the 2011 crash total from the previous four-year total

TABLE 15. CRASH RATES FOR CITIES HAVING POPULATION OVER 2,500
(FOR STATE-MAINTAINED SYSTEM AND ALL ROADS FOR 2007-2011)

		STATE-MAINTAINED SYSTEM		ALL ROADS	
CITY	POPULATION	TOTAL CRASHES	CRASH RATE*	TOTAL CRASHES	CRASH RATE**
Louisville	597,337	26,890	489	96,005	32
Lexington	295,803	10,039	505	48,503	33
Bowling Green	58,067	6,631	399	11,250	39
Owensboro	57,265	2,507	418	9,995	35
Covington	40,640	2,458	351	5,829	29
Hopkinsville	31,577	3,425	286	4,473	28
Richmond	31,364	1,368	357	5,511	35
Florence	29,951	3,619	347	7,857	53
Georgetown	29,098	1,059	380	3,187	22
Henderson	28,757	2,391	319	4,702	33
Elizabethtown	28,531	4,068	296	5,189	36
Nicholasville	28,015	1,817	320	3,619	26
Jeffersontown	26,595	1,131	361	3,257	25
Frankfort	25,527	2,666	361	4,799	38
Paducah	25,024	2,622	378	5,903	47
Independence	24,757	2,342	295	1,698	14
Radcliff	21,688	1,469	293	2,463	23
Ashland	21,684	2,181	525	3,995	37
Madisonville	19,591	1,961	410	3,161	32
Winchester	18,368	896	357	2,944	32
Erlanger	18,082	613	739	2,977	33
Murray	17,741	1,495	386	2,669	30
Fort Thomas	16,325	275	326	1,012	12
Danville	16,218	646	421	2,757	34
Newport	15,273	1,289	662	3,577	47
Shively	15,264	717	650	3,001	39
Shelbyville	14,045	785	351	2,270	32
Glasgow	14,028	802	302	2,328	33
Berea	13,561	718	284	1,770	26
Bardstown	11,700	1,542	410	2,486	43
Shepherdsville	11,222	757	468	2,291	41
Somerset	11,196	1,328	237	3,070	55
Lyndon	11,002	***	***	706	13
Lawrenceburg	10,505	244	523	843	16
Mayfield	10,024	358	237	1,447	29
Mount Washington	9,117	269	234	1,040	23
Campbellsville	9,108	961	486	1,899	42
Maysville	9,011	893	283	1,843	41
Edgewood	8,575	57	886	861	20
Versailles	8,568	359	362	1,277	30
Paris	8,553	777	303	1,214	28
Alexandria	8,477	605	268	913	22
Elsmere	8,451	326	866	427	10
Franklin	8,408	682	416	1,381	33
Harrodsburg	8,340	366	354	1,138	27
Fort Mitchell	8,207	613	715	1,080	26
La Grange	8,082	77	241	940	23
London	7,993	1,519	324	3,059	77
Oak Grove	7,489	***	***	1,218	33
Villa Hills	7,489	73	235	204	5
Flatwoods	7,423	480	183	569	15
Corbin	7,304	808	366	1,679	46
Middletown	7,218	***	***	1,138	32
Russellville	6,960	529	263	1,048	30
Highland Heights	6,923	745	214	1,072	31
Pikeville	6,903	1,211	225	2,522	73
Mount Sterling	6,895	811	415	1,579	46
Morehead	6,845	597	313	2,029	59
Leitchfield	6,699	590	424	1,136	34
Taylor Mill	6,604	117	351	1,001	30
Cynthiana	6,402	210	325	1,094	34
Princeton	6,329	545	281	728	23
Monticello	6,188	555	149	873	28
Central City	5,978	592	456	784	26

TABLE 15. CRASH RATES FOR CITIES HAVING POPULATION OVER 2,500
(FOR STATE-MAINTAINED SYSTEM AND ALL ROADS FOR 2007-2011)(continued)

		STATE-MAINTAINED SYSTEM		ALL ROADS	
CITY	POPULATION	TOTAL CRASHES	CRASH RATE*	TOTAL CRASHES	CRASH RATE**
Bellevue	5,955	133	599	818	28
Cold Spring	5,912	730	370	1,022	35
Fort Wright	5,723	1,027	485	2,129	74
Lebanon	5,539	655	343	871	31
Union	5,379	***	***	590	22
Dayton	5,338	57	333	293	11
Williamsburg	5,245	446	250	845	32
Westwood	4,746	***	***	***	***
Crestwood	4,531	***	***	575	25
Vine Grove	4,520	133	260	296	13
Hazard	4,456	1,031	230	1,893	85
Columbia	4,452	108	146	552	25
Ludlow	4,407	250	846	307	14
Benton	4,349	407	433	725	33
Greenville	4,312	283	254	610	28
Scottsville	4,226	556	222	762	36
Grayson	4,217	290	235	690	33
Carrollton	3,938	239	317	517	26
Williamstown	3,925	***	***	548	28
Crittenden	3,815	***	***	401	21
Southgate	3,803	615	1,005	471	25
Crescent Springs	3,801	***	***	784	41
Wilmore	3,686	112	432	141	8
Walton	3,635	345	411	621	34
Stanford	3,487	217	166	512	29
Paintsville	3,459	433	379	920	53
Lancaster	3,442	117	359	464	27
West Liberty	3,435	146	381	287	17
Beaver Dam	3,409	330	284	473	28
Russell	3,380	467	290	867	51
Morganfield	3,285	277	192	424	26
Prestonsburg	3,255	345	272	1,393	86
Hodgenville	3,206	84	202	329	21
Providence	3,193	206	173	171	11
Barbourville	3,165	507	121	541	34
Crestview Hills	3,148	***	***	1,276	81
Marion	3,039	187	381	275	18
Wilder	3,035	***	***	761	50
Park Hills	2,970	173	679	123	8
Indian Hills	2,868	***	***	50	4
Dawson Springs	2,764	127	297	176	13
Stanton	2,733	238	185	372	27
Irvine	2,715	105	135	248	18
Hartford	2,672	133	152	226	17
Lakeside Park	2,668	319	500	202	15
Flemingsburg	2,658	132	160	326	25
Brandenburg	2,643	234	244	418	32
Calvert City	2,566	148	177	378	30
Cadiz	2,558	64	76	456	36
Eddyville	2,554	129	66	230	18
Springfield	2,519	229	204	355	28

* 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 (2007-2011) (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*		
Louisville	597,337	312	1.04	1,637	5.50	735	2.50	1,515	5.1	5.0	3.9
Lexington	295,803	128	0.87	590	4.00	354	2.40	658	4.4	9.8	5.0
Bowling Green	58,067	22	0.76	66	2.30	77	2.70	220	7.6	4.3	3.4
Owensboro	57,265	15	0.52	82	2.90	97	3.40	138	4.8	3.3	4.2
Covington	40,640	14	0.69	197	9.70	86	4.20	96	4.7	4.8	9.2
Hopkinsville	31,577	12	0.76	46	2.90	24	1.50	80	5.1	7.9	5.0
Richmond	31,364	14	0.89	60	3.80	28	1.80	86	5.5	8.1	3.7
Florence	29,951	10	0.67	68	4.50	27	1.80	81	5.4	5.6	3.4
Georgetown	29,098	12	0.82	22	1.50	15	1.00	56	3.8	6.6	4.2
Henderson	28,757	13	0.90	40	2.80	31	2.20	81	5.6	4.2	3.5
Elizabethtown	28,531	15	1.05	30	2.10	17	1.20	82	5.7	5.1	3.1
Nicholasville	28,015	12	0.86	43	3.10	15	1.10	61	4.4	5.0	4.6
Jeffersontown	26,595	7	0.53	22	1.70	16	1.20	40	3.0	3.4	4.4
Frankfort	25,527	9	0.71	35	2.70	23	1.80	75	5.9	7.3	4.6
Paducah	25,024	17	1.36	67	5.40	33	2.60	139	11.1	4.8	4.0
Independence	24,757	5	0.40	12	1.00	6	0.50	40	3.2	14.5	5.9
Radcliff	21,688	8	0.74	17	1.60	12	1.10	50	4.6	2.2	4.2
Ashland	21,684	9	0.83	48	4.40	20	1.80	69	6.4	4.0	2.7
Madisonville	19,591	6	0.61	26	2.70	21	2.10	36	3.7	4.5	2.6
Winchester	18,368	4	0.44	44	4.80	7	0.80	45	4.9	4.0	3.3
Erlanger	18,082	6	0.66	35	3.90	20	2.20	52	5.8	11.2	3.9
Murray	17,741	12	1.35	26	2.90	18	2.00	47	5.3	3.1	2.5
Fort Thomas	16,325	5	0.61	16	2.00	13	1.60	13	1.6	5.9	5.3
Danville	16,218	7	0.86	35	4.30	12	1.50	51	6.3	5.0	3.4
Newport	15,273	3	0.39	110	14.40	34	4.50	44	5.8	5.0	5.4
Shively	15,264	4	0.52	73	9.60	27	3.50	61	8.0	2.6	4.0
Shelbyville	14,045	13	1.85	17	2.40	7	1.00	29	4.1	5.7	4.5
Glasgow	14,028	7	1.00	18	2.60	3	0.40	48	6.8	3.3	3.4
Berea	13,561	10	1.47	9	1.30	7	1.00	27	4.0	6.4	3.1
Bardstown	11,700	9	1.54	31	5.30	5	0.90	34	5.8	3.0	4.0
Shepherdsville	11,222	7	1.25	17	3.00	4	0.70	49	8.7	3.4	4.4
Somerset	11,196	7	1.25	20	3.60	7	1.30	47	8.4	3.5	2.0
Lyndon	11,002	0	0.00	0	0.00	0	0.00	0	0.0	0.0	0.0
Lawrenceburg	10,505	4	0.76	7	1.30	2	0.40	13	2.5	2.5	3.6
Mayfield	10,024	3	0.60	17	3.40	9	1.80	17	3.4	3.4	3.2
Mount Washington	9,117	4	0.88	11	2.40	2	0.40	25	5.5	2.3	3.2
Campbellsville	9,108	5	1.10	20	4.40	3	0.70	31	6.8	2.3	2.5
Maysville	9,011	3	0.67	23	5.10	10	2.20	32	7.1	4.9	4.3
Edgewood	8,575	0	0.00	6	1.40	3	0.70	4	0.9	12.9	3.3
Versailles	8,568	8	1.87	11	2.60	4	0.90	19	4.4	6.4	6.3
Paris	8,553	4	0.94	8	1.90	3	0.70	24	5.6	3.0	4.9
Alexandria	8,477	4	0.94	9	2.10	0	0.00	13	3.1	7.3	3.1
Elsmere	8,451	0	0.00	8	1.90	11	2.60	6	1.4	7.7	8.7
Franklin	8,408	7	1.67	12	2.90	5	1.20	26	6.2	3.7	3.8
Harrodsburg	8,340	8	1.92	16	3.80	1	0.20	25	6.0	4.1	2.8
Fort Mitchell	8,207	5	1.22	4	1.00	3	0.70	10	2.4	6.2	5.1
La Grange	8,082	3	0.74	9	2.20	2	0.50	16	4.0	2.7	3.3
London	7,993	5	1.25	18	4.50	7	1.80	47	11.8	3.2	2.4
Oak Grove	7,489	0	0.00	0	0.00	0	0.00	0	0.0	0.0	0.0
Villa Hills	7,489	1	0.27	0	0.00	1	0.30	10	2.7	11.8	3.4
Flatwoods	7,423	1	0.27	6	1.60	2	0.50	14	3.8	7.9	3.0
Corbin	7,304	10	2.74	19	5.20	4	1.10	17	4.7	4.3	2.8
Middletown	7,218	0	0.00	0	0.00	0	0.00	0	0.0	0.0	0.0
Russellville	6,960	5	1.44	10	2.90	6	1.70	17	4.9	3.6	3.6
Highland Heights	6,923	1	0.29	18	5.20	2	0.60	9	2.6	10.8	2.8
Pikeville	6,903	11	3.19	19	5.50	0	0.00	59	17.1	6.0	4.6
Mount Sterling	6,895	4	1.16	3	0.90	2	0.60	26	7.5	3.3	4.1
Morehead	6,845	4	1.17	13	3.80	12	3.50	16	4.7	2.3	2.0
Leitchfield	6,699	4	1.19	10	3.00	2	0.60	17	5.1	2.4	2.5
Taylor Mill	6,604	4	1.21	2	0.60	0	0.00	13	3.9	11.7	3.1
Cynthiana	6,402	4	1.25	18	5.60	2	0.60	14	4.4	4.2	3.8
Princeton	6,329	1	0.32	10	3.20	3	0.90	17	5.4	8.2	3.4

TABLE 16. MISCELLANEOUS CRASH DATA FOR CITIES HAVING POPULATION OVER 2,500 (2007-2011) (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*		
Monticello	6,188	4	1.29	6	1.90	1	0.30	14	4.5	4.4	1.7
Central City	5,978	2	0.67	3	1.00	1	0.30	18	6.0	4.2	3.1
Bellevue	5,955	0	0.00	18	6.00	12	4.00	8	2.7	2.4	6.4
Cold Spring	5,912	3	1.01	3	1.00	0	0.00	12	4.1	10.1	2.8
Fort Wright	5,723	1	0.35	6	2.10	3	1.00	20	7.0	4.9	2.9
Lebanon	5,539	2	0.72	8	2.90	4	1.40	7	2.5	2.5	5.6
Union	5,379	0	0.00	0	0.00	0	0.00	0	0.0	0.0	0.0
Dayton	5,338	0	0.00	14	5.20	3	1.10	8	3.0	5.1	6.5
Williamsburg	5,245	3	1.14	12	4.60	1	0.40	8	3.1	4.4	2.5
Crestwood	4,531	0	0.00	0	0.00	0	0.00	0	0.0	0.0	0.0
Vine Grove	4,520	1	0.44	2	0.90	2	0.90	8	3.5	7.8	9.1
Hazard	4,456	7	3.14	16	7.20	4	1.80	29	13.0	2.9	3.5
Columbia	4,452	5	2.25	4	1.80	1	0.40	6	2.7	1.3	2.4
Ludlow	4,407	0	0.00	15	6.80	1	0.50	5	2.3	3.6	7.5
Benton	4,349	2	0.92	8	3.70	1	0.50	10	4.6	5.5	2.8
Greenville	4,312	3	1.39	6	2.80	2	0.90	14	6.5	3.9	2.1
Scottsville	4,226	6	2.84	5	2.40	1	0.50	21	9.9	1.6	3.5
Grayson	4,217	3	1.42	7	3.30	2	0.90	9	4.3	3.3	3.2
Carrollton	3,938	2	1.02	2	1.00	2	1.00	10	5.1	3.1	7.0
Williamstown	3,925	8	4.08	2	1.00	2	1.00	12	6.1	10.0	3.3
Crittenden	3,815	0	0.00	0	0.00	0	0.00	0	0.0	0.0	0.0
Southgate	3,803	1	0.53	4	2.10	0	0.00	5	2.6	7.6	4.7
Crescent Springs	3,801	0	0.00	0	0.00	0	0.00	0	0.0	0.0	0.0
Wilmore	3,686	0	0.00	0	0.00	3	1.60	1	0.5	5.7	2.8
Walton	3,635	0	0.00	0	0.00	0	0.00	0	0.0	0.0	0.0
Stanford	3,487	0	0.00	2	1.10	2	1.10	11	6.3	4.5	1.8
Paintsville	3,459	4	2.31	11	6.40	3	1.70	11	6.4	1.3	1.7
Lancaster	3,442	1	0.58	4	2.30	4	2.30	7	4.1	1.9	1.5
West Liberty	3,435	0	0.00	0	0.00	0	0.00	0	0.0	0.0	0.0
Beaver Dam	3,409	2	1.17	4	2.30	1	0.60	7	4.1	1.9	3.2
Russell	3,380	2	1.18	1	0.60	0	0.00	11	6.5	4.3	2.1
Morganfield	3,285	1	0.61	3	1.80	1	0.60	8	4.9	4.5	3.8
Prestonsburg	3,255	15	9.22	9	5.50	3	1.80	23	14.1	5.5	4.4
Hodgenville	3,206	1	0.62	3	1.90	2	1.20	4	2.5	4.9	3.0
Providence	3,193	2	1.25	3	1.90	2	1.30	4	2.5	5.8	6.4
Barbourville	3,165	3	1.90	6	3.80	3	1.90	7	4.4	4.1	2.4
Crestview Hills	3,148	0	0.00	0	0.00	0	0.00	0	0.0	0.0	0.0
Marion	3,039	1	0.66	3	2.00	1	0.70	7	4.6	3.3	1.1
Wilder	3,035	0	0.00	0	0.00	0	0.00	0	0.0	0.0	0.0
Park Hills	2,970	0	0.00	2	1.30	0	0.00	1	0.7	6.5	7.3
Indian Hills	2,868	0	0.00	0	0.00	0	0.00	0	0.0	0.0	0.0
Dawson Springs	2,764	0	0.00	2	1.40	0	0.00	7	5.1	2.8	2.8
Stanton	2,733	0	0.00	5	3.70	0	0.00	2	1.5	0.8	1.9
Irvine	2,715	0	0.00	5	3.70	1	0.70	3	2.2	2.4	1.6
Hartford	2,672	3	2.25	0	0.00	2	1.50	4	3.0	1.3	2.7
Lakeside Park	2,668	0	0.00	1	0.70	3	2.20	0	0.0	7.9	4.5
Flemingsburg	2,658	3	2.26	6	4.50	2	1.50	2	1.5	4.0	3.4
Brandenburg	2,643	0	0.00	0	0.00	0	0.00	0	0.0	0.0	0.0
Calvert City	2,566	1	0.78	2	1.60	1	0.80	10	7.8	8.5	5.3
Cadiz	2,558	0	0.00	0	0.00	0	0.00	0	0.0	0.0	0.0
Eddyville	2,554	0	0.00	0	0.00	0	0.00	0	0.0	0.0	0.0
Springfield	2,519	4	3.18	2	1.60	0	0.00	9	7.1	3.7	5.4
STATEWIDE	2,061,846	943	0.91	4,081	4.0	1,979	1.92	5,050	4.9	5.5	4.0

* Crashes per 10,000 population

TABLE 17. CRASH RATES ON STATE-MAINTAINED STREETS BY CITY AND POPULATION CATEGORY (2007-2011)

POPULATION CATEGORY	NUMBER OF CITIES	AVERAGE RATE (C/100 MVM)*	CITY	NUMBER OF CRASHES (2007-2011)	AVERAGE RATE (C/100 MVM)*
OVER 200,000	2	493	Lexington	10,039	505
			Louisville	26,890	489
20,000-60,000	16	348	Ashland	2,181	525
			Owensboro	2,507	418
			Bowling Green	6,631	399
			Georgetown	1,059	380
			Paducah	2,622	378
			Jeffersontown	1,131	361
			Frankfort	2,666	361
			Richmond	1,368	357
			Covington	2,458	351
			Florence	3,619	347
			Nicholasville	1,817	320
			Henderson	2,391	319
			Elizabethtown	4,068	296
			Independence	2,342	295
			Radcliff	1,469	293
			Hopkinsville	3,425	286
10,000-19,999	16	382	Erlanger	613	739
			Newport	1,289	662
			Shively	717	650
			Lawrenceburg	244	523
			Shepherdsville	757	468
			Danville	646	421
			Madisonville	1,961	410
			Bardstown	1,542	410
			Murray	1,495	386
			Winchester	896	357
			Shelbyville	785	351
			Fort Thomas	275	326
			Glasgow	802	302
			Berea	718	284
			Somerset	1,328	237
			Mayfield	358	237
5,000-9,999	33	315	Edgewood	57	886
			Elsmere	326	866
			Fort Mitchell	613	715
			Bellevue	133	599
			Campbellsville	961	486
			Fort Wright	1,027	485
			Central City	592	456
			Leitchfield	590	424
			Franklin	682	416
			Mount Sterling	811	415
			Cold Spring	730	370
			Corbin	808	366
			Versailles	359	362
			Harrodsburg	366	354
			Taylor Mill	117	351
			Lebanon	655	343
			Dayton	57	333
			Cynthiana	210	325
			London	1,519	324
			Morehead	597	313
			Paris	777	303
			Maysville	893	283
			Princeton	545	281
			Alexandria	605	268
			Russellville	529	263
			Williamsburg	446	250

TABLE 17. CRASH RATES ON STATE-MAINTAINED STREETS BY CITY AND POPULATION CATEGORY (2007-2011)(continued)

POPULATION CATEGORY	NUMBER OF CITIES	AVERAGE RATE (C/100 MVM)*	CITY	NUMBER OF CRASHES (2007-2011)	AVERAGE RATE (C/100 MVM)*
5,000-9,999 (cont.)	33	315	La Grange	77	241
			Villa Hills	73	235
			Mount Washington	269	234
			Pikeville	1,211	225
			Highland Heights	745	214
			Flatwoods	480	183
			Monticello	555	149
2,500-4,999	36	243	Southgate	615	1,005
			Ludlow	250	846
			Park Hills	173	679
			Lakeside Park	319	500
			Benton	407	433
			Wilmore	112	432
			Walton	345	411
			West Liberty	146	381
			Marion	187	381
			Paintsville	433	379
			Lancaster	117	359
			Carrollton	239	317
			Dawson Springs	127	297
			Russell	467	290
			Beaver Dam	330	284
			Prestonsburg	345	272
			Vine Grove	133	260
			Greenville	283	254
			Brandenburg	234	244
			Grayson	290	235
			Hazard	1,031	230
			Scottsville	556	222
			Springfield	229	204
			Hodgenville	84	202
			Morganfield	277	192
			Stanton	238	185
			Calvert City	148	177
			Providence	206	173
			Stanford	217	166
			Flemingsburg	132	160
			Hartford	133	152
			Columbia	108	146
			Irvine	105	135
			Barbourville	507	121
			Cadiz	64	76
			Eddyville	129	66
1,000-2,499	52	180	Dry Ridge	68	500
			Loyall	12	364
			Jackson	223	340
			Uniontown	26	315
			Vanceburg	29	315
			Junction City	29	309
			Falmouth	108	273
			Owingsville	88	271
			Edmonton	160	259
			Nortonville	30	254
			Manchester	205	251
			Mount Vernon	202	249
			Jenkins	91	248
			Russell Springs	276	244
			Salyersville	165	244
			Liberty	355	235
			Munfordville	186	225

TABLE 17. CRASH RATES ON STATE-MAINTAINED STREETS BY CITY AND POPULATION CATEGORY (2007-2011)(continued)

POPULATION CATEGORY	NUMBER OF CITIES	AVERAGE RATE (C/100 MVM)*	CITY	NUMBER OF CRASHES (2007-2011)	AVERAGE RATE (C/100 MVM)*
1,000-2,499 (cont.)	52	180	Hardinsburg	21	219
			Tompkinsville	199	215
			Eminence	107	208
			Louisa	145	208
			Harlan	276	208
			Owenton	42	207
			Morgantown	105	202
			Clay City	89	195
			Albany	151	189
			Elkton	95	186
			Catlettsburg	321	184
			Pineville	81	171
			Whitesburg	235	170
			South Shore	3	168
			Earlington	128	164
			Carlisle	23	152
			Sturgis	162	149
			Jamestown	104	145
			Olive Hill	69	144
			Horse Cave	197	134
			Clay	34	129
			Sebree	50	128
			Fulton	137	127
			Beattyville	63	124
			Cave City	281	123
			Raceland	128	122
			Hickman	26	112
			Burkesville	58	111
			Worthington	4	100
			Livermore	4	78
			Auburn	5	72
			Greensburg	44	71
			Cumberland	28	65
			Cloverport	31	53
			Clinton	31	53

* Crashes per 100 million vehicle-miles

TABLE 18. TOTAL CRASH RATES BY CITY AND POPULATION CATEGORY (IN DESCENDING ORDER) (2007-2011)(ALL ROADS)

CITY	NUMBER OF CRASHES (2007-2011)	ANNUAL CRASH RATE (CRASHES PER 1000 POPULATION)	
POPULATION CATEGORY OVER 200,000			
Lexington	48,503	32.8	
Louisville	96,005	32.1	
POPULATION CATEGORY 20,000-60000			
Florence	7,857	52.5	*
Paducah	5,903	47.2	*
Bowling Green	11,250	38.7	
Frankfort	4,799	37.6	
Ashland	3,995	36.8	
Elizabethtown	5,189	36.4	
Richmond	5,511	35.1	
Owensboro	9,995	34.9	
Henderson	4,702	32.7	
Covington	5,829	28.7	
Hopkinsville	4,473	28.3	
Nicholasville	3,619	25.8	
Jeffersontown	3,257	24.5	
Radcliff	2,463	22.7	
Georgetown	3,187	21.9	
Independence	1,698	13.7	
POPULATION CATEGORY 10,000-19,999			
Somerset	3,070	54.8	*
Newport	3,577	46.8	*
Bardstown	2,486	42.5	
Shepherdsville	2,291	40.8	
Shively	3,001	39.3	
Danville	2,757	34.0	
Glasgow	2,328	33.2	
Erlanger	2,977	32.9	
Madisonville	3,161	32.3	
Shelbyville	2,270	32.3	
Winchester	2,944	32.1	
Murray	2,669	30.1	
Mayfield	1,447	28.9	
Berea	1,770	26.1	
Lawrenceburg	843	16.0	
Lyndon	706	12.8	
Fort Thomas	1,012	12.4	
POPULATION CATEGORY 5,000-9,999			
London	3,059	76.5	*
Fort Wright	2,129	74.4	*
Pikeville	2,522	73.1	*
Morehead	2,029	59.3	*
Corbin	1,679	46.0	*
Mount Sterling	1,579	45.8	*
Campbellsville	1,899	41.7	
Maysville	1,843	40.9	
Cold Spring	1,022	34.6	
Cynthiana	1,094	34.2	
Leitchfield	1,136	33.9	
Franklin	1,381	32.8	
Oak Grove	1,218	32.5	
Williamsburg	845	32.2	
Middletown	1,138	31.5	
Lebanon	871	31.4	
Highland Heights	1,072	31.0	
Taylor Mill	1,001	30.3	
Russellville	1,048	30.1	
Versailles	1,277	29.8	
Paris	1,214	28.4	
Monticello	873	28.2	
Bellevue	818	27.5	
Harrodsburg	1,138	27.3	
Fort Mitchell	1,080	26.3	
Central City	784	26.2	
La Grange	940	23.3	
Princeton	728	23.0	
Mount Washington	1,040	22.8	
Union	590	21.9	
Alexandria	913	21.5	
Edgewood	861	20.1	
Flatwoods	569	15.3	
Dayton	293	11.0	
Elsmere	427	10.1	
Villa Hills	204	5.4	
POPULATION CATEGORY 2,500-4,999			
Prestonsburg	1,393	85.6	*
Hazard	1,893	85.0	*
Crestview Hills	1,276	81.1	*
Paintsville	920	53.2	*
Russell	867	51.3	*
Wilder	761	50.1	*
Crescent Springs	784	41.3	
Scottsville	762	36.1	
Cadiz	456	35.7	
Barbourville	541	34.2	
Walton	621	34.2	
Benton	725	33.3	
Grayson	690	32.7	
Brandenburg	418	31.6	
Calvert City	378	29.5	
Stanford	512	29.4	
Springfield	355	28.2	
Williamstown	548	27.9	
Beaver Dam	473	27.8	
Beaver Dam	473	27.8	
Stanton	372	27.2	
Lancaster	464	27.0	
Carrollton	517	26.3	
Morganfield	424	25.8	
Crestwood	575	25.4	
Columbia	552	24.8	
Southgate	471	24.8	
Flemingsburg	326	24.5	
Crittenden	401	21.0	
Hodgenville	329	20.5	
Irvine	248	18.3	
Marion	275	18.1	
Eddyville	230	18.0	
Hartford	226	16.9	
West Liberty	287	16.7	
Ludlow	307	13.9	
Vine Grove	296	13.1	
Vine Grove	296	13.1	
Dawson Springs	176	12.7	
Providence	171	10.7	
Park Hills	123	8.3	
Wilmore	141	7.7	
Indian Hills	50	3.5	

* Critical crash rate

TABLE 19. FATAL CRASH RATES BY CITY AND POPULATION CATEGORY (IN DESCENDING ORDER WITH CRITICAL RATES IDENTIFIED)(2007-2011)(ALL ROADS)

CITY	NUMBER OF CRASHES (2007-2011)	ANNUAL CRASH RATE (CRASHES PER 10,000 POPULATION)
POPULATION CATEGORY OVER 200,000		
Louisville	312	1.04
Lexington	128	0.87
POPULATION CATEGORY 20,000-60000		
Paducah	17	1.36
Elizabethtown	15	1.05
Henderson	13	0.90
Richmond	14	0.89
Nicholasville	12	0.86
Ashland	9	0.83
Georgetown	12	0.82
Bowling Green	22	0.76
Hopkinsville	12	0.76
Radcliff	8	0.74
Frankfort	9	0.71
Covington	14	0.69
Florence	10	0.67
Jeffersontown	7	0.53
Owensboro	15	0.52
Independence	5	0.40
POPULATION CATEGORY 10,000-19,999		
Shelbyville	13	1.85
Bardstown	9	1.54
Berea	10	1.47
Murray	12	1.35
Shepherdsville	7	1.25
Somerset	7	1.25
Glasgow	7	1.00
Danville	7	0.86
Lawrenceburg	4	0.76
Erlanger	6	0.66
Fort Thomas	5	0.61
Madisonville	6	0.61
Mayfield	3	0.60
Shively	4	0.52
Winchester	4	0.44
Newport	3	0.39
POPULATION CATEGORY 5,000-9,999		
Pikeville	11	3.19
Corbin	10	2.74
Harrodsburg	8	1.92
Versailles	8	1.87
Franklin	7	1.67
Russellville	5	1.44
Monticello	4	1.29
Cynthiana	4	1.25
London	5	1.25
Fort Mitchell	5	1.22
Taylor Mill	4	1.21
Leitchfield	4	1.19
Morehead	4	1.17
Mount Sterling	4	1.16
Williamsburg	3	1.14
Campbellsville	5	1.10
Cold Spring	3	1.01
Alexandria	4	0.94
Paris	4	0.94
Mount Washington	4	0.88
La Grange	3	0.74
Lebanon	2	0.72
Maysville	3	0.67
Central City	2	0.67
Fort Wright	1	0.35
Princeton	1	0.32
Highland Heights	1	0.29
Villa Hills	1	0.27
Flatwoods	1	0.27
POPULATION CATEGORY 2,500-4,999		
Prestonsburg	15	9.22 *
Williamstown	8	4.08
Springfield	4	3.18
Hazard	7	3.14
Scottsville	6	2.84
Paintsville	4	2.31
Flemingsburg	3	2.26
Hartford	3	2.25
Columbia	5	2.25
Barbourville	3	1.90
Grayson	3	1.42
Greenville	3	1.39
Providence	2	1.25
Russell	2	1.18
Beaver Dam	2	1.17
Carrollton	2	1.02
Calvert City	1	0.78
Marion	1	0.66
Hodgenville	1	0.62
Hodgenville	1	0.62
Morganfield	1	0.61
Lancaster	1	0.58
Southgate	1	0.53

* Critical crash rate

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

COUNTY	NUMBER OF ALCOHOL-RELATED CRASHES (2007 - 2011) ALL	NUMBER OF ALCOHOL-RELATED CRASHES (2007 - 2011) 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	12	2	20.0	10.5
Hickman	15	1	8.9	4.2
Elliott	28	2	8.3	3.3
Owsley	14	4	6.9	9.5
Ballard	66	4	6.8	1.6
Livingston	70	6	6.6	2.5
Cumberland	27	4	6.6	3.4
Trimble	54	3	6.0	1.6
Bracken	46	6	5.7	2.9
Wolfe	53	5	5.7	2.9
Lee	21	2	5.6	2.6
Gallatin	73	5	5.5	2.1
Carlisle	25	1	5.4	0.9
Menifee	21	1	5.3	1.0
Fulton	36	1	5.0	0.7
Lyon	57	5	5.0	2.2
Hancock	29	2	4.4	1.0
Nicholas	25	3	4.2	1.7
McLean	38	3	4.1	1.1
Crittenden	35	3	3.6	1.1
POPULATION CATEGORY 10,000 - 14,999				
Lewis	56	5	6.4	2.4
Carroll	105	5	6.3	1.3
Trigg	90	11	6.0	2.8
Todd	65	3	5.9	1.0
Bath	44	5	5.9	3.4
Fleming	70	1	5.8	0.3
Washington	69	10	5.7	3.0
Magoffin	56	5	5.1	1.9
Butler	49	6	5.1	2.3
Larue	67	6	5.1	1.5
Jackson	53	5	5.0	1.9
Owen	50	3	5.0	1.1
Edmonson	45	5	4.9	1.9
Clinton	34	2	4.7	1.0
Estill	58	2	4.6	0.7
Leslie	24	5	4.4	4.4
Morgan	56	5	4.3	1.6
Breathitt	63	4	4.3	1.3
Pendleton	75	11	4.2	1.9
Metcalfe	44	3	4.0	0.8
Monroe	32	8	4.0	3.1
Green	23	2	3.6	0.9
Caldwell	59	9	3.6	1.8
Powell	40	4	3.2	1.4
Webster	32	2	2.8	0.7
Martin	19	0	2.2	0.0
POPULATION CATEGORY 15,000 - 24,999				
Marion	170	19	7.7	2.7
Casey	83	6	5.9	1.5
McCreary	74	7	5.9	2.3
Woodford	219	24	5.7	2.3
Lincoln	130	9	5.5	1.5
Spencer	63	7	5.5	1.9
Harrison	150	15	5.4	2.0
Henry	91	5	5.3	1.4
Bourbon	139	10	5.1	1.5
Allen	110	13	5.0	1.9
Mason	169	12	5.0	1.4
Union	77	3	4.6	0.6

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

COUNTY	NUMBER OF ALCOHOL-RELATED CRASHES (2007 - 2011) ALL	NUMBER OF ALCOHOL-RELATED CRASHES (2007 - 2011) 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)				
Ohio	133	9	4.6	1.1
Simpson	127	18	4.5	2.4
Breckinridge	64	9	4.5	2.1
Clay	96	5	4.3	1.0
Lawrence	56	2	4.2	0.7
Russell	71	4	4.1	0.7
Anderson	90	4	4.1	0.5
Mercer	107	9	4.0	1.1
Letcher	95	6	3.9	1.2
Adair	61	8	3.8	1.5
Garrard	69	6	3.6	1.2
Hart	86	6	3.6	1.1
Rowan	132	17	3.3	1.2
Taylor	113	21	3.3	1.7
Grant	134	13	3.2	1.2
Knott	51	3	3.1	0.9
Wayne	46	8	2.9	1.5
Rockcastle	69	4	2.8	0.8
Johnson	60	4	2.4	0.7
POPULATION CATEGORY 25,000 - 49,999				
Meade	149	16	6.3	2.1
Floyd	289	26	5.6	2.7
Nelson	317	31	5.5	1.7
Marshall	208	19	5.1	1.6
Graves	199	21	4.6	1.8
Grayson	139	10	4.4	1.1
Montgomery	186	12	4.4	1.0
Jessamine	302	34	4.3	1.7
Logan	121	8	4.3	1.0
Franklin	341	24	4.2	1.2
Calloway	206	38	4.1	1.8
Shelby	241	22	4.1	1.5
Carter	108	11	3.7	1.6
Perry	168	17	3.7	1.6
Barren	220	29	3.6	1.6
Scott	247	21	3.6	1.1
Clark	184	13	3.5	1.1
Boyle	145	26	3.4	2.0
Henderson	261	26	3.3	1.2
Hopkins	231	24	3.2	1.1
Harlan	89	6	3.1	0.9
Greenup	114	10	3.1	1.0
Knox	92	9	2.8	1.2
Whitley	130	6	2.7	0.5
Boyd	247	26	2.7	1.2
Bell	91	11	2.7	1.3
Muhlenberg	97	4	2.4	0.3
POPULATION CATEGORY 50,000 - OVER				
Kenton	1188	89	4.7	1.4
Bullitt	388	42	4.6	1.7
Pike	437	30	4.5	1.5
Christian	421	43	4.4	1.9
Oldham	201	33	4.4	2.2
McCracken	494	32	4.4	1.1
Campbell	598	62	4.3	1.6
Fayette	2449	245	4.1	1.6
Madison	515	62	4.1	1.5
Daviess	650	68	4.0	1.2
Warren	705	88	3.6	1.4
Boone	735	89	3.6	1.5
Hardin	494	57	3.5	1.5
Jefferson	4269	276	3.1	0.9
Laurel	248	15	2.9	0.7
Pulaski	242	17	2.8	0.7

TABLE 21. CRASHES INVOLVING ALCOHOL BY CITY AND POPULATION CATEGORY(IN ORDER OF DECREASING PERCENTAGES)(2007-2011)

CITY	NUMBER OF ALCOHOL-RELATED CRASHES	PERCENTAGE OF CRASHES INVOLVING ALCOHOL
POPULATION CATEGORY OVER 200,000		
Lexington	2,448	5.0
Louisville	3,757	3.9
POPULATION CATEGORY 20,000-60,000		
Covington	538	9.2
Independence	100	5.9
Hopkinsville	223	5.0
Frankfort	220	4.6
Nicholasville	168	4.6
Jeffersontown	144	4.4
Owensboro	415	4.2
Radcliff	104	4.2
Georgetown	133	4.2
Paducah	237	4.0
Richmond	204	3.7
Henderson	163	3.5
Florence	271	3.4
Bowling Green	383	3.4
Elizabethtown	159	3.1
Ashland	107	2.7
POPULATION CATEGORY 10,000-19,999		
Newport	194	5.4
Fort Thomas	54	5.3
Shelbyville	103	4.5
Shepherdsville	101	4.4
Shively	120	4.0
Bardstown	100	4.0
Erlanger	115	3.9
Lawrenceburg	30	3.6
Glasgow	78	3.4
Danville	94	3.4
Winchester	96	3.3
Mayfield	46	3.2
Berea	55	3.1
Madisonville	81	2.6
Murray	68	2.5
Somerset	61	2.0
POPULATION CATEGORY 5,000-9,999		
Elsmere	37	8.7
Dayton	19	6.5
Bellevue	52	6.4
Versailles	80	6.3
Lebanon	49	5.6
Fort Mitchell	55	5.1
Paris	59	4.9
Pikeville	117	4.6
Maysville	80	4.3
Mount Sterling	65	4.1
Franklin	53	3.8
Cynthiana	42	3.8
Russellville	38	3.6
Princeton	25	3.4
Villa Hills	7	3.4
La Grange	31	3.3
Edgewood	28	3.3
Mount Washington	33	3.2
Taylor Mill	31	3.1
Alexandria	28	3.1
Central City	24	3.1
Flatwoods	17	3.0
Fort Wright	61	2.9
Corbin	47	2.8
Highland Heights	30	2.8
Cold Spring	29	2.8
Harrodsburg	32	2.8
Leitchfield	28	2.5
Williamsburg	21	2.5
Campbellsville	47	2.5
London	73	2.4
Morehead	40	2.0
Monticello	15	1.7
POPULATION CATEGORY 2,500-4,999		
Vine Grove	27	9.1
Ludlow	23	7.5
Park Hills	9	7.3
Carrollton	36	7.0
Providence	11	6.4
Springfield	19	5.4
Calvert City	20	5.3
Southgate	22	4.7
Lakeside Park	9	4.5
Prestonsburg	61	4.4
Morganfield	16	3.8
Scottsville	27	3.5
Hazard	66	3.5
Flemingsburg	11	3.4
Williamstown	18	3.3
Beaver Dam	15	3.2
Hodgenville	10	3.0
Benton	20	2.8
Dawson Springs	5	2.8
Benton	20	2.8
Wilmore	4	2.8
Hartford	6	2.7
Columbia	13	2.4
Barbourville	13	2.4
Russell	18	2.1
Greenville	13	2.1
Stanton	7	1.9
Stanford	9	1.8
Paintsville	16	1.7
Irvine	4	1.6
Lancaster	7	1.5

TABLE 22. SUMMARY OF ALCOHOL CONVICTIONS BY COUNTY (2007 - 2011)

COUNTY	2007	2008	2009	2010	2011	TOTAL ALCOHOL CONVICTIONS (FIVE YEARS)**	ANNUAL AVERAGE ALCOHOL CONVICTIONS PER 1,000 LICENSED DRIVERS	ALCOHOL CONVICTIONS PER ALCOHOL-RELATED CRASH
Adair	108	75	59	76	70	388	6.4	6.4
Allen	91	99	83	65	55	393	5.9	3.6
Anderson	127	189	115	97	145	673	8.3	7.5
Ballard	55	38	51	44	76	264	8.5	4.0
Barren	175	178	158	193	170	874	6.0	4.0
Bath	51	36	28	32	34	181	4.4	4.1
Bell	306	303	255	245	181	1,290	14.9	14.2
Boone	719	810	695	557	591	3,372	7.9	4.6
Bourbon	145	107	98	88	85	523	7.5	3.8
Boyd	321	352	446	378	433	1,930	11.3	7.8
Boyle	168	127	196	143	110	744	7.6	5.1
Bracken	40	35	15	16	16	122	4.0	2.7
Breathitt	110	142	133	119	102	606	12.6	9.6
Breckinridge	72	56	67	59	49	303	4.2	4.7
Bullitt	239	255	161	206	204	1,065	3.9	2.7
Butler	81	76	62	61	50	330	7.3	6.7
Caldwell	60	70	47	41	36	254	5.3	4.3
Calloway	256	257	283	244	214	1,254	10.3	6.1
Campbell	564	542	485	447	416	2,454	7.9	4.1
Carlisle	8	11	28	23	15	85	4.4	3.4
Carroll	144	135	118	89	67	553	15.1	5.3
Carter	179	127	115	91	96	608	6.4	5.6
Casey	109	105	104	98	83	499	9.3	6.0
Christian	530	506	715	493	392	2,636	13.3	6.3
Clark	259	200	176	138	108	881	6.9	4.8
Clay	122	92	79	89	70	452	6.9	4.7
Clinton	83	68	31	39	47	268	7.6	7.9
Crittenden	49	47	54	39	22	211	6.5	6.0
Cumberland	73	58	48	37	26	242	9.9	9.0
Daviess	785	663	668	567	562	3,245	9.5	5.0
Edmonson	42	41	44	18	15	160	3.6	3.6
Elliott	28	31	41	39	19	158	7.1	5.6
Estill	26	43	57	59	47	232	4.5	4.0
Fayette	2,038	2,094	1,685	1,684	1,313	8,814	9.4	3.6
Fleming	69	68	40	53	41	271	5.2	3.9
Floyd	349	345	334	227	270	1,525	11.3	5.3
Franklin	339	370	272	255	217	1,453	8.4	4.3
Fulton	86	71	76	63	46	342	15.8	9.5
Gallatin	112	97	87	74	86	456	15.4	6.2
Garrard	131	124	75	66	55	451	7.6	6.5
Grant	156	157	83	76	68	540	6.3	4.0
Graves	202	237	191	160	214	1,004	7.7	5.0
Grayson	104	88	110	88	81	471	5.1	3.4
Green	51	53	52	45	28	229	5.6	10.0
Greenup	200	231	271	247	227	1,176	8.6	10.3
Hancock	42	39	56	32	27	196	6.1	6.8
Hardin	673	662	575	601	597	3,108	8.9	6.3
Harlan	161	276	203	179	168	987	9.9	11.1
Harrison	56	52	52	63	68	291	4.5	1.9
Hart	68	84	107	88	108	455	7.5	5.3
Henderson	315	393	293	281	376	1,658	10.1	6.4
Henry	147	148	155	133	129	712	12.7	7.8
Hickman	9	16	22	21	25	93	5.4	6.2
Hopkins	374	372	358	286	279	1,669	10.0	7.2
Jackson	42	32	24	41	35	174	3.8	3.3
Jefferson	2,338	2,213	2,442	2,201	2,098	11,292	4.5	2.6
Jessamine	272	240	299	278	238	1,327	8.1	4.4
Johnson	185	121	226	204	175	911	11.1	15.2
Kenton	723	647	677	622	613	3,282	6.0	2.8
Knott	64	66	81	79	144	434	8.0	8.5
Knox	173	113	148	189	138	761	7.2	8.3
Larue	71	35	44	47	30	227	4.4	3.4
Laurel	651	583	612	483	513	2,842	13.9	11.5

TABLE 22. SUMMARY OF ALCOHOL CONVICTIONS BY COUNTY (2007 - 2011) (continued)

COUNTY	2007	2008	2009	2010	2011	TOTAL ALCOHOL CONVICTIONS (FIVE YEARS)**	ANNUAL AVERAGE ALCOHOL CONVICTIONS PER 1,000 LICENSED DRIVERS	ALCOHOL CONVICTIONS PER ALCOHOL-RELATED CRASH
Lawrence	100	68	121	87	68	444	8.0	7.9
Lee	50	37	48	51	38	224	9.4	10.7
Leslie	69	52	54	24	36	235	5.8	9.8
Letcher	108	128	101	92	98	527	6.4	5.5
Lewis	50	78	51	57	70	306	6.3	5.5
Lincoln	100	77	67	65	89	398	4.6	3.1
Livingston	43	58	48	49	44	242	6.5	3.5
Logan	277	269	179	153	199	1,077	11.3	8.9
Lyon	87	87	88	71	66	399	13.8	7.0
McCracken	630	471	441	417	348	2,307	9.5	4.7
McCreary	104	88	101	111	87	491	9.1	6.6
McLean	157	119	135	94	113	618	17.5	16.3
Madison	150	195	167	161	134	807	3.0	1.6
Magoffin	100	92	84	85	93	454	10.3	8.1
Marion	105	85	96	66	86	438	6.9	2.6
Marshall	603	759	642	460	570	3,034	24.8	14.6
Martin	131	121	96	72	96	516	13.6	27.2
Mason	61	44	43	26	47	221	3.6	1.3
Meade	122	147	130	105	98	602	6.3	4.0
Menifee	37	24	28	15	14	118	5.2	5.6
Mercer	112	115	107	93	81	508	6.3	4.7
Metcalfe	50	71	52	29	36	238	6.6	5.4
Monroe	94	79	55	39	40	307	7.8	9.6
Montgomery	102	103	108	66	69	448	4.9	2.4
Morgan	75	84	101	65	47	372	8.9	6.6
Muhlenberg	232	191	181	203	130	937	8.3	9.7
Nelson	173	300	209	203	195	1,080	6.7	3.4
Nicholas	32	45	42	42	29	190	7.2	7.6
Ohio	128	149	103	111	121	612	7.2	4.6
Oldham	205	225	146	183	196	955	4.6	4.8
Owen	33	45	37	35	39	189	4.9	3.8
Owsley	31	38	27	15	28	139	8.8	9.9
Pendleton	50	40	61	38	51	240	4.5	3.2
Perry	146	136	176	124	221	803	8.1	4.8
Pike	439	382	329	239	235	1,624	7.4	3.7
Powell	122	101	91	86	98	498	10.9	12.5
Pulaski	442	406	384	337	290	1,859	8.3	7.7
Robertson	6	4	3	6	5	24	2.9	2.0
Rockcastle	128	97	113	140	83	561	9.7	8.1
Rowan	229	149	199	207	192	976	13.3	7.4
Russell	137	80	72	47	66	402	6.3	5.7
Scott	170	119	154	132	152	727	4.5	2.9
Shelby	364	307	282	371	287	1,611	11.3	6.7
Simpson	121	71	82	77	76	427	6.8	3.4
Spencer	76	96	96	90	62	420	6.5	6.7
Taylor	159	144	113	96	119	631	7.2	5.6
Todd	96	61	56	45	43	301	7.5	4.6
Trigg	100	120	96	81	111	508	10.0	5.6
Trimble	18	34	38	22	19	131	4.1	2.4
Union	120	139	115	115	142	631	11.9	8.2
Warren	882	898	713	820	739	4,052	11.3	5.7
Washington	46	72	54	30	31	233	5.6	3.4
Wayne	55	44	48	47	32	226	3.3	4.9
Webster	72	45	38	49	38	242	5.0	7.6
Whitley	166	157	166	174	158	821	6.8	6.3
Wolfe	49	57	31	26	39	202	8.1	3.8
Woodford	148	192	161	114	148	763	8.4	3.5
TOTAL *	25,018	24,296	22,924	20,654	19,855	112,747	7.6	4.6

*Convictions in cases filed in the same calander year.
**There were 35,023 arrests on average from 2007 to 2011.

TABLE 23. ALCOHOL CONVICTION RATES IN DECREASING ORDER (BY COUNTY POPULATION CATEGORIES)
(2007 - 2011)

POPULATION	COUNTY	ANNUAL AVERAGE ALCOHOL CONVICTIONS PER 1,000 LICENSED DRIVERS	COUNTY	ALCOHOL CONVICTIONS PER ALCOHOL-RELATED CRASH
UNDER 10,000	McLean	17.5	McLean	16.3
	Fulton	15.8	Lee	10.7
	Gallatin	15.4	Owsley	9.9
	Lyon	13.8	Fulton	9.5
	Cumberland	9.9	Cumberland	9.0
	Lee	9.4	Nicholas	7.6
	Owsley	8.8	Lyon	7.0
	Ballard	8.5	Hancock	6.8
	Wolfe	8.1	Gallatin	6.2
	Nicholas	7.2	Hickman	6.2
	Elliott	7.1	Crittenden	6.0
	Crittenden	6.5	Elliott	5.6
	Livingston	6.5	Menifee	5.6
	Hancock	6.1	Ballard	4.0
	Hickman	5.4	Wolfe	3.8
	Menifee	5.2	Livingston	3.5
	Carlisle	4.4	Carlisle	3.4
	Trimble	4.1	Bracken	2.7
	Bracken	4.0	Trimble	2.4
	Robertson	2.9	Robertson	2.0
10,000-14,999	Carroll	15.1	Martin	27.2
	Martin	13.6	Powell	12.5
	Breathitt	12.6	Green	10.0
	Powell	10.9	Leslie	9.8
	Magoffin	10.3	Breathitt	9.6
	Trigg	10.0	Monroe	9.6
	Morgan	8.9	Magoffin	8.1
	Monroe	7.8	Clinton	7.9
	Clinton	7.6	Webster	7.6
	Todd	7.5	Butler	6.7
	Butler	7.3	Morgan	6.6
	Metcalfe	6.6	Trigg	5.6
	Lewis	6.3	Lewis	5.5
	Leslie	5.8	Metcalfe	5.4
	Washington	5.6	Carroll	5.3
	Green	5.6	Todd	4.6
	Caldwell	5.3	Caldwell	4.3
	Fleming	5.2	Bath	4.1
	Webster	5.0	Estill	4.0
	Owen	4.9	Fleming	3.9
	Estill	4.5	Owen	3.8
	Pendleton	4.5	Edmonson	3.6
	Larue	4.4	Larue	3.4
	Bath	4.4	Washington	3.4
	Jackson	3.8	Jackson	3.3
	Edmonson	3.6	Pendleton	3.2
15,000-24,999	Rowan	13.3	Johnson	15.2
	Henry	12.7	Knott	8.5
	Union	11.9	Union	8.2
	Johnson	11.1	Rockcastle	8.1
	Rockcastle	9.7	Lawrence	7.9
	Casey	9.3	Henry	7.8
	McCreary	9.1	Anderson	7.5
	Woodford	8.4	Rowan	7.4
	Anderson	8.3	Spencer	6.7
	Knott	8.0	McCreary	6.6
	Lawrence	8.0	Garrard	6.5
	Garrard	7.6	Adair	6.4
	Bourbon	7.5	Casey	6.0
	Hart	7.5	Russell	5.7
	Ohio	7.2	Taylor	5.6
	Taylor	7.2	Letcher	5.5
	Clay	6.9	Hart	5.3
	Marion	6.9	Wayne	4.9

TABLE 23. ALCOHOL CONVICTION RATES IN DECREASING ORDER (BY COUNTY POPULATION CATEGORIES) (2007 - 2011) (continued)

POPULATION	COUNTY	ANNUAL AVERAGE ALCOHOL CONVICTIONS PER 1,000 LICENSED DRIVERS	COUNTY	ALCOHOL CONVICTIONS PER ALCOHOL-RELATED CRASH
15,000-24,999	Simpson	6.8	Mercer	4.7
(cont'd)	Spencer	6.5	Breckinridge	4.7
	Letcher	6.4	Clay	4.7
	Adair	6.4	Ohio	4.6
	Grant	6.3	Grant	4.0
	Mercer	6.3	Bourbon	3.8
	Russell	6.3	Allen	3.6
	Allen	5.9	Woodford	3.5
	Lincoln	4.6	Simpson	3.4
	Harrison	4.5	Lincoln	3.1
	Breckinridge	4.2	Marion	2.6
	Mason	3.6	Harrison	1.9
	Wayne	3.3	Mason	1.3
25,000 - 49,999	Marshall	24.8	Marshall	14.6
	Bell	14.9	Bell	14.2
	Shelby	11.3	Harlan	11.1
	Logan	11.3	Greenup	10.3
	Floyd	11.3	Muhlenberg	9.7
	Boyd	11.3	Logan	8.9
	Calloway	10.3	Knox	8.3
	Henderson	10.1	Boyd	7.8
	Hopkins	10.0	Hopkins	7.2
	Harlan	9.9	Shelby	6.7
	Greenup	8.6	Henderson	6.4
	Franklin	8.4	Whitley	6.3
	Muhlenberg	8.3	Calloway	6.1
	Jessamine	8.1	Carter	5.6
	Perry	8.1	Floyd	5.3
	Graves	7.7	Boyle	5.1
	Boyle	7.6	Graves	5.0
	Knox	7.2	Clark	4.8
	Clark	6.9	Perry	4.8
	Whitley	6.8	Jessamine	4.4
	Nelson	6.7	Franklin	4.3
	Carter	6.4	Meade	4.0
	Meade	6.3	Barren	4.0
	Barren	6.0	Nelson	3.4
	Grayson	5.1	Grayson	3.4
	Montgomery	4.9	Scott	2.9
	Scott	4.5	Montgomery	2.4
50,000 - OVER	Laurel	13.9	Laurel	11.5
	Christian	13.3	Pulaski	7.7
	Warren	11.3	Hardin	6.3
	McCracken	9.5	Christian	6.3
	Daviess	9.5	Warren	5.7
	Fayette	9.4	Daviess	5.0
	Hardin	8.9	Oldham	4.8
	Pulaski	8.3	McCracken	4.7
	Boone	7.9	Boone	4.6
	Campbell	7.9	Campbell	4.1
	Pike	7.4	Pike	3.7
	Kenton	6.0	Fayette	3.6
	Oldham	4.6	Kenton	2.8
	Jefferson	4.5	Bullitt	2.7
	Bullitt	3.9	Jefferson	2.6
	Madison	3.0	Madison	1.6

TABLE 24. PERCENTAGE OF DRIVERS CONVICTED OF DUI FILINGS (BY COUNTY) (2007 - 2011)*

COUNTY	TOTAL DUI FILED	TOTAL DUI CONVICTED	TOTAL DUI NON-CONVICTED	CONVICTION PERCENTAGE**
Adair	616	388	85	82.0
Allen	571	393	50	88.7
Anderson	987	673	59	91.9
Ballard	443	264	85	75.6
Barren	1,648	874	233	79.0
Bath	324	181	32	85.0
Bell	2,362	1,290	375	77.5
Boone	4,723	3,372	480	87.5
Bourbon	773	523	73	87.8
Boyd	2,699	1,930	363	84.2
Boyle	1,075	744	117	86.4
Bracken	181	122	21	85.3
Breathitt	800	606	48	92.7
Breckinridge	389	303	54	84.9
Bullitt	2,641	1,065	442	70.7
Butler	532	330	73	81.9
Caldwell	322	254	30	89.4
Calloway	1,566	1,254	125	90.9
Campbell	3,004	2,454	283	89.7
Carlisle	127	85	25	77.3
Carroll	896	553	114	82.9
Carter	1,029	608	156	79.6
Casey	682	499	80	86.2
Christian	3,731	2,636	446	85.5
Clark	1,159	881	108	89.1
Clay	925	452	280	61.7
Clinton	457	268	39	87.3
Crittenden	291	211	27	88.7
Cumberland	348	242	38	86.4
Daviess	4,557	3,245	366	89.9
Edmonson	249	160	44	78.4
Elliott	262	158	45	77.8
Estill	333	232	25	90.3
Fayette	11,073	8,814	784	91.8
Fleming	515	271	76	78.1
Floyd	2,506	1,525	258	85.5
Franklin	2,514	1,453	279	83.9
Fulton	489	342	78	81.4
Gallatin	891	456	260	63.7
Garrard	662	451	89	83.5
Grant	823	540	99	84.5
Graves	1,776	1,004	296	77.2
Grayson	707	471	45	91.3
Green	328	229	37	86.1
Greenup	1,589	1,176	160	88.0
Hancock	244	196	24	89.1
Hardin	4,347	3,108	432	87.8
Harlan	2,228	987	319	75.6
Harrison	468	291	37	88.7
Hart	707	455	86	84.1
Henderson	2,326	1,658	178	90.3
Henry	1,021	712	79	90.0
Hickman	133	93	19	83.0
Hopkins	2,090	1,669	242	87.3
Jackson	273	174	51	77.3
Jefferson	20,654	11,292	1,513	88.2
Jessamine	1,882	1,327	138	90.6
Johnson	1,540	911	208	81.4
Kenton	4,649	3,282	563	85.4
Knott	658	434	79	84.6
Knox	1,393	761	318	70.5
Larue	349	227	38	85.7

TABLE 24. PERCENTAGE OF DRIVERS CONVICTED OF DUI FILINGS (BY COUNTY) (2007 - 2011) (continued)

COUNTY	TOTAL DUI FILED	TOTAL DUI CONVICTED	TOTAL DUI NON-CONVICTED	CONVICTION PERCENTAGE
Laurel	4,069	2,842	499	85.1
Lawrence	740	444	88	83.5
Lee	443	224	76	74.7
Leslie	643	235	215	52.2
Letcher	806	527	109	82.9
Lewis	398	306	42	87.9
Lincoln	596	398	83	82.7
Livingston	371	242	42	85.2
Logan	1,481	1,077	251	81.1
Lyon	537	399	49	89.1
McCracken	3,500	2,307	478	82.8
McCreary	956	491	168	74.5
McLean	965	618	116	84.2
Madison	1,206	807	201	80.1
Magoffin	689	454	52	89.7
Marion	718	438	58	88.3
Marshall	3,963	3,034	353	89.6
Martin	831	516	98	84.0
Mason	278	221	23	90.6
Meade	845	602	87	87.4
Menifee	198	118	23	83.7
Mercer	704	508	58	89.8
Metcalfe	410	238	66	78.3
Monroe	481	307	99	75.6
Montgomery	733	448	90	83.3
Morgan	571	372	58	86.5
Muhlenberg	1,251	937	92	91.1
Nelson	1,473	1,080	144	88.2
Nicholas	305	190	34	84.8
Ohio	999	612	152	80.1
Oldham	1,389	955	99	90.6
Owen	358	189	72	72.4
Owsley	248	139	39	78.1
Pendleton	420	240	70	77.4
Perry	1,873	803	250	76.3
Pike	3,987	1,624	469	77.6
Powell	789	498	115	81.2
Pulaski	3,257	1,859	428	81.3
Robertson	46	24	8	75.0
Rockcastle	991	561	178	75.9
Rowan	1,582	976	141	87.4
Russell	731	402	65	86.1
Scott	1,064	727	125	85.3
Shelby	2,296	1,611	121	93.0
Simpson	688	427	56	88.4
Spencer	649	420	61	87.3
Taylor	930	631	122	83.8
Todd	436	301	110	73.2
Trigg	701	508	76	87.0
Trimble	255	131	38	77.5
Union	871	631	94	87.0
Warren	6,650	4,052	708	85.1
Washington	343	233	50	82.3
Wayne	356	226	28	89.0
Webster	404	242	42	85.2
Whitley	1,813	821	283	74.4
Wolfe	313	202	39	83.8
Woodford	977	763	72	91.4
TOTAL	175,114	112,747	19,469	85.3

* 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) (2007 - 2011)

POPULATION CATEGORY	AVERAGE CONVICTION PERCENTAGE	COUNTY	TOTAL DUI ARRESTS	TOTAL DUI CONVICTIONS	CONVICTION PERCENTAGE*
UNDER 10,000	81.2	Hancock	244	196	89.1
		Lyon	537	399	89.1
		Crittenden	291	211	88.7
		Cumberland	348	242	86.4
		Bracken	181	122	85.3
		Livingston	371	242	85.2
		Nicholas	305	190	84.8
		McLean	965	618	84.2
		Wolfe	313	202	83.8
		Menifee	198	118	83.7
		Hickman	133	93	83.0
		Fulton	489	342	81.4
		Owsley	248	139	78.1
		Elliott	262	158	77.8
		Trimble	255	131	77.5
		Carlisle	127	85	77.3
		Ballard	443	264	75.6
		Robertson	46	24	75.0
		Lee	443	224	74.7
		Gallatin	891	456	63.7
10,000-14,999	81.9	Breathitt	800	606	92.7
		Estill	333	232	90.3
		Magoffin	689	454	89.7
		Caldwell	322	254	89.4
		Lewis	398	306	87.9
		Clinton	457	268	87.3
		Trigg	701	508	87.0
		Morgan	571	372	86.5
		Green	328	229	86.1
		Larue	349	227	85.7
		Webster	404	242	85.2
		Bath	324	181	85.0
		Martin	831	516	84.0
		Carroll	896	553	82.9
		Washington	343	233	82.3
		Butler	532	330	81.9
		Powell	789	498	81.2
		Edmonson	249	160	78.4
		Metcalfe	410	238	78.3
		Fleming	515	271	78.1
		Pendleton	420	240	77.4
		Jackson	273	174	77.3
		Monroe	481	307	75.6
		Todd	436	301	73.2
		Owen	358	189	72.4
		Leslie	643	235	52.2
15,000-24,999	84.8	Anderson	987	673	91.9
		Woodford	977	763	91.4
		Mason	278	221	90.6
		Henry	1,021	712	90.0
		Mercer	704	508	89.8
		Wayne	356	226	89.0
		Harrison	468	291	88.7
		Allen	571	393	88.7
		Simpson	688	427	88.4
		Marion	718	438	88.3
		Bourbon	773	523	87.8
		Rowan	1,582	976	87.4
		Spencer	649	420	87.3
		Union	871	631	87.0
		Casey	682	499	86.2

TABLE 25. DUI CONVICTION RATES BY COUNTY AND POPULATION CATEGORY
(IN DESCENDING ORDER) (2007 - 2011) (continued)

POPULATION CATEGORY	AVERAGE CONVICTION PERCENTAGE	COUNTY	TOTAL DUI ARRESTS	TOTAL DUI CONVICTIONS	CONVICTION PERCENTAGE*
15,000-24,999 (continued)		Russell	731	402	86.1
		Breckinridge	389	303	84.9
		Knott	658	434	84.6
		Grant	823	540	84.5
		Hart	707	455	84.1
		Taylor	930	631	83.8
		Garrard	662	451	83.5
		Lawrence	740	444	83.5
		Letcher	806	527	82.9
		Lincoln	596	398	82.7
		Adair	616	388	82.0
		Johnson	1,540	911	81.4
		Ohio	999	612	80.1
		Rockcastle	991	561	75.9
		McCreary	956	491	74.5
		Clay	925	452	61.7
25,000-49,999	84.3	Shelby	2,296	1,611	93.0
		Grayson	707	471	91.3
		Muhlenberg	1,251	937	91.1
		Calloway	1,566	1,254	90.9
		Jessamine	1,882	1,327	90.6
		Henderson	2,326	1,658	90.3
		Marshall	3,963	3,034	89.6
		Clark	1,159	881	89.1
		Nelson	1,473	1,080	88.2
		Greenup	1,589	1,176	88.0
		Meade	845	602	87.4
		Hopkins	2,090	1,669	87.3
		Boyle	1,075	744	86.4
		Floyd	2,506	1,525	85.5
		Scott	1,064	727	85.3
		Boyd	2,699	1,930	84.2
		Franklin	2,514	1,453	83.9
		Montgomery	733	448	83.3
		Logan	1,481	1,077	81.1
		Carter	1,029	608	79.6
		Barren	1,648	874	79.0
		Bell	2,362	1,290	77.5
		Graves	1,776	1,004	77.2
		Perry	1,873	803	76.3
		Harlan	2,228	987	75.6
		Whitley	1,813	821	74.4
		Knox	1,393	761	70.5
50,000 - OVER	84.9	Fayette	11,073	8,814	91.8
		Oldham	1,389	955	90.6
		Daviess	4,557	3,245	89.9
		Campbell	3,004	2,454	89.7
		Jefferson	20,654	11,292	88.2
		Hardin	4,347	3,108	87.8
		Boone	4,723	3,372	87.5
		Christian	3,731	2,636	85.5
		Kenton	4,649	3,282	85.4
		Warren	6,650	4,052	85.1
		Laurel	4,069	2,842	85.1
		McCracken	3,500	2,307	82.8
		Pulaski	3,257	1,859	81.3
		Madison	1,206	807	80.1
		Pike	3,987	1,624	77.6
		Bullitt	2,641	1,065	70.7

*Refer to Table 24 for conviction rate calculation.

TABLE 26. SUMMARY OF RECKLESS DRIVING CONVICTIONS BY COUNTY (2007 - 2011)

COUNTY	2007	2008	2009	2010	2011	TOTAL RECKLESS DRIVING CONVICTIONS (FIVE YEARS)	ANNUAL AVERAGE RECKLESS DRIVING CONVICTIONS PER 1,000 LICENSED DRIVERS
Adair	13	14	14	9	14	64	1.0
Allen	16	10	13	13	4	56	0.8
Anderson	20	15	20	8	14	77	0.9
Ballard	5	8	4	9	14	40	1.3
Barren	85	44	42	42	61	274	1.9
Bath	8	5	4	7	5	29	0.7
Bell	14	12	8	12	11	57	0.7
Boone	153	150	92	82	86	563	1.3
Bourbon	26	21	11	6	7	71	1.0
Boyd	69	41	60	43	45	258	1.5
Boyle	35	37	34	23	29	158	1.6
Bracken	10	7	4	7	5	33	1.1
Breathitt	12	13	11	8	11	55	1.1
Breckinridge	7	13	8	12	9	49	0.7
Bullitt	73	65	52	57	98	345	1.2
Butler	18	6	8	4	1	37	0.8
Caldwell	21	12	8	7	15	63	1.3
Calloway	12	15	6	9	12	54	0.4
Campbell	75	61	50	41	37	264	0.9
Carlisle	2	10	1	2	0	15	0.8
Carroll	18	17	14	12	12	73	2.0
Carter	62	35	19	11	14	141	1.5
Casey	9	15	6	9	4	43	0.8
Christian	119	83	92	74	86	454	2.3
Clark	47	38	13	8	15	121	1.0
Clay	19	24	11	10	11	75	1.1
Clinton	47	16	11	7	3	84	2.4
Crittenden	2	1	7	3	5	18	0.6
Cumberland	21	11	13	8	12	65	2.6
Daviess	92	67	61	64	47	331	1.0
Edmonson	11	6	5	6	8	36	0.8
Elliott	3	2	2	3	0	10	0.4
Estill	4	2	12	11	3	32	0.6
Fayette	433	301	253	202	211	1,400	1.5
Fleming	24	13	21	20	10	88	1.7
Floyd	41	35	41	33	22	172	1.3
Franklin	114	94	73	64	68	413	2.4
Fulton	5	8	10	7	5	35	1.6
Gallatin	43	21	22	12	17	115	3.9
Garrard	32	16	11	10	5	74	1.3
Grant	25	26	13	21	13	98	1.1
Graves	57	38	45	31	50	221	1.7
Grayson	22	18	20	21	22	103	1.1
Green	5	2	4	3	2	16	0.4
Greenup	42	23	24	26	13	128	0.9
Hancock	5	5	5	2	5	22	0.7
Hardin	130	104	116	94	85	529	1.5
Harlan	56	74	35	30	23	218	2.2
Harrison	12	16	13	10	11	62	1.0
Hart	28	31	24	18	18	119	2.0
Henderson	35	44	37	43	34	193	1.2
Henry	13	13	32	18	14	90	1.6
Hickman	2	1	6	3	4	16	0.9
Hopkins	72	45	43	37	48	245	1.5
Jackson	8	7	9	5	7	36	0.8
Jefferson	413	315	280	228	224	1,460	0.6
Jessamine	51	27	45	35	21	179	1.1
Johnson	17	25	27	22	34	125	1.5
Kenton	179	152	129	114	83	657	1.2
Knott	9	8	4	5	4	30	0.6
Knox	45	37	31	19	27	159	1.5
Larue	13	7	3	5	4	32	0.6
Laurel	84	36	54	23	31	228	1.1

TABLE 26. SUMMARY OF RECKLESS DRIVING CONVICTIONS BY COUNTY (2007 - 2011) (continued)

COUNTY	2007	2008	2009	2010	2011	RECKLESS DRIVING CONVICTIONS (FIVE YEARS)	RECKLESS DRIVING CONVICTIONS PER 1,000 LICENSED DRIVERS
Lawrence	4	11	13	10	8	46	0.8
Lee	3	11	4	7	4	29	1.2
Leslie	12	2	6	2	2	24	0.6
Letcher	24	18	18	14	12	86	1.0
Lewis	5	12	3	7	2	29	0.6
Lincoln	19	14	15	23	25	96	1.1
Livingston	15	13	13	11	9	61	1.6
Logan	19	25	25	13	16	98	1.0
Lyon	87	29	28	32	29	205	7.1
McCracken	67	57	82	48	64	318	1.3
McCreary	8	9	3	7	8	35	0.7
McLean	3	2	4	3	5	17	0.5
Madison	72	51	24	31	23	201	0.7
Magoffin	15	5	2	7	2	31	0.7
Marion	13	15	9	8	9	54	0.8
Marshall	36	38	18	18	15	125	1.0
Martin	10	10	1	0	3	24	0.6
Mason	22	22	23	18	14	99	1.6
Meade	33	27	25	25	28	138	1.4
Menifee	4	2	4	2	2	14	0.6
Mercer	19	14	17	13	17	80	1.0
Metcalfe	27	22	13	26	8	96	2.7
Monroe	34	24	21	8	5	92	2.3
Montgomery	26	20	21	19	20	106	1.2
Morgan	8	7	6	5	7	33	0.8
Muhlenberg	29	15	20	26	15	105	0.9
Nelson	43	55	39	40	27	204	1.3
Nicholas	9	10	6	6	2	33	1.2
Ohio	12	10	19	5	5	51	0.6
Oldham	26	8	6	10	7	57	0.3
Owen	14	13	4	7	7	45	1.2
Owsley	6	10	3	5	4	28	1.8
Pendleton	19	14	14	17	11	75	1.4
Perry	10	23	17	17	9	76	0.8
Pike	79	69	91	71	61	371	1.7
Powell	14	8	10	5	6	43	0.9
Pulaski	64	41	38	42	25	210	0.9
Robertson	6	3	1	0	1	11	1.3
Rockcastle	30	20	17	20	17	104	1.8
Rowan	23	14	23	21	24	105	1.4
Russell	12	12	9	11	7	51	0.8
Scott	33	26	33	32	18	142	0.9
Shelby	61	54	44	36	38	233	1.6
Simpson	39	17	7	9	12	84	1.3
Spencer	13	8	8	8	9	46	0.7
Taylor	37	18	20	14	13	102	1.2
Todd	20	18	21	7	9	75	1.9
Trigg	25	14	28	16	14	97	1.9
Trimble	2	1	5	2	0	10	0.3
Union	15	10	19	18	7	69	1.3
Warren	170	109	116	95	80	570	1.6
Washington	8	10	2	4	3	27	0.7
Wayne	14	14	11	10	17	66	1.0
Webster	17	8	14	15	7	61	1.3
Whitley	44	44	26	29	38	181	1.5
Wolfe	9	3	2	3	3	20	0.8
Woodford	17	13	16	6	10	62	0.7
TOTAL	4,648	3,570	3,233	2,752	2,656	16,859	1.2

TABLE 27. PERCENTAGE OF CRASHES INVOLVING DRUGS BY COUNTY AND POPULATION CATEGORY
(IN ORDER OF DECREASING PERCENTAGES) (2007-2011)(ALL ROADS)

COUNTY	NUMBER OF CRASHES	PERCENT OF TOTAL CRASHES
POPULATION CATEGORY UNDER 10,000		
Elliott	19	5.6
Owsley	10	5.0
Lee	16	4.3
Wolfe	24	2.6
Menifee	10	2.5
Hickman	4	2.4
Crittenden	22	2.2
Nicholas	13	2.2
Livingston	18	1.7
Robertson	1	1.7
Carlisle	7	1.5
Ballard	14	1.4
Trimble	11	1.2
Fulton	8	1.1
McLean	10	1.1
Cumberland	4	1.0
Lyon	11	1.0
Hancock	6	0.9
Gallatin	7	0.5
Bracken	2	0.2
POPULATION CATEGORY 10,000-14,999		
Martin	55	6.3
Leslie	30	5.5
Magoffin	59	5.4
Bath	32	4.3
Breathitt	51	3.4
Morgan	36	2.8
Powell	32	2.6
Jackson	25	2.4
Fleming	24	2.0
Clinton	14	1.9
Lewis	15	1.7
Estill	19	1.5
Butler	14	1.4
Washington	16	1.3
Edmonson	12	1.3
Todd	13	1.2
Larue	15	1.1
Carroll	18	1.1
Green	7	1.1
Caldwell	16	1.0
Webster	11	1.0
Trigg	14	0.9
Pendleton	15	0.8
Owen	7	0.7
Metcalfe	7	0.6
Monroe	4	0.5
POPULATION CATEGORY 15,000-24,999		
Johnson	123	4.9
Knott	71	4.3
Clay	95	4.3
Letcher	90	3.7
McCreary	36	2.9
Lawrence	38	2.8
Casey	33	2.3
Rockcastle	51	2.1
Russell	34	2.0
Adair	30	1.9
Union	29	1.8
Marion	34	1.5
Rowan	57	1.4
Hart	31	1.3
Bourbon	29	1.1
Wayne	16	1.0
Anderson	22	1.0
Simpson	28	1.0
Allen	20	0.9
Mercer	25	0.9
Harrison	24	0.9
Henry	16	0.9
Grant	36	0.9
Spencer	10	0.9
Ohio	22	0.8
Garrard	16	0.8
Taylor	27	0.8
Breckinridge	11	0.8
Lincoln	18	0.8
Woodford	32	0.8
Mason	21	0.6
POPULATION CATEGORY 25,000-50,000		
Floyd	291	5.6
Harlan	110	3.9
Perry	155	3.4
Bell	102	3.0
Carter	84	2.9
Knox	89	2.7
Marshall	82	2.0
Boyd	186	2.0
Whitley	93	1.9
Montgomery	77	1.8
Greenup	68	1.8
Graves	66	1.5
Clark	68	1.3
Grayson	37	1.2
Muhlenberg	47	1.2
Hopkins	80	1.1
Franklin	81	1.0
Jessamine	67	1.0
Logan	26	0.9
Barren	47	0.8
Henderson	63	0.8
Nelson	38	0.7
Meade	15	0.6
Boyle	27	0.6
Shelby	36	0.6
Scott	34	0.5
Calloway	24	0.5
POPULATION CATEGORY OVER 50,000		
Pike	555	5.7
Laurel	149	1.8
Kenton	244	1.0
Pulaski	89	1.0
Madison	127	1.0
Daviess	145	0.9
McCracken	87	0.8
Warren	127	0.7
Campbell	98	0.7
Christian	69	0.7
Bullitt	54	0.6
Boone	122	0.6
Hardin	72	0.5
Fayette	276	0.5
Oldham	22	0.5
Jefferson	517	0.4

TABLE 28. PERCENTAGE OF CRASHES INVOLVING DRUGS BY CITY AND POPULATION CATEGORY (IN ORDER OF DECREASING PERCENTAGES)(2007-2011)

CITY	NUMBER OF DRUG-RELATED CRASHES	PERCENTAGE OF CRASHES INVOLVING DRUGS
POPULATION CATEGORY OVER 200,000		
Lexington	276	0.6
Louisville	457	0.5
POPULATION CATEGORY 20,000-60,000		
Ashland	77	1.9
Covington	96	1.6
Independence	26	1.5
Nicholasville	48	1.3
Frankfort	57	1.2
Henderson	51	1.1
Owensboro	95	1.0
Hopkinsville	42	0.9
Richmond	45	0.8
Paducah	50	0.8
Jeffersontown	24	0.7
Radcliff	17	0.7
Florence	46	0.6
Bowling Green	71	0.6
Elizabethtown	25	0.5
Georgetown	17	0.5
POPULATION CATEGORY 10,000-19,999		
Winchester	51	1.7
Lawrenceburg	14	1.7
Fort Thomas	16	1.6
Mayfield	20	1.4
Somerset	36	1.2
Madisonville	36	1.1
Berea	20	1.1
Glasgow	24	1.0
Newport	31	0.9
Shepherdsville	20	0.9
Danville	19	0.7
Bardstown	18	0.7
Shelbyville	14	0.6
Erlanger	17	0.6
Shively	16	0.5
Murray	9	0.3
POPULATION CATEGORY 5,000-9,999		
Pikeville	112	4.4
Corbin	38	2.3
Mount Sterling	36	2.3
Williamsburg	19	2.2
Dayton	5	1.7
Bellevue	13	1.6
London	47	1.5
Franklin	21	1.5
Cynthiana	15	1.4
Flatwoods	7	1.2
Fort Mitchell	12	1.1
Central City	9	1.1
Paris	13	1.1
Princeton	8	1.1
Edgewood	9	1.0
Campbellsville	19	1.0
Lebanon	9	1.0
Russellville	10	1.0
Fort Wright	19	0.9
Morehead	17	0.8
Versailles	10	0.8
Harrodsburg	9	0.8
Maysville	14	0.8
La Grange	7	0.7
Leitchfield	8	0.7
Highland Heights	7	0.7
Taylor Mill	7	0.7
Mount Washington	7	0.7
Monticello	5	0.6
Cold Spring	5	0.5
Elsmere	2	0.5
Alexandria	1	0.1
POPULATION CATEGORY 2,500-4,999		
Paintsville	40	4.3
Grayson	26	3.8
Prestonsburg	51	3.7
Park Hills	4	3.3
Ludlow	10	3.3
Flemingsburg	10	3.1
Hazard	55	2.9
Providence	5	2.9
Marion	6	2.2
Morganfield	9	2.1
Greenville	11	1.8
Carrollton	9	1.7
Irvine	4	1.6
Calvert City	6	1.6
Columbia	9	1.6
Benton	11	1.5
Beaver Dam	7	1.5
Wilmore	2	1.4
Vine Grove	4	1.4
Wilmore	2	1.4
Barbourville	7	1.3
Stanton	5	1.3
Lakeside Park	2	1.0
Russell	9	1.0
Williamstown	5	0.9
Springfield	3	0.8
Scottsville	5	0.7
Stanford	3	0.6
Hodgenville	2	0.6
Dawson Springs	1	0.6

TABLE 29. SAFETY BELT USAGE BY COUNTY AND POPULATION CATEGORY (IN DESCENDING ORDER) (OBSERVED SURVEY BY ADD OF ALL FRONT SEAT OCCUPANTS IN 2007)

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

* Counties with potential for intensive promotional campaigns. Selected based on safety belt usage, crash rates, location in state (one in each KSP post) and

** Usage rate based on an annual seat belt study conducted by the Area Development Districts throughout the state.

TABLE 30. SAFETY BELT USAGE BY COUNTY POPULATION CATEGORY
(2007 OBSERVATIONAL DATA) (AREA DEVELOPMENT DISTRICTS)*

PERCENT USAGE				
POPULATION CATEGORY				
UNDER 10,000	10,000 - 14,999	15,000 - 24,999	25,000- 49,999	OVER 50,000
59.0	57.5	59.1	64.3	71.2

*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	1,349	4.83	937	0.10	98
Incapacitating	3,002	10.75	10,026	1.02	90
Non-Incapacitating	5,016	17.96	34,635	3.53	80
Possible Injury	4,411	15.80	56,380	5.75	64
Fatal or Incapacitating	4,351	15.58	10,963	1.12	93

* Based on 2007 through 2011 crash data. Total sample size for not wearing a safety belt was 27,926 compared to 979,962 for wearing a safety belt.

TABLE 32. USAGE AND EFFECTIVENESS OF CHILD SAFETY SEATS

(CHILDREN AGE THREE AND UNDER) (2007 - 2011)

			RESTRAINT USED		
VARIABLE	CATEGORY	NONE	SAFETY BELT	CHILD SEAT	ANY RESTRAINT
Number With Given Injury	Fatal	3	5	12	17
	Incapacitating	24	18	81	99
	Non-Incapacitating	33	84	490	574
	Possible Injury	75	295	1,490	1,785
	None Detected	186	4,005	23,741	27,746
Percent With Given Injury	Fatal	0.93	0.11	0.05	0.06
	Incapacitating	7.48	0.41	0.31	0.33
	Non-Incapacitating	10.28	1.91	1.90	1.90
	Possible Injury	23.36	6.69	5.77	5.91
	None Detected	57.94	90.88	91.97	91.81
Percent Usage By Seat Position	Front	4.63	28.19	67.19	95.37
	Rear	0.99	17.58	81.43	99.01
	All Positions	1.35	18.65	80.00	98.65
Percent With Given Injury By Seat Position					
(Front)	Fatal	1.36	0.22	0.00	0.07
	Incapacitating	3.64	0.37	0.16	0.22
	Non-Incapacitating	5.45	2.09	1.44	1.63
	Possible Injury	15.45	4.55	3.94	4.12
	None Detected	24.09	42.76	44.46	43.96
(Rear)	Fatal	0.00	0.03	0.03	0.03
	Incapacitating	3.79	0.17	0.22	0.21
	Non-Incapacitating	4.98	0.75	1.28	1.18
	Possible Injury	9.72	3.12	3.93	3.78
	None Detected	31.52	45.74	64.24	60.95
YEAR	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	148	1,750	8,214	9,964
	2011	120	1,818	7,802	9,620

TABLE 33. PERCENTAGE OF CRASHES INVOLVING UNSAFE SPEED BY COUNTY AND POPULATION CATEGORY (IN ORDER OF DECREASING PERCENTAGES) (2007-2011)

COUNTY	NUMBER OF CRASHES	PERCENT OF TOTAL CRASHES
POPULATION CATEGORY UNDER 10,000		
Hickman	19	11.2
Bracken	86	10.7
Owsley	19	9.4
Trimble	83	9.2
Wolfe	84	9.0
Lyon	100	8.7
Livingston	88	8.4
Robertson	5	8.3
Cumberland	32	7.8
Lee	27	7.2
Carlisle	33	7.2
Fulton	44	6.2
Gallatin	76	5.7
Menifee	20	5.1
Hancock	33	5.0
Crittenden	46	4.7
Ballard	39	4.0
McLean	37	4.0
Nicholas	20	3.4
Elliott	11	3.3
POPULATION CATEGORY 10,000-14,999		
Morgan	138	10.7
Todd	114	10.4
Magoffin	107	9.8
Martin	82	9.4
Jackson	86	8.2
Bath	57	7.6
Leslie	41	7.5
Pendleton	130	7.2
Caldwell	118	7.2
Butler	67	6.9
Larue	90	6.8
Edmonson	56	6.1
Washington	74	6.1
Estill	74	5.9
Metcalfe	64	5.8
Webster	64	5.7
Owen	57	5.6
Trigg	81	5.4
Carroll	75	4.5
Monroe	32	4.0
Powell	44	3.6
Fleming	39	3.2
Lewis	27	3.1
Breathitt	39	2.6
Clinton	17	2.4
Green	11	1.7
POPULATION CATEGORY 15,000-24,999		
Rockcastle	265	10.9
Henry	176	10.2
Woodford	367	9.5
Grant	361	8.7
Clay	193	8.7
McCreary	107	8.5
Union	124	7.5
Spencer	82	7.2
Bourbon	196	7.2
Wayne	111	7.1
Hart	164	6.8
Ohio	193	6.7
Lincoln	155	6.6
Simpson	177	6.3
Garrard	117	6.1
Mercer	156	5.9
Letcher	140	5.8
Harrison	152	5.4
Knott	84	5.1
Mason	157	4.6
Rowan	173	4.3
Casey	59	4.2
Allen	94	4.2
Anderson	90	4.1
Adair	66	4.1
Russell	69	4.0
Breckinridge	56	3.9
Johnson	91	3.6
Lawrence	47	3.5
Taylor	95	2.8
Marion	63	2.8
POPULATION CATEGORY 25,000-50,000		
Shelby	468	7.9
Graves	322	7.4
Floyd	373	7.2
Hopkins	515	7.1
Marshall	286	7.0
Jessamine	485	6.9
Knox	225	6.9
Franklin	541	6.6
Scott	440	6.4
Nelson	338	5.8
Greenup	214	5.8
Carter	166	5.7
Whitley	268	5.6
Harlan	160	5.6
Boyle	231	5.4
Meade	127	5.4
Calloway	262	5.3
Clark	263	4.9
Logan	139	4.9
Muhlenberg	187	4.7
Montgomery	195	4.6
Barren	273	4.5
Henderson	345	4.4
Boyd	401	4.4
Grayson	133	4.2
Perry	184	4.0
Bell	122	3.6
POPULATION CATEGORY OVER 50,000		
Madison	1,056	8.3
Fayette	4,748	7.9
Kenton	1,763	7.0
Christian	664	7.0
Oldham	293	6.4
Boone	1,302	6.3
Pike	606	6.2
Laurel	511	6.0
Campbell	810	5.8
McCracken	621	5.5
Hardin	696	4.9
Pulaski	416	4.9
Warren	885	4.6
Bullitt	373	4.5
Jefferson	5,222	3.8
Daviess	599	3.7

TABLE 34. PERCENTAGE OF CRASHES INVOLVING UNSAFE SPEED BY CITY AND POPULATION CATEGORY (IN ORDER OF DECREASING PERCENTAGES)(2007-2011)

CITY	NUMBER OF CRASHES (2007-2011)	PERCENT OF TOTAL CRASHES
POPULATION CATEGORY OVER 200,000		
Lexington	4,744	9.8
Louisville	4,836	5.0
POPULATION CATEGORY 20,000-60000		
Independence	247	14.5
Richmond	447	8.1
Hopkinsville	353	7.9
Frankfort	349	7.3
Georgetown	211	6.6
Florence	440	5.6
Elizabethtown	263	5.1
Nicholasville	181	5.0
Covington	277	4.8
Paducah	285	4.8
Bowling Green	482	4.3
Henderson	199	4.2
Ashland	158	4.0
Jeffersontown	112	3.4
Owensboro	331	3.3
Radcliff	55	2.2
POPULATION CATEGORY 10,000-19,999		
Erlanger	333	11.2
Berea	114	6.4
Fort Thomas	60	5.9
Shelbyville	130	5.7
Danville	139	5.0
Newport	180	5.0
Madisonville	142	4.5
Winchester	119	4.0
Somerset	108	3.5
Mayfield	49	3.4
Shepherdsville	79	3.4
Glasgow	77	3.3
Murray	82	3.1
Bardstown	74	3.0
Shively	78	2.6
Lawrenceburg	21	2.5
POPULATION CATEGORY 5,000-9,999		
Edgewood	111	12.9
Villa Hills	24	11.8
Taylor Mill	117	11.7
Highland Heights	116	10.8
Cold Spring	103	10.1
Princeton	60	8.2
Flatwoods	45	7.9
Elsmere	33	7.7
Alexandria	67	7.3
Versailles	82	6.4
Fort Mitchell	67	6.2
Pikeville	151	6.0
Dayton	15	5.1
Fort Wright	105	4.9
Maysville	91	4.9
Monticello	38	4.4
Williamsburg	37	4.4
Corbin	73	4.3
Central City	33	4.2
Cynthiana	46	4.2
Harrodsburg	47	4.1
Franklin	51	3.7
Russellville	38	3.6
Mount Sterling	52	3.3
London	99	3.2
Paris	37	3.0
La Grange	25	2.7
Lebanon	22	2.5
Leitchfield	27	2.4
Bellevue	20	2.4
Morehead	46	2.3
Campbellsville	43	2.3
Mount Washington	24	2.3
POPULATION CATEGORY 2,500-4,999		
Williamstown	55	10.0
Calvert City	32	8.5
Lakeside Park	16	7.9
Vine Grove	23	7.8
Southgate	36	7.6
Park Hills	8	6.5
Providence	10	5.8
Wilmore	8	5.7
Benton	40	5.5
Prestonsburg	76	5.5
Hodgenville	16	4.9
Morganfield	19	4.5
Stanford	23	4.5
Russell	37	4.3
Barbourville	22	4.1
Flemingsburg	13	4.0
Springfield	13	3.7
Ludlow	11	3.6
Grayson	23	3.3
Grayson	23	3.3
Marion	9	3.3
Carrollton	16	3.1
Hazard	54	2.9
Dawson Springs	5	2.8
Irvine	6	2.4
Beaver Dam	9	1.9
Lancaster	9	1.9
Scottsville	12	1.6
Paintsville	12	1.3
Columbia	7	1.3
Hartford	3	1.3

TABLE 35. SUMMARY OF SPEEDING CONVICTIONS BY COUNTY (2007 - 2011)

COUNTY	2007	2008	2009	2010	2011	TOTAL SPEEDING CONVICTIONS (FIVE YEARS)	ANNUAL AVERAGE SPEEDING CONVICTIONS PER 1,000 LICENSED DRIVERS	SPEEDING CONVICTIONS PER SPEED-RELATED CRASH
Adair	500	349	243	296	346	1,734	28.4	26.3
Allen	260	227	179	184	126	976	14.7	10.4
Anderson	1,635	1,236	740	797	1,045	5,453	67.0	60.6
Ballard	71	74	127	138	71	481	15.5	12.3
Barren	658	656	310	322	337	2,283	15.6	8.4
Bath	747	378	615	613	285	2,638	64.0	46.3
Bell	582	384	537	407	415	2,325	26.8	19.1
Boone	2,710	2,999	2,299	1,602	1,885	11,495	27.1	8.8
Bourbon	703	567	497	503	463	2,733	39.3	13.9
Boyd	820	756	860	973	1,093	4,502	26.3	11.2
Boyle	555	530	326	250	314	1,975	20.2	8.5
Bracken	441	427	349	189	287	1,693	54.8	19.7
Breathitt	55	114	180	121	86	556	11.5	14.3
Breckinridge	277	137	131	190	140	875	12.3	15.6
Bullitt	867	1,534	1,058	631	688	4,778	17.3	12.8
Butler	220	120	169	198	186	893	19.7	13.3
Caldwell	308	317	322	288	296	1,531	31.9	13.0
Calloway	309	297	221	149	176	1,152	9.5	4.4
Campbell	2,072	1,861	2,018	2,046	2,045	10,042	32.4	12.4
Carlisle	57	33	46	62	22	220	11.3	6.7
Carroll	482	391	445	325	337	1,980	54.0	26.4
Carter	535	204	279	327	318	1,663	17.5	10.0
Casey	110	72	72	42	64	360	6.7	6.1
Christian	876	1,203	1,295	1,194	1,375	5,943	29.9	9.0
Clark	673	390	598	385	281	2,327	18.3	8.8
Clay	280	227	201	141	144	993	15.1	5.1
Clinton	96	105	75	35	41	352	10.0	20.7
Crittenden	48	50	57	45	45	245	7.6	5.3
Cumberland	121	133	91	57	59	461	18.8	14.4
Daviess	1,788	1,938	1,843	2,043	1,580	9,192	26.8	15.3
Edmonson	167	138	124	92	73	594	13.4	10.6
Elliott	3	8	12	7	14	44	2.0	4.0
Estill	98	93	132	81	161	565	11.0	7.6
Fayette	6,484	6,118	6,829	3,904	3,774	27,109	29.0	5.7
Fleming	268	277	163	112	208	1,028	19.9	26.4
Floyd	354	259	177	113	153	1,056	7.8	2.8
Franklin	1,953	1,627	1,478	1,119	1,000	7,177	41.7	13.3
Fulton	57	102	112	133	101	505	23.3	11.5
Gallatin	546	545	659	541	425	2,716	92.0	35.7
Garrard	340	359	146	197	104	1,146	19.4	9.8
Grant	1,234	800	585	578	682	3,879	45.5	10.7
Graves	803	813	903	825	796	4,140	31.6	12.9
Grayson	1,825	1,356	1,281	503	783	5,748	62.8	43.2
Green	43	24	22	16	17	122	3.0	11.1
Greenup	332	208	241	187	254	1,222	9.0	5.7
Hancock	192	153	206	107	84	742	23.0	22.5
Hardin	4,513	3,865	3,696	2,798	2,723	17,595	50.3	25.3
Harlan	239	321	343	323	280	1,506	15.1	9.4
Harrison	220	138	111	120	116	705	10.9	4.6
Hart	331	460	461	247	203	1,702	27.9	10.4
Henderson	1,373	912	932	969	975	5,161	31.3	15.0
Henry	676	1,092	1,404	855	748	4,775	85.3	27.1
Hickman	48	80	95	101	80	404	23.6	21.3
Hopkins	1,811	1,837	1,520	1,542	2,109	8,819	52.6	17.1
Jackson	15	20	14	28	75	152	3.3	1.8
Jefferson	9,497	8,392	6,352	6,358	6,977	37,576	14.9	7.2
Jessamine	1,389	1,381	1,266	964	628	5,628	34.4	11.6
Johnson	217	333	211	164	159	1,084	13.3	11.9
Kenton	4,615	4,751	3,468	2,878	2,322	18,034	33.1	10.2
Knott	146	65	52	62	83	408	7.6	4.9
Knox	362	330	525	357	324	1,898	18.0	8.4
Larue	297	207	209	178	165	1,056	20.6	11.7
Laurel	724	778	904	794	653	3,853	18.9	7.5
Lawrence	240	207	158	125	130	860	15.4	18.3

TABLE 35. SUMMARY OF SPEEDING CONVICTIONS BY COUNTY (2007 - 2011) (continued)

COUNTY	2007	2008	2009	2010	2011	TOTAL SPEEDING CONVICTIONS (FIVE YEARS)	ANNUAL AVERAGE SPEEDING CONVICTIONS PER 1,000 LICENSED DRIVERS	SPEEDING CONVICTIONS PER SPEED-RELATED CRASH
Lee	34	20	26	17	24	121	5.1	4.5
Leslie	166	86	137	86	63	538	13.2	13.1
Letcher	75	77	85	35	30	302	3.7	2.2
Lewis	161	143	176	94	142	716	14.8	26.5
Lincoln	703	593	613	500	340	2,749	31.8	17.7
Livingston	236	357	222	264	259	1,338	36.0	15.2
Logan	469	341	351	329	306	1,796	18.8	12.9
Lyon	388	307	346	373	308	1,722	59.3	17.2
McCracken	1,204	981	657	970	965	4,777	19.7	7.7
McCreary	38	24	37	69	69	237	4.4	2.2
McLean	158	197	69	113	162	699	19.8	18.9
Madison	1,806	2,083	1,622	1,015	1,155	7,681	28.3	7.3
Magoffin	24	41	36	25	50	176	4.0	1.6
Marion	96	69	72	47	70	354	5.5	5.6
Marshall	735	1,056	751	759	820	4,121	33.7	14.4
Martin	23	27	15	8	13	86	2.3	1.0
Mason	637	603	379	229	313	2,161	35.5	13.8
Meade	503	370	362	398	426	2,059	21.4	16.2
Menifee	34	48	22	10	16	130	5.7	6.5
Mercer	261	243	305	336	358	1,503	18.7	9.6
Metcalfe	340	268	261	138	102	1,109	30.7	17.3
Monroe	46	49	42	11	8	156	3.9	4.9
Montgomery	682	352	661	252	158	2,105	23.0	10.8
Morgan	134	261	273	185	271	1,124	26.8	8.1
Muhlenberg	373	467	432	476	524	2,272	20.1	12.1
Nelson	838	780	583	553	786	3,540	22.1	10.5
Nicholas	200	146	159	72	66	643	24.3	32.2
Ohio	1,196	1,127	1,061	926	1,026	5,336	63.0	27.6
Oldham	945	937	664	791	683	4,020	19.4	13.7
Owen	219	188	146	85	110	748	19.5	13.1
Owsley	3	4	4	2	5	18	1.1	0.9
Pendleton	292	314	284	133	294	1,317	24.6	10.1
Perry	125	118	133	64	139	579	5.8	3.1
Pike	149	151	154	150	228	832	3.8	1.4
Powell	509	389	300	246	132	1,576	34.6	35.8
Pulaski	956	736	788	940	1,891	5,311	23.7	12.8
Robertson	5	10	6	6	2	29	3.5	5.8
Rockcastle	603	320	177	315	472	1,887	32.6	7.1
Rowan	445	445	615	426	452	2,383	32.5	13.8
Russell	240	184	107	73	46	650	10.2	9.4
Scott	1,096	1,279	1,029	590	362	4,356	26.9	9.9
Shelby	1,314	1,646	1,192	2,858	1,589	8,599	60.4	18.4
Simpson	406	279	135	119	186	1,125	17.8	6.4
Spencer	182	230	235	219	235	1,101	16.9	13.4
Taylor	275	214	166	148	140	943	10.7	9.9
Todd	116	364	329	234	223	1,266	31.6	11.1
Trigg	173	396	249	195	208	1,221	24.1	15.1
Trimble	60	94	110	60	44	368	11.4	4.4
Union	205	195	178	176	250	1,004	18.9	8.1
Warren	2,269	2,121	1,939	1,965	1,684	9,978	27.8	11.3
Washington	222	225	173	68	111	799	19.3	10.8
Wayne	67	56	58	25	34	240	3.5	2.2
Webster	110	73	109	116	92	500	10.3	7.8
Whitley	196	203	315	238	228	1,180	9.8	4.4
Wolfe	449	860	885	506	358	3,058	122.8	36.4
Woodford	1,547	1,383	1,228	989	780	5,927	65.2	16.1
TOTAL*	85,006	80,288	72,437	61,958	61,737	361,426	24.4	10.2

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

TABLE 36. SPEEDING CONVICTION RATES IN DECREASING ORDER (BY COUNTY POPULATION CATEGORIES) (2007 - 2011)

POPULATION CATEGORY	COUNTY	ANNUAL AVERAGE SPEEDING CONVICTIONS PER 1,000 LICENSED DRIVERS	COUNTY	SPEEDING CONVICTIONS PER SPEED-RELATED CRASH
UNDER 10,000	Wolfe	122.8	Wolfe	36.4
	Gallatin	92.0	Gallatin	35.7
	Lyon	59.3	Nicholas	32.2
	Bracken	54.8	Hancock	22.5
	Livingston	36.0	Hickman	21.3
	Metcalfe	30.7	Bracken	19.7
	Nicholas	24.3	McLean	18.9
	Hickman	23.6	Metcalfe	17.3
	Fulton	23.3	Lyon	17.2
	Hancock	23.0	Livingston	15.2
	McLean	19.8	Cumberland	14.4
	Cumberland	18.8	Ballard	12.3
	Ballard	15.5	Fulton	11.5
	Trimble	11.4	Carlisle	6.7
	Carlisle	11.3	Menifee	6.5
	Crittenden	7.6	Robertson	5.8
	Menifee	5.7	Crittenden	5.3
	Lee	5.1	Lee	4.5
	Robertson	3.5	Trimble	4.4
	Elliott	2.0	Elliott	4.0
	Owsley	1.1	Owsley	0.9
10,000-14,999	Bath	64.0	Bath	46.3
	Carroll	54.0	Powell	35.8
	Powell	34.6	Lewis	26.5
	Caldwell	31.9	Carroll	26.4
	Todd	31.6	Fleming	26.4
	Morgan	26.8	Clinton	20.7
	Pendleton	24.6	Trigg	15.1
	Trigg	24.1	Breathitt	14.3
	Larue	20.6	Butler	13.3
	Fleming	19.9	Owen	13.1
	Butler	19.7	Leslie	13.1
	Owen	19.5	Caldwell	13.0
	Washington	19.3	Larue	11.7
	Lewis	14.8	Todd	11.1
	Edmonson	13.4	Green	11.1
	Leslie	13.2	Washington	10.8
	Breathitt	11.5	Edmonson	10.6
	Estill	11.0	Pendleton	10.1
	Webster	10.3	Morgan	8.1
	Clinton	10.0	Webster	7.8
	Magoffin	4.0	Estill	7.6
	Monroe	3.9	Monroe	4.9
	Jackson	3.3	Jackson	1.8
	Green	3.0	Magoffin	1.6
	Martin	2.3	Martin	1.0
15,000 - 24,999	Henry	85.3	Anderson	60.6
	Anderson	67.0	Grayson	43.2
	Woodford	65.2	Ohio	27.6
	Ohio	63.0	Henry	27.1
	Grayson	62.8	Adair	26.3
	Grant	45.5	Lawrence	18.3
	Bourbon	39.3	Lincoln	17.7
	Mason	35.5	Woodford	16.1
	Rockcastle	32.6	Breckinridge	15.6
	Rowan	32.5	Bourbon	13.9
	Lincoln	31.8	Rowan	13.8
	Adair	28.4	Mason	13.8
	Hart	27.9	Spencer	13.4

TABLE 36. SPEEDING CONVICTION RATES IN DECREASING ORDER (BY COUNTY POPULATION CATEGORIES) (2007 - 2011) (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)	Garrard	19.4	Johnson	11.9
	Union	18.9	Grant	10.7
	Mercer	18.7	Allen	10.4
	Simpson	17.8	Hart	10.4
	Spencer	16.9	Taylor	9.9
	Lawrence	15.4	Garrard	9.8
	Clay	15.1	Mercer	9.6
	Allen	14.7	Russell	9.4
	Johnson	13.3	Union	8.1
	Breckinridge	12.3	Rockcastle	7.1
	Harrison	10.9	Simpson	6.4
	Taylor	10.7	Casey	6.1
	Russell	10.2	Marion	5.6
	Knott	7.6	Clay	5.1
	Casey	6.7	Knott	4.9
	Marion	5.5	Harrison	4.6
	McCreary	4.4	McCreary	2.2
	Letcher	3.7	Wayne	2.2
	Wayne	3.5	Letcher	2.2
25,000 - 49,999	Shelby	60.4	Bell	19.1
	Hopkins	52.6	Shelby	18.4
	Franklin	41.7	Hopkins	17.1
	Jessamine	34.4	Meade	16.2
	Marshall	33.7	Henderson	15.0
	Graves	31.6	Marshall	14.4
	Henderson	31.3	Franklin	13.3
	Scott	26.9	Logan	12.9
	Bell	26.8	Graves	12.9
	Boyd	26.3	Muhlenberg	12.1
	Montgomery	23.0	Jessamine	11.6
	Nelson	22.1	Boyd	11.2
	Meade	21.4	Montgomery	10.8
	Boyle	20.2	Nelson	10.5
	Muhlenberg	20.1	Carter	10.0
	Laurel	18.9	Scott	9.9
	Logan	18.8	Harlan	9.4
	Clark	18.3	Clark	8.8
	Knox	18.0	Boyle	8.5
	Carter	17.5	Knox	8.4
	Barren	15.6	Barren	8.4
	Harlan	15.1	Laurel	7.5
	Whitley	9.8	Greenup	5.7
	Calloway	9.5	Whitley	4.4
	Greenup	9.0	Calloway	4.4
	Floyd	7.8	Perry	3.1
	Perry	5.8	Floyd	2.8
50,000 - OVER	Hardin	50.3	Hardin	25.3
	Kenton	33.1	Daviess	15.3
	Campbell	32.4	Oldham	13.7
	Christian	29.9	Bullitt	12.8
	Fayette	29.0	Pulaski	12.8
	Madison	28.3	Campbell	12.4
	Warren	27.8	Warren	11.3
	Boone	27.1	Kenton	10.2
	Daviess	26.8	Christian	9.0
	Pulaski	23.7	Boone	8.8
	McCracken	19.7	McCracken	7.7
	Oldham	19.4	Madison	7.3
	Bullitt	17.3	Jefferson	7.2
	Jefferson	14.9	Fayette	5.7
	Pike	3.8	Pike	1.4

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

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

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

	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 (2007 - 2011)

Crash Statistic	Number in Given Year 2007	2008	2009	2010	4-Year Average 2007 - 2010	2011	2011 Percent Change*
Total Crashes	124,553	123,530	126,237	127,456	125,444	127,524	1.7
Fatal Crashes	803	752	730	694	745	670	-10.1
Fatalities	864	826	791	760	810	721	-11.0
Injury Crashes	26,160	25,360	25,063	24,762	25,336	24,196	-4.5
Injuries	38,786	37,491	37,398	37,196	37,718	36,345	-3.6
Fatal and Injury Crashes	26,963	26,112	25,793	25,456	26,081	24,866	-4.7
Licensed Drivers (Millions)	3.00	3.03	3.09	3.10	3.06	3.12	1.9
Registered Vehicles (Millions)	3.76	3.78	3.74	3.78	3.77	3.76	-0.1
Total Vehicle Miles (Billions)	47.870	47.176	47.236	48.057	47.585	48.185	1.3
Total Crash/100 MVM	260	262	267	265	264	265	0.2
Fatal Crash/100 MVM	1.68	1.59	1.55	1.44	1.57	1.39	-11.4
Fatalities/100 MVM	1.80	1.75	1.67	1.58	1.70	1.50	-12.0
Injuries/100 MVM	81	79	79	77	79	75	-4.5
Speed Related Crashes	6,847	7,533	7,278	7,141	7,200	7,180	-0.3
Speed Related Injury Crashes	2,238	2,303	2,145	2,004	2,173	2,065	-5.0
Speed Related Fatal Crashes	151	139	123	119	133	108	-18.8
Speed Convictions	87,216	82,485	74,018	62,843	76,641	62,542	-18.4
Alcohol Related Crashes	5,167	5,015	4,984	4,735	4,975	4,513	-9.3
Alcohol Related Injury Crashes	1,987	1,850	1,778	1,676	1,823	1,569	-13.9
Alcohol Related Fatal Crashes	188	152	186	156	171	146	-14.6
Alcohol Related Fatalities	204	160	203	167	184	158	-14.1
DUI Filings	38,190	37,105	35,357	20,654	32,827	31,915	-2.8
DUI Convictions	25,018	24,296	22,924	32,547	26,196	19,855	-24.2
DUI Conviction Rate (Percent)**	84.9	85.3	85.4	90.4	86.5	85.6	-1.1
Number DUI Filings/Alcohol Related Fatality	187	232	174	124	179	202	12.8
Drug Related Crashes	1,370	1,414	1,397	1,635	1,454	1,672	15.0
Drug Related Injury Crashes	514	546	649	602	578	602	4.2
Drug Related Fatal Crashes	226	208	217	215	217	215	-0.9
Pedestrian Related Crashes	894	994	936	1,050	969	1,051	8.5
Pedestrian Related Injury Crashes	749	793	769	847	790	851	7.7
Pedestrian Related Fatal Crashes	46	64	39	57	52	52	0.0
Bicycle/Motor Vehicle Related Crashes	433	489	428	470	455	447	-1.8
Bicycle Related Injury Crashes	319	353	290	320	321	319	-0.6
Bicycle Related Fatal Crashes	2	6	5	7	5	2	-60.0
Motorcycle Related Crashes	2,087	2,159	1,915	1,961	2,031	1,839	-9.5
Motorcycle Related Injury Crashes	1,399	1,407	1,240	1,256	1,326	1,145	-13.7
Motorcycle Related Fatal Crashes	112	96	84	92	96	71	-26.0
School Bus Crashes	797	781	855	848	820	854	4.1
School Bus Injury Crashes	97	97	91	81	92	100	8.7
School Bus Fatal Crashes	2	3	3	3	3	2	-33.3
Truck Crashes	9,176	8,782	7,902	8,036	8,474	8,092	-4.5
Truck Injury Crashes	1,607	1,490	1,292	1,305	1,424	1,268	-11.0
Truck Fatal Crashes	104	98	105	87	99	77	-22.2
Train Crashes	61	39	49	50	50	50	0.0
Train Injury Crashes	14	11	15	12	13	16	23.1
Train Fatal Crashes	6	3	1	8	5	6	20.0

* Percent change from 2007-2010 average to 2011.

** Conviction rate excludes pending cases.

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

	PEDESTRIAN CRASHES		BICYCLE CRASHES		MOTORCYCLE CRASHES		SCHOOL BUS CRASHES		TRUCK CRASHES	
	NUMBER*	RATE**	NUMBER*	RATE**	NUMBER*	RATE**	NUMBER*	RATE**	NUMBER*	RATE**
Adair	7	0.8	1	0.1	18	1.9	11	1.2	146	15.7
Allen	6	0.6	1	0.1	50	5.0	6	0.6	155	15.5
Anderson	9	0.8	2	0.2	44	4.1	16	1.5	173	16.2
Ballard	0	0.0	1	0.2	27	6.5	5	1.2	168	40.7
Barren	29	1.4	6	0.3	113	5.4	30	1.4	542	25.7
Bath	3	0.5	2	0.3	20	3.5	9	1.6	58	10.0
Bell	31	2.2	10	0.7	71	4.9	23	1.6	280	19.5
Boone	115	1.9	43	0.7	296	5.0	357	6.0	2025	34.1
Bourbon	11	1.1	3	0.3	49	4.9	21	2.1	207	20.7
Boyd	72	2.9	24	1.0	148	6.0	26	1.0	635	25.6
Boyle	37	2.6	12	0.8	79	5.6	12	0.8	246	17.3
Bracken	2	0.5	1	0.2	35	8.2	2	0.5	50	11.8
Breathitt	16	2.3	2	0.3	40	5.8	15	2.2	106	15.3
Breckinridge	6	0.6	2	0.2	30	3.0	11	1.1	116	11.6
Bullitt	49	1.3	16	0.4	182	4.9	80	2.2	868	23.4
Butler	2	0.3	1	0.2	22	3.5	2	0.3	55	8.7
Caldwell	11	1.7	3	0.5	32	4.9	4	0.6	197	30.3
Calloway	32	1.7	22	1.2	93	5.0	15	0.8	291	15.6
Campbell	201	4.5	70	1.5	181	4.0	68	1.5	776	17.2
Carlisle	0	0.0	1	0.4	14	5.5	2	0.8	63	24.7
Carroll	5	0.9	2	0.4	36	6.7	10	1.8	229	42.4
Carter	20	1.4	3	0.2	48	3.5	23	1.7	262	18.9
Casey	2	0.3	0	0.0	28	3.5	12	1.5	112	14.0
Christian	61	1.6	31	0.8	204	5.5	56	1.5	817	22.1
Clark	47	2.6	8	0.4	91	5.1	21	1.2	410	23.0
Clay	15	1.4	1	0.1	60	5.5	49	4.5	160	14.7
Clinton	4	0.8	0	0.0	22	4.3	1	0.2	45	8.8
Crittenden	4	0.9	1	0.2	26	5.6	4	0.9	105	22.5
Cumberland	2	0.6	0	0.0	20	5.8	2	0.6	39	11.4
Daviess	97	2.0	101	2.1	213	4.4	69	1.4	902	18.7
Edmonson	2	0.3	1	0.2	23	3.8	6	1.0	76	12.5
Elliott	3	0.8	0	0.0	15	3.8	6	1.5	35	8.9
Estill	15	2.0	4	0.5	30	4.1	8	1.1	51	7.0
Fayette	590	4.0	354	2.4	658	4.4	206	1.4	3176	21.5
Fleming	11	1.5	2	0.3	24	3.3	8	1.1	79	11.0
Floyd	34	1.7	8	0.4	85	4.3	94	4.8	525	26.6
Franklin	42	1.7	26	1.1	119	4.8	44	1.8	431	17.5
Fulton	4	1.2	4	1.2	14	4.1	3	0.9	83	24.4
Gallatin	10	2.3	3	0.7	32	7.5	5	1.2	312	72.7
Garrard	6	0.7	5	0.6	54	6.4	13	1.5	125	14.8
Grant	27	2.2	3	0.2	68	5.5	29	2.4	453	36.7
Graves	26	1.4	12	0.6	110	5.9	32	1.7	353	19.0
Grayson	19	1.5	3	0.2	46	3.6	16	1.2	242	18.8
Green	4	0.7	3	0.5	11	2.0	3	0.5	43	7.6
Greenup	23	1.2	4	0.2	86	4.7	25	1.4	184	10.0
Hancock	5	1.2	3	0.7	22	5.1	3	0.7	100	23.4
Hardin	63	1.2	39	0.7	231	4.4	69	1.3	1142	21.6
Harlan	27	1.8	8	0.5	50	3.4	19	1.3	295	20.2
Harrison	19	2.0	2	0.2	44	4.7	14	1.5	156	16.6
Hart	12	1.3	2	0.2	38	4.2	11	1.2	499	54.8
Henderson	51	2.2	34	1.5	122	5.3	40	1.7	641	27.7
Henry	10	1.3	1	0.1	43	5.6	6	0.8	280	36.3
Hickman	1	0.4	0	0.0	5	2.0	1	0.4	22	9.0
Hopkins	34	1.4	26	1.1	112	4.8	29	1.2	588	25.1
Jackson	5	0.7	3	0.4	32	4.7	6	0.9	71	10.5
Jefferson	1796	4.8	803	2.2	1685	4.5	1210	3.3	8730	23.6
Jessamine	50	2.1	22	0.9	116	4.8	80	3.3	427	17.6
Johnson	18	1.5	4	0.3	39	3.3	10	0.9	224	19.2
Kenton	305	3.8	146	1.8	312	3.9	191	2.4	1913	24.0
Knott	10	1.2	1	0.1	32	3.9	17	2.1	165	20.2

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	23	1.4	8	0.5	62	3.9	28	1.8	228	14.3
Larue	3	0.4	5	0.7	23	3.2	7	1.0	143	20.2
Laurel	38	1.3	11	0.4	159	5.4	36	1.2	836	28.4
Lawrence	10	1.3	4	0.5	31	3.9	18	2.3	152	19.2
Lee	1	0.3	1	0.3	13	3.3	3	0.8	30	7.6
Leslie	4	0.7	0	0.0	14	2.5	7	1.2	94	16.6
Letcher	10	0.8	1	0.1	51	4.2	20	1.6	333	27.2
Lewis	10	1.4	0	0.0	9	1.3	5	0.7	76	11.0
Lincoln	12	1.0	3	0.2	68	5.5	17	1.4	173	14.0
Livingston	8	1.7	1	0.2	40	8.4	5	1.1	111	23.3
Logan	15	1.1	8	0.6	56	4.2	15	1.1	300	22.4
Lyon	4	1.0	1	0.2	32	7.7	5	1.2	211	50.8
McCracken	83	2.5	38	1.2	247	7.5	46	1.4	761	23.2
McCreary	13	1.4	1	0.1	39	4.3	9	1.0	58	6.3
McLean	2	0.4	3	0.6	18	3.8	4	0.8	83	17.4
Madison	83	2.0	37	0.9	223	5.4	52	1.3	781	18.8
Magoffin	9	1.4	1	0.2	15	2.3	6	0.9	132	19.8
Marion	13	1.3	5	0.5	37	3.7	7	0.7	140	14.1
Marshall	15	1.0	4	0.3	95	6.0	13	0.8	431	27.4
Martin	5	0.8	1	0.2	21	3.2	8	1.2	84	13.0
Mason	30	3.4	10	1.1	61	7.0	7	0.8	292	33.4
Meade	18	1.3	3	0.2	60	4.2	12	0.8	136	9.5
Menifee	4	1.3	1	0.3	13	4.1	1	0.3	27	8.6
Mercer	23	2.2	2	0.2	61	5.7	11	1.0	154	14.4
Metcalfe	4	0.8	2	0.4	18	3.6	14	2.8	93	18.4
Monroe	7	1.3	1	0.2	10	1.8	6	1.1	81	14.8
Montgomery	21	1.6	3	0.2	75	5.7	26	2.0	304	22.9
Morgan	8	1.1	0	0.0	22	3.2	13	1.9	68	9.8
Muhlenberg	13	0.8	4	0.3	74	4.7	22	1.4	358	22.7
Nelson	43	2.0	8	0.4	78	3.6	33	1.5	382	17.6
Nicholas	1	0.3	0	0.0	7	2.0	6	1.7	29	8.1
Ohio	15	1.3	5	0.4	49	4.1	11	0.9	302	25.3
Oldham	23	0.8	13	0.4	69	2.3	48	1.6	390	12.9
Owen	2	0.4	3	0.6	40	7.4	5	0.9	69	12.7
Owsley	3	1.3	0	0.0	10	4.2	2	0.8	18	7.6
Pendleton	5	0.7	3	0.4	60	8.1	28	3.8	114	15.3
Perry	27	1.9	5	0.3	65	4.5	39	2.7	420	29.3
Pike	49	1.5	8	0.2	218	6.7	68	2.1	1065	32.8
Powell	9	1.4	2	0.3	34	5.4	7	1.1	82	13.0
Pulaski	32	1.0	8	0.3	142	4.5	31	1.0	561	17.8
Robertson	0	0.0	0	0.0	2	1.8	0	0.0	5	4.4
Rockcastle	11	1.3	2	0.2	41	4.8	19	2.2	338	39.6
Rowan	26	2.2	15	1.3	53	4.5	11	0.9	231	19.8
Russell	8	0.9	1	0.1	29	3.3	4	0.5	123	14.0
Scott	24	1.0	19	0.8	123	5.2	49	2.1	594	25.2
Shelby	21	1.0	13	0.6	89	4.2	39	1.9	565	26.9
Simpson	13	1.5	6	0.7	48	5.5	9	1.0	497	57.4
Spencer	6	0.7	2	0.2	36	4.2	18	2.1	69	8.1
Taylor	20	1.6	3	0.2	58	4.7	10	0.8	197	16.1
Todd	5	0.8	4	0.6	43	6.9	8	1.3	118	18.9
Trigg	5	0.7	6	0.8	45	6.3	7	1.0	142	19.8
Trimble	5	1.1	1	0.2	37	8.4	3	0.7	73	16.6
Union	15	2.0	2	0.3	63	8.4	11	1.5	152	20.3
Warren	87	1.5	83	1.5	329	5.8	85	1.5	1310	23.0
Washington	4	0.7	0	0.0	20	3.4	3	0.5	105	17.9
Wayne	6	0.6	1	0.1	20	1.9	12	1.2	102	9.8
Webster	5	0.7	3	0.4	18	2.6	3	0.4	116	17.0
Whitley	41	2.3	8	0.4	75	4.2	27	1.5	476	26.7
Wolfe	9	2.4	1	0.3	34	9.2	12	3.3	68	18.5
Woodford	16	1.3	8	0.6	65	5.2	19	1.5	301	24.1

* Five-Year (2007-2011) Total.

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

TABLE 41. PEDESTRIAN CRASH RATES BY COUNTY AND POPULATION CATEGORY (IN ORDER OF DECREASING PERCENTAGES) (2007-2011)(ALL ROADS)

COUNTY	NUMBER OF CRASHES	ANNUAL CRASH RATE (CRASHES PER 10,000 POP.)
POPULATION CATEGORY UNDER 10,000		
Wolfe	9	2.4
Gallatin	10	2.3
Livingston	8	1.7
Menifee	4	1.3
Owsley	3	1.3
Hancock	5	1.2
Fulton	4	1.2
Trimble	5	1.1
Lyon	4	1.0
Crittenden	4	0.9
Elliott	3	0.8
Cumberland	2	0.6
Bracken	2	0.5
Hickman	1	0.4
McLean	2	0.4
Nicholas	1	0.3
Lee	1	0.3
Carlisle	0	0.0
Ballard	0	0.0
Robertson	0	0.0
POPULATION CATEGORY 10,000-14,999		
Breathitt	16	2.3
Estill	15	2.0
Caldwell	11	1.7
Fleming	11	1.5
Powell	9	1.4
Magoffin	9	1.4
Lewis	10	1.4
Monroe	7	1.3
Morgan	8	1.1
Carroll	5	0.9
Metcalfe	4	0.8
Martin	5	0.8
Clinton	4	0.8
Todd	5	0.8
Jackson	5	0.7
Webster	5	0.7
Pendleton	5	0.7
Washington	4	0.7
Leslie	4	0.7
Green	4	0.7
Trigg	5	0.7
Bath	3	0.5
Owen	2	0.4
Larue	3	0.4
Butler	2	0.3
Edmonson	2	0.3
POPULATION CATEGORY 15,000-24,999		
Mason	30	3.4
Rowan	26	2.2
Grant	27	2.2
Mercer	23	2.2
Harrison	19	2.0
Union	15	2.0
Taylor	20	1.6
Simpson	13	1.5
Johnson	18	1.5
Clay	15	1.4
McCreary	13	1.4
Ohio	15	1.3
Woodford	16	1.3
Marion	13	1.3
Henry	10	1.3
Lawrence	10	1.3
Rockcastle	11	1.3
Hart	12	1.3
Knott	10	1.2
Bourbon	11	1.1
Lincoln	12	1.0
Russell	8	0.9
Anderson	9	0.8
Letcher	10	0.8
Adair	7	0.8
Spencer	6	0.7
Garrard	6	0.7
Wayne	6	0.6
Breckinridge	6	0.6
Allen	6	0.6
Casey	2	0.3
POPULATION CATEGORY 25,000-50,000		
Boyd	72	2.9
Boyle	37	2.6
Clark	47	2.6
Whitley	41	2.3
Henderson	51	2.2
Bell	31	2.2
Jessamine	50	2.1
Nelson	43	2.0
Perry	27	1.9
Harlan	27	1.8
Floyd	34	1.7
Franklin	42	1.7
Calloway	32	1.7
Montgomery	21	1.6
Grayson	19	1.5
Graves	26	1.4
Barren	29	1.4
Knox	23	1.4
Carter	20	1.4
Hopkins	34	1.4
Meade	18	1.3
Greenup	23	1.2
Logan	15	1.1
Scott	24	1.0
Shelby	21	1.0
Marshall	15	1.0
Muhlenberg	13	0.8
POPULATION CATEGORY OVER 50,000		
Jefferson	1,796	4.8
Campbell	201	4.5
Fayette	590	4.0
Kenton	305	3.8
McCracken	83	2.5
Madison	83	2.0
Daviess	97	2.0
Boone	115	1.9
Christian	61	1.6
Warren	87	1.5
Pike	49	1.5
Bullitt	49	1.3
Laurel	38	1.3
Hardin	63	1.2
Pulaski	32	1.0
Oldham	23	0.8

TABLE 42. PEDESTRIAN CRASH RATES BY CITY AND POPULATION CATEGORY
(IN ORDER OF DECREASING PERCENTAGES)(2007-2011)

CITY	NUMBER OF CRASHES (2007-2011)	ANNUAL CRASH RATE (CRASHES PER 10,000 POPULATION)
POPULATION CATEGORY OVER 200,000		
Louisville	1,637	5.5
Lexington	590	4.0
POPULATION CATEGORY 20,000-60000		
Covington	197	9.7
Paducah	67	5.4
Florence	68	4.5
Ashland	48	4.4
Richmond	60	3.8
Nicholasville	43	3.1
Owensboro	82	2.9
Hopkinsville	46	2.9
Henderson	40	2.8
Frankfort	35	2.7
Bowling Green	66	2.3
Elizabethtown	30	2.1
Jeffersontown	22	1.7
Radcliff	17	1.6
Georgetown	22	1.5
Independence	12	1.0
POPULATION CATEGORY 10,000-19,999		
Newport	110	14.4
Shively	73	9.6
Bardstown	31	5.3
Winchester	44	4.8
Danville	35	4.3
Erlanger	35	3.9
Somerset	20	3.6
Mayfield	17	3.4
Shepherdsville	17	3.0
Murray	26	2.9
Madisonville	26	2.7
Glasgow	18	2.6
Shelbyville	17	2.4
Fort Thomas	16	2.0
Berea	9	1.3
Lawrenceburg	7	1.3
POPULATION CATEGORY 5,000-9,999		
Bellevue	18	6.0
Cynthiana	18	5.6
Pikeville	19	5.5
Corbin	19	5.2
Highland Heights	18	5.2
Dayton	14	5.2
Maysville	23	5.1
Williamsburg	12	4.6
London	18	4.5
Campbellsville	20	4.4
Harrodsburg	16	3.8
Morehead	13	3.8
Princeton	10	3.2
Leitchfield	10	3.0
Franklin	12	2.9
Russellville	10	2.9
Lebanon	8	2.9
Versailles	11	2.6
Mount Washington	11	2.4
La Grange	9	2.2
Fort Wright	6	2.1
Alexandria	9	2.1
Elsmere	8	1.9
Paris	8	1.9
Monticello	6	1.9
Flatwoods	6	1.6
Edgewood	6	1.4
Central City	3	1.0
Fort Mitchell	4	1.0
Cold Spring	3	1.0
Mount Sterling	3	0.9
Taylor Mill	2	0.6
POPULATION CATEGORY 2,500-4,999		
Hazard	16	7.2
Ludlow	15	6.8
Paintsville	11	6.4
Prestonsburg	9	5.5
Flemingsburg	6	4.5
Barbourville	6	3.8
Benton	8	3.7
Irvine	5	3.7
Stanton	5	3.7
Grayson	7	3.3
Greenville	6	2.8
Scottsville	5	2.4
Beaver Dam	4	2.3
Lancaster	4	2.3
Southgate	4	2.1
Marion	3	2.0
Providence	3	1.9
Morganfield	3	1.8
Columbia	4	1.8
Columbia	4	1.8
Springfield	2	1.6
Calvert City	2	1.6
Dawson Springs	2	1.4
Park Hills	2	1.3
Stanford	2	1.1
Williamstown	2	1.0
Carrollton	2	1.0
Vine Grove	2	0.9
Lakeside Park	1	0.7

TABLE 43. BICYCLE CRASH RATES BY COUNTY AND POPULATION CATEGORY (IN ORDER OF DECREASING PERCENTAGES) (2007-2011)

COUNTY	NUMBER OF CRASHES	ANNUAL CRASH RATE (CRASHES PER 10,000 POP.)
POPULATION CATEGORY UNDER 10,000		
Fulton	4	1.2
Gallatin	3	0.7
Hancock	3	0.7
McLean	3	0.6
Carlisle	1	0.4
Lee	1	0.3
Menifee	1	0.3
Wolfe	1	0.3
Lyon	1	0.2
Ballard	1	0.2
Trimble	1	0.2
Bracken	1	0.2
Livingston	1	0.2
Crittenden	1	0.2
Cumberland	0	0.0
Elliott	0	0.0
Nicholas	0	0.0
Hickman	0	0.0
Owsley	0	0.0
Robertson	0	0.0
POPULATION CATEGORY 10,000-14,999		
Trigg	6	0.8
Larue	5	0.7
Owen	3	0.6
Todd	4	0.6
Green	3	0.5
Estill	4	0.5
Caldwell	3	0.5
Metcalfe	2	0.4
Webster	3	0.4
Jackson	3	0.4
Pendleton	3	0.4
Carroll	2	0.4
Bath	2	0.3
Powell	2	0.3
Breathitt	2	0.3
Fleming	2	0.3
Butler	1	0.2
Edmonson	1	0.2
Magoffin	1	0.2
Monroe	1	0.2
Martin	1	0.2
Leslie	0	0.0
Morgan	0	0.0
Washington	0	0.0
Lewis	0	0.0
Clinton	0	0.0
POPULATION CATEGORY 15,000-24,999		
Rowan	15	1.3
Mason	10	1.1
Simpson	6	0.7
Woodford	8	0.6
Garrard	5	0.6
Marion	5	0.5
Lawrence	4	0.5
Ohio	5	0.4
Johnson	4	0.3
Union	2	0.3
Bourbon	3	0.3
Mercer	2	0.2
Rockcastle	2	0.2
Breckinridge	2	0.2
Hart	2	0.2
Taylor	3	0.2
Harrison	2	0.2
Anderson	2	0.2
Spencer	2	0.2
Lincoln	3	0.2
Grant	3	0.2
Wayne	1	0.1
Letcher	1	0.1
Allen	1	0.1
Adair	1	0.1
Russell	1	0.1
Knott	1	0.1
Clay	1	0.1
Henry	1	0.1
McCreary	1	0.1
Casey	0	0.0
POPULATION CATEGORY 25,000-50,000		
Henderson	34	1.5
Calloway	22	1.2
Franklin	26	1.1
Hopkins	26	1.1
Boyd	24	1.0
Jessamine	22	0.9
Scott	19	0.8
Boyle	12	0.8
Bell	10	0.7
Logan	8	0.6
Graves	12	0.6
Shelby	13	0.6
Knox	8	0.5
Harlan	8	0.5
Floyd	8	0.4
Nelson	8	0.4
Clark	8	0.4
Whitley	8	0.4
Marshall	4	0.3
Muhlenberg	4	0.3
Perry	5	0.3
Barren	6	0.3
Greenup	4	0.2
Carter	3	0.2
Meade	3	0.2
Montgomery	3	0.2
Grayson	3	0.2
POPULATION CATEGORY OVER 50,000		
Fayette	354	2.4
Jefferson	803	2.2
Daviess	101	2.1
Kenton	146	1.8
Campbell	70	1.5
Warren	83	1.5
McCracken	38	1.2
Madison	37	0.9
Christian	31	0.8
Boone	43	0.7
Hardin	39	0.7
Bullitt	16	0.4
Oldham	13	0.4
Laurel	11	0.4
Pulaski	8	0.3
Pike	8	0.2

TABLE 44. BICYCLE CRASH RATES BY CITY AND POPULATION CATEGORY
(IN ORDER OF DECREASING PERCENTAGES)(2007-2011)

CITY	NUMBER OF CRASHES (2007-2011)	ANNUAL CRASH RATE (CRASHES PER 10,000 POPULATION)
POPULATION CATEGORY OVER 200,000		
Louisville	735	2.5
Lexington	354	2.4
POPULATION CATEGORY 20,000-60000		
Covington	86	4.2
Owensboro	97	3.4
Bowling Green	77	2.7
Paducah	33	2.6
Henderson	31	2.2
Florence	27	1.8
Ashland	20	1.8
Richmond	28	1.8
Frankfort	23	1.8
Hopkinsville	24	1.5
Elizabethtown	17	1.2
Jeffersontown	16	1.2
Nicholasville	15	1.1
Radcliff	12	1.1
Georgetown	15	1.0
Independence	6	0.5
POPULATION CATEGORY 10,000-19,999		
Newport	34	4.5
Shively	27	3.5
Erlanger	20	2.2
Madisonville	21	2.1
Murray	18	2.0
Mayfield	9	1.8
Fort Thomas	13	1.6
Danville	12	1.5
Somerset	7	1.3
Shelbyville	7	1.0
Berea	7	1.0
Bardstown	5	0.9
Winchester	7	0.8
Shepherdsville	4	0.7
Lawrenceburg	2	0.4
Glasgow	3	0.4
POPULATION CATEGORY 5,000-9,999		
Bellevue	12	4.0
Morehead	12	3.5
Elsmere	11	2.6
Maysville	10	2.2
London	7	1.8
Russellville	6	1.7
Lebanon	4	1.4
Franklin	5	1.2
Corbin	4	1.1
Dayton	3	1.1
Fort Wright	3	1.0
Princeton	3	0.9
Versailles	4	0.9
Edgewood	3	0.7
Fort Mitchell	3	0.7
Paris	3	0.7
Campbellsville	3	0.7
Mount Sterling	2	0.6
Highland Heights	2	0.6
Leitchfield	2	0.6
Cynthiana	2	0.6
La Grange	2	0.5
Flatwoods	2	0.5
Mount Washington	2	0.4
Williamsburg	1	0.4
Central City	1	0.3
Monticello	1	0.3
Villa Hills	1	0.3
Harrodsburg	1	0.2
POPULATION CATEGORY 2,500-4,999		
Lancaster	4	2.3
Lakeside Park	3	2.2
Barbourville	3	1.9
Prestonsburg	3	1.8
Hazard	4	1.8
Paintsville	3	1.7
Wilmore	3	1.6
Hartford	2	1.5
Flemingsburg	2	1.5
Providence	2	1.3
Hodgenville	2	1.2
Stanford	2	1.1
Carrollton	2	1.0
Williamstown	2	1.0
Greenville	2	0.9
Grayson	2	0.9
Calvert City	1	0.8
Marion	1	0.7
Irvine	1	0.7
Irvine	1	0.7
Beaver Dam	1	0.6
Morganfield	1	0.6
Scottsville	1	0.5
Benton	1	0.5
Ludlow	1	0.5

TABLE 45. MOTORCYCLE CRASH RATES BY COUNTY AND POPULATION CATEGORY (IN ORDER OF DECREASING PERCENTAGES) (2007-2011)

COUNTY	NUMBER OF CRASHES	ANNUAL CRASH RATE (CRASHES PER 10,000 POP.)
POPULATION CATEGORY UNDER 10,000		
Wolfe	34	9.2
Livingston	40	8.4
Trimble	37	8.4
Bracken	35	8.2
Lyon	32	7.7
Gallatin	32	7.5
Ballard	27	6.5
Cumberland	20	5.8
Crittenden	26	5.6
Carlisle	14	5.5
Hancock	22	5.1
Owsley	10	4.2
Menifee	13	4.1
Fulton	14	4.1
Elliott	15	3.8
McLean	18	3.8
Lee	13	3.3
Nicholas	7	2.0
Hickman	5	2.0
Robertson	2	1.8
POPULATION CATEGORY 10,000-14,999		
Pendleton	60	8.1
Owen	40	7.4
Todd	43	6.9
Carroll	36	6.7
Trigg	45	6.3
Breathitt	40	5.8
Powell	34	5.4
Caldwell	32	4.9
Jackson	32	4.7
Clinton	22	4.3
Estill	30	4.1
Edmonson	23	3.8
Metcalfe	18	3.6
Butler	22	3.5
Bath	20	3.5
Washington	20	3.4
Fleming	24	3.3
Martin	21	3.2
Morgan	22	3.2
Larue	23	3.2
Webster	18	2.6
Leslie	14	2.5
Magoffin	15	2.3
Green	11	2.0
Monroe	10	1.8
Lewis	9	1.3
POPULATION CATEGORY 15,000-24,999		
Union	63	8.4
Mason	61	7.0
Garrard	54	6.4
Mercer	61	5.7
Henry	43	5.6
Grant	68	5.5
Simpson	48	5.5
Lincoln	68	5.5
Clay	60	5.5
Woodford	65	5.2
Allen	50	5.0
Bourbon	49	4.9
Rockcastle	41	4.8
Harrison	44	4.7
Taylor	58	4.7
Rowan	53	4.5
McCreary	39	4.3
Letcher	51	4.2
Hart	38	4.2
Spencer	36	4.2
Ohio	49	4.1
Anderson	44	4.1
Knott	32	3.9
Lawrence	31	3.9
Marion	37	3.7
Casey	28	3.5
Johnson	39	3.3
Russell	29	3.3
Breckinridge	30	3.0
Adair	18	1.9
Wayne	20	1.9
POPULATION CATEGORY 25,000-50,000		
Boyd	148	6.0
Marshall	95	6.0
Graves	110	5.9
Montgomery	75	5.7
Boyle	79	5.6
Barren	113	5.4
Henderson	122	5.3
Scott	123	5.2
Clark	91	5.1
Calloway	93	5.0
Bell	71	4.9
Jessamine	116	4.8
Franklin	119	4.8
Hopkins	112	4.8
Muhlenberg	74	4.7
Greenup	86	4.7
Perry	65	4.5
Floyd	85	4.3
Shelby	89	4.2
Whitley	75	4.2
Meade	60	4.2
Logan	56	4.2
Knox	62	3.9
Grayson	46	3.6
Nelson	78	3.6
Carter	48	3.5
Harlan	50	3.4
POPULATION CATEGORY OVER 50,000		
McCracken	247	7.5
Pike	218	6.7
Warren	329	5.8
Christian	204	5.5
Laurel	159	5.4
Madison	223	5.4
Boone	296	5.0
Bullitt	182	4.9
Jefferson	1,685	4.5
Pulaski	142	4.5
Daviess	213	4.4
Hardin	231	4.4
Fayette	658	4.4
Campbell	181	4.0
Kenton	312	3.9
Oldham	69	2.3

TABLE 46. MOTORCYCLE CRASH RATES BY CITY AND POPULATION CATEGORY
(IN ORDER OF DECREASING PERCENTAGES)(2007-2011)

CITY	NUMBER OF CRASHES (2007-2011)	ANNUAL CRASH RATE (CRASHES PER 10,000 POPULATION)
POPULATION CATEGORY OVER 200,000		
Louisville	1,515	5.1
Lexington	658	4.4
POPULATION CATEGORY 20,000-60000		
Paducah	139	11.1
Bowling Green	220	7.6
Ashland	69	6.4
Frankfort	75	5.9
Elizabethtown	82	5.7
Henderson	81	5.6
Richmond	86	5.5
Florence	81	5.4
Hopkinsville	80	5.1
Owensboro	138	4.8
Covington	96	4.7
Radcliff	50	4.6
Nicholasville	61	4.4
Georgetown	56	3.8
Independence	40	3.2
Jeffersontown	40	3.0
POPULATION CATEGORY 10,000-19,999		
Shepherdsville	49	8.7
Somerset	47	8.4
Shively	61	8.0
Glasgow	48	6.8
Danville	51	6.3
Newport	44	5.8
Erlanger	52	5.8
Bardstown	34	5.8
Murray	47	5.3
Winchester	45	4.9
Shelbyville	29	4.1
Berea	27	4.0
Madisonville	36	3.7
Mayfield	17	3.4
Lawrenceburg	13	2.5
Fort Thomas	13	1.6
POPULATION CATEGORY 5,000-9,999		
Pikeville	59	17.1
London	47	11.8
Mount Sterling	26	7.5
Maysville	32	7.1
Fort Wright	20	7.0
Campbellsville	31	6.8
Franklin	26	6.2
Harrodsburg	25	6.0
Central City	18	6.0
Paris	24	5.6
Mount Washington	25	5.5
Princeton	17	5.4
Leitchfield	17	5.1
Russellville	17	4.9
Corbin	17	4.7
Morehead	16	4.7
Monticello	14	4.5
Cynthiana	14	4.4
Versailles	19	4.4
Cold Spring	12	4.1
La Grange	16	4.0
Taylor Mill	13	3.9
Flatwoods	14	3.8
Williamsburg	8	3.1
Alexandria	13	3.1
Dayton	8	3.0
Bellevue	8	2.7
Villa Hills	10	2.7
Highland Heights	9	2.6
Lebanon	7	2.5
Fort Mitchell	10	2.4
Elsmere	6	1.4
Edgewood	4	0.9
POPULATION CATEGORY 2,500-4,999		
Prestonsburg	23	14.1
Hazard	29	13.0
Scottsville	21	9.9
Calvert City	10	7.8
Springfield	9	7.1
Russell	11	6.5
Greenville	14	6.5
Paintsville	11	6.4
Stanford	11	6.3
Williamstown	12	6.1
Dawson Springs	7	5.1
Carrollton	10	5.1
Morganfield	8	4.9
Marion	7	4.6
Benton	10	4.6
Barbourville	7	4.4
Lancaster	7	4.1
Beaver Dam	7	4.1
Vine Grove	8	3.5
Vine Grove	8	3.5
Hartford	4	3.0
Columbia	6	2.7
Southgate	5	2.6
Providence	4	2.5
Hodgenville	4	2.5
Ludlow	5	2.3
Irvine	3	2.2
Flemingsburg	2	1.5
Stanton	2	1.5
Park Hills	1	0.7

TABLE 47. SCHOOL BUS CRASH RATES BY COUNTY AND POPULATION CATEGORY (IN ORDER OF DECREASING PERCENTAGES) (2007-2011)

COUNTY	NUMBER OF CRASHES	ANNUAL CRASH RATE (CRASHES PER 10,000 POP.)
POPULATION CATEGORY UNDER 10,000		
Wolfe	12	3.3
Nicholas	6	1.7
Elliott	6	1.5
Gallatin	5	1.2
Lyon	5	1.2
Ballard	5	1.2
Livingston	5	1.1
Fulton	3	0.9
Crittenden	4	0.9
McLean	4	0.8
Lee	3	0.8
Owsley	2	0.8
Carlisle	2	0.8
Hancock	3	0.7
Trimble	3	0.7
Cumberland	2	0.6
Bracken	2	0.5
Hickman	1	0.4
Menifee	1	0.3
Robertson	0	0.0
POPULATION CATEGORY 10,000-14,999		
Pendleton	28	3.8
Metcalfe	14	2.8
Breathitt	15	2.2
Morgan	13	1.9
Carroll	10	1.8
Bath	9	1.6
Todd	8	1.3
Leslie	7	1.2
Martin	8	1.2
Fleming	8	1.1
Monroe	6	1.1
Estill	8	1.1
Powell	7	1.1
Trigg	7	1.0
Larue	7	1.0
Edmonson	6	1.0
Jackson	6	0.9
Owen	5	0.9
Magoffin	6	0.9
Lewis	5	0.7
Caldwell	4	0.6
Green	3	0.5
Washington	3	0.5
Webster	3	0.4
Butler	2	0.3
Clinton	1	0.2
POPULATION CATEGORY 15,000-24,999		
Clay	49	4.5
Grant	29	2.4
Lawrence	18	2.3
Rockcastle	19	2.2
Knott	17	2.1
Bourbon	21	2.1
Spencer	18	2.1
Letcher	20	1.6
Union	11	1.5
Anderson	16	1.5
Woodford	19	1.5
Casey	12	1.5
Garrard	13	1.5
Harrison	14	1.5
Lincoln	17	1.4
Wayne	12	1.2
Hart	11	1.2
Adair	11	1.2
Breckinridge	11	1.1
McCreary	9	1.0
Mercer	11	1.0
Simpson	9	1.0
Rowan	11	0.9
Johnson	10	0.9
Ohio	11	0.9
Henry	6	0.8
Taylor	10	0.8
Mason	7	0.8
Marion	7	0.7
Allen	6	0.6
Russell	4	0.5
POPULATION CATEGORY 25,000-50,000		
Floyd	94	4.8
Jessamine	80	3.3
Perry	39	2.7
Scott	49	2.1
Montgomery	26	2.0
Shelby	39	1.9
Knox	28	1.8
Franklin	44	1.8
Henderson	40	1.7
Graves	32	1.7
Carter	23	1.7
Bell	23	1.6
Whitley	27	1.5
Nelson	33	1.5
Greenup	25	1.4
Muhlenberg	22	1.4
Barren	30	1.4
Harlan	19	1.3
Hopkins	29	1.2
Clark	21	1.2
Grayson	16	1.2
Logan	15	1.1
Boyd	26	1.0
Marshall	13	0.8
Meade	12	0.8
Boyle	12	0.8
Calloway	15	0.8
POPULATION CATEGORY OVER 50,000		
Boone	357	6.0
Jefferson	1,210	3.3
Kenton	191	2.4
Bullitt	80	2.2
Pike	68	2.1
Oldham	48	1.6
Warren	85	1.5
Campbell	68	1.5
Christian	56	1.5
McCracken	46	1.4
Daviess	69	1.4
Fayette	206	1.4
Hardin	69	1.3
Madison	52	1.3
Laurel	36	1.2
Pulaski	31	1.0

TABLE 48. SCHOOL BUS CRASH RATES BY CITY AND POPULATION CATEGORY
(IN ORDER OF DECREASING PERCENTAGES)(2007-2011)

CITY	NUMBER OF CRASHES (2007-2011)	ANNUAL CRASH RATE (CRASHES PER 10,000 POPULATION)
POPULATION CATEGORY OVER 200,000		
Louisville	1,104	3.7
Lexington	206	1.4
POPULATION CATEGORY 20,000-60000		
Florence	85	5.7
Nicholasville	57	4.1
Frankfort	30	2.4
Hopkinsville	36	2.3
Henderson	31	2.2
Covington	43	2.1
Independence	23	1.9
Georgetown	25	1.7
Richmond	25	1.6
Owensboro	46	1.6
Paducah	20	1.6
Elizabethtown	22	1.5
Jeffersontown	20	1.5
Ashland	16	1.5
Bowling Green	42	1.4
Radcliff	14	1.3
POPULATION CATEGORY 10,000-19,999		
Shively	46	6.0
Bardstown	23	3.9
Shepherdsville	19	3.4
Mayfield	13	2.6
Glasgow	17	2.4
Shelbyville	17	2.4
Winchester	19	2.1
Somerset	11	2.0
Berea	12	1.8
Erlanger	15	1.7
Murray	14	1.6
Madisonville	15	1.5
Danville	11	1.4
Lawrenceburg	7	1.3
Newport	9	1.2
Fort Thomas	5	0.6
POPULATION CATEGORY 5,000-9,999		
Taylor Mill	20	6.1
Edgewood	19	4.4
Pikeville	15	4.3
Mount Sterling	14	4.1
Alexandria	17	4.0
Cynthiana	12	3.7
Versailles	14	3.3
Paris	14	3.3
Villa Hills	12	3.2
Fort Wright	8	2.8
Mount Washington	12	2.6
Leitchfield	8	2.4
Morehead	8	2.3
Corbin	8	2.2
Dayton	6	2.2
London	8	2.0
Russellville	7	2.0
Elsmere	7	1.7
Harrodsburg	7	1.7
Central City	5	1.7
Monticello	5	1.6
Campbellsville	7	1.5
Franklin	6	1.4
Bellevue	4	1.3
La Grange	5	1.2
Maysville	5	1.1
Princeton	3	0.9
Flatwoods	3	0.8
Williamsburg	2	0.8
Lebanon	2	0.7
Highland Heights	2	0.6
Fort Mitchell	1	0.2
POPULATION CATEGORY 2,500-4,999		
Prestonsburg	12	7.4
Lakeside Park	8	6.0
Hazard	12	5.4
Grayson	10	4.7
Barbourville	7	4.4
Lancaster	7	4.1
Carrollton	8	4.1
Flemingsburg	4	3.0
Paintsville	5	2.9
Columbia	6	2.7
Williamstown	5	2.5
Scottsville	5	2.4
Beaver Dam	4	2.3
Stanford	4	2.3
Irvine	3	2.2
Stanton	3	2.2
Greenville	4	1.9
Morganfield	3	1.8
Park Hills	2	1.3
Park Hills	2	1.3
Wilmore	2	1.1
Benton	2	0.9
Springfield	1	0.8
Marion	1	0.7
Hartford	1	0.7
Providence	1	0.6
Russell	1	0.6

TABLE 49. TRUCK CRASH RATES BY COUNTY AND POPULATION CATEGORY (IN ORDER OF DECREASING PERCENTAGES) (2007-2011)

COUNTY	NUMBER OF CRASHES	ANNUAL CRASH RATE (CRASHES PER 10,000 POP.)
POPULATION CATEGORY UNDER 10,000		
Gallatin	312	72.7
Lyon	211	50.8
Ballard	168	40.7
Carlisle	63	24.7
Fulton	83	24.4
Hancock	100	23.4
Livingston	111	23.3
Crittenden	105	22.5
Wolfe	68	18.5
McLean	83	17.4
Trimble	73	16.6
Bracken	50	11.8
Cumberland	39	11.4
Hickman	22	9.0
Elliott	35	8.9
Menifee	27	8.6
Nicholas	29	8.1
Lee	30	7.6
Owsley	18	7.6
Robertson	5	4.4
POPULATION CATEGORY 10,000-14,999		
Carroll	229	42.4
Caldwell	197	30.3
Larue	143	20.2
Magoffin	132	19.8
Trigg	142	19.8
Todd	118	18.9
Metcalfe	93	18.4
Washington	105	17.9
Webster	116	17.0
Leslie	94	16.6
Breathitt	106	15.3
Pendleton	114	15.3
Monroe	81	14.8
Martin	84	13.0
Powell	82	13.0
Owen	69	12.7
Edmonson	76	12.5
Lewis	76	11.0
Fleming	79	11.0
Jackson	71	10.5
Bath	58	10.0
Morgan	68	9.8
Clinton	45	8.8
Butler	55	8.7
Green	43	7.6
Estill	51	7.0
POPULATION CATEGORY 15,000-24,999		
Simpson	497	57.4
Hart	499	54.8
Rockcastle	338	39.6
Grant	453	36.7
Henry	280	36.3
Mason	292	33.4
Letcher	333	27.2
Ohio	302	25.3
Woodford	301	24.1
Bourbon	207	20.7
Union	152	20.3
Knott	165	20.2
Rowan	231	19.8
Lawrence	152	19.2
Johnson	224	19.2
Harrison	156	16.6
Anderson	173	16.2
Taylor	197	16.1
Adair	146	15.7
Allen	155	15.5
Garrard	125	14.8
Clay	160	14.7
Mercer	154	14.4
Marion	140	14.1
Russell	123	14.0
Casey	112	14.0
Lincoln	173	14.0
Breckinridge	116	11.6
Wayne	102	9.8
Spencer	69	8.1
McCreary	58	6.3
POPULATION CATEGORY 25,000-50,000		
Perry	420	29.3
Henderson	641	27.7
Marshall	431	27.4
Shelby	565	26.9
Whitley	476	26.7
Floyd	525	26.6
Barren	542	25.7
Boyd	635	25.6
Scott	594	25.2
Hopkins	588	25.1
Clark	410	23.0
Montgomery	304	22.9
Muhlenberg	358	22.7
Logan	300	22.4
Harlan	295	20.2
Bell	280	19.5
Graves	353	19.0
Carter	262	18.9
Grayson	242	18.8
Jessamine	427	17.6
Nelson	382	17.6
Franklin	431	17.5
Boyle	246	17.3
Calloway	291	15.6
Knox	228	14.3
Greenup	184	10.0
Meade	136	9.5
POPULATION CATEGORY OVER 50,000		
Boone	2,025	34.1
Pike	1,065	32.8
Laurel	836	28.4
Kenton	1,913	24.0
Jefferson	8,730	23.6
Bullitt	868	23.4
McCracken	761	23.2
Warren	1,310	23.0
Christian	817	22.1
Hardin	1,142	21.6
Fayette	3,176	21.5
Madison	781	18.8
Daviess	902	18.7
Pulaski	561	17.8
Campbell	776	17.2
Oldham	390	12.9

TABLE 50. MOTOR VEHICLE-TRAIN CRASH RATES BY COUNTY AND POPULATION CATEGORY
(IN ORDER OF DECREASING PERCENTAGES) (2007 - 2011)

COUNTY	NUMBER OF CRASHES	ANNUAL CRASH RATE (CRASHES PER 10,000 POP.)
POPULATION CATEGORY UNDER 10,000		
Lee	2	0.51
Bracken	2	0.47
Nicholas	1	0.28
Gallatin	1	0.23
Metcalfe	0	0.00
Marion	0	0.00
Livingston	0	0.00
Crittenden	0	0.00
Trimble	0	0.00
Hancock	0	0.00
Lyon	0	0.00
Ballard	0	0.00
Elliott	0	0.00
Wolfe	0	0.00
Cumberland	0	0.00
Fulton	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	0.64
Webster	3	0.44
Breathitt	3	0.43
Edmonson	2	0.33
Lewis	2	0.29
McCreary	1	0.15
Caldwell	1	0.15
Pendleton	1	0.13
Estill	0	0.00
Fleming	0	0.00
Trigg	0	0.00
Larue	0	0.00
Morgan	0	0.00
Jackson	0	0.00
Martin	0	0.00
Butler	0	0.00
Powell	0	0.00
Washington	0	0.00
Bath	0	0.00
Leslie	0	0.00
Green	0	0.00
Monroe	0	0.00
Owen	0	0.00
Carroll	0	0.00
Clinton	0	0.00
POPULATION CATEGORY 15,000 - 24,999		
Mercer	9	0.84
Hart	6	0.66
Lawrence	4	0.50
Letcher	6	0.49
Simpson	3	0.35
Ohio	3	0.25
Woodford	3	0.24
Grayson	3	0.23
McLean	2	0.23
Henry	1	0.13
Knott	1	0.12
Magoffin	1	0.11
Harrison	1	0.11
Anderson	1	0.09
POPULATION CATEGORY 15,000-24,999 (cont.)		
Johnson	1	0.09
Grant	1	0.08
Lincoln	1	0.08
Taylor	0	0.00
Rowan	0	0.00
Clay	0	0.00
Wayne	0	0.00
Breckinridge	0	0.00
Bourbon	0	0.00
Allen	0	0.00
Mason	0	0.00
Adair	0	0.00
Russell	0	0.00
Spencer	0	0.00
Rockcastle	0	0.00
Garrard	0	0.00
Casey	0	0.00
Union	0	0.00
POPULATION CATEGORY 25,000-49,999		
Floyd	13	0.66
Harlan	7	0.48
Hopkins	8	0.34
Whitley	5	0.28
Boyd	5	0.20
Knox	3	0.19
Henderson	4	0.17
Bell	2	0.14
Shelby	2	0.10
Scott	2	0.08
Logan	1	0.07
Meade	1	0.07
Perry	1	0.07
Muhlenberg	1	0.06
Clark	1	0.06
Greenup	1	0.05
Graves	1	0.05
Barren	1	0.05
Nelson	1	0.05
Franklin	1	0.04
Laurel	1	0.03
Jessamine	0	0.00
Calloway	0	0.00
McCracken	0	0.00
Boyle	0	0.00
Carter	0	0.00
Montgomery	0	0.00
POPULATION CATEGORY 50,000 - OVER		
Christian	11	0.30
Oldham	8	0.27
Pulaski	8	0.25
Daviess	11	0.23
Pike	7	0.22
Bullitt	6	0.16
Warren	8	0.14
Jefferson	42	0.11
Boone	6	0.10
Hardin	4	0.08
Kenton	6	0.08
Campbell	3	0.07
Fayette	5	0.03
Marshall	1	0.02
Madison	0	0.00

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
2011	7,886	5.25

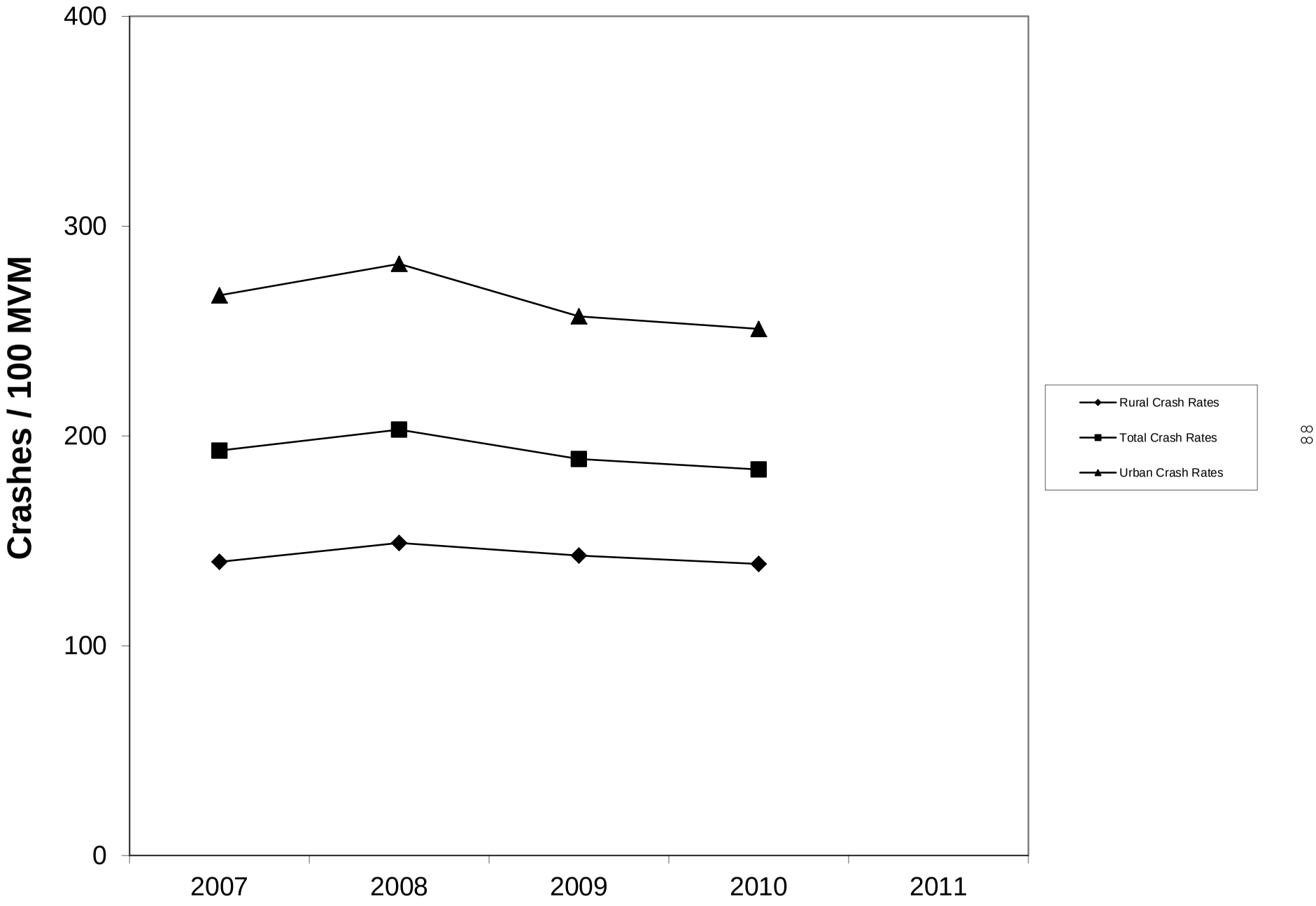

Figure 1. Trends in Crash Rates
(State-Maintained Roads)

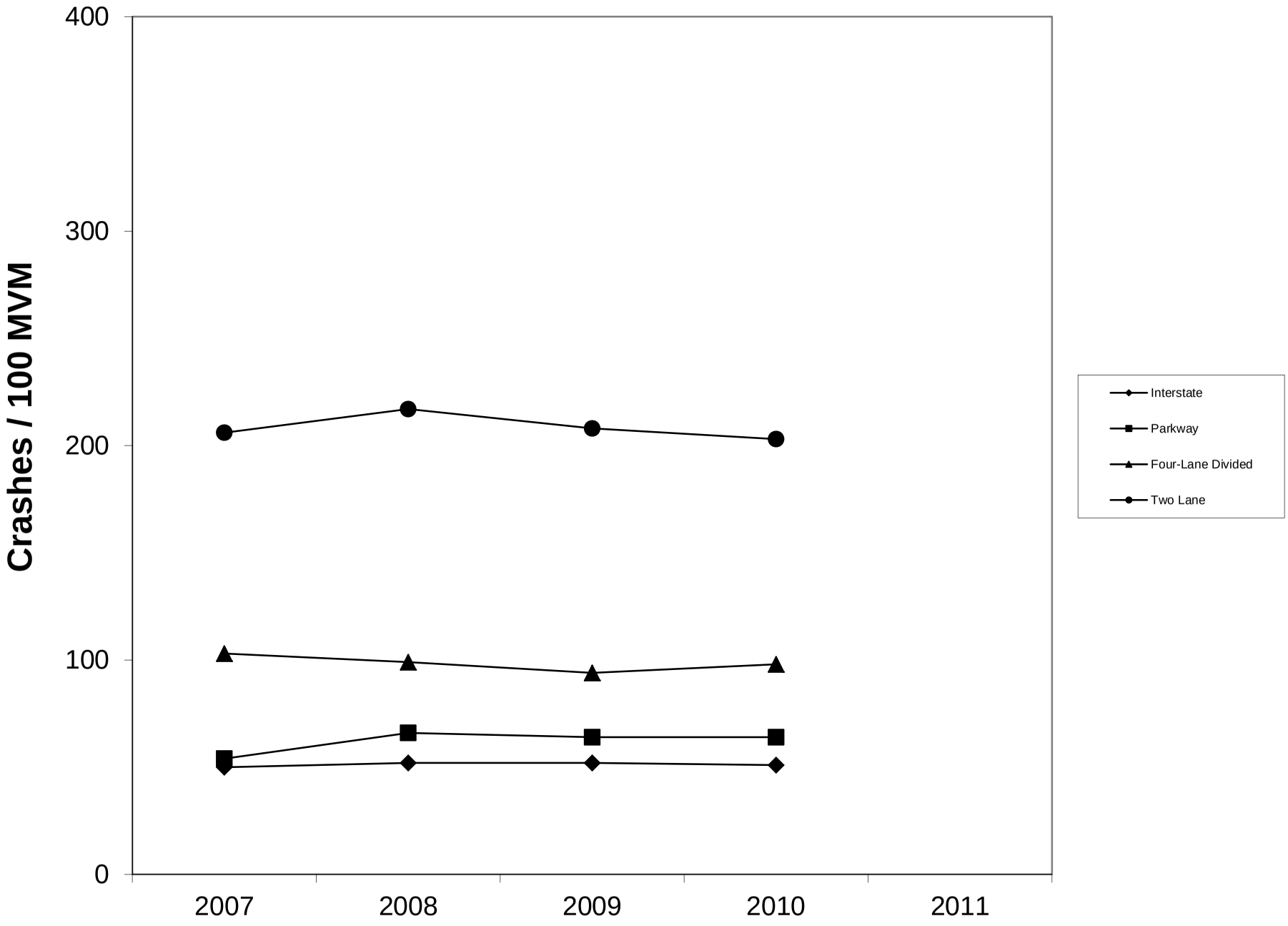

Figure 2. Trends in Rural Crash Rates
(State-Maintained Roads)

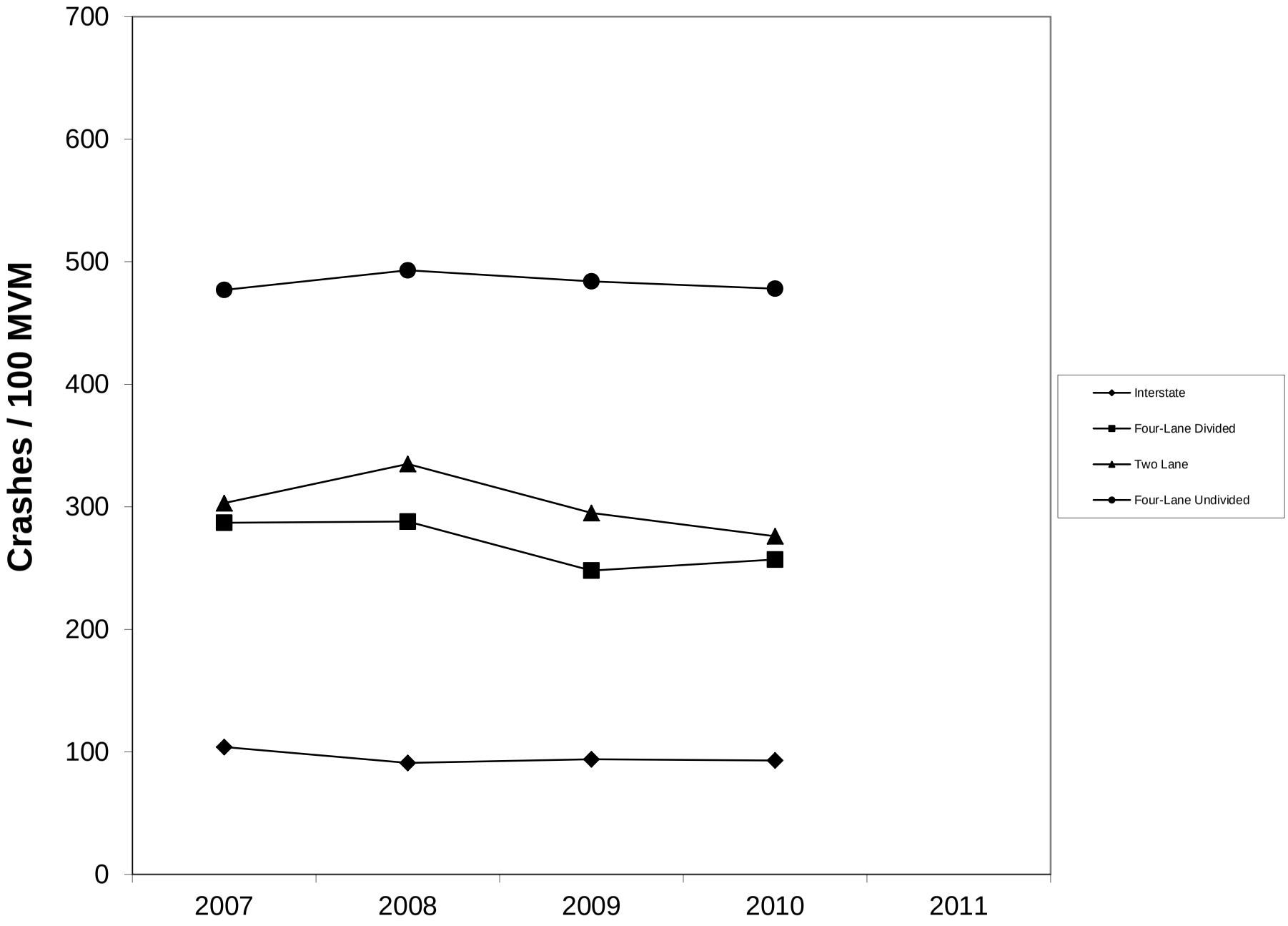

Figure 3. Trends in Urban Crash Rates (State-Maintained Roads)

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 17 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 (6.8 percent) is substantially higher than that on urban roads (3.2 percent). The highest percentages of ice or snow crashes are on interstates and parkways with the highest being 13.2 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 (22 percent). The highest percentage is on rural parkways, followed by rural interstates.

TABLE A-1. STATEWIDE CRASH RATES BY FUNCTIONAL CLASSIFICATION (2007 - 2011)

LOCATION	FUNCTIONAL CLASSIFICATION	AVERAGE TOTAL MILEAGE	AVERAGE AADT	CRASH RATES (CRASHES PER 100 MVM) ALL	INJURY	FATAL
Rural	Principal Arterial, Interstate	559	33,325	52	11	0.7
	Principal Arterial, Other Freeway	2,401	8,131	98	25	1.4
	Minor Arterial	1,766	4,373	185	48	2.5
	Major Collector	6,100	2,144	222	64	2.9
	Minor Collector	9,155	728	257	75	3.8
	Local System	5,670	421	219	62	2.9
Urban	Principal Arterial, Interstate	193	74,646	101	18	0.4
	Principal Arterial, Other Freeway	67	33,102	112	20	0.4
	Other Principal Arterial	793	19,777	401	76	0.9
	Minor Arterial	969	9,764	325	60	0.9
	Collector	980	4,627	169	33	0.7
	Local System	138	2,151	372	67	0.2

TABLE A-2. STATEWIDE CRASH RATES BY ADMINISTRATIVE CLASSIFICATION (2007 - 2011)

ADMINISTRATIVE CLASSIFICATION	TOTAL CRASHES	AVERAGE TOTAL MILEAGE	AVERAGE AADT	CRASH RATES (CRASHES PER 100 MVM)
Primary	214,485	5,117	14,718	156
Secondary	125,241	7,748	3,083	287
Rural Secondary	44,735	12,771	689	278
Unclassified	5,649	1,834	545	310

TABLE A-3. STATEWIDE CRASH RATES BY MEDIAN TYPE
(RURAL ROADS WITH FOUR OR MORE LANES (2007 - 2011))

MEDIAN TYPE	TOTAL CRASHES	AVERAGE TOTAL MILEAGE	AVERAGE AADT	CRASH RATES (CRASHES PER 100 MVM)
Undivided	4,356	105	21,324	107
Divided, Median Less Than 30 Feet, No Barrier	8,884	353	18,806	73
Divided, Median Greater Than 30 Feet, No Barrier	24,995	1,356	17,300	58

TABLE A-4. STATEWIDE CRASH RATES BY ACCESS CONTROL (2007 - 2011)

ACCESS CONTROL	TOTAL CRASHES	AVERAGE TOTAL MILEAGE	AVERAGE AADT	CRASH RATES (CRASHES PER 100 MVM)
Full Control	57,443	1,378	29,223	78
Partial Control	36,776	960	11,102	189
No Control	295,891	25,756	2,421	260

TABLE A-5. STATEWIDE CRASH RATES FOR RURAL HIGHWAYS BY FEDERAL-AID SYSTEM AND TERRAIN (2007 - 2011)

FEDERAL-AID SYSTEM	CRASH RATES BY TERRAIN CLASSIFICATION (CRASHES/100MVM)		
	FLAT	ROLLING	MOUNTAINOUS
Interstate	66	55	53
Federal-Aid Primary	121	118	114
Federal-Aid Secondary	200	211	220
Non Federal-Aid	228	264	243
All	179	149	155

TABLE A-6. STATEWIDE CRASH RATES BY RURAL-URBAN DESIGNATION (2007 - 2011)

AREA TYPE	TOTAL CRASHES	AVERAGE TOTAL MILEAGE	AVERAGE AADT	CRASH RATES (CRASHES PER 100 MVM)
Rural	172,332	25,651	2,652	139
Small Urban Area	58,175	1,163	9,823	279
Urbanized Area	159,614	1,389	21,725	290

TABLE A-7. STATEWIDE CRASH RATES BY ROUTE SIGNING IDENTIFIER (2007 - 2011)

ROUTE SIGNING IDENTIFIER	TOTAL CRASHES	AVERAGE TOTAL MILEAGE	AVERAGE AADT	CRASH RATES (CRASHES PER 100 MVM)
Interstate	44,099	752	43,896	73
US	138,205	3,560	8,202	259
State	207,814	23,158	2,020	243

TABLE A-8. RELATIONSHIP BETWEEN CRASH RATE AND TRAFFIC VOLUME (2007 - 2011)

VOLUME RANGE (AADT)	CRASH RATES (CRASHES PER 100 MVM) FEDERAL-AID PRIMARY	FEDERAL-AID URBAN	FEDERAL-AID SECONDARY	NON-FEDERAL AID
0-999	203	335	236	255
1,000-2,499	185	404	224	448
2,500-4,999	162	334	220	269
5,000-9,999	121	383	203	259
10,000-19,999	168	415	271	247
20,000-29,999	294	472	450	*
30,000-39,999	350	388	*	*
40,000 or more	192	407	226	260

* 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 (2007 - 2011)

		PERCENT OF ALL CRASHES		
LOCATION	HIGHWAY TYPE	WET	SNOW OR ICE	DARKNESS
Rural	One-Lane	20	10.3	34
	Two-Lane	24	6.1	31
	Three-Lane	22	3.7	28
	Four-Lane Divided (Non-Interstate or Parkway)	20	5.4	30
	Four-Lane Undivided	19	3.2	22
	Interstate	28	11.0	37
	Parkway	23	13.2	42
	All Rural	24	6.8	32
Urban	Two-Lane	18	3.3	22
	Three-Lane	20	2.2	23
	Four-Lane Divided (Non-Interstate or Parkway)	17	2.9	22
	Four-Lane Undivided	16	2.0	20
	Interstate	18	6.2	29
	Parkway	23	7.7	33
	All Urban	17	3.2	22

APPENDIX B

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

TABLE B-1. STATEWIDE RURAL CRASH RATES BY HIGHWAY TYPE CLASSIFICATION (2009-2011)

HIGHWAY TYPE	TOTAL MILEAGE*	AADT	CRASHES RATES (CRASHES PER 100 MVM) ALL	INJURY	FATAL
One-Lane	126	200	258	70	0.0
Two-Lane	23,952	1,500	198	54	2.7
Three-Lane	19	9,210	94	24	2.6
Four-Lane Divided (Non-Interstate or Parkway)	653	10,740	85	22	0.9
Four-Lane Undivided	61	13,340	196	42	1.6
Interstate	566	33,500	52	11	0.6
Parkway	576	9,570	65	14	0.7
All	25,953	2,640	135	35	1.8

* Average for the three years.

TABLE B-2. STATEWIDE URBAN CRASH RATES BY HIGHWAY TYPE CLASSIFICATION (2009-2011)

HIGHWAY TYPE	TOTAL MILEAGE*	AADT	CRASHES RATES (CRASHES PER 100 MVM) ALL	INJURY	FATAL
Two-Lane	2,027	6,430	276	51	0.7
Three-Lane	25	8,980	280	50	0.4
Four-Lane Divided (Non-Interstate or Parkway)	410	23,160	236	46	0.8
Four-Lane Undivided	392	18,590	438	81	0.8
Interstate	192	74,670	99	17	0.3
Parkway	31	15,180	96	21	0.8
All **	3,116	14,840	243	45	0.6

* 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 (2009-2011)

RURAL OR URBAN	HIGHWAY TYPE	NUMBER OF CRASHES	NUMBER OF SPOTS*	MILLION VEHICLES PER YEAR	CRASHES PER MILLION VEHICLES PER SPOT
Rural	One-Lane	70	419	0.07	0.77
	Two-Lane	78,025	79,841	0.55	0.59
	Three-Lane	184	64	3.36	0.28
	Four-Lane Divided (Non-Interstate or Parkway)	6,540	2,177	3.92	0.26
	Four-Lane Undivided	1,737	202	4.87	0.59
	Interstate	10,705	1,888	12.23	0.15
	Parkway	3,922	1,919	3.49	0.20
	All Rural	101,183	86,510	0.96	0.40
Urban	Two-Lane	39,401	6,756	2.35	0.83
	Three-Lane	679	82	3.28	0.84
	Four-Lane Divided	24,562	1,366	8.45	0.71
	Four-Lane Undivided	34,997	1,308	6.79	1.31
	Interstate	15,527	639	27.26	0.30
	Parkway	490	102	5.54	0.29
	All Urban**	122,994	10,387	5.42	0.73

* 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 (2009-2011)

RURAL OR URBAN	HIGHWAY TYPE	CRASHES PER SPOT*		CRASHES PER ONE MILE SECTION	
		AVERAGE	CRITICAL NUMBER	AVERAGE	CRITICAL NUMBER
Rural	One-Lane	0.17	2	0.56	3
	Two-Lane	0.98	4	3.26	8
	Three-Lane	2.86	8	9.52	18
	Four-Lane Divided (Non-Interstate or Parkway)	3.00	8	10.02	19
	Four-Lane Undivided	8.59	17	28.63	43
	Interstate	5.67	12	18.90	31
	Parkway	2.04	6	6.81	14
	All Rural	1.17	4	3.90	9
Urban	Two-Lane	5.83	13	19.44	31
	Three-Lane	8.26	16	27.53	42
	Four-Lane Divided	17.99	29	59.96	80
	Four-Lane Undivided	26.76	41	89.20	114
	Interstate	24.30	38	81.01	105
	Parkway	4.79	11	15.98	27
	All Urban**	11.84	21	39.47	56

* 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 (2009-2011)

RURAL OR URBAN	HIGHWAY TYPE	NUMBER OF CRASHES	NUMBER OF SPOTS*	MILLION VEHICLES PER YEAR	CRASHES PER MILLION VEHICLES PER SPOT
Rural	One-Lane	70	1,257	0.07	0.26
	Two-Lane	78,025	239,523	0.55	0.20
	Three-Lane	184	193	3.36	0.09
	Four-Lane Divided (Non-Interstate or Parkway)	6,540	6,530	3.92	0.09
	Four-Lane Undivided	1,737	607	4.87	0.20
	Interstate	10,705	5,663	12.23	0.05
	Parkway	3,922	5,757	3.49	0.07
	All Rural	101,183	259,530	0.96	0.13
Urban	Two-Lane	39,401	20,267	2.35	0.28
	Three-Lane	679	247	3.28	0.28
	Four-Lane Divided	24,562	4,097	8.45	0.24
	Four-Lane Undivided	34,997	3,923	6.79	0.44
	Interstate	15,527	1,917	27.26	0.10
	Parkway	490	307	5.54	0.10
	All Urban**	122,994	31,160	5.42	0.24

* 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 (2009-2011)

RURAL OR URBAN	HIGHWAY TYPE	CRASHES PER SPOT*		CRASHES PER ONE MILE SECTION	
		AVERAGE	CRITICAL NUMBER	AVERAGE	CRITICAL NUMBER
Rural	One-Lane	0.06	1	0.56	3
	Two-Lane	0.33	2	3.26	8
	Three-Lane	0.95	4	9.52	18
	Four-Lane Divided (Non-Interstate or Parkway)	1.00	4	10.02	19
	Four-Lane Undivided	2.86	8	28.63	43
	Interstate	1.89	6	18.90	31
	Parkway	0.68	3	6.81	14
	All Rural	0.39	2	3.90	9
Urban	Two-Lane	1.94	6	19.44	31
	Three-Lane	2.75	8	27.53	42
	Four-Lane Divided	6.00	13	59.96	80
	Four-Lane Undivided	8.92	17	89.20	114
	Interstate	8.10	16	81.01	105
	Parkway	1.60	5	15.98	27
	All Urban**	3.95	10	39.47	56

* 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)(2009-2011)

	CRITICAL CRASH RATE (C/MV) BY HIGHWAY TYPE		
AADT	ONE-LANE	TWO-LANE	THREE-LANE
100	8.80	8.25	6.99
500	2.95	2.67	2.05
1,000	1.97	1.76	1.29
2,500	1.24	1.08	0.74
5,000	0.91	0.78	0.51
7,500	0.78	0.66	0.42
10,000	0.70	0.59	0.37
15,000	0.61	0.51	0.31
20,000	0.56	0.47	0.28

TABLE B-8. CRITICAL CRASH RATES FOR 0.1 MILE "SPOTS" ON RURAL FOUR-LANE HIGHWAYS, INTERSTATES, AND PARKWAYS (THREE-YEAR PERIOD)(2009-2011)

	CRITICAL CRASH RATE (C/MV) BY HIGHWAY TYPE			
AADT	FOUR-LANE DIVIDED (NON-INTERSTATE AND PARKWAY)	FOUR-LANE UNDIVIDED	INTERSTATE	PARKWAY
500	2.05	2.67	1.74	1.90
1,000	1.29	1.76	1.06	1.18
2,500	0.74	1.08	0.58	0.66
5,000	0.51	0.78	0.39	0.45
10,000	0.37	0.59	0.27	0.32
15,000	0.31	0.51	0.22	0.27
20,000	0.28	0.47	0.20	0.24
30,000	0.24	0.42	0.17	0.20
40,000	0.22	0.39	0.15	0.18
50,000	0.20	0.36	0.14	0.17

TABLE B-9. CRITICAL CRASH RATES FOR 0.1 MILE "SPOTS" ON URBAN TWO-LANE AND THREE-LANE HIGHWAYS (THREE-YEAR PERIOD)(2009-2011)

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

TABLE B-10. CRITICAL CRASH RATES FOR 0.1 MILE "SPOTS" ON URBAN FOUR-LANE HIGHWAYS, INTERSTATES, AND PARKWAYS (THREE-YEAR PERIOD)(2009-2011)

	CRITICAL CRASH RATE (C/MV) BY HIGHWAY TYPE			
AADT	FOUR-LANE DIVIDED (NON-INTERSTATE AND PARKWAY)	FOUR-LANE UNDIVIDED	INTERSTATE	PARKWAY
1,000	1.90	2.53	1.34	1.34
5,000	0.87	1.26	0.54	0.54
10,000	0.67	1.00	0.39	0.39
15,000	0.58	0.89	0.33	0.33
20,000	0.53	0.83	0.30	0.30
30,000	0.48	0.75	0.26	0.26
40,000	0.44	0.71	0.23	0.23
50,000	0.42	0.68	0.22	0.22
60,000	0.40	0.66	0.21	0.21
70,000	0.39	0.64	0.20	0.20
80,000	0.38	0.63	0.19	0.19
90,000	0.37	0.62	0.19	0.19
100,000	0.37	0.61	0.18	0.18

APPENDIX C

CRITICAL "NUMBERS OF CRASHES" TABLES

TABLE C-1. CRITICAL NUMBERS OF CRASH RATES ON RURAL HIGHWAYS BY HIGHWAY TYPE AND SECTION LENGTH (2007-2011)

	CRITICAL NUMBERS OF CRASHES FOR THE GIVEN SECTION LENGTH (MILES)						
HIGHWAY TYPE	0.4	1	2	5	10	15	20
One-Lane	2	4	6	11	18	25	31
Two-Lane	7	12	20	42	76	109	141
Three-Lane	16	32	57	127	238	347	454
Four-Lane Divided (Non-Interstate and Parkway)	15	30	52	116	217	316	414
Four-Lane Undivided	31	66	121	279	534	786	1,035
Interstate	22	46	83	188	357	523	687
Parkway	10	20	34	74	137	197	257

TABLE C-2. CRITICAL NUMBERS OF CRASH RATES ON URBAN HIGHWAYS BY HIGHWAY TYPE AND SECTION LENGTH (2007-2011)

	CRITICAL NUMBERS OF CRASHES FOR THE GIVEN SECTION LENGTH (MILES)					
HIGHWAY TYPE	0.4	1	2	5	8	10
Two-Lane	24	50	92	208	322	396
Three-Lane (Non-Interstate and Parkway)	41	90	168	391	610	755
Four-Lane Divided	61	136	256	603	945	1,171
Four-Lane Undivided	83	189	359	854	1,342	1,666
Interstate	73	165	312	739	1,160	1,439
Parkway	19	40	72	162	250	307

APPENDIX D

CRITICAL CRASH RATE TABLES FOR HIGHWAY SECTIONS

TABLE D-1. CRITICAL CRASH RATES FOR RURAL ONE-LANE SECTIONS (FIVE-YEAR PERIOD)(2007-2011)

	CRITICAL CRASH RATE (C/100 MVM) FOR THE GIVEN SECTION LENGTH (MILES)				
AADT	0.5	1	2	5	10
100	2,136	1,469	1,055	726	574
200	1,469	1,055	790	574	473
300	1,204	886	680	510	429
400	1,055	790	617	473	404
500	957	726	574	448	387
700	832	645	520	415	364
1,000	726	574	473	387	345
1,500	630	510	429	360	326
2,000	574	473	404	345	316
2,500	537	448	387	334	308
3,000	510	429	374	326	303

TABLE D-2. CRITICAL CRASH RATES FOR RURAL TWO-LANE SECTIONS (FIVE-YEAR PERIOD)(2007-2011)

	CRITICAL CRASH RATE (C/100 MVM) FOR THE GIVEN SECTION LENGTH (MILES)					
AADT	0.5	1	2	5	10	20
100	1,968	1,338	949	643	503	410
300	1,089	792	600	444	370	319
500	857	643	503	387	331	292
1,000	643	503	410	331	292	266
1,500	554	444	370	307	276	254
2,000	503	410	346	292	266	247
3,000	444	370	319	276	254	239
4,000	410	346	303	266	247	234
5,000	387	331	292	259	243	231
7,000	357	310	278	250	236	227
8,000	346	303	273	247	234	225
9,000	338	297	269	245	233	224
10,000	331	292	266	243	231	223

TABLE D-3. CRITICAL CRASH RATES FOR RURAL THREE-LANE SECTIONS (FIVE-YEAR PERIOD)(2007-2011)

	CRITICAL CRASH RATE (C/100 MVM) FOR THE GIVEN SECTION LENGTH (MILES)				
AADT	0.5	1	2	3	5
100	1,616	1,065	732	600	476
300	851	600	441	376	314
500	655	476	362	314	267
1,000	476	362	286	254	223
1,500	403	314	254	229	204
2,000	362	286	235	214	192
3,000	314	254	214	196	179
4,000	286	235	201	186	171
5,000	267	223	192	179	166
6,000	254	214	186	174	162
7,000	244	207	181	170	159
8,000	235	201	177	167	157
9,000	229	196	174	164	155
10,000	223	192	171	162	153

TABLE D-4. CRITICAL CRASH RATES FOR RURAL FOUR-LANE DIVIDED SECTIONS (NON-INTERSTATE AND PARKWAY) (FIVE-YEAR PERIOD)(2007-2011)

	CRITICAL CRASH RATE (C/100 MVM) FOR THE GIVEN SECTION LENGTH (MILES)				
AADT	0.5	1	2	5	10
500	566	404	301	218	178
1,000	404	301	234	178	152
2,500	276	218	178	145	129
5,000	218	178	152	129	118
7,500	193	162	140	122	113
10,000	178	152	134	118	110
15,000	162	140	126	113	106
20,000	152	134	121	110	104
30,000	140	126	115	106	102
40,000	134	121	112	104	101
50,000	129	118	110	103	100

TABLE D-5. CRITICAL CRASH RATES FOR RURAL FOUR-LANE UNDIVIDED SECTIONS (FIVE-YEAR PERIOD)(2007-2011)

	CRITICAL CRASH RATE (C/100 MVM) FOR THE GIVEN SECTION LENGTH (MILES)				
AADT	0.5	1	2	5	10
500	844	632	493	378	323
1,000	632	493	401	323	285
2,500	460	378	323	276	253
5,000	378	323	285	253	236
7,500	344	299	269	242	229
10,000	323	285	259	236	225
20,000	285	259	241	225	217
30,000	269	248	233	220	213
40,000	259	241	228	217	211
50,000	253	236	225	215	210

TABLE D-6. CRITICAL CRASH RATES FOR RURAL INTERSTATE SECTIONS (FIVE-YEAR PERIOD)(2007-2011)

	CRITICAL CRASH RATE (C/100 MVM) FOR THE GIVEN SECTION LENGTH (MILES)					
AADT	0.5	1	2	5	10	20
500	434	299	215	148	118	97
1,000	299	215	161	118	97	83
2,500	195	148	118	92	80	71
5,000	148	118	97	80	71	65
7,500	129	105	88	74	67	63
10,000	118	97	83	71	65	61
20,000	97	83	73	65	61	58
30,000	88	77	69	63	59	57
40,000	83	73	67	61	58	56
50,000	80	71	65	60	57	56

TABLE D-7. CRITICAL CRASH RATES FOR RURAL PARKWAY SECTIONS (FIVE-YEAR PERIOD)(2007-2011)

	CRITICAL CRASH RATE (C/100 MVM) FOR THE GIVEN SECTION LENGTH (MILES)					
AADT	0.5	1	2	5	10	20
400	538	371	266	184	146	120
700	397	283	210	152	124	105
1,000	332	242	184	136	114	98
1,500	274	205	160	122	104	92
2,000	242	184	146	114	98	88
3,000	205	160	129	104	92	83
4,000	184	146	120	98	88	80
5,000	170	136	114	94	85	78
7,000	152	124	105	89	81	76
10,000	136	114	98	85	78	74
20,000	114	98	88	78	74	71
40,000	98	88	80	74	71	68

TABLE D-8. CRITICAL CRASH RATES FOR URBAN TWO-LANE SECTIONS (FIVE-YEAR PERIOD)(2007-2011)

	CRITICAL CRASH RATE (C/100 MVM) FOR THE GIVEN SECTION LENGTH (MILES)				
AADT	0.5	1	2	5	10
500	1,057	811	648	511	445
1,000	811	648	538	445	400
2,500	608	511	445	388	360
5,000	511	445	400	360	340
7,500	470	417	380	348	332
10,000	445	400	368	340	327
15,000	417	380	354	332	321
20,000	400	368	346	327	317
30,000	380	354	336	321	313
40,000	368	346	331	317	310
50,000	360	340	327	314	308

TABLE D-9. CRITICAL CRASH RATES FOR URBAN THREE-LANE SECTIONS (FIVE-YEAR PERIOD)(2007-2011)

	CRITICAL CRASH RATE (C/100 MVM) FOR THE GIVEN SECTION LENGTH (MILES)				
AADT	0.5	1	2	5	10
500	1,258	982	798	643	567
1,000	982	798	673	567	515
2,500	752	643	567	502	469
5,000	643	567	515	469	447
7,500	595	534	492	455	437
10,000	567	515	478	447	431
15,000	534	492	463	437	424
20,000	515	478	453	431	419
30,000	492	463	442	424	415
40,000	478	453	435	419	412
50,000	469	447	431	417	410

TABLE D-10. CRITICAL CRASH RATES FOR URBAN FOUR-LANE DIVIDED SECTIONS (NON-INTERSTATE AND PARKWAY) (FIVE-YEAR PERIOD)(2007-2011)

	CRITICAL CRASH RATE (C/100 MVM) FOR THE GIVEN SECTION LENGTH (MILES)				
AADT	0.5	1	2	5	10
1,000	744	590	487	399	356
2,500	552	461	399	346	319
5,000	461	399	356	319	301
10,000	399	356	327	301	288
15,000	372	338	314	293	282
20,000	356	327	306	288	279
25,000	346	319	301	285	277
30,000	338	314	297	282	275
40,000	327	306	292	279	272
50,000	319	301	288	277	271
60,000	314	297	285	275	270

TABLE D-11. CRITICAL CRASH RATES FOR URBAN FOUR-LANE UNDIVIDED SECTIONS (FIVE-YEAR PERIOD)(2007-2011)

	CRITICAL CRASH RATE (C/100 MVM) FOR THE GIVEN SECTION LENGTH (MILES)				
AADT	0.5	1	2	5	10
1,000	1,087	891	758	644	588
2,500	842	725	644	573	539
5,000	725	644	588	539	514
10,000	644	588	549	514	497
15,000	608	563	531	504	490
20,000	588	549	521	497	485
25,000	573	539	514	493	482
30,000	563	531	509	490	480
40,000	549	521	502	485	477
50,000	539	514	497	482	474
60,000	531	509	494	480	473

TABLE D-12. CRITICAL CRASH RATES FOR URBAN INTERSTATE SECTIONS (FIVE-YEAR PERIOD)(2007-2011)

	CRITICAL CRASH RATE (C/100 MVM) FOR THE GIVEN SECTION LENGTH (MILES)				
AADT	0.5	1	2	5	10
1,000	421	316	246	189	161
5,000	230	189	161	138	126
10,000	189	161	142	126	118
20,000	161	142	129	118	112
30,000	149	134	124	114	110
40,000	142	129	120	112	108
50,000	138	126	118	111	107
60,000	134	124	116	110	107
70,000	132	122	115	109	106
80,000	129	120	114	108	105
90,000	128	119	113	108	105
100,000	126	118	112	107	105

TABLE D-13. CRITICAL CRASH RATES FOR URBAN PARKWAY SECTIONS (FIVE-YEAR PERIOD)(2007-2011)

	CRITICAL CRASH RATE (C/100 MVM) FOR THE GIVEN SECTION LENGTH (MILES)					
AADT	0.5	1	2	5	10	20
500	579	415	310	225	185	158
1,000	415	310	242	185	158	139
2,500	285	225	185	151	134	123
5,000	225	185	158	134	123	115
7,500	200	168	146	127	118	111
10,000	185	158	139	123	115	109
15,000	168	146	131	118	111	107
20,000	158	139	126	115	109	105
30,000	146	131	120	111	107	104
40,000	139	126	117	109	105	102
90,000	124	116	110	105	102	100
50,000	134	123	115	108	104	102

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)(2007-2011)

	CRITICAL CRASH RATE (C/MV) BY HIGHWAY TYPE		
AADT	ONE-LANE	TWO-LANE	THREE-LANE
100	8.67	8.06	6.78
500	3.61	3.26	2.56
1,000	2.65	2.37	1.80
2,500	1.89	1.66	1.21
5,000	1.53	1.33	0.94
7,500	1.38	1.19	0.83
10,000	1.29	1.11	0.76
15,000	1.18	1.01	0.69
20,000	1.12	0.96	0.64

TABLE E-2. CRITICAL CRASH RATES FOR "SPOTS" ON RURAL FOUR-LANE HIGHWAYS, INTERSTATES, AND PARKWAYS (FIVE-YEAR PERIOD)(2007-2011)

	CRITICAL CRASH RATE (C/MV) BY HIGHWAY TYPE			
AADT	FOUR-LANE DIVIDED (NON-INTERSTATE AND PARKWAY)	FOUR-LANE UNDIVIDED	INTERSTATE	PARKWAY
500	2.22	3.21	1.74	1.91
1,000	1.53	2.33	1.16	1.30
2,500	1.01	1.63	0.73	0.83
5,000	0.77	1.30	0.54	0.62
10,000	0.61	1.08	0.41	0.48
15,000	0.54	0.99	0.36	0.42
20,000	0.51	0.93	0.33	0.39
30,000	0.46	0.87	0.29	0.35
40,000	0.43	0.83	0.27	0.33
50,000	0.42	0.80	0.26	0.31

TABLE E-3. CRITICAL CRASH RATES FOR "SPOTS" ON URBAN TWO-LANE AND THREE-LANE HIGHWAYS (FIVE-YEAR PERIOD)(2007-2011)

AADT	CRITICAL CRASH RATE (C/MV) BY HIGHWAY TYPE	
	TWO-LANE	THREE-LANE
500	3.96	4.66
1,000	2.94	3.53
2,500	2.12	2.60
5,000	1.73	2.16
7,500	1.57	1.97
10,000	1.47	1.86
15,000	1.36	1.73
20,000	1.29	1.66
30,000	1.22	1.57
40,000	1.17	1.51

TABLE E-4. CRITICAL CRASH RATES FOR "SPOTS" ON URBAN FOUR-LANE HIGHWAYS, INTERSTATES, AND PARKWAYS (FIVE-YEAR PERIOD)(2007-2011)

AADT	CRITICAL CRASH RATE (C/MV) BY HIGHWAY TYPE			
	FOUR-LANE DIVIDED (NON-INTERSTATE AND PARKWAY)	FOUR-LANE UNDIVIDED	INTERSTATE	PARKWAY
1,000	2.72	3.88	1.62	1.59
5,000	1.57	2.42	0.82	0.80
10,000	1.33	2.10	0.66	0.64
15,000	1.22	1.96	0.59	0.57
20,000	1.16	1.88	0.55	0.53
30,000	1.08	1.79	0.50	0.49
40,000	1.04	1.73	0.47	0.46
50,000	1.01	1.69	0.45	0.44
60,000	0.99	1.66	0.44	0.43
70,000	0.97	1.64	0.43	0.42
80,000	0.96	1.62	0.42	0.41
90,000	0.95	1.61	0.41	0.40
100,000	0.94	1.60	0.41	0.40

APPENDIX F

TOTAL CRASH RATES FOR CITIES INCLUDED IN 2000 CENSUS

TABLE F-1. CRASHES AND CRASH RATES FOR ALL CITIES LISTED IN THE 2010 CENSUS (2007-2011)

CITY	POPULATION	NUMBER OF CRASHES	ANNUAL CRASHES PER 1000 POPULATION	CITY	POPULATION	NUMBER OF CRASHES	CRASHES PER 1000 POPULATION
Adairville	852	28	7	California	130	*	*
Albany	2,033	236	23	Calvert City	2,566	378	30
Alexandria	8,477	913	22	Camargo	1,081	94	17
Allen	193	142	147	Cambridge	175	*	*
Anchorage	2,348	70	6	Campbellsburg	813	76	19
Annville	470	*	*	Campbellsville	9,108	1,899	42
Arlington	324	27	17	Campton	441	167	76
Ashland	21,684	3,995	37	Caneyville	608	68	22
Auburn	1,340	102	15	Carlisle	2,010	244	24
Audubon Park	1,473	25	3	Carrollton	3,938	517	26
Augusta	1,190	49	8	Carrsville	50	*	*
Bancroft	494	1	0	Catlettsburg	1,856	609	66
Barbourmeade	1,218	7	1	Cave City	2,240	280	25
Barbourville	3,165	541	34	Centertown	423	17	8
Bardstown	11,700	2,486	43	Central City	5,978	784	26
Bardwell	723	45	12	Clarkson	875	112	26
Barlow	675	46	14	Clay	1,181	33	6
Beattyville	1,307	113	17	Clay City	1,077	*	*
Beaver Dam	3,409	473	28	Clinton	1,388	*	*
Bedford	599	135	45	Cloverport	1,152	41	7
Beechwood Village	1,324	5	1	Cold Spring	5,912	1,022	35
Bellefonte	888	39	9	Coldstream	862	*	*
Bellemeade	865	*	*	Columbia	4,452	552	25
Bellevue	5,955	818	28	Columbus	170	*	*
Bellewood	321	*	*	Concord	35	*	*
Benham	500	19	8	Corbin	7,304	1,679	46
Benton	4,349	725	33	Corinth	232	83	72
Berea	13,561	1,770	26	Corydon	720	44	12
Berry	264	6	5	Covington	40,640	5,829	29
Blaine	47	11	47	Crab Orchard	841	62	15
Blandville	95	*	*	Creekside	323	*	*
Bloomfield	838	88	21	Crescent Springs	3,801	784	41
Blue Ridge Manor	767	59	15	Crestview	475	7	3
Bonnieville	255	52	41	Crestview Hills	3,148	1,276	81
Booneville	81	39	96	Crestwood	4,531	575	25
Bowling Green	58,067	11,250	39	Crittenden	3,815	401	21
Bradfordsville	294	8	5	Crofton	749	68	18
Brandenburg	2,643	418	32	Crossgate	225	*	*
Bremen	197	51	52	Cumberland	2,237	149	13
Briarwood	435	2	1	Cynthiana	6,402	1,094	34
Brodhead	1,211	95	16	Danville	16,218	2,757	34
Broeck Point	325	*	*	Dawson Springs	2,764	176	13
Bromley	763	45	12	Dayton	5,338	293	11
Brooksville	642	55	17	Dixon	786	58	15
Brownsboro Farm	648	*	*	Douglass Hills	5,549	*	*
Brownsville	836	152	36	Dover	252	20	16
Burgin	965	29	6	Drakesboro	515	72	28
Burkesville	1,521	65	9	Druid Hills	308	*	*
Burnside	611	239	78	Dry Ridge	2,191	701	64
Butler	612	34	11	Earlington	1,413	138	20
Cadiz	2,558	456	36	Eddyville	2,554	230	18
Calhoun	763	81	21	Edgewood	8,575	861	20

* Data Not Available

TABLE F-1. CRASHES AND CRASH RATES FOR ALL CITIES LISTED IN THE 2010 CENSUS (2007-2011)(continued)

CITY	POPULATION	NUMBER OF CRASHES	ANNUAL CRASHES PER 1000 POPULATION	CITY	POPULATION	NUMBER OF CRASHES	CRASHES PER 1000 POPULATION
Edmonton	1,595	261	33	Hardin	615	70	23
Ekron	135	25	37	Hardinsburg	2,343	236	20
Elizabethtown	28,531	5,189	36	Harlan	1,745	670	77
Elkhorn City	982	145	30	Harrodsburg	8,340	1,138	27
Elkton	2,062	199	19	Hartford	2,672	226	17
Elsmere	8,451	427	10	Hawesville	945	146	31
Eminence	2,498	149	12	Hazard	4,456	1,893	85
Erlanger	18,082	2,977	33	Hazel	410	31	15
Eubank	319	45	28	Hebron Estates	930	*	*
Evarts	962	109	23	Henderson	28,757	4,702	33
Ewing	264	20	15	Hickman	2,395	60	5
Fairfield	113	11	20	Hickory Hill	114	*	*
Fairview	286	21	15	Highland Heights	6,923	1,072	31
Falmouth	2,169	256	24	Hills And Dales	154	*	*
Ferguson	924	36	8	Hillview	6,119	*	*
Fincastle	838	*	*	Hindman	777	271	70
Flatwoods	7,423	569	15	Hiseville	240	13	11
Fleming-neon	759	*	*	Hodgenville	3,206	329	21
Flemingsburg	2,658	326	25	Hollow Creek	991	*	*
Florence	29,951	7,857	53	Hollyvilla	537	*	*
Fordsville	524	46	18	Hopkinsville	31,577	4,473	28
Forest Hills	444	23	10	Horse Cave	2,311	178	15
Fort Mitchell	8,207	1,080	26	Houston Acres	507	3	1
Fort Thomas	16,325	1,012	12	Hunters Hollow	286	*	*
Fort Wright	5,723	2,129	74	Hurstbourne	4,420	*	*
Foster	65	*	*	Hurstbourne Acres	1,811	*	*
Fountain Run	217	5	5	Hustonville	405	25	12
Fox Chase	528	*	*	Hyden	365	59	32
Frankfort	25,527	4,799	38	Independence	24,757	1,698	14
Franklin	8,408	1,381	33	Indian Hills	2,868	50	4
Fredonia	401	37	19	Indian Hills Ch. Sec.	1,005	*	*
Frenchburg	486	94	39	Inez	717	98	27
Fulton	2,445	253	21	Irvine	2,715	248	18
Gamaliel	376	13	7	Irvington	1,181	46	8
Georgetown	29,098	3,187	22	Island	458	46	20
Germantown	154	16	21	Jackson	2,231	503	45
Ghent	323	24	15	Jamestown	1,794	129	14
Glasgow	14,028	2,328	33	Jeffersontown	26,595	3,257	25
Glencoe	360	60	33	Jeffersonville	1,506	295	39
Glenview	653	*	*	Jenkins	2,203	*	*
Glenview Hills	353	*	*	Junction City	2,241	63	6
Glenview Manor	191	*	*	Kenton Vale	110	*	*
Goose Creek	294	*	*	Kevil	376	74	39
Grand Rivers	382	51	27	Kingsley	381	1	1
Gratz	78	6	15	Kuttawa	649	94	29
Grayson	4,217	690	33	La Grange	8,082	940	23
Green Spring	768	*	*	Lafayette	165	1	1
Greensburg	2,163	261	24	Lakeside Park	2,668	202	15
Greenup	1,188	206	35	Lakeview Heights	252	*	*
Greenville	4,312	610	28	Lancaster	3,442	464	27
Guthrie	1,419	95	13	Langdon Place	874	*	*
Hanson	742	82	22	Lawrenceburg	10,505	843	16

* Data Not Available

TABLE F-1. CRASHES AND CRASH RATES FOR ALL CITIES LISTED IN THE 2010 CENSUS (2007-2011)(continued)

CITY	POPULATION	NUMBER OF CRASHES	ANNUAL CRASHES PER 1000 POPULATION	CITY	POPULATION	NUMBER OF CRASHES	CRASHES PER 1000 POPULATION
Lebanon	5,539	871	31	Murray Hill	619	*	*
Lebanon Junction	1,813	145	16	Nebo	236	34	29
Leitchfield	6,699	1,136	34	New Castle	912	48	11
Lewisburg	810	53	13	New Haven	855	40	9
Lewisport	1,670	68	8	Newport	15,273	3,577	47
Lexington	295,803	48,503	33	Nicholasville	28,015	3,619	26
Liberty	2,168	321	30	Norbourne Estates	441	1	1
Lincolnshire	148	*	*	Northfield	1,020	198	39
Livermore	1,365	375	55	Nortonville	1,204	85	14
Livingston	226	111	98	Norwood	372	*	*
London	7,993	3,059	77	Oak Grove	7,489	1,218	33
Loretto	713	61	17	Oakland	225	18	16
Louisa	2,467	460	37	Old Brownboro Place	348	*	*
Louisville	597,337	96,005	32	Olive Hill	1,599	234	29
Loyall	1,461	105	14	Orcharh Grass Hills	1,058	*	*
Ludlow	4,407	307	14	Owensboro	57,265	9,995	35
Lynch	747	13	4	Owenton	1,327	150	23
Lyndon	11,002	706	13	Owingsville	1,530	204	27
Lynnview	914	12	3	Paducah	25,024	5,903	47
Mackville	222	6	5	Paintsville	3,459	920	53
Madisonville	19,591	3,161	32	Paris	8,553	1,214	28
Manchester	1,255	435	69	Park City	537	73	27
Manor Creek	179	*	*	Park Hills	2,970	123	8
Marion	3,039	275	18	Park Lake	263	*	*
Martin	634	118	37	Parkway Village	650	*	*
Maryhill Estates	177	*	*	Pembroke	869	36	8
Mayfield	10,024	1,447	29	Perryville	751	22	6
Maysville	9,011	1,843	41	Pewee Valley	1,456	179	25
Mchenry	388	26	13	Phelps	893	198	44
Mckee	800	70	18	Pikeville	6,903	2,522	73
Mcroberts	784	32	8	Pineville	1,732	408	47
Meadowbrook Farm	163	*	*	Pioneer Village	1,130	*	*
Melbourne	401	30	15	Pippa Passes	533	56	21
Mentor	193	7	7	Plantation	832	98	24
Middletown	7,218	1,138	32	Pleasureville	834	31	7
Midway	1,641	158	19	Plum Springs	453	*	*
Millersburg	792	47	12	Poplar Hills	377	*	*
Milton	574	146	51	Powderly	745	98	26
Monterey	138	10	15	Prestonsburg	3,255	1,393	86
Monticello	6,188	873	28	Prestonville	161	29	36
Moorland	431	86	40	Princeton	6,329	728	23
Morehead	6,845	2,029	59	Prospect	2,788	*	*
Morganfield	3,285	424	26	Providence	3,193	171	11
Morgantown	2,394	295	25	Raceland	2,424	156	13
Mortons Gap	863	73	17	Radcliff	21,688	2,463	23
Mount Olivet	299	4	3	Ravenna	605	8	3
Mount Sterling	6,895	1,579	46	Raywick	157	*	*
Mount Vernon	2,477	582	47	Richlawn	435	*	*
Mount Washington	9,117	1,040	23	Richmond	31,364	5,511	35
Muldraugh	947	117	25	River Bluff	452	*	*
Munfordville	1,615	298	37	Riverwood	446	739	331
Murray	17,741	2,669	30	Rochester	152	7	9

* Data Not Available

TABLE F-1. CRASHES AND CRASH RATES FOR ALL CITIES LISTED IN THE 2010 CENSUS (2007-2011)(continued)

CITY	POPULATION	NUMBER OF CRASHES	ANNUAL CRASHES PER 1000 POPULATION
Rockport	266	15	11
Rolling Fields	646	*	*
Rolling Hills	959	11	2
Russell	3,380	867	51
Russell Springs	2,441	664	54
Russellville	6,960	1,048	30
Ryland Heights	279	*	*
Sacramento	468	43	18
Sadieville	303	28	19
Salem	752	35	9
Salt Lick	303	28	19
Salyersville	1,883	388	41
Sanders	238	6	5
Sandy Hook	675	69	20
Sardis	103	6	12
Science Hill	693	88	25
Scottsville	4,226	762	36
Sebree	1,603	76	10
Seneca Gardens	696	5	1
Sharpsburg	323	12	7
Shelbyville	14,045	2,270	32
Shepherdsville	11,222	2,291	41
Shively	15,264	3,001	39
Silver Grove	1,102	105	19
Simpsonville	2,484	223	18
Slaughters	216	9	8
Smithfield	106	18	34
Smithland	301	42	28
Smiths Grove	714	83	23
Somerset	11,196	3,070	55
Sonora	513	96	37
South Carrollton	184	49	53
South Shore	1,122	*	*
Southgate	3,803	471	25
Sparta	231	36	31
Spring Mill	342	*	*
Spring Valley	400	*	*
Springfield	2,519	355	28
Stamping Ground	643	37	12
Stanford	3,487	512	29
Stanton	2,733	372	27
Strathmoor Manor	337	*	*
Sturgis	1,898	92	10
Sycamore	70	*	*
Taylor Mill	6,604	1,001	30
Taylorsville	763	183	48
Ten Broeck	128	*	*
Thornhill	146	*	*
Tompkinsville	2,402	352	29
Trenton	384	18	9
Union	5,379	590	22
Uniontown	1,002	63	13
Upton	683	43	13
Vanceburg	1,518	171	23
Versailles	8,568	1,277	30
Vicco	334	50	30
Villa Hills	7,489	204	5
Vine Grove	4,520	296	13
Wallins Creek	156	*	*
Walton	3,635	621	34
Warfield	269	52	39
Warsaw	1,615	117	15
Water Valley	279	14	10
Waterson Park	1,542	*	*
Waverly	308	36	23
Wayland	426	42	20
Wellington	565	2	1
West Buechel	1,230	*	*
West Liberty	3,435	287	17
West Point	797	152	38
Westwood	4,746	*	*
Westwood	4,746	*	*
Wheatcroft	160	8	10
Wheelwright	780	42	11
White Plains	884	37	8
Whitesburg	2,139	544	51
Whitesville	552	79	29
Whitley City	1,170	345	59
Wickliffe	688	103	30
Wilder	3,035	761	50
Wildwood	261	1	1
Williamsburg	5,245	845	32
Williamstown	3,925	548	28
Willisburg	282	173	123
Wilmore	3,686	141	8
Winchester	18,368	2,944	32
Winding Falls	657	*	*
Windy Hills	2,385	16	1
Wingo	632	67	21
Woodburg	117	*	*
Woodburn	355	28	16
Woodland Hills	696	10	3
Woodlawn	229	4	4
Woodlawn Park	942	40	9
Worthington	1,609	41	5
Worthington Hills	973	*	*
Worthville	185	6	7
Wurtland	995	50	10

* Data Not Available