

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

**Analysis of Traffic Crash Data in Kentucky  
(2008 - 2012)**

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**ANALYSIS OF TRAFFIC CRASH DATA  
IN KENTUCKY (2008 - 2012)**

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## **EXECUTIVE SUMMARY**

This report documents an analysis of traffic crash data in Kentucky for the years of 2008 through 2012. 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 27<sup>th</sup> report providing a combination of those two report areas. Traffic crash data for the five-year period of 2008 through 2012 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 traffic (traffic volume and roadway geometrics) 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 2008 through 2012 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 2008 through 2012.

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 and some local roads. This information is obtained from the Highway Performance Monitoring System (HPMS) file. Data for a five-year period of 2008 through 2012 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).

The matching process was significantly changed this year due to a change in the HPMS format. Crashes are now matched to any road with traffic volume data. Previously crashes were matched to HPMS using the route number. With the improvements in crash location data, crashes are able to be matched by three different route identifiers (RT\_Unique, the GIS route identifier and roadway number). The resulting matching rate is much higher than previous years, particularly for urban streets.

Rates were calculated for: 1) all roads having known traffic volumes, route numbers and 2) all public streets and highways on and off the state-maintained system. A large majority of roads with traffic volumes are state-maintained. However, this document will refer to these roads as 'identified roads' since some of these routes were locally maintained. 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 2010 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.

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

in which

- C<sub>c</sub> = critical crash rate
- C<sub>a</sub> = 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.

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

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 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 about 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 identified, these roads have accounted for approximately 86 percent of the vehicle miles traveled. The crash file is matched with the HPMS file. The percentage of all crashes identified as being on an identified road has ranged from 54 to 73 percent (with the highest percentage in 2012). This was further enhanced with an integrated mapping system built into the crash reporting tool. This map has replaced the need for a handheld device, instead having officers click on a point on the map which returns latitude and longitude and county, route and milepoint (even for local roads).

A comparison of 2008 through 2012 crash statistics on streets and highways having known traffic volumes, route numbers, and mileposts is shown in Table 1. Due to the improved method of locating the crash, the number of total crashes identified was higher in 2012 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 2012 was 226 crashes per 100 million vehicle-miles (C/100 MVM). The crash rates for the previous four years varied from 163 to 203 C/100 MVM.

The fatal crash rate showed an increase (7.9 percent) in 2012 compared to the previous four-year average. The fatal crash rate ranged from 1.14 C/100MVM in 2011 to 1.53 C/100 MVM in 2008 (with the rate decreasing each year from 2008 to 2011 before increasing in 2012). The injury crash rate in 2012 was 48 C/100MVM, which is an increase of 17.1 percent from the previous four-year average. The injury crash rate of 48 C/100MVM in 2012 was the highest rate in the five-year period. There had been a decrease every year in the injury and fatal crash rates prior to the increases in 2012.

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 (2008 through 2012) 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 highways have the highest rate for all crashes (Table 2) followed by two lane and four-lane undivided 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 all, injury, and fatal crash rates. The advantage of median-separated highways is shown when comparing the crash rates for four-lane divided (non-interstate or parkway) and four-lane undivided highways. The overall crash rate for a non-interstate or parkway divided highway (which would not typically have access control) is about 50 percent less than for an undivided highway, although the average daily traffic was fairly similar.

On urban highways, the highest overall crash rates are on four-lane undivided and 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 was almost twice that for rural highways. Also, the injury rate on urban highways is 35 percent greater than that for rural highways. However, the fatal crash rate on urban highways is only 37 percent of that for rural highways. The lower fatal crash rate 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 2012, there was a large increase in the overall crash rate in urban areas (36.6 percent) compared to a small increase in rural areas (2.4 percent). The large increase in urban areas is related to the improved ability to match crashes. Only a small percentage (about 11 percent) of identified roads 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 2008 through 2012. 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 2008 through 2012 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. The crash rates for those locations are then 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 2008 through 2012. 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 (2010-2012) 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 2008 through 2012.

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 2008 through 2012 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 2008 through 2012.

#### **4.0 COUNTY CRASH STATISTICS**

Crash rates were calculated for each county considering 1) roads that could be identified with crash and volume data related (the state-maintained system plus a few other roads with adequate data) 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 2010 census. The counties were then grouped into five categories based upon population. Using crashes on all roads in the county, average and critical crash rates were calculated (Table 9). The total crash rate and injury-or-fatal crash rates generally increased as population increased while the fatal crash rate decreased with increased population. The critical crash rate was calculated using Equation 1. Critical rates (in terms of crashes per 100 million vehicle-miles) were calculated for total crashes, fatal crashes, and injury-or-fatal crashes. The numbers of counties having rates above critical in each population category were determined. The total number was

34 for total crashes (all roads), 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, 32 of the 34 counties determined to have a critical crash rate when total crashes were considered were also identified in the last year's report.

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

Crash rates for each county were also calculated considering only the identified (state-maintained and a few roads with sufficient information) 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 identified 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 identified system. When all roads are considered, Jefferson and Fayette Counties have the highest rates in the state. When only identified roads are considered, Harrison County had the highest rate in the state. Robertson and Hickman Counties, which are in the smallest population category, had the lowest rate in the state for all roads. Hickman and Bath Counties had the lowest rate for identified roads. Crash rates were higher when all roads were considered compared to rates for only the identified 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, Breathitt, Clay, Perry, and Jefferson. Clay County has the highest rate in the state while Hickman 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, Knox and Harlan, and Pike. The highest rates are generally for the smallest counties where there would be more driving on two-lane rural roads which have been found to have the highest fatal crash rate (Table 2). 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 2012 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 2008 through 2012 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 identified system while rates in terms of crashes per 1,000 population are listed using all streets in the city. The table notes the 12 cities where no data was available for the identified 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 identified system, were used to determine critical crash rates for cities. Crash rates on the identified 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, Owensboro, Erlanger, Edgewood, Southgate, and Falmouth have the highest crash rate on identified 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, Fort Wright, and Hazard 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, Bardstown, 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 (by a substantial amount).

## **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 4,779 per year for the past five years. Alcohol-related fatalities have averaged 167 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 2012 varied from about \$570 million using economic cost data up to about \$848 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 2012 (to 4,648) which represents a 3.4 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 2012 (148) was lower (14.0 percent) than the previous four year average (172).

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, Floyd, and Pike 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 Robertson, Washington and Monroe, Woodford, Boyle, and Oldham.

Table 21 is a summary of number and percentage of crashes involving alcohol for cities. For each population category, cities having the highest percentages of crashes involving alcohol are Lexington, Covington, Fort Thomas, Elsmere, and 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 (2008 through 2012) 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, Montgomery, 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 each year for the last five years in the number of alcohol convictions during the five-year period from a low of 19,074 in 2012 to a high of 24,296 in 2008. The number of alcohol convictions in 2012 decreased 23.4 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 2008 through 2012 (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 85.4 percent. The percentages varied from a low of 56.3 percent in Leslie County to a high of 93.1 percent in Breathitt 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 Breathitt, Fayette, and Oldham counties. The lowest rates, in descending order, were found in Gallatin and Leslie Counties.

The counties are grouped by population category and are placed in decreasing order of conviction percentage by population category in Table 25. The average conviction percentage did not vary substantially by population category with a range of from 81.3 to 85.1 percent. Counties having the highest conviction percentages in the various population categories are Hancock, Breathitt, Woodford, Jessamine 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 2008 through 2012, the highest number of convictions at 3,570 was in 2008. There has been a decrease in the number of reckless driving convictions since that year. The number in 2012 was a 13.4 percent decrease from the average number in the previous four years. The highest rates (convictions per 1,000 licensed drivers) occurred in Lyon, Gallatin, and Cumberland Counties. The lowest rates are in Oldham, Trimble, 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 1,667 in 2012 compared to the lowest number of 1,397 in the previous four years in 2009. When compared to the previous four-year average, drug crashes increased by 9.6 percent in 2012. The number of drug-related fatal crashes increased by 0.5 percent in 2012 compared to the previous four-year average. In 2012 there were 215 fatal drug-related crashes. The number of drug-related injury crashes decreased by 2.8 percent in 2012 compared to the previous four-year average.

Percentages of crashes involving drugs (as noted by the investigating officer) by county and population category for all roads are presented in Table 27. Counties having the highest percentages of drug-related crashes by population category are: Owsley, Martin, 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, Floyd, Leslie, Pike, Johnson, Owsley, Magoffin, Bath, and Elliott 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 Louisville, Covington, Lawrenceburg, Pikeville, and Paintsville. The percentage in Paintsville was the highest at 3.7.

## **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 2013 statewide survey found a usage rate of 85 percent. The statewide methodology does not collect data in every county but uses 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 91 percent and the chance of receiving a non-incapacitating injury is reduced by 81 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 65 percent (from 16.38 percent for drivers not wearing safety belts to 5.77 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 16 fatalities (children age three and under) occurring during the study period (2008-2012), 14 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 120 incapacitating injuries, 94 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 93-percent reduction in fatalities for children in restraints, a 96-percent reduction in incapacitating injuries, a 83-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 12.9 percent. For the five-year period (2008-2012), speed-related crashes represented 5.6 percent of all crashes, 8.4 percent of injury crashes, and 21.5 percent of fatal crashes. The number of speed-related fatal crashes increased by 0.8 percent in 2012 compared to the previous four-year average. The number of speed-related fatal crashes ranged from a high of 139 in 2008 to a low of 108 in 2011. The number of speed-related injury crashes decreased by 11.1 percent in 2012 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 Bracken, Magoffin, Rockcastle, Graves, 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 80,288 in 2008 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, Perry, and Pike. Most of those counties were identified as also having the lowest rates of speeding convictions per speed-related crash. There was a predominance of counties having high percentages of speed-related crashes and low rates of convictions in the southeastern section of Kentucky.

Speeds on various types of roads were obtained in 2007 and 2008 prior to and after the implementation of an increase of speed limits on rural interstates and parkways from 65 to 70 mph. In addition to interstates and parkways, data were taken on rural four-lane roads and two-lane with full width shoulders. Summary of that data for cars and trucks (single unit and combination tractor trailer) are given in Tables 37 and 38, respectively. The 85<sup>th</sup> 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 85<sup>th</sup> 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 10 percent of fatal crashes.

Teenage drivers (including drivers with a learner permit) are over represented by a factor of 2.2 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 2012 data). Considering all crashes on public highways, the rate was 39 crashes per 1,000 drivers for all drivers compared to 83 crashes per 1,000 drivers for teenage drivers. Considering fatal crashes, the rate was 22 fatal crashes per 100,000 drivers for all drivers compared to 31 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 2012 were compared to an average of the preceding four years (2008-2011). There was a slight decrease in total crashes (1.1 percent) when comparing 2012 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 2.5 percent in 2012 compared to the previous four years while the number of fatalities decreased by 3.7 percent. The number of fatalities ranged from 670 in 2011 to 752 in 2008. The number of fatalities in 2005 was the highest in about 30 years but has decreased every year since until an increase in 2012. The number of injury crashes and injuries in 2012 was lower than the previous four-year average. There was a 3.1 percent decrease in injury crashes and a 3.6 percent decrease in injuries. The number of injuries varied from 35,765 in 2012 to 37,941 in 2008.

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 2012 has decreased slightly (0.9 percent) compared to the previous four-year average. There was a very slight decrease in total crash rate in 2012 of 0.3 percent when compared to the previous four-year average. The total crash rate varied from a low of 262 C/100 MVM in 2008 to 267 C/100 MVM in 2009. The total crash rate has stayed very constant.

There were decreases in 2012 in the fatal crash rate (1.4 percent) and fatality rate (3.1 percent) compared to the average of the previous four years. The fatal crash rate in 2011 was the lowest rate in this five-year period with the highest in 2008.

There was a total of 629,591 crashes in the five-year period, of which 3,540 (0.6 percent) were fatal crashes and 123,458 (19.6 percent) were injury crashes. Those crashes

resulted in 3,844 fatalities and 184,195 injuries. There is a large range used when estimating crash costs. Considering economic costs, an estimate for 2012 is \$2.1 billion for the cost of Kentucky traffic crashes (on public roads) or an average cost of about \$16,800 per crash using National Safety Council estimates of motor vehicle crash cost. Similarly the comprehensive costs result in an estimate of \$5.7 billion for the cost of Kentucky traffic crashes or an average cost of \$45,300 per crash.

Trends in the number of specific types of crashes also are presented in Table 39. Those trends are discussed in the appropriate section dealing with that crash category. Additional general statistics compiled by county for crashes involving pedestrians, bicycles, motorcycles, school buses, and trucks are included in Table 40. Numbers of crashes and average annual crashes per 10,000 population are included.

## **10.2 PEDESTRIAN CRASHES**

The number of pedestrian crashes increased 5.6 percent in 2012 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 2012, pedestrian crashes accounted for only 0.9 percent of all crashes but 3.6 percent of injury crashes and 7.1 percent of fatal crashes. The number of injury crashes increased by 5.5 percent in 2012 compared to the previous four-year average while the number of fatal crashes in 2012 was identical to the previous four-year average. Injury crashes ranged from 769 in 2009 to 860 in 2012 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, Highland Heights, 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 Gallatin, 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 Lexington, Covington, Newport, Morehead, and Lakeside Park.

The number of bicycle crashes decreased in 2012 (6.8 percent) compared to the average of 2008 through 2011. The number of bicycle crashes has ranged from 428 in 2009 and 2012 to 489 in 2008. This is a severe type of crash. For the five years, while bicycle crashes accounted for 0.3 percent of all crashes, they accounted for 1.2 percent of injury crashes and 0.8

percent of fatal crashes. The number of injury crashes decreased by 8.4 percent in 2012 and the number of fatal crashes increased by 20.0 percent compared to the 2008 through 2011 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 2011 to seven in 2010.

#### **10.4 MOTORCYCLE CRASHES**

County and city statistics for crashes involving motorcycles are presented in Tables 45 and 46, respectively. For each population category, counties having the highest rates for motorcycle crashes per 10,000 population are Wolfe, Pendleton, Union, Graves, 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 Hazard. The rates in Pikeville, Hazard, London, and Prestonsburg were substantially above any other city.

There was a decrease in motorcycle crashes in 2012 (0.1 percent) compared to the 2008 through 2011 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 2012 show that motorcycle crashes accounted for 1.6 percent of all crashes but 6.2 percent of injury crashes and 13.4 percent of fatal crashes. The number of injury crashes increased by 18.1 percent and the number of fatal crashes increased by 8.1 percent in 2012 compared to the 2008 through 2011 average. The number of injury crashes ranged from 1,145 in 2011 to 1,490 in 2012 while the number of fatal crashes ranged from 71 in 2011 to 96 in 2008.

#### **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 a decrease in this type of crash in 2012 (10.7 percent) compared to the 2008 through 2011 average. The annual number of this type of crash ranged from a low of 746 in 2012 to a high of 855 in 2009. There was an increase in injury crashes of 10.9 percent in 2012 compared to 2008 through 2011. The number of injury crashes ranged from 81 in 2010 to 102 in 2012. There were two fatal crashes involving a school bus in 2012 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, Hart, 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 2012 (9.3 percent) compared to the previous four-year average. The number of truck crashes ranged from a low of 7,442 in 2012 to a high of 8,782 in 2008. The number of injury crashes decreased by 11.2 percent and the number of fatal crashes decreased by 23.9 percent in 2012 compared to the previous four-year average. The number of injury crashes ranged from 1,189 in 2012 to 1,490 in 2008 while the number of fatal crashes ranged from 70 in 2012 to 105 in 2009. In 2012, truck crashes represented 6.0 percent of all crashes, 4.9 percent of injury crashes, and 10.1 percent of fatal crashes.

### **10.7 TRAIN CRASHES**

A summary of motor vehicle-train crashes by county is presented in Table 50. Counties having the highest rates in each population category are Lee, Webster, Mercer, Johnson, Harlan, and Christian. The highest rate is in Mercer County with the highest number in Jefferson County. There were no train crashes in 57 of the 120 counties in the five-year period of 2008 through 2012.

The trend analysis for motor vehicle-train crashes is given in Table 39. There was a range in train crashes from 31 in 2012 to 50 in 2010 and 2011 with a decrease of 34 percent in 2012 compared to the previous four-year average. The number of injury crashes in 2012 decreased 14.3 percent compared to the 2008 through 2011 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 2012 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 an increase in 2011 and 2012. The percent of crashes in which a vehicle defect was noted on the report was 5.25 percent in 2011 and 6.43 percent in 2012 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. Some of these countermeasures (such as improvements to curve signing and edge line and centerline rumble stripes) are currently being implemented by the Transportation Cabinet.

## **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 workshops presented by the Technology Transfer Program at the Kentucky Transportation Center at the University of Kentucky. This training should continue with publicity provided to inform counties and cities that all of their traffic control devices must conform to the standards and guidelines in the MUTCD.

Technical assistance and training is also 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 2012 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).

<u>Post Number</u>	<u>County</u>
1	Graves
2	Hopkins
3	Allen
4	Bullitt
5	Carroll
6	Campbell
7	Clark
8	Mason
9	Floyd
10	None
11	Laurel
12	Franklin
13	Perry
14	Carter
15	Taylor
16	Henderson

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 only city which met the criteria was Covington.

#### **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. The data show that 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.

<u>Post Number</u>	<u>County</u>
1	McCracken
2	Christian
3	Allen
4	Jefferson
5	Henry
6	Harrison
7	Jessamine
8	Montgomery
9	Pike
10	Knox
11	McCreary
12	Spencer
13	Perry
14	Greenup
15	Green
16	Daviess

To maintain up-to-date usage statistics and to monitor the effect of the statewide safety belt law, annual statewide observational surveys should continue to be conducted. The survey can identify the statewide rate as well as the difference in rates in various regions of the state. The survey results can be used to identify locations where increased education and enforcement would be most beneficial.

## **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).

<u>Post Number</u>	<u>County</u>
1	McCracken
2	Hopkins
3	Simpson
4	Nelson
5	Henry
6	Kenton
7	Jessamine
8	Mason
9	Pike
10	Knox
11	Whitley
12	Scott
13	Perry
14	Boyd
15	None
16	Henderson

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

- Lexington
- Independence
- Richmond
- Hopkinsville
- 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 85<sup>th</sup> percentile speed. Recommendations for speed limits on various types of roads in Kentucky have been developed which note that the large difference in 85<sup>th</sup> 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 with recommendations made for improvements in the current legislation.

## **11.8 GENERAL CRASH STATISTICS**

### **Pedestrians**

The crash rate analyses identified Louisville, Covington, Newport, Highland Heights, 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 number of 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 the 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 2008 - 2012 CRASH RATES\*

STATISTIC	2008	2009	2010	2011	2008-2011 Average	2012	Percent Change***
Crashes	83,994	77,781	77,643	68,753	77,043	91,205	18.4
Fatal Crashes	631	596	561	481	567	595	4.9
Injury Crashes	19,017	17,399	17,101	14,711	17,057	19,219	12.7
Mileage	28,380	28,622	29,134	29,451	28,897	28,380	-1.8
Crashes Per Mile	2.96	2.72	2.67	2.33	2.67	3.21	20.2
Vehicle Miles (Billion)	41.28	41.17	42.13	42.28	41.72	40.36	-3.2
AADT	3,985	3,940	3,962	3,933	3,955	3,896	-1.5
Crash Rate**	203	189	184	163	185	226	22.3
Fatal Crash Rate**	1.53	1.45	1.33	1.14	1.36	1.47	7.9
Injury Crash Rate**	46	42	41	35	41	48	17.1

\* 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 2012 compared to 2008 through 2011 average.

TABLE 2. STATEWIDE RURAL CRASH RATES BY HIGHWAY TYPE CLASSIFICATION (2008-2012)

HIGHWAY TYPE	TOTAL MILEAGE*	AADT	CRASH RATES (CRASHES PER 100 MVM)		
			ALL	INJURY	FATAL
One-Lane	127	280	297	58	0.0
Two-Lane	23,585	1,780	214	57	2.9
Three-Lane	20	10,440	164	38	2.6
Four-Lane Divided (Non-Interstate or Parkway)	662	12,730	99	24	1.0
Four-Lane Undivided	49	15,950	195	41	1.4
Interstate	568	39,440	51	10	0.6
Parkway	568	11,500	64	14	0.7
All	25,579	3,140	144	37	1.9

\* Average for the five years.



TABLE 3. STATEWIDE URBAN CRASH RATES BY HIGHWAY TYPE CLASSIFICATION (2008-2012)

HIGHWAY TYPE	TOTAL MILEAGE*	AADT	CRASH RATES (CRASHES PER 100 MVM)		
			ALL	INJURY	FATAL
Two-Lane	2,035	6,350	324	60	0.9
Three-Lane	29	9,540	467	78	1.2
Four-Lane Divided (Non-Interstate or Parkway)	468	21,950	295	57	0.8
Four-Lane Undivided	338	18,930	459	85	0.9
Interstate	193	74,260	96	17	0.3
Parkway	31	15,110	93	21	0.5
All **	3,140	14,700	271	50	0.7

\* Average for the five years.

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

TABLE 4. COMPARISON OF 2008 - 2012 CRASH RATES BY RURAL AND URBAN HIGHWAY TYPE CLASSIFICATION

LOCATION	HIGHWAY TYPE	2008	2009	2010	2011	2008-2011 Average	2012	Percent Change*
Rural	One-Lane	320	240	287	248	274	303	10.8
	Two-Lane	217	208	203	183	203	214	5.5
	Three-Lane	168	106	104	24	100	275	173.5
	Four-Lane Divided (Non-Interstate or Parkway)	99	94	98	64	89	105	18.1
	Four-Lane Undivided	203	217	223	152	199	166	-16.5
	Interstate	52	52	51	51	52	49	-4.7
	Parkway	66	64	64	67	65	62	-4.9
	All	149	143	139	124	138	142	2.4
Urban	Two-Lane	335	295	276	259	291	467	60.3
	Three-Lane	556	303	288	239	347	717	107.0
	Four-Lane Divided	288	248	257	204	249	426	70.9
	Four-Lane Undivided	493	484	478	355	453	527	16.5
	Interstate	91	94	93	109	97	93	-4.0
	Parkway	88	111	88	92	95	89	-6.4
	All	282	257	251	221	253	345	36.6

\* Percent change from 2008 through 2011 to 2012.

TABLE 5. STATEWIDE CRASH RATES FOR "SPOTS" BY HIGHWAY TYPE CLASSIFICATION (2008-2012)

RURAL OR URBAN	HIGHWAY TYPE	NUMBER OF CRASHES	NUMBER OF SPOTS*	MILLION VEHICLES PER YEAR	CRASHES PER MILLION VEHICLES PER SPOT
Rural	One-Lane	147	420	0.08	0.85
	Two-Lane	132,267	78,878	0.55	0.61
	Three-Lane	472	68	3.28	0.42
	Four-Lane Divided (Non-Interstate or Parkway)	11,702	2,179	3.90	0.28
	Four-Lane Undivided	2,543	179	4.87	0.58
	Interstate	17,406	1,884	12.05	0.15
	Parkway	6,457	1,905	3.49	0.19
	All Rural	170,994	85,513	0.96	0.42
	Urban	Two-Lane	76,491	6,785	2.32
Three-Lane		2,372	97	3.48	1.40
Four-Lane Divided		55,335	1,561	8.01	0.89
Four-Lane Undivided		53,495	1,125	6.91	1.38
Interstate		25,157	642	27.11	0.29
Parkway		806	105	5.52	0.28
All Urban**		228,375	10,465	5.37	0.81

\* 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 (2008-2012)

RURAL OR URBAN	HIGHWAY TYPE	CRASHES PER SPOT*		CRASHES PER ONE-MILE SECTION	
		AVERAGE	CRITICAL NUMBER	AVERAGE	CRITICAL NUMBER
Rural	One-Lane	0.35	2	1.17	4
	Two-Lane	1.68	6	5.59	12
	Three-Lane	6.94	14	23.14	36
	Four-Lane Divided (Non-Interstate or Parkway)	5.37	12	17.90	29
	Four-Lane Undivided	14.23	24	47.44	66
	Interstate	9.24	18	30.80	46
	Parkway	3.39	9	11.30	20
	All Rural	2.00	6	6.67	14
	Urban	Two-Lane	11.27	20	37.58
Three-Lane		24.37	38	81.24	105
Four-Lane Divided		35.45	51	118.16	147
Four-Lane Undivided		47.53	66	158.44	191
Interstate		39.19	56	130.64	161
Parkway		7.69	15	25.64	39
All Urban**		21.82	34	72.74	95

\* The length of a spot is defined to be 0.3 mile.

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

TABLE 7. CRASH RATES BY COUNTY FOR IDENTIFIED SYSTEM AND ALL ROADS (2008-2012)

COUNTY	IDENTIFIED		ALL ROADS					
	TOTAL CRASHES	CRASH RATE*	TOTAL CRASHES		FATAL CRASHES		FATAL OR INJURY CRASHES	
			NUMBER	RATE*	NUMBER	RATE*	NUMBER	RATE*
Adair	1,268	145	1,662	164	23	2.3	366	36
Allen	1,702	252	2,288	282	20	2.5	532	66
Anderson	1,535	150	2,216	186	13	1.1	417	35
Ballard	808	201	1,003	212	7	1.5	247	52
Barren	3,815	162	5,901	220	62	2.3	1,341	50
Bath	467	60	688	80	21	2.4	167	19
Bell	2,508	196	3,469	241	28	1.9	792	55
Boone	13,598	208	20,932	282	58	0.8	3,180	43
Bourbon	1,811	196	2,642	243	20	1.8	487	45
Boyd	5,048	239	8,690	352	31	1.3	1,607	65
Boyle	2,663	233	4,301	319	22	1.6	765	57
Bracken	689	157	867	171	10	2.0	186	37
Breathitt	1,153	161	1,420	177	24	3.0	558	70
Breckinridge	1,006	143	1,442	167	26	3.0	486	56
Bullitt	6,312	155	8,425	182	48	1.0	1,967	42
Butler	843	113	1,065	123	18	2.1	243	28
Caldwell	1,151	149	1,672	190	9	1.0	363	41
Calloway	3,201	233	5,024	309	45	2.8	758	47
Campbell	9,088	245	14,108	328	36	0.8	1,834	43
Carlisle	425	178	487	172	10	3.5	149	53
Carroll	1,348	110	1,757	134	16	1.2	339	26
Carter	2,267	126	2,880	142	34	1.7	690	34
Casey	942	170	1,268	196	15	2.3	341	53
Christian	6,629	176	9,215	221	50	1.2	1,905	46
Clark	3,337	165	5,335	234	30	1.3	911	40
Clay	1,846	196	2,318	218	48	4.5	956	90
Clinton	622	147	795	162	14	2.9	179	37
Crittenden	764	236	955	241	11	2.8	306	77
Cumberland	340	109	420	116	7	1.9	98	27
Daviess	8,561	255	16,009	390	42	1.0	2,560	62
Edmonson	708	130	903	142	15	2.4	261	41
Elliott	281	161	334	156	10	4.7	94	44
Estill	976	195	1,183	194	13	2.1	266	44
Fayette	30,148	239	60,558	418	129	0.9	11,203	77
Fleming	802	139	1,149	167	15	2.2	265	39
Floyd	4,028	178	5,101	198	55	2.1	1,600	62
Franklin	5,296	214	8,101	284	28	1.0	1,322	46
Fulton	527	159	670	179	7	1.9	156	42
Gallatin	1,193	94	1,386	105	19	1.4	305	23
Garrard	1,459	212	1,920	237	15	1.9	444	55
Grant	3,046	133	4,135	167	35	1.4	837	34
Graves	2,987	163	4,323	203	36	1.7	1,021	48
Grayson	2,598	192	3,189	205	30	1.9	825	53
Green	489	126	706	150	11	2.3	151	32
Greenup	2,755	192	3,654	213	27	1.6	778	45
Hancock	520	124	665	135	11	2.2	197	40
Hardin	10,401	179	14,302	218	80	1.2	2,434	37
Harlan	2,248	174	2,911	199	44	3.0	822	56
Harrison	1,824	310	2,768	382	23	3.2	598	82
Hart	2,073	106	2,469	119	27	1.3	601	29
Henderson	4,654	203	7,726	292	32	1.2	1,520	57
Henry	1,444	112	1,729	123	12	0.9	396	28
Hickman	158	58	179	57	11	3.5	56	18
Hopkins	4,772	180	7,285	242	42	1.4	1,174	39
Jackson	812	191	1,015	201	15	3.0	334	66
Jefferson	73,171	265	138,754	427	317	1.0	25,392	78
Jessamine	4,372	278	6,887	351	23	1.2	1,257	64
Johnson	1,916	183	2,497	204	15	1.2	649	53
Kenton	15,414	240	25,360	341	45	0.6	3,970	53
Knott	1,305	152	1,546	160	31	3.2	577	60

TABLE 7. CRASH RATES BY COUNTY FOR IDENTIFIED SYSTEM AND ALL ROADS (2008-2012)(continued)

COUNTY	ALL ROADS							
	IDENTIFIED		TOTAL CRASHES		FATAL CRASHES		FATAL OR INJURY CRASHES	
	TOTAL CRASHES	CRASH RATE*	NUMBER	RATE*	NUMBER	RATE*	NUMBER	RATE*
Knox	2,333	174	3,194	203	47	3.0	912	58
Larue	972	114	1,313	136	17	1.8	330	34
Laurel	6,053	160	8,347	199	72	1.7	2,019	48
Lawrence	979	113	1,395	145	18	1.9	444	46
Lee	269	105	362	118	6	2.0	108	35
Leslie	368	64	420	65	14	2.2	182	28
Letcher	1,810	171	2,316	187	29	2.3	780	63
Lewis	603	96	832	116	14	1.9	223	31
Lincoln	1,753	171	2,368	197	29	2.4	617	51
Livingston	850	131	1,006	138	12	1.6	297	41
Logan	1,936	157	2,790	193	33	2.3	639	44
Lyon	920	80	1,131	93	13	1.1	253	21
McCracken	7,176	211	10,965	281	62	1.6	2,803	72
McCreary	1,024	176	1,304	191	10	1.5	421	62
McLean	839	190	973	185	8	1.5	262	50
Madison	7,698	171	12,708	250	67	1.3	2,013	40
Magoffin	938	153	1,097	157	13	1.9	358	51
Marion	1,599	220	2,164	250	27	3.1	410	47
Marshall	3,012	139	4,034	165	40	1.6	1,029	42
Martin	716	150	812	146	10	1.8	289	52
Mason	2,147	221	3,319	300	18	1.6	518	47
Meade	1,795	179	2,314	192	33	2.7	706	59
Menifee	298	133	387	140	7	2.5	120	43
Mercer	1,709	184	2,598	236	19	1.7	601	55
Metcalfe	828	169	1,103	195	14	2.5	275	49
Monroe	477	121	697	146	11	2.3	184	38
Montgomery	3,007	232	4,291	288	27	1.8	842	57
Morgan	967	158	1,188	168	14	2.0	379	53
Muhlenberg	3,008	196	3,977	222	28	1.6	906	51
Nelson	4,502	220	5,844	244	44	1.8	1,204	50
Nicholas	351	137	617	199	6	1.9	125	40
Ohio	2,235	149	2,912	175	32	1.9	778	47
Oldham	3,530	157	4,673	175	26	1.0	917	34
Owen	743	192	908	194	13	2.8	266	57
Owsley	125	85	158	87	6	3.3	50	27
Pendleton	1,341	287	1,818	310	19	3.2	388	66
Perry	2,825	190	4,549	266	43	2.5	1,157	68
Pike	6,722	198	9,586	248	101	2.6	2,676	69
Powell	1,089	140	1,410	161	15	1.7	340	39
Pulaski	5,778	180	8,396	225	56	1.5	1,649	44
Robertson	45	70	56	67	1	1.2	21	25
Rockcastle	1,975	96	2,462	113	32	1.5	630	29
Rowan	2,665	191	3,972	256	29	1.9	781	50
Russell	1,274	167	1,745	193	18	2.0	412	46
Scott	4,790	153	6,930	201	28	0.8	1,483	43
Shelby	4,415	147	5,973	180	38	1.1	1,229	37
Simpson	2,266	136	2,794	155	17	0.9	610	34
Spencer	930	163	1,149	163	19	2.7	282	40
Taylor	2,206	243	3,434	314	24	2.2	578	53
Todd	813	152	1,074	171	18	2.9	297	47
Trigg	1,062	112	1,497	141	21	2.0	362	34
Trimble	786	220	923	216	14	3.3	212	50
Union	1,180	195	1,632	227	15	2.1	439	61
Warren	11,563	195	19,302	288	83	1.2	3,547	53
Washington	905	137	1,187	159	21	2.8	270	36
Wayne	1,069	143	1,525	171	19	2.1	390	44
Webster	990	136	1,191	142	9	1.1	330	39
Whitley	3,685	145	4,955	177	41	1.5	1,256	45
Wolfe	783	155	936	166	14	2.5	273	48
Woodford	2,525	170	3,919	234	35	2.1	813	49
STATEWIDE	399,376	193	629,591	265	3,540	1.5	126,920	53

\* 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  
(2008-2012)

POPULATION CATEGORY	NUMBER OF COUNTIES IN CATEGORY	TOTAL POPULATION	TOTAL MILEAGE DRIVEN 100 MVM		
UNDER 10,000	20	146,626	93.60		
10,000 - 14,999	26	329,247	186.83		
15,000 - 24,999	31	615,022	367.11		
25,000 - 50,000	27	982,708	574.08		
OVER 50,000	16	2,265,764	1,157.38		

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	13,515	144	177	6
10,000 - 14,999	28,900	155	182	6
15,000 - 24,999	71,908	196	220	11
25,000 - 50,000	133,628	233	252	8
OVER 50,000	381,640	330	342	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	190	2.03	6.36	0
10,000 - 14,999	394	2.11	5.58	0
15,000 - 24,999	713	1.94	4.49	1
25,000 - 50,000	971	1.69	3.43	0
OVER 50,000	1,272	1.10	1.84	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	3,515	37.6	54.4	1
10,000 - 14,999	7,599	40.7	54.7	4
15,000 - 24,999	17,191	46.8	58.5	7
25,000 - 50,000	28,546	49.7	58.7	5
OVER 50,000	70,069	60.5	65.8	4

TABLE 10. CRASH RATES BY COUNTY AND POPULATION CATEGORY (IN DESCENDING ORDER WITH CRITICAL RATES IDENTIFIED)(2008-2012)(ALL ROADS)

COUNTY	NUMBER OF CRASHES	CRASH RATE (CRASHES PER 100 MVM)	COUNTY	NUMBER OF CRASHES	CRASH RATE (CRASHES PER 100 MVM)
<b>POPULATION CATEGORY UNDER 10,000</b>			<b>POPULATION CATEGORY 15,000-24,999</b>		
Crittenden	955	241 *	Harrison	2,768	382 *
Trimble	923	216 *	Taylor	3,434	314 *
Ballard	1,003	212 *	Mason	3,319	300 *
Nicholas	617	199 *	Allen	2,288	282 *
McLean	973	185 *	Rowan	3,972	256 *
Fulton	670	179 *	Marion	2,164	250 *
Carlisle	487	172	Bourbon	2,642	243 *
Bracken	867	171	Garrard	1,920	237 *
Wolfe	936	166	Mercer	2,598	236 *
Elliott	334	156	Woodford	3,919	234 *
Menifee	387	140	Union	1,632	227 *
Livingston	1,006	138	Clay	2,318	218
Hancock	665	135	Johnson	2,497	204
Lee	362	118	Lincoln	2,368	197
Cumberland	420	116	Casey	1,268	196
Gallatin	1,386	105	Russell	1,745	193
Lyon	1,131	93	McCreary	1,304	191
Owsley	158	87	Letcher	2,316	187
Robertson	56	67	Anderson	2,216	186
Hickman	179	57	Ohio	2,912	175
<b>POPULATION CATEGORY 10,000-14,999</b>			Wayne	1,525	171
Pendleton	1,818	310 *	Grant	4,135	167
Jackson	1,015	201 *	Breckinridge	1,442	167
Metcalfe	1,103	195 *	Adair	1,662	164
Estill	1,183	194 *	Spencer	1,149	163
Owen	908	194 *	Knott	1,546	160
Caldwell	1,672	190 *	Simpson	2,794	155
Breathitt	1,420	177	Lawrence	1,395	145
Todd	1,074	171	Henry	1,729	123
Morgan	1,188	168	Hart	2,469	119
Fleming	1,149	167	Rockcastle	2,462	113
Clinton	795	162	<b>POPULATION CATEGORY 25,000-50,000</b>		
Powell	1,410	161	Boyd	8,690	352 *
Washington	1,187	159	Jessamine	6,887	351 *
Magoffin	1,097	157	Boyle	4,301	319 *
Green	706	150	Calloway	5,024	309 *
Martin	812	146	Henderson	7,726	292 *
Monroe	697	146	Montgomery	4,291	288 *
Edmonson	903	142	Franklin	8,101	284 *
Webster	1,191	142	Perry	4,549	266 *
Trigg	1,497	141	Nelson	5,844	244
Larue	1,313	136	Hopkins	7,285	242
Carroll	1,757	134	Bell	3,469	241
Butler	1,065	123	Clark	5,335	234
Lewis	832	116	Muhlenberg	3,977	222
Bath	688	80	Barren	5,901	220
Leslie	420	65	Greenup	3,654	213
			Grayson	3,189	205
			Knox	3,194	203
			Graves	4,323	203
			Scott	6,930	201
			Harlan	2,911	199
			Floyd	5,101	198
			Logan	2,790	193
			Meade	2,314	192
			Shelby	5,973	180
			Whitley	4,955	177
			Marshall	4,034	165
			Carter	2,880	142
			<b>POPULATION CATEGORY OVER 50,000</b>		
			Jefferson	138,754	427 *
			Fayette	60,558	418 *
			Daviess	16,009	390 *
			Kenton	25,360	341
			Campbell	14,108	328
			Warren	19,302	288
			Boone	20,932	282
			McCracken	10,965	281
			Madison	12,708	250
			Pike	9,586	248
			Pulaski	8,396	225
			Christian	9,215	221
			Hardin	14,302	218
			Laurel	8,347	199
			Bullitt	8,425	182
			Oldham	4,673	175

\* Critical crash rate

TABLE 11. CRASH RATES BY COUNTY AND POPULATION CATEGORY (IN DESCENDING ORDER WITH CRITICAL RATES IDENTIFIED)(2008-2012)(IDENTIFIED SYSTEM)

COUNTY	NUMBER OF CRASHES	CRASH RATE (CRASHES PER 100 MVM)	COUNTY	NUMBER OF CRASHES	CRASH RATE (CRASHES PER 100 MVM)
<b>POPULATION CATEGORY UNDER 10,000</b>			<b>POPULATION CATEGORY 15,000-24,999</b>		
Crittenden	764	236 *	Harrison	1,824	310 *
Trimble	786	220 *	Allen	1,702	252 *
Ballard	808	201 *	Taylor	2,206	243 *
McLean	839	190 *	Mason	2,147	221 *
Carlisle	425	178 *	Marion	1,599	220 *
Elliott	281	161	Garrard	1,459	212 *
Fulton	527	159	Bourbon	1,811	196 *
Bracken	689	157	Clay	1,846	196 *
Wolfe	783	155	Union	1,180	195 *
Nicholas	351	137	Rowan	2,665	191 *
Menifee	298	133	Mercer	1,709	184
Livingston	850	131	Johnson	1,916	183
Hancock	520	124	McCreary	1,024	176
Cumberland	340	109	Letcher	1,810	171
Lee	269	105	Lincoln	1,753	171
Gallatin	1,193	94	Casey	942	170
Owsley	125	85	Woodford	2,525	170
Lyon	920	80	Russell	1,274	167
Robertson	45	70	Spencer	930	163
Hickman	158	58	Knott	1,305	152
<b>POPULATION CATEGORY 10,000-14,999</b>			Anderson	1,535	150
Pendleton	1,341	287 *	Ohio	2,235	149
Estill	976	195 *	Adair	1,268	145
Owen	743	192 *	Breckinridge	1,006	143
Jackson	812	191 *	Wayne	1,069	143
Metcalfe	828	169 *	Simpson	2,266	136
Breathitt	1,153	161	Grant	3,046	133
Morgan	967	158	Lawrence	979	113
Magoffin	938	153	Henry	1,444	112
Todd	813	152	Hart	2,073	106
Martin	716	150	Rockcastle	1,975	96
Caldwell	1,151	149	<b>POPULATION CATEGORY 25,000-50,000</b>		
Clinton	622	147	Jessamine	4,372	278 *
Powell	1,089	140	Boyd	5,048	239 *
Fleming	802	139	Calloway	3,201	233 *
Washington	905	137	Boyle	2,663	233 *
Webster	990	136	Montgomery	3,007	232 *
Edmonson	708	130	Nelson	4,502	220 *
Green	489	126	Franklin	5,296	214 *
Monroe	477	121	Henderson	4,654	203 *
Larue	972	114	Bell	2,508	196
Butler	843	113	Muhlenberg	3,008	196
Trigg	1,062	112	Grayson	2,598	192
Carroll	1,348	110	Greenup	2,755	192
Lewis	603	96	Perry	2,825	190
Leslie	368	64	Hopkins	4,772	180
Bath	467	60	Meade	1,795	179
			Floyd	4,028	178
			Knox	2,333	174
			Harlan	2,248	174
			Clark	3,337	165
			Graves	2,987	163
			Barren	3,815	162
			Logan	1,936	157
			Scott	4,790	153
			Shelby	4,415	147
			Whitley	3,685	145
			Marshall	3,012	139
			Carter	2,267	126
			<b>POPULATION CATEGORY OVER 50,000</b>		
			Jefferson	73,171	265 *
			Daviess	8,561	255 *
			Campbell	9,088	245 *
			Kenton	15,414	240 *
			Fayette	30,148	239 *
			McCracken	7,176	211
			Boone	13,598	208
			Pike	6,722	198
			Warren	11,563	195
			Pulaski	5,778	180
			Hardin	10,401	179
			Christian	6,629	176
			Madison	7,698	171
			Laurel	6,053	160
			Oldham	3,530	157
			Bullitt	6,312	155

\* Critical crash rate



TABLE 12. INJURY OR FATAL CRASH RATES BY COUNTY AND POPULATION CATEGORY  
(IN DESCENDING ORDER WITH CRITICAL RATES IDENTIFIED)(2008-2012)(ALL ROADS)

COUNTY	NUMBER OF CRASHES	CRASH RATE (CRASHES PER 100 MVM)	COUNTY	NUMBER OF CRASHES	CRASH RATE (CRASHES PER 100 MVM)
<b>POPULATION CATEGORY UNDER 10,000</b>			<b>POPULATION CATEGORY 15,000-24,999</b>		
Crittenden	306	77 *	Clay	956	90 *
Carlisle	149	53	Harrison	598	82 *
Ballard	247	52	Allen	532	66 *
McLean	262	50	Letcher	780	63 *
Trimble	212	50	McCreary	421	62 *
Wolfe	273	48	Union	439	61 *
Elliott	94	44	Knott	577	60 *
Menifee	120	43	Breckinridge	486	56
Fulton	156	42	Mercer	601	55
Livingston	297	41	Garrard	444	55
Hancock	197	40	Taylor	578	53
Nicholas	125	40	Casey	341	53
Bracken	186	37	Johnson	649	53
Lee	108	35	Lincoln	617	51
Cumberland	98	27	Rowan	781	50
Owsley	50	27	Woodford	813	49
Robertson	21	25	Marion	410	47
Gallatin	305	23	Ohio	778	47
Lyon	253	21	Mason	518	47
Hickman	56	18	Lawrence	444	46
<b>POPULATION CATEGORY 10,000-14,999</b>			<b>POPULATION CATEGORY 25,000-50,000</b>		
Breathitt	558	70 *	Russell	412	46
Pendleton	388	66 *	Bourbon	487	45
Jackson	334	66 *	Wayne	390	44
Owen	266	57 *	Spencer	282	40
Morgan	379	53	Adair	366	36
Martin	289	52	Anderson	417	35
Magoffin	358	51	Grant	837	34
Metcalfe	275	49	Simpson	610	34
Todd	297	47	Rockcastle	630	29
Estill	266	44	Hart	601	29
Caldwell	363	41	Henry	396	28
Edmonson	261	41	<b>POPULATION CATEGORY OVER 50,000</b>		
Webster	330	39	Jefferson	25,392	78 *
Fleming	265	39	Fayette	11,203	77 *
Powell	340	39	McCracken	2,803	72 *
Monroe	184	38	Pike	2,676	69 *
Clinton	179	37	Daviess	2,560	62
Washington	270	36	Kenton	3,970	53
Trigg	362	34	Warren	3,547	53
Larue	330	34	Laurel	2,019	48
Green	151	32	Christian	1,905	46
Lewis	223	31	Pulaski	1,649	44
Leslie	182	28	Campbell	1,834	43
Butler	243	28	Boone	3,180	43
Carroll	339	26	Bullitt	1,967	42
Bath	167	19	Madison	2,013	40
			Hardin	2,434	37
			Oldham	917	34

\* Critical crash rate

TABLE 13. FATAL CRASH RATES BY COUNTY AND POPULATION CATEGORY (IN DESCENDING ORDER WITH CRITICAL RATES IDENTIFIED)(2008-2012)(ALL ROADS)

COUNTY	NUMBER OF CRASHES	CRASH RATE (CRASHES PER 100 MVM)	COUNTY	NUMBER OF CRASHES	CRASH RATE (CRASHES PER 100 MVM)
<b>POPULATION CATEGORY UNDER 10,000</b>			<b>POPULATION CATEGORY 15,000-24,999</b>		
Elliott	10	4.7	Clay	48	4.5 *
Hickman	11	3.5	Harrison	23	3.2
Carlisle	10	3.5	Knott	31	3.2
Trimble	14	3.3	Marion	27	3.1
Owsley	6	3.3	Breckinridge	26	3.0
Crittenden	11	2.8	Spencer	19	2.7
Menifee	7	2.5	Allen	20	2.5
Wolfe	14	2.5	Lincoln	29	2.4
Hancock	11	2.2	Adair	23	2.3
Bracken	10	2.0	Letcher	29	2.3
Lee	6	2.0	Casey	15	2.3
Nicholas	6	1.9	Taylor	24	2.2
Cumberland	7	1.9	Woodford	35	2.1
Fulton	7	1.9	Wayne	19	2.1
Livingston	12	1.6	Union	15	2.1
Ballard	7	1.5	Russell	18	2.0
McLean	8	1.5	Lawrence	18	1.9
Gallatin	19	1.4	Ohio	32	1.9
Robertson	1	1.2	Rowan	29	1.9
Lyon	13	1.1	Garrard	15	1.9
<b>POPULATION CATEGORY 10,000-14,999</b>			Bourbon	20	1.8
Pendleton	19	3.2	Mercer	19	1.7
Jackson	15	3.0	Mason	18	1.6
Breathitt	24	3.0	McCreary	10	1.5
Clinton	14	2.9	Rockcastle	32	1.5
Todd	18	2.9	Grant	35	1.4
Owen	13	2.8	Hart	27	1.3
Washington	21	2.8	Johnson	15	1.2
Metcalfe	14	2.5	Anderson	13	1.1
Edmonson	15	2.4	Henry	12	0.9
Bath	21	2.4	Simpson	17	0.9
Green	11	2.3	<b>POPULATION CATEGORY 25,000-50,000</b>		
Monroe	11	2.3	Knox	47	3.0
Fleming	15	2.2	Harlan	44	3.0
Leslie	14	2.2	Calloway	45	2.8
Butler	18	2.1	Meade	33	2.7
Estill	13	2.1	Perry	43	2.5
Trigg	21	2.0	Logan	33	2.3
Morgan	14	2.0	Barren	62	2.3
Magoffin	13	1.9	Floyd	55	2.1
Lewis	14	1.9	Grayson	30	1.9
Larue	17	1.8	Bell	28	1.9
Martin	10	1.8	Nelson	44	1.8
Powell	15	1.7	Montgomery	27	1.8
Carroll	16	1.2	Graves	36	1.7
Webster	9	1.1	Carter	34	1.7
Caldwell	9	1.0	Greenup	27	1.6
			Boyle	22	1.6
			Muhlenberg	28	1.6
			Marshall	40	1.6
			Whitley	41	1.5
			Hopkins	42	1.4
			Clark	30	1.3
			Boyd	31	1.3
			Henderson	32	1.2
			Jessamine	23	1.2
			Shelby	38	1.1
			Franklin	28	1.0
			Scott	28	0.8
			<b>POPULATION CATEGORY OVER 50,000</b>		
			Pike	101	2.6 *
			Laurel	72	1.7
			McCracken	62	1.6
			Pulaski	56	1.5
			Madison	67	1.3
			Hardin	80	1.2
			Christian	50	1.2
			Warren	83	1.2
			Daviess	42	1.0
			Bullitt	48	1.0
			Jefferson	317	1.0
			Oldham	26	1.0
			Fayette	129	0.9
			Boone	58	0.8
			Campbell	36	0.8
			Kenton	45	0.6

\* Critical crash rate





TABLE 15. CRASH RATES FOR CITIES HAVING POPULATION OVER 2,500  
(FOR IDENTIFIED SYSTEM AND ALL ROADS FOR 2008-2012)

CITY	POPULATION	IDENTIFIED SYSTEM		ALL ROADS	
		TOTAL CRASHES	CRASH RATE*	TOTAL CRASHES	CRASH RATE**
Louisville	597,337	26,863	397	121,494	41
Lexington	295,803	10,039	532	60,540	41
Bowling Green	58,067	6,025	374	14,155	49
Owensboro	57,265	2,938	506	12,447	44
Covington	40,640	2,812	319	7,405	36
Hopkinsville	31,577	3,209	292	5,536	35
Richmond	31,364	1,351	389	6,805	43
Florence	29,951	3,743	308	9,842	66
Georgetown	29,098	1,202	394	4,017	28
Henderson	28,757	2,327	309	5,743	40
Elizabethtown	28,531	3,672	264	6,580	46
Nicholasville	28,015	1,738	316	4,526	32
Jeffersonton	26,595	980	332	4,147	31
Frankfort	25,527	2,709	358	5,921	46
Paducah	25,024	2,448	379	7,285	58
Independence	24,757	2,328	304	2,153	17
Radcliff	21,688	1,289	299	3,127	29
Ashland	21,684	1,977	504	4,870	45
Madisonville	19,591	1,952	431	3,979	41
Winchester	18,368	1,090	448	3,586	39
Erlanger	18,082	742	774	3,720	41
Murray	17,741	1,516	419	3,379	38
Fort Thomas	16,325	304	354	1,270	16
Danville	16,218	700	475	3,444	43
Newport	15,273	1,245	639	4,486	59
Shively	15,264	726	676	3,838	50
Shelbyville	14,045	764	393	2,801	40
Glasgow	14,028	777	345	2,751	39
Berea	13,561	742	296	2,173	32
Bardstown	11,700	1,416	406	3,134	54
Shepherdsville	11,222	813	468	2,843	51
Somerset	11,196	1,273	237	3,953	71
Lyndon	11,002	***	***	878	16
Lawrenceburg	10,505	227	442	1,026	20
Mayfield	10,024	433	331	1,773	35
Mount Washington	9,117	301	284	1,351	30
Campbellsville	9,108	945	498	2,328	51
Maysville	9,011	882	292	2,222	49
Edgewood	8,575	29	914	1,087	25
Versailles	8,568	339	379	1,578	37
Paris	8,553	869	339	1,521	36
Alexandria	8,477	639	284	1,149	27
Elsmere	8,451	337	601	548	13
Franklin	8,408	625	419	1,764	42
Harrodsburg	8,340	390	398	1,384	33
Fort Mitchell	8,207	600	729	1,325	32
La Grange	8,082	86	256	1,189	29
London	7,993	1,540	309	3,702	93
Villa Hills	7,489	69	229	259	7
Oak Grove	7,489	***	***	1,499	40
Flatwoods	7,423	549	208	676	18
Corbin	7,304	723	390	2,102	58
Middletown	7,218	***	***	1,519	42
Russellville	6,960	501	266	1,295	37
Highland Heights	6,923	764	205	1,339	39
Pikeville	6,903	1,150	231	3,107	90
Mount Sterling	6,895	842	436	1,932	56
Morehead	6,845	611	321	2,136	62
Leitchfield	6,699	590	456	1,400	42
Taylor Mill	6,604	76	255	1,226	37
Cynthiana	6,402	245	361	1,353	42
Princeton	6,329	536	292	905	29
Monticello	6,188	542	152	927	30
Central City	5,978	555	440	994	33

TABLE 15. CRASH RATES FOR CITIES HAVING POPULATION OVER 2,500  
(FOR IDENTIFIED SYSTEM AND ALL ROADS FOR 2008-2012)(continued)

CITY	POPULATION	IDENTIFIED SYSTEM		ALL ROADS	
		TOTAL CRASHES	CRASH RATE*	TOTAL CRASHES	CRASH RATE**
Bellevue	5,955	182	692	952	32
Cold Spring	5,912	792	405	1,284	43
Fort Wright	5,723	1,029	485	2,688	94
Lebanon	5,539	575	313	1,079	39
Union	5,379	***	***	755	28
Dayton	5,338	50	342	373	14
Williamsburg	5,245	500	241	1,000	38
Westwood	4,746	***	***	***	***
Crestwood	4,531	***	***	743	33
Vine Grove	4,520	143	243	357	16
Hazard	4,456	1,008	244	2,375	107
Columbia	4,452	114	257	716	32
Ludlow	4,407	257	866	409	19
Benton	4,349	375	416	900	41
Greenville	4,312	263	249	761	35
Scottsville	4,226	526	232	883	42
Grayson	4,217	311	273	845	40
Carrollton	3,938	254	453	632	32
Williamstown	3,925	***	***	669	34
Crittenden	3,815	***	***	480	25
Southgate	3,803	621	1,049	634	33
Crescent Springs	3,801	***	***	976	51
Wilmore	3,686	114	471	168	9
Walton	3,635	362	426	785	43
Stanford	3,487	229	190	620	36
Paintsville	3,459	422	391	1,137	66
Lancaster	3,442	135	464	559	33
West Liberty	3,435	116	350	356	21
Beaver Dam	3,409	342	282	571	34
Russell	3,380	518	327	1,091	65
Morganfield	3,285	281	194	522	32
Prestonsburg	3,255	360	301	1,718	106
Hodgenville	3,206	85	190	426	27
Providence	3,193	207	188	210	13
Barbourville	3,165	506	131	661	42
Crestview Hills	3,148	***	***	1,639	104
Marion	3,039	170	392	330	22
Wilder	3,035	***	***	983	65
Park Hills	2,970	187	682	159	11
Indian Hills	2,868	***	***	68	5
Dawson Springs	2,764	124	300	216	16
Stanton	2,733	304	249	470	34
Irvine	2,715	94	148	277	20
Hartford	2,672	133	150	288	22
Lakeside Park	2,668	354	529	257	19
Flemingsburg	2,658	128	187	404	30
Brandenburg	2,643	227	238	499	38
Calvert City	2,566	142	171	466	36
Cadiz	2,558	85	94	590	46
Eddyville	2,554	139	65	300	24
Springfield	2,519	157	169	441	35

\* 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 (2008-2012) (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	296	0.99	1,362	4.60	601	2.00	1,247	4.2	4.0	3.3
Lexington	295,803	129	0.87	504	3.40	305	2.10	516	3.5	8.1	4.0
Bowling Green	58,067	24	0.83	52	1.80	62	2.10	175	6.0	3.4	2.6
Owensboro	57,265	16	0.56	69	2.40	79	2.80	117	4.1	2.4	3.3
Covington	40,640	14	0.69	162	8.00	70	3.40	74	3.6	3.4	7.2
Hopkinsville	31,577	11	0.70	36	2.30	16	1.00	64	4.1	6.0	3.6
Richmond	31,364	14	0.89	50	3.20	21	1.30	66	4.2	6.6	3.1
Florence	29,951	11	0.73	55	3.70	24	1.60	60	4.0	4.7	2.7
Georgetown	29,098	7	0.48	21	1.40	14	1.00	49	3.4	5.3	3.3
Henderson	28,757	9	0.63	35	2.40	24	1.70	67	4.7	3.1	3.0
Elizabethtown	28,531	12	0.84	22	1.50	14	1.00	69	4.8	3.7	2.3
Nicholasville	28,015	11	0.79	35	2.50	12	0.90	44	3.1	3.8	3.6
Jeffersonstown	26,595	9	0.68	18	1.40	14	1.10	34	2.6	2.7	3.4
Frankfort	25,527	10	0.78	27	2.10	20	1.60	57	4.5	5.3	3.3
Paducah	25,024	19	1.52	52	4.20	29	2.30	99	7.9	3.9	3.1
Independence	24,757	4	0.32	11	0.90	5	0.40	29	2.3	13.0	4.6
Radcliff	21,688	10	0.92	13	1.20	12	1.10	39	3.6	1.6	3.5
Ashland	21,684	8	0.74	43	4.00	17	1.60	51	4.7	2.9	2.1
Madisonville	19,591	5	0.51	20	2.00	16	1.60	30	3.1	4.1	1.9
Winchester	18,368	5	0.54	38	4.10	5	0.50	33	3.6	3.7	2.6
Erlanger	18,082	4	0.44	34	3.80	17	1.90	31	3.4	9.1	3.1
Murray	17,741	12	1.35	20	2.30	13	1.50	35	3.9	2.6	2.1
Fort Thomas	16,325	4	0.49	14	1.70	12	1.50	9	1.1	4.9	4.6
Danville	16,218	8	0.99	30	3.70	9	1.10	42	5.2	4.2	2.7
Newport	15,273	3	0.39	84	11.00	26	3.40	33	4.3	3.5	4.1
Shively	15,264	4	0.52	59	7.70	22	2.90	48	6.3	2.3	3.2
Shelbyville	14,045	12	1.71	13	1.90	5	0.70	24	3.4	3.9	3.4
Glasgow	14,028	7	1.00	16	2.30	2	0.30	36	5.1	2.8	2.7
Berea	13,561	9	1.33	8	1.20	6	0.90	21	3.1	5.2	2.3
Bardstown	11,700	12	2.05	29	5.00	2	0.30	29	5.0	2.4	3.0
Shepherdsville	11,222	7	1.25	14	2.50	4	0.70	41	7.3	3.0	3.4
Somersets	11,196	10	1.79	12	2.10	7	1.30	40	7.1	3.3	1.2
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	6	1.10	2	0.40	6	1.1	2.2	2.8
Mayfield	10,024	3	0.60	12	2.40	6	1.20	15	3.0	2.6	2.6
Mount Washington	9,117	5	1.10	8	1.80	2	0.40	22	4.8	1.9	2.1
Campbellsville	9,108	4	0.88	14	3.10	3	0.70	26	5.7	1.9	2.1
Maysville	9,011	1	0.22	18	4.00	8	1.80	25	5.5	4.3	3.1
Edgewood	8,575	0	0.00	5	1.20	1	0.20	3	0.7	12.1	2.5
Versailles	8,568	8	1.87	9	2.10	4	0.90	14	3.3	5.1	4.4
Paris	8,553	4	0.94	7	1.60	3	0.70	17	4.0	2.2	3.9
Alexandria	8,477	4	0.94	9	2.10	0	0.00	11	2.6	5.5	2.2
Elsmere	8,451	0	0.00	8	1.90	8	1.90	5	1.2	5.8	6.2
Franklin	8,408	6	1.43	9	2.10	4	1.00	23	5.5	3.5	3.1
Harrodsburg	8,340	5	1.20	15	3.60	1	0.20	19	4.6	3.5	1.7
Fort Mitchell	8,207	4	0.97	3	0.70	3	0.70	7	1.7	5.1	4.3
La Grange	8,082	1	0.25	8	2.00	2	0.50	11	2.7	2.1	2.5
London	7,993	6	1.50	17	4.30	5	1.30	40	10.0	2.8	2.1
Villa Hills	7,489	1	0.27	0	0.00	1	0.30	8	2.1	9.3	4.2
Oak Grove	7,489	0	0.00	0	0.00	0	0.00	0	0.0	0.0	0.0
Flatwoods	7,423	1	0.27	4	1.10	1	0.30	12	3.2	6.4	2.4
Corbin	7,304	9	2.46	13	3.60	3	0.80	14	3.8	4.3	2.3
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	8	2.30	4	1.10	15	4.3	3.0	2.7
Highland Heights	6,923	1	0.29	16	4.60	2	0.60	7	2.0	7.9	2.3
Pikeville	6,903	11	3.19	14	4.10	0	0.00	43	12.5	4.5	4.0
Mount Sterling	6,895	4	1.16	3	0.90	2	0.60	23	6.7	2.6	3.4
Morehead	6,845	4	1.17	12	3.50	11	3.20	11	3.2	2.4	2.2
Leitchfield	6,699	2	0.60	7	2.10	1	0.30	13	3.9	1.9	2.0
Taylor Mill	6,604	4	1.21	1	0.30	0	0.00	10	3.0	9.5	3.2
Cynthiana	6,402	5	1.56	13	4.10	2	0.60	12	3.7	3.1	3.0
Princeton	6,329	2	0.63	8	2.50	2	0.60	14	4.4	7.6	2.7

TABLE 16. MISCELLANEOUS CRASH DATA FOR CITIES HAVING POPULATION OVER 2,500 (2008-2012) (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	5	1.62	6	1.90	1	0.30	10	3.2	4.9	2.4
Central City	5,978	2	0.67	2	0.70	0	0.00	12	4.0	3.1	2.2
Bellevue	5,955	0	0.00	11	3.70	8	2.70	5	1.7	2.3	5.6
Cold Spring	5,912	5	1.69	3	1.00	0	0.00	9	3.0	8.2	1.9
Fort Wright	5,723	1	0.35	5	1.70	3	1.00	16	5.6	3.8	2.0
Lebanon	5,539	2	0.72	6	2.20	3	1.10	5	1.8	1.6	4.4
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	10	3.70	3	1.10	4	1.5	4.0	5.6
Williamsburg	5,245	2	0.76	10	3.80	0	0.00	7	2.7	4.3	2.2
Crestwood	4,531	0	0.00	0	0.00	0	0.00	0	0.0	0.0	0.0
Vine Grove	4,520	3	1.33	2	0.90	2	0.90	7	3.1	5.3	7.0
Hazard	4,456	9	4.04	15	6.70	4	1.80	23	10.3	2.2	2.4
Columbia	4,452	5	2.25	4	1.80	1	0.40	5	2.2	0.8	2.2
Ludlow	4,407	0	0.00	12	5.40	1	0.50	4	1.8	2.9	4.2
Benton	4,349	1	0.46	8	3.70	1	0.50	10	4.6	4.1	2.4
Greenville	4,312	3	1.39	5	2.30	2	0.90	11	5.1	2.6	2.1
Scottsville	4,226	6	2.84	4	1.90	1	0.50	17	8.0	1.5	3.1
Grayson	4,217	3	1.42	5	2.40	1	0.50	7	3.3	2.8	2.6
Carrollton	3,938	2	1.02	2	1.00	2	1.00	10	5.1	2.7	5.9
Williamstown	3,925	9	4.59	1	0.50	1	0.50	10	5.1	8.1	2.5
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	5.7	3.6
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	1	0.50	0	0.0	4.8	3.6
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	1	0.60	6	3.4	4.4	0.8
Paintsville	3,459	3	1.73	9	5.20	1	0.60	6	3.5	1.1	1.5
Lancaster	3,442	1	0.58	3	1.70	3	1.70	6	3.5	1.6	1.3
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	3	1.80	1	0.60	5	2.9	1.6	3.0
Russell	3,380	2	1.18	0	0.00	0	0.00	10	5.9	3.2	1.6
Morganfield	3,285	1	0.61	3	1.80	1	0.60	8	4.9	3.8	1.7
Prestonsburg	3,255	17	10.45	9	5.50	1	0.60	16	9.8	4.5	3.6
Hodgenville	3,206	2	1.25	2	1.20	1	0.60	4	2.5	4.9	2.1
Providence	3,193	2	1.25	3	1.90	2	1.30	4	2.5	5.2	4.3
Barbourville	3,165	6	3.79	5	3.20	3	1.90	6	3.8	3.0	2.3
Crestview Hills	3,148	0	0.00	0	0.00	0	0.00	0	0.0	0.0	0.0
Marion	3,039	2	1.32	1	0.70	1	0.70	6	3.9	2.7	2.1
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	0	0.0	5.0	3.8
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	1	0.70	0	0.00	5	3.6	1.4	0.9
Stanton	2,733	2	1.46	5	3.70	0	0.00	2	1.5	0.9	1.5
Irvine	2,715	0	0.00	3	2.20	1	0.70	2	1.5	1.8	1.1
Hartford	2,672	3	2.25	0	0.00	1	0.70	2	1.5	1.4	2.1
Lakeside Park	2,668	0	0.00	1	0.70	3	2.20	0	0.0	5.4	4.3
Flemingsburg	2,658	2	1.50	6	4.50	1	0.80	2	1.5	3.2	1.7
Brandenburg	2,643	0	0.00	0	0.00	0	0.00	0	0.0	0.0	0.0
Calvert City	2,566	2	1.56	2	1.60	0	0.00	8	6.2	6.9	3.9
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	5	4.0	2.5	5.0
STATEWIDE	2,075,976	930	0.90	3,382	3.3	1,622	1.56	4,015	3.9	4.5	3.2

\* Crashes per 10,000 population



TABLE 17. CRASH RATES ON IDENTIFIED STREETS BY CITY AND POPULATION CATEGORY (2008-2012)

POPULATION CATEGORY	NUMBER OF CITIES	AVERAGE RATE (C/100 MVM)*	CITY	NUMBER OF CRASHES (2008-2012)	AVERAGE RATE (C/100 MVM)*
OVER 200,000	2	426	Lexington	10,039	532
			Louisville	26,863	397
20,000-60,000	16	339	Owensboro	2,938	506
			Ashland	1,977	504
			Georgetown	1,202	394
			Richmond	1,351	389
			Paducah	2,448	379
			Bowling Green	6,025	374
			Frankfort	2,709	358
			Jeffersontown	980	332
			Covington	2,812	319
			Nicholasville	1,738	316
			Henderson	2,327	309
			Florence	3,743	308
			Independence	2,328	304
			Radcliff	1,289	299
Hopkinsville	3,209	292			
Elizabethtown	3,672	264			
10,000-19,999	16	409	Erlanger	742	774
			Shively	726	676
			Newport	1,245	639
			Danville	700	475
			Shepherdsville	813	468
			Winchester	1,090	448
			Lawrenceburg	227	442
			Madisonville	1,952	431
			Murray	1,516	419
			Bardstown	1,416	406
			Shelbyville	764	393
			Fort Thomas	304	354
			Glasgow	777	345
			Mayfield	433	331
			Berea	742	296
			Somerset	1,273	237
5,000-9,999	33	321	Edgewood	29	914
			Fort Mitchell	600	729
			Bellevue	182	692
			Elsmere	337	601
			Campbellsville	945	498
			Fort Wright	1,029	485
			Leitchfield	590	456
			Central City	555	440
			Mount Sterling	842	436
			Franklin	625	419
			Cold Spring	792	405
			Harrodsburg	390	398
			Corbin	723	390
			Versailles	339	379
			Cynthiana	245	361
			Dayton	50	342
			Paris	869	339
			Morehead	611	321
			Lebanon	575	313
			London	1,540	309
			Maysville	882	292
Princeton	536	292			
Alexandria	639	284			
Mount Washington	301	284			
Russellville	501	266			
La Grange	86	256			

TABLE 17. CRASH RATES ON IDENTIFIED STREETS BY CITY AND POPULATION  
CATEGORY (2008-2012)(continued)

POPULATION CATEGORY	NUMBER OF CITIES	AVERAGE RATE (C/100 MVM)*	CITY	NUMBER OF CRASHES (2008-2012)	AVERAGE RATE (C/100 MVM)*
5,000-9,999 (cont.)	33	321	Taylor Mill	76	255
			Williamsburg	500	241
			Pikeville	1,150	231
			Villa Hills	69	229
			Flatwoods	549	208
			Highland Heights	764	205
			Monticello	542	152
2,500-4,999	36	259	Southgate	621	1,049
			Ludlow	257	866
			Park Hills	187	682
			Lakeside Park	354	529
			Wilmore	114	471
			Lancaster	135	464
			Carrollton	254	453
			Walton	362	426
			Benton	375	416
			Marion	170	392
			Paintsville	422	391
			West Liberty	116	350
			Russell	518	327
			Prestonsburg	360	301
			Dawson Springs	124	300
			Beaver Dam	342	282
			Grayson	311	273
			Columbia	114	257
			Greenville	263	249
			Stanton	304	249
			Hazard	1,008	244
			Vine Grove	143	243
			Brandenburg	227	238
			Scottsville	526	232
			Morganfield	281	194
			Hodgenville	85	190
			Stanford	229	190
			Providence	207	188
			Flemingsburg	128	187
			Calvert City	142	171
			Springfield	157	169
			Hartford	133	150
Irvine	94	148			
Barbourville	506	131			
Cadiz	85	94			
Eddyville	139	65			
1,000-2,499	55	196	Falmouth	28	502
			Warsaw	1	488
			Dry Ridge	69	451
			Hardinsburg	29	415
			Jackson	252	388
			Junction City	31	373
			Loyall	8	361
			Lebanon Junction	11	342
			Vanceburg	19	338
			Uniontown	19	330
			Salyersville	180	329
			Mount Vernon	198	311
			Edmonton	186	302
			Manchester	228	286
			Carlisle	29	264
			Louisa	158	260
Russell Springs	269	253			

TABLE 17. CRASH RATES ON IDENTIFIED STREETS BY CITY AND POPULATION  
CATEGORY (2008-2012)(continued)

POPULATION CATEGORY	NUMBER OF CITIES	AVERAGE RATE (C/100 MVM)*	CITY	NUMBER OF CRASHES (2008-2012)	AVERAGE RATE (C/100 MVM)*
1,000-2,499 (cont.)	55	196	Tompkinsville	222	248
			Clay City	100	232
			Albany	148	230
			Munfordville	159	228
			Owingsville	72	226
			Jenkins	73	220
			Harlan	312	213
			Elkton	103	210
			Liberty	271	209
			Eminence	111	208
			Worthington	6	201
			Jamestown	142	200
			Morgantown	109	197
			Owenton	34	197
			Catlettsburg	301	183
			Raceland	112	181
			Whitesburg	242	178
			Pineville	67	166
			Earlington	131	165
			Horse Cave	193	157
			Olive Hill	67	153
			Sturgis	161	149
			Beattyville	60	148
			Clay	36	147
			Fulton	157	147
			Livermore	14	140
			Cave City	282	139
			Sebree	66	138
			Burkesville	50	126
			Nortonville	33	126
			South Shore	9	115
			Greensburg	75	106
			Auburn	5	87
			Cumberland	32	75
			Anchorage	2	62
			Cloverport	30	56
			Clinton	30	56
			Hickman	10	48

\* Crashes per 100 million vehicle-miles

TABLE 18. TOTAL CRASH RATES BY CITY AND POPULATION CATEGORY (IN DESCENDING ORDER)  
(2008-2012)(ALL ROADS)

CITY	NUMBER OF CRASHES (2008-2012)	ANNUAL CRASH RATE (CRASHES PER 1000 POPULATION)	CITY	NUMBER OF CRASHES (2008-2012)	ANNUAL CRASH RATE (CRASHES PER 1000 POPULATION)
POPULATION CATEGORY OVER 200,000			POPULATION CATEGORY 2,500-4,999		
Lexington	60,540	40.9	Hazard	2,375	106.6 *
Louisville	*****	40.7	Prestonsburg	1,718	105.6 *
POPULATION CATEGORY 20,000-60,000			Crestview Hills	1,639	104.1 *
Florence	9,842	65.7 *	Paintsville	1,137	65.7 *
Paducah	7,285	58.2 *	Wilder	983	64.8 *
Bowling Green	14,155	48.8	Russell	1,091	64.6 *
Frankfort	5,921	46.4	Crescent Springs	976	51.4
Elizabethtown	6,580	46.1	Cadiz	590	46.1
Ashland	4,870	44.9	Walton	785	43.2
Owensboro	12,447	43.5	Barbourville	661	41.8
Richmond	6,805	43.4	Scottsville	883	41.8
Henderson	5,743	39.9	Benton	900	41.4
Covington	7,405	36.4	Grayson	845	40.1
Hopkinsville	5,536	35.1	Brandenburg	499	37.8
Nicholasville	4,526	32.3	Calvert City	466	36.3
Jeffersonstown	4,147	31.2	Stanford	620	35.6
Radcliff	3,127	28.8	Springfield	441	35.0
Georgetown	4,017	27.6	Stanton	470	34.4
Independence	2,153	17.4	Williamstown	669	34.1
POPULATION CATEGORY 10,000-19,999			Williamstown	669	34.1
Somerset	3,953	70.6 *	Beaver Dam	571	33.5
Newport	4,486	58.7 *	Southgate	634	33.3
Bardstown	3,134	53.6	Crestwood	743	32.8
Shepherdsville	2,843	50.7	Lancaster	559	32.5
Shively	3,838	50.3	Columbia	716	32.2
Danville	3,444	42.5	Carrollton	632	32.1
Erlanger	3,720	41.1	Morganfield	522	31.8
Madisonville	3,979	40.6	Flemingsburg	404	30.4
Shelbyville	2,801	39.9	Hodgenville	426	26.6
Glasgow	2,751	39.2	Crittenden	480	25.2
Winchester	3,586	39.0	Eddyville	300	23.5
Murray	3,379	38.1	Marion	330	21.7
Mayfield	1,773	35.4	Hartford	288	21.6
Berea	2,173	32.0	West Liberty	356	20.7
Lawrenceburg	1,026	19.5	Irvine	277	20.4
Lyndon	878	16.0	Ludlow	409	18.6
Fort Thomas	1,270	15.6	Vine Grove	357	15.8
POPULATION CATEGORY 5,000-9,999			Vine Grove	357	15.8
Fort Wright	2,688	93.9 *	Dawson Springs	216	15.6
London	3,702	92.6 *	Providence	210	13.2
Pikeville	3,107	90.0 *	Park Hills	159	10.7
Morehead	2,136	62.4 *	Wilmore	168	9.1
Corbin	2,102	57.6 *	Indian Hills	68	4.7
Mount Sterling	1,932	56.0 *			
Campbellsville	2,328	51.1			
Maysville	2,222	49.3			
Cold Spring	1,284	43.4			
Cynthiana	1,353	42.3			
Middletown	1,519	42.1			
Franklin	1,764	42.0			
Leitchfield	1,400	41.8			
Oak Grove	1,499	40.0			
Lebanon	1,079	39.0			
Highland Heights	1,339	38.7			
Williamsburg	1,000	38.1			
Russellville	1,295	37.2			
Taylor Mill	1,226	37.1			
Versailles	1,578	36.8			
Paris	1,521	35.6			
Central City	994	33.3			
Harrodsburg	1,384	33.2			
Fort Mitchell	1,325	32.3			
Bellevue	952	32.0			
Monticello	927	30.0			
Mount Washington	1,351	29.6			
La Grange	1,189	29.4			
Princeton	905	28.6			
Union	755	28.1			
Alexandria	1,149	27.1			
Edgewood	1,087	25.4			
Flatwoods	676	18.2			
Dayton	373	14.0			
Elsmere	548	13.0			
Villa Hills	259	6.9			

\* Critical crash rate

TABLE 19. FATAL CRASH RATES BY CITY AND POPULATION CATEGORY (IN DESCENDING ORDER WITH CRITICAL RATES IDENTIFIED)(2008-2012)(ALL ROADS)

CITY	NUMBER OF CRASHES (2008-2012)	ANNUAL CRASH RATE (CRASHES PER 10,000 POPULATION)	CITY	NUMBER OF CRASHES (2008-2012)	ANNUAL CRASH RATE (CRASHES PER 10,000 POPULATION)
POPULATION CATEGORY OVER 200,000			POPULATION CATEGORY 2,500-4,999		
Louisville	296	0.99	Prestonsburg	17	10.45 *
Lexington	129	0.87	Williamstown	9	4.59
POPULATION CATEGORY 20,000-60,000			Hazard	9	4.04
Paducah	19	1.52	Barbourville	6	3.79
Radcliff	10	0.92	Springfield	4	3.18
Richmond	14	0.89	Scottsville	6	2.84
Elizabethtown	12	0.84	Hartford	3	2.25
Bowling Green	24	0.83	Columbia	5	2.25
Nicholasville	11	0.79	Paintsville	3	1.73
Frankfort	10	0.78	Calvert City	2	1.56
Ashland	8	0.74	Flemingsburg	2	1.50
Florence	11	0.73	Stanton	2	1.46
Hopkinsville	11	0.70	Grayson	3	1.42
Covington	14	0.69	Greenville	3	1.39
Jeffersonton	9	0.68	Vine Grove	3	1.33
Henderson	9	0.63	Marion	2	1.32
Owensboro	16	0.56	Providence	2	1.25
Georgetown	7	0.48	Russell	2	1.18
Independence	4	0.32	Beaver Dam	2	1.17
POPULATION CATEGORY 10,000-19,999			Beaver Dam	2	1.17
Bardstown	12	2.05	Carrollton	2	1.02
Somerset	10	1.79	Morganfield	1	0.61
Shelbyville	12	1.71	Lancaster	1	0.58
Murray	12	1.35	Southgate	1	0.53
Berea	9	1.33			
Shepherdsville	7	1.25			
Glasgow	7	1.00			
Danville	8	0.99			
Lawrenceburg	4	0.76			
Mayfield	3	0.60			
Winchester	5	0.54			
Shively	4	0.52			
Madisonville	5	0.51			
Fort Thomas	4	0.49			
Erlanger	4	0.44			
Newport	3	0.39			
POPULATION CATEGORY 5,000-9,999					
Pikeville	11	3.19			
Corbin	9	2.46			
Versailles	8	1.87			
Cold Spring	5	1.69			
Monticello	5	1.62			
Cynthiana	5	1.56			
London	6	1.50			
Russellville	5	1.44			
Franklin	6	1.43			
Taylor Mill	4	1.21			
Harrodsburg	5	1.20			
Morehead	4	1.17			
Mount Sterling	4	1.16			
Mount Washington	5	1.10			
Fort Mitchell	4	0.97			
Paris	4	0.94			
Alexandria	4	0.94			
Campbellsville	4	0.88			
Williamsburg	2	0.76			
Lebanon	2	0.72			
Central City	2	0.67			
Princeton	2	0.63			
Leitchfield	2	0.60			
Fort Wright	1	0.35			
Highland Heights	1	0.29			
Villa Hills	1	0.27			
Flatwoods	1	0.27			
La Grange	1	0.25			
Maysville	1	0.22			

\* Critical crash rate

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

COUNTY	NUMBER OF ALCOHOL-RELATED CRASHES (2008 - 2012)		PERCENT OF TOTAL CRASHES INVOLVING ALCOHOL	
	ALL	AGE 16-20	ALL	AGE 16-20
POPULATION CATEGORY UNDER 10,000				
Robertson	9	1	16.1	7.1
Hickman	17	0	9.5	0.0
Elliott	22	1	6.6	2.3
Livingston	63	4	6.3	2.0
Cumberland	26	4	6.2	4.4
Ballard	61	4	6.1	1.8
Trimble	56	1	6.1	0.6
Gallatin	79	2	5.7	1.1
Menifee	22	0	5.7	0.0
Wolfe	53	3	5.7	2.0
Carlisle	26	1	5.3	0.9
Bracken	46	2	5.3	1.1
Hancock	35	3	5.3	1.8
Owsley	8	1	5.1	3.3
Fulton	33	1	4.9	0.8
Lyon	49	4	4.3	1.9
Nicholas	25	1	4.1	0.7
Lee	14	0	3.9	0.0
McLean	33	3	3.4	1.3
Crittenden	29	3	3.0	1.3
POPULATION CATEGORY 10,000 - 14,999				
Lewis	52	3	6.3	1.8
Carroll	105	4	6.0	1.1
Washington	70	9	5.9	3.2
Trigg	80	8	5.3	2.5
Todd	56	3	5.2	1.1
Owen	47	0	5.2	0.0
Estill	61	3	5.2	1.3
Edmonson	46	5	5.1	2.1
Bath	35	1	5.1	0.9
Butler	54	6	5.1	2.5
Larue	65	5	5.0	1.5
Jackson	49	3	4.8	1.3
Pendleton	86	9	4.7	1.9
Fleming	54	0	4.7	0.0
Magoffin	50	3	4.6	1.3
Leslie	19	2	4.5	2.8
Clinton	35	2	4.4	1.2
Monroe	30	7	4.3	3.2
Breathitt	60	3	4.2	1.2
Morgan	49	5	4.1	2.0
Metcalfe	40	2	3.6	0.6
Green	25	2	3.5	0.9
Caldwell	57	7	3.4	1.6
Powell	44	3	3.1	1.1
Webster	36	2	3.0	0.7
Martin	18	0	2.2	0.0
POPULATION CATEGORY 15,000 - 24,999				
Marion	155	13	7.2	2.1
Spencer	70	7	6.1	2.1
Casey	75	3	5.9	0.9
Woodford	211	21	5.4	2.3
Henry	91	3	5.3	0.9
Bourbon	139	9	5.3	1.6
Harrison	143	12	5.2	2.0
McCreary	64	6	4.9	2.1
Ohio	141	8	4.8	1.1
Mason	160	10	4.8	1.4
Lincoln	113	6	4.8	1.1
Allen	106	11	4.6	1.8

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

COUNTY	NUMBER OF ALCOHOL-RELATED CRASHES (2008 - 2012)		PERCENT OF TOTAL CRASHES INVOLVING ALCOHOL	
	ALL	AGE 16-20	ALL	AGE 16-20
POPULATION CATEGORY 15,000 - 24,999 (continued)				
Breckinridge	64	8	4.4	2.2
Clay	99	6	4.3	1.3
Lawrence	59	2	4.2	0.8
Union	69	3	4.2	0.7
Letcher	94	4	4.1	0.9
Simpson	109	10	3.9	1.6
Anderson	82	3	3.7	0.5
Mercer	96	5	3.7	0.7
Adair	61	8	3.7	1.8
Hart	83	6	3.4	1.3
Russell	56	3	3.2	0.6
Taylor	110	16	3.2	1.5
Rowan	127	11	3.2	0.9
Wayne	47	6	3.1	1.5
Knott	47	2	3.0	0.7
Rockcastle	74	3	3.0	0.7
Garrard	54	6	2.8	1.3
Johnson	69	2	2.8	0.4
Grant	114	9	2.8	1.0
POPULATION CATEGORY 25,000 - 49,999				
Floyd	283	16	5.5	1.9
Meade	124	8	5.4	1.2
Nelson	306	25	5.2	1.6
Marshall	196	15	4.9	1.4
Graves	194	19	4.5	1.9
Grayson	142	9	4.5	1.1
Jessamine	289	27	4.2	1.6
Logan	117	10	4.2	1.5
Montgomery	179	8	4.2	0.8
Calloway	207	33	4.1	1.8
Shelby	225	18	3.8	1.4
Franklin	298	22	3.7	1.3
Barren	213	26	3.6	1.7
Carter	103	11	3.6	1.9
Scott	245	20	3.5	1.3
Boyle	149	21	3.5	2.0
Henderson	264	20	3.4	1.1
Perry	144	12	3.2	1.3
Clark	168	9	3.1	0.9
Greenup	110	11	3.0	1.2
Hopkins	208	17	2.9	0.9
Muhlenberg	113	4	2.8	0.4
Harlan	79	3	2.7	0.5
Boyd	222	21	2.6	1.2
Knox	80	7	2.5	1.1
Whitley	121	6	2.4	0.5
Bell	83	8	2.4	1.1
POPULATION CATEGORY 50,000 - OVER				
Pike	445	26	4.6	1.4
Kenton	1167	76	4.6	1.4
McCracken	497	34	4.5	1.4
Bullitt	359	33	4.3	1.5
Oldham	199	32	4.3	2.5
Campbell	577	52	4.1	1.5
Fayette	2448	220	4.0	1.6
Christian	369	37	4.0	1.9
Daviess	638	55	4.0	1.2
Madison	497	59	3.9	1.7
Boone	725	67	3.5	1.3
Hardin	491	43	3.4	1.3
Warren	662	75	3.4	1.3
Jefferson	4518	247	3.3	1.0
Laurel	224	13	2.7	0.7
Pulaski	206	11	2.5	0.5

TABLE 21. CRASHES INVOLVING ALCOHOL BY CITY AND POPULATION CATEGORY(IN ORDER OF DECREASING PERCENTAGES)(2008-2012)

CITY	NUMBER OF ALCOHOL-RELATED CRASHES	PERCENTAGE OF CRASHES INVOLVING ALCOHOL	CITY	NUMBER OF ALCOHOL-RELATED CRASHES	PERCENTAGE OF CRASHES INVOLVING ALCOHOL
POPULATION CATEGORY OVER 200,000			POPULATION CATEGORY 2,500-4,999		
Lexington	2,446	4.0	Vine Grove	25	7.0
Louisville	3,987	3.3	Carrollton	37	5.9
POPULATION CATEGORY 20,000-60,000			Springfield	22	5.0
Covington	530	7.2	Lakeside Park	11	4.3
Independence	98	4.6	Providence	9	4.3
Nicholasville	165	3.6	Ludlow	17	4.2
Hopkinsville	199	3.6	Calvert City	18	3.9
Radcliff	108	3.5	Park Hills	6	3.8
Jeffersonton	143	3.4	Prestonsburg	62	3.6
Owensboro	407	3.3	Southgate	23	3.6
Frankfort	194	3.3	Wilmore	6	3.6
Georgetown	131	3.3	Scottsville	27	3.1
Richmond	208	3.1	Beaver Dam	17	3.0
Paducah	226	3.1	Grayson	22	2.6
Henderson	174	3.0	Williamstown	17	2.5
Florence	264	2.7	Hazard	58	2.4
Bowling Green	363	2.6	Barbourville	15	2.3
Elizabethtown	152	2.3	Columbia	16	2.2
Ashland	102	2.1	Hodgenville	9	2.1
POPULATION CATEGORY 10,000-19,999			Columbia	16	2.2
Fort Thomas	58	4.6	Greenville	16	2.1
Newport	185	4.1	Marion	7	2.1
Shelbyville	94	3.4	Hartford	6	2.1
Shepherdsville	97	3.4	Morganfield	9	1.7
Shively	123	3.2	Flemingsburg	7	1.7
Erlanger	115	3.1	Russell	17	1.6
Bardstown	93	3.0	Stanton	7	1.5
Lawrenceburg	29	2.8	Paintsville	17	1.5
Glasgow	73	2.7	Lancaster	7	1.3
Danville	93	2.7	Irvine	3	1.1
Winchester	92	2.6	Dawson Springs	2	0.9
Mayfield	46	2.6			
Berea	50	2.3			
Murray	72	2.1			
Madisonville	74	1.9			
Somerset	48	1.2			
POPULATION CATEGORY 5,000-9,999					
Elsmere	34	6.2			
Dayton	21	5.6			
Bellevue	53	5.6			
Versailles	70	4.4			
Lebanon	47	4.4			
Fort Mitchell	57	4.3			
Villa Hills	11	4.2			
Pikeville	123	4.0			
Paris	60	3.9			
Mount Sterling	65	3.4			
Taylor Mill	39	3.2			
Franklin	54	3.1			
Maysville	69	3.1			
Cynthiana	40	3.0			
Russellville	35	2.7			
Princeton	24	2.7			
La Grange	30	2.5			
Edgewood	27	2.5			
Monticello	22	2.4			
Flatwoods	16	2.4			
Highland Heights	31	2.3			
Corbin	49	2.3			
Alexandria	25	2.2			
Morehead	47	2.2			
Williamsburg	22	2.2			
Central City	22	2.2			
Mount Washington	29	2.1			
London	76	2.1			
Campbellsville	50	2.1			
Fort Wright	53	2.0			
Leitchfield	28	2.0			
Cold Spring	25	1.9			
Harrodsburg	24	1.7			



TABLE 22. SUMMARY OF ALCOHOL CONVICTIONS BY COUNTY (2008 - 2012)

COUNTY						TOTAL	ANNUAL AVERAGE	ALCOHOL
	2008	2009	2010	2011	2012	ALCOHOL CONVICTIONS (FIVE YEARS)**	ALCOHOL CONVICTIONS PER 1,000 LICENSED DRIVERS	CONVICTIONS PER ALCOHOL- RELATED CRASH
Adair	75	59	76	70	61	341	5.5	5.6
Allen	99	83	65	55	54	356	5.3	3.4
Anderson	189	115	97	145	81	627	7.6	7.6
Ballard	38	51	44	76	57	266	8.6	4.4
Barren	178	158	193	170	183	882	6.0	4.1
Bath	36	28	32	34	23	153	3.7	4.4
Bell	303	255	245	181	105	1,089	12.6	13.1
Boone	810	695	557	591	605	3,258	7.5	4.5
Bourbon	107	98	88	85	157	535	7.6	3.8
Boyd	352	446	378	433	289	1,898	11.1	8.5
Boyle	127	196	143	110	171	747	7.5	5.0
Bracken	35	15	16	16	16	98	3.2	2.1
Breathitt	142	133	119	102	82	578	12.0	9.6
Breckinridge	56	67	59	49	47	278	3.9	4.3
Bullitt	255	161	206	204	240	1,066	3.8	3.0
Butler	76	62	61	50	57	306	6.7	5.7
Caldwell	70	47	41	36	47	241	5.0	4.2
Calloway	257	283	244	214	219	1,217	9.9	5.9
Campbell	542	485	447	416	365	2,255	7.2	3.9
Carlisle	11	28	23	15	10	87	4.5	3.3
Carroll	135	118	89	67	78	487	13.3	4.6
Carter	127	115	91	96	89	518	5.4	5.0
Casey	105	104	98	83	84	474	8.8	6.3
Christian	506	715	493	392	352	2,458	12.3	6.7
Clark	200	176	138	108	146	768	6.0	4.6
Clay	92	79	89	70	157	487	7.4	4.9
Clinton	68	31	39	47	45	230	6.5	6.6
Crittenden	47	54	39	22	36	198	6.2	6.8
Cumberland	58	48	37	26	32	201	8.1	7.7
Daviess	663	668	567	562	597	3,057	8.8	4.8
Edmonson	41	44	18	15	24	142	3.2	3.1
Elliott	31	41	39	19	10	140	6.3	6.4
Estill	43	57	59	47	41	247	4.8	4.0
Fayette	2,094	1,685	1,684	1,313	1,271	8,047	8.5	3.3
Fleming	68	40	53	41	40	242	4.7	4.5
Floyd	345	334	227	270	236	1,412	10.5	5.0
Franklin	370	272	255	217	202	1,316	7.6	4.4
Fulton	71	76	63	46	57	313	14.6	9.5
Gallatin	97	87	74	86	77	421	14.0	5.3
Garrard	124	75	66	55	39	359	6.0	6.6
Grant	157	83	76	68	39	423	5.0	3.7
Graves	237	191	160	214	207	1,009	7.7	5.2
Grayson	88	110	88	81	95	462	5.0	3.3
Green	53	52	45	28	20	198	4.8	7.9
Greenup	231	271	247	227	283	1,259	9.2	11.4
Hancock	39	56	32	27	61	215	6.6	6.1
Hardin	662	575	601	597	764	3,199	9.0	6.5
Harlan	276	203	179	168	176	1,002	10.0	12.7
Harrison	52	52	63	68	50	285	4.4	2.0
Hart	84	107	88	108	77	464	7.6	5.6
Henderson	393	293	281	376	210	1,553	9.3	5.9
Henry	148	155	133	129	85	650	11.4	7.1
Hickman	16	22	21	25	11	95	5.6	5.6
Hopkins	372	358	286	279	268	1,563	9.3	7.5
Jackson	32	24	41	35	27	159	3.5	3.2
Jefferson	2,213	2,442	2,201	2,098	1,924	10,878	4.3	2.4
Jessamine	240	299	278	238	202	1,257	7.6	4.3
Johnson	121	226	204	175	124	850	10.3	12.3
Kenton	647	677	622	613	603	3,162	5.7	2.7
Knott	66	81	79	144	56	426	7.9	9.1
Knox	113	148	189	138	204	792	7.5	9.9
Larue	35	44	47	30	64	220	4.3	3.4
Laurel	583	612	483	513	646	2,837	13.8	12.7

TABLE 22. SUMMARY OF ALCOHOL CONVICTIONS BY COUNTY (2008 - 2012) (continued)

COUNTY						TOTAL	ANNUAL AVERAGE	ALCOHOL
	2008	2009	2010	2011	2012	ALCOHOL CONVICTIONS (FIVE YEARS)**	ALCOHOL CONVICTIONS PER 1,000 LICENSED DRIVERS	CONVICTIONS PER ALCOHOL- RELATED CRASH
Lawrence	68	121	87	68	39	383	6.9	6.5
Lee	37	48	51	38	26	200	8.4	14.3
Leslie	52	54	24	36	21	187	4.6	9.8
Letcher	128	101	92	98	72	491	6.0	5.2
Lewis	78	51	57	70	71	327	6.7	6.3
Lincoln	77	67	65	89	80	378	4.4	3.3
Livingston	58	48	49	44	44	243	6.5	3.9
Logan	269	179	153	199	179	979	10.2	8.4
Lyon	87	88	71	66	75	387	13.2	7.9
McCracken	471	441	417	348	389	2,066	8.5	4.2
McCreary	88	101	111	87	59	446	8.3	7.0
McLean	119	135	94	113	120	581	16.4	17.6
Madison	195	167	161	134	133	790	2.9	1.6
Magoffin	92	84	85	93	70	424	9.6	8.5
Marion	85	96	66	86	65	398	6.2	2.6
Marshall	759	642	460	570	602	3,033	24.7	15.5
Martin	121	96	72	96	86	471	12.5	26.2
Mason	44	43	26	47	55	215	3.5	1.3
Meade	147	130	105	98	115	595	6.1	4.8
Menifee	24	28	15	14	25	106	4.6	4.8
Mercer	115	107	93	81	61	457	5.7	4.8
Metcalfe	71	52	29	36	32	220	6.1	5.5
Monroe	79	55	39	40	40	253	6.4	8.4
Montgomery	103	108	66	69	68	414	4.5	2.3
Morgan	84	101	65	47	41	338	8.1	6.9
Muhlenberg	191	181	203	130	185	890	7.9	7.9
Nelson	300	209	203	195	154	1,061	6.5	3.5
Nicholas	45	42	42	29	43	201	7.7	8.0
Ohio	149	103	111	121	100	584	6.9	4.1
Oldham	225	146	183	196	187	937	4.4	4.7
Owen	45	37	35	39	28	184	4.8	3.9
Owsley	38	27	15	28	34	142	9.0	17.8
Pendleton	40	61	38	51	50	240	4.5	2.8
Perry	136	176	124	221	121	778	7.8	5.4
Pike	382	329	239	235	194	1,379	6.3	3.1
Powell	101	91	86	98	85	461	10.1	10.5
Pulaski	406	384	337	290	242	1,659	7.3	8.1
Robertson	4	3	6	5	1	19	2.3	2.1
Rockcastle	97	113	140	83	82	515	8.9	7.0
Rowan	149	199	207	192	203	950	12.8	7.5
Russell	80	72	47	66	46	311	4.8	5.6
Scott	119	154	132	152	162	719	4.3	2.9
Shelby	307	282	371	287	236	1,483	10.2	6.6
Simpson	71	82	77	76	78	384	6.0	3.5
Spencer	96	96	90	62	98	442	6.7	6.3
Taylor	144	113	96	119	90	562	6.3	5.1
Todd	61	56	45	43	55	260	6.5	4.6
Trigg	120	96	81	111	104	512	10.0	6.4
Trimble	34	38	22	19	55	168	5.1	3.0
Union	139	115	115	142	102	613	11.5	8.9
Warren	898	713	820	739	628	3,798	10.4	5.7
Washington	72	54	30	31	23	210	5.1	3.0
Wayne	44	48	47	32	39	210	3.1	4.5
Webster	45	38	49	38	54	224	4.6	6.2
Whitley	157	166	174	158	177	832	6.9	6.9
Wolfe	57	31	26	39	24	177	7.1	3.3
Woodford	192	161	114	148	148	763	8.3	3.6
TOTAL *	24,296	22,924	20,654	19,855	19,074	106,803	7.1	4.5

\*Convictions in cases filed in the same calander year.

\*\*There were 33,726 arrests on average from 2008 to 2012.

TABLE 23. ALCOHOL CONVICTION RATES IN DECREASING ORDER (BY COUNTY POPULATION CATEGORIES)  
(2008 - 2012)

POPULATION	COUNTY	ANNUAL AVERAGE ALCOHOL CONVICTIONS PER 1,000 LICENSED DRIVERS		COUNTY	ALCOHOL CONVICTIONS PER ALCOHOL-RELATED CRASH	
UNDER 10,000	McLean	16.4		Owsley	17.8	
	Fulton	14.6		McLean	17.6	
	Gallatin	14.0		Lee	14.3	
	Lyon	13.2		Fulton	9.5	
	Owsley	9.0		Nicholas	8.0	
	Ballard	8.6		Lyon	7.9	
	Lee	8.4		Cumberland	7.7	
	Cumberland	8.1		Crittenden	6.8	
	Nicholas	7.7		Elliott	6.4	
	Wolfe	7.1		Hancock	6.1	
	Hancock	6.6		Hickman	5.6	
	Livingston	6.5		Gallatin	5.3	
	Elliott	6.3		Menifee	4.8	
	Crittenden	6.2		Ballard	4.4	
	Hickman	5.6		Livingston	3.9	
	Trimble	5.1		Carlisle	3.3	
	Menifee	4.6		Wolfe	3.3	
	Carlisle	4.5		Trimble	3.0	
	Bracken	3.2		Bracken	2.1	
	Robertson	2.3		Robertson	2.1	
10,000-14,999	Carroll	13.3		Martin	26.2	
	Martin	12.5		Powell	10.5	
	Breathitt	12.0		Leslie	9.8	
	Powell	10.1		Breathitt	9.6	
	Trigg	10.0		Magoffin	8.5	
	Magoffin	9.6		Monroe	8.4	
	Morgan	8.1		Green	7.9	
	Butler	6.7		Morgan	6.9	
	Lewis	6.7		Clinton	6.6	
	Clinton	6.5		Trigg	6.4	
	Todd	6.5		Lewis	6.3	
	Monroe	6.4		Webster	6.2	
	Metcalfe	6.1		Butler	5.7	
	Washington	5.1		Metcalfe	5.5	
	Caldwell	5.0		Todd	4.6	
	Green	4.8		Carroll	4.6	
	Estill	4.8		Fleming	4.5	
	Owen	4.8		Bath	4.4	
	Fleming	4.7		Caldwell	4.2	
	Webster	4.6		Estill	4.0	
	Leslie	4.6		Owen	3.9	
	Pendleton	4.5		Larue	3.4	
	Larue	4.3		Jackson	3.2	
	Bath	3.7		Edmonson	3.1	
	Jackson	3.5		Washington	3.0	
	Edmonson	3.2		Pendleton	2.8	
15,000-24,999	Rowan	12.8		Johnson	12.3	
	Union	11.5		Knott	9.1	
	Henry	11.4		Union	8.9	
	Johnson	10.3		Anderson	7.6	
	Rockcastle	8.9		Rowan	7.5	
	Casey	8.8		Henry	7.1	
	McCreary	8.3		McCreary	7.0	
	Woodford	8.3		Rockcastle	7.0	
	Knott	7.9		Garrard	6.6	
	Bourbon	7.6		Lawrence	6.5	
	Anderson	7.6		Casey	6.3	
	Hart	7.6		Spencer	6.3	
	Clay	7.4		Hart	5.6	
	Lawrence	6.9		Adair	5.6	
	Ohio	6.9		Russell	5.6	
	Spencer	6.7		Letcher	5.2	
	Taylor	6.3		Taylor	5.1	
Marion	6.2		Clay	4.9		

TABLE 23. ALCOHOL CONVICTION RATES IN DECREASING ORDER (BY COUNTY POPULATION CATEGORIES)  
(2008 - 2012) (continued)

POPULATION	COUNTY	ANNUAL AVERAGE ALCOHOL CONVICTIONS PER 1,000 LICENSED DRIVERS	COUNTY	ALCOHOL CONVICTIONS PER ALCOHOL- RELATED CRASH
15,000-24,999 (cont'd)	Garrard	6.0	Mercer	4.8
	Simpson	6.0	Wayne	4.5
	Letcher	6.0	Breckinridge	4.3
	Mercer	5.7	Ohio	4.1
	Adair	5.5	Bourbon	3.8
	Allen	5.3	Grant	3.7
	Grant	5.0	Woodford	3.6
	Russell	4.8	Simpson	3.5
	Harrison	4.4	Allen	3.4
	Lincoln	4.4	Lincoln	3.3
	Breckinridge	3.9	Marion	2.6
	Mason	3.5	Harrison	2.0
	Wayne	3.1	Mason	1.3
25,000 - 49,999	Marshall	24.7	Marshall	15.5
	Bell	12.6	Bell	13.1
	Boyd	11.1	Harlan	12.7
	Floyd	10.5	Greenup	11.4
	Logan	10.2	Knox	9.9
	Shelby	10.2	Boyd	8.5
	Harlan	10.0	Logan	8.4
	Calloway	9.9	Muhlenberg	7.9
	Henderson	9.3	Hopkins	7.5
	Hopkins	9.3	Whitley	6.9
	Greenup	9.2	Shelby	6.6
	Muhlenberg	7.9	Henderson	5.9
	Perry	7.8	Calloway	5.9
	Graves	7.7	Perry	5.4
	Franklin	7.6	Graves	5.2
	Jessamine	7.6	Carter	5.0
	Boyle	7.5	Boyle	5.0
	Knox	7.5	Floyd	5.0
	Whitley	6.9	Meade	4.8
	Nelson	6.5	Clark	4.6
	Meade	6.1	Franklin	4.4
	Clark	6.0	Jessamine	4.3
	Barren	6.0	Barren	4.1
	Carter	5.4	Nelson	3.5
	Grayson	5.0	Grayson	3.3
	Montgomery	4.5	Scott	2.9
	Scott	4.3	Montgomery	2.3
50,000 - OVER	Laurel	13.8	Laurel	12.7
	Christian	12.3	Pulaski	8.1
	Warren	10.4	Christian	6.7
	Hardin	9.0	Hardin	6.5
	Daviess	8.8	Warren	5.7
	Fayette	8.5	Daviess	4.8
	McCracken	8.5	Oldham	4.7
	Boone	7.5	Boone	4.5
	Pulaski	7.3	McCracken	4.2
	Campbell	7.2	Campbell	3.9
	Pike	6.3	Fayette	3.3
	Kenton	5.7	Pike	3.1
	Oldham	4.4	Bullitt	3.0
	Jefferson	4.3	Kenton	2.7
	Bullitt	3.8	Jefferson	2.4
	Madison	2.9	Madison	1.6

TABLE 24. PERCENTAGE OF DRIVERS CONVICTED OF DUI FILINGS (BY COUNTY) (2008 - 2012)\*

COUNTY	TOTAL DUI FILED	TOTAL DUI CONVICTED	TOTAL DUI NON-CONVICTED	CONVICTION PERCENTAGE**
Adair	564	341	85	80.0
Allen	548	356	49	87.9
Anderson	924	627	61	91.1
Ballard	442	266	84	76.0
Barren	1,659	882	235	79.0
Bath	294	153	35	81.4
Bell	2,205	1,089	323	77.1
Boone	4,520	3,258	432	88.3
Bourbon	824	535	63	89.5
Boyd	2,645	1,898	344	84.7
Boyle	1,144	747	115	86.7
Bracken	149	98	19	83.8
Breathitt	772	578	43	93.1
Breckinridge	368	278	48	85.3
Bullitt	2,670	1,066	445	70.5
Butler	499	306	64	82.7
Caldwell	307	241	28	89.6
Calloway	1,561	1,217	127	90.6
Campbell	2,825	2,255	287	88.7
Carlisle	127	87	18	82.9
Carroll	837	487	113	81.2
Carter	941	518	118	81.4
Casey	660	474	78	85.9
Christian	3,471	2,458	402	85.9
Clark	1,007	768	90	89.5
Clay	1,093	487	282	63.3
Clinton	399	230	35	86.8
Crittenden	275	198	24	89.2
Cumberland	303	201	32	86.3
Daviess	4,412	3,057	342	89.9
Edmonson	236	142	43	76.8
Elliott	244	140	45	75.7
Estill	343	247	25	90.8
Fayette	10,232	8,047	684	92.2
Fleming	489	242	77	75.9
Floyd	2,395	1,412	239	85.5
Franklin	2,345	1,316	225	85.4
Fulton	447	313	71	81.5
Gallatin	854	421	269	61.0
Garrard	533	359	75	82.7
Grant	671	423	89	82.6
Graves	1,850	1,009	323	75.8
Grayson	689	462	47	90.8
Green	306	198	35	85.0
Greenup	1,667	1,259	146	89.6
Hancock	271	215	21	91.1
Hardin	4,436	3,199	437	88.0
Harlan	2,288	1,002	296	77.2
Harrison	458	285	43	86.9
Hart	722	464	97	82.7
Henderson	2,215	1,553	153	91.0
Henry	959	650	73	89.9
Hickman	136	95	17	84.8
Hopkins	1,991	1,563	227	87.3
Jackson	259	159	51	75.7
Jefferson	20,745	10,878	1,498	87.9
Jessamine	1,786	1,257	113	91.8
Johnson	1,479	850	194	81.4
Kenton	4,447	3,162	516	86.0
Knott	660	426	66	86.6
Knox	1,474	792	320	71.2
Larue	353	220	36	85.9

TABLE 24. PERCENTAGE OF DRIVERS CONVICTED OF DUI FILINGS (BY COUNTY) (2008 - 2012) (continued)

COUNTY	TOTAL DUI FILED	TOTAL DUI CONVICTED	TOTAL DUI NON-CONVICTED	CONVICTION PERCENTAGE
Laurel	3,978	2,837	427	86.9
Lawrence	646	383	86	81.7
Lee	382	200	56	78.1
Leslie	475	187	145	56.3
Letcher	767	491	103	82.7
Lewis	426	327	48	87.2
Lincoln	589	378	78	82.9
Livingston	381	243	48	83.5
Logan	1,326	979	213	82.1
Lyon	507	387	40	90.6
McCracken	3,176	2,066	438	82.5
McCreary	885	446	162	73.4
McLean	976	581	112	83.8
Madison	1,193	790	197	80.0
Magoffin	649	424	50	89.5
Marion	684	398	62	86.5
Marshall	3,904	3,033	333	90.1
Martin	798	471	95	83.2
Mason	281	215	28	88.5
Meade	853	595	80	88.1
Menifee	182	106	20	84.1
Mercer	639	457	46	90.9
Metcalfe	370	220	58	79.1
Monroe	424	253	98	72.1
Montgomery	683	414	85	83.0
Morgan	534	338	61	84.7
Muhlenberg	1,220	890	82	91.6
Nelson	1,435	1,061	126	89.4
Nicholas	321	201	28	87.8
Ohio	968	584	149	79.7
Oldham	1,356	937	82	92.0
Owen	332	184	68	73.0
Owsley	255	142	38	78.9
Pendleton	412	240	74	76.4
Perry	1,774	778	237	76.7
Pike	3,581	1,379	414	76.9
Powell	715	461	100	82.2
Pulaski	2,975	1,659	406	80.3
Robertson	41	19	8	70.4
Rockcastle	970	515	183	73.8
Rowan	1,560	950	133	87.7
Russell	606	311	67	82.3
Scott	1,067	719	132	84.5
Shelby	2,171	1,483	137	91.5
Simpson	622	384	54	87.7
Spencer	696	442	60	88.0
Taylor	845	562	105	84.3
Todd	365	260	81	76.2
Trigg	711	512	81	86.3
Trimble	303	168	43	79.6
Union	847	613	83	88.1
Warren	6,282	3,798	653	85.3
Washington	316	210	50	80.8
Wayne	333	210	25	89.4
Webster	395	224	46	83.0
Whitley	1,750	832	242	77.5
Wolfe	267	177	33	84.3
Woodford	1,008	763	73	91.3
TOTAL	168,632	106,803	18,234	85.4

\* 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) (2008 - 2012)

POPULATION CATEGORY	AVERAGE CONVICTION PERCENTAGE	COUNTY	TOTAL DUI ARRESTS	TOTAL DUI CONVICTIONS	CONVICTION PERCENTAGE*
UNDER 10,000	81.7	Hancock	271	215	91.1
		Lyon	507	387	90.6
		Crittenden	275	198	89.2
		Nicholas	321	201	87.8
		Cumberland	303	201	86.3
		Hickman	136	95	84.8
		Wolfe	267	177	84.3
		Menifee	182	106	84.1
		McLean	976	581	83.8
		Bracken	149	98	83.8
		Livingston	381	243	83.5
		Carlisle	127	87	82.9
		Fulton	447	313	81.5
		Trimble	303	168	79.6
		Owsley	255	142	78.9
		Lee	382	200	78.1
		Ballard	442	266	76.0
Elliott	244	140	75.7		
Robertson	41	19	70.4		
Gallatin	854	421	61.0		
10,000-14,999	81.3	Breathitt	772	578	93.1
		Estill	343	247	90.8
		Caldwell	307	241	89.6
		Magoffin	649	424	89.5
		Lewis	426	327	87.2
		Clinton	399	230	86.8
		Trigg	711	512	86.3
		Larue	353	220	85.9
		Green	306	198	85.0
		Morgan	534	338	84.7
		Martin	798	471	83.2
		Webster	395	224	83.0
		Butler	499	306	82.7
		Powell	715	461	82.2
		Bath	294	153	81.4
		Carroll	837	487	81.2
		Washington	316	210	80.8
		Metcalfe	370	220	79.1
		Edmonson	236	142	76.8
		Pendleton	412	240	76.4
		Todd	365	260	76.2
		Fleming	489	242	75.9
		Jackson	259	159	75.7
Owen	332	184	73.0		
Monroe	424	253	72.1		
Leslie	475	187	56.3		
15,000-24,999	84.3	Woodford	1,008	763	91.3
		Anderson	924	627	91.1
		Mercer	639	457	90.9
		Henry	959	650	89.9
		Bourbon	824	535	89.5
		Wayne	333	210	89.4
		Mason	281	215	88.5
		Union	847	613	88.1
		Spencer	696	442	88.0
		Allen	548	356	87.9
		Rowan	1,560	950	87.7
		Simpson	622	384	87.7
		Harrison	458	285	86.9
		Knott	660	426	86.6
		Marion	684	398	86.5

TABLE 25. DUI CONVICTION RATES BY COUNTY AND POPULATION CATEGORY  
(IN DESCENDING ORDER) (2008 - 2012) (continued)

POPULATION CATEGORY	AVERAGE CONVICTION PERCENTAGE	COUNTY	TOTAL DUI ARRESTS	TOTAL DUI CONVICTIONS	CONVICTION PERCENTAGE*
15,000-24,999 (continued)		Casey	660	474	85.9
		Breckinridge	368	278	85.3
		Taylor	845	562	84.3
		Lincoln	589	378	82.9
		Garrard	533	359	82.7
		Hart	722	464	82.7
		Letcher	767	491	82.7
		Grant	671	423	82.6
		Russell	606	311	82.3
		Lawrence	646	383	81.7
		Johnson	1,479	850	81.4
		Adair	564	341	80.0
		Ohio	968	584	79.7
		Rockcastle	970	515	73.8
	McCreary	885	446	73.4	
	Clay	1,093	487	63.3	
25,000-49,999	84.8	Jessamine	1,786	1,257	91.8
		Muhlenberg	1,220	890	91.6
		Shelby	2,171	1,483	91.5
		Henderson	2,215	1,553	91.0
		Grayson	689	462	90.8
		Calloway	1,561	1,217	90.6
		Marshall	3,904	3,033	90.1
		Greenup	1,667	1,259	89.6
		Clark	1,007	768	89.5
		Nelson	1,435	1,061	89.4
		Meade	853	595	88.1
		Hopkins	1,991	1,563	87.3
		Boyle	1,144	747	86.7
		Floyd	2,395	1,412	85.5
		Franklin	2,345	1,316	85.4
		Boyd	2,645	1,898	84.7
		Scott	1,067	719	84.5
		Montgomery	683	414	83.0
		Logan	1,326	979	82.1
		Carter	941	518	81.4
		Barren	1,659	882	79.0
		Whitley	1,750	832	77.5
		Harlan	2,288	1,002	77.2
Bell	2,205	1,089	77.1		
Perry	1,774	778	76.7		
Graves	1,850	1,009	75.8		
Knox	1,474	792	71.2		
50,000 - OVER	85.1	Fayette	10,232	8,047	92.2
		Oldham	1,356	937	92.0
		Daviess	4,412	3,057	89.9
		Campbell	2,825	2,255	88.7
		Boone	4,520	3,258	88.3
		Hardin	4,436	3,199	88.0
		Jefferson	20,745	10,878	87.9
		Laurel	3,978	2,837	86.9
		Kenton	4,447	3,162	86.0
		Christian	3,471	2,458	85.9
		Warren	6,282	3,798	85.3
		McCracken	3,176	2,066	82.5
		Pulaski	2,975	1,659	80.3
		Madison	1,193	790	80.0
		Pike	3,581	1,379	76.9
		Bullitt	2,670	1,066	70.5

\*Refer to Table 24 for conviction rate calculation.



TABLE 26. SUMMARY OF RECKLESS DRIVING CONVICTIONS BY COUNTY (2008 - 2012)

COUNTY						TOTAL	ANNUAL AVERAGE
	2008	2009	2010	2011	2012	RECKLESS DRIVING CONVICTIONS (FIVE YEARS)	RECKLESS DRIVING CONVICTIONS PER 1,000 LICENSED DRIVERS
Adair	14	14	9	14	15	66	1.1
Allen	10	13	13	4	7	47	0.7
Anderson	15	20	8	14	18	75	0.9
Ballard	8	4	9	14	6	41	1.3
Barren	44	42	42	61	65	254	1.7
Bath	5	4	7	5	6	27	0.6
Bell	12	8	12	11	4	47	0.5
Boone	150	92	82	86	61	471	1.1
Bourbon	21	11	6	7	16	61	0.9
Boyd	41	60	43	45	40	229	1.3
Boyle	37	34	23	29	21	144	1.5
Bracken	7	4	7	5	5	28	0.9
Breathitt	13	11	8	11	18	61	1.3
Breckinridge	13	8	12	9	6	48	0.7
Bullitt	65	52	57	98	72	344	1.2
Butler	6	8	4	1	4	23	0.5
Caldwell	12	8	7	15	8	50	1.0
Calloway	15	6	9	12	6	48	0.4
Campbell	61	50	41	37	23	212	0.7
Carlisle	10	1	2	0	2	15	0.8
Carroll	17	14	12	12	16	71	1.9
Carter	35	19	11	14	21	100	1.0
Casey	15	6	9	4	8	42	0.8
Christian	83	92	74	86	73	408	2.0
Clark	38	13	8	15	19	93	0.7
Clay	24	11	10	11	22	78	1.2
Clinton	16	11	7	3	7	44	1.3
Crittenden	1	7	3	5	1	17	0.5
Cumberland	11	13	8	12	14	58	2.3
Daviess	67	61	64	47	63	302	0.9
Edmonson	6	5	6	8	7	32	0.7
Elliott	2	2	3	0	2	9	0.4
Estill	2	12	11	3	0	28	0.5
Fayette	301	253	202	211	142	1,109	1.2
Fleming	13	21	20	10	9	73	1.4
Floyd	35	41	33	22	27	158	1.2
Franklin	94	73	64	68	52	351	2.0
Fulton	8	10	7	5	1	31	1.4
Gallatin	21	22	12	17	12	84	2.8
Garrard	16	11	10	5	10	52	0.9
Grant	26	13	21	13	10	83	1.0
Graves	38	45	31	50	42	206	1.6
Grayson	18	20	21	22	24	105	1.1
Green	2	4	3	2	0	11	0.3
Greenup	23	24	26	13	15	101	0.7
Hancock	5	5	2	5	0	17	0.5
Hardin	104	116	94	85	125	524	1.5
Harlan	74	35	30	23	23	185	1.8
Harrison	16	13	10	11	8	58	0.9
Hart	31	24	18	18	16	107	1.7
Henderson	44	37	43	34	26	184	1.1
Henry	13	32	18	14	24	101	1.8
Hickman	1	6	3	4	1	15	0.9
Hopkins	45	43	37	48	48	221	1.3
Jackson	7	9	5	7	4	32	0.7
Jefferson	315	280	228	224	251	1,298	0.5
Jessamine	27	45	35	21	30	158	1.0
Johnson	25	27	22	34	23	131	1.6
Kenton	152	129	114	83	74	552	1.0
Knott	8	4	5	4	4	25	0.5
Knox	37	31	19	27	18	132	1.2
Larue	7	3	5	4	10	29	0.6
Laurel	36	54	23	31	41	185	0.9

TABLE 26. SUMMARY OF RECKLESS DRIVING CONVICTIONS BY COUNTY (2008 - 2012) (continued)

COUNTY						RECKLESS DRIVING CONVICTIONS	RECKLESS DRIVING CONVICTIONS PER 1,000 LICENSED DRIVERS
	2008	2009	2010	2011	2012	(FIVE YEARS)	
Lawrence	11	13	10	8	12	54	1.0
Lee	11	4	7	4	3	29	1.2
Leslie	2	6	2	2	6	18	0.4
Letcher	18	18	14	12	7	69	0.8
Lewis	12	3	7	2	7	31	0.6
Lincoln	14	15	23	25	19	96	1.1
Livingston	13	13	11	9	18	64	1.7
Logan	25	25	13	16	23	102	1.1
Lyon	29	28	32	29	24	142	4.9
McCracken	57	82	48	64	70	321	1.3
McCreary	9	3	7	8	8	35	0.7
McLean	2	4	3	5	9	23	0.6
Madison	51	24	31	23	20	149	0.5
Magoffin	5	2	7	2	3	19	0.4
Marion	15	9	8	9	12	53	0.8
Marshall	38	18	18	15	23	112	0.9
Martin	10	1	0	3	3	17	0.5
Mason	22	23	18	14	15	92	1.5
Meade	27	25	25	28	37	142	1.5
Menifee	2	4	2	2	4	14	0.6
Mercer	14	17	13	17	9	70	0.9
Metcalfe	22	13	26	8	16	85	2.3
Monroe	24	21	8	5	8	66	1.7
Montgomery	20	21	19	20	23	103	1.1
Morgan	7	6	5	7	13	38	0.9
Muhlenberg	15	20	26	15	27	103	0.9
Nelson	55	39	40	27	11	172	1.1
Nicholas	10	6	6	2	5	29	1.1
Ohio	10	19	5	5	11	50	0.6
Oldham	8	6	10	7	11	42	0.2
Owen	13	4	7	7	1	32	0.8
Owsley	10	3	5	4	9	31	2.0
Pendleton	14	14	17	11	14	70	1.3
Perry	23	17	17	9	15	81	0.8
Pike	69	91	71	61	48	340	1.6
Powell	8	10	5	6	1	30	0.7
Pulaski	41	38	42	25	42	188	0.8
Robertson	3	1	0	1	0	5	0.6
Rockcastle	20	17	20	17	22	96	1.7
Rowan	14	23	21	24	22	104	1.4
Russell	12	9	11	7	4	43	0.7
Scott	26	33	32	18	34	143	0.9
Shelby	54	44	36	38	34	206	1.4
Simpson	17	7	9	12	17	62	1.0
Spencer	8	8	8	9	10	43	0.7
Taylor	18	20	14	13	12	77	0.9
Todd	18	21	7	9	9	64	1.6
Trigg	14	28	16	14	21	93	1.8
Trimble	1	5	2	0	0	8	0.2
Union	10	19	18	7	18	72	1.4
Warren	109	116	95	80	85	485	1.3
Washington	10	2	4	3	3	22	0.5
Wayne	14	11	10	17	7	59	0.9
Webster	8	14	15	7	10	54	1.1
Whitley	44	26	29	38	8	145	1.2
Wolfe	3	2	3	3	2	13	0.5
Woodford	13	16	6	10	13	58	0.6
TOTAL	3,570	3,233	2,752	2,656	2,644	14,855	1.1

TABLE 27. PERCENTAGE OF CRASHES INVOLVING DRUGS BY COUNTY AND POPULATION CATEGORY  
(IN ORDER OF DECREASING PERCENTAGES) (2008-2012)(ALL ROADS)

COUNTY	NUMBER OF CRASHES	PERCENT OF TOTAL CRASHES	COUNTY	NUMBER OF CRASHES	PERCENT OF TOTAL CRASHES
<b>POPULATION CATEGORY UNDER 10,000</b>			<b>POPULATION CATEGORY 15,000-24,999</b>		
Owsley	8	5.1	Johnson	135	5.4
Elliott	16	4.8	Knott	78	5.0
Lee	15	4.1	Clay	110	4.7
Menifee	12	3.1	Letcher	92	4.0
Wolfe	25	2.7	McCreary	38	2.9
Carlisle	11	2.3	Lawrence	40	2.9
Hickman	4	2.2	Casey	31	2.4
Livingston	21	2.1	Rockcastle	57	2.3
Nicholas	12	1.9	Russell	35	2.0
Crittenden	17	1.8	Union	31	1.9
Robertson	1	1.8	Adair	30	1.8
Cumberland	7	1.7	Marion	30	1.4
Ballard	14	1.4	Rowan	53	1.3
Trimble	13	1.4	Anderson	27	1.2
Lyon	13	1.1	Ohio	34	1.2
Fulton	7	1.0	Hart	29	1.2
McLean	10	1.0	Harrison	33	1.2
Hancock	6	0.9	Henry	20	1.2
Gallatin	12	0.9	Bourbon	28	1.1
Bracken	5	0.6	Mercer	26	1.0
<b>POPULATION CATEGORY 10,000-14,999</b>			<b>POPULATION CATEGORY 25,000-50,000</b>		
Martin	48	5.9	Allen	23	1.0
Leslie	24	5.7	Wayne	16	1.0
Magoffin	56	5.1	Simpson	27	1.0
Bath	34	4.9	Spencer	11	1.0
Breathitt	55	3.9	Breckinridge	15	1.0
Morgan	40	3.4	Grant	39	0.9
Jackson	28	2.8	Woodford	36	0.9
Powell	38	2.7	Taylor	28	0.8
Fleming	25	2.2	Lincoln	20	0.8
Lewis	15	1.8	Mason	25	0.8
Edmonson	15	1.7	Garrard	14	0.7
Estill	19	1.6	<b>POPULATION CATEGORY OVER 50,000</b>		
Todd	17	1.6	Pike	537	5.6
Larue	17	1.3	Laurel	151	1.8
Carroll	21	1.2	Madison	145	1.1
Butler	13	1.2	Pulaski	84	1.0
Washington	14	1.2	Kenton	265	1.0
Clinton	9	1.1	McCracken	97	0.9
Trigg	16	1.1	Daviess	129	0.8
Webster	12	1.0	Campbell	107	0.8
Owen	9	1.0	Bullitt	64	0.8
Pendleton	18	1.0	Christian	72	0.8
Green	6	0.8	Warren	126	0.7
Caldwell	13	0.8	Hardin	92	0.6
Monroe	4	0.6	Boone	136	0.6
Metcalfe	6	0.5	Oldham	30	0.6
			Fayette	274	0.5
			Jefferson	638	0.5

TABLE 28. PERCENTAGE OF CRASHES INVOLVING DRUGS BY CITY AND POPULATION CATEGORY  
(IN ORDER OF DECREASING PERCENTAGES)(2008-2012)

CITY	NUMBER OF DRUG-RELATED CRASHES	PERCENTAGE OF CRASHES INVOLVING DRUGS	CITY	NUMBER OF DRUG-RELATED CRASHES	PERCENTAGE OF CRASHES INVOLVING DRUGS
POPULATION CATEGORY OVER 200,000			POPULATION CATEGORY 2,500-4,999		
Louisville	567	0.5	Paintsville	42	3.7
Lexington	274	0.5	Prestonsburg	57	3.3
POPULATION CATEGORY 20,000-60,000			Flemingsburg	12	3.0
Covington	120	1.6	Grayson	24	2.8
Ashland	74	1.5	Park Hills	4	2.5
Nicholasville	58	1.3	Providence	5	2.4
Henderson	55	1.0	Hazard	52	2.2
Independence	22	1.0	Ludlow	8	2.0
Frankfort	53	0.9	Irvine	5	1.8
Richmond	55	0.8	Beaver Dam	10	1.8
Hopkinsville	45	0.8	Barbourville	11	1.7
Owensboro	86	0.7	Carrollton	10	1.6
Paducah	53	0.7	Greenville	12	1.6
Jeffersonton	26	0.6	Marion	5	1.5
Georgetown	23	0.6	Calvert City	7	1.5
Radcliff	18	0.6	Vine Grove	5	1.4
Elizabethtown	36	0.5	Stanton	6	1.3
Florence	51	0.5	Wilmore	2	1.2
Bowling Green	68	0.5	Lancaster	6	1.1
POPULATION CATEGORY 10,000-19,999			Wilmore	2	1.2
Lawrenceburg	17	1.7	Benton	10	1.1
Winchester	49	1.4	Williamstown	6	0.9
Mayfield	21	1.2	Springfield	4	0.9
Fort Thomas	15	1.2	Columbia	6	0.8
Somerset	42	1.1	Lakeside Park	2	0.8
Berea	22	1.0	Scottsville	5	0.6
Glasgow	28	1.0	Dawson Springs	1	0.5
Shepherdsville	25	0.9	Russell	5	0.5
Madisonville	32	0.8	Hodgenville	2	0.5
Newport	32	0.7	Stanford	2	0.3
Danville	23	0.7			
Shively	22	0.6			
Bardstown	17	0.5			
Erlanger	18	0.5			
Shelbyville	12	0.4			
Murray	10	0.3			
POPULATION CATEGORY 5,000-9,999					
Pikeville	100	3.2			
Mount Sterling	39	2.0			
Williamsburg	19	1.9			
Dayton	7	1.9			
Corbin	35	1.7			
Cynthiana	20	1.5			
Bellevue	14	1.5			
London	50	1.4			
Edgewood	13	1.2			
Paris	16	1.1			
Franklin	19	1.1			
Fort Mitchell	13	1.0			
Central City	9	0.9			
Campbellsville	21	0.9			
Maysville	18	0.8			
Harrodsburg	11	0.8			
Monticello	7	0.8			
Russellville	10	0.8			
Morehead	18	0.8			
Lebanon	9	0.8			
Flatwoods	5	0.7			
Taylor Mill	9	0.7			
Princeton	6	0.7			
Elsmere	4	0.7			
Leitchfield	10	0.7			
Highland Heights	8	0.6			
Versailles	9	0.6			
Fort Wright	14	0.5			
Mount Washington	7	0.5			
Cold Spring	5	0.4			
La Grange	5	0.4			
Alexandria	1	0.1			

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	
Rockcastle	76.9	Oldham	83.0
Union	76.3	Jefferson*	81.1
Henry*	70.8	Bullitt	80.6
Woodford	70.6	Boone	77.8
Spencer*	70.0	Kenton	77.5
Grant	69.5	Campbell	75.8
Ohio	69.0	Fayette	75.0
Johnson	68.4	Daviess*	70.9
Grayson	64.7	Madison	69.4
Knott	64.5	Hardin	66.2
Clay	64.2	Christian*	65.8
Lawrence	63.2	McCracken*	65.1
Lincoln	62.9	Warren	63.0
Bourbon	62.2	Pike*	62.3
		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)\*

TYPE OF INJURY	NOT WEARING SAFETY BELT		WEARING SAFETY BELT		PERCENT REDUCTION
	NUMBER	PERCENT	NUMBER	PERCENT	
Fatal	1,297	5.05	924	0.09	98
Incapacitating	2,731	10.62	9,478	0.96	91
Non-Incapacitating	4,536	17.65	33,747	3.43	81
Possible Injury	4,210	16.38	56,762	5.77	65
Fatal or Incapacitating	4,028	15.67	10,402	1.06	93

\* Based on 2008 through 2012 crash data. Total sample size for not wearing a safety belt was 25,705 compared to 983,590 for wearing a safety belt.

TABLE 32. USAGE AND EFFECTIVENESS OF CHILD SAFETY SEATS  
(CHILDREN AGE THREE AND UNDER) (2008 - 2012)

VARIABLE	CATEGORY	RESTRAINT USED			
		NONE	SAFETY BELT	CHILD SEAT	ANY RESTRAINT
Number	Fatal	2	5	9	14
With	Incapacitating	26	15	79	94
Given	Non-Incapacitating	35	86	501	587
Injury	Possible Injury	73	299	1,518	1,817
	None Detected	179	3,935	24,317	28,252
Percent	Fatal	0.63	0.12	0.03	0.05
With	Incapacitating	8.25	0.35	0.30	0.31
Given	Non-Incapacitating	11.11	1.98	1.90	1.91
Injury	Possible Injury	23.17	6.89	5.74	5.91
	None Detected	56.83	90.67	92.03	91.83
Percent	Front	4.44	27.15	68.41	95.56
Usage	Rear	0.98	17.14	81.88	99.02
By Seat	All Positions	1.31	18.10	80.59	98.69
Position					
Percent With					
Given Injury By					
Seat Position					
(Front)	Fatal	0.98	0.24	0.00	0.07
	Incapacitating	4.41	0.32	0.16	0.20
	Non-Incapacitating	4.90	2.24	1.59	1.78
	Possible Injury	14.22	4.41	3.59	3.83
	None Detected	25.49	42.79	44.66	44.13
(Rear)	Fatal	0.00	0.03	0.03	0.03
	Incapacitating	3.99	0.15	0.21	0.20
	Non-Incapacitating	5.87	0.78	1.27	1.18
	Possible Injury	10.33	3.27	3.94	3.83
	None Detected	29.81	45.61	64.33	61.09
YEAR	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
	2012	114	1,666	7,625	9,291

TABLE 33. PERCENTAGE OF CRASHES INVOLVING UNSAFE SPEED BY COUNTY AND POPULATION CATEGORY (IN ORDER OF DECREASING PERCENTAGES) (2008-2012)

COUNTY	NUMBER OF CRASHES	PERCENT OF TOTAL CRASHES	COUNTY	NUMBER OF CRASHES	PERCENT OF TOTAL CRASHES
<b>POPULATION CATEGORY UNDER 10,000</b>			<b>POPULATION CATEGORY 15,000-24,999</b>		
Bracken	81	9.3	Rockcastle	254	10.3
Wolfe	83	8.9	Henry	175	10.1
Livingston	82	8.2	Woodford	362	9.2
Lyon	91	8.0	Grant	364	8.8
Hickman	14	7.8	McCreary	111	8.5
Trimble	71	7.7	Clay	189	8.2
Carlisle	35	7.2	Union	127	7.8
Robertson	4	7.1	Wayne	112	7.3
Fulton	45	6.7	Simpson	201	7.2
Cumberland	28	6.7	Spencer	81	7.0
Owsley	9	5.7	Ohio	200	6.9
Hancock	36	5.4	Garrard	123	6.4
Gallatin	71	5.1	Hart	157	6.4
Crittenden	49	5.1	Bourbon	168	6.4
Lee	18	5.0	Lincoln	149	6.3
Elliott	14	4.2	Mercer	156	6.0
Menifee	16	4.1	Harrison	150	5.4
Ballard	41	4.1	Letcher	122	5.3
Nicholas	24	3.9	Mason	169	5.1
McLean	36	3.7	Knott	73	4.7
<b>POPULATION CATEGORY 10,000-14,999</b>			Casey	58	4.6
Magoffin	105	9.6	Anderson	99	4.5
Morgan	113	9.5	Allen	101	4.4
Todd	101	9.4	Breckinridge	63	4.4
Martin	73	9.0	Rowan	160	4.0
Larue	116	8.8	Russell	63	3.6
Caldwell	135	8.1	Johnson	84	3.4
Bath	52	7.6	Adair	56	3.4
Butler	80	7.5	Lawrence	43	3.1
Jackson	75	7.4	Taylor	93	2.7
Edmonson	65	7.2	Marion	51	2.4
Pendleton	127	7.0	<b>POPULATION CATEGORY 25,000-50,000</b>		
Owen	53	5.8	Graves	328	7.6
Leslie	24	5.7	Knox	227	7.1
Washington	68	5.7	Hopkins	508	7.0
Estill	66	5.6	Shelby	415	6.9
Webster	65	5.5	Floyd	348	6.8
Metcalfe	56	5.1	Scott	447	6.5
Trigg	76	5.1	Jessamine	443	6.4
Carroll	77	4.4	Whitley	315	6.4
Monroe	31	4.4	Marshall	260	6.4
Fleming	43	3.7	Franklin	498	6.1
Lewis	25	3.0	Nelson	332	5.7
Powell	40	2.8	Greenup	195	5.3
Breathitt	30	2.1	Calloway	261	5.2
Clinton	17	2.1	Boyle	225	5.2
Green	13	1.8	Harlan	152	5.2
			Carter	144	5.0
			Clark	259	4.9
			Logan	131	4.7
			Meade	106	4.6
			Montgomery	192	4.5
			Muhlenberg	176	4.4
			Barren	255	4.3
			Boyd	367	4.2
			Henderson	311	4.0
			Grayson	128	4.0
			Perry	165	3.6
			Bell	113	3.3
			<b>POPULATION CATEGORY OVER 50,000</b>		
			Madison	1,037	8.2
			Fayette	4,909	8.1
			Kenton	1,828	7.2
			Christian	607	6.6
			Boone	1,358	6.5
			Pike	595	6.2
			Oldham	268	5.7
			Laurel	479	5.7
			Campbell	770	5.5
			McCracken	608	5.5
			Hardin	692	4.8
			Pulaski	400	4.8
			Warren	849	4.4
			Bullitt	355	4.2
			Jefferson	5,330	3.8
			Daviess	545	3.4



TABLE 34. PERCENTAGE OF CRASHES INVOLVING UNSAFE SPEED BY CITY AND POPULATION CATEGORY (IN ORDER OF DECREASING PERCENTAGES)(2008-2012)

CITY	NUMBER OF CRASHES (2008-2012)	PERCENT OF TOTAL CRASHES	CITY	NUMBER OF CRASHES (2008-2012)	PERCENT OF TOTAL CRASHES
POPULATION CATEGORY OVER 200,000			POPULATION CATEGORY 2,500-4,999		
Lexington	4,905	8.1	Williamstown	54	8.1
Louisville	4,918	4.0	Calvert City	32	6.9
POPULATION CATEGORY 20,000-60,000			Southgate	36	5.7
Independence	279	13.0	Lakeside Park	14	5.4
Richmond	448	6.6	Vine Grove	19	5.3
Hopkinsville	330	6.0	Providence	11	5.2
Frankfort	316	5.3	Park Hills	8	5.0
Georgetown	212	5.3	Hodgenville	21	4.9
Florence	461	4.7	Wilmore	8	4.8
Paducah	281	3.9	Prestonsburg	77	4.5
Nicholasville	172	3.8	Stanford	27	4.4
Elizabethtown	245	3.7	Benton	37	4.1
Covington	249	3.4	Morganfield	20	3.8
Bowling Green	482	3.4	Flemingsburg	13	3.2
Henderson	180	3.1	Russell	35	3.2
Ashland	140	2.9	Barbourville	20	3.0
Jeffersonton	112	2.7	Grayson	24	2.8
Owensboro	302	2.4	Marion	9	2.7
Radcliff	49	1.6	Carrollton	17	2.7
POPULATION CATEGORY 10,000-19,999			Carrollton	17	2.7
Erlanger	340	9.1	Greenville	20	2.6
Berea	112	5.2	Springfield	11	2.5
Fort Thomas	62	4.9	Hazard	53	2.2
Danville	145	4.2	Irvine	5	1.8
Madisonville	164	4.1	Beaver Dam	9	1.6
Shelbyville	110	3.9	Lancaster	9	1.6
Winchester	131	3.7	Scottsville	13	1.5
Newport	159	3.5	Dawson Springs	3	1.4
Somerset	130	3.3	Hartford	4	1.4
Shepherdsville	84	3.0	Paintsville	12	1.1
Glasgow	77	2.8	Stanton	4	0.9
Murray	88	2.6			
Mayfield	46	2.6			
Bardstown	74	2.4			
Shively	89	2.3			
Lawrenceburg	23	2.2			
POPULATION CATEGORY 5,000-9,999					
Edgewood	132	12.1			
Taylor Mill	116	9.5			
Villa Hills	24	9.3			
Cold Spring	105	8.2			
Highland Heights	106	7.9			
Princeton	69	7.6			
Flatwoods	43	6.4			
Elsmere	32	5.8			
Alexandria	63	5.5			
Versailles	80	5.1			
Fort Mitchell	67	5.1			
Monticello	45	4.9			
Pikeville	141	4.5			
Williamsburg	43	4.3			
Maysville	95	4.3			
Corbin	90	4.3			
Dayton	15	4.0			
Fort Wright	101	3.8			
Franklin	61	3.5			
Harrodsburg	48	3.5			
Central City	31	3.1			
Cynthiana	42	3.1			
Russellville	39	3.0			
London	102	2.8			
Mount Sterling	51	2.6			
Morehead	52	2.4			
Bellevue	22	2.3			
Paris	33	2.2			
La Grange	25	2.1			
Leitchfield	27	1.9			
Campbellsville	44	1.9			
Mount Washington	26	1.9			
Lebanon	17	1.6			

TABLE 35. SUMMARY OF SPEEDING CONVICTIONS BY COUNTY (2008 - 2012)

COUNTY						TOTAL	ANNUAL AVERAGE	SPEEDING
	2008	2009	2010	2011	2012	SPEEDING CONVICTIONS (FIVE YEARS)	SPEEDING CONVICTIONS PER 1,000 LICENSED DRIVERS	CONVICTIONS PER SPEED- RELATED CRASH
Adair	349	243	296	346	420	1,654	26.8	29.5
Allen	227	179	184	126	162	878	13.1	8.7
Anderson	1,236	740	797	1,045	843	4,661	56.6	47.1
Ballard	74	127	138	71	80	490	15.8	12.0
Barren	656	310	322	337	388	2,013	13.6	7.9
Bath	378	615	613	285	244	2,135	51.1	41.1
Bell	384	537	407	415	507	2,250	26.0	19.9
Boone	2,999	2,299	1,602	1,885	1,779	10,564	24.3	7.8
Bourbon	567	497	503	463	589	2,619	37.4	15.6
Boyd	756	860	973	1,093	999	4,681	27.3	12.8
Boyle	530	326	250	314	284	1,704	17.2	7.6
Bracken	427	349	189	287	326	1,578	50.9	19.5
Breathitt	114	180	121	86	71	572	11.8	19.1
Breckinridge	137	131	190	140	188	786	11.1	12.5
Bullitt	1,534	1,058	631	688	706	4,617	16.4	13.0
Butler	120	169	198	186	278	951	21.0	11.9
Caldwell	317	322	288	296	319	1,542	32.0	11.4
Calloway	297	221	149	176	168	1,011	8.2	3.9
Campbell	1,861	2,018	2,046	2,045	1,907	9,877	31.4	12.8
Carlisle	33	46	62	22	62	225	11.5	6.4
Carroll	391	445	325	337	355	1,853	50.5	24.1
Carter	204	279	327	318	592	1,720	18.0	11.9
Casey	72	72	42	64	125	375	6.9	6.5
Christian	1,203	1,295	1,194	1,375	1,383	6,450	32.2	10.6
Clark	390	598	385	281	392	2,046	16.0	7.9
Clay	227	201	141	144	257	970	14.8	5.1
Clinton	105	75	35	41	39	295	8.4	17.4
Crittenden	50	57	45	45	24	221	6.9	4.5
Cumberland	133	91	57	59	120	460	18.6	16.4
Daviess	1,938	1,843	2,043	1,580	2,387	9,791	28.3	18.0
Edmonson	138	124	92	73	112	539	12.1	8.3
Elliott	8	12	7	14	8	49	2.2	3.5
Estill	93	132	81	161	85	552	10.7	8.4
Fayette	6,118	6,829	3,904	3,774	3,246	23,871	25.2	4.9
Fleming	277	163	112	208	173	933	17.9	21.7
Floyd	259	177	113	153	226	928	6.9	2.7
Franklin	1,627	1,478	1,119	1,000	1,280	6,504	37.5	13.1
Fulton	102	112	133	101	56	504	23.6	11.2
Gallatin	545	659	541	425	457	2,627	87.7	37.0
Garrard	359	146	197	104	168	974	16.4	7.9
Grant	800	585	578	682	716	3,361	39.4	9.2
Graves	813	903	825	796	884	4,221	32.2	12.9
Grayson	1,356	1,281	503	783	729	4,652	50.7	36.3
Green	24	22	16	17	23	102	2.5	7.8
Greenup	208	241	187	254	274	1,164	8.5	6.0
Hancock	153	206	107	84	184	734	22.4	20.4
Hardin	3,865	3,696	2,798	2,723	2,962	16,044	45.0	23.2
Harlan	321	343	323	280	267	1,534	15.3	10.1
Harrison	138	111	120	116	145	630	9.7	4.2
Hart	460	461	247	203	190	1,561	25.5	9.9
Henderson	912	932	969	975	1,514	5,302	31.9	17.0
Henry	1,092	1,404	855	748	837	4,936	86.9	28.2
Hickman	80	95	101	80	66	422	24.8	30.1
Hopkins	1,837	1,520	1,542	2,109	1,566	8,574	50.9	16.9
Jackson	20	14	28	75	40	177	3.9	2.4
Jefferson	8,392	6,352	6,358	6,977	6,891	34,970	13.7	6.6
Jessamine	1,381	1,266	964	628	773	5,012	30.2	11.3
Johnson	333	211	164	159	143	1,010	12.2	12.0
Kenton	4,751	3,468	2,878	2,322	1,948	15,367	27.8	8.4
Knott	65	52	62	83	86	348	6.5	4.8
Knox	330	525	357	324	416	1,952	18.4	8.6
Larue	207	209	178	165	237	996	19.3	8.6
Laurel	778	904	794	653	1,211	4,340	21.1	9.1
Lawrence	207	158	125	130	442	1,062	19.1	24.7

TABLE 35. SUMMARY OF SPEEDING CONVICTIONS BY COUNTY (2008 - 2012) (continued)

COUNTY						TOTAL	ANNUAL AVERAGE	SPEEDING
	2008	2009	2010	2011	2012	SPEEDING CONVICTIONS (FIVE YEARS)	SPEEDING CONVICTIONS PER 1,000 LICENSED DRIVERS	CONVICTIONS PER SPEED- RELATED CRASH
Lee	20	26	17	24	22	109	4.6	6.1
Leslie	86	137	86	63	35	407	10.0	17.0
Letcher	77	85	35	30	23	250	3.0	2.0
Lewis	143	176	94	142	88	643	13.2	25.7
Lincoln	593	613	500	340	252	2,298	26.5	15.4
Livingston	357	222	264	259	396	1,498	40.3	18.3
Logan	341	351	329	306	300	1,627	17.0	12.4
Lyon	307	346	373	308	273	1,607	55.0	17.7
McCracken	981	657	970	965	1,608	5,181	21.2	8.5
McCreary	24	37	69	69	72	271	5.1	2.4
McLean	197	69	113	162	202	743	21.0	20.6
Madison	2,083	1,622	1,015	1,155	1,591	7,466	27.1	7.2
Magoffin	41	36	25	50	28	180	4.1	1.7
Marion	69	72	47	70	88	346	5.4	6.8
Marshall	1,056	751	759	820	845	4,231	34.5	16.3
Martin	27	15	8	13	6	69	1.8	0.9
Mason	603	379	229	313	295	1,819	29.6	10.8
Meade	370	362	398	426	585	2,141	22.0	20.2
Menifee	48	22	10	16	7	103	4.5	6.4
Mercer	243	305	336	358	256	1,498	18.6	9.6
Metcalfe	268	261	138	102	165	934	25.8	16.7
Monroe	49	42	11	8	16	126	3.2	4.1
Montgomery	352	661	252	158	155	1,578	17.0	8.2
Morgan	261	273	185	271	234	1,224	29.4	10.8
Muhlenberg	467	432	476	524	524	2,423	21.4	13.8
Nelson	780	583	553	786	519	3,221	19.8	9.7
Nicholas	146	159	72	66	168	611	23.4	25.5
Ohio	1,127	1,061	926	1,026	1,227	5,367	63.0	26.8
Oldham	937	664	791	683	432	3,507	16.6	13.1
Owen	188	146	85	110	107	636	16.5	12.0
Owsley	4	4	2	5	0	15	0.9	1.7
Pendleton	314	284	133	294	249	1,274	23.8	10.0
Perry	118	133	64	139	57	511	5.1	3.1
Pike	151	154	150	228	381	1,064	4.9	1.8
Powell	389	300	246	132	128	1,195	26.2	29.9
Pulaski	736	788	940	1,891	2,094	6,449	28.5	16.1
Robertson	10	6	6	2	7	31	3.7	7.8
Rockcastle	320	177	315	472	602	1,886	32.6	7.4
Rowan	445	615	426	452	433	2,371	31.8	14.8
Russell	184	107	73	46	50	460	7.1	7.3
Scott	1,279	1,029	590	362	603	3,863	23.3	8.6
Shelby	1,646	1,192	2,858	1,589	1,894	9,179	63.2	22.1
Simpson	279	135	119	186	174	893	14.0	4.4
Spencer	230	235	219	235	278	1,197	18.1	14.8
Taylor	214	166	148	140	110	778	8.7	8.4
Todd	364	329	234	223	194	1,344	33.5	13.3
Trigg	396	249	195	208	200	1,248	24.5	16.4
Trimble	94	110	60	44	44	352	10.8	5.0
Union	195	178	176	250	189	988	18.6	7.8
Warren	2,121	1,939	1,965	1,684	1,664	9,373	25.6	11.0
Washington	225	173	68	111	138	715	17.3	10.5
Wayne	56	58	25	34	18	191	2.8	1.7
Webster	73	109	116	92	99	489	10.1	7.5
Whitley	203	315	238	228	279	1,263	10.5	4.0
Wolfe	860	885	506	358	526	3,135	126.0	37.8
Woodford	1,383	1,228	989	780	1,179	5,559	60.3	15.4
TOTAL*	80,288	72,437	61,958	61,737	66,458	342,878	22.9	9.8

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

TABLE 36. SPEEDING CONVICTION RATES IN DECREASING ORDER (BY COUNTY POPULATION CATEGORIES) (2008 - 2012)

POPULATION CATEGORY	COUNTY	ANNUAL AVERAGE SPEEDING CONVICTIONS PER 1,000 LICENSED DRIVERS		COUNTY	SPEEDING CONVICTIONS PER SPEED- RELATED CRASH
UNDER 10,000	Wolfe	126.0		Wolfe	37.8
	Gallatin	87.7		Gallatin	37.0
	Lyon	55.0		Hickman	30.1
	Bracken	50.9		Nicholas	25.5
	Livingston	40.3		McLean	20.6
	Metcalfe	25.8		Hancock	20.4
	Hickman	24.8		Bracken	19.5
	Fulton	23.6		Livingston	18.3
	Nicholas	23.4		Lyon	17.7
	Hancock	22.4		Metcalfe	16.7
	McLean	21.0		Cumberland	16.4
	Cumberland	18.6		Ballard	12.0
	Ballard	15.8		Fulton	11.2
	Carlisle	11.5		Robertson	7.8
	Trimble	10.8		Menifee	6.4
	Crittenden	6.9		Carlisle	6.4
	Lee	4.6		Lee	6.1
	Menifee	4.5		Trimble	5.0
	Robertson	3.7		Crittenden	4.5
	Elliott	2.2		Elliott	3.5
Owsley	0.9		Owsley	1.7	
10,000-14,999	Bath	51.1		Bath	41.1
	Carroll	50.5		Powell	29.9
	Todd	33.5		Lewis	25.7
	Caldwell	32.0		Carroll	24.1
	Morgan	29.4		Fleming	21.7
	Powell	26.2		Breathitt	19.1
	Trigg	24.5		Clinton	17.4
	Pendleton	23.8		Leslie	17.0
	Butler	21.0		Trigg	16.4
	Larue	19.3		Todd	13.3
	Fleming	17.9		Owen	12.0
	Washington	17.3		Butler	11.9
	Owen	16.5		Caldwell	11.4
	Lewis	13.2		Morgan	10.8
	Edmonson	12.1		Washington	10.5
	Breathitt	11.8		Pendleton	10.0
	Estill	10.7		Larue	8.6
	Webster	10.1		Estill	8.4
	Leslie	10.0		Edmonson	8.3
	Clinton	8.4		Green	7.8
Magoffin	4.1		Webster	7.5	
Jackson	3.9		Monroe	4.1	
Monroe	3.2		Jackson	2.4	
Green	2.5		Magoffin	1.7	
Martin	1.8		Martin	0.9	
15,000 - 24,999	Henry	86.9		Anderson	47.1
	Ohio	63.0		Grayson	36.3
	Woodford	60.3		Adair	29.5
	Anderson	56.6		Henry	28.2
	Grayson	50.7		Ohio	26.8
	Grant	39.4		Lawrence	24.7
	Bourbon	37.4		Bourbon	15.6
	Rockcastle	32.6		Lincoln	15.4
	Rowan	31.8		Woodford	15.4
	Mason	29.6		Rowan	14.8
	Adair	26.8		Spencer	14.8
	Lincoln	26.5		Breckinridge	12.5
	Hart	25.5		Johnson	12.0

TABLE 36. SPEEDING CONVICTION RATES IN DECREASING ORDER ( BY COUNTY POPULATION CATEGORIES) (2008 - 2012) (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)	Lawrence	19.1	Mason	10.8	
	Mercer	18.6	Hart	9.9	
	Union	18.6	Mercer	9.6	
	Spencer	18.1	Grant	9.2	
	Garrard	16.4	Allen	8.7	
	Clay	14.8	Taylor	8.4	
	Simpson	14.0	Garrard	7.9	
	Allen	13.1	Union	7.8	
	Johnson	12.2	Rockcastle	7.4	
	Breckinridge	11.1	Russell	7.3	
	Harrison	9.7	Marion	6.8	
	Taylor	8.7	Casey	6.5	
	Russell	7.1	Clay	5.1	
	Casey	6.9	Knott	4.8	
	Knott	6.5	Simpson	4.4	
	Marion	5.4	Harrison	4.2	
	McCreary	5.1	McCreary	2.4	
	Letcher	3.0	Letcher	2.0	
	Wayne	2.8	Wayne	1.7	
25,000 - 49,999	Shelby	63.2	Shelby	22.1	
	Hopkins	50.9	Meade	20.2	
	Franklin	37.5	Bell	19.9	
	Marshall	34.5	Henderson	17.0	
	Graves	32.2	Hopkins	16.9	
	Henderson	31.9	Marshall	16.3	
	Jessamine	30.2	Muhlenberg	13.8	
	Boyd	27.3	Franklin	13.1	
	Bell	26.0	Graves	12.9	
	Scott	23.3	Boyd	12.8	
	Meade	22.0	Logan	12.4	
	Muhlenberg	21.4	Carter	11.9	
	Laurel	21.1	Jessamine	11.3	
	Nelson	19.8	Harlan	10.1	
	Knox	18.4	Nelson	9.7	
	Carter	18.0	Laurel	9.1	
	Boyle	17.2	Scott	8.6	
	Montgomery	17.0	Knox	8.6	
	Logan	17.0	Montgomery	8.2	
	Clark	16.0	Clark	7.9	
	Harlan	15.3	Barren	7.9	
	Barren	13.6	Boyle	7.6	
	Whitley	10.5	Greenup	6.0	
	Greenup	8.5	Whitley	4.0	
	Calloway	8.2	Calloway	3.9	
	Floyd	6.9	Perry	3.1	
Perry	5.1	Floyd	2.7		
50,000 - OVER	Hardin	45.0	Hardin	23.2	
	Christian	32.2	Daviess	18.0	
	Campbell	31.4	Pulaski	16.1	
	Pulaski	28.5	Oldham	13.1	
	Daviess	28.3	Bullitt	13.0	
	Kenton	27.8	Campbell	12.8	
	Madison	27.1	Warren	11.0	
	Warren	25.6	Christian	10.6	
	Fayette	25.2	McCracken	8.5	
	Boone	24.3	Kenton	8.4	
	McCracken	21.2	Boone	7.8	
	Oldham	16.6	Madison	7.2	
	Bullitt	16.4	Jefferson	6.6	
	Jefferson	13.7	Fayette	4.9	
	Pike	4.9	Pike	1.8	

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

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

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

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

TABLE 39. CRASH TREND ANALYSIS (2008 - 2012)

Crash Statistic	Number in Given Year				4-Year Average 2008 - 2011	2012	2012 Percent Change*
	2008	2009	2010	2011			
Total Crashes	123,530	126,237	127,456	127,524	126,187	124,844	-1.1
Fatal Crashes	752	730	694	670	712	694	-2.5
Fatalities	826	791	760	721	775	746	-3.7
Injury Crashes	25,360	25,063	24,762	24,196	24,845	24,077	-3.1
Injuries	37,491	37,398	37,196	36,345	37,108	35,765	-3.6
Fatal and Injury Crashes	26,112	25,793	25,456	24,866	25,557	24,771	-3.1
Licensed Drivers (Millions)	3.03	3.09	3.10	3.12	3.09	3.17	2.4
Registered Vehicles (Millions)	3.78	3.74	3.78	3.76	3.77	3.78	0.4
Total Vehicle Miles (Billions)	47.176	47.236	48.057	48.185	47.664	47.246	-0.9
Total Crash/100 MVM	262	267	265	265	265	264	-0.3
Fatal Crash/100 MVM	1.59	1.55	1.44	1.39	1.49	1.47	-1.4
Fatalities/100 MVM	1.75	1.67	1.58	1.50	1.63	1.58	-3.1
Injuries/100 MVM	79	79	77	75	78	76	-2.9
Speed Related Crashes	7,533	7,278	7,141	7,180	7,283	6,343	-12.9
Speed Related Injury Crashes	2,303	2,145	2,004	2,065	2,129	1,892	-11.1
Speed Related Fatal Crashes	139	123	119	108	122	123	0.8
Speed Convictions	82,485	74,018	62,843	62,542	70,472	66,458	-5.7
Alcohol Related Crashes	5,015	4,984	4,735	4,513	4,812	4,648	-3.4
Alcohol Related Injury Crashes	1,850	1,778	1,676	1,569	1,718	1,623	-5.5
Alcohol Related Fatal Crashes	152	186	156	146	160	136	-15.0
Alcohol Related Fatalities	160	203	167	158	172	148	-14.0
DUI Filings	37,105	35,357	20,654	31,915	31,258	31,708	1.4
DUI Convictions	24,296	22,924	32,547	19,855	24,906	19,074	-23.4
DUI Conviction Rate (Percent)**	85.3	85.4	90.4	85.6	86.7	85.6	-1.3
Number DUI Filings/Alcohol Related Fatality	232	174	124	202	183	214	17.1
Drug Related Crashes	1,414	1,397	1,635	1,672	1,530	1,677	9.6
Drug Related Injury Crashes	546	649	602	602	600	583	-2.8
Drug Related Fatal Crashes	208	217	215	215	214	215	0.5
Pedestrian Related Crashes	994	936	1,050	1,051	1,008	1,064	5.6
Pedestrian Related Injury Crashes	793	769	847	851	815	860	5.5
Pedestrian Related Fatal Crashes	64	39	57	52	53	53	0.0
Bicycle/Motor Vehicle Related Crashes	489	428	470	447	459	428	-6.8
Bicycle Related Injury Crashes	353	290	320	319	321	294	-8.4
Bicycle Related Fatal Crashes	6	5	7	2	5	6	20.0
Motorcycle Related Crashes	2,159	1,915	1,961	1,839	1,969	1,967	-0.1
Motorcycle Related Injury Crashes	1,407	1,240	1,256	1,145	1,262	1,490	18.1
Motorcycle Related Fatal Crashes	96	84	92	71	86	93	8.1
School Bus Crashes	781	855	848	854	835	746	-10.7
School Bus Injury Crashes	97	91	81	100	92	102	10.9
School Bus Fatal Crashes	3	3	3	2	3	2	-33.3
Truck Crashes	8,782	7,902	8,036	8,092	8,203	7,442	-9.3
Truck Injury Crashes	1,490	1,292	1,305	1,268	1,339	1,189	-11.2
Truck Fatal Crashes	98	105	87	77	92	70	-23.9
Train Crashes	39	49	50	50	47	31	-34.0
Train Injury Crashes	11	15	12	16	14	12	-14.3
Train Fatal Crashes	3	1	8	6	5	4	-20.0

\* Percent change from 2008-2011 average to 2012.

\*\* Conviction rate excludes pending cases.



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

	PEDESTRIAN CRASHES		BICYCLE CRASHES		MOTORCYCLE CRASHES		SCHOOL BUS CRASHES		TRUCK CRASHES	
	NUMBER*	RATE**	NUMBER*	RATE**	NUMBER*	RATE**	NUMBER*	RATE**	NUMBER*	RATE**
Adair	8	0.9	1	0.1	16	1.7	10	1.1	114	12.2
Allen	5	0.5	1	0.1	42	4.2	3	0.3	131	13.1
Anderson	8	0.7	2	0.2	29	2.7	12	1.1	132	12.3
Ballard	0	0.0	0	0.0	26	6.3	4	1.0	136	33.0
Barren	25	1.2	4	0.2	90	4.3	23	1.1	408	19.3
Bath	3	0.5	1	0.2	17	2.9	6	1.0	46	7.9
Bell	21	1.5	7	0.5	60	4.2	20	1.4	239	16.7
Boone	93	1.6	39	0.7	229	3.9	306	5.2	1628	27.4
Bourbon	9	0.9	3	0.3	34	3.4	19	1.9	150	15.0
Boyd	62	2.5	21	0.8	111	4.5	19	0.8	458	18.5
Boyle	32	2.3	9	0.6	61	4.3	10	0.7	191	13.4
Bracken	2	0.5	0	0.0	21	4.9	2	0.5	40	9.4
Breathitt	15	2.2	2	0.3	28	4.0	10	1.4	79	11.4
Breckinridge	2	0.2	2	0.2	24	2.4	9	0.9	91	9.1
Bullitt	36	1.0	14	0.4	146	3.9	69	1.9	686	18.5
Butler	2	0.3	1	0.2	14	2.2	2	0.3	49	7.7
Caldwell	8	1.2	2	0.3	25	3.9	2	0.3	152	23.4
Calloway	25	1.3	16	0.9	69	3.7	13	0.7	234	12.6
Campbell	160	3.5	54	1.2	139	3.1	50	1.1	596	13.2
Carlisle	0	0.0	1	0.4	11	4.3	2	0.8	56	21.9
Carroll	4	0.7	2	0.4	33	6.1	7	1.3	180	33.3
Carter	17	1.2	2	0.1	35	2.5	17	1.2	204	14.7
Casey	1	0.1	0	0.0	20	2.5	10	1.3	87	10.9
Christian	47	1.3	22	0.6	154	4.2	47	1.3	634	17.1
Clark	40	2.2	5	0.3	72	4.0	19	1.1	320	18.0
Clay	12	1.1	0	0.0	50	4.6	41	3.8	138	12.7
Clinton	3	0.6	0	0.0	15	2.9	1	0.2	38	7.4
Crittenden	2	0.4	1	0.2	24	5.2	2	0.4	84	18.0
Cumberland	1	0.3	0	0.0	15	4.4	1	0.3	31	9.0
Daviess	82	1.7	82	1.7	179	3.7	52	1.1	737	15.2
Edmonson	2	0.3	1	0.2	18	3.0	5	0.8	62	10.2
Elliott	3	0.8	0	0.0	12	3.1	2	0.5	26	6.6
Estill	13	1.8	4	0.5	27	3.7	6	0.8	40	5.5
Fayette	504	3.4	305	2.1	516	3.5	153	1.0	2429	16.4
Fleming	10	1.4	1	0.1	18	2.5	6	0.8	59	8.2
Floyd	28	1.4	5	0.3	66	3.3	70	3.5	410	20.8
Franklin	30	1.2	22	0.9	92	3.7	37	1.5	316	12.8
Fulton	4	1.2	2	0.6	14	4.1	2	0.6	65	19.1
Gallatin	9	2.1	3	0.7	23	5.4	5	1.2	270	62.9
Garrard	6	0.7	4	0.5	40	4.7	8	0.9	92	10.9
Grant	24	1.9	1	0.1	60	4.9	22	1.8	353	28.6
Graves	20	1.1	9	0.5	91	4.9	27	1.5	273	14.7
Grayson	14	1.1	1	0.1	33	2.6	14	1.1	197	15.3
Green	4	0.7	3	0.5	11	2.0	2	0.4	39	6.9
Greenup	19	1.0	3	0.2	69	3.7	22	1.2	148	8.0
Hancock	5	1.2	1	0.2	16	3.7	2	0.5	81	18.9
Hardin	50	0.9	36	0.7	191	3.6	53	1.0	952	18.0
Harlan	23	1.6	3	0.2	41	2.8	15	1.0	249	17.0
Harrison	13	1.4	2	0.2	33	3.5	8	0.8	119	12.6
Hart	10	1.1	1	0.1	33	3.6	10	1.1	412	45.3
Henderson	45	1.9	27	1.2	100	4.3	36	1.6	504	21.8
Henry	8	1.0	0	0.0	38	4.9	5	0.6	229	29.7
Hickman	1	0.4	0	0.0	4	1.6	0	0.0	19	7.8
Hopkins	27	1.2	20	0.9	91	3.9	24	1.0	448	19.1
Jackson	5	0.7	3	0.4	30	4.4	3	0.4	60	8.9
Jefferson	1489	4.0	661	1.8	1389	3.7	1031	2.8	6849	18.5
Jessamine	41	1.7	16	0.7	80	3.3	57	2.3	330	13.6
Johnson	15	1.3	2	0.2	23	2.0	9	0.8	180	15.4
Kenton	260	3.3	120	1.5	233	2.9	154	1.9	1486	18.6
Knott	8	1.0	1	0.1	25	3.1	12	1.5	120	14.7

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	16	1.0	6	0.4	50	3.1	22	1.4	165	10.4
Larue	2	0.3	4	0.6	17	2.4	7	1.0	112	15.8
Laurel	34	1.2	9	0.3	124	4.2	34	1.2	627	21.3
Lawrence	10	1.3	3	0.4	28	3.5	14	1.8	125	15.8
Lee	1	0.3	1	0.3	9	2.3	2	0.5	20	5.1
Leslie	3	0.5	0	0.0	9	1.6	5	0.9	70	12.4
Letcher	8	0.7	1	0.1	37	3.0	14	1.1	268	21.9
Lewis	5	0.7	0	0.0	6	0.9	4	0.6	63	9.1
Lincoln	9	0.7	2	0.2	52	4.2	14	1.1	139	11.2
Livingston	7	1.5	1	0.2	35	7.4	4	0.8	86	18.1
Logan	12	0.9	6	0.4	42	3.1	10	0.7	225	16.8
Lyon	4	1.0	1	0.2	30	7.2	5	1.2	166	39.9
McCracken	67	2.0	34	1.0	185	5.6	31	0.9	574	17.5
McCreary	12	1.3	0	0.0	31	3.4	8	0.9	44	4.8
McLean	2	0.4	3	0.6	15	3.1	3	0.6	66	13.8
Madison	70	1.7	29	0.7	183	4.4	39	0.9	594	14.3
Magoffin	6	0.9	1	0.2	12	1.8	4	0.6	105	15.8
Marion	10	1.0	4	0.4	32	3.2	6	0.6	109	11.0
Marshall	15	1.0	3	0.2	74	4.7	11	0.7	343	21.8
Martin	4	0.6	1	0.2	12	1.9	6	0.9	59	9.1
Mason	23	2.6	8	0.9	42	4.8	7	0.8	229	26.2
Meade	14	1.0	2	0.1	58	4.1	12	0.8	111	7.8
Menifee	1	0.3	1	0.3	12	3.8	1	0.3	24	7.6
Mercer	22	2.1	1	0.1	52	4.9	9	0.8	113	10.6
Metcalfe	3	0.6	2	0.4	11	2.2	12	2.4	71	14.1
Monroe	7	1.3	1	0.2	5	0.9	5	0.9	51	9.3
Montgomery	15	1.1	3	0.2	62	4.7	22	1.7	253	19.1
Morgan	5	0.7	0	0.0	15	2.2	10	1.4	53	7.6
Muhlenberg	9	0.6	2	0.1	56	3.6	19	1.2	298	18.9
Nelson	39	1.8	5	0.2	59	2.7	23	1.1	307	14.1
Nicholas	0	0.0	0	0.0	4	1.1	3	0.8	24	6.7
Ohio	14	1.2	4	0.3	39	3.3	9	0.8	232	19.5
Oldham	19	0.6	10	0.3	57	1.9	32	1.1	318	10.5
Owen	1	0.2	2	0.4	28	5.2	5	0.9	57	10.5
Owsley	1	0.4	0	0.0	11	4.6	1	0.4	13	5.5
Pendleton	3	0.4	2	0.3	49	6.6	22	3.0	90	12.1
Perry	23	1.6	5	0.3	54	3.8	38	2.6	331	23.1
Pike	41	1.3	4	0.1	172	5.3	51	1.6	842	25.9
Powell	9	1.4	2	0.3	30	4.8	5	0.8	69	10.9
Pulaski	22	0.7	8	0.3	114	3.6	29	0.9	429	13.6
Robertson	0	0.0	0	0.0	2	1.8	0	0.0	5	4.4
Rockcastle	9	1.1	2	0.2	36	4.2	13	1.5	282	33.1
Rowan	22	1.9	14	1.2	36	3.1	9	0.8	182	15.6
Russell	6	0.7	1	0.1	16	1.8	4	0.5	91	10.4
Scott	23	1.0	17	0.7	105	4.5	42	1.8	461	19.5
Shelby	17	0.8	9	0.4	69	3.3	28	1.3	446	21.2
Simpson	10	1.2	5	0.6	40	4.6	5	0.6	373	43.1
Spencer	6	0.7	1	0.1	30	3.5	14	1.6	59	6.9
Taylor	14	1.1	3	0.2	48	3.9	9	0.7	144	11.7
Todd	4	0.6	3	0.5	30	4.8	6	1.0	88	14.1
Trigg	4	0.6	5	0.7	39	5.4	5	0.7	119	16.6
Trimble	4	0.9	1	0.2	32	7.3	2	0.5	54	12.3
Union	12	1.6	2	0.3	52	6.9	10	1.3	126	16.8
Warren	71	1.2	68	1.2	260	4.6	71	1.2	1010	17.8
Washington	3	0.5	0	0.0	14	2.4	1	0.2	84	14.3
Wayne	6	0.6	1	0.1	14	1.3	8	0.8	75	7.2
Webster	5	0.7	3	0.4	18	2.6	2	0.3	101	14.8
Whitley	31	1.7	4	0.2	60	3.4	24	1.3	388	21.8
Wolfe	8	2.2	1	0.3	28	7.6	11	3.0	53	14.4
Woodford	13	1.0	7	0.6	51	4.1	13	1.0	231	18.5

\* 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) (2008-2012)(ALL ROADS)

COUNTY	NUMBER OF CRASHES	ANNUAL CRASH RATE (CRASHES PER 10,000 POP.)	COUNTY	NUMBER OF CRASHES	ANNUAL CRASH RATE (CRASHES PER 10,000 POP.)
<b>POPULATION CATEGORY UNDER 10,000</b>			<b>POPULATION CATEGORY 15,000-24,999</b>		
Wolfe	8	2.2	Mason	23	2.6
Gallatin	9	2.1	Mercer	22	2.1
Livingston	7	1.5	Rowan	22	1.9
Fulton	4	1.2	Grant	24	1.9
Hancock	5	1.2	Union	12	1.6
Lyon	4	1.0	Harrison	13	1.4
Trimble	4	0.9	Johnson	15	1.3
Elliott	3	0.8	McCreary	12	1.3
Bracken	2	0.5	Lawrence	10	1.3
Owsley	1	0.4	Ohio	14	1.2
Hickman	1	0.4	Simpson	10	1.2
Crittenden	2	0.4	Rockcastle	9	1.1
McLean	2	0.4	Clay	12	1.1
Cumberland	1	0.3	Hart	10	1.1
Menifee	1	0.3	Taylor	14	1.1
Lee	1	0.3	Woodford	13	1.0
Nicholas	0	0.0	Marion	10	1.0
Carlisle	0	0.0	Henry	8	1.0
Ballard	0	0.0	Knott	8	1.0
Robertson	0	0.0	Adair	8	0.9
<b>POPULATION CATEGORY 10,000-14,999</b>			Bourbon	9	0.9
Breathitt	15	2.2	Russell	6	0.7
Estill	13	1.8	Anderson	8	0.7
Powell	9	1.4	Spencer	6	0.7
Fleming	10	1.4	Letcher	8	0.7
Monroe	7	1.3	Garrard	6	0.7
Caldwell	8	1.2	Lincoln	9	0.7
Magoffin	6	0.9	Wayne	6	0.6
Carroll	4	0.7	Allen	5	0.5
Webster	5	0.7	Breckinridge	2	0.2
Jackson	5	0.7	Casey	1	0.1
Morgan	5	0.7	<b>POPULATION CATEGORY 25,000-50,000</b>		
Lewis	5	0.7	Boyd	62	2.5
Green	4	0.7	Boyle	32	2.3
Trigg	4	0.6	Clark	40	2.2
Martin	4	0.6	Henderson	45	1.9
Todd	4	0.6	Nelson	39	1.8
Clinton	3	0.6	Jessamine	41	1.7
Metcalfe	3	0.6	Whitley	31	1.7
Washington	3	0.5	Harlan	23	1.6
Bath	3	0.5	Perry	23	1.6
Leslie	3	0.5	Bell	21	1.5
Pendleton	3	0.4	Floyd	28	1.4
Larue	2	0.3	Calloway	25	1.3
Edmonson	2	0.3	Carter	17	1.2
Butler	2	0.3	Franklin	30	1.2
Owen	1	0.2	Hopkins	27	1.2
			Barren	25	1.2
			Graves	20	1.1
			Grayson	14	1.1
			Montgomery	15	1.1
			Marshall	15	1.0
			Knox	16	1.0
			Scott	23	1.0
			Greenup	19	1.0
			Meade	14	1.0
			Logan	12	0.9
			Shelby	17	0.8
			Muhlenberg	9	0.6
			<b>POPULATION CATEGORY OVER 50,000</b>		
			Jefferson	1,489	4.0
			Campbell	160	3.5
			Fayette	504	3.4
			Kenton	260	3.3
			McCracken	67	2.0
			Madison	70	1.7
			Daviess	82	1.7
			Boone	93	1.6
			Pike	41	1.3
			Christian	47	1.3
			Warren	71	1.2
			Laurel	34	1.2
			Bullitt	36	1.0
			Hardin	50	0.9
			Pulaski	22	0.7
			Oldham	19	0.6

TABLE 42. PEDESTRIAN CRASH RATES BY CITY AND POPULATION CATEGORY  
(IN ORDER OF DECREASING PERCENTAGES)(2008-2012)

CITY	NUMBER OF CRASHES (2008-2012)	ANNUAL CRASH RATE (CRASHES PER 10,000 POPULATION)	CITY	NUMBER OF CRASHES (2008-2012)	ANNUAL CRASH RATE (CRASHES PER 10,000 POPULATION)
POPULATION CATEGORY OVER 200,000			POPULATION CATEGORY 2,500-4,999		
Louisville	1,362	4.6	Hazard	15	6.7
Lexington	504	3.4	Prestonsburg	9	5.5
POPULATION CATEGORY 20,000-60,000			Ludlow	12	5.4
Covington	162	8.0	Paintsville	9	5.2
Paducah	52	4.2	Flemingsburg	6	4.5
Ashland	43	4.0	Benton	8	3.7
Florence	55	3.7	Stanton	5	3.7
Richmond	50	3.2	Barbourville	5	3.2
Nicholasville	35	2.5	Grayson	5	2.4
Owensboro	69	2.4	Greenville	5	2.3
Henderson	35	2.4	Irvine	3	2.2
Hopkinsville	36	2.3	Southgate	4	2.1
Frankfort	27	2.1	Scottsville	4	1.9
Bowling Green	52	1.8	Providence	3	1.9
Elizabethtown	22	1.5	Morganfield	3	1.8
Jeffersonstown	18	1.4	Columbia	4	1.8
Georgetown	21	1.4	Lancaster	3	1.7
Radcliff	13	1.2	Springfield	2	1.6
Independence	11	0.9	Calvert City	2	1.6
POPULATION CATEGORY 10,000-19,999			Calvert City	2	1.6
Newport	84	11.0	Park Hills	2	1.3
Shively	59	7.7	Hodgenville	2	1.2
Bardstown	29	5.0	Stanford	2	1.1
Winchester	38	4.1	Carrollton	2	1.0
Erlanger	34	3.8	Vine Grove	2	0.9
Danville	30	3.7	Dawson Springs	1	0.7
Shepherdsville	14	2.5	Lakeside Park	1	0.7
Mayfield	12	2.4	Marion	1	0.7
Glasgow	16	2.3			
Murray	20	2.3			
Somerset	12	2.1			
Madisonville	20	2.0			
Shelbyville	13	1.9			
Fort Thomas	14	1.7			
Berea	8	1.2			
Lawrenceburg	6	1.1			
POPULATION CATEGORY 5,000-9,999					
Highland Heights	16	4.6			
London	17	4.3			
Cynthiana	13	4.1			
Pikeville	14	4.1			
Maysville	18	4.0			
Williamsburg	10	3.8			
Dayton	10	3.7			
Bellevue	11	3.7			
Harrodsburg	15	3.6			
Corbin	13	3.6			
Morehead	12	3.5			
Campbellsville	14	3.1			
Princeton	8	2.5			
Russellville	8	2.3			
Lebanon	6	2.2			
Alexandria	9	2.1			
Franklin	9	2.1			
Versailles	9	2.1			
Leitchfield	7	2.1			
La Grange	8	2.0			
Elsmere	8	1.9			
Monticello	6	1.9			
Mount Washington	8	1.8			
Fort Wright	5	1.7			
Paris	7	1.6			
Edgewood	5	1.2			
Flatwoods	4	1.1			
Cold Spring	3	1.0			
Mount Sterling	3	0.9			
Central City	2	0.7			
Fort Mitchell	3	0.7			
Taylor Mill	1	0.3			

TABLE 43. BICYCLE CRASH RATES BY COUNTY AND POPULATION CATEGORY (IN ORDER OF DECREASING PERCENTAGES) (2008-2012)

COUNTY	NUMBER OF CRASHES	ANNUAL CRASH RATE (CRASHES PER 10,000 POP.)	COUNTY	NUMBER OF CRASHES	ANNUAL CRASH RATE (CRASHES PER 10,000 POP.)
<b>POPULATION CATEGORY UNDER 10,000</b>			<b>POPULATION CATEGORY 15,000-24,999</b>		
Gallatin	3	0.7	Rowan	14	1.2
McLean	3	0.6	Mason	8	0.9
Fulton	2	0.6	Woodford	7	0.6
Carlisle	1	0.4	Simpson	5	0.6
Lee	1	0.3	Garrard	4	0.5
Menifee	1	0.3	Marion	4	0.4
Wolfe	1	0.3	Lawrence	3	0.4
Lyon	1	0.2	Union	2	0.3
Hancock	1	0.2	Ohio	4	0.3
Trimble	1	0.2	Bourbon	3	0.3
Livingston	1	0.2	Anderson	2	0.2
Crittenden	1	0.2	Johnson	2	0.2
Ballard	0	0.0	Breckinridge	2	0.2
Bracken	0	0.0	Rockcastle	2	0.2
Cumberland	0	0.0	Taylor	3	0.2
Elliott	0	0.0	Harrison	2	0.2
Nicholas	0	0.0	Lincoln	2	0.2
Hickman	0	0.0	Allen	1	0.1
Owsley	0	0.0	Adair	1	0.1
Robertson	0	0.0	Hart	1	0.1
<b>POPULATION CATEGORY 10,000-14,999</b>			Russell	1	0.1
Trigg	5	0.7	Wayne	1	0.1
Larue	4	0.6	Grant	1	0.1
Estill	4	0.5	Spencer	1	0.1
Todd	3	0.5	Mercer	1	0.1
Green	3	0.5	Letcher	1	0.1
Metcalfe	2	0.4	Knott	1	0.1
Carroll	2	0.4	Casey	0	0.0
Webster	3	0.4	Clay	0	0.0
Jackson	3	0.4	Henry	0	0.0
Owen	2	0.4	McCreary	0	0.0
Breathitt	2	0.3	<b>POPULATION CATEGORY 25,000-50,000</b>		
Caldwell	2	0.3	Henderson	27	1.2
Pendleton	2	0.3	Calloway	16	0.9
Powell	2	0.3	Franklin	22	0.9
Butler	1	0.2	Hopkins	20	0.9
Magoffin	1	0.2	Boyd	21	0.8
Edmonson	1	0.2	Scott	17	0.7
Martin	1	0.2	Jessamine	16	0.7
Bath	1	0.2	Boyle	9	0.6
Monroe	1	0.2	Bell	7	0.5
Fleming	1	0.1	Graves	9	0.5
Washington	0	0.0	Shelby	9	0.4
Lewis	0	0.0	Knox	6	0.4
Morgan	0	0.0	Logan	6	0.4
Clinton	0	0.0	Floyd	5	0.3
Leslie	0	0.0	Clark	5	0.3
			Perry	5	0.3
			Barren	4	0.2
			Nelson	5	0.2
			Marshall	3	0.2
			Harlan	3	0.2
			Greenup	3	0.2
			Whitley	4	0.2
			Montgomery	3	0.2
			Meade	2	0.1
			Muhlenberg	2	0.1
			Carter	2	0.1
			Grayson	1	0.1
			<b>POPULATION CATEGORY OVER 50,000</b>		
			Fayette	305	2.1
			Jefferson	661	1.8
			Daviess	82	1.7
			Kenton	120	1.5
			Campbell	54	1.2
			Warren	68	1.2
			McCracken	34	1.0
			Hardin	36	0.7
			Boone	39	0.7
			Madison	29	0.7
			Christian	22	0.6
			Bullitt	14	0.4
			Pulaski	8	0.3
			Oldham	10	0.3
			Laurel	9	0.3
			Pike	4	0.1

TABLE 44. BICYCLE CRASH RATES BY CITY AND POPULATION CATEGORY  
(IN ORDER OF DECREASING PERCENTAGES)(2008-2012)

CITY	NUMBER OF CRASHES (2008-2012)	ANNUAL CRASH RATE (CRASHES PER 10,000 POPULATION)	CITY	NUMBER OF CRASHES (2008-2012)	ANNUAL CRASH RATE (CRASHES PER 10,000 POPULATION)
POPULATION CATEGORY OVER 200,000			POPULATION CATEGORY 2,500-4,999		
Lexington	305	2.1	Lakeside Park	3	2.2
Louisville	601	2.0	Barbourville	3	1.9
POPULATION CATEGORY 20,000-60,000			Hazard	4	1.8
Covington	70	3.4	Lancaster	3	1.7
Owensboro	79	2.8	Providence	2	1.3
Paducah	29	2.3	Carrollton	2	1.0
Bowling Green	62	2.1	Greenville	2	0.9
Henderson	24	1.7	Vine Grove	2	0.9
Florence	24	1.6	Flemingsburg	1	0.8
Ashland	17	1.6	Hartford	1	0.7
Frankfort	20	1.6	Irvine	1	0.7
Richmond	21	1.3	Marion	1	0.7
Radcliff	12	1.1	Prestonsburg	1	0.6
Jeffersonton	14	1.1	Stanford	1	0.6
Georgetown	14	1.0	Beaver Dam	1	0.6
Elizabethtown	14	1.0	Morganfield	1	0.6
Hopkinsville	16	1.0	Hodgenville	1	0.6
Nicholasville	12	0.9	Benton	1	0.5
Independence	5	0.4	Ludlow	1	0.5
POPULATION CATEGORY 10,000-19,999			Ludlow	1	0.5
Newport	26	3.4	Scottsville	1	0.5
Shively	22	2.9	Grayson	1	0.5
Erlanger	17	1.9	Wilmore	1	0.5
Madisonville	16	1.6	Williamstown	1	0.5
Fort Thomas	12	1.5			
Murray	13	1.5			
Somerset	7	1.3			
Mayfield	6	1.2			
Danville	9	1.1			
Berea	6	0.9			
Shelbyville	5	0.7			
Shepherdsville	4	0.7			
Winchester	5	0.5			
Lawrenceburg	2	0.4			
Bardstown	2	0.3			
Glasgow	2	0.3			
POPULATION CATEGORY 5,000-9,999					
Morehead	11	3.2			
Bellevue	8	2.7			
Elsmere	8	1.9			
Maysville	8	1.8			
London	5	1.3			
Lebanon	3	1.1			
Dayton	3	1.1			
Russellville	4	1.1			
Franklin	4	1.0			
Fort Wright	3	1.0			
Versailles	4	0.9			
Corbin	3	0.8			
Paris	3	0.7			
Campbellsville	3	0.7			
Fort Mitchell	3	0.7			
Princeton	2	0.6			
Highland Heights	2	0.6			
Mount Sterling	2	0.6			
Cynthiana	2	0.6			
La Grange	2	0.5			
Mount Washington	2	0.4			
Leitchfield	1	0.3			
Monticello	1	0.3			
Villa Hills	1	0.3			
Flatwoods	1	0.3			
Harrodsburg	1	0.2			
Edgewood	1	0.2			

TABLE 45. MOTORCYCLE CRASH RATES BY COUNTY AND POPULATION CATEGORY (IN ORDER OF DECREASING PERCENTAGES) (2008-2012)

COUNTY	NUMBER OF CRASHES	ANNUAL CRASH RATE (CRASHES PER 10,000 POP.)	COUNTY	NUMBER OF CRASHES	ANNUAL CRASH RATE (CRASHES PER 10,000 POP.)
<b>POPULATION CATEGORY UNDER 10,000</b>			<b>POPULATION CATEGORY 15,000-24,999</b>		
Wolfe	28	7.6	Union	52	6.9
Livingston	35	7.4	Grant	60	4.9
Trimble	32	7.3	Henry	38	4.9
Lyon	30	7.2	Mercer	52	4.9
Ballard	26	6.3	Mason	42	4.8
Gallatin	23	5.4	Garrard	40	4.7
Crittenden	24	5.2	Simpson	40	4.6
Bracken	21	4.9	Clay	50	4.6
Owsley	11	4.6	Lincoln	52	4.2
Cumberland	15	4.4	Rockcastle	36	4.2
Carlisle	11	4.3	Allen	42	4.2
Fulton	14	4.1	Woodford	51	4.1
Menifee	12	3.8	Taylor	48	3.9
Hancock	16	3.7	Hart	33	3.6
Elliott	12	3.1	Harrison	33	3.5
McLean	15	3.1	Lawrence	28	3.5
Lee	9	2.3	Spencer	30	3.5
Robertson	2	1.8	McCreary	31	3.4
Hickman	4	1.6	Bourbon	34	3.4
Nicholas	4	1.1	Ohio	39	3.3
<b>POPULATION CATEGORY 10,000-14,999</b>			Marion	32	3.2
Pendleton	49	6.6	Rowan	36	3.1
Carroll	33	6.1	Knott	25	3.1
Trigg	39	5.4	Letcher	37	3.0
Owen	28	5.2	Anderson	29	2.7
Todd	30	4.8	Casey	20	2.5
Powell	30	4.8	Breckinridge	24	2.4
Jackson	30	4.4	Johnson	23	2.0
Breathitt	28	4.0	Russell	16	1.8
Caldwell	25	3.9	Adair	16	1.7
Estill	27	3.7	Wayne	14	1.3
Edmonson	18	3.0	<b>POPULATION CATEGORY 25,000-50,000</b>		
Clinton	15	2.9	Graves	91	4.9
Bath	17	2.9	Marshall	74	4.7
Webster	18	2.6	Montgomery	62	4.7
Fleming	18	2.5	Scott	105	4.5
Washington	14	2.4	Boyd	111	4.5
Larue	17	2.4	Henderson	100	4.3
Butler	14	2.2	Boyle	61	4.3
Morgan	15	2.2	Barren	90	4.3
Metcalfe	11	2.2	Bell	60	4.2
Green	11	2.0	Meade	58	4.1
Martin	12	1.9	Clark	72	4.0
Magoffin	12	1.8	Hopkins	91	3.9
Leslie	9	1.6	Perry	54	3.8
Monroe	5	0.9	Calloway	69	3.7
Lewis	6	0.9	Greenup	69	3.7
			Franklin	92	3.7
			Muhlenberg	56	3.6
			Whitley	60	3.4
			Shelby	69	3.3
			Jessamine	80	3.3
			Floyd	66	3.3
			Knox	50	3.1
			Logan	42	3.1
			Harlan	41	2.8
			Nelson	59	2.7
			Grayson	33	2.6
			Carter	35	2.5
			<b>POPULATION CATEGORY OVER 50,000</b>		
			McCracken	185	5.6
			Pike	172	5.3
			Warren	260	4.6
			Madison	183	4.4
			Christian	154	4.2
			Laurel	124	4.2
			Boone	229	3.9
			Bullitt	146	3.9
			Daviess	179	3.7
			Jefferson	1,389	3.7
			Hardin	191	3.6
			Pulaski	114	3.6
			Fayette	516	3.5
			Campbell	139	3.1
			Kenton	233	2.9
			Oldham	57	1.9

TABLE 46. MOTORCYCLE CRASH RATES BY CITY AND POPULATION CATEGORY  
(IN ORDER OF DECREASING PERCENTAGES)(2008-2012)

CITY	NUMBER OF CRASHES (2008-2012)	ANNUAL CRASH RATE (CRASHES PER 10,000 POPULATION)	CITY	NUMBER OF CRASHES (2008-2012)	ANNUAL CRASH RATE (CRASHES PER 10,000 POPULATION)
POPULATION CATEGORY OVER 200,000			POPULATION CATEGORY 2,500-4,999		
Louisville	1,247	4.2	Hazard	23	10.3
Lexington	516	3.5	Prestonsburg	16	9.8
POPULATION CATEGORY 20,000-60000			Scottsville	17	8.0
Paducah	99	7.9	Calvert City	8	6.2
Bowling Green	175	6.0	Russell	10	5.9
Elizabethtown	69	4.8	Carrollton	10	5.1
Henderson	67	4.7	Greenville	11	5.1
Ashland	51	4.7	Williamstown	10	5.1
Frankfort	57	4.5	Morganfield	8	4.9
Richmond	66	4.2	Benton	10	4.6
Hopkinsville	64	4.1	Springfield	5	4.0
Owensboro	117	4.1	Marion	6	3.9
Florence	60	4.0	Barbourville	6	3.8
Covington	74	3.6	Dawson Springs	5	3.6
Radcliff	39	3.6	Lancaster	6	3.5
Georgetown	49	3.4	Paintsville	6	3.5
Nicholasville	44	3.1	Grayson	7	3.3
Jeffersontown	34	2.6	Vine Grove	7	3.1
Independence	29	2.3	Beaver Dam	5	2.9
POPULATION CATEGORY 10,000-19,999			Beaver Dam	5	2.9
Shepherdsville	41	7.3	Southgate	5	2.6
Somerset	40	7.1	Providence	4	2.5
Shively	48	6.3	Hodgenville	4	2.5
Danville	42	5.2	Columbia	5	2.2
Glasgow	36	5.1	Ludlow	4	1.8
Bardstown	29	5.0	Irvine	2	1.5
Newport	33	4.3	Hartford	2	1.5
Murray	35	3.9	Flemingsburg	2	1.5
Winchester	33	3.6			
Shelbyville	24	3.4			
Erlanger	31	3.4			
Berea	21	3.1			
Madisonville	30	3.1			
Mayfield	15	3.0			
Fort Thomas	9	1.1			
Lawrenceburg	6	1.1			
POPULATION CATEGORY 5,000-9,999					
Pikeville	43	12.5			
London	40	10.0			
Mount Sterling	23	6.7			
Campbellsville	26	5.7			
Fort Wright	16	5.6			
Maysville	25	5.5			
Franklin	23	5.5			
Mount Washington	22	4.8			
Harrodsburg	19	4.6			
Princeton	14	4.4			
Russellville	15	4.3			
Paris	17	4.0			
Central City	12	4.0			
Leitchfield	13	3.9			
Corbin	14	3.8			
Cynthiana	12	3.7			
Versailles	14	3.3			
Flatwoods	12	3.2			
Monticello	10	3.2			
Morehead	11	3.2			
Cold Spring	9	3.0			
Taylor Mill	10	3.0			
La Grange	11	2.7			
Williamsburg	7	2.7			
Alexandria	11	2.6			
Villa Hills	8	2.1			
Highland Heights	7	2.0			
Lebanon	5	1.8			
Fort Mitchell	7	1.7			
Bellevue	5	1.7			
Dayton	4	1.5			
Elsmere	5	1.2			
Edgewood	3	0.7			



TABLE 47. SCHOOL BUS CRASH RATES BY COUNTY AND POPULATION CATEGORY (IN ORDER OF DECREASING PERCENTAGES) (2008-2012)

COUNTY	NUMBER OF CRASHES	ANNUAL CRASH RATE (CRASHES PER 10,000 POP.)	COUNTY	NUMBER OF CRASHES	ANNUAL CRASH RATE (CRASHES PER 10,000 POP.)
<b>POPULATION CATEGORY UNDER 10,000</b>			<b>POPULATION CATEGORY 15,000-24,999</b>		
Wolfe	11	3.0	Clay	41	3.8
Gallatin	5	1.2	Bourbon	19	1.9
Lyon	5	1.2	Grant	22	1.8
Ballard	4	1.0	Lawrence	14	1.8
Nicholas	3	0.8	Spencer	14	1.6
Livingston	4	0.8	Knott	12	1.5
Carlisle	2	0.8	Rockcastle	13	1.5
McLean	3	0.6	Casey	10	1.3
Fulton	2	0.6	Union	10	1.3
Hancock	2	0.5	Anderson	12	1.1
Elliott	2	0.5	Letcher	14	1.1
Trimble	2	0.5	Hart	10	1.1
Bracken	2	0.5	Adair	10	1.1
Lee	2	0.5	Lincoln	14	1.1
Crittenden	2	0.4	Woodford	13	1.0
Owsley	1	0.4	Breckinridge	9	0.9
Cumberland	1	0.3	McCreary	8	0.9
Menifee	1	0.3	Garrard	8	0.9
Hickman	0	0.0	Johnson	9	0.8
Robertson	0	0.0	Harrison	8	0.8
<b>POPULATION CATEGORY 10,000-14,999</b>			<b>POPULATION CATEGORY 25,000-50,000</b>		
Pendleton	22	3.0	Wayne	8	0.8
Metcalfe	12	2.4	Mason	7	0.8
Breathitt	10	1.4	Ohio	9	0.8
Morgan	10	1.4	Mercer	9	0.8
Carroll	7	1.3	Rowan	9	0.8
Larue	7	1.0	Taylor	9	0.7
Bath	6	1.0	Simpson	5	0.6
Todd	6	1.0	Marion	6	0.6
Monroe	5	0.9	Henry	5	0.6
Leslie	5	0.9	Russell	4	0.5
Martin	6	0.9	Allen	3	0.3
Owen	5	0.9	<b>POPULATION CATEGORY OVER 50,000</b>		
Estill	6	0.8	Boone	306	5.2
Fleming	6	0.8	Jefferson	1,031	2.8
Powell	5	0.8	Kenton	154	1.9
Edmonson	5	0.8	Bullitt	69	1.9
Trigg	5	0.7	Pike	51	1.6
Lewis	4	0.6	Christian	47	1.3
Magoffin	4	0.6	Warren	71	1.2
Jackson	3	0.4	Laurel	34	1.2
Green	2	0.4	Campbell	50	1.1
Webster	2	0.3	Daviess	52	1.1
Caldwell	2	0.3	Oldham	32	1.1
Butler	2	0.3	Hardin	53	1.0
Washington	1	0.2	Fayette	153	1.0
Clinton	1	0.2	Pulaski	29	0.9
			Madison	39	0.9
			McCracken	31	0.9

TABLE 48. SCHOOL BUS CRASH RATES BY CITY AND POPULATION CATEGORY  
(IN ORDER OF DECREASING PERCENTAGES)(2008-2012)

CITY	NUMBER OF CRASHES (2008-2012)	ANNUAL CRASH RATE (CRASHES PER 10,000 POPULATION)	CITY	NUMBER OF CRASHES (2008-2012)	ANNUAL CRASH RATE (CRASHES PER 10,000 POPULATION)
POPULATION CATEGORY OVER 200,000			POPULATION CATEGORY 2,500-4,999		
Louisville	939	3.1	Prestonsburg	9	5.5
Lexington	153	1.0	Hazard	12	5.4
POPULATION CATEGORY 20,000-60000			Lakeside Park	7	5.2
Florence	77	5.1	Grayson	9	4.3
Nicholasville	42	3.0	Barbourville	5	3.2
Frankfort	27	2.1	Lancaster	5	2.9
Hopkinsville	31	2.0	Paintsville	5	2.9
Covington	38	1.9	Carrollton	5	2.5
Henderson	27	1.9	Flemingsburg	3	2.3
Independence	18	1.5	Beaver Dam	4	2.3
Georgetown	21	1.4	Columbia	5	2.2
Bowling Green	37	1.3	Dawson Springs	3	2.2
Paducah	16	1.3	Greenville	4	1.9
Elizabethtown	17	1.2	Stanford	3	1.7
Jeffersonton	16	1.2	Williamstown	3	1.5
Richmond	17	1.1	Irvine	2	1.5
Owensboro	32	1.1	Park Hills	2	1.3
Ashland	12	1.1	Morganfield	2	1.2
Radcliff	11	1.0	Wilmore	2	1.1
POPULATION CATEGORY 10,000-19,999			Wilmore	2	1.1
Shively	39	5.1	Scottsville	2	0.9
Shepherdsville	17	3.0	Benton	2	0.9
Bardstown	17	2.9	Marion	1	0.7
Mayfield	10	2.0	Hartford	1	0.7
Glasgow	13	1.9	Russell	1	0.6
Winchester	17	1.9			
Shelbyville	12	1.7			
Somerset	9	1.6			
Erlanger	14	1.5			
Berea	10	1.5			
Murray	12	1.4			
Danville	9	1.1			
Madisonville	11	1.1			
Lawrenceburg	6	1.1			
Newport	8	1.0			
Fort Thomas	4	0.5			
POPULATION CATEGORY 5,000-9,999					
Taylor Mill	14	4.2			
Mount Sterling	14	4.1			
Pikeville	13	3.8			
Alexandria	14	3.3			
Villa Hills	12	3.2			
Paris	12	2.8			
Versailles	11	2.6			
Edgewood	11	2.6			
Leitchfield	8	2.4			
Fort Wright	7	2.4			
Corbin	8	2.2			
Mount Washington	10	2.2			
Cynthiana	7	2.2			
London	8	2.0			
Morehead	6	1.8			
Harrodsburg	7	1.7			
Central City	5	1.7			
Dayton	4	1.5			
Campbellsville	6	1.3			
Russellville	4	1.1			
Maysville	5	1.1			
Franklin	4	1.0			
Bellevue	3	1.0			
Monticello	3	1.0			
Elsmere	4	0.9			
Williamsburg	2	0.8			
Flatwoods	3	0.8			
Lebanon	2	0.7			
Highland Heights	2	0.6			
Princeton	2	0.6			
La Grange	1	0.2			
Fort Mitchell	1	0.2			

TABLE 49. TRUCK CRASH RATES BY COUNTY AND POPULATION CATEGORY (IN ORDER OF DECREASING PERCENTAGES) (2008-2012)

COUNTY	NUMBER OF CRASHES	ANNUAL CRASH RATE (CRASHES PER 10,000 POP.)	COUNTY	NUMBER OF CRASHES	ANNUAL CRASH RATE (CRASHES PER 10,000 POP.)	
<b>POPULATION CATEGORY UNDER 10,000</b>			<b>POPULATION CATEGORY 15,000-24,999</b>			
Gallatin	270	62.9	Hart	412	45.3	
Lyon	166	39.9	Simpson	373	43.1	
Ballard	136	33.0	Rockcastle	282	33.1	
Carlisle	56	21.9	Henry	229	29.7	
Fulton	65	19.1	Grant	353	28.6	
Hancock	81	18.9	Mason	229	26.2	
Livingston	86	18.1	Letcher	268	21.9	
Crittenden	84	18.0	Ohio	232	19.5	
Wolfe	53	14.4	Woodford	231	18.5	
McLean	66	13.8	Union	126	16.8	
Trimble	54	12.3	Lawrence	125	15.8	
Bracken	40	9.4	Rowan	182	15.6	
Cumberland	31	9.0	Johnson	180	15.4	
Hickman	19	7.8	Bourbon	150	15.0	
Menifee	24	7.6	Knott	120	14.7	
Nicholas	24	6.7	Allen	131	13.1	
Elliott	26	6.6	Clay	138	12.7	
Owsley	13	5.5	Harrison	119	12.6	
Lee	20	5.1	Anderson	132	12.3	
Robertson	5	4.4	Adair	114	12.2	
<b>POPULATION CATEGORY 10,000-14,999</b>			<b>POPULATION CATEGORY 25,000-50,000</b>			
Carroll	180	33.3	Taylor	144	11.7	
Caldwell	152	23.4	Lincoln	139	11.2	
Trigg	119	16.6	Marion	109	11.0	
Magoffin	105	15.8	Casey	87	10.9	
Larue	112	15.8	Garrard	92	10.9	
Webster	101	14.8	Mercer	113	10.6	
Washington	84	14.3	Russell	91	10.4	
Todd	88	14.1	Breckinridge	91	9.1	
Metcalfe	71	14.1	Wayne	75	7.2	
Leslie	70	12.4	Spencer	59	6.9	
Pendleton	90	12.1	McCreary	44	4.8	
Breathitt	79	11.4	<b>POPULATION CATEGORY OVER 50,000</b>			
Powell	69	10.9	Boone	1,628	27.4	
Owen	57	10.5	Pike	842	25.9	
Edmonson	62	10.2	Laurel	627	21.3	
Monroe	51	9.3	Kenton	1,486	18.6	
Martin	59	9.1	Jefferson	6,849	18.5	
Lewis	63	9.1	Bullitt	686	18.5	
Jackson	60	8.9	Hardin	952	18.0	
Fleming	59	8.2	Warren	1,010	17.8	
Bath	46	7.9	McCracken	574	17.5	
Butler	49	7.7	Christian	634	17.1	
Morgan	53	7.6	Fayette	2,429	16.4	
Clinton	38	7.4	Daviess	737	15.2	
Green	39	6.9	Madison	594	14.3	
Estill	40	5.5	Pulaski	429	13.6	
			85	Campbell	596	13.2
				Oldham	318	10.5

TABLE 50. MOTOR VEHICLE-TRAIN CRASH RATES BY COUNTY AND POPULATION CATEGORY  
(IN ORDER OF DECREASING PERCENTAGES) (2008 - 2012)

COUNTY	NUMBER OF CRASHES	ANNUAL CRASH RATE (CRASHES PER 10,000 POP.)	COUNTY	NUMBER OF CRASHES	ANNUAL CRASH RATE (CRASHES PER 10,000 POP.)
<b>POPULATION CATEGORY UNDER 10,000</b>			<b>POPULATION CATEGORY 15,000-24,999 (cont.)</b>		
Lee	2	0.51	Johnson	1	0.09
Bracken	2	0.47	Grant	1	0.08
Gallatin	2	0.47	Lincoln	1	0.08
Nicholas	1	0.28	Taylor	0	0.00
Metcalfe	0	0.00	Rowan	0	0.00
Marion	0	0.00	Clay	0	0.00
Livingston	0	0.00	Wayne	0	0.00
Crittenden	0	0.00	Breckinridge	0	0.00
Trimble	0	0.00	Bourbon	0	0.00
Hancock	0	0.00	Allen	0	0.00
Lyon	0	0.00	Mason	0	0.00
Ballard	0	0.00	Harrison	0	0.00
Elliott	0	0.00	Adair	0	0.00
Wolfe	0	0.00	Russell	0	0.00
Cumberland	0	0.00	Spencer	0	0.00
Fulton	0	0.00	Garrard	0	0.00
Menifee	0	0.00	Casey	0	0.00
Carlisle	0	0.00	Union	0	0.00
Hickman	0	0.00	<b>POPULATION CATEGORY 25,000-49,999</b>		
Owsley	0	0.00	Harlan	8	0.55
Robertson	0	0.00	Floyd	9	0.46
<b>POPULATION CATEGORY 10,000 - 14,999</b>			Hopkins	10	0.43
Webster	3	0.44	Whitley	5	0.28
Edmonson	2	0.33	Knox	3	0.19
Todd	2	0.32	Boyd	4	0.16
Lewis	2	0.29	Bell	2	0.14
McCreary	1	0.15	Perry	2	0.14
Caldwell	1	0.15	Henderson	3	0.13
Pendleton	1	0.13	Shelby	2	0.10
Estill	0	0.00	Barren	2	0.09
Fleming	0	0.00	Logan	1	0.07
Trigg	0	0.00	Meade	1	0.07
Larue	0	0.00	McCracken	1	0.06
Morgan	0	0.00	Muhlenberg	1	0.06
Breathitt	0	0.00	Clark	1	0.06
Jackson	0	0.00	Greenup	1	0.05
Martin	0	0.00	Graves	1	0.05
Butler	0	0.00	Scott	1	0.04
Powell	0	0.00	Franklin	1	0.04
Washington	0	0.00	Laurel	1	0.03
Bath	0	0.00	Jessamine	0	0.00
Leslie	0	0.00	Nelson	0	0.00
Green	0	0.00	Calloway	0	0.00
Monroe	0	0.00	Boyle	0	0.00
Owen	0	0.00	Carter	0	0.00
Carroll	0	0.00	Montgomery	0	0.00
Clinton	0	0.00	<b>POPULATION CATEGORY 50,000 - OVER</b>		
<b>POPULATION CATEGORY 15,000 - 24,999</b>			Christian	10	0.27
Mercer	7	0.66	Pulaski	7	0.22
Lawrence	5	0.63	Bullitt	8	0.22
Letcher	6	0.49	Oldham	6	0.20
Hart	3	0.33	Daviess	6	0.12
Woodford	4	0.32	Pike	4	0.12
Ohio	3	0.25	Warren	6	0.11
Grayson	3	0.23	Jefferson	39	0.11
McLean	2	0.23	Boone	5	0.08
Magoffin	2	0.22	Kenton	6	0.08
Henry	1	0.13	Campbell	3	0.07
Knott	1	0.12	Hardin	3	0.06
Rockcastle	1	0.12	Fayette	4	0.03
Simpson	1	0.12	Marshall	1	0.02
Anderson	1	0.09	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
2012	8,030	6.43

Figure 1. Trends in Crash Rates  
(Identified Roads)

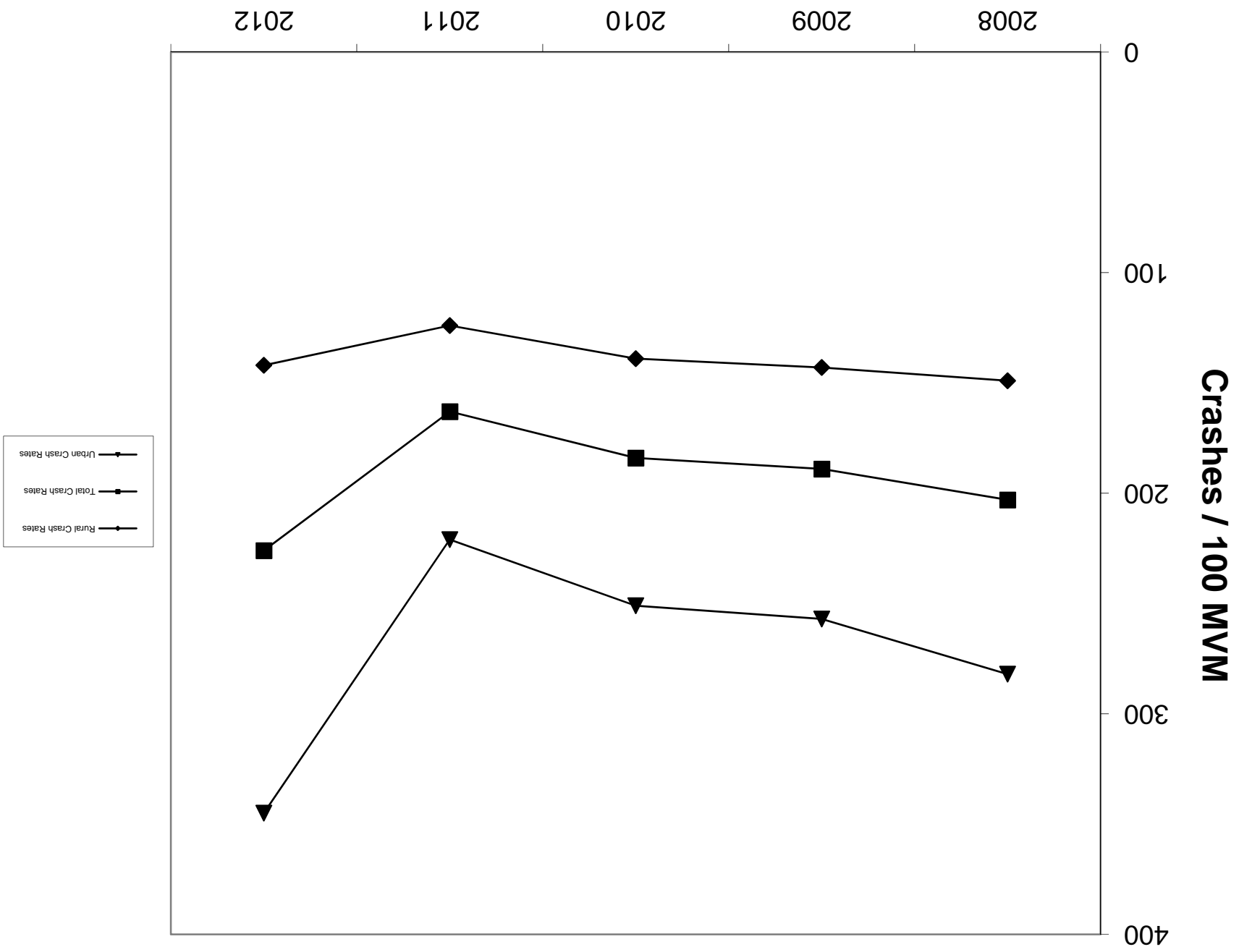


Figure 2. Trends in Rural Crash Rates  
(Identified Roads)

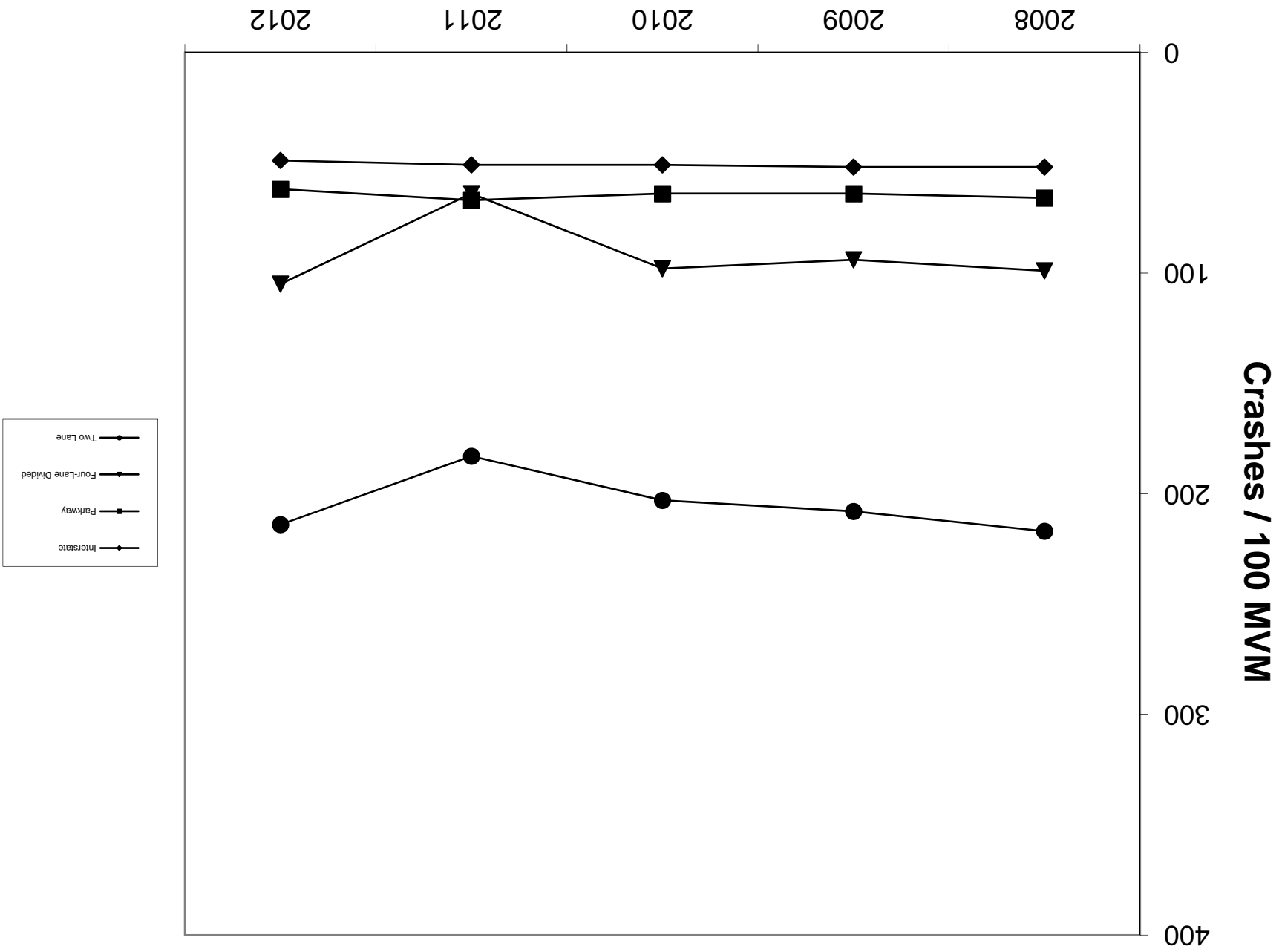
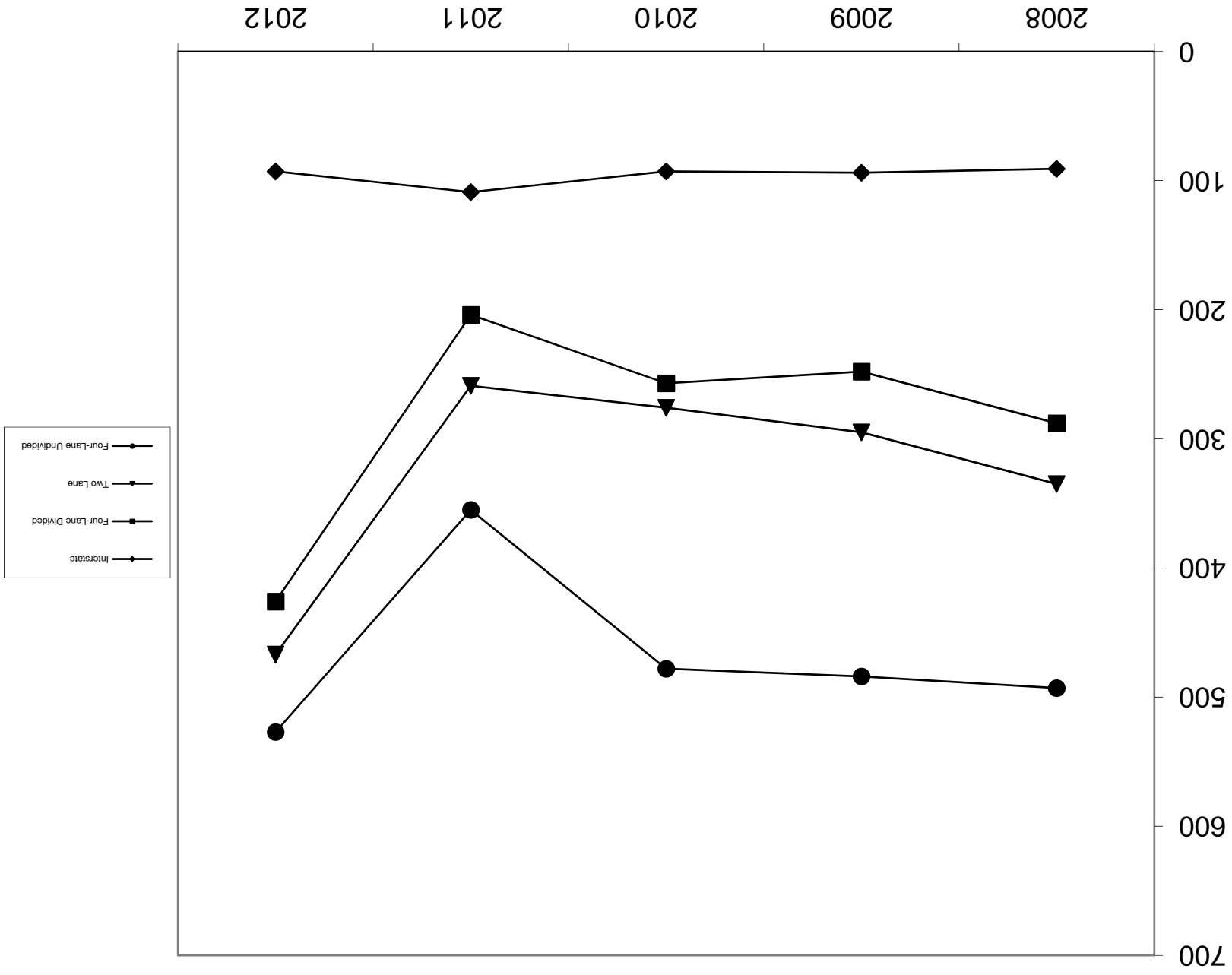


Figure 3. Trends in Urban Crash Rates  
(Identified Roads)





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. It should be noted that, as previously discussed, the data format in 2012 has changed from the previous years. In some instances there was limited data for some of the categories in 2012.

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 other rural principal arterials and 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 and rural local roadways. 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 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 federal-aid primary and federal-aid urban generally increased with increasing volume. There was no specific trend in rates on federal-aid secondary and non-federal aid roads with 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 16 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 (6.7 percent) is substantially higher than that on urban roads (3.0 percent). The highest percentages of ice or snow crashes are on interstates and parkways with the highest being 12.8 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 (2008 - 2012)

LOCATION	FUNCTIONAL CLASSIFICATION	AVERAGE TOTAL MILEAGE	AVERAGE AADT	CRASH RATES (CRASHES PER 100 MVM)		
				ALL	INJURY	FATAL
Rural	Principal Arterial, Interstate	565	33,012	52	11	0.6
	Principal Arterial, Other Freeway	2,303	8,167	96	24	1.3
	Minor Arterial	1,904	4,310	182	47	2.3
	Major Collector	6,056	2,110	225	63	3.0
	Minor Collector	9,258	718	260	75	3.5
	Local System	5,567	412	221	61	3.1
Urban	Principal Arterial, Interstate	192	74,318	98	17	0.3
	Principal Arterial, Other Freeway	67	32,925	108	20	0.4
	Other Principal Arterial	742	19,887	410	77	0.9
	Minor Arterial	1,012	10,003	370	67	0.9
	Collector	994	4,519	222	41	0.8
	Local System	132	2,051	387	65	0.4

TABLE A-2. STATEWIDE CRASH RATES BY ADMINISTRATIVE CLASSIFICATION (2008 - 2012)

ADMINISTRATIVE CLASSIFICATION	TOTAL CRASHES	AVERAGE TOTAL MILEAGE	AVERAGE AADT	CRASH RATES (CRASHES PER 100 MVM)	
				ALL	FATAL
Primary	169,577	4,110	14,623	155	
Secondary	99,142	6,204	3,063	286	
Rural Secondary	35,369	10,206	684	278	
Unclassified	4,707	1,444	547	327	

TABLE A-3. STATEWIDE CRASH RATES BY MEDIAN TYPE  
(RURAL ROADS WITH FOUR OR MORE LANES (2008 - 2012))

MEDIAN TYPE	TOTAL CRASHES	AVERAGE TOTAL MILEAGE	AVERAGE AADT	CRASH RATES (CRASHES PER 100 MVM)
Undivided	7,710	320	15,915	83
Divided, Median Less Than 30 Feet, No Barrier	7,005	281	18,360	74
Divided, Median Greater Than 30 Feet, No Barrier	23,464	1,218	17,978	59

TABLE A-4. STATEWIDE CRASH RATES BY ACCESS CONTROL (2008 - 2012)

ACCESS CONTROL	TOTAL CRASHES	AVERAGE TOTAL MILEAGE	AVERAGE AADT	CRASH RATES (CRASHES PER 100 MVM)
Full Control	55,215	1,376	29,225	75
Partial Control	36,475	970	10,838	190
No Control	308,024	25,864	2,402	272

TABLE A-5. STATEWIDE CRASH RATES FOR RURAL HIGHWAYS BY FEDERAL-AID  
SYSTEM AND TERRAIN (2008 - 2012)

FEDERAL-AID SYSTEM	CRASH RATES BY TERRAIN CLASSIFICATION (CRASHES/100MVM)		
	FLAT	ROLLING	MOUNTAINOUS
Interstate	76	61	65
Federal-Aid Primary	119	118	114
Federal-Aid Secondary	199	214	223
Non Federal-Aid	227	267	244
All	178	151	156

TABLE A-6. STATEWIDE CRASH RATES BY RURAL-URBAN DESIGNATION (2008 - 2012)

AREA TYPE	TOTAL CRASHES	AVERAGE		CRASH RATES (CRASHES PER 100 MVM)
		TOTAL MILEAGE	AVERAGE AADT	
Rural	171,173	25,654	2,627	139
Small Urban Area	104,210	1,569	11,700	311
Urbanized Area	124,627	1,096	21,629	288

TABLE A-7. STATEWIDE CRASH RATES BY ROUTE SIGNING IDENTIFIER (2008 - 2012)

ROUTE SIGNING IDENTIFIER	TOTAL CRASHES	AVERAGE		CRASH RATES (CRASHES PER 100 MVM)
		TOTAL MILEAGE	AVERAGE AADT	
Interstate	124,419	6,051	7,912	142
US	107,961	2,846	8,165	255
State	165,866	18,516	2,019	243

TABLE A-8. RELATIONSHIP BETWEEN CRASH RATE AND TRAFFIC VOLUME (2008 - 2012)

VOLUME RANGE (AADT)	CRASH RATES (CRASHES PER 100 MVM)			
	FEDERAL-AID PRIMARY	FEDERAL-AID URBAN	FEDERAL-AID SECONDARY	NON-FEDERAL AID
0-999	194	353	229	256
1,000-2,499	189	381	228	426
2,500-4,999	158	350	223	276
5,000-9,999	125	402	209	255
10,000-19,999	162	429	274	262
20,000-29,999	308	487	453	*
30,000-39,999	349	424	*	*
40,000 or more	191	425	230	262

\* No data in this volume range.

TABLE A-9. PERCENTAGE OF CRASHES OCCURRING DURING WET OR SNOW OR ICE PAVEMENT CONDITIONS OR DURING DARKNESS BY RURAL AND URBAN HIGHWAY TYPE CLASSIFICATION (2008 - 2012)

LOCATION	HIGHWAY TYPE	PERCENT OF ALL CRASHES		
		WET	SNOW OR ICE	DARKNESS
Rural	One-Lane	20	6.8	29
	Two-Lane	24	6.0	31
	Three-Lane	21	3.8	26
	Four-Lane Divided (Non-Interstate or Parkway)	20	5.4	31
	Four-Lane Undivided	20	3.1	23
	Interstate	29	11.2	37
	Parkway	22	12.8	44
	All Rural	24	6.7	32
Urban	Two-Lane	16	3.1	22
	Three-Lane	12	1.8	23
	Four-Lane Divided (Non-Interstate or Parkway)	13	2.5	21
	Four-Lane Undivided	18	2.0	20
	Interstate	20	6.1	29
	Parkway	23	7.6	34
	All Urban	16	3.0	22



APPENDIX B

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



TABLE B-1. STATEWIDE RURAL CRASH RATES BY HIGHWAY TYPE CLASSIFICATION (2010-2012)

HIGHWAY TYPE	TOTAL MILEAGE*	AADT	CRASHES RATES (CRASHES PER 100 MVM)		
			ALL	INJURY	FATAL
One-Lane	132	320	301	45	0.0
Two-Lane	23,653	1,950	215	56	2.8
Three-Lane	18	10,540	186	36	3.8
Four-Lane Divided (Non-Interstate or Parkway)	684	13,910	101	24	1.0
Four-Lane Undivided	44	17,440	185	38	1.0
Interstate	579	44,020	50	10	0.5
Parkway	560	12,900	64	14	0.7
All	25,668	3,480	143	36	1.8

\* Average for the three years.

TABLE B-2. STATEWIDE URBAN CRASH RATES BY HIGHWAY TYPE CLASSIFICATION (2010-2012)

HIGHWAY TYPE	TOTAL MILEAGE*	AADT	CRASHES RATES (CRASHES PER 100 MVM)		
			ALL	INJURY	FATAL
Two-Lane	2,056	6,260	330	61	0.8
Three-Lane	27	9,380	480	84	1.4
Four-Lane Divided (Non-Interstate or Parkway)	505	21,290	311	59	0.9
Four-Lane Undivided	310	19,160	435	80	1.0
Interstate	192	75,940	99	16	0.3
Parkway	31	15,290	89	18	0.0
All **	3,166	14,640	272	50	0.7

\* Average for the three years.

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

TABLE B-3. STATEWIDE CRASH RATES FOR "SPOTS" BY HIGHWAY TYPE CLASSIFICATION (2010-2012)

RURAL OR URBAN	HIGHWAY TYPE	NUMBER OF CRASHES	NUMBER OF SPOTS*	MILLION VEHICLES PER YEAR	CRASHES PER MILLION VEHICLES PER SPOT
Rural	One-Lane	92	437	0.08	0.84
	Two-Lane	76,494	79,350	0.54	0.60
	Three-Lane	232	60	2.99	0.43
	Four-Lane Divided (Non-Interstate or Parkway)	6,913	2,254	3.83	0.27
	Four-Lane Undivided	1,313	167	4.79	0.55
	Interstate	10,655	1,926	12.16	0.15
	Parkway	3,845	1,880	3.53	0.19
	All Rural	99,544	86,072	0.96	0.40
	Urban	Two-Lane	46,497	6,853	2.28
Three-Lane		1,348	91	3.42	1.44
Four-Lane Divided		36,581	1,682	7.77	0.93
Four-Lane Undivided		28,243	1,032	6.99	1.30
Interstate		15,750	640	27.72	0.30
Parkway		470	105	5.58	0.27
All Urban**		138,050	10,555	5.34	0.82

\* Average for the three years. The length of a spot is defined to be 0.3 mile.

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

TABLE B-4. STATEWIDE AVERAGE AND CRITICAL NUMBERS OF CRASHES FOR "SPOTS" AND ONE-MILE SECTIONS BY HIGHWAY TYPE CLASSIFICATION (2010-2012)

RURAL OR URBAN	HIGHWAY TYPE	CRASHES PER SPOT*		CRASHES PER ONE MILE SECTION	
		AVERAGE	CRITICAL NUMBER	AVERAGE	CRITICAL NUMBER
Rural	One-Lane	0.21	2	0.70	3
	Two-Lane	0.96	4	3.21	8
	Three-Lane	3.87	9	12.89	23
	Four-Lane Divided (Non-Interstate or Parkway)	3.07	8	10.22	19
	Four-Lane Undivided	7.88	16	26.26	40
	Interstate	5.53	12	18.44	30
	Parkway	2.05	6	6.82	14
	All Rural	1.16	4	3.86	9
	Urban	Two-Lane	6.78	14	22.62
Three-Lane		14.77	25	49.24	68
Four-Lane Divided		21.74	34	72.48	95
Four-Lane Undivided		27.38	41	91.25	116
Interstate		24.59	38	81.98	106
Parkway		4.49	10	14.98	25
All Urban**		13.08	23	43.60	61

\* The length of a spot is defined to be 0.3 mile.

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

TABLE B-5. STATEWIDE CRASH RATES FOR 0.1 MILE "SPOTS" BY HIGHWAY TYPE CLASSIFICATION (2010-2012)

RURAL OR URBAN	HIGHWAY TYPE	NUMBER OF CRASHES	NUMBER OF SPOTS*	MILLION VEHICLES PER YEAR	CRASHES PER MILLION VEHICLES PER SPOT
Rural	One-Lane	92	1,310	0.08	0.28
	Two-Lane	76,494	238,050	0.54	0.20
	Three-Lane	232	180	2.99	0.14
	Four-Lane Divided (Non-Interstate or Parkway)	6,913	6,763	3.83	0.09
	Four-Lane Undivided	1,313	500	4.79	0.18
	Interstate	10,655	5,777	12.16	0.05
	Parkway	3,845	5,640	3.53	0.06
	All Rural	99,544	258,217	0.96	0.13
	Urban	Two-Lane	46,497	20,559	2.28
Three-Lane		1,348	274	3.42	0.48
Four-Lane Divided		36,581	5,047	7.77	0.31
Four-Lane Undivided		28,243	3,095	6.99	0.43
Interstate		15,750	1,921	27.72	0.10
Parkway		470	314	5.58	0.09
All Urban**		138,050	31,665	5.34	0.27

\* Average for the three years. The length of a spot is defined to be 0.1 mile.

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

TABLE B-6. STATEWIDE AVERAGE AND CRITICAL NUMBERS OF CRASHES FOR 0.1 MILE "SPOTS" AND ONE-MILE SECTIONS BY HIGHWAY TYPE CLASSIFICATION (2010-2012)

RURAL OR URBAN	HIGHWAY TYPE	CRASHES PER SPOT*		CRASHES PER ONE MILE SECTION	
		AVERAGE	CRITICAL NUMBER	AVERAGE	CRITICAL NUMBER
Rural	One-Lane	0.07	1	0.70	3
	Two-Lane	0.32	2	3.21	8
	Three-Lane	1.29	5	12.89	23
	Four-Lane Divided (Non-Interstate or Parkway)	1.02	4	10.22	19
	Four-Lane Undivided	2.63	7	26.26	40
	Interstate	1.84	6	18.44	30
	Parkway	0.68	3	6.82	14
	All Rural	0.39	2	3.86	9
	Urban	Two-Lane	2.26	7	22.62
Three-Lane		4.92	11	49.24	68
Four-Lane Divided		7.25	15	72.48	95
Four-Lane Undivided		9.13	17	91.25	116
Interstate		8.20	16	81.98	106
Parkway		1.50	5	14.98	25
All Urban**		4.36	10	43.60	61

\* The length of a spot is defined to be 0.1 mile.

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

TABLE B-7. CRITICAL CRASH RATES FOR 0.1 MILE "SPOTS" ON RURAL ONE-LANE, TWO-LANE AND THREE-LANE HIGHWAYS (THREE-YEAR PERIOD)(2010-2012)

AADT	CRITICAL CRASH RATE (C/MV)		
	BY HIGHWAY TYPE		
	ONE-LANE	TWO-LANE	THREE-LANE
100	8.97	8.25	7.62
500	3.04	2.67	2.36
1,000	2.04	1.76	1.52
2,500	1.29	1.08	0.91
5,000	0.95	0.78	0.64
7,500	0.82	0.66	0.54
10,000	0.74	0.59	0.48
15,000	0.65	0.51	0.41
20,000	0.59	0.47	0.37

TABLE B-8. CRITICAL CRASH RATES FOR 0.1 MILE "SPOTS" ON RURAL FOUR-LANE HIGHWAYS, INTERSTATES, AND PARKWAYS (THREE-YEAR PERIOD)(2010-2012)

AADT	CRITICAL CRASH RATE (C/MV)			
	BY HIGHWAY TYPE			
	FOUR-LANE DIVIDED (NON-INTERSTATE AND PARKWAY)	FOUR-LANE UNDIVIDED	INTERSTATE	PARKWAY
500	2.05	2.57	1.74	1.83
1,000	1.29	1.68	1.06	1.12
2,500	0.74	1.02	0.58	0.62
5,000	0.51	0.74	0.39	0.42
10,000	0.37	0.56	0.27	0.30
15,000	0.31	0.48	0.22	0.25
20,000	0.28	0.44	0.20	0.22
30,000	0.24	0.39	0.17	0.19
40,000	0.22	0.36	0.15	0.17
50,000	0.20	0.34	0.14	0.15

TABLE B-9. CRITICAL CRASH RATES FOR 0.1 MILE "SPOTS" ON URBAN  
TWO-LANE AND THREE-LANE HIGHWAYS (THREE-YEAR PERIOD)(2010-2012)

AADT	CRITICAL CRASH RATE (C/MV)	
	BY HIGHWAY TYPE	
	TWO-LANE	THREE-LANE
500	3.24	3.81
1,000	2.20	2.64
2,500	1.41	1.74
5,000	1.05	1.33
7,500	0.91	1.16
10,000	0.82	1.06
15,000	0.73	0.95
20,000	0.67	0.88
30,000	0.60	0.81
40,000	0.57	0.76

TABLE B-10. CRITICAL CRASH RATES FOR 0.1 MILE "SPOTS" ON URBAN FOUR-LANE HIGHWAYS,  
INTERSTATES, AND PARKWAYS (THREE-YEAR PERIOD)(2010-2012)

AADT	CRITICAL CRASH RATE (C/MV)			
	BY HIGHWAY TYPE			
	FOUR-LANE DIVIDED (NON-INTERSTATE AND PARKWAY)	FOUR-LANE UNDIVIDED	INTERSTATE	PARKWAY
1,000	2.14	2.50	1.34	1.29
5,000	1.01	1.24	0.54	0.51
10,000	0.79	0.99	0.39	0.37
15,000	0.69	0.88	0.33	0.31
20,000	0.64	0.81	0.30	0.28
30,000	0.58	0.74	0.26	0.24
40,000	0.54	0.70	0.23	0.22
50,000	0.51	0.67	0.22	0.20
60,000	0.49	0.65	0.21	0.19
70,000	0.48	0.63	0.20	0.18
80,000	0.47	0.62	0.19	0.18
90,000	0.46	0.61	0.19	0.17
100,000	0.45	0.60	0.18	0.17





APPENDIX C  
CRITICAL "NUMBERS OF CRASHES" TABLES



TABLE C-1. CRITICAL NUMBERS OF CRASH RATES ON RURAL HIGHWAYS BY HIGHWAY TYPE AND SECTION LENGTH (2008-2012)

HIGHWAY TYPE	CRITICAL NUMBERS OF CRASHES FOR THE GIVEN SECTION LENGTH (MILES)						
	0.4	1	2	5	10	15	20
One-Lane	3	5	8	15	26	36	45
Two-Lane	8	14	24	51	92	131	170
Three-Lane	22	46	84	189	359	526	692
Four-Lane Divided (Non-Interstate and Parkway)	18	36	64	144	271	395	518
Four-Lane Undivided	35	77	142	328	630	927	1,223
Interstate	25	53	96	218	415	609	801
Parkway	12	23	41	89	165	240	313

TABLE C-2. CRITICAL NUMBERS OF CRASH RATES ON URBAN HIGHWAYS BY HIGHWAY TYPE AND SECTION LENGTH (2008-2012)

HIGHWAY TYPE	CRITICAL NUMBERS OF CRASHES FOR THE GIVEN SECTION LENGTH (MILES)					
	0.4	1	2	5	8	10
Two-Lane	26	54	98	224	346	426
Three-Lane (Non-Interstate and Parkway)	48	105	196	459	716	886
Four-Lane Divided	65	147	276	654	1,025	1,271
Four-Lane Undivided	84	191	363	865	1,360	1,687
Interstate	71	161	303	720	1,129	1,400
Parkway	19	39	70	158	243	298



APPENDIX D  
CRITICAL CRASH RATE TABLES  
FOR HIGHWAY SECTIONS



TABLE D-1. CRITICAL CRASH RATES FOR RURAL ONE-LANE SECTIONS (FIVE-YEAR PERIOD)(2008-2012)

AADT	CRITICAL CRASH RATE (C/100 MVM) FOR THE GIVEN SECTION LENGTH (MILES)				
	0.5	1	2	5	10
100	2,313	1,609	1,168	816	652
200	1,609	1,168	884	652	543
300	1,327	988	766	583	495
400	1,168	884	698	543	468
500	1,063	816	652	515	449
700	930	728	594	480	425
1,000	816	652	543	449	403
1,500	712	583	495	420	383
2,000	652	543	468	403	371
2,500	612	515	449	392	363
3,000	583	495	435	383	358

TABLE D-2. CRITICAL CRASH RATES FOR RURAL TWO-LANE SECTIONS (FIVE-YEAR PERIOD)(2008-2012)

AADT	CRITICAL CRASH RATE (C/100 MVM) FOR THE GIVEN SECTION LENGTH (MILES)					
	0.5	1	2	5	10	20
100	2,011	1,371	976	664	521	426
300	1,118	816	621	461	385	333
500	883	664	521	402	345	305
1,000	664	521	426	345	305	278
1,500	573	461	385	320	288	266
2,000	521	426	361	305	278	259
3,000	461	385	333	288	266	251
4,000	426	361	317	278	259	246
5,000	402	345	305	271	254	243
7,000	372	324	291	262	248	238
8,000	361	317	286	259	246	237
9,000	352	311	282	257	244	235
10,000	345	305	278	254	243	234

TABLE D-3. CRITICAL CRASH RATES FOR RURAL THREE-LANE SECTIONS (FIVE-YEAR PERIOD)(2008-2012)

AADT	CRITICAL CRASH RATE (C/100 MVM) FOR THE GIVEN SECTION LENGTH (MILES)				
	0.5	1	2	3	5
100	1,806	1,212	848	702	565
300	979	702	526	453	382
500	763	565	436	382	330
1,000	565	436	351	315	279
1,500	483	382	315	286	257
2,000	436	351	294	269	245
3,000	382	315	269	249	229
4,000	351	294	254	237	221
5,000	330	279	245	229	214
6,000	315	269	237	224	210
7,000	303	261	232	219	207
8,000	294	254	227	216	204
9,000	286	249	224	213	202
10,000	279	245	221	210	200

TABLE D-4. CRITICAL CRASH RATES FOR RURAL FOUR-LANE DIVIDED SECTIONS  
(NON-INTERSTATE AND PARKWAY) (FIVE-YEAR PERIOD)(2008-2012)

AADT	CRITICAL CRASH RATE (C/100 MVM) FOR THE GIVEN SECTION LENGTH (MILES)				
	0.5	1	2	5	10
500	589	423	317	231	190
1,000	423	317	247	190	162
2,500	291	231	190	155	138
5,000	231	190	162	138	127
7,500	205	172	150	131	122
10,000	190	162	143	127	119
15,000	172	150	135	122	115
20,000	162	143	130	119	113
30,000	150	135	124	115	110
40,000	143	130	121	113	109
50,000	138	127	119	111	108

TABLE D-5. CRITICAL CRASH RATES FOR RURAL FOUR-LANE UNDIVIDED  
SECTIONS (FIVE-YEAR PERIOD)(2008-2012)

AADT	CRITICAL CRASH RATE (C/100 MVM) FOR THE GIVEN SECTION LENGTH (MILES)				
	0.5	1	2	5	10
500	837	626	489	374	320
1,000	626	489	397	320	282
2,500	455	374	320	273	249
5,000	374	320	282	249	233
7,500	340	296	266	239	226
10,000	320	282	256	233	222
20,000	282	256	238	222	214
30,000	266	245	230	217	210
40,000	256	238	225	214	208
50,000	249	233	222	212	207

TABLE D-6. CRITICAL CRASH RATES FOR RURAL INTERSTATE  
SECTIONS (FIVE-YEAR PERIOD)(2008-2012)

AADT	CRITICAL CRASH RATE (C/100 MVM) FOR THE GIVEN SECTION LENGTH (MILES)					
	0.5	1	2	5	10	20
500	432	298	214	148	117	97
1,000	298	214	161	117	97	83
2,500	194	148	117	91	79	71
5,000	148	117	97	79	71	65
7,500	128	104	88	74	67	62
10,000	117	97	83	71	65	61
20,000	97	83	73	65	61	58
30,000	88	77	69	62	59	56
40,000	83	73	66	61	58	56
50,000	79	71	65	59	57	55



TABLE D-7. CRITICAL CRASH RATES FOR RURAL PARKWAY SECTIONS (FIVE-YEAR PERIOD)(2008-2012)

AADT	CRITICAL CRASH RATE (C/100 MVM) FOR THE GIVEN SECTION LENGTH (MILES)					
	0.5	1	2	5	10	20
400	543	375	270	186	148	122
700	401	286	213	154	126	107
1,000	335	245	186	138	115	100
1,500	277	207	162	124	106	93
2,000	245	186	148	115	100	89
3,000	207	162	131	106	93	85
4,000	186	148	122	100	89	82
5,000	172	138	115	96	87	80
7,000	154	126	107	91	83	77
10,000	138	115	100	87	80	75
20,000	115	100	89	80	75	72
40,000	100	89	82	75	72	70

TABLE D-8. CRITICAL CRASH RATES FOR URBAN TWO-LANE SECTIONS (FIVE-YEAR PERIOD)(2008-2012)

AADT	CRITICAL CRASH RATE (C/100 MVM) FOR THE GIVEN SECTION LENGTH (MILES)				
	0.5	1	2	5	10
500	1,121	865	695	552	483
1,000	865	695	581	483	436
2,500	653	552	483	424	394
5,000	552	483	436	394	373
7,500	509	453	415	381	364
10,000	483	436	402	373	359
15,000	453	415	388	364	352
20,000	436	402	379	359	349
30,000	415	388	369	352	344
40,000	402	379	363	349	342
50,000	394	373	359	346	340

TABLE D-9. CRITICAL CRASH RATES FOR URBAN THREE-LANE SECTIONS (FIVE-YEAR PERIOD)(2008-2012)

AADT	CRITICAL CRASH RATE (C/100 MVM) FOR THE GIVEN SECTION LENGTH (MILES)				
	0.5	1	2	5	10
500	1,400	1,104	906	738	656
1,000	1,104	906	772	656	600
2,500	857	738	656	585	550
5,000	738	656	600	550	525
7,500	687	621	575	535	515
10,000	656	600	560	525	508
15,000	621	575	543	515	500
20,000	600	560	532	508	496
30,000	575	543	520	500	491
40,000	560	532	513	496	487
50,000	550	525	508	493	485

TABLE D-10. CRITICAL CRASH RATES FOR URBAN FOUR-LANE DIVIDED SECTIONS  
(NON-INTERSTATE AND PARKWAY) (FIVE-YEAR PERIOD)(2008-2012)

AADT	CRITICAL CRASH RATE (C/100 MVM) FOR THE GIVEN SECTION LENGTH (MILES)				
	0.5	1	2	5	10
1,000	813	650	540	447	401
2,500	610	513	447	390	362
5,000	513	447	401	362	342
10,000	447	401	370	342	328
15,000	418	381	356	333	322
20,000	401	370	347	328	318
25,000	390	362	342	325	316
30,000	381	356	338	322	314
40,000	370	347	332	318	311
50,000	362	342	328	316	310
60,000	356	338	325	314	308

TABLE D-11. CRITICAL CRASH RATES FOR URBAN FOUR-LANE UNDIVIDED  
SECTIONS (FIVE-YEAR PERIOD)(2008-2012)

AADT	CRITICAL CRASH RATE (C/100 MVM) FOR THE GIVEN SECTION LENGTH (MILES)				
	0.5	1	2	5	10
1,000	1,091	894	761	647	591
2,500	846	728	647	576	541
5,000	728	647	591	541	517
10,000	647	591	551	517	500
15,000	611	566	534	506	492
20,000	591	551	524	500	488
25,000	576	541	517	495	485
30,000	566	534	512	492	482
40,000	551	524	505	488	479
50,000	541	517	500	485	477
60,000	534	512	496	482	475

TABLE D-12. CRITICAL CRASH RATES FOR URBAN INTERSTATE  
SECTIONS (FIVE-YEAR PERIOD)(2008-2012)

AADT	CRITICAL CRASH RATE (C/100 MVM) FOR THE GIVEN SECTION LENGTH (MILES)				
	0.5	1	2	5	10
1,000	416	311	242	186	158
5,000	226	186	158	135	123
10,000	186	158	140	123	115
20,000	158	140	127	115	110
30,000	147	131	121	112	107
40,000	140	127	118	110	106
50,000	135	123	115	108	105
60,000	131	121	114	107	104
70,000	129	119	112	106	104
80,000	127	118	111	106	103
90,000	125	116	110	105	103
100,000	123	115	110	105	102

TABLE D-13. CRITICAL CRASH RATES FOR URBAN PARKWAY  
SECTIONS (FIVE-YEAR PERIOD)(2008-2012)

AADT	CRITICAL CRASH RATE (C/100 MVM) FOR THE GIVEN SECTION LENGTH (MILES)					
	0.5	1	2	5	10	20
500	570	408	304	220	181	154
1,000	408	304	237	181	154	135
2,500	279	220	181	147	131	120
5,000	220	181	154	131	120	112
7,500	195	164	142	124	115	108
10,000	181	154	135	120	112	106
15,000	164	142	127	115	108	104
20,000	154	135	123	112	106	102
30,000	142	127	117	108	104	101
40,000	135	123	114	106	102	100
90,000	121	113	107	102	99	97
50,000	131	120	112	105	101	99



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)(2008-2012)

AADT	CRITICAL CRASH RATE (C/MV)		
	BY HIGHWAY TYPE		
	ONE-LANE	TWO-LANE	THREE-LANE
100	9.15	8.06	7.07
500	3.88	3.26	2.72
1,000	2.88	2.37	1.93
2,500	2.07	1.66	1.31
5,000	1.69	1.33	1.03
7,500	1.53	1.19	0.91
10,000	1.43	1.11	0.84
15,000	1.32	1.01	0.76
20,000	1.26	0.96	0.71

TABLE E-2. CRITICAL CRASH RATES FOR "SPOTS" ON RURAL FOUR-LANE HIGHWAYS, INTERSTATES, AND PARKWAYS (FIVE-YEAR PERIOD)(2008-2012)

AADT	CRITICAL CRASH RATE (C/MV)			
	BY HIGHWAY TYPE			
	FOUR-LANE DIVIDED (NON-INTERSTATE AND PARKWAY)	FOUR-LANE UNDIVIDED	INTERSTATE	PARKWAY
500	2.25	3.18	1.74	1.91
1,000	1.56	2.31	1.16	1.30
2,500	1.03	1.61	0.73	0.83
5,000	0.79	1.28	0.54	0.62
10,000	0.63	1.07	0.41	0.48
15,000	0.56	0.97	0.36	0.42
20,000	0.52	0.92	0.33	0.39
30,000	0.47	0.85	0.29	0.35
40,000	0.45	0.82	0.27	0.33
50,000	0.43	0.79	0.26	0.31

TABLE E-3. CRITICAL CRASH RATES FOR "SPOTS" ON URBAN TWO-LANE AND THREE-LANE HIGHWAYS (FIVE-YEAR PERIOD)(2008-2012)

AADT	CRITICAL CRASH RATE (C/MV)	
	BY HIGHWAY TYPE	
	TWO-LANE	THREE-LANE
500	4.17	5.14
1,000	3.12	3.93
2,500	2.27	2.94
5,000	1.86	2.46
7,500	1.69	2.26
10,000	1.59	2.14
15,000	1.47	2.00
20,000	1.40	1.92
30,000	1.32	1.82
40,000	1.27	1.76

TABLE E-4. CRITICAL CRASH RATES FOR "SPOTS" ON URBAN FOUR-LANE HIGHWAYS, INTERSTATES, AND PARKWAYS (FIVE-YEAR PERIOD)(2008-2012)

AADT	CRITICAL CRASH RATE (C/MV)			
	BY HIGHWAY TYPE			
	FOUR-LANE DIVIDED (NON-INTERSTATE AND PARKWAY)	FOUR-LANE UNDIVIDED	INTERSTATE	PARKWAY
1,000	2.96	3.89	1.59	1.56
5,000	1.75	2.44	0.80	0.79
10,000	1.49	2.12	0.64	0.63
15,000	1.37	1.98	0.57	0.56
20,000	1.31	1.89	0.53	0.52
30,000	1.23	1.80	0.49	0.47
40,000	1.18	1.74	0.46	0.45
50,000	1.15	1.70	0.44	0.43
60,000	1.13	1.67	0.43	0.41
70,000	1.11	1.65	0.42	0.40
80,000	1.09	1.63	0.41	0.40
90,000	1.08	1.62	0.40	0.39
100,000	1.07	1.61	0.40	0.38



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 (2008-2012)

CITY	POPULATION	NUMBER OF CRASHES	ANNUAL CRASHES PER 1000 POPULATION	CITY	POPULATION	NUMBER OF CRASHES	CRASHES PER 1000 POPULATION
Adairville	852	38	9	California	130	*	*
Albany	2,033	317	31	Calvert City	2,566	466	36
Alexandria	8,477	1,149	27	Camargo	1,081	111	21
Allen	193	172	178	Cambridge	175	*	*
Anchorage	2,348	91	8	Campbellsburg	813	108	27
Annville	470	*	*	Campbellsville	9,108	2,328	51
Arlington	324	30	19	Campton	441	204	93
Ashland	21,684	4,870	45	Caneyville	608	89	29
Auburn	1,340	127	19	Carlisle	2,010	299	30
Audubon Park	1,473	28	4	Carrollton	3,938	632	32
Augusta	1,190	85	14	Carrsville	50	*	*
Bancroft	494	1	0	Catlettsburg	1,856	761	82
Barbourmeade	1,218	9	2	Cave City	2,240	385	34
Barbourville	3,165	661	42	Centertown	423	23	11
Bardstown	11,700	3,134	54	Central City	5,978	994	33
Bardwell	723	54	15	Clarkson	875	153	35
Barlow	675	51	15	Clay	1,181	43	7
Beattyville	1,307	147	23	Clay City	1,077	*	*
Beaver Dam	3,409	571	34	Clinton	1,388	*	*
Bedford	599	157	52	Cloverport	1,152	52	9
Beechwood Village	1,324	10	2	Cold Spring	5,912	1,284	43
Bellefonte	888	45	10	Coldstream	862	*	*
Bellemeade	865	*	*	Columbia	4,452	716	32
Bellevue	5,955	952	32	Columbus	170	*	*
Bellewood	321	*	*	Concord	35	*	*
Benham	500	23	9	Corbin	7,304	2,102	58
Benton	4,349	900	41	Corinth	232	101	87
Berea	13,561	2,173	32	Corydon	720	54	15
Berry	264	9	7	Covington	40,640	7,405	36
Blaine	47	16	68	Crab Orchard	841	72	17
Blandville	95	*	*	Creekside	323	*	*
Bloomfield	838	102	24	Crescent Springs	3,801	976	51
Blue Ridge Manor	767	84	22	Crestview	475	10	4
Bonnieville	255	64	50	Crestview Hills	3,148	1,639	104
Booneville	81	48	119	Crestwood	4,531	743	33
Bowling Green	58,067	14,155	49	Crittenden	3,815	480	25
Bradfordsville	294	10	7	Crofton	749	82	22
Brandenburg	2,643	499	38	Crossgate	225	*	*
Bremen	197	58	59	Cumberland	2,237	188	17
Briarwood	435	3	1	Cynthiana	6,402	1,353	42
Brodhead	1,211	105	17	Danville	16,218	3,444	43
Broeck Point	325	*	*	Dawson Springs	2,764	216	16
Bromley	763	57	15	Dayton	5,338	373	14
Brooksville	642	76	24	Dixon	786	77	20
Brownsboro Farm	648	*	*	Douglass Hills	5,549	*	*
Brownsville	836	179	43	Dover	252	23	18
Burgin	965	34	7	Drakesboro	515	90	35
Burkesville	1,521	87	11	Druid Hills	308	*	*
Burnside	611	332	109	Dry Ridge	2,191	851	78
Butler	612	54	18	Earlington	1,413	172	24
Cadiz	2,558	590	46	Eddyville	2,554	300	24
Calhoun	763	101	27	Edgewood	8,575	1,087	25

\* Data Not Available

TABLE F-1. CRASHES AND CRASH RATES FOR ALL CITIES LISTED IN THE 2010 CENSUS (2008-2012)(continued)

CITY	POPULATION	NUMBER OF CRASHES	ANNUAL CRASHES PER 1000 POPULATION	CITY	POPULATION	NUMBER OF CRASHES	CRASHES PER 1000 POPULATION
Edmonton	1,595	332	42	Hardin	615	90	29
Ekron	135	36	53	Hardinsburg	2,343	286	24
Elizabethtown	28,531	6,580	46	Harlan	1,745	867	99
Elkhorn City	982	184	38	Harrodsburg	8,340	1,384	33
Elkton	2,062	250	24	Hartford	2,672	288	22
Elsmere	8,451	548	13	Hawesville	945	176	37
Eminence	2,498	185	15	Hazard	4,456	2,375	107
Erlanger	18,082	3,720	41	Hazel	410	45	22
Eubank	319	49	31	Hebron Estates	930	*	*
Evarts	962	129	27	Henderson	28,757	5,743	40
Ewing	264	22	17	Hickman	2,395	63	5
Fairfield	113	14	25	Hickory Hill	114	*	*
Fairview	286	10	7	Highland Heights	6,923	1,339	39
Falmouth	2,169	342	32	Hills And Dales	154	*	*
Ferguson	924	62	13	Hillview	6,119	*	*
Fincastle	838	*	*	Hindman	777	328	84
Flatwoods	7,423	676	18	Hiseville	240	14	12
Fleming-neon	759	*	*	Hodgenville	3,206	426	27
Flemingsburg	2,658	404	30	Hollow Creek	991	*	*
Florence	29,951	9,842	66	Hollyvilla	537	*	*
Fordsville	524	59	23	Hopkinsville	31,577	5,536	35
Forest Hills	444	32	14	Horse Cave	2,311	212	18
Fort Mitchell	8,207	1,325	32	Houston Acres	507	4	2
Fort Thomas	16,325	1,270	16	Hunters Hollow	286	*	*
Fort Wright	5,723	2,688	94	Hurstbourne	4,420	*	*
Foster	65	*	*	Hurstbourne Acres	1,811	*	*
Fountain Run	217	5	5	Hustonville	405	28	14
Fox Chase	528	*	*	Hyden	365	63	35
Frankfort	25,527	5,921	46	Independence	24,757	2,153	17
Franklin	8,408	1,764	42	Indian Hills	2,868	68	5
Fredonia	401	53	26	Indian Hills Ch. Sec.	1,005	*	*
Frenchburg	486	113	47	Inez	717	127	35
Fulton	2,445	300	25	Irvine	2,715	277	20
Gamaliel	376	13	7	Irvington	1,181	66	11
Georgetown	29,098	4,017	28	Island	458	38	17
Germantown	154	25	33	Jackson	2,231	667	60
Ghent	323	32	20	Jamestown	1,794	170	19
Glasgow	14,028	2,751	39	Jeffersontown	26,595	4,147	31
Glencoe	360	74	41	Jeffersonville	1,506	357	47
Glenview	653	*	*	Jenkins	2,203	*	*
Glenview Hills	353	*	*	Junction City	2,241	73	7
Glenview Manor	191	*	*	Kenton Vale	110	*	*
Goose Creek	294	*	*	Kevil	376	89	47
Grand Rivers	382	60	31	Kingsley	381	2	1
Gratz	78	9	23	Kuttawa	649	121	37
Grayson	4,217	845	40	La Grange	8,082	1,189	29
Green Spring	768	*	*	Lafayette	165	3	4
Greensburg	2,163	325	30	Lakeside Park	2,668	257	19
Greenup	1,188	243	41	Lakeview Heights	252	*	*
Greenville	4,312	761	35	Lancaster	3,442	559	33
Guthrie	1,419	114	16	Langdon Place	874	*	*
Hanson	742	104	28	Lawrenceburg	10,505	1,026	20

\* Data Not Available

TABLE F-1. CRASHES AND CRASH RATES FOR ALL CITIES LISTED IN THE 2010 CENSUS (2008-2012)(continued)

CITY	POPULATION	NUMBER OF CRASHES	ANNUAL CRASHES PER 1000 POPULATION	CITY	POPULATION	NUMBER OF CRASHES	CRASHES PER 1000 POPULATION
Lebanon	5,539	1,079	39	Murray Hill	619	*	*
Lebanon Junction	1,813	208	23	Nebo	236	38	32
Leitchfield	6,699	1,400	42	New Castle	912	60	13
Lewisburg	810	65	16	New Haven	855	49	12
Lewisport	1,670	80	10	Newport	15,273	4,486	59
Lexington	295,803	60,540	41	Nicholasville	28,015	4,526	32
Liberty	2,168	326	30	Norbourne Estates	441	1	1
Lincolnshire	148	*	*	Northfield	1,020	289	57
Livermore	1,365	121	18	Nortonville	1,204	106	18
Livingston	226	25	22	Norwood	372	*	*
London	7,993	3,702	93	Oak Grove	7,489	1,499	40
Loretto	713	76	21	Oakland	225	20	18
Louisa	2,467	574	47	Old Brownboro Place	348	*	*
Louisville	597,337	121,494	41	Olive Hill	1,599	277	35
Loyall	1,461	132	18	Orcharh Grass Hills	1,058	*	*
Ludlow	4,407	409	19	Owensboro	57,265	12,447	44
Lynch	747	13	4	Owenton	1,327	181	27
Lyndon	11,002	878	16	Owingsville	1,530	265	35
Lynnview	914	16	4	Paducah	25,024	7,285	58
Mackville	222	6	5	Paintsville	3,459	1,137	66
Madisonville	19,591	3,979	41	Paris	8,553	1,521	36
Manchester	1,255	551	88	Park City	537	92	34
Manor Creek	179	*	*	Park Hills	2,970	159	11
Marion	3,039	330	22	Park Lake	263	*	*
Martin	634	173	55	Parkway Village	650	*	*
Maryhill Estates	177	*	*	Pembroke	869	50	12
Mayfield	10,024	1,773	35	Perryville	751	24	6
Maysville	9,011	2,222	49	Pewee Valley	1,456	228	31
Mchenry	388	38	20	Phelps	893	236	53
Mckee	800	93	23	Pikeville	6,903	3,107	90
Mcroberts	784	38	10	Pineville	1,732	493	57
Meadowbrook Farm	163	*	*	Pioneer Village	1,130	*	*
Melbourne	401	36	18	Pippa Passes	533	63	24
Mentor	193	7	7	Plantation	832	125	30
Middletown	7,218	1,519	42	Pleasureville	834	37	9
Midway	1,641	194	24	Plum Springs	453	*	*
Millersburg	792	56	14	Poplar Hills	377	*	*
Milton	574	180	63	Powderly	745	134	36
Monterey	138	9	13	Prestonsburg	3,255	1,718	106
Monticello	6,188	927	30	Prestonville	161	35	44
Moorland	431	6	3	Princeton	6,329	905	29
Morehead	6,845	2,136	62	Prospect	2,788	*	*
Morganfield	3,285	522	32	Providence	3,193	210	13
Morgantown	2,394	344	29	Raceland	2,424	191	16
Mortons Gap	863	82	19	Radcliff	21,688	3,127	29
Mount Olivet	299	5	3	Ravenna	605	14	5
Mount Sterling	6,895	1,932	56	Raywick	157	*	*
Mount Vernon	2,477	703	57	Richlawn	435	*	*
Mount Washington	9,117	1,351	30	Richmond	31,364	6,805	43
Muldraugh	947	161	34	River Bluff	452	*	*
Munfordville	1,615	365	45	Riverwood	446	761	341
Murray	17,741	3,379	38	Rochester	152	1	1

\* Data Not Available

TABLE F-1. CRASHES AND CRASH RATES FOR ALL CITIES LISTED IN THE 2010 CENSUS (2008-2012)(continued)

CITY	POPULATION	ANNUAL		CITY	POPULATION	ANNUAL	
		NUMBER OF CRASHES	PER 1000 POPULATION			NUMBER OF CRASHES	PER 1000 POPULATION
Rockport	266	17	13	Upton	683	36	11
Rolling Fields	646	*	*	Vanceburg	1,518	215	28
Rolling Hills	959	26	5	Versailles	8,568	1,578	37
Russell	3,380	1,091	65	Vicco	334	63	38
Russell Springs	2,441	845	69	Villa Hills	7,489	259	7
Russellville	6,960	1,295	37	Vine Grove	4,520	357	16
Ryland Heights	279	*	*	Wallins Creek	156	*	*
Sacramento	468	59	25	Walton	3,635	785	43
Sadieville	303	36	24	Warfield	269	58	43
Salem	752	44	12	Warsaw	1,615	156	19
Salt Lick	303	35	23	Water Valley	279	17	12
Salyersville	1,883	455	48	Waterson Park	1,542	*	*
Sanders	238	7	6	Waverly	308	43	28
Sandy Hook	675	83	25	Wayland	426	53	25
Sardis	103	6	12	Wellington	565	3	1
Science Hill	693	102	29	West Buechel	1,230	*	*
Scottsville	4,226	883	42	West Liberty	3,435	356	21
Sebree	1,603	93	12	West Point	797	184	46
Seneca Gardens	696	6	2	Westwood	4,746	*	*
Sharpsburg	323	12	7	Wheatcroft	160	9	11
Shelbyville	14,045	2,801	40	Wheelwright	780	47	12
Shepherdsville	11,222	2,843	51	White Plains	884	42	10
Shively	15,264	3,838	50	Whitesburg	2,139	614	57
Silver Grove	1,102	130	24	Whitesville	552	91	33
Simpsonville	2,484	263	21	Whitley City	1,170	419	72
Slaughters	216	9	8	Wickliffe	688	126	37
Smithfield	106	19	36	Wilder	3,035	983	65
Smithland	301	39	26	Wildwood	261	1	1
Smiths Grove	714	104	29	Williamsburg	5,245	1,000	38
Somerset	11,196	3,953	71	Williamstown	3,925	669	34
Sonora	513	117	46	Willisburg	282	17	12
South Carrollton	184	59	64	Wilmore	3,686	168	9
South Shore	1,122	*	*	Winchester	18,368	3,586	39
Southgate	3,803	634	33	Winding Falls	657	*	*
Sparta	231	42	36	Windy Hills	2,385	10	1
Spring Mill	342	*	*	Wingo	632	52	17
Spring Valley	400	*	*	Woodburg	117	*	*
Springfield	2,519	441	35	Woodburn	355	18	10
Stamping Ground	643	49	15	Woodland Hills	696	7	2
Stanford	3,487	620	36	Woodlawn	229	1	1
Stanton	2,733	470	34	Woodlawn Park	942	44	9
Strathmoor Manor	337	*	*	Worthington	1,609	50	6
Sturgis	1,898	113	12	Worthington Hills	973	*	*
Sycamore	70	*	*	Worthville	185	9	10
Taylor Mill	6,604	1,226	37	Wurtland	995	59	12
Taylorsville	763	236	62				
Ten Broeck	128	*	*				
Thornhill	146	*	*				
Tompkinsville	2,402	406	34				
Trenton	384	22	12				
Union	5,379	755	28				
Uniontown	1,002	76	15				

\* Data Not Available