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# Analysis of Traffic Crash Data in Kentucky (2011–2015)

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**Research Report**
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# ANALYSIS OF TRAFFIC CRASH DATA IN KENTUCKY (2011 - 2015)

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# EXECUTIVE SUMMARY

This report documents an analysis of traffic crash data in Kentucky for the years of 2011 through 2015. A primary objective of this study was to determine average crash statistics for Kentucky highways. Rates were calculated for various types of highways and for counties and cities. Difference criteria were used for exposure.

Average and critical numbers and rates of crashes were calculated for various types of highways in rural and urban areas. These rates used crashes identified on highways where traffic volumes were available. Improved methods of identifying crash locations have resulted in higher rates for the last couple of years. The crash rate 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 stored in the Collision Report Analysis for Safer Highways (CRASH) database. This database 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 30th report providing a combination of those two report areas. Traffic crash data for the five-year period of 2011 through 2015 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 2011 through 2015 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 2011 through 2015.

Volume data, along with other data describing highway characteristics such as number of lanes, is obtained from a computer file containing roadway characteristics data for all state-

maintained highways and some local roads. In the past this information is obtained from the Highway Performance Monitoring System (HPMS) file. Starting with 2012 data, the Highway Information File (HIS) file has been used. Data for a five-year period of 2011 through 2015 were obtained from these files. The HPMS and HIS files were 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 database and roadway characteristics information from the HPMS and HIS files 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 staring with 2012 data due to the change to the HIS 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. This has resulted in an increase in crashes and resulting rates for 2012 through 2015.

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.

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

where

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

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

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

where

$N_c$ = 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 and HIS files has identified 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 account for approximately 84 percent of the vehicle miles traveled. The crash file was matched with the HPMS and HIS files. The percentage of all crashes classified as being on an identified road has ranged from 54 to 84 percent (with the highest percentages in 2013 and 2014). This was further enhanced with an integrated mapping system built into the crash reporting tool. This map has replaced the need for a handheld GPS 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 2011 through 2015 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, 2013, 2014, and 2015 compared to previous years. Some of the variance can be attributed to the inconsistencies in reporting locations on the crash reports. The overall crash rate in 2015 was 236 crashes per 100 million vehicle-miles (C/100 MVM). The crash rates for the previous four years varied from 163 to 264 C/100 MVM. The increase in the overall crash rates since 2012 is less a result of an actual increase in crashes than the result of an improvement in the matching process.

The fatal crash rate in 2015 was the same as the previous four-year average. The fatal crash rate ranged from a low of 1.14 C/100MVM in 2011 to a high of 1.47 C/100 MVM in 2012. The injury crash rate in 2015 was 40 C/100MVM, which is a decrease of 9.1 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. The larger increase in the total crash rate compared to the injury and fatal rates was the result of more consistent matching of injury and fatal crashes over the five years.

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 (2011 through 2015) 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 and HIS files. 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, excluding the small lengths of one-lane and three lane highways, the highest rate for all crashes occurred on two lane highways (Table 2). 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 (excluding the small sample size of the three-lane). Interstates and parkways have the lowest total, 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 25 percent less than for an undivided highway, although the average daily traffic was fairly similar.

Excluding the small number of three lane roadways, on urban highways, the highest overall crash rates are on four-lane undivided and two-lane highways (Table 3). The fatal crash rate for four-lane (non-interstate or parkway) undivided highways was 0.8 C/100MVM, equal to the overall fatal rate of 0.8 C/100MVM. The lowest overall crash rate, along with injury and fatal crash rates, are on interstates and parkways. Interstates have the lowest fatal crash rate.

Data in Tables 2 and 3 show that the overall total crash rate on urban highways was 75 percent higher than that for rural highways. Also, the injury rate on urban highways was 31 percent higher than that for rural highways. However, the fatal crash rate on urban highways is only 38 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. The 2015 rate in urban areas was almost the same as the average for the previous four years which there was an 8.5 percent increase in rural areas. Changes in crash rates are influenced by the improved matching of crashes to roadway sections since 2012. The changes in interstate and parkway crash rates were less sensitive because there was good matching for all of the years. Only a small percentage (about 12 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 2011 through 2015. 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 roads having information which could be matched to crash data. The increase in matching in 2012 through 2015 is shown. 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 2011 through 2015 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 2011 through 2015. 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 (2013-2015) 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 2011 through 2015.

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 2011 through 2015 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 2011 through 2015.

## 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 and HIS files were 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 36 for total crashes (all roads), 19 for injury-or-fatal crashes, and one for fatal crashes. There has been consistency in recent years regarding counties which have a critical rate. For example, of the 36 counties determined to have a critical crash rate when total crashes were considered, 34 were also identified in the last years 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 three of the five population categories, the same county had the highest rate considering all roads or identified roads. These counties are Pendleton County (in the 10,000 to 14,999 population category), Harrison County (in the 15,000 to 24,999 populating category), and Jessamine County (in the 25,000 to 50,000 population category). In the under 10,000 population category, Nicholas County had the highest rate for all roads while Crittenden County had the highest rate for the identified system. In the over 50,000 population category, Jefferson County had the highest rate for all roads while Fayette 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, Fayette County had the highest rate in the state. Leslie and Bath Counties, which are in the second lowest population category, had the lowest rates in the state when considering both all roads and 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 respective population categories are Crittenden, Breathitt, Clay, Jessamine, and Jefferson. Clay County had the highest rate in the state while Leslie 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 Owsley, Green, Clay, Knox, and Pike. The highest rates are generally for the smallest counties where there would be more driving on two-lane rural roads where fatal crash rates have been found to be the highest (Table 2). Pike County is the only county identified as having a critical fatal crash rate.

A summary of other miscellaneous crash data used in the problem identification process is presented by county in Table 14. This table includes the number of crashes by year for the last five years; percent change in the 2015 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 2011 through 2015 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 and HIS files would not be listed in Table 17. Lexington, Owensboro, Erlanger, Bellevue, Ludlow, and Worthington 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 10,000 to 19,999 population category. 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. Nineteen cities were identified as having total crash rates above critical. Louisville, Florence, Somerset, Fort Wright, and Crestview Hills have the highest total crash rates in their respective population ranges. Fatal crash rates, by city and population category, are listed in Table 19. They also are tabulated in order of descending fatal crash rates by population category. Louisville, Paducah, Somerset, Pikeville, and Prestonsburg have the highest fatal crash rates in their respective population ranges. Due to the small numbers of fatal crashes no city was identified as having a critical fatal crash rate. Prestonsburg had the highest fatal crash rate (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 4,431 per year for the past five years. Alcohol-related fatalities have averaged 160 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 varied in 2015 from about $346 million using economic cost data up to about $2.52 billion using comprehensive cost data from the National Safety Council.

The number of alcohol-related crashes has generally decreased over the past several years. In the early 1980's, the annual number of alcohol crashes was over 10,000. This number decreased to the relatively constant level of approximately 7,700 to 8,100 from 1985 through 1990 with a gradual reduction to a low of 5,995 in 1994. The first yearly increase since 1990 occurred in 1995 (to 6,163). The number of alcohol-related crashes then decreased yearly through 1998 to 5,222. There was a slight increase in 1999 and then a larger increase in 2000. In 2001, the downward trend in alcohol-related crashes started again. In 2015 the total decreased slightly to 4,217 which represents a 6.0 percent decrease compared to the previous four-year average. The number this year is the lowest number since this trend analysis was started in 1978. Alcohol-related crashes represented about 3.5 percent of all crashes during the latest five-year period. The number of alcohol-related fatalities in 2015 (175) was 12.2 percent higher than the previous four year average (156).

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, Todd, Casey, Meade, and Pike.

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 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 Bracken, Breathitt, Harrison/Knott, Bell, and Madison/Oldham.

Table 21 is a summary of number and percentage of crashes involving alcohol for cities. For each population category, the cities having the highest percentages of crashes involving alcohol in 2015 are the same as those in 2014. The cities are Lexington, Covington, Fort Thomas, Dayton, and Calvert City.

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 (2011 through 2015) 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, Montgomery and Madison. Counties having the lowest rates of alcohol convictions per alcohol-related crash are Bracken, Washington, 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 high of 19,855 in 2011 a low of 14,443 in 2015. The number of alcohol convictions in 2015 decreased 21.0 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 2011 through 2015 (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 55.4 percent in Leslie County to a high of 93.8 percent in Hancock 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. There were 18 counties with a conviction rate over 90 percent. Only two counties, Gallatin and Leslie, had a conviction rate less than 60 percent.

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 81.6 to 85.4 percent. Counties having the highest conviction percentages in the various population categories are

Hancock, Breathitt, Woodford, Clark and Oldham. Counties having the lowest conviction percentages for the various population categories are Gallatin, Leslie, Clay, Bell 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 2011 through 2015, the highest number of convictions at 2,656 was in 2011. There has been a decrease in the number of reckless driving convictions since that year. The number in 2015 was a 5.0 percent decrease from the average number in the previous four years. The highest rates (convictions per 1,000 licensed drivers) occurred in Lyon, Fulton and Trigg Counties. The lowest rates are in Oldham, Butler and Estill 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 1,838 in 2015. In the previous four years the lowest number was 1,540 in 2013. When compared to the previous four-year average, drug-related crashes increased by 14.0 percent in 2015. The number of drug-related fatal crashes also saw an increase 2015 (12.0 percent) compared to the previous four-year average. In 2015 there were 233 fatal drug-related crashes. The number of drug-related injury crashes also increased (by 17.9 percent) in 2015 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, Magoffin, Clay, Floyd, and Pike. The data in Table 27 show most of the counties with the highest percentages are in southeastern Kentucky. Counties with the highest percentages of this type of crash are Floyd, Clay, Magoffin, Knott, Pike, Harlan, Knox and Letcher. 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, Nicholasville, Lawrenceburg, Pikeville, and Barbourville. Barbourville had the highest rate in the state at 3.6 percent.

## 7.0 OCCUPANT PROTECTION

The percentages of drivers of passenger cars involved in traffic crashes that were reported as wearing safety belts (listed by county) have been used to compare usage rates. However, it was known that these reported rates were much higher than found in observation

surveys. Observation surveys were first taken in each county in 2004 by the Area Development Districts. These surveys were repeated for 2005 and 2006 but data has not been collected since 2006. These rates (for 2006) for each county were reported in Table 14. Those same percentages are listed in descending order by county population category in Table 29. The rates varied from a high of 83.0 percent in Oldham County to a low of 40.1 percent in Monroe County. The data shows that 26 counties had a usage rate over 70 percent while 18 counties had a rate under 50 percent. The 2015 statewide survey found a usage rate of 87 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 has 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 fifteen 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 a population over 50,000. Counties in the over 50,000 population category had a usage rate about 12 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 92 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 67 percent (from 17.37 percent for drivers not wearing safety belts to 5.69 percent for drivers wearing safety belts). The chance of receiving either a fatal or incapacitating injury was reduced by 94 percent. These percentages

are high when compared to national statistics concerning the effectiveness of safety belts in reducing fatal or serious injuries. The reason is probably 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 2011 through 2015. 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 14 fatalities (children age three and under) occurring during the study period (2011-2015), 11 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 80 incapacitating injuries, 64 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 97 percent reduction in fatalities for children in restraints, a 97 percent reduction in incapacitating injuries, an 84 percent reduction in non-incapacitating injuries, and a 73 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 2015 the number of speed-related crashes increased by 1.3 percent when compared to the previous four-year average. For the five-year period (2011-2015), speed-related crashes represented 5.3 percent of all crashes, 8.1 percent of injury crashes, and 22.2 percent of fatal crashes. In 2015 the number of speed-related fatal crashes saw a significant increase (19.1 percent) when compared to the previous four-year average. The number of speed-related fatal crashes ranged from a low of 99 in 2013 to a high of 131 in 2015. The number of speed-related injury crashes decreased by 2.0 percent in 2015 compared to the previous four years. The number of speed-related injury crashes ranged from a low of 1,846 in 2014 to a high of 2,065 in 2011.

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 Carlisle, Larue, Grant, Knox, and Fayette. 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, Taylor Mill/Villa Hills, 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 low of 47,605 in 2015 to a high of 66,458 in 2012. The decreasing trend in speed convictions continued in 2015.

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 Elliott, Monroe, 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 region 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$^{th}$ 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$^{th}$ 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 (2015 Traffic Collision Facts report) 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 6.3 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 2015 data, it was found that teenage drivers were involved in about 15 percent of all crashes, 16 percent of injury crashes, and 9 percent of fatal crashes. Teenage drivers (including drivers with a learner permit) are overrepresented by a factor of 2.4 in all crashes, 2.5 for 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 2015 data). Considering all crashes on public highways, the rate was 43 crashes per 1,000 drivers for all drivers compared to 102 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 2015 were compared to an average of the preceding four years (2011-2014). There was an 8.4 percent increase in total crashes when comparing 2015 to the previous four years. It should be noted that crashes in parking lots were not included in the analysis.

The number of crashes on public road in 2015 was the highest since 2011 (136,338). The lowest number (123,258) occurred in 2013. The numbers of fatal crashes increased by 8.1 percent in 2015 compared to the previous four years while the number of fatalities increased by 9.7 percent. The number of fatalities in the five year period ranged from a low of 638 in 2013 to a high of 761 in 2015. The number of fatalities in 2005 was the highest in about 30 years but fell every year since then until 2012 saw an increase. The number of fatalities increased again in 2015 to higher than the number in 2012. The number of injury crashes and injuries in 2015 increased slightly (1.2 percent in both cases) over the previous four-year average. The number of injuries varied from 34,180 in 2013 to 36,345 in 2011.

Vehicle-miles traveled have remained fairly constant over the five-year period ranging from 47.054 billion miles in 2013 to 48.761 billion miles in 2015. The vehicle miles traveled in 2015 saw an increase of 2.4 percent over the previous four-year average. There was an increase in total crash rate in 2015 of 5.9 percent when compared to the previous four-year average. The total crash rate varied from a low of 262 C/100 MVM in 2013 to 280 C/100 MVM in 2015. The total crash rate has remained fairly constant in recent years.

There were increases in 2015 in the fatal crash rate (5.4 percent) and fatality rate (6.9 percent) compared to the average of the previous four years. The fatal crash rate in 2013 (1.25) was the lowest rate in this five-year period with the highest in 2012 (1.47).

There were a total of 639,290 crashes in the five-year period, of which 3,260 (0.5 percent) were fatal crashes and 117,902 (18.4 percent) were injury crashes. Those crashes resulted in 3,538 fatalities and 176,053 injuries. There is a large range used when estimating crash costs. Considering economic costs, an estimate for 2015 is $2.5 billion for the cost of Kentucky traffic crashes (on public roads) or an average cost of about $18,530 per crash using National Safety Council estimates of motor vehicle crash cost. Similarly the comprehensive costs result in an estimate of $17.7 billion for the cost of Kentucky traffic crashes or an average cost of $130,000 per crash.

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

## 10.2 PEDESTRIAN CRASHES

The number of pedestrian crashes increased 3.5 percent in 2015 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 2015, pedestrian crashes accounted for only 0.8 percent of all crashes but 3.6 percent of injury crashes and 8.9 percent of fatal crashes. The number of injury crashes increased by 1.2 percent in 2015 compared to the previous four-year average while the number of fatal crashes in 2015 increased by 25.9 percent compared to the previous four-year average. Injury crashes ranged from 834 in 2013 to 860 in 2012 while fatal crashes ranged from 52 in 2011 to 68 in 2015.

A summary of pedestrian crash statistics by county and population category is presented in Table 41. Numbers of crashes and annual crash rates per 10,000 population are included. From the listing of crash rates in descending order, the following counties have the highest rates in each population category: Gallatin, Breathitt, Rowan, Scott, and Jefferson. A similar analysis was performed for pedestrian crashes by city and population category. Results are summarized in Table 42 and the following cities have the highest rates in their respective population categories: Louisville, Covington, Newport, Bellevue, and Paintsville. 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, Todd, Woodford, Henderson, and Jefferson. A similar summary was prepared for cities and the results are presented in Table 44. Cities having the highest rate of bicycle-related crashes in each population category are Louisville, Covington, Newport, Elsmere, and Paintsville.

The number of bicycle crashes decreased by 11.6 percent in 2015 compared to the average of 2011 through 2014. The number of bicycle crashes ranged from 405 in 2015 to 495 in 2013. 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 0.9 percent of fatal crashes. The number of injury crashes decreased by 13.2 percent in 2015 and the number of fatal crashes increased by 75 percent (7 fatal crashes compared to an average of 4) compared to the 2011 through 2014 average. The range in injury crashes was from 276 in 2015 to 348 in 2013 while the number of fatal crashes ranged from two in 2011 to seven in 2015.

## 10.4 MOTORCYCLE CRASHES

County and city statistics for crashes involving motorcycles are presented in Tables 45 and 46, respectively. For each population category, counties having the highest rates for motorcycle crashes per 10,000 population are Trimble, Trigg, Clay, Graves, and McCracken (Table 45). The highest rate is in Trimble County with the largest number in Jefferson County. From Table 46, those cities having the highest rates in each population category are Louisville, Paducah, Shively, Pikeville, and Scottsville. The rates in Pikeville, Shively, and Somerset were substantially higher than other cities.

There was a decrease in motorcycle crashes in 2015 (3.4 percent) compared to the 2011 through 2014 average. The numbers over the five-year period ranged from a high of 1,967 in 2012 to a low of 1,658 in 2014. This is a severe type of crash. Data in 2015 show that motorcycle crashes accounted for 1.3 percent of all crashes but 5.3 percent of injury crashes and 11.3 percent of fatal crashes. The numbers of injury crashes decreased by 1.2 percent while the number of fatal crashes increased by 7.5 percent in 2015 compared to the 2011 through 2014 average. In the five-year period 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 93 in 2012.

## 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 Gallatin, Morgan, 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, Mount Sterling, and Prestonsburg. The highest rates were in Shively and Prestonsburg.

The trend analysis presented in Table 39 indicates there was an increase in this type of crash in 2015 (14.5 percent) compared to the 2011 through 2014 average. The annual number of this type of crash ranged from a low of 564 in 2014 to a high of 854 in 2011. There was an increase in injury crashes of 2.0 percent in 2015 compared to 2011 through 2014. The number of injury crashes ranged from 95 in 2013 to 107 in 2014. There were three fatal crashes involving a school bus in 2015 and a total of 11 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, Scott, and Boone. All these counties contain at least one interstate highway. Other counties having a high rate either contained an interstate highway or had a large amount of coal truck traffic.

The trend analysis showed there was an increase in the number of truck crashes in 2015 (14.6 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 9,196 in 2015. The number of injury crashes increased by 12.4 percent and the number of fatal crashes increased by 25 percent in 2015 compared to the previous four-year average. The number of injury crashes ranged from 1,189 in 2012 to 1,396 in 2015 while the number of fatal crashes ranged from 67 in 2014 to 90 in 2015. In 2015, truck crashes represented 6.7 percent of all crashes, 5.9 percent of injury crashes, and 11.8 percent of fatal crashes.

## 10.7 TRAIN CRASHES

A summary of motor vehicle-train crashes by county is presented in Table 50. Counties having the highest rates in each population category are Carlisle, Webster, Mercer, Hopkins, and Daviess. The highest rate is in Hopkins County with the highest number in Jefferson County. There were no train crashes in 62 of the 120 counties in the five-year period of 2011 through 2015.

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 55 in 2014 with an increase of 6.8 percent in 2015 compared to the previous four-year average. The number of injury crashes increased (30.8 percent) from an average of 13 per year in the previous 4-year period to 17 in 2015. They ranged from a low of 12 in 2012 and 2013 to a high of 17 in 2015. The number of fatal crashes for the five-year period ranged from three in 2015 to six in 2011 with a 40 percent decrease in 2015 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 2012 and 2013. The percent of crashes in which a vehicle defect was noted on the report was 6.43 percent in 2012 and 6.18 in 2013, 5.18 percent in 2014, and 6.24 percent in 2015 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 2015 compared to the previous four-year average and has decreased from the level prior to 1996. In general, there has been a decreasing trend in the number of alcohol-related fatal crashes and fatalities. This may be related to increased enforcement and public information campaigns in the past several years that have increased public awareness.

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

| Post Number | County |
|---|---|
| 1 | McCracken |
| 2 | Christian |
| 3 | Warren |
| 4 | Jefferson |
| 5 | Oldham |
| 6 | Kenton |
| 7 | Madison |
| 8 | Mason |
| 9 | Pike |
| 10 | None |
| 11 | Pulaski |
| 12 | Fayette |
| 13 | Perry |
| 14 | Carter |
| 15 | Marion |
| 16 | Daviess |

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

| Post Number | County |
|---|---|
| 1 | Calloway |
| 2 | Muhlenberg |
| 3 | Allen |
| 4 | Nelson |
| 5 | Henry |
| 6 | Harrison |
| 7 | Owsley |
| 8 | Montgomery |
| 9 | Pike |
| 10 | Bell |
| 11 | McCreary |
| 12 | Franklin |
| 13 | Perry |
| 14 | Greenup |
| 15 | Cumberland |
| 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).

| Post Number | County |
|---|---|
| 1 | McCracken |
| 2 | Hopkins |
| 3 | Simpson |
| 4 | Jefferson |
| 5 | Oldham |
| 6 | Kenton |
| 7 | Madison |
| 8 | Montgomery |
| 9 | Floyd |
| 10 | Knox |
| 11 | Whitley |
| 12 | Fayette |
| 13 | None |
| 14 | Carter |
| 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
- 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$^{th}$ percentile speed. Recommendations for speed limits on various types of roads in Kentucky have been developed which note that the large difference in 85$^{th}$ 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, Bellevue, and Paintsville, 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 decrease in usage rate and the increase in injury and fatal crashes supports the need to reenact the requirement for the use of motorcycle helmets.

Trigg and McCracken Counties had the highest motorcycle crash rate in their population categories (Table 45) and Pikeville (Table 46) had the highest motorcycle-crash rate in its population category. An evaluation of this type of crash in these counties 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.

## Roadway Contributing Factors

A recent research study evaluated the coding of police reports relating to roadway contributing factors (KTC-14-08). The recommendations included in this report relating to coding of the police report and related police training should be implemented. The codes included in the analysis were for environmental contributing factors, traffic control devices, road surface condition, weather condition, and vehicular relate factors. The report also describes the type of coordination between police and government agencies which should occur to deal with potential roadway-related issues.

TABLE 1. COMPARISON OF 2011 - 2015 CRASH RATES*

| STATISTIC | 2011 | 2012 | 2013 | 2014 | 2011-2014 Average | 2015 | Percent Change*** |
|---|---|---|---|---|---|---|---|
| Crashes | 68,753 | 91,205 | 102,943 | 106,122 | 92,256 | 96,902 | 5.0 |
| Fatal Crashes | 481 | 595 | 517 | 538 | 533 | 537 | 0.8 |
| Injury Crashes | 14,711 | 19,219 | 18,655 | 18,687 | 17,818 | 16,457 | -7.6 |
| Mileage | 29,451 | 28,380 | 28,430 | 28,178 | 28,610 | 28,247 | -1.3 |
| Crashes Per Mile | 2.33 | 3.21 | 3.62 | 3.77 | 3.23 | 3.43 | 6.1 |
| Vehicle Miles (Billion) | 42.28 | 40.36 | 40.17 | 40.14 | 40.74 | 41.08 | 0.8 |
| AADT | 3,933 | 3,896 | 3,871 | 3,903 | 3,901 | 3,985 | 2.2 |
| Crash Rate** | 163 | 226 | 256 | 264 | 227 | 236 | 3.9 |
| Fatal Crash Rate** | 1.14 | 1.47 | 1.29 | 1.34 | 1.31 | 1.31 | 0.0 |
| Injury Crash Rate** | 35 | 48 | 46 | 47 | 44 | 40 | -9.1 |

* 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 2015 compared to 2011 through 2014 average.

TABLE 2. STATEWIDE RURAL CRASH RATES BY HIGHWAY TYPE CLASSIFICATION (2011-2015)

| HIGHWAY TYPE | TOTAL MILEAGE* | AADT | CRASH RATES (CRASHES PER 100 MVM) ALL | INJURY | FATAL |
|---|---|---|---|---|---|
| One-Lane | 78 | 310 | 485 | 58 | 0.0 |
| Two-Lane | 23,261 | 1,380 | 294 | 67 | 3.4 |
| Three-Lane | 21 | 6,620 | 324 | 55 | 2.4 |
| Four-Lane Divided (Non-Interstate or Parkway) | 661 | 9,980 | 138 | 29 | 1.2 |
| Four-Lane Undivided | 31 | 13,270 | 178 | 39 | 1.5 |
| Interstate | 598 | 33,140 | 63 | 11 | 0.6 |
| Parkway | 540 | 9,880 | 78 | 16 | 0.9 |
| All | 25,189 | 2,560 | 189 | 42 | 2.1 |

* Average for the five years.

TABLE 3. STATEWIDE URBAN CRASH RATES BY HIGHWAY TYPE CLASSIFICATION (2011-2015)

| HIGHWAY TYPE | TOTAL MILEAGE* | AADT | CRASH RATES (CRASHES PER 100 MVM) ALL | INJURY | FATAL |
|---|---|---|---|---|---|
| Two-Lane | 2,140 | 5,880 | 450 | 73 | 1.1 |
| Three-Lane | 37 | 10,020 | 631 | 94 | 0.6 |
| Four-Lane Divided (Non-Interstate or Parkway) | 684 | 19,080 | 383 | 68 | 1.1 |
| Four-Lane Undivided | 192 | 20,210 | 480 | 82 | 0.8 |
| Interstate | 204 | 74,900 | 112 | 18 | 0.4 |
| Parkway | 35 | 15,060 | 100 | 18 | 0.7 |
| All ** | 3,347 | 14,140 | 330 | 55 | 0.8 |

* Average for the five years.

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

TABLE 4. COMPARISON OF 2011 - 2015 CRASH RATES BY RURAL AND URBAN HIGHWAY TYPE CLASSIFICATION

| LOCATION | HIGHWAY TYPE | 2011 | 2012 | 2013 | 2014 | 2011-2014 Average | 2015 | Percent Change* |
|---|---|---|---|---|---|---|---|---|
| Rural | One-Lane | 248 | 303 | 684 | 626 | 465 | 280 | -39.8 |
| | Two-Lane | 183 | 214 | 272 | 293 | 241 | 274 | 14.0 |
| | Three-Lane | 24 | 275 | 313 | 291 | 226 | 232 | 2.7 |
| | Four-Lane Divided (Non-Interstate or Parkway) | 64 | 105 | 135 | 182 | 121 | 138 | 13.4 |
| | Four-Lane Undivided | 152 | 166 | 206 | 210 | 184 | 125 | -31.8 |
| | Interstate | 51 | 49 | 47 | 53 | 50 | 52 | 4.2 |
| | Parkway | 67 | 62 | 63 | 66 | 64 | 70 | 9.3 |
| | All | 124 | 142 | 172 | 184 | 155 | 169 | 8.5 |
| Urban | Two-Lane | 259 | 467 | 528 | 530 | 446 | 478 | 7.3 |
| | Three-Lane | 239 | 717 | 800 | 669 | 607 | 558 | -8.0 |
| | Four-Lane Divided | 204 | 426 | 446 | 436 | 378 | 354 | -6.4 |
| | Four-Lane Undivided | 355 | 527 | 563 | 609 | 514 | 531 | 3.5 |
| | Interstate | 109 | 93 | 108 | 116 | 107 | 128 | 20.2 |
| | Parkway | 92 | 89 | 110 | 97 | 97 | 118 | 21.5 |
| | All | 221 | 345 | 374 | 377 | 329 | 330 | 0.2 |

* Percent change from 2011 through 2014 to 2015.

TABLE 5. STATEWIDE CRASH RATES FOR "SPOTS" BY HIGHWAY TYPE CLASSIFICATION (2011-2015)

| RURAL OR URBAN | HIGHWAY TYPE | NUMBER OF CRASHES | NUMBER OF SPOTS* | MILLION VEHICLES PER YEAR | CRASHES PER MILLION VEHICLES PER SPOT |
|---|---|---|---|---|---|
| Rural | One-Lane | 175 | 259 | 0.11 | 1.18 |
| | Two-Lane | 143,556 | 77,537 | 0.50 | 0.73 |
| | Three-Lane | 622 | 69 | 2.42 | 0.75 |
| | Four-Lane Divided (Non-Interstate or Parkway) | 14,635 | 2,203 | 3.64 | 0.36 |
| | Four-Lane Undivided | 1,235 | 102 | 4.84 | 0.50 |
| | Interstate | 18,353 | 1,993 | 12.09 | 0.15 |
| | Parkway | 6,373 | 1,801 | 3.60 | 0.20 |
| | All Rural | 184,949 | 83,963 | 0.93 | 0.47 |
| Urban | Two-Lane | 103,518 | 7,134 | 2.15 | 1.35 |
| | Three-Lane | 4,215 | 122 | 3.66 | 1.89 |
| | Four-Lane Divided | 91,298 | 2,280 | 6.96 | 1.15 |
| | Four-Lane Undivided | 34,055 | 641 | 7.38 | 1.44 |
| | Interstate | 31,172 | 681 | 27.34 | 0.33 |
| | Parkway | 971 | 117 | 5.50 | 0.30 |
| | All Urban** | 284,734 | 11,157 | 5.16 | 0.99 |

* 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 (2011-2015)

| RURAL OR URBAN | HIGHWAY TYPE | CRASHES PER SPOT* | | CRASHES PER ONE-MILE SECTION | |
|---|---|---|---|---|---|
| | | AVERAGE | CRITICAL NUMBER | AVERAGE | CRITICAL NUMBER |
| Rural | One-Lane | 0.68 | 3 | 2.26 | 7 |
| | Two-Lane | 1.85 | 6 | 6.17 | 13 |
| | Three-Lane | 9.06 | 17 | 30.19 | 45 |
| | Four-Lane Divided (Non-Interstate or Parkway) | 6.64 | 14 | 22.14 | 35 |
| | Four-Lane Undivided | 12.11 | 22 | 40.36 | 57 |
| | Interstate | 9.21 | 18 | 30.69 | 45 |
| | Parkway | 3.54 | 9 | 11.80 | 21 |
| | All Rural | 2.20 | 7 | 7.34 | 15 |
| Urban | Two-Lane | 14.51 | 25 | 48.37 | 67 |
| | Three-Lane | 34.63 | 50 | 115.43 | 144 |
| | Four-Lane Divided | 40.05 | 57 | 133.51 | 164 |
| | Four-Lane Undivided | 53.09 | 72 | 176.97 | 212 |
| | Interstate | 45.78 | 64 | 152.59 | 185 |
| | Parkway | 8.28 | 16 | 27.59 | 42 |
| | All Urban** | 25.52 | 39 | 85.07 | 109 |

* 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 (2011-2015)

| | IDENTIFIED | | ALL ROADS | | | | | |
|---|---|---|---|---|---|---|---|---|
| | | | TOTAL CRASHES | | FATAL CRASHES | | FATAL OR INJURY CRASHES | |
| COUNTY | TOTAL CRASHES | CRASH RATE* | NUMBER | RATE* | NUMBER | RATE* | NUMBER | RATE* |
| Adair | 1,378 | 168 | 1,562 | 160 | 22 | 2.3 | 336 | 34 |
| Allen | 1,528 | 228 | 2,208 | 271 | 20 | 2.5 | 495 | 61 |
| Anderson | 1,492 | 148 | 2,360 | 196 | 11 | 0.9 | 476 | 40 |
| Ballard | 740 | 192 | 923 | 199 | 12 | 2.6 | 216 | 47 |
| Barren | 4,259 | 181 | 5,839 | 215 | 51 | 1.9 | 1,228 | 45 |
| Bath | 459 | 59 | 616 | 71 | 14 | 1.6 | 147 | 17 |
| Bell | 2,810 | 234 | 3,280 | 237 | 23 | 1.7 | 736 | 53 |
| Boone | 16,673 | 259 | 22,282 | 296 | 52 | 0.7 | 3,214 | 43 |
| Bourbon | 2,189 | 256 | 2,831 | 269 | 15 | 1.4 | 458 | 44 |
| Boyd | 5,263 | 278 | 7,772 | 339 | 24 | 1.0 | 1,295 | 56 |
| Boyle | 2,982 | 267 | 4,183 | 308 | 20 | 1.5 | 710 | 52 |
| Bracken | 915 | 227 | 1,093 | 228 | 14 | 2.9 | 217 | 45 |
| Breathitt | 1,242 | 197 | 1,402 | 192 | 24 | 3.3 | 492 | 67 |
| Breckinridge | 882 | 132 | 1,242 | 147 | 22 | 2.6 | 399 | 47 |
| Bullitt | 7,569 | 182 | 9,384 | 194 | 43 | 0.9 | 2,047 | 42 |
| Butler | 1,274 | 177 | 1,361 | 162 | 25 | 3.0 | 281 | 33 |
| Caldwell | 1,556 | 200 | 1,829 | 205 | 14 | 1.6 | 421 | 47 |
| Calloway | 3,341 | 271 | 4,981 | 328 | 37 | 2.4 | 744 | 49 |
| Campbell | 11,312 | 317 | 14,723 | 345 | 37 | 0.9 | 1,844 | 43 |
| Carlisle | 396 | 173 | 428 | 154 | 10 | 3.6 | 174 | 63 |
| Carroll | 1,666 | 134 | 2,005 | 150 | 18 | 1.3 | 366 | 27 |
| Carter | 2,487 | 146 | 2,694 | 138 | 29 | 1.5 | 599 | 31 |
| Casey | 792 | 149 | 979 | 154 | 22 | 3.5 | 256 | 40 |
| Christian | 6,994 | 178 | 9,031 | 206 | 40 | 0.9 | 1,770 | 40 |
| Clark | 4,192 | 212 | 5,227 | 230 | 26 | 1.1 | 834 | 37 |
| Clay | 1,734 | 194 | 2,071 | 200 | 39 | 3.8 | 825 | 80 |
| Clinton | 706 | 173 | 896 | 189 | 13 | 2.7 | 202 | 43 |
| Crittenden | 812 | 259 | 909 | 232 | 12 | 3.1 | 308 | 79 |
| Cumberland | 485 | 169 | 593 | 177 | 7 | 2.1 | 134 | 40 |
| Daviess | 12,503 | 379 | 16,471 | 397 | 42 | 1.0 | 2,501 | 60 |
| Edmonson | 787 | 144 | 914 | 142 | 12 | 1.9 | 240 | 37 |
| Elliott | 235 | 146 | 256 | 124 | 2 | 1.0 | 77 | 37 |
| Estill | 745 | 160 | 808 | 138 | 12 | 2.1 | 167 | 29 |
| Fayette | 49,774 | 406 | 63,182 | 438 | 123 | 0.9 | 10,711 | 74 |
| Fleming | 754 | 136 | 1,141 | 168 | 9 | 1.3 | 239 | 35 |
| Floyd | 3,830 | 186 | 4,329 | 179 | 50 | 2.1 | 1,225 | 51 |
| Franklin | 6,414 | 257 | 7,865 | 270 | 17 | 0.6 | 1,140 | 39 |
| Fulton | 561 | 181 | 630 | 177 | 6 | 1.7 | 120 | 34 |
| Gallatin | 1,285 | 98 | 1,419 | 102 | 13 | 0.9 | 278 | 20 |
| Garrard | 1,462 | 195 | 1,880 | 213 | 15 | 1.7 | 419 | 47 |
| Grant | 2,633 | 115 | 3,692 | 148 | 22 | 0.9 | 691 | 28 |
| Graves | 3,111 | 177 | 4,263 | 204 | 39 | 1.9 | 971 | 46 |
| Grayson | 2,881 | 212 | 3,069 | 194 | 35 | 2.2 | 757 | 48 |
| Green | 683 | 193 | 776 | 176 | 17 | 3.8 | 170 | 38 |
| Greenup | 2,983 | 221 | 3,322 | 199 | 22 | 1.3 | 624 | 37 |
| Hancock | 632 | 154 | 693 | 141 | 6 | 1.2 | 206 | 42 |
| Hardin | 11,893 | 205 | 14,474 | 216 | 76 | 1.1 | 2,435 | 36 |
| Harlan | 2,359 | 197 | 2,721 | 195 | 30 | 2.1 | 711 | 51 |
| Harrison | 2,003 | 353 | 2,551 | 358 | 22 | 3.1 | 475 | 67 |
| Hart | 2,365 | 124 | 2,684 | 131 | 24 | 1.2 | 548 | 27 |
| Henderson | 5,608 | 252 | 7,718 | 294 | 21 | 0.8 | 1,447 | 55 |
| Henry | 1,756 | 135 | 1,862 | 131 | 12 | 0.8 | 382 | 27 |
| Hickman | 263 | 102 | 284 | 95 | 8 | 2.7 | 73 | 24 |
| Hopkins | 5,054 | 197 | 7,121 | 239 | 42 | 1.4 | 1,097 | 37 |
| Jackson | 818 | 209 | 964 | 200 | 13 | 2.7 | 291 | 60 |
| Jefferson | 83,509 | 301 | 148,896 | 444 | 362 | 1.1 | 26,467 | 79 |
| Jessamine | 4,417 | 288 | 6,890 | 347 | 22 | 1.1 | 1,227 | 62 |
| Johnson | 1,875 | 194 | 2,290 | 199 | 20 | 1.7 | 592 | 52 |
| Kenton | 19,869 | 306 | 27,031 | 351 | 45 | 0.6 | 3,757 | 49 |
| Knott | 1,107 | 150 | 1,216 | 142 | 20 | 2.3 | 431 | 50 |

TABLE 7. CRASH RATES BY COUNTY FOR IDENTIFIED SYSTEM AND ALL ROADS (2011-2015)(continued)

| | IDENTIFIED | | ALL ROADS | | | | | |
|---|---|---|---|---|---|---|---|---|
| | | | TOTAL CRASHES | | FATAL CRASHES | | FATAL OR INJURY CRASHES | |
| COUNTY | TOTAL CRASHES | CRASH RATE* | NUMBER | RATE* | NUMBER | RATE* | NUMBER | RATE* |
| Knox | 2,566 | 198 | 3,017 | 192 | 39 | 2.5 | 830 | 53 |
| Larue | 1,102 | 132 | 1,367 | 142 | 14 | 1.5 | 327 | 34 |
| Laurel | 6,274 | 159 | 8,205 | 187 | 54 | 1.2 | 1,824 | 41 |
| Lawrence | 936 | 116 | 1,168 | 127 | 13 | 1.4 | 351 | 38 |
| Lee | 294 | 126 | 361 | 126 | 9 | 3.1 | 90 | 31 |
| Leslie | 227 | 44 | 275 | 45 | 10 | 1.6 | 96 | 16 |
| Letcher | 1,328 | 142 | 1,605 | 141 | 18 | 1.6 | 576 | 51 |
| Lewis | 523 | 93 | 682 | 103 | 17 | 2.6 | 168 | 25 |
| Lincoln | 1,739 | 181 | 2,161 | 188 | 21 | 1.8 | 584 | 51 |
| Livingston | 808 | 127 | 935 | 129 | 9 | 1.2 | 230 | 32 |
| Logan | 2,203 | 184 | 2,776 | 194 | 28 | 2.0 | 646 | 45 |
| Lyon | 1,065 | 86 | 1,219 | 93 | 12 | 0.9 | 268 | 21 |
| McCracken | 7,811 | 231 | 10,706 | 271 | 52 | 1.3 | 2,694 | 68 |
| McCreary | 1,026 | 184 | 1,155 | 171 | 15 | 2.2 | 373 | 55 |
| McLean | 903 | 213 | 988 | 192 | 4 | 0.8 | 298 | 58 |
| Madison | 9,310 | 203 | 12,783 | 243 | 62 | 1.2 | 1,881 | 36 |
| Magoffin | 928 | 163 | 926 | 139 | 19 | 2.8 | 288 | 43 |
| Marion | 1,942 | 291 | 2,111 | 258 | 29 | 3.5 | 387 | 47 |
| Marshall | 3,084 | 142 | 3,851 | 155 | 51 | 2.1 | 928 | 37 |
| Martin | 521 | 119 | 535 | 101 | 7 | 1.3 | 169 | 32 |
| Mason | 1,929 | 216 | 2,970 | 286 | 17 | 1.6 | 479 | 46 |
| Meade | 1,865 | 189 | 2,239 | 183 | 29 | 2.4 | 672 | 55 |
| Menifee | 217 | 102 | 315 | 117 | 5 | 1.9 | 107 | 40 |
| Mercer | 1,780 | 205 | 2,424 | 229 | 19 | 1.8 | 527 | 50 |
| Metcalfe | 957 | 198 | 1,116 | 200 | 16 | 2.9 | 268 | 48 |
| Monroe | 293 | 75 | 342 | 72 | 8 | 1.7 | 80 | 17 |
| Montgomery | 3,460 | 272 | 4,058 | 272 | 21 | 1.4 | 751 | 50 |
| Morgan | 780 | 141 | 877 | 134 | 10 | 1.5 | 256 | 39 |
| Muhlenberg | 3,530 | 239 | 4,069 | 230 | 19 | 1.1 | 856 | 48 |
| Nelson | 4,600 | 223 | 5,613 | 227 | 42 | 1.7 | 1,086 | 44 |
| Nicholas | 516 | 223 | 727 | 254 | 9 | 3.2 | 140 | 49 |
| Ohio | 2,456 | 159 | 2,895 | 167 | 26 | 1.5 | 746 | 43 |
| Oldham | 4,513 | 200 | 5,300 | 192 | 26 | 0.9 | 931 | 34 |
| Owen | 766 | 206 | 849 | 186 | 16 | 3.5 | 234 | 51 |
| Owsley | 164 | 123 | 184 | 107 | 7 | 4.1 | 63 | 37 |
| Pendleton | 1,366 | 309 | 1,723 | 301 | 8 | 1.4 | 311 | 54 |
| Perry | 2,595 | 184 | 3,931 | 237 | 42 | 2.5 | 1,017 | 61 |
| Pike | 6,153 | 198 | 7,947 | 220 | 87 | 2.4 | 2,276 | 63 |
| Powell | 1,465 | 194 | 1,594 | 185 | 23 | 2.7 | 394 | 46 |
| Pulaski | 6,893 | 241 | 8,315 | 241 | 50 | 1.4 | 1,488 | 43 |
| Robertson | 83 | 135 | 94 | 115 | 1 | 1.2 | 27 | 33 |
| Rockcastle | 2,201 | 101 | 2,403 | 104 | 30 | 1.3 | 530 | 23 |
| Rowan | 2,816 | 209 | 3,812 | 249 | 23 | 1.5 | 678 | 44 |
| Russell | 1,294 | 177 | 1,642 | 186 | 18 | 2.0 | 321 | 36 |
| Scott | 4,993 | 157 | 7,191 | 202 | 41 | 1.1 | 1,390 | 39 |
| Shelby | 5,408 | 176 | 6,260 | 183 | 32 | 0.9 | 1,185 | 35 |
| Simpson | 2,809 | 167 | 2,901 | 159 | 17 | 0.9 | 633 | 35 |
| Spencer | 995 | 179 | 1,167 | 163 | 15 | 2.1 | 291 | 41 |
| Taylor | 2,755 | 310 | 3,367 | 307 | 24 | 2.2 | 544 | 50 |
| Todd | 828 | 159 | 1,039 | 168 | 16 | 2.6 | 248 | 40 |
| Trigg | 1,236 | 129 | 1,599 | 148 | 16 | 1.5 | 354 | 33 |
| Trimble | 718 | 206 | 798 | 189 | 14 | 3.3 | 192 | 46 |
| Union | 1,190 | 203 | 1,512 | 214 | 6 | 0.8 | 378 | 53 |
| Warren | 13,907 | 225 | 20,781 | 294 | 70 | 1.0 | 3,796 | 54 |
| Washington | 1,051 | 160 | 1,262 | 169 | 16 | 2.1 | 296 | 40 |
| Wayne | 1,028 | 145 | 1,521 | 177 | 19 | 2.2 | 325 | 38 |
| Webster | 1,102 | 146 | 1,295 | 148 | 12 | 1.4 | 341 | 39 |
| Whitley | 4,659 | 177 | 5,299 | 181 | 39 | 1.3 | 1,353 | 46 |
| Wolfe | 758 | 158 | 831 | 153 | 13 | 2.4 | 197 | 36 |
| Woodford | 2,909 | 184 | 4,086 | 227 | 20 | 1.1 | 697 | 39 |
| STATEWIDE | 465,925 | 228 | 639,290 | 267 | 3,260 | 1.4 | 121,159 | 51 |

* 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
(2011-2015)

| POPULATION CATEGORY | NUMBER OF COUNTIES IN CATEGORY | TOTAL POPULATION | TOTAL MILEAGE DRIVEN 100 MVM |
|---|---|---|---|
| UNDER 10,000 | 20 | 146,626 | 92.94 |
| 10,000 - 14,999 | 26 | 329,247 | 182.97 |
| 15,000 - 24,999 | 31 | 615,022 | 363.71 |
| 25,000 - 50,000 | 27 | 982,708 | 571.88 |
| OVER 50,000 | 16 | 2,265,764 | 1,180.67 |

| 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 | 13,680 | 147 | 180 | 6 |
| 10,000 - 14,999 | 28,193 | 154 | 181 | 8 |
| 15,000 - 24,999 | 68,328 | 188 | 211 | 11 |
| 25,000 - 50,000 | 129,578 | 227 | 246 | 7 |
| OVER 50,000 | 399,511 | 338 | 351 | 4 |

| POPULATION CATEGORY | TOTAL NUMBER OF FATAL CRASHES | FATAL CRASHES PER 100 MVM | CRITICAL FATAL RATE (C/100 MVM) | NUMBER OF COUNTIES AT OR ABOVE CRITICAL RATE |
|---|---|---|---|---|
| UNDER 10,000 | 173 | 1.86 | 6.05 | 0 |
| 10,000 - 14,999 | 379 | 2.07 | 5.55 | 0 |
| 15,000 - 24,999 | 616 | 1.69 | 4.10 | 0 |
| 25,000 - 50,000 | 871 | 1.52 | 3.19 | 0 |
| OVER 50,000 | 1,221 | 1.03 | 1.75 | 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 | 3,415 | 36.7 | 53.5 | 3 |
| 10,000 - 14,999 | 6,846 | 37.4 | 51.1 | 3 |
| 15,000 - 24,999 | 15,203 | 41.8 | 52.9 | 5 |
| 25,000 - 50,000 | 26,059 | 45.6 | 54.1 | 5 |
| OVER 50,000 | 69,636 | 59.0 | 64.2 | 3 |

TABLE 10. CRASH RATES BY COUNTY AND POPULATION CATEGORY (IN DESCENDING ORDER WITH CRITICAL RATES IDENTIFIED)(2011-2015)(ALL ROADS)

| COUNTY | NUMBER OF CRASHES | CRASH RATE (CRASHES PER 100 MVM) | |
|---|---|---|---|
| **POPULATION CATEGORY UNDER 10,000** | | | |
| Nicholas | 727 | 254 | * |
| Crittenden | 909 | 232 | * |
| Bracken | 1,093 | 228 | * |
| Ballard | 923 | 199 | * |
| McLean | 988 | 192 | * |
| Trimble | 798 | 189 | * |
| Cumberland | 593 | 177 | |
| Fulton | 630 | 177 | |
| Carlisle | 428 | 154 | |
| Wolfe | 831 | 153 | |
| Hancock | 693 | 141 | |
| Livingston | 935 | 129 | |
| Lee | 361 | 126 | |
| Elliott | 256 | 124 | |
| Menifee | 315 | 117 | |
| Robertson | 94 | 115 | |
| Owsley | 184 | 107 | |
| Gallatin | 1,419 | 102 | |
| Hickman | 284 | 95 | |
| Lyon | 1,219 | 93 | |
| **POPULATION CATEGORY 10,000-14,999** | | | |
| Pendleton | 1,723 | 301 | * |
| Caldwell | 1,829 | 205 | * |
| Metcalfe | 1,116 | 200 | * |
| Jackson | 964 | 200 | * |
| Breathitt | 1,402 | 192 | * |
| Clinton | 896 | 189 | * |
| Owen | 849 | 186 | * |
| Powell | 1,594 | 185 | * |
| Green | 776 | 176 | |
| Washington | 1,262 | 169 | |
| Todd | 1,039 | 168 | |
| Fleming | 1,141 | 168 | |
| Butler | 1,361 | 162 | |
| Carroll | 2,005 | 150 | |
| Webster | 1,295 | 148 | |
| Trigg | 1,599 | 148 | |
| Edmonson | 914 | 142 | |
| Larue | 1,367 | 142 | |
| Magoffin | 926 | 139 | |
| Estill | 808 | 138 | |
| Morgan | 877 | 134 | |
| Lewis | 682 | 103 | |
| Martin | 535 | 101 | |
| Monroe | 342 | 72 | |
| Bath | 616 | 71 | |
| Leslie | 275 | 45 | |
| **POPULATION CATEGORY 15,000-24,999** | | | |
| Harrison | 2,551 | 358 | * |
| Taylor | 3,367 | 307 | * |
| Mason | 2,970 | 286 | * |
| Allen | 2,208 | 271 | * |
| Bourbon | 2,831 | 269 | * |
| Marion | 2,111 | 258 | * |
| Rowan | 3,812 | 249 | * |
| Mercer | 2,424 | 229 | * |
| Woodford | 4,086 | 227 | * |
| Union | 1,512 | 214 | * |
| Garrard | 1,880 | 213 | * |
| Clay | 2,071 | 200 | |
| Johnson | 2,290 | 199 | |
| Anderson | 2,360 | 196 | |
| Lincoln | 2,161 | 188 | |
| Russell | 1,642 | 186 | |
| Wayne | 1,521 | 177 | |
| McCreary | 1,155 | 171 | |
| Ohio | 2,895 | 167 | |
| Spencer | 1,167 | 163 | |
| Adair | 1,562 | 160 | |
| Simpson | 2,901 | 159 | |
| Casey | 979 | 154 | |
| Grant | 3,692 | 148 | |
| Breckinridge | 1,242 | 147 | |
| Knott | 1,216 | 142 | |
| Letcher | 1,605 | 141 | |
| Henry | 1,862 | 131 | |
| Hart | 2,684 | 131 | |
| Lawrence | 1,168 | 127 | |
| Rockcastle | 2,403 | 104 | |
| **POPULATION CATEGORY 25,000-50,000** | | | |
| Jessamine | 6,890 | 347 | * |
| Boyd | 7,772 | 339 | * |
| Calloway | 4,981 | 328 | * |
| Boyle | 4,183 | 308 | * |
| Henderson | 7,718 | 294 | * |
| Montgomery | 4,058 | 272 | * |
| Franklin | 7,865 | 270 | * |
| Hopkins | 7,121 | 239 | |
| Bell | 3,280 | 237 | |
| Perry | 3,931 | 237 | |
| Muhlenberg | 4,069 | 230 | |
| Clark | 5,227 | 230 | |
| Nelson | 5,613 | 227 | |
| Barren | 5,839 | 215 | |
| Graves | 4,263 | 204 | |
| Scott | 7,191 | 202 | |
| Greenup | 3,322 | 199 | |
| Harlan | 2,721 | 195 | |
| Grayson | 3,069 | 194 | |
| Logan | 2,776 | 194 | |
| Knox | 3,017 | 192 | |
| Meade | 2,239 | 183 | |
| Shelby | 6,260 | 183 | |
| Whitley | 5,299 | 181 | |
| Floyd | 4,329 | 179 | |
| Marshall | 3,851 | 155 | |
| Carter | 2,694 | 138 | |
| **POPULATION CATEGORY OVER 50,000** | | | |
| Jefferson | 148,896 | 444 | * |
| Fayette | 63,182 | 438 | * |
| Daviess | 16,471 | 397 | * |
| Kenton | 27,031 | 351 | * |
| Campbell | 14,723 | 345 | |
| Boone | 22,282 | 296 | |
| Warren | 20,781 | 294 | |
| McCracken | 10,706 | 271 | |
| Madison | 12,783 | 243 | |
| Pulaski | 8,315 | 241 | |
| Pike | 7,947 | 220 | |
| Hardin | 14,474 | 216 | |
| Christian | 9,031 | 206 | |
| Bullitt | 9,384 | 194 | |
| Oldham | 5,300 | 192 | |
| Laurel | 8,205 | 187 | |

* Critical crash rate

TABLE 11. CRASH RATES BY COUNTY AND POPULATION CATEGORY (IN DESCENDING ORDER WITH CRITICAL RATES IDENTIFIED)(2011-2015)(IDENTIFIED SYSTEM)

| COUNTY | NUMBER OF CRASHES | CRASH RATE (CRASHES PER 100 MVM) | |
|---|---|---|---|
| **POPULATION CATEGORY UNDER 10,000** | | | |
| Crittenden | 812 | 259 | * |
| Bracken | 915 | 227 | * |
| Nicholas | 516 | 223 | * |
| McLean | 903 | 213 | * |
| Trimble | 718 | 206 | * |
| Ballard | 740 | 192 | * |
| Fulton | 561 | 181 | |
| Carlisle | 396 | 173 | |
| Cumberland | 485 | 169 | |
| Wolfe | 758 | 158 | |
| Hancock | 632 | 154 | |
| Elliott | 235 | 146 | |
| Robertson | 83 | 135 | |
| Livingston | 808 | 127 | |
| Lee | 294 | 126 | |
| Owsley | 164 | 123 | |
| Hickman | 263 | 102 | |
| Menifee | 217 | 102 | |
| Gallatin | 1,285 | 98 | |
| Lyon | 1,065 | 86 | |
| **POPULATION CATEGORY 10,000-14,999** | | | |
| Pendleton | 1,366 | 309 | * |
| Jackson | 818 | 209 | * |
| Owen | 766 | 206 | * |
| Caldwell | 1,556 | 200 | * |
| Metcalfe | 957 | 198 | * |
| Breathitt | 1,242 | 197 | * |
| Powell | 1,465 | 194 | * |
| Green | 683 | 193 | * |
| Butler | 1,274 | 177 | |
| Clinton | 706 | 173 | |
| Magoffin | 928 | 163 | |
| Estill | 745 | 160 | |
| Washington | 1,051 | 160 | |
| Todd | 828 | 159 | |
| Webster | 1,102 | 146 | |
| Edmonson | 787 | 144 | |
| Morgan | 780 | 141 | |
| Fleming | 754 | 136 | |
| Carroll | 1,666 | 134 | |
| Larue | 1,102 | 132 | |
| Trigg | 1,236 | 129 | |
| Martin | 521 | 119 | |
| Lewis | 523 | 93 | |
| Monroe | 293 | 75 | |
| Bath | 459 | 59 | |
| Leslie | 227 | 44 | |

| COUNTY | NUMBER OF CRASHES | CRASH RATE (CRASHES PER 100 MVM) | |
|---|---|---|---|
| **POPULATION CATEGORY 15,000-24,999** | | | |
| Harrison | 2,003 | 353 | * |
| Taylor | 2,755 | 310 | * |
| Marion | 1,942 | 291 | * |
| Bourbon | 2,189 | 256 | * |
| Allen | 1,528 | 228 | * |
| Mason | 1,929 | 216 | * |
| Rowan | 2,816 | 209 | * |
| Mercer | 1,780 | 205 | * |
| Union | 1,190 | 203 | * |
| Garrard | 1,462 | 195 | |
| Clay | 1,734 | 194 | |
| Johnson | 1,875 | 194 | |
| Woodford | 2,909 | 184 | |
| McCreary | 1,026 | 184 | |
| Lincoln | 1,739 | 181 | |
| Spencer | 995 | 179 | |
| Russell | 1,294 | 177 | |
| Adair | 1,378 | 168 | |
| Simpson | 2,809 | 167 | |
| Ohio | 2,456 | 159 | |
| Knott | 1,107 | 150 | |
| Casey | 792 | 149 | |
| Anderson | 1,492 | 148 | |
| Wayne | 1,028 | 145 | |
| Letcher | 1,328 | 142 | |
| Henry | 1,756 | 135 | |
| Breckinridge | 882 | 132 | |
| Hart | 2,365 | 124 | |
| Lawrence | 936 | 116 | |
| Grant | 2,633 | 115 | |
| Rockcastle | 2,201 | 101 | |
| **POPULATION CATEGORY 25,000-50,000** | | | |
| Jessamine | 4,417 | 288 | * |
| Boyd | 5,263 | 278 | * |
| Montgomery | 3,460 | 272 | * |
| Calloway | 3,341 | 271 | * |
| Boyle | 2,982 | 267 | * |
| Franklin | 6,414 | 257 | * |
| Henderson | 5,608 | 252 | * |
| Muhlenberg | 3,530 | 239 | * |
| Bell | 2,810 | 234 | * |
| Nelson | 4,600 | 223 | |
| Greenup | 2,983 | 221 | |
| Grayson | 2,881 | 212 | |
| Clark | 4,192 | 212 | |
| Knox | 2,566 | 198 | |
| Hopkins | 5,054 | 197 | |
| Harlan | 2,359 | 197 | |
| Meade | 1,865 | 189 | |
| Floyd | 3,830 | 186 | |
| Perry | 2,595 | 184 | |
| Logan | 2,203 | 184 | |
| Barren | 4,259 | 181 | |
| Graves | 3,111 | 177 | |
| Whitley | 4,659 | 177 | |
| Shelby | 5,408 | 176 | |
| Scott | 4,993 | 157 | |
| Carter | 2,487 | 146 | |
| Marshall | 3,084 | 142 | |
| **POPULATION CATEGORY OVER 50,000** | | | |
| Fayette | 49,774 | 406 | * |
| Daviess | 12,503 | 379 | * |
| Campbell | 11,312 | 317 | * |
| Kenton | 19,869 | 306 | * |
| Jefferson | 83,509 | 301 | * |
| Boone | 16,673 | 259 | |
| Pulaski | 6,893 | 241 | |
| McCracken | 7,811 | 231 | |
| Warren | 13,907 | 225 | |
| Hardin | 11,893 | 205 | |
| Madison | 9,310 | 203 | |
| Oldham | 4,513 | 200 | |
| Pike | 6,153 | 198 | |
| Bullitt | 7,569 | 182 | |
| Christian | 6,994 | 178 | |
| Laurel | 6,274 | 159 | |

* Critical crash rate

# TABLE 12. INJURY OR FATAL CRASH RATES BY COUNTY AND POPULATION CATEGORY (IN DESCENDING ORDER WITH CRITICAL RATES IDENTIFIED)(2011-2015)(ALL ROADS)

| COUNTY | NUMBER OF CRASHES | CRASH RATE (CRASHES PER 100 MVM) | |
|---|---|---|---|
| **POPULATION CATEGORY UNDER 10,000** | | | |
| Crittenden | 308 | 79 | * |
| Carlisle | 174 | 63 | * |
| McLean | 298 | 58 | * |
| Nicholas | 140 | 49 | |
| Ballard | 216 | 47 | |
| Trimble | 192 | 46 | |
| Bracken | 217 | 45 | |
| Hancock | 206 | 42 | |
| Menifee | 107 | 40 | |
| Cumberland | 134 | 40 | |
| Elliott | 77 | 37 | |
| Owsley | 63 | 37 | |
| Wolfe | 197 | 36 | |
| Fulton | 120 | 34 | |
| Robertson | 27 | 33 | |
| Livingston | 230 | 32 | |
| Lee | 90 | 31 | |
| Hickman | 73 | 24 | |
| Lyon | 268 | 21 | |
| Gallatin | 278 | 20 | |
| **POPULATION CATEGORY 10,000-14,999** | | | |
| Breathitt | 492 | 67 | * |
| Jackson | 291 | 60 | * |
| Pendleton | 311 | 54 | * |
| Owen | 234 | 51 | |
| Metcalfe | 268 | 48 | |
| Caldwell | 421 | 47 | |
| Powell | 394 | 46 | |
| Clinton | 202 | 43 | |
| Magoffin | 288 | 43 | |
| Washington | 296 | 40 | |
| Todd | 248 | 40 | |
| Morgan | 256 | 39 | |
| Webster | 341 | 39 | |
| Green | 170 | 38 | |
| Edmonson | 240 | 37 | |
| Fleming | 239 | 35 | |
| Larue | 327 | 34 | |
| Butler | 281 | 33 | |
| Trigg | 354 | 33 | |
| Martin | 169 | 32 | |
| Estill | 167 | 29 | |
| Carroll | 366 | 27 | |
| Lewis | 168 | 25 | |
| Bath | 147 | 17 | |
| Monroe | 80 | 17 | |
| Leslie | 96 | 16 | |

| COUNTY | NUMBER OF CRASHES | CRASH RATE (CRASHES PER 100 MVM) | |
|---|---|---|---|
| **POPULATION CATEGORY 15,000-24,999** | | | |
| Clay | 825 | 80 | * |
| Harrison | 475 | 67 | * |
| Allen | 495 | 61 | * |
| McCreary | 373 | 55 | * |
| Union | 378 | 53 | * |
| Johnson | 592 | 52 | |
| Letcher | 576 | 51 | |
| Lincoln | 584 | 51 | |
| Taylor | 544 | 50 | |
| Mercer | 527 | 50 | |
| Knott | 431 | 50 | |
| Marion | 387 | 47 | |
| Breckinridge | 399 | 47 | |
| Garrard | 419 | 47 | |
| Mason | 479 | 46 | |
| Bourbon | 458 | 44 | |
| Rowan | 678 | 44 | |
| Ohio | 746 | 43 | |
| Spencer | 291 | 41 | |
| Casey | 256 | 40 | |
| Anderson | 476 | 40 | |
| Woodford | 697 | 39 | |
| Lawrence | 351 | 38 | |
| Wayne | 325 | 38 | |
| Russell | 321 | 36 | |
| Simpson | 633 | 35 | |
| Adair | 336 | 34 | |
| Grant | 691 | 28 | |
| Hart | 548 | 27 | |
| Henry | 382 | 27 | |
| Rockcastle | 530 | 23 | |
| **POPULATION CATEGORY 25,000-50,000** | | | |
| Jessamine | 1,227 | 62 | * |
| Perry | 1,017 | 61 | * |
| Boyd | 1,295 | 56 | * |
| Meade | 672 | 55 | * |
| Henderson | 1,447 | 55 | * |
| Bell | 736 | 53 | |
| Knox | 830 | 53 | |
| Boyle | 710 | 52 | |
| Harlan | 711 | 51 | |
| Floyd | 1,225 | 51 | |
| Montgomery | 751 | 50 | |
| Calloway | 744 | 49 | |
| Grayson | 757 | 48 | |
| Muhlenberg | 856 | 48 | |
| Whitley | 1,353 | 46 | |
| Graves | 971 | 46 | |
| Barren | 1,228 | 45 | |
| Logan | 646 | 45 | |
| Nelson | 1,086 | 44 | |
| Franklin | 1,140 | 39 | |
| Scott | 1,390 | 39 | |
| Marshall | 928 | 37 | |
| Clark | 834 | 37 | |
| Hopkins | 1,097 | 37 | |
| Greenup | 624 | 37 | |
| Shelby | 1,185 | 35 | |
| Carter | 599 | 31 | |
| **POPULATION CATEGORY OVER 50,000** | | | |
| Jefferson | 26,467 | 79 | * |
| Fayette | 10,711 | 74 | * |
| McCracken | 2,694 | 68 | * |
| Pike | 2,276 | 63 | |
| Daviess | 2,501 | 60 | |
| Warren | 3,796 | 54 | |
| Kenton | 3,757 | 49 | |
| Boone | 3,214 | 43 | |
| Campbell | 1,844 | 43 | |
| Pulaski | 1,488 | 43 | |
| Bullitt | 2,047 | 42 | |
| Laurel | 1,824 | 41 | |
| Christian | 1,770 | 40 | |
| Hardin | 2,435 | 36 | |
| Madison | 1,881 | 36 | |
| Oldham | 931 | 34 | |

* Critical crash rate

TABLE 13. FATAL CRASH RATES BY COUNTY AND POPULATION CATEGORY (IN DESCENDING ORDER WITH CRITICAL RATES IDENTIFIED)(2011-2015)(ALL ROADS)

| COUNTY | NUMBER OF CRASHES | CRASH RATE (CRASHES PER 100 MVM) |
|---|---|---|
| **POPULATION CATEGORY UNDER 10,000** | | |
| Owsley | 7 | 4.1 |
| Carlisle | 10 | 3.6 |
| Trimble | 14 | 3.3 |
| Nicholas | 9 | 3.2 |
| Lee | 9 | 3.1 |
| Crittenden | 12 | 3.1 |
| Bracken | 14 | 2.9 |
| Hickman | 8 | 2.7 |
| Ballard | 12 | 2.6 |
| Wolfe | 13 | 2.4 |
| Cumberland | 7 | 2.1 |
| Menifee | 5 | 1.9 |
| Fulton | 6 | 1.7 |
| Hancock | 6 | 1.2 |
| Livingston | 9 | 1.2 |
| Robertson | 1 | 1.2 |
| Elliott | 2 | 1.0 |
| Lyon | 12 | 0.9 |
| Gallatin | 13 | 0.9 |
| McLean | 4 | 0.8 |
| **POPULATION CATEGORY 10,000-14,999** | | |
| Green | 17 | 3.8 |
| Owen | 16 | 3.5 |
| Breathitt | 24 | 3.3 |
| Butler | 25 | 3.0 |
| Metcalfe | 16 | 2.9 |
| Magoffin | 19 | 2.8 |
| Clinton | 13 | 2.7 |
| Jackson | 13 | 2.7 |
| Powell | 23 | 2.7 |
| Lewis | 17 | 2.6 |
| Todd | 16 | 2.6 |
| Estill | 12 | 2.1 |
| Washington | 16 | 2.1 |
| Edmonson | 12 | 1.9 |
| Monroe | 8 | 1.7 |
| Caldwell | 14 | 1.6 |
| Leslie | 10 | 1.6 |
| Bath | 14 | 1.6 |
| Trigg | 16 | 1.5 |
| Larue | 14 | 1.5 |
| Morgan | 10 | 1.5 |
| Webster | 12 | 1.4 |
| Pendleton | 8 | 1.4 |
| Carroll | 18 | 1.3 |
| Fleming | 9 | 1.3 |
| Martin | 7 | 1.3 |
| **POPULATION CATEGORY 15,000-24,999** | | |
| Clay | 39 | 3.8 |
| Marion | 29 | 3.5 |
| Casey | 22 | 3.5 |
| Harrison | 22 | 3.1 |
| Breckinridge | 22 | 2.6 |
| Allen | 20 | 2.5 |
| Adair | 22 | 2.3 |
| Knott | 20 | 2.3 |
| McCreary | 15 | 2.2 |
| Taylor | 24 | 2.2 |
| Wayne | 19 | 2.2 |
| Spencer | 15 | 2.1 |
| Russell | 18 | 2.0 |
| Mercer | 19 | 1.8 |
| Lincoln | 21 | 1.8 |
| Garrard | 15 | 1.7 |
| Johnson | 20 | 1.7 |
| Mason | 17 | 1.6 |
| Letcher | 18 | 1.6 |
| Rowan | 23 | 1.5 |
| Ohio | 26 | 1.5 |
| Bourbon | 15 | 1.4 |
| Lawrence | 13 | 1.4 |
| Rockcastle | 30 | 1.3 |
| Hart | 24 | 1.2 |
| Woodford | 20 | 1.1 |
| Simpson | 17 | 0.9 |
| Anderson | 11 | 0.9 |
| Grant | 22 | 0.9 |
| Henry | 12 | 0.8 |
| Union | 6 | 0.8 |
| **POPULATION CATEGORY 25,000-50,000** | | |
| Knox | 39 | 2.5 |
| Perry | 42 | 2.5 |
| Meade | 29 | 2.4 |
| Calloway | 37 | 2.4 |
| Grayson | 35 | 2.2 |
| Marshall | 51 | 2.1 |
| Harlan | 30 | 2.1 |
| Floyd | 50 | 2.1 |
| Logan | 28 | 2.0 |
| Barren | 51 | 1.9 |
| Graves | 39 | 1.9 |
| Bell | 23 | 1.7 |
| Nelson | 42 | 1.7 |
| Carter | 29 | 1.5 |
| Boyle | 20 | 1.5 |
| Hopkins | 42 | 1.4 |
| Montgomery | 21 | 1.4 |
| Greenup | 22 | 1.3 |
| Whitley | 39 | 1.3 |
| Muhlenberg | 19 | 1.1 |
| Clark | 26 | 1.1 |
| Jessamine | 22 | 1.1 |
| Scott | 41 | 1.1 |
| Boyd | 24 | 1.0 |
| Shelby | 32 | 0.9 |
| Henderson | 21 | 0.8 |
| Franklin | 17 | 0.6 |
| **POPULATION CATEGORY OVER 50,000** | | |
| Pike | 87 | 2.4 * |
| Pulaski | 50 | 1.4 |
| McCracken | 52 | 1.3 |
| Laurel | 54 | 1.2 |
| Madison | 62 | 1.2 |
| Hardin | 76 | 1.1 |
| Jefferson | 362 | 1.1 |
| Daviess | 42 | 1.0 |
| Warren | 70 | 1.0 |
| Bullitt | 43 | 0.9 |
| Christian | 40 | 0.9 |
| Campbell | 37 | 0.9 |
| Fayette | 123 | 0.9 |
| Oldham | 26 | 0.9 |
| Boone | 52 | 0.7 |
| Kenton | 45 | 0.6 |

* Critical crash rate

TABLE 14. MISCELLANEOUS CRASH DATA FOR EACH COUNTY

| COUNTY | NUMBER OF CRASHES BY YEAR 2011 | 2012 | 2013 | 2014 | 2015 | 2011-2014 AVERAGE | 2015 PERCENT CHANGE* | PERCENT OF CRASHES INVOLVING ALCOHOL | PERCENT OF CRASHES INVOLVING DRUGS | PERCENT FATAL CRASHES | PERCENT INJURY OR FATAL CRASHES | SAFETY BELT USAGE RATE** | PERCENT OF CRASHES INVOLVING SPEEDING |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Adair | 321 | 364 | 271 | 299 | 307 | 314 | -2.2 | 3.6 | 1.5 | 1.41 | 21.5 | 43.8 | 3.3 |
| Allen | 508 | 370 | 456 | 454 | 420 | 447 | -6.0 | 4.0 | 0.9 | 0.91 | 22.4 | 54.0 | 3.8 |
| Anderson | 425 | 457 | 441 | 507 | 530 | 458 | 15.8 | 3.7 | 1.5 | 0.47 | 20.2 | 57.7 | 5.2 |
| Ballard | 204 | 192 | 192 | 170 | 165 | 190 | -12.9 | 5.4 | 1.6 | 1.30 | 23.4 | 48.4 | 3.8 |
| Barren | 1,137 | 1,028 | 1,139 | 1,172 | 1,363 | 1,119 | 21.8 | 3.2 | 1.0 | 0.87 | 21.0 | 57.9 | 4.1 |
| Bath | 116 | 121 | 124 | 96 | 159 | 114 | 39.2 | 5.5 | 3.6 | 2.27 | 23.9 | 42.0 | 4.9 |
| Bell | 760 | 677 | 621 | 555 | 667 | 653 | 2.1 | 2.2 | 4.0 | 0.70 | 22.4 | 70.7 | 3.4 |
| Boone | 4,384 | 4,307 | 4,307 | 4,639 | 4,645 | 4,409 | 5.3 | 3.5 | 0.8 | 0.23 | 14.4 | 77.8 | 6.8 |
| Bourbon | 564 | 513 | 550 | 576 | 628 | 551 | 14.0 | 4.7 | 1.0 | 0.53 | 16.2 | 62.2 | 6.9 |
| Boyd | 1,694 | 1,536 | 1,506 | 1,501 | 1,535 | 1,559 | -1.6 | 2.4 | 1.5 | 0.31 | 16.7 | 66.9 | 3.7 |
| Boyle | 864 | 836 | 840 | 777 | 866 | 829 | 4.4 | 3.3 | 1.1 | 0.48 | 17.0 | 60.7 | 4.6 |
| Bracken | 202 | 241 | 231 | 179 | 240 | 213 | 12.5 | 4.9 | 0.6 | 1.28 | 19.9 | 53.9 | 6.2 |
| Breathitt | 268 | 290 | 290 | 280 | 274 | 282 | -2.8 | 3.5 | 3.6 | 1.71 | 35.1 | 53.8 | 3.6 |
| Breckinridge | 273 | 281 | 246 | 202 | 240 | 251 | -4.2 | 4.4 | 0.6 | 1.77 | 32.1 | 50.3 | 3.5 |
| Bullitt | 1,738 | 1,681 | 1,821 | 2,173 | 1,971 | 1,853 | 6.4 | 3.6 | 0.8 | 0.46 | 21.8 | 80.6 | 3.3 |
| Butler | 251 | 250 | 278 | 291 | 291 | 268 | 8.8 | 5.2 | 1.0 | 1.84 | 20.6 | 57.3 | 7.8 |
| Caldwell | 347 | 335 | 385 | 386 | 376 | 363 | 3.5 | 2.6 | 0.8 | 0.77 | 23.0 | 70.8 | 7.7 |
| Calloway | 998 | 1,031 | 944 | 967 | 1,041 | 985 | 5.7 | 3.8 | 1.0 | 0.74 | 14.9 | 65.0 | 4.5 |
| Campbell | 2,969 | 2,870 | 2,848 | 2,906 | 3,130 | 2,898 | 8.0 | 4.0 | 1.0 | 0.25 | 12.5 | 75.8 | 5.2 |
| Carlisle | 92 | 90 | 78 | 86 | 82 | 87 | -5.2 | 5.6 | 2.6 | 2.34 | 40.7 | 67.0 | 9.3 |
| Carroll | 377 | 373 | 367 | 449 | 439 | 392 | 12.1 | 4.2 | 1.3 | 0.90 | 18.3 | 70.7 | 4.6 |
| Carter | 552 | 533 | 532 | 540 | 537 | 539 | -0.4 | 3.9 | 2.0 | 1.08 | 22.2 | 61.1 | 6.1 |
| Casey | 165 | 141 | 280 | 172 | 221 | 190 | 16.6 | 5.6 | 2.8 | 2.25 | 26.1 | 45.6 | 4.7 |
| Christian | 1,905 | 1,782 | 1,718 | 1,707 | 1,919 | 1,778 | 7.9 | 3.7 | 0.9 | 0.44 | 19.6 | 65.8 | 5.4 |
| Clark | 945 | 1,052 | 1,018 | 1,076 | 1,136 | 1,023 | 11.1 | 3.0 | 0.9 | 0.50 | 16.0 | 67.6 | 4.4 |
| Clay | 483 | 449 | 381 | 370 | 388 | 421 | -7.8 | 4.0 | 5.6 | 1.88 | 39.8 | 64.2 | 8.0 |
| Clinton | 200 | 229 | 132 | 111 | 224 | 168 | 33.3 | 3.7 | 1.2 | 1.45 | 22.5 | 49.4 | 1.9 |
| Crittenden | 154 | 170 | 182 | 197 | 206 | 176 | 17.2 | 3.6 | 1.4 | 1.32 | 33.9 | 58.2 | 4.8 |
| Cumberland | 114 | 104 | 134 | 126 | 115 | 120 | -3.8 | 4.9 | 1.9 | 1.18 | 22.6 | 46.5 | 5.1 |
| Daviess | 3,225 | 3,078 | 3,314 | 3,217 | 3,637 | 3,209 | 13.4 | 3.4 | 1.0 | 0.25 | 15.2 | 70.9 | 3.1 |
| Edmonson | 133 | 155 | 201 | 217 | 208 | 177 | 17.8 | 4.2 | 0.7 | 1.31 | 26.3 | 63.7 | 8.5 |
| Elliott | 26 | 61 | 61 | 64 | 44 | 53 | -17.0 | 4.7 | 2.3 | 0.78 | 30.1 | 64.1 | 5.9 |
| Estill | 253 | 145 | 161 | 147 | 102 | 177 | -42.2 | 5.2 | 1.9 | 1.49 | 20.7 | 53.1 | 3.5 |
| Fayette | 12,252 | 12,043 | 12,228 | 12,872 | 13,787 | 12,349 | 11.6 | 3.7 | 0.5 | 0.19 | 17.0 | 75.0 | 8.3 |
| Fleming | 217 | 211 | 246 | 218 | 249 | 223 | 11.7 | 3.2 | 1.7 | 0.79 | 20.9 | 46.5 | 4.6 |
| Floyd | 957 | 907 | 763 | 829 | 873 | 864 | 1.0 | 5.1 | 5.8 | 1.16 | 28.3 | 59.9 | 5.4 |
| Franklin | 1,679 | 1,639 | 1,454 | 1,471 | 1,622 | 1,561 | 3.9 | 3.5 | 1.1 | 0.22 | 14.5 | 71.3 | 5.1 |
| Fulton | 151 | 101 | 126 | 124 | 128 | 126 | 2.0 | 4.9 | 0.8 | 0.95 | 19.0 | 62.9 | 3.8 |
| Gallatin | 322 | 312 | 240 | 264 | 281 | 285 | -1.2 | 4.2 | 0.9 | 0.92 | 19.6 | 71.3 | 4.2 |
| Garrard | 400 | 361 | 337 | 380 | 402 | 370 | 8.8 | 3.0 | 1.0 | 0.80 | 22.3 | 52.5 | 6.6 |
| Grant | 807 | 780 | 640 | 685 | 780 | 728 | 7.1 | 2.8 | 1.1 | 0.60 | 18.7 | 69.5 | 10.7 |
| Graves | 855 | 811 | 864 | 911 | 822 | 860 | -4.4 | 4.0 | 1.6 | 0.91 | 22.8 | 66.7 | 7.2 |
| Grayson | 617 | 636 | 604 | 626 | 586 | 621 | -5.6 | 4.1 | 1.6 | 1.14 | 24.7 | 64.7 | 3.1 |
| Green | 123 | 158 | 167 | 165 | 163 | 153 | 6.4 | 3.5 | 0.5 | 2.19 | 21.9 | 48.1 | 2.6 |
| Greenup | 697 | 689 | 683 | 594 | 659 | 666 | -1.0 | 3.3 | 1.1 | 0.66 | 18.8 | 67.6 | 4.5 |
| Hancock | 163 | 134 | 141 | 120 | 135 | 140 | -3.2 | 4.9 | 0.6 | 0.87 | 29.7 | 73.6 | 6.1 |
| Hardin | 2,882 | 2,913 | 2,922 | 2,843 | 2,914 | 2,890 | 0.8 | 3.4 | 0.9 | 0.53 | 16.8 | 66.2 | 5.2 |
| Harlan | 583 | 592 | 558 | 524 | 464 | 564 | -17.8 | 2.6 | 4.9 | 1.10 | 26.1 | 66.3 | 3.2 |
| Harrison | 538 | 524 | 490 | 536 | 463 | 522 | -11.3 | 4.5 | 1.6 | 0.86 | 18.6 | 59.9 | 4.5 |
| Hart | 508 | 483 | 525 | 532 | 636 | 512 | 24.2 | 3.0 | 1.2 | 0.89 | 20.4 | 40.4 | 5.8 |
| Henderson | 1,507 | 1,425 | 1,563 | 1,536 | 1,687 | 1,508 | 11.9 | 3.1 | 1.0 | 0.27 | 18.7 | 71.8 | 3.4 |
| Henry | 345 | 322 | 383 | 401 | 411 | 363 | 13.3 | 5.2 | 0.9 | 0.64 | 20.5 | 70.8 | 7.9 |
| Hickman | 46 | 53 | 49 | 80 | 56 | 57 | -1.8 | 6.3 | 1.8 | 2.82 | 25.7 | 53.5 | 4.9 |
| Hopkins | 1,447 | 1,432 | 1,314 | 1,430 | 1,498 | 1,406 | 6.6 | 2.5 | 1.1 | 0.59 | 15.4 | 70.5 | 5.9 |
| Jackson | 195 | 175 | 196 | 198 | 200 | 191 | 4.7 | 3.6 | 2.2 | 1.35 | 30.2 | 64.5 | 4.8 |
| Jefferson | 28,720 | 29,347 | 28,503 | 29,687 | 32,639 | 29,064 | 12.3 | 2.9 | 0.6 | 0.24 | 17.8 | 81.1 | 3.5 |
| Jessamine | 1,316 | 1,334 | 1,309 | 1,464 | 1,467 | 1,356 | 8.2 | 4.0 | 1.2 | 0.32 | 17.8 | 65.9 | 5.4 |
| Johnson | 465 | 469 | 456 | 459 | 441 | 462 | -4.6 | 3.5 | 3.9 | 0.87 | 25.9 | 68.4 | 2.8 |
| Kenton | 5,557 | 5,219 | 5,269 | 5,309 | 5,677 | 5,339 | 6.3 | 3.9 | 1.0 | 0.17 | 13.9 | 77.5 | 6.7 |
| Knott | 233 | 238 | 251 | 266 | 228 | 247 | -7.7 | 4.1 | 5.3 | 1.64 | 35.4 | 64.5 | 3.9 |

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

| COUNTY | NUMBER OF CRASHES BY YEAR 2011 | 2012 | 2013 | 2014 | 2015 | 2011-2014 AVERAGE | 2015 PERCENT CHANGE* | PERCENT OF CRASHES INVOLVING ALCOHOL | PERCENT OF CRASHES INVOLVING DRUGS | PERCENT FATAL CRASHES | PERCENT INJURY OR FATAL CRASHES | SAFETY BELT USAGE RATE** | PERCENT OF CRASHES INVOLVING SPEEDING |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Knox | 661 | 590 | 584 | 465 | 717 | 575 | 24.7 | 2.7 | 4.8 | 1.29 | 27.5 | 66.5 | 7.5 |
| Larue | 251 | 274 | 289 | 236 | 317 | 263 | 20.8 | 4.4 | 1.2 | 1.02 | 23.9 | 58.2 | 9.4 |
| Laurel | 1,793 | 1,546 | 1,473 | 1,605 | 1,788 | 1,604 | 11.5 | 2.4 | 2.0 | 0.66 | 22.2 | 69.2 | 5.1 |
| Lawrence | 215 | 273 | 243 | 207 | 230 | 235 | -1.9 | 3.9 | 1.9 | 1.11 | 30.1 | 63.2 | 2.8 |
| Lee | 40 | 89 | 82 | 74 | 76 | 71 | 6.7 | 3.6 | 2.5 | 2.49 | 24.9 | 51.9 | 2.8 |
| Leslie | 51 | 40 | 87 | 68 | 29 | 62 | -52.8 | 2.9 | 3.3 | 3.64 | 34.9 | 59.4 | 6.5 |
| Letcher | 467 | 304 | 286 | 308 | 240 | 341 | -29.7 | 4.6 | 4.5 | 1.12 | 35.9 | 51.2 | 3.0 |
| Lewis | 134 | 155 | 162 | 123 | 108 | 144 | -24.7 | 4.7 | 1.2 | 2.49 | 24.6 | 56.5 | 4.0 |
| Lincoln | 465 | 432 | 415 | 411 | 438 | 431 | 1.7 | 3.9 | 1.2 | 0.97 | 27.0 | 62.9 | 4.3 |
| Livingston | 227 | 164 | 189 | 181 | 174 | 190 | -8.5 | 4.9 | 1.7 | 0.96 | 24.6 | 71.1 | 8.2 |
| Logan | 559 | 549 | 504 | 552 | 612 | 541 | 13.1 | 3.7 | 1.0 | 1.01 | 23.3 | 60.4 | 4.8 |
| Lyon | 210 | 225 | 228 | 261 | 295 | 231 | 27.7 | 4.0 | 1.8 | 0.98 | 22.0 | 82.9 | 6.7 |
| McCracken | 2,169 | 2,097 | 2,031 | 2,015 | 2,394 | 2,078 | 15.2 | 3.9 | 0.9 | 0.49 | 25.2 | 65.1 | 5.5 |
| McCreary | 250 | 239 | 222 | 206 | 238 | 229 | 3.8 | 3.2 | 4.2 | 1.30 | 32.3 | 51.3 | 6.6 |
| McLean | 211 | 191 | 174 | 179 | 233 | 189 | 23.4 | 3.3 | 0.9 | 0.40 | 30.2 | 60.3 | 5.6 |
| Madison | 2,606 | 2,452 | 2,440 | 2,522 | 2,763 | 2,505 | 10.3 | 3.5 | 1.3 | 0.49 | 14.7 | 69.4 | 8.1 |
| Magoffin | 195 | 178 | 189 | 180 | 184 | 186 | -0.8 | 3.7 | 5.5 | 2.05 | 31.1 | 59.7 | 5.2 |
| Marion | 389 | 410 | 382 | 430 | 500 | 403 | 24.1 | 4.8 | 1.0 | 1.37 | 18.3 | 43.1 | 1.9 |
| Marshall | 815 | 743 | 730 | 726 | 837 | 754 | 11.1 | 4.3 | 1.5 | 1.32 | 24.1 | 60.7 | 5.8 |
| Martin | 157 | 149 | 94 | 121 | 14 | 130 | -89.3 | 2.1 | 4.1 | 1.31 | 31.6 | 55.4 | 6.9 |
| Mason | 582 | 581 | 566 | 628 | 613 | 589 | 4.0 | 5.2 | 1.1 | 0.57 | 16.1 | 53.5 | 6.4 |
| Meade | 490 | 448 | 425 | 404 | 472 | 442 | 6.8 | 6.1 | 0.6 | 1.30 | 30.0 | 47.3 | 4.6 |
| Menifee | 79 | 64 | 50 | 66 | 56 | 65 | -13.5 | 5.4 | 2.5 | 1.59 | 34.0 | 48.9 | 4.1 |
| Mercer | 500 | 456 | 487 | 483 | 498 | 482 | 3.4 | 4.4 | 1.2 | 0.78 | 21.7 | 60.6 | 6.1 |
| Metcalfe | 220 | 213 | 210 | 224 | 249 | 217 | 14.9 | 3.7 | 0.6 | 1.43 | 24.0 | 42.4 | 3.0 |
| Monroe | 127 | 64 | 42 | 35 | 74 | 67 | 10.4 | 2.6 | 0.0 | 2.34 | 23.4 | 40.1 | 2.6 |
| Montgomery | 873 | 777 | 750 | 831 | 827 | 808 | 2.4 | 3.5 | 1.7 | 0.52 | 18.5 | 47.1 | 4.4 |
| Morgan | 221 | 185 | 184 | 150 | 137 | 185 | -25.9 | 3.9 | 3.5 | 1.14 | 29.2 | 57.9 | 8.8 |
| Muhlenberg | 771 | 792 | 782 | 832 | 892 | 794 | 12.3 | 3.2 | 2.0 | 0.47 | 21.0 | 61.8 | 3.7 |
| Nelson | 1,136 | 1,167 | 1,074 | 1,111 | 1,125 | 1,122 | 0.3 | 4.6 | 0.8 | 0.75 | 19.3 | 60.1 | 4.3 |
| Nicholas | 121 | 155 | 148 | 149 | 154 | 143 | 7.5 | 5.0 | 2.3 | 1.24 | 19.3 | 50.6 | 4.0 |
| Ohio | 610 | 583 | 531 | 559 | 612 | 571 | 7.2 | 4.0 | 1.5 | 0.90 | 25.8 | 69.0 | 6.0 |
| Oldham | 976 | 970 | 1,011 | 1,164 | 1,179 | 1,030 | 14.4 | 3.4 | 0.7 | 0.49 | 17.6 | 83.0 | 5.0 |
| Owen | 194 | 121 | 162 | 131 | 241 | 152 | 58.6 | 4.9 | 1.4 | 1.88 | 27.6 | 57.7 | 6.6 |
| Owsley | 24 | 27 | 41 | 35 | 57 | 32 | 79.5 | 2.7 | 3.8 | 3.80 | 34.2 | 41.1 | 6.5 |
| Pendleton | 351 | 383 | 335 | 296 | 358 | 341 | 4.9 | 4.9 | 1.1 | 0.46 | 18.0 | 68.5 | 6.6 |
| Perry | 868 | 843 | 709 | 768 | 743 | 797 | -6.8 | 3.3 | 2.9 | 1.07 | 25.9 | 56.6 | 2.9 |
| Pike | 1,920 | 1,729 | 1,500 | 1,373 | 1,425 | 1,631 | -12.6 | 4.4 | 5.3 | 1.09 | 28.6 | 62.3 | 5.6 |
| Powell | 310 | 320 | 335 | 293 | 336 | 315 | 6.8 | 3.3 | 2.3 | 1.44 | 24.7 | 64.6 | 2.5 |
| Pulaski | 1,713 | 1,615 | 1,560 | 1,612 | 1,815 | 1,625 | 11.7 | 2.4 | 1.0 | 0.60 | 17.9 | 54.2 | 4.5 |
| Robertson | 12 | 13 | 25 | 19 | 25 | 17 | 44.9 | 11.7 | 2.1 | 1.06 | 28.7 | 53.3 | 5.3 |
| Rockcastle | 522 | 426 | 417 | 477 | 561 | 461 | 21.8 | 2.6 | 2.5 | 1.25 | 22.1 | 76.9 | 7.0 |
| Rowan | 699 | 751 | 737 | 791 | 834 | 745 | 12.0 | 2.6 | 1.2 | 0.60 | 17.8 | 54.6 | 4.3 |
| Russell | 326 | 347 | 313 | 310 | 346 | 324 | 6.8 | 2.7 | 2.4 | 1.10 | 19.5 | 58.7 | 2.1 |
| Scott | 1,354 | 1,408 | 1,331 | 1,515 | 1,583 | 1,402 | 12.9 | 3.6 | 0.7 | 0.57 | 19.3 | 60.8 | 5.6 |
| Shelby | 1,154 | 1,216 | 1,287 | 1,318 | 1,285 | 1,244 | 3.3 | 3.6 | 0.7 | 0.51 | 18.9 | 80.0 | 5.4 |
| Simpson | 585 | 582 | 587 | 599 | 548 | 588 | -6.8 | 3.4 | 0.9 | 0.59 | 21.8 | 60.0 | 10.2 |
| Spencer | 240 | 177 | 197 | 291 | 262 | 226 | 15.8 | 4.5 | 1.1 | 1.29 | 24.9 | 70.0 | 7.5 |
| Taylor | 707 | 644 | 643 | 646 | 727 | 660 | 10.2 | 3.3 | 1.0 | 0.71 | 16.2 | 53.3 | 3.3 |
| Todd | 216 | 204 | 233 | 189 | 197 | 211 | -6.4 | 5.7 | 1.3 | 1.54 | 23.9 | 63.8 | 7.6 |
| Trigg | 297 | 298 | 330 | 319 | 355 | 311 | 14.1 | 4.8 | 1.6 | 1.00 | 22.1 | 64.0 | 5.4 |
| Trimble | 157 | 181 | 117 | 164 | 179 | 155 | 15.7 | 6.1 | 1.3 | 1.75 | 24.1 | 77.1 | 5.5 |
| Union | 304 | 309 | 280 | 303 | 316 | 299 | 5.7 | 2.8 | 1.4 | 0.40 | 25.0 | 76.3 | 6.8 |
| Warren | 3,907 | 3,910 | 4,126 | 4,233 | 4,605 | 4,044 | 13.9 | 3.0 | 0.8 | 0.34 | 18.3 | 63.0 | 4.7 |
| Washington | 238 | 233 | 232 | 288 | 271 | 248 | 9.4 | 5.0 | 0.8 | 1.27 | 23.5 | 46.5 | 5.3 |
| Wayne | 301 | 298 | 204 | 349 | 369 | 288 | 28.1 | 3.2 | 1.4 | 1.25 | 21.4 | 47.0 | 5.5 |
| Webster | 253 | 232 | 242 | 293 | 275 | 255 | 7.8 | 2.8 | 0.9 | 0.93 | 26.3 | 66.3 | 4.4 |
| Whitley | 1,094 | 1,033 | 955 | 1,068 | 1,149 | 1,038 | 10.7 | 2.6 | 1.9 | 0.74 | 25.5 | 74.0 | 6.8 |
| Wolfe | 177 | 165 | 159 | 154 | 176 | 164 | 7.5 | 3.2 | 2.4 | 1.56 | 23.7 | 59.4 | 8.5 |
| Woodford | 801 | 774 | 807 | 853 | 851 | 809 | 5.2 | 4.6 | 0.7 | 0.49 | 17.1 | 70.6 | 7.6 |
| STATEWIDE | 127,524 | 124,844 | 123,258 | 127,326 | 136,338 | 125,738 | 8.4 | 3.5 | 1.2 | 0.51 | 19.0 | 67.9 | 5.2 |

* Percent change in the 2015 crash total from the previous four year total

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

# TABLE 15. CRASH RATES FOR CITIES HAVING POPULATION OVER 2,500 (FOR IDENTIFIED SYSTEM AND ALL ROADS FOR 2011-2015)

| CITY | POPULATION | IDENTIFIED SYSTEM TOTAL CRASHES | IDENTIFIED SYSTEM CRASH RATE* | ALL ROADS TOTAL CRASHES | ALL ROADS CRASH RATE** |
|---|---|---|---|---|---|
| Louisville | 597,337 | 30,789 | 320 | 128,196 | 43 |
| Lexington | 295,803 | 12,373 | 695 | 63,161 | 43 |
| Bowling Green | 58,067 | 4,145 | 291 | 15,315 | 53 |
| Owensboro | 57,265 | 3,370 | 569 | 12,841 | 45 |
| Covington | 40,640 | 4,355 | 325 | 8,470 | 42 |
| Hopkinsville | 31,577 | 2,818 | 282 | 5,277 | 33 |
| Richmond | 31,364 | 972 | 487 | 6,858 | 44 |
| Florence | 29,951 | 4,408 | 291 | 10,339 | 69 |
| Georgetown | 29,098 | 1,122 | 403 | 4,313 | 30 |
| Henderson | 28,757 | 2,227 | 354 | 5,506 | 38 |
| Elizabethtown | 28,531 | 2,666 | 229 | 6,738 | 47 |
| Nicholasville | 28,015 | 1,026 | 272 | 4,653 | 33 |
| Jeffersontown | 26,595 | 917 | 330 | 4,641 | 35 |
| Frankfort | 25,527 | 3,142 | 401 | 5,374 | 42 |
| Paducah | 25,024 | 1,697 | 326 | 7,245 | 58 |
| Independence | 24,757 | 2,090 | 370 | 2,160 | 17 |
| Radcliff | 21,688 | 825 | 373 | 3,099 | 29 |
| Ashland | 21,684 | 1,439 | 448 | 4,465 | 41 |
| Madisonville | 19,591 | 1,688 | 449 | 3,775 | 39 |
| Winchester | 18,368 | 1,309 | 637 | 3,407 | 37 |
| Erlanger | 18,082 | 1,437 | 1,014 | 3,951 | 44 |
| Murray | 17,741 | 1,196 | 404 | 3,343 | 38 |
| Fort Thomas | 16,325 | 425 | 512 | 1,422 | 17 |
| Danville | 16,218 | 687 | 518 | 3,351 | 41 |
| Newport | 15,273 | 1,755 | 921 | 4,644 | 61 |
| Shively | 15,264 | 440 | 528 | 4,517 | 59 |
| Shelbyville | 14,045 | 650 | 524 | 2,589 | 37 |
| Glasgow | 14,028 | 503 | 366 | 2,693 | 38 |
| Berea | 13,561 | 697 | 352 | 2,209 | 33 |
| Bardstown | 11,700 | 1,245 | 469 | 3,175 | 54 |
| Shepherdsville | 11,222 | 1,058 | 580 | 3,434 | 61 |
| Somerset | 11,196 | 1,317 | 331 | 4,466 | 80 |
| Lyndon | 11,002 | *** | *** | 979 | 18 |
| Lawrenceburg | 10,505 | 196 | 305 | 1,032 | 20 |
| Mayfield | 10,024 | 280 | 373 | 1,746 | 35 |
| Mount Washington | 9,117 | 472 | 574 | 1,486 | 33 |
| Campbellsville | 9,108 | 1,080 | 566 | 2,234 | 49 |
| Maysville | 9,011 | 653 | 267 | 1,863 | 41 |
| Edgewood | 8,575 | *** | *** | 996 | 23 |
| Versailles | 8,568 | 290 | 581 | 1,547 | 36 |
| Paris | 8,553 | 954 | 410 | 1,594 | 37 |
| Alexandria | 8,477 | 697 | 314 | 1,274 | 30 |
| Elsmere | 8,451 | 314 | 285 | 625 | 15 |
| Franklin | 8,408 | 418 | 424 | 1,821 | 43 |
| Harrodsburg | 8,340 | 346 | 411 | 1,262 | 30 |
| Fort Mitchell | 8,207 | 598 | 834 | 1,452 | 35 |
| La Grange | 8,082 | 167 | 409 | 1,297 | 32 |
| London | 7,993 | 1,483 | 240 | 3,429 | 86 |
| Villa Hills | 7,489 | 60 | 246 | 253 | 7 |
| Oak Grove | 7,489 | *** | *** | 1,414 | 38 |
| Flatwoods | 7,423 | 397 | 254 | 561 | 15 |
| Corbin | 7,304 | 624 | 603 | 1,991 | 55 |
| Middletown | 7,218 | *** | *** | 1,991 | 55 |
| Russellville | 6,960 | 374 | 261 | 1,228 | 35 |
| Highland Heights | 6,923 | 790 | 231 | 1,313 | 38 |
| Pikeville | 6,903 | 1,048 | 250 | 2,933 | 85 |
| Mount Sterling | 6,895 | 1,029 | 555 | 1,822 | 53 |
| Morehead | 6,845 | 824 | 382 | 2,100 | 61 |
| Leitchfield | 6,699 | 546 | 542 | 1,364 | 41 |
| Taylor Mill | 6,604 | 141 | 284 | 1,147 | 35 |
| Cynthiana | 6,402 | 297 | 482 | 1,213 | 38 |
| Princeton | 6,329 | 554 | 378 | 939 | 30 |
| Monticello | 6,188 | 366 | 164 | 1,081 | 35 |
| Central City | 5,978 | 500 | 429 | 993 | 33 |

TABLE 15. CRASH RATES FOR CITIES HAVING POPULATION OVER 2,500
(FOR IDENTIFIED SYSTEM AND ALL ROADS FOR 2011-2015)(continued)

| CITY | POPULATION | IDENTIFIED SYSTEM TOTAL CRASHES | IDENTIFIED SYSTEM CRASH RATE* | ALL ROADS TOTAL CRASHES | ALL ROADS CRASH RATE** |
|---|---|---|---|---|---|
| Bellevue | 5,955 | 352 | 1,038 | 891 | 30 |
| Cold Spring | 5,912 | 801 | 452 | 1,264 | 43 |
| Fort Wright | 5,723 | 942 | 504 | 2,694 | 94 |
| Lebanon | 5,539 | 573 | 400 | 1,014 | 37 |
| Union | 5,379 | *** | *** | 751 | 28 |
| Dayton | 5,338 | 25 | 388 | 426 | 16 |
| Williamsburg | 5,245 | 551 | 171 | 914 | 35 |
| Westwood | 4,746 | *** | *** | *** | *** |
| Crestwood | 4,531 | *** | *** | 829 | 37 |
| Vine Grove | 4,520 | 199 | 251 | 358 | 16 |
| Hazard | 4,456 | 632 | 216 | 2,214 | 99 |
| Columbia | 4,452 | 157 | 376 | 744 | 33 |
| Ludlow | 4,407 | 270 | 928 | 455 | 21 |
| Benton | 4,349 | 215 | 281 | 929 | 43 |
| Greenville | 4,312 | 350 | 356 | 822 | 38 |
| Scottsville | 4,226 | 383 | 270 | 834 | 40 |
| Grayson | 4,217 | 267 | 356 | 777 | 37 |
| Carrollton | 3,938 | 242 | 452 | 623 | 32 |
| Williamstown | 3,925 | *** | *** | 605 | 31 |
| Crittenden | 3,815 | *** | *** | 405 | 21 |
| Southgate | 3,803 | 526 | 915 | 757 | 40 |
| Crescent Springs | 3,801 | *** | *** | 1,037 | 55 |
| Wilmore | 3,686 | 113 | 421 | 233 | 13 |
| Walton | 3,635 | 517 | 702 | 852 | 47 |
| Stanford | 3,487 | 193 | 215 | 593 | 34 |
| Paintsville | 3,459 | 389 | 405 | 1,096 | 63 |
| Lancaster | 3,442 | 155 | 490 | 517 | 30 |
| West Liberty | 3,435 | 94 | 248 | 266 | 16 |
| Beaver Dam | 3,409 | 283 | 274 | 528 | 31 |
| Russell | 3,380 | 577 | 383 | 1,008 | 60 |
| Morganfield | 3,285 | 147 | 161 | 470 | 29 |
| Prestonsburg | 3,255 | 414 | 348 | 1,608 | 99 |
| Hodgenville | 3,206 | 69 | 133 | 474 | 30 |
| Providence | 3,193 | 150 | 260 | 222 | 14 |
| Barbourville | 3,165 | 329 | 212 | 659 | 42 |
| Crestview Hills | 3,148 | *** | *** | 1,944 | 124 |
| Marion | 3,039 | 108 | 405 | 284 | 19 |
| Wilder | 3,035 | *** | *** | 1,117 | 74 |
| Park Hills | 2,970 | 232 | 700 | 144 | 10 |
| Indian Hills | 2,868 | *** | *** | 153 | 11 |
| Dawson Springs | 2,764 | 199 | 570 | 230 | 17 |
| Stanton | 2,733 | 346 | 331 | 449 | 33 |
| Irvine | 2,715 | 63 | 122 | 171 | 13 |
| Hartford | 2,672 | 105 | 222 | 287 | 22 |
| Lakeside Park | 2,668 | 474 | 589 | 291 | 22 |
| Flemingsburg | 2,658 | 43 | 265 | 416 | 31 |
| Brandenburg | 2,643 | 277 | 295 | 522 | 40 |
| Calvert City | 2,566 | 135 | 169 | 443 | 35 |
| Cadiz | 2,558 | 101 | 128 | 579 | 45 |
| Eddyville | 2,554 | 158 | 81 | 349 | 27 |
| Springfield | 2,519 | 109 | 223 | 439 | 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 (2011-2015) (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 | 333 | 1.11 | 1,497 | 5.00 | 664 | 2.20 | 1,165 | 3.9 | 3.7 | 3.0 |
| Lexington | 295,803 | 123 | 0.83 | 574 | 3.90 | 301 | 2.00 | 477 | 3.2 | 8.3 | 3.7 |
| Bowling Green | 58,067 | 20 | 0.69 | 75 | 2.60 | 61 | 2.10 | 138 | 4.8 | 4.2 | 2.3 |
| Owensboro | 57,265 | 16 | 0.56 | 64 | 2.20 | 69 | 2.40 | 119 | 4.2 | 2.2 | 2.8 |
| Covington | 40,640 | 13 | 0.64 | 170 | 8.40 | 64 | 3.10 | 57 | 2.8 | 3.5 | 5.1 |
| Hopkinsville | 31,577 | 12 | 0.76 | 35 | 2.20 | 20 | 1.30 | 58 | 3.7 | 4.6 | 3.4 |
| Richmond | 31,364 | 16 | 1.02 | 46 | 2.90 | 20 | 1.30 | 74 | 4.7 | 7.6 | 3.1 |
| Florence | 29,951 | 11 | 0.73 | 71 | 4.70 | 19 | 1.30 | 70 | 4.7 | 5.2 | 2.6 |
| Georgetown | 29,098 | 11 | 0.76 | 36 | 2.50 | 10 | 0.70 | 41 | 2.8 | 4.2 | 3.2 |
| Henderson | 28,757 | 12 | 0.83 | 35 | 2.40 | 26 | 1.80 | 47 | 3.3 | 2.5 | 2.8 |
| Elizabethtown | 28,531 | 8 | 0.56 | 26 | 1.80 | 13 | 0.90 | 69 | 4.8 | 3.5 | 2.3 |
| Nicholasville | 28,015 | 15 | 1.07 | 24 | 1.70 | 8 | 0.60 | 42 | 3.0 | 3.6 | 3.4 |
| Jeffersontown | 26,595 | 3 | 0.23 | 17 | 1.30 | 14 | 1.10 | 24 | 1.8 | 2.1 | 2.5 |
| Frankfort | 25,527 | 7 | 0.55 | 30 | 2.40 | 14 | 1.10 | 32 | 2.5 | 4.1 | 3.2 |
| Paducah | 25,024 | 20 | 1.60 | 47 | 3.80 | 32 | 2.60 | 84 | 6.7 | 4.5 | 2.5 |
| Independence | 24,757 | 1 | 0.08 | 9 | 0.70 | 6 | 0.50 | 30 | 2.4 | 12.5 | 4.1 |
| Radcliff | 21,688 | 13 | 1.20 | 23 | 2.10 | 8 | 0.70 | 53 | 4.9 | 2.3 | 3.6 |
| Ashland | 21,684 | 4 | 0.37 | 43 | 4.00 | 17 | 1.60 | 41 | 3.8 | 2.6 | 1.9 |
| Madisonville | 19,591 | 7 | 0.71 | 19 | 1.90 | 10 | 1.00 | 24 | 2.5 | 4.3 | 1.4 |
| Winchester | 18,368 | 6 | 0.65 | 27 | 2.90 | 5 | 0.50 | 25 | 2.7 | 3.2 | 2.8 |
| Erlanger | 18,082 | 10 | 1.11 | 33 | 3.70 | 6 | 0.70 | 37 | 4.1 | 7.9 | 2.7 |
| Murray | 17,741 | 9 | 1.01 | 26 | 2.90 | 17 | 1.90 | 27 | 3.0 | 2.2 | 2.4 |
| Fort Thomas | 16,325 | 6 | 0.74 | 9 | 1.10 | 4 | 0.50 | 12 | 1.5 | 5.2 | 4.4 |
| Danville | 16,218 | 10 | 1.23 | 28 | 3.50 | 12 | 1.50 | 33 | 4.1 | 4.0 | 2.5 |
| Newport | 15,273 | 5 | 0.65 | 81 | 10.60 | 31 | 4.10 | 27 | 3.5 | 3.6 | 4.2 |
| Shively | 15,264 | 12 | 1.57 | 74 | 9.70 | 21 | 2.80 | 64 | 8.4 | 3.3 | 3.4 |
| Shelbyville | 14,045 | 11 | 1.57 | 20 | 2.80 | 8 | 1.10 | 18 | 2.6 | 3.0 | 3.0 |
| Glasgow | 14,028 | 8 | 1.14 | 16 | 2.30 | 4 | 0.60 | 18 | 2.6 | 2.4 | 2.7 |
| Berea | 13,561 | 6 | 0.88 | 11 | 1.60 | 4 | 0.60 | 16 | 2.4 | 4.8 | 1.8 |
| Bardstown | 11,700 | 9 | 1.54 | 14 | 2.40 | 3 | 0.50 | 28 | 4.8 | 2.4 | 2.7 |
| Shepherdsville | 11,222 | 8 | 1.43 | 22 | 3.90 | 11 | 2.00 | 37 | 6.6 | 2.0 | 3.0 |
| Somerset | 11,196 | 18 | 3.22 | 17 | 3.00 | 3 | 0.50 | 43 | 7.7 | 3.5 | 1.5 |
| Lyndon | 11,002 | 0 | 0.00 | 0 | 0.00 | 0 | 0.00 | 0 | 0.0 | 0.0 | 0.0 |
| Lawrenceburg | 10,505 | 2 | 0.38 | 3 | 0.60 | 0 | 0.00 | 7 | 1.3 | 2.7 | 2.7 |
| Mayfield | 10,024 | 2 | 0.40 | 17 | 3.40 | 6 | 1.20 | 14 | 2.8 | 2.6 | 1.8 |
| Mount Washington | 9,117 | 7 | 1.54 | 3 | 0.70 | 0 | 0.00 | 21 | 4.6 | 1.5 | 2.3 |
| Campbellsville | 9,108 | 4 | 0.88 | 22 | 4.80 | 4 | 0.90 | 24 | 5.3 | 1.3 | 2.1 |
| Maysville | 9,011 | 3 | 0.67 | 13 | 2.90 | 3 | 0.70 | 13 | 2.9 | 4.3 | 3.3 |
| Edgewood | 8,575 | 1 | 0.23 | 6 | 1.40 | 1 | 0.20 | 5 | 1.2 | 10.4 | 2.2 |
| Versailles | 8,568 | 5 | 1.17 | 10 | 2.30 | 4 | 0.90 | 8 | 1.9 | 3.9 | 4.3 |
| Paris | 8,553 | 4 | 0.94 | 10 | 2.30 | 4 | 0.90 | 18 | 4.2 | 2.6 | 3.6 |
| Alexandria | 8,477 | 2 | 0.47 | 12 | 2.80 | 4 | 0.90 | 13 | 3.1 | 5.5 | 2.0 |
| Elsmere | 8,451 | 0 | 0.00 | 12 | 2.80 | 8 | 1.90 | 4 | 0.9 | 4.2 | 5.3 |
| Franklin | 8,408 | 6 | 1.43 | 10 | 2.40 | 3 | 0.70 | 21 | 5.0 | 4.3 | 2.8 |
| Harrodsburg | 8,340 | 3 | 0.72 | 6 | 1.40 | 2 | 0.50 | 17 | 4.1 | 3.6 | 3.1 |
| Fort Mitchell | 8,207 | 2 | 0.49 | 11 | 2.70 | 1 | 0.20 | 12 | 2.9 | 5.2 | 3.2 |
| La Grange | 8,082 | 0 | 0.00 | 7 | 1.70 | 4 | 1.00 | 6 | 1.5 | 2.8 | 1.9 |
| London | 7,993 | 6 | 1.50 | 8 | 2.00 | 5 | 1.30 | 26 | 6.5 | 2.2 | 1.8 |
| Villa Hills | 7,489 | 1 | 0.27 | 0 | 0.00 | 0 | 0.00 | 6 | 1.6 | 11.5 | 3.6 |
| 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 | 6 | 1.6 | 3.9 | 2.3 |
| Corbin | 7,304 | 3 | 0.82 | 10 | 2.70 | 3 | 0.80 | 10 | 2.7 | 4.4 | 2.4 |
| Middletown | 7,218 | 0 | 0.00 | 0 | 0.00 | 0 | 0.00 | 0 | 0.0 | 0.0 | 0.0 |
| Russellville | 6,960 | 3 | 0.86 | 7 | 2.00 | 2 | 0.60 | 16 | 4.6 | 5.1 | 2.9 |
| Highland Heights | 6,923 | 3 | 0.87 | 14 | 4.00 | 2 | 0.60 | 8 | 2.3 | 6.9 | 2.7 |
| Pikeville | 6,903 | 7 | 2.03 | 13 | 3.80 | 2 | 0.60 | 32 | 9.3 | 3.7 | 3.6 |
| Mount Sterling | 6,895 | 2 | 0.58 | 15 | 4.40 | 2 | 0.60 | 10 | 2.9 | 2.3 | 2.7 |
| Morehead | 6,845 | 2 | 0.58 | 16 | 4.70 | 5 | 1.50 | 15 | 4.4 | 2.0 | 1.6 |
| Leitchfield | 6,699 | 5 | 1.49 | 9 | 2.70 | 2 | 0.60 | 15 | 4.5 | 2.3 | 2.6 |
| Taylor Mill | 6,604 | 1 | 0.30 | 1 | 0.30 | 1 | 0.30 | 12 | 3.6 | 11.5 | 4.8 |
| Cynthiana | 6,402 | 5 | 1.56 | 12 | 3.70 | 5 | 1.60 | 8 | 2.5 | 3.1 | 3.2 |
| Princeton | 6,329 | 2 | 0.63 | 6 | 1.90 | 3 | 0.90 | 17 | 5.4 | 7.2 | 1.7 |

# TABLE 16. MISCELLANEOUS CRASH DATA FOR CITIES HAVING POPULATION OVER 2,500 (2011-2015) (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 | 2 | 0.60 | 11 | 3.6 | 4.3 | 2.5 |
| Central City | 5,978 | 2 | 0.67 | 1 | 0.30 | 1 | 0.30 | 8 | 2.7 | 2.8 | 3.0 |
| Bellevue | 5,955 | 1 | 0.34 | 19 | 6.40 | 5 | 1.70 | 6 | 2.0 | 3.5 | 4.8 |
| Cold Spring | 5,912 | 3 | 1.01 | 6 | 2.00 | 0 | 0.00 | 8 | 2.7 | 6.4 | 1.6 |
| Fort Wright | 5,723 | 3 | 1.05 | 10 | 3.50 | 1 | 0.30 | 15 | 5.2 | 3.3 | 2.0 |
| Lebanon | 5,539 | 5 | 1.81 | 4 | 1.40 | 2 | 0.70 | 7 | 2.5 | 1.2 | 2.8 |
| 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 | 11 | 4.10 | 0 | 0.00 | 3 | 1.1 | 2.8 | 6.8 |
| Williamsburg | 5,245 | 3 | 1.14 | 11 | 4.20 | 3 | 1.10 | 8 | 3.1 | 3.4 | 2.0 |
| 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 | 0 | 0.00 | 3 | 1.30 | 4 | 1.8 | 5.9 | 3.6 |
| Hazard | 4,456 | 10 | 4.49 | 10 | 4.50 | 2 | 0.90 | 12 | 5.4 | 2.1 | 2.5 |
| Columbia | 4,452 | 6 | 2.70 | 2 | 0.90 | 1 | 0.40 | 4 | 1.8 | 1.2 | 2.4 |
| Ludlow | 4,407 | 0 | 0.00 | 7 | 3.20 | 3 | 1.40 | 4 | 1.8 | 4.2 | 3.5 |
| Benton | 4,349 | 3 | 1.38 | 5 | 2.30 | 2 | 0.90 | 12 | 5.5 | 4.4 | 2.3 |
| Greenville | 4,312 | 2 | 0.93 | 6 | 2.80 | 0 | 0.00 | 9 | 4.2 | 1.6 | 1.8 |
| Scottsville | 4,226 | 3 | 1.42 | 6 | 2.80 | 1 | 0.50 | 14 | 6.6 | 1.4 | 2.3 |
| Grayson | 4,217 | 3 | 1.42 | 10 | 4.70 | 1 | 0.50 | 4 | 1.9 | 2.3 | 2.4 |
| Carrollton | 3,938 | 2 | 1.02 | 3 | 1.50 | 2 | 1.00 | 6 | 3.0 | 2.9 | 3.7 |
| Williamstown | 3,925 | 2 | 1.02 | 3 | 1.50 | 2 | 1.00 | 3 | 1.5 | 10.6 | 3.5 |
| Crittenden | 3,815 | 0 | 0.00 | 0 | 0.00 | 0 | 0.00 | 0 | 0.0 | 0.0 | 0.0 |
| Southgate | 3,803 | 0 | 0.00 | 7 | 3.70 | 0 | 0.00 | 6 | 3.2 | 5.7 | 3.2 |
| 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 | 1 | 0.5 | 3.0 | 2.1 |
| Walton | 3,635 | 0 | 0.00 | 0 | 0.00 | 0 | 0.00 | 0 | 0.0 | 0.0 | 0.0 |
| Stanford | 3,487 | 2 | 1.15 | 3 | 1.70 | 0 | 0.00 | 9 | 5.2 | 4.4 | 1.3 |
| Paintsville | 3,459 | 9 | 5.20 | 9 | 5.20 | 7 | 4.00 | 7 | 4.0 | 1.3 | 1.5 |
| Lancaster | 3,442 | 0 | 0.00 | 4 | 2.30 | 2 | 1.20 | 5 | 2.9 | 1.7 | 2.9 |
| 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 | 1 | 0.60 | 2 | 1.20 | 5 | 2.9 | 1.3 | 2.1 |
| Russell | 3,380 | 2 | 1.18 | 3 | 1.80 | 0 | 0.00 | 11 | 6.5 | 2.6 | 2.2 |
| Morganfield | 3,285 | 1 | 0.61 | 1 | 0.60 | 2 | 1.20 | 5 | 3.0 | 3.0 | 0.2 |
| Prestonsburg | 3,255 | 10 | 6.14 | 7 | 4.30 | 0 | 0.00 | 10 | 6.1 | 2.4 | 2.5 |
| Hodgenville | 3,206 | 2 | 1.25 | 3 | 1.90 | 0 | 0.00 | 6 | 3.7 | 5.1 | 3.0 |
| Providence | 3,193 | 1 | 0.63 | 0 | 0.00 | 1 | 0.60 | 4 | 2.5 | 3.6 | 2.3 |
| Barbourville | 3,165 | 8 | 5.06 | 5 | 3.20 | 2 | 1.30 | 4 | 2.5 | 2.4 | 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 | 2 | 1.30 | 1 | 0.70 | 3 | 2.0 | 3.9 | 3.9 |
| 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 | 3 | 2.00 | 0 | 0.00 | 0 | 0.0 | 4.9 | 4.9 |
| Indian Hills | 2,868 | 0 | 0.00 | 0 | 0.00 | 0 | 0.00 | 0 | 0.0 | 0.0 | 0.0 |
| Dawson Springs | 2,764 | 1 | 0.72 | 5 | 3.60 | 1 | 0.70 | 2 | 1.4 | 5.2 | 2.6 |
| Stanton | 2,733 | 2 | 1.46 | 4 | 2.90 | 0 | 0.00 | 5 | 3.7 | 0.9 | 1.6 |
| Irvine | 2,715 | 0 | 0.00 | 3 | 2.20 | 0 | 0.00 | 2 | 1.5 | 1.8 | 0.6 |
| Hartford | 2,672 | 2 | 1.50 | 0 | 0.00 | 0 | 0.00 | 2 | 1.5 | 1.7 | 1.4 |
| Lakeside Park | 2,668 | 0 | 0.00 | 2 | 1.50 | 0 | 0.00 | 1 | 0.7 | 5.8 | 3.8 |
| Flemingsburg | 2,658 | 0 | 0.00 | 4 | 3.00 | 0 | 0.00 | 4 | 3.0 | 1.9 | 1.4 |
| Brandenburg | 2,643 | 0 | 0.00 | 0 | 0.00 | 0 | 0.00 | 0 | 0.0 | 0.0 | 0.0 |
| Calvert City | 2,566 | 3 | 2.34 | 0 | 0.00 | 1 | 0.80 | 7 | 5.5 | 6.5 | 5.2 |
| 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 | 3 | 2.38 | 3 | 2.40 | 0 | 0.00 | 4 | 3.2 | 2.1 | 3.0 |
| STATEWIDE | 2,057,100 | 951 | 0.92 | 3,665 | 3.6 | 1,633 | 1.59 | 3,635 | 3.5 | 4.3 | 2.9 |

* Crashes per 10,000 population

TABLE 17. CRASH RATES ON IDENTIFIED STREETS BY CITY AND POPULATION CATEGORY (2011-2015)

| POPULATION CATEGORY | NUMBER OF CITIES | AVERAGE RATE (C/100 MVM)* | CITY | NUMBER OF CRASHES (2011-2015) | AVERAGE RATE (C/100 MVM)* |
|---|---|---|---|---|---|
| OVER 200,000 | 2 | 379 | Lexington | 12,373 | 695 |
| | | | Louisville | 30,789 | 320 |
| 20,000-60,000 | 16 | 332 | Owensboro | 3,370 | 569 |
| | | | Richmond | 972 | 487 |
| | | | Ashland | 1,439 | 448 |
| | | | Georgetown | 1,122 | 403 |
| | | | Frankfort | 3,142 | 401 |
| | | | Radcliff | 825 | 373 |
| | | | Independence | 2,090 | 370 |
| | | | Henderson | 2,227 | 354 |
| | | | Jeffersontown | 917 | 330 |
| | | | Paducah | 1,697 | 326 |
| | | | Covington | 4,355 | 325 |
| | | | Florence | 4,408 | 291 |
| | | | Bowling Green | 4,145 | 291 |
| | | | Hopkinsville | 2,818 | 282 |
| | | | Nicholasville | 1,026 | 272 |
| | | | Elizabethtown | 2,666 | 229 |
| 10,000-19,999 | 16 | 504 | Erlanger | 1,437 | 1,014 |
| | | | Newport | 1,755 | 921 |
| | | | Winchester | 1,309 | 637 |
| | | | Shepherdsville | 1,058 | 580 |
| | | | Shively | 440 | 528 |
| | | | Shelbyville | 650 | 524 |
| | | | Danville | 687 | 518 |
| | | | Fort Thomas | 425 | 512 |
| | | | Bardstown | 1,245 | 469 |
| | | | Madisonville | 1,688 | 449 |
| | | | Murray | 1,196 | 404 |
| | | | Mayfield | 280 | 373 |
| | | | Glasgow | 503 | 366 |
| | | | Berea | 697 | 352 |
| | | | Somerset | 1,317 | 331 |
| | | | Lawrenceburg | 196 | 305 |
| 5,000-9,999 | 32 | 351 | Bellevue | 352 | 1,038 |
| | | | Fort Mitchell | 598 | 834 |
| | | | Corbin | 624 | 603 |
| | | | Versailles | 290 | 581 |
| | | | Mount Washington | 472 | 574 |
| | | | Campbellsville | 1,080 | 566 |
| | | | Mount Sterling | 1,029 | 555 |
| | | | Leitchfield | 546 | 542 |
| | | | Fort Wright | 942 | 504 |
| | | | Cynthiana | 297 | 482 |
| | | | Cold Spring | 801 | 452 |
| | | | Central City | 500 | 429 |
| | | | Franklin | 418 | 424 |
| | | | Harrodsburg | 346 | 411 |
| | | | Paris | 954 | 410 |
| | | | La Grange | 167 | 409 |
| | | | Lebanon | 573 | 400 |
| | | | Dayton | 25 | 388 |
| | | | Morehead | 824 | 382 |
| | | | Princeton | 554 | 378 |
| | | | Alexandria | 697 | 314 |
| | | | Elsmere | 314 | 285 |
| | | | Taylor Mill | 141 | 284 |
| | | | Maysville | 653 | 267 |
| | | | Russellville | 374 | 261 |
| | | | Flatwoods | 397 | 254 |

TABLE 17. CRASH RATES ON IDENTIFIED STREETS BY CITY AND POPULATION CATEGORY (2011-2015)(continued)

| POPULATION CATEGORY | NUMBER OF CITIES | AVERAGE RATE (C/100 MVM)* | CITY | NUMBER OF CRASHES (2011-2015) | AVERAGE RATE (C/100 MVM)* |
|---|---|---|---|---|---|
| 5,000-9,999 (cont.) | 32 | 351 | Pikeville | 1,048 | 250 |
| | | | Villa Hills | 60 | 246 |
| | | | London | 1,483 | 240 |
| | | | Highland Heights | 790 | 231 |
| | | | Williamsburg | 551 | 171 |
| | | | Monticello | 366 | 164 |
| 2,500-4,999 | 36 | 309 | Ludlow | 270 | 928 |
| | | | Southgate | 526 | 915 |
| | | | Walton | 517 | 702 |
| | | | Park Hills | 232 | 700 |
| | | | Lakeside Park | 474 | 589 |
| | | | Dawson Springs | 199 | 570 |
| | | | Lancaster | 155 | 490 |
| | | | Carrollton | 242 | 452 |
| | | | Wilmore | 113 | 421 |
| | | | Marion | 108 | 405 |
| | | | Paintsville | 389 | 405 |
| | | | Russell | 577 | 383 |
| | | | Columbia | 157 | 376 |
| | | | Grayson | 267 | 356 |
| | | | Greenville | 350 | 356 |
| | | | Prestonsburg | 414 | 348 |
| | | | Stanton | 346 | 331 |
| | | | Brandenburg | 277 | 295 |
| | | | Benton | 215 | 281 |
| | | | Beaver Dam | 283 | 274 |
| | | | Scottsville | 383 | 270 |
| | | | Flemingsburg | 43 | 265 |
| | | | Providence | 150 | 260 |
| | | | Vine Grove | 199 | 251 |
| | | | West Liberty | 94 | 248 |
| | | | Springfield | 109 | 223 |
| | | | Hartford | 105 | 222 |
| | | | Hazard | 632 | 216 |
| | | | Stanford | 193 | 215 |
| | | | Barbourville | 329 | 212 |
| | | | Calvert City | 135 | 169 |
| | | | Morganfield | 147 | 161 |
| | | | Hodgenville | 69 | 133 |
| | | | Cadiz | 101 | 128 |
| | | | Irvine | 63 | 122 |
| | | | Eddyville | 158 | 81 |
| 1,000-2,499 | 56 | 231 | Worthington | 14 | 833 |
| | | | Junction City | 38 | 652 |
| | | | Carlisle | 37 | 539 |
| | | | Jackson | 299 | 525 |
| | | | Uniontown | 11 | 517 |
| | | | Raceland | 83 | 424 |
| | | | Mount Vernon | 160 | 386 |
| | | | Falmouth | 19 | 354 |
| | | | Cave City | 353 | 353 |
| | | | Edmonton | 187 | 344 |
| | | | Salyersville | 182 | 342 |
| | | | Clay City | 117 | 333 |
| | | | Morgantown | 115 | 332 |
| | | | Louisa | 151 | 329 |
| | | | Hardinsburg | 65 | 318 |
| | | | Albany | 102 | 312 |
| | | | Munfordville | 102 | 309 |
| | | | Russell Springs | 260 | 305 |

TABLE 17. CRASH RATES ON IDENTIFIED STREETS BY CITY AND POPULATION CATEGORY (2011-2015)(continued)

| POPULATION CATEGORY | NUMBER OF CITIES | AVERAGE RATE (C/100 MVM)* | CITY | NUMBER OF CRASHES (2011-2015) | AVERAGE RATE (C/100 MVM)* |
|---|---|---|---|---|---|
| 1,000-2,499 (cont.) | 56 | 231 | Harlan | 371 | 290 |
| | | | Manchester | 223 | 288 |
| | | | Loyall | 5 | 260 |
| | | | Eminence | 150 | 252 |
| | | | Warsaw | 2 | 240 |
| | | | Burkesville | 71 | 233 |
| | | | Lebanon Junction | 36 | 232 |
| | | | Elkton | 55 | 218 |
| | | | Owingsville | 76 | 215 |
| | | | Dry Ridge | 37 | 213 |
| | | | Owenton | 51 | 212 |
| | | | Fulton | 200 | 202 |
| | | | Greensburg | 152 | 198 |
| | | | Livermore | 64 | 196 |
| | | | Clay | 21 | 191 |
| | | | Catlettsburg | 256 | 190 |
| | | | Jamestown | 147 | 183 |
| | | | Liberty | 150 | 182 |
| | | | Tompkinsville | 147 | 180 |
| | | | Pineville | 42 | 173 |
| | | | Sebree | 106 | 167 |
| | | | Horse Cave | 68 | 164 |
| | | | Beattyville | 53 | 161 |
| | | | Olive Hill | 36 | 160 |
| | | | Vanceburg | 12 | 153 |
| | | | Cumberland | 64 | 151 |
| | | | Nortonville | 97 | 145 |
| | | | Clinton | 49 | 136 |
| | | | Cloverport | 49 | 136 |
| | | | Anchorage | 17 | 127 |
| | | | Earlington | 78 | 123 |
| | | | Whitesburg | 137 | 109 |
| | | | Jenkins | 21 | 102 |
| | | | South Shore | 22 | 88 |
| | | | Sturgis | 38 | 81 |
| | | | Lewisport | 2 | 67 |
| | | | Auburn | 1 | 66 |
| | | | Hickman | 6 | 31 |

* Crashes per 100 million vehicle-miles

# TABLE 18. TOTAL CRASH RATES BY CITY AND POPULATION CATEGORY (IN DESCENDING ORDER) (2011-2015)(ALL ROADS)

| CITY | NUMBER OF CRASHES (2011-2015) | ANNUAL CRASH RATE (CRASHES PER 1000 POPULATION) | |
|---|---|---|---|
| POPULATION CATEGORY OVER 200,000 | | | |
| Louisville | 128,196 | 42.9 | |
| Lexington | 63,161 | 42.7 | |
| POPULATION CATEGORY 20,000-60000 | | | |
| Florence | 10,339 | 69.0 | * |
| Paducah | 7,245 | 57.9 | * |
| Bowling Green | 15,315 | 52.7 | |
| Elizabethtown | 6,738 | 47.2 | |
| Owensboro | 12,841 | 44.8 | |
| Richmond | 6,858 | 43.7 | |
| Frankfort | 5,374 | 42.1 | |
| Covington | 8,470 | 41.7 | |
| Ashland | 4,465 | 41.2 | |
| Henderson | 5,506 | 38.3 | |
| Jeffersontown | 4,641 | 34.9 | |
| Hopkinsville | 5,277 | 33.4 | |
| Nicholasville | 4,653 | 33.2 | |
| Georgetown | 4,313 | 29.6 | |
| Radcliff | 3,099 | 28.6 | |
| Independence | 2,160 | 17.4 | |
| POPULATION CATEGORY 10,000-19,999 | | | |
| Somerset | 4,466 | 79.8 | * |
| Shepherdsville | 3,434 | 61.2 | * |
| Newport | 4,644 | 60.8 | * |
| Shively | 4,517 | 59.2 | * |
| Bardstown | 3,175 | 54.3 | |
| Erlanger | 3,951 | 43.7 | |
| Danville | 3,351 | 41.3 | |
| Madisonville | 3,775 | 38.5 | |
| Glasgow | 2,693 | 38.4 | |
| Murray | 3,343 | 37.7 | |
| Winchester | 3,407 | 37.1 | |
| Shelbyville | 2,589 | 36.9 | |
| Mayfield | 1,746 | 34.8 | |
| Berea | 2,209 | 32.6 | |
| Lawrenceburg | 1,032 | 19.6 | |
| Lyndon | 979 | 17.8 | |
| Fort Thomas | 1,422 | 17.4 | |
| POPULATION CATEGORY 5,000-9,999 | | | |
| Fort Wright | 2,694 | 94.1 | * |
| London | 3,429 | 85.8 | * |
| Pikeville | 2,933 | 85.0 | * |
| Morehead | 2,100 | 61.4 | * |
| Middletown | 1,991 | 55.2 | * |
| Corbin | 1,991 | 54.5 | * |
| Mount Sterling | 1,822 | 52.8 | |
| Campbellsville | 2,234 | 49.1 | |
| Franklin | 1,821 | 43.3 | |
| Cold Spring | 1,264 | 42.8 | |
| Maysville | 1,863 | 41.3 | |
| Leitchfield | 1,364 | 40.7 | |
| Highland Heights | 1,313 | 37.9 | |
| Cynthiana | 1,213 | 37.9 | |
| Oak Grove | 1,414 | 37.8 | |
| Paris | 1,594 | 37.3 | |
| Lebanon | 1,014 | 36.6 | |
| Versailles | 1,547 | 36.1 | |
| Fort Mitchell | 1,452 | 35.4 | |
| Russellville | 1,228 | 35.3 | |
| Williamsburg | 914 | 34.9 | |
| Monticello | 1,081 | 34.9 | |
| Taylor Mill | 1,147 | 34.7 | |
| Central City | 993 | 33.2 | |
| Mount Washington | 1,486 | 32.6 | |
| La Grange | 1,297 | 32.1 | |
| Harrodsburg | 1,262 | 30.3 | |
| Alexandria | 1,274 | 30.1 | |
| Bellevue | 891 | 29.9 | |
| Princeton | 939 | 29.7 | |
| Union | 751 | 27.9 | |
| Edgewood | 996 | 23.2 | |
| Dayton | 426 | 16.0 | |
| Flatwoods | 561 | 15.1 | |
| Elsmere | 625 | 14.8 | |
| Villa Hills | 253 | 6.8 | |
| POPULATION CATEGORY 2,500-4,999 | | | |
| Crestview Hills | 1,944 | 123.5 | * |
| Hazard | 2,214 | 99.4 | * |
| Prestonsburg | 1,608 | 98.8 | * |
| Wilder | 1,117 | 73.6 | * |
| Paintsville | 1,096 | 63.4 | * |
| Russell | 1,008 | 59.6 | * |
| Crescent Springs | 1,037 | 54.6 | * |
| Walton | 852 | 46.9 | |
| Cadiz | 579 | 45.3 | |
| Benton | 929 | 42.7 | |
| Barbourville | 659 | 41.6 | |
| Southgate | 757 | 39.8 | |
| Scottsville | 834 | 39.5 | |
| Brandenburg | 522 | 39.5 | |
| Greenville | 822 | 38.1 | |
| Grayson | 777 | 36.9 | |
| Crestwood | 829 | 36.6 | |
| Springfield | 439 | 34.9 | |
| Calvert City | 443 | 34.5 | |
| Columbia | 744 | 33.4 | |
| Stanton | 449 | 32.9 | |
| Carrollton | 623 | 31.6 | |
| Flemingsburg | 416 | 31.3 | |
| Beaver Dam | 528 | 31.0 | |
| Williamstown | 605 | 30.8 | |
| Lancaster | 517 | 30.0 | |
| Hodgenville | 474 | 29.6 | |
| Morganfield | 470 | 28.6 | |
| Eddyville | 349 | 27.3 | |
| Lakeside Park | 291 | 21.8 | |
| Hartford | 287 | 21.5 | |
| Crittenden | 405 | 21.2 | |
| Ludlow | 455 | 20.6 | |
| Marion | 284 | 18.7 | |
| Dawson Springs | 230 | 16.6 | |
| Vine Grove | 358 | 15.8 | |
| West Liberty | 266 | 15.5 | |
| Providence | 222 | 13.9 | |
| Irvine | 171 | 12.6 | |
| Wilmore | 233 | 12.6 | |
| Indian Hills | 153 | 10.7 | |
| Park Hills | 144 | 9.7 | |

* Critical crash rate

# TABLE 19. FATAL CRASH RATES BY CITY AND POPULATION CATEGORY (IN DESCENDING ORDER WITH CRITICAL RATES IDENTIFIED)(2011-2015)(ALL ROADS)

| CITY | NUMBER OF CRASHES (2011-2015) | ANNUAL CRASH RATE (CRASHES PER 10,000 POPULATION) |
|---|---|---|
| POPULATION CATEGORY OVER 200,000 | | |
| Louisville | 333 | 1.11 |
| Lexington | 123 | 0.83 |
| POPULATION CATEGORY 20,000-60000 | | |
| Paducah | 20 | 1.60 |
| Radcliff | 13 | 1.20 |
| Nicholasville | 15 | 1.07 |
| Richmond | 16 | 1.02 |
| Henderson | 12 | 0.83 |
| Georgetown | 11 | 0.76 |
| Hopkinsville | 12 | 0.76 |
| Florence | 11 | 0.73 |
| Bowling Green | 20 | 0.69 |
| Covington | 13 | 0.64 |
| Elizabethtown | 8 | 0.56 |
| Owensboro | 16 | 0.56 |
| Frankfort | 7 | 0.55 |
| Ashland | 4 | 0.37 |
| Jeffersontown | 3 | 0.23 |
| Independence | 1 | 0.08 |
| POPULATION CATEGORY 10,000-19,999 | | |
| Somerset | 18 | 3.22 |
| Shively | 12 | 1.57 |
| Shelbyville | 11 | 1.57 |
| Bardstown | 9 | 1.54 |
| Shepherdsville | 8 | 1.43 |
| Danville | 10 | 1.23 |
| Glasgow | 8 | 1.14 |
| Erlanger | 10 | 1.11 |
| Murray | 9 | 1.01 |
| Berea | 6 | 0.88 |
| Fort Thomas | 6 | 0.74 |
| Madisonville | 7 | 0.71 |
| Newport | 5 | 0.65 |
| Winchester | 6 | 0.65 |
| Mayfield | 2 | 0.40 |
| Lawrenceburg | 2 | 0.38 |
| POPULATION CATEGORY 5,000-9,999 | | |
| Pikeville | 7 | 2.03 |
| Lebanon | 5 | 1.81 |
| Monticello | 5 | 1.62 |
| Cynthiana | 5 | 1.56 |
| Mount Washington | 7 | 1.54 |
| London | 6 | 1.50 |
| Leitchfield | 5 | 1.49 |
| Franklin | 6 | 1.43 |
| Versailles | 5 | 1.17 |
| Williamsburg | 3 | 1.14 |
| Fort Wright | 3 | 1.05 |
| Cold Spring | 3 | 1.01 |
| Paris | 4 | 0.94 |
| Campbellsville | 4 | 0.88 |
| Highland Heights | 3 | 0.87 |
| Russellville | 3 | 0.86 |
| Corbin | 3 | 0.82 |
| Harrodsburg | 3 | 0.72 |
| Central City | 2 | 0.67 |
| Maysville | 3 | 0.67 |
| Princeton | 2 | 0.63 |
| Mount Sterling | 2 | 0.58 |
| Morehead | 2 | 0.58 |
| Fort Mitchell | 2 | 0.49 |
| Alexandria | 2 | 0.47 |
| Bellevue | 1 | 0.34 |
| Taylor Mill | 1 | 0.30 |
| Flatwoods | 1 | 0.27 |
| Villa Hills | 1 | 0.27 |
| Edgewood | 1 | 0.23 |
| POPULATION CATEGORY 2,500-4,999 | | |
| Prestonsburg | 10 | 6.14 |
| Paintsville | 9 | 5.20 |
| Barbourville | 8 | 5.06 |
| Hazard | 10 | 4.49 |
| Columbia | 6 | 2.70 |
| Springfield | 3 | 2.38 |
| Calvert City | 3 | 2.34 |
| Hartford | 2 | 1.50 |
| Stanton | 2 | 1.46 |
| Grayson | 3 | 1.42 |
| Scottsville | 3 | 1.42 |
| Benton | 3 | 1.38 |
| Vine Grove | 3 | 1.33 |
| Marion | 2 | 1.32 |
| Hodgenville | 2 | 1.25 |
| Russell | 2 | 1.18 |
| Beaver Dam | 2 | 1.17 |
| Stanford | 2 | 1.15 |
| Williamstown | 2 | 1.02 |
| Carrollton | 2 | 1.02 |
| Greenville | 2 | 0.93 |
| Dawson Springs | 1 | 0.72 |
| Providence | 1 | 0.63 |

* Critical crash rate

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

| COUNTY | NUMBER OF ALCOHOL-RELATED CRASHES (2011 - 2015) ALL | NUMBER OF ALCOHOL-RELATED CRASHES (2011 - 2015) AGE 16-20 | PERCENT OF TOTAL CRASHES INVOLVING ALCOHOL ALL | PERCENT OF TOTAL CRASHES INVOLVING ALCOHOL AGE 16-20 |
|---|---|---|---|---|
| POPULATION CATEGORY UNDER 10,000 | | | | |
| Robertson | 11 | 0 | 11.7 | 0.0 |
| Hickman | 18 | 0 | 6.3 | 0.0 |
| Trimble | 49 | 2 | 6.1 | 1.5 |
| Carlisle | 24 | 1 | 5.6 | 1.2 |
| Ballard | 50 | 4 | 5.4 | 2.0 |
| Menifee | 17 | 0 | 5.4 | 0.0 |
| Nicholas | 36 | 3 | 5.0 | 2.2 |
| Bracken | 54 | 6 | 4.9 | 3.4 |
| Fulton | 31 | 2 | 4.9 | 2.2 |
| Livingston | 46 | 4 | 4.9 | 2.6 |
| Hancock | 34 | 4 | 4.9 | 2.3 |
| Cumberland | 29 | 2 | 4.9 | 1.8 |
| Elliott | 12 | 0 | 4.7 | 0.0 |
| Gallatin | 60 | 0 | 4.2 | 0.0 |
| Lyon | 49 | 6 | 4.0 | 3.2 |
| Crittenden | 33 | 3 | 3.6 | 1.8 |
| Lee | 13 | 1 | 3.6 | 1.8 |
| McLean | 33 | 2 | 3.3 | 1.1 |
| Wolfe | 27 | 1 | 3.2 | 0.8 |
| Owsley | 5 | 0 | 2.7 | 0.0 |
| POPULATION CATEGORY 10,000 - 14,999 | | | | |
| Todd | 59 | 3 | 5.7 | 1.5 |
| Bath | 34 | 0 | 5.5 | 0.0 |
| Butler | 71 | 7 | 5.2 | 2.5 |
| Estill | 42 | 4 | 5.2 | 2.8 |
| Washington | 63 | 6 | 5.0 | 2.1 |
| Owen | 42 | 0 | 4.9 | 0.0 |
| Pendleton | 85 | 11 | 4.9 | 3.3 |
| Trigg | 77 | 4 | 4.8 | 1.4 |
| Lewis | 32 | 0 | 4.7 | 0.0 |
| Larue | 60 | 6 | 4.4 | 2.1 |
| Carroll | 85 | 3 | 4.2 | 0.8 |
| Edmonson | 38 | 3 | 4.2 | 1.4 |
| Morgan | 34 | 0 | 3.9 | 0.0 |
| Clinton | 33 | 2 | 3.7 | 1.3 |
| Metcalfe | 41 | 1 | 3.7 | 0.4 |
| Magoffin | 34 | 4 | 3.7 | 2.2 |
| Jackson | 35 | 2 | 3.6 | 1.2 |
| Breathitt | 49 | 8 | 3.5 | 4.1 |
| Green | 27 | 2 | 3.5 | 1.2 |
| Powell | 53 | 7 | 3.3 | 2.5 |
| Fleming | 37 | 1 | 3.2 | 0.4 |
| Leslie | 8 | 0 | 2.9 | 0.0 |
| Webster | 36 | 4 | 2.8 | 1.8 |
| Monroe | 9 | 1 | 2.6 | 1.2 |
| Caldwell | 47 | 5 | 2.6 | 1.1 |
| Martin | 11 | 1 | 2.1 | 1.0 |
| POPULATION CATEGORY 15,000 - 24,999 | | | | |
| Casey | 55 | 4 | 5.6 | 1.8 |
| Mason | 155 | 6 | 5.2 | 0.9 |
| Henry | 97 | 5 | 5.2 | 1.5 |
| Marion | 102 | 9 | 4.8 | 1.8 |
| Bourbon | 134 | 10 | 4.7 | 1.8 |
| Letcher | 74 | 3 | 4.6 | 1.3 |
| Woodford | 187 | 17 | 4.6 | 2.2 |
| Spencer | 53 | 2 | 4.5 | 0.7 |
| Harrison | 115 | 13 | 4.5 | 2.7 |
| Breckinridge | 55 | 3 | 4.4 | 1.1 |
| Mercer | 106 | 7 | 4.4 | 1.2 |
| Knott | 50 | 5 | 4.1 | 2.7 |

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

| COUNTY | NUMBER OF ALCOHOL-RELATED CRASHES (2011 - 2015) ALL | NUMBER OF ALCOHOL-RELATED CRASHES (2011 - 2015) AGE 16-20 | PERCENT OF TOTAL CRASHES INVOLVING ALCOHOL ALL | PERCENT OF TOTAL CRASHES INVOLVING ALCOHOL AGE 16-20 |
|---|---|---|---|---|
| POPULATION CATEGORY 15,000 - 24,999 (continued) | | | | |
| Allen | 89 | 5 | 4.0 | 0.9 |
| Clay | 83 | 4 | 4.0 | 1.4 |
| Ohio | 116 | 8 | 4.0 | 1.4 |
| Lincoln | 84 | 4 | 3.9 | 0.9 |
| Lawrence | 45 | 1 | 3.9 | 0.6 |
| Anderson | 88 | 7 | 3.7 | 1.2 |
| Adair | 56 | 8 | 3.6 | 2.3 |
| Johnson | 80 | 3 | 3.5 | 0.7 |
| Simpson | 99 | 6 | 3.4 | 1.1 |
| Taylor | 111 | 16 | 3.3 | 1.8 |
| Wayne | 49 | 7 | 3.2 | 2.0 |
| McCreary | 37 | 5 | 3.2 | 2.2 |
| Hart | 81 | 6 | 3.0 | 1.4 |
| Garrard | 56 | 6 | 3.0 | 1.5 |
| Union | 43 | 4 | 2.8 | 1.1 |
| Grant | 103 | 8 | 2.8 | 1.1 |
| Russell | 44 | 7 | 2.7 | 1.8 |
| Rowan | 101 | 6 | 2.6 | 0.6 |
| Rockcastle | 62 | 2 | 2.6 | 0.5 |
| POPULATION CATEGORY 25,000 - 49,999 | | | | |
| Meade | 137 | 5 | 6.1 | 0.9 |
| Floyd | 219 | 12 | 5.1 | 1.9 |
| Nelson | 261 | 17 | 4.6 | 1.4 |
| Marshall | 167 | 8 | 4.3 | 0.9 |
| Grayson | 126 | 8 | 4.1 | 1.2 |
| Graves | 170 | 13 | 4.0 | 1.5 |
| Jessamine | 273 | 29 | 4.0 | 2.0 |
| Carter | 106 | 9 | 3.9 | 1.9 |
| Calloway | 189 | 12 | 3.8 | 0.7 |
| Logan | 102 | 8 | 3.7 | 1.3 |
| Shelby | 226 | 12 | 3.6 | 0.9 |
| Scott | 258 | 16 | 3.6 | 1.1 |
| Montgomery | 144 | 11 | 3.5 | 1.3 |
| Franklin | 277 | 23 | 3.5 | 1.8 |
| Perry | 131 | 6 | 3.3 | 0.9 |
| Boyle | 138 | 13 | 3.3 | 1.4 |
| Greenup | 109 | 8 | 3.3 | 1.2 |
| Barren | 188 | 21 | 3.2 | 1.6 |
| Muhlenberg | 131 | 10 | 3.2 | 1.2 |
| Henderson | 239 | 16 | 3.1 | 1.0 |
| Clark | 159 | 14 | 3.0 | 1.4 |
| Knox | 80 | 5 | 2.7 | 0.9 |
| Harlan | 72 | 6 | 2.6 | 1.3 |
| Whitley | 139 | 11 | 2.6 | 1.0 |
| Hopkins | 180 | 8 | 2.5 | 0.5 |
| Boyd | 188 | 16 | 2.4 | 1.3 |
| Bell | 73 | 11 | 2.2 | 2.1 |
| POPULATION CATEGORY 50,000 - OVER | | | | |
| Pike | 353 | 19 | 4.4 | 1.4 |
| Campbell | 589 | 35 | 4.0 | 1.2 |
| Kenton | 1051 | 68 | 3.9 | 1.4 |
| McCracken | 414 | 27 | 3.9 | 1.2 |
| Christian | 336 | 24 | 3.7 | 1.5 |
| Fayette | 2344 | 169 | 3.7 | 1.3 |
| Bullitt | 336 | 23 | 3.6 | 1.1 |
| Madison | 451 | 53 | 3.5 | 1.7 |
| Boone | 770 | 69 | 3.5 | 1.3 |
| Oldham | 182 | 23 | 3.4 | 1.7 |
| Hardin | 493 | 25 | 3.4 | 0.8 |
| Daviess | 559 | 43 | 3.4 | 1.0 |
| Warren | 630 | 63 | 3.0 | 1.1 |
| Jefferson | 4383 | 175 | 2.9 | 0.7 |
| Laurel | 199 | 13 | 2.4 | 0.9 |
| Pulaski | 201 | 9 | 2.4 | 0.5 |

# TABLE 21. CRASHES INVOLVING ALCOHOL BY CITY AND POPULATION CATEGORY(IN ORDER OF DECREASING PERCENTAGES)(2011-2015)

| CITY | NUMBER OF ALCOHOL-RELATED CRASHES | PERCENTAGE OF CRASHES INVOLVING ALCOHOL |
|---|---|---|
| POPULATION CATEGORY OVER 200,000 | | |
| Lexington | 2,341 | 3.7 |
| Louisville | 3,843 | 3.0 |
| POPULATION CATEGORY 20,000-60,000 | | |
| Covington | 432 | 5.1 |
| Independence | 89 | 4.1 |
| Radcliff | 111 | 3.6 |
| Nicholasville | 160 | 3.4 |
| Hopkinsville | 177 | 3.4 |
| Georgetown | 137 | 3.2 |
| Frankfort | 170 | 3.2 |
| Richmond | 211 | 3.1 |
| Owensboro | 357 | 2.8 |
| Henderson | 156 | 2.8 |
| Florence | 273 | 2.6 |
| Jeffersontown | 118 | 2.5 |
| Paducah | 178 | 2.5 |
| Elizabethtown | 154 | 2.3 |
| Bowling Green | 358 | 2.3 |
| Ashland | 87 | 1.9 |
| POPULATION CATEGORY 10,000-19,999 | | |
| Fort Thomas | 63 | 4.4 |
| Newport | 197 | 4.2 |
| Shively | 152 | 3.4 |
| Shepherdsville | 103 | 3.0 |
| Shelbyville | 78 | 3.0 |
| Winchester | 96 | 2.8 |
| Erlanger | 108 | 2.7 |
| Lawrenceburg | 28 | 2.7 |
| Glasgow | 72 | 2.7 |
| Bardstown | 87 | 2.7 |
| Danville | 84 | 2.5 |
| Murray | 79 | 2.4 |
| Berea | 39 | 1.8 |
| Mayfield | 32 | 1.8 |
| Somerset | 69 | 1.5 |
| Madisonville | 54 | 1.4 |
| POPULATION CATEGORY 5,000-9,999 | | |
| Dayton | 29 | 6.8 |
| Elsmere | 33 | 5.3 |
| Bellevue | 43 | 4.8 |
| Taylor Mill | 55 | 4.8 |
| Versailles | 66 | 4.3 |
| Paris | 58 | 3.6 |
| Villa Hills | 9 | 3.6 |
| Pikeville | 106 | 3.6 |
| Maysville | 62 | 3.3 |
| Cynthiana | 39 | 3.2 |
| Fort Mitchell | 46 | 3.2 |
| Harrodsburg | 39 | 3.1 |
| Central City | 30 | 3.0 |
| Russellville | 36 | 2.9 |
| Lebanon | 28 | 2.8 |
| Franklin | 51 | 2.8 |
| Highland Heights | 35 | 2.7 |
| Mount Sterling | 50 | 2.7 |
| Leitchfield | 36 | 2.6 |
| Monticello | 27 | 2.5 |
| Corbin | 47 | 2.4 |
| Flatwoods | 13 | 2.3 |
| Mount Washington | 34 | 2.3 |
| Edgewood | 22 | 2.2 |
| Campbellsville | 46 | 2.1 |
| Alexandria | 25 | 2.0 |
| Williamsburg | 18 | 2.0 |
| Fort Wright | 54 | 2.0 |
| La Grange | 24 | 1.9 |
| London | 62 | 1.8 |
| Princeton | 16 | 1.7 |
| Cold Spring | 20 | 1.6 |
| Morehead | 34 | 1.6 |
| POPULATION CATEGORY 2,500-4,999 | | |
| Calvert City | 23 | 5.2 |
| Park Hills | 7 | 4.9 |
| Marion | 11 | 3.9 |
| Lakeside Park | 11 | 3.8 |
| Carrollton | 23 | 3.7 |
| Vine Grove | 13 | 3.6 |
| Ludlow | 16 | 3.5 |
| Williamstown | 21 | 3.5 |
| Southgate | 24 | 3.2 |
| Springfield | 13 | 3.0 |
| Hodgenville | 14 | 3.0 |
| Lancaster | 15 | 2.9 |
| Dawson Springs | 6 | 2.6 |
| Hazard | 56 | 2.5 |
| Prestonsburg | 41 | 2.5 |
| Grayson | 19 | 2.4 |
| Scottsville | 19 | 2.3 |
| Providence | 5 | 2.3 |
| Barbourville | 15 | 2.3 |
| Providence | 5 | 2.3 |
| Benton | 21 | 2.3 |
| Russell | 22 | 2.2 |
| Beaver Dam | 11 | 2.1 |
| Wilmore | 5 | 2.1 |
| Greenville | 15 | 1.8 |
| Stanton | 7 | 1.6 |
| Paintsville | 16 | 1.5 |
| Hartford | 4 | 1.4 |
| Flemingsburg | 6 | 1.4 |
| Stanford | 8 | 1.3 |
| Irvine | 1 | 0.6 |

TABLE 22. SUMMARY OF ALCOHOL CONVICTIONS BY COUNTY (2011 - 2015)

| COUNTY | 2011 | 2012 | 2013 | 2014 | 2015 | TOTAL ALCOHOL CONVICTIONS (FIVE YEARS)** | ANNUAL AVERAGE ALCOHOL CONVICTIONS PER 1,000 LICENSED DRIVERS | ALCOHOL CONVICTIONS PER ALCOHOL-RELATED CRASH |
|---|---|---|---|---|---|---|---|---|
| Adair | 70 | 61 | 51 | 48 | 47 | 277 | 4.4 | 4.9 |
| Allen | 55 | 54 | 59 | 56 | 54 | 278 | 4.1 | 3.1 |
| Anderson | 145 | 81 | 98 | 77 | 56 | 457 | 5.4 | 5.2 |
| Ballard | 76 | 57 | 46 | 39 | 25 | 243 | 8.0 | 4.9 |
| Barren | 170 | 183 | 158 | 167 | 150 | 828 | 5.5 | 4.4 |
| Bath | 34 | 23 | 30 | 33 | 23 | 143 | 3.4 | 4.2 |
| Bell | 181 | 105 | 113 | 141 | 90 | 630 | 7.4 | 8.6 |
| Boone | 591 | 605 | 447 | 457 | 462 | 2,562 | 5.6 | 3.3 |
| Bourbon | 85 | 157 | 175 | 91 | 76 | 584 | 8.2 | 4.4 |
| Boyd | 433 | 289 | 235 | 226 | 189 | 1,372 | 8.1 | 7.3 |
| Boyle | 110 | 171 | 150 | 144 | 129 | 704 | 7.0 | 5.1 |
| Bracken | 16 | 16 | 13 | 11 | 13 | 69 | 2.2 | 1.3 |
| Breathitt | 102 | 82 | 79 | 66 | 60 | 389 | 8.3 | 7.9 |
| Breckinridge | 49 | 47 | 42 | 34 | 39 | 211 | 3.0 | 3.8 |
| Bullitt | 204 | 240 | 307 | 164 | 138 | 1,053 | 3.6 | 3.1 |
| Butler | 50 | 57 | 48 | 53 | 49 | 257 | 5.7 | 3.6 |
| Caldwell | 36 | 47 | 49 | 40 | 36 | 208 | 4.4 | 4.4 |
| Calloway | 214 | 219 | 238 | 242 | 164 | 1,077 | 8.7 | 5.7 |
| Campbell | 416 | 365 | 395 | 397 | 370 | 1,943 | 6.1 | 3.3 |
| Carlisle | 15 | 10 | 15 | 11 | 13 | 64 | 3.4 | 2.7 |
| Carroll | 67 | 78 | 101 | 59 | 57 | 362 | 10.2 | 4.3 |
| Carter | 96 | 89 | 103 | 78 | 75 | 441 | 4.6 | 4.2 |
| Casey | 83 | 84 | 85 | 74 | 54 | 380 | 7.1 | 6.9 |
| Christian | 392 | 352 | 303 | 245 | 214 | 1,506 | 7.5 | 4.5 |
| Clark | 108 | 146 | 112 | 198 | 167 | 731 | 5.7 | 4.6 |
| Clay | 70 | 157 | 111 | 81 | 78 | 497 | 7.7 | 6.0 |
| Clinton | 47 | 45 | 60 | 48 | 43 | 243 | 7.0 | 7.4 |
| Crittenden | 22 | 36 | 29 | 22 | 25 | 134 | 4.3 | 4.1 |
| Cumberland | 26 | 32 | 33 | 20 | 34 | 145 | 5.9 | 5.0 |
| Daviess | 562 | 597 | 515 | 448 | 331 | 2,453 | 7.0 | 4.4 |
| Edmonson | 15 | 24 | 17 | 26 | 31 | 113 | 2.5 | 3.0 |
| Elliott | 19 | 10 | 18 | 9 | 6 | 62 | 2.8 | 5.2 |
| Estill | 47 | 41 | 52 | 87 | 65 | 292 | 5.7 | 7.0 |
| Fayette | 1,313 | 1,271 | 1,189 | 1,255 | 929 | 5,957 | 6.1 | 2.5 |
| Fleming | 41 | 40 | 52 | 47 | 59 | 239 | 4.6 | 6.5 |
| Floyd | 270 | 236 | 231 | 186 | 217 | 1,140 | 8.7 | 5.2 |
| Franklin | 217 | 202 | 284 | 233 | 190 | 1,126 | 6.4 | 4.1 |
| Fulton | 46 | 57 | 33 | 47 | 71 | 254 | 12.4 | 8.2 |
| Gallatin | 86 | 77 | 68 | 39 | 43 | 313 | 10.4 | 5.2 |
| Garrard | 55 | 39 | 43 | 36 | 80 | 253 | 4.2 | 4.5 |
| Grant | 68 | 39 | 59 | 84 | 65 | 315 | 3.7 | 3.1 |
| Graves | 214 | 207 | 234 | 144 | 199 | 998 | 7.6 | 5.9 |
| Grayson | 81 | 95 | 90 | 101 | 141 | 508 | 5.5 | 4.0 |
| Green | 28 | 20 | 27 | 18 | 19 | 112 | 2.7 | 4.1 |
| Greenup | 227 | 283 | 211 | 143 | 138 | 1,002 | 7.3 | 9.2 |
| Hancock | 27 | 61 | 29 | 17 | 16 | 150 | 4.6 | 4.4 |
| Hardin | 597 | 764 | 577 | 468 | 477 | 2,883 | 7.8 | 5.8 |
| Harlan | 168 | 176 | 136 | 140 | 124 | 744 | 7.8 | 10.3 |
| Harrison | 68 | 50 | 76 | 60 | 56 | 310 | 4.8 | 2.7 |
| Hart | 108 | 77 | 68 | 74 | 62 | 389 | 6.3 | 4.8 |
| Henderson | 376 | 210 | 241 | 233 | 237 | 1,297 | 7.9 | 5.4 |
| Henry | 129 | 85 | 105 | 122 | 78 | 519 | 9.0 | 5.4 |
| Hickman | 25 | 11 | 15 | 14 | 18 | 83 | 5.0 | 4.6 |
| Hopkins | 279 | 268 | 259 | 230 | 275 | 1,311 | 7.9 | 7.3 |
| Jackson | 35 | 27 | 25 | 17 | 25 | 129 | 2.8 | 3.7 |
| Jefferson | 2,098 | 1,924 | 1,710 | 1,363 | 862 | 7,957 | 3.1 | 1.8 |
| Jessamine | 238 | 202 | 214 | 149 | 157 | 960 | 5.5 | 3.5 |
| Johnson | 175 | 124 | 166 | 133 | 102 | 700 | 8.6 | 8.8 |
| Kenton | 613 | 603 | 594 | 522 | 442 | 2,774 | 4.9 | 2.6 |
| Knott | 144 | 56 | 55 | 82 | 101 | 438 | 8.4 | 8.8 |
| Knox | 138 | 204 | 212 | 268 | 187 | 1,009 | 9.6 | 12.6 |
| Larue | 30 | 64 | 74 | 33 | 39 | 240 | 4.6 | 4.0 |
| Laurel | 513 | 646 | 587 | 582 | 530 | 2,858 | 13.7 | 14.4 |

TABLE 22. SUMMARY OF ALCOHOL CONVICTIONS BY COUNTY (2011 - 2015) (continued)

| COUNTY | 2011 | 2012 | 2013 | 2014 | 2015 | TOTAL ALCOHOL CONVICTIONS (FIVE YEARS)** | ANNUAL AVERAGE ALCOHOL CONVICTIONS PER 1,000 LICENSED DRIVERS | ALCOHOL CONVICTIONS PER ALCOHOL-RELATED CRASH |
|---|---|---|---|---|---|---|---|---|
| Lawrence | 68 | 39 | 58 | 53 | 58 | 276 | 5.0 | 6.1 |
| Lee | 38 | 26 | 28 | 20 | 22 | 134 | 5.7 | 10.3 |
| Leslie | 36 | 21 | 23 | 13 | 19 | 112 | 2.9 | 14.0 |
| Letcher | 98 | 72 | 93 | 81 | 44 | 388 | 4.9 | 5.2 |
| Lewis | 70 | 71 | 42 | 40 | 37 | 260 | 5.4 | 8.1 |
| Lincoln | 89 | 80 | 73 | 57 | 81 | 380 | 4.4 | 4.5 |
| Livingston | 44 | 44 | 38 | 24 | 31 | 181 | 5.0 | 3.9 |
| Logan | 199 | 179 | 135 | 129 | 117 | 759 | 8.0 | 7.4 |
| Lyon | 66 | 75 | 68 | 83 | 60 | 352 | 12.1 | 7.2 |
| McCracken | 348 | 389 | 396 | 380 | 403 | 1,916 | 7.8 | 4.6 |
| McCreary | 87 | 59 | 77 | 98 | 96 | 417 | 7.9 | 11.3 |
| McLean | 113 | 120 | 133 | 90 | 105 | 561 | 15.9 | 17.0 |
| Madison | 134 | 133 | 133 | 75 | 105 | 580 | 2.0 | 1.3 |
| Magoffin | 93 | 70 | 65 | 67 | 44 | 339 | 7.6 | 10.0 |
| Marion | 86 | 65 | 83 | 108 | 86 | 428 | 6.6 | 4.2 |
| Marshall | 570 | 602 | 513 | 308 | 316 | 2,309 | 18.9 | 13.8 |
| Martin | 96 | 86 | 68 | 152 | 102 | 504 | 13.8 | 45.8 |
| Mason | 47 | 55 | 28 | 25 | 26 | 181 | 2.9 | 1.2 |
| Meade | 98 | 115 | 145 | 88 | 78 | 524 | 5.3 | 3.8 |
| Menifee | 14 | 25 | 16 | 11 | 8 | 74 | 3.2 | 4.4 |
| Mercer | 81 | 61 | 57 | 47 | 51 | 297 | 3.6 | 2.8 |
| Metcalfe | 36 | 32 | 21 | 30 | 22 | 141 | 3.9 | 3.4 |
| Monroe | 40 | 40 | 34 | 35 | 43 | 192 | 5.0 | 21.3 |
| Montgomery | 69 | 68 | 96 | 108 | 66 | 407 | 4.3 | 2.8 |
| Morgan | 47 | 41 | 37 | 20 | 25 | 170 | 4.1 | 5.0 |
| Muhlenberg | 130 | 185 | 211 | 192 | 152 | 870 | 7.8 | 6.6 |
| Nelson | 195 | 154 | 146 | 154 | 184 | 833 | 5.0 | 3.2 |
| Nicholas | 29 | 43 | 61 | 32 | 43 | 208 | 8.1 | 5.8 |
| Ohio | 121 | 100 | 72 | 62 | 75 | 430 | 5.1 | 3.7 |
| Oldham | 196 | 187 | 146 | 234 | 175 | 938 | 4.2 | 5.2 |
| Owen | 39 | 28 | 21 | 17 | 25 | 130 | 3.3 | 3.1 |
| Owsley | 28 | 34 | 12 | 18 | 10 | 102 | 6.6 | 20.4 |
| Pendleton | 51 | 50 | 33 | 25 | 24 | 183 | 3.5 | 2.2 |
| Perry | 221 | 121 | 106 | 85 | 93 | 626 | 6.4 | 4.8 |
| Pike | 235 | 194 | 177 | 162 | 102 | 870 | 4.1 | 2.5 |
| Powell | 98 | 85 | 83 | 69 | 45 | 380 | 8.4 | 7.2 |
| Pulaski | 290 | 242 | 301 | 221 | 258 | 1,312 | 5.8 | 6.5 |
| Robertson | 5 | 1 | 1 | 5 | 3 | 15 | 1.9 | 1.4 |
| Rockcastle | 83 | 82 | 54 | 70 | 66 | 355 | 6.1 | 5.7 |
| Rowan | 192 | 203 | 124 | 124 | 120 | 763 | 10.1 | 7.6 |
| Russell | 66 | 46 | 53 | 47 | 63 | 275 | 4.3 | 6.3 |
| Scott | 152 | 162 | 173 | 194 | 185 | 866 | 4.9 | 3.4 |
| Shelby | 287 | 236 | 229 | 205 | 211 | 1,168 | 7.8 | 5.2 |
| Simpson | 76 | 78 | 64 | 51 | 42 | 311 | 4.8 | 3.1 |
| Spencer | 62 | 98 | 74 | 54 | 40 | 328 | 4.7 | 6.2 |
| Taylor | 119 | 90 | 110 | 88 | 81 | 488 | 5.5 | 4.4 |
| Todd | 43 | 55 | 57 | 66 | 58 | 279 | 7.1 | 4.7 |
| Trigg | 111 | 104 | 100 | 94 | 92 | 501 | 9.9 | 6.5 |
| Trimble | 19 | 55 | 40 | 23 | 21 | 158 | 4.9 | 3.2 |
| Union | 142 | 102 | 63 | 82 | 65 | 454 | 8.7 | 10.6 |
| Warren | 739 | 628 | 635 | 493 | 464 | 2,959 | 7.7 | 4.7 |
| Washington | 31 | 23 | 22 | 25 | 26 | 127 | 3.0 | 2.0 |
| Wayne | 32 | 39 | 25 | 33 | 44 | 173 | 2.5 | 3.5 |
| Webster | 38 | 54 | 27 | 16 | 25 | 160 | 3.4 | 4.4 |
| Whitley | 158 | 177 | 166 | 191 | 123 | 815 | 6.9 | 5.9 |
| Wolfe | 39 | 24 | 17 | 26 | 29 | 135 | 5.6 | 5.0 |
| Woodford | 148 | 148 | 216 | 176 | 152 | 840 | 8.8 | 4.5 |
| TOTAL * | 19,855 | 19,074 | 18,030 | 16,208 | 14,443 | 87,610 | 5.8 | 4.0 |

*Convictions in cases filed in the same calander year.
**There were 29,263 arrests on average from 2011 to 2015.

TABLE 23. ALCOHOL CONVICTION RATES IN DECREASING ORDER (BY COUNTY POPULATION CATEGORIES)
(2011 - 2015)

| POPULATION | COUNTY | ANNUAL AVERAGE ALCOHOL CONVICTIONS PER 1,000 LICENSED DRIVERS | COUNTY | ALCOHOL CONVICTIONS PER ALCOHOL-RELATED CRASH |
|---|---|---|---|---|
| UNDER 10,000 | McLean | 15.9 | Owsley | 20.4 |
| | Fulton | 12.4 | McLean | 17.0 |
| | Lyon | 12.1 | Lee | 10.3 |
| | Gallatin | 10.4 | Fulton | 8.2 |
| | Nicholas | 8.1 | Lyon | 7.2 |
| | Ballard | 8.0 | Nicholas | 5.8 |
| | Owsley | 6.6 | Gallatin | 5.2 |
| | Cumberland | 5.9 | Elliott | 5.2 |
| | Lee | 5.7 | Cumberland | 5.0 |
| | Wolfe | 5.6 | Wolfe | 5.0 |
| | Livingston | 5.0 | Ballard | 4.9 |
| | Hickman | 5.0 | Hickman | 4.6 |
| | Trimble | 4.9 | Hancock | 4.4 |
| | Hancock | 4.6 | Menifee | 4.4 |
| | Crittenden | 4.3 | Crittenden | 4.1 |
| | Carlisle | 3.4 | Livingston | 3.9 |
| | Menifee | 3.2 | Trimble | 3.2 |
| | Elliott | 2.8 | Carlisle | 2.7 |
| | Bracken | 2.2 | Robertson | 1.4 |
| | Robertson | 1.9 | Bracken | 1.3 |
| 10,000-14,999 | Martin | 13.8 | Martin | 45.8 |
| | Carroll | 10.2 | Monroe | 21.3 |
| | Trigg | 9.9 | Leslie | 14.0 |
| | Powell | 8.4 | Magoffin | 10.0 |
| | Breathitt | 8.3 | Lewis | 8.1 |
| | Magoffin | 7.6 | Breathitt | 7.9 |
| | Todd | 7.1 | Clinton | 7.4 |
| | Clinton | 7.0 | Powell | 7.2 |
| | Butler | 5.7 | Estill | 7.0 |
| | Estill | 5.7 | Trigg | 6.5 |
| | Lewis | 5.4 | Fleming | 6.5 |
| | Monroe | 5.0 | Morgan | 5.0 |
| | Larue | 4.6 | Todd | 4.7 |
| | Fleming | 4.6 | Webster | 4.4 |
| | Caldwell | 4.4 | Caldwell | 4.4 |
| | Morgan | 4.1 | Carroll | 4.3 |
| | Metcalfe | 3.9 | Bath | 4.2 |
| | Pendleton | 3.5 | Green | 4.1 |
| | Webster | 3.4 | Larue | 4.0 |
| | Bath | 3.4 | Jackson | 3.7 |
| | Owen | 3.3 | Butler | 3.6 |
| | Washington | 3.0 | Metcalfe | 3.4 |
| | Leslie | 2.9 | Owen | 3.1 |
| | Jackson | 2.8 | Edmonson | 3.0 |
| | Green | 2.7 | Pendleton | 2.2 |
| | Edmonson | 2.5 | Washington | 2.0 |
| 15,000-24,999 | Rowan | 10.1 | McCreary | 11.3 |
| | Henry | 9.0 | Union | 10.6 |
| | Woodford | 8.8 | Knott | 8.8 |
| | Union | 8.7 | Johnson | 8.8 |
| | Johnson | 8.6 | Rowan | 7.6 |
| | Knott | 8.4 | Casey | 6.9 |
| | Bourbon | 8.2 | Russell | 6.3 |
| | McCreary | 7.9 | Spencer | 6.2 |
| | Clay | 7.7 | Lawrence | 6.1 |
| | Casey | 7.1 | Clay | 6.0 |
| | Marion | 6.6 | Rockcastle | 5.7 |
| | Hart | 6.3 | Henry | 5.4 |
| | Rockcastle | 6.1 | Letcher | 5.2 |
| | Taylor | 5.5 | Anderson | 5.2 |
| | Anderson | 5.4 | Adair | 4.9 |
| | Ohio | 5.1 | Hart | 4.8 |
| | Lawrence | 5.0 | Lincoln | 4.5 |
| | Letcher | 4.9 | Garrard | 4.5 |

TABLE 23. ALCOHOL CONVICTION RATES IN DECREASING ORDER (BY COUNTY POPULATION CATEGORIES) (2011 - 2015) (continued)

| POPULATION | COUNTY | ANNUAL AVERAGE ALCOHOL CONVICTIONS PER 1,000 LICENSED DRIVERS | COUNTY | ALCOHOL CONVICTIONS PER ALCOHOL-RELATED CRASH |
|---|---|---|---|---|
| 15,000-24,999 | Harrison | 4.8 | Woodford | 4.5 |
| (cont'd) | Simpson | 4.8 | Taylor | 4.4 |
| | Spencer | 4.7 | Bourbon | 4.4 |
| | Adair | 4.4 | Marion | 4.2 |
| | Lincoln | 4.4 | Breckinridge | 3.8 |
| | Russell | 4.3 | Ohio | 3.7 |
| | Garrard | 4.2 | Wayne | 3.5 |
| | Allen | 4.1 | Simpson | 3.1 |
| | Grant | 3.7 | Allen | 3.1 |
| | Mercer | 3.6 | Grant | 3.1 |
| | Breckinridge | 3.0 | Mercer | 2.8 |
| | Mason | 2.9 | Harrison | 2.7 |
| | Wayne | 2.5 | Mason | 1.2 |
| 25,000 - 49,999 | Marshall | 18.9 | Marshall | 13.8 |
| | Knox | 9.6 | Knox | 12.6 |
| | Calloway | 8.7 | Harlan | 10.3 |
| | Floyd | 8.7 | Greenup | 9.2 |
| | Boyd | 8.1 | Bell | 8.6 |
| | Logan | 8.0 | Logan | 7.4 |
| | Hopkins | 7.9 | Boyd | 7.3 |
| | Henderson | 7.9 | Hopkins | 7.3 |
| | Harlan | 7.8 | Muhlenberg | 6.6 |
| | Shelby | 7.8 | Graves | 5.9 |
| | Muhlenberg | 7.8 | Whitley | 5.9 |
| | Graves | 7.6 | Calloway | 5.7 |
| | Bell | 7.4 | Henderson | 5.4 |
| | Greenup | 7.3 | Floyd | 5.2 |
| | Boyle | 7.0 | Shelby | 5.2 |
| | Whitley | 6.9 | Boyle | 5.1 |
| | Perry | 6.4 | Perry | 4.8 |
| | Franklin | 6.4 | Clark | 4.6 |
| | Clark | 5.7 | Barren | 4.4 |
| | Grayson | 5.5 | Carter | 4.2 |
| | Jessamine | 5.5 | Franklin | 4.1 |
| | Barren | 5.5 | Grayson | 4.0 |
| | Meade | 5.3 | Meade | 3.8 |
| | Nelson | 5.0 | Jessamine | 3.5 |
| | Scott | 4.9 | Scott | 3.4 |
| | Carter | 4.6 | Nelson | 3.2 |
| | Montgomery | 4.3 | Montgomery | 2.8 |
| 50,000 - OVER | Laurel | 13.7 | Laurel | 14.4 |
| | McCracken | 7.8 | Pulaski | 6.5 |
| | Hardin | 7.8 | Hardin | 5.8 |
| | Warren | 7.7 | Oldham | 5.2 |
| | Christian | 7.5 | Warren | 4.7 |
| | Daviess | 7.0 | McCracken | 4.6 |
| | Fayette | 6.1 | Christian | 4.5 |
| | Campbell | 6.1 | Daviess | 4.4 |
| | Pulaski | 5.8 | Boone | 3.3 |
| | Boone | 5.6 | Campbell | 3.3 |
| | Kenton | 4.9 | Bullitt | 3.1 |
| | Oldham | 4.2 | Kenton | 2.6 |
| | Pike | 4.1 | Fayette | 2.5 |
| | Bullitt | 3.6 | Pike | 2.5 |
| | Jefferson | 3.1 | Jefferson | 1.8 |
| | Madison | 2.0 | Madison | 1.3 |

TABLE 24. PERCENTAGE OF DRIVERS CONVICTED OF DUI FILINGS (BY COUNTY) (2011 - 2015)*

| COUNTY | TOTAL DUI FILED | TOTAL DUI CONVICTED | TOTAL DUI NON-CONVICTED | CONVICTION PERCENTAGE** |
|---|---|---|---|---|
| Adair | 477 | 277 | 58 | 82.7 |
| Allen | 468 | 278 | 26 | 91.4 |
| Anderson | 744 | 457 | 52 | 89.8 |
| Ballard | 368 | 243 | 67 | 78.4 |
| Barren | 1,576 | 828 | 231 | 78.2 |
| Bath | 266 | 143 | 34 | 80.8 |
| Bell | 1,777 | 630 | 203 | 75.6 |
| Boone | 3,611 | 2,562 | 292 | 89.8 |
| Bourbon | 885 | 584 | 59 | 90.8 |
| Boyd | 1,887 | 1,372 | 217 | 86.3 |
| Boyle | 1,125 | 704 | 100 | 87.6 |
| Bracken | 114 | 69 | 25 | 73.4 |
| Breathitt | 612 | 389 | 33 | 92.2 |
| Breckinridge | 290 | 211 | 26 | 89.0 |
| Bullitt | 2,589 | 1,053 | 370 | 74.0 |
| Butler | 430 | 257 | 60 | 81.1 |
| Caldwell | 266 | 208 | 22 | 90.4 |
| Calloway | 1,442 | 1,077 | 150 | 87.8 |
| Campbell | 2,618 | 1,943 | 333 | 85.4 |
| Carlisle | 101 | 64 | 19 | 77.1 |
| Carroll | 713 | 362 | 129 | 73.7 |
| Carter | 881 | 441 | 102 | 81.2 |
| Casey | 539 | 380 | 67 | 85.0 |
| Christian | 2,187 | 1,506 | 258 | 85.4 |
| Clark | 1,042 | 731 | 59 | 92.5 |
| Clay | 1,238 | 497 | 324 | 60.5 |
| Clinton | 439 | 243 | 28 | 89.7 |
| Crittenden | 182 | 134 | 14 | 90.5 |
| Cumberland | 257 | 145 | 31 | 82.4 |
| Daviess | 4,013 | 2,453 | 340 | 87.8 |
| Edmonson | 205 | 113 | 45 | 71.5 |
| Elliott | 128 | 62 | 16 | 79.5 |
| Estill | 409 | 292 | 25 | 92.1 |
| Fayette | 7,858 | 5,957 | 484 | 92.5 |
| Fleming | 453 | 239 | 45 | 84.2 |
| Floyd | 1,957 | 1,140 | 164 | 87.4 |
| Franklin | 2,120 | 1,126 | 178 | 86.3 |
| Fulton | 427 | 254 | 71 | 78.2 |
| Gallatin | 647 | 313 | 215 | 59.3 |
| Garrard | 364 | 253 | 36 | 87.5 |
| Grant | 588 | 315 | 108 | 74.5 |
| Graves | 1,987 | 998 | 313 | 76.1 |
| Grayson | 727 | 508 | 63 | 89.0 |
| Green | 212 | 112 | 19 | 85.5 |
| Greenup | 1,374 | 1,002 | 94 | 91.4 |
| Hancock | 204 | 150 | 10 | 93.8 |
| Hardin | 4,186 | 2,883 | 488 | 85.5 |
| Harlan | 1,949 | 744 | 140 | 84.2 |
| Harrison | 518 | 310 | 54 | 85.2 |
| Hart | 660 | 389 | 111 | 77.8 |
| Henderson | 2,083 | 1,297 | 151 | 89.6 |
| Henry | 794 | 519 | 71 | 88.0 |
| Hickman | 132 | 83 | 24 | 77.6 |
| Hopkins | 1,846 | 1,311 | 191 | 87.3 |
| Jackson | 222 | 129 | 39 | 76.8 |
| Jefferson | 17,397 | 7,957 | 1,232 | 86.6 |
| Jessamine | 1,406 | 960 | 105 | 90.1 |
| Johnson | 1,209 | 700 | 149 | 82.4 |
| Kenton | 3,854 | 2,774 | 326 | 89.5 |
| Knott | 680 | 438 | 59 | 88.1 |
| Knox | 1,866 | 1,009 | 308 | 76.6 |
| Larue | 397 | 240 | 35 | 87.3 |

TABLE 24. PERCENTAGE OF DRIVERS CONVICTED OF DUI FILINGS (BY COUNTY) (2011 - 2015) (continued)

| COUNTY | TOTAL DUI FILED | TOTAL DUI CONVICTED | TOTAL DUI NON-CONVICTED | CONVICTION PERCENTAGE |
|---|---|---|---|---|
| Laurel | 3,857 | 2,858 | 321 | 89.9 |
| Lawrence | 478 | 276 | 53 | 83.9 |
| Lee | 223 | 134 | 20 | 87.0 |
| Leslie | 296 | 112 | 90 | 55.4 |
| Letcher | 637 | 388 | 81 | 82.7 |
| Lewis | 327 | 260 | 27 | 90.6 |
| Lincoln | 571 | 380 | 65 | 85.4 |
| Livingston | 279 | 181 | 39 | 82.3 |
| Logan | 1,050 | 759 | 158 | 82.8 |
| Lyon | 502 | 352 | 46 | 88.4 |
| McCracken | 3,008 | 1,916 | 395 | 82.9 |
| McCreary | 887 | 417 | 154 | 73.0 |
| McLean | 1,026 | 561 | 101 | 84.7 |
| Madison | 929 | 580 | 147 | 79.8 |
| Magoffin | 498 | 339 | 36 | 90.4 |
| Marion | 714 | 428 | 73 | 85.4 |
| Marshall | 3,094 | 2,309 | 341 | 87.1 |
| Martin | 805 | 504 | 102 | 83.2 |
| Mason | 243 | 181 | 27 | 87.0 |
| Meade | 752 | 524 | 92 | 85.1 |
| Menifee | 109 | 74 | 6 | 92.5 |
| Mercer | 472 | 297 | 42 | 87.6 |
| Metcalfe | 234 | 141 | 36 | 79.7 |
| Monroe | 316 | 192 | 46 | 80.7 |
| Montgomery | 673 | 407 | 69 | 85.5 |
| Morgan | 348 | 170 | 36 | 82.5 |
| Muhlenberg | 1,343 | 870 | 73 | 92.3 |
| Nelson | 1,235 | 833 | 115 | 87.9 |
| Nicholas | 366 | 208 | 26 | 88.9 |
| Ohio | 775 | 430 | 122 | 77.9 |
| Oldham | 1,415 | 938 | 67 | 93.3 |
| Owen | 251 | 130 | 48 | 73.0 |
| Owsley | 193 | 102 | 19 | 84.3 |
| Pendleton | 305 | 183 | 50 | 78.5 |
| Perry | 1,570 | 626 | 162 | 79.4 |
| Pike | 2,631 | 870 | 254 | 77.4 |
| Powell | 652 | 380 | 103 | 78.7 |
| Pulaski | 2,485 | 1,312 | 318 | 80.5 |
| Robertson | 33 | 15 | 7 | 68.2 |
| Rockcastle | 848 | 355 | 149 | 70.4 |
| Rowan | 1,186 | 763 | 97 | 88.7 |
| Russell | 599 | 275 | 65 | 80.9 |
| Scott | 1,351 | 866 | 153 | 85.0 |
| Shelby | 1,878 | 1,168 | 128 | 90.1 |
| Simpson | 523 | 311 | 38 | 89.1 |
| Spencer | 558 | 328 | 54 | 85.9 |
| Taylor | 785 | 488 | 88 | 84.7 |
| Todd | 375 | 279 | 46 | 85.8 |
| Trigg | 731 | 501 | 103 | 82.9 |
| Trimble | 299 | 158 | 40 | 79.8 |
| Union | 666 | 454 | 59 | 88.5 |
| Warren | 5,261 | 2,959 | 582 | 83.6 |
| Washington | 217 | 127 | 36 | 77.9 |
| Wayne | 329 | 173 | 25 | 87.4 |
| Webster | 308 | 160 | 37 | 81.2 |
| Whitley | 1,470 | 815 | 159 | 83.7 |
| Wolfe | 218 | 135 | 21 | 86.5 |
| Woodford | 1,133 | 840 | 65 | 92.8 |
| TOTAL | 146,313 | 87,610 | 15,010 | 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) (2011 - 2015)

| POPULATION CATEGORY | AVERAGE CONVICTION PERCENTAGE | COUNTY | TOTAL DUI ARRESTS | TOTAL DUI CONVICTIONS | CONVICTION PERCENTAGE* |
|---|---|---|---|---|---|
| UNDER 10,000 | 81.6 | Hancock | 204 | 150 | 93.8 |
| | | Menifee | 109 | 74 | 92.5 |
| | | Crittenden | 182 | 134 | 90.5 |
| | | Nicholas | 366 | 208 | 88.9 |
| | | Lyon | 502 | 352 | 88.4 |
| | | Lee | 223 | 134 | 87.0 |
| | | Wolfe | 218 | 135 | 86.5 |
| | | McLean | 1,026 | 561 | 84.7 |
| | | Owsley | 193 | 102 | 84.3 |
| | | Cumberland | 257 | 145 | 82.4 |
| | | Livingston | 279 | 181 | 82.3 |
| | | Trimble | 299 | 158 | 79.8 |
| | | Elliott | 128 | 62 | 79.5 |
| | | Ballard | 368 | 243 | 78.4 |
| | | Fulton | 427 | 254 | 78.2 |
| | | Hickman | 132 | 83 | 77.6 |
| | | Carlisle | 101 | 64 | 77.1 |
| | | Bracken | 114 | 69 | 73.4 |
| | | Robertson | 33 | 15 | 68.2 |
| | | Gallatin | 647 | 313 | 59.3 |
| 10,000-14,999 | 81.8 | Breathitt | 612 | 389 | 92.2 |
| | | Estill | 409 | 292 | 92.1 |
| | | Lewis | 327 | 260 | 90.6 |
| | | Caldwell | 266 | 208 | 90.4 |
| | | Magoffin | 498 | 339 | 90.4 |
| | | Clinton | 439 | 243 | 89.7 |
| | | Larue | 397 | 240 | 87.3 |
| | | Todd | 375 | 279 | 85.8 |
| | | Green | 212 | 112 | 85.5 |
| | | Fleming | 453 | 239 | 84.2 |
| | | Martin | 805 | 504 | 83.2 |
| | | Trigg | 731 | 501 | 82.9 |
| | | Morgan | 348 | 170 | 82.5 |
| | | Webster | 308 | 160 | 81.2 |
| | | Butler | 430 | 257 | 81.1 |
| | | Bath | 266 | 143 | 80.8 |
| | | Monroe | 316 | 192 | 80.7 |
| | | Metcalfe | 234 | 141 | 79.7 |
| | | Powell | 652 | 380 | 78.7 |
| | | Pendleton | 305 | 183 | 78.5 |
| | | Washington | 217 | 127 | 77.9 |
| | | Jackson | 222 | 129 | 76.8 |
| | | Carroll | 713 | 362 | 73.7 |
| | | Owen | 251 | 130 | 73.0 |
| | | Edmonson | 205 | 113 | 71.5 |
| | | Leslie | 296 | 112 | 55.4 |
| 15,000-24,999 | 84.0 | Woodford | 1,133 | 840 | 92.8 |
| | | Allen | 468 | 278 | 91.4 |
| | | Bourbon | 885 | 584 | 90.8 |
| | | Anderson | 744 | 457 | 89.8 |
| | | Simpson | 523 | 311 | 89.1 |
| | | Breckinridge | 290 | 211 | 89.0 |
| | | Rowan | 1,186 | 763 | 88.7 |
| | | Union | 666 | 454 | 88.5 |
| | | Knott | 680 | 438 | 88.1 |
| | | Henry | 794 | 519 | 88.0 |
| | | Mercer | 472 | 297 | 87.6 |
| | | Garrard | 364 | 253 | 87.5 |
| | | Wayne | 329 | 173 | 87.4 |
| | | Mason | 243 | 181 | 87.0 |
| | | Spencer | 558 | 328 | 85.9 |

TABLE 25. DUI CONVICTION RATES BY COUNTY AND POPULATION CATEGORY
(IN DESCENDING ORDER) (2011 - 2015) (continued)

| POPULATION CATEGORY | AVERAGE CONVICTION PERCENTAGE | COUNTY | TOTAL DUI ARRESTS | TOTAL DUI CONVICTIONS | CONVICTION PERCENTAGE* |
|---|---|---|---|---|---|
| 15,000-24,999 (continued) | | Marion | 714 | 428 | 85.4 |
| | | Lincoln | 571 | 380 | 85.4 |
| | | Harrison | 518 | 310 | 85.2 |
| | | Casey | 539 | 380 | 85.0 |
| | | Taylor | 785 | 488 | 84.7 |
| | | Lawrence | 478 | 276 | 83.9 |
| | | Letcher | 637 | 388 | 82.7 |
| | | Adair | 477 | 277 | 82.7 |
| | | Johnson | 1,209 | 700 | 82.4 |
| | | Russell | 599 | 275 | 80.9 |
| | | Ohio | 775 | 430 | 77.9 |
| | | Hart | 660 | 389 | 77.8 |
| | | Grant | 588 | 315 | 74.5 |
| | | McCreary | 887 | 417 | 73.0 |
| | | Rockcastle | 848 | 355 | 70.4 |
| | | Clay | 1,238 | 497 | 60.5 |
| 25,000-49,999 | 85.4 | Clark | 1,042 | 731 | 92.5 |
| | | Muhlenberg | 1,343 | 870 | 92.3 |
| | | Greenup | 1,374 | 1,002 | 91.4 |
| | | Jessamine | 1,406 | 960 | 90.1 |
| | | Shelby | 1,878 | 1,168 | 90.1 |
| | | Henderson | 2,083 | 1,297 | 89.6 |
| | | Grayson | 727 | 508 | 89.0 |
| | | Nelson | 1,235 | 833 | 87.9 |
| | | Calloway | 1,442 | 1,077 | 87.8 |
| | | Boyle | 1,125 | 704 | 87.6 |
| | | Floyd | 1,957 | 1,140 | 87.4 |
| | | Hopkins | 1,846 | 1,311 | 87.3 |
| | | Marshall | 3,094 | 2,309 | 87.1 |
| | | Franklin | 2,120 | 1,126 | 86.3 |
| | | Boyd | 1,887 | 1,372 | 86.3 |
| | | Montgomery | 673 | 407 | 85.5 |
| | | Meade | 752 | 524 | 85.1 |
| | | Scott | 1,351 | 866 | 85.0 |
| | | Harlan | 1,949 | 744 | 84.2 |
| | | Whitley | 1,470 | 815 | 83.7 |
| | | Logan | 1,050 | 759 | 82.8 |
| | | Carter | 881 | 441 | 81.2 |
| | | Perry | 1,570 | 626 | 79.4 |
| | | Barren | 1,576 | 828 | 78.2 |
| | | Knox | 1,866 | 1,009 | 76.6 |
| | | Graves | 1,987 | 998 | 76.1 |
| | | Bell | 1,777 | 630 | 75.6 |
| 50,000 - OVER | 85.2 | Oldham | 1,415 | 938 | 93.3 |
| | | Fayette | 7,858 | 5,957 | 92.5 |
| | | Laurel | 3,857 | 2,858 | 89.9 |
| | | Boone | 3,611 | 2,562 | 89.8 |
| | | Kenton | 3,854 | 2,774 | 89.5 |
| | | Daviess | 4,013 | 2,453 | 87.8 |
| | | Jefferson | 17,397 | 7,957 | 86.6 |
| | | Hardin | 4,186 | 2,883 | 85.5 |
| | | Christian | 2,187 | 1,506 | 85.4 |
| | | Campbell | 2,618 | 1,943 | 85.4 |
| | | Warren | 5,261 | 2,959 | 83.6 |
| | | McCracken | 3,008 | 1,916 | 82.9 |
| | | Pulaski | 2,485 | 1,312 | 80.5 |
| | | Madison | 929 | 580 | 79.8 |
| | | Pike | 2,631 | 870 | 77.4 |
| | | Bullitt | 2,589 | 1,053 | 74.0 |

*Refer to Table 24 for conviction rate calculation.

TABLE 26. SUMMARY OF RECKLESS DRIVING CONVICTIONS BY COUNTY (2011 - 2015)

| COUNTY | 2011 | 2012 | 2013 | 2014 | 2015 | TOTAL RECKLESS DRIVING CONVICTIONS (FIVE YEARS) | ANNUAL AVERAGE RECKLESS DRIVING CONVICTIONS PER 1,000 LICENSED DRIVERS |
|---|---|---|---|---|---|---|---|
| Adair | 14 | 15 | 12 | 7 | 13 | 61 | 1.0 |
| Allen | 4 | 7 | 4 | 8 | 7 | 30 | 0.4 |
| Anderson | 14 | 18 | 16 | 28 | 21 | 97 | 1.2 |
| Ballard | 14 | 6 | 6 | 5 | 11 | 42 | 1.4 |
| Barren | 61 | 65 | 52 | 42 | 39 | 259 | 1.7 |
| Bath | 5 | 6 | 6 | 7 | 3 | 27 | 0.6 |
| Bell | 11 | 4 | 8 | 13 | 14 | 50 | 0.6 |
| Boone | 86 | 61 | 41 | 39 | 41 | 268 | 0.6 |
| Bourbon | 7 | 16 | 15 | 19 | 16 | 73 | 1.0 |
| Boyd | 45 | 40 | 38 | 25 | 25 | 173 | 1.0 |
| Boyle | 29 | 21 | 27 | 37 | 33 | 147 | 1.5 |
| Bracken | 5 | 5 | 4 | 1 | 2 | 17 | 0.5 |
| Breathitt | 11 | 18 | 13 | 16 | 5 | 63 | 1.3 |
| Breckinridge | 9 | 6 | 8 | 5 | 1 | 29 | 0.4 |
| Bullitt | 98 | 72 | 81 | 65 | 61 | 377 | 1.3 |
| Butler | 1 | 4 | 2 | 3 | 2 | 12 | 0.3 |
| Caldwell | 15 | 8 | 5 | 8 | 10 | 46 | 1.0 |
| Calloway | 12 | 6 | 11 | 15 | 23 | 67 | 0.5 |
| Campbell | 37 | 23 | 42 | 33 | 25 | 160 | 0.5 |
| Carlisle | 0 | 2 | 2 | 1 | 2 | 7 | 0.4 |
| Carroll | 12 | 16 | 12 | 12 | 4 | 56 | 1.6 |
| Carter | 14 | 21 | 17 | 10 | 26 | 88 | 0.9 |
| Casey | 4 | 8 | 10 | 6 | 1 | 29 | 0.5 |
| Christian | 86 | 73 | 55 | 50 | 48 | 312 | 1.6 |
| Clark | 15 | 19 | 19 | 13 | 15 | 81 | 0.6 |
| Clay | 11 | 22 | 31 | 9 | 13 | 86 | 1.3 |
| Clinton | 3 | 7 | 4 | 7 | 3 | 24 | 0.7 |
| Crittenden | 5 | 1 | 2 | 2 | 4 | 14 | 0.4 |
| Cumberland | 12 | 14 | 8 | 8 | 11 | 53 | 2.2 |
| Daviess | 47 | 63 | 59 | 40 | 54 | 263 | 0.7 |
| Edmonson | 8 | 7 | 7 | 7 | 3 | 32 | 0.7 |
| Elliott | 0 | 2 | 1 | 3 | 1 | 7 | 0.3 |
| Estill | 3 | 0 | 2 | 1 | 2 | 8 | 0.2 |
| Fayette | 211 | 142 | 150 | 111 | 84 | 698 | 0.7 |
| Fleming | 10 | 9 | 8 | 0 | 10 | 37 | 0.7 |
| Floyd | 22 | 27 | 34 | 14 | 27 | 124 | 0.9 |
| Franklin | 68 | 52 | 68 | 19 | 50 | 257 | 1.5 |
| Fulton | 5 | 1 | 3 | 56 | 8 | 73 | 3.6 |
| Gallatin | 17 | 12 | 18 | 5 | 6 | 58 | 1.9 |
| Garrard | 5 | 10 | 15 | 6 | 14 | 50 | 0.8 |
| Grant | 13 | 10 | 5 | 16 | 16 | 60 | 0.7 |
| Graves | 50 | 42 | 53 | 21 | 61 | 227 | 1.7 |
| Grayson | 22 | 24 | 27 | 28 | 33 | 134 | 1.5 |
| Green | 2 | 0 | 3 | 31 | 4 | 40 | 1.0 |
| Greenup | 13 | 15 | 18 | 1 | 10 | 57 | 0.4 |
| Hancock | 5 | 0 | 4 | 10 | 2 | 21 | 0.6 |
| Hardin | 85 | 125 | 83 | 2 | 78 | 373 | 1.0 |
| Harlan | 23 | 23 | 25 | 74 | 21 | 166 | 1.7 |
| Harrison | 11 | 8 | 10 | 26 | 7 | 62 | 1.0 |
| Hart | 18 | 16 | 19 | 12 | 10 | 75 | 1.2 |
| Henderson | 34 | 26 | 42 | 10 | 52 | 164 | 1.0 |
| Henry | 14 | 24 | 26 | 43 | 19 | 126 | 2.2 |
| Hickman | 4 | 1 | 4 | 17 | 0 | 26 | 1.6 |
| Hopkins | 48 | 48 | 40 | 2 | 28 | 166 | 1.0 |
| Jackson | 7 | 4 | 7 | 42 | 3 | 63 | 1.4 |
| Jefferson | 224 | 251 | 205 | 3 | 218 | 901 | 0.3 |
| Jessamine | 21 | 30 | 26 | 209 | 17 | 303 | 1.7 |
| Johnson | 34 | 23 | 27 | 22 | 8 | 114 | 1.4 |
| Kenton | 83 | 74 | 70 | 19 | 76 | 322 | 0.6 |
| Knott | 4 | 4 | 1 | 70 | 1 | 80 | 1.5 |
| Knox | 27 | 18 | 13 | 3 | 36 | 97 | 0.9 |
| Larue | 4 | 10 | 9 | 24 | 9 | 56 | 1.1 |
| Laurel | 31 | 41 | 28 | 8 | 11 | 119 | 0.6 |

TABLE 26. SUMMARY OF RECKLESS DRIVING CONVICTIONS BY COUNTY (2011 - 2015) (continued)

| COUNTY | 2011 | 2012 | 2013 | 2014 | 2015 | RECKLESS DRIVING CONVICTIONS (FIVE YEARS) | RECKLESS DRIVING CONVICTIONS PER 1,000 LICENSED DRIVERS |
|---|---|---|---|---|---|---|---|
| Lawrence | 8 | 12 | 10 | 29 | 15 | 74 | 1.4 |
| Lee | 4 | 3 | 0 | 9 | 4 | 20 | 0.9 |
| Leslie | 2 | 6 | 7 | 2 | 3 | 20 | 0.5 |
| Letcher | 12 | 7 | 3 | 1 | 7 | 30 | 0.4 |
| Lewis | 2 | 7 | 3 | 4 | 5 | 21 | 0.4 |
| Lincoln | 25 | 19 | 19 | 2 | 20 | 85 | 1.0 |
| Livingston | 9 | 18 | 11 | 18 | 9 | 65 | 1.8 |
| Logan | 16 | 23 | 19 | 13 | 25 | 96 | 1.0 |
| Lyon | 29 | 24 | 24 | 18 | 64 | 159 | 5.4 |
| McCracken | 64 | 70 | 58 | 39 | 39 | 270 | 1.1 |
| McCreary | 8 | 8 | 8 | 39 | 13 | 76 | 1.4 |
| McLean | 5 | 9 | 2 | 8 | 4 | 28 | 0.8 |
| Madison | 23 | 20 | 24 | 3 | 37 | 107 | 0.4 |
| Magoffin | 2 | 3 | 8 | 28 | 3 | 44 | 1.0 |
| Marion | 9 | 12 | 20 | 5 | 28 | 74 | 1.1 |
| Marshall | 15 | 23 | 15 | 18 | 14 | 85 | 0.7 |
| Martin | 3 | 3 | 6 | 10 | 11 | 33 | 0.9 |
| Mason | 14 | 15 | 15 | 9 | 14 | 67 | 1.1 |
| Meade | 28 | 37 | 33 | 15 | 28 | 141 | 1.4 |
| Menifee | 2 | 4 | 2 | 27 | 1 | 36 | 1.6 |
| Mercer | 17 | 9 | 10 | 3 | 11 | 50 | 0.6 |
| Metcalfe | 8 | 16 | 12 | 10 | 6 | 52 | 1.4 |
| Monroe | 5 | 8 | 7 | 14 | 5 | 39 | 1.0 |
| Montgomery | 20 | 23 | 11 | 5 | 16 | 75 | 0.8 |
| Morgan | 7 | 13 | 12 | 17 | 3 | 52 | 1.3 |
| Muhlenberg | 15 | 27 | 21 | 4 | 34 | 101 | 0.9 |
| Nelson | 27 | 11 | 23 | 25 | 36 | 122 | 0.7 |
| Nicholas | 2 | 5 | 3 | 35 | 10 | 55 | 2.2 |
| Ohio | 5 | 11 | 10 | 2 | 4 | 32 | 0.4 |
| Oldham | 7 | 11 | 7 | 4 | 12 | 41 | 0.2 |
| Owen | 7 | 1 | 0 | 7 | 5 | 20 | 0.5 |
| Owsley | 4 | 9 | 8 | 2 | 1 | 24 | 1.5 |
| Pendleton | 11 | 14 | 12 | 3 | 2 | 42 | 0.8 |
| Perry | 9 | 15 | 3 | 7 | 8 | 42 | 0.4 |
| Pike | 61 | 48 | 35 | 5 | 29 | 178 | 0.8 |
| Powell | 6 | 1 | 10 | 28 | 6 | 51 | 1.1 |
| Pulaski | 25 | 42 | 18 | 12 | 14 | 111 | 0.5 |
| Robertson | 1 | 0 | 0 | 8 | 1 | 10 | 1.2 |
| Rockcastle | 17 | 22 | 23 | 2 | 9 | 73 | 1.3 |
| Rowan | 24 | 22 | 17 | 15 | 19 | 97 | 1.3 |
| Russell | 7 | 4 | 7 | 16 | 7 | 41 | 0.6 |
| Scott | 18 | 34 | 31 | 7 | 23 | 113 | 0.6 |
| Shelby | 38 | 34 | 33 | 28 | 34 | 167 | 1.1 |
| Simpson | 12 | 17 | 9 | 40 | 28 | 106 | 1.6 |
| Spencer | 9 | 10 | 9 | 25 | 14 | 67 | 1.0 |
| Taylor | 13 | 12 | 13 | 4 | 16 | 58 | 0.7 |
| Todd | 9 | 9 | 20 | 12 | 10 | 60 | 1.5 |
| Trigg | 14 | 21 | 17 | 10 | 59 | 121 | 2.4 |
| Trimble | 0 | 0 | 3 | 25 | 3 | 31 | 1.0 |
| Union | 7 | 18 | 5 | 2 | 17 | 49 | 0.9 |
| Warren | 80 | 85 | 81 | 9 | 65 | 320 | 0.8 |
| Washington | 3 | 3 | 7 | 74 | 9 | 96 | 2.3 |
| Wayne | 17 | 7 | 9 | 6 | 9 | 48 | 0.7 |
| Webster | 7 | 10 | 7 | 5 | 9 | 38 | 0.8 |
| Whitley | 38 | 8 | 16 | 13 | 25 | 100 | 0.8 |
| Wolfe | 3 | 2 | 2 | 16 | 1 | 24 | 1.0 |
| Woodford | 10 | 13 | 13 | 4 | 18 | 58 | 0.6 |
| TOTAL | 2,656 | 2,644 | 2,472 | 2,250 | 2,380 | 12,402 | 0.9 |

# TABLE 27. PERCENTAGE OF CRASHES INVOLVING DRUGS BY COUNTY AND POPULATION CATEGORY (IN ORDER OF DECREASING PERCENTAGES) (2011-2015)(ALL ROADS)

| COUNTY | NUMBER OF CRASHES | PERCENT OF TOTAL CRASHES |
|---|---|---|
| **POPULATION CATEGORY UNDER 10,000** | | |
| Owsley | 7 | 3.8 |
| Carlisle | 11 | 2.6 |
| Lee | 9 | 2.5 |
| Menifee | 8 | 2.5 |
| Wolfe | 20 | 2.4 |
| Nicholas | 17 | 2.3 |
| Elliott | 6 | 2.3 |
| Robertson | 2 | 2.1 |
| Cumberland | 11 | 1.9 |
| Lyon | 22 | 1.8 |
| Hickman | 5 | 1.8 |
| Livingston | 16 | 1.7 |
| Ballard | 15 | 1.6 |
| Crittenden | 13 | 1.4 |
| Trimble | 10 | 1.3 |
| Gallatin | 13 | 0.9 |
| McLean | 9 | 0.9 |
| Fulton | 5 | 0.8 |
| Hancock | 4 | 0.6 |
| Bracken | 7 | 0.6 |
| **POPULATION CATEGORY 10,000-14,999** | | |
| Magoffin | 51 | 5.5 |
| Martin | 22 | 4.1 |
| Bath | 22 | 3.6 |
| Breathitt | 51 | 3.6 |
| Morgan | 31 | 3.5 |
| Leslie | 9 | 3.3 |
| Powell | 37 | 2.3 |
| Jackson | 21 | 2.2 |
| Estill | 15 | 1.9 |
| Fleming | 19 | 1.7 |
| Trigg | 25 | 1.6 |
| Owen | 12 | 1.4 |
| Carroll | 27 | 1.3 |
| Todd | 14 | 1.3 |
| Lewis | 8 | 1.2 |
| Larue | 16 | 1.2 |
| Clinton | 11 | 1.2 |
| Pendleton | 19 | 1.1 |
| Butler | 13 | 1.0 |
| Webster | 12 | 0.9 |
| Washington | 10 | 0.8 |
| Caldwell | 14 | 0.8 |
| Edmonson | 6 | 0.7 |
| Metcalfe | 7 | 0.6 |
| Green | 4 | 0.5 |
| Monroe | 0 | 0.0 |
| **POPULATION CATEGORY 15,000-24,999** | | |
| Clay | 117 | 5.6 |
| Knott | 65 | 5.3 |
| Letcher | 72 | 4.5 |
| McCreary | 48 | 4.2 |
| Johnson | 90 | 3.9 |
| Casey | 27 | 2.8 |
| Rockcastle | 61 | 2.5 |
| Russell | 39 | 2.4 |
| Lawrence | 22 | 1.9 |
| Harrison | 42 | 1.6 |
| Ohio | 44 | 1.5 |
| Adair | 23 | 1.5 |
| Anderson | 36 | 1.5 |
| Union | 21 | 1.4 |
| Wayne | 21 | 1.4 |
| Rowan | 45 | 1.2 |
| Mercer | 29 | 1.2 |
| Hart | 32 | 1.2 |
| Lincoln | 27 | 1.2 |
| Spencer | 13 | 1.1 |
| Grant | 42 | 1.1 |
| Mason | 32 | 1.1 |
| Bourbon | 29 | 1.0 |
| Taylor | 32 | 1.0 |
| Garrard | 18 | 1.0 |
| Marion | 22 | 1.0 |
| Simpson | 26 | 0.9 |
| Allen | 20 | 0.9 |
| Henry | 16 | 0.9 |
| Woodford | 29 | 0.7 |
| Breckinridge | 8 | 0.6 |
| **POPULATION CATEGORY 25,000-50,000** | | |
| Floyd | 251 | 5.8 |
| Harlan | 132 | 4.9 |
| Knox | 145 | 4.8 |
| Bell | 131 | 4.0 |
| Perry | 115 | 2.9 |
| Carter | 55 | 2.0 |
| Muhlenberg | 81 | 2.0 |
| Whitley | 102 | 1.9 |
| Montgomery | 69 | 1.7 |
| Grayson | 50 | 1.6 |
| Graves | 68 | 1.6 |
| Boyd | 113 | 1.5 |
| Marshall | 58 | 1.5 |
| Jessamine | 85 | 1.2 |
| Franklin | 88 | 1.1 |
| Boyle | 48 | 1.1 |
| Greenup | 37 | 1.1 |
| Hopkins | 79 | 1.1 |
| Barren | 58 | 1.0 |
| Calloway | 51 | 1.0 |
| Henderson | 79 | 1.0 |
| Logan | 28 | 1.0 |
| Clark | 47 | 0.9 |
| Nelson | 46 | 0.8 |
| Scott | 48 | 0.7 |
| Shelby | 41 | 0.7 |
| Meade | 14 | 0.6 |
| **POPULATION CATEGORY OVER 50,000** | | |
| Pike | 418 | 5.3 |
| Laurel | 160 | 2.0 |
| Madison | 162 | 1.3 |
| Kenton | 277 | 1.0 |
| Campbell | 151 | 1.0 |
| Daviess | 159 | 1.0 |
| Pulaski | 85 | 1.0 |
| Hardin | 128 | 0.9 |
| Christian | 82 | 0.9 |
| McCracken | 99 | 0.9 |
| Bullitt | 78 | 0.8 |
| Boone | 168 | 0.8 |
| Warren | 164 | 0.8 |
| Oldham | 39 | 0.7 |
| Jefferson | 910 | 0.6 |
| Fayette | 345 | 0.5 |

# TABLE 28. PERCENTAGE OF CRASHES INVOLVING DRUGS BY CITY AND POPULATION CATEGORY (IN ORDER OF DECREASING PERCENTAGES)(2011-2015)

| CITY | NUMBER OF DRUG-RELATED CRASHES | PERCENTAGE OF CRASHES INVOLVING DRUGS |
|---|---|---|
| POPULATION CATEGORY OVER 200,000 | | |
| Louisville | 793 | 0.6 |
| Lexington | 345 | 0.5 |
| POPULATION CATEGORY 20,000-60,000 | | |
| Nicholasville | 70 | 1.5 |
| Covington | 128 | 1.5 |
| Ashland | 59 | 1.3 |
| Richmond | 81 | 1.2 |
| Henderson | 61 | 1.1 |
| Radcliff | 30 | 1.0 |
| Frankfort | 56 | 1.0 |
| Independence | 22 | 1.0 |
| Hopkinsville | 40 | 0.8 |
| Owensboro | 104 | 0.8 |
| Paducah | 55 | 0.8 |
| Georgetown | 29 | 0.7 |
| Florence | 62 | 0.6 |
| Jeffersontown | 27 | 0.6 |
| Bowling Green | 90 | 0.6 |
| Elizabethtown | 36 | 0.5 |
| POPULATION CATEGORY 10,000-19,999 | | |
| Lawrenceburg | 18 | 1.7 |
| Fort Thomas | 22 | 1.5 |
| Shively | 51 | 1.1 |
| Glasgow | 30 | 1.1 |
| Winchester | 35 | 1.0 |
| Berea | 22 | 1.0 |
| Somerset | 45 | 1.0 |
| Newport | 43 | 0.9 |
| Mayfield | 15 | 0.9 |
| Madisonville | 31 | 0.8 |
| Danville | 26 | 0.8 |
| Bardstown | 21 | 0.7 |
| Shepherdsville | 24 | 0.7 |
| Erlanger | 27 | 0.7 |
| Murray | 18 | 0.5 |
| Shelbyville | 14 | 0.5 |
| POPULATION CATEGORY 5,000-9,999 | | |
| Pikeville | 91 | 3.1 |
| Dayton | 10 | 2.3 |
| Bellevue | 19 | 2.1 |
| Cynthiana | 24 | 2.0 |
| Taylor Mill | 20 | 1.7 |
| Central City | 17 | 1.7 |
| Mount Sterling | 29 | 1.6 |
| Corbin | 32 | 1.6 |
| Leitchfield | 20 | 1.5 |
| Williamsburg | 14 | 1.5 |
| Russellville | 16 | 1.3 |
| London | 43 | 1.3 |
| Harrodsburg | 15 | 1.2 |
| Campbellsville | 24 | 1.1 |
| Maysville | 20 | 1.1 |
| Monticello | 12 | 1.1 |
| Paris | 16 | 1.0 |
| Lebanon | 10 | 1.0 |
| Versailles | 14 | 0.9 |
| Edgewood | 9 | 0.9 |
| Franklin | 15 | 0.8 |
| Flatwoods | 4 | 0.7 |
| Morehead | 14 | 0.7 |
| Princeton | 7 | 0.7 |
| Cold Spring | 9 | 0.7 |
| Elsmere | 4 | 0.6 |
| Highland Heights | 8 | 0.6 |
| Fort Mitchell | 9 | 0.6 |
| Fort Wright | 14 | 0.5 |
| La Grange | 6 | 0.5 |
| Alexandria | 5 | 0.4 |
| Mount Washington | 5 | 0.3 |
| POPULATION CATEGORY 2,500-4,999 | | |
| Barbourville | 24 | 3.6 |
| Prestonsburg | 54 | 3.4 |
| Hazard | 63 | 2.8 |
| Vine Grove | 9 | 2.5 |
| Park Hills | 3 | 2.1 |
| Paintsville | 21 | 1.9 |
| Providence | 4 | 1.8 |
| Grayson | 14 | 1.8 |
| Carrollton | 11 | 1.8 |
| Irvine | 3 | 1.8 |
| Beaver Dam | 9 | 1.7 |
| Greenville | 14 | 1.7 |
| Lancaster | 9 | 1.7 |
| Morganfield | 7 | 1.5 |
| Calvert City | 6 | 1.4 |
| Williamstown | 7 | 1.2 |
| Marion | 3 | 1.1 |
| Stanton | 5 | 1.1 |
| Southgate | 7 | 0.9 |
| Stanton | 5 | 1.1 |
| Stanford | 5 | 0.8 |
| Benton | 7 | 0.8 |
| Scottsville | 6 | 0.7 |
| Ludlow | 3 | 0.7 |
| Springfield | 3 | 0.7 |
| Hodgenville | 3 | 0.6 |
| Columbia | 4 | 0.5 |
| Dawson Springs | 1 | 0.4 |
| Wilmore | 1 | 0.4 |
| Hartford | 1 | 0.3 |

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

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

See page 21 for counties with potential for intensive promotional campaigns. Selected based on safety belt usage, crash rates, location in state (one in each KSP post) and dates of past campaign recommendations.

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

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

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

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

TABLE 31. CRASH SEVERITY VERSUS SAFETY BELT USAGE (ALL DRIVERS)*

| | NOT WEARING SAFETY BELT | | WEARING SAFETY BELT | | PERCENT REDUCTION |
|---|---|---|---|---|---|
| TYPE OF INJURY | NUMBER | PERCENT | NUMBER | PERCENT | |
| Fatal | 1,114 | 5.30 | 899 | 0.09 | 98 |
| Incapacitating | 2,129 | 10.13 | 7,903 | 0.78 | 92 |
| Non-Incapacitating | 3,584 | 17.05 | 32,042 | 3.17 | 81 |
| Possible Injury | 3,652 | 17.37 | 57,439 | 5.69 | 67 |
| Fatal or Incapacitating | 3,243 | 15.43 | 8,802 | 0.87 | 94 |

* Based on 2011 through 2015 crash data. Total sample size for not wearing a safety belt was 21,019 compared to 1,010,108 for wearing a safety belt.

TABLE 32. USAGE AND EFFECTIVENESS OF CHILD SAFETY SEATS
(CHILDREN AGE THREE AND UNDER) (2011 - 2015)

| | | | RESTRAINT USED | | |
|---|---|---|---|---|---|
| VARIABLE | CATEGORY | NONE | SAFETY BELT | CHILD SEAT | ANY RESTRAINT |
| Number With Given Injury | Fatal | 3 | 1 | 10 | 11 |
| | Incapacitating | 16 | 14 | 50 | 64 |
| | Non-Incapacitating | 26 | 68 | 437 | 505 |
| | Possible Injury | 57 | 273 | 1,576 | 1,849 |
| | None Detected | 146 | 3,823 | 23,812 | 27,635 |
| Percent With Given Injury | Fatal | 1.21 | 0.02 | 0.04 | 0.04 |
| | Incapacitating | 6.45 | 0.34 | 0.19 | 0.21 |
| | Non-Incapacitating | 10.48 | 1.63 | 1.69 | 1.68 |
| | Possible Injury | 22.98 | 6.53 | 6.09 | 6.15 |
| | None Detected | 58.87 | 91.48 | 91.99 | 91.92 |
| Percent Usage By Seat Position | Front | 3.38 | 27.54 | 69.09 | 96.62 |
| | Rear | 0.86 | 17.10 | 82.04 | 99.14 |
| | All Positions | 1.06 | 17.93 | 81.01 | 98.94 |
| Percent With Given Injury By Seat Position | | | | | |
| (Front) | Fatal | 0.00 | 0.00 | 0.00 | 0.00 |
| | Incapacitating | 3.97 | 0.00 | 0.04 | 0.03 |
| | Non-Incapacitating | 3.97 | 1.65 | 1.16 | 1.30 |
| | Possible Injury | 14.29 | 4.57 | 4.30 | 4.38 |
| | None Detected | 27.78 | 43.77 | 44.47 | 44.28 |
| (Rear) | Fatal | 0.81 | 0.01 | 0.03 | 0.03 |
| | Incapacitating | 2.97 | 0.19 | 0.14 | 0.15 |
| | Non-Incapacitating | 5.68 | 0.69 | 1.15 | 1.08 |
| | Possible Injury | 10.54 | 3.08 | 4.16 | 3.97 |
| | None Detected | 30.00 | 45.92 | 64.30 | 61.13 |
| YEAR | 2011 | 120 | 1,818 | 7,802 | 9,620 |
| | 2012 | 114 | 1,666 | 7,625 | 9,291 |
| | 2013 | 90 | 1,562 | 7,296 | 8,858 |
| | 2014 | 86 | 1,538 | 7,125 | 8,663 |
| | 2015 | 86 | 1,789 | 7,980 | 9,769 |

TABLE 33. PERCENTAGE OF CRASHES INVOLVING UNSAFE SPEED BY COUNTY AND POPULATION CATEGORY (IN ORDER OF DECREASING PERCENTAGES) (2011-2015)

| COUNTY | NUMBER OF CRASHES | PERCENT OF TOTAL CRASHES |
|---|---|---|
| **POPULATION CATEGORY UNDER 10,000** | | |
| Carlisle | 40 | 9.3 |
| Wolfe | 71 | 8.5 |
| Livingston | 77 | 8.2 |
| Lyon | 82 | 6.7 |
| Owsley | 12 | 6.5 |
| Bracken | 68 | 6.2 |
| Hancock | 42 | 6.1 |
| Elliott | 15 | 5.9 |
| McLean | 55 | 5.6 |
| Trimble | 44 | 5.5 |
| Robertson | 5 | 5.3 |
| Cumberland | 30 | 5.1 |
| Hickman | 14 | 4.9 |
| Crittenden | 44 | 4.8 |
| Gallatin | 59 | 4.2 |
| Menifee | 13 | 4.1 |
| Nicholas | 29 | 4.0 |
| Ballard | 35 | 3.8 |
| Fulton | 24 | 3.8 |
| Lee | 10 | 2.8 |
| **POPULATION CATEGORY 10,000-14,999** | | |
| Larue | 128 | 9.4 |
| Morgan | 77 | 8.8 |
| Edmonson | 78 | 8.5 |
| Butler | 106 | 7.8 |
| Caldwell | 141 | 7.7 |
| Todd | 79 | 7.6 |
| Martin | 37 | 6.9 |
| Pendleton | 114 | 6.6 |
| Owen | 56 | 6.6 |
| Leslie | 18 | 6.5 |
| Trigg | 87 | 5.4 |
| Washington | 67 | 5.3 |
| Magoffin | 48 | 5.2 |
| Bath | 30 | 4.9 |
| Jackson | 46 | 4.8 |
| Fleming | 53 | 4.6 |
| Carroll | 93 | 4.6 |
| Webster | 57 | 4.4 |
| Lewis | 27 | 4.0 |
| Breathitt | 51 | 3.6 |
| Estill | 28 | 3.5 |
| Metcalfe | 34 | 3.0 |
| Green | 20 | 2.6 |
| Monroe | 9 | 2.6 |
| Powell | 40 | 2.5 |
| Clinton | 17 | 1.9 |
| **POPULATION CATEGORY 15,000-24,999** | | |
| Grant | 395 | 10.7 |
| Simpson | 297 | 10.2 |
| Clay | 166 | 8.0 |
| Henry | 148 | 7.9 |
| Woodford | 312 | 7.6 |
| Spencer | 87 | 7.5 |
| Rockcastle | 168 | 7.0 |
| Bourbon | 194 | 6.9 |
| Union | 103 | 6.8 |
| Garrard | 124 | 6.6 |
| McCreary | 76 | 6.6 |
| Mason | 190 | 6.4 |
| Mercer | 148 | 6.1 |
| Ohio | 174 | 6.0 |
| Hart | 155 | 5.8 |
| Wayne | 83 | 5.5 |
| Anderson | 123 | 5.2 |
| Casey | 46 | 4.7 |
| Harrison | 114 | 4.5 |
| Lincoln | 94 | 4.3 |
| Rowan | 163 | 4.3 |
| Knott | 48 | 3.9 |
| Allen | 83 | 3.8 |
| Breckinridge | 44 | 3.5 |
| Adair | 51 | 3.3 |
| Taylor | 112 | 3.3 |
| Letcher | 48 | 3.0 |
| Lawrence | 33 | 2.8 |
| Johnson | 65 | 2.8 |
| Russell | 35 | 2.1 |
| Marion | 41 | 1.9 |
| **POPULATION CATEGORY 25,000-50,000** | | |
| Knox | 225 | 7.5 |
| Graves | 307 | 7.2 |
| Whitley | 359 | 6.8 |
| Carter | 164 | 6.1 |
| Hopkins | 417 | 5.9 |
| Marshall | 224 | 5.8 |
| Scott | 400 | 5.6 |
| Jessamine | 372 | 5.4 |
| Shelby | 341 | 5.4 |
| Floyd | 234 | 5.4 |
| Franklin | 401 | 5.1 |
| Logan | 133 | 4.8 |
| Meade | 102 | 4.6 |
| Boyle | 194 | 4.6 |
| Greenup | 149 | 4.5 |
| Calloway | 223 | 4.5 |
| Montgomery | 179 | 4.4 |
| Clark | 232 | 4.4 |
| Nelson | 243 | 4.3 |
| Barren | 238 | 4.1 |
| Muhlenberg | 151 | 3.7 |
| Boyd | 290 | 3.7 |
| Bell | 113 | 3.4 |
| Henderson | 265 | 3.4 |
| Harlan | 88 | 3.2 |
| Grayson | 95 | 3.1 |
| Perry | 115 | 2.9 |
| **POPULATION CATEGORY OVER 50,000** | | |
| Fayette | 5,218 | 8.3 |
| Madison | 1,034 | 8.1 |
| Boone | 1,512 | 6.8 |
| Kenton | 1,800 | 6.7 |
| Pike | 444 | 5.6 |
| McCracken | 587 | 5.5 |
| Christian | 487 | 5.4 |
| Hardin | 746 | 5.2 |
| Campbell | 770 | 5.2 |
| Laurel | 415 | 5.1 |
| Oldham | 264 | 5.0 |
| Warren | 977 | 4.7 |
| Pulaski | 374 | 4.5 |
| Jefferson | 5,247 | 3.5 |
| Bullitt | 309 | 3.3 |
| Daviess | 510 | 3.1 |

# TABLE 34. PERCENTAGE OF CRASHES INVOLVING UNSAFE SPEED BY CITY AND POPULATION CATEGORY (IN ORDER OF DECREASING PERCENTAGES)(2011-2015)

| CITY | NUMBER OF CRASHES (2011-2015) | PERCENT OF TOTAL CRASHES |
|---|---|---|
| POPULATION CATEGORY OVER 200,000 | | |
| Lexington | 5,215 | 8.3 |
| Louisville | 4,695 | 3.7 |
| POPULATION CATEGORY 20,000-60000 | | |
| Independence | 271 | 12.5 |
| Richmond | 523 | 7.6 |
| Florence | 536 | 5.2 |
| Hopkinsville | 242 | 4.6 |
| Paducah | 325 | 4.5 |
| Bowling Green | 640 | 4.2 |
| Georgetown | 183 | 4.2 |
| Frankfort | 222 | 4.1 |
| Nicholasville | 166 | 3.6 |
| Covington | 297 | 3.5 |
| Elizabethtown | 233 | 3.5 |
| Ashland | 114 | 2.6 |
| Henderson | 138 | 2.5 |
| Radcliff | 72 | 2.3 |
| Owensboro | 281 | 2.2 |
| Jeffersontown | 97 | 2.1 |
| POPULATION CATEGORY 10,000-19,999 | | |
| Erlanger | 311 | 7.9 |
| Fort Thomas | 74 | 5.2 |
| Berea | 106 | 4.8 |
| Madisonville | 162 | 4.3 |
| Danville | 135 | 4.0 |
| Newport | 168 | 3.6 |
| Somerset | 157 | 3.5 |
| Shively | 151 | 3.3 |
| Winchester | 110 | 3.2 |
| Shelbyville | 77 | 3.0 |
| Lawrenceburg | 28 | 2.7 |
| Mayfield | 45 | 2.6 |
| Glasgow | 64 | 2.4 |
| Bardstown | 75 | 2.4 |
| Murray | 72 | 2.2 |
| Shepherdsville | 67 | 2.0 |
| POPULATION CATEGORY 5,000-9,999 | | |
| Taylor Mill | 132 | 11.5 |
| Villa Hills | 29 | 11.5 |
| Edgewood | 104 | 10.4 |
| Princeton | 68 | 7.2 |
| Highland Heights | 91 | 6.9 |
| Cold Spring | 81 | 6.4 |
| Alexandria | 70 | 5.5 |
| Fort Mitchell | 76 | 5.2 |
| Russellville | 63 | 5.1 |
| Corbin | 87 | 4.4 |
| Franklin | 79 | 4.3 |
| Monticello | 47 | 4.3 |
| Maysville | 80 | 4.3 |
| Elsmere | 26 | 4.2 |
| Versailles | 60 | 3.9 |
| Flatwoods | 22 | 3.9 |
| Pikeville | 108 | 3.7 |
| Harrodsburg | 45 | 3.6 |
| Bellevue | 31 | 3.5 |
| Williamsburg | 31 | 3.4 |
| Fort Wright | 88 | 3.3 |
| Cynthiana | 37 | 3.1 |
| Dayton | 12 | 2.8 |
| La Grange | 36 | 2.8 |
| Central City | 28 | 2.8 |
| Paris | 41 | 2.6 |
| Leitchfield | 32 | 2.3 |
| Mount Sterling | 42 | 2.3 |
| London | 76 | 2.2 |
| Morehead | 41 | 2.0 |
| Mount Washington | 23 | 1.5 |
| Campbellsville | 30 | 1.3 |
| Lebanon | 12 | 1.2 |
| POPULATION CATEGORY 2,500-4,999 | | |
| Williamstown | 64 | 10.6 |
| Calvert City | 29 | 6.5 |
| Vine Grove | 21 | 5.9 |
| Lakeside Park | 17 | 5.8 |
| Southgate | 43 | 5.7 |
| Dawson Springs | 12 | 5.2 |
| Hodgenville | 24 | 5.1 |
| Park Hills | 7 | 4.9 |
| Benton | 41 | 4.4 |
| Stanford | 26 | 4.4 |
| Ludlow | 19 | 4.2 |
| Marion | 11 | 3.9 |
| Providence | 8 | 3.6 |
| Wilmore | 7 | 3.0 |
| Morganfield | 14 | 3.0 |
| Carrollton | 18 | 2.9 |
| Russell | 26 | 2.6 |
| Barbourville | 16 | 2.4 |
| Prestonsburg | 38 | 2.4 |
| Grayson | 18 | 2.3 |
| Hazard | 46 | 2.1 |
| Springfield | 9 | 2.1 |
| Flemingsburg | 8 | 1.9 |
| Irvine | 3 | 1.8 |
| Hartford | 5 | 1.7 |
| Lancaster | 9 | 1.7 |
| Greenville | 13 | 1.6 |
| Scottsville | 12 | 1.4 |
| Paintsville | 14 | 1.3 |
| Beaver Dam | 7 | 1.3 |
| Columbia | 9 | 1.2 |

TABLE 35. SUMMARY OF SPEEDING CONVICTIONS BY COUNTY (2011 - 2015)

| COUNTY | 2011 | 2012 | 2013 | 2014 | 2015 | TOTAL SPEEDING CONVICTIONS (FIVE YEARS) | ANNUAL AVERAGE SPEEDING CONVICTIONS PER 1,000 LICENSED DRIVERS | SPEEDING CONVICTIONS PER SPEED-RELATED CRASH |
|---|---|---|---|---|---|---|---|---|
| Adair | 346 | 420 | 188 | 222 | 245 | 1,421 | 22.6 | 27.9 |
| Allen | 126 | 162 | 98 | 94 | 100 | 580 | 8.7 | 7.0 |
| Anderson | 1,045 | 843 | 717 | 644 | 631 | 3,880 | 46.2 | 31.5 |
| Ballard | 71 | 80 | 70 | 76 | 48 | 345 | 11.4 | 9.9 |
| Barren | 337 | 388 | 396 | 320 | 323 | 1,764 | 11.7 | 7.4 |
| Bath | 285 | 244 | 140 | 101 | 81 | 851 | 20.1 | 28.4 |
| Bell | 415 | 507 | 385 | 445 | 524 | 2,276 | 26.9 | 20.1 |
| Boone | 1,885 | 1,779 | 1,351 | 1,001 | 1,177 | 7,193 | 15.8 | 4.8 |
| Bourbon | 463 | 589 | 414 | 331 | 384 | 2,181 | 30.8 | 11.2 |
| Boyd | 1,093 | 999 | 715 | 687 | 1,186 | 4,680 | 27.6 | 16.1 |
| Boyle | 314 | 284 | 225 | 170 | 62 | 1,055 | 10.6 | 5.4 |
| Bracken | 287 | 326 | 173 | 100 | 162 | 1,048 | 33.4 | 15.4 |
| Breathitt | 86 | 71 | 47 | 55 | 97 | 356 | 7.6 | 7.0 |
| Breckinridge | 140 | 188 | 180 | 137 | 104 | 749 | 10.6 | 17.0 |
| Bullitt | 688 | 706 | 502 | 1,006 | 596 | 3,498 | 12.0 | 11.3 |
| Butler | 186 | 278 | 187 | 125 | 84 | 860 | 19.2 | 8.1 |
| Caldwell | 296 | 319 | 245 | 172 | 242 | 1,274 | 27.1 | 9.0 |
| Calloway | 176 | 168 | 155 | 226 | 225 | 950 | 7.7 | 4.3 |
| Campbell | 2,045 | 1,907 | 1,733 | 1,368 | 1,069 | 8,122 | 25.3 | 10.5 |
| Carlisle | 22 | 62 | 58 | 102 | 49 | 293 | 15.4 | 7.3 |
| Carroll | 337 | 355 | 314 | 206 | 175 | 1,387 | 39.0 | 14.9 |
| Carter | 318 | 592 | 507 | 336 | 390 | 2,143 | 22.3 | 13.1 |
| Casey | 64 | 125 | 60 | 60 | 53 | 362 | 6.7 | 7.9 |
| Christian | 1,375 | 1,383 | 1,228 | 917 | 893 | 5,796 | 28.9 | 11.9 |
| Clark | 281 | 392 | 257 | 165 | 165 | 1,260 | 9.8 | 5.4 |
| Clay | 144 | 257 | 167 | 187 | 221 | 976 | 15.2 | 5.9 |
| Clinton | 41 | 39 | 41 | 44 | 30 | 195 | 5.6 | 11.5 |
| Crittenden | 45 | 24 | 33 | 54 | 59 | 215 | 6.9 | 4.9 |
| Cumberland | 59 | 120 | 144 | 56 | 115 | 494 | 20.1 | 16.5 |
| Daviess | 1,580 | 2,387 | 1,804 | 1,784 | 1,652 | 9,207 | 26.2 | 18.1 |
| Edmonson | 73 | 112 | 105 | 64 | 120 | 474 | 10.6 | 6.1 |
| Elliott | 14 | 8 | 7 | 8 | 23 | 60 | 2.7 | 4.0 |
| Estill | 161 | 85 | 141 | 79 | 34 | 500 | 9.8 | 17.9 |
| Fayette | 3,774 | 3,246 | 3,278 | 2,903 | 3,681 | 16,882 | 17.3 | 3.2 |
| Fleming | 208 | 173 | 227 | 0 | 355 | 963 | 18.5 | 18.2 |
| Floyd | 153 | 226 | 218 | 301 | 208 | 1,106 | 8.4 | 4.7 |
| Franklin | 1,000 | 1,280 | 1,186 | 182 | 1,039 | 4,687 | 26.8 | 11.7 |
| Fulton | 101 | 56 | 89 | 833 | 143 | 1,222 | 59.9 | 50.9 |
| Gallatin | 425 | 457 | 408 | 107 | 464 | 1,861 | 62.1 | 31.5 |
| Garrard | 104 | 168 | 165 | 433 | 114 | 984 | 16.5 | 7.9 |
| Grant | 682 | 716 | 480 | 110 | 337 | 2,325 | 27.0 | 5.9 |
| Graves | 796 | 884 | 534 | 542 | 401 | 3,157 | 24.1 | 10.3 |
| Grayson | 783 | 729 | 519 | 365 | 291 | 2,687 | 29.2 | 28.3 |
| Green | 17 | 23 | 36 | 391 | 44 | 511 | 12.4 | 25.6 |
| Greenup | 254 | 274 | 254 | 36 | 120 | 938 | 6.9 | 6.3 |
| Hancock | 84 | 184 | 56 | 152 | 98 | 574 | 17.6 | 13.7 |
| Hardin | 2,723 | 2,962 | 2,153 | 72 | 1,992 | 9,902 | 26.9 | 13.3 |
| Harlan | 280 | 267 | 193 | 2,089 | 196 | 3,025 | 31.9 | 34.4 |
| Harrison | 116 | 145 | 173 | 194 | 122 | 750 | 11.6 | 6.6 |
| Hart | 203 | 190 | 161 | 129 | 98 | 781 | 12.7 | 5.0 |
| Henderson | 975 | 1,514 | 1,021 | 121 | 1,261 | 4,892 | 29.8 | 18.5 |
| Henry | 748 | 837 | 746 | 1,512 | 752 | 4,595 | 79.8 | 31.0 |
| Hickman | 80 | 66 | 57 | 711 | 37 | 951 | 57.5 | 67.9 |
| Hopkins | 2,109 | 1,566 | 912 | 74 | 782 | 5,443 | 33.0 | 13.1 |
| Jackson | 75 | 40 | 73 | 1,153 | 12 | 1,353 | 29.8 | 29.4 |
| Jefferson | 6,977 | 6,891 | 7,013 | 14 | 4,361 | 25,256 | 9.7 | 4.8 |
| Jessamine | 628 | 773 | 756 | 5,869 | 642 | 8,668 | 49.9 | 23.3 |
| Johnson | 159 | 143 | 178 | 516 | 111 | 1,107 | 13.6 | 17.0 |
| Kenton | 2,322 | 1,948 | 1,237 | 96 | 1,476 | 7,079 | 12.6 | 3.9 |
| Knott | 83 | 86 | 29 | 1,438 | 50 | 1,686 | 32.5 | 35.1 |
| Knox | 324 | 416 | 271 | 59 | 220 | 1,290 | 12.2 | 5.7 |
| Larue | 165 | 237 | 163 | 239 | 147 | 951 | 18.3 | 7.4 |
| Laurel | 653 | 1,211 | 803 | 73 | 747 | 3,487 | 16.8 | 8.4 |
| Lawrence | 130 | 442 | 180 | 607 | 98 | 1,457 | 26.6 | 44.2 |

TABLE 35. SUMMARY OF SPEEDING CONVICTIONS BY COUNTY (2011 - 2015) (continued)

| COUNTY | 2011 | 2012 | 2013 | 2014 | 2015 | TOTAL SPEEDING CONVICTIONS (FIVE YEARS) | ANNUAL AVERAGE SPEEDING CONVICTIONS PER 1,000 LICENSED DRIVERS | SPEEDING CONVICTIONS PER SPEED-RELATED CRASH |
|---|---|---|---|---|---|---|---|---|
| Lee | 24 | 22 | 59 | 57 | 14 | 176 | 7.5 | 17.6 |
| Leslie | 63 | 35 | 37 | 16 | 35 | 186 | 4.8 | 10.3 |
| Letcher | 30 | 23 | 31 | 18 | 146 | 248 | 3.1 | 5.2 |
| Lewis | 142 | 88 | 76 | 67 | 76 | 449 | 9.3 | 16.6 |
| Lincoln | 340 | 252 | 149 | 78 | 108 | 927 | 10.7 | 9.9 |
| Livingston | 259 | 396 | 212 | 146 | 165 | 1,178 | 32.7 | 15.3 |
| Logan | 306 | 300 | 308 | 161 | 366 | 1,441 | 15.2 | 10.8 |
| Lyon | 308 | 273 | 182 | 370 | 283 | 1,416 | 48.5 | 17.3 |
| McCracken | 965 | 1,608 | 1,359 | 252 | 623 | 4,807 | 19.7 | 8.2 |
| McCreary | 69 | 72 | 53 | 791 | 120 | 1,105 | 20.9 | 14.5 |
| McLean | 162 | 202 | 87 | 40 | 76 | 567 | 16.0 | 10.3 |
| Madison | 1,155 | 1,591 | 1,424 | 61 | 860 | 5,091 | 17.8 | 4.9 |
| Magoffin | 50 | 28 | 16 | 1,234 | 14 | 1,342 | 30.0 | 28.0 |
| Marion | 70 | 88 | 67 | 20 | 83 | 328 | 5.0 | 8.0 |
| Marshall | 820 | 845 | 691 | 71 | 414 | 2,841 | 23.2 | 12.7 |
| Martin | 13 | 6 | 3 | 671 | 10 | 703 | 19.2 | 19.0 |
| Mason | 313 | 295 | 357 | 1 | 591 | 1,557 | 25.3 | 8.2 |
| Meade | 426 | 585 | 522 | 459 | 440 | 2,432 | 24.7 | 23.8 |
| Menifee | 16 | 7 | 11 | 347 | 8 | 389 | 17.0 | 29.9 |
| Mercer | 358 | 256 | 230 | 13 | 361 | 1,218 | 14.9 | 8.2 |
| Metcalfe | 102 | 165 | 132 | 392 | 114 | 905 | 25.1 | 26.6 |
| Monroe | 8 | 16 | 14 | 112 | 13 | 163 | 4.2 | 18.1 |
| Montgomery | 158 | 155 | 145 | 20 | 174 | 652 | 6.8 | 3.6 |
| Morgan | 271 | 234 | 169 | 137 | 267 | 1,078 | 26.2 | 14.0 |
| Muhlenberg | 524 | 524 | 340 | 340 | 499 | 2,227 | 19.9 | 14.7 |
| Nelson | 786 | 519 | 592 | 369 | 720 | 2,986 | 17.9 | 12.3 |
| Nicholas | 66 | 168 | 87 | 571 | 24 | 916 | 35.8 | 31.6 |
| Ohio | 1,026 | 1,227 | 769 | 44 | 554 | 3,620 | 42.5 | 20.8 |
| Oldham | 683 | 432 | 449 | 937 | 675 | 3,176 | 14.2 | 12.0 |
| Owen | 110 | 107 | 96 | 527 | 197 | 1,037 | 26.7 | 18.5 |
| Owsley | 5 | 0 | 2 | 88 | 1 | 96 | 6.2 | 8.0 |
| Pendleton | 294 | 249 | 168 | 0 | 98 | 809 | 15.3 | 7.1 |
| Perry | 139 | 57 | 123 | 113 | 67 | 499 | 5.1 | 4.3 |
| Pike | 228 | 381 | 253 | 96 | 121 | 1,079 | 5.1 | 2.4 |
| Powell | 132 | 128 | 92 | 240 | 77 | 669 | 14.8 | 16.7 |
| Pulaski | 1,891 | 2,094 | 1,689 | 117 | 1,091 | 6,882 | 30.2 | 18.4 |
| Robertson | 2 | 7 | 4 | 1,183 | 4 | 1,200 | 148.7 | 240.0 |
| Rockcastle | 472 | 602 | 336 | 2 | 282 | 1,694 | 29.3 | 10.1 |
| Rowan | 452 | 433 | 273 | 282 | 359 | 1,799 | 23.8 | 11.0 |
| Russell | 46 | 50 | 60 | 206 | 65 | 427 | 6.7 | 12.2 |
| Scott | 362 | 603 | 1,065 | 83 | 488 | 2,601 | 14.6 | 6.5 |
| Shelby | 1,589 | 1,894 | 1,783 | 811 | 886 | 6,963 | 46.7 | 20.4 |
| Simpson | 186 | 174 | 100 | 1,257 | 259 | 1,976 | 30.2 | 6.7 |
| Spencer | 235 | 278 | 247 | 145 | 149 | 1,054 | 15.2 | 12.1 |
| Taylor | 140 | 110 | 87 | 122 | 79 | 538 | 6.0 | 4.8 |
| Todd | 223 | 194 | 226 | 133 | 144 | 920 | 23.4 | 11.6 |
| Trigg | 208 | 200 | 213 | 178 | 263 | 1,062 | 20.9 | 12.2 |
| Trimble | 44 | 44 | 74 | 288 | 56 | 506 | 15.6 | 11.5 |
| Union | 250 | 189 | 132 | 57 | 134 | 762 | 14.5 | 7.4 |
| Warren | 1,684 | 1,664 | 1,395 | 138 | 1,572 | 6,453 | 16.8 | 6.6 |
| Washington | 111 | 138 | 91 | 1,478 | 89 | 1,907 | 45.4 | 28.5 |
| Wayne | 34 | 18 | 22 | 52 | 55 | 181 | 2.6 | 2.2 |
| Webster | 92 | 99 | 105 | 19 | 139 | 454 | 9.6 | 8.0 |
| Whitley | 228 | 279 | 259 | 56 | 120 | 942 | 7.9 | 2.6 |
| Wolfe | 358 | 526 | 440 | 105 | 376 | 1,805 | 74.3 | 25.4 |
| Woodford | 780 | 1,179 | 799 | 344 | 883 | 3,985 | 41.6 | 12.8 |
| TOTAL* | 61,737 | 66,458 | 55,061 | 48,578 | 47,605 | 279,439 | 18.5 | 8.4 |

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

TABLE 36. SPEEDING CONVICTION RATES IN DECREASING ORDER (BY COUNTY POPULATION CATEGORIES) (2011 - 2015)

| POPULATION CATEGORY | COUNTY | ANNUAL AVERAGE SPEEDING CONVICTIONS PER 1,000 LICENSED DRIVERS | COUNTY | SPEEDING CONVICTIONS PER SPEED-RELATED CRASH |
|---|---|---|---|---|
| UNDER 10,000 | Robertson | 148.7 | Robertson | 240.0 |
| | Wolfe | 74.3 | Hickman | 67.9 |
| | Gallatin | 62.1 | Fulton | 50.9 |
| | Fulton | 59.9 | Nicholas | 31.6 |
| | Hickman | 57.5 | Gallatin | 31.5 |
| | Lyon | 48.5 | Menifee | 29.9 |
| | Nicholas | 35.8 | Metcalfe | 26.6 |
| | Bracken | 33.4 | Wolfe | 25.4 |
| | Livingston | 32.7 | Lee | 17.6 |
| | Metcalfe | 25.1 | Lyon | 17.3 |
| | Cumberland | 20.1 | Cumberland | 16.5 |
| | Hancock | 17.6 | Bracken | 15.4 |
| | Menifee | 17.0 | Livingston | 15.3 |
| | McLean | 16.0 | Hancock | 13.7 |
| | Trimble | 15.6 | Trimble | 11.5 |
| | Carlisle | 15.4 | McLean | 10.3 |
| | Ballard | 11.4 | Ballard | 9.9 |
| | Lee | 7.5 | Owsley | 8.0 |
| | Crittenden | 6.9 | Carlisle | 7.3 |
| | Owsley | 6.2 | Crittenden | 4.9 |
| | Elliott | 2.7 | Elliott | 4.0 |
| 10,000-14,999 | Washington | 45.4 | Jackson | 29.4 |
| | Carroll | 39.0 | Washington | 28.5 |
| | Magoffin | 30.0 | Bath | 28.4 |
| | Jackson | 29.8 | Magoffin | 28.0 |
| | Caldwell | 27.1 | Green | 25.6 |
| | Owen | 26.7 | Martin | 19.0 |
| | Morgan | 26.2 | Owen | 18.5 |
| | Todd | 23.4 | Fleming | 18.2 |
| | Trigg | 20.9 | Monroe | 18.1 |
| | Bath | 20.1 | Estill | 17.9 |
| | Martin | 19.2 | Powell | 16.7 |
| | Butler | 19.2 | Lewis | 16.6 |
| | Fleming | 18.5 | Carroll | 14.9 |
| | Larue | 18.3 | Morgan | 14.0 |
| | Pendleton | 15.3 | Trigg | 12.2 |
| | Powell | 14.8 | Todd | 11.6 |
| | Green | 12.4 | Clinton | 11.5 |
| | Edmonson | 10.6 | Leslie | 10.3 |
| | Estill | 9.8 | Caldwell | 9.0 |
| | Webster | 9.6 | Butler | 8.1 |
| | Lewis | 9.3 | Webster | 8.0 |
| | Breathitt | 7.6 | Larue | 7.4 |
| | Clinton | 5.6 | Pendleton | 7.1 |
| | Leslie | 4.8 | Breathitt | 7.0 |
| | Monroe | 4.2 | Edmonson | 6.1 |
| 15,000 - 24,999 | Henry | 79.8 | Lawrence | 44.2 |
| | Anderson | 46.2 | Knott | 35.1 |
| | Ohio | 42.5 | Anderson | 31.5 |
| | Woodford | 41.6 | Henry | 31.0 |
| | Knott | 32.5 | Grayson | 28.3 |
| | Bourbon | 30.8 | Adair | 27.9 |
| | Simpson | 30.2 | Ohio | 20.8 |
| | Rockcastle | 29.3 | Johnson | 17.0 |
| | Grayson | 29.2 | Breckinridge | 17.0 |
| | Grant | 27.0 | McCreary | 14.5 |
| | Lawrence | 26.6 | Woodford | 12.8 |
| | Mason | 25.3 | Russell | 12.2 |
| | Rowan | 23.8 | Spencer | 12.1 |

TABLE 36. SPEEDING CONVICTION RATES IN DECREASING ORDER ( BY COUNTY POPULATION CATEGORIES) (2011 - 2015) (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) | Adair | 22.6 | Bourbon | 11.2 |
| | McCreary | 20.9 | Rowan | 11.0 |
| | Garrard | 16.5 | Rockcastle | 10.1 |
| | Clay | 15.2 | Lincoln | 9.9 |
| | Spencer | 15.2 | Mercer | 8.2 |
| | Mercer | 14.9 | Mason | 8.2 |
| | Union | 14.5 | Marion | 8.0 |
| | Johnson | 13.6 | Garrard | 7.9 |
| | Hart | 12.7 | Casey | 7.9 |
| | Harrison | 11.6 | Union | 7.4 |
| | Lincoln | 10.7 | Allen | 7.0 |
| | Breckinridge | 10.6 | Simpson | 6.7 |
| | Allen | 8.7 | Harrison | 6.6 |
| | Casey | 6.7 | Grant | 5.9 |
| | Russell | 6.7 | Clay | 5.9 |
| | Taylor | 6.0 | Letcher | 5.2 |
| | Marion | 5.0 | Hart | 5.0 |
| | Letcher | 3.1 | Taylor | 4.8 |
| | Wayne | 2.6 | Wayne | 2.2 |
| 25,000 - 49,999 | Jessamine | 49.9 | Harlan | 34.4 |
| | Shelby | 46.7 | Meade | 23.8 |
| | Hopkins | 33.0 | Jessamine | 23.3 |
| | Harlan | 31.9 | Shelby | 20.4 |
| | Henderson | 29.8 | Bell | 20.1 |
| | Boyd | 27.6 | Henderson | 18.5 |
| | Bell | 26.9 | Boyd | 16.1 |
| | Franklin | 26.8 | Muhlenberg | 14.7 |
| | Meade | 24.7 | Carter | 13.1 |
| | Graves | 24.1 | Hopkins | 13.1 |
| | Marshall | 23.2 | Marshall | 12.7 |
| | Carter | 22.3 | Nelson | 12.3 |
| | Muhlenberg | 19.9 | Franklin | 11.7 |
| | Nelson | 17.9 | Logan | 10.8 |
| | Laurel | 16.8 | Graves | 10.3 |
| | Logan | 15.2 | Laurel | 8.4 |
| | Scott | 14.6 | Barren | 7.4 |
| | Knox | 12.2 | Scott | 6.5 |
| | Barren | 11.7 | Greenup | 6.3 |
| | Boyle | 10.6 | Knox | 5.7 |
| | Clark | 9.8 | Boyle | 5.4 |
| | Floyd | 8.4 | Clark | 5.4 |
| | Whitley | 7.9 | Floyd | 4.7 |
| | Calloway | 7.7 | Perry | 4.3 |
| | Greenup | 6.9 | Calloway | 4.3 |
| | Montgomery | 6.8 | Montgomery | 3.6 |
| | Perry | 5.1 | Whitley | 2.6 |
| 50,000 - OVER | Pulaski | 30.2 | Pulaski | 18.4 |
| | Christian | 28.9 | Daviess | 18.1 |
| | Hardin | 26.9 | Hardin | 13.3 |
| | Daviess | 26.2 | Oldham | 12.0 |
| | Campbell | 25.3 | Christian | 11.9 |
| | McCracken | 19.7 | Bullitt | 11.3 |
| | Madison | 17.8 | Campbell | 10.5 |
| | Fayette | 17.3 | McCracken | 8.2 |
| | Warren | 16.8 | Warren | 6.6 |
| | Boone | 15.8 | Madison | 4.9 |
| | Oldham | 14.2 | Jefferson | 4.8 |
| | Kenton | 12.6 | Boone | 4.8 |
| | Bullitt | 12.0 | Kenton | 3.9 |
| | Jefferson | 9.7 | Fayette | 3.2 |
| | Pike | 5.1 | Pike | 2.4 |

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

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

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

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

TABLE 39. CRASH TREND ANALYSIS (2011 - 2015)

| Crash Statistic | Number in Given Year 2011 | 2012 | 2013 | 2014 | 4-Year Average 2011 - 2014 | 2015 | 2015 Percent Change* |
|---|---|---|---|---|---|---|---|
| Total Crashes | 127,524 | 124,844 | 123,258 | 127,326 | 125,738 | 136,338 | 8.4 |
| Fatal Crashes | 670 | 694 | 590 | 612 | 642 | 694 | 8.1 |
| Fatalities | 721 | 746 | 638 | 672 | 694 | 761 | 9.7 |
| Injury Crashes | 24,196 | 24,077 | 22,868 | 22,958 | 23,525 | 23,803 | 1.2 |
| Injuries | 36,345 | 35,765 | 34,180 | 34,221 | 35,128 | 35,542 | 1.2 |
| Fatal and Injury Crashes | 24,866 | 24,771 | 23,458 | 23,570 | 24,166 | 24,497 | 1.4 |
| Licensed Drivers (Millions) | 3.12 | 3.17 | 3.16 | 3.19 | 3.16 | 3.20 | 1.3 |
| Registered Vehicles (Millions) | 3.76 | 3.78 | 3.40 | 3.83 | 3.70 | 3.86 | 4.3 |
| Total Vehicle Miles (Billions) | 48.185 | 47.246 | 47.054 | 47.972 | 47.614 | 48.761 | 2.4 |
| Total Crash/100 MVM | 265 | 264 | 262 | 265 | 264 | 280 | 5.9 |
| Fatal Crash/100 MVM | 1.39 | 1.47 | 1.25 | 1.28 | 1.35 | 1.42 | 5.4 |
| Fatalities/100 MVM | 1.50 | 1.58 | 1.36 | 1.40 | 1.46 | 1.56 | 6.9 |
| Injuries/100 MVM | 75 | 76 | 73 | 71 | 74 | 73 | -1.5 |
| Speed Related Crashes | 7,180 | 6,343 | 6,494 | 7,004 | 6,755 | 6,841 | 1.3 |
| Speed Related Injury Crashes | 2,065 | 1,892 | 1,865 | 1,846 | 1,917 | 1,878 | -2.0 |
| Speed Related Fatal Crashes | 108 | 123 | 99 | 108 | 110 | 131 | 19.1 |
| Speed Convictions | 62,542 | 66,458 | 55,061 | 48,578 | 58,160 | 47,605 | -18.1 |
| Alcohol Related Crashes | 4,513 | 4,648 | 4,483 | 4,295 | 4,485 | 4,217 | -6.0 |
| Alcohol Related Injury Crashes | 1,569 | 1,623 | 1,592 | 1,432 | 1,554 | 1,418 | -8.8 |
| Alcohol Related Fatal Crashes | 146 | 136 | 153 | 143 | 145 | 162 | 11.7 |
| Alcohol Related Fatalities | 158 | 148 | 163 | 156 | 156 | 175 | 12.2 |
| DUI Filings | 31,915 | 31,708 | 29,210 | 27,472 | 30,076 | 26,008 | -13.5 |
| DUI Convictions | 19,855 | 19,074 | 18,030 | 16,208 | 18,292 | 14,443 | -21.0 |
| DUI Conviction Rate (Percent)** | 85.6 | 85.6 | 86.0 | 85.7 | 85.7 | 83.7 | -2.3 |
| Number DUI Filings/Alcohol Related Fatality | 202 | 214 | 179 | 176 | 193 | 149 | -23.0 |
| Drug Related Crashes | 1,672 | 1,677 | 1,540 | 1,558 | 1,612 | 1,838 | 14.0 |
| Drug Related Injury Crashes | 602 | 583 | 545 | 571 | 575 | 678 | 17.9 |
| Drug Related Fatal Crashes | 215 | 215 | 211 | 191 | 208 | 233 | 12.0 |
| Pedestrian Related Crashes | 1,051 | 1,064 | 1,066 | 1,053 | 1,059 | 1,096 | 3.5 |
| Pedestrian Related Injury Crashes | 851 | 860 | 834 | 841 | 847 | 857 | 1.2 |
| Pedestrian Related Fatal Crashes | 52 | 53 | 53 | 58 | 54 | 68 | 25.9 |
| Bicycle/Motor Vehicle Related Crashes | 447 | 428 | 495 | 462 | 458 | 405 | -11.6 |
| Bicycle Related Injury Crashes | 319 | 294 | 348 | 312 | 318 | 276 | -13.2 |
| Bicycle Related Fatal Crashes | 2 | 6 | 3 | 3 | 4 | 7 | 75.0 |
| Motorcycle Related Crashes | 1,839 | 1,967 | 1,689 | 1,658 | 1,788 | 1,727 | -3.4 |
| Motorcycle Related Injury Crashes | 1,145 | 1,490 | 1,248 | 1,269 | 1,288 | 1,272 | -1.2 |
| Motorcycle Related Fatal Crashes | 71 | 93 | 83 | 74 | 80 | 86 | 7.5 |
| School Bus Crashes | 854 | 746 | 813 | 564 | 744 | 852 | 14.5 |
| School Bus Injury Crashes | 100 | 102 | 95 | 107 | 101 | 103 | 2.0 |
| School Bus Fatal Crashes | 2 | 2 | 1 | 3 | 2 | 3 | 50.0 |
| Truck Crashes | 8,092 | 7,442 | 7,904 | 8,664 | 8,026 | 9,196 | 14.6 |
| Truck Injury Crashes | 1,268 | 1,189 | 1,250 | 1,261 | 1,242 | 1,396 | 12.4 |
| Truck Fatal Crashes | 77 | 70 | 72 | 67 | 72 | 90 | 25.0 |
| Train Crashes | 50 | 31 | 39 | 55 | 44 | 47 | 6.8 |
| Train Injury Crashes | 16 | 12 | 12 | 13 | 13 | 17 | 30.8 |
| Train Fatal Crashes | 6 | 4 | 4 | 5 | 5 | 3 | -40.0 |

* Percent change from 2011-2014 average to 2015.
** 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** |
| Hart | 7 | 0.8 | 2 | 0.2 | 23 | 2.5 | 6 | 0.7 | 431 | 47.4 |
| Casey | 0 | 0.0 | 2 | 0.3 | 14 | 1.8 | 3 | 0.4 | 90 | 11.3 |
| Morgan | 6 | 0.9 | 0 | 0.0 | 8 | 1.1 | 14 | 2.0 | 44 | 6.3 |
| Trimble | 3 | 0.7 | 2 | 0.5 | 26 | 5.9 | 2 | 0.5 | 38 | 8.6 |
| Shelby | 31 | 1.5 | 13 | 0.6 | 73 | 3.5 | 41 | 1.9 | 489 | 23.2 |
| Leslie | 2 | 0.4 | 0 | 0.0 | 5 | 0.9 | 3 | 0.5 | 50 | 8.8 |
| Nelson | 26 | 1.2 | 4 | 0.2 | 71 | 3.3 | 18 | 0.8 | 308 | 14.2 |
| Oldham | 14 | 0.5 | 14 | 0.5 | 48 | 1.6 | 37 | 1.2 | 417 | 13.8 |
| Ohio | 8 | 0.7 | 3 | 0.3 | 40 | 3.4 | 6 | 0.5 | 200 | 16.8 |
| Christian | 48 | 1.3 | 21 | 0.6 | 142 | 3.8 | 31 | 0.8 | 561 | 15.2 |
| Bell | 28 | 2.0 | 11 | 0.8 | 53 | 3.7 | 26 | 1.8 | 192 | 13.4 |
| Bracken | 3 | 0.7 | 0 | 0.0 | 25 | 5.9 | 5 | 1.2 | 50 | 11.8 |
| Marion | 8 | 0.8 | 2 | 0.2 | 29 | 2.9 | 6 | 0.6 | 133 | 13.4 |
| Harrison | 15 | 1.6 | 4 | 0.4 | 26 | 2.8 | 11 | 1.2 | 111 | 11.8 |
| Boyd | 61 | 2.5 | 21 | 0.8 | 85 | 3.4 | 27 | 1.1 | 406 | 16.4 |
| Butler | 2 | 0.3 | 1 | 0.2 | 12 | 1.9 | 4 | 0.6 | 86 | 13.6 |
| Fleming | 6 | 0.8 | 0 | 0.0 | 12 | 1.7 | 9 | 1.3 | 89 | 12.4 |
| Clark | 29 | 1.6 | 7 | 0.4 | 60 | 3.4 | 35 | 2.0 | 288 | 16.2 |
| Hardin | 59 | 1.1 | 28 | 0.5 | 206 | 3.9 | 57 | 1.1 | 970 | 18.4 |
| Carlisle | 0 | 0.0 | 0 | 0.0 | 13 | 5.1 | 2 | 0.8 | 34 | 13.3 |
| Clinton | 1 | 0.2 | 0 | 0.0 | 15 | 2.9 | 1 | 0.2 | 40 | 7.8 |
| Meade | 14 | 1.0 | 1 | 0.1 | 43 | 3.0 | 11 | 0.8 | 104 | 7.3 |
| Spencer | 6 | 0.7 | 1 | 0.1 | 27 | 3.2 | 9 | 1.1 | 50 | 5.9 |
| Madison | 77 | 1.9 | 25 | 0.6 | 157 | 3.8 | 43 | 1.0 | 660 | 15.9 |
| Knox | 16 | 1.0 | 7 | 0.4 | 44 | 2.8 | 28 | 1.8 | 148 | 9.3 |
| Grayson | 13 | 1.0 | 3 | 0.2 | 33 | 2.6 | 13 | 1.0 | 206 | 16.0 |
| Carroll | 7 | 1.3 | 3 | 0.6 | 31 | 5.7 | 8 | 1.5 | 235 | 43.5 |
| McLean | 5 | 1.0 | 1 | 0.2 | 15 | 3.1 | 2 | 0.4 | 67 | 14.1 |
| Lyon | 4 | 1.0 | 1 | 0.2 | 25 | 6.0 | 2 | 0.5 | 180 | 43.3 |
| Warren | 80 | 1.4 | 71 | 1.2 | 228 | 4.0 | 60 | 1.1 | 956 | 16.8 |
| Green | 5 | 0.9 | 3 | 0.5 | 13 | 2.3 | 7 | 1.2 | 45 | 8.0 |
| Lee | 3 | 0.8 | 0 | 0.0 | 5 | 1.3 | 6 | 1.5 | 16 | 4.1 |
| Knott | 2 | 0.2 | 1 | 0.1 | 26 | 3.2 | 7 | 0.9 | 76 | 9.3 |
| Fayette | 549 | 3.7 | 296 | 2.0 | 472 | 3.2 | 152 | 1.0 | 2460 | 16.6 |
| Lewis | 4 | 0.6 | 0 | 0.0 | 7 | 1.0 | 5 | 0.7 | 58 | 8.4 |
| Pike | 47 | 1.4 | 7 | 0.2 | 123 | 3.8 | 48 | 1.5 | 636 | 19.6 |
| Jessamine | 35 | 1.4 | 15 | 0.6 | 81 | 3.3 | 53 | 2.2 | 318 | 13.1 |
| Livingston | 6 | 1.3 | 1 | 0.2 | 25 | 5.3 | 5 | 1.1 | 83 | 17.4 |
| Owsley | 2 | 0.8 | 1 | 0.4 | 13 | 5.5 | 1 | 0.4 | 12 | 5.0 |
| Edmonson | 3 | 0.5 | 0 | 0.0 | 18 | 3.0 | 5 | 0.8 | 54 | 8.9 |
| Trigg | 4 | 0.6 | 3 | 0.4 | 50 | 7.0 | 4 | 0.6 | 113 | 15.8 |
| Barren | 22 | 1.0 | 7 | 0.3 | 70 | 3.3 | 14 | 0.7 | 421 | 20.0 |
| Letcher | 10 | 0.8 | 0 | 0.0 | 37 | 3.0 | 10 | 0.8 | 195 | 15.9 |
| Powell | 12 | 1.9 | 1 | 0.2 | 26 | 4.1 | 8 | 1.3 | 77 | 12.2 |
| Hopkins | 30 | 1.3 | 13 | 0.6 | 72 | 3.1 | 25 | 1.1 | 402 | 17.1 |
| Hancock | 5 | 1.2 | 2 | 0.5 | 15 | 3.5 | 3 | 0.7 | 81 | 18.9 |
| Boone | 105 | 1.8 | 41 | 0.7 | 235 | 4.0 | 275 | 4.6 | 1776 | 29.9 |
| Franklin | 38 | 1.5 | 19 | 0.8 | 72 | 2.9 | 38 | 1.5 | 356 | 14.4 |
| Russell | 3 | 0.3 | 0 | 0.0 | 25 | 2.8 | 8 | 0.9 | 93 | 10.6 |
| McCreary | 10 | 1.1 | 1 | 0.1 | 20 | 2.2 | 5 | 0.5 | 43 | 4.7 |
| Scott | 45 | 1.9 | 10 | 0.4 | 78 | 3.3 | 42 | 1.8 | 495 | 21.0 |
| Larue | 6 | 0.8 | 1 | 0.1 | 12 | 1.7 | 4 | 0.6 | 113 | 15.9 |
| Cumberland | 5 | 1.5 | 1 | 0.3 | 16 | 4.7 | 2 | 0.6 | 37 | 10.8 |
| Pulaski | 22 | 0.7 | 6 | 0.2 | 116 | 3.7 | 27 | 0.9 | 397 | 12.6 |
| Jackson | 4 | 0.6 | 2 | 0.3 | 27 | 4.0 | 4 | 0.6 | 47 | 7.0 |
| Jefferson | 1594 | 4.3 | 743 | 2.0 | 1331 | 3.6 | 1182 | 3.2 | 7021 | 18.9 |
| Harlan | 23 | 1.6 | 2 | 0.1 | 37 | 2.5 | 23 | 1.6 | 159 | 10.9 |
| Boyle | 30 | 2.1 | 13 | 0.9 | 52 | 3.7 | 19 | 1.3 | 195 | 13.7 |
| Kenton | 279 | 3.5 | 113 | 1.4 | 221 | 2.8 | 135 | 1.7 | 1586 | 19.9 |
| Anderson | 4 | 0.4 | 0 | 0.0 | 27 | 2.5 | 9 | 0.8 | 117 | 10.9 |

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

| | PEDESTRIAN CRASHES | | BICYCLE CRASHES | | MOTORCYCLE CRASHES | | SCHOOL BUS CRASHES | | TRUCK CRASHES | |
|---|---|---|---|---|---|---|---|---|---|---|
| | NUMBER* | RATE** | NUMBER* | RATE** | NUMBER* | RATE** | NUMBER* | RATE** | NUMBER* | RATE** |
| Whitley | 36 | 2.0 | 7 | 0.4 | 63 | 3.5 | 24 | 1.3 | 360 | 20.2 |
| Magoffin | 5 | 0.8 | 0 | 0.0 | 9 | 1.4 | 6 | 0.9 | 62 | 9.3 |
| Henderson | 41 | 1.8 | 30 | 1.3 | 88 | 3.8 | 26 | 1.1 | 466 | 20.2 |
| Lawrence | 7 | 0.9 | 3 | 0.4 | 31 | 3.9 | 9 | 1.1 | 82 | 10.3 |
| Gallatin | 7 | 1.6 | 3 | 0.7 | 23 | 5.4 | 6 | 1.4 | 314 | 73.1 |
| Mason | 21 | 2.4 | 4 | 0.5 | 40 | 4.6 | 10 | 1.1 | 156 | 17.8 |
| Greenup | 16 | 0.9 | 5 | 0.3 | 47 | 2.5 | 18 | 1.0 | 140 | 7.6 |
| Garrard | 6 | 0.7 | 2 | 0.2 | 30 | 3.5 | 5 | 0.6 | 96 | 11.4 |
| Johnson | 15 | 1.3 | 7 | 0.6 | 19 | 1.6 | 8 | 0.7 | 107 | 9.2 |
| Metcalfe | 3 | 0.6 | 0 | 0.0 | 13 | 2.6 | 5 | 1.0 | 83 | 16.4 |
| Carter | 18 | 1.3 | 1 | 0.1 | 40 | 2.9 | 19 | 1.4 | 212 | 15.3 |
| Wolfe | 7 | 1.9 | 0 | 0.0 | 14 | 3.8 | 4 | 1.1 | 44 | 12.0 |
| Bullitt | 41 | 1.1 | 16 | 0.4 | 145 | 3.9 | 75 | 2.0 | 842 | 22.7 |
| Adair | 8 | 0.9 | 3 | 0.3 | 14 | 1.5 | 5 | 0.5 | 107 | 11.5 |
| Bath | 6 | 1.0 | 1 | 0.2 | 10 | 1.7 | 4 | 0.7 | 43 | 7.4 |
| McCracken | 54 | 1.6 | 38 | 1.2 | 174 | 5.3 | 32 | 1.0 | 539 | 16.4 |
| Estill | 9 | 1.2 | 0 | 0.0 | 12 | 1.6 | 2 | 0.3 | 30 | 4.1 |
| Mercer | 13 | 1.2 | 2 | 0.2 | 44 | 4.1 | 13 | 1.2 | 111 | 10.4 |
| Perry | 18 | 1.3 | 3 | 0.2 | 45 | 3.1 | 37 | 2.6 | 238 | 16.6 |
| Union | 8 | 1.1 | 1 | 0.1 | 34 | 4.5 | 6 | 0.8 | 105 | 14.0 |
| Bourbon | 10 | 1.0 | 3 | 0.3 | 33 | 3.3 | 12 | 1.2 | 158 | 15.8 |
| Montgomery | 24 | 1.8 | 3 | 0.2 | 47 | 3.5 | 23 | 1.7 | 248 | 18.7 |
| Hickman | 0 | 0.0 | 0 | 0.0 | 4 | 1.6 | 0 | 0.0 | 37 | 15.1 |
| Clay | 19 | 1.7 | 2 | 0.2 | 48 | 4.4 | 25 | 2.3 | 106 | 9.8 |
| Monroe | 5 | 0.9 | 1 | 0.2 | 1 | 0.2 | 2 | 0.4 | 29 | 5.3 |
| Breathitt | 14 | 2.0 | 1 | 0.1 | 26 | 3.7 | 8 | 1.2 | 69 | 9.9 |
| Taylor | 22 | 1.8 | 4 | 0.3 | 49 | 4.0 | 5 | 0.4 | 127 | 10.4 |
| Webster | 3 | 0.4 | 3 | 0.4 | 21 | 3.1 | 2 | 0.3 | 118 | 17.3 |
| Graves | 23 | 1.2 | 7 | 0.4 | 75 | 4.0 | 20 | 1.1 | 235 | 12.7 |
| Marshall | 14 | 0.9 | 4 | 0.3 | 71 | 4.5 | 7 | 0.4 | 316 | 20.1 |
| Ballard | 1 | 0.2 | 0 | 0.0 | 20 | 4.8 | 4 | 1.0 | 142 | 34.4 |
| Lincoln | 13 | 1.1 | 1 | 0.1 | 45 | 3.6 | 9 | 0.7 | 125 | 10.1 |
| Muhlenberg | 10 | 0.6 | 2 | 0.1 | 46 | 2.9 | 18 | 1.1 | 275 | 17.5 |
| Crittenden | 2 | 0.4 | 1 | 0.2 | 27 | 5.8 | 1 | 0.2 | 85 | 18.3 |
| Menifee | 0 | 0.0 | 1 | 0.3 | 9 | 2.9 | 0 | 0.0 | 22 | 7.0 |
| Todd | 1 | 0.2 | 3 | 0.5 | 26 | 4.2 | 3 | 0.5 | 83 | 13.3 |
| Floyd | 27 | 1.4 | 3 | 0.2 | 55 | 2.8 | 75 | 3.8 | 285 | 14.4 |
| Daviess | 80 | 1.7 | 74 | 1.5 | 173 | 3.6 | 72 | 1.5 | 722 | 14.9 |
| Martin | 2 | 0.3 | 1 | 0.2 | 9 | 1.4 | 3 | 0.5 | 48 | 7.4 |
| Laurel | 31 | 1.1 | 8 | 0.3 | 100 | 3.4 | 29 | 1.0 | 642 | 21.8 |
| Robertson | 0 | 0.0 | 0 | 0.0 | 3 | 2.6 | 0 | 0.0 | 5 | 4.4 |
| Henry | 9 | 1.2 | 0 | 0.0 | 37 | 4.8 | 6 | 0.8 | 282 | 36.6 |
| Rowan | 25 | 2.1 | 9 | 0.8 | 33 | 2.8 | 9 | 0.8 | 193 | 16.5 |
| Pendleton | 0 | 0.0 | 1 | 0.1 | 46 | 6.2 | 12 | 1.6 | 88 | 11.8 |
| Woodford | 13 | 1.0 | 8 | 0.6 | 41 | 3.3 | 21 | 1.7 | 257 | 20.6 |
| Logan | 11 | 0.8 | 5 | 0.4 | 41 | 3.1 | 11 | 0.8 | 221 | 16.5 |
| Rockcastle | 8 | 0.9 | 0 | 0.0 | 32 | 3.8 | 12 | 1.4 | 318 | 37.3 |
| Fulton | 5 | 1.5 | 2 | 0.6 | 10 | 2.9 | 2 | 0.6 | 56 | 16.4 |
| Grant | 22 | 1.8 | 2 | 0.2 | 46 | 3.7 | 16 | 1.3 | 275 | 22.3 |
| Caldwell | 8 | 1.2 | 2 | 0.3 | 29 | 4.5 | 6 | 0.9 | 180 | 27.7 |
| Owen | 1 | 0.2 | 0 | 0.0 | 18 | 3.3 | 6 | 1.1 | 44 | 8.1 |
| Nicholas | 3 | 0.8 | 0 | 0.0 | 4 | 1.1 | 3 | 0.8 | 35 | 9.8 |
| Wayne | 7 | 0.7 | 0 | 0.0 | 12 | 1.2 | 6 | 0.6 | 84 | 8.1 |
| Campbell | 180 | 4.0 | 54 | 1.2 | 129 | 2.9 | 46 | 1.0 | 607 | 13.4 |
| Washington | 2 | 0.3 | 0 | 0.0 | 10 | 1.7 | 1 | 0.2 | 81 | 13.8 |
| Allen | 5 | 0.5 | 1 | 0.1 | 40 | 4.0 | 4 | 0.4 | 132 | 13.2 |
| Simpson | 6 | 0.7 | 5 | 0.6 | 37 | 4.3 | 6 | 0.7 | 393 | 45.4 |
| Calloway | 28 | 1.5 | 15 | 0.8 | 55 | 3.0 | 13 | 0.7 | 234 | 12.6 |
| Elliott | 3 | 0.8 | 0 | 0.0 | 5 | 1.3 | 0 | 0.0 | 23 | 5.9 |
| Breckinridge | 4 | 0.4 | 2 | 0.2 | 26 | 2.6 | 10 | 1.0 | 78 | 7.8 |

* Five-Year (2009-2013) Total.

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

# TABLE 41. PEDESTRIAN CRASH RATES BY COUNTY AND POPULATION CATEGORY (IN ORDER OF DECREASING PERCENTAGES) (2011-2015)(ALL ROADS)

| COUNTY | NUMBER OF CRASHES | ANNUAL CRASH RATE (CRASHES PER 10,000 POP.) |
|---|---|---|
| **POPULATION CATEGORY UNDER 10,000** | | |
| Gallatin | 7 | 1.6 |
| Cumberland | 5 | 1.5 |
| Wolfe | 5 | 1.4 |
| Livingston | 6 | 1.3 |
| McLean | 6 | 1.3 |
| Hancock | 5 | 1.2 |
| Lyon | 5 | 1.2 |
| Fulton | 3 | 0.9 |
| Lee | 3 | 0.8 |
| Elliott | 3 | 0.8 |
| Nicholas | 3 | 0.8 |
| Owsley | 2 | 0.8 |
| Bracken | 3 | 0.7 |
| Trimble | 3 | 0.7 |
| Crittenden | 3 | 0.6 |
| Ballard | 1 | 0.2 |
| Menifee | 0 | 0.0 |
| Carlisle | 0 | 0.0 |
| Hickman | 0 | 0.0 |
| Robertson | 0 | 0.0 |
| **POPULATION CATEGORY 10,000-14,999** | | |
| Breathitt | 13 | 1.9 |
| Powell | 11 | 1.7 |
| Carroll | 7 | 1.3 |
| Caldwell | 8 | 1.2 |
| Green | 6 | 1.1 |
| Larue | 8 | 1.1 |
| Fleming | 7 | 1.0 |
| Bath | 5 | 0.9 |
| Estill | 6 | 0.8 |
| Metcalfe | 4 | 0.8 |
| Magoffin | 5 | 0.8 |
| Jackson | 5 | 0.7 |
| Morgan | 5 | 0.7 |
| Washington | 4 | 0.7 |
| Trigg | 4 | 0.6 |
| Butler | 3 | 0.5 |
| Edmonson | 3 | 0.5 |
| Owen | 2 | 0.4 |
| Lewis | 3 | 0.4 |
| Clinton | 2 | 0.4 |
| Monroe | 2 | 0.4 |
| Leslie | 1 | 0.2 |
| Martin | 1 | 0.2 |
| Webster | 1 | 0.1 |
| Todd | 0 | 0.0 |
| Pendleton | 0 | 0.0 |
| **POPULATION CATEGORY 15,000-24,999** | | |
| Rowan | 24 | 2.1 |
| Taylor | 22 | 1.8 |
| Henry | 13 | 1.7 |
| Grant | 21 | 1.7 |
| Mason | 15 | 1.7 |
| Clay | 19 | 1.7 |
| Simpson | 13 | 1.5 |
| Harrison | 13 | 1.4 |
| Johnson | 16 | 1.4 |
| Woodford | 14 | 1.1 |
| Union | 8 | 1.1 |
| Bourbon | 11 | 1.1 |
| Allen | 11 | 1.1 |
| Lincoln | 12 | 1.0 |
| McCreary | 9 | 1.0 |
| Rockcastle | 8 | 0.9 |
| Hart | 8 | 0.9 |
| Lawrence | 6 | 0.8 |
| Garrard | 7 | 0.8 |
| Mercer | 9 | 0.8 |
| Wayne | 7 | 0.7 |
| Letcher | 9 | 0.7 |
| Ohio | 7 | 0.6 |
| Adair | 6 | 0.6 |
| Marion | 6 | 0.6 |
| Spencer | 4 | 0.5 |
| Breckinridge | 5 | 0.5 |
| Knott | 3 | 0.4 |
| Casey | 2 | 0.3 |
| Anderson | 3 | 0.3 |
| Russell | 2 | 0.2 |
| **POPULATION CATEGORY 25,000-50,000** | | |
| Scott | 53 | 2.2 |
| Boyd | 53 | 2.1 |
| Boyle | 30 | 2.1 |
| Bell | 29 | 2.0 |
| Montgomery | 24 | 1.8 |
| Clark | 32 | 1.8 |
| Henderson | 39 | 1.7 |
| Whitley | 31 | 1.7 |
| Calloway | 31 | 1.7 |
| Franklin | 39 | 1.6 |
| Harlan | 24 | 1.6 |
| Shelby | 29 | 1.4 |
| Carter | 20 | 1.4 |
| Hopkins | 32 | 1.4 |
| Graves | 25 | 1.3 |
| Floyd | 26 | 1.3 |
| Grayson | 16 | 1.2 |
| Jessamine | 29 | 1.2 |
| Perry | 16 | 1.1 |
| Nelson | 22 | 1.0 |
| Barren | 21 | 1.0 |
| Marshall | 13 | 0.8 |
| Knox | 13 | 0.8 |
| Logan | 11 | 0.8 |
| Meade | 10 | 0.7 |
| Greenup | 13 | 0.7 |
| Muhlenberg | 10 | 0.6 |
| **POPULATION CATEGORY OVER 50,000** | | |
| Jefferson | 1,648 | 4.4 |
| Fayette | 574 | 3.9 |
| Campbell | 169 | 3.7 |
| Kenton | 281 | 3.5 |
| Boone | 111 | 1.9 |
| McCracken | 60 | 1.8 |
| Madison | 72 | 1.7 |
| Warren | 93 | 1.6 |
| Daviess | 70 | 1.4 |
| Pike | 46 | 1.4 |
| Christian | 49 | 1.3 |
| Hardin | 61 | 1.2 |
| Bullitt | 45 | 1.2 |
| Laurel | 29 | 1.0 |
| Pulaski | 27 | 0.9 |
| Oldham | 13 | 0.4 |

# TABLE 42. PEDESTRIAN CRASH RATES BY CITY AND POPULATION CATEGORY (IN ORDER OF DECREASING PERCENTAGES)(2011-2015)

| CITY | NUMBER OF CRASHES (2011-2015) | ANNUAL CRASH RATE (CRASHES PER 10,000 POPULATION) |
|---|---|---|
| POPULATION CATEGORY OVER 200,000 | | |
| Louisville | 1,497 | 5.0 |
| Lexington | 574 | 3.9 |
| POPULATION CATEGORY 20,000-60000 | | |
| Covington | 170 | 8.4 |
| Florence | 71 | 4.7 |
| Ashland | 43 | 4.0 |
| Paducah | 47 | 3.8 |
| Richmond | 46 | 2.9 |
| Bowling Green | 75 | 2.6 |
| Georgetown | 36 | 2.5 |
| Henderson | 35 | 2.4 |
| Frankfort | 30 | 2.4 |
| Hopkinsville | 35 | 2.2 |
| Owensboro | 64 | 2.2 |
| Radcliff | 23 | 2.1 |
| Elizabethtown | 26 | 1.8 |
| Nicholasville | 24 | 1.7 |
| Jeffersontown | 17 | 1.3 |
| Independence | 9 | 0.7 |
| POPULATION CATEGORY 10,000-19,999 | | |
| Newport | 81 | 10.6 |
| Shively | 74 | 9.7 |
| Shepherdsville | 22 | 3.9 |
| Erlanger | 33 | 3.7 |
| Danville | 28 | 3.5 |
| Mayfield | 17 | 3.4 |
| Somerset | 17 | 3.0 |
| Murray | 26 | 2.9 |
| Winchester | 27 | 2.9 |
| Shelbyville | 20 | 2.8 |
| Bardstown | 14 | 2.4 |
| Glasgow | 16 | 2.3 |
| Madisonville | 19 | 1.9 |
| Berea | 11 | 1.6 |
| Fort Thomas | 9 | 1.1 |
| Lawrenceburg | 3 | 0.6 |
| POPULATION CATEGORY 5,000-9,999 | | |
| Bellevue | 19 | 6.4 |
| Campbellsville | 22 | 4.8 |
| Morehead | 16 | 4.7 |
| Mount Sterling | 15 | 4.4 |
| Williamsburg | 11 | 4.2 |
| Dayton | 11 | 4.1 |
| Highland Heights | 14 | 4.0 |
| Pikeville | 13 | 3.8 |
| Cynthiana | 12 | 3.7 |
| Fort Wright | 10 | 3.5 |
| Maysville | 13 | 2.9 |
| Elsmere | 12 | 2.8 |
| Alexandria | 12 | 2.8 |
| Fort Mitchell | 11 | 2.7 |
| Corbin | 10 | 2.7 |
| Leitchfield | 9 | 2.7 |
| Franklin | 10 | 2.4 |
| Versailles | 10 | 2.3 |
| Paris | 10 | 2.3 |
| London | 8 | 2.0 |
| Russellville | 7 | 2.0 |
| Cold Spring | 6 | 2.0 |
| Monticello | 6 | 1.9 |
| Princeton | 6 | 1.9 |
| La Grange | 7 | 1.7 |
| Lebanon | 4 | 1.4 |
| Edgewood | 6 | 1.4 |
| Harrodsburg | 6 | 1.4 |
| Flatwoods | 4 | 1.1 |
| Mount Washington | 3 | 0.7 |
| Taylor Mill | 1 | 0.3 |
| Central City | 1 | 0.3 |

| CITY | NUMBER OF CRASHES (2011-2015) | ANNUAL CRASH RATE (CRASHES PER 10,000 POPULATION) |
|---|---|---|
| POPULATION CATEGORY 2,500-4,999 | | |
| Paintsville | 9 | 5.2 |
| Grayson | 10 | 4.7 |
| Hazard | 10 | 4.5 |
| Prestonsburg | 7 | 4.3 |
| Southgate | 7 | 3.7 |
| Dawson Springs | 5 | 3.6 |
| Ludlow | 7 | 3.2 |
| Barbourville | 5 | 3.2 |
| Flemingsburg | 4 | 3.0 |
| Stanton | 4 | 2.9 |
| Scottsville | 6 | 2.8 |
| Greenville | 6 | 2.8 |
| Springfield | 3 | 2.4 |
| Lancaster | 4 | 2.3 |
| Benton | 5 | 2.3 |
| Irvine | 3 | 2.2 |
| Park Hills | 3 | 2.0 |
| Hodgenville | 3 | 1.9 |
| Russell | 3 | 1.8 |
| Stanford | 3 | 1.7 |
| Lakeside Park | 2 | 1.5 |
| Carrollton | 3 | 1.5 |
| Williamstown | 3 | 1.5 |
| Marion | 2 | 1.3 |
| Columbia | 2 | 0.9 |
| Morganfield | 1 | 0.6 |

TABLE 43. BICYCLE CRASH RATES BY COUNTY AND POPULATION CATEGORY (IN ORDER OF DECREASING PERCENTAGES) (2011-2015)

| COUNTY | NUMBER OF CRASHES | ANNUAL CRASH RATE (CRASHES PER 10,000 POP.) |
|---|---|---|
| **POPULATION CATEGORY UNDER 10,000** | | |
| Gallatin | 2 | 0.5 |
| Carlisle | 1 | 0.4 |
| Owsley | 1 | 0.4 |
| Fulton | 1 | 0.3 |
| Cumberland | 1 | 0.3 |
| Menifee | 1 | 0.3 |
| Trimble | 1 | 0.2 |
| Hancock | 1 | 0.2 |
| Crittenden | 1 | 0.2 |
| Livingston | 1 | 0.2 |
| Elliott | 0 | 0.0 |
| Wolfe | 0 | 0.0 |
| Nicholas | 0 | 0.0 |
| Bracken | 0 | 0.0 |
| Lyon | 0 | 0.0 |
| McLean | 0 | 0.0 |
| Ballard | 0 | 0.0 |
| Hickman | 0 | 0.0 |
| Lee | 0 | 0.0 |
| Robertson | 0 | 0.0 |
| **POPULATION CATEGORY 10,000-14,999** | | |
| Todd | 3 | 0.5 |
| Caldwell | 3 | 0.5 |
| Green | 2 | 0.4 |
| Webster | 3 | 0.4 |
| Carroll | 2 | 0.4 |
| Trigg | 2 | 0.3 |
| Jackson | 2 | 0.3 |
| Bath | 1 | 0.2 |
| Butler | 1 | 0.2 |
| Pendleton | 1 | 0.1 |
| Lewis | 0 | 0.0 |
| Breathitt | 0 | 0.0 |
| Morgan | 0 | 0.0 |
| Larue | 0 | 0.0 |
| Powell | 0 | 0.0 |
| Fleming | 0 | 0.0 |
| Edmonson | 0 | 0.0 |
| Washington | 0 | 0.0 |
| Estill | 0 | 0.0 |
| Leslie | 0 | 0.0 |
| Magoffin | 0 | 0.0 |
| Monroe | 0 | 0.0 |
| Owen | 0 | 0.0 |
| Martin | 0 | 0.0 |
| Clinton | 0 | 0.0 |
| Metcalfe | 0 | 0.0 |
| **POPULATION CATEGORY 15,000-24,999** | | |
| Woodford | 7 | 0.6 |
| Rowan | 7 | 0.6 |
| Taylor | 7 | 0.6 |
| Johnson | 7 | 0.6 |
| Harrison | 5 | 0.5 |
| Bourbon | 5 | 0.5 |
| Lawrence | 3 | 0.4 |
| Union | 2 | 0.3 |
| Simpson | 3 | 0.3 |
| Casey | 2 | 0.3 |
| Mercer | 3 | 0.3 |
| Adair | 3 | 0.3 |
| Mason | 3 | 0.3 |
| Wayne | 2 | 0.2 |
| Ohio | 2 | 0.2 |
| Hart | 2 | 0.2 |
| Grant | 2 | 0.2 |
| Clay | 2 | 0.2 |
| Marion | 2 | 0.2 |
| Garrard | 2 | 0.2 |
| McCreary | 1 | 0.1 |
| Allen | 1 | 0.1 |
| Knott | 1 | 0.1 |
| Anderson | 1 | 0.1 |
| Spencer | 0 | 0.0 |
| Russell | 0 | 0.0 |
| Letcher | 0 | 0.0 |
| Breckinridge | 0 | 0.0 |
| Lincoln | 0 | 0.0 |
| Henry | 0 | 0.0 |
| Rockcastle | 0 | 0.0 |
| **POPULATION CATEGORY 25,000-50,000** | | |
| Henderson | 27 | 1.2 |
| Calloway | 18 | 1.0 |
| Bell | 13 | 0.9 |
| Boyle | 13 | 0.9 |
| Boyd | 18 | 0.7 |
| Franklin | 16 | 0.6 |
| Shelby | 12 | 0.6 |
| Scott | 11 | 0.5 |
| Hopkins | 12 | 0.5 |
| Jessamine | 10 | 0.4 |
| Graves | 7 | 0.4 |
| Nelson | 6 | 0.3 |
| Greenup | 6 | 0.3 |
| Whitley | 6 | 0.3 |
| Clark | 6 | 0.3 |
| Knox | 5 | 0.3 |
| Montgomery | 4 | 0.3 |
| Marshall | 4 | 0.3 |
| Harlan | 3 | 0.2 |
| Grayson | 3 | 0.2 |
| Barren | 5 | 0.2 |
| Logan | 3 | 0.2 |
| Perry | 2 | 0.1 |
| Carter | 1 | 0.1 |
| Muhlenberg | 2 | 0.1 |
| Floyd | 1 | 0.1 |
| Meade | 0 | 0.0 |
| **POPULATION CATEGORY OVER 50,000** | | |
| Jefferson | 729 | 2.0 |
| Fayette | 301 | 2.0 |
| Daviess | 76 | 1.6 |
| Kenton | 97 | 1.2 |
| McCracken | 38 | 1.2 |
| Warren | 63 | 1.1 |
| Campbell | 49 | 1.1 |
| Boone | 34 | 0.6 |
| Madison | 26 | 0.6 |
| Christian | 22 | 0.6 |
| Hardin | 29 | 0.5 |
| Oldham | 15 | 0.5 |
| Bullitt | 16 | 0.4 |
| Laurel | 11 | 0.4 |
| Pike | 6 | 0.2 |
| Pulaski | 6 | 0.2 |

# TABLE 44. BICYCLE CRASH RATES BY CITY AND POPULATION CATEGORY (IN ORDER OF DECREASING PERCENTAGES)(2011-2015)

| CITY | NUMBER OF CRASHES (2011-2015) | ANNUAL CRASH RATE (CRASHES PER 10,000 POPULATION) |
|---|---|---|
| POPULATION CATEGORY OVER 200,000 | | |
| Louisville | 664 | 2.2 |
| Lexington | 301 | 2.0 |
| POPULATION CATEGORY 20,000-60000 | | |
| Covington | 64 | 3.1 |
| Paducah | 32 | 2.6 |
| Owensboro | 69 | 2.4 |
| Bowling Green | 61 | 2.1 |
| Henderson | 26 | 1.8 |
| Ashland | 17 | 1.6 |
| Florence | 19 | 1.3 |
| Richmond | 20 | 1.3 |
| Hopkinsville | 20 | 1.3 |
| Frankfort | 14 | 1.1 |
| Jeffersontown | 14 | 1.1 |
| Elizabethtown | 13 | 0.9 |
| Georgetown | 10 | 0.7 |
| Radcliff | 8 | 0.7 |
| Nicholasville | 8 | 0.6 |
| Independence | 6 | 0.5 |
| POPULATION CATEGORY 10,000-19,999 | | |
| Newport | 31 | 4.1 |
| Shively | 21 | 2.8 |
| Shepherdsville | 11 | 2.0 |
| Murray | 17 | 1.9 |
| Danville | 12 | 1.5 |
| Mayfield | 6 | 1.2 |
| Shelbyville | 8 | 1.1 |
| Madisonville | 10 | 1.0 |
| Erlanger | 6 | 0.7 |
| Glasgow | 4 | 0.6 |
| Berea | 4 | 0.6 |
| Bardstown | 3 | 0.5 |
| Winchester | 5 | 0.5 |
| Somerset | 3 | 0.5 |
| Fort Thomas | 4 | 0.5 |
| POPULATION CATEGORY 5,000-9,999 | | |
| Elsmere | 8 | 1.9 |
| Bellevue | 5 | 1.7 |
| Cynthiana | 5 | 1.6 |
| Morehead | 5 | 1.5 |
| London | 5 | 1.3 |
| Williamsburg | 3 | 1.1 |
| La Grange | 4 | 1.0 |
| Paris | 4 | 0.9 |
| Campbellsville | 4 | 0.9 |
| Versailles | 4 | 0.9 |
| Alexandria | 4 | 0.9 |
| Princeton | 3 | 0.9 |
| Corbin | 3 | 0.8 |
| Lebanon | 2 | 0.7 |
| Maysville | 3 | 0.7 |
| Franklin | 3 | 0.7 |
| Pikeville | 2 | 0.6 |
| Mount Sterling | 2 | 0.6 |
| Leitchfield | 2 | 0.6 |
| Highland Heights | 2 | 0.6 |
| Russellville | 2 | 0.6 |
| Monticello | 2 | 0.6 |
| Harrodsburg | 2 | 0.5 |
| Taylor Mill | 1 | 0.3 |
| Central City | 1 | 0.3 |
| Fort Wright | 1 | 0.3 |
| Flatwoods | 1 | 0.3 |
| Edgewood | 1 | 0.2 |
| Fort Mitchell | 1 | 0.2 |
| POPULATION CATEGORY 2,500-4,999 | | |
| Paintsville | 7 | 4.0 |
| Ludlow | 3 | 1.4 |
| Vine Grove | 3 | 1.3 |
| Barbourville | 2 | 1.3 |
| Beaver Dam | 2 | 1.2 |
| Lancaster | 2 | 1.2 |
| Morganfield | 2 | 1.2 |
| Carrollton | 2 | 1.0 |
| Williamstown | 2 | 1.0 |
| Benton | 2 | 0.9 |
| Hazard | 2 | 0.9 |
| Calvert City | 1 | 0.8 |
| Dawson Springs | 1 | 0.7 |
| Marion | 1 | 0.7 |
| Providence | 1 | 0.6 |
| Scottsville | 1 | 0.5 |
| Grayson | 1 | 0.5 |

# TABLE 45. MOTORCYCLE CRASH RATES BY COUNTY AND POPULATION CATEGORY (IN ORDER OF DECREASING PERCENTAGES) (2011-2015)

| COUNTY | NUMBER OF CRASHES | ANNUAL CRASH RATE (CRASHES PER 10,000 POP.) |
|---|---|---|
| **POPULATION CATEGORY UNDER 10,000** | | |
| Trimble | 29 | 6.6 |
| Bracken | 27 | 6.4 |
| Lyon | 25 | 6.0 |
| Livingston | 28 | 5.9 |
| Owsley | 14 | 5.9 |
| Gallatin | 22 | 5.1 |
| Carlisle | 13 | 5.1 |
| Crittenden | 22 | 4.7 |
| Ballard | 18 | 4.4 |
| Cumberland | 15 | 4.4 |
| McLean | 17 | 3.6 |
| Menifee | 11 | 3.5 |
| Hancock | 13 | 3.0 |
| Wolfe | 10 | 2.7 |
| Robertson | 3 | 2.6 |
| Fulton | 8 | 2.3 |
| Nicholas | 8 | 2.2 |
| Elliott | 5 | 1.3 |
| Hickman | 3 | 1.2 |
| Lee | 2 | 0.5 |
| **POPULATION CATEGORY 10,000-14,999** | | |
| Trigg | 42 | 5.9 |
| Pendleton | 41 | 5.5 |
| Caldwell | 34 | 5.2 |
| Carroll | 25 | 4.6 |
| Powell | 29 | 4.6 |
| Jackson | 26 | 3.9 |
| Todd | 23 | 3.7 |
| Breathitt | 24 | 3.5 |
| Owen | 17 | 3.1 |
| Clinton | 15 | 2.9 |
| Webster | 19 | 2.8 |
| Metcalfe | 14 | 2.8 |
| Edmonson | 15 | 2.5 |
| Bath | 13 | 2.2 |
| Butler | 13 | 2.0 |
| Larue | 14 | 2.0 |
| Washington | 11 | 1.9 |
| Fleming | 12 | 1.7 |
| Estill | 12 | 1.6 |
| Green | 9 | 1.6 |
| Magoffin | 8 | 1.2 |
| Leslie | 6 | 1.1 |
| Lewis | 7 | 1.0 |
| Martin | 6 | 0.9 |
| Morgan | 5 | 0.7 |
| Monroe | 3 | 0.5 |
| **POPULATION CATEGORY 15,000-24,999** | | |
| Clay | 50 | 4.6 |
| Simpson | 37 | 4.3 |
| Henry | 30 | 3.9 |
| Rowan | 44 | 3.8 |
| Taylor | 46 | 3.8 |
| Mason | 33 | 3.8 |
| Spencer | 32 | 3.8 |
| Rockcastle | 32 | 3.8 |
| Mercer | 39 | 3.7 |
| Grant | 46 | 3.7 |
| Union | 27 | 3.6 |
| Bourbon | 36 | 3.6 |
| Allen | 35 | 3.5 |
| Ohio | 40 | 3.4 |
| Knott | 28 | 3.4 |
| Lincoln | 41 | 3.3 |
| Marion | 33 | 3.3 |
| Woodford | 40 | 3.2 |
| Lawrence | 23 | 2.9 |
| Garrard | 22 | 2.6 |
| Russell | 22 | 2.5 |
| Letcher | 30 | 2.4 |
| Hart | 22 | 2.4 |
| Harrison | 21 | 2.2 |
| Breckinridge | 21 | 2.1 |
| McCreary | 19 | 2.1 |
| Anderson | 21 | 2.0 |
| Johnson | 22 | 1.9 |
| Wayne | 16 | 1.5 |
| Casey | 10 | 1.3 |
| Adair | 10 | 1.1 |
| **POPULATION CATEGORY 25,000-50,000** | | |
| Graves | 82 | 4.4 |
| Marshall | 64 | 4.1 |
| Whitley | 72 | 4.0 |
| Bell | 54 | 3.8 |
| Clark | 64 | 3.6 |
| Shelby | 73 | 3.5 |
| Henderson | 79 | 3.4 |
| Calloway | 63 | 3.4 |
| Nelson | 73 | 3.4 |
| Scott | 76 | 3.2 |
| Boyle | 46 | 3.2 |
| Logan | 43 | 3.2 |
| Jessamine | 75 | 3.1 |
| Boyd | 78 | 3.1 |
| Muhlenberg | 49 | 3.1 |
| Barren | 64 | 3.0 |
| Grayson | 38 | 3.0 |
| Carter | 42 | 3.0 |
| Hopkins | 66 | 2.8 |
| Meade | 38 | 2.7 |
| Knox | 43 | 2.7 |
| Perry | 34 | 2.4 |
| Greenup | 45 | 2.4 |
| Franklin | 59 | 2.4 |
| Floyd | 43 | 2.2 |
| Harlan | 31 | 2.1 |
| Montgomery | 27 | 2.0 |
| **POPULATION CATEGORY OVER 50,000** | | |
| McCracken | 169 | 5.2 |
| Boone | 238 | 4.0 |
| Hardin | 204 | 3.9 |
| Bullitt | 144 | 3.9 |
| Madison | 158 | 3.8 |
| Warren | 213 | 3.7 |
| Christian | 138 | 3.7 |
| Daviess | 177 | 3.7 |
| Pulaski | 110 | 3.5 |
| Jefferson | 1,301 | 3.5 |
| Pike | 111 | 3.4 |
| Fayette | 477 | 3.2 |
| Laurel | 90 | 3.1 |
| Campbell | 131 | 2.9 |
| Kenton | 226 | 2.8 |
| Oldham | 44 | 1.5 |

# TABLE 46. MOTORCYCLE CRASH RATES BY CITY AND POPULATION CATEGORY (IN ORDER OF DECREASING PERCENTAGES)(2011-2015)

| CITY | NUMBER OF CRASHES (2011-2015) | ANNUAL CRASH RATE (CRASHES PER 10,000 POPULATION) |
|---|---|---|
| POPULATION CATEGORY OVER 200,000 | | |
| Louisville | 1,165 | 3.9 |
| Lexington | 477 | 3.2 |
| POPULATION CATEGORY 20,000-60000 | | |
| Paducah | 84 | 6.7 |
| Radcliff | 53 | 4.9 |
| Bowling Green | 138 | 4.8 |
| Elizabethtown | 69 | 4.8 |
| Richmond | 74 | 4.7 |
| Florence | 70 | 4.7 |
| Owensboro | 119 | 4.2 |
| Ashland | 41 | 3.8 |
| Hopkinsville | 58 | 3.7 |
| Henderson | 47 | 3.3 |
| Nicholasville | 42 | 3.0 |
| Georgetown | 41 | 2.8 |
| Covington | 57 | 2.8 |
| Frankfort | 32 | 2.5 |
| Independence | 30 | 2.4 |
| Jeffersontown | 24 | 1.8 |
| POPULATION CATEGORY 10,000-19,999 | | |
| Shively | 64 | 8.4 |
| Somerset | 43 | 7.7 |
| Shepherdsville | 37 | 6.6 |
| Bardstown | 28 | 4.8 |
| Erlanger | 37 | 4.1 |
| Danville | 33 | 4.1 |
| Newport | 27 | 3.5 |
| Murray | 27 | 3.0 |
| Mayfield | 14 | 2.8 |
| Winchester | 25 | 2.7 |
| Glasgow | 18 | 2.6 |
| Shelbyville | 18 | 2.6 |
| Madisonville | 24 | 2.5 |
| Berea | 16 | 2.4 |
| Fort Thomas | 12 | 1.5 |
| Lawrenceburg | 7 | 1.3 |
| POPULATION CATEGORY 5,000-9,999 | | |
| Pikeville | 32 | 9.3 |
| London | 26 | 6.5 |
| Princeton | 17 | 5.4 |
| Campbellsville | 24 | 5.3 |
| Fort Wright | 15 | 5.2 |
| Franklin | 21 | 5.0 |
| Russellville | 16 | 4.6 |
| Mount Washington | 21 | 4.6 |
| Leitchfield | 15 | 4.5 |
| Morehead | 15 | 4.4 |
| Paris | 18 | 4.2 |
| Harrodsburg | 17 | 4.1 |
| Monticello | 11 | 3.6 |
| Taylor Mill | 12 | 3.6 |
| Alexandria | 13 | 3.1 |
| Williamsburg | 8 | 3.1 |
| Maysville | 13 | 2.9 |
| Fort Mitchell | 12 | 2.9 |
| Mount Sterling | 10 | 2.9 |
| Corbin | 10 | 2.7 |
| Central City | 8 | 2.7 |
| Cold Spring | 8 | 2.7 |
| Lebanon | 7 | 2.5 |
| Cynthiana | 8 | 2.5 |
| Highland Heights | 8 | 2.3 |
| Bellevue | 6 | 2.0 |
| Versailles | 8 | 1.9 |
| Villa Hills | 6 | 1.6 |
| Flatwoods | 6 | 1.6 |
| La Grange | 6 | 1.5 |
| Edgewood | 5 | 1.2 |
| Dayton | 3 | 1.1 |
| Elsmere | 4 | 0.9 |
| POPULATION CATEGORY 2,500-4,999 | | |
| Scottsville | 14 | 6.6 |
| Russell | 11 | 6.5 |
| Prestonsburg | 10 | 6.1 |
| Benton | 12 | 5.5 |
| Calvert City | 7 | 5.5 |
| Hazard | 12 | 5.4 |
| Stanford | 9 | 5.2 |
| Greenville | 9 | 4.2 |
| Paintsville | 7 | 4.0 |
| Hodgenville | 6 | 3.7 |
| Stanton | 5 | 3.7 |
| Southgate | 6 | 3.2 |
| Springfield | 4 | 3.2 |
| Flemingsburg | 4 | 3.0 |
| Morganfield | 5 | 3.0 |
| Carrollton | 6 | 3.0 |
| Lancaster | 5 | 2.9 |
| Beaver Dam | 5 | 2.9 |
| Providence | 4 | 2.5 |
| Barbourville | 4 | 2.5 |
| Marion | 3 | 2.0 |
| Grayson | 4 | 1.9 |
| Vine Grove | 4 | 1.8 |
| Columbia | 4 | 1.8 |
| Ludlow | 4 | 1.8 |
| Williamstown | 3 | 1.5 |
| Irvine | 2 | 1.5 |
| Hartford | 2 | 1.5 |
| Dawson Springs | 2 | 1.4 |
| Lakeside Park | 1 | 0.7 |

# TABLE 47. SCHOOL BUS CRASH RATES BY COUNTY AND POPULATION CATEGORY (IN ORDER OF DECREASING PERCENTAGES) (2011-2015)

| COUNTY | NUMBER OF CRASHES | ANNUAL CRASH RATE (CRASHES PER 10,000 POP.) |
|---|---|---|
| **POPULATION CATEGORY UNDER 10,000** | | |
| Gallatin | 7 | 1.6 |
| Lee | 6 | 1.5 |
| Livingston | 7 | 1.5 |
| Bracken | 6 | 1.4 |
| Ballard | 4 | 1.0 |
| McLean | 4 | 0.8 |
| Nicholas | 3 | 0.8 |
| Carlisle | 2 | 0.8 |
| Trimble | 3 | 0.7 |
| Hancock | 3 | 0.7 |
| Cumberland | 2 | 0.6 |
| Lyon | 2 | 0.5 |
| Owsley | 1 | 0.4 |
| Fulton | 1 | 0.3 |
| Wolfe | 1 | 0.3 |
| Crittenden | 1 | 0.2 |
| Menifee | 0 | 0.0 |
| Hickman | 0 | 0.0 |
| Elliott | 0 | 0.0 |
| Robertson | 0 | 0.0 |
| **POPULATION CATEGORY 10,000-14,999** | | |
| Morgan | 12 | 1.7 |
| Owen | 9 | 1.7 |
| Powell | 10 | 1.6 |
| Carroll | 7 | 1.3 |
| Pendleton | 10 | 1.3 |
| Green | 7 | 1.2 |
| Breathitt | 8 | 1.2 |
| Bath | 7 | 1.2 |
| Edmonson | 7 | 1.2 |
| Magoffin | 8 | 1.2 |
| Caldwell | 8 | 1.2 |
| Fleming | 7 | 1.0 |
| Metcalfe | 4 | 0.8 |
| Lewis | 5 | 0.7 |
| Washington | 4 | 0.7 |
| Butler | 4 | 0.6 |
| Webster | 4 | 0.6 |
| Leslie | 3 | 0.5 |
| Martin | 3 | 0.5 |
| Jackson | 3 | 0.4 |
| Estill | 3 | 0.4 |
| Larue | 2 | 0.3 |
| Trigg | 2 | 0.3 |
| Todd | 2 | 0.3 |
| Monroe | 1 | 0.2 |
| Clinton | 0 | 0.0 |
| **POPULATION CATEGORY 15,000-24,999** | | |
| Clay | 24 | 2.2 |
| Woodford | 22 | 1.8 |
| Mason | 12 | 1.4 |
| Letcher | 15 | 1.2 |
| Bourbon | 12 | 1.2 |
| Grant | 14 | 1.1 |
| Anderson | 12 | 1.1 |
| Rowan | 13 | 1.1 |
| Mercer | 12 | 1.1 |
| Harrison | 10 | 1.1 |
| Russell | 9 | 1.0 |
| Knott | 8 | 1.0 |
| Spencer | 8 | 0.9 |
| Henry | 7 | 0.9 |
| Simpson | 8 | 0.9 |
| Lawrence | 7 | 0.9 |
| Breckinridge | 9 | 0.9 |
| Wayne | 8 | 0.8 |
| Union | 6 | 0.8 |
| Rockcastle | 6 | 0.7 |
| Johnson | 8 | 0.7 |
| Garrard | 6 | 0.7 |
| Lincoln | 8 | 0.6 |
| Hart | 5 | 0.5 |
| Adair | 5 | 0.5 |
| McCreary | 5 | 0.5 |
| Taylor | 6 | 0.5 |
| Marion | 5 | 0.5 |
| Ohio | 5 | 0.4 |
| Allen | 3 | 0.3 |
| Casey | 1 | 0.1 |
| **POPULATION CATEGORY 25,000-50,000** | | |
| Floyd | 71 | 3.6 |
| Jessamine | 55 | 2.3 |
| Clark | 39 | 2.2 |
| Montgomery | 29 | 2.2 |
| Perry | 30 | 2.1 |
| Shelby | 44 | 2.1 |
| Bell | 27 | 1.9 |
| Knox | 28 | 1.8 |
| Scott | 37 | 1.6 |
| Franklin | 37 | 1.5 |
| Henderson | 34 | 1.5 |
| Harlan | 22 | 1.5 |
| Boyle | 22 | 1.5 |
| Whitley | 21 | 1.2 |
| Boyd | 28 | 1.1 |
| Greenup | 19 | 1.0 |
| Grayson | 12 | 0.9 |
| Carter | 13 | 0.9 |
| Hopkins | 20 | 0.9 |
| Muhlenberg | 12 | 0.8 |
| Graves | 14 | 0.8 |
| Calloway | 15 | 0.8 |
| Nelson | 16 | 0.7 |
| Logan | 10 | 0.7 |
| Meade | 8 | 0.6 |
| Barren | 13 | 0.6 |
| Marshall | 6 | 0.4 |
| **POPULATION CATEGORY OVER 50,000** | | |
| Boone | 237 | 4.0 |
| Jefferson | 1,196 | 3.2 |
| Kenton | 150 | 1.9 |
| Daviess | 88 | 1.8 |
| Bullitt | 67 | 1.8 |
| Oldham | 40 | 1.3 |
| Warren | 66 | 1.2 |
| Madison | 50 | 1.2 |
| Fayette | 166 | 1.1 |
| Hardin | 60 | 1.1 |
| Pike | 36 | 1.1 |
| McCracken | 32 | 1.0 |
| Campbell | 46 | 1.0 |
| Pulaski | 27 | 0.9 |
| Laurel | 26 | 0.9 |
| Christian | 31 | 0.8 |

# TABLE 48. SCHOOL BUS CRASH RATES BY CITY AND POPULATION CATEGORY (IN ORDER OF DECREASING PERCENTAGES)(2011-2015)

| CITY | NUMBER OF CRASHES (2011-2015) | ANNUAL CRASH RATE (CRASHES PER 10,000 POPULATION) |
|---|---|---|
| POPULATION CATEGORY OVER 200,000 | | |
| Louisville | 1,074 | 3.6 |
| Lexington | 165 | 1.1 |
| POPULATION CATEGORY 20,000-60000 | | |
| Florence | 63 | 4.2 |
| Nicholasville | 42 | 3.0 |
| Owensboro | 59 | 2.1 |
| Independence | 24 | 1.9 |
| Jeffersontown | 24 | 1.8 |
| Richmond | 28 | 1.8 |
| Georgetown | 25 | 1.7 |
| Frankfort | 22 | 1.7 |
| Covington | 32 | 1.6 |
| Henderson | 23 | 1.6 |
| Radcliff | 16 | 1.5 |
| Paducah | 18 | 1.4 |
| Hopkinsville | 20 | 1.3 |
| Elizabethtown | 15 | 1.1 |
| Ashland | 12 | 1.1 |
| Bowling Green | 27 | 0.9 |
| POPULATION CATEGORY 10,000-19,999 | | |
| Shively | 47 | 6.2 |
| Shepherdsville | 21 | 3.7 |
| Winchester | 27 | 2.9 |
| Shelbyville | 19 | 2.7 |
| Somerset | 12 | 2.1 |
| Bardstown | 12 | 2.1 |
| Danville | 16 | 2.0 |
| Erlanger | 15 | 1.7 |
| Murray | 12 | 1.4 |
| Berea | 8 | 1.2 |
| Lawrenceburg | 6 | 1.1 |
| Glasgow | 7 | 1.0 |
| Newport | 6 | 0.8 |
| Madisonville | 8 | 0.8 |
| Fort Thomas | 6 | 0.7 |
| Mayfield | 2 | 0.4 |
| POPULATION CATEGORY 5,000-9,999 | | |
| Mount Sterling | 13 | 3.8 |
| Versailles | 16 | 3.7 |
| Villa Hills | 12 | 3.2 |
| Edgewood | 12 | 2.8 |
| Alexandria | 10 | 2.4 |
| Harrodsburg | 10 | 2.4 |
| Pikeville | 8 | 2.3 |
| Cynthiana | 7 | 2.2 |
| Paris | 9 | 2.1 |
| Taylor Mill | 7 | 2.1 |
| Leitchfield | 7 | 2.1 |
| Maysville | 9 | 2.0 |
| London | 7 | 1.8 |
| Dayton | 4 | 1.5 |
| Mount Washington | 7 | 1.5 |
| Morehead | 5 | 1.5 |
| Russellville | 5 | 1.4 |
| Franklin | 6 | 1.4 |
| Monticello | 4 | 1.3 |
| Flatwoods | 4 | 1.1 |
| Campbellsville | 5 | 1.1 |
| Williamsburg | 3 | 1.1 |
| Corbin | 4 | 1.1 |
| Central City | 3 | 1.0 |
| Fort Wright | 3 | 1.0 |
| Princeton | 3 | 0.9 |
| La Grange | 3 | 0.7 |
| Elsmere | 2 | 0.5 |
| Bellevue | 1 | 0.3 |
| Highland Heights | 1 | 0.3 |
| POPULATION CATEGORY 2,500-4,999 | | |
| Prestonsburg | 10 | 6.1 |
| Lakeside Park | 6 | 4.5 |
| Hazard | 9 | 4.0 |
| Barbourville | 6 | 3.8 |
| Stanton | 5 | 3.7 |
| Flemingsburg | 4 | 3.0 |
| Carrollton | 5 | 2.5 |
| Grayson | 5 | 2.4 |
| Hartford | 3 | 2.2 |
| Dawson Springs | 3 | 2.2 |
| Vine Grove | 5 | 2.2 |
| Paintsville | 3 | 1.7 |
| Springfield | 2 | 1.6 |
| Williamstown | 3 | 1.5 |
| Park Hills | 2 | 1.3 |
| Providence | 2 | 1.3 |
| Columbia | 3 | 1.3 |
| Lancaster | 2 | 1.2 |
| Wilmore | 2 | 1.1 |
| Greenville | 2 | 0.9 |
| Irvine | 1 | 0.7 |
| Beaver Dam | 1 | 0.6 |
| Morganfield | 1 | 0.6 |
| Stanford | 1 | 0.6 |

TABLE 49. TRUCK CRASH RATES BY COUNTY AND POPULATION CATEGORY (IN ORDER OF DECREASING PERCENTAGES) (2011-2015)

| COUNTY | NUMBER OF CRASHES | ANNUAL CRASH RATE (CRASHES PER 10,000 POP.) |
|---|---|---|
| **POPULATION CATEGORY UNDER 10,000** | | |
| Gallatin | 322 | 75.0 |
| Lyon | 199 | 47.9 |
| Ballard | 126 | 30.5 |
| Carlisle | 46 | 18.0 |
| Crittenden | 84 | 18.0 |
| Bracken | 75 | 17.7 |
| McLean | 84 | 17.6 |
| Hancock | 72 | 16.8 |
| Livingston | 80 | 16.8 |
| Fulton | 57 | 16.7 |
| Hickman | 37 | 15.1 |
| Wolfe | 50 | 13.6 |
| Nicholas | 37 | 10.4 |
| Cumberland | 34 | 9.9 |
| Trimble | 32 | 7.3 |
| Menifee | 22 | 7.0 |
| Elliott | 23 | 5.9 |
| Owsley | 13 | 5.5 |
| Lee | 20 | 5.1 |
| Robertson | 4 | 3.5 |
| **POPULATION CATEGORY 10,000-14,999** | | |
| Carroll | 252 | 46.6 |
| Caldwell | 172 | 26.5 |
| Trigg | 132 | 18.4 |
| Larue | 128 | 18.0 |
| Washington | 103 | 17.6 |
| Webster | 118 | 17.3 |
| Metcalfe | 84 | 16.6 |
| Butler | 92 | 14.5 |
| Todd | 86 | 13.8 |
| Fleming | 94 | 13.1 |
| Powell | 82 | 13.0 |
| Pendleton | 78 | 10.5 |
| Owen | 50 | 9.2 |
| Breathitt | 62 | 8.9 |
| Lewis | 60 | 8.7 |
| Bath | 49 | 8.5 |
| Green | 48 | 8.5 |
| Clinton | 43 | 8.4 |
| Edmonson | 47 | 7.7 |
| Magoffin | 51 | 7.7 |
| Jackson | 47 | 7.0 |
| Martin | 38 | 5.9 |
| Morgan | 39 | 5.6 |
| Leslie | 28 | 5.0 |
| Monroe | 17 | 3.1 |
| Estill | 23 | 3.1 |
| **POPULATION CATEGORY 15,000-24,999** | | |
| Hart | 519 | 57.0 |
| Simpson | 392 | 45.2 |
| Rockcastle | 363 | 42.6 |
| Henry | 314 | 40.7 |
| Woodford | 289 | 23.2 |
| Grant | 261 | 21.2 |
| Rowan | 210 | 18.0 |
| Ohio | 212 | 17.8 |
| Bourbon | 175 | 17.5 |
| Mason | 147 | 16.8 |
| Allen | 146 | 14.6 |
| Union | 106 | 14.1 |
| Marion | 139 | 14.0 |
| Anderson | 134 | 12.5 |
| Harrison | 116 | 12.3 |
| Russell | 103 | 11.7 |
| Letcher | 140 | 11.4 |
| Garrard | 93 | 11.0 |
| Mercer | 112 | 10.5 |
| Taylor | 126 | 10.3 |
| Lawrence | 82 | 10.3 |
| Casey | 79 | 9.9 |
| Adair | 91 | 9.8 |
| Clay | 105 | 9.7 |
| Lincoln | 118 | 9.5 |
| Knott | 69 | 8.4 |
| Wayne | 83 | 8.0 |
| Johnson | 85 | 7.3 |
| Spencer | 58 | 6.8 |
| Breckinridge | 65 | 6.5 |
| McCreary | 45 | 4.9 |
| **POPULATION CATEGORY 25,000-50,000** | | |
| Scott | 556 | 23.6 |
| Shelby | 494 | 23.5 |
| Whitley | 370 | 20.8 |
| Henderson | 479 | 20.7 |
| Marshall | 310 | 19.7 |
| Barren | 400 | 19.0 |
| Montgomery | 242 | 18.3 |
| Hopkins | 411 | 17.5 |
| Muhlenberg | 276 | 17.5 |
| Logan | 219 | 16.3 |
| Grayson | 208 | 16.2 |
| Clark | 286 | 16.1 |
| Nelson | 338 | 15.6 |
| Boyd | 383 | 15.5 |
| Franklin | 371 | 15.1 |
| Carter | 206 | 14.9 |
| Boyle | 205 | 14.4 |
| Jessamine | 344 | 14.2 |
| Perry | 200 | 13.9 |
| Floyd | 254 | 12.9 |
| Graves | 238 | 12.8 |
| Bell | 178 | 12.4 |
| Calloway | 221 | 11.9 |
| Harlan | 152 | 10.4 |
| Knox | 148 | 9.3 |
| Greenup | 139 | 7.5 |
| Meade | 96 | 6.7 |
| **POPULATION CATEGORY OVER 50,000** | | |
| Boone | 1,894 | 31.9 |
| Bullitt | 890 | 24.0 |
| Kenton | 1,688 | 21.1 |
| Laurel | 615 | 20.9 |
| Jefferson | 7,563 | 20.4 |
| Hardin | 1,026 | 19.4 |
| Madison | 749 | 18.1 |
| McCracken | 576 | 17.6 |
| Fayette | 2,578 | 17.4 |
| Warren | 971 | 17.1 |
| Christian | 598 | 16.2 |
| Pike | 517 | 15.9 |
| Oldham | 471 | 15.6 |
| Daviess | 730 | 15.1 |
| Campbell | 640 | 14.2 |
| Pulaski | 397 | 12.6 |

TABLE 50. MOTOR VEHICLE-TRAIN CRASH RATES BY COUNTY AND POPULATION CATEGORY
(IN ORDER OF DECREASING PERCENTAGES) (2011 - 2015)

| COUNTY | NUMBER OF CRASHES | ANNUAL CRASH RATE (CRASHES PER 10,000 POP.) |
|---|---|---|
| **POPULATION CATEGORY UNDER 10,000** | | |
| Carlisle | 1 | 0.39 |
| Nicholas | 1 | 0.28 |
| Gallatin | 1 | 0.23 |
| Metcalfe | 0 | 0.00 |
| Marion | 0 | 0.00 |
| Livingston | 0 | 0.00 |
| Crittenden | 0 | 0.00 |
| Trimble | 0 | 0.00 |
| Hancock | 0 | 0.00 |
| Bracken | 0 | 0.00 |
| Lyon | 0 | 0.00 |
| Ballard | 0 | 0.00 |
| Lee | 0 | 0.00 |
| Elliott | 0 | 0.00 |
| Wolfe | 0 | 0.00 |
| Cumberland | 0 | 0.00 |
| Fulton | 0 | 0.00 |
| Menifee | 0 | 0.00 |
| Hickman | 0 | 0.00 |
| Owsley | 0 | 0.00 |
| Robertson | 0 | 0.00 |
| **POPULATION CATEGORY 10,000 - 14,999** | | |
| Webster | 4 | 0.59 |
| Lewis | 2 | 0.29 |
| Carroll | 1 | 0.18 |
| Edmonson | 1 | 0.16 |
| McCreary | 1 | 0.15 |
| Breathitt | 1 | 0.14 |
| Pendleton | 0 | 0.00 |
| Estill | 0 | 0.00 |
| Fleming | 0 | 0.00 |
| Trigg | 0 | 0.00 |
| Larue | 0 | 0.00 |
| Morgan | 0 | 0.00 |
| Jackson | 0 | 0.00 |
| Martin | 0 | 0.00 |
| Caldwell | 0 | 0.00 |
| Butler | 0 | 0.00 |
| Powell | 0 | 0.00 |
| Todd | 0 | 0.00 |
| Washington | 0 | 0.00 |
| Bath | 0 | 0.00 |
| Leslie | 0 | 0.00 |
| Green | 0 | 0.00 |
| Monroe | 0 | 0.00 |
| Owen | 0 | 0.00 |
| Clinton | 0 | 0.00 |
| **POPULATION CATEGORY 15,000 - 24,999** | | |
| Mercer | 6 | 0.56 |
| Hart | 5 | 0.55 |
| Magoffin | 4 | 0.44 |
| Grant | 5 | 0.41 |
| Lawrence | 3 | 0.38 |
| Woodford | 4 | 0.32 |
| Grayson | 4 | 0.31 |
| Henry | 2 | 0.26 |
| Knott | 2 | 0.24 |
| Lincoln | 3 | 0.24 |
| McLean | 2 | 0.23 |
| Ohio | 2 | 0.17 |
| Letcher | 2 | 0.16 |
| Rockcastle | 1 | 0.12 |
| **POPULATION CATEGORY 15,000-24,999 (cont.)** | | |
| Simpson | 1 | 0.12 |
| Harrison | 1 | 0.11 |
| Anderson | 1 | 0.09 |
| Taylor | 0 | 0.00 |
| Johnson | 0 | 0.00 |
| Rowan | 0 | 0.00 |
| Clay | 0 | 0.00 |
| Wayne | 0 | 0.00 |
| Breckinridge | 0 | 0.00 |
| Bourbon | 0 | 0.00 |
| Allen | 0 | 0.00 |
| Mason | 0 | 0.00 |
| Adair | 0 | 0.00 |
| Russell | 0 | 0.00 |
| Spencer | 0 | 0.00 |
| Garrard | 0 | 0.00 |
| Casey | 0 | 0.00 |
| Union | 0 | 0.00 |
| **POPULATION CATEGORY 25,000-49,999** | | |
| Hopkins | 15 | 0.64 |
| Harlan | 4 | 0.27 |
| Floyd | 5 | 0.25 |
| Bell | 3 | 0.21 |
| Shelby | 4 | 0.19 |
| Knox | 3 | 0.19 |
| Clark | 3 | 0.17 |
| Boyd | 4 | 0.16 |
| Barren | 3 | 0.14 |
| Perry | 2 | 0.14 |
| Henderson | 3 | 0.13 |
| Muhlenberg | 2 | 0.13 |
| Logan | 1 | 0.07 |
| Meade | 1 | 0.07 |
| McCracken | 1 | 0.06 |
| Whitley | 1 | 0.06 |
| Franklin | 1 | 0.04 |
| Laurel | 1 | 0.03 |
| Jessamine | 0 | 0.00 |
| Scott | 0 | 0.00 |
| Nelson | 0 | 0.00 |
| Calloway | 0 | 0.00 |
| Graves | 0 | 0.00 |
| Greenup | 0 | 0.00 |
| Boyle | 0 | 0.00 |
| Carter | 0 | 0.00 |
| Montgomery | 0 | 0.00 |
| **POPULATION CATEGORY 50,000 - OVER** | | |
| Daviess | 12 | 0.25 |
| Christian | 9 | 0.24 |
| Oldham | 6 | 0.20 |
| Pike | 6 | 0.18 |
| Jefferson | 48 | 0.13 |
| Pulaski | 4 | 0.13 |
| Warren | 7 | 0.12 |
| Bullitt | 4 | 0.11 |
| Hardin | 5 | 0.09 |
| Campbell | 4 | 0.09 |
| Kenton | 7 | 0.09 |
| Boone | 5 | 0.08 |
| Marshall | 1 | 0.02 |
| Fayette | 2 | 0.01 |
| 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 |
| 2013 | 7,623 | 6.18 |
| 2014 | 7,831 | 5.18 |

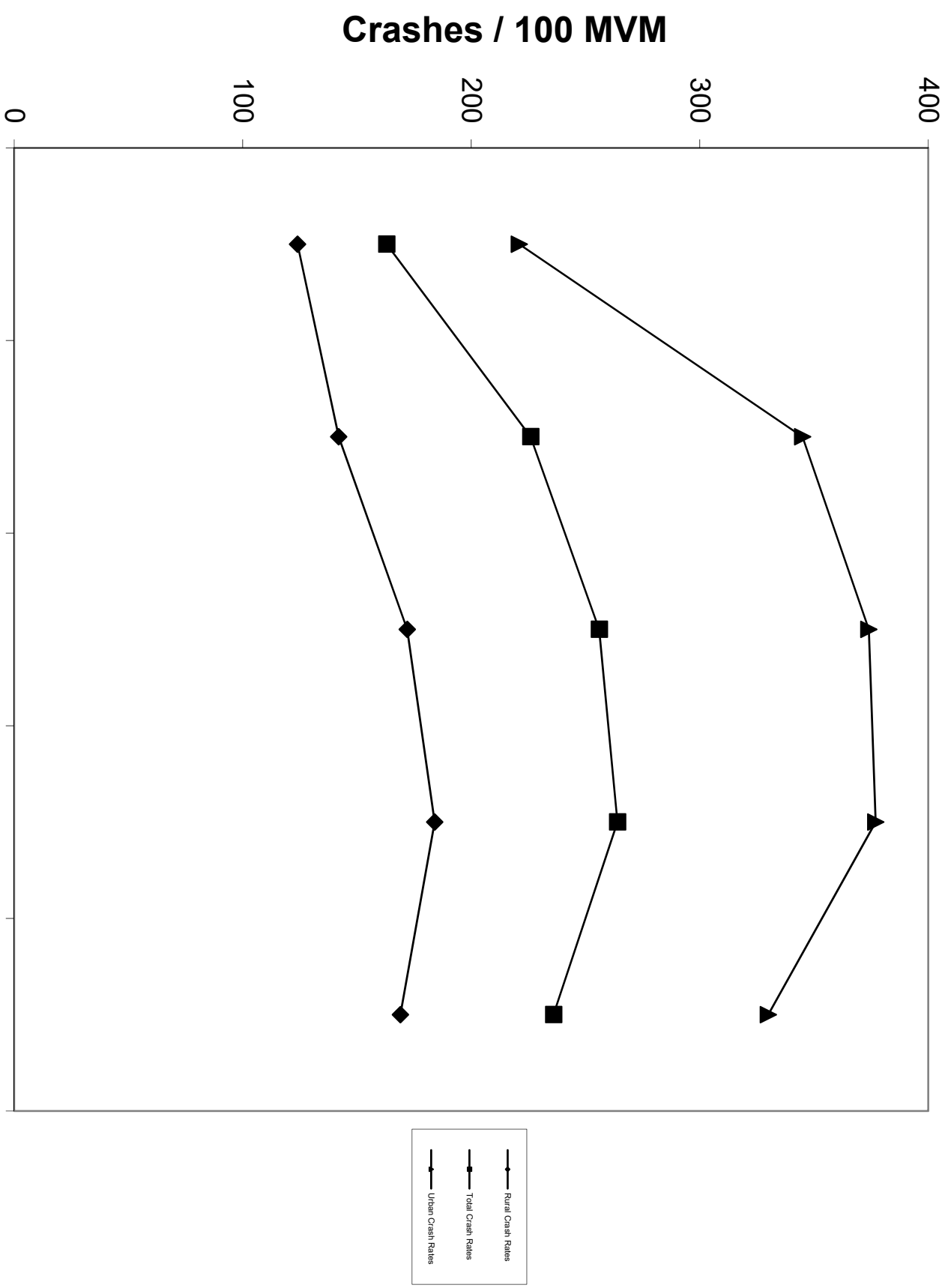


**Figure 1. Trends in Crash Rates (Identified Roads)**

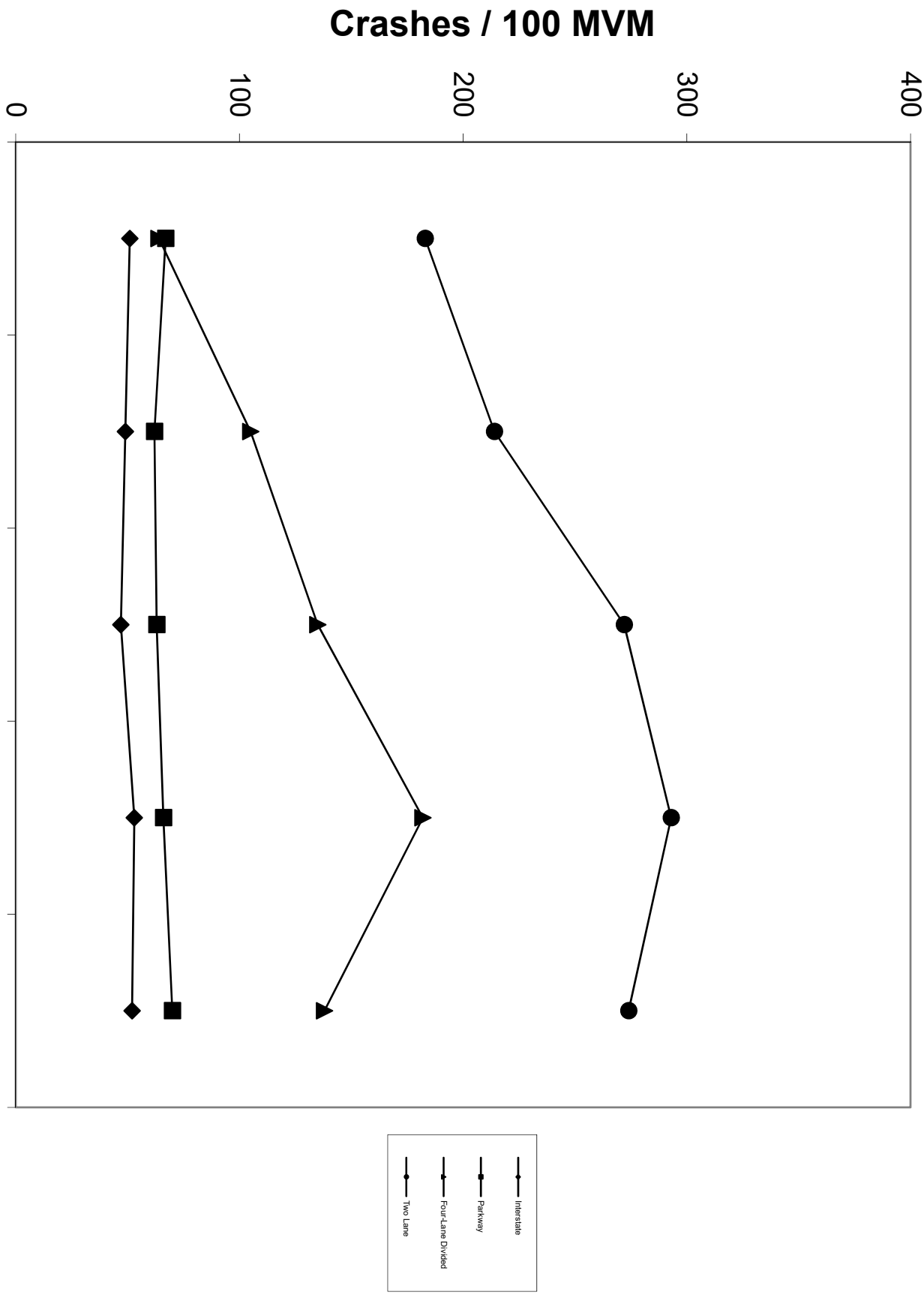


**Figure 2. Trends in Rural Crash Rates (Identified Roads)**

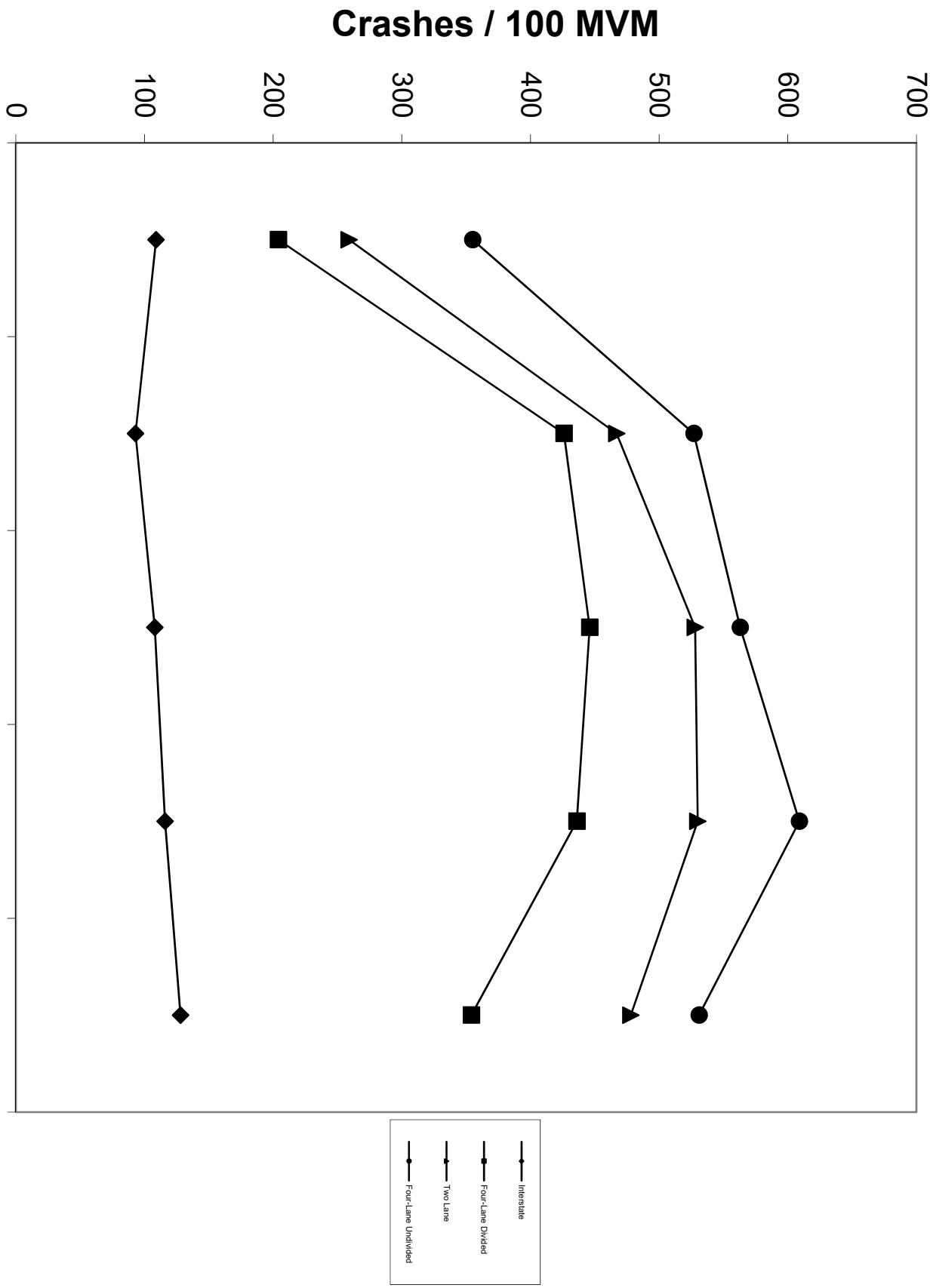


**Figure 3. Trends in Urban Crash Rates (Identified Roads)**

# 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 through 2014 has changed from the previous years. In some instances there was limited data for some of the categories in 2012 through 2014.

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 minor arterials followed by urban principal arterials (non-interstate or freeway). 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

The relationship between crash rate and traffic volume (average annual daily traffic) for various federal-aid highway classifications is illustrated in Table A-7. 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-8. The overall percentage of crashes occurring during wet pavement conditions is 22 percent on rural roadways and 15 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 (6.4 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 11.7 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 (2011 - 2015)

| LOCATION | FUNCTIONAL CLASSIFICATION | AVERAGE TOTAL MILEAGE | AVERAGE AADT | CRASH RATES (CRASHES PER 100 MVM) ALL | INJURY | FATAL |
|---|---|---|---|---|---|---|
| Rural | Principal Arterial, Interstate | 598 | 33,137 | 54 | 10 | 0.5 |
| | Principal Arterial, Other Freeway | 1,924 | 8,237 | 100 | 21 | 1.2 |
| | Minor Arterial | 2,271 | 4,110 | 207 | 43 | 2.1 |
| | Major Collector | 5,885 | 1,939 | 270 | 61 | 3.2 |
| | Minor Collector | 9,404 | 659 | 288 | 72 | 3.2 |
| | Local System | 5,074 | 354 | 255 | 63 | 3.0 |
| Urban | Principal Arterial, Interstate | 204 | 75,007 | 112 | 18 | 0.4 |
| | Principal Arterial, Other Freeway | 71 | 30,823 | 127 | 20 | 0.4 |
| | Other Principal Arterial | 626 | 19,726 | 440 | 78 | 1.1 |
| | Minor Arterial | 1,206 | 10,511 | 478 | 80 | 1.0 |
| | Collector | 1,046 | 4,301 | 439 | 66 | 1.1 |
| | Local System | 162 | 1,592 | 500 | 67 | 1.3 |

TABLE A-2. STATEWIDE CRASH RATES BY ADMINISTRATIVE CLASSIFICATION (2011 - 2015)

| ADMINISTRATIVE CLASSIFICATION | TOTAL CRASHES | AVERAGE TOTAL MILEAGE | AVERAGE AADT | CRASH RATES (CRASHES PER 100 MVM) |
|---|---|---|---|---|
| Primary | 37,585 | 1,046 | 14,779 | 133 |
| Secondary | 22,183 | 1,555 | 2,965 | 264 |
| Rural Secondary | 7,948 | 2,548 | 655 | 261 |
| Unclassified | 1,029 | 340 | 562 | 295 |

TABLE A-3. STATEWIDE CRASH RATES BY MEDIAN TYPE
(RURAL ROADS WITH FOUR OR MORE LANES (2011 - 2015))

| MEDIAN TYPE | TOTAL CRASHES | AVERAGE TOTAL MILEAGE | AVERAGE AADT | CRASH RATES (CRASHES PER 100 MVM) |
|---|---|---|---|---|
| Undivided | 18,157 | 910 | 14,367 | 76 |
| Divided, Median Less Than 30 Feet, No Barrier | 1,562 | 81 | 15,672 | 67 |
| Divided, Median Greater Than 30 Feet, No Barrier | 19,866 | 793 | 22,399 | 61 |

TABLE A-4. STATEWIDE CRASH RATES BY ACCESS CONTROL (2011 - 2015)

| ACCESS CONTROL | TOTAL CRASHES | AVERAGE TOTAL MILEAGE | AVERAGE AADT | CRASH RATES (CRASHES PER 100 MVM) |
|---|---|---|---|---|
| Full Control | 61,957 | 1,385 | 30,573 | 80 |
| Partial Control | 42,426 | 1,028 | 10,126 | 223 |
| No Control | 360,335 | 25,825 | 2,270 | 337 |

TABLE A-5. STATEWIDE CRASH RATES FOR RURAL HIGHWAYS BY FEDERAL-AID SYSTEM AND TERRAIN (2011 - 2015)

| FEDERAL-AID SYSTEM | CRASH RATES BY TERRAIN CLASSIFICATION (CRASHES/100MVM) | | |
|---|---|---|---|
| | FLAT | ROLLING | MOUNTAINOUS |
| Interstate | 95 | 68 | 76 |
| Federal-Aid Primary | 133 | 133 | 122 |
| Federal-Aid Secondary | 235 | 262 | 231 |
| Non Federal-Aid | 230 | 314 | 253 |
| All | 196 | 170 | 162 |

TABLE A-6. STATEWIDE CRASH RATES BY RURAL-URBAN DESIGNATION (2011 - 2015)

| AREA TYPE | TOTAL CRASHES | AVERAGE TOTAL MILEAGE | AVERAGE AADT | CRASH RATES (CRASHES PER 100 MVM) |
|---|---|---|---|---|
| Rural | 181,214 | 25,190 | 2,560 | 154 |
| Small Urban Area | 256,292 | 2,958 | 13,675 | 347 |
| Urbanized Area | 28,419 | 253 | 21,947 | 281 |

TABLE A-7. RELATIONSHIP BETWEEN CRASH RATE AND TRAFFIC VOLUME (2011 - 2015)

| VOLUME RANGE (AADT) | CRASH RATES (CRASHES PER 100 MVM) FEDERAL-AID PRIMARY | FEDERAL-AID URBAN | FEDERAL-AID SECONDARY | NON-FEDERAL AID |
|---|---|---|---|---|
| 0-999 | 328 | 772 | 301 | 301 |
| 1,000-2,499 | 273 | 527 | 267 | 444 |
| 2,500-4,999 | 171 | 470 | 267 | 284 |
| 5,000-9,999 | 158 | 485 | 232 | 281 |
| 10,000-19,999 | 168 | 483 | 304 | 299 |
| 20,000-29,999 | 309 | 544 | 445 | * |
| 30,000-39,999 | 415 | 544 | * | * |
| 40,000 or more | 206 | 501 | 268 | 291 |

* No data in this volume range.

TABLE A-8. PERCENTAGE OF CRASHES OCCURING DURING WET OR SNOW OR ICE PAVEMENT CONDITIONS OR DURING DARKNESS BY RURAL AND URBAN HIGHWAY TYPE CLASSIFICATION

| LOCATION | HIGHWAY TYPE | PERCENT OF ALL CRASHES WET | SNOW OR ICE | DARKNESS |
|---|---|---|---|---|
| Rural | One-Lane | 14 | 6.5 | 25 |
| | Two-Lane | 23 | 5.0 | 30 |
| | Three-Lane | 19 | 2.3 | 28 |
| | Four-Lane Divided (Non-Interstate or Parkway) | 18 | 3.9 | 30 |
| | Four-Lane Undivid | 23 | 3.2 | 27 |
| | Interstate | 27 | 9.5 | 36 |
| | Parkway | 21 | 10.2 | 45 |
| | All Rural | 23 | 5.6 | 31 |
| Urban | Two-Lane | 17 | 3.1 | 22 |
| | Three-Lane | 14 | 2.4 | 23 |
| | Four-Lane Divided (Non-Interstate or Parkway) | 15 | 2.1 | 21 |
| | Four-Lane Undivid | 19 | 1.8 | 21 |
| | Interstate | 17 | 4.7 | 29 |
| | Parkway | 20 | 5.9 | 32 |
| | All Urban | 16 | 2.7 | 23 |

# APPENDIX B

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

TABLE B-1. STATEWIDE RURAL CRASH RATES BY HIGHWAY TYPE CLASSIFICATION (2013-2015)

| HIGHWAY TYPE | TOTAL MILEAGE* | AADT | CRASHES RATES (CRASHES PER 100 MVM) ALL | INJURY | FATAL |
|---|---|---|---|---|---|
| One-Lane | 40 | 470 | 496 | 49 | 0.0 |
| Two-Lane | 22,950 | 1,330 | 270 | 56 | 2.7 |
| Three-Lane | 25 | 6,470 | 289 | 48 | 0.6 |
| Four-Lane Divided (Non-Interstate or Parkway) | 643 | 9,690 | 126 | 25 | 1.0 |
| Four-Lane Undivided | 21 | 13,280 | 132 | 34 | 1.6 |
| Interstate | 606 | 33,270 | 56 | 10 | 0.5 |
| Parkway | 534 | 9,950 | 67 | 13 | 0.8 |
| All | 24,818 | 2,530 | 169 | 34 | 1.7 |

* Average for the three years.

TABLE B-2. STATEWIDE URBAN CRASH RATES BY HIGHWAY TYPE CLASSIFICATION (2013-2015)

| HIGHWAY TYPE | TOTAL MILEAGE* | AADT | CRASHES RATES (CRASHES PER 100 MVM) ALL | INJURY | FATAL |
|---|---|---|---|---|---|
| Two-Lane | 2,201 | 5,700 | 512 | 79 | 1.2 |
| Three-Lane | 42 | 10,170 | 665 | 93 | 0.2 |
| Four-Lane Divided (Non-Interstate or Parkway) | 772 | 18,340 | 410 | 71 | 1.2 |
| Four-Lane Undivided | 142 | 21,080 | 567 | 89 | 0.8 |
| Interstate | 212 | 74,340 | 118 | 19 | 0.4 |
| Parkway | 37 | 14,960 | 106 | 19 | 1.1 |
| All ** | 3,465 | 13,870 | 360 | 58 | 0.9 |

* 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 (2013-2015)

| RURAL OR URBAN | HIGHWAY TYPE | NUMBER OF CRASHES | NUMBER OF SPOTS* | MILLION VEHICLES PER YEAR | CRASHES PER MILLION VEHICLES PER SPOT |
|---|---|---|---|---|---|
| Rural | One-Lane | 102 | 133 | 0.17 | 1.49 |
| | Two-Lane | 90,540 | 76,500 | 0.49 | 0.81 |
| | Three-Lane | 505 | 82 | 2.36 | 0.87 |
| | Four-Lane Divided (Non-Interstate or Parkway) | 8,601 | 2,143 | 3.54 | 0.38 |
| | Four-Lane Undivided | 409 | 71 | 4.85 | 0.40 |
| | Interstate | 12,346 | 2,019 | 12.15 | 0.17 |
| | Parkway | 3,879 | 1,779 | 3.63 | 0.20 |
| | All Rural | 116,382 | 82,727 | 0.92 | 0.51 |
| Urban | Two-Lane | 70,409 | 7,338 | 2.08 | 1.54 |
| | Three-Lane | 3,094 | 139 | 3.71 | 1.99 |
| | Four-Lane Divided | 63,597 | 2,573 | 6.69 | 1.23 |
| | Four-Lane Undivided | 18,542 | 472 | 7.70 | 1.70 |
| | Interstate | 20,369 | 707 | 27.13 | 0.35 |
| | Parkway | 649 | 124 | 5.46 | 0.32 |
| | All Urban** | 189,527 | 11,551 | 5.06 | 1.08 |

* 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 (2013-2015)

| RURAL OR URBAN | HIGHWAY TYPE | CRASHES PER SPOT* | | CRASHES PER ONE MILE SECTION | |
|---|---|---|---|---|---|
| | | AVERAGE | CRITICAL NUMBER | AVERAGE | CRITICAL NUMBER |
| Rural | One-Lane | 0.76 | 4 | 2.55 | 7 |
| | Two-Lane | 1.18 | 4 | 3.95 | 10 |
| | Three-Lane | 6.14 | 13 | 20.47 | 33 |
| | Four-Lane Divided (Non-Interstate or Parkway) | 4.01 | 10 | 13.38 | 23 |
| | Four-Lane Undivided | 5.75 | 12 | 19.17 | 31 |
| | Interstate | 6.12 | 13 | 20.38 | 33 |
| | Parkway | 2.18 | 6 | 7.27 | 15 |
| | All Rural | 1.41 | 5 | 4.69 | 11 |
| Urban | Two-Lane | 9.60 | 18 | 31.98 | 47 |
| | Three-Lane | 22.20 | 35 | 73.99 | 97 |
| | Four-Lane Divided | 24.71 | 38 | 82.38 | 106 |
| | Four-Lane Undivided | 39.30 | 56 | 130.99 | 161 |
| | Interstate | 28.82 | 43 | 96.07 | 122 |
| | Parkway | 5.22 | 12 | 17.41 | 29 |
| | All Urban** | 16.41 | 27 | 54.69 | 74 |

* 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 (2013-2015)

| RURAL OR URBAN | HIGHWAY TYPE | NUMBER OF CRASHES | NUMBER OF SPOTS* | MILLION VEHICLES PER YEAR | CRASHES PER MILLION VEHICLES PER SPOT |
|---|---|---|---|---|---|
| Rural | One-Lane | 102 | 400 | 0.17 | 0.50 |
| | Two-Lane | 90,540 | 229,500 | 0.49 | 0.27 |
| | Three-Lane | 505 | 247 | 2.36 | 0.29 |
| | Four-Lane Divided (Non-Interstate or Parkway) | 8,601 | 6,430 | 3.54 | 0.13 |
| | Four-Lane Undivided | 409 | 213 | 4.85 | 0.13 |
| | Interstate | 12,346 | 6,057 | 12.15 | 0.06 |
| | Parkway | 3,879 | 5,337 | 3.63 | 0.07 |
| | All Rural | 116,382 | 248,180 | 0.92 | 0.17 |
| Urban | Two-Lane | 70,409 | 22,014 | 2.08 | 0.51 |
| | Three-Lane | 3,094 | 418 | 3.71 | 0.66 |
| | Four-Lane Divided | 63,597 | 7,720 | 6.69 | 0.41 |
| | Four-Lane Undivided | 18,542 | 1,416 | 7.70 | 0.57 |
| | Interstate | 20,369 | 2,120 | 27.13 | 0.12 |
| | Parkway | 649 | 373 | 5.46 | 0.11 |
| | All Urban** | 189,527 | 34,652 | 5.06 | 0.36 |

* 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 (2013-2015)

| RURAL OR URBAN | HIGHWAY TYPE | CRASHES PER SPOT* | | CRASHES PER ONE MILE SECTION | |
|---|---|---|---|---|---|
| | | AVERAGE | CRITICAL NUMBER | AVERAGE | CRITICAL NUMBER |
| Rural | One-Lane | 0.26 | 2 | 2.55 | 7 |
| | Two-Lane | 0.39 | 3 | 3.95 | 10 |
| | Three-Lane | 2.05 | 6 | 20.47 | 33 |
| | Four-Lane Divided (Non-Interstate or Parkway) | 1.34 | 5 | 13.38 | 23 |
| | Four-Lane Undivided | 1.92 | 6 | 19.17 | 31 |
| | Interstate | 2.04 | 6 | 20.38 | 33 |
| | Parkway | 0.73 | 3 | 7.27 | 15 |
| | All Rural | 0.47 | 3 | 4.69 | 11 |
| Urban | Two-Lane | 3.20 | 8 | 31.98 | 47 |
| | Three-Lane | 7.40 | 15 | 73.99 | 97 |
| | Four-Lane Divided | 8.24 | 16 | 82.38 | 106 |
| | Four-Lane Undivided | 13.10 | 23 | 130.99 | 161 |
| | Interstate | 9.61 | 18 | 96.07 | 122 |
| | Parkway | 1.74 | 6 | 17.41 | 29 |
| | All Urban** | 5.47 | 12 | 54.69 | 74 |

* 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)(2013-2015)

| | CRITICAL CRASH RATE (C/MV) BY HIGHWAY TYPE | | |
|---|---|---|---|
| AADT | ONE-LANE | TWO-LANE | THREE-LANE |
| 100 | 10.57 | 8.88 | 9.05 |
| 500 | 3.87 | 2.99 | 3.08 |
| 1,000 | 2.70 | 2.01 | 2.07 |
| 2,500 | 1.78 | 1.26 | 1.31 |
| 5,000 | 1.37 | 0.93 | 0.97 |
| 7,500 | 1.20 | 0.80 | 0.83 |
| 10,000 | 1.10 | 0.72 | 0.75 |
| 15,000 | 0.98 | 0.63 | 0.66 |
| 20,000 | 0.91 | 0.58 | 0.61 |

TABLE B-8. CRITICAL CRASH RATES FOR 0.1 MILE "SPOTS" ON RURAL FOUR-LANE HIGHWAYS, INTERSTATES, AND PARKWAYS (THREE-YEAR PERIOD)(2013-2015)

| | CRITICAL CRASH RATE (C/MV) BY HIGHWAY TYPE | | | |
|---|---|---|---|---|
| AADT | FOUR-LANE DIVIDED (NON-INTERSTATE AND PARKWAY) | FOUR-LANE UNDIVIDED | INTERSTATE | PARKWAY |
| 500 | 2.30 | 2.30 | 1.83 | 1.90 |
| 1,000 | 1.47 | 1.47 | 1.12 | 1.18 |
| 2,500 | 0.87 | 0.87 | 0.62 | 0.66 |
| 5,000 | 0.62 | 0.62 | 0.42 | 0.45 |
| 10,000 | 0.46 | 0.46 | 0.30 | 0.32 |
| 15,000 | 0.39 | 0.39 | 0.25 | 0.27 |
| 20,000 | 0.35 | 0.35 | 0.22 | 0.24 |
| 30,000 | 0.31 | 0.31 | 0.19 | 0.20 |
| 40,000 | 0.28 | 0.28 | 0.17 | 0.18 |
| 50,000 | 0.26 | 0.26 | 0.15 | 0.17 |

TABLE B-9. CRITICAL CRASH RATES FOR 0.1 MILE "SPOTS" ON URBAN TWO-LANE AND THREE-LANE HIGHWAYS (THREE-YEAR PERIOD)(2013-2015)

| | CRITICAL CRASH RATE (C/MV) BY HIGHWAY TYPE | |
|---|---|---|
| AADT | TWO-LANE | THREE-LANE |
| 500 | 3.91 | 4.40 |
| 1,000 | 2.72 | 3.12 |
| 2,500 | 1.80 | 2.11 |
| 5,000 | 1.39 | 1.65 |
| 7,500 | 1.21 | 1.45 |
| 10,000 | 1.11 | 1.34 |
| 15,000 | 0.99 | 1.21 |
| 20,000 | 0.93 | 1.13 |
| 30,000 | 0.85 | 1.04 |
| 40,000 | 0.80 | 0.99 |

TABLE B-10. CRITICAL CRASH RATES FOR 0.1 MILE "SPOTS" ON URBAN FOUR-LANE HIGHWAYS, INTERSTATES, AND PARKWAYS (THREE-YEAR PERIOD)(2013-2015)

| | CRITICAL CRASH RATE (C/MV) BY HIGHWAY TYPE | | | |
|---|---|---|---|---|
| AADT | FOUR-LANE DIVIDED (NON-INTERSTATE AND PARKWAY) | FOUR-LANE UNDIVIDED | INTERSTATE | PARKWAY |
| 1,000 | 2.44 | 2.89 | 1.43 | 1.38 |
| 5,000 | 1.21 | 1.49 | 0.59 | 0.57 |
| 10,000 | 0.95 | 1.20 | 0.44 | 0.41 |
| 15,000 | 0.85 | 1.08 | 0.37 | 0.35 |
| 20,000 | 0.79 | 1.01 | 0.33 | 0.32 |
| 30,000 | 0.71 | 0.92 | 0.29 | 0.27 |
| 40,000 | 0.67 | 0.88 | 0.27 | 0.25 |
| 50,000 | 0.64 | 0.84 | 0.25 | 0.23 |
| 60,000 | 0.62 | 0.82 | 0.24 | 0.22 |
| 70,000 | 0.60 | 0.80 | 0.23 | 0.21 |
| 80,000 | 0.59 | 0.78 | 0.22 | 0.21 |
| 90,000 | 0.58 | 0.77 | 0.21 | 0.20 |
| 100,000 | 0.57 | 0.76 | 0.21 | 0.20 |

# APPENDIX C

# CRITICAL "NUMBERS OF CRASHES" TABLES

TABLE C-1. CRITICAL NUMBERS OF CRASH RATES ON RURAL HIGHWAYS BY HIGHWAY TYPE AND SECTION LENGTH (2011-2015)

| | CRITICAL NUMBERS OF CRASHES FOR THE GIVEN SECTION LENGTH (MILES) | | | | | | |
|---|---|---|---|---|---|---|---|
| HIGHWAY TYPE | 0.4 | 1 | 2 | 5 | 10 | 15 | 20 |
| One-Lane | 4 | 8 | 12 | 24 | 42 | 59 | 75 |
| Two-Lane | 8 | 15 | 25 | 53 | 97 | 139 | 180 |
| Three-Lane | 26 | 56 | 102 | 232 | 443 | 651 | 856 |
| Four-Lane Divided (Non-Interstate and Parkway) | 19 | 39 | 69 | 155 | 292 | 427 | 560 |
| Four-Lane Undivided | 28 | 61 | 111 | 254 | 485 | 713 | 938 |
| Interstate | 26 | 55 | 99 | 227 | 432 | 634 | 834 |
| Parkway | 12 | 24 | 42 | 93 | 172 | 249 | 326 |

TABLE C-2. CRITICAL NUMBERS OF CRASH RATES ON URBAN HIGHWAYS BY HIGHWAY TYPE AND SECTION LENGTH (2011-2015)

| | CRITICAL NUMBERS OF CRASHES FOR THE GIVEN SECTION LENGTH (MILES) | | | | | |
|---|---|---|---|---|---|---|
| HIGHWAY TYPE | 0.4 | 1 | 2 | 5 | 8 | 10 |
| Two-Lane | 31 | 67 | 123 | 282 | 438 | 541 |
| Three-Lane (Non-Interstate and Parkway) | 64 | 144 | 270 | 640 | 1,002 | 1,242 |
| Four-Lane Divided | 73 | 164 | 310 | 735 | 1,153 | 1,430 |
| Four-Lane Undivided | 93 | 212 | 403 | 962 | 1,513 | 1,879 |
| Interstate | 82 | 185 | 351 | 835 | 1,311 | 1,627 |
| Parkway | 20 | 42 | 75 | 169 | 260 | 319 |

# APPENDIX D

# CRITICAL CRASH RATE TABLES FOR HIGHWAY SECTIONS

TABLE D-1. CRITICAL CRASH RATES FOR RURAL ONE-LANE SECTIONS (FIVE-YEAR PERIOD)(2011-2015)

| | CRITICAL CRASH RATE (C/100 MVM) FOR THE GIVEN SECTION LENGTH (MILES) | | | | |
|---|---|---|---|---|---|
| AADT | 0.5 | 1 | 2 | 5 | 10 |
| 100 | 2,910 | 2,086 | 1,560 | 1,133 | 932 |
| 200 | 2,086 | 1,560 | 1,217 | 932 | 795 |
| 300 | 1,751 | 1,342 | 1,072 | 846 | 736 |
| 400 | 1,560 | 1,217 | 988 | 795 | 701 |
| 500 | 1,434 | 1,133 | 932 | 761 | 678 |
| 700 | 1,272 | 1,025 | 859 | 717 | 647 |
| 1,000 | 1,133 | 932 | 795 | 678 | 620 |
| 1,500 | 1,006 | 846 | 736 | 642 | 595 |
| 2,000 | 932 | 795 | 701 | 620 | 580 |
| 2,500 | 882 | 761 | 678 | 606 | 570 |
| 3,000 | 846 | 736 | 661 | 595 | 562 |

TABLE D-2. CRITICAL CRASH RATES FOR RURAL TWO-LANE SECTIONS (FIVE-YEAR PERIOD)(2011-2015)

| | CRITICAL CRASH RATE (C/100 MVM) FOR THE GIVEN SECTION LENGTH (MILES) | | | | | |
|---|---|---|---|---|---|---|
| AADT | 0.5 | 1 | 2 | 5 | 10 | 20 |
| 100 | 2,304 | 1,602 | 1,162 | 811 | 648 | 539 |
| 300 | 1,321 | 982 | 762 | 579 | 492 | 432 |
| 500 | 1,057 | 811 | 648 | 512 | 446 | 400 |
| 1,000 | 811 | 648 | 539 | 446 | 400 | 368 |
| 1,500 | 708 | 579 | 492 | 417 | 380 | 355 |
| 2,000 | 648 | 539 | 464 | 400 | 368 | 346 |
| 3,000 | 579 | 492 | 432 | 380 | 355 | 337 |
| 4,000 | 539 | 464 | 413 | 368 | 346 | 331 |
| 5,000 | 512 | 446 | 400 | 360 | 341 | 327 |
| 7,000 | 476 | 421 | 383 | 350 | 333 | 322 |
| 8,000 | 464 | 413 | 377 | 346 | 331 | 320 |
| 9,000 | 454 | 406 | 372 | 343 | 329 | 318 |
| 10,000 | 446 | 400 | 368 | 341 | 327 | 317 |

TABLE D-3. CRITICAL CRASH RATES FOR RURAL THREE-LANE SECTIONS (FIVE-YEAR PERIOD)(2011-2015)

| | CRITICAL CRASH RATE (C/100 MVM) FOR THE GIVEN SECTION LENGTH (MILES) | | | | |
|---|---|---|---|---|---|
| AADT | 0.5 | 1 | 2 | 3 | 5 |
| 100 | 2,407 | 1,684 | 1,229 | 1,042 | 864 |
| 300 | 1,393 | 1,042 | 813 | 716 | 623 |
| 500 | 1,120 | 864 | 695 | 623 | 552 |
| 1,000 | 864 | 695 | 581 | 531 | 483 |
| 1,500 | 757 | 623 | 531 | 492 | 453 |
| 2,000 | 695 | 581 | 503 | 469 | 435 |
| 3,000 | 623 | 531 | 469 | 442 | 415 |
| 4,000 | 581 | 503 | 449 | 425 | 402 |
| 5,000 | 552 | 483 | 435 | 415 | 394 |
| 6,000 | 531 | 469 | 425 | 407 | 388 |
| 7,000 | 515 | 458 | 418 | 400 | 383 |
| 8,000 | 503 | 449 | 412 | 395 | 379 |
| 9,000 | 492 | 442 | 407 | 391 | 376 |
| 10,000 | 483 | 435 | 402 | 388 | 373 |

TABLE D-4. CRITICAL CRASH RATES FOR RURAL FOUR-LANE DIVIDED SECTIONS (NON-INTERSTATE AND PARKWAY) (FIVE-YEAR PERIOD)(2011-2015)

| | CRITICAL CRASH RATE (C/100 MVM) FOR THE GIVEN SECTION LENGTH (MILES) | | | | |
|---|---|---|---|---|---|
| AADT | 0.5 | 1 | 2 | 5 | 10 |
| 500 | 695 | 509 | 389 | 290 | 243 |
| 1,000 | 509 | 389 | 310 | 243 | 211 |
| 2,500 | 360 | 290 | 243 | 203 | 184 |
| 5,000 | 290 | 243 | 211 | 184 | 170 |
| 7,500 | 261 | 223 | 197 | 175 | 164 |
| 10,000 | 243 | 211 | 189 | 170 | 160 |
| 15,000 | 223 | 197 | 180 | 164 | 156 |
| 20,000 | 211 | 189 | 174 | 160 | 154 |
| 30,000 | 197 | 180 | 167 | 156 | 151 |
| 40,000 | 189 | 174 | 163 | 154 | 149 |
| 50,000 | 184 | 170 | 160 | 152 | 148 |

TABLE D-5. CRITICAL CRASH RATES FOR RURAL FOUR-LANE UNDIVIDED SECTIONS (FIVE-YEAR PERIOD)(2011-2015)

| | CRITICAL CRASH RATE (C/100 MVM) FOR THE GIVEN SECTION LENGTH (MILES) | | | | |
|---|---|---|---|---|---|
| AADT | 0.5 | 1 | 2 | 5 | 10 |
| 500 | 796 | 593 | 460 | 350 | 297 |
| 1,000 | 593 | 460 | 372 | 297 | 261 |
| 2,500 | 428 | 350 | 297 | 252 | 230 |
| 5,000 | 350 | 297 | 261 | 230 | 215 |
| 7,500 | 317 | 275 | 246 | 220 | 208 |
| 10,000 | 297 | 261 | 236 | 215 | 204 |
| 20,000 | 261 | 236 | 219 | 204 | 196 |
| 30,000 | 246 | 225 | 211 | 199 | 193 |
| 40,000 | 236 | 219 | 207 | 196 | 191 |
| 50,000 | 230 | 215 | 204 | 194 | 189 |

TABLE D-6. CRITICAL CRASH RATES FOR RURAL INTERSTATE SECTIONS (FIVE-YEAR PERIOD)(2011-2015)

| | CRITICAL CRASH RATE (C/100 MVM) FOR THE GIVEN SECTION LENGTH (MILES) | | | | | |
|---|---|---|---|---|---|---|
| AADT | 0.5 | 1 | 2 | 5 | 10 | 20 |
| 500 | 475 | 332 | 242 | 170 | 136 | 114 |
| 1,000 | 332 | 242 | 184 | 136 | 114 | 98 |
| 2,500 | 220 | 170 | 136 | 108 | 94 | 85 |
| 5,000 | 170 | 136 | 114 | 94 | 85 | 78 |
| 7,500 | 149 | 122 | 104 | 88 | 81 | 76 |
| 10,000 | 136 | 114 | 98 | 85 | 78 | 74 |
| 20,000 | 114 | 98 | 88 | 78 | 74 | 71 |
| 30,000 | 104 | 92 | 83 | 76 | 72 | 69 |
| 40,000 | 98 | 88 | 80 | 74 | 71 | 68 |
| 50,000 | 94 | 85 | 78 | 73 | 70 | 68 |

TABLE D-7. CRITICAL CRASH RATES FOR RURAL PARKWAY SECTIONS (FIVE-YEAR PERIOD)(2011-2015)

| | CRITICAL CRASH RATE (C/100 MVM) FOR THE GIVEN SECTION LENGTH (MILES) | | | | | |
|---|---|---|---|---|---|---|
| AADT | 0.5 | 1 | 2 | 5 | 10 | 20 |
| 400 | 592 | 413 | 301 | 211 | 169 | 141 |
| 700 | 441 | 319 | 240 | 176 | 146 | 125 |
| 1,000 | 371 | 274 | 211 | 159 | 134 | 117 |
| 1,500 | 309 | 234 | 185 | 143 | 124 | 110 |
| 2,000 | 274 | 211 | 169 | 134 | 117 | 106 |
| 3,000 | 234 | 185 | 152 | 124 | 110 | 100 |
| 4,000 | 211 | 169 | 141 | 117 | 106 | 97 |
| 5,000 | 196 | 159 | 134 | 113 | 103 | 95 |
| 7,000 | 176 | 146 | 125 | 107 | 99 | 93 |
| 10,000 | 159 | 134 | 117 | 103 | 95 | 90 |
| 20,000 | 134 | 117 | 106 | 95 | 90 | 87 |
| 40,000 | 117 | 106 | 97 | 90 | 87 | 84 |

TABLE D-8. CRITICAL CRASH RATES FOR URBAN TWO-LANE SECTIONS (FIVE-YEAR PERIOD)(2011-2015)

| | CRITICAL CRASH RATE (C/100 MVM) FOR THE GIVEN SECTION LENGTH (MILES) | | | | |
|---|---|---|---|---|---|
| AADT | 0.5 | 1 | 2 | 5 | 10 |
| 500 | 1,369 | 1,078 | 883 | 717 | 637 |
| 1,000 | 1,078 | 883 | 750 | 637 | 581 |
| 2,500 | 834 | 717 | 637 | 567 | 532 |
| 5,000 | 717 | 637 | 581 | 532 | 508 |
| 7,500 | 667 | 602 | 557 | 517 | 498 |
| 10,000 | 637 | 581 | 542 | 508 | 491 |
| 15,000 | 602 | 557 | 525 | 498 | 484 |
| 20,000 | 581 | 542 | 515 | 491 | 479 |
| 30,000 | 557 | 525 | 503 | 484 | 474 |
| 40,000 | 542 | 515 | 496 | 479 | 471 |
| 50,000 | 532 | 508 | 491 | 476 | 469 |

TABLE D-9. CRITICAL CRASH RATES FOR URBAN THREE-LANE SECTIONS (FIVE-YEAR PERIOD)(2011-2015)

| | CRITICAL CRASH RATE (C/100 MVM) FOR THE GIVEN SECTION LENGTH (MILES) | | | | |
|---|---|---|---|---|---|
| AADT | 0.5 | 1 | 2 | 5 | 10 |
| 500 | 1,699 | 1,364 | 1,138 | 945 | 851 |
| 1,000 | 1,364 | 1,138 | 984 | 851 | 786 |
| 2,500 | 1,082 | 945 | 851 | 769 | 728 |
| 5,000 | 945 | 851 | 786 | 728 | 700 |
| 7,500 | 886 | 810 | 757 | 710 | 687 |
| 10,000 | 851 | 786 | 740 | 700 | 680 |
| 15,000 | 810 | 757 | 720 | 687 | 671 |
| 20,000 | 786 | 740 | 708 | 680 | 665 |
| 30,000 | 757 | 720 | 694 | 671 | 659 |
| 40,000 | 740 | 708 | 685 | 665 | 655 |
| 50,000 | 728 | 700 | 680 | 662 | 653 |

TABLE D-10. CRITICAL CRASH RATES FOR URBAN FOUR-LANE DIVIDED SECTIONS (NON-INTERSTATE AND PARKWAY) (FIVE-YEAR PERIOD)(2011-2015)

| | CRITICAL CRASH RATE (C/100 MVM) FOR THE GIVEN SECTION LENGTH (MILES) | | | | |
|---|---|---|---|---|---|
| AADT | 0.5 | 1 | 2 | 5 | 10 |
| 1,000 | 966 | 784 | 661 | 556 | 504 |
| 2,500 | 739 | 631 | 556 | 491 | 459 |
| 5,000 | 631 | 556 | 504 | 459 | 437 |
| 10,000 | 556 | 504 | 468 | 437 | 421 |
| 15,000 | 523 | 482 | 452 | 427 | 414 |
| 20,000 | 504 | 468 | 443 | 421 | 410 |
| 25,000 | 491 | 459 | 437 | 417 | 407 |
| 30,000 | 482 | 452 | 432 | 414 | 405 |
| 40,000 | 468 | 443 | 425 | 410 | 402 |
| 50,000 | 459 | 437 | 421 | 407 | 400 |
| 60,000 | 452 | 432 | 418 | 405 | 399 |

TABLE D-11. CRITICAL CRASH RATES FOR URBAN FOUR-LANE UNDIVIDED SECTIONS (FIVE-YEAR PERIOD)(2011-2015)

| | CRITICAL CRASH RATE (C/100 MVM) FOR THE GIVEN SECTION LENGTH (MILES) | | | | |
|---|---|---|---|---|---|
| AADT | 0.5 | 1 | 2 | 5 | 10 |
| 1,000 | 1,125 | 925 | 789 | 672 | 615 |
| 2,500 | 875 | 755 | 672 | 600 | 564 |
| 5,000 | 755 | 672 | 615 | 564 | 539 |
| 10,000 | 672 | 615 | 575 | 539 | 522 |
| 15,000 | 636 | 589 | 557 | 528 | 514 |
| 20,000 | 615 | 575 | 547 | 522 | 509 |
| 25,000 | 600 | 564 | 539 | 517 | 506 |
| 30,000 | 589 | 557 | 534 | 514 | 504 |
| 40,000 | 575 | 547 | 527 | 509 | 501 |
| 50,000 | 564 | 539 | 522 | 506 | 499 |
| 60,000 | 557 | 534 | 518 | 504 | 497 |

TABLE D-12. CRITICAL CRASH RATES FOR URBAN INTERSTATE SECTIONS (FIVE-YEAR PERIOD)(2011-2015)

| | CRITICAL CRASH RATE (C/100 MVM) FOR THE GIVEN SECTION LENGTH (MILES) | | | | |
|---|---|---|---|---|---|
| AADT | 0.5 | 1 | 2 | 5 | 10 |
| 1,000 | 451 | 340 | 268 | 207 | 178 |
| 5,000 | 250 | 207 | 178 | 153 | 141 |
| 10,000 | 207 | 178 | 158 | 141 | 132 |
| 20,000 | 178 | 158 | 144 | 132 | 126 |
| 30,000 | 165 | 149 | 138 | 128 | 123 |
| 40,000 | 158 | 144 | 134 | 126 | 122 |
| 50,000 | 153 | 141 | 132 | 124 | 121 |
| 60,000 | 149 | 138 | 130 | 123 | 120 |
| 70,000 | 146 | 136 | 129 | 122 | 119 |
| 80,000 | 144 | 134 | 128 | 122 | 119 |
| 90,000 | 142 | 133 | 127 | 121 | 118 |
| 100,000 | 141 | 132 | 126 | 121 | 118 |

TABLE D-13. CRITICAL CRASH RATES FOR URBAN PARKWAY SECTIONS (FIVE-YEAR PERIOD)(2011-2015)

| | CRITICAL CRASH RATE (C/100 MVM) FOR THE GIVEN SECTION LENGTH (MILES) | | | | | |
|---|---|---|---|---|---|---|
| AADT | 0.5 | 1 | 2 | 5 | 10 | 20 |
| 500 | 592 | 425 | 319 | 232 | 191 | 164 |
| 1,000 | 425 | 319 | 249 | 191 | 164 | 145 |
| 2,500 | 293 | 232 | 191 | 157 | 140 | 128 |
| 5,000 | 232 | 191 | 164 | 140 | 128 | 120 |
| 7,500 | 206 | 174 | 152 | 132 | 123 | 116 |
| 10,000 | 191 | 164 | 145 | 128 | 120 | 114 |
| 15,000 | 174 | 152 | 136 | 123 | 116 | 112 |
| 20,000 | 164 | 145 | 131 | 120 | 114 | 110 |
| 30,000 | 152 | 136 | 126 | 116 | 112 | 108 |
| 40,000 | 145 | 131 | 122 | 114 | 110 | 107 |
| 90,000 | 130 | 121 | 115 | 109 | 107 | 105 |
| 50,000 | 140 | 128 | 120 | 113 | 109 | 106 |

# 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)(2011-2015)

| | CRITICAL CRASH RATE (C/MV) BY HIGHWAY TYPE | | |
|---|---|---|---|
| AADT | ONE-LANE | TWO-LANE | THREE-LANE |
| 100 | 10.47 | 8.62 | 8.71 |
| 500 | 4.66 | 3.58 | 3.63 |
| 1,000 | 3.53 | 2.63 | 2.68 |
| 2,500 | 2.60 | 1.87 | 1.90 |
| 5,000 | 2.16 | 1.51 | 1.54 |
| 7,500 | 1.97 | 1.36 | 1.39 |
| 10,000 | 1.86 | 1.27 | 1.30 |
| 15,000 | 1.73 | 1.17 | 1.19 |
| 20,000 | 1.66 | 1.11 | 1.13 |

TABLE E-2. CRITICAL CRASH RATES FOR "SPOTS" ON RURAL FOUR-LANE HIGHWAYS, INTERSTATES, AND PARKWAYS (FIVE-YEAR PERIOD)(2011-2015)

| | CRITICAL CRASH RATE (C/MV) BY HIGHWAY TYPE | | | |
|---|---|---|---|---|
| AADT | FOUR-LANE DIVIDED (NON-INTERSTATE AND PARKWAY) | FOUR-LANE UNDIVIDED | INTERSTATE | PARKWAY |
| 500 | 2.53 | 2.95 | 1.74 | 1.95 |
| 1,000 | 1.78 | 2.12 | 1.16 | 1.33 |
| 2,500 | 1.19 | 1.46 | 0.73 | 0.85 |
| 5,000 | 0.93 | 1.16 | 0.54 | 0.64 |
| 10,000 | 0.75 | 0.95 | 0.41 | 0.50 |
| 15,000 | 0.67 | 0.87 | 0.36 | 0.44 |
| 20,000 | 0.63 | 0.82 | 0.33 | 0.40 |
| 30,000 | 0.58 | 0.76 | 0.29 | 0.36 |
| 40,000 | 0.55 | 0.72 | 0.27 | 0.34 |
| 50,000 | 0.53 | 0.70 | 0.26 | 0.33 |

TABLE E-3. CRITICAL CRASH RATES FOR "SPOTS" ON URBAN TWO-LANE AND THREE-LANE HIGHWAYS (FIVE-YEAR PERIOD)(2011-2015)

| AADT | CRITICAL CRASH RATE (C/MV) BY HIGHWAY TYPE | |
|---|---|---|
| | TWO-LANE | THREE-LANE |
| 500 | 5.03 | 6.15 |
| 1,000 | 3.84 | 4.79 |
| 2,500 | 2.86 | 3.66 |
| 5,000 | 2.40 | 3.12 |
| 7,500 | 2.20 | 2.88 |
| 10,000 | 2.08 | 2.75 |
| 15,000 | 1.94 | 2.59 |
| 20,000 | 1.86 | 2.49 |
| 30,000 | 1.76 | 2.38 |
| 40,000 | 1.71 | 2.31 |

TABLE E-4. CRITICAL CRASH RATES FOR "SPOTS" ON URBAN FOUR-LANE HIGHWAYS, INTERSTATES, AND PARKWAYS (FIVE-YEAR PERIOD)(2011-2015)

| AADT | CRITICAL CRASH RATE (C/MV) BY HIGHWAY TYPE | | | |
|---|---|---|---|---|
| | FOUR-LANE DIVIDED (NON-INTERSTATE AND PARKWAY) | FOUR-LANE UNDIVIDED | INTERSTATE | PARKWAY |
| 1,000 | 3.47 | 4.00 | 1.70 | 1.62 |
| 5,000 | 2.12 | 2.52 | 0.87 | 0.82 |
| 10,000 | 1.82 | 2.19 | 0.70 | 0.66 |
| 15,000 | 1.70 | 2.05 | 0.63 | 0.59 |
| 20,000 | 1.62 | 1.97 | 0.59 | 0.55 |
| 30,000 | 1.53 | 1.87 | 0.54 | 0.50 |
| 40,000 | 1.48 | 1.81 | 0.51 | 0.47 |
| 50,000 | 1.44 | 1.77 | 0.49 | 0.45 |
| 60,000 | 1.42 | 1.74 | 0.48 | 0.44 |
| 70,000 | 1.40 | 1.72 | 0.46 | 0.43 |
| 80,000 | 1.38 | 1.70 | 0.46 | 0.42 |
| 90,000 | 1.37 | 1.68 | 0.45 | 0.41 |
| 100,000 | 1.36 | 1.67 | 0.44 | 0.41 |

# 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 (2011-2015)

| CITY | POPULATION | NUMBER OF CRASHES | ANNUAL CRASHES PER 1000 POPULATION | CITY | POPULATION | NUMBER OF CRASHES | CRASHES PER 1000 POPULATION |
|---|---|---|---|---|---|---|---|
| Adairville | 852 | 44 | 10 | California | 130 | * | * |
| Albany | 2,033 | 255 | 25 | Calvert City | 2,566 | 443 | 35 |
| Alexandria | 8,477 | 1,274 | 30 | Camargo | 1,081 | 116 | 22 |
| Allen | 193 | 131 | 136 | Cambridge | 175 | * | * |
| Anchorage | 2,348 | 118 | 10 | Campbellsburg | 813 | 141 | 35 |
| Annville | 470 | * | * | Campbellsville | 9,108 | 2,234 | 49 |
| Arlington | 324 | 29 | 18 | Campton | 441 | 178 | 81 |
| Ashland | 21,684 | 4,465 | 41 | Caneyville | 608 | 80 | 26 |
| Auburn | 1,340 | 123 | 18 | Carlisle | 2,010 | 270 | 27 |
| Audubon Park | 1,473 | 22 | 3 | Carrollton | 3,938 | 623 | 32 |
| Augusta | 1,190 | 135 | 23 | Carrsville | 50 | * | * |
| Bancroft | 494 | 2 | 1 | Catlettsburg | 1,856 | 809 | 87 |
| Barbourmeade | 1,218 | 18 | 3 | Cave City | 2,240 | 436 | 39 |
| Barbourville | 3,165 | 659 | 42 | Centertown | 423 | 26 | 12 |
| Bardstown | 11,700 | 3,175 | 54 | Central City | 5,978 | 993 | 33 |
| Bardwell | 723 | 39 | 11 | Clarkson | 875 | 158 | 36 |
| Barlow | 675 | 38 | 11 | Clay | 1,181 | 45 | 8 |
| Beattyville | 1,307 | 161 | 25 | Clay City | 1,077 | * | * |
| Beaver Dam | 3,409 | 528 | 31 | Clinton | 1,388 | * | * |
| Bedford | 599 | 132 | 44 | Cloverport | 1,152 | 55 | 10 |
| Beechwood Village | 1,324 | 31 | 5 | Cold Spring | 5,912 | 1,264 | 43 |
| Bellefonte | 888 | 49 | 11 | Coldstream | 862 | * | * |
| Bellemeade | 865 | * | * | Columbia | 4,452 | 744 | 33 |
| Bellevue | 5,955 | 891 | 30 | Columbus | 170 | * | * |
| Bellewood | 321 | 1 | 1 | Concord | 35 | * | * |
| Benham | 500 | 15 | 6 | Corbin | 7,304 | 1,991 | 55 |
| Benton | 4,349 | 929 | 43 | Corinth | 232 | 97 | 84 |
| Berea | 13,561 | 2,209 | 33 | Corydon | 720 | 50 | 14 |
| Berry | 264 | 5 | 4 | Covington | 40,640 | 8,470 | 42 |
| Blaine | 47 | 13 | 55 | Crab Orchard | 841 | 48 | 11 |
| Blandville | 95 | * | * | Creekside | 323 | * | * |
| Bloomfield | 838 | 88 | 21 | Crescent Springs | 3,801 | 1,037 | 55 |
| Blue Ridge Manor | 767 | 140 | 37 | Crestview | 475 | 8 | 3 |
| Bonnieville | 255 | 86 | 68 | Crestview Hills | 3,148 | 1,944 | 124 |
| Booneville | 81 | 51 | 126 | Crestwood | 4,531 | 829 | 37 |
| Bowling Green | 58,067 | 15,315 | 53 | Crittenden | 3,815 | 405 | 21 |
| Bradfordsville | 294 | 11 | 8 | Crofton | 749 | 68 | 18 |
| Brandenburg | 2,643 | 522 | 40 | Crossgate | 225 | * | * |
| Bremen | 197 | 64 | 65 | Cumberland | 2,237 | 224 | 20 |
| Briarwood | 435 | 2 | 1 | Cynthiana | 6,402 | 1,213 | 38 |
| Brodhead | 1,211 | 85 | 14 | Danville | 16,218 | 3,351 | 41 |
| Broeck Point | 325 | * | * | Dawson Springs | 2,764 | 230 | 17 |
| Bromley | 763 | 60 | 16 | Dayton | 5,338 | 426 | 16 |
| Brooksville | 642 | 95 | 30 | Dixon | 786 | 90 | 23 |
| Brownsboro Farm | 648 | * | * | Douglass Hills | 5,549 | * | * |
| Brownsville | 836 | 167 | 40 | Dover | 252 | 20 | 16 |
| Burgin | 965 | 37 | 8 | Drakesboro | 515 | 95 | 37 |
| Burkesville | 1,521 | 145 | 19 | Druid Hills | 308 | * | * |
| Burnside | 611 | 455 | 149 | Dry Ridge | 2,191 | 758 | 69 |
| Butler | 612 | 74 | 24 | Earlington | 1,413 | 158 | 22 |
| Cadiz | 2,558 | 579 | 45 | Eddyville | 2,554 | 349 | 27 |
| Calhoun | 763 | 103 | 27 | Edgewood | 8,575 | 996 | 23 |

* Data Not Available

TABLE F-1. CRASHES AND CRASH RATES FOR ALL CITIES LISTED IN THE 2010 CENSUS (2011-2015)(continued)

| CITY | POPULATION | NUMBER OF CRASHES | ANNUAL CRASHES PER 1000 POPULATION | CITY | POPULATION | NUMBER OF CRASHES | CRASHES PER 1000 POPULATION |
|---|---|---|---|---|---|---|---|
| Edmonton | 1,595 | 289 | 36 | Hardin | 615 | 90 | 29 |
| Ekron | 135 | 49 | 73 | Hardinsburg | 2,343 | 268 | 23 |
| Elizabethtown | 28,531 | 6,738 | 47 | Harlan | 1,745 | 819 | 94 |
| Elkhorn City | 982 | 172 | 35 | Harrodsburg | 8,340 | 1,262 | 30 |
| Elkton | 2,062 | 219 | 21 | Hartford | 2,672 | 287 | 22 |
| Elsmere | 8,451 | 625 | 15 | Hawesville | 945 | 144 | 31 |
| Eminence | 2,498 | 213 | 17 | Hazard | 4,456 | 2,214 | 99 |
| Erlanger | 18,082 | 3,951 | 44 | Hazel | 410 | 50 | 24 |
| Eubank | 319 | 42 | 26 | Hebron Estates | 930 | * | * |
| Evarts | 962 | 113 | 24 | Henderson | 28,757 | 5,506 | 38 |
| Ewing | 264 | 31 | 24 | Hickman | 2,395 | 20 | 2 |
| Fairfield | 113 | 12 | 21 | Hickory Hill | 114 | * | * |
| Fairview | 286 | 7 | 5 | Highland Heights | 6,923 | 1,313 | 38 |
| Falmouth | 2,169 | 303 | 28 | Hills And Dales | 154 | * | * |
| Ferguson | 924 | 145 | 31 | Hillview | 6,119 | * | * |
| Fincastle | 838 | * | * | Hindman | 777 | 280 | 72 |
| Flatwoods | 7,423 | 561 | 15 | Hiseville | 240 | 8 | 7 |
| Fleming-neon | 759 | * | * | Hodgenville | 3,206 | 474 | 30 |
| Flemingsburg | 2,658 | 416 | 31 | Hollow Creek | 991 | * | * |
| Florence | 29,951 | 10,339 | 69 | Hollyvilla | 537 | * | * |
| Fordsville | 524 | 82 | 31 | Hopkinsville | 31,577 | 5,277 | 33 |
| Forest Hills | 444 | 94 | 42 | Horse Cave | 2,311 | 131 | 11 |
| Fort Mitchell | 8,207 | 1,452 | 35 | Houston Acres | 507 | 1 | 0 |
| Fort Thomas | 16,325 | 1,422 | 17 | Hunters Hollow | 286 | * | * |
| Fort Wright | 5,723 | 2,694 | 94 | Hurstbourne | 4,420 | * | * |
| Foster | 65 | * | * | Hurstbourne Acres | 1,811 | * | * |
| Fountain Run | 217 | 2 | 2 | Hustonville | 405 | 17 | 8 |
| Fox Chase | 528 | * | * | Hyden | 365 | 46 | 25 |
| Frankfort | 25,527 | 5,374 | 42 | Independence | 24,757 | 2,160 | 17 |
| Franklin | 8,408 | 1,821 | 43 | Indian Hills | 2,868 | 153 | 11 |
| Fredonia | 401 | 69 | 34 | Indian Hills Ch. Sec. | 1,005 | * | * |
| Frenchburg | 486 | 107 | 44 | Inez | 717 | 114 | 32 |
| Fulton | 2,445 | 320 | 26 | Irvine | 2,715 | 171 | 13 |
| Gamaliel | 376 | 2 | 1 | Irvington | 1,181 | 87 | 15 |
| Georgetown | 29,098 | 4,313 | 30 | Island | 458 | 39 | 17 |
| Germantown | 154 | 33 | 43 | Jackson | 2,231 | 723 | 65 |
| Ghent | 323 | 55 | 34 | Jamestown | 1,794 | 165 | 18 |
| Glasgow | 14,028 | 2,693 | 38 | Jeffersontown | 26,595 | 4,641 | 35 |
| Glencoe | 360 | 67 | 37 | Jeffersonville | 1,506 | 333 | 44 |
| Glenview | 653 | * | * | Jenkins | 2,203 | * | * |
| Glenview Hills | 353 | * | * | Junction City | 2,241 | 75 | 7 |
| Glenview Manor | 191 | * | * | Kenton Vale | 110 | * | * |
| Goose Creek | 294 | * | * | Kevil | 376 | 79 | 42 |
| Grand Rivers | 382 | 66 | 35 | Kingsley | 381 | 3 | 2 |
| Gratz | 78 | 10 | 26 | Kuttawa | 649 | 163 | 50 |
| Grayson | 4,217 | 777 | 37 | La Grange | 8,082 | 1,297 | 32 |
| Green Spring | 768 | * | * | Lafayette | 165 | 5 | 6 |
| Greensburg | 2,163 | 300 | 28 | Lakeside Park | 2,668 | 291 | 22 |
| Greenup | 1,188 | 248 | 42 | Lakeview Heights | 252 | * | * |
| Greenville | 4,312 | 822 | 38 | Lancaster | 3,442 | 517 | 30 |
| Guthrie | 1,419 | 102 | 14 | Langdon Place | 874 | * | * |
| Hanson | 742 | 97 | 26 | Lawrenceburg | 10,505 | 1,032 | 20 |

* Data Not Available

TABLE F-1. CRASHES AND CRASH RATES FOR ALL CITIES LISTED IN THE 2010 CENSUS (2011-2015)(continued)

| CITY | POPULATION | NUMBER OF CRASHES | ANNUAL CRASHES PER 1000 POPULATION | CITY | POPULATION | NUMBER OF CRASHES | CRASHES PER 1000 POPULATION |
|---|---|---|---|---|---|---|---|
| Lebanon | 5,539 | 1,014 | 37 | Murray Hill | 619 | * | * |
| Lebanon Junction | 1,813 | 268 | 30 | Nebo | 236 | 26 | 22 |
| Leitchfield | 6,699 | 1,364 | 41 | New Castle | 912 | 73 | 16 |
| Lewisburg | 810 | 53 | 13 | New Haven | 855 | 50 | 12 |
| Lewisport | 1,670 | 75 | 9 | Newport | 15,273 | 4,644 | 61 |
| Lexington | 295,803 | 63,161 | 43 | Nicholasville | 28,015 | 4,653 | 33 |
| Liberty | 2,168 | 207 | 19 | Norbourne Estates | 441 | 1 | 1 |
| Lincolnshire | 148 | * | * | Northfield | 1,020 | 472 | 93 |
| Livermore | 1,365 | 120 | 18 | Nortonville | 1,204 | 113 | 19 |
| Livingston | 226 | 16 | 14 | Norwood | 372 | * | * |
| London | 7,993 | 3,429 | 86 | Oak Grove | 7,489 | 1,414 | 38 |
| Loretto | 713 | 80 | 22 | Oakland | 225 | 16 | 14 |
| Louisa | 2,467 | 499 | 41 | Old Brownboro Place | 348 | * | * |
| Louisville | 597,337 | 128,196 | 43 | Olive Hill | 1,599 | 205 | 26 |
| Loyall | 1,461 | 90 | 12 | Orcharh Grass Hills | 1,058 | * | * |
| Ludlow | 4,407 | 455 | 21 | Owensboro | 57,265 | 12,841 | 45 |
| Lynch | 747 | 7 | 2 | Owenton | 1,327 | 190 | 29 |
| Lyndon | 11,002 | 979 | 18 | Owingsville | 1,530 | 268 | 35 |
| Lynnview | 914 | 17 | 4 | Paducah | 25,024 | 7,245 | 58 |
| Mackville | 222 | 6 | 5 | Paintsville | 3,459 | 1,096 | 63 |
| Madisonville | 19,591 | 3,775 | 39 | Paris | 8,553 | 1,594 | 37 |
| Manchester | 1,255 | 480 | 77 | Park City | 537 | 97 | 36 |
| Manor Creek | 179 | * | * | Park Hills | 2,970 | 144 | 10 |
| Marion | 3,039 | 284 | 19 | Park Lake | 263 | * | * |
| Martin | 634 | 245 | 77 | Parkway Village | 650 | * | * |
| Maryhill Estates | 177 | * | * | Pembroke | 869 | 69 | 16 |
| Mayfield | 10,024 | 1,746 | 35 | Perryville | 751 | 18 | 5 |
| Maysville | 9,011 | 1,863 | 41 | Pewee Valley | 1,456 | 279 | 38 |
| Mchenry | 388 | 34 | 18 | Phelps | 893 | 154 | 35 |
| Mckee | 800 | 126 | 32 | Pikeville | 6,903 | 2,933 | 85 |
| Mcroberts | 784 | 22 | 6 | Pineville | 1,732 | 407 | 47 |
| Meadowbrook Farm | 163 | * | * | Pioneer Village | 1,130 | * | * |
| Melbourne | 401 | 27 | 14 | Pippa Passes | 533 | 41 | 15 |
| Mentor | 193 | 5 | 5 | Plantation | 832 | 82 | 20 |
| Middletown | 7,218 | 1,991 | 55 | Pleasureville | 834 | 35 | 8 |
| Midway | 1,641 | 208 | 25 | Plum Springs | 453 | * | * |
| Millersburg | 792 | 68 | 17 | Poplar Hills | 377 | * | * |
| Milton | 574 | 148 | 52 | Powderly | 745 | 153 | 41 |
| Monterey | 138 | 8 | 12 | Prestonsburg | 3,255 | 1,608 | 99 |
| Monticello | 6,188 | 1,081 | 35 | Prestonville | 161 | 41 | 51 |
| Moorland | 431 | 11 | 5 | Princeton | 6,329 | 939 | 30 |
| Morehead | 6,845 | 2,100 | 61 | Prospect | 2,788 | * | * |
| Morganfield | 3,285 | 470 | 29 | Providence | 3,193 | 222 | 14 |
| Morgantown | 2,394 | 375 | 31 | Raceland | 2,424 | 165 | 14 |
| Mortons Gap | 863 | 91 | 21 | Radcliff | 21,688 | 3,099 | 29 |
| Mount Olivet | 299 | 13 | 9 | Ravenna | 605 | 17 | 6 |
| Mount Sterling | 6,895 | 1,822 | 53 | Raywick | 157 | * | * |
| Mount Vernon | 2,477 | 668 | 54 | Richlawn | 435 | * | * |
| Mount Washington | 9,117 | 1,486 | 33 | Richmond | 31,364 | 6,858 | 44 |
| Muldraugh | 947 | 205 | 43 | River Bluff | 452 | * | * |
| Munfordville | 1,615 | 430 | 53 | Riverwood | 446 | 809 | 363 |
| Murray | 17,741 | 3,343 | 38 | Rochester | 152 | 3 | 4 |

* Data Not Available

TABLE F-1. CRASHES AND CRASH RATES FOR ALL CITIES LISTED IN THE 2010 CENSUS (2011-2015)(continued)

| CITY | POPULATION | NUMBER OF CRASHES | ANNUAL CRASHES PER 1000 POPULATION |
|---|---|---|---|
| Rockport | 266 | 19 | 14 |
| Rolling Fields | 646 | * | * |
| Rolling Hills | 959 | 110 | 23 |
| Russell | 3,380 | 1,008 | 60 |
| Russell Springs | 2,441 | 840 | 69 |
| Russellville | 6,960 | 1,228 | 35 |
| Ryland Heights | 279 | * | * |
| Sacramento | 468 | 56 | 24 |
| Sadieville | 303 | 38 | 25 |
| Salem | 752 | 42 | 11 |
| Salt Lick | 303 | 39 | 26 |
| Salyersville | 1,883 | 367 | 39 |
| Sanders | 238 | 8 | 7 |
| Sandy Hook | 675 | 54 | 16 |
| Sardis | 103 | 7 | 14 |
| Science Hill | 693 | 118 | 34 |
| Scottsville | 4,226 | 834 | 40 |
| Sebree | 1,603 | 115 | 14 |
| Seneca Gardens | 696 | 4 | 1 |
| Sharpsburg | 323 | 12 | 7 |
| Shelbyville | 14,045 | 2,589 | 37 |
| Shepherdsville | 11,222 | 3,434 | 61 |
| Shively | 15,264 | 4,517 | 59 |
| Silver Grove | 1,102 | 112 | 20 |
| Simpsonville | 2,484 | 339 | 27 |
| Slaughters | 216 | 12 | 11 |
| Smithfield | 106 | 27 | 51 |
| Smithland | 301 | 37 | 25 |
| Smiths Grove | 714 | 121 | 34 |
| Somerset | 11,196 | 4,466 | 80 |
| Sonora | 513 | 118 | 46 |
| South Carrollton | 184 | 59 | 64 |
| South Shore | 1,122 | * | * |
| Southgate | 3,803 | 757 | 40 |
| Sparta | 231 | 48 | 42 |
| Spring Mill | 342 | * | * |
| Spring Valley | 400 | * | * |
| Springfield | 2,519 | 439 | 35 |
| Stamping Ground | 643 | 47 | 15 |
| Stanford | 3,487 | 593 | 34 |
| Stanton | 2,733 | 449 | 33 |
| Strathmoor Manor | 337 | * | * |
| Sturgis | 1,898 | 96 | 10 |
| Sycamore | 70 | * | * |
| Taylor Mill | 6,604 | 1,147 | 35 |
| Taylorsville | 763 | 259 | 68 |
| Ten Broeck | 128 | * | * |
| Thornhill | 146 | * | * |
| Tompkinsville | 2,402 | 239 | 20 |
| Trenton | 384 | 20 | 10 |
| Union | 5,379 | 751 | 28 |
| Uniontown | 1,002 | 69 | 14 |
| Upton | 683 | 38 | 11 |
| Vanceburg | 1,518 | 174 | 23 |
| Versailles | 8,568 | 1,547 | 36 |
| Vicco | 334 | 70 | 42 |
| Villa Hills | 7,489 | 253 | 7 |
| Vine Grove | 4,520 | 358 | 16 |
| Wallins Creek | 156 | * | * |
| Walton | 3,635 | 852 | 47 |
| Warfield | 269 | 38 | 28 |
| Warsaw | 1,615 | 176 | 22 |
| Water Valley | 279 | 13 | 9 |
| Waterson Park | 1,542 | * | * |
| Waverly | 308 | 27 | 18 |
| Wayland | 426 | 47 | 22 |
| Wellington | 565 | 9 | 3 |
| West Buechel | 1,230 | * | * |
| West Liberty | 3,435 | 266 | 16 |
| West Point | 797 | 183 | 46 |
| Westwood | 4,746 | * | * |
| Wheatcroft | 160 | 14 | 18 |
| Wheelwright | 780 | 32 | 8 |
| White Plains | 884 | 32 | 7 |
| Whitesburg | 2,139 | 405 | 38 |
| Whitesville | 552 | 98 | 36 |
| Whitley City | 1,170 | 349 | 60 |
| Wickliffe | 688 | 117 | 34 |
| Wilder | 3,035 | 1,117 | 74 |
| Wildwood | 261 | 2 | 2 |
| Williamsburg | 5,245 | 914 | 35 |
| Williamstown | 3,925 | 605 | 31 |
| Willisburg | 282 | 24 | 17 |
| Wilmore | 3,686 | 233 | 13 |
| Winchester | 18,368 | 3,407 | 37 |
| Winding Falls | 657 | * | * |
| Windy Hills | 2,385 | 11 | 1 |
| Wingo | 632 | 55 | 17 |
| Woodburg | 117 | * | * |
| Woodburn | 355 | 26 | 15 |
| Woodland Hills | 696 | 6 | 2 |
| Woodlawn | 229 | 3 | 3 |
| Woodlawn Park | 942 | 69 | 15 |
| Worthington | 1,609 | 43 | 5 |
| Worthington Hills | 973 | * | * |
| Worthville | 185 | 14 | 15 |
| Wurtland | 995 | 100 | 20 |

* Data Not Available