

Analysis of Traffic Crash Data in Kentucky 2017-2021



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<http://ktc.uky.edu>

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As a go-to reference for Kentucky Transportation Cabinet (KYTC) policy and engineering guidance, the Highway Knowledge Portal (HKP) synthesizes information contained in the Cabinet's technical guidance manuals.

<https://kp.uky.edu>



Developed to provide better access to crash data and help transportation professionals in Kentucky have a better understanding of safety performance. CDAT integrates crash and roadway data allowing users to query a segment or intersection to obtain a safety score as compared to other segments or intersections. CDAT provides easy and consistent access to crash data and methodologies employing techniques from the Highway Safety Manual.

<https://crashtool.uky.edu>



SPF-R Online is a web tool created to assist with the development of safety performance functions (SPFs).

SPF-R Online removes the barrier of needing to know or run R-Script, as everything is neatly packaged in a convenient web application.

<https://SPFR.uky.edu>

KTC's Mission

Our mission is to advance transportation through innovative research and education.

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Analysis of Traffic Crash Data in Kentucky 2017-2021

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A Note from the Editor

Table numbers have changed again this year.

Beginning with the 2015-2019 report, there were substantial changes over previous versions. These changes may make comparisons to previous years difficult or in some cases impossible. If there is something missing from this year's publication you need for your job, we are happy to assist you. To request assistance, you may submit a data request to the Kentucky Traffic Safety Data Service (KTSDS) by visiting: <http://ktsds.ktc.uky.edu>

There are several reasons for changes to this publication and we'd like to explain our reasoning.

Since September 27, 2016, we have hosted a survey (<http://bit.ly/2cjZVS0>) about how people use this publication. Our goal has been to identify what information would be most useful in shaping this publication. Many of you responded, and those responses have helped us to guide changes.

How this report is distributed has also changed. Rather than a print copy with static tables, this is now a digital PDF. Contents can be copied and sorted electronically, removing the need for redundant tables displaying the same information sorted differently.

Additionally, collision safety analysis methods have evolved. Historically the focus of analysis has been centered around crash rates based on traffic volumes. More modern methods of analysis to predict crash rates and develop modification factors utilize safety performance functions (SPFs) which can improve performance due to their ability to handle more data characteristics, including non-linear models and interaction effects between variables. We now include SPFs in this publication.

Lastly, we updated methods for counting, analyzing, and producing tables. Beginning with the 2020 publication, we moved from an older FORTRAN-based process to a more modern SQL Server process.

Executive Summary and Introduction

This report documents analysis of traffic crash data in Kentucky. A primary objective of this study was to determine average crash statistics for Kentucky highways. Where used, rates were calculated for various highway types and for counties and cities. Difference criteria were used for exposure.

Average and critical numbers, SPFs, and crash rates were calculated for various highway types in rural and urban areas. These metrics rely on crashes identified on highways where Annual Average Daily Traffic (AADT) volumes were available. Data in this report may be used to help identify problem areas.

The other primary objective of this study was to provide benchmark data that can be used to prepare the problem identification portion of Kentucky's Annual Highway Safety Plan (HSP). Crash statistics were analyzed and 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 covered in the analysis for which specific recommendations were not made include school bus crashes and train crashes.

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 continues to change for a substantial time after the end of that year. KTC captures an extract annually for analysis.

Since 1978, annual reports have been prepared to document statewide crash rates. Traffic crash data for a five-year period were used to prepare 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. 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 23 U.S. Code § 402. This program includes identifying, programming, budgeting, and evaluating safety projects with the objective of reducing the number and severity of traffic crashes.

Do you use this report? Want to give us feedback on it? Please fill out this survey: <http://bit.ly/2cjZVSO>

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 database were obtained from the Kentucky State Police (KSP). All police agencies in the state are required to send traffic crash reports to KSP.

Parking lot crashes were not included in the computer file from 1994 through 1999. Parking lot crashes are now contained in the CRASH database but they were excluded from analysis to maintain consistency with previous years. Crashes coded as occurring on private property were also excluded from the data so they would be consistent with other reports. All crashes included in the analysis occurred on public highways. Because this database is updated each day, the number of crashes in a given calendar year continues to change for a substantial time after the end of that year. Consequently, numbers listed in this report's tables do not match those in the current CRASH database. Summaries were prepared from an analysis of crash data from the CRASH database for the current year.

Volume data, along with other data describing highway characteristics, such as number of lanes, were obtained from a computer file containing roadway characteristics data for all state-maintained highways and some local roads. In the past this information was obtained from the Highway Performance Monitoring System (HPMS) file. Now the Highway Information File (HIS) file is used. Data for the most recent five-year period were obtained from these files. 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 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 using all reported traffic crashes (excluding parking lots and private property).

The matching process was revised significantly starting with 2012 data due to the change in 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 matched by three different route identifiers (RT_Unique, the GIS route identifier, and roadway number). The match rate was much higher than previous years, particularly for urban streets. This has increased crash tallies and resulting rates.

Rates were calculated for: 1) all roads having known traffic volumes and 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 refers to these roads as *identified roads* since some of these routes were locally maintained. Rates are 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. Population data from the 2020 census were used.

In addition to average rates, critical rates and crash numbers are required for the high-crash location program. Both rate types were calculated. The following formula was used to calculate critical crash rates:

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

where:

| | |
|---------|---|
| $C_c =$ | critical crash rate |
| $C_a =$ | average crash rate |
| $K =$ | constant related to level of statistical significance (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 was used:

$$N_c = N_a + K\sqrt{N_a} + 0.5$$

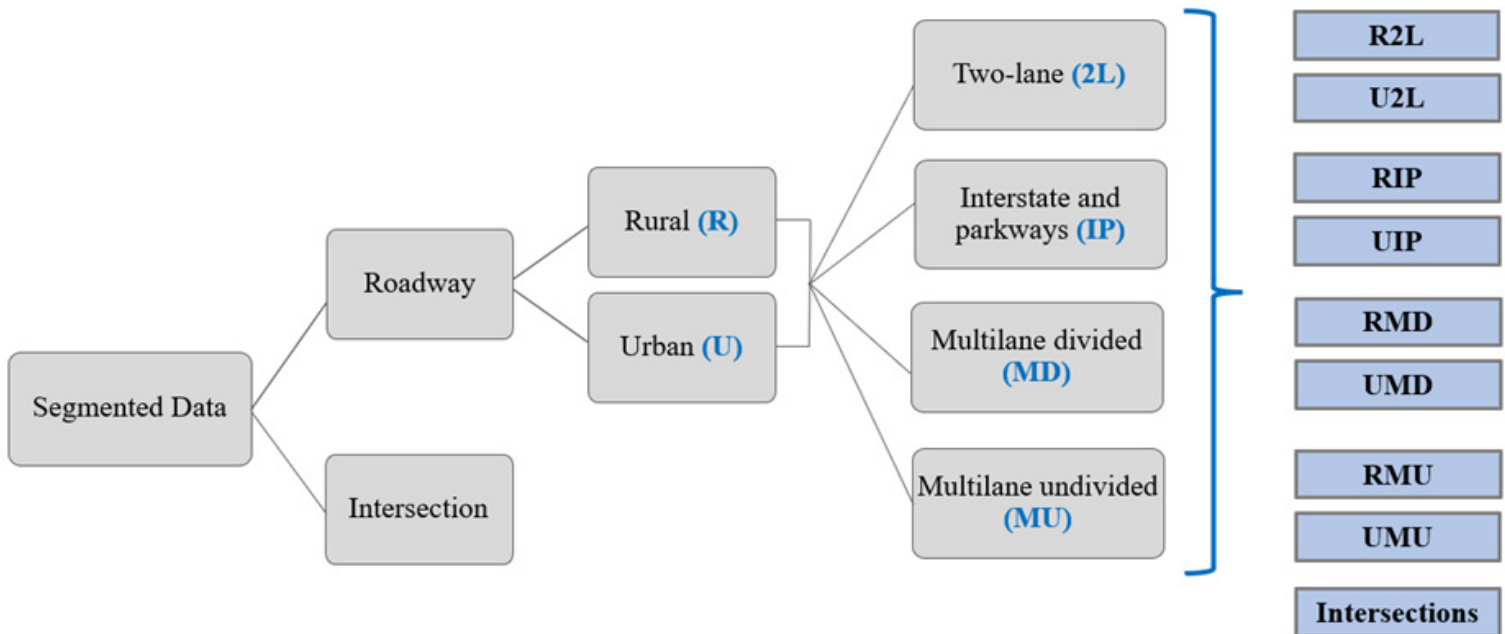
where:

| | |
|---------|----------------------------|
| $N_c =$ | critical number of crashes |
| $N_a =$ | average number of crashes |



Safety Performance Functions

Overall Summary



The base year of the crashes was **2015-2019**.

The SPF equations take the form of:

$$Y(\text{segment}) = e^{\alpha} * L * AADT^{\beta}$$

$$Y(\text{intersection}) = e^{\alpha} * AADT_{Major}^{\beta1} * AADT_{Minor}^{\beta2}$$

All SPFs were developed from two crash severity groups: **KAB and CO**.

No base conditions were used for any of the SPFs.

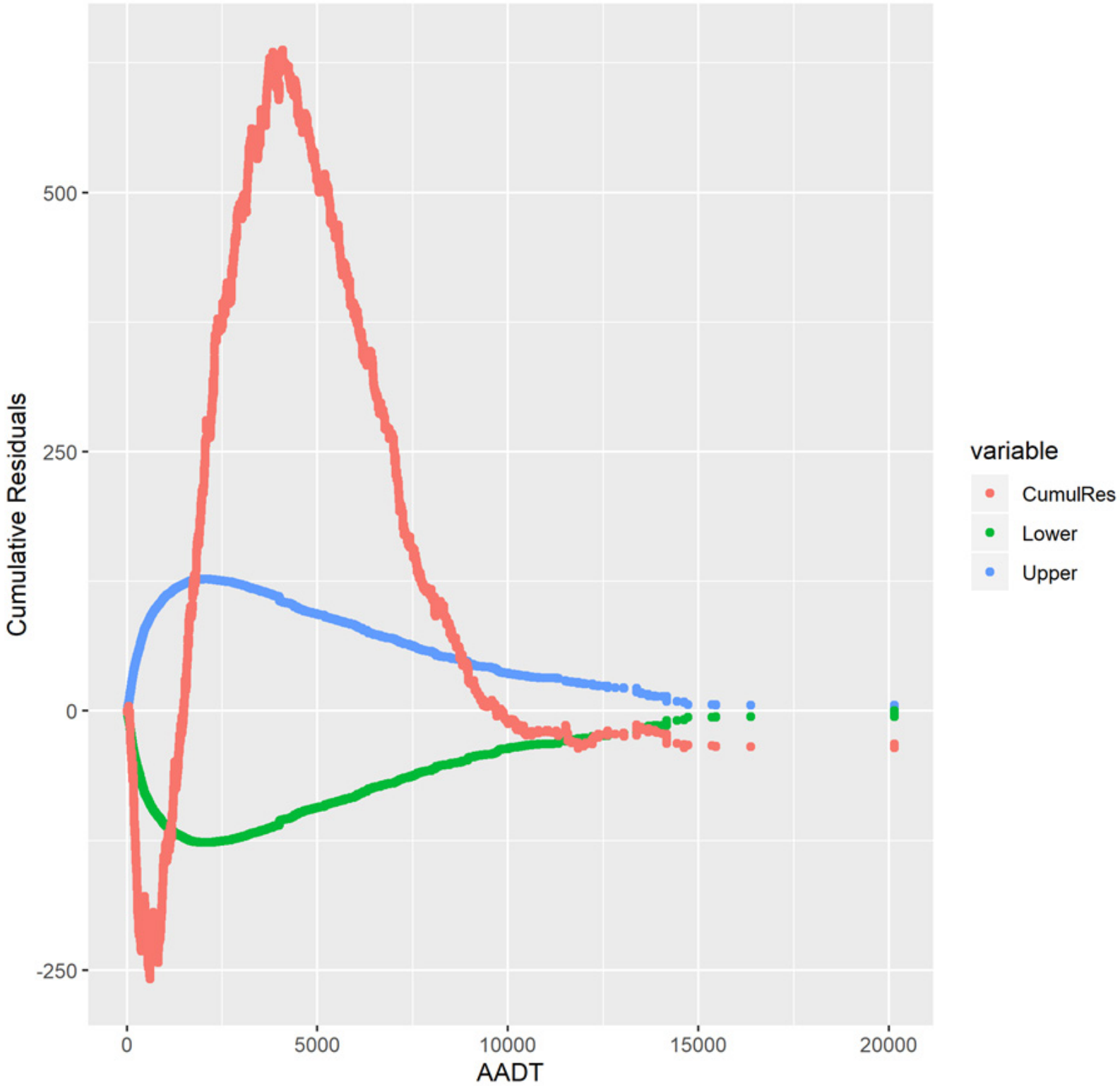
Disclaimer: The following SPFs were developed using five years of crash data. Therefore, the models predict crashes over a five-year period. If a user were to predict crashes on an annual basis, they must add a coefficient of 1/5 to the model to avoid over-predicting crashes by a factor of 5.

Summary of the Regression Parameters

| | KAB | CO |
|------------|---------|---------|
| R2L | | |
| Theta | 1.5 | 1.835 |
| Alpha | -5.274 | -4.41 |
| Beta | 0.684 | 0.817 |
| U2L | | |
| Theta | 1.569 | 1.22 |
| Alpha | -5.824 | -3.978 |
| Beta | 0.774 | 0.841 |
| RIP | | |
| Theta | 3.26 | 2.706 |
| Alpha | -9.764 | -7.924 |
| Beta | 0.983 | 1.025 |
| UIP | | |
| Theta | 2.249 | 1.712 |
| Alpha | -13.585 | -10.619 |
| Beta | 1.363 | 1.314 |
| RMD | | |
| Theta | 0.937 | 1.126 |
| Alpha | -9.296 | -5.697 |
| Beta | 0.992 | 0.845 |
| UMD | | |
| Theta | 1.171 | 0.771 |
| Alpha | -9.75 | -7.453 |
| Beta | 1.102 | 1.156 |
| RMU | | |
| Theta | 1.415 | 0.914 |
| Alpha | -5.425 | -3.281 |
| Beta | 0.668 | 0.711 |
| UMU | | |
| Theta | 0.924 | 0.908 |
| Alpha | -6.22 | -4.509 |
| Beta | 0.84 | 0.937 |

1. Rural Two-Lane SPF (KAB)

CURE Plot

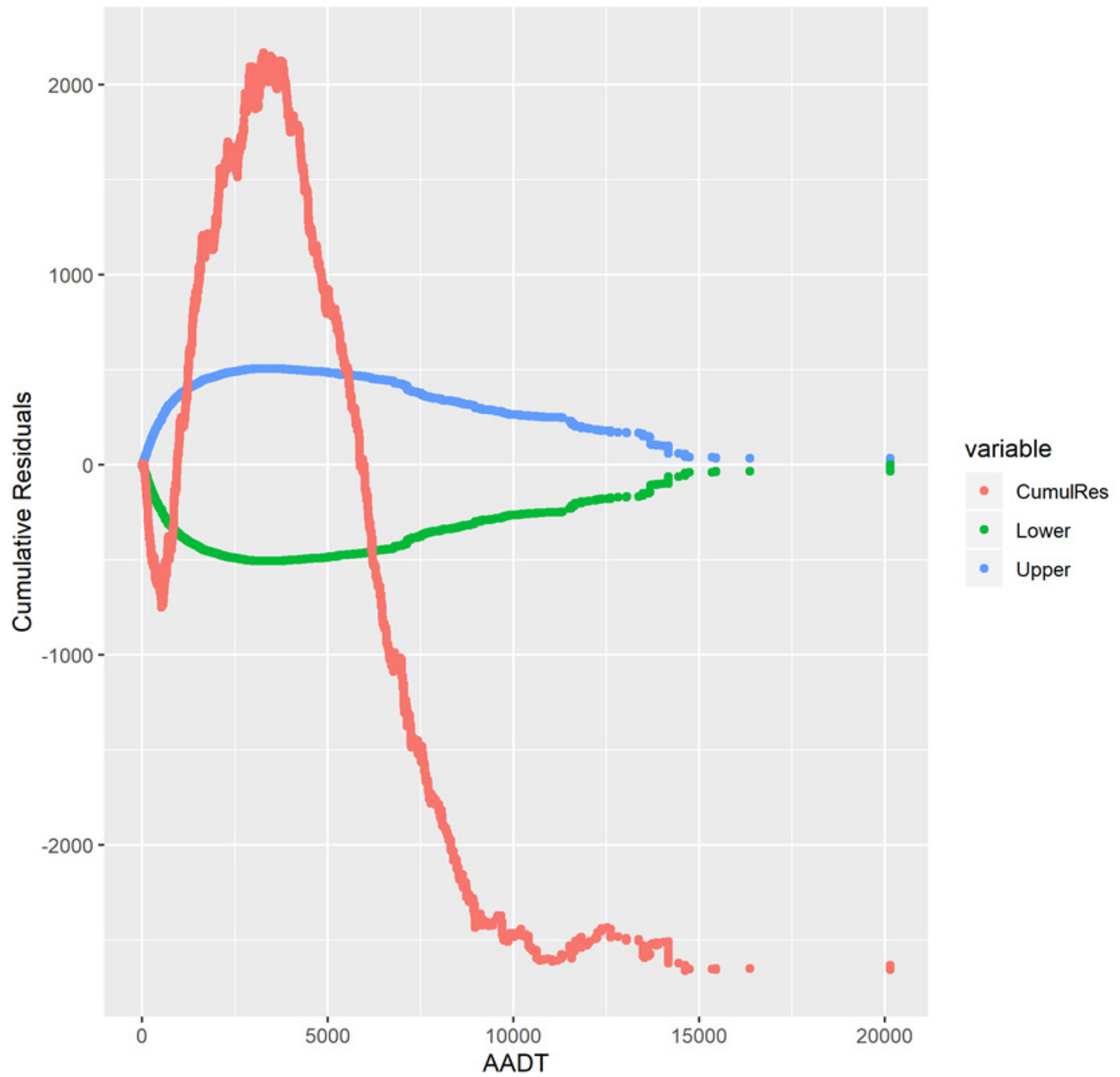


$$Y (KAB) = L * e^{(-5.274)} * AADT^{(0.684)}$$

$$Theta = 1.5$$

2. Rural Two-Lane SPF (CO)

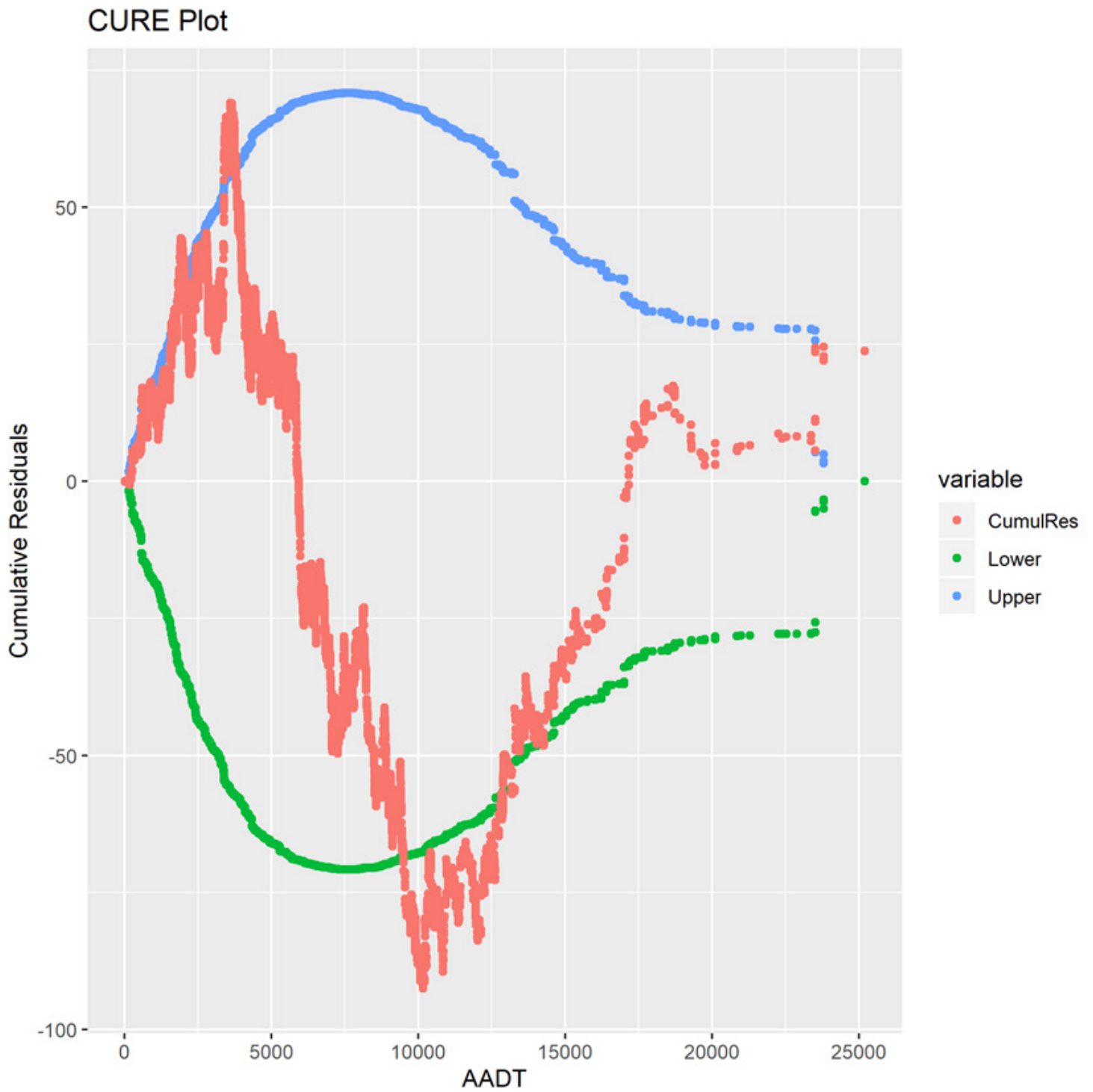
CURE Plot



$$Y(CO) = L * e^{(-4.41)} * AADT^{(0.817)}$$

$$Theta = 1.835$$

3. Urban Two-Lane SPF (KAB)

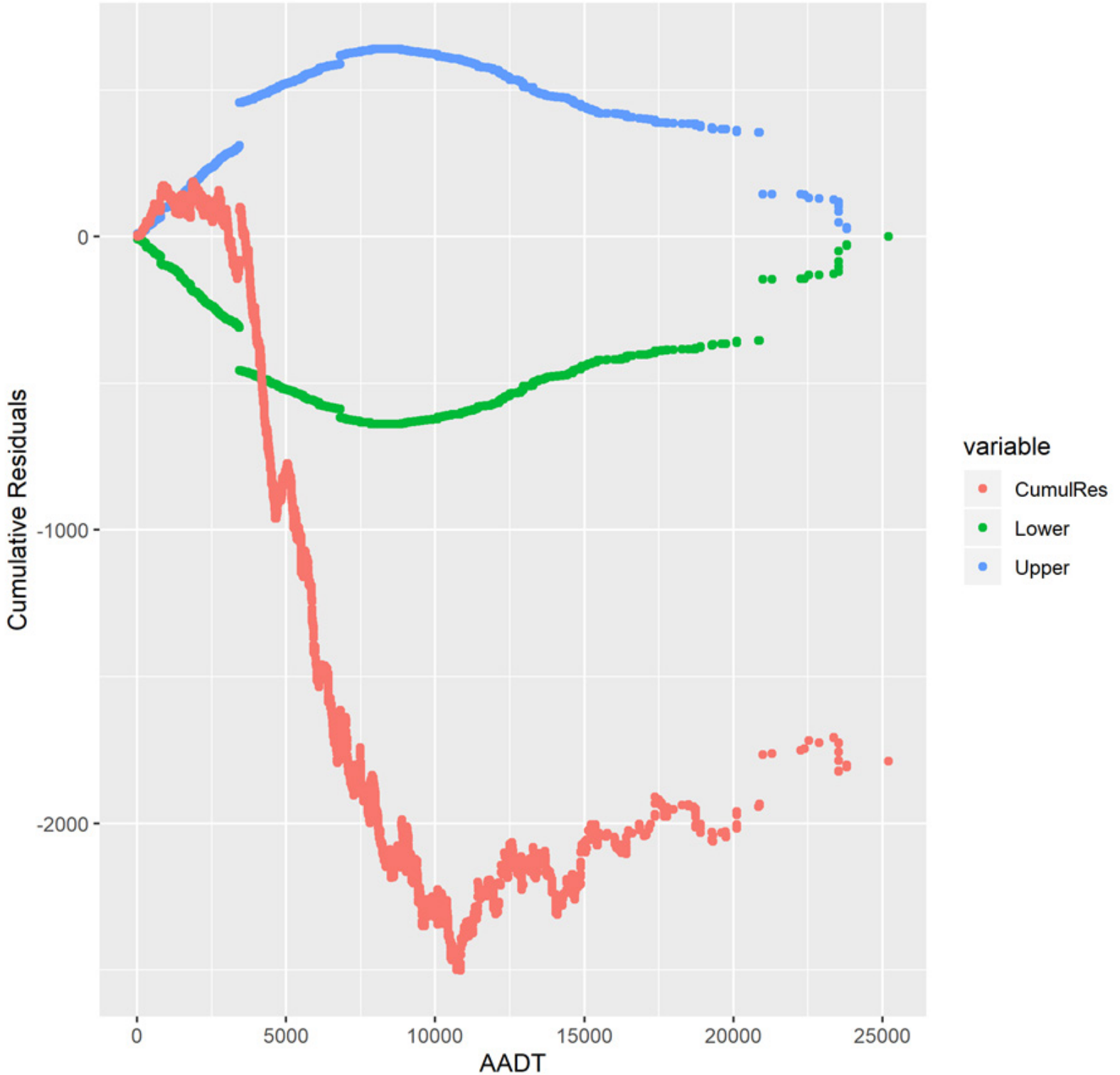


$$Y(KAB) = L * e^{(-5.824) * AADT^{(0.774)}}$$

$$Theta = 1.569$$

4. Urban Two-Lane SPF (CO)

CURE Plot

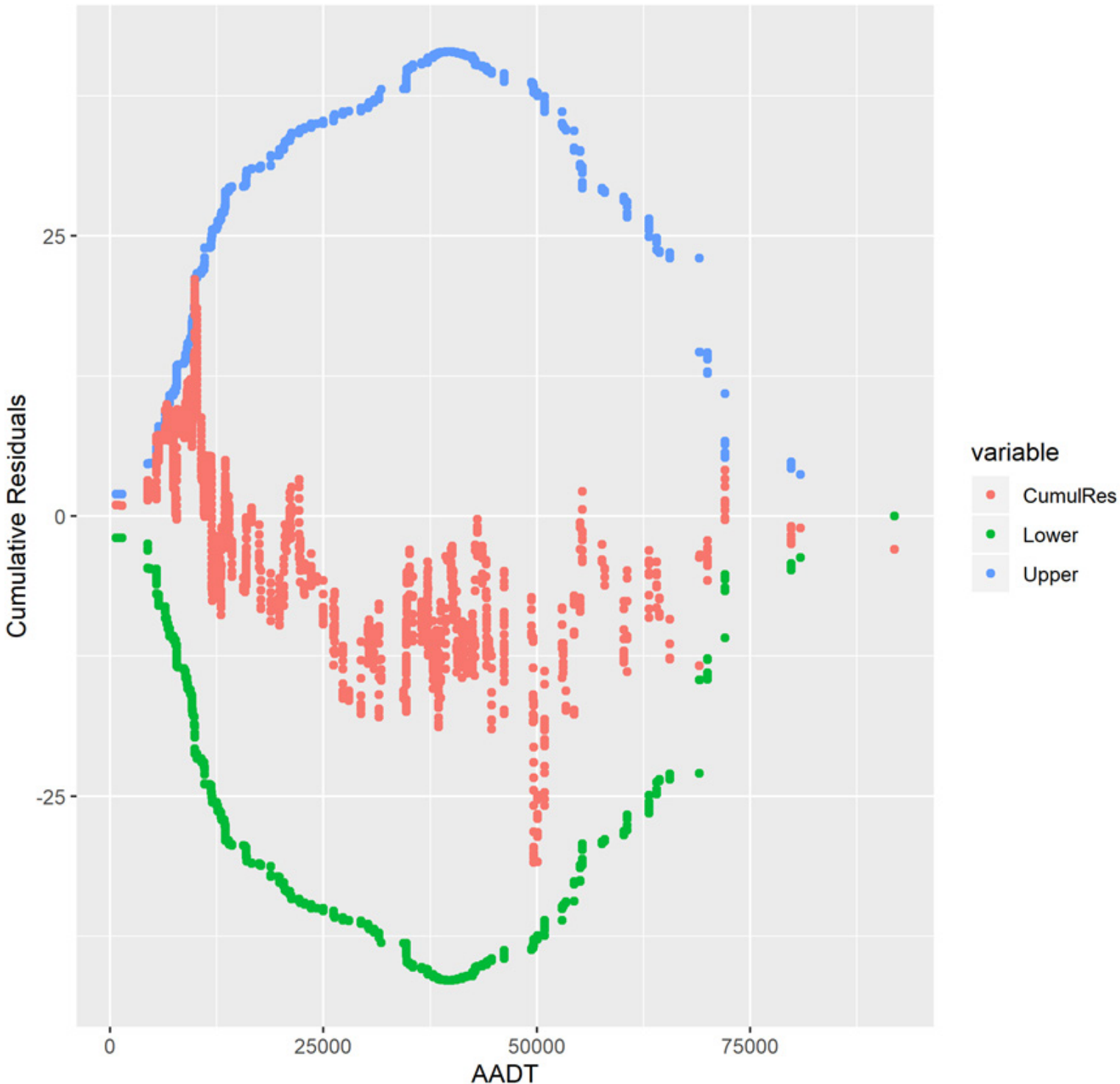


$$Y(CO) = L * e^{(-3.978)} * AADT^{(0.841)}$$

$$Theta = 1.220$$

5. Rural Interstate and Parkway SPF (KAB)

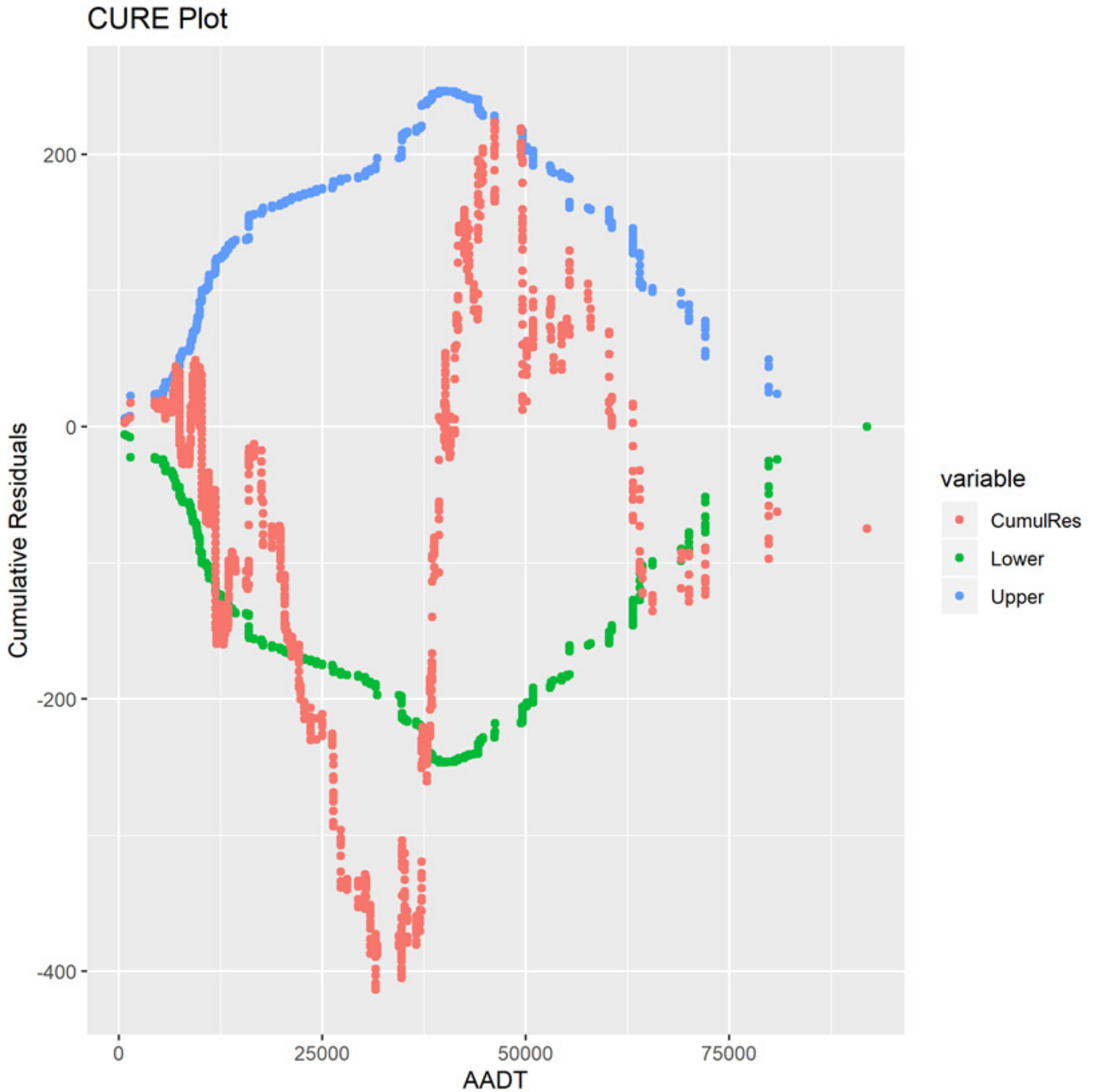
CURE Plot



$$Y (KAB) = L * e^{(-9.764)} * AADT^{(0.983)}$$

Theta = 3.26

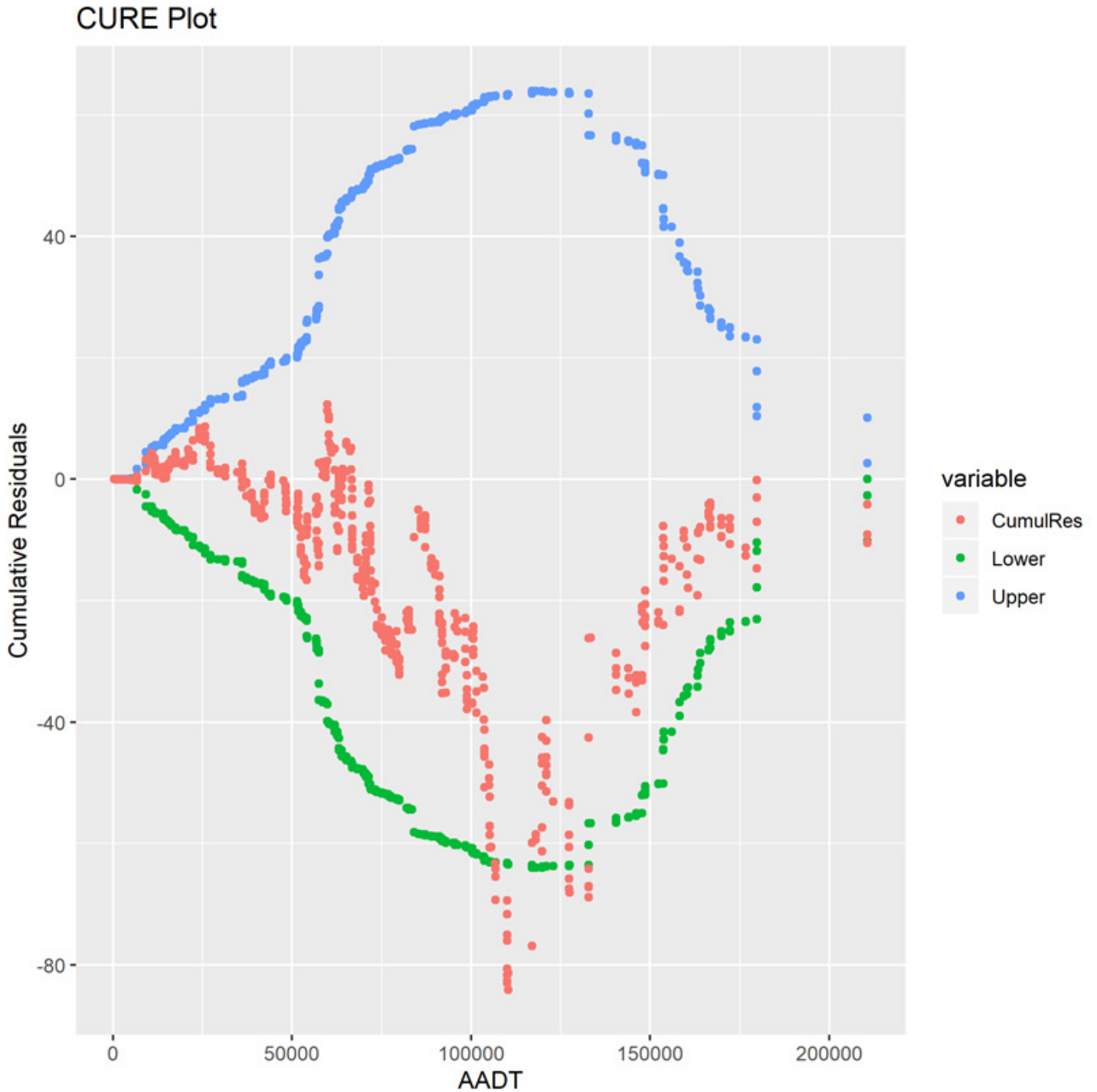
6. Rural Interstate and Parkway SPF (CO)



$$Y(CO) = L * e^{(-7.924)} * AADT^{(1.025)}$$

$$Theta = 2.706$$

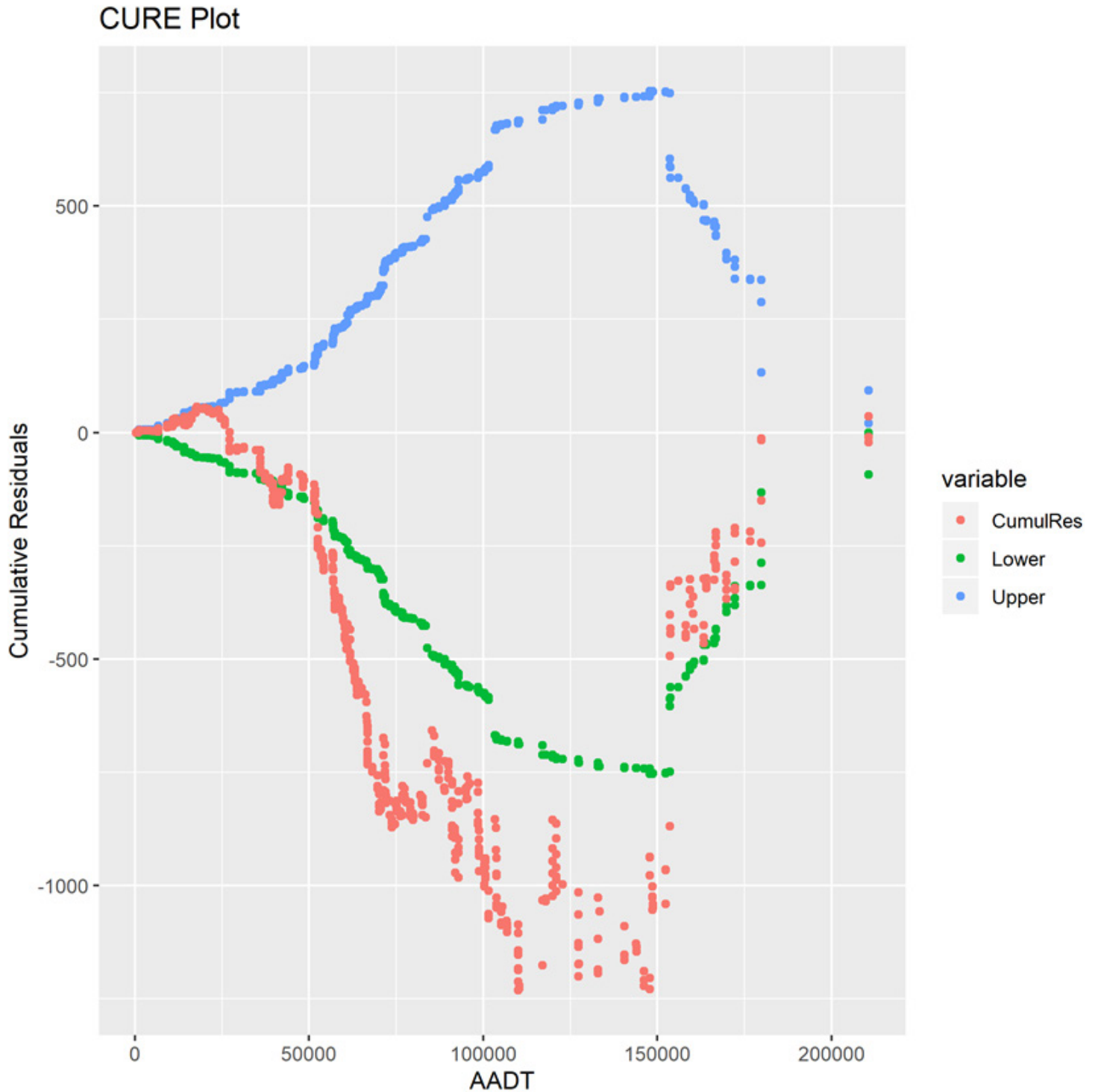
7. Urban Interstate and Parkway SPF (KAB)



$$Y(KAB) = L * e^{(-13.585)} * AADT^{(1.363)}$$

$$Theta = 2.249$$

8. Urban Interstate and Parkway SPF (CO)

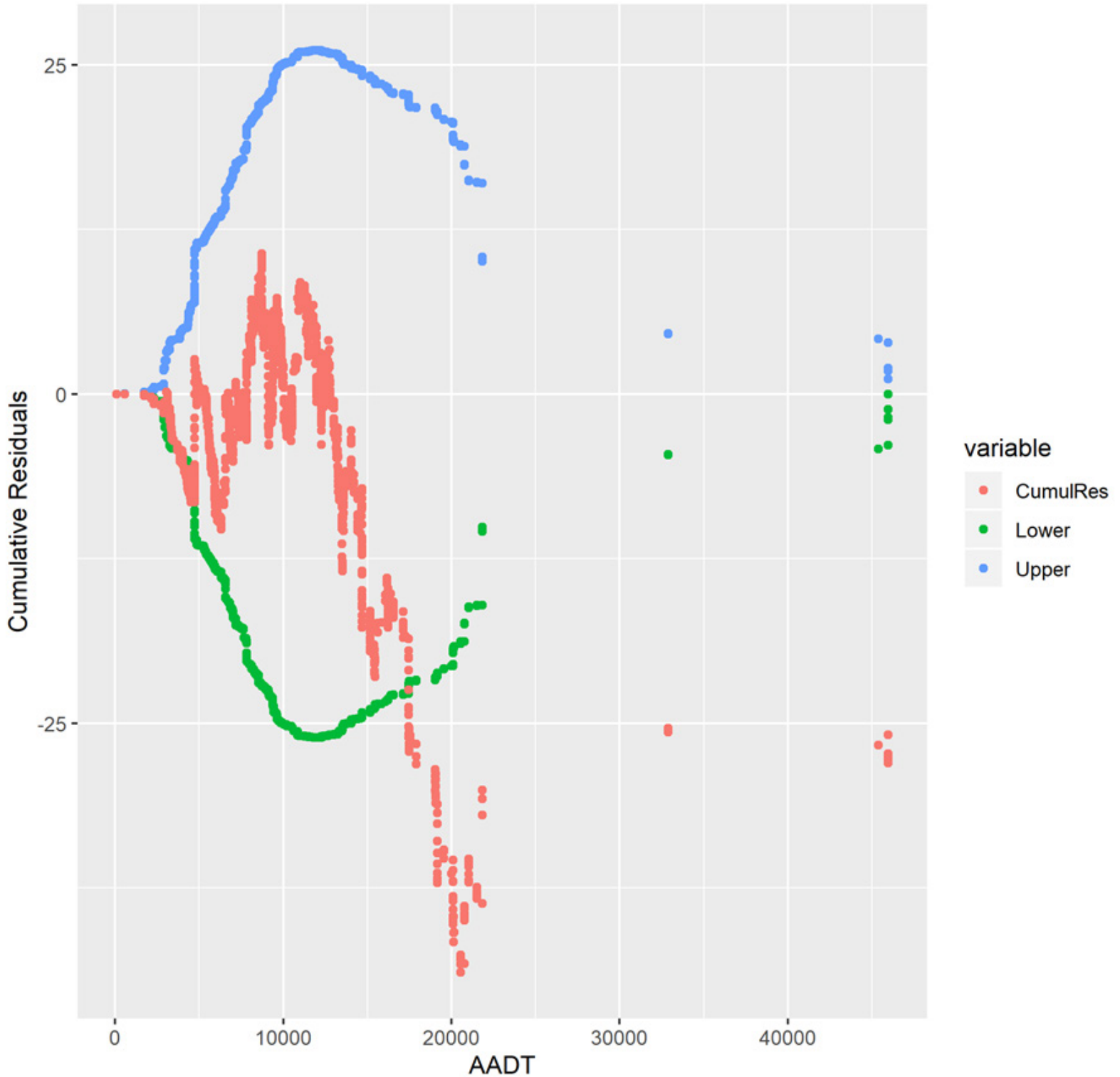


$$Y(CO) = L * e^{(-10.619)} * AADT^{(1.314)}$$

$$Theta = 1.712$$

9. Rural Multilane (Divided) SPF (KAB)

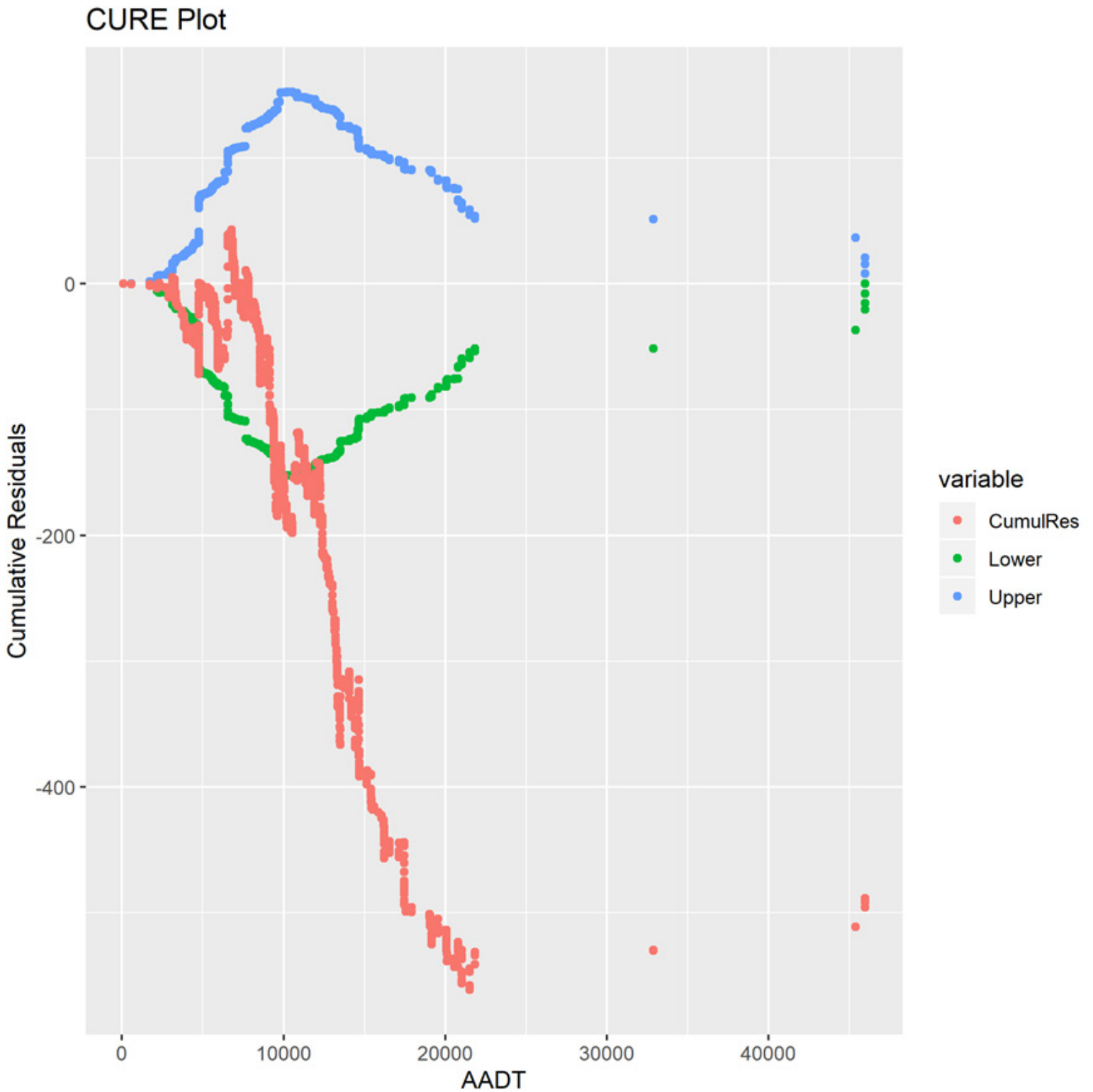
CURE Plot



$$Y (KAB) = L * e^{(-9.296)} * AADT^{(0.992)}$$

$$Theta = 0.937$$

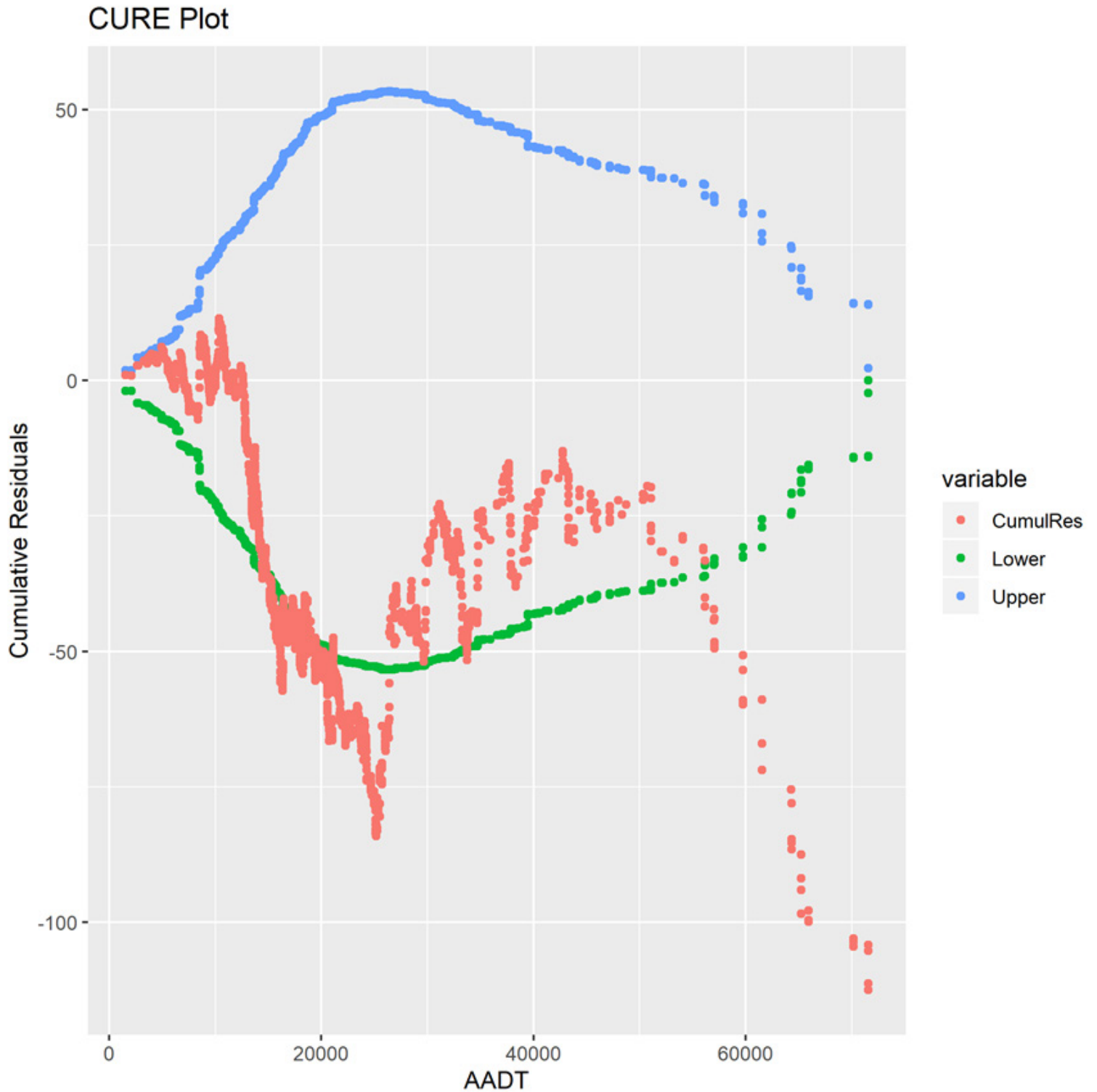
10. Rural Multilane (Divided) SPF (CO)



$$Y(CO) = L * e^{(-5.697)} * AADT^{(0.845)}$$

$$Theta = 1.126$$

11. Urban Multilane (Divided) SPF (KAB)

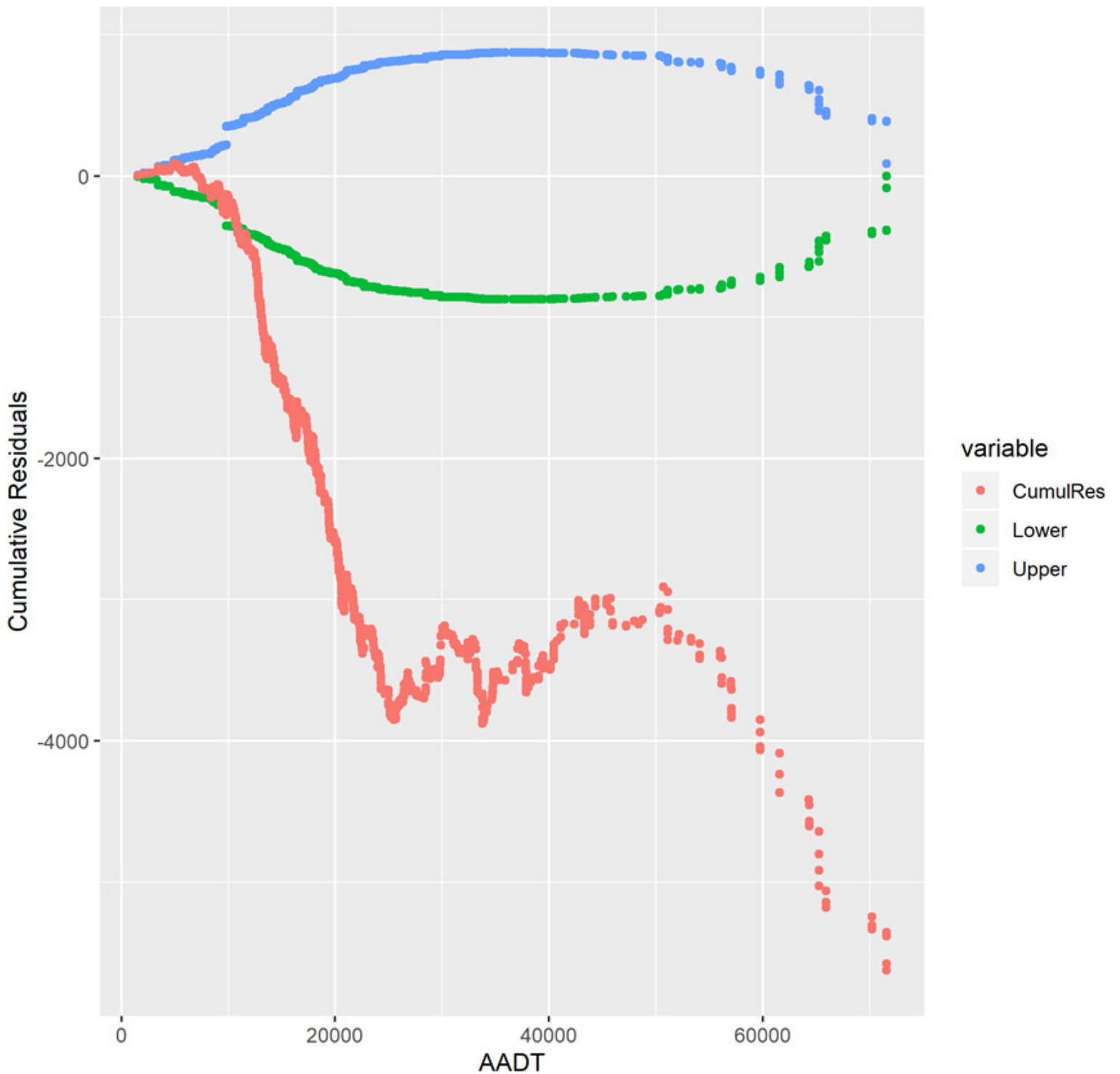


$$Y(KAB) = L * e^{(-9.750)} * AADT^{(1.102)}$$

$$Theta = 1.171$$

12. Urban Multilane (Divided) SPF (CO)

CURE Plot

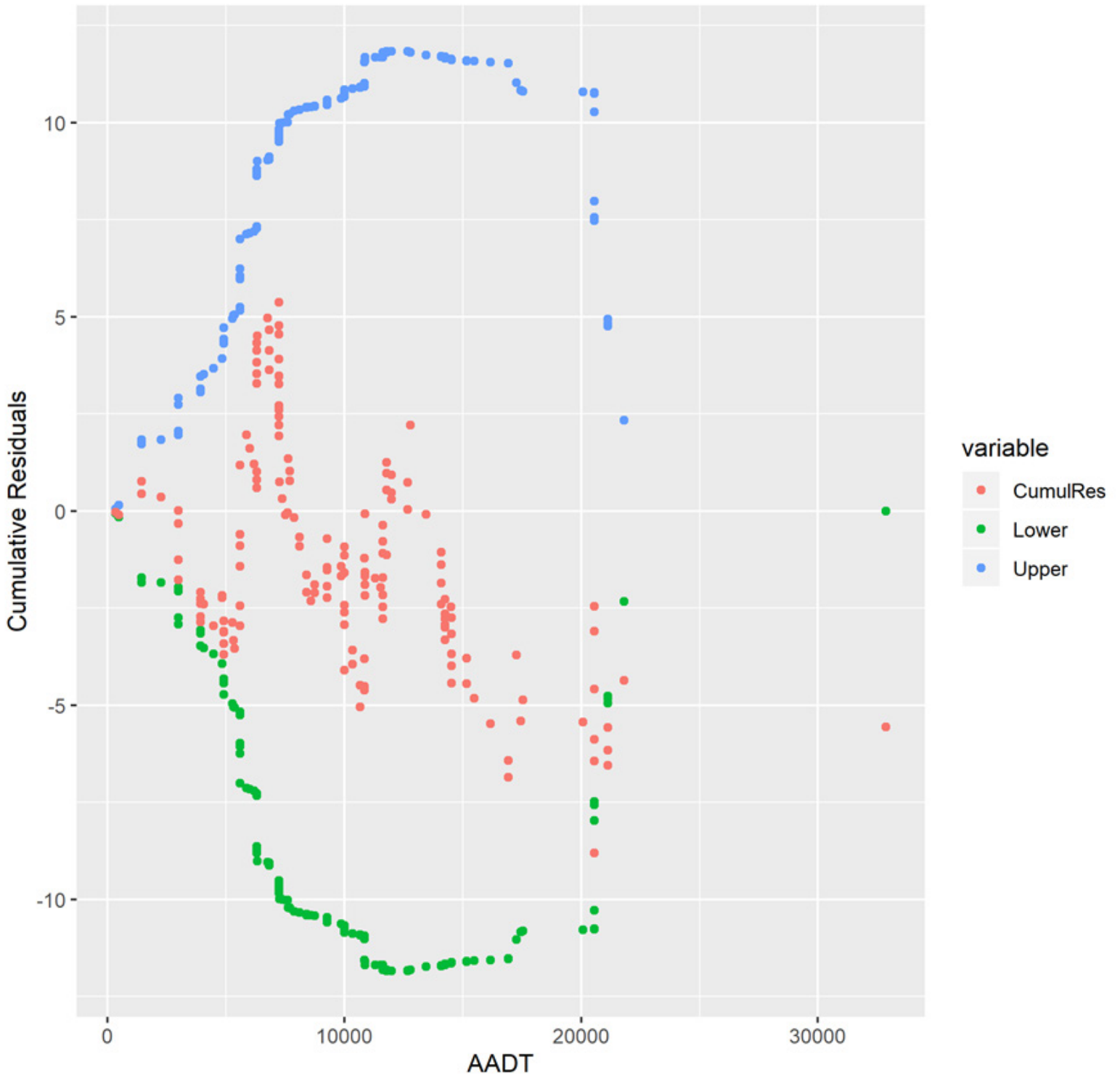


$$Y(CO) = L * e^{(-7.453)} * AADT^{(1.156)}$$

$$Theta = 0.771$$

13. Rural Multilane (Undivided) SPF (KAB)

CURE Plot

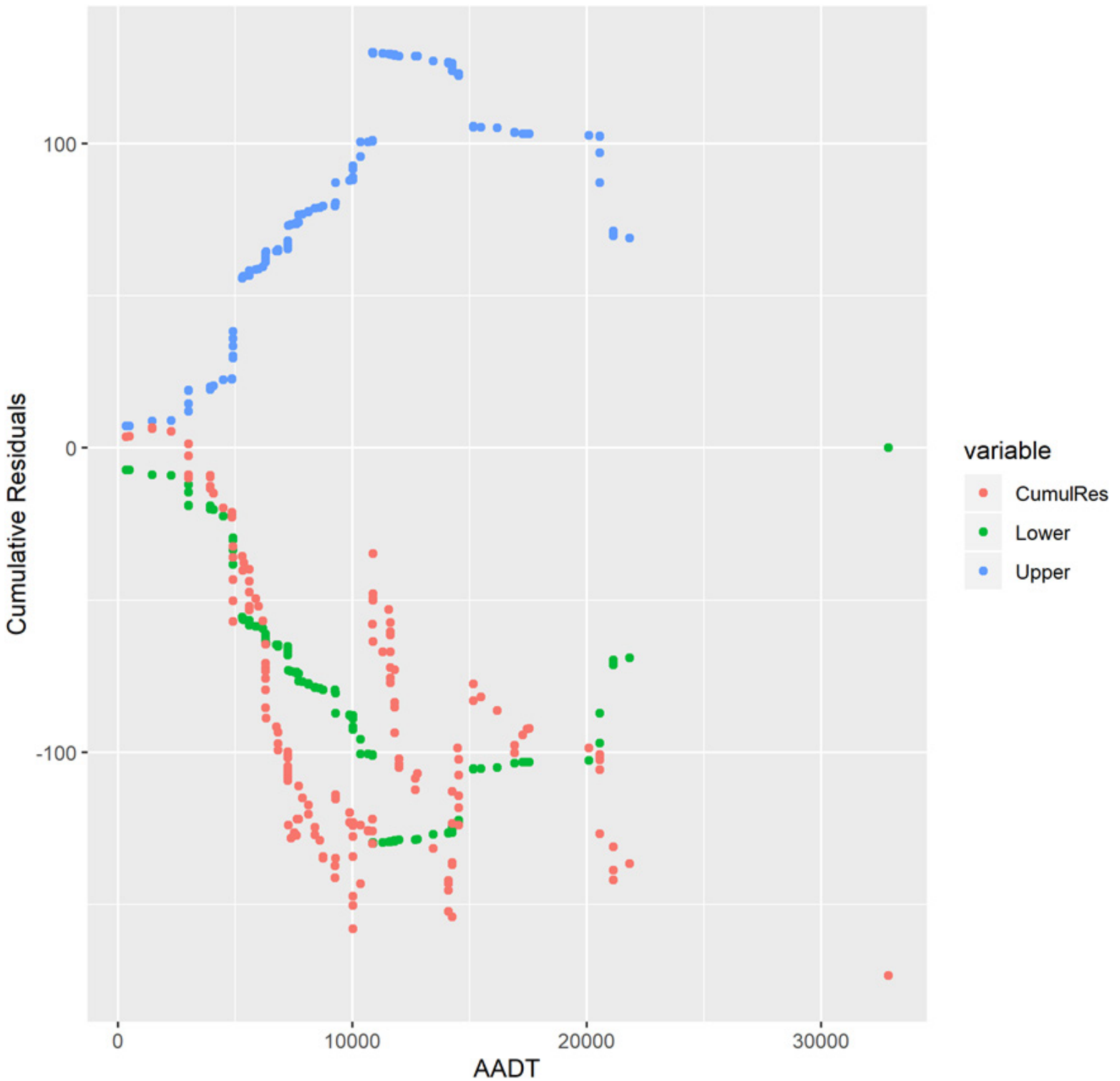


$$Y(KAB) = L * e^{(-5.425)} * AADT^{(0.668)}$$

Theta = 1.415

14. Rural Multilane (Undivided) SPF (CO)

CURE Plot

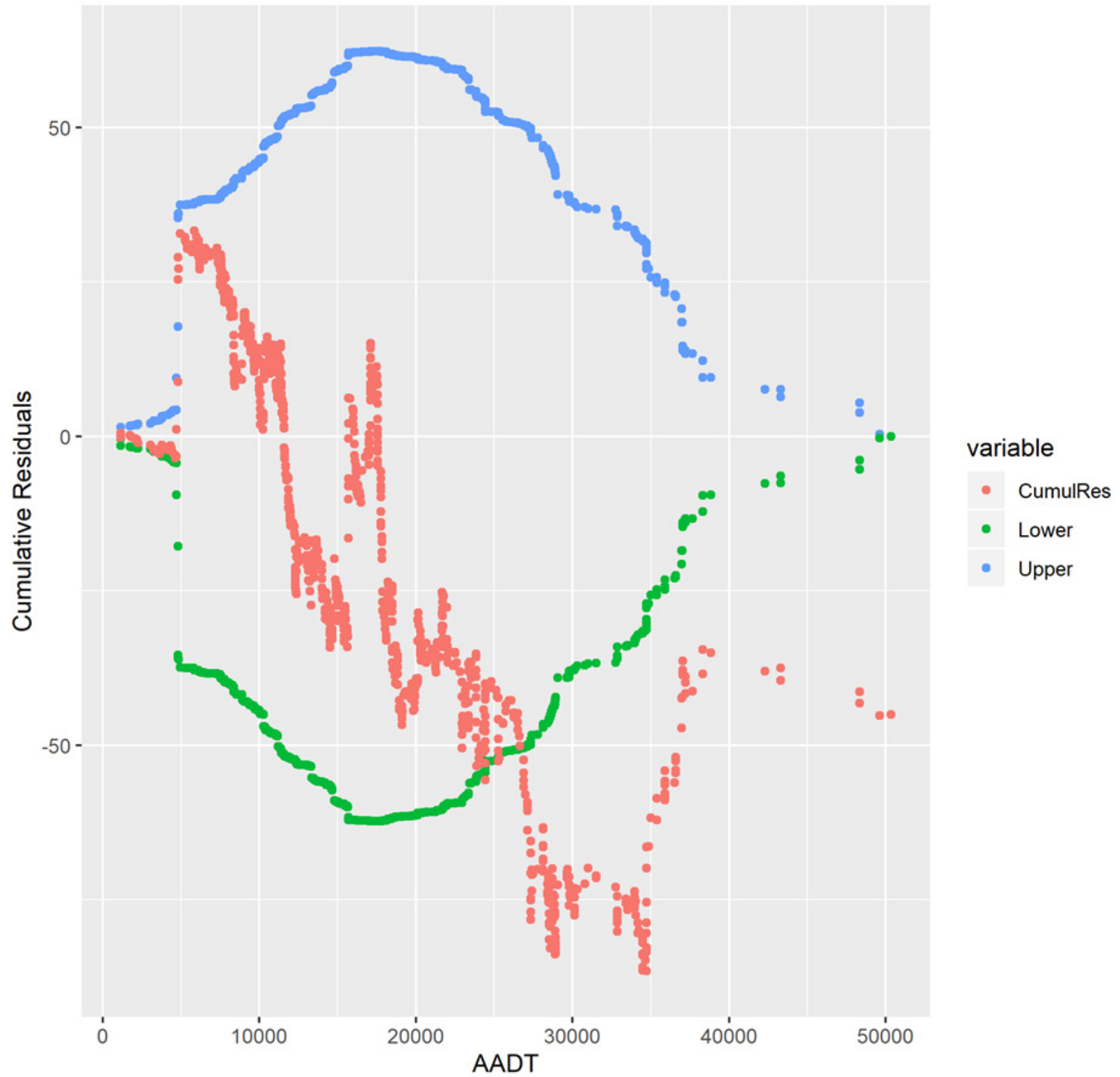


$$Y(CO) = L * e^{(-3.281)} * AADT^{(0.711)}$$

$$Theta = 0.914$$

15. Urban Multilane (Undivided) SPF (KAB)

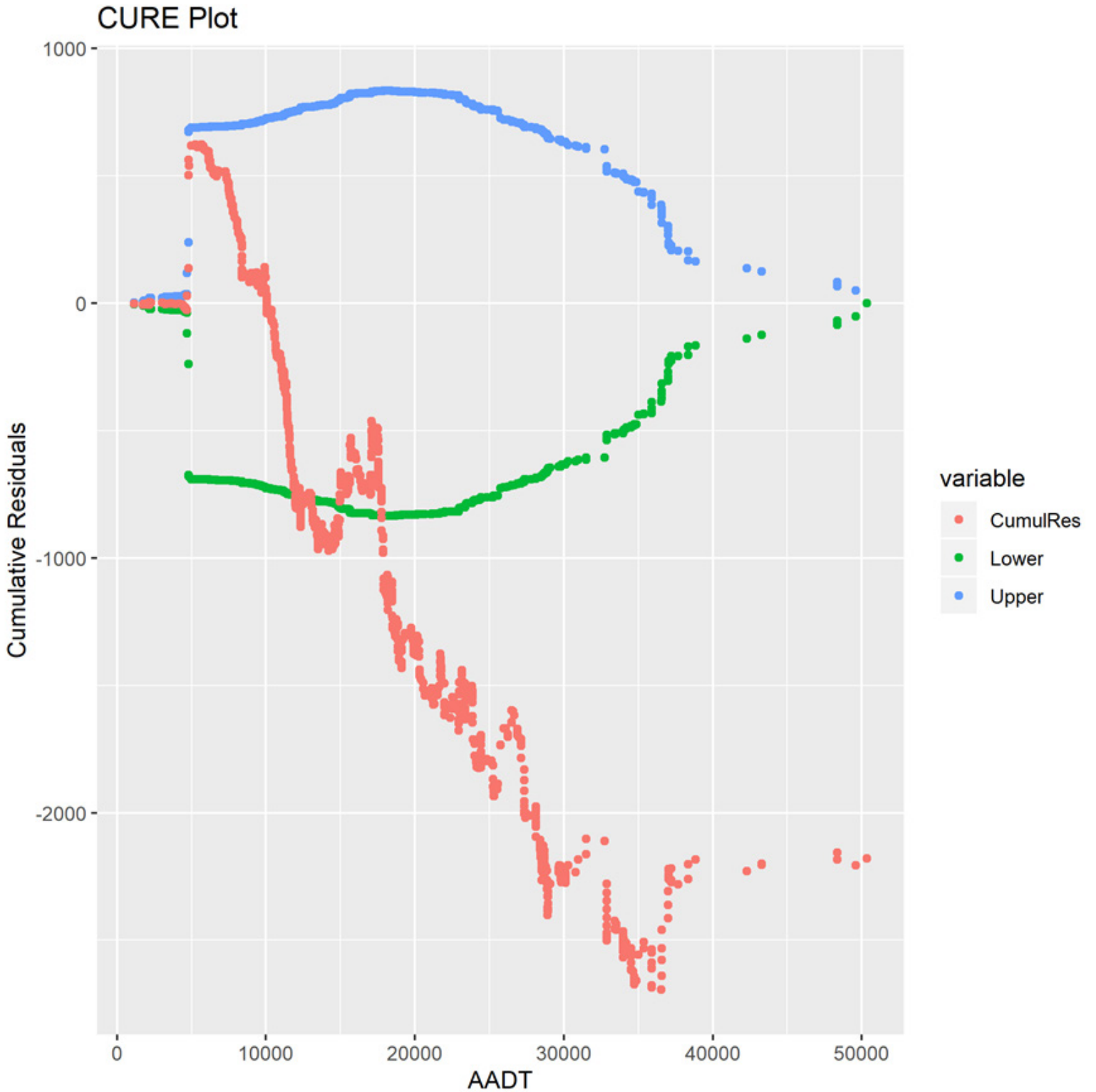
CURE Plot



$$Y(KAB) = L * e^{(-6.220)} * AADT^{(0.840)}$$

$$Theta = 0.924$$

16. Urban Multilane (Undivided) SPF (CO)



$$Y(CO) = L * e^{(-4.509)} * AADT^{(0.937)}$$

$$Theta = 0.908$$

17. Intersection SPF (KAB)

$$Crashes = e^{\alpha} * (AADT_{Major})^{\beta_1} (AADT_{Minor})^{\beta_2}$$

| Class | Alpha | Beta1 | Beta 2 | Theta |
|-------|---------|--------|--------|-----------|
| D3rN | -25.744 | 2.574 | -0.21 | 3086.443 |
| D3rP | -12.05 | 0.728 | 0.768 | 1.182 |
| D3rS | -4.018 | 0.448 | 0.102 | 1.307 |
| D3rx | -3.835 | -0.039 | 0.266 | 0.234 |
| D3uN | -6.431 | 0.404 | 0.233 | 0.717 |
| D3uP | -12.11 | 0.897 | 0.504 | 0.89 |
| D3uS | -7.983 | 0.795 | 0.147 | 2.145 |
| D3ux | -4.659 | 0.265 | 0.135 | 0.981 |
| D4rN | 41.917 | -1.611 | -5.605 | 19266.341 |
| D4rP | -10.412 | 0.485 | 0.919 | 0.832 |
| D4rS | -6.623 | 0.657 | 0.197 | 2.374 |
| D4rx | -7.671 | 0.493 | 0.402 | 0.947 |
| D4uN | -7.268 | 0.749 | 0.045 | 0.875 |
| D4uP | -6.995 | 0.488 | 0.382 | 1.249 |
| D4uS | -5.865 | 0.558 | 0.22 | 2.887 |
| D4ux | -4.334 | 0.239 | 0.269 | 1.064 |
| U3rF | -3.988 | 0.273 | 0.035 | 0.247 |
| U3rN | -13.195 | 0.802 | 0.903 | 0.631 |
| U3rP | -11.462 | 0.748 | 0.678 | 0.929 |
| U3rS | -0.911 | 0.075 | -0.036 | 6.066 |
| U3rx | -11.707 | 0.654 | 0.725 | 0.181 |
| U3uF | -6.762 | 0.245 | 0.475 | 9.981 |
| U3uN | -10.465 | 0.723 | 0.466 | 0.71 |
| U3uP | -12.606 | 0.943 | 0.518 | 1.192 |
| U3uS | -7.816 | 0.764 | 0.152 | 2.276 |
| U3ux | -14.168 | 0.909 | 0.76 | 0.335 |
| U4rF | -19.706 | 1.215 | 1.2 | 1.368 |
| U4rN | -12.207 | 0.692 | 0.602 | 731.256 |
| U4rP | -11.007 | 0.575 | 0.883 | 0.675 |
| U4rS | -7.053 | 0.527 | 0.308 | 1.98 |
| U4rx | -10.984 | 0.62 | 0.702 | 0.408 |
| U4uF | -6.753 | 0.298 | 0.467 | 1.761 |
| U4uN | -10.034 | 0.54 | 0.748 | 0.688 |
| U4uP | -9.88 | 0.656 | 0.553 | 0.893 |
| U4uS | -7.189 | 0.596 | 0.327 | 1.934 |
| U4ux | -7.819 | 0.722 | 0.104 | 0.241 |

18. Intersection SPF (CO)

$$Crashes = e^{\alpha} * (AADT_{Major})^{\beta_1} (AADT_{Minor})^{\beta_2}$$

| Class | Alpha | Beta1 | Beta 2 | Theta |
|-------|---------|-------|--------|-------|
| D3rN | -3.11 | 0.358 | -0.028 | 0.924 |
| D3rP | -7.118 | 0.533 | 0.539 | 0.598 |
| D3rS | -1.099 | 0.462 | -0.045 | 2.639 |
| D3rx | -4.024 | 0.193 | 0.312 | 1.364 |
| D3uN | -4.232 | 0.537 | 0.128 | 0.706 |
| D3uP | -8.727 | 0.791 | 0.507 | 0.96 |
| D3uS | -6.857 | 0.922 | 0.167 | 2.551 |
| D3ux | -1.023 | 0.129 | 0.237 | 0.609 |
| D4rN | -2.237 | 0.108 | 0.376 | 0.92 |
| D4rP | -6.702 | 0.439 | 0.635 | 0.911 |
| D4rS | -2.689 | 0.482 | 0.179 | 3.849 |
| D4rx | -8.843 | 0.783 | 0.482 | 1.402 |
| D4uN | -6.118 | 0.579 | 0.418 | 1.166 |
| D4uP | -5.198 | 0.545 | 0.357 | 0.996 |
| D4uS | -6.08 | 0.773 | 0.296 | 3.159 |
| D4ux | -5.35 | 0.559 | 0.33 | 1.27 |
| U3rF | -6.346 | 0.372 | 0.625 | 0.486 |
| U3rN | -8.364 | 0.472 | 0.85 | 1.374 |
| U3rP | -10.617 | 0.855 | 0.738 | 0.895 |
| U3rS | -5.129 | 0.846 | 0.007 | 2.005 |
| U3rx | -7.898 | 0.422 | 0.755 | 0.129 |
| U3uF | -3.913 | 0.547 | 0.144 | 2.165 |
| U3uN | -7.493 | 0.516 | 0.676 | 0.905 |
| U3uP | -10.27 | 0.842 | 0.698 | 1.112 |
| U3uS | -5.701 | 0.829 | 0.133 | 2.701 |
| U3ux | -9.713 | 0.701 | 0.761 | 0.314 |
| U4rF | -10.141 | 0.736 | 0.804 | 2.476 |
| U4rN | -8 | 0.609 | 0.615 | 0.509 |
| U4rP | -10 | 0.781 | 0.774 | 1.185 |
| U4rS | -3.933 | 0.52 | 0.254 | 2.858 |
| U4rx | -3.634 | 0.425 | 0.072 | 0.21 |
| U4uF | -7.251 | 0.812 | 0.353 | 2.813 |
| U4uN | -4.037 | 0.436 | 0.305 | 0.917 |
| U4uP | -6.521 | 0.604 | 0.474 | 1.348 |
| U4uS | -5.075 | 0.655 | 0.31 | 3.492 |
| U4ux | -4.35 | 0.484 | 0.216 | 0.407 |

Description

| | |
|------------|--|
| D, U | divided, undivided |
| 3, 4 | 3-legs, 4 or more legs |
| r, u | rural, urban |
| N, P, F, S | no control, partial stop (at least), full stop, signal |
| x | no data |



Tables

Table 1: Statewide Five-Year Comparison

| | 2017 | 2018 | 2019 | 2020 | 2021 | Previous 4 Year Average | % Change ** |
|------------------------------|-----------|-----------|-----------|-----------|-----------|-------------------------|-------------|
| All Crashes | | | | | | | |
| Crashes (all) | 161,679 | 158,166 | 156,754 | 119,447 | 131,208 | 149,012 | -11.9 |
| (K) FATAL | 738 | 670 | 680 | 708 | 744 | 699 | 6.4 |
| (A) Suspected Serious Injury | 2,473 | 2,332 | 2,326 | 2,244 | 2,380 | 2,344 | 1.5 |
| (B) Supected Minor Injury | 9,131 | 8,957 | 9,334 | 8,361 | 8,919 | 8,946 | -0.3 |
| (C) Possible Injury | 13,129 | 12,301 | 11,432 | 9,274 | 9,412 | 11,534 | -18.4 |
| (O) None Detected | 129,701 | 127,018 | 125,560 | 92,873 | 103,542 | 118,788 | -12.8 |
| Other | 6,507 | 6,888 | 7,422 | 5,987 | 6,211 | 6,701 | -7.3 |
| By Ownership | | | | | | | |
| Public Roads | 136,978 | 134,280 | 132,371 | 100,785 | 109,291 | 126,104 | -13.3 |
| Private Property | 8,760 | 8,212 | 8,070 | 6,370 | 7,504 | 7,853 | -4.4 |
| Parking Lots | 15,941 | 15,674 | 16,313 | 12,292 | 14,413 | 15,055 | -4.3 |
| Crashes with Known Volume | 123,876 | 123,307 | 122,015 | 93,022 | 101,832 | 115,555 | -11.9 |
| Mainline Crashes | 121,327 | 120,442 | 119,083 | 91,067 | 99,720 | 112,980 | -11.7 |
| Ramp Crashes | 2,548 | 2,856 | 2,918 | 1,950 | 2,094 | 2,568 | -18.5 |
| Other Segment Types | 1 | 9 | 14 | 5 | 18 | 7 | 148.3 |
| Vehicle Miles (billions) | 43.13 | 43.81 | 43.81 | 44.03 | 41.20 | 44 | -5.7 |
| Mileage | 29,304.93 | 29,735.74 | 29,735.74 | 29,875.95 | 29,913.16 | 29,663 | 0.8 |
| AADT | 4,032.70 | 4,036.84 | 4,036.84 | 4,037.31 | 3,773.09 | 4,036 | -6.5 |
| Crashes Rate | 287.18 | 281.43 | 278.48 | 211.29 | 247.19 | 265 | -6.6 |
| Fatal Crashes Rate | 1.49 | 1.38 | 1.40 | 1.44 | 1.57 | 1.43 | 9.98 |
| Injury Crashes Rate | 48.80 | 46.34 | 45.34 | 38.68 | 43.11 | 44.79 | -3.75 |

Not all streets have a known traffic volume, route number, or milepost. Rates are calculated with AADT. Past versions of this report included ramps with their adjacent highway segment's AADT. That may not capture the proper traffic volume for a ramp and was modified, so numbers in this publication may be different.

* Crash rates are given in terms of crashes per 100 million vehicle miles or (C/100 MVM).

** Percent change is the current year compared with the previous four-year average.

**Table 2: Statewide RURAL Crash Rates
by Highway Type (5-Year Average)**

| Highway Type | Total Mileage* | AADT | Crashes per 100 MVM | | |
|--|----------------|--------|---------------------|--------|-------|
| | | | All | Injury | Fatal |
| One-Lane | 18 | 1,145 | 341 | 38 | 5.1 |
| Two-Lane | 22,732 | 1,300 | 205 | 48 | 2.7 |
| Three-Lane | 30 | 6,946 | 191 | 40 | 1.3 |
| Four-Lane Divided (non-interstate or parkway) | 598 | 9,617 | 92 | 21 | 1.5 |
| Four-Lane Undivided | 40 | 11,638 | 213 | 41 | 1.2 |
| Parkway | 818 | 27,555 | 62 | 9 | 0.5 |
| Interstate | 520 | 8,856 | 63 | 11 | 1.0 |
| All | 25,253 | 2,508 | 133 | 29 | 1.7 |

**Table 3: Statewide URBAN Crash Rates
by Highway Type (5-Year Average)**

| Highway Type | Total Mileage* | AADT | Crashes per 100 MVM | | |
|--|----------------|--------|---------------------|--------|-------|
| | | | All | Injury | Fatal |
| One-Lane | 29 | 4,317 | 648 | 75 | 0.4 |
| Two-Lane | 2,803 | 5,268 | 455 | 80 | 1.4 |
| Three-Lane | 55 | 9,937 | 700 | 107 | 1.3 |
| Four-Lane Divided (non-interstate or parkway) | 595 | 18,963 | 340 | 63 | 1.5 |
| Four-Lane Undivided | 398 | 17,145 | 575 | 106 | 2.0 |
| Interstate | 431 | 44,288 | 116 | 18 | 0.5 |
| Parkway | 41 | 8,640 | 131 | 25 | 1.4 |
| All | 4,459 | 12,332 | 338 | 59 | 1.2 |

* Average for the five years.

**Table 4: Comparison of Crash Rates to Previous 4 Years
by Rural and Urban Highway Type**

| | Highway Type | 2017 | 2018 | 2019 | 2020 | 2021 | Previous 4-Year Average | % Change * |
|-------|--|------|------|------|------|------|-------------------------------|------------------|
| Rural | One-Lane | 252 | 305 | 369 | 281 | 517 | 302 | 71.33 |
| | Two-Lane | 218 | 212 | 206 | 189 | 199 | 206 | -3.52 |
| | Three-Lane | 228 | 215 | 173 | 164 | 183 | 195 | -6.15 |
| | Four-Lane Divided (non-interstate or parkway) | 94 | 94 | 97 | 81 | 93 | 92 | 1.64 |
| | Four-Lane Undivided | 217 | 221 | 228 | 198 | 202 | 216 | -6.48 |
| | Parkway | 59 | 66 | 61 | 54 | 68 | 60 | 13.33 |
| | Interstate | 64 | 69 | 60 | 53 | 68 | 62 | 10.57 |
| | All | 138 | 139 | 133 | 121 | 134 | 133 | 0.94 |
| Urban | One-Lane | 657 | 717 | 803 | 535 | 525 | 678 | -22.57 |
| | Two-Lane | 521 | 496 | 489 | 363 | 407 | 467 | -12.89 |
| | Three-Lane | 739 | 773 | 773 | 517 | 701 | 701 | 0.07 |
| | Four-Lane Divided (non-interstate or parkway) | 373 | 376 | 369 | 260 | 322 | 345 | -6.53 |
| | Four-Lane Undivided | 664 | 626 | 629 | 431 | 521 | 588 | -11.32 |
| | Parkway | 133 | 135 | 134 | 82 | 95 | 121 | -21.49 |
| | Interstate | 118 | 154 | 122 | 127 | 143 | 130 | 9.79 |
| | All | 367 | 358 | 355 | 248 | 294 | 332 | -11.45 |

* Percent Change compares current year with previous four-year average.

**Table 5: Crash Rates by County
for Identified System and All Roads**

| County | Population | Identified Number | Identified Rate | All Roads Total Number | All Roads Total Rate | Fatal Number | Fatal Rate | Fatal or Injury Number | Fatal or Injury Rate |
|--------------|------------|-------------------|-----------------|------------------------|----------------------|--------------|------------|------------------------|----------------------|
| ADAIR | 18,932 | 1,109 | 126.2 | 1,388 | 128.9 | 18 | 1.7 | 265 | 24.6 |
| ALLEN | 20,797 | 1,593 | 216.6 | 2,107 | 237.7 | 29 | 3.3 | 344 | 38.8 |
| ANDERSON | 24,035 | 1,458 | 144.3 | 2,241 | 188.1 | 13 | 1.1 | 406 | 34.1 |
| BALLARD | 7,695 | 647 | 167.9 | 757 | 162.7 | 15 | 3.2 | 168 | 36.1 |
| BARREN | 44,544 | 4,668 | 185.7 | 6,484 | 221.0 | 41 | 1.4 | 1,213 | 41.3 |
| BATH | 12,778 | 838 | 100.2 | 1,159 | 126.8 | 12 | 1.3 | 237 | 25.9 |
| BELL | 23,858 | 1,855 | 169.8 | 2,637 | 202.5 | 27 | 2.1 | 583 | 44.8 |
| BOONE | 137,412 | 15,877 | 213.8 | 24,317 | 308.4 | 57 | 0.7 | 3,638 | 46.1 |
| BOURBON | 20,229 | 2,097 | 245.2 | 2,932 | 303.2 | 29 | 3.0 | 479 | 49.5 |
| BOYD | 47,899 | 4,636 | 257.7 | 6,764 | 320.7 | 19 | 0.9 | 1,077 | 51.1 |
| BOYLE | 30,747 | 2,716 | 235.0 | 3,816 | 285.0 | 17 | 1.3 | 574 | 42.9 |
| BRACKEN | 8,439 | 633 | 153.3 | 846 | 181.1 | 8 | 1.7 | 163 | 34.9 |
| BREATHITT | 13,553 | 883 | 162.8 | 1,109 | 165.5 | 24 | 3.6 | 367 | 54.8 |
| BRECKINRIDGE | 20,651 | 984 | 142.1 | 1,249 | 147.6 | 22 | 2.6 | 385 | 45.5 |
| BULLITT | 82,918 | 6,840 | 151.1 | 9,871 | 199.5 | 60 | 1.2 | 1,859 | 37.6 |
| BUTLER | 12,294 | 926 | 125.6 | 1,229 | 146.8 | 15 | 1.8 | 276 | 33.0 |
| CALDWELL | 12,624 | 1,166 | 139.9 | 1,641 | 174.3 | 13 | 1.4 | 322 | 34.2 |
| CALLOWAY | 37,560 | 3,601 | 289.2 | 4,794 | 295.0 | 26 | 1.6 | 730 | 44.9 |
| CAMPBELL | 93,050 | 8,572 | 231.2 | 14,798 | 375.5 | 37 | 0.9 | 1,666 | 42.3 |
| CARLISLE | 4,791 | 266 | 117.6 | 306 | 113.6 | 10 | 3.7 | 124 | 46.0 |
| CARROLL | 10,863 | 1,294 | 93.4 | 1,905 | 128.6 | 15 | 1.0 | 320 | 21.6 |
| CARTER | 26,412 | 2,195 | 129.1 | 2,899 | 150.1 | 29 | 1.5 | 478 | 24.8 |
| CASEY | 15,866 | 893 | 159.8 | 1,074 | 145.9 | 12 | 1.6 | 242 | 32.9 |
| CHRISTIAN | 72,357 | 5,908 | 137.0 | 9,378 | 190.7 | 60 | 1.2 | 2,006 | 40.8 |
| CLARK | 36,871 | 3,754 | 178.6 | 5,574 | 247.7 | 33 | 1.5 | 892 | 39.6 |
| CLAY | 20,206 | 1,211 | 147.4 | 1,514 | 153.9 | 23 | 2.3 | 518 | 52.7 |
| CLINTON | 9,265 | 789 | 187.8 | 960 | 182.6 | 14 | 2.7 | 190 | 36.1 |
| CRITTENDEN | 8,947 | 535 | 186.8 | 776 | 194.7 | 14 | 3.5 | 228 | 57.2 |
| CUMBERLAND | 5,879 | 433 | 150.3 | 539 | 146.9 | 10 | 2.7 | 101 | 27.5 |
| DAVISS | 103,063 | 11,501 | 327.8 | 17,112 | 416.5 | 51 | 1.2 | 2,725 | 66.3 |
| EDMONSON | 12,291 | 548 | 98.1 | 746 | 113.4 | 14 | 2.1 | 185 | 28.1 |
| ELLIOTT | 7,381 | 225 | 149.1 | 275 | 123.5 | 9 | 4.0 | 74 | 33.2 |
| ESTILL | 14,092 | 868 | 203.9 | 1,021 | 189.5 | 11 | 2.0 | 218 | 40.5 |
| FAYETTE | 321,793 | 41,525 | 310.1 | 64,099 | 443.6 | 149 | 1.0 | 10,099 | 69.9 |
| FLEMING | 15,224 | 917 | 158.2 | 1,117 | 159.4 | 9 | 1.3 | 191 | 27.3 |
| FLOYD | 35,274 | 2,338 | 125.5 | 3,392 | 157.0 | 42 | 1.9 | 983 | 45.5 |
| FRANKLIN | 51,682 | 4,599 | 182.0 | 7,140 | 260.1 | 23 | 0.8 | 983 | 35.8 |
| FULTON | 6,512 | 279 | 92.4 | 390 | 110.6 | 10 | 2.8 | 69 | 19.6 |
| GALLATIN | 8,775 | 939 | 69.2 | 1,378 | 97.9 | 15 | 1.1 | 230 | 16.3 |
| GARRARD | 17,362 | 1,336 | 187.0 | 1,757 | 232.2 | 11 | 1.5 | 390 | 51.5 |

Table 5 Continued.

| County | Population | Identified Number | Identified Rate | All Roads Total Number | All Roads Total Rate | Fatal Number | Fatal Rate | Fatal or Injury Number | Fatal or Injury Rate |
|------------|------------|-------------------|-----------------|------------------------|----------------------|--------------|------------|------------------------|----------------------|
| GRANT | 25,244 | 2,765 | 114.3 | 3,981 | 154.3 | 21 | 0.8 | 651 | 25.2 |
| GRAVES | 36,615 | 3,263 | 179.5 | 4,621 | 216.9 | 41 | 1.9 | 988 | 46.4 |
| GRAYSON | 26,524 | 2,460 | 174.4 | 3,057 | 182.8 | 43 | 2.6 | 732 | 43.8 |
| GREEN | 11,291 | 629 | 181.1 | 801 | 180.3 | 10 | 2.3 | 178 | 40.1 |
| GREENUP | 35,649 | 1,979 | 155.9 | 2,868 | 180.5 | 16 | 1.0 | 546 | 34.4 |
| HANCOCK | 9,064 | 425 | 107.2 | 602 | 134.1 | 10 | 2.2 | 108 | 24.1 |
| HARDIN | 111,607 | 8,627 | 137.7 | 14,064 | 199.0 | 79 | 1.1 | 2,326 | 32.9 |
| HARLAN | 26,164 | 1,605 | 163.0 | 2,074 | 183.5 | 25 | 2.2 | 538 | 47.6 |
| HARRISON | 18,950 | 1,720 | 297.9 | 2,312 | 325.3 | 11 | 1.5 | 375 | 52.8 |
| HART | 19,460 | 2,037 | 98.0 | 2,857 | 125.2 | 27 | 1.2 | 549 | 24.1 |
| HENDERSON | 44,329 | 4,797 | 212.7 | 7,381 | 290.4 | 34 | 1.3 | 1,288 | 50.7 |
| HENRY | 15,657 | 1,430 | 101.5 | 1,864 | 127.1 | 12 | 0.8 | 321 | 21.9 |
| HICKMAN | 4,424 | 301 | 116.9 | 347 | 118.4 | 4 | 1.4 | 80 | 27.3 |
| HOPKINS | 45,138 | 4,400 | 177.3 | 6,298 | 220.1 | 27 | 0.9 | 935 | 32.7 |
| JACKSON | 12,984 | 727 | 194.4 | 887 | 178.3 | 21 | 4.2 | 233 | 46.8 |
| JEFFERSON | 777,874 | 85,142 | 260.1 | 122,941 | 347.1 | 501 | 1.4 | 24,207 | 68.3 |
| JESSAMINE | 53,626 | 5,091 | 309.7 | 7,670 | 390.5 | 28 | 1.4 | 1,317 | 67.1 |
| JOHNSON | 22,556 | 1,509 | 168.8 | 1,919 | 189.3 | 18 | 1.8 | 467 | 46.1 |
| KENTON | 169,495 | 18,622 | 261.4 | 28,416 | 380.0 | 51 | 0.7 | 3,473 | 46.4 |
| KNOTT | 14,053 | 819 | 131.3 | 1,023 | 139.6 | 14 | 1.9 | 323 | 44.1 |
| KNOX | 29,909 | 1,834 | 145.6 | 2,866 | 193.1 | 28 | 1.9 | 733 | 49.4 |
| LARUE | 15,028 | 1,187 | 137.1 | 1,505 | 148.2 | 16 | 1.6 | 290 | 28.5 |
| LAUREL | 62,561 | 6,350 | 161.5 | 9,342 | 209.7 | 69 | 1.5 | 1,876 | 42.1 |
| LAWRENCE | 16,290 | 634 | 84.7 | 1,005 | 114.9 | 25 | 2.9 | 263 | 30.1 |
| LEE | 7,451 | 242 | 117.3 | 354 | 120.5 | 6 | 2.0 | 76 | 25.9 |
| LESLIE | 10,278 | 273 | 61.2 | 322 | 61.4 | 13 | 2.5 | 110 | 21.0 |
| LETCHER | 21,253 | 1,293 | 156.1 | 1,570 | 156.3 | 26 | 2.6 | 522 | 52.0 |
| LEWIS | 12,987 | 610 | 110.0 | 783 | 117.2 | 26 | 3.9 | 213 | 31.9 |
| LINCOLN | 24,243 | 1,276 | 127.1 | 1,765 | 152.3 | 28 | 2.4 | 403 | 34.8 |
| LIVINGSTON | 8,959 | 635 | 99.1 | 827 | 116.4 | 6 | 0.8 | 204 | 28.7 |
| LOGAN | 27,771 | 1,945 | 150.1 | 2,788 | 179.7 | 23 | 1.5 | 543 | 35.0 |
| LYON | 8,803 | 762 | 56.6 | 1,278 | 89.0 | 13 | 0.9 | 268 | 18.7 |
| MCCRACKEN | 67,454 | 8,537 | 240.7 | 11,838 | 298.8 | 57 | 1.4 | 2,494 | 62.9 |
| MCCREARY | 16,892 | 930 | 158.8 | 1,132 | 143.6 | 21 | 2.7 | 314 | 39.8 |
| MCLEAN | 9,100 | 981 | 235.9 | 1,128 | 228.2 | 9 | 1.8 | 298 | 60.3 |
| MADISON | 94,666 | 8,087 | 168.0 | 12,325 | 230.5 | 46 | 0.9 | 1,938 | 36.2 |
| MAGOFFIN | 11,497 | 619 | 126.3 | 732 | 117.3 | 18 | 2.9 | 254 | 40.7 |
| MARION | 19,725 | 1,805 | 250.1 | 2,152 | 251.3 | 23 | 2.7 | 415 | 48.5 |
| MARSHALL | 31,748 | 2,710 | 119.4 | 3,923 | 158.5 | 39 | 1.6 | 910 | 36.8 |
| MARTIN | 11,140 | 477 | 134.0 | 580 | 132.4 | 7 | 1.6 | 142 | 32.4 |

Table 5 Continued.

| County | Population | Identified Number | Identified Rate | All Roads Total Number | All Roads Total Rate | Fatal Number | Fatal Rate | Fatal or Injury Number | Fatal or Injury Rate |
|------------|------------|-------------------|-----------------|------------------------|----------------------|--------------|------------|------------------------|----------------------|
| MASON | 16,931 | 1,907 | 215.9 | 2,670 | 276.9 | 17 | 1.8 | 397 | 41.2 |
| MEADE | 30,131 | 1,473 | 143.2 | 2,155 | 171.8 | 39 | 3.1 | 625 | 49.8 |
| MENIFEE | 6,194 | 324 | 167.8 | 397 | 160.4 | 10 | 4.0 | 101 | 40.8 |
| MERCER | 22,850 | 1,338 | 152.5 | 1,958 | 195.1 | 18 | 1.8 | 339 | 33.8 |
| METCALFE | 10,349 | 937 | 192.6 | 1,260 | 211.7 | 10 | 1.7 | 264 | 44.3 |
| MONROE | 11,233 | 574 | 152.8 | 831 | 156.0 | 7 | 1.3 | 176 | 33.0 |
| MONTGOMERY | 28,219 | 2,463 | 185.6 | 3,770 | 264.5 | 26 | 1.8 | 740 | 51.9 |
| MORGAN | 13,820 | 839 | 171.3 | 959 | 154.7 | 16 | 2.6 | 287 | 46.3 |
| MUHLENBERG | 30,694 | 2,909 | 204.7 | 3,827 | 222.8 | 36 | 2.1 | 792 | 46.1 |
| NELSON | 47,098 | 4,248 | 185.6 | 5,436 | 210.0 | 46 | 1.8 | 934 | 36.1 |
| NICHOLAS | 7,712 | 465 | 199.2 | 670 | 232.9 | 12 | 4.2 | 116 | 40.3 |
| OHIO | 23,688 | 2,310 | 157.5 | 3,257 | 186.5 | 30 | 1.7 | 698 | 40.0 |
| OLDHAM | 68,685 | 4,207 | 173.6 | 5,655 | 202.9 | 34 | 1.2 | 876 | 31.4 |
| OWEN | 11,294 | 848 | 224.6 | 990 | 227.2 | 14 | 3.2 | 215 | 49.3 |
| OWSLEY | 3,953 | 171 | 131.1 | 203 | 108.2 | 5 | 2.7 | 61 | 32.5 |
| PENDLETON | 14,607 | 1,141 | 258.3 | 1,483 | 272.3 | 12 | 2.2 | 356 | 65.4 |
| PERRY | 27,929 | 2,243 | 181.0 | 3,221 | 201.0 | 47 | 2.9 | 860 | 53.7 |
| PIKE | 57,391 | 4,200 | 154.3 | 5,997 | 186.7 | 71 | 2.2 | 1,618 | 50.4 |
| POWELL | 13,133 | 912 | 121.0 | 1,210 | 151.9 | 14 | 1.8 | 272 | 34.1 |
| PULASKI | 65,423 | 5,495 | 192.1 | 8,524 | 240.5 | 56 | 1.6 | 1,363 | 38.5 |
| ROBERTSON | 2,257 | 163 | 266.5 | 196 | 267.2 | - | 0.0 | 36 | 49.1 |
| ROCKCASTLE | 16,115 | 1,906 | 82.1 | 2,652 | 108.4 | 24 | 1.0 | 457 | 18.7 |
| ROWAN | 24,861 | 2,660 | 194.9 | 3,520 | 227.6 | 19 | 1.2 | 529 | 34.2 |
| RUSSELL | 18,156 | 1,138 | 152.6 | 1,541 | 152.4 | 16 | 1.6 | 252 | 24.9 |
| SCOTT | 58,252 | 4,829 | 133.7 | 7,899 | 204.7 | 33 | 0.9 | 1,348 | 34.9 |
| SHELBY | 48,461 | 4,887 | 149.8 | 6,521 | 182.6 | 29 | 0.8 | 1,251 | 35.0 |
| SIMPSON | 19,718 | 2,137 | 117.5 | 2,870 | 147.2 | 13 | 0.7 | 540 | 27.7 |
| SPENCER | 19,916 | 1,055 | 177.1 | 1,298 | 182.9 | 12 | 1.7 | 309 | 43.5 |
| TAYLOR | 26,235 | 2,695 | 281.9 | 3,426 | 298.5 | 23 | 2.0 | 494 | 43.0 |
| TODD | 12,285 | 850 | 161.4 | 1,097 | 167.2 | 16 | 2.4 | 235 | 35.8 |
| TRIGG | 14,192 | 1,107 | 100.9 | 1,591 | 118.6 | 21 | 1.6 | 350 | 26.1 |
| TRIMBLE | 8,530 | 659 | 193.9 | 774 | 197.6 | 11 | 2.8 | 162 | 41.4 |
| UNION | 13,544 | 1,127 | 201.5 | 1,373 | 205.4 | 10 | 1.5 | 330 | 49.4 |
| WARREN | 137,212 | 16,419 | 235.8 | 23,158 | 297.9 | 80 | 1.0 | 3,984 | 51.3 |
| WASHINGTON | 12,072 | 951 | 131.4 | 1,165 | 145.3 | 16 | 2.0 | 253 | 31.6 |
| WAYNE | 19,540 | 1,305 | 177.1 | 1,635 | 173.8 | 13 | 1.4 | 406 | 43.1 |
| WEBSTER | 12,813 | 930 | 137.7 | 1,131 | 144.9 | 9 | 1.2 | 271 | 34.7 |
| WHITLEY | 36,939 | 3,758 | 141.7 | 4,984 | 164.8 | 37 | 1.2 | 1,203 | 39.8 |
| WOLFE | 6,507 | 522 | 112.8 | 654 | 124.1 | 19 | 3.6 | 148 | 28.1 |
| WOODFORD | 27,075 | 2,741 | 143.7 | 4,068 | 205.3 | 31 | 1.6 | 576 | 29.1 |

Table 6: Public Roads Crash Data for Each County
5-Year, Roads with Known Traffic Volume

| County | Number of Crashes by Year | | | | | Previous 4-Year Average | % Change to 4-Year Average | % Crashes Involving Alcohol | % Crashes Involving Drugs | % Fatal Crashes | % Injury or Fatal Crashes | % Crashes Involving Speeding |
|--------------|---------------------------|--------|--------|--------|--------|-------------------------|----------------------------|-----------------------------|---------------------------|-----------------|---------------------------|------------------------------|
| | 2017 | 2018 | 2019 | 2020 | 2021 | | | | | | | |
| ADAIR | 250 | 213 | 253 | 298 | 374 | 254 | 47.5% | 2.6% | 2.2% | 1.3% | 19.1% | 2.6% |
| ALLEN | 412 | 463 | 450 | 377 | 405 | 426 | -4.8% | 3.5% | 0.9% | 1.4% | 16.3% | 3.0% |
| ANDERSON | 528 | 497 | 443 | 384 | 389 | 463 | -16.0% | 4.3% | 1.7% | 0.6% | 18.1% | 2.7% |
| BALLARD | 189 | 178 | 126 | 126 | 138 | 155 | -10.8% | 5.2% | 1.7% | 2.0% | 22.2% | 3.2% |
| BARREN | 1,421 | 1,361 | 1,284 | 1,146 | 1,272 | 1,303 | -2.4% | 2.6% | 1.2% | 0.6% | 18.7% | 3.1% |
| BATH | 218 | 183 | 259 | 222 | 277 | 221 | 25.6% | 3.4% | 1.8% | 1.0% | 20.4% | 6.5% |
| BELL | 606 | 530 | 545 | 496 | 460 | 544 | -15.5% | 1.8% | 2.9% | 1.0% | 22.1% | 4.4% |
| BOONE | 5,199 | 5,024 | 5,064 | 4,171 | 4,859 | 4,865 | -0.1% | 2.5% | 0.9% | 0.2% | 15.0% | 4.9% |
| BOURBON | 651 | 574 | 598 | 513 | 596 | 584 | 2.1% | 4.1% | 1.4% | 1.0% | 16.3% | 5.0% |
| BOYD | 1,491 | 1,426 | 1,326 | 1,169 | 1,352 | 1,353 | -0.1% | 2.9% | 2.4% | 0.3% | 15.9% | 3.3% |
| BOYLE | 816 | 867 | 764 | 595 | 774 | 761 | 1.8% | 2.6% | 1.2% | 0.4% | 15.0% | 5.2% |
| BRACKEN | 208 | 174 | 155 | 161 | 148 | 175 | -15.2% | 5.4% | 1.8% | 0.9% | 19.3% | 9.5% |
| BREATHITT | 225 | 236 | 210 | 208 | 230 | 220 | 4.7% | 2.9% | 3.9% | 2.2% | 33.1% | 4.2% |
| BRECKINRIDGE | 230 | 235 | 241 | 303 | 240 | 252 | -4.9% | 5.0% | 1.6% | 1.8% | 30.8% | 6.7% |
| BULLITT | 2,030 | 2,145 | 2,029 | 1,685 | 1,982 | 1,972 | 0.5% | 2.1% | 1.1% | 0.6% | 18.8% | 3.3% |
| BUTLER | 289 | 252 | 251 | 208 | 229 | 250 | -8.4% | 3.5% | 1.1% | 1.2% | 22.5% | 8.5% |
| CALDWELL | 357 | 339 | 272 | 316 | 357 | 321 | 11.2% | 2.6% | 1.7% | 0.8% | 19.6% | 4.0% |
| CALLOWAY | 1,108 | 974 | 1,020 | 801 | 891 | 976 | -8.7% | 3.1% | 1.2% | 0.5% | 15.2% | 3.4% |
| CAMPBELL | 3,193 | 3,141 | 3,147 | 2,431 | 2,886 | 2,978 | -3.1% | 3.1% | 1.7% | 0.3% | 11.3% | 3.7% |
| CARLISLE | 50 | 59 | 64 | 61 | 72 | 59 | 23.1% | 6.5% | 4.2% | 3.3% | 40.5% | 6.2% |
| CARROLL | 346 | 394 | 417 | 341 | 407 | 375 | 8.7% | 3.1% | 1.6% | 0.8% | 16.8% | 3.5% |
| CARTER | 592 | 607 | 573 | 557 | 570 | 582 | -2.1% | 1.7% | 1.9% | 1.0% | 16.5% | 6.6% |
| CASEY | 227 | 183 | 230 | 222 | 212 | 216 | -1.6% | 2.8% | 2.6% | 1.1% | 22.5% | 1.9% |
| CHRISTIAN | 1,957 | 1,906 | 1,877 | 1,668 | 1,970 | 1,852 | 6.4% | 4.0% | 1.0% | 0.6% | 21.4% | 4.8% |
| CLARK | 1,234 | 1,160 | 1,117 | 1,020 | 1,043 | 1,133 | -7.9% | 3.2% | 1.6% | 0.6% | 16.0% | 3.2% |
| CLAY | 347 | 345 | 256 | 304 | 262 | 313 | -16.3% | 2.8% | 4.8% | 1.5% | 34.2% | 4.0% |
| CLINTON | 208 | 163 | 210 | 187 | 192 | 192 | 0.0% | 2.1% | 1.9% | 1.5% | 19.8% | 3.8% |
| CRITTENDEN | 190 | 172 | 154 | 117 | 143 | 158 | -9.6% | 3.7% | 2.7% | 1.8% | 29.4% | 5.3% |
| CUMBERLAND | 99 | 81 | 139 | 101 | 119 | 105 | 13.3% | 2.4% | 2.2% | 1.9% | 18.7% | 0.9% |
| DAVISS | 3,642 | 3,718 | 3,554 | 2,972 | 3,226 | 3,472 | -7.1% | 2.6% | 1.2% | 0.3% | 15.9% | 3.3% |
| EDMONSON | 191 | 178 | 137 | 111 | 129 | 154 | -16.4% | 2.4% | 1.9% | 1.9% | 24.8% | 7.1% |
| ELLIOTT | 67 | 58 | 46 | 55 | 49 | 57 | -13.3% | 5.8% | 2.5% | 3.3% | 26.9% | 3.3% |
| ESTILL | 146 | 162 | 231 | 226 | 256 | 191 | 33.9% | 2.2% | 4.0% | 1.1% | 21.4% | 3.5% |
| FAYETTE | 14,113 | 13,582 | 13,545 | 10,782 | 12,077 | 13,006 | -7.1% | 3.0% | 1.0% | 0.2% | 15.8% | 6.3% |
| FLEMING | 208 | 265 | 245 | 189 | 210 | 227 | -7.4% | 2.6% | 2.1% | 0.8% | 17.1% | 2.6% |
| FLOYD | 725 | 721 | 747 | 586 | 613 | 695 | -11.8% | 3.7% | 4.9% | 1.2% | 29.0% | 3.3% |
| FRANKLIN | 1,516 | 1,544 | 1,532 | 1,234 | 1,314 | 1,457 | -9.8% | 3.5% | 1.9% | 0.3% | 13.8% | 4.1% |
| FULTON | 73 | 102 | 94 | 99 | 22 | 92 | -76.1% | 2.6% | 1.3% | 2.6% | 17.7% | 3.1% |
| GALLATIN | 296 | 283 | 272 | 219 | 308 | 268 | 15.1% | 3.0% | 1.7% | 1.1% | 16.7% | 4.6% |
| GARRARD | 373 | 370 | 373 | 354 | 287 | 368 | -21.9% | 3.1% | 1.4% | 0.6% | 22.2% | 4.4% |

Table 6 Continued.

| County | Number of Crashes by Year | | | | | Previous 4-Year Average | % Change to 4-Year Average | % Crashes Involving Alcohol | % Crashes Involving Drugs | % Fatal Crashes | % Injury or Fatal Crashes | % Crashes Involving Speeding |
|------------|---------------------------|--------|--------|--------|--------|-------------------------|----------------------------|-----------------------------|---------------------------|-----------------|---------------------------|------------------------------|
| | 2017 | 2018 | 2019 | 2020 | 2021 | | | | | | | |
| GRANT | 790 | 822 | 842 | 799 | 728 | 813 | -10.5% | 2.5% | 1.2% | 0.5% | 16.4% | 4.2% |
| GRAVES | 967 | 991 | 997 | 791 | 875 | 937 | -6.6% | 2.8% | 1.8% | 0.9% | 21.4% | 4.8% |
| GRAYSON | 631 | 649 | 617 | 549 | 611 | 612 | -0.1% | 4.0% | 1.8% | 1.4% | 23.9% | 5.4% |
| GREEN | 163 | 187 | 124 | 165 | 162 | 160 | 1.4% | 3.0% | 1.4% | 1.2% | 22.2% | 3.4% |
| GREENUP | 620 | 612 | 645 | 515 | 476 | 598 | -20.4% | 2.9% | 1.9% | 0.6% | 19.0% | 1.6% |
| HANCOCK | 137 | 115 | 108 | 133 | 109 | 123 | -11.6% | 2.3% | 0.8% | 1.7% | 17.9% | 5.1% |
| HARDIN | 3,095 | 3,047 | 3,031 | 2,225 | 2,666 | 2,850 | -6.4% | 2.6% | 1.0% | 0.6% | 16.5% | 4.7% |
| HARLAN | 435 | 443 | 427 | 386 | 383 | 423 | -9.4% | 3.3% | 4.8% | 1.2% | 25.9% | 3.7% |
| HARRISON | 496 | 444 | 512 | 412 | 448 | 466 | -3.9% | 2.6% | 1.3% | 0.5% | 16.2% | 3.9% |
| HART | 555 | 578 | 583 | 566 | 575 | 571 | 0.8% | 2.2% | 0.9% | 0.9% | 19.2% | 7.9% |
| HENDERSON | 1,509 | 1,570 | 1,504 | 1,305 | 1,493 | 1,472 | 1.4% | 2.4% | 1.0% | 0.5% | 17.5% | 3.3% |
| HENRY | 395 | 375 | 401 | 336 | 357 | 377 | -5.2% | 4.3% | 1.1% | 0.6% | 17.2% | 3.4% |
| HICKMAN | 87 | 55 | 69 | 69 | 67 | 70 | -4.3% | 4.0% | 0.9% | 1.2% | 23.1% | 2.6% |
| HOPKINS | 1,329 | 1,386 | 1,319 | 1,054 | 1,210 | 1,272 | -4.9% | 2.1% | 1.2% | 0.4% | 14.8% | 4.4% |
| JACKSON | 178 | 140 | 181 | 194 | 194 | 173 | 12.0% | 2.3% | 2.4% | 2.4% | 26.3% | 4.4% |
| JEFFERSON | 31,866 | 30,891 | 30,977 | 14,825 | 14,382 | 27,140 | -47.0% | 2.5% | 0.7% | 0.4% | 19.7% | 3.6% |
| JESSAMINE | 1,609 | 1,634 | 1,582 | 1,395 | 1,450 | 1,555 | -6.8% | 3.4% | 1.9% | 0.4% | 17.2% | 5.4% |
| JOHNSON | 412 | 431 | 384 | 332 | 360 | 390 | -7.6% | 2.4% | 2.7% | 0.9% | 24.3% | 2.5% |
| KENTON | 5,970 | 5,872 | 5,996 | 5,155 | 5,423 | 5,748 | -5.7% | 3.6% | 1.9% | 0.2% | 12.2% | 5.4% |
| KNOTT | 222 | 217 | 196 | 181 | 207 | 204 | 1.5% | 2.1% | 4.4% | 1.4% | 31.6% | 3.3% |
| KNOX | 632 | 644 | 613 | 463 | 514 | 588 | -12.6% | 2.4% | 3.1% | 1.0% | 25.6% | 3.7% |
| LARUE | 322 | 320 | 283 | 305 | 275 | 308 | -10.6% | 4.3% | 1.3% | 1.1% | 19.3% | 7.5% |
| LAUREL | 1,929 | 1,849 | 1,867 | 1,765 | 1,932 | 1,853 | 4.3% | 1.9% | 1.6% | 0.7% | 20.1% | 3.6% |
| LAWRENCE | 224 | 227 | 194 | 170 | 190 | 204 | -6.7% | 3.4% | 1.6% | 2.5% | 26.2% | 1.8% |
| LEE | 76 | 64 | 62 | 60 | 92 | 66 | 40.5% | 2.5% | 3.4% | 1.7% | 21.5% | 5.1% |
| LESLIE | 40 | 25 | 102 | 82 | 73 | 62 | 17.3% | 1.6% | 5.0% | 4.0% | 34.2% | 3.1% |
| LETCHER | 353 | 373 | 348 | 218 | 278 | 323 | -13.9% | 2.9% | 3.8% | 1.7% | 33.2% | 5.4% |
| LEWIS | 170 | 176 | 169 | 125 | 143 | 160 | -10.6% | 5.6% | 2.8% | 3.3% | 27.2% | 5.2% |
| LINCOLN | 432 | 409 | 388 | 250 | 286 | 370 | -22.7% | 2.4% | 1.8% | 1.6% | 22.8% | 2.3% |
| LIVINGSTON | 190 | 191 | 133 | 150 | 163 | 166 | -1.8% | 2.9% | 1.5% | 0.7% | 24.7% | 5.2% |
| LOGAN | 569 | 611 | 582 | 526 | 500 | 572 | -12.6% | 3.3% | 0.8% | 0.8% | 19.5% | 6.2% |
| LYON | 224 | 251 | 256 | 278 | 269 | 252 | 6.6% | 3.1% | 2.4% | 1.0% | 21.0% | 5.1% |
| MCCRACKEN | 2,403 | 2,528 | 2,504 | 2,089 | 2,314 | 2,381 | -2.8% | 2.5% | 1.2% | 0.5% | 21.1% | 5.5% |
| MCCREARY | 213 | 213 | 218 | 237 | 251 | 220 | 14.0% | 3.6% | 3.5% | 1.9% | 27.7% | 6.3% |
| MCLEAN | 244 | 233 | 244 | 192 | 215 | 228 | -5.8% | 4.1% | 2.0% | 0.8% | 26.4% | 5.6% |
| MADISON | 2,778 | 2,541 | 2,458 | 2,101 | 2,447 | 2,470 | -0.9% | 3.3% | 1.7% | 0.4% | 15.7% | 6.5% |
| MAGOFFIN | 158 | 183 | 136 | 124 | 131 | 150 | -12.8% | 4.1% | 4.4% | 2.5% | 34.7% | 6.3% |
| MARION | 506 | 444 | 378 | 420 | 404 | 437 | -7.6% | 4.3% | 1.3% | 1.1% | 19.3% | 2.4% |
| MARSHALL | 872 | 813 | 802 | 701 | 735 | 797 | -7.8% | 3.3% | 1.9% | 1.0% | 23.2% | 5.3% |
| MARTIN | 119 | 137 | 130 | 101 | 93 | 122 | -23.6% | 2.4% | 2.9% | 1.2% | 24.5% | 4.1% |

Table 6 Continued.

| County | Number of Crashes by Year | | | | | Previous 4-Year Average | % Change to 4-Year Average | % Crashes Involving Alcohol | % Crashes Involving Drugs | % Fatal Crashes | % Injury or Fatal Crashes | % Crashes Involving Speeding |
|------------|---------------------------|-------|-------|-------|-------|-------------------------|----------------------------|-----------------------------|---------------------------|-----------------|---------------------------|------------------------------|
| | 2017 | 2018 | 2019 | 2020 | 2021 | | | | | | | |
| MASON | 610 | 541 | 516 | 498 | 505 | 541 | -6.7% | 5.4% | 2.1% | 0.6% | 14.9% | 3.9% |
| MEADE | 472 | 404 | 480 | 379 | 420 | 434 | -3.2% | 4.2% | 1.1% | 1.8% | 29.0% | 3.7% |
| MENIFEE | 67 | 60 | 96 | 100 | 74 | 81 | -8.4% | 3.8% | 1.3% | 2.5% | 25.4% | 3.0% |
| MERCER | 422 | 433 | 419 | 353 | 331 | 407 | -18.6% | 3.2% | 1.2% | 0.9% | 17.3% | 4.0% |
| METCALFE | 261 | 257 | 236 | 274 | 232 | 257 | -9.7% | 3.4% | 2.3% | 0.8% | 21.0% | 7.5% |
| MONROE | 156 | 153 | 153 | 155 | 214 | 154 | 38.7% | 2.6% | 1.2% | 0.8% | 21.2% | 3.7% |
| MONTGOMERY | 858 | 707 | 826 | 672 | 707 | 766 | -7.7% | 3.2% | 1.9% | 0.7% | 19.6% | 4.6% |
| MORGAN | 184 | 177 | 202 | 179 | 217 | 186 | 17.0% | 2.7% | 2.0% | 1.7% | 29.9% | 4.5% |
| MUHLENBERG | 800 | 816 | 824 | 638 | 749 | 770 | -2.7% | 2.3% | 1.8% | 0.9% | 20.7% | 3.5% |
| NELSON | 1,120 | 1,148 | 1,170 | 956 | 1,042 | 1,099 | -5.1% | 3.6% | 1.0% | 0.8% | 17.2% | 2.9% |
| NICHOLAS | 152 | 146 | 139 | 118 | 115 | 139 | -17.1% | 3.3% | 1.5% | 1.8% | 17.3% | 4.9% |
| OHIO | 700 | 674 | 673 | 551 | 659 | 650 | 1.5% | 2.8% | 1.6% | 0.9% | 21.4% | 3.4% |
| OLDHAM | 1,141 | 1,294 | 1,186 | 928 | 1,106 | 1,137 | -2.7% | 3.5% | 1.0% | 0.6% | 15.5% | 4.2% |
| OWEN | 210 | 225 | 171 | 186 | 198 | 198 | 0.0% | 4.0% | 2.2% | 1.4% | 21.7% | 4.6% |
| OWSLEY | 34 | 25 | 56 | 41 | 47 | 39 | 20.5% | 1.5% | 1.5% | 2.5% | 30.0% | 2.5% |
| PENDLETON | 323 | 315 | 300 | 283 | 262 | 305 | -14.2% | 3.4% | 1.8% | 0.8% | 24.0% | 6.6% |
| PERRY | 707 | 737 | 652 | 539 | 586 | 659 | -11.0% | 2.5% | 3.1% | 1.5% | 26.7% | 1.8% |
| PIKE | 1,338 | 1,315 | 1,239 | 1,076 | 1,029 | 1,242 | -17.1% | 3.3% | 5.0% | 1.2% | 27.0% | 5.1% |
| POWELL | 252 | 228 | 208 | 284 | 238 | 243 | -2.1% | 2.3% | 2.2% | 1.2% | 22.5% | 2.5% |
| PULASKI | 1,793 | 1,748 | 1,781 | 1,549 | 1,653 | 1,718 | -3.8% | 2.2% | 1.1% | 0.7% | 16.0% | 5.1% |
| ROBERTSON | 44 | 31 | 36 | 46 | 39 | 39 | -0.6% | 2.0% | 3.6% | 0.0% | 18.4% | 8.2% |
| ROCKCASTLE | 536 | 634 | 499 | 472 | 511 | 535 | -4.5% | 1.9% | 1.5% | 0.9% | 17.2% | 10.1% |
| ROWAN | 826 | 692 | 703 | 594 | 705 | 704 | 0.2% | 3.0% | 1.8% | 0.5% | 15.0% | 4.6% |
| RUSSELL | 363 | 341 | 310 | 274 | 253 | 322 | -21.4% | 3.5% | 1.2% | 1.0% | 16.4% | 2.0% |
| SCOTT | 1,663 | 1,831 | 1,532 | 1,316 | 1,557 | 1,586 | -1.8% | 3.3% | 1.2% | 0.4% | 17.1% | 5.3% |
| SHELBY | 1,362 | 1,425 | 1,291 | 1,155 | 1,288 | 1,308 | -1.5% | 3.6% | 1.3% | 0.4% | 19.2% | 3.8% |
| SIMPSON | 630 | 596 | 611 | 487 | 546 | 581 | -6.0% | 3.6% | 1.1% | 0.5% | 18.8% | 5.3% |
| SPENCER | 304 | 304 | 250 | 216 | 224 | 269 | -16.6% | 5.4% | 2.2% | 0.9% | 23.8% | 5.5% |
| TAYLOR | 760 | 720 | 644 | 633 | 669 | 689 | -2.9% | 2.1% | 0.9% | 0.7% | 14.4% | 3.2% |
| TODD | 236 | 222 | 200 | 216 | 223 | 219 | 2.1% | 2.6% | 1.5% | 1.5% | 21.4% | 6.2% |
| TRIGG | 363 | 332 | 297 | 297 | 302 | 322 | -6.3% | 3.5% | 1.7% | 1.3% | 22.0% | 6.9% |
| TRIMBLE | 192 | 175 | 149 | 120 | 138 | 159 | -13.2% | 4.8% | 2.1% | 1.4% | 20.9% | 4.5% |
| UNION | 265 | 334 | 290 | 222 | 262 | 278 | -5.7% | 3.0% | 0.8% | 0.7% | 24.0% | 6.8% |
| WARREN | 5,043 | 4,770 | 4,732 | 3,788 | 4,825 | 4,583 | 5.3% | 3.1% | 0.9% | 0.3% | 17.2% | 4.2% |
| WASHINGTON | 254 | 282 | 253 | 222 | 154 | 253 | -39.1% | 3.2% | 1.2% | 1.4% | 21.7% | 4.9% |
| WAYNE | 257 | 351 | 363 | 356 | 308 | 332 | -7.2% | 2.0% | 0.7% | 0.8% | 24.8% | 6.3% |
| WEBSTER | 228 | 235 | 254 | 186 | 228 | 226 | 1.0% | 2.9% | 0.9% | 0.8% | 24.0% | 4.3% |
| WHITLEY | 1,028 | 1,004 | 1,026 | 900 | 1,026 | 990 | 3.7% | 3.1% | 2.4% | 0.7% | 24.1% | 5.2% |
| WOLFE | 151 | 150 | 137 | 99 | 117 | 134 | -12.8% | 2.0% | 2.0% | 2.9% | 22.6% | 5.5% |
| WOODFORD | 933 | 897 | 858 | 669 | 711 | 839 | -15.3% | 3.8% | 0.9% | 0.8% | 14.2% | 5.5% |

Table 7: DUI Cases

| County | Convictions | | | | | | 2021 Statistics | | |
|--------------|-------------|------|------|------|------|----------------|-----------------|---------------------------------------|---------------------------------------|
| | 2017 | 2018 | 2019 | 2020 | 2021 | 5-Year Average | Rate | Convictions Per 1000 Licensed Drivers | Convictions Per Alcohol-Related Crash |
| ADAIR | 67 | 54 | 99 | 56 | 62 | 68 | 50% | 5.0 | 1.7 |
| ALLEN | 44 | 53 | 38 | 29 | 32 | 39 | 41% | 2.3 | 0.4 |
| ANDERSON | 110 | 75 | 56 | 59 | 64 | 73 | 42% | 3.8 | 0.7 |
| BALLARD | 14 | 24 | 40 | 32 | 33 | 29 | 45% | 5.6 | 0.8 |
| BARREN | 144 | 134 | 135 | 87 | 159 | 132 | 46% | 5.3 | 0.9 |
| BATH | 16 | 20 | 24 | 28 | 45 | 27 | 51% | 5.3 | 1.2 |
| BELL | 79 | 135 | 61 | 22 | 38 | 67 | 16% | 2.5 | 0.8 |
| BOONE | 348 | 324 | 290 | 204 | 189 | 271 | 42% | 2.0 | 0.3 |
| BOURBON | 78 | 98 | 79 | 73 | 69 | 79 | 48% | 5.1 | 0.6 |
| BOYD | 285 | 224 | 201 | 175 | 134 | 204 | 55% | 4.3 | 0.7 |
| BOYLE | 106 | 75 | 62 | 58 | 46 | 69 | 34% | 2.3 | 0.5 |
| BRACKEN | 11 | 8 | 12 | 14 | 12 | 11 | 60% | 1.9 | 0.3 |
| BREATHITT | 53 | 69 | 105 | 63 | 43 | 67 | 45% | 5.2 | 1.3 |
| BRECKINRIDGE | 33 | 28 | 34 | 30 | 38 | 33 | 53% | 2.7 | 0.6 |
| BULLITT | 99 | 80 | 60 | 27 | 48 | 63 | 19% | 0.8 | 0.2 |
| BUTLER | 30 | 18 | 23 | 17 | 29 | 23 | 58% | 3.4 | 0.7 |
| CALDWELL | 41 | 40 | 36 | 35 | 23 | 35 | 46% | 2.6 | 0.5 |
| CALLOWAY | 219 | 155 | 132 | 74 | 99 | 136 | 65% | 4.1 | 0.7 |
| CAMPBELL | 331 | 304 | 278 | 205 | 262 | 276 | 68% | 4.1 | 0.6 |
| CARLISLE | 8 | 1 | 11 | 10 | 9 | 8 | 45% | 2.5 | 0.5 |
| CARROLL | 47 | 27 | 48 | 21 | 41 | 37 | 38% | 5.9 | 0.7 |
| CARTER | 82 | 88 | 86 | 26 | 62 | 69 | 35% | 3.4 | 1.3 |
| CASEY | 48 | 27 | 62 | 69 | 75 | 56 | 57% | 7.2 | 2.5 |
| CHRISTIAN | 165 | 170 | 153 | 156 | 117 | 152 | 48% | 2.9 | 0.3 |
| CLARK | 97 | 85 | 120 | 56 | 54 | 82 | 27% | 2.1 | 0.3 |
| CLAY | 101 | 91 | 132 | 48 | 51 | 85 | 48% | 4.4 | 1.2 |
| CLINTON | 18 | 24 | 19 | 13 | 4 | 16 | 13% | 0.6 | 0.2 |
| CRITTENDEN | 27 | 25 | 14 | 6 | 15 | 17 | 83% | 2.6 | 0.5 |
| CUMBERLAND | 47 | 37 | 43 | 25 | 25 | 35 | 30% | 5.3 | 1.9 |
| DAVISS | 216 | 214 | 185 | 88 | 102 | 161 | 22% | 1.5 | 0.2 |
| EDMONSON | 19 | 28 | 14 | 11 | 7 | 16 | 21% | 0.8 | 0.4 |
| ELLIOTT | 7 | 16 | 6 | 1 | 7 | 7 | 22% | 1.7 | 0.4 |
| ESTILL | 58 | 46 | 57 | 43 | 27 | 46 | 42% | 2.8 | 1.2 |
| FAYETTE | 801 | 699 | 720 | 505 | 609 | 667 | 55% | 3.1 | 0.3 |
| FLEMING | 59 | 46 | 22 | 9 | 7 | 29 | 20% | 0.7 | 0.2 |
| FLOYD | 140 | 198 | 172 | 93 | 108 | 142 | 51% | 4.6 | 0.9 |
| FRANKLIN | 196 | 193 | 176 | 153 | 132 | 170 | 38% | 3.8 | 0.5 |
| FULTON | 96 | 79 | 42 | 13 | 19 | 50 | 83% | 5.0 | 1.9 |
| GALLATIN | 22 | 29 | 36 | 36 | 24 | 29 | 39% | 4.0 | 0.6 |
| GARRARD | 72 | 46 | 42 | 30 | 39 | 46 | 50% | 3.2 | 0.7 |

Table 7 Continued.

| County | Convictions | | | | | | 2021 Statistics | | |
|------------|-------------|------|------|------|------|----------------|-----------------|---------------------------------------|---------------------------------------|
| | 2017 | 2018 | 2019 | 2020 | 2021 | 5-Year Average | Rate | Convictions Per 1000 Licensed Drivers | Convictions Per Alcohol-Related Crash |
| GRANT | 51 | 44 | 43 | 21 | 39 | 40 | 37% | 2.2 | 0.4 |
| GRAVES | 149 | 79 | 114 | 78 | 77 | 99 | 39% | 3.1 | 0.6 |
| GRAYSON | 107 | 80 | 87 | 92 | 47 | 83 | 52% | 2.5 | 0.4 |
| GREEN | 17 | 11 | 15 | 6 | 13 | 12 | 30% | 1.7 | 0.5 |
| GREENUP | 119 | 124 | 188 | 67 | 80 | 116 | 55% | 3.1 | 1.0 |
| HANCOCK | 9 | 7 | 17 | 8 | 16 | 11 | 62% | 2.5 | 1.1 |
| HARDIN | 376 | 280 | 317 | 303 | 260 | 307 | 46% | 3.5 | 0.7 |
| HARLAN | 119 | 50 | 65 | 29 | 45 | 62 | 19% | 2.6 | 0.7 |
| HARRISON | 38 | 31 | 35 | 20 | 33 | 31 | 53% | 2.5 | 0.6 |
| HART | 36 | 33 | 68 | 43 | 53 | 47 | 40% | 4.5 | 0.8 |
| HENDERSON | 165 | 145 | 103 | 77 | 109 | 120 | 43% | 3.5 | 0.6 |
| HENRY | 84 | 40 | 49 | 44 | 24 | 48 | 19% | 2.1 | 0.3 |
| HICKMAN | 17 | 10 | 6 | 5 | 11 | 10 | 58% | 3.6 | 0.8 |
| HOPKINS | 217 | 213 | 137 | 153 | 173 | 179 | 54% | 5.6 | 1.3 |
| JACKSON | 54 | 47 | 20 | 26 | 21 | 34 | 48% | 2.4 | 1.1 |
| JEFFERSON | 744 | 710 | 648 | 109 | 287 | 500 | 24% | 0.6 | 0.1 |
| JESSAMINE | 172 | 165 | 200 | 107 | 111 | 151 | 46% | 3.1 | 0.4 |
| JOHNSON | 75 | 81 | 56 | 46 | 40 | 60 | 39% | 2.7 | 0.9 |
| KENTON | 523 | 599 | 508 | 355 | 400 | 477 | 57% | 3.6 | 0.4 |
| KNOTT | 62 | 81 | 77 | 56 | 56 | 66 | 62% | 6.1 | 2.7 |
| KNOX | 170 | 191 | 150 | 154 | 117 | 156 | 51% | 5.8 | 1.7 |
| LARUE | 51 | 40 | 20 | 21 | 23 | 31 | 40% | 2.2 | 0.4 |
| LAUREL | 483 | 418 | 422 | 395 | 304 | 404 | 73% | 7.4 | 1.7 |
| LAWRENCE | 41 | 34 | 29 | 19 | 23 | 29 | 27% | 2.2 | 0.7 |
| LEE | 38 | 34 | 28 | 9 | 4 | 23 | 25% | 1.0 | 0.4 |
| LESLIE | 12 | 18 | 21 | 23 | 34 | 22 | 41% | 4.9 | 6.8 |
| LETCHER | 57 | 63 | 46 | 31 | 33 | 46 | 46% | 2.3 | 0.7 |
| LEWIS | 35 | 44 | 52 | 22 | 39 | 38 | 56% | 4.3 | 0.9 |
| LINCOLN | 76 | 79 | 42 | 38 | 56 | 58 | 53% | 3.4 | 1.3 |
| LIVINGSTON | 21 | 12 | 25 | 19 | 22 | 20 | 63% | 3.2 | 0.9 |
| LOGAN | 94 | 98 | 86 | 60 | 88 | 85 | 64% | 4.6 | 1.0 |
| LYON | 63 | 59 | 67 | 49 | 49 | 57 | 53% | 8.7 | 1.3 |
| MCCRACKEN | 297 | 286 | 303 | 210 | 172 | 254 | 51% | 3.7 | 0.6 |
| MCCREARY | 136 | 97 | 98 | 64 | 75 | 94 | 51% | 7.7 | 1.8 |
| MCLEAN | 36 | 41 | 32 | 23 | 17 | 30 | 50% | 2.5 | 0.4 |
| MADISON | 287 | 229 | 270 | 163 | 185 | 227 | 48% | 3.0 | 0.5 |
| MAGOFFIN | 82 | 95 | 77 | 41 | 27 | 64 | 40% | 3.3 | 0.9 |
| MARION | 50 | 41 | 48 | 41 | 45 | 45 | 40% | 3.5 | 0.5 |
| MARSHALL | 146 | 124 | 103 | 90 | 78 | 108 | 56% | 3.3 | 0.6 |
| MARTIN | 54 | 58 | 36 | 22 | 9 | 36 | 31% | 1.4 | 0.6 |

Table 7 Continued.

| County | Convictions | | | | | | 2021 Statistics | | |
|------------|-------------|--------|--------|-------|-------|----------------|-----------------|---------------------------------------|---------------------------------------|
| | 2017 | 2018 | 2019 | 2020 | 2021 | 5-Year Average | Rate | Convictions Per 1000 Licensed Drivers | Convictions Per Alcohol-Related Crash |
| MASON | 67 | 44 | 59 | 59 | 37 | 53 | 58% | 3.2 | 0.3 |
| MEADE | 50 | 39 | 50 | 32 | 21 | 38 | 48% | 1.0 | 0.2 |
| MENIFEE | 11 | 4 | 17 | 24 | 43 | 20 | 62% | 9.4 | 2.9 |
| MERCER | 78 | 63 | 34 | 26 | 27 | 46 | 48% | 1.6 | 0.4 |
| METCALFE | 30 | 32 | 37 | 39 | 26 | 33 | 43% | 3.6 | 0.6 |
| MONROE | 51 | 64 | 54 | 21 | 18 | 42 | 38% | 2.4 | 0.8 |
| MONTGOMERY | 74 | 75 | 72 | 43 | 45 | 62 | 39% | 2.4 | 0.4 |
| MORGAN | 19 | 22 | 37 | 26 | 46 | 30 | 49% | 5.8 | 1.8 |
| MUHLENBERG | 104 | 103 | 85 | 65 | 60 | 83 | 41% | 2.8 | 0.7 |
| NELSON | 114 | 84 | 92 | 61 | 52 | 81 | 46% | 1.5 | 0.3 |
| NICHOLAS | 35 | 26 | 35 | 17 | 9 | 24 | 38% | 1.8 | 0.4 |
| OHIO | 87 | 77 | 84 | 76 | 77 | 80 | 45% | 4.8 | 0.8 |
| OLDHAM | 126 | 109 | 93 | 52 | 57 | 87 | 43% | 1.2 | 0.3 |
| OWEN | 23 | 21 | 12 | 6 | 12 | 15 | 32% | 1.6 | 0.3 |
| OWSLEY | 13 | 20 | 8 | 5 | 4 | 10 | 36% | 1.4 | 1.3 |
| PENDLETON | 25 | 19 | 23 | 16 | 19 | 20 | 40% | 1.8 | 0.4 |
| PERRY | 78 | 57 | 95 | 54 | 73 | 71 | 42% | 4.3 | 0.9 |
| PIKE | 103 | 86 | 49 | 33 | 22 | 59 | 5% | 0.6 | 0.1 |
| POWELL | 57 | 41 | 42 | 36 | 72 | 50 | 36% | 8.5 | 2.6 |
| PULASKI | 195 | 276 | 328 | 158 | 177 | 227 | 55% | 3.9 | 1.0 |
| ROBERTSON | 2 | 5 | 5 | 1 | 2 | 3 | 67% | 1.2 | 0.5 |
| ROCKCASTLE | 61 | 64 | 37 | 14 | 30 | 41 | 33% | 2.7 | 0.6 |
| ROWAN | 111 | 93 | 82 | 61 | 83 | 86 | 61% | 5.5 | 0.8 |
| RUSSELL | 65 | 47 | 75 | 26 | 43 | 51 | 34% | 3.4 | 0.8 |
| SCOTT | 165 | 196 | 134 | 114 | 108 | 143 | 36% | 2.7 | 0.4 |
| SHELBY | 160 | 192 | 182 | 102 | 113 | 150 | 40% | 3.5 | 0.5 |
| SIMPSON | 65 | 76 | 72 | 83 | 90 | 77 | 47% | 6.9 | 0.9 |
| SPENCER | 62 | 80 | 30 | 30 | 28 | 46 | 41% | 1.9 | 0.4 |
| TAYLOR | 65 | 55 | 78 | 60 | 49 | 61 | 43% | 2.8 | 0.7 |
| TODD | 19 | 51 | 24 | 29 | 22 | 29 | 41% | 2.9 | 0.8 |
| TRIGG | 55 | 46 | 39 | 28 | 33 | 40 | 40% | 3.3 | 0.6 |
| TRIMBLE | 17 | 16 | 12 | 23 | 16 | 17 | 31% | 2.6 | 0.4 |
| UNION | 29 | 43 | 32 | 21 | 31 | 31 | 36% | 3.2 | 0.8 |
| WARREN | 398 | 347 | 319 | 173 | 272 | 302 | 38% | 3.3 | 0.4 |
| WASHINGTON | 19 | 24 | 17 | 3 | 5 | 14 | 20% | 0.6 | 0.1 |
| WAYNE | 25 | 40 | 53 | 28 | 18 | 33 | 29% | 1.4 | 0.5 |
| WEBSTER | 12 | 8 | 16 | 16 | 21 | 15 | 45% | 2.4 | 0.6 |
| WHITLEY | 168 | 164 | 221 | 166 | 162 | 176 | 49% | 6.9 | 1.0 |
| WOLFE | 42 | 51 | 25 | 18 | 62 | 40 | 51% | 13.2 | 4.8 |
| WOODFORD | 120 | 124 | 80 | 74 | 106 | 101 | 61% | 5.6 | 0.7 |
| TOTAL | 12,797 | 11,962 | 11,472 | 7,758 | 8,445 | 10,487 | 43% | 2.8 | 0.5 |

Table 8: Reckless/Careless Cases

| County | Convictions | | | | | | 2021 Statistics | | |
|--------------|-------------|------|------|------|------|----------------|-----------------|---------------------------------------|--------------------------------|
| | 2017 | 2018 | 2019 | 2020 | 2021 | 5-Year Average | Rate | Convictions Per 1000 Licensed Drivers | Convictions Per Reckless Crash |
| ADAIR | 13 | 14 | 20 | 10 | 38 | 11 | 33% | 3.1 | 1.1 |
| ALLEN | 11 | 14 | 14 | 8 | 6 | 9 | 7% | 0.4 | 0.1 |
| ANDERSON | 31 | 24 | 17 | 20 | 27 | 18 | 17% | 1.6 | 0.3 |
| BALLARD | 5 | 8 | 9 | 3 | 16 | 5 | 22% | 2.7 | 0.4 |
| BARREN | 39 | 17 | 11 | 10 | 52 | 15 | 11% | 1.7 | 0.3 |
| BATH | 3 | 9 | 4 | 6 | 13 | 4 | 42% | 1.5 | 0.3 |
| BELL | 9 | 9 | 3 | 1 | 19 | 4 | 9% | 1.2 | 0.4 |
| BOONE | 39 | 49 | 23 | 20 | 54 | 26 | 16% | 0.6 | 0.1 |
| BOURBON | 6 | 9 | 9 | 12 | 23 | 7 | 19% | 1.7 | 0.2 |
| BOYD | 28 | 23 | 16 | 15 | 39 | 16 | 45% | 1.2 | 0.2 |
| BOYLE | 16 | 12 | 16 | 8 | 26 | 10 | 29% | 1.3 | 0.3 |
| BRACKEN | 7 | 5 | - | 3 | 3 | 3 | 30% | 0.5 | 0.1 |
| BREATHITT | 4 | 5 | 4 | 2 | 3 | 3 | 12% | 0.4 | 0.1 |
| BRECKINRIDGE | 9 | 5 | 12 | 4 | 10 | 6 | 23% | 0.7 | 0.2 |
| BULLITT | 30 | 36 | 37 | 15 | 87 | 24 | 21% | 1.5 | 0.4 |
| BUTLER | 3 | 3 | 2 | - | 2 | 2 | 5% | 0.2 | 0.0 |
| CALDWELL | 28 | 14 | 5 | 13 | 17 | 12 | 40% | 1.9 | 0.4 |
| CALLOWAY | 16 | 8 | 11 | 5 | 22 | 8 | 17% | 0.9 | 0.1 |
| CAMPBELL | 28 | 16 | 11 | 10 | 47 | 13 | 18% | 0.7 | 0.1 |
| CARLISLE | 2 | - | 2 | - | 2 | 1 | 22% | 0.6 | 0.1 |
| CARROLL | 6 | 8 | 2 | 4 | 21 | 4 | 11% | 3.0 | 0.4 |
| CARTER | 19 | 8 | 9 | 1 | 11 | 7 | 11% | 0.6 | 0.2 |
| CASEY | 3 | 10 | 6 | 15 | 20 | 7 | 27% | 1.9 | 0.7 |
| CHRISTIAN | 45 | 42 | 39 | 22 | 43 | 30 | 9% | 1.1 | 0.1 |
| CLARK | 9 | 9 | 10 | 8 | 41 | 7 | 15% | 1.6 | 0.2 |
| CLAY | 9 | 10 | 6 | 1 | - | 5 | 0% | - | 0.0 |
| CLINTON | 7 | 3 | 2 | 2 | 7 | 3 | 18% | 1.1 | 0.4 |
| CRITTENDEN | 7 | 6 | 5 | 1 | 4 | 4 | 33% | 0.7 | 0.1 |
| CUMBERLAND | 15 | 8 | 11 | 8 | 24 | 13 | 30% | 5.1 | 1.8 |
| DAVISS | 63 | 66 | 46 | 17 | 140 | 38 | 24% | 2.0 | 0.3 |
| EDMONSON | 6 | 7 | - | 2 | 14 | 3 | 40% | 1.6 | 0.8 |
| ELLIOTT | 2 | 1 | 2 | 1 | 3 | 1 | 43% | 0.7 | 0.2 |
| ESTILL | 1 | 1 | 2 | 2 | 4 | 1 | 8% | 0.4 | 0.2 |
| FAYETTE | 95 | 88 | 90 | 43 | 143 | 63 | 29% | 0.7 | 0.1 |
| FLEMING | 19 | 10 | 17 | 1 | 7 | 9 | 27% | 0.7 | 0.2 |
| FLOYD | 29 | 28 | 22 | 10 | 31 | 18 | 18% | 1.3 | 0.2 |
| FRANKLIN | 47 | 47 | 33 | 27 | 92 | 31 | 28% | 2.6 | 0.4 |
| FULTON | 6 | 7 | 4 | - | 7 | 3 | 37% | 1.8 | 0.7 |
| GALLATIN | 20 | 8 | 10 | 1 | 148 | 8 | 25% | 25.0 | 3.5 |
| GARRARD | 7 | 12 | 14 | 7 | 19 | 8 | 25% | 1.6 | 0.4 |

Table 8 Continued.

| County | Convictions | | | | | | 2021 Statistics | | |
|------------|-------------|------|------|------|------|----------------|-----------------|---------------------------------------|--------------------------------|
| | 2017 | 2018 | 2019 | 2020 | 2021 | 5-Year Average | Rate | Convictions Per 1000 Licensed Drivers | Convictions Per Reckless Crash |
| GRANT | 7 | 13 | 11 | 3 | 22 | 7 | 22% | 1.3 | 0.2 |
| GRAVES | 32 | 26 | 20 | 14 | 36 | 18 | 25% | 1.4 | 0.3 |
| GRAYSON | 46 | 19 | 13 | 11 | 29 | 18 | 22% | 1.6 | 0.2 |
| GREEN | 4 | 5 | 3 | - | 5 | 2 | 15% | 0.6 | 0.2 |
| GREENUP | 9 | 12 | 8 | 1 | 14 | 6 | 30% | 0.5 | 0.2 |
| HANCOCK | 2 | 7 | 6 | 1 | 4 | 3 | 44% | 0.6 | 0.3 |
| HARDIN | 72 | 77 | 37 | 38 | 236 | 45 | 20% | 3.2 | 0.6 |
| HARLAN | 14 | 11 | 6 | 5 | 10 | 7 | 8% | 0.6 | 0.1 |
| HARRISON | 6 | 8 | 6 | 4 | 8 | 5 | 22% | 0.6 | 0.1 |
| HART | 19 | 14 | 4 | 12 | 158 | 10 | 43% | 13.3 | 2.5 |
| HENDERSON | 38 | 16 | 22 | 12 | 63 | 18 | 34% | 2.0 | 0.4 |
| HENRY | 15 | 9 | 7 | 4 | 51 | 7 | 21% | 4.4 | 0.6 |
| HICKMAN | 1 | 2 | 1 | - | 3 | 1 | 30% | 1.0 | 0.2 |
| HOPKINS | 29 | 27 | 28 | 18 | 97 | 20 | 24% | 3.1 | 0.7 |
| JACKSON | 9 | 4 | 4 | 2 | 2 | 4 | 6% | 0.2 | 0.1 |
| JEFFERSON | 364 | 238 | 138 | 40 | 728 | 156 | 14% | 1.4 | 0.2 |
| JESSAMINE | 16 | 12 | 12 | 5 | 34 | 9 | 23% | 0.9 | 0.1 |
| JOHNSON | 19 | 16 | 11 | 3 | 6 | 10 | 8% | 0.4 | 0.1 |
| KENTON | 70 | 72 | 58 | 34 | 187 | 47 | 22% | 1.7 | 0.2 |
| KNOTT | 1 | 3 | 1 | - | 2 | 1 | 3% | 0.2 | 0.1 |
| KNOX | 6 | 8 | 5 | 3 | 18 | 4 | 5% | 0.9 | 0.3 |
| LARUE | 14 | 12 | 5 | 6 | 16 | 7 | 23% | 1.5 | 0.2 |
| LAUREL | 14 | 15 | 12 | 9 | 62 | 10 | 14% | 1.5 | 0.3 |
| LAWRENCE | 7 | 5 | 5 | 3 | 6 | 4 | 14% | 0.6 | 0.2 |
| LEE | 3 | 8 | 7 | 1 | 3 | 4 | 20% | 0.7 | 0.3 |
| LESLIE | 1 | 4 | 1 | 2 | 2 | 2 | 6% | 0.3 | 0.4 |
| LETCHER | 5 | 6 | 1 | - | 3 | 2 | 12% | 0.2 | 0.1 |
| LEWIS | 4 | 3 | 2 | - | - | 2 | 0% | - | 0.0 |
| LINCOLN | 22 | 8 | 7 | 3 | 30 | 8 | 21% | 1.8 | 0.7 |
| LIVINGSTON | 6 | 6 | 7 | 7 | 23 | 5 | 37% | 3.3 | 1.0 |
| LOGAN | 29 | 27 | 23 | 15 | 31 | 19 | 18% | 1.6 | 0.3 |
| LYON | 64 | 21 | 10 | 12 | 57 | 21 | 47% | 10.1 | 1.5 |
| MCCRACKEN | 35 | 15 | 20 | 14 | 72 | 17 | 18% | 1.6 | 0.2 |
| MCCREARY | 10 | 8 | 14 | 2 | 16 | 7 | 12% | 1.6 | 0.4 |
| MCLEAN | 4 | 2 | 4 | 3 | 7 | 3 | 22% | 1.0 | 0.2 |
| MADISON | 15 | 25 | 10 | 2 | 49 | 10 | 15% | 0.8 | 0.1 |
| MAGOFFIN | 8 | 5 | 1 | 2 | 2 | 3 | 3% | 0.2 | 0.1 |
| MARION | 20 | 18 | 11 | 4 | 18 | 11 | 18% | 1.4 | 0.2 |
| MARSHALL | 10 | 10 | 5 | 8 | 27 | 7 | 26% | 1.1 | 0.2 |
| MARTIN | 5 | 2 | 2 | - | - | 2 | 0% | - | 0.0 |

Table 8 Continued.

| County | Convictions | | | | | | 2021 Statistics | | |
|------------|-------------|-------|-------|------|-------|----------------|-----------------|---------------------------------------|--------------------------------|
| | 2017 | 2018 | 2019 | 2020 | 2021 | 5-Year Average | Rate | Convictions Per 1000 Licensed Drivers | Convictions Per Reckless Crash |
| MASON | 5 | 18 | 9 | 6 | 21 | 8 | 49% | 1.8 | 0.1 |
| MEADE | 25 | 14 | 6 | 3 | 25 | 10 | 43% | 1.2 | 0.3 |
| MENIFEE | 3 | 1 | 2 | - | 2 | 1 | 10% | 0.4 | 0.1 |
| MERCER | 11 | 13 | 8 | 7 | 20 | 8 | 37% | 1.2 | 0.3 |
| METCALFE | 6 | 8 | 4 | 5 | 13 | 5 | 13% | 1.8 | 0.3 |
| MONROE | 4 | 1 | 5 | 3 | 3 | 3 | 10% | 0.4 | 0.1 |
| MONTGOMERY | 15 | 7 | 6 | 6 | 12 | 7 | 35% | 0.6 | 0.1 |
| MORGAN | 2 | 1 | 2 | 6 | 8 | 2 | 22% | 1.0 | 0.3 |
| MUHLBERG | 33 | 20 | 24 | 24 | 43 | 20 | 18% | 2.0 | 0.5 |
| NELSON | 36 | 18 | 14 | 11 | 33 | 16 | 27% | 1.0 | 0.2 |
| NICHOLAS | 7 | 3 | 6 | 3 | 5 | 4 | 42% | 1.0 | 0.2 |
| OHIO | 5 | 4 | 10 | 26 | 49 | 9 | 17% | 3.1 | 0.5 |
| OLDHAM | 7 | 8 | 6 | 5 | 24 | 5 | 12% | 0.5 | 0.1 |
| OWEN | 2 | 2 | 2 | 2 | 5 | 2 | 16% | 0.6 | 0.1 |
| OWSLEY | 5 | 5 | 1 | 2 | - | 3 | 0% | - | 0.0 |
| PENDLETON | 10 | 9 | 4 | 3 | 3 | 5 | 10% | 0.3 | 0.1 |
| PERRY | 27 | 25 | 16 | 10 | 37 | 16 | 22% | 2.2 | 0.5 |
| PIKE | 25 | 14 | 13 | 8 | 13 | 12 | 6% | 0.3 | 0.1 |
| POWELL | 5 | 1 | 2 | 1 | 1 | 2 | 4% | 0.1 | 0.0 |
| PULASKI | 20 | 20 | 13 | 13 | 42 | 13 | 14% | 0.9 | 0.2 |
| ROBERTSON | 1 | - | - | 1 | - | 0 | 0% | - | 0.0 |
| ROCKCASTLE | 7 | 6 | 9 | 2 | 9 | 5 | 17% | 0.8 | 0.2 |
| ROWAN | 18 | 11 | 14 | 5 | 21 | 10 | 25% | 1.4 | 0.2 |
| RUSSELL | 10 | 4 | 5 | 3 | 8 | 4 | 9% | 0.6 | 0.1 |
| SCOTT | 24 | 16 | 14 | 7 | 40 | 12 | 17% | 1.0 | 0.2 |
| SHELBY | 21 | 32 | 18 | 11 | 52 | 16 | 18% | 1.6 | 0.2 |
| SIMPSON | 19 | 44 | 54 | 26 | 26 | 29 | 15% | 2.0 | 0.3 |
| SPENCER | 5 | 8 | 4 | 3 | 24 | 4 | 20% | 1.6 | 0.3 |
| TAYLOR | 14 | 13 | 15 | 7 | 26 | 10 | 25% | 1.5 | 0.4 |
| TODD | 10 | 18 | 2 | 1 | 15 | 6 | 23% | 2.0 | 0.5 |
| TRIGG | 27 | 19 | 8 | 8 | 24 | 12 | 17% | 2.4 | 0.4 |
| TRIMBLE | 1 | 1 | - | 1 | 5 | 1 | 9% | 0.8 | 0.1 |
| UNION | 13 | 7 | 8 | 3 | 24 | 6 | 32% | 2.5 | 0.6 |
| WARREN | 60 | 65 | 48 | 25 | 125 | 40 | 16% | 1.5 | 0.2 |
| WASHINGTON | 12 | 11 | 7 | 6 | 9 | 7 | 20% | 1.1 | 0.2 |
| WAYNE | 9 | 11 | 9 | 4 | 11 | 7 | 17% | 0.8 | 0.3 |
| WEBSTER | 10 | 7 | 6 | 4 | 20 | 5 | 26% | 2.3 | 0.6 |
| WHITLEY | 20 | 25 | 15 | 11 | 63 | 14 | 26% | 2.7 | 0.4 |
| WOLFE | - | 1 | 2 | 3 | 3 | 1 | 14% | 0.6 | 0.2 |
| WOODFORD | 14 | 13 | 6 | 3 | 22 | 7 | 20% | 1.2 | 0.1 |
| TOTAL | 2,345 | 1,962 | 1,501 | 919 | 4,308 | 1,345 | 18% | 1.4 | 0.2 |

Table 9: Speeding Cases

| County | Convictions | | | | | | 2021 Statistics | | |
|--------------|-------------|-------|-------|-------|-------|----------------|-----------------|---------------------------------------|-------------------------------------|
| | 2017 | 2018 | 2019 | 2020 | 2021 | 5-Year Average | Rate | Convictions Per 1000 Licensed Drivers | Convictions Per Speed-Related Crash |
| ADAIR | 245 | 177 | 283 | 159 | 540 | 281 | 47.5% | 43.4 | 15.0 |
| ALLEN | 71 | 129 | 79 | 69 | 97 | 89 | 36.9% | 7.0 | 1.3 |
| ANDERSON | 638 | 366 | 297 | 265 | 596 | 432 | 65.9% | 35.1 | 6.1 |
| BALLARD | 69 | 43 | 60 | 22 | 153 | 69 | 49.7% | 25.9 | 3.9 |
| BARREN | 521 | 397 | 246 | 185 | 449 | 360 | 36.0% | 14.9 | 2.7 |
| BATH | 69 | 120 | 95 | 72 | 373 | 146 | 56.7% | 43.8 | 9.6 |
| BELL | 540 | 445 | 399 | 265 | 969 | 524 | 55.6% | 63.0 | 20.2 |
| BOONE | 1,515 | 1,251 | 882 | 748 | 2,273 | 1,334 | 55.0% | 23.8 | 3.8 |
| BOURBON | 319 | 541 | 461 | 405 | 651 | 475 | 64.5% | 48.2 | 5.4 |
| BOYD | 978 | 992 | 636 | 302 | 665 | 715 | 70.9% | 21.3 | 3.4 |
| BOYLE | 84 | 110 | 58 | 24 | 71 | 69 | 48.6% | 3.6 | 0.7 |
| BRACKEN | 193 | 310 | 485 | 98 | 372 | 292 | 72.7% | 59.6 | 8.1 |
| BREATHITT | 35 | 64 | 35 | 49 | 73 | 51 | 27.7% | 8.7 | 2.3 |
| BRECKINRIDGE | 154 | 68 | 153 | 43 | 104 | 104 | 43.9% | 7.3 | 1.7 |
| BULLITT | 639 | 541 | 885 | 316 | 1,140 | 704 | 39.5% | 19.0 | 5.4 |
| BUTLER | 42 | 89 | 140 | 94 | 146 | 102 | 43.5% | 16.9 | 3.4 |
| CALDWELL | 404 | 202 | 109 | 92 | 155 | 192 | 49.4% | 17.2 | 3.7 |
| CALLOWAY | 174 | 163 | 100 | 96 | 368 | 180 | 28.8% | 15.3 | 2.5 |
| CAMPBELL | 1,313 | 973 | 644 | 314 | 814 | 812 | 43.3% | 12.8 | 1.8 |
| CARLISLE | 18 | 20 | 25 | 16 | 36 | 23 | 43.4% | 10.0 | 1.8 |
| CARROLL | 214 | 171 | 184 | 97 | 289 | 191 | 42.1% | 41.5 | 4.9 |
| CARTER | 180 | 390 | 312 | 155 | 502 | 308 | 45.0% | 27.6 | 10.2 |
| CASEY | 98 | 34 | 147 | 139 | 140 | 112 | 66.4% | 13.5 | 4.7 |
| CHRISTIAN | 587 | 418 | 431 | 294 | 2,159 | 778 | 48.6% | 54.4 | 5.8 |
| CLARK | 106 | 168 | 166 | 93 | 233 | 153 | 29.9% | 9.2 | 1.3 |
| CLAY | 239 | 288 | 212 | 74 | 331 | 229 | 41.1% | 28.4 | 7.7 |
| CLINTON | 28 | 24 | 25 | 14 | 46 | 27 | 27.1% | 6.9 | 2.3 |
| CRITTENDEN | 87 | 116 | 66 | 64 | 124 | 91 | 51.9% | 21.5 | 4.3 |
| CUMBERLAND | 120 | 96 | 53 | 38 | 98 | 81 | 47.1% | 20.9 | 7.5 |
| DAVISS | 1,161 | 1,273 | 1,207 | 795 | 1,642 | 1,216 | 47.3% | 23.5 | 3.7 |
| EDMONSON | 47 | 21 | 22 | 3 | 16 | 22 | 38.1% | 1.9 | 0.9 |
| ELLIOTT | 22 | 22 | 29 | 31 | 56 | 32 | 43.8% | 13.3 | 3.5 |
| ESTILL | 38 | 54 | 104 | 46 | 140 | 76 | 43.1% | 14.5 | 6.4 |
| FAYETTE | 5,278 | 5,575 | 5,294 | 2,599 | 4,786 | 4,706 | 66.6% | 24.7 | 2.5 |
| FLEMING | 157 | 91 | 77 | 30 | 162 | 103 | 65.3% | 15.9 | 5.6 |
| FLOYD | 124 | 100 | 103 | 101 | 406 | 167 | 16.1% | 17.3 | 3.2 |
| FRANKLIN | 1,103 | 1,566 | 1,468 | 725 | 2,990 | 1,570 | 48.6% | 85.9 | 12.1 |
| FULTON | 59 | 27 | 13 | 12 | 31 | 28 | 43.7% | 8.2 | 3.1 |
| GALLATIN | 419 | 629 | 523 | 457 | 1,793 | 764 | 62.3% | 302.4 | 42.7 |
| GARRARD | 118 | 441 | 410 | 205 | 460 | 327 | 41.3% | 37.9 | 8.5 |

Table 9 Continued.

| County | Convictions | | | | | | 2021 Statistics | | |
|------------|-------------|-------|-------|------|-------|----------------|-----------------|---------------------------------------|-------------------------------------|
| | 2017 | 2018 | 2019 | 2020 | 2021 | 5-Year Average | Rate | Convictions Per 1000 Licensed Drivers | Convictions Per Speed-Related Crash |
| GRANT | 495 | 677 | 407 | 179 | 1,457 | 643 | 59.4% | 84.0 | 14.9 |
| GRAVES | 333 | 252 | 289 | 227 | 540 | 328 | 40.3% | 21.7 | 4.2 |
| GRAYSON | 387 | 377 | 285 | 186 | 251 | 297 | 46.8% | 13.5 | 2.1 |
| GREEN | 34 | 37 | 17 | 28 | 88 | 41 | 40.4% | 11.4 | 3.7 |
| GREENUP | 82 | 125 | 175 | 136 | 394 | 182 | 44.4% | 15.4 | 4.7 |
| HANCOCK | 68 | 181 | 106 | 58 | 100 | 103 | 55.6% | 15.5 | 7.1 |
| HARDIN | 1,878 | 1,964 | 1,563 | 895 | 2,770 | 1,814 | 54.2% | 37.4 | 7.5 |
| HARLAN | 217 | 169 | 325 | 160 | 362 | 247 | 44.4% | 21.2 | 5.3 |
| HARRISON | 118 | 73 | 68 | 53 | 79 | 78 | 42.9% | 6.1 | 1.3 |
| HART | 129 | 172 | 204 | 142 | 601 | 250 | 49.0% | 50.5 | 9.4 |
| HENDERSON | 1,450 | 801 | 445 | 374 | 1,137 | 841 | 63.8% | 36.9 | 6.5 |
| HENRY | 637 | 431 | 421 | 275 | 980 | 549 | 68.7% | 85.2 | 12.3 |
| HICKMAN | 23 | 18 | 38 | 20 | 34 | 27 | 33.3% | 11.0 | 2.4 |
| HOPKINS | 722 | 604 | 742 | 464 | 1,366 | 780 | 58.5% | 44.0 | 10.4 |
| JACKSON | 88 | 35 | 88 | 109 | 294 | 123 | 51.0% | 33.1 | 14.7 |
| JEFFERSON | 3,546 | 4,454 | 3,162 | 550 | 5,922 | 3,527 | 37.8% | 11.7 | 1.9 |
| JESSAMINE | 808 | 929 | 605 | 272 | 731 | 669 | 53.4% | 20.3 | 2.8 |
| JOHNSON | 55 | 105 | 191 | 70 | 230 | 130 | 17.1% | 15.4 | 4.9 |
| KENTON | 1,074 | 1,595 | 1,353 | 755 | 3,384 | 1,632 | 61.7% | 30.1 | 3.3 |
| KNOTT | 5 | 46 | 20 | 20 | 102 | 39 | 15.9% | 11.1 | 4.9 |
| KNOX | 221 | 285 | 223 | 108 | 360 | 239 | 22.0% | 17.9 | 5.1 |
| LARUE | 270 | 379 | 310 | 123 | 516 | 320 | 59.1% | 49.0 | 7.9 |
| LAUREL | 711 | 765 | 748 | 516 | 1,218 | 792 | 35.2% | 29.6 | 6.8 |
| LAWRENCE | 151 | 270 | 145 | 52 | 186 | 161 | 43.6% | 17.9 | 5.5 |
| LEE | 13 | 13 | 82 | 50 | 98 | 51 | 42.1% | 23.7 | 10.9 |
| LESLIE | 18 | 77 | 68 | 55 | 76 | 59 | 39.2% | 11.0 | 15.2 |
| LETCHER | 59 | 91 | 43 | 18 | 199 | 82 | 35.9% | 13.6 | 4.4 |
| LEWIS | 60 | 47 | 27 | 24 | 102 | 52 | 41.1% | 11.2 | 2.3 |
| LINCOLN | 187 | 215 | 179 | 88 | 167 | 167 | 33.0% | 10.0 | 4.0 |
| LIVINGSTON | 196 | 83 | 100 | 80 | 378 | 167 | 43.7% | 55.0 | 15.8 |
| LOGAN | 261 | 233 | 257 | 262 | 535 | 310 | 54.1% | 28.1 | 5.9 |
| LYON | 258 | 271 | 176 | 71 | 508 | 257 | 60.5% | 90.0 | 13.0 |
| MCCRACKEN | 450 | 362 | 424 | 180 | 845 | 452 | 39.0% | 18.2 | 2.9 |
| MCCREARY | 159 | 105 | 90 | 59 | 212 | 125 | 26.8% | 21.6 | 5.2 |
| MCLEAN | 73 | 123 | 66 | 28 | 84 | 75 | 27.5% | 12.5 | 1.8 |
| MADISON | 1,046 | 1,664 | 1,485 | 481 | 1,650 | 1,265 | 52.3% | 27.2 | 4.1 |
| MAGOFFIN | 7 | 14 | 21 | 21 | 47 | 22 | 12.1% | 5.7 | 1.6 |
| MARION | 47 | 82 | 156 | 133 | 304 | 144 | 53.1% | 23.5 | 3.3 |
| MARSHALL | 461 | 501 | 270 | 171 | 521 | 385 | 67.7% | 21.9 | 4.0 |
| MARTIN | 12 | 9 | 4 | 1 | 10 | 7 | 5.4% | 1.6 | 0.7 |

Table 9 Continued.

| County | Convictions | | | | | | 2021 Statistics | | |
|------------|-------------|--------|--------|--------|--------|----------------|-----------------|---------------------------------------|-------------------------------------|
| | 2017 | 2018 | 2019 | 2020 | 2021 | 5-Year Average | Rate | Convictions Per 1000 Licensed Drivers | Convictions Per Speed-Related Crash |
| MASON | 402 | 227 | 220 | 179 | 604 | 326 | 71.1% | 51.5 | 4.2 |
| MEADE | 233 | 106 | 157 | 112 | 218 | 165 | 67.3% | 10.9 | 2.4 |
| MENIFEE | 4 | 9 | 8 | 4 | 29 | 11 | 30.9% | 6.4 | 1.9 |
| MERCER | 309 | 219 | 180 | 115 | 285 | 222 | 71.1% | 17.4 | 4.6 |
| METCALFE | 134 | 109 | 148 | 122 | 412 | 185 | 60.4% | 57.2 | 9.6 |
| MONROE | 30 | 19 | 13 | 13 | 22 | 19 | 25.6% | 3.0 | 1.0 |
| MONTGOMERY | 41 | 78 | 107 | 77 | 439 | 148 | 78.1% | 23.2 | 3.6 |
| MORGAN | 105 | 174 | 132 | 156 | 410 | 195 | 47.4% | 51.4 | 15.8 |
| MUHLENBERG | 348 | 253 | 203 | 147 | 664 | 323 | 47.5% | 31.3 | 7.5 |
| NELSON | 591 | 523 | 413 | 282 | 530 | 468 | 56.0% | 15.6 | 2.7 |
| NICHOLAS | 68 | 88 | 43 | 50 | 59 | 62 | 64.1% | 11.7 | 2.7 |
| OHIO | 446 | 498 | 281 | 292 | 712 | 446 | 50.5% | 44.5 | 7.7 |
| OLDHAM | 921 | 596 | 701 | 409 | 802 | 686 | 32.2% | 17.0 | 4.0 |
| OWEN | 72 | 107 | 60 | 124 | 202 | 113 | 83.1% | 26.1 | 5.1 |
| OWSLEY | 3 | 3 | 4 | - | 3 | 3 | 16.7% | 1.1 | 1.0 |
| PENDLETON | 83 | 132 | 209 | 88 | 165 | 135 | 53.4% | 16.0 | 3.2 |
| PERRY | 67 | 84 | 97 | 157 | 447 | 170 | 22.7% | 26.1 | 5.7 |
| PIKE | 123 | 136 | 139 | 124 | 446 | 194 | 23.4% | 11.9 | 2.3 |
| POWELL | 83 | 168 | 132 | 53 | 53 | 98 | 43.4% | 6.3 | 1.9 |
| PULASKI | 813 | 942 | 809 | 346 | 916 | 765 | 43.0% | 20.2 | 4.9 |
| ROBERTSON | 2 | 3 | 2 | 2 | 10 | 4 | 83.3% | 6.2 | 2.5 |
| ROCKCASTLE | 257 | 301 | 393 | 130 | 403 | 297 | 43.3% | 36.1 | 7.9 |
| ROWAN | 159 | 171 | 164 | 120 | 559 | 235 | 64.0% | 37.3 | 5.2 |
| RUSSELL | 83 | 70 | 120 | 93 | 175 | 108 | 36.8% | 13.9 | 3.2 |
| SCOTT | 654 | 351 | 202 | 165 | 323 | 339 | 42.8% | 8.2 | 1.3 |
| SHELBY | 573 | 555 | 526 | 216 | 588 | 492 | 48.8% | 18.5 | 2.5 |
| SIMPSON | 105 | 248 | 205 | 98 | 136 | 158 | 31.3% | 10.4 | 1.3 |
| SPENCER | 454 | 328 | 146 | 120 | 365 | 283 | 52.7% | 24.2 | 5.2 |
| TAYLOR | 102 | 92 | 121 | 137 | 489 | 188 | 49.7% | 28.0 | 6.9 |
| TODD | 93 | 123 | 88 | 39 | 273 | 123 | 54.7% | 35.8 | 9.4 |
| TRIGG | 221 | 177 | 97 | 69 | 396 | 192 | 54.5% | 39.5 | 7.1 |
| TRIMBLE | 45 | 36 | 39 | 22 | 101 | 49 | 58.7% | 16.2 | 2.7 |
| UNION | 129 | 134 | 75 | 58 | 285 | 136 | 56.2% | 29.8 | 7.0 |
| WARREN | 1,342 | 1,219 | 824 | 788 | 1,516 | 1,138 | 53.5% | 18.6 | 2.1 |
| WASHINGTON | 55 | 42 | 131 | 106 | 308 | 128 | 51.5% | 36.2 | 8.3 |
| WAYNE | 136 | 145 | 139 | 39 | 22 | 96 | 30.6% | 1.7 | 0.7 |
| WEBSTER | 58 | 39 | 43 | 23 | 221 | 77 | 42.5% | 25.1 | 6.7 |
| WHITLEY | 262 | 158 | 112 | 32 | 428 | 198 | 53.6% | 18.1 | 2.7 |
| WOLFE | 388 | 398 | 273 | 179 | 441 | 336 | 52.4% | 93.9 | 33.9 |
| WOODFORD | 1,184 | 932 | 594 | 696 | 1,247 | 931 | 71.9% | 65.3 | 8.2 |
| TOTAL | 46,193 | 47,132 | 40,646 | 23,082 | 70,991 | 45,609 | 47.8% | 23.8 | 4.0 |

Table 10: Crashes Involving Drugs

| County | Population | Number of Crashes | % of Total Crashes |
|--------------|------------|-------------------|--------------------|
| ADAIR | 18,932 | 30 | 0.02% |
| ALLEN | 20,797 | 20 | 0.03% |
| ANDERSON | 24,035 | 38 | 0.13% |
| BALLARD | 7,695 | 13 | 0.05% |
| BARREN | 44,544 | 81 | 0.35% |
| BATH | 12,778 | 21 | 0.15% |
| BELL | 23,858 | 76 | 0.44% |
| BOONE | 137,412 | 211 | 1.71% |
| BOURBON | 20,229 | 42 | 0.28% |
| BOYD | 47,899 | 164 | 1.66% |
| BOYLE | 30,747 | 44 | 0.47% |
| BRACKEN | 8,439 | 15 | 0.27% |
| BREATHITT | 13,553 | 43 | 0.36% |
| BRECKINRIDGE | 20,651 | 20 | 0.23% |
| BULLITT | 82,918 | 111 | 1.19% |
| BUTLER | 12,294 | 14 | 0.18% |
| CALDWELL | 12,624 | 28 | 0.47% |
| CALLOWAY | 37,560 | 56 | 0.73% |
| CAMPBELL | 93,050 | 247 | 3.46% |
| CARLISLE | 4,791 | 13 | 0.20% |
| CARROLL | 10,863 | 31 | 0.46% |
| CARTER | 26,412 | 54 | 0.99% |
| CASEY | 15,866 | 28 | 0.38% |
| CHRISTIAN | 72,357 | 91 | 1.44% |
| CLARK | 36,871 | 88 | 1.36% |
| CLAY | 20,206 | 73 | 1.52% |
| CLINTON | 9,265 | 18 | 0.39% |
| CRITTENDEN | 8,947 | 21 | 0.38% |
| CUMBERLAND | 5,879 | 12 | 0.24% |
| DAVISS | 103,063 | 201 | 5.93% |
| EDMONSON | 12,291 | 14 | 0.49% |
| ELLIOTT | 7,381 | 7 | 0.18% |
| ESTILL | 14,092 | 41 | 1.43% |
| FAYETTE | 321,793 | 638 | 16.67% |
| FLEMING | 15,224 | 24 | 0.63% |
| FLOYD | 35,274 | 166 | 7.70% |
| FRANKLIN | 51,682 | 136 | 3.61% |
| FULTON | 6,512 | 5 | 0.18% |
| GALLATIN | 8,775 | 24 | 0.59% |
| GARRARD | 17,362 | 25 | 0.86% |

Table 10 Continued.

| County | Population | Number of Crashes | % of Total Crashes |
|------------|------------|-------------------|--------------------|
| GRANT | 25,244 | 48 | 1.57% |
| GRAVES | 36,615 | 82 | 2.39% |
| GRAYSON | 26,524 | 54 | 2.60% |
| GREEN | 11,291 | 11 | 0.42% |
| GREENUP | 35,649 | 55 | 1.71% |
| HANCOCK | 9,064 | 5 | 0.13% |
| HARDIN | 111,607 | 142 | 4.03% |
| HARLAN | 26,164 | 99 | 5.61% |
| HARRISON | 18,950 | 30 | 0.92% |
| HART | 19,460 | 27 | 1.20% |
| HENDERSON | 44,329 | 72 | 3.75% |
| HENRY | 15,657 | 20 | 1.02% |
| HICKMAN | 4,424 | 3 | 0.14% |
| HOPKINS | 45,138 | 74 | 4.71% |
| JACKSON | 12,984 | 21 | 1.68% |
| JEFFERSON | 777,874 | 888 | 54.31% |
| JESSAMINE | 53,626 | 145 | 4.95% |
| JOHNSON | 22,556 | 51 | 3.37% |
| KENTON | 169,495 | 547 | 42.14% |
| KNOTT | 14,053 | 45 | 3.24% |
| KNOX | 29,909 | 90 | 4.18% |
| LARUE | 15,028 | 20 | 0.70% |
| LAUREL | 62,561 | 147 | 6.36% |
| LAWRENCE | 16,290 | 16 | 0.56% |
| LEE | 7,451 | 12 | 0.78% |
| LESLIE | 10,278 | 16 | 0.91% |
| LETCHER | 21,253 | 59 | 5.21% |
| LEWIS | 12,987 | 22 | 0.82% |
| LINCOLN | 24,243 | 31 | 1.17% |
| LIVINGSTON | 8,959 | 12 | 0.64% |
| LOGAN | 27,771 | 21 | 1.96% |
| LYON | 8,803 | 31 | 3.08% |
| MCCRACKEN | 67,454 | 145 | 9.11% |
| MCCREARY | 16,892 | 40 | 3.58% |
| MCLEAN | 9,100 | 23 | 1.55% |
| MADISON | 94,666 | 210 | 20.53% |
| MAGOFFIN | 11,497 | 32 | 2.33% |
| MARION | 19,725 | 29 | 1.93% |
| MARSHALL | 31,748 | 76 | 7.44% |
| MARTIN | 11,140 | 17 | 1.92% |

Table 10 Continued.

| County | Population | Number of Crashes | % of Total Crashes |
|------------|------------|-------------------|--------------------|
| MASON | 16,931 | 55 | 7.02% |
| MEADE | 30,131 | 23 | 2.40% |
| MENIFEE | 6,194 | 5 | 0.44% |
| MERCER | 22,850 | 23 | 1.87% |
| METCALFE | 10,349 | 29 | 1.77% |
| MONROE | 11,233 | 10 | 0.90% |
| MONTGOMERY | 28,219 | 73 | 6.30% |
| MORGAN | 13,820 | 19 | 1.73% |
| MUHLENBERG | 30,694 | 67 | 8.98% |
| NELSON | 47,098 | 53 | 4.38% |
| NICHOLAS | 7,712 | 10 | 0.86% |
| OHIO | 23,688 | 51 | 6.97% |
| OLDHAM | 68,685 | 54 | 9.31% |
| OWEN | 11,294 | 22 | 2.22% |
| OWSLEY | 3,953 | 3 | 0.37% |
| PENDLETON | 14,607 | 27 | 1.42% |
| PERRY | 27,929 | 99 | 11.91% |
| PIKE | 57,391 | 298 | 31.04% |
| POWELL | 13,133 | 27 | 2.14% |
| PULASKI | 65,423 | 95 | 29.50% |
| ROBERTSON | 2,257 | 7 | 0.62% |
| ROCKCASTLE | 16,115 | 40 | 4.84% |
| ROWAN | 24,861 | 65 | 8.38% |
| RUSSELL | 18,156 | 19 | 1.38% |
| SCOTT | 58,252 | 95 | 15.78% |
| SHELBY | 48,461 | 87 | 11.24% |
| SIMPSON | 19,718 | 33 | 3.90% |
| SPENCER | 19,916 | 29 | 2.27% |
| TAYLOR | 26,235 | 31 | 4.10% |
| TODD | 12,285 | 17 | 6.18% |
| TRIGG | 14,192 | 27 | 7.63% |
| TRIMBLE | 8,530 | 16 | 2.39% |
| UNION | 13,544 | 11 | 1.68% |
| WARREN | 137,212 | 206 | 38.22% |
| WASHINGTON | 12,072 | 14 | 3.53% |
| WAYNE | 19,540 | 12 | 3.08% |
| WEBSTER | 12,813 | 10 | 3.27% |
| WHITLEY | 36,939 | 120 | 34.58% |
| WOLFE | 6,507 | 13 | 6.40% |
| WOODFORD | 27,075 | 35 | 17.86% |

Table 11: Crash Trend Analysis

| Crash Statistic | 2017 | 2018 | 2019 | 2020 | 4 Year Average | 2021 | % Change |
|-----------------------------------|--------|--------|--------|--------|----------------|--------|----------|
| Total Crashes | 136979 | 134285 | 132374 | 100787 | 126106 | 109291 | -15.4 |
| Fatal Crashes | 721 | 664 | 667 | 704 | 689 | 734 | 6.1 |
| Fatalities | 782 | 724 | 732 | 774 | 753 | 806 | 6.6 |
| Injury Crashes | 23961 | 22846 | 22387 | 19322 | 22129 | 20117 | -10 |
| Injuries | 35999 | 33914 | 32871 | 28421 | 32801 | 29372 | -11.7 |
| Fatal & Injury Crashes | 24682 | 23510 | 23054 | 20026 | 22818 | 20851 | -9.4 |
| Licensed Drivers (Millions) | 3.02 | 3.03 | 2.91 | 3.11 | 3 | 2.98 | -1.1% |
| Registered Vehicles (Millions) | 3.89 | 3.89 | 4.01 | 4.01 | 4 | 2.83 | -39.6% |
| Total Vehicle Miles (Billions) | 43.135 | 43.814 | 43.814 | 44.026 | 43.697 | 41.196 | -6.1 |
| Total Crash/100 MVM | 253 | 248 | 244 | 185 | 233 | 214 | -8.6 |
| Fatal Crash/100 MVM | 1.47 | 1.37 | 1.38 | 1.43 | 1.41 | 1.56 | 9.5 |
| Fatalities/100 MVM | 1.61 | 1.5 | 1.52 | 1.58 | 1.55 | 1.73 | 10.3 |
| Injuries/100 MVM | 73 | 68 | 66 | 56 | 66 | 62 | -6 |
| Speed-Related Crashes | 6077 | 6242 | 5274 | 4961 | 5639 | 4971 | -13.4 |
| Speed-Related Injury Crashes | 1666 | 1649 | 1422 | 1434 | 1543 | 1464 | -5.4 |
| Speed-Related Fatal Crashes | 117 | 93 | 102 | 149 | 115 | 135 | 14.6 |
| Speed Convictions | 46,193 | 47,132 | 40,646 | 23,082 | 39,263 | 70,991 | 44.7% |
| Alcohol-Related Crashes | 3901 | 3580 | 3494 | 3497 | 3618 | 3341 | -8.3 |
| Alcohol-Related Injury Crashes | 1263 | 1137 | 1095 | 1104 | 1150 | 987 | -16.5 |
| Alcohol-Related Fatal Crashes | 107 | 71 | 80 | 100 | 90 | 108 | 17.1 |
| Alcohol-Related Fatalities | 120 | 74 | 96 | 114 | 101 | 120 | 15.8 |
| DUI Filings | 24,148 | 22,432 | 22,606 | 21,081 | 22,567 | 19,474 | -15.9% |
| DUI Convictions | 12,797 | 11,962 | 11,472 | 7,758 | 10,997 | 8,445 | -30.2% |
| DUI Conviction Rate (Percent)** | 53% | 53% | 51% | 37% | 49% | 43% | -12.4% |
| Drug-Related Crashes | 1844 | 1488 | 1532 | 1873 | 1684 | 1645 | -2.4 |
| Drug-Related Injury Crashes | 750 | 585 | 562 | 674 | 643 | 596 | -7.8 |
| Drug-Related Fatal Crashes | 54 | 53 | 52 | 71 | 58 | 78 | 26.3 |
| Pedestrian-Related Crashes | 1094 | 1009 | 1018 | 861 | 996 | 875 | -13.8 |
| Pedestrian-Related Injury Crashes | 808 | 757 | 771 | 631 | 742 | 650 | -14.1 |
| Pedestrian-Related Fatal Crashes | 84 | 77 | 74 | 91 | 82 | 76 | -7.2 |
| Bicycle-Related Crashes | 404 | 340 | 343 | 345 | 358 | 325 | -10.2 |
| Bicycle-Related Injury Crashes | 266 | 233 | 217 | 226 | 236 | 232 | -1.5 |
| Bicycle-Related Fatal Crashes | 7 | 10 | 5 | 4 | 7 | 9 | 27.8 |
| Motorcycle-Related Crashes | 1624 | 1464 | 1427 | 1373 | 1472 | 1491 | 1.3 |
| Motorcycle-Related Injury Crashes | 975 | 933 | 919 | 912 | 935 | 942 | 0.8 |
| Motorcycle-Related Fatal Crashes | 86 | 84 | 82 | 82 | 84 | 93 | 10.2 |
| School Bus-Related Crashes | 570 | 461 | 387 | 129 | 387 | 272 | -42.2 |
| School Bus-Related Injury Crashes | 60 | 50 | 39 | 11 | 40 | 25 | -60 |
| School Bus-Related Fatal Crashes | 0 | 1 | 1 | 0 | 1 | 1 | 50 |
| Truck-Related Crashes | 9137 | 9898 | 9821 | 7999 | 9214 | 9225 | 0.1 |
| Truck-Related Injury Crashes | 1323 | 1411 | 1319 | 1218 | 1318 | 1374 | 4.1 |
| Truck-Related Fatal Crashes | 75 | 94 | 98 | 99 | 92 | 106 | 13.7 |
| Train-Related Crashes | 45 | 40 | 31 | 25 | 35 | 41 | 14 |
| Train-Related Injury Crashes | 18 | 10 | 8 | 8 | 11 | 11 | 0 |
| Train-Related Fatal Crashes | 3 | 2 | 3 | 1 | 2 | 1 | -125 |

**Table 12: Crashes Involving Vehicle Defects
Before and After Repeal of Vehicle Inspection Law**

| Time Period | Number of Crashes Involving Vehicle Defects | % 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 |
| 2015 | 8452 | 5.24 |
| 2016 | 8337 | 5.04 |
| 2017 | 7781 | 4.81 |
| 2018 | 7289 | 4.61 |
| 2019 | 7057 | 4.50 |
| 2020 | 6033 | 5.05 |
| 2021 | 5,945 | 4.53 |

**Table 13: Statewide Crash Rates
By Functional Class (5-Year)**

Highways are categorized based on different system classifications. Three common types of groupings include:

- 1) Functional classification
- 2) Federal-aid system
- 3) Administrative classification

Statewide crash rates were determined for each grouping. The following is a summary of the findings.

Average statewide rates by functional classification are listed in Table A-1. Highways are classified as rural or urban and categorized by functional class. Rates are determined based on all crashes, injury crashes only, and fatal crashes only.

The highest overall crash rates were for urban minor arterials followed by urban principal arterials (non-interstate or freeway). The lowest overall rates were 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 fatal crash rates is very different. The highest fatal crash rates were for rural collectors and rural local roadways. The lowest fatal crash rates were recorded on rural interstates, urban interstates, and urban freeways and expressways.

| Location | Functional Classification | Average Total Mileage | Average AADT | Crash Rates (Crashes per 100 MVM) | | |
|----------|---------------------------|-----------------------|--------------|-----------------------------------|-------------|------------|
| | | | | Crash Rate | Injury Rate | Fatal Rate |
| Rural | Interstate | 818 | 27,555 | 62 | 9 | 0.5 |
| | Principal Arterial | 1,696 | 7,925 | 90 | 19 | 1.5 |
| | Minor Arterial | 2,328 | 4,106 | 165 | 38 | 2.3 |
| | Major Collector | 5,829 | 1,806 | 225 | 54 | 3.0 |
| | Minor Collector | 9,320 | 609 | 265 | 63 | 3.0 |
| | Local System | 5,259 | 298 | 247 | 53 | 2.8 |
| Urban | Interstate | 431 | 44,288 | 116 | 18 | 0.5 |
| | Freeways & Expressways | 97 | 23,571 | 124 | 20 | 0.7 |
| | Principal Arterial | 658 | 18,396 | 480 | 86 | 1.7 |
| | Minor Arterial | 1,351 | 10,577 | 485 | 87 | 1.6 |
| | Collector | 1,684 | 3,980 | 451 | 78 | 1.2 |
| | Local System | 227 | 1,204 | 423 | 65 | 1.6 |

**Table 14: Percent of All Crashes
(5-Year)**

| Location | Highway Type | % Wet | % Snow or Ice | % Darkness |
|----------|---------------------|-------|---------------|------------|
| Rural | ONE-LANE | 18.5 | 0.7 | 13.3 |
| | TWO- LANE | 24.5 | 3.6 | 30.1 |
| | THREE-LANE | 22 | 1.5 | 25.8 |
| | FOUR-LANE DIVIDED | 19.9 | 3.5 | 34.2 |
| | FOUR-LANE UNDIVIDED | 18.8 | 2.1 | 23.5 |
| | INTERSTATE | 30.8 | 6.4 | 33 |
| | PARKWAY | 24.3 | 6.8 | 40.3 |
| | ALL | 25.2 | 4.2 | 31.1 |
| Urban | ONE-LANE | 24.2 | 1.8 | 20.2 |
| | TWO- LANE | 21.9 | 1.9 | 22.1 |
| | THREE-LANE | 19.8 | 1.4 | 21.3 |
| | FOUR-LANE DIVIDED | 21 | 1.8 | 22.3 |
| | FOUR-LANE UNDIVIDED | 19.7 | 1 | 21.1 |
| | INTERSTATE | 23.2 | 3.2 | 24.7 |
| | PARKWAY | 23.9 | 4.6 | 30.3 |
| | ALL | 21.3 | 1.8 | 22.2 |



Figures

Figure 1 - Trends in Crash Rates for Identified Roads
(Crashes / 100 MVM)

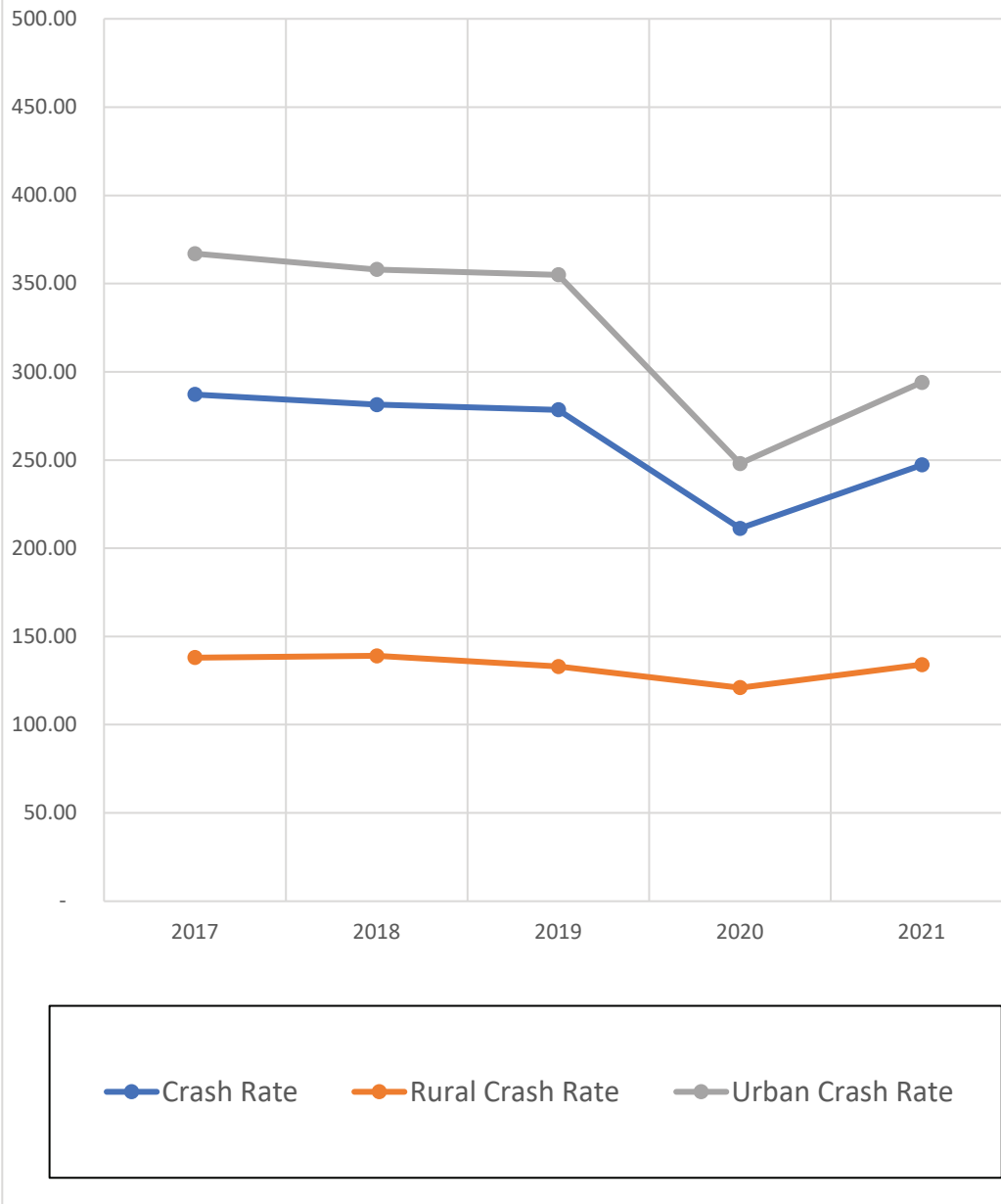


Figure 2 - Trends in Rural Crash Rates for Identified Roads (Crashes / 100 MVM)

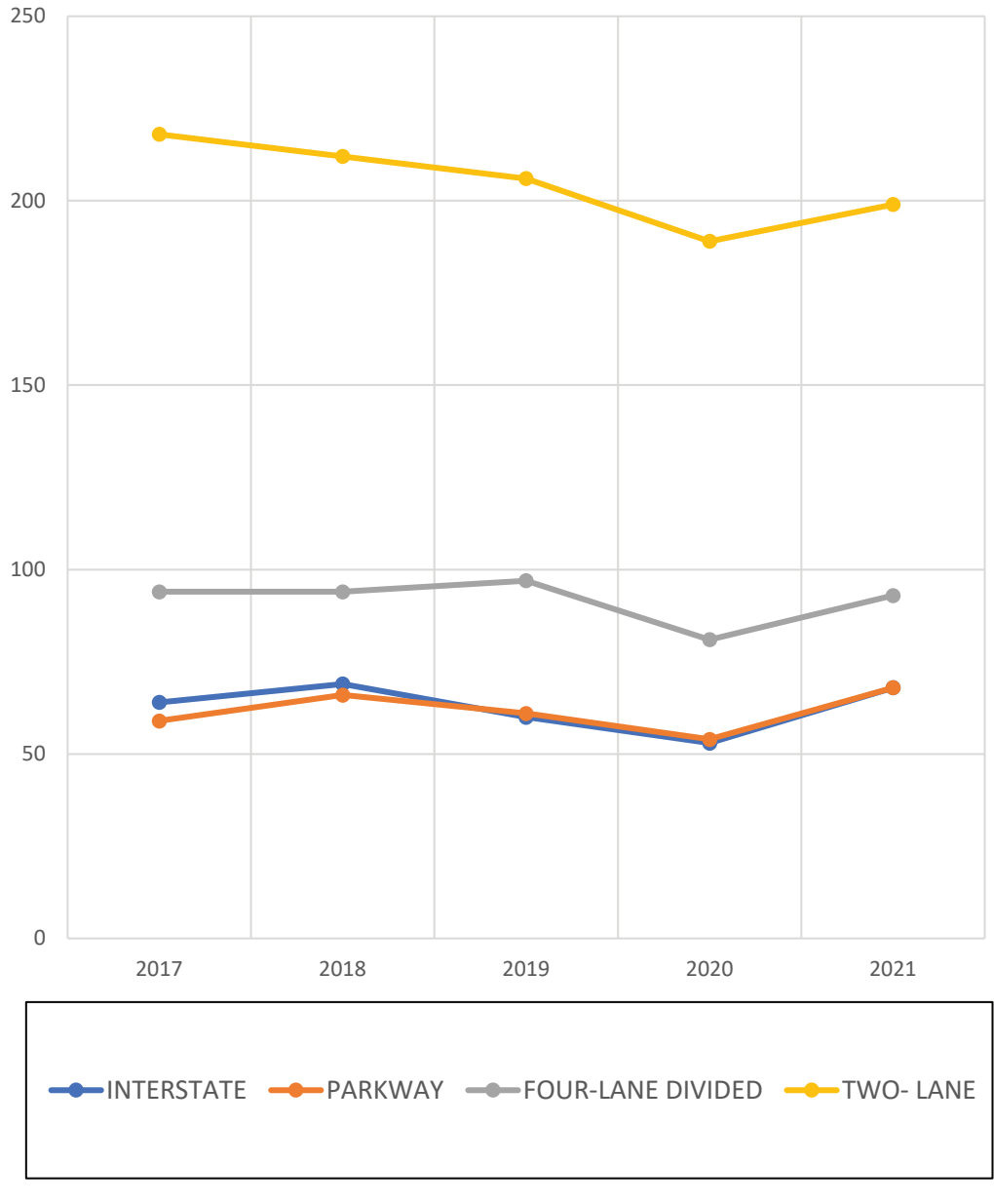


Figure 3 - Trends in Urban Crash Rates for Identified Roads (Crashes / 100 MVM)

