

Analysis of Traffic Crash Data in Kentucky 2020-2024



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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.

The contents of this report reflect the views of the authors, who are responsible for the facts and accuracy of the data presented herein.

The contents do not necessarily reflect the official views or policies of the University of Kentucky or the Kentucky Transportation Cabinet. This report does not constitute a standard, specification, or regulation.

Analysis of Traffic Crash Data in Kentucky 2020-2024

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A Note from the Editor

Table Numbers

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, eliminating 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.

Safety Performance Functions

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 overpredicting crashes by a factor of 5.

SPFs in this publication are based on statewide SHIFT SPFs, which are done every two years.

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 multiple highway types and for counties and cities. Difference criteria were used for exposure.

Average and critical numbers, SPFs, and crash rates were calculated for multiple 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 are 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 uses 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.

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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 data are 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 are 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 to maintain consistency 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 multiple 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).

Crashes are 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 now 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 are 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:

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

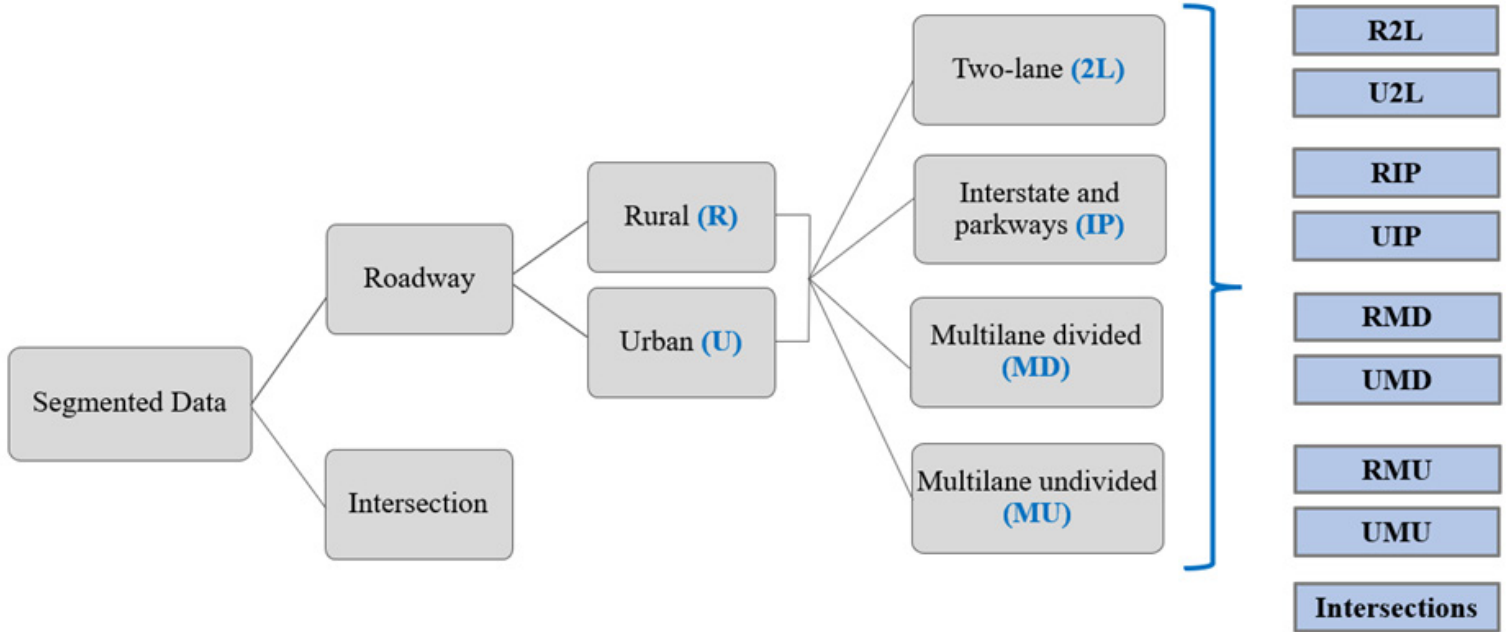
where:

N _c =	critical number of crashes
N _a =	average number of crashes



Safety Performance Functions

Overall Summary



Summary of Regression Parameters

	KAB			CO		
ClassType	Theta	Alpha	Beta	Theta	Alpha	Beta
Rural Two-Lane	1.653	-5.402	0.697	2.080	-4.365	0.792
Urban Two-Lane	1.550	-5.711	0.757	1.343	-4.040	0.818
Rural Interstate and Parkway	4.067	-9.379	0.954	3.119	-7.664	1.004
Urban Interstate and Parkway	2.254	-11.644	1.191	1.820	-10.218	1.267
Rural Multilane (Divided)	1.423	-9.483	1.006	1.538	-5.735	0.826
Urban Multilane (Divided)	1.170	-10.386	1.155	0.905	-8.785	1.255
Rural Multilane (Undivided)	1.355	-7.179	0.879	1.262	-6.475	1.029
Urban Multilane (Undivided)	1.066	-6.267	0.839	1.039	-5.506	1.004

SPF Equation

The base period of crashes was **2020-2024 for intersections** and **2019-2023 for segments**

SPF equations take the form of:

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

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

SPFs were developed for two crash severity groups:

KAB and CO.

This groups together crash types as described in guidelines established by the Model Minimum Uniform Crash Criteria (MMUCC) which categorizes a measure of injury severity for any person involved in a crash.

K = Fatal Injury

A = Suspected Serious Injury

B = Suspected Minor Injury

C = Possible Injury

O = No Apparent Injury

No base conditions were used for any of the SPFs.

Intersection SPF (KAB)

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

ClassType	Theta	Alpha	Beta1	Beta2
D3rN	5.094	-14.170	1.314	0.248
D3rP	1.135	-11.830	0.735	0.731
D3rS	3.496	-1.469	0.233	0.028
D3rx	0.399	-1.986	0.038	-0.005
D3uF	18,011.154	-22.984	0.173	2.451
D3uN	0.448	-12.784	1.077	0.326
D3uP	0.905	-11.622	0.748	0.667
D3uS	1.861	-6.031	0.530	0.252
D3ux	1.017	-3.140	-0.007	0.303
D4rN	3.479	-9.958	-0.108	1.630
D4rP	0.897	-5.985	0.141	0.727
D4rS	2.561	-4.341	0.375	0.232
D4rx	0.480	-4.586	0.461	-0.028
D4uF	75,742.168	-78.308	3.360	6.323
D4uN	2.052	-7.474	0.778	0.012
D4uP	0.950	-11.596	0.810	0.629
D4uS	1.970	-4.863	0.477	0.208
D4ux	1.269	-6.350	0.506	0.234
ROTR	8.341	-6.188	0.412	0.312
U3rF	0.468	-8.862	0.514	0.564
U3rN	0.939	-8.220	0.533	0.446
U3rP	0.786	-11.390	0.725	0.703
U3rS	0.990	-3.635	0.356	0.043
U3rx	0.429	-13.534	0.746	0.960
U3uF	7.235	-19.214	1.658	0.494
U3uN	0.798	-11.821	0.864	0.484
U3uP	0.982	-12.475	0.923	0.534
U3uS	1.608	-10.613	0.969	0.275
U3ux	0.467	-11.406	0.972	0.252
U4rF	0.724	-8.972	0.525	0.547
U4rN	0.754	-9.374	0.494	0.582
U4rP	1.041	-10.717	0.543	0.892
U4rS	1.439	-7.947	0.607	0.382
U4rx	0.400	-10.930	0.949	0.373
U4uF	1.474	-11.338	0.837	0.480
U4uN	0.615	-12.107	0.912	0.563
U4uP	0.851	-10.676	0.683	0.647
U4uS	1.507	-7.102	0.581	0.338
U4ux	0.184	-10.249	0.942	0.247

Intersection SPF (CO)

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

ClassType	Theta	Alpha	Beta1	Beta2
D3rN	1.190	-6.176	0.626	0.253
D3rP	0.974	-6.489	0.369	0.676
D3rS	1.929	-2.898	0.609	-0.010
D3rx	0.747	-1.911	0.029	0.278
D3uF	277,549.257	-12.433	0.888	0.838
D3uN	0.737	-8.918	1.068	0.125
D3uP	1.025	-9.862	0.845	0.548
D3uS	2.012	-6.908	0.844	0.230
D3ux	0.694	-0.833	-0.119	0.478
D4rN	0.825	-19.822	1.256	1.419
D4rP	1.497	-6.874	0.338	0.781
D4rS	2.421	-5.513	0.537	0.445
D4rx	1.116	-4.869	0.379	0.426
D4uF	5.922	-14.216	1.312	0.692
D4uN	1.261	-8.933	1.028	0.223
D4uP	1.267	-11.164	0.809	0.818
D4uS	2.980	-5.669	0.705	0.293
D4ux	1.319	-7.737	0.881	0.191
ROTR	1.570	-11.170	1.241	0.384
U3rF	0.912	-5.931	0.645	0.246
U3rN	0.908	-7.073	0.747	0.232
U3rP	1.076	-10.226	0.775	0.746
U3rS	1.959	-3.195	0.523	0.093
U3rx	0.345	-9.937	0.773	0.647
U3uF	3.273	-4.853	0.492	0.263
U3uN	0.919	-7.508	0.758	0.258
U3uP	1.081	-9.914	0.764	0.699
U3uS	2.368	-6.956	0.852	0.226
U3ux	0.295	-8.065	0.856	0.264
U4rF	1.904	-8.183	0.687	0.576
U4rN	0.877	-7.577	0.672	0.346
U4rP	1.243	-9.492	0.697	0.762
U4rS	3.051	-4.638	0.528	0.313
U4rx	0.286	-6.225	0.794	0.084
U4uF	1.969	-6.969	0.738	0.361
U4uN	0.933	-7.420	0.688	0.433
U4uP	1.321	-7.734	0.631	0.575
U4uS	3.114	-6.003	0.694	0.335
U4ux	0.349	-4.798	0.551	0.149

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
ClassType	Description
D3rN	Divided, 3-legs, rural, no control
D3rP	Divided, 3-legs, rural, partial stop (at least)
D3rS	Divided, 3-legs, rural, signal
D3rx	Divided, 3-legs, rural, no control data
D3uN	Divided, 3-legs, urban, no control
D3uP	Divided, 3-legs, urban, partial stop (at least)
D3uS	Divided, 3-legs, urban, signal
D3ux	Divided, 3-legs, urban, no control data
D4rN	Divided, 4 or more legs, rural, no control
D4rP	Divided, 4 or more legs, rural, partial stop (at least)
D4rS	Divided, 4 or more legs, rural, signal
D4rx	Divided, 4 or more legs, rural, no control data
D4uN	Divided, 4 or more legs, urban, no control
D4uP	Divided, 4 or more legs, urban, partial stop (at least)
D4uS	Divided, 4 or more legs, urban, signal
D4ux	Divided, 4 or more legs, urban, no control data
U3rF	Undivided, 3-legs, rural, full stop
U3rN	Undivided, 3-legs, rural, no control
U3rP	Undivided, 3-legs, rural, partial stop (at least)
U3rS	Undivided, 3-legs, rural, signal
U3rx	Undivided, 3-legs, rural, no control data
U3uF	Undivided, 3-legs, urban, full stop
U3uN	Undivided, 3-legs, urban, no control
U3uP	Undivided, 3-legs, urban, partial stop (at least)
U3uS	Undivided, 3-legs, urban, signal
U3ux	Undivided, 3-legs, urban, no control data
U4rF	Undivided, 4 or more legs, rural, full stop
U4rN	Undivided, 4 or more legs, rural, no control
U4rP	Undivided, 4 or more legs, rural, partial stop (at least)
U4rS	Undivided, 4 or more legs, rural, signal
U4rx	Undivided, 4 or more legs, rural, no control data
U4uF	Undivided, 4 or more legs, urban, full stop
U4uN	Undivided, 4 or more legs, urban, no control
U4uP	Undivided, 4 or more legs, urban, partial stop (at least)
U4uS	Undivided, 4 or more legs, urban, signal
U4ux	Undivided, 4 or more legs, urban, no control data



Tables

Table 1: Statewide Five-Year Comparison

	2020	2021	2022	2023	2024	Previous 4-Year Average	% Change **
All Crashes							
Crashes (all)	119,962	131,752	130,347	139,268	139,662	130,332	7.2
(K) FATAL	711	747	724	798	663	745	-11.0
(A) Suspected Serious Injury	2,266	2,401	2,347	2,583	2,373	2,399	-1.1
(B) Supected Minor Injury	8,400	8,967	8,878	9,283	9,194	8,882	3.5
(C) Possible Injury	9,308	9,443	8,986	9,088	8,880	9,206	-3.5
(O) None Detected	93,273	103,976	103,466	111,345	112,372	103,015	9.1
Other	6,004	6,218	5,946	6,171	6,180	6,085	1.6
By Ownership							
Public Roads	101,211	109,769	108,967	117,631	117,661	109,395	7.6
Private Property	6,395	7,520	6,958	7,218	7,293	7,023	3.8
Parking Lots	12,356	14,463	14,422	14,419	14,708	13,915	5.7
Crashes with Known Volume	93,186	102,436	101,418	109,169	108,968	101,552	7.3
Mainline Crashes	91,214	100,302	99,303	106,699	106,490	99,380	7.2
Ramp Crashes	1,967	2,116	2,106	2,447	2,450	2,159	13.5
Other Segment Types	5	18	9	23	28	14	103.6
Vehicle Miles (billions)	44.03	41.20	42.71	42.71	43.59	43	2.2
Mileage	29,875.95	29,913.16	30,087.30	30,082.80	30,392.70	29,990	1.3
AADT	4,037.31	3,773.09	3,888.82	3,889.95	3,929.76	3,897	0.8
Crashes Rate	211.66	248.66	237.48	255.59	249.96	238	4.9
Fatal Crashes Rate	1.44	1.58	1.50	1.64	1.37	1.54	-11.04
Injury Crashes Rate	38.71	43.35	40.81	42.48	40.44	41.34	-2.17

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	19	1,061	337	44	5.2
Two-Lane	27,381	1,272	164	37	2.3
Three-Lane	48	7,132	127	30	1.3
Four-Lane Divided (non-interstate or parkway)	1,000	9,217	58	13	0.8
Four-Lane Undivided	50	11,206	171	29	1.4
Parkway	1,272	29,309	36	5	0.3
Interstate	744	9,267	39	7	0.6
All	30,888	2,892	90	19	1.2

**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	33	4,126	496	57	2.0
Two-Lane	3,526	5,016	338	61	1.3
Three-Lane	73	9,385	554	88	0.9
Four-Lane Divided (non-interstate or parkway)	969	18,087	203	38	1.0
Four-Lane Undivided	472	16,439	435	84	2.0
Interstate	591	49,852	64	10	0.3
Parkway	50	9,627	89	15	0.9
All	6,133	12,540	214	38	0.9

* Average for the five years.

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

	Highway Type	2020	2021	2022	2023	2024	Previous 4-Year Average	% Change *
Rural	One-Lane	294	531	378	337	211	385	-45.19
	Two-Lane	191	202	198	204	96	199	-51.70
	Three-Lane	170	185	150	176	67	170	-60.65
	Four-Lane Divided (non-interstate or parkway)	81	93	92	101	24	92	-73.84
	Four-Lane Undivided	200	209	192	213	105	204	-48.40
	Parkway	53	68	60	54	14	59	-76.17
	Interstate	54	69	63	57	16	61	-73.66
	All	121	136	127	128	41	128	-67.97
Urban	One-Lane	529	529	573	525	370	539	-31.35
	Two-Lane	361	410	411	446	208	407	-48.89
	Three-Lane	564	705	725	788	332	696	-52.26
	Four-Lane Divided (non-interstate or parkway)	260	322	324	363	90	317	-71.63
	Four-Lane Undivided	430	521	508	578	285	509	-44.04
	Parkway	82	96	92	114	30	96	-68.75
	Interstate	127	145	139	127	38	135	-71.75
	All	249	295	290	325	103	290	-64.45

* 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	19,239	1,360	154.7	1,746	160.8	21	1.9	303	27.9
ALLEN	22,037	1,599	217.6	2,126	242.4	22	2.5	336	38.3
ANDERSON	24,883	1,391	137.7	2,130	176.2	10	0.8	388	32.1
BALLARD	7,626	579	148.7	698	149.8	15	3.2	147	31.5
BARREN	45,609	4,423	170.9	6,149	207.5	47	1.6	1,067	36.0
BATH	12,951	901	111.9	1,213	133.5	15	1.7	226	24.9
BELL	23,051	1,743	168.6	2,519	211.0	24	2.0	485	40.6
BOONE	144,135	14,810	201.0	22,808	286.8	48	0.6	3,280	41.2
BOURBON	20,333	1,885	221.4	2,689	280.4	25	2.6	405	42.2
BOYD	47,777	4,579	261.0	6,607	328.3	17	0.8	1,040	51.7
BOYLE	31,394	2,680	228.8	3,788	281.9	17	1.3	625	46.5
BRACKEN	8,497	583	146.9	766	171.2	6	1.3	125	27.9
BREATHITT	12,804	895	170.4	1,125	181.1	20	3.2	335	53.9
BRECKINRIDGE	21,221	1,060	153.1	1,345	158.4	32	3.8	444	52.3
BULLITT	85,802	6,826	151.9	9,797	195.2	58	1.2	1,820	36.3
BUTLER	12,551	769	106.1	1,024	125.2	19	2.3	239	29.2
CALDWELL	12,611	1,165	138.3	1,619	170.9	23	2.4	355	37.5
CALLOWAY	38,975	3,163	254.9	4,403	265.2	31	1.9	620	37.3
CAMPBELL	94,008	7,626	204.9	13,035	340.8	32	0.8	1,397	36.5
CARLISLE	4,777	253	110.7	281	103.9	5	1.8	87	32.2
CARROLL	11,111	1,297	95.1	1,924	132.0	14	1.0	317	21.7
CARTER	26,098	2,016	120.6	2,586	136.7	27	1.4	465	24.6
CASEY	15,948	974	178.1	1,201	167.5	12	1.7	275	38.3
CHRISTIAN	71,006	5,696	137.0	9,123	190.5	57	1.2	1,948	40.7
CLARK	37,673	3,488	166.9	5,136	229.4	30	1.3	802	35.8
CLAY	19,592	1,114	143.1	1,350	147.8	24	2.6	442	48.4
CLINTON	9,183	948	222.1	1,179	226.5	15	2.9	223	42.8
CRITTENDEN	8,982	492	171.7	639	163.3	10	2.6	167	42.7
CUMBERLAND	6,047	439	148.7	544	146.7	6	1.6	82	22.1
DAVIESS	104,457	10,521	299.2	15,992	392.7	57	1.4	2,619	64.3
EDMONSON	12,635	587	106.1	762	115.0	12	1.8	148	22.3
ELLIOTT	7,263	216	139.9	258	118.4	6	2.8	63	28.9
ESTILL	14,002	961	237.9	1,118	222.3	6	1.2	270	53.7
FAYETTE	329,437	37,279	281.0	58,745	413.4	182	1.3	8,744	61.5
FLEMING	15,591	923	157.6	1,106	158.5	7	1.0	198	28.4
FLOYD	34,532	2,040	114.7	2,879	143.6	46	2.3	850	42.4
FRANKLIN	52,442	4,084	166.5	6,373	241.2	19	0.7	905	34.2
FULTON	6,282	365	120.0	507	146.4	7	2.0	101	29.2
GALLATIN	8,805	972	70.4	1,394	97.9	15	1.1	241	16.9
GARRARD	18,040	1,236	184.3	1,657	220.7	12	1.6	359	47.8

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	25,722	2,408	98.4	3,580	136.0	29	1.1	606	23.0
GRAVES	36,821	2,722	144.1	3,983	182.2	21	1.0	777	35.5
GRAYSON	27,070	2,238	159.4	2,784	167.3	36	2.2	667	40.1
GREEN	11,552	707	201.0	900	199.8	18	4.0	219	48.6
GREENUP	35,273	1,835	152.9	2,708	187.8	14	1.0	523	36.3
HANCOCK	9,013	432	108.8	624	141.2	8	1.8	124	28.1
HARDIN	112,826	8,203	127.1	13,237	185.7	102	1.4	2,264	31.8
HARLAN	25,052	1,458	174.5	1,863	191.1	30	3.1	490	50.3
HARRISON	19,525	1,583	279.0	2,098	302.4	15	2.2	278	40.1
HART	19,923	2,106	92.6	2,933	122.7	23	1.0	521	21.8
HENDERSON	44,175	4,696	205.5	7,263	281.7	47	1.8	1,214	47.1
HENRY	16,198	1,337	95.1	1,824	122.1	22	1.5	321	21.5
HICKMAN	4,393	301	116.0	349	117.5	6	2.0	86	28.9
HOPKINS	45,218	4,113	167.0	5,802	204.1	35	1.2	816	28.7
JACKSON	13,358	640	180.2	817	172.4	15	3.2	195	41.2
JEFFERSON	793,881	66,743	207.9	95,831	275.9	593	1.7	22,485	64.7
JESSAMINE	56,495	4,746	288.2	7,106	359.3	26	1.3	1,203	60.8
JOHNSON	22,098	1,381	167.4	1,751	188.2	15	1.6	400	43.0
KENTON	174,862	16,321	238.2	25,202	345.1	35	0.5	3,000	41.1
KNOTT	13,438	795	135.5	970	138.8	19	2.7	303	43.4
KNOX	29,657	1,563	139.3	2,456	180.1	20	1.5	620	45.5
LARUE	15,128	1,155	128.2	1,457	140.2	19	1.8	265	25.5
LAUREL	63,353	5,987	158.6	8,822	201.0	61	1.4	1,672	38.1
LAWRENCE	15,798	634	86.8	969	116.9	12	1.4	229	27.6
LEE	7,313	334	164.2	483	169.0	11	3.8	113	39.5
LESLIE	9,729	303	75.2	367	80.0	12	2.6	129	28.1
LETCHER	20,139	1,105	140.1	1,348	145.2	18	1.9	441	47.5
LEWIS	12,875	615	114.9	748	120.3	18	2.9	195	31.4
LINCOLN	24,910	1,237	125.5	1,708	152.1	28	2.5	407	36.2
LIVINGSTON	8,815	581	93.0	783	112.1	9	1.3	195	27.9
LOGAN	28,467	1,864	143.6	2,634	169.4	29	1.9	530	34.1
LYON	9,078	861	64.1	1,392	93.8	15	1.0	282	19.0
MCCRACKEN	67,550	7,918	227.2	11,066	283.2	54	1.4	2,297	58.8
MCCREARY	16,824	684	116.6	893	119.0	22	2.9	226	30.1
MCLEAN	9,126	768	186.6	874	177.4	5	1.0	219	44.4
MADISON	99,582	7,674	156.6	11,946	218.7	53	1.0	2,188	40.1
MAGOFFIN	11,118	575	126.5	690	127.1	14	2.6	230	42.4
MARION	19,851	1,755	240.3	2,086	241.1	25	2.9	400	46.2
MARSHALL	31,734	2,501	109.5	3,781	151.5	37	1.5	801	32.1
MARTIN	10,696	391	118.3	475	121.7	9	2.3	114	29.2

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	16,956	1,744	200.9	2,376	253.8	19	2.0	344	36.7
MEADE	30,442	1,393	132.8	2,002	158.9	36	2.9	564	44.8
MENIFEE	6,341	389	209.8	470	200.9	11	4.7	103	44.0
MERCER	23,515	1,329	153.3	1,931	190.8	15	1.5	384	37.9
METCALFE	10,558	908	193.7	1,200	206.6	8	1.4	211	36.3
MONROE	11,163	657	177.8	833	162.5	7	1.4	177	34.5
MONTGOMERY	28,771	2,213	170.1	3,293	235.6	28	2.0	649	46.4
MORGAN	14,300	904	185.3	1,026	174.1	15	2.5	269	45.6
MUHLENBERG	30,512	2,780	203.6	3,670	218.7	31	1.8	681	40.6
NELSON	48,706	4,006	167.6	5,170	195.5	46	1.7	890	33.7
NICHOLAS	7,816	455	192.3	601	213.8	9	3.2	99	35.2
OHIO	23,933	2,026	139.0	2,995	172.5	30	1.7	655	37.7
OLDHAM	70,525	3,870	161.1	5,375	189.6	31	1.1	749	26.4
OWEN	11,435	799	215.0	915	214.8	9	2.1	191	44.8
OWSLEY	3,928	143	109.2	164	92.8	7	4.0	54	30.6
PENDLETON	14,844	1,048	243.6	1,370	259.8	8	1.5	307	58.2
PERRY	26,739	1,776	143.6	2,602	166.6	33	2.1	654	41.9
PIKE	55,430	3,920	150.9	5,474	183.2	80	2.7	1,376	46.1
POWELL	12,928	956	129.3	1,283	160.7	14	1.8	298	37.3
PULASKI	66,842	5,105	179.3	8,102	228.8	66	1.9	1,220	34.5
ROBERTSON	2,382	167	275.9	192	254.1	4	5.3	27	35.7
ROCKCASTLE	16,226	1,618	67.0	2,346	93.2	29	1.2	434	17.2
ROWAN	24,675	2,310	170.8	3,164	207.4	18	1.2	463	30.3
RUSSELL	18,458	1,288	182.0	1,690	167.2	15	1.5	298	29.5
SCOTT	61,700	4,668	130.4	7,481	188.9	43	1.1	1,273	32.1
SHELBY	50,124	4,509	136.0	6,038	165.8	27	0.7	1,109	30.5
SIMPSON	20,350	1,931	105.5	2,657	131.7	21	1.0	435	21.6
SPENCER	20,823	928	152.0	1,128	157.3	9	1.3	268	37.4
TAYLOR	26,809	2,440	255.8	3,130	264.8	22	1.9	467	39.5
TODD	12,757	922	170.4	1,216	181.5	23	3.4	256	38.2
TRIGG	14,559	992	87.5	1,472	104.9	19	1.4	326	23.2
TRIMBLE	8,591	599	184.9	695	181.7	13	3.4	131	34.2
UNION	13,178	967	175.5	1,156	176.9	9	1.4	299	45.8
WARREN	147,936	15,544	217.0	22,021	273.0	83	1.0	3,626	45.0
WASHINGTON	12,269	956	127.3	1,151	138.9	16	1.9	259	31.3
WAYNE	19,629	1,243	169.7	1,570	171.0	19	2.1	458	49.9
WEBSTER	12,854	887	139.1	1,126	152.9	11	1.5	258	35.0
WHITLEY	37,233	3,646	133.8	4,910	161.8	39	1.3	1,102	36.3
WOLFE	6,364	476	100.9	611	116.9	15	2.9	116	22.2
WOODFORD	27,728	2,516	133.3	3,687	185.1	31	1.6	527	26.5

Table 6: Public Roads Crash Data for Each County
5 Years, 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
	2020	2021	2022	2023	2024							
ADAIR	332	377	355	338	344	351	-1.9%	0.6%	1.1%	1.6%	5.1%	1.1%
ALLEN	377	406	398	485	460	417	10.4%	0.4%	0.8%	2.2%	5.7%	0.8%
ANDERSON	384	389	455	476	426	426	0.0%	0.3%	1.1%	2.2%	6.4%	1.1%
BALLARD	126	138	145	160	129	142	-9.3%	0.4%	1.9%	1.3%	16.2%	1.9%
BARREN	1,148	1,272	1,294	1,214	1,221	1,232	-0.9%	0.5%	1.0%	1.2%	5.4%	1.0%
BATH	223	278	258	245	209	251	-16.7%	0.7%	2.1%	2.0%	4.9%	2.1%
BELL	503	460	486	531	539	495	8.9%	0.2%	2.5%	1.6%	4.9%	2.5%
BOONE	4,171	4,859	4,794	4,528	4,456	4,588	-2.9%	0.3%	0.7%	1.3%	11.2%	0.7%
BOURBON	514	596	537	508	534	539	-0.9%	0.5%	1.2%	1.3%	4.0%	1.2%
BOYD	1,169	1,352	1,291	1,335	1,460	1,287	13.5%	0.3%	2.3%	1.5%	3.0%	2.3%
BOYLE	600	779	745	861	803	746	7.6%	0.4%	1.1%	1.7%	3.9%	1.1%
BRACKEN	161	149	130	167	159	152	4.8%	0.5%	1.8%	2.9%	4.7%	1.8%
BREATHITT	209	230	230	246	210	229	-8.2%	0.5%	2.9%	1.6%	2.5%	2.9%
BRECKINRIDGE	306	245	273	259	262	271	-3.2%	0.4%	2.5%	2.8%	3.3%	2.5%
BULLITT	1,688	1,991	2,000	2,115	2,003	1,949	2.8%	0.3%	1.1%	1.2%	10.6%	1.1%
BUTLER	208	230	198	196	192	208	-7.7%	0.5%	1.1%	1.6%	5.2%	1.1%
CALDWELL	317	357	327	286	332	322	3.2%	0.2%	2.0%	2.5%	9.3%	2.0%
CALLOWAY	801	891	914	889	908	874	3.9%	0.5%	0.6%	1.3%	3.5%	0.6%
CAMPBELL	2,432	2,889	2,628	2,550	2,536	2,625	-3.4%	0.4%	1.4%	1.1%	4.1%	1.4%
CARLISLE	61	72	51	52	45	59	-23.7%	1.1%	3.9%	2.1%	16.4%	3.9%
CARROLL	341	409	395	407	372	388	-4.1%	0.4%	1.2%	1.4%	14.0%	1.2%
CARTER	557	570	486	498	475	528	-10.0%	0.4%	1.9%	1.9%	5.1%	1.9%
CASEY	237	268	233	233	230	243	-5.3%	0.4%	2.6%	2.0%	3.0%	2.6%
CHRISTIAN	1,668	1,970	2,005	1,806	1,674	1,862	-10.1%	0.3%	1.0%	1.8%	5.4%	1.0%
CLARK	1,020	1,043	997	1,046	1,030	1,027	0.3%	0.5%	1.5%	1.6%	5.0%	1.5%
CLAY	304	262	252	293	239	278	-14.0%	0.3%	3.3%	2.4%	2.7%	3.3%
CLINTON	198	192	270	268	251	232	8.2%	0.4%	1.1%	1.1%	2.1%	1.1%
CRITTENDEN	117	143	129	115	135	126	7.1%	0.3%	2.2%	3.6%	3.8%	2.2%
CUMBERLAND	102	125	97	123	97	112	-13.2%	1.3%	2.2%	1.7%	4.6%	2.2%
DAVIESS	2,972	3,226	3,249	3,219	3,326	3,167	5.0%	0.4%	1.1%	1.4%	2.4%	1.1%
EDMONSON	117	142	147	192	164	150	9.7%	0.4%	1.3%	2.0%	6.6%	1.3%
ELLIOTT	55	49	48	44	62	49	26.5%	0.4%	1.2%	3.1%	2.7%	1.2%
ESTILL	226	256	220	228	188	233	-19.1%	0.4%	2.9%	2.6%	2.2%	2.9%
FAYETTE	10,785	12,078	11,604	12,090	12,188	11,639	4.7%	0.5%	1.0%	0.8%	3.1%	1.0%
FLEMING	189	210	206	254	247	215	15.0%	0.2%	1.4%	0.7%	4.1%	1.4%
FLOYD	586	615	568	556	554	581	-4.7%	0.4%	3.5%	1.8%	3.6%	3.5%
FRANKLIN	1,234	1,315	1,293	1,271	1,260	1,278	-1.4%	0.4%	1.6%	1.5%	4.4%	1.6%
FULTON	109	89	103	103	103	101	2.0%	0.2%	1.2%	1.4%	7.1%	1.2%
GALLATIN	221	308	305	284	276	280	-1.3%	0.3%	1.8%	2.6%	17.1%	1.8%
GARRARD	357	287	288	384	341	329	3.6%	0.2%	1.8%	1.6%	2.4%	1.8%

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
	2020	2021	2022	2023	2024							
GRANT	799	728	742	649	662	730	-9.3%	0.4%	1.2%	2.1%	7.1%	1.2%
GRAVES	791	875	816	795	706	819	-13.8%	0.4%	1.3%	1.3%	6.1%	1.3%
GRAYSON	563	629	514	556	522	566	-7.7%	0.8%	1.6%	1.9%	5.7%	1.6%
GREEN	168	166	188	206	172	182	-5.5%	0.9%	1.6%	2.3%	3.4%	1.6%
GREENUP	521	484	593	569	541	542	-0.1%	0.4%	1.4%	1.6%	2.4%	1.4%
HANCOCK	134	113	124	126	127	124	2.2%	0.6%	0.6%	2.6%	11.9%	0.6%
HARDIN	2,281	2,677	2,633	2,779	2,867	2,593	10.6%	0.3%	1.0%	1.8%	5.9%	1.0%
HARLAN	394	387	362	362	358	376	-4.9%	0.5%	4.2%	2.1%	4.1%	4.2%
HARRISON	413	448	429	423	385	428	-10.1%	0.5%	1.7%	1.5%	2.0%	1.7%
HART	585	581	614	567	586	587	-0.1%	0.3%	1.1%	1.5%	12.8%	1.1%
HENDERSON	1,305	1,493	1,514	1,450	1,501	1,441	4.2%	0.4%	1.2%	1.5%	5.1%	1.2%
HENRY	336	359	391	352	386	360	7.4%	0.7%	1.6%	1.6%	16.8%	1.6%
HICKMAN	69	67	74	77	62	72	-13.6%	0.6%	1.1%	1.4%	13.5%	1.1%
HOPKINS	1,055	1,210	1,203	1,176	1,158	1,161	-0.3%	0.3%	1.0%	1.3%	4.5%	1.0%
JACKSON	194	194	196	130	103	179	-42.3%	0.1%	3.2%	3.7%	3.2%	3.2%
JEFFERSON	14,830	14,385	16,522	24,677	25,417	17,604	44.4%	0.4%	0.7%	1.2%	4.2%	0.7%
JESSAMINE	1,396	1,450	1,476	1,387	1,397	1,427	-2.1%	0.4%	1.5%	1.2%	3.3%	1.5%
JOHNSON	336	361	351	379	324	357	-9.2%	0.3%	1.8%	2.0%	2.7%	1.8%
KENTON	5,155	5,423	4,917	4,713	4,994	5,052	-1.1%	0.5%	1.5%	1.0%	7.0%	1.5%
KNOTT	182	207	199	174	208	191	9.2%	0.4%	3.6%	3.1%	4.6%	3.6%
KNOX	468	515	514	494	465	498	-6.6%	0.3%	2.5%	1.7%	3.1%	2.5%
LARUE	305	275	255	314	308	287	7.2%	0.9%	1.0%	2.8%	5.4%	1.0%
LAUREL	1,768	1,940	1,764	1,661	1,689	1,783	-5.3%	0.4%	1.3%	1.4%	7.8%	1.3%
LAWRENCE	170	190	188	214	207	191	8.7%	0.5%	1.0%	2.4%	4.3%	1.0%
LEE	63	93	95	125	107	94	13.8%	0.4%	2.9%	2.1%	3.9%	2.9%
LESLIE	82	76	56	74	79	72	9.7%	0.0%	2.7%	1.6%	8.2%	2.7%
LETCHER	237	278	257	279	297	263	13.0%	0.7%	3.2%	2.7%	5.1%	3.2%
LEWIS	139	155	114	180	160	147	8.8%	1.2%	3.3%	1.5%	6.1%	3.3%
LINCOLN	252	289	293	441	433	319	35.8%	0.2%	2.3%	1.8%	4.2%	2.3%
LIVINGSTON	150	163	154	136	180	151	19.4%	0.1%	0.8%	2.3%	12.0%	0.8%
LOGAN	526	500	585	524	499	534	-6.5%	0.5%	0.9%	1.5%	6.7%	0.9%
LYON	279	269	310	259	275	279	-1.5%	0.4%	2.8%	2.2%	16.2%	2.8%
MCCRACKEN	2,089	2,314	2,228	2,222	2,213	2,213	0.0%	0.4%	1.1%	1.5%	5.2%	1.1%
MCCREARY	244	252	135	120	142	188	-24.4%	0.6%	2.9%	2.6%	3.9%	2.9%
MCLEAN	193	215	177	171	118	189	-37.6%	0.6%	1.8%	1.9%	6.3%	1.8%
MADISON	2,102	2,448	2,337	2,572	2,487	2,365	5.2%	0.5%	1.4%	1.2%	4.9%	1.4%
MAGOFFIN	124	131	113	172	150	135	11.1%	0.6%	3.0%	0.9%	5.1%	3.0%
MARION	420	404	393	452	417	417	-0.1%	0.7%	1.2%	1.9%	2.6%	1.2%
MARSHALL	701	735	767	782	796	746	6.7%	0.4%	1.2%	2.2%	6.2%	1.2%
MARTIN	101	93	99	86	96	95	1.3%	0.4%	2.1%	0.6%	2.7%	2.1%

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
	2020	2021	2022	2023	2024							
MASON	498	505	460	479	434	486	-10.6%	0.4%	1.5%	1.6%	4.9%	1.5%
MEADE	378	420	414	367	423	395	7.2%	0.4%	1.5%	2.7%	3.0%	1.5%
MENIFEE	102	74	98	116	80	98	-17.9%	0.2%	1.3%	3.4%	6.2%	1.3%
MERCER	354	364	385	429	399	383	4.2%	0.5%	1.3%	1.6%	2.8%	1.3%
METCALFE	274	232	231	237	226	244	-7.2%	0.8%	2.3%	1.3%	5.2%	2.3%
MONROE	158	218	170	148	139	174	-19.9%	0.2%	0.4%	2.4%	4.3%	0.4%
MONTGOMERY	675	707	628	633	650	661	-1.6%	0.5%	1.9%	1.5%	4.8%	1.9%
MORGAN	189	218	198	235	186	210	-11.4%	0.4%	1.9%	1.4%	3.0%	1.9%
MUHLENBERG	640	751	795	736	748	731	2.4%	0.2%	1.3%	1.7%	7.3%	1.3%
NELSON	956	1,042	1,070	1,018	1,084	1,022	6.1%	0.5%	0.9%	1.5%	5.4%	0.9%
NICHOLAS	118	115	130	113	125	119	5.0%	0.5%	1.0%	1.5%	2.8%	1.0%
OHIO	551	667	645	577	555	610	-9.0%	0.8%	1.1%	1.8%	6.2%	1.1%
OLDHAM	928	1,106	1,150	1,148	1,043	1,083	-3.7%	0.4%	1.0%	1.2%	9.0%	1.0%
OWEN	186	199	198	160	172	186	-7.4%	0.3%	1.3%	2.2%	5.1%	1.3%
OWSLEY	41	47	30	24	22	36	-38.0%	1.2%	4.9%	3.7%	2.4%	4.9%
PENDLETON	283	263	240	268	316	264	19.9%	0.3%	1.8%	2.9%	6.6%	1.8%
PERRY	539	586	526	476	475	532	-10.7%	0.3%	2.0%	1.7%	4.3%	2.0%
PIKE	1,083	1,032	1,092	1,204	1,063	1,103	-3.6%	0.4%	3.5%	1.7%	4.7%	3.5%
POWELL	284	238	263	245	253	258	-1.7%	0.1%	2.5%	3.4%	4.6%	2.5%
PULASKI	1,549	1,654	1,653	1,700	1,546	1,639	-5.7%	0.5%	0.9%	1.3%	3.3%	0.9%
ROBERTSON	46	39	41	38	28	41	-31.7%	0.5%	3.6%	3.1%	4.7%	3.6%
ROCKCASTLE	472	511	496	431	436	478	-8.7%	0.3%	1.5%	1.7%	11.7%	1.5%
ROWAN	595	706	606	647	610	639	-4.5%	0.6%	1.5%	1.1%	4.1%	1.5%
RUSSELL	325	325	329	347	364	332	9.8%	0.4%	1.8%	1.9%	3.6%	1.8%
SCOTT	1,344	1,559	1,524	1,565	1,489	1,498	-0.6%	0.4%	1.3%	1.2%	5.9%	1.3%
SHELBY	1,156	1,291	1,248	1,155	1,188	1,213	-2.0%	0.6%	1.1%	1.0%	6.9%	1.1%
SIMPSON	487	546	517	549	558	525	6.3%	0.5%	1.2%	1.5%	11.8%	1.2%
SPENCER	216	227	228	225	232	224	3.6%	0.5%	2.1%	2.0%	4.6%	2.1%
TAYLOR	633	671	654	609	563	642	-12.3%	0.4%	1.5%	1.6%	2.9%	1.5%
TODD	219	224	257	266	250	242	3.5%	0.8%	2.1%	2.0%	7.7%	2.1%
TRIGG	297	302	290	269	314	290	8.5%	0.5%	1.7%	2.2%	7.9%	1.7%
TRIMBLE	120	138	155	153	129	142	-8.8%	0.6%	1.4%	3.0%	7.5%	1.4%
UNION	223	262	233	220	218	235	-7.0%	0.7%	1.5%	2.3%	5.9%	1.5%
WARREN	3,792	4,825	4,416	4,460	4,528	4,373	3.5%	0.5%	0.8%	1.3%	3.8%	0.8%
WASHINGTON	234	223	192	227	275	219	25.6%	1.0%	1.7%	1.7%	6.3%	1.7%
WAYNE	357	310	325	314	264	327	-19.1%	0.6%	1.3%	2.0%	2.4%	1.3%
WEBSTER	195	228	195	246	262	216	21.3%	0.6%	2.2%	1.6%	6.3%	2.2%
WHITLEY	900	1,026	917	1,023	1,044	967	8.0%	0.4%	2.1%	2.0%	7.4%	2.1%
WOLFE	99	117	123	129	143	117	22.2%	0.0%	3.1%	2.3%	2.0%	3.1%
WOODFORD	669	712	749	764	793	724	9.6%	0.4%	1.0%	1.4%	6.0%	1.0%

Table 7: DUI Cases

County	Convictions						2024 Statistics		
	2020	2021	2022	2023	2024	5-Year Average	DUI Conviction Rate (Convictions/Cases)	Convictions Per 1000 Licensed Drivers	Convictions Per Alcohol-Related Crash
ADAIR	56	124	101	74	26	76	76%	5.7	7.4
ALLEN	29	78	55	37	20	44	69%	2.6	4.1
ANDERSON	59	154	121	115	64	103	80%	6.5	19.2
BALLARD	32	73	75	33	21	47	81%	5.2	11.0
BARREN	87	349	290	152	131	202	88%	4.8	5.4
BATH	28	89	48	31	9	41	75%	3.3	3.4
BELL	22	241	136	60	34	99	77%	3.9	12.0
BOONE	204	449	374	362	315	341	76%	3.6	4.7
BOURBON	73	143	111	114	67	102	78%	8.4	8.8
BOYD	175	242	201	175	79	174	81%	5.4	9.2
BOYLE	58	137	109	95	66	93	84%	4.6	5.9
BRACKEN	14	20	23	13	4	15	67%	2.0	3.3
BREATHITT	63	95	70	38	6	54	75%	4.6	6.3
BRECKINRIDGE	30	72	55	33	43	47	81%	2.3	6.6
BULLITT	27	252	227	97	92	139	71%	1.6	3.7
BUTLER	17	50	50	23	6	29	67%	2.7	4.6
CALDWELL	35	50	42	29	10	33	77%	3.2	7.3
CALLOWAY	74	153	156	159	97	128	93%	6.4	6.6
CAMPBELL	205	388	372	301	254	304	92%	4.6	5.9
CARLISLE	10	20	28	16	4	16	67%	4.5	5.3
CARROLL	21	109	85	31	38	57	70%	4.4	3.9
CARTER	26	177	151	89	39	96	63%	4.8	8.9
CASEY	69	131	89	60	27	75	90%	5.7	12.0
CHRISTIAN	156	243	214	136	132	176	69%	3.5	5.4
CLARK	56	199	213	136	126	146	85%	5.2	5.0
CLAY	48	106	93	38	25	62	83%	3.2	9.5
CLINTON	13	31	25	18	26	23	74%	2.8	3.6
CRITTENDEN	6	18	16	-	2	8	100%	-	0.0
CUMBERLAND	25	84	78	62	20	54	80%	13.1	8.9
DAVIESS	88	464	395	243	170	272	68%	3.4	4.3
EDMONSON	11	33	27	12	8	18	73%	1.4	4.0
ELLIOTT	1	32	17	5	2	11	67%	1.3	5.0
ESTILL	43	64	44	27	19	39	90%	2.8	5.4
FAYETTE	505	1,104	1,077	813	651	830	85%	4.0	2.8
FLEMING	9	35	50	29	13	27	76%	2.7	14.5
FLOYD	93	213	246	104	55	142	90%	4.3	9.5
FRANKLIN	153	343	199	185	151	206	73%	5.0	6.9
FULTON	13	23	10	22	12	16	80%	5.9	22.0
GALLATIN	36	61	66	33	49	49	80%	5.6	8.3
GARRARD	30	78	53	41	31	47	74%	3.2	13.7

Table 7 Continued.

County	Convictions						2024 Statistics		
	2020	2021	2022	2023	2024	5-Year Average	DUI Conviction Rate (Convictions/Cases)	Convictions Per 1000 Licensed Drivers	Convictions Per Alcohol-Related Crash
GRANT	21	105	111	60	52	70	58%	3.3	4.3
GRAVES	78	197	249	129	90	149	90%	5.1	8.1
GRAYSON	92	91	64	34	38	64	90%	1.8	1.5
GREEN	6	44	39	15	9	23	90%	1.9	1.9
GREENUP	67	145	58	67	60	79	97%	2.7	6.7
HANCOCK	8	26	23	13	8	16	67%	2.0	3.3
HARDIN	303	571	496	335	272	395	79%	4.3	8.0
HARLAN	29	235	234	71	11	116	19%	4.2	7.9
HARRISON	20	62	43	40	34	40	83%	2.9	4.0
HART	43	134	77	42	36	66	72%	3.5	4.7
HENDERSON	77	253	267	127	71	159	63%	4.1	4.0
HENRY	44	124	94	43	21	65	66%	3.5	3.6
HICKMAN	5	19	15	10	3	10	75%	3.4	5.0
HOPKINS	153	321	235	175	104	198	92%	5.5	11.7
JACKSON	26	44	28	16	8	24	57%	1.8	16.0
JEFFERSON	109	1,178	1,372	623	634	783	52%	1.2	1.8
JESSAMINE	107	241	212	186	103	170	89%	4.9	6.9
JOHNSON	46	102	83	59	29	64	76%	3.8	9.8
KENTON	355	700	595	374	323	469	88%	3.2	2.9
KNOTT	56	90	69	60	4	56	40%	6.8	15.0
KNOX	154	229	227	251	68	186	78%	13.0	31.4
LARUE	21	57	34	22	19	31	66%	2.1	1.7
LAUREL	395	415	398	506	130	369	89%	12.1	14.5
LAWRENCE	19	84	67	35	20	45	74%	3.3	7.0
LEE	9	16	16	20	14	15	67%	4.8	10.0
LESLIE	23	83	70	15	4	39	67%	2.3	0.0
LETCHER	31	72	90	34	12	48	63%	2.4	3.4
LEWIS	22	70	86	72	22	54	71%	7.9	8.0
LINCOLN	38	105	114	104	58	84	94%	5.9	26.0
LIVINGSTON	19	35	29	24	6	23	67%	3.4	24.0
LOGAN	60	137	74	164	99	107	83%	8.3	12.6
LYON	49	93	74	28	23	53	72%	4.9	4.7
MCCRACKEN	210	335	436	386	299	333	92%	8.1	9.7
MCCREARY	64	146	75	65	45	79	82%	6.5	13.0
MCLEAN	23	34	13	18	19	21	86%	2.7	3.6
MADISON	163	382	362	232	228	273	85%	3.5	3.6
MAGOFFIN	41	68	42	37	10	40	100%	4.6	9.3
MARION	41	112	88	50	45	67	76%	3.8	3.6
MARSHALL	90	140	120	118	70	108	90%	4.9	7.4
MARTIN	22	29	33	21	14	24	93%	3.4	10.5

Table 7 Continued.

County	Convictions						2024 Statistics		
	2020	2021	2022	2023	2024	5-Year Average	DUI Conviction Rate (Convictions/Cases)	Convictions Per 1000 Licensed Drivers	Convictions Per Alcohol-Related Crash
MASON	59	64	65	34	43	53	93%	2.8	3.4
MEADE	32	44	51	42	28	39	61%	2.1	4.7
MENIFEE	24	69	25	24	6	30	75%	5.0	24.0
MERCER	26	56	56	45	38	44	88%	2.6	4.5
METCALFE	39	60	54	53	0	41	0%	7.0	5.3
MONROE	21	48	51	10	15	29	83%	1.4	5.0
MONTGOMERY	43	114	90	84	49	76	86%	4.4	5.6
MORGAN	26	94	39	29	11	40	79%	3.5	7.3
MUHLENBERG	65	145	131	175	67	117	93%	8.3	19.4
NELSON	61	113	148	76	74	94	71%	2.1	3.2
NICHOLAS	17	24	21	10	14	17	88%	1.9	3.3
OHIO	76	173	110	67	53	96	84%	4.1	2.7
OLDHAM	52	133	124	101	102	102	83%	2.1	4.2
OWEN	6	38	45	22	10	24	63%	2.9	7.3
OWSLEY	5	11	12	17	5	10	50%	5.9	8.5
PENDLETON	16	47	27	14	16	24	62%	1.3	3.5
PERRY	54	173	92	57	20	79	91%	3.3	8.1
PIKE	33	427	413	35	16	185	14%	0.9	1.8
POWELL	36	200	158	49	22	93	76%	5.7	49.0
PULASKI	158	322	178	121	89	174	72%	2.5	3.3
ROBERTSON	1	3	5	1	4	3	80%	0.6	1.0
ROCKCASTLE	14	91	72	46	37	52	73%	4.1	5.8
ROWAN	61	137	182	143	94	123	91%	9.1	7.2
RUSSELL	26	127	69	57	39	64	87%	4.4	8.1
SCOTT	114	298	271	161	174	204	73%	3.9	5.8
SHELBY	102	286	193	199	172	190	83%	6.0	5.7
SIMPSON	83	191	137	86	50	109	83%	6.4	6.6
SPENCER	30	69	76	67	71	63	79%	4.4	11.2
TAYLOR	60	115	121	147	73	103	85%	8.1	13.4
TODD	29	54	62	46	63	51	85%	6.0	4.6
TRIGG	28	82	78	32	33	51	72%	3.1	4.6
TRIMBLE	23	51	44	15	10	29	77%	2.4	3.8
UNION	21	87	111	58	31	62	86%	6.1	7.3
WARREN	173	716	537	301	281	402	77%	3.4	2.7
WASHINGTON	3	25	34	20	19	20	79%	2.2	1.7
WAYNE	28	63	50	47	26	43	81%	3.6	4.7
WEBSTER	16	47	56	30	31	36	89%	3.4	4.3
WHITLEY	166	330	251	130	51	186	67%	5.0	6.8
WOLFE	18	121	51	24	12	45	80%	5.0	0.0
WOODFORD	74	175	139	106	5	100	100%	5.3	7.1
TOTAL	7,758	19,474	17,033	11,503	8013	12,756	76%	3.7	4.9

Table 8: Reckless/Careless Cases

County	Convictions						2024 Statistics	
	2020	2021	2022	2023	2024	5-Year Average	Careless Conviction Rate (Convictions/Cases)	Convictions Per 1000 Licensed Drivers
ADAIR	10	38	34	56	66	41	55%	4.3
ALLEN	8	6	14	23	16	13	28%	1.6
ANDERSON	20	27	25	26	33	26	25%	1.5
BALLARD	3	16	16	19	22	15	34%	3.0
BARREN	10	52	57	90	144	71	25%	2.8
BATH	6	13	18	25	13	15	65%	2.6
BELL	1	19	16	24	25	17	23%	1.5
BOONE	20	54	39	75	213	80	34%	0.8
BOURBON	12	23	15	30	49	26	33%	2.2
BOYD	15	39	52	59	77	48	68%	1.8
BOYLE	8	26	18	31	26	22	24%	1.5
BRACKEN	3	3	5	5	24	8	65%	0.8
BREATHITT	2	3	2	15	13	7	65%	1.8
BRECKINRIDGE	4	10	4	13	15	9	21%	0.9
BULLITT	15	87	78	28	23	46	10%	0.5
BUTLER	-	2	6	13	18	8	35%	1.5
CALDWELL	13	17	22	14	7	15	50%	1.6
CALLOWAY	5	22	23	39	24	23	77%	1.6
CAMPBELL	10	47	31	49	70	41	27%	0.8
CARLISLE	-	2	2	4	-	2	0%	1.1
CARROLL	4	21	20	20	50	23	41%	2.9
CARTER	1	11	11	23	23	14	23%	1.2
CASEY	15	20	32	27	28	24	67%	2.6
CHRISTIAN	22	43	60	68	107	60	19%	1.7
CLARK	8	41	63	114	89	63	21%	4.4
CLAY	1	-	5	2	4	2	5%	0.2
CLINTON	2	7	2	3	10	5	21%	0.5
CRITTENDEN	1	4	11	8	14	8	67%	1.4
CUMBERLAND	8	24	20	12	13	15	23%	2.5
DAVIESS	17	140	106	138	113	103	27%	1.9
EDMONSON	2	14	9	14	15	11	23%	1.7
ELLIOTT	1	3	1	1	-	1	0%	0.3
ESTILL	2	4	7	4	3	4	14%	0.4
FAYETTE	43	143	143	197	230	151	49%	1.0
FLEMING	1	7	8	11	6	7	40%	1.0
FLOYD	10	31	32	35	35	29	28%	1.5
FRANKLIN	27	92	139	789	400	289	56%	21.5
FULTON	-	7	2	3	5	3	25%	0.8
GALLATIN	1	148	112	99	76	87	23%	16.7
GARRARD	7	19	23	35	83	33	56%	2.7

Table 8 Continued.

County	Convictions						2024 Statistics	
	2020	2021	2022	2023	2024	5-Year Average	Careless Conviction Rate (Convictions/Cases)	Convictions Per 1000 Licensed Drivers
GRANT	3	22	32	50	169	55	41%	2.7
GRAVES	14	36	54	104	84	58	46%	4.1
GRAYSON	11	29	36	42	33	30	47%	2.2
GREEN	-	5	4	8	4	4	20%	1.0
GREENUP	1	14	2	12	29	12	62%	0.5
HANCOCK	1	4	2	3	2	2	15%	0.5
HARDIN	38	236	279	324	306	237	30%	4.1
HARLAN	5	10	12	15	15	11	14%	0.9
HARRISON	4	8	5	11	31	12	56%	0.8
HART	12	158	118	192	273	151	36%	16.0
HENDERSON	12	63	74	50	65	53	43%	1.6
HENRY	4	51	46	67	94	52	32%	5.5
HICKMAN	-	3	-	2	3	2	50%	0.7
HOPKINS	18	97	102	83	90	78	36%	2.6
JACKSON	2	2	3	8	8	5	20%	0.9
JEFFERSON	40	728	1,006	896	887	711	15%	1.7
JESSAMINE	5	34	20	45	119	45	48%	1.2
JOHNSON	3	6	2	6	8	5	17%	0.4
KENTON	34	187	153	178	199	150	22%	1.5
KNOTT	-	2	3	10	8	5	7%	1.1
KNOX	3	18	23	36	30	22	10%	1.9
LARUE	6	16	20	40	35	23	33%	3.8
LAUREL	9	62	53	68	62	51	19%	1.6
LAWRENCE	3	6	13	13	9	9	26%	1.2
LEE	1	3	5	3	9	4	64%	0.7
LESLIE	2	2	3	4	2	3	10%	0.6
LETCHER	-	3	5	8	3	4	7%	0.6
LEWIS	-	-	-	8	7	3	32%	0.9
LINCOLN	3	30	32	47	36	30	30%	2.7
LIVINGSTON	7	23	19	29	17	19	38%	4.2
LOGAN	15	31	33	49	51	36	29%	2.5
LYON	12	57	66	91	124	70	58%	15.9
MCCRACKEN	14	72	83	106	75	70	27%	2.2
MCCREARY	2	16	13	4	70	21	27%	0.4
MCLEAN	3	7	1	2	2	3	3%	0.3
MADISON	2	49	43	46	6	29	35%	0.7
MAGOFFIN	2	2	1	3	1	2	3%	0.4
MARION	4	18	16	19	26	17	25%	1.4
MARSHALL	8	27	45	61	41	36	29%	2.5
MARTIN	-	-	-	4	2	1	7%	0.6

Table 8 Continued.

County	Convictions						2024 Statistics	
	2020	2021	2022	2023	2024	5-Year Average	Careless Conviction Rate (Convictions/Cases)	Convictions Per 1000 Licensed Drivers
MASON	6	21	19	23	21	18	88%	1.9
MEADE	3	25	15	32	32	21	40%	1.6
MENIFEE	-	2	11	4	3	4	27%	0.8
MERCER	7	20	11	29	15	16	28%	1.7
METCALFE	5	13	5	16	16	11	25%	2.1
MONROE	3	3	6	13	4	6	15%	1.8
MONTGOMERY	6	12	9	13	17	11	50%	0.7
MORGAN	6	8	20	19	4	11	24%	2.3
MUHLENBERG	24	43	54	84	96	60	44%	4.0
NELSON	11	33	41	57	69	42	27%	1.6
NICHOLAS	3	5	5	3	30	9	53%	0.6
OHIO	26	49	45	20	41	36	36%	1.2
OLDHAM	5	24	54	57	75	43	19%	1.2
OWEN	2	5	11	10	7	7	58%	1.3
OWSLEY	2	-	1	9	6	4	30%	3.1
PENDLETON	3	3	5	19	39	14	74%	1.8
PERRY	10	37	11	25	23	21	19%	1.4
PIKE	8	13	6	18	23	14	4%	0.5
POWELL	1	1	3	7	2	3	15%	0.8
PULASKI	13	42	19	36	41	30	17%	0.7
ROBERTSON	1	-	-	-	-	0	0%	-
ROCKCASTLE	2	9	3	21	15	10	29%	1.9
ROWAN	5	21	19	63	59	33	61%	4.0
RUSSELL	3	8	5	20	24	12	24%	1.6
SCOTT	7	40	64	104	169	77	40%	2.5
SHELBY	11	52	58	100	83	61	25%	3.0
SIMPSON	26	26	25	51	76	41	50%	3.8
SPENCER	3	24	19	43	53	28	30%	2.8
TAYLOR	7	26	28	53	52	33	30%	2.9
TODD	1	15	13	24	20	15	29%	3.1
TRIGG	8	24	22	31	39	25	36%	3.0
TRIMBLE	1	5	4	4	6	4	25%	0.6
UNION	3	24	25	20	18	18	62%	2.1
WARREN	25	125	197	248	428	205	39%	2.8
WASHINGTON	6	9	16	13	16	12	18%	1.4
WAYNE	4	11	8	6	8	7	28%	0.5
WEBSTER	4	20	13	24	28	18	34%	2.7
WHITLEY	11	63	54	85	78	58	35%	3.3
WOLFE	3	3	1	2	3	2	15%	0.4
WOODFORD	3	22	42	69	39	35	36%	3.5
TOTAL	919	4,308	4,677	4,677	6,995	1,981	28%	1.5

Table 9: Speeding Cases

County	Convictions						2024 Statistics		
	2020	2021	2022	2023	2024	5-Year Average	Speeding Conviction Rate (Convictions/Cases)	Convictions Per 1000 Licensed Drivers	Convictions Per Speed-Related Crash
ADAIR	159	56	62	945	877	420	65.4%	73.0	32.5
ALLEN	69	14	41	116	151	78	41.6%	8.2	2.6
ANDERSON	265	55	90	518	589	303	68.5%	29.2	9.3
BALLARD	22	15	27	197	104	73	39.5%	31.2	3.9
BARREN	185	122	190	884	885	453	50.5%	27.9	4.7
BATH	72	28	33	486	454	215	55.1%	51.3	6.3
BELL	265	14	76	1,246	1,235	567	53.7%	80.3	19.6
BOONE	748	157	294	2,549	3,747	1,499	71.2%	25.6	3.5
BOURBON	405	34	60	1,438	862	560	69.9%	106.1	7.8
BOYD	302	50	104	1,120	1,153	546	72.2%	34.2	4.9
BOYLE	24	51	90	147	534	169	46.6%	7.2	4.0
BRACKEN	98	10	10	764	348	246	77.5%	118.9	6.2
BREATHITT	49	30	33	95	91	60	38.4%	11.6	2.0
BRECKINRIDGE	43	34	45	165	204	98	45.7%	11.5	2.1
BULLITT	316	60	124	891	538	386	29.6%	14.9	1.7
BUTLER	94	16	34	75	96	63	51.6%	8.8	1.2
CALDWELL	92	15	27	244	191	114	59.5%	27.3	2.5
CALLOWAY	96	55	109	334	243	167	37.0%	13.5	1.6
CAMPBELL	314	173	306	1,382	1,698	775	50.3%	21.2	3.5
CARLISLE	16	8	13	79	70	37	51.1%	22.2	5.8
CARROLL	97	22	55	83	147	81	57.2%	11.9	2.1
CARTER	155	52	56	965	863	418	63.8%	52.4	6.1
CASEY	139	24	32	125	153	95	84.1%	11.9	3.6
CHRISTIAN	294	80	141	1,483	1,672	734	44.3%	37.8	3.8
CLARK	93	50	157	382	522	241	49.9%	14.7	3.5
CLAY	74	29	45	327	397	174	41.9%	27.7	6.2
CLINTON	14	7	15	66	206	62	47.6%	10.1	5.7
CRITTENDEN	64	7	8	112	177	74	51.8%	19.7	8.9
CUMBERLAND	38	35	53	247	237	122	61.4%	52.0	26.3
DAVIESS	795	147	301	2,246	2,417	1,181	59.1%	31.0	5.3
EDMONSON	3	9	15	63	60	30	33.7%	7.6	1.3
ELLIOTT	31	5	10	46	37	26	43.0%	11.6	5.3
ESTILL	46	31	51	154	130	82	50.4%	15.7	3.3
FAYETTE	2,599	352	724	4,912	4,842	2,686	62.2%	24.2	1.5
FLEMING	30	11	37	123	163	73	69.4%	11.6	4.4
FLOYD	101	67	87	556	702	303	22.9%	23.2	6.3
FRANKLIN	725	97	166	3,764	3,144	1,579	61.6%	102.5	16.2
FULTON	12	13	9	122	105	52	43.4%	32.6	8.8
GALLATIN	457	25	28	1,085	854	490	55.2%	183.5	16.4
GARRARD	205	20	43	956	762	397	56.5%	74.9	19.1

Table 9 Continued.

County	Convictions						2024 Statistics		
	2020	2021	2022	2023	2024	5-Year Average	Speeding Conviction Rate (Convictions/Cases)	Convictions Per 1000 Licensed Drivers	Convictions Per Speed-Related Crash
GRANT	179	32	66	2,652	1,523	890	65.6%	144.9	9.1
GRAVES	227	64	140	840	528	360	52.4%	33.1	2.9
GRAYSON	186	44	53	336	288	181	69.7%	17.3	2.0
GREEN	28	12	18	118	117	59	65.7%	15.0	3.8
GREENUP	136	59	68	563	1,184	402	72.3%	22.6	19.7
HANCOCK	58	6	17	149	228	92	58.2%	22.8	9.1
HARDIN	895	171	340	3,294	3,846	1,709	66.3%	42.1	6.9
HARLAN	160	48	74	1,048	738	414	51.6%	62.6	12.3
HARRISON	53	21	30	136	111	70	52.1%	9.9	1.5
HART	142	34	45	810	960	398	46.8%	67.4	4.5
HENDERSON	374	59	125	1,298	1,393	650	71.5%	42.0	5.0
HENRY	275	19	61	967	1,161	497	73.8%	79.3	20.0
HICKMAN	20	6	9	50	36	24	51.4%	17.2	9.0
HOPKINS	464	84	132	954	859	499	61.5%	30.0	3.9
JACKSON	109	4	13	583	594	261	70.5%	64.3	24.8
JEFFERSON	550	440	863	7,682	8,501	3,607	55.9%	14.6	2.5
JESSAMINE	272	87	164	715	929	433	52.6%	18.8	2.9
JOHNSON	70	30	44	275	270	138	29.5%	17.9	7.5
KENTON	755	260	440	3,392	4,759	1,921	73.2%	29.3	3.6
KNOTT	20	7	13	46	130	43	16.6%	5.2	4.5
KNOX	108	47	73	1,162	1,083	495	33.6%	60.0	18.4
LARUE	123	19	25	851	736	351	66.9%	80.5	8.2
LAUREL	516	106	165	2,716	1,809	1,062	48.9%	64.8	6.0
LAWRENCE	52	10	24	391	1,071	310	53.0%	36.7	119.0
LEE	50	5	7	127	69	52	68.3%	30.6	3.5
LESLIE	55	9	9	59	107	48	50.2%	9.0	15.3
LETCHER	18	34	46	344	400	168	43.3%	24.5	7.1
LEWIS	24	26	52	206	179	97	55.2%	22.5	5.0
LINCOLN	88	28	52	494	298	192	54.9%	28.0	6.3
LIVINGSTON	80	9	17	327	348	156	53.0%	46.8	10.5
LOGAN	262	57	58	539	559	295	58.2%	27.3	3.1
LYON	71	27	47	1,052	1,094	458	80.4%	183.9	13.8
MCCRACKEN	180	132	310	874	622	424	39.5%	18.5	1.0
MCCREARY	59	42	50	147	168	93	25.1%	14.7	2.8
MCLEAN	28	9	13	127	176	71	34.6%	18.9	4.4
MADISON	481	130	241	1,545	1,632	806	51.9%	23.6	2.2
MAGOFFIN	21	19	25	55	67	37	20.0%	6.8	1.7
MARION	133	38	53	314	495	207	73.9%	23.6	15.0
MARSHALL	171	50	69	876	673	368	75.9%	36.2	3.5
MARTIN	1	13	20	17	12	13	4.7%	2.7	0.8

Table 9 Continued.

County	Convictions						2024 Statistics		
	2020	2021	2022	2023	2024	5-Year Average	Speeding Conviction Rate (Convictions/Cases)	Convictions Per 1000 Licensed Drivers	Convictions Per Speed-Related Crash
MASON	179	19	43	469	376	217	85.6%	38.9	5.4
MEADE	112	16	35	313	342	164	58.5%	15.9	4.6
MENIFEE	4	11	17	57	33	24	41.8%	11.9	2.8
MERCER	115	28	42	185	133	101	73.1%	10.7	2.4
METCALFE	122	17	28	482	594	249	74.6%	64.0	6.9
MONROE	13	25	16	94	84	46	47.7%	12.8	3.8
MONTGOMERY	77	35	68	227	174	116	44.6%	12.0	1.2
MORGAN	156	24	22	179	231	122	47.8%	21.7	4.9
MUHLENBERG	147	46	79	639	667	316	49.8%	30.2	5.5
NELSON	282	49	93	986	736	429	55.4%	27.6	4.5
NICHOLAS	50	9	14	187	239	100	67.9%	35.9	14.9
OHIO	292	45	57	697	917	402	61.1%	42.9	13.7
OLDHAM	409	41	89	874	741	431	38.0%	18.3	4.1
OWEN	124	10	27	151	254	113	90.1%	19.8	5.2
OWSLEY	-	3	6	64	87	32	59.2%	22.0	21.8
PENDLETON	88	14	13	189	498	160	77.1%	18.1	5.5
PERRY	157	20	50	131	190	110	18.9%	7.5	4.3
PIKE	124	78	160	419	401	236	17.1%	11.3	2.1
POWELL	53	43	59	166	162	97	61.4%	19.3	5.6
PULASKI	346	132	130	1,329	1,943	776	55.5%	27.6	7.2
ROBERTSON	2	4	4	5	7	4	87.5%	3.0	0.5
ROCKCASTLE	130	31	37	516	619	267	52.2%	45.8	1.5
ROWAN	120	48	124	519	559	274	68.8%	33.1	4.0
RUSSELL	93	28	51	265	344	156	61.6%	20.6	8.6
SCOTT	165	78	161	560	800	353	52.8%	13.4	2.0
SHELBY	216	101	143	1,523	2,061	809	70.2%	46.1	8.9
SIMPSON	98	67	103	209	402	176	55.1%	15.5	2.3
SPENCER	120	31	40	323	470	197	48.4%	21.0	6.6
TAYLOR	137	31	50	931	778	385	59.7%	51.5	13.2
TODD	39	12	26	162	142	76	55.0%	21.2	2.1
TRIGG	69	14	59	1,158	767	413	69.2%	110.6	10.7
TRIMBLE	22	13	29	59	108	46	69.7%	9.5	3.5
UNION	58	17	55	403	310	169	74.9%	42.6	6.2
WARREN	788	216	455	2,552	2,532	1,309	58.8%	28.6	2.6
WASHINGTON	106	6	15	358	606	218	58.4%	39.7	12.4
WAYNE	39	27	41	61	63	46	44.7%	4.6	0.8
WEBSTER	23	11	24	191	341	118	52.6%	21.5	3.3
WHITLEY	32	72	90	619	546	272	73.1%	23.8	2.7
WOLFE	179	18	24	678	421	264	57.8%	140.8	22.2
WOODFORD	696	54	99	849	1,017	543	73.1%	42.6	6.4
TOTAL	23,082	5,921	10,550	70,991	78,894	37,888	56.2%	23.1	3.4

Table 10: Crashes Involving Drugs

County	Population	Number of Crashes	% of Total Crashes
ADAIR	19,239	20	1.15%
ALLEN	22,037	16	0.75%
ANDERSON	24,883	24	1.13%
BALLARD	7,626	13	1.86%
BARREN	45,609	63	1.02%
BATH	12,951	25	2.06%
BELL	23,051	64	2.54%
BOONE	144,135	161	0.71%
BOURBON	20,333	32	1.19%
BOYD	47,777	152	2.30%
BOYLE	31,394	40	1.06%
BRACKEN	8,497	14	1.83%
BREATHITT	12,804	33	2.93%
BRECKINRIDGE	21,221	33	2.45%
BULLITT	85,802	107	1.09%
BUTLER	12,551	11	1.07%
CALDWELL	12,611	32	1.98%
CALLOWAY	38,975	25	0.57%
CAMPBELL	94,008	178	1.37%
CARLISLE	4,777	11	3.91%
CARROLL	11,111	24	1.25%
CARTER	26,098	48	1.86%
CASEY	15,948	31	2.58%
CHRISTIAN	71,006	90	0.99%
CLARK	37,673	75	1.46%
CLAY	19,592	45	3.33%
CLINTON	9,183	13	1.10%
CRITTENDEN	8,982	14	2.19%
CUMBERLAND	6,047	12	2.21%
DAVIESS	104,457	173	1.08%
EDMONSON	12,635	10	1.31%
ELLIOTT	7,263	3	1.16%
ESTILL	14,002	32	2.86%
FAYETTE	329,437	563	0.96%
FLEMING	15,591	15	1.36%
FLOYD	34,532	100	3.47%
FRANKLIN	52,442	99	1.55%
FULTON	6,282	6	1.18%
GALLATIN	8,805	25	1.79%
GARRARD	18,040	29	1.75%

Table 10 Continued.

County	Population	Number of Crashes	% of Total Crashes
GRANT	25,722	42	1.17%
GRAVES	36,821	52	1.31%
GRAYSON	27,070	45	1.62%
GREEN	11,552	14	1.56%
GREENUP	35,273	39	1.44%
HANCOCK	9,013	4	0.64%
HARDIN	112,826	127	0.96%
HARLAN	25,052	78	4.19%
HARRISON	19,525	36	1.72%
HART	19,923	33	1.13%
HENDERSON	44,175	84	1.16%
HENRY	16,198	29	1.59%
HICKMAN	4,393	4	1.15%
HOPKINS	45,218	60	1.03%
JACKSON	13,358	26	3.18%
JEFFERSON	793,881	692	0.72%
JESSAMINE	56,495	109	1.53%
JOHNSON	22,098	31	1.77%
KENTON	174,862	386	1.53%
KNOTT	13,438	35	3.61%
KNOX	29,657	62	2.52%
LARUE	15,128	14	0.96%
LAUREL	63,353	111	1.26%
LAWRENCE	15,798	10	1.03%
LEE	7,313	14	2.90%
LESLIE	9,729	10	2.72%
LETCHER	20,139	43	3.19%
LEWIS	12,875	25	3.34%
LINCOLN	24,910	40	2.34%
LIVINGSTON	8,815	6	0.77%
LOGAN	28,467	24	0.91%
LYON	9,078	39	2.80%
MCCRACKEN	67,550	126	1.14%
MCCREARY	16,824	26	2.91%
MCLEAN	9,126	16	1.83%
MADISON	99,582	171	1.43%
MAGOFFIN	11,118	21	3.04%
MARION	19,851	25	1.20%
MARSHALL	31,734	47	1.24%
MARTIN	10,696	10	2.11%

Table 10 Continued.

County	Population	Number of Crashes	% of Total Crashes
MASON	16,956	35	1.47%
MEADE	30,442	31	1.55%
MENIFEE	6,341	6	1.28%
MERCER	23,515	26	1.35%
METCALFE	10,558	27	2.25%
MONROE	11,163	3	0.36%
MONTGOMERY	28,771	61	1.85%
MORGAN	14,300	20	1.95%
MUHLENBERG	30,512	46	1.25%
NELSON	48,706	46	0.89%
NICHOLAS	7,816	6	1.00%
OHIO	23,933	32	1.07%
OLDHAM	70,525	56	1.04%
OWEN	11,435	12	1.31%
OWSLEY	3,928	8	4.88%
PENDLETON	14,844	24	1.75%
PERRY	26,739	52	2.00%
PIKE	55,430	191	3.49%
POWELL	12,928	32	2.49%
PULASKI	66,842	73	0.90%
ROBERTSON	2,382	7	3.65%
ROCKCASTLE	16,226	36	1.53%
ROWAN	24,675	49	1.55%
RUSSELL	18,458	31	1.83%
SCOTT	61,700	98	1.31%
SHELBY	50,124	65	1.08%
SIMPSON	20,350	33	1.24%
SPENCER	20,823	24	2.13%
TAYLOR	26,809	47	1.50%
TODD	12,757	25	2.06%
TRIGG	14,559	25	1.70%
TRIMBLE	8,591	10	1.44%
UNION	13,178	17	1.47%
WARREN	147,936	170	0.77%
WASHINGTON	12,269	20	1.74%
WAYNE	19,629	21	1.34%
WEBSTER	12,854	25	2.22%
WHITLEY	37,233	101	2.06%
WOLFE	6,364	19	3.11%
WOODFORD	27,728	37	1.00%

Table 11: Crash Trend Analysis

Crash Statistic	2020	2021	2022	2023	4-Year Average	2024	% Change
Total Crashes	101,211	109,769	108,967	117,631	109,395	117,661	7
Fatal Crashes	707	738	712	784	735	659	-11.6
Fatalities	777	810	763	831	795	707	-13.1
Injury Crashes	19,414	20,217	19,614	20,321	19,892	19,829	-0.3
Injuries	28,556	29,516	28,844	30,051	29,242	29,235	0
Fatal & Injury Crashes	20,121	20,955	20,326	21,105	20,627	20,488	-0.7
Licensed Drivers (Millions)	3.11	2.98	3.18	3.03	3	3.08	-0.4%
Registered Vehicles (Millions)	2.83	2.70	3.81	3.78	3.11	3.78	0.18
Total Vehicle Miles (Billions)	44.026	41.196	42.706	42.713	42.66	132.798	67.9
Total Crash/100 MVM	185	215	206	224	208	72	-188.2
Fatal Crash/100 MVM	1.43	1.57	1.48	1.62	1.53	0.45	-238.9
Fatalities/100 MVM	1.58	1.74	1.59	1.73	1.66	0.48	-245.8
Injuries/100 MVM	56	63	59	62	60	19	-215.8
Speed-Related Crashes	4,979	4,990	4,763	4,250	4,746	4,528	-4.8
Speed-Related Injury Crashes	1,434	1,471	1,229	1,218	1,338	1,265	-5.8
Speed-Related Fatal Crashes	157	139	134	126	139	124	-12.1
Speed Convictions	23,082	5,921	10,550	10,175	13,184	93,108	85.8%
Alcohol-Related Crashes	3,517	3,357	3,265	3,476	3,404	3,447	1.3
Alcohol-Related Injury Crashes	1,111	997	980	1,063	1,038	1,063	2.4
Alcohol-Related Fatal Crashes	102	109	96	115	106	102	-3.4
Alcohol-Related Fatalities	116	121	109	127	118	113	-4.6
DUI Filings	21,081	19,474	17,033	15,770	19,196	10,522	-82.4%
DUI Convictions	7,758	19,474	7,763	11,503	11,665	8,013	-45.6%
DUI Conviction Rate (Percent)**	37%	100%	46%	73%	61%	76%	20.2%
Drug-Related Crashes	1,890	1,661	1,137	1,104	1,448	1,082	-33.8
Drug-Related Injury Crashes	676	598	425	428	532	382	-39.2
Drug-Related Fatal Crashes	84	86	84	73	82	73	-12
Pedestrian-Related Crashes	866	876	943	1,044	932	1,069	12.8
Pedestrian-Related Injury Crashes	634	651	653	747	671	752	10.7
Pedestrian-Related Fatal Crashes	93	76	96	127	98	95	-3.2
Bicycle-Related Crashes	345	326	344	352	342	439	22.2
Bicycle-Related Injury Crashes	226	233	226	221	227	256	11.5
Bicycle-Related Fatal Crashes	4	9	13	16	11	11	4.5
Motorcycle-Related Crashes	1,384	1,498	1,580	1,708	1,543	1,665	7.4
Motorcycle-Related Injury Crashes	921	947	1,007	1,093	992	1,048	5.3
Motorcycle-Related Fatal Crashes	82	93	96	100	93	99	6.3
School Bus-Related Crashes	129	273	372	359	283	362	21.8
School Bus-Related Injury Crashes	11	25	43	37	29	34	14.7
School Bus-Related Fatal Crashes	0	1	0	0	0	1	75
Truck-Related Crashes	8,026	9,272	9,455	9,748	9,125	9,446	3.4
Truck-Related Injury Crashes	1,223	1,383	1,354	1,370	1,333	1,313	-1.5
Truck-Related Fatal Crashes	99	106	86	102	98	73	-34.6
Train-Related Crashes	25	41	29	41	34	42	19
Train-Related Injury Crashes	8	11	7	10	9	14	35.7
Train-Related Fatal Crashes	1	1	3	5	3	1	-150

**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
2022	5,603	4.31
2023	6,134	4.41
2024	5969	4.27

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

Highways are categorized using 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 the table below. Highways are classified as rural or urban and categorized by functional class. Rates were 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 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	1,272	29,309	36	5	0.3
	Principal Arterial	2,398	8,139	59	12	1.0
	Minor Arterial	2,858	4,130	128	29	1.8
	Major Collector	7,062	1,758	181	42	2.4
	Minor Collector	11,206	587	216	49	2.7
	Local System	6,088	280	210	44	2.6
Urban	Interstate	590	49,866	64	10	0.3
	Freeways & Expressways	141	25,795	74	11	0.6
	Principal Arterial	947	17,891	308	57	1.4
	Minor Arterial	1,746	10,380	337	63	1.5
	Collector	2,167	3,808	344	58	1.0
	Local System	252	1,165	328	55	1.9

**Table 14: Percent of All Crashes
(5 Years)**

Location	Highway Type	% Wet	% Snow or Ice	% Darkness
Rural	ONE-LANE	13.1	1.5	16.2
	TWO- LANE	21.2	3	30
	THREE-LANE	17.1	1.4	24.4
	FOUR-LANE DIVIDED	17	2.7	34.1
	FOUR-LANE UNDIVIDED	15.5	1.7	22.3
	INTERSTATE	27.7	6.4	33
	PARKWAY	20.7	6.8	41.4
	ALL	21.9	3.7	31.1
Urban	ONE-LANE	21.2	1.4	22
	TWO- LANE	18.8	1.8	22.9
	THREE-LANE	15.6	1.4	22.4
	FOUR-LANE DIVIDED	17.4	1.5	22.7
	FOUR-LANE UNDIVIDED	16.6	1.1	21.8
	INTERSTATE	20.4	2.6	25.4
	PARKWAY	23	3.9	28.7
	ALL	18.1	1.7	22.9



Figures

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

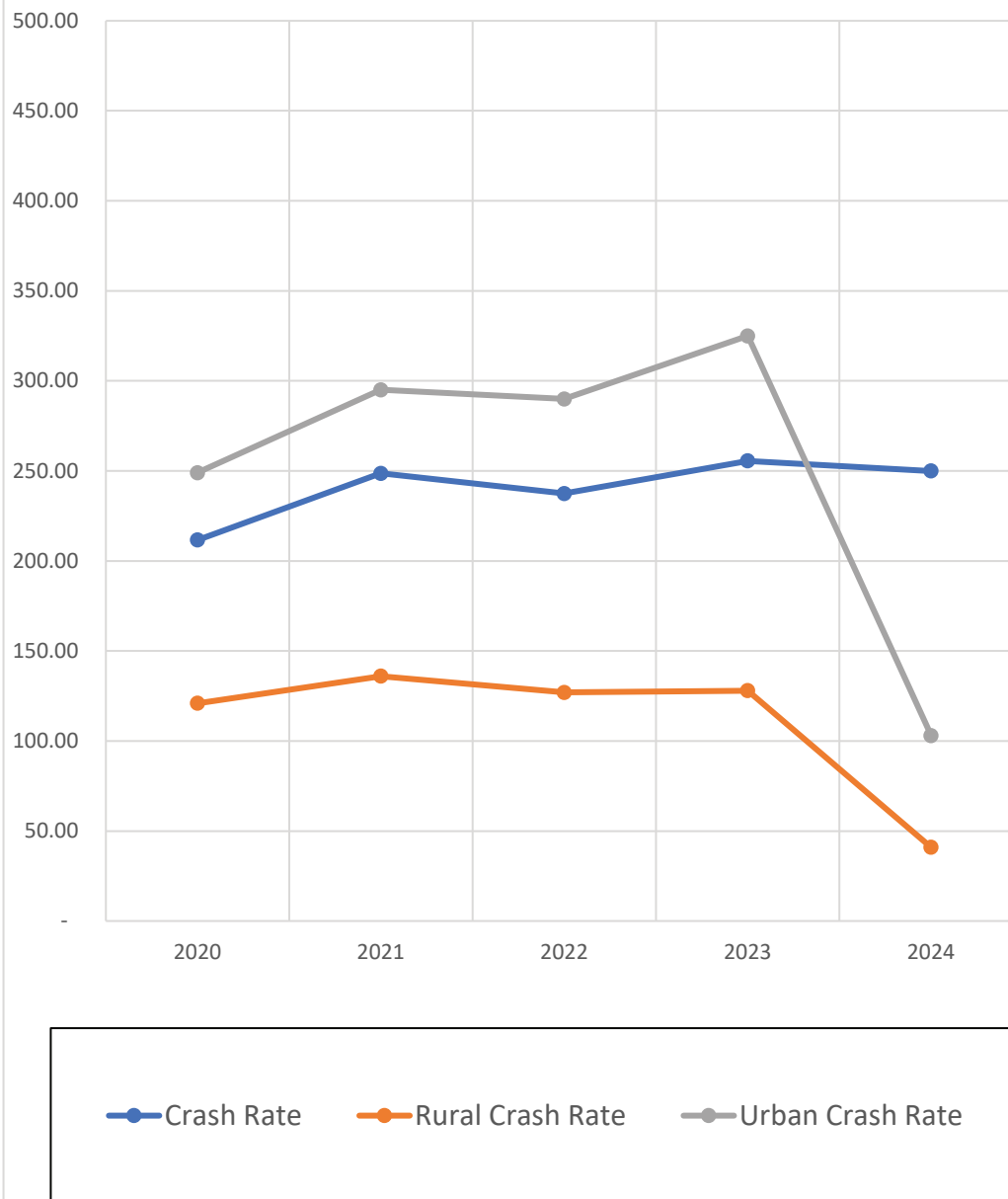


Figure 2 - Trends in Rural Crash Rates for Identified Roads (Crashes / 100 MVM)



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

