Analysis of Traffic Crash Data in Kentucky 2021-2025





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Research Report

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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

2021-2025

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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 redunant 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.

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.

Do you use this report? Want to give us feedback on it? Please fill out this survey: http://bit.ly/2cjZVS0

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:

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

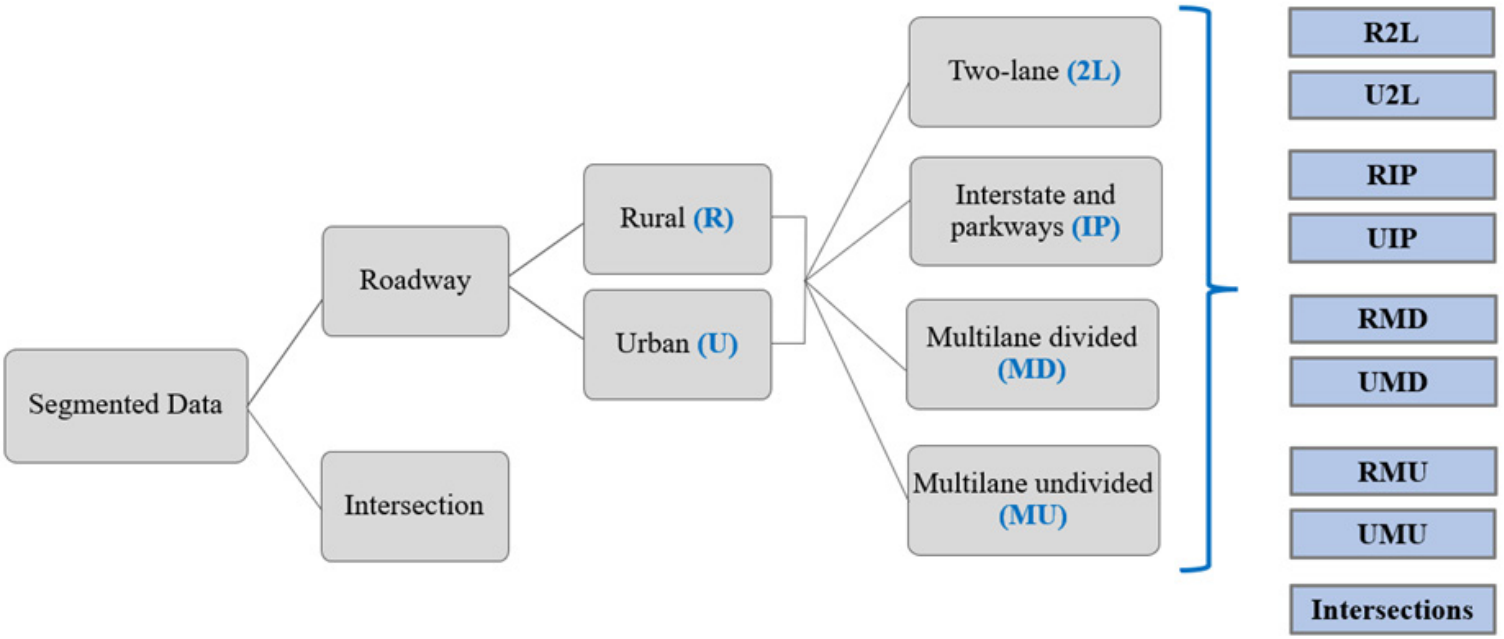
where:

N_c =	critical number of crashes
N_a =	average number of crashes



Safety Performance Functions

Overall Summary



Summary of Statewide Regression Parameters						
	KAB			CO		
ClassType	Theta	Alpha	Beta	Theta	Alpha	Beta
Rural Two-Lane	3.295	-5.740	0.777	2.837	-4.370	0.836
Urban Two-Lane	10.392	-6.219	0.725	2.419	-3.084	0.640
Rural Interstate and Parkway	2.674	-6.660	0.825	1.397	-2.803	0.606
Urban Interstate and Parkway	1.987	-6.810	0.885	1.332	-5.329	0.943
Rural Multilane (Divided)	1.681	-6.156	0.878	1.465	-3.916	0.861
Urban Multilane (Divided)	2.925	-6.128	0.763	1.254	-2.718	0.652
Rural Multilane (Undivided)	1.471	-6.102	0.859	1.146	-5.467	1.004
Urban Multilane (Undivided)	1.692	-4.526	0.760	1.436	-2.991	0.814

SPF Statewide Equation

The base period of crashes was **2021-2025**

SPF equations take the form of:

Statewide:

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

Intersections:

$$Y\,(intersection) = e^{\alpha} * AADT^{\beta 1}_{Major} * AADT^{\beta 2}_{Minor}$$

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 these published SPFs.

Intersection SPF (KAB)

ClassType	Theta	Alpha	Beta1	Beta2
D3rN	0.872	-16.850	1.555	0.312
D3rP	0.798	-9.958	0.628	0.567
D3rS	32577.229	0.610	0.052	-0.055
D3rx	0.399	-2.823	0.005	0.163
D3uF	13371.747	-14.674	-0.185	1.799
D3uN	0.571	-14.194	1.180	0.417
D3uP	0.984	-12.735	0.833	0.715
D3uS	2.195	-5.120	0.447	0.254
D3ux	0.998	-3.031	-0.042	0.341
D4rN	990.763	-17.910	-0.022	2.830
D4rP	0.788	-6.483	0.217	0.704
D4rS	2.613	-5.395	0.446	0.295
D4rx	0.445	-5.497	0.385	0.228
D4uF	72572.640	-65.336	2.500	5.607
D4uN	1.820	-9.061	0.940	0.040
D4uP	0.927	-11.034	0.794	0.569
D4uS	2.125	-4.998	0.478	0.226
D4ux	1.671	-7.485	0.583	0.305
ROTR	10172.595	-8.154	0.541	0.426
U3rF	0.500	-9.411	0.598	0.563
U3rN	1.880	-7.930	0.689	0.144
U3rP	0.767	-11.460	0.743	0.688
U3rS	0.952	-5.090	0.490	0.103
U3rx	0.591	-13.066	0.776	0.845
U3uF	3.330	-19.886	1.599	0.667
U3uN	0.810	-11.431	0.867	0.410
U3uP	1.014	-12.331	0.926	0.508
U3uS	1.510	-10.110	0.928	0.262
U3ux	0.457	-11.402	0.970	0.259
U4rF	0.540	-8.542	0.412	0.621
U4rN	0.669	-7.568	0.533	0.176
U4rP	0.925	-11.115	0.577	0.919
U4rS	1.328	-8.162	0.670	0.342
U4rx	0.286	-11.164	0.967	0.394
U4uF	1.400	-11.521	0.760	0.596
U4uN	0.711	-11.696	0.863	0.556
U4uP	0.847	-10.832	0.692	0.664
U4uS	1.668	-7.636	0.642	0.337
U4ux	0.192	-9.356	0.867	0.179

Intersection SPF (CO)

ClassType	Theta	Alpha	Beta1	Beta2
D3rN	0.875	-5.179	0.413	0.421
D3rP	1.011	-6.640	0.362	0.726
D3rS	2.617	-3.878	0.691	0.015
D3rx	0.918	-2.018	0.069	0.247
D3uF	25.595	-9.518	0.564	0.834
D3uN	0.779	-8.775	0.990	0.228
D3uP	1.011	-10.198	0.861	0.587
D3uS	2.058	-5.853	0.726	0.264
D3ux	0.711	-0.905	-0.137	0.513
D4rN	0.959	-15.731	0.796	1.492
D4rP	1.263	-7.134	0.410	0.730
D4rS	2.777	-5.824	0.576	0.442
D4rx	1.150	-4.847	0.365	0.456
D4uF	7.780	-18.518	1.569	0.949
D4uN	1.293	-9.995	1.095	0.308
D4uP	1.320	-11.398	0.861	0.788
D4uS	3.203	-5.749	0.718	0.295
D4ux	1.353	-7.492	0.872	0.189
ROTR	1.672	-10.515	1.120	0.443
U3rF	0.863	-6.243	0.679	0.276
U3rN	1.065	-7.582	0.743	0.344
U3rP	1.060	-10.214	0.766	0.758
U3rS	1.890	-3.966	0.613	0.088
U3rx	0.351	-9.761	0.786	0.603
U3uF	2.292	-5.253	0.534	0.281
U3uN	0.919	-8.161	0.782	0.343
U3uP	1.073	-10.144	0.777	0.723
U3uS	2.464	-7.304	0.875	0.248
U3ux	0.305	-8.074	0.867	0.264
U4rF	1.695	-8.312	0.753	0.535
U4rN	0.723	-7.149	0.679	0.249
U4rP	1.262	-9.532	0.689	0.779
U4rS	3.085	-4.864	0.543	0.328
U4rx	0.260	-6.244	0.812	0.071
U4uF	2.152	-6.777	0.739	0.340
U4uN	0.908	-7.734	0.688	0.484
U4uP	1.290	-7.887	0.642	0.587
U4uS	3.337	-6.106	0.706	0.339
U4ux	0.365	-4.911	0.556	0.165

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

	2021	2022	2023	2024	2025	"Previous 4 Year Average"	"% Change **"
All Crashes							
Crashes (all)	131,759	130,359	139,333	140,013	140,430	135,366	3.7
(K) Fatal	109,775	108,974	117,670	117,896	118,148	113,579	4.0
(A) Suspected Serious Injury	738	712	784	692	616	732	-15.8
(B) Supected Minor Injury	2,354	2,306	2,536	2,330	2,333	2,382	-2.0
(C) Possible Injury	8,732	8,622	9,001	8,943	8,873	8,825	0.5
(O) None Detected	9,132	8,689	8,787	8,590	8,242	8,800	-6.3
Other	85,668	85,684	93,526	94,249	95,163	89,782	6.0
By Ownership							
Public Roads	**109,775**	**108,974**	**117,670**	**117,896**	**118,149**	**113,579**	**4.0**
Private Property	7,520	6,958	7,222	7,307	7,249	7,252	0.0
Parking Lots	14,464	14,427	14,441	14,810	15,032	14,536	3.4
Unknown Ownership	0	0	0	0	1	0	400.0
Crashes with Known Volume	87,804	86,667	93,180	91,727	91,789	89,845	2.2
Mainline Crashes	85,745	84,632	90,773	89,323	89,292	87,618	1.9
Ramp Crashes	2,037	2,016	2,372	2,376	2,467	2,200	12.1
Other Segment Types	22	19	35	28	30	26	15.4
Vehicle Miles (billions)	41.20	42.71	42.71	43.59	43.72	43	2.7
Mileage	29,913.16	30,087.30	30,082.80	30,392.70	30,143.65	30,119	0.1
AADT	3,773.09	3,888.82	3,889.95	3,929.76	3,973.61	3,870	2.7
Crashes Rate	213.14	202.94	218.16	210.41	209.95	211	-0.6
Fatal Crashes Rate	1.35	1.31	1.41	1.22	1.07	1.32	-19.09
Injury Crashes Rate	37.20	35.01	36.53	34.46	33.36	35.80	-6.82

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)

			Crashes per 100 MVM		
Highway Type	Total Mileage*	AADT	All	Injury	Fatal
One-Lane	19	1,041	361	45	5.3
Two-Lane	27,340	1,261	164	37	2.2
Three-Lane	50	7,096	122	27	0.8
Four-Lane Divided (non-interstate or parkway)	998	9,147	37	8	0.4
Four-Lane Undivided	50	11,043	169	30	1.7
Parkway	1,273	29,337	20	3	0.2
Interstate	740	9,238	23	4	0.2
All	30,737	2,891	79	17	1.0

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

			Crashes per 100 MVM		
Highway Type	Total Mileage*	AADT	All	Injury	Fatal
One-Lane	33	4,111	492	56	2.7
Two-Lane	3,572	4,951	343	60	1.3
Three-Lane	74	9,325	515	80	1.1
Four-Lane Divided (non-interstate or parkway)	980	17,980	136	24	0.6
Four-Lane Undivided	471	16,358	429	80	1.9
Interstate	597	49,635	43	6	0.2
Parkway	50	9,719	61	11	0.4
All	6,337	12,184	186	32	0.8

* Average for the five years.

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

	Highway Type	2021	2022	2023	2024	2025	"Previous 4-Year Average"	"% Change *"
Rural	One-Lane	531	393	307	230	401	365	9.79
	Two-Lane	199	196	202	96	197	173	13.71
	Three-Lane	173	138	166	60	176	134	31.10
	Four-Lane Divided (non-interstate or parkway)	58	57	63	15	55	48	13.99
	Four-Lane Undivided	207	194	210	99	209	178	17.75
	Parkway	38	33	31	7	31	27	13.76
	Interstate	39	36	32	9	36	29	24.14
	All	118	111	113	35	110	94	16.71
Urban	One-Lane	521	556	523	371	536	493	8.78
	Two-Lane	406	408	442	202	414	365	13.58
	Three-Lane	627	642	691	298	637	565	12.84
	Four-Lane Divided (non-interstate or parkway)	209	206	231	55	215	175	22.68
	Four-Lane Undivided	498	487	556	270	491	453	8.45
	Parkway	59	56	71	19	73	51	42.44
	Interstate	107	100	91	26	67	81	-17.28
	All	253	247	276	86	254	216	17.87

* 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	19,423	1,392	118.5	1,811	165.0	19	1.7	303	27.6
ALLEN	22,536	1,650	180.7	2,187	246.3	20	2.3	349	39.3
ANDERSON	25,225	1,476	98.8	2,210	177.5	10	0.8	413	33.2
BALLARD	7,594	612	131.4	739	159.7	15	3.2	139	30.0
BARREN	45,641	4,418	120.8	6,175	206.8	46	1.5	1,049	35.1
BATH	13,176	906	76.8	1,247	134.0	16	1.7	235	25.3
BELL	22,829	1,791	130.2	2,582	221.5	23	2.0	481	41.3
BOONE	145,316	14,982	136.1	23,245	286.4	42	0.5	3,350	41.3
BOURBON	20,243	1,930	167.7	2,745	284.1	18	1.9	413	42.7
BOYD	47,751	4,596	188.0	6,765	331.6	18	0.9	1,047	51.3
BOYLE	31,632	2,784	178.6	4,014	297.0	18	1.3	661	48.9
BRACKEN	8,511	601	126.1	793	176.2	7	1.6	120	26.7
BREATHITT	12,558	919	142.1	1,146	188.1	21	3.4	325	53.3
BRECKINRIDGE	21,503	1,013	120.5	1,304	153.1	34	4.0	414	48.6
BULLITT	86,454	7,158	107.5	10,250	201.7	55	1.1	1,889	37.2
BUTLER	12,520	796	78.7	1,006	120.8	22	2.6	221	26.5
CALDWELL	12,609	1,183	99.9	1,668	175.0	25	2.6	365	38.3
CALLOWAY	39,421	3,276	200.4	4,533	271.9	28	1.7	606	36.4
CAMPBELL	95,441	7,761	144.5	13,353	344.1	25	0.6	1,363	35.1
CARLISLE	4,747	245	89.4	271	99.9	4	1.5	79	29.1
CARROLL	11,141	1,321	68.2	1,967	135.1	13	0.9	321	22.0
CARTER	26,149	1,943	82.8	2,552	132.7	30	1.6	464	24.1
CASEY	16,205	920	140.8	1,126	157.8	15	2.1	272	38.1
CHRISTIAN	70,115	5,498	91.5	9,045	190.3	64	1.3	1,905	40.1
CLARK	37,888	3,488	115.1	5,142	226.8	31	1.4	793	35.0
CLAY	19,465	1,050	114.1	1,271	139.9	20	2.2	418	46.0
CLINTON	9,139	995	185.6	1,235	239.3	18	3.5	217	42.0
CRITTENDEN	8,807	497	140.3	654	167.6	6	1.5	161	41.3
CUMBERLAND	5,992	431	121.1	539	144.9	6	1.6	77	20.7
DAVIESS	104,898	10,672	226.0	16,299	396.6	64	1.6	2,737	66.6
EDMONSON	12,749	649	88.4	845	125.7	10	1.5	157	23.4
ELLIOTT	7,265	229	123.1	270	124.1	5	2.3	62	28.5
ESTILL	13,962	935	195.2	1,096	222.8	5	1.0	261	53.0
FAYETTE	329,751	39,007	199.4	60,097	417.3	194	1.3	8,707	60.5
FLEMING	15,787	975	135.5	1,184	169.1	7	1.0	210	30.0
FLOYD	34,401	1,963	79.3	2,892	146.7	49	2.5	865	43.9
FRANKLIN	52,649	4,038	114.6	6,446	238.9	22	0.8	880	32.6
FULTON	6,218	359	93.6	493	143.8	6	1.8	106	30.9
GALLATIN	8,840	1,068	50.6	1,510	104.5	15	1.0	262	18.1
GARRARD	18,207	1,226	138.6	1,666	221.0	14	1.9	349	46.3

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	26,181	2,330	60.5	3,474	128.3	22	0.8	582	21.5
GRAVES	37,050	2,735	102.0	3,915	178.3	23	1.0	748	34.1
GRAYSON	27,406	2,280	118.6	2,808	166.8	38	2.3	675	40.1
GREEN	11,644	716	166.9	907	201.2	21	4.7	213	47.3
GREENUP	35,213	1,897	117.9	2,786	194.7	17	1.2	530	37.0
HANCOCK	9,050	438	82.4	617	141.0	9	2.1	121	27.6
HARDIN	113,482	8,416	89.6	13,715	189.2	104	1.4	2,317	32.0
HARLAN	24,725	1,443	144.7	1,837	191.4	26	2.7	473	49.3
HARRISON	19,627	1,604	236.9	2,117	302.4	12	1.7	276	39.4
HART	20,117	2,152	60.7	2,990	121.0	25	1.0	514	20.8
HENDERSON	44,255	4,547	141.3	7,603	293.5	46	1.8	1,252	48.3
HENRY	16,447	1,385	68.6	1,861	124.6	18	1.2	313	21.0
HICKMAN	4,372	305	90.8	363	121.1	8	2.7	82	27.4
HOPKINS	45,127	4,165	117.2	5,921	206.3	37	1.3	839	29.2
JACKSON	13,325	536	125.3	679	142.5	13	2.7	157	33.0
JEFFERSON	795,222	72,702	157.2	105,392	300.5	577	1.6	22,136	63.1
JESSAMINE	57,147	4,787	209.5	7,219	359.9	22	1.1	1,202	59.9
JOHNSON	22,051	1,400	128.7	1,814	197.3	13	1.4	399	43.4
KENTON	175,779	16,179	167.0	25,076	336.7	33	0.4	2,860	38.4
KNOTT	13,321	784	103.9	984	141.0	19	2.7	290	41.6
KNOX	29,532	1,464	95.6	2,481	181.5	21	1.5	623	45.6
LARUE	15,184	1,096	86.1	1,428	135.0	17	1.6	251	23.7
LAUREL	63,746	5,953	110.4	8,749	196.7	61	1.4	1,699	38.2
LAWRENCE	15,765	639	61.1	984	120.2	14	1.7	227	27.7
LEE	7,297	358	146.9	515	180.9	10	3.5	107	37.6
LESLIE	9,627	294	63.3	358	80.5	8	1.8	120	27.0
LETCHER	19,952	1,121	113.1	1,406	153.4	14	1.5	446	48.7
LEWIS	12,901	662	104.0	787	128.0	14	2.3	190	30.9
LINCOLN	25,353	1,414	113.1	1,928	172.0	29	2.6	436	38.9
LIVINGSTON	8,863	561	66.0	757	107.6	12	1.7	195	27.7
LOGAN	28,669	1,808	101.9	2,567	164.7	29	1.9	533	34.2
LYON	9,123	848	40.9	1,376	90.3	13	0.9	285	18.7
MCCRACKEN	67,553	8,001	165.9	11,260	288.1	50	1.3	2,387	61.1
MCCREARY	17,124	583	81.8	751	101.2	19	2.6	200	27.0
MCLEAN	9,064	657	133.0	751	152.9	6	1.2	188	38.3
MADISON	101,696	7,659	105.4	12,496	223.2	46	0.8	2,309	41.2
MAGOFFIN	11,110	613	108.4	734	139.8	11	2.1	228	43.4
MARION	20,115	1,725	192.7	2,049	236.9	20	2.3	368	42.5
MARSHALL	31,659	2,667	80.3	3,813	151.4	38	1.5	810	32.2
MARTIN	10,697	403	93.4	489	129.4	8	2.1	118	31.2

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	16,936	1,729	157.2	2,350	251.9	20	2.1	321	34.4
MEADE	30,699	1,495	115.1	2,015	158.1	40	3.1	591	46.4
MENIFEE	6,430	394	179.3	466	201.1	11	4.7	97	41.9
MERCER	23,733	1,376	109.4	2,020	196.5	15	1.5	389	37.8
METCALFE	10,583	900	147.3	1,177	201.7	12	2.1	196	33.6
MONROE	11,191	679	154.1	872	174.5	8	1.6	185	37.0
MONTGOMERY	28,822	2,125	116.8	3,285	233.3	31	2.2	674	47.9
MORGAN	14,415	936	156.1	1,072	181.6	12	2.0	265	44.9
MUHLENBERG	30,634	2,799	152.5	3,747	226.4	36	2.2	700	42.3
NELSON	49,036	4,052	127.7	5,269	196.7	50	1.9	874	32.6
NICHOLAS	7,949	457	163.4	621	227.8	8	2.9	102	37.4
OHIO	23,934	2,132	103.4	3,011	170.9	25	1.4	662	37.6
OLDHAM	70,986	3,887	113.9	5,491	192.4	30	1.1	796	27.9
OWEN	11,601	801	180.9	919	215.8	6	1.4	212	49.8
OWSLEY	3,932	122	74.9	138	79.8	7	4.0	41	23.7
PENDLETON	14,800	1,050	205.8	1,369	258.7	4	0.8	309	58.4
PERRY	26,555	1,700	104.2	2,524	163.7	33	2.1	636	41.3
PIKE	54,721	3,808	107.4	5,505	188.3	80	2.7	1,379	47.2
POWELL	12,812	930	88.1	1,273	157.2	14	1.7	313	38.6
PULASKI	67,384	5,063	125.9	8,214	227.6	68	1.9	1,271	35.2
ROBERTSON	2,325	155	211.4	175	226.2	4	5.2	27	34.9
ROCKCASTLE	16,148	1,596	43.1	2,342	91.1	28	1.1	462	18.0
ROWAN	24,476	2,317	125.1	3,206	204.3	15	1.0	468	29.8
RUSSELL	18,608	1,310	137.7	1,739	171.6	13	1.3	321	31.7
SCOTT	62,262	4,794	87.1	7,734	190.9	41	1.0	1,322	32.6
SHELBY	51,243	4,545	94.4	6,142	163.9	28	0.7	1,093	29.2
SIMPSON	20,788	2,002	73.4	2,751	132.0	20	1.0	422	20.2
SPENCER	20,998	930	122.6	1,142	158.3	9	1.2	271	37.6
TAYLOR	26,763	2,401	205.2	3,082	260.4	25	2.1	454	38.4
TODD	12,972	912	128.5	1,213	181.0	20	3.0	254	37.9
TRIGG	14,512	977	58.4	1,451	102.6	18	1.3	329	23.3
TRIMBLE	8,701	611	154.8	706	186.3	13	3.4	137	36.2
UNION	12,839	977	148.9	1,165	178.9	8	1.2	298	45.8
WARREN	149,375	15,669	148.0	22,695	274.4	87	1.1	3,673	44.4
WASHINGTON	12,368	1,003	101.9	1,193	141.5	13	1.5	263	31.2
WAYNE	19,597	1,203	134.7	1,528	167.5	20	2.2	478	52.4
WEBSTER	12,929	927	110.3	1,194	161.1	15	2.0	257	34.7
WHITLEY	37,297	3,566	89.3	5,007	161.7	33	1.1	1,069	34.5
WOLFE	6,298	512	80.7	663	125.9	16	3.0	126	23.9
WOODFORD	27,883	2,138	76.0	3,864	186.7	23	1.1	555	26.8

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
	2021	2022	2023	2024	2025							
ADAIR	377	355	341	354	384	357	7.6%	0.5%	1.1%	1.9%	4.9%	1.1%
ALLEN	408	398	485	460	436	438	-0.4%	0.3%	0.8%	2.3%	5.7%	0.8%
ANDERSON	389	455	476	426	464	437	6.3%	0.2%	0.9%	2.0%	6.5%	0.9%
BALLARD	138	145	160	129	167	143	16.8%	0.5%	1.8%	1.6%	16.0%	1.8%
BARREN	1,272	1,294	1,214	1,231	1,164	1,253	-7.1%	0.5%	0.8%	1.5%	5.7%	0.8%
BATH	278	258	245	209	257	248	3.8%	0.9%	1.8%	2.1%	5.8%	1.8%
BELL	460	486	531	546	559	506	10.5%	0.2%	2.2%	1.4%	5.2%	2.2%
BOONE	4,859	4,794	4,529	4,456	4,607	4,660	-1.1%	0.3%	0.6%	1.2%	11.1%	0.6%
BOURBON	596	537	508	534	570	544	4.8%	0.5%	1.2%	1.4%	4.2%	1.2%
BOYD	1,352	1,291	1,335	1,460	1,327	1,360	-2.4%	0.3%	2.1%	1.4%	3.1%	2.1%
BOYLE	779	745	861	803	826	797	3.6%	0.4%	1.0%	1.8%	4.1%	1.0%
BRACKEN	149	130	167	160	187	152	23.4%	0.5%	1.5%	2.5%	4.7%	1.5%
BREATHITT	230	230	246	210	230	229	0.4%	0.4%	2.4%	1.6%	3.0%	2.4%
BRECKINRIDGE	245	273	259	266	261	261	0.1%	0.3%	2.2%	3.0%	3.7%	2.2%
BULLITT	1,991	2,000	2,115	2,003	2,141	2,027	5.6%	0.3%	0.8%	1.2%	10.7%	0.8%
BUTLER	230	198	196	192	190	204	-6.9%	0.7%	1.1%	1.5%	5.8%	1.1%
CALDWELL	357	327	286	332	366	326	12.4%	0.2%	2.0%	2.3%	8.8%	2.0%
CALLOWAY	891	914	889	908	931	901	3.4%	0.6%	0.4%	1.1%	3.6%	0.4%
CAMPBELL	2,889	2,628	2,550	2,536	2,750	2,651	3.7%	0.4%	1.0%	1.1%	4.1%	1.0%
CARLISLE	72	51	52	45	51	55	-7.3%	1.8%	3.0%	1.8%	17.7%	3.0%
CARROLL	409	395	407	378	378	397	-4.8%	0.5%	1.0%	1.6%	14.3%	1.0%
CARTER	570	486	498	475	523	507	3.1%	0.5%	1.9%	2.4%	5.3%	1.9%
CASEY	268	233	233	232	160	242	-33.7%	0.3%	2.2%	2.0%	3.1%	2.2%
CHRISTIAN	1,970	2,005	1,806	1,675	1,589	1,864	-14.8%	0.3%	0.9%	1.7%	5.5%	0.9%
CLARK	1,043	997	1,046	1,030	1,026	1,029	-0.3%	0.5%	1.1%	1.7%	5.3%	1.1%
CLAY	262	252	293	239	225	262	-14.0%	0.2%	2.2%	2.1%	3.1%	2.2%
CLINTON	192	270	268	254	251	246	2.0%	0.2%	1.1%	0.8%	2.3%	1.1%
CRITTENDEN	143	129	115	134	133	130	2.1%	0.5%	1.5%	3.4%	4.1%	1.5%
CUMBERLAND	125	97	123	101	93	112	-16.6%	1.3%	2.6%	1.9%	4.1%	2.6%
DAVIESS	3,226	3,249	3,219	3,326	3,279	3,255	0.7%	0.4%	0.9%	1.4%	2.5%	0.9%
EDMONSON	142	147	192	164	200	161	24.0%	0.5%	1.1%	1.7%	5.9%	1.1%
ELLIOTT	49	48	44	62	67	51	32.0%	1.1%	1.1%	4.4%	2.6%	1.1%
ESTILL	256	220	230	190	200	224	-10.7%	0.5%	2.5%	2.6%	2.2%	2.5%
FAYETTE	12,078	11,605	12,090	12,188	12,136	11,990	1.2%	0.5%	0.8%	0.9%	3.4%	0.8%
FLEMING	210	206	254	247	267	229	16.5%	0.3%	1.3%	0.8%	4.7%	1.3%
FLOYD	615	568	557	556	596	574	3.8%	0.3%	3.5%	1.9%	3.4%	3.5%
FRANKLIN	1,315	1,293	1,271	1,260	1,307	1,285	1.7%	0.4%	1.2%	1.4%	4.5%	1.2%
FULTON	89	103	103	104	94	100	-5.8%	0.4%	1.4%	1.4%	8.5%	1.4%
GALLATIN	308	305	284	276	337	293	14.9%	0.3%	1.7%	2.3%	17.9%	1.7%
GARRARD	287	288	384	341	366	325	12.6%	0.2%	1.5%	1.9%	2.3%	1.5%

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
	2021	2022	2023	2024	2025							
GRANT	728	742	649	662	693	695	-0.3%	0.5%	1.0%	2.2%	8.0%	1.0%
GRAVES	875	816	795	706	723	798	-9.4%	0.5%	1.1%	1.3%	6.5%	1.1%
GRAYSON	629	514	556	537	572	559	2.3%	0.8%	1.2%	1.6%	6.5%	1.2%
GREEN	166	189	206	175	171	184	-7.1%	0.9%	1.4%	2.9%	3.0%	1.4%
GREENUP	486	593	569	547	591	549	7.7%	0.4%	1.2%	1.7%	2.8%	1.2%
HANCOCK	113	124	126	128	126	123	2.6%	0.6%	0.8%	1.9%	11.2%	0.8%
HARDIN	2,679	2,633	2,779	2,870	2,754	2,740	0.5%	0.3%	0.8%	1.7%	5.9%	0.8%
HARLAN	387	362	362	359	367	368	-0.1%	0.4%	3.3%	2.0%	4.1%	3.3%
HARRISON	448	429	423	385	432	421	2.6%	0.4%	1.5%	1.8%	2.2%	1.5%
HART	581	614	567	629	599	598	0.2%	0.3%	1.2%	1.5%	14.2%	1.2%
HENDERSON	1,493	1,514	1,450	1,501	1,645	1,490	10.4%	0.4%	1.1%	1.4%	5.3%	1.1%
HENRY	359	391	352	386	373	372	0.3%	0.6%	1.4%	1.5%	18.1%	1.4%
HICKMAN	67	74	77	62	83	70	18.6%	0.6%	0.8%	1.7%	10.7%	0.8%
HOPKINS	1,210	1,203	1,176	1,158	1,174	1,187	-1.1%	0.3%	0.9%	1.3%	4.7%	0.9%
JACKSON	194	196	130	103	56	156	-64.0%	0.1%	2.5%	3.8%	3.7%	2.5%
JEFFERSON	14,385	16,522	24,677	25,422	24,386	20,252	20.4%	0.3%	0.6%	1.1%	4.3%	0.6%
JESSAMINE	1,450	1,476	1,387	1,397	1,509	1,428	5.7%	0.4%	1.3%	1.1%	3.4%	1.3%
JOHNSON	361	351	391	360	351	366	-4.0%	0.3%	1.7%	1.3%	3.1%	1.7%
KENTON	5,423	4,917	4,713	4,994	5,029	5,012	0.3%	0.5%	1.2%	1.0%	6.6%	1.2%
KNOTT	207	199	174	208	196	197	-0.5%	0.4%	3.4%	3.4%	4.9%	3.4%
KNOX	515	514	494	465	493	497	-0.8%	0.4%	2.3%	1.7%	3.7%	2.3%
LARUE	275	255	314	308	276	288	-4.2%	0.7%	0.9%	3.0%	5.7%	0.9%
LAUREL	1,940	1,764	1,661	1,692	1,692	1,764	-4.1%	0.4%	1.2%	1.5%	7.5%	1.2%
LAWRENCE	190	188	214	207	185	200	-7.4%	0.3%	1.1%	2.4%	4.2%	1.1%
LEE	93	95	125	107	95	105	-9.5%	0.8%	2.3%	2.5%	2.9%	2.3%
LESLIE	76	56	74	79	73	71	2.5%	0.0%	1.4%	1.4%	7.8%	1.4%
LETCHER	278	257	279	301	291	279	4.4%	0.7%	3.0%	2.7%	5.5%	3.0%
LEWIS	155	114	180	172	166	155	6.9%	1.0%	3.3%	1.4%	5.6%	3.3%
LINCOLN	289	293	441	432	473	364	30.0%	0.3%	2.1%	1.6%	4.1%	2.1%
LIVINGSTON	163	154	136	180	124	158	-21.6%	0.3%	0.9%	2.2%	11.8%	0.9%
LOGAN	500	585	525	500	457	528	-13.4%	0.5%	0.9%	1.6%	6.9%	0.9%
LYON	269	310	259	275	263	278	-5.5%	0.4%	2.4%	2.5%	16.6%	2.4%
MCCRACKEN	2,314	2,228	2,222	2,213	2,283	2,244	1.7%	0.3%	0.9%	1.6%	5.0%	0.9%
MCCREARY	252	135	120	142	102	162	-37.1%	0.4%	2.1%	3.1%	4.1%	2.1%
MCLEAN	215	177	171	118	70	170	-58.9%	0.5%	1.5%	1.6%	7.3%	1.5%
MADISON	2,448	2,337	2,572	2,487	2,652	2,461	7.8%	0.5%	1.1%	1.3%	5.4%	1.1%
MAGOFFIN	131	113	172	150	168	142	18.7%	0.4%	2.2%	1.0%	4.8%	2.2%
MARION	404	393	452	417	383	417	-8.0%	0.6%	0.9%	1.9%	2.8%	0.9%
MARSHALL	735	767	782	796	733	770	-4.8%	0.3%	1.1%	2.4%	6.3%	1.1%
MARTIN	93	99	86	96	115	94	23.0%	0.2%	1.0%	0.4%	2.7%	1.0%

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
	2021	2022	2023	2024	2025							
MASON	505	460	479	434	472	470	0.5%	0.4%	1.1%	1.4%	4.9%	1.1%
MEADE	420	414	367	423	391	406	-3.7%	0.5%	1.2%	2.8%	3.6%	1.2%
MENIFEE	74	98	116	80	98	92	6.5%	0.2%	0.9%	2.8%	4.5%	0.9%
MERCER	364	385	429	399	443	394	12.4%	0.4%	1.1%	1.7%	3.0%	1.1%
METCALFE	232	231	237	226	251	232	8.4%	0.9%	1.4%	1.3%	5.4%	1.4%
MONROE	218	173	152	152	177	174	1.9%	0.2%	0.3%	2.5%	4.4%	0.3%
MONTGOMERY	707	628	633	651	666	655	1.7%	0.5%	1.7%	1.7%	4.9%	1.7%
MORGAN	218	198	235	186	235	209	12.3%	0.4%	1.4%	1.9%	3.0%	1.4%
MUHLENBERG	751	795	736	748	717	758	-5.3%	0.2%	1.0%	1.6%	7.1%	1.0%
NELSON	1,042	1,070	1,019	1,084	1,054	1,054	0.0%	0.5%	0.9%	1.5%	6.0%	0.9%
NICHOLAS	115	130	113	128	135	122	11.1%	0.5%	1.0%	1.4%	2.4%	1.0%
OHIO	667	645	589	582	528	621	-14.9%	0.7%	0.9%	2.2%	6.6%	0.9%
OLDHAM	1,106	1,150	1,148	1,043	1,044	1,112	-6.1%	0.5%	0.9%	1.2%	9.0%	0.9%
OWEN	199	198	160	172	190	182	4.3%	0.5%	1.2%	2.9%	5.3%	1.2%
OWSLEY	47	30	24	23	14	31	-54.8%	1.4%	5.8%	2.2%	2.2%	5.8%
PENDLETON	263	240	268	316	282	272	3.8%	0.3%	1.3%	3.4%	6.3%	1.3%
PERRY	586	526	476	475	461	516	-10.6%	0.2%	1.7%	1.3%	4.9%	1.7%
PIKE	1,032	1,092	1,204	1,063	1,114	1,098	1.5%	0.4%	3.6%	1.8%	4.3%	3.6%
POWELL	238	263	245	253	274	250	9.7%	0.3%	2.0%	3.2%	3.7%	2.0%
PULASKI	1,654	1,654	1,700	1,546	1,660	1,639	1.3%	0.5%	0.8%	1.4%	3.4%	0.8%
ROBERTSON	39	41	38	28	29	37	-20.5%	0.6%	1.7%	3.4%	6.3%	1.7%
ROCKCASTLE	511	496	431	436	468	469	-0.1%	0.4%	1.5%	2.1%	11.6%	1.5%
ROWAN	706	606	647	610	637	642	-0.8%	0.7%	1.3%	1.0%	3.7%	1.3%
RUSSELL	325	329	347	364	374	341	9.6%	0.6%	2.0%	1.8%	2.8%	2.0%
SCOTT	1,559	1,525	1,566	1,490	1,594	1,535	3.8%	0.4%	1.2%	1.2%	6.2%	1.2%
SHELBY	1,291	1,248	1,156	1,188	1,259	1,221	3.1%	0.5%	1.0%	1.1%	7.4%	1.0%
SIMPSON	546	517	549	558	581	543	7.1%	0.4%	1.3%	1.5%	12.0%	1.3%
SPENCER	227	228	225	232	230	228	0.9%	0.4%	1.6%	1.9%	4.9%	1.6%
TAYLOR	671	654	609	563	585	624	-6.3%	0.4%	1.6%	1.5%	2.7%	1.6%
TODD	224	257	266	252	214	250	-14.3%	0.7%	1.7%	2.3%	8.1%	1.7%
TRIGG	302	290	269	314	276	294	-6.0%	0.6%	1.5%	1.9%	7.4%	1.5%
TRIMBLE	138	155	153	129	131	144	-8.9%	0.6%	1.1%	3.5%	6.7%	1.1%
UNION	262	233	220	218	232	233	-0.5%	0.6%	1.6%	2.1%	6.4%	1.6%
WARREN	4,825	4,416	4,460	4,528	4,466	4,557	-2.0%	0.6%	0.7%	1.2%	3.9%	0.7%
WASHINGTON	223	192	227	278	273	230	18.7%	1.1%	1.5%	1.7%	6.4%	1.5%
WAYNE	310	325	314	264	315	303	3.9%	0.6%	1.0%	2.0%	2.7%	1.0%
WEBSTER	228	195	246	262	263	233	13.0%	0.8%	2.8%	1.7%	6.6%	2.8%
WHITLEY	1,026	917	1,023	1,044	997	1,003	-0.5%	0.4%	1.9%	2.0%	7.8%	1.9%
WOLFE	117	123	129	143	151	128	18.0%	0.2%	2.9%	2.4%	1.7%	2.9%
WOODFORD	712	749	764	793	846	755	12.1%	0.5%	0.9%	1.1%	6.4%	0.9%

Table 7: DUI Cases

County	Convictions						2025 Statistics		
	2021	2022	2023	2024	2025	5-Year Average	DUI Convictrion Rate (Convictions/ Cases)	Convictions Per 1000 Licensed Drivers	Convictions Per Alcohol-Related Crash
ADAIR	124	101	74	26	35	72	92%	5.6	8.2
ALLEN	78	55	37	20	35	45	85%	2.6	6.2
ANDERSON	154	121	115	64	45	100	87%	6.4	23.0
BALLARD	73	75	33	21	9	42	75%	5.2	8.3
BARREN	349	290	152	131	122	209	92%	4.7	4.8
BATH	89	48	31	9	27	41	82%	3.1	2.8
BELL	241	136	60	34	45	103	80%	3.9	15.0
BOONE	449	374	362	315	313	363	78%	3.5	4.5
BOURBON	143	111	114	67	59	99	80%	8.4	7.6
BOYD	242	201	175	79	90	157	88%	5.3	8.0
BOYLE	137	109	95	66	39	89	75%	4.6	5.6
BRACKEN	20	23	13	4	8	14	89%	2.0	3.3
BREATHITT	95	70	38	6	6	43	43%	4.7	7.6
BRECKINRIDGE	72	55	33	43	29	46	71%	2.3	8.3
BULLITT	252	227	97	92	95	153	67%	1.6	3.7
BUTLER	50	50	23	6	13	28	81%	2.7	3.3
CALDWELL	50	42	29	10	17	30	100%	3.2	7.3
CALLOWAY	153	156	159	97	91	131	92%	6.4	5.7
CAMPBELL	388	372	301	254	267	316	92%	4.6	6.1
CARLISLE	20	28	16	4	7	15	70%	4.5	3.2
CARROLL	109	85	31	38	25	58	61%	4.4	3.4
CARTER	177	151	89	39	43	100	74%	4.8	7.4
CASEY	131	89	60	27	28	67	88%	5.7	20.0
CHRISTIAN	243	214	136	132	162	177	74%	3.5	5.4
CLARK	199	213	136	126	103	155	89%	5.2	5.7
CLAY	106	93	38	25	24	57	83%	3.2	12.7
CLINTON	31	25	18	26	26	25	81%	2.8	6.0
CRITTENDEN	18	16	-	3	7	9	88%	0.0	0.0
CUMBERLAND	84	78	62	20	16	52	89%	13.0	8.9
DAVIESS	464	395	243	170	200	294	72%	3.3	4.2
EDMONSON	33	27	12	8	8	18	89%	1.5	3.0
ELLIOTT	32	17	5	2	5	12	100%	1.3	1.7
ESTILL	64	44	27	19	25	36	81%	2.8	5.4
FAYETTE	1,104	1,077	813	651	567	842	62%	3.9	2.8
FLEMING	35	50	29	13	20	29	67%	2.7	9.7
FLOYD	213	246	104	55	72	138	95%	4.4	10.4
FRANKLIN	343	199	185	151	120	200	75%	5.0	7.1
FULTON	23	10	22	12	21	18	95%	5.8	11.0
GALLATIN	61	66	33	49	54	53	77%	5.5	8.3
GARRARD	78	53	41	31	32	47	74%	3.2	13.7

Table 7 Continued.

County	Convictions						2025 Statistics		
	2021	2022	2023	2024	2025	5-Year Average	DUI Convictrion Rate (Convictions/ Cases)	Convictions Per 1000 Licensed Drivers	Convictions Per Alcohol-Related Crash
GRANT	105	111	60	52	58	77	73%	3.2	3.8
GRAVES	197	249	129	90	69	147	80%	5.0	7.2
GRAYSON	91	64	34	38	27	51	93%	1.7	1.5
GREEN	44	39	15	9	7	23	88%	1.9	1.9
GREENUP	145	58	67	60	61	78	88%	2.7	5.6
HANCOCK	26	23	13	8	14	17	88%	2.0	3.3
HARDIN	571	496	335	272	186	372	83%	4.2	8.0
HARLAN	235	234	71	11	24	115	44%	4.3	8.9
HARRISON	62	43	40	34	20	40	67%	2.9	5.0
HART	134	77	42	36	36	65	68%	3.5	5.3
HENDERSON	253	267	127	71	81	160	70%	4.1	3.7
HENRY	124	94	43	21	31	63	74%	3.5	3.9
HICKMAN	19	15	10	3	1	10	50%	3.5	5.0
HOPKINS	321	235	175	104	87	184	95%	5.5	11.7
JACKSON	44	28	16	8	9	21	75%	1.8	16.0
JEFFERSON	1,178	1,372	623	634	737	909	59%	1.2	1.7
JESSAMINE	241	212	186	103	132	175	77%	4.8	6.4
JOHNSON	102	83	59	29	26	60	76%	3.8	11.8
KENTON	700	595	374	323	273	453	91%	3.2	3.1
KNOTT	90	69	60	4	4	45	67%	7.0	15.0
KNOX	229	227	251	68	48	165	71%	13.1	27.9
LARUE	57	34	22	19	18	30	58%	2.1	2.2
LAUREL	415	398	506	130	125	315	86%	12.1	14.1
LAWRENCE	84	67	35	20	25	46	83%	3.3	11.7
LEE	16	16	20	14	7	15	47%	4.8	5.0
LESLIE	83	70	15	4	7	36	88%	2.3	0.0
LETCHER	72	90	34	12	13	44	65%	2.5	3.4
LEWIS	70	86	72	22	14	53	82%	7.8	9.0
LINCOLN	105	114	104	58	47	86	78%	5.8	17.3
LIVINGSTON	35	29	24	6	14	22	93%	3.4	12.0
LOGAN	137	74	164	99	83	111	93%	8.2	13.7
LYON	93	74	28	23	20	48	71%	4.9	5.6
MCCRACKEN	335	436	386	299	206	332	91%	8.0	11.7
MCCREARY	146	75	65	45	23	71	82%	6.4	21.7
MCLEAN	34	13	18	19	7	18	78%	2.7	4.5
MADISON	382	362	232	228	264	294	85%	3.4	3.6
MAGOFFIN	68	42	37	10	12	34	80%	4.6	12.3
MARION	112	88	50	45	32	65	80%	3.7	4.2
MARSHALL	140	120	118	70	62	102	95%	4.9	9.8
MARTIN	29	33	21	14	7	21	100%	3.4	21.0

Table 7 Continued.

County	Convictions						2025 Statistics		
	2021	2022	2023	2024	2025	5-Year Average	DUI Convictrion Rate (Convictions/ Cases)	Convictions Per 1000 Licensed Drivers	Convictions Per Alcohol-Related Crash
MASON	64	65	34	43	32	48	89%	2.8	3.4
MEADE	44	51	42	28	38	41	75%	2.1	4.2
MENIFEE	69	25	24	6	10	27	91%	5.0	24.0
MERCER	56	56	45	38	40	47	91%	2.6	5.0
METCALFE	60	54	53	18	43	46	96%	6.9	4.8
MONROE	48	51	10	15	13	27	65%	1.4	5.0
MONTGOMERY	114	90	84	49	56	79	89%	4.4	4.7
MORGAN	94	39	29	11	13	37	87%	3.5	7.3
MUHLENBERG	145	131	175	67	51	114	84%	8.3	19.4
NELSON	113	148	76	74	79	98	69%	2.1	3.2
NICHOLAS	24	21	10	14	15	17	79%	1.9	3.3
OHIO	173	110	67	53	58	92	87%	4.1	3.0
OLDHAM	133	124	101	102	80	108	76%	2.1	4.0
OWEN	38	45	22	10	16	26	70%	3.0	4.4
OWSLEY	11	12	17	5	4	10	80%	5.7	8.5
PENDLETON	47	27	14	16	13	23	76%	1.3	3.5
PERRY	173	92	57	20	26	74	84%	3.3	9.5
PIKE	427	413	35	16	25	183	20%	0.9	1.5
POWELL	200	158	49	22	17	89	63%	5.7	12.3
PULASKI	322	178	121	89	84	159	81%	2.5	3.3
ROBERTSON	3	5	1	4	0	3	0%	0.6	1.0
ROCKCASTLE	91	72	46	37	37	57	63%	4.1	5.1
ROWAN	137	182	143	94	108	133	89%	9.0	6.0
RUSSELL	127	69	57	39	48	68	71%	4.4	5.7
SCOTT	298	271	161	174	167	214	70%	3.8	5.6
SHELBY	286	193	199	172	126	195	75%	5.9	6.6
SIMPSON	191	137	86	50	45	102	76%	6.2	7.2
SPENCER	69	76	67	71	59	68	79%	4.3	16.8
TAYLOR	115	121	147	73	58	103	84%	8.1	13.4
TODD	54	62	46	63	53	56	91%	6.0	5.8
TRIGG	82	78	32	33	48	55	92%	3.0	3.6
TRIMBLE	51	44	15	10	15	27	94%	2.4	3.8
UNION	87	111	58	31	37	65	86%	6.1	8.3
WARREN	716	537	301	281	341	435	81%	3.3	2.4
WASHINGTON	25	34	20	19	11	22	73%	2.2	1.5
WAYNE	63	50	47	26	15	40	88%	3.6	5.2
WEBSTER	47	56	30	31	30	39	94%	3.4	3.3
WHITLEY	330	251	130	51	60	164	73%	4.9	5.9
WOLFE	121	51	24	12	14	44	70%	5.0	24.0
WOODFORD	175	139	106	79	102	120	86%	5.2	5.3
TOTAL	19,474	17,033	11,503	8106	7914	12,806	76%	3.7	0.0

Table 8: Reckless/Careless Cases

County	Convictions						2025 Statistics	
	2021	2022	2023	2024	2025	5-Year Average	Careless Convictrion Rate (Convictions/ Cases)	Convictions Per 1000 Licensed Drivers
ADAIR	38	34	56	66	95	58	58%	5.0
ALLEN	6	14	23	16	35	19	30%	1.1
ANDERSON	27	25	26	33	14	25	16%	1.8
BALLARD	16	16	19	22	21	19	46%	3.4
BARREN	52	57	90	144	206	110	28%	4.5
BATH	13	18	25	13	28	19	54%	1.3
BELL	19	16	24	25	28	22	27%	1.6
BOONE	54	39	75	213	224	121	32%	2.1
BOURBON	23	15	30	49	39	31	23%	3.6
BOYD	39	52	59	77	81	62	70%	2.3
BOYLE	26	18	31	26	33	27	26%	1.3
BRACKEN	3	5	5	24	9	9	69%	3.7
BREATHITT	3	2	15	13	10	9	31%	1.6
BRECKINRIDGE	10	4	13	15	13	11	27%	1.0
BULLITT	87	78	28	23	36	50	12%	0.4
BUTLER	2	6	13	18	26	13	41%	2.1
CALDWELL	17	22	14	7	27	17	73%	0.8
CALLOWAY	22	23	39	24	30	28	77%	1.0
CAMPBELL	47	31	49	70	80	55	22%	1.1
CARLISLE	2	2	4	-	10	4	36%	0.0
CARROLL	21	20	20	50	47	32	45%	7.1
CARTER	11	11	23	23	20	18	19%	1.2
CASEY	20	32	27	28	30	27	68%	2.7
CHRISTIAN	43	60	68	107	159	87	23%	2.7
CLARK	41	63	114	89	57	73	17%	3.4
CLAY	-	5	2	4	1	2	1%	0.3
CLINTON	7	2	3	10	12	7	18%	1.5
CRITTENDEN	4	11	8	14	13	10	57%	2.5
CUMBERLAND	24	20	12	13	20	18	25%	2.7
DAVIESS	140	106	138	113	118	123	26%	1.5
EDMONSON	14	9	14	15	7	12	21%	1.8
ELLIOTT	3	1	1	-	-	1	0%	0.0
ESTILL	4	7	4	3	6	5	20%	0.3
FAYETTE	143	143	197	230	237	190	48%	1.1
FLEMING	7	8	11	6	12	9	60%	0.6
FLOYD	31	32	35	35	39	34	28%	1.5
FRANKLIN	92	139	789	400	200	324	60%	10.8
FULTON	7	2	3	5	5	4	38%	1.3
GALLATIN	148	112	99	76	60	99	26%	12.7
GARRARD	19	23	35	83	46	41	56%	6.4

Table 8 Continued.

County	Convictions						2025 Statistics	
	2021	2022	2023	2024	2025	5-Year Average	Careless Convictrion Rate (Convictions/ Cases)	Convictions Per 1000 Licensed Drivers
GRANT	22	32	50	169	220	99	38%	9.0
GRAVES	36	54	104	84	122	80	58%	3.3
GRAYSON	29	36	42	33	31	34	55%	1.7
GREEN	5	4	8	4	1	4	7%	0.5
GREENUP	14	2	12	29	31	18	82%	1.2
HANCOCK	4	2	3	2	9	4	41%	0.3
HARDIN	236	279	324	306	248	279	30%	3.8
HARLAN	10	12	15	15	14	13	16%	0.9
HARRISON	8	5	11	31	30	17	48%	2.3
HART	158	118	192	273	368	222	32%	22.8
HENDERSON	63	74	50	65	69	64	47%	2.1
HENRY	51	46	67	94	95	71	26%	7.6
HICKMAN	3	-	2	3	4	2	33%	1.1
HOPKINS	97	102	83	90	98	94	38%	2.8
JACKSON	2	3	8	8	9	6	24%	0.9
JEFFERSON	728	1,006	896	887	952	894	20%	1.7
JESSAMINE	34	20	45	119	112	66	44%	3.1
JOHNSON	6	2	6	8	8	6	11%	0.5
KENTON	187	153	178	199	198	183	19%	1.7
KNOTT	2	3	10	8	4	5	4%	0.9
KNOX	18	23	36	30	40	29	12%	1.6
LARUE	16	20	40	35	26	27	26%	3.3
LAUREL	62	53	68	62	78	65	25%	1.5
LAWRENCE	6	13	13	9	19	12	26%	0.8
LEE	3	5	3	9	10	6	48%	2.2
LESLIE	2	3	4	2	4	3	27%	0.3
LETCHER	3	5	8	3	1	4	5%	0.2
LEWIS	-	-	8	7	13	6	68%	0.8
LINCOLN	30	32	47	36	36	36	24%	2.0
LIVINGSTON	23	19	29	17	36	25	55%	2.4
LOGAN	31	33	49	51	56	44	31%	2.5
LYON	57	66	91	124	154	98	60%	21.5
MCCRACKEN	72	83	106	70	76	81	26%	1.5
MCCREARY	16	13	4	2	5	8	9%	0.2
MCLEAN	7	1	2	6	2	4	17%	0.9
MADISON	49	43	46	75	89	60	25%	1.1
MAGOFFIN	2	1	3	1	-	1	0%	0.1
MARION	18	16	19	26	24	21	25%	1.9
MARSHALL	27	45	61	41	28	40	21%	1.7
MARTIN	-	-	4	2	3	2	25%	0.3

Table 8 Continued.

County	Convictions						2025 Statistics	
	2021	2022	2023	2024	2025	5-Year Average	Careless Convictrion Rate (Convictions/ Cases)	Convictions Per 1000 Licensed Drivers
MASON	21	19	23	21	18	20	82%	1.7
MEADE	25	15	32	32	44	30	42%	1.6
MENIFEE	2	11	4	3	4	5	50%	0.6
MERCER	20	11	29	15	11	17	23%	0.9
METCALFE	13	5	16	16	21	14	27%	2.1
MONROE	3	6	13	4	12	8	34%	0.5
MONTGOMERY	12	9	13	17	35	17	49%	0.9
MORGAN	8	20	19	4	7	12	27%	0.5
MUHLENBERG	43	54	84	96	120	79	47%	4.5
NELSON	33	41	57	69	71	54	24%	1.9
NICHOLAS	5	5	3	30	17	12	57%	5.7
OHIO	49	45	20	41	20	35	20%	2.5
OLDHAM	24	54	57	75	130	68	24%	1.6
OWEN	5	11	10	7	14	9	78%	0.9
OWSLEY	-	1	9	6	5	4	42%	2.0
PENDLETON	3	5	19	39	43	22	75%	3.7
PERRY	37	11	25	23	15	22	14%	1.3
PIKE	13	6	18	23	28	18	6%	0.6
POWELL	1	3	7	2	4	3	17%	0.2
PULASKI	42	19	36	41	36	35	14%	0.8
ROBERTSON	-	-	-	-	-	-	0%	0.0
ROCKCASTLE	9	3	21	15	17	13	26%	1.3
ROWAN	21	19	63	59	43	41	47%	3.7
RUSSELL	8	5	20	24	62	24	37%	1.8
SCOTT	40	64	104	169	189	113	38%	3.9
SHELBY	52	58	100	83	137	86	39%	2.5
SIMPSON	26	25	51	76	156	67	50%	5.5
SPENCER	24	19	43	53	46	37	26%	3.4
TAYLOR	26	28	53	52	33	38	19%	2.9
TODD	15	13	24	20	22	19	37%	2.6
TRIGG	24	22	31	39	60	35	46%	3.6
TRIMBLE	5	4	4	6	1	4	5%	1.0
UNION	24	25	20	18	13	20	38%	1.9
WARREN	125	197	248	428	744	348	43%	4.6
WASHINGTON	9	16	13	16	6	12	10%	1.8
WAYNE	11	8	6	8	11	9	33%	0.6
WEBSTER	20	13	24	28	33	24	41%	3.1
WHITLEY	63	54	85	78	31	62	25%	2.9
WOLFE	3	1	2	3	6	3	17%	0.6
WOODFORD	22	42	69	39	75	49	42%	1.9
TOTAL	4,308	4,677	6,463	4,677	6,995	3,090	28%	1.5

Table 9: Speeding Cases

County	Convictions						2025 Statistics		
	2021	2022	2023	2024	2025	5-Year Average	Speeding Convictrion Rate (Convictions/ Cases)	Convictions Per 1000 Licensed Drivers	Convictions Per Speed-Related Crash
ADAIR	56	62	945	877	676	523	66.7%	66.7	21.1
ALLEN	14	41	116	151	226	110	45.7%	10.6	4.0
ANDERSON	55	90	518	589	572	365	75.2%	32.9	8.8
BALLARD	15	27	197	104	100	89	47.6%	16.3	3.6
BARREN	122	190	884	885	1,189	654	49.5%	27.4	6.5
BATH	28	33	486	454	562	313	44.9%	45.8	9.7
BELL	14	76	1,246	1,235	1,098	734	52.6%	80.1	19.3
BOONE	157	294	2,549	3,747	3,141	1,978	67.1%	36.3	2.8
BOURBON	34	60	1,438	862	988	676	68.5%	63.5	9.0
BOYD	50	104	1,120	1,153	1,203	726	69.2%	34.9	5.2
BOYLE	51	90	147	534	542	273	45.9%	25.8	4.2
BRACKEN	10	10	764	348	234	273	73.6%	53.0	4.4
BREATHITT	30	33	95	91	310	112	40.1%	11.2	7.8
BRECKINRIDGE	34	45	165	204	84	106	38.2%	14.2	1.0
BULLITT	60	124	891	538	594	441	28.1%	9.1	2.1
BUTLER	16	34	75	96	144	73	47.7%	11.3	1.9
CALDWELL	15	27	244	191	302	156	55.9%	21.3	3.7
CALLOWAY	55	109	334	243	380	224	36.6%	9.8	2.7
CAMPBELL	173	306	1,382	1,698	1,868	1,085	48.4%	25.7	3.7
CARLISLE	8	13	79	70	144	63	63.7%	19.5	14.4
CARROLL	22	55	83	147	120	85	50.2%	20.8	1.6
CARTER	52	56	965	863	758	539	61.1%	46.7	5.6
CASEY	24	32	125	153	153	97	78.9%	14.6	3.4
CHRISTIAN	80	141	1,483	1,672	1,821	1,039	47.2%	42.5	4.2
CLARK	50	157	382	522	217	266	33.9%	20.0	1.3
CLAY	29	45	327	397	252	210	42.2%	33.6	4.1
CLINTON	7	15	66	206	252	109	54.8%	31.7	7.9
CRITTENDEN	7	8	112	177	103	81	53.6%	31.1	8.6
CUMBERLAND	35	53	247	237	204	155	60.0%	49.7	22.7
DAVIESS	147	301	2,246	2,417	2,452	1,513	58.3%	33.1	5.2
EDMONSON	9	15	63	60	50	39	43.1%	7.4	1.3
ELLIOTT	5	10	46	37	48	29	44.0%	9.5	6.0
ESTILL	31	51	154	130	73	88	35.8%	13.4	2.3
FAYETTE	352	724	4,912	4,842	5,243	3,215	58.9%	23.4	1.6
FLEMING	11	37	123	163	464	160	79.9%	15.1	11.0
FLOYD	67	87	556	702	578	398	26.4%	29.5	5.0
FRANKLIN	97	166	3,764	3,144	2,502	1,935	60.3%	84.8	12.5
FULTON	13	9	122	105	78	65	46.2%	27.6	5.2
GALLATIN	25	28	1,085	854	757	550	57.9%	142.6	13.1
GARRARD	20	43	956	762	466	449	51.6%	58.7	14.1

Table 9 Continued.

County	Convictions						2025 Statistics		
	2021	2022	2023	2024	2025	5-Year Average	Speeding Convictrion Rate (Convictions/ Cases)	Convictions Per 1000 Licensed Drivers	Convictions Per Speed-Related Crash
GRANT	32	66	2,652	1,523	1,186	1,092	59.2%	81.0	6.6
GRAVES	64	140	840	528	773	469	52.4%	20.6	4.3
GRAYSON	44	53	336	288	253	195	71.1%	14.5	2.1
GREEN	12	18	118	117	74	68	58.7%	15.0	2.6
GREENUP	59	68	563	1,184	817	538	72.6%	47.9	10.8
HANCOCK	6	17	149	228	227	125	59.1%	34.9	7.8
HARDIN	171	340	3,294	3,846	3,204	2,171	63.9%	48.0	5.6
HARLAN	48	74	1,048	738	814	544	51.9%	44.8	17.3
HARRISON	21	30	136	111	173	94	61.6%	8.1	2.4
HART	34	45	810	960	1,044	579	40.5%	80.1	4.7
HENDERSON	59	125	1,298	1,393	1,204	816	72.6%	45.2	4.2
HENRY	19	61	967	1,161	1,113	664	71.9%	93.8	18.2
HICKMAN	6	9	50	36	57	32	46.7%	12.6	14.3
HOPKINS	84	132	954	859	842	574	57.9%	26.8	3.7
JACKSON	4	13	583	594	627	364	75.0%	65.0	34.8
JEFFERSON	440	863	7,682	8,501	6,897	4,877	57.5%	15.9	2.0
JESSAMINE	87	164	715	929	692	517	50.9%	24.2	2.3
JOHNSON	30	44	275	270	174	159	24.7%	17.4	5.4
KENTON	260	440	3,392	4,759	4,849	2,740	72.6%	40.6	4.1
KNOTT	7	13	46	130	168	73	19.0%	15.1	8.8
KNOX	47	73	1,162	1,083	999	673	32.3%	56.5	20.0
LARUE	19	25	851	736	668	460	68.7%	69.1	7.7
LAUREL	106	165	2,716	1,809	1,348	1,229	47.9%	43.3	5.2
LAWRENCE	10	24	391	1,071	742	448	52.0%	101.0	92.8
LEE	5	7	127	69	34	48	54.8%	16.7	1.8
LESLIE	9	9	59	107	83	53	41.5%	16.6	13.8
LETCHER	34	46	344	400	592	283	43.0%	29.0	10.8
LEWIS	26	52	206	179	252	143	60.4%	19.5	7.4
LINCOLN	28	52	494	298	572	289	55.8%	16.7	10.4
LIVINGSTON	9	17	327	348	289	198	56.2%	49.9	9.6
LOGAN	57	58	539	559	734	389	62.0%	27.8	4.6
LYON	27	47	1,052	1,094	772	598	77.8%	190.1	9.4
MCCRACKEN	132	310	874	622	943	576	52.0%	13.0	1.8
MCCREARY	42	50	147	168	145	110	24.7%	16.7	3.3
MCLEAN	9	13	127	176	175	100	33.0%	25.9	5.1
MADISON	130	241	1,545	1,632	1,996	1,109	45.2%	24.2	2.7
MAGOFFIN	19	25	55	67	38	41	20.1%	8.3	0.8
MARION	38	53	314	495	314	243	73.9%	37.1	9.2
MARSHALL	50	69	876	673	758	485	72.3%	27.8	4.5
MARTIN	13	20	17	12	7	14	3.9%	1.9	0.5

Table 9 Continued.

County	Convictions						2025 Statistics		
	2021	2022	2023	2024	2025	5-Year Average	Speeding Convictrion Rate (Convictions/ Cases)	Convictions Per 1000 Licensed Drivers	Convictions Per Speed-Related Crash
MASON	19	43	469	376	219	225	86.9%	31.1	3.4
MEADE	16	35	313	342	505	242	64.1%	17.2	6.9
MENIFEE	11	17	57	33	30	30	46.2%	6.9	2.0
MERCER	28	42	185	133	101	98	67.3%	7.6	1.9
METCALFE	17	28	482	594	562	337	73.2%	77.8	7.0
MONROE	25	16	94	84	89	62	39.7%	11.5	4.5
MONTGOMERY	35	68	227	174	153	131	45.3%	9.2	1.2
MORGAN	24	22	179	231	207	133	48.6%	28.0	4.4
MUHLENBERG	46	79	639	667	746	435	51.4%	31.5	6.0
NELSON	49	93	986	736	860	545	57.0%	20.3	5.0
NICHOLAS	9	14	187	239	195	129	67.7%	45.5	13.0
OHIO	45	57	697	917	876	518	55.2%	56.4	13.1
OLDHAM	41	89	874	741	539	457	39.5%	15.5	2.7
OWEN	10	27	151	254	451	179	88.6%	34.1	9.2
OWSLEY	3	6	64	87	54	43	65.1%	29.4	13.5
PENDLETON	14	13	189	498	404	224	78.8%	47.7	4.4
PERRY	20	50	131	190	139	106	16.2%	11.0	3.3
PIKE	78	160	419	401	278	267	16.0%	10.9	1.6
POWELL	43	59	166	162	148	116	62.4%	18.8	5.9
PULASKI	132	130	1,329	1,943	1,936	1,094	54.4%	39.5	7.3
ROBERTSON	4	4	5	7	6	5	66.7%	4.3	0.7
ROCKCASTLE	31	37	516	619	544	349	57.0%	55.1	1.3
ROWAN	48	124	519	559	845	419	71.7%	35.2	6.1
RUSSELL	28	51	265	344	412	220	59.9%	26.3	9.6
SCOTT	78	161	560	800	794	479	54.1%	18.6	1.8
SHELBY	101	143	1,523	2,061	1,695	1,105	71.2%	61.5	7.2
SIMPSON	67	103	209	402	481	252	52.5%	28.9	2.5
SPENCER	31	40	323	470	285	230	53.7%	30.3	4.0
TAYLOR	31	50	931	778	800	518	54.7%	42.7	16.3
TODD	12	26	162	142	140	96	60.1%	18.4	2.2
TRIGG	14	59	1,158	767	558	511	69.0%	71.0	7.1
TRIMBLE	13	29	59	108	67	55	56.3%	17.6	2.2
UNION	17	55	403	310	196	196	72.1%	32.9	4.4
WARREN	216	455	2,552	2,532	3,305	1,812	55.2%	27.4	3.3
WASHINGTON	6	15	358	606	227	242	52.5%	67.2	5.2
WAYNE	27	41	61	63	43	47	50.6%	4.8	0.7
WEBSTER	11	24	191	341	208	155	44.0%	38.2	1.8
WHITLEY	72	90	619	546	608	387	74.9%	20.4	2.9
WOLFE	18	24	678	421	529	334	61.5%	87.5	29.4
WOODFORD	54	99	849	1,017	1,671	738	76.7%	50.3	10.4
TOTAL	5,921	10,550	89,402	70,991	78,894	51,152	56.2%	23.1	-

Table 10: Crashes Involving Drugs

County	Population	Number of Crashes	% of Total Crashes
ADAIR	19,423	20	1.10%
ALLEN	22,536	17	0.78%
ANDERSON	25,225	20	0.90%
BALLARD	7,594	13	1.76%
BARREN	45,641	52	0.84%
BATH	13,176	22	1.76%
BELL	22,829	56	2.17%
BOONE	145,316	137	0.59%
BOURBON	20,243	32	1.17%
BOYD	47,751	139	2.05%
BOYLE	31,632	40	1.00%
BRACKEN	8,511	12	1.51%
BREATHITT	12,558	28	2.44%
BRECKINRIDGE	21,503	29	2.22%
BULLITT	86,454	81	0.79%
BUTLER	12,520	11	1.09%
CALDWELL	12,609	33	1.98%
CALLOWAY	39,421	18	0.40%
CAMPBELL	95,441	140	1.05%
CARLISLE	4,747	8	2.95%
CARROLL	11,141	19	0.97%
CARTER	26,149	49	1.92%
CASEY	16,205	25	2.22%
CHRISTIAN	70,115	85	0.94%
CLARK	37,888	56	1.09%
CLAY	19,465	28	2.20%
CLINTON	9,139	14	1.13%
CRITTENDEN	8,807	10	1.53%
CUMBERLAND	5,992	14	2.60%
DAVIESS	104,898	154	0.94%
EDMONSON	12,749	9	1.07%
ELLIOTT	7,265	3	1.11%
ESTILL	13,962	27	2.46%
FAYETTE	329,751	478	0.80%
FLEMING	15,787	15	1.27%
FLOYD	34,401	101	3.49%
FRANKLIN	52,649	77	1.19%
FULTON	6,218	7	1.42%
GALLATIN	8,840	25	1.66%
GARRARD	18,207	25	1.50%

Table 10 Continued.

County	Population	Number of Crashes	% of Total Crashes
GRANT	26,181	34	0.98%
GRAVES	37,050	45	1.15%
GRAYSON	27,406	35	1.25%
GREEN	11,644	13	1.43%
GREENUP	35,213	33	1.18%
HANCOCK	9,050	5	0.81%
HARDIN	113,482	103	0.75%
HARLAN	24,725	61	3.32%
HARRISON	19,627	32	1.51%
HART	20,117	36	1.20%
HENDERSON	44,255	83	1.09%
HENRY	16,447	26	1.40%
HICKMAN	4,372	3	0.83%
HOPKINS	45,127	56	0.95%
JACKSON	13,325	17	2.50%
JEFFERSON	795,222	620	0.59%
JESSAMINE	57,147	93	1.29%
JOHNSON	22,051	31	1.71%
KENTON	175,779	297	1.18%
KNOTT	13,321	33	3.35%
KNOX	29,532	57	2.30%
LARUE	15,184	13	0.91%
LAUREL	63,746	101	1.15%
LAWRENCE	15,765	11	1.12%
LEE	7,297	12	2.33%
LESLIE	9,627	5	1.40%
LETCHER	19,952	42	2.99%
LEWIS	12,901	26	3.30%
LINCOLN	25,353	40	2.07%
LIVINGSTON	8,863	7	0.92%
LOGAN	28,669	24	0.93%
LYON	9,123	33	2.40%
MCCRACKEN	67,553	100	0.89%
MCCREARY	17,124	16	2.13%
MCLEAN	9,064	11	1.46%
MADISON	101,696	136	1.09%
MAGOFFIN	11,110	16	2.18%
MARION	20,115	19	0.93%
MARSHALL	31,659	42	1.10%
MARTIN	10,697	5	1.02%

Table 10 Continued.

County	Population	Number of Crashes	% of Total Crashes
MASON	16,936	25	1.06%
MEADE	30,699	25	1.24%
MENIFEE	6,430	4	0.86%
MERCER	23,733	22	1.09%
METCALFE	10,583	16	1.36%
MONROE	11,191	3	0.34%
MONTGOMERY	28,822	56	1.70%
MORGAN	14,415	15	1.40%
MUHLENBERG	30,634	37	0.99%
NELSON	49,036	48	0.91%
NICHOLAS	7,949	6	0.97%
OHIO	23,934	28	0.93%
OLDHAM	70,986	48	0.87%
OWEN	11,601	11	1.20%
OWSLEY	3,932	8	5.80%
PENDLETON	14,800	18	1.31%
PERRY	26,555	44	1.74%
PIKE	54,721	197	3.58%
POWELL	12,812	26	2.04%
PULASKI	67,384	68	0.83%
ROBERTSON	2,325	3	1.71%
ROCKCASTLE	16,148	35	1.49%
ROWAN	24,476	42	1.31%
RUSSELL	18,608	35	2.01%
SCOTT	62,262	94	1.22%
SHELBY	51,243	59	0.96%
SIMPSON	20,788	35	1.27%
SPENCER	20,998	18	1.58%
TAYLOR	26,763	49	1.59%
TODD	12,972	21	1.73%
TRIGG	14,512	22	1.52%
TRIMBLE	8,701	8	1.13%
UNION	12,839	19	1.63%
WARREN	149,375	160	0.71%
WASHINGTON	12,368	18	1.51%
WAYNE	19,597	15	0.98%
WEBSTER	12,929	33	2.76%
WHITLEY	37,297	95	1.90%
WOLFE	6,298	19	2.87%
WOODFORD	27,883	35	0.91%

Table 11: Crash Trend Analysis

Crash Statistic	2021	2022	2023	2024	4-Year Average	2025	% Change
Total Crashes	109,775	108,974	117,670	117,896	113,579	118,148	4
Fatal Crashes	738	712	784	692	732	616	-15.8
Fatalities	810	763	831	741	786	664	-15.5
Injury Crashes	20,218	19,617	20,324	19,863	20,006	19,448	-2.8
Injuries	29,518	28,847	30,055	29,286	29,427	28,493	-3.2
Fatal & Injury Crashes	20,956	20,329	21,108	20,555	20,737	20,064	-3.2
Licensed Drivers (Millions)	2.98	3.18	3.03	3.08	3	3.11	1.6%
Registered Vehicles (Millions)	2.70	3.81	3.78	3.94	3.26	4.1	0.14
Total Vehicle Miles (Billions)	41.196	42.706	42.713	132.798	64.853	43.719	-32.6
Total Crash/100 MVM	183	175	190	60	152	182	19.7
Fatal Crash/100 MVM	1.34	1.29	1.4	0.4	1.11	1.07	-3.4
Fatalities/100 MVM	1.48	1.38	1.49	0.43	1.19	1.16	-2.9
Injuries/100 MVM	53	51	53	16	43	48	11
Speed-Related Crashes	4,990	4,763	4,250	4,541	4,636	4,687	1.1
Speed-Related Injury Crashes	1,471	1,229	1,218	1,267	1,296	1,259	-2.9
Speed-Related Fatal Crashes	139	134	126	134	133	92	-31
Speed Convictions	5,921	10,550	10,175	10,307	8,882	89,503	90.1%
Alcohol-Related Crashes	3,357	3,266	3,476	3,452	3,388	3,241	-4.3
Alcohol-Related Injury Crashes	997	981	1,063	1,066	1,027	960	-6.5
Alcohol-Related Fatal Crashes	109	96	115	102	106	74	-29.9
Alcohol-Related Fatalities	121	109	127	114	118	79	-32.9
DUI Filings	19,474	17,033	15,770	10,605	17,426	10,437	-67.0%
DUI Convictions	19,474	17,033	11,503	8,106	16,003	7,914	-102.2%
DUI Conviction Rate (Percent)**	100%	100%	73%	76%	92%	76%	-21.1%
Drug-Related Crashes	1,661	1,137	1,104	1,095	1,249	1,024	-18
Drug-Related Injury Crashes	598	425	428	385	459	355	-22.7
Drug-Related Fatal Crashes	86	84	73	82	81	52	-36
Pedestrian-Related Crashes	876	943	1,044	1,069	983	989	0.6
Pedestrian-Related Injury Crashes	651	653	747	752	701	723	3.2
Pedestrian-Related Fatal Crashes	76	96	127	106	101	87	-14.1
Bicycle-Related Crashes	326	344	352	439	365	465	27.3
Bicycle-Related Injury Crashes	233	226	221	256	234	302	29.1
Bicycle-Related Fatal Crashes	9	13	16	11	12	9	-26.5
Motorcycle-Related Crashes	1,498	1,580	1,708	1,668	1,614	1,491	-7.6
Motorcycle-Related Injury Crashes	947	1,007	1,093	1,050	1,024	938	-8.4
Motorcycle-Related Fatal Crashes	93	96	100	101	98	106	8.7
School Bus-Related Crashes	273	372	359	363	342	315	-7.8
School Bus-Related Injury Crashes	25	43	37	34	35	36	3.6
School Bus-Related Fatal Crashes	1	0	0	1	1	1	100
Truck-Related Crashes	9,272	9,455	9,750	9,475	9,488	9,971	5.1
Truck-Related Injury Crashes	1,383	1,354	1,370	1,316	1,356	1,282	-5.4
Truck-Related Fatal Crashes	106	86	102	81	94	76	-18.9
Train-Related Crashes	41	29	41	42	38	35	-8.5
Train-Related Injury Crashes	11	7	10	14	11	8	-23.8
Train-Related Fatal Crashes	1	3	5	3	3	3	0

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
2000-2004	36,190	4.67
2005-2009	32,752	4.36
2010-2014	37,616	5.37
2015-2019	38,916	4.84
2020-2024	29,684	4.49
2025	5,876	4.18

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.

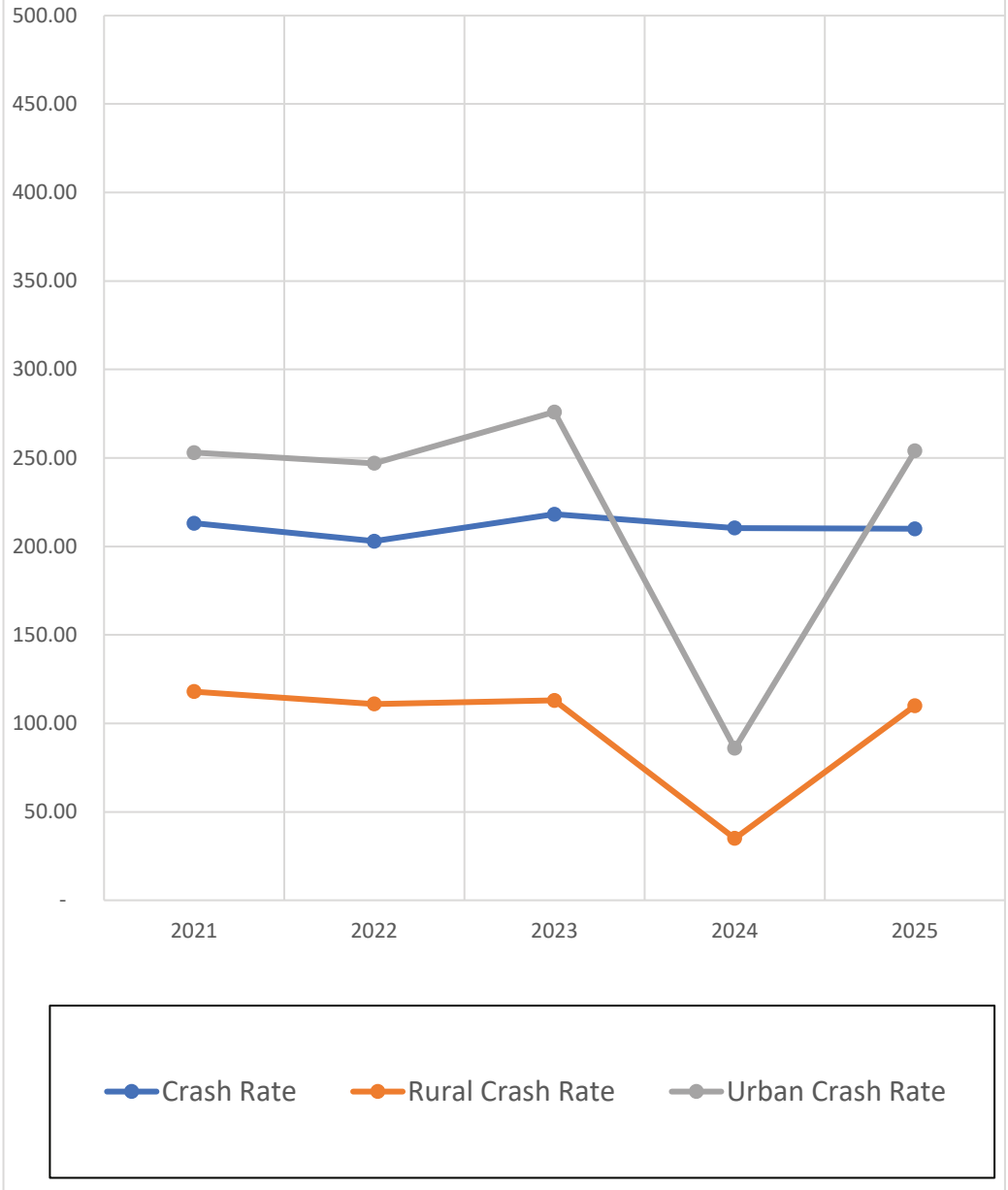
				Crash Rates (Crashes per 100 MVM)		
Location	Functional Classification	Average Total Mileage	Average AADT	Crash Rate	Injury Rate	Fatal Rate
Rural	Interstate	1,273	29,337	20	3	0.2
	Principal Arterial	2,386	8,101	45	9	0.7
	Minor Arterial	2,852	4,115	125	28	1.7
	Major Collector	7,055	1,740	180	41	2.3
	Minor Collector	11,187	581	215	48	2.6
	Local System	5,981	278	212	44	2.7
Urban	Interstate	597	49,649	43	6	0.2
	Freeways & Expressways	141	25,931	48	7	0.3
	Principal Arterial	958	17,804	243	43	1.0
	Minor Arterial	1,754	10,311	320	58	1.4
	Collector	2,207	3,760	341	57	1.0
	Local System	243	1,141	329	53	2.2

Table 14: Percent of All Crashes
(5 Years)

Location	Highway Type	% Wet	% Snow or Ice	% Darkness
Rural	ONE-LANE	10.4	1.5	17.8
	TWO- LANE	19.5	3.5	29.9
	THREE-LANE	17.1	2	23
	FOUR-LANE DIVIDED	15.7	2.7	33.1
	FOUR-LANE UNDIVIDED	14.1	1.6	22.2
	INTERSTATE	26.3	7.4	32.5
	PARKWAY	19.6	7.4	40.7
	ALL	20.5	4.3	30.7
Urban	ONE-LANE	20	1.5	22.9
	TWO- LANE	17.7	2.2	22.6
	THREE-LANE	15	1.4	22.3
	FOUR-LANE DIVIDED	16.2	1.8	22.2
	FOUR-LANE UNDIVIDED	15.8	1.3	21.1
	INTERSTATE	19.2	3.2	24.6
	PARKWAY	22	4.6	27.9
	ALL	17.2	2.1	22.5

Figures

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



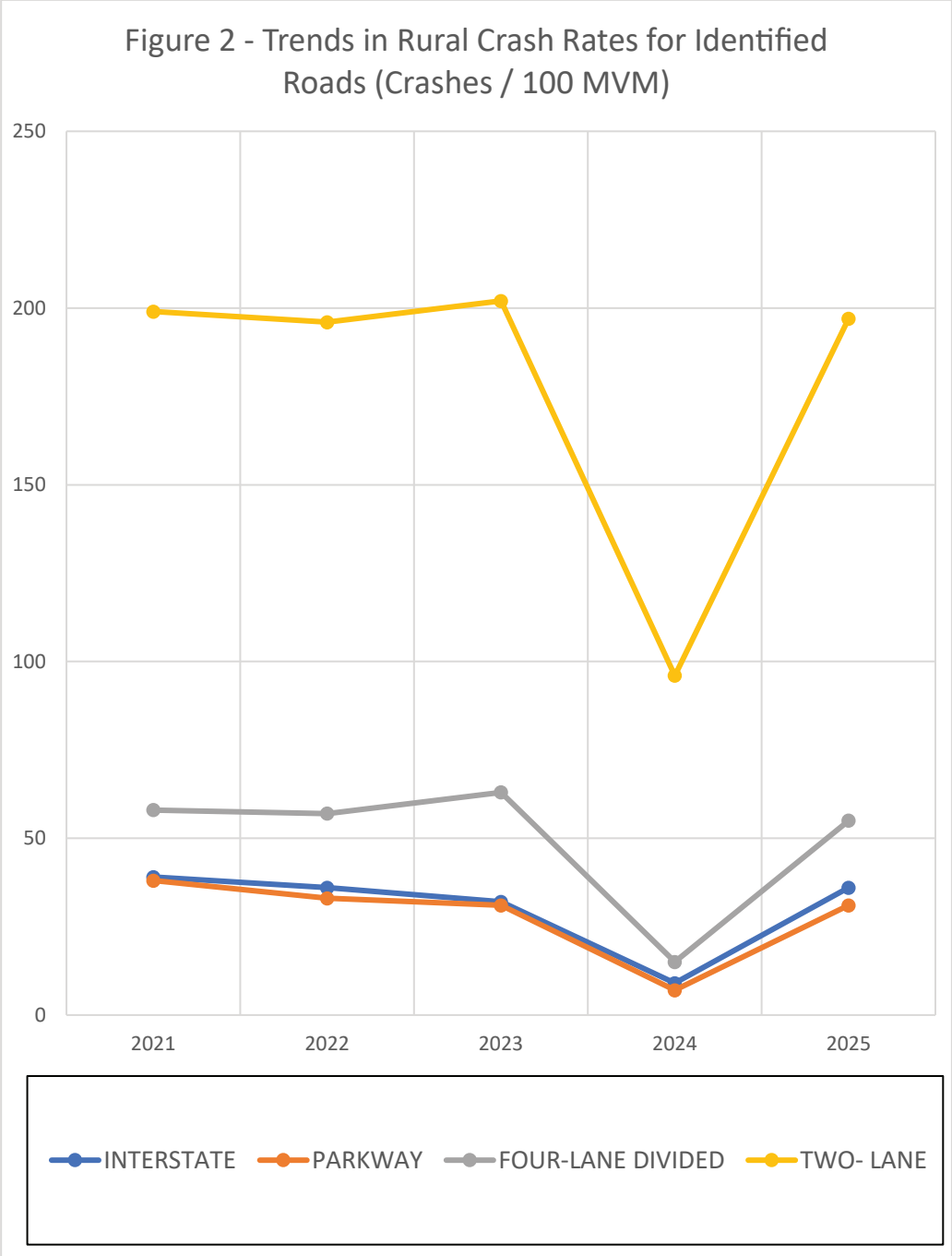

Figure 2 - Trends in Rural Crash Rates for Identified Roads (Crashes / 100 MVM)
250
200
150
100
50
0
2021
2022
2023
2024
2025
INTERSTATE
PARKWAY
FOUR-LANE DIVIDED
TWO- LANE


Figure 3 - Trends in Urban Crash Rates for Identified Roads (Crashes / 100 MVM)
600
500
400
300
200
100
0
2021
2022
2023
2024
2025
INTERSTATE
FOUR-LANE DIVIDED
TWO- LANE
FOUR-LANE UNDIVIDED