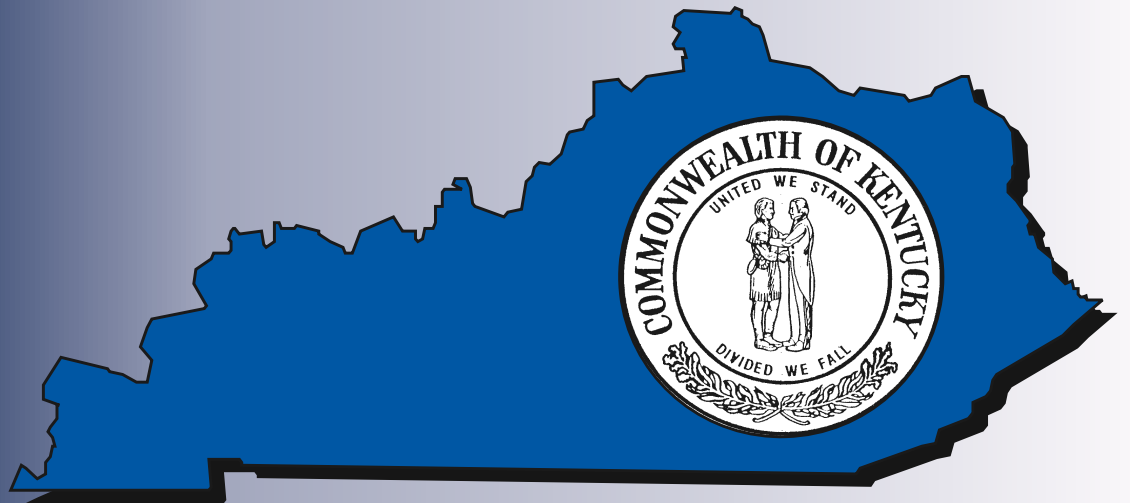


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TRAFFIC COLLISION FACTS



**2013
REPORT**



COMMONWEALTH OF KENTUCKY
OFFICE OF THE GOVERNOR

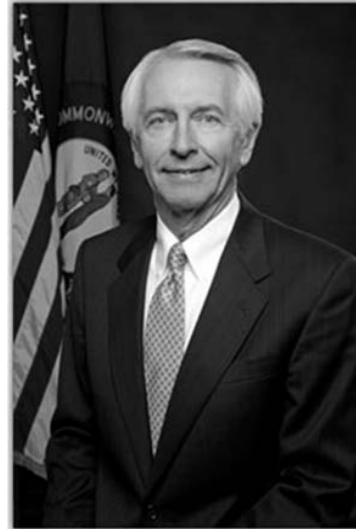
STEVEN L. BESHEAR
GOVERNOR

700 CAPITOL AVENUE
SUITE 100
FRANKFORT, KY 40601
(502) 564-2611
FAX: (502) 564-2517

My Fellow Kentuckians:

This 2013 KENTUCKY TRAFFIC COLLISION FACTS report provides us with valuable statistics concerning traffic collisions on the roadways of our Commonwealth. These figures should also remind us that motor vehicle travel, although required by most to provide our very livelihood, many times results in injury and even death.

Each year I am saddened to learn the number of individuals killed and injured in traffic collisions throughout our state. This year, the number of fatalities for 2013 decreased by 14 percent, with 108 less fatalities than during 2012. The 638 people who lost their lives in fatal collisions in Kentucky represent far too great a portion of our most valuable asset - our citizens.



Injury and death on our highways can be dramatically reduced if everyone will be alert, observe speed limits, never drink and drive, and always buckle up. By following these few common sense rules, we can make our roadways safer for all Kentuckians.

Sincerely,

A handwritten signature in cursive script that reads "Steven L. Beshear".

Steven L. Beshear



KENTUCKY STATE POLICE
919 VERSAILLES ROAD
WWW.KENTUCKYSTATEPOLICE.ORG
FRANKFORT, KENTUCKY 40601

STEVEN L. BESHEAR
GOVERNOR

J. MICHAEL BROWN
SECRETARY

The Honorable Steve Beshear
Governor of Kentucky
The Capitol
Frankfort, Kentucky 40601

RODNEY BREWER
COMMISSIONER

Dear Governor Beshear:

Kentucky Revised Statutes, Chapter 189.635 mandates that Kentucky State Police collect and tabulate the traffic collision reports submitted by all law enforcement agencies across the Commonwealth.

In adherence to this statute, the Kentucky State Police proudly presents the 2013 KENTUCKY TRAFFIC COLLISION FACTS report. This report provides a collection of statistical data, based on comprehensive evaluation and analysis of fatal, injury, and property damage collisions.

The Kentucky State Police would like to take this opportunity to thank all law enforcement agencies that contribute data. In addition, gratitude is also extended to the Kentucky Transportation Center, College of Engineering at the University of Kentucky for their efforts in the successful completion of this report. For twenty consecutive years, this mutually beneficial joint-effort has produced an accurate account of traffic collision data, while also offering a broader analytical insight into several special interest areas.

We sincerely hope that the information contained herein provides beneficial information to law enforcement agencies, as well as various other national, state and local organizations. Most importantly, we hope this data will inspire all citizens to work with officials to create a more heightened sense of highway safety across our great Commonwealth.



Respectfully submitted,

Rodney Brewer
Commissioner

All citizens of the Commonwealth of Kentucky
share the sorrow brought about by senseless
tragedies on our streets and highways.

This 2013 Collision Facts Report

would like to

remember

the

SIX HUNDRED THIRTY-EIGHT

who were victims of fatal traffic collisions

on public roads

during 2013.

KENTUCKY

TRAFFIC COLLISION FACTS

2013

Prepared by:

**Kentucky Transportation Center
College of Engineering
University of Kentucky
Lexington, Kentucky 40506-0281**

In cooperation with:

**Kentucky State Police
Commonwealth of Kentucky**

Please direct inquiries to:

**Criminal Identification and Records Branch
Kentucky State Police
1266 Louisville Road
Frankfort, Kentucky 40601
502.227.8700**

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INTRODUCTION

KENTUCKY'S TRAFFIC COLLISION FACTS report for 2013 is based on collision reports submitted to the Kentucky State Police Records Branch. As required by Kentucky Revised Statutes 189.635, "every law enforcement agency whose officers investigate a vehicle accident of which a report must be made...shall file a report of the accident...within ten days after investigation of the accident upon forms supplied by the bureau." The stated purpose of this requirement is to utilize data on traffic collisions for such purposes as will improve the traffic safety program in the Commonwealth. Data contained in this report are based solely on the observations and judgements of the state and local police officers who investigated each collision. The collision data is contained in an automatic system (Collision Report Analysis for Safer Highways) (CRASH). This system has edit checks for accuracy. Computer tabulations and summaries are again checked for accuracy before information is released or disseminated. It is hoped that the detailed information presented in the 2013 Kentucky Traffic Collision Facts report will, in fact, "improve the traffic safety program within the Commonwealth."

Definitions and Terms: the National MANUAL ON CLASSIFICATION OF MOTOR VEHICLE TRAFFIC CRASHES is used to ensure uniformity and compliance with federal requirements. Standard definitions and terms used in this booklet include the following:

Motor Vehicle Traffic Collision: any motor vehicle collision that occurs on a trafficway or that occurs after the motor vehicle runs off roadway but before events are stabilized.

Collision: an unintended event that produces death, injury or damage. The word "injury" includes "fatal injury."

Trafficway: the entire width between property lines or other boundary lines, of every way or place, of which any part is open to the public for purposes of vehicular travel as matter of right or custom.

Fatal Collision: is any motor vehicle collision that results in fatal injuries to one or more persons.

Fatality: a person or persons killed in a fatal collision (also referred to as "persons killed").

Nonfatal Injury Collision: any motor vehicle collision that results in injury, other than fatal, to one or more persons (also referred to as Personal Injury Collision).

Injured: a person or persons injured in a collision (also referred to as "persons injured").

Property Damage Collision: any motor vehicle collision in which there is no injury to any person, but only damage to a motor vehicle or other property, including injury to domestic animals.

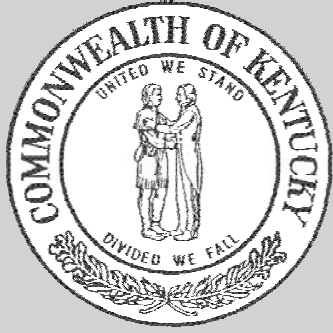
Alcohol-Related Collision: any collision in which an operator was observed to have been drinking by the officer investigating the collision.

NOTE: KRS 189.635 requires "any person operating a vehicle...who is involved in an accident resulting in any property damage exceeding \$500 in which an investigation is not conducted by a law enforcement officer shall file a written report of the accident with the state police within ten (10) days of occurrence of the accident..." Such reports are not included in the overall data presented in this report.

NOTE: Summary data on fatal collisions are included throughout this report. Additional data on fatal collisions can be found in the section titled "Kentucky's Fatality Analysis Reporting System (FARS)", pages 57-62.

NOTE: Prior to 1985, Kentucky utilized a ninety day cut-off for deaths resulting from fatal collisions. As of 1986, persons who died as a result of injuries sustained in a motor vehicle collision are counted as fatalities only if death occurred within thirty days from the date of the collision. This change from ninety to thirty days was made to be consistent with guidelines of the National Highway Traffic Safety Administration.

NOTE: Beginning with the 2000 Kentucky Traffic Collision Facts report, these statistics were tabulated under modified formats. Data from parking lots and private property are reported but summarized separately from collisions on public roads. Civilian report data are not included. **UNLESS OTHERWISE NOTED, THE DATA ARE FOR PUBLIC ROADS ONLY.** Therefore, some data are not directly comparable to previous years.



COLLISION SUMMARY

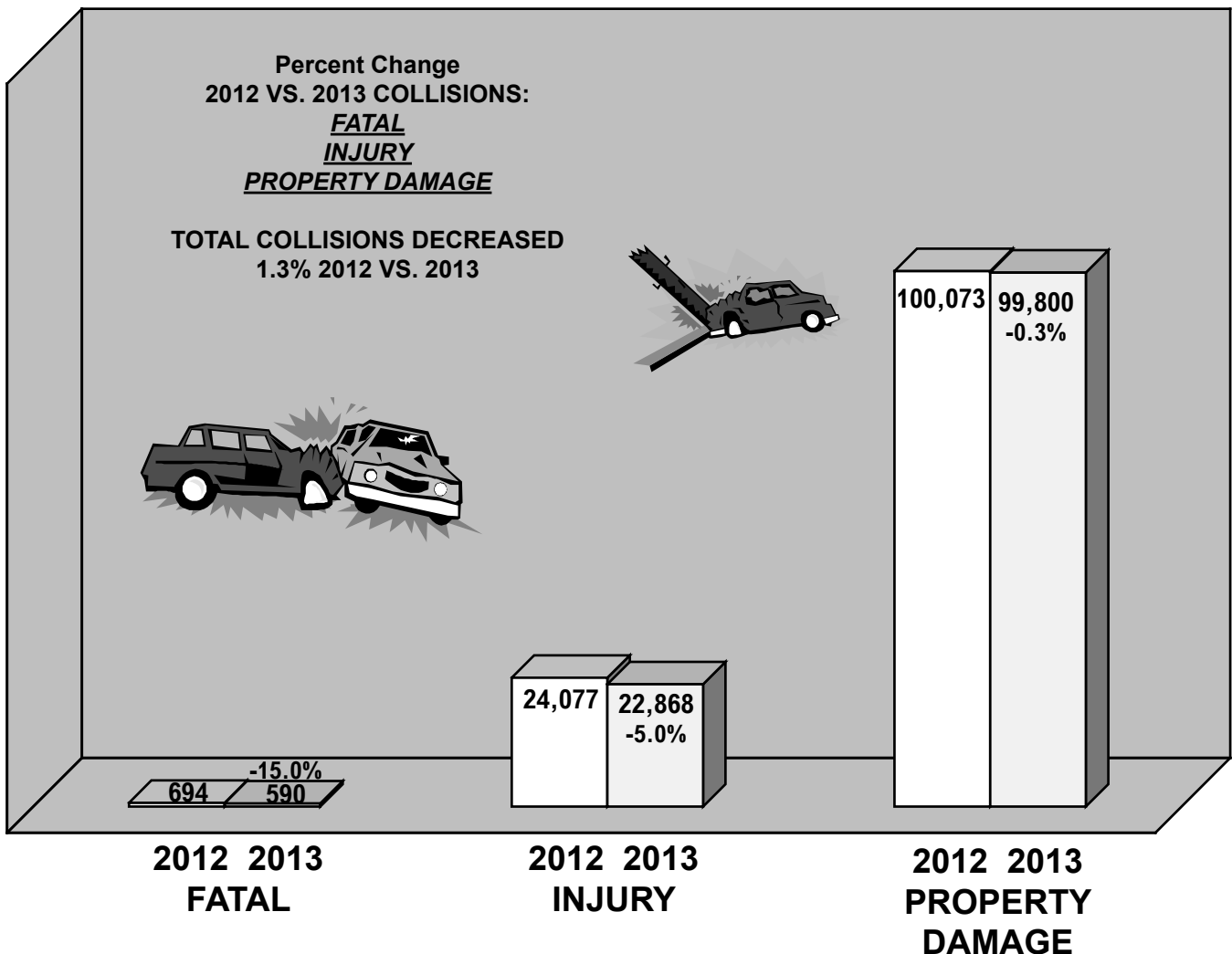
2013 COLLISION SUMMARY

| TYPE COLLISION REPORTED | 2012 | 2013 | PERCENT CHANGE |
|--------------------------------------|---------|---------|----------------|
| FATAL (Public Roads) | 694 | 590 | -15.0% |
| NONFATAL INJURY (Public Roads) | 24,077 | 22,868 | -5.0% |
| PROPERTY DAMAGE ONLY (Public Roads) | 100,073 | 99,800 | -0.3% |
| TOTAL NUMBER REPORTED (Public Roads) | 124,844 | 123,258 | -1.3% |
| PARKING LOTS / PRIVATE PROPERTY | 22,994 | 22,716 | -1.2% |
| TOTAL ALL REPORTED | 147,838 | 145,974 | -1.3% |
| FATAL (Total) | *706 | **605 | -14.3% |

* Includes 12 fatal collisions on parking lots / private property

** Includes 15 fatal collisions on parking lots / private property

NOTE: Beginning with the 2000 Kentucky Traffic Collision Facts report, these statistics were tabulated under modified formats. Data from parking lots and private property are reported but summarized separately from collisions on public roads. Civilian report data are not included. **UNLESS OTHERWISE NOTED, THE DATA ARE FOR PUBLIC ROADS ONLY.**



DEATH AND INJURY SUMMARY

| | 2012 | 2013 | % CHANGE |
|--|---------------|---------------|---------------|
| PERSONS KILLED (Public Roads) | 746 | 638 | -14.5% |
| PERSONS KILLED (Parking Lots/Private Property) | 12 | 15 | +25.0% |
| PERSONS KILLED (Total) | 758 | 653 | -13.9% |
| PERSONS INJURED (Public Roads) | 35,765 | 34,180 | -4.4% |
| PERSONS INJURED (Parking Lots/Private Property) | 814 | 751 | -7.7% |
| PERSONS INJURED (Total) | 36,579 | 34,931 | -4.5% |

FACTS: APPROXIMATELY ONE OF EVERY 7,800 KENTUCKY RESIDENTS DIED AS A RESULT OF A FATAL TRAFFIC COLLISION ON A PUBLIC ROAD DURING 2013 IN KENTUCKY. ABOUT ONE IN 146 KENTUCKY RESIDENTS WAS INJURED IN A TRAFFIC COLLISION IN KENTUCKY.*

APPROXIMATELY ONE OF EVERY 17 DRIVERS LICENSED IN KENTUCKY WAS INVOLVED IN A TRAFFIC COLLISION IN KENTUCKY. ABOUT ONE OF 4,100 KENTUCKY DRIVERS WAS INVOLVED IN A FATAL COLLISION.**

* Based on 4,395,295 population estimate for Kentucky in 2013.

** Based on 3,162,747 licensed drivers in Kentucky in 2013 (including learner permit)

A total of 638 persons were killed on public roads during 2013. The total number of traffic fatalities decreased 14.5%, with 108 fewer fatalities than during 2012.

34,180 persons were injured on public roads during 2013, a decrease of 4.4% from 2012, or 1,585 more persons injured.

The chart at the right compares death rates for Kentucky vs. U.S. death rates computed by the National Safety Council.

The bottom chart plots persons injured by severity of injury. An incapacitating injury includes those injuries that required transport to a medical facility.

| TOTAL DEATH RATES (Deaths per 100 million miles traveled*) | | | |
|--|---------------|---------------|-------------|
| YEAR | KILLED | RATE** | |
| | | KY | U.S. |
| 1999 | 819 | 1.71 | 1.55 |
| 2000 | 823 | 1.76 | 1.53 |
| 2001 | 843 | 1.78 | 1.51 |
| 2002 | 915 | 1.96 | 1.51 |
| 2003 | 928 | 1.98 | 1.48 |
| 2004 | 964 | 2.07 | 1.44 |
| 2005 | 985 | 2.08 | 1.46 |
| 2006 | 913 | 1.92 | 1.42 |
| 2007 | 864 | 1.8 | 1.36 |
| 2008 | 826 | 1.75 | 1.25 |
| 2009 | 791 | 1.68 | 1.16 |
| 2010 | 760 | 1.58 | 1.15 |
| 2011 | 721 | 1.5 | 1.18 |
| 2012 | 746 | 1.58 | 1.23 |
| 2013 | 638 | 1.36 | 1.18 |

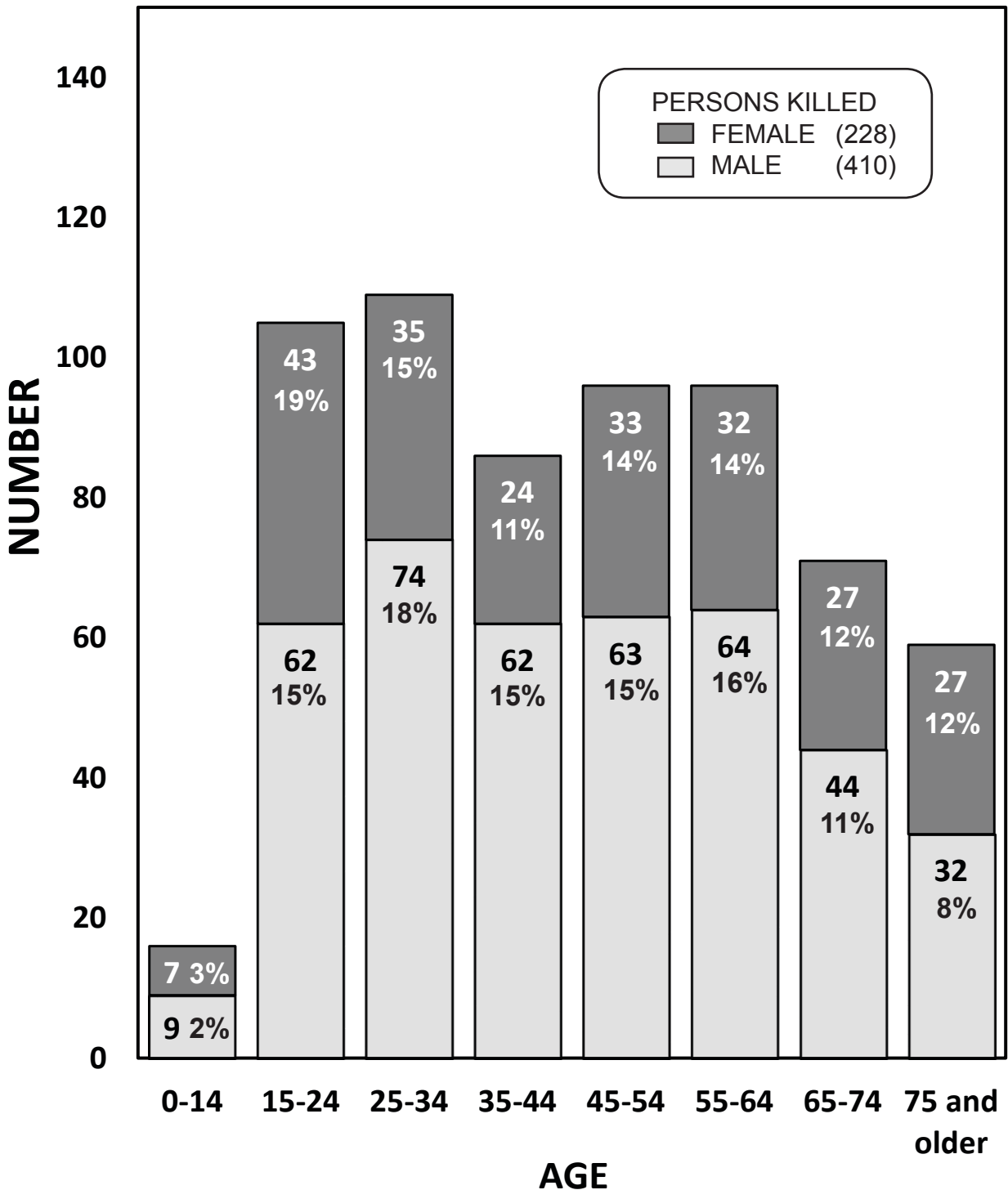
* Miles traveled in Kentucky in 2013 = 47.1 billion

** Public Roads; U.S. data from NHTSA

| TYPE INJURY | NUMBER | % |
|----------------------------------|---------------|----------|
| INCAPACITATING INJURY | | |
| Public Roads | 3,175 | 9 |
| Parking Lots/Private Property | 68 | 8 |
| NON-INCAPACITATING INJURY | | |
| Public Roads | 11,326 | 33 |
| Parking Lots/Private Property | 295 | 34 |
| POSSIBLE INJURY | | |
| Public Roads | 19,679 | 58 |
| Parking Lots/Private Property | 517 | 59 |
| TOTAL | | |
| Public Roads | 34,180 | |
| Parking Lots/Private Property | 880 | |

FATALITIES BY AGE AND SEX

The number of persons killed in fatal collisions in 2013 is shown by age and sex in the chart below. There were 410 males versus 228 females killed. Sixteen (16) percent of all persons killed in traffic collisions were in the 15 to 24 year old age group. The percentages below represent the percent of males or females killed in the given age group (as a percentage of the total males or females killed).



SEVERITY OF INJURY BY TYPE OF COLLISION

The chart below depicts the number of persons killed and injured, by severity of injury, with 11 categories of collisions. As shown in the percentage column, collisions with moving motor vehicles (64%) and collisions with fixed objects (23%) account for 87% of the fatalities and injuries during 2013.

| TYPE OF COLLISION | TYPE OF INJURY | | | | | | |
|-------------------------------|------------------|------------------|------------|-----------------------|-------------------------------|-----------------|--|
| | TOTAL COLLISIONS | FATAL COLLISIONS | KILLED | INCAPACITATING INJURY | NON- INCAPACITATING INJURY | POSSIBLE INJURY | % OF TOTAL OCCUPANTS KILLED OR INJURED |
| COLLISION WITH MOVING VEHICLE | 78,793 | 226 | 257 | 1,764 | 7,021 | 13,394 | 64.4 |
| COLLISION WITH FIXED OBJECT | 23,253 | 219 | 229 | 887 | 2,804 | 4,159 | 23.2 |
| OTHER NON-COLLISION | 2,564 | 38 | 40 | 124 | 344 | 477 | 2.8 |
| COLLISION WITH PEDESTRIAN | 1,066 | 53 | 55 | 148 | 339 | 432 | 2.8 |
| NON-COLLISION OVERTURNED | 1,389 | 36 | 38 | 110 | 345 | 472 | 2.8 |
| COLLISION WITH OTHER OBJECT | 1,571 | 3 | 3 | 23 | 90 | 195 | 0.9 |
| COLLISION WITH PEDALYCLIST | 495 | 3 | 3 | 41 | 147 | 172 | 1.0 |
| COLLISION WITH PARKED VEHICLE | 7,997 | 5 | 5 | 42 | 131 | 200 | 1.1 |
| COLLISION WITH DEER | 2,964 | 0 | 0 | 15 | 44 | 71 | 0.4 |
| COLLISION WITH OTHER ANIMAL | 31,27 | 3 | 4 | 15 | 50 | 106 | 0.5 |
| COLLISION WITH TRAIN | 39 | 4 | 4 | 6 | 11 | 1 | 0.1 |
| TOTALS | 123,258 | 590 | 638 | 3,175 | 11,326 | 19,679 | 100.0 |

OCCURRENCE OF COLLISIONS BY TYPE

Sixty-four (64) percent of all collisions reported during 2013 involved collisions between two or more moving vehicles (not in a parking lot).

Nineteen (19) percent of all collisions involved collisions with fixed objects.

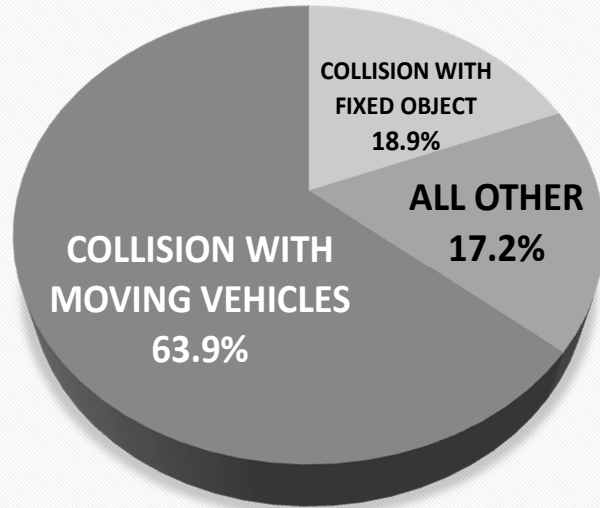
Seventeen (17) percent of all collisions did not involve a collision with either a moving vehicle or a fixed object. About 6% were other types of collisions (vehicle with pedestrian, deer, pedalcyclist, etc.) while the remainder were non-collisions (vehicle overturning and other non-collisions).

When looking at fatal collisions, the ratio among types of occurrences is different. Thirty-eight (38) percent of all fatal collisions involved a collision with another moving vehicle.

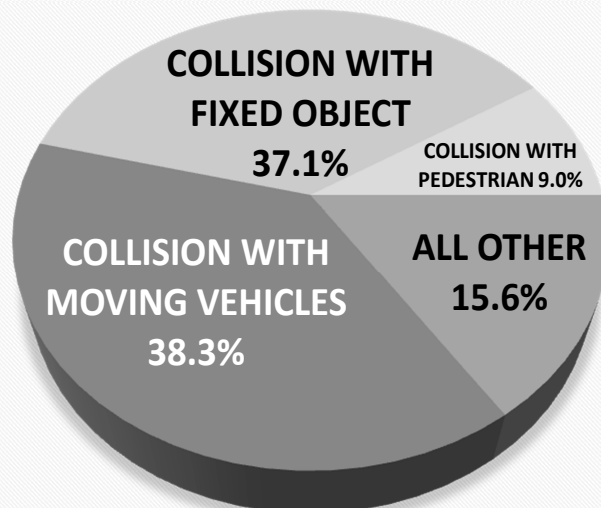
Thirty-seven (37) percent of the fatal collisions reported during 2013 involved collisions with fixed objects.

Collisions with pedestrians accounted for 9% of the fatal collisions. Sixteen (16) percent of the fatal collisions were other type collisions. Most of these (13%) were non-collisions (vehicle overturning or other non-collision).

Specific types of collisions and the percentage of total collisions and fatalities in each type of collision category are shown on the following page.



ALL COLLISIONS



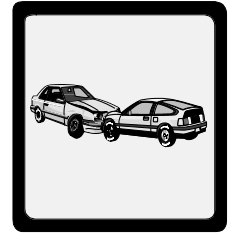
FATAL COLLISIONS

TYPES OF COLLISIONS

Collisions with other moving motor vehicles were responsible for 64% of all collisions reported during 2013, and accounted for 36% of all fatalities (persons killed). Collisions with fixed objects accounted for 19% of all collisions, but 41% of fatalities. Types of collisions are depicted below.

COLLISIONS WITH MOVING MOTOR VEHICLE:

| | |
|----------------------------|--------|
| Total Collisions: | 78,793 |
| % of Total Collisions: | 63.93% |
| Persons Killed: | 257 |
| % of Total Fatalities: | 40.28% |
| No. of Fatal Collisions: | 226 |
| % of All Fatal Collisions: | 38.31% |

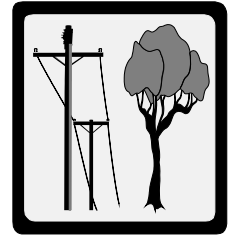


COLLISIONS WITH PEDESTRIAN:

| | |
|----------------------------|-------|
| Total Collisions: | 1,066 |
| % of Total Collisions: | 0.86% |
| Persons Killed: | 55 |
| % of Total Fatalities: | 8.62% |
| No. of Fatal Collisions: | 53 |
| % of All Fatal Collisions: | 8.98% |

COLLISIONS WITH FIXED OBJECT:

| | |
|----------------------------|--------|
| Total Collisions: | 23,253 |
| % of Total Collisions: | 18.87% |
| Persons Killed: | 229 |
| % of Total Fatalities: | 35.89% |
| No. of Fatal Collisions: | 219 |
| % of All Fatal Collisions: | 37.12% |

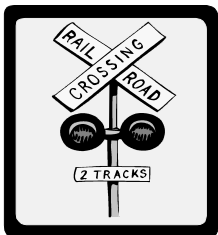
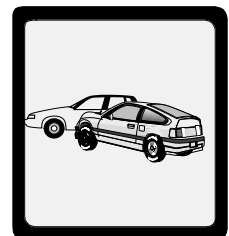


COLLISIONS WITH PEDALCYCLIST:

| | |
|----------------------------|-------|
| Total Collisions: | 495 |
| % of Total Collisions: | 0.40% |
| Persons Killed: | 3 |
| % of Total Fatalities: | 0.47% |
| No. of Fatal Collisions: | 3 |
| % of All Fatal Collisions: | 0.51% |

PARKED VEHICLE COLLISIONS:

| | |
|----------------------------|-------|
| Total Collisions: | 7,997 |
| % of Total Collisions: | 6.49% |
| Persons Killed: | 5 |
| % of Total Fatalities: | 0.78% |
| No. of Fatal Collisions: | 5 |
| % of All Fatal Collisions: | 0.85% |

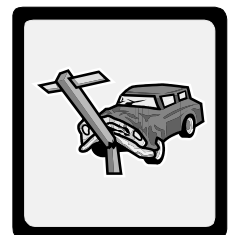


COLLISIONS WITH RAILWAY TRAIN:

| | |
|----------------------------|-------|
| Total Collisions: | 39 |
| % of Total Collisions: | 0.03% |
| Persons Killed: | 4 |
| % of Total Fatalities: | 0.63% |
| No. of Fatal Collisions: | 4 |
| % of All Fatal Collisions: | 0.68% |

COLLISIONS WITH OTHER OBJECTS:

| | |
|----------------------------|-------|
| Total Collisions: | 1,571 |
| % of Total Collisions: | 1.27% |
| Persons Killed: | 3 |
| % of Total Fatalities: | 0.47% |
| No. of Fatal Collisions: | 3 |
| % of All Fatal Collisions: | 0.51% |

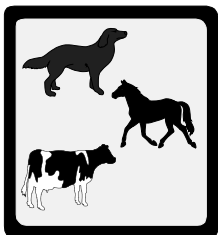


COLLISIONS WITH DEER:

| | |
|----------------------------|-------|
| Total Collisions: | 2,964 |
| % of Total Collisions: | 2.40% |
| Persons Killed: | 0 |
| % of Total Fatalities: | 0.00% |
| No. of Fatal Collisions: | 0 |
| % of All Fatal Collisions: | 0.00% |

NON-COLLISIONS OVERTURNED:

| | |
|----------------------------|-------|
| Total Collisions: | 1,389 |
| % of Total Collisions: | 1.13% |
| Persons Killed: | 38 |
| % of Total Fatalities: | 5.96% |
| No. of Fatal Collisions: | 36 |
| % of All Fatal Collisions: | 6.10% |



COLLISIONS WITH ANIMALS (excluding deer):

| | |
|----------------------------|-------|
| Total Collisions: | 3,127 |
| % of Total Collisions: | 2.54% |
| Persons Killed: | 4 |
| % of Total Fatalities: | 0.63% |
| No. of Fatal Collisions: | 3 |
| % of All Fatal Collisions: | 0.51% |

OTHER NON-COLLISIONS:

| | |
|----------------------------|-------|
| Total Collisions: | 2,564 |
| % of Total Collisions: | 2.08% |
| Persons Killed: | 40 |
| % of Total Fatalities: | 6.27% |
| No. of Fatal Collisions: | 38 |
| % of All Fatal Collisions: | 6.44% |





PEDESTRIAN COLLISIONS



Fifty-five (55) pedestrians were killed and 919 were injured in traffic collisions in 2013. The charts below depict ages of victims of pedestrian collisions and the factors related to the pedestrian vs. the vehicle at the time of the collision. Up to three pedestrian factors can be coded for one collision. Fourteen (14) percent of the pedestrians killed or injured were 14 years of age or younger, while 8% were age 65 or older.

| PEDESTRIAN FACTOR | TOTAL ACTIONS FOR KILLED OR INJURED PEDESTRIANS BY AGE CATEGORY | | | | | | | | | | |
|--|---|----------------|----------|----------|----------|----------|----------|----------|----------|----------|------------|
| | Fatal Action | Injury Actions | 0-4 | 5-9 | 10-14 | 15-19 | 20-24 | 25-44 | 45-64 | 65-Up | Not Stated |
| Approaching or Leaving Vehicle At Intersection | 10 | 94 | 3 | 3 | 5 | 9 | 12 | 30 | 24 | 17 | 1 |
| Crossing Against Signal | 0 | 102 | 0 | 2 | 10 | 10 | 14 | 31 | 28 | 7 | 0 |
| Crossing With Signal | 1 | 46 | 0 | 0 | 6 | 9 | 15 | 9 | 4 | 4 | 0 |
| Dark Clothing/Not Visible | 1 | 141 | 1 | 1 | 8 | 13 | 19 | 40 | 48 | 12 | 0 |
| Darting into Roadway | 20 | 108 | 0 | 1 | 3 | 20 | 28 | 44 | 26 | 4 | 2 |
| Drinking | 4 | 180 | 11 | 22 | 36 | 23 | 25 | 37 | 23 | 6 | 1 |
| Drug Related | 14 | 56 | 0 | 0 | 0 | 4 | 10 | 33 | 20 | 2 | 1 |
| Getting On or Off Vehicle | 2 | 4 | 0 | 0 | 0 | 1 | 0 | 3 | 2 | 0 | 0 |
| In Crosswalk | 0 | 15 | 0 | 2 | 2 | 1 | 0 | 5 | 5 | 0 | 0 |
| Jogging | 2 | 116 | 1 | 5 | 5 | 10 | 12 | 34 | 40 | 11 | 0 |
| Lying in Roadway | 0 | 12 | 0 | 0 | 0 | 0 | 1 | 7 | 3 | 1 | 0 |
| Not at Intersection | 3 | 2 | 0 | 0 | 0 | 0 | 1 | 3 | 1 | 0 | 0 |
| Not in Roadway | 6 | 107 | 1 | 4 | 6 | 17 | 19 | 28 | 32 | 6 | 0 |
| Physical Impairment | 2 | 103 | 1 | 0 | 5 | 14 | 21 | 29 | 26 | 8 | 1 |
| Playing in Roadway | 0 | 7 | 0 | 0 | 0 | 1 | 0 | 0 | 6 | 0 | 0 |
| Pushing Vehicle | 1 | 13 | 4 | 0 | 5 | 3 | 1 | 1 | 0 | 0 | 0 |
| Skating/Skateboarding | 0 | 5 | 0 | 0 | 0 | 2 | 2 | 0 | 1 | 0 | 0 |
| Walking in Roadway | 0 | 5 | 0 | 1 | 1 | 1 | 1 | 1 | 0 | 0 | 0 |
| Working in Roadway | 29 | 192 | 1 | 5 | 9 | 22 | 27 | 66 | 68 | 22 | 1 |
| Working on Vehicle | 2 | 24 | 0 | 0 | 0 | 1 | 3 | 9 | 11 | 2 | 0 |
| TOTAL* | 3 | 18 | 0 | 0 | 0 | 4 | 2 | 8 | 5 | 2 | 0 |

| PEDESTRIAN FACTOR | VEHICLE ACTION | | | | | | | | |
|--|----------------|------------|-----------|-----------|---------------------|----------|----------|----------|-----------|
| | Straight | Right Turn | Left Turn | Parking | Starting in Traffic | Slowing | Backing | Other | TOTAL |
| Approaching or Leaving Vehicle At Intersection | 49 | 1 | 6 | 30 | 0 | 7 | 20 | 10 | 123 |
| Crossing Against Signal | 45 | 23 | 33 | 1 | 5 | 4 | 2 | 7 | 120 |
| Crossing With Signal | 42 | 6 | 8 | 1 | 3 | 0 | 0 | 1 | 61 |
| Dark Clothing/Not Visible | 23 | 32 | 90 | 0 | 5 | 2 | 1 | 3 | 156 |
| Darting into Roadway | 102 | 7 | 18 | 2 | 0 | 1 | 3 | 6 | 139 |
| Drinking | 163 | 1 | 5 | 4 | 4 | 5 | 1 | 11 | 194 |
| Drug Related | 53 | 0 | 4 | 1 | 0 | 1 | 4 | 3 | 66 |
| Getting On or Off Vehicle | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 5 |
| In Crosswalk | 7 | 0 | 0 | 5 | 0 | 1 | 5 | 3 | 21 |
| Jogging | 38 | 21 | 52 | 4 | 11 | 2 | 4 | 7 | 139 |
| Lying in Roadway | 9 | 1 | 4 | 0 | 1 | 0 | 0 | 0 | 15 |
| Not at Intersection | 3 | 0 | 0 | 1 | 0 | 0 | 2 | 1 | 7 |
| Not in Roadway | 85 | 3 | 14 | 4 | 1 | 2 | 7 | 5 | 121 |
| Physical Impairment | 63 | 4 | 2 | 24 | 0 | 1 | 5 | 14 | 113 |
| Playing in Roadway | 5 | 2 | 1 | 0 | 0 | 0 | 0 | 1 | 9 |
| Pushing Vehicle | 12 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 14 |
| Skating/Skateboarding | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 3 | 7 |
| Walking in Roadway | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| Working in Roadway | 172 | 7 | 22 | 9 | 1 | 1 | 22 | 13 | 247 |
| Working on Vehicle | 25 | 1 | 1 | 0 | 0 | 1 | 1 | 1 | 30 |
| TOTAL* | 7 | 0 | 1 | 10 | 0 | 4 | 0 | 6 | 28 |

*These totals are higher than the actual number of pedestrians involved because they reflect multiple pedestrian actions.

HIT-AND-RUN COLLISIONS

Hit-and-run collisions are those collisions in which the driver leaves the collision scene with the intent of evading responsibility. Hit-and-run is a serious violation of the law. During 2013, there were 10,493 hit-and-run collisions, of which 11 were fatal collisions and 899 were injury collisions. As depicted in the chart below, most of Kentucky's hit-and-run collisions were property damage collisions (91%). Twelve (12) persons were killed and 1,185 were injured.

| TOTAL | FATAL COLLISIONS | INJURY COLLISIONS | PROPERTY DAMAGE COLLISIONS | PERSONS KILLED | PERSON INJURED |
|--------|------------------|-------------------|----------------------------|----------------|----------------|
| 10,493 | 11 | 899 | 9,538 | 12 | 1,185 |

HIT-AND-RUN VICTIMS

As shown in the chart below, 6 of the 12 persons killed in hit-and-run collisions were pedestrians and none were pedalcyclists. One hundred twenty-nine (129) pedestrians and 50 pedalcyclists were injured.

| TYPE OF VICTIM | PERSONS KILLED | PERSONS INJURED |
|----------------|----------------|-----------------|
| Pedestrian | 6 | 129 |
| Pedalcyclist | 0 | 50 |
| Other | 6 | 1,006 |
| TOTAL | 12 | 1,185 |

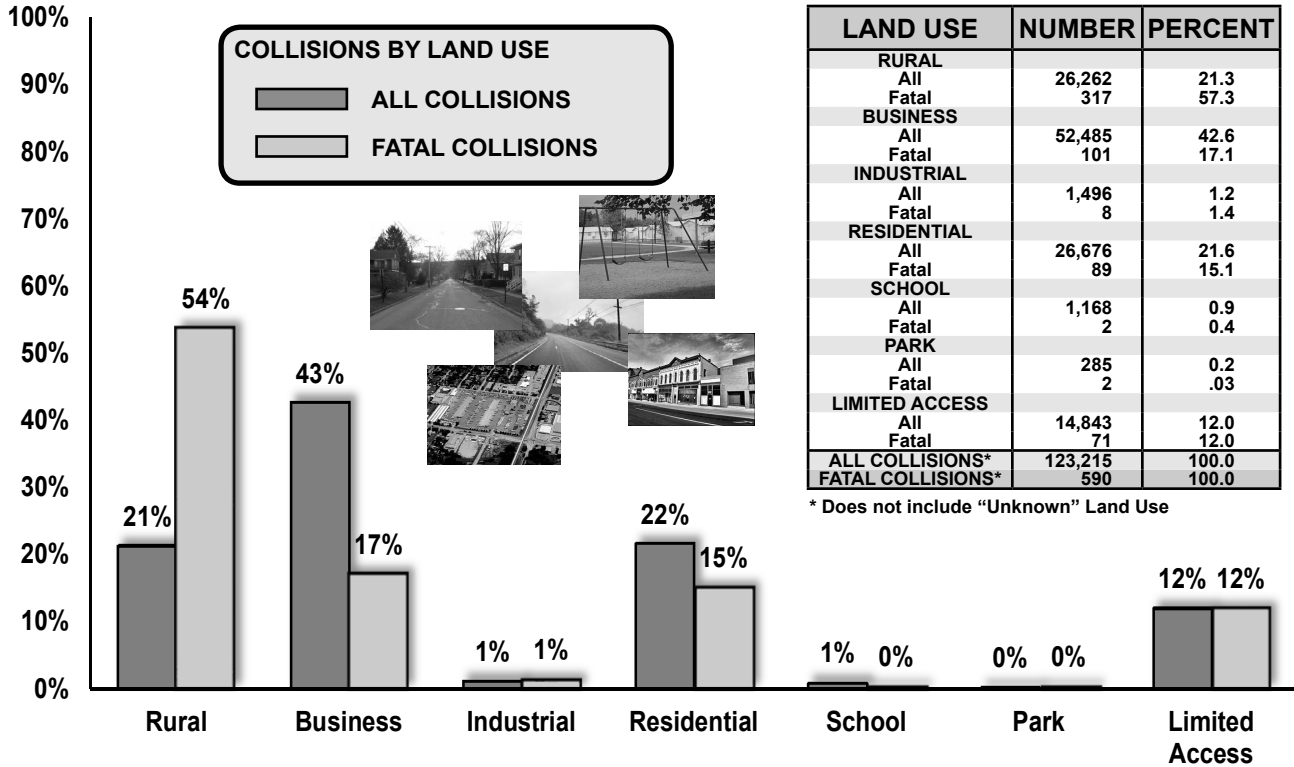


LOCATION OF HIT-AND-RUN COLLISIONS

The location of hit-and-run collisions are shown in the chart below. The largest percentage of hit-and-run collisions (41%) occurred on city streets, followed by 24% on state routes, and 18% on U.S. routes.

| TYPE OF ROADWAY | ALL HIT-AND-RUN COLLISIONS | FATAL COLLISIONS | INJURY COLLISIONS | PROPERTY DAMAGE |
|-----------------|----------------------------|------------------|-------------------|-----------------|
| INTERSTATE | 877 | 1 | 82 | 794 |
| U.S. ROUTE | 1,872 | 3 | 209 | 1,660 |
| STATE ROUTE | 2,479 | 3 | 247 | 2,229 |
| PARKWAY | 24 | 0 | 1 | 23 |
| COUNTY ROADS | 459 | 1 | 46 | 412 |
| CITY STREETS | 4,298 | 3 | 293 | 4,002 |
| OTHER | 484 | 0 | 21 | 463 |
| TOTAL | 10,493 | 11 | 899 | 9,583 |

LAND USE



| LAND USE | NUMBER | PERCENT |
|--------------------------|----------------|--------------|
| RURAL | | |
| All | 26,262 | 21.3 |
| Fatal | 317 | 57.3 |
| BUSINESS | | |
| All | 52,485 | 42.6 |
| Fatal | 101 | 17.1 |
| INDUSTRIAL | | |
| All | 1,496 | 1.2 |
| Fatal | 8 | 1.4 |
| RESIDENTIAL | | |
| All | 26,676 | 21.6 |
| Fatal | 89 | 15.1 |
| SCHOOL | | |
| All | 1,168 | 0.9 |
| Fatal | 2 | 0.4 |
| PARK | | |
| All | 285 | 0.2 |
| Fatal | 2 | .03 |
| LIMITED ACCESS | | |
| All | 14,843 | 12.0 |
| Fatal | 71 | 12.0 |
| ALL COLLISIONS* | 123,215 | 100.0 |
| FATAL COLLISIONS* | 590 | 100.0 |

* Does not include "Unknown" Land Use

COLLISION LOCATIONS

For the purpose of tabulating collision locations, an urban area is an area including and adjacent to a municipality or other place of 5,000 or more population. Rural areas are those places that do not meet this specification. As shown in the chart below, most collisions (64%) occurred in urban areas. However, the majority of fatal collisions (54%) took place in rural areas of Kentucky during 2013. Although nonfatal injury collisions were divided between urban and rural areas, nearly twice as many property damage collisions were reported in urban areas.



RURAL VS. URBAN



| AREA | Number of Collisions | % of Total | FATAL | % of Total | Nonfatal Injury | % of Total | Property Damage | % of Total | Killed | % of Total | Injured | % of Total |
|--------------|----------------------|------------|-------|------------|-----------------|------------|-----------------|------------|--------|------------|---------|------------|
| RURAL | 44,966 | 36 | 320 | 54 | 9,022 | 39 | 35,624 | 36 | 352 | 55 | 13,510 | 40 |
| URBAN | 78,292 | 64 | 270 | 46 | 13,846 | 61 | 64,176 | 64 | 286 | 45 | 20,670 | 60 |
| TOTAL | 123,258 | 100 | 590 | 100 | 22,868 | 100 | 99,800 | 100 | 638 | 100 | 34,180 | 100 |

LOCATION OF COLLISIONS

The chart at right shows the number of collisions during 2013 by type of roadway, with percentages of all collisions.

Thirty-four (34) percent of all collisions occurred on Kentucky's "State Numbered" roads, with 48% of all fatal collisions reported during 2013 occurring on this type of roadway.

Although 23% of all collisions occurred on city streets, only 7% of the fatal collisions occurred on city streets.

| TYPE OF ROADWAY | Fatal Collisions | Nonfatal Injury | Property Damage | % Total |
|-----------------|------------------|-----------------|-----------------|------------|
| INTERSTATE | 59 | 1,932 | 9,567 | 9 |
| U.S. ROUTE | 146 | 5,865 | 23,830 | 24 |
| STATE ROUTE | 285 | 9,091 | 32,834 | 34 |
| PARKWAY | 13 | 345 | 1,385 | 1 |
| COUNTY ROAD | 40 | 1,467 | 5,455 | 6 |
| CITY STREET | 41 | 4,019 | 24,689 | 23 |
| OTHER | 6 | 149 | 2,040 | 2 |
| TOTAL | 590 | 22,868 | 99,800 | 100 |

INTERSTATES AND PARKWAYS

The chart below depicts the incidence of collisions on Kentucky's interstates and parkways. Interstate collisions represent 9% of all collisions. Parkway collisions represent 1% of all collisions.

| INTERSTATE | Collisions | Fatal Collisions | Nonfatal Injury | Property Damage | Number Killed | Number Injured |
|--------------|---------------|------------------|-----------------|-----------------|---------------|----------------|
| I-24 | 505 | 5 | 80 | 420 | 7 | 122 |
| I-64 | 2,006 | 11 | 348 | 1,647 | 13 | 556 |
| I-65 | 2,244 | 13 | 411 | 1,820 | 19 | 602 |
| I-71 | 907 | 8 | 158 | 741 | 9 | 221 |
| I-75 | 2,929 | 11 | 467 | 2,451 | 11 | 695 |
| I-264 | 1,314 | 5 | 226 | 1083 | 5 | 337 |
| I-265 | 599 | 3 | 85 | 511 | 3 | 115 |
| I-275 | 685 | 3 | 105 | 577 | 3 | 152 |
| I-471 | 369 | 0 | 52 | 317 | 0 | 68 |
| TOTAL | 11,558 | 59 | 1,932 | 9,567 | 70 | 2,868 |

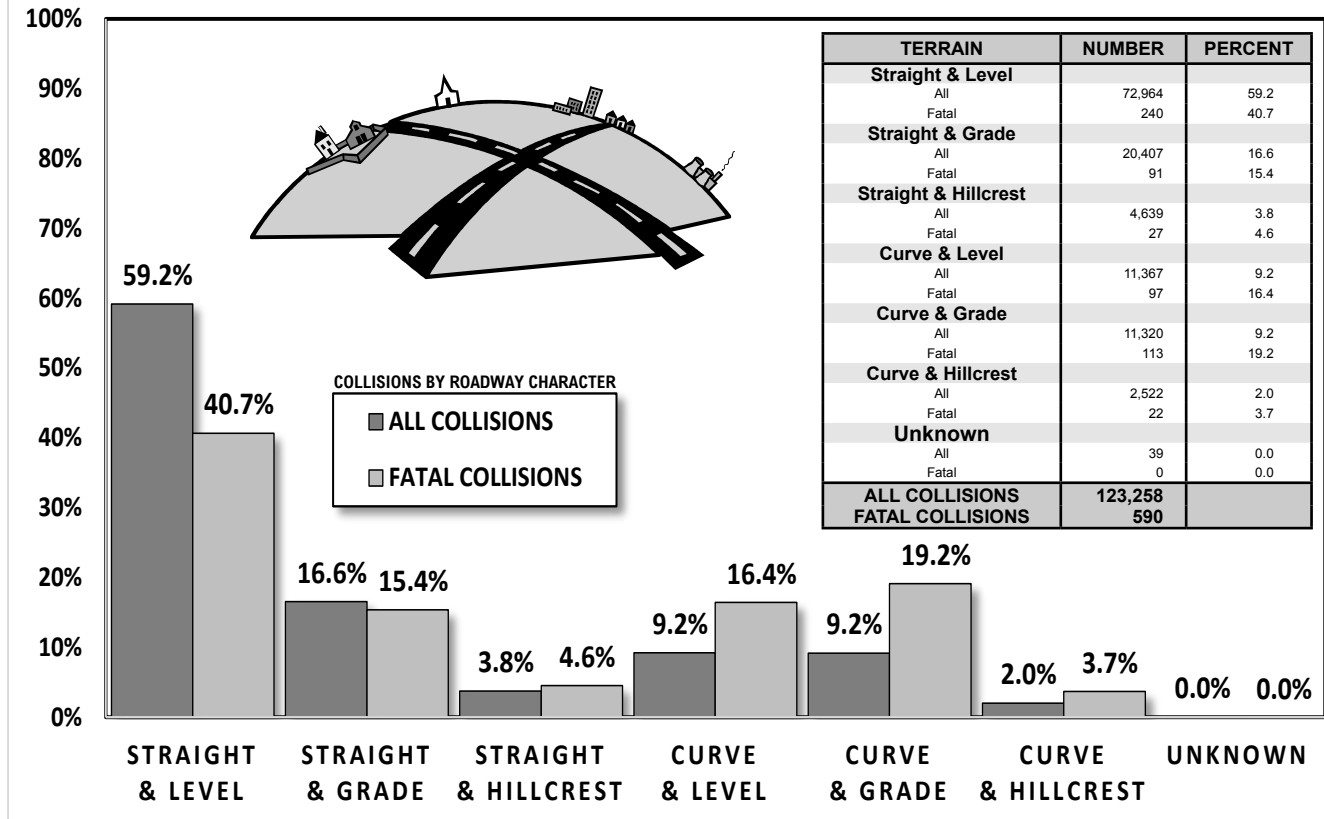
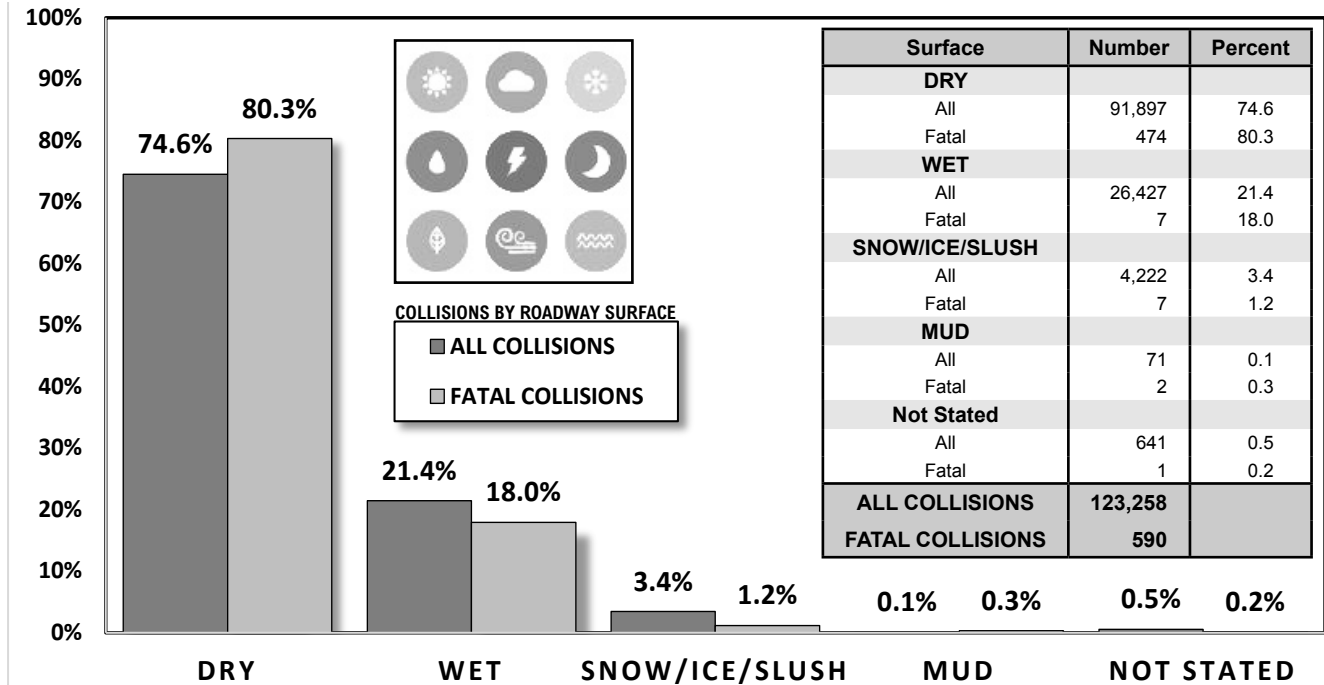
| PARKWAY | Collisions | Fatal Collisions | Nonfatal Injury | Property Damage | Number Killed | Number Injured |
|--------------------------|--------------|------------------|-----------------|-----------------|---------------|----------------|
| Audubon | 74 | 0 | 10 | 64 | 0 | 11 |
| Martha L. Collins | 222 | 2 | 56 | 191 | 2 | 78 |
| Edward Breathitt | 343 | 1 | 61 | 281 | 1 | 84 |
| Hal Rodgers | 87 | 2 | 23 | 62 | 2 | 43 |
| Louie Nunn | 150 | 3 | 31 | 116 | 3 | 40 |
| Bert Combs Mtn. | 157 | 1 | 35 | 121 | 1 | 43 |
| William Natcher | 213 | 2 | 36 | 175 | 2 | 49 |
| Julian Carroll | 182 | 2 | 38 | 142 | 2 | 61 |
| Wendel Ford/I-69 | 288 | 0 | 55 | 233 | 0 | 81 |
| TOTAL | 1,716 | 13 | 345 | 1,385 | 13 | 490 |

COLLISIONS BY ROADWAY CONDITIONS AND ROADWAY CHARACTER

The charts below depict percentages and numbers of all collisions and fatal collisions according to the conditions and character of the roadway on which the collision occurred.

The road conditions chart compares fatal collisions with all collisions for different road conditions identified by the police officer who completed the collision investigation report.

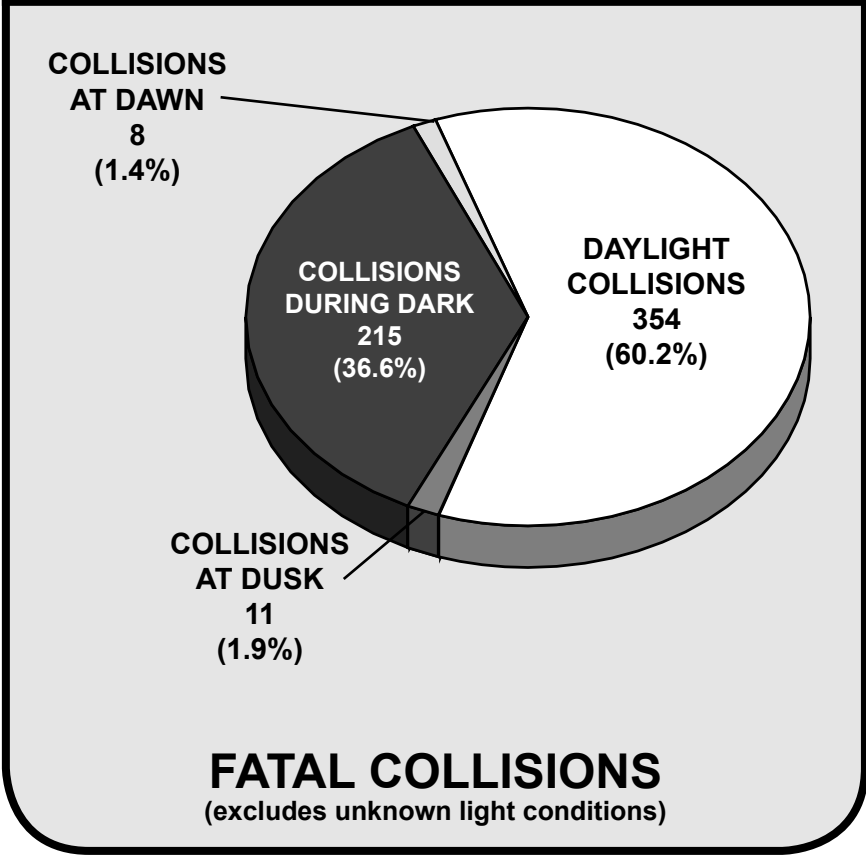
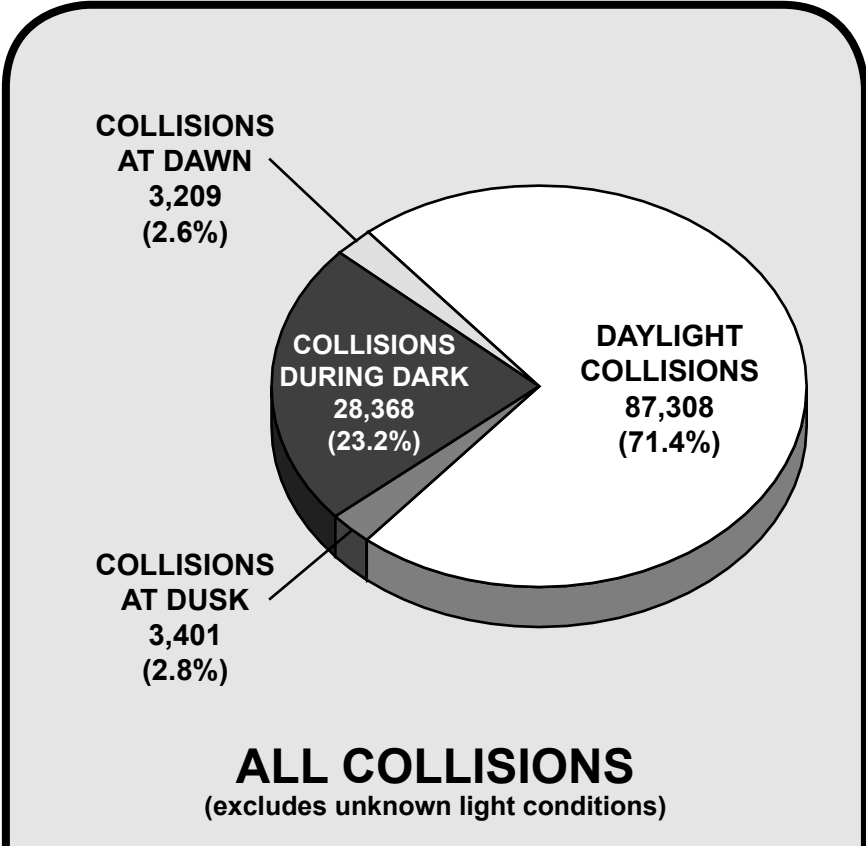
As depicted in the bottom chart, 80% of all collisions occurred on straight roads and 21% on curved roads. Thirty-nine (39) percent of the fatal collisions during 2013 occurred on curved roads.



COLLISIONS BY LIGHT CONDITION

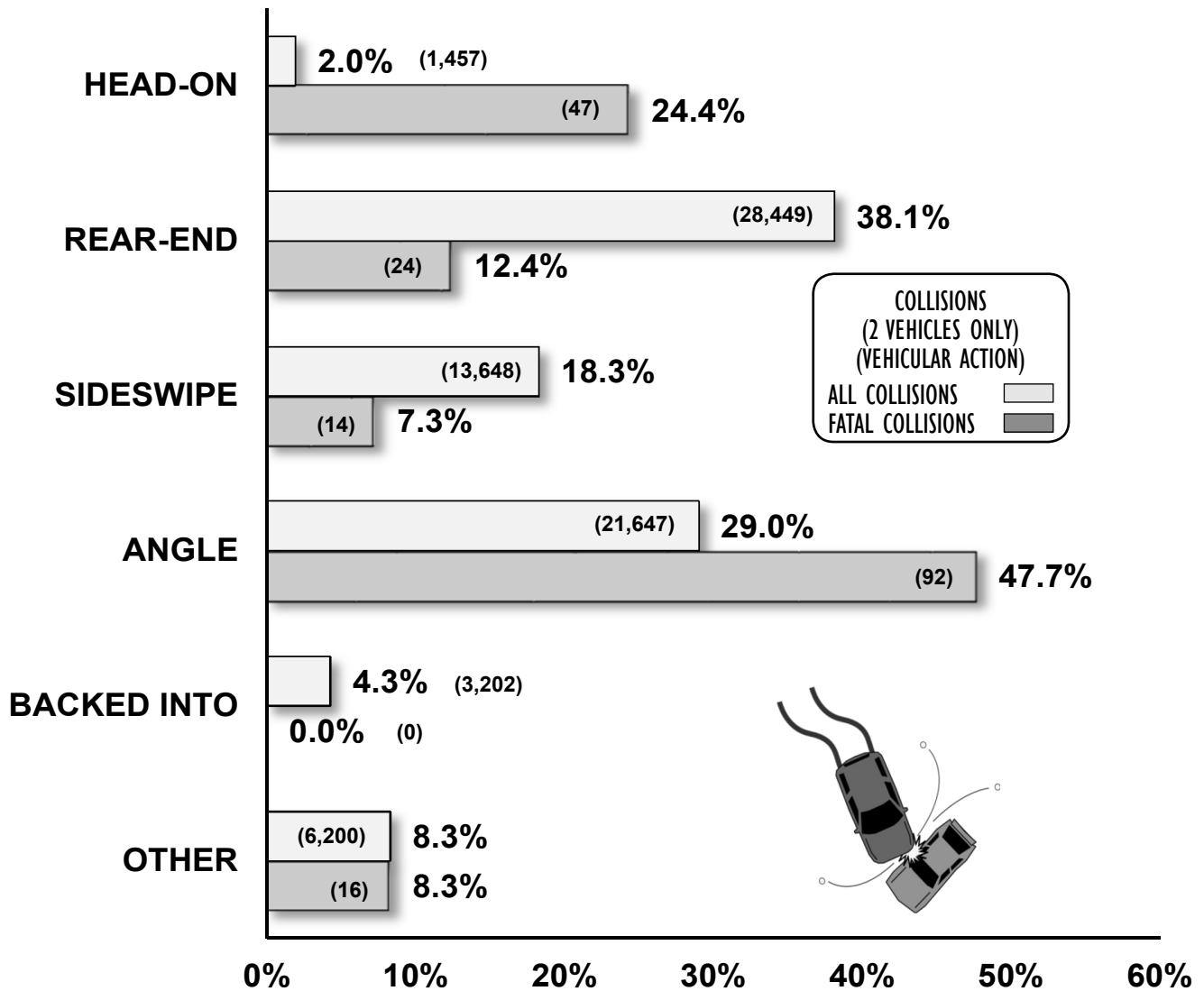
Seventy-one (71) percent of all collisions reported during 2013 occurred during daylight hours. Twenty-three (23) percent of all collisions occurred during dark hours, and 5% occurred at dawn or dusk.

Sixty (60) percent of all fatal collisions occurred during daylight hours, 37% occurred during dark hours, and 3% at dawn or dusk.



TWO-VEHICLE COLLISIONS

Vehicular Action



74,603 traffic collisions (including 193 fatal collisions) reported during 2013 involved “two-vehicle” collisions. These collisions represent 61% of all collisions and 33% of fatal collisions reported.

This chart depicts the manner of collision for these collisions, where known. The numbers and percents of each type of collision are shown.

Head-on collisions accounted for 2% of all collisions involving two vehicles and 24% of the fatal collisions.

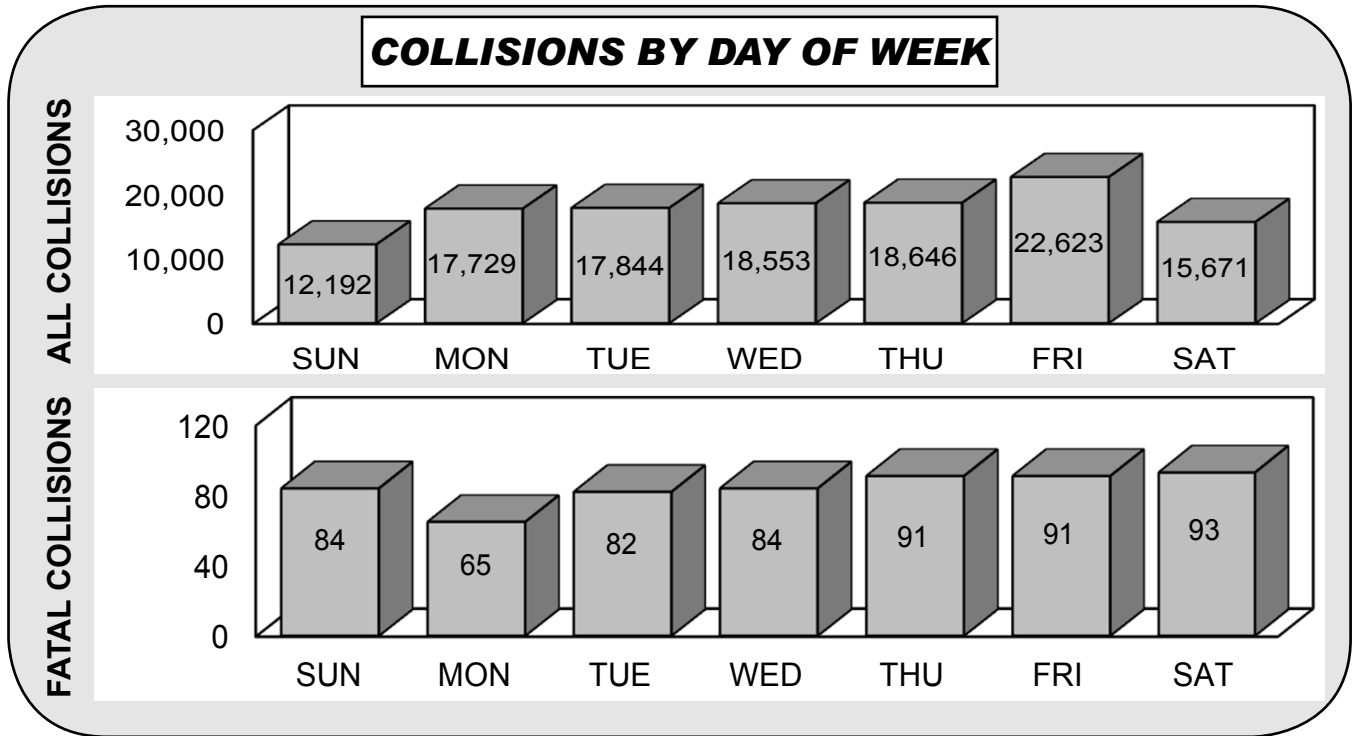
Rear-end collisions reflect 38% of all two-vehicle collisions, but only 12 of the fatal collisions.

Sideswipe collisions (both meeting and passing) reflect 18% of all collisions and 7% of the fatal collisions.

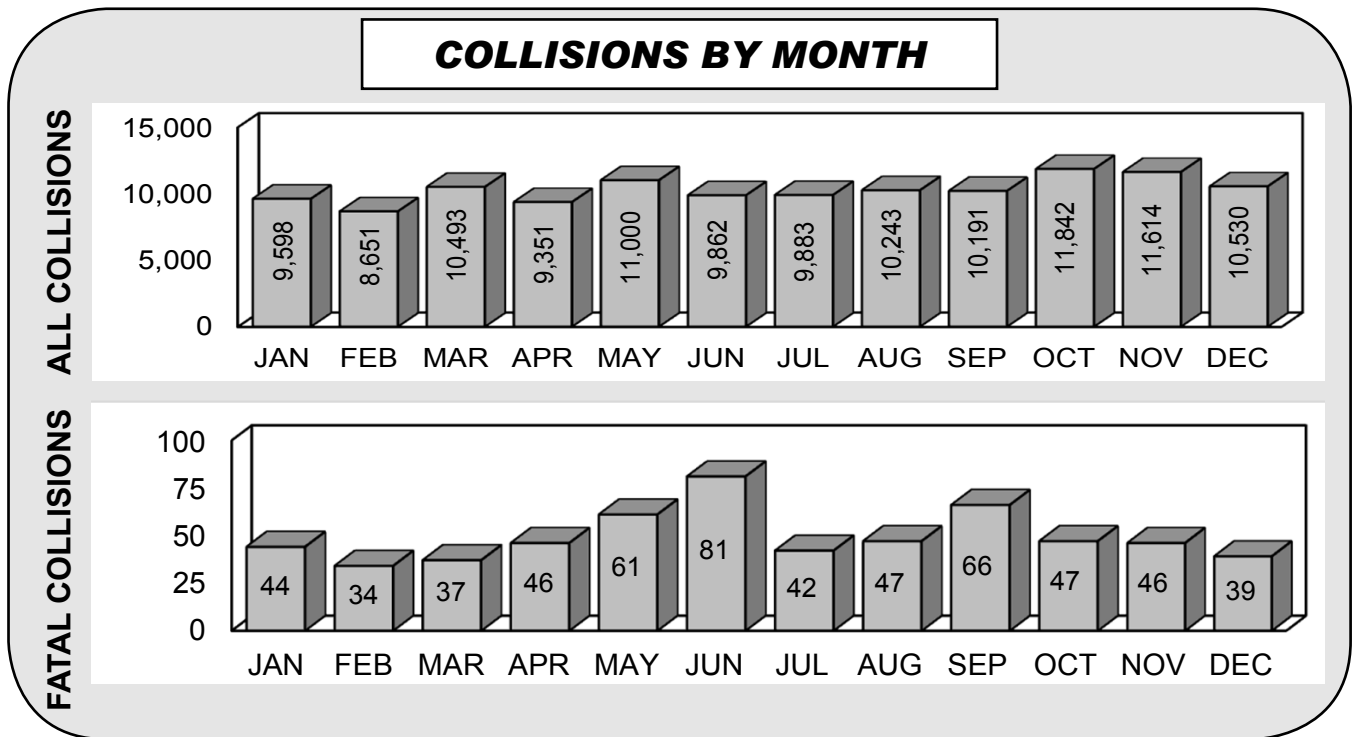
Angle collisions, at 48%, represent the highest percentage of fatal collisions.

COLLISIONS BY DAY AND MONTH

The graph below shows all collisions and fatal collisions by day of occurrence (excluding unknown). Twenty-two (22) percent of all collisions and 30% of fatal collisions occurred on weekends (Saturday and Sunday combined).



October ranked highest for total number of collisions and February showed the lowest number of total collisions. June reported the highest number of fatal collisions; February showed the lowest.





HOLIDAY COLLISIONS



TOTAL DEATHS

HOLIDAY DEATH TOLL

The chart below depicts the number of deaths in fatal collisions and the number of alcohol involved deaths (as indicated by blood-alcohol tests) over holiday periods for five years. These holiday periods are established by the National Safety Council. The total number of persons killed in holiday periods in 2013 was 35 as compared to 53 in 2012

| HOLIDAY PERIOD | 2009 | | 2010 | | 2011 | | 2012 | | 2013 | |
|------------------|-----------|------------------|-----------|------------------|-----------|------------------|-----------|------------------|-----------|------------------|
| | Number | Alcohol Involved | Number | Alcohol Involved | Number | Alcohol Involved | Number | Alcohol Involved | Number | Alcohol Involved |
| NEW YEAR'S DAY | 4 | 2 | 8 | 3 | 1 | 1 | 6 | 2 | 0 | 0 |
| MEMORIAL DAY | 9 | 2 | 8 | 2 | 6 | 1 | 17 | 6 | 7 | 0 |
| INDEPENDENCE DAY | 11 | 2 | 7 | 2 | 10 | 3 | 3 | 1 | 6 | 3 |
| LABOR DAY | 10 | 6 | 8 | 1 | 13 | 6 | 9 | 2 | 8 | 2 |
| THANKSGIVING | 8 | 2 | 9 | 3 | 5 | 1 | 7 | 2 | 12 | 2 |
| CHRISTMAS | 6 | 1 | 2 | 0 | 5 | 1 | 11 | 2 | 2 | 2 |
| TOTAL | 48 | 15 | 42 | 11 | 40 | 13 | 53 | 15 | 35 | 9 |

HOLIDAY TIMES AND DATES

The times and dates below were designated by the National Safety Council for holidays in 2013.

| HOLIDAY | BEGINS | THROUGH |
|------------------|-------------------------------------|-------------------------------------|
| New Year's Day | 6:00 p.m. Friday, December 28, 2012 | 11:59 p.m. Tuesday, January 1, 2013 |
| Memorial Day | 6:00 p.m. Friday May 24 | 11:59 p.m. Monday May 27 |
| Independence Day | 6:00 p.m. Wednesday, July 3 | 11:59 p.m. Sunday July 7 |
| Labor Day | 6:00 p.m. Friday, August 30 | 11:59 p.m. Monday, September 2 |
| Thanksgiving | 6:00 p.m. Wednesday, November 27 | 11:59 p.m. Sunday, December 1 |
| Christmas | 6:00 p.m. Tuesday, December 24 | 11:59 p.m. Wednesday, December 25 |

COMPARISON OF HOLIDAY FATALITIES/COLLISIONS

The Thanksgiving holiday period registered the highest number of fatalities during 2013. The lowest number of holiday fatalities occurred over the New Year's Day holiday. The chart below shows relevant collision data for each of the holidays.

| HOLIDAY PERIOD | NEW YEAR'S DAY | MEMORIAL DAY | INDEPENDENCE DAY | LABOR DAY | THANKSGIVING | CHRISTMAS |
|----------------------------|----------------|--------------|------------------|-----------|--------------|-----------|
| NO. PERSONS KILLED | 0 | 7 | 6 | 8 | 12 | 2 |
| NO. PERSONS INJURED | 275 | 232 | 486 | 291 | 269 | 65 |
| FATAL COLLISIONS | 0 | 7 | 5 | 8 | 11 | 2 |
| INJURY COLLISIONS | 184 | 143 | 309 | 188 | 163 | 46 |
| PROPERTY DAMAGE | 891 | 577 | 1,135 | 719 | 832 | 158 |
| TOTAL COLLISIONS | 1,075 | 727 | 1,449 | 915 | 1,006 | 206 |

TYPE VEHICLES INVOLVED IN COLLISIONS

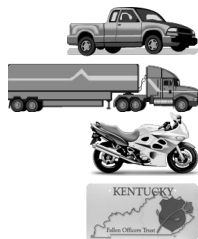


| VEHICLE TYPE | VEHICLES INVOLVED IN ALL COLLISIONS | PERCENT OF TOTAL | VEHICLES INVOLVED IN FATAL COLLISIONS | PERCENT OF TOTAL |
|----------------------------|-------------------------------------|------------------|---------------------------------------|------------------|
| Passenger Cars* | 202,930 | 91.37 | 713 | 74.12 |
| Taxicabs | 176 | 0.08 | 0 | 0.00 |
| Trucks | 8,426 | 3.79 | 74 | 7.69 |
| Motorcycles | 1,723 | 0.78 | 83 | 8.63 |
| Motor Scooters/Motor Bikes | 297 | 0.13 | 9 | 0.94 |
| School Buses | 831 | 0.37 | 1 | 0.10 |
| Other Buses | 622 | 0.28 | 0 | 0.00 |
| Farm Tractors/Equipment | 210 | 0.09 | 4 | 0.42 |
| Emergency | 1,186 | 0.53 | 2 | 0.21 |
| Other Public Owned | 280 | 0.13 | 3 | 0.31 |
| Other | 5,369 | 2.42 | 73 | 7.59 |
| Not Stated | 56 | 0.03 | 0 | 0.00 |
| TOTAL | 222,106 | 100.00 | 962 | 100.00 |

* Passenger cars include automobiles and trucks registered for 6,000 pounds or less.

There were 222,106 vehicles involved in collisions during 2013. Of this total, 180,101 were involved in property damage only collisions, 41,043 were involved in injury collisions, and 962 were involved in fatal collisions. The majority (91%) of the vehicles involved in all collisions were passenger cars (74% in fatal collisions). Trucks accounted for 4% of vehicles in all collisions, but accounted for 8% of vehicles in fatal collisions. Motorcycles represented 9% of the vehicles in fatal collisions, but only 1% of vehicles in all collisions.

VEHICLES REGISTERED IN KENTUCKY 2013



| | |
|--|------------------|
| PASSENGER CARS | 2,435,577 |
| COMMERCIAL TRUCKS | 161,572 |
| MOTORCYCLES | 100,099 |
| Other (Inc. Special Issue Plates) | 703,917 |
| TOTAL (ALL TYPES) | 3,401,165 |



TRUCK COLLISIONS

Contributing vehicular factors, as noted by the investigating officer on the collision report, are shown below for collisions involving trucks. A truck is defined as a vehicle with a registered weight of 10,000 pounds or more. Up to two factors may be noted for each vehicle in the collision. The number represents the number of trucks with the given factor, and the percentage is the percent of all trucks with that factor. **A total of 8,426 trucks were involved in collisions, 74 in fatal collisions, and 1,315 in non-fatal injury collisions.**

| CONTRIBUTING VEHICULAR FACTORS | NUMBER OF TRUCKS INVOLVED IN: | | | | | |
|---|-------------------------------|---------|------------------|---------|----------------------------|---------|
| | ALL COLLISIONS | | FATAL COLLISIONS | | NONFATAL INJURY COLLISIONS | |
| | NUMBER | PERCENT | NUMBER | PERCENT | NUMBER | PERCENT |
| Load Securement | 110 | 1.31 | 0 | 0.00 | 11 | 0.84 |
| Tire Failure | 117 | 1.39 | 1 | 1.35 | 22 | 1.67 |
| Brakes Defective | 68 | 0.81 | 1 | 1.35 | 25 | 1.90 |
| Oversized Load on Vehicle | 58 | 0.69 | 0 | 0.00 | 5 | 0.38 |
| Tow Hitch Defective / Separation of Units | 52 | 0.62 | 0 | 0.00 | 6 | 0.46 |
| Other Lighting Defective | 22 | 0.26 | 0 | 0.00 | 6 | 0.46 |
| Overweight | 10 | 0.12 | 0 | 0.00 | 5 | 0.38 |
| Steering Failure | 23 | 0.27 | 0 | 0.00 | 7 | 0.53 |
| Headlights Defective | 4 | 0.05 | 0 | 0.00 | 0 | 0.00 |
| Other | 302 | 3.58 | 0 | 0.00 | 37 | 2.81 |

The chart below shows the total number of truck collisions, as well as those with hazardous cargo, by type of roadway. **There were 7,904 collisions in which a truck was involved. This resulted in 81 fatalities and 1,769 injuries.** Twenty (21) percent of all truck collisions occurred on county or city streets, 22% on interstates, and 49% on U.S. and state-numbered routes. Thirty (30) percent of the hazardous cargo collisions occurred on interstates and 55% on U.S. and state-numbered routes.

| TYPE OF ROADWAY | ALL TRUCK COLLISIONS | | | | TRUCKS WITH HAZARDOUS CARGO | | | |
|-----------------|----------------------|-------------------|-----------------|--------------|-----------------------------|-------------------|-----------------|------------|
| | FATAL COLLISIONS | INJURY COLLISIONS | PROPERTY DAMAGE | TOTAL | FATAL COLLISIONS | INJURY COLLISIONS | PROPERTY DAMAGE | TOTAL |
| Interstate | 19 | 357 | 1,703 | 2,079 | 0 | 6 | 34 | 40 |
| US Route | 18 | 309 | 1,253 | 1,580 | 1 | 3 | 21 | 25 |
| State Route | 23 | 391 | 1,840 | 2,254 | 1 | 11 | 37 | 49 |
| Parkway | 6 | 46 | 145 | 197 | 0 | 1 | 5 | 6 |
| County | 2 | 44 | 336 | 382 | 0 | 1 | 4 | 5 |
| City Street | 4 | 94 | 1,186 | 1,284 | 0 | 2 | 7 | 9 |
| Other | 0 | 9 | 119 | 128 | 0 | 0 | 0 | 0 |
| TOTAL | 72 | 1,250 | 6,582 | 7,904 | 2 | 24 | 108 | 134 |

The residence of truck drivers involved in collisions is shown below. Forty-six (46) percent of the drivers, with known residences, were non-residents of Kentucky. This percentage is 35% for fatal collisions and 44% for injury collisions. Local residents live in the county where the collision occurred.

| RESIDENCE OF DRIVERS IN TRUCK COLLISIONS | ALL COLLISIONS | FATAL COLLISIONS | INJURY COLLISIONS |
|--|----------------|------------------|-------------------|
| Local Resident | 1,709 | 13 | 283 |
| State Resident | 2,129 | 13 | 297 |
| Out of State Resident | 2,624 | 26 | 382 |
| Not Stated | 1,964 | 22 | 353 |
| TOTAL | 8,426 | 74 | 1,315 |

DRIVER INVOLVEMENT



RESIDENCE OF DRIVER



There were 203,729 drivers involved in collisions during 2013. Of these, 876 drivers were involved in fatal collisions. The chart below tabulates driver involvement by residence and shows that most drivers (67% of those in which residence is known) were local residents (reside in the county where the collision occurred). Many drivers in the unknown category are the result of hit-and-run collisions where the drivers' identities remain unknown. There are fewer drivers than vehicles because of collisions with unoccupied vehicles (generally a parked vehicle).

INVOLVEMENT BY RESIDENCE

| RESIDENCE OF DRIVER | NUMBER INVOLVED IN ALL COLLISIONS | PERCENT OF TOTAL | PERCENT OF TOTAL EXCLUDING NOT STATED |
|---------------------|--|------------------|---------------------------------------|
| LOCAL RESIDENT | 135,929 | 66.7 | 66.9 |
| STATE RESIDENT | 46,451 | 22.8 | 22.9 |
| OUT OF STATE | 20,797 | 10.2 | 10.2 |
| NOT STATED | 552 | 0.3 | |
| TOTAL | 203,729 | 100.0 | 100.0 |

| RESIDENCE OF DRIVER | NUMBER INVOLVED IN FATAL COLLISIONS | PERCENT OF TOTAL | PERCENT OF TOTAL EXCLUDING NOT STATED |
|---------------------|--|------------------|---------------------------------------|
| LOCAL RESIDENT | 537 | 61.3 | 61.5 |
| STATE RESIDENT | 231 | 26.4 | 26.4 |
| OUT OF STATE | 106 | 12.1 | 12.1 |
| NOT STATED | 2 | 0.2 | |
| TOTAL | 876 | 100.0 | 100.0 |



SEX OF DRIVER



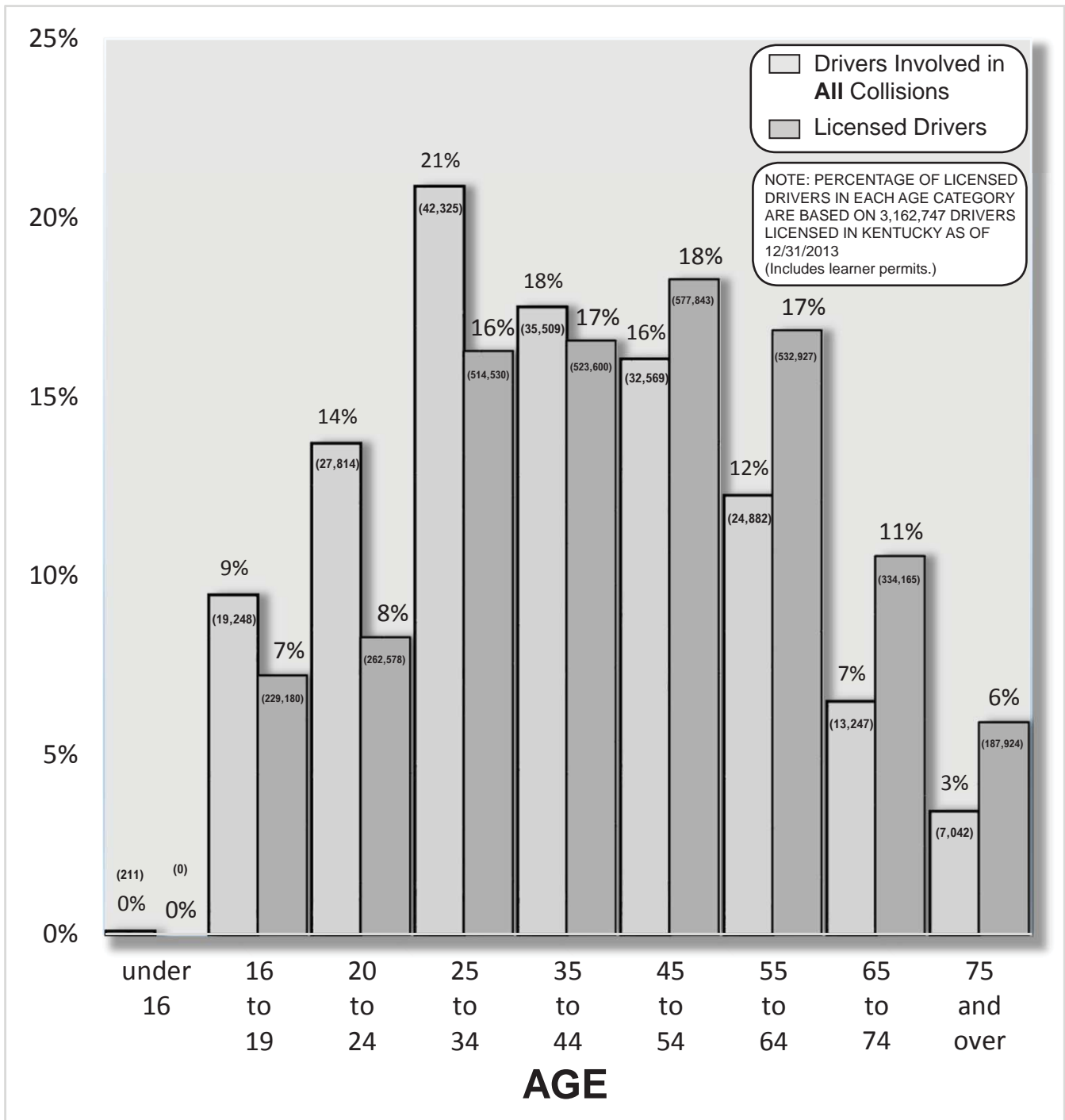
As shown in the chart below, 55% of the drivers who were involved in collisions during 2013 (where sex was listed) were male; 45% were female. In fatal collisions, 70% of the drivers were male and 20% were female.

| ALL COLLISIONS | | |
|----------------|---------------------------------|----------------------------------|
| SEX | NUMBER IN ALL COLLISIONS | PERCENT IN ALL COLLISIONS |
| MALE | 112,417 | 55.2 |
| FEMALE | 91,312 | 44.8 |
| TOTAL | 203,729 | 100.0 |

| FATAL COLLISIONS | | |
|------------------|-----------------------------------|------------------------------------|
| SEX | NUMBER IN FATAL COLLISIONS | PERCENT IN FATAL COLLISIONS |
| MALE | 609 | 69.5 |
| FEMALE | 267 | 30.5 |
| TOTAL | 876 | 100.0 |

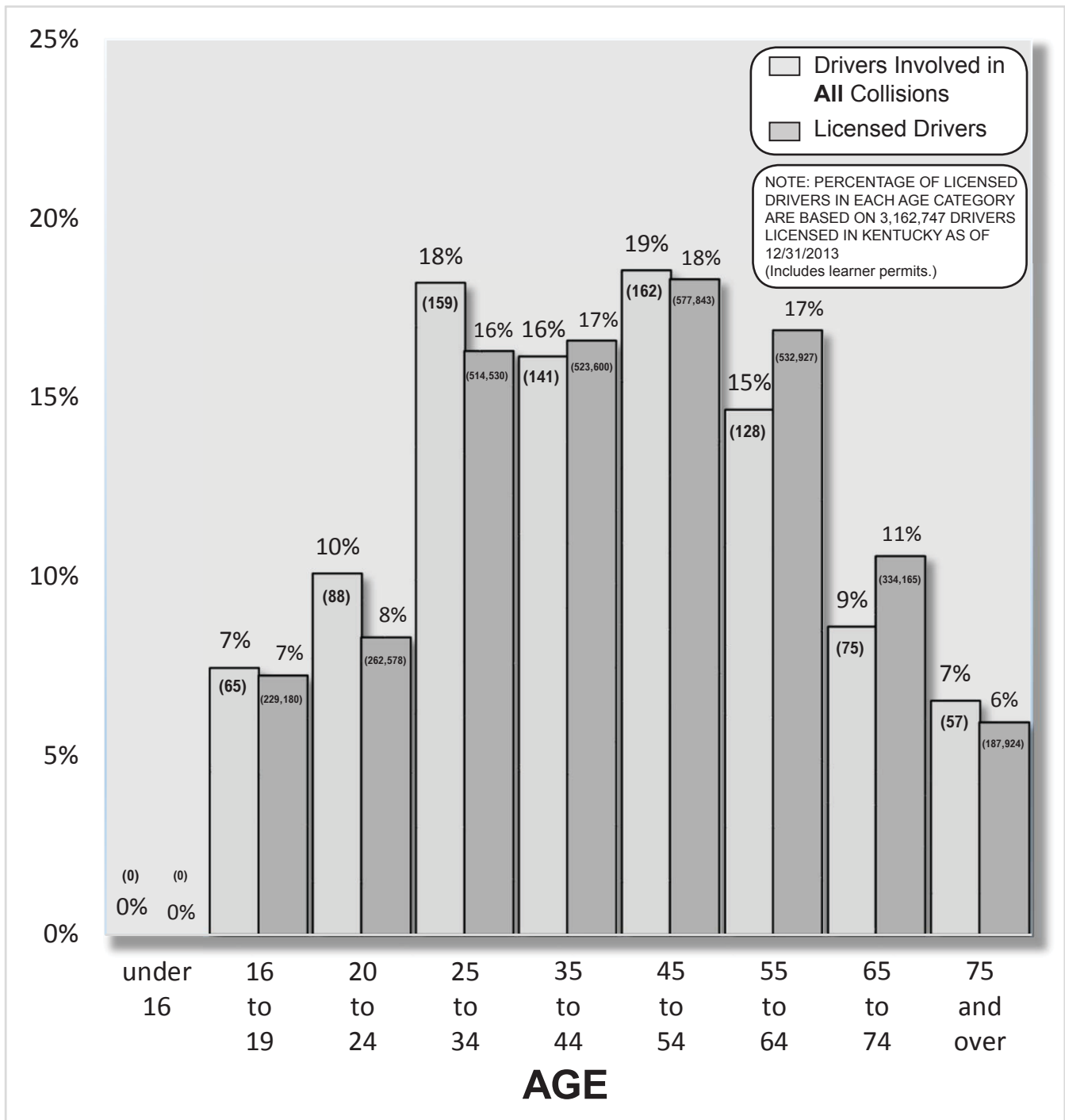
AGE OF DRIVERS (ALL COLLISIONS)

The chart below groups the ages of 202,847 drivers involved in traffic collisions in 2013 in Kentucky (for which age information was available). For each age category, the following information is shown: the percentage of drivers involved in all collisions, the number of drivers involved in these collisions is shown in parentheses, the percentage of all licensed drivers, and the number of licensed drivers is shown in parentheses (includes learner permits). This allows a comparison to be made between the percentage of a given age category of the driving population and the corresponding percentage this age category is involved in collisions. The percentage of drivers involved in all collisions was higher than the percentage of licensed drivers for the age categories under age 35, especially for the 16 to 19 years of age category. This data does not differentiate drivers “at-fault” versus drivers “not-at-fault.” There were 882 driver’s ages which could not be determined. These drivers represent 0.4% of all drivers involved in all collisions. The percentages given below do not consider the “Unknown” category.



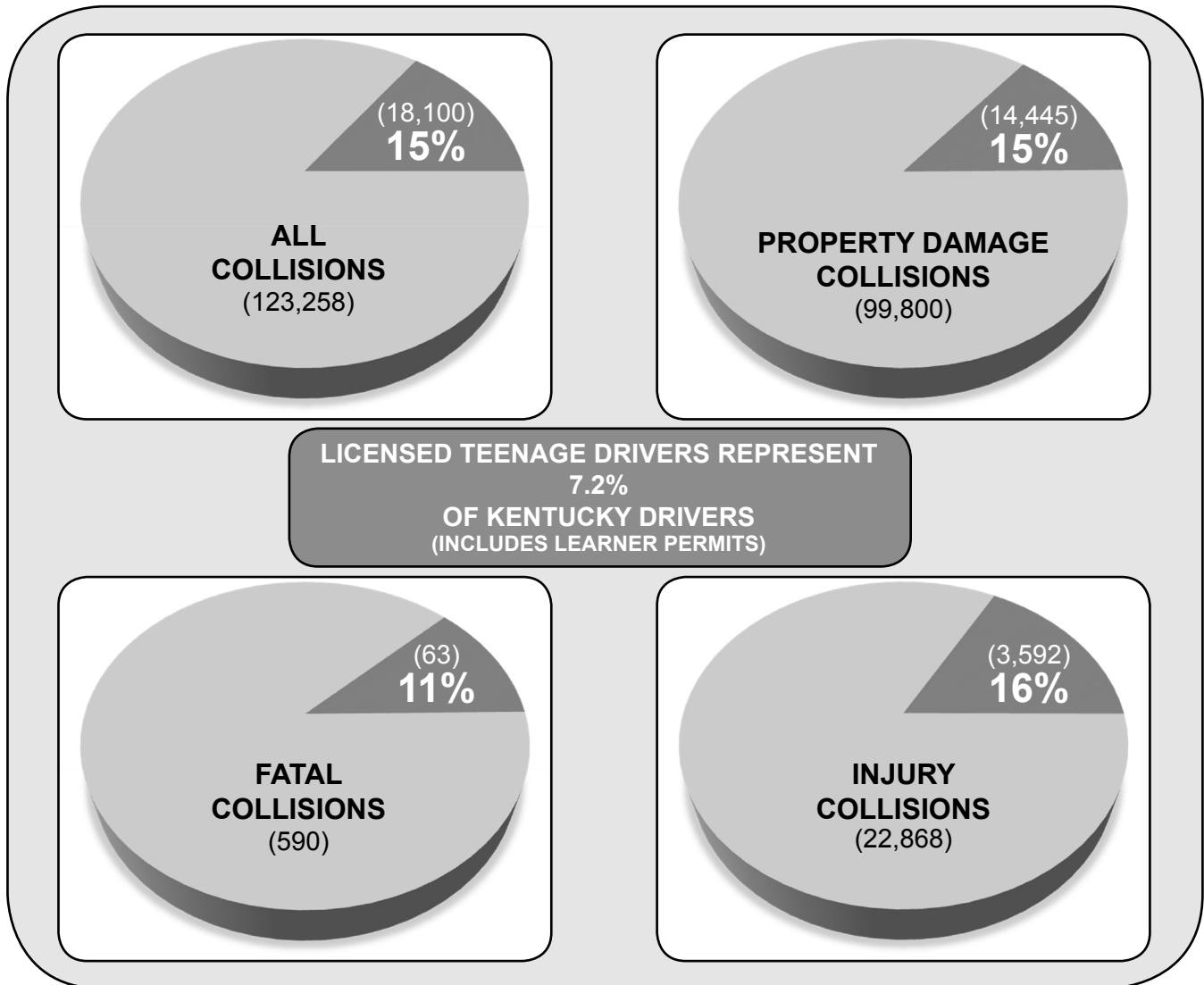
AGE OF DRIVERS (FATAL COLLISIONS)

The chart below groups the ages of 875 drivers involved in fatal collisions in 2013 (for which age information was available). It should be noted that the drivers were not necessarily killed in the fatal collision. The number of drivers involved in fatal collisions exceeded the total number of fatal collisions. The numbers of drivers involved in fatal collisions and licensed drivers are in parentheses. The percentage of the driving population within a given age category can be compared to the corresponding percentage of involvement in fatal collisions within this same age category. The largest over-representation is the drivers between 20 and 34 with 28 percent of total crashes compared to 24 percent of licensed drivers.



COLLISIONS INVOLVING TEENAGE DRIVERS

The percentages of teenage drivers (16 to 19 years of age versus other groups) involved in collisions during 2013 (by type) are shown below, irrespective of the driver at fault in the collisions reported. The numbers of collisions involving teenage drivers are also shown.



The number of teenage drivers involved in collisions, together with alcohol-related collisions, are shown below. It should be noted that tabulations for alcohol-related collisions were derived from the total number of drinking drivers as reported by the officer at the scene. FARS would report higher numbers. As shown, 329 teenage drivers were involved in alcohol-related collisions during 2013. **There were 69 fatalities in collisions involving a teenage driver (25 of these fatalities were the teenage driver). There were 11 fatalities in alcohol-related collisions involving teenage drivers (5 of these fatalities were the teenage driver).**

| NUMBER OF TEENAGE DRIVERS INVOLVED IN: | | | | | | | | |
|--|----------------|------------------|-------------------|-----------------|----------------------------|--------|-----------------|-------|
| YEAR | ALL COLLISIONS | FATAL COLLISIONS | INJURY COLLISIONS | PROPERTY DAMAGE | ALCOHOL RELATED COLLISIONS | | | |
| | | | | | FATAL | INJURY | PROPERTY DAMAGE | TOTAL |
| 2013 | 19,248 | 65 | 3,769 | 15,391 | 9 | 137 | 183 | 329 |
| 2012 | 20,656 | 74 | 4,057 | 16,525 | 8 | 107 | 222 | 337 |
| 2011 | 21,350 | 63 | 4,152 | 17,135 | 8 | 138 | 229 | 375 |
| 2010 | 21,870 | 83 | 4,378 | 17,409 | 7 | 151 | 215 | 373 |

ALCOHOL-RELATED COLLISIONS

An alcohol-related collision is any collision where a driver was determined to have been drinking. For injury and property damage collisions, the following information gives the determination made at the scene by the investigating officer and given on the collision report. However, more detailed information regarding drinking drivers in fatal collisions is obtained from FARS, which follows up on blood alcohol content (BAC) results.

Alcohol-related collisions are listed by county beginning on page 40. The following information has been adjusted to agree with FARS statistics involving fatal collisions; therefore, these numbers may not agree with previously listed state totals.

| | | |
|-----------------------|-----------------------------------|--------------|
| ALL COLLISIONS | FATAL COLLISIONS | 153 |
| | INJURY COLLISIONS | 1,592 |
| | PROPERTY DAMAGE COLLISIONS | 2,784 |
| | TOTAL | 4,529 |

| | | |
|-------------------------------|------------------------------------|--------------|
| PERSONS KILLED/INJURED | NUMBER KILLED | 163 |
| | NUMBER INJURED | 2,339 |
| | INCAPACITATING INJURIES | 390 |
| | NON-INCAPACITATING INJURIES | 866 |
| | POSSIBLE INJURIES | 1,083 |

The total number of alcohol involved collisions is depicted in the upper left chart. The number of persons killed and injured in alcohol involved collisions is depicted in the right-hand chart.

4,529 alcohol-related collisions were reported during 2013. 3% of the alcohol-related collisions were fatal, 35% were injury collisions, and 62% were property damage only.

Comparison with previous years

During 2013, alcohol-related collisions decreased by 3% when compared to 2012. The 163 persons killed in 2013 was 15 less than the 148 persons killed in 2012. During 2013, there were 2,339 persons injured in alcohol-related collisions, an decrease of 2% from 2012 when 2,376 persons were injured.

Fatal collision data in the chart below have been adjusted to reflect follow-up studies of alcohol test results.

| YEAR | TOTAL COLLISIONS (Alcohol Related) | % CHANGE FROM PREVIOUS YEAR | TOTAL KILLED | % +/- | TOTAL INJURED | % +/- |
|-------------|---|--|-------------------------|------------------|--------------------------|------------------|
| 2013 | 4,529 | -3 | 163 | +10 | 2,339 | -2 |
| 2012 | 4,671 | 3 | 148 | -6 | 2,376 | 4 |
| 2011 | 4,551 | -4 | 158 | -5 | 2,278 | -8 |
| 2010 | 4,762 | -5 | 167 | -18 | 2,489 | -6 |
| 2009 | 5,038 | 0 | 203 | 27 | 2,652 | -4 |
| 2008 | 5,029 | -3 | 160 | -22 | 2,754 | -4 |
| 2007 | 5,189 | -3 | 204 | +9 | 2,866 | -8 |

SAFETY RESTRAINTS

The chart below compares safety belt usage for the years of 2009 through 2013. The data were obtained as part of an annual observational survey conducted at sites across Kentucky. Data for children under four years of age were collected in both the front and rear seats. (This data was not collected in 2013)

| YEAR | PERCENT USING SAFETY BELTS | |
|------|-------------------------------------|----------------------------------|
| | ALL FRONT SEAT DRIVERS & PASSENGERS | CHILDREN UNDER FOUR YEARS OF AGE |
| 2013 | 85 | NA |
| 2012 | 84 | 98 |
| 2011 | 82 | 97 |
| 2010 | 80 | 96 |
| 2009 | 80 | 99 |

The chart below shows vehicle occupants by their injury status, and separates the occupants into categories of restraint used and restraint not used. Overall, 10% of all vehicle occupants were killed or injured. A breakdown into restraint usage shows only 10% of those restrained were killed or injured, compared to 50% of those not restrained. Comparing the percentages killed or injured in the “Restraint Used” and “Restraint Not Used” categories shows the benefit of wearing a safety belt. The “NOT APPLICABLE” category includes occupants in vehicles that normally do not contain safety restraints, occupants where safety restraints usage was not indicated, occupants not in an appropriate position, or pedestrians and pedalcyclist.

| INJURY STATUS | ALL OCCUPANTS | | RESTRAINT USED | | RESTRAINT NOT USED | | NOT APPLICABLE | |
|---------------------------|---------------|------------|----------------|------------|--------------------|------------|----------------|------------|
| | NUMBER | % OF TOTAL | NUMBER | % OF TOTAL | NUMBER | % OF TOTAL | NUMBER | % OF TOTAL |
| KILLED | 638 | 0.2 | 219 | 0.1 | 254 | 4.2 | 165 | 0.2 |
| INCAPACITATING INJURY | 3,175 | 0.9 | 2025 | 0.7 | 544 | 8.9 | 606 | 0.7 |
| NON-INCAPACITATING INJURY | 11,326 | 3.0 | 8972 | 3.2 | 1,063 | 17.4 | 1,291 | 1.5 |
| POSSIBLE INJURY | 19,679 | 5.3 | 17,014 | 6.1 | 1,158 | 19.0 | 1,507 | 1.8 |
| NOT INJURED | 336,657 | 90.6 | 251,409 | 89.9 | 3,078 | 50.5 | 82,170 | 95.8 |
| TOTAL | 371,475 | 100.0 | 279,639 | 100.0 | 6,097 | 100.0 | 85,739 | 100.0 |

Of the 473 vehicle occupants fatally injured in collisions in 2013 in a position where a safety restraint was available, only 219 were using safety restraints - an overall usage rate of 46% for fatalities.

Note: There were 16,793 crashes involving deployment of front air bags and 3,066 crashes involving side air bag deployment.

INTERSECTION COLLISIONS*

| INTERSECTION COLLISIONS | NUMBER | % OF ALL COLLISIONS |
|-------------------------|--------|---------------------|
| ALL REPORTED | 32,154 | 26.1 |
| NONFATAL INJURY | 6,571 | 28.7 |
| FATAL | 84 | 14.2 |

SEX OF DRIVER

| INTERSECTION COLLISIONS | | |
|-------------------------|--|--|
| SEX | PERCENT IN ALL INTERSECTION COLLISIONS | PERCENT IN FATAL INTERSECTION COLLISIONS |
| Male | 52.8 | 61.3 |
| Female | 47.2 | 38.7 |

| ALL COLLISIONS | | |
|----------------|---------------------------|-----------------------------|
| SEX | PERCENT IN ALL COLLISIONS | PERCENT IN FATAL COLLISIONS |
| Male | 55.2 | 69.5 |
| Female | 44.8 | 30.5 |

LIGHT CONDITION

| INTERSECTION COLLISIONS | | |
|-------------------------|--|--|
| LIGHT CONDITION | PERCENT IN ALL INTERSECTION COLLISIONS | PERCENT IN FATAL INTERSECTION COLLISIONS |
| Daylight | 76.3 | 69.9 |
| Dark | 18.8 | 28.9 |
| Dusk / Dawn | 4.9 | 1.2 |

| ALL COLLISIONS | | |
|-----------------|---------------------------|-----------------------------|
| LIGHT CONDITION | PERCENT IN ALL COLLISIONS | PERCENT IN FATAL COLLISIONS |
| Daylight | 71.4 | 60.2 |
| Dark | 23.2 | 36.6 |
| Dusk / Dawn | 5.4 | 3.2 |

ROADWAY CONDITION

| INTERSECTION COLLISIONS | | |
|-------------------------|--|--|
| ROADWAY CONDITION | PERCENT IN ALL INTERSECTION COLLISIONS | PERCENT IN FATAL INTERSECTION COLLISIONS |
| Dry | 78.1 | 86.9 |
| Wet | 19.9 | 13.1 |
| Snow / Ice / Slush | 2.0 | 0.0 |

| ALL COLLISIONS | | |
|--------------------|---------------------------|-----------------------------|
| LIGHT CONDITION | PERCENT IN ALL COLLISIONS | PERCENT IN FATAL COLLISIONS |
| Dry | 74.6 | 80.3 |
| Wet | 21.4 | 18.0 |
| Snow / Ice / Slush | 4.0 | 1.7 |

WEEKEND COLLISIONS (Saturday and Sunday)

| INTERSECTION COLLISIONS | | |
|-------------------------|--|--|
| | PERCENT IN ALL INTERSECTION COLLISIONS | PERCENT IN FATAL INTERSECTION COLLISIONS |
| Weekend | 21.1 | 29.8 |

| ALL COLLISIONS | | |
|----------------|---------------------------|-----------------------------|
| | PERCENT IN ALL COLLISIONS | PERCENT IN FATAL COLLISIONS |
| Weekend | 22.6 | 30.0 |

* As coded on the crash report



CONTRIBUTING FACTORS

CONTRIBUTING FACTORS

A variety of factors and conditions can contribute to a collision. Police officers may indicate up to three driver factors for each driver, two vehicular factors for each vehicle, and up to two environmental factors for each collision. This table gives the number of collisions in which a given factor was listed at least once. Accumulations were made only once for each factor indicated in a collision, even if the factor was listed for more than one driver or vehicle. Therefore, the percentages give the percent of collisions in which a given factor is listed.

| HUMAN FACTORS | ALL COLLISIONS | PERCENT OF TOTAL | FATAL COLLISIONS | PERCENT OF TOTAL |
|------------------------------|----------------|------------------|------------------|------------------|
| Inattention | 48,616 | 39.44 | 135 | 22.88 |
| Not Under Proper Control | 16,892 | 13.70 | 228 | 38.64 |
| Failed to Yield Right of Way | 14,317 | 11.62 | 78 | 13.22 |
| Misjudge Clearance | 8,258 | 6.70 | 13 | 2.20 |
| Following Too Close | 7,627 | 6.19 | 4 | 0.68 |
| Distraction | 6,490 | 5.27 | 21 | 3.56 |
| Too Fast for Conditions | 5,319 | 4.32 | 45 | 7.63 |
| Alcohol Involvement | 4,483 | 3.64 | 107 | 18.14 |
| Disregard Traffic Control | 3,766 | 3.06 | 23 | 3.90 |
| Overcorrecting/Oversteering | 3,521 | 2.86 | 70 | 11.86 |
| Turning Improperly | 1,941 | 1.57 | 2 | 0.34 |
| Drug Involvement | 1,352 | 1.10 | 23 | 3.90 |
| Improper Backing | 1,412 | 1.15 | 0 | 0.00 |
| Exceeded Stated Speed Limit | 1,175 | 0.95 | 54 | 9.15 |
| Fell Asleep | 1,122 | 0.91 | 14 | 2.37 |
| Improper Passing | 1,104 | 0.90 | 8 | 1.36 |
| Cell Phone | 955 | 0.77 | 6 | 1.02 |
| Lost Consciousness/Fainted | 545 | 0.44 | 12 | 2.03 |
| Emotional | 609 | 0.49 | 5 | 0.85 |
| Fatigue | 555 | 0.45 | 5 | 0.85 |
| Sick | 317 | 0.26 | 4 | 0.68 |
| Medication | 236 | 0.19 | 5 | 0.85 |
| Weaving in Traffic | 208 | 0.17 | 3 | 0.51 |
| Physical Disability | 203 | 0.16 | 0 | 0.00 |

CONTRIBUTING FACTORS

(cont'd)

A variety of factors and conditions can contribute to a collision. Police officers may indicate up to three driver factors for each driver, two vehicular factors for each vehicle, and up to two environmental factors for each collision. This table gives the number of collisions in which a given factor was listed at least once. Accumulations were made only once for each factor indicated in a collision, even if the factor was listed for more than one driver or vehicle. Therefore, the percentages give the percent of collisions in which a given factor is listed.

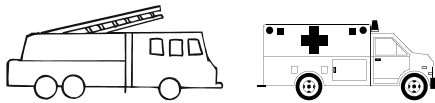
| VEHICULAR FACTORS | ALL COLLISIONS | PERCENT OF TOTAL | FATAL COLLISIONS | PERCENT OF TOTAL |
|---|-----------------------|-------------------------|-------------------------|-------------------------|
| Brakes Defective | 1,398 | 1.13 | 2 | 0.34 |
| Tire Failure | 915 | 0.74 | 9 | 1.53 |
| Steering Failure | 401 | 0.33 | 0 | 0.00 |
| Load Securement | 240 | 0.19 | 2 | 0.34 |
| Oversized Load on Vehicle | 110 | 0.09 | 0 | 0.00 |
| Tow Hitch Defective / Separation of Units | 96 | 0.08 | 1 | 0.17 |
| Other Lighting Defective | 76 | 0.06 | 1 | 0.17 |
| Headlights Defective | 55 | 0.04 | 0 | 0.00 |
| Overweight | 24 | 0.02 | 1 | 0.17 |

| ENVIRONMENTAL FACTORS | ALL COLLISIONS | PERCENT OF TOTAL | FATAL COLLISIONS | PERCENT OF TOTAL |
|---|-----------------------|-------------------------|-------------------------|-------------------------|
| Slippery Surface | 13,057 | 10.59 | 64 | 10.85 |
| Animals Action | 6,066 | 4.92 | 6 | 1.02 |
| View Obstructed / Limited | 2,430 | 1.97 | 17 | 2.88 |
| Water Pooling | 1,533 | 1.24 | 6 | 1.02 |
| Glare | 1,196 | 0.97 | 3 | 0.51 |
| Debris In Roadway | 690 | 0.56 | 5 | 0.85 |
| Construction Work Zone | 613 | 0.50 | 2 | 0.34 |
| Improperly Parked Vehicle(s) | 322 | 0.26 | 2 | 0.34 |
| Shoulders Defective / Drop-off | 207 | 0.17 | 2 | 0.34 |
| Maintenance / Utility Work Zone | 114 | 0.09 | 1 | 0.17 |
| Hole/Deep Ruts/Bumps | 86 | 0.07 | 1 | 0.17 |
| Improper / Non-Working Traffic Controls | 64 | 0.05 | 0 | 0.00 |
| Fixed Object(s) | 43 | 0.03 | 1 | 0.17 |

CONTRIBUTING FACTORS

The following tables outline driver factors that contributed to each type of collision. Driver-contributing factors are summarized for each specific collision type. Any factor cannot be accumulated more than once in one collision. The percentages represent the percent a given factor occurred in a specific type of collision.

| COLLISIONS INVOLVING EMERGENCY VEHICLES | |
|---|-------|
| TOTAL EMERGENCY VEHICLE COLLISIONS | 1,076 |
| FATAL COLLISIONS | 2 |
| INJURY COLLISIONS | 172 |
| TOTAL KILLED | 2 |
| TOTAL INJURED | 282 |



| EMERGENCY VEHICLE COLLISIONS | | | | |
|------------------------------|----------------|------------------|------------------|------------------|
| DRIVER CONTRIBUTING FACTORS | ALL COLLISIONS | PERCENT OF TOTAL | FATAL COLLISIONS | PERCENT OF TOTAL |
| Alcohol Involvement | 43 | 4.00 | 0 | 0 |
| Cell Phone | 6 | 0.56 | 0 | 0 |
| Disregard Traffic Control | 34 | 3.16 | 1 | 50 |
| Distraction | 56 | 5.20 | 0 | 0 |
| Drug Involvement | 14 | 1.30 | 0 | 0 |
| Emotional | 5 | 0.46 | 0 | 0 |
| Exceeded Stated Speed Limit | 12 | 1.12 | 0 | 0 |
| Failed to Yield Right of Way | 117 | 10.87 | 2 | 100 |
| Fatigue | 2 | 0.19 | 0 | 0 |
| Fell Asleep | 5 | 0.46 | 0 | 0 |
| Following Too Close | 19 | 1.77 | 0 | 0 |
| Improper Backing | 17 | 1.58 | 0 | 0 |
| Improper Passing | 18 | 1.67 | 0 | 0 |
| Inattention | 321 | 29.83 | 1 | 50 |
| Lost Consciousness/Fainted | 2 | 0.19 | 0 | 0 |
| Medication | 3 | 0.28 | 0 | 0 |
| Misjudge Clearance | 154 | 14.31 | 0 | 0 |
| Not Under Proper Control | 98 | 9.11 | 0 | 0 |
| Overcorrecting/Oversteering | 15 | 1.39 | 0 | 0 |
| Physical Disability | 0 | 0.00 | 0 | 0 |
| Sick | 1 | 0.09 | 0 | 0 |
| Too Fast for Conditions | 39 | 3.62 | 0 | 0 |
| Turning Improperly | 20 | 1.86 | 0 | 0 |
| Weaving in Traffic | 4 | 0.37 | 0 | 0 |

| COLLISIONS INVOLVING FARM EQUIPMENT | |
|-------------------------------------|-----|
| TOTAL FARM EQUIPMENT COLLISIONS | 210 |
| FATAL COLLISIONS | 4 |
| INJURY COLLISIONS | 35 |
| TOTAL KILLED | 4 |
| TOTAL INJURED | 54 |



| FARM EQUIPMENT COLLISIONS | | | | |
|------------------------------|----------------|------------------|------------------|------------------|
| DRIVER CONTRIBUTING FACTORS | ALL COLLISIONS | PERCENT OF TOTAL | FATAL COLLISIONS | PERCENT OF TOTAL |
| Alcohol Involvement | 2 | 0.95 | 1 | 25 |
| Cell Phone | 1 | 0.48 | 0 | 0 |
| Disregard Traffic Control | 5 | 2.38 | 0 | 0 |
| Distraction | 3 | 1.43 | 0 | 0 |
| Drug Involvement | 0 | 0.00 | 0 | 0 |
| Emotional | 0 | 0.00 | 0 | 0 |
| Exceeded Stated Speed Limit | 0 | 0.00 | 0 | 0 |
| Failed to Yield Right of Way | 20 | 9.52 | 0 | 0 |
| Fatigue | 0 | 0.00 | 0 | 0 |
| Fell Asleep | 0 | 0.00 | 0 | 0 |
| Following Too Close | 1 | 0.48 | 0 | 0 |
| Improper Backing | 5 | 2.38 | 0 | 0 |
| Improper Passing | 19 | 9.05 | 0 | 0 |
| Inattention | 84 | 40.00 | 1 | 25 |
| Lost Consciousness/Fainted | 0 | 0.00 | 0 | 0 |
| Medication | 1 | 0.48 | 0 | 0 |
| Misjudge Clearance | 29 | 13.81 | 0 | 0 |
| Not Under Proper Control | 21 | 10.00 | 2 | 50 |
| Overcorrecting/Oversteering | 4 | 1.90 | 1 | 25 |
| Physical Disability | 0 | 0.00 | 0 | 0 |
| Sick | 0 | 0.00 | 0 | 0 |
| Too Fast for Conditions | 7 | 3.33 | 1 | 25 |
| Turning Improperly | 1 | 0.48 | 0 | 0 |
| Weaving in Traffic | 0 | 0.00 | 0 | 0 |

CONTRIBUTING FACTORS *(cont'd)*

The following tables outline driver factors that contributed to each type of collision. Driver-contributing factors are summarized for each specific collision type. Any factor cannot be accumulated more than once in one collision. The percentages represent the percent a given factor occurred in a specific type of collision.

| COLLISIONS INVOLVING SCHOOL BUSES | |
|-----------------------------------|-----|
| TOTAL SCHOOL BUS COLLISIONS | 813 |
| FATAL COLLISIONS | 1 |
| INJURY COLLISIONS | 95 |
| TOTAL KILLED | 1 |
| TOTAL INJURED | 314 |



| SCHOOL BUS COLLISIONS | | | | |
|------------------------------|----------------|------------------|------------------|------------------|
| DRIVER CONTRIBUTING FACTORS | ALL COLLISIONS | PERCENT OF TOTAL | FATAL COLLISIONS | PERCENT OF TOTAL |
| Alcohol Involvement | 2 | 0.25 | 0 | 0 |
| Cell Phone | 3 | 0.37 | 0 | 0 |
| Disregard Traffic Control | 19 | 2.34 | 0 | 0 |
| Distraction | 42 | 5.17 | 0 | 0 |
| Drug Involvement | 4 | 0.49 | 0 | 0 |
| Emotional | 3 | 0.37 | 0 | 0 |
| Exceeded Stated Speed Limit | 4 | 0.49 | 0 | 0 |
| Failed to Yield Right of Way | 73 | 8.98 | 1 | 100 |
| Fatigue | 3 | 0.37 | 0 | 0 |
| Fell Asleep | 3 | 0.37 | 0 | 0 |
| Following Too Close | 22 | 2.71 | 0 | 0 |
| Improper Backing | 15 | 1.85 | 0 | 0 |
| Improper Passing | 9 | 1.11 | 0 | 0 |
| Inattention | 324 | 39.85 | 0 | 0 |
| Lost Consciousness/Fainted | 2 | 0.25 | 0 | 0 |
| Medication | 0 | 0.00 | 0 | 0 |
| Misjudge Clearance | 234 | 28.78 | 0 | 0 |
| Not Under Proper Control | 62 | 7.63 | 0 | 0 |
| Overcorrecting/Oversteering | 12 | 1.48 | 0 | 0 |
| Physical Disability | 2 | 0.25 | 0 | 0 |
| Sick | 3 | 0.37 | 0 | 0 |
| Too Fast for Conditions | 12 | 1.48 | 0 | 0 |
| Turning Improperly | 14 | 1.72 | 0 | 0 |
| Weaving in Traffic | 0 | 0.00 | 0 | 0 |

| COLLISIONS INVOLVING ELEMENTARY SCHOOL AGE CHILDREN | |
|---|-------|
| TOTAL ELEM. SCHOOL AGE CHILDREN COLLISIONS | 8,939 |
| FATAL COLLISIONS | 29 |
| INJURY COLLISIONS | 2,085 |
| TOTAL KILLED | |
| ALL AGES | 41 |
| 6-12 YEAR OF AGE | 7 |
| TOTAL INJURED | |
| ALL AGES | 4,517 |
| 6-12 YEAR OF AGE | 1,461 |



| ELEMENTARY SCHOOL AGE CHILDREN COLLISIONS (6 TO 12 YEARS OF AGE) | | | | |
|--|----------------|------------------|------------------|------------------|
| DRIVER CONTRIBUTING FACTORS | ALL COLLISIONS | PERCENT OF TOTAL | FATAL COLLISIONS | PERCENT OF TOTAL |
| Alcohol Involvement | 154 | 1.72 | 7 | 24.14 |
| Cell Phone | 68 | 0.76 | 0 | 0.00 |
| Disregard Traffic Control | 364 | 4.07 | 0 | 0.00 |
| Distraction | 619 | 6.92 | 1 | 3.45 |
| Drug Involvement | 83 | 0.93 | 1 | 3.45 |
| Emotional | 50 | 0.56 | 0 | 0.00 |
| Exceeded Stated Speed Limit | 53 | 0.59 | 4 | 13.79 |
| Failed to Yield Right of Way | 1237 | 13.84 | 8 | 27.59 |
| Fatigue | 27 | 0.30 | 0 | 0.00 |
| Fell Asleep | 41 | 0.46 | 0 | 0.00 |
| Following Too Close | 658 | 7.36 | 1 | 3.45 |
| Improper Backing | 90 | 1.01 | 0 | 0.00 |
| Improper Passing | 68 | 0.76 | 0 | 0.00 |
| Inattention | 4363 | 48.81 | 12 | 41.38 |
| Lost Consciousness/Fainted | 18 | 0.20 | 0 | 0.00 |
| Medication | 9 | 0.10 | 0 | 0.00 |
| Misjudge Clearance | 644 | 7.20 | 3 | 10.34 |
| Not Under Proper Control | 1098 | 12.28 | 10 | 34.48 |
| Overcorrecting/Oversteering | 140 | 1.57 | 2 | 6.90 |
| Physical Disability | 13 | 0.15 | 0 | 0.00 |
| Sick | 14 | 0.16 | 0 | 0.00 |
| Too Fast for Conditions | 288 | 3.22 | 2 | 6.90 |
| Turning Improperly | 148 | 1.66 | 0 | 0.00 |
| Weaving in Traffic | 23 | 0.26 | 0 | 0.00 |

CONTRIBUTING FACTORS *(cont'd)*

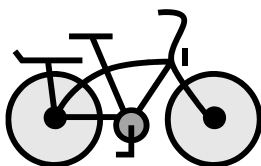
The following tables outline driver factors that contributed to each type of collision. Driver-contributing factors are summarized for each specific collision type. Any factor cannot be accumulated more than once in one collision. The percentages represent the percent a given factor occurred in a specific type of collision.

| COLLISIONS INVOLVING PEDESTRIANS | |
|------------------------------------|-------|
| TOTAL EMERGENCY VEHICLE COLLISIONS | 1,066 |
| FATAL COLLISIONS | 53 |
| INJURY COLLISIONS | 834 |
| TOTAL KILLED | 55 |
| TOTAL INJURED | 919 |



| PEDESTRIAN COLLISIONS | | | | |
|------------------------------|----------------|------------------|------------------|------------------|
| DRIVER CONTRIBUTING FACTORS | ALL COLLISIONS | PERCENT OF TOTAL | FATAL COLLISIONS | PERCENT OF TOTAL |
| Alcohol Involvement | 40 | 3.75 | 5 | 9.43 |
| Cell Phone | 7 | 0.66 | 0 | 0.00 |
| Disregard Traffic Control | 22 | 2.06 | 0 | 0.00 |
| Distraction | 45 | 4.22 | 1 | 1.89 |
| Drug Involvement | 12 | 1.13 | 3 | 5.66 |
| Emotional | 21 | 1.97 | 0 | 0.00 |
| Exceeded Stated Speed Limit | 10 | 0.94 | 2 | 3.77 |
| Failed to Yield Right of Way | 105 | 9.85 | 2 | 3.77 |
| Fatigue | 3 | 0.28 | 0 | 0.00 |
| Fell Asleep | 1 | 0.09 | 0 | 0.00 |
| Following Too Close | 1 | 0.09 | 0 | 0.00 |
| Improper Backing | 6 | 0.56 | 0 | 0.00 |
| Improper Passing | 1 | 0.09 | 0 | 0.00 |
| Inattention | 317 | 29.74 | 11 | 20.75 |
| Lost Consciousness/Fainted | 3 | 0.28 | 0 | 0.00 |
| Medication | 2 | 0.19 | 0 | 0.00 |
| Misjudge Clearance | 22 | 2.06 | 0 | 0.00 |
| Not Under Proper Control | 48 | 4.50 | 6 | 11.32 |
| Overcorrecting/Oversteering | 3 | 0.28 | 0 | 0.00 |
| Physical Disability | 2 | 0.19 | 0 | 0.00 |
| Sick | 0 | 0.00 | 0 | 0.00 |
| Too Fast for Conditions | 14 | 1.31 | 1 | 1.89 |
| Turning Improperly | 8 | 0.75 | 0 | 0.00 |
| Weaving in Traffic | 0 | 0.00 | 0 | 0.00 |

| COLLISIONS INVOLVING BICYCLES | |
|-------------------------------|-----|
| TOTAL BICYCLE COLLISIONS | 495 |
| FATAL COLLISIONS | 3 |
| INJURY COLLISIONS | 348 |
| TOTAL KILLED | 3 |
| TOTAL INJURED | 360 |



| BICYCLE COLLISIONS | | | | |
|------------------------------|----------------|------------------|------------------|------------------|
| DRIVER CONTRIBUTING FACTORS | ALL COLLISIONS | PERCENT OF TOTAL | FATAL COLLISIONS | PERCENT OF TOTAL |
| Alcohol Involvement | 0 | 0.00 | 0 | 0.00 |
| Cell Phone | 1 | 0.20 | 0 | 0.00 |
| Disregard Traffic Control | 7 | 1.41 | 0 | 0.00 |
| Distraction | 5 | 1.01 | 0 | 0.00 |
| Drug Involvement | 0 | 0.00 | 0 | 0.00 |
| Emotional | 1 | 0.20 | 0 | 0.00 |
| Exceeded Stated Speed Limit | 3 | 0.61 | 0 | 0.00 |
| Failed to Yield Right of Way | 64 | 12.93 | 0 | 0.00 |
| Fatigue | 0 | 0.00 | 0 | 0.00 |
| Fell Asleep | 0 | 0.00 | 0 | 0.00 |
| Following Too Close | 3 | 0.61 | 0 | 0.00 |
| Improper Backing | 0 | 0.00 | 0 | 0.00 |
| Improper Passing | 6 | 1.21 | 0 | 0.00 |
| Inattention | 117 | 23.64 | 0 | 0.00 |
| Lost Consciousness/Fainted | 0 | 0.00 | 0 | 0.00 |
| Medication | 0 | 0.00 | 0 | 0.00 |
| Misjudge Clearance | 11 | 2.22 | 0 | 0.00 |
| Not Under Proper Control | 8 | 1.62 | 0 | 0.00 |
| Overcorrecting/Oversteering | 0 | 0.00 | 0 | 0.00 |
| Physical Disability | 0 | 0.00 | 0 | 0.00 |
| Sick | 0 | 0.00 | 0 | 0.00 |
| Too Fast for Conditions | 4 | 0.81 | 0 | 0.00 |
| Turning Improperly | 0 | 0.00 | 0 | 0.00 |
| Weaving in Traffic | 0 | 0.00 | 0 | 0.00 |

CONTRIBUTING FACTORS *(cont'd)*

The following tables outline driver factors that contributed to each type of collision. Driver-contributing factors are summarized for each specific collision type. Any factor cannot be accumulated more than once in one collision. The percentages represent the percent a given factor occurred in a specific type of collision.

| COLLISIONS INVOLVING ALL TERRAIN VEHICLES* | |
|--|-----|
| TOTAL ALL TERRAIN VEHICLE COLLISIONS | 162 |
| FATAL COLLISIONS | 15 |
| INJURY COLLISIONS | 116 |
| TOTAL KILLED | 15 |
| ATV | 14 |
| HELMET USED | 0 |
| TOTAL INJURED (ATV) | 152 |
| HELMET USED | 11 |

* Excluding private property



| ALL TERRAIN VEHICLE COLLISIONS | | | | |
|--------------------------------|----------------|------------------|------------------|------------------|
| DRIVER CONTRIBUTING FACTORS | ALL COLLISIONS | PERCENT OF TOTAL | FATAL COLLISIONS | PERCENT OF TOTAL |
| Alcohol Involvement | 35 | 21.60 | 8 | 53.33 |
| Cell Phone | 1 | 0.62 | 0 | 0.00 |
| Disregard Traffic Control | 4 | 2.47 | 0 | 0.00 |
| Distraction | 4 | 2.47 | 0 | 0.00 |
| Drug Involvement | 5 | 3.09 | 2 | 13.33 |
| Emotional | 1 | 0.62 | 0 | 0.00 |
| Exceeded Stated Speed Limit | 1 | 0.62 | 0 | 0.00 |
| Failed to Yield Right of Way | 13 | 8.02 | 1 | 6.67 |
| Fatigue | 1 | 0.62 | 0 | 0.00 |
| Fell Asleep | 0 | 0.00 | 0 | 0.00 |
| Following Too Close | 1 | 0.62 | 0 | 0.00 |
| Improper Backing | 1 | 0.62 | 0 | 0.00 |
| Improper Passing | 0 | 0.00 | 0 | 0.00 |
| Inattention | 46 | 28.40 | 0 | 0.00 |
| Lost Consciousness/Fainted | 1 | 0.62 | 1 | 6.67 |
| Medication | 1 | 0.62 | 0 | 0.00 |
| Misjudge Clearance | 5 | 3.09 | 0 | 0.00 |
| Not Under Proper Control | 71 | 43.83 | 9 | 60.00 |
| Overcorrecting/Oversteering | 4 | 2.47 | 2 | 13.33 |
| Physical Disability | 0 | 0.00 | 0 | 0.00 |
| Sick | 0 | 0.00 | 0 | 0.00 |
| Too Fast for Conditions | 21 | 12.96 | 3 | 20.00 |
| Turning Improperly | 2 | 1.23 | 0 | 0.00 |
| Weaving in Traffic | 0 | 0.00 | 0 | 0.00 |

| COLLISIONS INVOLVING MOTORCYCLES | |
|----------------------------------|-------|
| TOTAL MOTORCYCLE COLLISIONS | 1,689 |
| FATAL COLLISIONS | 83 |
| INJURY COLLISIONS | 1,060 |
| TOTAL KILLED | 84 |
| MOTORCYCLIST | 84 |
| HELMET USED | 25 |
| NO HELMET | 59 |
| TOTAL INJURED | 1,248 |



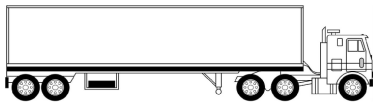
| MOTORCYCLE COLLISIONS | | | | |
|------------------------------|----------------|------------------|------------------|------------------|
| DRIVER CONTRIBUTING FACTORS | ALL COLLISIONS | PERCENT OF TOTAL | FATAL COLLISIONS | PERCENT OF TOTAL |
| Alcohol Involvement | 116 | 6.87 | 14 | 16.87 |
| Cell Phone | 7 | 0.41 | 0 | 0.00 |
| Disregard Traffic Control | 29 | 1.72 | 3 | 3.61 |
| Distraction | 72 | 4.26 | 2 | 2.41 |
| Drug Involvement | 14 | 0.83 | 1 | 1.20 |
| Emotional | 8 | 0.47 | 1 | 1.20 |
| Exceeded Stated Speed Limit | 80 | 4.74 | 16 | 19.28 |
| Failed to Yield Right of Way | 217 | 12.85 | 12 | 14.46 |
| Fatigue | 3 | 0.18 | 0 | 0.00 |
| Fell Asleep | 0 | 0.00 | 0 | 0.00 |
| Following Too Close | 69 | 4.09 | 0 | 0.00 |
| Improper Backing | 8 | 0.47 | 0 | 0.00 |
| Improper Passing | 37 | 2.19 | 3 | 3.61 |
| Inattention | 538 | 31.85 | 18 | 21.69 |
| Lost Consciousness/Fainted | 5 | 0.30 | 0 | 0.00 |
| Medication | 1 | 0.06 | 0 | 0.00 |
| Misjudge Clearance | 53 | 3.14 | 4 | 4.82 |
| Not Under Proper Control | 430 | 25.46 | 37 | 44.58 |
| Overcorrecting/Oversteering | 48 | 2.84 | 2 | 2.41 |
| Physical Disability | 4 | 0.24 | 0 | 0.00 |
| Sick | 3 | 0.18 | 1 | 1.20 |
| Too Fast for Conditions | 60 | 3.55 | 4 | 4.82 |
| Turning Improperly | 20 | 1.18 | 0 | 0.00 |
| Weaving in Traffic | 7 | 0.41 | 0 | 0.00 |

CONTRIBUTING FACTORS *(cont'd)*

The following tables outline driver factors that contributed to each type of collision. Driver-contributing factors are summarized for each specific collision type. Any factor cannot be accumulated more than once in one collision. The percentages represent the percent a given factor occurred in a specific type of collision.

| COLLISIONS INVOLVING TRUCKS* | |
|------------------------------|-------|
| TOTAL TRUCK COLLISIONS | 7,904 |
| FATAL COLLISIONS | 72 |
| INJURY COLLISIONS | 1,250 |
| TOTAL KILLED | 81 |
| TOTAL INJURED | 1,769 |

*A truck is defined as a vehicle with a registered weight of 10,000 pounds or more.



| TRUCK COLLISIONS | | | | |
|------------------------------|----------------|------------------|------------------|------------------|
| DRIVER CONTRIBUTING FACTORS | ALL COLLISIONS | PERCENT OF TOTAL | FATAL COLLISIONS | PERCENT OF TOTAL |
| Alcohol Involvement | 110 | 1.39 | 6 | 8.33 |
| Cell Phone | 44 | 0.56 | 1 | 1.39 |
| Disregard Traffic Control | 166 | 2.10 | 3 | 4.17 |
| Distraction | 274 | 3.47 | 5 | 6.94 |
| Drug Involvement | 42 | 0.53 | 2 | 2.78 |
| Emotional | 28 | 0.35 | 2 | 2.78 |
| Exceeded Stated Speed Limit | 44 | 0.56 | 1 | 1.39 |
| Failed to Yield Right of Way | 758 | 9.59 | 19 | 26.39 |
| Fatigue | 47 | 0.59 | 1 | 1.39 |
| Fell Asleep | 99 | 1.25 | 2 | 2.78 |
| Following Too Close | 310 | 3.92 | 3 | 4.17 |
| Improper Backing | 142 | 1.80 | 0 | 0.00 |
| Improper Passing | 128 | 1.62 | 2 | 2.78 |
| Inattention | 2,976 | 37.65 | 27 | 37.50 |
| Lost Consciousness/Fainted | 24 | 0.30 | 0 | 0.00 |
| Medication | 12 | 0.15 | 0 | 0.00 |
| Misjudge Clearance | 1,435 | 18.16 | 2 | 2.78 |
| Not Under Proper Control | 1,045 | 13.22 | 22 | 30.56 |
| Overcorrecting/Oversteering | 176 | 2.23 | 5 | 6.94 |
| Physical Disability | 6 | 0.08 | 0 | 0.00 |
| Sick | 16 | 0.20 | 1 | 1.39 |
| Too Fast for Conditions | 247 | 3.13 | 5 | 6.94 |
| Turning Improperly | 143 | 1.81 | 1 | 1.39 |
| Weaving in Traffic | 24 | 0.30 | 0 | 0.00 |

| COLLISIONS INVOLVING TRAINS | |
|-----------------------------|----|
| TOTAL TRAIN COLLISIONS | 39 |
| FATAL COLLISIONS | 4 |
| INJURY COLLISIONS | 12 |
| TOTAL KILLED | 4 |
| TOTAL INJURED | 18 |



| TRAIN COLLISIONS | | | | |
|------------------------------|----------------|------------------|------------------|------------------|
| DRIVER CONTRIBUTING FACTORS | ALL COLLISIONS | PERCENT OF TOTAL | FATAL COLLISIONS | PERCENT OF TOTAL |
| Alcohol Involvement | 4 | 10.26 | 0 | 0.00 |
| Cell Phone | 0 | 0.00 | 0 | 0.00 |
| Disregard Traffic Control | 6 | 15.38 | 0 | 0.00 |
| Distraction | 1 | 2.56 | 0 | 0.00 |
| Drug Involvement | 1 | 2.56 | 0 | 0.00 |
| Emotional | 0 | 0.00 | 0 | 0.00 |
| Exceeded Stated Speed Limit | 0 | 0.00 | 0 | 0.00 |
| Failed to Yield Right of Way | 10 | 25.64 | 2 | 50.00 |
| Fatigue | 0 | 0.00 | 0 | 0.00 |
| Fell Asleep | 0 | 0.00 | 0 | 0.00 |
| Following Too Close | 0 | 0.00 | 0 | 0.00 |
| Improper Backing | 0 | 0.00 | 0 | 0.00 |
| Improper Passing | 0 | 0.00 | 0 | 0.00 |
| Inattention | 20 | 51.28 | 4 | 100.00 |
| Lost Consciousness/Fainted | 0 | 0.00 | 0 | 0.00 |
| Medication | 0 | 0.00 | 0 | 0.00 |
| Misjudge Clearance | 4 | 10.26 | 1 | 25.00 |
| Not Under Proper Control | 3 | 7.69 | 0 | 0.00 |
| Overcorrecting/Oversteering | 0 | 0.00 | 0 | 0.00 |
| Physical Disability | 0 | 0.00 | 0 | 0.00 |
| Sick | 0 | 0.00 | 0 | 0.00 |
| Too Fast for Conditions | 0 | 0.00 | 0 | 0.00 |
| Turning Improperly | 0 | 0.00 | 0 | 0.00 |
| Weaving in Traffic | 0 | 0.00 | 0 | 0.00 |

CONTRIBUTING FACTORS *(cont'd)*

The following tables outline driver factors that contributed to each type of collision. Driver-contributing factors are summarized for each specific collision type. Any factor cannot be accumulated more than once in one collision. The percentages represent the percent a given factor occurred in a specific type of collision.

| COLLISIONS INVOLVING MULTIPLE FATALITIES | |
|--|----|
| TOTAL MULTIPLE FATALITIES COLLISIONS | 41 |
| TOTAL KILLED | 89 |
| TOTAL INJURED | 52 |



| MULTIPLE FATALITY COLLISIONS | | |
|------------------------------|------------|------------------|
| DRIVER CONTRIBUTING FACTORS | COLLISIONS | PERCENT OF TOTAL |
| Alcohol Involvement | 7 | 17.07 |
| Cell Phone | 0 | 0.00 |
| Disregard Traffic Control | 2 | 4.88 |
| Distraction | 1 | 2.44 |
| Drug Involvement | 3 | 7.32 |
| Emotional | 0 | 0.00 |
| Exceeded Stated Speed Limit | 3 | 7.32 |
| Failed to Yield Right of Way | 6 | 14.63 |
| Fatigue | 0 | 0.00 |
| Fell Asleep | 0 | 0.00 |
| Following Too Close | 2 | 4.88 |
| Improper Backing | 0 | 0.00 |
| Improper Passing | 2 | 4.88 |
| Inattention | 12 | 29.27 |
| Lost Consciousness/Fainted | 0 | 0.00 |
| Medication | 0 | 0.00 |
| Misjudge Clearance | 1 | 2.44 |
| Not Under Proper Control | 19 | 46.34 |
| Overcorrecting/Oversteering | 1 | 2.44 |
| Physical Disability | 0 | 0.00 |
| Sick | 0 | 0.00 |
| Too Fast for Conditions | 5 | 12.20 |
| Turning Improperly | 0 | 0.00 |
| Weaving in Traffic | 1 | 2.44 |



COLLISIONS BY COUNTY

COLLISIONS BY COUNTY

2012 VS 2013

| COUNTY | COLLISIONS | | | | | | | | PERSONS | | | |
|--------------|------------|--------|-------|------|------------------|-------|-----------------|--------|---------|------|---------|-------|
| | TOTAL | | FATAL | | NON-FATAL INJURY | | PROPERTY DAMAGE | | KILLED | | INJURED | |
| | 2012 | 2013 | 2012 | 2013 | 2012 | 2013 | 2012 | 2013 | 2012 | 2013 | 2012 | 2013 |
| Adair | 364 | 271 | 4 | 3 | 69 | 64 | 291 | 204 | 4 | 3 | 112 | 98 |
| Allen | 370 | 456 | 5 | 5 | 93 | 88 | 272 | 363 | 5 | 6 | 147 | 141 |
| Anderson | 457 | 441 | 2 | 0 | 85 | 102 | 370 | 339 | 2 | 0 | 135 | 157 |
| Ballard | 192 | 192 | 1 | 4 | 42 | 41 | 149 | 147 | 1 | 4 | 61 | 64 |
| Barren | 1,028 | 1,139 | 8 | 10 | 213 | 219 | 807 | 910 | 9 | 11 | 314 | 340 |
| Bath | 121 | 124 | 3 | 2 | 28 | 24 | 90 | 98 | 3 | 3 | 41 | 41 |
| Bell | 677 | 621 | 4 | 7 | 135 | 139 | 538 | 475 | 4 | 7 | 206 | 211 |
| Boone | 4,307 | 4,307 | 18 | 9 | 628 | 632 | 3,661 | 3,666 | 18 | 9 | 899 | 946 |
| Bourbon | 513 | 550 | 1 | 2 | 87 | 90 | 425 | 458 | 1 | 2 | 132 | 127 |
| Boyd | 1,536 | 1,506 | 6 | 4 | 257 | 245 | 1,273 | 1,257 | 6 | 4 | 362 | 363 |
| Boyle | 836 | 840 | 2 | 2 | 147 | 140 | 687 | 698 | 2 | 2 | 198 | 194 |
| Bracken | 241 | 231 | 3 | 1 | 48 | 40 | 190 | 190 | 3 | 1 | 65 | 56 |
| Breathitt | 290 | 290 | 5 | 4 | 106 | 81 | 179 | 205 | 5 | 5 | 204 | 131 |
| Breckinridge | 281 | 246 | 3 | 6 | 86 | 78 | 192 | 162 | 3 | 7 | 130 | 118 |
| Bullitt | 1,681 | 1,821 | 7 | 7 | 374 | 376 | 1,300 | 1,438 | 7 | 7 | 558 | 562 |
| Butler | 250 | 278 | 2 | 3 | 58 | 49 | 190 | 226 | 2 | 3 | 81 | 64 |
| Caldwell | 335 | 385 | 2 | 2 | 87 | 75 | 246 | 308 | 2 | 3 | 118 | 102 |
| Calloway | 1,031 | 944 | 8 | 8 | 163 | 143 | 860 | 793 | 8 | 9 | 243 | 203 |
| Campbell | 2,870 | 2,848 | 11 | 5 | 332 | 359 | 2,527 | 2,484 | 12 | 5 | 449 | 494 |
| Carlisle | 90 | 78 | 2 | 2 | 33 | 36 | 55 | 40 | 2 | 2 | 37 | 52 |
| Carroll | 373 | 367 | 5 | 3 | 65 | 60 | 303 | 304 | 6 | 3 | 106 | 83 |
| Carter | 533 | 532 | 9 | 4 | 115 | 116 | 409 | 412 | 10 | 4 | 169 | 157 |
| Casey | 141 | 280 | 4 | 6 | 33 | 66 | 104 | 208 | 4 | 6 | 41 | 104 |
| Christian | 1,782 | 1,718 | 8 | 8 | 373 | 325 | 1,401 | 1,385 | 9 | 10 | 525 | 444 |
| Clark | 1,052 | 1,018 | 5 | 4 | 169 | 146 | 878 | 868 | 6 | 4 | 232 | 209 |
| Clay | 449 | 381 | 10 | 6 | 169 | 140 | 270 | 235 | 10 | 6 | 273 | 240 |
| Clinton | 229 | 132 | 3 | 1 | 55 | 36 | 171 | 95 | 3 | 1 | 75 | 47 |
| Crittenden | 170 | 182 | 2 | 2 | 52 | 60 | 116 | 120 | 2 | 2 | 79 | 79 |
| Cumberland | 104 | 134 | 0 | 1 | 23 | 27 | 81 | 106 | 0 | 1 | 28 | 41 |
| Daviess | 3,078 | 3,314 | 8 | 8 | 457 | 500 | 2,613 | 2,806 | 8 | 8 | 674 | 708 |
| Edmonson | 155 | 201 | 4 | 1 | 39 | 40 | 112 | 160 | 4 | 1 | 62 | 53 |
| Elliott | 61 | 61 | 1 | 0 | 22 | 20 | 38 | 41 | 1 | 0 | 30 | 23 |
| Estill | 145 | 161 | 0 | 6 | 32 | 29 | 113 | 126 | 0 | 8 | 51 | 67 |
| Fayette | 12,043 | 12,228 | 25 | 17 | 2,171 | 2,150 | 9,847 | 10,061 | 25 | 18 | 3,018 | 3,054 |
| Fleming | 211 | 246 | 1 | 4 | 44 | 50 | 166 | 192 | 1 | 6 | 72 | 79 |
| Floyd | 907 | 763 | 12 | 10 | 244 | 193 | 651 | 560 | 13 | 11 | 391 | 332 |
| Franklin | 1,639 | 1,454 | 5 | 3 | 247 | 234 | 1,387 | 1,217 | 5 | 3 | 346 | 323 |
| Fulton | 101 | 126 | 1 | 1 | 22 | 23 | 78 | 102 | 3 | 1 | 27 | 30 |
| Gallatin | 312 | 240 | 3 | 4 | 62 | 52 | 247 | 184 | 3 | 4 | 95 | 80 |
| Garrard | 361 | 337 | 4 | 2 | 92 | 78 | 265 | 257 | 5 | 2 | 136 | 126 |

COLLISIONS BY COUNTY

2012 VS 2013

| COUNTY | COLLISIONS | | | | | | | | PERSONS | | | |
|------------|------------|--------|-------|------|------------------|-------|-----------------|--------|---------|------|---------|-------|
| | TOTAL | | FATAL | | NON-FATAL INJURY | | PROPERTY DAMAGE | | KILLED | | INJURED | |
| | 2012 | 2013 | 2012 | 2013 | 2012 | 2013 | 2012 | 2013 | 2012 | 2013 | 2012 | 2013 |
| Grant | 780 | 640 | 7 | 2 | 140 | 108 | 633 | 530 | 7 | 2 | 214 | 158 |
| Graves | 811 | 864 | 6 | 8 | 195 | 197 | 610 | 659 | 6 | 8 | 263 | 282 |
| Grayson | 636 | 604 | 10 | 6 | 169 | 130 | 457 | 468 | 12 | 6 | 247 | 202 |
| Green | 158 | 167 | 1 | 6 | 26 | 29 | 131 | 132 | 1 | 7 | 32 | 47 |
| Greenup | 689 | 683 | 5 | 3 | 119 | 120 | 565 | 560 | 6 | 3 | 183 | 171 |
| Hancock | 134 | 141 | 1 | 0 | 43 | 32 | 90 | 109 | 1 | 0 | 61 | 48 |
| Hardin | 2,913 | 2,922 | 18 | 12 | 470 | 451 | 2,425 | 2,459 | 18 | 20 | 696 | 688 |
| Harlan | 592 | 558 | 3 | 4 | 146 | 150 | 443 | 404 | 3 | 4 | 220 | 238 |
| Harrison | 524 | 490 | 8 | 5 | 107 | 77 | 409 | 408 | 9 | 5 | 171 | 121 |
| Hart | 483 | 525 | 5 | 2 | 108 | 101 | 370 | 422 | 6 | 2 | 204 | 153 |
| Henderson | 1,425 | 1,563 | 4 | 4 | 301 | 291 | 1,120 | 1,268 | 4 | 4 | 429 | 394 |
| Henry | 322 | 383 | 0 | 1 | 69 | 82 | 253 | 300 | 0 | 2 | 91 | 108 |
| Hickman | 53 | 49 | 1 | 1 | 8 | 13 | 44 | 35 | 1 | 1 | 12 | 19 |
| Hopkins | 1,432 | 1,314 | 8 | 5 | 202 | 186 | 1,222 | 1,123 | 9 | 5 | 304 | 257 |
| Jackson | 175 | 196 | 2 | 3 | 54 | 59 | 119 | 134 | 2 | 3 | 82 | 81 |
| Jefferson | 29,347 | 28,503 | 63 | 87 | 5,239 | 5,174 | 24,045 | 23,242 | 65 | 88 | 8,040 | 8,047 |
| Jessamine | 1,334 | 1,309 | 3 | 6 | 248 | 202 | 1,083 | 1,101 | 3 | 6 | 342 | 300 |
| Johnson | 469 | 456 | 4 | 3 | 130 | 100 | 335 | 353 | 4 | 3 | 191 | 155 |
| Kenton | 5,219 | 5,269 | 7 | 5 | 735 | 709 | 4,477 | 4,555 | 8 | 5 | 994 | 993 |
| Knott | 238 | 251 | 6 | 4 | 87 | 85 | 145 | 162 | 7 | 5 | 128 | 121 |
| Knox | 590 | 584 | 11 | 7 | 173 | 163 | 406 | 414 | 15 | 7 | 307 | 292 |
| Larue | 274 | 289 | 6 | 1 | 65 | 55 | 203 | 233 | 6 | 1 | 85 | 82 |
| Laurel | 1,546 | 1,473 | 16 | 12 | 350 | 323 | 1,180 | 1,138 | 17 | 13 | 566 | 557 |
| Lawrence | 273 | 243 | 4 | 6 | 85 | 71 | 184 | 166 | 4 | 6 | 136 | 107 |
| Lee | 89 | 82 | 2 | 1 | 19 | 17 | 68 | 64 | 2 | 1 | 33 | 30 |
| Leslie | 40 | 87 | 1 | 2 | 10 | 31 | 29 | 54 | 1 | 2 | 19 | 55 |
| Letcher | 304 | 286 | 2 | 3 | 121 | 102 | 181 | 181 | 2 | 4 | 192 | 174 |
| Lewis | 155 | 162 | 4 | 4 | 27 | 39 | 124 | 119 | 4 | 4 | 34 | 53 |
| Lincoln | 432 | 415 | 3 | 2 | 118 | 109 | 311 | 304 | 3 | 2 | 182 | 149 |
| Livingston | 164 | 189 | 1 | 2 | 44 | 34 | 119 | 153 | 1 | 2 | 57 | 73 |
| Logan | 549 | 504 | 8 | 8 | 112 | 119 | 429 | 377 | 8 | 10 | 162 | 174 |
| Lyon | 225 | 228 | 3 | 3 | 46 | 54 | 176 | 171 | 3 | 3 | 61 | 77 |
| McCracken | 2,097 | 2,031 | 16 | 7 | 547 | 478 | 1,534 | 1,546 | 19 | 7 | 881 | 785 |
| McCreary | 239 | 222 | 3 | 4 | 86 | 72 | 150 | 146 | 3 | 4 | 140 | 132 |
| McLean | 191 | 174 | 1 | 1 | 54 | 53 | 136 | 120 | 1 | 1 | 79 | 80 |
| Madison | 2,452 | 2,440 | 12 | 11 | 376 | 369 | 2,064 | 2,060 | 13 | 12 | 564 | 544 |
| Magoffin | 178 | 189 | 4 | 4 | 58 | 42 | 116 | 143 | 4 | 4 | 88 | 70 |
| Marion | 410 | 382 | 8 | 5 | 69 | 60 | 333 | 317 | 8 | 5 | 126 | 88 |
| Marshall | 743 | 730 | 10 | 6 | 187 | 179 | 546 | 545 | 10 | 6 | 282 | 267 |
| Martin | 149 | 94 | 3 | 0 | 46 | 28 | 100 | 66 | 3 | 0 | 75 | 39 |

COLLISIONS BY COUNTY

2012 VS 2013

| COUNTY | COLLISIONS | | | | | | | | PERSONS | | | |
|---------------|----------------|----------------|------------|------------|------------------|---------------|-----------------|---------------|------------|------------|---------------|---------------|
| | TOTAL | | FATAL | | NON-FATAL INJURY | | PROPERTY DAMAGE | | KILLED | | INJURED | |
| | 2012 | 2013 | 2012 | 2013 | 2012 | 2013 | 2012 | 2013 | 2012 | 2013 | 2012 | 2013 |
| Mason | 581 | 566 | 4 | 6 | 87 | 103 | 490 | 457 | 4 | 8 | 123 | 150 |
| Meade | 448 | 425 | 5 | 6 | 128 | 134 | 315 | 285 | 5 | 6 | 189 | 219 |
| Menifee | 64 | 50 | 0 | 0 | 22 | 20 | 42 | 30 | 0 | 0 | 32 | 30 |
| Mercer | 456 | 487 | 4 | 1 | 108 | 88 | 344 | 398 | 4 | 1 | 149 | 115 |
| Metcalfe | 213 | 210 | 2 | 4 | 52 | 44 | 159 | 162 | 2 | 4 | 64 | 63 |
| Monroe | 64 | 42 | 5 | 0 | 10 | 7 | 49 | 35 | 5 | 0 | 22 | 9 |
| Montgomery | 777 | 750 | 4 | 2 | 144 | 139 | 629 | 609 | 4 | 2 | 199 | 199 |
| Morgan | 185 | 184 | 2 | 3 | 56 | 49 | 127 | 132 | 2 | 4 | 83 | 63 |
| Muhlenberg | 792 | 782 | 4 | 6 | 196 | 161 | 592 | 615 | 4 | 6 | 270 | 228 |
| Nelson | 1,167 | 1,074 | 10 | 7 | 252 | 189 | 905 | 878 | 10 | 8 | 363 | 291 |
| Nicholas | 155 | 148 | 2 | 1 | 28 | 25 | 125 | 122 | 2 | 1 | 46 | 36 |
| Ohio | 583 | 531 | 11 | 5 | 158 | 126 | 414 | 400 | 13 | 5 | 252 | 172 |
| Oldham | 970 | 1,011 | 4 | 4 | 191 | 157 | 775 | 850 | 5 | 5 | 281 | 216 |
| Owen | 121 | 162 | 3 | 3 | 29 | 44 | 89 | 115 | 4 | 4 | 41 | 64 |
| Owsley | 27 | 41 | 2 | 1 | 7 | 12 | 18 | 28 | 2 | 1 | 9 | 21 |
| Pendleton | 383 | 335 | 2 | 1 | 61 | 58 | 320 | 276 | 2 | 1 | 96 | 69 |
| Perry | 843 | 709 | 12 | 9 | 205 | 183 | 626 | 517 | 14 | 11 | 331 | 272 |
| Pike | 1,729 | 1,500 | 20 | 17 | 506 | 460 | 1,203 | 1,023 | 21 | 20 | 776 | 721 |
| Powell | 320 | 335 | 7 | 3 | 85 | 77 | 228 | 255 | 7 | 3 | 123 | 122 |
| Pulaski | 1,615 | 1,560 | 8 | 7 | 277 | 255 | 1,330 | 1,298 | 8 | 7 | 436 | 380 |
| Robertson | 13 | 25 | 1 | 0 | 4 | 6 | 8 | 19 | 1 | 0 | 5 | 6 |
| Rockcastle | 426 | 417 | 12 | 4 | 101 | 84 | 313 | 329 | 13 | 4 | 167 | 133 |
| Rowan | 751 | 737 | 5 | 5 | 128 | 128 | 618 | 604 | 5 | 5 | 195 | 187 |
| Russell | 347 | 313 | 4 | 3 | 71 | 51 | 272 | 259 | 4 | 3 | 122 | 84 |
| Scott | 1,408 | 1,331 | 5 | 12 | 276 | 230 | 1,127 | 1,089 | 5 | 12 | 386 | 331 |
| Shelby | 1,216 | 1,287 | 4 | 5 | 234 | 209 | 978 | 1,073 | 6 | 6 | 346 | 313 |
| Simpson | 582 | 587 | 2 | 2 | 120 | 131 | 460 | 454 | 3 | 2 | 166 | 167 |
| Spencer | 177 | 197 | 4 | 0 | 34 | 51 | 139 | 146 | 5 | 0 | 58 | 75 |
| Taylor | 644 | 643 | 6 | 1 | 102 | 102 | 536 | 540 | 7 | 1 | 156 | 137 |
| Todd | 204 | 233 | 3 | 1 | 59 | 48 | 142 | 184 | 3 | 1 | 92 | 60 |
| Trigg | 298 | 330 | 6 | 4 | 68 | 76 | 224 | 250 | 10 | 4 | 89 | 123 |
| Trimble | 181 | 117 | 5 | 1 | 39 | 28 | 137 | 88 | 5 | 1 | 54 | 39 |
| Union | 309 | 280 | 1 | 0 | 84 | 73 | 224 | 207 | 1 | 0 | 108 | 113 |
| Warren | 3,910 | 4,126 | 12 | 16 | 752 | 734 | 3,146 | 3,376 | 14 | 18 | 1,074 | 1,036 |
| Washington | 233 | 232 | 5 | 0 | 54 | 57 | 174 | 175 | 5 | 0 | 77 | 83 |
| Wayne | 298 | 204 | 5 | 1 | 73 | 36 | 220 | 167 | 6 | 2 | 115 | 57 |
| Webster | 232 | 242 | 2 | 3 | 77 | 52 | 153 | 187 | 2 | 3 | 102 | 62 |
| Whitley | 1,033 | 955 | 8 | 7 | 265 | 226 | 760 | 722 | 11 | 7 | 406 | 360 |
| Wolfe | 165 | 159 | 3 | 2 | 47 | 27 | 115 | 130 | 3 | 2 | 68 | 47 |
| Woodford | 774 | 807 | 3 | 4 | 141 | 128 | 630 | 675 | 3 | 5 | 199 | 173 |
| TOTALS | 124,844 | 123,258 | 694 | 590 | 24,077 | 22,868 | 100,073 | 99,800 | 746 | 638 | 35,765 | 34,180 |

COLLISIONS INVOLVING DRINKING DRIVERS BY COUNTY 2012 VS 2013

| COUNTY | COLLISIONS | | | | | | | | PERSONS | | | |
|--------------|------------|------|---------|------|------------------|------|-----------------|------|----------|------|---------|------|
| | TOTAL | | FATAL * | | NON-FATAL INJURY | | PROPERTY DAMAGE | | KILLED * | | INJURED | |
| | 2012 | 2013 | 2012 | 2013 | 2012 | 2013 | 2012 | 2013 | 2012 | 2013 | 2012 | 2013 |
| Adair | 9 | 17 | 2 | 1 | 3 | 6 | 4 | 10 | 2 | 1 | 9 | 12 |
| Allen | 13 | 23 | 0 | 2 | 7 | 6 | 6 | 15 | 0 | 2 | 12 | 9 |
| Anderson | 13 | 20 | 0 | 0 | 5 | 9 | 8 | 11 | 0 | 0 | 9 | 13 |
| Ballard | 8 | 9 | 0 | 0 | 2 | 5 | 6 | 4 | 0 | 0 | 2 | 5 |
| Barren | 41 | 42 | 3 | 3 | 18 | 19 | 20 | 20 | 4 | 3 | 25 | 33 |
| Bath | 6 | 12 | 0 | 0 | 2 | 4 | 4 | 8 | 0 | 0 | 2 | 4 |
| Bell | 12 | 20 | 2 | 2 | 3 | 11 | 7 | 7 | 2 | 2 | 4 | 15 |
| Boone | 151 | 142 | 4 | 1 | 43 | 47 | 104 | 94 | 4 | 1 | 59 | 69 |
| Bourbon | 28 | 40 | 0 | 0 | 7 | 13 | 21 | 27 | 0 | 0 | 10 | 17 |
| Boyd | 26 | 33 | 2 | 1 | 5 | 13 | 19 | 19 | 2 | 1 | 7 | 24 |
| Boyle | 37 | 33 | 0 | 0 | 14 | 11 | 23 | 22 | 0 | 0 | 17 | 13 |
| Bracken | 14 | 9 | 1 | 0 | 3 | 3 | 10 | 6 | 1 | 0 | 4 | 6 |
| Breathitt | 10 | 10 | 1 | 0 | 6 | 5 | 3 | 5 | 1 | 0 | 8 | 9 |
| Breckinridge | 13 | 11 | 2 | 0 | 5 | 7 | 6 | 4 | 2 | 0 | 7 | 8 |
| Bullitt | 69 | 76 | 1 | 2 | 28 | 30 | 40 | 44 | 1 | 2 | 36 | 47 |
| Butler | 16 | 17 | 0 | 0 | 6 | 4 | 10 | 13 | 0 | 0 | 10 | 8 |
| Caldwell | 11 | 9 | 1 | 1 | 5 | 2 | 5 | 6 | 1 | 1 | 10 | 5 |
| Calloway | 36 | 38 | 2 | 1 | 8 | 12 | 26 | 25 | 2 | 1 | 13 | 18 |
| Campbell | 113 | 131 | 2 | 0 | 28 | 36 | 83 | 95 | 2 | 0 | 33 | 57 |
| Carlisle | 5 | 4 | 0 | 1 | 3 | 3 | 2 | 0 | 0 | 1 | 3 | 5 |
| Carroll | 21 | 17 | 1 | 1 | 9 | 5 | 11 | 11 | 1 | 1 | 14 | 6 |
| Carter | 23 | 20 | 4 | 1 | 11 | 8 | 8 | 11 | 4 | 1 | 24 | 11 |
| Casey | 15 | 10 | 1 | 2 | 8 | 6 | 6 | 2 | 1 | 2 | 10 | 10 |
| Christian | 69 | 59 | 2 | 2 | 24 | 16 | 43 | 41 | 3 | 2 | 28 | 22 |
| Clark | 31 | 29 | 1 | 0 | 10 | 7 | 20 | 22 | 1 | 0 | 11 | 9 |
| Clay | 18 | 18 | 2 | 2 | 10 | 10 | 6 | 6 | 2 | 2 | 23 | 14 |
| Clinton | 11 | 7 | 1 | 1 | 8 | 3 | 2 | 3 | 1 | 1 | 14 | 4 |
| Crittenden | 10 | 1 | 2 | 0 | 4 | 0 | 4 | 1 | 2 | 0 | 8 | 0 |
| Cumberland | 7 | 5 | 0 | 1 | 3 | 2 | 4 | 2 | 0 | 1 | 4 | 2 |
| Daviess | 121 | 114 | 6 | 0 | 26 | 34 | 89 | 80 | 6 | 0 | 37 | 44 |
| Edmonson | 7 | 10 | 0 | 1 | 3 | 7 | 4 | 2 | 0 | 1 | 3 | 10 |
| Elliott | 2 | 2 | 0 | 0 | 0 | 1 | 2 | 1 | 0 | 0 | 0 | 1 |
| Estill | 13 | 9 | 0 | 1 | 4 | 1 | 9 | 7 | 0 | 2 | 6 | 2 |
| Fayette | 494 | 500 | 3 | 5 | 133 | 139 | 358 | 356 | 3 | 5 | 173 | 200 |
| Fleming | 7 | 4 | 0 | 0 | 6 | 0 | 1 | 4 | 0 | 0 | 15 | 0 |
| Floyd | 53 | 36 | 1 | 6 | 25 | 13 | 27 | 17 | 1 | 6 | 37 | 22 |
| Franklin | 49 | 64 | 0 | 0 | 16 | 20 | 33 | 44 | 0 | 0 | 28 | 25 |
| Fulton | 9 | 3 | 1 | 0 | 4 | 1 | 4 | 2 | 3 | 0 | 4 | 1 |
| Gallatin | 23 | 10 | 1 | 0 | 12 | 5 | 10 | 5 | 1 | 0 | 17 | 9 |
| Garrard | 11 | 13 | 2 | 0 | 6 | 4 | 3 | 9 | 3 | 0 | 9 | 6 |

* Fatal collision data has been adjusted to reflect follow-up studies of drivers with blood alcohol content (BAC) of .01 or higher (from FARS). This also affects the total of all collisions.

COLLISIONS INVOLVING DRINKING DRIVERS BY COUNTY 2012 VS 2013

| COUNTY | COLLISIONS | | | | | | | | PERSONS | | | |
|------------|------------|------|---------|------|------------------|------|-----------------|------|----------|------|---------|------|
| | TOTAL | | FATAL * | | NON-FATAL INJURY | | PROPERTY DAMAGE | | KILLED * | | INJURED | |
| | 2012 | 2013 | 2012 | 2013 | 2012 | 2013 | 2012 | 2013 | 2012 | 2013 | 2012 | 2013 |
| Grant | 18 | 14 | 0 | 0 | 7 | 3 | 11 | 11 | 0 | 0 | 7 | 7 |
| Graves | 37 | 31 | 0 | 1 | 14 | 18 | 23 | 12 | 0 | 1 | 19 | 23 |
| Grayson | 35 | 29 | 1 | 1 | 18 | 13 | 16 | 15 | 3 | 1 | 19 | 20 |
| Green | 3 | 8 | 0 | 2 | 1 | 2 | 2 | 4 | 0 | 2 | 1 | 2 |
| Greenup | 25 | 22 | 1 | 0 | 9 | 10 | 15 | 12 | 1 | 0 | 11 | 11 |
| Hancock | 12 | 5 | 1 | 0 | 5 | 2 | 6 | 3 | 1 | 0 | 5 | 2 |
| Hardin | 99 | 104 | 1 | 4 | 39 | 25 | 59 | 75 | 1 | 6 | 64 | 37 |
| Harlan | 16 | 16 | 1 | 1 | 7 | 8 | 8 | 7 | 1 | 1 | 8 | 12 |
| Harrison | 26 | 27 | 2 | 1 | 11 | 11 | 13 | 15 | 3 | 1 | 21 | 26 |
| Hart | 18 | 19 | 0 | 2 | 7 | 6 | 11 | 11 | 0 | 2 | 11 | 11 |
| Henderson | 54 | 49 | 1 | 1 | 18 | 18 | 35 | 30 | 1 | 1 | 27 | 24 |
| Henry | 24 | 20 | 0 | 0 | 10 | 12 | 14 | 8 | 0 | 0 | 13 | 14 |
| Hickman | 4 | 0 | 0 | 0 | 3 | 0 | 1 | 0 | 0 | 0 | 3 | 0 |
| Hopkins | 33 | 40 | 0 | 3 | 15 | 13 | 18 | 24 | 0 | 3 | 19 | 20 |
| Jackson | 10 | 9 | 0 | 0 | 7 | 4 | 3 | 5 | 0 | 0 | 8 | 7 |
| Jefferson | 938 | 888 | 17 | 25 | 322 | 312 | 599 | 551 | 18 | 25 | 504 | 449 |
| Jessamine | 54 | 52 | 1 | 2 | 15 | 7 | 38 | 43 | 1 | 2 | 27 | 12 |
| Johnson | 24 | 17 | 1 | 1 | 9 | 8 | 14 | 8 | 1 | 1 | 10 | 11 |
| Kenton | 217 | 229 | 1 | 1 | 52 | 60 | 164 | 168 | 1 | 1 | 71 | 89 |
| Knott | 11 | 13 | 2 | 1 | 6 | 9 | 3 | 3 | 2 | 1 | 7 | 11 |
| Knox | 13 | 18 | 0 | 1 | 4 | 7 | 9 | 10 | 0 | 1 | 4 | 16 |
| Larue | 10 | 12 | 0 | 1 | 3 | 4 | 7 | 7 | 0 | 1 | 4 | 8 |
| Laurel | 33 | 32 | 1 | 2 | 16 | 15 | 16 | 15 | 1 | 3 | 22 | 29 |
| Lawrence | 14 | 8 | 2 | 2 | 5 | 3 | 7 | 3 | 2 | 2 | 8 | 4 |
| Lee | 1 | 1 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 |
| Leslie | 2 | 1 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 1 |
| Letcher | 17 | 13 | 0 | 2 | 11 | 7 | 6 | 4 | 0 | 3 | 13 | 8 |
| Lewis | 11 | 10 | 1 | 3 | 2 | 2 | 8 | 5 | 1 | 3 | 2 | 4 |
| Lincoln | 18 | 23 | 1 | 1 | 6 | 12 | 11 | 10 | 1 | 1 | 6 | 17 |
| Livingston | 10 | 9 | 1 | 1 | 4 | 6 | 5 | 2 | 1 | 1 | 6 | 8 |
| Logan | 22 | 18 | 1 | 3 | 5 | 8 | 16 | 7 | 1 | 4 | 7 | 10 |
| Lyon | 8 | 13 | 1 | 1 | 3 | 3 | 4 | 9 | 1 | 1 | 4 | 4 |
| McCracken | 91 | 74 | 5 | 0 | 39 | 38 | 47 | 36 | 6 | 0 | 59 | 62 |
| McCreary | 5 | 6 | 0 | 0 | 2 | 4 | 3 | 2 | 0 | 0 | 2 | 8 |
| McLean | 3 | 7 | 0 | 0 | 2 | 4 | 1 | 3 | 0 | 0 | 3 | 4 |
| Madison | 98 | 95 | 2 | 3 | 20 | 24 | 76 | 68 | 2 | 3 | 29 | 37 |
| Magoffin | 5 | 8 | 0 | 1 | 2 | 4 | 3 | 3 | 0 | 1 | 2 | 5 |
| Marion | 23 | 20 | 2 | 0 | 11 | 6 | 10 | 14 | 2 | 0 | 33 | 9 |
| Marshall | 36 | 35 | 1 | 1 | 15 | 16 | 20 | 18 | 1 | 1 | 27 | 19 |
| Martin | 3 | 3 | 1 | 0 | 2 | 1 | 0 | 2 | 1 | 0 | 8 | 1 |

* Fatal collision data has been adjusted to reflect follow-up studies of drivers with blood alcohol content (BAC) of .01 or higher (from FARS). This also affects the total of all collisions.

COLLISIONS INVOLVING DRINKING DRIVERS BY COUNTY 2012 VS 2013

| COUNTY | COLLISIONS | | | | | | | | PERSONS | | | |
|---------------|--------------|--------------|------------|------------|------------------|--------------|-----------------|--------------|------------|------------|--------------|--------------|
| | TOTAL | | FATAL * | | NON-FATAL INJURY | | PROPERTY DAMAGE | | KILLED * | | INJURED | |
| | 2012 | 2013 | 2012 | 2013 | 2012 | 2013 | 2012 | 2013 | 2012 | 2013 | 2012 | 2013 |
| Mason | 34 | 29 | 1 | 1 | 13 | 11 | 20 | 17 | 1 | 1 | 16 | 19 |
| Meade | 20 | 28 | 1 | 2 | 10 | 12 | 9 | 14 | 1 | 2 | 13 | 20 |
| Menifee | 8 | 2 | 0 | 0 | 7 | 1 | 1 | 1 | 0 | 0 | 8 | 1 |
| Mercer | 24 | 19 | 1 | 0 | 11 | 8 | 12 | 11 | 1 | 0 | 12 | 9 |
| Metcalfe | 8 | 8 | 1 | 0 | 3 | 2 | 4 | 6 | 1 | 0 | 3 | 3 |
| Monroe | 2 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 2 | 0 |
| Montgomery | 32 | 26 | 0 | 0 | 12 | 12 | 20 | 14 | 0 | 0 | 13 | 15 |
| Morgan | 7 | 6 | 0 | 1 | 4 | 3 | 3 | 2 | 0 | 1 | 4 | 4 |
| Muhlenberg | 31 | 28 | 0 | 1 | 16 | 11 | 15 | 16 | 0 | 1 | 19 | 14 |
| Nelson | 59 | 48 | 1 | 4 | 23 | 12 | 35 | 32 | 1 | 5 | 43 | 18 |
| Nicholas | 4 | 8 | 0 | 0 | 0 | 3 | 4 | 5 | 0 | 0 | 0 | 3 |
| Ohio | 27 | 19 | 5 | 1 | 11 | 11 | 11 | 7 | 5 | 1 | 27 | 15 |
| Oldham | 41 | 29 | 1 | 2 | 11 | 9 | 29 | 18 | 1 | 3 | 15 | 12 |
| Owen | 9 | 7 | 2 | 1 | 4 | 4 | 3 | 2 | 2 | 1 | 6 | 6 |
| Owsley | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 1 |
| Pendleton | 27 | 16 | 2 | 0 | 7 | 4 | 18 | 12 | 2 | 0 | 12 | 4 |
| Perry | 23 | 36 | 3 | 1 | 9 | 17 | 11 | 18 | 3 | 1 | 16 | 23 |
| Pike | 88 | 75 | 4 | 6 | 39 | 44 | 45 | 25 | 4 | 7 | 56 | 66 |
| Powell | 10 | 13 | 0 | 2 | 2 | 6 | 8 | 5 | 0 | 2 | 2 | 8 |
| Pulaski | 37 | 48 | 1 | 3 | 13 | 20 | 23 | 25 | 1 | 3 | 19 | 29 |
| Robertson | 2 | 4 | 0 | 0 | 2 | 1 | 0 | 3 | 0 | 0 | 3 | 1 |
| Rockcastle | 16 | 9 | 3 | 1 | 9 | 4 | 4 | 4 | 3 | 1 | 14 | 6 |
| Rowan | 26 | 16 | 0 | 1 | 11 | 6 | 15 | 9 | 0 | 1 | 17 | 10 |
| Russell | 5 | 9 | 0 | 0 | 2 | 4 | 3 | 5 | 0 | 0 | 2 | 9 |
| Scott | 56 | 41 | 0 | 5 | 17 | 12 | 39 | 24 | 0 | 5 | 22 | 21 |
| Shelby | 45 | 51 | 0 | 2 | 16 | 15 | 29 | 34 | 0 | 2 | 26 | 23 |
| Simpson | 17 | 21 | 0 | 0 | 5 | 13 | 12 | 8 | 0 | 0 | 5 | 17 |
| Spencer | 15 | 3 | 1 | 0 | 4 | 0 | 10 | 3 | 1 | 0 | 5 | 0 |
| Taylor | 20 | 18 | 1 | 0 | 8 | 13 | 11 | 5 | 1 | 0 | 15 | 14 |
| Todd | 9 | 15 | 0 | 0 | 6 | 5 | 3 | 10 | 0 | 0 | 6 | 8 |
| Trigg | 12 | 21 | 1 | 1 | 5 | 9 | 6 | 11 | 2 | 1 | 5 | 12 |
| Trimble | 16 | 6 | 0 | 0 | 7 | 3 | 9 | 3 | 0 | 0 | 10 | 3 |
| Union | 9 | 8 | 0 | 0 | 3 | 3 | 6 | 5 | 0 | 0 | 3 | 3 |
| Warren | 113 | 135 | 0 | 6 | 43 | 45 | 70 | 84 | 0 | 7 | 62 | 62 |
| Washington | 21 | 10 | 2 | 0 | 6 | 6 | 13 | 4 | 2 | 0 | 9 | 12 |
| Wayne | 18 | 3 | 3 | 0 | 7 | 1 | 8 | 2 | 4 | 0 | 9 | 1 |
| Webster | 11 | 6 | 0 | 1 | 4 | 1 | 7 | 4 | 0 | 1 | 6 | 1 |
| Whitley | 20 | 38 | 1 | 2 | 5 | 16 | 14 | 20 | 1 | 2 | 5 | 19 |
| Wolfe | 7 | 3 | 0 | 1 | 6 | 1 | 1 | 1 | 0 | 1 | 11 | 7 |
| Woodford | 35 | 42 | 0 | 2 | 11 | 10 | 24 | 30 | 0 | 2 | 15 | 23 |
| TOTALS | 4,671 | 4,529 | 136 | 153 | 1,623 | 1,592 | 2,912 | 2,784 | 148 | 163 | 2,376 | 2,339 |

* Fatal collision data has been adjusted to reflect follow-up studies of drivers with blood alcohol content (BAC) of .01 or higher (from FARS). This also affects the total of all collisions.

DRIVERS UNDER INFLUENCE OF DRUGS BY COUNTY

The following chart shows the number of drivers suspected of being under the influence of drugs involved in collisions, along with the number of persons killed or injured in those collisions. A total of 1,499 collisions in which drivers were suspected of being under the influence of drugs based on preliminary investigation of the officer investigating the collision. Of this total, 37 were fatal collisions and 583 were injury collisions.

| COUNTY | ALL COLLISIONS | FATAL* COLLISIONS | INJURY COLLISIONS | PERSONS* KILLED | PERSONS INJURED |
|--------------|----------------|-------------------|-------------------|-----------------|-----------------|
| ADAIR | 4 | 2 | 1 | 2 | 1 |
| ALLEN | 5 | 2 | 1 | 2 | 1 |
| ANDERSON | 6 | 0 | 4 | 0 | 7 |
| BALLARD | 1 | 0 | 0 | 0 | 0 |
| BARREN | 9 | 3 | 3 | 3 | 7 |
| BATH | 7 | 1 | 2 | 1 | 3 |
| BELL | 30 | 2 | 7 | 2 | 10 |
| BOONE | 31 | 3 | 11 | 3 | 17 |
| BOURBON | 8 | 0 | 3 | 0 | 4 |
| BOYD | 21 | 2 | 8 | 2 | 13 |
| BOYLE | 13 | 1 | 6 | 1 | 7 |
| BRACKEN | 2 | 1 | 1 | 1 | 1 |
| BREATHITT | 10 | 3 | 6 | 4 | 10 |
| BRECKENRIDGE | 1 | 1 | 0 | 1 | 0 |
| BULLITT | 14 | 2 | 6 | 2 | 8 |
| BUTLER | 2 | 1 | 0 | 1 | 0 |
| CALDWELL | 4 | 1 | 1 | 1 | 1 |
| CALLOWAY | 14 | 2 | 2 | 2 | 4 |
| CAMPBELL | 25 | 2 | 8 | 2 | 20 |
| CARLISLE | 2 | 1 | 1 | 1 | 1 |
| CARROLL | 5 | 1 | 0 | 1 | 0 |
| CARTER | 10 | 1 | 6 | 1 | 8 |
| CASEY | 10 | 2 | 5 | 2 | 11 |
| CHRISTIAN | 18 | 4 | 3 | 6 | 4 |
| CLARK | 9 | 3 | 1 | 3 | 4 |
| CLAY | 17 | 3 | 9 | 3 | 17 |
| CLINTON | 3 | 1 | 1 | 1 | 1 |
| CRITTENDEN | 4 | 1 | 1 | 1 | 1 |
| CUMBERLAND | 3 | 0 | 2 | 0 | 2 |
| DAVISS | 30 | 1 | 7 | 1 | 7 |
| EDMONSON | 1 | 0 | 0 | 0 | 0 |
| ELLIOTT | 0 | 0 | 0 | 0 | 0 |
| ESTILL | 4 | 2 | 0 | 3 | 0 |
| FAYETTE | 65 | 3 | 22 | 3 | 25 |
| FLEMING | 5 | 2 | 3 | 3 | 4 |
| FLOYD | 49 | 7 | 16 | 7 | 26 |
| FRANKLIN | 17 | 1 | 8 | 1 | 10 |
| FULTON | 0 | 0 | 0 | 0 | 0 |
| GALLATIN | 4 | 1 | 1 | 1 | 1 |

| COUNTY | ALL COLLISIONS | FATAL* COLLISIONS | INJURY COLLISIONS | PERSONS* KILLED | PERSONS INJURED |
|------------|----------------|-------------------|-------------------|-----------------|-----------------|
| GARRARD | 8 | 0 | 2 | 0 | 3 |
| GRANT | 9 | 0 | 2 | 0 | 3 |
| GRAVES | 12 | 1 | 7 | 1 | 10 |
| GRAYSON | 15 | 2 | 5 | 2 | 7 |
| GREEN | 3 | 2 | 1 | 2 | 3 |
| GREENUP | 10 | 2 | 5 | 2 | 6 |
| HANCOCK | 0 | 0 | 0 | 0 | 0 |
| HARDIN | 27 | 2 | 3 | 7 | 5 |
| HARLAN | 22 | 1 | 12 | 1 | 19 |
| HARRISON | 8 | 0 | 4 | 0 | 9 |
| HART | 8 | 0 | 3 | 0 | 3 |
| HENDERSON | 13 | 0 | 4 | 0 | 4 |
| HENRY | 3 | 1 | 1 | 2 | 1 |
| HICKMAN | 2 | 1 | 1 | 1 | 1 |
| HOPKINS | 18 | 1 | 7 | 1 | 7 |
| JACKSON | 3 | 0 | 2 | 0 | 4 |
| JEFFERSON | 192 | 31 | 68 | 32 | 105 |
| JESSAMINE | 16 | 0 | 4 | 0 | 4 |
| JOHNSON | 17 | 3 | 6 | 3 | 9 |
| KENTON | 58 | 3 | 21 | 3 | 36 |
| KNOTT | 12 | 3 | 7 | 4 | 9 |
| KNOX | 25 | 2 | 6 | 2 | 9 |
| LARUE | 2 | 0 | 0 | 0 | 0 |
| LAUREL | 29 | 5 | 11 | 6 | 28 |
| LAWRENCE | 3 | 1 | 0 | 1 | 0 |
| LEE | 3 | 0 | 1 | 0 | 2 |
| LESLIE | 4 | 2 | 2 | 2 | 5 |
| LETCHER | 13 | 2 | 8 | 3 | 15 |
| LEWIS | 2 | 2 | 0 | 2 | 0 |
| LINCOLN | 5 | 0 | 2 | 0 | 2 |
| LIVINGSTON | 5 | 2 | 0 | 2 | 0 |
| LOGAN | 9 | 4 | 3 | 5 | 5 |
| LYON | 10 | 1 | 4 | 1 | 4 |
| McCRACKEN | 17 | 0 | 6 | 0 | 9 |
| McCREARY | 7 | 1 | 0 | 1 | 0 |
| McLEAN | 2 | 0 | 0 | 0 | 0 |
| MADISON | 31 | 3 | 6 | 4 | 11 |
| MAGOFFIN | 10 | 2 | 3 | 2 | 5 |
| MARION | 6 | 1 | 2 | 1 | 3 |

* Fatal collision data has been adjusted to reflect follow-up studies of drivers under the influence of drugs (from FARS). This also affects the total of all collisions.

DRIVERS UNDER INFLUENCE OF DRUGS BY COUNTY

| COUNTY | ALL COLLISIONS | FATAL* COLLISIONS | INJURY COLLISIONS | PERSONS* KILLED | PERSONS INJURED |
|------------|----------------|-------------------|-------------------|-----------------|-----------------|
| MARSHALL | 14 | 3 | 5 | 3 | 9 |
| MARTIN | 4 | 0 | 2 | 0 | 3 |
| MASON | 7 | 2 | 4 | 3 | 6 |
| MEADE | 4 | 2 | 2 | 2 | 4 |
| MENIFEE | 1 | 0 | 1 | 0 | 2 |
| MERCER | 4 | 0 | 3 | 0 | 3 |
| METCALFE | 2 | 0 | 1 | 0 | 1 |
| MONROE | 0 | 0 | 0 | 0 | 0 |
| MONTGOMERY | 11 | 1 | 3 | 1 | 3 |
| MORGAN | 9 | 1 | 4 | 1 | 4 |
| MUHLENBERG | 15 | 2 | 5 | 2 | 8 |
| NELSON | 12 | 3 | 4 | 3 | 8 |
| NICHOLAS | 5 | 0 | 1 | 0 | 1 |
| OHIO | 10 | 2 | 2 | 2 | 4 |
| OLDHAM | 4 | 1 | 1 | 1 | 2 |
| OWEN | 4 | 1 | 2 | 1 | 4 |
| OWSLEY | 2 | 0 | 0 | 0 | 0 |
| PENDLETON | 2 | 0 | 1 | 0 | 1 |
| PERRY | 24 | 3 | 10 | 5 | 14 |
| PIKE | 115 | 10 | 63 | 13 | 93 |
| POWELL | 9 | 1 | 4 | 1 | 8 |
| PULASKI | 22 | 4 | 7 | 4 | 7 |

| COUNTY | ALL COLLISIONS | FATAL* COLLISIONS | INJURY COLLISIONS | PERSONS* KILLED | PERSONS INJURED |
|---------------|----------------|-------------------|-------------------|-----------------|-----------------|
| ROBERTSON | 0 | 0 | 0 | 0 | 0 |
| ROCKCASTLE | 16 | 3 | 4 | 3 | 10 |
| ROWAN | 8 | 3 | 1 | 3 | 1 |
| RUSSELL | 10 | 2 | 4 | 2 | 10 |
| SCOTT | 14 | 4 | 2 | 4 | 6 |
| SHELBY | 6 | 2 | 1 | 2 | 1 |
| SIMPSON | 5 | 1 | 3 | 1 | 5 |
| SPENCER | 2 | 0 | 1 | 0 | 2 |
| TAYLOR | 6 | 1 | 2 | 1 | 2 |
| TODD | 2 | 1 | 1 | 1 | 1 |
| TRIGG | 8 | 2 | 1 | 2 | 4 |
| TRIMBLE | 1 | 0 | 1 | 0 | 2 |
| UNION | 2 | 0 | 0 | 0 | 0 |
| WARREN | 44 | 4 | 14 | 4 | 19 |
| WASHINGTON | 1 | 0 | 1 | 0 | 1 |
| WAYNE | 2 | 0 | 1 | 0 | 1 |
| WEBSTER | 6 | 2 | 1 | 2 | 1 |
| WHITLEY | 15 | 4 | 6 | 4 | 6 |
| WOLFE | 3 | 1 | 0 | 1 | 0 |
| WOODFORD | 7 | 1 | 1 | 1 | 1 |
| TOTALS | 1,540 | 211 | 545 | 234 | 840 |

* Fatal collision data has been adjusted to reflect follow-up studies of drivers under the influence of drugs (from FARS).
This also affects the total of all collisions.

ALL COLLISIONS BY AREA DEVELOPMENT DISTRICT

| AREA DEVELOPMENT DISTRICT | TOTAL NUMBER REPORTED | TOTAL COLLISIONS REPORTED | | NUMBER PERSONS | |
|---------------------------|-----------------------|---------------------------|---------------|----------------|---------------|
| | | FATAL | INJURY | KILLED | INJURED |
| Purchase | 5,014 | 37 | 1,110 | 38 | 1,702 |
| Pennyrile | 5,361 | 33 | 1,019 | 36 | 1,443 |
| Green River | 6,245 | 21 | 1,127 | 21 | 1,577 |
| Barren River | 8,068 | 51 | 1,532 | 57 | 2,200 |
| Lincoln Trail | 6,174 | 43 | 1,154 | 53 | 1,771 |
| KIPDA | 33,319 | 105 | 6,077 | 109 | 9,360 |
| Northern Kentucky | 14,168 | 32 | 2,022 | 33 | 2,887 |
| Buffalo Trace | 1,230 | 15 | 238 | 19 | 344 |
| Gateway | 1,845 | 12 | 360 | 14 | 520 |
| FIVCO | 3,025 | 17 | 572 | 17 | 821 |
| Big Sandy | 3,002 | 34 | 823 | 38 | 1,317 |
| Kentucky River | 1,905 | 26 | 538 | 31 | 851 |
| Cumberland Valley | 5,185 | 50 | 1,284 | 51 | 2,112 |
| Lake Cumberland | 3,926 | 33 | 738 | 35 | 1,127 |
| Bluegrass | 24,791 | 81 | 4,274 | 86 | 6,148 |
| TOTALS | 123,258 | 590 | 22,868 | 638 | 34,180 |

ALCOHOL RELATED COLLISIONS BY AREA DEVELOPMENT DISTRICT

| AREA DEVELOPMENT DISTRICT | TOTAL NUMBER REPORTED | TOTAL COLLISIONS REPORTED | | NUMBER PERSONS | |
|---------------------------|-----------------------|---------------------------|--------------|----------------|--------------|
| | | FATAL* | INJURY | KILLED* | INJURED |
| Purchase | 194 | 4 | 93 | 4 | 133 |
| Pennyrile | 195 | 10 | 65 | 10 | 93 |
| Green River | 208 | 3 | 73 | 3 | 93 |
| Barren River | 293 | 17 | 110 | 19 | 163 |
| Lincoln Trail | 262 | 12 | 85 | 15 | 132 |
| KIPDA | 1,073 | 31 | 381 | 32 | 548 |
| Northern Kentucky | 566 | 4 | 164 | 4 | 247 |
| Buffalo Trace | 56 | 4 | 17 | 4 | 30 |
| Gateway | 62 | 2 | 26 | 2 | 34 |
| FIVCO | 85 | 4 | 35 | 4 | 51 |
| Big Sandy | 139 | 14 | 70 | 15 | 105 |
| Kentucky River | 77 | 5 | 40 | 6 | 60 |
| Cumberland Valley | 160 | 11 | 75 | 12 | 118 |
| Lake Cumberland | 131 | 10 | 61 | 10 | 91 |
| Bluegrass | 1,028 | 22 | 297 | 23 | 441 |
| TOTALS | 4,529 | 153 | 1,592 | 163 | 2,339 |

* Fatal collision data has been adjusted to reflect follow-up studies of drivers (FARS).
This also affects the total of all collisions.

DRUG RELATED COLLISIONS BY AREA DEVELOPMENT DISTRICT

| AREA DEVELOPMENT DISTRICT | TOTAL NUMBER REPORTED | TOTAL COLLISIONS REPORTED | | NUMBER PERSONS | |
|---------------------------|-----------------------|---------------------------|------------|----------------|------------|
| | | FATAL* | INJURY | KILLED* | INJURED |
| Purchase | 62 | 8 | 22 | 8 | 34 |
| Pennyrile | 84 | 15 | 23 | 17 | 30 |
| Green River | 63 | 5 | 14 | 5 | 16 |
| Barren River | 85 | 15 | 28 | 16 | 41 |
| Lincoln Trail | 68 | 11 | 17 | 16 | 28 |
| KIPDA | 222 | 37 | 79 | 39 | 121 |
| Northern Kentucky | 138 | 11 | 46 | 11 | 82 |
| Buffalo Trace | 16 | 7 | 8 | 9 | 11 |
| Gateway | 36 | 6 | 11 | 6 | 13 |
| FIVCO | 44 | 6 | 19 | 6 | 27 |
| Big Sandy | 195 | 22 | 90 | 25 | 136 |
| Kentucky River | 71 | 14 | 34 | 19 | 55 |
| Cumberland Valley | 157 | 20 | 57 | 21 | 103 |
| Lake Cumberland | 70 | 15 | 24 | 15 | 38 |
| Bluegrass | 229 | 19 | 73 | 21 | 105 |
| TOTALS | 1,540 | 211 | 545 | 234 | 840 |

* Fatal collision data has been adjusted to reflect follow-up studies of drivers (FARS).
This also affects the total of all collisions.

| AREA DEVELOPMENT DISTRICT | COUNTIES IN DISTRICT |
|---------------------------|---|
| Barren River | Allen, Barren, Butler, Edmonson, Hart, Logan, Metcalfe, Monroe, Simpson, Warren |
| Big Sandy | Floyd, Johnson, Magoffin, Martin, Pike |
| Bluegrass | Anderson, Bourbon, Boyle, Clark, Estill, Fayette, Franklin, Garrard, Harrison, Jessamine, Lincoln, Madison, Mercer, Nicholas, Powell, Scott, Woodford |
| Buffalo Trace | Bracken, Fleming, Lewis, Mason, Robertson |
| Cumberland Valley | Bell, Clay, Harlan, Jackson, Knox, Laurel, Rockcastle, Whitley |
| FIVCO | Boyd, Carter, Elliott, Greenup, Lawrence |
| Gateway | Bath, Menifee, Montgomery, Morgan, Rowan |
| Green River | Daviess, Hancock, Henderson, McLean, Ohio, Union, Webster |
| Kentucky River | Breathitt, Knott, Lee, Leslie, Letcher, Owsley, Perry, Wolfe |
| KIPDA | Bullitt, Henry, Jefferson, Oldham, Shelby, Spencer, Trimble |
| Lake Cumberland | Adair, Casey, Clinton, Cumberland, Green, McCreary, Pulaski, Russell, Taylor, Wayne |
| Lincoln Trail | Breckinridge, Grayson, Hardin, Larue, Marion, Meade, Nelson, Washington |
| Northern Kentucky | Boone, Campbell, Carroll, Gallatin, Grant, Kenton, Owen, Pendleton |
| Pennyrile | Caldwell, Christian, Crittenden, Hopkins, Livingston, Lyon, Muhlenberg, Todd, Trigg |
| Purchase | Ballard, Calloway, Carlisle, Fulton, Graves, Hickman, McCracken, Marshall |



PARKING LOTS/ PRIVATE PROPERTY

COLLISIONS BY COUNTY

PARKING LOTS / PRIVATE PROPERTY

2012 VS 2013

| COUNTY | COLLISIONS | | | | | | | | PERSONS | | | |
|--------------|------------|-------|-------|------|------------------|------|-----------------|-------|---------|------|---------|------|
| | TOTAL | | FATAL | | NON-FATAL INJURY | | PROPERTY DAMAGE | | KILLED | | INJURED | |
| | 2012 | 2013 | 2012 | 2013 | 2012 | 2013 | 2012 | 2013 | 2012 | 2013 | 2012 | 2013 |
| Adair | 108 | 98 | 0 | 0 | 2 | 5 | 106 | 93 | 0 | 0 | 2 | 5 |
| Allen | 114 | 106 | 0 | 0 | 4 | 4 | 110 | 102 | 0 | 0 | 4 | 4 |
| Anderson | 117 | 102 | 0 | 0 | 2 | 2 | 115 | 100 | 0 | 0 | 2 | 3 |
| Ballard | 25 | 29 | 0 | 0 | 0 | 1 | 25 | 28 | 0 | 0 | 0 | 1 |
| Barren | 306 | 356 | 1 | 0 | 11 | 7 | 294 | 349 | 1 | 0 | 14 | 7 |
| Bath | 17 | 16 | 0 | 0 | 0 | 0 | 17 | 16 | 0 | 0 | 0 | 0 |
| Bell | 178 | 201 | 1 | 0 | 5 | 6 | 172 | 195 | 1 | 0 | 8 | 6 |
| Boone | 1,135 | 1,128 | 0 | 0 | 31 | 21 | 1,104 | 1,107 | 0 | 0 | 36 | 25 |
| Bourbon | 70 | 82 | 0 | 0 | 2 | 0 | 68 | 82 | 0 | 0 | 3 | 0 |
| Boyd | 326 | 280 | 0 | 0 | 18 | 9 | 308 | 271 | 0 | 0 | 21 | 17 |
| Boyle | 247 | 269 | 0 | 0 | 5 | 4 | 242 | 265 | 0 | 0 | 7 | 4 |
| Bracken | 17 | 18 | 0 | 0 | 1 | 0 | 16 | 18 | 0 | 0 | 1 | 0 |
| Breathitt | 54 | 46 | 0 | 0 | 5 | 2 | 49 | 44 | 0 | 0 | 5 | 2 |
| Breckinridge | 58 | 56 | 0 | 0 | 1 | 1 | 57 | 55 | 0 | 0 | 1 | 1 |
| Bullitt | 177 | 200 | 0 | 0 | 11 | 8 | 166 | 192 | 0 | 0 | 14 | 10 |
| Butler | 20 | 55 | 0 | 0 | 0 | 3 | 20 | 52 | 0 | 0 | 0 | 5 |
| Caldwell | 86 | 98 | 0 | 0 | 2 | 2 | 84 | 96 | 0 | 0 | 2 | 2 |
| Calloway | 397 | 391 | 1 | 0 | 4 | 2 | 392 | 389 | 1 | 0 | 4 | 2 |
| Campbell | 574 | 516 | 1 | 0 | 14 | 15 | 559 | 501 | 1 | 0 | 17 | 16 |
| Carlisle | 8 | 8 | 0 | 0 | 0 | 3 | 8 | 5 | 0 | 0 | 0 | 3 |
| Carroll | 56 | 51 | 0 | 0 | 2 | 0 | 54 | 51 | 0 | 0 | 2 | 0 |
| Carter | 85 | 103 | 1 | 0 | 2 | 4 | 82 | 99 | 1 | 0 | 3 | 4 |
| Casey | 6 | 53 | 0 | 0 | 0 | 1 | 6 | 52 | 0 | 0 | 0 | 2 |
| Christian | 272 | 310 | 0 | 1 | 11 | 18 | 261 | 291 | 0 | 1 | 11 | 19 |
| Clark | 251 | 232 | 0 | 1 | 8 | 6 | 243 | 225 | 0 | 1 | 8 | 6 |
| Clay | 84 | 73 | 0 | 0 | 2 | 3 | 82 | 70 | 0 | 0 | 2 | 3 |
| Clinton | 44 | 6 | 0 | 0 | 0 | 2 | 44 | 4 | 0 | 0 | 0 | 4 |
| Crittenden | 25 | 25 | 0 | 0 | 1 | 1 | 24 | 24 | 0 | 0 | 1 | 1 |
| Cumberland | 28 | 28 | 0 | 0 | 1 | 1 | 27 | 27 | 0 | 0 | 1 | 1 |
| Daviess | 951 | 929 | 0 | 0 | 28 | 25 | 923 | 904 | 0 | 0 | 30 | 26 |
| Edmonson | 16 | 22 | 0 | 0 | 1 | 0 | 15 | 22 | 0 | 0 | 2 | 0 |
| Elliott | 14 | 14 | 0 | 0 | 0 | 1 | 14 | 13 | 0 | 0 | 0 | 1 |
| Estill | 22 | 31 | 0 | 0 | 0 | 3 | 22 | 28 | 0 | 0 | 0 | 4 |
| Fayette | 3,134 | 3,160 | 0 | 0 | 105 | 101 | 3,029 | 3,059 | 0 | 0 | 116 | 110 |
| Fleming | 49 | 68 | 0 | 0 | 2 | 2 | 47 | 66 | 0 | 0 | 2 | 2 |
| Floyd | 159 | 158 | 0 | 0 | 7 | 7 | 152 | 151 | 0 | 0 | 8 | 8 |
| Franklin | 515 | 456 | 0 | 0 | 15 | 10 | 500 | 446 | 0 | 0 | 15 | 12 |
| Fulton | 32 | 26 | 0 | 0 | 1 | 2 | 31 | 24 | 0 | 0 | 1 | 2 |
| Gallatin | 39 | 40 | 0 | 0 | 0 | 1 | 39 | 39 | 0 | 0 | 0 | 1 |
| Garrard | 50 | 38 | 0 | 1 | 1 | 2 | 49 | 35 | 0 | 1 | 2 | 2 |

COLLISIONS BY COUNTY

PARKING LOTS / PRIVATE PROPERTY

2012 VS 2013

| COUNTY | COLLISIONS | | | | | | | | PERSONS | | | |
|------------|------------|-------|-------|------|------------------|------|-----------------|-------|---------|------|---------|------|
| | TOTAL | | FATAL | | NON-FATAL INJURY | | PROPERTY DAMAGE | | KILLED | | INJURED | |
| | 2012 | 2013 | 2012 | 2013 | 2012 | 2013 | 2012 | 2013 | 2012 | 2013 | 2012 | 2013 |
| Grant | 122 | 116 | 0 | 1 | 2 | 0 | 120 | 115 | 0 | 1 | 3 | 0 |
| Graves | 72 | 160 | 0 | 0 | 5 | 3 | 67 | 157 | 0 | 0 | 8 | 3 |
| Grayson | 131 | 154 | 0 | 0 | 4 | 6 | 127 | 148 | 0 | 0 | 4 | 7 |
| Green | 41 | 37 | 0 | 0 | 0 | 0 | 41 | 37 | 0 | 0 | 0 | 0 |
| Greenup | 161 | 151 | 0 | 1 | 4 | 5 | 157 | 145 | 0 | 1 | 6 | 6 |
| Hancock | 24 | 28 | 0 | 0 | 2 | 1 | 22 | 27 | 0 | 0 | 3 | 1 |
| Hardin | 442 | 393 | 0 | 0 | 9 | 13 | 433 | 380 | 0 | 0 | 11 | 14 |
| Harlan | 138 | 124 | 0 | 0 | 4 | 7 | 134 | 117 | 0 | 0 | 6 | 7 |
| Harrison | 110 | 115 | 0 | 0 | 3 | 4 | 107 | 111 | 0 | 0 | 4 | 5 |
| Hart | 65 | 36 | 0 | 0 | 1 | 1 | 64 | 35 | 0 | 0 | 1 | 1 |
| Henderson | 436 | 405 | 0 | 1 | 14 | 18 | 422 | 386 | 0 | 1 | 14 | 22 |
| Henry | 55 | 48 | 0 | 0 | 2 | 2 | 53 | 46 | 0 | 0 | 3 | 2 |
| Hickman | 3 | 6 | 0 | 0 | 0 | 0 | 3 | 6 | 0 | 0 | 0 | 0 |
| Hopkins | 417 | 393 | 0 | 0 | 4 | 3 | 413 | 390 | 0 | 0 | 4 | 3 |
| Jackson | 24 | 29 | 0 | 0 | 1 | 2 | 23 | 27 | 0 | 0 | 1 | 2 |
| Jefferson | 1,782 | 1,764 | 1 | 0 | 152 | 155 | 1,629 | 1,609 | 1 | 0 | 170 | 193 |
| Jessamine | 317 | 309 | 0 | 0 | 10 | 8 | 307 | 301 | 0 | 0 | 12 | 9 |
| Johnson | 162 | 127 | 0 | 0 | 6 | 9 | 156 | 118 | 0 | 0 | 6 | 12 |
| Kenton | 875 | 875 | 1 | 0 | 33 | 24 | 841 | 851 | 1 | 0 | 44 | 26 |
| Knott | 25 | 34 | 0 | 1 | 3 | 2 | 22 | 31 | 0 | 1 | 3 | 2 |
| Knox | 135 | 149 | 0 | 0 | 3 | 1 | 132 | 148 | 0 | 0 | 4 | 1 |
| Larue | 24 | 38 | 0 | 0 | 0 | 0 | 24 | 38 | 0 | 0 | 0 | 0 |
| Laurel | 368 | 316 | 0 | 0 | 10 | 8 | 358 | 308 | 0 | 0 | 11 | 8 |
| Lawrence | 55 | 61 | 0 | 0 | 2 | 2 | 53 | 59 | 0 | 0 | 2 | 2 |
| Lee | 26 | 17 | 0 | 0 | 1 | 0 | 25 | 17 | 0 | 0 | 1 | 0 |
| Leslie | 7 | 17 | 0 | 0 | 1 | 0 | 6 | 17 | 0 | 0 | 2 | 0 |
| Letcher | 32 | 22 | 0 | 0 | 1 | 1 | 31 | 21 | 0 | 0 | 1 | 1 |
| Lewis | 20 | 16 | 0 | 0 | 0 | 0 | 20 | 16 | 0 | 0 | 0 | 0 |
| Lincoln | 64 | 52 | 1 | 1 | 1 | 3 | 62 | 48 | 1 | 1 | 1 | 4 |
| Livingston | 22 | 9 | 0 | 0 | 0 | 1 | 22 | 8 | 0 | 0 | 0 | 1 |
| Logan | 133 | 145 | 0 | 0 | 1 | 1 | 132 | 144 | 0 | 0 | 1 | 1 |
| Lyon | 58 | 41 | 0 | 0 | 0 | 0 | 58 | 41 | 0 | 0 | 0 | 0 |
| McCracken | 276 | 296 | 0 | 0 | 33 | 19 | 243 | 277 | 0 | 0 | 38 | 19 |
| McCreary | 42 | 44 | 0 | 0 | 2 | 2 | 40 | 42 | 0 | 0 | 2 | 2 |
| McLean | 32 | 24 | 0 | 0 | 3 | 0 | 29 | 24 | 0 | 0 | 3 | 0 |
| Madison | 807 | 848 | 0 | 1 | 11 | 10 | 796 | 837 | 0 | 1 | 12 | 13 |
| Magoffin | 33 | 45 | 0 | 0 | 0 | 1 | 33 | 44 | 0 | 0 | 0 | 1 |
| Marion | 114 | 136 | 0 | 0 | 2 | 1 | 112 | 135 | 0 | 0 | 2 | 1 |
| Marshall | 168 | 150 | 0 | 0 | 6 | 4 | 162 | 146 | 0 | 0 | 6 | 4 |
| Martin | 43 | 24 | 0 | 0 | 2 | 1 | 41 | 23 | 0 | 0 | 4 | 4 |

COLLISIONS BY COUNTY

PARKING LOTS / PRIVATE PROPERTY

2012 VS 2013

| COUNTY | COLLISIONS | | | | | | | | PERSONS | | | |
|---------------|---------------|---------------|-----------|-----------|------------------|------------|-----------------|---------------|-----------|-----------|------------|------------|
| | TOTAL | | FATAL | | NON-FATAL INJURY | | PROPERTY DAMAGE | | KILLED | | INJURED | |
| | 2012 | 2013 | 2012 | 2013 | 2012 | 2013 | 2012 | 2013 | 2012 | 2013 | 2012 | 2013 |
| Mason | 205 | 137 | 0 | 0 | 5 | 0 | 200 | 137 | 0 | 0 | 6 | 0 |
| Meade | 87 | 62 | 1 | 1 | 1 | 1 | 85 | 60 | 1 | 1 | 3 | 1 |
| Menifee | 4 | 6 | 0 | 1 | 0 | 0 | 4 | 5 | 0 | 1 | 0 | 0 |
| Mercer | 83 | 70 | 0 | 0 | 3 | 2 | 80 | 68 | 0 | 0 | 4 | 2 |
| Metcalfe | 39 | 40 | 0 | 0 | 2 | 2 | 37 | 38 | 0 | 0 | 2 | 2 |
| Monroe | 38 | 27 | 0 | 0 | 2 | 0 | 36 | 27 | 0 | 0 | 3 | 0 |
| Montgomery | 198 | 200 | 0 | 0 | 6 | 1 | 192 | 199 | 0 | 0 | 8 | 1 |
| Morgan | 53 | 31 | 0 | 0 | 0 | 2 | 53 | 29 | 0 | 0 | 0 | 2 |
| Muhlenberg | 209 | 207 | 0 | 0 | 4 | 5 | 205 | 202 | 0 | 0 | 4 | 5 |
| Nelson | 76 | 70 | 0 | 0 | 3 | 3 | 73 | 67 | 0 | 0 | 3 | 4 |
| Nicholas | 23 | 13 | 0 | 0 | 1 | 0 | 22 | 13 | 0 | 0 | 1 | 0 |
| Ohio | 126 | 133 | 0 | 0 | 4 | 3 | 122 | 130 | 0 | 0 | 5 | 3 |
| Oldham | 93 | 104 | 1 | 0 | 5 | 2 | 87 | 102 | 1 | 0 | 5 | 2 |
| Owen | 16 | 27 | 0 | 0 | 0 | 1 | 16 | 26 | 0 | 0 | 0 | 1 |
| Owsley | 4 | 7 | 0 | 0 | 0 | 0 | 4 | 7 | 0 | 0 | 0 | 0 |
| Pendleton | 34 | 24 | 0 | 0 | 1 | 0 | 33 | 24 | 0 | 0 | 2 | 0 |
| Perry | 272 | 203 | 0 | 0 | 7 | 5 | 265 | 198 | 0 | 0 | 11 | 5 |
| Pike | 440 | 414 | 0 | 0 | 21 | 14 | 419 | 400 | 0 | 0 | 25 | 18 |
| Powell | 53 | 71 | 0 | 0 | 1 | 2 | 52 | 69 | 0 | 0 | 1 | 2 |
| Pulaski | 568 | 541 | 1 | 3 | 10 | 7 | 557 | 531 | 1 | 3 | 10 | 8 |
| Robertson | 1 | 3 | 0 | 0 | 0 | 0 | 1 | 3 | 0 | 0 | 0 | 0 |
| Rockcastle | 67 | 70 | 0 | 0 | 1 | 2 | 66 | 68 | 0 | 0 | 1 | 3 |
| Rowan | 177 | 204 | 0 | 0 | 5 | 5 | 172 | 199 | 0 | 0 | 6 | 8 |
| Russell | 108 | 108 | 0 | 0 | 3 | 2 | 105 | 106 | 0 | 0 | 3 | 2 |
| Scott | 165 | 185 | 0 | 0 | 9 | 9 | 156 | 176 | 0 | 0 | 13 | 9 |
| Shelby | 236 | 242 | 0 | 0 | 8 | 4 | 228 | 238 | 0 | 0 | 10 | 6 |
| Simpson | 206 | 239 | 0 | 0 | 4 | 4 | 202 | 235 | 0 | 0 | 5 | 7 |
| Spencer | 25 | 17 | 0 | 0 | 0 | 1 | 25 | 16 | 0 | 0 | 0 | 1 |
| Taylor | 209 | 243 | 0 | 0 | 5 | 9 | 204 | 234 | 0 | 0 | 6 | 10 |
| Todd | 33 | 30 | 0 | 0 | 0 | 1 | 33 | 29 | 0 | 0 | 0 | 3 |
| Trigg | 57 | 62 | 0 | 0 | 2 | 2 | 55 | 60 | 0 | 0 | 2 | 2 |
| Trimble | 9 | 10 | 0 | 0 | 0 | 0 | 9 | 10 | 0 | 0 | 0 | 0 |
| Union | 44 | 54 | 0 | 0 | 2 | 4 | 42 | 50 | 0 | 0 | 2 | 4 |
| Warren | 769 | 711 | 0 | 0 | 40 | 37 | 729 | 674 | 0 | 0 | 44 | 46 |
| Washington | 62 | 44 | 0 | 0 | 1 | 3 | 61 | 41 | 0 | 0 | 1 | 3 |
| Wayne | 76 | 62 | 0 | 0 | 2 | 3 | 74 | 59 | 0 | 0 | 2 | 3 |
| Webster | 31 | 36 | 0 | 0 | 4 | 0 | 27 | 36 | 0 | 0 | 5 | 0 |
| Whitley | 195 | 190 | 1 | 0 | 5 | 7 | 189 | 183 | 1 | 0 | 10 | 13 |
| Wolfe | 40 | 39 | 0 | 1 | 0 | 1 | 40 | 37 | 0 | 1 | 0 | 2 |
| Woodford | 136 | 148 | 0 | 0 | 4 | 4 | 132 | 144 | 0 | 0 | 5 | 4 |
| TOTALS | 22,994 | 22,716 | 12 | 15 | 814 | 751 | 22,168 | 21,950 | 12 | 15 | 946 | 880 |

TYPES OF COLLISIONS

PARKING LOTS / PRIVATE PROPERTY

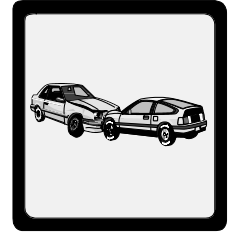


PARKING LOTS:

Total Collisions: 21,619
 % of Total Collisions: 95.17%
 Persons Killed: 11
 % of Total Fatalities: 73.33%
 No. of Fatal Collisions: 11
 % of All Fatal Collisions: 73.33%

COLLISIONS WITH MOVING MOTOR VEHICLE:

Total Collisions: 410
 % of Total Collisions: 1.80%
 Persons Killed: 0
 % of Total Fatalities: 0.00%
 No. of Fatal Collisions: 0
 % of All Fatal Collisions: 0.00%

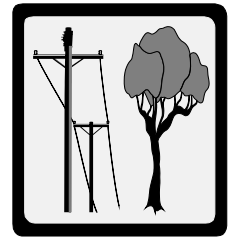


COLLISIONS WITH PEDESTRIAN:

Total Collisions: 22
 % of Total Collisions: 0.10%
 Persons Killed: 1
 % of Total Fatalities: 6.67%
 No. of Fatal Collisions: 1
 % of All Fatal Collisions: 6.67%

COLLISIONS WITH FIXED OBJECT:

Total Collisions: 195
 % of Total Collisions: 0.86%
 Persons Killed: 2
 % of Total Fatalities: 13.33%
 No. of Fatal Collisions: 2
 % of All Fatal Collisions: 13.33%

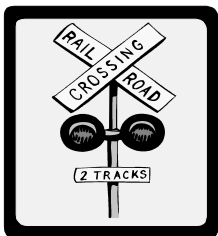
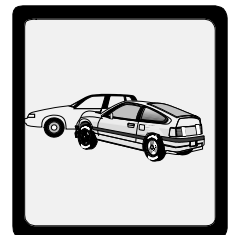


COLLISIONS WITH PEDALCYCLIST:

Total Collisions: 0
 % of Total Collisions: 0.00%
 Persons Killed: 0
 % of Total Fatalities: 0.00%
 No. of Fatal Collisions: 0
 % of All Fatal Collisions: 0.00%

PARKED VEHICLE COLLISIONS:

Total Collisions: 428
 % of Total Collisions: 1.88%
 Persons Killed: 0
 % of Total Fatalities: 0.00%
 No. of Fatal Collisions: 0
 % of All Fatal Collisions: 0.00%

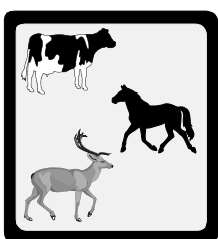
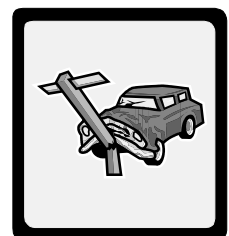


COLLISIONS WITH RAILWAY TRAIN:

Total Collisions: 10
 % of Total Collisions: 0.04%
 Persons Killed: 1
 % of Total Fatalities: 6.67%
 No. of Fatal Collisions: 1
 % of All Fatal Collisions: 6.67%

COLLISIONS WITH OTHER OBJECTS:

Total Collisions: 15
 % of Total Collisions: 0.07%
 Persons Killed: 0
 % of Total Fatalities: 0.00%
 No. of Fatal Collisions: 0
 % of All Fatal Collisions: 0.00%



COLLISIONS WITH ANIMALS (INCLUDING DEER):

Total Collisions: 3
 % of Total Collisions: 0.01%
 Persons Killed: 0
 % of Total Fatalities: 0.00%
 No. of Fatal Collisions: 0
 % of All Fatal Collisions: 0.00%

NON-COLLISIONS (INCLUDING OVERTURNED):

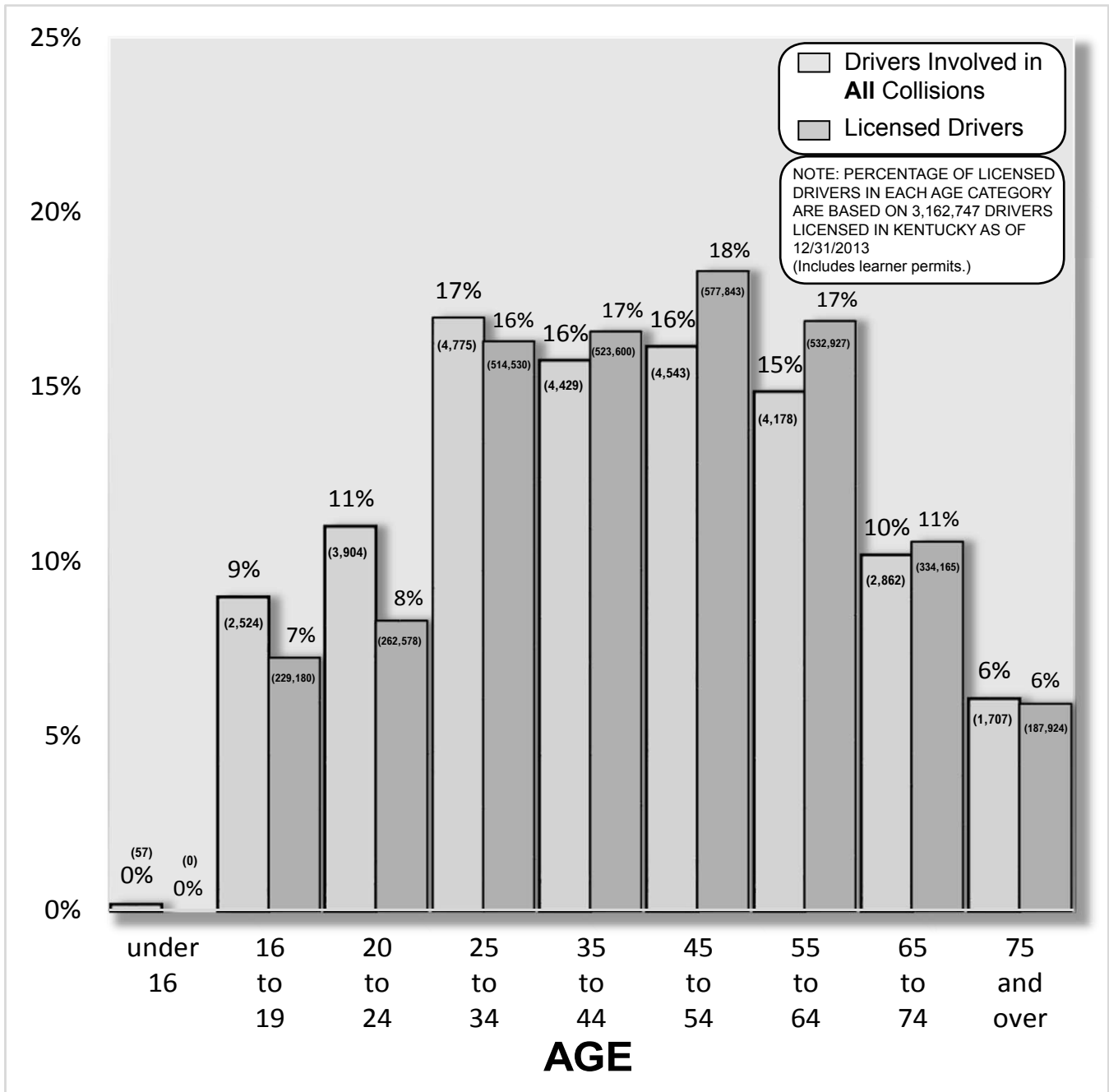
Total Collisions: 14
 % of Total Collisions: 0.06%
 Persons Killed: 0
 % of Total Fatalities: 0.00%
 No. of Fatal Collisions: 0
 % of All Fatal Collisions: 0.00%



AGE OF DRIVERS (ALL COLLISIONS)

PARKING LOTS / PRIVATE PROPERTY

The chart below groups the ages of 28,169 drivers involved in traffic collisions during 2013 in Kentucky (for which age information was available). For each age category, the following information is shown: the percentage of drivers involved in all collisions, the number of drivers involved in these collisions is shown in parentheses, the percentage of all licensed drivers, and the number of licensed drivers is shown in parentheses (includes learner permits). This allows a comparison to be made between the percentage of a given age category of the driving population and the corresponding percentage this age category is involved in collisions. The percentage of drivers involved in all collisions was higher than the percentage of licensed drivers for the age categories under age 35, especially for the 16 to 19 years of age category. This data does not differentiate drivers “at-fault” versus drivers “not-at-fault.” There were 291 driver’s ages which could not be determined. These drivers represent 0.1% of all drivers involved in collisions. The percentages given below do not consider the “Unknown” category.



CONTRIBUTING FACTORS

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A variety of factors and conditions can contribute to a collision. Police officers may indicate up to three driver factors for each driver, two vehicular factors for each vehicle, and up to two environmental factors for each collision. This table gives the number of collisions in which a given factor was listed at least once. Accumulations were made only once for each factor indicated in a collision, even if the factor was listed for more than one driver or vehicle. Therefore, the percentages give the percent of collisions in which a given factor is listed.

| HUMAN FACTORS | ALL COLLISIONS | PERCENT OF TOTAL | FATAL COLLISIONS | PERCENT OF TOTAL |
|------------------------------|----------------|------------------|------------------|------------------|
| Inattention | 10,723 | 47.20 | 3 | 20.00 |
| Misjudge Clearance | 4,713 | 20.75 | 0 | 0.00 |
| Improper Backing | 1,997 | 8.79 | 1 | 6.67 |
| Not Under Proper Control | 1,546 | 6.81 | 6 | 40.00 |
| Failed to Yield Right of Way | 1,010 | 4.45 | 0 | 0.00 |
| Distraction | 669 | 2.95 | 0 | 0.00 |
| Alcohol Involvement | 480 | 2.11 | 3 | 20.00 |
| Too Fast for Conditions | 178 | 0.78 | 0 | 0.00 |
| Emotional | 144 | 0.63 | 0 | 0.00 |
| Turning Improperly | 138 | 0.61 | 0 | 0.00 |
| Drug Involvement | 135 | 0.59 | 0 | 0.00 |
| Following Too Close | 98 | 0.43 | 0 | 0.00 |
| Cell Phone | 77 | 0.34 | 0 | 0.00 |
| Disregard Traffic Control | 67 | 0.29 | 0 | 0.00 |
| Lost Consciousness/Fainted | 66 | 0.29 | 2 | 13.33 |
| Overcorrecting/Oversteering | 61 | 0.27 | 0 | 0.00 |
| Improper Passing | 59 | 0.26 | 0 | 0.00 |
| Physical Disability | 55 | 0.24 | 1 | 6.67 |
| Sick | 48 | 0.21 | 2 | 13.33 |
| Exceeded Stated Speed Limit | 45 | 0.20 | 0 | 0.00 |
| Medication | 38 | 0.17 | 0 | 0.00 |
| Fatigue | 37 | 0.16 | 0 | 0.00 |
| Fell Asleep | 20 | 0.09 | 0 | 0.00 |
| Weaving in Traffic | 2 | 0.01 | 0 | 0.00 |

CONTRIBUTING FACTORS

PARKING LOTS / PRIVATE PROPERTY

(cont'd)

A variety of factors and conditions can contribute to a collision. Police officers may indicate up to three driver factors for each driver, two vehicular factors for each vehicle, and up to two environmental factors for each collision. This table gives the number of collisions in which a given factor was listed at least once. Accumulations were made only once for each factor indicated in a collision, even if the factor was listed for more than one driver or vehicle. Therefore, the percentages give the percent of collisions in which a given factor is listed.

| VEHICULAR FACTORS | ALL COLLISIONS | PERCENT OF TOTAL | FATAL COLLISIONS | PERCENT OF TOTAL |
|---|----------------|------------------|------------------|------------------|
| Brakes Defective | 194 | 0.85 | 0 | 0.00 |
| Steering Failure | 33 | 0.15 | 0 | 0.00 |
| Tire Failure | 14 | 0.06 | 0 | 0.00 |
| Oversized Load on Vehicle | 12 | 0.05 | 0 | 0.00 |
| Tow Hitch Defective / Separation of Units | 11 | 0.05 | 0 | 0.00 |
| Load Securement | 9 | 0.04 | 0 | 0.00 |
| Other Lighting Defective | 4 | 0.02 | 0 | 0.00 |
| Overweight | 2 | 0.01 | 0 | 0.00 |
| Headlights Defective | 0 | 0.00 | 0 | 0.00 |

| ENVIRONMENTAL FACTORS | ALL COLLISIONS | PERCENT OF TOTAL | FATAL COLLISIONS | PERCENT OF TOTAL |
|------------------------------|----------------|------------------|------------------|------------------|
| View Obstructed | 457 | 2.01 | 0 | 0.00 |
| Slippery Surface | 377 | 1.66 | 0 | 0.00 |
| Improperly Parked Vehicle | 218 | 0.96 | 0 | 0.00 |
| Glare | 128 | 0.56 | 0 | 0.00 |
| Water Pooling | 30 | 0.13 | 0 | 0.00 |
| Animal Action | 28 | 0.12 | 0 | 0.00 |
| Fixed Object(s) | 26 | 0.11 | 0 | 0.00 |
| Hole/Deep Ruts/Bumps | 16 | 0.07 | 0 | 0.00 |
| Roadway Construction | 14 | 0.06 | 0 | 0.00 |
| Debris In Roadway | 6 | 0.03 | 0 | 0.00 |
| Shoulder Defective | 6 | 0.03 | 0 | 0.00 |
| Maintenance / Utility | 4 | 0.02 | 0 | 0.00 |
| Traffic Controls Not Working | 2 | 0.01 | 0 | 0.00 |



FATALITY ANALYSIS REPORTING SYSTEM



www.nhtsa.gov

FATALITY ANALYSIS REPORTING SYSTEM (FARS)

The *Fatality Analysis Reporting System (FARS)* is a computerized file containing data on all fatal motor vehicle traffic collisions occurring each year in the fifty states, the District of Columbia, and Puerto Rico. The system is operated by the National Highway Traffic Safety Administration for the purpose of identifying safety problems, suggesting solutions, and helping to provide an objective basis to evaluate the effectiveness of motor vehicle safety standards and highway safety countermeasures.

FARS has a contract with a government agency in each state for the purpose of fatal collision data acquisition. In Kentucky, this contract is with the Kentucky State Police Records Section.

For reasons of timeliness in reporting and continuity among the states, FARS counts only those fatalities that occur within 30 days of the collision date. FARS does not include fatalities occurring in parking lots or on private property. FARS differs from Kentucky data in that it collects data not only from the collision reports submitted from across the state, but contacts many other sources to obtain additional data pertinent to the collision, vehicles, drivers, etc. Examples of additional sources contacted by FARS are vehicle registration files, Driver Licensing, Vital Statistics, EMS reports, labs, coroners, and medical examiners. **THE FARS DATA CANNOT BE COMPARED DIRECTLY WITH THE PREVIOUSLY LISTED STATISTICS BECAUSE OF A DIFFERENCE IN THE REPORTING CRITERIA.**

DRIVERS INVOLVED IN FATAL COLLISIONS - AGE AND ALCOHOL INVOLVEMENT

The chart below depicts the ages of all drivers in fatal collisions in 2013 vs. alcohol involved drivers in fatal collisions during the same time period and the percentages of involvement for various ages and age groups. The alcohol involved teenage driver (ages 13 through 19) represents 5% of the total number of drinking drivers involved in fatal collisions.

NOTE: Data is derived from the Fatality Analysis Reporting System (FARS). The number of alcohol related drivers differs from those reported through the Kentucky Collision Reporting System because FARS follows up on alcohol test results.

*Alcohol involved drivers refers to a driver suspected by the police to be drinking and who tested positive for alcohol in a subsequent test. (.01 or higher)

| AGE | Number of Drivers Involved | Alcohol Involved Drivers* | % Alcohol Involved |
|----------|----------------------------|---------------------------|--------------------|
| Under 16 | 0 | 0 | 0 |
| 16 | 10 | 0 | 0 |
| 17 | 10 | 1 | 10 |
| 18 | 25 | 1 | 4 |
| 19 | 20 | 5 | 25 |
| 20 | 15 | 2 | 13 |
| 21 | 18 | 6 | 33 |
| 22-24 | 55 | 13 | 24 |
| 25-34 | 158 | 41 | 26 |
| 35-44 | 141 | 31 | 22 |
| 45-54 | 157 | 30 | 19 |
| 55-64 | 128 | 15 | 12 |
| 65-74 | 73 | 5 | 7 |
| Over 74 | 56 | 3 | 5 |
| Unknown | 7 | 0 | 0 |
| TOTALS | 873 | 153 | 18 |

ALCOHOL INVOLVEMENT BY AGE AND TEST RESULTS FOR DRIVERS INVOLVED IN FATAL COLLISIONS

DURING 2013, THERE WERE 163 PERSONS KILLED IN FATAL COLLISIONS INVOLVING A DRINKING DRIVER. THIS REPRESENTS 26% OF ALL PERSONS KILLED IN TRAFFIC COLLISIONS IN KENTUCKY DURING 2013.

The chart below shows drinking drivers by age and alcohol test result. Eighty-one (81) percent of the drinking drivers tested were found to have a blood alcohol content (BAC) of 0.10% or above at the time of the collision.

| AGE | NUMBER OF DRINKING DRIVERS* | BAC TEST RESULTS | | | |
|--------------|-----------------------------|------------------|-----------|-----------|-----------|
| | | .01 - .05 | .06 - .09 | .10 - .19 | .20+ |
| Under 16 | 0 | 0 | 0 | 0 | 0 |
| 16 | 0 | 0 | 0 | 0 | 0 |
| 17 | 1 | 0 | 0 | 1 | 0 |
| 18 | 1 | 0 | 0 | 1 | 0 |
| 19 | 5 | 1 | 0 | 4 | 0 |
| 20 | 2 | 1 | 1 | 0 | 0 |
| 21 | 6 | 1 | 0 | 3 | 2 |
| 22-24 | 13 | 2 | 2 | 5 | 4 |
| 25-34 | 41 | 3 | 5 | 22 | 11 |
| 35-44 | 31 | 1 | 1 | 15 | 14 |
| 45-54 | 30 | 3 | 5 | 11 | 11 |
| 55-64 | 15 | 0 | 1 | 6 | 8 |
| 65-74 | 5 | 0 | 1 | 4 | 0 |
| 75+ | 3 | 0 | 1 | 2 | 0 |
| Unknown | 0 | 0 | 0 | 0 | 0 |
| TOTAL | 153 | 12 | 17 | 74 | 50 |

* Drinking driver refers to a driver suspected by the police to be drinking, and who tested positive for alcohol in a subsequent test.

DURING 2013, TWENTY-EIGHT (28) PERCENT OF THE FATALLY INJURED PEDESTRIANS OVER THE AGE OF 15 WERE DRINKING. THEIR AVERAGE ALCOHOL TEST WAS 17%.

Another traffic hazard is the drinking pedestrian. The chart on the right shows the number of fatally injured pedestrians by age and alcohol involvement.

FARS total number of pedestrians differs from the number reported through the Kentucky Collision Reporting System because FARS does not include pedestrians killed in parking lots.

FATALLY INJURED PEDESTRIANS

| AGE | TOTAL | NUMBER DRINKING | AVERAGE TEST RESULTS |
|----------------|-----------|-----------------|----------------------|
| 0-5 | 1 | 0 | .00 |
| 6-10 | 0 | 0 | .00 |
| 11-15 | 3 | 0 | .00 |
| 16-20 | 2 | 0 | .00 |
| 21-25 | 6 | 3 | .15 |
| 26-30 | 4 | 3 | .20 |
| 31-40 | 10 | 2 | .17 |
| 41-50 | 9 | 3 | .18 |
| 51-60 | 7 | 3 | .18 |
| 61-70 | 6 | 0 | .00 |
| 71-80 | 5 | 1 | .14 |
| 81+ | 4 | 0 | .00 |
| UNKNOWN | 0 | 0 | .00 |
| TOTAL | 57 | 15 | .17 |

SAFETY RESTRAINTS AND EJECTION IN FATAL COLLISIONS

The chart below plots overall results in fatal collisions when motorcycle helmets and other restraints (safety belts, harnesses, child restraints, etc.) are used. A comparison of “used” versus “not used” for 2013 FARS data strongly confirms both the lifesaving advantage as well as the reduction of serious injury when restraints are in place. FIFTY-THREE (53) PERCENT OF THE VEHICLE OCCUPANTS KILLED DURING 2013 WERE NOT RESTRAINED. FORTY-TWO (42) PERCENT OF THE VEHICLE OCCUPANTS SUFFERING INCAPACITATING INJURY WERE NOT RESTRAINED. NINETEEN (19) PERCENT OF THE OCCUPANTS SUFFERING NON-INCAPACITATING INJURY WERE NOT RESTRAINED. NON-MOTORISTS ARE NOT INCLUDED IN THE CHARTS BELOW.

| RESULT | MOTORCYCLE HELMET | | | RESTRAINT | | | TOTAL |
|---------------------------|-------------------|-----------|----------|------------|------------|-----------|--------------|
| | Used | Not Used | Unknown | Used | Not Used | Unknown | |
| Fatal Injury | 28 | 69 | 0 | 225 | 255 | 0 | 577 |
| Incapacitating Injury | 0 | 4 | 0 | 73 | 53 | 0 | 130 |
| Non-Incapacitating Injury | 0 | 3 | 0 | 115 | 27 | 0 | 145 |
| Possible Injury | 0 | 3 | 0 | 95 | 36 | 3 | 137 |
| No Injury | 0 | 2 | 0 | 254 | 15 | 0 | 271 |
| Unknown if Injured | 0 | 0 | 0 | 0 | 0 | 8 | 8 |
| Injured, Severity Unknown | 0 | 0 | 0 | 1 | 0 | 0 | 1 |
| TOTAL | 28 | 81 | 0 | 763 | 386 | 11 | 1,269 |

Of the 1,160 vehicle occupants involved in fatal collisions in 2013, only 763 were using safety restraints - an overall usage rate of 66% in fatal collisions. (*Motorcycle occupants are not included*)

EJECTION

| RESULTS | Total Ejection | Partial Ejection | No Ejection | Unknown | TOTAL |
|---------------------------|----------------|------------------|--------------|----------|--------------|
| Fatal Injury | 84 | 23 | 372 | 1 | 480 |
| Incapacitating Injury | 12 | 1 | 113 | 0 | 126 |
| Non-Incapacitating Injury | 7 | 0 | 135 | 0 | 142 |
| Possible Injury | 2 | 0 | 132 | 0 | 134 |
| No Injury | 0 | 0 | 269 | 0 | 269 |
| Unknown If Injured | 0 | 0 | 1 | 0 | 1 |
| Injured, Severity Unknown | 0 | 0 | 8 | 0 | 8 |
| TOTAL | 105 | 24 | 1,030 | 1 | 1,160 |

The above chart shows overall injuries in fatal collisions according to whether the vehicle occupant was ejected from the vehicle, partially ejected, or not ejected. EIGHTY-FIVE (85) PERCENT OF VEHICLE OCCUPANTS WHO WERE EITHER TOTALLY OR PARTIALLY EJECTED WERE KILLED. This data also reaffirms the lifesaving advantage of using an active restraint, since the possibility of being ejected upon impact is significantly reduced.

*Motorcycles are excluded for ejections. (not applicable under FARS guidelines)

CHILD RESTRAINTS IN FATAL COLLISIONS

Kentucky’s “child restraint law” (KRS 189.125) became effective July 15, 1982, and Subsection (3) requires that “Any driver of a motor vehicle, when transporting a child of forty (40) inches in height or less in a motor vehicle operated on the roadways, streets, and highways of this state, shall have the child properly secured in a child restraint system of a type meeting federal motor vehicle safety standards.”

In order to qualify, the child restraint system must be certified as having been federally approved. (Federal approval of a child restraint system is based on its having withstood dynamic crash tests -- 30 mph collision into a fixed barrier.)

The data on child restraints depicted in the chart below reflects age (four years and under) rather than the height of the child. Other states with child restraint laws have adopted the “four years and under” standard in their statutes.

| RESULT | AGE 4 & UNDER TOTAL | CHILD RESTRAINT USED | LAP BELT &/OR HARNESS USED | NONE USED | UNKNOWN |
|-------------------------------------|---------------------|----------------------|----------------------------|-----------|----------|
| Killed | 3 | 1 | 0 | 2 | 0 |
| Injured (Incapacitating) | 1 | 1 | 0 | 0 | 0 |
| Injured (Non-Incapacitating) | 4 | 4 | 0 | 0 | 0 |
| Injured (Possible) | 5 | 4 | 0 | 1 | 0 |
| Not Injured | 12 | 12 | 0 | 0 | 0 |
| TOTAL | 25 | 22 | 0 | 3 | 0 |

Of the twenty-five (25) child occupants (four years and under) involved in fatal collisions in 2013, twenty-two (22) children were secured in a child restraint. Of the three (3) children killed, two (2) were using a restraint, none (0) were using a lap belt or shoulder harness, and one (1) was using a child safety seat.



\$1.9 - \$5.1 BILLION

COST of KENTUCKY TRAFFIC COLLISIONS 2013



The calculable costs (economic costs) of motor vehicle collisions on public roads include wage loss, medical expense, administration costs, property damage, and employer costs. Comprehensive costs include not only the economic cost components but also a measure of the value of lost quality of life associated with deaths and injuries. Estimated costs provided by the National Safety Council, considering both economic and comprehensive costs, were used to arrive at a cost range for traffic collisions in Kentucky during 2013 (occurring on public roads.) Costs for 2012 were used since 2013 data was not available.

The **ECONOMIC COST** (\$1.9 billion) was derived from the following formula:

| COST PER | X | NUMBER REPORTED | = | ESTIMATED COST |
|-------------------------------------|---|-----------------|---|------------------------|
| Fatalities | | | | |
| \$1,410,000 | X | 638 | = | \$899,580,000 |
| Incapacitating Injuries | | | | |
| \$72,700 | X | 3,175 | = | \$230,822,500 |
| Non-Incapacitating Injuries | | | | |
| \$23,400 | X | 11,326 | = | \$265,028,400 |
| Possible Injuries | | | | |
| \$13,200 | X | 19,679 | = | \$259,762,800 |
| Property Damage Only | | | | |
| \$2,500 | X | 99,800 | = | \$249,500,000 |
| TOTAL ECONOMIC COST ESTIMATE | | | | \$1,904,693,700 |

The **COMPREHENSIVE COST** (\$5.1 billion) was derived from the following formula:

| COST PER | X | NUMBER REPORTED | = | ESTIMATED COST |
|--|---|-----------------|---|------------------------|
| Fatalities | | | | |
| \$4,538,000 | X | 638 | = | \$2,895,244,000 |
| Incapacitating Injuries | | | | |
| \$230,000 | X | 3,175 | = | \$730,250,000 |
| Non-Incapacitating Injuries | | | | |
| \$58,700 | X | 11,326 | = | \$664,836,200 |
| Possible Injuries | | | | |
| \$28,000 | X | 19,679 | = | \$551,012,000 |
| Property Damage Only | | | | |
| \$2,500 | X | 99,800 | = | \$249,500,000 |
| TOTAL COMPREHENSIVE COST ESTIMATE | | | | \$5,090,842,200 |

Top Car Seat Errors

Harness too loose

The harness is the critical part of the car seat that prevents your child's forward movement. When the harness is snug against the child, it decreases the risk of head and neck injury.

Car seat not tight/using the wrong seat belts

The majority of seats are not tight because the parent/guardian was unaware of how the seat belts work with the car seat. There are two ways to secure a car seat in the vehicle. The seat belt can be used in any seating position, but it must be locked to hold the seat securely. The other option, available since 2002, is the LATCH (Lower Anchors and Tethers for Children) method. This system is explained in your vehicle manual, and the seat attaches by hooking the designated straps to a metal bar in the right (bottom) of the seat. The strap also must be pulled tightly so the seat does not move more than an inch at the belt path any direction.

Chest retainer clip not at armpit level

The plastic pieces that hold the harness straps together are pre-crash positioning devices. In a crash without the correct use of the retainer clip, the harness could slide off the shoulder. In order for the harness straps to perform adequately, the retainer clip must be in the correct position at the armpit.

Child forward facing too soon

The American Academy of Pediatrics recommends that children ride rear facing at the bare minimum of 2 years of age. Seats on the market now will allow children to ride rear facing until they are 30 pounds.

Riding in a recalled car seat

Many recalls are related to a car seat's safety features. Always fill out the manufacturer's card to be notified of any recalls.

Child too heavy for seat

You can find the weight and height limits on the stickers on the car seat.

Seat too old

The Juvenile Products Manufacturers Association recommends that seats be discarded after six years. Many seats now are marked with an expiration date. All safety experts recommend using a seat that is less than 10 years old.

Inappropriate padding in the car seat

There should never be any extra padding, blankets or infant head supports that go behind or under the child. Blankets can be on the sides, around the head or at the crotch, and should never interfere with the harness position.

Using a second-hand seat

Buying a used car seat may mean not knowing the history of the seat, whether it has been in a crash, missing instructions or mandated stickers. Car seats are only tested for one car crash and should never be used after a crash.

FOR MORE INFORMATION CONTACT YOUR LOCAL KENTUCKY STATE POLICE POST 1-800-222-5555

OR VISIT WWW.KENTUCKYSTATEPOLICE.ORG



KENTUCKY'S PRECIOUS CARGO



Keeping Our Children Safe

Our children are the most precious cargo we carry while in our vehicles. But sadly, 80 - 90% of all child safety seats are not installed properly. Motor vehicle crashes are the leading cause of death for children under the age of 14.

Kentucky State Police want to make sure your child is properly restrained while traveling in your vehicle. This brochure will walk you through the steps to make sure your child has a safe ride every time!



Infant seat

These seats should be used for babies from birth to 22-30 pounds and less than 30 inches (check your seat rating).

- ALWAYS read your seat and vehicle Instructions regarding car seat installation.
- The seat MUST ALWAYS be installed rear-facing.
- NEVER place a rear-facing seat in front of an active airbag.
- Harness straps should come through the slots in the back of the seat at or just below the level of your baby's shoulder.
- Keep the harness clip at armpit level.
- ALWAYS keep the harness strap snug. You should not be able to pinch any of the harness straps.
- The seats should be reclined at a 30 to 45 degree angle.

Rear-facing convertible

These seats should be used for babies from 20 to 40 pounds who have outgrown the limits of an infant seat.

- READ the labels on the seat to see the weight and height limits for your child now and for his or her growth later.
- Keep your child rear-facing in this seat until he or she reaches the seat's upper weight and height limits. Most seats will accommodate children up to 30 pounds, and some will accommodate up to 40 pounds.
- Continue to keep the harness snug and at or just below shoulder level. Keep harness clip at armpit level.
- Put the recline adjuster in the appropriate position for a rear-facing seat.

Forward-facing convertible

- Turn the seat forward when the child has reached the upper limits for a rear-facing seat.
- The seat must be re-adjusted for the forward position. Change the recline adjuster to upright and change the harness to above the shoulders.
- Forward-facing harness weight limits vary from seat to seat. Your seat may list 40, 50, 65 or 80 pounds.

Kentucky's Law

- Any child under 40 inches tall must be in a child and/or infant seat.
- Any child, who is under seven years of age and is between 40 and 50 inches tall, must be in a booster seat.
- All children over seven years of age and over 50 inches tall must be secured in a seat belt.

Toddler car seat/belt-positioning booster seat

Toddler seats are forward-facing only seats. Read the label for minimum and maximum weight limits. They have a full harness (with a noted weight limit) that can be removed for use as a booster seat. The booster seat will have another weight limit.

- Keep your child in the full harness until the upper weight limit for the harness has been reached.



Your child is much safer riding in a full harness for as long as possible.