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16. Abstract

An annual highway safety program is proposed each year for the State of Kentucky in order to comply with Section 402, Title 23 of the United States code. This program includes the identification, programming, budgeting, and evaluation of safety projects. This report is the fourth in a series of annual reports which have been included as the problem identification portion of Kentucky's Annual Highway Safety Plan.

The approach used in this study involved identifying problem areas related to the 18 highway safety program standards with added emphasis placed on selected areas. This resulted in the analysis of 19 problem identification areas. Recommendations were made for programs which could serve as countermeasures for the highway safety problems identified and for studies to develop and evaluate such programs.

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PROBLEM IDENTIFICATION FOR HIGHWAY SAFETY PLAN (FY 1983)

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INTRODUCTION

An annual highway safety program is repared each year for the state of entucky in order to comply with Section 02, Title 23 of the United States Code. his program includes the identification, rogramming, budgeting, and evaluation of afety projects with the objective of educing the number and severity of raffic accidents. This is the fourth in series of annual reports which have been ncluded as the problem identification ortion of Kentucky's Annual Highway afety Plan (1, 2, 3).

In the past, the approach to problem dentification has been to identify the roblem areas in the 18 highway safety rogram areas (standards). While the earch for problems in each of these tandard areas will continue, certain rogram areas have been identified for mphasis. Currently, those areas include:

1. Alcohol,
2. Police Traffic Services,
3. Traffic Records,
4. Emergency Medical Services, and
5. Occupant Protection.

In order to identify problems in hese "program emphasis" areas as well as ny of the other "highway standard" areas, 9 problem identification areas were nvestigated. The areas included the ollowing:

1. County Accident Statistics,
2. City Accident Statistics,
3. Total Accidents by Reporting Agency,
4. General Accident Statistics,
5. Fatal Accident Statistics,
6. Driver Records,
7. Speed-Related Accidents,
8. Alcohol-Related Accidents,
9. Drug-Related Accidents,
10. Seatbelt Usage,
11. Child Restraints,
12. 55-Mph Speed Limit,
13. Pedestrian Accidents,
14. Bicycle Accidents,
15. Motorcycle Accidents,
16. School Bus Accidents,
17. Emergency Vehicle Accidents,
18. Vehicle Defects, and
19. Police Response Times.

The "Records Analysis for Problem Identification and Definition (RAPID)" computer software package was used for analyses. Except where noted otherwise, all the accident analyses were for a three-year period (1978-1980).

In this report, problems which have contributed to the number and severity of traffic accidents were identified. Problem areas associated with any of the 18 "highway standard" areas were investigated, with the "program emphasis" areas receiving particular attention. Recommendations were made for programs which could serve as countermeasures for the highway safety problems which were identified. Recommendations were also made for studies with the objectives of developing and evaluating such programs.

PROBLEM AREAS INVESTIGATED

County Accident Statistics

As in previous problem identification reports, average accident rates were calculated for each county (Table 1). The exposure measures used were population, vehicle-miles travelled, licensed drivers, and registered vehicles; however, vehicle-miles was the exposure measure used in most analyses. These rates were used to identify the counties, by population category, having the highest accident rates. The rates were also used, together with other statistics, in analyses of other problem identification areas.

Rates, in terms of accidents per 100 million vehicle-miles, were calculated for total accidents, fatal accidents only, and injury-or-fatal accidents only. Vehicle-miles-travelled data were for a three-year period (1978-1980). Miles travelled in 1980 were determined from the statewide mileage tape and added to the 1978-1979 total presented in a previous report (3). This figure represents total miles driven in each county. It was obtained by adding the known miles driven on the state maintained highway system and the estimated miles driven on the remaining streets and highways.

Average and critical accident rates were calculated for each county population category (Table 2). The critical accident rate was calculated using the following formula:

$$Ac = Aa + K(SQRT(Aa/m)) + 1/(2m)$$

in which Ac = critical rate,
Aa = average rate,
K = constant related to level of statistical significance selected (for P=0.995, K=2.576),
SQRT = square root, and
m = annual mileage driven per county.

Critical rates (in terms of accidents per 100 million vehicle-miles) were calculated for total accidents, fatal accidents only, and injury-or-fatal accidents only. The numbers of counties having rates above critical in each population category were determined. The total number was 37 for total accidents, 29 for injury-or-fatal accidents, and four for fatal accidents.

A list of counties having total accident rates above critical is given in Table 3. Counties having the highest rates in the various population ranges were Carroll, Mason, Franklin, Campbell, and Kenton. The highest accident rate in the state was in Campbell County, followed by Kenton County. The counties identified in this report were very similar to those in the last report (3). There were five new counties identified and two counties that were previously identified are not listed in Table 3. It is anticipated that, as the accident data base increases, only counties with a long-term accident problem will continue to be identified.

An alternative to using total accidents is to exclude property-damage-only accidents and use only injury-or-fatal accidents. Counties, by population category, with injury-or-fatal accident rates above critical are given in Table 4. Counties with the highest rates for their population categories were Spencer, Bourbon, Henderson, Campbell, and Kenton. As shown in Table 5, 20 counties had both total and injury-or-fatal accident rates above critical. A comparison with the counties identified in the last report shows there were four new counties and four counties previously identified which were not identified in this analysis (3). Campbell and Kenton Counties had the highest accident rates for their population categories considering both total and injury-or-fatal accidents. As noted in Table 5, only Perry County had total, injury-or-fatal, and fatal accident rates above critical.

City Accident Statistics

Accident statistics were analyzed for cities using 1978 through 1980 accident data. The cities included in the analysis were those listed in the 1980 census. This requirement meant the city had to be incorporated. Some incorporated cities were eliminated because they were listed in the census but were not included in the list of cities coded by the Kentucky State Police. Some cities, such as St. Matthews and Shively, were not included individually but were grouped with Louisville because some accidents in those areas were coded as occurring in Louisville. Also, these cities were all part of the Louisville metropolitan area. A total of 330 cities were included.

A separate and more detailed analysis was made for cities having populations of 1,000 or more (186 cities). Rates were calculated in terms of accidents per 1,000 population, since the total number of vehicle-miles travelled in each city was not known. Rates were calculated for all accidents as well as fatal, pedestrian, bicycle, and motorcycle accidents (Table 6). The percentages of accidents involving speeding and alcohol were also determined. A listing of accident rates for all 330 cities is given in Table 7.

Average and critical accident rates by population category were calculated (Table 8). Rates were calculated for both total and fatal accidents. The only exception was that fatal-accident statistics were not determined for cities having populations under 1,000 due to the limited number of fatal accidents in those very small cities.

Cities having rates above critical are listed in Table 9. Sixty-five cities were identified as having total accident

rates above critical. No cities were identified as having fatal accident rates above critical. Louisville, Bowling Green, Newport, Florence, Maysville, Pikeville, Cresent Springs, Hindman, Wilder, Allen, and Booneville had the highest rates in their respective population ranges. However, Louisville was not identified as having a rate above critical, since its rate was only slightly higher than that of Lexington, which was the only other city in that population category. Wilder had the highest rate in the state, and Cresent Springs had the highest rate for cities having populations of 1,000 or more. The distribution of cities having rates above critical shows the largest concentration was in the northern Kentucky counties around Cincinnati, Ohio. The county containing the largest number of cities having accident rates above critical was Kenton County. As was found in the county accident analysis, many of the same cities were identified as having critical rates both in this report and the last report (3).

A separate accident analysis was performed for the three large cities, Jeffersontown, St. Matthews, and Shively, which were included with Louisville in the previous analysis. An accident rate was also calculated for the city of Louisville (including only the area within the city limits). The 1980 census gave the following populations for these cities: Jeffersontown - 15,795, St. Matthews - 13,354, Shively - 16,819, and Louisville - 298,451. The average number of accidents occurring per year in 1978 through 1980 was 686 in Jeffersontown, 910 in St. Matthews, 1,233 in Shively, 18,979 in Louisville (accidents reported by the Louisville city police). These data give accident rates, in terms of accidents per 1,000 population, of 43.4 in Jeffersontown, 68.1 in St. Matthews, 73.3 in Shively, and 63.6 in Louisville. Accident rates for the cities of St. Matthews and Shively were above the critical rates determined for cities of their size. Louisville would also have a accident rate slightly above critical if the accident rate which considered only accidents within the city limits was considered.

A potential improvement in calculating rates for cities would be the use of vehicle-miles as the measure of exposure. However, vehicle-miles travelled are only available for a limited mileage of state maintained streets. The 1980 report on accident exposure in Kentucky contained rates for cities that were calculated using the limited amount of vehicle-mileage data (4). Using such data for several years could result in a sufficient amount of data which could be used in the problem identification process.

Total Accidents by Reporting Agency

A listing of numbers of accidents reported by various police agencies is presented in Table 10. For each agency listed, the numbers of accidents reported in 1978, 1979, 1980, and 1981 are listed. An average-per-year for 1978 through 1980 is listed, as well as the percent change of the 1981 total from this average. Agencies are listed in descending order of the three-year average, and only the top 134 agencies are listed. Those 134 agencies account for 95 percent of the total accidents reported in Kentucky. The highest number of accidents was reported by the Kentucky State Police, followed by the Louisville Police Department, the Jefferson County Police Department, and the Lexington-Fayette County Police Department.

There was a substantial decrease in number of reported accidents in 1980 and 1981 when compared to 1978 and 1979. There was a 12.2 percent decrease in total reported accidents in 1981 compared to the average for 1978 through 1980. Also, of the 134 agencies listed in Table 10, 96 (72 percent) showed a decrease in accidents in 1981 compared to the 1978 through 1980 average. There were some large changes in reported accidents which may be attributed to changes in reporting responsibility.

General Accident Statistics

Several types of general statistics were developed for use in analyses of specific problem areas. Rates, using population as the exposure measure, were calculated by county for several accident types (Table 11). The accident types included pedestrian, bicycle, school bus, emergency vehicle, and motorcycle.

A summary of other miscellaneous accident data used in the problem identification process is given by county in Table 12. This table includes percentages of accidents involving speeding, alcohol, and drugs; percentage of drivers using safety equipment; percentage of fatal accidents; percentage injury-or-fatal accidents; number of accidents by county by year; percent change in the 1980 accident total from the three-year average; and lapsed times from the time when police were notified of an accident until they arrived at the scene. Analysis of contributing factors (human, vehicular, and roadway) given in Table 13 was also used in problem identification. The percentage of accidents in which a given factor was listed as a contributing factor was summarized for various accident types. A summary of accident severity for various types of accidents was also made (Table 14).

An accident trend analysis for various types of accident statistics is given in Table 15. The change in 1980 accidents was compared to an average of the preceeding three years (1977-1979). It was shown there was a substantial reduction in total accidents as well as fatalities and injuries in 1980.

Fatal Accident Statistics

A comparison of some characteristics of fatal accidents with all accidents is given in Table 16. Several differences are shown. Considering type of accident, the highest percentage of fatal accidents involved a single-vehicle collision with a fixed object. For all accidents, the highest percentage was for multi-vehicle accidents at intersections. Fatal accidents involved higher percentages of head-on or opposite-direction collisions and pedestrian accidents, but lower percentages of rear-end, same-direction sideswipes, or angle collisions. A higher percentage of fatal accidents occurred at night and a lower percentage occurred during snow or ice conditions.

A comparison of contributing factors in fatal accidents with those for all accidents showed a few areas which were overrepresented in fatal accidents (Table 13). The most obvious differences occurred for categories of unsafe speed and alcohol involvement, which were much more prevalent in fatal accidents. Speeding was the leading contributing factor in fatal accidents, followed by alcohol involvement. There were other, less obvious, overrepresentations in fatal accidents. Other human factors in which the percentage was substantially higher for fatal accidents included; falling asleep, improper passing, and disregarding traffic controls. Considering vehicular factors, tire failure was overrepresented in fatal accidents, and defective shoulder was overrepresented in the roadway factors category.

Average and critical fatal accident rates, by county population category, were listed in Table 2. Counties with rates above critical are given in Table 17. Only four counties were listed. The highest rate was in Monroe County. The highest rates were generally located in the mountainous sections of Eastern Kentucky. More heavily populated urban counties had lower fatal accident rates. Warren and Pike Counties had the highest fatal rates for counties with populations of 50,000 or more.

No cities were found to have fatal accident rates above critical. A list of cities with the highest fatal accident rates in their population categories is given in Table 18. Cities having the highest fatal rates in the various population categories were; Lexington, Bowling Green, Henderson, Murray, Harrodsburg, Russell, and Muldraugh.

A comparison of overall fatal accident statistics in Kentucky with nationwide statistics is given in Table 19. The fatal accident rate in Kentucky

was slightly higher than the national rate. The percentage of fatal accidents in which alcohol was involved and the percentage of fatal accidents during non-daylight hours were slightly less in Kentucky when compared to the nation.

Driver Records

Driver violation records, obtained from the driver license file maintained by the Division of Driver Licensing, were used in this analysis. For this study, a violation was defined as a citation which resulted in a conviction. A summary of driver records by county for a four year period (1978-1981) is given in Table 20. Numbers of alcohol, speeding, and total violations formed the basis for most of the subsequent analysis. Also listed in this table are numbers of reckless driving and stop violations and total number of points accumulated.

Numbers listed in Table 20 were used to calculate violation rates by county as shown in Table 21. Rates, per 1,000 licensed drivers, were calculated for total points, alcohol violations, speed violations, and total violations. Those rates were determined using the four-year (1978-1981) data. Another type of rate, given in terms of number of violations per accident, was calculated using accident and violation data for a three-year period (1978-1980). That rate analysis was performed using total violations, alcohol violations, and speed violations. The purpose was to relate enforcement and accidents. Counties having the lowest "violations per accident" rates provide potential locations for increased enforcement.

The trend in the number of total, alcohol, and speeding violations issued by county is given in Table 22. The average number of violations issued in 1978 through 1980 was compared to the number issued in 1981. Analysis of total violations indicated 105 counties had a decrease in violations in 1981 and 15 counties had an increase. There was a 14 percent decrease in violations statewide in 1981.

A summary of statewide trends in driving record statistics is given in Table 23. Statistics for a four-year period (1977-1980) were compared to 1981 driver record statistics. It was shown, in each instance, that the number of violations issued in 1981 was lower than the average of the previous four years. There was a decline in violations issued for 1979 through 1981. The reduction in speeding violations was high. When total violations per accident was considered, there was only a small difference between 1981 and the four-year average. This resulted from the combination of a decreased number of both accidents and violations in 1981. However, the 1981 rate of violations per accident was considerably less than that for 1979 and 1980.

Counties having highest and lowest violation rates are given in Tables 24 and 25, respectively. The summary is given by population category. Violation rates per 1,000 licensed drivers and number of accidents as exposure measures were used.

Violation rates were also calculated by county population group (Table 26). Rates for total points, speed violations, and total violations, per 1,000 licensed drivers, increased as county population increased, as did speed violations per speed-related accident. However, the alcohol violation rate (alcohol violations per alcohol-related accident) decreased as county population increased, as did the rate for total violations per accident. Percentages of accidents involving speeding and alcohol also decreased as county population increased. This table enabled rates for a given county to be compared to average rates for that county's population category. That analysis provides more reliable results than comparing individual county rates to the statewide average.

A listing of counties having total accident rates above critical (as given in Table 3) and total violation rates below averages for their population categories (as given in Table 26) is shown in Table 27. Both total violations per 1,000 drivers and violations per accident had to be below average for a county to be listed. More intense enforcement may be

warranted in those counties. Mason and Marion Counties had particularly high accident rates and low violation rates. Differences in violations issued in the counties identified in Table 27 in 1981 versus the average for 1978 through 1980 (as shown in Table 21) were compared to the statewide decline of 14 percent. In general, numbers of violations in those counties did not decline as much as the statewide average. Only Harrison, Boyle, and Montgomery Counties showed declines substantially greater than the statewide average.

A comparison between counties identified in Tables 27 and 25 reveals a few counties where existing enforcement is very low and overall accident rates are high. Mason, Marion, Perry, Boyd, and Kenton Counties were listed in both tables.

Speed-Related Accidents

For the period of 1978 through 1980, the percentage of accidents with unsafe speed given as a contributing factor was 8.8 percent. Unsafe speed was listed as the fourth most common contributing factor following driver inattention, failure to yield right-of-way, and slippery surface. Unsafe speed was the number one contributing factor in fatal accidents (listed in 37.2 percent of all fatal accidents). The accident trend analysis in Table 15 indicates total number of speed-related accidents has been declining in the past few years; however, the percentage of total speed-related accidents has remained nearly constant from 1978 through 1980. The number and percentage of speed-related fatal accidents have remained somewhat constant for the past several years. The number of speeding violations issued was shown to have dropped substantially in 1981 (Table 22).

A summary of the percentage of accidents involving speeding was prepared by county (Table 12) and by city (Table 6). These tables were used to identify counties and cities having large percentages of accidents involving speeding (Table 28). These analyses were prepared by population category since the percentage of accidents involving speeding was found to decrease as population increased. Counties which also had speed violation rates (speed violations per 1,000 licensed drivers and speed violations per speed-related accident) below the average for their population categories and cities in those counties are noted in Table 28. Counties having large percentages of accidents involving speeding and violation rates below average are candidates for increased enforcement.

Counties having the low speed violation rates, by population category, were listed in Table 25. Counties listed in both Table 28 and Table 25 are prime candidates for increased enforcement. Counties appearing in both tables include: Menifee, Knott, Breathitt, Letcher, Pike, and Jefferson. Knott County had the lowest speed violation rate in the state. However, Knott County was the only one of those counties in which the number of speed violations issued increased in 1981 when compared to the average of the previous three years. None of the counties listed in Table 24 appeared in Table 28.

Alcohol-Related Accidents

The accident trend analysis presented in Table 15 shows the number of alcohol-related accidents increased by 13 percent in 1980 compared to the previous three-year average. That increase in alcohol-related accidents occurred even though total accidents decreased by 14 percent. This resulted in a large increase in the percentage of all accidents involving alcohol in 1980 (8.4 percent) compared to the previous three years (6.4 percent). The number and percentage of alcohol-related fatal accidents also increased in 1980, while the total number of fatal accidents decreased. This analysis indicates the problem of drinking and driving is becoming worse and remedial steps should be undertaken. The number of alcohol violations issued in 1981 was less than the 1977-1980 average (Table 22). Alcohol was second to unsafe speed as a contributing factor in fatal accidents and

was the fifth most common contributing factor in all accidents.

The percentage of accidents involving alcohol was given by county in Table 12 and by city (having populations of 1,000 or more) in Table 6. Average violation rates, by population category, were given in Table 26. Counties and cities having the highest percentages of accidents involving alcohol in their population categories are shown in Table 29. Any of those counties having alcohol violation rates below the averages for their population categories, as well as the cities which are in such counties, were identified. Both alcohol violations per 1,000 licensed drivers and alcohol violations per alcohol-related accidents had to be below average for a county or city to be so noted.

Counties having high percentages of alcohol-related accidents and low violation rates would be logical choices for increased enforcement. Counties having the lowest violation rates, by population category, were given in Table 25 and may be used in identifying potential locations. Meade County is an example of a county which had a high percentage of alcohol-related accidents as well as a very low violation rate in terms of alcohol violations per alcohol-related accident.

Using the information from these tables, a few locations may be identified as logical choices for alcohol enforcement and education programs. Fayette County and Lexington had high percentages of alcohol-related accidents and Fayette County had one of the lowest rates of alcohol violations per alcohol-related accidents in the state. The area around Kenton County in northern Kentucky had several cities identified as having high percentages of accidents involving alcohol. Those cities included Covington, Erlanger, Fort Thomas, Independence, and Dayton (Table 29). The violation rate was already high in this area. McCracken County and Paducah had high percentages of accidents involving alcohol and below average alcohol violation rates. Meade County was listed as such a county, as were the cities of Muldraugh in that county and Radcliff and Vine Grove in adjoining Hardin County.

There are 26 counties in Kentucky where alcohol is sold and another 10 counties in which at least one city sells alcohol. A comparison of alcohol-related accidents and alcohol violations for wet (alcohol sold) and dry (alcohol not sold) counties was performed (Table 30). Comparisons were made by population category. There were wet and dry counties in each category except in the "over 100,000" population category, where all three counties were wet. The percentage of wet counties increased as county population increased. The percentage of all accidents involving alcohol was higher in the wet counties. However, alcohol violation rates, in terms of alcohol violations per alcohol-related accidents, were lower in wet counties, indicating increased alcohol-related enforcement may be warranted in the wet counties. The number of total violations per accident was generally lower in wet counties although the number of total violations per 1,000 drivers was higher in wet counties.

The conclusion that additional enforcement is generally needed in wet counties is supported by the locations listed in Table 29. Six of the eight counties and 12 of the 16 cities identified as having high percentages of alcohol accidents for their population categories allow the sale of alcohol.

Drug-Related Accidents

While drugs were listed as a contributing factor in only 0.3 percent (Table 13) of all accidents, the number of accidents involving drugs has increased dramatically (Table 15). There were 584 accidents in 1980 in which drugs were listed as a contributing factor compared to an average of 386 accidents per year for the 1977-1979 period. That represents a 51 percent increase. The percentage of total accidents involving drugs was 0.5 percent in 1980 compared to 0.3 percent in 1978 and 1979 and 0.2 percent in 1977. Twelve fatal accidents during the three-year period (1978-1980) were identified as

being drug-related. The highest percentage of fatal accidents in which drugs were involved occurred in 1980 (0.7 percent resulting from five accidents).

A listing of the percentage of accidents involving drugs in each county is given in Table 12. The percentage was not high in any county. The highest percentage was 1.3 percent in Spencer County, but this resulted from only five accidents. The largest number of drug-related accidents for the period was in Jefferson County, followed by Kenton and Fayette Counties. However, the highest number of drug-related accidents in 1980 was in Kenton County. Also, Kenton County had the largest increase in number of those accidents; from 42 in 1979 to 77 in 1980. The city having the largest number of drug-related accidents in 1980, as well as the greatest increase in the number of accidents involving drugs, was Lexington.

Seatbelt Usage

Seatbelts have been shown to be an effective -- possibly the most effective -- means of reducing accident severity. A summary of severity of accidents illustrates this point (Table 31). That table, which is based on 1979 and 1980 accident data, shows that for a driver involved in a traffic accident, the chance of being killed was reduced by a factor of three to four through use of a seatbelt; and the chance of being severely injured was reduced by a factor of almost two.

Comparison of accident severities of drivers using or not using seatbelts over the past few years shows that reduction in severity associated with seatbelt usage has decreased slightly. The percentage of unrestrained drivers sustaining a given injury divided by the percentage of restrained drivers sustaining the same injury is given in Table 32 for 1977-1978 and 1979-1980. The effectiveness of seatbelts in reducing the most severe injuries (fatal and incapacitating injuries) was slightly less in 1979-1980 than for 1977-1978.

The percentages of drivers involved in accidents who were using safety equipment, by county, are given in Table 12 for 1978 through 1980. There was a wide range in usage, from a low of 0.7 percent in Montgomery and Wayne Counties to a high of 9.9 percent in Fayette County. The counties having the lowest usage rates are listed in Table 33. The analysis was done by population category since seatbelt usage is greater in the more populated counties.

The trend in seatbelt usage over the past few years is given in Table 34. It was found that, according to accident records, seatbelt usage has actually declined slightly each year from 1976 through 1980. The decrease has been primarily due to a decline in seatbelt usage in the counties having largest populations. For example, seatbelt usage in Fayette County dropped from 14.4 percent in 1977 to 8.3 percent in 1980. A comparison of seatbelt usage in 1980 compared to 1977 through 1979 revealed usage had increased in 58 counties, decreased in 61 counties, and remained constant in one county. Decline in seatbelt usage in recent years has been noted elsewhere (5).

Child Restraints

A summary of usage and effectiveness of child restraints for children under the age of four who were involved in traffic accidents is given in Table 35. Data are for 1978 through 1980. Age categories given in the RAPID accident file determined the age category which was used. Most children of that age would be placed in a child restraint rather than a seatbelt or harness. However, many were coded as wearing a seatbelt, so the following categories of restraint used were : 1) none, 2) seatbelt or harness, 3) child restraint, and 4) any restraint.

Of the 39 fatalities during the study period, only three involved use of a restraint. Also, of 280 incapacitating injuries, only 11 involved use of a restraint. However, since the reported usage of restraints in accidents is low, a better measure of effectiveness would be the percentage sustaining a specific injury. This analysis revealed the percentage of fatalities was the same for

restrained and unrestrained children. A detailed analysis of all accidents involving fatal or severe injuries to children using seatbelts or child restraints should be conducted.

The larger sample size of severe (incapacitating) injuries should provide more reliable results. It was determined that the percentage of restrained children receiving a severe injury was one-half that for unrestrained children. The percentage of restrained children receiving a non-incapacitating injury was also substantially lower than that for unrestrained children. The comparison of injuries did not show an advantage of child restraints over a seatbelt or harness. However, the percent ejected was lowest for the child restraint.

An analysis of injury by seat position indicated rear-seat restraints to be more effective. Of all fatalities involving restrained children, the children were sitting in the middle-front-seat position.

An analysis of the percentage of children in restraints revealed the percentage was highest for rear-seat locations. A comparison of percent usage by year indicated usage has been increasing. This is in contrast to a decline in total seatbelt usage in recent years.

A very limited observational survey of child restraint usage was conducted in Lexington. Of 200 children under the age of four, 41 percent were determined to be in child restraints. Usage was 69 percent for children under the age of one and 37 percent for children between one and four. This is a much higher percentage than indicated by the accident data. While usage in Lexington would be expected to be above the statewide average, usage in this small survey was surprising. The percentage was much higher than that determined in other surveys (6). An attempt was made to identify each type of child restraint and determine whether it was used correctly. Of those for which some judgment could be made, about 42 percent were ascertained as having been used improperly. Improper usage was computed to be 35 percent for children under age one and 44 percent for children between one and four. Common mistakes included failure to tether the restraint when in the toddler position, not using a safety shield when provided, and failure to properly harness the child. If usage rates were adjusted to consider only children who were properly restrained in a child restraint, the overall usage rate would drop to 24 percent. That percentage would be 45 percent for children under the age of one and 21 percent for children between one and four. Results of that nominal survey indicate need for a comprehensive study of child restraint usage. Passage of a mandatory child restraint usage law by the 1982 legislature provides additional justification for such a study.

55-mph Speed Limit

The relationship between speeds and accident rates was investigated in an earlier study (7). Accident rates were found to increase as speeds increased. The relationship was more pronounced for wet-surface accidents. It was concluded that continuation of the 55-mph speed limit on all rural highways was advisable.

The percentage of vehicles exceeding the 55-mph speed limit has been monitored and reported by the Kentucky Department of Transportation on a quarterly basis since 1978. A summary of 1981 data is given in Table 36. That summary shows 24,397 vehicles were monitored at 54 locations. The percentage of vehicles exceeding 55 mph on all roads was 25.3 percent. The average speed was highest on sections of rural interstate and lowest on urban arterials. Only 13 percent of the vehicles were exceeding the 55-mph limit on urban arterials compared to 68 percent on sections of rural interstate.

Another summary was prepared to show overall compliance with the 55-mph speed limit from 1979 through 1981 (Table 37). When considering statewide totals, the percentage of vehicles exceeding 55 mph was significantly less in 1981 compared to the two previous years. That same trend was also observed for rural interstates; however, an increase in percent drivers

disregarding the speed limit was noted for sections of urban interstate. It should be noted that some significant changes occurred in the data collection requirements which may have affected the reported speed data. The primary difference was a switch from monitoring the speed of the first vehicle in a queue to monitoring all vehicles in the traffic stream. This would probably result in lower average speeds being reported.

Pedestrian Accidents

Counties and cities that had high rates for motor-vehicle accidents involving pedestrians are listed, by population group, in Table 38. Rates in that table were taken from Tables 6 and 11. Kenton County had the highest rate statewide, while Kenton, Campbell, Henderson, Anderson, and Trigg Counties had the highest rates in their respective population categories. Among cities, Newport and Covington had the highest rates statewide and in respective population categories. Louisville, Florence, Bellevue, London, and Salyersville had the highest rates for remaining population categories.

A definite concentration of pedestrian accidents is evident in northern Kentucky. The three counties which make up the northernmost portion of Kentucky (Boone, Kenton, and Campbell Counties) are listed in Table 38. In addition, those counties contain five cities listed in Table 38. Four of the remaining seven high-rate cities are located in eastern Kentucky, although no high-rate counties are in eastern Kentucky. Two contiguous counties in western Kentucky were listed (Caldwell and Trigg).

The most common human contributing factors contributing to pedestrian accidents were driver inattention, failure to yield right-of-way, unsafe speed, and alcohol (Table 13). The most common vehicular contributing factor was defective brakes, and the most common roadway factors were slippery surface and view obstruction. Overall, the most frequently listed contributing factors for pedestrian accidents were driver inattention and failure to yield right-of-way.

As can be noted from Table 14, pedestrian accidents tended to be very severe, with seven percent resulting in fatalities and 89 percent resulting in injuries. The accident trend analysis presented in Table 15 indicates the number of pedestrian accidents declined in 1980 compared to the previous three years.

Bicycle Accidents

Counties and cities which had high rates for motor-vehicle accidents involving bicycles are listed, by population category, in Table 39. Rates in that table were taken from Tables 6 and 11. Kenton, Daviess, Henderson, Marion, and Ballard Counties had the highest rates in their respective population categories, while Kenton and Daviess Counties also had the highest rates in Kentucky. Cities having the highest rates for their respective categories were Louisville, Owensboro, Newport, Fort Thomas, Bellevue, Ludlow, and Cold Springs. Bellevue and Owensboro had the highest rates statewide.

Extreme northern Kentucky has a high concentration of bicycle accidents, with five high-rate cities in Kenton and Campbell Counties. In addition, there appears to be a concentration of bicycle accidents in northwestern Kentucky, where the adjacent counties of Union, Henderson, and Daviess each contain a high-rate city.

The most common human factors contributing to motor-vehicle accidents involving bicycles were driver inattention and failure to yield right-of-way (Table 13). Those were also the most common contributing factors of any type. Among vehicular factors, defective brakes were the most common problem, while obstructed view was the most frequently listed roadway contributing factor.

Bicycle accidents tended to be severe, as shown in Table 14. Over 80 percent of motor-vehicle accidents involving bicycles resulted in injuries, while 1.3 percent resulted in fatalities. The accident trend analysis presented in Table 15 shows the annual number of

icycle accidents has remained constant or the past few years.

otorcycle Accidents

Information on motorcycle accidents s contained in Table 40, which lists, by opulation category, counties and cities hich had high accident rates for otorcycles. Rates in that table were btained from Tables 6 and 11. Boone and cCracken Counties had the highest rates tatewide, as well as for their respective opulation categories. Other counties aving highest rates in their respective opulation categories were Kenton, Rowan, nd Gallatin Counties. Marion and uldraugh had the highest rates of all ities; Louisville, Bowling Green, aducah, Radcliff, and Williamsburg had he highest rates in their respective opulation categories.

The high-rate counties are primarily oncentrated in northern and western entucky. Gallatin, Boone, and Kenton ounties are in northern Kentucky, and cCracken, Caldwell, Trigg, and Calloway ounties are in western Kentucky. The igh-rate cities are distributed more venly throughout the state, although oncentrations are apparent in northern entucky, as well as the Meade, Hardin, efferson County area.

Additional information on motorcycle ccidents may be obtained from Table 13, hich lists contributing factors, and able 14, which contains severity data. he most frequently listed factors ontributing to motorcycle accidents were ailure to yield right-of-way, driver nattention, and unsafe speed, all of hich are human factors. Alcohol was the ext most common human factor. The rincipal vehicular factor was defective rakes, and the major roadway factors were bstruction of view and slippery surface. otorcycle accidents tended to be severe, ith three percent resulting in fatalities nd 73 percent resulting in injuries. The umber of motorcycle accidents increased lightly in 1980 (Table 15). There were 873 motorcycle accidents reported in 980 compared to an average of 1,842 for 977 through 1979 (a 1.7 percent increase).

School Bus Accidents

Counties having high rates, for their respective population categories, of accidents involving school buses are listed in Table 41. Rates listed there were obtained from Table 11. Table 41 is divided into two parts. The first part is for accident rates per 10,000 population, and the second part presents accidents per 100 MVM travelled by school buses in the county. Using miles travelled as the measure of exposure should provide more reliable results. Estimates of vehicle miles driven were determined from official daily mileage figures tabulated by the Kentucky Department of Education. Those daily mileages were multiplied by the number of school days (175) to obtain annual mileages. That total would not include miles travelled by school buses for activities other than transporting pupils to and from schools. An example would be travelling to and from athletic events.

Looking first at accidents per 10,000 population, Gallatin County had the highest rate in the state, as well as in the under-10,000 population category. Marion and Union counties tied for the highest rate in the next category, while Clark, Boyd, and Fayette Counties had the highest rates in their respective population categories. Three contiguous counties (Clark, Jessamine, and Fayette) in central Kentucky are listed in that part of the table. The remaining six counties are dispersed throughout the state.

The second part of the table, which lists rates in terms of accidents per 100 MVM, shows average rates for population categories increase dramatically as population increases. Boyd County had, by far, the highest rate. Fayette, Franklin, Anderson, and Gallatin Counties had the highest rates in the other population categories. Counties listed in that part of the table are fairly well dispersed throughout the state, with a slight concentration in central Kentucky.

Counties appearing in both parts of Table 41 are Gallatin, Lee, Union, Boyd, and Fayette Counties. Anderson, Mason, Caldwell, Franklin, and Greenup Counties did not appear in the first part of the table, but were shown to have high rates when vehicle-miles were considered.

The total, statewide accident rate for school buses was calculated to be 1,035 accidents per 100 MVM. That is approximately twice the total, statewide accident rate for all vehicles (4), indicating an accident problem exists for school buses.

Additional information concerning school bus accidents may be found in Tables 13, 14, and 15. Table 13 contains information on contributing factors. Two columns in that table relate to school bus accidents. The first column summarizes contributing factors coded for any driver or vehicle in a school bus accident. The succeeding column includes only those factors coded specifically for the school bus or its driver. When either of those columns is used, the leading human contributing factors, and the leading factors overall, were driver inattention and failure to yield right-of-way. The leading vehicular factors were defective brakes and tire failure, and the leading roadway factors were slippery surface and view obstruction.

By comparing, for a given contributing factor, the percentages in those two columns, it is possible to generally determine whether that factor is coded more frequently for the school bus and its driver or for the other vehicle and its driver (if any). If a given factor is usually coded only for the other vehicle and its driver, the percentage in the first of those columns (all drivers and vehicles) will be much greater (more than twice as great) than the percentage in the second column (bus and bus driver only). If the factor is usually coded only for the bus or its driver or if it is usually coded for both vehicles, then the two percentages will be more nearly equal. It should be noted the second of those columns uses only 1980 accidents, so the two percentages are not precisely comparable. However, general observations may be made. Such a comparison shows the contributing factors which were generally attributed to the bus driver or bus (or to both vehicles) were improper turn, driver inattention, defective shoulders, and improperly parked vehicle. Factors usually attributed to the other vehicle were unsafe speed, improper passing, disregard of traffic controls, alcohol, and oversized load.

School bus accidents tended not to be severe, as shown in Table 14. Only 15 percent of those accidents resulted in injuries, while 0.27 percent resulted in fatalities. Those figures may be misleading, however, because of the potential of many injuries or fatalities resulting from a single injury or fatal accident when a school bus is involved.

The trend information contained in Table 15 shows school bus accidents increased in number from 1977 to 1978, and again in 1979. However, the 1980 total was lower than either 1978 or 1979 and was just slightly lower than the three-year average for 1977 to 1979.

Emergency Vehicle Accidents

The accident trend analysis shown in Table 15 indicates a very large increase (28.6 percent) in accidents involving emergency vehicles for 1980 as compared to the average of the past three years. There has been a steady increase in that type of accident for the past several years.

Counties having high accident rates (accidents per 10,000 population) of emergency vehicle accidents for their population categories are listed in Table 42. Kenton, Madison, Franklin, Grant, and Ballard Counties had the highest rates in their respective population categories. Kenton County had a rate substantially above the other two counties.

The severity of that type of accident was similar to that of all accidents (Table 14). The percentage of fatal accidents was below that for all accidents.

Contributing factors listed for accidents involving emergency vehicles were summarized in Table 13. Also, the

ontributing factors for the emergency ehicle driver or the vehicle itself are isted. The major contributing factors or the emergency vehicle driver were river inattention followed by unsafe peed. A comparison of those columns hows factors which were assigned more ften to the other driver than to the river of the emergency vehicle. Those actors included failure to yield right-f-way, improper passing, disregard of raffic controls, and alcohol. The driver f the other vehicle was listed more requently as contributing to the ccident. Defective brakes was listed as he most common vehicular contributing actor. A defective tow hitch was given s the second most common vehicular factor ut was only listed in four accidents. he most common environmental factor was a lippery surface followed by an obstructed r limited view.

An analysis by type of accident directional analysis) revealed emergency ehicle accidents were generally similar o total accidents. Thirty-one percent of mergency vehicle accidents occurred at ntersections, compared to 29 percent of ll accidents. In both instances, 59 ercent occurred on roadway sections or id-blocks. Also, the most common ccident type in both instances was ollision with a fixed object on a roadway ection or mid-block (11 percent).

ehicle Defects

The requirement for an annual vehicle nspection was repealed in 1978. A ummary of the involvement of vehicle efects in accidents before and after epeal of that law is given in Table 43. he last report compared a 20-month before" period and a 19-month "after" eriod and indicated the percentage of ccidents involving vehicle defects had ncreased from 5.86 percent in the before" period to 7.09 percent in the after" period (3). Accident data for 980 show that percentage to be slightly igher (7.37 percent). That percentage is lmost identical to that for calendar year 979 (7.41 percent).

Based on 1979 and 1980 data, the percentage of accidents involving vehicle defects after repeal of the vehicle inspection law is approximately 7.4 percent. That compares to approximately 5.9 percent before repeal of the law. Applying both of those percentages to total accidents in 1980 indicates repeal of the vehicle inspection law may have potentially contributed to nearly 2,000 additional accidents. It should be determined whether defects which contributed to the accidents would have been detected by the vehicle inspection program.

Police Response Times

Times at which police were notified, police arrived at the accident scene, and the scene was cleared are noted on the accident report. "Notification-to-arrival" time was used to measure efficiency of response of police to a reported traffic accident. Response times for arrival of emergency medical services are not entered on the accident report and, therefore, are not available from the RAPID file. The percentage of accidents in which police response time was over 10 minutes was given by county in Table 12. Considering the entire state, response time was over 10 minutes in 24 percent of all accidents. That percentage varied from 7 percent in Campbell County to 85 percent in Menifee County. In 25 counties, that percentage was over 50 while in 18 counties it was under 20. Response times were observed to have remained fairly constant over the study period (1978-1980). There was a slight decrease in percentage of response times over 10 minutes; from 24.9 percent in 1978 to 24.2 percent in 1980.

As expected, response times were longer in the rural counties. The overall percentage of accidents having response times over 10 minutes was 44 percent for counties having populations under 10,000, 35 percent for counties having populations of 10,000 to 19,999, 29 percent for counties having populations of 20,000 to 49,999, 17 percent for counties having populations of 50,000 to 100,000, and 20 percent for counties having populations

over 100,000. As may be noted, response time increased slightly in heavily populated, congested counties.

Counties having the shortest and longest police response times are listed in Table 44 by population category. Most of the counties with longest response times were in the southeastern region of the state. Counties having the longest response times in various population categories were: Menifee, Leslie, Letcher, Pike, and Fayette. Pike County had a particularly high percentage of response times over 10 minutes compared to other counties in its population group. Part of that long response time is probably related to the large size and relatively low population density of Pike County.

RECOMMENDATIONS

Alcohol-Related Accidents

Alcohol is second to unsafe speed as a contributing factor in fatal accidents and is the fifth most common contributing factor to all accidents. An accident trend analysis revealed the number of alcohol-related accidents has increased in recent years. In 1980, the total number of accidents decreased while the number of alcohol-related accidents increased. The analysis showed the problem of drinking and driving has worsened, indicating a need for alcohol education and enforcement programs. However, the number of alcohol violations issued was observed to have decreased in 1981, compared to the 1977-1980 average.

Locations where increased enforcement could be beneficial are listed in Table 29. Recommended locations for alcohol programs include; Fayette County (Lexington), northern Kentucky (Kenton and Campbell Counties), McCracken County (Paducah), and Meade County (the area around Fort Knox). Violation rates are already high in northern Kentucky. Several cities in that area still reported high percentages of alcohol-related accidents. For locations selected, times and locations (specific streets and highways) where increased enforcement should be implemented must be identified. Impacts of alcohol programs for specific locations should then be evaluated.

The 1982 Kentucky Legislature attempted to pass a law increasing the penalty for alcohol violations. Publicity generated by the legislative debate concerning traffic accidents involving alcohol violations was significant. It appears to be an appropriate time to consider additional programs to help solve some of the problems associated with impaired driving ability and resultant accidents due to the influence of alcohol. Effective alcohol education programs have a potential for lessening the alcohol-related accident problem. Current public education programs and the education program for drivers convicted of driving while intoxicated should be expanded.

Child Restraints

Even though use of child restraints has increased over the past few years, it still remains low. Passage of a law requiring children under a certain age or weight or height to use a child restraint is the most effective means known of increasing usage. A law requiring children less than 40 inches tall to wear a restraint was enacted in the 1982 Kentucky Legislature. Surveys of restraint usage should be conducted before and after that law becomes effective in order to evaluate effectiveness in increasing usage. A very limited observational survey conducted in Lexington points to the need for a comprehensive statewide survey before and after the effective date for the law. Anticipated increase in usage of child restraints magnifies the importance of insuring that approved restraints are being used correctly. Along with publicity concerning enactment of the law, public information concerning use and benefits of child restraints should be continued and increased.

Increasing child restraint usage is only one factor for obtaining maximum protection. To obtain full benefit of child restraints, safe restraints must be

used in a proper manner. Observational surveys have been noted to be an important element in an effort to increase use of infant and child restraint devices (8). It is recommended that such surveys be conducted to determine how many children are not protected by any restraint, how many are riding in unsafe restraints, and how many are in restraints which are not properly utilized. Information is available which identifies approved restraints, proper methods of installation, and common mistakes parents make with child restraints (9, 10).

In addition to observational surveys, detailed accident analyses are recommended for accidents involving deaths or severe injuries to children in child restraints. The objective would be to determine what factors led to deaths or severe injuries.

Seatbelt Usage

Seatbelt usage has been shown, using Kentucky accident data, to be an effective means of reducing accident severity. However, effectiveness of seatbelts in reducing severe injuries appears to have decreased slightly. A more detailed analysis of accidents involving occupants who were wearing restraints and were severely injured or killed should be performed. Factors which contributed to severity of those injuries should be examined.

Seatbelt usage rates have remained low and, according to accident records, have declined in recent years. Decline in seatbelt usage was particularly pronounced in more populous counties. This disturbing finding should be correlated with field observations. A survey of seatbelt usage was performed in Kentucky in 1976 using field observations. Results of a new survey could be compared to data from that study. Such an observational survey could be performed concurrently with a child restraint usage survey.

Low usage rates certainly warrant efforts to increase seatbelt usage. Safety belt programs such as those described by the National Highway Traffic Safety Administration (NHTSA) should be implemented, with the objectives of increasing awareness of risk of traffic accidents, increasing understanding of benefits of seatbelt usage, and providing assistance to organizations willing to promote seatbelt usage. Emphasis could first be placed in a few trial counties. A candidate county from each population category is listed in Table 33. Those counties were selected by use of a combination of low seatbelt usage and high accident rates. Fayette County has experienced a substantial decline in seatbelt usage in recent years and also should be considered.

A mandatory seatbelt usage law would provide the greatest potential for increasing seatbelt usage but would be difficult to enact. However, a law only requiring drivers of certain types of vehicles, such as school buses and emergency vehicles, to wear seatbelts might have a possibility of being enacted. While such a law would only affect a limited number of drivers, it would serve to publicize the need for wearing seatbelts, and it could have an effect on overall usage rates. A survey of public opinion on various types of seatbelt legislation would provide valuable input to the Legislature.

Speed-Related Accidents

Unsafe speed has continued to be the primary contributing factor in fatal accidents and the fourth most frequent contributing factor in all accidents. Increased enforcement is warranted in counties and cities having high percentages of speed-related accidents but low speed violation rates. A list of such locations is given in Table 28. Menifee, Knott, Letcher, Pike, and Jefferson Counties were found to be prime candidates for increased speed enforcement. For the counties and cities selected for increased enforcement, specific streets, highways, and times where increased enforcement should be implemented should be identified. It is extremely important to select sections of streets and highways where increased enforcement would have significant potential for reducing speed-related accidents. Speed enforcement

programs should be an alternative countermeasure for consideration at high-accident locations where speed is determined to be a frequent contributing factor.

The impact of a speed enforcement program should be evaluated in detail. Speed data in increased enforcement areas could be obtained before, during, and after enforcement and compared to speed data collected on control streets. Speed data should be obtained by use of a speed classifier or by some other means which would avoid motorist detection. "Before" and "after" accident statistics in enforcement and control areas could also be compared.

Accident Records

An effective accident records system should provide necessary data to identify specific high-accident locations as well as general problem areas. The RAPID computer software package was used in this study and provided sufficient data. However, one area in need of improvement was a comprehensive accident locator system. The RAPID system allows for location of counties and cities having specific problems. It would be beneficial in many cases to identify streets or highways where problems exist. For example, in a city identified as having a high percentage of speed-related accidents, police should know specific locations in order to efficiently implement an enforcement program.

The only currently available accident locator system is the mileposts entered on accident reports for accidents occurring on state-maintained roads which have documented milepost systems. However, a study which calculated accident rates in Kentucky for 1980 revealed that almost one-half of all accidents did not have the necessary location information for inclusion in the analysis (4). A method of locating all accidents should be developed. That would provide potential for inclusion of all accidents in the accident rate calculation. Implementation of a location system, such as a link-node system, would provide valuable input into the high-accident location program. In a recent study, an accident locator system was investigated in Jefferson and Shelby Counties and was determined to be very costly. It may be possible to develop a more cost-effective means of locating accidents having accuracy required to perform effective problem identification and implement high-accident location programs.

Another necessary element in those programs is a measure of exposure, preferably vehicle-miles travelled. Traffic volumes data would be required. Currently, volume information is available only for streets and highways for which accident location information is available. Those represent between 35 and 40 percent of total statewide mileage. There is a need to determine or estimate vehicle miles driven on remaining streets and highways.

An analysis of total reported accidents for the past several years shows number of reported accidents has decreased substantially; from approximately 150,000 for 1977 through 1979 to approximately 125,000 for 1980 and 1981. The reason for that reduction is unknown and should be investigated.

School Bus Accidents

The accident rate associated with school buses is approximately twice the statewide rate for all vehicles. That indicates school buses are involved in a disproportionate number of accidents. School-bus driver training programs would be a countermeasure which might alleviate the problem. Another method of reducing the number of accidents involving school buses is to decrease exposure through more efficient routing and scheduling. Optimization techniques have been developed for use in bus routing and scheduling. In some cases, a 10 percent reduction in miles travelled has been realized through more efficient routing and scheduling. Reduced travel should lead to reduced accident rates and transportation costs.

Emergency Medical Services

"Notification-to-arrival" time was available from the RAPID file and was used to measure efficiency of response of police to reported traffic accidents. However, response times for arrival of emergency medical services were not available from the RAPID file. An analysis of response times and related injury severity would provide valuable input for use in determining where additional manpower and training would be needed. That type analysis could also be used to evaluate impact of training programs.

Drug-Related Accidents

There has been a continual increase in number of drug-related accidents in recent years, with a substantial increase occurring in 1980. While total number of accidents of that type remains low, the dramatic increase indicates a need for more detailed investigation. Accidents in which drugs were listed as a contributing factor should be studied in detail in order to to determine what kinds of drugs are involved and if there are any possible countermeasures. Possible target areas would be Kenton County or Lexington; the county and city having the largest increases in number of drug-related accidents.

Vehicle Defects

The percentage of accidents involving vehicle defects has increased since repeal of the vehicle inspection law. It may be concluded that repeal of that law resulted in additional accidents involving vehicle defects. However, before that conclusion can be reached, a detailed study of defects involved should be conducted. There is a need for such a study to determine whether the defects which have contributed to accidents since repeal of the vehicle inspection law were of the type which might have been detected under the previous inspection program. That study could also reveal types of inspection necessary to detect defects contributing to accidents.

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TABLE 1. ACCIDENT RATES BY COUNTY (1978 - 1980 DATA).

COUNTY	TOTAL NUMBER OF ACCIDENTS	POPULATION	ANNUAL ACCIDENTS PER 1000 POPULATION	VEHICLE MILES (100 MILLION)	ACCIDENTS PER 100 MILLION VEHICLE MILES	NUMBER OF LICENSED DRIVERS	ANNUAL ACCIDENTS PER 1000 LICENSED DRIVERS	NUMBER OF REGISTERED VEHICLES	ANNUAL ACCIDENTS PER 1000 REGISTERED VEHICLES	NUMBER OF FATAL ACCIDENTS	FATAL ACCIDENTS PER 100 MILLION VEHICLE MILES	NUMBER OF FATAL AND INJURY ACCIDENTS	FATAL AND INJURY ACCIDENTS PER 100 MILLION VEHICLE MILES
ADAIR	998	15,233	21.9	2.9346	340	7,598	43.8	10,199	32.6	6	2.04	225	76.7
ALLEN	885	14,128	20.2	2.4855	344	7,715	36.9	10,466	27.2	13	5.23	256	103.0
ANDERSON	1,227	12,567	32.5	2.8195	435	7,149	57.2	9,729	42.0	10	3.55	293	103.9
BALLARD	729	8,798	27.6	2.5218	289	5,638	43.1	7,564	32.1	11	4.36	243	96.4
BARREN	3,738	34,009	36.6	8.1654	458	18,856	66.1	27,655	45.1	27	3.31	962	117.8
BATH	464	10,025	15.4	2.0672	224	5,303	29.2	7,293	21.2	7	3.39	125	60.5
BELL	2,726	34,330	26.5	7.0080	389	14,774	61.5	20,744	43.8	25	3.57	685	97.7
BOONE	8,393	45,842	61.0	13.4052	626	24,842	112.6	35,329	79.2	37	2.76	1,768	131.9
BOURBON	2,238	19,405	38.4	3.8926	575	10,751	69.4	14,445	51.6	21	5.39	607	155.9
BOYD	8,508	55,513	51.1	11.7790	722	32,882	86.2	43,453	65.3	23	1.95	1,509	128.1
BOYLE	3,134	25,066	41.7	4.8430	647	14,246	73.3	18,781	55.6	14	2.89	558	115.2
BRACKEN	292	7,738	12.6	1.2851	227	4,276	22.8	5,301	18.4	7	5.45	53	41.2
BREATHITT	1,000	17,004	19.6	3.6260	276	6,884	48.4	9,381	35.5	15	4.14	370	102.0
BRECKENRIDGE	1,217	16,861	24.1	3.2998	369	9,251	43.9	12,982	31.2	12	3.64	299	90.6
BULLITT	3,306	43,346	25.4	9.5637	346	20,982	52.5	30,029	36.7	29	3.03	954	99.8
BUTLER	691	11,064	20.8	2.8749	240	5,795	39.7	8,778	26.2	17	5.91	236	82.1
CALDWELL	1,517	13,473	37.5	3.9504	384	8,382	60.3	11,801	42.8	13	3.29	342	86.6
CALLOWAY	2,966	30,031	32.9	5.4863	541	16,553	59.7	31,471	31.4	23	4.19	737	134.3
CAMPBELL	12,507	83,317	50.0	11.0168	1,135	65,899	91.0	56,110	74.3	24	2.18	2,122	192.6
CARLISLE	326	5,487	19.8	1.6178	202	3,579	30.4	4,882	22.3	8	4.94	118	72.9
CARROLL	1,505	9,278	54.1	2.8821	522	5,202	96.4	7,118	70.5	18	6.25	332	115.2
CARTER	1,813	25,068	24.1	5.2869	343	11,870	50.9	16,885	35.8	24	4.54	483	91.4
CASEY	646	14,818	14.5	2.4689	263	7,750	27.8	10,663	20.2	11	4.47	181	73.6
CHRISTIAN	6,817	66,878	34.0	14.4396	472	28,137	80.6	39,187	58.0	37	2.56	1,393	96.5
CLARK	3,916	28,322	46.1	5.8018	675	15,727	83.0	21,756	60.0	15	2.59	793	136.7
CLAY	1,388	22,752	20.3	4.0416	343	9,065	51.0	13,042	35.5	16	3.96	344	85.1
CLINTON	446	9,321	15.9	1.7282	258	4,773	31.1	6,357	23.4	6	3.47	135	78.1
CRITTENDEN	786	9,207	27.7	2.2561	340	5,616	45.5	7,595	33.6	11	4.88	231	102.4
CUMBERLAND	386	7,289	17.7	1.4222	273	3,824	33.8	4,855	26.6	4	2.81	82	57.7
DAVIESS	13,860	85,949	53.8	15.3341	904	52,203	88.5	67,939	68.0	39	2.54	2,490	162.4
EDMONSON	622	9,962	20.8	2.2073	282	5,618	36.9	7,070	29.3	10	4.53	216	97.9
ELLIOTT	385	6,908	18.6	1.0658	361	3,148	40.8	3,916	32.8	4	3.75	104	97.6
ESTILL	908	14,495	20.9	2.0849	436	7,652	39.6	10,463	28.9	8	3.84	169	90.7
FAYETTE	35,668	204,165	58.2	41.6914	856	102,518	116.0	152,067	78.2	96	2.30	6,968	167.2
FLEMING	878	12,323	23.7	2.4357	360	6,322	46.3	10,580	27.7	16	6.57	236	96.9
FLOYD	3,520	48,764	24.1	7.9071	445	20,404	57.5	8,207	41.6	30	3.79	960	121.4
FRANKLIN	5,911	41,830	47.1	7.4730	791	24,199	81.4	32,132	61.3	17	2.27	1,858	141.6
FULTON	859	8,971	31.9	2.1083	407	5,174	33.3	7,265	39.4	4	1.90	178	84.4
GALLATIN	587	4,842	40.4	2.5259	232	2,605	75.1	4,687	41.7	7	2.77	191	75.6
GARRARD	949	10,853	29.1	2.2703	418	6,108	51.8	7,889	40.1	14	6.17	263	115.8
GRANT	1,659	13,308	41.6	5.9768	278	7,656	72.2	10,955	50.5	8	1.34	499	83.5
GRAVES	3,476	34,049	34.0	7.6624	454	20,639	55.6	28,591	40.5	29	3.78	806	105.2
GRAYSON	1,926	20,854	30.8	4.5179	426	11,006	59.3	15,715	40.9	13	2.88	476	105.4
GREEN	803	11,043	24.2	2.1726	370	6,162	43.4	7,963	33.6	8	3.68	191	87.9
GREENUP	3,016	39,132	25.7	6.3987	471	20,933	48.0	28,398	35.4	14	2.19	723	113.0
HANCOCK	484	7,742	20.8	1.5960	303	4,481	36.0	6,181	26.1	4	2.51	127	79.6
HARDIN	7,482	88,917	28.0	20.4490	366	34,850	71.6	54,086	46.1	36	1.76	1,836	89.8
HARLAN	3,174	41,869	25.8	6.1665	515	19,824	53.4	24,694	42.8	32	5.19	814	132.0
HARRISON	1,484	15,166	32.6	2.5479	582	9,180	53.9	11,994	41.2	6	2.35	256	100.5
HART	1,107	15,402	24.0	6.3701	174	8,525	43.3	10,654	34.6	21	3.30	345	54.2
HENDERSON	7,017	48,849	57.3	9.8076	715	24,376	96.0	33,562	69.7	35	3.57	1,504	153.4
HENRY	991	12,740	25.9	3.6750	270	7,194	45.9	9,953	33.2	10	2.72	281	76.5
HICKMAN	428	6,065	23.5	1.7565	244	3,820	37.3	5,170	27.6	5	2.85	140	79.7
HOPKINS	5,593	46,174	40.4	11.7792	475	26,407	70.6	40,232	46.3	28	2.38	1,304	110.7
JACKSON	541	11,996	15.0	1.8409	294	5,342	33.8	7,045	25.6	12	6.52	133	72.2
JEFFERSON	107,131	684,793	52.1	127.8959	838	376,887	94.8	490,935	72.7	293	2.29	18,212	142.4
JESSAMINE	2,472	26,653	30.9	4.3822	564	12,794	64.4	17,783	46.3	20	4.56	500	114.1
JOHNSON	2,171	24,432	29.6	4.8675	446	11,589	62.4	16,674	43.4	22	4.52	498	102.3
KENTON	22,959	107,058	71.5	22.6838	1,012	71,293	107.3	89,639	85.1	28	2.12	4,257	187.6
KNOTT	936	17,940	17.4	2.9190	321	7,657	40.7	9,076	34.4	16	5.48	330	113.1
KNOX	1,989	35,229	21.9	5.7793	344	13,060	50.8	15,387	43.1	29	5.02	560	96.9
LARUE	945	11,983	26.3	3.3199	285	7,038	44.8	9,097	34.6	12	3.61	254	76.5
LAUREL	3,809	33,982	37.4	12.0267	317	18,629	68.2	24,305	52.2	34	2.83	885	73.6
LAWRENCE	1,094	14,121	25.8	4.1379	264	6,226	58.6	8,475	43.0	9	2.18	295	71.3
LEE	325	7,754	14.0	1.1482	283	3,667	29.5	4,995	21.7	5	4.35	90	78.4
LESLIE	624	14,662	14.0	2.4902	251	5,819	35.7	6,773	30.7	20	8.03	238	95.6
LETCHER	1,309	30,687	14.2	5.1780	253	14,166	30.8	18,805	23.2	25	4.83	438	84.6
LEWIS	954	14,545	21.9	2.1573	442	6,956	45.7	9,252	34.3	10	4.64	269	124.7
LINCOLN	1,172	19,053	20.5	4.3766	268	9,788	39.9	12,895	30.3	12	2.74	305	69.7
LIVINGSTON	666	9,219	24.1	2.4594	271	5,390	41.2	8,527	26.0	7	2.85	219	89.0
LOGAN	2,242	24,138	31.0	5.0518	444	13,515	55.3	18,746	39.9	20	3.96	619	122.5
LYON	448	6,490	23.0	2.1598	207	3,430	43.5	3,912	38.2	5	2.32	137	63.4
MCCRACKEN	8,905	61,310	48.4	14.3312	621	40,102	74.0	52,356	56.7	29	2.02	1,594	111.2
MCCREARY	734	15,434	15.9	2.6345	284	6,608	37.0	8,635	28.2	18	6.96	225	87.1
MCLEAN	583	10,090	19.3	2.2326	261	6,252	31.1	9,116	21.3	5	2.24	203	90.9
MADISON	7,130	53,352	44.5	11.9364	597	23,676	100.4	33,967	70.0	30	2.51	1,262	105.7
MAGOFFIN	773	13,515	19.1	2.3235	333	5,750	48.7	8,421	40.1	13	5.60	290	124.8
MARION	1,926	17,910	35.8	2.4979	771	9,417	68.2	12,314	51.9	11	4.40	353	133.3
MARSHALL	2,264	25,637	29.4	8.7125	260	16,069	46.9	26,113	28.9	20	2.30	652	74.8
MARTIN	527	13,925	12.6	2.1837	241	5,903	29.8	8,215	21.4	7	3.20	144	65.8
MASON	3,135	17,760	58.8	3.7075	846	9,634	108.5	63,356	78.2	16	4.32	504	135.9
MEADE	1,728	22,854	25.2	4.1630	415	8,726	66.0	13,201	43.6	20	4.80	549	131.9
MENIFEE	260	5,117	14.9	.8709	299	2,566	33.8	3,729	23.2	5	5.74	84	96.5
MERCER	1,928	19,911	33.8	4.0065	481	11,242	57.2	15,237	42.2	12	3.00	371	92.6
METCALFE	430	9,686	15.1	1.7152	251	4,782	30.5	6,445	22.2	5	2.92	136	79.3
MONROE	738	12,353	19.9	2.0336	363	6,533	37.7	8,377	29.4	19	9.34	177	87.0
MONTGOMERY	2,034	20,046	33.8	3.7689	540	10,117	67.0	14,603	46.4	9	2.39	417	110.6
MORGAN	901	12,103	24.8	2.2788	395	5,660	53.1	8,652	34.7	10	4.39	254	111.5
MUHLENBERG	3,077	32,238	31.8	6.9362	444	18,473	55.5	24,957	41.1	21	3.03	775	111.7
NELSON	2,782	27,584	33.6	6.0063	463	15,311	60.6	20,579	45.1	24	4.00	662	110.2
NICHOLAS	213	7,157	9.9	1.2782	167	3,397	20.9	5,543	12.8	4	3.13	53	41.5
OHIO	1,518	21,765	23.2	5.9931	253	12,281	41.2	16,924	29.9	21	3.50	463	77.3
OLDHAM	1,918	26,094	24.5	4.6919	409	11,924	53.6	17,719	36.1	20	4.26	596	127.0
OWEN	500	8,924	18.7	1.7055	293	4,576	36.4	6,557	25.4	4	2.35	140	82.1
OWSLEY	245	5,709	14.3	.7900	310	2,506	32.6	3,153	25.9	5	6.33	73	92.4
PENDLETON	768	18,909	23.5	1.7629	436	6,079	42.1	8,170	31.3	7	3.97	201	114.0
PERRY	3,474	33,763	34.3	5.8829	591	15,039	77.0	20,477	56.6	38	6.46	821	139.6
PIKE	6,456	81,123	26.5	14.2387	453	36,447	59.0	54,083	39.8	47	3.30	1,777	124.8
POWELL	724	11,101	21.7	2.9919	242	5,437	44.4	6,786	35.6	11	3.68	209	69.9
PULASKI	4,076	45,803	29.7	9.3337	437	23,927	56.8	9,859	34.1	41	4.39	894	95.8
ROBERTSON	78	2,270	11.5	.4329	180	1,283	20.3	1,854	14.0	1	2.31	24	55.4
ROCKCASTLE	1,015	13,973	24.2	5.9424	171	7,015	48.2	9,175	36.9	18	3.03	275	46.3
ROWAN	2,399	19,649	42.0	3.7153	646	8,146	98.2	11,562	69.2	12	3.23	513	138.1
RUSSELL	615	13,708	15.0	2.4671	247	7,083	28.9	10,466	19.9	12	4.82	178	71.6
SCOTT	2,663	21,813	40.7	9.1325	292	11,550	76.8	15,893	55.9	15	1.64	581	63.6
SHELBY	2,666	23,328	38.1	7.5749	379	12,106	73.4	18,535	48.5	24	3.41	700	99.5
SIMPSON	1,440	16,673	32.7	4.3168	334	8,590	55.9	11,502	41.7	13	3.01	369	85.5
SPENCER	375	5,929	21.1	1.2037	312	3,737	33.4	4,883	25.6	7	5.82	152	126.3
TAYLOR	1,965	21,178	30.9	3.5613	595	11,502	56.9	15,719	41.7	17	5.06	411	122.3
TODD	675	11,784	18.9	2.4334	277	6,184	35.4	9,209	24.4	15	6.16	208	85.5
TRIGG	1,070	9,384	38.0	2.9545	362	5,815	61.3	8,333	42.7	10	3.38	271	91.7
TRIMBLE	324	6,253	17.3	1.1795	275	3,700	29.2	4,455	24.2	2	1.70	101	85.6
UNION	1,818	17,821	34.0	3.5380	505	10,881	55.7	12,265	49.4	17	4.72	459	127.6
WARREN	12,792	71,828	59.4	16.3109	784	37,292	114.3	49,775	85.7	56	3.43	2,504	153.5
WASHINGTON	834	10,764	25.8	2.3367	357	6,264	44.4	8,413	33.0	7	3.00	169	72.4
WAYNE	1,236	17,022	24.2	2.6724	460	8,392	49.1	12,491	33.0	7	2.72	227	88.2
WEBSTER	1,407	14,832	31.6	3.8837	362	8,735	53.4	12,856	36.5	12	3.09	358	92.2
WHITLEY	2,951	33,396	29.6	12.6352	231	13,955	70.7	25,429	38.8	20	1.56	624	48.6
WOLFE	472	6,698	23.5	2.9770	159	3,212	49.0	4,166	37.8	10	3.36	143	48.0
WOODFORD	2,031	17,778	38.1	5.2067	389	10,374	65.3	12,676	53.4	15	3.06	413	80.0

TABLE 2. AVERAGE AND CRITICAL ACCIDENT RATES BY COUNTY POPULATION CATEGORY (1978 - 1980 DATA).

POPULATION CATEGORY	NUMBER OF COUNTIES IN CATEGORY*	TOTAL POPULATION	TOTAL MILEAGE DRIVEN (100 MVM)
UNDER 10,000	26	191,993	42.9658
10,000 - 19,999	46	659,943	144.3054
20,000 - 49,999	36	1,127,559	250.4522
50,000 - 100,000	9	648,187	129.8357
OVER 100,000	3	996,016	192.2661

POPULATION CATEGORY	TOTAL ACCIDENTS	ACCIDENTS PER 100 MVM	ANNUAL ACCIDENTS PER 1,000 POPULATION	CRITICAL ACCIDENT RATE (ACC/100 MVM)	NUMBER OF COUNTIES AT OR ABOVE CRITICAL RATE
UNDER 10,000	13,223	308	23.0	343	4
10,000 - 19,999	52,105	361	26.3	389	15
20,000 - 49,999	112,131	448	33.1	469	13
50,000 - 100,000	84,457	650	43.4	667	4
OVER 100,000	165,758	862	55.5	871	1

POPULATION CATEGORY	TOTAL FATAL ACCIDENTS	FATAL ACCIDENTS PER 100 MVM	ANNUAL FATAL ACCIDENTS PER 10,000 POPULATION	CRITICAL FATAL ACCIDENT RATE (ACC/100 MVM)	NUMBER OF COUNTIES AT OR ABOVE CRITICAL RATE
UNDER 10,000	169	3.93	2.93	8.21	0
10,000 - 19,999	565	3.92	2.85	6.96	3
20,000 - 49,999	848	3.39	2.51	5.26	1
50,000 - 100,000	321	2.47	1.65	3.57	0
OVER 100,000	437	2.27	1.46	2.76	0

POPULATION CATEGORY	TOTAL NUMBER OF FATAL AND INJURY ACCIDENTS	FATAL AND INJURY ACCIDENTS PER 100 MVM	ANNUAL FATAL AND INJURY ACCIDENTS PER 1,000 POPULATION	CRITICAL FATAL AND INJURY ACCIDENT RATE (ACC/100 MVM)	NUMBER OF COUNTIES AT OR ABOVE CRITICAL RATE
UNDER 10,000	3,773	87.8	6.55	106.9	2
10,000 - 19,999	13,153	91.1	6.64	105.1	11
20,000 - 49,999	26,574	106.1	7.86	116.2	13
50,000 - 100,000	21,487	165.5	11.05	174.3	1
OVER 100,000	29,437	153.1	9.85	157.1	2

*FOR A LIST OF COUNTIES IN EACH POPULATION CATEGORY, SEE APPENDIX.

TABLE 3. COUNTIES WITH TOTAL ACCIDENT RATES ABOVE CRITICAL (1978 - 1980 ACCIDENTS).

POPULATION CATEGORY	COUNTIES WITH ACCIDENT RATES ABOVE CRITICAL	NUMBER OF ACCIDENTS	ACCIDENT RATE (ACCIDENTS PER 100 MVM)
UNDER 10,000	CARROLL	1,505	522
	FULTON	859	407
	TRIGG	1,070	362
	ELLIOTT	385	361
10,000-19,999	MASON	3,135	846
	MARION	1,926	771
	ROWAN	2,399	646
	HARRISON	1,484	582
	BOURBON	2,238	575
	UNION	1,818	505
	MERCER	1,928	481
	WAYNE	1,236	480
	LEWIS	954	442
	ESTILL	908	436
	PENDLETON	768	436
	ANDERSON	1,227	435
	GARRARD	949	418
	MORGAN	901	395
	WOODFORD	2,031	389
20,000-49,999	FRANKLIN	5,911	791
	HENDERSON	7,017	715
	CLARK	3,916	675
	BOYLE	3,134	647
	BOONE	8,393	626
	PERRY	3,474	591
	TAYLOR	1,965	585
	JESSAMINE	2,472	564
	CALLOWAY	2,966	541
	MONTGOMERY	2,034	540
	HARLAN	3,174	515
	HOPKINS	5,593	475
	GREENUP	3,016	471
50,000-100,000	CAMPBELL	12,507	1,135
	DAVIESS	13,860	904
	WARREN	12,792	784
	BOYD	8,508	722
OVER 100,000	KENTON	22,959	1,012

TABLE 4. COUNTIES WITH INJURY-OR-FATAL ACCIDENT RATES ABOVE CRITICAL.

POPULATION CATEGORY	COUNTY	NUMBER OF INJURY-OR-FATAL ACCIDENTS	ACCIDENT RATE
UNDER 10,000	SPENCER	152	126.3
	CARROLL	332	115.2
10,000-19,999	BOURBON	607	155.9
	MARION	383	153.3
	ROWAN	513	138.1
	MASON	504	135.9
	UNION	459	127.6
	MAGOFFIN	290	124.8
	LEWIS	269	124.7
	GARRARD	263	115.8
	PENDLETON	201	114.0
	KNOTT	330	113.1
	MORGAN	254	111.5
20,000-49,999	HENDERSON	1,504	153.4
	FRANKLIN	1,058	141.6
	PERRY	821	139.6
	CLARK	793	136.7
	CALLOWAY	737	134.3
	HARLAN	814	132.0
	BOONE	1,768	131.9
	MEADE	549	131.9
	OLDHAM	596	127.0
	LOGAN	619	122.5
	TAYLOR	411	122.3
	FLOYD	960	121.4
	BARREN	962	117.8
50,000-100,000	CAMPBELL	2,122	192.6
OVER 100,000	KENTON	4,257	187.6
	FAYETTE	6,968	167.2

TABLE 5. COUNTIES WITH BOTH TOTAL AND INJURY-OR-FATAL ACCIDENT RATES ABOVE CRITICAL.

POPULATION CATEGORY	COUNTY	TOTAL ACCIDENT RATE	INJURY-OR-FATAL ACCIDENT RATE
UNDER 10,000	CARROLL	522	115.2
10,000-19,999	MASON	846	135.9
	MARION	771	153.3
	ROWAN	646	138.1
	BOURBON	575	155.9
	UNION	505	127.6
	LEWIS	442	124.7
	PENDLETON	436	114.0
	GARRARD	418	115.8
	MORGAN	395	111.5
20,000-49,999	FRANKLIN	791	141.6
	HENDERSON	715	153.4
	CLARK	675	136.7
	BOONE	626	131.9
	PERRY*	591	139.6
	TAYLOR	585	122.3
	CALLOWAY	541	134.3
	HARLAN	515	132.0
50,000-100,000	CAMPBELL	1,135	192.6
OVER 100,000	KENTON	1,012	187.6

* ALSO HAS FATAL ACCIDENT RATE ABOVE CRITICAL.

TABLE 6. ACCIDENT DATA FOR CITIES WITH POPULATIONS OVER 1,000.

CITY	POPULATION	NUMBER OF ACCIDENTS (1978-1980)	ANNUAL ACCIDENTS PER 1,000 POPULATION	NUMBER OF FATAL ACCIDENTS (1978-1980)	ANNUAL FATAL ACCIDENTS PER 10,000 POPULATION	NUMBER OF PEDESTRIAN MOTOR VEHICLE ACCIDENTS (1978-1980)	ANNUAL PEDESTRIAN ACCIDENTS PER 10,000 POPULATION	NUMBER OF BICYCLE-RELATED MOTOR VEHICLE ACCIDENTS (1978-1980)	ANNUAL BICYCLE ACCIDENTS PER 10,000 POPULATION	NUMBER OF MOTORCYCLE ACCIDENTS	ANNUAL MOTORCYCLE ACCIDENTS PER 10,000 POPULATION	PERCENT OF ACCIDENTS INVOLVING SPEEDING	PERCENT O ACCIDENT INVOLVIN ALCOHOL
LOUISVILLE	490,095	88,998	60.5	208	1.4	1375	9.4	615	4.2	1063*	7.2	5.7*	4.6*
LEXINGTON	204,165	34,960	57.4	89	1.5	518	8.5	254	4.1	426	7.0	4.8	7.8
OWENSBORO	54,450	10,737	65.7	10	0.6	99	6.1	120	7.3	85	5.3	1.7	5.7
COVINGTON	49,013	11,309	76.9	15	1.0	264	18.0	102	6.9	105	7.1	3.9	8.8
BOWLING GREEN	40,450	10,637	87.7	22	1.8	71	5.9	47	3.9	120	9.9	3.5	7.1
PADUCAH	29,758	6,312	70.7	10	1.1	56	6.3	32	3.6	93	10.4	3.6	7.6
ASHLAND	27,064	5,850	72.1	7	0.9	69	8.5	23	2.8	70	8.6	2.7	3.5
HOPKINSVILLE	27,318	4,875	59.5	13	1.6	62	7.6	30	3.7	46	5.6	4.8	5.9
FRANKFORT	25,973	4,175	53.6	6	0.8	55	7.1	19	2.4	30	3.9	2.9	4.6
HENDERSON	24,834	5,323	71.4	16	2.1	74	9.9	45	6.0	52	7.0	2.6	5.6
RICHMOND	21,705	4,127	63.4	7	1.1	49	7.5	18	2.8	33	5.1	3.0	7.0
NEWPORT	21,587	5,170	79.8	1	0.5	164	25.3	43	6.6	49	7.6	1.8	4.6
MADISONVILLE	16,979	2,868	56.7	6	1.2	31	6.1	18	3.5	41	8.0	2.5	4.3
FORT THOMAS	16,012	1,632	34.0	3	0.6	14	2.9	21	4.4	14	2.9	2.2	8.8
FLORENCE	15,586	4,645	99.3	8	1.7	43	9.2	19	4.1	55	11.8	5.0	5.1
ELIZABETHTOWN	15,380	2,723	59.1	5	1.1	28	6.1	17	3.7	51	11.1	3.7	4.6
WINCHESTER	15,216	2,623	57.5	2	0.4	35	7.7	12	2.6	18	3.9	2.0	5.5
RADCLIFF	14,519	1,912	43.9	7	1.6	27	6.2	10	2.3	57	11.9	8.2	7.7
ERLANGER	14,433	3,182	73.5	2	0.5	36	8.3	17	3.9	23	5.3	4.6	7.1
MURRAY	14,248	2,118	49.6	5	2.1	14	3.3	9	2.1	40	9.4	3.8	4.7
GLASGOW	12,958	2,240	57.6	4	1.0	15	3.9	12	3.1	20	5.1	2.5	3.3
DANVILLE	12,942	2,100	54.1	1	0.3	24	6.2	17	4.4	24	6.2	1.2	3.0
MIDDLESBORO	12,251	1,294	35.2	2	0.5	15	4.1	8	2.2	6	1.6	1.9	4.5
GEORGETOWN	10,972	1,402	42.6	1	0.3	10	3.0	7	2.1	10	3.0	2.9	4.1
MAYFIELD	10,705	2,117	65.9	2	0.6	18	5.6	8	2.5	21	6.5	1.4	2.4
SOMERSET	10,649	2,324	72.7	5	1.6	25	7.6	6	1.9	18	5.6	4.3	2.8
NICHOLASVILLE	10,400	1,282	41.1	2	0.6	10	3.2	2	0.6	17	5.4	2.4	5.2
CAMPBELLSVILLE	8,715	1,400	53.5	4	1.5	9	3.4	4	1.5	17	6.5	3.8	3.6
BEREA	8,226	811	32.9	2	0.8	5	2.0	8	3.2	4	1.6	3.8	3.9
FLATWOODS	8,354	737	29.4	1	0.4	6	2.4	2	0.8	12	4.8	3.5	3.3
CORBIN	8,975	1,392	57.5	3	1.2	13	5.4	4	1.7	14	5.8	2.3	4.2
INDEPENDENCE	7,998	927	38.6	6	2.5	10	4.2	8	3.3	12	5.0	14.8	8.5
PARIS	7,935	1,051	44.2	3	1.3	16	6.7	6	2.5	10	4.2	3.6	8.5
MAYSVILLE	7,982	2,155	90.0	2	0.8	11	4.6	7	2.9	9	3.8	1.6	4.5
MOREHEAD	7,789	1,333	57.9	1	0.4	11	4.7	6	2.6	11	4.7	3.2	5.0
FRANKLIN	7,738	905	39.0	2	0.9	6	2.6	2	0.9	9	3.9	2.1	3.5
BELLEVUE	7,678	1,169	50.8	0	0.0	24	10.4	19	8.7	7	3.0	1.6	4.6
RUSSELLVILLE	7,520	1,181	52.3	2	0.9	16	7.1	4	1.8	13	5.8	4.1	4.7
EDGEWOOD	7,230	717	33.1	0	0.0	10	4.6	10	4.6	8	3.7	5.2	5.9
HARRODSBURG	7,265	1,213	55.9	6	2.8	12	5.5	5	2.3	14	6.4	3.0	3.7
ELSMERE	7,203	766	35.5	3	1.4	13	6.0	3	1.4	12	5.6	6.1	5.7
FORT MITCHELL	7,297	1,023	46.6	1	0.5	10	4.6	9	4.1	13	5.9	8.6	6.7
PRINCETON	7,073	1,107	52.2	6	2.8	17	8.0	6	2.8	12	5.7	3.4	5.4
DAYTON	6,979	589	27.7	1	0.5	11	5.3	10	4.8	6	2.9	2.9	10.5
LEBANON	6,598	1,060	54.6	1	0.5	12	6.1	8	4.0	7	3.5	3.4	7.8
VERSAILLES	6,427	997	51.7	4	2.1	11	5.7	3	1.6	6	3.1	3.4	5.7
BARDSTOWN	6,155	1,328	71.9	2	1.1	13	7.0	8	4.3	12	6.5	2.6	6.6
CYNTHIANA	5,881	814	46.1	1	0.6	12	6.8	4	2.3	11	6.2	3.8	5.2
MOUNT STERLING	5,820	1,275	73.0	1	0.6	17	9.7	1	0.6	6	3.4	2.4	6.4
MONTICELLO	5,667	897	52.7	1	0.6	3	1.8	5	2.9	2	1.2	4.2	5.0
WILLIAMSBURG	5,560	685	39.2	4	2.4	7	4.2	3	1.8	20	12.0	5.3	3.8
HAZARD	5,429	1,435	88.1	2	1.2	9	5.5	1	0.6	14	8.6	3.6	4.8
SHELBYVILLE	5,308	1,132	71.1	2	1.3	16	10.1	9	5.7	5	3.1	2.1	4.2
CENTRAL CITY	5,214	920	58.8	3	1.9	11	7.0	3	1.9	7	4.5	2.5	5.0
LAWRENCEBURG	5,167	618	40.0	3	1.9	11	7.1	4	2.6	6	3.9	2.8	4.0
LUDLOW	4,959	856	37.4	0	0.0	14	9.4	9	6.0	4	2.7	4.9	8.5
ALEXANDRIA	4,735	508	35.8	1	0.7	3	2.1	1	0.7	3	2.1	4.1	4.1
PIKEVILLE	4,756	1,504	105.4	2	1.4	12	8.4	4	2.8	11	7.7	3.3	4.1
GREENVILLE	4,631	585	42.6	2	1.4	2	1.4	2	1.4	5	3.6	3.6	3.2
LEITCHFIELD	4,533	916	67.4	1	0.7	11	8.1	2	1.5	8	5.9	5.1	3.8
SHEPHERDSVILLE	4,454	997	74.6	2	1.5	6	4.5	2	1.5	12	9.0	7.0	5.6
HIGHLAND HEIGHTS	4,435	626	47.1	1	0.8	5	3.8	1	0.8	4	3.0	2.2	2.2
PROVIDENCE	4,434	507	38.1	3	2.3	7	5.3	2	1.5	5	3.8	1.2	2.4
TAYLOR MILL	4,509	372	27.5	1	0.7	2	1.5	0	0.0	8	5.8	10.5	5.6
VILLA HILLS	4,402	87	6.6	0	0.0	0	0.0	0	0.0	0	0.0	11.5	9.2
TOMKINSVILLE	4,366	447	34.1	6	4.6	3	2.3	0	0.0	8	6.1	7.8	4.5
SCOTTSVILLE	4,278	392	30.5	4	3.1	6	4.7	0	0.0	6	4.7	13.5	4.1
FORT WRIGHT	4,481	1,055	78.5	3	2.2	7	5.2	6	4.5	15	11.2	4.3	7.9
MOUNT WASHINGTON	3,997	278	23.2	2	1.7	6	5.0	1	0.8	3	2.5	4.0	4.0
LONDON	4,002	1,168	97.3	3	2.5	14	11.7	2	1.7	13	10.8	1.5	3.1
CARROLLTON	3,967	569	57.9	3	2.5	4	3.4	2	1.7	8	6.7	2.2	7.3
PRESTONSBURG	4,011	396	74.5	2	1.7	8	6.6	3	2.5	3	2.5	3.1	2.0
RUSSELL	3,824	869	75.7	6	5.2	2	1.7	0	0.0	5	4.4	2.1	3.2
PAINTSVILLE	3,815	1,057	92.4	1	0.9	5	4.4	0	0.0	8	7.0	2.0	3.2
HILMORE	3,787	78	6.9	0	0.0	0	0.0	1	0.9	1	0.9	6.4	5.1
MORGANFIELD	3,781	631	55.6	1	0.9	11	9.7	6	5.3	8	7.1	5.7	6.0
COLUMBIA	3,710	541	48.6	1	0.0	4	3.6	0	0.0	2	1.8	4.1	5.4
CUMBERLAND	3,712	55	4.9	2	1.8	1	0.9	0	0.0	2	1.8	14.5	9.1
BENTON	3,700	569	50.5	0	0.0	3	2.7	2	1.8	9	8.1	1.8	1.8
VINE GROVE	3,583	946	32.9	0	0.0	3	2.8	1	0.9	9	8.4	8.1	12.2
PARK HILLS	3,500	358	34.1	1	1.0	6	5.7	4	3.8	3	2.9	3.9	6.4
GRAYSON	3,423	559	54.4	2	1.9	6	5.8	0	0.0	5	4.9	4.7	5.0
MARION	3,392	473	46.5	1	1.0	8		2	2.0	18	17.7	3.4	2.5
LANCASTER	3,365	391	38.7	1	1.0	7	6.9	3	3.0	2	2.0	2.6	2.0
BARBOURVILLE	3,233	565	53.3	2	2.1	6	6.2	2	2.1	6	6.2	3.5	3.7
DAWSON SPRINGS	3,275	374	38.1	0	0.0	6	6.1	2	2.0	5	5.1	1.6	3.5
JENKINS	3,271	39	4.0	2	2.0	0	0.0	0	0.0	0	0.0	38.5	10.3
BEAVER DAM	3,185	430	45.0	0	0.0	1	1.0	2	2.1	7	7.3	3.5	5.6
SPRINGFIELD	3,179	394	41.3	3	3.1	6	6.3	0	0.0	2	2.1	3.0	2.8
FULTON	3,137	442	47.0	1	1.1	3	3.2	4	4.3	1	4.3	1.8	6.3
WILLIAMSTOWN	2,509	243	32.3	0	0.0	2	2.7	1	1.3	1	1.3	15.6	5.3
LAKESIDE PARK	3,026	277	30.5	0	0.0	2	2.2	1	1.1	2	2.2	5.1	6.1
HARLAN	3,024	708	78.4	2	2.2	9	9.9	4	4.4	6	6.6	4.1	4.4
CATLETTSBURG	3,005	591	65.6	1	1.1	1	1.1	2	2.2	9	10.0	3.9	5.8
HICKMAN	2,894	226	26.0	0	0.0	1	1.2	0	0.0	4	4.6	3.1	5.3
IRVINE	2,869	491	56.7	2	2.3	7	8.1	0	0.0	6	6.9	7.5	1.4
FLEMINGSBURG	2,835	374	44.0	1	1.2	1	1.2	1	1.2	5	5.9	4.0	4.0
SOUTHGATE	2,833	420	49.4	1	1.2	4	4.7	4	4.7	5	5.9	5.5	8.8
STANFORD	2,764	417	50.3	2	2.4	0	0.0	3	3.6	3	3.6	2.2	3.4
LAGRANGE	2,971	313	35.1	1	1.1	2	2.2	2	2.2	1	1.1	3.5	6.1
STANTON	2,691	177	21.9	0	0.0	1	1.2	0	0.0	4	5.0	3.4	9.8
JACKSON	2,651	112	14.1	1	1.3	1	1.3	1	1.3	1	1.3	17.0	9.8
HARTFORD	2,512	67	8.9	1	1.3	0	0.0	0	0.0	1	1.3	10.4	1.5
PINEVILLE	2,599	454	58.2	2	2.6	5	6.4	1	1.3	7	9.0	5.5	4.4
OLIVE HILL	2,539	261	34.3	0	0.0	3	3.9	0	0.0	4	5.3	6.1	5.4
HODGENVILLE	2,459	300	40.7	2	2.7	5	6.8	3	4.1	4	5.4	7.7	2.0
FALMOUTH	2,482	247	33.2	1	1.3	1	1.3	0	0.0	2	2.7	2.0	5.7
CALVERT CITY	2,388	169	23.6	2	2.8	1	1.4	2	2.8	1	1.4	7.7	10.1
GREENSBURG	2,377	349	48.9	0	0.0	0	0.0	0	0.0	5	7.0	1.1	2.0
MOUNT VERNON	2,334	254	36.3	0	0.0	1	1.4	0	0.0	1	1.4	1.6	1.6
STURGIS	2,293	281	40.8	0	0.0	1	1.5	1	1.5	4	5.8	1.1	3.2
EMINENCE	2,260	108	15.9	0	0.0	1	1.5	1	1.5	1	1.5	4.6	2.8
HARDINSBURG	2,211	832	57.6	2	3.0	4	6.0	0	0.0	3	4.5	3.1	2.4
LIBERTY	2,206	212	32.0	2	3.0	2	3.0	0	0.0	2	3.0	4.7	2.8
COLD SPRINGS	2,117	370	58.3	0	0.0	1	1.6	4	6.3	3	4.7	2.4	1.9
OAK GROVE	2,088	424	67.7	2	3.2	4	6.4	1	1.6	3	4.8	7.8	11.6
JUNCTION CITY	2,045	175	28.5	0	0.0	2	3.3	2	3.3	0	0.0	4.6	9.1
BURKESVILLE	2,051	201	32.7	2	3.3	3	4.9	0	0.0	0	0.0	5.0	6.0
EARLINGTON	2,011	78	12.9	0	0.0	1	1.7	1	1.7	1	1.7	11.5	5.1
HORSE CAVE	2,045	94	15.3	0	0.0	1	1.6	0	0.0	1	1.6	5.3	4.3
ALBANY	2,083	209	33.4	0	0.0	2	3.2	0	0.0	3	4.8	4.8	4.8
CAVE CITY	2,098	258	41.0	0	0.0	2	3.2	1	1.6	6	9.5	6.2	3.1
WORTHINGTON	1,948	67	11.5	0	0.0	1	1.7	0	0.0	2	3.4	6.0	16.4
EDDYVILLE	1,949	119	20.4	0	0.0	0	0.0	1	1.7	2	3.4	6.7	5.9
VANCEBURG	1,939	225	38.7	0	0.0	4	6.9	2	3.4	0	0.0	8.9	7.1

TABLE 6. ACCIDENT DATA FOR CITIES WITH POPULATIONS OVER 1,000.

CITY	POPULATION	NUMBER OF ACCIDENTS (1978-1980)	ANNUAL ACCIDENTS PER 1,000 POPULATION	NUMBER OF FATAL ACCIDENTS (1978-1980)	ANNUAL FATAL ACCIDENTS PER 10,000 POPULATION	NUMBER OF PEDESTRIAN MOTOR VEHICLE ACCIDENTS (1978-1980)	ANNUAL PEDESTRIAN ACCIDENTS PER 10,000 POPULATION	NUMBER OF BICYCLE-RELATED MOTOR VEHICLE ACCIDENTS (1978-1980)	ANNUAL BICYCLE ACCIDENTS PER 10,000 POPULATION	NUMBER OF MOTORCYCLE ACCIDENTS	ANNUAL MOTORCYCLE ACCIDENTS PER 10,000 POPULATION	PERCENT OF ACCIDENTS INVOLVING SPEEDING	PERCENT OF ACCIDENTS INVOLVING ALCOHOL
RACELAND	1,970	121	20.5	1	1.7	1	1.7	0	0.0	1	1.7	5.8	6.6
BRANDENBURG	1,831	353	64.3	2	3.6	4	7.3	0	0.0	6	10.9	7.6	5.1
LOUISA	1,832	423	77.0	0	0.0	3	5.5	0	0.0	4	7.3	4.3	3.5
MANCHESTER	1,836	332	60.2	0	0.0	3	5.4	0	0.0	0	0.0	8.4	2.7
LEWISPORT	1,832	45	7.5	1	1.8	0	0.0	0	0.0	0	0.0	7.3	2.4
ELKTON	1,815	226	41.5	3	5.5	1	1.8	1	1.8	7	12.9	2.2	2.7
RUSSELL SPRINGS	1,831	199	36.2	0	0.0	0	0.0	0	0.0	0	0.0	0.0	0.0
MUNFORDVILLE	1,783	242	45.2	1	1.9	0	0.0	1	1.9	0	0.0	10.3	7.9
MORGANTOWN	2,000	111	18.5	1	1.7	1	1.7	0	0.0	0	0.0	1.8	1.8
CARLISLE	1,757	29	5.5	0	0.0	0	0.0	0	0.0	0	0.0	0.0	3.4
MULDRAUGH	1,752	285	54.2	3	5.7	1	1.9	1	1.9	8	15.2	10.2	16.1
CLINTON	1,720	178	34.5	0	0.0	4	7.8	0	0.0	3	5.8	6.2	3.4
LIVERMORE	1,692	48	9.6	0	0.0	0	0.0	0	0.0	0	0.0	2.1	6.3
CADIZ	1,661	491	90.5	2	4.0	7	14.1	0	0.0	4	8.0	3.3	1.8
WALTON	1,651	313	63.2	0	0.0	5	10.1	1	2.0	2	4.0	11.8	6.4
LYNCH	1,614	18	3.7	0	0.0	0	0.0	0	0.0	0	0.0	5.6	0.0
CRESENT SPRINGS	1,951	646	110.4	1	1.7	2	3.4	1	1.7	5	8.5	3.8	4.6
LEBANON JUNCTION	1,581	93	19.6	0	0.0	0	0.0	1	2.1	0	0.0	15.1	8.6
SOUTH SHORE	1,525	68	19.2	1	2.2	2	4.4	0	0.0	0	0.0	5.7	5.7
JEFFERSONVILLE	1,528	57	12.4	0	0.0	0	0.0	0	0.0	0	0.0	12.3	3.5
SEBREE	1,516	98	21.5	0	0.0	1	2.2	0	0.0	2	4.4	9.2	10.2
WHITESBURG	1,565	230	50.3	1	2.2	5	10.9	0	0.0	1	2.2	7.0	3.0
AUBURN	1,467	73	16.6	0	0.0	1	2.3	0	0.0	0	0.0	11.0	4.1
CLOVERPORT	1,585	98	20.6	0	0.0	1	2.1	0	0.0	2	4.2	15.3	4.1
AUGUSTA	1,455	143	32.8	0	0.0	1	2.3	1	2.3	0	0.0	0.7	8.4
MIDWAY	1,443	87	20.1	0	0.0	2	4.6	0	0.0	0	0.0	1.1	3.4
ELKHORN CITY	1,416	84	19.8	0	0.0	1	2.4	1	2.4	0	0.0	9.5	9.4
JAMESTOWN	1,441	48	11.1	1	2.3	1	2.3	1	2.3	2	4.6	14.6	6.3
OWINGSVILLE	1,419	139	32.7	0	0.0	4	9.4	0	0.0	1	2.3	5.8	5.8
IRVINGTON	1,409	77	18.2	0	0.0	1	2.4	0	0.0	3	7.1	3.9	1.3
EDMONTON	1,401	124	29.5	0	0.0	1	2.4	0	0.0	1	2.4	5.6	4.8
LOYALL	1,210	63	17.4	0	0.0	2	5.5	2	5.5	2	5.5	4.8	12.7
CRESTVIEW HILL	1,408	284	53.8	0	0.0	1	2.4	0	0.0	5	11.8	4.5	6.7
WEST LIBERTY	1,381	292	70.5	2	4.8	2	4.8	0	0.0	4	9.7	4.1	3.8
GREENUP	1,326	214	51.6	1	2.4	2	4.8	0	0.0	4	9.6	3.7	3.7
OWENTON	1,341	156	38.8	0	0.0	2	5.0	0	0.0	0	0.0	9.6	3.8
CLAY	1,356	97	23.8	0	0.0	1	2.5	0	0.0	1	2.5	0.0	3.1
GUTHRIE	1,361	12		0	0.0	2	5.0	0	0.0	0	0.0	33.3	8.3
NORTONVILLE	1,336	53	13.2	1	2.5	1	2.5	0	0.0	0	0.0	7.5	9.4
SALYERSVILLE	1,352	220	54.2	0	0.0	5	12.3	0	0.0	6	14.8	15.5	5.5
WEST POINT	1,339	138	34.4	1	2.5	2	5.0	1	2.5	3	7.5	15.9	10.1
WARSAW	1,328	123	30.9	0	0.0	0	0.0	1	2.5	2	5.0	9.8	7.3
HURTLAND	1,303	84	21.5	0	0.0	1	2.6	0	0.0	1	2.6	3.6	6.0
CAMARGO	1,301	16	4.1	0	0.0	0	0.0	0	0.0	0	0.0	0.0	0.0
CLAY CITY	1,276	104	27.2	1	2.6	0	0.0	0	0.0	0	0.0	9.6	9.6
SILVER GROVE	1,260	143	37.8	0	0.0	0	0.0	0	0.0	2	5.3	3.5	11.2
DRY RIDGE	1,250	269	71.7	1	2.7	2	5.3	0	0.0	1	2.7	13.0	5.2
EVARTS	1,234	114	30.8	1	2.7	2	5.4	1	2.7	2	5.4	19.3	12.3
HORTONS GAP	1,201	42	11.7	0	0.0	1	2.8	0	0.0	1	2.8	0.0	2.4
UNIONTOWN	1,169	34	9.7	0	0.0	1	2.9	0	0.0	1	3.0	5.9	17.6
FLEMING-NECN	1,195	38	10.6	0	0.0	0	0.0	0	0.0	0	0.0	0.0	0.0
PHELPS	1,126	94	27.8	1	3.0	0	0.0	0	0.0	1	3.0	7.4	3.2
ADAIRVILLE	1,105	45	13.6	0	0.0	0	0.0	0	0.0	0	0.0	0.0	13.3
CALHOUN	1,080	102	31.5	0	0.0	0	0.0	3	9.3	3	9.3	6.9	4.9
BEATTYVILLE	1,068	109	34.0	0	0.0	1	3.1	0	0.0	1	3.1	7.3	3.7
WICKLIFFE	1,044	146	46.6	0	0.0	1	3.2	0	0.0	0	0.0	11.6	6.2
BARBOURMEADE	1,036	1	0.3	0	0.0	0	0.0	0	0.0	0	0.0	0.0	0.0
LACENTER	1,044	101	32.3	0	0.0	0	0.0	1	3.2	0	0.0	5.9	2.0
HAMESVILLE	1,036	150	48.4	0	0.0	1	3.2	0	0.0	1	3.2	6.6	3.9
FERGUSON	1,009	37	12.2	0	0.0	0	0.0	0	0.0	0	0.0	0.0	0.0
BURGIN	1,008	69	22.8	1	3.3	1	3.3	0	0.0	0	0.0	0.0	2.9

TABLE 7. ACCIDENTS AND ACCIDENT RATES FOR ALL CITIES.

CITY	POPULATION	NUMBER OF ACCIDENTS (78-80)	ANNUAL ACCIDENTS PER 1000 POPULATION
Adairville	1105	45	13.6
Albany	2083	209	33.4
Alexandria	4735	508	35.8
Allen	338	126	124.3
Allensville	170	6	11.8
Arlington	511	32	20.9
Ashland	27064	5850	72.1
Auburn	1467	73	16.6
Augusta	1455	143	32.8
Barbourville	3233	565	58.3
Bardstown	6155	1328	71.9
Bardwell	988	82	27.7
Barlow	746	27	12.1
Beattyville	1068	109	34.0
Beaver Dam	3185	430	45.0
Bedford	835	46	18.4
Bellefonte	908	34	12.5
Bellevue	7678	1169	50.8
Benham	936	55	19.6
Benton	3700	560	50.5
Berea	8226	811	32.9
Berry	287	12	13.9
Blaine	358	9	8.4
Bloomfield	954	92	32.1
Bonnieville	372	22	29.6
Booneville	191	68	118.7
Bowling Green	40450	10637	87.7
Bradfordville	331	22	22.2
Brandenburg	1831	353	64.3
Bremen	179	17	31.7
Broad Fields	295	0	0.0
Brodhead	686	26	12.6
Bromley	844	40	15.8
Brooksville	680	16	7.8
Brownsville	674	148	73.2
Burgin	1008	69	22.8
Burkesville	2051	201	32.7
Burnside	775	73	31.4
Butler	663	31	15.6
Cadiz	1661	451	90.5
Calhoun	1080	102	31.5
California	135	*	---
Calvert City	2388	169	23.6
Camargo	1301	16	4.1
Campbellsburg	714	57	26.6
Campbellsville	8715	1400	53.5
Campton	486	129	88.5
Caneyville	642	62	32.2
Carlisle	1757	29	5.5
Carrollton	3967	689	57.9
Carrsville	99	3	10.1
Caseyville	43	*	---
Catlettsburg	3005	591	65.6
Cave City	2098	258	41.0
Cedarville	81	0	0.0
Centertown	462	21	15.2
Central City	5214	920	58.8
Clarkson	666	51	25.5
Clay	1356	97	23.8
Clay City	1276	104	27.2
Clinton	1720	178	34.5
Cloverport	1585	98	20.6
Coal Run	348	6	5.7
Cold Springs	2117	370	58.3
Columbia	3712	541	48.6
Columbus	296	17	19.1
Corbin	8075	1392	57.5
Corinth	249	30	40.2
Corydon	874	58	22.1
Covington	49013	11309	76.9
Crab Orchard	843	42	16.6
Crescent Park	351	37	35.1
Crescent Spr	1951	646	110.4
Crestview	520	29	18.6
Crestview Hls	1408	224	53.0
Crestwood	531	175	109.9
Crittenden	597	98	54.7
Crofton	823	56	22.7
Cumberland	3712	55	4.9
Cynthiana	5881	814	46.1
Danville	12942	2100	54.1
Dawson Springs	3275	374	38.1
Dayton	6979	580	27.7
Dixon	533	73	45.7
Dover	305	13	14.2
Drakesboro	798	55	23.0
Dry Ridge	1250	269	71.7
Dycusburg	64	*	---
Earlington	2011	78	12.9
Eddyville	1949	119	20.4
Edgewood	7230	717	33.1
Edmonton	1401	124	29.5
Ekron	239	10	13.9
Elizabethtown	15380	2723	59.8
Elkhorn City	1416	84	19.8
Elkton	1815	226	41.5
Elsmere	7203	768	35.5
Eminence	2268	108	15.9
Erlanger	14433	3182	73.5
Eubank	207	18	29.0
Evarts	1234	114	30.8
Fairfield	169	8	15.8
Fairview	198	36	60.6
Falmouth	2482	247	33.2
Ferguson	1009	37	12.2
Flat Wood	8354	737	29.4
Flemingsburg	2835	374	44.0
Fleming-Neon	1195	37	10.3
Florence	15586	4645	99.3
Fordsville	561	31	18.4
Fort Mitchell	7297	1020	46.6
Fort Thomas	16012	1632	34.0
Fort Wright	4481	1055	78.5
Foster	80	*	---
Fountain Run	340	9	8.8
Frankfort	25973	4175	53.6
Franklin	7738	905	39.0
Fredonia	535	23	14.3
Frenchburg	550	45	27.3
Fulton	3137	442	47.0
Gamaliel	456	24	17.5
Georgetown	10972	1402	42.6
Germantown	347	10	9.6
Ghent	439	20	15.2
Glasgow	12958	2240	57.6
Glencoe	354	8	7.5
Grand Rivers	428	30	23.4
Gratz	124	3	8.1
Grayson	3423	559	54.4
Greensburg	2377	349	48.9
Greenup	1386	214	51.5
Greenville	4631	585	42.1
Guthrie	1361	12	2.9
Hanson	485	24	16.5
Hardin	545	38	23.2
Hardinsburg	2211	382	57.6
Harlan	3024	708	78.0
Harrodsburg	7265	1218	55.9
Hartford	2512	67	8.9
Hawesville	1036	152	48.9
Hazard	5429	1435	88.1
Hazel	465	39	28.0
Henderson	24834	5323	71.4
Hickman	2894	226	26.0
Highland Hts	4435	626	47.1
Hindman	876	163	62.0
Hisoville	349	21	20.1
Hodgenville	2459	300	40.7
Hopkinsville	27318	4875	59.5
Horse Cave	2045	94	15.3
Hustonville	339	23	22.6
Hyden	488	70	47.8
Independence	7998	927	38.6
Irvine	2889	491	56.7
Irvington	1409	77	18.2
Island	532	32	20.1
Jackson	2651	112	14.1
Jamestown	1441	48	11.1
Jeffersonville	1528	57	12.4
Jenkins	3271	39	4.0
Junction City	2045	175	28.5
Kenton Vale	145	3	6.9
Kevil	382	29	25.3
Kuttawa	560	19	11.3
LaCenter	1044	101	32.2
LaFayette	160	3	6.3
LaGrange	2971	313	35.1
Lakeside Park	3026	277	30.5
Lancaster	3365	391	38.7
Latonia Lakes	3396	27	22.7
Laurenceburg	5167	618	39.9
Lebanon	6598	1080	54.6
Lebanon Junc	1581	93	19.6
Leitchfield	4533	916	67.4
Lewisburg	972	72	24.7
Lewisport	1832	41	7.5
Lexington	204165	34960	57.1
Liberty	2206	212	32.0
Livermore	1672	48	9.6
Livingston	334	7	7.0
Lockport	84	2	7.9
London	4002	1168	97.3
Loretto	954	65	22.7
Louisa	1832	423	77.0
Louisville	490095	88.998	60.5
Loyall	1210	63	17.4
Ludlow	4959	556	37.4
Lynch	1614	11	2.3
McHenry	582	32	18.3
McKee	759	108	47.3
Mackville	229	10	14.6
Madisonville	16979	2838	56.7
Manchester	1838	332	60.2
Marion	3392	473	46.5
Martin	827	141	56.8
Mayfield	10705	2117	65.9
Maysville	7982	2155	90.0
Melbourne	628	50	26.5
Mentor	169	12	23.7
Middlesboro	12251	1294	35.2
Midway	1443	87	20.1
Millersburg	987	42	14.2
Milton	718	80	37.1
Monterey	186	5	9.0
Monticello	5677	897	52.7
Morehead	7789	1333	57.0
Morganfield	3781	631	55.6
Morgantown	2600	111	18.5
Mortons Gap	1201	42	11.7
Mount Olivet	346	31	29.9
Mt Sterling	5820	1275	73.0
Mount Vernon	2334	254	36.3
Mt Washington	3997	278	23.2
Muldraugh	1752	285	54.2
Munfordville	1783	242	45.2
Murray	14248	2118	49.6
Nebo	269	14	17.3
New Castle	832	32	12.8
New Haven	926	82	29.5
Newport	21587	5170	79.8
Nicholasville	10400	1282	41.1
N Middletown	637	21	11.0
Northfield	906	16	5.9
Nortonville	1336	53	13.2
Oak Grove	2088	424	67.7
Oakland	264	3	3.8
Olive Hill	2539	261	34.3
Owensboro	54450	10737	65.7
Owenton	1341	156	38.8
Owingsville	1419	139	32.7
Paducah	29758	6312	70.7
Paintsville	3815	1057	92.6
Paris	7935	1058	44.4
Park City	614	34	18.5
Park Hills	3500	358	34.1
Pembroke	636	15	7.9
Perryville	841	65	25.8
Pewee Valley	982	95	32.2
Phelps	1126	94	27.8
Pikeville	4756	1504	105.4
Pineville	2599	454	58.2
Pleasant Val	342	1	1.8
Pleasureville	837	40	15.9
Plum Springs	393	1	0.8
Powderly	848	54	21.2
Prestonburg	4011	896	74.5
Prestonville	205	7	11.4
Princeton	7073	1107	52.2
Providence	4434	507	38.1
Raceland	1978	121	20.5
Radcliff	14519	1912	43.9
Ravenna	793	24	10.1
Richmond	21705	4127	63.4
Ridgeview Hts	729	31	14.2
Rochester	289	2	2.3
Rockport	511	12	7.8
Russell	3824	869	75.7
Russell Sprgs	1831	198	36.0
Russellville	7520	1181	52.3
Ryland Hgts	252	*	---
Sacramento	538	40	24.8
Sadieville	253	5	6.6
St Charles	405	19	15.6
Salem	833	52	20.8
Salt Lick	347	19	18.3
Salyersville	1352	220	54.2
Sanders	332	5	5.0

TABLE 7. ACCIDENTS AND ACCIDENT RATES FOR ALL CITIES.

CITY	POPULATION	NUMBER OF ACCIDENTS (78-80)	ANNUAL ACCIDENTS PER 1000 POPULATION
Sandy Hook	627	111	59.0
Sardis	203	7	11.5
Science Hill	655	37	18.8
Scottsville	4278	392	30.5
Sebree	1516	98	21.5
Sharpsburg	339	5	4.9
Shelbyville	5308	1132	71.1
Shepherdsville	4454	997	74.6
Silver Grove	1260	143	37.8
Simpsonville	642	45	23.4
Slaughters	269	19	23.5
Smithfield	137	3	7.3
Smithland	512	62	40.4
Smiths Grove	767	75	32.6
Somerset	10649	2324	72.7
Sonora	416	74	59.3
S Carrollton	262	26	33.1
Southgate	2833	420	49.4
South Shore	1525	88	19.2
Sparta	192	22	38.2
Springfield	3179	594	41.3
Stamping Grnd	562	7	4.2
Stanford	2764	417	50.3
Stanton	2691	177	21.9
Sturgis	2293	281	40.8
Taylor Mill	4509	372	27.5
Taylorsville	801	92	38.3
Tollesboro	808	76	31.4
Tompkinsville	4366	447	34.1
Trenton	465	14	10.0
Union	601	71	39.4
Uniontown	1169	34	9.7
Upton	731	41	18.7
Vanceburg	1939	225	38.7
Versailles	6429	997	51.7
Vicco	456	36	26.3
Villa Hills	4402	87	6.6
Vinegrove	3583	246	22.9
Visalia	198	15	25.3
Wallins Creek	459	43	31.2
Walton	1651	313	63.2
Warsaw	1328	123	30.9
Washington	624	43	23.0
Water Valley	395	7	5.9
Waverly	434	44	33.8
Wayland	601	23	12.8
West Liberty	1381	292	70.5
West Point	1339	138	34.4
Wheatcroft	325	23	23.6
Wheelwright	865	15	5.8
White Plains	859	42	16.3
Whitesburg	1525	230	50.3
Whitesville	788	59	25.0
Wickliffe	1044	146	46.6
Wilder	633	375	197.5
Williamsburg	5560	655	39.3
Williamstown	2509	243	32.3
Willisburg	235	13	18.4
Wilmore	3787	78	6.9
Winchester	15216	2623	57.5
Wingo	606	30	16.5
Woodburn	330	17	17.2
Woodlawn	331	0	0.0
Worthington	1948	67	11.5
Worthville	272	6	7.4
Wurtland	1303	84	21.5
Yorktown	155	0	0.0

* This city not included in the list of cities coded by the Kentucky State Police.

TABLE 8. AVERAGE AND CRITICAL ACCIDENT RATES BY CITY POPULATION CATEGORY.

POPULATION CATEGORY	NUMBER OF CITIES IN CATEGORY*	TOTAL POPULATION	AVERAGE POPULATION PER CITY	TOTAL ACCIDENTS (1978-1980)	ANNUAL AVERAGE ACCIDENTS PER CITY	ANNUAL ACCIDENTS PER 1,000 POP.	CRITICAL ACCIDENT RATE (ACCIDENTS PER 1,000 POPULATION)
UNDER 250	24	4,204	175	301	4.2	23.9	56.9
250 - 499	49	17,824	364	1,169	8.0	21.9	43.3
500 - 749	39	23,833	611	2,173	18.6	30.4	49.4
750 - 999	32	27,639	864	2,043	21.3	24.6	38.9
1,000 - 2,499	81	131,148	1,619	13,269	54.6	33.7	45.8
2,500 - 4,999	50	179,564	3,591	24,776	165.2	46.0	55.4
5,000 - 9,999	28	194,285	6,839	27,630	328.9	48.1	55.0
10,000 - 19,999	15	203,250	13,559	34,482	766.3	56.6	61.6
20,000 - 29,999	7	178,239	25,463	35,832	1,706.3	67.0	71.2
30,000 - 100,000	3	143,913	43,971	32,683	3,631.4	75.7	78.9
OVER 100,000	2	694,260	347,130	123,950	20,658.3	59.5	60.6

POPULATION CATEGORY	NUMBER OF CITIES AT OR ABOVE CRITICAL RATE	TOTAL FATAL ACCIDENTS (1978 - 1980)	ANNUAL AVERAGE FATAL ACCIDENTS PER CITY	ANNUAL FATAL ACCIDENTS PER 10,000 POP.	CRITICAL FATAL ACCIDENT RATE (FATAL ACCIDENTS PER 10,000 POP.)	NUMBER OF CITIES AT OR ABOVE CRITICAL RATE
UNDER 250	2	**	**	**	**	**
250 - 499	4	**	**	**	**	**
500 - 749	5	**	**	**	**	**
750 - 999	3	**	**	**	**	**
1,000 - 2,499	19	48	0.2	1.24	8.82	0
2,500 - 4,999	15	70	0.5	1.39	5.83	0
5,000 - 9,999	9	60	0.7	1.02	3.68	0
10,000 - 19,999	4	63	1.5	1.11	2.93	0
20,000 - 29,999	3	56	3.1	1.22	2.68	0
30,000 - 100,000	1	47	5.2	1.18	2.45	0
OVER 100,000	0	297	49.5	1.43	1.97	0

*CITIES WITH POPULATIONS GREATER THAN 1,000 ARE LISTED IN TABLE 6.
**FATAL ACCIDENT STATISTICS WERE ONLY CALCULATED FOR CITIES WITH POPULATIONS OF 1,000 OR ABOVE.

TABLE 9. CITIES WITH ACCIDENT RATES ABOVE CRITICAL.

POPULATION CATEGORY	CITIES WITH ACCIDENT RATES AT OR ABOVE CRITICAL	NUMBER OF ACCIDENTS (1978-1980)	ANNUAL ACCIDENT RATE (ACCIDENTS PER 1000 POPULATION)
OVER 100,000	NONE	DNA	DNA
30,000-100,000	BOWLING GREEN	10,377	87.7
20,000-29,999	NEWPORT	5,170	79.8
	ASHLAND	5,850	72.1
	HENDERSON	5,323	71.4
10,000-19,999	FLORENCE	4,645	99.3
	ERLANGER	3,182	73.5
	SOMERSET	2,324	72.7
	MAYFIELD	2,117	65.9
5,000-9,999	MAYSVILLE	2,155	90.0
	HAZARD	1,435	88.1
	MOUNT STERLING	1,275	73.0
	BARDSTOWN	1,328	71.9
	SHELBYVILLE	1,132	71.1
	CENTRAL CITY	920	58.8
	CORBIN	1,392	57.5
	MOREHEAD	1,333	57.0
	HARRODSBURG	1,216	55.9
2,500-4,999	PIKEVILLE	1,504	105.4
	LONDON	1,168	97.3
	PAINTSVILLE	1,057	92.4
	FORT WRIGHT	1,055	78.5
	HARLAN	708	78.4
	RUSSELL	869	75.3
	SHEPARDSVILLE	997	74.6
	PRESTONSBURG	896	74.5
	LEITCHFIELD	916	67.4
	CATLETTSBURG	591	65.6
	BARBOURVILLE	565	58.3
	PINEVILLE	454	58.2
	CARROLLTON	689	57.7
	IRVINE	491	56.7
	MORGANFIELD	631	55.6
1,000-2,499	CRESCENT SPRINGS	646	110.4
	CADIZ	451	90.5
	LOUISA	423	77.0
	DRY RIDGE	269	71.7
	WEST LIBERTY	292	70.5
	OAK GROVE	424	67.7
	BRANDENBURG	353	64.3
	WALTON	313	63.2
	MANCHESTER	332	60.2
	COLD SPRINGS	370	58.3
	HARDINSBURG	382	57.6
	MULDRAUGH	285	54.2
	SALYERSVILLE	220	54.2
	CRESTVIEW HILLS	224	53.0
	GREENUP	214	51.6
	WHITESBURG	230	50.3
	GREENSBURG	349	48.9
	HAWESVILLE	152	48.9
	WICKLIFFE	146	46.6
750-999	HINDMAN	163	62.0
	MARTIN	141	56.8
	MC KEE	108	47.3
500-749	WILDER	375	197.5
	CRESTWOOD	175	109.9
	BROWNSVILLE	148	73.2
	SANDY HOOK	111	59.0
	CRITTENDEN	98	54.7
250-499	ALLEN	126	124.3
	CAMPTON	129	88.5
	SONORA	74	59.3
	HYDEN	70	47.8
UNDER 250	BOONEVILLE	68	118.7
	FAIRVIEW	36	60.6

TABLE 10. NUMBER OF ACCIDENTS REPORTED BY REPORTING AGENCY.

REPORTING AGENCY	1978 ACCIDENTS	1979 ACCIDENTS	1980 ACCIDENTS	3-YEAR TOTAL	78-80 AVG	1981 ACCIDENTS	1981 PERCENT CHANGE
KENTUCKY STATE POLICE							
POST 9	2,916	3,094	2,887	8,897	2,966	2,678	-9.7
POST 1	3,109	2,651	2,197	7,957	2,652	2,044	-22.9
POST 11	2,868	2,557	2,373	7,798	2,599	2,521	-3.0
POST 2	2,430	2,441	2,108	6,979	2,326	2,326	-9.9
POST 7	2,219	2,282	2,027	6,528	2,176	1,937	-11.0
POST 4	2,427	2,191	1,658	6,276	2,092	1,709	-18.3
POST 16	2,363	2,030	1,817	6,210	2,070	1,617	-21.9
POST 3	2,195	2,107	1,735	6,037	2,012	1,603	-20.3
POST 13	1,840	2,004	1,884	5,728	1,909	2,035	+6.6
POST 12	1,896	1,775	1,485	5,156	1,719	1,468	-14.6
POST 6	1,839	1,617	1,281	4,737	1,579	1,023	-35.2
POST 10	1,577	1,570	1,560	4,707	1,569	1,691	+7.8
POST 14	1,798	1,581	1,320	4,699	1,566	1,186	-24.3
POST 8	1,477	1,445	1,322	4,244	1,415	1,267	-10.5
POST 15	1,111	1,312	1,259	3,682	1,227	1,225	-0.2
POST 5	1,237	1,258	1,078	3,573	1,191	1,034	-13.2
KY DOT ENFORCEMENT*	16	98	214	330	110	307	+179.1
TOTALS	33,320	32,013	28,205	93,538	31,179	27,440	-12.0
LOUISVILLE PD	20,893	19,391	16,654	56,938	18,979	15,296	-19.4
JEFFERSON CO. PD	15,298	13,749	11,425	40,472	13,491	11,123	-17.6
LEX-FAYETTE CO. PD	11,618	12,210	10,709	34,537	11,512	10,421	-9.5
COVINGTON PD	3,971	3,786	3,454	11,211	3,737	3,052	-18.3
OWENSBORO PD	3,713	3,603	3,113	10,429	3,476	2,892	-16.8
BOWLING GREEN PD	5,278	3,426	2,945	9,649	3,216	2,817	-12.4
PADUCAH PD	2,144	2,077	1,767	5,988	1,996	1,906	-4.5
ASHLAND PD	2,219	1,971	1,609	5,799	1,933	1,475	-23.7
NEWPORT PD	1,889	1,804	1,560	5,253	1,751	1,372	-21.6
HENDERSON PD	1,824	1,758	1,645	5,227	1,742	1,594	-8.5
HOPKINSVILLE PD	1,741	1,649	1,337	4,727	1,576	1,278	-18.9
FRANKFORT PD	1,484	1,371	1,280	4,135	1,378	1,280	-7.1
FLORENCE PD	1,513	1,367	1,244	4,124	1,375	1,230	-10.5
SHIVLEY PD	1,375	1,283	1,049	3,607	1,202	1,025	-14.7
RICHMOND PD	1,201	1,144	1,001	3,346	1,115	1,071	-3.9
ERLANGER PD	1,097	1,015	835	2,947	982	810	-17.5
MADISONVILLE PD	976	1,000	899	2,875	958	807	-15.8
BOONE CO. PD	867	975	953	2,795	932	934	+0.2
ST. MATTHEWS PD	982	913	764	2,659	886	936	+5.6
ELIZABETHTOWN PD	832	920	740	2,492	831	764	-8.1
WINCHESTER PD	922	866	687	2,475	825	740	-10.3
SOMERSET PD	728	781	717	2,226	742	663	-10.6
GLASGOW PD	754	743	701	2,198	733	666	-9.1
MAYFIELD PD	767	728	594	2,089	696	505	-27.4
MAYSVILLE PD	722	718	649	2,089	696	550	-21.0
JEFFERSONTOWN PD	781	654	604	2,039	680	592	-12.9
MURRAY PD	770	661	600	2,031	677	517	-23.6
DANVILLE PD	659	669	620	1,948	649	580	-10.6
RADCLIFFE PD	733	627	538	1,898	633	563	-11.1
KENTON CO. PD	591	585	486	1,662	554	478	-13.7
FT. THOMAS PD	541	595	506	1,642	547	390	-28.7
CAMPBELLSVILLE PD	568	502	536	1,606	535	523	-2.2
CAMPBELL CO. PD	509	478	454	1,441	480	465	-3.1
PIKEVILLE PD	493	457	475	1,425	475	469	-1.3
HAZARD PD	458	477	433	1,368	456	383	-16.0
CORBIN PD	511	462	380	1,353	451	374	-17.1
GEORGETOWN PD	469	455	397	1,341	447	387	-13.4
MIDDLESBORO PD	495	442	387	1,324	441	332	-24.7
BARDSTOWN PD	442	379	396	1,217	406	367	-9.6
NICHOLASVILLE PD	366	453	388	1,207	402	390	-3.0
HARRODSBURG PD	429	401	369	1,199	400	389	-2.8
BELLEVUE PD	426	426	309	1,161	387	318	-17.8
RUSSELLVILLE PD	411	405	318	1,134	378	362	-4.2
LEBANON PD	363	411	332	1,106	369	381	+3.3
LONDON PD	409	383	309	1,101	367	289	-21.3
SHELBYVILLE PD	381	378	339	1,098	366	390	+6.6
PRINCETON PD	344	394	344	1,082	361	294	-18.6
MT. STERLING PD	379	346	347	1,072	357	332	-7.0
MOREHEAD PD	353	362	344	1,059	353	322	-8.8
FT. WRIGHT PD	376	306	313	995	332	288	-13.3
PARIS PD	288	354	350	992	331	351	+6.0
PAINTSVILLE PD	334	318	335	987	329	340	+3.3
DAVIESS CO. SO	349	331	304	984	328	399	+21.6
VERSAILLES PD	366	368	242	976	325	293	-9.8
BULLITT CO. PD	331	318	312	961	320	325	+1.6
FT. MITCHELL PD	355	337	260	952	312	239	-24.6
MCCRACKEN CO. SO	60	407	475	942	314	482	+53.5
CENTRAL CITY PD	281	344	276	901	300	277	-22.3
WOODFORD CO. PD	255	335	299	889	296	323	+9.1
RUSSELL PD	353	296	234	883	294	214	-27.2
PIKE CO. SO	126	350	393	869	290	361	+24.5
PRESTONSBURG PD	276	330	259	865	288	292	+1.4
LEITCHFIELD PD	314	305	244	863	288	288	0.0
MASON CO. SO	297	292	240	829	276	223	-19.2
MONTICELLO PD	270	254	277	801	267	260	-2.6
CYNTHIANA PD	350	255	192	797	266	234	-12.0
ELSMERE PD	231	303	252	786	262	216	-17.6
BEREA PD	295	261	230	786	262	234	-10.7
FRANKLIN PD	247	276	257	780	260	286	+10.0
SHEPHERDSVILLE PD	257	264	224	745	248	254	+2.4
FLATWOODS PD	276	243	216	735	245	244	-0.4
EDGEWOOD PD	259	250	205	714	238	215	-9.7
SCOTT CO. PD	243	245	198	686	229	216	-5.7
MONTGOMERY CO. SO	143	261	259	663	221	276	+24.9
JESSAMINE CO. SO	234	224	204	662	221	266	+20.4
EKU SECURITY	214	223	224	661	220	179	-18.6
CARROLLTON PD	244	200	200	644	215	208	-3.3
UK SECURITY	228	217	197	642	214	207	-3.3
INDEPENDENCE PD	189	210	228	627	209	203	-2.9
WILLIAMSBURG PD	236	207	180	623	208	210	+1.0
MORGANFIELD PD	205	231	182	618	206	160	-22.3
CRESENT SPRINGS PD	235	203	179	617	206	192	-6.8
BOURBON CO. SO	222	217	170	609	203	234	+15.3
CLARK CO. SO	224	190	195	609	203	220	+8.4
CATLETTSBURG PD	215	229	148	592	197	164	-16.8
LAWRENCEBURG PD	207	203	173	583	194	169	-12.9
DAYTON PD	230	188	161	579	193	131	-32.1
GRAYSON CO. SO	170	212	185	567	189	191	+1.1
HIGHLAND HEIGHTS PD	162	204	198	564	188	149	-20.7
LUDLOW PD	211	170	178	559	186	166	-10.8
GREENVILLE PD	194	202	163	559	186	168	-9.7
BARBOURVILLE PD	183	195	168	546	182	170	-6.6
WKU PD	213	168	155	536	179	145	-19.0
HARLAN PD	224	158	150	532	177	230	+29.9
MEADE CO. SO	192	159	179	530	177	196	+10.7
BENTON PD	193	175	159	527	176	179	+1.7
GRAYSON PD	172	164	178	514	171	156	-8.8
PROVIDENCE PD	195	162	138	495	165	132	-20.0
COLUMBIA PD	157	192	144	493	164	138	-15.9
OLDHAM CO. PD	111	168	194	473	158	258	+63.3
ALEXANDRIA PD	176	142	139	457	152	160	+5.3
WARREN CO. SO	182	155	111	448	149	150	+0.7
LAKESIDE PARK PD	163	168	172	443	148	163	+10.1
FULTON PD	151	156	131	438	146	155	+6.2
SOUTHGATE PD	145	135	143	423	141	125	-11.3
POWELL CO. SO	134	161	125	420	140	81	-42.1
OAK GROVE PD	146	136	136	418	139	155	+11.5
PINEVILLE PD	122	146	146	414	138	162	+17.4
TOMPKINSVILLE PD	109	172	127	408	136	117	-14.0
MARION PD	96	171	134	401	134	110	-17.9
CADIZ PD	157	128	112	397	132	99	-25.0
HARRISON CO. SO	130	150	111	391	130	108	-16.9
SPRINGFIELD PD	143	130	118	391	130	140	+7.7
IRVINE PD	112	159	116	387	129	128	-0.8
BEAVER DAM PD	127	128	132	387	129	117	-9.3
PARK HILLS PD	145	119	117	391	127	74	-41.7
SCOTTSVILLE PD	113	144	121	378	126	135	+7.1
BRECKINRIDGE CO. SO	115	153	108	376	125	130	+4.0
BOYLE CO. SO	143	160	71	374	125	103	-17.6
DAWSON SPRINGS PD	139	135	98	372	124	101	-18.5
LINCOLN CO. SO	149	123	98	370	123	136	+10.6
HARDINSBURG PD	145	120	102	367	122	102	-16.4
WILDER PD	157	101	106	364	121	61	-49.6
LANCASTER PD	125	133	105	363	121	115	-5.0
HENDERSON CO. SO	133	132	88	353	118	168	+42.4
COLD SPRINGS PD	98	113	140	351	117	100	-14.5
STANFORD PD	107	125	119	351	117	110	-6.0
FLEMINGSBURG PD	111	129	108	348	116	126	+8.6
LEWIS CO. SO	106	124	111	341	114	106	-7.0
TAYLOR MILL PD	116	113	109	338	113	131	+15.9
STATE & NATIONAL PARKS	130	113	88	331	110		-100.0
BULLITT CO. SO	140	108	77	325	108	70	-35.2
PULASKI CO. SO	133	107	82	322	107	91	-15.0
TOTAL**	152,303	147,247	128,130	427,680	142,560	125,116	-12.2

*NOW A PART OF KENTUCKY STATE POLICE ENFORCEMENT.
**TOTAL IS FOR ALL AGENCIES IN STATE, WHILE ONLY THE TOP 134 AGENCIES ARE LISTED HERE.
THE 134 AGENCIES LISTED REPORTED 95% OF THE TOTAL ACCIDENTS REPORTED IN 1978-1980.

TABLE 11. ACCIDENTS AND ACCIDENT RATES BY ACCIDENT TYPE FOR EACH COUNTY.

COUNTY	PEDESTRIAN ACCIDENTS		BICYCLE ACCIDENTS		SCHOOL BUS ACCIDENTS			MOTORCYCLE ACCIDENTS		EMERGENCY VEHICLE ACCIDENTS	
	NUMBER	RATE*	NUMBER	RATE*	NUMBER	RATE*	RATE**	NUMBER	RATE*	NUMBER	RATE*
ADAIR	6	1.3	1	0.2	7	1.5	612	7	1.5	5	1.1
ALLEN	6	1.4	0	0.0	7	1.7	596	12	2.8	3	0.7
ANDERSON	19	5.0	5	1.3	11	2.9	1617	15	4.0	4	1.1
BALLARD	5	1.9	7	2.7	7	2.7	1173	13	4.9	10	3.8
BARREN	26	2.5	14	1.4	15	1.3	996	45	4.4	10	1.0
BATH	11	3.7	1	0.3	2	0.7	258	8	2.7	4	1.3
BELL	36	3.5	14	1.4	7	0.7	518	35	3.4	20	1.9
BOONE	80	5.8	31	2.3	27	2.0	1062	121	8.8	32	2.3
BOURBON	21	3.6	9	1.5	15	2.6	1357	22	3.8	9	1.5
BOYD	88	5.3	32	1.9	47	2.8	4047	112	6.7	30	1.8
BOYLE	32	4.3	21	2.8	8	1.1	1008	42	5.6	11	1.5
BRACKEN	1	0.4	3	1.3	0	0.0	0	3	1.3	1	0.4
BREATHITT	10	2.0	5	1.0	12	2.4	712	14	2.7	8	1.6
BRECKENRIDGE	10	2.0	2	0.4	10	2.0	612	18	3.6	7	1.4
BULLITT	36	2.8	12	0.9	22	1.7	649	57	4.4	24	1.8
BUTLER	5	1.5	0	0.0	0	0.0	0	9	2.7	3	0.9
CALDWELL	20	4.9	7	1.7	12	3.0	1466	20	4.9	4	1.0
CALLOWAY	23	2.6	10	1.1	3	0.3	204	64	7.1	10	1.1
CAMPBELL	236	9.4	111	4.4	40	1.6	2183	118	4.7	44	1.8
CARLISLE	6	3.6	1	0.6	4	2.4	545	2	1.2	1	0.6
CARROLL	8	2.9	5	1.8	8	2.9	1283	15	5.4	5	1.8
CARTER	19	2.5	2	0.3	17	2.3	628	24	3.2	8	1.1
CASEY	4	0.9	0	0.0	4	0.9	316	6	1.3	4	0.9
CHRISTIAN	86	4.3	33	1.6	30	1.5	1005	78	3.9	27	1.3
CLARK	44	5.2	14	1.6	33	3.9	1416	61	7.2	14	1.6
CLAY	13	1.9	0	0.0	14	2.1	627	14	2.1	5	0.7
CLINTON	4	1.4	0	0.0	3	1.1	177	8	2.9	1	0.4
CRITTENDEN	10	3.6	3	1.1	4	1.4	508	5	1.8	5	1.8
CUMBERLAND	3	1.4	1	0.5	4	1.8	717	6	2.7	0	0.0
DAVIESS	117	4.5	129	5.0	59	2.3	1470	139	5.4	32	1.2
EDMONSON	3	1.0	3	1.0	5	1.7	564	6	2.0	1	0.3
ELLIOTT	6	2.9	1	0.5	2	1.0	127	5	2.4	5	2.4
ESTILL	11	2.5	0	0.0	5	1.1	414	13	3.0	5	1.2
FAYETTE	525	8.6	255	4.2	181	3.0	2989	441	7.2	110	1.8
FLEMING	3	0.8	1	0.3	7	1.9	628	9	2.4	7	1.9
FLOYD	36	2.5	11	0.8	32	2.2	1187	33	2.3	19	1.3
FRANKLIN	67	5.3	20	1.6	33	2.6	1947	56	4.5	31	2.5
FULTON	4	1.5	5	1.9	1	0.4	264	9	3.3	2	0.7
GALLATIN	2	1.4	3	2.1	7	4.8	1481	10	6.9	1	0.7
GARRARD	10	3.1	4	1.2	6	1.8	868	15	4.6	5	1.5
GRANT	9	2.3	2	0.5	11	2.8	1232	16	4.0	11	2.8
GRAVES	29	2.8	14	1.4	4	0.4	151	53	5.2	13	1.3
GRAYSON	23	3.7	6	1.0	13	2.1	707	22	3.5	10	1.1
GREEN	5	1.5	1	0.3	9	2.7	926	10	3.0	0	0.0
GREENUP	21	1.8	5	0.4	26	2.2	1625	45	3.8	14	1.2
HANCOCK	2	0.9	0	0.0	4	1.7	560	3	1.3	3	1.3
HARDIN	76	2.8	35	1.3	40	1.5	1120	186	7.0	31	1.2
HARLAN	47	3.7	18	1.4	20	1.6	1230	55	4.4	24	1.9
HARRISON	13	2.9	4	0.9	5	1.1	529	18	4.0	2	0.4
HART	10	2.2	2	0.6	5	1.1	399	8	1.7	2	0.4
HENDERSON	94	7.7	50	4.1	22	1.8	1252	83	6.8	15	1.2
HENRY	15	3.9	3	0.8	8	2.1	765	8	2.1	4	1.0
HICKMAN	4	2.2	1	0.5	2	1.1	373	4	2.2	0	0.0
HOPKINS	60	4.3	25	1.8	15	1.1	854	93	6.7	31	2.2
JACKSON	5	1.4	1	0.3	3	0.8	179	11	3.1	0	0.0
JEFFERSON	1590	7.7	743	3.6	583	2.8	2078	1329	6.5	400	1.9
JESSAMINE	15	1.9	5	0.6	25	3.1	1925	34	4.3	10	1.3
JOHNSON	16	2.2	1	0.1	9	1.2	539	21	2.9	11	1.5
KENTON	400	12.5	173	5.4	92	2.9	2619	238	7.4	90	2.8
KNOTT	14	2.6	3	0.6	13	2.4	599	14	2.6	8	1.5
KNOX	23	2.5	10	1.1	16	1.8	683	39	4.3	8	0.9
LARUE	7	1.9	6	1.7	6	1.7	813	13	3.6	3	0.8
LAUREL	40	3.9	10	1.0	32	3.1	1129	67	6.6	13	1.3
LAWRENCE	14	3.3	0	0.0	6	1.4	496	11	2.6	7	1.7
LEE	6	2.6	0	0.0	8	3.4	1462	2	0.9	6	2.6
LESLIE	15	3.4	0	0.0	8	1.8	426	12	2.7	2	0.4
LETCHER	22	2.4	7	0.8	9	1.0	529	27	2.9	13	1.4
LEWIS	10	2.3	6	1.4	4	0.9	310	11	2.5	7	1.6
LINCOLN	7	1.2	3	0.5	9	1.6	666	15	2.6	3	0.5
LIVINGSTON	4	1.4	0	0.0	5	1.8	513	14	5.1	5	1.8
LOGAN	23	3.2	7	1.0	15	2.1	1163	27	3.7	10	1.4
LYON	2	1.0	2	1.0	0	0.0	0	10	5.1	0	0.0
MCCRACKEN	87	4.7	42	2.3	38	2.1	1882	161	8.8	37	2.0
MCCREARY	15	3.2	1	0.2	2	0.4	169	21	4.5	6	1.3
MCLEAN	5	1.7	3	1.0	5	1.7	656	10	3.3	1	0.3
MADISON	67	4.2	30	1.0	31	1.9	1151	72	4.5	50	3.1
MAGOFFIN	9	2.2	0	0.0	2	0.5	164	10	2.5	10	2.5
MARION	18	3.4	13	2.6	18	3.4	1414	16	3.0	8	1.5
MARSHALL	15	2.0	8	1.0	8	1.0	408	40	5.2	7	0.9
MARTIN	8	1.9	1	0.2	5	1.2	526	8	1.9	8	1.9
MASON	15	2.8	7	1.3	14	2.6	1528	22	4.1	11	2.1
MEADE	14	2.0	3	0.4	10	1.5	751	41	6.0	2	0.3
MENIFEE	3	2.0	0	0.0	1	0.7	234	6	3.9	4	2.6
MERCER	17	3.0	7	1.2	3	0.5	351	26	4.6	2	0.4
METCALFE	1	0.4	1	0.4	4	1.4	450	8	2.8	4	1.4
MONROE	6	1.6	0	0.0	3	0.8	322	15	4.0	1	0.3
MONTGOMERY	21	3.5	5	0.8	13	2.2	1009	14	2.3	9	1.5
MORGAN	9	2.5	3	0.8	7	1.9	473	10	2.8	4	1.1
MUHLENBURG	24	2.5	7	0.7	8	0.8	529	29	3.0	9	0.9
NELSON	27	3.3	12	1.5	10	1.2	553	9	4.7	8	1.0
NICHOLAS	0	0.0	0	0.0	3	1.4	612	0	0.0	2	0.9
OHIO	10	1.5	3	0.5	16	2.5	970	24	3.7	11	1.7
OLDHAM	14	1.8	4	0.5	15	1.9	689	27	3.4	8	1.0
OWEN	4	1.5	1	0.4	8	3.0	1084	5	1.9	3	1.1
OWSLEY	5	2.9	0	0.0	3	1.8	616	4	2.3	4	2.3
PENDLETON	3	0.9	3	0.9	3	0.9	229	6	1.8	2	0.6
PERRY	28	2.8	8	0.8	21	2.1	1041	54	5.3	18	1.8
PIKE	75	3.1	14	0.6	49	2.0	1115	92	3.8	36	1.5
POWELL	6	1.8	1	0.3	4	1.2	411	15	4.5	7	2.1
PULASKI	37	2.7	10	0.7	31	2.3	1353	50	3.6	10	0.7
ROBERTSON	1	1.5	0	0.0	1	1.5	531	1	1.5	0	0.0
ROCKCASTLE	12	2.9	2	0.5	5	1.2	367	13	3.1	8	1.9
ROWAN	17	3.0	9	1.6	15	2.6	1112	30	5.2	4	0.7
RUSSELL	4	1.0	3	0.7	0	0.0	0	13	3.2	3	0.7
SCOTT	19	2.9	7	1.0	12	1.8	826	26	4.0	15	2.3
SHELBY	26	3.7	17	2.4	16	2.3	680	34	4.9	11	1.6
SIMPSON	9	2.0	2	0.5	5	1.1	579	17	3.9	1	0.2
SPENCER	2	1.1	1	0.6	3	1.7	486	4	2.2	1	0.6
TAYLOR	13	2.0	4	0.6	9	1.4	807	28	4.4	6	0.9
TODD	4	1.1	2	0.6	6	1.7	702	17	4.8	3	0.8
TRIGG	12	4.3	1	0.4	5	1.8	780	16	5.7	5	1.8
TRIMBLE	3	1.6	4	2.1	0	0.0	0	7	3.7	0	0.0
UNION	18	3.4	9	1.7	18	3.4	1489	24	4.5	10	1.9
WARREN	92	4.3	55	2.6	38	1.8	1427	163	7.6	51	2.4
WASHINGTON	7	2.2	1	0.3	8	2.5	955	10	3.1	1	0.3
WAYNE	6	1.2	5	1.0	2	0.4	185	6	1.2	3	0.6
WEBSTER	17	3.8	5	1.1	3	0.7	351	19	4.3	9	2.0
WHITLEY	32	3.2	10	1.0	19	1.9	917	63	6.3	12	1.2
WOLFE	3	1.5	1	0.5	5	2.5	885	8	4.0	4	2.0
WOODFORD	14	2.6	5	0.9	8	1.5	984	14	2.6	7	1.3

* RATES ARE ANNUAL ACCIDENTS PER 10,000 POPULATION.
** SCHOOL BUS ACCIDENTS PER 100 MILLION VEHICLE MILES DRIVEN BY SCHOOL BUSES.

TABLE 10. MISCELLANEOUS ACCIDENT DATA FOR EACH COUNTY.

COUNTY	PERCENT OF ACCIDENTS INVOLVING SPEEDING	PERCENT OF ACCIDENTS INVOLVING ALCOHOL	PERCENT OF ACCIDENTS INVOLVING DRUGS	PERCENT OF DRIVERS USING SAFETY EQUIPMENT	PERCENT FATAL ACCIDENTS	PERCENT INJURY OR FATAL ACCIDENTS	NUMBER OF ACCIDENTS BY YEAR 1978	1979	1980	THREE YEAR AVERAGE	1980 PERCENT CHANGE	LAPSED TIME NOTIFIED TO ARRIVED: PERCENT GREATER THAN 10 MINUTES
ADAIR	9.2	10.2	0.3	0.9	0.60	23	306	366	366	333	-2.1	27
ALLEN	18.1	7.5	0.3	2.0	1.52	30	292	286	275	285	-3.5	27
ANDERSON	13.0	7.4	0.1	3.2	0.81	24	428	426	379	409	-7.3	25
BALLARD	20.4	8.6	0.1	2.0	1.51	33	275	230	224	243	-7.8	62
BARREN	8.2	5.9	0.1	1.0	0.72	26	1,295	1,290	1,153	1,246	-7.5	24
BATH	20.9	15.6	0.4	4.6	1.51	27	162	169	123	151	-18.8	55
BELL	9.8	7.1	0.3	4.0	0.92	25	937	933	856	909	-5.8	23
BOONE	10.1	8.2	0.5	7.6	0.44	21	3,018	2,847	2,508	2,798	-9.6	28
BOURBON	12.6	10.8	0.6	2.0	0.94	27	764	783	691	746	-7.4	25
BOYD	6.0	4.7	0.3	3.0	0.27	18	3,246	2,889	2,373	2,836	-16.3	16
BOYLE	6.4	4.9	0.4	2.7	0.45	18	1,104	1,119	911	1,045	-12.8	19
BRACKEN	10.6	9.2	0.7	3.2	2.40	18	97	106	89	97	-8.5	35
BREATHITT	29.7	9.4	0.1	1.5	1.50	37	324	364	318	333	-6.4	65
BRECKENRIDGE	10.3	6.0	0.1	2.1	0.99	25	419	449	349	406	-15.9	39
BULLITT	10.3	7.9	0.4	4.0	0.88	29	1,182	1,143	981	1,102	-10.9	23
BUTLER	6.7	6.9	0.0	2.4	2.46	34	268	226	197	230	-14.5	56
CALDWELL	6.3	6.1	0.5	1.3	0.86	23	501	535	481	506	-4.9	19
CALLOWAY	8.4	6.4	0.1	1.8	0.78	25	1,095	985	836	989	-10.4	16
CAMPBELL	3.4	6.1	0.4	4.4	0.19	17	4,429	4,259	3,819	4,169	-8.4	7
CARLISLE	20.2	10.1	1.2	1.3	2.45	36	105	120	101	109	-7.0	71
CARROLL	12.8	8.4	0.4	4.6	1.20	22	539	522	444	502	-11.5	26
CARTER	17.2	8.3	0.3	2.1	1.32	27	637	608	558	604	-6.0	39
CASEY	14.6	9.9	0.0	1.2	1.70	28	284	223	139	215	-35.5	48
CHRISTIAN	9.3	8.0	0.2	4.0	0.54	20	2,506	2,362	1,949	2,272	-14.2	17
CLARK	9.9	7.5	0.5	2.3	0.38	20	1,446	1,349	1,121	1,305	-14.1	17
CLAY	16.6	7.1	0.1	1.6	1.15	25	468	482	438	463	-5.3	45
CLINTON	7.6	8.3	0.7	1.7	1.35	30	160	153	133	149	-10.5	34
CRITTENDEN	7.4	5.4	0.3	1.4	1.44	30	235	273	253	255	+1.0	20
CUMBERLAND	10.8	7.7	0.8	1.0	1.03	21	151	135	102	129	-21.2	30
DAVIESS	5.2	6.8	0.4	3.7	0.28	18	5,045	4,748	4,067	4,620	-11.9	9
EDMONSON	23.8	8.2	0.3	2.6	1.61	35	209	200	213	207	+2.7	52
ELLIOTT	26.0	9.4	0.3	3.0	1.04	27	109	144	132	128	+2.8	72
ESTILL	13.7	6.7	0.3	1.1	0.88	21	288	333	287	303	-5.2	33
FAYETTE	5.6	7.8	0.4	9.9	0.27	20	12,651	12,602	11,015	11,889	-7.3	26
FLEMING	12.5	7.3	0.3	2.1	1.82	27	259	300	288	293	-1.6	29
FLOYD	17.2	7.6	0.2	4.1	0.85	27	1,097	1,253	1,160	1,173	-1.1	54
FRANKLIN	9.5	6.6	0.2	4.9	0.29	18	2,108	2,010	1,793	1,970	-9.0	18
FULTON	6.5	7.8	0.5	2.8	0.47	21	291	288	280	286	-2.2	13
GALLATIN	23.3	12.8	0.8	6.5	1.19	33	168	218	231	146	+2.7	45
GARRARD	21.0	6.8	0.8	1.6	1.48	28	327	351	271	316	-14.3	38
GRANT	24.2	8.4	0.6	9.7	0.48	30	620	569	470	553	-15.0	43
GRAVES	7.3	5.3	0.2	4.4	0.83	23	1,310	1,198	968	1,159	-16.4	28
GRAYSON	10.7	6.6	0.1	4.1	0.67	25	678	687	569	642	-11.4	36
GREEN	7.1	5.4	0.0	1.0	1.00	24	283	264	256	268	-4.3	34
GREENUP	9.1	6.0	0.2	4.0	0.46	24	1,137	1,015	864	1,005	-14.1	28
HANCOCK	8.1	5.6	0.2	3.1	0.83	26	189	141	154	161	-4.5	29
HARDIN	12.5	7.6	0.2	5.5	0.48	25	2,745	2,602	2,135	2,494	-14.4	23
HARLAN	12.9	9.6	0.5	2.9	1.01	26	1,081	1,060	1,033	1,058	-2.4	47
HARRISON	10.6	6.9	0.2	1.3	0.40	17	595	489	400	495	-19.1	26
HART	13.4	10.7	0.1	4.7	1.90	31	383	405	319	369	-13.5	42
HENDERSON	7.0	7.1	0.3	2.6	0.50	21	2,473	2,381	2,158	2,339	-7.7	18
HENRY	29.0	10.9	0.2	4.7	1.01	28	350	327	314	330	-4.9	58
HICKMAN	15.7	9.3	1.2	2.7	1.17	33	143	160	125	143	-12.4	40
HOPKINS	9.1	6.6	0.2	2.8	0.50	23	1,946	1,948	1,699	1,864	-8.9	28
JACKSON	15.7	8.9	0.5	1.0	2.22	25	167	192	182	180	+1.0	55
JEFFERSON	5.9	5.3	0.2	9.6	0.27	17	39,738	36,343	31,049	35,710	-13.1	21
JESSAMINE	9.7	6.5	0.1	1.4	0.81	20	815	884	773	824	-6.2	20
JOHNSON	8.4	7.6	0.3	3.3	1.01	23	726	747	698	724	-3.5	37
KENTON	5.7	6.1	0.7	4.9	0.21	19	8,163	7,833	6,984	7,653	-9.0	8
KNOTT	29.6	12.5	0.2	2.4	1.71	35	292	329	315	312	+1.0	70
KNOX	14.9	8.9	0.2	3.8	1.46	23	645	721	623	663	-6.0	40
LARUE	19.2	7.1	0.0	2.7	1.27	27	340	332	273	305	-13.3	34
LAUREL	12.1	6.7	0.3	3.7	0.89	23	1,358	1,301	1,150	1,270	-9.4	35
LAWRENCE	12.0	8.3	0.5	2.9	0.82	27	408	427	259	365	-28.9	46
LEE	19.4	8.9	0.9	1.0	1.54	28	131	103	91	108	-16.0	51
LESLIE	33.3	11.4	0.2	2.5	3.21	38	202	194	228	208	+9.6	75
LETCHER	33.2	7.6	0.1	1.2	1.91	33	370	470	469	436	+7.5	65
LEWIS	15.0	6.5	0.1	2.9	1.05	28	312	359	283	318	-11.0	49
LINCOLN	9.7	6.8	0.0	1.9	1.02	26	401	402	369	391	-5.5	41
LIVINGSTON	18.9	10.4	0.9	2.0	1.05	33	227	219	220	222	+0.9	69
LOGAN	8.5	7.1	0.4	1.8	0.89	28	807	819	616	747	-17.6	28
LYON	9.2	7.1	0.0	2.5	1.12	31	132	176	140	149	-6.3	49
MCCRACKEN	6.7	8.4	0.6	3.8	0.33	18	3,113	3,097	2,698	2,968	-9.1	16
MCCREARY	20.7	10.6	0.1	4.6	2.45	31	263	234	237	245	-3.1	39
MCLEAN	9.1	7.9	0.3	3.1	0.86	35	221	191	171	194	-11.9	62
MADISON	13.3	8.5	0.3	3.1	0.92	28	2,509	2,426	2,201	2,379	-7.5	22
MAGOFFIN	29.5	12.8	0.8	5.5	1.68	38	245	277	251	258	-2.7	55
MARION	10.3	12.4	0.7	1.3	0.57	20	620	720	586	642	-8.7	29
MARSHALL	13.4	7.8	0.6	2.6	0.85	29	856	797	611	755	-19.1	33
MARTIN	27.7	9.1	1.1	3.9	1.33	27	212	167	148	176	-15.9	53
MASON	4.1	5.6	0.2	1.3	0.51	16	1,095	1,090	950	1,045	-9.1	23
MEADE	12.2	13.9	0.3	3.3	1.16	32	642	596	490	576	-14.9	41
MENIFEE	38.1	15.8	0.0	3.6	1.92	32	68	102	90	87	+3.4	85
MERCER	9.7	7.4	0.3	1.7	0.62	19	693	661	574	643	-10.7	19
METCALFE	16.7	11.2	0.5	2.3	1.16	32	113	161	156	143	+9.1	60
MONROE	15.3	10.7	0.8	1.3	2.57	24	221	294	223	246	-9.3	26
MONTGOMERY	7.0	7.1	0.2	0.7	0.44	21	659	679	696	678	+2.7	24
MORGAN	19.0	9.0	0.2	1.7	1.11	28	349	299	253	300	-15.7	52
MUHLENBURG	13.7	7.7	0.3	1.3	0.68	25	1,013	1,138	926	1,026	-9.7	32
NELSON	11.5	9.7	0.3	3.2	0.66	24	1,020	917	845	927	-8.8	31
NICHOLAS	17.8	9.4	0.5	1.4	1.88	25	91	79	43	71	-39.4	48
OHIO	16.5	7.1	0.3	2.7	1.38	31	544	481	493	506	-2.6	45
OLDHAM	20.4	9.3	0.5	8.0	1.04	31	696	657	565	639	-11.6	33
OWEN	17.4	4.8	0.8	2.5	0.80	28	170	165	165	167	-1.2	50
OWSLEY	22.0	5.7	0.0	2.1	2.04	30	78	96	71	82	-13.4	44
PENDLETON	20.2	6.9	0.0	3.8	0.91	26	267	244	237	256	-7.4	42
PERRY	17.5	8.2	0.4	1.1	1.09	24	1,163	1,248	1,063	1,158	-8.2	41
PIKE	15.5	7.6	0.2	2.4	0.73	28	2,019	2,230	2,207	2,152	+2.6	54
POWELL	9.5	8.7	0.3	1.3	1.52	29	299	241	184	241	-23.7	35
PULASKI	9.5	4.8	0.4	2.5	1.01	22	1,444	1,347	1,235	1,342	-8.0	25
ROBERTSON	29.5	7.7	0.0	3.8	1.23	31	25	36	17	26	-34.6	45
ROCKCASTLE	23.9	7.4	0.2	5.5	1.77	27	359	391	325	358	-9.3	49
ROWAN	12.3	8.4	1.0	3.3	0.50	21	814	809	776	800	-2.9	28
RUSSELL	14.6	12.8	0.3	5.4	1.95	29	177	213	225	205	+9.7	42
SCOTT	8.5	7.2	0.6	4.0	0.56	22	974	906	783	888	-11.8	22
SHELBY	15.4	8.4	0.5	3.3	0.90	26	940	931	795	889	-10.5	29
SIMPSON	9.2	4.2	0.0	1.9	0.90	26	489	515	436	460	-9.2	22
SPENCER	25.1	11.5	1.3	4.1	1.87	41	159	109	107	125	-14.4	56
TAYLOR	6.8	5.8	0.2	2.1	0.87	21	677	643	645	655	-1.5	16
TODD	22.1	9.2	0.6	2.1	2.22	31	234	253	188	225	-16.4	49
TRIGG	14.1	5.2	0.5	3.1	0.93	25	421	358	291	357	-18.4	31
TRIMBLE	21.6	11.1	0.3	1.8	0.62	31	109	112	103	108	-4.6	62
UNION	12.1	10.7	0.3	1.6	0.94	25	653	612	553	606	-8.7	29
WARREN	6.3	7.8	0.6	2.6	0.44	20	4,433	4,509	3,650	4,264	-9.7	15
WASHINGTON	8.3	5.4	0.5	3.1	0.54	28	303	299	252	278	-9.3	34
WAYNE	9.0	5.4	0.5	0.7	0.57	13	441	418	377	412	-8.5	18
WEBSTER	6.8	8.2	0.3	3.1	0.85	25	516	472	419	469	-10.7	41
WHITLEY	11.3	5.5	0.5	3.3	0.69	21	1,227	916	818	987	-17.1	31
WOLFE	20.3	10.4	0.4	3.7	2.12	30	160	170	142	157	-9.8	69
WOODFORD	7.9	8.2	0.1	4.3	0.79	21	693	753	580	677	-14.3	11

TABLE 13. ACCIDENT CONTRIBUTING FACTORS FOR VARIOUS ACCIDENT TYPES.

CONTRIBUTING FACTOR	PERCENT OF ACCIDENTS INVOLVING GIVEN FACTOR								
	ALL ACCIDENTS	PEDESTRIAN ACCIDENTS	BICYCLE ACCIDENTS	MOTORCYCLE ACCIDENTS	FATAL ACCIDENTS	SCHOOL BUS ACCIDENTS	SCHOOL BUS OR DRIVER (1980 ONLY)	EMERGENCY VEHICLE ACCIDENTS	EMERGENCY VEHICLE OR DRIVER (1980 ONLY)
UNSAFE SPEED	8.8	4.9	2.0	15.3	37.2	7.6	1.0	16.6	6.9
FAILURE TO YIELD RIGHT-OF-WAY	16.5	5.8	7.2	22.8	15.5	17.0	7.6	23.8	4.4
FOLLOWING TOO CLOSELY	4.7	0.2	0.1	3.9	0.6	5.3	2.6	2.8	1.2
IMPROPER PASSING	1.4	0.6	0.3	3.2	2.5	2.2	0.7	1.8	0.3
DISREGARD TRAFFIC CONTROLS	2.4	0.9	1.1	2.0	3.6	1.8	0.6	3.6	0.8
IMPROPER TURN	2.7	0.4	0.6	3.6	0.6	3.7	3.4	3.7	1.8
ALCOHOL	7.0	4.1	1.9	6.9	24.9	1.2	0.0	8.9	0.5
DRUGS	0.3	0.2	0.0	0.3	0.5	0.1	0.0	0.4	0.0
SICK	0.1	0.0	0.0	0.0	0.4	0.2	0.0	0.1	0.2
FELL ASLEEP	1.0	0.2	0.1	0.3	2.8	0.2	0.0	0.4	0.0
LOST CONSCIOUSNESS	0.2	0.1	0.0	0.1	0.4	0.1	0.0	0.0	0.0
DRIVER INATTENTION	23.1	10.2	8.6	18.2	10.1	23.9	18.2	23.7	8.2
DISTRACTION	1.7	1.3	0.7	1.1	1.3	2.4	1.3	3.3	1.5
PHYSICAL DISABILITY	0.3	0.2	0.2	0.1	0.3	0.1	0.0	0.1	0.0
OTHER (HUMAN)	11.8	10.9	6.9	12.6	11.9	18.3	11.3	24.3	14.2
DEFECTIVE BRAKES	2.1	1.1	0.4	1.4	1.6	5.7	2.7	2.6	1.1
HEADLIGHTS	0.1	0.2	0.0	0.4	0.1	0.0	0.0	0.1	0.2
OTHER LIGHTS	0.3	0.1	0.1	0.5	0.1	0.4	0.1	0.5	0.0
STEERING FAILURE	0.4	0.0	0.0	0.7	0.3	0.2	0.0	0.5	0.2
TIRE FAILURE-INADEQUATE	1.0	0.1	0.0	1.3	3.7	0.5	0.3	1.5	0.3
TOW HITCH DEFECTIVE	0.1	0.1	0.0	0.0	0.1	0.0	0.0	0.6	0.6
OVER OR IMPROPER LOAD	0.1	0.1	0.0	0.1	0.5	0.3	0.0	0.4	0.2
OVER SIZED LOAD	0.1	0.0	0.0	0.1	0.2	0.3	0.0	0.4	0.3
OTHER (VEHICULAR)	2.9	2.6	0.7	3.9	3.6	2.8	2.8	3.8	1.6
ANIMAL ACTION	1.0	0.3	0.1	1.2	0.3	0.1	0.0	1.3	1.0
GLARE	0.7	2.0	0.7	0.5	0.9	0.8	0.4	1.1	0.5
VIEW OBSTRUCTED-LIMITED	3.3	4.7	4.1	4.0	3.4	5.1	3.4	5.1	3.2
DEBRIS IN ROADWAY	0.4	0.1	0.1	2.1	0.6	0.3	0.0	0.9	1.1
IMPROPER-NON WORK TRAFFIC CONTROLS	0.2	0.0	0.0	0.2	0.2	0.2	0.0	0.1	0.0
SHOULDERS DEFECTIVE	0.5	0.1	0.1	0.3	1.5	1.0	1.0	0.8	0.6
HOLES-DEEP RUTS -BUMPS	0.4	0.1	0.2	1.2	0.7	0.4	0.0	0.8	0.5
ROAD UNDER CONSTRUCTION	0.4	0.5	0.1	0.5	0.5	0.5	0.4	0.7	0.3
IMPROPERLY PARKED VEHICLES	0.6	0.8	0.1	0.4	0.4	1.5	1.3	0.9	0.2
FIXED OBJECT	0.3	0.1	0.1	0.4	0.1	0.4	0.3	0.7	0.6
SLIPPERY SURFACE	12.0	5.2	0.8	2.8	8.0	13.4	6.0	19.1	7.3
WATER POOLING	0.5	0.2	0.0	0.3	0.7	0.2	0.0	1.0	0.8
OTHER (ROADWAY)	2.1	2.1	1.3	2.5	2.2	4.4	4.7	3.8	2.2

TABLE 14. ACCIDENT SEVERITY FOR VARIOUS ACCIDENT TYPES.

VARIABLE	ALL ACCIDENTS	PEDESTRIAN ACCIDENTS	BICYCLE ACCIDENTS	MOTORCYCLE ACCIDENTS	SCHOOL BUS ACCIDENTS	EMERGENCY VEHICLE ACCIDENTS
PERCENT FATAL ACCIDENTS	0.55	6.67	1.29	2.91	0.27	0.40
PERCENT INJURY ACCIDENTS	20.0	88.9	80.7	73.3	15.1	19.5

TABLE 15. ACCIDENT TREND ANALYSIS.

ACCIDENT STATISTIC	NUMBER IN GIVEN YEAR 1977	1978	1979	3-YEAR AVERAGE (77-79)	1980	PERCENT CHANGE
TOTAL ACCIDENTS	147,647	152,303	147,247	149,066	128,130	-14.0
FATAL ACCIDENTS	810	785	801	799	750	-6.1
FATALITIES	958	893	905	919	825	-10.2
INJURY ACCIDENTS	28,679	29,019	29,447	29,048	27,028	-7.0
INJURIES	43,957	44,403	44,814	44,391	40,786	-8.1
FATAL AND INJURY ACCIDENTS	29,489	29,804	30,248	29,847	27,778	-6.9
SPEED-RELATED ACCIDENTS	14,034	13,497	12,994	13,508	11,214	-17.0
SPEED-RELATED FATAL ACCIDENTS	288	297	282	289	291	+0.7
ALCOHOL-RELATED ACCIDENTS	9,245	9,117	10,140	9,500	10,708	+12.7
ALCOHOL-RELATED FATAL ACCIDENTS	178	190	196	188	196	+4.1
DRUG-RELATED ACCIDENTS	323	383	452	386	584	+51.3
PEDESTRIAN ACCIDENTS	1,778	1,741	1,779	1,766	1,607	-9.0
BICYCLE ACCIDENTS	731	747	756	745	749	+0.5
MOTORCYCLE ACCIDENTS	1,870	1,811	1,844	1,842	1,873	+1.7
SCHOOL BUS ACCIDENTS	537	737	823	699	693	-0.9
EMERGENCY VEHICLE ACCIDENTS	451	535	545	510	656	+28.6

TABLE 16. COMPARISON OF FATAL ACCIDENTS WITH ALL ACCIDENTS.

VARIABLE	ALL ACCIDENTS	FATAL ACCIDENTS
MONTH WITH HIGHEST PERCENTAGE	JANUARY	JULY
DAY WITH HIGHEST PERCENTAGE	FRIDAY	SATURDAY*
HOUR WITH HIGHEST PERCENTAGE	4-5 PM	11PM-12AM
PERCENT INVOLVING FIXED OBJECT	13.9	33.6
PERCENT REAR-END COLLISIONS OR SAME DIRECTION SIDESWIPE	21.0*	3.9*
PERCENT ANGLE COLLISIONS	13.5*	6.9*
PERCENT HEAD-ON OR OPPOSITE DIRECTION COLLISIONS	7.0*	17.9*
PERCENT PEDESTRIAN ACCIDENTS	1.2*	14.4*
PERCENT INTERSECTION ACCIDENTS	28.6*	15.1*
PERCENT ON WET SURFACE	17.8	14.7
PERCENT ON SNOW OR ICE	10.5	3.6
PERCENT NIGHTTIME ACCIDENTS	30.0	48.4

* ONLY 1980 DATA WERE AVAILABLE.

TABLE 17. COUNTIES WITH FATAL ACCIDENT RATES ABOVE CRITICAL.

POPULATION CATEGORY	COUNTIES WITH FATAL ACCIDENT RATES ABOVE CRITICAL	NUMBER OF FATAL ACCIDENTS (1978-1980)	FATAL ACCIDENT RATE (ACCIDENTS PER 100 MVM)
UNDER 10,000	NONE	--	----
10,000-19,999	MONROE	19	9.34
	LESLIE	20	8.03
	MCCREARY	18	6.96
20,000-49,999	PERRY	38	6.46
50,000-100,000	NONE	--	----
OVER 100,000	NONE	--	----

TABLE 18. CITIES WITH HIGH FATAL ACCIDENT RATES.*

POPULATION CATEGORY	CITY	NUMBER OF FATAL ACCIDENTS (1978-1980)	ANNUAL FATAL ACCIDENT RATE (ACCIDENTS PER 10,000 POP.)
OVER 100,000	LEXINGTON	89	1.5
30,000-99,999	BOWLING GREEN	22	1.8
20,000-29,999	HENDERSON	16	2.1
	HOPKINSVILLE	13	1.6
10,000-19,999	MURRAY	9	2.1
	FORT THOMAS	8	1.7
	SOMERSET	5	1.6
5,000-9,999	HARRODSBURG	6	2.8
	PRINCETON	6	2.8
	INDEPENDENCE	6	2.5
	VERSAILLES	4	2.1
2,500-4,999	RUSSELL	6	5.2
	TOMKINSVILLE	6	4.6
1,000-2,499	MULDRAUGH	3	5.7
	ELKTON	3	5.5
	WEST LIBERTY	2	4.8

* THERE WERE NO CITIES WITH FATAL ACCIDENT RATES ABOVE CRITICAL.

TABLE 19. COMPARISON OF NATIONWIDE AND KENTUCKY FATAL ACCIDENT STATISTICS.*

VARIABLE	NATIONWIDE	KENTUCKY
FATAL ACCIDENTS PER 100 MVM	2.91	3.07
FATALITIES PER 100 MVM	3.34	3.44
FATALITIES PER FATAL ACCIDENT	1.15	1.08
PERCENT ALCOHOL INVOLVED	29	25
PERCENT DURING NON-DAYLIGHT HOURS	59	54

*KENTUCKY FATAL ACCIDENT RATES FROM 1978-1980 STATISTICS. NATIONWIDE STATISTICS OBTAINED FROM NATIONAL FATAL ACCIDENT REPORTING SYSTEM (FARS).

TABLE 20. SUMMARY OF DRIVER RECORDS BY COUNTY (1/1/78 THROUGH 12/31/81).

COUNTY	NUMBER OF SPEEDING VIOLATIONS	NUMBER OF RECKLESS DRIVING VIOLATIONS	NUMBER OF STOP VIOLATIONS	NUMBER OF ALCOHOL VIOLATIONS	TOTAL NUMBER OF VIOLATIONS	TOTAL NUMBER OF POINTS ACCUMULATED
ADAIR	1,162	186	65	151	2,217	4,668
ALLEN	748	101	79	117	1,334	3,390
ANDERSON	1,374	205	128	178	2,437	5,681
BALLARD	970	115	135	123	1,643	4,536
BARREN	3,076	454	222	639	5,735	11,281
BATH	756	207	61	106	1,426	2,938
BELL	3,022	222	279	396	5,940	12,945
BOONE	8,083	741	1,107	725	12,826	33,082
BOURBON	2,296	368	377	297	4,175	10,700
BOYD	6,046	571	1,464	606	10,701	28,453
BOYLE	2,933	281	344	403	5,078	12,396
BRACKEN	670	137	68	61	1,162	3,082
BREATHITT	954	106	65	94	1,737	3,332
BRECKINRIDGE	1,368	224	134	179	2,396	6,307
BULLITT	3,238	592	1,327	302	6,240	15,842
BUTLER	1,107	241	63	147	1,938	4,260
CALDWELL	1,525	170	167	209	2,677	5,893
CALLOWAY	3,537	558	412	181	5,870	15,424
CAMPBELL	12,941	1,316	2,825	1,301	21,788	55,129
CARLISLE	491	63	60	46	778	2,248
CARROLL	476	112	155	90	1,819	4,125
CARTER	2,274	237	226	236	4,351	9,132
CASEY	1,103	193	78	204	2,315	5,186
CHRISTIAN	7,389	841	1,311	605	12,423	30,186
CLARK	3,304	431	426	472	5,992	14,185
CLAY	1,619	336	121	153	3,203	5,754
CLINTON	902	125	35	196	1,597	3,649
CRITTENDEN	1,405	138	102	133	2,211	5,906
CUMBERLAND	696	129	29	70	1,181	2,842
DAVIESS	13,323	1,046	2,183	1,443	21,087	49,021
EDMONSON	657	116	70	100	1,228	2,940
ELLIOTT	524	85	42	52	1,034	2,252
ESTILL	1,143	165	151	192	2,170	4,895
FAYETTE	37,063	3,483	9,482	1,867	67,433	166,054
FLEMING	1,162	169	113	124	1,976	5,389
FLOYD	2,865	272	133	362	5,562	10,517
FRANKLIN	5,798	777	924	904	10,825	24,039
FULTON	706	88	109	183	2,089	3,484
GALLATIN	564	42	45	56	890	2,786
GARRARD	895	133	128	146	1,756	4,032
GRANT	1,597	187	133	174	2,639	5,922
GRAVES	2,975	669	396	280	5,393	13,605
GRAYSON	1,680	346	145	278	3,160	7,587
GREEN	882	189	47	56	1,368	3,566
GREENUP	4,587	524	700	291	7,430	20,797
HANCOCK	863	71	79	95	1,314	3,352
HARDIN	7,696	703	1,276	757	13,454	33,744
HARLAN	4,263	518	318	439	8,035	20,314
HARRISON	1,404	186	178	202	2,426	6,001
HART	1,079	167	85	207	2,049	4,213
HENDERSON	5,628	701	1,094	683	10,068	22,467
HENRY	1,201	138	144	117	2,029	4,438
HICKMAN	600	62	58	80	1,010	2,699
HOPKINS	7,200	682	700	601	11,958	25,571
JACKSON	530	202	88	89	1,354	2,798
JEFFERSON	86,327	15,325	31,793	5,300	181,063	454,142
JESSAMINE	3,022	310	620	299	5,138	12,297
JOHNSON	2,091	264	149	225	4,125	9,089
KENTON	17,035	2,231	4,383	2,120	31,752	78,482
KNOTT	639	87	47	78	1,349	2,831
KNOX	3,138	279	168	313	5,424	12,017
LARUE	921	115	83	105	1,571	3,650
LAUREL	3,645	350	272	477	6,933	13,055
LAWRENCE	1,146	176	107	155	2,182	5,369
LEE	491	71	68	151	1,195	2,182
LESLIE	969	165	81	85	1,908	3,355
LETCHER	1,907	270	125	301	3,823	8,250
LEWIS	1,036	159	74	103	1,804	4,910
LINCOLN	1,625	205	144	237	3,024	7,024
LIVINGSTON	1,400	182	92	134	2,356	6,062
LOGAN	1,719	647	155	176	3,286	9,106
LYON	622	132	49	60	1,056	2,614
MCCRACKEN	7,944	906	1,760	769	14,468	34,735
MCCREARY	1,274	135	80	191	2,431	4,811
MCLEAN	1,673	109	111	141	2,364	6,367
MADISON	5,530	636	988	819	10,682	22,933
MAGOFFIN	1,118	235	42	90	2,438	4,626
MARION	1,285	437	149	107	2,431	6,679
MARSHALL	3,645	515	295	249	5,884	14,042
MARTIN	832	201	74	149	1,702	4,242
MASON	1,339	273	160	113	2,465	6,715
MEADE	1,205	203	219	159	2,353	5,959
MENIFEE	263	90	24	64	653	1,404
MERCER	2,367	235	233	372	4,114	9,428
METCALFE	695	107	37	120	1,301	2,574
MONROE	544	186	34	107	1,137	2,581
MONTGOMERY	1,843	449	174	283	3,602	7,541
MORGAN	680	147	54	93	1,473	2,949
MUHLENBURG	3,222	397	217	286	5,336	12,873
NELSON	2,780	408	399	330	4,803	12,263
NICHOLAS	680	98	49	123	1,244	3,081
OHIO	2,259	254	176	257	3,669	8,367
OLDHAM	3,216	217	485	159	4,922	11,298
OWEN	675	89	84	106	1,253	2,939
OWSLEY	237	60	34	109	770	1,375
PENDLETON	1,511	227	185	127	2,384	6,466
PERRY	2,740	337	191	298	4,902	9,868
PIKE	3,673	909	479	403	9,963	24,255
POWELL	694	154	63	108	1,655	3,001
PULASKI	5,098	513	548	679	8,803	20,810
ROBERTSON	137	28	13	23	256	639
ROCKCASTLE	1,170	168	118	220	2,226	4,407
ROWAN	1,958	201	237	273	3,731	7,620
RUSSELL	1,030	136	79	169	1,909	3,992
SCOTT	2,420	418	495	273	4,817	10,965
SHELBY	2,875	373	391	314	5,055	11,101
SIMPSON	1,477	173	158	133	2,366	6,406
SPENCER	524	102	114	82	1,057	2,671
TAYLOR	2,072	495	146	82	3,362	8,818
TODD	1,069	266	96	70	1,831	5,172
TRIGG	1,129	112	76	111	1,751	4,451
TRIMBLE	474	31	52	36	730	1,829
UNION	2,136	274	289	189	3,879	10,193
WARREN	8,684	1,507	1,112	735	15,104	34,860
WASHINGTON	1,109	220	108	79	1,602	4,912
WAYNE	1,371	182	86	185	2,288	5,591
WEBSTER	2,103	228	183	163	3,386	7,519
WHITLEY	2,204	179	139	322	4,104	8,035
WOLFE	560	88	28	58	716	1,810
WOODFORD	2,304	260	342	249	4,007	9,973

TABLE 28. COUNTIES AND CITIES WITH LARGE PERCENTAGES OF ACCIDENTS INVOLVING SPEEDING.

POPULATION CATEGORY	COUNTIES AND CITIES WITH HIGH PERCENTAGES	NUMBER OF SPEED-RELATED ACCIDENTS (1978-1980)	PERCENTAGE OF ACCIDENTS INVOLVING SPEEDING
COUNTIES			
UNDER 10,000	MENIFEE*	99	38
	ROBERTSON*	23	30
10,000-19,999	LESLIE*	208	33
	BREATHITT*	297	30
	KNOTT*	277	30
	MAGOFFIN	228	30
20,000-49,999	LETCHER*	435	33
	OLDHAM	392	20
50,000-100,000	PIKE*	998	16
	MADISON	946	13
	HARDIN	936	13
OVER 100,000	JEFFERSON*	6,305	5.9
	KENTON*	1,318	5.7
	FAYETTE	1,778	5.0
CITIES			
1,000-2,499	GUTHRIE	4	33
	EVARTS	22	19
2,500-4,999	JENKINS*	15	38
	JACKSON*	19	17
5,000-9,999	INDEPENDENCE*	137	15
	FT. MITCHELL*	88	8.6
10,000-19,999	RADCLIFF	156	8.2
	FLORENCE	232	5.0
20,000-29,999	HOPKINSVILLE	236	4.8
	PADUCAH*	227	3.6
30,000-100,000	COVINGTON	441	3.9
	BOWLING GREEN	375	3.5
	OWENSBORO	180	1.7
OVER 100,000	LOUISVILLE*	5,068	5.7
	LEXINGTON	1,778	5.0

* THIS COUNTY HAD SPEED VIOLATION RATES BELOW THE AVERAGES FOR ITS POPULATION CATEGORY (SPEED VIOLATIONS PER 1,000 LICENSED DRIVERS AND SPEED VIOLATIONS PER SPEED-RELATED ACCIDENT AS GIVEN IN TABLE 21), OR THIS CITY IS IN SUCH A COUNTY.

TABLE 29. COUNTIES AND CITIES WITH LARGE PERCENTAGES OF ACCIDENTS INVOLVING ALCOHOL*

POPULATION CATEGORY	COUNTIES WITH HIGH PERCENTAGES	NUMBER OF ALCOHOL-RELATED ACCIDENTS (1978-1980)	PERCENTAGE OF ACCIDENTS INVOLVING ALCOHOL
COUNTIES			
UNDER 10,000	MENIFEE	41	16
	GALLATIN*	75	13
10,000-19,999	BATH	71	16
	MAGOFFIN*	99	13
	RUSSELL	79	13
20,000-49,999	MEADE*	241	14
	HARLAN	310	10
	NELSON*	269	10
50,000-100,000	MADISON	605	8.5
	MCCRACKEN*	745	8.4
OVER 100,000	KENTON	1,856	8.1
	FAYETTE	2,785	7.8
	JEFFERSON	5,686	5.3

POPULATION CATEGORY	CITIES WITH HIGH PERCENTAGES	NUMBER OF ALCOHOL-RELATED ACCIDENTS (1978-1980)	PERCENTAGE OF ACCIDENTS INVOLVING ALCOHOL
CITIES			
1,000-2,499	UNIONTOWN*	6	18
	MULDRAUGH*	46	16
	WORTHINGTON*	11	16
2,500-4,999	VINE GROVE	30	12
	JACKSON	11	10
	JENKINS	4	10
5,000-9,999	DAYTON	61	11
	INDEPENDENCE*	79	8.5
	PARIS	89	8.5
10,000-19,999	FORT THOMAS	143	8.8
	RADCLIFF	147	7.7
	ERLANGER	226	7.1
20,000-29,999	PADUCAH*	483	7.6
	RICHMOND	290	7.0
30,000-100,000	COVINGTON	996	8.8
	BOWLING GREEN	754	7.1
	OWENSBORO	613	5.7
OVER 100,000	LEXINGTON	2,785	7.8
	LOUISVILLE	4,076	4.6

* THIS COUNTY HAD AN ALCOHOL VIOLATION RATE BELOW THE AVERAGE FOR ITS POPULATION CATEGORY (ALCOHOL VIOLATIONS PER 1,000 LICENSED DRIVERS AND ALCOHOL VIOLATIONS PER ALCOHOL-RELATED ACCIDENT AS GIVEN IN TABLE 21), OR THIS CITY IS IN SUCH A COUNTY.

TABLE 21. VIOLATION, POINT ACCUMULATION, AND SUSPENSION RATES BY COUNTY (1978 THROUGH 1981).

COUNTY	TOTAL POINTS PER 1,000 LICENSED DRIVERS*	ALCOHOL VIOLATIONS PER 1,000 LICENSED DRIVERS*	SPEED VIOLATIONS PER 1,000 LICENSED DRIVERS*	TOTAL VIOLATIONS PER 1,000 LICENSED DRIVERS*	VIOLATIONS PER ACCIDENT**	ALCOHOL VIOLATIONS PER ALCOHOL-RELATED ACCIDENT**	SPEED VIOLATIONS PER SPEED-RELATED ACCIDENT**
ADAIR	614	19.9	153	292	1.59	1.07	9.5
ALLEN	439	15.2	97	173	1.24	1.58	3.8
ANDERSON	795	24.9	192	341	1.61	1.62	7.3
BALLARD	804	21.8	172	291	1.92	1.62	5.7
BARREN	598	33.9	163	384	1.23	2.23	8.3
BATH	554	20.0	142	269	2.54	1.34	6.7
BELL	876	26.8	204	402	1.66	1.52	9.2
BOONE	1,332	29.2	325	516	1.14	0.76	7.5
BOURBON	995	27.6	213	388	1.50	0.90	6.9
BOYD	665	18.4	184	325	0.97	1.12	9.6
BOYLE	870	28.3	206	356	1.30	2.04	12.3
BRACKEN	721	14.3	157	272	3.02	1.93	16.5
BREATHITT	484	13.6	139	252	1.34	0.87	2.6
BRECKINRIDGE	682	19.3	148	259	1.55	1.74	9.2
BULLITT	755	14.4	154	297	1.46	0.90	7.5
BUTLER	735	25.3	191	334	2.28	2.48	19.8
CALDWELL	703	24.9	182	319	1.39	1.70	12.9
CALLOWAY	932	10.9	214	355	1.58	0.72	11.6
CAMPBELL	1,203	28.4	282	476	1.38	1.24	24.5
CARLISLE	628	12.8	137	217	1.99	1.16	6.4
CARROLL	793	17.3	188	350	0.97	0.33	4.3
CARTER	769	19.9	192	366	1.89	1.15	6.0
CASEY	669	26.3	142	299	2.84	2.70	9.4
CHRISTIAN	1,073	21.5	263	442	1.46	0.87	9.7
CLARK	902	30.0	210	381	1.17	1.18	6.9
CLAY	635	16.9	178	353	1.81	1.37	5.5
CLINTON	764	41.1	189	335	2.78	4.46	20.5
CRITTENDEN	1,052	23.7	250	394	2.34	2.56	20.5
CUMBERLAND	743	18.3	182	309	2.36	2.00	12.4
DAVIESS	939	27.6	255	404	1.16	1.24	14.5
EDMONSON	523	17.8	117	219	1.54	1.73	3.5
ELLIOTT	715	16.5	166	328	2.09	1.14	4.2
ESTILL	640	25.1	149	294	2.01	2.69	6.0
FAYETTE	1,628	18.2	362	653	1.44	0.49	16.6
FLEMING	852	19.6	184	313	1.70	1.69	8.1
FLOYD	515	17.7	140	273	1.12	0.82	3.7
FRANKLIN	993	37.4	240	447	1.47	1.75	8.8
FULTON	648	22.9	131	389	1.32	1.46	10.8
GALLATIN	1,069	21.5	216	342	1.15	0.49	3.2
GARRARD	660	23.9	146	287	1.44	1.48	3.8
GRANT	774	22.7	209	345	1.16	0.84	3.0
GRAVES	653	13.4	143	259	1.28	1.18	10.0
GRAYSON	639	25.2	153	287	1.30	1.74	6.6
GREEN	579	9.1	133	222	1.78	1.00	11.4
GREENUP	993	13.9	219	355	1.96	1.16	13.7
HANCOCK	748	21.2	193	293	2.17	2.85	17.9
HARDIN	968	21.7	221	306	1.44	1.00	6.8
HARLAN	1,025	21.6	215	405	2.11	1.25	15.6
HARRISON	654	22.0	153	264	1.31	1.52	7.5
HART	494	24.3	127	240	1.54	1.49	6.2
HENDERSON	922	28.2	231	413	1.20	1.09	10.0
HENRY	617	16.3	167	282	1.58	0.78	3.4
HICKMAN	699	20.9	157	264	1.90	1.58	7.6
HOPKINS	968	22.7	273	453	1.69	1.35	11.2
JACKSON	524	16.7	99	253	1.98	1.56	5.2
JEFFERSON	1,205	14.1	229	480	1.30	0.69	11.2
JESSAMINE	961	23.4	235	402	1.62	1.41	10.5
JOHNSON	784	19.4	180	356	1.44	0.92	8.9
KENTON	1,101	29.7	239	445	1.05	0.81	10.1
KNOTT	370	10.2	83	176	0.98	0.48	1.6
KNOX	920	24.0	240	415	2.29	1.75	9.2
LARUE	519	14.9	131	223	1.37	1.39	4.3
LAUREL	701	25.6	196	372	1.41	1.47	7.3
LAWRENCE	862	24.9	184	350	1.53	1.21	7.1
LEE	595	41.2	134	326	3.06	4.76	6.7
LESLIE	577	14.6	166	328	2.25	1.07	3.5
LETCHER	582	21.2	135	270	2.16	2.47	3.5
LEWIS	706	14.8	149	259	1.40	1.50	5.5
LINCOLN	718	24.2	166	309	2.09	2.46	12.1
LIVINGSTON	1,125	24.9	260	437	2.94	1.52	9.5
LOGAN	674	13.0	127	243	1.18	0.84	7.6
LYON	762	17.5	181	308	1.89	1.41	12.5
MCCRACKEN	866	19.2	198	361	1.29	0.79	10.8
MCCREARY	728	28.9	193	368	2.52	1.91	6.6
MCLEAN	1,018	22.6	268	378	3.18	2.35	24.9
MADISON	969	34.6	236	451	1.18	1.64	4.9
MAGOFFIN	803	15.6	194	423	2.38	0.61	4.1
MARION	709	11.4	136	258	0.96	0.36	5.1
MARSHALL	873	15.5	226	366	2.06	1.08	9.9
MARTIN	719	25.2	141	289	2.54	2.58	4.7
MASON	697	11.7	139	256	0.60	0.53	8.3
MEADE	683	18.2	138	270	1.07	0.50	4.6
MENIFEE	547	24.9	102	254	2.02	1.24	2.2
MERCER	839	33.1	210	386	1.68	2.10	10.3
METCALFE	547	25.5	148	277	2.25	1.65	7.5
MONROE	395	16.4	83	174	1.19	1.11	3.8
MONTGOMERY	745	28.0	182	336	1.41	1.71	10.8
MORGAN	521	16.4	120	260	1.22	0.84	3.1
MUHLENBURG	697	15.5	174	289	1.36	0.99	6.1
NELSON	801	21.6	182	314	1.42	1.06	7.5
NICHOLAS	907	36.2	200	366	4.70	5.05	14.8
OHIO	681	20.9	184	299	1.95	1.08	7.5
OLDHAM	947	13.3	270	413	1.96	0.48	6.7
OWEN	642	23.2	147	274	2.02	3.67	6.6
OWSLEY	549	43.4	114	307	2.49	6.71	4.6
PENDLETON	1,064	20.9	248	392	2.40	1.62	7.6
PERRY	656	19.4	182	326	1.07	0.95	3.5
PIKE	665	11.1	101	273	1.13	0.64	2.3
POWELL	552	19.9	164	304	1.82	1.44	10.9
PULASKI	870	28.4	213	368	1.69	2.71	10.5
ROBERTSON	498	17.9	107	199	2.50	2.50	4.6
ROCKCASTLE	628	31.4	167	317	1.65	2.20	3.9
ROWAN	935	33.5	118	455	1.25	1.25	5.4
RUSSELL	564	23.9	145	269	2.42	1.97	8.8
SCOTT	948	23.6	209	417	1.35	0.92	8.7
SHELBY	917	25.9	237	418	1.44	0.94	5.6
SIMPSON	746	15.5	172	275	1.29	1.90	8.9
SPENCER	715	21.9	140	283	2.24	1.40	4.6
TAYLOR	767	7.1	180	292	1.27	0.58	12.1
TODD	836	11.3	173	296	2.26	0.90	6.2
TRIGG	765	19.1	194	301	1.27	1.54	5.9
TRIMBLE	494	9.7	128	197	1.79	0.81	5.6
UNION	937	17.4	196	356	1.71	0.81	8.0
WARREN	935	19.7	234	405	0.95	0.61	8.9
WASHINGTON	784	12.6	177	288	1.68	1.38	13.8
WAYNE	666	22.0	163	273	1.43	2.39	9.4
WEBSTER	856	18.5	239	385	1.93	1.18	17.6
WHITLEY	576	23.1	158	294	1.02	1.49	5.0
WOLFE	564	18.0	174	223	1.06	0.90	5.0
WOODFORD	961	24.0	222	386	1.44	1.14	10.7
STATE AVERAGE	949	20.4	211	395	1.20	0.96	8.9

* 1978 THROUGH 1981 DATA.
** 1978 THROUGH 1980 DATA.

TABLE 22. TRENDS IN VIOLATIONS ISSUED BY COUNTY.

COUNTY	ANNUAL AVERAGE NUMBER OF TOTAL VIOLATIONS ISSUED (1978 - 1980)	TOTAL VIOLATIONS ISSUED IN 1981	1981 PERCENT CHANGE	ANNUAL AVERAGE NUMBER OF ALCOHOL VIOLATIONS ISSUED (1978-1980)	ALCOHOL VIOLATIONS ISSUED IN 1981	1981 PERCENT CHANGE	ANNUAL AVERAGE NUMBER OF SPEED VIOLATIONS ISSUED (1978-1980)	SPEED VIOLATIONS ISSUED IN 1981	1981 PERCENT CHANGE
ADAIR	528	634	+20	36	42	+17	293	284	-3
ALLEN	354	273	-23	34	16	-53	197	157	-20
ANDERSON	659	459	-30	46	40	-13	387	212	-45
BALLARD	466	244	-48	34	21	-38	285	116	-59
BARREN	1,535	1,130	-26	163	150	-8	856	508	-41
BATH	384	273	-29	32	11	-66	214	113	-47
BELL	1,506	1,422	-6	98	103	+5	816	573	-30
BOONE	3,200	3,226	+1	176	198	+13	2,111	1,750	-17
BOURBON	1,116	826	-26	73	79	+8	645	361	-44
BOYD	2,759	2,424	-12	150	156	+4	1,629	1,160	-29
BOYLE	1,360	997	-27	105	89	-15	826	454	-45
BRACKEN	294	279	-5	17	9	-47	170	160	-6
BREATHITT	446	398	-11	27	12	-56	253	194	-23
BRECKINRIDGE	630	506	-20	42	52	+24	383	220	-43
BULLITT	1,605	1,424	-11	78	67	-14	857	667	-22
BUTLER	526	360	-32	40	28	-30	303	198	-35
CALDWELL	704	564	-20	52	53	+2	412	289	-30
CALLOWAY	1,558	1,195	-23	46	44	-4	964	644	-33
CAMPBELL	5,733	4,568	-20	316	353	+12	3,505	2,427	-31
CARLISLE	216	130	-40	13	7	-46	141	67	-52
CARROLL	489	343	-28	14	48	+243	278	143	-49
CARTER	1,144	920	-20	58	63	+9	622	407	-35
CASEY	612	478	-22	57	32	-44	296	216	-27
CHRISTIAN	3,325	2,448	-26	157	134	-15	2,037	1,278	-37
CLARK	1,533	1,392	-9	109	146	+34	890	633	-29
CLAY	837	692	-17	45	19	-58	427	339	-21
CLINTON	413	359	-13	55	31	-44	232	205	-12
CRITTENDEN	596	422	-29	35	28	-20	389	238	-39
CUMBERLAND	305	265	-13	20	10	-50	173	177	+2
DAVIESS	5,380	4,948	-8	388	280	-28	3,473	2,903	-16
EDMONSON	320	268	-16	29	12	-59	171	144	-16
ELLIOTT	268	231	-14	14	11	-21	139	108	-22
ESTILL	607	349	-43	55	28	-49	330	145	-56
FAYETTE	17,169	15,925	-7	453	509	+12	9,846	7,524	-24
FLEMING	497	486	-2	36	16	-56	299	266	-11
FLOYD	1,310	1,631	+25	72	143	+96	740	645	-13
FRANKLIN	2,891	2,152	-26	226	225	0	1,652	841	-49
FULTON	377	251	-33	33	24	-27	202	99	-51
GALLATIN	226	211	-7	12	19	+58	147	123	-16
GARRARD	457	386	-16	37	35	-5	249	147	-41
GRANT	642	713	+11	39	57	+46	397	406	+2
GRAVES	1,489	927	-38	73	62	-15	848	431	-49
GRAYSON	832	663	-20	74	55	-26	453	322	-29
GREEN	348	324	-7	14	13	-7	217	170	-22
GREENUP	1,973	1,512	-23	70	80	+14	1,259	809	-36
HANCOCK	350	265	-24	26	18	-31	233	164	-30
HARDIN	3,595	2,670	-26	209	131	-37	2,126	1,319	-38
HARLAN	2,230	1,346	-40	129	43	-67	1,223	583	-52
HARRISON	650	477	-27	52	47	-10	397	213	-46
HART	567	348	-39	59	31	-47	308	155	-50
HENDERSON	2,810	1,637	-42	181	144	-20	1,630	738	-55
HENRY	523	461	-12	28	33	+18	330	212	-36
HICKMAN	271	196	-28	21	17	-19	169	94	-44
HOPKINS	3,145	2,524	-20	166	102	-39	1,903	1,492	-22
JACKSON	357	283	-21	25	14	-44	148	87	-41
JEFFERSON	46,317	42,113	-9	1,309	1,373	+5	23,596	15,538	-34
JESSAMINE	1,334	1,135	-15	76	72	-5	847	482	-43
JOHNSON	1,045	990	-5	51	73	+43	572	374	-35
KENTON	8,026	7,675	-4	499	622	+25	4,451	3,683	-17
KNOTT	307	428	+39	19	22	+16	152	183	+20
KNOX	1,516	877	-42	93	33	-65	909	410	-55
LARUE	430	281	-35	31	12	-61	260	140	-46
LAUREL	1,785	1,579	-12	124	104	-16	980	704	-28
LAWRENCE	558	508	-9	37	45	+22	311	213	-32
LEE	332	199	-40	46	13	-72	142	66	-54
LESLIE	468	504	+8	25	9	-64	245	234	-4
LETCHER	942	996	+6	76	74	-3	509	379	-26
LEWIS	459	426	-7	31	10	-68	264	244	-8
LINCOLN	815	580	-29	66	40	-39	459	247	-46
LIVINGSTON	654	395	-40	35	29	-17	400	199	-50
LOGAN	883	636	-28	45	41	-9	479	282	-41
LYON	282	209	-26	15	15	0	171	103	-37
MCCRACKEN	3,825	2,994	-22	196	180	-8	2,159	1,468	-32
MCCREARY	616	583	-5	50	42	-16	335	268	-20
MCLEAN	618	511	-17	36	33	-8	440	352	-20
MADISON	2,801	2,279	-19	210	187	-11	1,543	951	-38
MAGOFFIN	612	602	-2	20	30	+50	310	189	-39
MARION	616	584	-5	29	21	-28	338	271	-20
MARSHALL	1,557	1,213	-22	64	58	-9	1,007	625	-38
MARTIN	446	363	-19	41	25	-39	228	149	-35
MASON	628	582	-9	31	20	-35	356	272	-24
MEADE	618	498	-2	40	38	-5	326	227	-30
MENIFEE	175	129	-26	18	9	-50	74	41	-45
MERCER	1,079	877	-19	100	72	-28	647	427	-34
METCALFE	323	332	+3	26	41	+58	179	158	-12
MONROE	293	259	-12	29	19	-34	141	120	-15
MONTGOMERY	955	737	-23	82	37	-55	511	310	-39
MORGAN	367	372	+1	23	25	+9	178	145	-19
MUHLENBURG	1,392	1,160	-17	78	52	-33	861	640	-26
NELSON	1,312	866	-34	95	45	-53	793	394	-50
NICHOLAS	334	242	-28	34	22	-35	188	117	-38
OHIO	987	707	-28	68	54	-21	625	385	-38
OLDHAM	1,251	1,170	-6	28	74	+192	873	596	-32
OWEN	337	243	-28	29	18	-38	191	103	-46
OWSLEY	203	160	-21	31	15	-52	82	40	-51
PENDLETON	615	538	-13	29	41	+41	395	327	-17
PERRY	1,235	1,196	-3	90	23	-74	710	609	-14
PIKE	2,429	2,677	+10	104	90	-13	779	1,337	+72
POWELL	440	335	-24	30	17	-43	258	145	-42

TABLE 23. STATEWIDE TRENDS IN DRIVING RECORD STATISTICS.

DRIVING RECORD STATISTIC	1977	1978	1979	1980	4-YEAR AVERAGE (1977-1980)	1981	1981 PERCENT CHANGE
TOTAL VIOLATIONS	170,561	149,809	221,735	215,361	189,366	167,884	-11.3
ALCOHOL VIOLATIONS	7,166	9,044	10,874	10,117	9,300	8,988	-3.3
SPEEDING VIOLATIONS	98,708	90,031	124,719	112,836	106,574	76,773	-28.0
POINTS ACCUMULATED	468,622	434,762	533,736	488,574	481,424	357,552	-25.7
RECKLESS DRIVING VIOLATIONS	14,765	13,824	15,972	14,375	14,734	12,001	-18.5
STOP VIOLATIONS	18,305	16,571	23,617	22,988	20,370	17,527	-14.0
VIOLATIONS PER ACCIDENT (ALL)	1.16	0.98	1.51	1.68	1.32	1.31*	-0.8
ALCOHOL VIOLATIONS PER ALCOHOL-RELATED ACCIDENT	0.78	0.99	1.07	0.94	0.95	**	**
SPEED VIOLATIONS PER SPEED-RELATED ACCIDENT	7.0	6.7	9.6	10.1	9.0	**	**

* BASED ON PRELIMINARY ACCIDENT DATA FOR 1981.
** ACCIDENT DATA NOT AVAILABLE FOR 1981.

TABLE 22. TRENDS IN VIOLATIONS ISSUED BY COUNTY.

COUNTY	ANNUAL AVERAGE NUMBER OF TOTAL VIOLATIONS ISSUED (1978 - 1980)	TOTAL VIOLATIONS ISSUED IN 1981	1981 PERCENT CHANGE	ANNUAL AVERAGE NUMBER OF ALCOHOL VIOLATIONS ISSUED (1978-1980)	ALCOHOL VIOLATIONS ISSUED IN 1981	1981 PERCENT CHANGE	ANNUAL AVERAGE NUMBER OF SPEED VIOLATIONS ISSUED (1978-1980)	SPEED VIOLATIONS ISSUED IN 1981	1981 PERCENT CHANGE
PULASKI	2,268	2,000	-12	175	154	-12	1,335	1,092	-18
ROBERTSON	65	61	-6	5	8	+60	35	32	-9
ROCKCASTLE	593	448	-24	59	44	-25	332	175	-47
ROWAN	999	733	-27	84	22	-74	533	359	-33
RUSSELL	496	422	-15	52	13	-75	265	236	-11
SCOTT	1,198	1,224	+2	59	97	+64	661	438	-34
SHELBY	1,278	1,223	-4	70	103	+47	765	581	-24
SIMPSON	619	508	-18	39	17	-56	394	296	-25
SPENCER	280	218	-22	20	22	+10	144	92	-36
TAYLOR	833	864	+4	22	16	-27	536	463	-14
TODD	509	303	-40	19	14	-26	306	151	-51
TRIGG	452	395	-13	29	25	-14	297	238	-20
TRIMBLE	193	150	-22	10	7	-30	131	82	-37
UNION	1,035	775	-25	53	31	-42	588	371	-37
WARREN	4,049	2,956	-27	202	129	-36	2,384	1,533	-36
WASHINGTON	466	405	-13	21	17	-19	298	215	-28
WAYNE	588	523	-11	53	25	-53	349	323	-7
WEBSTER	903	676	-25	45	27	-40	561	421	-25
WHITLEY	1,002	1,097	+9	81	79	-2	562	518	-8
WOLFE	166	218	+31	15	14	-7	159	83	-48
WOODFORD	976	1,080	+11	63	59	-6	574	582	+1
ALL	195,635	167,884	-14	10,012	8,988	-10	109,195	76,773	-30

TABLE 24. COUNTIES WITH HIGHEST VIOLATION RATES (BY POPULATION CATEGORY).

POPULATION CATEGORY	TOTAL POINTS PER 1,000 LICENSED DRIVERS*		ALCOHOL VIOLATIONS PER 1,000 LICENSED DRIVERS*		SPEED VIOLATIONS PER 1,000 LICENSED DRIVERS*		TOTAL VIOLATIONS PER 1,000 LICENSED DRIVERS*		TOTAL VIOLATIONS PER ACCIDENT**		ALCOHOL VIOLATIONS PER ALCOHOL-RELATED ACCIDENT		SPEED VIOLATIONS PER SPEED-RELATED ACCIDENT	
UNDER 10,000	LIVINGSTON	1125	OWSLEY	43.4	LIVINGSTON	260	LIVINGSTON	437	NICHOLAS	4.70	OWSLEY	6.71	CLINTON	20.5
	GALLATIN	1069	LEE	41.2	CRITTENDEN	250	CRITTENDEN	394	LEE	3.06	NICHOLAS	5.05	CRITTENDEN	20.5
	CRITTENDEN	1052	CLINTON	41.1			CUMBERLAND	309	BRACKEN	3.02	LEE	4.76	HANCOCK	17.9
10,000-19,999	PENDLETON	1064	ROWAN	33.5	MCLEAN	268	ROWAN	458	MCLEAN	3.18	CASEY	2.70	MCLEAN	24.9
	MCLEAN	1018	MERCER	33.1	PENDLETON	248	MAGOFFIN	423	CASEY	2.64	ESTILL	2.69	BUTLER	19.8
	BOURBON	995	ROCKCASTLE	31.4	WEBSTER	239					BUTLER	2.48		
20,000-49,999	BOONE	1332	FRANKLIN	37.4	BOONE	325	BOONE	516	KNOX	2.29	PULASKI	2.71	HARLAN	15.6
	HARLAN	1025	BARREN	33.9	HOPKINS	273	HOPKINS	453	LETCHER	2.16	LETCHER	2.47	GREENUP	13.7
					OLDHAM	270	FRANKLIN	447						
50,000-100,000	CAMPBELL	1203	MADISON	34.6	CAMPBELL	282	CAMPBELL	476	CHRISTIAN	1.46	CAMPBELL	1.24	CAMPBELL	24.5
	CHRISTIAN	1073	CAMPBELL	28.4	CHRISTIAN	263	MADISON	451	HARDIN	1.44	DAVIESS	1.24	DAVIESS	14.5
OVER 100,000	FAYETTE	1620	KENTON	29.7	FAYETTE	362	FAYETTE	658	FAYETTE	1.44	KENTON	0.81	FAYETTE	16.6

* 1978 THROUGH 1981 DATA.
** 1978 THROUGH 1980 DATA.

TABLE 25. COUNTIES WITH LOWEST VIOLATION RATES (BY POPULATION CATEGORY).

POPULATION CATEGORY	TOTAL POINTS PER 1,000 LICENSED DRIVERS*		ALCOHOL VIOLATIONS PER 1,000 LICENSED DRIVERS*		SPEED VIOLATIONS PER 1,000 LICENSED DRIVERS*		TOTAL VIOLATIONS PER 1,000 LICENSED DRIVERS*		TOTAL VIOLATIONS PER ACCIDENT**		ALCOHOL VIOLATIONS PER ALCOHOL-RELATED ACCIDENT**		SPEED VIOLATIONS PER SPEED-RELATED ACCIDENT**	
UNDER 10,000	TRIMBLE	494	TRIMBLE	9.7	MENIFEE	102	TRIMBLE	197	CARROLL	0.97	CARROLL	0.33	MENIFEE	2.2
	ROBERTSON	498	CARLISLE	12.8	ROBERTSON	107	ROBERTSON	199	WOLFE	1.06	GALLATIN	0.49	GALLATIN	3.2
10,000-19,999	KNOTT	370	GREEN	9.1	KNOTT	83	ALLEN	173	MASON	0.60	MARION	0.36	KNOTT	1.6
	MONROE	395	KNOTT	10.2	MONROE	83	MONROE	174	MARION	0.96	KNOTT	0.48	BREATHITT	2.6
							KNOTT	176	KNOTT	0.98	MASON	0.53		
20,000-49,999	FLOYD	515	TAYLOR	7.1	LOGAN	127	LOGAN	243	WHITLEY	1.02	OLDHAM	0.48	LETCHER	3.5
	WHITLEY	576	CALLOWAY	10.9	LETCHER	135	LETCHER	270	MEADE	1.07	MEADE	0.50	PERRY	3.5
							MEADE	270	PERRY	1.07	TAYLOR	0.58	FLOYD	3.7
							FLOYD	273						
50,000-10,000	PIKE	665	PIKE	11.1	PIKE	101	PIKE	273	WARREN	0.97	WARREN	0.60	PIKE	2.3
					BOYD	184	BOYD	325	BOYD	0.95	PIKE	0.64	MADISON	4.9
OVER 100,000	KENTON	1101	JEFFERSON	14.1	JEFFERSON	229	KENTON	445	KENTON	1.05	FAYETTE	0.49	KENTON	10.1

* 1978 THROUGH 1981 DATA.
** 1978 THROUGH 1980 DATA.

TABLE 26. VIOLATION RATES BY COUNTY POPULATION CATEGORY.

POPULATION GROUP	LICENSED DRIVERS	TOTAL POINTS PER 1,000 LICENSED DRIVERS*	ALCOHOL VIOLATIONS PER 1,000 LICENSED DRIVERS*	SPEED VIOLATIONS PER 1,000 LICENSED DRIVERS*	TOTAL VIOLATIONS PER 1,000 LICENSED DRIVERS*
UNDER 10,000	105,937	732	22.7	170	305
10,000 - 19,999	332,990	712	20.5	168	299
20,000 - 49,999	579,659	829	22.1	202	359
50,000 - 100,000	331,398	945	22.4	221	391
OVER 100,000	550,698	1,269	16.9	255	509

POPULATION GROUP	VIOLATIONS (ALL) PER ACCIDENT (ALL)**	ALCOHOL VIOLATIONS PER ALCOHOL-RELATED ACCIDENT**	SPEED VIOLATIONS PER SPEED-RELATED ACCIDENT**	PERCENT OF ACCIDENTS INVOLVING SPEEDING**	PERCENT OF ACCIDENTS INVOLVING ALCOHOL**
UNDER 10,000	1.90	1.66	6.9	16.1	8.5
10,000-19,999	1.56	1.30	6.4	13.9	8.3
20,000-49,999	1.45	1.22	7.8	11.1	7.2
50,000-100,000	1.20	0.96	9.0	7.8	7.2
OVER 100,000	1.29	0.66	12.1	5.7	6.2

* 1978 THROUGH 1981 DATA.
** 1978 THROUGH 1980 DATA.

TABLE 27. COUNTIES WITH TOTAL ACCIDENT RATES ABOVE CRITICAL AND TOTAL VIOLATION RATES BELOW AVERAGE.*

POPULATION CATEGORY	COUNTY	NUMBER OF ACCIDENTS (1978-1980)	ACCIDENT RATE (ACCIDENTS PER 100 MVM)	TOTAL VIOLATIONS PER 1,000 LICENSED DRIVERS	VIOLATIONS PER ACCIDENT
UNDER 10,000	TRIGG	1,070	362	301	1.27
10,000-19,999	MASON	3,125	846	256	0.60
	MARION	1,926	771	258	0.96
	HARRISON	1,484	582	264	1.31
	WAYNE	1,236	480	273	1.43
	LEWIS	954	442	259	1.40
	GARRARD	949	418	287	1.44
	MORGAN	901	395	260	1.22
20,000-49,999	BOYLE	3,134	647	356	1.30
	PERRY	3,474	591	326	1.07
	TAYLOR	1,965	585	292	1.27
	MONTGOMERY	2,034	540	356	1.41
50,000-100,000	BOYD	8,508	722	325	0.97
OVER 100,000	KENTON	22,959	1,012	445	1.05

* AVERAGE TOTAL VIOLATION RATES BY POPULATION CATEGORY ARE GIVEN IN TABLE 26. BOTH TOTAL VIOLATIONS PER 1,000 DRIVERS AND VIOLATIONS PER ACCIDENT HAD TO BE BELOW AVERAGE.

TABLE 30. COMPARISON OF ALCOHOL-RELATED ACCIDENTS AND ALCOHOL VIOLATIONS FOR WET AND DRY COUNTIES.

COUNTY POPULATION CATEGORY	PERCENT ALCOHOL-RELATED ACCIDENTS (1978 - 1980) WET COUNTIES*	DRY COUNTIES	ALCOHOL VIOLATIONS PER 1,000 DRIVERS (1978-1981) WET COUNTIES	DRY COUNTIES
UNDER 10,000	9.1	8.3	18.8	23.5
10,000 - 19,999	8.6	8.2	18.2	21.4
20,000 - 49,999	8.0	6.6	25.5	20.3
50,000 - 100,000	7.4	6.6	25.0	17.0
OVER 100,000	6.2	**	16.9	**

COUNTY POPULATION CATEGORY	ALCOHOL VIOLATIONS PER ALCOHOL-RELATED ACCIDENT (1978-1980) WET COUNTIES	DRY COUNTIES	TOTAL VIOLATIONS PER 1,000 DRIVERS (1978-1981) WET COUNTIES	DRY COUNTIES	TOTAL VIOLATIONS PER ACCIDENT (1978-1981) WET COUNTIES	DRY COUNTIES
UNDER 10,000	0.93	1.93	332	299	1.31	2.10
10,000 - 19,999	0.90	1.52	308	295	1.28	1.72
20,000 - 49,999	1.08	1.34	391	341	1.34	1.53
50,000 - 100,000	0.96	0.94	421	327	1.21	1.17
OVER 100,000	0.81	**	509	**	1.29	**

* INCLUDES 26 COUNTIES IN WHICH ALCOHOL IS SOLD AND 10 COUNTIES WHICH EACH CONTAIN A CITY IN WHICH ALCOHOL IS SOLD.

** ALL THREE COUNTIES IN THIS POPULATION CATEGORY ALLOW THE SALE OF ALCOHOL.

TABLE 31. ACCIDENT SEVERITY AND SEATBELT USAGE (DRIVERS ONLY).*

TYPE OF INJURY	PERCENTAGE SUSTAINING A GIVEN INJURY	
	NOT WEARING SEATBELT	WEARING SEATBELT
FATAL	0.21	0.06
INCAPACITATING	2.26	1.26
NON-INCAPACITATING	4.42	4.01
POSSIBLE	4.50	4.26

*BASED ON 1979 AND 1980 ACCIDENT DATA.

TABLE 32. CHANGE IN EFFECTIVENESS OF SEATBELTS.

TYPE OF INJURY	PERCENTAGE OF UNRESTRAINED DRIVERS WITH A GIVEN INJURY DIVIDED BY THE PERCENTAGE OF RESTRAINED DRIVERS WITH SAME INJURY	
	1977-1978	1979-1980
FATAL	4.60	3.50
INCAPACITATING	2.07	1.79
NON-INCAPACITATING	1.24	1.10
POSSIBLE INJURY	0.95	1.06
ALL	1.20	1.19

TABLE 33. SEATBELT USAGE SUMMARY BY COUNTY POPULATION GROUPS.

POPULATION CATEGORY	AVERAGE USAGE (PERCENT)	COUNTIES WITH LOWEST USAGE RATES	RATE (PERCENT DRIVERS USING SEATBELTS)	COUNTIES RECOMMENDED FOR TRIAL PROMOTION CAMPAIGNS
UNDER 10,000	2.8	CUMBERLAND	1.0	CRITTENDEN
		LEE	1.0	
		CARLISLE	1.3	
		CRITTENDEN	1.4	
		NICHOLAS	1.4	
10,000-19,999	2.6	WAYNE	0.7	WAYNE
		ADAIR	0.9	
		GREEN	1.0	
		JACKSON	1.0	
20,000-49,999	3.4	MONTGOMERY	0.7	PERRY
		PERRY	1.1	
		LETCHER	1.2	
		MUHLENBURG	1.3	
		JESSAMINE	1.4	
50,000-100,000	3.4	MCCRACKEN	2.2	WARREN
		PIKE	2.4	
		WARREN	2.6	
OVER 100,000	9.1	KENTON	4.9	KENTON

TABLE 36. SUMMARY OF SPEED MONITORING PROGRAM FOR 1981.

HIGHWAY TYPE	MILES	NUMBER OF MONITOR LOCATIONS	NUMBER OF VEHICLES MEASURED	DURATION OF MEASUREMENT (HOURS)
URBAN, INTERSTATE	135	7	7,395	21.0
URBAN, ARTERIALS	1,376	11	2,696	33.0
RURAL, INTERSTATE	573	10	8,298	30.0
RURAL, ARTERIALS	3,313	13	5,237	39.0
RURAL, MAJOR COLLECTOR	7,302	13	771	39.0
STATE TOTAL	12,699	54	24,397	162.0

HIGHWAY TYPE	AVERAGE SPEED (MPH)	MEDIAN SPEED (MPH)	85TH PERCENTILE SPEED (MPH)	PERCENT OF MOTORISTS EXCEEDING 55 MPH	60 MPH	65 MPH
URBAN, INTERSTATE	55.4	55.4	60.5	50.3	15.9	2.9
URBAN, ARTERIALS	48.8	49.1	54.7	13.3	3.8	0.9
RURAL, INTERSTATE	57.8	57.6	62.9	68.1	30.6	7.7
RURAL, ARTERIALS	54.1	54.1	59.5	39.5	12.5	2.8
RURAL, MAJOR COLLECTOR	49.2	49.4	55.4	17.2	5.2	1.8
STATE TOTAL	50.9	51.0	56.8	25.3	8.3	2.2

TABLE 37. COMPLIANCE WITH 55-MPH SPEED LIMIT (COMPARISON OF 1979, 1980, AND 1981 DATA).

HIGHWAY TYPE	MEDIAN SPEED			85TH PERCENTILE SPEED			PERCENT OF MOTORISTS EXCEEDING 55 MPH		
	1979	1980	1981	1979	1980	1981	1979	1980	1981
INTERSTATE, URBAN	54.8	54.9	55.4	60.1	59.9	60.5	45.0	45.2	50.3
INTERSTATE, RURAL	59.2	58.7	57.6	64.5	64.1	62.9	76.1	73.9	68.1
STATE TOTAL	52.7	52.7	51.0	58.6	58.3	56.8	31.9	30.8	25.3

TABLE 38. COUNTIES AND CITIES WITH HIGH RATES OF MOTOR-VEHICLE ACCIDENTS INVOLVING PEDESTRIANS.

POPULATION CATEGORY	COUNTIES AND CITIES WITH HIGH RATES	NUMBER OF PEDESTRIAN ACCIDENTS (1978-1980)	ANNUAL ACCIDENT RATE (ACCIDENTS PER 10,000 POP)
COUNTIES			
UNDER 10,000	TRIGG	12	4.3
	CARLISLE	6	3.6
	CRITTENDEN	10	3.6
10,000-19,999	ANDERSON	19	5.0
	CALDWELL	20	4.9
20,000-49,999	HENDERSON	94	7.7
	BOONE	80	5.8
50,000-100,000	CAMPBELL	236	9.4
	BOYD	88	5.3
OVER 100,000	KENTON	400	12.5
	FAYETTE	525	8.6
	JEFFERSON	1,590	7.7
CITIES			
1,000-2,499	CADIZ	7	14.0
	SALYERSVILLE	5	12.3
	WHITESBURG	5	10.9
2,500-4,999	LONDON	14	11.7
	HARLAN	9	9.9
5,000-9,999	BELLEVUE	24	10.4
	SHELBYVILLE	16	10.1
	MOUNT STERLING	17	9.7
10,000-19,999	FLORENCE	43	9.2
	ERLANGER	36	8.3
20,000-29,999	NEWPORT	164	25.3
	HENDERSON	74	9.9
30,000-99,999	COVINGTON	264	18.0
	OWENSBORO	99	6.1
	BOWLING GREEN	71	5.9
OVER 200,000	LOUISVILLE	1,375	9.4
	LEXINGTON	518	8.5

TABLE 34. CHANGE IN SEATBELT USAGE FOR 1977-1980 (DRIVERS INVOLVED IN ACCIDENTS) BY POPULATION CATEGORY.*

YEAR	PERCENT USAGE					
	POPULATION CATEGORY					
	UNDER 10,000	10,000-20,000	20,000-50,000	50,000 100,000	OVER 100,000	ALL
1977	2.8	3.0	4.4	4.6	12.8	7.8
1978	2.6	2.6	3.5	3.4	10.8	6.3
1979	3.0	2.5	3.2	3.3	8.7	5.3
1980	2.8	2.9	3.3	3.6	7.5	5.0

*A 1976 STUDY FOUND THAT 9.0 PERCENT OF ALL DRIVERS INVOLVED IN ACCIDENTS WERE REPORTED AS WEARING THEIR SEATBELTS.

TABLE 35. USAGE AND EFFECTIVENESS OF CHILD RESTRAINTS (1978 - 1980 ACCIDENT DATA FOR CHILDREN UNDER FOUR YEARS OF AGE).

		RESTRAINT USED			
VARIABLE	CATEGORY	NONE	SEATBELT OR HARNESS	CHILD RESTRAINT	ANY RESTRAINT
NUMBER WITH GIVEN INJURY	FATAL	36	1	2	3
	INCAPACITATING	269	3	8	11
	NON-INCAPACITATING	992	23	36	59
	POSSIBLE INJURY	1,192	49	60	109
	NONE	17,173	563	899	1,462
PERCENT WITH GIVEN INJURY	FATAL	.18	.16	.20	.18
	INCAPACITATING	1.37	0.47	0.80	0.67
	NON-INCAPACITATING	5.05	3.60	3.58	3.59
	POSSIBLE INJURY	6.06	7.67	5.97	6.63
	NONE	87.34	88.10	89.45	88.93
EJECTION	YES	151	8	5	13
	NO	19,514	625	998	1,623
	PERCENT EJECTED	0.77	1.26	0.50	0.79
PERCENT USEAGE BY SEAT POSITION	MIDDLE FRONT	93.0	2.3	4.7	7.0
	RIGHT FRONT	92.6	3.3	4.0	7.4
	LEFT REAR	90.8	3.9	5.2	9.2
	MIDDLE REAR	93.2	2.7	4.1	6.8
	RIGHT REAR	88.6	4.3	7.1	11.4
	TOTAL	92.3	3.0	4.7	7.7
PERCENT WITH GIVEN INJURY BY SEAT POSITION (MIDDLE FRONT)	FATAL	.14	.53	.52	.52
	INCAPACITATING	1.32	0.53	1.55	1.22
	NON-INCAPACITATING	6.75	1.60	4.92	3.83
	POSSIBLE INJURY	6.51	12.23	6.74	8.54
(RIGHT FRONT)	FATAL	.22	0	0	0
	INCAPACITATING	1.57	.44	.36	.40
	NON-INCAPACITATING	5.99	5.31	2.55	3.79
	POSSIBLE INJURY	6.55	6.64	8.00	7.39
(LEFT REAR)	FATAL	.29	0	0	0
	INCAPACITATING	1.26	0	.97	.56
	NON-INCAPACITATING	3.49	5.19	2.91	3.89
	POSSIBLE INJURY	4.46	1.30	2.91	2.22
(MIDDLE REAR)	FATAL	.25	0	0	0
	INCAPACITATING	1.39	0	0	0
	NON-INCAPACITATING	3.38	0	4.44	2.70
	POSSIBLE INJURY	5.87	8.62	1.11	4.05
(RIGHT REAR)	FATAL	.05	0	0	0
	INCAPACITATING	.93	1.14	0	.43
	NON-INCAPACITATING	3.01	2.27	2.05	2.14
	POSSIBLE INJURY	3.83	5.68	5.48	5.56
PERCENT USAGE BY YEAR	1978	92.9	3.0	4.1	7.1
	1979	92.4	2.9	4.7	7.6
	1980	91.4	3.2	5.5	8.6

TABLE 39. COUNTIES AND CITIES WITH HIGH RATES OF MOTOR-VEHICLE ACCIDENTS INVOLVING BICYCLES.

POPULATION CATEGORY	COUNTIES AND CITIES WITH HIGH RATES	NUMBER OF BICYCLE ACCIDENTS (1977-1979)	ANNUAL ACCIDENT RATE (ACCIDENTS PER 10,000 POPULATION)
COUNTIES			
UNDER 10,000	BALLARD	7	2.7
	GALLATIN	3	2.1
	TRIMBLE	4	2.1
10,000-19,999	MARION	14	2.6
	CALDWELL	7	1.7
	LARUE	6	1.7
	UNION	9	1.7
20,000-49,999	HENDERSON	50	4.1
	BOYD	32	2.8
50,000-100,000	DAVIESS	129	5.0
	CAMPBELL	111	4.4
OVER 100,000	KENTON	173	5.4
	FAYETTE	255	4.2
	JEFFERSON	743	3.6
CITIES			
1,000-2,499	COLD SPRINGS	4	6.3
	LOYALL	2	5.5
2,500-4,999	LUDLOW	9	6.0
	MORGANFIELD	6	5.3
5,000-9,999	BELLEVUE	19	8.2
	SHELBYVILLE	9	5.7
10,000-19,999	FORT THOMAS	21	4.4
	DANVILLE	17	4.4
20,000-29,999	NEWPORT	43	6.6
	HENDERSON	45	6.0
30,000-99,999	OWENSBORO	120	7.3
	COVINGTON	102	6.9
	BOWLING GREEN	47	3.9
OVER 100,000	LOUISVILLE	615	4.2
	LEXINGTON	254	4.1

TABLE 40. COUNTIES AND CITIES WITH HIGH ACCIDENT RATES FOR MOTORCYCLES.

POPULATION CATEGORY	COUNTIES AND CITIES WITH HIGH RATES	NUMBER OF MOTORCYCLE ACCIDENTS (1977-1979)	ANNUAL ACCIDENT RATE (ACCIDENTS PER 10,000 POPULATION)
COUNTIES			
UNDER 10,000	GALLATIN	10	6.9
	TRIGG	16	5.7
10,000-19,999	ROWAN	30	5.2
	CALDWELL	20	4.9
20,000-49,999	BOONE	121	8.8
	CLARK	61	7.2
	CALLOWAY	64	7.1
50,000-100,000	MCCRACKEN	161	8.8
	WARREN	163	7.6
OVER 100,000	KENTON	238	7.4
	FAYETTE	441	7.2
	JEFFERSON	1,329	6.5
CITIES			
1,000-2,499	MULDRAUGH	8	15.2
	SALYERSVILLE	6	14.8
	ELKTON	7	12.9
2,500-4,999	MARION	18	17.7
	FORT WRIGHT	15	11.2
	LONDON	13	10.8
5,000-9,999	WILLIAMSBURG	20	12.0
10,000-19,999	RADCLIFF	52	11.9
	FLORENCE	55	11.8
	ELIZABETHTOWN	51	11.1
20,000-29,999	PADUCAH	93	10.4
	NEWPORT	49	7.6
30,000-99,999	BOWLING GREEN	120	9.9
	COVINGTON	105	7.1
	OWENSBORO	86	5.3
OVER 100,000	LOUISVILLE	1,063	7.2
	LEXINGTON	427	7.0

TABLE 41. COUNTIES WITH HIGH ACCIDENT RATES FOR SCHOOL BUSES.

ACCIDENTS PER 10,000 POPULATION

POPULATION CATEGORY	COUNTIES WITH HIGH RATES	NUMBER OF SCHOOL BUS ACCIDENTS (1978-1980)	ANNUAL ACCIDENT RATE
UNDER 10,000	GALLATIN	7	4.8
	LEE	8	3.4
10,000-19,999	MARION	18	3.4
	UNION	18	3.4
20,000-49,999	CLARK	33	3.9
	JESSAMINE	25	3.1
	LAUREL	32	3.1
50,000-100,000	BOYD	47	2.8
	DAVIESS	59	2.3
OVER 100,000	FAYETTE	181	3.0
	KENTON	92	2.9
	JEFFERSON	583	2.8

ACCIDENTS PER 100 MVM

POPULATION CATEGORY	COUNTIES WITH HIGH RATES	NUMBER OF SCHOOL BUS ACCIDENTS (1978-1980)	ANNUAL ACCIDENT RATE	AVERAGE RATE FOR POPULATION CATEGORY
UNDER 10,000	GALLATIN	7	1481	544
	LEE	8	1462	
10,000-19,999	ANDERSON	11	1617	611
	MASON	14	1528	
	UNION	18	1489	
	CALDWELL	12	1466	
20,000-49,999	FRANKLIN	33	1947	895
	GREENUP	26	1625	
50,000-100,000	BOYD	47	4047	1468
	CAMPBELL	40	2183	
OVER 100,000	FAYETTE	181	2989	2275
	KENTON	92	2619	
	JEFFERSON	583	2078	

TABLE 42. COUNTIES WITH HIGH ACCIDENT RATES FOR EMERGENCY VEHICLES.

POPULATION CATEGORY	COUNTIES WITH HIGH ACCIDENT RATES	NUMBER OF ACCIDENTS (1978-1980)	ANNUAL ACCIDENT RATE (PER 10,000) POPULATION
UNDER 10,000	BALLARD	10	3.8
10,000-19,999	GRANT	11	2.8
	MAGOFFIN	10	2.5
20,000-49,999	FRANKLIN	31	2.5
	BOONE	32	2.3
	SCOTT	15	2.3
50,000-100,000	MADISON	50	3.1
	WARREN	51	2.4
OVER 100,000	KENTON	90	2.8
	JEFFERSON	400	1.9
	FAYETTE	110	1.8

TABLE 43. ACCIDENTS INVOLVING VEHICLE DEFECT BEFORE AND AFTER REPEAL OF VEHICLE INSPECTION LAW.

TIME PERIOD	TOTAL NUMBER OF ACCIDENTS	NUMBER OF ACCIDENTS INVOLVING VEHICLE DEFECTS	PERCENT OF ALL ACCIDENTS INVOLVING VEHICLE DEFECTS
OCTOBER 1976 - MAY 1978 (20 MONTHS BEFORE REPEAL OF LAW)	246,500	14,440	5.86
JUNE 1978 - DECEMBER 1979 (19 MONTHS AFTER REPEAL OF LAW)	233,155	16,527	7.09
JANUARY 1980 - DECEMBER 1980	124,503	9,176	7.37

TABLE 44. COUNTIES WITH SHORTEST AND LONGEST POLICE RESPONSE TIMES.*

COUNTIES WITH SHORTEST RESPONSE TIMES			COUNTIES WITH LONGEST RESPONSE TIMES		
POPULATION CATEGORY	COUNTY	PERCENT OVER 10 MINUTES	POPULATION CATEGORY	COUNTY	PERCENT OVER 10 MINUTES
UNDER 10,000	FULTON	13	UNDER 10,000	MENIFEE	85
	CRITTENDEN	20		ELLIOTT	72
10,000-19,999	WOODFORD	11	10,000-19,999	LESLIE	75
	WAYNE	18		KNOTT	70
20,000-49,999	CALLOWAY	16	20,000-49,999	LETCHER	65
	TAYLOR	16		FLOYD	54
50,000-100,000	CAMPBELL	7	50,000-100,000	PIKE	54
	DAVIESS	9		HARDIN	23
OVER 100,000	KENTON	8	OVER 100,000	FAYETTE	26
				JEFFERSON	21

* TIME USED IS TIME FROM NOTIFICATION TO ARRIVAL AT SCENE.

APPENDIX. COUNTY POPULATIONS (IN DESCENDING ORDER)

COUNTY	POPULATION	COUNTY	POPULATION	COUNTY	POPULATION
Jefferson	684,793	Shelby	23,328	Monroe	12,353
Fayette	204,165	Meade	22,854	Fleming	12,323
Kenton	107,058	Clay	22,752	Morgan	12,103
Hardin	88,917	Scott	21,813	Jackson	11,996
Daviess	85,949	Ohio	21,765	Larue	11,983
Campbell	83,317	Taylor	21,178	Todd	11,784
Pike	81,123	Grayson	20,854	Powell	11,101
Warren	71,828	Montgomery	20,046	Butler	11,064
Christian	66,878	Bourbon	19,405	Green	11,043
McCracken	61,310	Lincoln	19,053	Pendleton	10,909
Boyd	55,513	Rowan	19,049	Garrard	10,853
Madison	53,352	Mercer	19,011	Washington	10,764
Floyd	48,764	Knott	17,940	McLean	10,090
Hopkins	46,174	Marion	17,910	Bath	10,025
Boone	45,842	Union	17,821	Edmonson	9,962
Pulaski	45,803	Woodford	17,773	Metcalfe	9,484
Bullitt	43,346	Mason	17,760	Trigg	9,384
Harlan	41,889	Wayne	17,022	Clinton	9,321
Franklin	41,830	Breathitt	17,004	Carroll	9,270
Henderson	40,849	Breckenridge	16,861	Livingston	9,219
Greenup	39,132	McCreary	15,434	Crittenden	9,207
Bell	34,330	Hart	15,402	Fulton	8,971
Graves	34,049	Adair	15,233	Owen	8,924
Barren	34,009	Harrison	15,166	Ballard	8,798
Laurel	33,982	Leslie	14,862	Lee	7,754
Perry	33,763	Webster	14,832	Hancock	7,742
Whitley	33,396	Casey	14,818	Bracken	7,738
Muhlenberg	32,328	Simpson	14,673	Cumberland	7,289
Letcher	30,687	Lewis	14,545	Nicholas	7,157
Knox	30,229	Estill	14,495	Elliott	6,908
Calloway	30,031	Allen	14,128	Wolfe	6,698
Clark	28,322	Lawrence	14,121	Lyon	6,490
Nelson	27,584	Rockcastle	13,973	Trimble	6,253
Jessamine	26,653	Martin	13,925	Hickman	6,065
Oldham	26,094	Russell	13,708	Spencer	5,929
Marshall	25,637	Magoffin	13,515	Owsley	5,709
Boyle	25,066	Caldwell	13,473	Carlisle	5,487
Carter	25,060	Grant	13,308	Menifee	5,117
Johnson	24,432	Anderson	12,740	Gallatin	4,842
Logan	24,138	Henry	12,567	Robertson	2,270