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SUBJECT: "Problem Identification for Highway Safety Plan (FY 1981);" Research Report 543, KYP-79-92; HPR-PL-1(15) Part III-B

This report was done to assist the Office of Highway Safety Programs in the identification of problem areas for their, FY 1981, Annual, Highway Safety Plan. The preparation of this plan is necessary in order to comply with Section 402, Title 23 of the United States Code. A draft of this report was sent to the Office of Highway Safety Programs on February 15, 1980. The first report in this area (Report No. 521) was included in the FY 1980, Annual, Highway Safety Plan.

Presented herein is a detailed analysis of accident data in 29 problem areas. Part of the data analysis uses only 1978 accident data, while the remainder uses two years (1977-1978) of data. Accident rates were found for counties and cities in the following categories: total accidents, fatal accidents, accidents by driver age and sex, and speed-, alcohol-, and drug-related accidents. In addition, rates were reported for accidents involving pedestrians, bicycles, motorcycles, school buses, commercial buses, combination trucks, single-unit trucks, trains, and emergency vehicles.

Respectfully submitted,

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cc: Research Committee

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16. Abstract

To comply with Section 402, Title 23 of the United States Code, each state is required to prepare an annual highway safety program. Kentucky's program, which includes identification, programming, budgeting, and evaluation of highway safety projects, is intended to have a positive impact on the reduction of traffic accidents. The first step in the program, problem identification, requires systematic, statistical analyses of accident records. In-depth analyses of accident data were performed, and 29 problem areas were investigated. Accident rates were found for counties and cities in the following categories: total accidents; fatal accidents; accidents by driver age and sex; and speed-, alcohol-, and drug-related accidents. In addition, rates were reported for accidents involving pedestrians, bicycles, motorcycles, school buses, commercial buses, combination trucks, single-unit trucks, railroad trains, and emergency vehicles.

This is the second report on problem identification prepared for the Office of Highway Safety Programs. Last year's problem identification analysis was included in its entirety in Kentucky's Annual Highway Safety Plan for Fiscal Year 1980.

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Research Report
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PROBLEM IDENTIFICATION FOR HIGHWAY SAFETY PLAN (FY 1981)
KYP-79-92; HPR-PL-1(15); Part III B

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INTRODUCTION

The U.S. Department of Transportation requires each state to prepare an annual highway safety program to comply with requirements of Section 402, Title 23 of the United States Code. Kentucky's program, which includes the identification, programming, budgeting, and evaluation of safety projects, is intended to have an impact on the reduction of traffic accidents. The first step in programming is problem identification; and this requires systematic, statistical analyses of accident records. The objective of this report, therefore, was to identify problem areas in highway safety which have the greatest potential for reducing accidents. In-depth analyses of accident data, along with available normalizing data, were performed; 29 problem identification areas were investigated:

- County Accident Statistics,
- City Accident Statistics,
- Regional Accident Statistics,
- General Accident Statistics,
- Fatal Accident Statistics,
- Accident Statistics by Driver Age and Sex,
- Driver Record,
- Speed-Related Accidents,
- Alcohol-Related Accidents,
- Drug-Related Accidents,
- License Restrictions and Handicapped Drivers,
- Seatbelts,
- Child Restraints,
- 55-mph Speed Limit,
- Pedestrians,
- Bicycles,
- Motorcycles,
- School Buses,
- Commercial Buses,
- Combination Trucks,
- Single-Unit Trucks,
- Railroad Trains,
- Emergency Vehicles,
- Vehicle Defects,
- Fixed-Object Accidents,
- Wet-Pavement Accidents,
- Distribution of Accidents by Time of Day and Day of Week,
- Emergency Services Arrival Times, and
- Accident Severity Statistics.

The RAPID computer program was used in the process. Total computer cost was slightly over $700, and CPU time was approximately 53 minutes. In addition, data from past accident studies were used to supplement data in the current files.

This is the second report on problem identification prepared by the Division of Research for the Office of Highway Safety Programs. Last year's problem identification analysis was included in its entirety in Kentucky's Annual Highway Safety Plan for Fiscal Year 1980. In addition, the report was published as Research Report 521; "Problem Identification for Highway Safety Plan" (1).

COUNTY ACCIDENT STATISTICS

The first analysis involved a calculation of accident rates by county as shown in Table 1. Rates were calculated for each of Kentucky's 120 counties in terms of several methods of exposure, including population, vehicle-miles, licensed drivers, and registered vehicles. Rates in terms of vehicle-miles were used primarily in subsequent analysis. Vehicle-miles used were determined in a previous report which analysed the traffic accident experience in Kentucky in 1978 (2). First, the total number of recorded vehicle-miles driven in each county was determined. Then the difference between the total estimated vehicle-miles driven statewide, as determined by the Division of Systems Planning, and the number of recorded vehicle-miles statewide was found. This difference was a small percentage of the total and could be attributed to travel on county roads and residential city streets where volumes are unknown. The difference was distributed among the counties based on the number of registered vehicles in each county. It was assumed that local traffic would be related directly to the number of registered vehicles. Since only 1978 travel data were available, rates in Table 1 are for 1978 only. County populations were obtained from Kentucky Revised Population Forecasts (1975-2010)(3). The number of licensed drivers by county was obtained from the Division of Driver Licensing; the numbers of registered vehicles were obtained from the Bureau of Vehicle Regulation.

Before counties with high accident rates were determined, the counties were grouped by population as shown in Table 2. This type of analysis was used because average accident rates increase as population increases. The average accident rate (using accidents per 100 MVM (160 MVK)) for each population category was determined, and then a critical rate was calculated using the following formula (4):

$$A_c = A_a + K\sqrt{A_a/m} + 1/2m$$

in which, A_c = critical rate,
A_a = average rate,
K = constant related to level of statistical significance selected (for P=0.95, K=1.645; for P=0.995, K=2.576), and

m = annual mileage driven per county.

The average and critical rates by population category are given in Table 2. These were calculated for both total accidents and fatal accidents. The number of counties above each critical rate is also given. This number is controlled by the level of statistical significance chosen. A high level was chosen to limit the number of counties listed. Even at this level, 42 counties were above the critical level for total accidents.

A list of counties with accident rates above the critical level is given in Table 3. Some of the counties had particularly high rates for their population category. For the under-10,000 population category, Carroll and Trigg Counties had high rates. Mason County had a very high rate for the 10,000 to 19,999 population category. Henderson and Franklin Counties had high rates for the 20,000 to 49,999 population category. Campbell County had by far the highest rate in the 50,000 to 100,000 population category. Campbell County also had the highest accident rate in the state. Kenton County was the only county with a rate above critical in the over-100,000 population category.

The distribution of counties with rates above critical is shown in Figure 1. These counties are dispersed across the state. The largest concentration of counties was in the northern part of Central Kentucky.

CITY ACCIDENT STATISTICS

A similar type of analysis was done for cities. The base list of cities was that used for coding the accidents reported by the Kentucky State Police. A total of 1,341 cities are involved. A separate, more detailed analysis was made for cities having a population of 1,000 or more; a total of 182 cities were placed into that category. Several incorporated cities surrounding Louisville, such as St. Matthews and Shively, were grouped with Louisville because the accidents in these cities had been coded as occurring in Louisville. Several cities in the general area of Covington were not combined inasmuch as the accident data were coded correctly. Populations for cities of 1,000 or more were obtained from the 1978 Kentucky Deskbook of Economic Statistics (5). Accident data for the 182 cities are given in Table 4. Accident rates per 1,000 population were calculated; and rates per 10,000 population were calculated for fatal accidents, pedestrian accidents, and bicycle accidents. Also, the percentages of accidents involving speeding and alcohol were determined.

A total of 1,227 cities were identified, and populations were tabulated. Populations for cities under 1,000 population were cited in the 1978 Rand-McNally Commercial Road Atlas (6). As with counties, average and critical rates were determined by city population categories. The results are given in Table 5. Rates were calculated in terms of accidents per 1,000 population since the number of vehicle-miles traveled in a city was not known. The average accident rate increased as the city population increased. Critical rates were calculated as before, except populations were used instead of mileages. A total of 12 population categories were used.

A list of cities with a population of 1,000 or more and accident rates above critical is given in Table 6; 43 cities were identified. A few cities had particularly high rates. Bowling Green, Newport, Florence, Maysville, Russell and Hardinsburg had the highest rates in their population ranges; Florence had the highest accident rate. Cities in Northern Kentucky tended to have high rates.

A list of the cities under 1,000 population with the highest accident rates is presented in Table 7. A large number of cities (102 cities) had rates above critical; because of the number, all of these were not listed. The low populations and numbers of accidents contributed to a wide range in accident rates even though two years of accident data were used to increase reliability. Wilder, Baxter, Draffenville, and Millard had the highest rates in their population ranges.

Populations, numbers of accidents, and accident rates (accidents per 1,000 population) for all cities are in Table 8. These cities were cited because they appeared on the State Police coding sheet. All cities were listed except those which were a part of another city or those for which population statistics were not given by Rand-McNally.

REGIONAL ACCIDENT STATISTICS

Accident rates were calculated by various regions of the state: highway district (Table 9), Kentucky State Police post (Table 10), emergency service region (Table 11), and area development district (Table 12).

Overall accident rates by highway district were highest in the more urbanized districts (Districts 5, 6, and 7). These districts contain Louisville, Lexington, and the Northern Kentucky area around Cincinnati. Conversely, the

highest fatality rates were in primarily rural districts. This was expected since accidents in rural areas are generally more severe because of higher speeds there. The highest fatality rate was in District 10. District 3, which contains Bowling Green, also had a very high fatality rate.

The same trends were found when rates were summarized by State Police post. In addition to the three areas identified above, the region around Daviess and Henderson Counties had a high accident rate. Again, regions in Eastern Kentucky had the highest fatality rates. Violation rates (violations per 1,000 licensed drivers) were determined by police post. The violation rates were directly related to the total accident rates. The posts with the highest accident rates also had the highest violation rates. The highest violation rate occurred in the post containing Fayette County.

Summaries by emergency service region and area development district identified the same four regions of the state as those with the highest accident rates. The Eastern Kentucky area again had high fatality rates. The south, central region of Kentucky between Bowling Green and Somerset also had a high fatality rate.

GENERAL ACCIDENT STATISTICS

Statistics were summarized by vehicle type and by county (Table 13). Vehicle classifications included pedestrian, bicycle, school bus, combination truck, single-unit truck, emergency vehicle, motorcycle, and train. Rates were calculated in terms of accidents per 10,000 population. Also, a rate in terms of motorcycle accidents per 100 registered motorcycles was determined; for trains, accidents per 100 railroad crossings were determined.

A tabulation of miscellaneous data for each county is given in Table 14. These data were used for problem identification. An analysis of contributing factors (human, vehicular, and roadway) is given in Table 15. These data were also used in problem identification. A summary of accident information sorted according to types of vehicles is given in Table 16. Statewide accident rates by vehicle type were calculated from volumes and classification counts (Table 17). These rates are in terms of accidents per 100 million vehicle-miles.

FATAL ACCIDENT STATISTICS

A comparison of fatal accidents with all accidents is presented in Table 18. Fatal accidents occurred most frequently in fixed-object, head-on, and pedestrian accidents and less frequently in rear-end and angle accidents. A higher percentage of fatal accidents occurred at night, and a lower percentage on snowy or icy surfaces. Male drivers were found to be overrepresented in fatal accidents.

Results from a previous study (7) showed that the overall fatal accident rates for males was almost twice that for females. The rate was higher for males in every category except 70 years of age and older. Total and fatal accident rates among teenage drivers were very high. The rate decreased among middle-aged drivers and increased again for older drivers. The lowest fatal accident rate for both males and females was for drivers in the 50- to 59-year-old category.

Kentucky's fatal accident statistics are compared to nationwide statistics in Table 19. The statistics were taken from the 1977 and 1978 Fatal Accident Reporting System (8,9) and from RAPID. Kentucky's rate of fatal accidents per 100 million vehicle-miles (160 million vehicle-kilometers) is practically the same as the national rate (2.85 for Kentucky and 2.88 nationwide). Other statistics of fatalities per 100 MVM (160 MVK) and fatalities per fatal accident for Kentucky were also very similar to nationwide statistics. The percentage of fatal accidents involving alcohol was lower in Kentucky than nationwide, and the percentage wearing safety equipment was higher in Kentucky. The percentage of single-vehicle accidents was higher in Kentucky than nationwide. More fatal accidents occurred in Kentucky on state and US numbered routes and fewer on county and local roads as compared to nationwide statistics.

The critical fatal accident rate for each population category is summarized in Table 2. Counties exceeding the critical rates are listed in Table 20. The highest rate was in Wolfe County. More than half of the counties with critical fatal accident rates were in the mountainous sections of Eastern Kentucky.

A list of cities with the highest fatal accident rates in each population category is in Table 21. Louisville and Lexington are the only cities cited in their population categories. Although the fatal accident rates in these two cities are low compared to some other cities, the number of fatal accidents is high. Cities with the highest rates in the other population categories are: Bowling Green, Hopkinsville, Somerset, Harrodsburg, Scottsville, and Lebanon Junction.

Results from analysis of contributing factors for accidents involving various

vehicle types, all accidents, and fatal accidents are in Table 15. Fatal accidents were significantly overrepresented in the categories of unsafe speed and alcohol involvement. Less obvious overrepresentations of fatal accidents were noted relative to drugs, sickness, falling asleep, physical disability, and tire failure.

ACCIDENT STATISTICS BY DRIVER AGE AND SEX

The distribution of drivers by age and sex was obtained for each county from the Division of Driver Licensing. This information was combined with annual miles driven by age and sex (from a previous report (7)). Table 22 lists, by county, the accident rate by driver age and sex. Statewide, the accident rate for females was higher than that for males. The rate was extremely high for 16-19-year-old males and only slightly lower for all 16-19-year-old drivers. The rate for drivers 65 and older was also higher than the overall rate.

Table 23 lists, by population group, those counties with the highest accident rates (by driver age and sex). For male drivers, Boone County had the highest accident rate. Carroll, Mason, Warren, and Kenton Counties had the highest rates in their population groups. For female drivers, Warren County had the highest rate; Carroll, Mason, Boone, and Kenton Counties again had the highest rates in their population groups.

Considering 16-19-year-old drivers, the counties with the highest accident rates were Boone and Henderson, both in the 20,000 to 49,999 population group, followed closely by Warren County. Carroll, Grant, and Kenton Counties were the highest in their population groups. For drivers 65 and older, Warren County had the highest rate; Wolfe, Green, Boone, and Fayette were the highest in their population groups.

In a previous report (7), the differences in types of accidents by sex of driver were found to be similar to the differences by age of driver. Male and young drivers were involved in a higher percentage of single-vehicle, fixed-object, and head-on accidents but a lower percentage of angle and rear-end accidents. To illustrate the largest difference, male drivers under 25 were compared to female drivers 50 years of age and older. Males under 25 were involved in a much higher percentage of single-vehicle and fixed-object accidents -- which indicates speeding. Female drivers 50 years old and older were involved in a higher percentage of rear-end and angle accidents -- which suggests driver inattention. Considering all accidents, driver inattention and failure to yield were the most frequent causes. Male and young drivers were listed as speeding most frequently. Alcohol involvement was highest among middle-aged drivers (25 to 49 years old). Failure to yield was listed more often for female and older drivers. It was also found that female and middle-aged drivers were not at fault in a higher percentage of instances than the other categories of drivers. There, too, the contributing factors for fatal accidents were found to be different than for all accidents. Speeding was the most frequent cause of fatal accidents for both males and females. However, failure to yield was the most frequent cause of fatal accidents among drivers 50 years or older. Alcohol involvement was the second leading contributing factor for males and was highest for middle-aged drivers. Failure to yield was the second leading contributing factor among females. A comparison of males under 25 with females 50 years old and older illustrates the large differences. For males under 25, the leading factors were failure to yield and disregarding traffic controls. Only a very slight difference in the overall nighttime accident rates was found for males compared to females. As with the other rates, the highest rate was for teenage drivers. The lowest rate was for drivers in the 40- to 49-year-old category. The rate increased for older drivers. In fact, the highest rate was for females 70 years or older.

DRIVER RECORD

A summary of selected information was obtained from the master driver license file maintained by the Division of Driver Licensing (Table 24). The number of citations issued in a 2-year period was tabulated by county. Also, the number of speeding, reckless driving, stop-related, and alcohol-related citations were listed. The number of demerits (points) for specific violations accumulated in the 2-year period was given. Also, the number of drivers suspended or placed on probation was summarized. Using the numbers given in Table 24 along with the number of licensed drivers in each county, violation, point, and suspension rates were calculated by county (Table 25). Rates, given in terms of 100 or 1,000 licensed drivers, were calculated for total points, alcohol-related actions, speed violations, suspensions, and total violations. These rates are summarized by county population groups (Table 26). The

rates for total points, speed violations, and total violations increased as county population increased. This could be related to increased enforcement in the more populated counties. However, the rate for alcohol violations decreased as county population increased. The suspension rate was fairly independent of county population. It was found that the percentage of accidents involving speeding and alcohol increased as the county population decreased.

Counties with the highest and lowest violation, point accumulation, and suspension rates are given in Table 27 and 28, respectively. The high and the low ten percent of the counties (12 counties) were listed. A comparison of the driver record data with the accident rate data provides information about the need for increased enforcement in a particular county. The total violation rates for counties with a critical accident rate were analysed to determine where increased police enforcement was warranted. Counties with critical accident rates should also have above average violation rates. Eight of the twelve counties with the highest total violation rates were found to have critical accident rates. Conversely, counties with a critical accident rate should not have a very low total violation rate. However, the list of counties with lowest total violation rates contained two counties (Mason and Morgan) with critical accident rates. In fact, Mason County had the highest accident rate for its population category.

An analysis of violation rates was done for counties with critical accident rates as given in Table 3. The violation rate for each county was compared to the average violation rate for its population category. Counties with violation rates below average were identified and are given in Table 29. More intense enforcement may be warranted in these counties.

SPEED-RELATED ACCIDENTS

A listing, by county, of the percentages of accidents involving speeding is given in Table 14. These percentages were also calculated for cities with a population of 1,000 or more (Table 4) to identify counties and cities having a large percentage of accidents involving speeding. Overall, 9.2 percent of all accidents involved unsafe speed. Some smaller counties and cities had very high percentages of accidents involving speeding. This could result from the small sample of accidents. In cities, speeding accidents accounted for only five percent of the total. In rural areas, 21 percent of the accidents involved speeding.

A comparison of speed-related accidents and the incidence of speeding charges showed, in general, that the rate of these violations increased as the percentage of speed-related accidents decreased. For example, in five counties in the 10,000 to 19,999 population range where the speed violation rate was below 50 per 1,000 licensed drivers, 23 percent of all accidents involved unsafe speed. The percentage decreased to 13 percent in nine counties where the citation rates were over 100 per 1,000 licensed drivers.

A listing of counties and cities which have the highest percentages of accidents involving speeding is in Table 30. The list is classified by population category. A comparison of this list with the rate of citations for speed violations (Table 25) may identify locations with a low level of enforcement, given the high rate of accidents involving speeding. Counties with speed violation rates below the average for their population categories and cities in counties with speed violation rates below the average for their population categories were noted in Table 30. These counties and cities, in particular, may need increased enforcement. An example would be Letcher County which had a low rate of citations (56.7 speed violations per 1,000 licensed drivers) compared to an average for its population category of 90.5 speed violations per 1,000 licensed drivers (Table 26). Jenkins and McRoberts, in Letcher County, also appeared on the list having a large percentage of accidents involving speeding.

The list of counties with the lowest statewide speed violation rates provides another ranking of counties potentially in need of increased speed enforcement (Table 28). Several counties appearing in Table 30 also appeared in Table 28. In general, the remaining counties had relatively high percentages of speed-related accidents.

ALCOHOL-RELATED ACCIDENTS

The percentage of accidents involving alcohol is given by county in Table 14 and by city in Table 4 (population 1,000 or more). Six percent of all accidents involved alcohol. This percentage decreased as the county population increased (Table 26). For counties under 10,000 population, eight percent of all accidents involved alcohol. This percentage decreased to five percent for counties with over 100,000 population. The alcohol-related violation category

includes citations as well as drivers who attended Alcohol Driver Education courses. The data did not show a decrease in alcohol-related accidents as policing increased. For example, in counties with populations between 10,000 and 19,999, the percentage of accidents involving alcohol was slightly higher for those counties with a violation rate of over 14 per 1,000 licensed drivers compared to counties with rates below seven.

Counties and cities with a large percentage of accidents involving alcohol are shown, by population category, in Table 31. Counties with alcohol violation rates below the averages for their population categories were identified (Table 26). Also, cities in counties with alcohol violation rates below average were identified. Oldham County has a high percentage of alcohol-related accidents (Table 31) and the lowest alcohol violation rate in the state (Table 28).

There are 26 counties in Kentucky in which alcohol is sold (wet counties). In addition, there are 10 dry counties in which one city sells alcohol. In these 36 counties, 5.9 percent of the accidents involved alcohol; this compared to 6.7 percent in the dry counties. The lower percentage in wet counties resulted from a low percentage in Jefferson County. For counties in the 10,000 to 19,999 population range, the percentage of accidents involving alcohol varied from 7.6 percent for wet counties to 7.3 percent in dry counties. For counties in the 50,000 to 100,000 population range, the percentage varied from 6.1 percent for wet counties to 4.5 percent in dry counties. Seven of the 16 counties in Table 31 with a large percentage of accidents involving alcohol allowed the sale of alcohol. Sixteen of the nineteen cities in Table 31 are wet.

Of the 182 cities given in Table 4 with a population of 1,000 or more, 67 (37 percent) were wet. A listing of the 43 cities with critical accident rates is given in Table 6. Eighteen (42 percent) of those cities are wet.

For counties in a given population category, the violation rate (violations per 1,000 drivers) was not consistently higher in wet or dry counties. In the 10,000 to 19,999 category, the violation rate in wet counties was 9.2 compared to 15.6 in dry counties. However, the violation rate in wet counties was higher for those in the 50,000 to 100,000 category. The violation rate was 10.2 for wet counties compared to 7.1 in dry counties.

DRUG-RELATED ACCIDENTS

Drugs were listed as a contributing factor in only 0.2 percent of all accidents (Table 15). The percentage of accidents involving drugs in each county is given in Table 14. The percentage was under one percent in all counties. Drugs were listed as a contributing factor in 0.4 percent of the fatal accidents. Seven fatal accidents in the 2-year study period involved drugs.

LICENSE RESTRICTIONS AND HANDICAPPED DRIVERS

Data in Table 32 indicate that drivers with license restrictions are not overrepresented in accidents when compared to all drivers. Approximately 16 percent of all drivers have a license restriction whereas only 11 percent of all accidents involved drivers with license restrictions. Their involvement was even less for fatal accidents; there, drivers with license restrictions were involved in only 10 percent of the cases. From a total of 299,850 accidents in 1977 and 1978, only 556 (0.2 percent) had a physical disability listed as a contributing factor. There were six fatal accidents (0.4 percent) in which a physical disability was listed as a contributing factor.

SEATBELT USAGE

The most cost-effective means of reducing injuries and fatalities has been shown to be safety belt usage (10). The effectiveness of seatbelts as a safety device was clearly demonstrated in an earlier report (11) and again in analyzing the 1977-78 accident data base. Statistics relating accident severity to seatbelt usage are given in Table 33. Accident severity was significantly less for occupants wearing seatbelts. For a driver involved in a traffic accident, the chance of being killed was reduced by a factor of about five by wearing a seatbelt; and the chance of being severely injured was reduced by a factor of two.

Despite the obvious benefits from wearing safety equipment, usage has remained low. The earlier detailed study of seatbelt usage revealed that Kentucky drivers and passengers had lower seatbelt usage rates (slightly under 10 percent) than reported in other states (11). Several factors were found to have a significant effect on usage; usage was higher among drivers over 25 years of age, in newer cars, on interstates and

parkways, in large cities, in out-of-state cars, and among drivers with a college education.

Accident records show that usage of safety equipment by drivers has not increased in the past few years. In fact, there has been a decline in usage. Records show that 8.3 percent of all drivers were using some sort of safety equipment in 1977; this dropped to 6.8 percent in 1978. In the study, it was found that 9 percent of drivers involved in accidents were wearing safety equipment in 1976.

Table 14 shows, by county, the percentage of drivers using safety equipment. There was a wide range in usage -- a low of 1.0 percent in Lee County to a high of 13.5 percent in Fayette County. Usage increased slightly as population increased in the low population ranges and then increased greatly in counties with a population over 100,000. Also, counties containing interstates or parkways tended to have higher usage rates. The counties with the lowest usage rates for each population category are summarized in Table 34.

CHILD RESTRAINTS

Accident records for 1976, 1977, and 1978 were analyzed to determine the usage of safety equipment for children 6 years of age and under (Table 35). Children under 2 years of age were coded as wearing child restraints rather than seatbelts. Usage was found to vary by age of the child (Table 36). Usage was highest for children under the age of 1 year (11.6 percent). This percentage decreased to 9.5 percent for children 1 year old. There was a dramatic decrease beginning with children 2 years of age. This decrease corresponds to the age that children graduate from a child restraint to a seatbelt. Usage in the older age groups dropped to slightly under three percent. It had been found previously that usage remained at this very low level through 15 years of age (11).

Safety equipment usage by children 1 year or younger has increased during the past three years (Table 37). Increased emphasis on usage of child restraints for infants may have contributed to that increase. Usage by children in the range of 2 to 6 years has not increased.

Injury data for children using and not using safety equipment are given in Table 35. Only a slight reduction in accident severity for children using restraints was observed. Inasmuch as the data do not show the expected reduction in injuries, it appears that either the equipment being used is inadequate or improper usage is being made of the equipment.

55-MPH SPEED LIMIT

The relationship between speeds and accident rates on interstates and two-lane highways was investigated in an earlier study (12). Accident rates increase as speeds increase. This relationship was more pronounced for wet-surface accidents, particularly on the interstates. It was concluded that the continuation of a maximum speed limit of 55 mph (24.6 m/s) on all rural highways was advisable.

The percentage of vehicles exceeding the 55-mph (24.6-m/s) speed limit was monitored and reported by the Department on a quarterly basis during 1978 and 1979. A summary of the 1979 data is given in Table 38. The summary shows that 30,672 vehicles were monitored at 78 locations. The percentage of vehicles exceeding 55 mph (24.6 m/s) on all roads was 31.9 percent. The average speed was highest on sections of rural interstate and lowest on rural two-lane roads. Only 29 percent of the vehicles were exceeding the 55-mph (24.6 m/s) limit on rural two-lane roads compared to 76 percent on sections of rural interstate.

PEDESTRIANS

Tables 39 and 40 give information on pedestrian accidents. Table 39 lists, by population group, those counties and cities which had high accident rates for pedestrians. The counties with the highest rates were Campbell, Kenton, and Henderson. Cities with the worst rates were Newport and Covington. A definite pedestrian accident problem appears in Northern Kentucky. Rates were high for Boone, Kenton, and Campbell Counties as well as in Florence, Ludlow, Covington, Newport, and Dayton. Most of the counties with high rates contained a city which also had a high rate. Pedestrian accident rates for cities and counties were taken from summaries presented in Tables 4 and 13, respectively.

Table 40 gives information on accidents according to sex and age of the pedestrian and on land use where the accident occurred. Nearly two-thirds of the victims were male, and 24 percent were between the ages of 5 and 9. Residential areas had the most pedestrian accidents (40 percent), followed closely by business areas (36 percent).

Some additional information on

pedestrian accidents can be found in Tables 15 and 16. Contributing human factors were listed in 65 percent of the pedestrian accidents. The most common factors were driver inattention, failure to yield right of way, unsafe speed, and alcohol. Roadway factors were listed in 21 percent of the pedestrian accidents; and slippery surface, view obstruction, and glare were the most common. Vehicular factors were listed in 11 percent of the accidents, and brake failure was the most common problem. As shown in Table 16, a very high percentage of pedestrian accidents involved an injury or fatality.

BICYCLES

Information on bicycle accidents is in Tables 41 and 42. Table 41 lists, by population group, those counties and cities with high accident rates for bicycles. Daviess, Campbell, and Kenton Counties had the highest rates; Cold Springs, Uniontown, and Owensboro had the highest rates for cities. As was the case for pedestrian accidents, Northern Kentucky appears to have this type of problem. Also, Daviess and Henderson Counties appear to have similar problems.

Table 42 presents the ages and sexes of the cyclists and land uses where the accidents occurred. Over three-fourths of the cyclists were male and 74 percent were under the age of 16. Residential areas accounted for 51 percent of the bicycle accidents, and business areas accounted for 28 percent.

The rates in Table 41 were taken from Tables 4 and 13. Additional information is in Tables 15 and 16. Human factors were listed in 69 percent of the bicycle accidents. The most common factors were driver inattention, failure to yield right of way, unsafe speed, and alcohol. Roadway factors were listed in 15 percent of the bicycle accidents. View obstruction and slippery surface were the most common factors. The most common vehicular factor was brakes (nine percent of bicycle accidents). As shown in Table 16, a very high percentage of the bicycle accidents involved an injury or fatality.

MOTORCYCLES

Table 43 lists, by population group, those counties and cities with high accident rates for motorcycles. The county with the highest rate was Magoffin. Carroll, Carter, Warren, and Jefferson Counties had the highest rates in their population groups. Among the cities, Greenup and Radcliff had the highest rates; and Shepherdsville, Hazard, Newport, Bowling Green, Lexington, and Louisville had the highest rates in their population groups.

Motorcycle accident statistics related to helmet usage are in Table 44. Even with the present helmet law in Kentucky, the data indicate that only 54 percent of the cyclists involved in an accident were wearing helmets. For cyclists not involved in an accident, the percentage wearing helmets may be much higher (observations indicate that this is the case). A seemingly illogical statistic is in Table 44: in every injury category, a higher percentage of those wearing helmets were injured than of those not wearing helmets. Additional data were obtained on motorcycle helmet usage by highway type. The percentage of cyclists involved in accidents and who were wearing helmets varied from 44 on local roads to 63 on interstates. While the direction of this variance is in agreement with expectations, the actual figures are not. It is apparent that a coding problem exists, i.e., that helmet usage is not always being coded.

Additional information on motorcycle accidents is in Tables 15 and 16. Table 15 shows that motorcycle accidents were overrepresented in the percentage of fatal and injury accidents. The major human contributing factors for motorcycle accidents were failure to yield right of way, driver inattention, and unsafe speed.

SCHOOL BUSES

The numbers of accidents involving school buses and the resulting accident rates are summarized by county in Table 13. Those counties with the highest school-bus related accident rates were summarized by population category in Table 45. The largest number of school bus accidents occurred in Jefferson and Fayette Counties. Marion and Clark Counties had the highest accident rates.

Information about the location of school bus accidents is given in Table 46. The highest percentage occurred in rural areas on state and federal highways. Another significant percentage occurred in residential and school areas on local streets and roads.

A summary of the contributing factors for school bus accidents is given in Table 15. The major contributing factor listed was driver inattention. In comparison with all accidents, there was a larger percentage of accidents involving improper passing. School bus accidents had the

highest percentage of accidents involving defective brakes of any vehicle type.

A comparison of severity of school bus accidents with other vehicle types is given in Table 16. School bus accidents were not as severe as most of the other types.

COMMERCIAL BUSES

Table 13 is a summary of accidents and accident rates (in terms of population) by vehicle type for each county. Counties with high accident rates for commercial buses were extracted and presented in Table 47. Generally, those counties with high accident rates for commercial buses are urbanized areas with interstate or primary routes connecting population centers. Portions of six of the ten counties in Table 47 were served by local bus companies.

Statewide accident rates, in terms of vehicle-miles of travel, are presented in Table 17. This table, which compares five vehicle types for rural, urban, and total travel, shows buses to have the highest rate of accidents of all types except motorcycles. It should be noted that this category of buses (Table 17) includes both commercial buses and school buses.

From the summary of contributing factors (Table 15), commercial buses were overrepresented in the categories of improper turning, brake failures, and improperly parked vehicles. Improperly parked vehicles would most likely be in reference to other vehicles parked too close to corners such that the turning movement of a bus was inhibited.

The general accident information in Table 16 shows that commercial buses are overrepresented in the categories of rear-end collisions and snowy or icy surfaces.

COMBINATION TRUCKS

Table 13 is a summary of accidents and accident rates (in terms of population) by vehicle type for each county. Counties with high accident rates for combination trucks were extracted and presented in Table 48. As expected, most counties with high rates for combination trucks were traversed by one of the interstate highways. The only exception was Lawrence County, which was probably included because of the heavy volume of coal-truck traffic on US 23. Boone and Gallatin Counties had the highest rates.

Statewide accident rates, in terms of vehicle-miles of travel, by vehicle type are presented in Table 17. This table shows combination trucks to have the lowest overall accident rate. The very low rate in rural areas was expected because of their heavy use of interstate routes and parkways, which are generally the safest roads.

From the summary of contributing factors for various vehicle types (Table 15), it was noted that combination trucks were overrepresented when compared to overall percentages of accidents for the categories of unsafe speed, improper turn, defective brakes, oversized load, and defective shoulders. Another area where combination trucks were overrepresented was the percentage of fatal accidents. Results in Table 16 show the percentage of fatal accidents involving combination trucks was three times the percentage for all accidents.

SINGLE-UNIT TRUCKS

Data were extracted from Table 13 and summarized in Table 49 to show those counties with the highest accident rates for single-unit trucks. All counties with high rates were either those traversed by interstate routes or those with high volumes of coal-truck traffic. Johnson and Jefferson Counties appear to have the most severe accident problem with single-unit trucks.

Statewide accident rates in Table 17 show that single-unit trucks had an accident rate of 489 per 100 million vehicle- miles (160 million vehicle-kilometers) as compared to a rate of 393 for passenger cars. This rate was significantly influenced by the high rate of accidents for single-unit trucks in urban areas (1,253 accidents per 100 MVM (160 MVK)).

From the summary of contributing factors for various vehicle types in Table 15, it was noted that single-unit trucks were overrepresented in several categories when compared to corresponding percentages for all accidents. These categories were brake failures, improper load, and oversized load.

RAILROADS

Counties with the highest accident rates involving highway vehicles and railroad trains are summarized in Table 50. The accident rates, calculated as accidents per 10,000 population, were taken from Table 13. Counties with the highest rates were Carroll and Webster;

however, Jefferson County had the largest number of accidents. Also in Table 13 are the number of railroad crossings per county and the accident rate per 100 railroad crossings. Generally, the counties with highest rates per population were also those with the highest rates per 100 railroad crossings.

Data in Table 15 show that failure to yield right of way was a contributing factor in almost 27 percent of train-related accidents. The percentage of train-related accidents involving disregard of traffic controls or an obstructed view as contributing factors was much higher than the corresponding percentage for all accidents. Another expected accident statistic was the overrepresentation of fatal and injury accidents for train-related, motor-vehicle accidents.

EMERGENCY VEHICLES

Counties with high accident rates (per 10,000 population) for emergency vehicles are identified in Table 51. Data were taken from the general summary of accidents and accident rates for several vehicle types in Table 13. The highest number of accidents involving emergency vehicles occurred in Jefferson, Fayette, and Kenton Counties. Counties with the highest accident rates (per 10,000 population) were Gallatin and Grant.

From the summary of contributing factors in Figure 15, accidents involving emergency vehicles were overrepresented in the categories of unsafe speed and slippery surface. Data in Table 16 show that emergency vehicles had an unusually high percentage of accidents involving fixed objects.

VEHICLE DEFECTS

The number and percentage of accidents with vehicle defects listed as a contributing factor before and after repeal of the vehicle inspection law are presented in Table 52. For 7-month periods before and immediately after repeal, a slight increase was noted during the after period. A more thorough evaluation of the effectiveness of the inspection law may be made when data for a longer period become available. Data for the 20-month period before repeal of the law indicated a significantly lower percentage of accidents involving vehicle defects as compared to the 7-month period after repeal.

FIXED-OBJECT ACCIDENTS

The numbers and percentages of accidents involving various types of fixed objects are indicated in Table 53. Data there tend to agree with other research findings concerning the severity of fixed-object accidents. Accidents involving fixed objects (as a first event) total only 12.9 percent of all accidents as compared to 33.9 percent of all fatal accidents. For all accidents, collisions with a rock cut or embankment made up the highest percentage of fixed-object accidents. For fatal accidents, collisions with trees and rock cuts or embankments were highest.

WET-PAVEMENT ACCIDENTS

Statewide accident rates by road surface condition were determined (Table 54)(2). For all road types, the accident rate on snowy or icy surface was highest, followed by wet pavements and then dry pavements. The largest increase in accident rate on a snowy or icy surface occurred on interstate and parkway routes. Considering all rural and urban accidents, the accident rate on wet pavements was approximately twice that on dry pavements. The rate was higher by another 50 percent on snowy or icy surfaces.

When accidents involving the various vehicle types were compared, the highest percentage of wet-pavement accidents was for school buses; and the highest percentage of accidents on snow or ice was for emergency vehicles (Table 16).

DISTRIBUTION OF ACCIDENTS BY TIME OF DAY AND DAY OF WEEK

Table 55 is a summary of accident rates by highway classification for daylight and darkness. For all highway types in both rural and urban areas, accident rates were significanlty less during daylight than in darkness. In rural areas, two-lane roads and four-lane undivided roads had the highest rates. In urban areas, two-lane highways and both divided and undivided sections of four-lane highways had the highest rates.

Accident rates and vehicle-miles of travel for weekdays, weekends, and holidays were presented in a previous report (13). From the summary of accidents for 1973-1975, weekdays had the lowest rates; however, rates for holidays were lower than rates for

weekends.

EMERGENCY SERVICES ARRIVAL TIMES

Table 14 contains data related to emergency services arrival times at the scene of motor-vehicle accidents in each county. Two types of data were presented: lapsed time from notification to arrival of emergency services (police) and lapsed time from accident occurrence to clearance of the scene. The lapsed time from notification to arrival of emergency services was over 20 minutes at least 25 percent of the time in 30 counties. The lapsed time from accident occurrence to clearance of the scene was over 60 minutes at least 40 percent of the time in 31 counties.

Tables 56 and 57 list, by population group, those counties with the shortest and longest response times, respectively. For time between notification and arrival, the slowest response times were for Wolfe, Elliott, Leslie, and Knott Counties. Pike County had particularly slow response times for its population group. The shortest response times were for Campbell, Kenton, Daviess, and Woodford Counties. Considering the time from occurrence to clearance, the worst counties were Wolfe and Letcher. Pike County and Fayette County had slow response times for their population groups. Those with shortest response times were Campbell, Daviess, and Kenton.

Considering both types of response times together, the counties with the longest delays were Wolfe, Elliott, Leslie, and Menifee. Other counties with long response times were Breathitt, Letcher, Knott, McLean, and Morgan. Counties which had particularly long response times for their population groups were Wolfe, Leslie, Letcher, Pike, Fayette, and Jefferson. The counties with the shortest overall response times were Campbell, Daviess, and Kenton. Other counties with short response times were Warren and Taylor. Counties with particularly short response times for their population groups were Kenton, Campbell, Daviess, Franklin, Calloway, Taylor, and Fulton.

ACCIDENT SEVERITY STATISTICS

Table 14 is a listing, by county, of the percentage of all accidents which were fatal or injury accidents. The counties with the highest percentage of fatal and injury accidents were Spencer, Carlisle, Edmonson, Robertson, and Magoffin. The lowest percentages were in McCracken, Mason, Harrison, Jefferson, Kenton, and Madison Counties. As expected, counties with high percentages of fatal and injury accidents tended to be rural, less-populated counties; counties with low percentages of fatal and injury accidents tended to be urban and highly-populated. Table 58 lists, by population group, the average percentage of fatal and injury accidents and those counties with high percentages of fatal and injury accidents. This table clearly shows that the percentage of fatal and injury accidents decreases as the county population increases. Counties with especially high percentages for their population groups were Spencer, Magoffin, Knox, Pike, and Fayette.

From the information for various vehicle types in Table 16, accidents involving pedestrians, bicycles, motorcycles, and trains have a high percentage of fatal and injury accidents when compared to all accidents. For accidents involving combination trucks, the percentage of fatal accidents was three times that for all accidents, but the percentage of injury accidents was only slightly higher than for all accidents.

SUMMARY

COUNTY ACCIDENT STATISTICS

1. Campbell County had the highest accident rate in the state (Table 1).
2. The average overall accident rate increased as the county population increased; the average fatal accident rate decreased as the county population increased (Table 2).
3. Counties with accident rates at or above critical are given in Table 3. The following counties had the highest accident rate in their population categories: Carroll, Mason, Henderson, Campbell, and Kenton.

CITY ACCIDENT STATISTICS

1. The average accident rate for the various population groups increased as the population increased (Table 5).
2. For cities with populations of 1,000 or more, Florence had the highest accident rate (Table 4). The following cities were identified as those with the highest accident rates in their respective

population categories: Bowling Green, Newport, Florence, Maysville, Russell, and Hardinsburg (Table 6).

3. For cities under 1,000 population, the following cities had the highest rates in their population categories: Wilder, Baxter, Draffenville, and Millard (Table 7).

REGIONAL ACCIDENT STATISTICS

1. Summaries by highway district (Table 9), State Police post (Table 10), emergency service region (Table 11), and area development district (Table 12) showed the same general trends.

2. Urbanized regions had the highest accident rates. Four general regions have the highest rates; those regions contained Louisville, Lexington, the Northern Kentucky area around Cincinnati, and the area around Owensboro and Henderson.

3. Violation rates were directly related to accident rates. The highest violation rate occurred in the police post containing Fayette County.

4. The highest fatality rates were in regions made up primarily of rural areas. The highest rates occurred in Eastern Kentucky. The south-central region of Kentucky between Bowling Green and Somerset also had a high fatality rate.

FATAL ACCIDENT STATISTICS

1. The fatal accident rate for males was almost twice that for females. Teenage drivers had a much higher rate than other drivers. The fatal accident rate decreased rapidly after age 25 but increased again after age 60 (7).

2. Compared to all accidents, fatal accidents involved a much higher percentage of fixed-object, head-on, and pedestrian accidents (Table 18).

3. Compared to all accidents, a higher percentage of fatal accidents occurred at night (Table 19).

4. Counties with critical accident rates were identified (Table 20). The following counties had the highest fatal accident rates in their respective population categories: Wolfe, Allen, Perry, Warren, and Jefferson.

5. The following cities had the highest fatal accident rates in their respective population categories: Louisville, Lexington, Bowling Green, Hopkinsville, Somerset, Harrodsburg, Scottsville, and Lebanon Junction (Table 21).

6. Unsafe speed and alcohol involvement were contributing factors which were overrepresented when fatal accidents were compared to all accidents (Table 15).

ACCIDENT STATISTICS BY DRIVER AGE AND SEX

1. Accident rates were higher for female drivers than for male drivers. Considering rates by age category, teenage drivers had the highest rate, especially teenage males. The rate for drivers 65 and older was also higher than the overall rate (Table 18).

2. Boone County had the highest accident rate for male drivers, for 16-19-year-old drivers, and for 16-19-year-old male drivers. Warren County had the highest accident rate for female drivers and for drivers 65 and older. Reference should be made to Table 23 for other counties with high accident rates for driver age and sex categories.

3. Young drivers and males tended to have more frequent single-vehicle accidents; older drivers and females were involved more frequently in rear-end and angle-type accidents (7).

4. Considering all accidents, unsafe speed and alcohol involvement were listed as contributing factors more often for young drivers and males; failure to yield was listed more often for older drivers and females (7).

5. Considering fatal accidents, unsafe speed was listed most frequently as the major contributing factor for young drivers and males. Alcohol involvement was much more predominant in males than in females. When age was considered, alcohol involvement was highest for middle-aged drivers (25 to 49 years old). Failure to yield or stop was listed more often for females and older drivers (7).

6. Teenage drivers had the highest nighttime accident rate, but the single highest nighttime accident rate was for females 70 years of age or older (7).

DRIVER RECORD

1. Violation rates increased as county population increased; however, the alcohol violation rate decreased as population increased, and the suspension rate was fairly constant (Table 26).

2. The violation rates for counties with critical accident rates were compared to the average violation rates for their respective population categories. Those counties with violation rates below average were listed (Table 29).

SPEED-RELATED ACCIDENTS

1. Counties with a high percentage of accidents involving speeding (Table 14) and low speed violation rates (Table 25) were identified as follows: Spencer, Lee, Robertson, Elliott, Knott, Leslie, Breathitt, Letcher, Hardin, Pike, and Jefferson.
2. Based on the same criteria as above, the following cities were identified: McRoberts, Jenkins, Scottsville, Independence, Taylor Mill, Fort Mitchell, Radcliff, Elizabethtown, and Louisville.

ALCOHOL-RELATED

1. Counties with a high percentage of accidents involving alcohol (Table 14) and low alcohol violation rates (Table 25) were identified as follows: Spencer, Metcalfe, Hickman, Meade, Monroe, Letcher, Oldham, Christian, and McCracken.
2. Based on the same criteria as above, the following cities were identified: Van Lear, Uniontown, Morgantown, Muldraugh, Oak Grove, Jenkins, Hickman, Paris, and Hopkinsville.
3. Whether or not a county allowed the sale of alcohol did not have a consistent effect on either the percentage of accidents involving alcohol or the alcohol violation rate.

DRUG-RELATED ACCIDENTS

Drugs were not found to be a major factor contributing to traffic accident frequencies (Tables 14 and 15).

LICENSE RESTRICTIONS AND HANDICAPPED DRIVERS

1. Drivers with license restrictions were not overrepresented when compared to all drivers (Table 32).
2. Only 556 of the 299,850 accidents in 1977 and 1978 had physical disability listed as a contributing factor (Table 29).

SEATBELT USAGE

1. Accident records show that, for a driver involved in a traffic accident, the chance of being killed was reduced by a factor of about five by wearing a seatbelt; the chance of being severely injured was reduced by factor of two (Table 33).
2. Despite the obvious benefits from wearing safety equipment, usage has remained low (11).
3. Accident records show a slight decline in usage of safety equipment for drivers involved in traffic accidents.
4. Seatbelt usage varies substantially by county; the higher usages were in more populated counties (Table 34).

CHILD RESTRAINTS

1. Usage of safety equipment for children varied with the child's age (Table 36). Usage was highest for children under the age of one (11.6 percent) but dropped dramatically among older children.
2. Use of child restraints has increased over the past few years (Table 37).
3. Injury data show only a slight reduction in accident severity for children using restraints (Table 35).

55-MPH SPEED LIMIT

The percentage of vehicles exceeding 55 miles per hour on all roads monitored was 31.9 for the year ending September 30, 1979. Only 29 percent of the vehicles were exceeding 55 miles per hour on rural, two-lane roads as compared to 76 percent on sections of rural interstate.

PEDESTRIANS

1. Pedestrian accidents were overrepresented in the percentage of fatal and injury accidents (Table 16).
2. Nearly two-thirds of the victims were male and 24 percent were between the ages of 5 and 9 (Table 40).
3. Residential areas had the most pedestrian accidents (39.8 percent), followed closely by business areas (35.5 percent) (Table 40).
4. Counties with the highest pedestrian accident rates were Campbell, Kenton, and Henderson. Reference should be made to Table 39 for other counties with high pedestrian accident rates.

5. Cities with the highest pedestrian accident rates were Newport and Covington. Reference should be made to Table 39 for other cities with high pedestrian accident rates.

BICYCLES

1. Bicycle accidents were overrepresented in the percentage of fatal and injury accidents (Table 16).
2. Over three-fourths of the cyclists were male, and 74 percent were under the age of 16 (Table 42).
3. Residential areas accounted for 51 percent of the bicycle accidents, and business areas contained 28 percent (Table 42).
4. Counties with the highest bicycle accident rates were Daviess, Campbell, and Kenton. Reference should be made to Table 41 for other counties with high bicycle accident rates.
5. Cities with the highest bicycle accident rates were Cold Springs, Uniontown, and Owensboro. Reference should be made to Table 41 for other cities with high bicycle accident rates.

MOTORCYCLES

1. Motorcycle accidents were overrepresented in the percentage of fatal and injury accidents (Table 15).
2. Even with the present helmet law in Kentucky, the data indicate that only 54 percent of the cyclists involved in accidents were wearing helmets (Table 44). Coding of helmet usage on the accident reports may be suspect.
3. A seemingly illogical statistic was noted in that every injury category showed a higher percentage of injury for those wearing helmets than for those not wearing helmets (Table 44).
4. Magoffin County had the highest accident rate for motorcycles. Table 43 lists by population group those counties with high rates of motorcycle accidents.
5. Greenup and Radcliff had the highest motorcycle accident rates for cities. Other cities with high rates for their population groups are listed in Table 43.

SCHOOL BUSES

1. The following counties had high percentages of school bus accidents: Marion, Union, Clark, Nelson, Daviess, Boyd, Fayette, and Jefferson (Table 45).
2. The highest percentage of school bus accidents occurred in rural areas on state and federal highways (Table 46).
3. School bus accidents had the highest percentage involving defective brakes of any vehicle type (Table 15).
4. School bus accidents had a relatively low severity compared to other accidents (Table 16).

COMMERCIAL BUSES

1. Based on statewide accident rates in terms of vehicle-miles of travel, commercial buses had the highest rate of all vehicle types except for motorcycles (Table 17).
2. Commercial buses were overrepresented in the categories of improper turning, brake failures, and improperly parked vehicles (Table 15).
3. Commercial buses were also overrepresented in the categories of rear-end collisions and snowy or icy surfaces (Table 16).
4. Counties with the highest accident rates for commercial buses were Jefferson and Kenton (Table 47).

COMBINATION TRUCKS

1. Statewide, total accident rates show that combination trucks had the lowest rate of all vehicle types (Table 17).
2. Table 16 shows the percentage of fatal accidents involving combination trucks was three times the percentage for all accidents.
3. Counties with high accident rates for combination trucks were traversed by an interstate route, with the exception of Lawrence County. Boone and Gallatin Counties had the highest rates (Table 48).

SINGLE-UNIT TRUCKS

1. The statewide accident rate for single-unit trucks was 489 accidents per 100 MVM (160 MVK) as compared to 393 for passenger cars (Table 17).
2. Counties with high accident rates for single-unit trucks were either those traversed by interstate routes or those with high volumes of coal-truck traffic. Johnson and Jefferson Counties have the most severe accident problems with single-

unit trucks (Table 49).

RAILROAD TRAINS

1. Data in Table 15 show that failure to yield right of way was a contributing factor in almost 27 percent of the train-related accidents.
2. Train-related, motor-vehicle accidents were overrepresented when compared to the percentage of fatal and injury accidents for all accidents (Table 15).
3. Counties with the highest rates were Carroll and Webster; however, Jefferson County had the largest number of accidents (Table 50).

EMERGENCY VEHICLES

1. Accidents involving emergency vehicles were overrepresented in the contributing-factor categories of unsafe speed and slippery pavement (Table 15).
2. Gallatin and Grant Counties had the highest accident rates per 10,000 population for emergency vehicles. The highest number of accidents involving emergency vehicles occurred in Jefferson, Fayette, and Kenton Counties (Table 51).

VEHICLE DEFECTS

Based on accident data for 7-month periods before and after repeal of the vehicle inspection law, a slight increase was noted during the after period (Table 52).

FIXED-OBJECT ACCIDENTS

1. Accidents involving fixed objects (as a first event) comprise only 12.9 percent of all accidents as compared to 33.9 percent of all fatal accidents (Table 50).
2. High percentages of fixed-object accidents involved collisions with rock cuts or embankments for both total accidents and fatal accidents (Table 50).

WET-PAVEMENT ACCIDENTS

Considering all accidents, the accident rate on wet pavements was approximately twice that on dry pavements. The rate increased another 50 percent on snowy or icy surfaces (Table 54).

DISTRIBUTION OF ACCIDENTS BY TIME OF DAY AND DAY OF WEEK

1. For all highway types in both rural and urban areas, accident rates were significantly less during daylight as compared to darkness (Table 55).
2. From a summary of accidents for 1973-1975, it was found that weekdays had the lowest rates; however, rates for holidays were lower than rates for weekends (13).

EMERGENCY SERVICES ARRIVAL TIMES

1. Lapsed time from notification to arrival of emergency services was over 20 minutes at least 25 percent of the time in 30 counties (Table 14).
2. Lapsed time from accident occurrence to clearance of the scene was over 60 minutes at least 40 percent of the time in 31 counties (Table 14).
3. The counties with the longest overall response times were Wolfe, Elliott, Leslie, and Menifee (Table 57).

ACCIDENT SEVERITY STATISTICS

1. Accidents involving pedestrians, bicycles, motorcycles, and trains have a high percentage of fatal and injury accidents when compared to all accidents. Accidents involving combination trucks have a high percentage of fatal accidents but not of injury accidents (Table 16).
2. Counties with especially high percentages of fatal and injury accidents for their population group were Spencer, Magoffin, Knox, Pike, and Fayette (Table 58).

RECOMMENDATIONS

Based on systematic, statistical analyses of accident records, 29 problem areas were investigated. In addition to identification of specific problem areas, counties, cities, and other geographical locations were delineated as those with the most severe accident problems. Conceding that the degree of accident problems may be viewed from different perspectives, some of the problem areas should be emphasized. Those areas are seatbelt usage, alcohol-related accidents, speed-related accidents, and wet-pavement accidents.

The most cost-effective means of reducing accident severity is seatbelt usage (10). The effectiveness of seatbelts was identified in an earlier report (11) and was shown again using the 1977-78 data base. An effort to increase seatbelt usage is warranted. Publicity campaigns historically have had only limited success, but such efforts in a few trial counties may be worthwhile. A list of prospective counties to be included in such a campaign is given in Table 34. Counties on the list represent a wide range in population and include counties with the lowest usage in their population groups. The counties are distributed across the state. Counties with critical accident rates and low usage rates are also included. Additional efforts should emphasize using approved equipment in the proper manner and encourage older children to use a seatbelt after outgrowing the child restraint.

Approximately six percent of all accidents and 23 percent of all fatal accidents involved alcohol as a contributing factor. Counties and cities with large percentages of accidents involving alcohol and with alcohol violation rates below the average for their population categories were identified in Table 31. These counties and cities are candidates for increased enforcement. Public information campaigns may also be worthwhile as a means of reducing alcohol-related accidents.

Unsafe speed was listed as a contributing factor in 9.2 percent of all accidents and 26.7 percent of all fatal accidents. A comparison of speed-related accidents and the incidence of speeding citations showed that speed-related accidents decreased as violations increased. Increased enforcement combined with public information is needed. Counties and cities with large percentages of accidents involving speeding and speeding violation rates below the average for their population categories were identified in Table 30. These counties and cities are candidates for increased enforcement.

The accident rate on wet pavements was approximately twice that on dry pavements. The deslicking of hazardous sections and the use of skid-resistant surface courses are essential. Efforts to inform the driving public of the need to reduce speeds and exercise caution during wet-pavement conditions may be beneficial. Also, to safeguard the public from undue hazards associated with high-speed driving on wet pavements, a lower speed limit for wet-pavement conditions may be warranted.

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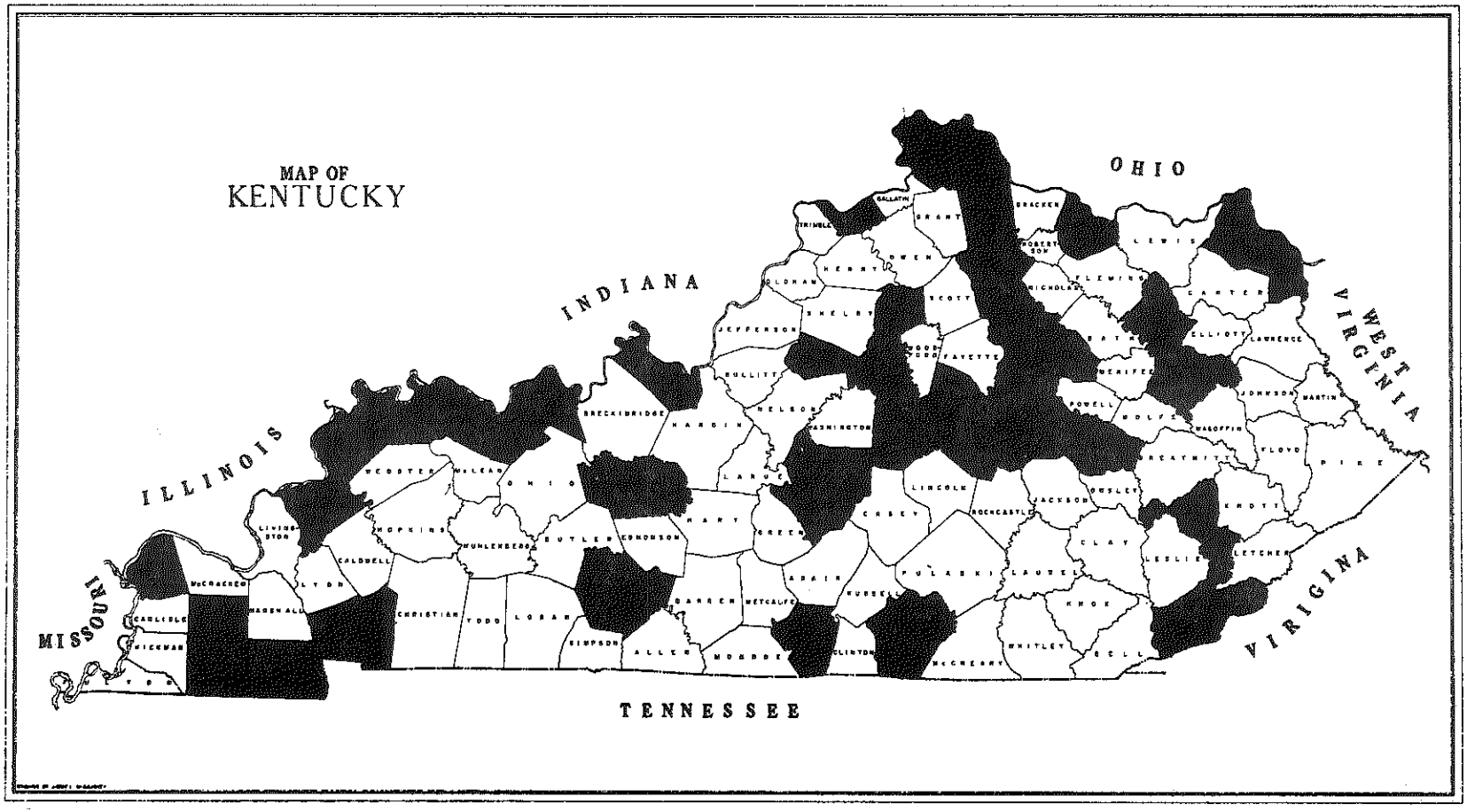

FIGURE 1. COUNTIES WITH ACCIDENT RATES ABOVE CRITICAL

TABLE 1. ACCIDENT RATES BY COUNTY (1978 DATA)

COUNTY	NUMBER OF ACCIDENTS	POPULATION	ACCIDENTS PER 1000 POPULATION	VEHICLE MILES (100 MILLION)	ACCIDENTS PER 100 MILLION VEHICLE MILES	NUMBER OF LICENSED DRIVERS	ACCIDENTS PER 1000 LICENSED DRIVERS	NUMBER OF REGISTERED VEHICLES	ACCIDENTS PER 1000 REGISTERED VEHICLES	NUMBER OF FATAL ACCIDENTS	FATAL ACCIDENTS PER 100 MILLION VEHICLE MILES
ADAIR	306	14,989	20.4	.9951	307	8,250	37.1	10,281	29.8	1	1.00
ALLEN	292	14,030	20.8	.8331	350	8,550	34.2	10,734	27.2	8	9.60
ANDERSON	422	11,869	36.5	.9403	449	7,686	54.9	9,844	42.9	2	2.13
BALLARD	275	8,511	32.3	.8805	312	6,703	41.0	7,931	34.7	2	2.27
BARREN	1295	31,750	40.8	2.8597	453	20,791	62.3	25,137	51.5	12	4.20
BATH	162	9,240	17.5	.8552	189	5,692	28.5	7,482	21.6	0	0.00
BELL	937	33,684	27.8	2.3984	391	19,390	48.3	21,109	44.4	9	3.75
BOONE	3018	39,688	76.0	5.6493	534	29,369	102.8	36,467	82.8	17	3.01
BOURBON	764	19,129	39.9	1.3270	576	12,028	63.5	14,713	51.9	9	6.78
BOYD	3246	52,079	62.3	4.4490	730	39,213	82.8	46,166	75.2	12	2.70
BOYLE	1104	23,701	46.6	1.6644	663	16,570	66.6	19,065	57.9	3	1.80
BRACKEN	97	7,470	13.0	.4383	221	4,726	20.5	5,340	18.2	1	2.28
BREATHITT	324	16,417	19.7	1.1632	274	8,036	40.3	9,706	33.4	5	4.23
BRECKENRIDGE	419	15,291	27.4	1.1231	373	10,065	41.6	12,185	34.4	0	0.00
BULLITT	1182	38,727	30.5	4.1176	287	22,033	53.6	29,354	40.3	11	2.67
BUTLER	268	10,288	26.0	.9840	272	6,226	43.0	8,896	30.1	6	6.10
CALDWELL	501	13,613	36.8	1.3226	379	9,617	52.1	12,281	40.8	1	0.76
CALLOWAY	1095	29,509	37.1	1.8810	582	20,329	53.9	32,347	33.8	9	4.78
CAMPBELL	4429	83,362	53.1	3.5472	1250	55,253	80.2	58,178	76.1	10	2.82
CARLISLE	105	5,715	18.4	.5595	188	3,965	26.5	5,052	20.8	2	3.57
CARROLL	539	8,663	62.2	1.2449	433	6,181	87.2	8,362	64.5	6	4.82
CARTER	637	22,594	28.2	2.1923	290	13,149	48.4	17,435	36.5	8	3.65
CASEY	284	14,636	19.4	.8219	345	8,605	33.0	10,872	26.1	2	2.43
CHRISTIAN	2506	77,894	32.2	5.1888	483	40,536	61.8	40,708	61.6	13	2.51
CLARK	1446	27,499	52.6	2.1462	674	18,224	79.3	23,020	62.8	5	2.33
CLAY	468	22,305	21.0	1.4169	330	10,270	45.6	13,847	33.8	6	4.23
CLINTON	160	8,789	18.2	.5861	273	5,137	31.1	6,442	24.8	3	5.12
CRITTENDEN	235	9,317	25.2	.6787	346	6,358	37.0	7,851	29.9	2	2.95
CUMBERLAND	151	6,739	22.4	.4638	325	4,178	36.1	4,961	30.4	1	2.16
DAVIESS	5045	81,829	61.7	5.5531	908	58,022	86.9	70,065	72.0	16	2.88
EDMONSON	209	9,918	21.1	.8156	256	6,122	34.1	7,139	29.3	3	3.68
ELLIOTT	109	5,655	19.3	.3815	286	3,443	31.7	3,960	27.5	1	2.62
ESTILL	288	13,569	21.2	.6908	417	8,199	35.1	10,277	28.0	4	5.79
FAYETTE	12,051	197,916	60.9	16.2623	741	145,824	82.6	149,287	80.7	24	1.48
FLEMING	290	12,278	23.6	.8533	340	7,114	40.8	11,009	26.3	8	9.38
FLOYD	1097	42,730	25.7	2.6813	409	24,025	45.7	28,686	38.2	10	3.73
FRANKLIN	2108	39,076	53.9	2.7127	777	28,240	74.6	32,442	65.0	7	2.58
FULTON	291	9,247	31.5	2.0740	140	6,770	43.0	7,539	38,6	0	0.00
GALLATIN	168	4,566	36.8	1.1491	146	2,932	57.3	8,734	19.2	4	3.48
GARRARD	327	10,250	31.9	.7823	418	6,814	48.0	7,750	42.2	4	5.11
GRANT	620	12,721	48.7	2.6750	232	8,348	74.3	11,508	53.9	3	1.12
GRAVES	1310	32,912	39.8	2.6623	492	23,781	55.1	28,674	45.7	15	5.63
GRAYSON	670	19,316	34.7	1.5466	433	11,730	57.1	15,277	43.9	2	1.29
GREEN	283	10,943	25.9	.7593	373	6,480	43.7	7,661	36.9	4	5.27
GREENUP	1137	33,961	33.5	2.2370	508	24,939	45.6	30,730	37.0	6	2.68
HANCOCK	189	7,608	24.8	.5540	341	5,098	37.1	6,001	31.5	1	1.81
HARDIN	2745	71,731	38.3	8.5951	319	49,738	55.2	56,427	48.6	17	1.98
HARLAN	1081	41,351	26.1	2.0552	526	24,389	44.3	25,821	41.9	12	5.84
HARRISON	595	14,827	40.1	.8951	665	10,128	58.7	12,145	49.0	3	3.35
HART	383	15,113	25.3	2.1628	177	9,220	41.5	11,085	34.6	7	3.24
HENDERSON	2478	37,184	66.6	3.1204	794	29,001	85.4	35,003	70.8	6	1.92
HENRY	350	11,700	29.9	1.5548	225	7,988	43.8	9,859	35.5	4	2.57
HICKMAN	143	6,608	21.6	.5989	239	4,523	31.6	5,421	26.4	1	1.67
HOPKINS	1946	45,994	42.3	3.9988	487	29,959	65.0	36,068	53.9	7	1.75
JACKSON	167	10,786	15.5	.6494	257	5,892	28.3	7,475	22.3	3	4.62
JEFFERSON	39,738	697,904	56.9	50.4227	788	496,508	80.0	510,123	77.9	88	1.75
JESSAMINE	815	25,063	32.5	1.5407	529	15,485	52.6	17,732	46.0	6	3.89
JOHNSON	726	22,211	32.7	1.7184	422	13,547	53.6	17,200	42.2	4	2.33
KENTON	8163	130,231	62.7	9.8636	826	88,800	91.9	90.219	90.5	12	1.21
KNOTT	292	18,068	16.2	1.0188	287	8,890	32.8	11,026	26.5	8	7.85

TABLE 1. (CON.)

COUNTY	NUMBER OF ACCIDENTS	POPULATION	ACCIDENTS PER 1000 POPULATION	VEHICLE MILES (100 MILLION)	ACCIDENTS PER 100 MILLION VEHICLE MILES	NUMBER OF LICENSED DRIVERS	ACCIDENTS PER 1000 LICENSED DRIVERS	NUMBER OF REGISTERED VEHICLES	ACCIDENTS PER 1000 REGISTERED VEHICLES	NUMBER OF FATAL ACCIDENTS	FATAL ACCIDENTS PER 100 MILLION VEHICLE MILES
KNOX	645	27,614	23.4	2.0382	316	17,471	36.9	16,094	40.1	11	5.40
LARUE	340	12,122	28.0	1.1453	297	7,703	44.1	10,156	33.5	4	3.49
LAUREL	1358	33,545	40.5	4.1791	325	20,794	65.3	25,590	53.1	11	2.63
LAWRENCE	408	12,936	31.5	1.4464	282	7,311	55.8	8,538	47.8	2	1.38
LEE	131	7,245	18.1	.4107	319	4,182	31.3	5,262	24.9	3	7.30
LESLIE	202	12,909	15.6	.8488	238	6,389	31.6	5,955	33.9	8	9.43
LETCHER	370	28,579	12.9	1.8195	203	16,597	22.3	18,253	20.3	11	6.05
LEWIS	312	12,888	24.2	.7687	406	7,630	40.9	9,690	32.2	4	5.20
LINCOLN	401	18,052	22.2	1.5216	263	11,043	36.3	13,367	30.0	5	3.29
LIVINGSTON	227	9,363	24.2	.8760	259	6,074	37.4	7,471	30.4	3	3.42
LOGAN	807	22,182	36.4	1.7343	465	15,048	53.6	19,015	42.4	6	3.46
LYON	132	6,163	21.4	.7603	174	3,910	33.8	4,336	30.4	0	0.00
MCCRACKEN	3110	61,271	50.8	5.0156	620	47,945	64.9	54,585	57.0	10	1.99
MCCREARY	263	15,322	17.2	.9228	285	7,786	33.8	8,888	29.6	5	5.42
MCLEAN	221	10,820	20.4	.7797	283	7,001	31.6	9,169	24.1	1	1.23
MADISON	2509	49,796	50.4	4.6142	544	29,931	83.8	33,951	73.9	13	2.82
MAGOFFIN	245	11,884	20.6	.8341	294	6,314	38.8	6,760	36.2	4	4.80
MARION	620	16,433	37.7	.8474	732	9,985	62.1	11,213	55.3	5	5.90
MARSHALL	856	23,013	37.2	3.0449	281	18,026	47.5	26,541	32.2	8	2.63
MARTIN	212	11,757	18.0	.8689	244	6,558	32.3	8,295	25.6	0	0.00
MASON	1095	16,528	66.3	1.2681	863	11,501	95.2	13,517	81.0	5	3.94
MEADE	642	17,474	36.7	1.4198	452	10,000	64.2	14,162	45.3	4	2.82
MENIFEE	68	4,511	15.1	.3034	224	2,738	24.8	3,831	17.7	1	3.30
MERCER	693	18,567	37.3	1.4144	490	12,461	55.6	15,904	43.6	6	4.24
METCALFE	113	8,362	13.5	.5803	195	5,044	22.4	6,446	17.5	3	5.17
MONROE	221	12,134	18.4	.7010	315	7,093	31.2	9,077	24.3	4	5.71
MONTGOMERY	659	18,161	36.3	1.4289	461	11,441	57.6	15,221	43.3	2	1.40
MORGAN	349	10,728	32.5	.8325	419	6,224	56.1	9,621	36.3	4	4.80
MUHLENBURG	1013	32,136	31.5	2.3483	431	20,117	50.4	24,761	40.9	5	2.13
NELSON	1020	24,764	41.2	2.1144	982	16,281	62.6	19,669	51.9	8	3.78
NICHOLAS	91	6,919	13.2	.4301	211	4,258	21.4	5,662	16.1	1	2.33
OHIO	544	20,811	26.1	2.0905	260	13,736	39.6	15,365	35.4	11	5.26
OLDHAM	696	20,723	33.6	1.8494	376	13,674	50.9	18,762	37.1	5	2.70
OWEN	170	8,094	21.0	.6179	275	5,054	33.6	6,689	25.4	1	1.62
OWSLEY	78	5,246	14.9	.2824	276	2,843	27.4	2,959	26.4	2	7.08
PENDLETON	287	10,596	27.1	.6180	464	6,640	43.2	8,483	33.8	2	3.24
PERRY	1163	29,416	39.5	1.9175	606	17,535	66.3	21,337	54.5	14	7.30
PIKE	2019	73,455	27.5	5.0267	402	42,648	47.3	54,901	36.8	15	2.98
POWELL	299	8,987	33.3	1.0481	285	6,021	49.7	7,472	40.0	3	2.86
PULASKI	1444	42,961	33.6	3.0631	471	26,848	53.8	37,042	39.0	14	4.57
ROBERTSON	25	2,347	10.7	.1542	162	1,422	17.6	1,767	14.1	0	0.00
ROCKCASTLE	359	13,138	27.3	2.5747	139	7,897	45.5	9,260	38.8	3	1.17
ROWAN	814	17,077	47.7	1.4187	574	10,453	77.9	11,739	69.3	4	2.82
RUSSELL	177	11,819	15.0	.8703	203	7,915	22.4	10,363	17.1	5	5.75
SCOTT	974	19,585	49.7	2.9032	335	13,414	72.6	15,393	63.5	3	1.03
SHELBY	940	19,949	47.1	2.8465	330	14,154	66.4	17,881	52.6	7	2.46
SIMPSON	489	14,545	33.6	1.6383	298	9,814	49.8	11,641	42.0	4	2.44
SPENCER	159	5,774	27.5	.4379	363	3,995	39.8	4,676	34.0	4	9.13
TAYLOR	677	18,731	36.1	1.1332	597	12,554	53.9	15,535	43.6	6	5.29
TODD	234	11,077	21.1	.8116	288	6,991	33.5	9,655	24.2	4	4.93
TRIGG	421	9,181	45.9	1.0130	416	6,594	63.8	8,406	50.1	2	1.97
TRIMBLE	109	5,842	18.7	.4024	271	3,809	28.6	4,760	22.9	1	2.49
UNION	653	16,605	39.3	1.2179	536	16,427	39.8	12,541	52.1	7	5.75
WARREN	4433	64,829	68.4	5.9184	749	44,996	98.5	49,817	89.0	25	4.22
WASHINGTON	283	10,108	28.0	.7649	360	6,545	43.2	8,310	34.1	2	2.55
WAYNE	441	16,239	27.2	.8984	491	9,044	48.8	12,009	36.7	2	2.23
WEBSTER	516	14,671	35.2	1.3285	388	9,815	52.6	13,209	39.1	4	3.01
WHITLEY	1227	31,001	39.6	4.0095	306	16,434	74.7	26,052	47.1	10	2.49
WOLFE	160	6,293	25.4	.8790	182	3,663	43.7	4,297	37.2	9	10.24
WOODFORD	698	17,864	39.1	1.8780	372	11,824	59.0	12,888	54.2	3	1.60

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

POPULATION CATEGORY	NUMBER OF COUNTIES IN CATEGORY	TOTAL POPULATION	TOTAL MILEAGE DRIVEN (100MVM)	TOTAL ACCIDENTS	AVERAGE ACCIDENT RATE		CRITICAL ACCIDENT RATE*(ACC/100 MVM)	NUMBER OF COUNTIES AT OR ABOVE CRITICAL RATE	TOTAL FATAL ACCIDENTS	AVERAGE FATAL ACCIDENT RATE		CRITICAL FATAL ACCIDENT RATE** (ACC/100 MVM)	NUMBER OF COUNTIES AT OR ABOVE CRITICAL RATE
					ACCIDENTS PER 100 MVM	ACCIDENTS PER 1,000 POPULATION				ACCIDENTS PER 100 MVM	ACCIDENTS PER 10,000 POPULATION		
UNDER 10,000	28	202,400	19.48	5,016	257	24.8	307	8	60	3.08	2.96	7.26	3
10,000-19,999	50	720,300	60.59	22,270	368	30.3	413	17	203	3.35	2.89	6.28	5
20,000-49,999	31	926,700	81.88	37,530	458	40.5	492	12	280	3.42	3.02	5.48	4
50,000-100,000	8	566,450	43.29	27,533	636	48.6	664	4	118	2.73	2.08	3.99	1
OVER 100,000	3	1,026,100	76.57	59,952	783	58.4	797	1	124	1.62	1.21	2.05	0

* LEVEL OF STATISTICAL SIGNIFICANCE OF 0.995
**LEVEL OF STATISTICAL SIGNIFICANCE OF 0.95

TABLE 3. COUNTIES WITH ACCIDENT RATES ABOVE CRITICAL

POPULATION CATEGORY	COUNTIES WITH ACCIDENT RATES ABOVE CRITICAL	NUMBER OF ACCIDENTS (1978)	ACCIDENT RATE (ACCIDENTS PER 100 MVM)
UNDER 10,000	CARROLL	539	433
	TRIGG	421	416
	SPENCER	159	363
	CRITTENDEN	235	346
	HANCOCK	189	341
	CUMBERLAND	151	325
	LEE	131	319
	BALLARD	275	312
10,000-19,999	MASON	1095	863
	MARION	620	732
	HARRISON	595	665
	TAYLOR	677	597
	BOURBON	764	576
	ROWAN	814	574
	UNION	653	536
	WAYNE	441	491
	MERCER	693	490
	PENDLETON	287	464
	MONTGOMERY	650	461
	MEADE	642	452
	ANDERSON	422	449
	GRAYSON	670	433
	MORGAN	349	419
	GARRARD	327	418
	ESTILL	288	417
20,000-49,999	HENDERSON	2478	794
	FRANKLIN	2108	777
	CLARK	1446	674
	BOYLE	1104	663
	PERRY	1163	606
	CALLOWAY	1095	582
	MADISON	2509	544
	BOONE	3018	534
	JESSAMINE	815	529
	HARLAN	1081	526
	GREENUP	1137	508
	GRAVES	1310	492
50,000-100,000	CAMPBELL	4429	1250
	DAVIESS	5045	908
	WARREN	4433	749
	BOYD	3246	730
OVER 100,000	KENTON	8163	826

TABLE 4. ACCIDENT DATA FOR CITIES WITH POPULATIONS OVER 1,000

CITY	POPULATION	NUMBER OF ACCIDENTS (1977-1978)	ANNUAL ACCIDENTS PER 1,000 POPULATION	NUMBER OF FATAL ACCIDENTS (1977-1978)	ANNUAL FATAL ACCIDENTS PER 10,000 POPULATION	NUMBER OF PEDESTRIAN ACCIDENTS (1977-1978)	ANNUAL PEDESTRIAN ACCIDENTS PER 10,000 POPULATION	NUMBER OF BICYCLE RELATED MOTOR VEHICLE ACCIDENTS (1977-1978)	ANNUAL BICYCLE ACCIDENTS PER 10,000 POPULATION	PERCENT OF ACCIDENTS INVOLVING SPEEDING	PERCENT OF ACCIDENTS INVOLVING ALCOHOL
LOUISVILLE	516,856	72,938	70.6	171	1.7	1112	10.8	488	4.7	6	4
LEXINGTON	197,916	23,656	59.8	52	1.3	327	8.3	147	3.7	5	7
OWENSBORO	53,288	7,510	70.5	9	0.8	70	6.6	84	7.9	2	5
COVINGTON	44,467	8,684	97.6	9	1.0	194	21.8	54	6.1	3	7
BOWLING GREEN	36,082	7,139	98.9	12	1.7	55	7.6	38	5.3	3	6
PADUCAH	35,183	4,206	59.8	7	1.0	39	5.7	23	3.3	2	6
ASHLAND	32,956	4,442	67.4	7	1.1	39	5.9	16	2.4	3	3
HOPKINSVILLE	26,288	3,590	68.3	9	1.7	38	7.2	18	3.4	4	5
FRANKFORT	22,858	3,113	68.1	2	0.4	39	8.5	12	2.3	2	5
HENDERSON	22,832	3,601	78.9	7	1.5	61	13.4	26	5.7	2	5
NEWPORT	22,606	3,861	85.4	3	0.7	124	27.4	31	6.9	2	4
RICHMOND	19,157	2,870	74.9	7	1.8	29	7.6	13	3.4	3	6
MADISONVILLE	17,169	1,894	55.2	0	0.0	11	3.2	14	4.1	3	4
FORT THOMAS	16,315	1,115	34.2	2	0.6	13	4.0	9	2.8	7	7
WINCHESTER	15,922	1,846	58.0	2	0.6	22	6.9	6	1.9	2	6
FLORENCE	14,664	3,185	108.6	4	1.4	26	8.9	9	3.1	4	4
ELIZABETHTOWN	14,152	1,653	58.4	7	2.5	22	7.8	6	2.1	6	4
MURRAY	13,669	1,526	55.8	2	0.7	11	4.0	2	0.7	3	3
ERLANGER	13,485	2,269	84.1	1	0.4	16	5.9	14	5.2	4	5
DANVILLE	12,038	1,369	56.9	3	1.2	19	7.9	7	2.9	2	2
RADCLIFF	11,890	1,394	58.6	6	2.5	14	5.9	7	2.9	7	5
MIDDLESBORO	11,611	903	38.2	4	1.7	21	8.9	5	2.1	2	5
GLASGOW	11,615	1,415	60.9	4	1.7	12	5.2	6	2.6	2	3
SOMERSET	11,492	1,509	65.7	6	2.6	16	7.0	4	1.7	3	2
MAYFIELD	10,033	1,403	69.9	1	0.5	10	5.0	8	4.0	1	2
FLATWOODS	9,220	628	34.1	2	1.1	6	3.3	0	0.0	1	3
GEORGETOWN	8,892	983	55.3	0	0.0	5	2.8	7	3.9	4	3
CORBIN	8,296	1,010	60.9	1	0.6	8	4.8	2	1.2	2	3
BELLVUE	8,077	905	56.0	1	0.6	13	8.0	12	7.4	3	3
FRANKLIN	7,871	569	36.1	1	0.6	5	3.2	0	0.0	3	5
DAYTON	7,833	466	29.7	0	0.0	16	10.2	6	3.8	3	8
BEREA	7,673	588	38.3	1	0.6	3	2.0	4	2.6	3	3
NICHOLASVILLE	7,565	824	54.5	0	0.0	8	5.3	1	0.7	2	5
CAMPBELLSVILLE	7,503	921	61.4	2	1.3	9	6.0	2	1.3	3	2
PARIS	7,298	693	47.5	1	0.7	13	8.9	4	2.7	6	7
MAYSVILLE	7,104	1,468	103.3	0	0.0	6	4.2	4	2.8	1	3
FORT MITCHELL	7,097	748	52.7	1	0.7	6	4.2	8	5.6	6	6
VERSAILLES	7,040	673	47.8	2	1.4	7	5.0	3	2.1	3	4
MOREHEAD	6,977	980	70.2	1	0.7	7	3.6	3	2.1	3	4
HARRODSBURG	6,749	882	65.3	4	3.0	11	8.1	3	2.2	2	3
BARDSTOWN	6,671	908	68.1	0	0.0	10	7.5	4	3.0	2	5
ELSMERE	6,534	465	35.6	0	0.0	13	9.9	3	2.3	2	4
RUSSELVILLE	6,300	796	63.2	3	2.4	12	9.5	3	2.4	3	6
PRINCETOWN	6,202	731	58.9	0	0.0	9	7.3	1	0.8	4	5
CYNTHIANA	6,083	608	50.0	1	0.8	15	12.3	2	1.6	3	3
TAYLOR MILL	6,060	270	22.3	3	2.5	2	1.7	0	0.0	7	4
EDGEWOOD	6,020	487	40.4	1	0.8	6	5.0	6	5.0	4	6
MOUNT STERLING	5,737	828	72.2	1	0.9	15	13.1	2	1.7	3	6
PIKEVILLE	5,641	1,012	89.7	2	1.8	13	11.5	4	3.5	3	2
HAZARD	5,631	902	80.1	2	1.8	7	6.2	2	1.8	3	4
LEBONON	5,588	685	61.3	1	0.9	4	3.6	2	1.8	2	6
CENTRAL CITY	5,376	578	53.8	3	2.8	4	3.7	1	0.9	3	4
INDEPENDENCE	5,235	600	57.3	2	1.9	6	5.7	4	3.8	13	6
FORT WRIGHT	4,958	780	78.7	1	1.0	5	5.0	2	2.0	3	3
LUDLOW	4,764	423	44.4	1	1.0	12	12.6	7	7.3	4	6
ALEXANDRIA	4,339	411	47.4	3	3.4	5	5.8	0	0.0	6	3
HIGHLAND HEIGHTS	4,325	313	36.2	0	0.0	3	3.5	1	1.2	1	3
PROVIDENCE	4,311	394	45.7	3	3.5	8	9.3	1	1.2	1	2
PAINTSVILLE	4,267	785	92.0	2	2.3	3	3.5	1	1.2	3	3
LONDON	4,228	800	94.6	1	1.2	8	9.5	1	1.2	2	3
GREENVILLE	4,223	377	44.6	0	0.0	1	1.2	2	2.4	4	2
LAWRENCEBURG	4,184	417	49.8	1	2.4	8	9.6	2	2.4	2	2
SHELBYVILLE	4,176	794	95.1	0	0.0	7	8.4	4	4.8	2	4
WILLIAMSBURG	3,982	469	58.9	2	2.5	6	7.5	0	0.0	5	3
CARROLLTON	3,936	496	63.0	1	1.3	3	3.8	5	6.4	1	4
PARK HILLS	3,920	300	38.3	1	1.3	2	2.6	1	1.3	2	2
LEITCHFIELD	3,894	605	77.7	2	2.6	6	7.7	3	3.9	5	4
PRESTONBURG	3,859	568	73.6	0	0.0	3	3.9	1	1.3	4	3
MONTICELLO	3,778	515	68.2	1	1.3	4	5.3	2	2.6	5	5
CATLETTSBURG	3,776	393	52.0	0	0.0	3	4.0	4	5.3	5	5
CUMBERLAND	3,725	174	23.4	1	1.3	0	0.0	0	0.0	11	9
BARBOURVILLE	3,674	355	48.3	1	1.4	5	6.8	1	1.4	4	5
COLUMBIA	3,673	329	44.8	0	0.0	1	1.4	1	1.4	6	5
WILMORE	3,670	60	8.2	0	0.0	0	0.0	0	0.0	3	2
SCOTTSVILLE	3,624	243	33.5	4	5.5	4	5.5	0	0.0	15	5
MORGANFIELD	3,570	390	54.6	1	1.4	3	4.2	5	7.0	6	4
BENTON	3,549	391	55.1	0	0.0	4	5.6	0	0.0	2	1
HARLAN	3,351	517	77.1	1	1.5	6	9.0	2	3.0	4	5
VILLA HILLS	3,348	79	11.8	0	0.0	0	0.0	1	1.5	5	8
SHEPHERDSVILLE	3,308	693	104.7	2	3.0	3	4.5	4	6.0	6	6
VINE GROVE	3,189	147	23.0	0	0.0	2	3.1	1	1.6	7	8
JENKINS	3,167	40	6.3	1	1.6	3	4.7	0	0.0	35	12
LANCASTER	3,159	251	39.7	1	1.6	3	4.7	1	1.6	4	4
SOUTHGATE	3,154	338	53.6	0	0.0	2	3.2	0	0.0	3	9
DAWSON SPRINGS	3,056	268	43.8	0	0.0	6	9.8	1	1.6	3	4
LAKESIDE PARK	2,973	190	32.0	0	0.0	0	0.0	0	0.0	5	7
FULTON	2,933	154	26.3	0	0.0	2	3.4	0	0.0	2	7
RUSSELL	2,920	616	105.5	2	3.4	4	6.8	1	1.7	2	2
MARION	2,893	253	43.7	0	0.0	3	5.2	1	1.7	6	4
BEAVER DAM	2,802	318	56.7	0	0.0	1	1.8	0	0.0	1	4
SPRINGFIELD	2,780	301	54.1	2	3.6	5	9.0	1	1.8	2	3
IRVINE	2,729	250	45.8	1	1.8	2	3.7	0	0.0	7	2
PINEVILLE	2,700	262	48.5	2	3.7	5	9.3	1	1.9	6	5
HICKMAN	2,684	157	29.2	0	0.0	1	1.9	0	0.0	3	10

TABLE 4. (CON.)

CITY	POPULATION	NUMBER OF ACCIDENTS (1977-1978)	ANNUAL ACCIDENTS PER 1,000 POPULATION	NUMBER OF FATAL ACCIDENTS (1977-1978)	ANNUAL FATAL ACCIDENTS PER 10,000 POPULATION	NUMBER OF PEDESTRIAN ACCIDENTS (1977-1978)	ANNUAL PEDESTRIAN ACCIDENTS PER 10,000 POPULATION	NUMBER OF BICYCLE RELATED MOTOR VEHICLE ACCIDENTS (1977-1978)	ANNUAL BICYCLE ACCIDENTS PER 10,000 POPULATION	PERCENT OF ACCIDENTS INVOLVING SPEEDING	PERCENT OF ACCIDENTS INVOLVING ALCOHOL
FLEMINGSBURG	2,599	238	45.8	0	0.0	0	0.0	1	1.9	5	2
FALMOUTH	2,587	169	32.7	2	3.9	2	3.9	0	0.0	3	8
OAK GROVE	2,578	297	57.6	1	1.9	2	3.9	3	5.8	11	13
HODGENVILLE	2,539	253	49.8	1	2.0	4	7.8	2	3.9	4	3
WILLIAMSTOWN	2,356	168	35.7	1	2.1	0	0.0	1	2.1	17	4
GRAYSON	2,342	399	85.2	3	6.4	4	8.5	0	0.0	5	5
LAGRANGE	2,311	228	49.3	0	0.0	3	6.5	1	2.2	3	4
CRESENT SPRINGS	2,307	414	89.7	0	0.0	3	6.5	0	0.0	3	3
STANFORD	2,255	257	57.0	1	2.2	0	0.0	2	4.4	3	3
EMINENCE	2,225	95	21.3	1	2.2	4	9.0	0	0.0	7	4
STANTON	2,224	169	38.0	0	0.0	2	4.5	0	0.0	4	7
TONKINSVILLE	2,203	150	34.0	2	4.5	2	4.5	0	0.0	9	7
EARLINGTON	2,136	39	9.1	0	0.0	1	2.3	0	0.0	13	3
STURGIS	2,134	198	44.5	0	0.0	2	4.7	2	4.7	1	4
CALVERT CITY	2,120	123	29.0	2	4.7	0	0.0	1	2.4	8	7
HORSE CAVE	2,115	49	11.6	0	0.0	0	0.0	0	0.0	10	6
GREENSBURG	2,103	248	59.0	0	0.0	2	4.8	1	2.4	2	1
CAVE CITY	2,094	191	45.6	1	2.4	3	7.2	0	0.0	10	4
JACKSON	2,067	101	24.4	0	0.0	2	4.8	0	0.0	7	5
OLIVE HILL	2,044	149	36.4	0	0.0	0	0.0	0	0.0	7	3
EDDYVILLE	2,018	71	17.6	1	2.5	0	0.0	1	2.5	7	8
MOUNT WASHINGTON	1,989	192	48.3	1	2.5	1	2.5	1	2.5	3	3
WALTON	1,969	228	57.9	0	0.0	1	2.5	1	2.5	11	6
HARTFORD	1,969	74	18.8	1	2.5	0	0.0	0	0.0	7	4
WEST POINT	1,964	116	29.5	1	2.5	2	5.1	1	2.5	16	11
CADIZ	1,953	319	81.7	0	0.0	4	10.2	1	2.6	3	1
ALBANY	1,914	177	46.2	0	0.0	0	0.0	0	0.0	1	5
LOUISA	1,902	266	69.9	0	0.0	1	2.6	1	2.6	4	2
RACELAND	1,901	106	27.9	0	0.0	0	0.0	0	0.0	7	4
JUNCTION CITY	1,879	117	31.1	0	0.0	2	5.3	0	0.0	10	9
LIBERTY	1,872	139	37.1	0	0.0	0	0.0	0	0.0	5	2
MANCHESTER	1,862	182	48.9	0	0.0	2	5.4	0	0.0	8	2
BURKESVILLE	1,717	133	77.5	0	0.0	2	5.8	0	0.0	5	4
VANCEBURG	1,698	100	29.4	1	2.9	0	0.0	0	0.0	10	7
RUSSELL SPRINGS	1,686	95	28.2	0	0.0	1	3.0	0	0.0	3	2
MOUNT VERNON	1,657	177	53.4	0	0.0	1	3.0	1	3.0	3	4
WORTHINGTON	1,654	57	17.2	1	3.0	2	6.0	0	0.0	5	9
LEWISPORT	1,652	30	9.1	1	3.0	0	0.0	0	0.0	12	7
LIVERMORE	1,650	35	10.6	0	0.0	0	0.0	1	3.0	9	6
LEBONON JUNCTION	1,647	73	22.2	3	9.1	1	3.0	0	0.0	16	11
CARLISLE	1,629	58	17.8	0	0.0	0	0.0	0	0.0	3	2
BRANDENBURG	1,549	224	72.3	2	6.4	1	3.2	0	0.0	6	1
SOUTH SHORE	1,536	44	14.3	0	0.0	0	0.0	0	0.0	9	7
MIDWAY	1,527	42	13.8	0	0.0	1	3.3	0	0.0	5	2
AUGUSTA	1,473	87	29.5	1	3.4	0	0.0	1	3.4	2	7
ELKTON	1,460	152	52.1	1	3.4	0	0.0	0	0.0	1	3
COLD SPRINGS	1,452	202	69.6	0	0.0	1	3.4	4	13.8	4	2
CLAY	1,424	83	29.1	0	0.0	0	0.0	0	0.0	6	6
HARDINSBURG	1,424	286	100.4	0	0.0	2	7.0	0	0.0	4	2
CLINTON	1,423	108	37.9	2	7.0	1	3.5	0	0.0	4	6
EVARTS	1,410	65	23.0	1	3.5	4	14.2	0	0.0	9	8
MORGANTOWN	1,406	114	40.5	1	3.6	3	10.7	0	0.0	4	12
LYNCH	1,387	11	4.0	0	0.0	0	0.0	0	0.0	9	0
WEST LIBERTY	1,372	113	41.2	0	0.0	1	3.6	1	3.6	3	4
WHITESBURG	1,355	120	44.3	1	3.7	5	18.5	0	0.0	4	4
OWINGSVILLE	1,346	89	33.1	0	0.0	2	7.4	0	0.0	1	1
SEBREE	1,332	67	25.2	0	0.0	0	0.0	0	0.0	12	6
MUNFORDVILLE	1,306	144	55.1	1	3.8	1	3.8	0	0.0	9	6
WARSAW	1,304	80	30.7	0	0.0	1	3.8	1	3.8	8	5
HULDRAUGH	1,303	257	98.6	0	0.0	4	15.3	0	0.0	9	12
SALYERSVILLE	1,299	126	48.5	0	0.0	2	7.7	0	0.0	12	6
DRY RIDGE	1,266	200	79.0	1	3.9	1	3.9	0	0.0	13	6
CLOVER PORT	1,264	52	20.6	0	0.0	2	7.9	0	0.0	12	6
OWENTON	1,257	65	25.9	0	0.0	0	0.0	0	0.0	9	3
GREENUP	1,242	119	47.9	2	8.0	1	4.0	1	4.0	6	3
CRESTVIEW HILL	1,220	104	42.6	0	0.0	1	4.1	0	0.0	5	4
WURTLAND	1,205	47	19.5	0	0.0	0	0.0	1	4.1	4	0
GUTHRIE	1,199	6	2.5	0	0.0	1	4.2	0	0.0	50	0
UNIONTOWN	1,185	39	16.5	0	0.0	1	4.2	2	8.4	3	13
LOYALL	1,182	36	15.2	0	0.0	0	0.0	0	0.0	8	3
IRVINGTON	1,180	47	19.9	0	0.0	1	4.2	0	0.0	47	4
SILVER GROVE	1,177	101	42.9	0	0.0	2	8.5	0	0.0	7	10
HAWESVILLE	1,174	118	50.3	0	0.0	0	0.0	0	0.0	5	3
WHITLEY CITY	1,060	55	25.9	1	4.7	1	4.3	0	0.0	11	7
HORTONS GAP	1,144	30	13.1	0	0.0	0	0.0	0	0.0	27	3
ELKHORN CITY	1,107	45	20.3	0	0.0	2	9.0	0	0.0	33	7
PEWEE VALLEY	1,094	63	28.8	1	4.6	0	0.0	1	4.6	16	5
BENHAM	1,079	35	16.2	1	4.6	0	0.0	0	0.0	14	20
BLOOMFIELD	1,072	69	32.2	1	4.7	0	0.0	0	0.0	3	6
WICKLIFFE	1,044	82	39.3	0	0.0	0	0.0	0	0.0	7	6
MCROBERTS	1,037	20	9.6	0	0.0	0	0.0	0	0.0	35	10
VAN LEAR	1,033	58	28.1	0	0.0	1	4.8	0	0.0	22	21
BEATTYVILLE	1,033	104	50.3	1	4.8	3	14.5	0	0.0	10	3
BROMLEY	1,033	36	17.4	0	0.0	0	0.0	1	4.8	17	11
AUBURN	1,033	6	2.9	0	0.0	1	4.8	0	0.0	0	0
BARDWELL	1,011	62	30.7	0	0.0	0	0.0	1	4.9	11	3
CLAY CITY	1,005	79	39.3	0	0.0	6	29.8	0	0.0	8	8
BURGIN	1,000	55	27.5	0	0.0	0	0.0	0	0.0	0	5

TABLE 5. AVERAGE AND CRITICAL ACCIDENTS BY CITY POPULATION CATEGORY

POPULATION CATEGORY	NUMBER OF CITIES IN CATEGORY	TOTAL POPULATION	AVERAGE POPULATION PER CITY	TOTAL ACCIDENTS (1977-1978)	ANNUAL AVERAGE ACCIDENTS PER CITY	ANNUAL ACCIDENTS PER 1,000 POPULATION	CRITICAL ACCIDENT RATE	NUMBER OF CITIES AT OR ABOVE CRITICAL RATE
UNDER 250	623	81,816	131	2,857	2.3	17.5	51.1	60
250-499	290	99,778	344	3,853	6.6	19.3	40.0	25
500-749	84	52,400	624	3,084	18.4	29.4	47.9	9
750-999	48	39,095	814	1,684	17.5	21.5	35.4	8
1,000-2,499	84	129,739	1,545	9,944	59.2	38.3	51.5	16
2,500-4,999	45	157,854	3,507	16,573	184.1	52.5	62.6	11
5,000-9,999	28	192,273	6,867	21,208	378.7	55.2	62.6	8
10,000-19,999	14	193,412	13,815	24,351	869.7	63.0	68.5	4
20,000-29,999	4	94,584	23,646	14,064	1758.0	74.3	78.9	2
30,000-99,999	5	201,976	40,395	31,981	3198.1	79.2	82.8	2
100,000-200,000	1	197,916	DNA	23,656	DNA	70.6	DNA	DNA
OVER 200,000	1	516,856	DNA	72,938	DNA	59.8	DNA	DNA

TABLE 6. CITIES (OVER 1,000 POPULATION) WITH ACCIDENT RATES ABOVE CRITICAL

POPULATION CATEGORY	CITIES WITH ACCIDENT RATES AT OR ABOVE CRITICAL	NUMBER OF ACCIDENTS (1977-1978)	ANNUAL ACCIDENT RATE (ACCIDENTS PER 1000 POPULATION)
30,000-100,000	BOWLING GREEN	7,139	98.9
	COVINGTON	8,684	97.6
20,000-29,999	NEWPORT	3,760	83.2
	HENDERSON	3,601	78.9
10,000-19,999	FLORENCE	3,185	108.6
	ERLANGER	2,269	84.1
	RICHMOND	2,870	74.9
	MAYFIELD	1,403	69.9
5,000-9,999	MAYSVILLE	1,468	103.3
	PIKEVILLE	1,012	89.7
	HAZARD	902	80.1
	MOUNT STERLING	828	72.2
	MOREHEAD	980	70.2
	BARDSTOWN	908	68.1
	HARRODSBURG	882	65.3
	RUSSELLVILLE	796	63.2
2,500-4,999	RUSSELL	616	105.5
	SHEPARDSVILLE	693	104.7
	SHELBYVILLE	794	95.1
	LONDON	800	94.6
	PAINTSVILLE	785	92.0
	FORT WRIGHT	780	78.7
	LEITCHFIELD	605	77.7
	HARLAN	517	77.1
	PRESTONBURG	568	73.6
	MONTICELLO	515	68.2
	CARROLLTON	496	63.0
1,000-2,499	HARDINSBURG	286	100.4
	MULDRAUGH	257	98.6
	CRESENT SPRINGS	414	89.7
	GRAYSON	399	85.2
	CADIZ	319	81.7
	DRY RIDGE	200	79.0
	BURKESVILLE	133	77.5
	BRANDENBURG	224	72.3
	LOUISA	266	69.9
	COLD SPRINGS	202	69.6
	GREENSBURG	248	59.0
	WALTON	228	57.9
	STANFORD	257	57.0
	MUNFORDVILLE	144	55.1
	MOUNT VERNON	177	53.4
	ELKTON	152	52.1

TABLE 7. CITIES (UNDER 1,000 POPULATION) WITH HIGHEST ACCIDENT RATES

POPULATION CATEGORY	CITIES WITH ACCIDENT RATES AT OR ABOVE CRITICAL	NUMBER OF ACCIDENTS (1977-1978)	ANNUAL ACCIDENT RATE (ACCIDENTS PER 1000 POPULATION)
750-1000	WILDER	303	178.2
	HAGERHILL	74	46.3
	HINDMAN	75	44.2
500-749	BAXTER	160	133.3
	CRESTWOOD	123	116.9
	SUMMIT	129	107.5
	BURLINGTON	91	82.7
250-499	DRAFFENVILLE	83	166.0
	MCKEE	66	121.8
	ZEBULON	90	112.5
	CAMPTON	84	98.6
UNDER 250	MILLARD	48	436.4
	DWARF	17	283.3
	BOONEVILLE	58	243.7
	BUCHANAN	32	228.6
	QUICKSAND	41	205.0
	ISOM	36	180.0
	NICHOLSON	29	145.0
	JEREMIAH	26	130.0
	EASTERN	13	130.0
	DARFORK	51	127.5
	NEW ZION	24	120.0
	HATFIELD	33	117.9
	MELDRUN	7	116.7
	MALONETON	33	110.0
	KONA	19	105.6
	DWALE	8	100.0
	REDBUSH	7	100.0

TABLE 8. ACCIDENTS AND ACCIDENT RATES FOR ALL CITIES

CITY	POP	NO OF ACC (77-78)	ANNUAL ACC PER 1000 POP
ACUP	100	0	0.0
ADAIRVILLE	973	41	21.1
ADOLPHUS	250	0	0.0
AGES	550	12	21.8
AIRPORT GDNS	500	3	3.0
AJAX	110	0	0.0
ALBANY	1914	177	46.2
ALEXANDRIA	4339	411	47.4
ALLEGRE	200	2	5.0
ALLEN	724	75	51.8
ALLENSVILLE	266	6	11.3
ALLOCK	65	1	15.4
ALMO	100	5	25.0
ALPINE	75	0	0.0
ALTON STATION	225	1	2.2
ALTRO	300	4	6.7
ALVA	50	0	0.0
AMBURGEY	90	4	22.2
ANCO	350	1	1.4
ANNETA	100	1	5.0
ANNVILLE	240	14	29.2
ANTHOSTON	150	5	16.7
ANTON	100	5	25.0
ARGO	150	1	3.3
ARJAY	650	22	16.9
ARLINGTON	549	14	12.8
ARTEMUS	500	12	12.0
ASHCAMP	180	10	27.8
ASHER	100	2	10.0
ASHER FORK	25	0	0.0
ASHLAND	32956	4442	67.4
ASHVILLE	100	0	0.0
ATHERTONVILLE	100	3	15.0
AUBURN	1033	6	2.9
AUGUSTA	1473	87	29.5
AUSTIN	150	8	26.7
AUXIER	900	55	30.6
AVAWAM	300	10	16.7
BAGDAD	250	7	14.0
BAILEY CREEK	80	1	6.3
BAILEYS SWITCH	400	10	12.5
BALKAN	140	2	7.1
BALLARDSVILLE	150	16	53.3
BANCROFT	254	3	5.9
BANDANA	350	5	7.1
BARBOURMEADE	884	2	1.1
BARBOURVILLE	3674	355	48.3
BARDO	60	2	16.7
BARDSTOWN	6671	908	68.1
BARDWELL	1011	62	30.7
BARLOW	753	20	13.3
BARNSLEY	50	0	0.0
BASKETT	300	4	6.7
BATTLETOWN	100	5	25.0
BAUGHMAN	130	2	7.7
BAXTER	600	160	133.3
BEATTYVILLE	1033	104	50.3
BEAUMONT	60	5	41.7
BEAUTY	450	21	23.3
BEAVER	350	3	4.3
BEAVER DAM	2802	318	56.7
BEDFORD	761	27	17.7
BEECH CREEK	350	11	15.7
BEECH GROVE	200	4	10.0
BEECHMONT	370	28	37.8
BEE SPRING	120	5	20.8
BELCHER	100	19	95.0
BELFRY	900	50	27.8
BELLEFONTE	966	33	17.1
BELLEVUE	8077	905	56.0
BELLEWOOD	410	0	0.0
BELMONT	150	4	13.3
BELTON	150	7	23.3
BENHAM	1079	35	16.2
BENTON	3549	391	55.1
BEREA	7673	588	38.3
BERKELEY	150	4	13.3
BERNSTADT	400	1	1.3
BERRY	266	12	22.6
BERRYTOWN	300	1	1.7
BETHEL	250	5	10.0
BETHLEHEM	150	6	20.0
BETSY LANE	900	36	20.0
BETTY	100	0	0.0
BEULAH	100	3	15.0
BEULUH HEIGHTS	100	1	5.0
BEVINSVILLE	500	9	9.0
BIG CLIFTY	400	25	31.3
BIG CREEK	250	3	6.0
BIGGS	100	4	20.0
BIG LAUREL	100	5	25.0
BIG ROCK	100	0	0.0
BIG SPRING	100	2	10.0
BIMBLE	150	12	40.0
BLACKEY	300	8	13.3
BLACKFORD	175	0	0.0
BLACK SNAKE	200	1	2.5
BLAINE	170	9	26.5
BLAIR	100	4	20.0
BLAIR TOWN	200	0	0.0
BLANCHE	100	0	0.0
BLANDVILLE	116	2	8.6
BLOOMFIELD	1072	69	32.2
BLUE DIAMOND	100	4	20.0
BLUE HOLE	230	0	0.0
BLUE RIDGE	577	0	0.0
BLUFF CITY	100	4	20.0
BOBBS	250	3	6.0
BOBS CREEK	160	0	0.0
BOLDMAN	400	6	7.5
BOND	400	6	7.5
BONNIEVILLE	334	18	26.9
BONNYMAN	200	23	57.5
BOONE	100	1	5.0
BOONEVILLE	119	58	243.7
BOSTON	400	18	22.5
BOWLING GREEN	36082	7139	98.9
BRADFORDSVILLE	332	10	15.1
BRADLEY	150	2	13.3
BRANDENBERG	1549	224	72.3
BREMEN	299	16	26.8
BRIARWOOD	327	0	0.0
BRIENSBURG	248	2	4.0
BRINEGAR	100	0	0.0
BROAD FIELDS	534	0	0.0
BRODHEAD	795	18	11.3
BROMLEY	1033	36	17.4
BRONSTON	350	0	0.0
BROOKS	400	17	21.3
BROOKSIDE	200	12	30.0
BROOKSVILLE	636	12	30.0
BROWDER	300	9	15.0
BROWNSBORO FM	826	0	0.0
BROWNSBORO VIL	494	0	0.0
BROWNSVILLE	543	70	64.5
BUCHANAN	70	32	228.6
BUCKHORN	100	7	35.0
BUCKINGHAM	100	8	40.0
BUCKNER	200	37	92.5
BUFFALO	300	14	23.3
BULAN	440	50	56.8
BULLITTSVILLE	100	3	15.0
BURGIN	1000	55	27.5
BURKESVILLE	1717	133	77.5
BURLINGTON	550	91	82.7
BURNA	130	12	46.2
BURNAUGH	240	8	16.7
BURNING SPR	100	1	5.0
BURNSIDE	586	63	53.8
BURNWELL	200	6	15.0
BURTON	250	0	0.0
BUSY	130	20	76.9

TABLE 8. (CON.)

CITY	POP	NO OF ACC (77-78)	ANNUAL ACC PER 1000 POP
BUTLER	557	16	14.4
BUTTENBERRY	150	1	3.3
BUTTERFLY	150	0	0.0
BUTTIMER HILL	100	0	0.0
BYPRO	350	15	21.4
CADIZ	1953	319	81.7
CAIRO	150	3	10.0
CALHOUN	901	60	33.3
CALLAWAY	200	12	30.0
CALVARY	100	6	10.0
CALVERT CITY	2120	123	29.0
CALVIN	200	7	17.5
CAMARGO	244	12	24.6
CAMPBELLSBURG	471	26	27.6
CAMPBELLSVILLE	7503	921	61.4
CAMPSPRING	120	9	37.5
CAMPTON	426	84	98.6
CANADA	400	24	30.0
CANDY	200	0	0.0
CANE VALLEY	150	0	0.0
CANEY	200	2	5.0
CANEYVILLE	526	44	41.8
CANMER	175	6	17.1
CANNEL CITY	250	6	12.0
CANNONSBURG	600	61	50.1
CANTON	125	2	8.0
CARBON GLOW	80	0	0.0
CARLISLE	1629	58	17.8
CARR CREEK	150	5	16.7
CARROLLTON	3936	496	63.0
CARRSVILLE	110	3	13.6
CARY	100	3	15.0
CATLETTSBURG	3776	393	52.0
CAUDELL	150	1	3.3
CAUSEY	150	1	3.3
CAVE CITY	2094	191	45.6
CAWOOD	800	46	28.8
CAYCE	200	2	5.0
CECIL	130	0	0.0
CECILIA	500	18	18.0
CEDARCREST	100	0	0.0
CEDARVILLE	138	0	0.0
CENTER	100	5	25.0
CENTERFIELD	125	7	28.0
CENTERTOWN	336	20	29.8
CENTERVILLE	150	3	10.0
CENTRAL CITY	5376	578	53.8
CERULEAN	253	4	7.9
CHAD	150	0	0.0
CHAPEL HILL	125	0	0.0
CHAPLIN	350	6	8.6
CHARLESTON	175	6	17.1
CHAVIES	200	8	20.0
CHEVROLET	180	12	33.3
CHLOE	400	0	0.0
CHRISTIANBURG	80	0	0.0
CHRISTOPHER	150	7	23.3
CINDA	280	0	0.0
CLARK HILL	250	1	2.0
CLARKSON	660	28	21.2
CLAY	1424	83	29.1
CLAY CITY	1005	79	39.3
CLAY VILLAGE	80	0	0.0
CLEAR CRK SPR	15	0	0.0
CLEARFIELD	900	16	8.9
CLEATON	350	9	12.9
CLERMONT	20	2	50.0
CLIFFORD	160	4	12.5
CLIFTON	150	0	0.0
CLIFTY	125	2	8.0
CLINTON	1423	108	37.9
CLOSPLINT	400	14	17.5
CLOVERPORT	1264	52	20.6
CLOVERTOWN	300	12	20.0
CLUTTS	250	1	2.0
COALGOOD	400	4	5.0
COAL RUN	248	9	18.1
CODY	200	18	45.0
COILTOWN	50	0	0.0
COILTOWN JUNCTION	100	0	0.0
COLBY HILLS	300	0	0.0
COLDIRON	140	14	50.0
COLD SPRINGS	1452	202	69.6
COLEMAN	200	0	0.0
COLESBURG	120	2	8.3
COLLEGE HILL	140	0	0.0
COLLY	150	0	0.0
COLMAR	100	2	10.0
COLSON	150	19	63.3
COLUMBIA	3673	329	44.8
COLUMBUS	380	4	5.3
COMBS	700	28	20.0
CONCORD	108	4	18.5
CONKLING	200	0	0.0
CONSTANCE	230	4	8.7
CONWAY	100	0	0.0
COOPER	100	0	0.0
CO-OPERATIVE	200	0	0.0
COOPERSVILLE	170	1	2.9
CORBIN	8296	1010	60.9
CORINTH	264	29	54.9
CORNETTSVILLE	55	10	90.9
CORNISHVILLE	175	1	2.9
CORYDON	952	24	12.6
COUNTRY HTS	135	5	18.5
COVINGTON	44467	8684	97.6
COWAN	50	4	40.0
COXTON	300	25	41.7
CRAB ORCHARD	868	14	8.1
CRANE NEST	70	2	14.3
CRANKS	300	23	38.3
CRAYNE	130	2	7.7
CRAYNOR	100	3	15.0
CRESCENT PARK	558	33	29.6
CRESCENT SPR	2307	414	89.7
CRESTVIEW	659	17	12.9
CRESTVIEW HLS	1220	104	42.6
CRESTWOOD	526	123	116.9
CRITTENDEN	517	76	73.5
CROFTON	659	81	61.5
CROMONA	700	21	15.0
CROMWELL	200	8	20.0
CROPPER	250	0	0.0
CROWN	100	5	25.0
CRUTCHFIELD	170	0	0.0
CUB RUN	250	12	24.0
CULTON	150	0	0.0
CUMBERLAND	3725	174	23.4
CUNDIFF	100	1	5.0
CUNNINGHAM	200	7	17.5
CURDSVILLE	200	1	2.5
CUTSHIN	120	0	0.0
CYNTHIANA	6083	608	50.0
DAISY	150	4	13.3
DANVILLE	12038	1369	56.9
DARBYTON	100	0	0.0
DARFORK	200	51	127.5
DARTMONT	100	0	0.0
DAVID	250	5	10.0
DAWSON SPRINGS	3056	268	43.8
DAYHOIT	250	9	18.0
DAYTON	7833	466	29.7
DEANE	100	6	30.0
DEATSVILLE	200	0	0.0
DECOURSEY	300	0	0.0
DECOY	100	2	10.0
DEFIANCE	75	0	0.0
DEKOVEN	200	3	7.5
DELPHIA	100	9	45.0
DEMOCRAT	100	1	5.0
DEMOSSVILLE	100	2	10.0
DENVER	100	8	40.0

TABLE 8. (CON.)

CITY	POP	NO OF ACC (77-78)	ANNUAL ACC PER 1000 POP
DEPOY	300	9	15.0
DEWITT	200	6	15.0
DEXTER	238	6	12.6
DIABLOCK	300	0	0.0
DIAMOND	125	2	8.0
DINWOOD	150	0	0.0
DIONE	40	2	25.0
DIX FORK	150	5	16.7
DIXIE	100	2	10.0
DIXON	566	46	40.6
DIZNEY	200	1	2.5
DOGTOWN	100	0	0.0
DONGOLA	200	8	20.0
DONY	80	0	0.0
DORTON	600	17	14.2
DORTON BRANCH	200	0	0.0
DOVER	278	10	18.0
DOZIER HEIGHTS	600	0	0.0
DRAFFENVILLE	250	83	166.0
DRAFFIN	120	5	20.8
DRAKESBORO	998	29	14.5
DRESSEN	200	0	0.0
DREYFUS	125	0	0.0
DRIFT	600	20	16.7
DRY RIDGE	1266	200	79.0
DUBLIN	100	0	0.0
DUBRE	70	0	0.0
DUNBAR	80	0	0.0
DUNDEE	100	2	10.0
DUNMOR	100	4	20.0
DUNNVILLE	200	1	2.5
DWALE	40	8	100.0
DWARF	30	17	283.3
EARLINGTON	2136	39	9.1
EAST BERNSTADT	200	0	0.0
EASTERN	50	13	130.0
EAST MCDOWELL	150	10	33.3
EAST PINEVILLE	150	0	0.0
EAST POINT	100	15	75.0
ECHOLS	250	2	4.0
EDDYVILLE	2018	71	17.6
EDGEWOOD	6020	487	40.4
EDMONTON	970	50	25.8
EIGHTY EIGHT	150	2	6.7
EKRON	197	8	20.3
ELIHU	100	3	15.0
ELIZABETHTOWN	14152	1653	58.4
ELIZAVILLE	120	4	16.7
ELKATAWA	100	5	25.0
ELKHORN CITY	1107	45	20.3
ELKTON	1460	152	52.1
ELLIOTTVILLE	100	3	15.0
ELSMERE	6534	465	35.6
ELYS	125	1	4.0
EMINENCE	2225	95	21.3
EMLYN	300	0	0.0
EMMA	100	10	50.0
EMMALENA	100	14	70.0
ENGLISH	120	4	16.7
ENTERPRISE	75	0	0.0
EOLIA	250	8	16.0
ERILINE	112	0	0.0
ERLANGER	13485	2269	84.1
ERMINE	600	26	21.7
ESTILL	300	16	26.7
ETTY	70	1	7.1
EUBANK	243	8	16.5
EVANSTON	100	2	10.0
EVARTS	1410	65	23.0
EWING	350	9	12.9
EZEL	270	6	11.1
FAIRFIELD	163	5	15.3
FAIRMEADE	314	1	1.6
FAIRVIEW	242	20	41.3
FALCON	250	4	8.0
FALLSBURG	75	5	33.3
FALMOUTH	2587	169	32.7
FANCY FARM	400	22	27.5
FARMERS	200	10	25.0
FARMINGTON	200	11	27.5
FARRISTOWN	130	0	0.0
FAUBUSH	120	0	0.0
FEDSCREEK	400	14	17.5
FERGUSON	507	15	14.8
FERGUSON CREEK	500	0	0.0
FERNDALE	150	1	3.3
FERN LAKE	200	0	0.0
FINCHVILLE	160	5	15.6
FINLEY	65	0	0.0
FIREBRICK	250	7	14.0
FISHERVILLE	180	2	5.6
FISHTRAP	75	1	6.7
FLAHERTY	300	10	16.7
FLATGAP	150	17	56.7
FLAT LICK	700	36	25.7
FLATWOODS	9220	628	34.1
FLEMING	473	10	10.6
FLEMINGSBURG	2599	238	45.8
FLORENCE	14664	3185	108.6
FOLSOMDALE	100	9	45.0
FONDE	145	3	10.3
FORD	250	0	0.0
FORDS BRANCH	245	2	4.1
FORDSVILLE	512	9	8.8
FOREST HILLS	469	14	14.9
FKS OF ELKHORN	150	0	0.0
FORT MITCHELL	7097	748	52.7
FORT THOMAS	16315	1115	34.2
FORT WRIGHT	4958	780	78.7
FOUNTAIN RUN	128	2	7.8
FOURMILE	500	27	27.0
FOXBORO	450	0	0.0
FOXPORT	100	0	0.0
FRANCES	150	2	6.7
FRANKFORT	22858	3113	68.1
FRANKLIN	7871	569	36.1
FREDERICKTOWN	160	4	12.5
FREDONIA	450	21	23.3
FREEBURN	400	23	28.8
FREMONT	100	2	10.0
FRENCHBURG	467	31	33.2
FULLERTON	500	0	0.0
FULTON	2933	154	26.3
FULTZ	100	1	5.0
GALVESTON	200	9	22.5
GAMALIEL	431	9	10.4
GARDEN VILLAGE	200	13	32.5
GARFIELD	150	8	26.7
GARNER	400	11	13.8
GARRARD	300	0	0.0
GARRETT	300	51	85.0
GARRISON	650	25	19.2
GATLIFF	100	0	0.0
GENEVA	100	11	55.0
GEORGETOWN	8892	983	55.3
GERMANTOWN	332	6	9.0
GHENT	400	22	27.5
GILBERTSVILLE	500	20	20.0
GILLEY	150	1	3.3
GIRDLER	250	14	28.0
GLASGOW	11615	1415	60.9
GLENCOE	250	5	10.0
GLENDALE	300	22	36.7
GLEN DEAN	125	0	0.0
GLENS FORK	100	0	0.0
GLENVIEW ACRES	300	1	1.7
GLENVIEW HTS	150	0	0.0
GLENVIEW MANOR	190	0	0.0
GLOBE	250	7	14.0
GLOMAWR	150	2	6.7

TABLE 8. (CON.)

CITY	POP	NO OF ACC (77-78)	ANNUAL ACC PER 1000 POP
GOODY	300	57	95.0
GOOSE CREEK	450	1	1.1
GOOSEROCK	80	0	0.0
GORDON	60	7	58.3
GRACE	50	0	0.0
GRACEY	200	11	27.5
GRADYVILLE	100	0	0.0
GRAHAM	400	11	13.8
GRAHAMVILLE	300	7	11.7
GRAHN	500	8	8.0
GRAND RIVERS	438	20	22.8
GRANDVIEW	200	0	0.0
GRANGERTOWN	400	0	0.0
GRAPEVINE	900	9	5.0
GRATZ	105	5	23.8
GRAY	750	29	19.3
GRAY HAWK	130	10	38.5
GRAYS KNOB	500	19	19.0
GRAYSON	2342	399	85.2
GREASY CREEK	250	4	8.0
GREAT CROSSING	125	1	4.0
GREENSBURG	2103	248	59.0
GREENUP	1242	119	47.9
GREENVILLE	4223	377	44.6
GROVE CENTER	80	0	0.0
GUAGE	125	1	4.0
GULSTON	250	9	18.0
GUSTON	120	4	16.7
GUTHRIE	1199	6	2.5
HADDIX	125	14	56.0
HAGERHILL	800	74	46.3
HALDEMAN	250	7	14.0
HALO	180	0	0.0
HAMILTON PARK	180	0	0.0
HAMMOND	300	0	0.0
HAMPTON	100	2	10.0
HANSON	476	29	30.5
HAPPY	100	11	55.0
HARDBURLEY	300	3	5.0
HARDIN	490	30	30.6
HARDINSBURG	1424	286	100.0
HARDSHELL	350	4	5.7
HARDY	400	32	40.0
HARDYVILLE	200	5	12.5
HARLAN	3351	517	77.1
HARNED	250	42	84.0
HAROLD	350	57	81.4
HARRODSBURG	6749	882	65.3
HARTFORD	1969	74	18.8
HARTLEY	250	1	2.0
HATFIELD	140	33	117.9
HAWESVILLE	1174	118	50.3
HAZARD	5631	902	80.1
HAZEL	331	15	22.7
HAZEL GREEN	200	5	12.5
HAZEL PATCH	30	0	0.0
HEATH	150	1	3.3
HEBRON	445	65	73.0
HECLA	150	0	0.0
HEIDELBERG	200	0	0.0
HEIDRICK	600	8	6.7
HELLIER	100	6	30.0
HELTON	200	6	15.0
HENDERSON	22832	3601	78.9
HENRYVILLE	120	0	0.0
HENSHAW	200	0	0.0
HESLER	100	0	0.0
HICKMAN	2684	157	29.2
HICKORY	200	11	27.5
HIGH BRIDGE	250	1	2.0
HIGHLAND HTS	4325	313	36.2
HIGH POINT	150	0	0.0
HIGHSPLINT	50	3	30.0
HIGNITE	100	0	0.0
HI HAT	300	10	16.7
HILLSBORO	150	5	16.7
HIMA	700	0	0.0
HIMYAR	150	0	0.0
HINDMAN	849	75	44.2
HIPPO	80	3	18.8
HIRAM	100	5	25.0
HISEVILLE	141	14	49.6
HITCHINS	700	22	15.7
HITE	100	11	55.0
HODE	100	1	5.0
HODGENVILLE	2539	253	49.8
HOLLAND	100	1	5.0
HOLLYHILL	100	0	0.0
HOLLYVILLA	965	0	0.0
HOLY CROSS	130	7	26.9
HOPE	140	0	0.0
HOPKINSVILLE	26288	3590	68.3
HORSE BRANCH	250	1	2.0
HORSE CAVE	2115	49	11.6
HOSKINSTON	300	2	3.3
HOUSTIN ACRES	749	2	1.3
HOWARDSTOWN	150	1	3.3
HUDDY	200	31	77.5
HUEYVILLE	160	19	59.4
HUFF	100	4	20.0
HULEN	400	17	21.3
HUNTER	155	8	25.8
HUNTSVILLE	100	0	0.0
HUSTONVILLE	373	23	30.8
HYDEN	552	37	33.5
ILSLEY	150	1	3.3
INDEPENDENCE	5235	600	57.3
INDIAN FIELDS	100	0	0.0
INEZ	500	51	51.0
IRONVILLE	375	14	18.7
IRVINE	2729	250	45.8
IRVINGTON	1180	47	19.9
ISLAND	452	19	21.0
ISOM	100	36	180.0
IVEL	150	16	53.3
JACKHORN	700	14	10.0
JACKSON	2067	101	24.4
JAMBOREE	200	6	15.0
JAMESTOWN	998	12	6.0
JAYEM	200	0	0.0
JEFF	200	28	70.0
JEFFERSONVILLE	820	31	18.9
JELLICO	100	4	20.0
JENKINS	3167	40	6.3
JENSON	100	3	15.0
JEREMIAH	100	26	130.0
JETSON	60	0	0.0
JETT	150	1	3.3
JETTIE	400	0	0.0
JIMTOWN	60	0	0.0
JOHNSON BOTTOM	85	0	0.0
JOHANCY	400	12	15.0
JONESVILLE	150	8	26.7
JUNCTION CITY	1879	117	31.1
JUSTICEVILLE	200	6	15.0
KAYJAY	200	1	2.5
KEATON	250	5	10.0
KEAVY	280	0	0.0
KEENE	250	2	4.0
KELLY	175	0	0.0
KENMONT	75	0	0.0
KENTON	300	10	16.7
KENTON VALE	183	5	13.7
KENVIR	950	12	6.3
KETTLE ISLAND	200	4	10.0
KEVIL	274	17	31.0
KELDAY	110	0	0.0
KILGORE	150	0	0.0

TABLE 8. (CON.)

CITY	POP	NO OF ACC (77-78)	ANNUAL ACC PER 1000 POP
KINGSLEY	510	0	0.0
KINGS MOUNTAIN	160	6	18.8
KINGSTON	100	3	15.0
KINGSWOOD	200	4	10.0
KIRKMANSVILLE	120	2	8.3
KIRKSEY	150	7	23.3
KIRKSVILLE	45	1	11.1
KITTS	500	4	4.0
KNIFLEY	150	0	0.0
KNOB LICK	100	4	20.0
KNOTTSVILLE	350	10	14.3
KONA	90	19	105.6
KUTTAWA	462	22	23.8
LACENTER	921	62	33.7
LACKEY	294	18	30.6
LAFAYETTE	182	5	13.7
LAGRANGE	2311	228	49.3
LAKE CITY	600	46	38.3
LAKE DREAMLAND	500	0	0.0
LK LOUISVILLA	200	0	0.0
LAKESIDE PARK	2973	190	32.0
LAMASCO	75	4	26.7
LAKEVIEW	534	74	69.3
LAKEVILLE	60	6	50.0
LANCASTER	3159	251	39.7
LANCER	400	8	10.0
LANGLEY	600	7	5.8
LATONIA LAKES	466	24	25.8
LAWRENCEBURG	4184	417	49.8
LAWTON	300	7	11.7
LEATHA	150	0	0.0
LEATHERWOOD	250	25	50.0
LEBANON	5588	685	61.3
LEBANON JUNC	1647	73	22.2
LEITCHFIELD	3894	605	77.7
LEJUNIOR	600	15	12.5
LENARUE	150	2	6.7
LETCHER	250	12	24.0
LEVEE	350	1	1.4
LEWISBURG	597	49	41.0
LEWISPORT	1652	30	9.1
LEXINGTON	197916	23656	59.8
LIBERTY	1872	139	37.1
LIGGETT	100	0	0.0
LIGON	350	6	8.6
LILY	400	3	3.8
LINCOLN	200	1	2.5
LINDSEYVILLE	150	10	33.3
LINTON	100	0	0.0
LISMAN	75	2	13.3
LITTCARR	150	18	60.0
LITTLE DIXIE	100	0	0.0
LIVERMORE	1650	35	10.6
LIVINGSTON	376	3	4.0
LLOYD	400	23	28.8
LOCKPORT	105	1	4.8
LOLA	200	4	10.0
LOMBARD	200	1	2.5
LONDON	4228	800	94.6
LONGVIEW	650	1	0.8
LOOKOUT	550	10	9.1
LORETTO	958	42	21.9
LOST CREEK	150	13	43.3
LOTHAIR	600	4	3.3
LOUELLEN	750	3	2.0
LOUISA	1902	266	69.9
LOUISVILLE	516856	72938	70.6
LOVELACEVILLE	200	6	15.0
LOVELY	700	23	16.4
LOWER KINGS AD	250	0	0.0
LOWES	150	5	16.7
LOWMANSVILLE	100	14	70.0
LOYALL	1182	36	15.2
LUCAS	150	1	3.3
LUCKY STOP	100	2	10.0
LUDLOW	4764	423	44.4
LYNCH	1387	11	4.0
LYNN GROVE	65	8	61.5
LYNNVILLE	100	5	25.0
MCANDEWS	400	21	26.3
MCCARR	500	9	9.0
MCCOMBS	80	0	0.0
MCDOWELL	400	35	43.8
MCHENRY	424	25	29.5
MCKEE	271	66	121.8
MCKINNEY	200	5	12.5
MCQUADY	95	10	52.6
MCROBERTS	1037	20	9.6
MCVEIGH	800	10	6.3
MACEO	400	20	25.0
MACKVILLE	217	3	6.9
MADISONVILLE	17169	1894	55.2
MAGNOLIA	450	6	6.7
MAJESTIC	400	4	5.0
MALONE	250	4	8.0
MALONETON	150	33	110.0
MANCHESTER	1862	182	48.9
MANCO	200	0	0.0
MANITOU	90	7	38.9
MANNINGTON	140	7	25.0
MANNSVILLE	260	5	9.6
MANTON	250	2	4.0
MAPLE MOUNT	500	3	3.0
MARION	2893	253	43.7
MARLOWE	130	0	0.0
MARNE #2	100	0	0.0
MARROWBONE	150	9	30.0
MARSHES SIDING	500	0	0.0
MARTIN	819	66	40.3
MARTWICK	100	0	0.0
MARY ALICE	250	11	22.0
MARY HILL ESTS	201	0	0.0
MASONVILLE	140	16	50.0
MATTOXTOWN	100	2	10.0
MAURICE	100	0	0.0
MAYFIELD	10033	1403	69.9
MAYKING	170	28	82.4
MAYS LICK	400	12	15.0
MAYSVILLE	7104	1468	103.3
MEALLY	230	40	87.0
MELBER	250	3	6.0
MELBOURNE	274	20	36.5
MELDRUN	30	7	116.7
MELVIN	700	14	10.0
MENTOR	131	8	30.5
MIDDLEBURG	165	2	6.1
MIDDLESBORO	11811	903	38.2
MIDLAND	100	1	5.0
MIDWAY	1527	42	13.8
MILBURN	150	2	6.7
MILFORD	90	1	5.6
MILLARD	55	48	436.4
MILLERSBURG	739	13	8.8
MILLSTONE	60	9	75.0
MILLTOWN	160	1	3.1
MILLVILLE	230	0	0.0
MILLWOOD	160	6	18.8
MILTON	825	63	38.2
MINERVA	100	1	5.0
MINNIE	350	21	30.0
MITCHELLSBURG	300	6	10.0
MONTEREY	205	7	17.1
MONTICELLO	3778	515	68.2
MOOREFIELD	100	2	10.0
MOORLAND	828	30	18.1
MOORMAN	200	3	7.5
MORCOAL	150	0	0.0
MOREHEAD	6977	980	70.2
MORELAND	300	9	15.0
MORGANFIELD	3570	390	54.6

TABLE 8. (CON.)

CITY	POP	NO OF ACC (77-78)	ANNUAL ACC PER 1000 POP
MORGANTOWN	1406	114	40.5
MORNING VIEW	150	13	43.3
MORRILL	110	3	13.6
MORTONS GAP	1144	30	13.1
MOSCOW	70	0	0.0
MOUNTAIN ASH	200	1	2.5
MOUNT CARMEL	100	8	40.0
MOUNT EDEN	175	1	2.9
MOUNT OLIVET	333	17	25.5
MOUNT SHERMAN	125	2	8.0
MT STERLING	5737	828	72.2
MOUNT VERNON	1657	177	53.4
MOUNT VICTORY	140	0	0.0
MT WASHINGTON	1989	192	48.3
MOUNT ZION	60	6	50.0
MOUSIE	300	18	30.0
MOUTHCARD	220	12	27.3
MOZELLE	250	1	2.0
MULDRAUGH	1303	257	98.6
MUNFORDVILLE	1306	144	55.1
MURRAY	13669	1526	55.8
MURTEA	100	0	0.0
MYERS	90	1	5.6
NAMPA	100	0	0.0
NANCY	200	26	65.0
NAZERETH	700	0	0.0
NEBO	305	11	18.0
NED	125	7	28.0
NELSE	120	0	0.0
NEON	705	24	17.0
NEPTON	90	1	5.6
NERINX	150	0	0.0
NEUBERT	75	0	0.0
NEW CASTLE	805	31	19.3
NEW HAVEN	845	59	34.9
NEW HOPE	180	10	27.8
NEW LIBERTY	180	3	8.3
NEW MARKET	115	0	0.0
NEWPORT	22606	3760	83.2
NEW ZION	100	24	120.0
NIAGARA	150	4	13.3
NICHOLASVILLE	7565	824	54.5
NICHOLSON	100	29	145.0
NIPPA	120	9	37.5
NOBLE	100	2	10.0
NOLANSBURG	100	1	5.0
NORTH CORBIN	800	0	0.0
NORTHFIELD	838	1	0.6
N MIDDLETOWN	428	10	1.2
NORTONVILLE	728	44	30.2
OAKDALE	900	1	0.6
OAK GROVE	2578	297	57.6
OAK HILL	100	0	0.0
OAKLAND	149	1	3.4
OAKTON	115	0	0.0
OFFUTT	100	6	30.0
OGLE	80	0	0.0
OIL SPRINGS	400	22	27.5
OLD LANDING	150	0	0.0
OLIVE HILL	2044	149	36.4
OLMSTEAD	90	1	5.6
OLYMPHIA	300	0	1.7
ONEIDA	600	3	2.5
ONTON	100	1	5.0
OPPY	75	0	0.0
ORANGEBURG	130	3	11.5
ORKNEY	70	3	21.4
OVEN FORK	150	8	26.7
OVERLOOK	180	1	2.8
OWENSBORO	53288	7510	70.5
OWENTON	1257	65	25.9
OWINGSVILLE	1346	89	33.1
OWSLEY	200	2	5.0
PADUCAH	35183	4206	59.8
PAINT LICK	250	3	6.0
PAINTSVILLE	4267	785	92.0
PANARAMA CITY	200	0	0.0
PANTHER	120	4	16.7
PARAMOUNT	150	0	0.0
PARIS	7298	693	47.5
PARK CITY	553	22	19.9
PARKERS LAKE	100	0	0.0
PARK HILLS	3920	300	38.3
PARKSVILLE	140	11	39.3
PATHFORK	300	4	6.7
PAULEY	250	0	0.0
PAW PAW	200	0	0.0
PAYNE GAP	150	15	50.0
PAYNEVILLE	130	12	46.2
PEAKS MILL	80	0	0.0
PEARL	30	0	0.0
PEBWORTH	60	0	0.0
PELLVILLE	130	1	3.8
PEMBROKE	679	8	5.9
PENDLETON	120	5	20.8
PENNY	150	0	0.0
PERRITT	150	1	3.3
PERRY PARK	200	1	2.5
PERRYVILLE	738	34	23.0
PERSIMMON GRVE	100	0	0.0
PETERSBURG	430	10	11.6
PEWEE VALLEY	1094	63	28.8
PHELPS	978	31	15.8
PHILPOT	500	16	16.0
PHYLLIS	300	28	46.7
PIERCE	75	1	6.7
PIKEVILLE	5641	1012	89.7
PILGRIM	400	6	7.5
PINE HILL	100	0	0.0
PINE KNOT	900	11	6.1
PINE RIDGE	350	5	7.1
PINE TOP	100	13	65.0
PINEVILLE	2700	262	48.5
PINSONFORK	350	15	21.4
PIONEER	100	0	0.0
PIPPA PASSES	400	24	30.0
PITTSBURG	620	0	0.0
PLACE	240	0	0.0
PLEASANT VAL	287	2	3.5
PLEASANT VIEW	330	9	13.6
PLEASUREVILLE	608	24	19.7
PLUM SPRINGS	224	1	2.2
PLUMMERS LNDG	100	0	0.0
PLUMMERS MILL	50	0	0.0
POMEROYTON	100	2	10.0
POOLE	400	11	13.8
POPULAR HGHLNDS	500	1	1.0
POPULAR PLAINS	100	2	10.0
PORT ROYAL	250	4	8.0
PORTSMOUTH	80	5	31.3
POTTERS FORK	60	0	0.0
POWDERLY	635	31	24.4
PREMIUM	200	4	10.0
PRESTON	200	0	0.0
PRESTONBURG	3859	568	73.6
PRESTONVILLE	252	8	15.9
PRICE	150	19	63.3
PRINCESS	175	12	34.3
PRINCETON	6202	731	58.9
PRINTER	100	15	75.0
PROCTOR	100	0	0.0
PROVIDENCE	4311	394	45.7
PRUDEN	100	1	5.0
PRYORSBURG	250	2	4.0
PRYSE	60	0	0.0
PULASKI	125	0	0.0
QUICKSAND	100	41	205.0
QUINCY	300	11	18.3

TABLE 8. (CON.)

CITY	POP	NO OF ACC (77-78)	ANNUAL ACC PER 1000 POP
QUINTON	100	1	5.0
RABBITT RIDGE	80	0	0.0
RACCOON	300	24	40.0
RACELAND	1901	106	27.9
RADCLIFF	11890	1394	58.6
RANSON	150	22	73.3
RAVEN	100	7	35.0
RAVENNA	772	23	14.9
RAYWICK	220	5	11.4
RECTORVILLE	80	8	50.0
REDBUSH	35	7	100.0
RED HILL	150	1	3.3
REED	500	23	23.0
REGINA	200	28	70.0
REIDLAND	950	72	37.9
RELLA	175	0	0.0
RENDER	100	0	0.0
REVELO	550	1	0.9
REYNOLDS STA	100	0	0.0
RICE STATION	30	0	0.0
RICEVILLE	150	0	0.0
RICHARDSVILLE	150	7	23.3
RICHMOND	19157	2870	74.9
RICH POND	200	0	0.0
RIDGEVIEW HTS	311	19	30.5
RIDGEWAY	35	0	0.0
RINEYVILLE	450	25	27.8
RIO VISTA	370	3	4.1
RISNER	150	0	0.0
RITNER	120	0	0.0
RIVER RIDGE	130	0	0.0
RIVERVIEW	40	0	0.0
RIVERWOOD	548	1	0.9
ROBARDS	500	7	7.0
ROBINSON CREEK	300	52	86.7
ROCHESTER	250	3	6.0
ROCKFIELD	120	1	4.2
ROCKHOLDS	200	1	2.5
ROCKHOUSE	300	8	13.3
ROCKPORT	336	15	22.3
ROCKY HILL	40	3	37.5
ROGERS	100	1	5.0
ROGERSVILLE	800	0	0.0
ROSEBUD	500	0	0.0
ROSINE	250	5	10.0
ROSS	100	4	20.0
ROSSPOINT	200	4	10.0
ROUSSEAU	160	3	9.4
ROWDY	150	7	23.3
ROWLAND	150	11	36.7
ROWLETTS	350	7	10.0
ROYALTON	270	7	13.0
RUMSEY	300	5	8.3
RUSH	260	11	21.2
RUSSELL	2920	616	105.5
RUSSELL SPRGS	1686	95	28.2
RUSSELLVILLE	6300	796	63.2
RUTH	100	4	20.0
SACRAMENTO	437	25	28.6
SADIEVILLE	223	3	6.7
ST CATHARINE	225	0	0.0
ST CHARLES	339	15	22.1
ST FRANCIS	100	11	55.0
ST HELENS	85	3	17.6
ST MARY	300	15	25.0
ST MARY COLLEGE	250	0	0.0
ST PAUL	40	6	75.0
SALDEE	250	3	6.0
SALEM	662	41	31.0
SALT LICK	439	17	19.4
SALT RIVER	400	13	16.3
SALVISA	300	5	8.3
SALYERSVILLE	1299	126	48.5
SAMUELS	200	1	2.5
SANDERS	218	11	25.2
SANDGAP	300	21	35.0
SAND HILL	250	0	0.0
SANDY HOOK	496	59	59.5
SANFORDTOWN	100	0	0.0
SARDIS	160	7	21.9
SASSAFRAS	590	17	14.4
SAUL	150	1	3.3
SAVOY	120	0	0.0
SCALF	150	5	16.7
SCIENCE HILL	498	20	20.1
SCOTTSVILLE	3624	243	33.5
SCUDDY	100	12	60.0
SEBASTIANS BCH	80	2	12.5
SEBREE	1332	67	25.2
SEDALIA	300	9	15.0
SENECA GARDENS	835	0	0.0
SENTERSVILLE	209	1	2.4
SERGENT	120	0	0.0
SHARON GROVE	250	6	12.0
SHARP	250	18	36.0
SHARPSBURG	292	4	6.8
SHAWHAN	50	0	0.0
SHELBIANA	500	92	92.0
SHELBY CITY	700	0	0.0
SHELBY GAP	200	9	22.5
SHELBYVILLE	4176	794	95.1
SHEPHERDSVILLE	3308	693	104.7
SHERMAN	150	6	20.0
SHOAL	120	0	0.0
SHOPVILLE	100	0	0.0
SHORT TOWN	35	0	0.0
SIBERT	300	35	58.3
SIDNEY	250	44	88.0
SILER	240	0	0.0
SILDAM	300	0	0.0
SILVER GROVE	1177	101	42.9
SIMPSONVILLE	682	32	23.5
SITKA	100	17	85.0
SKIPO	230	0	0.0
SLAUGHTERS	278	10	18.0
SLEMP	250	9	18.0
SLIGO	100	4	20.0
SLOAN	100	0	0.0
SLOANS VALLEY	150	0	0.0
SMILAX	150	3	10.0
SMITH	300	15	25.0
SMITHFIELD	166	4	12.0
SMITHLAND	530	35	33.0
SMITH MILLS	420	4	4.8
SMITHSBORO	65	10	76.9
SMITHS GROVE	682	42	30.8
SMITH TOWN	450	1	1.1
SOLDIER	240	8	16.7
SOMERSET	11492	1509	65.7
SONORA	349	47	67.3
SOUTH BUFFALO	80	0	0.0
S CARROLLTON	218	12	27.5
SOUTHDOWN	100	0	0.0
SOUTHGATE	3154	338	53.6
SOUTH IRVINE	500	2	2.0
S PORTSMOUTH	550	40	36.4
SOUTH SHORE	1536	44	14.3
SOUTH UNION	170	0	0.0
S WILLIAMSON	700	72	51.4
SPARTA	176	5	14.2
SPEIGHT	230	3	6.5
SPOTTSVILLE	500	27	27.0
SPRINGFIELD	2780	301	54.1
SPRINGLAKE	200	0	0.0
SPRING LICK	100	3	15.0
STAFFORDVILLE	700	59	42.1
STAMBAUGH	100	5	25.0
STAMPING GRND	381	9	11.8
STANFIELD	125	0	0.0
STANFORD	2255	257	57.0

TABLE 8.1(CON.)

CITY	POP	NO OF ACC (77-78)	ANNUAL ACC PER 1000 POP	CITY	POP	NO OF ACC (77-78)	ANNUAL ACC PER 1000 POP
STANLEY	350	21	30.0	VENTERS	100	6	30.0
STANTON	2224	169	38.0	VERDA	950	28	14.7
STANVILLE	500	10	10.0	VERNE	200	0	0.0
STAY	30	3	50.0	VERNON	200	0	0.0
STEARNS	950	11	5.8	VERONA	300	16	26.7
STELLA	120	1	4.2	VERSAILLES	7040	673	47.8
STEPHENSBURG	200	28	70.0	VEST	80	7	43.8
STEPHENSPORT	100	4	20.0	VICCO	338	21	31.1
STINNETT	100	11	55.0	VICTORY	100	0	0.0
STONE	400	21	26.3	VILLA HILLS	3348	79	11.8
STONEY FORK	100	5	25.0	VINEGROVE	3189	147	23.0
STOPOVER	170	7	20.6	VIPER	280	21	37.5
STRAIGHT CREEK	700	3	2.1	VIRGIE	600	43	35.8
STRUNK	170	1	2.9	VISALA	150	16	53.3
STURGIS	2134	190	44.5	VOLGA	100	18	90.0
SUBLETT	150	0	0.0	WABACO	225	3	6.7
SULLIVAN	300	17	28.3	WACO	250	2	4.0
SULPHUR	250	8	16.0	WADDY	125	5	20.0
SUMMER SHADE	250	6	12.0	WALES	300	0	0.0
SUMMERSVILLE	450	15	16.7	WALKER	150	3	10.0
SUMMIT	600	129	107.5	WALLINS CREEK	394	16	20.3
SUNRISE	60	0	0.0	WALLONIA	100	2	10.0
SUNSHINE	150	1	3.3	WALTON	1969	228	57.9
SUTHERLAND	90	0	0.0	WANETA	150	0	0.0
SWEEDEN	200	3	7.5	WARFIELD	350	15	21.4
SYMSONIA	550	18	16.4	WARREN	100	0	0.0
TALCUM	100	4	20.0	WARSAW	1304	80	30.7
TATEVILLE	725	1	0.7	WASHINGTON	482	19	19.7
TAYLOR MILL	6060	270	22.3	WASIOTO	50	0	0.0
TAYLORSPORT	100	1	5.0	WATERGAP	350	25	35.7
TAYLORSVILLE	842	45	26.7	WATER VALLEY	275	9	16.4
TEETERSVILLE	200	1	2.5	WAVERLY	330	25	37.9
TEMPLE HILL	130	1	3.8	WAYLAND	445	11	12.4
TERRILL	40	0	0.0	WAYNESBURG	250	5	10.0
TESLEY	200	0	0.0	WEBBS CROSS RD	75	0	0.0
THEALKA	500	17	17.0	WEBBVILLE	175	2	5.7
THELMA	150	12	40.0	WEBSTER	100	4	20.0
THORNTON	180	10	27.8	WEEKSBURY	700	7	5.0
THOUSANDSTICKS	200	6	15.0	WEIR	100	1	5.0
THREEFORKS	70	2	14.3	WESTBEND	250	4	8.0
TILFORD	35	0	0.0	WEST IRVINE	250	1	2.0
TILINE	100	0	0.0	WEST LIBERTY	1372	113	41.2
TILTON	90	2	11.1	W LOUISVILLE	130	2	7.7
TINSLEY	350	7	10.0	WEST PADUCAH	100	1	5.0
TOLER	500	34	34.0	WEST POINT	1964	116	29.5
TOLLESBORO	400	38	2.5	WEST PORT	200	1	2.5
TOLLIVER TOWN	100	0	0.0	WEST ROYALTON	100	0	0.0
TOLU	200	1	2.5	WEST VAN LEAR	900	22	12.2
TOMAHAWK	150	7	23.3	W WHEATCROFT	100	0	0.0
TOMPKINSVILLE	2203	150	34.0	WHEATCROFT	273	7	12.8
TOPMOST	400	30	37.5	WHEELER	120	0	0.0
TOTZ	350	13	18.6	WHEELERSBURG	100	2	10.0
TRAM	250	5	10.0	WHEELWRIGHT	886	8	4.5
TREMONT	250	5	10.0	WHITAKER	150	0	0.0
TRENTON	508	13	12.8	WHITCO	180	0	0.0
TRIBBEY	200	4	10.0	WHITEHOUSE	100	4	20.0
TROSPER	130	2	7.7	WHITE PLAINS	778	31	19.9
TURKEY CREEK	600	41	34.2	WHITESBURG	1355	120	44.3
TUTOR KEY	100	12	60.0	WHITESVILLE	625	53	42.4
TYNER	100	7	35.0	WHITE TOWER	130	3	11.5
TYPO	100	1	5.0	WHITLEY CITY	1060	55	25.9
TYRONE	200	0	0.0	WILBORG	150	0	0.0
ULYSSES	300	1	1.7	WICKLIFFE	1044	82	39.3
UNION	244	42	86.1	WILD CAT	90	0	0.0
UNIONTOWN	1185	39	16.5	WILDER	850	303	178.2
UPPER KINGS AD	170	0	0.0	WILLARD	100	9	45.0
UPTON	616	30	24.4	WILLIAMSBURG	3982	469	58.9
UPPER TYGART	100	1	5.0	WILLIAMSPORT	400	12	15.0
UTICA	300	12	20.0	WILLIAMSTOWN	2356	168	35.7
VALLEY VIEW	40	0	0.0	WILLISBURG	256	9	17.6
VANCEBURG	1698	100	29.4	WILLOW TREE	90	0	0.0
VAN LEAR	1033	58	28.1	WILMORE	3670	60	8.2
VARILLA	45	4	44.4	WILSTACY	80	8	50.0
VEACHLAND	700	0	0.0	WINCHESTER	15922	1846	58.0

TABLE 8. (CON.)

CITY	POP	NO OF ACC (77-78)	ANNUAL ACC PER 1000 POP
WINGO	619	30	24.2
WINSTON	100	1	5.0
WISCOAL	100	0	0.0
WITTENSVILLE	350	37	52.9
WOFFARD	200	0	0.0
WOLF COAL	100	1	5.0
WOLF CREEK	175	1	2.9
WOLFPIT	100	8	40.0
WOLVERINE	100	3	15.0
WOODBINE	500	0	0.0
WOOLBURN	370	9	12.2
WOODBURY	140	0	0.0
WOODMAN	90	0	0.0
WOOLLOM	80	5	31.3
WOOTON	250	9	18.0
WORTHINGTON	1654	57	17.2
WORTHVILLE	259	2	3.9
WRIGHLEY	100	1	5.0
WURTLAND	1205	47	19.5
YANCEY	60	2	16.7
YELVINGTON	150	1	3.3
YERKES	170	10	29.4
YORKTOWN	190	4	10.5
YOSEMITE	150	11	36.7
YUMA	125	0	0.0
ZEBULON	400	90	112.5
ZION	200	5	124.5
ZONETON	329	1	1.5
ZULA	100	0	0.0

TABLE 9. ACCIDENTS AND ACCIDENT RATES BY HIGHWAY DISTRICT (1978)

DISTRICT NUMBER	NUMBER OF ACCIDENTS	POPULATION	ACCIDENTS PER 1,000 POPULATION	VEHICLE MILES (MILLIONS)	ACCIDENTS PER 100 MVM	NUMBER OF FATAL ACCIDENTS	FATAL ACCIDENTS PER 100 MVM
1	8,200	210,800	38.9	2004.47	409	54	2.69
2	15,612	359,100	42.2	2750.26	568	72	2.62
3	8,363	199,000	42.0	1687.63	496	75	4.44
4	8,082	231,900	34.8	2163.19	374	59	2.73
5	45,282	839,600	53.9	6434.40	704	127	1.97
6	18,111	322,400	56.2	2687.26	674	59	2.20
7	22,462	439,300	51.1	3690.19	609	80	2.17
8	3,986	162,600	24.5	1271.78	313	41	3.22
9	7,893	189,300	41.7	1485.39	531	49	3.30
10	3,105	114,200	27.2	838.17	370	49	5.85
11	6,085	214,100	28.4	1759.55	346	70	3.98
12	5,124	209,800	24.4	1458.00	351	50	3.43

TABLE 10. ACCIDENTS AND ACCIDENT RATES BY KENTUCKY STATE POLICE POST (1978)

POST NUMBER	NUMBER OF ACCIDENTS	POPULATION	ACCIDENTS PER 1,000 POPULATION	VEHICLE MILES (MILLIONS)	ACCIDENTS PER 100 MVM	NUMBER OF FATAL ACCIDENTS	FATAL ACCIDENTS PER 100 MVM	TOTAL VIOLATIONS	VIOLATIONS PER 1000 LICENSED DRIVERS
1	7,965	201,500	39.5	1936.61	411	52	2.69	22,629	152
2	6,951	204,700	34.0	1567.74	443	36	2.30	20,244	164
3	8,176	182,500	44.8	1694.62	482	71	4.19	17,949	149
4	46,756	897,300	52.1	7048.46	663	134	1.90	107,013	171
5	2,032	59,500	34.2	681.86	298	21	3.08	5,811	147
6	18,089	327,100	55.3	2561.80	706	58	2.26	39,403	178
7	7,959	209,800	37.9	1571.69	506	54	3.44	21,268	187
8	4,317	122,400	35.3	1003.74	430	41	4.08	10,675	141
9	4,299	162,100	26.5	1112.94	386	33	2.97	10,358	111
10	2,663	102,700	25.9	649.18	410	32	4.93	9,698	158
11	5,560	175,400	31.7	1706.45	326	51	2.99	13,496	136
12	17,352	311,800	55.7	2798.10	620	50	1.79	46,546	207
13	2,351	105,400	22.3	678.78	346	46	6.78	6,028	105
14	5,428	121,600	44.6	1032.48	526	28	2.71	11,606	137
15	3,275	133,500	24.5	854.33	383	36	4.21	9,878	128
16	9,130	174,800	52.2	1331.56	686	42	3.15	21,587	167

TABLE 11. ACCIDENTS AND ACCIDENT RATES BY EMERGENCY SERVICES REGION (1978)

REGION NUMBER	NUMBER OF ACCIDENTS	POPULATION	ACCIDENTS PER 1,000 POPULATION	VEHICLE MILES (MILLIONS)	ACCIDENTS PER 100 MVM	NUMBER OF FATAL ACCIDENTS	FATAL ACCIDENTS PER 100 MVM
1	7,185	176,700	40.7	1671.67	430	47	2.81
2	7,225	214,800	33.6	1699.82	425	37	2.18
3	9,646	189,500	50.9	1464.41	659	46	3.14
4	9,180	222,300	41.3	1977.41	464	80	4.05
5	49,243	968,400	50.8	7776.14	634	160	2.06
6	17,394	297,900	58.4	2538.52	685	55	2.17
7	38,408	972,100	39.5	7877.39	488	255	3.24
8	4,186	161,100	26.0	105U.40	398	43	4.09
9	9,836	289,400	34.0	2183.57	450	62	2.84

TABLE 12. ACCIDENTS AND ACCIDENT RATES BY AREA DEVELOPMENT DISTRICT (1978)

DISTRICT NUMBER	NUMBER OF ACCIDENTS	POPULATION	ACCIDENTS PER 1,000 POPULATION	VEHICLE MILES (MILLIONS)	ACCIDENTS PER 100 MVM	NUMBER OF FATAL ACCIDENTS	FATAL ACCIDENTS PER 100 MVM
1	7,185	176,700	40.7	1671.67	430	47	2.81
2	7,225	214,800	33.6	1699.82	425	37	2.18
3	9,646	189,500	50.9	1464.41	659	46	3.14
4	8,510	203,000	41.9	1822.75	467	78	4.28
5	8,739	187,200	36.0	1757.67	383	42	2.39
6	43,174	800,500	53.9	6163.13	701	120	1.95
7	17,394	297,900	98.4	2538.52	685	55	2.17
8	1,819	51,400	35.4	348.26	522	18	5.17
9	2,052	59,700	34.7	483.88	424	11	2.27
10	5,537	127,300	43.5	1070.63	517	29	2.71
11	4,299	162,100	26.0	1112.94	386	33	2.97
12	2,720	124,100	21.9	835.98	325	60	7.18
13	6,242	214,400	29.1	1932.14	323	65	3.36
14	4,186	161,000	26.0	1051.40	398	43	4.09
15	25,585	522,500	49.0	4277.14	594	101	2.36

TABLE 13. ACCIDENTS AND ACCIDENT RATES BY VEHICLE TYPE FOR EACH COUNTY*

COUNTY	PEDESTRIAN ACCIDENTS NUMBER	PEDESTRIAN ACCIDENTS RATE	BICYCLE ACCIDENTS NUMBER	BICYCLE ACCIDENTS RATE	SCHOOL BUS ACCIDENTS NUMBER	SCHOOL BUS ACCIDENTS RATE	TRUCK-COMBINATION ACCIDENTS NUMBER	TRUCK-COMBINATION ACCIDENTS RATE	SINGLE-UNIT TRUCK ACCIDENTS NUMBER	SINGLE-UNIT TRUCK ACCIDENTS RATE	EMERGENCY VEHICLE ACCIDENTS NUMBER	EMERGENCY VEHICLE ACCIDENTS RATE	MOTORCYCLE ACCIDENTS NUMBER	MOTORCYCLE ACCIDENTS RATE	NUMBER OF REGISTERED MOTORCYCLES	ACCIDENTS PER 100 REGISTERED MOTORCYCLES	TRAIN ACCIDENTS NUMBER	TRAIN ACCIDENTS RATE	NUMBER OF PUBLIC RAILROAD CROSSINGS	ACCIDENTS PER 100 RAILROAD CROSSINGS	COMMERCIAL BUS ACCIDENTS NUMBER	COMMERCIAL BUS ACCIDENTS RATE
ADAIR	6	2.0	3	1.0	7	2.3	13	4.3	40	26.9	2	1.3	5	1.7	235	0.9	0	0.0	8	0.0	0	0.0
ALLEN	6	2.1	0	0.0	7	2.5	17	6.1	30	21.4	0	0.0	7	2.5	185	1.9	0	0.0	0	0.0	3	1.1
ANDERSON	12	5.2	3	1.3	4	1.7	37	16.0	67	57.9	3	2.6	15	6.5	193	3.9	4	3.5	10	40.0	7	3.0
BALLARD	4	2.3	5	2.9	0	0.0	44	12.4	47	55.2	2	2.3	14	8.2	142	5.3	0	0.0	15	8.0	0	0.0
BARREN	18	2.8	8	1.3	7	1.1	79	12.4	162	51.0	5	1.6	27	4.3	577	2.3	2	0.6	23	8.7	2	0.3
BATH	4	2.2	1	0.5	3	1.6	21	11.4	20	21.6	1	1.1	4	2.2	85	2.4	0	0.0	12	8.0	0	0.0
BELL	40	5.9	10	1.5	5	0.7	73	10.8	198	58.8	13	3.9	21	3.1	286	3.7	3	0.9	79	3.8	11	1.6
BOONE	50	6.3	17	2.1	13	1.6	431	54.3	324	61.6	19	4.8	65	8.2	935	3.5	2	0.5	19	10.5	24	3.0
BOURBON	16	4.2	5	1.3	0	0.0	62	16.2	85	44.4	8	4.2	14	3.7	232	3.0	1	0.5	15	6.7	5	1.3
BOYD	52	5.0	22	2.1	27	2.6	240	23.0	533	102.3	18	3.5	63	6.1	1,011	3.1	15	2.9	46	32.6	17	1.6
BOYLE	10	2.1	9	1.9	0	0.0	36	7.6	120	50.6	6	2.5	20	4.2	499	2.0	0	0.0	29	0.0	3	0.6
BRACKEN	0	0.0	1	0.7	0	0.0	3	2.0	16	21.4	0	0.0	3	2.0	118	1.3	0	0.0	13	0.0	0	0.0
BREATHITT	7	2.1	2	0.6	6	1.8	72	21.9	161	98.0	2	1.2	11	3.4	218	2.5	2	1.2	16	12.5	5	1.4
BRECKENRIDGE	6	2.0	2	0.7	2	1.3	38	12.4	51	33.4	0	0.0	7	2.3	275	1.3	0	0.0	18	0.0	1	0.3
BULLITT	20	2.6	13	1.7	12	1.5	125	16.1	212	54.7	14	3.6	45	5.8	835	2.7	7	1.8	22	31.8	7	0.9
BUTLER	7	3.4	0	0.0	6	2.9	33	16.0	47	45.7	0	0.0	6	2.9	175	1.7	0	0.0	0	0.0	1	0.5
CALDWELL	10	3.7	1	0.4	6	2.2	39	14.6	73	53.6	0	0.0	13	4.8	256	2.5	1	0.7	33	3.3	2	0.7
CALLOWAY	15	2.5	2	0.3	3	2.3	50	8.5	123	42.3	6	2.0	28	4.7	515	2.7	1	0.3	16	5.3	4	0.7
CAMPBELL	185	11.1	68	4.1	21	1.3	168	10.1	552	66.2	21	2.5	82	4.9	1,393	2.9	15	1.8	27	55.6	60	3.4
CARLISLE	3	2.6	1	0.9	3	2.6	15	13.1	30	53.8	0	0.0	4	3.5	58	2.9	0	0.0	14	0.0	2	1.7
CARROLL	7	4.0	7	4.0	0	0.0	72	41.6	73	84.3	4	4.6	11	9.6	151	3.6	9	10.4	33	27.2	1	0.6
CARTER	8	1.8	0	0.0	9	1.2	64	14.2	128	56.6	0	0.0	17	9.8	331	2.6	0	0.0	36	0.0	2	0.4
CASEY	0	0.0	0	0.0	6	2.0	14	4.8	46	31.4	3	2.0	6	2.1	206	1.5	0	0.0	0	0.0	1	0.3
CHRISTIAN	52	3.3	24	1.5	16	1.0	99	6.2	268	34.4	8	1.0	53	3.4	866	3.1	16	2.1	52	30.8	19	1.2
CLARK	28	5.1	7	1.3	19	3.5	98	17.5	170	61.8	0	0.0	40	7.3	372	5.4	6	2.2	25	24.0	15	2.7
CLAY	16	3.6	1	0.2	2	1.4	74	16.6	99	44.3	2	0.9	10	2.2	306	1.6	3	1.3	17	17.6	3	0.7
CLINTON	0	0.0	0	0.0	2	1.1	9	5.1	48	54.6	0	0.0	5	2.8	148	1.7	0	0.0	0	0.0	4	2.3
CRITTENDEN	6	3.2	2	1.1	5	2.7	210	14.0	44	47.2	3	3.2	3	1.6	177	0.8	0	0.0	21	0.0	0	0.0
CUMBERLAND	2	1.5	0	0.0	0	0.0	9	6.7	39	57.9	0	0.0	3	2.2	92	1.6	0	0.0	0	0.0	0	0.0
DAVIESS	84	5.1	89	5.4	45	2.7	262	16.0	300	36.7	17	2.1	106	6.5	1,664	3.2	30	3.7	131	22.9	14	0.9
EDMONSON	3	1.5	2	1.0	3	1.5	14	7.1	22	22.2	0	0.0	3	1.5	106	1.4	0	0.0	2	0.0	3	1.5
ELLIOTT	3	2.7	2	1.8	0	0.0	42	37.1	27	38.9	0	0.0	1	0.9	60	0.7	0	0.0	0	0.0	0	0.0
ESTILL	3	1.1	0	0.0	3	1.1	15	5.5	77	56.7	3	2.2	7	2.6	193	1.8	1	0.7	6	16.7	0	0.0
FAYETTE	331	8.4	148	3.7	97	4.9	596	15.1	1,161	58.7	69	3.5	270	6.8	3,486	3.7	25	1.3	57	43.9	164	4.1
FLEMING	1	0.4	1	0.4	0	0.0	20	8.1	69	56.2	0	0.0	2	0.8	464	0.2	0	0.0	4	0.0	5	2.0
FLOYD	17	2.0	6	0.7	18	2.1	55	6.4	460	107.6	10	2.3	20	2.3	532	1.9	11	2.6	100	11.0	5	0.6
FRANKLIN	45	5.8	15	1.9	17	2.3	121	15.5	257	65.8	26	6.7	51	6.5	849	3.0	3	0.8	32	9.4	11	0.3
FULTON	4	2.2	1	0.5	0	0.0	15	8.1	19	20.5	0	0.0	4	2.2	119	1.7	0	0.0	34	0.0	0	0.0
GALLATIN	3	3.3	2	2.2	3	3.3	42	46.0	40	87.6	6	13.1	4	4.4	60	3.3	0	0.0	5	0.0	1	1.1
GARRARD	6	2.9	2	1.0	0	0.0	17	8.3	45	43.9	3	2.9	9	4.4	187	2.4	0	0.0	0	0.0	0	0.0
GRANT	8	3.1	4	1.6	5	2.0	104	40.9	133	104.6	11	8.6	11	4.3	195	2.8	3	2.4	24	12.5	3	1.2
GRAVES	20	3.0	12	1.8	3	0.5	80	12.2	132	40.1	8	2.4	42	6.4	579	3.6	1	0.3	28	3.6	4	0.6
GRAYSON	10	2.6	6	1.6	7	1.8	49	12.7	105	54.4	5	2.6	15	3.9	323	2.3	6	3.1	31	19.4	7	1.8
GREEN	5	2.3	2	0.9	6	2.7	24	11.0	101	92.2	0	0.0	7	3.2	224	1.6	0	0.0	6	0.0	0	0.0
GREENUP	22	3.2	10	1.5	15	2.2	62	9.1	172	50.6	6	1.8	24	3.5	833	1.4	11	3.2	35	0.3	6	0.9
HANCOCK	0	0.0	0	0.0	0	0.0	27	17.7	30	39.4	0	0.0	2	1.3	167	0.6	1	1.3	20	5.0	1	0.7
HARDIN	52	3.6	16	1.1	23	1.6	279	19.4	407	56.7	20	2.8	113	7.9	2,244	2.5	8	1.1	67	11.9	20	1.4
HARLAN	30	3.6	8	1.0	12	1.5	103	12.5	272	65.8	11	2.7	32	3.9	605	2.6	12	2.9	133	9.0	9	1.1
HARRISON	15	5.1	2	0.7	5	1.7	25	9.1	96	64.7	3	2.0	10	3.4	287	1.7	2	1.3	18	11.1	3	1.0
HART	8	2.6	3	1.0	4	1.3	74	24.5	53	35.1	2	1.3	5	1.7	223	1.1	1	0.7	25	4.0	3	1.0
HENDERSON	74	10.0	30	4.0	14	1.9	246	33.1	298	80.1	13	3.5	59	7.9	744	4.0	12	3.2	73	16.4	19	2.6
HENRY	11	4.7	1	0.4	4	0.7	64	27.4	49	41.9	3	2.6	5	2.1	264	1.9	0	0.0	15	0.0	0	0.0
HICKMAN	1	0.8	0	0.0	1	1.5	21	15.9	21	31.8	1	1.5	2	1.5	75	1.3	0	0.0	17	0.0	1	0.8
HOPKINS	33	3.6	17	1.8	11	1.2	188	20.5	220	47.8	23	5.0	51	5.5	1,129	2.3	0	0.0	91	0.0	13	1.4
JACKSON	3	1.4	1	0.5	4	1.9	20	9.3	58	53.8	1	0.9	6	2.8	121	2.5	0	0.0	0	0.0	0	0.0
JEFFERSON	1163	8.3	518	3.7	320	2.3	1,550	11.1	9,354	134.0	204	2.9	977	7.0	10,782	4.5	100	1.4	298	33.6	923	6.6
JESSAMINE	9	1.8	4	0.8	10	2.0	36	7.2	200	79.8	6	2.4	24	4.8	295	4.1	0	0.0	3	0.0	8	1.6
JOHNSON	7	1.6	2	0.5	4	0.9	93	20.9	312	140.5	6	2.7	13	2.9	464	1.4	8	3.6	4	31.7	163	1.6
KENTON	276	10.6	107	4.1	57	2.1	565	21.7	1,106	84.9	46	3.5	149	5.7	2,456	3.0	13	1.0	41	19.5	7	1.6
KNOTT	11	3.0	1	0.3	5	1.4	22	6.1	123	68.1	6	3.3	13	3.6	170	3.8	0	0.0	15	0.0	1	0.3
KNOX	14	2.5	3	0.5	9	1.6	56	10.1	161	58.3	3	1.1	18	3.3	277	3.2	8	2.9	36	22.2	5	1.0
LARUE	8	3.3	3	1.2	0	0.0	32	13.2	46	37.9	5	4.1	8	3.3	261	1.5	0	0.0	7	0.0	3	1.2
LAUREL	26	3.9	6	0.9	16	2.4	230	34.3	239	71.2	6	1.8	51	7.6	966	2.6	5	1.5	18	27.8	12	1.8
LAWRENCE	2	0.8	1	0.4	2	0.7	111	42.9	99	76.5	4	3.1	8	3.1	156	2.6	2	1.5	14	14.3	0	0.0
LEE	8	5.5	0	0.0	4	2.8	31	21.4	33	45.5	5	6.9	1	0.7	86	0.6	2	2.8	14	14.3	0	0.0
LESLIE	5	1.9	0	0.0	0	0.0	21	8.1	73	56.5	2	1.5	6	2.3	150	2.0	0	0.0	0	0.0	1	0.4
LETCHER	14	2.4	2	0.3	3	1.2	46	17.8	114	39.9	5	1.7	12	2.1	644	1.1	2	0.7	81	2.5	2	0.3
LEWIS	7	2.7	3	1.2	0	0.0	18	7.0	42	32.6	0	0.0	8	3.1	209	1.9	3	2.3	26	11.5	1	0.4
LINCOLN	7	1.9	3	0.8	6	1.7	30	8.3	76	42.1	5	2.8	12	3.3	343	1.7	9	5.0	43	20.9	4	1.1
LIVINGSTON	2	1.1	0	0.0	3	1.6	22	11.7	27	28.8	3	3.2	12	6.4	166	3.6	0	0.0	8	0.0	4	2.1
LOGAN	15	3.4	4	0.9	13	2.9	61	13.7	88	39.7	3	1.4	11	2.5	363	1.5	0	0.0	38	0.0	6	1.4
LYON	0	0.0	2	1.6	1	1.6	11	8.9	18	29.2	0	0.0	4	3.3	65	3.1	0	0.0	3	0.0	2	1.6
MCCRACKEN	57	4.7	31	2.5	15	1.2	187	15.3	431	70.3	19	3.1	97	7.9	1,299	3.7	10	1.6	95	10.5	17	1.4
MCCREARY	8	2.6	1	0.3	3	1.0	23	7.5	99	32.0	0	0.0	10	3.3	175	2.9	7	4.6	28	25.0	0	0.0
MCLEAN	2	0.9	3	1.4	3	1.4	18	8.3	33	30.5	0	0.0	5	2.3	196	1.3	0	0.0	18	0.0	0	0.0
MADISON	41	4.1	25	2.5	15	1.5	185	18.6	360	72.2	25	5.0	43	4.3	924	2.3	5	1.0	13	38.5	15	1.5
MAGOFFIN	7	2.9	0	0.0	2	0.8	31	13.0	113	95.0	6	5.0	3	1.3	110	1.4	2	1.7	14	14.3	0	0.0
MARION	9	2.7	9	2.7	12	3.7	26	7.9	89	54.2	4	2.4	10	3.0	184	2.7	6	3.7	41	14.6	3	0.9
MARSHALL	8	1.7	5	1.1	7	1.5	97	21.1	116	50.4	8	3.5	18	3.9	293	3.1	1	0.4	27	3.7	3	0.7
MARTIN	7	3.0	0	0.0	0	0.0	23	19.6	57	48.5	6	5.1	6	2.6	153	2.0	0	0.0	6	0.0	0	0.0
MASON	8	2.4	5	1.5	9	2.7	74	22.4	166	100.4	6	3.6	20	6.1	370	2.7	3	1.8	29	10.3	14	4.2
MEADE	11	3.1	0	0.0	3	0.9	24	6.9	109	62.3	2	1.1	35	10.1	479	3.7	0	0.0	9	0.0	2	0.6
MENIFEE	2	2.2	1	1.1	3	3.3	0	0.0	16	35.5	0	0.0	4	4.4	69	2.9	0	0.0	0	0.0	0	0.0
MERCER	11	3.0	4	1.1	5	1.3	47	12.7	65	35.0	2	1.1	17	4.6	372	2.3	4	2.2	22	18.2	4	1.1
METCALFE	3	1.0	1	0.6	3	1.4	6	3.6	34	40.7	0	0.0	4	2.4	125	1.6	0	0.0	0	0.0	1	0.4
MONROE	3	1.2	0	0.0	3	1.2	5	2.1	17	14.0	1	0.8	6	2.5	150	2.0	0	0.0	0	0.0	1	0.4
MONTGOMERY	16	4.4	4	1.1	2	0.6	54	14.9	85	44.8	3	1.7	8	2.2	211	1.9	0	0.0	13	0.0	3	0.8
MORGAN	3	1.4	3	1.4	3	1.4	43	20.0	63	58.7	0	0.0	11	5.1	114	4.8	0	0.0	0	0.0	1	0.5
MUHLENBURG	13	2.0	3	0.5	7	1.1	61	9.5	172	53.5	5	1.6	18	2.8	486	1.9	0	0.0	90	0.0	5	0.8
NELSON	18	3.6	5	1.0	15	3.0	57	11.5	108	43.6	7	2.8	24	4.9	517	2.3	0	0.0	31	0.0	1	0.8
NICHOLAS	1	0.7	0	0.0	2	1.4	13	10.8	8	11.6	1	1.4	1	0.7	104	0.5	0	0.0	19	0.0	1	0.7
OHIO	7	1.7	4	1.0	5	1.2	79	19.0	133	63.9	10	2.4	17	4.1	284	3.0	6	1.4	46	13.0	7	1.7
OLDHAM	8	1.9	3	0.7	0	0.0	74	17.9	119	57.4	5	2.4	23	5.6	367	3.1	11	5.3	32	34.4	7	1.7
OWEN	2	1.2	1	0.6	4	2.5	3	1.9	27	33.4	0	0.0	4	2.5	165	1.2	0	0.0	0	0.0	0	0.0
OWSLEY	2	1.9	0	0.0	0	0.0	6	5.7	21	40.0	2	3.8	0	0.0	68	0.0	0	0.0	0	0.0	0	0.0
PENDLETON	4	1.9	0	0.0	1	0.5	19	9.0	35	33.0	4	3.8	3	1.4	174	0.9	0	0.0	7	0.0	1	0.5
PERRY	30	5.1	6	1.0	5	0.8	93	15.8	298	101.3	10	3.4	42	7.1	904	2.3	9	3.1	84	10.7	5	0.8
PIKE	52	3.5	13	0.9	15	1.0	187	12.7	678	92.3	22	3.0	51	8.7	1,262	2.0	11	1.5	89	12.4	10	0.7
POWELL	7	3.9	0	0.0	3	1.7	28	12.6	48	53.4	0	0.0	11	6.1	150	3.7	0	0.0	0	0.0	0	0.0
PULASKI	23	2.7	8	0.9	21	2.4	93	9.7	260	60.5	3	0.7	29	3.4	791	1.8	3	0.7	35	8.6	6	0.7
ROBERTSON	1	2.1	0	0.0	0	0.0	3	6.4	2	8.5	0	0.0	0	0.0	40	0.0	0	0.0	0	0.0	0	0.0
ROCKCASTLE	5	1.9	2	0.8	6	2.3	82	31.2	104	79.1	5	3.8	6	2.3	160	1.9	0	0.0	36	0.0	5	1.9
ROWAN	11	3.2	5	1.5	6	1.8	44	12.9	79	46.2	4	2.3	18	5.3	203	4.4	0	0.0	19	0.0	2	0.6
RUSSELL	3	1.3	0	0.0	1	0.4	10	4.2	21	17.8	0	0.0	9	3.8	248	1.8	0	0.0	0	0.0	0	0.0
SCOTT	11	2.8	8	2.0	3	0.8	103	26.3	72	36.8	10	5.1	10	2.6	307	1.6	1	0.5	10	10.0	3	0.8
SHELBY	12	3.0	8	2.0	6	1.5	81	20.3	135	67.7	10	5.0	17	4.3	308	2.6	6	3.0	47	12.8	3	0.8
SIMPSON	7	2.4	1	0.3	2	0.7	70	24.1	63	43.3	0	0.0	12	4.1	245	2.4	3	2.1	14	21.4	4	1.4
SPENCER	3	2.6	1	0.9	3	2.6	10	8.7	24	41.6	0	0.0	4	3.5	101	2.0	0	0.0	0	0.0	1	0.9
TAYLOR	12	3.2	2	0.5	3	0.8	26	6.9	105	56.0	5	2.7	23	6.1	593	1.9	0	0.0	16	0.0	5	1.3
TODD	2	0.9	1	0.5	0	0.0	20	9.0	41	37.0	2	1.8	5	2.3	173	1.4	1	0.9	15	6.7	4	1.8
TRIGG	7	3.8	1	0.5	1	1.6	50	27.2	35	38.1	1	1.1	11	6.0	162	3.4	0	0.0	15	0.0	2	1.1
TRIMBLE	2	1.7	2	1.7	3	2.6	9	7.7	20	34.2	1	1.7	3	2.6	163	0.9	0	0.0	0	0.0	1	0.9
UNION	9	2.7	10	3.0	10	3.0	44	13.2	116	69.9	3	1.8	15	4.5	328	2.3	0	0.0	55	0.0	1	0.3
WARREN	71	5.5	44	3.4	29	2.2	220	17.0	178	27.5	32	4.9	121	9.3	1,360	4.4	14	2.2	57	24.6	15	1.2
WASHINGTON	5	2.5	2	1.0	4	2.0	10	4.9	40	39.6	0	0.0	5	2.5	170	1.5	0	0.0	10	0.0	3	1.5
WAYNE	7	2.2	3	0.9	4	1.2	18	5.5	66	40.6	2	1.2	5	1.5	250	1.0	0	0.0	0	0.0	1	0.3
WEBSTER	12	4.1	1	0.3	2	0.7	85	29.0	107	72.9	4	2.7	14	4.8	284	2.5	13	8.9	55	23.6	3	1.0
WHITLEY	20	3.2	6	1.0	17	2.7	126	20.3	178	57.4	8	2.6	43	6.9	765	2.8	8	2.6	42	19.0	11	1.8
WOLFE	3	2.4	0	0.0	0	0.0	32	25.4	47	7.5	0	0.0	5	4.0	109	2.3	0	0.0	0	0.0	0	0.0
WOODFORD	10	2.8	3	0.8	0	0.0	39	10.9	88	49.2	6	3.4	12	3.4	258	2.3	9	5.0	17	52.9	3	0.8

*ACCIDENTS ARE FOR A TWO YEAR PERIOD (1977-1978).
RATE IS ANNUAL ACCIDENTS PER 10,000 POPULATION UNLESS OTHERWISE NOTED.

TABLE 14. 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 AND INJURY ACCIDENTS	PERCENT CHANGE IN NUMBER OF ACCIDENTS IN 1978 COMPARED TO 1977	LAPSED TIME NOTIFIED TO ARRIVED		LAPSED TIME OCCURRED TO CLEAR	
							PERCENT OVER 10 MINUTES	PERCENT OVER 20 MINUTES	PERCENT OVER 30 MINUTES	PERC OVE 60 MIN
ADAIR	10	10	0.5	1.1	21	-6.0	27	9	47	18
ALLEN	22	7	0.0	1.4	29	22.0	31	10	54	22
ANDERSON	13	5	0.0	4.8	22	0.2	24	9	49	21
BALLARD	18	8	0.0	3.2	34	35.0	59	27	81	36
BARREN	9	5	0.2	2.2	26	11.7	26	8	32	14
BATH	19	11	0.9	4.7	29	-3.0	63	31	85	49
BELL	11	7	0.2	2.3	26	-1.0	23	12	42	20
BOONE	9	6	0.3	8.4	19	13.7	28	8	47	20
BOURBON	15	8	0.5	3.6	26	3.0	24	7	52	23
BOYD	7	4	0.2	3.8	17	12.5	16	5	39	13
BOYLE	10	5	0.3	3.3	18	3.0	20	6	50	19
BRACKEN	13	6	0.6	3.5	25	24.4	30	13	55	32
BREATHITT	26	11	0.1	2.1	33	-1.0	62	37	89	60
BRECKINRIDGE	10	6	0.1	2.6	22	-16.9	41	17	66	32
BULLITT	9	7	0.3	4.5	26	1.0	24	7	54	18
BUTLER	9	6	0.0	3.6	30	1.1	48	18	74	30
CALDWELL	6	6	0.4	1.7	20	-8.2	21	7	30	12
CALLOWAY	7	5	0.5	2.8	24	6.0	18	7	32	12
CAMPBELL	3	5	0.3	4.4	17	1.0	6	1	25	7
CARLISLE	18	6	0.9	1.5	39	-16.7	63	32	87	42
CARROLL	13	7	0.2	5.8	20	9.5	25	9	43	21
CARTER	20	8	0.1	3.3	24	-1.1	44	24	70	43
CASEY	16	10	0.2	1.5	27	58.7	54	29	74	48
CHRISTIAN	10	7	0.2	5.3	20	1.0	15	6	36	16
CLARK	11	7	0.3	4.5	20	10.2	19	5	40	15
CLAY	20	8	0.1	1.9	25	-1.0	49	25	73	39
CLINTON	6	11	0.6	1.2	25	-15.3	33	12	63	30
CRITTENDEN	13	7	0.3	1.5	29	-13.9	26	10	61	33
CUMBERLAND	14	9	0.8	2.4	20	52.5	27	8	53	18
DAVIESS	6	6	0.4	3.8	17	5.5	10	3	25	7
EDMONSON	22	9	0.2	3.7	37	-8.3	54	21	74	32
ELLIOTT	24	10	0.0	1.5	32	-27.3	73	51	86	61
ESTILL	15	6	0.0	2.6	21	4.7	28	13	61	25
FAYETTE	6	7	0.3	13.5	20	3.8	26	5	48	16
FLEMING	12	6	0.0	2.5	24	0.4	38	18	62	34
FLOYD	17	7	0.0	4.8	25	9.4	52	30	67	34
FRANKLIN	10	6	0.1	6.6	17	-3.3	16	5	36	11
FULTON	9	10	0.5	2.5	22	99.3	18	8	39	21
GALLATIN	23	8	0.0	9.2	31	-8.7	44	18	75	43
GARRARD	24	8	0.2	2.7	26	12.0	42	18	65	37
GRANT	25	8	0.3	9.2	28	6.7	42	15	80	43
GRAVES	9	6	0.3	6.2	23	11.4	30	13	48	20
GRAYSON	14	6	0.2	3.3	22	10.0	35	14	58	27
GREEN	6	3	0.0	1.6	27	-6.0	32	10	59	21
GREENUP	8	5	0.3	7.6	23	14.0	30	18	54	27
HANCOCK	10	5	0.0	3.1	25	43.2	26	9	55	21
HARDIN	15	7	0.2	8.2	25	17.1	24	10	49	22
HARLAN	14	10	0.4	2.6	21	-19.6	47	26	65	33
HARRISON	9	5	0.0	2.2	16	27.4	24	10	46	20
HART	15	10	0.1	4.7	33	7.3	45	17	76	41
HENDERSON	7	6	0.1	3.7	21	11.0	18	4	43	12
HENRY	33	10	0.0	4.0	24	7.0	55	26	85	50
HICKMAN	20	13	0.0	3.2	34	23.3	44	21	62	38
HOPKINS	11	6	0.2	3.9	23	12.2	28	10	48	22
JACKSON	20	6	0.3	1.4	24	-10.7	25	12	81	40
JEFFERSON	6	4	0.2	12.9	16	1.0	22	4	50	9
JESSAMINE	12	6	0.1	2.0	19	-1.9	23	5	48	19
JOHNSON	11	6	0.2	3.6	19	-13.9	34	15	54	27
KENTON	5	6	0.4	6.4	16	-8.3	9	3	27	8
KNOTT	30	10	0.0	2.0	32	3.6	72	47	83	42

TABLE 14. (CON.)

COUNTY	PERCENT OF ACCIDENTS INVOLVING SPEEDING	PERCENT OF ACCIDENTS INVOLVING ALCOHOL	PERCENT OF ACCIDENTS INVOLVING DRUGS	PERCENT OF DRIVERS USING SAFETY EQUIPMENT	PERCENT FATAL AND INJURY ACCIDENTS	PERCENT CHANGE IN NUMBER OF ACCIDENTS IN 1978 COMPARED TO 1977	LAPSED TIME NOTIFIED TO ARRIVED		LAPSED TIME OCCURRED TO CLEAR	
							PERCENT OVER 10 MINUTES	PERCENT OVER 20 MINUTES	PERCENT OVER 30 MINUTES	PERC OVE 60 MIN
KNOX	11	8	0.2	4.3	32	6.6	43	21	58	25
LARUE	17	7	0.0	2.5	28	-4.8	35	12	66	33
LAUREL	18	6	0.2	4.7	23	4.5	37	12	57	21
LAWRENCE	11	10	0.3	3.3	29	6.5	44	25	70	45
LEE	26	7	0.3	1.0	23	-28.0	44	21	75	44
LESLIE	27	10	0.0	1.9	34	-6.1	76	47	89	52
LETCHER	27	10	0.0	1.6	31	-13.6	65	30	85	66
LEWIS	21	8	0.2	3.2	30	24.3	58	39	74	45
LINCOLN	10	6	0.1	2.2	26	-1.2	41	18	66	36
LIVINGSTON	15	8	0.2	3.1	29	3.2	69	38	78	41
LOGAN	5	7	0.3	2.2	28	19.4	26	9	34	12
LYON	10	7	0.0	2.4	27	-19.1	52	29	77	36
MCCRACKEN	8	7	0.4	2.6	15	5.9	15	4	50	14
MCCREARY	25	14	0.0	6.2	28	27.1	34	10	76	29
MCLEAN	10	7	0.7	5.8	34	19.5	69	31	87	57
MADISON	13	7	0.1	3.8	16	1.7	21	8	45	20
MAGOFFIN	23	9	0.0	3.4	35	-8.6	54	28	75	38
MARION	11	9	0.4	2.2	19	4.6	33	15	42	22
MARSHALL	14	7	0.5	3.7	27	6.6	36	13	67	29
MARTIN	22	6	0.5	4.4	23	11.6	61	36	71	41
MASON	4	4	0.1	1.8	15	13.8	21	7	32	12
MEADE	14	12	0.4	5.3	32	7.4	40	14	72	35
MENIFEE	22	12	0.0	5.7	30	-21.8	70	44	88	59
MERCER	11	7	0.3	3.3	18	-2.4	22	8	37	18
METCALFE	20	14	0.4	3.9	31	4.2	65	33	83	52
MONROE	21	13	0.9	3.0	30	118.8	32	18	64	32
MONTGOMERY	11	8	0.1	2.3	19	8.7	22	8	42	20
MORGAN	20	9	0.0	2.1	31	73.0	62	45	78	56
MUHLENBURG	16	7	0.2	2.2	25	3.1	31	12	58	29
NELSON	12	9	0.2	5.4	21	6.3	30	12	55	31
NICHOLAS	15	6	0.5	1.6	28	-30.0	39	11	75	32
OHIO	14	7	0.2	3.8	27	-11.5	45	18	73	36
OLDHAM	25	9	0.6	10.0	29	3.0	37	12	73	38
OWEN	23	6	0.7	5.0	28	25.0	59	30	71	43
OWSLEY	22	6	0.0	1.3	25	-7.1	43	20	65	38
PENDLETON	23	9	0.2	6.5	26	-0.7	48	18	74	40
PERRY	18	8	0.1	2.1	24	18.6	39	20	51	16
PIKE	15	4	0.1	3.2	26	0.7	55	33	70	33
POWELL	11	8	0.2	2.2	25	21.5	29	8	58	30
PULASKI	11	5	0.2	3.1	20	6.7	28	11	51	22
ROBERTSON	26	4	0.0	3.3	36	-16.7	44	21	89	52
ROCKCASTLE	28	8	0.3	6.2	24	-13.3	45	19	71	35
ROWAN	11	6	0.4	3.8	19	2.9	28	12	49	19
RUSSELL	16	13	0.0	1.9	27	7.9	49	27	78	42
SCOTT	11	6	0.4	5.4	20	4.4	21	5	56	21
SHELBY	17	8	0.5	7.1	24	3.1	30	9	59	31
SIMPSON	9	6	0.0	2.7	26	7.2	22	8	42	17
SPENCER	28	15	0.4	5.7	40	60.6	54	26	84	61
TAYLOR	5	5	0.1	2.2	22	5.0	17	5	32	9
TODD	21	8	0.7	2.9	27	4.5	49	26	64	40
TRIGG	13	6	0.3	3.3	26	14.1	32	18	55	31
TRIMBLE	22	7	0.4	3.5	24	-20.9	58	25	77	42
UNION	14	9	0.4	2.4	24	20.0	28	9	50	21
WARREN	6	6	0.3	3.5	19	3.8	16	5	30	10
WASHINGTON	9	5	0.3	2.0	17	-11.3	32	19	40	21
WAYNE	12	6	0.0	2.1	20	43.2	18	8	42	16
WEBSTER	8	6	0.2	4.1	25	5.1	39	24	54	32
WHITLEY	11	5	0.3	4.1	20	18.0	32	15	47	23
WOLFE	27	10	0.3	3.3	28	-7.3	77	53	94	68
WOODFORD	8	7	0.0	4.7	20	-6.3	14	3	42	14

TABLE 15. ACCIDENT CONTRIBUTING FACTORS FOR VARIOUS VEHICLE TYPES

CONTRIBUTING FACTOR	PERCENT OF ACCIDENTS LISTED AS A FACTOR										
	ALL	PEDESTRIAN ACCIDENTS	BICYCLE ACCIDENTS	MOTORCYCLE ACCIDENTS	FATAL ACCIDENTS	SCHOOL BUS ACCIDENTS	COMBINATION TRUCKS ACCIDENTS	SINGLE-UNIT TRUCK ACCIDENTS	EMERGENCY VEHICLE ACCIDENTS	TRAIN RELATED ACCIDENTS	COMMERCIAL BUS ACCIDENTS
UNSAFE SPEED	9.2	4.7	2.8	14.8	26.7	8.1	10.9	7.9	14.5	4.2	4.0
FAILURE TO YIELD RIGHT OF WAY	17.1	6.2	6.7	24.8	15.4	18.5	14.7	18.3	19.9	26.7	14.5
FOLLOWING TOO CLOSE	5.1	0.3	0.4	4.3	0.8	4.8	6.3	6.1	2.4	0.2	5.1
IMPROPER PASSING	1.4	0.5	0.5	3.6	2.5	2.4	2.2	1.8	2.2	0.0	2.4
DISREGARD TRAFFIC CONTROLS	2.4	0.8	0.8	2.3	3.5	1.7	1.6	2.7	3.2	17.1	2.8
IMPROPER TURN	2.7	0.7	0.7	3.8	0.8	3.5	4.0	3.5	2.4	0.0	5.4
ALCOHOL	6.1	3.5	1.8	5.7	23.1	0.9	3.0	3.5	4.7	4.4	1.6
DRUGS	0.2	0.0	0.0	0.1	0.4	0.2	0.1	0.1	0.4	0.7	0.1
SICK	0.1	0.1	0.0	0.0	0.4	0.2	0.1	0.1	0.0	0.0	0.0
FELL ASLEEP	0.9	0.0	0.1	0.2	2.2	0.2	1.4	0.6	0.4	0.0	0.2
LOST CONSCIOUSNESS	0.2	0.0	0.0	0.2	0.3	0.0	0.1	0.1	0.0	0.4	0.0
DRIVER INATTENTION	21.8	9.0	7.1	17.8	10.6	22.7	21.7	21.4	22.9	19.7	18.2
DISTRACTION	1.5	1.2	0.5	1.0	1.0	1.6	1.3	1.5	2.3	0.6	2.0
PHYSICAL DISABILITY	0.2	0.1	0.1	0.1	0.4	0.0	0.1	0.1	0.4	0.9	0.2
OTHER (HUMAN)	11.3	10.1	6.1	12.1	13.4	18.7	13.3	15.8	18.6	10.8	23.2
BRAKES	2.1	1.1	0.4	1.5	1.2	6.1	5.2	3.7	2.8	3.3	4.0
HEADLIGHTS	0.1	0.1	0.0	0.4	0.0	0.0	0.1	0.0	0.0	0.0	0.1
OTHER LIGHTS	0.3	0.1	0.2	0.5	0.4	0.4	0.7	0.7	0.5	0.0	0.5
STEERING FAILURE	0.4	0.3	0.1	0.4	0.2	0.0	0.5	0.4	0.3	0.4	0.2
TIRE FAILURE-INADEQUATE	1.3	0.0	0.2	1.2	3.3	0.8	1.5	0.9	1.8	0.4	0.7
TOW HITCH INADEQUATE	0.1	0.0	0.1	0.0	0.1	0.0	0.5	0.3	0.0	0.0	0.1
OVER OR IMPROPER LOAD	0.1	0.0	0.0	0.1	0.2	0.0	1.0	0.6	0.6	0.0	0.1
OVER SIZED LOAD	0.1	0.0	0.0	0.1	0.2	0.2	1.1	0.4	0.3	0.0	0.0
OTHER (VEHICULAR)	2.6	2.5	0.7	3.7	3.8	2.3	4.7	3.6	3.2	8.3	2.3
ANIMAL ACTION	0.9	0.2	0.1	1.2	0.3	0.2	0.8	0.4	0.9	0.0	0.1
GLARE	0.7	1.9	0.1	0.5	0.7	1.2	0.4	0.6	0.6	2.0	0.4
VIEW OBSTRUCTED-LIMITED	3.0	4.3	4.5	3.7	2.7	4.5	3.1	2.7	4.3	5.9	2.5
DEBRIS IN ROADWAY	0.4	0.1	0.0	1.7	0.4	0.3	0.8	0.4	0.7	0.0	0.3
IMPROPER-NON WORK TRAFFIC CONTROLS	0.2	0.0	0.1	0.1	0.1	0.3	0.1	0.2	0.0	1.5	0.2
SHOULDERS DEFECTIVE	0.4	0.0	0.1	0.3	1.2	1.1	1.2	0.7	0.5	0.4	0.2
HOLES-DEEP RUTS -BUMPS	0.4	0.0	0.3	1.1	0.8	0.6	0.6	0.5	0.5	0.7	0.5
ROAD UNDER CONSTRUCTION	0.4	0.4	0.1	0.3	0.4	0.6	1.2	0.7	0.7	0.2	0.5
IMPROPERLY PARKED VEHICLES	0.6	0.8	0.1	0.3	0.5	1.3	0.8	0.8	1.1	2.6	1.8
FIXED OBJECT	0.3	0.2	0.3	0.3	0.2	0.2	0.5	0.3	0.3	0.4	0.3
SLIPPERY SURFACE	14.4	5.8	1.5	3.3	8.2	15.0	15.7	13.8	22.9	7.2	15.8
WATER POOLING	0.5	0.0	0.0	0.2	0.8	0.2	0.5	0.3	1.0	0.2	0.1
OTHER (ROADWAY)	2.0	1.9	1.2	2.3	2.6	4.0	3.1	2.2	3.3	2.4	2.3

TABLE 16. ACCIDENT INFORMATION FOR VARIOUS VEHICLE TYPES

VARIABLE	ALL	PEDESTRIANS	BICYCLES	MOTORCYCLES	SCHOOL BUS	COMBINATION TRUCK	SINGLE-UNIT TRUCK	EMERGENCY VEHICLE	TRAIN	COMMERCIAL BUS
MONTH WITH HIGHEST PERCENTAGE	DECEMBER	MAY	JULY	JULY	FEBRUARY	JANUARY	JANUARY	JANUARY	JANUARY	JANUARY
DAY WITH HIGHEST PERCENTAGE	FRIDAY	FRIDAY	SATURDAY	SATURDAY	WEDNESDAY	TUESDAY	FRIDAY	THURSDAY	WEDNESDAY	MONDAY
HOUR WITH HIGHEST PERCENTAGE	4-5 PM	4-5 PM	5-6 PM	5-6 PM	3-4 PM	3-4 PM	3-4 PM	10-11 AM	2-3 PM	3-4 PM
PERCENT FATAL ACCIDENTS	0.5	5.9	1.8	2.8	0.0	1.5	0.7	0.2	4.2	0.3
PERCENT INJURY ACCIDENTS	19.2	89.0	79.4	73.2	14.4	20.4	15.6	19.2	31.1	12.2
PERCENT INVOLVING FIXED OBJECTS	12.9	D N A	D N A	11.8	1.7	14.3	7.4	33.7	0.0	3.5
PERCENT REAR-END COLLISIONS	27.3	D N A	D N A	19.7	35.2	34.8	32.3	24.9	0.0	41.4
PERCENT ANGLE COLLISIONS	18.6	D N A	D N A	23.3	14.4	9.5	15.1	14.1	0.0	14.8
PERCENT HEAD-ON OR OPPOSITE DIRECTION COLLISION	11.2	D N A	D N A	13.6	23.1	11.2	14.0	2.8	0.0	12.9
PERCENT PEDESTRIAN ACCIDENTS	1.1	D N A	D N A	1.4	0.3	0.4	0.7	0.8	0.7	1.0
PERCENT INTERSECTION ACCIDENTS	25.0	D N A	D N A	29.0	24.7	18.4	23.5	20.0	19.7	30.9
PERCENT WET SURFACE	17.9	13.0	6.3	5.1	19.3	15.4	15.9	15.3	14.5	17.2
PERCENT SNOW OR ICE SURFACE	13.0	5.7	0.6	0.6	12.4	14.8	13.6	22.5	11.4	17.9
PERCENT NIGHTTIME	26.0	25.7	11.2	21.4	1.7	19.8	14.0	36.7	32.2	10.9

TABLE 17. STATEWIDE ACCIDENT RATES BY VEHICLE TYPE

VEHICLE TYPE	ACCIDENT RATE (ACCIDENTS PER 100 MILLION VEHICLE MILES) RURAL	URBAN	STATEWIDE TOTAL
PASSENGER CAR	264	634	393
SINGLE UNIT TRUCK	301	1253	489
COMBINATION TRUCK	206	748	284
BUS	557	1608	892
MOTORCYCLE	917	1984	1248

TABLE 18. 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	4-5 PM
PERCENT INVOLVING FIXED OBJECT	12.9	33.9
PERCENT REAR-END COLLISIONS	27.3	4.7
PERCENT ANGLE COLLISIONS	18.6	5.2
PERCENT HEAD-ON OR OPPOSITE DIRECTION COLLISIONS	10.5	24.0
PERCENT PEDESTRIAN ACCIDENTS	1.8	11.1
PERCENT INTERSECTION ACCIDENTS	23.7	8.7
PERCENT ON WET SURFACE	17.9	15.5
PERCENT ON SNOW OR ICE	12.9	3.1
PERCENT NIGHTTIME ACCIDENTS	26.0	46.0
PERCENT VEHICLES OLDER THAN 5 YEARS	43.1	46.2
PERCENT VEHICLES OLDER THAN 10 YEARS	11.8	13.5
PERCENT DRIVERS UNDER 25 YEARS OF AGE	38.7	37.6
PERCENT DRIVERS OVER 65 YEARS OF AGE	5.7	6.2
PERCENT MALE DRIVERS	69.3	83.4

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

VARIABLE		NATIONWIDE	KENTUCKY
FATAL ACCIDENTS PER 100 MVM		2.88	2.85
FATALITIES PER 100 MVM		3.27	3.31
FATALITIES PER FATAL ACCIDENT		1.13	1.16
MONTH WITH HIGHEST PERCENTAGE		JULY	JULY
DAY WITH HIGHEST PERCENTAGE		SATURDAY	SATURDAY
PERCENT ALCOHOL INVOLVED		28	23
PERCENT DRIVERS WEARING SAFTEY EQUIPMENT		5.5	6.1
PERCENT SINGLE VEHICLE ACCIDENTS		41	57
TYPE OF ROADWAY	INTERSTATE	8.6	8.0
	OTHER US ROUTE	16.5	27.7
	OTHER STATE ROUTE	32.4	48.3
	COUNTY ROAD	15.8	6.3
	LOCAL STREET	19.6	5.9
	OTHER	7.1	3.8
WEATHER CONDITIONS	RAIN	9	11
	SNOW OR ICE	2	1
	FOG	2	3
PERCENT DURING NON-DAYLIGHT HOURS		57	51

*ALL NATIONWIDE STATISTICS AND KENTUCKY FATAL ACCIDENT RATES OBTAINED FROM 1977 AND 1978 FATAL ACCIDENT REPORTING SYSTEM.

TABLE 20. COUNTIES WITH FATAL ACCIDENT RATES ABOVE CRITICAL

POPULATION CATEGORY	COUNTIES WITH FATAL ACCIDENT RATES ABOVE CRITICAL	NUMBER OF FATAL ACCIDENTS (1978)	FATAL ACCIDENT RATE (ACCIDENTS PER 100 MVM)
UNDER 10,000	WOLFE	9	10.24
	SPENCER	4	9.13
	LEE	3	7.30
10,000-19,999	ALLEN	8	9.60
	LESLIE	8	9.43
	FLEMING	8	9.38
	KNOTT	8	7.85
	BOURBON	9	6.78
20,000-49,999	PERRY	14	7.30
	LETCHER	11	6.05
	HARLAN	12	5.84
	GRAVES	15	5.63
50,000-100,000	WARREN	25	4.22

TABLE 21. CITIES WITH HIGH FATAL ACCIDENT RATES

POPULATION CATEGORY	CITY	NUMBER OF FATAL ACCIDENTS (1977-1978)	ANNUAL FATAL ACCIDENT RATE (ACCIDENTS PER 10,000 POP)
OVER 200,000	LOUISVILLE	171	1.7
100,000-199,999	LEXINGTON	52	1.3
30,000-99,999	BOWLING GREEN	12	1.7
20,000-29,999	HOPKINSVILLE	9	1.7
	HENDERSON	7	1.5
10,000-19,999	SOMERSET	6	2.6
	ELIZABETHTOWN	7	2.5
	RADCLIFF	6	2.5
5,000-9,999	HARRODSBURG	4	3.0
	CENTRAL CITY	3	2.8
	TAYLOR MILL	3	2.5
	RUSSELVILLE	3	2.4
2,500-4,999	SCOTTSVILLE	4	5.5
	FALMOUTH	2	3.9
	PINEVILLE	2	3.7
1,000-2,499	LEBANON JUNCTION	3	9.1
	GREENUP	2	8.0
	CLINTON	2	7.0
	GRAYSON	3	6.4
	BRANDENBURG	2	6.4

TABLE 22. ACCIDENT RATES BY COUNTY BY DRIVER AGE AND SEX
(1977 AND 1978 ACCIDENT DATA)

ANNUAL ACCIDENT RATE (ACCIDENTS PER MILLION VEHICLE MILES)

COUNTY	MALE	FEMALE	16-19 YEARS	65 OR OLDER	MALES (16-19)	TOTAL
ADAIR	4.50	5.18	11.83	6.92	14.20	4.85
ALLEN	3.67	3.72	10.63	3.84	12.48	3.83
ANDERSON	6.28	6.84	19.01	9.91	22.39	6.55
BALLARD	4.27	4.51	12.88	4.44	14.04	4.56
BARREN	6.59	8.68	19.48	9.59	20.29	10.49
BATH	2.51	2.23	5.45	2.21	6.43	2.49
BELL	5.30	6.31	10.08	7.72	10.99	5.57
BOONE	11.33	12.81	31.54	14.87	33.88	11.55
BOURBON	6.95	7.05	18.31	8.55	19.40	7.16
BOYD	9.06	10.28	23.18	10.63	25.44	9.56
BOYLE	7.12	8.96	18.14	10.33	21.44	7.84
BRACKEN	1.83	1.31	5.21	.96	6.62	1.79
BREATHITT	5.26	3.60	11.86	5.14	9.02	5.07
BRECKENRIDGE	5.13	5.19	15.96	7.00	18.70	5.33
BULLITT	6.41	5.68	18.73	7.67	22.63	6.01
BUTLER	4.79	5.25	12.52	5.35	13.50	5.01
CALDWELL	5.50	6.11	16.58	8.85	17.71	5.91
CALLOWAY	5.87	8.53	22.27	8.81	23.03	6.92
CAMPBELL	8.12	8.72	20.18	7.88	22.54	8.48
CARLISLE	3.53	2.90	12.16	3.51	13.26	3.55
CARROLL	8.98	8.84	22.56	9.96	25.32	9.11
CARTER	5.19	6.06	13.79	4.10	15.50	5.46
CASEY	3.16	3.11	6.73	4.29	7.06	3.22
CHRISTIAN	6.75	8.97	15.47	12.85	15.68	7.33
CLARK	7.99	9.99	21.30	10.11	22.63	8.56
CLAY	5.12	5.75	9.41	7.20	10.09	4.30
CLINTON	4.15	4.27	10.80	6.61	10.65	4.26
CRITTENDEN	4.14	5.44	15.06	4.67	14.43	4.68
CUMBERLAND	3.23	4.21	6.85	4.89	8.65	3.61
DAVIESS	9.48	1.58	26.74	13.50	28.40	10.20
EDMONSON	3.67	3.98	7.77	3.72	7.19	3.88
ELLIOTT	4.04	2.60	5.08	3.79	7.31	3.72
ESTILL	3.72	4.65	9.84	5.09	10.57	4.01
FAYETTE	9.34	10.83	20.63	13.13	22.18	9.58
FLEMING	4.52	5.36	10.50	4.52	11.00	4.88
FLOYD	5.46	5.76	10.31	6.78	11.51	5.52
FRANKLIN	8.34	10.51	22.23	12.12	23.97	8.96
FULTON	2.94	3.33	7.19	5.03	7.00	4.48
GALLATIN	6.96	3.80	15.44	5.45	18.16	6.22
GARRARD	5.05	5.48	11.88	6.03	12.98	5.34
GRANT	8.26	7.15	26.65	7.83	31.10	8.14
GRAVES	6.13	7.76	19.55	9.70	21.64	6.95
GRAYSON	5.34	6.67	15.66	5.99	17.67	5.83
GREEN	5.09	5.85	12.03	13.57	12.15	5.59
GREENUP	4.85	6.06	13.08	5.67	14.58	5.18
HANCOCK	3.83	2.84	9.77	4.11	11.21	3.61
HARDIN	6.12	7.11	12.85	10.17	13.25	6.28
HARLAN	5.31	5.35	9.50	6.39	10.88	5.35
HARRISON	5.75	6.50	15.94	8.09	18.04	6.22
HART	4.36	4.52	10.64	6.81	11.48	4.56
HENDERSON	9.37	11.07	27.70	12.81	29.08	9.98
HENRY	4.76	4.37	13.52	4.55	15.17	4.84
HICKMAN	3.35	2.91	11.48	3.63	13.60	3.43
HOPKINS	6.97	8.59	20.58	8.44	21.84	7.58
JACKSON	3.31	3.56	6.06	4.36	6.94	3.34
JEFFERSON	9.92	10.95	22.39	10.75	24.34	10.58
JESSAMINE	5.67	5.92	15.47	6.85	17.15	5.65
JOHNSON	6.53	6.65	13.41	6.80	14.86	6.55
KENTON	10.50	11.43	25.53	10.08	28.33	10.82
KNOTT	4.01	3.60	7.07	4.14	8.40	3.87
KNOX	4.32	4.88	8.41	6.95	9.37	4.45
LARUE	5.32	5.32	14.63	6.78	16.41	5.48
LAUREL	7.74	8.06	16.10	9.00	17.91	8.29
LAWRENCE	6.71	5.27	9.68	7.02	11.32	6.49

TABLE 22. (CON.)

ANNUAL ACCIDENT RATE (ACCIDENTS PER MILLION VEHICLE MILES)

COUNTY	MALE	FEMALE	16-19 YEARS	65 OR OLDER	MALES (16-19)	TOTAL
LEE	4.16	4.15	7.33	4.43	8.00	4.29
LESLIE	4.08	2.65	4.85	5.66	6.30	3.67
LETCHER	2.92	2.53	4.72	3.16	5.46	2.83
LEWIS	3.88	4.48	9.18	4.00	9.55	4.13
LINCOLN	4.15	4.42	9.55	5.65	11.21	4.30
LIVINGSTON	4.68	4.25	9.68	4.79	20.15	4.70
LOGAN	5.75	6.40	16.82	8.02	18.45	6.12
LYON	4.62	4.06	11.60	5.14	11.87	4.70
MCCRACKEN	7.54	9.75	23.43	11.84	23.23	8.40
MCCREARY	3.35	3.45	6.94	4.69	7.30	3.40
MCLEAN	3.48	3.46	11.79	3.85	13.25	3.60
MADISON	8.86	10.58	20.34	10.29	20.86	9.37
MAGOFFIN	4.69	4.25	8.02	4.44	9.09	4.56
MARION	6.83	6.67	15.30	8.31	18.09	7.01
MARSHALL	5.76	5.86	18.63	5.97	20.73	5.88
MARTIN	4.02	3.30	6.92	3.29	8.57	3.77
MASON	9.57	10.81	20.19	12.31	22.32	10.21
MEADE	7.75	6.29	19.23	7.14	22.13	7.31
MENIFEE	3.20	3.79	6.27	6.00	7.29	3.40
MERCER	3.37	7.72	18.75	9.02	19.93	6.58
METCALFE	2.22	1.87	6.11	2.70	7.10	2.23
MONROE	2.69	1.83	6.54	3.95	7.10	2.55
MONTGOMERY	6.17	6.73	15.10	9.69	16.60	6.33
MORGAN	5.19	4.85	10.14	4.61	11.35	5.19
MUHLENBERG	5.84	6.52	15.17	7.26	15.48	6.17
NELSON	6.98	7.69	18.56	7.07	20.16	7.30
NICHOLAS	3.11	2.50	8.18	2.76	10.58	3.07
OHIO	4.47	4.08	12.59	3.86	15.03	4.49
OLDHAM	5.90	5.51	19.26	7.89	21.02	5.62
OWEN	3.32	3.77	12.65	3.97	13.89	3.59
OWSLEY	3.01	3.47	5.69	4.17	7.49	3.15
PENDLETON	5.10	4.46	16.09	5.50	18.78	5.11
PERRY	6.91	7.19	11.56	7.10	12.56	7.02
PIKE	5.83	5.68	10.05	6.56	12.07	5.73
POWELL	5.01	5.27	10.85	5.03	12.14	5.06
PULASKI	6.01	7.34	15.95	8.71	17.16	6.44
ROBERTSON	1.53	2.16	10.09	2.16	10.42	1.79
ROCKCASTLE	5.80	5.31	10.61	8.43	12.76	5.79
ROWAN	8.00	10.14	17.87	9.79	17.56	8.59
RUSSELL	2.54	2.62	6.22	2.89	6.91	3.61
SCOTT	7.43	7.85	18.04	8.58	19.87	7.66
SHELBY	7.52	8.29	20.97	9.35	22.52	7.94
SIMPSON	5.46	6.37	15.80	6.87	17.20	5.87
SPENCER	3.87	3.08	8.46	4.53	9.73	3.71
TAYLOR	6.39	7.89	19.07	7.78	20.21	6.89
TODD	3.79	4.20	11.07	4.80	11.34	4.08
TRIGG	7.21	6.32	20.24	10.02	24.87	7.29
TRIMBLE	3.59	4.25	11.52	4.41	11.49	3.84
UNION	3.44	5.90	4.01	8.34	3.27	4.46
WARREN	10.60	13.95	27.67	16.15	27.44	11.59
WASHINGTON	5.59	5.06	13.88	6.64	16.63	5.69
WAYNE	4.68	6.43	11.35	7.19	11.35	5.22
WEBSTER	6.07	5.62	14.14	6.35	16.22	6.26
WHITLEY	7.98	9.30	16.83	11.52	18.40	8.48
WOLFE	5.32	5.07	8.47	14.12	9.26	5.37
WOODFORD	6.99	7.64	18.84	8.03	23.84	7.18
TOTAL	7.45	8.56	17.75	8.97	19.18	7.89

TABLE 23. COUNTIES WITH HIGHEST ACCIDENT RATES BY DRIVER AGE AND SEX

DRIVER CATEGORY	POPULATION CATEGORY	COUNTIES WITH HIGHEST ACCIDENT RATE	NUMBER OF ACCIDENTS (1977-1978)	ANNUAL ACCIDENT RATE (ACCIDENTS PER MILLION VEHICLE MILES
MALE	UNDER 10,000	CARROLL	1059	8.98
		TRIGG	904	7.21
		GALLATIN	384	6.96
	10,000 TO 19,999	MASON	2091	9.57
		GRANT	1286	8.26
		ROWAN	1582	8.00
	20,000 TO 49,999	BOONE	5950	11.33
		HENDERSON	4940	9.37
		MADISON	4866	8.86
	50,000 TO 100,000	WARREN	8715	10.60
		DAVIESS	9788	9.48
	OVER 100,000	KENTON	17028	10.50
FEMALE	UNDER 10,000	CARROLL	380	8.84
		TRIGG	291	6.32
		CRITTENDEN	241	5.44
	10,000 TO 19,999	MASON	869	10.81
		ROWAN	745	10.14
		SHELBY	858	8.29
	20,000 TO 49,999	BOONE	2827	12.81
		HENDERSON	2368	11.07
		MADISON	2309	10.58
	50,000 TO 100,000	WARREN	4600	13.95
		BOYD	2994	10.28
	OVER 100,000	KENTON	7445	11.43
16-19 YEARS MALE FEMALE	UNDER 10,000	CARROLL	263	8.84
		TRIGG	232	6.32
		GALLATIN	88	5.44
	10,000 TO 19,999	GRANT	387	26.65
		SHELBY	560	20.9
		MASON	460	20.19
	20,000 TO 49,999	BOONE	1856	31.54
		HENDERSON	1540	27.70
		CALLOWAY	805	22.27
	50,000 TO 100,000	WARREN	2609	27.67
		DAVIESS	3213	26.74
	OVER 100,000	KENTON	4553	25.53

TABLE 23. (CON.)

DRIVER CATEGORY	POPULATION CATEGORY	COUNTIES WITH HIGHEST ACCIDENT RATE	NUMBER OF ACCIDENTS (1977-1978)	ANNUAL ACCIDENT RATE (ACCIDENTS PER MILLION VEHICLE MILES
	OVER 100,000	KENTON	4553	25.53
65 AND OLDER	UNDER 10,000	WOLFE	37	14.12
		TRIGG	124	10.02
		CARROLL	93	9.96
	10,000 TO 19,999	GREEN	105	13.57
		MASON	222	12.31
		ANDERSON	113	9.91
	20,000 TO 49,999	BOONE	373	14.87
		HENDERSON	479	12.81
		FRANKLIN	392	12.12
	50,000 TO 100,000	WARREN	807	16.15
		DAVIESS	902	13.50
	OVER 100,000	FAYETTE	1604	13.13
16-19 MALES	UNDER 10,000	CARROLL	200	25.32
		TRIGG	185	24.87
		LIVINGSTON	131	20.15
	10,000 TO 19,999	GRANT	288	31.10
		WOODFORD	329	23.84
		SHELBY	391	22.52
		ANDERSON	189	22.39
		MASON	338	22.32
		MEADE	305	22.13
	20,000 TO 49,999	BOONE	1293	33.88
		HENDERSON	1045	29.08
		FRANKLIN	710	23.97
	50,000 TO 100,000	DAVIESS	2204	28.40
		WARREN	1687	27.44
	OVER 100,000	KENTON	3275	28.33

TABLE 24. SUMMARY OF DRIVER RECORDS BY COUNTY
(1/1/78 THROUGH 12/31/79)

COUNTY	DRIVERS SUSPENDED	DRIVERS ON PROBATION	SPEEDING VIOLATIONS	RECKLESS DRIVING	STOP VIOLATIONS	ALCOHOL VIOLATIONS	TOTAL VIOLATIONS	TOTAL POINTS ACCUMULATED
ADAIR	168	17	516	117	31	90	971	2250
ALLEN	129	12	370	63	47	80	707	1823
ANDERSON	125	22	837	108	69	95	1372	3425
BALLARD	112	11	541	68	82	75	917	2640
BARREN	463	30	1646	273	123	327	3020	6275
BATH	92	6	407	91	32	72	739	1514
BELL	464	16	1420	135	113	193	2640	6254
BOONE	442	104	3711	319	439	312	5646	15175
BOURBON	186	40	1256	197	209	154	2181	5882
BOYD	500	62	2882	350	586	269	4836	13693
BOYLE	299	49	1616	136	166	224	2632	6670
BRACKEN	40	6	308	68	36	35	549	1505
BREATHITT	141	6	435	71	32	63	799	1696
BRECKENRIDGE	121	17	785	135	65	86	1281	3703
BULLITT	215	35	1665	315	442	156	3048	8281
BUTLER	123	15	623	147	41	80	1080	2468
CALDWELL	169	13	777	102	104	115	1371	3421
CALLOWAY	260	22	1832	281	184	95	2886	8263
CAMPBELL	806	165	7751	723	1474	634	12140	31933
CARLISLE	37	4	280	30	31	29	432	1314
CARROLL	139	13	550	68	74	92	959	2388
CARTER	228	31	1173	228	100	96	2070	4981
CASEY	189	17	551	128	29	130	1167	2845
CHRISTIAN	1010	66	4305	441	701	330	6818	18122
CLARK	303	38	1670	185	198	194	2776	6966
CLAY	304	15	788	231	49	88	1577	3169
CLINTON	107	9	391	71	12	125	769	1722
CRITTENDEN	117	13	798	83	49	84	1238	3442
CUMBERLAND	93	6	307	82	13	49	608	1421
DAVIESS	812	72	6566	591	904	764	10141	24336
EDMONSON	78	7	330	60	35	66	621	1499
ELLIOT	60	4	244	60	19	24	461	1149
ESTILL	168	7	646	117	86	110	1213	2963
FAYETTE	2969	382	19454	1642	4447	866	32162	84492
FLEMING	78	11	553	87	54	77	922	2563
FLOYD	405	25	1104	138	54	121	1998	4637
FRANKLIN	550	65	3561	507	509	421	5915	14725
FULTON	117	5	376	49	65	65	745	1943
GALLATIN	50	4	286	29	18	24	437	1174
GARRARD	111	11	485	66	67	75	868	2141
GRANT	143	21	680	101	56	86	1137	2765
GRAVES	306	16	1618	329	227	146	2885	7703
GRAYSON	177	40	879	188	77	137	1600	4208
GREEN	67	11	404	93	18	26	623	1835
GREENUP	395	45	2377	313	323	128	3670	10927
HANCOCK	61	7	397	40	34	57	623	1600
HARDIN	1199	135	4212	424	637	456	7056	18510
HARLAN	568	41	1995	281	160	275	3669	9665
HARRISON	145	14	691	94	79	101	1149	2963
HART	173	11	625	116	52	125	1163	2600
HENDERSON	542	47	3301	416	731	391	5762	14215
HENRY	117	12	641	80	69	63	1006	2352
HICKMAN	69	10	349	40	41	48	582	1593
HOPKINS	660	61	3279	412	348	311	5454	12852
JACKSON	139	3	277	107	45	59	703	1489
JEFFERSON	8285	984	48114	7939	16548	2359	89298	249787
JESSAMINE	248	33	1588	157	349	155	2702	7076
JOHNSON	226	20	973	147	59	91	1702	4532
KENTON	1497	215	8660	1075	1652	870	14633	37574
KNOTT	133	8	257	53	21	43	560	1358

TABLE 24. (CON.)

COUNTY	DRIVERS SUSPENDED	DRIVERS ON PROBATION	SPEEDING VIOLATIONS	RECKLESS DRIVING	STOP VIOLATIONS	ALCOHOL VIOLATIONS	TOTAL VIOLATIONS	TOTAL POINTS ACCUMULATED
KNOX	554	48	2075	195	109	219	3389	8049
LAUREL	103	10	515	73	42	74	849	2086
LAUREL	562	48	1857	204	120	262	3297	7164
LAWRENCE	133	17	555	93	45	69	1030	2754
LEE	97	6	275	48	45	102	675	1323
LESLIE	127	4	427	95	34	45	756	1531
LETCHER	286	14	941	138	61	151	1704	4179
LEWIS	100	13	531	88	38	59	929	2569
LINCOLN	239	16	876	97	73	134	1534	3726
LIVINGSTON	132	15	787	107	54	77	1303	3580
LOGAN	191	19	964	456	97	70	1773	5654
LYON	58	6	332	78	30	27	563	1573
MC CRACKEN	1040	63	4049	528	1030	372	7417	19515
MC CREARY	179	7	549	82	31	116	1077	2473
MC LEAN	65	12	877	62	61	75	1208	3478
MADISON	767	63	3153	341	577	406	5611	12941
MAGOFFIN	174	12	559	188	20	33	1096	2809
MARION	108	14	676	229	69	54	1225	3443
MARSHALL	237	23	1930	295	165	114	3011	8002
MARTIN	111	8	408	88	46	82	791	2184
MASON	122	17	669	138	67	54	1163	3325
MEADE	138	18	683	114	105	90	1245	3359
MENIFEE	50	4	131	50	8	46	327	714
MERCER	248	27	1308	106	126	224	2169	5114
METCALFE	69	6	337	67	19	48	604	1320
MONROE	84	4	259	90	17	67	553	1275
MONTGOMERY	220	28	887	226	83	165	1732	3743
MORGAN	99	5	291	86	21	44	566	1400
MUHLENBURG	349	19	1636	224	100	151	2656	6885
NELSON	184	29	1606	257	225	219	2636	7258
NICHOLAS	78	9	343	54	24	73	635	1561
OHIO	217	13	1219	157	77	129	1900	4703
OLDHAM	170	37	1713	119	214	40	2369	5806
OWEN	56	12	392	45	49	63	677	1710
OWSLEY	57	0	171	36	22	67	385	851
PENDELTON	81	7	806	113	80	61	1205	3396
PERRY	367	12	1203	207	92	240	2209	4911
PIKE	648	34	2042	424	217	213	3771	9996
POWELL	115	4	429	63	20	49	727	1339
PULASKI	515	63	2394	306	290	310	4047	10614
ROBERTSON	10	0	64	19	11	13	128	340
ROCKCASTLE	147	21	708	93	56	121	1203	2622
ROWAN	326	30	997	113	128	220	1967	4015
RUSSELL	180	10	459	74	40	113	926	1994
SCOTT	251	20	1186	179	209	111	2077	5078
SHELBY	276	18	1568	200	217	135	2526	6026
SIMPSON	200	29	800	106	75	94	1299	3731
SPENCER	58	9	286	63	65	37	555	1493
TAYLOR	192	25	1009	239	67	50	1566	4338
TODD	143	12	602	181	45	41	1004	3070
TRIGG	66	7	579	73	42	58	878	2507
TRIMBLE	36	5	241	19	25	21	363	918
UNION	256	22	1057	159	180	119	1953	5386
WARREN	1060	72	4947	862	697	410	8288	20451
WASHINGTON	51	15	574	100	52	50	886	2575
WAYNE	135	8	569	118	44	117	1049	2620
WEBSTER	166	20	1001	142	97	105	1703	3945
WHITLEY	341	18	648	74	46	137	1246	2544
WOLFE	83	5	286	44	11	34	485	982
WOODFORD	192	20	1201	134	163	126	1939	5083

TABLE 25. VIOLATIONS, POINT ACCUMULATION, AND SUSPENSION RATES BY COUNTY (1978 AND 1979)

	TOTAL POINTS PER 100 LICENSED DRIVERS	ALCHOHOL VIOLATIONS PER 1,000 LICENSED DRIVERS	SPEED VIOLATIONS PER 1,000 LICENSED DRIVERS	SUSPENSIONS PER 1,000 LICENSED DRIVERS	TOTAL VIOLATIONS PER 1,000 LICENSED DRIVERS
ADAIR	27.3	10.9	62.5	20.4	117.7
ALLEN	21.3	9.4	43.3	15.1	82.7
ANDERSON	44.6	12.4	108.9	16.3	178.6
BALLARD	39.4	11.2	80.7	16.7	136.8
BARREN	30.2	15.7	79.2	22.3	145.3
BATH	26.6	12.6	71.5	16.2	129.8
BELL	32.3	10.0	73.2	23.9	136.2
BOONE	51.7	10.6	126.4	15.0	192.2
BOURBON	48.9	12.8	104.4	15.5	181.3
BOYD	34.9	6.9	73.5	12.8	165.5
BOYLE	40.3	13.5	97.5	18.0	158.8
BRACKEN	31.8	7.4	65.2	8.5	116.2
BREATHITT	21.1	7.8	54.0	17.5	99.4
BRECKINRIDGE	36.8	8.5	78.0	12.0	127.3
BULLITT	37.6	7.1	75.6	9.8	138.3
BUTLER	39.6	12.8	100.1	19.8	173.5
CALDWELL	35.6	12.0	80.8	17.6	142.6
CALLOWAY	40.6	4.7	90.1	12.8	142.0
CAMPBELL	57.8	11.5	140.3	14.6	219.7
CARLISLE	33.1	7.3	70.6	9.3	109.0
CARROLL	38.6	14.9	89.0	22.5	155.2
CARTER	37.9	7.3	89.2	17.3	157.4
CASEY	33.1	15.1	64.0	22.0	135.6
CHRISTIAN	44.7	8.1	106.2	24.9	168.2
CLARK	38.2	10.6	91.6	16.6	152.3
CLAY	30.9	8.6	76.7	29.6	153.6
CLINTON	33.5	24.3	76.1	20.8	149.7
CRITTENDEN	54.1	13.2	125.5	18.4	194.7
CUMBERLAND	34.0	11.7	73.5	22.3	145.5
DAVIESS	41.9	13.2	113.2	14.0	174.8
EDMONSON	24.5	10.8	53.9	12.7	101.4
ELLIOTT	33.4	7.0	70.9	17.4	133.9
ESTILL	36.1	13.4	78.8	20.5	147.9
FAYETTE	57.9	5.9	133.4	20.4	220.6
FLEMING	36.0	10.8	77.7	11.0	129.6
FLOYD	19.3	5.0	46.0	16.9	83.2
FRANKLIN	52.1	14.9	126.1	19.5	209.5
FULTON	28.7	9.6	55.5	17.3	110.0
GALLATIN	40.0	8.2	97.5	17.1	149.0
GARRARD	31.4	11.0	71.2	16.3	127.4
GRANT	33.1	10.3	81.5	17.1	136.2
GRAVES	32.4	6.1	68.0	12.9	121.3
GRAYSON	35.9	11.7	74.9	15.1	136.4
GREEN	28.3	4.0	62.3	10.3	96.1
GREENUP	43.8	5.1	95.3	15.8	147.2
HANCOCK	31.4	11.2	77.9	12.0	122.2
HARDIN	37.2	9.2	84.7	24.1	141.9
HARLAN	39.6	11.3	81.8	23.3	150.4
HARRISON	29.3	10.0	68.2	14.3	113.4
HART	28.3	13.6	67.9	18.8	126.4
HENDERSON	49.0	13.5	113.8	18.7	198.6
HENRY	29.4	7.9	80.2	14.6	125.9
HICKMAN	35.2	10.6	77.2	15.3	128.7
HOPKINS	42.9	10.4	109.4	22.0	182.0
JACKSON	25.3	10.0	47.0	23.6	119.3
JEFFERSON	50.3	4.8	96.9	16.7	179.9
JESSAMINE	45.7	10.0	102.6	16.0	174.5
JOHNSON	33.5	6.7	71.8	16.7	125.6
KENTON	42.3	9.8	97.5	16.9	164.8
KNOTT	15.3	4.8	28.9	15.0	63.0
KNOX	46.1	12.5	118.8	31.7	194.0
LARUE	27.1	9.6	66.9	13.4	110.2
LAUREL	34.5	12.6	89.3	27.0	158.6
LAWRENCE	37.7	9.4	75.9	18.2	140.9
LEE	31.6	24.4	65.8	23.2	161.4
LESLIE	24.0	7.0	66.8	19.9	118.3
LETCHER	25.2	9.1	56.7	17.2	102.7

TABLE 25. (CON.)

	TOTAL POINTS PER 100 LICENSED DRIVERS	ALCHOHOL VIOLATIONS PER 1,000 LICENSED DRIVERS	SPEED VIOLATIONS PER 1,000 LICENSED DRIVERS	SUSPENSIONS PER 1,000 LICENSED DRIVERS	TOTAL VIOLATIONS PER 1,000 LICENSED DRIVERS
LEWIS	33.7	7.7	69.6	13.1	121.8
LINCOLN	33.7	12.1	79.3	21.6	138.9
LIVINGSTON	58.9	12.7	129.6	21.7	214.5
LOGAN	37.6	4.7	64.1	12.7	117.8
LYON	40.2	6.9	84.9	14.8	144.0
MCCRACKEN	40.7	7.8	84.5	21.7	154.7
MCCREARY	31.8	14.9	70.5	23.0	138.3
MCLEAN	49.7	10.7	125.3	9.3	172.5
MADISON	43.2	13.6	105.3	25.6	187.5
MAGOFFIN	44.5	5.2	88.5	27.6	173.6
MARION	34.5	5.4	67.7	10.8	122.7
MARSHALL	44.4	6.3	107.1	13.1	167.0
MARTIN	33.3	12.5	62.2	16.9	120.6
MASON	28.9	4.7	58.2	10.6	101.1
MEADE	33.6	9.0	68.3	13.8	124.5
MENIFEE	26.1	16.8	47.8	18.3	119.4
MERCER	41.0	18.0	105.0	19.9	174.1
METCALFE	26.2	9.5	66.8	13.7	119.7
MONROE	18.0	9.4	36.5	11.8	78.0
MONTGOMERY	32.7	14.4	77.5	19.2	151.4
MORGAN	22.5	7.1	46.8	15.9	90.9
MUHLENBURG	34.2	7.5	81.3	17.3	132.0
NELSON	44.6	13.5	98.6	11.3	161.9
NICHOLAS	36.7	17.1	80.6	18.3	149.1
OHIO	34.2	9.4	88.7	15.8	138.3
OLDHAM	42.5	2.9	125.3	12.4	173.2
OWEN	33.8	12.5	77.6	11.1	134.0
OWSLEY	29.9	23.6	60.1	20.4	135.4
PENDELTON	51.1	9.2	121.4	12.2	181.5
PERRY	28.0	13.7	68.6	20.9	126.0
PIKE	23.4	5.0	47.9	15.2	88.4
POWELL	22.2	8.1	71.3	19.1	120.7
PULASKI	39.5	11.5	89.2	19.2	150.7
ROBERTSON	23.9	9.1	45.0	7.0	90.0
ROCKCASTLE	33.2	15.3	89.7	18.6	152.3
ROWAN	38.4	21.0	95.4	31.2	188.2
RUSSELL	25.2	14.3	58.0	22.7	117.0
SCOTT	37.9	8.3	88.4	18.7	154.8
SHELBY	42.6	9.5	110.8	19.5	178.5
SIMPSON	38.0	9.6	81.5	20.4	132.4
SPENCER	37.4	9.3	71.6	14.5	138.9
TAYLOR	34.6	4.0	80.4	15.3	124.7
TODD	43.9	5.9	86.1	20.5	143.6
TRIGG	38.0	8.8	87.8	10.0	133.2
TRIMBLE	24.1	5.5	63.3	9.5	95.3
UNION	32.8	7.2	64.3	15.6	118.9
WARREN	45.5	9.1	109.9	23.6	184.2
WASHINGTON	39.3	7.6	87.7	7.8	135.4
WAYNE	29.0	12.9	62.9	14.9	116.0
WEBSTER	40.2	10.7	102.0	16.9	173.5
WHITLEY	15.5	8.3	39.4	20.7	75.8
WOLFE	26.8	9.3	78.1	22.7	132.4
WOODFORD	43.0	10.7	101.6	16.2	164.0
STATE AVERAGE	35.6	10.3	81.5	17.3	160.4

TABLE 26. VIOLATION, POINT ACCUMULATION, AND SUSPENSION RATES BY COUNTY POPULATION GROUPS (1978 AND 1979)

POPULATION GROUP	LICENSED DRIVERS	TOTAL POINTS PER 100 LICENSED DRIVERS	ALCOHOL VIOLATIONS PER 1,000 LICENSED DRIVERS	SPEED VIOLATIONS PER 1,000 LICENSED DRIVERS	SUSPENSIONS PER 1,000 LICENSED DRIVERS	PERCENT OF ACCIDENTS INVOLVING SPEEDING	PERCENT OF ACCIDENTS INVOLVING ALCOHOL	TOTAL VIOLATIONS PER 1,000 LICENSED DRIVERS
UNDER 10,000	131,435	34.3	11.9	77.7	16.3	16	8	136.8
10,000-19,999	449,771	32.6	13.7	74.2	17.0	14	7	135.8
20,000-49,999	625,993	38.5	9.9	90.5	18.6	16	7	153.2
50,000-100,000	378,351	41.4	9.1	97.1	18.7	8	6	159.8
OVER 100,000	731,132	50.9	5.6	104.3	17.4	6	5	186.1

TABLE 27. COUNTIES WITH HIGHEST VIOLATION, POINT ACCUMULATION, AND SUSPENSION RATES (1978 AND 1979)

COUNTY	TOTAL POINTS PER 100 LICENSED DRIVERS	COUNTY	ALCOHOL VIOLATIONS PER 1,000 LICENSED DRIVERS	COUNTY	SPEED VIOLATIONS PER 1,000 LICENSED DRIVERS	COUNTY	SUSPENSIONS PER 1,000 LICENSED DRIVERS	COUNTY	TOTAL VIOLATIONS PER 1,000 LICENSED DRIVERS
LIVINGSTON	58.9	LEE	24.4	CAMPBELL	140.3	KNOX	31.7	FAYETTE	220.6
FAYETTE	57.9	CLINTON	24.3	FAYETTE	133.4	ROWAN	31.2	CAMPBELL	219.7
CAMPBELL	57.8	OWSLEY	23.6	LIVINGSTON	129.6	CLAY	29.6	LIVINGSTON	214.5
CRITTENDEN	54.1	ROWAN	21.0	BOONE	126.4	MAGOFFIN	27.6	FRANKLIN	209.5
FRANKLIN	52.1	MERCER	18.0	FRANKLIN	126.1	LAUREL	27.0	HENDERSON	198.6
BOONE	51.7	NICHOLAS	17.1	CRITTENDEN	125.5	MADISON	25.6	CRITTENDEN	194.7
PENDLETON	51.1	MENIFEE	16.8	MCLEAN	125.3	CHRISTIAN	24.9	KNOX	194.0
JEFFERSON	50.3	BARREN	15.7	OLDHAM	125.3	HARDIN	24.1	BOONE	192.2
MCLEAN	49.7	ROCKCASTLE	15.3	PENDLETON	121.4	BELL	23.9	ROWAN	188.2
HENDERSON	49.0	CASEY	15.1	KNOX	118.8	JACKSON	23.6	MADISON	187.5
BOURBON	48.9	CARROLL	14.9	HENDERSON	113.8	WARREN	23.6	HOPKINS	182.0
KNOX	46.1	FRANKLIN	14.9	DAVIESS	113.2	HARLAN	23.3	PENDLETON	181.5

TABLE 28. COUNTIES WITH LOWEST VIOLATION, POINT ACCUMULATION, AND SUSPENSION RATES (1978 AND 1979)

COUNTY	TOTAL POINTS PER 100 LICENSED DRIVERS	COUNTY	ALCOHOL VIOLATIONS PER 1,000 LICENSED DRIVERS	COUNTY	SPEED VIOLATIONS PER 1,000 LICENSED DRIVERS	COUNTY	SUSPENSIONS PER 1,000 LICENSED DRIVERS	COUNTY	TOTAL VIOLATIONS PER 1,000 LICENSED DRIVERS
KNOTT	15.3	OLDHAM	2.9	KNOTT	28.9	ROBERTSON	7.0	KNOTT	63.0
WHITLEY	15.5	GREEN	4.0	MONROE	36.5	WASHINGTON	7.8	WHITLEY	75.8
MONROE	18.0	TAYLOR	4.0	WHITLEY	39.4	BRACKEN	8.5	MONROE	78.0
FLOYD	19.3	CALLOWAY	4.7	ALLEN	43.3	CARLISLE	9.3	ALLEN	82.7
BREATHITT	21.1	LOGAN	4.7	ROBERTSON	45.0	MCLEAN	9.3	FLOYD	83.2
ALLEN	21.3	MASON	4.7	FLOYD	46.0	TRIMBLE	9.5	PIKE	88.4
POWELL	22.2	JEFFERSON	4.8	MORGAN	46.8	BULLITT	9.8	ROBERTSON	90.0
MORGAN	22.5	KNOTT	4.8	JACKSON	47.0	TRIGG	10.0	MORGAN	90.9
PIKE	23.4	FLOYD	5.0	MENIFEE	47.8	GREEN	10.3	TRIMBLE	95.3
ROBERTSON	23.9	PIKE	5.0	PIKE	47.9	MASON	10.6	GREEN	96.1
LESLIE	24.0	GREENUP	5.1	EDMONSON	53.9	MARION	10.8	BREATHITT	99.4
EDMONSON	24.5	MAGOFFIN	5.2	BREATHITT	54.0	FLEMING	11.0	MASON	101.1

TABLE 29. COUNTIES WITH ACCIDENT RATES ABOVE CRITICAL AND TOTAL VIOLATION RATE BELOW AVERAGE*

POPULATION CATEGORY	COUNTY	NUMBER OF ACCIDENTS (1978)	ACCIDENT RATE (ACCIDENTS PER 100 MVM)	TOTAL VIOLATIONS PER 1,000 LICENSED DRIVERS
UNDER 10,000	TRIGG	421	416	133.2
	HANCOCK	189	341	122.2
10,000-19,999	MASON	1,095	863	101.1
	MARION	620	732	122.7
	HARRISON	595	665	113.4
	TAYLOR	677	597	124.7
	UNION	653	536	118.9
	WAYNE	441	491	116.0
	MEADE	642	452	124.5
	MORGAN	349	419	90.9
	GARRARD	327	418	127.4
20,000-49,999	CLARK	1,446	674	152.3
	PERRY	1,163	606	126.0
	CALLOWAY	1,095	582	142.0
	HARLAN	1.081	526	150.4
	GREENUP	1,137	508	147.2
	GRAVES	1,310	492	121.3
OVER 100,000	KENTON	8,183	826	164.8

* AVERAGE TOTAL VIOLATION RATES BY POPULATION CATEGORY ARE GIVEN IN TABLE 26.

TABLE 30. COUNTIES AND CITIES WITH A LARGE PERCENTAGE OF ACCIDENTS INVOLVING SPEEDING

POPULATION CATEGORY	COUNTIES AND CITIES WITH HIGH RATES	NUMBER OF SPEED-RELATED ACCIDENTS (1977-1978)	PERCENTAGE OF ACCIDENTS INVOLVING SPEEDING
COUNTIES			
UNDER 10,000	SPENCER*	72	28
	WOLFE	78	27
	LEE*	82	26
	ROBERTSON*	14	26
	ELLIOTT*	61	24
10,000-19,999	HENRY	220	33
	KNOTT*	172	30
	ROCKCASTLE	217	28
	LESLIE*	113	27
	BREATHITT*	175	26
20,000-49,999	LETCHER*	218	27
	OLDHAM	339	25
50,000-100,000	HARDIN*	737	15
	PIKE*	594	15
	CHRISTIAN	481	10
OVER 100,000	FAYETTE	1,370	6
	JEFFERSON*	5,005	6
CITIES			
1,000-2,499	GUTHRIE	3	50
	IRVINGTON	2	47
	MCROBERTS*	7	35
	MORTONS GAP	8	27
2,500-4,999	JENKINS*	14	35
	SCOTTSVILLE*	37	15
5,000-9,999	INDEPENDENCE*	75	13
	TAYLOR MILL*	18	7
	PARIS	39	6
	FORT MITCHELL*	43	6
10,000-19,999	FORT THOMAS	73	7
	RADCLIFF*	100	7
	ELIZABETHTOWN*	92	6
20,000-30,000	HOPKINSVILLE	159	4
100,000-200,000	LEXINGTON	1,259	5
OVER 200,000	LOUISVILLE*	4,359	6

* COUNTY HAS A SPEED VIOLATION RATE BELOW THE AVERAGE FOR ITS POPULATION CATEGORY OR CITY IN SUCH A COUNTY.

TABLE 31. COUNTIES AND CITIES WITH A LARGE PERCENTAGE OF ACCIDENTS INVOLVING ALCOHOL

POPULATION CATEGORY	COUNTIES AND CITIES WITH HIGH RATES	NUMBER OF ALCOHOL-RELATED ACCIDENTS (1977-1978)	PERCENTAGE OF ACCIDENTS INVOLVING ALCOHOL
COUNTIES			
UNDER 10,000	SPENCER*	39	15
	METCALFE*	32	14
	HICKMAN*	33	13
10,000-19,999	MCCREARY	65	14
	MONROE*	41	13
	RUSSELL	43	13
	MEADE*	150	12
20,000-49,999	HARLAN	254	10
	LETCHER*	78	10
	NELSON	181	9
	OLDHAM*	121	9
50,000-100,000	CHRISTIAN*	345	7
	HARDIN	360	7
	MCCRACKEN*	402	7
OVER 100,000	FAYETTE	1,623	7
	KENTON	1,095	6
CITIES			
1,000-2,499	VAN LEAR*	12	21
	BENHAM	7	20
	UNIONTOWN*	5	13
	MORGANTOWN*	8	12
	MULDRAUGH*	31	12
2,500-4,999	OAK GRAVE*	39	13
	JENKINS*	5	13
	HICKMAN*	16	10
	CUMBERLAND	15	9
5,000-9,999	DAYTON	38	8
	PARIS	47	7
10,000-19,999	FORT THOMAS	82	7
	RICHMOND	160	6
	WINCHESTER	106	6
20,000-29,999	HOPKINSVILLE*	165	5
	FRANKFORT	148	5
	HENDERSON	170	5
30,000-100,000	COVINGTON	649	7
OVER 100,000	LEXINGTON	1623	7

* COUNTY HAS AN ALCOHOL VIOLATION RATE BELOW THE AVERAGE FOR ITS POPULATION CATEGORY OR CITY IN SUCH A COUNTY.

TABLE 32. DATA CONCERNING LICENSE RESTRICTIONS OR PHYSICAL DISABILITIES

PERCENTAGE OF DRIVERS WITH A LICENSE RESTRICTION	16
PERCENTAGE OF DRIVERS INVOLVED IN ALL ACCIDENTS WHO HAD A LICENSE RESTRICTION	11
PERCENTAGE OF DRIVERS INVOLVED IN FATAL ACCIDENTS WHO HAD A LICENSE RESTRICTION	10
TOTAL NUMBER OF ACCIDENTS IN WHICH A PHYSICAL DISABILITY WAS LISTED AS A CONTRIBUTING FACTOR*	556
PERCENTAGE OF ALL ACCIDENTS RELATED TO PHYSICAL DISABILITY	0.2
NUMBER OF FATAL ACCIDENTS IN WHICH A PHYSICAL DISABILITY WAS LISTED AS A CONTRIBUTING FACTOR*	6
PERCENTAGE OF FATAL ACCIDENTS RELATED TO PHYSICAL DISABILITY	0.4

* 1977 AND 1978 ACCIDENTS

TABLE 33. ACCIDENT SEVERITY AND SEATBELT USAGE (DRIVERS ONLY)

	PERCENT OF OCCUPANTS SUSTAINING A GIVEN INJURY	
TYPE OF INJURY	NOT WEARING SEATBELT	WEARING SEATBELT
FATAL	.23	.05
INCAPACITATING	2.05	.99
NON-INCAPACITATING	4.14	3.34
POSSIBLE INJURY	4.32	4.57

TABLE 34. SAFETY EQUIPMENT USAGE SUMMARY
BY COUNTY POPULATION GROUPS

POPULATION CATEGORY	AVERAGE USAGE (PERCENT)	COUNTIES WITH LOWEST USAGE RATES	RATE (PERCENT DRIVERS USING SAFETY EQUIPMENT)	COUNTIES RECOMMENDED FOR TRIAL PUBLICITY CAMPAIGNS
UNDER 10,000	3.3	LEE	1.0	LEE
		CLINTON	1.2	CRITTENDEN
		OWSLEY	1.3	
		CARLISLE	1.5	
		CRITTENDEN	1.5	
		ELLIOTT	1.5	
10,000-19,999	3.5	ADAIR	1.1	ADAIR
		ALLEN	1.4	MASON
		JACKSON	1.4	
		CASEY	1.5	
		GREEN	1.6	
		CALDWELL	1.7	
		MASON	1.8	
20,000-49,999	4.4	LETCHER	1.6	LETCHER
		CLAY	1.9	JESSAMINE
		JESSAMINE	2.0	
50,000-100,000	4.3	MCCRACKEN	2.6	MCCRACKEN
		PIKE	3.2	
OVER 100,000	12.2	KENTON	6.4	KENTON

TABLE 35. USE OF CHILD RESTRAINTS

AGE (YEARS)	SAFETY EQUIPMENT USED	INJURY: FATAL	INCAPACITATING	NON-INCAPACITATING	POSSIBLE INJURY	NONE DETECTED	TOTAL
LESS THAN 1	NONE	13	54	149	253	2600	3069
	SEATBELT	0	1	3	5	102	111
	CHILD RESTRAINT	0	8	18	32	223	281
1	NONE	7	78	249	343	4678	5355
	SEATBELT	0	1	8	13	217	239
	CHILD RESTRAINT	2	2	9	18	292	323
2	NONE	10	90	347	389	5697	6533
	SEATBELT	1	0	3	5	182	191
	CHILD RESTRAINT	1	3	5	3	75	87
3	NONE	14	106	343	383	5554	6400
	SEATBELT	0	1	4	6	139	150
	CHILD RESTRAINT	0	0	0	3	24	27
4	NONE	7	97	347	414	5266	6131
	SEATBELT	0	0	5	6	153	164
	CHILD RESTRAINT	0	0	1	2	14	17
5	NONE	13	100	331	372	5291	6107
	SEATBELT	0	0	4	17	149	170
	CHILD RESTRAINT	0	1	0	0	6	7
6	NONE	9	113	345	369	4531	5367
	SEATBELT	0	2	2	12	134	150
	CHILD RESTRAINT	0	0	0	0	0	0
TOTAL		77	657	2173	2645	35327	40879

TABLE 36. RELATIONSHIP BETWEEN AGE OF CHILD AND USE OF SAFETY EQUIPMENT

AGE	PERCENT USING SAFETY EQUIPMENT*
LESS THAN 1	11.6
1	9.5
2	4.1
3	2.7
4	2.9
5	2.8
6	2.7

* BASED ON ACCIDENT DATA FOR 1976-1978

TABLE 37. CHANGE IN USAGE OF SAFETY EQUIPMENT BY CHILDREN FROM 1976 TO 1978

	PERCENT USING SAFETY EQUIPMENT		
AGE	1976	1977	1978
1 OR YOUNGER*	8.9	10.2	11.5
2-6**	3.1	3.1	2.9

* PRIMARILY CHILD RESTRAINT
** PRIMARILY SEATBELT

TABLE 38. SUMMARY OF SPEED MONITORING PROGRAM FOR 1979

HIGHWAY TYPE	MILES	NUMBER OF LOCATIONS MONITORED	NUMBER OF VEHICLES MEASURED	DURATION OF MEASUREMENT (HOURS)	AVERAGE SPEED (MPH)	MEDIAN SPEED (MPH)	85TH PERCENTILE SPEED (MPH)	PERCENT OF MOTORISTS EXCEEDING 55 MPH	60 MPH	65 MPH
INTERSTATE, URBAN	81	7	2927	14.0	54.8	54.8	60.1	45.0	13.2	2.1
INTERSTATE, RURAL	552	12	4990	24.0	59.4	59.2	64.5	76.1	39.5	12.2
MULTI-LANE, DIVIDED	892	25	9978	50.0	57.9	58.1	63.7	66.7	33.3	10.9
TWO-LANE, RURAL	22551	34	12777	68.0	52.1	52.3	58.2	29.4	10.1	2.6
STATE TOTAL	24076	78	30672	156.0	52.1	52.7	58.6	31.9	11.6	3.2

TABLE 39. COUNTIES AND CITIES WITH HIGH ACCIDENT RATES FOR PEDESTRIANS

POPULATION CATEGORY	COUNTIES AND CITIES WITH HIGH RATES	NUMBER OF PEDESTRIAN ACCIDENTS (1977-1978)	ANNUAL ACCIDENT RATE (ACCIDENTS PER 10,000 POP)
COUNTIES			
UNDER 10,000	LEE	8	5.5
10,000-19,999	ANDERSON	12	5.2
	HARRISON	15	5.1
	HENRY	11	4.7
20,000-49,999	HENDERSON	74	10.0
	BOONE	50	6.3
	BELL	40	5.9
	FRANKLIN	45	5.8
50,000-100,000	CAMPBELL	185	11.1
OVER 100,000	KENTON	276	10.6
CITIES			
1,000-2,499	WHITESBURG	5	18.5
	MULDRAUGH	4	15.3
	BEATTYVILLE	3	14.5
2,500-4,999	LUDLOW	12	12.6
	DAWSON SPRINGS	6	9.8
5,000-9,999	MOUNT STERLING	15	13.1
	CYNTHIANA	15	12.3
	PIKEVILLE	13	11.5
	DAYTON	16	10.2
10,000-19,999	FLORENCE	26	8.9
	MIDDLESBORO	21	8.9
20,000-29,999	NEWPORT	124	27.4
	HENDERSON	61	13.4
30,000-99,999	COVINGTON	194	21.8
100,000-200,000	LEXINGTON	327	8.8
OVER 200,000	LOUISVILLE	1,050	10.7

TABLE 40. PEDESTRIAN ACCIDENT INFORMATION

VARIABLE	CATEGORY	PERCENT OF TOTAL
SEX	MALE	62.4
	FEMALE	37.6
AGE	0-4	2.8
	5-9	24.0
	10-14	14.5
	15-24	20.7
	25-34	10.8
	35-44	6.2
	45-54	6.9
	55-64	5.6
	65-74	4.6
	75 & OLDER	4.0
LAND USE	RURAL	19.3
	BUSINESS	35.5
	RESIDENTIAL	39.8
	SCHOOL & PARK	5.1

TABLE 41. COUNTIES AND CITIES WITH HIGH ACCIDENT RATES FOR BICYCLES

POPULATION CATEGORY	COUNTIES AND CITIES WITH HIGH RATES	NUMBER OF BICYCLE ACCIDENTS (1977-1978)	ANNUAL ACCIDENT RATE (ACCIDENTS PER 10,000 POPULATION)
COUNTIES			
UNDER 10,000	CARROLL	7	4.0
10,000-19,999	UNION	10	3.0
	MARION	9	2.7
20,000-49,999	HENDERSON	30	4.0
50,000-100,000	DAVIESS	89	5.4
	CAMPBELL	68	4.1
OVER 100,000	KENTON	107	4.1
CITIES			
1,000-2,499	WURTLAND	1	8.3
	COLD SPRINGS	4	13.8
	UNIONTOWN	2	8.4
2,500-4,999	LUDLOW	7	7.3
	MORGANFIELD	5	7.0
5,000-9,999	BELLVUE	12	7.4
	FORT MITCHELL	8	5.6
10,000-19,999	ERLANGER	14	5.2
	MADISONVILLE	14	4.1
	MAYFIELD	8	4.0
20,000-29,999	NEWPORT	31	6.9
	HENDERSON	26	5.7
30,000-99,999	OWENSBORO	84	7.9
100,000-200,000	LEXINGTON	147	4.0
OVER 200,000	LOUISVILLE	446	4.6

TABLE 42. BICYCLE ACCIDENT INFORMATION

VARIABLE	CATEGORY	PERCENT OF TOTAL
SEX	MALE	76.8
	FEMALE	23.2
AGE	0-4	0.6
	5-9	22.0
	10-11	15.1
	12-13	17.9
	14-15	18.8
	16-19	12.6
	20 & OLDER	13.1
LAND USE	RURAL	14.9
	BUSINESS	27.5
	RESIDENTUAL	51.3
	SCHOOL & PARK	3.9

TABLE 43. COUNTIES AND CITIES WITH HIGH ACCIDENT RATES FOR MOTORCYCLES

POPULATION CATEGORY	COUNTIES AND CITIES WITH HIGH RATES	NUMBER OF MOTORCYCLE ACCIDENTS (1977-1978)	ANNUAL ACCIDENT RATE (ACCIDENTS PER 10,000 POPULATION)
COUNTIES			
UNDER 10,000	CARROLL	11	9.6
	BALLARD	14	8.2
10,000-19,999	MAGOFFIN	3	10.1
20,000-49,999	CARTER	17	9.8
	BOONE	65	8.2
	HENDERSON	59	7.9
	LAUREL	51	7.9
50,000-100,000	WARREN	121	9.3
	PIKE	51	8.7
OVER 100,000	JEFFERSON	977	7.0
CITIES			
1,000-2,499	GREENUP	4	16.0
	WESTWOOD	3	15.0
	BRANDENBURG	4	12.9
	DRY RIDGE	3	11.8
2,500-4,999	SHEPHERDSVILLE	10	15.0
	WILLIAMSBURG	10	12.6
	LONDON	10	11.8
5,000-9,999	HAZARD	11	9.8
10,000-19,999	RADCLIFF	38	16.0
	ELIZABETHTOWN	28	9.9
	FLORENCE	29	9.9
20,000-29,999	NEWPORT	37	8.2
	HENDERSON	37	8.1
30,000-99,999	BOWLING GREEN	89	12.3
100,000-200,000	LEXINGTON	257	6.9
OVER 200,000	LOUISVILLE	832	8.5

TABLE 44. MOTORCYCLE ACCIDENT DISTRIBUTION WITH AND WITHOUT HELMETS

VARIABLE	CATEGORY	PERCENT OF TOTAL
SAFETY EQUIPMENT USED	HELMET	54.1
	NO HELMET	45.9
INJURY WHEN WEARING HELMET	FATAL	3.3
	INCAPACITATING	29.6
	NON-INCAPACITATING	24.8
	POSSIBLE INJURY	18.1
	NONE	24.1
INJURY WHEN NOT WEARING HELMET	FATAL	2.2
	INCAPACITATING	24.8
	NON-INCAPACITATING	24.2
	POSSIBLE INJURY	15.8
	NONE	33.0

TABLE 45. COUNTIES WITH HIGH ACCIDENT RATES FOR SCHOOL BUSES

POPULATION CATEGORY	COUNTIES WITH HIGH RATES	NUMBER OF SCHOOL BUS ACCIDENTS (1977-1978)	ANNUAL ACCIDENT RATE (ACCIDENTS PER 10,000 POPULATION)
UNDER 10,000	GALLATIN	3	3.3
	MENIFEE	3	3.3
	LEE	4	2.8
10,000-19,999	MARION	12	3.7
	UNION	10	3.0
	BUTLER	6	2.9
20,000-49,999	CLARK	19	3.5
	NELSON	15	3.0
	LOGAN	13	2.9
50,000-100,000	DAVIESS	45	2.7
	BOYD	27	2.6
OVER 100,000	FAYETTE	97	2.5
	JEFFERSON	320	2.3

TABLE 46. SCHOOL BUS ACCIDENTS BY LOCATION AND HIGHWAY TYPE

VARIABLE	CATEGORY	PERCENT OF TOTAL
HIGHWAY TYPE	STATE	35.4
	FEDERAL	21.1
	LOCAL ROAD	15.2
	INTERSTATE	2.0
	LOCAL STREET	26.1
LAND USE	RURAL	43.2
	BUSINESS	21.3
	INDUSTRIAL	0.7
	RESIDENTIAL	20.8
	SCHOOL	14.3
	PARK	0.3
	PRIVATE PROPERTY	1.4

TABLE 47. COUNTIES WITH HIGH ACCIDENT RATES FOR COMMERCIAL BUSES

POPULATION CATEGORY	COUNTIES WITH HIGH ACCIDENT RATES	NUMBER OF ACCIDENTS* (1977-1978)	ANNUAL ACCIDENT RATE (PER 10,000 POPULATION)
UNDER 10,000	CLINTON	4	2.3
	LIVINGSTON	4	2.1
10,000-19,999	MASON	14	4.2
	ANDERSON	7	3.0
20,000-49,999	BOONE	24	3.0
	CLARK	15	2.7
	HENDERSON	19	2.6
50,000-100,000	CAMPBELL	60	3.4
OVER 100,000	JEFFERSON	923	6.6
	KENTON	163	6.3

* COMMERCIAL BUS ACCIDENTS

TABLE 48. COUNTIES WITH HIGH ACCIDENT RATES FOR COMBINATION TRUCKS

POPULATION CATEGORY	COUNTIES WITH HIGH ACCIDENT RATES	NUMBER OF ACCIDENTS* (1977-1978)	ANNUAL ACCIDENT RATE (PER 10,000 POPULATION)
UNDER 10,000	GALLATIN	42	46.0
	CARROLL	72	41.6
10,000-19,999	LAWRENCE	111	42.9
	GRANT	104	40.9
20,000-49,999	BOONE	431	54.3
50,000-100,000	BOYD	240	23.0
OVER 100,000	KENTON	565	21.7

*NUMBER OF COMBINATION TRUCK ACCIDENTS

TABLE 49. COUNTIES WITH HIGH ACCIDENT RATES FOR SINGLE-UNIT TRUCKS

POPULATION CATEGORY	COUNTIES WITH HIGH ACCIDENT RATES	NUMBER OF SU TRUCKS ACCIDENTS (1977-1978)	ANNUAL ACCIDENT RATE (PER 10,000 POPULATION)
UNDER 10,000	GALLATIN	40	87.9
	CARROLL	73	84.3
10,000-19,999	GRANT	133	104.6
	MASON	166	100.4
20,000-49,999	JOHNSON	312	140.5
	FLOYD	460	107.6
	PERRY	298	101.3
50,000-100,000	BOYD	533	102.3
	PIKE	678	92.3
OVER 100,000	JEFFERSON	9,354	134.0

TABLE 50. COUNTIES WITH HIGH ACCIDENT RATES FOR MOTOR VEHICLE ACCIDENTS INVOLVING RAILROAD TRAINS

POPULATION CATEGORY	COUNTIES WITH HIGH ACCIDENT RATES	NUMBER OF TRAIN ACCIDENTS (1977-1978)	ANNUAL ACCIDENT RATE (PER 10,000 POPULATION)
UNDER 10,000	CARROLL	9	10.4
10,000-19,999	WEBSTER	13	8.9
20,000-49,999	OLDHAM	11	5.3
50,000-100,000	DAVIESS	30	3.7
OVER 100,000	JEFFERSON	100	1.4

TABLE 51. COUNTIES WITH HIGH ACCIDENT RATES FOR EMERGENCY VEHICLES

POPULATION CATEGORY	COUNTIES WITH HIGH ACCIDENT RATES	NUMBER OF ACCIDENTS* (1977-1978)	ANNUAL ACCIDENT RATE (PER 10,000 POPULATION)
UNDER 10,000	GALLATIN	6	13.1
10,000-19,999	GRANT	11	8.6
20,000-49,999	FRANKLIN	26	6.7
50,000-100,000	WARREN	32	4.9
OVER 100,000	FAYETTE	69	3.5
	KENTON	46	3.5

* EMERGENCY VEHICLE ACCIDENTS.

TABLE 52. 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
JUNE 1978 - DECEMBER 1978 (7 MONTH PERIOD AFTER REPEAL OF INSPECTION LAW)	90,501	5,956	6.58
JUNE 1977 - DECEMBER 1977 (CORRESPONDING 7 MONTH PERIOD BEFORE REPEAL OF LAW)	88,297	5,296	6.00
OCTOBER 1976 - MAY 1978 (20 MONTHS BEFORE REPEAL OF LAW)	246,500	14,440	5.86

TABLE 53. NUMBERS AND PERCENTAGES OF ACCIDENTS INVOLVING FIXED OBJECTS*

TYPE OF FIXED OBJECT	NUMBER OF ACCIDENTS INVOLVED AS FIRST EVENT	PERCENT OF ALL ACCIDENTS	TOTAL NUMBER OF ACCIDENTS INVOLVED	NUMBER OF FATAL ACCIDENTS INVOLVED AS FIRST EVENT	PERCENT OF ALL FATAL ACCIDENTS
CUT-FILL-BANK	9005	3.0	14064	138	8.7
UTILITY POLE	5742	1.9	8273	43	2.7
TREE	4980	1.7	7822	148	9.3
FENCE	4329	1.4	7063	23	1.4
GUARD RAIL	3185	1.1	4740	56	3.5
BUILDING OR WALL	1900	0.6	3030	6	0.4
CULVERT-HEAD WALL	1550	0.5	2197	42	2.6
SIGN POST	1494	0.5	2605	13	0.8
BRIDGE	1252	0.4	1738	42	2.6
MEDIAN BARRIER	825	0.3	1363	3	0.2
CURBING	679	0.2	1584	7	0.4
FIRE HYDRANT	475	0.2	694	1	0.1
SNOW BANK	329	0.1	765	0	0.0
CRASH CUSHION	100	0.0	349	1	0.1
OTHER	2768	0.9	4173	19	1.2
ALL	38613	12.9	DNA	542	33.9

* ACCIDENTS IN 1977 AND 1978.

TABLE 54. STATEWIDE ACCIDENT RATES BY ROAD SURFACE CONDITION (1978 ACCIDENTS)

RURAL OR URBAN	HIGHWAY CLASSIFICATION	ACCIDENT RATES (ACCIDENTS PER 100MVM) DRY PAVEMENT	WET PAVEMENT	SNOWY OR ICY SURFACE
RURAL	ONE-LANE	280	604	793
	TWO-LANE	259	483	814
	FOUR-LANE,DIVIDED (NO ACCESS CONTROL)	151	251	654
	FOUR-LANE,UNDIVIDED	278	667	950
	INTERSTATE	48	80	436
	PARKWAY	64	94	429
	ALL RURAL	195	360	700
URBAN	TWO-LANE	616	1280	1812
	FOUR-LANE,DIVIDED (NO ACCESS CONTROL)	530	1200	1583
	FOUR-LANE,UNDIVIDED	755	1594	1966
	INTERSTATE	169	372	962
	PARKWAY	83	92	502
	ALL URBAN	428	914	1342

TABLE 55. COMPARISON OF DAYLIGHT AND DARKNESS ACCIDENT RATES (1978 ACCIDENTS)

RURAL OR URBAN	HIGHWAY CLASSIFICATION	AVERAGE DAILY TRAFFIC	TOTAL MILEAGE (STATEWIDE)	ACCIDENT RATES ACCIDENTS PER 100MVM) DAYLIGHT	DARKNESS
RURAL	ONE-LANE	260	384	343	362
	TWO-LANE	1240	21648	282	417
	FOUR-LANE,DIVIDED	9430	145	168	240
	FOUR-LANE,UNDIVIDED	9710	55	324	446
	INTERSTATE	17600	552	50	135
	PARKWAY	3630	604	62	158
	ALL	1750	23402	211	330
URBAN	TWO-LANE	6710	1038	682	1029
	FOUR-LANE,DIVIDED	18720	193	804	1217
	FOUR-LANE,UNDIVIDED	17580	176	849	1172
	INTERSTATE	42480	131	194	359
	PARKWAY	4780	43	70	233
	ALL	12330	1594	332	503

TABLE 56. COUNTIES WITH SHORTEST EMERGENCY SERVICES RESPONSE TIME

LAPSED TIME NOTIFIED TO ARRIVE

POPULATION CATEGORY	COUNTY	PERCENT OVER 20 MINUTES	PERCENT OVER 10 MINUTES	SUM (USED FOR RANKING)
UNDER 10,000	FULTON	8	18	26
	CARROLL	9	25	34
	CUMBERLAND	8	27	35
	HANCOCK	9	26	35
	CRITTENDEN	10	26	36
	POWELL	8	29	37
10,000-19,999	WOODFORD	3	14	17
	TAYLOR	5	17	22
	SCOTT	5	21	26
	WAYNE	8	18	26
20,000-49,999	FRANKLIN	5	16	21
	HENDERSON	4	18	22
	CLARK	5	19	24
	CALLOWAY	7	18	25
	BOYLE	6	20	26
50,000-100,000	CAMPBELL	1	6	7
	DAVIESS	3	10	13
OVER 100,000	KENTON	3	9	12

LAPSED TIME OCCURRED TO CLEAR

POPULATION CATEGORY	COUNTY	PERCENT OVER 60 MINUTES	PERCENT OVER 30 MINUTES	SUM (USED FOR RANKING)
UNDER 10,000	FULTON	21	39	60
	CARROLL	21	43	64
	CUMBERLAND	18	53	71
	HANCOCK	21	55	76
10,000-19,999	TAYLOR	9	32	41
	CALDWELL	12	30	42
	MASON	12	32	44
20,000-49,999	CALLOWAY	12	32	44
	BARREN	14	32	46
	LOGAN	12	34	46
	FRANKLIN	11	36	47
50,000-100,000	CAMPBELL	7	25	32
	DAVIESS	7	25	32
	WARREN	10	30	40
OVER 100,000	KENTON	8	27	35

TABLE 57. COUNTIES WITH LONGEST EMERGENCY SERVICES RESPONSE TIME

LAPSED TIME NOTIFIED TO ARRIVE

POPULATION CATEGORY	COUNTY	PERCENT OVER 20 MINUTES	PERCENT OVER 10 MINUTES	SUM (USED FOR RANKING)
UNDER 10,000	WOLFE	53	77	130
	ELLIOTT	51	73	124
	MENIFEE	44	70	114
	LIVINGSTON	38	69	107
10,000-19,999	LESLIE	47	76	123
	KNOTT	47	72	119
	MORGAN	45	62	107
20,000-49,999	LETCHER	30	65	95
	FLOYD	30	52	82
	CLAY	25	49	74
	HARLAN	26	47	73
50,000-100,000	PIKE	33	55	88
	HARDIN	10	24	34
OVER 100,000	FAYETTE	5	26	31
	JEFFERSON	4	22	26

LAPSED TIME OCCURRED TO CLEAR

POPULATION CATEGORY	COUNTY	PERCENT OVER 60 MINUTES	PERCENT OVER 30 MINUTES	SUM (USED FOR RANKING)
UNDER 10,000	WOLFE	68	98	162
	ELLIOTT	61	86	147
	MENIFEE	59	88	147
	SPENCER	61	84	145
	ROBERTSON	52	89	141
10,000-19,999	BREATHITT	60	89	149
	LESLIE	57	89	146
	MCLEAN	57	87	144
	HENRY	50	85	135
	MORGAN	56	78	134
20,000-49,999	LETCHER	66	85	151
	CARTER	43	70	113
	CLAY	39	73	112
	OLDHAM	38	73	111
	OHIO	36	73	109
50,000-100,000	PIKE	33	70	103
	HARDIN	22	49	71
	MCCRACKEN	14	50	64
OVER 100,000	FAYETTE	16	48	64
	JEFFERSON	9	50	59

TABLE 58. COUNTIES WITH HIGHEST PERCENTAGE OF FATAL AND INJURY ACCIDENTS

POPULATION CATEGORY	PERCENT FATAL AND INJURY ACCIDENTS (AVERAGE FOR ALL COUNTIES IN POPULATION CATEGORY)	COUNTY	PERCENT FATAL AND INJURY ACCIDENTS
UNDER 10,000	28.6	SPENCER	40
		CARLISLE	39
		EDMONSON	37
		ROBERTSON	36
10,000-19,999	25.2	MAGOFFIN	35
		LESLIE	34
		MCLEAN	34
		BREATHITT	33
		HART	33
		KNOTT	32
		MEADE	32
20,000-49,999	23.3	KNOX	32
		LETCHER	31
50,000-100,000	19.5	PIKE	26
		HARDIN	25
OVER 100,000	17.3	FAYETTE	20