KENTUCKY

TRAFFIC COLLISION FACTS

2018 REPORT

https://doi.org/10.13023/ktc.rr.2019.n01

NEW ONLINE TRAFFIC SAFETY DATA TOOL

KTSDS

Kentucky Traffic Safety Data Services

Do you need access to data or advice from a traffic safety expert? If you'd like to ask for help with your project, check out the Kentucky Traffic Data Services.

KTSDS.ktc.uky.edu

Commonwealth of Kentucky
OFFICE OF THE GOVERNOR

Matthew G. Bevin
Governor

700 Capitol Avenue
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Frankfort, KY 40601
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July 23, 2019

My Fellow Kentuckians:

The 2018 KENTUCKY TRAFFIC COLLISION FACTS report you hold in your hand is filled with information and statistics regarding auto accidents on our Commonwealth's roadways. It will inform you that 724 fatalities occurred in 2018; a decrease of about 7.4 percent.

However, the individuals involved in auto accidents are far more valuable than a mathematical statistic. The 724 Kentuckians who lost their lives in 2018 are husbands, wives, sons, and daughters who meant everything to their families.

Tragically, many of the fatalities could have been avoided by simply following some common sense rules:

- Always be alert, and observe speed limits.
- **Don't text while driving!**
- Always buckle up.
- And please do not operate a vehicle under the influence of any substance.

We can also hold our friends and family accountable to observe these safe practices. Often younger drivers and children are watching your example of safe driving. Take time to promote and demonstrate proper habits.

Statistics reflecting the safety and health of Kentucky citizens are not recorded here for purely academic reasons. They are a call to action for each of us. As drivers and passengers, we have an obligation to make our highways safer. Let's work together to stop tragedy before it strikes. United in this effort, we can make our roadways safer for all Kentuckians.

Sincerely,

Matthew G. Bevin
Governor

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MATTHEW G. BEVIN
GOVERNOR

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SECRETARY

RICHARD W. SANDERS
COMMISSIONER

The Honorable Matthew G. Bevin
Governor of Kentucky
The Capitol
Frankfort, Kentucky 40601

Dear Governor Bevin:

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

In adherence to this statute, the Kentucky State Police proudly presents the 2018 KENTUCKY TRAFFIC COLLISION FACTS report. This report provides a collection of statistical data, based on comprehensive evaluation and analysis of fatal, injury, and property damage collisions.

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

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

Respectfully submitted,

Richard W. Sanders
Commissioner

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

This Collision Facts Report would like to remember the

724

who were victims of fatal traffic collisions on public roads.

KENTUCKY
TRAFFIC COLLISION FACTS
2018

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Note: The Parking Lots / Private Property Section which used to be on page 49-58 have been removed.

Page numbers in this publication have changed from previous years.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

NOTE: Beginning with the 2000 Kentucky Traffic Collision Facts report, these statistics were tabulated under modified formats. Data from parking lots and private property are reported but summarized separately from collisions on public roads. Civilian report data are not included.

NOTE: Parking Lots/ Private Property has been removed from the publication. ***UNLESS OTHERWISE NOTED, THE DATA ARE FOR PUBLIC ROADS ONLY.*** Therefore, some data are not directly comparable to previous years.

COLLISION SUMMARY

2018 COLLISION SUMMARY

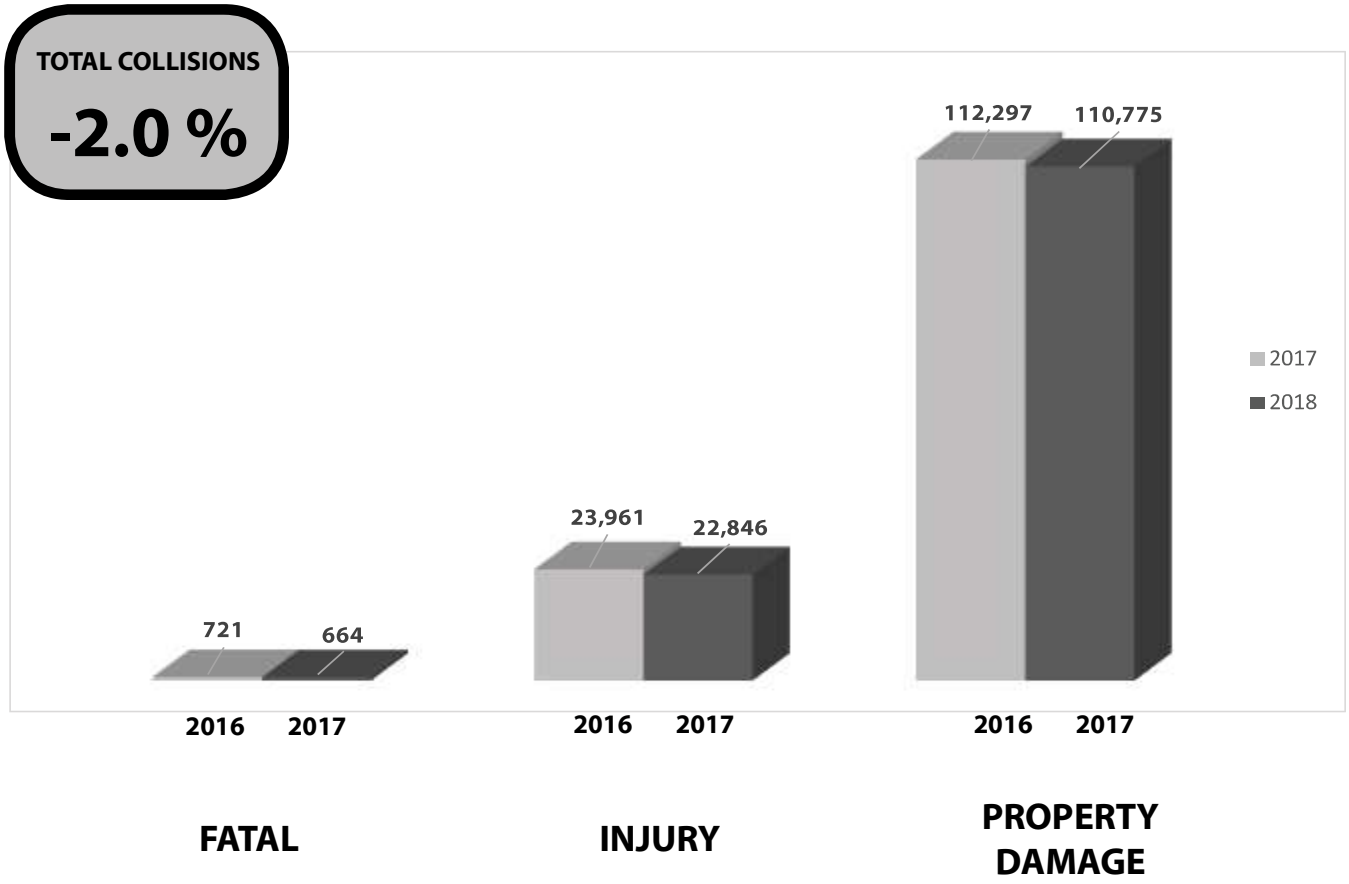
TYPE OF COLLISION REPORTED	2017	2018	CHANGE
FATAL (PUBLIC ROADS)	721	**664**	-7.9%
NONFATAL (PUBLIC ROADS)	23,961	**22,846**	-4.7%
PROPERTY DAMAGE ONLY (PUBLIC ROADS)	112,297	**110,775**	-1.4%
TOTAL REPORTED (PUBLIC ROADS)	136,979	**134,285**	-2.0%

FATAL (PARKING LOTS / PRIVATE PROPERTY)	17	**6**	-64.7%
NONFATAL (PARKING LOTS / PRIVATE PROPERTY)	772	**745**	-3.5%
PROPERTY DAMAGE (PARKING LOTS / PRIVATE PROPERTY)	23,913	**23,135**	-3.3%
TOTAL REPORTED (PARKING LOTS / PRIVATE PROPERTY)	24,702	**23,886**	-3.3%

TOTAL ALL REPORTED COLLISIONS	161,681	**158,171**	-2.2%
FATAL COLLISIONS (TOTAL)	738	**670**	-9.2%

NOTE: Beginning with the 2000 Kentucky Traffic Collision Facts report, these statistics were tabulated under modified formats. Data from parking lots and private property are reported but summarized separately from collisions on public roads. Civilian report data are not included.

Note the distinction between public roads and parking lots / private property.



DEATH AND INJURY SUMMARY

	2017	2018	CHANGE
PERSONS KILLED (Public Roads)	782	724	-7.4%
PERSONS KILLED (Parking Lots/Private Property)	17	6	-64.7%
PERSONS KILLED (Total)	799	730	-8.6%
PERSONS INJURED (Public Roads)	35,999	33,914	-5.8%
PERSONS INJURED (Parking Lots/Private Property)	896	860	-4.0%
PERSONS INJURED (Total)	36,895	34,774	-5.7%

FACTS: **APPROXIMATELY 1 OF EVERY 6,121 KENTUCKY RESIDENTS DIED AS A RESULT OF A FATAL TRAFFIC COLLISION ON A PUBLIC ROAD IN KENTUCKY. ABOUT 1 IN 128 KENTUCKY RESIDENTS WAS INJURED IN A TRAFFIC COLLISION IN KENTUCKY.***

APPROXIMATELY 1 OF EVERY 23 DRIVERS LICENSED IN KENTUCKY WAS INVOLVED IN A TRAFFIC COLLISION IN KENTUCKY. ABOUT 1 OF 5,461 KENTUCKY DRIVERS WAS INVOLVED IN A FATAL COLLISION.**

* Based on 4,468,402 population estimate for Kentucky in 2018 (www.census.gov/quickfacts/KY).
** Based on 3,287,732 licensed drivers in Kentucky in 2018 (including learner permit) and 134,285 total collisions.

A total of 782 persons were killed on public roads during 2018. The total number of traffic fatalities decreased 7.4%, with 58 less than the previous year.

33,914 persons were injured on public roads during 2018, a decrease of 5.8% the previous year.

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

TYPE INJURY	NUMBER	%
KILLED		
Public Roads	724	2.1%
Parking Lots/Private Property	6	0.7%
SUSPECTED MAJOR INJURY		
Public Roads	2,749	7.9%
Parking Lots/Private Property	76	8.8%
SUSPECTED MINOR INJURY		
Public Roads	12,003	34.7%
Parking Lots/Private Property	282	32.6%
POSSIBLE INJURY		
Public Roads	19,162	55.3%
Parking Lots/Private Property	502	58.0%
TOTAL		
Public Roads	34,638	
Parking Lots/Private Property	866	

TOTAL DEATH RATES
Deaths per 100 million miles traveled
Miles traveled in Kentucky in 2018 = 48.3 billion

		RATE	
YEAR	KILLED	KY +	U.S. ++
2009	791	**1.68**	**1.16**
2010	760	**1.58**	**1.15**
2011	721	**1.50**	**1.18**
2012	746	**1.58**	**1.23**
2013	638	**1.36**	**1.18**
2014	672	**1.40**	**1.16**
2015	761	**1.56**	**1.22**
2016	834	**1.70**	**1.25**
2017	782	1.67	**1.25**
2018	**724**	**1.50**	**1.24**

\+ KYTC Daily Vehicle Miles Traveled (DVMT) and Mileage Report (2017)
++ NHTSA Traffic Safety Facts (June 2017)
+++ NSC Motor Vehicle Fatality Estimates (2017)

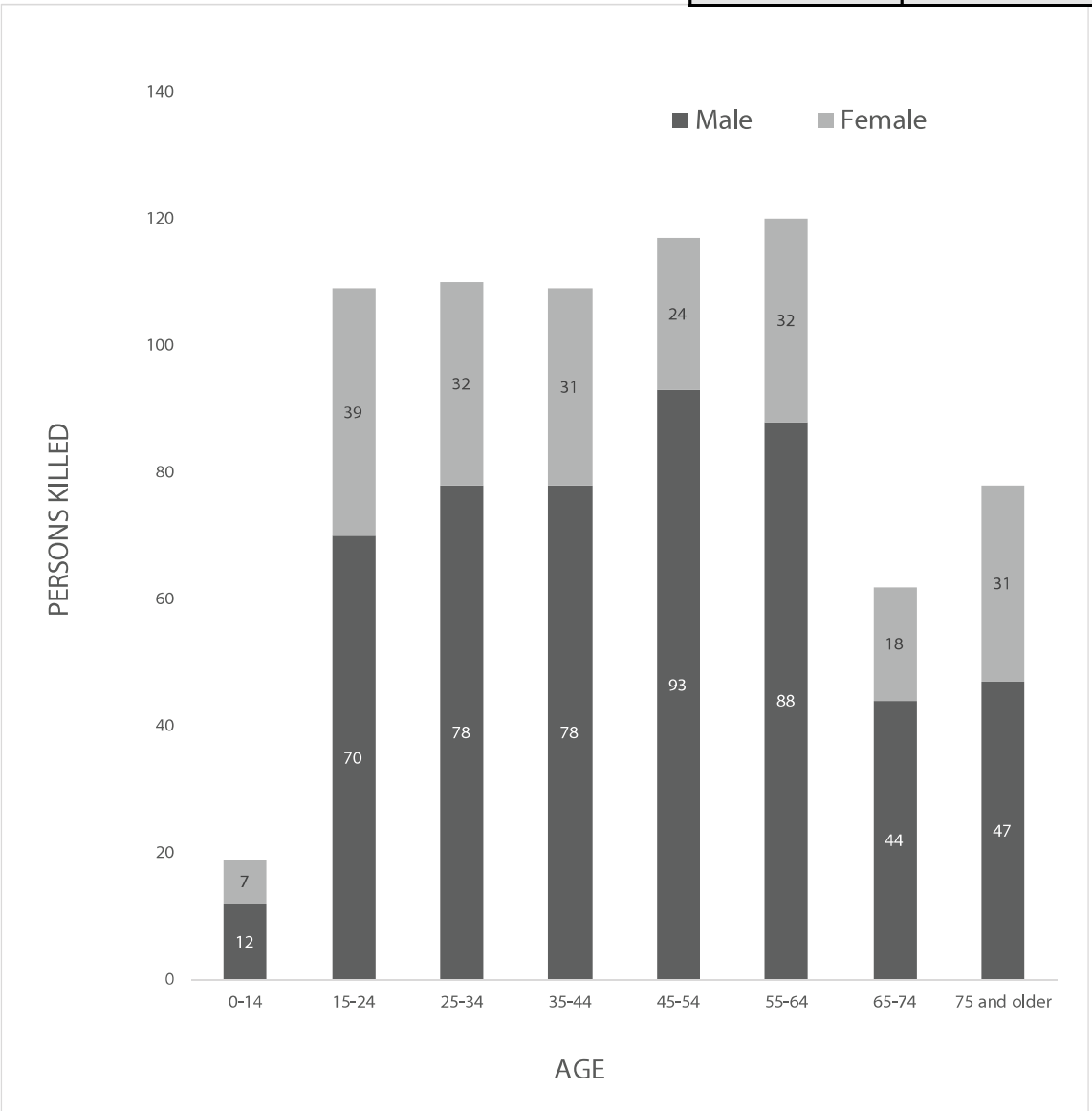
FATALITIES
BY AGE AND SEX

The number of persons killed in fatal collisions in 2018 is shown by age and sex in the chart below.

- There were **510** males versus **214** females killed.
- **15.1%** of all persons killed in traffic collisions were in the **15 to 24 year old age group**.

The percent of males or females killed in the given age group as a percentage of the total males or females killed is presented in the table to the right.

Age	Male	Female
0-14	2%	3%
15-24	14%	18%
25-34	15%	15%
35-44	15%	14%
45-54	18%	11%
55-64	17%	15%
65-74	9%	8%
75 and older	9%	14%



SEVERITY OF INJURY BY TYPE OF COLLISION

The chart below depicts the number of persons killed and injured, by severity of injury, with 11 categories of collisions.

As shown in the percentage column, collisions with moving motor vehicles (**67.0%**) and collisions with fixed objects (**19.4%**) account for most of (**~86%**) the fatalities and injuries during 2018.

TYPE OF COLLISION	TOTAL COLLISIONS	TYPE OF INJURY				% OF TOTAL OCCUPANTS KILLED OR INJURED	FATAL COLLISIONS
		(K) KILLED	(A) SUSPECTED SERIOUS INJURY	(B) SUSPECTED MINOR INJURY	(C) POSSIBLE INJURY		
COLLISION WITH MOVING VEHICLE	88,823	292	1,289	7,754	13,864	67.0	254
COLLISION WITH FIXED OBJECT	23,454	216	763	2,372	3,354	19.4	202
OTHER NON-COLLISION	4,918	79	303	722	698	5.2	74
COLLISION WITH PEDESTRIAN	1,024	79	170	372	320	2.7	78
NON-COLLISION OVERTURNED	1,210	22	124	307	345	2.3	22
COLLISION WITH OTHER OBJECT	1,511	12	9	93	154	0.8	10
COLLISION WITH PEDALCYCLIST	332	9	38	118	81	0.7	9
COLLISION WITH PARKED VEHICLE	6,752	7	25	136	160	0.9	7
COLLISION WITH DEER	3,073	3	8	45	82	0.4	3
COLLISION WITH OTHER ANIMAL	3,149	3	18	79	100	0.6	3
COLLISION WITH TRAIN	39	2	2	5	4	0.0	2
TOTALS	**134,285**	**724**	**2,749**	**12,003**	**19,162**	**100.0**	**664**

OCCURRENCE OF COLLISIONS BY TYPE

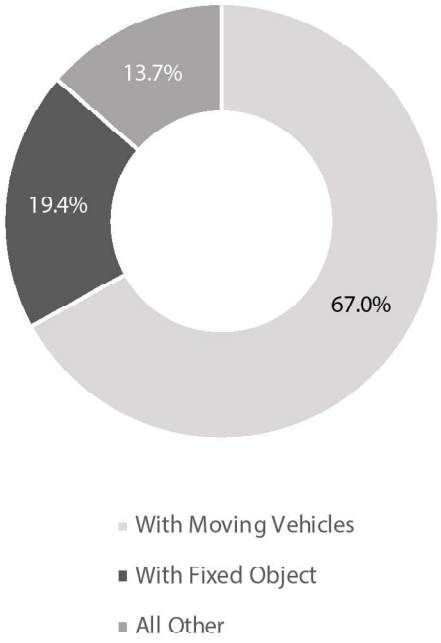
ALL COLLISIONS

~67.0% of all collisions reported during 2018 involved collisions between two or more moving vehicles (not in a parking lot).

~19.4% of all collisions involved collisions with fixed objects.

~13.7% of all collisions did not involve a collision with either a moving vehicle or a fixed object.

~6% were other types of collisions (vehicle with pedestrian, deer, pedalcyclist, etc.) while the remainder were non-collisions (vehicle overturning and other non-collisions).



FATAL COLLISIONS

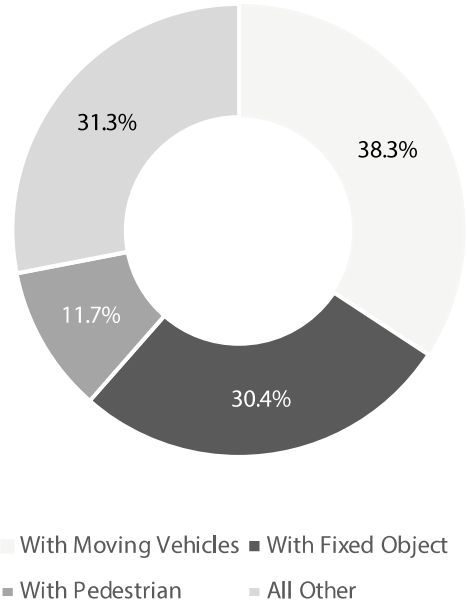
When looking at fatal collisions, the ratio among types of occurrences is different.

~38.3% of all fatal collisions involved a collision with another moving vehicle.

~30.4% of the fatal collisions reported involved collisions with fixed objects.

~12% of the fatal collisions reported involved pedestrians.

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



TYPES OF COLLISIONS

Collisions with other moving motor vehicles were responsible for ~66% of all collisions reported, and accounted for ~38% of all fatalities (persons killed).

Collisions with fixed objects accounted for ~17% of all collisions, but ~30% of fatalities.

COLLISIONS WITH PEDESTRIAN:

Total Collisons:	1,024
% of Total Collisions:	0.76
Persons Killed:	79
% of Total Fatalities:	10.91
# of Fatal Collisions:	78
% if All Fatal Collisions:	11.75

COLLISIONS WITH PEDALCYCLIST:

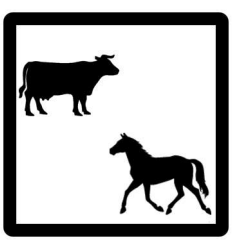
Total Collisons:	332
% of Total Collisions:	0.25
Persons Killed:	9
% of Total Fatalities:	1.24
# of Fatal Collisions:	9
% if All Fatal Collisions:	1.36

COLLISIONS WITH RAILWAY TRAIN:

Total Collisons:	39
% of Total Collisions:	0.03
Persons Killed:	2
% of Total Fatalities:	0.28
# of Fatal Collisions:	2
% if All Fatal Collisions:	0.30

COLLISIONS WITH DEER:

Total Collisons:	3,073
% of Total Collisions:	2.29
Persons Killed:	3
% of Total Fatalities:	0.41
# of Fatal Collisions:	3
% if All Fatal Collisions:	0.45



COLLISIONS WITH OTHER ANIMALS (excluding deer):

Total Collisons:	3,149
% of Total Collisions:	2.35
Persons Killed:	3
% of Total Fatalities:	0.41
# of Fatal Collisions:	3
% of All Fatal Collisions:	0.45

COLLISIONS WITH MOVING MOTOR VEHICLE:

Total Collisons:	88,823
% of Total Collisions:	66.15
Persons Killed:	292
% of Total Fatalities:	40.33
# of Fatal Collisions:	254
% if All Fatal Collisions:	38.25

COLLISIONS WITH FIXED OBJECT:

Total Collisons:	23,454
% of Total Collisions:	17.47
Persons Killed:	216
% of Total Fatalities:	29.83
# of Fatal Collisions:	202
% if All Fatal Collisions:	30.42

COLLISIONS WITH PARKED VEHICLE:

Total Collisons:	6,752
% of Total Collisions:	5.03
Persons Killed:	7
% of Total Fatalities:	0.97
# of Fatal Collisions:	7
% if All Fatal Collisions:	1.05

COLLISIONS WITH OTHER OBJECTS:

Total Collisons:	1,511
% of Total Collisions:	1.13
Persons Killed:	12
% of Total Fatalities:	1.66
# of Fatal Collisions:	10
% if All Fatal Collisions:	1.51

NON-COLLISION OVERTURNED:

Total Collisons:	1,210
% of Total Collisions:	0.90
Persons Killed:	22
% of Total Fatalities:	3.04
# of Fatal Collisions:	22
% if All Fatal Collisions:	3.31

NON-COLLISION OTHER:

Total Collisons:	4,918
% of Total Collisions:	3.66
Persons Killed:	79
% of Total Fatalities:	10.91
# of Fatal Collisions:	74
% if All Fatal Collisions:	11.14

PEDESTRIAN COLLISIONS

79 pedestrians were killed and **862** were injured in traffic collisions in 2018. The charts below depict ages of victims of pedestrian collisions and the factors related to the pedestrian vs. the vehicle at the time of the collision.
Up to three pedestrian factors can be coded for one collision. **5.1%** of the pedestrians killed or injured were 14 years of age or younger, while **16.5%** were age 65 or older.

PEDESTRIAN FACTOR	TOTAL **ACTIONS** FOR KILLED OR INJURED PEDESTRIANS BY AGE CATEGORY										
	Fatal Action	Injury Actions	0-4	5-9	10-14	15-19	20-24	25-44	45-64	65-Up	Not Stated
Approaching or Leaving Vehicle	1	63	2	0	3	3	7	23	17	9	0
At Intersection	2	80	0	1	10	9	7	21	22	10	2
Crossing Against Signal	9	66	1	0	13	6	5	17	23	4	6
Crossing With Signal	0	124	0	5	5	7	9	38	39	20	1
Dark Clothing/Not Visible	39	129	2	1	2	6	22	64	57	12	2
Darting into Roadway	9	127	9	20	16	14	9	32	23	8	5
Drinking (Pedestrian)	10	52	0	0	1	1	6	21	30	2	1
Drug Related (Pedestrian)	4	8	0	0	0	0	2	7	3	0	0
Getting On or Off Vehicle	1	22	0	0	3	2	3	6	5	4	0
In Crosswalk	1	107	4	3	7	8	5	30	30	16	5
Jogging	1	9	1	0	0	0	2	5	1	1	0
Lying in Roadway	3	4	0	0	0	0	1	2	2	2	0
Not at Intersection	14	121	2	3	4	12	16	37	45	12	4
Not in Roadway	9	217	4	17	2	2	19	80	76	13	13
Physical Impairment	0	10	0	0	0	0	0	1	6	3	0
Playing in Roadway	0	21	3	10	6	1	0	1	0	0	0
Pushing Vehicle	0	0	0	0	0	0	0	0	0	0	0
Skating/Skateboarding	0	1	2	2	2	1	0	0	0	0	0
Walking in Roadway	44	183	4	4	6	9	24	83	68	26	3
Working in Roadway	0	14	0	1	1	0	1	5	6	0	0
Working on Vehicle	0	16	0	0	0	5	0	9	1	1	0
TOTAL*	**147**	**1,374**	**34**	**67**	**81**	**86**	**138**	**482**	**454**	**143**	**42**

PEDESTRIAN FACTOR	VEHICLE ACTION								
	Straight	Right Turn	Left Turn	Starting in Traffic	Slowing	Parking	Backing	Other	TOTAL
Approaching or Leaving Vehicle	23	1	3	1	15	23	11	10	87
At Intersection	28	15	31	4	1	0	1	5	85
Crossing Against Signal	55	8	9	4	0	0	0	4	80
Crossing With Signal	13	36	95	3	1	0	0	1	149
Dark Clothing/Not Visible	135	9	22	1	4	3	1	13	188
Darting into Roadway	127	6	7	2	3	0	0	7	152
Drinking (Pedestrian)	46	3	6	2	1	1	1	5	65
Drug Related (Pedestrian)	8	0	1	1	0	0	0	1	11
Getting On or Off Vehicle	9	1	0	1	4	2	0	6	23
In Crosswalk	25	29	59	7	1	0	1	2	124
Jogging	5	2	2	0	0	0	0	1	10
Lying in Roadway	9	0	0	3	0	1	0	1	14
Not at Intersection	100	3	9	0	5	2	5	7	131
Not in Roadway	57	3	5	0	0	12	4	17	98
Physical Impairment	3	1	1	2	0	0	4	0	11
Playing in Roadway	0	0	0	0	0	0	0	0	0
Pushing Vehicle	7	2	2	0	0	0	0	0	11
Skating/Skateboarding	180	9	21	5	4	6	12	15	252
Walking in Roadway	18	0	3	0	1	0	4	1	27
Working in Roadway	6	1	0	0	0	7	0	5	19
Working on Vehicle	8	9	10	11	12	13	14	15	16
TOTAL*	**862**	**138**	**286**	**47**	**52**	**70**	**58**	**116**	**1,553**

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

HIT-AND-RUN COLLISIONS

Hit-and-run collisions are those collisions in which the driver leaves the collision scene with the intent of evading responsibility. Hit-and-run is a serious violation of the law. During 2018, there were **12,436** hit-and-run collisions, of which **17** were fatal collisions and **861** were injury collisions.

As depicted below, most of Kentucky's hit-and-run collisions were property damage collisions (**92.9%**). **17** persons were killed and **1,121** were injured.

TOTAL	FATAL COLLISIONS	INJURY COLLISIONS	PROPERTY DAMAGE COLLISIONS	PERSONS KILLED	PERSON INJURED
12,436	17	861	11,558	17	1,121

HIT-AND-RUN VICTIMS

As shown in the chart below, **15** persons killed in hit-and-run collisions were pedestrians and none were pedalcyclists. **91** pedestrians and **25** pedalcyclists were injured.

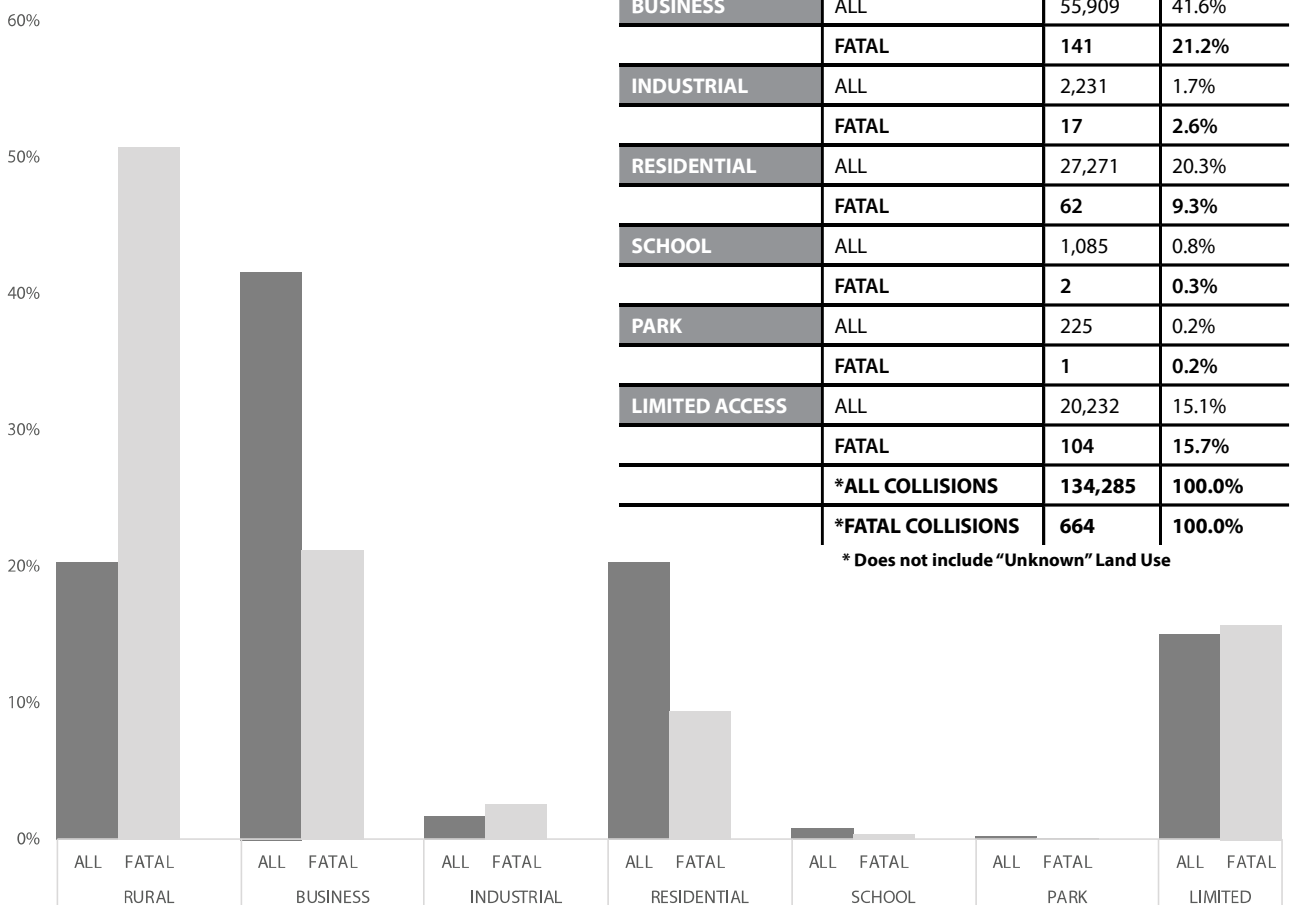
TYPE OF VICTIM	PERSONS KILLED	PERSONS INJURED
Pedestrian	5	91
Pedalcyclist	0	25
Other	10	1,005
TOTAL	**15**	**1,121**

LOCATION OF HIT-AND-RUN COLLISIONS

The location of hit-and-run collisions are shown in the chart below.
The largest percentage of hit-and-run collisions (**43%**) occurred on city streets, followed by **23%** on state routes, and **15%** on U.S. routes.

TYPE OF ROADWAY	ALL HIT-AND-RUN COLLISIONS	FATAL COLLISIONS	INJURY COLLISIONS	PROPERTY DAMAGE
INTERSTATE	1,362	1	93	1,268
U.S. ROUTE	1,859	7	158	1,694
STATE ROUTE	2,898	7	252	2,639
PARKWAY	47	0	1	46
COUNTY ROADS	549	0	37	512
CITY STREETS	5,367	2	305	5,060
OTHER	354	0	15	339
TOTAL	**12,436**	**17**	**861**	**11,558**

LAND USE



	LAND USE	NUMBER	PERCENT
RURAL	ALL	27,246	20.3%
	FATAL	**337**	**50.8%**
BUSINESS	ALL	55,909	41.6%
	FATAL	**141**	**21.2%**
INDUSTRIAL	ALL	2,231	1.7%
	FATAL	**17**	**2.6%**
RESIDENTIAL	ALL	27,271	20.3%
	FATAL	**62**	**9.3%**
SCHOOL	ALL	1,085	0.8%
	FATAL	**2**	**0.3%**
PARK	ALL	225	0.2%
	FATAL	**1**	**0.2%**
LIMITED ACCESS	ALL	20,232	15.1%
	FATAL	**104**	**15.7%**
	***ALL COLLISIONS**	**134,285**	**100.0%**
	***FATAL COLLISIONS**	**664**	**100.0%**

*** Does not include "Unknown" Land Use**

COLLISION LOCATIONS

For the purpose of tabulating collision locations, an urban area is an area including and adjacent to a municipality or other place of 5,000 or more population. Rural areas are those places that do not meet this specification. As shown in the chart below, most collisions (64%) occurred in urban areas.

Also, 61% of injury crashes occurred in urban areas. However, the majority of fatal collisions (56%) took place in rural areas of Kentucky during 2018.

A much higher percentage of property damage collisions were reported in urban areas.

RURAL VS. URBAN

AREA	Number of Collisions	% of Total	FATAL	% of Total	Nonfatal Injury	% of Total	Property Damage	% of Total	Killed	% of Total	Injured	% of Total
RURAL	48,496	36.1	375	56.5	8,858	38.8	39,263	35.4	413	57.0	13,221	39.0
URBAN	85,789	63.9	289	43.5	13,988	61.2	71,512	64.6	311	43.0	20,693	61.0
TOTAL	134,285	100.0	664	100.0	22,846	100.0	110,775	100.0	724	100.0	33,914	100.0

LOCATION OF COLLISIONS

The chart at right shows the number of collisions during 2018 by type of roadway, with percentages of all collisions.

34% of all collisions occurred on Kentucky's "State Numbered" roads, with 43% of all fatal collisions reported occurring on this type of roadway.

Although 22% of all collisions occurred on city streets, only 4% of the fatal collisions occurred on city streets.

TYPE OF ROADWAY	Fatal Collisions	Nonfatal Injury	Property Damage	% Total
INTERSTATE	71	2,466	13,669	12.07
U.S. ROUTE	176	5,849	25,385	23.39
STATE ROUTE	307	9,024	36,384	34.04
PARKWAY	25	296	1,585	1.42
COUNTY ROAD	45	1,227	5,606	5.12
CITY STREET	31	3,575	25,783	21.89
OTHER	9	409	2,363	2.07
+ TOTAL	**664**	**22,846**	**110,775**	100

+ Note that totals may vary slightly between roadway types and specific roadway totals due to date of data collection.

INTERSTATES AND PARKWAYS

INTERSTATE	Collisions	Fatal Collisions	Nonfatal Injury	Property Damage	Number Killed	Number Injured
I-24	834	6	146	682	7	229
I-64	2,567	10	416	2,141	10	607
I-65	2,773	19	454	2,300	19	657
I-69	455	1	74	380	1	109
I-71	1,246	8	179	1,059	10	290
I-75	4,521	18	637	3,866	19	937
I-264	1,676	4	262	1,410	5	378
I-265	870	2	115	753	2	165
I-275	988	4	156	828	4	210
I-471	428	0	52	376	0	71
TOTAL	**16,358**	**72**	**2,491**	**13,795**	**77**	**3,653**

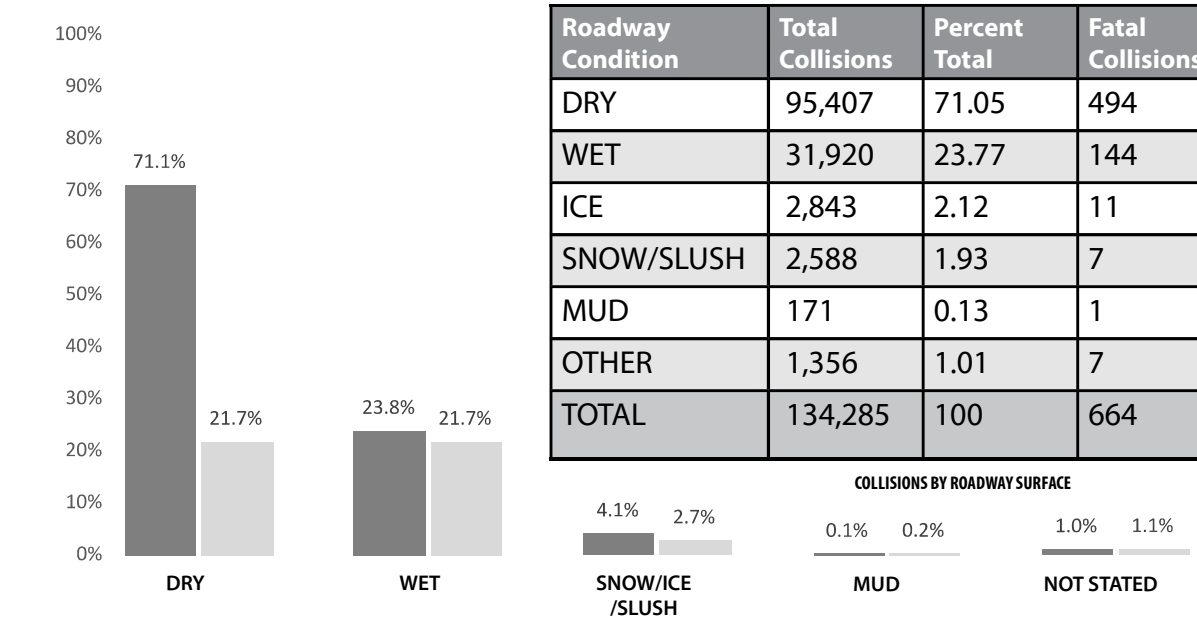
PARKWAY	Collisions	Fatal Collisions	Nonfatal Injury	Property Damage	Number Killed	Number Injured
Audubon	77	2	10	65	2	10
Martha L. Collins Bluegrass	262	5	34	223	6	64
Louie B. Nunn Cumberland	170	4	24	142	4	42
Hal Rogers Daniel Boone	122	2	36	84	2	73
William H. Natcher Green River	254	1	36	217	1	57
Bert T. Combs Mountain	138	4	42	92	5	67
Edward T. Breathitt Pennyrile	202	2	40	160	2	59
Julian M. Carroll Purchase	165	1	16	148	1	23
Wendell H. Ford Western Kentucky	332	7	58	267	7	81
TOTAL	**1,722**	**28**	**296**	**1,398**	**30**	**476**

COLLISIONS BY ROADWAY CONDITIONS AND ROADWAY CHARACTER

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

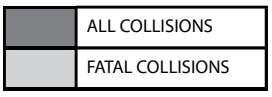
The road conditions chart compares fatal collisions with all collisions for different road conditions identified by the police officer who completed the collision investigation report.

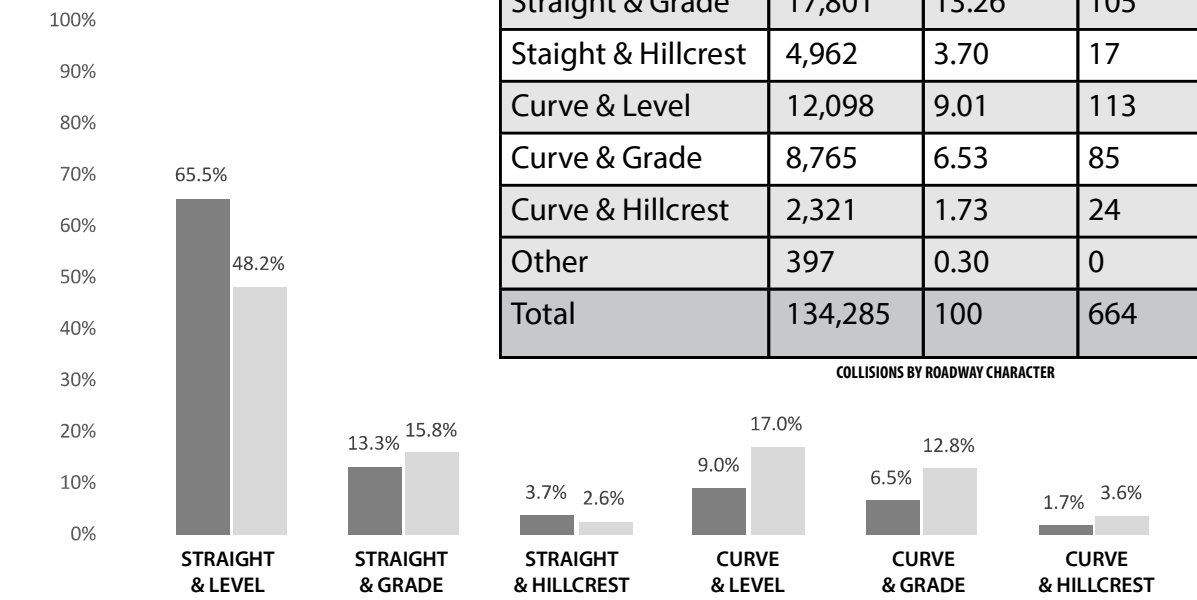
As depicted in the bottom chart, **82%** of all collisions occurred on straight roads and **17%** on curved roads. **33%** of the fatal collisions occurred on curved roads.



Roadway Condition	Total Collisions	Percent Total	Fatal Collisions	Percent Total
DRY	95,407	71.05	494	74.4
WET	31,920	23.77	144	21.69
ICE	2,843	2.12	11	1.66
SNOW/SLUSH	2,588	1.93	7	1.05
MUD	171	0.13	1	0.15
OTHER	1,356	1.01	7	1.05
TOTAL	134,285	100	664	100

COLLISIONS BY ROADWAY SURFACE





	Total Collisions	Percent Total	Fatal Collisions	Percent Total
Straight & Level	87,941	65.49	320	48.19
Straight & Grade	17,801	13.26	105	15.81
Staight & Hillcrest	4,962	3.70	17	2.56
Curve & Level	12,098	9.01	113	17.02
Curve & Grade	8,765	6.53	85	12.80
Curve & Hillcrest	2,321	1.73	24	3.61
Other	397	0.30	0	0.00
Total	134,285	100	664	100

COLLISIONS BY ROADWAY CHARACTER

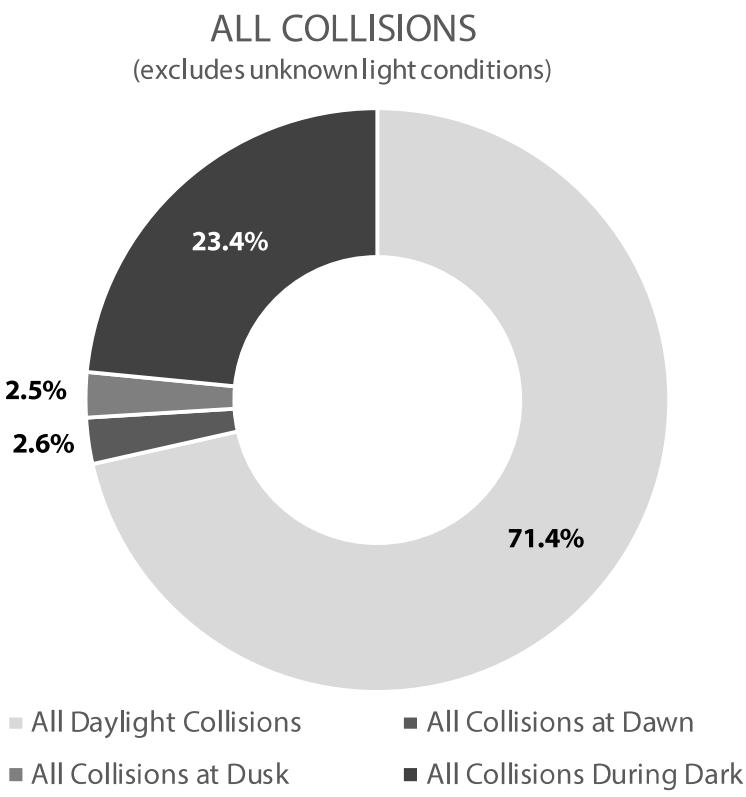
COLLISIONS BY LIGHT CONDITION

~71% of all collisions reported occurred during daylight hours.

~23% of all collisions occurred during dark hours.

~5% occurred at dawn or dusk.

	number	percent
All Daylight Collisions	94,234	71.4%
All Collisions at Dawn	3,369	2.6%
All Collisions at Dusk	3,289	2.5%
All Collisions During Dark	30,926	23.4%

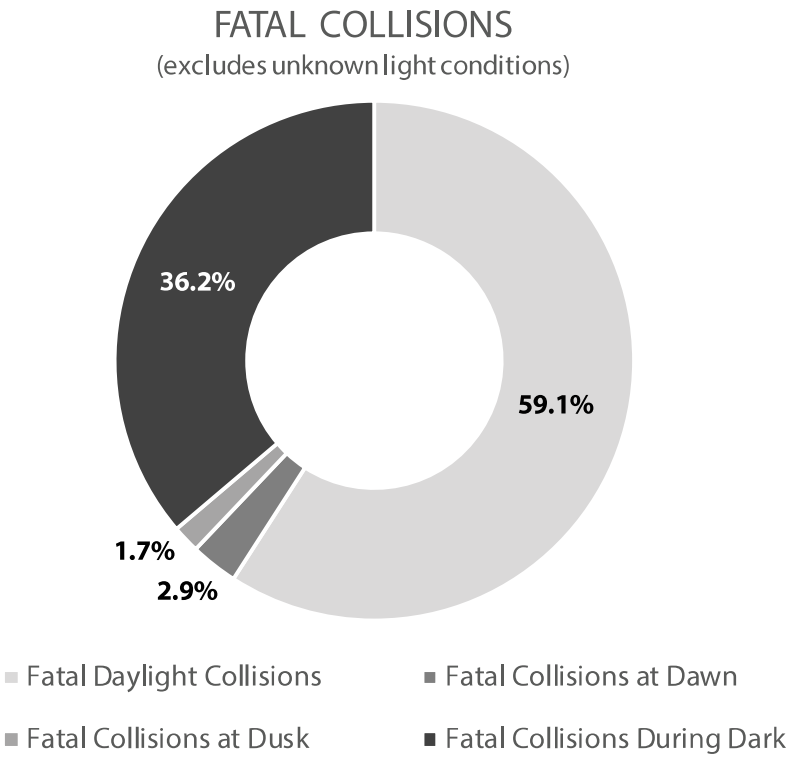


~59% of all fatal collisions occurred during daylight hours.

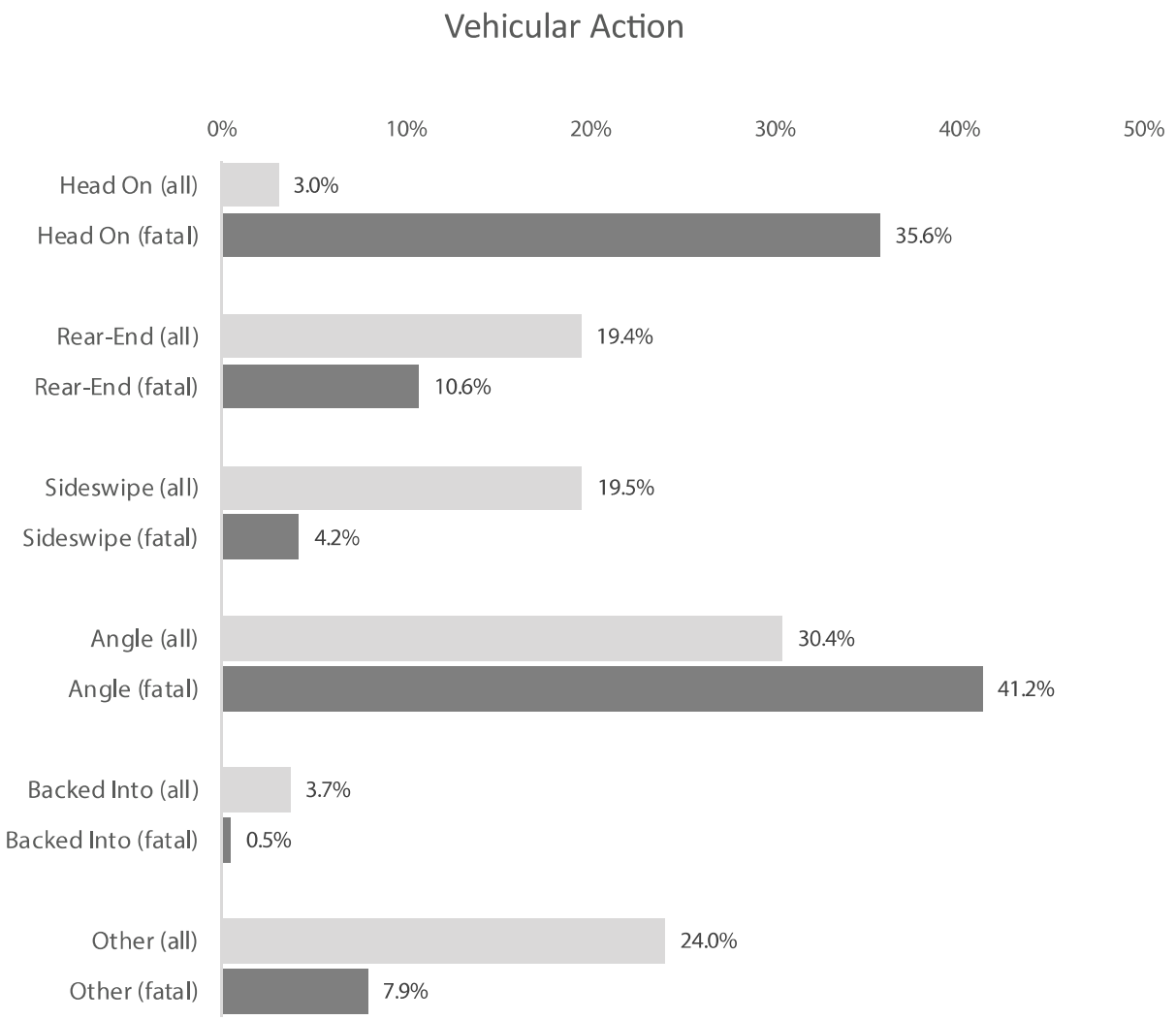
~36% occurred during dark hours.

~5% at dawn or dusk.

	number	percent
Fatal Daylight Collisions	442	59.1%
Fatal Collisions at Dawn	18	2.9%
Fatal Collisions at Dusk	24	1.7%
Fatal Collisions During Dark	272	36.2%



TWO-VEHICLE COLLISIONS



67,964 traffic collisions (including **216** fatal collisions) reported during 2018 involved "two-vehicle" collisions. These collisions represent **51%** of all collisions and **33%** of fatal collisions reported.

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

Head-on collisions accounted for **~3%** of all collisions involving two vehicles and **~36%** of the fatal collisions.

Rear-end collisions reflect **~19%** of all two-vehicle collisions, but only **~11%** of the fatal collisions.

Sideswipe collisions (both meeting and passing) reflect **~20%** of all collisions and **~4%** of the fatal collisions.

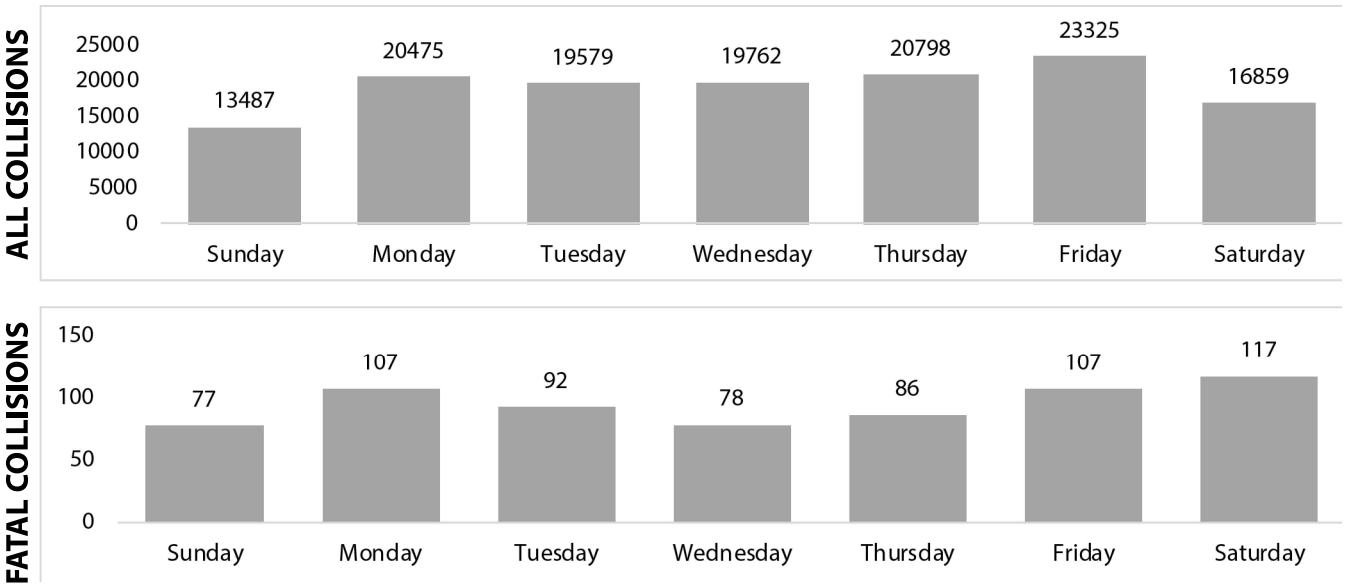
Angle collisions, account for **~30%** of all two-vehicle collisions, but represent the highest percentage of fatal collisions at nearly **41%.**

COLLISIONS BY DAY AND MONTH

The graph below shows all collisions and fatal collisions by day of occurrence (excluding unknown).

23% of all collisions and **29%** of fatal collisions occurred on weekends (Saturday and Sunday combined).

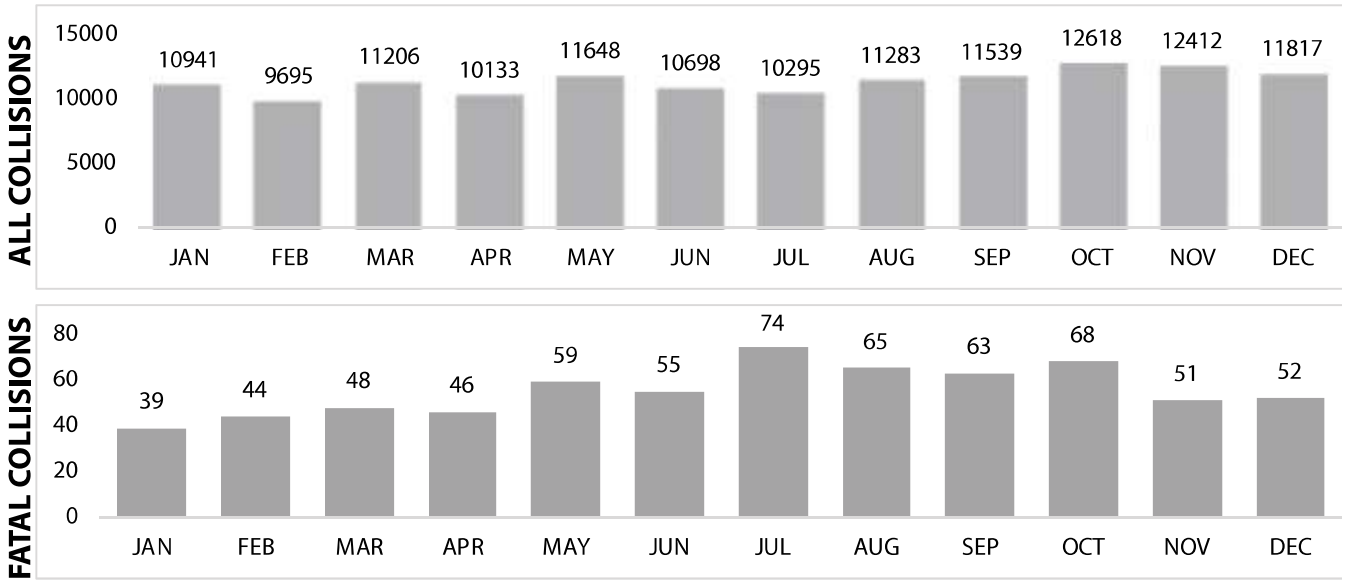
COLLISIONS BY DAY OF WEEK



October ranked highest for total number of collisions; **February** showed the lowest.

July reported the highest number of fatal collisions; **January** showed the lowest.

COLLISIONS BY MONTH



HOLIDAY COLLISIONS

TOTAL DEATHS

HOLIDAY DEATH TOLL

The chart below depicts the number of deaths in fatal collisions and the number of alcohol involved deaths (as indicated by blood-alcohol tests) over holiday periods for five years. These holiday periods are established by the National Safety Council. The total number of persons killed in holiday periods was **34 in 2018** as compared to **35 in 2017**.

HOLIDAY PERIOD	2014		2015		2016		2017		2018	
	Number Killed	Alcohol Involved	Number Killed	Alcohol Involved	Number Killed	Alcohol Involved	Number Killed	Alcohol Involved	Number Killed	Alcohol Involved
NEW YEAR'S DAY	0	0	13	6	3	2	9	1	4	1
MEMORIAL DAY	7	3	9	3	6	3	4	2	9	5
INDEPENDENCE DAY	10	7	9	1	10	2	14	4	2	0
LABOR DAY	14	6	10	3	8	2	8	4	3	0
THANKSGIVING	6	2	8	2	5	3	4	1	7	2
CHRISTMAS	16	6	3	2	6	3	7	1	9	0
TOTAL	**53**	**24**	**52**	**17**	**38**	**15**	**46**	**13**	**34**	**8**

HOLIDAY TIMES AND DATES

The times and dates below were designated by the National Safety Council.

HOLIDAY	BEGINS	ENDS
New Year's Day	6 p.m. Friday, Dec. 29, 2017	11:59 p.m. Monday, Jan.1, 2018
Memorial Day	6 p.m. Friday, May 25, 2018	11:59 p.m. Monday, May 28, 2018
Independence Day	6 p.m. Tuesday, July 3, 2018	11:59 p.m. Wednesday, July 4, 2018
Labor Day	6 p.m. Friday, Aug. 31, 2018	11:59 p.m., Monday, Sept. 3, 2018
Thanksgiving	6 p.m. Wednesday, Nov. 21, 2018	11:59 p.m. Sunday, Nov. 25, 2018
Christmas	6 p.m. Friday, Dec. 21, 2018	11:59 p.m. Tuesday, Dec. 25, 2018

COMPARISON OF HOLIDAY FATALITIES/COLLISIONS

Memorial Day & Christmas recorded the highest number of fatalities; **Independence Day** recorded the lowest.

These numbers may be impacted by how many days are included in the Holiday Times outlined by the National Safety Council.

HOLIDAY PERIOD	NEW YEAR'S DAY	MEMORIAL DAY	INDEPENDENCE DAY	LABOR DAY	THANKSGIVING	CHRISTMAS
NO. PERSONS KILLED	4	9	2	3	7	9
NO. PERSONS INJURED	62	344	294	448	420	301
FATAL COLLISIONS	-	8	3	8	9	7
INJURY COLLISIONS	46	229	197	270	299	211
PROPERTY DAMAGE	213	996	854	1,023	1,663	1,117
TOTAL COLLISIONS	259	1,233	1,054	1,301	1,971	1,335

TYPE OF VEHICLES INVOLVED IN COLLISIONS

VEHICLE TYPE	VEHICLES INVOLVED IN ALL COLLISIONS	PERCENT OF TOTAL	VEHICLES INVOLVED IN FATAL COLLISIONS	PERCENT OF TOTAL
Passenger Cars*	221,862	90.98	835	72.48
Taxicabs	85	0.03	0	0.00
Trucks	10,620	4.35	108	9.38
Motorcycles	1,494	0.61	86	7.47
Motor Schooters/Motor Bikes	234	0.10	5	0.43
School Buses	471	0.19	1	0.09
Other Buses	1,107	0.45	3	0.26
Farm Tractors/Equipment	224	0.09	2	0.17
Emergency	1,402	0.57	3	0.26
Other Public Owned	286	0.12	2	0.17
Go Carts	26	0.01	1	0.09
Other	6,057	2.48	106	9.20
Not Stated	-	0.00	0.00	0.00
TOTAL	243,868	100	1,152	100

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

There were **243,868** vehicles involved in collisions during 2018.

Of this total, **200,832** were involved in property damage only collisions, **41,884** were involved in injury collisions, and **1,152** were involved in fatal collisions.

The majority (**91%**) of the vehicles involved in all collisions were passenger cars (**72%** in fatal collisions). Trucks accounted for **4%** of vehicles in all collisions, but accounted for **9%** of vehicles in fatal collisions. Motorcycles represented **7%** of the vehicles in fatal collisions, but **less than 1%** of vehicles in all collisions.

VEHICLES REGISTERED IN KENTUCKY	
PASSENGER CARS	**2,865,749**
COMMERCIAL TRUCKS	**165,105**
MOTORCYCLES	**122,360**
Other (Inc. Special Issue Plates)	**1,023,518**
TOTAL (ALL TYPES)	**4,011,627**

TRUCK COLLISIONS

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

A total of 10,620 trucks were involved in collisions, 116 in fatal collisions, and 1,580 in non-fatal injury collisions.

CONTRIBUTING VEHICULAR FACTORS	NUMBER OF TRUCKS INVOLVED IN:					
	ALL COLLISIONS		FATAL COLLISIONS		NONFATAL INJURY COLLISIONS	
	NUMBER	PERCENT	NUMBER	PERCENT	NUMBER	PERCENT
Defective Brakes	80	0.72%	4	3.45%	21	1.33%
Defective Headlights	6	0.05%	0	0.00%	1	0.06%
Other Lighting Defects	30	0.27%	0	0.00%	4	0.25%
Steering Failure	20	0.18%	1	0.86%	3	0.19%
Tire Failure	109	0.97%	3	2.59%	18	1.14%
Tow Hitch Failure	48	0.43%	3	2.59%	5	0.32%
Overload / Improper Load	5	0.04%	0	0.00%	0	0.00%
Oversized Load	47	0.42%	0	0.00%	8	0.51%
Load Securment	127	1.14%	1	0.86%	11	0.70%
Other	284	2.54%	4	3.45%	27	1.71%

The chart below shows the total number of truck collisions, as well as those with hazardous cargo, by type of roadway.

19% of all truck collisions occurred on county or city streets, 30% on interstates, and 45% on U.S. and state-numbered routes.

31% of the hazardous cargo collisions occurred on interstates and 55% on U.S. and state-numbered routes.

TYPE OF ROADWAY	ALL TRUCK COLLISIONS				TRUCKS WITH HAZARDOUS CARGO			
	FATAL COLLISIONS	INJURY COLLISIONS	PROPERTY DAMAGE	TOTAL	FATAL COLLISIONS	INJURY COLLISIONS	PROPERTY DAMAGE	TOTAL
Interstate	29	464	2,511	3,004	3	10	47	60
US Route	31	331	1,436	1,798	1	14	32	47
State Route	27	421	2,302	2,750	1	8	50	59
Parkway	4	53	196	253	0	1	6	7
County	0	38	437	475	0	0	5	5
City Street	2	89	1,364	1,455	0	0	12	12
Other	1	15	147	163	0	0	3	3
TOTAL	**94**	**1,411**	**8,393**	**9,898**	**5**	**33**	**155**	**193**

The residence of truck drivers involved in collisions is shown below. 31% of the drivers, with known residences, were non-residents of Kentucky. This percentage is 29% for fatal collisions and 26% for injury collisions.
Local residents live in the county where the collision occurred.

RESIDENCE OF DRIVERS IN TRUCK COLLISIONS	ALL COLLISIONS	FATAL COLLISIONS	INJURY COLLISIONS
Local Resident	2,036	15	286
State Resident	2,705	24	432
Out of State Resident	3,341	31	394
Not Stated	2,538	38	406
TOTAL	**10,620**	**108**	**1,518**

DRIVER INVOLVEMENT

RESIDENCE OF DRIVER

There were 222,871 drivers involved in collisions. Of these, 1,025 drivers were involved in fatal collisions. The chart below tabulates driver involvement by residence and shows that most drivers (~65% of those in which residence is known) were local residents (reside in the county where the collision occurred).

Many drivers in the **Unknown/Not Stated** category are the result of hit-and-run collisions where the drivers' identities remain unknown. There may be fewer drivers than vehicles because of collisions with unoccupied vehicles (generally a parked vehicle).

INVOLVEMENT BY RESIDENCE

RESIDENCE OF DRIVER	NUMBER INVOLVED IN ALL COLLISIONS	PERCENT OF TOTAL	PERCENT OF TOTAL EXCLUDING NOT STATED
LOCAL RESIDENT	144,050	64.63%	64.64%
STATE RESIDENT	52,507	23.56%	23.56%
OUT OF STATE	26,292	11.80%	11.80%
UNKNOWN/NOT STATED	22	0.01%	0.01%
TOTAL	222,871	100%	100%

RESIDENCE OF DRIVER	NUMBER INVOLVED IN FATAL COLLISIONS	PERCENT OF TOTAL	PERCENT OF TOTAL EXCLUDING NOT STATED
LOCAL RESIDENT	602	58.73%	58.73%
STATE RESIDENT	279	27.22%	27.22%
OUT OF STATE	144	14.05%	14.05%
UNKNOWN/NOT STATED	0	0.00%	0.00%
TOTAL	1,025	100%	100%

SEX OF DRIVER

As shown in the chart below, 55% of the drivers who were involved in collisions (where sex was listed) were male; 45% were female. In fatal collisions, 72% of the drivers were male and 28% were female.

ALL COLLISIONS		
SEX	NUMBER IN ALL COLLISIONS	PERCENT IN ALL COLLISIONS
MALE	140,097	55.30%
FEMALE	113,236	44.70%
TOTAL	**253,333**	**100%**

FATAL COLLISIONS		
SEX	NUMBER IN FATAL COLLISIONS	PERCENT IN FATAL COLLISIONS
MALE	752	72.94%
FEMALE	279	27.06%
TOTAL	**1,031**	**100%**

AGE OF DRIVERS
(ALL COLLISIONS)

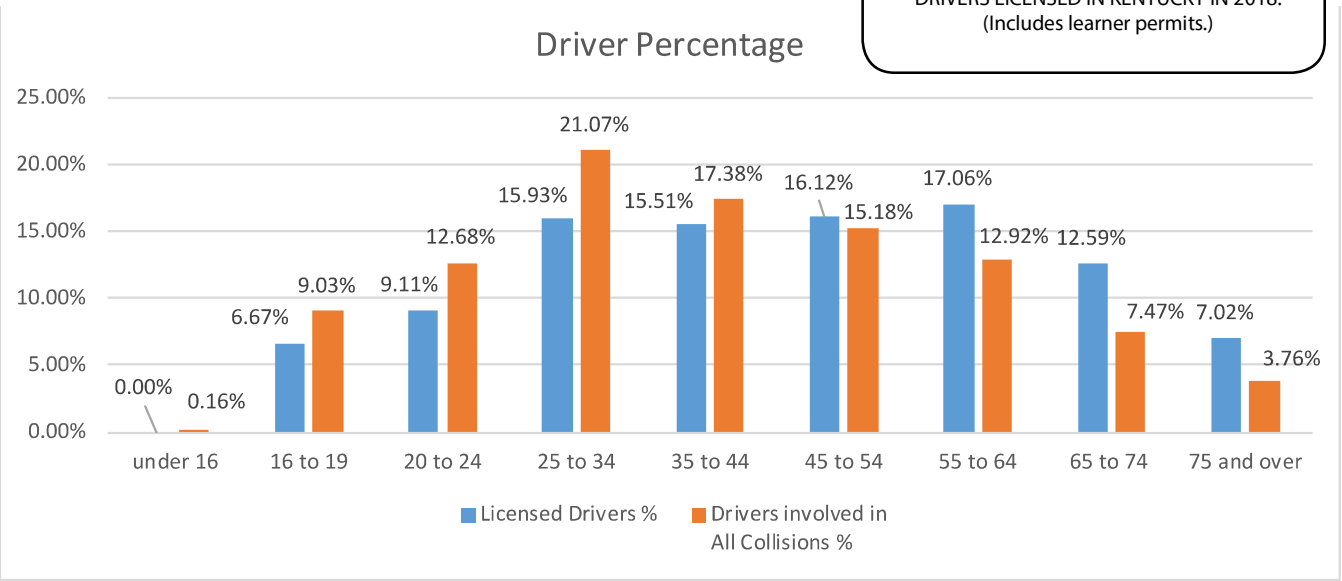
The chart below groups the ages of **223,726** drivers involved in traffic collisions in 2018 in Kentucky (for which age information was available).

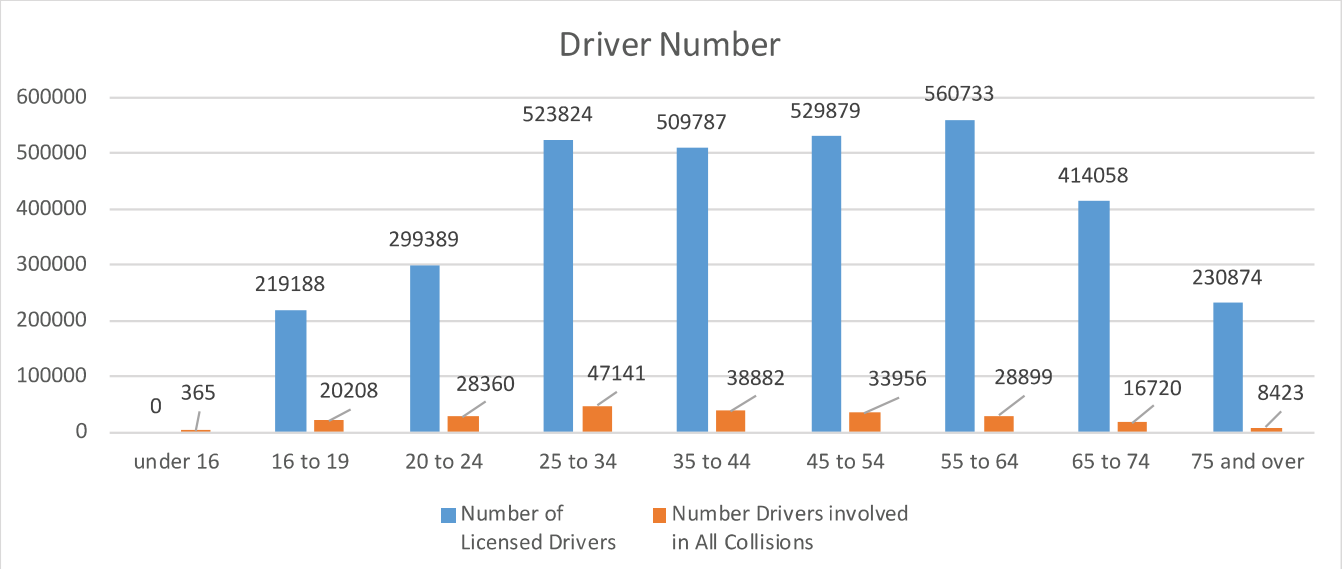
For each age category, the following information is shown: the percentage of drivers involved in all collisions, the number of drivers involved in these collisions is shown in parentheses, the percentage of all licensed drivers, and the number of licensed drivers is shown in parentheses (includes learner permits). This allows a comparison to be made between the percentage of a given age category of the driving population and the corresponding percentage this age category is involved in collisions.

This data does not differentiate drivers "at-fault" versus drivers "not-at-fault."

There were **772** driver's ages which could not be determined. These drivers represent **0.35%** of all drivers involved in all collisions. The percentages given below do not consider the "Unknown" category.

NOTE: PERCENTAGE OF LICENSED DRIVERS IN EACH AGE CATEGORY ARE BASED ON 3,803,836 DRIVERS LICENSED IN KENTUCKY IN 2018. (Includes learner permits.)



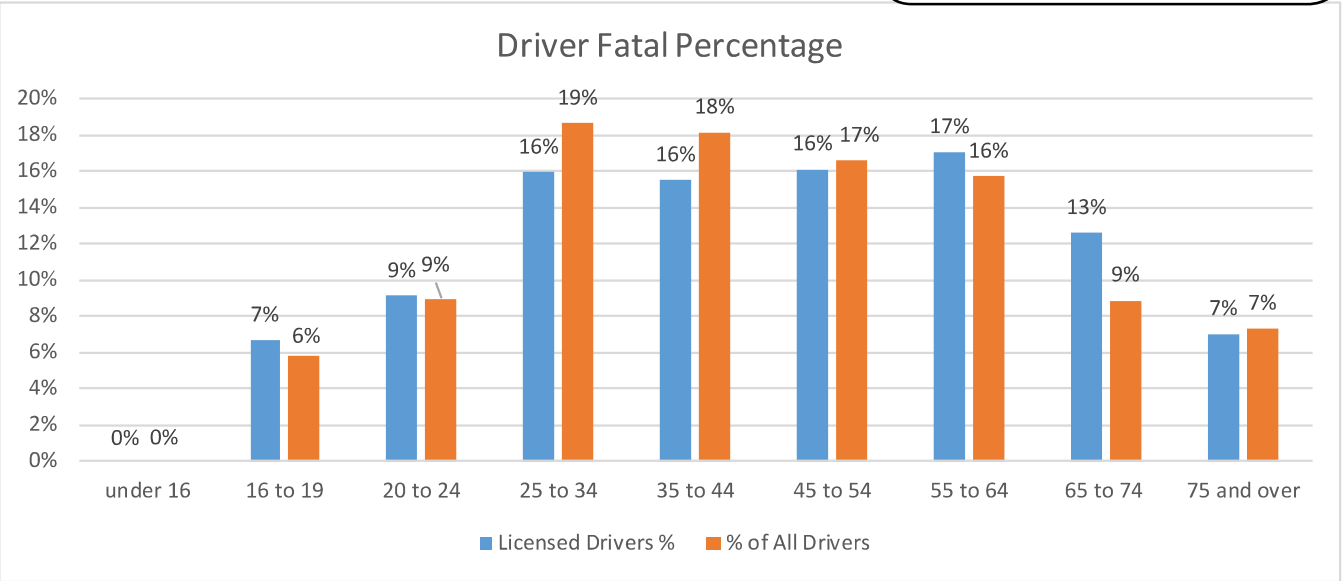


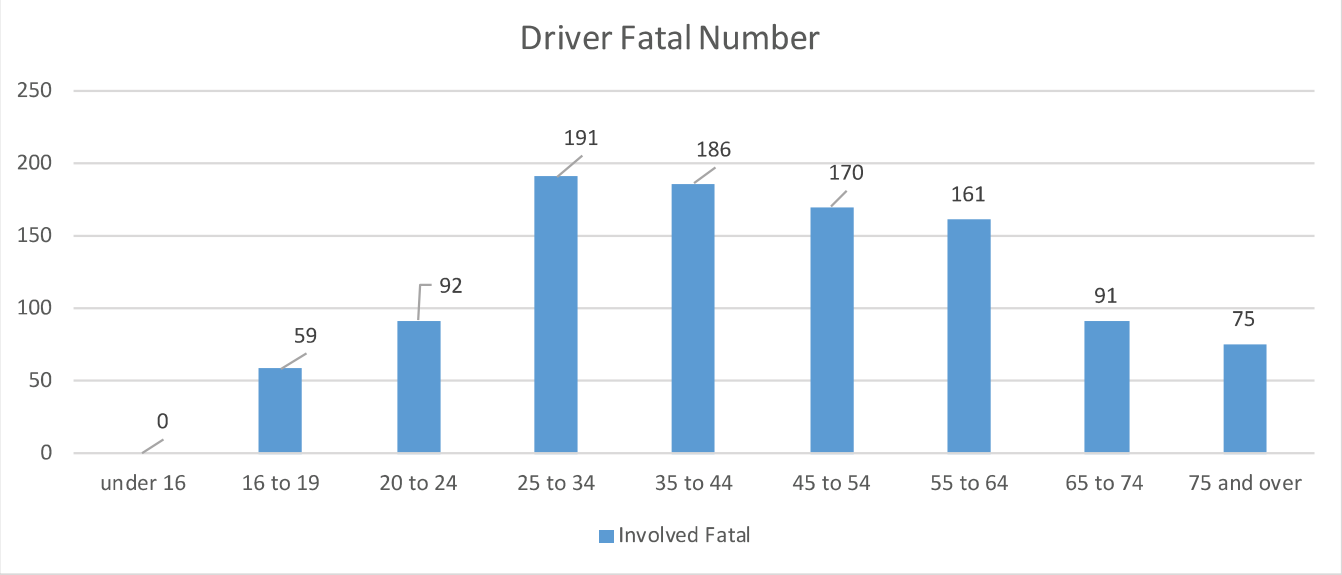
AGE OF DRIVERS
(FATAL COLLISIONS)

The chart below groups the ages of 1,082 drivers involved in fatal collisions in 2018 (for which age information was available). It should be noted that the drivers were not necessarily killed in the fatal collision.

The number of drivers involved in fatal collisions exceeded the total number of fatal collisions. The numbers of drivers involved in fatal collisions and licensed drivers are in parentheses. The percentage of the driving population within a given age category can be compared to the corresponding percentage of involvement in fatal collisions within this same age category.

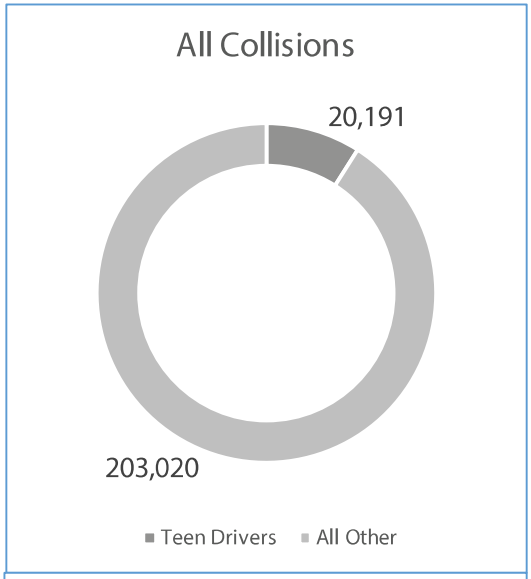
NOTE: PERCENTAGE OF LICENSED DRIVERS IN EACH AGE CATEGORY ARE BASED ON 3,803,836 DRIVERS LICENSED IN KENTUCKY IN 2018. (Includes learner permits.)

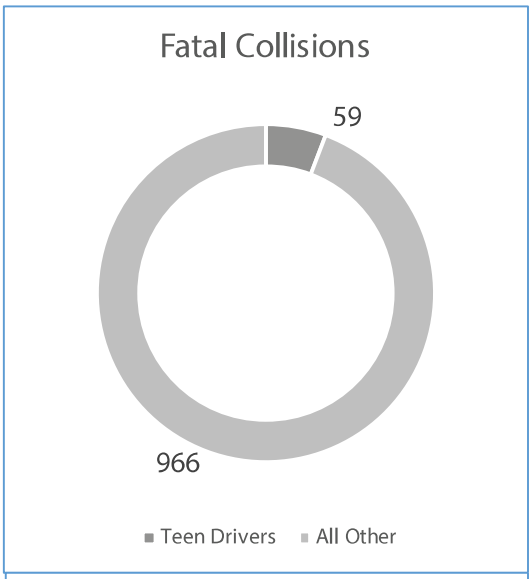


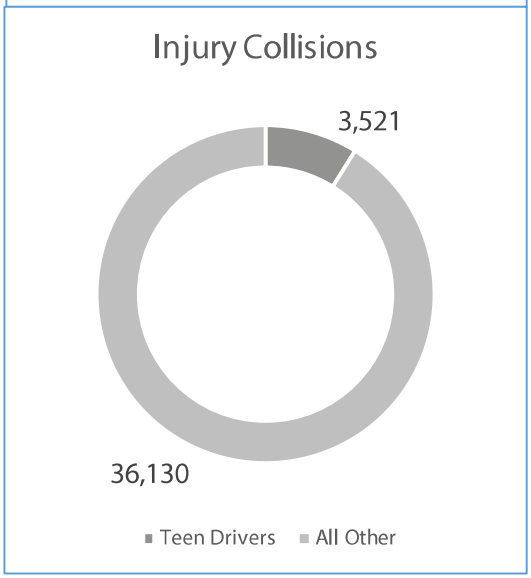


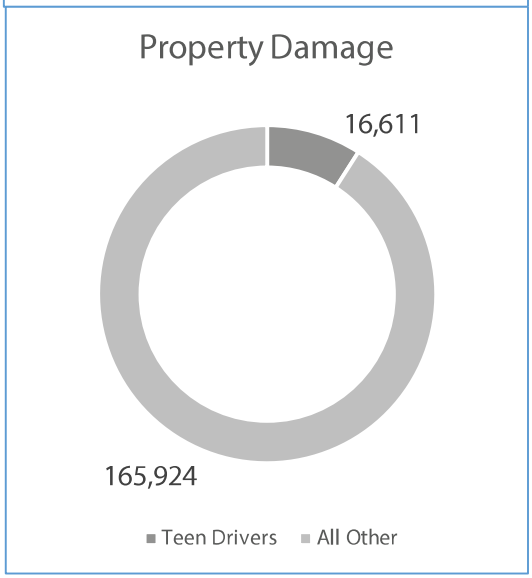
COLLISIONS INVOLVING TEENAGE DRIVERS

The charts below show the percentages of teenage drivers involved in collisions (16 to 19 years of age) compared with all other age groups. Licensed teenage drivers represent 6% of Kentucky Drivers (including learner's permits).









The number of teenage drivers involved in collisions, together with alcohol-related collisions, are shown below. It should be noted that tabulations for alcohol-related collisions were derived from the total number of drinking drivers as reported by the officer at the scene. FARS would likely report higher numbers. As shown, 248 teenage drivers were involved in alcohol-related collisions during 2018.

There were 59 fatalities in collisions involving a teenage driver (27 of these fatalities being the teenage driver).
There were 4 fatalities in alcohol-related collisions involving teenage drivers (1 of these fatalities being the teenage driver).

NUMBER OF TEENAGE DRIVERS INVOLVED IN:								
YEAR	ALL COLLISIONS	FATAL COLLISIONS	INJURY COLLISIONS	PROPERTY DAMAGE	ALCOHOL RELATED COLLISIONS			
					FATAL	INJURY	PROPERTY DAMAGE	TOTAL
2018	**20,191**	**59**	**3,521**	**16,611**	**3**	**95**	**152**	**250**
2017	21,325	79	3,760	17,486	12	98	140	250
2016	21,565	65	3,958	17,542	5	103	155	263
2015	20,628	63	3,763	16,802	5	100	180	285
2014	19,115	53	3,576	15,486	13	97	181	291

ALCOHOL-RELATED COLLISIONS

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

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

ALL COLLISIONS	
FATAL COLLISIONS (as reported)	111
FATAL COLLISIONS (adjusted by FARS)	113
INJURY COLLISIONS	1,585
PROPERTY DAMAGE COLLISIONS	3,038
TOTAL (adjusted by FARS)	**4,736**

PERSONS KILLED/INJURED	
(K) NUMBER KILLED *(as reported)*	116
(K) NUMBER KILLED *(adjusted by FARS)*	124
(A) SUSPECTED SERIOUS INJURY	434
(B) SUSPECTED MINOR INJURY	922
(C) POSSIBLE INJURIES	1,050
TOTAL INJURIES *(with data adjusted by FARS)*	**2,406**

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

2% of the alcohol-related collisions were fatal, 33% were injury collisions, and 64% were property damage only.

Comparison with previous years

During 2018, alcohol-related collisions **decreased** when compared the previous year.

There were 124 persons killed, 27% less than the previous year.

There were 2,406 persons injured in alcohol-related collisions, **a decrease of~16%** from the previous year.

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

YEAR	TOTAL COLLISIONS (Alcohol Related)	% CHANGE FROM PREVIOUS YEAR	TOTAL KILLED	% +/-	TOTAL INJURED	% +/-
2018	**4,736**	**0.9%**	**124**	**-27%**	**2,406**	**-16%**
2017	5,350	1.4%	157	-9%	2,781	29%
2016	4,243	1.0%	171	-2%	1,974	-5%
2015	4,269	1.0%	175	11%	2,072	0%
2014	4,334	0.9%	156	-4%	2,067	-13%

SAFETY RESTRAINTS

The chart below compares safety belt usage for the past 5 years.

The data were obtained as part of an annual observational survey conducted at sites across Kentucky.

YEAR	ALL USING SAFETY BELT
2018	89.9%
2017	86.8%
2016	87.0%
2015	87.0%
2014	86.0%

YEAR	PICKUPS USING SAFETY BELT
2018	80.5%
2017	78.8%
2016	79.0%
2015	78.0%
2014	79.0%

YEAR	MOTORCYCLE USING HELMET
2018	No New Data Will Be Collected
2017	60.00%
2016	59.0%
2015	68.0%
2014	61.0%

The chart below shows vehicle occupants by their injury status, and separates the occupants into categories of restraint used and restraint not used.

Overall, **8.7%** of all vehicle occupants were killed or injured. A breakdown into restraint usage shows only **9.7%** of those restrained were killed or injured, compared to **48.5%** of those not restrained.

Comparing the percentages killed or injured in the "Restraint Used" and "Restraint Not Used" categories shows the benefit of wearing a safety belt. The "NOT APPLICABLE" category includes occupants in vehicles that normally do not contain safety restraints, occupants where safety restraints usage was not indicated, occupants not in an appropriate position, or pedestrians and pedalcyclist.

INJURY STATUS	ALL OCCUPANTS		RESTRAINT USED		RESTRAINT NOT USED		NOT APPLICABLE	
	NUMBER	% OF TOTAL	NUMBER	% OF TOTAL	NUMBER	% OF TOTAL	NUMBER	% OF TOTAL
(K) KILLED	724	0.18%	247	0.08%	277	5.07%	200	0.21%
(A) SUSPECTED SERIOUS INJURY	2,749	0.69%	1,565	0.53%	554	10.15%	630	0.67%
(B) SUSPECTED MINOR INJURY	12,003	3.03%	9,855	3.31%	928	17.00%	1,220	1.30%
(C) POSSIBLE INJURY	19,162	4.83%	17,120	5.76%	891	16.32%	1,151	1.23%
(O) NOT INJURED	362,067	91.27%	268,625	90.32%	2,810	51.47%	90,632	96.59%
TOTAL	**396,705**	**100%**	**297,412**	**100%**	**5,460**	**100%**	**93,833**	**100%**

Of the **724** vehicle occupants fatally injured in collisions in a position where a safety restraint was available, only **247** were using safety restraints – an overall usage rate of **34%** for fatalities.

Note: There were **21,075** crashes involving deployment of front air bags and **8,471** crashes involving side air bag deployment.

INTERSECTION COLLISIONS*

INTERSECTION COLLISIONS	NUMBER	% OF ALL COLLISIONS
ALL REPORTED	36,090	26.9%
NONFATAL INJURY	6,990	30.6%
FATAL	93	14.0%

SEX OF DRIVER

INTERSECTION COLLISIONS		
SEX	PERCENT IN ALL INTERSECTION COLLISIONS	PERCENT IN FATAL INTERSECTION COLLISIONS
Male	53.1	68.5
Female	46.9	31.5

ALL COLLISIONS		
SEX	PERCENT IN ALL COLLISIONS	PERCENT IN FATAL COLLISIONS
Male	55.9	72.9
Female	44.1	27.1

LIGHT CONDITION

INTERSECTION COLLISIONS		
LIGHT CONDITION	PERCENT IN ALL INTERSECTION COLLISIONS	PERCENT IN FATAL INTERSECTION COLLISIONS
Daylight	75.0	60.2
Dark	20.0	31.2
Dusk / Dawn	5.0	8.6

ALL COLLISIONS		
LIGHT CONDITION	PERCENT IN ALL COLLISIONS	PERCENT IN FATAL COLLISIONS
Daylight	71.4	59.1
Dark	23.4	36.2
Dusk / Dawn	5.0	4.6

ROADWAY CONDITION

INTERSECTION COLLISIONS		
ROADWAY CONDITION	PERCENT IN ALL INTERSECTION COLLISIONS	PERCENT IN FATAL INTERSECTION COLLISIONS
Dry	74.7	80.7
Wet	22.9	18.3
Snow / Ice / Slush	2.0	1.1

ALL COLLISIONS		
ROADWAY CONDITION	PERCENT IN ALL COLLISIONS	PERCENT IN FATAL COLLISIONS
Dry	71.1	74.4
Wet	23.8	21.7
Snow / Ice / Slush	4.1	2.7

WEEKEND COLLISIONS (Saturday and Sunday)

INTERSECTION COLLISIONS		
	PERCENT IN ALL INTERSECTION COLLISIONS	PERCENT IN FATAL INTERSECTION COLLISIONS
Weekend	23.4%	22.1%

ALL COLLISIONS		
	PERCENT IN ALL COLLISIONS	PERCENT IN FATAL COLLISIONS
Weekend	25.1%	33.0%

* As coded on the crash report

CONTRIBUTING FACTORS

CONTRIBUTING FACTORS

A variety of factors and conditions can contribute to a collision. Police officers may indicate up to three driver factors for each driver, two vehicular factors for each vehicle, and up to two environmental factors for each collision. This table gives the number of collisions in which a given factor was listed at least once.

HUMAN FACTORS	ALL COLLISIONS	PERCENT OF TOTAL	FATAL COLLISIONS	PERCENT OF TOTAL
ALCOHOL INVOLVEMENT	3,580	2.67	71	10.69
CELL PHONE	1,014	0.76	4	0.6
DISREGARD TRAFFIC CONTROL	3,962	2.95	20	3.01
DISTRACTION	6,265	4.67	12	1.81
DRIVER INATTENTION	49,743	37.04	123	18.52
DRUG INVOLVEMENT	1,488	1.11	53	7.98
EMOTIONAL	559	0.42	2	0.3
FAILURE TO YIELD	14,983	11.16	63	9.49
FATIGUE	662	0.49	5	0.75
FELL ASLEEP	1,256	0.94	10	1.51
FOLLOWING TO CLOSE	8,742	6.51	6	0.9
IMPROPER BACKING	1,529	0.94	5	0.75
IMPROPER PASSING	1,260	1.14	0	0
LOST CONSCIOUSNESS	701	0.52	15	2.26
MEDICATION	193	0.14	1	0.15
MISJUDGE CLEARANCE	9,777	7.28	13	1.96
NOT UNDER CONTROL	17,878	13.31	196	29.52
OVERCORRECTING	2,538	1.89	51	7.68
PHYSICAL DISABILITY	186	0.14	5	0.75
SICK	295	0.22	10	1.51
TOO FAST FOR CONDITION	5,232	3.9	44	6.63
TURNING IMPROPERLY	2,087	1.55	8	1.2
UNSAFE SPEED	1,145	0.85	56	8.43
WEAVING IN TRAFFIC	210	0.16	6	0.9

CONTRIBUTING FACTORS
(continued)

A variety of factors and conditions can contribute to a collision. Police officers may indicate up to three driver factors for each driver, two vehicular factors for each vehicle, and up to two environmental factors for each collision. This table gives the number of collisions in which a given factor was listed at least once.

VEHICULAR FACTORS	ALL COLLISIONS	PERCENT OF TOTAL	FATAL COLLISIONS	PERCENT OF TOTAL
BRAKES DEFECTIVE	1,675	1.25	4	0.6
HEADLIGHT FAILURE	85	0.06	1	0.15
OTHER LIGHTING DEFECT	100	0.07	2	0.3
STEERING FAILURE	477	0.36	2	0.3
TIRE FAILURE/INADEQUATE	754	0.56	4	0.6
TOW HITCH DEFECTIVE	90	0.07	3	0.45
OVERWEIGHT	10	0.01	0	0
OVERSIZED LOAD	86	0.06	0	0
LOAD SECUREMENT	318	0.24	1	0.15

ENVIRONMENTAL FACTORS	ALL COLLISIONS	PERCENT OF TOTAL	FATAL COLLISIONS	PERCENT OF TOTAL
ANIMALS ACTION	6,858	5.11	7	1.05
GLARE	1,318	0.98	10	1.51
VIEW OBSTRUCTED	1,931	1.44	19	2.86
DEBRIS IN ROADWAY	1,071	0.8	2	0.3
TRAFFIC CONTROLS NW	99	0.07	0	0
SHOULDER DEFECTIVE	281	0.21	1	0.15
HOLES/DEEP RUTS/BUMPS	160	0.12	1	0.15
ROADWAY CONSTRUCTION	1,045	0.78	3	0.45
MAINTENANCE/UTILITY	276	0.21	0	0
IMPROPERLY PARKED VEH	405	0.3	0	0
FIXED OBJECT(S)	195	0.15	3	0.45
SLIPPERY SURFACE	15,451	11.51	77	11.6
WATER POOLING	1,757	1.31	11	1.66

CONTRIBUTING FACTORS

The following tables outline driver factors that contributed to each type of collision. Driver-contributing factors are summarized for each specific collision type. The percentages represent the percent a given factor occurred in a specific type of collision.

COLLISIONS INVOLVING EMERGENCY VEHICLES	
TOTAL EMERGENCY VEHICLE COLLISIONS	1,282
FATAL COLLISIONS	3
INJURY COLLISIONS	182
TOTAL KILLED	3
TOTAL INJURED	330

EMERGENCY VEHICLE COLLISIONS

DRIVER CONTRIBUTING FACTORS	ALL COLLISIONS	PERCENT OF TOTAL	FATAL COLLISIONS	PERCENT OF TOTAL
Alcohol Involvement	49	3.82	0	0
Cell Phone	16	1.25	0	0
Disregard Traffic Control	42	3.28	0	0
Distraction	61	4.76	0	0
Drug Involvement	34	2.65	1	33.33
Emotional	9	0.7	0	0
Exceeded State Speed Limit	17	1.33	0	0
Failure to Yield Right of Way	138	10.76	1	33.33
Fatigue	2	0.16	0	0
Fell Asleep	3	0.23	0	0
Following To Close	47	3.67	0	0
Improper Backing	27	2.11	0	0
Improper Passing	8	0.62	0	0
Inattention	354	27.61	1	33.33
Lost Consciousness	3	0.23	0	0
Medication	0	0	0	0
Misjudge Clearance	216	16.85	0	0
Not Under Proper Control	119	9.28	0	0
Overcorrecting/Oversteering	13	1.01	0	0
Physical Disability	2	0.16	0	0
Sick	2	0.16	0	0
Too Fast for Conditions	43	3.35	0	0
Turning Improperly	26	2.03	1	33.33
Weaving in Traffic	1	0.08	0	0

* "None Detected" not shown.

COLLISIONS INVOLVING FARM EQUIPMENT	
TOTAL FARM EQUIPMENT COLLISIONS	224
FATAL COLLISIONS	2
INJURY COLLISIONS	36
TOTAL KILLED	2
TOTAL INJURED	53

FARM EQUIPMENT COLLISIONS

DRIVER CONTRIBUTING FACTORS	ALL COLLISIONS	PERCENT OF TOTAL	FATAL COLLISIONS	PERCENT OF TOTAL
Alcohol Involvement	7	3.13	0	0
Cell Phone	1	0.45	0	0
Disregard Traffic Control	2	0.89	0	0
Distraction	6	2.68	0	0
Drug Involvement	3	1.34	0	0
Emotional	0	0	0	0
Exceeded State Speed Limit	1	0.45	0	0
Failure to Yield Right of Way	21	9.38	0	0
Fatigue	0	0	0	0
Fell Asleep	0	0	0	0
Following To Close	1	0.45	0	0
Improper Backing	0	0	0	0
Improper Passing	36	16.07	0	0
Inattention	82	36.61	0	0
Lost Consciousness	6	2.68	0	0
Medication	0	0	0	0
Misjudge Clearance	38	16.96	1	50
Not Under Proper Control	26	11.61	0	0
Overcorrecting/Oversteering	1	0.45	0	0
Physical Disability	1	0.45	0	0
Sick	0	0	0	0
Too Fast for Conditions	2	0.89	0	0
Turning Improperly	6	2.68	0	0
Weaving in Traffic	0	0	0	0

* "None Detected" not shown.

CONTRIBUTING FACTORS *(continued)*

The following tables outline driver factors that contributed to each type of collision. Driver-contributing factors are summarized for each specific collision type. The percentages represent the percent a given factor occurred in a specific type of collision.

COLLISIONS INVOLVING SCHOOL BUSES	
TOTAL SCHOOL BUS COLLISIONS	461
FATAL COLLISIONS	1
INJURY COLLISIONS	50
TOTAL KILLED	1
TOTAL INJURED	123

SCHOOL BUS COLLISIONS				
DRIVER CONTRIBUTING FACTORS	ALL COLLISIONS	PERCENT OF TOTAL	FATAL COLLISIONS	PERCENT OF TOTAL
Alcohol Involvement	1	0.22	0	0
Cell Phone	4	0.87	0	0
Disregard Traffic Control	8	1.74	0	0
Distraction	18	3.9	0	0
Drug Involvement	2	0.43	0	0
Emotional	0	0	0	0
Exceeded Stated Speed Limit	3	0.65	0	0
Failed to Yield Right of Way	47	10.2	0	0
Fatigue	2	0.43	0	0
Fell Asleep	1	0.22	0	0
Following Too Close	16	3.47	0	0
Improper Backing	7	1.52	0	0
Improper Passing	8	1.74	0	0
Inattention	163	35.36	0	0
Lost Consciousness/Fainted	3	0.65	0	0
Medication	0	0	0	0
Misjudge Clearance	150	32.54	0	0
Not Under Proper Control	35	7.59	1	100
Overcorrecting/Oversteering	3	0.65	0	0
Physical Disability	0	0	0	0
Sick	1	0.22	0	0
Too Fast for Conditions	6	1.3	0	0
Turning Improperly	3	0.65	0	0
Weaving in Traffic	0	0	0	0

* "None Detected" not shown.

COLLISIONS INVOLVING ELEMENTARY SCHOOL AGE CHILDREN	
TOTAL ELEM. SCHOOL AGE CHILDREN COLLISIONS	9,267
FATAL COLLISIONS	40
INJURY COLLISIONS	2,079
ALL AGES KILLED	47
6-12 YRS OF AGE KILLED	7
ALL AGES INJURED	4,408
6-12 YRS OF AGE INJURED	1,324

ELEMENTARY SCHOOL AGE CHILDREN COLLISIONS (6 TO 12 YEARS OF AGE)				
DRIVER CONTRIBUTING FACTORS	ALL COLLISIONS	PERCENT OF TOTAL	FATAL COLLISIONS	PERCENT OF TOTAL
Alcohol Involvement	105	1.13	2	5
Cell Phone	79	0.85	1	2.5
Disregard Traffic Control	340	3.67	1	2.5
Distraction	565	6.1	1	2.5
Drug Involvement	81	0.87	3	7.5
Emotional	40	0.43	1	2.5
Exceeded State Speed Limit	46	0.5	3	7.5
Failure to Yield Right of Way	1,327	14.32	6	15
Fatigue	19	0.21	0	0
Fell Asleep	29	0.31	2	5
Following To Close	793	8.56	1	2.5
Improper Backing	85	0.92	0	0
Improper Passing	95	1.03	1	2.5
Inattention	4,289	46.28	8	20
Lost Consciousness	31	0.33	1	2.5
Medication	10	0.11	0	0
Misjudge Clearance	729	7.87	1	2.5
Not Under Proper Control	1,080	11.65	9	22.5
Overcorrecting/Oversteering	95	1.03	5	12.5
Physical Disability	4	0.04	0	0
Sick	12	0.13	0	0
Too Fast for Conditions	290	3.13	5	12.5
Turning Improperly	166	1.79	1	2.5
Weaving in Traffic	15	0.16	1	2.5

* "None Detected" not shown.

CONTRIBUTING FACTORS *(continued)*

The following tables outline driver factors that contributed to each type of collision. Driver-contributing factors are summarized for each specific collision type. The percentages represent the percent a given factor occurred in a specific type of collision.

COLLISIONS INVOLVING PEDESTRIANS	
TOTAL PEDESTRIAN COLLISIONS	1,012
FATAL COLLISIONS	77
INJURY COLLISIONS	759
TOTAL KILLED	78
TOTAL INJURED	853

PEDESTRIAN COLLISIONS

DRIVER CONTRIBUTING FACTORS	ALL COLLISIONS	PERCENT OF TOTAL	FATAL COLLISIONS	PERCENT OF TOTAL
Alcohol Involvement	24	2.37	5	6.49
Cell Phone	4	0.4	0	0
Disregard Traffic Control	16	1.58	0	0
Distraction	26	2.57	1	1.3
Drug Involvement	5	0.49	1	1.3
Emotional	14	1.38	0	0
Exceeded State Speed Limit	11	1.09	4	5.19
Failure to Yield Right of Way	113	11.17	0	0
Fatigue	2	0.2	0	0
Fell Asleep	2	0.2	0	0
Following To Close	6	0.59	3	3.9
Improper Backing	1	0.1	0	0
Improper Passing	1	0.1	0	0
Inattention	261	25.79	8	10.39
Lost Consciousness	3	0.3	2	2.6
Medication	0	0	0	0
Misjudge Clearance	23	2.27	0	0
Not Under Proper Control	41	4.05	6	7.79
Overcorrecting/Oversteering	2	0.2	0	0
Physical Disability	1	0.1	1	1.3
Sick	2	0.2	0	0
Too Fast for Conditions	12	1.19	2	2.6
Turning Improperly	7	0.69	0	0
Weaving in Traffic	2	0.2	0	0

* "None Detected" not shown.

COLLISIONS INVOLVING BICYCLES	
TOTAL BICYCLE COLLISIONS	342
FATAL COLLISIONS	10
INJURY COLLISIONS	233
TOTAL KILLED	10
TOTAL INJURED	244

BICYCLE COLLISIONS

DRIVER CONTRIBUTING FACTORS	ALL COLLISIONS	PERCENT OF TOTAL	FATAL COLLISIONS	PERCENT OF TOTAL
Alcohol Involvement	3	0.88	1	10
Cell Phone	2	0.58	0	0
Disregard Traffic Control	10	2.92	0	0
Distraction	8	2.34	0	0
Drug Involvement	1	0.29	0	0
Emotional	1	0.29	0	0
Exceeded State Speed Limit	1	0.29	0	0
Failure to Yield Right of Way	43	12.57	0	0
Fatigue	1	0.29	1	10
Fell Asleep	1	0.29	0	0
Following To Close	0	0	0	0
Improper Backing	1	0.29	0	0
Improper Passing	2	0.58	0	0
Inattention	99	28.95	2	20
Lost Consciousness	0	0	0	0
Medication	0	0	0	0
Misjudge Clearance	4	1.17	0	0
Not Under Proper Control	9	2.63	1	10
Overcorrecting/Oversteering	1	0.29	0	0
Physical Disability	0	0	0	0
Sick	0	0	0	0
Too Fast for Conditions	2	0.58	0	0
Turning Improperly	1	0.29	0	0
Weaving in Traffic	0	0	0	0

* "None Detected" not shown.

CONTRIBUTING FACTORS *(continued)*

The following tables outline driver factors that contributed to each type of collision. Driver-contributing factors are summarized for each specific collision type. The percentages represent the percent a given factor occurred in a specific type of collision.

COLLISIONS INVOLVING ALL TERRAIN VEHICLES (ATV) +	
TOTAL ATV COLLISIONS	69
FATAL COLLISIONS	4
INJURY COLLISIONS	38
TOTAL PERSONS KILLED IN ATV RELATED COLLISIONS	4
ATV DRIVER OR PASSENGER KILLED	4
KILLED W/ HELMET USED	0
KILLED W/ HELMET NOT USED	1
TOTAL PERSONS INJURED IN ATV RELATED COLLISIONS	49
ATV DRIVER OR PASSENGER INJURED	45
INJURED W/ HELMET USED	3
INJURED W/ HELMET NOT USED	22

ALL TERRAIN VEHICLE COLLISIONS

DRIVER CONTRIBUTING FACTORS	ALL COLLISIONS	PERCENT OF TOTAL	FATAL COLLISIONS	PERCENT OF TOTAL
Alcohol Involvement	9	13.04	1	25
Cell Phone	0	0	0	0
Disregard Traffic Control	2	2.9	0	0
Distraction	1	1.45	0	0
Drug Involvement	1	1.45	0	0
Emotional	0	0	0	0
Exceeded Stated Speed Limit	1	1.45	0	0
Failed to Yield Right of Way	4	5.8	0	0
Fatigue	0	0	0	0
Fell Asleep	0	0	0	0
Following Too Close	3	4.35	1	25
Improper Backing	1	1.45	0	0
Improper Passing	0	0	0	0
Inattention	17	24.64	0	0
Lost Consciousness/Fainted	0	0	0	0
Medication	0	0	0	0
Misjudge Clearance	4	5.8	0	0
Not Under Proper Control	26	37.68	2	50
Overcorrecting/Oversteering	2	2.9	0	0
Physical Disability	0	0	0	0
Sick	0	0	0	0
Too Fast for Conditions	6	8.7	0	0
Turning Improperly	1	1.45	0	0
Weaving in Traffic	0	0	0	0

*"None Detected" not shown.

COLLISIONS INVOLVING MOTORCYCLES	
TOTAL MOTORCYCLE COLLISIONS	1,464
FATAL COLLISIONS	84
INJURY COLLISIONS	933
TOTAL PERSONS KILLED IN MOTORCYCLE RELATED COLLISIONS	88
MOTORCYCLE DRIVER OR PASSENGER KILLED	88
KILLED W/ HELMET USED	34
KILLED W/ HELMET NOT USED	54
TOTAL PERSONS INJURED IN MOTORCYCLE RELATED COLLISIONS	1106
MOTORCYCLE DRIVER OR PASSENGER INJURED	1,033
INJURED W/ HELMET USED	496
INJURED W/ HELMET NOT USED	536

MOTORCYCLE COLLISIONS

DRIVER CONTRIBUTING FACTORS	ALL COLLISIONS	PERCENT OF TOTAL	FATAL COLLISIONS	PERCENT OF TOTAL
Alcohol Involvement	71	4.85	10	11.9
Cell Phone	1	0.07	0	0
Disregard Traffic Control	28	1.91	3	3.57
Distraction	31	2.12	1	1.19
Drug Involvement	25	1.71	7	8.33
Emotional	5	0.34	0	0
Exceeded Stated Speed Limit	52	3.55	10	11.9
Failed to Yield Right of Way	166	11.35	15	17.86
Fatigue	1	0.07	0	0
Fell Asleep	3	0.21	0	0
Following Too Close	61	4.17	0	0
Improper Backing	3	0.21	0	0
Improper Passing	42	2.87	2	2.38
Inattention	410	28.02	17	20.24
Lost Consciousness/Fainted	5	0.34	1	1.19
Medication	4	0.27	0	0
Misjudge Clearance	67	4.58	3	3.57
Not Under Proper Control	356	24.33	29	34.52
Overcorrecting/Oversteering	44	3.01	2	2.38
Physical Disability	1	0.07	0	0
Sick	5	0.34	0	0
Too Fast for Conditions	48	3.28	5	5.95
Turning Improperly	26	1.78	0	0
Weaving in Traffic	7	0.48	3	3.57

*"None Detected" not shown.

Note: A person may be killed in a motorcycle or ATV collision that was not riding on that vehicle

CONTRIBUTING FACTORS *(continued)*

The following tables outline driver factors that contributed to each type of collision. Driver-contributing factors are summarized for each specific collision type. The percentages represent the percent a given factor occurred in a specific type of collision.

COLLISIONS INVOLVING TRUCKS*	
TOTAL TRUCK COLLISIONS	9,898
FATAL COLLISIONS	94
INJURY COLLISIONS	1,411
TOTAL KILLED	110
TOTAL INJURED	2,039

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

TRUCK COLLISIONS

DRIVER CONTRIBUTING FACTORS	ALL COLLISIONS	PERCENT OF TOTAL	FATAL COLLISIONS	PERCENT OF TOTAL
Alcohol Involvement	107	1.08	1	1.06
Cell Phone	39	0.39	1	1.06
Disregard Traffic Control	208	2.1	3	3.19
Distraction	276	2.79	5	5.32
Drug Involvement	63	0.64	6	6.38
Emotional	24	0.24	0	0
Exceeded State Speed Limit	43	0.43	2	2.13
Failure to Yield Right of Way	849	8.58	8	8.51
Fatigue	60	0.61	0	0
Fell Asleep	106	1.07	0	0
Following To Close	450	4.55	2	2.13
Improper Backing	178	1.8	0	0
Improper Passing	148	1.5	0	0
Inattention	3,460	34.96	35	37.23
Lost Consciousness	43	0.43	1	1.06
Medication	9	0.09	0	0
Misjudge Clearance	1,732	17.5	2	2.13
Not Under Proper Control	1,422	14.37	27	28.72
Overcorrecting/Oversteering	172	1.74	4	4.26
Physical Disability	4	0.04	0	0
Sick	15	0.15	1	1.06
Too Fast for Conditions	331	3.34	7	7.45
Turning Improperly	188	1.9	4	4.26
Weaving in Traffic	22	0.22	0	0

* "None Detected" not shown.

COLLISIONS INVOLVING TRAINS	
TOTAL TRAIN COLLISIONS	39
FATAL COLLISIONS	2
INJURY COLLISIONS	8
TOTAL KILLED	2
TOTAL INJURED	11

TRAIN COLLISIONS

DRIVER CONTRIBUTING FACTORS	ALL COLLISIONS	PERCENT OF TOTAL	FATAL COLLISIONS	PERCENT OF TOTAL
Alcohol Involvement	2	5.13	0	0
Cell Phone	0	0	0	0
Disregard Traffic Control	5	12.82	0	0
Distraction	2	5.13	0	0
Drug Involvement	2	5.13	1	50
Emotional	0	0	0	0
Exceeded State Speed Limit	1	2.56	0	0
Failure to Yield Right of Way	6	15.38	0	0
Fatigue	0	0	0	0
Fell Asleep	0	0	0	0
Following To Close	0	0	0	0
Improper Backing	1	2.56	0	0
Improper Passing	0	0	0	0
Inattention	15	38.46	1	50
Lost Consciousness	0	0	0	0
Medication	0	0	0	0
Misjudge Clearance	9	23.08	0	0
Not Under Proper Control	4	10.26	0	0
Overcorrecting/Oversteering	0	0	0	0
Physical Disability	0	0	0	0
Sick	0	0	0	0
Too Fast for Conditions	1	2.56	0	0
Turning Improperly	1	2.56	0	0
Weaving in Traffic	0	0	0	0

* "None Detected" not shown.

CONTRIBUTING FACTORS *(continued)*

The following tables outline driver factors that contributed to each type of collision. Driver-contributing factors are summarized for each specific collision type. The percentages represent the percent a given factor occurred in a specific type of collision.

COLLISIONS INVOLVING MULTIPLE FATALITIES	
TOTAL MULTIPLE FATALITIES COLLISIONS	**51**
TOTAL KILLED	**111**
TOTAL INJURED	**52**

MULTIPLE FATALITY COLLISIONS		
DRIVER CONTRIBUTING FACTORS	COLLISIONS	PERCENT OF TOTAL
Alcohol Involvement	3	5.88
Cell Phone	0	0
Disregard Traffic Control	4	7.84
Distraction	2	3.92
Drug Involvement	4	7.84
Emotional	0	0
Exceeded State Speed Limit	8	15.69
Failure to Yield Right of Way	5	9.8
Fatigue	0	0
Fell Asleep	1	1.96
Following To Close	0	0
Improper Backing	0	0
Improper Passing	2	3.92
Inattention	13	25.49
Lost Consciousness	1	1.96
Medication	0	0
Misjudge Clearance	0	0
Not Under Proper Control	16	31.37
Overcorrecting/Oversteering	2	3.92
Physical Disability	0	0
Sick	0	0
Too Fast for Conditions	4	7.84
Turning Improperly	1	1.96
Weaving in Traffic	0	0

COLLISIONS BY COUNTY

COLLISIONS BY COUNTY

2017 vs 2018

County	COLLISIONS								PERSONS			
	TOTAL		FATAL*		NON-FATAL INJURY		PROPERTY DAMAGE		KILLED*		INJURED	
	2017	2018	2017	2018	2017	2018	2017	2018	2017	2018	2017	2018
Adair	250	213	5	2	58	38	187	173	6	2	103	49
Allen	412	463	7	6	73	60	332	397	7	6	107	105
Anderson	528	497	4	3	88	93	436	401	5	3	148	131
Ballard	189	178	2	2	30	36	157	140	2	2	38	67
Barren	1,421	1,361	9	7	272	241	1,140	1,113	9	8	424	362
Bath	218	183	2	1	54	40	162	142	2	1	79	63
Bell	606	530	8	3	129	109	469	418	11	4	200	168
Boone	5,199	5,024	18	8	799	757	4,382	4,259	19	9	1,149	1,088
Bourbon	651	574	6	5	96	97	549	472	7	5	135	142
Boyd	1,491	1,426	5	4	239	232	1,247	1,190	6	4	338	323
Boyle	816	867	7	1	124	124	685	742	7	1	192	179
Bracken	208	174	1	2	36	33	171	139	1	2	54	54
Breathitt	225	236	6	5	81	70	138	161	6	6	126	108
Breckinridge	230	235	7	1	66	61	157	173	7	1	106	88
Bullitt	2,030	2,145	10	12	372	411	1,648	1,722	10	12	583	621
Butler	289	252	4	2	63	51	222	199	4	2	94	69
Caldwell	357	339	4	0	71	62	282	277	4	0	104	93
Calloway	1,108	974	5	2	169	130	934	842	5	2	243	184
Campbell	3,193	3,141	8	5	357	347	2,828	2,789	10	10	492	496
Carlisle	50	59	2	2	21	28	27	29	2	2	29	40
Carroll	346	394	3	3	71	58	272	333	3	3	104	86
Carter	592	607	10	3	96	79	486	525	10	3	170	109
Casey	227	183	5	2	52	38	170	143	5	2	81	51
Christian	1,957	1,906	10	15	431	411	1,516	1,480	11	19	653	617
Clark	1,234	1,160	8	9	214	168	1,012	983	8	9	304	257
Clay	347	345	2	2	131	123	214	220	2	2	227	195
Clinton	208	163	2	3	45	27	161	133	2	3	78	45
Crittenden	190	172	4	3	49	52	137	117	4	3	73	75
Cumberland	99	81	3	1	24	18	72	62	3	1	40	23
Daviess	3,642	3,718	9	9	505	587	3,128	3,122	9	9	713	818
Edmonson	191	178	2	2	43	39	146	137	2	3	61	61
Elliott	67	58	2	2	22	14	43	42	2	2	31	25
Estill	146	162	2	4	29	31	115	127	2	4	46	53
Fayette	14,113	13,582	33	30	2,335	2,150	11,745	11,402	34	32	3,318	2,976
Fleming	208	265	1	2	41	44	166	219	1	2	58	59
Floyd	725	721	10	9	219	199	496	513	11	9	380	308
Franklin	1,516	1,544	8	2	200	215	1,308	1,327	10	2	301	298
Fulton	73	102	2	1	7	17	64	84	2	1	17	26
Gallatin	296	283	5	5	45	43	246	235	6	5	62	65
Garrard	373	370	1	3	72	71	300	296	1	4	111	98

COLLISIONS BY COUNTY

2017 vs 2018

County	COLLISIONS								PERSONS			
	TOTAL		FATAL*		NON-FATAL INJURY		PROPERTY DAMAGE		KILLED*		INJURED	
	2017	2018	2017	2018	2017	2018	2017	2018	2017	2018	2017	2018
Grant	790	822	3	1	128	116	659	705	3	1	182	186
Graves	967	991	9	11	200	195	758	785	9	11	278	267
Grayson	631	649	10	13	129	156	492	480	11	13	201	220
Green	163	187	3	2	33	41	127	144	3	2	49	56
Greenup	620	612	7	2	118	106	495	504	7	3	176	174
Hancock	137	115	2	2	25	14	110	99	3	2	35	15
Hardin	3,095	3,047	12	20	487	486	2,596	2,541	14	22	748	720
Harlan	435	443	1	5	100	121	334	317	1	5	163	202
Harrison	496	444	3	1	86	78	407	365	4	1	127	103
Hart	555	578	3	6	112	105	440	467	3	6	158	148
Henderson	1,509	1,570	2	10	265	253	1,242	1,307	2	10	389	397
Henry	395	375	1	2	66	60	328	313	1	2	100	92
Hickman	87	55	1	3	25	10	61	42	1	3	28	12
Hopkins	1,329	1,386	3	6	197	204	1,129	1,176	4	7	307	284
Jackson	178	140	6	1	48	28	124	111	7	1	74	47
Jefferson	31,866	30,891	105	74	5,080	4,858	26,681	25,959	108	76	7,716	7,255
Jessamine	1,609	1,634	3	7	282	257	1,324	1,370	3	7	390	388
Johnson	412	431	3	5	99	104	310	322	3	5	138	170
Kenton	5,970	5,872	12	16	720	728	5,238	5,128	17	16	1,011	1,035
Knott	222	217	1	5	67	61	154	151	1	5	116	96
Knox	632	644	5	7	170	154	457	483	5	7	290	290
Larue	322	320	2	1	57	69	263	250	3	2	87	104
Laurel	1,929	1,849	17	18	389	373	1,523	1,458	18	20	679	641
Lawrence	224	227	7	8	60	50	157	169	7	10	99	71
Lee	76	64	1	1	8	13	67	50	1	1	15	17
Leslie	40	25	2	1	12	6	26	18	3	1	27	14
Letcher	353	373	4	4	141	106	208	263	4	5	223	159
Lewis	170	176	4	4	35	49	131	123	4	4	67	64
Lincoln	432	409	9	6	95	77	328	326	10	8	165	121
Livingston	190	191	2	3	45	47	143	141	2	3	70	60
Logan	569	611	4	4	109	126	456	481	4	6	151	196
Lyon	224	251	3	1	47	55	174	195	5	1	76	73
McCracken	2,403	2,528	11	7	540	581	1,852	1,940	11	9	856	854
McCreary	213	213	6	1	63	60	144	152	7	1	106	109
McLean	244	233	2	4	65	56	177	173	2	4	97	74
Madison	2,778	2,541	9	6	429	349	2,340	2,186	10	6	637	504
Magoffin	158	183	5	2	55	59	98	122	5	2	104	96
Marion	506	444	6	5	94	83	406	356	6	8	127	122
Marshall	872	813	11	5	204	186	657	622	11	5	300	267
Martin	119	137	1	2	26	29	92	106	1	2	37	43

COLLISIONS BY COUNTY

2017 vs 2018

County	COLLISIONS								PERSONS			
	TOTAL		FATAL*		NON-FATAL INJURY		PROPERTY DAMAGE		KILLED*		INJURED	
	2017	2018	2017	2018	2017	2018	2017	2018	2017	2018	2017	2018
Mason	610	541	4	3	85	75	521	463	4	3	133	111
Meade	472	404	10	4	138	129	324	271	11	5	231	190
Menifee	67	60	4	1	19	11	44	48	4	2	24	26
Mercer	422	433	5	1	70	81	347	351	5	1	88	124
Metcalfe	261	257	0	3	55	52	206	202	0	3	77	81
Monroe	156	153	1	1	34	27	121	125	1	1	60	38
Montgomery	858	707	5	7	142	144	711	556	5	7	225	214
Morgan	184	177	1	0	61	40	122	137	1	0	87	59
Muhlenberg	800	816	12	9	160	176	628	631	12	10	259	255
Nelson	1,120	1,148	9	13	187	185	924	950	14	13	266	284
Nicholas	152	146	3	5	27	19	122	122	3	5	51	37
Ohio	700	674	3	6	152	148	545	520	3	6	208	211
Oldham	1,141	1,294	5	10	194	196	942	1,088	5	12	275	290
Owen	210	225	3	3	46	44	161	178	4	5	71	62
Owsley	34	25	0	1	9	6	25	18	0	1	14	11
Pendlton	323	315	2	3	67	86	254	226	3	3	91	126
Perry	707	737	6	6	198	190	503	541	7	6	348	343
Pike	1,338	1,315	11	19	344	369	983	927	12	21	536	564
Powell	252	228	1	7	57	43	194	178	2	7	81	75
Pulaski	1,793	1,748	9	11	313	265	1,471	1,472	9	12	477	420
Robertson	44	31	0	0	13	4	31	27	0	0	15	7
Rockcastle	536	634	8	3	91	105	437	526	9	4	152	160
Rowan	826	692	6	5	118	109	702	578	7	5	176	155
Russell	363	341	2	4	70	45	291	292	2	4	102	89
Scott	1,663	1,831	5	6	287	297	1,371	1,528	5	6	407	438
Shelby	1,362	1,425	4	7	295	259	1,063	1,159	4	8	459	369
Simpson	630	596	3	2	128	111	499	483	3	2	191	166
Spencer	304	304	4	3	69	67	231	234	5	3	92	95
Taylor	760	720	3	6	109	81	648	633	3	9	169	145
Todd	236	222	1	4	51	46	184	172	1	6	81	76
Trigg	363	332	6	4	62	71	295	257	6	5	96	108
Trimble	192	175	1	2	43	40	148	133	1	2	55	63
Union	265	334	3	1	66	69	196	264	3	2	104	94
Warren	5,043	4,770	20	13	857	747	4,166	4,010	26	13	1,222	1,084
Washington	254	282	4	1	53	54	197	227	4	1	87	90
Wayne	257	351	0	3	64	83	193	265	0	3	101	130
Webster	228	235	3	1	49	57	176	177	4	1	73	74
Whitley	1,028	1,004	7	9	258	250	763	745	7	10	394	409
Wolfe	151	150	2	7	39	26	110	117	3	8	64	41
Woodford	933	897	2	5	141	126	790	766	2	6	186	179
Totals	**136,979**	**134,285**	**721**	**664**	**23,961**	**22,846**	**112,297**	**110,775**	**782**	**724**	**35,999**	**33,914**

COLLISIONS INVOLVING DRINKING DRIVERS BY COUNTY

2017 vs 2018

County	COLLISIONS								PERSONS			
	TOTAL		FATAL*		NON-FATAL INJURY		PROPERTY DAMAGE		KILLED*		INJURED	
	2017	2018	2017	2018	2017	2018	2017	2018	2017	2018	2017	2018
Adair	8	7	3	0	1	3	4	4	3	0	2	3
Allen	17	12	2	1	3	4	13	7	2	1	3	6
Anderson	22	20	1	1	6	6	15	13	1	1	9	12
Ballard	12	5	0	1	3	2	9	2	0	1	3	3
Barren	36	31	1	1	17	9	18	21	1	1	28	12
Bath	7	3	1	0	2	3	4	0	1	0	3	5
Bell	6	10	1	0	1	2	4	8	2	0	3	4
Boone	153	103	2	1	50	36	101	66	2	1	71	50
Bourbon	29	23	2	1	11	5	16	17	2	1	18	10
Boyd	37	33	1	0	12	12	24	21	1	0	17	16
Boyle	22	26	2	0	5	5	16	21	2	0	6	7
Bracken	9	7	0	0	3	4	6	3	0	0	4	7
Breathitt	7	6	1	0	3	4	3	2	1	0	5	4
Breckinridge	18	8	0	0	8	3	10	5	0	0	10	4
Bullitt	42	42	5	2	16	16	25	24	5	2	23	26
Butler	11	12	0	0	3	9	8	3	0	0	4	10
Caldwell	12	8	0	0	3	5	9	3	0	0	4	5
Calloway	42	26	1	1	13	5	29	20	1	1	17	7
Campbell	96	96	2	1	17	22	78	73	3	1	23	34
Carlisle	0	3	0	0	0	0	0	3	0	0	0	0
Carroll	10	9	0	0	3	2	7	7	0	0	3	3
Carter	13	8	2	0	7	3	4	5	2	0	13	3
Casey	8	3	2	0	2	2	4	1	2	0	9	3
Christian	75	80	2	3	30	27	43	50	2	3	48	37
Clark	38	33	0	1	13	14	24	18	0	1	18	15
Clay	10	9	2	0	7	3	3	6	2	0	10	7
Clinton	4	5	0	0	2	2	2	3	0	0	2	2
Crittenden	5	10	0	1	4	5	1	4	0	1	7	6
Cumberland	3	1	0	0	0	1	3	0	0	0	0	1
Daviess	78	94	4	3	20	26	55	65	4	3	34	34
Edmonson	6	6	1	0	2	4	3	2	1	0	4	4
Elliott	10	3	2	1	6	1	2	1	2	1	8	2
Estill	5	3	1	0	2	2	2	1	1	0	4	3
Fayette	393	370	7	3	100	117	289	250	8	3	147	165
Fleming	7	8	1	0	4	2	3	6	1	0	5	2
Floyd	35	26	0	0	24	11	11	15	0	0	39	15
Franklin	53	48	2	0	18	14	33	34	3	0	25	27
Fulton	2	2	0	0	0	0	1	2	0	0	4	0
Gallatin	7	9	0	1	4	3	3	5	0	1	4	4
Garrard	15	14	0	0	4	4	11	10	0	0	4	4

COLLISIONS INVOLVING DRINKING DRIVERS BY COUNTY

2017 vs 2018

County	COLLISIONS								PERSONS			
	TOTAL		FATAL*		NON-FATAL INJURY		PROPERTY DAMAGE		KILLED*		INJURED	
	2017	2018	2017	2018	2017	2018	2017	2018	2017	2018	2017	2018
Grant	18	24	0	1	5	9	13	14	0	1	6	16
Graves	30	26	2	1	11	8	17	17	2	1	17	9
Grayson	22	22	0	2	6	9	15	11	0	2	7	13
Green	6	5	0	0	3	1	2	4	0	0	8	1
Greenup	22	14	1	0	4	4	18	10	1	0	8	6
Hancock	4	1	0	1	2	0	2	0	0	1	4	0
Hardin	88	74	2	1	26	26	62	47	3	1	43	35
Harlan	18	12	0	0	5	5	13	7	0	0	5	7
Harrison	18	5	0	0	8	1	10	4	0	0	11	1
Hart	13	14	0	1	6	2	7	11	0	1	7	2
Henderson	43	23	0	1	17	7	26	15	0	1	23	11
Henry	14	20	1	0	2	8	11	12	1	0	4	11
Hickman	3	2	0	0	1	1	2	1	0	0	1	3
Hopkins	27	30	1	0	12	11	15	19	2	0	17	14
Jackson	4	3	1	0	1	0	2	3	1	0	1	0
Jefferson	684	674	26	5	203	198	467	471	27	5	299	281
Jessamine	50	52	0	0	16	18	34	34	0	0	23	28
Johnson	9	10	0	0	5	2	4	8	0	0	5	4
Kenton	198	221	4	3	38	49	156	169	8	3	59	68
Knott	5	7	1	0	3	4	2	3	1	0	6	7
Knox	9	16	0	1	3	5	6	10	0	1	6	11
Larue	10	20	0	0	2	12	7	8	0	0	3	16
Laurel	38	36	4	1	14	7	19	28	5	1	28	7
Lawrence	10	10	1	3	6	1	3	6	1	3	8	1
Lee	6	1	0	0	1	1	5	0	0	0	2	2
Leslie	0	1	0	0	0	0	0	1	0	0	0	0
Letcher	13	11	2	2	9	4	2	5	2	3	12	9
Lewis	7	13	1	1	3	3	4	9	1	1	5	6
Lincoln	13	13	2	0	6	8	6	5	2	0	10	10
Livingston	5	5	0	0	2	2	3	3	0	0	2	3
Logan	15	13	0	1	6	3	9	9	0	1	6	6
Lyon	6	8	1	0	2	4	3	4	2	0	2	5
McCracken	62	58	1	0	24	28	38	30	1	0	31	42
McCreary	6	6	1	0	5	3	1	3	2	0	5	9
McLean	14	6	1	1	11	1	2	4	1	1	12	2
Madison	92	83	3	1	25	25	64	57	4	1	42	39
Magoffin	10	6	1	1	3	5	6	0	1	1	8	5
Marion	22	18	0	0	11	11	11	7	0	0	14	12
Marshall	34	26	1	0	14	12	19	14	1	0	17	13
Martin	6	4	0	0	1	2	4	2	0	0	1	3

COLLISIONS INVOLVING DRINKING DRIVERS BY COUNTY

2017 vs 2018

County	COLLISIONS								PERSONS			
	TOTAL		FATAL*		NON-FATAL INJURY		PROPERTY DAMAGE		KILLED*		INJURED	
	2017	2018	2017	2018	2017	2018	2017	2018	2017	2018	2017	2018
Mason	31	28	0	0	10	4	20	24	0	0	16	8
Meade	27	15	2	1	13	7	14	7	2	1	18	9
Menifee	3	0	0	0	3	0	0	0	0	0	3	0
Mercer	20	11	0	0	10	3	8	8	0	0	12	3
Metcalfe	8	8	0	1	5	3	3	4	0	1	6	5
Monroe	7	3	0	0	2	0	5	3	0	0	2	0
Montgomery	31	25	0	1	15	6	16	18	0	1	20	10
Morgan	3	3	1	0	2	1	1	2	1	0	3	1
Muhlenberg	15	20	0	0	6	8	9	12	0	0	9	11
Nelson	41	35	0	1	13	9	28	25	0	1	16	11
Nicholas	6	7	0	0	1	3	5	4	0	0	1	3
Ohio	27	11	1	1	11	7	15	3	1	1	17	11
Oldham	30	56	0	0	8	15	22	41	0	0	8	17
Owen	10	11	0	0	4	6	5	5	0	0	7	9
Owsley	0	1	0	0	0	0	0	1	0	0	0	0
Pendlton	10	10	1	0	4	3	6	7	2	0	8	6
Perry	23	8	1	1	13	2	10	5	1	1	18	7
Pike	58	46	2	2	23	20	32	24	2	2	29	32
Powell	7	4	0	0	4	1	3	3	0	0	5	1
Pulaski	39	32	3	4	13	8	26	20	3	5	15	19
Robertson	1	0	0	0	1	0	0	0	0	0	2	0
Rockcastle	13	8	0	0	4	3	9	5	0	0	7	5
Rowan	22	21	2	0	3	11	17	10	3	0	3	19
Russell	14	10	2	0	6	2	6	8	2	0	9	4
Scott	63	60	0	2	12	13	51	45	0	2	15	16
Shelby	41	49	1	0	21	19	19	30	1	0	41	24
Simpson	26	19	2	0	7	8	18	11	2	0	11	10
Spencer	16	18	1	0	3	5	12	13	1	0	4	6
Taylor	17	19	0	0	5	4	12	15	0	0	7	6
Todd	2	5	1	0	1	3	1	2	1	0	1	3
Trigg	10	16	2	1	4	3	4	12	2	2	9	4
Trimble	9	6	1	0	4	2	4	4	1	0	4	2
Union	8	10	1	0	4	4	3	6	1	0	6	6
Warren	164	124	2	2	52	41	107	81	2	2	62	64
Washington	10	8	0	0	3	2	6	6	0	0	8	5
Wayne	3	6	0	0	2	2	1	4	0	0	2	5
Webster	5	2	0	0	2	0	3	2	0	0	2	0
Whitley	30	19	2	1	11	6	17	12	2	1	15	8
Wolfe	2	3	0	2	2	0	0	1	0	2	3	1
Woodford	32	28	0	0	5	5	27	23	0	0	5	9
Totals	**3,901**	**3580**	**28**	**71**	**1,263**	**1137**	**2,531**	**2372**	**30**	**74**	**1,838**	**1640**
***Total with FARS**			**137**	**113**					**154**	**124**		

DRIVERS UNDER INFLUENCE OF DRUGS
BY COUNTY

The following chart shows the number of drivers suspected of being under the influence of drugs involved in collisions, along with the number of persons killed or injured in those collisions. In previous years this was only adjusted to reflect follow-up studies of drivers under the influence of drugs from FARS.

The tables below show drivers under the influence of drugs as initially reported along with a FARS column to compare the adjusted numbers.

	COLLISIONS			PERSONS		FARS	
COUNTY	ALL	FATAL	INJURY	KILLED	INJURED	FATAL	KILLED
Adair	6	0	4	0	4	**0**	**0**
Allen	3	0	3	0	5	**3**	**3**
Anderson	5	0	1	0	2	**0**	**0**
Ballard	2	0	1	0	3	**4**	**0**
Barren	12	0	6	0	6	**4**	**5**
Bath	2	0	2	0	4	**0**	**0**
Bell	15	0	4	0	4	**0**	**0**
Boone	30	2	13	2	20	**4**	**5**
Bourbon	5	0	3	0	3	**1**	**1**
Boyd	32	0	12	0	16	**1**	**1**
Boyle	11	0	4	0	5	**1**	**1**
Bracken	3	0	2	0	5	**2**	**2**
Breathitt	9	0	5	0	13	**1**	**1**
Breckinridge	1	0	0	0	0	**1**	**1**
Bullitt	15	0	9	0	12	**5**	**5**
Butler	6	0	3	0	4	**1**	**1**
Caldwell	6	0	3	0	5	**0**	**0**
Calloway	7	0	1	0	1	**1**	**1**
Campbell	34	1	10	1	21	**2**	**7**
Carlisle	0	0	0	0	0	**0**	**0**
Carroll	4	1	1	1	1	**2**	**2**
Carter	11	0	3	0	3	**3**	**3**
Casey	3	0	0	0	0	**2**	**2**
Christian	16	1	5	1	9	**4**	**5**
Clark	9	0	5	0	6	**2**	**2**
Clay	12	1	3	1	10	**1**	**1**
Clinton	5	0	3	0	6	**1**	**1**
Crittenden	4	0	2	0	3	**1**	**1**
Cumberland	2	1	1	1	1	**1**	**1**
Daviess	44	1	13	1	19	**2**	**2**
Edmonson	2	1	0	2	1	**0**	**0**
Elliott	1	1	0	1	5	**1**	**1**
Estill	5	0	2	0	6	**2**	**2**
Fayette	102	2	35	2	49	**9**	**10**
Fleming	7	0	2	0	2	**0**	**0**
Floyd	33	1	20	1	31	**6**	**6**
Franklin	19	0	8	0	18	**1**	**1**
Fulton	0	0	0	0	0	**0**	**0**
Gallatin	6	0	1	0	3	**0**	**0**

	COLLISIONS			PERSONS		FARS	
COUNTY	ALL	FATAL	INJURY	KILLED	INJURED	FATAL	KILLED
Garrard	4	0	2	0	4	**2**	**2**
Grant	12	1	4	1	7	**1**	**1**
Graves	18	3	7	3	14	**4**	**4**
Grayson	7	0	2	0	3	**4**	**4**
Green	0	0	0	0	0	**1**	**1**
Greenup	9	0	2	0	3	**1**	**2**
Hancock	2	0	1	0	2	**1**	**1**
Hardin	24	1	8	2	19	**6**	**7**
Harlan	12	1	7	1	14	**1**	**1**
Harrison	3	0	0	0	0	**0**	**0**
Hart	4	0	2	0	3	**3**	**3**
Henderson	11	0	4	0	9	**3**	**3**
Henry	1	0	1	0	1	**2**	**2**
Hickman	1	0	0	0	0	**1**	**1**
Hopkins	14	0	4	0	4	**0**	**0**
Jackson	2	0	1	0	2	**1**	**1**
Jefferson	162	4	60	4	97	**25**	**27**
Jessamine	30	2	8	2	17	**4**	**4**
Johnson	14	0	11	0	21	**0**	**0**
Kenton	105	2	35	2	52	**5**	**5**
Knott	8	1	4	1	10	**3**	**3**
Knox	15	2	6	2	13	**3**	**3**
Larue	5	0	3	0	3	**1**	**2**
Laurel	27	3	7	3	16	**6**	**6**
Lawrence	2	0	2	0	2	**4**	**4**
Lee	2	0	1	0	2	**1**	**1**
Leslie	1	0	0	0	0	**0**	**0**
Letcher	17	1	10	2	16	**3**	**4**
Lewis	6	0	2	0	2	**0**	**0**
Lincoln	4	0	0	0	0	**3**	**5**
Livingston	1	0	0	0	0	**1**	**1**
Logan	5	0	4	0	7	**1**	**2**
Lyon	6	0	4	0	5	**1**	**1**
McCracken	27	0	16	0	32	**3**	**4**
McCreary	5	0	1	0	2	**1**	**1**
McLean	1	0	1	0	1	**2**	**2**
Madison	37	0	17	0	25	**2**	**2**
Magoffin	6	2	2	2	5	**2**	**2**
Marion	5	1	2	1	2	**2**	**2**

DRIVERS UNDER INFLUENCE OF DRUGS
BY COUNTY

Continued from previous page.

COUNTY	COLLISIONS			PERSONS		FARS	
	ALL	FATAL	INJURY	KILLED	INJURED	FATAL	KILLED
Marshall	10	0	7	0	9	**4**	**4**
Martin	2	0	2	0	3	**0**	**0**
Mason	8	0	2	0	3	**1**	**1**
Meade	4	1	1	1	2	**2**	**2**
Menifee	0	0	0	0	0	**0**	**0**
Mercer	3	0	2	0	2	**1**	**1**
Metcalfe	3	0	1	0	1	**0**	**0**
Monroe	5	0	3	0	7	**0**	**0**
Montgomery	20	0	6	0	8	**2**	**2**
Morgan	2	0	1	0	1	**0**	**0**
Muhlenberg	8	0	7	0	12	**2**	**2**
Nelson	12	2	2	2	6	**5**	**5**
Nicholas	4	0	2	0	2	**1**	**1**
Ohio	5	0	2	0	3	**1**	**1**
Oldham	10	0	3	0	4	**5**	**6**
Owen	9	0	2	0	5	**2**	**4**
Owsley	1	0	0	0	0	**0**	**0**
Pendlton	4	0	2	0	4	**1**	**1**
Perry	15	1	6	1	12	**4**	**4**
Pike	70	4	31	4	54	**11**	**12**
Powell	3	0	0	0	0	**3**	**3**
Pulaski	16	1	5	2	10	**4**	**5**

COUNTY	COLLISIONS			PERSONS		FARS	
	ALL	FATAL	INJURY	KILLED	INJURED	FATAL	KILLED
Robertson	1	0	1	0	2	**0**	**0**
Rockcastle	5	0	2	0	2	**2**	**3**
Rowan	13	0	4	0	8	**1**	**1**
Russell	2	1	0	1	2	**2**	**2**
Scott	19	3	8	3	13	**2**	**2**
Shelby	22	0	8	0	15	**2**	**3**
Simpson	6	1	3	1	3	**1**	**1**
Spencer	11	0	4	0	5	**2**	**2**
Taylor	6	0	2	0	2	**0**	**0**
Todd	3	0	3	0	3	**2**	**4**
Trigg	5	0	3	0	4	**3**	**4**
Trimble	4	0	0	0	0	**1**	**1**
Union	4	0	3	0	4	**1**	**2**
Warren	36	1	13	1	18	**3**	**3**
Washington	2	0	1	0	1	**1**	**1**
Wayne	0	0	0	0	0	**1**	**1**
Webster	3	0	1	0	1	**0**	**0**
Whitley	20	1	8	1	20	**5**	**6**
Wolfe	4	0	2	0	3	**4**	**6**
Woodford	4	0	1	0	1	**0**	**0**
Totals	**1488**	**53**	**585**	**57**	**976**	**251**	**284**

ALL COLLISIONS
BY AREA DEVELOPMENT DISTRICT

AREA DEVELOPMENT DISTRICT	TOTAL NUMBER REPORTED	TOTAL COLLISIONS REPORTED		NUMBER PERSONS	
		FATAL	INJURY	KILLED	INJURED
Purchase	5,700	33	1,183	35	1,717
Pennyrile	5,615	45	1,124	54	1,641
Green River	6,879	33	1,184	34	1,683
Barren River	9,219	46	1,559	50	2,310
Lincoln Trail	6,529	58	1,223	65	1,818
KIPDA	36,609	110	5,891	115	8,785
Northern Kentucky	16,076	44	2,179	52	3,144
Buffalo Trace	1,187	11	205	11	295
Gateway	1,819	14	344	15	517
FIVCO	2,930	19	481	22	702
Big Sandy	2,787	37	760	39	1,181
Kentucky River	1,827	30	478	33	789
Cumberland Valley	5,589	48	1,263	53	2,112
Lake Cumberland	4,200	35	696	39	1,117
Bluegrass	27,319	101	4,276	107	6,103
Totals	**134,285**	**664**	**22,846**	**724**	**33,914**

ALCOHOL RELATED COLLISIONS
BY AREA DEVELOPMENT DISTRICT

These tables show drivers under the influence of alcohol as initially reported compared to FARS adjusted numbers.

AREA DEVELOPMENT DISTRICT	TOTAL NUMBER REPORTED	TOTAL COLLISIONS REPORTED		NUMBER PERSONS		FARS REPORTED	
		FATAL	INJURY	KILLED	INJURED	FATAL	KILLED
Purchase	148	3	56	3	77	5	5
Pennyrile	182	5	68	6	88	8	11
Green River	147	7	45	7	64	6	7
Barren River	242	7	83	7	119	5	5
Lincoln Trail	200	5	79	5	105	12	15
KIPDA	865	7	263	7	367	12	12
Northern Kentucky	483	7	130	7	190	12	14
Buffalo Trace	56	1	13	1	23	2	2
Gateway	52	1	21	1	35	3	3
FIVCO	68	4	21	4	28	5	5
Big Sandy	92	3	40	3	59	7	7
Kentucky River	38	5	15	6	30	8	9
Cumberland Valley	113	3	31	3	49	5	5
Lake Cumberland	94	4	28	5	53	7	8
Bluegrass	800	9	244	9	353	16	17
Totals	3,580	71	1,137	74	1,640	113	125

DRUG RELATED COLLISIONS
BY AREA DEVELOPMENT DISTRICT

AREA DEVELOPMENT DISTRICT	TOTAL NUMBER REPORTED	TOTAL COLLISIONS REPORTED		NUMBER PERSONS		FARS REPORTED	
		FATAL	INJURY	KILLED	INJURED	FATAL	KILLED
Purchase	65	3	32	3	59	17	14
Pennyrile	63	1	31	1	45	14	18
Green River	70	1	25	1	39	10	11
Barren River	82	3	38	4	55	16	18
Lincoln Trail	60	5	19	6	36	22	24
KIPDA	225	4	85	4	134	42	46
Northern Kentucky	204	7	68	7	113	17	25
Buffalo Trace	25	-	9	-	14	3	3
Gateway	37	-	13	-	21	3	3
FIVCO	55	1	19	1	29	10	11
Big Sandy	125	7	66	7	114	19	20
Kentucky River	57	3	28	4	56	16	19
Cumberland Valley	108	8	38	8	81	19	21
Lake Cumberland	45	3	16	4	27	13	14
Bluegrass	267	7	98	7	153	34	37
Totals	1,488	53	585	57	976	255	284

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

FATALITY ANALYSIS REPORTING SYSTEM (FARS)

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FATALITY ANALYSIS REPORTING SYSTEM (FARS)

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

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

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

DRIVERS INVOLVED IN FATAL COLLISIONS - AGE AND ALCOHOL INVOLVEMENT

The chart below depicts the ages of all drivers in fatal collisions vs. alcohol involved drivers in fatal collisions during the same time period and the percentages of involvement for various ages and age groups. The alcohol involved teenage driver (ages 13 through 19) represents 2% of the total number of drinking drivers involved in fatal collisions.

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

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

AGE	Number of Drivers Involved	Alcohol Involved Drivers*	% Alcohol Involved
Under 16	0	0	0
16	5	0	0
17	15	1	7
18	27	3	11
19	12	0	0
20	21	3	14
21	18	2	11
22-24	51	10	20
25-34	185	36	19
35-44	186	22	12
45-54	166	16	10
55-64	162	17	10
65-74	90	2	2
Over 74	77	2	3
Unknown	14	0	0
TOTALS	1,029	114	10

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

DURING 2018, THERE WERE 124 PERSONS KILLED IN FATAL COLLISIONS INVOLVING A DRINKING DRIVER. THIS REPRESENTS 17% OF ALL PERSONS KILLED IN TRAFFIC COLLISIONS IN KENTUCKY.

The chart below shows drinking drivers by age and alcohol test result. 69% of the drinking drivers tested were found to have a blood alcohol content (BAC) of 0.10% or above at the time of the collision.

AGE	NUMBER OF DRINKING DRIVERS*	BAC TEST RESULTS			
		.01 - .05	.06 - .09	.10 - .19	.20+
Under 16	0	0	0	0	0
16	0	0	0	0	0
17	1	0	0	0	1
18	3	2	0	0	1
19	0	0	0	0	0
20	3	0	1	1	1
21	2	0	1	0	1
22-24	10	2	1	1	6
25-34	36	7	8	14	7
35-44	22	2	5	8	7
45-54	16	0	0	6	10
55-64	17	5	1	6	5
65-74	2	0	0	2	0
75+	2	0	0	1	1
Unknown	0	0	0	0	0
TOTAL	**114**	**18**	**17**	**39**	**40**

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

DURING 2018, 24% OF THE FATALLY INJURED PEDESTRIANS OVER THE AGE OF 15 WERE DRINKING.

THEIR AVERAGE ALCOHOL TEST WAS 16%.

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

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

FATALLY INJURED PEDESTRIANS

AGE	TOTAL	NUMBER DRINKING	AVERAGE TEST RESULTS
0-5	2	0	0
6-10	1	0	0
11-15	0	0	0
16-20	3	1	0.14
21-25	4	1	0.12
26-30	8	2	0.22
31-40	11	3	0.17
41-50	14	3	0.19
51-60	13	5	0.23
61-70	8	3	0.09
71-80	5	1	0.14
81+	4	0	0
UNKNOWN	0	0	0
TOTAL	**73**	**19**	**0.16**

SAFETY RESTRAINTS AND EJECTION IN FATAL COLLISIONS

The chart below plots overall results in fatal collisions when motorcycle helmets and other restraints (safety belts, harnesses, child restraints, etc.) are used. A comparison of "used" versus "not used" for 2018 FARS data strongly confirms both the lifesaving advantage as well as the reduction of serious injury when restraints are in place.

69% OF THE VEHICLE OCCUPANTS KILLED WERE NOT RESTRAINED.
24% OF THE VEHICLE OCCUPANTS SUFFERING A SUSPECTED/POSSIBLE INJURY WERE NOT RESTRAINED.

NON-MOTORISTS ARE NOT INCLUDED IN THE CHARTS BELOW.

RESULT	MOTORCYCLE HELMET			RESTRAINT			TOTAL
	Used	Not Used	Unknown	Used	Not Used	Unknown	
(K) Killed	35	68	0	243	292	0	638
(A) Suspected Serious Injury	2	8	0	93	39	0	142
(B) Suspected Minor Injury	1	2	0	107	32	0	142
(C) Possible Injury	0	0	0	114	30	0	144
(O) No Injury	0	2	2	350	29	3	386
Unknown if Injured	0	1	0	0	0	12	13
Injured, Severity Unknown	0	0	0	4	0	0	4
TOTAL	**38**	**81**	**2**	**911**	**422**	**15**	**1,469**

Of the **1,348** vehicle occupants involved in fatal collisions, only **911** were using safety restraints - an overall usage rate of **68%** in fatal collisions. (*Motorcycle occupants are not included*)

EJECTION

RESULTS	Total Ejection	Partial Ejection	No Ejection	Unknown	TOTAL
(K) Killed	92	28	415	0	**535**
(A) Suspected Serious Injury	9	0	123	0	**132**
(B) Suspected Minor Injury	2	2	135	0	**139**
(C) Possible Injury	3	0	141	0	**144**
(O) No Injury	0	0	382	0	**382**
Unknown If Injured	0	0	11	1	**12**
Injured, Severity Unknown	0	0	4	0	**4**
TOTAL	**106**	**30**	**1,211**	**1**	**1,348**

The above chart shows overall injuries in fatal collisions according to whether the vehicle occupant was ejected from the vehicle, partially ejected, or not ejected.

88% OF VEHICLE OCCUPANTS WHO WERE EITHER TOTALLY OR PARTIALLY EJECTED WERE KILLED. This data also reaffirms the lifesaving advantage of using an active restraint, since the possibility of being ejected upon impact is significantly reduced.

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

CHILD RESTRAINTS IN FATAL COLLISIONS

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

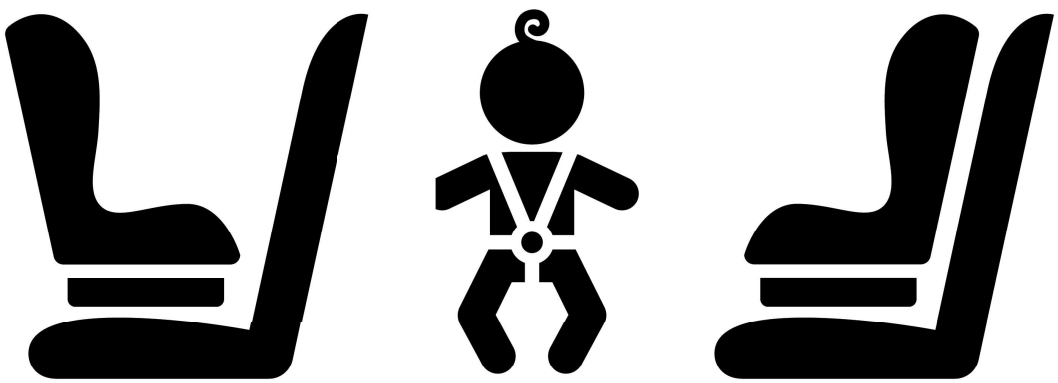
In order to qualify, the child restraint system must be certified as having been federally approved. (Federal approval of a child restraint system is based on its having withstood dynamic crash tests -- 30 mph collision into a fixed barrier.)

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

RESULT	AGE 4 & UNDER TOTAL	CHILD RESTRAINT USED	LAP BELT &/OR HARNESS USED	NONE USED	UNKNOWN
Killed	**6**	**5**	**0**	**1**	**0**
Injured (Incapacitating)	**4**	**2**	**0**	**2**	**0**
Injured (Non-Incapacitating)	**6**	**6**	**0**	**0**	**0**
Injured (Possible)	**13**	**11**	**1**	**1**	**0**
Not Injured	**16**	**12**	**4**	**0**	**0**
TOTAL	**45**	**36**	**5**	**4**	**0**

Of the 45 child occupants (four years and under) involved in fatal collisions in 2017, 35 children were secured in a child restraint.

Of the 12 children killed, 10 were using a restraint, none were using a lap belt or shoulder harness.



$11.1 - $73.3 BILLION

COST of KENTUCKY TRAFFIC COLLISIONS

2018

The calculable costs (Economic Costs) of motor vehicle collisions on public roads include wage loss, medical expense, administration costs, property damage, and employer costs. Comprehensive Costs include not only the Economic Cost components but also a measure of the value of lost quality of life associated with deaths and injuries.

Estimated Costs provided by the National Safety Council (Injury Facts® 2017 Edition) , considering both Economic and Comprehensive Costs, were used to arrive at a cost range for traffic collisions in Kentucky during 2017 (occurring on public roads.) Costs for 2017 were used as this is the most recent available at the time of this publication.

+ Source: https://injuryfacts.nsc.org/all-injuries/costs/guide-to-calculating-costs/data-details/ (*Info current as of September, 2019.*)

The **ECONOMIC COST** was derived from the following formula:

COST PER	X	NUMBER REPORTED	=	ESTIMATED COST
(K) Killed				
$1,615,000	X	724	=	$1,169,260,000
(A) Suspected Serious Injury				
$93,800	X	2,749	=	$257,856,200
(B) Suspected Minor Injury				
$27,100	X	12,003	=	$325,281,300
(C) Possible Injuries				
$22,300	X	22,300	=	$8,074,094,100
(O) No Injury Observed				
$11,900	X	110,900	=	$1,318,222,500
TOTAL ECONOMIC COST ESTIMATE				**$11,144,714,100**

The **COMPREHENSIVE COST** was derived from the following formula:

COST PER	X	NUMBER REPORTED	=	ESTIMATED COST
(K) Killed				
$10,562,000	X	724	=	$7,646,888,000
(A) Suspected Serious Injury				
$1,155,000	X	2,749	=	$3,175,095,000
(B) Suspected Minor Injury				
$318,000	X	12,003	=	$3,816,954,000
(C) Possible Injuries				
$147,000	X	22,300	=	$53,223,849,000
(O) No Injury Observed				
$48,700	X	110,900	=	$5,394,742,500
TOTAL COMPREHENSIVE COST ESTIMATE				**$73,257,528,500**

Top Car Seat Errors

Harness too loose

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

Car seat not tight/using the wrong seat belts

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

Chest retainer clip not at armpit level

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

Child forward facing too soon

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

Riding in a recalled car seat

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

Child too heavy for seat

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

Seat too old

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

Inappropriate padding in the car seat

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

Using a second-hand seat

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

FOR MORE INFORMATION CONTACT YOUR LOCAL KENTUCKY STATE POLICE POST 1-800-222-5555
OR VISIT WWW.KENTUCKYSTATEPOLICE.ORG

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KOSAIR CHILDREN'S HOSPITAL

KENTUCKY'S PRECIOUS CARGO

Keeping Our Children Safe

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

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

Infant seat

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

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

Rear-facing convertible

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

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

Forward-facing convertible

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

Kentucky's Law

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

Toddler car seat/belt-positioning booster seat

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

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

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