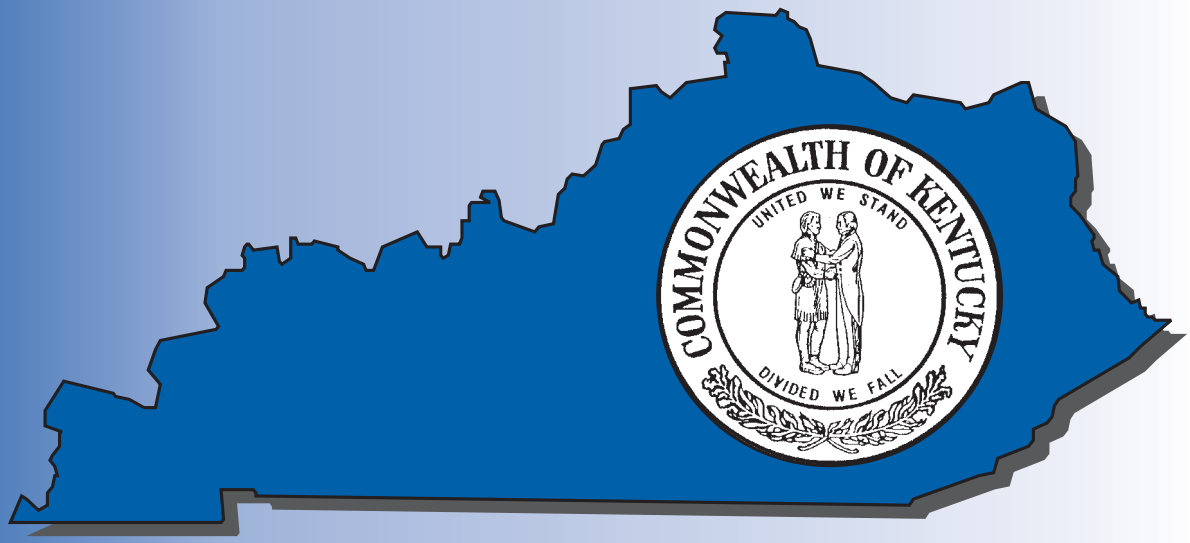
KENTUCKY

TRAFFIC COLLISION FACTS



2002 REPORT

COMMONWEALTH OF KENTUCKY
OFFICE OF THE GOVERNOR

PAUL E. PATTON
GOVERNOR

700 CAPITOL AVENUE
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FRANKFORT, KY 40601
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My Fellow Kentuckians:

This *2002 Kentucky Traffic Collision Facts* report provides us with valuable statistics concerning traffic collisions on the roadways of our Commonwealth. These figures should also remind us that motor vehicle travel, although required by most to provide our very livelihood, many times results in injury and even death.

Each year I am saddened to learn, through this publication, the number of individuals killed and injured in traffic collisions throughout our state. The number of fatalities for 2002 increased by 9.3 percent, with 79 more fatalities than during 2001. The 929 people who lost their lives in fatal traffic collisions in Kentucky represent a far too great a portion of our most valuable asset – our citizens.

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

Sincerely,

Paul E. Patton

Paul E. Patton

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COMMONWEALTH OF KENTUCKY
KENTUCKY STATE POLICE
919 VERSAILLES ROAD
FRANKFORT KY. 40601

PAUL E. PATTON
GOVERNOR

PATRICK N. SIMPSON
COMMISSIONER

The Honorable Paul E. Patton
Governor of Kentucky
The Capitol
Frankfort, Kentucky 40601

Dear Governor Patton:

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

It is my great pleasure to present, pursuant to the above referenced statute, this 2002 TRAFFIC COLLISION FACTS report. Statistical information, based on comprehensive evaluation and analyses of fatal, injury, and property damage collisions, is provided in this report.

The Kentucky State Police would like to take this opportunity to express our gratitude to the Kentucky Transportation Center, College of Engineering, University of Kentucky, for compiling and printing our 2002 traffic collision statistics. For the ninth consecutive year, this mutually beneficial joint-effort has produced a report, which we feel more accurately reflects traffic collision data, while offering a broader analytical approach to many areas of special interest.

We sincerely hope that the information contained herein is beneficial to law enforcement agencies, national, state and local organizations, as well as citizens concerned with highway safety across "Our Great Commonwealth".

Respectfully submitted,

Patrick N. Simpson
Commissioner

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DEDICATION

This 2002 Collision Facts Report

is appropriately

dedicated

to

THE NINE HUNDRED FIFTEEN CITIZENS

Who were victims of Fatal Traffic Collisions

During 2002

and to

Their Families

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

KENTUCKY

TRAFFIC COLLISION FACTS

2002

Prepared by:

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In Cooperation with:

Kentucky State Police
Commonwealth of Kentucky

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INTRODUCTION

KENTUCKY'S TRAFFIC COLLISION FACTS report for 2002 is based on collision reports submitted to the Kentucky State Police Records Branch. As required by Kentucky Revised statutes 189.635, "every law enforcement agency whose officers investigate a vehicle accident of which a report must be made...shall file a report of the accident...within ten days after investigation of the accident upon forms supplied by the bureau." The stated purpose of this requirement is to utilize data on traffic collisions for such purposes as will improve the traffic safety program in the Commonwealth. Data contained in this report are based solely on the observations and judgements of the state and local police officers who investigated each collision. The collision data is contained in an automatic system (Collision Report Analysis for Safer Highways) (CRASH). This system has edit checks for accuracy. Computer tabulations and summaries are again checked for accuracy before information is released or disseminated. It is hoped that the detailed information presented in the 2002 Kentucky Traffic Collision Facts report will, in fact, "improve the traffic safety program within the Commonwealth."

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

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

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

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

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

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

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

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

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

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

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

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

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

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

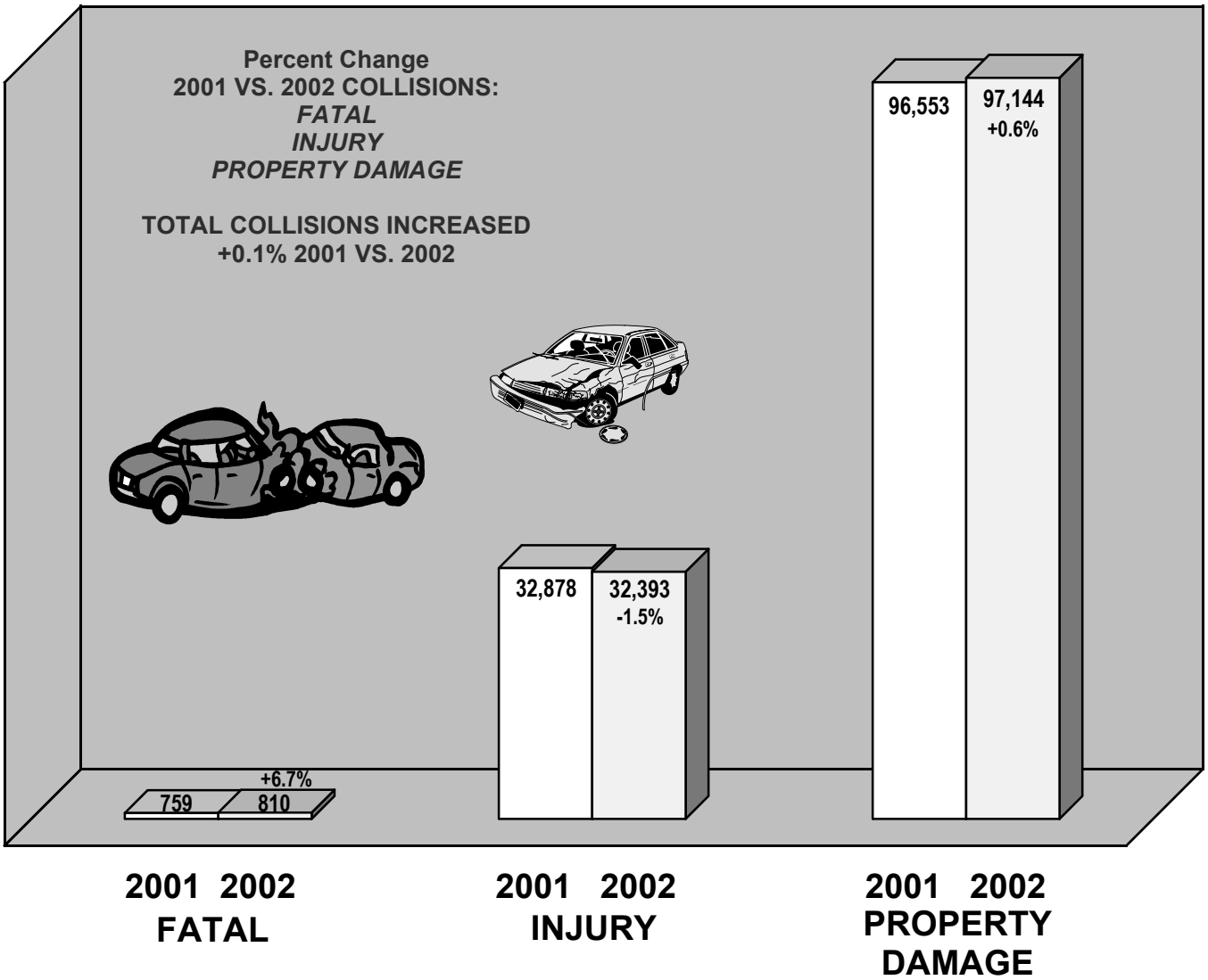
COLLISION SUMMARY

2002 COLLISION SUMMARY

TYPE COLLISION REPORTED	2001	2002	PERCENT CHANGE
FATAL (Public Roads)	759	810	+6.7
NONFATAL INJURY (Public Roads)	32,878	32,393	-1.5
PROPERTY DAMAGE ONLY (Public Roads)	96,553	97,144	+0.6
TOTAL NUMBER REPORTED (Public Roads)	130,190	130,347	+0.1
PARKING LOTS / PRIVATE PROPERTY	22,808	23,574	+3.4
TOTAL ALL REPORTED	152,998	153,921	+0.6
FATAL (Total)	766*	822**	+7.3

* Includes 7 fatal collisions on parking lots / private property
** Includes 12 fatal collisions on parking lots / private property

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



DEATH AND INJURY SUMMARY

	2001	2002	% CHANGE
PERSONS KILLED - Public Roads	843	915	+8.5
PERSONS KILLED - Parking Lots / Private Property	7	14	+100.0
PERSONS KILLED (Total)	850	929	+9.3
PERSONS INJURED - Public Roads	49,919	49,329	-1.2
PERSONS INJURED - Parking Lots / Private Property	1,344	1,455	+8.3
PERSONS INJURED (Total)	51,263	50,784	-0.9

FACTS: **APPROXIMATELY ONE OF EVERY 5,200 KENTUCKY RESIDENTS DIED AS A RESULT OF A FATAL TRAFFIC COLLISION ON A PUBLIC ROAD DURING 2002 IN KENTUCKY. ABOUT ONE IN 94 KENTUCKY RESIDENTS WAS INJURED IN A TRAFFIC COLLISION IN KENTUCKY.***

APPROXIMATELY ONE OF EVERY 15 DRIVERS LICENSED IN KENTUCKY WAS INVOLVED IN A TRAFFIC COLLISION IN KENTUCKY. ABOUT ONE OF 2,700 KENTUCKY DRIVERS WAS INVOLVED IN A FATAL COLLISION.**

* Based on 4,129,298 population estimate for Kentucky in 2002.
** Based on 2,843,109 licensed drivers in Kentucky in 2002 (including learner permits).

A total of 915 persons were killed on public roads during 2002. The total number of traffic fatalities increased 8.5%, with 72 more fatalities than during 2001.

49,329 persons were injured on public roads during 2002, a decrease of 1.2% from 2001, or 590 fewer persons injured.

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

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

TYPE INJURY	NUMBER	%
INCAPACITATING INJURY		
Public Roads	7,046	14
Parking Lots / Private Property	184	13
NON-INCAPACITATING INJURY		
Public Roads	19,101	39
Parking Lots / Private Property	510	35
POSSIBLE INJURY		
Public Roads	23,182	47
Parking Lots / Private Property	761	52
TOTAL		
Public Roads	49,329	
Parking Lots / Private Property	1,455	

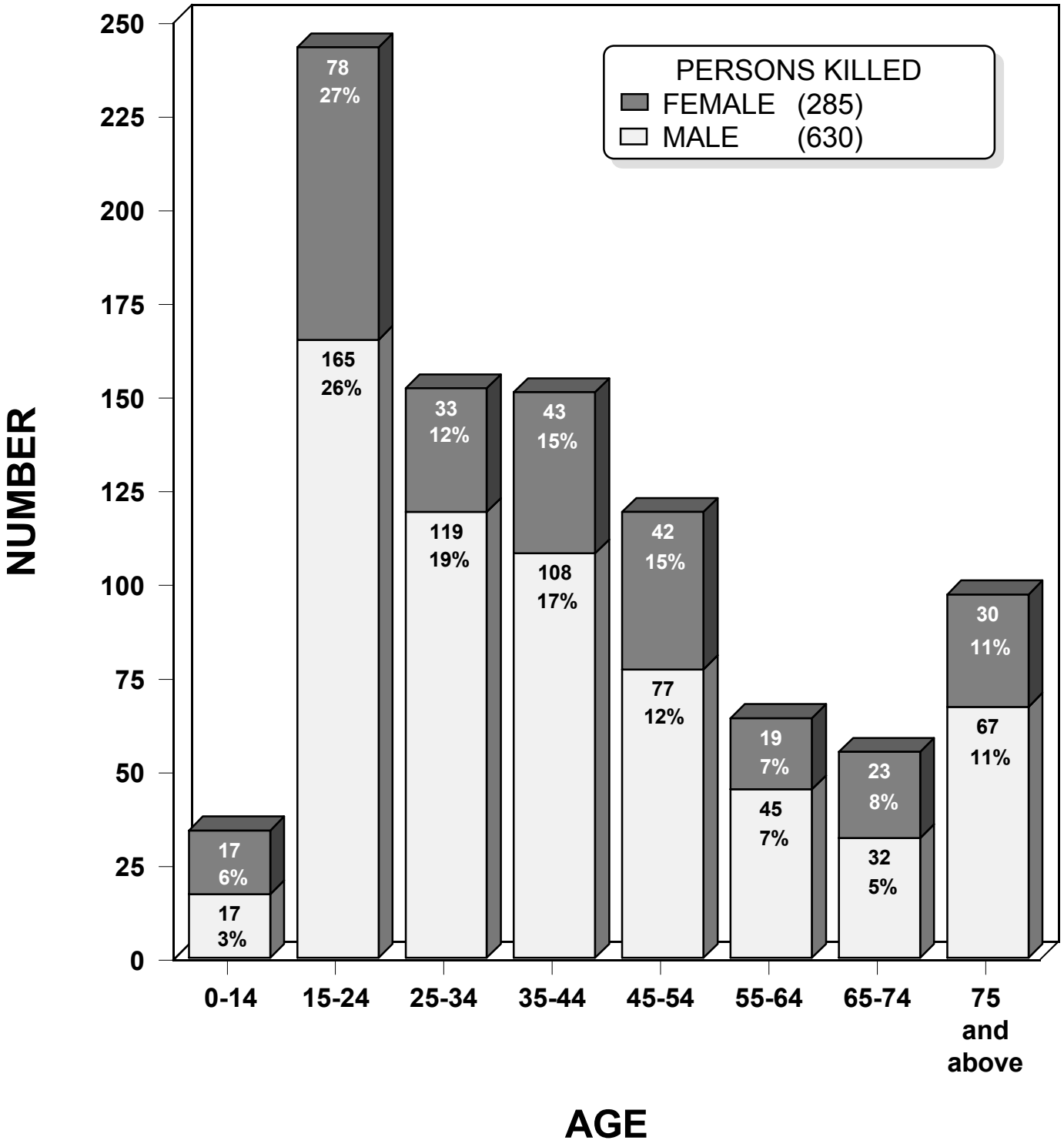
TOTAL DEATH RATES
(deaths per 100 million miles traveled*)

		RATE**	
YEAR	KILLED	KY	U.S.
1987	849	2.8	2.6
1988	840	2.7	2.5
1989	776	2.4	2.3
1990	851	2.5	2.2
1991	828	2.4	2.0
1992	819	2.2	1.8
1993	875	2.2	1.8
1994	791	2.0	1.8
1995	856	2.1	1.8
1996	846	2.0	1.8
1997	865	1.9	1.7
1998	869	1.9	1.6
1999	819	1.7	1.5
2000	823	1.8	1.5
2001	843	1.8	1.5
2002	915	2.0	1.6

*Miles traveled in Kentucky in 2002 = 46.9 billion
**Includes both Public Roads and Private Property

FATALITIES
BY AGE AND SEX

The number of persons killed in fatal collisions in 2002 is shown by age and sex in the chart below. There were 630 males versus 285 females killed. Twenty-seven (27) percent of all persons killed in traffic collisions were in the 15- to 24-year old age group. Fifty-four (54) of the persons killed were pedestrians and nine were pedalcyclists. The percentages represent the percent of males or females killed in the given age group (as a percentage of the total males or females killed).



SEVERITY OF INJURY BY TYPE OF COLLISION

The chart below depicts the number of persons killed and injured, by severity of injury, with 11 categories of collisions. As shown in the percentage column, collisions with moving motor vehicles (66%) and collisions with fixed objects (24%) account for 90% of the fatalities and injuries during 2002.

TYPE OF COLLISION	TOTAL COLLISIONS	FATAL COLLISIONS	TYPE OF INJURY				% OF TOTAL OCCUPANTS KILLED OR INJURED
			KILLED	INCAPACITATING INJURY	NON-INCAPACITATING INJURY	POSSIBLE INJURY	
COLLISION WITH MOVING VEHICLE	86,891	334	401	4,040	11,862	16,774	65.8
COLLISION WITH FIXED OBJECT	24,413	325	356	2,131	5,228	4,397	24.1
OTHER NON COLLISION	2,389	24	26	196	438	377	2.1
COLLISION WITH PEDESTRIAN	940	53	54	210	364	311	1.9
NON COLLISION OVERTURNED	1,218	40	40	217	421	310	2.0
COLLISION WITH OTHER OBJECT	2,296	9	10	78	248	438	1.5
COLLISION WITH PEDALCYCLIST	501	9	9	65	165	136	0.7
COLLISION WITH PARKED VEHICLE	6,983	8	11	58	212	214	1.0
COLLISION WITH DEER	3,237	3	3	19	86	130	0.5
COLLISION WITH OTHER ANIMAL	1,412	1	1	26	67	83	0.4
COLLISION WITH TRAIN	67	4	4	6	10	12	0.1
TOTALS	**130,347**	**810**	**915**	**7,046**	**19,101**	**23,182**	**100.0**

OCCURRENCE OF COLLISIONS BY TYPE

Sixty-seven (67) percent of all collisions reported during 2002 involved collisions between two or more moving vehicles (not in a parking lot).

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

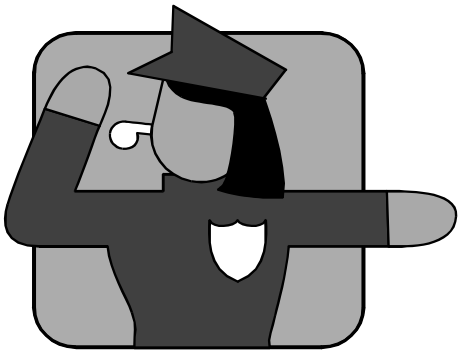
Fifteen (15) percent of all collisions did not involve a collision with either a moving vehicle or a fixed object. About 12% were other types of collisions (vehicle with pedestrian, deer, pedalcyclist, etc.) while the remainder were non-collisions (vehicle overturning and other non-collisions).

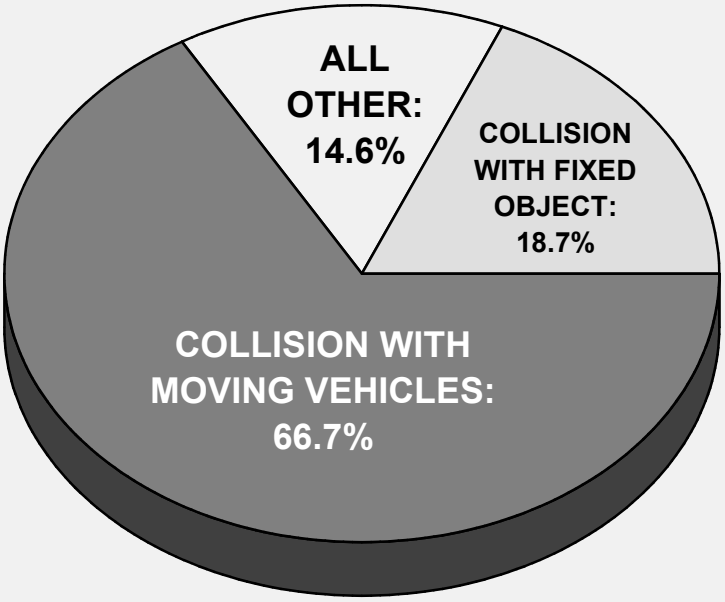
When looking at fatal collisions, the ratio among types of occurrences is different. Forty-one (41) percent of all fatal collisions involved a collision with another moving vehicle.

Forty (40) percent of the fatal collisions reported during 2002 involved collisions with fixed objects.

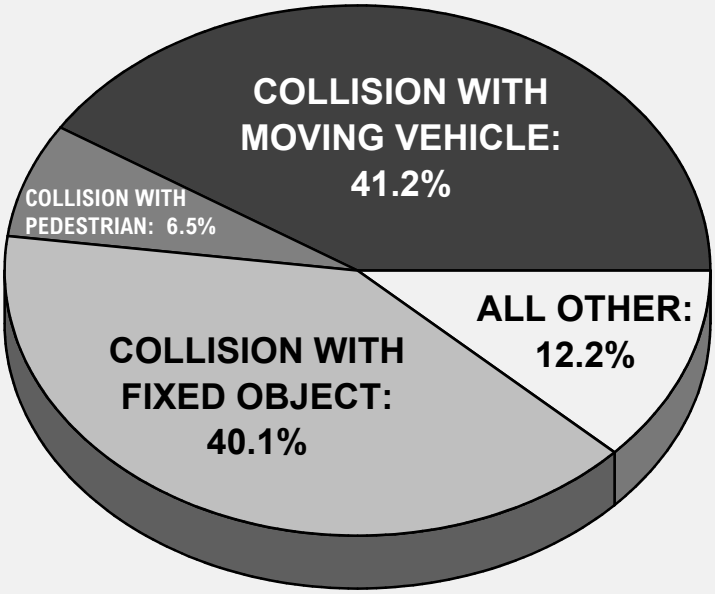
Collisions with pedestrians accounted for 7% of the fatal collisions. Twelve (12) percent of the fatal collisions were other type collisions. Most of these (7%) were non-collisions (vehicle overturning or other non-collision).

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





ALL COLLISIONS



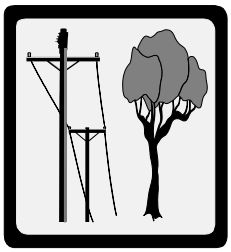
FATAL COLLISIONS

TYPES OF COLLISIONS

Collisions with other moving motor vehicles were responsible for 67% of all collisions reported during 2002, and accounted for 41% of all fatalities (persons killed). Collisions with fixed objects accounted for 19% of all collisions, but 40% of fatalities. Types of collisions are depicted below.

COLLISION WITH FIXED OBJECT:

Total Collisions:	24,413
% of Total Collisions:	18.73%
Persons Killed:	356
% of Total Fatalities:	38.91%
No. of Fatal Collisions:	325
% of All Fatal Collisions:	40.12%

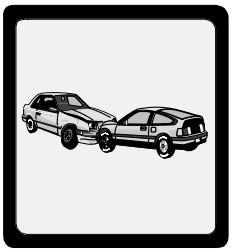


COLLISION WITH PEDESTRIAN:

Total Collisions:	940
% of Total Collisions:	0.72%
Persons Killed:	54
% of Total Fatalities:	5.90%
No. of Fatal Collisions:	53
% of All Fatal Collisions:	6.54%

COLLISION WITH MOVING MOTOR VEHICLE:

Total Collisions:	86,891
% of Total Collisions:	66.66%
Persons Killed:	401
% of Total Fatalities:	43.83%
No. of Fatal Collisions:	334
% of All Fatal Collisions:	41.23%

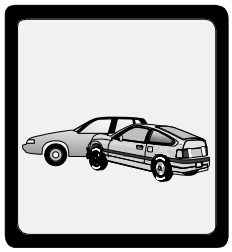


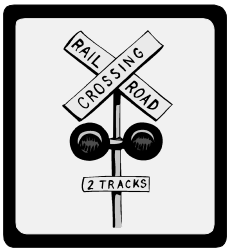
COLLISION WITH PEDALCYCLIST:

Total Collisions:	501
% of Total Collisions:	0.38%
Persons Killed:	9
% of Total Fatalities:	0.98%
No. of Fatal Collisions:	9
% of All Fatal Collisions:	1.11%

PARKED VEHICLE COLLISIONS:

Total Collisions:	6,983
% of Total Collisions:	5.36%
Persons Killed:	11
% of Total Fatalities:	1.20%
No. of Fatal Collisions:	8
% of All Fatal Collisions:	0.99%



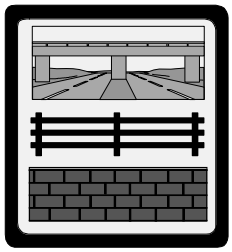


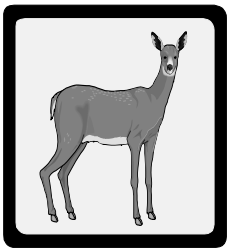
COLLISION WITH RAILWAY TRAIN:

Total Collisions:	64
% of Total Collisions:	0.05%
Persons Killed:	4
% of Total Fatalities:	0.44%
No. of Fatal Collisions:	4
% of All Fatal Collisions:	0.49%

COLLISION WITH OTHER OBJECT:

Total Collisions:	2,296
% of Total Collisions:	1.76%
Persons Killed:	10
% of Total Fatalities:	1.09%
No. of Fatal Collisions:	9
% of All Fatal Collisions:	1.11%



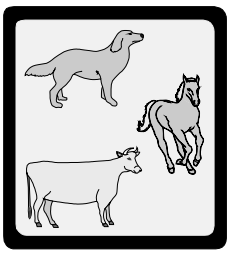


COLLISION WITH DEER:

Total Collisions:	3,237
% of Total Collisions:	2.48%
Persons Killed:	3
% of Total Fatalities:	0.33%
No. of Fatal Collisions:	3
% of All Fatal Collisions:	0.37%

NON-COLLISION OVERTURNED:

Total Collisions:	1,218
% of Total Collisions:	0.93%
Persons Killed:	40
% of Total Fatalities:	4.37%
No. of Fatal Collisions:	40
% of All Fatal Collisions:	4.94%



COLLISION WITH ANIMALS (excluding deer):

Total Collisions:	1,412
% of Total Collisions:	1.08%
Persons Killed:	1
% of Total Fatalities:	0.11%
No. of Fatal Collisions:	1
% of All Fatal Collisions:	0.12%

OTHER NON-COLLISION:

Total Collisions:	2,389
% of Total Collisions:	1.83%
Persons Killed:	26
% of Total Fatalities:	2.84%
No. of Fatal Collisions:	24
% of All Fatal Collisions:	2.96%

PEDESTRIAN COLLISIONS

Fifty-four (54) pedestrians were killed and 885 were injured in traffic collisions in 2002. 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. Twenty-four (24) percent of the pedestrians killed or injured were 14 years of age or younger, while 8% were age 65 or older.

PEDESTRIAN FACTOR	TOTAL **ACTIONS** FOR KILLED OR INJURED PEDESTRIANS BY AGE CATEGORY										
	Fatal Actions	Injury Actions	0-4	5-9	10-14	15-19	20-24	25-44	45-64	65-UP	Not Stated
Approaching or Leaving Vehicle	5	48	1	7	4	6	4	18	10	3	0
At Intersection	5	72	0	2	9	13	6	15	19	13	0
Crossing Against Signal	7	59	1	2	6	10	9	16	14	7	1
Crossing With Signal	2	82	2	4	6	7	7	24	21	12	1
Dark Clothing / Not Visible	14	78	1	4	6	15	12	30	19	5	0
Darting into Roadway	8	240	24	57	60	20	19	43	13	10	2
Drinking	11	58	0	1	0	2	9	43	13	1	0
Drug Related	2	4	0	0	0	0	0	5	1	0	0
Getting On or Off Vehicle	1	7	0	0	2	1	0	4	0	1	0
In Crosswalk	3	99	3	0	4	9	17	28	29	11	1
Jogging	1	9	0	0	1	1	3	1	4	0	0
Lying in Roadway	1	4	1	0	0	1	0	3	0	0	0
Not at Intersection	11	112	4	14	17	16	11	31	23	6	1
Not in Roadway	0	45	1	3	4	3	2	15	14	3	0
Physical Impairment	3	7	1	1	0	0	0	5	3	0	0
Playing in Roadway	0	25	5	7	7	2	2	1	0	0	1
Pushing Vehicle	0	3	1	0	0	0	0	2	0	0	0
Skating/Skateboarding	0	9	1	2	3	3	0	0	0	0	0
Walking in Roadway	28	170	2	14	14	19	15	58	45	29	2
Working in Roadway	0	24	0	0	0	0	2	13	7	2	0
Working on Vehicle	1	19	0	0	0	3	1	12	2	1	1
TOTAL*	**103**	**1,174**	**48**	**118**	**143**	**131**	**119**	**367**	**237**	**104**	**10**

PEDESTRIAN FACTOR	VEHICLE ACTION								
	Straight	Right Turn	Left Turn	Parking	Starting in Traffic	Slowing	Backing	Other	TOTAL
Approaching or Leaving Vehicle	21	2	1	19	1	2	8	9	63
At Intersection	35	15	23	3	5	2	1	7	91
Crossing Against Signal	56	1	5	1	0	1	0	8	72
Crossing With Signal	15	23	43	1	1	0	0	8	91
Dark Clothing / Not Visible	72	1	10	1	0	0	2	7	93
Darting into Roadway	257	2	5	3	3	6	1	20	297
Drinking	59	0	2	4	1	1	6	4	77
Drug Related	5	0	0	0	0	0	0	1	6
Getting On or Off Vehicle	2	0	1	3	0	1	0	2	9
In Crosswalk	27	15	47	0	5	4	1	10	109
Jogging	4	3	3	0	0	0	0	2	12
Lying in Roadway	4	0	1	2	0	0	0	0	7
Not at Intersection	106	1	7	4	2	4	1	11	136
Not in Roadway	21	1	4	5	3	2	9	5	50
Physical Impairment	9	2	1	0	0	0	0	0	12
Playing in Roadway	20	0	0	0	0	1	2	3	26
Pushing Vehicle	2	0	0	2	0	0	0	1	5
Skating/Skateboarding	5	1	0	0	0	1	1	2	10
Walking in Roadway	142	7	9	5	4	5	12	17	201
Working in Roadway	17	0	1	5	1	1	3	3	31
Working on Vehicle	8	1	0	4	0	0	2	5	20
TOTAL*	**887**	**75**	**163**	**62**	**26**	**31**	**49**	**125**	**1,418**

* 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 2002, there were 10,107 hit-and-run collisions, of which 6 were fatal collisions and 1,201 were injury collisions. As depicted in the chart below, most of Kentucky's hit-and-run collisions were property damage collisions (88%). Six (6) persons were killed and 1,594 were injured.

TOTAL	FATAL COLLISIONS	INJURY COLLISIONS	PROPERTY DAMAGE COLLISIONS	PERSONS KILLED	PERSONS INJURED
10,107	6	1,201	8,900	6	1,594

HIT-AND-RUN VICTIMS

As shown in the chart below, 2 of the 6 persons killed in hit-and-run collisions were pedestrians and none were pedalcyclists. Ninety-seven (97) pedestrians and 38 pedalcyclists were injured.

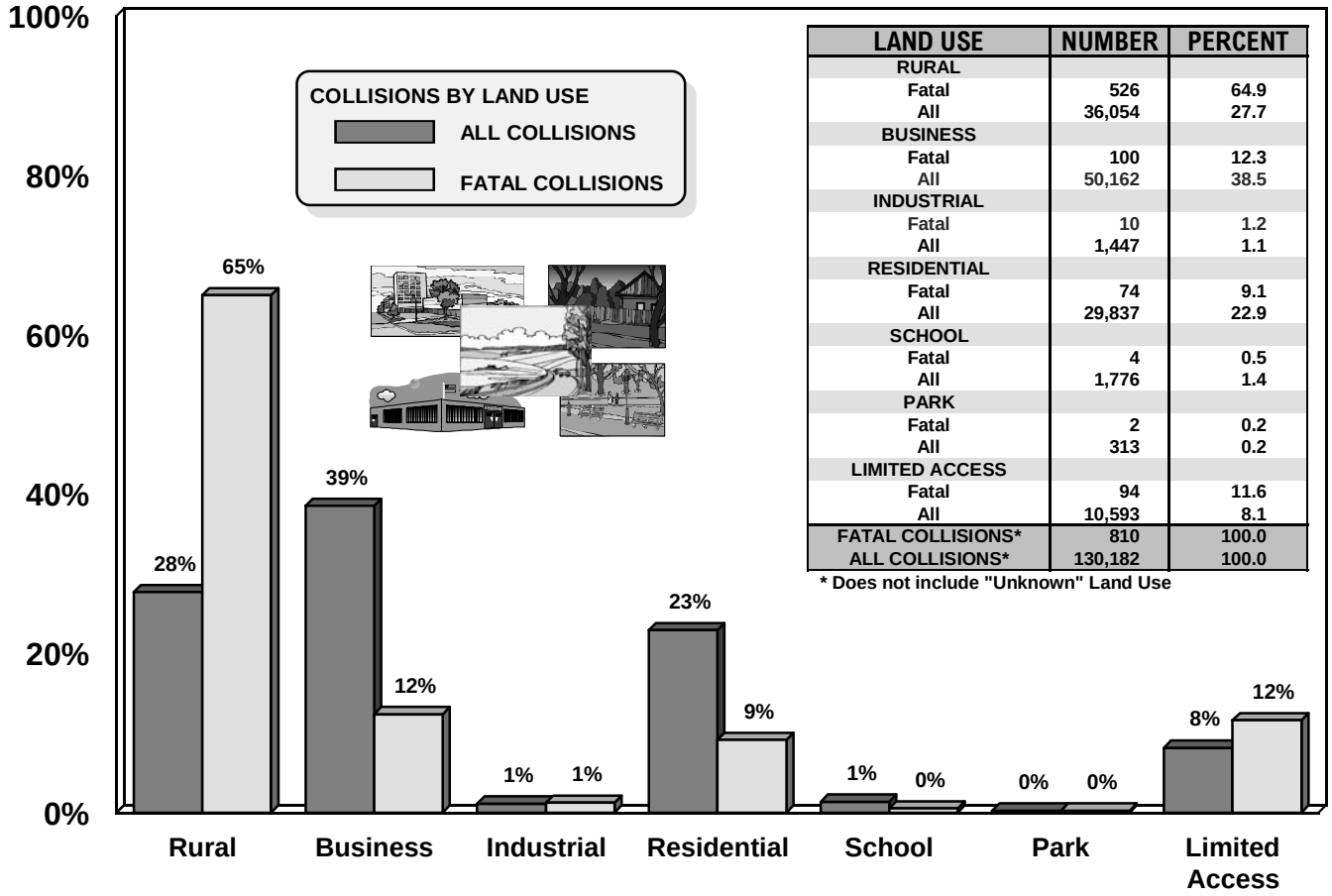
TYPE OF VICTIM	PERSONS KILLED	PERSONS INJURED
Pedestrian	2	97
Pedalcyclist	0	38
Other	4	1,459
TOTAL	**6**	**1,594**

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 (47%) occurred on local streets, followed by 21% on state routes.

TYPE OF ROADWAY	ALL HIT-AND-RUN COLLISIONS	FATAL COLLISIONS	INJURY COLLISIONS	PROPERTY DAMAGE
INTERSTATE	587	0	93	494
U.S. ROUTE	1,648	2	266	1,380
STATE ROUTE	2,091	4	333	1,754
PARKWAY	25	0	4	21
COUNTY ROADS	514	0	77	437
LOCAL STREETS	4,787	0	384	4,403
OTHER	455	0	44	411
TOTAL	**10,107**	**6**	**1,201**	**8,900**

LAND USE



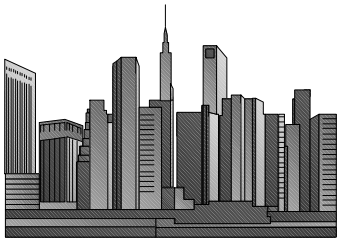
LAND USE	NUMBER	PERCENT
RURAL		
Fatal	526	64.9
All	36,054	27.7
BUSINESS		
Fatal	100	12.3
All	50,162	38.5
INDUSTRIAL		
Fatal	10	1.2
All	1,447	1.1
RESIDENTIAL		
Fatal	74	9.1
All	29,837	22.9
SCHOOL		
Fatal	4	0.5
All	1,776	1.4
PARK		
Fatal	2	0.2
All	313	0.2
LIMITED ACCESS		
Fatal	94	11.6
All	10,593	8.1
FATAL COLLISIONS*	810	100.0
ALL COLLISIONS*	130,182	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 (62%) occurred in urban areas. However, the majority of fatal collisions (58%) took place in rural areas of Kentucky during 2002. Although nonfatal injury collisions were divided between urban and rural areas, nearly twice as many property damage collisions were reported in urban areas.

RURAL VS. URBAN



AREA	Number of Collisions	% Total	Fatal	% Total	Nonfatal Injury	% Total	Property Damage	% Total	Killed	% Total	Injured	% Total
RURAL	49,353	38	466	58	14,069	43	34,818	36	530	58	21,800	44
URBAN	80,994	62	344	42	18,324	57	62,326	64	385	42	27,529	56
TOTAL	130,347	100	810	100	32,393	100	97,144	100	915	100	49,329	100

LOCATION OF COLLISIONS

The chart at right shows the number of collisions during 2002 by type of roadway, with percentages of all collisions.

As shown, relatively few collisions were reported on interstate highways (7%).

Thirty-two (32) percent of all collisions occurred on Kentucky's "State Numbered" roads, with 49% of all fatal collisions reported during 2002 occurring on this type of roadway.

Although 25% of all collisions occurred on city streets, only 5% of the fatal collisions occurred on city streets.

TYPE OF ROADWAY	Fatal Collisions	Nonfatal Injury	Property Damage	% Total
INTERSTATE	72	2,180	7,124	7
U.S. ROUTE	195	8,555	24,353	25
STATE ROUTE	394	12,850	29,107	32
PARKWAY	24	417	1,131	1
COUNTY ROAD	70	2,310	5,390	6
CITY STREET	42	5,405	27,386	25
Other	13	676	2,653	3
TOTAL	**810**	**32,393**	**97,144**	**100**

INTERSTATES AND PARKWAYS

The chart below depicts the incidence of collisions on Kentucky's interstates and parkways. Interstate collisions represent 7% of all collisions. Parkway collisions represent 1% of all collisions.

INTERSTATE	Collisions	Fatal Collisions	Nonfatal Injury	Property Damage	Number Killed	Number Injured
I-24	404	2	93	309	3	135
I-64	1,732	8	421	1,303	8	598
I-65	2,038	12	476	1,550	14	767
I-71	635	13	166	456	21	278
I-75	2,402	26	524	1,852	35	774
I-264	1,205	2	259	944	2	351
I-265	211	5	76	130	7	100
I-275	548	4	132	412	4	167
I-471	201	0	33	168	0	48
TOTAL	**9,376**	**72**	**2,180**	**7,124**	**94**	**3,218**

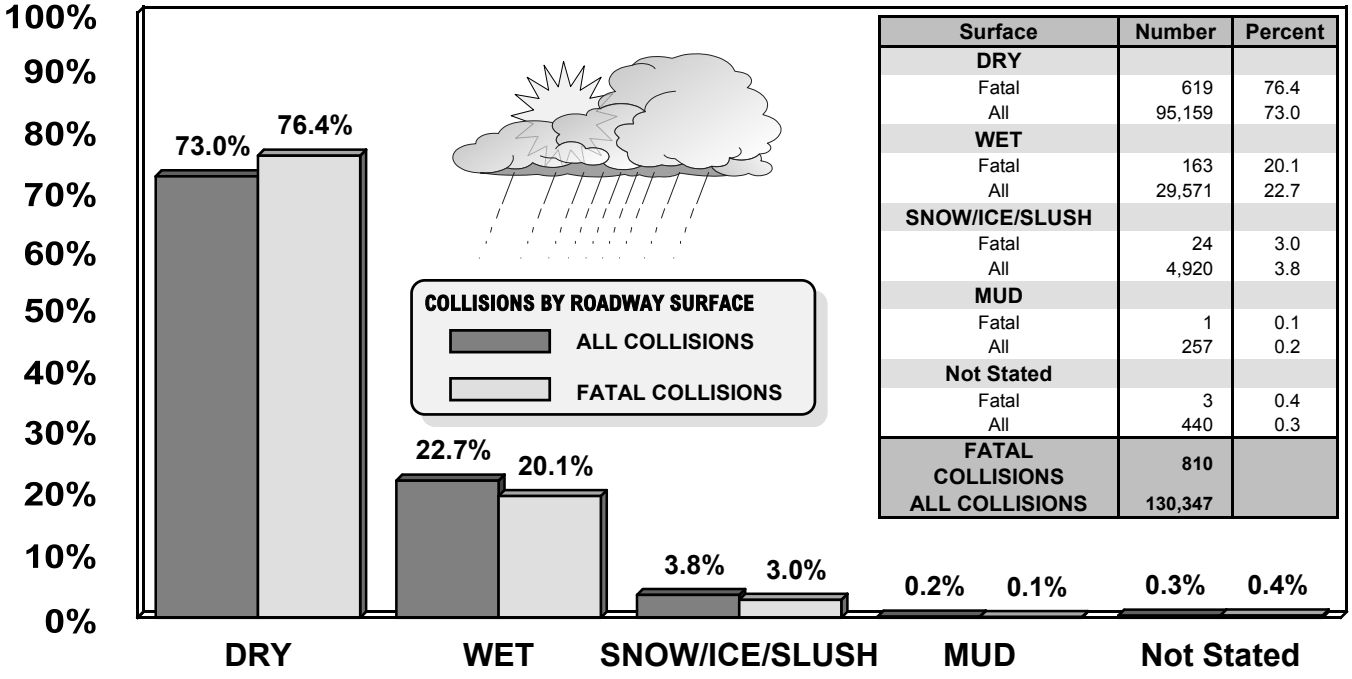
PARKWAY	Collisions	Fatal Collisions	Nonfatal Injury	Property Damage	Number Killed	Number Injured
Audubon	48	0	15	33	0	19
Blue Grass	226	1	43	182	1	59
Edward Breathitt	311	6	55	250	10	80
Daniel Boone	116	3	36	77	3	68
Louie Nunn	100	1	26	73	1	42
Bert Combs Mtn.	146	4	65	77	4	106
William Natcher	126	2	24	100	2	40
Purchase	167	3	39	125	3	53
Wendell Ford	332	4	114	214	4	169
TOTAL	**1,572**	**24**	**417**	**1,131**	**28**	**636**

COLLISIONS BY ROADWAY CONDITIONS AND ROADWAY CHARACTER

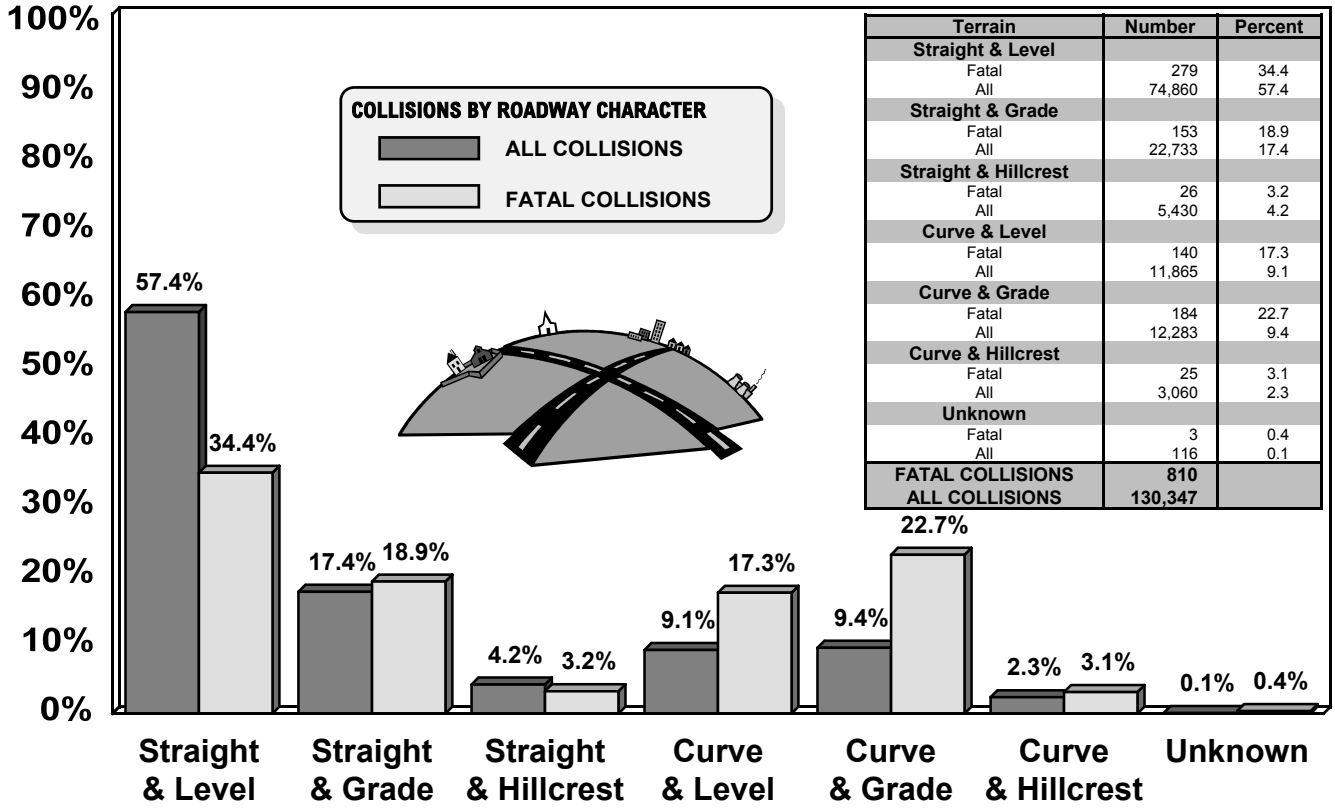
The charts below depict percentages and numbers of all collisions and fatal collisions according to the conditions and character of the roadway on which the collision occurred.

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, 79% of all collisions occurred on straight roads and 21% on curved roads. Forty-two (44) percent of the fatal collisions during 2002 occurred on curved roads.



Surface	Number	Percent
DRY		
Fatal	619	76.4
All	95,159	73.0
WET		
Fatal	163	20.1
All	29,571	22.7
SNOW/ICE/SLUSH		
Fatal	24	3.0
All	4,920	3.8
MUD		
Fatal	1	0.1
All	257	0.2
Not Stated		
Fatal	3	0.4
All	440	0.3
FATAL COLLISIONS	**810**	
ALL COLLISIONS	**130,347**	

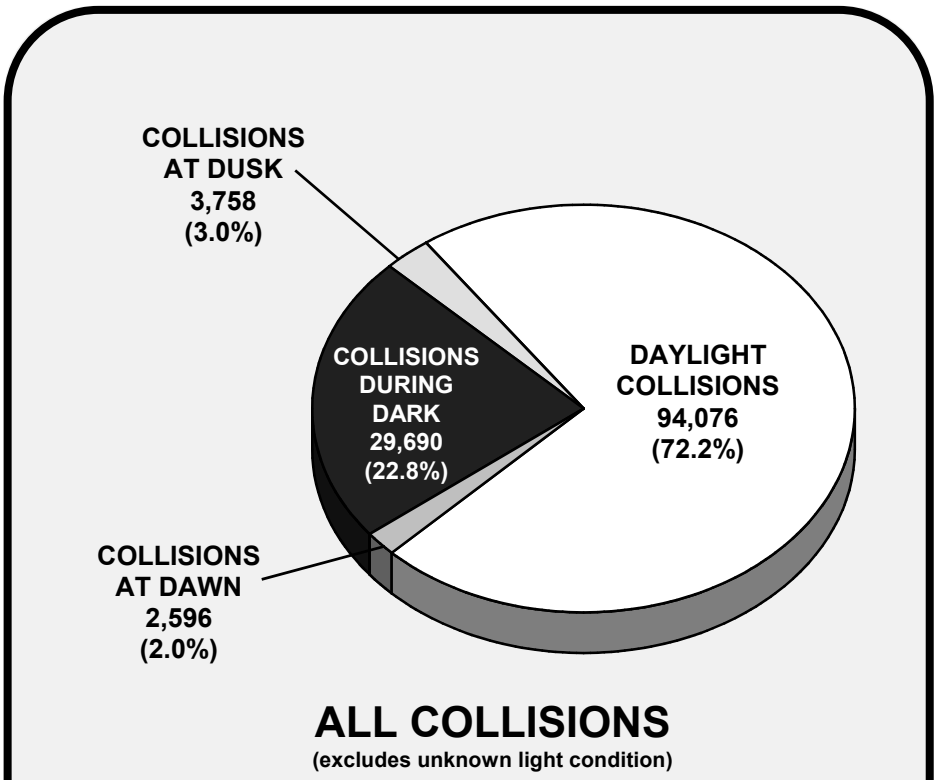


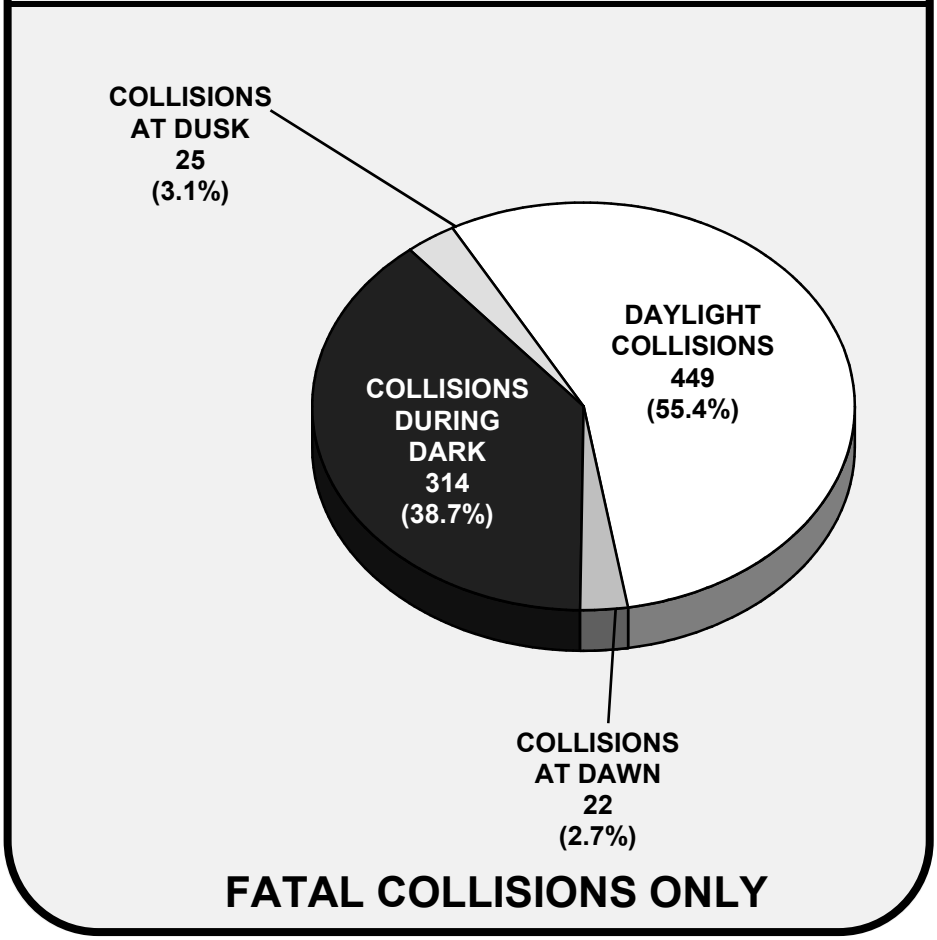
Terrain	Number	Percent
Straight & Level		
Fatal	279	34.4
All	74,860	57.4
Straight & Grade		
Fatal	153	18.9
All	22,733	17.4
Straight & Hillcrest		
Fatal	26	3.2
All	5,430	4.2
Curve & Level		
Fatal	140	17.3
All	11,865	9.1
Curve & Grade		
Fatal	184	22.7
All	12,283	9.4
Curve & Hillcrest		
Fatal	25	3.1
All	3,060	2.3
Unknown		
Fatal	3	0.4
All	116	0.1
FATAL COLLISIONS	**810**	
ALL COLLISIONS	**130,347**	

COLLISIONS BY LIGHT CONDITION

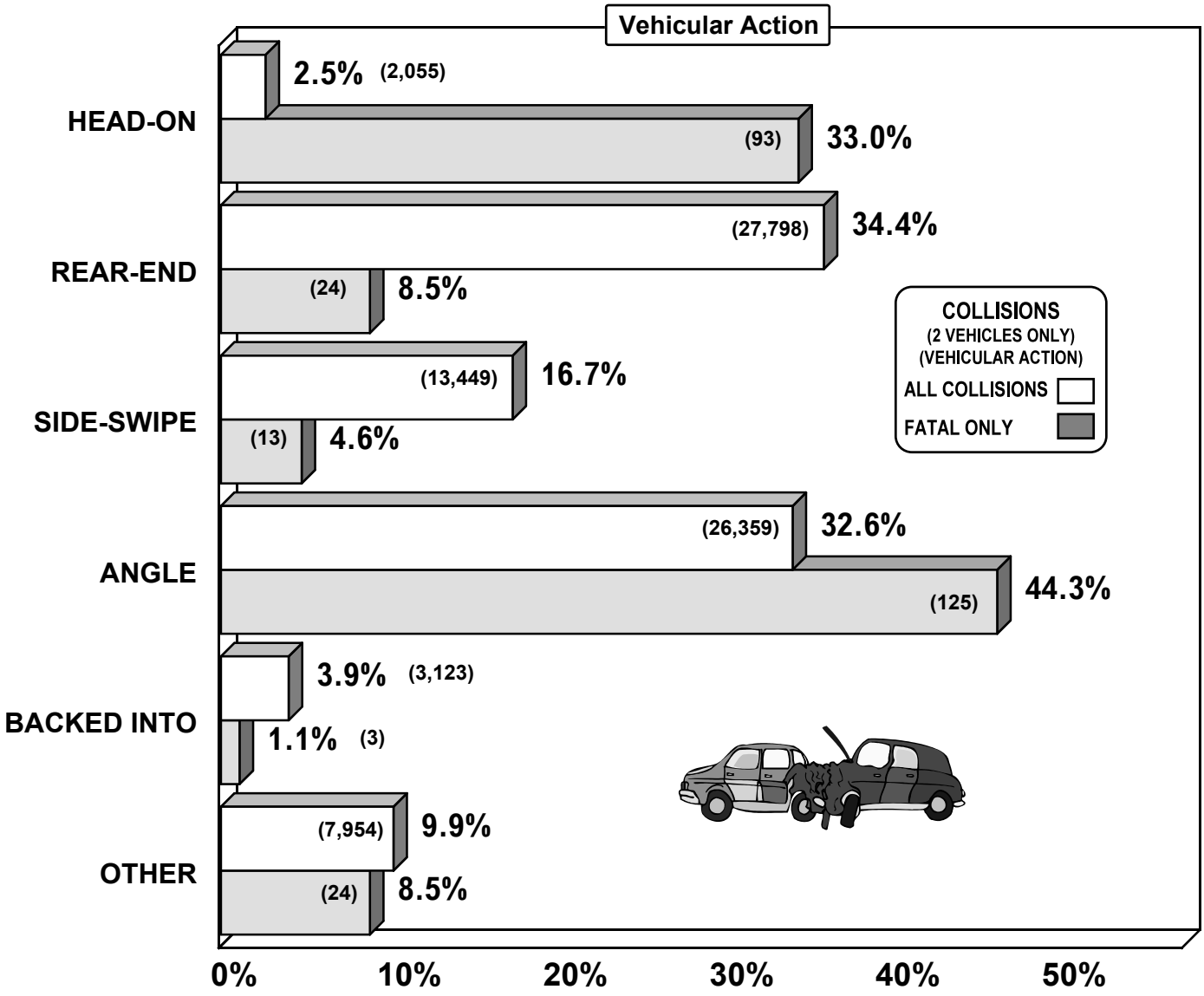
Seventy-two (72) percent of all collisions reported during 2002 occurred during daylight hours. Twenty-three (23) percent of all collisions occurred during dark hours, and 5% occurred at dawn or dusk.

Fifty-five (55) percent of all fatal collisions occurred during daylight hours, 39% occurred during dark hours, and 6% at dawn or dusk.





TWO-VEHICLE COLLISIONS



80,738 traffic collisions (including 282 fatal collisions) reported during 2002 involved "two-vehicle" collisions. These collisions represent 62% of collisions and 35% of fatal collisions reported.

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

Head-on collisions accounted for only 3% of the total collisions involving two vehicles, but 33% of the fatal collisions.

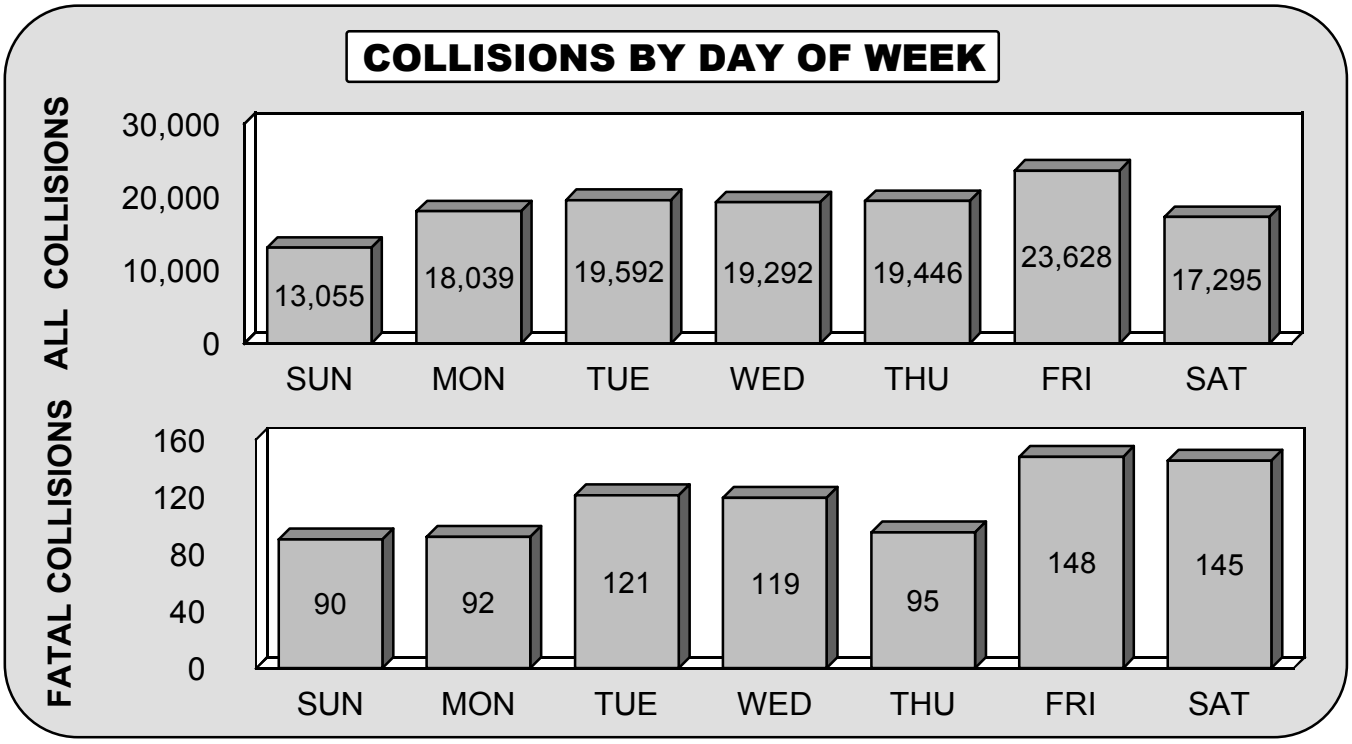
Rear-end collisions reflect 34% of all two-vehicle collisions, but only 9% of the fatal collisions.

Sideswipe collisions (both meeting and passing) reflect 17% of all collisions and 5% of the fatal collisions.

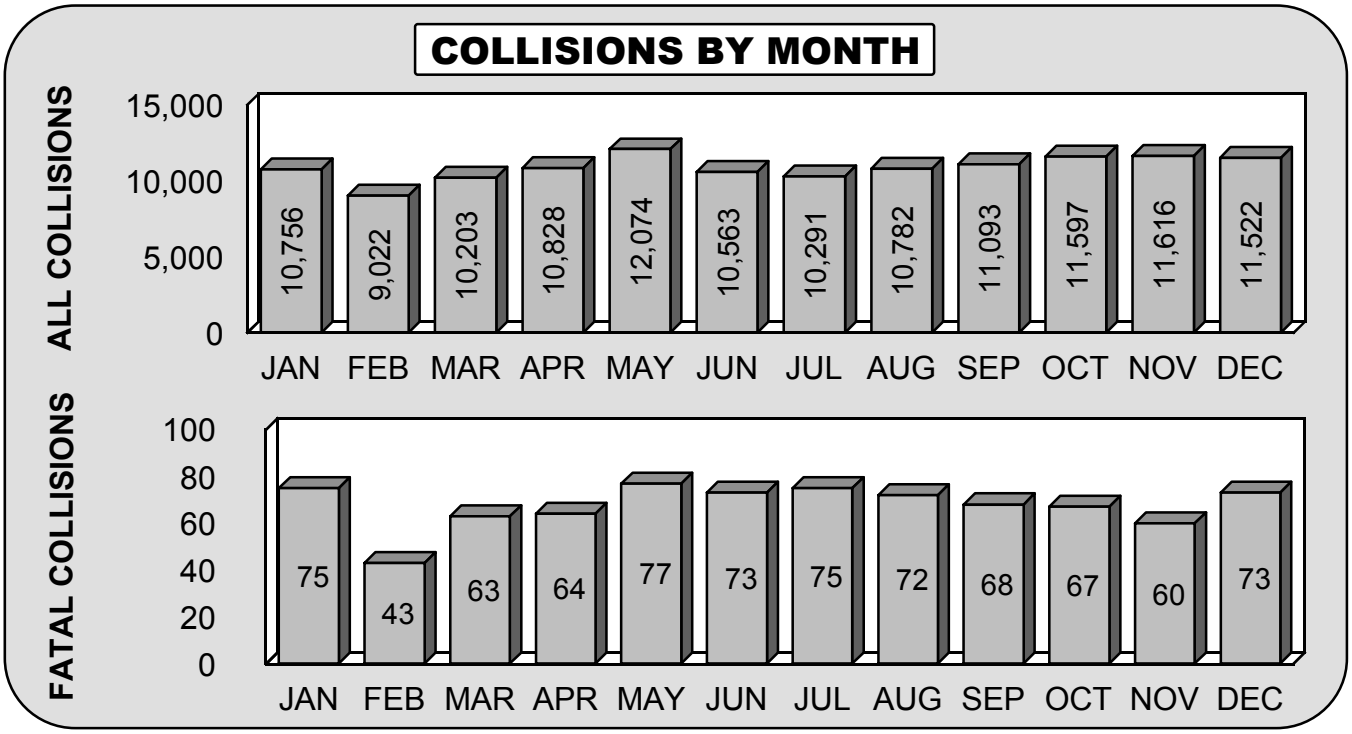
Angle collisions, at 44%, represent the highest percentage of fatal collisions.

COLLISIONS BY DAY AND MONTH

The graph below shows all collisions and fatal collisions by day of occurrence (excluding unknown). Forty-one (41) percent of all collisions and 47% of fatal collisions occurred on weekends (Friday, Saturday, Sunday combined).



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



HOLIDAY COLLISIONS

TOTAL DEATHS

HOLIDAY DEATH TOLL

The chart below depicts the number of deaths in fatal collisions and the number of alcohol involved deaths (as indicated by blood-alcohol tests) over holiday periods for five years. These holiday periods are established by the National Safety Council. The total number of persons killed in holiday periods in 2002 was 53 as compared to 47 in 2001.

HOLIDAY PERIOD	1998		1999		2000		2001		2002	
	Number	Alcohol Involved	Number	Alcohol Involved	Number	Alcohol Involved	Number	Alcohol Involved	Number	Alcohol Involved
NEW YEAR'S DAY	11	3	2	1	5	2	2	0	14	4
MEMORIAL DAY	11	5	11	5	13	7	10	3	7	1
INDEPENDENCE DAY	6	3	5	3	20	5	4	1	16	4
LABOR DAY	8	5	12	7	7	3	11	3	11	2
THANKSGIVING	10	4	11	2	16	5	10	1	3	2
CHRISTMAS	5	1	7	3	6	2	10	0	2	1
TOTAL	**51**	**21**	**48**	**21**	**67**	**24**	**47**	**8**	**53**	**14**

HOLIDAY TIMES AND DATES

The times and dates below were designated by the National Safety Council for holidays in 2002.

HOLIDAY	START	END
New Year's Day	6:00 pm Friday, December 28, 2001	11:59 pm Tuesday, January 1, 2002
Memorial Day	6:00 pm Friday, May 24	11:59 pm Monday, May 27
Independence Day	6:00 pm Wednesday, July 3	11:59 pm Sunday, July 7
Labor Day	6:00 pm Friday, August 30	11:59 pm Monday, September 2
Thanksgiving	6:00 pm Wednesday, November 27	11:59 pm Sunday, December 1
Christmas	6:00 pm Tuesday, December 24	11:59 pm Wednesday, December 25

COMPARISON OF HOLIDAY FATALITIES/COLLISIONS

The Independence Day holiday period registered the highest number of fatalities during 2002. The lowest number of holiday fatalities occurred over the Christmas holiday. The chart below shows relevant collision data for each of the holidays.

HOLIDAY PERIOD	NEW YEAR'S DAY	MEMORIAL DAY	INDEPEN-DENCE DAY	LABOR DAY	THANKS-GIVING	CHRIST-MAS
NO. PERSONS KILLED	14	7	16	11	3	2
NO. PERSONS INJURED	489	377	553	431	570	153
FATAL COLLISIONS	14	6	15	11	3	2
INJURY COLLISIONS	316	238	336	270	358	94
PROPERTY DAMAGE	997	666	848	577	1,157	313
TOTAL COLLISIONS	1,327	910	1,199	858	1,518	409

TYPE VEHICLES INVOLVED IN COLLISIONS

VEHICLE TYPE	VEHICLES INVOLVED IN ALL COLLISIONS	PERCENT OF TOTAL	VEHICLES INVOLVED IN FATAL COLLISIONS	PERCENT OF TOTAL
Passenger Cars*	215,670	91.20	1,045	78.63
Taxicabs	256	0.11	1	0.08
Trucks	9,309	3.94	125	9.41
Motorcycles	1,336	0.56	43	3.24
Motor Scooters/Motor Bikes	82	0.03	3	0.23
School Buses	876	0.37	3	0.23
Other Buses	439	0.19	2	0.15
Farm Tractors/Equipment	211	0.09	6	0.45
Emergency	1,010	0.43	6	0.45
Other Public Owned	301	0.13	0	0.00
Other	6,119	2.59	95	7.15
Not Stated	859	0.36	0	0.00
TOTAL	236,468	100.00	1,329	100.00

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

There were 236,468 vehicles involved in collisions during 2002. Of this total, 177,120 were involved in property damage only collisions, 58,019 were involved in injury collisions, and 1,329 were involved in fatal collisions. The majority (91%) of the vehicles involved in all collisions were passenger cars (79% in fatal collisions). Trucks accounted for 4% of vehicles in all collisions, but accounted for 9% of vehicles in fatal collisions. Motorcycles represented 3% of the vehicles in fatal collisions, but only 0.6% of vehicles in all collisions.

VEHICLES REGISTERED IN KENTUCKY 2002

PASSENGER CARS	**2,055,311**
COMMERCIAL TRUCKS	**937,104**
MOTORCYCLES	**60,803**
Other (Inc. Special Issue Plates)	**365,737**
TOTAL (ALL TYPES)	**3,418,955**

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 9,309 trucks were involved in collisions and 126 trucks involved in fatal collisions.***

CONTRIBUTING VEHICULAR FACTORS	NUMBER OF TRUCKS INVOLVED IN:					
	ALL COLLISIONS		FATAL COLLISIONS		NONFATAL INJURY COLLISIONS	
	NUMBER	PERCENT	NUMBER	PERCENT	NUMBER	PERCENT
Load Securement	164	1.72	1	0.79	20	1.03
Brakes Defective	115	1.21	0	0.00	37	1.91
Tire Failure	96	1.01	1	0.79	23	1.19
Tow Hitch Defective / Separation of Units	54	0.57	0	0.00	4	0.21
Oversized Load on Vehicle	52	0.55	0	0.00	7	0.36
Other Lighting Defective	25	0.26	1	0.79	7	0.36
Steering Failure	22	0.23	0	0.00	7	0.36
Overweight	6	0.06	0	0.00	2	0.10
Headlights Defective	1	0.01	0	0.00	0	0.00
Other	271	2.85	3	2.38	48	2.48

The chart below shows the total number of truck collisions, as well as those with hazardous cargo, by type of roadway. ***There were 8,805 collisions in which a truck was involved. This resulted in 137 fatalities and 2,593 injuries.*** Twenty-three (23) percent of the truck collisions occurred on county or city streets, 20% on interstates, and 52% on U.S. and state-numbered routes. Twenty-seven (27) percent of the hazardous cargo collisions occurred on interstates and 56% 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	27	379	1,375	1,781	0	11	32	43
US Route	35	498	1,522	2,055	1	16	36	53
State Route	39	627	1,851	2,517	0	11	26	37
Parkway	10	59	139	208	1	2	2	5
County	3	84	283	370	0	2	4	6
City Street	2	127	1,520	1,649	0	1	12	13
Other	0	29	196	225	0	0	5	5
TOTAL	116	1,803	6,886	8,805	2	43	117	162

The residence of truck drivers involved in collisions is shown below. Twenty-nine (29) percent of the drivers, with known residences, were non-residents of Kentucky. This percentage is 20% 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	2,259	20	439
State Resident	2,378	36	472
Out of State Resident	2,711	25	488
Not Stated	1,961	44	508
TOTAL	**9,309**	**125**	**1,907**

DRIVER INVOLVEMENT

RESIDENCE OF DRIVER

There were 218,871 drivers involved in collisions during 2002. Of these, 1,232 drivers were involved in fatal collisions. The chart below tabulates driver involvement by residence and shows that most drivers (68% of those in which residence is known) were local residents (reside in the county where the collision occurred). Many drivers in the unknown category are the result of hit-and-run collisions where the drivers' identities remain unknown. There are fewer drivers than vehicles because of collisions with unoccupied vehicles (generally a parked vehicle).

INVOLVEMENT BY RESIDENCE

RESIDENCE OF DRIVER	NUMBER INVOLVED IN **ALL** COLLISIONS	PERCENT OF TOTAL	PERCENT OF TOTAL EXCLUDING NOT STATED
LOCAL RESIDENT	144,516	66.0	67.6
STATE RESIDENT	45,912	21.0	21.5
OUT OF STATE	23,264	10.6	10.9
NOT STATED	5,179	2.4	
TOTAL	**218,871**	**100.0**	**100.0**

RESIDENCE OF DRIVER	NUMBER INVOLVED IN **FATAL** COLLISIONS	PERCENT OF TOTAL	PERCENT OF TOTAL EXCLUDING NOT STATED
LOCAL RESIDENT	744	60.4	61.1
STATE RESIDENT	315	25.6	25.9
OUT OF STATE	159	12.9	13.1
NOT STATED	14	1.1	
TOTAL	**1,232**	**100.0**	**100.0**

SEX OF DRIVER

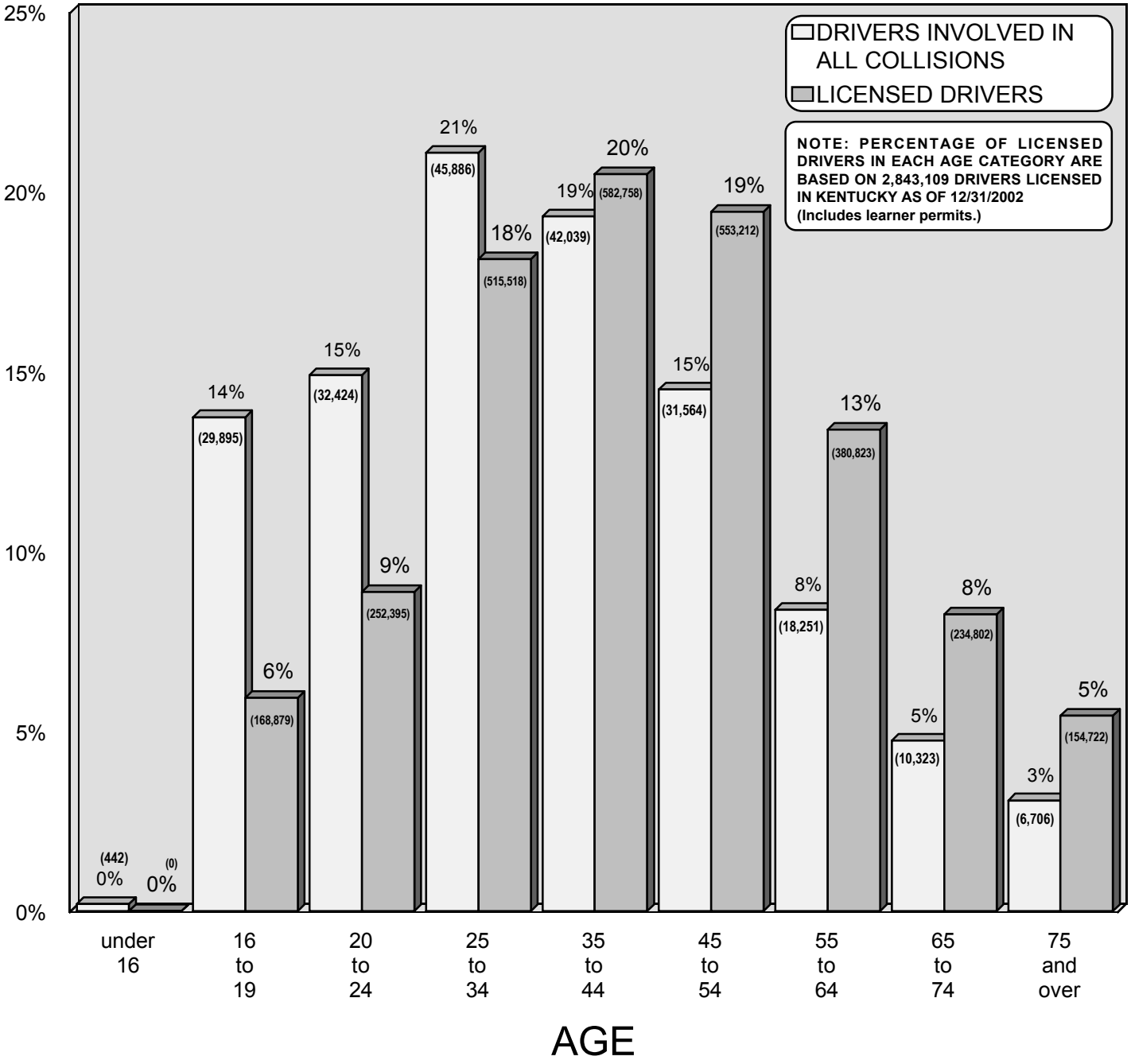
As shown in the chart below, 58% of the drivers who were involved in collisions during 2002 (where sex was listed) were male; 42% were female. In fatal collisions, 72% of the drivers were male and 28% were female.

TOTAL COLLISIONS		
SEX	NUMBER IN ALL COLLISIONS	PERCENT IN ALL COLLISIONS
MALE	126,603	58
FEMALE	92,268	42
TOTAL	218,871	100

FATAL COLLISIONS		
SEX	NUMBER IN FATAL COLLISIONS	PERCENT IN FATAL COLLISIONS
MALE	890	72
FEMALE	342	28
TOTAL	1,232	100

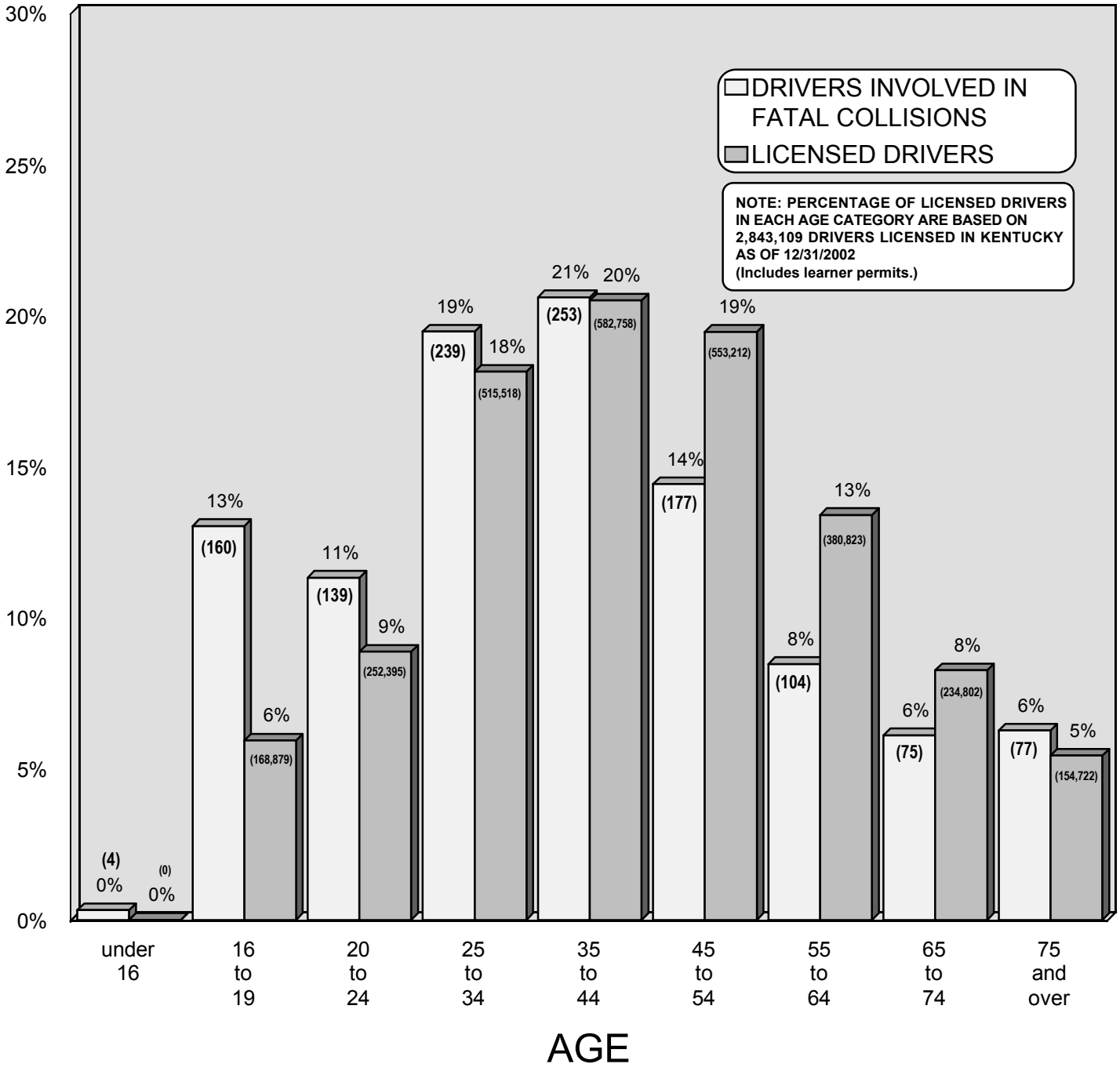
AGE OF DRIVER
(ALL COLLISIONS)

The chart below groups the ages of 217,530 drivers involved in traffic collisions in 2002 in Kentucky (for which age information was available). For each age category, the following information is shown: the percentage of drivers involved in all collisions, the number of drivers involved in these collisions is shown in parentheses, the percentage of all licensed drivers, and the number of licensed drivers is shown in parentheses (includes learner permits). This allows a comparison to be made between the percentage of a given age category of the driving population and the corresponding percentage this age category is involved in collisions. The percentage of drivers involved in all collisions was higher than the percentage of licensed drivers for the age categories under age 35, especially for the 16 to 19 years of age category. This data does not differentiate drivers "at-fault" versus drivers "not-at-fault." There were 1,341 driver's ages which could not be determined. These drivers represent 0.6% of all drivers involved in all collisions. The percentages given below do not consider the "Unknown" category.



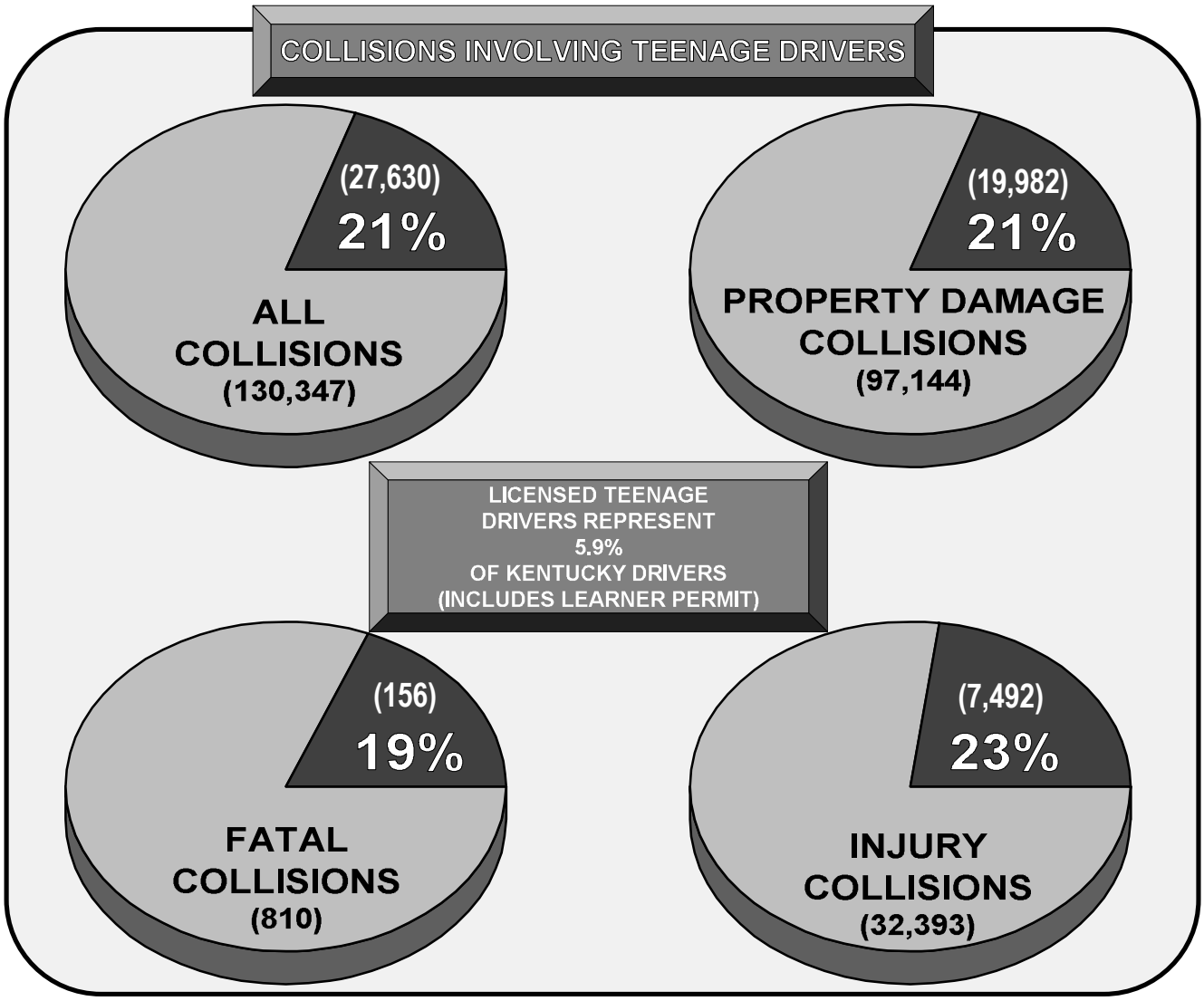
AGE OF DRIVER
(FATAL COLLISIONS)

The chart below groups the ages of 1,228 drivers involved in fatal collisions in 2002 (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. Percentages are based on drivers involved in fatal collisions during 2002 and do not include four drivers whose age was not stated on the collision report. The numbers of drivers involved in fatal collisions and licensed drivers are in parentheses. The percentage of the driving population within a given age category can be compared to the corresponding percentage of involvement in fatal collisions within this same age category. The largest difference is the over-representation of teenage drivers in fatal collisions (13%) compared to their percent of the driving population (6% including learner permits).



COLLISIONS INVOLVING TEENAGE DRIVERS

The percentages of teenage drivers (16 to 19 years of age versus other groups) involved in collisions during 2002 (by type) are shown below, irrespective of the driver at fault in the collisions reported. The numbers of collisions involving teenage drivers are also shown.



The number of teenage drivers involved in collisions, together with alcohol-related collisions, are shown below. It should be noted that tabulations for alcohol-related collisions were derived from the total number of drinking drivers as reported by the officer at the scene. FARS would report higher numbers. As shown, 684 teenage drivers were involved in alcohol-related collisions during 2002. **There were 190 fatalities in collisions involving a teenage driver (82 of these fatalities were the teenage driver). There were 25 fatalities in alcohol-related collisions involving teenage drivers (12 of these fatalities were the teenage driver).**

NUMBER OF TEENAGE DRIVERS INVOLVED IN:								
					ALCOHOL RELATED COLLISIONS			
YEAR	ALL COLLISIONS	FATAL COLLISIONS	INJURY COLLISIONS	PROPERTY DAMAGE	FATAL	INJURY	PROPERTY DAMAGE	TOTAL
2002	29,893	160	8,046	21,867	23	308	353	684
2001	29,503	137	7,945	21,421	20	307	322	649
2000	31,684	123	8,831	22,730	23	430	540	993
1999	30,806	131	9,262	21,413	18	345	344	707

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	184
INJURY COLLISIONS	2,600
PROPERTY DAMAGE COLLISIONS	3,067
TOTAL	5,851

PERSONS KILLED/INJURED	
NUMBER KILLED	209
NUMBER INJURED	3,979
INCAPACITATING INJURIES	999
NON-INCAPACITATING INJURIES	1,758
POSSIBLE INJURIES	1,222

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.

5,851 alcohol-related collisions were reported during 2002. 3.1% of the alcohol-related collisions were fatal, 44% were injury collisions, and 52% were property damage only.

Comparison with previous years

During 2002, alcohol-related collisions remained the same when compared to 2001. The 209 persons killed in 2002 reflect an increase of 22% when compared with 172 persons killed in 2001. During 2002, there were 3,979 persons injured in alcohol-related collisions, a decrease of 0.4% from 2001 when 3,995 persons were injured.

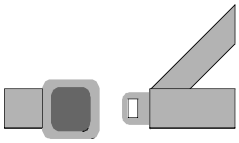
Fatal collision data in the chart below have been adjusted to reflect follow-up studies of alcohol test results.

YEAR	TOTAL COLLISIONS (Alcohol Related)	% CHANGE FROM PREVIOUS YEAR	TOTAL KILLED	% +/-	TOTAL INJURED	% +/-
2002	5,851	-0	209	+22	3,979	-0
2001	5,853	-4	172	-12	3,995	-10
2000	6,127	+13	196	-12	4,447	+12
1999	5,441	+4	222	+8	3,981	+3
1998	5,222	-14	205	-12	3,882	-17
1997	6,070	-1	234	-9	4,653	+0

SAFETY RESTRAINTS

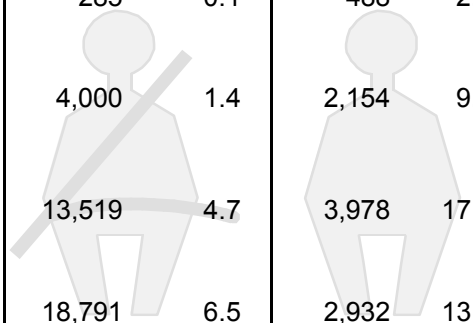
The chart below compares safety belt usage for the years of 1998 through 2002. The data were obtained as part of an annual observational survey conducted at 200 sites across Kentucky. Data for children under four years of age were collected in both the front and rear seats.

YEAR	PERCENT USING SAFETY BELTS	
	ALL FRONT SEAT DRIVERS & PASSENGERS	CHILDREN UNDER FOUR YEARS OF AGE
2002	62	93
2001	62	89
2000	60	87
1999	59	89
1998	54	80



The chart below shows vehicle occupants by their injury status, and separates the occupants into categories of restraint used and restraint not used. Overall, 13% of all vehicle occupants were killed or injured. A breakdown into restraint usage shows only 13% of those restrained were killed or injured, compared to 43% of those not restrained. Comparing the percentages killed or injured in the "Restraint Used" and "Restraint Not Used" categories shows the benefit of wearing a safety belt. The "NOT APPLICABLE" category includes occupants in vehicles that normally do not contain safety restraints, occupants where safety restraints usage was not indicated, occupants not in an appropriate position, or pedestrians and pedalcyclist.

INJURY STATUS	ALL OCCUPANTS		RESTRAINT USED		RESTRAINT NOT USED		NOT APPLICABLE	
	NUMBER	% OF TOTAL	NUMBER	% OF TOTAL	NUMBER	% OF TOTAL	NUMBER	% OF TOTAL
KILLED	915	0.2	285	0.1	488	2.2	142	0.2
INCAPACITATING INJURY	7,046	1.8	4,000	1.4	2,154	9.6	892	1.0
NON-INCAPACITATING INJURY	19,101	4.8	13,519	4.7	3,978	17.8	1,604	1.9
POSSIBLE INJURY	23,182	5.9	18,791	6.5	2,932	13.1	1,459	1.7
NOT INJURED	345,163	87.3	251,140	87.3	12,820	57.3	81,203	95.2
TOTAL	**395,407**	**100.0**	**287,735**	**100.0**	**22,372**	**100.0**	**85,300**	**100.0**



Note: There were 19,632 deployments of front air bags and 575 of side air bags.

CONTRIBUTING FACTORS

CONTRIBUTING FACTORS

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

HUMAN FACTORS	ALL COLLISIONS	PERCENT OF TOTAL	FATAL COLLISIONS	PERCENT OF TOTAL
Inattention	49,939	38.31	138	17.04
Failed to Yield Right of Way	17,092	13.11	111	13.70
Not Under Proper Control	11,020	8.45	188	23.21
Too Fast for Conditions	7,216	5.54	96	11.85
Following Too Close	6,874	5.27	4	0.49
Alcohol Involvement	5,839	4.48	172	21.23
Misjudge Clearance	4,524	3.47	5	0.62
Disregard Traffic Control	4,368	3.35	33	4.07
Distraction	3,506	2.69	15	1.85
Overcorrecting/Oversteering	3,231	2.48	95	11.73
Turning Improperly	2,252	1.73	4	0.49
Exceeded Stated Speed Limit	1,797	1.38	83	10.25
Fell Asleep	1,402	1.08	24	2.96
Improper Passing	1,330	1.02	5	0.62
Improper Backing	1,061	0.81	1	0.12
Drug Involvement	972	0.75	24	2.96
Lost Consciousness/Fainted	528	0.41	12	1.48
Cell Phone	475	0.36	2	0.25
Emotional	324	0.25	7	0.86
Sick	281	0.22	6	0.74
Fatigue	277	0.21	8	0.99
Weaving in Traffic	158	0.12	4	0.49
Physical Disability	155	0.12	3	0.37
Medication	153	0.12	4	0.49

CONTRIBUTING FACTORS
(cont'd)

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

VEHICULAR FACTORS	ALL COLLISIONS	PERCENT OF TOTAL	FATAL COLLISIONS	PERCENT OF TOTAL
Brakes Defective	1,411	1.08	3	0.37
Tire Failure	838	0.64	9	1.11
Load Securement	377	0.29	1	0.12
Steering Failure	312	0.24	0	0.00
Other Lighting Defective	144	0.11	2	0.25
Tow Hitch Defective / Separation of Units	137	0.11	0	0.00
Oversized Load on Vehicle	121	0.09	2	0.25
Headlights Defective	48	0.04	0	0.00
Overweight	22	0.02	0	0.00

ENVIRONMENTAL FACTORS	ALL COLLISIONS	PERCENT OF TOTAL	FATAL COLLISIONS	PERCENT OF TOTAL
Slippery Surface	15,064	11.56	94	11.60
Animals Action	4,850	3.72	9	1.11
View Obstructed / Limited	3,407	2.61	33	4.07
Water Pooling	1,655	1.27	20	2.47
Glare	946	0.73	3	0.37
Debris In Roadway	631	0.48	2	0.25
Construction Work Zone	518	0.40	4	0.49
Improperly Parked Vehicle(s)	363	0.28	1	0.12
Shoulders Defective / Drop-off	336	0.26	5	0.62
Hole/Deep Ruts/Bumps	128	0.10	1	0.12
Improper / Non-Working Traffic Controls	104	0.08	0	0.00
Maintenance / Utility Work Zone	98	0.08	0	0.00
Fixed Object(s)	63	0.05	2	0.25

CONTRIBUTING FACTORS

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

COLLISIONS INVOLVING EMERGENCY VEHICLES	
TOTAL EMERGENCY VEHICLE COLLISIONS	989
FATAL COLLISIONS	6
INJURY COLLISIONS	217
TOTAL KILLED	7
TOTAL INJURED	371

EMERGENCY VEHICLE COLLISIONS

DRIVER CONTRIBUTING FACTORS	ALL COLLISIONS	PERCENT OF TOTAL	FATAL COLLISIONS	PERCENT OF TOTAL
Alcohol Involvement	45	4.55	1	16.67
Cell Phone	1	0.10	0	0.00
Disregard Traffic Control	25	2.53	0	0.00
Distraction	37	3.74	1	16.67
Drug Involvement	11	1.11	0	0.00
Emotional	5	0.51	0	0.00
Exceeded Stated Speed Limit	21	2.12	1	16.67
Failed to Yield Right of Way	143	14.46	3	50.00
Fatigue	1	0.10	0	0.00
Fell Asleep	2	0.20	0	0.00
Following Too Close	37	3.74	0	0.00
Improper Backing	10	1.01	0	0.00
Improper Passing	10	1.01	0	0.00
Inattention	275	27.81	1	16.67
Lost Consciousness/Fainted	0	0.00	0	0.00
Medication	1	0.10	0	0.00
Misjudge Clearance	98	9.91	0	0.00
Not Under Proper Control	59	5.97	2	33.33
Overcorrecting/Oversteering	18	1.82	1	16.67
Physical Disability	1	0.10	0	0.00
Sick	1	0.10	0	0.00
Too Fast for Conditions	44	4.45	1	16.67
Turning Improperly	25	2.53	0	0.00
Weaving in Traffic	2	0.20	1	16.67

COLLISIONS INVOLVING FARM EQUIPMENT	
TOTAL FARM EQUIPMENT COLLISIONS	209
FATAL COLLISIONS	6
INJURY COLLISIONS	53
TOTAL KILLED	6
TOTAL INJURED	77

FARM EQUIPMENT COLLISIONS

DRIVER CONTRIBUTING FACTORS	ALL COLLISIONS	PERCENT OF TOTAL	FATAL COLLISIONS	PERCENT OF TOTAL
Alcohol Involvement	6	2.87	0	0.00
Cell Phone	0	0.00	0	0.00
Disregard Traffic Control	2	0.96	0	0.00
Distraction	3	1.44	0	0.00
Drug Involvement	1	0.48	0	0.00
Emotional	0	0.00	0	0.00
Exceeded Stated Speed Limit	2	0.96	0	0.00
Failed to Yield Right of Way	26	12.44	0	0.00
Fatigue	0	0.00	0	0.00
Fell Asleep	1	0.48	0	0.00
Following Too Close	4	1.91	0	0.00
Improper Backing	0	0.00	0	0.00
Improper Passing	20	9.57	0	0.00
Inattention	95	45.45	4	66.67
Lost Consciousness/Fainted	1	0.48	0	0.00
Medication	1	0.48	0	0.00
Misjudge Clearance	20	9.57	0	0.00
Not Under Proper Control	17	8.13	1	16.67
Overcorrecting/Oversteering	1	0.48	0	0.00
Physical Disability	0	0.00	0	0.00
Sick	0	0.00	0	0.00
Too Fast for Conditions	4	1.91	1	16.67
Turning Improperly	6	2.87	0	0.00
Weaving in Traffic	1	0.48	0	0.00

CONTRIBUTING FACTORS (cont'd)

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

COLLISIONS INVOLVING SCHOOL BUSES	
TOTAL SCHOOL BUS COLLISIONS	862
FATAL COLLISIONS	3
INJURY COLLISIONS	127
TOTAL KILLED	3
TOTAL INJURED	269

SCHOOL BUS COLLISIONS

DRIVER CONTRIBUTING FACTORS	ALL COLLISIONS	PERCENT OF TOTAL	FATAL COLLISIONS	PERCENT OF TOTAL
Alcohol Involvement	12	1.39	0	0.00
Cell Phone	3	0.35	0	0.00
Disregard Traffic Control	17	1.97	0	0.00
Distraction	23	2.67	0	0.00
Drug Involvement	6	0.70	1	33.33
Emotional	1	0.12	0	0.00
Exceeded Stated Speed Limit	6	0.70	0	0.00
Failed to Yield Right of Way	96	11.14	1	33.33
Fatigue	2	0.23	0	0.00
Fell Asleep	3	0.35	0	0.00
Following Too Close	26	3.02	0	0.00
Improper Backing	16	1.86	0	0.00
Improper Passing	11	1.28	0	0.00
Inattention	309	35.85	1	33.33
Lost Consciousness/Fainted	2	0.23	0	0.00
Medication	1	0.12	0	0.00
Misjudge Clearance	181	21.00	0	0.00
Not Under Proper Control	46	5.34	0	0.00
Overcorrecting/Oversteering	7	0.81	0	0.00
Physical Disability	4	0.46	0	0.00
Sick	2	0.23	0	0.00
Too Fast for Conditions	30	3.48	0	0.00
Turning Improperly	14	1.62	0	0.00
Weaving in Traffic	1	0.12	0	0.00

COLLISIONS INVOLVING ELEMENTARY SCHOOL AGE CHILDREN	
TOTAL ELEM. SCHOOL AGE CHILDREN COLLISIONS	8,187
FATAL COLLISIONS	45
INJURY COLLISIONS	2,920
TOTAL KILLED	
ALL AGES	56
6-12 YEARS OF AGE	16
TOTAL INJURED	
ALL AGES	6,511
6-12 YEARS OF AGE	2,208

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	172	2.10	3	6.67
Cell Phone	20	0.24	0	0.00
Disregard Traffic Control	305	3.73	4	8.89
Distraction	307	3.75	1	2.22
Drug Involvement	55	0.67	3	6.67
Emotional	14	0.17	0	0.00
Exceeded Stated Speed Limit	75	0.92	1	2.22
Failed to Yield Right of Way	1,202	14.68	13	28.89
Fatigue	16	0.20	0	0.00
Fell Asleep	40	0.49	2	4.44
Following Too Close	485	5.92	0	0.00
Improper Backing	46	0.56	0	0.00
Improper Passing	100	1.22	0	0.00
Inattention	3,833	46.82	10	22.22
Lost Consciousness/Fainted	22	0.27	0	0.00
Medication	10	0.12	1	2.22
Misjudge Clearance	263	3.21	0	0.00
Not Under Proper Control	623	7.61	9	20.00
Overcorrecting/Oversteering	140	1.71	4	8.89
Physical Disability	9	0.11	0	0.00
Sick	11	0.13	0	0.00
Too Fast for Conditions	389	4.75	3	6.67
Turning Improperly	159	1.94	0	0.00
Weaving in Traffic	8	0.10	0	0.00

CONTRIBUTING FACTORS (cont'd)

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

COLLISIONS INVOLVING PEDESTRIAN	
COLLISIONS INVOLVING PEDESTRIANS	940
FATAL COLLISIONS	53
INJURY COLLISIONS	786
TOTAL KILLED	54
TOTAL INJURED	885

PEDESTRIAN COLLISIONS				
DRIVER CONTRIBUTING FACTORS	ALL COLLISIONS	PERCENT OF TOTAL	FATAL COLLISIONS	PERCENT OF TOTAL
Alcohol Involvement	39	4.15	4	7.55
Cell Phone	2	0.21	0	0.00
Disregard Traffic Control	34	3.62	1	1.89
Distraction	31	3.30	2	3.77
Drug Involvement	4	0.43	0	0.00
Emotional	9	0.96	0	0.00
Exceeded Stated Speed Limit	10	1.06	0	0.00
Failed to Yield Right of Way	104	11.06	6	11.32
Fatigue	3	0.32	0	0.00
Fell Asleep	3	0.32	1	1.89
Following Too Close	2	0.21	0	0.00
Improper Backing	6	0.64	0	0.00
Improper Passing	3	0.32	0	0.00
Inattention	302	32.13	17	32.08
Lost Consciousness/Fainted	1	0.11	0	0.00
Medication	1	0.11	0	0.00
Misjudge Clearance	21	2.23	1	1.89
Not Under Proper Control	27	2.87	1	1.89
Overcorrecting/Oversteering	3	0.32	0	0.00
Physical Disability	0	0.00	0	0.00
Sick	1	0.11	0	0.00
Too Fast for Conditions	13	1.38	3	5.66
Turning Improperly	2	0.21	0	0.00
Weaving in Traffic	0	0.00	0	0.00

COLLISIONS INVOLVING BICYCLES	
TOTAL BICYCLE COLLISIONS	501
FATAL COLLISIONS	9
INJURY COLLISIONS	352
TOTAL KILLED	9
TOTAL INJURED	366

BICYCLE COLLISIONS				
DRIVER CONTRIBUTING FACTORS	ALL COLLISIONS	PERCENT OF TOTAL	FATAL COLLISIONS	PERCENT OF TOTAL
Alcohol Involvement	15	2.99	1	11.11
Cell Phone	0	0.00	0	0.00
Disregard Traffic Control	22	4.39	0	0.00
Distraction	6	1.20	0	0.00
Drug Involvement	1	0.20	0	0.00
Emotional	1	0.20	0	0.00
Exceeded Stated Speed Limit	1	0.20	0	0.00
Failed to Yield Right of Way	62	12.38	1	11.11
Fatigue	0	0.00	0	0.00
Fell Asleep	0	0.00	0	0.00
Following Too Close	3	0.60	0	0.00
Improper Backing	0	0.00	0	0.00
Improper Passing	7	1.40	0	0.00
Inattention	126	25.15	1	11.11
Lost Consciousness/Fainted	1	0.20	0	0.00
Medication	0	0.00	0	0.00
Misjudge Clearance	2	0.40	0	0.00
Not Under Proper Control	15	2.99	1	11.11
Overcorrecting/Oversteering	0	0.00	0	0.00
Physical Disability	0	0.00	0	0.00
Sick	0	0.00	0	0.00
Too Fast for Conditions	2	0.40	0	0.00
Turning Improperly	3	0.60	0	0.00
Weaving in Traffic	1	0.20	0	0.00

CONTRIBUTING FACTORS (cont'd)

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

COLLISIONS INVOLVING ALL TERRAIN VEHICLES	
TOTAL ALL TERRAIN VEHICLE COLLISIONS	139
FATAL COLLISIONS	11
INJURY COLLISIONS	95
TOTAL KILLED	12
Wearing Helmet	0
TOTAL INJURED	135

ALL TERRAIN VEHICLES

DRIVER CONTRIBUTING FACTORS	ALL COLLISIONS	PERCENT OF TOTAL	FATAL COLLISIONS	PERCENT OF TOTAL
Alcohol Involvement	31	22.30	7	63.64
Cell Phone	0	0.00	0	0.00
Disregard Traffic Control	2	1.44	0	0.00
Distraction	0	0.00	0	0.00
Drug Involvement	2	1.44	0	0.00
Emotional	1	0.72	0	0.00
Exceeded Stated Speed Limit	3	2.16	0	0.00
Failed to Yield Right of Way	12	8.63	1	9.09
Fatigue	0	0.00	0	0.00
Fell Asleep	0	0.00	0	0.00
Following Too Close	2	1.44	0	0.00
Improper Backing	2	1.44	0	0.00
Improper Passing	4	2.88	0	0.00
Inattention	41	29.50	2	18.18
Lost Consciousness/Fainted	0	0.00	0	0.00
Medication	0	0.00	0	0.00
Misjudge Clearance	2	1.44	0	0.00
Not Under Proper Control	41	29.50	3	27.27
Overcorrecting/Oversteering	4	2.88	0	0.00
Physical Disability	0	0.00	0	0.00
Sick	0	0.00	0	0.00
Too Fast for Conditions	14	10.07	4	36.36
Turning Improperly	4	2.88	0	0.00
Weaving in Traffic	1	0.72	1	9.09

COLLISIONS INVOLVING MOTORCYCLES	
TOTAL MOTORCYCLES COLLISIONS	1,300
FATAL COLLISIONS	42
INJURY COLLISIONS	924
TOTAL KILLED	43
Motorcyclists	43
Wearing Helmet	16
TOTAL INJURED	1,129

MOTORCYCLE COLLISIONS

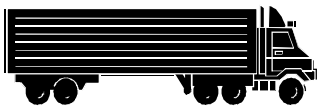
DRIVER CONTRIBUTING FACTORS	ALL COLLISIONS	PERCENT OF TOTAL	FATAL COLLISIONS	PERCENT OF TOTAL
Alcohol Involvement	113	8.69	8	19.05
Cell Phone	0	0.00	0	0.00
Disregard Traffic Control	24	1.85	0	0.00
Distraction	21	1.62	1	2.38
Drug Involvement	10	0.77	2	4.76
Emotional	6	0.46	0	0.00
Exceeded Stated Speed Limit	47	3.62	7	16.67
Failed to Yield Right of Way	168	12.92	5	11.90
Fatigue	0	0.00	0	0.00
Fell Asleep	4	0.31	0	0.00
Following Too Close	42	3.23	1	2.38
Improper Backing	1	0.08	0	0.00
Improper Passing	21	1.62	0	0.00
Inattention	399	30.69	8	19.05
Lost Consciousness/Fainted	5	0.38	0	0.00
Medication	0	0.00	0	0.00
Misjudge Clearance	28	2.15	0	0.00
Not Under Proper Control	248	19.08	17	40.48
Overcorrecting/Oversteering	25	1.92	1	2.38
Physical Disability	1	0.08	0	0.00
Sick	1	0.08	0	0.00
Too Fast for Conditions	74	5.69	5	11.90
Turning Improperly	20	1.54	1	2.38
Weaving in Traffic	3	0.23	0	0.00

CONTRIBUTING FACTORS (cont'd)

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

COLLISIONS INVOLVING TRUCKS*	
TOTAL TRUCK COLLISIONS	8,805
FATAL COLLISIONS	116
INJURY COLLISIONS	1,803
TOTAL KILLED	137
TOTAL INJURED	2,593

*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	176	2.00	8	6.90
Cell Phone	20	0.23	0	0.00
Disregard Traffic Control	188	2.14	6	5.17
Distraction	173	1.96	4	3.45
Drug Involvement	44	0.50	1	0.86
Emotional	10	0.11	0	0.00
Exceeded Stated Speed Limit	84	0.95	5	4.31
Failed to Yield Right of Way	964	10.95	23	19.83
Fatigue	28	0.32	4	3.45
Fell Asleep	99	1.12	5	4.31
Following Too Close	358	4.07	2	1.72
Improper Backing	156	1.77	1	0.86
Improper Passing	133	1.51	0	0.00
Inattention	3,195	36.29	24	20.69
Lost Consciousness/Fainted	32	0.36	2	1.72
Medication	10	0.11	0	0.00
Misjudge Clearance	1,073	12.19	2	1.72
Not Under Proper Control	831	9.44	28	24.14
Overcorrecting/Oversteering	174	1.98	8	6.90
Physical Disability	9	0.10	0	0.00
Sick	18	0.20	0	0.00
Too Fast for Conditions	386	4.38	16	13.79
Turning Improperly	251	2.85	3	2.59
Weaving in Traffic	16	0.18	0	0.00

COLLISIONS INVOLVING TRAINS	
TOTAL TRAIN COLLISIONS	67
FATAL COLLISIONS	4
INJURY COLLISIONS	22
TOTAL KILLED	4
TOTAL INJURED	29

TRAIN COLLISIONS

DRIVER CONTRIBUTING FACTORS	ALL COLLISIONS	PERCENT OF TOTAL	FATAL COLLISIONS	PERCENT OF TOTAL
Alcohol Involvement	2	2.99	0	0.00
Cell Phone	1	1.49	0	0.00
Disregard Traffic Control	9	13.43	2	50.00
Distraction	1	1.49	0	0.00
Drug Involvement	1	1.49	0	0.00
Emotional	0	0.00	0	0.00
Exceeded Stated Speed Limit	0	0.00	0	0.00
Failed to Yield Right of Way	14	20.90	0	0.00
Fatigue	1	1.49	0	0.00
Fell Asleep	0	0.00	0	0.00
Following Too Close	0	0.00	0	0.00
Improper Backing	0	0.00	0	0.00
Improper Passing	0	0.00	0	0.00
Inattention	25	37.31	2	50.00
Lost Consciousness/Fainted	0	0.00	0	0.00
Medication	1	1.49	1	25.00
Misjudge Clearance	4	5.97	1	25.00
Not Under Proper Control	1	1.49	0	0.00
Overcorrecting/Oversteering	0	0.00	0	0.00
Physical Disability	0	0.00	0	0.00
Sick	0	0.00	0	0.00
Too Fast for Conditions	0	0.00	0	0.00
Turning Improperly	1	1.49	0	0.00
Weaving in Traffic	0	0.00	0	0.00

CONTRIBUTING FACTORS (cont'd)

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

COLLISIONS INVOLVING MULTIPLE FATALITIES	
TOTAL MULTIPLE FATALITY COLLISIONS	83
FATAL COLLISIONS	83
INJURY COLLISIONS	0
TOTAL KILLED	188
TOTAL INJURED	103

MULTIPLE FATALITY COLLISIONS				
DRIVER CONTRIBUTING FACTORS	ALL COLLISIONS	PERCENT OF TOTAL	FATAL COLLISIONS	PERCENT OF TOTAL
Alcohol Involvement	18	21.69	18	21.69
Cell Phone	0	0.00	0	0.00
Disregard Traffic Control	4	4.82	4	4.82
Distraction	1	1.20	1	1.20
Drug Involvement	2	2.41	2	2.41
Emotional	2	2.41	2	2.41
Exceeded Stated Speed Limit	10	12.05	10	12.05
Failed to Yield Right of Way	14	16.87	14	16.87
Fatigue	1	1.20	1	1.20
Fell Asleep	3	3.61	3	3.61
Following Too Close	1	1.20	1	1.20
Improper Backing	0	0.00	0	0.00
Improper Passing	0	0.00	0	0.00
Inattention	14	16.87	14	16.87
Lost Consciousness/Fainted	1	1.20	1	1.20
Medication	2	2.41	2	2.41
Misjudge Clearance	0	0.00	0	0.00
Not Under Proper Control	23	27.71	23	27.71
Overcorrecting/Oversteering	10	12.05	10	12.05
Physical Disability	1	1.20	1	1.20
Sick	1	1.20	1	1.20
Too Fast for Conditions	14	16.87	14	16.87
Turning Improperly	0	0.00	0	0.00
Weaving in Traffic	0	0.00	0	0.00

COLLISIONS BY COUNTY

COLLISIONS BY COUNTY

2001 VS 2002

COUNTY	COLLISIONS								PERSONS			
	TOTAL		FATAL		NON-FATAL INJURY		PROPERTY DAMAGE		KILLED		INJURED	
	2001	2002	2001	2002	2001	2002	2001	2002	2001	2002	2001	2002
Adair	471	501	4	3	140	132	327	366	5	3	220	194
Allen	336	437	2	4	113	128	221	305	3	4	169	192
Anderson	462	489	0	4	136	129	326	356	0	4	224	198
Ballard	169	200	0	3	54	57	115	140	0	3	79	85
Barren	1,283	1,378	8	6	331	361	944	1,011	10	6	534	545
Bath	305	259	6	1	85	71	214	187	7	1	134	102
Bell	717	772	6	9	224	230	487	533	7	10	336	381
Boone	3,333	3,475	16	9	766	728	2,551	2,738	17	15	1,097	1,030
Bourbon	564	566	6	6	147	135	411	425	7	7	226	203
Boyd	1,822	1,940	11	9	467	449	1,344	1,482	13	10	727	647
Boyle	847	807	6	4	200	159	641	644	6	4	314	250
Bracken	264	227	5	3	73	68	186	156	6	3	102	96
Breathitt	457	406	6	12	211	170	240	224	6	13	367	297
Breckinridge	323	215	2	3	130	64	191	148	2	3	217	107
Bullitt	1,279	1,473	12	10	359	418	908	1,045	13	11	540	623
Butler	271	275	6	3	75	98	190	174	6	3	114	140
Caldwell	304	315	5	3	78	69	221	243	5	3	119	106
Calloway	1,005	1,082	9	8	213	207	783	867	10	10	314	312
Campbell	2,614	2,752	7	11	487	485	2,120	2,256	8	11	705	669
Carlisle	68	106	1	2	23	37	44	67	1	2	52	52
Carroll	437	441	4	6	102	105	331	330	5	8	161	155
Carter	666	618	6	7	224	169	436	442	6	8	341	259
Casey	275	267	8	5	97	98	170	164	8	8	150	143
Christian	1,862	1,983	16	12	464	494	1,382	1,477	19	17	678	741
Clark	1,110	1,167	11	9	226	248	873	910	12	12	326	361
Clay	514	501	6	3	204	190	304	308	6	3	317	298
Clinton	164	155	1	3	38	42	125	110	1	3	68	68
Crittenden	250	216	2	1	85	72	163	143	2	1	119	101
Cumberland	73	81	5	6	26	28	42	47	6	6	39	49
Daviess	3,482	3,473	13	8	825	752	2,644	2,713	13	9	1,242	1,095
Edmonson	267	235	6	2	78	66	183	167	7	2	149	108
Elliott	144	118	2	1	53	42	89	75	2	1	79	76
Estill	288	292	1	2	89	96	198	194	1	3	130	149
Fayette	13,007	13,294	27	31	2,812	2,776	10,168	10,487	31	32	4,129	4,031
Fleming	254	270	4	5	73	74	177	191	4	6	139	118
Floyd	1,073	1,023	8	9	496	461	569	553	8	10	867	743
Franklin	1,815	1,773	5	5	361	321	1,449	1,447	5	5	554	454
Fulton	182	198	3	2	52	44	127	152	3	3	69	60
Gallatin	203	215	3	3	70	70	130	142	3	4	122	128
Garrard	374	415	0	2	110	114	264	299	0	2	175	189

COLLISIONS BY COUNTY

2001 VS 2002

COUNTY	COLLISIONS								PERSONS			
	TOTAL		FATAL		NON-FATAL INJURY		PROPERTY DAMAGE		KILLED		INJURED	
	2001	2002	2001	2002	2001	2002	2001	2002	2001	2002	2001	2002
Grant	865	825	4	12	201	220	660	593	4	18	308	342
Graves	902	956	6	7	268	262	628	687	7	7	407	404
Grayson	762	692	6	10	205	195	551	487	7	11	324	316
Green	265	253	3	5	89	79	173	169	4	10	126	111
Greenup	834	680	5	5	236	172	593	503	5	6	382	281
Hancock	140	147	3	1	36	42	101	104	3	3	53	54
Hardin	2,744	2,852	17	19	622	618	2,105	2,215	17	23	991	992
Harlan	692	751	11	5	242	234	439	512	12	5	414	352
Harrison	556	535	5	2	147	135	404	398	5	2	215	196
Hart	413	416	5	5	131	128	277	283	5	5	206	206
Henderson	1,834	1,973	4	8	407	495	1,423	1,470	6	8	601	740
Henry	434	432	5	7	123	122	306	303	5	7	175	214
Hickman	84	79	0	2	33	29	51	48	0	2	43	43
Hopkins	1,520	1,699	9	10	347	386	1,164	1,303	14	11	499	569
Jackson	300	230	6	4	103	68	191	158	6	4	154	115
Jefferson	26,674	24,606	58	66	6,086	5,965	20,530	18,575	60	69	8,824	8,719
Jessamine	1,372	1,402	5	4	333	339	1,034	1,059	6	5	492	514
Johnson	590	588	9	8	201	188	380	392	9	9	322	310
Kenton	5,387	5,491	11	12	1,016	992	4,360	4,487	11	15	1,456	1,435
Knott	402	413	11	6	160	192	231	215	13	6	247	315
Knox	841	838	4	11	279	284	558	543	5	11	461	512
Larue	327	301	10	5	79	78	238	218	12	5	136	121
Laurel	1,793	1,641	6	16	462	432	1,325	1,193	7	16	735	728
Lawrence	297	285	5	4	90	101	202	180	5	4	147	177
Lee	75	84	1	2	22	33	52	49	1	2	42	61
Leslie	276	264	3	6	152	129	121	129	3	6	216	223
Letcher	520	565	5	9	215	231	300	325	5	10	344	364
Lewis	247	271	4	2	75	83	168	186	4	2	122	135
Lincoln	374	313	6	3	113	91	255	219	8	3	195	157
Livingston	215	244	2	3	64	73	149	168	2	3	88	110
Logan	668	683	2	1	177	175	489	507	3	1	255	274
Lyon	201	243	3	1	49	68	149	174	5	1	73	99
McCracken	2,565	2,670	20	8	774	696	1,771	1,966	24	9	1,182	1,061
McCreary	345	343	3	2	114	112	228	229	5	3	191	193
McLean	233	212	1	4	63	61	169	147	1	4	86	93
Madison	2,628	2,655	18	10	544	533	2,066	2,112	19	11	849	801
Magoffin	241	259	5	3	115	119	121	137	6	3	189	207
Marion	498	496	1	5	126	138	371	353	1	8	179	232
Marshall	890	903	4	14	231	239	655	650	4	14	346	389
Martin	265	220	3	3	109	98	153	119	3	4	168	161

COLLISIONS BY COUNTY

2001 VS 2002

COUNTY	COLLISIONS								PERSONS			
	TOTAL		FATAL		NON-FATAL INJURY		PROPERTY DAMAGE		KILLED		INJURED	
	2001	2002	2001	2002	2001	2002	2001	2002	2001	2002	2001	2002
Mason	630	684	6	4	133	156	491	524	6	5	210	241
Meade	480	501	9	6	124	151	347	344	9	6	200	230
Menifee	109	76	0	2	40	22	69	52	0	3	54	26
Mercer	581	622	5	3	151	168	425	451	7	4	242	242
Metcalfe	247	228	2	3	63	63	182	162	2	3	90	88
Monroe	175	155	2	3	51	54	122	98	2	4	69	89
Montgomery	809	780	5	12	221	231	583	537	6	14	323	368
Morgan	344	311	5	3	127	116	212	192	7	4	175	185
Muhlenberg	893	885	8	9	257	258	628	618	8	11	378	403
Nelson	1,201	1,255	11	5	262	288	928	962	13	5	380	434
Nicholas	170	168	5	4	61	50	104	114	5	5	102	76
Ohio	626	664	6	8	180	209	440	447	7	9	260	333
Oldham	807	979	3	8	197	225	607	746	3	9	275	341
Owen	210	235	4	2	69	83	137	150	5	2	119	137
Owsley	50	25	2	2	13	6	35	17	2	2	20	14
Pendleton	392	404	3	1	112	93	277	310	3	1	155	133
Perry	1,005	958	11	15	364	341	630	602	11	16	604	565
Pike	2,085	2,089	16	18	846	815	1,223	1,256	19	20	1,340	1,302
Powell	316	336	1	4	102	114	213	218	1	4	159	180
Pulaski	1,869	1,838	14	24	439	387	1,416	1,427	15	27	700	649
Robertson	34	19	1	1	9	7	24	11	1	1	18	15
Rockcastle	437	485	4	10	134	121	299	354	5	13	217	193
Rowan	912	922	7	4	246	225	659	693	8	5	396	358
Russell	221	206	3	2	59	72	159	132	3	2	84	110
Scott	1,233	1,310	4	9	301	316	928	985	5	9	456	465
Shelby	1,194	1,278	14	12	279	308	901	958	19	12	458	490
Simpson	560	514	5	4	130	126	425	384	5	4	211	197
Spencer	186	248	2	1	64	81	120	166	2	1	99	124
Taylor	719	816	4	4	132	155	583	657	5	5	205	236
Todd	214	221	2	2	65	52	147	167	2	2	121	79
Trigg	324	259	4	5	103	90	217	164	5	5	165	149
Trimble	197	183	2	2	58	53	137	128	2	2	92	74
Union	406	413	2	6	132	133	272	274	2	11	190	194
Warren	4,200	4,440	19	27	1,008	1,009	3,173	3,404	19	31	1,525	1,568
Washington	276	320	2	3	93	82	181	235	2	3	167	127
Wayne	343	315	3	11	108	99	232	205	3	12	162	189
Webster	340	366	5	3	109	94	226	269	8	3	178	136
Whitley	944	882	16	12	221	238	707	632	16	14	361	399
Wolfe	156	208	3	4	55	76	98	128	3	4	98	117
Woodford	692	829	1	7	124	134	567	688	1	7	174	192
TOTALS	**130,190**	**130,347**	**759**	**810**	**32,878**	**32,393**	**96,553**	**97,144**	**843**	**915**	**49,919**	**49,329**

COLLISIONS INVOLVING DRINKING DRIVERS
BY COUNTY
2001 VS 2002

COUNTY	COLLISIONS								PERSONS			
	TOTAL		FATAL *		NON-FATAL INJURY		PROPERTY DAMAGE		KILLED *		INJURED	
	2001	2002	2001	2002	2001	2002	2001	2002	2001	2002	2001	2002
Adair	28	21	1	0	13	15	14	6	2	0	16	23
Allen	21	24	2	2	9	8	10	14	2	2	14	15
Anderson	21	26	0	1	15	8	6	17	0	1	26	11
Ballard	8	13	0	1	2	8	6	4	0	1	5	10
Barren	40	34	1	1	22	14	17	19	1	1	35	24
Bath	28	18	2	0	18	12	8	6	2	0	28	19
Bell	29	33	1	4	16	14	12	15	1	4	25	27
Boone	117	117	3	1	43	42	71	74	3	1	72	56
Bourbon	31	17	1	3	14	7	16	7	1	4	20	13
Boyd	64	76	0	0	26	31	38	45	0	0	38	37
Boyle	22	26	1	2	14	6	7	18	1	2	20	11
Bracken	21	10	2	0	11	5	8	5	2	0	17	8
Breathitt	31	20	1	3	23	13	7	4	1	3	43	20
Breckinridge	19	13	0	0	15	7	4	6	0	0	25	11
Bullitt	64	50	3	0	33	21	28	29	4	0	49	34
Butler	14	10	1	0	7	4	6	6	1	0	11	6
Caldwell	16	12	1	1	4	8	11	3	1	1	10	14
Calloway	53	43	2	4	24	23	27	16	2	4	43	37
Campbell	117	144	2	0	46	48	69	96	3	0	69	75
Carlisle	2	4	1	1	0	2	1	1	1	1	0	2
Carroll	20	27	1	1	4	14	15	12	2	1	6	18
Carter	34	27	1	1	19	18	14	8	1	1	30	23
Casey	25	21	3	2	11	14	11	5	3	2	20	19
Christian	97	114	2	4	45	51	50	59	2	4	60	68
Clark	41	43	1	3	12	21	28	19	1	6	17	35
Clay	32	27	0	1	18	19	14	7	0	1	28	25
Clinton	5	9	1	1	3	6	1	2	1	1	10	8
Crittenden	15	6	0	1	8	3	7	2	0	1	11	4
Cumberland	4	8	1	4	2	1	1	3	1	4	3	3
Daviess	159	178	4	2	69	68	86	108	4	2	92	96
Edmonson	8	12	0	0	5	5	3	7	0	0	10	6
Elliott	18	9	0	1	12	5	6	3	0	1	17	15
Estill	11	14	0	0	6	5	5	9	0	0	12	5
Fayette	619	591	8	11	238	215	373	365	10	11	386	324
Fleming	18	17	0	1	11	9	7	7	0	2	19	9
Floyd	60	69	0	3	38	46	22	20	0	3	62	67
Franklin	71	66	0	2	31	26	40	38	0	2	51	37
Fulton	15	10	0	0	8	2	7	8	0	0	11	7
Gallatin	17	23	0	1	10	13	7	9	0	2	14	28
Garrard	22	17	0	1	9	7	13	9	0	1	13	8

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

COLLISIONS INVOLVING DRINKING DRIVERS
BY COUNTY
2001 VS 2002

COUNTY	COLLISIONS								PERSONS			
	TOTAL		FATAL *		NON-FATAL INJURY		PROPERTY DAMAGE		KILLED *		INJURED	
	2001	2002	2001	2002	2001	2002	2001	2002	2001	2002	2001	2002
Grant	36	29	2	2	13	13	21	14	2	3	15	30
Graves	49	45	1	0	26	19	22	26	1	0	37	27
Grayson	31	36	1	2	15	16	15	18	1	2	23	23
Green	10	7	0	1	6	4	4	2	0	2	9	7
Greenup	41	25	0	0	19	14	22	11	0	0	35	19
Hancock	7	2	0	0	6	0	1	2	0	0	11	0
Hardin	88	83	5	7	38	34	45	42	5	9	51	53
Harlan	46	20	3	0	24	11	19	9	4	0	36	11
Harrison	26	16	0	0	17	8	9	8	0	0	29	13
Hart	21	19	1	1	13	7	7	11	1	1	25	9
Henderson	70	78	2	1	32	40	36	37	4	1	54	61
Henry	27	32	3	1	13	15	11	16	3	1	21	29
Hickman	6	5	0	1	4	4	2	0	0	1	5	4
Hopkins	40	50	1	2	21	27	18	21	1	2	28	39
Jackson	13	8	1	0	8	5	4	3	1	0	12	9
Jefferson	991	1042	10	15	419	457	562	570	10	17	601	683
Jessamine	71	64	0	1	21	28	50	35	0	2	34	50
Johnson	24	26	1	4	11	11	12	11	1	5	18	22
Kenton	235	281	1	1	86	96	148	184	1	2	117	149
Knott	21	23	2	1	16	17	3	5	2	1	25	29
Knox	50	41	1	1	26	26	23	14	1	1	32	46
Larue	24	8	4	0	9	3	11	5	4	0	13	8
Laurel	67	57	1	4	34	24	32	29	2	4	53	43
Lawrence	19	9	0	1	12	3	7	5	0	1	17	7
Lee	4	4	1	0	2	2	1	2	1	0	3	5
Leslie	15	26	1	0	10	21	4	5	1	0	13	31
Letcher	27	37	0	1	16	25	11	11	0	1	26	42
Lewis	15	20	1	1	10	8	4	11	1	1	17	10
Lincoln	27	21	2	0	12	9	13	12	3	0	22	19
Livingston	10	17	1	1	5	8	4	8	1	1	5	14
Logan	41	22	0	0	13	12	28	10	0	0	19	19
Lyon	11	11	0	0	6	6	5	5	0	0	6	7
McCracken	117	140	6	2	51	63	60	75	7	2	78	90
McCreary	15	25	1	1	8	14	6	10	1	2	11	19
McLean	12	17	0	2	5	10	7	5	0	2	5	17
Madison	118	130	3	2	44	48	71	80	3	2	80	69
Magoffin	15	12	1	1	10	9	4	2	1	1	13	16
Marion	46	44	0	2	20	21	26	21	0	2	38	34
Marshall	34	38	2	4	12	15	20	19	2	4	20	22
Martin	19	8	0	0	12	5	7	3	0	0	16	9

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

COLLISIONS INVOLVING DRINKING DRIVERS
BY COUNTY
2001 VS 2002

COUNTY	COLLISIONS								PERSONS			
	TOTAL		FATAL *		NON-FATAL INJURY		PROPERTY DAMAGE		KILLED *		INJURED	
	2001	2002	2001	2002	2001	2002	2001	2002	2001	2002	2001	2002
Mason	32	36	3	3	9	12	20	21	3	4	14	26
Meade	36	23	3	0	15	11	18	12	3	0	23	16
Menifee	9	7	0	0	4	3	5	4	0	0	4	3
Mercer	36	37	1	0	17	14	18	23	1	0	22	26
Metcalfe	8	5	1	0	4	4	3	1	1	0	6	4
Monroe	6	9	0	0	3	7	3	2	0	0	4	9
Montgomery	47	36	1	4	16	18	30	14	1	6	24	23
Morgan	17	14	2	0	11	9	4	5	4	0	12	12
Muhlenberg	42	31	1	0	24	13	17	18	1	0	31	16
Nelson	58	59	4	3	21	31	33	25	4	3	34	52
Nicholas	16	16	1	2	8	8	7	6	1	3	10	16
Ohio	15	34	0	1	5	16	10	17	0	1	6	23
Oldham	34	40	0	2	15	17	19	21	0	2	16	29
Owen	7	23	0	1	3	11	4	11	0	1	3	21
Owsley	7	3	2	0	4	2	1	1	2	0	9	3
Pendleton	30	25	2	0	12	13	16	12	2	0	16	17
Perry	47	35	1	2	28	21	18	12	1	2	46	41
Pike	124	104	3	5	71	59	50	40	3	6	98	84
Powell	24	16	0	2	12	7	12	7	0	2	17	14
Pulaski	80	63	5	2	31	28	44	33	5	2	44	41
Robertson	3	1	0	0	2	1	1	0	0	0	8	1
Rockcastle	13	22	0	1	7	7	6	14	0	1	11	7
Rowan	28	44	1	1	14	23	13	20	1	1	22	31
Russell	10	12	1	0	7	5	2	7	1	0	10	6
Scott	53	50	0	2	22	24	31	24	0	2	31	29
Shelby	73	82	3	5	26	30	44	47	5	5	45	49
Simpson	21	24	0	1	12	11	9	12	0	1	17	21
Spencer	14	17	0	0	9	12	5	5	0	0	16	17
Taylor	24	35	2	0	9	13	13	22	2	0	16	20
Todd	13	7	0	0	9	4	4	3	0	0	19	4
Trigg	15	18	1	1	5	12	9	5	1	1	6	17
Trimble	10	10	0	1	8	5	2	4	0	1	9	9
Union	29	17	0	2	19	8	10	7	0	3	20	11
Warren	164	163	6	6	70	60	88	97	6	9	117	102
Washington	11	13	0	0	9	8	2	5	0	0	10	10
Wayne	14	11	0	2	7	7	7	2	0	2	14	11
Webster	18	21	1	0	10	12	7	9	1	0	15	15
Whitley	44	37	5	3	16	22	23	12	5	3	27	38
Wolfe	7	14	0	1	5	7	2	6	0	1	7	9
Woodford	38	60	0	4	15	23	23	33	0	4	25	44
TOTALS	**5,853**	**5,851**	**156**	**184**	**2,633**	**2,600**	**3,064**	**3,067**	**172**	**209**	**3,995**	**3,979**

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

DRIVERS UNDER INFLUENCE OF DRUGS BY COUNTY

The following chart shows the number of drivers suspected of being under the influence of drugs involved in collisions, along with the number of persons killed or injured in those collisions. A total of 972 collisions in which drivers were suspected of being under the influence of drugs based on preliminary investigation of the officer investigating the collision. Of this total, 24 were fatal collisions and 522 were injury collisions.

COUNTY	ALL COLLISIONS	FATAL* COLLISIONS	INJURY COLLISIONS	PERSONS* KILLED	PERSONS INJURED
ADAIR	7	3	2	3	4
ALLEN	5	0	3	0	4
ANDERSON	0	0	0	0	0
BALLARD	2	1	0	1	0
BARREN	6	0	4	0	6
BATH	6	0	4	0	4
BELL	30	3	15	4	33
BOONE	11	0	3	0	4
BOURBON	6	1	4	1	5
BOYD	17	0	10	0	14
BOYLE	3	0	1	0	1
BRACKEN	3	1	1	1	1
BREATHITT	9	3	2	3	3
BRECKENRIDGE	1	0	0	0	0
BULLITT	5	3	0	3	0
BUTLER	3	1	2	1	7
CALDWELL	3	1	2	1	4
CALLOWAY	6	0	4	0	5
CAMPBELL	18	0	10	0	13
CARLISLE	1	1	0	1	0
CARROLL	4	1	1	1	3
CARTER	10	1	2	2	2
CASEY	3	1	2	1	7
CHRISTIAN	12	1	4	1	4
CLARK	9	1	1	1	2
CLAY	17	0	14	0	19
CLINTON	3	2	1	2	1
CRITTENDEN	4	1	1	1	1
CUMBERLAND	2	1	1	1	1
DAVIESS	22	1	9	1	12
EDMONSON	0	0	0	0	0
ELLIOTT	3	0	2	0	4
ESTILL	4	0	2	0	3
FAYETTE	46	8	21	8	35
FLEMING	1	0	0	0	0
FLOYD	30	3	21	3	40
FRANKLIN	9	0	6	0	11
FULTON	4	1	2	2	8
GALLATIN	1	0	1	0	1

COUNTY	ALL COLLISIONS	FATAL* COLLISIONS	INJURY COLLISIONS	PERSONS* KILLED	PERSONS INJURED
GARRARD	4	0	3	0	8
GRANT	6	2	3	2	3
GRAVES	12	2	5	2	7
GRAYSON	3	0	2	0	4
GREEN	1	1	0	2	0
GREENUP	9	0	6	0	10
HANCOCK	1	0	1	0	3
HARDIN	19	6	8	7	10
HARLAN	15	2	8	2	10
HARRISON	4	1	1	1	1
HART	7	2	2	2	2
HENDERSON	17	3	4	3	4
HENRY	4	1	2	1	4
HICKMAN	1	0	0	0	0
HOPKINS	10	1	4	1	9
JACKSON	1	1	0	1	0
JEFFERSON	74	8	26	8	39
JESSAMINE	8	1	3	1	13
JOHNSON	36	2	24	3	44
KENTON	28	0	9	0	16
KNOTT	7	1	4	1	6
KNOX	20	1	10	1	25
LARUE	1	0	0	0	0
LAUREL	27	3	13	3	22
LAWRENCE	7	0	5	0	15
LEE	2	0	1	0	2
LESLIE	11	0	7	0	12
LETCHER	9	2	6	2	8
LEWIS	4	0	3	0	7
LINCOLN	3	0	2	0	4
LIVINGSTON	8	1	5	1	7
LOGAN	4	0	3	0	3
LYON	5	1	2	1	2
McCRACKEN	23	0	12	0	16
McCREARY	6	0	3	0	12
McLEAN	2	0	1	0	1
MADISON	20	2	5	2	6
MAGOFFIN	7	1	5	1	7
MARION	2	2	0	2	0

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

DRIVERS UNDER INFLUENCE OF DRUGS BY COUNTY

COUNTY	ALL COLLISIONS	FATAL* COLLISIONS	INJURY COLLISIONS	PERSONS* KILLED	PERSONS INJURED
MARSHALL	14	3	7	3	12
MARTIN	11	1	8	2	16
MASON	5	2	1	3	2
MEADE	2	0	2	0	2
MENIFEE	2	0	1	0	1
MERCER	1	0	1	0	1
METCALFE	2	0	2	0	2
MONROE	1	0	1	0	1
MONTGOMERY	9	6	3	6	11
MORGAN	4	0	3	0	6
MUHLENBERG	5	1	1	2	1
NELSON	10	0	3	0	4
NICHOLAS	3	1	1	1	2
OHIO	8	1	2	1	3
OLDHAM	2	0	1	0	3
OWEN	0	0	0	0	0
OWSLEY	3	0	2	0	8
PENDLETON	2	0	1	0	1
PERRY	21	7	8	8	11
PIKE	85	7	50	8	85
POWELL	7	1	4	1	6
PULASKI	24	3	11	3	18

COUNTY	ALL COLLISIONS	FATAL* COLLISIONS	INJURY COLLISIONS	PERSONS* KILLED	PERSONS INJURED
ROBERTSON	0	0	0	0	0
ROCKCASTLE	7	3	2	3	2
ROWAN	5	1	3	1	3
RUSSELL	5	1	3	1	10
SCOTT	7	1	2	1	3
SHELBY	8	0	7	0	16
SIMPSON	5	0	3	0	3
SPENCER	1	0	1	0	2
TAYLOR	9	0	3	0	4
TODD	1	0	0	0	0
TRIGG	2	2	0	2	0
TRIMBLE	0	0	0	0	0
UNION	4	2	2	5	2
WARREN	28	4	11	5	24
WASHINGTON	2	0	2	0	3
WAYNE	7	5	1	5	1
WEBSTER	4	1	3	1	5
WHITLEY	14	0	8	0	15
WOLFE	3	1	2	1	3
WOODFORD	4	2	0	2	0
TOTALS	**1,091**	**143**	**522**	**158**	**896**

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

ALL COLLISIONS BY AREA DEVELOPMENT DISTRICT

AREA DEVELOPMENT DISTRICT	TOTAL NUMBER REPORTED	TOTAL COLLISIONS REPORTED		NUMBER PERSONS	
		FATAL	INJURY	KILLED	INJURED
Purchase	6,194	46	1,571	50	2,406
Pennyrile	6,065	46	1,562	54	2,357
Green River	7,248	38	1,786	47	2,645
Barren River	8,761	58	2,208	63	3,407
Lincoln Trail	6,632	56	1,614	64	2,559
KIPDA	29,199	106	7,172	111	10,585
Northern Kentucky	13,838	56	2,776	74	4,029
Buffalo Trace	1,471	15	388	17	605
Gateway	2,348	22	665	27	1,039
FIVCO	3,641	26	933	29	1,440
Big Sandy	4,179	41	1,681	46	2,723
Kentucky River	2,923	56	1,178	59	1,956
Cumberland Valley	6,100	70	1,797	76	2,978
Lake Cumberland	4,775	65	1,204	79	1,942
Bluegrass	26,973	109	5,858	119	8,658
TOTALS	**130,347**	**810**	**32,393**	**915**	**49,329**

ALCOHOL RELATED COLLISIONS BY AREA DEVELOPMENT DISTRICT

AREA DEVELOPMENT DISTRICT	TOTAL NUMBER REPORTED	TOTAL COLLISIONS REPORTED		NUMBER PERSONS	
		FATAL*	INJURY	KILLED*	INJURED
Purchase	298	13	136	13	199
Pennyrile	266	10	132	10	183
Green River	347	8	154	9	223
Barren River	322	11	132	14	215
Lincoln Trail	279	14	131	16	207
KIPDA	1,273	24	557	26	850
Northern Kentucky	669	7	250	10	394
Buffalo Trace	84	5	35	7	54
Gateway	119	5	65	7	88
FIVCO	146	3	71	3	101
Big Sandy	219	13	130	15	198
Kentucky River	162	8	108	8	180
Cumberland Valley	245	14	128	14	206
Lake Cumberland	212	13	107	15	157
Bluegrass	1,210	36	464	42	724
TOTALS	**5,851**	**184**	**2,600**	**209**	**3,979**

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

DRUG RELATED COLLISIONS BY AREA DEVELOPMENT DISTRICT

AREA DEVELOPMENT DISTRICT	TOTAL NUMBER REPORTED	TOTAL COLLISIONS REPORTED		NUMBER PERSONS	
		FATAL*	INJURY	KILLED*	INJURED
Purchase	63	8	30	9	48
Pennyrile	50	9	19	10	28
Green River	58	8	22	11	30
Barren River	61	7	31	8	52
Lincoln Trail	40	8	17	9	23
KIPDA	94	12	37	12	64
Northern Kentucky	70	3	28	3	41
Buffalo Trace	13	3	5	4	10
Gateway	26	7	14	7	25
FIVCO	46	1	25	2	45
Big Sandy	169	14	108	17	192
Kentucky River	65	14	32	15	53
Cumberland Valley	131	13	70	14	126
Lake Cumberland	67	17	27	18	58
Bluegrass	138	19	57	19	101
TOTALS	**1,091**	**143**	**522**	**158**	**896**

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

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

COLLISIONS BY COUNTY

PARKING LOTS / PRIVATE PROPERTY

2001 VS 2002

COUNTY	COLLISIONS								PERSONS			
	TOTAL		FATAL		NON-FATAL INJURY		PROPERTY DAMAGE		KILLED		INJURED	
	2001	2002	2001	2002	2001	2002	2001	2002	2001	2002	2001	2002
Adair	133	117	0	0	4	1	129	116	0	0	4	1
Allen	30	29	0	0	6	3	24	26	0	0	6	4
Anderson	105	115	0	0	3	2	102	113	0	0	4	3
Ballard	32	21	0	0	1	4	31	17	0	0	1	4
Barren	319	354	1	0	8	10	310	344	1	0	8	12
Bath	42	40	0	0	1	0	41	40	0	0	1	0
Bell	193	258	0	0	7	13	186	245	0	0	7	16
Boone	794	874	0	0	40	43	754	831	0	0	52	51
Bourbon	127	120	0	0	5	6	122	114	0	0	6	7
Boyd	487	529	0	0	21	21	466	508	0	0	23	30
Boyle	214	231	0	0	3	6	211	225	0	0	3	8
Bracken	17	19	0	0	1	0	16	19	0	0	1	0
Breathitt	85	85	0	0	10	4	75	81	0	0	11	6
Breckinridge	65	66	0	0	2	5	63	61	0	0	2	6
Bullitt	166	178	0	0	4	13	162	165	0	0	4	17
Butler	57	44	0	0	4	8	53	36	0	0	7	9
Caldwell	18	23	0	0	2	3	16	20	0	0	2	3
Calloway	232	265	0	0	3	6	229	259	0	0	3	6
Campbell	574	600	0	0	23	18	551	582	0	0	27	20
Carlisle	10	10	0	0	1	0	9	10	0	0	1	0
Carroll	131	99	0	0	6	2	125	97	0	0	7	2
Carter	104	116	0	0	3	8	101	108	0	0	3	11
Casey	67	64	0	0	1	2	66	62	0	0	1	2
Christian	180	168	0	0	23	22	157	146	0	0	25	28
Clark	258	299	0	0	5	10	253	289	0	0	5	11
Clay	96	77	0	0	8	4	88	73	0	0	10	5
Clinton	60	57	0	0	5	3	55	54	0	0	10	4
Crittenden	59	50	0	0	4	1	55	49	0	0	5	1
Cumberland	7	8	0	0	0	1	7	7	0	0	0	2
Daviess	910	945	0	0	26	30	884	915	0	0	37	39
Edmonson	39	53	0	0	0	5	39	48	0	0	0	7
Elliott	28	24	0	0	1	1	27	23	0	0	1	1
Estill	61	50	0	0	4	1	57	49	0	0	5	1
Fayette	3,220	3,265	0	1	120	123	3,100	3,141	0	1	132	152
Fleming	49	58	0	0	2	1	47	57	0	0	2	1
Floyd	197	199	0	0	20	13	177	186	0	0	32	18
Franklin	513	559	0	0	15	17	498	542	0	0	18	24
Fulton	74	74	0	0	3	6	71	68	0	0	3	9
Gallatin	27	34	0	0	0	2	27	32	0	0	0	5
Garrard	69	68	0	0	4	1	65	67	0	0	4	1

COLLISIONS BY COUNTY

PARKING LOTS / PRIVATE PROPERTY

2001 VS 2002

COUNTY	COLLISIONS								PERSONS			
	TOTAL		FATAL		NON-FATAL INJURY		PROPERTY DAMAGE		KILLED		INJURED	
	2001	2002	2001	2002	2001	2002	2001	2002	2001	2002	2001	2002
Adair	133	117	0	0	4	1	129	116	0	0	4	1
Allen	30	29	0	0	6	3	24	26	0	0	6	4
Anderson	105	115	0	0	3	2	102	113	0	0	4	3
Ballard	32	21	0	0	1	4	31	17	0	0	1	4
Barren	319	354	1	0	8	10	310	344	1	0	8	12
Bath	42	40	0	0	1	0	41	40	0	0	1	0
Bell	193	258	0	0	7	13	186	245	0	0	7	16
Boone	794	874	0	0	40	43	754	831	0	0	52	51
Bourbon	127	120	0	0	5	6	122	114	0	0	6	7
Boyd	487	529	0	0	21	21	466	508	0	0	23	30
Boyle	214	231	0	0	3	6	211	225	0	0	3	8
Bracken	17	19	0	0	1	0	16	19	0	0	1	0
Breathitt	85	85	0	0	10	4	75	81	0	0	11	6
Breckinridge	65	66	0	0	2	5	63	61	0	0	2	6
Bullitt	166	178	0	0	4	13	162	165	0	0	4	17
Butler	57	44	0	0	4	8	53	36	0	0	7	9
Caldwell	18	23	0	0	2	3	16	20	0	0	2	3
Calloway	232	265	0	0	3	6	229	259	0	0	3	6
Campbell	574	600	0	0	23	18	551	582	0	0	27	20
Carlisle	10	10	0	0	1	0	9	10	0	0	1	0
Carroll	131	99	0	0	6	2	125	97	0	0	7	2
Carter	104	116	0	0	3	8	101	108	0	0	3	11
Casey	67	64	0	0	1	2	66	62	0	0	1	2
Christian	180	168	0	0	23	22	157	146	0	0	25	28
Clark	258	299	0	0	5	10	253	289	0	0	5	11
Clay	96	77	0	0	8	4	88	73	0	0	10	5
Clinton	60	57	0	0	5	3	55	54	0	0	10	4
Crittenden	59	50	0	0	4	1	55	49	0	0	5	1
Cumberland	7	8	0	0	0	1	7	7	0	0	0	2
Daviess	910	945	0	0	26	30	884	915	0	0	37	39
Edmonson	39	53	0	0	0	5	39	48	0	0	0	7
Elliott	28	24	0	0	1	1	27	23	0	0	1	1
Estill	61	50	0	0	4	1	57	49	0	0	5	1
Fayette	3,220	3,265	0	1	120	123	3,100	3,141	0	1	132	152
Fleming	49	58	0	0	2	1	47	57	0	0	2	1
Floyd	197	199	0	0	20	13	177	186	0	0	32	18
Franklin	513	559	0	0	15	17	498	542	0	0	18	24
Fulton	74	74	0	0	3	6	71	68	0	0	3	9
Gallatin	27	34	0	0	0	2	27	32	0	0	0	5
Garrard	69	68	0	0	4	1	65	67	0	0	4	1

COLLISIONS BY COUNTY

PARKING LOTS / PRIVATE PROPERTY

2001 VS 2002

COUNTY	COLLISIONS								PERSONS			
	TOTAL		FATAL		NON-FATAL INJURY		PROPERTY DAMAGE		KILLED		INJURED	
	2001	2002	2001	2002	2001	2002	2001	2002	2001	2002	2001	2002
Grant	150	166	0	0	5	11	145	155	0	0	8	14
Graves	181	189	1	0	10	6	170	183	1	0	12	8
Grayson	149	205	0	0	4	5	145	200	0	0	7	7
Green	54	55	0	0	3	3	51	52	0	0	3	4
Greenup	108	139	0	0	7	4	101	135	0	0	9	4
Hancock	20	28	0	0	0	1	20	27	0	0	0	1
Hardin	395	380	0	0	24	20	371	360	0	0	29	25
Harlan	133	133	0	2	7	14	126	117	0	2	7	19
Harrison	154	147	0	0	6	9	148	138	0	0	6	10
Hart	65	79	0	0	3	5	62	74	0	0	3	5
Henderson	536	489	0	0	19	21	517	468	0	0	24	24
Henry	77	62	0	0	2	3	75	59	0	0	2	4
Hickman	4	2	0	0	0	0	4	2	0	0	0	0
Hopkins	84	67	0	0	2	3	82	64	0	0	3	5
Jackson	46	43	0	1	0	2	46	40	0	1	0	4
Jefferson	1,609	1,677	2	0	192	168	1,415	1,509	2	0	238	218
Jessamine	330	353	1	0	17	18	312	335	1	0	26	20
Johnson	179	180	0	0	9	11	170	169	0	0	12	16
Kenton	818	942	0	1	27	32	791	909	0	1	33	34
Knott	58	54	0	0	8	2	50	52	0	0	10	2
Knox	162	179	0	0	8	11	154	168	0	0	10	12
Larue	44	52	0	0	2	0	42	52	0	0	2	0
Laurel	426	369	0	1	15	15	411	353	0	1	22	20
Lawrence	36	41	0	0	1	4	35	37	0	0	1	4
Lee	10	13	0	0	0	2	10	11	0	0	0	4
Leslie	48	41	0	0	4	5	44	36	0	0	4	6
Letcher	103	98	0	0	9	8	94	90	0	0	10	10
Lewis	45	33	0	0	3	3	42	30	0	0	3	4
Lincoln	55	48	0	0	3	0	52	48	0	0	3	0
Livingston	37	41	0	0	2	1	35	40	0	0	3	1
Logan	170	178	0	0	5	14	165	164	0	0	5	19
Lyon	47	50	0	0	2	3	45	47	0	0	2	3
McCracken	312	341	1	0	26	36	285	305	1	0	28	45
McCreary	69	55	0	0	4	3	65	52	0	0	6	5
McLean	39	57	0	0	2	8	37	49	0	0	2	10
Madison	818	874	0	0	25	18	793	856	0	0	29	22
Magoffin	30	30	0	0	1	5	29	25	0	0	2	5
Marion	119	123	0	1	4	5	115	117	0	1	4	6
Marshall	162	190	1	0	5	4	156	186	1	0	5	6
Martin	95	81	0	1	17	23	78	57	0	1	23	33

COLLISIONS BY COUNTY

PARKING LOTS / PRIVATE PROPERTY

2001 VS 2002

COUNTY	COLLISIONS								PERSONS			
	TOTAL		FATAL		NON-FATAL INJURY		PROPERTY DAMAGE		KILLED		INJURED	
	2001	2002	2001	2002	2001	2002	2001	2002	2001	2002	2001	2002
Mason	199	219	0	0	5	4	194	215	0	0	6	4
Meade	26	22	0	0	7	1	19	21	0	0	7	2
Menifee	26	4	0	0	0	0	26	4	0	0	0	0
Mercer	135	124	0	0	4	7	131	117	0	0	5	8
Metcalfe	39	35	0	0	0	2	39	33	0	0	0	2
Monroe	24	17	0	0	0	1	24	16	0	0	0	1
Montgomery	259	256	0	1	8	8	251	247	0	2	8	10
Morgan	69	82	0	0	3	3	66	79	0	0	5	3
Muhlenberg	220	210	0	0	3	7	217	203	0	0	4	7
Nelson	49	104	0	0	2	7	47	97	0	0	2	9
Nicholas	26	24	0	0	1	0	25	24	0	0	1	0
Ohio	113	125	0	0	3	2	110	123	0	0	3	2
Oldham	79	78	0	1	4	2	75	75	0	1	5	2
Owen	33	29	0	0	1	3	32	26	0	0	3	3
Owsley	17	5	0	0	1	0	16	5	0	0	1	0
Pendleton	59	48	0	0	1	2	58	46	0	0	2	2
Perry	289	290	0	0	17	19	272	271	0	0	21	30
Pike	441	487	0	0	35	30	406	457	0	0	47	40
Powell	22	27	0	1	1	0	21	26	0	2	2	0
Pulaski	406	510	0	0	11	8	395	502	0	0	14	8
Robertson	5	4	0	0	0	2	5	2	0	0	0	2
Rockcastle	22	79	0	0	2	1	20	78	0	0	2	1
Rowan	262	274	0	0	6	5	256	269	0	0	8	6
Russell	55	25	0	0	3	0	52	25	0	0	3	0
Scott	139	125	0	0	10	10	129	115	0	0	13	13
Shelby	196	191	0	0	7	15	189	176	0	0	8	19
Simpson	181	145	0	0	8	4	173	141	0	0	11	4
Spencer	32	27	0	0	1	2	31	25	0	0	1	2
Taylor	229	205	0	0	4	5	225	200	0	0	5	7
Todd	48	46	0	0	1	1	47	45	0	0	1	1
Trigg	73	71	0	0	2	2	71	69	0	0	2	2
Trimble	18	12	0	0	3	1	15	11	0	0	3	1
Union	54	42	0	0	3	3	51	39	0	0	3	4
Warren	612	586	0	0	42	39	570	547	0	0	50	53
Washington	22	15	0	0	2	0	20	15	0	0	4	0
Wayne	100	33	0	0	0	5	100	28	0	0	0	6
Webster	39	44	0	0	4	1	35	43	0	0	7	1
Whitley	184	221	0	0	8	13	176	208	0	0	8	16
Wolfe	34	33	0	0	2	3	32	30	0	0	3	6
Woodford	146	171	0	1	6	10	140	160	0	1	7	12
TOTALS	**22,808**	**23,574**	**7**	**12**	**1,103**	**1,153**	**21,698**	**22,409**	**7**	**14**	**1,344**	**1,455**

TYPES OF COLLISIONS

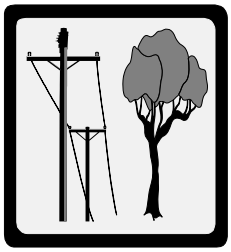
PARKING LOTS / PRIVATE PROPERTY

PARKING LOT:

Total Collisions:	22,142
% of Total Collisions:	93.93%
Persons Killed:	2
% of Total Fatalities:	14.29%
No. of Fatal Collisions:	2
% of All Fatal Collisions:	16.67%

COLLISION WITH FIXED OBJECT:

Total Collisions:	450
% of Total Collisions:	1.91%
Persons Killed:	7
% of Total Fatalities:	50.00%
No. of Fatal Collisions:	5
% of All Fatal Collisions:	41.67%

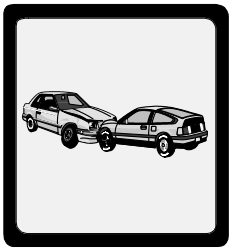


COLLISION WITH PEDESTRIAN:

Total Collisions:	20
% of Total Collisions:	0.08%
Persons Killed:	0
% of Total Fatalities:	0.00%
No. of Fatal Collisions:	0
% of All Fatal Collisions:	0.00%

COLLISION WITH MOVING MOTOR VEHICLE:

Total Collisions:	451
% of Total Collisions:	1.91%
Persons Killed:	0
% of Total Fatalities:	0.00%
No. of Fatal Collisions:	0
% of All Fatal Collisions:	0.00%

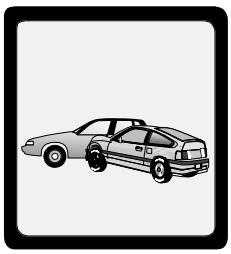


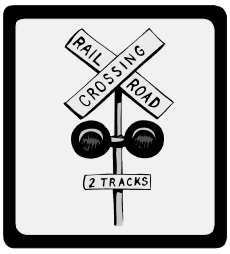
COLLISION WITH PEDALCYCLIST:

Total Collisions:	5
% of Total Collisions:	0.02%
Persons Killed:	0
% of Total Fatalities:	0.00%
No. of Fatal Collisions:	0
% of All Fatal Collisions:	0.00%

PARKED VEHICLE COLLISIONS:

Total Collisions:	383
% of Total Collisions:	1.62%
Persons Killed:	0
% of Total Fatalities:	0.00%
No. of Fatal Collisions:	0
% of All Fatal Collisions:	0.00%



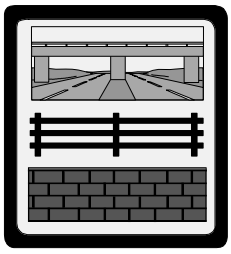


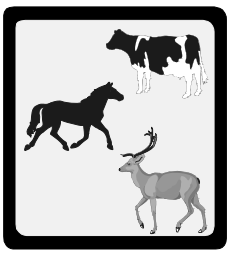
COLLISION WITH RAILWAY TRAIN:

Total Collisions:	7
% of Total Collisions:	0.03%
Persons Killed:	1
% of Total Fatalities:	7.14%
No. of Fatal Collisions:	1
% of All Fatal Collisions:	8.33%

COLLISION WITH OTHER OBJECT:

Total Collisions:	28
% of Total Collisions:	0.12%
Persons Killed:	0
% of Total Fatalities:	0.00%
No. of Fatal Collisions:	0
% of All Fatal Collisions:	0.00%





COLLISION WITH ANIMAL (INCLUDING DEER):

Total Collisions:	30
% of Total Collisions:	0.13%
Persons Killed:	0
% of Total Fatalities:	0.00%
No. of Fatal Collisions:	0
% of All Fatal Collisions:	0.00%

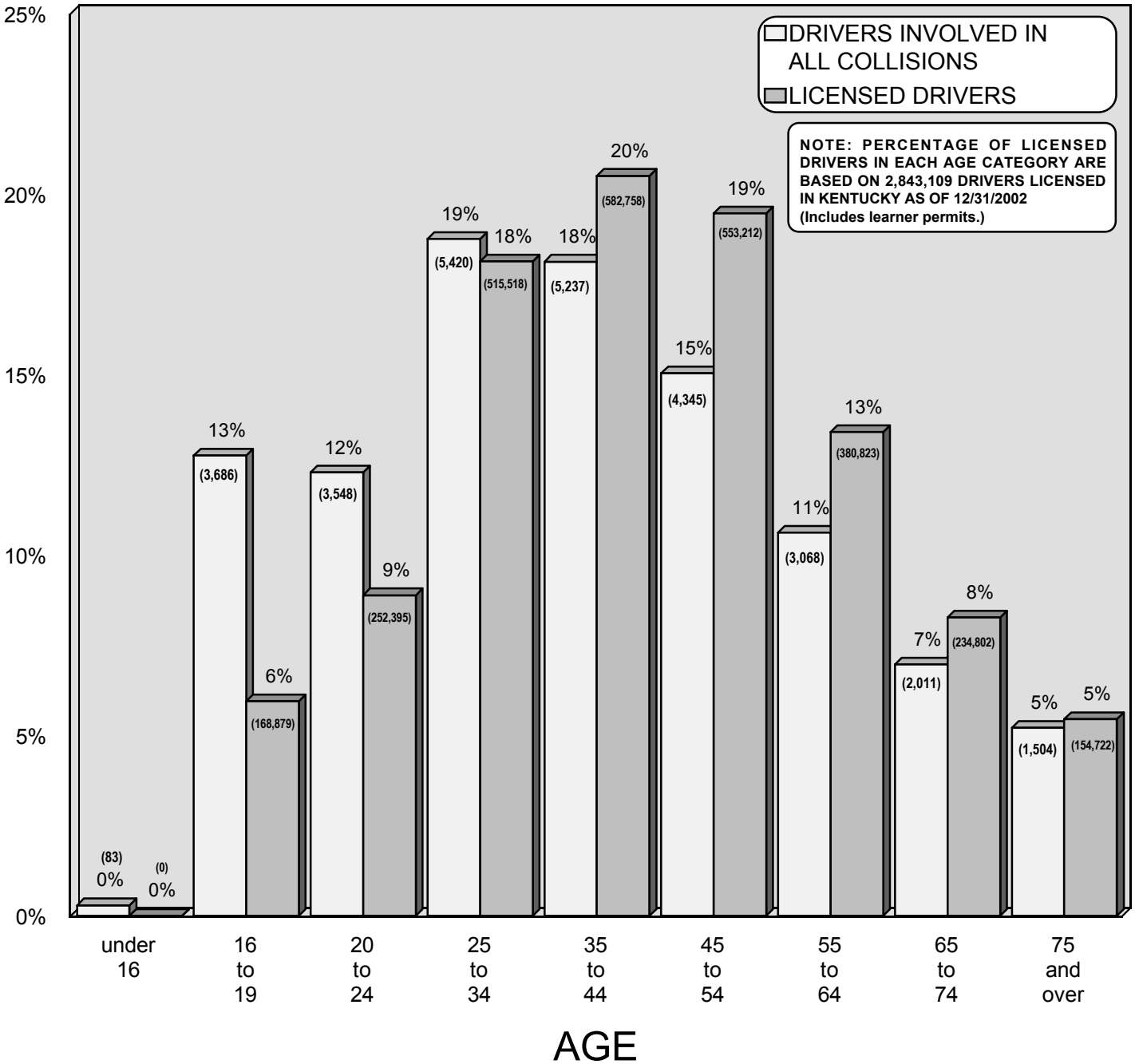
NON-COLLISION (INCLUDING OVERTURNED):

Total Collisions:	58
% of Total Collisions:	0.25%
Persons Killed:	4
% of Total Fatalities:	28.57%
No. of Fatal Collisions:	4
% of All Fatal Collisions:	33.33%

AGE OF DRIVER
(ALL COLLISIONS)

PARKING LOTS / PRIVATE PROPERTY

The chart below groups the ages of 28,902 drivers involved in traffic collisions during 2002 in Kentucky (for which age information was available). For each age category, the following information is shown: the percentage of drivers involved in all collisions, the number of drivers involved in these collisions is shown in parentheses, the percentage of all licensed drivers, and the number of licensed drivers is shown in parentheses (includes learner permits). This allows a comparison to be made between the percentage of a given age category of the driving population and the corresponding percentage this age category is involved in collisions. The percentage of drivers involved in all collisions was higher than the percentage of licensed drivers for the age categories under age 35, especially for the 16 to 19 years of age category. This data does not differentiate drivers "at-fault" versus drivers "not-at-fault." There were 714 driver's ages which could not be determined. These drivers represent 2.5% of all drivers involved in collisions. The percentages given below do not consider the "Unknown" category.



CONTRIBUTING FACTORS

PARKING LOTS / PRIVATE PROPERTY

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

HUMAN FACTORS	ALL COLLISIONS	PERCENT OF TOTAL	FATAL COLLISIONS	PERCENT OF TOTAL
Inattention	12,139	51.49	4	33.33
Misjudge Clearance	2,848	12.08	0	0.00
Improper Backing	1,065	4.52	0	0.00
Failed to Yield Right of Way	983	4.17	0	0.00
Not Under Proper Control	856	3.63	5	41.67
Alcohol Involvement	566	2.40	4	33.33
Distraction	401	1.70	1	8.33
Too Fast for Conditions	213	0.90	0	0.00
Turning Improperly	145	0.62	0	0.00
Disregard Traffic Control	121	0.51	0	0.00
Following Too Close	85	0.36	0	0.00
Drug Involvement	87	0.37	0	0.00
Exceeded Stated Speed Limit	85	0.36	0	0.00
Emotional	100	0.42	0	0.00
Lost Consciousness/Fainted	66	0.28	0	0.00
Improper Passing	77	0.33	0	0.00
Overcorrecting/Oversteering	69	0.29	1	8.33
Physical Disability	36	0.15	0	0.00
Sick	33	0.14	0	0.00
Fell Asleep	26	0.11	0	0.00
Cell Phone	46	0.20	0	0.00
Fatigue	27	0.11	0	0.00
Medication	24	0.10	0	0.00
Weaving in Traffic	10	0.04	0	0.00

CONTRIBUTING FACTORS

PARKING LOTS / PRIVATE PROPERTY (cont'd.)

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

VEHICULAR FACTORS	ALL COLLISIONS	PERCENT OF TOTAL	FATAL COLLISIONS	PERCENT OF TOTAL
Brakes Defective	232	0.98	0	0.00
Steering Failure	28	0.12	0	0.00
Tow Hitch Defective / Separation of Units	11	0.05	0	0.00
Tire Failure	19	0.08	0	0.00
Oversized Load on Vehicle	16	0.07	0	0.00
Load Securement	7	0.03	0	0.00
Other Lighting Defective	4	0.02	0	0.00
Overweight	3	0.01	0	0.00
Headlights Defective	0	0.00	0	0.00

ENVIRONMENTAL FACTORS	ALL COLLISIONS	PERCENT OF TOTAL	FATAL COLLISIONS	PERCENT OF TOTAL
View Obstructed	631	2.68	1	8.33
Slippery Surface	581	2.46	2	16.67
Improperly Parked Vehicle	188	0.80	0	0.00
Glare	112	0.48	0	0.00
Animal Action	70	0.30	0	0.00
Water Pooling	32	0.14	0	0.00
Hole/Deep Ruts/Bumps	27	0.11	0	0.00
Fixed Object(s)	12	0.05	0	0.00
Shoulder Defective	7	0.03	1	8.33
Traffic Controls Not Working	5	0.02	0	0.00
Debris In Roadway	4	0.02	0	0.00
Maintenance / Utility	6	0.03	0	0.00
Roadway Construction	19	0.08	0	0.00

FATALITY ANALYSIS REPORTING SYSTEM

FATALITY ANALYSIS REPORTING SYSTEM

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

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

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

DRIVERS INVOLVED IN FATAL COLLISIONS - AGE AND ALCOHOL INVOLVEMENT

The chart below depicts the ages of all drivers in fatal collisions in 2002 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 8% 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	4	0	0
16	29	2	6
17	50	2	4
18	27	3	11
19	55	9	16
20	29	4	13
21	30	4	13
22-24	81	23	28
25-34	238	48	20
35-44	249	49	19
45-54	173	31	17
55-64	104	7	6
65-74	77	0	0
Over 74	74	2	2
Unknown	4	0	0
TOTALS	1,224	184	15

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

DURING 2002, THERE WERE 209 PERSONS KILLED IN FATAL COLLISIONS INVOLVING A DRINKING DRIVER. THIS REPRESENTS 22% OF ALL PERSONS KILLED IN TRAFFIC COLLISIONS IN KENTUCKY DURING 2002.

The chart below shows drinking drivers by age and alcohol test result. Seventy-nine (79) percent of the drinking drivers tested were found to have a blood alcohol content (BAC) of 0.10% or above at the time of the collision.

AGE	NUMBER OF DRINKING DRIVERS*	BAC TEST RESULTS			
		.01-.05	.06-.09	.10-.19	.20+
Under 16	0	0	0	0	0
16	2	0	0	2	0
17	2	1	0	1	0
18	3	1	1	1	0
19	9	2	1	5	1
20	4	1	0	3	0
21	4	0	0	4	0
22-24	23	2	5	11	5
25-34	48	5	9	14	20
35-44	49	4	3	22	20
45-54	31	2	1	14	14
55-64	7	1	0	5	1
65-74	0	0	0	0	0
75+	2	0	0	1	1
Unknown	0	0	0	0	0
TOTAL	184	19	20	83	62

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

FATALLY INJURED PEDESTRIANS

DURING 2002, EIGHTEEN (18) PERCENT OF THE FATALLY INJURED PEDESTRIANS OVER THE AGE OF 15 WERE DRINKING. THEIR AVERAGE ALCOHOL TEST WAS 0.22%

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.

AGE	TOTAL	NUMBER DRINKING	AVERAGE TEST RESULTS
0-5	2	0	.0
6-10	3	0	.0
11-15	1	0	.0
16-20	3	1	.25
21-25	5	1	.27
26-30	2	0	.0
31-40	9	3	.20
41-50	9	4	.18
51-60	6	0	.0
61-70	4	0	.0
71-80	2	0	.0
81+	9	0	.0
UNKNOWN	0	0	.0
TOTAL	**55**	**9**	**.22**

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 2002 FARS data strongly confirms both the lifesaving advantage as well as the reduction of serious injury when restraints are in place. SIXTY-SIX (66) PERCENT OF THE VEHICLE OCCUPANTS KILLED DURING 2002 WERE NOT RESTRAINED. FIFTY-FOUR (54) PERCENT OF THE VEHICLE OCCUPANTS SUFFERING INCAPACITATING INJURY WERE NOT RESTRAINED. FORTY (40) PERCENT OF THE OCCUPANTS SUFFERING NON-INCAPACITATING INJURY WERE NOT RESTRAINED. NON-MOTORISTS ARE NOT INCLUDED IN THE CHARTS BELOW.

Result	MOTORCYCLE HELMET			RESTRAINT			TOTAL
	Used	Not Used	Unknown	Used	Not Used	Unknown	
Fatal Injury	16	27	0	278	548	8	877
Incapacitating Injury	0	4	0	166	190	2	362
Non-Incapacitating Injury	0	1	0	151	102	4	258
Possible Injury	0	2	0	107	43	0	152
No Injury	0	0	0	248	41	4	293
Unknown If Injured	0	0	0	0	0	2	2
Injured, Severity Unknown	0	0	0	0	0	0	0
TOTAL	**16**	**34**	**0**	**950**	**924**	**20**	**1,944**

Of the 1,944 vehicle occupants involved in fatal collisions in 2002, only 966 were using safety restraints - an overall usage rate of 50% in fatal collisions.

EJECTION

Result	Total Ejection	Partial Ejection	No Ejection	Unknown	TOTAL
Fatal Injury	142	59	649	1	851
Incapacitating Injury	43	1	314	0	358
Non-Incapacitating Injury	10	0	247	0	257
Possible Injury	3	0	147	0	150
No Injury	1	0	292	0	293
Unknown If Injured	0	0	2	0	2
Injured, Severity Unknown	0	0	0	0	0
TOTAL	**199**	**60**	**1,651**	**1**	**1,911**

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. SEVENTY-EIGHT (78) PERCENT OF VEHICLE OCCUPANTS WHO WERE EITHER TOTALLY OR PARTIALLY EJECTED WERE KILLED. This data also reaffirms the lifesaving advantage of using an active restraint, since the possibility of being ejected upon impact is significantly reduced.

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

CHILD RESTRAINTS IN FATAL COLLISIONS

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

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

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

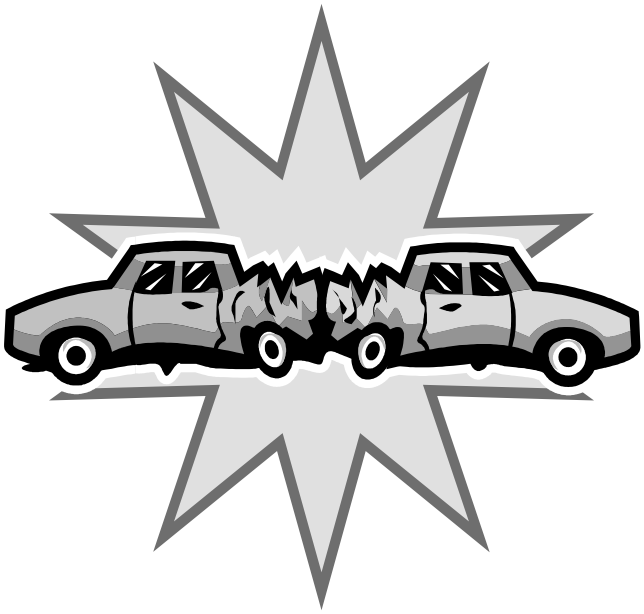
RESULT	Age 4 & Under Total	Child Restraint Used	Lap Belt &/or Harness Used	None Used	Unknown
Killed	8	4	1	3	0
Injured (Incapacitating)	9	3	3	3	0
Injured (Non-Incapacitating)	15	7	4	4	0
Injured (Possible)	14	13	1	0	0
Not Injured	6	4	1	0	1
TOTAL	**52**	**31**	**10**	**10**	**1**

Of the fifty-two (52) child occupants (four years and under) involved in fatal collisions in 2002, forty-one (41) children were secured in a child restraint. Of the eight (8) children killed, three (3) had no restraint, one (1) was using a lap belt or shoulder harness and four (4) were using child safety seats.

$2.1 - $5.9 BILLION

COST of KENTUCKY TRAFFIC COLLISIONS

2002



The calculable costs (economic costs) of motor vehicle collisions on public roads include wage loss, medical expense, administration costs, property damage, and employer costs. Comprehensive costs include not only the economic cost components but also a measure of the value of lost quality of life associated with deaths and injuries. Estimated costs provided by the National Safety Council, considering both economic and comprehensive costs, were used to arrive at a cost range for traffic collisions in Kentucky during 2002 (occurring on public roads).

The **economic cost** ($2.0 billion) was derived from the following formula:

Cost per	X	Number Reported	=	Estimated Cost
Fatalities @ $1,090,000	X	915	=	$997,350,000
Incapacitating Injuries @ $52,100	X	7,046	=	$367,096,600
Non-Incapacitating Injuries @ $17,200	X	19,101	=	$328,537,200
Possible Injuries @ $9,800	X	23,182	=	$227,183,600
Property Damage Only @ $2,000	X	97,144	=	$194,288,000
TOTAL ECONOMIC COST ESTIMATE:				**$2,114,455,400**

The **comprehensive cost** ($5.7 billion) was derived from the following formula:

Cost per	X	Number Reported	=	Estimated Cost
Fatalities @ $3,470,000	X	915	=	$3,175,050,000
Incapacitating Injuries @ $172,000	X	7,046	=	$1,211,912,000
Non-Incapacitating Injuries @ $44,200	X	19,101	=	$844,264,200
Possible Injuries @ $21,000	X	23,182	=	$486,822,000
Property Damage Only @ $2,000	X	97,144	=	$194,288,000
TOTAL COMPREHENSIVE COST ESTIMATE:				**$5,912,336,200**

INSTALLING YOUR

Infant Seat/ Rear-Facing Convertible

These can be used for babies From birth to 20-22 pounds and less than 26 inches (check your car seat rating).

- NEVER place a rear-facing car seat in front of an air bag.
- Seat must face the rear of the vehicle.
- Harness straps should come through the slots in the back of the seat just below the level of your baby's shoulders.
- The seat should be reclined no more than 45-degrees angle. A rolled up towel may be used to help adjust the seat to the proper angle.
- Make sure the carrying handle is locked in the down position while in the car.
- Always keep harness straps snug so no more than one finger fits under it at the child's shoulder and fasten harness clip at armpit level.

Infant Seat/ Rear-Facing Convertible

These should be used for babies rear-facing who are 20 or more pounds AND one year of age and under.

- If your child reaches 20 pounds before turning one year old, you must make sure the car seat is rated up to 30-35 pounds when rear-facing.
- Do NOT place your child in a forward facing seat until at least 20 pounds and one year of age. A child younger than one does not have neck muscles strong enough to withstand a crash in a forward-facing seat.
- Keep harness straps snug and below shoulder level.

Check the label on your car seat to see its weight rating for your child now and for later growth.

Convertible

These seats can be adjusted for use by infants or toddlers. See previous for children under on year and 20 pounds.

- Use this seat forward-facing and upright for toddlers over age one and from 20-40 pounds.
- Harness straps should be snug and come through the uppermost slots in the back of the seat.
- Adjust car seat to upright position.

Toddler Car Seat/ Belt-Positioning Booster Seat

These seats are forward-facing only and are for children over one year and 20 pounds. They can be used up to 80 pounds.

Up to 40 pounds:

- Use the harness until your child is 40 pounds.
- Harness straps should be snug and come through the back of the seat above the shoulder.
- Booster seats with shields are never recommended. Remove the shield and follow the manufacturer's directions.

SAFETY SEAT

Toddler Car Seat/ Belt-Positioning Booster Seat

Over 40 pounds:

One of the most common mistakes made is to place a child in a vehicle seat belt too early. Your child needs a booster seat if:

- The shoulder belt crosses your child's face or neck.
- If the lap belt rides up on your child's stomach (this can cause serious stomach and spinal injuries in the event of a crash).
- If your child's legs do not bend over the seat naturally at the knee. (If your child's legs are not long enough for him or her to sit naturally, he or she may slouch down to be more comfortable. This can cause the lap belt to ride up on the stomach.) Booster seats raise your child to a safe level so the lap and shoulder belt fits correctly.

Using a booster seat:

- Harness should be removed and the seat should be used as a belt-positioning booster with the lap/shoulder belt.
- Booster seats with shields are never recommended. Remove the shield and follow the manufacturer's directions.

Lap Belt

- If your car only has a lap belt in the back seat, you will need an 86-Y harness available by calling E-Z On Products Inc., (800) 323-6598 or visit www.ezonpro.com on the internet.

Seat Belt

For older children who are at least 4 feet, 6 inches tall and 80 pounds.

- Lap portion of the gelt must go over the thighs.
- Shoulder portion of the belt must go over the shoulder, never the face or neck.
- Shoulder and lap belt adjusters are never recommended.

Note: Check your vehicle Owner's Manual to determine how your seat belt works with your car seat.

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IMPORTANT NOTICE

Here is your copy of the 2002 TRAFFIC COLLISION FACTS report you requested. If you want to receive the 2003 report, please print or type your name and address below and return this form.

This card must be returned to ensure receipt of the 2003 publication. Existing mailing lists are being revised to include only those individuals who respond to this notice.

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