

Analysis of Traffic Crash Data in Kentucky 2019-2023



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<http://ktc.uky.edu>

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As a go-to reference for Kentucky Transportation Cabinet (KYTC) policy and engineering guidance, the Highway Knowledge Portal (HKP) synthesizes information contained in the Cabinet's technical guidance manuals.

<https://kp.uky.edu>



Developed to provide better access to crash data and help transportation professionals in Kentucky have a better understanding of safety performance. CDAT integrates crash and roadway data allowing users to query a segment or intersection to obtain a safety score as compared to other segments or intersections. CDAT provides easy and consistent access to crash data and methodologies employing techniques from the Highway Safety Manual.

<https://crashtool.uky.edu>



SPF-R Online is a web tool created to assist with the development of safety performance functions (SPFs).

SPF-R Online removes the barrier of needing to know or run R-Script, as everything is neatly packaged in a convenient web application.

<https://SPFR.uky.edu>

KTC's Mission

Our mission is to advance transportation through innovative research and education.

The contents of this report reflect the views of the authors, who are responsible for the facts and accuracy of the data presented herein.

The contents do not necessarily reflect the official views or policies of the University of Kentucky or the Kentucky Transportation Cabinet. This report does not constitute a standard, specification, or regulation.

Analysis of Traffic Crash Data in Kentucky 2019-2023

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Table of Contents

Introduction

A Note from the Editor	vi
Executive Summary and Introduction.....	vii
Procedure.....	viii

Safety Performance Functions

Overall Summary	2
SPF Equation	3
Rural Two-Lane.....	4
Urban Two-Lane.....	6
Rural Interstate and Parkway	8
Urban Interstate and Parkway	10
Rural Multilane (Divided)	12
Urban Multilane (Divided)	14
Rural Multilane (Undivided)	16
Urban Multilane (Undivided)	18
Intersection.....	20

Tables

Statewide Five-Year Comparison.....	24
Statewide RURAL Crash Rates.....	25
Statewide URBAN Crash Rates.....	25
Comparison of Crash Rates to Previous 4 Years.....	26
Crash Rates by County.....	27
Public Roads Crash Data for Each County.....	30
DUI Cases.....	33
Reckless/Careless Cases.....	36
Speeding Cases.....	39
Crashes Involving Drugs.....	42
Crash Trend Analysis.....	45
Crashes Involving Vehicle Defects.....	46
Statewide Crash Rates.....	47
Percent of All Crashes.....	48

Figures

Trends in Crash Rates for Identified Roads.....	50
Trends in Rural Crash Rates for Identified Roads.....	51
Trends in Urban Crash Rates for Identified Roads.....	52

A Note from the Editor

Table Numbers

Beginning with the 2015-2019 report, there were substantial changes over previous versions. These changes may make comparisons to previous years difficult or in some cases impossible. If there is something missing from this year's publication you need for your job, we are happy to assist you. To request assistance, you may submit a data request to the Kentucky Traffic Safety Data Service (KTSDS) by visiting: <http://ktsds.ktc.uky.edu>.

There are several reasons for changes to this publication and we'd like to explain our reasoning.

Since September 27, 2016, we have hosted a survey (<http://bit.ly/2cjZVS0>) about how people use this publication. Our goal has been to identify what information would be most useful in shaping this publication. Many of you responded, and those responses have helped us to guide changes.

How this report is distributed has also changed. Rather than a print copy with static tables, this is now a digital PDF. Contents can be copied and sorted electronically, eliminating the need for redundant tables displaying the same information sorted differently.

Additionally, collision safety analysis methods have evolved. Historically the focus of analysis has been centered around crash rates based on traffic volumes. More modern methods of analysis to predict crash rates and develop modification factors utilize safety performance functions (SPFs) which can improve performance due to their ability to handle more data characteristics, including non-linear models and interaction effects between variables. We now include SPFs in this publication.

Lastly, we updated methods for counting, analyzing, and producing tables. Beginning with the 2020 publication, we moved from an older FORTRAN-based process to a more modern SQL Server process.

Safety Performance Functions

SPFs were developed using five years of crash data. Therefore, the models predict crashes over a five-year period. If a user were to predict crashes on an annual basis, they must add a coefficient of 1/5 to the model to avoid overpredicting crashes by a factor of 5.

SPFs in this publication are based on statewide SHIFT SPFs, which are done every two years.

Executive Summary and Introduction

This report documents analysis of traffic crash data in Kentucky. A primary objective of this study was to determine average crash statistics for Kentucky highways. Where used, rates were calculated for multiple highway types and for counties and cities. Difference criteria were used for exposure.

Average and critical numbers, SPFs, and crash rates were calculated for multiple highway types in rural and urban areas. These metrics rely on crashes identified on highways where Annual Average Daily Traffic (AADT) volumes were available. Data in this report may be used to help identify problem areas.

The other primary objective of this study was to provide benchmark data that can be used to prepare the problem identification portion of Kentucky's Annual Highway Safety Plan (HSP). Crash statistics were analyzed and a summary of results and recommendations in several problem identification areas is presented. These general areas include alcohol involvement, occupant protection, speed, teenage drivers, pedestrians, bicycles, motorcycles, trucks, and vehicle defects. Other areas covered in the analysis for which specific recommendations are not made include school bus crashes and train crashes.

Crash data are stored in the Collision Report Analysis for Safer Highways (CRASH) database. This database is updated daily, so the number of crashes in a given calendar year continues to change for a substantial time after the end of that year. KTC captures an extract annually for analysis.

Since 1978, annual reports have been prepared to document statewide crash rates. Traffic crash data for a five-year period were used to prepare this report.

Kentucky uses a systematic procedure to identify locations that have had abnormal rates or numbers of traffic crashes. However, before that procedure may be utilized, average crash rates and numbers must be determined for appropriate highway categories and for rural and urban areas. Those statistics may then be used in the high-crash location identification program to identify locations that should be investigated to determine whether changes should be made.

A highway safety program is prepared each year for Kentucky in order to comply with 23 U.S. Code § 402. This program includes identifying, programming, budgeting, and evaluating safety projects with the objective of reducing the number and severity of traffic crashes.

Do you use this report? Want to give us feedback on it? Please fill out this survey: <http://bit.ly/2cjZVSO>

Procedure

Crash and traffic (traffic volume and roadway geometrics) databases were used to obtain traffic crash statistics. Traffic crash data have been maintained in a computer file containing all police-reported crashes. The crash report data are contained in the Collision Report Analysis for Safer Highways (CRASH) database. The computer files and database were obtained from the Kentucky State Police (KSP). All police agencies in the state are required to send traffic crash reports to KSP.

Parking lot crashes are contained in the CRASH database, but they were excluded from analysis to maintain consistency with previous years. Crashes coded as occurring on private property were also excluded from the data to maintain consistency with other reports. All crashes included in the analysis occurred on public highways. Because this database is updated each day, the number of crashes in a given calendar year continues to change for a substantial time after the end of that year. Consequently, numbers listed in this report's tables do not match those in the current CRASH database. Summaries were prepared from an analysis of crash data from the CRASH database for the current year.

Volume data, along with other data describing highway characteristics, such as number of lanes, were obtained from a computer file containing roadway characteristics data for all state-maintained highways and some local roads. In the past this information was obtained from the Highway Performance Monitoring System (HPMS) file. Now the Highway Information File (HIS) file is used. Data for the most recent five-year period were obtained from these files. HPMS and HIS files were used to obtain the roadway information needed to compute crash rates as a function of multiple roadway characteristics such as number of lanes.

A computer program using both crash data from the crash database and roadway characteristics information from HPMS and HIS files was used to calculate rates for the state-maintained system. A separate computer program was used to obtain additional summaries of various crash variables using all reported traffic crashes (excluding parking lots and private property).

Crashes are matched to any road with traffic volume data. Previously crashes were matched to HPMS using the route number. With the improvements in crash location data, crashes are now matched by three different route identifiers (RT_Unique, the GIS route identifier, and roadway number). The match rate was much higher than previous years, particularly for urban streets. This has increased crash tallies and resulting rates.

Rates were calculated for: 1) all roads having known traffic volumes and route numbers and 2) all public streets and highways on and off the state-maintained system. A large majority of roads with traffic volumes are state-maintained. However, this document refers to these roads as *identified roads* since some of these routes are locally maintained. Rates are provided in terms of crashes per 100 million vehicle miles (C/100 MVM) where traffic volumes could be determined. Population was used as the measure of exposure in instances where traffic volume data were not available. Population data from the 2020 census were used.

In addition to average rates, critical rates and crash numbers are required for the high-crash location program. Both rate types were calculated. The following formula was used to calculate critical crash rates:

$$C_c = C_a + K\sqrt{\frac{C_a}{M}} + \frac{1}{2M}$$

where:

$C_c =$	critical crash rate
$C_a =$	average crash rate
$K =$	constant related to level of statistical significance (a probability of 0.995 was used wherein $K = 2.576$)
$M =$	exposure (for sections, M was in terms of 100 million vehicle miles (100 MVM); for spots, M was in terms of million vehicles)

To determine the critical number of crashes, the following was used:

$$N_c = N_a + K\sqrt{N_a} + 0.5$$

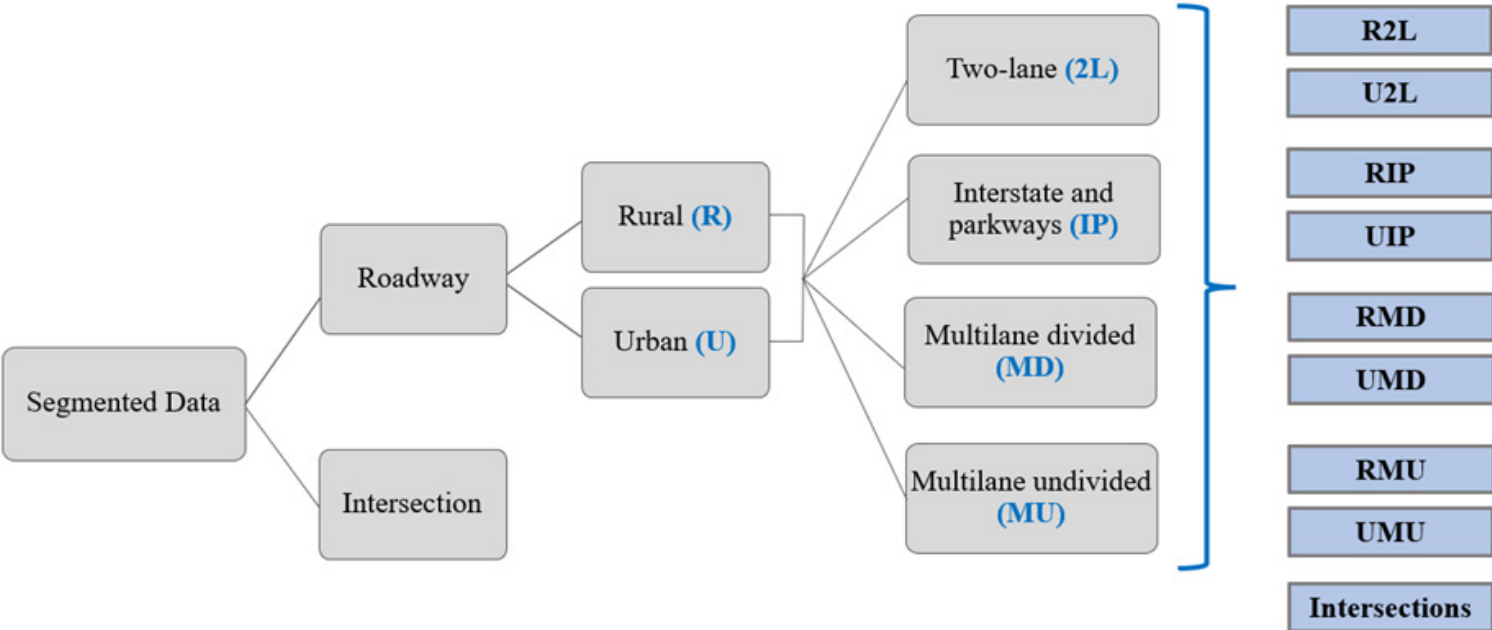
where:

$N_c =$	critical number of crashes
$N_a =$	average number of crashes



Safety Performance Functions

Overall Summary



SPF Equation

The base period of crashes was **2019-2023**.

SPF equations take the form of:

$$Y (\text{segment}) = e^{\alpha} * L * AADT^{\beta}$$

$$Y (\text{intersection}) = e^{\alpha} * AADT_{Major}^{\beta1} * AADT_{Minor}^{\beta2}$$

SPFs were developed for two crash severity groups:

KAB and CO.

This groups together crash types as described in guidelines established by the Model Minimum Uniform Crash Criteria (MMUCC) which categorizes a measure of injury severity for any person involved in a crash.

K = Fatal Injury

A = Suspected Serious Injury

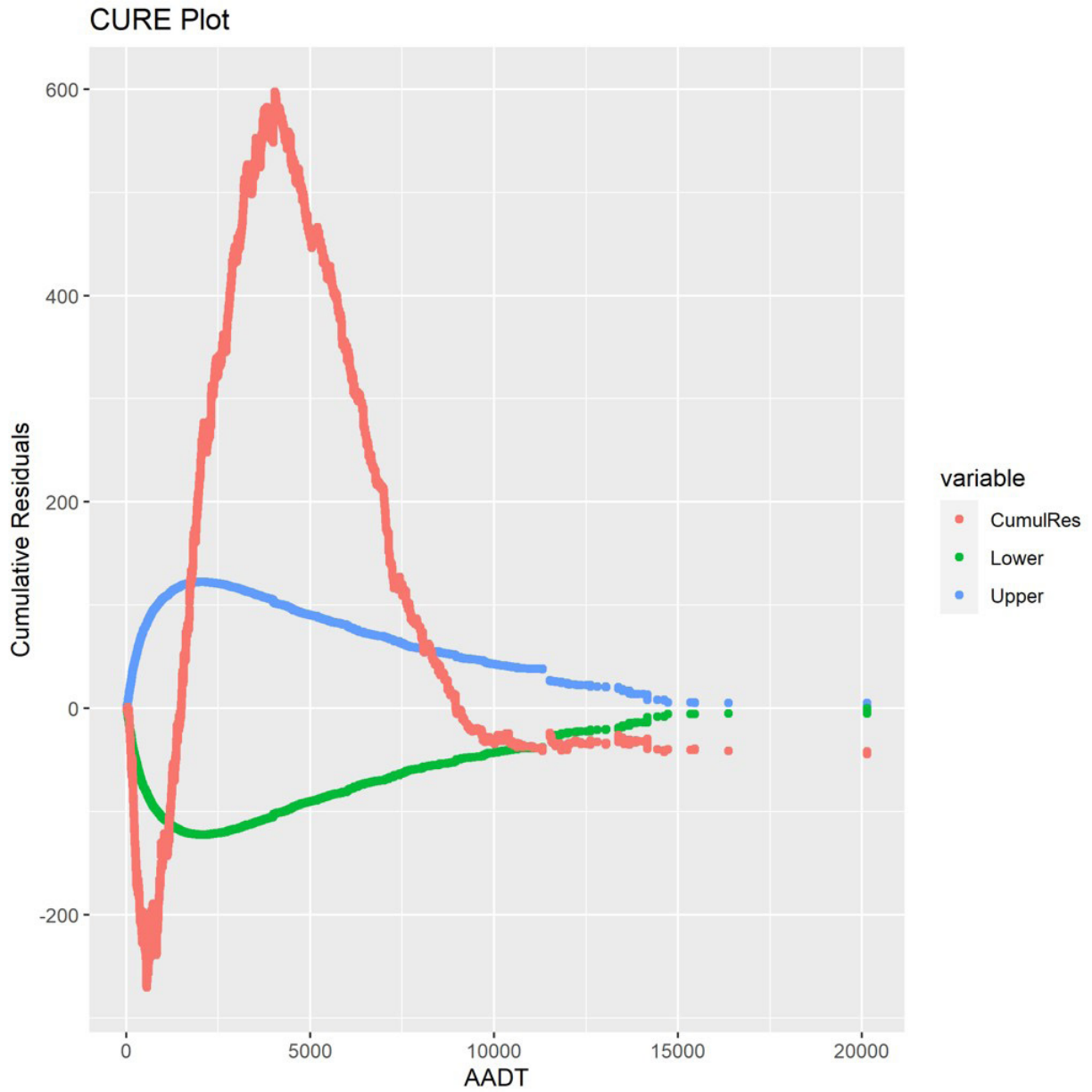
B = Suspected Minor Injury

C = Possible Injury

O = No Apparent Injury

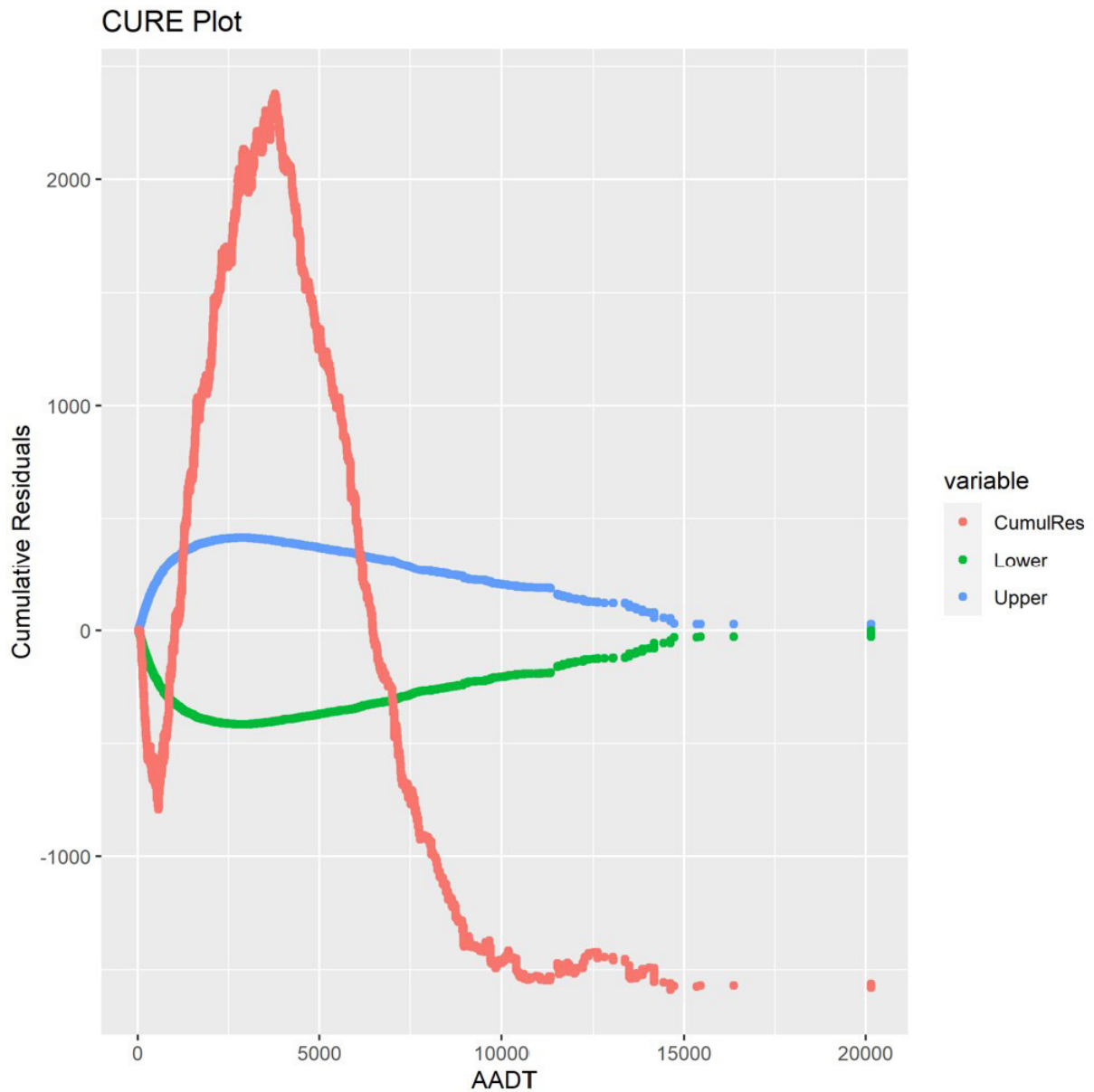
No base conditions were used for any of the SPFs.

1. Rural-Two Lane SPF (KAB)



$$Y(KAB) = L * e^{(-5.402)} * AADT^{(0.697)}$$
$$Theta = 1.653$$

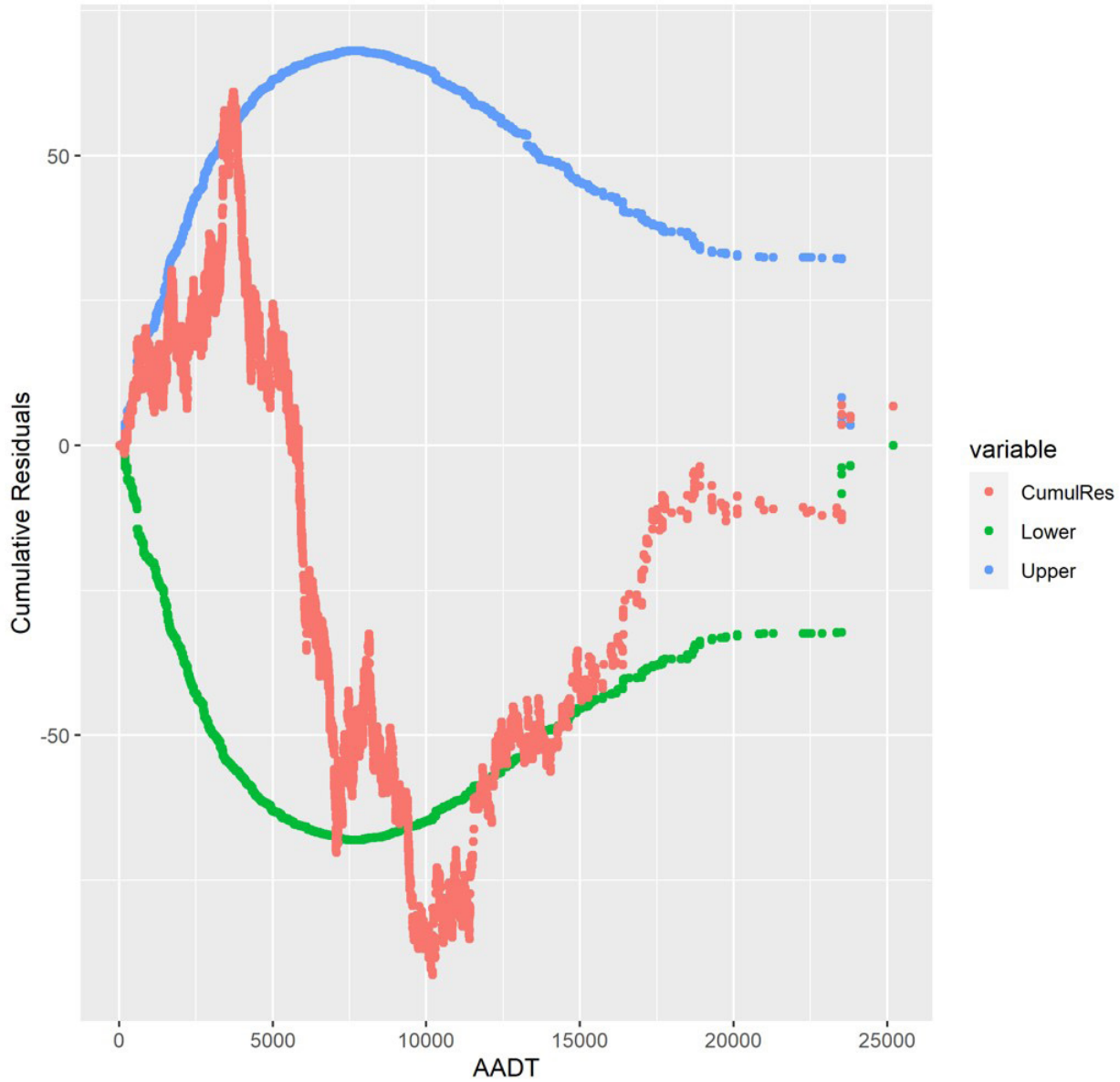
2. Rural-Two Lane SPF (CO)



$$Y(CO) = L * e^{(-4.365)} * AADT^{(0.792)}$$
$$Theta = 2.080$$

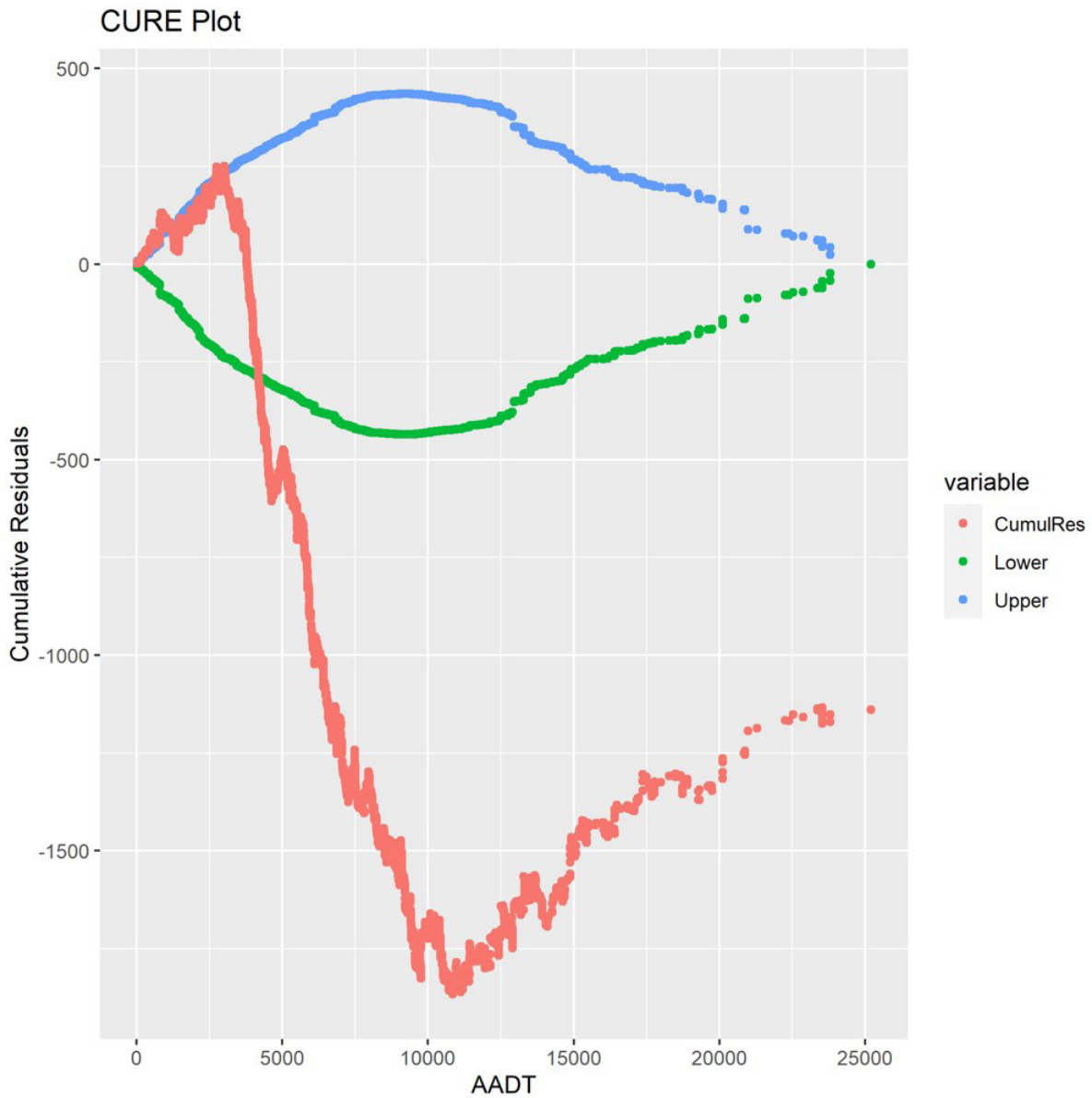
3. Urban-Two Lane SPF (KAB)

CURE Plot



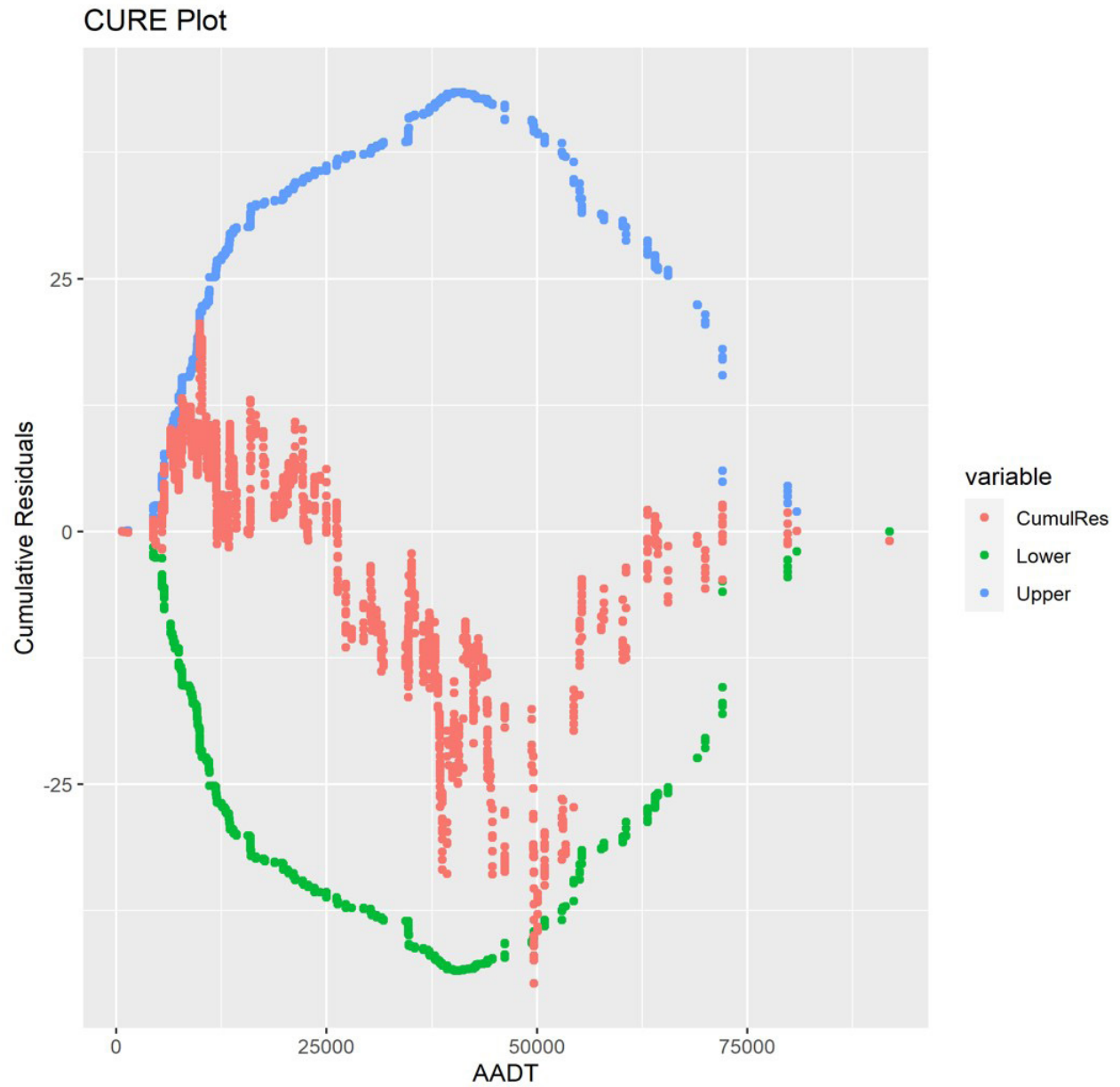
$$Y(KAB) = L * e^{(-5.711)} * AADT^{(0.757)}$$
$$Theta = 1.550$$

4. Urban-Two Lane SPF (CO)



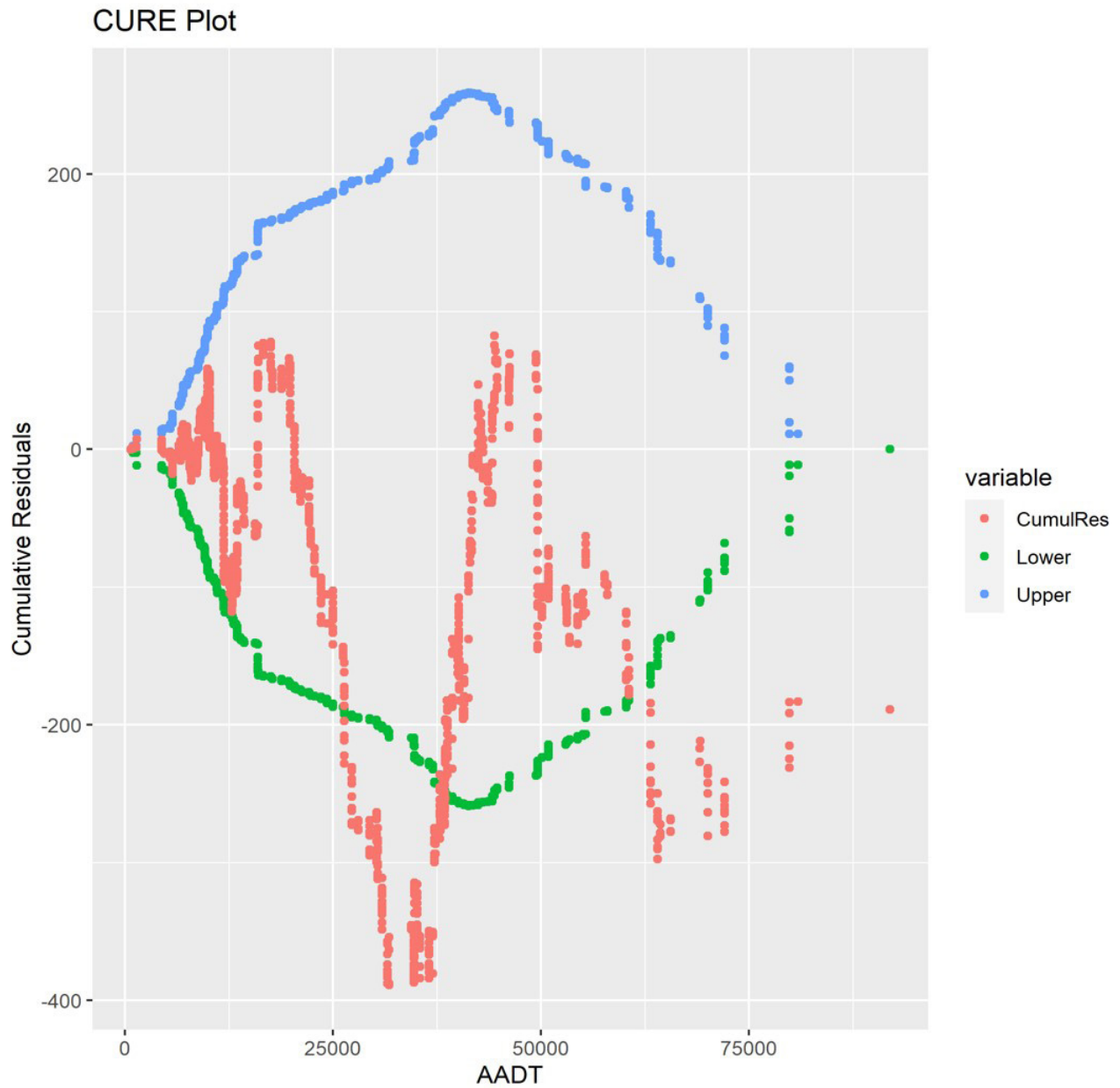
$$Y(CO) = L * e^{(-4.040)} * AADT^{(0.818)}$$
$$Theta = 1.343$$

5. Rural Interstate and Parkway SPF (KAB)



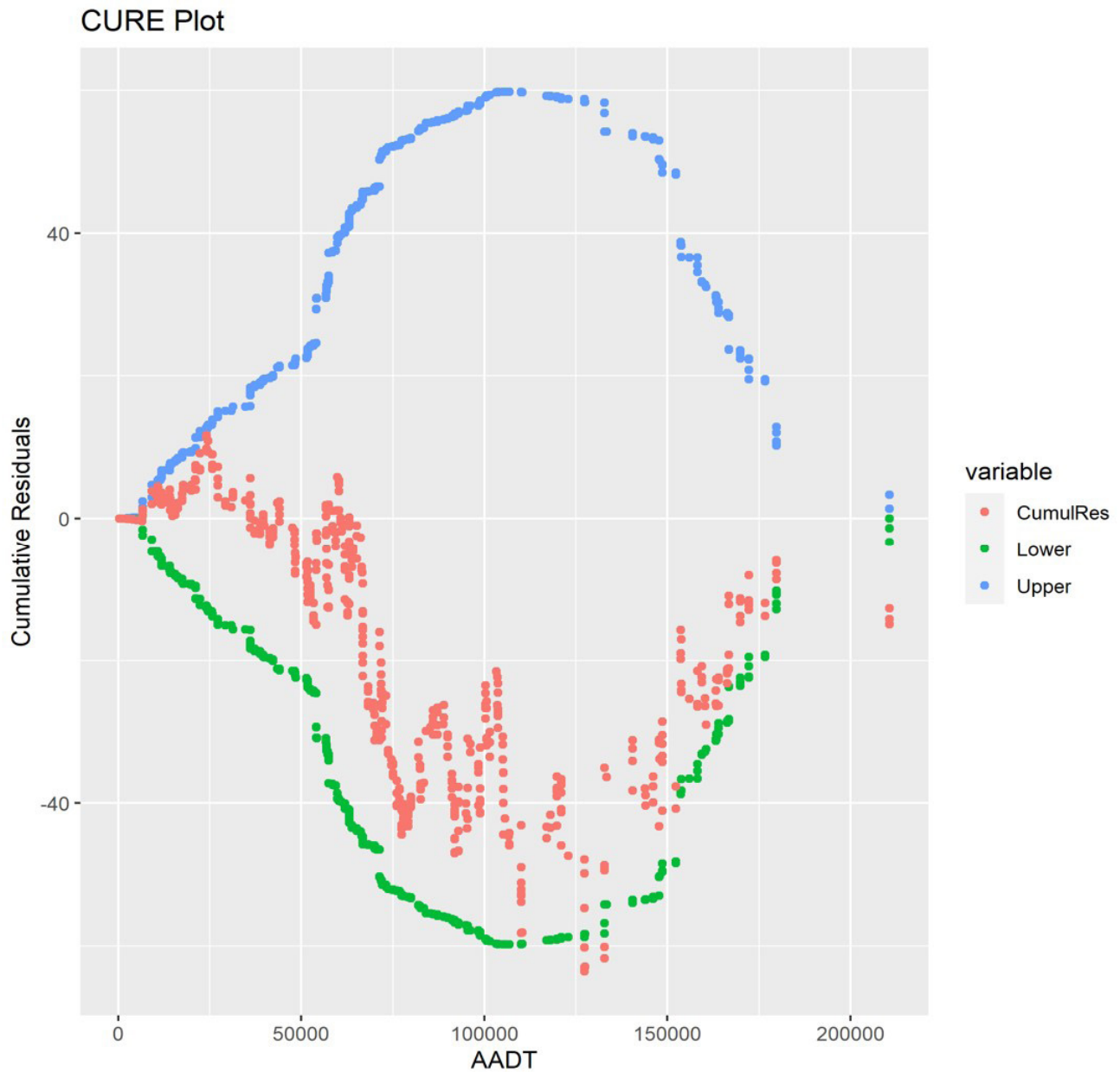
$$Y(KAB) = L * e^{(-9.379)} * AADT^{(0.954)}$$
$$Theta = 4.067$$

6. Rural Interstate and Parkway SPF (CO)



$$Y(CO) = L * e^{(-7.664)} * AADT^{(1.004)}$$
$$Theta = 3.119$$

7. Urban Interstate and Parkway SPF (KAB)



$$Y(KAB) = L * e^{(-11.644)} * AADT^{(1.191)}$$
$$Theta = 2.254$$

8. Urban Interstate and Parkway SPF (CO)



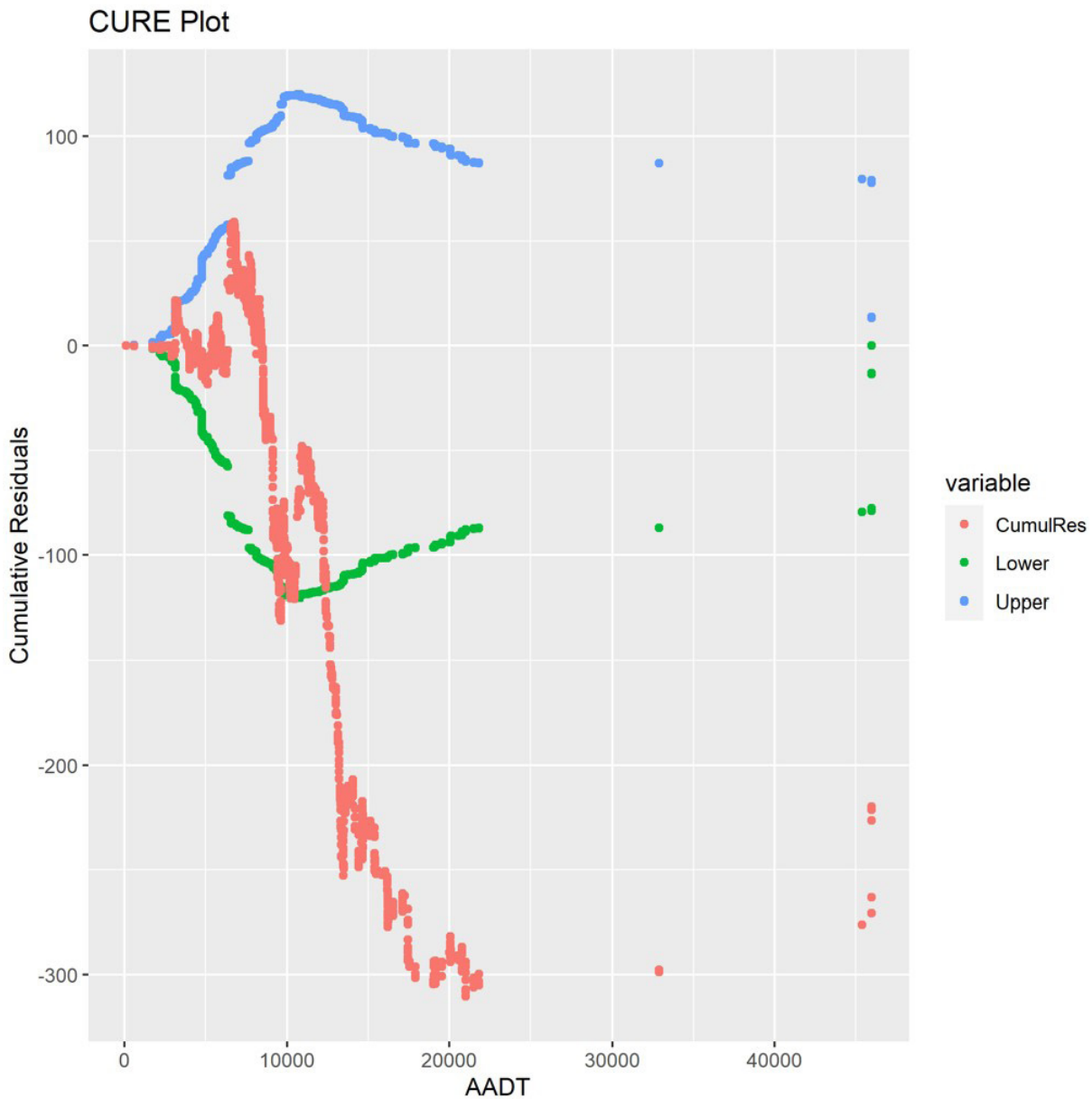
$$Y(CO) = L * e^{(-10.218)} * AADT^{(1.267)}$$
$$Theta = 1.820$$

9. Rural Multilane (Divided) SPF (KAB)



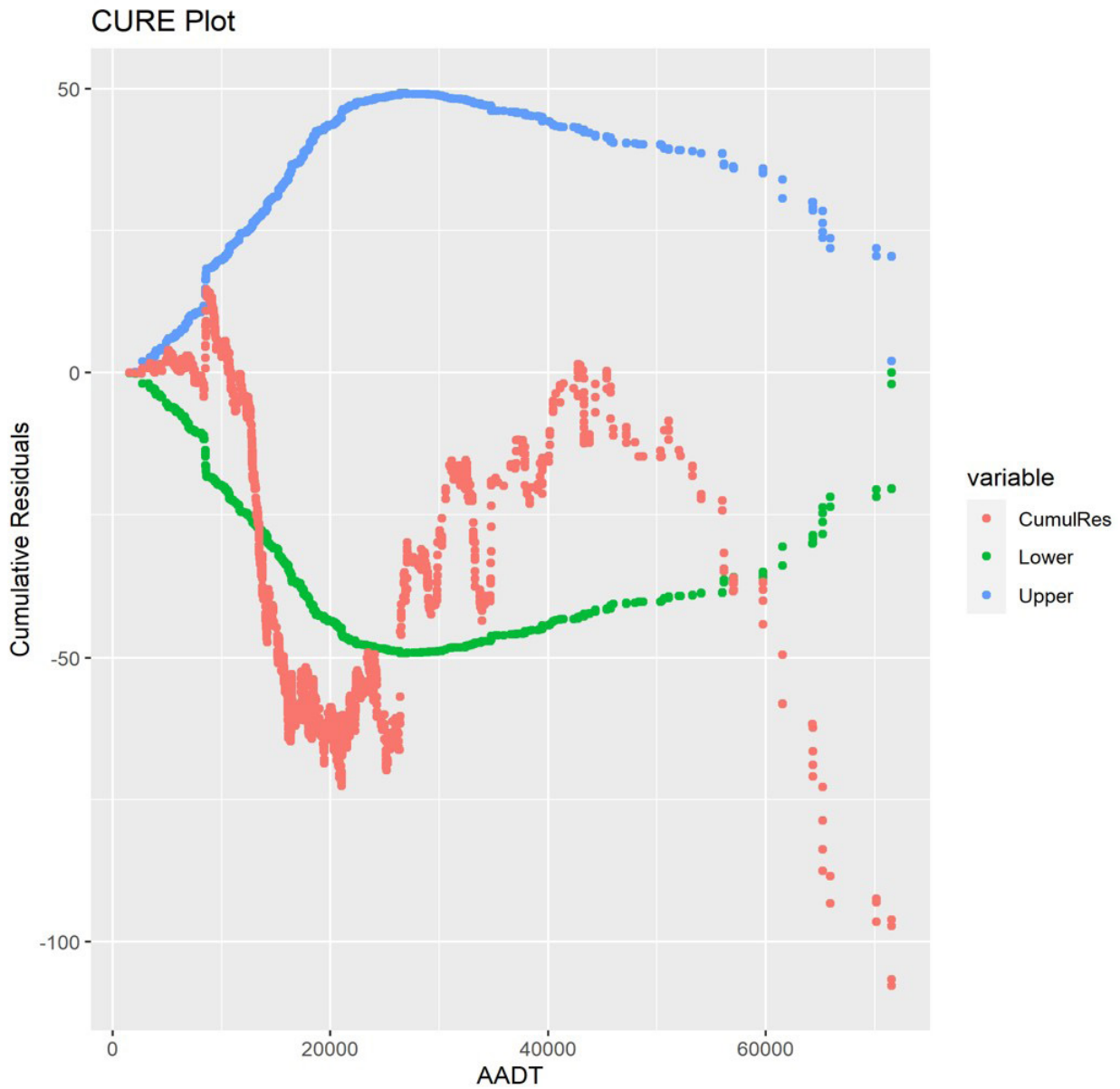
$$Y(KAB) = L * e^{(-9.483)} * AADT^{(1.006)}$$
$$Theta = 1.423$$

10. Rural Multilane (Divided) SPF (CO)



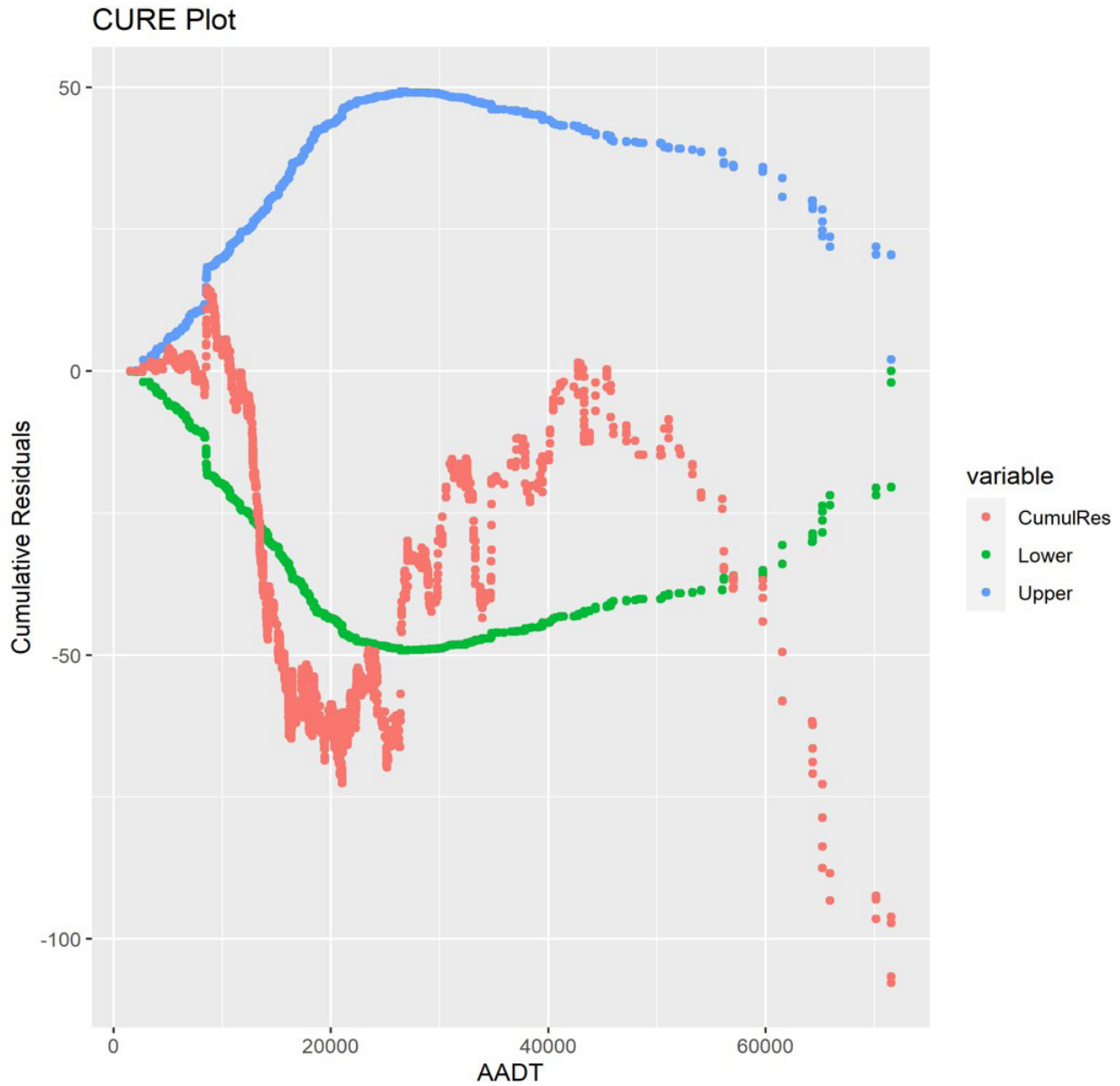
$$Y(CO) = L * e^{(-5.735)} * AADT^{(0.826)}$$
$$Theta = 1.538$$

11. Urban Multilane (Divided) SPF (KAB)



$$Y(KAB) = L * e^{(-10.386)} * AADT^{(1.155)}$$
$$Theta = 1.170$$

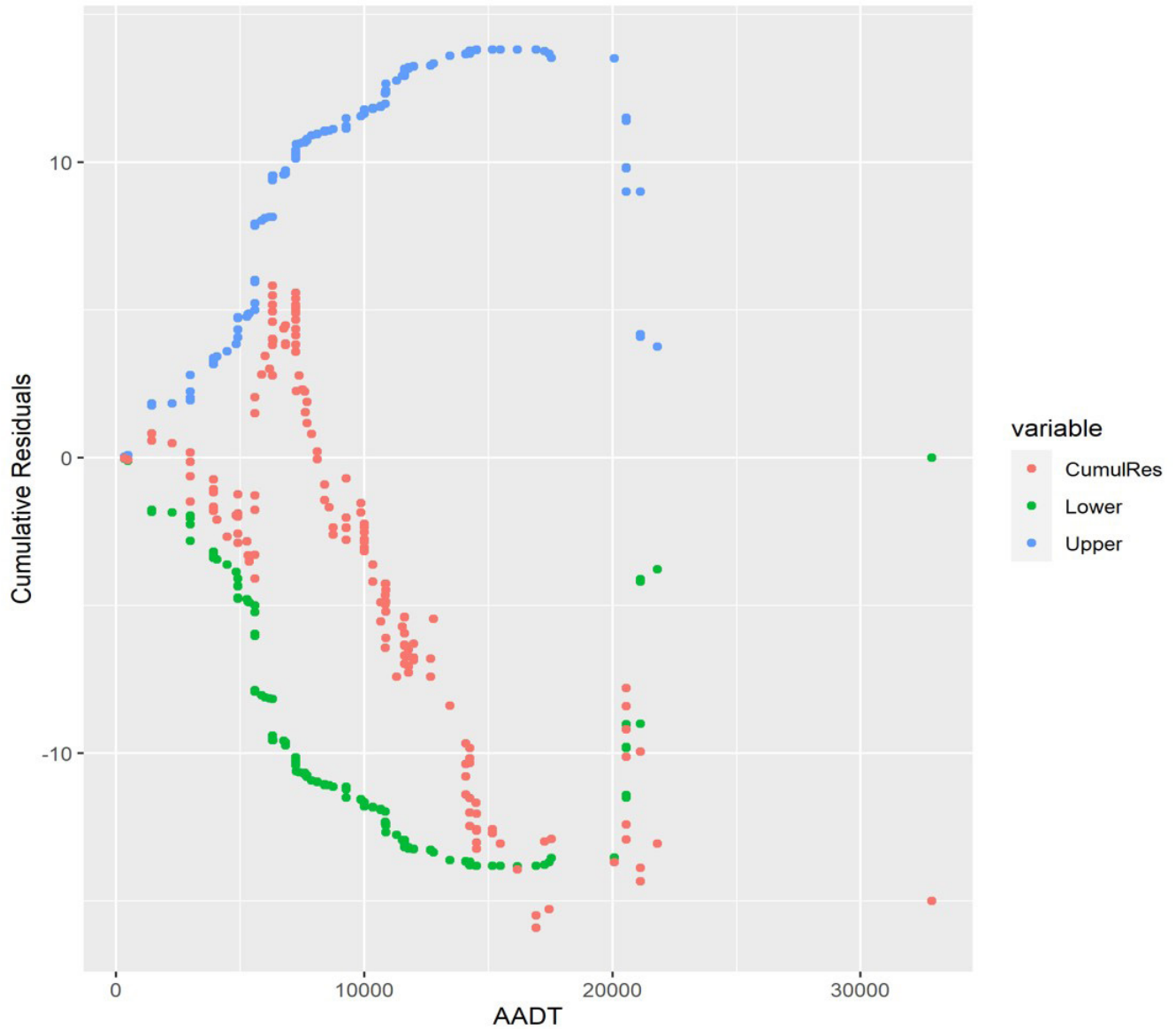
12. Urban Multilane (Divided) SPF (CO)



$$Y(CO) = L * e^{(-8.785)} * AADT^{(1.255)}$$
$$Theta = 0.905$$

13. Rural Multilane (Undivided) SPF (KAB)

CURE Plot



$$Y(KAB) = L * e^{(-7.179)} * AADT^{(0.879)}$$
$$Theta = 1.355$$

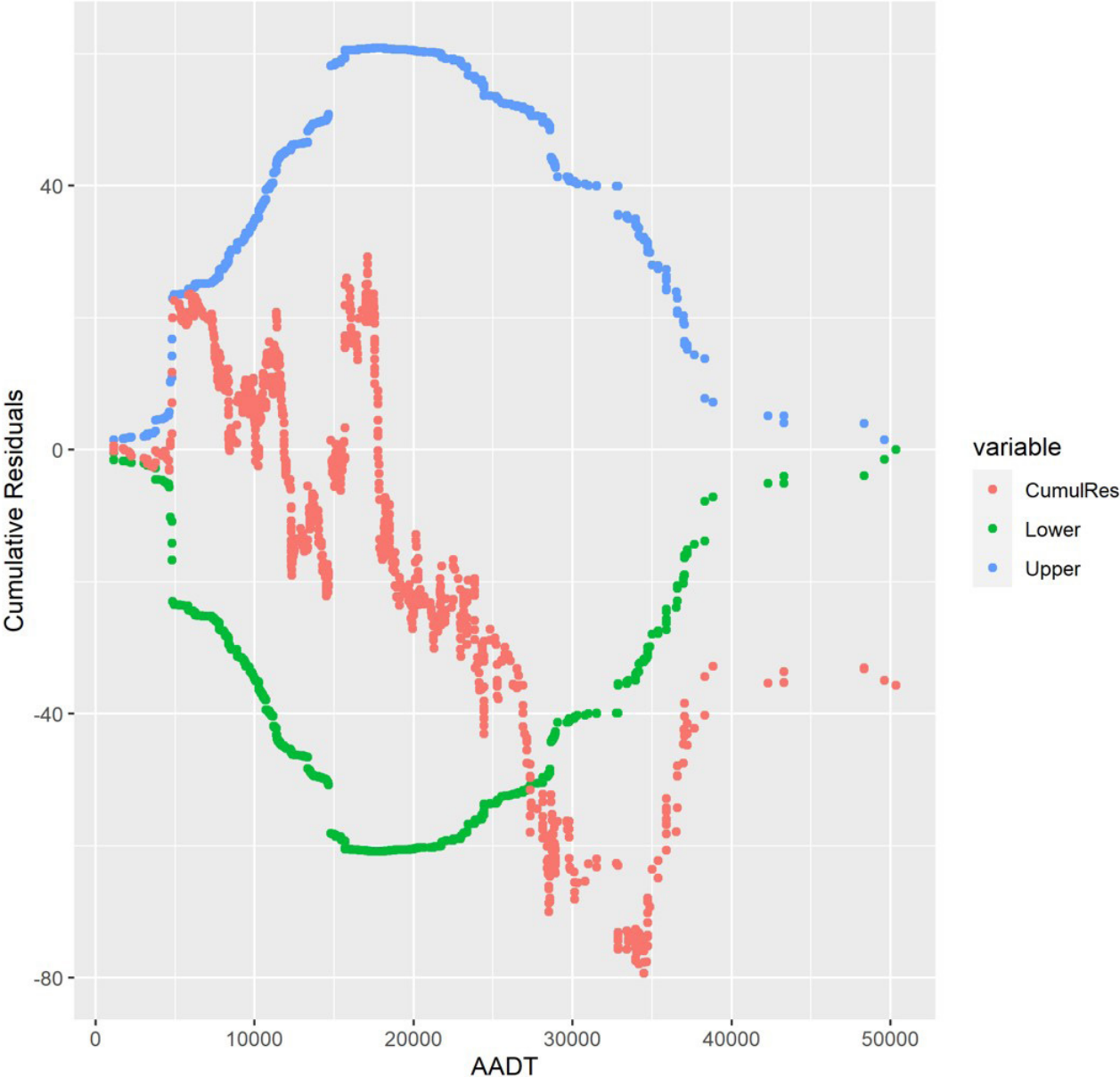
14. Rural Multilane (Undivided) SPF (CO)



$$Y(CO) = L * e^{(-6.475)} * AADT^{(1.029)}$$
$$Theta = 1.262$$

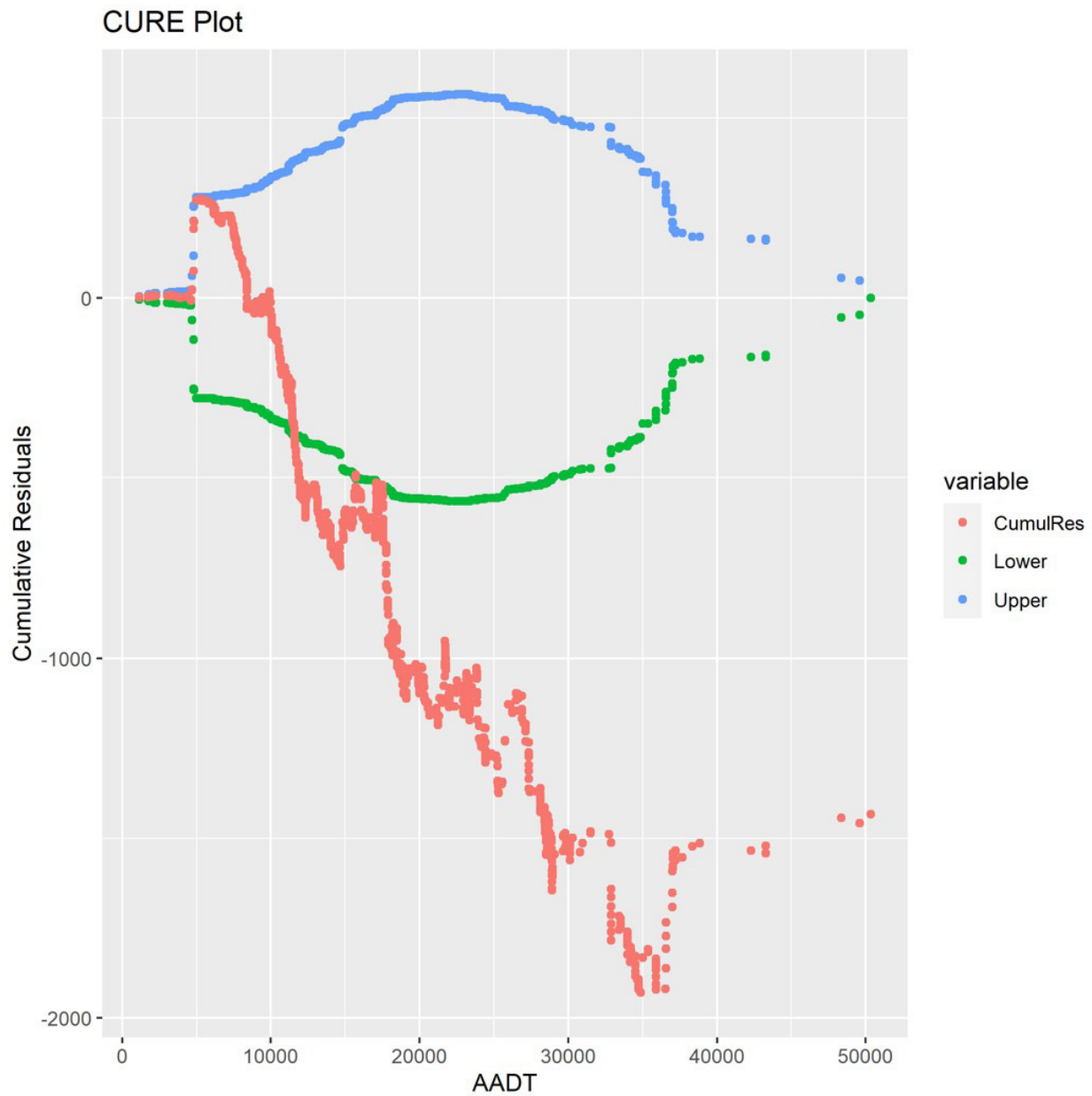
15. Urban Multilane (Undivided) SPF (KAB)

CURE Plot



$$Y(KAB) = L * e^{(-6.267)} * AADT^{(0.839)}$$
$$Theta = 1.066$$

16. Urban Multilane (Undivided) SPF (CO)



$$Y(CO) = L * e^{(-5.506)} * AADT^{(1.004)}$$
$$Theta = 1.039$$

17. Intersection SPF (KAB)

$$Crashes = e^{\alpha} * (AADT_{Major})^{\beta_1} (AADT_{Minor})^{\beta_2}$$

ClassType	Theta	Alpha	Beta1	Beta2
D3rN	0.971527511135287	-3.28141349519393	0.338001998954749	-0.05167636948682
D3rP	1.02830506524886	-7.72366377142935	0.414022185543347	0.711548461344999
D3rS	1.5618872074883	-3.73306710163422	0.552187337868018	0.187448389291476
D3rx	0.65253122292619	-2.71050991605121	0.0977013873290823	0.31909608231538
D3uF	74275.1046694379	-14.5767548128017	0.92905631375093	0.997143955792805
D3uN	0.564589645644221	-4.86667188268204	0.553766915742503	0.204315661452058
D3uP	0.952068060879064	-6.59230408839959	0.59380975101384	0.40416273614936
D3uS	2.6307000349592	-6.96440142232005	0.888410598717847	0.183527487364732
D3ux	0.6541660945508	-1.49074706904743	0.0252069437439138	0.397992353234432
D4rN	7266.94439580728	-32.1866065260836	2.7274954010078	0.819681846345536
D4rP	0.884991243707518	-6.64294349213108	0.241616796332089	0.823589969712652
D4rS	3.79857870438458	-1.88069295345028	-0.0503974860602361	0.657956662451021
D4rx	1.07651265131199	-5.108924027428	0.456913696510209	0.366527154822956
D4uF	5.45800500783815	-7.09886599964974	0.976979961355364	0.10234412497608
D4uN	1.07297621564403	-5.62133214375119	0.630581962869659	0.245978790072806
D4uP	1.31748645510586	-10.2401239927096	0.831450482861757	0.649783195271983
D4uS	3.32637172405916	-5.72872982389366	0.726816439546901	0.279841410324347
D4ux	1.14154732577824	-2.71894126475713	0.4113001854759	0.135321781845813
ROTR	2.56015774783915	-12.6545346507627	1.36131704416977	0.404597575302975
U3rF	1.28825236220989	-6.00730577586376	0.670210262153701	0.167395672769944
U3rN	0.831808730109415	-8.50569572244004	0.802995087096092	0.419896331985971
U3rP	0.903196462606139	-9.42303221788446	0.781166590998655	0.510158907889434
U3rS	2.94011514108807	-2.43252901155732	0.380784371216849	0.172644113243821
U3rx	0.173100767271347	-9.00207938255254	0.835217060106457	0.289399360729864
U3uF	1.35648768119553	-4.19844404036375	0.541384314261455	0.116402644307935
U3uN	0.902417821790588	-7.55943405705442	0.626309522752235	0.46425992597744
U3uP	1.16223651677187	-9.9517226420117	0.852936518524526	0.571166738730883
U3uS	3.09684153876871	-7.04590787416457	0.913100665471882	0.165264120298992
U3ux	0.355690295177096	-5.95499365951547	0.810067005254209	0.00695337590965715
U4rF	3.24528402948299	-10.8293879206532	0.781557053607183	0.826189075785868
U4rN	1.55982800937343	-7.75285202435783	0.65123127577834	0.360572066378724
U4rP	1.02884750603943	-9.07747367053597	0.692632041570119	0.6449394426206
U4rS	3.4169418408018	-4.18350996731367	0.536617039117779	0.240649056153177
U4rx	0.239513416153689	-8.77950013485517	1.08043700322807	0.0872202533854211
U4uF	2.44455713028821	-7.67806311617822	0.81249860493542	0.366892847374106
U4uN	0.886483221585819	-7.40015910103291	0.60397782044662	0.545862544789039
U4uP	1.34199592562889	-7.71509175331862	0.695268824964718	0.486837622879932
U4uS	3.6557495704203	-6.32544155588224	0.747052436700992	0.319995441007683
U4ux	0.410787981386442	-4.77509171326388	0.501120352533966	0.216590613922165

18. Intersection SPF (CO)

$$Crashes = e^{\alpha} * (AADT_{Major})^{\beta_1} (AADT_{Minor})^{\beta_2}$$

ClassType	Theta	Alpha	Beta1	Beta2
D3rN	11232.3825195278	-19.0438873769598	1.96644385064831	-0.0244535100713333
D3rP	0.617535532634144	-10.2093985671176	0.150036771494826	1.28169846828732
D3rS	35027.254540698	6.49616033200165	-0.698551020949738	0.0787138065198854
D3rx	0.304526812273394	-3.30931206136998	0.0617755009375946	0.175315070117019
D3uF	29730.1995835147	-445.816675034578	6.61639644023194	42.1333888456859
D3uN	0.37161817378223	-5.08306290134621	0.145255188917069	0.426124822786255
D3uP	0.97352875797535	-10.7207066431858	0.749476417606288	0.497722916148479
D3uS	2.08726656687496	-5.20568369373236	0.498063436257378	0.167070740174356
D3ux	0.748278023000027	-3.23322204465093	0.117737633600231	0.158855625166332
D4rN	2316.9051558594	-18.4523388893305	2.9322288702376	-1.87056945333347
D4rP	0.596861434481443	-5.30286045448944	0.0173076808192335	0.720493448573133
D4rS	2.73251684638149	-5.56724084941738	0.352869439218813	0.400208059890309
D4rx	0.485020106154322	-3.70521531542174	0.631990074314438	-0.39279303871662
D4uF	16823.5068999248	-14.8303664216129	1.76748808041823	-0.200186458106037
D4uN	0.702162621191591	-8.71650437432028	0.754210550792751	0.26535625284128
D4uP	1.22728696509412	-11.4947392145742	0.799513805049282	0.613011362310419
D4uS	2.43897135213899	-4.82995654257088	0.485692795882772	0.19286874569888
D4ux	0.979786943432529	-4.55515204019895	0.181077943036003	0.40221409788801
ROTR	5645.507868985	-7.72028527428933	0.498627184128553	0.395216907078719
U3rF	1037.54369876153	-7.31021483360488	0.233958980001427	0.523315909397557
U3rN	0.642977392188423	-10.0299855829185	0.620229664193462	0.626656038143213
U3rP	0.645278642395212	-10.8897547351248	0.74539489168003	0.516324714160061
U3rS	0.705246959825554	-2.23708791739549	0.358813316518339	-0.161600608240297
U3rx	0.224072084351911	-11.2158331407593	1.07153262036579	0.0470077702170707
U3uF	0.704418081647749	-8.24295101908593	0.761953995906615	0.0709626480823271
U3uN	0.703723889827774	-11.3565018470854	0.864179156844358	0.396797348813802
U3uP	1.06462102420887	-12.9997179361125	0.985017204448066	0.51131054582196
U3uS	2.09437987284454	-10.669689285264	1.04944221221239	0.165058925840054
U3ux	0.42898789919788	-10.1848219607015	0.877656716071294	0.17736267398903
U4rF	0.465995772614838	-11.2397603521133	0.46410377975416	0.952596468152472
U4rN	1.04368802504708	-7.46215243625194	0.323453996597552	0.439676036654887
U4rP	0.875661679774796	-10.7669585411126	0.634534522453961	0.741075220147137
U4rS	1.46841392749476	-6.83499149652885	0.486254521661313	0.357230272561024
U4rx	0.518295769645958	-14.1344995789817	1.34204780950178	0.290897972927548
U4uF	1.12494295439955	-10.465312775785	0.790841216455348	0.392016891893688
U4uN	0.500080220710779	-11.0065100972267	0.637777673484805	0.760437604230966
U4uP	0.850856872853776	-11.5432421490012	0.791404758698154	0.616402441979857
U4uS	1.94780919412865	-7.8717821703706	0.67998558825564	0.309257065700636
U4ux	0.304427907864682	-9.86368705021673	0.753688350683688	0.385236930391781

Description

D, U	divided, undivided
3, 4	3-legs, 4 or more legs
r, u	rural, urban
N, P, F, S	no control, partial stop (at least), full stop, signal
x	no data
ClassType	Description
D3rN	Divided, 3-legs, rural, no control
D3rP	Divided, 3-legs, rural, partial stop (at least)
D3rS	Divided, 3-legs, rural, signal
D3rx	Divided, 3-legs, rural, no control data
D3uN	Divided, 3-legs, urban, no control
D3uP	Divided, 3-legs, urban, partial stop (at least)
D3uS	Divided, 3-legs, urban, signal
D3ux	Divided, 3-legs, urban, no control data
D4rN	Divided, 4 or more legs, rural, no control
D4rP	Divided, 4 or more legs, rural, partial stop (at least)
D4rS	Divided, 4 or more legs, rural, signal
D4rx	Divided, 4 or more legs, rural, no control data
D4uN	Divided, 4 or more legs, urban, no control
D4uP	Divided, 4 or more legs, urban, partial stop (at least)
D4uS	Divided, 4 or more legs, urban, signal
D4ux	Divided, 4 or more legs, urban, no control data
U3rF	Undivided, 3-legs, rural, full stop
U3rN	Undivided, 3-legs, rural, no control
U3rP	Undivided, 3-legs, rural, partial stop (at least)
U3rS	Undivided, 3-legs, rural, signal
U3rx	Undivided, 3-legs, rural, no control data
U3uF	Undivided, 3-legs, urban, full stop
U3uN	Undivided, 3-legs, urban, no control
U3uP	Undivided, 3-legs, urban, partial stop (at least)
U3uS	Undivided, 3-legs, urban, signal
U3ux	Undivided, 3-legs, urban, no control data
U4rF	Undivided, 4 or more legs, rural, full stop
U4rN	Undivided, 4 or more legs, rural, no control
U4rP	Undivided, 4 or more legs, rural, partial stop (at least)
U4rS	Undivided, 4 or more legs, rural, signal
U4rx	Undivided, 4 or more legs, rural, no control data
U4uF	Undivided, 4 or more legs, urban, full stop
U4uN	Undivided, 4 or more legs, urban, no control
U4uP	Undivided, 4 or more legs, urban, partial stop (at least)
U4uS	Undivided, 4 or more legs, urban, signal
U4ux	Undivided, 4 or more legs, urban, no control data



Tables

Table 1: Statewide Five-Year Comparison

	2019	2020	2021	2022	2023	Previous 4-Year Average	% Change **
All Crashes							
Crashes (all)	157,111	119,947	131,732	130,303	139,022	134,773	3.2
(K) FATAL	700	711	747	724	766	721	6.3
(A) Suspected Serious Injury	2,335	2,266	2,400	2,346	2,568	2,337	9.9
(B) Supected Minor Injury	9,362	8,400	8,966	8,873	9,271	8,900	4.2
(C) Possible Injury	11,469	9,307	9,442	8,985	9,066	9,801	-7.5
(O) None Detected	125,825	93,259	103,959	103,430	111,187	106,618	4.3
Other	7,420	6,004	6,218	5,945	6,164	6,397	-3.6
By Ownership							
Public Roads	132,678	101,199	109,752	108,928	117,421	113,139	3.8
Private Property	8,082	6,394	7,520	6,957	7,210	7,238	-0.4
Parking Lots	16,351	12,354	14,460	14,418	14,391	14,396	0.0
Crashes with Known Volume	122,290	93,412	102,244	101,071	109,785	104,754	4.8
Mainline Crashes	119,352	91,453	100,129	98,964	107,154	102,475	4.6
Ramp Crashes	2,924	1,954	2,097	2,098	2,594	2,268	14.4
Other Segment Types	14	5	18	9	37	12	221.7
Vehicle Miles (billions)	43.81	44.03	41.20	42.71	42.71	43	-0.5
Mileage	29,735.74	29,875.95	29,913.16	30,087.30	30,082.80	29,903	0.6
AADT	4,036.84	4,037.31	3,773.09	3,888.82	3,889.95	3,934	-1.1
Crashes Rate	279.11	212.18	248.19	236.66	257.03	244	5.3
Fatal Crashes Rate	1.43	1.44	1.58	1.50	1.60	1.49	7.56
Injury Crashes Rate	45.48	38.87	43.30	40.68	42.58	42.08	1.18

Not all streets have a known traffic volume, route number, or milepost. Rates are calculated with AADT. Past versions of this report included ramps with their adjacent highway segment's AADT. That may not capture the proper traffic volume for a ramp and was modified, so numbers in this publication may be different.

* Crash rates are given in terms of crashes per 100 million vehicle miles or (C/100 MVM).

** Percent change is the current year compared with the previous four-year average.

**Table 2: Statewide RURAL Crash Rates
by Highway Type (5-Year Average)**

Highway Type	Total Mileage*	AADT	Crashes per 100 MVM		
			All	Injury	Fatal
One-Lane	17	1,143	367	50	5.6
Two-Lane	22,745	1,281	200	46	2.8
Three-Lane	34	7,144	174	40	1.6
Four-Lane Divided (non-interstate or parkway)	615	9,430	92	20	1.4
Four-Lane Undivided	41	11,400	208	37	1.5
Parkway	843	27,282	60	9	0.5
Interstate	498	8,944	60	11	0.9
All	25,123	2,519	129	27	1.7

**Table 3: Statewide URBAN Crash Rates
by Highway Type (5-Year Average)**

Highway Type	Total Mileage*	AADT	Crashes per 100 MVM		
			All	Injury	Fatal
One-Lane	30	4,200	600	70	2.1
Two-Lane	2,870	5,088	424	77	1.5
Three-Lane	55	9,635	704	111	1.3
Four-Lane Divided (non-interstate or parkway)	600	18,397	328	62	1.6
Four-Lane Undivided	395	16,712	533	102	2.4
Interstate	447	42,293	104	16	0.5
Parkway	38	8,292	131	22	1.4
All	4,815	11,258	314	56	1.3

* Average for the five years.

**Table 4: Comparison of Crash Rates to Previous 4 Years
by Rural and Urban Highway Type**

	Highway Type	2019	2020	2021	2022	2023	Previous 4-Year Average	% Change *
Rural	One-Lane	369	294	517	378	276	390	-29.14
	Two-Lane	207	191	202	198	204	200	2.26
	Three-Lane	173	170	184	149	195	169	15.38
	Four-Lane Divided (non-interstate or parkway)	97	81	93	91	97	91	7.18
	Four-Lane Undivided	229	201	209	191	209	208	0.72
	Parkway	61	55	68	60	55	61	-9.84
	Interstate	60	54	69	63	57	62	-7.32
	All	134	122	136	126	128	130	-1.16
Urban	One-Lane	803	535	525	580	557	611	-8.80
	Two-Lane	490	363	407	408	450	417	7.91
	Three-Lane	773	518	702	723	815	679	20.03
	Four-Lane Divided (non-interstate or parkway)	370	260	322	323	368	319	15.45
	Four-Lane Undivided	629	432	521	507	579	522	10.87
	Parkway	134	82	95	92	116	101	15.14
	Interstate	122	127	143	136	129	132	-2.27
	All	355	249	294	289	328	297	10.53

* Percent Change compares current year with previous four-year average.

**Table 5: Crash Rates by County
for Identified System and All Roads**

County	Population	Identified Number	Identified Rate	All Roads Total Number	All Roads Total Rate	Fatal Number	Fatal Rate	Fatal or Injury Number	Fatal or Injury Rate
ADAIR	19,264	1,363	155.6	1,725	159.7	17	1.6	311	28.8
ALLEN	21,788	1,583	214.0	2,116	241.6	25	2.9	350	40.0
ANDERSON	24,613	1,403	140.0	2,147	179.0	11	0.9	405	33.8
BALLARD	7,582	576	148.3	695	149.0	17	3.6	155	33.2
BARREN	45,008	4,501	175.5	6,213	210.8	47	1.6	1,095	37.2
BATH	12,975	926	114.7	1,263	138.9	14	1.5	241	26.5
BELL	23,317	1,745	165.6	2,525	204.5	24	1.9	538	43.6
BOONE	140,496	15,290	208.3	23,416	295.7	51	0.6	3,344	42.2
BOURBON	20,134	1,957	230.7	2,753	286.6	28	2.9	431	44.9
BOYD	47,826	4,477	254.6	6,473	317.3	17	0.8	1,024	50.2
BOYLE	30,988	2,663	228.2	3,752	279.7	16	1.2	603	45.0
BRACKEN	8,426	564	140.4	762	167.3	8	1.8	136	29.9
BREATHITT	12,953	888	166.8	1,125	176.0	22	3.4	348	54.5
BRECKINRIDGE	21,124	1,040	150.2	1,322	155.8	31	3.7	427	50.3
BULLITT	84,863	6,843	152.4	9,829	196.9	58	1.2	1,805	36.2
BUTLER	12,375	829	112.9	1,090	132.4	19	2.3	242	29.4
CALDWELL	12,551	1,129	134.4	1,582	167.2	20	2.1	341	36.0
CALLOWAY	38,280	3,390	273.0	4,515	274.8	32	1.9	666	40.5
CAMPBELL	93,702	7,940	213.0	13,650	353.9	39	1.0	1,494	38.7
CARLISLE	4,704	262	115.2	300	111.5	8	3.0	100	37.2
CARROLL	10,987	1,345	98.1	1,968	135.1	16	1.1	318	21.8
CARTER	26,366	2,054	122.6	2,684	141.0	25	1.3	466	24.5
CASEY	15,918	984	177.9	1,181	162.9	12	1.7	265	36.6
CHRISTIAN	72,032	5,805	134.9	9,326	194.3	54	1.1	1,979	41.2
CLARK	37,304	3,522	168.5	5,224	232.3	27	1.2	803	35.7
CLAY	19,648	1,109	139.9	1,367	146.1	31	3.3	431	46.1
CLINTON	9,148	926	216.8	1,145	218.5	16	3.1	210	40.1
CRITTENDEN	8,974	519	183.2	657	166.8	10	2.5	186	47.2
CUMBERLAND	6,000	471	160.9	588	159.5	9	2.4	90	24.4
DAVISS	103,458	10,670	303.4	16,222	397.9	60	1.5	2,671	65.5
EDMONSON	12,448	560	100.9	740	112.6	12	1.8	168	25.6
ELLIOTT	7,245	192	124.2	235	106.8	7	3.2	56	25.4
ESTILL	13,936	993	240.9	1,161	224.8	7	1.4	261	50.5
FAYETTE	320,154	38,443	289.4	60,102	421.7	170	1.2	8,988	63.1
FLEMING	15,442	914	156.2	1,104	158.0	8	1.1	188	26.9
FLOYD	34,423	2,116	117.2	3,074	148.2	48	2.3	886	42.7
FRANKLIN	51,644	4,270	173.7	6,641	248.6	22	0.8	923	34.5
FULTON	6,338	359	117.7	485	139.0	10	2.9	96	27.5
GALLATIN	8,792	972	71.1	1,389	98.6	14	1.0	240	17.0
GARRARD	17,829	1,295	194.9	1,689	225.0	12	1.6	389	51.8

Table 5 Continued.

County	Population	Identified Number	Identified Rate	All Roads Total Number	All Roads Total Rate	Fatal Number	Fatal Rate	Fatal or Injury Number	Fatal or Injury Rate
GRANT	25,619	2,553	105.1	3,760	143.7	30	1.1	656	25.1
GRAVES	36,461	3,041	163.4	4,277	197.2	27	1.2	884	40.8
GRAYSON	26,825	2,317	163.6	2,871	172.3	40	2.4	681	40.9
GREEN	11,468	659	189.2	841	187.5	13	2.9	189	42.1
GREENUP	35,221	1,905	155.5	2,812	188.8	12	0.8	539	36.2
HANCOCK	8,920	421	105.8	605	136.5	9	2.0	115	26.0
HARDIN	112,273	8,301	129.7	13,403	188.9	91	1.3	2,281	32.2
HARLAN	25,324	1,523	173.6	1,934	187.9	28	2.7	514	49.9
HARRISON	19,415	1,687	295.8	2,224	319.0	14	2.0	310	44.5
HART	19,724	2,103	94.4	2,942	125.1	28	1.2	528	22.5
HENDERSON	44,119	4,647	204.4	7,267	282.8	48	1.9	1,233	48.0
HENRY	15,973	1,414	100.7	1,837	124.3	22	1.5	323	21.9
HICKMAN	4,447	311	120.5	355	120.1	6	2.0	88	29.8
HOPKINS	44,929	4,256	170.7	5,964	209.0	32	1.1	861	30.2
JACKSON	13,104	711	198.5	898	186.8	21	4.4	228	47.4
JEFFERSON	772,144	70,533	219.2	101,394	290.3	573	1.6	23,225	66.5
JESSAMINE	55,017	4,831	293.5	7,292	368.7	29	1.5	1,236	62.5
JOHNSON	22,116	1,452	170.9	1,811	186.8	16	1.7	413	42.6
KENTON	171,321	17,044	247.0	26,206	357.0	39	0.5	3,147	42.9
KNOTT	13,659	785	131.8	959	134.1	16	2.2	290	40.6
KNOX	29,794	1,645	142.1	2,605	185.4	23	1.6	640	45.5
LARUE	15,303	1,125	126.6	1,432	138.9	19	1.8	268	26.0
LAUREL	63,296	6,124	160.7	9,005	204.7	51	1.2	1,723	39.2
LAWRENCE	16,000	615	83.1	957	112.9	15	1.8	232	27.4
LEE	7,293	309	151.2	440	152.4	7	2.4	102	35.3
LESLIE	9,864	328	78.5	388	80.2	13	2.7	140	28.9
LETCHER	20,423	1,161	144.4	1,396	146.0	24	2.5	452	47.3
LEWIS	12,973	610	111.6	754	117.8	23	3.6	197	30.8
LINCOLN	24,776	1,194	120.0	1,663	145.9	22	1.9	371	32.5
LIVINGSTON	8,892	566	90.7	736	104.6	8	1.1	182	25.9
LOGAN	28,283	1,903	146.6	2,718	175.2	32	2.1	533	34.4
LYON	9,187	840	62.7	1,373	93.4	14	1.0	274	18.6
MCCRACKEN	67,428	8,122	231.6	11,357	289.5	52	1.3	2,279	58.1
MCCREARY	17,050	751	126.7	970	125.3	26	3.4	259	33.5
MCLEAN	9,054	851	206.6	979	198.7	4	0.8	253	51.3
MADISON	96,735	7,931	163.9	11,918	220.2	53	1.0	2,098	38.8
MAGOFFIN	11,228	571	121.6	676	115.9	13	2.2	218	37.4
MARION	19,834	1,687	231.1	2,025	235.5	24	2.8	389	45.2
MARSHALL	31,744	2,553	111.8	3,787	151.5	36	1.4	835	33.4
MARTIN	10,928	419	123.5	509	122.2	11	2.6	125	30.0

Table 5 Continued.

County	Population	Identified Number	Identified Rate	All Roads Total Number	All Roads Total Rate	Fatal Number	Fatal Rate	Fatal or Injury Number	Fatal or Injury Rate
MASON	16,841	1,784	204.1	2,458	260.4	17	1.8	358	37.9
MEADE	30,131	1,434	138.2	2,059	163.7	39	3.1	582	46.3
MENIFEE	6,286	393	209.3	482	201.9	11	4.6	117	49.0
MERCER	23,097	1,346	155.2	1,937	192.1	21	2.1	372	36.9
METCALFE	10,482	907	192.2	1,211	207.2	10	1.7	233	39.9
MONROE	11,306	629	168.5	840	162.2	7	1.4	182	35.1
MONTGOMERY	28,527	2,311	176.7	3,467	246.5	32	2.3	701	49.8
MORGAN	14,283	920	188.7	1,047	172.3	17	2.8	292	48.0
MUHLENBERG	30,568	2,860	207.0	3,758	221.5	30	1.8	723	42.6
NELSON	47,730	4,075	172.1	5,257	200.3	44	1.7	907	34.6
NICHOLAS	7,686	461	193.9	615	216.9	7	2.5	101	35.6
OHIO	23,626	2,195	150.5	3,113	179.0	30	1.7	663	38.1
OLDHAM	70,183	4,103	169.8	5,518	196.5	33	1.2	782	27.9
OWEN	11,313	803	214.6	915	213.3	11	2.6	191	44.5
OWSLEY	4,001	169	128.9	198	110.0	8	4.4	61	33.9
PENDLETON	14,810	1,034	238.7	1,353	253.7	8	1.5	310	58.1
PERRY	27,133	1,925	156.6	2,782	175.7	48	3.0	699	44.2
PIKE	55,973	3,992	151.5	5,644	183.4	74	2.4	1,459	47.4
POWELL	12,972	916	123.7	1,227	153.9	11	1.4	291	36.5
PULASKI	66,191	5,238	183.7	8,338	235.7	61	1.7	1,271	35.9
ROBERTSON	2,313	172	284.7	200	268.6	3	4.0	30	40.3
ROCKCASTLE	16,190	1,675	70.0	2,410	96.8	28	1.1	426	17.1
ROWAN	24,409	2,460	181.2	3,260	213.2	18	1.2	467	30.5
RUSSELL	18,279	1,229	173.4	1,661	164.3	16	1.6	291	28.8
SCOTT	60,168	4,673	130.9	7,524	192.0	37	0.9	1,268	32.4
SHELBY	49,515	4,618	139.9	6,141	169.9	22	0.6	1,148	31.8
SIMPSON	20,195	1,987	110.2	2,711	136.2	20	1.0	475	23.9
SPENCER	20,531	938	155.7	1,138	159.4	10	1.4	265	37.1
TAYLOR	26,443	2,476	259.4	3,212	271.9	26	2.2	482	40.8
TODD	12,494	888	166.5	1,175	176.7	20	3.0	241	36.2
TRIGG	14,369	990	88.9	1,455	105.3	21	1.5	325	23.5
TRIMBLE	8,607	608	183.8	715	184.5	13	3.4	136	35.1
UNION	13,106	1,026	184.8	1,229	186.3	11	1.7	314	47.6
WARREN	142,229	15,684	222.6	22,225	279.7	76	1.0	3,750	47.2
WASHINGTON	12,267	886	119.1	1,079	132.3	16	2.0	235	28.8
WAYNE	19,580	1,314	178.5	1,672	179.7	19	2.0	447	48.0
WEBSTER	12,726	903	137.9	1,126	150.0	11	1.5	257	34.2
WHITLEY	36,825	3,642	135.5	4,892	162.0	33	1.1	1,093	36.2
WOLFE	6,282	477	101.8	605	114.5	16	3.0	123	23.3
WOODFORD	27,268	2,542	135.1	3,752	189.7	33	1.7	520	26.3

**Table 6: Public Roads Crash Data for Each County
5 Years, Roads with Known Traffic Volume**

County	Number of Crashes by Year					Previous 4-Year Average	% Change to 4-Year Average	% Crashes Involving Alcohol	% Crashes Involving Drugs	% Fatal Crashes	% Injury or Fatal Crashes	% Crashes Involving Speeding
	2019	2020	2021	2022	2023							
ADAIR	325	332	377	355	336	347	-3.2%	0.6%	1.4%	1.4%	4.5%	1.4%
ALLEN	450	377	406	398	485	408	18.9%	0.5%	0.8%	2.1%	6.2%	0.8%
ANDERSON	443	384	389	455	476	418	13.9%	0.4%	1.4%	2.1%	6.1%	1.4%
BALLARD	126	126	138	145	160	134	19.6%	0.4%	1.6%	1.6%	16.7%	1.6%
BARREN	1,286	1,148	1,272	1,294	1,213	1,250	-3.0%	0.5%	1.1%	1.3%	5.3%	1.1%
BATH	259	223	278	258	245	255	-3.7%	0.6%	1.9%	1.9%	5.1%	1.9%
BELL	545	503	460	486	531	499	6.5%	0.3%	2.5%	1.9%	4.9%	2.5%
BOONE	5,064	4,171	4,859	4,794	4,528	4,722	-4.1%	0.4%	0.7%	1.2%	11.3%	0.7%
BOURBON	598	514	596	537	508	561	-9.5%	0.4%	1.3%	1.3%	3.7%	1.3%
BOYD	1,326	1,169	1,352	1,291	1,335	1,285	3.9%	0.3%	2.4%	1.4%	3.1%	2.4%
BOYLE	772	600	778	742	860	723	18.9%	0.4%	1.1%	1.5%	3.5%	1.1%
BRACKEN	155	161	149	130	167	149	12.3%	0.7%	2.0%	2.4%	5.8%	2.0%
BREATHITT	210	209	230	230	246	220	11.9%	0.5%	3.0%	1.7%	2.5%	3.0%
BRECKINRIDGE	241	306	244	272	259	266	-2.5%	0.3%	2.1%	2.8%	2.8%	2.1%
BULLITT	2,035	1,688	1,991	2,000	2,115	1,929	9.7%	0.3%	1.0%	1.2%	10.2%	1.0%
BUTLER	258	208	230	198	196	224	-12.3%	0.4%	1.1%	1.2%	5.1%	1.1%
CALDWELL	295	317	357	327	286	324	-11.7%	0.3%	1.8%	2.2%	9.5%	1.8%
CALLOWAY	1,020	801	891	914	889	907	-1.9%	0.6%	0.8%	1.2%	3.1%	0.8%
CAMPBELL	3,152	2,432	2,889	2,627	2,550	2,775	-8.1%	0.3%	1.5%	1.0%	4.1%	1.5%
CARLISLE	64	61	72	51	52	62	-16.1%	0.7%	4.7%	2.7%	15.3%	4.7%
CARROLL	418	341	409	395	405	391	3.6%	0.4%	1.5%	1.4%	13.8%	1.5%
CARTER	573	557	570	486	498	547	-8.9%	0.3%	1.7%	1.5%	5.6%	1.7%
CASEY	234	237	264	230	216	241	-10.5%	0.4%	2.5%	2.1%	2.8%	2.5%
CHRISTIAN	1,877	1,668	1,970	2,005	1,806	1,880	-3.9%	0.3%	0.9%	1.7%	5.2%	0.9%
CLARK	1,118	1,020	1,043	997	1,046	1,045	0.1%	0.5%	1.6%	1.5%	4.5%	1.6%
CLAY	256	304	262	252	293	269	9.1%	0.4%	3.8%	2.4%	2.7%	3.8%
CLINTON	217	198	192	270	268	219	22.2%	0.4%	1.1%	1.2%	2.4%	1.1%
CRITTENDEN	154	117	143	129	114	136	-16.0%	0.5%	2.3%	3.2%	3.7%	2.3%
CUMBERLAND	141	102	125	97	123	116	5.8%	1.0%	2.6%	1.2%	4.6%	2.6%
DAVISS	3,557	2,972	3,226	3,249	3,218	3,251	-1.0%	0.3%	1.1%	1.4%	2.5%	1.1%
EDMONSON	143	117	141	147	192	137	40.1%	0.3%	1.6%	1.6%	6.8%	1.6%
ELLIOTT	46	55	49	48	37	50	-25.3%	0.9%	1.7%	3.4%	2.6%	1.7%
ESTILL	231	226	256	220	228	233	-2.3%	0.6%	3.5%	2.2%	2.4%	3.5%
FAYETTE	13,547	10,783	12,078	11,604	12,090	12,003	0.7%	0.5%	1.0%	0.8%	3.1%	1.0%
FLEMING	245	189	210	206	254	213	19.5%	0.3%	1.5%	0.6%	3.5%	1.5%
FLOYD	749	586	615	568	556	630	-11.7%	0.4%	3.9%	1.8%	3.6%	3.9%
FRANKLIN	1,532	1,234	1,315	1,290	1,270	1,343	-5.4%	0.4%	1.8%	1.4%	4.3%	1.8%
FULTON	96	109	89	99	92	98	-6.4%	0.2%	1.4%	1.2%	6.4%	1.4%
GALLATIN	272	220	308	305	284	276	2.8%	0.4%	1.5%	2.4%	17.8%	1.5%
GARRARD	373	357	287	288	384	326	17.7%	0.1%	1.6%	2.0%	2.8%	1.6%

Table 6 Continued.

County	Number of Crashes by Year					Previous 4-Year Average	% Change to 4-Year Average	% Crashes Involving Alcohol	% Crashes Involving Drugs	% Fatal Crashes	% Injury or Fatal Crashes	% Crashes Involving Speeding
	2019	2020	2021	2022	2023							
GRANT	842	799	728	742	649	778	-16.6%	0.3%	1.1%	1.7%	6.7%	1.1%
GRAVES	1,000	791	875	816	795	871	-8.7%	0.4%	1.5%	1.2%	5.9%	1.5%
GRAYSON	617	557	629	514	554	579	-4.4%	0.7%	1.6%	1.5%	5.1%	1.6%
GREEN	124	168	166	186	197	161	22.4%	1.0%	1.1%	1.9%	3.6%	1.1%
GREENUP	647	521	484	593	567	561	1.0%	0.3%	1.6%	1.5%	2.3%	1.6%
HANCOCK	108	134	113	124	126	120	5.2%	0.5%	0.5%	3.1%	12.9%	0.5%
HARDIN	3,034	2,281	2,677	2,633	2,778	2,656	4.6%	0.3%	1.0%	1.6%	5.9%	1.0%
HARLAN	430	394	387	362	361	393	-8.2%	0.5%	4.4%	2.3%	4.1%	4.4%
HARRISON	512	413	448	429	422	451	-6.3%	0.4%	1.4%	1.9%	2.1%	1.4%
HART	603	585	581	614	559	596	-6.2%	0.2%	1.1%	1.1%	11.6%	1.1%
HENDERSON	1,505	1,305	1,493	1,514	1,450	1,454	-0.3%	0.4%	1.0%	1.4%	4.9%	1.0%
HENRY	401	336	358	391	351	372	-5.5%	0.5%	1.5%	1.5%	15.6%	1.5%
HICKMAN	69	69	67	74	76	70	9.0%	0.6%	0.8%	1.4%	11.5%	0.8%
HOPKINS	1,320	1,055	1,210	1,203	1,176	1,197	-1.8%	0.2%	1.0%	1.1%	4.3%	1.0%
JACKSON	184	194	194	196	130	192	-32.3%	0.1%	2.9%	3.6%	4.0%	2.9%
JEFFERSON	30,979	14,830	14,385	16,522	24,678	19,179	28.7%	0.3%	0.7%	1.1%	4.1%	0.7%
JESSAMINE	1,583	1,396	1,450	1,476	1,387	1,476	-6.0%	0.4%	1.7%	1.3%	3.0%	1.7%
JOHNSON	384	336	361	351	379	358	5.9%	0.6%	2.1%	2.0%	2.5%	2.1%
KENTON	5,998	5,155	5,423	4,917	4,713	5,373	-12.3%	0.5%	1.7%	0.9%	6.9%	1.7%
KNOTT	197	182	207	199	174	196	-11.3%	0.3%	3.8%	2.7%	4.8%	3.8%
KNOX	615	468	515	514	493	528	-6.6%	0.3%	2.7%	1.8%	2.8%	2.7%
LARUE	283	305	275	255	314	280	12.3%	1.0%	1.0%	2.6%	5.4%	1.0%
LAUREL	1,872	1,768	1,940	1,764	1,661	1,836	-9.5%	0.3%	1.3%	1.4%	7.5%	1.3%
LAWRENCE	195	170	190	188	214	186	15.2%	0.4%	1.0%	2.4%	5.1%	1.0%
LEE	64	63	93	95	125	79	58.7%	0.5%	2.5%	1.8%	3.6%	2.5%
LESLIE	102	82	76	56	72	79	-8.9%	0.0%	4.6%	1.5%	8.2%	4.6%
LETCHER	349	237	278	257	275	280	-1.9%	0.6%	3.5%	2.7%	4.8%	3.5%
LEWIS	170	139	155	114	176	145	21.8%	1.3%	3.2%	1.2%	6.4%	3.2%
LINCOLN	388	252	289	293	441	306	44.4%	0.2%	2.1%	1.7%	4.4%	2.1%
LIVINGSTON	133	150	163	154	136	150	-9.3%	0.1%	1.2%	2.0%	10.2%	1.2%
LOGAN	583	526	500	585	524	549	-4.5%	0.5%	0.8%	1.6%	6.4%	0.8%
LYON	256	279	269	310	259	279	-7.0%	0.2%	2.7%	2.5%	15.1%	2.7%
MCCRACKEN	2,504	2,089	2,314	2,228	2,222	2,284	-2.7%	0.4%	1.2%	1.4%	5.0%	1.2%
MCCREARY	219	244	252	135	120	213	-43.5%	0.7%	3.0%	2.8%	4.3%	3.0%
MCLEAN	244	193	215	177	150	207	-27.6%	0.6%	1.8%	1.9%	6.1%	1.8%
MADISON	2,460	2,102	2,447	2,337	2,572	2,337	10.1%	0.5%	1.5%	1.2%	4.7%	1.5%
MAGOFFIN	136	124	131	113	172	126	36.5%	0.6%	3.0%	1.3%	5.3%	3.0%
MARION	378	420	404	393	430	399	7.8%	0.5%	1.2%	1.8%	2.5%	1.2%
MARSHALL	802	701	735	767	782	751	4.1%	0.4%	1.6%	2.0%	6.4%	1.6%
MARTIN	130	101	93	99	86	106	-18.7%	0.4%	2.6%	1.0%	2.4%	2.6%

Table 6 Continued.

County	Number of Crashes by Year					Previous 4-Year Average	% Change to 4-Year Average	% Crashes Involving Alcohol	% Crashes Involving Drugs	% Fatal Crashes	% Injury or Fatal Crashes	% Crashes Involving Speeding
	2019	2020	2021	2022	2023							
MASON	516	498	505	460	479	495	-3.2%	0.6%	1.7%	1.7%	5.1%	1.7%
MEADE	480	378	420	414	367	423	-13.2%	0.4%	1.2%	2.8%	3.3%	1.2%
MENIFEE	96	102	74	96	114	92	23.9%	0.2%	0.8%	3.1%	6.2%	0.8%
MERCER	419	354	360	385	419	380	10.4%	0.4%	1.3%	1.6%	3.0%	1.3%
METCALFE	237	274	232	231	237	244	-2.7%	1.0%	2.6%	1.4%	5.5%	2.6%
MONROE	155	158	218	170	139	175	-20.7%	0.2%	0.6%	2.1%	4.2%	0.6%
MONTGOMERY	827	672	707	628	633	709	-10.7%	0.4%	1.7%	1.8%	4.5%	1.7%
MORGAN	208	189	218	198	234	203	15.1%	0.5%	2.3%	1.1%	2.5%	2.3%
MUHLENBERG	836	640	751	795	736	756	-2.6%	0.3%	1.4%	1.6%	7.2%	1.4%
NELSON	1,171	956	1,042	1,070	1,018	1,060	-3.9%	0.4%	0.8%	1.4%	5.1%	0.8%
NICHOLAS	139	118	115	130	113	126	-10.0%	0.5%	1.0%	1.1%	2.8%	1.0%
OHIO	673	551	667	645	577	634	-9.0%	0.8%	1.1%	1.7%	5.8%	1.1%
OLDHAM	1,186	928	1,106	1,150	1,148	1,093	5.1%	0.5%	1.0%	1.1%	8.9%	1.0%
OWEN	177	186	199	198	155	190	-18.4%	0.3%	1.9%	2.3%	4.5%	1.9%
OWSLEY	56	41	47	30	24	44	-44.8%	1.0%	3.5%	4.0%	3.5%	3.5%
PENDLETON	300	283	262	240	268	271	-1.2%	0.4%	1.6%	2.8%	6.8%	1.6%
PERRY	654	539	586	526	477	576	-17.2%	0.3%	2.6%	1.4%	4.2%	2.6%
PIKE	1,239	1,083	1,031	1,091	1,200	1,111	8.0%	0.4%	3.9%	1.5%	4.5%	3.9%
POWELL	209	284	238	263	233	249	-6.2%	0.2%	2.8%	3.1%	4.2%	2.8%
PULASKI	1,782	1,549	1,654	1,653	1,700	1,660	2.4%	0.4%	1.0%	1.3%	3.2%	1.0%
ROBERTSON	36	46	39	41	38	41	-6.2%	0.0%	3.5%	3.5%	4.5%	3.5%
ROCKCASTLE	500	472	511	496	431	495	-12.9%	0.3%	1.5%	1.5%	12.1%	1.5%
ROWAN	706	595	706	606	647	653	-1.0%	0.4%	1.7%	1.0%	4.1%	1.7%
RUSSELL	336	325	325	329	346	329	5.2%	0.4%	1.7%	1.6%	3.7%	1.7%
SCOTT	1,533	1,344	1,559	1,524	1,564	1,490	5.0%	0.4%	1.4%	1.2%	6.0%	1.4%
SHELBY	1,292	1,156	1,290	1,248	1,155	1,247	-7.3%	0.5%	1.1%	1.0%	6.4%	1.1%
SIMPSON	612	487	546	517	549	541	1.6%	0.4%	1.2%	1.2%	11.3%	1.2%
SPENCER	250	216	227	228	217	230	-5.8%	0.5%	1.6%	2.1%	4.0%	1.6%
TAYLOR	645	633	671	654	609	651	-6.4%	0.4%	1.2%	1.5%	2.7%	1.2%
TODD	213	219	223	257	263	228	15.4%	0.8%	1.8%	2.1%	8.1%	1.8%
TRIGG	297	297	302	290	269	297	-9.3%	0.4%	1.6%	2.4%	7.4%	1.6%
TRIMBLE	149	120	138	155	153	141	8.9%	1.0%	1.7%	3.1%	6.9%	1.7%
UNION	291	223	262	233	220	252	-12.8%	0.6%	1.1%	2.1%	5.0%	1.1%
WARREN	4,733	3,792	4,825	4,416	4,459	4,442	0.4%	0.5%	0.9%	1.2%	3.6%	0.9%
WASHINGTON	253	234	223	173	196	221	-11.2%	0.8%	1.7%	1.9%	7.1%	1.7%
WAYNE	366	357	310	325	314	340	-7.5%	0.7%	1.3%	1.4%	2.6%	1.3%
WEBSTER	262	195	228	195	246	220	11.8%	0.7%	1.3%	1.4%	5.9%	1.3%
WHITLEY	1,026	900	1,026	917	1,023	967	5.8%	0.4%	2.2%	1.8%	7.4%	2.2%
WOLFE	137	99	117	123	129	119	8.4%	0.0%	2.8%	2.3%	2.8%	2.8%
WOODFORD	858	669	712	749	764	747	2.3%	0.5%	1.1%	1.2%	5.8%	1.1%

Table 7: DUI Cases

County	Convictions						2023 Statistics		
	2019	2020	2021	2022	2023	5-Year Average	DUI Conviction Rate (Convictions/Cases)	Convictions Per 1000 Licensed Drivers	Convictions Per Alcohol-Related Crash
ADAIR	99	56	124	40	74	79	83%	3.1	3.6
ALLEN	38	29	78	31	37	43	95%	2.2	3.1
ANDERSON	56	59	154	46	115	86	80%	2.6	5.1
BALLARD	40	32	73	27	33	41	83%	4.4	9.0
BARREN	135	87	349	139	152	172	81%	4.5	5.0
BATH	24	28	89	30	31	40	89%	3.3	3.8
BELL	61	22	241	26	60	82	56%	1.7	3.7
BOONE	290	204	449	190	362	299	80%	1.9	2.3
BOURBON	79	73	143	61	114	94	86%	4.5	5.5
BOYD	201	175	242	132	175	185	82%	4.1	7.8
BOYLE	62	58	137	59	95	82	82%	2.9	3.7
BRACKEN	12	14	20	7	13	13	76%	1.1	1.4
BREATHITT	105	63	95	35	38	67	76%	4.3	5.8
BRECKINRIDGE	34	30	72	23	33	38	80%	1.6	5.8
BULLITT	60	27	252	50	97	97	49%	0.8	1.9
BUTLER	23	17	50	30	23	29	85%	3.5	7.5
CALDWELL	36	35	50	29	29	36	94%	3.2	5.8
CALLOWAY	132	74	153	99	159	123	90%	4.0	3.7
CAMPBELL	278	205	388	250	301	284	88%	3.9	5.8
CARLISLE	11	10	20	15	16	14	80%	4.2	7.5
CARROLL	48	21	109	27	31	47	76%	3.9	3.9
CARTER	86	26	177	45	89	85	70%	2.5	5.0
CASEY	62	69	131	39	60	72	94%	3.7	7.8
CHRISTIAN	153	156	243	92	136	156	77%	2.3	3.4
CLARK	120	56	199	94	136	121	78%	3.7	3.4
CLAY	132	48	106	54	38	76	58%	4.6	10.8
CLINTON	19	13	31	11	18	18	56%	1.7	2.2
CRITTENDEN	14	6	18	8	0	9	0%	1.4	2.7
CUMBERLAND	43	25	84	33	62	49	78%	7.0	5.5
DAVISS	185	88	464	150	243	226	68%	2.1	2.9
EDMONSON	14	11	33	4	12	15	55%	0.5	2.0
ELLIOTT	6	1	32	6	5	10	83%	1.5	3.0
ESTILL	57	43	64	21	27	42	69%	2.2	3.0
FAYETTE	720	505	1,104	644	813	757	86%	3.2	2.3
FLEMING	22	9	35	18	29	23	67%	1.7	6.0
FLOYD	172	93	213	123	104	141	85%	5.2	10.3
FRANKLIN	176	153	343	83	185	188	80%	2.3	3.0
FULTON	42	13	23	6	22	21	88%	1.6	6.0
GALLATIN	36	36	61	24	33	38	65%	4.1	4.8
GARRARD	42	30	78	29	41	44	76%	2.3	14.5

Table 7 Continued.

County	Convictions						2023 Statistics		
	2019	2020	2021	2022	2023	5-Year Average	DUI Conviction Rate (Convictions/Cases)	Convictions Per 1000 Licensed Drivers	Convictions Per Alcohol-Related Crash
GRANT	43	21	105	40	60	54	77%	2.2	3.6
GRAVES	114	78	197	105	129	125	74%	4.2	6.2
GRAYSON	87	92	91	28	34	66	65%	1.5	1.5
GREEN	15	6	44	15	15	19	71%	1.9	1.9
GREENUP	188	67	145	32	67	100	82%	1.3	4.0
HANCOCK	17	8	26	11	13	15	87%	1.7	3.7
HARDIN	317	303	571	225	335	350	73%	2.9	5.5
HARLAN	65	29	235	30	71	86	28%	1.8	3.0
HARRISON	35	20	62	20	40	35	68%	1.5	2.2
HART	68	43	134	35	42	64	66%	2.9	7.0
HENDERSON	103	77	253	111	127	134	62%	3.6	4.0
HENRY	49	44	124	31	43	58	72%	2.6	3.4
HICKMAN	6	5	19	12	10	10	77%	4.0	6.0
HOPKINS	137	153	321	134	175	184	88%	4.3	9.6
JACKSON	20	26	44	15	16	24	62%	1.7	15.0
JEFFERSON	648	109	1,178	316	623	575	49%	0.6	0.9
JESSAMINE	200	107	241	113	186	169	81%	3.0	3.9
JOHNSON	56	46	102	43	59	61	69%	2.8	3.9
KENTON	508	355	700	336	374	455	81%	2.9	2.8
KNOTT	77	56	90	25	60	62	73%	2.8	8.3
KNOX	150	154	229	107	251	178	74%	5.5	13.4
LARUE	20	21	57	18	22	28	69%	1.7	1.3
LAUREL	422	395	415	276	506	403	84%	6.6	9.2
LAWRENCE	29	19	84	28	35	39	56%	2.7	7.0
LEE	28	9	16	11	20	17	87%	2.7	5.5
LESLIE	21	23	83	30	15	34	41%	4.5	0.0
LETCHER	46	31	72	42	34	45	72%	3.0	5.3
LEWIS	52	22	70	51	72	53	78%	5.6	5.1
LINCOLN	42	38	105	59	104	70	74%	3.4	19.7
LIVINGSTON	25	19	35	18	24	24	96%	2.6	18.0
LOGAN	86	60	137	44	164	98	79%	2.3	3.4
LYON	67	49	93	51	28	58	55%	8.9	17.0
MCCRACKEN	303	210	335	248	386	296	92%	5.3	5.6
MCCREARY	98	64	146	52	65	85	79%	5.3	7.4
MCLEAN	32	23	34	11	18	24	82%	1.6	1.8
MADISON	270	163	382	203	232	250	79%	3.2	3.7
MAGOFFIN	77	41	68	16	37	48	76%	2.0	4.0
MARION	48	41	112	35	50	57	72%	2.6	3.2
MARSHALL	103	90	140	60	118	102	89%	2.5	3.8
MARTIN	36	22	29	18	21	25	78%	2.9	9.0

Table 7 Continued.

County	Convictions						2023 Statistics		
	2019	2020	2021	2022	2023	5-Year Average	DUI Conviction Rate (Convictions/Cases)	Convictions Per 1000 Licensed Drivers	Convictions Per Alcohol-Related Crash
MASON	59	59	64	35	34	50	83%	2.9	2.5
MEADE	50	32	44	28	42	39	66%	1.4	3.1
MENIFEE	17	24	69	13	24	29	77%	2.8	13.0
MERCER	34	26	56	31	45	38	78%	1.8	3.9
METCALFE	37	39	60	27	53	43	76%	3.6	2.3
MONROE	54	21	48	21	10	31	48%	2.9	10.5
MONTGOMERY	72	43	114	48	84	72	83%	2.6	3.2
MORGAN	37	26	94	20	29	41	78%	2.5	4.0
MUHLENBERG	85	65	145	67	175	107	86%	3.2	5.2
NELSON	92	61	113	61	76	81	74%	1.7	2.8
NICHOLAS	35	17	24	12	10	20	83%	2.3	4.0
OHIO	84	76	173	42	67	88	83%	2.6	1.7
OLDHAM	93	52	133	58	101	87	84%	1.2	2.1
OWEN	12	6	38	18	22	19	79%	2.4	6.0
OWSLEY	8	5	11	7	17	10	59%	2.4	3.5
PENDLETON	23	16	47	11	14	22	74%	1.1	1.8
PERRY	95	54	173	34	57	83	72%	2.0	3.8
PIKE	49	33	427	27	35	114	12%	0.7	1.4
POWELL	42	36	200	63	49	78	68%	7.4	31.5
PULASKI	328	158	322	92	121	204	77%	2.0	2.6
ROBERTSON	5	1	3	3	1	3	50%	1.8	0.0
ROCKCASTLE	37	14	91	23	46	42	44%	2.1	2.9
ROWAN	82	61	137	115	143	108	90%	7.5	8.8
RUSSELL	75	26	127	34	57	64	72%	2.7	4.9
SCOTT	134	114	298	112	161	164	67%	2.7	3.6
SHELBY	182	102	286	77	199	169	71%	2.4	2.5
SIMPSON	72	83	191	70	86	100	82%	5.2	6.4
SPENCER	30	30	69	23	67	44	76%	1.5	3.8
TAYLOR	78	60	115	45	147	89	77%	2.5	3.5
TODD	24	29	54	32	46	37	74%	4.2	3.6
TRIGG	39	28	82	40	32	44	78%	3.6	6.7
TRIMBLE	12	23	51	14	15	23	54%	2.3	2.0
UNION	32	21	87	63	58	52	84%	6.7	9.0
WARREN	319	173	716	220	301	346	71%	2.5	2.1
WASHINGTON	17	3	25	8	20	15	61%	0.9	0.9
WAYNE	53	28	63	24	47	43	72%	1.8	2.2
WEBSTER	16	16	47	25	30	27	73%	2.8	3.1
WHITLEY	221	166	330	123	130	194	61%	4.9	6.5
WOLFE	25	18	121	23	24	42	86%	4.8	0.0
WOODFORD	80	74	175	89	106	105	88%	4.5	5.2
TOTAL	#REF!	11,472	7,758	8,445	7763	#REF!	46%	2.7	3.7

Table 8: Reckless/Careless Cases

County	Convictions						2023 Statistics	
	2018	2019	2020	2021	2022	5-Year Average	Careless Conviction Rate (Convictions/Cases)	Convictions Per 1000 Licensed Drivers
ADAIR	20	10	38	34	56	32	48%	2.7
ALLEN	14	8	6	14	23	13	33%	1.0
ANDERSON	17	20	27	25	26	23	16%	1.4
BALLARD	9	3	16	16	19	13	30%	2.6
BARREN	11	10	52	57	90	44	19%	1.8
BATH	4	6	13	18	25	13	66%	2.0
BELL	3	1	19	16	24	13	22%	1.0
BOONE	23	20	54	39	75	42	22%	0.4
BOURBON	9	12	23	15	30	18	38%	1.1
BOYD	16	15	39	52	59	36	71%	1.6
BOYLE	16	8	26	18	31	20	21%	0.9
BRACKEN	-	3	3	5	5	3	63%	0.8
BREATHITT	4	2	3	2	15	5	52%	0.2
BRECKINRIDGE	12	4	10	4	13	9	34%	0.3
BULLITT	37	15	87	78	28	49	8%	1.3
BUTLER	2	-	2	6	13	5	46%	0.7
CALDWELL	5	13	17	22	14	14	74%	2.5
CALLOWAY	11	5	22	23	39	20	65%	0.9
CAMPBELL	11	10	47	31	49	30	19%	0.5
CARLISLE	2	-	2	2	4	2	33%	0.6
CARROLL	2	4	21	20	20	13	30%	2.9
CARTER	9	1	11	11	23	11	26%	0.6
CASEY	6	15	20	32	27	20	73%	3.1
CHRISTIAN	39	22	43	60	68	46	16%	1.5
CLARK	10	8	41	63	114	47	24%	2.5
CLAY	6	1	-	5	2	3	3%	0.4
CLINTON	2	2	7	2	3	3	9%	0.3
CRITTENDEN	5	1	4	11	8	6	73%	1.9
CUMBERLAND	11	8	24	20	12	15	21%	4.2
DAVISS	46	17	140	106	138	89	27%	1.5
EDMONSON	-	2	14	9	14	8	26%	1.1
ELLIOTT	2	1	3	1	1	2	50%	0.2
ESTILL	2	2	4	7	4	4	17%	0.7
FAYETTE	90	43	143	143	197	123	51%	0.7
FLEMING	17	1	7	8	11	9	73%	0.8
FLOYD	22	10	31	32	35	26	29%	1.4
FRANKLIN	33	27	92	139	789	216	73%	3.9
FULTON	4	-	7	2	3	3	14%	0.5
GALLATIN	10	1	148	112	99	74	21%	19.0
GARRARD	14	7	19	23	35	20	29%	1.8

Table 8 Continued.

County	Convictions						2023 Statistics	
	2019	2020	2021	2022	2023	5-Year Average	Careless Conviction Rate (Convictions/Cases)	Convictions Per 1000 Licensed Drivers
GRANT	11	3	22	32	50	24	37%	1.8
GRAVES	20	14	36	54	104	46	62%	2.2
GRAYSON	13	11	29	36	42	26	44%	1.9
GREEN	3	-	5	4	8	4	62%	0.5
GREENUP	8	1	14	2	12	7	55%	0.1
HANCOCK	6	1	4	2	3	3	18%	0.3
HARDIN	37	38	236	279	324	183	27%	3.6
HARLAN	6	5	10	12	15	10	16%	0.7
HARRISON	6	4	8	5	11	7	50%	0.4
HART	4	12	158	118	192	97	41%	9.9
HENDERSON	22	12	63	74	50	44	40%	2.4
HENRY	7	4	51	46	67	35	27%	3.9
HICKMAN	1	-	3	-	2	1	33%	-
HOPKINS	28	18	97	102	83	66	27%	3.3
JACKSON	4	2	2	3	8	4	25%	0.3
JEFFERSON	138	40	728	1,006	896	562	16%	2.0
JESSAMINE	12	5	34	20	45	23	31%	0.5
JOHNSON	11	3	6	2	6	6	5%	0.1
KENTON	58	34	187	153	178	122	20%	1.3
KNOTT	1	-	2	3	10	3	15%	0.3
KNOX	5	3	18	23	36	17	9%	1.2
LARUE	5	6	16	20	40	17	31%	1.9
LAUREL	12	9	62	53	68	41	16%	1.3
LAWRENCE	5	3	6	13	13	8	33%	1.2
LEE	7	1	3	5	3	4	23%	1.2
LESLIE	1	2	2	3	4	2	14%	0.5
LETCHER	1	-	3	5	8	3	13%	0.4
LEWIS	2	-	-	-	8	2	50%	-
LINCOLN	7	3	30	32	47	24	29%	1.9
LIVINGSTON	7	7	23	19	29	17	59%	2.8
LOGAN	23	15	31	33	49	30	26%	1.7
LYON	10	12	57	66	91	47	44%	11.6
MCCRACKEN	20	14	72	83	106	59	27%	1.8
MCCREARY	14	2	16	13	4	10	8%	1.3
MCLEAN	4	3	7	1	2	3	29%	0.1
MADISON	10	2	49	43	46	30	17%	0.7
MAGOFFIN	1	2	2	1	3	2	4%	0.1
MARION	11	4	18	16	19	14	21%	1.2
MARSHALL	5	8	27	45	61	29	40%	1.9
MARTIN	2	-	-	-	4	1	21%	-

Table 8 Continued.

County	Convictions						2023 Statistics	
	2019	2020	2021	2022	2023	5-Year Average	Careless Conviction Rate (Convictions/Cases)	Convictions Per 1000 Licensed Drivers
MASON	9	6	21	19	23	16	70%	1.6
MEADE	6	3	25	15	32	16	30%	0.8
MENIFEE	2	-	2	11	4	4	50%	2.4
MERCER	8	7	20	11	29	15	34%	0.6
METCALFE	4	5	13	5	16	9	22%	0.7
MONROE	5	3	3	6	13	6	43%	0.8
MONTGOMERY	6	6	12	9	13	9	41%	0.5
MORGAN	2	6	8	20	19	11	46%	2.5
MUHLENBERG	24	24	43	54	84	46	41%	2.6
NELSON	14	11	33	41	57	31	31%	1.2
NICHOLAS	6	3	5	5	3	4	60%	1.0
OHIO	10	26	49	45	20	30	25%	2.8
OLDHAM	6	5	24	54	57	29	22%	1.1
OWEN	2	2	5	11	10	6	42%	1.4
OWSLEY	1	2	-	1	9	3	33%	0.3
PENDLETON	4	3	3	5	19	7	76%	0.5
PERRY	16	10	37	11	25	20	21%	0.6
PIKE	13	8	13	6	18	12	6%	0.2
POWELL	2	1	1	3	7	3	23%	0.4
PULASKI	13	13	42	19	36	25	21%	0.4
ROBERTSON	-	1	-	-	-	0	0%	-
ROCKCASTLE	9	2	9	3	21	9	31%	0.3
ROWAN	14	5	21	19	63	24	64%	1.2
RUSSELL	5	3	8	5	20	8	23%	0.4
SCOTT	14	7	40	64	104	46	37%	1.6
SHELBY	18	11	52	58	100	48	28%	1.8
SIMPSON	54	26	26	25	51	36	47%	1.9
SPENCER	4	3	24	19	43	19	27%	1.2
TAYLOR	15	7	26	28	53	26	31%	1.6
TODD	2	1	15	13	24	11	30%	1.7
TRIGG	8	8	24	22	31	19	34%	2.0
TRIMBLE	-	1	5	4	4	3	17%	0.6
UNION	8	3	24	25	20	16	67%	2.7
WARREN	48	25	125	197	248	129	32%	2.3
WASHINGTON	7	6	9	16	13	10	14%	1.8
WAYNE	9	4	11	8	6	8	14%	0.6
WEBSTER	6	4	20	13	24	13	48%	1.5
WHITLEY	15	11	63	54	85	46	32%	2.2
WOLFE	2	3	3	1	2	2	10%	0.2
WOODFORD	6	3	22	42	69	28	47%	2.1
TOTAL	1,501	919	919	4,308	4,677	668	19%	1.4

Table 9: Speeding Cases

County	Convictions						2023 Statistics		
	2019	2020	2021	2022	2023	5-Year Average	Speeding Conviction Rate (Convictions/Cases)	Convictions Per 1000 Licensed Drivers	Convictions Per Speed-Related Crash
ADAIR	283	159	56	917	945	472	64.4%	71.7	37.8
ALLEN	79	69	14	133	116	82	39.5%	9.5	1.8
ANDERSON	297	265	55	787	518	384	62.7%	44.9	8.2
BALLARD	60	22	15	108	197	80	46.8%	17.7	8.6
BARREN	246	185	122	751	884	438	46.6%	24.2	4.9
BATH	95	72	28	391	486	214	59.6%	42.5	5.4
BELL	399	265	14	1,319	1,246	649	57.1%	86.0	16.4
BOONE	882	748	157	1,906	2,549	1,248	65.3%	19.5	2.3
BOURBON	461	405	34	1,048	1,438	677	80.2%	78.2	12.6
BOYD	636	302	50	929	1,120	607	76.4%	29.1	4.9
BOYLE	58	24	51	76	147	71	41.3%	3.8	1.0
BRACKEN	485	98	10	914	764	454	86.2%	145.6	14.1
BREATHITT	35	49	30	125	95	67	36.1%	15.2	2.0
BRECKINRIDGE	153	43	34	139	165	107	44.8%	9.8	1.8
BULLITT	885	316	60	1,277	891	686	33.5%	21.4	3.0
BUTLER	140	94	16	111	75	87	49.7%	12.9	0.9
CALDWELL	109	92	15	222	244	136	60.4%	24.8	3.9
CALLOWAY	100	96	55	344	334	186	33.1%	14.1	2.0
CAMPBELL	644	314	173	1,269	1,382	756	52.7%	19.8	2.7
CARLISLE	25	16	8	48	79	35	55.6%	13.5	4.6
CARROLL	184	97	22	80	83	93	40.9%	11.6	1.2
CARTER	312	155	52	554	965	408	65.1%	30.6	6.4
CASEY	147	139	24	152	125	117	80.1%	14.6	3.5
CHRISTIAN	431	294	80	1,711	1,483	800	47.0%	43.6	3.4
CLARK	166	93	50	310	382	200	40.7%	12.1	2.6
CLAY	212	74	29	228	327	174	45.7%	19.4	5.3
CLINTON	25	14	7	35	66	29	39.1%	5.3	1.6
CRITTENDEN	66	64	7	153	112	80	53.1%	26.9	3.6
CUMBERLAND	53	38	35	198	247	114	54.0%	41.8	30.9
DAVISS	1,207	795	147	1,485	2,246	1,176	59.3%	20.8	4.6
EDMONSON	22	3	9	20	63	23	40.4%	2.4	1.3
ELLIOTT	29	31	5	46	46	31	52.9%	11.4	7.7
ESTILL	104	46	31	246	154	116	53.5%	25.5	3.7
FAYETTE	5,294	2,599	352	5,620	4,912	3,755	64.0%	28.3	1.5
FLEMING	77	30	11	176	123	83	79.4%	17.0	3.2
FLOYD	103	101	67	352	556	236	24.6%	14.9	5.1
FRANKLIN	1,468	725	97	3,370	3,764	1,885	60.0%	93.7	18.1
FULTON	13	12	13	30	122	38	57.8%	7.9	7.6
GALLATIN	523	457	25	1,206	1,085	659	54.0%	204.5	20.1
GARRARD	410	205	20	621	956	442	55.5%	49.6	17.4

Table 9 Continued.

County	Convictions						2023 Statistics		
	2019	2020	2021	2022	2023	5-Year Average	Speeding Conviction Rate (Convictions/Cases)	Convictions Per 1000 Licensed Drivers	Convictions Per Speed-Related Crash
GRANT	407	179	32	2,521	2,652	1,158	73.2%	140.4	16.7
GRAVES	289	227	64	753	840	435	54.3%	30.1	4.4
GRAYSON	285	186	44	257	336	222	56.3%	13.6	2.2
GREEN	17	28	12	89	118	53	57.3%	11.4	4.1
GREENUP	175	136	59	133	563	213	63.7%	5.3	9.5
HANCOCK	106	58	6	86	149	81	58.9%	13.4	5.5
HARDIN	1,563	895	171	2,569	3,294	1,698	61.6%	33.6	5.6
HARLAN	325	160	48	447	1,048	406	55.4%	26.8	15.9
HARRISON	68	53	21	151	136	86	62.7%	11.2	1.9
HART	204	142	34	581	810	354	48.2%	48.7	3.7
HENDERSON	445	374	59	1,885	1,298	812	71.7%	61.4	4.6
HENRY	421	275	19	541	967	445	72.8%	45.4	19.0
HICKMAN	38	20	6	38	50	30	53.8%	12.8	10.0
HOPKINS	742	464	84	1,254	954	700	51.8%	40.0	4.0
JACKSON	88	109	4	390	583	235	73.3%	43.8	23.3
JEFFERSON	3,162	550	440	8,016	7,682	3,970	54.1%	15.6	2.2
JESSAMINE	605	272	87	492	715	434	54.7%	13.2	2.1
JOHNSON	191	70	30	141	275	141	21.3%	9.2	7.6
KENTON	1,353	755	260	4,395	3,392	2,031	66.1%	38.4	2.4
KNOTT	20	20	7	69	46	32	10.5%	7.7	1.4
KNOX	223	108	47	473	1,162	403	33.1%	24.4	17.1
LARUE	310	123	19	542	851	369	67.4%	51.2	8.1
LAUREL	748	516	106	1,874	2,716	1,192	49.0%	45.0	8.8
LAWRENCE	145	52	10	104	391	140	49.1%	9.9	35.5
LEE	82	50	5	177	127	88	65.8%	42.7	7.5
LESLIE	68	55	9	61	59	50	48.0%	9.2	7.4
LETCHER	43	18	34	312	344	150	47.4%	22.1	5.0
LEWIS	27	24	26	179	206	92	56.3%	19.6	5.0
LINCOLN	179	88	28	248	494	207	60.4%	14.4	14.1
LIVINGSTON	100	80	9	327	327	169	54.5%	47.6	9.9
LOGAN	257	262	57	424	539	308	55.1%	21.8	2.9
LYON	176	71	27	768	1,052	419	74.9%	134.5	13.7
MCCRACKEN	424	180	132	733	874	469	44.6%	15.6	1.3
MCCREARY	90	59	42	154	147	98	27.3%	15.7	2.3
MCLEAN	66	28	9	58	127	58	43.5%	8.7	2.4
MADISON	1,485	481	130	941	1,545	916	52.1%	14.8	2.1
MAGOFFIN	21	21	19	51	55	33	14.7%	6.3	1.3
MARION	156	133	38	302	314	189	75.8%	22.8	8.7
MARSHALL	270	171	50	482	876	370	73.9%	20.1	4.5
MARTIN	4	1	13	7	17	8	6.2%	1.1	0.9

Table 9 Continued.

County	Convictions						2023 Statistics		
	2019	2020	2021	2022	2023	5-Year Average	Speeding Conviction Rate (Convictions/Cases)	Convictions Per 1000 Licensed Drivers	Convictions Per Speed-Related Crash
MASON	220	179	19	616	469	301	85.9%	51.9	5.7
MEADE	157	112	16	227	313	165	49.7%	11.6	3.8
MENIFEE	8	4	11	42	57	24	59.4%	9.0	4.1
MERCER	180	115	28	173	185	136	69.5%	10.2	3.3
METCALFE	148	122	17	588	482	271	71.0%	79.0	5.3
MONROE	13	13	25	46	94	38	44.8%	6.3	3.9
MONTGOMERY	107	77	35	216	227	132	43.0%	11.5	1.4
MORGAN	132	156	24	736	179	245	50.0%	90.7	4.4
MUHLENBERG	203	147	46	652	639	337	50.5%	31.0	5.0
NELSON	413	282	49	314	986	409	54.6%	9.0	6.3
NICHOLAS	43	50	9	129	187	84	68.5%	25.2	11.0
OHIO	281	292	45	573	697	378	68.6%	35.7	9.2
OLDHAM	701	409	41	1,077	874	620	40.4%	22.7	4.5
OWEN	60	124	10	96	151	88	91.5%	12.6	3.4
OWSLEY	4	-	3	62	64	27	61.0%	21.5	10.7
PENDLETON	209	88	14	161	189	132	75.0%	15.6	1.8
PERRY	97	157	20	214	131	124	21.9%	12.5	2.6
PIKE	139	124	78	482	419	248	22.9%	13.0	1.9
POWELL	132	53	43	59	166	91	57.4%	6.9	6.1
PULASKI	809	346	132	1,021	1,329	727	55.1%	21.7	4.3
ROBERTSON	2	2	4	2	5	3	83.3%	1.2	0.3
ROCKCASTLE	393	130	31	272	516	268	55.2%	24.3	1.4
ROWAN	164	120	48	408	519	252	65.7%	26.5	3.6
RUSSELL	120	93	28	194	265	140	48.2%	15.2	7.4
SCOTT	202	165	78	365	560	274	53.7%	8.9	1.4
SHELBY	526	216	101	995	1,523	672	72.5%	30.5	6.6
SIMPSON	205	98	67	190	209	154	44.8%	14.2	1.4
SPENCER	146	120	31	266	323	177	51.4%	17.4	4.2
TAYLOR	121	137	31	556	931	355	55.3%	31.3	12.6
TODD	88	39	12	151	162	90	63.3%	19.8	2.3
TRIGG	97	69	14	650	1,158	398	78.1%	58.9	15.0
TRIMBLE	39	22	13	52	59	37	77.6%	8.4	2.0
UNION	75	58	17	271	403	165	70.3%	28.8	5.9
WARREN	824	788	216	1,949	2,552	1,266	64.4%	22.6	2.6
WASHINGTON	131	106	6	399	358	200	47.1%	45.2	8.5
WAYNE	139	39	27	20	61	57	47.7%	1.5	0.6
WEBSTER	43	23	11	211	191	96	52.8%	23.7	2.5
WHITLEY	112	32	72	658	619	299	70.3%	26.3	3.1
WOLFE	273	179	18	228	678	275	59.8%	48.1	28.3
WOODFORD	594	696	54	1,141	849	667	75.4%	58.1	5.4
TOTAL	40,646	23,082	5,921	70,991	78,894	43,907	47.8%	23.8	3.3

Table 10: Crashes Involving Drugs

County	Population	Number of Crashes	% of Total Crashes
ADAIR	19,264	25	1.45%
ALLEN	21,788	17	0.80%
ANDERSON	24,613	29	1.35%
BALLARD	7,582	11	1.58%
BARREN	45,008	70	1.13%
BATH	12,975	24	1.90%
BELL	23,317	62	2.46%
BOONE	140,496	173	0.74%
BOURBON	20,134	35	1.27%
BOYD	47,826	158	2.44%
BOYLE	30,988	43	1.15%
BRACKEN	8,426	15	1.97%
BREATHITT	12,953	34	3.02%
BRECKINRIDGE	21,124	28	2.12%
BULLITT	84,863	100	1.02%
BUTLER	12,375	12	1.10%
CALDWELL	12,551	29	1.83%
CALLOWAY	38,280	35	0.78%
CAMPBELL	93,702	203	1.49%
CARLISLE	4,704	14	4.67%
CARROLL	10,987	29	1.47%
CARTER	26,366	46	1.71%
CASEY	15,918	30	2.54%
CHRISTIAN	72,032	86	0.92%
CLARK	37,304	86	1.65%
CLAY	19,648	52	3.80%
CLINTON	9,148	13	1.14%
CRITTENDEN	8,974	15	2.28%
CUMBERLAND	6,000	15	2.55%
DAVISS	103,458	180	1.11%
EDMONSON	12,448	12	1.62%
ELLIOTT	7,245	4	1.70%
ESTILL	13,936	41	3.53%
FAYETTE	320,154	599	1.00%
FLEMING	15,442	17	1.54%
FLOYD	34,423	119	3.87%
FRANKLIN	51,644	118	1.78%
FULTON	6,338	7	1.44%
GALLATIN	8,792	21	1.51%
GARRARD	17,829	27	1.60%

Table 10 Continued.

County	Population	Number of Crashes	% of Total Crashes
GRANT	25,619	41	1.09%
GRAVES	36,461	64	1.50%
GRAYSON	26,825	46	1.60%
GREEN	11,468	9	1.07%
GREENUP	35,221	45	1.60%
HANCOCK	8,920	3	0.50%
HARDIN	112,273	130	0.97%
HARLAN	25,324	85	4.40%
HARRISON	19,415	31	1.39%
HART	19,724	33	1.12%
HENDERSON	44,119	76	1.05%
HENRY	15,973	27	1.47%
HICKMAN	4,447	3	0.85%
HOPKINS	44,929	57	0.96%
JACKSON	13,104	26	2.90%
JEFFERSON	772,144	744	0.73%
JESSAMINE	55,017	125	1.71%
JOHNSON	22,116	38	2.10%
KENTON	171,321	440	1.68%
KNOTT	13,659	36	3.75%
KNOX	29,794	71	2.73%
LARUE	15,303	15	1.05%
LAUREL	63,296	113	1.25%
LAWRENCE	16,000	10	1.04%
LEE	7,293	11	2.50%
LESLIE	9,864	18	4.64%
LETCHER	20,423	49	3.51%
LEWIS	12,973	24	3.18%
LINCOLN	24,776	35	2.10%
LIVINGSTON	8,892	9	1.22%
LOGAN	28,283	22	0.81%
LYON	9,187	37	2.69%
MCCRACKEN	67,428	137	1.21%
MCCREARY	17,050	29	2.99%
MCLEAN	9,054	18	1.84%
MADISON	96,735	181	1.52%
MAGOFFIN	11,228	20	2.96%
MARION	19,834	25	1.23%
MARSHALL	31,744	60	1.58%
MARTIN	10,928	13	2.55%

Table 10 Continued.

County	Population	Number of Crashes	% of Total Crashes
MASON	16,841	43	1.75%
MEADE	30,131	25	1.21%
MENIFEE	6,286	4	0.83%
MERCER	23,097	25	1.29%
METCALFE	10,482	31	2.56%
MONROE	11,306	5	0.60%
MONTGOMERY	28,527	58	1.67%
MORGAN	14,283	24	2.29%
MUHLENBERG	30,568	53	1.41%
NELSON	47,730	42	0.80%
NICHOLAS	7,686	6	0.98%
OHIO	23,626	34	1.09%
OLDHAM	70,183	54	0.98%
OWEN	11,313	17	1.86%
OWSLEY	4,001	7	3.54%
PENDLETON	14,810	22	1.63%
PERRY	27,133	71	2.55%
PIKE	55,973	222	3.93%
POWELL	12,972	34	2.77%
PULASKI	66,191	87	1.04%
ROBERTSON	2,313	7	3.50%
ROCKCASTLE	16,190	36	1.49%
ROWAN	24,409	55	1.69%
RUSSELL	18,279	29	1.75%
SCOTT	60,168	102	1.36%
SHELBY	49,515	70	1.14%
SIMPSON	20,195	33	1.22%
SPENCER	20,531	18	1.58%
TAYLOR	26,443	39	1.21%
TODD	12,494	21	1.79%
TRIGG	14,369	24	1.65%
TRIMBLE	8,607	12	1.68%
UNION	13,106	14	1.14%
WARREN	142,229	196	0.88%
WASHINGTON	12,267	18	1.67%
WAYNE	19,580	21	1.26%
WEBSTER	12,726	15	1.33%
WHITLEY	36,825	109	2.23%
WOLFE	6,282	17	2.81%
WOODFORD	27,268	40	1.07%

Table 11: Crash Trend Analysis

Crash Statistic	2019	2020	2021	2022	4-Year Average	2023	% Change
Total Crashes	132,678	101,199	109,752	108,928	113,139	117,421	3.6
Fatal Crashes	684	707	738	712	710	765	7.2
Fatalities	749	777	810	763	775	812	4.6
Injury Crashes	22,458	19,413	20,214	19,607	20,423	20,271	-0.7
Injuries	32,974	28,528	29,510	28,825	29,959	29,964	0
Fatal & Injury Crashes	23,142	20,120	20,952	20,319	21,133	21,036	-0.5
Licensed Drivers (Millions)	2.91	3.11	2.98	3.18	3	3.03	1.0%
Registered Vehicles (Millions)	3.89	2.83	2.7	3.81	3.31	3.78	0.13
Total Vehicle Miles (Billions)	43.814	44.026	41.196	42.706	42.936	42.713	-0.5
Total Crash/100 MVM	244	186	215	206	213	225	5.4
Fatal Crash/100 MVM	1.41	1.44	1.57	1.48	1.48	1.6	7.8
Fatalities/100 MVM	1.55	1.59	1.74	1.59	1.62	1.7	4.9
Injuries/100 MVM	66	57	63	59	61	62	1.2
Speed-Related Crashes	5,286	4,978	4,990	4,761	5,004	4,238	-18.1
Speed-Related Injury Crashes	1,425	1,434	1,471	1,227	1,389	1,212	-14.6
Speed-Related Fatal Crashes	108	157	139	134	135	123	-9.3
Speed Convictions	40,646	23,082	5,921	10,550	23,216	89,402	74.0%
Alcohol-Related Crashes	3,501	3,517	3,357	3,265	3,410	3,469	1.7
Alcohol-Related Injury Crashes	1,097	1,111	997	980	1,046	1,057	1
Alcohol-Related Fatal Crashes	81	102	109	96	97	113	14.2
Alcohol-Related Fatalities	97	116	121	109	111	127	12.8
DUI Filings	22,606	21,081	19,474	17,033	21,054	15,770	-33.5%
DUI Convictions	11,472	7,758	8,445	7,763	9,225	11,503	19.8%
DUI Conviction Rate (Percent)**	51%	37%	43%	46%	44%	73%	39.9%
Drug-Related Crashes	1,544	1,890	1,661	1,137	1,558	1,098	-41.9
Drug-Related Injury Crashes	564	676	598	425	566	425	-33.1
Drug-Related Fatal Crashes	59	84	86	84	78	69	-13.4
Pedestrian-Related Crashes	1,023	866	875	943	927	1,042	11.1
Pedestrian-Related Injury Crashes	773	634	650	653	678	747	9.3
Pedestrian-Related Fatal Crashes	78	93	76	96	86	119	27.9
Bicycle-Related Crashes	344	345	326	344	340	352	3.5
Bicycle-Related Injury Crashes	218	226	233	226	226	221	-2.1
Bicycle-Related Fatal Crashes	5	4	9	13	8	16	51.6
Motorcycle-Related Crashes	1,429	1,384	1,498	1,579	1,473	1,702	13.5
Motorcycle-Related Injury Crashes	921	921	947	1,006	949	1,089	12.9
Motorcycle-Related Fatal Crashes	82	82	93	96	88	98	9.9
School Bus-Related Crashes	388	129	273	372	291	359	19.1
School Bus-Related Injury Crashes	39	11	25	43	30	37	20.3
School Bus-Related Fatal Crashes	1	0	1	0	1	0	0
Truck-Related Crashes	9,844	8,026	9,270	9,451	9,148	9,736	6
Truck-Related Injury Crashes	1,326	1,223	1,383	1,354	1,322	1,368	3.4
Truck-Related Fatal Crashes	98	99	106	86	97	99	1.8
Train-Related Crashes	32	25	41	29	32	41	22.6
Train-Related Injury Crashes	8	8	11	7	9	10	15
Train-Related Fatal Crashes	4	1	1	3	2	3	25

**Table 12: Crashes Involving Vehicle Defects
Before and After Repeal of Vehicle Inspection Law**

Time Period	Number of Crashes Involving Vehicle Defects	% of All Crashes Involving Vehicle Defects
October 1976-May 1978 (20 months before repeal of law)	14,440	5.86
June 1978 - December 1979 (19 months after repeal of law)	16,527	7.09
1980-1984	46,397	7.43
1985-1989	46,552	6.64
1990-1994	40,393	6.09
1995-1999	33,655	5.27
2000	7,834	4.98
2001	7,325	4.79
2002	7,338	4.77
2003	6,882	4.47
2004	6,811	4.33
2005	7,050	4.61
2006	6,656	4.36
2007	6,671	4.37
2008	6,106	4.21
2009	6,269	4.24
2010	6,246	4.15
2011	7,886	5.25
2012	8,030	6.43
2013	7,623	6.18
2014	7,831	5.18
2015	8,452	5.24
2016	8,337	5.04
2017	7,781	4.81
2018	7,289	4.61
2019	7,057	4.50
2020	6,033	5.05
2021	5,945	4.53
2022	5,603	4.31
2023	6,134	4.41

**Table 13: Statewide Crash Rates
By Functional Class (5 Years)**

Highways are categorized using different system classifications. Three common types of groupings include:

- 1) Functional classification
- 2) Federal-aid system
- 3) Administrative classification

Statewide crash rates were determined for each grouping. The following is a summary of the findings.

Average statewide rates by functional classification are listed in the table below. Highways are classified as rural or urban and categorized by functional class. Rates were determined based on all crashes, injury crashes only, and fatal crashes only.

The highest overall crash rates were for urban minor arterials followed by urban principal arterials (non-interstate or freeway). The lowest overall rates were for rural principal arterials (interstate) followed by other rural principal arterials and urban principal arterials (interstate and other freeway). Injury crash rates for categories are ordered similar to overall crash rates. However, the ordering for fatal crash rates is very different. The highest fatal crash rates were for rural collectors and rural local roadways. The lowest fatal crash rates were recorded on rural interstates, urban interstates, and urban freeways and expressways.

Location	Functional Classification	Average Total Mileage	Average AADT	Crash Rates (Crashes per 100 MVM)		
				Crash Rate	Injury Rate	Fatal Rate
Rural	Interstate	843	27,282	60	9	0.5
	Principal Arterial	1,686	7,891	88	19	1.5
	Minor Arterial	2,325	4,094	160	36	2.2
	Major Collector	5,847	1,777	221	51	3.0
	Minor Collector	9,329	597	260	60	3.4
	Local System	5,089	288	247	52	3.0
Urban	Interstate	447	42,309	104	16	0.5
	Freeways & Expressways	100	22,795	117	18	0.9
	Principal Arterial	660	17,831	458	84	1.9
	Minor Arterial	1,355	10,357	450	84	1.8
	Collector	1,753	3,853	429	74	1.2
	Local System	219	1,180	415	66	1.7

**Table 14: Percent of All Crashes
(5 Years)**

Location	Highway Type	% Wet	% Snow or Ice	% Darkness
Rural	ONE-LANE	10.6	1.5	15.2
	TWO- LANE	21.7	3.2	30
	THREE-LANE	18	1.3	24.9
	FOUR-LANE DIVIDED	17.8	2.8	33.9
	FOUR-LANE UNDIVIDED	16	1.6	21.7
	INTERSTATE	28.3	6.5	33.5
	PARKWAY	21.5	7	40.8
	ALL	22.5	3.8	31.1
Urban	ONE-LANE	22.4	1.7	22.1
	TWO- LANE	19.1	1.9	22.8
	THREE-LANE	16.1	1.4	21.9
	FOUR-LANE DIVIDED	17.9	1.6	22.8
	FOUR-LANE UNDIVIDED	17.1	1.1	21.7
	INTERSTATE	20.7	2.7	25.3
	PARKWAY	22.9	3.9	28.6
	ALL	18.6	1.7	22.9



Figures

Figure 1 - Trends in Crash Rates for Identified Roads
(Crashes / 100 MVM)

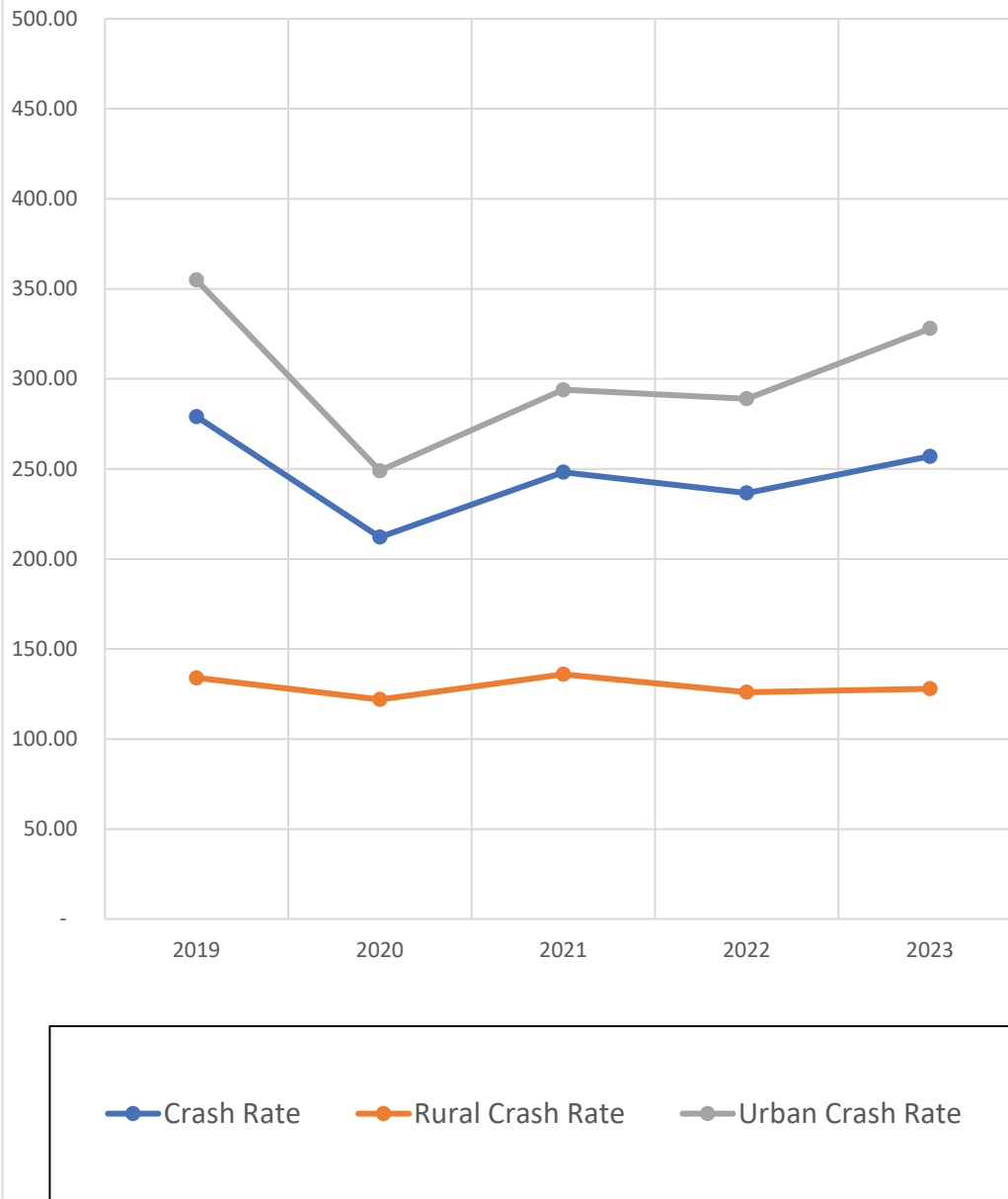


Figure 2 - Trends in Rural Crash Rates for Identified Roads (Crashes / 100 MVM)

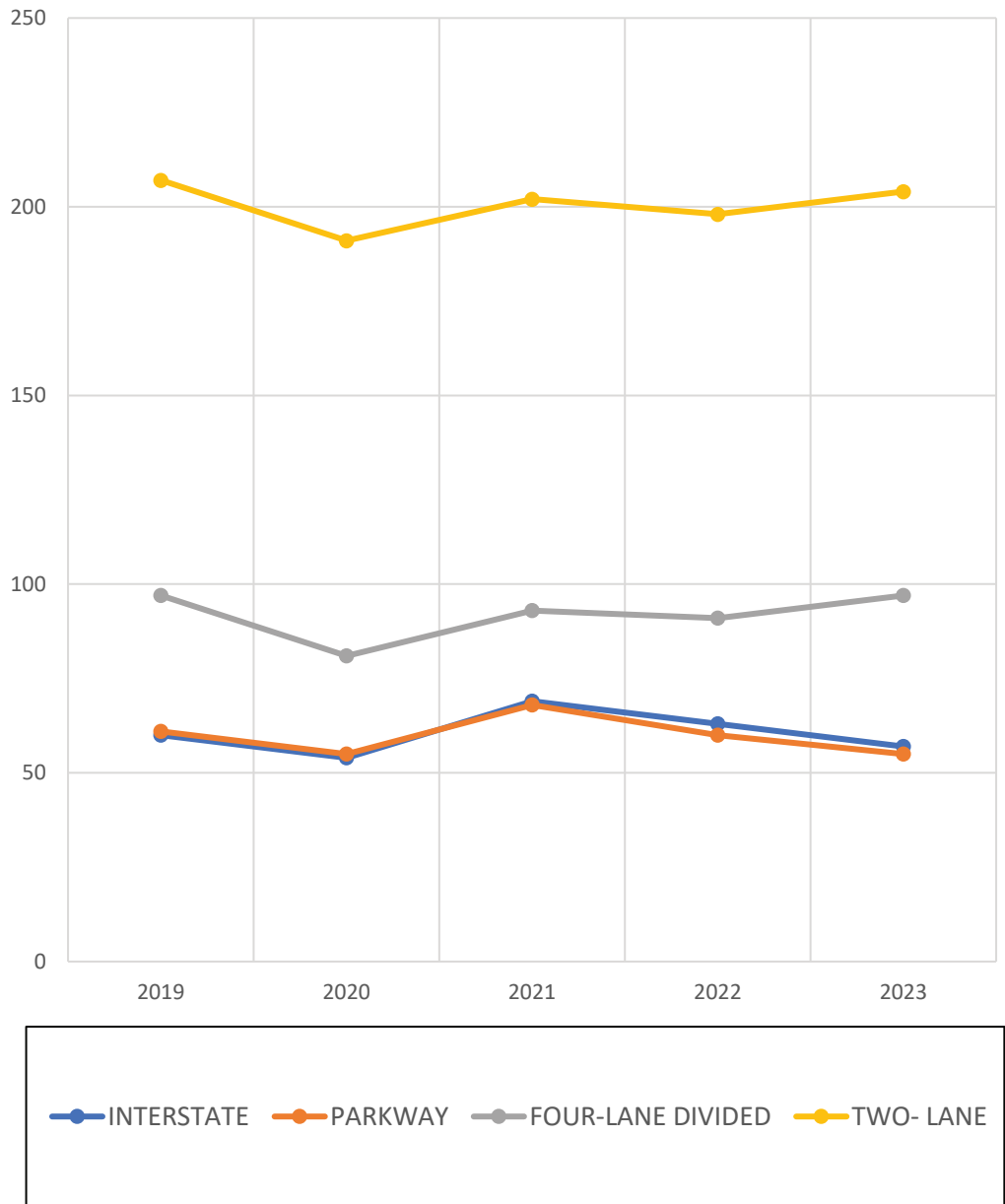


Figure 3 - Trends in Urban Crash Rates for Identified Roads (Crashes / 100 MVM)

