Research Report
KTC-93-22

# ANALYSIS OF ALCOHOL AND SPEED RELATED TRAFFIC ACCIDENTS IN FAYETTE COUNTY

by

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**16. Abstract**

One objective of this study was to update the statistics related to alcohol-related accidents and arrests in Fayette County. The second objective was to include an analysis of speed-related accidents and citations.

The number of alcohol-related accidents in Fayette County has decreased over the past several years. The number of speed-related accidents has remained relatively constant. Differences between the characteristics of all accidents and alcohol and speed-related accidents were noted. For example, there were higher percentages of alcohol and speed-related accidents involving a fixed object. Differences in driver characteristics, such as the high percentage of drivers in the 16 to 19 years of age category involved in speed-related accidents, were noted.

Alcohol and speeding arrest and citation data were analysed. The number of DUI arrests, as well as the number of speeding citations, has increased in recent years. Comparisons were made between the arrest and citation data and the accident data. For example, differences by time of day were documented. The area of the county in which alcohol and speed-related accidents occurred as well as where DUI arrests occurred were summarized.

Characteristics of drivers with DUI arrests and speeding citations were summarized. Additional analyses were performed for drivers with more than one DUI arrest. This data show the type of driver prone to recidivism.


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## INTRODUCTION

An emphasis has been placed in the past in Fayette County on enforcement in the areas of driving under the influence and speeding. There have been evaluations of the impact of the Traffic Alcohol Program (TAP) program (1, 2). The most recent evaluation analysed alcohol-related accidents and arrests through April 1986. One objective of this study was to update the statistics related to alcohol-related accidents and arrests in Fayette County. The second objective was to include an analysis of speed-related accidents and citations.

## PROCEDURE

### Accident Data

Accident data for Fayette County for the five years of 1988 through 1992 were analysed. Comparisons were made between three different classifications of accidents. The accident data were obtained from the statewide computer file of all reported accidents in Kentucky. First, all accidents in Fayette County were summarized. The second category was alcohol-related accidents while the third category was speed-related accidents. The code given on the accident report indicating alcohol or speed as a contributing factor in the accident was used to identify those types of accidents. In fatal accidents, tests are conducted to determine if alcohol was a factor. Alcohol may be determined to be involved in a fatal accident although it was not identified as a contributing factor on the original accident report. Results of these tests were also used in determining the number of alcohol-related fatal accidents.

Various types of information from the accident file were summarized and compared to identify characteristics of the accidents. The accident information included severity, type of accident, time of the accident, and driver age and sex.

### Arrest and Citation Data

Information relating to citations and arrests was available from two sources. Arrest data for driving under the influence (DUI) were obtained from police records for the years of 1986 through a portion of June 1993. The trend in number of arrests was determined. Information about the driver was summarized. This included determining the number of DUI arrests for a given driver. The location of the arrest was given. The area of the county in which the arrest occurred was identified using current police beats. Since the location of the arrest had to be determined manually, the location summary included only 1992 arrests.

The second source of data was citation data obtained from the Fayette District Court. Data were available for slightly over a three-year period (1990 through June 1993). Information relating to the disposition of the arrests was analysed for DUI and speeding citations. For speeding citations, this file was also used to obtain information about the characteristics of the drivers and the time of the citation.

## RESULTS

### Accident Data

The total number of accidents as well as the numbers of fatal and injury accidents which occurred in Fayette County for the five-year period of 1988 through 1992 are given in Table 1. The numbers of accidents in which alcohol or speed were listed as a contributing factor are also given.

Considering all accidents, there has been a slight downward trend in the number of accidents. The number of total accidents in 1992 was 2.6 percent less than the previous four-year average. There has been a larger decrease in the total number of alcohol-related accidents with the 1992 number of alcohol-related accidents 11 percent less than the previous four-year average. The number of speed-related accidents in 1992 was slightly above (1.6 percent) the previous four-year average. There was a decrease in fatal accidents in 1992 compared to the previous four-year average considering total, alcohol-related, or speed-related accidents. While the total number of injury accidents increased in 1992, compared to the previous four-year average, the numbers of alcohol-related and speed-related injury accidents were almost identical to the previous four-year average.

The data in Table 1 show the severity of alcohol- and speed-related accidents. While only about five percent of all accidents were alcohol related, this percentage increased to 29 percent of fatal accidents and nine percent of injury accident. About four percent of all accidents were speed related compared to 25 percent of fatal accidents and seven percent of injury accidents.

The number of alcohol-related accidents shows that the trend observed in the previous study has continued (2). This report noted there was an average of 1,236 alcohol-related accidents for the two-year period prior to starting the Traffic Alcohol Program. The annual number of alcohol accidents fell to 817, 732, 687 and 652 in the four years after TAP (May 1982 through April 1986). Statewide numbers of alcohol-related accidents have been determined as part of the problem identification process. The downward trend in alcohol-related accidents has been noted on a statewide level (3).

Characteristics of alcohol-related and speed-related accidents were compared to all accidents in Fayette County (Table 2). Several differences were noted. There was a slightly lower percentage of alcohol- and speed-related accidents at intersections. The largest difference in type of accident was the high percentage of alcohol- and speed-related accidents involving a fixed object (both at and between intersections). Poles and trees were the most commonly involved fixed objects. The severity of alcohol- and speed-related accidents was greater than for all accidents. The percentage of fatal accidents where alcohol or speed was involved was several times that for all accidents.

When driver age was considered for alcohol-related accidents, the largest increase, compared to all accidents, was in the 20 to 29 years of age category. For speed-related accidents, the largest increase was in the 16 to 19 years of age category. The largest percentage of accidents involved drivers in the 20 to 29 years of age category for all categories of accidents.

When time of day was analysed, a very high percentage of alcohol-related accidents was found to occur between 9 pm and 3 am. The largest hourly total was between 1 and 2 am followed by midnight to 1 am. This finding was also shown by the high percentage of alcohol-related accidents occurring during darkness. The percentage of speed-related accidents occurring between 9 pm and 6 am was higher than the corresponding percentage for all accidents. The highest percentage of speed-related accidents occurred from 3 to 6 pm. The higher percentages of alcohol- and speed-related accidents occurring on weekends were also noted. The analysis by month did not show any obvious trends.

When vehicle type was analysed, the largest differences were the lower percentage of alcohol-related accidents involving trucks and the higher percentage involving motorcycles for both alcohol- and speed-related accidents.

For both alcohol- and speed-related accidents, the percentage occurring on highways having a speed limit of 55 mph or greater was higher than for all accidents. A very high percentage of speed-related accidents occurred on wet pavements.

DUI Arrest and Citation Data

The numbers of DUI arrests which occurred annually from 1986 through 1992 are given in Table 3. There has been a steady increase in the number of DUI arrests with the number in 1992 over two times the number in 1986. These numbers can be compared to the number of arrests associated with the TAP program in May 1982 (2). The number of arrests increased from 929 for the 12-month period prior to TAP to a high of 4,429 the first year after TAP. The number of DUI arrests had decreased to 1,824 in the fourth year after TAP (May

1985 - April 1986). The data in Table 3 show that, while the number of arrests has increased substantially in recent years, they have not reached the levels in the first couple of years after the TAP program was started.

The arrest data were summarized by time of day and day of week and compared to the accident data (Table 4). The highest percentage of DUI arrests occurred on Saturday followed by Friday and Sunday. This was the same as for alcohol-related accidents. Over one half of the arrests occurred between midnight and 3 am with almost one fourth between 9 pm and midnight. While the highest percentage of alcohol-related accidents occurred in these same time periods, the percentage of total accidents in the midnight to 3 am time period was much lower than that for arrests. About 18 percent of accidents occurred between 6 pm and 9 pm compared to about 7 percent of arrests in this time period.

The number of DUI arrests per driver was determined using the data file of almost 7.5 years (1986 through June 1993). The driver's social security number was used to determine the number of arrests for individual drivers. As shown in Table 5, almost 20 percent of the drivers were arrested more than once for DUI in this time period. Approximately four percent had three or more DUI arrests. This summary was conducted to determine the extent of recidivism relating to DUI arrests.

The data allowed various characteristics of the drivers with DUI arrests to be determined. These characteristics (age, sex, race, and marital status) are summarized in Table 6. The characteristics were summarized considering all arrests as well as a function of the number of DUI arrests. Drivers in the 20 to 29 years of age category received the highest percentage of arrests followed by the 30 to 39 years of age category. The percentage in the 30 to 39 years of age category increased as number of arrests increased. Over 80 percent of the drivers were male with this percentage increasing to over 90 percent when drivers with more than two DUI arrests was considered. About 87 percent of all drivers were white. However, the percentage of minority drivers increased when drivers having more than one arrest were considered. Most of the drivers (about 60 percent) were single with no major changes noted as a function of number of arrests.

A comparison can also be made in Table 6 between the characteristics of the Fayette County driving age population (16 years and above) and that of drivers having DUI arrests. The large overrepresentation of drivers between 20 and 39 years of age arrested for DUI compared to the their proportion of the total population is shown. The difference is especially large for the 20 to 29 years of age category. The percentage of males arrested for DUI is also much higher than for the general population. There was very little difference in DUI and population percentages when race was considered. The percentage of singles in the DUI arrest file was high compared to the county population.

The location of the DUI arrests was compared to the location of alcohol-related accidents. Police zones (shown in Figure 1) were used to locate the arrests and accidents. Fayette County is divided into 24 zones. The percentages of the arrests and accidents occurring in the various zones are given in Table 7. The data are only for 1992. The differences between the percentages of arrests and accidents in each zone was determined. The largest differences were in zones 6B and 11A. In zone 6B, the percentage of accidents was 4.5 percent higher than that for arrests. In zone 11A, the percentage of arrests was 4.1 higher than that for accidents.

Information concerning the disposition of the DUI arrests was obtained from Fayette District Court records. These data are summarized in Table 8. A large number of the cases had not been resolved. The data show that in only a small percentage of the cases (less than 10 percent) resulted in a dismissal or the driver being found not guilty.

Speeding Citation Data

Information relating to speeding citation data was also obtained from the Fayette District Court. Data were available for the time period of 1990 through June 1993. The annual number of speeding citations for 1990 through 1992 is given in Table 9. The number of citations increased substantially from 1990 to 1991 and stayed at that level in 1992.

The distribution of speeding citations by month and time of day is given in Tables 10 and 11, respectively. The percentage by month is fairly uniform. The highest percentage was in September with the lowest in November. The percentage of citations by month can be compared to the percentage of speed-related accidents by month. The difference in these percentages was highest in December and November with a higher percentage of accidents in these months compared to citations. The time periods with the most speeding citations issued were between 9 am and 3 pm. There were substantially higher percentages of speed-related accidents between 3 pm and 6 pm and midnight and 3 am than the corresponding percentage of citations. Also, the percentage of speed-related accidents between 9 am and noon was substantially lower than the percentage of citations.

Characteristics of drivers having speeding citations are given in Table 12 with a comparison to the county population. Almost one half of the citations were given to drivers in the 20 to 29 years of age range. This age category was overrepresentated when compared to the county population. The percentage of males having speed citations was higher than the county percentage. The percentage of white drivers having speed citations was slightly higher than the county percentage.

The speeding citations were classified according to the number of mph over the speed limit (Table 13). These mph ranges relate to the categories used to assign number of points added to a driver's license as a result of a speeding citation. Almost three fourths of the citations were for 11 to 15 mph over the speed limit.

The disposition of speeding citations is summarized in Table 14. The large majority of drivers (about 86 percent) paid a fine and/or attended a traffic school. Only 7.5 percent of the citations were dismissed.

Information was not available to identify the location of the speeding citations. However, the locations of speed-related accidents were identified (Table 15). The data show that the zones with the highest percentage of speed-related accidents were in southern Fayette County south of New Circle Road (KY 4).

## SUMMARY AND CONCLUSIONS

The objective of this study was to analyse accident and citation data in Fayette County involving alcohol and speeding. The number of alcohol-related accidents in Fayette County has decreased over the past several years. The number of speed-related accidents has remained relatively constant. Differences between the characteristics of all accidents in Fayette County and accident involving alcohol and speed as a contributing factor were noted. For example, there were higher percentages of alcohol and speed-related accidents involving a fixed object. Also, alcohol and speed-related accidents are more severe compared to all accidents. Differences in driver characteristics, such as the high percentage of drivers in the 16 to 19 years of age category involved in speed-related accidents, were noted.

Alcohol and speeding arrest and citation data were analysed. The number of DUI arrests, as well as the number of speeding citations, has increased in recent years.

Comparisons were made between the arrest and citation data and the accident data. For example, differences by time of day were documented. This would indicate times in need of additional enforcement. The area of the county in which alcohol and speed-related accidents occurred as well as where DUI arrests occurred were summarized. These data could be used to identify areas in need of increased enforcement.

Characteristics of drivers with DUI arrests and speeding citations were summarized. Additional analyses were performed for drivers with more than one DUI arrest. This data show the type of driver prone to recidivism.

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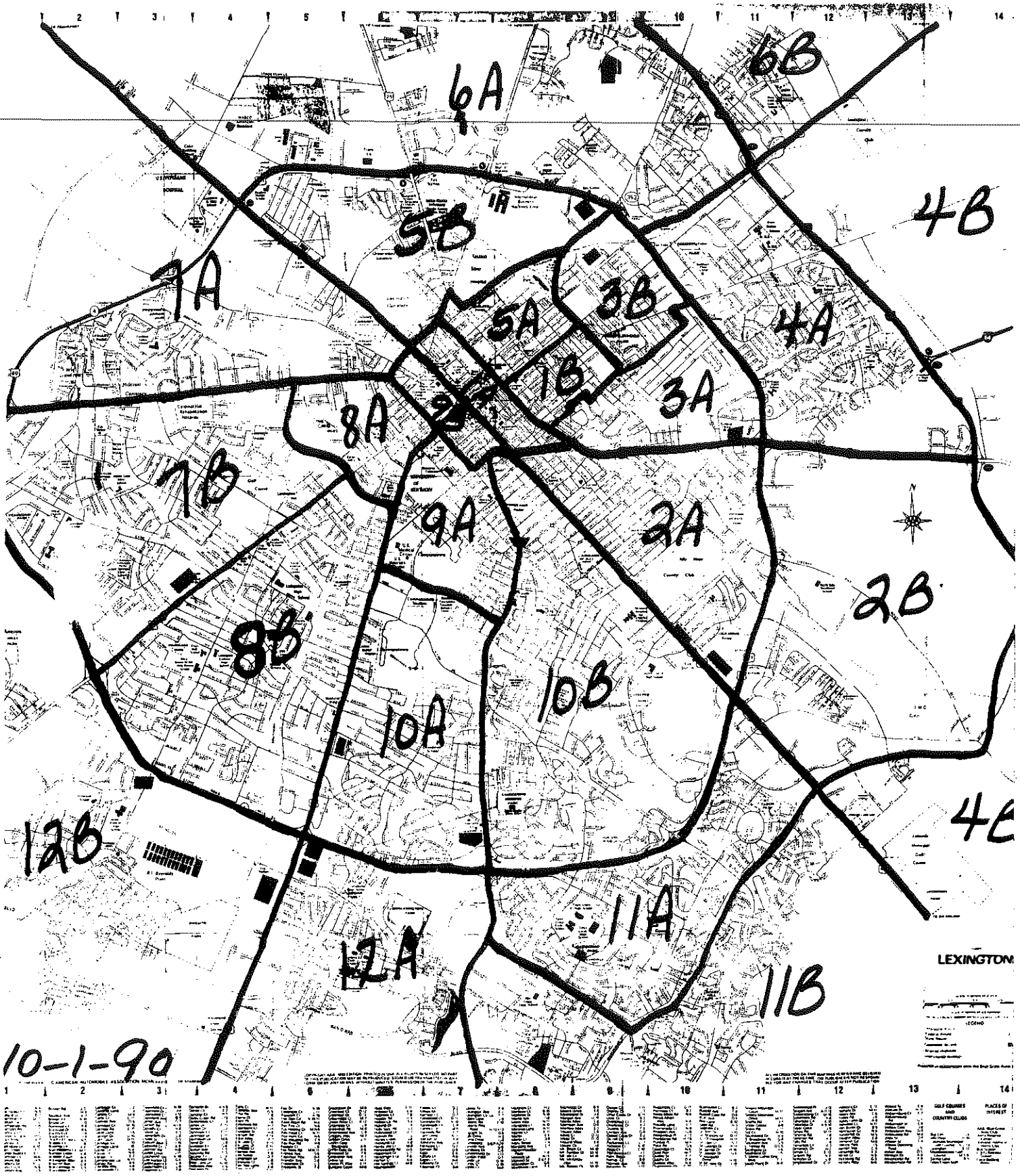


Figure 1. Police Enforcement Zones.

TABLE 1. NUMBER OF ACCIDENTS IN FAYETTE COUNTY

| YEAR | TOTAL | ALCOHOL-RELATED | SPEED-RELATED |
|---|---|---|---|
| | | **TOTAL ACCIDENTS** | |
| 1988 | 13,086 | 617 | 480 |
| 1989 | 13,149 | 602 | 509 |
| 1990 | 12,757 | 658 | 502 |
| 1991 | 11,968 | 565 | 457 |
| 1992 | 12,407 | 544 | 495 |
| Average | 12,673 | 597 | 489 |
| | | **FATAL ACCIDENTS** | |
| 1988 | 35 | 9 | 10 |
| 1989 | 25 | 8 | |
| 1990 | 24 | 9 | 10 |
| 1991 | 22 | 6 | 5 |
| 1992 | 24 | 6 | 3 |
| Average | 26 | 7.6* | 6.6 |
| | | **INJURY ACCIDENTS** | |
| 1988 | 2,380 | 216 | 168 |
| 1989 | 2,380 | 219 | 179 |
| 1990 | 2,261 | 237 | 177 |
| 1991 | 2,313 | 209 | 150 |
| 1992 | 2,565 | 212 | 173 |
| Average | 2,380 | 219 | 169 |

* The number of alcohol-related fatal accidents included the number determined to involve alcohol after tests were conducted. The average would only be 5.4 alcohol-related fatal accidents per year, rather than 7.6 accidents per year, if only the contributing factor code given on the accident report indicating alcohol involvement was used.

TABLE 2. COMPARISON OF CHARACTERISTICS OF ALCOHOL- AND SPEED-RELATED ACCIDENTS WITH ALL ACCIDENTS

| CHARACTERISTIC | VARIABLE | PERCENT OF ALL ACCIDENTS SPEED RELATED | ALCOHOL RELATED | ALL |
|---|---|---|---|---|
| Type of Accident | Intersection | | | |
| | Angle | 10.5 | 10.6 | 16.4 |
| | Rear End | 11.7 | 11.1 | 14.3 |
| | Fixed Obj. | 7.7 | 6.6 | 2.1 |
| | All | 38.0 | 37.3 | 41.9 |
| | Non-Intersection | | | |
| | Rear End | 12.4 | 6.3 | 12.6 |
| | Head On | 1.2 | 0.7 | 0.3 |
| | Sideswipe | 5.9 | 3.7 | 5.2 |
| | Driveway | 1.6 | 1.5 | 3.6 |
| | Parked Veh. | 6.5 | 11.3 | 6.8 |
| | Fixed Obj. | 20.0 | 18.6 | 5.5 |
| | Ran Off Rd. | 3.6 | 2.7 | 0.9 |
| | Parking Lot | 4.5 | 9.8 | 17.9 |
| Type of Collision | Other Vehicle | 63.0 | 64.1 | 85.6 |
| | Ped/Bicycle | 0.6 | 1.3 | 1.9 |
| | Fixed Object | 31.2 | 30.2 | 9.9 |
| | Pole | 5.3 | 8.6 | 2.1 |
| | Guardrail | 2.2 | 1.4 | 0.6 |
| | Tree | 5.1 | 3.8 | 1.1 |
| | Non-collision | 5.6 | 3.4 | 1.6 |
| Severity | Fatal | 0.7 | 0.5 | 0.1 |
| | Injury | 22.7 | 25.2 | 13.7 |
| Driver Age (years) | 16 - 19 | 19.5 | 9.4 | 11.9 |
| | 20 - 29 | 37.9 | 41.0 | 34.8 |
| | 30 - 39 | 20.4 | 27.6 | 23.5 |
| | 40 - 49 | 11.1 | 12.1 | 13.7 |
| | 50 - 59 | 5.7 | 6.0 | 7.6 |
| | 60 - 69 | 3.4 | 2.8 | 5.1 |
| | 70 or above | 2.1 | 1.2 | 3.4 |
| Light Condition | Daylight | 56.7 | 23.4 | 73.4 |
| | Dawn/Dusk | 3.8 | 3.9 | 4.1 |
| | Dark/Lighted | 26.3 | 58.1 | 18.4 |
| | Dark/Unlighted | 13.2 | 14.7 | 4.0 |

TABLE 2. COMPARISON OF CHARACTERISTICS OF ALCOHOL- AND SPEED-RELATED ACCIDENTS WITH ALL ACCIDENTS (continued)

| CHARACTERISTIC | VARIABLE | PERCENT OF ALL ACCIDENTS SPEED RELATED | ALCOHOL RELATED | ALL |
|---|---|---|---|---|
| Driver Sex | Female | 34.5 | 26.8 | 40.9 |
| | Male | 65.5 | 73.2 | 59.1 |
| Time of Day | Midnight - 3am | 13.0 | 30.4 | 6.4 |
| | 3 am - 6 am | 4.4 | 5.9 | 1.6 |
| | 6 am - 9 am | 10.0 | 2.0 | 10.9 |
| | 9 am - Noon | 9.1 | 1.9 | 14.6 |
| | Noon - 3 pm | 15.1 | 5.0 | 21.3 |
| | 3 pm - 6 pm | 21.4 | 10.2 | 25.3 |
| | 6 pm - 9 pm | 13.7 | 18.4 | 12.4 |
| | 9 pm - Midnight | 13.3 | 26.2 | 7.5 |
| Day of Week | Sunday | 13.7 | 14.1 | 9.3 |
| | Monday | 14.2 | 10.0 | 15.1 |
| | Tuesday | 10.6 | 9.9 | 14.8 |
| | Wednesday | 12.2 | 12.6 | 15.1 |
| | Thursday | 13.5 | 11.3 | 15.4 |
| | Friday | 20.1 | 19.0 | 17.7 |
| | Saturday | 15.8 | 23.0 | 12.6 |
| Month | January | 8.2 | 7.5 | 7.6 |
| | February | 6.3 | 7.0 | 6.9 |
| | March | 8.2 | 8.2 | 8.3 |
| | April | 8.8 | 8.7 | 8.4 |
| | May | 9.1 | 9.9 | 8.9 |
| | June | 8.4 | 8.7 | 8.1 |
| | July | 7.3 | 7.6 | 7.8 |
| | August | 7.8 | 7.7 | 8.4 |
| | September | 7.8 | 9.6 | 8.4 |
| | October | 8.4 | 8.2 | 9.4 |
| | November | 9.0 | 7.6 | 9.0 |
| | December | 10.5 | 9.0 | 8.9 |
| Vehicle Type | Automobile | 95.5 | 97.4 | 94.5 |
| | Truck | 2.6 | 0.9 | 3.8 |
| | Motorcycle | 1.8 | 1.5 | 0.5 |

TABLE 2. COMPARISON OF CHARACTERISTICS OF ALCOHOL- AND SPEED-RELATED ACCIDENTS WITH ALL ACCIDENTS (continued)

| | | PERCENT OF ALL ACCIDENTS | | |
|---|---|---|---|---|
| CHARACTERISTIC | VARIABLE | SPEED RELATED | ALCOHOL RELATED | ALL |
| Speed Limit (mph) | Below | 11.5 | 16.1 | 22.7 |
| | 35 - 44 | 48.8 | 50.6 | 49.3 |
| | 45 - 54 | 17.5 | 18.3 | 18.2 |
| | 55 - 64 | 19.8 | 13.8 | 8.8 |
| | 65 | 2.4 | 1.1 | 1.0 |
| Road Surface Condition | Dry | 52.1 | 77.6 | 73.8 |
| | Wet | 39.0 | 20.3 | 23.3 |
| | Snow/Ice | 8.9 | 2.0 | 2.9 |

TABLE 3. NUMBER OF DUI ARRESTS

| YEAR | NUMBER OF ARRESTS |
|---|---|
| 1986 | 1,505 |
| 1987 | 2,355 |
| 1988 | 2,385 |
| 1989 | 2,390 |
| 1990 | 2,692 |
| 1991 | 2,863 |
| 1992 | 3,171 |

TABLE 4. COMPARISON OF DUI ARRESTS AND ACCIDENTS BY DAY OF WEEK AND TIME OF DAY

| | PERCENT ARRESTS* | PERCENT ACCIDENTS** |
|---|---|---|
| | DAY OF WEEK | |
| Monday | 6.1 | 10.1 |
| Tuesday | 9.8 | 9.9 |
| Wednesday | 11.6 | 12.6 |
| Thursday | 14.7 | 11.3 |
| Friday | 17.9 | 19.0 |
| Saturday | 22.7 | 23.0 |
| Sunday | 17.2 | 14.0 |
| | HOUR OF DAY | |
| Midnight - 3 am | 54.7 | 30.4 |
| 3 am - 6 am | 9.9 | 5.9 |
| 6 am - 9 am | 1.0 | 2.0 |
| 9 am - Noon | 0.8 | 1.9 |
| Noon - 3 pm | 1.4 | 5.0 |
| 3 pm - 6 pm | 3.0 | 10.2 |
| 6 pm - 9 pm | 6.6 | 18.4 |
| 9 pm - Midnight | 22.7 | 26.2 |

* 1986 through 1992
** 1990 through 1992

TABLE 5 . NUMBER OF DUI ARRESTS PER DRIVER*

| NUMBER OF ARRESTS | PERCENT |
|---|---|
| One | 81.9 |
| Two | 13.8 |
| Three | 3.1 |
| Four | 0.8 |
| Five or More | 0.3 |

* From 1986 through a portion of June 1993 or almost 7.5 years.

TABLE 6 . CHARACTERISTICS OF DRIVERS WITH DUI ARRESTS

| | | PERCENT | | | | |
|---|---|---|---|---|---|---|
| | | NUMBER OF ARRESTS* | | | | |
| CHARACTERISTIC | VARIABLE | ONE | TWO | OVER TWO | ALL | POP** |
| Age (Years) | 16 - 19 | 6.2 | 6.2 | 6.6 | 6.2 | 7.8 |
| | 20 - 29 | 46.4 | 47.8 | 46.5 | 46.6 | 26.4 |
| | 30 - 39 | 28.6 | 30.8 | 32.8 | 29.1 | 23.0 |
| | 40 - 49 | 11.8 | 9.9 | 10.3 | 11.5 | 15.7 |
| | 50 - 59 | 4.8 | 3.3 | 3.0 | 4.5 | 10.1 |
| | 60 - 69 | 1.8 | 1.6 | 0.8 | 1.8 | 8.7 |
| | 70 and above | 0.3 | 0.3 | 0.2 | 0.3 | 8.3 |
| Sex | Male | 80.3 | 85.2 | 91.4 | 81.5 | 47.8 |
| | Female | 19.7 | 14.8 | 8.6 | 18.5 | 52.2 |
| Race | White | 87.4 | 85.8 | 81.4 | 86.9 | 84.5 |
| | Minority | 12.6 | 14.2 | 18.6 | 13.1 | 15.5 |
| Marital Status | Married | 28.1 | 27.0 | 27.6 | 27.9 | 37.8 |
| | Single | 61.2 | 61.2 | 60.1 | 61.2 | 51.8 |
| | Divorced | 10.7 | 11.8 | 12.3 | 10.9 | 10.5 |

* From 1986 through a portion of June 1993 or almost 7.5 years.
** Population includes individuals 16 years of age and older.

TABLE 7. LOCATIONS OF DUI ARRESTS AND ALCOHOL-RELATED ACCIDENTS*

| ZONE** | PERCENT ARRESTS | PERCENT ACCIDENTS | PERCENT DIFFERENCE (ARRESTS - ACCIDENTS) |
|---|---|---|---|
| 1A | 4.5 | 1.8 | 2.7 |
| 1B | 4.3 | 4.2 | 0.1 |
| 2A | 6.3 | 2.8 | 3.5 |
| 2B | 3.5 | 4.0 | -0.5 |
| 3A | 3.2 | 3.2 | -0.0 |
| 3B | 4.0 | 2.4 | 1.6 |
| 4A | 5.9 | 5.0 | 0.9 |
| 4B | 2.0 | 5.2 | -3.2 |
| 5A | 3.1 | 2.2 | 0.9 |
| 5B | 2.2 | 1.4 | 0.8 |
| 6A | 4.1 | 4.6 | 0.5 |
| 6B | 1.1 | 5.6 | -4.5 |
| 7A | 3.9 | 5.4 | -1.5 |
| 7B | 5.3 | 3.8 | 1.5 |
| 8A | 3.1 | 2.0 | 1.1 |
| 8B | 2.9 | 4.2 | -1.3 |
| 9A | 3.2 | 5.0 | -1.8 |
| 9B | 3.5 | 3.2 | 0.3 |
| 10A | 2.0 | 3.8 | -1.8 |
| 10B | 7.1 | 5.8 | 1.3 |
| 11A | 11.1 | 7.0 | 4.1 |
| 11B | 5.9 | 7.4 | 1.5 |
| 12A | 5.0 | 4.8 | -0.2 |
| 12B | 2.7 | 4.6 | -1.9 |

* Arrest and accident data for 1992.
** Zones are police beats.

TABLE 8. DISPOSITION OF DUI ARRESTS*

| DISPOSITION | NUMBER | PERCENT |
|---|---|---|
| Advance/Change Court Date | 54 | 1.4 |
| Issue Bench Warrant | 791 | 21.1 |
| Issue Summons | 32 | 0.8 |
| Continued Case | 276 | 7.4 |
| Dismiss | 159 | 4.2 |
| Grand Jury | 215 | 5.7 |
| Jail Sentence | 955 | 25.5 |
| Not Guilty | 95 | 2.5 |
| Paid Fine | 392 | 10.5 |
| Reopens | 6 | 0.2 |
| Transfer Courts | 164 | 4.4 |
| Habitual Violator | 606 | 16.2 |

* For cases between 1990 and June 1993 in which a disposition was listed.

TABLE 9. NUMBER OF SPEEDING CITATIONS

| YEAR | NUMBER OF CITATIONS |
|---|---|
| 1990 | 10,921 |
| 1991 | 15,310 |
| 1992 | 15,222 |

TABLE 10. SPEEDING CITATIONS BY MONTH*

| MONTH | PERCENT CITATIONS | PERCENT ACCIDENTS |
|---|---|---|
| January | 8.9 | 8.2 |
| February | 7.5 | 6.3 |
| March | 8.5 | 8.2 |
| April | 9.2 | 8.8 |
| May | 8.4 | 9.1 |
| June | 8.0 | 8.4 |
| July | 8.1 | 7.3 |
| August | 8.9 | 7.8 |
| September | 9.5 | 7.8 |
| October | 8.3 | 8.4 |
| November | 7.0 | 9.0 |
| December | 7.7 | 10.5 |

* 1990 through 1992 data.

TABLE 11. SPEEDING CITATIONS BY TIME OF DAY

| TIME OF DAY | PERCENT CITATIONS* | PERCENT ACCIDENTS** |
|---|---|---|
| Midnight - 3 am | 3.4 | 13.0 |
| 3 am - 6 am | 2.4 | 4.4 |
| 6 am - 9 am | 11.5 | 10.0 |
| 9 am - noon | 22.6 | 9.1 |
| noon - 3 pm | 20.7 | 15.1 |
| 3 pm - 6 pm | 12.1 | 21.4 |
| 6 pm - 9 pm | 12.8 | 13.7 |
| 9 pm - midnight | 14.4 | 13.3 |

* 1990 through June 1993.
** 1990 through 1992.

TABLE 12. CHARACTERISTICS OF DRIVERS WITH SPEEDING CITATIONS

| | | PERCENT | |
|---|---|---|---|
| CHARACTERISTIC | VARIABLE | DRIVERS | COUNTY POPULATION |
| Age (Years) | 16 - 19 | 10.7 | 7.8 |
| | 20 - 29 | 43.3 | 26.4 |
| | 30 - 39 | 25.1 | 23.0 |
| | 40 - 49 | 12.7 | 15.7 |
| | 50 - 59 | 5.0 | 10.1 |
| | 60 - 69 | 2.1 | 8.7 |
| | 70 and above | 1.1 | 8.3 |
| Sex | Male | 59.4 | 47.8 |
| | Female | 40.6 | 52.2 |
| Race | White | 89.6 | 84.5 |
| | Minority | 10.4 | 15.5 |

TABLE 13. SUMMARY OF SPEEDING CITATIONS BY MPH OVER SPEED LIMIT

| MPH OVER SPEED LIMIT | PERCENT |
|---|---|
| 1 - 10 | 2.9 |
| 11 - 15 | 73.3 |
| 16 - 25 | 23.5 |
| 26 and above | 0.3 |

TABLE 14. DISPOSITION OF SPEEDING CITATIONS*

| DISPOSITION | NUMBER | PERCENT |
|---|---|---|
| Advance/Change Court Date | 45 | 0.2 |
| Amend Offense | 2 | 0.0 |
| Issue Bench Warrant | 143 | 0.6 |
| Issue Summons | 71 | 0.3 |
| Continued Case | 102 | 0.4 |
| Dismiss | 1,714 | 7.5 |
| Grand Jury | 15 | 0.1 |
| Jail Sentence | 138 | 0.6 |
| Not Guilty | 21 | 0.1 |
| Fail to Appear | 618 | 2.7 |
| Cont. Traffic School for Payment | 74 | 0.3 |
| Paid Fine/ Attend Traffic School | 19,718 | 86.4 |
| Transfer Courts | 50 | 0.2 |
| Habitual Violator | 157 | 0.7 |

* 1990 through June 1993 data.

TABLE 15. LOCATION OF SPEED-RELATED ACCIDENTS*

| ZONE** | PERCENT ACCIDENTS |
|---|---|
| 1A | 1.1 |
| 1B | 1.5 |
| 2A | 1.3 |
| 2B | 4.4 |
| 3A | 1.5 |
| 3B | 1.9 |
| 4A | 3.6 |
| 4B | 6.8 |
| 5A | 0.8 |
| 5B | 1.1 |
| 6A | 4.4 |
| 6B | 4.7 |
| 7A | 3.6 |
| 7B | 3.4 |
| 8A | 1.7 |
| 8B | 4.7 |
| 9A | 5.3 |
| 9B | 2.8 |
| 10A | 4.7 |
| 10B | 7.2 |
| 11A | 10.4 |
| 11B | 9.5 |
| 12A | 7.2 |
| 12B | 6.6 |

* Accident data for 1992.
** Zones are police beats.