My Fellow Kentuckians:

The 2016 KENTUCKY TRAFFIC COLLISION FACTS report you hold in your hand is full of facts and figures regarding accidents on our Commonwealth’s roadways. It will inform you that 834 fatalities occurred in 2016. Seventy-three more fatalities happened in 2016 than in 2015, a tragic increase of about 9.6 percent.

Statistics on traffic collisions and fatalities often seem impersonal or even irrelevant, but it is important to realize that these numbers are very personal and very relevant to the families and friends of those whose lives they reflect. My family knows first-hand how difficult it is to get through life altering tragedy like this. In 2003, there were 845 fatal crashes on Kentucky’s roadways. One of those 845 fatal collisions took the life of our 17-year-old daughter, Brittiney. When tragedy like this occurs, lives are changed instantly and permanently.

Brittiney’s life was not simply a statistic. Neither are the lives of any person involved in a fatal crash. The 834 Kentuckians who lost their lives in 2016 are husbands, wives, fathers, mothers, sons, and daughters. So many of these collisions could have been avoided or prevented altogether.

By simply following some common sense rules, we can drastically reduce injury and death on our highways. Please stay alert and observe speed limits. Don’t text while driving! Always buckle up, and please do not operate a vehicle under the influence of any substance. Don’t just apply this to your own driving methods, but hold your friends and family accountable as well. Please remember, your children are watching you more than they are listening to you. Take time to promote and demonstrate safe driving habits.

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

Sincerely,

Matthew G. Bevin
Governor

KentuckyUnbridledSpirit.com

An Equal Opportunity Employer M/F/D
Dear Governor Bevin:

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

In adherence to this statute, the Kentucky State Police proudly presents the 2016 KENTUCKY TRAFFIC COLLISION FACTS report. This report provides a collection of statistical data, based on comprehensive evaluation and analysis of fatal, injury, and property damage collisions.

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

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

Respectfully submitted,

Richard W. Sanders
Commissioner
This 2016 Collision Faces Report would like to remember the 834 who were victims of fatal traffic collisions on public roads during 2016.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

UNLESS OTHERWISE NOTED, THE DATA ARE FOR PUBLIC ROADS ONLY. Therefore, some data are not directly comparable to previous years.
COLLISION SUMMARY
<table>
<thead>
<tr>
<th>TYPE OF COLLISION REPORTED</th>
<th>2015</th>
<th>2016</th>
<th>CHANGE</th>
</tr>
</thead>
<tbody>
<tr>
<td>FATAL (PUBLIC ROADS)</td>
<td>694</td>
<td>763</td>
<td>+ 9.9%</td>
</tr>
<tr>
<td>NONFATAL (PUBLIC ROADS)</td>
<td>23,803</td>
<td>25,004</td>
<td>+ 5.1%</td>
</tr>
<tr>
<td>PROPERTY DAMAGE ONLY (PUBLIC ROADS)</td>
<td>111,841</td>
<td>114,780</td>
<td>+ 2.6%</td>
</tr>
<tr>
<td>TOTAL NUMBER REPORTED (PUBLIC ROADS)</td>
<td>136,338</td>
<td>140,547</td>
<td>+ 3.1%</td>
</tr>
<tr>
<td>PARKING LOTS / PRIVATE PROPERTY</td>
<td>25,055</td>
<td>23,443</td>
<td>- 6.4%</td>
</tr>
<tr>
<td>TOTAL ALL REPORTED</td>
<td>161,393</td>
<td>165,273</td>
<td>+ 2.4%</td>
</tr>
<tr>
<td>FATAL (TOTAL)</td>
<td>*707</td>
<td>**776</td>
<td>+ 9.8%</td>
</tr>
</tbody>
</table>

* Includes 13 fatal collisions on parking lots / private property
** Includes 11 fatal collisions on parking lots / private property

NOTE: Beginning with the 2000 Kentucky Traffic Collision Facts report, these statistics were tabulated under modified formats. Data from parking lots and private property are reported but summarized separately from collisions on public roads. Civilian report data are not included. **UNLESS OTHERWISE NOTED, THE DATA ARE FOR PUBLIC ROADS ONLY.**
A total of 834 persons were killed on public roads during 2016. The total number of traffic fatalities increased 9.6%, with 73 more fatalities than the previous year.

36,460 persons were injured on public roads during 2016, an increase of 4.9% the previous year.

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

### DEATH AND INJURY SUMMARY

<table>
<thead>
<tr>
<th></th>
<th>2015</th>
<th>2016</th>
<th>CHANGE</th>
</tr>
</thead>
<tbody>
<tr>
<td>PERSONS KILLED (Public Roads)</td>
<td>761</td>
<td>834</td>
<td>9.6%</td>
</tr>
<tr>
<td>PERSONS KILLED (Parking Lots/Private Property)</td>
<td>13</td>
<td>14</td>
<td>7.7%</td>
</tr>
<tr>
<td>PERSONS KILLED (Total)</td>
<td>774</td>
<td>848</td>
<td>9.6%</td>
</tr>
<tr>
<td>PERSONS KILLED (Parking Lots/Private Property)</td>
<td>13</td>
<td>14</td>
<td>7.7%</td>
</tr>
<tr>
<td>PERSONS KILLED (Total)</td>
<td>774</td>
<td>848</td>
<td>9.6%</td>
</tr>
<tr>
<td>PERSONS INJURED (Public Roads)</td>
<td>35,542</td>
<td>37,347</td>
<td>5.1%</td>
</tr>
<tr>
<td>PERSONS INJURED (Parking Lots/Private Property)</td>
<td>918</td>
<td>899</td>
<td>-2.1%</td>
</tr>
<tr>
<td>PERSONS INJURED (Total)</td>
<td>36,460</td>
<td>38,246</td>
<td>4.9%</td>
</tr>
</tbody>
</table>

**FACTS:**
Approximately one of every 5,956 Kentucky residents died as a result of a fatal traffic collision on a public road in Kentucky. About one in 131 Kentucky residents was injured in a traffic collision in Kentucky.

Approximately one of every 10 drivers licensed in Kentucky was involved in a traffic collision in Kentucky. About one of 1,936 Kentucky drivers was involved in a fatal collision.

* Based on 4,436,974 population estimate for Kentucky in 2016 (www.census.gov/quickfacts/KY).
** Based on 3,204,049 licensed drivers in Kentucky in 2016 (including learner permit) and 165,273 total collisions.

<table>
<thead>
<tr>
<th>TYPE INJURY</th>
<th>NUMBER</th>
<th>%</th>
</tr>
</thead>
<tbody>
<tr>
<td>FATALITY</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Public Roads</td>
<td>834</td>
<td>2</td>
</tr>
<tr>
<td>Parking Lots/Private Property</td>
<td>14</td>
<td>2</td>
</tr>
<tr>
<td>INCAPACITATING INJURY</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Public Roads</td>
<td>3,114</td>
<td>8</td>
</tr>
<tr>
<td>Parking Lots/Private Property</td>
<td>52</td>
<td>6</td>
</tr>
<tr>
<td>NON-INCAPACITATING INJURY</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Public Roads</td>
<td>12,493</td>
<td>33</td>
</tr>
<tr>
<td>Parking Lots/Private Property</td>
<td>307</td>
<td>34</td>
</tr>
<tr>
<td>POSSIBLE INJURY</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Public Roads</td>
<td>21,740</td>
<td>57</td>
</tr>
<tr>
<td>Parking Lots/Private Property</td>
<td>540</td>
<td>59</td>
</tr>
<tr>
<td>TOTAL</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Public Roads</td>
<td>38,181</td>
<td></td>
</tr>
<tr>
<td>Parking Lots/Private Property</td>
<td>913</td>
<td></td>
</tr>
</tbody>
</table>

**TOTAL DEATH RATES**
Deaths per 100 million miles traveled
Miles traveled in Kentucky in 2016 = 49.9 billion

<table>
<thead>
<tr>
<th>YEAR</th>
<th>KILLED</th>
<th>KY</th>
<th>U.S.</th>
</tr>
</thead>
<tbody>
<tr>
<td>2001</td>
<td>843</td>
<td>1.78 +</td>
<td>1.51 ++</td>
</tr>
<tr>
<td>2002</td>
<td>915</td>
<td>1.96 +</td>
<td>1.51 ++</td>
</tr>
<tr>
<td>2003</td>
<td>928</td>
<td>1.98 +</td>
<td>1.48 ++</td>
</tr>
<tr>
<td>2004</td>
<td>964</td>
<td>2.07 +</td>
<td>1.44 ++</td>
</tr>
<tr>
<td>2005</td>
<td>985</td>
<td>2.08 +</td>
<td>1.46 ++</td>
</tr>
<tr>
<td>2006</td>
<td>913</td>
<td>1.92 +</td>
<td>1.42 ++</td>
</tr>
<tr>
<td>2007</td>
<td>864</td>
<td>1.80 +</td>
<td>1.36 ++</td>
</tr>
<tr>
<td>2008</td>
<td>826</td>
<td>1.75 +</td>
<td>1.25 ++</td>
</tr>
<tr>
<td>2009</td>
<td>791</td>
<td>1.68 +</td>
<td>1.16 ++</td>
</tr>
<tr>
<td>2010</td>
<td>760</td>
<td>1.58 +</td>
<td>1.15 ++</td>
</tr>
<tr>
<td>2011</td>
<td>721</td>
<td>1.50 +</td>
<td>1.18 ++</td>
</tr>
<tr>
<td>2012</td>
<td>746</td>
<td>1.58 +</td>
<td>1.23 ++</td>
</tr>
<tr>
<td>2013</td>
<td>638</td>
<td>1.36 +</td>
<td>1.18 ++</td>
</tr>
<tr>
<td>2014</td>
<td>672</td>
<td>1.40 +</td>
<td>1.16 ++</td>
</tr>
<tr>
<td>2015</td>
<td>761</td>
<td>1.56 +</td>
<td>1.22 ++</td>
</tr>
<tr>
<td>2016</td>
<td>834</td>
<td>1.67 +</td>
<td>1.25 +++</td>
</tr>
</tbody>
</table>

+ KYTC Daily Vehicle Miles Traveled (DVMT) and Mileage Report (2017)
++ NHTSA Traffic Safety Facts (June 2017)
The number of persons killed in fatal collisions in 2016 is shown by age and sex in the chart below.

- There were 591 males versus 243 females killed.
- 17.8% percent of all persons killed in traffic collisions were in the 15 to 24 year old age group.
- The percentages below represent the percent of males or females killed in the given age group (as a percentage of the total males or females killed).
The chart below depicts the number of persons killed and injured, by severity of injury, with 11 categories of collisions. As shown in the percentage column, collisions with moving motor vehicles (~66%) and collisions with fixed objects (~22%) account for 88% of the fatalities and injuries during 2016.

<table>
<thead>
<tr>
<th>TYPE OF COLLISION</th>
<th>TOTAL COLLISIONS</th>
<th>(K) KILLED</th>
<th>(A) INCAPACITATING INJURY</th>
<th>(B) NON-INCAPACITATING INJURY</th>
<th>(C) POSSIBLE INJURY</th>
<th>% OF TOTAL OCCUPANTS KILLED OR INJURED</th>
<th>FATAL COLLISIONS</th>
</tr>
</thead>
<tbody>
<tr>
<td>COLLISION WITH MOVING VEHICLE</td>
<td>91,929</td>
<td>354</td>
<td>1,609</td>
<td>7,925</td>
<td>15,237</td>
<td>65.8</td>
<td>309</td>
</tr>
<tr>
<td>COLLISION WITH FIXED OBJECT</td>
<td>25,791</td>
<td>290</td>
<td>961</td>
<td>2,958</td>
<td>4,359</td>
<td>22.4</td>
<td>271</td>
</tr>
<tr>
<td>OTHER NON-COLLISION</td>
<td>2,804</td>
<td>42</td>
<td>133</td>
<td>389</td>
<td>519</td>
<td>2.8</td>
<td>39</td>
</tr>
<tr>
<td>COLLISION WITH PEDESTRIAN</td>
<td>1,098</td>
<td>88</td>
<td>173</td>
<td>355</td>
<td>399</td>
<td>2.7</td>
<td>86</td>
</tr>
<tr>
<td>NON-COLLISION OVERTURNEO</td>
<td>1,335</td>
<td>36</td>
<td>115</td>
<td>335</td>
<td>450</td>
<td>2.5</td>
<td>34</td>
</tr>
<tr>
<td>COLLISION WITH OTHER OBJECT</td>
<td>1,525</td>
<td>5</td>
<td>24</td>
<td>112</td>
<td>164</td>
<td>0.8</td>
<td>5</td>
</tr>
<tr>
<td>COLLISION WITH PEDALCYCLIST</td>
<td>407</td>
<td>8</td>
<td>27</td>
<td>120</td>
<td>114</td>
<td>0.7</td>
<td>8</td>
</tr>
<tr>
<td>COLLISION WITH PARKED VEHICLE</td>
<td>8,961</td>
<td>5</td>
<td>39</td>
<td>175</td>
<td>257</td>
<td>1.2</td>
<td>5</td>
</tr>
<tr>
<td>COLLISION WITH DEER</td>
<td>3,063</td>
<td>3</td>
<td>12</td>
<td>35</td>
<td>112</td>
<td>0.4</td>
<td>3</td>
</tr>
<tr>
<td>COLLISION WITH OTHER ANIMAL</td>
<td>3,592</td>
<td>1</td>
<td>19</td>
<td>83</td>
<td>121</td>
<td>0.6</td>
<td>1</td>
</tr>
<tr>
<td>COLLISION WITH TRAIN</td>
<td>42</td>
<td>2</td>
<td>2</td>
<td>6</td>
<td>8</td>
<td>0.1</td>
<td>2</td>
</tr>
<tr>
<td><strong>TOTALS</strong></td>
<td><strong>140,547</strong></td>
<td><strong>834</strong></td>
<td><strong>3,114</strong></td>
<td><strong>12,493</strong></td>
<td><strong>21,740</strong></td>
<td><strong>100</strong></td>
<td><strong>763</strong></td>
</tr>
</tbody>
</table>
Nearly sixty-six (66) percent of all collisions reported during 2016 involved collisions between two or more moving vehicles (not in a parking lot).

Nearly twenty-two (22) percent of all collisions involved collisions with fixed objects.

Nearly twelve (12) percent of all collisions did not involve a collision with either a moving vehicle or a fixed object.

About seven (7) percent were other types of collisions (vehicle with pedestrian, deer, pedalcyclist, etc.) while the remainder were non-collisions (vehicle overturning and other non-collisions).

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

Nearly thirty-six (36) percent of the fatal collisions reported involved collisions with fixed objects.

Collisions with pedestrians accounted for approximately 11% of the fatal collisions.

Specific types of collisions and the percentage of total collisions and fatalities in each type of collision category are shown on the following page.
Collisions with other moving motor vehicles were responsible for 65% of all collisions reported during 2016, and accounted for 40% of all fatalities (persons killed).

Collisions with fixed objects accounted for 18% of all collisions, but 35% of fatalities. Types of collisions are depicted below.

<table>
<thead>
<tr>
<th>TYPES OF COLLISIONS</th>
<th>Total Collisions</th>
<th>% of Total Collisions</th>
<th>Persons Killed</th>
<th>% of Total Fatalities</th>
<th>No. of Fatal Collisions</th>
<th>% of All Fatal Collisions</th>
</tr>
</thead>
<tbody>
<tr>
<td>COLLISIONS WITH MOVING MOTOR VEHICLE:</td>
<td>91,929</td>
<td>65.41%</td>
<td>354</td>
<td>42.45%</td>
<td>309</td>
<td>40.50%</td>
</tr>
<tr>
<td>COLLISIONS WITH FIXED OBJECT:</td>
<td>25,791</td>
<td>18.35%</td>
<td>290</td>
<td>34.77%</td>
<td>271</td>
<td>35.52%</td>
</tr>
<tr>
<td>COLLISIONS WITH PEDESTRIAN:</td>
<td>1,098</td>
<td>0.78%</td>
<td>88</td>
<td>10.55%</td>
<td>86</td>
<td>11.27%</td>
</tr>
<tr>
<td>COLLISIONS WITH PEDALCYCLIST:</td>
<td>407</td>
<td>0.29%</td>
<td>8</td>
<td>0.96%</td>
<td>8</td>
<td>1.05%</td>
</tr>
<tr>
<td>COLLISIONS WITH RAILWAY TRAIN:</td>
<td>42</td>
<td>0.03%</td>
<td>2</td>
<td>0.24%</td>
<td>2</td>
<td>0.26%</td>
</tr>
<tr>
<td>COLLISIONS WITH DEER:</td>
<td>3,063</td>
<td>2.18%</td>
<td>3</td>
<td>0.36%</td>
<td>3</td>
<td>0.39%</td>
</tr>
<tr>
<td>COLLISIONS WITH ANIMALS (excluding deer):</td>
<td>3,592</td>
<td>2.56%</td>
<td>1</td>
<td>0.12%</td>
<td>1</td>
<td>0.13%</td>
</tr>
<tr>
<td>Collins with other objects:</td>
<td>1,525</td>
<td>1.09%</td>
<td>5</td>
<td>0.60%</td>
<td>5</td>
<td>0.66%</td>
</tr>
<tr>
<td>PARKED VEHICLE COLLISIONS:</td>
<td>8,961</td>
<td>6.38%</td>
<td>5</td>
<td>0.60%</td>
<td>5</td>
<td>0.66%</td>
</tr>
<tr>
<td>NON-COLLISIONS OVERTURNED:</td>
<td>1,335</td>
<td>0.95%</td>
<td>36</td>
<td>4.32%</td>
<td>34</td>
<td>4.47%</td>
</tr>
<tr>
<td>OTHER NON-COLLISIONS:</td>
<td>2,804</td>
<td>1.99%</td>
<td>42</td>
<td>5.04%</td>
<td>39</td>
<td>5.11%</td>
</tr>
</tbody>
</table>
Eighty-six (86) pedestrians were killed and 926 were injured in traffic collisions in 2016. The charts below depict ages of victims of pedestrian collisions and the factors related to the pedestrian vs. the vehicle at the time of the collision. Up to three pedestrian factors can be coded for one collision. Twelve (12) percent of the pedestrians killed or injured were 14 years of age or younger, while nine (9) percent were age 65 or older.

### PEDESTRIAN COLLISIONS

<table>
<thead>
<tr>
<th>PEDESTRIAN FACTOR</th>
<th>TOTAL ACTIONS FOR KILLED OR INJURED PEDESTRIANS BY AGE CATEGORY</th>
</tr>
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<tbody>
<tr>
<td></td>
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<tr>
<td>Crossing Against Signal</td>
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<tr>
<td>Crossing With Signal</td>
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<tr>
<td>Dark Clothing/Not Visible</td>
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<tr>
<td>Darting into Roadway</td>
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<tr>
<td>Drinking (Pedestrian)</td>
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<tr>
<td>Drug Related (Pedestrian)</td>
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<td>Getting On or Off Vehicle</td>
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<tr>
<td>In Crosswalk</td>
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<tr>
<td>Jogging</td>
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<tr>
<td>Not at Intersection</td>
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<tr>
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<tr>
<td>Physical Impairment</td>
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<tr>
<td>Playing in Roadway</td>
<td>2</td>
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<tr>
<td>Pushing Vehicle</td>
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<td>Walking in Roadway</td>
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<td><strong>TOTAL</strong></td>
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### VEHICLE ACTION

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<tr>
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<th>RIGHT TURN</th>
<th>LEFT TURN</th>
<th>STARTING IN TRAFFIC</th>
<th>SLOWING</th>
<th>PARKING</th>
<th>BACKING</th>
<th>OTHER</th>
<th>TOTAL</th>
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<td>0</td>
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<td>5</td>
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<td>Playing in Roadway</td>
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<td>2</td>
<td>0</td>
<td>10</td>
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<td>Pushing Vehicle</td>
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<td>5</td>
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<td>5</td>
<td>2</td>
<td>10</td>
<td>18</td>
<td>273</td>
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<tr>
<td>Working in Roadway</td>
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<td>3</td>
<td>3</td>
<td>1</td>
<td>2</td>
<td>5</td>
<td>6</td>
<td>37</td>
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<tr>
<td>Working on Vehicle</td>
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<td>0</td>
<td>0</td>
<td>0</td>
<td>26</td>
<td>1</td>
<td>3</td>
<td>41</td>
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<tr>
<td><strong>TOTAL</strong></td>
<td><strong>941</strong></td>
<td><strong>109</strong></td>
<td><strong>272</strong></td>
<td><strong>17</strong></td>
<td><strong>44</strong></td>
<td><strong>96</strong></td>
<td><strong>61</strong></td>
<td><strong>88</strong></td>
<td><strong>1,628</strong></td>
</tr>
</tbody>
</table>

*These totals are higher than the actual number of pedestrians involved because they reflect multiple pedestrian actions.*
HIT-AND-RUN COLLISIONS

Hit-and-run collisions are those collisions in which the driver leaves the collision scene with the intent of evading responsibility. Hit-and-run is a serious violation of the law. During 2015, there were 13,610 hit-and-run collisions, of which 23 were fatal collisions and 1,053 were injury collisions. As depicted in the chart below, most of Kentucky's hit-and-run collisions were property damage collisions (92%). Twenty-four (24) persons were killed and 1,400 were injured.

<table>
<thead>
<tr>
<th>TYPE OF ROADWAY</th>
<th>TOTAL</th>
<th>FATAL COLLISIONS</th>
<th>INJURY COLLISIONS</th>
<th>PROPERTY DAMAGE COLLISIONS</th>
<th>PERSONS KILLED</th>
<th>PERSON INJURED</th>
</tr>
</thead>
<tbody>
<tr>
<td>INTERSTATE</td>
<td>1,341</td>
<td>3</td>
<td>125</td>
<td>1,213</td>
<td>24</td>
<td>1,400</td>
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<tr>
<td>U.S. ROUTE</td>
<td>2,405</td>
<td>5</td>
<td>253</td>
<td>2,147</td>
<td></td>
<td></td>
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<tr>
<td>STATE ROUTE</td>
<td>3,302</td>
<td>11</td>
<td>315</td>
<td>2,976</td>
<td></td>
<td></td>
</tr>
<tr>
<td>PARKWAY</td>
<td>46</td>
<td>0</td>
<td>4</td>
<td>42</td>
<td></td>
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</tr>
<tr>
<td>COUNTY ROADS</td>
<td>551</td>
<td>1</td>
<td>33</td>
<td>517</td>
<td></td>
<td></td>
</tr>
<tr>
<td>CITY STREETS</td>
<td>5,371</td>
<td>2</td>
<td>304</td>
<td>5,065</td>
<td></td>
<td></td>
</tr>
<tr>
<td>OTHER</td>
<td>594</td>
<td>1</td>
<td>19</td>
<td>574</td>
<td></td>
<td></td>
</tr>
<tr>
<td>TOTAL</td>
<td>13,610</td>
<td>23</td>
<td>1,053</td>
<td>12,534</td>
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<td></td>
</tr>
</tbody>
</table>

HIT-AND-RUN VICTIMS

As shown in the chart below, 8 persons killed in hit-and-run collisions were pedestrians and none were pedalcyclists. One hundred forty-two (142) pedestrians and thirty-seven (37) pedalcyclists were injured.

<table>
<thead>
<tr>
<th>TYPE OF VICTIM</th>
<th>PERSONS KILLED</th>
<th>PERSONS INJURED</th>
</tr>
</thead>
<tbody>
<tr>
<td>Pedestrian</td>
<td>8</td>
<td>142</td>
</tr>
<tr>
<td>Pedalcyclist</td>
<td>0</td>
<td>37</td>
</tr>
<tr>
<td>Other</td>
<td>14</td>
<td>1,221</td>
</tr>
<tr>
<td>TOTAL</td>
<td>22</td>
<td>1,400</td>
</tr>
</tbody>
</table>

LOCATION OF HIT-AND-RUN COLLISIONS

The location of hit-and-run collisions are shown in the chart below. The largest percentage of hit-and-run collisions (39%) occurred on city streets, followed by 24% on state routes, and 17% on U.S. routes.
**LAND USE**

<table>
<thead>
<tr>
<th>LAND USE</th>
<th>NUMBER</th>
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</tr>
<tr>
<td></td>
<td>FATAL</td>
<td>369</td>
</tr>
<tr>
<td>BUSINESS</td>
<td>ALL</td>
<td>73,086</td>
</tr>
<tr>
<td></td>
<td>FATAL</td>
<td>156</td>
</tr>
<tr>
<td>INDUSTRIAL</td>
<td>ALL</td>
<td>2,028</td>
</tr>
<tr>
<td></td>
<td>FATAL</td>
<td>12</td>
</tr>
<tr>
<td>RESIDENTIAL</td>
<td>ALL</td>
<td>30,742</td>
</tr>
<tr>
<td></td>
<td>FATAL</td>
<td>114</td>
</tr>
<tr>
<td>SCHOOL</td>
<td>ALL</td>
<td>2,057</td>
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<tr>
<td></td>
<td>FATAL</td>
<td>1</td>
</tr>
<tr>
<td>PARK</td>
<td>ALL</td>
<td>523</td>
</tr>
<tr>
<td></td>
<td>FATAL</td>
<td>0</td>
</tr>
<tr>
<td>LIMITED ACCESS</td>
<td>ALL</td>
<td>19,031</td>
</tr>
<tr>
<td></td>
<td>FATAL</td>
<td>114</td>
</tr>
</tbody>
</table>

* Does not include “Unknown” Land Use

**COLLISION LOCATIONS**

For the purpose of tabulating collision locations, an urban area is an area including and adjacent to a municipality or other place of 5,000 or more population. Rural areas are those places that do not meet this specification. As shown in the chart below, most collisions (65%) occurred in urban areas. Also, 62% of injury crashes occurred in urban areas. However, the majority of fatal collisions (52%) took place in rural areas of Kentucky during 2016. A much higher percentage of property damage collisions were reported in urban areas.

**RURAL VS. URBAN**

<table>
<thead>
<tr>
<th>AREA</th>
<th>Number of Collisions</th>
<th>% of Total</th>
<th>FATAL</th>
<th>% of Total</th>
<th>Nonfatal Injury</th>
<th>% of Total</th>
<th>Property Damage</th>
<th>% of Total</th>
<th>Killed</th>
<th>% of Total</th>
<th>Injured</th>
<th>% of Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>RURAL</td>
<td>49,833</td>
<td>35</td>
<td>400</td>
<td>52</td>
<td>9,611</td>
<td>38</td>
<td>39,822</td>
<td>35</td>
<td>444</td>
<td>53</td>
<td>14,368</td>
<td>38</td>
</tr>
<tr>
<td>URBAN</td>
<td>90,714</td>
<td>65</td>
<td>363</td>
<td>48</td>
<td>15,393</td>
<td>62</td>
<td>74,958</td>
<td>65</td>
<td>390</td>
<td>47</td>
<td>22,979</td>
<td>62</td>
</tr>
<tr>
<td>TOTAL</td>
<td>140,547</td>
<td>100</td>
<td>763</td>
<td>100</td>
<td>25,004</td>
<td>100</td>
<td>114,780</td>
<td>100</td>
<td>834</td>
<td>100</td>
<td>37,347</td>
<td>100</td>
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</tbody>
</table>
LOCATION OF COLLISIONS

The chart at right shows the number of collisions during 2016 by type of roadway, with percentages of all collisions.

Twenty-nine (29) percent of all collisions occurred on Kentucky’s “State Numbered” roads, with 47% of all fatal collisions reported during 2016 occurring on this type of roadway.

Although 19% of all collisions occurred on city streets, only 2.5% of the fatal collisions occurred on city streets.

<table>
<thead>
<tr>
<th>TYPE OF ROADWAY</th>
<th>Fatal Collisions</th>
<th>Nonfatal Injury</th>
<th>Property Damage</th>
<th>% Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>INTERSTATE</td>
<td>88</td>
<td>2,335</td>
<td>12,680</td>
<td>9.14</td>
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<tr>
<td>U.S. ROUTE</td>
<td>204</td>
<td>6,535</td>
<td>27,190</td>
<td>20.53</td>
</tr>
<tr>
<td>STATE ROUTE</td>
<td>365</td>
<td>10,018</td>
<td>37,648</td>
<td>29.06</td>
</tr>
<tr>
<td>PARKWAY</td>
<td>14</td>
<td>365</td>
<td>1,264</td>
<td>0.99</td>
</tr>
<tr>
<td>COUNTY ROAD</td>
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<td>1,439</td>
<td>6,062</td>
<td>4.57</td>
</tr>
<tr>
<td>CITY STREET</td>
<td>39</td>
<td>4,164</td>
<td>27,926</td>
<td>19.44</td>
</tr>
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<td>OTHER</td>
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<td>25,937</td>
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<tr>
<td>UNKNOWN</td>
<td>776</td>
<td>25,790</td>
<td>138,707</td>
<td>100.00</td>
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</table>

+ Note that totals may vary slightly between roadway types and specific roadway totals due to date of data collection.
++ Note that the method for deriving these numbers changed this year. Previous years Table 4 was used, now this information comes from prefix.

INTERSTATES AND PARKWAYS

<table>
<thead>
<tr>
<th>INTERSTATE</th>
<th>Collisions</th>
<th>Fatal Collisions</th>
<th>Nonfatal Injury</th>
<th>Property Damage</th>
<th>Number Killed</th>
<th>Number Injured</th>
</tr>
</thead>
<tbody>
<tr>
<td>I-24</td>
<td>635</td>
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<td>97</td>
<td>534</td>
<td>4</td>
<td>140</td>
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<td>I-64</td>
<td>2,404</td>
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<td>372</td>
<td>2,012</td>
<td>25</td>
<td>548</td>
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<td>470</td>
<td>2,416</td>
<td>17</td>
<td>715</td>
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<td>I-69</td>
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<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
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<td>252</td>
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<td>604</td>
<td>3,248</td>
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<td>891</td>
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<td>1,460</td>
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<td>95</td>
<td>644</td>
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<td>934</td>
<td>7</td>
<td>136</td>
<td>791</td>
<td>7</td>
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<table>
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<tr>
<th>PARKWAY</th>
<th>Collisions</th>
<th>Fatal Collisions</th>
<th>Nonfatal Injury</th>
<th>Property Damage</th>
<th>Number Killed</th>
<th>Number Injured</th>
</tr>
</thead>
<tbody>
<tr>
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<td>74</td>
<td>1</td>
<td>17</td>
<td>56</td>
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</tr>
<tr>
<td>Martha L. Collins Bluegrass</td>
<td>257</td>
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<td>49</td>
<td>204</td>
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<td>68</td>
</tr>
<tr>
<td>Louie B. Nunn Cumberland</td>
<td>181</td>
<td>1</td>
<td>35</td>
<td>145</td>
<td>1</td>
<td>50</td>
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<tr>
<td>Hal Rogers Daniel Boone</td>
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<td>3</td>
<td>25</td>
<td>81</td>
<td>4</td>
<td>59</td>
</tr>
<tr>
<td>William H. Natcher Green River</td>
<td>253</td>
<td>2</td>
<td>43</td>
<td>208</td>
<td>3</td>
<td>60</td>
</tr>
<tr>
<td>Bert T. Combs Mountain</td>
<td>174</td>
<td>6</td>
<td>42</td>
<td>126</td>
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<td>83</td>
</tr>
<tr>
<td>Edward T. Breathitt Pennyrile</td>
<td>239</td>
<td>1</td>
<td>44</td>
<td>194</td>
<td>1</td>
<td>79</td>
</tr>
<tr>
<td>Julian M. Carroll Purchase</td>
<td>144</td>
<td>1</td>
<td>39</td>
<td>104</td>
<td>1</td>
<td>49</td>
</tr>
<tr>
<td>Wendell H. Ford Western Kentucky</td>
<td>301</td>
<td>1</td>
<td>71</td>
<td>229</td>
<td>1</td>
<td>101</td>
</tr>
<tr>
<td>TOTAL</td>
<td>1,732</td>
<td>20</td>
<td>365</td>
<td>1,347</td>
<td>25</td>
<td>571</td>
</tr>
</tbody>
</table>
COLLISIONS BY ROADWAY CONDITIONS AND ROADWAY CHARACTER

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

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

As depicted in the bottom chart, 77% of all collisions occurred on straight roads and 23% on curved roads. Thirty-five (35) percent of the fatal collisions during 2016 occurred on curved roads.

### Collisions by Roadway Surface

<table>
<thead>
<tr>
<th>Surface</th>
<th>Number</th>
<th>Percent</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>DRY</strong></td>
<td>130,996</td>
<td>79.3</td>
</tr>
<tr>
<td>All</td>
<td>28,517</td>
<td>17.3</td>
</tr>
<tr>
<td>Fatal</td>
<td>4,791</td>
<td>2.9</td>
</tr>
<tr>
<td><strong>WET</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>All</td>
<td>134</td>
<td>0.8</td>
</tr>
<tr>
<td>Fatal</td>
<td>6</td>
<td>0.1</td>
</tr>
<tr>
<td><strong>SNOW/ICE/SLUSH</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>All</td>
<td>835</td>
<td>0.5</td>
</tr>
<tr>
<td>Fatal</td>
<td>3</td>
<td>0.4</td>
</tr>
<tr>
<td><strong>MUD</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>All</td>
<td>165,273</td>
<td></td>
</tr>
<tr>
<td>Fatal</td>
<td>776</td>
<td></td>
</tr>
</tbody>
</table>

### Collisions by Roadway Character

<table>
<thead>
<tr>
<th>Terrain</th>
<th>Number</th>
<th>Percent</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Straight &amp; Level</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>All</td>
<td>82,347</td>
<td>60.4</td>
</tr>
<tr>
<td>Fatal</td>
<td>299</td>
<td>43.1</td>
</tr>
<tr>
<td><strong>Straight &amp; Grade</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>All</td>
<td>22,246</td>
<td>16.3</td>
</tr>
<tr>
<td>Fatal</td>
<td>121</td>
<td>17.4</td>
</tr>
<tr>
<td><strong>Straight &amp; Hillcrest</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>All</td>
<td>5,069</td>
<td>3.7</td>
</tr>
<tr>
<td>Fatal</td>
<td>23</td>
<td>3.3</td>
</tr>
<tr>
<td><strong>Curve &amp; Level</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>All</td>
<td>12,341</td>
<td>9.1</td>
</tr>
<tr>
<td>Fatal</td>
<td>106</td>
<td>15.3</td>
</tr>
<tr>
<td><strong>Curve &amp; Grade</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>All</td>
<td>11,467</td>
<td>8.4</td>
</tr>
<tr>
<td>Fatal</td>
<td>117</td>
<td>16.9</td>
</tr>
<tr>
<td><strong>Curve &amp; Hillcrest</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>All</td>
<td>2,810</td>
<td>2.1</td>
</tr>
<tr>
<td>Fatal</td>
<td>28</td>
<td>4.0</td>
</tr>
<tr>
<td><strong>Unknown</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>All</td>
<td>58</td>
<td>0.0</td>
</tr>
<tr>
<td>Fatal</td>
<td>0</td>
<td>0.0</td>
</tr>
</tbody>
</table>

ALL COLLISIONS | 136,338 |
FATAL COLLISIONS | 694 |

COLLISIONS BY ROADWAY CONDITIONS AND ROADWAY CHARACTER

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

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

As depicted in the bottom chart, 77% of all collisions occurred on straight roads and 23% on curved roads. Thirty-five (35) percent of the fatal collisions during 2016 occurred on curved roads.
Collisions by Light Condition

~Seventy-two (72) percent of all collisions reported during 2016 occurred during daylight hours. ~Twenty-three (23) percent of all collisions occurred during dark hours, and ~5% occurred at dawn or dusk.

~Fifty-eight (58) percent of all fatal collisions occurred during daylight hours, ~36% occurred during dark hours, and ~6% at dawn or dusk.

<table>
<thead>
<tr>
<th></th>
<th>Number</th>
<th>Percent</th>
</tr>
</thead>
<tbody>
<tr>
<td>All Daylight Collisions</td>
<td>99,991</td>
<td>71.9</td>
</tr>
<tr>
<td>All Collisions at Dawn</td>
<td>3,656</td>
<td>2.6</td>
</tr>
<tr>
<td>All Collisions at Dusk</td>
<td>3,797</td>
<td>2.7</td>
</tr>
<tr>
<td>All Collisions During Dark</td>
<td>31,446</td>
<td>22.6</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th></th>
<th>Number</th>
<th>Percent</th>
</tr>
</thead>
<tbody>
<tr>
<td>Fatal Daylight Collisions</td>
<td>442</td>
<td>58.5</td>
</tr>
<tr>
<td>Fatal Collisions at Dawn</td>
<td>18</td>
<td>2.4</td>
</tr>
<tr>
<td>Fatal Collisions at Dusk</td>
<td>24</td>
<td>3.2</td>
</tr>
<tr>
<td>Fatal Collisions During Dark</td>
<td>272</td>
<td>36</td>
</tr>
</tbody>
</table>

All Collisions (excludes unknown light conditions)

Fatal Collisions (excludes unknown light conditions)
86,675 traffic collisions (including 270 fatal collisions) reported during 2016 involved “two-vehicle” collisions. These collisions represent 62% of all collisions and 35% of fatal collisions reported.

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

Head-on collisions accounted for ~2% of all collisions involving two vehicles and ~30% of the fatal collisions.

Rear-end collisions reflect ~38% of all two-vehicle collisions, but only ~13% of the fatal collisions.

Sideswipe collisions (both meeting and passing) reflect ~19% of all collisions and ~6% of the fatal collisions.

Angle collisions, at ~40%, represent the highest percentage of fatal collisions.
The graph below shows all collisions and fatal collisions by day of occurrence (excluding unknown). Twenty-two (22) percent of all collisions and 28% of fatal collisions occurred on weekends (Saturday and Sunday combined).

November ranked highest for total number of collisions and February showed the lowest number of total collisions. October reported the highest number of fatal collisions; February and March showed the lowest.
The chart below depicts the number of deaths in fatal collisions and the number of alcohol involved deaths (as indicated by blood-alcohol tests) over holiday periods for five years. These holiday periods are established by the National Safety Council. The total number of persons killed in holiday periods was 38 in 2016 as compared to 52 in 2015.

<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Number</td>
<td>Alcohol Involved</td>
<td>Number</td>
<td>Alcohol Involved</td>
<td>Number</td>
</tr>
<tr>
<td>New Year's Day</td>
<td>6</td>
<td>2</td>
<td>0</td>
<td>0</td>
<td>13</td>
</tr>
<tr>
<td>Memorial Day</td>
<td>17</td>
<td>6</td>
<td>7</td>
<td>0</td>
<td>7</td>
</tr>
<tr>
<td>Independence Day</td>
<td>3</td>
<td>1</td>
<td>6</td>
<td>3</td>
<td>10</td>
</tr>
<tr>
<td>Labor Day</td>
<td>9</td>
<td>2</td>
<td>8</td>
<td>2</td>
<td>14</td>
</tr>
<tr>
<td>Thanksgiving</td>
<td>7</td>
<td>2</td>
<td>12</td>
<td>2</td>
<td>6</td>
</tr>
<tr>
<td>Christmas</td>
<td>11</td>
<td>2</td>
<td>2</td>
<td>2</td>
<td>16</td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td><strong>53</strong></td>
<td><strong>15</strong></td>
<td><strong>35</strong></td>
<td><strong>9</strong></td>
<td><strong>53</strong></td>
</tr>
</tbody>
</table>

**HOLIDAY TIMES AND DATES**

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

<table>
<thead>
<tr>
<th>HOLIDAY</th>
<th>BEGINS</th>
<th>ENDS</th>
</tr>
</thead>
<tbody>
<tr>
<td>New Year's Day</td>
<td>6 p.m. Thursday, Dec. 31, 2015</td>
<td>11:59 p.m. Sunday, Jan. 3, 2016</td>
</tr>
<tr>
<td>Memorial Day</td>
<td>6 p.m. Friday, May 27, 2016</td>
<td>11:59 p.m. Monday, May 30, 2016</td>
</tr>
<tr>
<td>Independence Day</td>
<td>6 p.m. Friday, July 1, 2016</td>
<td>11:59 p.m. Monday, July 4, 2016</td>
</tr>
<tr>
<td>Labor Day</td>
<td>6 p.m. Friday, Sept. 2, 2016</td>
<td>11:59 p.m., Monday, Sept. 5, 2016</td>
</tr>
<tr>
<td>Thanksgiving</td>
<td>6 p.m. Wednesday, Nov. 23, 2016</td>
<td>11:59 p.m. Sunday, Nov. 27, 2016</td>
</tr>
</tbody>
</table>

**COMPARISON OF HOLIDAY FATALITIES/COLLISIONS**

The Thanksgiving holiday period registered the highest number of fatalities. The lowest number of holiday fatalities occurred over the New Year's Day. These numbers may be impacted by how many days are included in the Holiday Times outlined by the National Safety Council.

<table>
<thead>
<tr>
<th>HOLIDAY PERIOD</th>
<th>NEW YEAR'S DAY</th>
<th>MEMORIAL DAY</th>
<th>INDEPENDENCE DAY</th>
<th>LABOR DAY</th>
<th>THANKSGIVING</th>
<th>CHRISTMAS</th>
</tr>
</thead>
<tbody>
<tr>
<td>NO. PERSONS KILLED</td>
<td>3</td>
<td>6</td>
<td>10</td>
<td>8</td>
<td>5</td>
<td>6</td>
</tr>
<tr>
<td>NO. PERSONS INJURED</td>
<td>187</td>
<td>297</td>
<td>340</td>
<td>360</td>
<td>352</td>
<td>329</td>
</tr>
<tr>
<td>FATAL COLLISIONS</td>
<td>1</td>
<td>6</td>
<td>10</td>
<td>8</td>
<td>5</td>
<td>5</td>
</tr>
<tr>
<td>INJURY COLLISIONS</td>
<td>121</td>
<td>194</td>
<td>223</td>
<td>225</td>
<td>234</td>
<td>197</td>
</tr>
<tr>
<td>PROPERTY DAMAGE</td>
<td>571</td>
<td>751</td>
<td>898</td>
<td>723</td>
<td>1079</td>
<td>925</td>
</tr>
<tr>
<td><strong>TOTAL COLLISIONS</strong></td>
<td><strong>693</strong></td>
<td><strong>951</strong></td>
<td><strong>1,131</strong></td>
<td><strong>956</strong></td>
<td><strong>1,318</strong></td>
<td><strong>1,127</strong></td>
</tr>
</tbody>
</table>
TYPE VEHICLES INVOLVED IN COLLISIONS

<table>
<thead>
<tr>
<th>VEHICLE TYPE</th>
<th>VEHICLES INVOLVED IN ALL COLLISIONS</th>
<th>PERCENT OF TOTAL</th>
<th>VEHICLES INVOLVED IN FATAL COLLISIONS</th>
<th>PERCENT OF TOTAL</th>
</tr>
</thead>
<tbody>
<tr>
<td>Passenger Cars*</td>
<td>233,979</td>
<td>91.36</td>
<td>955</td>
<td>72.79</td>
</tr>
<tr>
<td>Taxicabs</td>
<td>145</td>
<td>0.06</td>
<td>0</td>
<td>0.00</td>
</tr>
<tr>
<td>Trucks</td>
<td>10,087</td>
<td>3.94</td>
<td>97</td>
<td>7.39</td>
</tr>
<tr>
<td>Motorcycles</td>
<td>1,841</td>
<td>0.72</td>
<td>114</td>
<td>8.69</td>
</tr>
<tr>
<td>Motor Schooters/Motor Bikes</td>
<td>300</td>
<td>0.12</td>
<td>5</td>
<td>0.38</td>
</tr>
<tr>
<td>School Buses</td>
<td>760</td>
<td>0.29</td>
<td>3</td>
<td>0.23</td>
</tr>
<tr>
<td>Other Buses</td>
<td>703</td>
<td>0.27</td>
<td>1</td>
<td>0.08</td>
</tr>
<tr>
<td>Farm Tractors/Equipment</td>
<td>227</td>
<td>0.09</td>
<td>5</td>
<td>0.38</td>
</tr>
<tr>
<td>Emergency</td>
<td>1,283</td>
<td>0.05</td>
<td>4</td>
<td>0.30</td>
</tr>
<tr>
<td>Other Public Owned</td>
<td>303</td>
<td>0.12</td>
<td>3</td>
<td>0.23</td>
</tr>
<tr>
<td>Go Carts</td>
<td>14</td>
<td>0.01</td>
<td>0</td>
<td>0.00</td>
</tr>
<tr>
<td>Other</td>
<td>6,444</td>
<td>2.52</td>
<td>125</td>
<td>9.53</td>
</tr>
<tr>
<td>Not Stated</td>
<td>5</td>
<td>0.00</td>
<td>0</td>
<td>0.00</td>
</tr>
<tr>
<td>TOTAL</td>
<td>256,094</td>
<td>100.00</td>
<td>1,312</td>
<td>100.00</td>
</tr>
</tbody>
</table>

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

There were 256,094 vehicles involved in collisions during 2016.

Of this total, 209,136 were involved in property damage only collisions, 45,646 were involved in injury collisions, and 1,312 were involved in fatal collisions. The majority (91%) of the vehicles involved in all collisions were passenger cars (73% in fatal collisions). Trucks accounted for 4% of vehicles in all collisions, but accounted for 7% of vehicles in fatal collisions. Motorcycles represented 9% of the vehicles in fatal collisions, but less than 1% of vehicles in all collisions.

VEHICLES REGISTERED IN KENTUCKY

<table>
<thead>
<tr>
<th>VEHICLE TYPE</th>
<th>NUMBER</th>
</tr>
</thead>
<tbody>
<tr>
<td>PASSENGER CARS</td>
<td>2,368,439</td>
</tr>
<tr>
<td>COMMERCIAL TRUCKS</td>
<td>164,078</td>
</tr>
<tr>
<td>MOTORCYCLES</td>
<td>93,508</td>
</tr>
<tr>
<td>Other (Inc. Special Issue Plates)</td>
<td>1,264,020</td>
</tr>
<tr>
<td>TOTAL (ALL TYPES)</td>
<td>3,890,045</td>
</tr>
</tbody>
</table>
TRUCK COLLISIONS

Contributing vehicular factors, as noted by the investigating officer on the collision report, are shown below for collisions involving trucks. A truck is defined as a vehicle with a registered weight of 10,000 pounds or more. Up to two factors may be noted for each vehicle in the collision. The number represents the number of trucks with the given factor, and the percentage is the percent of all trucks with that factor. A total of 10,087 trucks were involved in collisions, 97 in fatal collisions, and 1,401 in non-fatal injury collisions.

<table>
<thead>
<tr>
<th>CONTRIBUTING VEHICULAR FACTORS</th>
<th>ALL COLLISIONS</th>
<th>FATAL COLLISIONS</th>
<th>NONFATAL INJURY COLLISIONS</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>NUMBER</td>
<td>PERCENT</td>
<td>NUMBER</td>
</tr>
<tr>
<td>Defective Brakes</td>
<td>73</td>
<td>0.68</td>
<td>0</td>
</tr>
<tr>
<td>Defective Headlights</td>
<td>1</td>
<td>0.01</td>
<td>0</td>
</tr>
<tr>
<td>Other Lighting Defects</td>
<td>21</td>
<td>0.20</td>
<td>0</td>
</tr>
<tr>
<td>Steering Failure</td>
<td>38</td>
<td>0.35</td>
<td>1</td>
</tr>
<tr>
<td>Tire Failure</td>
<td>141</td>
<td>1.32</td>
<td>2</td>
</tr>
<tr>
<td>Tow Hitch Failure</td>
<td>55</td>
<td>0.51</td>
<td>0</td>
</tr>
<tr>
<td>Overload / Improper Load</td>
<td>5</td>
<td>0.05</td>
<td>0</td>
</tr>
<tr>
<td>Oversized Load</td>
<td>67</td>
<td>0.63</td>
<td>0</td>
</tr>
<tr>
<td>Load Securment</td>
<td>140</td>
<td>1.31</td>
<td>0</td>
</tr>
<tr>
<td>Other</td>
<td>274</td>
<td>2.56</td>
<td>4</td>
</tr>
</tbody>
</table>

The chart below shows the total number of truck collisions, as well as those with hazardous cargo, by type of roadway. There were 9,380 collisions in which a truck was involved. This resulted in 93 fatalities and 1,352 injuries. 19% of all truck collisions occurred on county or city streets, 29% on interstates, and 46% on U.S. and state-numbered routes. 42% of the hazardous cargo collisions occurred on interstates and 46% on U.S. and state-numbered routes.

<table>
<thead>
<tr>
<th>TYPE OF ROADWAY</th>
<th>ALL TRUCK COLLISIONS</th>
<th>TRUCKS WITH HAZARDOUS CARGO</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>FATAL COLLISIONS</td>
<td>INJURY COLLISIONS</td>
</tr>
<tr>
<td>Interstate</td>
<td>27</td>
<td>437</td>
</tr>
<tr>
<td>US Route</td>
<td>29</td>
<td>302</td>
</tr>
<tr>
<td>State Route</td>
<td>26</td>
<td>444</td>
</tr>
<tr>
<td>Parkway</td>
<td>6</td>
<td>34</td>
</tr>
<tr>
<td>County</td>
<td>2</td>
<td>34</td>
</tr>
<tr>
<td>City Street</td>
<td>2</td>
<td>92</td>
</tr>
<tr>
<td>Other</td>
<td>1</td>
<td>9</td>
</tr>
<tr>
<td>TOTAL</td>
<td>93</td>
<td>1,352</td>
</tr>
</tbody>
</table>

The residence of truck drivers involved in collisions is shown below. 33% of the drivers, with known residences, were non-residents of Kentucky. This percentage is 31% for fatal collisions and 30% for injury collisions. Local residents live in the county where the collision occurred.

<table>
<thead>
<tr>
<th>RESIDENCE OF DRIVERS IN TRUCK COLLISIONS</th>
<th>ALL COLLISIONS</th>
<th>FATAL COLLISIONS</th>
<th>INJURY COLLISIONS</th>
</tr>
</thead>
<tbody>
<tr>
<td>Local Resident</td>
<td>1,959</td>
<td>17</td>
<td>266</td>
</tr>
<tr>
<td>State Resident</td>
<td>2,343</td>
<td>13</td>
<td>344</td>
</tr>
<tr>
<td>Out of State Resident</td>
<td>3,315</td>
<td>30</td>
<td>428</td>
</tr>
<tr>
<td>Not Stated</td>
<td>2,470</td>
<td>37</td>
<td>393</td>
</tr>
<tr>
<td>TOTAL</td>
<td>10,087</td>
<td>97</td>
<td>1,431</td>
</tr>
</tbody>
</table>
DRIVER INVOLVEMENT

RESIDENCE OF DRIVER

There were 233,343 drivers involved in collisions during 2016. Of these, 1,188 drivers were involved in fatal collisions. The chart below tabulates driver involvement by residence and shows that most drivers (~66% of those in which residence is known) were local residents (reside in the county where the collision occurred). Many drivers in the Not Stated category are the result of hit-and-run collisions where the drivers’ identities remain unknown. There may be fewer drivers than vehicles because of collisions with unoccupied vehicles (generally a parked vehicle).

INVolVEMENT BY RESIDENCE

<table>
<thead>
<tr>
<th>RESIDENCE OF DRIVER</th>
<th>NUMBER INVOLVED IN ALL COLLISIONS</th>
<th>PERCENT OF TOTAL</th>
<th>PERCENT OF TOTAL EXCLUDING NOT STATED</th>
</tr>
</thead>
<tbody>
<tr>
<td>LOCAL RESIDENT</td>
<td>152,861</td>
<td>65.5</td>
<td>65.6</td>
</tr>
<tr>
<td>STATE RESIDENT</td>
<td>54,276</td>
<td>23.3</td>
<td>23.3</td>
</tr>
<tr>
<td>OUT OF STATE</td>
<td>25,977</td>
<td>11.1</td>
<td>11.1</td>
</tr>
<tr>
<td>NOT STATED</td>
<td>229</td>
<td>0.1</td>
<td>0.1</td>
</tr>
<tr>
<td>TOTAL</td>
<td>233,343</td>
<td>100</td>
<td>100</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>RESIDENCE OF DRIVER</th>
<th>NUMBER INVOLVED IN FATAL COLLISIONS</th>
<th>PERCENT OF TOTAL</th>
<th>PERCENT OF TOTAL EXCLUDING NOT STATED</th>
</tr>
</thead>
<tbody>
<tr>
<td>LOCAL RESIDENT</td>
<td>708</td>
<td>60.3</td>
<td>60.4</td>
</tr>
<tr>
<td>STATE RESIDENT</td>
<td>310</td>
<td>26.4</td>
<td>26.4</td>
</tr>
<tr>
<td>OUT OF STATE</td>
<td>155</td>
<td>13.2</td>
<td>13.2</td>
</tr>
<tr>
<td>NOT STATED</td>
<td>1</td>
<td>0.1</td>
<td>0.1</td>
</tr>
<tr>
<td>TOTAL</td>
<td>1,174</td>
<td>100.00</td>
<td>100</td>
</tr>
</tbody>
</table>

SEX OF DRIVER

As shown in the chart below, 55% of the drivers who were involved in collisions (where sex was listed) were male; 45% were female. In fatal collisions, 74% of the drivers were male and 26% were female.

| ALL COLLISIONS | |
|----------------|------------------|------------------|
| SEX            | NUMBER IN ALL COLLISIONS | PERCENT IN ALL COLLISIONS |
| MALE           | 145,631           | 55.1             |
| FEMALE         | 118,676           | 44.9             |
| TOTAL          | 264,307           | 100              |

| FATAL COLLISIONS | |
|------------------|------------------|------------------|
| SEX              | NUMBER IN FATAL COLLISIONS | PERCENT IN FATAL COLLISIONS |
| MALE             | 882               | 74.2             |
| FEMALE           | 306               | 25.8             |
| TOTAL            | 1,188             | 100              |
AGE OF DRIVERS (ALL COLLISIONS)

The chart below groups the ages of 233,619 drivers involved in traffic collisions in 2016 in Kentucky (for which age information was available). For each age category, the following information is shown: the percentage of drivers involved in all collisions, the number of drivers involved in these collisions is shown in parentheses, the percentage of all licensed drivers, and the number of licensed drivers is shown in parentheses (includes learner permits). This allows a comparison to be made between the percentage of a given age category of the driving population and the corresponding percentage this age category is involved in collisions. The percentage of drivers involved in all collisions was higher than the percentage of licensed drivers for the age categories under age 45, especially for the 20 to 24 years of age category. This data does not differentiate drivers “at-fault” versus drivers “not-at-fault.” There were 958 driver’s ages which could not be determined. These drivers represent 0.4% of all drivers involved in all collisions. The percentages given below do not consider the “Unknown” category.

NOTE: PERCENTAGE OF LICENSED DRIVERS IN EACH AGE CATEGORY ARE BASED ON 3,204,049 DRIVERS LICENSED IN KENTUCKY AS OF 12/31/2016 (Includes learner permits.)
The chart below groups the ages of 1,175 drivers involved in fatal collisions in 2016 (for which age information was available). It should be noted that the drivers were not necessarily killed in the fatal collision. The number of drivers involved in fatal collisions exceeded the total number of fatal collisions. The numbers of drivers involved in fatal collisions and licensed drivers are in parentheses. The percentage of the driving population within a given age category can be compared to the corresponding percentage of involvement in fatal collisions within this same age category. The largest over-representation is the drivers between 20 and 34 with 30 percent of total crashes compared to 24 percent of licensed drivers.

**NOTE:** PERCENTAGE OF LICENSED DRIVERS IN EACH AGE CATEGORY ARE BASED ON 3,204,049 DRIVERS LICENSED IN KENTUCKY AS OF 12/31/2016 (Includes learner permits.)
The charts below show the percentages of teenage drivers involved in collisions (16 to 19 years of age) compared with all other age groups. Licensed teenage drivers represent 7% of Kentucky Drivers (including learner’s permits).

The number of teenage drivers involved in collisions, together with alcohol-related collisions, are shown below. It should be noted that tabulations for alcohol-related collisions were derived from the total number of drinking drivers as reported by the officer at the scene. FARS would report higher numbers. As shown, 263 teenage drivers were involved in alcohol-related collisions during 2016.

There were 69 fatalities in collisions involving a teenage driver (25 of these fatalities were the teenage driver). There were 5 fatalities in alcohol-related collisions involving teenage drivers (None of these fatalities were the teenage driver).

### NUMBER OF TEENAGE DRIVERS INVOLVED IN:

<table>
<thead>
<tr>
<th>YEAR</th>
<th>ALL COLLISIONS</th>
<th>FATAL COLLISIONS</th>
<th>INJURY COLLISIONS</th>
<th>PROPERTY DAMAGE</th>
<th>FATAL</th>
<th>INJURY</th>
<th>PROPERTY DAMAGE</th>
<th>TOTAL</th>
</tr>
</thead>
<tbody>
<tr>
<td>2016</td>
<td>21,565</td>
<td>65</td>
<td>3,958</td>
<td>17,542</td>
<td>5</td>
<td>103</td>
<td>155</td>
<td>263</td>
</tr>
<tr>
<td>2015</td>
<td>20,627</td>
<td>63</td>
<td>3,763</td>
<td>16,801</td>
<td>5</td>
<td>100</td>
<td>178</td>
<td>283</td>
</tr>
<tr>
<td>2014</td>
<td>19,115</td>
<td>53</td>
<td>3,576</td>
<td>15,486</td>
<td>13</td>
<td>96</td>
<td>181</td>
<td>290</td>
</tr>
<tr>
<td>2013</td>
<td>19,248</td>
<td>65</td>
<td>3,769</td>
<td>15,391</td>
<td>9</td>
<td>137</td>
<td>183</td>
<td>329</td>
</tr>
<tr>
<td>2012</td>
<td>20,656</td>
<td>74</td>
<td>4,057</td>
<td>16,525</td>
<td>8</td>
<td>107</td>
<td>222</td>
<td>337</td>
</tr>
</tbody>
</table>
ALCOHOL-RELATED COLLISIONS

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

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

<table>
<thead>
<tr>
<th>PERSONS KILLED/INJURED</th>
<th>NUMBER KILLED (as reported)</th>
<th>NUMBER KILLED (adjusted by FARS)</th>
<th>INCAPACITATING INJURIES</th>
<th>NON-INCAPACITATING INJURIES</th>
<th>POSSIBLE INJURIES</th>
<th>TOTAL INJURIES</th>
</tr>
</thead>
<tbody>
<tr>
<td>Numeric Values</td>
<td>117</td>
<td>171</td>
<td>308</td>
<td>734</td>
<td>932</td>
<td>1,974</td>
</tr>
</tbody>
</table>

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

4,243 alcohol-related collisions were reported during 2016. Four (4) percent of the alcohol-related collisions were fatal, 32% were injury collisions, and 64% were property damage only.

Comparison with previous years

During 2016, alcohol-related collisions decreased by 1% when compared the previous year. The 171 persons killed was 4 less than the 175 persons killed the previous year. There were 1,974 persons injured in alcohol-related collisions, a decrease of ~5% from the previous year.

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

<table>
<thead>
<tr>
<th>YEAR</th>
<th>TOTAL COLLISIONS (Alcohol Related)</th>
<th>% CHANGE FROM PREVIOUS YEAR</th>
<th>TOTAL KILLED</th>
<th>% +/-</th>
<th>TOTAL INJURED</th>
<th>% +/-</th>
</tr>
</thead>
<tbody>
<tr>
<td>2016</td>
<td>4,243</td>
<td>-1</td>
<td>171</td>
<td>-2</td>
<td>1,974</td>
<td>-5</td>
</tr>
<tr>
<td>2015</td>
<td>4,269</td>
<td>-1</td>
<td>175</td>
<td>12</td>
<td>2,072</td>
<td>0</td>
</tr>
<tr>
<td>2014</td>
<td>4,334</td>
<td>-4</td>
<td>156</td>
<td>-4</td>
<td>2,067</td>
<td>-12</td>
</tr>
<tr>
<td>2013</td>
<td>4,529</td>
<td>-3</td>
<td>163</td>
<td>10</td>
<td>2,339</td>
<td>-2</td>
</tr>
<tr>
<td>2012</td>
<td>4,671</td>
<td>3</td>
<td>148</td>
<td>-6</td>
<td>2,376</td>
<td>4</td>
</tr>
<tr>
<td>2011</td>
<td>4,551</td>
<td>-4</td>
<td>158</td>
<td>-5</td>
<td>2,278</td>
<td>-8</td>
</tr>
<tr>
<td>2010</td>
<td>4,762</td>
<td>-5</td>
<td>167</td>
<td>-18</td>
<td>2,489</td>
<td>-6</td>
</tr>
</tbody>
</table>
SAFETY RESTRAINTS

The chart below compares safety belt usage for the years of 2012 through 2016. The data were obtained as part of an annual observational survey conducted at sites across Kentucky.

<table>
<thead>
<tr>
<th>YEAR</th>
<th>ALL USING SAFETY BELT</th>
</tr>
</thead>
<tbody>
<tr>
<td>2016</td>
<td>87%</td>
</tr>
<tr>
<td>2015</td>
<td>86%</td>
</tr>
<tr>
<td>2014</td>
<td>85%</td>
</tr>
<tr>
<td>2013</td>
<td>84%</td>
</tr>
<tr>
<td>2012</td>
<td>82%</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>YEAR</th>
<th>PICKUPS USING SAFETY BELT</th>
</tr>
</thead>
<tbody>
<tr>
<td>2016</td>
<td>79%</td>
</tr>
<tr>
<td>2015</td>
<td>78%</td>
</tr>
<tr>
<td>2014</td>
<td>79%</td>
</tr>
<tr>
<td>2013</td>
<td>77%</td>
</tr>
<tr>
<td>2012</td>
<td>74%</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>YEAR</th>
<th>MOTORCYCLE USING HELMET</th>
</tr>
</thead>
<tbody>
<tr>
<td>2016</td>
<td>59%</td>
</tr>
<tr>
<td>2015</td>
<td>68%</td>
</tr>
<tr>
<td>2014</td>
<td>61%</td>
</tr>
<tr>
<td>2013</td>
<td>57%</td>
</tr>
<tr>
<td>2012</td>
<td>53%</td>
</tr>
</tbody>
</table>

The chart below shows vehicle occupants by their injury status, and separates the occupants into categories of restraint used and restraint not used. Overall, 9% of all vehicle occupants were killed or injured. A breakdown into restraint usage shows only ~10% of those restrained were killed or injured, compared to ~51% of those not restrained. Comparing the percentages killed or injured in the “Restraint Used” and “Restraint Not Used” categories shows the benefit of wearing a safety belt. The “NOT APPLICABLE” category includes occupants in vehicles that normally do not contain safety restraints, occupants where safety restraints usage was not indicated, occupants not in an appropriate position, or pedestrians and pedalcyclist.

<table>
<thead>
<tr>
<th>INJURY STATUS</th>
<th>ALL OCCUPANTS</th>
<th>RESTRAINT USED</th>
<th>RESTRAINT NOT USED</th>
<th>NOT APPLICABLE</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>NUMBER</td>
<td>% OF TOTAL</td>
<td>NUMBER</td>
<td>% OF TOTAL</td>
</tr>
<tr>
<td>KILLED</td>
<td>834</td>
<td>0.20</td>
<td>278</td>
<td>0.09</td>
</tr>
<tr>
<td>INCAPACITATING INJURY</td>
<td>3,114</td>
<td>0.74</td>
<td>1,924</td>
<td>0.60</td>
</tr>
<tr>
<td>NON-INCAPACITATING INJURY</td>
<td>12,493</td>
<td>2.97</td>
<td>10,125</td>
<td>3.18</td>
</tr>
<tr>
<td>POSSIBLE INJURY</td>
<td>21,740</td>
<td>5.17</td>
<td>19,194</td>
<td>6.03</td>
</tr>
<tr>
<td>NOT INJURED</td>
<td>382,657</td>
<td>90.93</td>
<td>286,600</td>
<td>90.09</td>
</tr>
<tr>
<td>TOTAL</td>
<td>420,838</td>
<td>100.00</td>
<td>318,121</td>
<td>100.00</td>
</tr>
</tbody>
</table>

Of the 834 vehicle occupants fatally injured in collisions in a position where a safety restraint was available, only 278 were using safety restraints – an overall usage rate of 33% for fatalities.

Note: There were 21,093 crashes involving deployment of front air bags and 6,110 crashes involving side air bag deployment.
# INTERSECTION COLLISIONS*

<table>
<thead>
<tr>
<th>INTERSECTION COLLISIONS</th>
<th>NUMBER</th>
<th>% OF ALL COLLISIONS</th>
</tr>
</thead>
<tbody>
<tr>
<td>ALL REPORTED</td>
<td>36,799</td>
<td>26.2</td>
</tr>
<tr>
<td>NONFATAL INJURY</td>
<td>7,369</td>
<td>29.5</td>
</tr>
<tr>
<td>FATAL</td>
<td>118</td>
<td>15.5</td>
</tr>
</tbody>
</table>

## SEX OF DRIVER

<table>
<thead>
<tr>
<th>INTERSECTION COLLISIONS</th>
<th>SEX</th>
<th>PERCENT IN ALL INTERSECTION COLLISIONS</th>
<th>PERCENT IN FATAL INTERSECTION COLLISIONS</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Male</td>
<td>53.45</td>
<td>69.7</td>
</tr>
<tr>
<td></td>
<td>Female</td>
<td>46.55</td>
<td>30.3</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>ALL COLLISIONS</th>
<th>SEX</th>
<th>PERCENT IN ALL COLLISIONS</th>
<th>PERCENT IN FATAL COLLISIONS</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Male</td>
<td>55.7</td>
<td>74.4</td>
</tr>
<tr>
<td></td>
<td>Female</td>
<td>44.3</td>
<td>25.6</td>
</tr>
</tbody>
</table>

## LIGHT CONDITION

<table>
<thead>
<tr>
<th>INTERSECTION COLLISIONS</th>
<th>LIGHT CONDITION</th>
<th>PERCENT IN ALL INTERSECTION COLLISIONS</th>
<th>PERCENT IN FATAL INTERSECTION COLLISIONS</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Daylight</td>
<td>76.0</td>
<td>64.1</td>
</tr>
<tr>
<td></td>
<td>Dark</td>
<td>19.1</td>
<td>32.5</td>
</tr>
<tr>
<td></td>
<td>Dusk / Dawn</td>
<td>4.9</td>
<td>3.4</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>ALL COLLISIONS</th>
<th>LIGHT CONDITION</th>
<th>PERCENT IN ALL COLLISIONS</th>
<th>PERCENT IN FATAL COLLISIONS</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Daylight</td>
<td>71.9</td>
<td>58.5</td>
</tr>
<tr>
<td></td>
<td>Dark</td>
<td>22.6</td>
<td>36.0</td>
</tr>
<tr>
<td></td>
<td>Dusk / Dawn</td>
<td>5.4</td>
<td>5.6</td>
</tr>
</tbody>
</table>

## ROADWAY CONDITION

<table>
<thead>
<tr>
<th>INTERSECTION COLLISIONS</th>
<th>ROADWAY CONDITION</th>
<th>PERCENT IN ALL INTERSECTION COLLISIONS</th>
<th>PERCENT IN FATAL INTERSECTION COLLISIONS</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Dry</td>
<td>80.6</td>
<td>85.6</td>
</tr>
<tr>
<td></td>
<td>Wet</td>
<td>17.3</td>
<td>14.4</td>
</tr>
<tr>
<td></td>
<td>Snow / Ice / Slush</td>
<td>1.9</td>
<td>0.0</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>ALL COLLISIONS</th>
<th>ROADWAY CONDITION</th>
<th>PERCENT IN ALL COLLISIONS</th>
<th>PERCENT IN FATAL COLLISIONS</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Dry</td>
<td>78.0</td>
<td>81.1</td>
</tr>
<tr>
<td></td>
<td>Wet</td>
<td>18.4</td>
<td>17.6</td>
</tr>
<tr>
<td></td>
<td>Snow / Ice / Slush</td>
<td>3.1</td>
<td>0.8</td>
</tr>
</tbody>
</table>

## WEEKEND COLLISIONS (Saturday and Sunday)

<table>
<thead>
<tr>
<th>INTERSECTION COLLISIONS</th>
<th>PERCENT IN ALL INTERSECTION COLLISIONS</th>
<th>PERCENT IN FATAL INTERSECTION COLLISIONS</th>
</tr>
</thead>
<tbody>
<tr>
<td>Weekend</td>
<td>21.6</td>
<td>25.6</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>ALL COLLISIONS</th>
<th>PERCENT IN ALL COLLISIONS</th>
<th>PERCENT IN FATAL COLLISIONS</th>
</tr>
</thead>
<tbody>
<tr>
<td>Weekend</td>
<td>22.4</td>
<td>27.6</td>
</tr>
</tbody>
</table>

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

<table>
<thead>
<tr>
<th>HUMAN FACTORS</th>
<th>ALL COLLISIONS</th>
<th>PERCENT OF TOTAL</th>
<th>FATAL COLLISIONS</th>
<th>PERCENT OF TOTAL</th>
</tr>
</thead>
<tbody>
<tr>
<td>DRIVER INATTENTION</td>
<td>54,840</td>
<td>39.02</td>
<td>155</td>
<td>20.31</td>
</tr>
<tr>
<td>NOT UNDER CONTROL</td>
<td>19,201</td>
<td>13.66</td>
<td>268</td>
<td>35.12</td>
</tr>
<tr>
<td>FAILURE TO YIELD</td>
<td>15,945</td>
<td>11.34</td>
<td>83</td>
<td>10.88</td>
</tr>
<tr>
<td>MISJUDGE CLEARANCE</td>
<td>10,272</td>
<td>7.31</td>
<td>21</td>
<td>2.75</td>
</tr>
<tr>
<td>FOLLOWING TO CLOSE</td>
<td>9,104</td>
<td>6.48</td>
<td>6</td>
<td>0.79</td>
</tr>
<tr>
<td>DISTRACTION</td>
<td>7,668</td>
<td>5.46</td>
<td>18</td>
<td>2.36</td>
</tr>
<tr>
<td>TOO FAST FOR CONDITIONS</td>
<td>5,361</td>
<td>3.81</td>
<td>40</td>
<td>5.24</td>
</tr>
<tr>
<td>DISREGARD TRAFFIC CONTROL</td>
<td>4,413</td>
<td>3.14</td>
<td>30</td>
<td>3.93</td>
</tr>
<tr>
<td>ALCOHOL INVOLVEMENT</td>
<td>4,192</td>
<td>2.98</td>
<td>109</td>
<td>14.29</td>
</tr>
<tr>
<td>OVERCORRECTING</td>
<td>3,586</td>
<td>2.55</td>
<td>75</td>
<td>9.83</td>
</tr>
<tr>
<td>TURNING IMPROPERLY</td>
<td>2,253</td>
<td>1.6</td>
<td>5</td>
<td>0.66</td>
</tr>
<tr>
<td>DRUG INVOLVEMENT</td>
<td>1,771</td>
<td>1.26</td>
<td>52</td>
<td>6.82</td>
</tr>
<tr>
<td>IMPROPER BACKING</td>
<td>1,549</td>
<td>1.1</td>
<td>1</td>
<td>0.13</td>
</tr>
<tr>
<td>FELL ASLEEP</td>
<td>1,498</td>
<td>1.07</td>
<td>15</td>
<td>1.97</td>
</tr>
<tr>
<td>UNSAFE SPEED</td>
<td>1,460</td>
<td>1.04</td>
<td>73</td>
<td>9.57</td>
</tr>
<tr>
<td>IMPROPER PASSING</td>
<td>1,399</td>
<td>1</td>
<td>8</td>
<td>1.05</td>
</tr>
<tr>
<td>CELL PHONE</td>
<td>1,146</td>
<td>0.82</td>
<td>8</td>
<td>1.05</td>
</tr>
<tr>
<td>FATIGUE</td>
<td>830</td>
<td>0.59</td>
<td>12</td>
<td>1.57</td>
</tr>
<tr>
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<td>19</td>
<td>2.49</td>
</tr>
<tr>
<td>EMOTIONAL</td>
<td>689</td>
<td>0.49</td>
<td>4</td>
<td>0.52</td>
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<tr>
<td>SICK</td>
<td>358</td>
<td>0.25</td>
<td>5</td>
<td>0.66</td>
</tr>
<tr>
<td>MEDICATION</td>
<td>256</td>
<td>0.18</td>
<td>2</td>
<td>0.26</td>
</tr>
<tr>
<td>WEAVING IN TRAFFIC</td>
<td>242</td>
<td>0.17</td>
<td>5</td>
<td>0.66</td>
</tr>
<tr>
<td>PHYSICAL DISABILITY</td>
<td>225</td>
<td>0.16</td>
<td>3</td>
<td>0.39</td>
</tr>
</tbody>
</table>
A variety of factors and conditions can contribute to a collision. Police officers may indicate up to three driver factors for each driver, two vehicular factors for each vehicle, and up to two environmental factors for each collision. This table gives the number of collisions in which a given factor was listed at least once. Accumulations were made only once for each factor indicated in a collision, even if the factor was listed for more than one driver or vehicle. Therefore, the percentages give the percent of collisions in which a given factor is listed.

### Vehicular Factors

<table>
<thead>
<tr>
<th>Factor</th>
<th>All Collisions</th>
<th>Percent of Total</th>
<th>Fatal Collisions</th>
<th>Percent of Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Brakes Defective</td>
<td>1,870</td>
<td>1.33</td>
<td>4</td>
<td>0.52</td>
</tr>
<tr>
<td>Tire Failure</td>
<td>1,054</td>
<td>0.75</td>
<td>8</td>
<td>1.05</td>
</tr>
<tr>
<td>Steering Failure</td>
<td>554</td>
<td>0.39</td>
<td>1</td>
<td>0.13</td>
</tr>
<tr>
<td>Load Securement</td>
<td>283</td>
<td>0.20</td>
<td>1</td>
<td>0.13</td>
</tr>
<tr>
<td>Oversized Load on Vehicle</td>
<td>118</td>
<td>0.08</td>
<td>1</td>
<td>0.13</td>
</tr>
<tr>
<td>Tow Hitch Defective/Separation of Units</td>
<td>105</td>
<td>0.07</td>
<td>0</td>
<td>0.00</td>
</tr>
<tr>
<td>Other Lighting Defective</td>
<td>63</td>
<td>0.04</td>
<td>1</td>
<td>0.13</td>
</tr>
<tr>
<td>Headlights Defective</td>
<td>68</td>
<td>0.05</td>
<td>1</td>
<td>0.13</td>
</tr>
<tr>
<td>Overweight</td>
<td>11</td>
<td>0.01</td>
<td>0</td>
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### Environmental Factors

<table>
<thead>
<tr>
<th>Factor</th>
<th>All Collisions</th>
<th>Percent of Total</th>
<th>Fatal Collisions</th>
<th>Percent of Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Slippery Surface</td>
<td>12,412</td>
<td>8.83</td>
<td>51</td>
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</tr>
<tr>
<td>Animal Action</td>
<td>6,515</td>
<td>4.46</td>
<td>7</td>
<td>0.92</td>
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<tr>
<td>View Obstructed / Limited</td>
<td>2,334</td>
<td>1.66</td>
<td>16</td>
<td>2.10</td>
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<tr>
<td>Glare</td>
<td>1,435</td>
<td>1.02</td>
<td>6</td>
<td>0.79</td>
</tr>
<tr>
<td>Water Pooling</td>
<td>1,388</td>
<td>0.99</td>
<td>3</td>
<td>0.39</td>
</tr>
<tr>
<td>Debris In Roadway</td>
<td>828</td>
<td>0.59</td>
<td>5</td>
<td>0.66</td>
</tr>
<tr>
<td>Construction Work Zone</td>
<td>597</td>
<td>0.42</td>
<td>7</td>
<td>0.92</td>
</tr>
<tr>
<td>Improperly Parked Vehicle(s)</td>
<td>372</td>
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<td>2</td>
<td>0.26</td>
</tr>
<tr>
<td>Shoulders Defective / Drop-off</td>
<td>306</td>
<td>0.22</td>
<td>5</td>
<td>0.66</td>
</tr>
<tr>
<td>Maintenance / Utility Work Zone</td>
<td>95</td>
<td>0.07</td>
<td>2</td>
<td>0.06</td>
</tr>
<tr>
<td>Hole / Deep Ruts / Bumps</td>
<td>116</td>
<td>0.08</td>
<td>0</td>
<td>0.00</td>
</tr>
<tr>
<td>Improper / Non-Working Traffic Controls</td>
<td>71</td>
<td>0.05</td>
<td>2</td>
<td>0.26</td>
</tr>
<tr>
<td>Fixed Object(s)</td>
<td>57</td>
<td>0.04</td>
<td>3</td>
<td>0.39</td>
</tr>
</tbody>
</table>
CONTRIBUTING FACTORS

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

<table>
<thead>
<tr>
<th>COLLISIONS INVOLVING EMERGENCY VEHICLES</th>
<th>EMERGENCY VEHICLE COLLISIONS</th>
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<tbody>
<tr>
<td>TOTAL EMERGENCY VEHICLE COLLISIONS</td>
<td>DRIVER CONTRIBUTING FACTORS</td>
</tr>
<tr>
<td></td>
<td>ALL COLLISIONS</td>
</tr>
<tr>
<td></td>
<td></td>
</tr>
<tr>
<td>TOTAL KILLED</td>
<td>3</td>
</tr>
<tr>
<td>TOTAL INJURED</td>
<td>300</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>COLLISIONS INVOLVING FARM EQUIPMENT</th>
<th>FARM EQUIPMENT COLLISIONS</th>
</tr>
</thead>
<tbody>
<tr>
<td>TOTAL FARM EQUIPMENT COLLISIONS</td>
<td>DRIVER CONTRIBUTING FACTORS</td>
</tr>
<tr>
<td></td>
<td>ALL COLLISIONS</td>
</tr>
<tr>
<td></td>
<td></td>
</tr>
<tr>
<td>TOTAL KILLED</td>
<td>5</td>
</tr>
<tr>
<td>TOTAL INJURED</td>
<td>69</td>
</tr>
</tbody>
</table>
The following tables outline driver factors that contributed to each type of collision. Driver-contributing factors are summarized for each specific collision type. Any factor cannot be accumulated more than once in one collision. The percentages represent the percent a given factor occurred in a specific type of collision.

### Collisions Involving School Buses

<table>
<thead>
<tr>
<th>Driver Contributing Factors</th>
<th>All Collisions</th>
<th>Percent of Total</th>
<th>Fatal Collisions</th>
<th>Percent of Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Alcohol Involvement</td>
<td>2</td>
<td>0.27</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Cell Phone</td>
<td>4</td>
<td>0.53</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Disregard Traffic Control</td>
<td>25</td>
<td>3.33</td>
<td>1</td>
<td>33.33</td>
</tr>
<tr>
<td>Distraction</td>
<td>40</td>
<td>5.33</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Drug Involvement</td>
<td>3</td>
<td>0.4</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Emotional</td>
<td>1</td>
<td>0.13</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Exceeded Stated Speed Limit</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Failed to Yield Right of Way</td>
<td>66</td>
<td>8.8</td>
<td>1</td>
<td>33.33</td>
</tr>
<tr>
<td>Fatigue</td>
<td>1</td>
<td>0.13</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Fell Asleep</td>
<td>3</td>
<td>0.4</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Following Too Close</td>
<td>30</td>
<td>4</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Improper Backing</td>
<td>15</td>
<td>2</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Improper Passing</td>
<td>7</td>
<td>0.93</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Inattention</td>
<td>281</td>
<td>37.47</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Lost Consciousness/Fainted</td>
<td>4</td>
<td>0.53</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Medication</td>
<td>1</td>
<td>0.13</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Misjudge Clearance</td>
<td>233</td>
<td>31.07</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Not Under Proper Control</td>
<td>54</td>
<td>7.2</td>
<td>1</td>
<td>33.33</td>
</tr>
<tr>
<td>Overcorrecting/Oversteering</td>
<td>3</td>
<td>0.4</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Physical Disability</td>
<td>2</td>
<td>0.27</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Sick</td>
<td>3</td>
<td>0.4</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Too Fast for Conditions</td>
<td>17</td>
<td>2.27</td>
<td>1</td>
<td>33.33</td>
</tr>
<tr>
<td>Turning Improperly</td>
<td>7</td>
<td>0.93</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Weaving in Traffic</td>
<td>1</td>
<td>0.13</td>
<td>0</td>
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</table>

### Collisions Involving Elementary School Age Children

<table>
<thead>
<tr>
<th>Driver Contributing Factors</th>
<th>All Collisions</th>
<th>Percent of Total</th>
<th>Fatal Collisions</th>
<th>Percent of Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Alcohol Involvement</td>
<td>146</td>
<td>1.45</td>
<td>8</td>
<td>14.55</td>
</tr>
<tr>
<td>Cell Phone</td>
<td>75</td>
<td>0.75</td>
<td>1</td>
<td>1.82</td>
</tr>
<tr>
<td>Disregard Traffic Control</td>
<td>428</td>
<td>4.26</td>
<td>3</td>
<td>5.45</td>
</tr>
<tr>
<td>Distraction</td>
<td>709</td>
<td>7.06</td>
<td>2</td>
<td>3.64</td>
</tr>
<tr>
<td>Drug Involvement</td>
<td>93</td>
<td>0.93</td>
<td>5</td>
<td>9.09</td>
</tr>
<tr>
<td>Emotional</td>
<td>42</td>
<td>0.42</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Exceeded Stated Speed Limit</td>
<td>68</td>
<td>0.68</td>
<td>6</td>
<td>10.91</td>
</tr>
<tr>
<td>Failed to Yield Right of Way</td>
<td>1498</td>
<td>14.91</td>
<td>10</td>
<td>18.18</td>
</tr>
<tr>
<td>Fatigue</td>
<td>36</td>
<td>0.36</td>
<td>1</td>
<td>1.82</td>
</tr>
<tr>
<td>Fell Asleep</td>
<td>52</td>
<td>0.52</td>
<td>2</td>
<td>3.64</td>
</tr>
<tr>
<td>Following Too Close</td>
<td>807</td>
<td>8.03</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Improper Backing</td>
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<td>0.85</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Improper Passing</td>
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<td>1.23</td>
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<td>1.82</td>
</tr>
<tr>
<td>Inattention</td>
<td>4,804</td>
<td>47.82</td>
<td>11</td>
<td>20</td>
</tr>
<tr>
<td>Lost Consciousness/Fainted</td>
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<td>0</td>
<td>0</td>
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<tr>
<td>Medication</td>
<td>11</td>
<td>0.11</td>
<td>1</td>
<td>1.82</td>
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<tr>
<td>Misjudge Clearance</td>
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<tr>
<td>Not Under Proper Control</td>
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<td>11</td>
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</tr>
<tr>
<td>Overcorrecting/Oversteering</td>
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<td>7.27</td>
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<tr>
<td>Physical Disability</td>
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<td>Sick</td>
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<td>0</td>
<td>0</td>
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<tr>
<td>Too Fast for Conditions</td>
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<td>Turning Improperly</td>
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<td>1.71</td>
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<td>1.82</td>
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<tr>
<td>Weaving in Traffic</td>
<td>14</td>
<td>0.14</td>
<td>0</td>
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</tr>
</tbody>
</table>
CONTRIBUTING FACTORS (continued)

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

<table>
<thead>
<tr>
<th>PEDESTRIAN COLLISIONS</th>
<th>DRIVER CONTRIBUTING FACTORS</th>
<th>ALL COLLISIONS</th>
<th>PERCENT OF TOTAL</th>
<th>FATAL COLLISIONS</th>
<th>PERCENT OF TOTAL</th>
</tr>
</thead>
<tbody>
<tr>
<td>Alcohol Involvement</td>
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<td>1.74</td>
<td>6</td>
<td>7.14</td>
<td></td>
</tr>
<tr>
<td>Cell Phone</td>
<td>6</td>
<td>0.55</td>
<td>1</td>
<td>1.19</td>
<td></td>
</tr>
<tr>
<td>Disregard Traffic Control</td>
<td>22</td>
<td>2.01</td>
<td>0</td>
<td>0</td>
<td></td>
</tr>
<tr>
<td>Distraction</td>
<td>46</td>
<td>4.2</td>
<td>2</td>
<td>2.38</td>
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</tr>
<tr>
<td>Drug Involvement</td>
<td>13</td>
<td>1.19</td>
<td>3</td>
<td>3.57</td>
<td></td>
</tr>
<tr>
<td>Emotional</td>
<td>15</td>
<td>1.37</td>
<td>0</td>
<td>0</td>
<td></td>
</tr>
<tr>
<td>Exceeded Stated Speed Limit</td>
<td>4</td>
<td>0.37</td>
<td>0</td>
<td>0</td>
<td></td>
</tr>
<tr>
<td>Failed to Yield Right of Way</td>
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<td>2</td>
<td>2.38</td>
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<tr>
<td>Fatigue</td>
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<td>0.18</td>
<td>2</td>
<td>2.38</td>
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</tr>
<tr>
<td>Fell Asleep</td>
<td>3</td>
<td>0.27</td>
<td>0</td>
<td>0</td>
<td></td>
</tr>
<tr>
<td>Following Too Close</td>
<td>1</td>
<td>0.09</td>
<td>0</td>
<td>0</td>
<td></td>
</tr>
<tr>
<td>Improper Backing</td>
<td>5</td>
<td>0.46</td>
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</tr>
<tr>
<td>Improper Passing</td>
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<td>0.46</td>
<td>0</td>
<td>0</td>
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<tr>
<td>Inattention</td>
<td>299</td>
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<td>11.9</td>
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<td>Lost Consciousness/Fainted</td>
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<td>0.18</td>
<td>0</td>
<td>0</td>
<td></td>
</tr>
<tr>
<td>Medication</td>
<td>1</td>
<td>0.09</td>
<td>0</td>
<td>0</td>
<td></td>
</tr>
<tr>
<td>Misjudge Clearance</td>
<td>37</td>
<td>3.38</td>
<td>2</td>
<td>2.38</td>
<td></td>
</tr>
<tr>
<td>Not Under Proper Control</td>
<td>63</td>
<td>5.76</td>
<td>6</td>
<td>7.14</td>
<td></td>
</tr>
<tr>
<td>Overcorrecting/Oversteering</td>
<td>3</td>
<td>0.27</td>
<td>0</td>
<td>0</td>
<td></td>
</tr>
<tr>
<td>Physical Disability</td>
<td>2</td>
<td>0.18</td>
<td>0</td>
<td>0</td>
<td></td>
</tr>
<tr>
<td>Sick</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td></td>
</tr>
<tr>
<td>Too Fast for Conditions</td>
<td>13</td>
<td>1.19</td>
<td>1</td>
<td>1.19</td>
<td></td>
</tr>
<tr>
<td>Turning Improperly</td>
<td>9</td>
<td>0.82</td>
<td>0</td>
<td>0</td>
<td></td>
</tr>
<tr>
<td>Weaving in Traffic</td>
<td>1</td>
<td>0.09</td>
<td>0</td>
<td>0</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>BICYCLE COLLISIONS</th>
<th>DRIVER CONTRIBUTING FACTORS</th>
<th>ALL COLLISIONS</th>
<th>PERCENT OF TOTAL</th>
<th>FATAL COLLISIONS</th>
<th>PERCENT OF TOTAL</th>
</tr>
</thead>
<tbody>
<tr>
<td>Alcohol Involvement</td>
<td>2</td>
<td>0.49</td>
<td>1</td>
<td>11.11</td>
<td></td>
</tr>
<tr>
<td>Cell Phone</td>
<td>3</td>
<td>0.73</td>
<td>0</td>
<td>0</td>
<td></td>
</tr>
<tr>
<td>Disregard Traffic Control</td>
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<td>2.2</td>
<td>0</td>
<td>0</td>
<td></td>
</tr>
<tr>
<td>Distraction</td>
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<td>1.22</td>
<td>0</td>
<td>0</td>
<td></td>
</tr>
<tr>
<td>Drug Involvement</td>
<td>2</td>
<td>0.49</td>
<td>0</td>
<td>0</td>
<td></td>
</tr>
<tr>
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The following tables outline driver factors that contributed to each type of collision. Driver-contributing factors are summarized for each specific collision type. Any factor cannot be accumulated more than once in one collision. The percentages represent the percent a given factor occurred in a specific type of collision.

### ALL TERRAIN VEHICLE COLLISIONS

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<th>DRIVER CONTRIBUTING FACTORS</th>
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<th>FATAL COLLISIONS</th>
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* Excluding private property

### MOTORCYCLE COLLISIONS

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CONTRIBUTING FACTORS (continued)

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

**COLLISIONS INVOLVING TRUCKS***

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

**TRUCK COLLISIONS**

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**COLLISIONS INVOLVING TRAINS**

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**TRAIN COLLISIONS**

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COLLISIONS BY COUNTY
## COLLISIONS BY COUNTY
### 2015 vs 2016

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**COLLISIONS BY COUNTY**

**2015 vs 2016**

**INJURY**

**PROPERTY DAMAGE**

**KILLED**

**INJURED**
### COLLISIONS BY COUNTY
#### 2015 vs 2016

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*Total with FARS: 42*
The following chart shows the number of drivers suspected of being under the influence of drugs involved in collisions, along with the number of persons killed or injured in those collisions. In previous years this was adjusted to reflect follow-up studies of drivers under the influence of drugs from FARS.

This year, the tables show drivers under the influence of drugs as initially reported, and a new FARS column has been added to show the adjusted numbers.

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### ALCOHOL RELATED COLLISIONS
#### BY AREA DEVELOPMENT DISTRICT

In previous years this page was adjusted to reflect follow-up studies of drivers under the influence of alcohol from FARS. This year, the tables show drivers under the influence of alcohol as initially reported, and a new FARS column has been added to show the adjusted numbers.

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<th>TOTAL COLLISIONS REPORTED</th>
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### DRUG RELATED COLLISIONS
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PARKING LOTS/
PRIVATE
PROPERTY
## COLLISIONS BY COUNTY
### PARKING LOTS / PRIVATE PROPERTY
#### 2015 vs 2016

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## COLLISIONS BY COUNTY
### PARKING LOTS / PRIVATE PROPERTY
#### 2015 vs 2016

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## COLLISIONS BY COUNTY
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<td><strong>14</strong></td>
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<td><strong>899</strong></td>
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TYPES OF COLLISIONS
PARKING LOTS / PRIVATE PROPERTY

PARKING LOTS:
Total Collisions: 22,443
% of Total Collisions: 94.81%
Persons Killed: 5
% of Total Fatalities: 71.43%
No. of Fatal Collisions: 5
% of All Fatal Collisions: 71.45%

COLLISIONS WITH MOVING MOTOR VEHICLE:
Total Collisions: 444
% of Total Collisions: 1.64%
Persons Killed: 0
% of Total Fatalities: 0%
No. of Fatal Collisions: 0
% of All Fatal Collisions: 0%

COLLISIONS WITH PEDESTRIAN:
Total Collisions: 21
% of Total Collisions: 0.08%
Persons Killed: 0
% of Total Fatalities: 0%
No. of Fatal Collisions: 0
% of All Fatal Collisions: 0%

COLLISIONS WITH FIXED OBJECT:
Total Collisions: 268
% of Total Collisions: 1.08%
Persons Killed: 1
% of Total Fatalities: 14.29%
No. of Fatal Collisions: 1
% of All Fatal Collisions: 14.29%

COLLISIONS WITH PEDALCYCLIST:
Total Collisions: 4
% of Total Collisions: 0.03%
Persons Killed: 0
% of Total Fatalities: 0.00%
No. of Fatal Collisions: 0
% of All Fatal Collisions: 0.00%

PARKED VEHICLE COLLISIONS:
Total Collisions: 503
% of Total Collisions: 2.03%
Persons Killed: 0
% of Total Fatalities: 0%
No. of Fatal Collisions: 0
% of All Fatal Collisions: 0%

COLLISIONS WITH RAILWAY TRAIN:
Total Collisions: 7
% of Total Collisions: 0.03%
Persons Killed: 0
% of Total Fatalities: 0%
No. of Fatal Collisions: 0
% of All Fatal Collisions: 0%

COLLISIONS WITH OTHER OBJECTS:
Total Collisions: 14
% of Total Collisions: 0.06%
Persons Killed: 0
% of Total Fatalities: 0%
No. of Fatal Collisions: 0
% of All Fatal Collisions: 0%

COLLISIONS WITH ANIMALS (INCLUDING DEER):
Total Collisions: 1
% of Total Collisions: 0.00%
Persons Killed: 0
% of Total Fatalities: 0.00%
No. of Fatal Collisions: 0
% of All Fatal Collisions: 0.00%

NON-COLLISIONS (INCLUDING OVERTURNED):
Total Collisions: 20
% of Total Collisions: 0.08%
Persons Killed: 1
% of Total Fatalities: 14.29%
No. of Fatal Collisions: 1
% of All Fatal Collisions: 14.29%
AGE OF DRIVERS
(ALL COLLISIONS)
PARKING LOTS / PRIVATE PROPERTY

The chart below groups the ages of 30,374 drivers involved in traffic collisions during 2016 in Kentucky (for which age information was available). For each age category, the following information is shown: the percentage of drivers involved in all collisions, the number of drivers involved in these collisions is shown in parentheses, the percentage of all licensed drivers, and the number of licensed drivers is shown in parentheses (includes learner permits). This allows a comparison to be made between the percentage of a given age category of the driving population and the corresponding percentage this age category is involved in collisions. This data does not differentiate drivers “at-fault” versus drivers “not-at-fault.” There were 317 driver’s ages which could not be determined. These drivers represent ~1% of all drivers involved in collisions. The percentages given below do not consider the “Unknown” category.

NOTE: PERCENTAGE OF LICENSED DRIVERS IN EACH AGE CATEGORY ARE BASED ON 3,204,049 DRIVERS LICENSED IN KENTUCKY AS OF 12/31/2016 (Includes learner permits.)
A variety of factors and conditions can contribute to a collision. Police officers may indicate up to three driver factors for each driver, two vehicular factors for each vehicle, and up to two environmental factors for each collision. This table gives the number of collisions in which a given factor was listed at least once. Accumulations were made only once for each factor indicated in a collision, even if the factor was listed for more than one driver or vehicle. Therefore, the percentages give the percent of collisions in which a given factor is listed.

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<tr>
<th>HUMAN FACTORS</th>
<th>ALL COLLISIONS</th>
<th>PERCENT OF TOTAL</th>
<th>FATAL COLLISIONS</th>
<th>PERCENT OF TOTAL</th>
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<td>Inattention</td>
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<td>Improper Backing</td>
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<td>8.40</td>
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<td>Not Under Proper Control</td>
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<td>Failed to Yield Right of Way</td>
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<td>Distraction</td>
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<td>Turning Improperly</td>
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</table>
A variety of factors and conditions can contribute to a collision. Police officers may indicate up to three driver factors for each driver, two vehicular factors for each vehicle, and up to two environmental factors for each collision. This table gives the number of collisions in which a given factor was listed at least once. Accumulations were made only once for each factor indicated in a collision, even if the factor was listed for more than one driver or vehicle. Therefore, the percentages give the percent of collisions in which a given factor is listed.

### VEHICULAR FACTORS

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<th>VEHICULAR FACTORS</th>
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<th>FATAL COLLISIONS</th>
<th>PERCENT OF TOTAL</th>
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### ENVIRONMENTAL FACTORS

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<td>Shoulder Defective</td>
<td>5</td>
<td>0.00</td>
<td>0</td>
<td>0.00</td>
</tr>
<tr>
<td>Hole / Deep Ruts / Bumps</td>
<td>19</td>
<td>0.01</td>
<td>2</td>
<td>0.25</td>
</tr>
<tr>
<td>Roadway Construction</td>
<td>9</td>
<td>0.01</td>
<td>0</td>
<td>0.00</td>
</tr>
<tr>
<td>Maintenance / Utility</td>
<td>5</td>
<td>0.00</td>
<td>0</td>
<td>0.00</td>
</tr>
<tr>
<td>Improperly Parked Vehicle</td>
<td>200</td>
<td>0.11</td>
<td>0</td>
<td>0.00</td>
</tr>
<tr>
<td>Fixed Object(s)</td>
<td>17</td>
<td>0.01</td>
<td>0</td>
<td>0.00</td>
</tr>
<tr>
<td>Slippery Surface</td>
<td>414</td>
<td>0.24</td>
<td>1</td>
<td>0.13</td>
</tr>
<tr>
<td>Water Pooling</td>
<td>21</td>
<td>0.01</td>
<td>0</td>
<td>0.00</td>
</tr>
</tbody>
</table>
FATALITY ANALYSIS REPORTING SYSTEM (FARS)
FATALLY ANALYSIS REPORTING SYSTEM (FARS)

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

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

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

DRIVERS INVOLVED IN FATAL COLLISIONS - AGE AND ALCOHOL INVOLVEMENT

The chart below depicts the ages of all drivers in fatal collisions in 2016 vs. alcohol involved drivers in fatal collisions during the same time period and the percentages of involvement for various ages and age groups. The alcohol involved teenage driver (ages 13 through 19) represents 2% of the total number of drinking drivers involved in fatal collisions.

<table>
<thead>
<tr>
<th>AGE</th>
<th>Number of Drivers Involved</th>
<th>Alcohol Involved Drivers*</th>
<th>% Alcohol Involved</th>
</tr>
</thead>
<tbody>
<tr>
<td>Under 16</td>
<td>4</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>16</td>
<td>6</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>17</td>
<td>18</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>18</td>
<td>17</td>
<td>3</td>
<td>18</td>
</tr>
<tr>
<td>19</td>
<td>24</td>
<td>1</td>
<td>4</td>
</tr>
<tr>
<td>20</td>
<td>24</td>
<td>2</td>
<td>8</td>
</tr>
<tr>
<td>21</td>
<td>29</td>
<td>7</td>
<td>24</td>
</tr>
<tr>
<td>22-24</td>
<td>83</td>
<td>15</td>
<td>18</td>
</tr>
<tr>
<td>25-34</td>
<td>223</td>
<td>39</td>
<td>17</td>
</tr>
<tr>
<td>35-44</td>
<td>185</td>
<td>32</td>
<td>17</td>
</tr>
<tr>
<td>45-54</td>
<td>194</td>
<td>30</td>
<td>15</td>
</tr>
<tr>
<td>55-64</td>
<td>191</td>
<td>23</td>
<td>12</td>
</tr>
<tr>
<td>65-74</td>
<td>105</td>
<td>6</td>
<td>6</td>
</tr>
<tr>
<td>Over 74</td>
<td>63</td>
<td>3</td>
<td>5</td>
</tr>
<tr>
<td>Unknown</td>
<td>9</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>TOTALS</td>
<td>1,175</td>
<td>161</td>
<td>14</td>
</tr>
</tbody>
</table>

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

*Alcohol involved drivers refers to a driver suspected by the police to be drinking and who tested positive for alcohol in a subsequent test. (.01 or higher)
ALCOHOL INVOLVEMENT
BY AGE AND TEST RESULTS FOR
DRIVERS INVOLVED IN FATAL COLLISIONS

DURING 2016, THERE WERE 171 PERSONS KILLED IN FATAL COLLISIONS INVOLVING A DRINKING DRIVER. THIS REPRESENTS 21% OF ALL PERSONS KILLED IN TRAFFIC COLLISIONS IN KENTUCKY DURING 2016.

The chart below shows drinking drivers by age and alcohol test result. 75% of the drinking drivers tested were found to have a blood alcohol content (BAC) of 0.10% or above at the time of the collision.

<table>
<thead>
<tr>
<th>AGE</th>
<th>NUMBER OF DRINKING DRIVERS*</th>
<th>BAC TEST RESULTS</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td>.01 -.05</td>
</tr>
<tr>
<td>Under 16</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>16</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>17</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>18</td>
<td>3</td>
<td>0</td>
</tr>
<tr>
<td>19</td>
<td>1</td>
<td>0</td>
</tr>
<tr>
<td>20</td>
<td>2</td>
<td>1</td>
</tr>
<tr>
<td>21</td>
<td>7</td>
<td>0</td>
</tr>
<tr>
<td>22-24</td>
<td>15</td>
<td>1</td>
</tr>
<tr>
<td>25-34</td>
<td>39</td>
<td>5</td>
</tr>
<tr>
<td>35-44</td>
<td>32</td>
<td>5</td>
</tr>
<tr>
<td>45-54</td>
<td>30</td>
<td>7</td>
</tr>
<tr>
<td>55-64</td>
<td>23</td>
<td>5</td>
</tr>
<tr>
<td>65-74</td>
<td>6</td>
<td>2</td>
</tr>
<tr>
<td>75+</td>
<td>3</td>
<td>0</td>
</tr>
<tr>
<td>Unknown</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>TOTAL</td>
<td>161</td>
<td>26</td>
</tr>
</tbody>
</table>

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

DURING 2016, 22% OF THE FATALLY INJURED PEDESTRIANS OVER THE AGE OF 15 WERE DRINKING. THEIR AVERAGE ALCOHOL TEST WAS 22%.

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

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

<table>
<thead>
<tr>
<th>AGE</th>
<th>TOTAL</th>
<th>NUMBER DRINKING</th>
<th>AVERAGE TEST RESULTS</th>
</tr>
</thead>
<tbody>
<tr>
<td>0-5</td>
<td>1</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>6-10</td>
<td>4</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>11-15</td>
<td>2</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>16-20</td>
<td>5</td>
<td>1</td>
<td>.12</td>
</tr>
<tr>
<td>21-25</td>
<td>8</td>
<td>3</td>
<td>.22</td>
</tr>
<tr>
<td>26-30</td>
<td>8</td>
<td>1</td>
<td>.22</td>
</tr>
<tr>
<td>31-40</td>
<td>13</td>
<td>2</td>
<td>.23</td>
</tr>
<tr>
<td>41-50</td>
<td>13</td>
<td>5</td>
<td>.23</td>
</tr>
<tr>
<td>51-60</td>
<td>18</td>
<td>5</td>
<td>.13</td>
</tr>
<tr>
<td>61-70</td>
<td>13</td>
<td>1</td>
<td>.31</td>
</tr>
<tr>
<td>71-80</td>
<td>4</td>
<td>1</td>
<td>.27</td>
</tr>
<tr>
<td>81+</td>
<td>3</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>UNKNOWN</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>TOTAL</td>
<td>92</td>
<td>19</td>
<td>.22</td>
</tr>
</tbody>
</table>
SAFETY RESTRAINTS AND EJECTION IN FATAL COLLISIONS

The chart below plots overall results in fatal collisions when motorcycle helmets and other restraints (safety belts, harnesses, child restraints, etc.) are used. A comparison of "used" versus "not used" for 2016 FARS data strongly confirms both the lifesaving advantage as well as the reduction of serious injury when restraints are in place.

- 55% OF THE VEHICLE OCCUPANTS KILLED DURING 2016 WERE NOT RESTRANDED.
- 35% OF THE VEHICLE OCCUPANTS SUFFERING INCAPACITATING INJURY WERE NOT RESTRANDED.
- 24% OF THE OCCUPANTS SUFFERING NON-INCAPACITATING INJURY WERE NOT RESTRANDED.

NON-MOTORISTS ARE NOT INCLUDED IN THE CHARTS BELOW.

<table>
<thead>
<tr>
<th>RESULT</th>
<th>MOTORCYCLE HELMET</th>
<th>RESTRANT</th>
<th>TOTAL</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Used</td>
<td>Not Used</td>
<td>Unknown</td>
</tr>
<tr>
<td>Fatal Injury</td>
<td>36</td>
<td>91</td>
<td>1</td>
</tr>
<tr>
<td>Incapacitating Injury</td>
<td>1</td>
<td>7</td>
<td>0</td>
</tr>
<tr>
<td>Non-Incapacitating Injury</td>
<td>1</td>
<td>4</td>
<td>0</td>
</tr>
<tr>
<td>Possible Injury</td>
<td>4</td>
<td>6</td>
<td>0</td>
</tr>
<tr>
<td>No Injury</td>
<td>1</td>
<td>1</td>
<td>0</td>
</tr>
<tr>
<td>Unknown if Injured</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Injured, Severity Unknown</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>TOTAL</td>
<td>98</td>
<td>54</td>
<td>1</td>
</tr>
</tbody>
</table>

Of the 1,633 vehicle occupants involved in fatal collisions in 2016, only 1,103 were using safety restraints - an overall usage rate of 68% in fatal collisions. (Motorcycle occupants are not included)

EJECTION

<table>
<thead>
<tr>
<th>RESULTS</th>
<th>Total Ejection</th>
<th>Partial Ejection</th>
<th>No Ejection</th>
<th>Unknown</th>
<th>TOTAL</th>
</tr>
</thead>
<tbody>
<tr>
<td>Fatal Injury</td>
<td>95</td>
<td>34</td>
<td>482</td>
<td>0</td>
<td>611</td>
</tr>
<tr>
<td>Incapacitating Injury</td>
<td>14</td>
<td>0</td>
<td>112</td>
<td>0</td>
<td>126</td>
</tr>
<tr>
<td>Non-Incapacitating Injury</td>
<td>3</td>
<td>0</td>
<td>239</td>
<td>0</td>
<td>241</td>
</tr>
<tr>
<td>Possible Injury</td>
<td>2</td>
<td>0</td>
<td>205</td>
<td>0</td>
<td>207</td>
</tr>
<tr>
<td>No Injury</td>
<td>0</td>
<td>0</td>
<td>432</td>
<td>0</td>
<td>432</td>
</tr>
<tr>
<td>Unknown If Injured</td>
<td>0</td>
<td>0</td>
<td>15</td>
<td>0</td>
<td>15</td>
</tr>
<tr>
<td>Injured, Severity Unknown</td>
<td>0</td>
<td>0</td>
<td>1</td>
<td>0</td>
<td>1</td>
</tr>
<tr>
<td>TOTAL</td>
<td>114</td>
<td>34</td>
<td>1,485</td>
<td>0</td>
<td>1,633</td>
</tr>
</tbody>
</table>

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

87% OF VEHICLE OCCUPANTS WHO WERE EITHER TOTALLY OR PARTIALLY EJECTED WERE KILLED. This data also reaffirms the lifesaving advantage of using an active restraint, since the possibility of being ejected upon impact is significantly reduced.

Motorcycles are excluded for ejections. (not applicable under FARS guidelines)
CHILD RESTRAINTS IN FATAL COLLISIONS

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

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

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

<table>
<thead>
<tr>
<th>RESULT</th>
<th>AGE 4 &amp; UNDER TOTAL</th>
<th>CHILD RESTRAINT USED</th>
<th>LAP BELT &amp;/OR HARNESS USED</th>
<th>NONE USED</th>
<th>UNKNOWN</th>
</tr>
</thead>
<tbody>
<tr>
<td>Killed</td>
<td>9</td>
<td>7</td>
<td>1</td>
<td>1</td>
<td>0</td>
</tr>
<tr>
<td>Injured (Incapacitating)</td>
<td>4</td>
<td>3</td>
<td>0</td>
<td>1</td>
<td>0</td>
</tr>
<tr>
<td>Injured (Non-Incapacitating)</td>
<td>7</td>
<td>7</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Injured (Possible)</td>
<td>15</td>
<td>14</td>
<td>1</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Not Injured</td>
<td>18</td>
<td>15</td>
<td>3</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>TOTAL</td>
<td>53</td>
<td>46</td>
<td>5</td>
<td>2</td>
<td>0</td>
</tr>
</tbody>
</table>

Of the 53 child occupants (four years and under) involved in fatal collisions in 2016, 46 children were secured in a child restraint.

Of the 9 children killed, 8 were using a restraint, 1 was using a lap belt or shoulder harness, and 7 were using a child safety seat.
The calculable costs (Economic Costs) of motor vehicle collisions on public roads include wage loss, medical expense, administration costs, property damage, and employer costs. Comprehensive Costs include not only the Economic Cost components but also a measure of the value of lost quality of life associated with deaths and injuries.

Estimated Costs provided by the National Safety Council (Injury Facts® 2017 Edition), considering both Economic and Comprehensive Costs, were used to arrive at a cost range for traffic collisions in Kentucky during 2016 (occurring on public roads.) Costs for 2015 were used since 2016 data was not available.

Note: The National Safety Council’s cost-estimating procedure for the 2015 Comprehensive Cost estimates was revised resulting in a major increase in costs compared to previous years.

The **ECONOMIC COST** ($2.7 billion) was derived from the following formula:

<table>
<thead>
<tr>
<th>COST PER</th>
<th>X</th>
<th>NUMBER REPORTED</th>
<th>ESTIMATED COST</th>
</tr>
</thead>
<tbody>
<tr>
<td>Fatalities</td>
<td>$1,550,000</td>
<td>763</td>
<td>$1,182,650,000</td>
</tr>
<tr>
<td>Incapacitating Injuries</td>
<td>$90,000</td>
<td>3,114</td>
<td>$280,260,000</td>
</tr>
<tr>
<td>Non-Incapacitating Injuries</td>
<td>$26,000</td>
<td>12,493</td>
<td>$324,818,000</td>
</tr>
<tr>
<td>Possible Injuries</td>
<td>$21,000</td>
<td>21,740</td>
<td>$456,540,000</td>
</tr>
</tbody>
</table>

Property Damage Only | $4,200 | 114,780         | $482,076,000           |

**TOTAL ECONOMIC COST ESTIMATE** | $2,726,344,000

The **COMPREHENSIVE COST** ($18.9 billion) was derived from the following formula:

<table>
<thead>
<tr>
<th>COST PER</th>
<th>X</th>
<th>NUMBER REPORTED</th>
<th>ESTIMATED COST</th>
</tr>
</thead>
<tbody>
<tr>
<td>Fatalities</td>
<td>$10,080,000</td>
<td>763</td>
<td>$7,691,040,000</td>
</tr>
<tr>
<td>Incapacitating Injuries</td>
<td>$1,100,000</td>
<td>3,114</td>
<td>$3,425,400,000</td>
</tr>
<tr>
<td>Non-Incapacitating Injuries</td>
<td>$304,000</td>
<td>12,493</td>
<td>$3,797,872,000</td>
</tr>
<tr>
<td>Possible Injuries</td>
<td>$140,000</td>
<td>21,740</td>
<td>$3,043,600,000</td>
</tr>
</tbody>
</table>

Property Damage Only | $8,500 | 114,780         | $975,630,000           |

**TOTAL COMPREHENSIVE COST ESTIMATE** | $18,933,542,000
Harness too loose
The harness is the critical part of the car seat that prevents your child's forward movement. When the harness is snug again, it decreases the risk of head and neck injury.

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

Chest retainer clip not at armpit level
The plastic pieces that hold the harness straps together are pre-crash positioning devices. In a crash, if they are not in the correct position, the harness could slide off the shoulders. In order for the harness straps to perform adequately, the retainer clip must be in the correct position.

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

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

Child too heavy for seat
You can find the weight and height limits on the stickers on the car seat.

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

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

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

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

Child too heavy for seat
You can find the weight and height limits on the stickers on the car seat.

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

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

FOR MORE INFORMATION CONTACT YOUR LOCAL KENTUCKY STATE POLICE POST 1-800-222-5555 OR VISIT WWW.KENTUCKYSTATEPOLICE.ORG
Our children are the most precious cargo we carry while in our vehicles. But sadly, 80 - 90% of all child safety seats are not installed properly. Motor vehicle crashes are the leading cause of death for children under the age of 14. Kentucky State Police want to make sure your child is properly restrained while traveling in your vehicle. This brochure will walk you through the steps to make sure your child has a safe ride every time!

### Infant seat
- These seats should be used for babies from birth to 22-30 pounds and less than 30 inches (check your seat rating).
- Always read your seat and vehicle Instructions regarding car seat installation.
- The seat MUST ALWAYS be installed rear-facing.
- Never place a rear-facing seat in front of an active airbag.
- Harness straps should come through the slots in the back of the seat at or just below the level of your baby's shoulder.
- Keep the harness clip at armpit level.
- Always keep the harness strap snug. You should not be able to pinch any of the harness straps.
- The seats should be reclined at a 30 to 45 degree angle.

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

### Toddler car seat / belt-positioning booster seat
- Toddler seats are forward-facing only seats. Read the label for minimum and maximum weight limits. They have a full harness (with a noted weight limit) that can be removed for use as booster seat. The booster seat will have another weight limit.
- Keep your child in the full harness until the upper weight limit for the harness has been reached.
- Your child is much safer riding in a full harness for as long as possible.

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