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TRAFFIC COLLISION FACTS



2022 REPORT

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

<https://kp.uky.edu>



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

<https://crashtool.uky.edu>



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

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

<https://SPFR.uky.edu>



COMMONWEALTH OF KENTUCKY
OFFICE OF THE GOVERNOR

Andy Beshear
GOVERNOR

The State Capitol, Suite 100
700 Capitol Avenue
Frankfort, Kentucky 40601
Phone: (502) 564-2611
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Dear Kentuckians:

Since first taking public office, I have made transparency a priority, ensuring data is shared with the proper authorities and policymakers, as well as with Kentuckians. Policymakers and the public are able to utilize public safety information to identify investments that have worked and investments that are still needed to make our communities safer. To continue our work to create a safer Kentucky for all, I share with you the 2022 Kentucky Traffic Collision Facts report produced by the Kentucky State Police, which includes statistics regarding vehicular collisions that occurred on Kentucky's roadways last year.

It saddens me to report that in 2022, 744 people were killed in 693 fatal traffic collisions on Kentucky's roadways. Of these deaths, 265 were due to drivers under the influence of drugs and 153 were due to drivers under the influence of alcohol. Each of these individuals is a unique child of God, missed by those who loved them.

One life lost in an auto collision is too many. I want to remind all motorists, both seasoned and new, to follow these safe practices and more to keep yourselves and each other safe:

- Observe posted speed limits;
- Always wear a seatbelt;
- Never text and drive; and
- Don't operate a vehicle under the influence of drugs or alcohol.

We have to work together to make our roads safer to travel for all Kentuckians and for those who visit this great commonwealth we call home. Together, let's commit to being safer drivers and to decreasing the number of auto collisions and fatalities in 2023.

Sincerely,

A handwritten signature in black ink that reads "Andy Beshear".

Andy Beshear



Andy Beshear
Governor

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Kerry Harvey
Secretary

Col. Phillip Burnett, Jr.
Commissioner

The Honorable Andy Beshear
Governor of Kentucky
The Capitol
Frankfort, Kentucky 40601

Dear Governor Beshear:

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 2022 Kentucky Traffic Collision Facts report. This report provides a collection of statistical data, based on comprehensive evaluation and analysis of collisions that resulted in fatalities, injuries, and property damage.

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. 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,

Col. Phillip Burnett, Jr.
Commissioner



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

**This Collision Facts Report
would like to remember the**

762

**who were victims of fatal traffic collisions
on Kentucky's public roads in 2022.**

KENTUCKY

TRAFFIC COLLISION FACTS

2022

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INTRODUCTION

Kentucky's *Traffic Collision Facts* is based on collision reports submitted to the Kentucky State Police Records Branch. As required by Kentucky Revised Statute 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 to improve the Commonwealth's traffic safety program.

Unless otherwise noted, data in this publication are for public roads only. Data contained in this report are based solely on the observations and judgements of the state and local police officers who investigated each collision. Collision data are contained in an automatic system called the Collision Report Analysis for Safer Highways (CRASH). This system carries out edit checks for accuracy, which may include manual adjustments based on the Fatal Accident Reporting System (FARS).

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."

The National Highway Traffic Safety Administration (NHTSA) *Manual on Classification of Motor Vehicle Traffic Crashes*¹ 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: 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 Only (PDO) 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: Data processing methods were updated beginning with the 2019 (FY2020) publication. This may result in slight changes, but should improve the overall quality and accuracy of this report. Depending on when the data extract was received, there may be slight variances as crash information may change following crash investigations. Fatalities may be manually adjusted to match FARS following the extract but other numbers may not be adjusted. This summary comes from a snapshot of data captured in the second quarter of the year of publication following the end of the previous calendar year, which is done to ensure the data have been finalized.

(1) https://www.nhtsa.gov/sites/nhtsa.dot.gov/files/documents/ansi_d16-2017.pdf



COLLISION SUMMARY

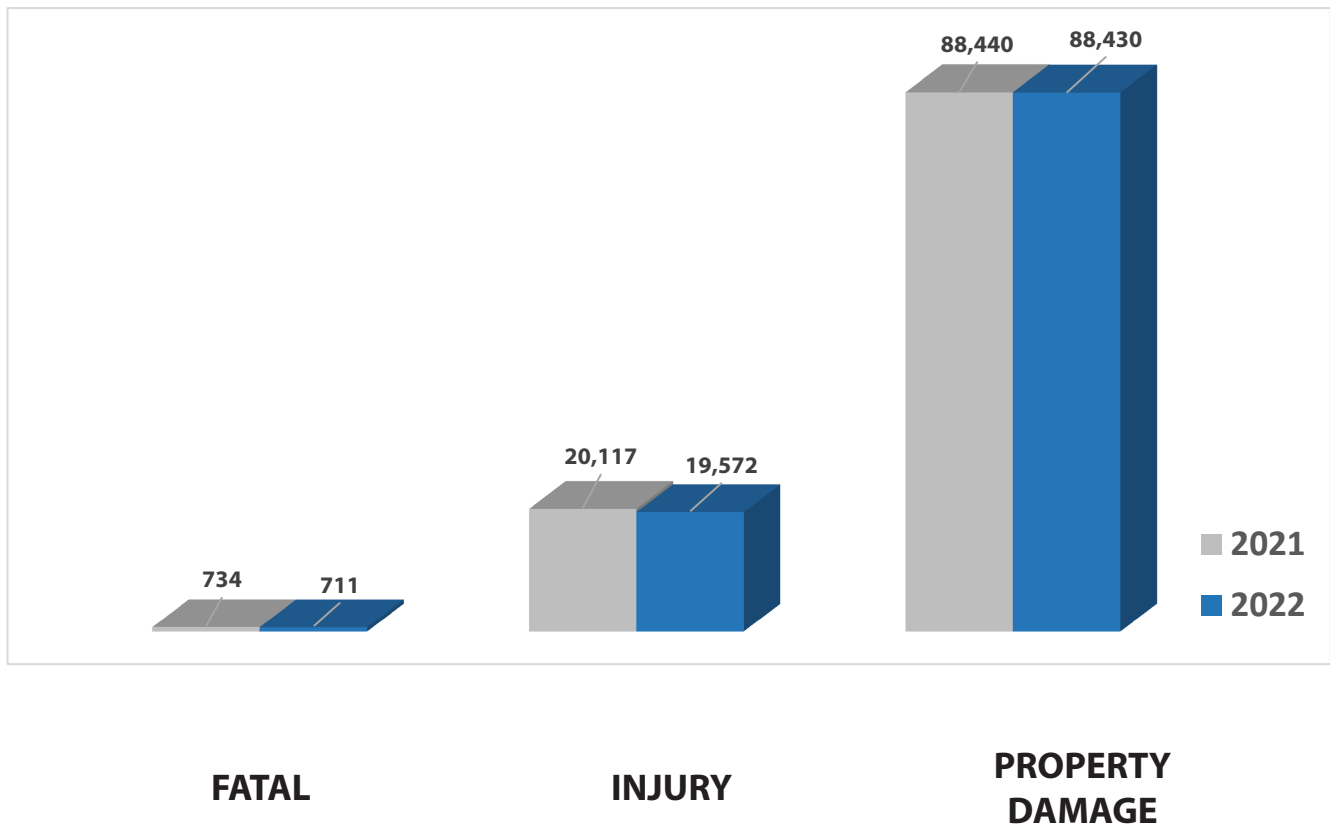
YEAR-OVER-YEAR COLLISION SUMMARY

TYPE OF COLLISION REPORTED	2021	2022	CHANGE
FATAL (PUBLIC ROADS)	734	711	-3.1%
NONFATAL (PUBLIC ROADS)	20,117	19,572	-2.7%
PROPERTY DAMAGE ONLY (PUBLIC ROADS)	88,440	88,430	0.0%
TOTAL REPORTED (PUBLIC ROADS)	109,291	108,713	-0.5%

FATAL (PARKING LOTS / PRIVATE PROPERTY)	10	12	20.0%
NONFATAL (PARKING LOTS / PRIVATE PROPERTY)	594	597	0.5%
PROPERTY DAMAGE (PARKING LOTS / PRIVATE PROPERTY)	21,313	20,720	-2.8%
TOTAL REPORTED (PARKING LOTS / PRIVATE PROPERTY)	21,917	21,329	-2.7%

TOTAL ALL REPORTED COLLISIONS	131,208	130,042	-0.9%
FATAL COLLISIONS (TOTAL)	746	723	-3.1%

**Total Reported Collisions on Public Roads
Decreased 0.9% in 2022 Compared to 2021.**



DEATH AND INJURY SUMMARY

	2021	2022	CHANGE
PERSONS KILLED+ (Public Roads)	806	762	-5.5%
PERSONS KILLED (Parking Lots/Private Property)	10	12	20.0%
PERSONS KILLED++ (Total)	816	774	-5.1%
PERSONS INJURED (Public Roads)	29,372	28,773	-2.0%
PERSONS INJURED (Parking Lots/Private Property)	672	678	0.9%
PERSONS INJURED (Total)	30,044	29,451	-2.0%

+ This figure was manually adjusted after review. Persons killed are adjusted by FARS following investigation. Crashes may involve death not resulting from the crash such as a natural cause. Locations may also initially indicate a public road and later be found to be on private property.

++ This figure comes from a query of a crash data snapshot and may not align by adding public roads and parking lots/private property.

In 2022

1 IN 5,830 KENTUCKY RESIDENTS DIED AS A RESULT OF A FATAL TRAFFIC COLLISION ON A PUBLIC ROAD IN KENTUCKY

1 IN 153 KENTUCKY RESIDENTS WAS INJURED IN A TRAFFIC COLLISION IN KENTUCKY*

1 IN 22 DRIVERS LICENSED IN KENTUCKY WAS INVOLVED IN A TRAFFIC COLLISION IN KENTUCKY

1 IN 3,627 KENTUCKY DRIVERS WAS INVOLVED IN A FATAL COLLISION**

* On a population estimate of 4,512,310 for Kentucky from www.census.gov/quickfacts/KY

** Based on 3,398,060 licensed drivers in Kentucky including learner permits but excluding ID cards

- A total of **762** persons were killed on public roads in 2022.
- The total number of traffic fatalities **decreased 5.5%** from 2021.
- **28,773** persons were injured on public roads in 2022, a **decrease of 2.0%** from 2021.
- Daily Total Miles Driven in Kentucky: **131,792,000**.
- Yearly Total Miles Driven in Kentucky: **48,104,080,000**.

INJURY TYPE	NUMBER	%
KILLED		
Public Roads	762	2.6%
Parking Lots/Private Property	12	1.7%
SUSPECTED MAJOR INJURY		
Public Roads	2,785	9.4%
Parking Lots/Private Property	43	6.2%
SUSPECTED MINOR INJURY		
Public Roads	11,805	40.0%
Parking Lots/Private Property	276	40.0%
POSSIBLE INJURY		
Public Roads	14,183	48.0%
Parking Lots/Private Property	359	52.0%
TOTAL		
Public Roads	29,535	100%
Parking Lots/Private Property	690	100%

TOTAL DEATH RATES			
<i>Deaths per 100 vehicle million miles traveled</i>			
		RATE	
YEAR	KILLED	KY +	U.S. ++
2013	638	1.36	1.18
2014	672	1.40	1.16
2015	761	1.56	1.22
2016	834	1.70	1.25
2017	782	1.59	1.25
2018	724	1.46	1.24
2019	732	1.48	1.20
2020	780	1.68	1.49
2021	806	1.62	1.43
2022	762	1.58	1.46

Note: An incapacitating injury includes injuries that required transport to a medical facility.

+ KYTC Daily Vehicle Miles Traveled (DVMT) and Mileage Report

++ NHTSA Traffic Safety Facts & NSC Motor Vehicle Fatality Estimates

FATALITIES BY AGE AND SEX

In 2022 **544** men and **214** women were killed.

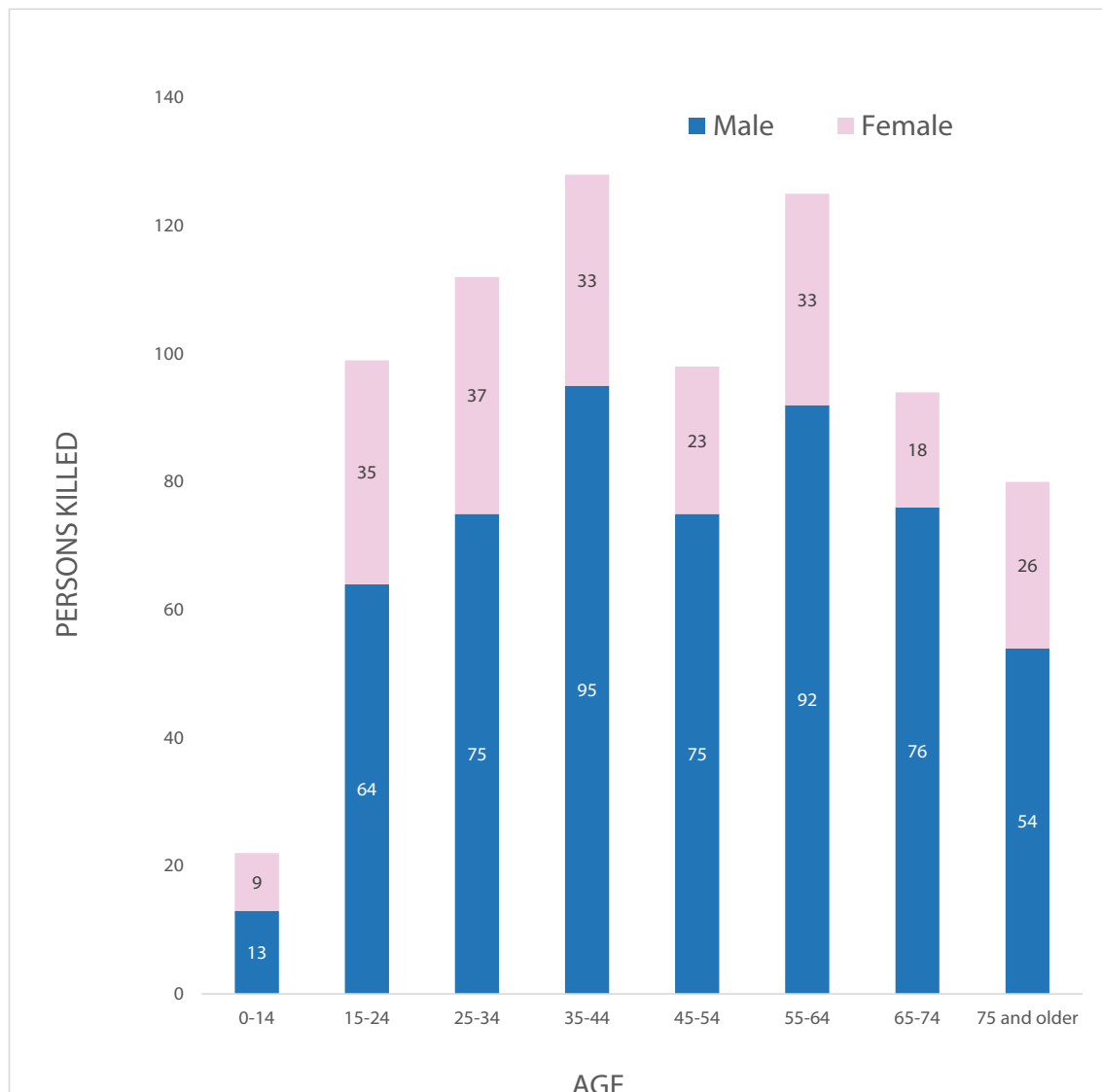
13.1% of all persons killed in traffic collisions were in the **15 to 24 year old age group**.

The percentage of men or women killed in a given age group as a percentage of the total men or women killed is presented in the table to the right.

Age	Male	Female
0-14	2%	4%
15-24	12%	16%
25-34	14%	17%
35-44	17%	15%
45-54	14%	11%
55-64	17%	15%
65-74	14%	8%
75 and older	10%	12%

Slight discrepancies may exist in totals due to unknown gender or unknown age at the time a crash is coded.

The number of persons killed in fatal collisions in 2022 is shown by age and sex in the chart below.



SEVERITY OF INJURY BY COLLISION TYPE

The table below summarizes injury data by collision type.

COLLISION TYPE	TYPE OF INJURY						
	TOTAL COLLISIONS	(K) KILLED	(A) SUSPECTED SERIOUS INJURY	(B) SUSPECTED MINOR INJURY	(C) POSSIBLE INJURY	% OF TOTAL OCCUPANTS KILLED OR INJURED	FATAL COLLISIONS
COLLISION WITH MOVING VEHICLE	69,123	279	1,320	7,816	10,415	67.1	254
COLLISION WITH FIXED OBJECT	17,202	177	637	1,763	2,031	15.6	166
OTHER NON-COLLISION	6,319	146	436	1,122	866	8.7	135
COLLISION WITH PEDESTRIAN	983	102	172	360	230	2.9	100
NON-COLLISION OVERTURNED	729	28	64	172	191	1.5	26
COLLISION WITH OTHER OBJECT	1,493	4	31	123	108	0.9	4
COLLISION WITH PEDALCYCLIST	331	11	37	127	55	0.8	11
COLLISION WITH PARKED VEHICLE	6,494	10	47	181	151	1.3	10
COLLISION WITH DEER	3,073	4	20	58	65	0.5	4
COLLISION WITH OTHER ANIMAL	2,945	0	19	81	70	0.6	0
COLLISION WITH TRAIN	21	1	2	2	1	0	1
TOTALS	108,713	762	2,785	11,805	14,183	100	711

OCCURRENCE OF COLLISIONS BY TYPE

Severity by type visualized.

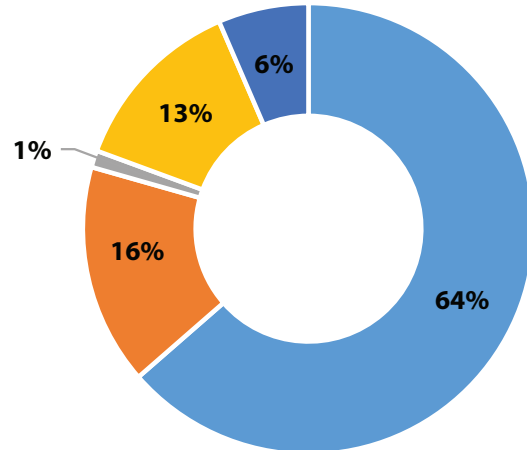
ALL COLLISIONS

Looking at **all** collisions:

~**64%** involved collisions between two or more moving vehicles.

~**16%** involved collisions with fixed objects.

~**1%** involved pedestrians or pedalcyclists



- Moving Vehicle
- Fixed Object
- Pedestrian or Pedalcyclist
- All Other
- Non-Collisions

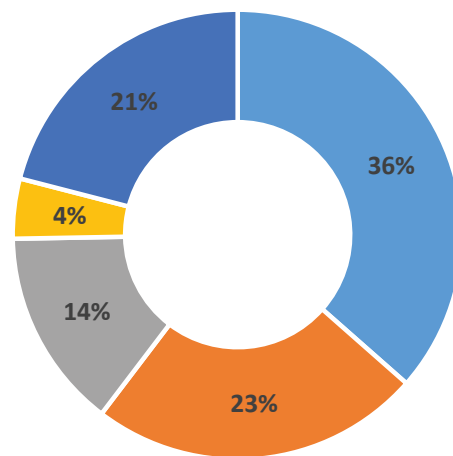
Looking at **fatal** collisions:

~**36%** involved a collision with another moving vehicle.

~**23%** involved collisions with fixed objects.

~**14%** involved pedestrians or pedalcyclists

Fatal Collisions



- Moving Vehicle
- Fixed Object
- Pedestrian or Pedalcyclist
- All Other
- Non-Collisions

Specific types of collisions and the percentage of total collisions and fatalities for each collision category are shown on the next page.

COLLISION TYPES

Collisions with other moving motor vehicles were responsible for **~69%** of all collisions reported, and accounted for **~37%** of all fatalities (persons killed).

Collisions with fixed objects accounted for **~17%** of all collisions but **~31%** of fatalities.

COLLISIONS WITH MOVING MOTOR VEHICLE:

Total Collisions:	74,810
% of Total Collisions:	68.81
Persons Killed:	290
% of Total Fatalities:	38.06
# of Fatal Collisions:	265
% if All Fatal Collisions:	37.27



COLLISIONS WITH PEDESTRIAN:

Total Collisions:	983
% of Total Collisions:	0.9
Persons Killed:	102
% of Total Fatalities:	13.39
# of Fatal Collisions:	100
% if All Fatal Collisions:	14.06

COLLISIONS WITH FIXED OBJECT:

Total Collisions:	18,334
% of Total Collisions:	16.86
Persons Killed:	230
% of Total Fatalities:	30.18
# of Fatal Collisions:	218
% if All Fatal Collisions:	30.66

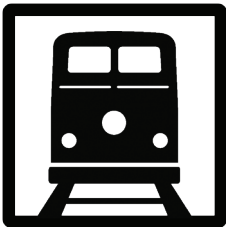


COLLISIONS WITH PEDALCYCLIST:

Total Collisions:	356
% of Total Collisions:	0.33
Persons Killed:	14
% of Total Fatalities:	1.84
# of Fatal Collisions:	13
% if All Fatal Collisions:	1.83

COLLISIONS WITH PARKED VEHICLE:

Total Collisions:	18,334
% of Total Collisions:	16.86
Persons Killed:	230
% of Total Fatalities:	30.18
# of Fatal Collisions:	218
% if All Fatal Collisions:	30.66



COLLISIONS WITH RAILWAY TRAIN:

Total Collisions:	24
% of Total Collisions:	0.02
Persons Killed:	2
% of Total Fatalities:	0.26
# of Fatal Collisions:	2
% if All Fatal Collisions:	0.28

COLLISIONS WITH OTHER OBJECTS:

Total Collisions:	1,591
% of Total Collisions:	1.46
Persons Killed:	8
% of Total Fatalities:	1.05
# of Fatal Collisions:	8
% if All Fatal Collisions:	1.13

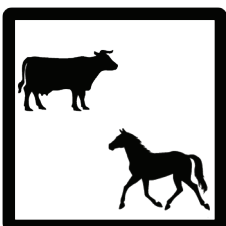


COLLISIONS WITH DEER:

Total Collisions:	3,073
% of Total Collisions:	2.83
Persons Killed:	4
% of Total Fatalities:	0.52
# of Fatal Collisions:	4
% if All Fatal Collisions:	0.56

NON-COLLISION OVERTURNED:

Total Collisions:	741
% of Total Collisions:	0.68
Persons Killed:	29
% of Total Fatalities:	3.81
# of Fatal Collisions:	27
% if All Fatal Collisions:	3.8

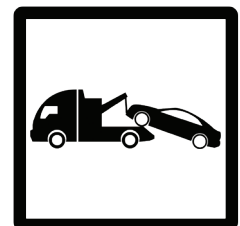


COLLISIONS WITH OTHER ANIMALS (excluding deer):

Total Collisions:	2,947
% of Total Collisions:	2.71
Persons Killed:	0
% of Total Fatalities:	0
# of Fatal Collisions:	0
% of All Fatal Collisions:	0

NON-COLLISION OTHER:

Total Collisions:	6,444
% of Total Collisions:	5.93
Persons Killed:	149
% of Total Fatalities:	19.55
# of Fatal Collisions:	138
% if All Fatal Collisions:	19.41





PEDESTRIAN COLLISIONS



96 pedestrians were killed and 695 injured in traffic collisions in 2022. The charts below indicate the ages of victims of pedestrian collisions and factors related to the pedestrian and vehicle at the time of the collision.

3.1% of the pedestrians killed or injured were 14 years of age or younger, while 21.9% were 65 or older.

PEDESTRIAN FACTOR	TOTAL ACTIONS FOR KILLED OR INJURED PEDESTRIANS BY AGE CATEGORY										
	Fatal Action	Injury Actions	0-4	5-9	10-14	15-19	20-24	25-44	45-64	65-Up	Not Stated
Approaching or Leaving Vehicle	2	41	0	0	0	4	8	13	13	5	0
At Intersection	6	68	0	0	8	8	4	25	19	8	2
Crossing Against Signal	4	35	0	2	9	1	4	9	8	6	0
Crossing With Signal	2	90	0	3	5	7	11	31	22	13	0
Dark Clothing/Not Visible	39	99	4	1	6	12	7	53	37	14	4
Darting into Roadway	13	103	5	9	17	15	8	34	18	7	3
Drinking (Pedestrian)	8	28	1	0	0	0	2	14	16	2	1
Drug Related (Pedestrian)	3	4	0	0	0	0	1	5	0	0	1
Getting On or Off Vehicle	1	10	0	0	0	0	2	3	4	0	2
In Crosswalk	2	128	0	4	9	17	13	29	26	27	5
Jogging	0	3	0	0	0	1	0	0	1	1	0
Lying in Roadway	4	5	0	0	0	1	2	2	4	0	0
Not at Intersection	19	205	1	6	5	8	46	108	27	16	7
Not in Roadway	8	205	0	2	7	7	42	125	25	3	2
Physical Impairment	1	7	0	0	0	0	0	3	3	2	0
Playing in Roadway	1	18	3	1	2	2	0	6	2	0	3
Pushing Vehicle	3	3	0	0	0	0	0	3	2	1	0
Skating/Skateboarding	0	8	1	1	2	0	2	1	1	0	0
Walking in Roadway	55	186	3	4	11	11	11	88	56	41	16
Working in Roadway	3	29	0	0	0	3	4	16	7	2	0
Working on Vehicle	1	13	0	0	0	1	0	8	5	0	0
TOTAL*	175	1,288	18	33	81	98	167	576	296	148	46

PEDESTRIAN FACTOR	VEHICLE ACTION								
	Straight	Right Turn	Left Turn	Starting in Traffic	Slowing	Parking	Backing	Other	TOTAL
Approaching or Leaving Vehicle	26	3	1	1	4	11	3	11	60
At Intersection	31	20	25	3	3	0	0	4	86
Crossing Against Signal	32	6	4	2	1	0	0	1	46
Crossing With Signal	15	35	50	6	1	0	0	1	108
Dark Clothing/Not Visible	120	6	17	0	0	0	0	9	152
Darting into Roadway	123	1	3	4	2	0	0	4	137
Drinking (Pedestrian)	31	5	2	0	1	0	0	0	39
Drug Related (Pedestrian)	7	0	0	0	0	1	0	0	8
Getting On or Off Vehicle	7	1	1	1	1	3	0	0	14
In Crosswalk	33	29	63	5	4	0	2	4	140
Jogging	3	0	2	0	0	2	1	0	8
Lying in Roadway	8	0	0	0	0	1	0	2	11
Not at Intersection	102	3	13	1	2	2	1	4	128
Not in Roadway	58	6	12	1	2	16	6	10	111
Physical Impairment	6	2	0	2	1	0	0	0	11
Playing in Roadway	24	0	1	0	0	1	0	0	26
Pushing Vehicle	5	0	0	0	0	0	1	3	9
Skating/Skateboarding	10	0	2	1	0	0	0	1	14
Walking in Roadway	201	6	16	6	3	8	9	16	265
Working in Roadway	23	0	1	0	1	3	2	5	35
Working on Vehicle	14	0	0	1	1	6	0	3	25
TOTAL*	879	123	213	34	27	54	25	78	1,433

*These totals may be higher than the actual number of pedestrians involved because they reflect multiple pedestrian actions, as up to three pedestrian factors can be coded for one collision.

Slight discrepancies may exist in numbers if pedestrian flees a scene, or is otherwise coded as unidentified.

HIT-AND-RUN COLLISIONS

Hit-and-run collisions occur when the driver leaves the collision scene with the intent of evading responsibility. Hit-and-run is a serious violation of the law. In 2022 there were **11,012** hit-and-run collisions, of which **28** were fatal collisions and **955** were injury collisions.

Most of Kentucky's hit-and-run collisions were property damage collisions (**91.1%**). **28** persons were killed and **1,206** were injured.

TOTAL	FATAL COLLISIONS	INJURY COLLISIONS	PROPERTY DAMAGE COLLISIONS	PERSONS KILLED	PERSONS INJURED
11,012	28	955	10,029	28	1,206

HIT-AND-RUN VICTIMS

14 persons killed in hit-and-run collisions were pedestrians and **3** were pedalcyclists. **106** pedestrians and **38** pedalcyclists were injured.

VICTIM TYPE	PERSONS KILLED	PERSONS INJURED
Pedestrian	14	106
Pedalcyclist	3	38
Other	11	1,062
TOTAL	28	1,206



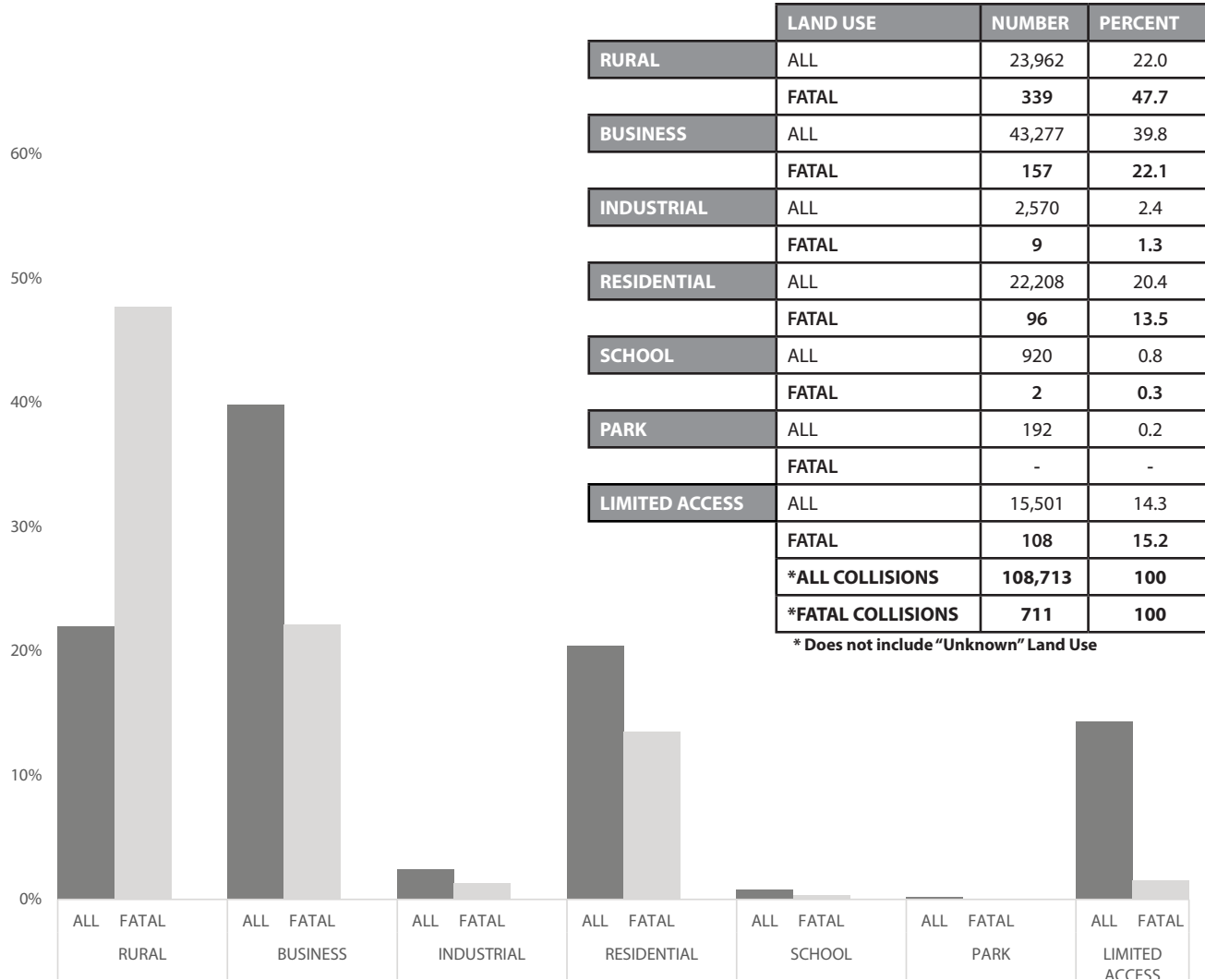
LOCATION OF HIT-AND-RUN COLLISIONS

Locations of hit-and-run collisions are shown in the chart below.

The largest percentage of hit-and-run collisions (**41%**) occurred on city streets, followed by state routes (**25%**) and U.S. Routes (**16%**).

ROADWAY TYPE	ALL HIT-AND-RUN COLLISIONS	FATAL COLLISIONS	INJURY COLLISIONS	PROPERTY DAMAGE
INTERSTATE	1,227	3	112	1,112
U.S. ROUTE	1,710	3	160	1,547
STATE ROUTE	2,761	12	301	2,448
PARKWAY	63	-	6	57
COUNTY ROADS	432	1	18	413
CITY STREETS	4,558	9	339	4,210
OTHER	261	-	19	242
TOTAL	11,012	28	955	10,029

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 with a population greater than or equal to 5,000. Rural areas are places that do not meet this criterion. As shown in the chart below, most collisions (61%) occurred in urban areas.

61% of injury collisions occurred in urban areas, however, a slightly higher number of fatal collisions (49.9%) took place in rural areas. A much higher percentage of property damage collisions was reported in urban areas.

RURAL VS. URBAN

AREA	Number of Collisions	% of Total	Fatal	% of Total	Nonfatal Injury	% of Total	Property Damage	% of Total	Killed	% of Total	Injured	% of Total
Rural	41,914	38.6	355	49.9	7,428	38.0	34,131	38.6	385	50.5	10,971	38.1
Urban	66,056	60.8	348	49.0	11,989	61.3	53,719	60.8	368	48.3	17,573	61.1
Unknown	743	0.7	8	1.1	154	0.8	581	0.7	9	1.2	227	0.8
TOTAL	108,713	100	711	100	19,571	100	88,431	100	762	100	28,771	100

COLLISION LOCATION BY ROADWAY TYPE

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

35% of all collisions occurred on Kentucky's state numbered routes, with **47%** of all fatal collisions occurring on this type of roadway.

Although **21%** of all collisions occurred on city streets, only **7%** of the fatal collisions occurred on city streets.

TYPE	Fatal Collisions	Nonfatal Injury	Property Damage	Percent Total
INTERSTATE	72	1946	9917	10.98
U.S. ROUTE	169	5108	20538	23.75
STATE ROUTE	336	7782	29735	34.82
PARKWAY	21	293	1411	1.59
COUNTY ROAD	54	996	4544	5.15
CITY STREET	52	2925	19967	21.11
OTHER	7	522	2318	2.62
+ TOTAL	711	19,572	88,430	100

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

COLLISIONS ON INTERSTATES AND PARKWAYS

INTERSTATE	Collisions	Fatal Collisions	Nonfatal Injury	Property Damage	Number Killed	Number Injured
I-24	777	4	139	634	5	210
I-64	1619	17	314	1288	17	477
I-65	2381	18	382	1981	18	589
I-69	273	1	39	233	1	50
I-71	964	7	147	810	7	212
I-75	3761	14	486	3261	16	672
*I-165	14	1	4	9	1	9
I-264	777	5	209	563	6	299
I-265	404	2	99	303	2	127
I-275	737	1	109	627	1	137
I-471	300	2	28	270	2	39
TOTAL	12,007	72	1,956	9,979	76	2,821

PARKWAY	Collisions	Fatal Collisions	Nonfatal Injury	Property Damage	Number Killed	Number Injured
Audubon	64	2	7	55	2	13
Martha L. Collins Bluegrass	230	2	47	181	3	72
Louie B. Nunn Cumberland	190	1	29	160	1	39
Hal Rogers Daniel Boone	122	2	20	100	3	29
*William H. Natcher Green River	203	3	37	163	4	50
Bert T. Combs Mountain	135	3	32	100	3	52
Edward T. Breathitt Pennyrile	176	3	38	135	3	56
Julian M. Carroll Purchase	150	1	35	114	3	48
Wendell H. Ford Western Kentucky	283	5	48	230	5	80
TOTAL	1,553	22	293	1,238	27	439

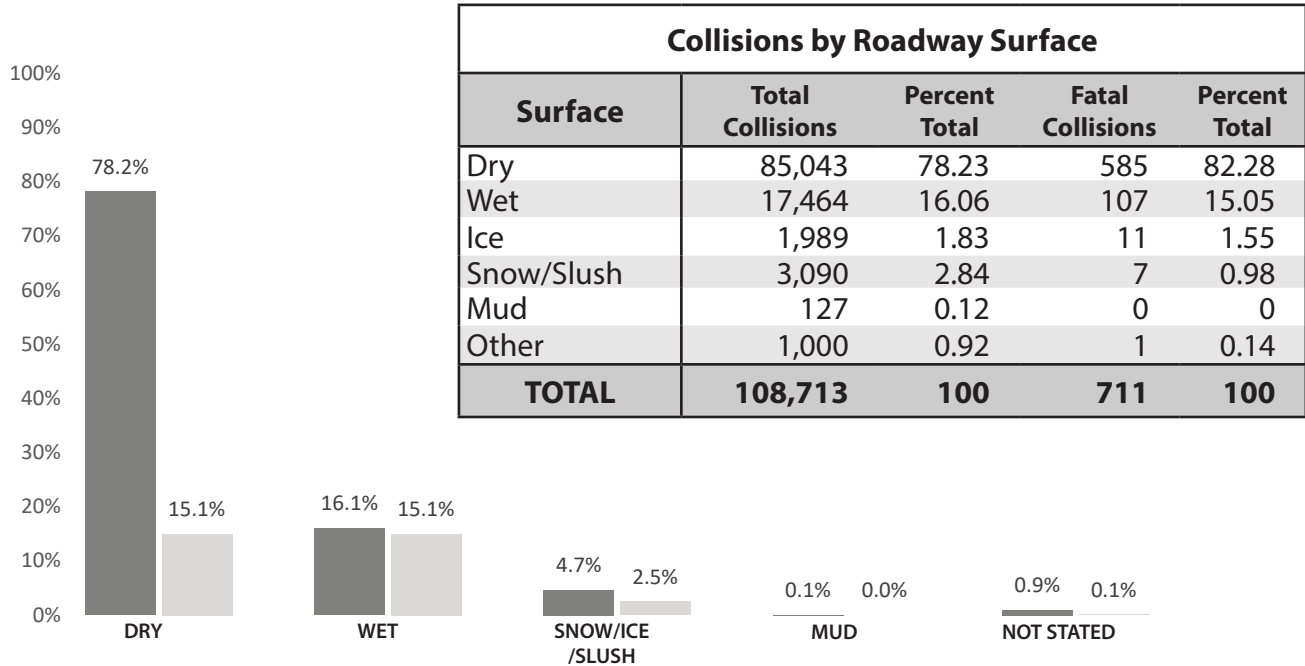
* In 2019 the William H. Natcher Parkway was redesignated as Interstate I-165 following completion of a project that brought the highway up to Interstate Highway Standards. Tables reflect data as they were recorded by first responders.

COLLISIONS BY ROADWAY CONDITIONS AND ROADWAY CHARACTER

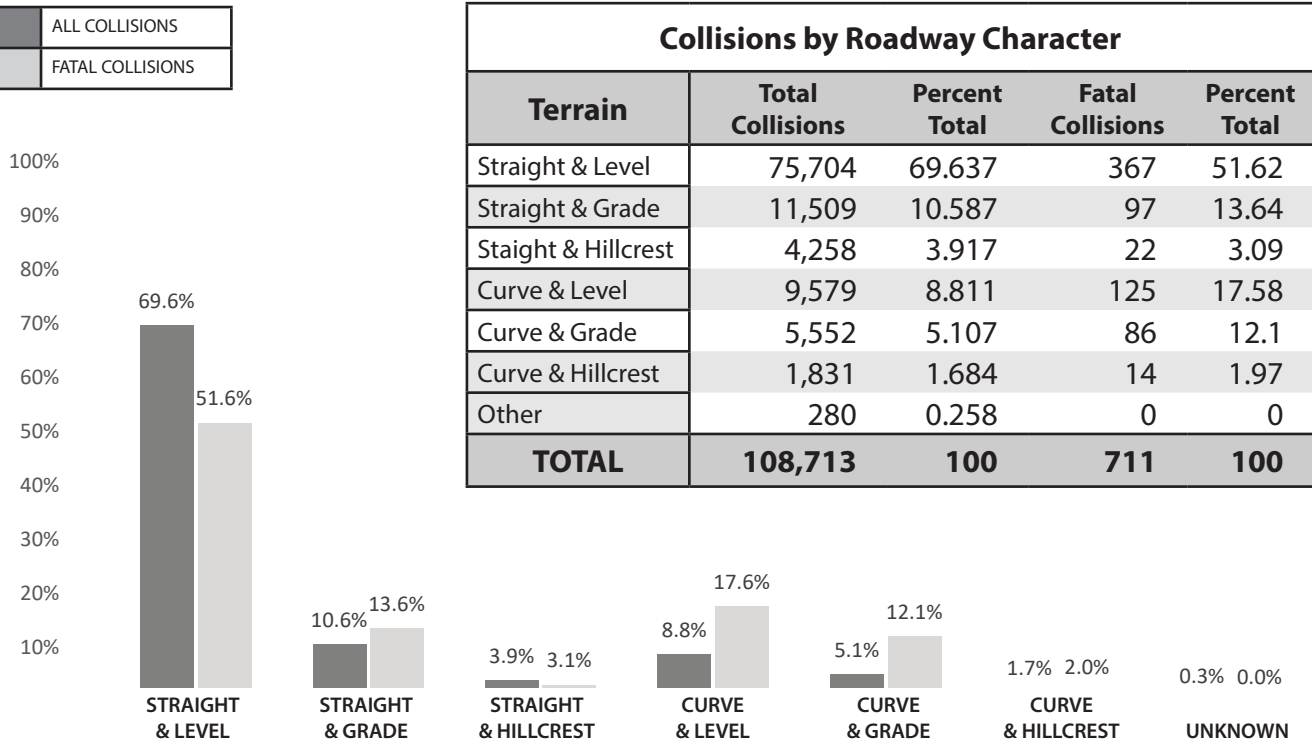
The charts below provide a breakdown of collisions and fatal collisions by roadway surface condition and roadway character.

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

84% of all collisions occurred on straight roads and **16%** on curved roads. **32%** of fatal collisions occurred on curved roads.



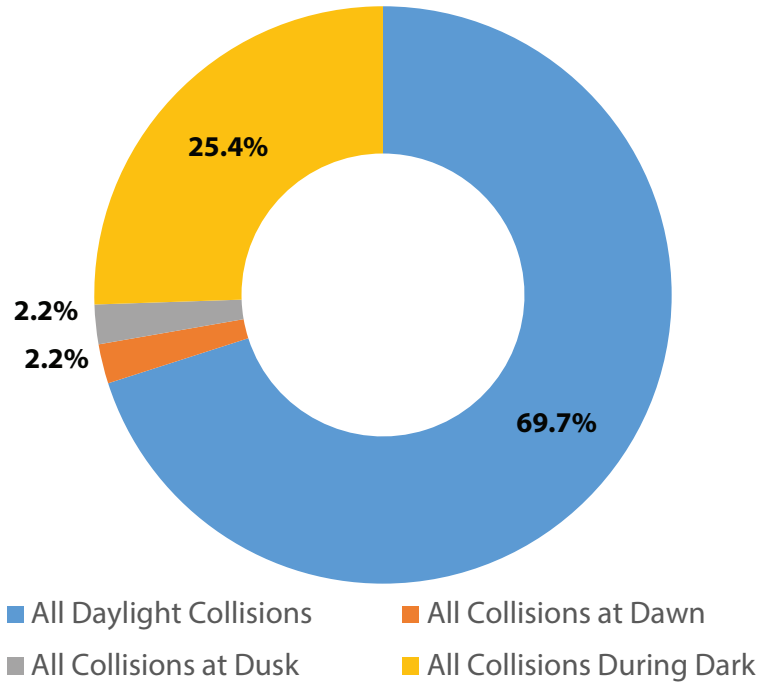
ALL COLLISIONS
FATAL COLLISIONS



COLLISIONS BY LIGHT CONDITION

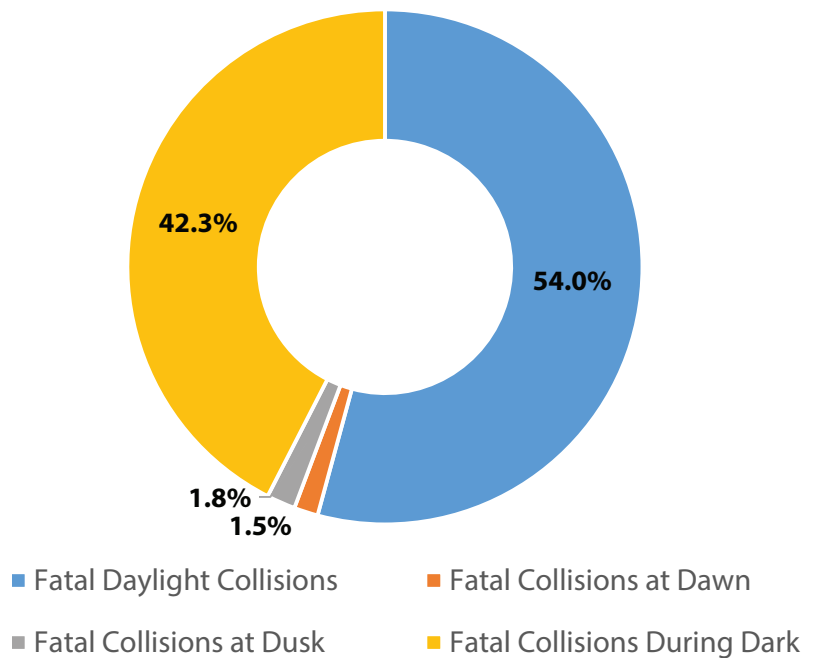
ALL COLLISIONS
(excludes unknown light conditions)

Condition	Number	Percent
All Daylight Collisions	75,798	69.7
All Collisions at Dawn	2,424	2.2
All Collisions at Dusk	2,366	2.2
All Collisions During Dark	27,635	25.4
Other/ Unknown	490	0.5

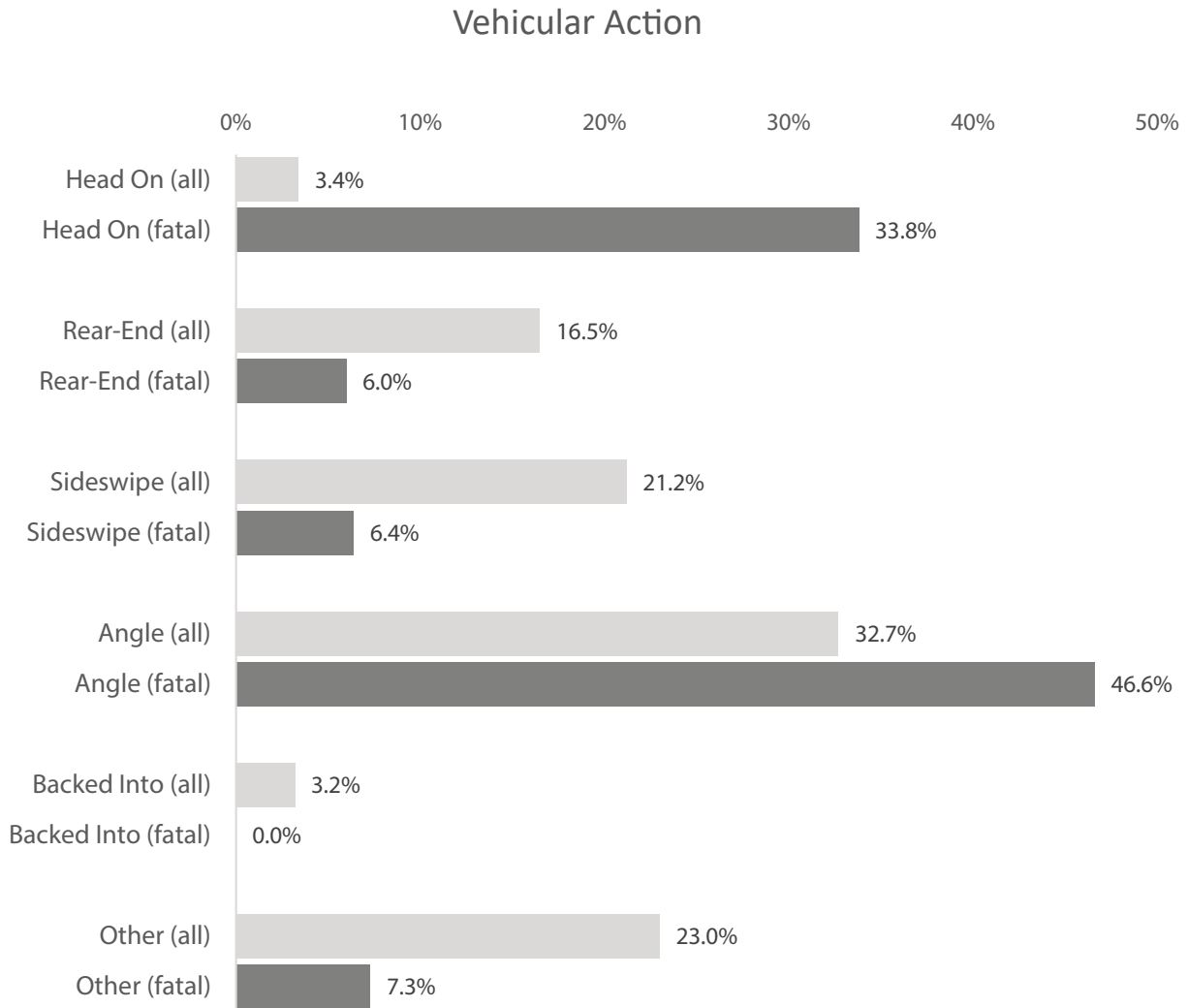


Condition	Number	Percent
Fatal Daylight Collisions	384	54
Fatal Collisions at Dawn	11	1.5
Fatal Collisions at Dusk	13	1.8
Fatal Collisions During Dark	301	42.3
Other/ Unknown	2	0.3

FATAL COLLISIONS
(excludes unknown light conditions)



TWO-VEHICLE COLLISIONS



The above chart summarizes data on the vehicular action for two-vehicle collisions, where known.

- **64,635** traffic collisions (including **234** fatal collisions) reported in 2022 were two-vehicle collisions. These collisions represented **59%** of all collisions and **33%** of fatal collisions reported.
- Head-on collisions accounted for **~3%** of all collisions involving two vehicles but **~34%** of fatal collisions.
- Rear-end collisions accounted for **~17%** of all two-vehicle collisions but only **~6%** of fatal collisions.
- Sideswipe collisions (both meeting and passing) made up **~21%** of all collisions and **~6%** of fatal collisions.
- Angle collisions accounted for **~33%** of all two-vehicle collisions, but represented the highest percentage of fatal collisions at nearly **47%**.

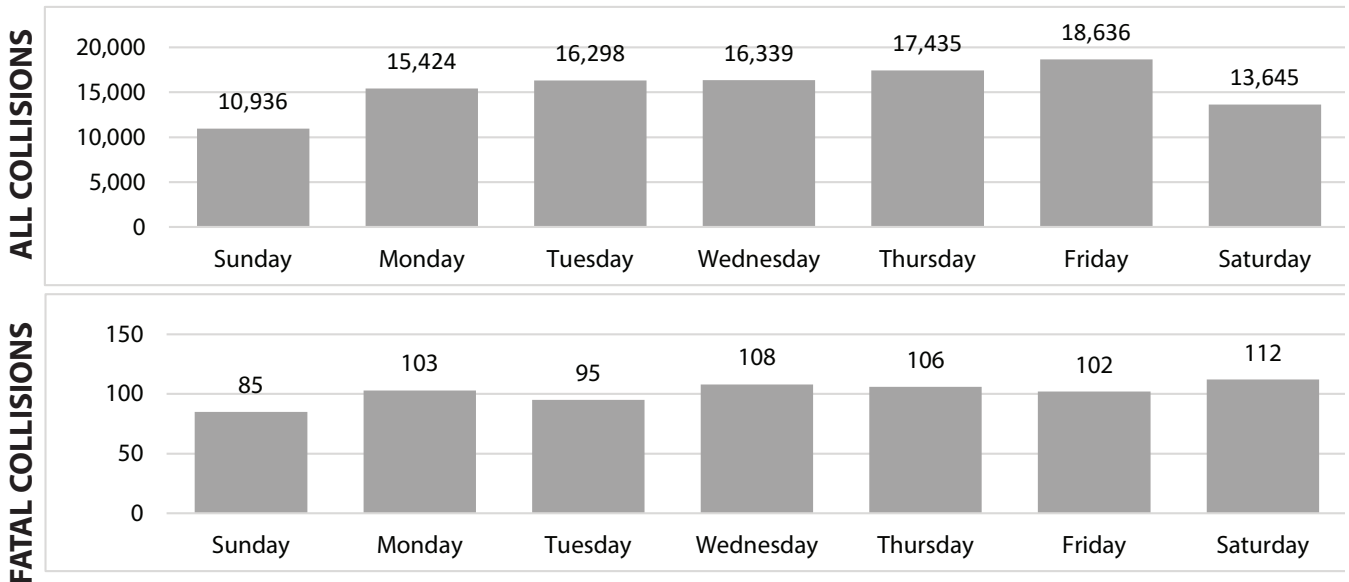
COLLISIONS BY DAY OF WEEK AND MONTH

23% of all collisions and 28% of fatal collisions occurred on weekends (Saturday and Sunday combined).

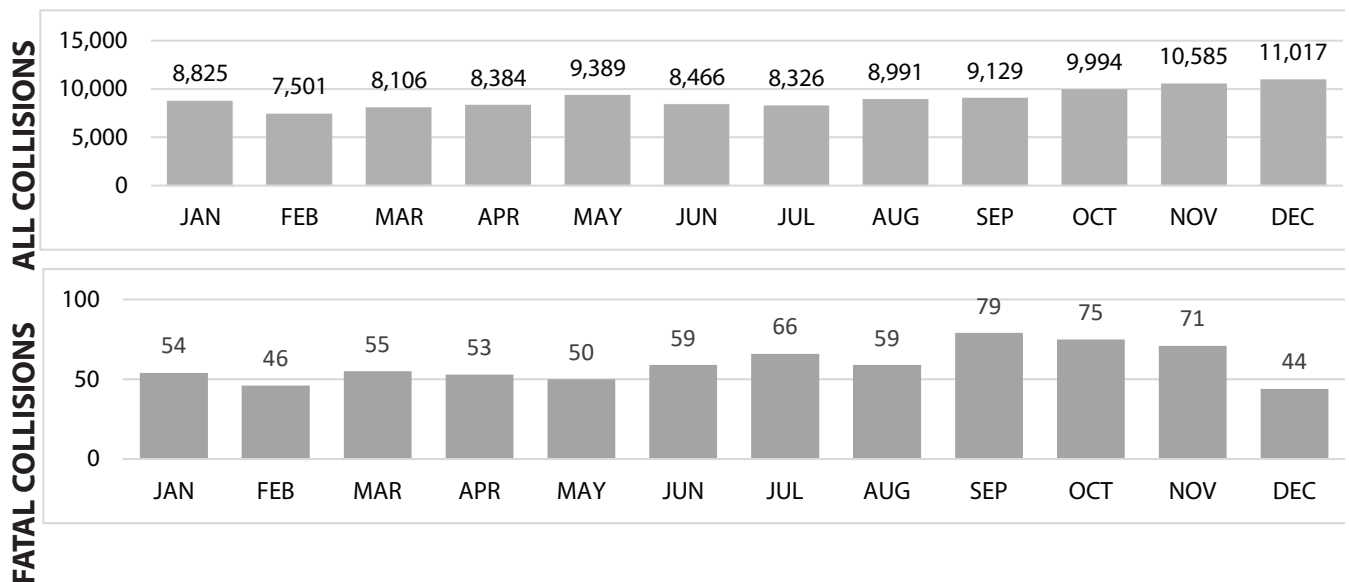
By month, **December** had the most collisions. **September** had the most fatal collisions.

The graphs below show all collisions and fatal collisions by day of occurrence (excluding unknown).

COLLISIONS BY DAY OF WEEK



COLLISIONS BY MONTH



HOLIDAY COLLISIONS

TOTAL DEATHS HOLIDAY DEATH TOLL

The chart below lists the number of deaths in fatal collisions and the number of alcohol-involved deaths (as indicated by blood-alcohol tests) over holiday periods during the last five years.

HOLIDAY PERIOD	2018		2019		2020		2021		2022	
	Number Killed	Alcohol Involved	Number Killed	Alcohol Involved	Number Killed	Alcohol Involved	Number Killed	Alcohol Involved	Number Killed	Alcohol Involved
NEW YEAR'S DAY	4	1	6	2	4	2	5	4	6	4
MEMORIAL DAY	9	5	14	4	5	2	8	4	6	2
INDEPENDENCE DAY	2	0	13	4	8	3	11	3	13	1
LABOR DAY	3	0	8	3	6	1	12	6	5	0
THANKSGIVING	7	2	5	0	4	1	10	3	8	2
CHRISTMAS	9	0	0	0	4	1	5	1	3	1
TOTAL	34	8	46	13	31	10	51	21	41	10

HOLIDAY TIMES AND DATES

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

HOLIDAY	BEGINS (6:00 PM)	ENDS (11:59PM)
New Year's Day	Thursday, December 30, 2021	Sunday, January 2, 2022
Memorial Day	Friday, May 27, 2022	Monday, May 30, 2022
Independence Day	Friday, July 1, 2022	Monday, July 4, 2022
Labor Day	Friday, September 2, 2022	Monday, September 5, 2022
Thanksgiving	Wednesday, November 23, 2022	Sunday, November 27, 2022
Christmas	Friday, December 23, 2022	Monday, December 26, 2022

COMPARISON OF HOLIDAY FATALITIES/COLLISIONS

Numbers may be impacted by the number of days included in the Holiday Times as defined by the National Safety Council.

<https://injuryfacts.nsc.org/motor-vehicle/holidays/holiday-introduction/>

HOLIDAY PERIOD	NEW YEAR'S DAY	MEMORIAL DAY	INDEPENDENCE DAY	LABOR DAY	THANKSGIVING	CHRISTMAS
NO. PERSONS KILLED	6	6	13	5	8	3
NO. PERSONS INJURED	175	286	249	241	264	166
FATAL COLLISIONS	5	7	13	5	8	3
INJURY COLLISIONS	115	176	168	158	177	120
PROPERTY DAMAGE	416	560	510	682	901	841
TOTAL COLLISIONS	536	743	691	845	1,086	964

TYPE OF VEHICLES INVOLVED IN COLLISIONS

VEHICLE TYPE	VEHICLES INVOLVED IN ALL COLLISIONS	PERCENT OF TOTAL	VEHICLES INVOLVED IN FATAL COLLISIONS	PERCENT OF TOTAL
Passenger Cars *	175,537	89.44	872	69.98
Taxicabs	29	0.01	1	0.08
Trucks	10,384	5.29	102	8.19
Motorcycles	1,619	0.82	98	7.87
Motor Shooters/Motor Bikes	255	0.13	9	0.72
School Buses	375	0.19	0	0.00
Other Buses	910	0.46	4	0.32
Farm Tractors/Equipment	208	0.11	5	0.40
Emergency	1,233	0.63	5	0.40
Other Public Owned	222	0.11	1	0.08
Go Carts	19	0.01	0	0.00
Other	5,469	2.79	149	11.96
Not Stated	0	0.00	0	0.00
TOTAL	196,260	100	1,246	100

- There were **196,260** vehicles involved in collisions in 2022.
- Of these, **158,726** were involved in property damage only collisions, **36,288** were involved in injury collisions, and **1,246** were involved in fatal collisions.
- Most (**89%**) vehicles involved in all collisions were passenger cars (**70%** in fatal collisions).
- Trucks accounted for **5%** of vehicles in all collisions, but **8%** of vehicles in fatal collisions.
- Motorcycles represented **8%** of vehicles in fatal collisions, but **less than 1%** of vehicles in all collisions.

VEHICLES REGISTERED IN KENTUCKY	
Cars/Trucks	3,625,953
Buses	16,556
RV or Motorhome	11,625
Motorcycle	99,613
Other	57,380
Total	3,811,127

Commercial Vehicles	186,501
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* Passenger cars include automobiles and trucks whose registered weights are 6,000 pounds or less.

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 a collision. Number represents the number of trucks for a given factor, and the percent is the percentage of all trucks for that factor.

666 truck-related factors were reported in collisions, 5 in fatal collisions, and 76 in non-fatal injury collisions.

CONTRIBUTING VEHICULAR FACTORS	NUMBER OF TRUCKS INVOLVED IN:					
	ALL COLLISIONS		FATAL COLLISIONS		NONFATAL INJURY COLLISIONS	
	NUMBER	PERCENT	NUMBER	PERCENT	NUMBER	PERCENT
Defective Brakes	57	0.55	0	0	10	0.67
Defective Headlights	2	0.02	0	0	0	0
Other Lighting Defects	14	0.13	0	0	1	0.07
Steering Failure	23	0.22	0	0	4	0.27
Tire Failure	112	1.08	1	0.98	10	0.67
Tow Hitch Failure	27	0.26	0	0	3	0.20
Overload / Improper Load	7	0.07	1	0.98	0	0
Oversized Load	47	0.45	1	0.98	3	0.20
Load Securement	123	1.18	0	0	12	0.81
Other	254	2.44	2	1.96	33	2.23
None Detected	9,746	93.60	97	95.10	1,407	94.88
Totals	666	100	5	100.0	76	100.0

20% of all truck collisions occurred on city, county, or other streets, 33% on interstates or parkways, and 46% on U.S. and state routes.

40% of hazardous cargo collisions occurred on interstates and 47% on U.S. and state routes.

TYPE OF ROADWAY	ALL TRUCK COLLISIONS				TRUCKS WITH HAZARDOUS CARGO			
	FATAL COLLISIONS	INJURY COLLISIONS	PROPERTY DAMAGE	TOTAL	FATAL COLLISIONS	INJURY COLLISIONS	PROPERTY DAMAGE	TOTAL
Interstate	23	453	2,386	2,862	2	20	54	76
US Route	23	284	1,366	1,673	0	4	29	33
State Route	31	422	2,256	2,709	0	8	49	57
Parkway	5	60	205	270	0	2	3	5
County	2	36	369	407	0	1	8	9
City Street	-	81	1,219	1,300	0	0	11	11
Other	2	15	199	216	1	0	0	1
Total	86	1,351	8,000	9,437	3	35	154	192

The residence of truck drivers involved in collisions is shown below. 42% of drivers with known residences were non-residents of Kentucky. This is 40% for fatal collisions and 42% for injury collisions. Local residents live in the county where the collision occurred.

RESIDENCE OF DRIVERS IN TRUCK COLLISIONS	ALL COLLISIONS	FATAL COLLISIONS	INJURY COLLISIONS
Local Resident	2,140	24	355
State Resident	3,072	36	443
Out-of -State Resident	4,368	41	615
Not Stated	804	1	68
TOTAL	10,384	102	1,481

DRIVER INVOLVEMENT (BY RESIDENCE AND SEX)

RESIDENCE OF DRIVER

There were **178,927** drivers involved in collisions. Of these, **1,099** were involved in fatal collisions. The chart below tabulates driver involvement by residence and shows that most drivers (~62% of those for whom the residence is known) were local residents (reside in the county where the collision occurred).

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

INVOLVEMENT BY RESIDENCE

DRIVER RESIDENCE	NUMBER INVOLVED IN ALL COLLISIONS	PERCENT OF TOTAL
LOCAL RESIDENT	111,294	62.2
STATE RESIDENT	43,296	24.2
OUT OF STATE	23,492	13.13
UNKNOWN/NOT STATED	845	0.47
TOTAL	178,927	100

DRIVER RESIDENCE	NUMBER INVOLVED IN FATAL COLLISIONS	PERCENT OF TOTAL
LOCAL RESIDENT	652	59.33
STATE RESIDENT	285	25.93
OUT OF STATE	150	13.65
UNKNOWN/NOT STATED	12	1.09
TOTAL	1,099	100

SEX OF DRIVER

ALL COLLISIONS		
SEX	NUMBER IN ALL COLLISIONS	PERCENT IN ALL COLLISIONS
MALE	102,401	57.23
FEMALE	76,194	42.58
NOT STATED	332	0.19
TOTAL	178,927	100

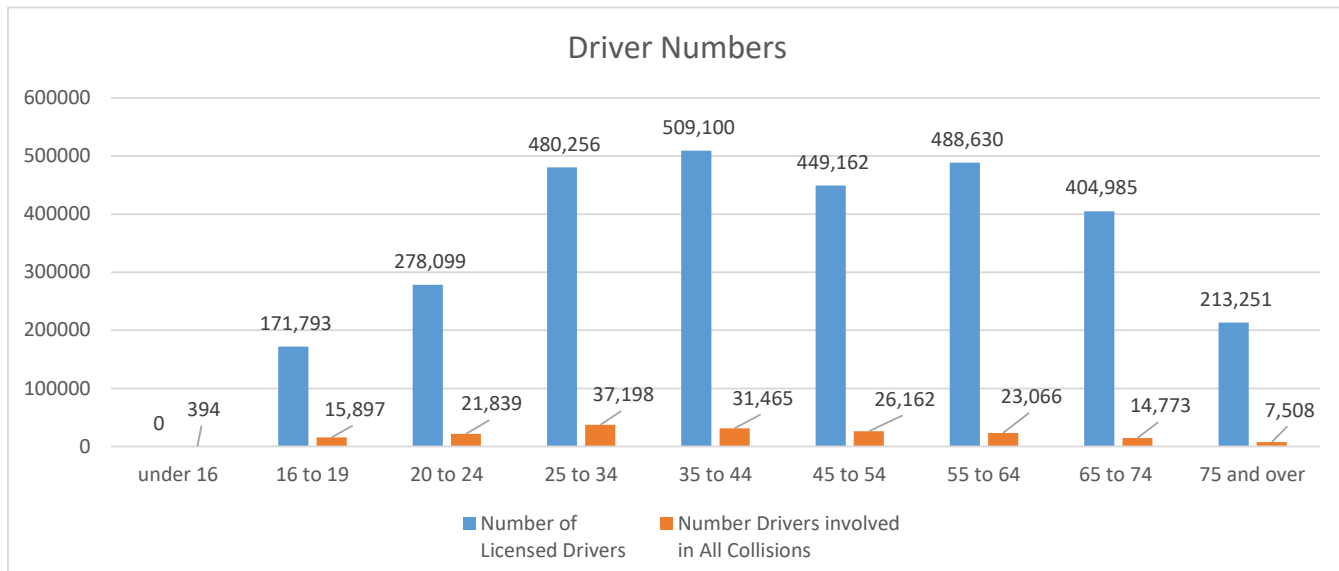
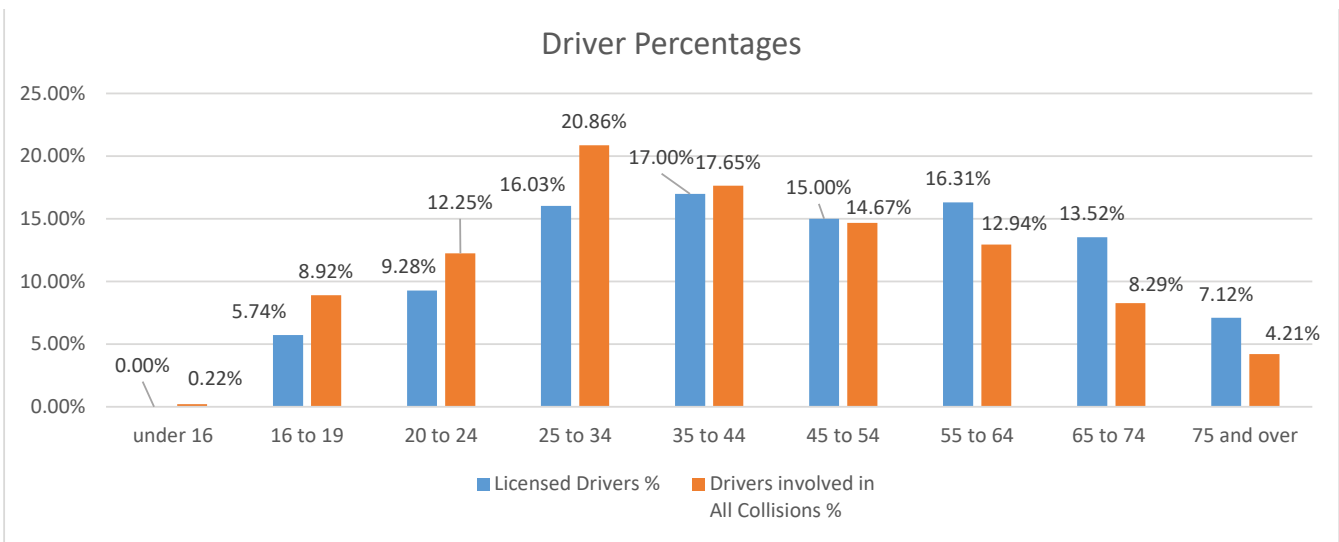
FATAL COLLISIONS		
SEX	NUMBER IN FATAL COLLISIONS	PERCENT IN FATAL COLLISIONS
MALE	798	72.61
FEMALE	299	27.21
NOT STATED	2	0.18
TOTAL	1,099	100

DRIVER AGES (ALL COLLISIONS)

The chart below groups all traffic collisions by driver age bracket (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 (shown in parentheses), the percentage of all licensed drivers, and the number of licensed drivers (shown in parentheses, including learner permits). This facilitates comparisons between the percentage of a given category of the driving population and the corresponding percentage of age category involved in collisions.

These data do not differentiate at-fault drivers from not-at-fault drivers.



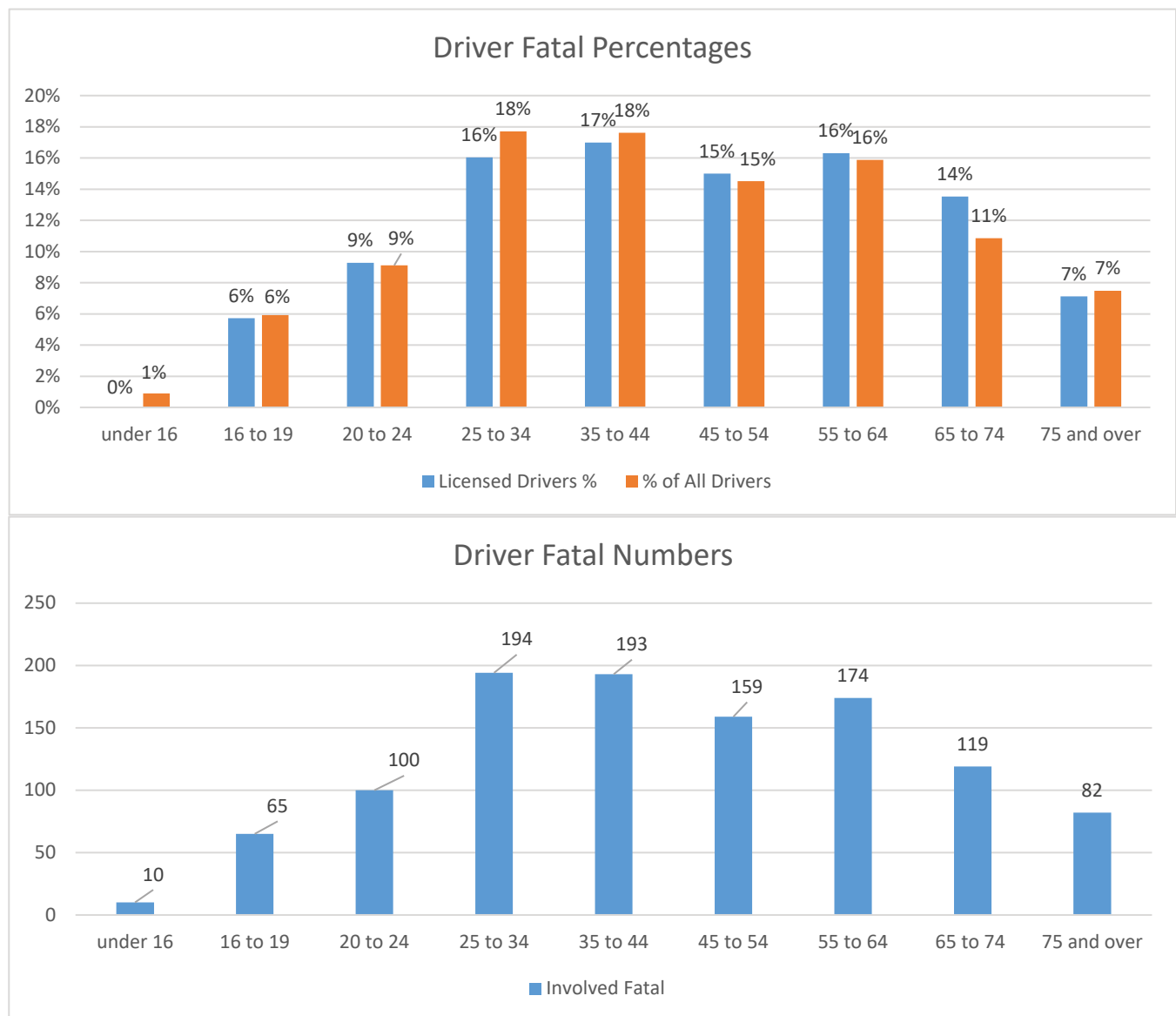
NOTE: PERCENTAGE OF LICENSED DRIVERS IN EACH AGE CATEGORY IS BASED ON 3,398,060 DRIVERS LICENSED IN KENTUCKY. (Includes learner permits.)

DRIVER AGE (FATAL COLLISIONS)

The chart below groups all fatal traffic collisions by driver age bracket (for which age information was available). Note that the drivers were not necessarily killed in the fatal collision.

The number of drivers involved in fatal collisions may exceed the total number of fatal collisions.

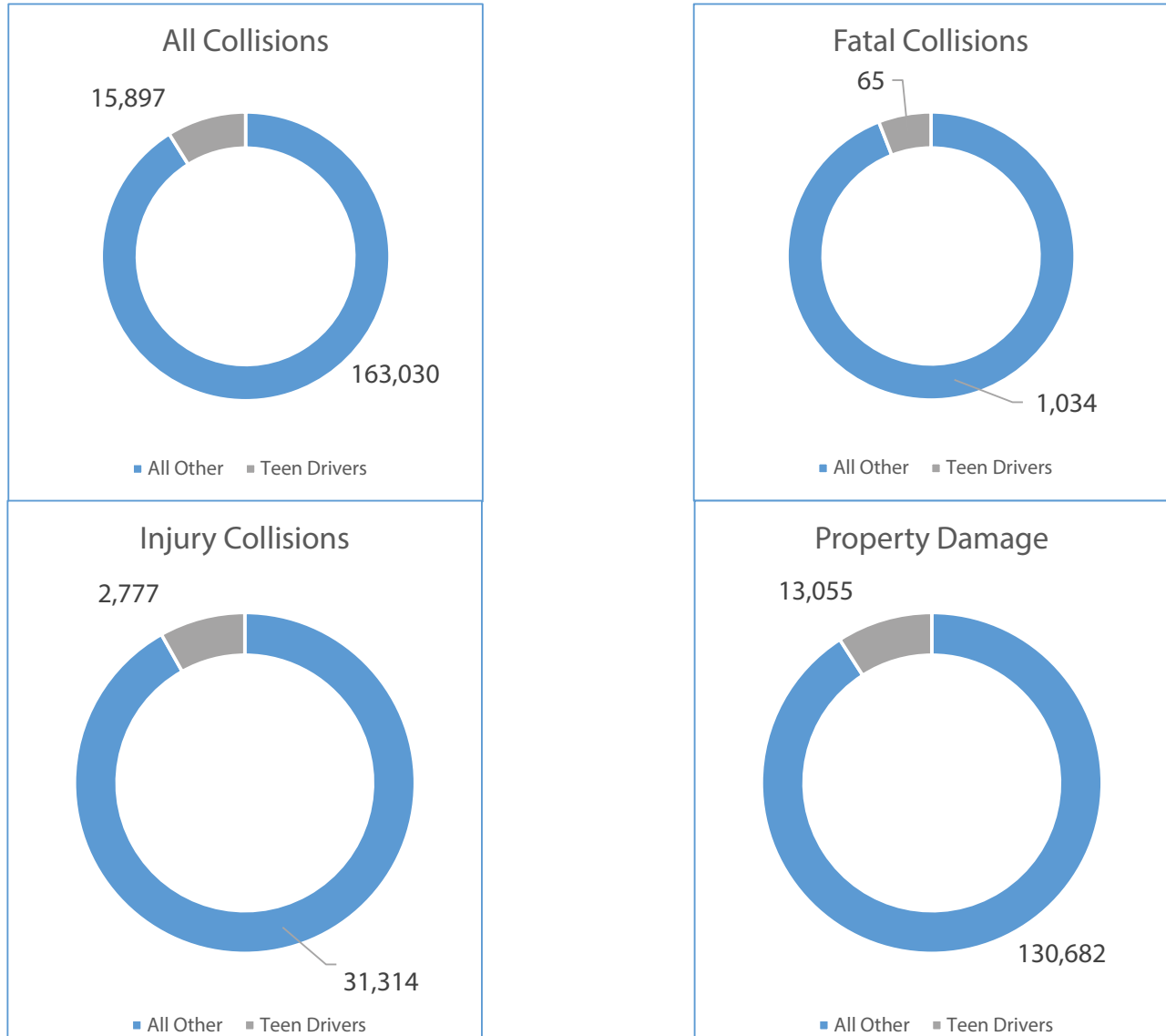
For individual age categories, the percentage of the driving population can be compared to the corresponding percentage involved in fatal collisions.



NOTE: PERCENTAGE OF LICENSED DRIVERS IN EACH AGE CATEGORY IS BASED ON NUMBER OF DRIVERS LICENSED IN KENTUCKY. (Includes learner permits.)

COLLISIONS INVOLVING TEENAGE DRIVERS

The charts below compares the percentages of teenage drivers (16 to 19 years of age) involved in collisions to 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, is shown below. Tabulations for alcohol-related collisions were derived from the total number of drinking drivers as reported by the officer at the scene. FARS would likely report higher numbers.

There were 65 fatalities in collisions involving a teenage driver (29 fatalities being the teenage driver).
There were 21 fatalities in alcohol-related collisions involving teenage drivers (8 fatalities being the teenage driver).

NUMBER OF TEENAGE DRIVERS INVOLVED IN:								
YEAR	ALL COLLISIONS	FATAL COLLISIONS	INJURY COLLISIONS	PROPERTY DAMAGE	ALCOHOL RELATED COLLISIONS			
					FATAL	INJURY	PROPERTY DAMAGE	TOTAL
2022	15,882	65	2,775	13,042	10	85	178	273
2021	16,396	64	3,019	13,313	7	85	151	243
2020	14,594	64	2,869	11,661	5	87	149	241
2019	19,729	42	3,395	16,292	4	80	149	233
2018	20,191	59	3,521	16,611	3	95	152	250

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 recorded on the collision report. However, more detailed information on 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 was adjusted to ensure consistency with FARS statistics involving fatal collisions; therefore, these numbers may not agree with previously listed state totals.

ALL COLLISIONS	FATAL COLLISIONS (as reported)	96	PERSONS KILLED/INJURED	(K) NUMBER KILLED (as reported)	109
	FATAL COLLISIONS (adjusted by FARS)	138		(K) NUMBER KILLED (adjusted by FARS)	153
	INJURY COLLISIONS	978		(A) SUSPECTED SERIOUS INJURY	303
	PROPERTY DAMAGE COLLISIONS	2,186		(B) SUSPECTED MINOR INJURY	634
	TOTAL (adjusted by FARS)	3,302		(C) POSSIBLE INJURIES	495
				TOTAL INJURIES (with data adjusted by FARS)	1,432

The total number of alcohol-related collisions is shown in the left-hand chart. The number of persons killed and injured in alcohol-related collisions is listed in the right-hand chart.

4% of the alcohol-related collisions were fatal, 30% were injury collisions, and 66% were property damage only.

Comparison with previous years

Alcohol-related collisions slightly **decreased** in 2022 over 2021.

There were **153** persons killed, **8% less** than 2021.

There were **1,585** persons injured in alcohol-related collisions, **an increase of ~2%** over 2021.

Fatal collision data in the chart below were adjusted to reflect follow-up studies of alcohol test results. As a result, this table may differ from data collected at the time of the crash displayed above.

YEAR	TOTAL COLLISIONS (Alcohol Related)	% CHANGE FROM PREVIOUS YEAR	TOTAL KILLED	% +/-	TOTAL INJURED	% +/-
2022	3,302	1.0%	153	-8%	1,585	2%
2021	3,410	0.7%	165	-10%	1,555	17%
2020	4,978	1.1%	181	25%	1,284	4%
2019	4,703	1.0%	135	8%	1,230	-3%
2018	4,736	0.9%	124	-27%	1,261	0%

SAFETY RESTRAINTS

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

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

YEAR	ALL VEHICLES USING SAFETY BELT	PICKUPS USING SAFETY BELT
2022	86.7%	78.3%
2021	89.8%	81.6%
2020 *	No Data Collected	No Data Collected
2019	89.7%	83.7%
2018	89.9%	80.5%

The chart below shows vehicle occupants by injury status and separates occupants into the categories of Restraint Used and Restraint Not Used.

Overall, **9.4%** of all vehicle occupants involved in a crash were killed or injured. A breakdown by restraint usage shows only **10.3%** of those restrained were killed or injured, compared to **50.8%** of those who were 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 have safety restraints, occupants where safety restraints usage was not indicated, occupants not in an appropriate position, or pedestrians and pedalcyclists.

INJURY STATUS	ALL OCCUPANTS		RESTRAINT USED		RESTRAINT NOT USED		NOT APPLICABLE	
	NUMBER	% OF TOTAL	NUMBER	% OF TOTAL	NUMBER	% OF TOTAL	NUMBER	% OF TOTAL
(K) KILLED	762	0.24	250	0.11	276	5.97	236	0.31
(A) SUSPECTED SERIOUS INJURY	2,785	0.88	1,467	0.63	575	12.44	743	0.97
(B) SUSPECTED MINOR INJURY	11,805	3.74	9,629	4.12	882	19.07	1,294	1.68
(C) POSSIBLE INJURY	14,183	4.5	12,659	5.41	615	13.3	909	1.18
(O) NOT INJURED	285,826	90.63	209,849	89.74	2,276	49.22	73,701	95.86
TOTAL	315,361	100	233,854	100	4,624	100	76,883	100

Airbags

21,099 crashes involved the deployment of front air bags, and **11,664** crashes involved side air bag deployment.

INTERSECTION COLLISIONS*

INTERSECTION COLLISIONS	NUMBER	% OF ALL COLLISIONS
ALL REPORTED	32,695	30.1
NONFATAL INJURY	7,108	36.3
FATAL	129	18.1

SEX OF DRIVER

INTERSECTION COLLISIONS		
SEX	PERCENT IN ALL INTERSECTION COLLISIONS	PERCENT IN FATAL INTERSECTION COLLISIONS
Male	54.8	64.4
Female	45.2	35.6

ALL COLLISIONS		
SEX	PERCENT IN ALL COLLISIONS	PERCENT IN FATAL COLLISIONS
Male	57.4	72.8
Female	42.6	27.2

LIGHT CONDITION

INTERSECTION COLLISIONS		
LIGHT CONDITION	PERCENT IN ALL INTERSECTION COLLISIONS	PERCENT IN FATAL INTERSECTION COLLISIONS
Daylight	73.7	57.5
Dark	22	39.4
Dusk / Dawn	4.3	3.1

ALL COLLISIONS		
LIGHT CONDITION	PERCENT IN ALL COLLISIONS	PERCENT IN FATAL COLLISIONS
Daylight	71.2	54.9
Dark	24.3	41.6
Dusk / Dawn	4.5	3.4

ROADWAY CONDITION

INTERSECTION COLLISIONS		
ROADWAY CONDITION	PERCENT IN ALL INTERSECTION COLLISIONS	PERCENT IN FATAL INTERSECTION COLLISIONS
Dry	81.4	88.4
Wet	14.8	10.9
Snow / Ice / Slush	3.4	0.8

ALL COLLISIONS		
ROADWAY CONDITION	PERCENT IN ALL COLLISIONS	PERCENT IN FATAL COLLISIONS
Dry	78.2	82.3
Wet	16.1	15
Snow / Ice / Slush	4.7	2.5

WEEKEND COLLISIONS (Saturday and Sunday)

INTERSECTION COLLISIONS		
	PERCENT IN ALL INTERSECTION COLLISIONS	PERCENT IN FATAL INTERSECTION COLLISIONS
Weekend	21.7	22.6

ALL COLLISIONS		
	PERCENT IN ALL COLLISIONS	PERCENT IN FATAL COLLISIONS
Weekend	27.9	27.7

* As coded on crash reports.



CONTRIBUTING FACTORS

CONTRIBUTING FACTORS — ALL COLLISIONS

Many factors and conditions contribute to collisions. **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 below reports the number of collisions for which a given factor was listed at least once.

HUMAN FACTORS	ALL COLLISIONS	PERCENT OF TOTAL	FATAL COLLISIONS	PERCENT OF TOTAL
ALCOHOL INVOLVEMENT +	3,260	3	96	13.5
CELL PHONE	955	0.88	2	0.28
DISREGARD TRAFFIC CONTROL	3,713	3.42	35	4.92
DISTRACTION	4,426	4.07	9	1.27
DRIVER INATTENTION	38,972	35.85	134	18.85
DRUG INVOLVEMENT ++	1,134	1.04	82	11.53
EMOTIONAL	517	0.48	6	0.84
FAILED TO YIELD	12,092	11.12	85	11.95
FATIGUE	635	0.58	2	0.28
FELL ASLEEP	1,181	1.09	8	1.13
FOLLOWING TOO CLOSE	6,072	5.59	5	0.7
IMPROPER BACKING	1,217	1.12	2	0.28
IMPROPER PASSING	1,149	1.06	14	1.97
LOST CONSCIOUSNESS/FAINTED	693	0.64	13	1.83
MEDICATION	180	0.17	9	1.27
MISJUDGE CLEARANCE	9,255	8.51	20	2.81
NOT UNDER PROPER CONTROL	14,715	13.54	214	30.1
OVERCORRECTING	2,047	1.88	50	7.03
PHYSICAL DISABILITY	169	0.16	3	0.42
SICK	232	0.21	9	1.27
TOO FAST FOR CONDITIONS	3,717	3.42	35	4.92
TURNING IMPROPERLY	1,733	1.59	5	0.7
UNSAFE SPEED	1,166	1.07	108	15.19
WEAVING IN TRAFFIC	214	0.2	2	0.28

+ Data were reported by KSP and may differ from FARS-adjusted data listed on page 22.

++ These numbers may be vastly under-reported. It's difficult to measure how many crashes are caused by drugged driving. This is because a good roadside test for drug levels in the body doesn't yet exist, some drugs can stay in your system for days or weeks after use making it difficult to determine when the drug was used and therefore, how and if it impaired driving, police don't usually test for drugs if drivers have reached an illegal blood alcohol level because there's already enough evidence for a DUI charge, and many drivers who cause crashes are found to have both drugs and alcohol or more than one drug in their system, making it hard to know which substance had the greater effect.

CONTRIBUTING FACTORS — ALL COLLISIONS

(continued)

Many factors and conditions contribute to collisions. **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.**

The table below reports the number of collisions for which a given vehicular or environmental factor was listed at least once.

VEHICULAR FACTORS	ALL COLLISIONS	PERCENT OF TOTAL	FATAL COLLISIONS	PERCENT OF TOTAL
BRAKES DEFECTIVE	1,322	1.22	0	0
HEADLIGHT FAILURE	90	0.08	2	0.28
LOAD SECUREMENT	280	0.26	0	0
OTHER LIGHTING DEFECT	87	0.08	1	0.14
OVERSIZED LOAD	77	0.07	2	0.28
OVERWEIGHT	12	0.01	2	0.28
STEERING FAILURE	414	0.38	3	0.42
TIRE FAILURE /INADEQUATE	588	0.54	4	0.56
TOW HITCH DEFECTIVE	56	0.05	0	0

ENVIRONMENTAL FACTORS	ALL COLLISIONS	PERCENT OF TOTAL	FATAL COLLISIONS	PERCENT OF TOTAL
ANIMALS ACTION	6,286	5.78	5	0.7
GLARE	1,422	1.31	14	1.97
VIEW OBSTRUCTED	1,424	1.31	15	2.11
DEBRIS IN ROADWAY	1,071	0.99	5	0.7
TRAFFIC CONTROLS NW	75	0.07	0	0
SHOULDERS DEFECTIVE	222	0.2	3	0.42
HOLES/DEEP RUTS/BUMPS	157	0.14	1	0.14
ROADWAY CONSTRUCTION	804	0.74	5	0.7
MAINTENANCE/UTILITY	279	0.26	1	0.14
IMPROPERLY PARKED VEH	360	0.33	4	0.56
FIXED OBJECT(S)	165	0.15	3	0.42
SLIPPERY SURFACE	10,018	9.22	68	9.56
WATER POOLING	1,172	1.08	5	0.7

CONTRIBUTING FACTORS

The following tables list driver factors that contributed to collisions involving emergency vehicles and collisions involving farm equipment. Driver-contributing factors are summarized for each collision type. Percentages represent how often a given factor was observed for a specific collision type.

COLLISIONS INVOLVING EMERGENCY VEHICLES	
TOTAL EMERGENCY VEHICLE COLLISIONS	1,115
FATAL COLLISIONS	5
INJURY COLLISIONS	160
TOTAL KILLED	5
TOTAL INJURED	274



EMERGENCY VEHICLE COLLISIONS				
DRIVER CONTRIBUTING FACTORS	ALL COLLISIONS	PERCENT OF TOTAL	FATAL COLLISIONS	PERCENT OF TOTAL
Alcohol Involvement	32	2.87	1	20
Cell Phone	8	0.72	0	0
Disregard Traffic Control	41	3.68	1	20
Distraction	46	4.13	0	0
Drug Involvement	19	1.7	0	0
Emotional	9	0.81	0	0
Exceeded Stated Speed Limit	22	1.97	5	100
Failed to Yield Right of Way	126	11.3	1	20
Fatigue	2	0.18	0	0
Fell Asleep	3	0.27	0	0
Following Too Close	32	2.87	0	0
Improper Backing	17	1.52	0	0
Improper Passing	12	1.08	0	0
Inattention	304	27.26	0	0
Lost Consciousness/Fainted	2	0.18	0	0
Medication	0	0	0	0
Misjudge Clearance	169	15.16	0	0
Not Under Proper Control	107	9.6	1	20
Overcorrecting/Oversteering	12	1.08	0	0
Physical Disability	0	0	0	0
Sick	1	0.09	0	0
Too Fast for Conditions	37	3.32	0	0
Turning Improperly	21	1.88	0	0
Weaving in Traffic	3	0.27	0	0

* Data not shown for the category None Detected.

COLLISIONS INVOLVING FARM EQUIPMENT	
TOTAL FARM EQUIPMENT COLLISIONS	206
FATAL COLLISIONS	5
INJURY COLLISIONS	44
TOTAL KILLED	6
TOTAL INJURED	61



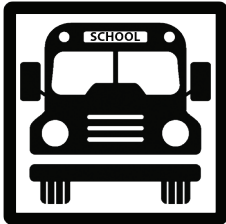
FARM EQUIPMENT COLLISIONS				
DRIVER CONTRIBUTING FACTORS	ALL COLLISIONS	PERCENT OF TOTAL	FATAL COLLISIONS	PERCENT OF TOTAL
Alcohol Involvement	8	3.88	4	80
Cell Phone	2	0.97	0	0
Disregard Traffic Control	5	2.43	0	0
Distraction	4	1.94	0	0
Drug Involvement	4	1.94	2	40
Emotional	0	0	0	0
Exceeded Stated Speed Limit	3	1.46	0	0
Failed to Yield Right of Way	11	5.34	0	0
Fatigue	0	0	0	0
Fell Asleep	0	0	0	0
Following Too Close	3	1.46	0	0
Improper Backing	1	0.49	0	0
Improper Passing	27	13.11	0	0
Inattention	73	35.44	2	40
Lost Consciousness/Fainted	0	0	0	0
Medication	0	0	0	0
Misjudge Clearance	39	18.93	0	0
Not Under Proper Control	23	11.17	2	40
Overcorrecting/Oversteering	0	0	0	0
Physical Disability	0	0	0	0
Sick	0	0	0	0
Too Fast for Conditions	2	0.97	0	0
Turning Improperly	5	2.43	0	0
Weaving in Traffic	0	0	0	0

* Data not shown for the category None Detected.

CONTRIBUTING FACTORS *(continued)*

The following tables list driver factors that contributed to collisions involving school buses and collisions involving children between 6 and 12 years of age. Driver-contributing factors are summarized for each collision type. Percentages represent how often a given factor was observed for a specific collision type.

COLLISIONS INVOLVING SCHOOL BUSES	
TOTAL SCHOOL BUS COLLISIONS	371
FATAL COLLISIONS	0
INJURY COLLISIONS	43
TOTAL KILLED	0
TOTAL INJURED	131



SCHOOL BUS COLLISIONS				
DRIVER CONTRIBUTING FACTORS	ALL COLLISIONS	PERCENT OF TOTAL	FATAL COLLISIONS	PERCENT OF TOTAL
Alcohol Involvement	1	0.27	0	0
Cell Phone	2	0.54	0	0
Disregard Traffic Control	5	1.35	0	0
Distraction	6	1.62	0	0
Drug Involvement	0	0	0	0
Emotional	0	0	0	0
Exceeded Stated Speed Limit	1	0.27	0	0
Failed to Yield Right of Way	31	8.36	0	0
Fatigue	0	0	0	0
Fell Asleep	1	0.27	0	0
Following Too Close	11	2.96	0	0
Improper Backing	7	1.89	0	0
Improper Passing	3	0.81	0	0
Inattention	133	35.85	0	0
Lost Consciousness/Fainted	1	0.27	0	0
Medication	0	0	0	0
Misjudge Clearance	116	31.27	0	0
Not Under Proper Control	31	8.36	0	0
Overcorrecting/Oversteering	1	0.27	0	0
Physical Disability	0	0	0	0
Sick	1	0.27	0	0
Too Fast for Conditions	7	1.89	0	0
Turning Improperly	9	2.43	0	0
Weaving in Traffic	0	0	0	0

* Data not shown for the category None Detected.

COLLISIONS INVOLVING CHILDREN AGE 6-12	
TOTAL ELEM. SCHOOL AGE CHILDREN COLLISIONS	6,915
FATAL COLLISIONS	29
INJURY COLLISIONS	1,734
ALL AGES KILLED	38
6-12 YRS OF AGE KILLED	6
ALL AGES INJURED	3,736
6-12 YRS OF AGE INJURED	1,092



ELEMENTARY SCHOOL AGE CHILDREN COLLISIONS (6 TO 12 YEARS OF AGE)				
DRIVER CONTRIBUTING FACTORS	ALL COLLISIONS	PERCENT OF TOTAL	FATAL COLLISIONS	PERCENT OF TOTAL
Alcohol Involvement	120	1.74	2	6.9
Cell Phone	55	0.8	0	0
Disregard Traffic Control	310	4.48	1	3.45
Distraction	393	5.68	2	6.9
Drug Involvement	43	0.62	4	13.79
Emotional	30	0.43	0	0
Exceeded Stated Speed Limit	57	0.82	6	20.69
Failed to Yield Right of Way	1,055	15.26	4	13.79
Fatigue	26	0.38	0	0
Fell Asleep	27	0.39	0	0
Following Too Close	496	7.17	1	3.45
Improper Backing	63	0.91	1	3.45
Improper Passing	87	1.26	0	0
Inattention	3,108	44.95	6	20.69
Lost Consciousness/Fainted	24	0.35	2	6.9
Medication	5	0.07	1	3.45
Misjudge Clearance	661	9.56	3	10.34
Not Under Proper Control	754	10.9	7	24.14
Overcorrecting/Oversteering	69	1	2	6.9
Physical Disability	9	0.13	0	0
Sick	12	0.17	0	0
Too Fast for Conditions	187	2.7	1	3.45
Turning Improperly	149	2.15	0	0
Weaving in Traffic	10	0.14	0	0

* Data not shown for the category None Detected.

CONTRIBUTING FACTORS *(continued)*

The following tables list driver factors that contributed to collisions involving pedestrians and collisions involving bicycles. Driver-contributing factors are summarized for each collision type. Percentages represent how often a given factor was observed for a specific collision type.

COLLISIONS INVOLVING PEDESTRIANS	
TOTAL PEDESTRIAN COLLISIONS	983
FATAL COLLISIONS	100
INJURY COLLISIONS	672
TOTAL KILLED	102
TOTAL INJURED	762



PEDESTRIAN COLLISIONS				
DRIVER CONTRIBUTING FACTORS	ALL COLLISIONS	PERCENT OF TOTAL	FATAL COLLISIONS	PERCENT OF TOTAL
Alcohol Involvement	16	1.63	1	1
Cell Phone	5	0.51	0	0
Disregard Traffic Control	23	2.34	1	1
Distraction	30	3.05	1	1
Drug Involvement	19	1.93	11	11
Emotional	5	0.51	0	0
Exceeded Stated Speed Limit	6	0.61	3	3
Failed to Yield Right of Way	100	10.17	3	3
Fatigue	2	0.2	1	1
Fell Asleep	2	0.2	0	0
Following Too Close	3	0.31	0	0
Improper Backing	4	0.41	0	0
Improper Passing	6	0.61	1	1
Inattention	285	28.99	21	21
Lost Consciousness/Fainted	1	0.1	0	0
Medication	5	0.51	1	1
Misjudge Clearance	26	2.64	1	1
Not Under Proper Control	56	5.7	8	8
Overcorrecting/Oversteering	3	0.31	1	1
Physical Disability	1	0.1	0	0
Sick	0	0	0	0
Too Fast for Conditions	16	1.63	3	3
Turning Improperly	13	1.32	0	0
Weaving in Traffic	1	0.1	0	0

* Data not shown for the category None Detected.

COLLISIONS INVOLVING BICYCLES	
TOTAL BICYCLE COLLISIONS	353
FATAL COLLISIONS	13
INJURY COLLISIONS	230
TOTAL KILLED	14
TOTAL INJURED	232



BICYCLE COLLISIONS				
DRIVER CONTRIBUTING FACTORS	ALL COLLISIONS	PERCENT OF TOTAL	FATAL COLLISIONS	PERCENT OF TOTAL
Alcohol Involvement	2	0.57	1	7.69
Cell Phone	1	0.28	0	0
Disregard Traffic Control	8	2.27	0	0
Distraction	5	1.42	0	0
Drug Involvement	2	0.57	1	7.69
Emotional	0	0	0	0
Exceeded Stated Speed Limit	1	0.28	0	0
Failed to Yield Right of Way	35	9.92	1	7.69
Fatigue	0	0	0	0
Fell Asleep	0	0	0	0
Following Too Close	4	1.13	1	7.69
Improper Backing	0	0	0	0
Improper Passing	6	1.7	1	7.69
Inattention	92	26.06	2	15.38
Lost Consciousness/Fainted	0	0	0	0
Medication	0	0	0	0
Misjudge Clearance	12	3.4	0	0
Not Under Proper Control	8	2.27	0	0
Overcorrecting/Oversteering	0	0	0	0
Physical Disability	0	0	0	0
Sick	0	0	0	0
Too Fast for Conditions	0	0	0	0
Turning Improperly	2	0.57	0	0
Weaving in Traffic	1	0.28	0	0

* Data not shown for the category None Detected.

CONTRIBUTING FACTORS *(continued)*

The following tables list driver factors that contributed to collisions involving all terrain vehicles (ATVs) and collisions involving motorcycles. Driver-contributing factors are summarized for each collision type. Percentages represent how often a given factor was observed for a specific collision type.

COLLISIONS INVOLVING ALL TERRAIN VEHICLES (ATV) *	
TOTAL ATV COLLISIONS	37
FATAL COLLISIONS	4
INJURY COLLISIONS	11
TOTAL PERSONS KILLED IN ATV RELATED COLLISIONS	4
ATV DRIVER OR PASSENGER KILLED	4
KILLED W/ HELMET USED	0
KILLED W/ HELMET NOT USED	2
TOTAL PERSONS INJURED IN ATV RELATED COLLISIONS	13
ATV DRIVER OR PASSENGER INJURED	12
INJURED W/ HELMET USED	0
INJURED W/ HELMET NOT USED	4



ALL TERRAIN VEHICLE COLLISIONS				
DRIVER CONTRIBUTING FACTORS *	ALL COLLISIONS	PERCENT OF TOTAL	FATAL COLLISIONS	PERCENT OF TOTAL
Alcohol Involvement	1	2.7	0	0
Cell Phone	0	0	0	0
Disregard Traffic Control	3	8.11	0	0
Distraction	1	2.7	0	0
Drug Involvement	0	0	0	0
Emotional	0	0	0	0
Exceeded Stated Speed Limit	2	5.41	0	0
Failed to Yield Right of Way	1	2.7	0	0
Fatigue	0	0	0	0
Fell Asleep	0	0	0	0
Following Too Close	2	5.41	0	0
Improper Backing	1	2.7	0	0
Improper Passing	0	0	0	0
Inattention	13	35.14	2	50
Lost Consciousness/Fainted	0	0	0	0
Medication	0	0	0	0
Misjudge Clearance	5	13.51	0	0
Not Under Proper Control	7	18.92	1	25
Overcorrecting/Oversteering	4	10.81	0	0
Physical Disability	0	0	0	0
Sick	0	0	0	0
Too Fast for Conditions	3	8.11	0	0
Turning Improperly	1	2.7	0	0
Weaving in Traffic	0	0	0	0

* Data not shown for the category None Detected.

COLLISIONS INVOLVING MOTORCYCLES *	
TOTAL MOTORCYCLE COLLISIONS	1,574
FATAL COLLISIONS	96
INJURY COLLISIONS	1,004
TOTAL PERSONS KILLED IN MOTORCYCLE RELATED COLLISIONS	96
MOTORCYCLE DRIVER OR PASSENGER KILLED	95
KILLED W/ HELMET USED	33
KILLED W/ HELMET NOT USED	62
TOTAL PERSONS INJURED IN MOTORCYCLE RELATED COLLISIONS	1,198
MOTORCYCLE DRIVER OR PASSENGER INJURED	1,125
INJURED W/ HELMET USED	543
INJURED W/ HELMET NOT USED	577



MOTORCYCLE COLLISIONS				
DRIVER CONTRIBUTING FACTORS *	ALL COLLISIONS	PERCENT OF TOTAL	FATAL COLLISIONS	PERCENT OF TOTAL
Alcohol Involvement	70	4.45	19	19.79
Cell Phone	5	0.32	0	0
Disregard Traffic Control	45	2.86	7	7.29
Distraction	40	2.54	0	0
Drug Involvement	24	1.52	14	14.58
Emotional	8	0.51	1	1.04
Exceeded Stated Speed Limit	79	5.02	19	19.79
Failed to Yield Right of Way	179	11.37	13	13.54
Fatigue	4	0.25	0	0
Fell Asleep	1	0.06	0	0
Following Too Close	54	3.43	1	1.04
Improper Backing	7	0.44	0	0
Improper Passing	39	2.48	4	4.17
Inattention	454	28.84	13	13.54
Lost Consciousness/Fainted	4	0.25	0	0
Medication	0	0	0	0
Misjudge Clearance	77	4.89	2	2.08
Not Under Proper Control	382	24.27	40	41.67
Overcorrecting/Oversteering	47	2.99	4	4.17
Physical Disability	0	0	0	0
Sick	0	0	0	0
Too Fast for Conditions	50	3.18	2	2.08
Turning Improperly	32	2.03	0	0
Weaving in Traffic	12	0.76	0	0

* Data not shown for the category None Detected.

Note: A person may be killed in a motorcycle or ATV collision despite not riding either vehicle type.

CONTRIBUTING FACTORS *(continued)*

The following tables list driver factors that contributed to collisions involving trucks and collisions involving trains. Driver-contributing factors are summarized for each collision type. Percentages represent how often a given factor was observed for a specific collision type.

COLLISIONS INVOLVING TRUCKS*	
TOTAL TRUCK COLLISIONS	9,437
FATAL COLLISIONS	86
INJURY COLLISIONS	1,351
TOTAL KILLED	96
TOTAL INJURED	1,956

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



TRUCK COLLISIONS				
DRIVER CONTRIBUTING FACTORS	ALL COLLISIONS	PERCENT OF TOTAL	FATAL COLLISIONS	PERCENT OF TOTAL
Alcohol Involvement	82	0.87	4	4.65
Cell Phone	39	0.41	0	0
Disregard Traffic Control	209	2.21	8	9.3
Distraction	205	2.17	3	3.49
Drug Involvement	64	0.68	14	16.28
Emotional	30	0.32	2	2.33
Exceeded Stated Speed Limit	58	0.61	10	11.63
Failed to Yield Right of Way	777	8.23	14	16.28
Fatigue	57	0.6	0	0
Fell Asleep	104	1.1	1	1.16
Following Too Close	409	4.33	0	0
Improper Backing	177	1.88	0	0
Improper Passing	161	1.71	3	3.49
Inattention	3,191	33.81	23	26.74
Lost Consciousness/Fainted	26	0.28	1	1.16
Medication	10	0.11	2	2.33
Misjudge Clearance	1,822	19.31	4	4.65
Not Under Proper Control	1,398	14.81	34	39.53
Overcorrecting/Oversteering	176	1.86	5	5.81
Physical Disability	4	0.04	1	1.16
Sick	9	0.1	0	0
Too Fast for Conditions	282	2.99	4	4.65
Turning Improperly	163	1.73	1	1.16
Weaving in Traffic	18	0.19	0	0

* Data not shown for the category None Detected.

COLLISIONS INVOLVING TRAINS	
TOTAL TRAIN COLLISIONS	24
FATAL COLLISIONS	2
INJURY COLLISIONS	5
TOTAL KILLED	2
TOTAL INJURED	5



TRAIN COLLISIONS				
DRIVER CONTRIBUTING FACTORS	ALL COLLISIONS	PERCENT OF TOTAL	FATAL COLLISIONS	PERCENT OF TOTAL
Alcohol Involvement	1	4.17	0	0
Cell Phone	0	0	0	0
Disregard Traffic Control	3	12.5	1	50
Distraction	0	0	0	0
Drug Involvement	1	4.17	0	0
Emotional	0	0	0	0
Exceeded Stated Speed Limit	0	0	0	0
Failed to Yield Right of Way	6	25	0	0
Fatigue	0	0	0	0
Fell Asleep	0	0	0	0
Following Too Close	0	0	0	0
Improper Backing	0	0	0	0
Improper Passing	0	0	0	0
Inattention	16	66.67	2	100
Lost Consciousness/Fainted	0	0	0	0
Medication	0	0	0	0
Misjudge Clearance	4	16.67	1	50
Not Under Proper Control	2	8.33	0	0
Overcorrecting/Oversteering	0	0	0	0
Physical Disability	0	0	0	0
Sick	0	0	0	0
Too Fast for Conditions	0	0	0	0
Turning Improperly	1	4.17	0	0
Weaving in Traffic	0	0	0	0

* Data not shown for the category None Detected.

CONTRIBUTING FACTORS *(continued)*

The following tables list driver factors that contributed to collisions involving multiple fatalities. Driver-contributing factors are summarized for each collision type. Percentages represent how often a given factor was observed for a specific collision type.

COLLISIONS INVOLVING MULTIPLE FATALITIES		MULTIPLE FATALITY COLLISIONS		
		DRIVER CONTRIBUTING FACTORS	COLLISIONS	PERCENT OF TOTAL
TOTAL MULTIPLE FATALITIES COLLISIONS	46	Alcohol Involvement	11	23.91
		Cell Phone	0	0
		Disregard Traffic Control	4	8.7
		Distraction	2	4.35
		Drug Involvement	11	23.91
TOTAL KILLED	97	Emotional	0	0
		Exceeded Stated Speed Limit	15	32.61
		Failed to Yield Right of Way	3	6.52
		Fatigue	0	0
		Fell Asleep	0	0
TOTAL INJURED	46	Following Too Close	0	0
		Improper Backing	1	2.17
		Improper Passing	2	4.35
		Inattention	9	19.57
		Lost Consciousness/Fainted	0	0
		Medication	1	2.17
		Misjudge Clearance	1	2.17
		Not Under Proper Control	14	30.43
		Overcorrecting/Oversteering	0	0
		Physical Disability	0	0
		Sick	0	0
		Too Fast for Conditions	2	4.35
		Turning Improperly	0	0
		Weaving in Traffic	0	0



COLLISIONS BY COUNTY

COLLISIONS BY COUNTY

County	COLLISIONS								PERSONS			
	TOTAL		FATAL		NON-FATAL INJURY		PROPERTY DAMAGE		KILLED		INJURED	
	2021	2022	2021	2022	2021	2022	2021	2022	2021	2022	2021	2022
Adair	374	347	6	3	56	50	312	294	6	4	95	71
Allen	405	398	5	5	54	58	346	335	5	5	82	95
Anderson	389	454	1	2	57	83	331	369	1	2	73	113
Ballard	138	145	6	5	31	27	101	113	7	6	45	39
Barren	1,272	1,294	9	12	204	199	1,059	1,083	9	14	300	288
Bath	277	258	5	2	38	50	234	206	7	2	54	71
Bell	460	486	8	5	88	90	364	391	9	6	135	133
Boone	4,859	4,794	7	8	668	615	4,184	4,171	10	8	898	859
Bourbon	596	534	3	5	93	66	500	463	3	5	133	82
Boyd	1,352	1,291	2	2	186	188	1,164	1,101	3	3	254	276
Boyle	774	740	3	3	112	119	659	618	3	3	166	168
Bracken	148	130	3	-	27	23	118	107	4	-	40	34
Breathitt	230	230	4	3	56	65	170	162	4	3	90	102
Breckinridge	240	267	6	9	78	80	156	178	6	9	115	132
Bullitt	1,982	1,999	16	8	346	358	1,620	1,633	16	8	514	517
Butler	229	198	3	6	39	37	187	155	3	7	53	54
Caldwell	357	327	7	4	66	71	284	252	7	4	95	108
Calloway	891	914	8	5	114	118	769	791	8	5	162	171
Campbell	2,886	2,627	1	9	300	246	2,585	2,372	1	9	415	332
Carlisle	72	51	2	-	22	14	48	37	2	-	26	18
Carroll	407	394	4	-	60	60	343	334	4	-	86	80
Carter	570	486	10	6	82	87	478	393	11	9	103	133
Casey	212	201	4	3	39	40	169	158	5	3	62	51
Christian	1,970	2,004	14	10	394	412	1,562	1,582	14	10	569	592
Clark	1,043	997	5	6	165	137	873	854	5	6	215	199
Clay	262	252	6	5	74	70	182	177	6	7	130	125
Clinton	192	270	3	3	33	31	156	236	3	3	49	49
Crittenden	143	129	2	-	44	32	97	97	2	-	60	51
Cumberland	119	97	1	1	16	15	102	81	1	2	22	18
Daviess	3,226	3,249	13	11	528	510	2,685	2,728	13	11	753	730
Edmonson	129	147	4	-	34	23	91	124	5	-	52	37
Elliott	49	48	1	1	6	12	42	35	1	1	11	16
Estill	256	220	2	1	52	43	202	176	2	1	72	60
Fayette	12,077	11,604	36	35	1,747	1,640	10,294	9,929	42	38	2,383	2,345
Fleming	210	206	2	1	28	42	180	163	2	1	48	53
Floyd	613	566	5	11	160	151	448	404	5	12	246	258
Franklin	1,314	1,289	3	4	176	170	1,135	1,115	4	4	233	253
Fulton	22	96	1	2	4	10	17	84	1	2	7	15
Gallatin	308	305	1	3	48	44	259	258	1	3	80	51
Garrard	287	288	3	3	56	53	228	232	3	3	77	86

COLLISIONS BY COUNTY

County	COLLISIONS								PERSONS			
	TOTAL		FATAL		NON-FATAL INJURY		PROPERTY DAMAGE		KILLED		INJURED	
	2021	2022	2021	2022	2021	2022	2021	2022	2021	2022	2021	2022
Grant	728	742	3	7	117	133	608	602	5	8	176	195
Graves	875	816	5	4	182	145	688	667	6	6	241	211
Grayson	611	500	7	11	129	108	475	381	7	11	174	156
Green	162	180	2	4	35	34	125	142	2	4	59	51
Greenup	476	571	1	1	90	98	385	472	1	1	129	159
Hancock	109	124	4	1	20	23	85	100	4	1	40	34
Hardin	2,666	2,631	20	20	423	417	2,223	2,194	22	21	614	624
Harlan	383	357	8	5	98	106	277	246	9	7	172	173
Harrison	448	429	2	3	60	51	386	375	2	3	90	80
Hart	575	601	5	5	109	100	461	496	5	5	145	137
Henderson	1,493	1,514	12	16	237	215	1,244	1,283	14	16	357	332
Henry	357	391	2	8	66	60	289	323	2	8	111	85
Hickman	67	74	-	4	12	18	55	52	-	4	15	24
Hopkins	1,210	1,202	5	8	168	160	1,037	1,034	6	8	247	219
Jackson	194	196	3	2	45	46	146	148	3	2	68	61
Jefferson	14,382	16,521	116	121	4,510	4,491	9,756	11,909	124	127	6,733	6,683
Jessamine	1,450	1,476	6	6	243	214	1,201	1,256	7	6	341	309
Johnson	360	351	4	3	71	72	285	276	4	3	113	94
Kenton	5,423	4,917	7	8	604	557	4,812	4,352	7	8	823	752
Knott	207	199	5	5	62	52	140	142	5	6	107	68
Knox	514	514	6	4	130	104	378	406	6	5	223	172
Larue	275	255	4	5	42	43	229	207	4	6	59	63
Laurel	1,932	1,764	14	9	353	306	1,565	1,449	15	11	546	460
Lawrence	190	187	4	3	40	36	146	148	4	3	60	51
Lee	92	95	3	1	21	21	68	73	3	1	34	36
Leslie	73	56	4	1	20	22	49	33	4	1	29	29
Letcher	278	257	1	5	84	85	193	167	1	7	120	150
Lewis	143	112	3	3	34	32	106	77	3	3	50	59
Lincoln	286	292	7	3	57	57	222	232	8	3	90	90
Livingston	163	154	1	4	33	34	129	116	1	4	42	61
Logan	500	585	4	5	83	123	413	457	5	5	124	166
Lyon	269	310	4	3	54	59	211	248	4	4	84	78
McCracken	2,314	2,227	15	7	465	431	1,834	1,789	20	8	699	654
McCreary	251	135	4	6	58	30	189	99	4	6	98	46
McLean	215	177	1	-	60	53	154	124	3	-	82	79
Madison	2,447	2,336	8	11	400	469	2,039	1,856	9	12	614	663
Magoffin	131	113	4	1	39	30	88	82	4	2	65	69
Marion	404	393	3	8	72	75	329	310	3	10	103	101
Marshall	735	767	10	6	145	168	580	593	10	7	206	242
Martin	93	96	1	4	25	17	67	75	1	4	43	26

COLLISIONS BY COUNTY

County	COLLISIONS								PERSONS			
	TOTAL		FATAL		NON-FATAL INJURY		PROPERTY DAMAGE		KILLED		INJURED	
	2021	2022	2021	2022	2021	2022	2021	2022	2021	2022	2021	2022
Mason	505	460	3	2	69	64	433	394	3	2	112	91
Meade	420	414	11	9	97	119	312	286	12	10	132	190
Menifee	74	96	2	5	15	19	57	72	2	5	22	27
Mercer	331	382	1	6	45	85	285	291	1	7	67	116
Metcalfe	232	230	5	2	37	47	190	181	6	2	52	66
Monroe	214	167	2	1	38	27	174	139	2	1	57	36
Montgomery	707	628	4	9	142	112	561	507	4	9	197	175
Morgan	217	197	7	-	62	41	148	156	9	-	81	54
Muhlenberg	749	795	8	10	126	148	615	637	10	10	191	215
Nelson	1,042	1,070	7	6	159	178	876	886	8	6	239	247
Nicholas	115	130	1	2	24	14	90	114	1	2	33	21
Ohio	659	633	7	1	124	142	528	490	7	1	182	187
Oldham	1,106	1,150	9	7	143	141	954	1,002	9	7	204	201
Owen	198	198	-	1	45	34	153	163	-	1	68	46
Owsley	47	30	2	1	17	7	28	22	2	1	25	9
Pendleton	262	240	-	-	55	51	207	189	-	-	78	71
Perry	586	526	13	5	131	110	442	411	13	6	211	196
Pike	1,029	1,090	16	13	242	263	771	814	18	15	371	417
Powell	238	261	-	1	56	69	182	191	-	1	78	98
Pulaski	1,653	1,653	11	9	232	232	1,410	1,412	12	10	346	361
Robertson	39	41	-	3	5	5	34	33	-	4	6	13
Rockcastle	511	496	3	11	77	82	431	403	3	11	128	141
Rowan	705	606	4	5	98	74	603	527	4	5	145	120
Russell	253	329	3	2	33	57	217	270	3	2	57	84
Scott	1,557	1,524	5	6	250	245	1,302	1,273	8	6	372	346
Shelby	1,288	1,248	8	1	206	240	1,074	1,007	11	1	308	361
Simpson	546	517	1	6	85	77	460	434	1	6	123	117
Spencer	224	228	1	2	59	44	164	182	1	2	74	62
Taylor	669	654	4	7	91	86	574	561	4	7	140	126
Todd	223	257	5	3	49	49	169	205	7	3	65	59
Trigg	302	290	4	6	74	60	224	224	4	6	112	103
Trimble	138	155	3	5	22	25	113	125	4	5	27	35
Union	262	233	1	3	72	55	189	175	1	3	99	83
Warren	4,825	4,414	18	14	755	681	4,052	3,719	20	15	1,067	978
Washington	154	116	1	-	40	26	113	90	2	-	55	32
Wayne	308	324	4	4	98	90	206	230	4	4	152	159
Webster	228	195	3	1	52	31	173	163	3	1	69	48
Whitley	1,026	915	5	3	214	183	807	729	5	3	344	283
Wolfe	117	123	4	5	23	19	90	99	5	5	37	34
Woodford	711	749	5	1	78	106	628	642	6	1	117	158
Totals	109,291	108,713	734	711	20,117	19,572	88,440	88,430	806	762	29,372	28,773

ALCOHOL-RELATED COLLISIONS BY COUNTY

County	COLLISIONS								PERSONS			
	TOTAL		FATAL+		NON-FATAL INJURY		PROPERTY DAMAGE		KILLED+		INJURED	
	2021	2022	2021	2022	2021	2022	2021	2022	2021	2022	2021	2022
Adair	8	13	-	-	1	3	7	10	-	-	1	3
Allen	14	12	2	1	5	3	7	8	2	1	9	7
Anderson	15	15	-	1	5	5	10	9	-	1	7	7
Ballard	6	7	-	2	1	1	5	4	-	2	2	4
Barren	39	30	1	1	12	9	26	20	1	1	17	12
Bath	13	7	-	1	6	2	7	4	-	1	8	3
Bell	13	5	-	1	5	-	8	4	-	2	5	-
Boone	108	137	1	2	35	39	72	96	1	2	43	47
Bourbon	23	17	-	-	3	4	20	13	-	-	4	4
Boyd	37	31	1	-	7	8	29	23	1	-	8	8
Boyle	16	22	-	-	8	8	8	14	-	-	16	10
Bracken	8	11	-	-	4	7	4	4	-	-	8	10
Breathitt	8	6	1	-	3	6	4	-	1	-	3	10
Breckinridge	7	9	1	-	2	8	4	1	1	-	6	12
Bullitt	46	44	4	2	17	19	25	23	4	2	28	26
Butler	7	8	1	1	1	2	5	5	1	1	3	4
Caldwell	7	4	1	-	1	3	5	1	1	-	1	4
Calloway	30	30	1	1	5	8	24	21	1	1	9	11
Campbell	94	71	-	2	20	15	74	54	-	2	24	25
Carlisle	10	1	-	-	4	-	6	1	-	-	6	-
Carroll	17	14	-	-	3	4	14	10	-	-	4	6
Carter	9	10	1	2	3	3	5	5	1	3	4	3
Casey	4	3	1	-	-	-	3	3	2	-	2	-
Christian	73	61	-	-	24	23	49	38	-	-	33	30
Clark	34	31	1	-	9	12	24	19	1	-	10	15
Clay	9	4	2	1	1	3	6	-	2	1	3	7
Clinton	1	5	-	1	-	-	1	4	-	1	-	1
Crittenden	6	4	1	-	2	1	3	3	1	-	9	1
Cumberland	2	4	-	1	1	2	1	1	-	2	1	2
Daviess	97	95	1	-	29	24	67	71	1	-	38	34
Edmonson	2	1	-	-	2	-	-	1	-	-	3	-
Elliott	1	1	-	1	1	-	-	-	-	1	2	-
Estill	1	5	-	-	-	1	1	4	-	-	-	3
Fayette	380	394	10	5	98	103	272	286	16	6	125	145
Fleming	4	9	1	-	2	2	1	7	1	-	2	2
Floyd	18	17	1	2	8	11	9	4	1	3	13	17
Franklin	46	32	3	1	15	10	28	21	4	1	19	20
Fulton	-	1	-	-	-	-	-	1	-	-	-	-
Gallatin	5	8	-	1	3	4	2	3	-	1	3	5
Garrard	8	5	1	-	2	1	5	4	1	-	3	1

ALCOHOL-RELATED COLLISIONS BY COUNTY

County	COLLISIONS								PERSONS			
	TOTAL		FATAL+		NON-FATAL INJURY		PROPERTY DAMAGE		KILLED+		INJURED	
	2021	2022	2021	2022	2021	2022	2021	2022	2021	2022	2021	2022
Grant	15	27	-	1	6	7	9	19	-	1	7	13
Graves	22	21	-	1	15	7	7	13	-	3	16	10
Grayson	24	13	1	2	9	4	14	7	1	2	12	4
Green	6	7	-	1	2	4	4	2	-	1	2	6
Greenup	15	16	-	-	7	6	8	10	-	-	9	7
Hancock	2	3	-	-	-	-	2	3	-	-	-	-
Hardin	59	68	1	2	21	15	37	51	1	2	29	21
Harlan	13	13	-	1	9	5	4	7	-	2	14	6
Harrison	14	12	-	-	7	4	7	8	-	-	11	4
Hart	11	13	-	1	4	7	7	5	-	1	4	7
Henderson	44	43	5	2	11	11	28	30	5	2	18	17
Henry	12	25	-	2	3	7	9	16	-	2	3	14
Hickman	6	3	-	-	2	2	4	1	-	-	2	2
Hopkins	33	26	-	1	11	5	22	20	-	1	12	5
Jackson	2	4	-	-	1	2	1	2	-	-	1	3
Jefferson	547	560	21	22	167	158	359	380	23	23	265	256
Jessamine	49	49	-	-	10	9	39	40	-	-	12	11
Johnson	6	9	-	-	2	4	4	5	-	-	2	8
Kenton	191	199	3	1	32	30	156	168	3	1	44	45
Knott	3	2	-	-	1	1	2	1	-	-	1	1
Knox	16	15	-	1	5	7	11	7	-	2	5	11
Larue	7	7	-	1	3	3	4	3	-	1	3	5
Laurel	36	27	2	3	13	10	21	14	2	5	23	19
Lawrence	2	1	1	-	-	-	1	1	1	-	-	-
Lee	-	1	-	-	-	1	-	-	-	-	-	2
Leslie	1	-	-	-	1	-	-	-	-	-	1	-
Letcher	6	7	-	-	5	6	1	1	-	-	6	12
Lewis	6	9	-	-	4	7	2	2	-	-	5	11
Lincoln	5	5	1	-	2	1	2	4	1	-	3	1
Livingston	2	6	-	1	1	2	1	3	-	1	2	6
Logan	14	10	-	1	4	4	10	5	-	1	4	4
Lyon	7	9	1	1	4	3	2	5	1	1	8	4
McCracken	57	57	1	-	19	23	37	34	1	-	30	32
McCreary	10	1	1	-	3	1	6	-	1	-	4	1
McLean	4	3	-	-	1	1	3	2	-	-	1	3
Madison	70	67	-	-	13	21	57	46	-	-	13	27
Magoffin	7	4	1	-	5	3	1	1	1	-	7	4
Marion	16	8	1	-	7	5	8	3	1	-	7	8
Marshall	13	18	1	1	4	5	8	12	1	2	4	6
Martin	1	1	-	1	-	-	1	-	-	1	-	1

ALCOHOL-RELATED COLLISIONS BY COUNTY

County	COLLISIONS								PERSONS			
	TOTAL		FATAL+		NON-FATAL INJURY		PROPERTY DAMAGE		KILLED+		INJURED	
	2021	2022	2021	2022	2021	2022	2021	2022	2021	2022	2021	2022
Mason	18	26	-	-	1	11	17	15	-	-	1	14
Meade	9	10	1	-	2	6	6	4	1	-	3	10
Menifee	7	4	1	1	2	1	4	2	1	1	2	2
Mercer	10	15	-	1	-	5	10	9	-	1	-	8
Metcalfe	4	7	1	-	1	3	2	4	1	-	1	4
Monroe	5	2	-	-	-	1	5	1	-	-	-	1
Montgomery	23	22	-	1	9	4	14	17	-	1	11	7
Morgan	5	4	-	-	5	2	-	2	-	-	5	2
Muhlenberg	19	14	1	-	4	6	14	8	1	-	6	7
Nelson	43	22	1	3	11	7	31	12	1	3	15	9
Nicholas	2	3	1	-	-	-	1	3	1	-	-	-
Ohio	14	18	1	-	4	9	9	9	1	-	7	11
Oldham	37	32	1	-	12	7	24	25	1	-	16	11
Owen	5	8	-	-	3	2	2	6	-	-	4	4
Owsley	1	2	1	-	-	-	-	2	1	-	-	-
Pendleton	7	6	-	-	3	2	4	4	-	-	4	2
Perry	14	7	4	-	1	2	9	5	4	-	5	3
Pike	26	35	1	1	11	14	14	20	1	1	18	20
Powell	7	8	-	-	5	2	2	6	-	-	7	2
Pulaski	44	32	1	2	7	13	36	17	2	2	15	18
Robertson	1	-	-	-	-	-	1	-	-	-	-	-
Rockcastle	9	13	1	1	-	6	8	6	1	1	-	18
Rowan	28	16	1	2	4	6	23	8	1	2	8	11
Russell	11	9	2	-	5	6	4	3	2	-	15	8
Scott	48	62	-	-	16	20	32	42	-	-	22	26
Shelby	43	39	3	-	12	8	28	31	4	-	16	10
Simpson	21	16	-	2	6	4	15	10	-	2	10	5
Spencer	12	7	-	-	5	5	7	2	-	-	5	11
Taylor	12	16	-	-	2	5	10	11	-	-	2	5
Todd	7	16	-	-	3	6	4	10	-	-	3	6
Trigg	12	13	-	1	3	3	9	9	-	1	4	3
Trimble	6	3	-	-	1	1	5	2	-	-	1	1
Union	8	5	-	-	5	1	3	4	-	-	5	1
Warren	150	130	4	1	58	37	88	92	4	1	70	49
Washington	7	1	-	-	3	1	4	-	-	-	6	1
Wayne	4	10	1	-	-	5	3	5	1	-	1	8
Webster	9	9	1	1	3	2	5	6	1	1	4	5
Whitley	39	31	1	1	12	7	26	23	1	1	17	16
Wolfe	3	2	1	1	-	1	2	-	1	1	-	1
Woodford	31	32	-	-	5	12	26	20	-	-	8	16
Totals +	3,341	3,260	108	96	986	978	2,247	2,186	120	109	1,389	1,432

+ Data were reported by KSP and may differ from FARS-adjusted data listed on page 22.

COLLISIONS WITH DRIVERS UNDER THE INFLUENCE OF DRUGS

County	COLLISIONS								PERSONS			
	TOTAL		FATAL		NON-FATAL INJURY		PROPERTY DAMAGE		KILLED		INJURED	
	2021	2022	2021	2022	2021	2022	2021	2022	2021	2022	2021	2022
Adair	6	1	1	-	1	1	4	-	1	-	3	1
Allen	4	1	-	-	2	1	2	-	-	-	3	1
Anderson	4	6	-	-	3	5	1	1	-	-	3	8
Ballard	4	3	1	-	2	-	1	3	2	-	4	-
Barren	19	13	2	3	4	4	13	6	2	3	9	9
Bath	9	4	-	-	2	3	7	1	-	-	4	3
Bell	19	11	1	1	5	4	13	6	1	1	7	4
Boone	35	23	1	-	11	7	23	16	1	-	15	9
Bourbon	10	3	-	-	2	2	8	1	-	-	2	2
Boyd	41	22	1	1	7	5	33	16	2	2	11	7
Boyle	8	5	-	-	4	2	4	3	-	-	6	3
Bracken	5	2	1	-	1	1	3	1	2	-	1	1
Breathitt	6	3	1	-	3	1	2	2	1	-	9	1
Breckinridge	6	5	-	2	4	2	2	1	-	2	6	6
Bullitt	30	15	2	-	12	7	16	8	2	-	18	11
Butler	3	4	2	3	-	1	1	-	2	3	3	3
Caldwell	8	5	-	-	4	4	4	1	-	-	5	6
Calloway	9	1	-	-	3	-	6	1	-	-	4	-
Campbell	46	25	-	-	13	8	33	17	-	-	19	8
Carlisle	4	-	1	-	1	-	2	-	1	-	1	-
Carroll	5	5	-	-	1	1	4	4	-	-	1	1
Carter	11	8	1	1	2	2	8	5	1	1	4	2
Casey	4	6	-	-	3	3	1	3	-	-	3	3
Christian	20	12	1	-	3	4	16	8	1	-	6	6
Clark	23	8	-	-	9	2	14	6	-	-	14	3
Clay	11	7	3	1	3	3	5	3	3	1	9	7
Clinton	2	2	1	-	1	1	-	1	1	-	4	1
Crittenden	5	-	-	-	2	-	3	-	-	-	2	-
Cumberland	5	3	1	1	2	1	2	1	1	2	4	2
Daviess	41	38	1	2	10	11	30	25	1	2	15	14
Edmonson	4	-	2	-	1	-	1	-	2	-	4	-
Elliott	-	-	-	-	-	-	-	-	-	-	-	-
Estill	9	4	1	-	4	2	4	2	1	-	6	2
Fayette	140	90	6	7	40	34	94	49	6	9	58	55
Fleming	3	2	-	-	-	-	3	2	-	-	-	-
Floyd	30	13	2	1	18	5	10	7	2	1	29	8
Franklin	30	11	1	1	16	3	13	7	1	1	21	9
Fulton	2	1	-	-	2	1	-	-	-	-	4	1
Gallatin	6	2	1	1	2	-	3	1	1	1	4	2
Garrard	7	5	-	-	4	1	3	4	-	-	5	1

COLLISIONS WITH DRIVERS UNDER THE INFLUENCE OF DRUGS

County	COLLISIONS								PERSONS			
	TOTAL		FATAL		NON-FATAL INJURY		PROPERTY DAMAGE		KILLED		INJURED	
	2021	2022	2021	2022	2021	2022	2021	2022	2021	2022	2021	2022
Grant	12	6	-	1	5	2	7	3	-	1	8	4
Graves	13	8	1	1	4	2	8	5	2	1	7	3
Grayson	12	9	-	2	5	2	7	5	-	2	8	5
Green	3	1	-	-	1	1	2	-	-	-	1	3
Greenup	4	6	-	1	1	5	3	-	-	1	2	7
Hancock	1	1	-	-	-	-	1	1	-	-	-	-
Hardin	23	18	2	1	7	8	14	9	2	2	8	12
Harlan	28	11	2	-	11	6	15	5	2	-	17	9
Harrison	10	1	-	-	3	-	7	1	-	-	5	-
Hart	6	10	1	-	3	2	2	8	1	-	8	2
Henderson	20	19	-	1	6	3	14	15	-	1	7	10
Henry	4	6	-	-	1	3	3	3	-	-	1	7
Hickman	-	-	-	-	-	-	-	-	-	-	-	-
Hopkins	17	8	-	1	2	4	15	3	-	1	4	6
Jackson	5	4	1	-	2	1	2	3	1	-	2	1
Jefferson	162	132	3	11	80	53	79	68	3	12	114	91
Jessamine	29	15	-	-	8	5	21	10	-	-	11	6
Johnson	7	7	1	-	5	5	1	2	1	-	15	7
Kenton	93	55	1	1	34	19	58	35	1	1	50	25
Knott	8	9	2	1	3	2	3	6	2	2	7	2
Knox	19	8	1	-	11	3	7	5	1	-	26	3
Larue	1	6	-	2	-	-	1	4	-	3	-	3
Laurel	22	14	2	2	9	3	11	9	3	2	18	10
Lawrence	2	2	-	-	-	-	2	2	-	-	-	-
Lee	3	-	-	-	1	-	2	-	-	-	2	-
Leslie	1	3	-	1	-	-	1	2	-	1	-	-
Letcher	11	11	-	1	8	6	3	4	-	2	9	15
Lewis	7	5	-	-	3	1	4	4	-	-	4	4
Lincoln	6	6	-	1	3	-	3	5	-	1	4	-
Livingston	-	1	-	-	-	-	-	1	-	-	-	-
Logan	5	4	1	-	1	1	3	3	1	-	2	2
Lyon	8	6	-	-	3	3	5	3	-	-	4	4
McCracken	26	20	2	-	9	4	15	16	3	-	11	4
McCreary	9	4	1	2	4	2	4	-	1	2	6	4
McLean	4	4	1	-	2	1	1	3	3	-	5	2
Madison	48	24	1	1	12	9	35	14	2	1	17	12
Magoffin	5	1	-	-	3	1	2	-	-	-	6	1
Marion	5	7	-	1	2	4	3	2	-	3	2	7
Marshall	8	9	-	1	6	3	2	5	-	1	10	4
Martin	2	1	-	-	-	1	2	-	-	-	-	1

COLLISIONS WITH DRIVERS UNDER THE INFLUENCE OF DRUGS

County	COLLISIONS								PERSONS			
	TOTAL		FATAL		NON-FATAL INJURY		PROPERTY DAMAGE		KILLED		INJURED	
	2021	2022	2021	2022	2021	2022	2021	2022	2021	2022	2021	2022
Mason	12	4	1	-	5	2	6	2	1	-	8	4
Meade	5	7	-	3	-	2	5	2	-	4	-	5
Menifee	1	-	-	-	-	-	1	-	-	-	-	-
Mercer	3	5	-	1	-	1	3	3	-	1	-	1
Metcalfe	5	1	2	1	1	-	2	-	2	1	3	-
Monroe	-	1	-	-	-	1	-	-	-	-	-	1
Montgomery	11	7	-	-	2	4	9	3	-	-	3	6
Morgan	5	4	-	-	4	2	1	2	-	-	4	3
Muhlenberg	13	9	2	2	6	2	5	5	2	2	11	7
Nelson	12	6	2	-	4	5	6	1	2	-	10	6
Nicholas	-	-	-	-	-	-	-	-	-	-	-	-
Ohio	9	4	-	-	-	4	9	-	-	-	-	4
Oldham	12	11	-	-	3	3	9	8	-	-	5	4
Owen	2	3	-	-	2	1	-	2	-	-	2	1
Owsley	1	2	1	-	-	1	-	1	1	-	-	2
Pendleton	5	4	-	-	-	3	5	1	-	-	-	3
Perry	12	9	1	-	7	4	4	5	1	-	15	7
Pike	48	37	1	4	15	21	32	12	1	4	26	36
Powell	3	8	-	-	2	4	1	4	-	-	4	8
Pulaski	20	16	-	2	8	6	12	8	-	2	11	16
Robertson	1	1	-	-	1	-	-	1	-	-	1	-
Rockcastle	7	7	-	1	-	4	7	2	-	1	-	7
Rowan	12	7	-	-	3	3	9	4	-	-	5	4
Russell	4	6	-	-	1	2	3	4	-	-	1	4
Scott	22	20	1	1	8	5	13	14	2	1	12	16
Shelby	15	7	-	-	4	2	11	5	-	-	8	6
Simpson	7	5	1	1	4	1	2	3	1	1	7	3
Spencer	1	4	-	1	1	2	-	1	-	1	1	6
Taylor	3	14	-	2	1	5	2	7	-	2	1	9
Todd	3	6	-	-	1	4	2	2	-	-	1	4
Trigg	7	4	1	1	3	3	3	-	1	1	6	5
Trimble	2	5	1	1	1	1	-	3	1	1	2	3
Union	2	6	-	1	2	3	-	2	-	1	2	4
Warren	49	36	1	1	21	10	27	25	1	1	29	15
Washington	3	1	-	-	3	-	-	1	-	-	6	-
Wayne	3	5	1	-	1	3	1	2	1	-	1	4
Webster	2	1	-	-	2	1	-	-	-	-	2	2
Whitley	29	16	3	-	11	6	15	10	3	-	21	11
Wolfe	3	6	1	1	-	2	2	3	1	1	-	5
Woodford	8	8	-	-	4	4	4	4	-	-	6	4
Totals	1,645	1,134	78	82	596	424	971	628	88	94	941	702

AREA DEVELOPMENT DISTRICTS

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

ALL COLLISIONS BY AREA DEVELOPMENT DISTRICT

AREA DEVELOPMENT DISTRICT	TOTAL NUMBER REPORTED	TOTAL COLLISIONS REPORTED		NUMBER PERSONS	
		FATAL	INJURY	KILLED	INJURED
PURCHASE	5,090	33	931	38	1,374
PENNYRILE	5,468	48	1,025	49	1,486
GREEN RIVER	6,125	33	1,029	33	1,493
BARREN RIVER	8,551	56	1,372	60	1,974
LINCOLN TRAIL	5,646	68	1,046	73	1,545
KIPDA	21,692	152	5,359	158	7,944
NORTHERN KY	14,217	36	1,740	37	2,386
BUFFALO TRACE	949	9	166	10	250
GATEWAY	1,785	21	296	21	447
FIVCO	2,583	13	421	17	635
BIG SANDY	2,216	32	533	36	864
KY RIVER	1,516	26	381	30	624
CUMBERLAND VALLEY	4,980	44	987	52	1,548
LAKE CUMBERLAND	4,190	42	665	45	1,016
BLUEGRASS	23,705	98	3,621	103	5,187
TOTAL	108,713	711	19,572	762	28,773

ALCOHOL-RELATED COLLISIONS BY AREA DEVELOPMENT DISTRICT

AREA DEVELOPMENT DISTRICT	TOTAL NUMBER REPORTED	TOTAL COLLISIONS REPORTED		NUMBER PERSONS	
		FATAL	INJURY	KILLED	INJURED
PURCHASE	138	5	46	8	65
PENNYRILE	153	4	52	4	66
GREEN RIVER	176	3	48	3	71
BARREN RIVER	229	8	70	8	93
LINCOLN TRAIL	138	8	49	8	70
KIPDA	710	26	2,022	27	329
NORTHERN KY	470	7	103	7	147
BUFFALO TRACE	55	-	27	-	37
GATEWAY	53	5	15	5	25
FIVCO	59	3	17	4	18
BIG SANDY	66	4	32	5	50
KY RIVER	27	1	17	1	29
CUMBERLAND VALLEY	112	9	40	14	80
LAKE CUMBERLAND	100	5	39	6	52
BLUEGRASS	774	8	218	9	300
TOTAL	3,260	96	978	109	1,432

DRUG RELATED COLLISIONS BY AREA DEVELOPMENT DISTRICT

AREA DEVELOPMENT DISTRICT	TOTAL NUMBER REPORTED	TOTAL COLLISIONS REPORTED		NUMBER PERSONS	
		FATAL	INJURY	KILLED	INJURED
PURCHASE	42	2	10	2	12
PENNYRILE	51	4	24	4	38
GREEN RIVER	73	4	23	4	36
BARREN RIVER	75	9	21	9	36
LINCOLN TRAIL	59	11	23	16	44
KIPDA	180	13	71	14	128
NORTHERN KY	123	3	41	3	53
BUFFALO TRACE	14	-	4	-	9
GATEWAY	22	-	12	-	16
FIVCO	38	3	12	4	16
BIG SANDY	59	5	33	5	53
KY RIVER	43	4	16	6	32
CUMBERLAND VALLEY	78	5	30	5	52
LAKE CUMBERLAND	58	7	25	8	47
BLUEGRASS	219	12	79	14	130
TOTAL	1,134	82	424	94	702



**FATALITY
ANALYSIS
REPORTING
SYSTEM
(FARS)**



FATALITY ANALYSIS REPORTING SYSTEM (FARS)

FARS is a computerized file containing data on all fatal motor vehicle traffic collisions occurring each year in the 50 states, the District of Columbia, and Puerto Rico. The system is operated by the NHTSA for the purpose of identifying safety problems, suggesting solutions, and providing an objective basis to evaluate the effectiveness of motor vehicle safety standards and highway safety countermeasures.

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

For reasons of timeliness in reporting and continuity among states, FARS counts only 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 stores data not only from the collision reports submitted from across the state, but also interfaces with many other sources to obtain additional data pertinent to the collision, vehicles, and drivers. Examples of additional data sources include vehicle registration files, driver licensing data, vital statistics, EMS reports, labs, coroners, and medical examiners. **FARS DATA CANNOT BE COMPARED DIRECTLY WITH THE PREVIOUSLY LISTED STATISTICS DUE TO THE DIFFERENCE IN REPORTING CRITERIA.**

DRIVERS INVOLVED IN FATAL COLLISIONS — AGE AND ALCOHOL INVOLVEMENT

The chart below provides the ages of all drivers in fatal collisions and alcohol-involved drivers in fatal collisions during the same time period and the percentages of involvement for different ages and age groups. Alcohol-involved teenage drivers (ages 13 through 19) represent 2% of the total number of drinking drivers involved in fatal collisions.

NOTE: Data are derived from FARS. The number of alcohol-involved drivers in FARS 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 of drinking and who tested positive for alcohol in a subsequent test (.01 BAC or higher).

AGE	Number of Drivers Involved	Alcohol-Involved Drivers*	% Alcohol Involved
Under 16	6	1	17
16	9	0	0
17	15	1	7
18	12	5	42
19	27	2	7
20	22	2	9
21	16	4	25
22-24	58	13	22
25-34	191	32	17
35-44	180	30	17
45-54	152	23	15
55-64	165	20	12
65-74	114	6	5
Over 74	81	4	5
Unknown	18	0	0
Totals	1,066	143	13

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

IN 2022 **143** PERSONS WERE KILLED IN ALCOHOL-INVOLVED CRASHES.
THIS REPRESENTS **~18%** OF ALL PERSONS KILLED IN TRAFFIC COLLISIONS IN KENTUCKY.

The chart below shows drinking drivers by age and alcohol test result. **78%** of the drinking drivers tested had a BAC of 0.10% or above at the time of the collision.

AGE	NUMBER OF DRINKING DRIVERS*	BAC TEST RESULTS			
		.01 - .05	.06 - .09	.10 - .19	.20+
Under 16	1	1	0	0	0
16	0	0	0	0	0
17	1	0	0	1	0
18	5	2	1	2	0
19	2	0	2	0	0
20	2	0	0	2	0
21	4	0	0	2	2
22-24	13	0	2	8	3
25-34	32	0	3	19	10
35-44	30	3	5	12	10
45-54	23	0	5	10	8
55-64	20	1	3	8	8
65-74	6	1	1	2	2
75+	4	1	1	1	1
Unknown	0	0	0	0	0
TOTAL	143	9	23	67	44

25% OF FATALLY INJURED PEDESTRIANS OVER THE AGE OF 15 WERE DRINKING.

THEIR AVERAGE BAC WAS **.17**.

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

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

FATALLY INJURED PEDESTRIANS

AGE	TOTAL	NUMBER DRINKING	AVERAGE TEST RESULTS
0-5	3	0	0
6-10	0	0	0
11-15	1	0	0
16-20	4	0	0
21-25	3	1	0.15
26-30	7	3	0.19
31-40	21	4	0.22
41-50	14	5	0.16
51-60	16	4	0.24
61-70	12	4	0.16
71-80	10	3	0.08
81+	3	0	0
UNKNOWN	0	0	0
TOTAL	94	24	0.17

SAFETY RESTRAINTS AND EJECTIONS IN FATAL COLLISIONS

The chart below summarizes outcomes for fatal collisions when motorcycle helmets and other restraints (e.g. safety belts, harnesses, and child restraints) were used. Comparing the Used and Not Used categories for 2022, FARS data confirm the lifesaving advantage as well as the reduction in serious injuries when restraints are in place.

54% OF VEHICLE OCCUPANTS KILLED WERE NOT RESTRAINED.

28% OF VEHICLE OCCUPANTS SUFFERING A SUSPECTED/POSSIBLE INJURY WERE NOT RESTRAINED.

NON-MOTORISTS ARE NOT INCLUDED IN THE CHARTS BELOW.

RESULT	MOTORCYCLE HELMET			RESTRAINT			TOTAL
	Used	Not Used	Unknown	Used	Not Used	Unknown	
(K) Killed	33	82	0	239	279	0	633
(A) Suspected Serious Injury	1	2	0	90	54	2	149
(B) Suspected Minor Injury	2	3	0	112	46	0	163
(C) Possible Injury	0	2	0	98	23	0	123
(O) No Injury	0	0	0	364	40	4	408
Unknown if Injured	0	0	0	1	0	16	17
Injured, Severity Unknown	0	0	0	0	0	0	0
TOTAL	36	89	0	904	442	22	1,493

Of the **1,346** vehicle occupants involved in fatal collisions, only **904** were using safety restraints — an overall usage rate of **67%** in fatal collisions. *(Motorcycle occupants are not included).*

EJECTION

RESULTS	Total Ejection	Partial Ejection	No Ejection	Unknown	TOTAL
(K) Killed	75	25	418	0	518
(A) Suspected Serious Injury	11	0	135	0	146
(B) Suspected Minor Injury	3	0	155	0	158
(C) Possible Injury	2	0	119	0	121
(O) No Injury	0	0	408	0	408
Unknown If Injured	0	0	17	0	17
Injured, Severity Unknown	0	0	0	0	0
TOTAL	91	25	1,252	0	1,368

The above chart summarizes outcomes for fatal collisions according to whether the vehicle occupant was ejected from the vehicle, partially ejected, or not ejected.

86% OF VEHICLE OCCUPANTS WHO WERE EITHER TOTALLY OR PARTIALLY EJECTED WERE KILLED. These data also reaffirm 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).

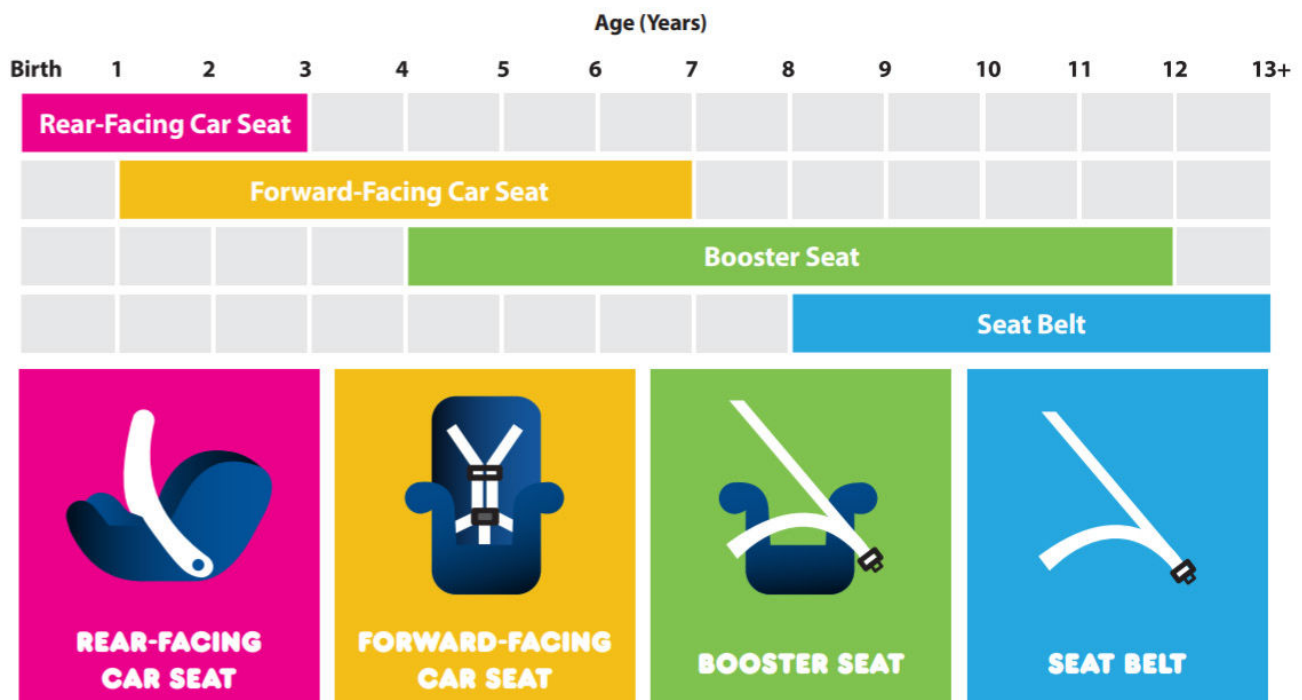
CHILD RESTRAINTS IN FATAL COLLISIONS

Kentucky's "child restraint law" (KRS 189.125) 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."

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 a 30 mph collision into a fixed barrier.)

Data on child restraints summarized in the chart below indicate age (4 years and under) rather than the height of the child. Other states with child restraint laws have adopted the "four years and under" standard in their statutes.

RESULT	AGE 4 & UNDER TOTAL	CHILD RESTRAINT USED	LAP BELT &/OR HARNESS USED	NONE USED	UNKNOWN
Killed	7	5	0	2	0
Injured (Incapacitating)	1	0	1	0	0
Injured (Non-Incapacitating)	4	3	1	0	0
Injured (Possible)	5	5	0	0	0
Not Injured	7	7	0	0	0
TOTAL	24	20	2	2	0



<https://www.nhtsa.gov/equipment/car-seats-and-booster-seats>

COST OF KENTUCKY TRAFFIC COLLISIONS

\$3.2 BILLION to \$18.1 BILLION (Estimated Economic Cost vs Estimated Comprehensive Cost)

The calculable costs (Economic Costs) of motor vehicle collisions on public roads include wage losses, medical expenses, administration costs, property damage, and employer costs. Comprehensive Costs include the Economic Cost components plus 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[®]) that account for Economic and Comprehensive Costs were used to estimate a cost range for traffic collisions in Kentucky that occurred on public roads.

Costs for 2020 were used as this is the most recent available at the time of this publication.

+ Source: <https://injuryfacts.nsc.org/all-injuries/costs/guide-to-calculating-costs/data-details/> (Info most currently available as of the date of publication.)

Economic and Comprehensive Costs					
	Number Reported	Economic Cost Per	Estimated Economic Cost	Comprehensive Cost Per	Estimated Comprehensive Cost
(K) Killed	762	\$1,778,000	\$1,354,836,000	\$12,474,000	\$9,505,188,000
(A) Suspected Serious Injury	2,785	\$155,000	\$431,675,000	\$1,016,000	\$2,829,560,000
(B) Suspected Minor Injury	11,805	\$40,000	\$472,200,000	\$221,000	\$2,608,905,000
(C) Possible Injury	14,183	\$24,000	\$340,392,000	\$120,000	\$1,701,960,000
(O) No Observable Injury	88,430	\$6,700	\$592,481,000	\$17,000	\$1,503,310,000
			\$3,191,584,000		\$18,148,923,000



PARK.



LOOK.



LOCK.

HEATSTROKE PREVENTION TIPS FOR PARENTS AND CAREGIVERS

Leaving a child alone in a vehicle can lead to tragedy. These deaths, while accidental, are always preventable. Here are some helpful tips to make sure it doesn't happen to your family.

REMEMBER:

- Never leave a child alone in a parked car, even with the windows rolled down or the air conditioning on. A child's body temperature can rise 3 to 5 times faster than an adult's. A core body temperature of 107 degrees is lethal.
- Always look in both the front and back of the vehicle before locking the door and walking away.
- Heatstroke can occur in temperatures as low as 57 degrees. On an 80-degree day, temperatures inside a vehicle can reach deadly levels in just 10 minutes.
- Never let children play in an unattended vehicle. Teach them a vehicle is not a play area.
- Always lock your vehicle doors and trunk, and keep the keys out of a child's reach. If a child is missing, quickly check all vehicles, including the trunk.

Come up with ways to remind yourself that a child is in your vehicle. Here are some suggestions:

- Place a briefcase, purse or cell phone next to the child's car seat so that you'll always check the back seat before leaving the car.
- Put a teddy bear in the passenger seat as reminder to check the back seat before you exit the vehicle.
- Have your childcare provider call you if your child doesn't arrive.
- Write a note and place it on the dashboard of your car, or set a reminder on your cell phone or calendar.
- If taking your child to day care is not part of your usual routine, call your spouse or another caregiver to confirm you've dropped off your child.

REMEMBER:

Kids and hot cars are a deadly combination. Don't take the chance. Look before you lock.



where's baby?

Look before you lock.



NHTSA

nhtsa.gov/heatstroke



SAFE SYSTEM

APPROACH

Zero is our goal. A Safe System is how we get there.



highways.dot.gov/safety/zero-deaths