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***TRAFFIC
ACCIDENT
FACTS***



**1998
REPORT**



COMMONWEALTH OF KENTUCKY
OFFICE OF THE GOVERNOR

PAUL E. PATTON
GOVERNOR

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My Fellow Kentuckians:

This 1998 KENTUCKY TRAFFIC ACCIDENT FACTS report provides us with valuable statistics concerning traffic accidents on the roadways of our Commonwealth. These figures should also remind us that motor vehicle travel, although required by most to provide our very livelihood, many times results in injury and even death.

*Although I am thrilled that the total number of traffic accidents and resulting injuries decreased by 6% in 1998, I am saddened to report that **869 people** were killed on Kentucky's roadways and another **52,952** were injured. This represents far too great a portion of our most valuable asset - our citizens.*



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

Sincerely,


Paul E. Patton



COMMONWEALTH OF KENTUCKY
KENTUCKY STATE POLICE
919 VERSAILLES ROAD
FRANKFORT 40601

PAUL E. PATTON
GOVERNOR

ROBERT F. STEPHENS
ACTING COMMISSIONER

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

Dear Governor Patton:

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

It is my great pleasure to present, pursuant to the above referenced statute, this 1998 TRAFFIC ACCIDENT FACTS report. Statistical information, based on comprehensive evaluation and analyses of fatal, injury, and property damage accidents, is provided in this report.

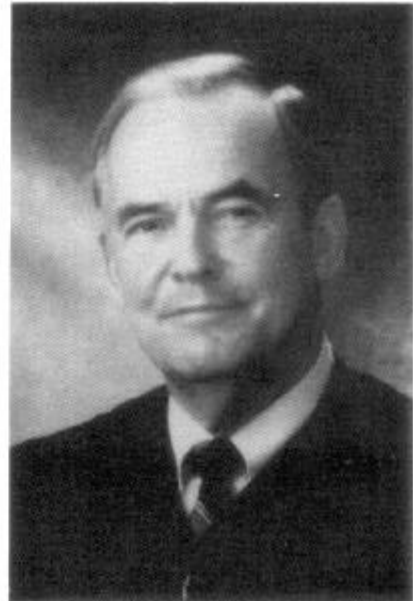
Kentucky State Police would like to take this opportunity to express our gratitude to the Kentucky Transportation Center, College of Engineering, University of Kentucky, for compiling and printing our 1998 traffic accident statistics. For the fifth consecutive year, this mutually beneficial joint-effort has produced a report which we feel more accurately reflects traffic accident data, while offering a broader analytical approach to many areas of special interest.

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

Respectfully submitted,

A handwritten signature in black ink that reads "Robert F. Stephens".

Robert F. Stephens
Acting Commissioner



AN EQUAL OPPORTUNITY EMPLOYER M/F/D

DEDICATION

This 1998 Accident Facts Report

is appropriately

dedicated

to

THE EIGHT HUNDRED SIXTY-NINE CITIZENS

Who were victims of Fatal Traffic Accidents

During 1998

AND TO

THEIR FAMILIES

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

KENTUCKY

TRAFFIC ACCIDENT FACTS

1998

Prepared by:

**Kentucky Transportation Center
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University of Kentucky
Lexington, Kentucky 40506-0281**

In Cooperation with:

**Kentucky State Police
Commonwealth of Kentucky**

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INTRODUCTION

KENTUCKY'S TRAFFIC ACCIDENT FACTS report for 1998 is based on accident reports submitted to the Accident Unit housed in the Kentucky State Police Information Services Branch, Records Section. As required by Kentucky Revised statutes 189.635, "every law enforcement agency whose officers investigate a vehicle accident of which a report must be made...shall file a report of the accident...within ten days after investigation of the accident upon forms supplied by the bureau." The stated purpose of this requirement is to utilize data on traffic accidents for such purposes as will improve the traffic safety program in the Commonwealth." Data contained in this report are based solely on the observations and judgements of the state and local police officers who investigated each accident, entering the information on Kentucky's UNIFORM POLICE TRAFFIC ACCIDENT REPORT form. Upon receipt of each report, the Accident Unit carefully screens the reports for accuracy and reasonableness before coding each item. The reports are then forwarded to Data Entry. Computer tabulations and summaries are again checked for accuracy before information is released or disseminated. It is hoped that the detailed information presented in the 1998 Kentucky Traffic Accident Facts report will, in fact, "improve the traffic safety program within the Commonwealth."

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

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

Accident: 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 Accident: is any motor vehicle accident that results in fatal injuries to one or more persons

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

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

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

Property Damage Accident: any motor vehicle accident 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 Accident: any accident in which an operator was observed to have been drinking by the officer investigating the accident.

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

NOTE: Summary data on fatal accidents are included throughout this report. Additional data on fatal accidents can be found in the section titled "Kentucky's Fatality Analysis Reporting System (FARS)", pages 40-44.

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

NOTE: Beginning with the 1994 KENTUCKY TRAFFIC ACCIDENT FACTS report, some statistics were tabulated under modified formats. This process created a variance from the 1993 accident figures and the accident figures listed in the actual 1993 KENTUCKY TRAFFIC ACCIDENT FACTS booklet. However, the 1994 - 1998 data was compiled using the same format and are therefore comparable for statistical studies.



ACCIDENT SUMMARY

1998 ACCIDENT SUMMARY

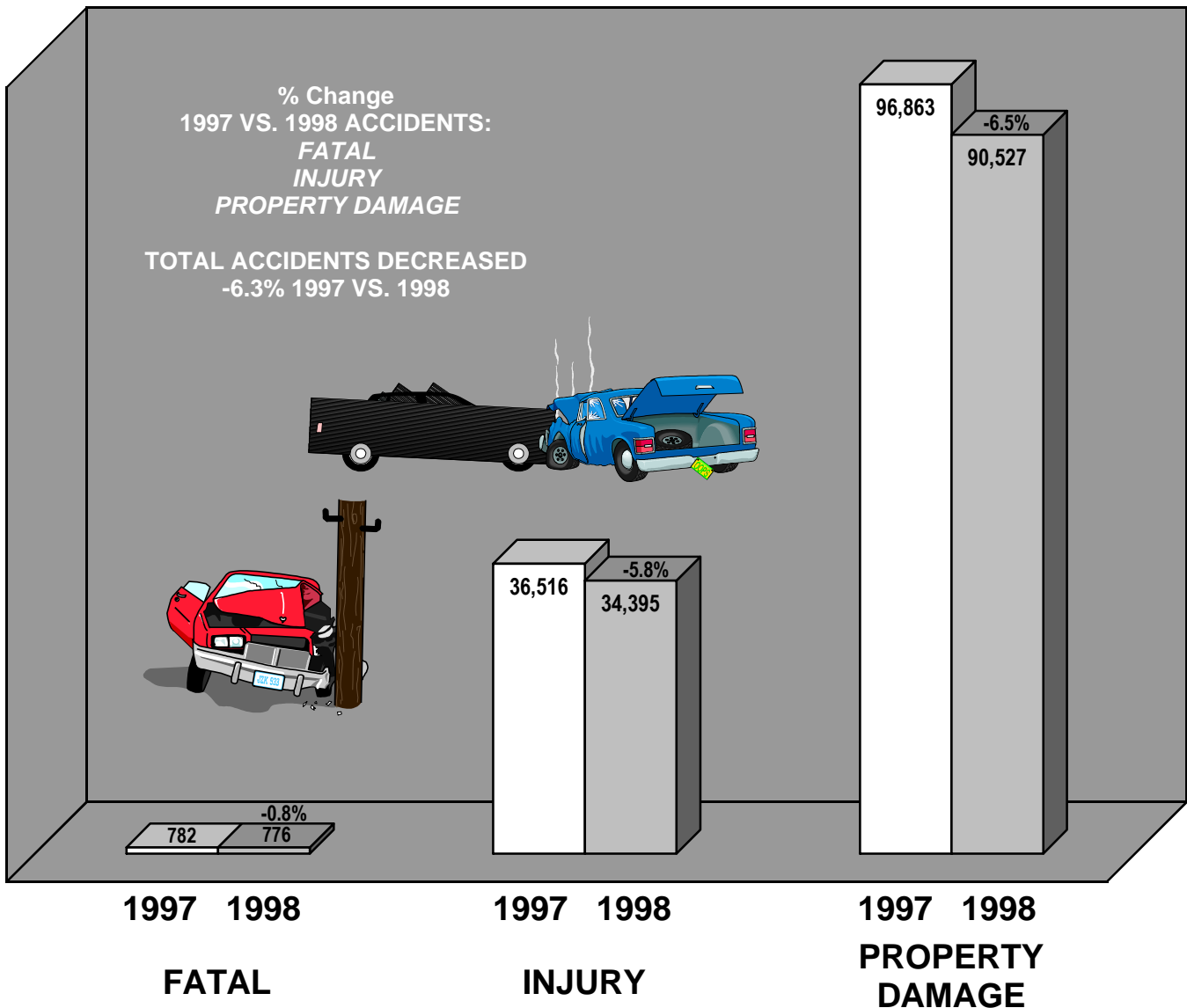
TYPE ACCIDENT REPORTED	1997	1998	PERCENT CHANGE
FATAL	782	776	-0.8%
NONFATAL INJURY	36,516	34,395	-5.8%
PROPERTY DAMAGE ONLY	96,863	90,527	-6.5%
TOTAL NUMBER REPORTED	134,161	125,698	-6.3%

776 fatal accidents were reported during 1998, a decrease of 0.8% from 1997

There were 2,121 fewer nonfatal injury accidents, a decrease of 5.8%.

Property damage accidents showed a decrease of 6.5% with 6,336 fewer accidents reported.

Beginning in 1994, parking lot accidents were no longer included in this report.



DEATH AND INJURY SUMMARY

	1997	1998	% CHANGE
PERSONS KILLED	865	869	+0.5%
PERSONS INJURED	56,342	52,952	-6.0%

FACTS: APPROXIMATELY ONE OF EVERY 4,800 KENTUCKY RESIDENTS DIED AS A RESULT OF A FATAL TRAFFIC ACCIDENT DURING 1998 IN KENTUCKY. ABOUT ONE IN 79 KENTUCKY RESIDENTS WAS INJURED IN A TRAFFIC ACCIDENT IN KENTUCKY. *

ONE OF EVERY 14 DRIVERS LICENSED IN KENTUCKY WAS INVOLVED IN A TRAFFIC ACCIDENT IN KENTUCKY. ONE OF 2,400 KENTUCKY DRIVERS WAS INVOLVED IN A FATAL ACCIDENT.**

* Based on 3,936,499 population estimate for 1998.

** Based on 2,640,346 licensed drivers currently registered in Kentucky (not including learner permits).

869 persons were killed during 1998. The number of traffic fatalities increased 0.5%, with 4 more fatalities than during 1997.

52,952 persons were injured during 1998, a decrease of 6.0% from 1997, or 3,390 fewer persons injured.

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

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

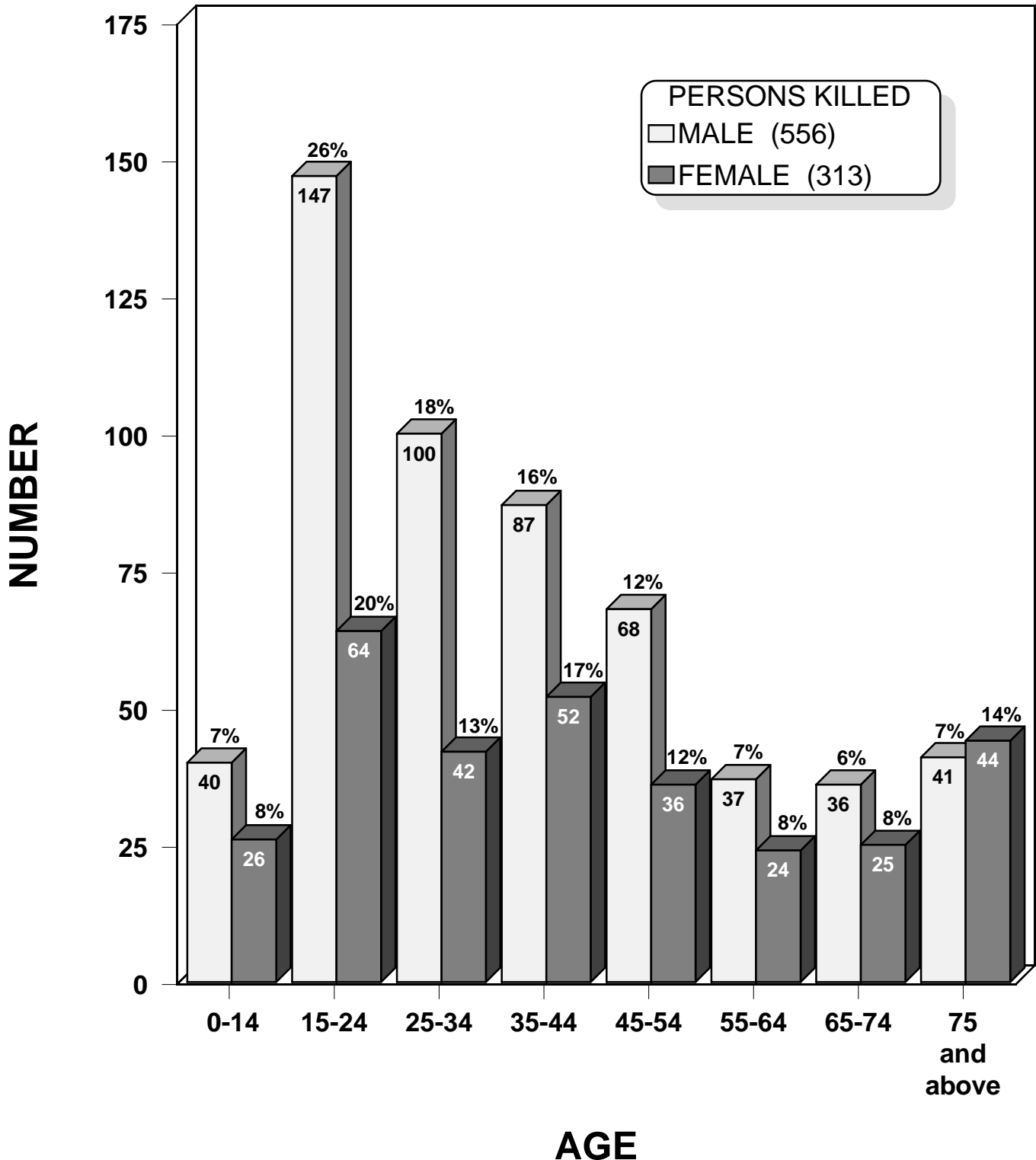
DEATH RATES (deaths per 100 million miles traveled.*)			
YEAR	KILLED	RATE	
		KY	U.S.
1983	790	2.9	2.7
1984	767	2.7	2.7
1985	730	2.6	2.8
1986	808	2.8	2.6
1987	849	2.8	2.6
1988	840	2.7	2.5
1989	776	2.4	2.3
1990	851	2.5	2.2
1991	828	2.4	2.0
1992	819	2.2	1.8
1993	875	2.2	1.8
1994	791	2.0	1.8
1995	856	2.1	1.8
1996	846	2.0	1.8
1997	865	1.9	1.7
1998	869	1.9	1.6

*1998 miles traveled in Kentucky = 46.6 billion

TYPE INJURY	NUMBER	%
INCAPACITATING INJURY	7,963	15.0%
NON-INCAPACITATING INJURY	19,222	36.3%
POSSIBLE INJURY	25,767	48.7%
TOTAL	52,952	100.0%

FATALITIES BY AGE AND SEX

The number of persons killed in 1998 fatal accidents is shown by age and sex in the chart below. There were 556 males versus 313 females killed. Twenty-four (24) percent of all persons killed in traffic accidents were in the 15- to 24-year old age group. Sixty-seven of all persons killed were pedestrians, 10 were pedalcyclists. The percentages represent the percent of males or females killed in the given age group (as a percentage of the total males or females killed).



SEVERITY OF INJURY BY TYPE OF ACCIDENT

The chart below depicts the number of persons killed and injured, by severity of injury, with 12 categories of accidents. As shown in the percentage column, collisions with moving motor vehicles (69%) and collisions with fixed objects (20%) account for 89% of the fatalities and injuries during 1998.

TYPE OF ACCIDENT	TYPE OF INJURY						% OF TOTAL OCCUPANTS KILLED OR INJURED
	TOTAL ACCIDENTS	FATAL ACCIDENTS	KILLED	INCAPACITATING INJURY	NON-INCAPACITATING INJURY	POSSIBLE INJURY	
NON COLLISION OVERTURNED	1,311	27	31	224	541	345	2.1%
OTHER NON COLLISION	3,712	29	31	290	638	681	3.0%
COLLISION WITH PEDESTRIAN	1,077	65	67	278	441	340	2.1%
COLLISION WITH MOVING VEHICLE	85,920	351	414	4,785	12,361	19,583	69.0%
COLLISION WITH PARKED VEHICLE	7,765	14	15	93	285	263	1.2%
COLLISION WITH TRAIN	70	3	4	7	16	11	0.1%
COLLISION WITH PEDALCYCLIST	587	9	10	96	216	183	0.9%
COLLISION WITH DEER	4,100	2	2	32	123	194	0.7%
COLLISION WITH OTHER ANIMAL	735	2	2	28	59	58	0.3%
COLLISION WITH FIXED OBJECT	19,489	268	281	2,095	4,460	3,996	20.1%
COLLISION WITH OTHER OBJECT	932	6	12	35	82	113	0.4%
TOTALS	125,698	776	869	7,963	19,222	25,767	100%

OCCURRENCE OF ACCIDENTS BY TYPE

Sixty-eight (68) percent of all accidents reported during 1998 involved collisions between two or more moving vehicles (not in a parking lot).

Sixteen (16) percent of all accidents involved collisions with fixed objects.

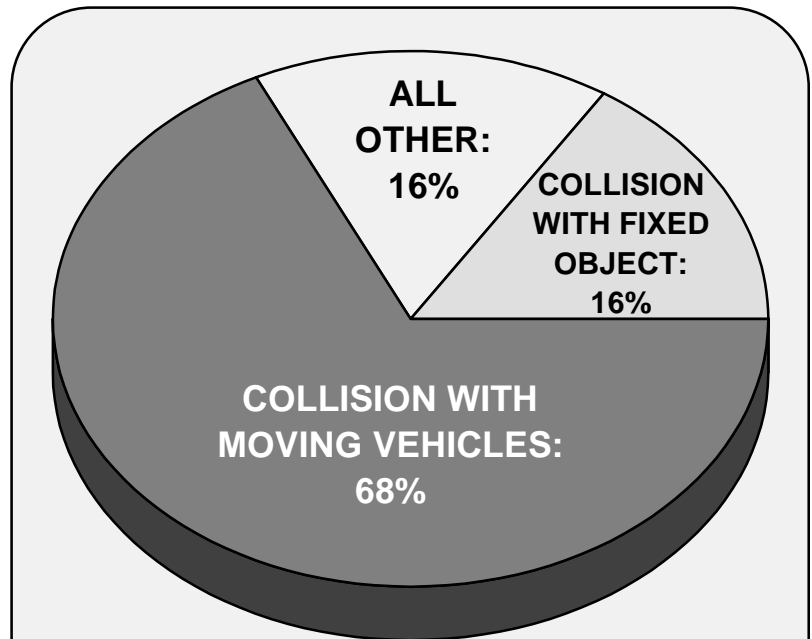
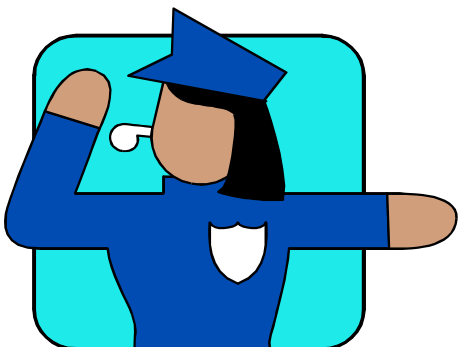
Sixteen (16) percent of all accidents did not involve a collision with either a moving vehicle or a fixed object. About 12% were other types of collisions (vehicle with pedestrian, deer, pedalcyclist, etc.) while the remainder were non-collision accidents (vehicle overturning and other non-collision).

When looking at fatal accidents, the ratio among types of occurrences is different. Forty-five (45) percent of all fatal accidents involved a collision with another moving vehicle.

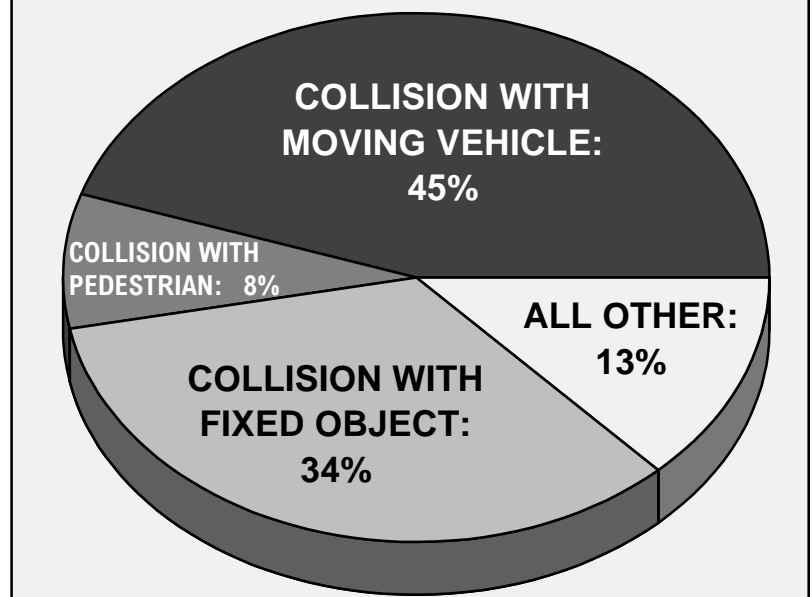
Thirty-four (34) percent of the fatal accidents reported during 1998 involved collisions with fixed objects.

Collisions with pedestrians accounted for 8% of the 1998 fatal accidents. Thirteen (13) percent of the fatal accidents were other type accidents. Most of these (7%) were non-collision (vehicle overturning or other non-collision).

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



ALL ACCIDENTS



FATAL ACCIDENTS

TYPES OF ACCIDENTS

Collisions with other moving motor vehicles were responsible for 68% of all accidents reported during 1998, and accounted for 48% of all fatalities (persons killed). Collisions with fixed objects accounted for 16% of all accidents, but 32% of fatalities. Types of collisions are depicted below.



COLLISION WITH PEDESTRIAN:

Total Accidents: 1,077
 % of Total Accidents: 0.86%
 Persons Killed: 67
 % of Total Fatalities: 7.71%
 No. of Fatal Accidents: 65
 % of All Fatal Accidents: 8.38%



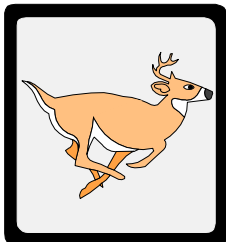
COLLISION WITH PEDALCYCLIST:

Total Accidents: 587
 % of Total Accidents: 0.47%
 Persons Killed: 10
 % of Total Fatalities: 1.15%
 No. of Fatal Accidents: 9
 % of All Fatal Accidents: 1.16%



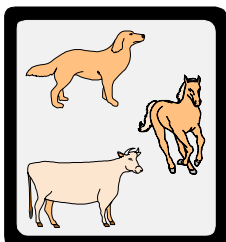
COLLISION WITH RAILWAY TRAIN:

Total Accidents: 70
 % of Total Accidents: 0.06%
 Persons Killed: 4
 % of Total Fatalities: 0.46%
 No. of Fatal Accidents: 3
 % of All Fatal Accidents: 0.39%



COLLISION WITH DEER:

Total Accidents: 4,100
 % of Total Accidents: 3.26%
 Persons Killed: 2
 % of Total Fatalities: 0.23%
 No. of Fatal Accidents: 2
 % of All Fatal Accidents: 0.26%

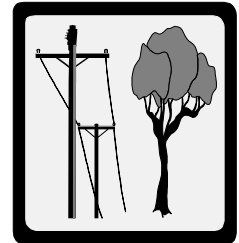


COLLISION WITH ANIMALS (excluding deer):

Total Accidents: 735
 % of Total Accidents: 0.58%
 Persons Killed: 2
 % of Total Fatalities: 0.23%
 No. of Fatal Accidents: 2
 % of All Fatal Accidents: 0.26%

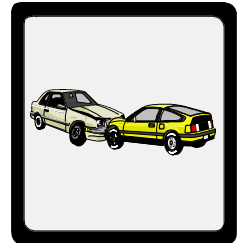
COLLISION WITH FIXED OBJECT:

Total Accidents: 19,489
 % of Total Accidents: 15.50%
 Persons Killed: 281
 % of Total Fatalities: 32.34%
 No. of Fatal Accidents: 268
 % of All Fatal Accidents: 34.54%



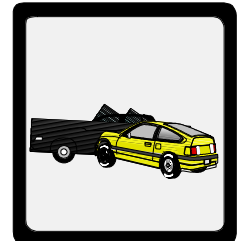
COLLISION WITH MOVING MOTOR VEHICLE:

Total Accidents: 85,920
 % of Total Accidents: 68.35%
 Persons Killed: 414
 % of Total Fatalities: 47.64%
 No. of Fatal Accidents: 351
 % of All Fatal Accidents: 45.23%



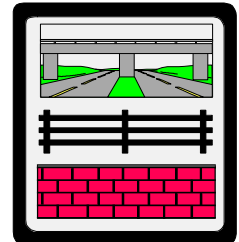
PARKED VEHICLE ACCIDENTS:

Total Accidents: 7,765
 % of Total Accidents: 6.18%
 Persons Killed: 15
 % of Total Fatalities: 1.72%
 No. of Fatal Accidents: 14
 % of All Fatal Accidents: 1.80%



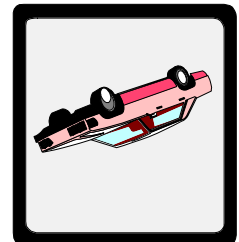
COLLISION WITH OTHER OBJECT:

Total Accidents: 932
 % of Total Accidents: 0.74%
 Persons Killed: 12
 % of Total Fatalities: 1.38%
 No. of Fatal Accidents: 6
 % of All Fatal Accidents: 0.77%



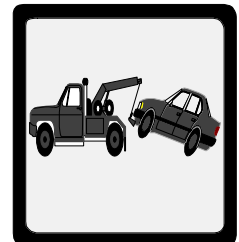
NON-COLLISION OVERTURNED:

Total Accidents: 1,311
 % of Total Accidents: 1.04%
 Persons Killed: 31
 % of Total Fatalities: 3.56%
 No. of Fatal Accidents: 27
 % of All Fatal Accidents: 3.47%



OTHER NON-COLLISION:

Total Accidents: 3,712
 % of Total Accidents: 2.95%
 Persons Killed: 31
 % of Total Fatalities: 3.68%
 No. of Fatal Accidents: 29
 % of All Fatal Accidents: 3.86%



PEDESTRIAN ACCIDENTS

Sixty-seven (67) pedestrians were killed and 1,059 were injured in 1998 traffic accidents. The charts below depict ages of victims of pedestrian accidents and the factors related to the pedestrian vs. the vehicle at the time of the accident. Up to three pedestrian factors can be coded for one accident. Twenty-nine (29) percent of the pedestrians killed or injured were 14 years of age or younger, while 7% were age 65 or older.

PEDESTRIAN FACTOR	TOTAL ACTIONS FOR KILLED OR INJURED PEDESTRIANS BY AGE CATEGORY										
	Fatal Actions	Injury Actions	0-4	5-9	10-14	15-19	20-24	25-44	45-64	65-UP	Not Stated
At Intersection	1	83	1	5	10	15	7	13	20	10	3
Crossing With Signal	0	63	1	0	8	4	3	20	15	10	2
Crossing Against Signal	4	43	1	2	6	3	5	12	11	4	3
Not at Intersection	7	104	8	8	14	11	19	21	21	7	2
Getting On or Off Vehicle	2	44	0	2	7	5	5	15	9	3	0
Emerging From Parked Vehicle	1	27	2	2	1	2	6	9	3	2	1
Walking in Roadway	23	208	13	7	22	31	18	65	47	23	5
Playing in Roadway	0	32	9	8	8	1	1	3	1	0	1
Working in Roadway	0	43	0	0	0	1	5	27	8	1	1
Not in Roadway	10	132	2	7	15	20	4	50	26	9	9
Lying in Roadway	3	3	0	1	0	0	1	3	0	1	0
Darting into Roadway	13	255	31	69	67	45	12	30	8	3	3
Pedestrian Drinking	6	39	0	0	0	1	5	31	4	1	3
Pedestrian Drug Related	0	1	0	0	0	0	0	1	0	0	0
Pedestrian Jogging	1	9	0	0	0	2	1	3	3	1	0
Physical Impairment	3	5	0	0	1	0	1	1	1	4	0
Dark Clothing / Not Visible	7	25	0	1	2	3	4	10	9	0	3
In Crosswalk	1	41	0	2	4	4	3	10	12	7	0
TOTAL*	82	1,157	68	114	165	148	100	324	198	86	36

PEDESTRIAN FACTOR	VEHICLE ACTION								
	Straight	Right Turn	Left Turn	Parking	Starting in Traffic	Slowing	Backing	Other	TOTAL
At Intersection	34	22	22	0	2	0	2	4	86
Crossing With Signal	10	17	31	0	2	0	0	4	64
Crossing Against Signal	35	6	2	1	2	0	0	0	46
Not at Intersection	78	5	9	6	3	2	4	9	116
Getting On or Off Vehicle	28	1	2	15	0	0	3	11	60
Emerging From Parked Vehicle	15	0	0	8	0	0	2	5	30
Walking in Roadway	165	4	10	6	4	2	13	19	223
Playing in Roadway	18	1	1	0	0	0	7	5	32
Working in Roadway	32	0	4	6	1	1	1	7	52
Not in Roadway	70	6	7	21	0	1	15	21	141
Lying in Roadway	5	0	0	0	0	0	0	1	6
Darting into Roadway	248	2	1	3	3	9	0	9	275
Pedestrian Drinking	38	1	0	1	1	0	3	2	46
Pedestrian Drug Related	2	0	0	0	0	0	0	0	2
Pedestrian Jogging	4	4	1	0	0	0	0	0	9
Physical Impairment	7	0	0	0	0	0	1	0	8
Dark Clothing / Not Visible	24	1	3	0	0	0	1	3	32
In Crosswalk	18	6	13	0	1	1	2	0	41
TOTAL*	831	76	106	67	19	16	54	100	1,269

* These totals are higher than the actual number of pedestrians involved because they reflect multiple pedestrian actions.

HIT-AND-RUN ACCIDENTS

Hit-and-run accidents are those accidents in which the driver leaves the collision scene with the intent of evading responsibility. Hit-and-run is a serious violation of the law. During 1998, there were 8,901 hit-and-run accidents, of which 15 were fatal accidents and 1,244 were injury accidents. As depicted in the chart below, most of Kentucky's hit-and-run accidents were property damage accidents (86%). Sixteen persons were killed and 1,660 were injured.

TOTAL	FATAL ACCIDENTS	INJURY ACCIDENTS	PROPERTY DAMAGE ACCIDENTS	PERSONS KILLED	PERSONS INJURED
8,901	15	1,244	7,642	16	1,660

HIT-AND-RUN VICTIMS

As shown in the chart below, 7 of the 16 persons killed in 1998 hit-and-run accidents were pedestrians and none were a pedalcyclist. One hundred fifty-eight pedestrians and 61 pedalcyclists were injured.

TYPE OF VICTIM	PERSONS KILLED	PERSONS INJURED
Pedestrian	7	158
Pedalcyclist	0	61
Other	9	1,441
TOTAL	16	1,660



LOCATION OF HIT-AND-RUN ACCIDENTS

The location of hit-and-run accidents are shown in the chart below. The largest percentage of hit-and-run accidents (51%) occurred on local streets, followed by 21% on state routes.

TYPE OF ROADWAY	ALL HIT-AND-RUN ACCIDENTS	FATAL ACCIDENTS	INJURY ACCIDENTS	PROPERTY DAMAGE
INTERSTATE	505	2	76	427
U.S. ROUTE	1,609	4	345	1,260
STATE ROUTE	1,872	7	346	1,519
PARKWAY	30	0	5	25
COUNTY ROADS	372	0	53	319
LOCAL STREETS	4,513	2	419	4,092
TOTAL	8,901	15	1,244	7,642

TWO-VEHICLE COLLISIONS

78,565 traffic accidents reported during 1998 involved "two-vehicle" collisions. Accidents in parking lots are not included. These collisions represent 63% of all accidents and 39% of all fatal accidents reported.

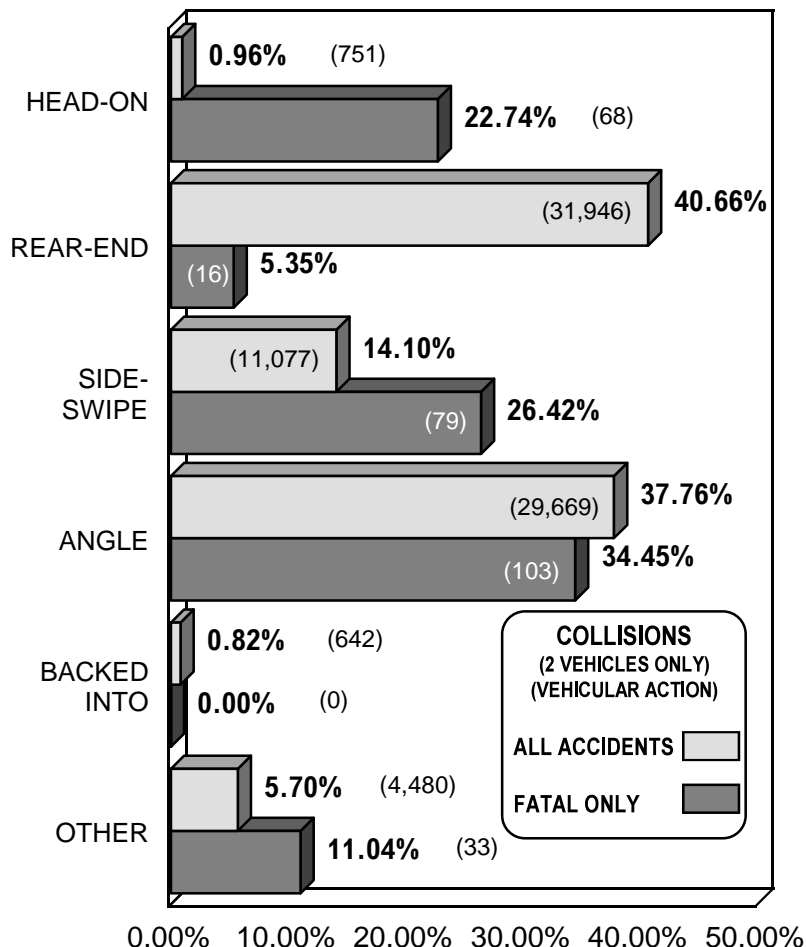
The chart on the right depicts the manner of collision for these crashes, where known. The numbers and percents of each type of accident are shown.

Head-on collisions accounted for only 1% of the total crashes involving two vehicles, but 23% of the fatal accidents.

Rear-end collisions reflect 41% of all two-vehicle collisions, but only 5% of the fatal crashes.

Sideswipe collisions (both meeting and passing) reflect 14% of all crashes and 26% of the fatal crashes.

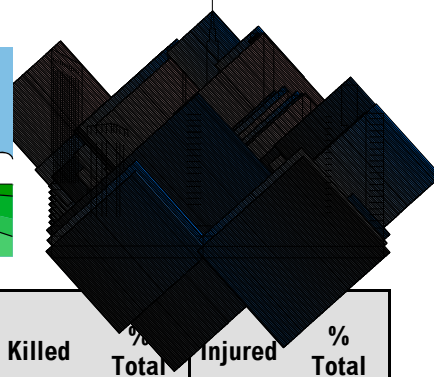
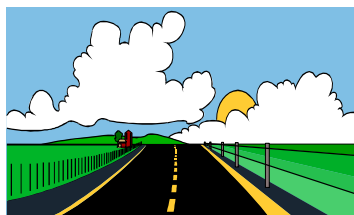
Vehicular Action



ACCIDENT LOCATIONS RURAL VS. URBAN

For the purpose of tabulating accident locations, an urban area is an area including and adjacent to a municipality or other place of 5,000 or more population. Rural areas are those places which do not meet this specification. As shown in the chart below, most accidents (59%) occurred in urban areas. However, the majority of fatal accidents (78%) took place in rural areas of Kentucky during 1998. Although nonfatal injury accidents were divided between urban and rural areas, nearly twice as many property damage accidents were reported in urban areas.

RURAL VS. URBAN



AREA	Number of Accidents	% Total	Fatal	% Total	Nonfatal Injury	% Total	Property Damage	% Total	Killed	% Total	Injured	% Total
RURAL	52,080	41%	607	78%	17,510	51%	33,963	38%	693	80%	27,666	52%
URBAN	73,618	59%	169	22%	16,885	49%	56,564	62%	176	20%	25,286	48%
TOTAL	125,698	100%	776	100%	34,395	100%	90,527	100%	869	100%	52,952	100%

LOCATION OF ACCIDENTS

The chart at right shows the number of accidents during 1998 by type of roadway, with percentages of all accidents.

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

Thirty-two (32) percent of all accidents occurred on Kentucky's "State Numbered" roads, with 47% of all fatal accidents reported during 1998 occurring on this type of roadway.

Although 29% of all accidents occurred on city streets, only 10% of the 1998 fatal accidents occurred on city streets.

TYPE OF ROADWAY	Fatal Accidents	Nonfatal Injury	Property Damage	% Total
INTERSTATE	64	2,027	6,220	7%
U.S. ROUTE	198	9,541	22,981	26%
STATE ROUTE	361	13,025	27,004	32%
PARKWAY	19	368	944	1%
COUNTY ROAD	57	2,089	4,324	5%
CITY STREET	77	7,345	29,054	29%
TOTAL	776	34,395	90,527	100%

INTERSTATES AND PARKWAYS

The chart below depicts the incidence of accidents on Kentucky's interstates and parkways. Interstate accidents represent 6.6% of all accidents. Parkway accidents represent 1.1% of 1998 accidents.

INTERSTATE	Accidents	Fatal Accidents	Nonfatal Injury	Property Damage	Number Killed	Number Injured
I-24	384	3	90	291	4	109
I-64	1,533	9	372	1,152	9	447
I-65	1,742	15	389	1,338	18	427
I-71	537	4	141	392	4	181
I-75	2,496	29	646	1,821	28	715
I-264	1,013	1	217	795	0	222
I-275	458	3	138	317	4	147
I-471	148	0	34	114	0	27
TOTAL	8,311	64	2,027	6,220	67	2,275

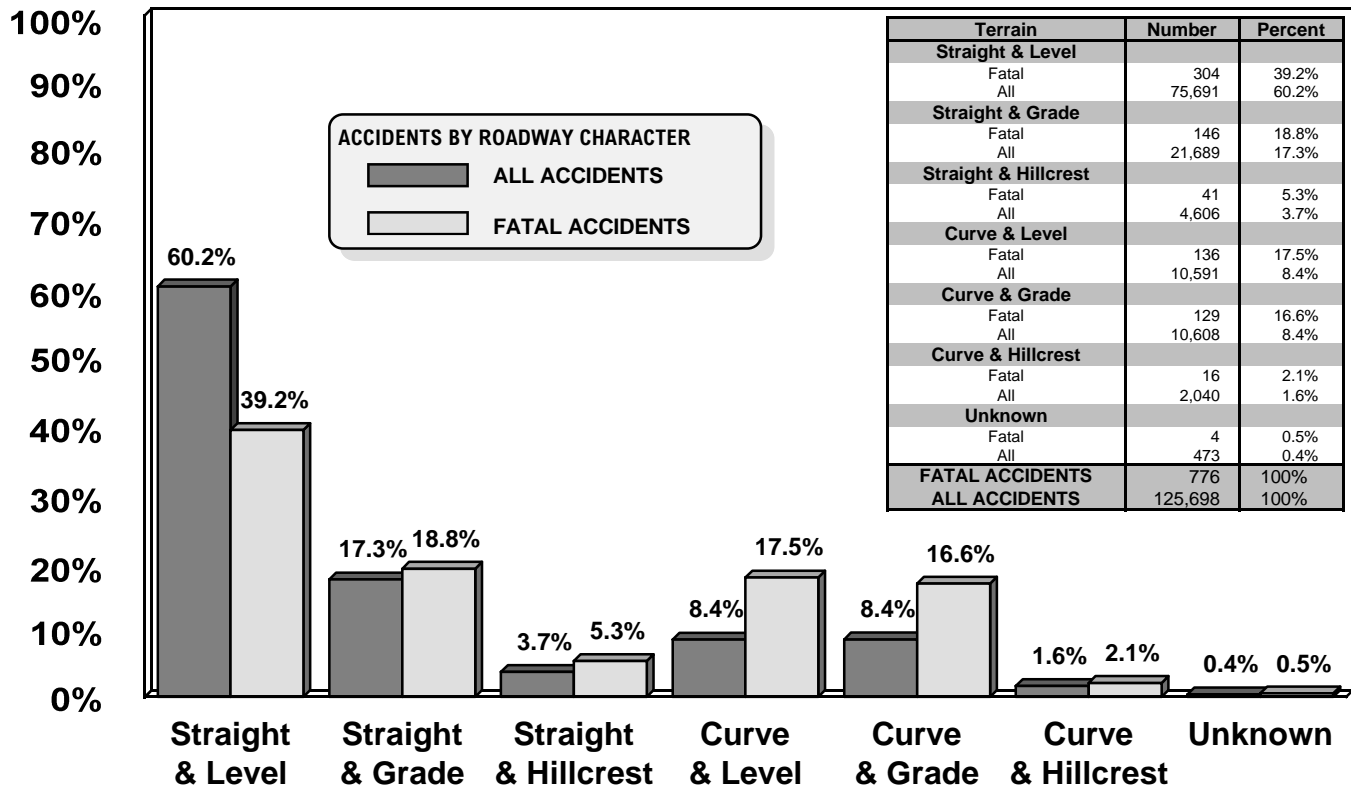
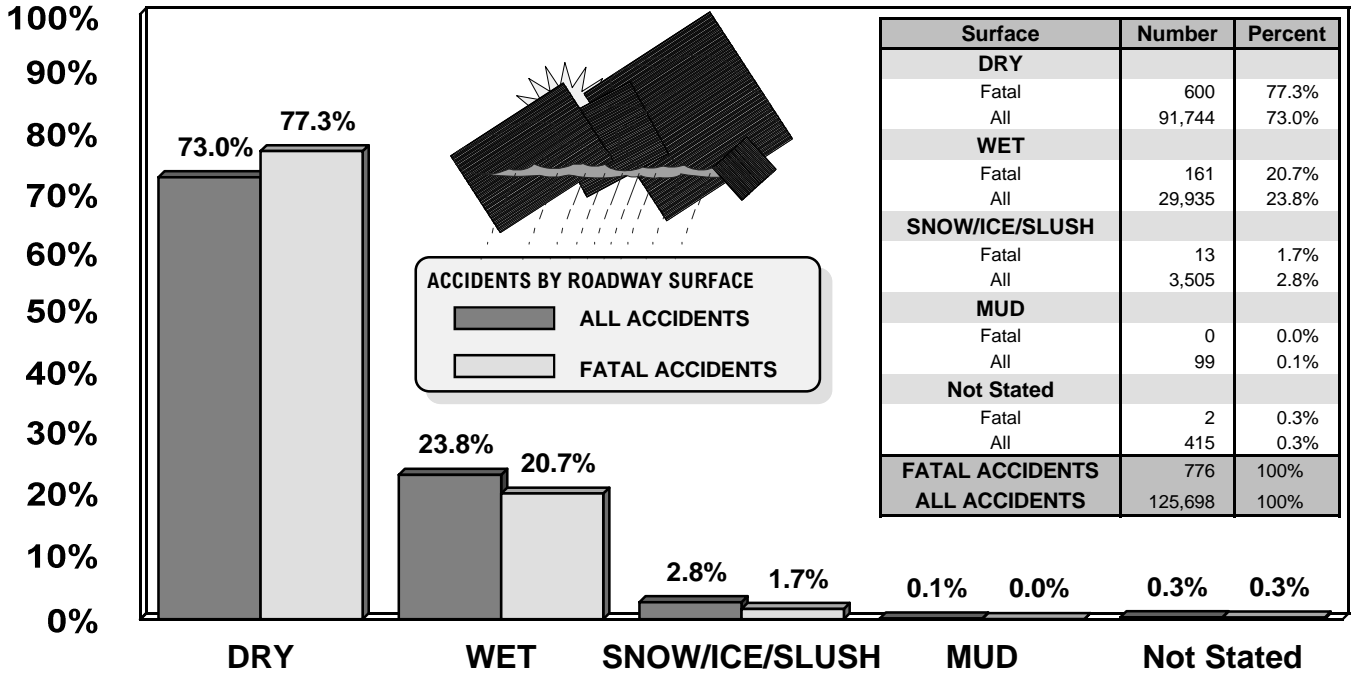
PARKWAY	Accidents	Fatal Accidents	Nonfatal Injury	Property Damage	Number Killed	Number Injured
Audubon	46	0	5	41	0	6
Blue Grass	153	2	40	111	2	61
Cumberland	106	0	30	76	0	46
Daniel Boone	113	3	36	74	3	66
Mountain	93	6	34	53	8	59
Natcher	113	0	30	83	0	41
Pennyrile	293	4	66	223	5	97
Purchase	98	2	31	65	2	39
Western KY	316	2	96	218	2	150
TOTAL	1,331	19	368	944	22	565

ACCIDENTS BY ROADWAY CONDITIONS AND ROADWAY CHARACTER

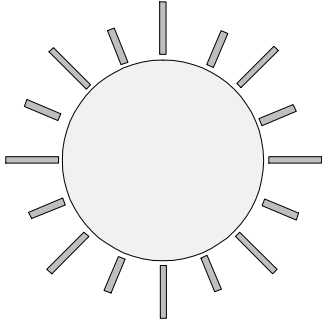
The charts below depict percentages and numbers of all accidents and fatal accidents according to the conditions and character of the roadway on which the accident occurred.

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

As depicted in the bottom chart, 81% of all accidents occurred on straight roads and 19% on curved roads. Thirty-six (36) percent of the fatal accidents during 1998 occurred on curved roads.

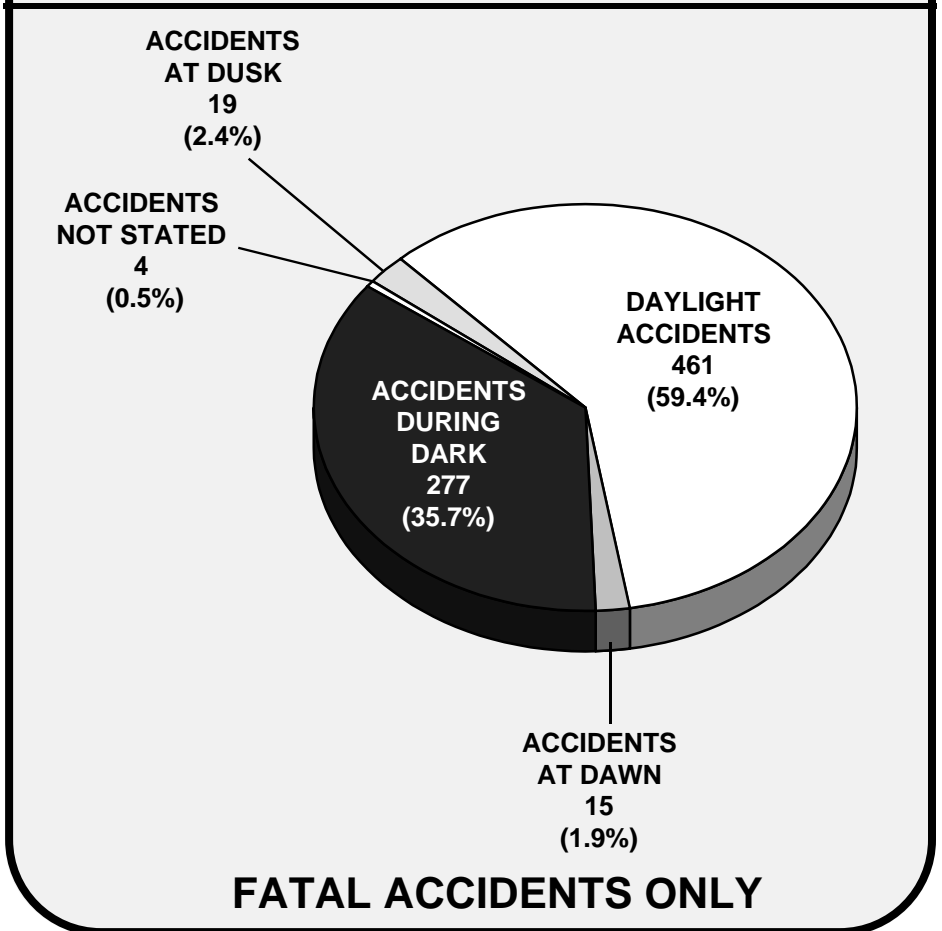
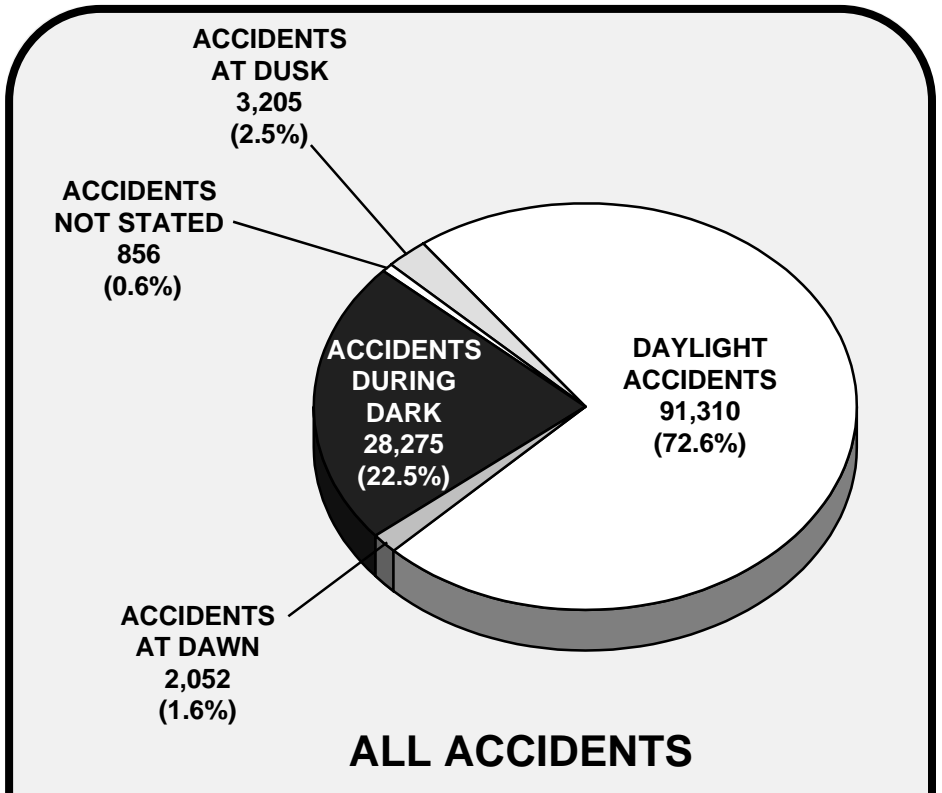
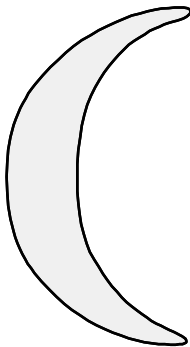


ACCIDENTS BY LIGHT CONDITION



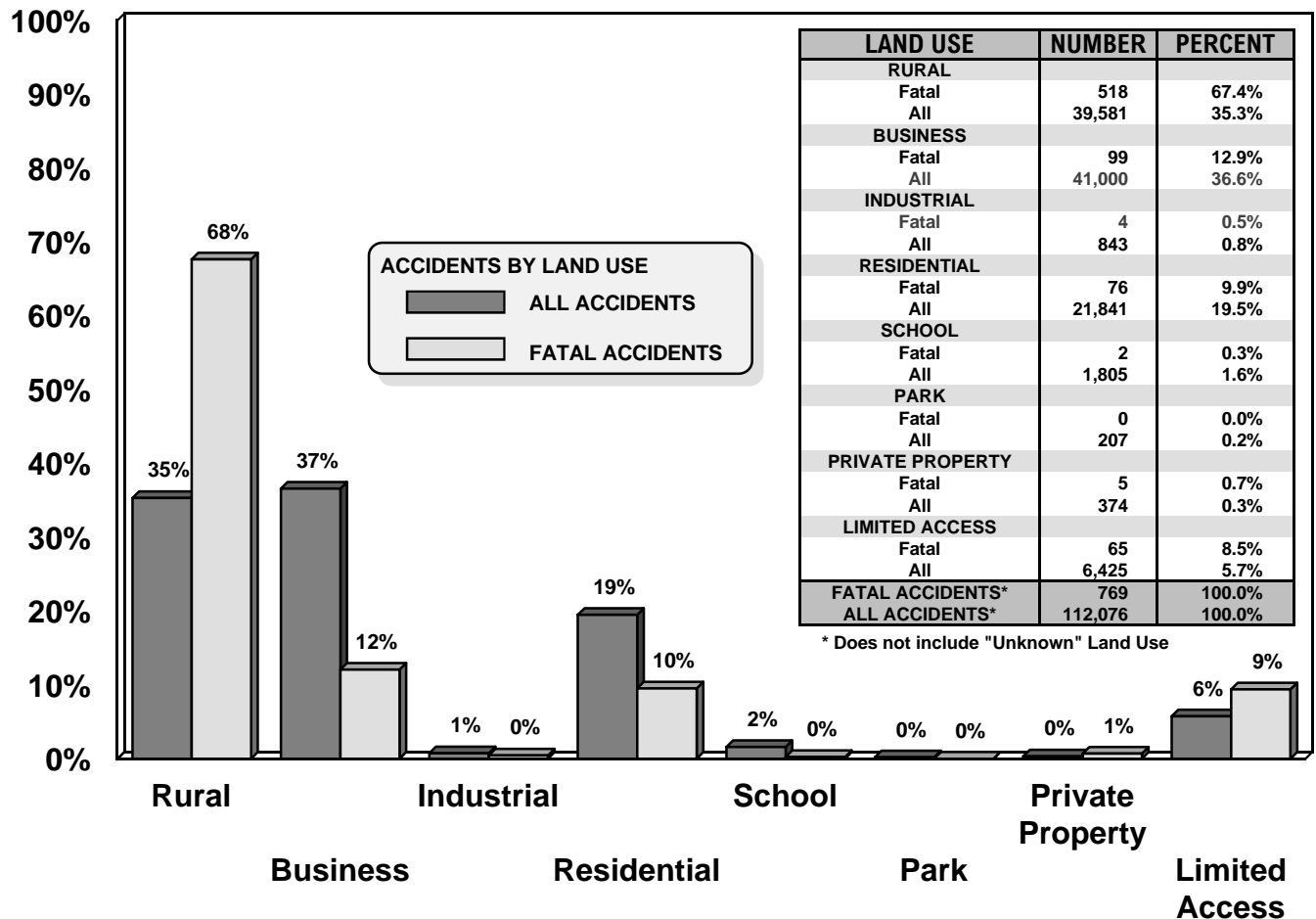
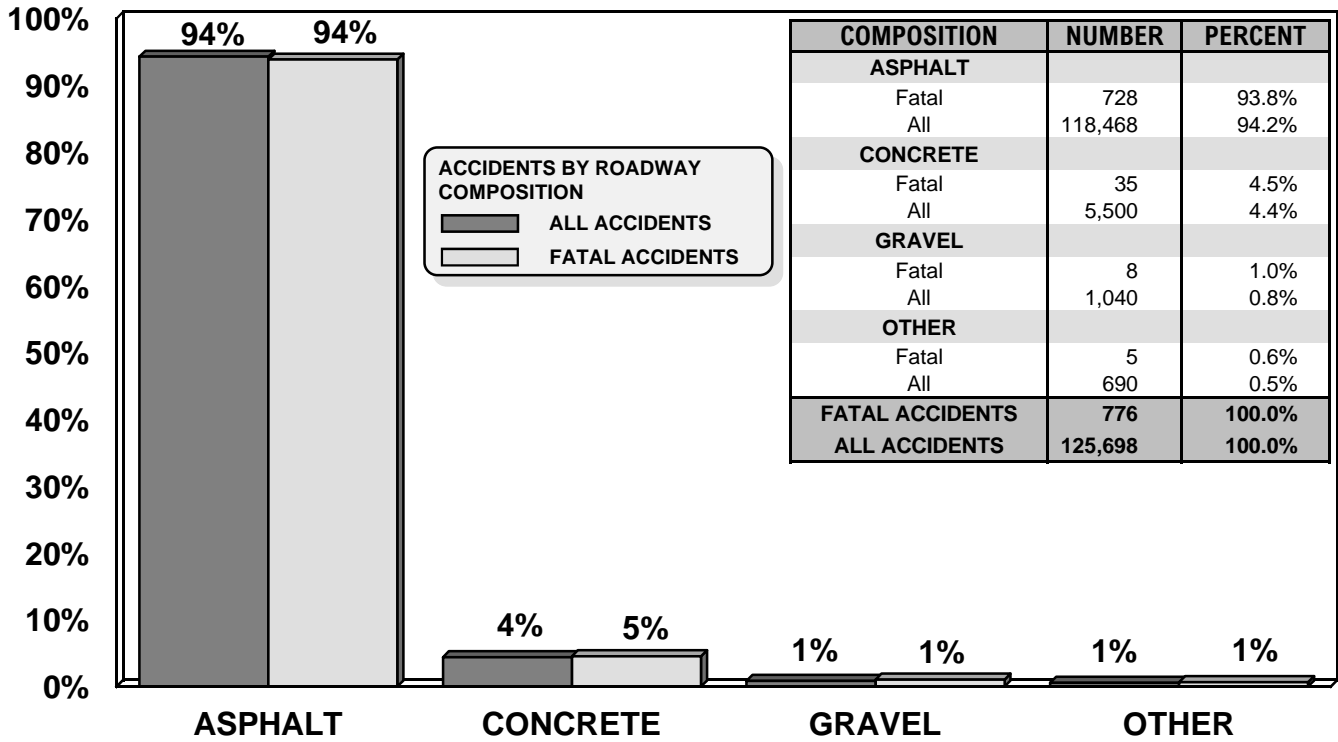
Seventy-three (73) percent of all accidents reported during 1998 occurred during daylight hours. Twenty-three (23) percent of all accidents occurred during dark hours, and 4.1% occurred at dawn or dusk.

Fifty-nine (59) percent of all fatal accidents occurred during daylight hours, 36% occurred during dark hours, and 4.3% at dawn or dusk.



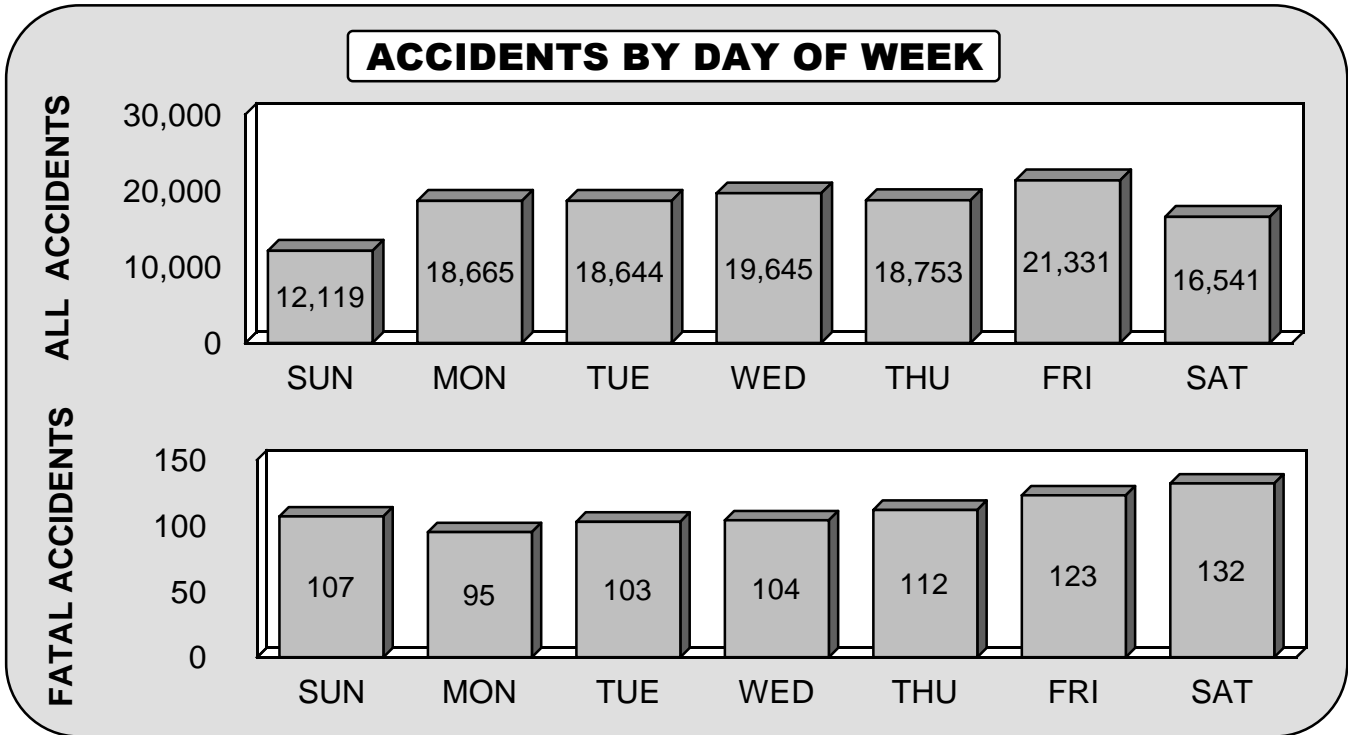
ACCIDENTS BY ROADWAY COMPOSITION AND LAND USE

The charts below give the number and percent of accidents by roadway composition and land use. Roadway composition describes the surface type. Land use refers to the description of the land use of the area at the scene of the accident.

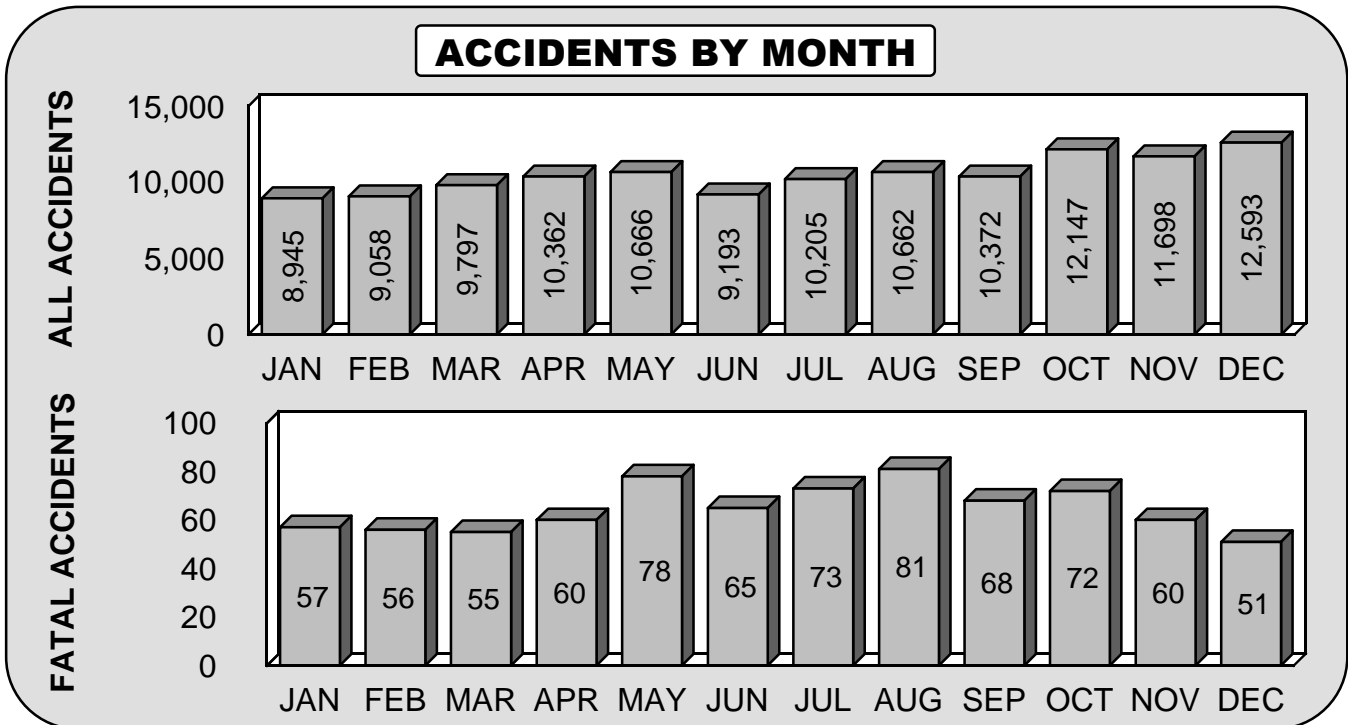


ACCIDENTS BY DAY AND MONTH

The graph below shows All and Fatal accidents by day of occurrence. Forty (40) percent of all accidents and 47% of fatal accidents occurred on weekends (Friday, Saturday, Sunday combined).



August, May, and October reported the highest number of fatal accidents; December, March and February showed the lowest. December ranked highest for total number of accidents and January showed the lowest number of total accidents.



HOLIDAY ACCIDENTS



HOLIDAY DEATH TOLL

The chart below depicts the number of deaths in fatal accidents for a ten-year period, 1989 through 1998, on major holidays (inclusive of time periods established by the National Safety Council). A total of 51 persons were killed in 1998 holiday fatalities. This compared to 42 in 1997.

HOLIDAY PERIOD	TOTAL DEATHS									
	1989	1990	1991	1992	1993	1994	1995	1996	1997	1998
NEW YEAR'S	4	2	2	16	12	3	12	6	2	11
MEMORIAL DAY	11	4	12	7	15	10	11	11	7	11
JULY FOURTH	11	5	17	14	4	6	7	17	5	6
LABOR DAY	8	4	8	5	10	12	10	5	13	8
THANKSGIVING	6	12	9	6	9	21	13	10	7	10
CHRISTMAS	8	7	7	14	7	7	7	2	8	5
TOTAL HOLIDAY DEATHS	48	34	55	62	57	59	60	51	42	51

HOLIDAY TIMES AND DATES

The times and dates below have been designated by the National Safety Council for holidays in 1998.

HOLIDAY	START	END
New Years	6:00 pm Wednesday, December 31, 1997	11:59 pm Sunday, January 4, 1998
Memorial Day	6:00 pm Friday, May 22	11:59 pm Monday, May 25
July Fourth	6:00 pm Thursday, July 2	11:59 pm Sunday, July 5
Labor Day	6:00 pm Friday, September 4	11:59 pm Monday, September 7
Thanksgiving	6:00 pm Wednesday, November 25	11:59 pm Sunday, November 29
Christmas	6:00 pm Thursday, December 24	11:59 pm Sunday, December 27

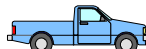
COMPARISON OF 1998 HOLIDAY FATALITIES/ACCIDENTS

The New Year's and Memorial Day holiday periods registered the highest number of fatalities during 1998. The lowest number of holiday fatalities occurred over the Christmas holiday. The chart below shows relevant accident data for each of the 1998 holidays.

HOLIDAY PERIOD	NEW YEAR'S	MEMORIAL DAY	JULY FOURTH	LABOR DAY	THANKS-GIVING	CHRIST-MAS
NO. PERSONS KILLED	11	11	6	8	10	5
NO. PERSONS INJURED	459	462	422	399	558	316
FATAL ACCIDENTS	6	10	5	8	9	4
INJURY ACCIDENTS	289	266	253	243	347	205
PROPERTY DAMAGE	742	608	663	552	903	520
TOTAL ACCIDENTS	1,037	884	921	803	1,259	729



TYPE VEHICLES INVOLVED IN ACCIDENTS



VEHICLE TYPE	VEHICLES INVOLVED IN ALL ACCIDENTS	PERCENT OF TOTAL	VEHICLES INVOLVED IN FATAL ACCIDENTS	PERCENT OF TOTAL
Passenger Cars*	210,314	92.01%	1,066	87.02%
Taxicabs	39	0.02%	0	0.00%
Trucks	8,088	3.54%	98	8.00%
Motorcycles	852	0.37%	29	2.37%
Motor Scooters/Motor Bikes	54	0.02%	2	0.16%
School Buses	783	0.34%	4	0.33%
Other Buses	455	0.20%	1	0.08%
Farm Tractors/Equipment	163	0.07%	3	0.24%
Emergency	425	0.19%	5	0.41%
Other Public Owned	299	0.13%	0	0.00%
Other	413	0.18%	9	0.73%
Not Stated	6,686	2.93%	8	0.65%
TOTAL	228,571	100.00%	1,225	100.00%

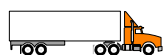
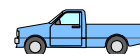
* Passenger cars include autos and trucks registered for 6,000 pounds or less.

There were 228,571 vehicles involved in accidents during 1998. Of this total, 166,473 were involved in property damage only accidents, 60,873 were involved in injury accidents, and 1,225 were involved in fatal accidents. The majority (92%) of the vehicles involved were passenger cars. Trucks accounted for 4% of vehicles in all accidents, but accounted for 8% of vehicles in fatal accidents. Motorcycles represented 2% of the vehicles in fatal accidents, but only 0.4% of vehicles in all accidents.

VEHICLES REGISTERED IN KENTUCKY 1998



PASSENGER CARS 2,060,212



COMMERCIAL TRUCKS 817,877



MOTORCYCLES 35,628



TOTAL (ALL TYPES) 3,199,171

TRUCK ACCIDENTS

Vehicular factors, as noted by the investigating officer on the accident report, are shown below for accidents involving trucks. A truck is defined as a vehicle with a registered weight of 10,000 pounds or more. Up to two factors may be noted for each vehicle in the accident. The number represents the number of trucks with the given factor, and the percentage is the percent of all trucks with that factor. Trucks were not included if the vehicular factor was unknown. **A total of 8,088 trucks were involved in accidents.**

VEHICULAR FACTORS	NUMBER OF TRUCKS INVOLVED IN:					
	ALL ACCIDENTS		FATAL ACCIDENTS		NONFATAL INJURY ACCIDENTS	
	NUMBER	PERCENT	NUMBER	PERCENT	NUMBER	PERCENT
Brakes Defective	116	1.46	2	2.13	42	2.40
Headlights Defective	6	0.08	1	1.06	3	0.17
Other Lighting Defects	19	0.24	0	0.00	8	0.46
Steering Failure	20	0.25	0	0.00	10	0.57
Tire Failure / Inadequate	73	0.92	0	0.00	18	1.03
Tow Hitch Defective	13	0.16	0	0.00	1	0.06
Over / Improper Load	73	0.92	1	1.06	15	0.86
Oversized Load	60	0.75	1	1.06	10	0.57
Other	345	4.34	4	4.26	59	3.37
None Detected	7,227	90.88	85	90.43	1,587	90.53
TOTALS (excluding unknown)	7,952	100.00	94	100.00	1,753	100.00

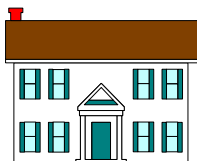
The chart below shows the total number of truck accidents, as well as those with hazardous cargo, by type of roadway. ***There were 7,670 accidents in which a truck was involved. This resulted in 113 fatalities and 2,418 injuries.*** Twenty-six (26) percent of the truck accidents occurred on county or city streets, 15% on interstates, 56% on U.S., and state-numbered routes. Seventeen (17) percent of the hazardous cargo accidents occurred on interstates, and 63% on U.S. and state-numbered routes.

TYPE of ROADWAY	ALL TRUCK ACCIDENTS				TRUCKS WITH HAZARDOUS CARGO			
	FATAL ACCIDENTS	INJURY ACCIDENTS	PROPERTY DAMAGE	TOTAL	FATAL ACCIDENTS	INJURY ACCIDENTS	PROPERTY DAMAGE	TOTAL
Interstate	19	284	875	1,178	2	9	16	27
US Route	28	465	1,318	1,811	0	10	24	34
State Route	39	616	1,831	2,486	1	14	48	63
Parkway	6	52	139	197	0	3	1	4
County	0	57	201	258	0	1	8	9
City Street	3	204	1,533	1,740	0	3	15	18
TOTAL	95	1,678	5,897	7,670	3	40	112	155

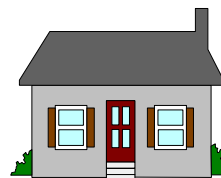
The residence of truck drivers involved in accidents is shown below. Thirty-eight (38) percent of the drivers, with known residences, were non-residents of Kentucky. This percentage is 32% for fatal accidents and 36% for injury accidents.

RESIDENCE OF DRIVERS IN TRUCK ACCIDENTS	ALL ACCIDENTS	FATAL ACCIDENTS	INJURY ACCIDENTS
Local Resident	4,516	57	1,037
State Resident	205	2	47
Out of State Resident	3,040	31	642
Not Stated	327	8	50
TOTAL	8,088	98	1,776

DRIVER INVOLVEMENT



RESIDENCE OF DRIVER



There were 211,121 drivers involved in accidents during 1998. Of these, 1,194 drivers were involved in fatal accidents. The chart below tabulates driver involvement by residence and shows that most drivers (90% of those in which residence is known) were residents of the locality where the accident occurred. Many drivers in the unknown category are the result of hit-and-run accidents where the drivers' identities remain unknown. There are fewer drivers than vehicles because of collisions with unoccupied vehicles (generally a parked vehicle).

INVOLVEMENT BY RESIDENCE

RESIDENCE OF DRIVER	NUMBER INVOLVED IN ALL ACCIDENTS	PERCENT OF TOTAL	PERCENT OF TOTAL EXCLUDING NOT STATED
LOCAL RESIDENT	189,398	90%	90%
STATE RESIDENT	2,181	1%	1%
OUT OF STATE	18,946	9%	9%
NOT STATED	596	0%	
TOTAL	211,121	100%	100%

RESIDENCE OF DRIVER	NUMBER INVOLVED IN FATAL ACCIDENTS	PERCENT OF TOTAL	PERCENT OF TOTAL EXCLUDING NOT STATED
LOCAL RESIDENT	1,100	92%	92%
STATE RESIDENT	5	0%	0%
OUT OF STATE	86	7%	7%
NOT STATED	3	0%	
TOTAL	1,194	100%	100%



SEX OF DRIVER



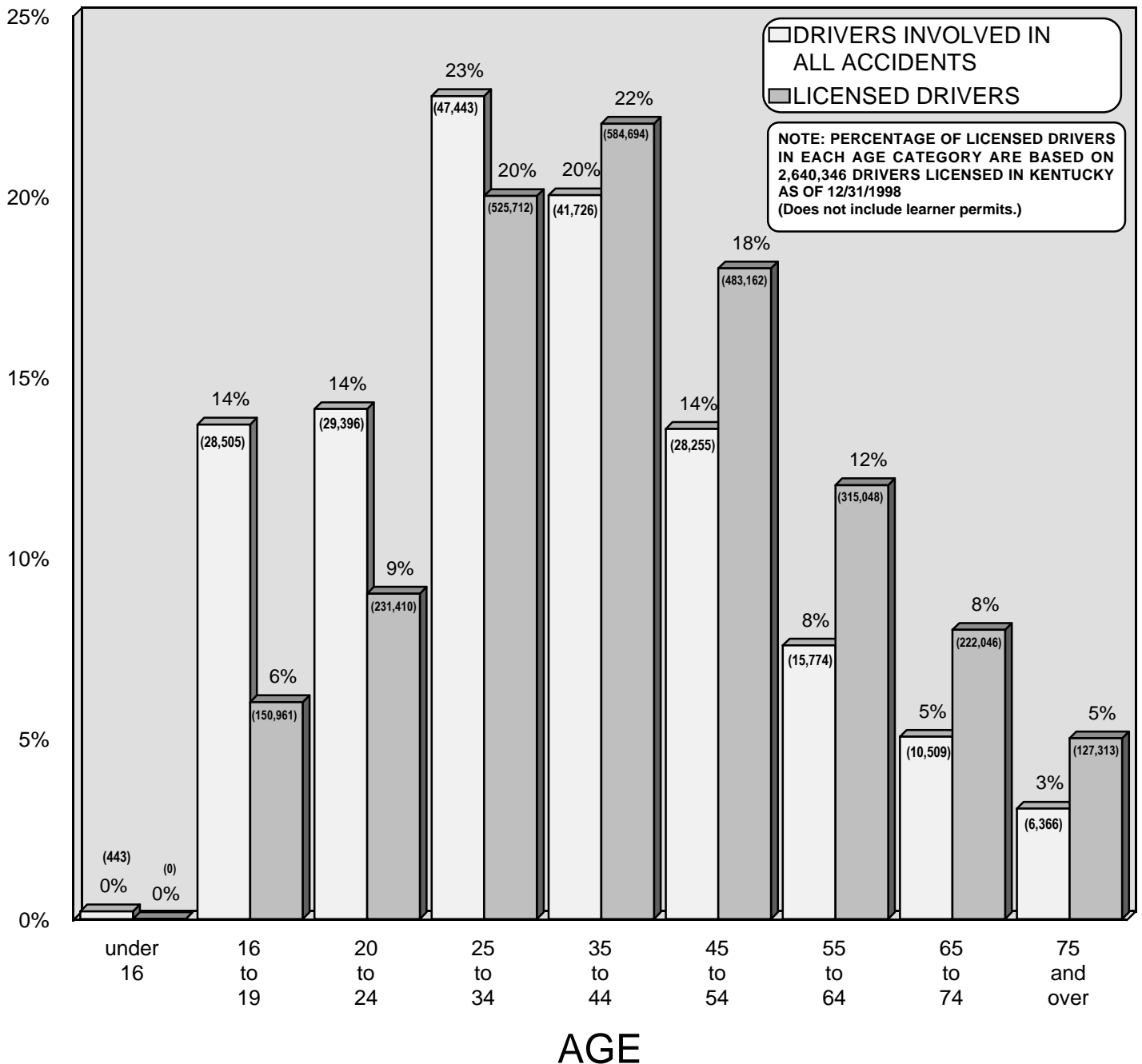
As shown in the chart below, 58% of the drivers involved in accidents during 1998 were male; 42% were female. In fatal accidents 70% of the drivers were male; 30% female.

TOTAL ACCIDENTS			
SEX	NUMBER IN ALL ACCIDENTS	PERCENT IN ALL ACCIDENTS	% OF TOTAL EXCLUDING UNKNOWN
MALE	123,358	57%	58%
FEMALE	87,957	40%	42%
UNKNOWN	7,001	3%	
TOTAL	218,316	100%	100%

FATAL ACCIDENTS			
SEX	NUMBER IN FATAL ACCIDENTS	PERCENT IN FATAL ACCIDENTS	% OF TOTAL EXCLUDING UNKNOWN
MALE	832	70%	70%
FEMALE	360	30%	30%
UNKNOWN	5	0%	
TOTAL	1,197	100%	100%

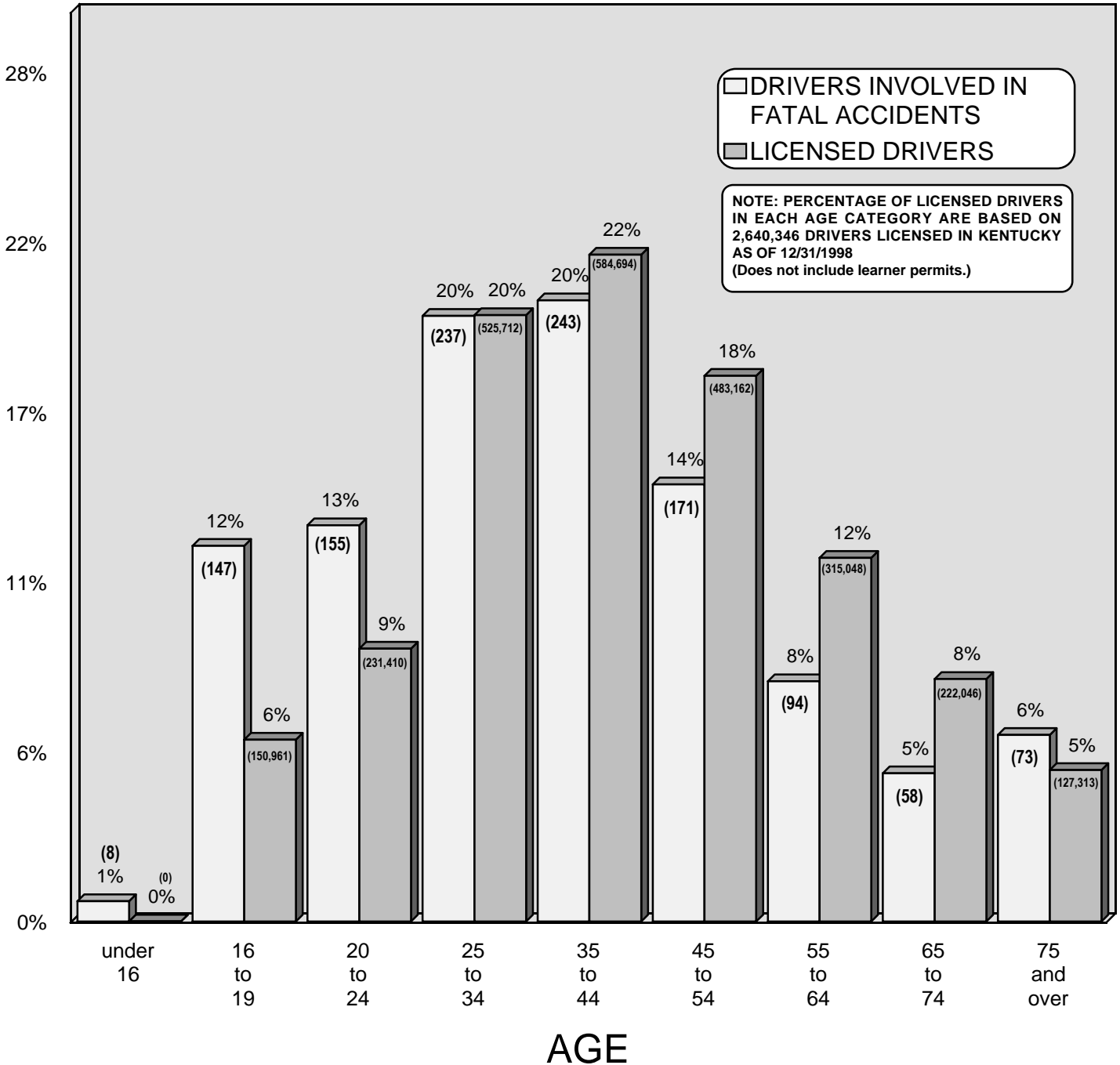
AGE OF DRIVER (ALL ACCIDENTS)

The chart below groups the ages of 208,417 drivers involved in 1998 traffic accidents in Kentucky (for which age information was available). For each age category, the following information is shown: the percentage of drivers involved in all accidents, the number of drivers involved in these accidents is shown in parentheses, the percentage of all licensed drivers, and the number of licensed drivers is shown in parentheses (not including learner permits). This allows a comparison to be made between the percentage of a given age category is of the driving population and the corresponding percentage this age category is involved in accidents. The percentage of drivers involved in all accidents was higher than the percentage of licensed drivers for the age categories under age 35, especially for the 16 to 19 years of age category. This data does not differentiate drivers "at-fault" versus drivers "not-at-fault." There were 9,899 driver's ages which could not be determined. These drivers represent 5% of all drivers involved in 1998 accidents. The percentages given below do not consider the "Unknown" category.



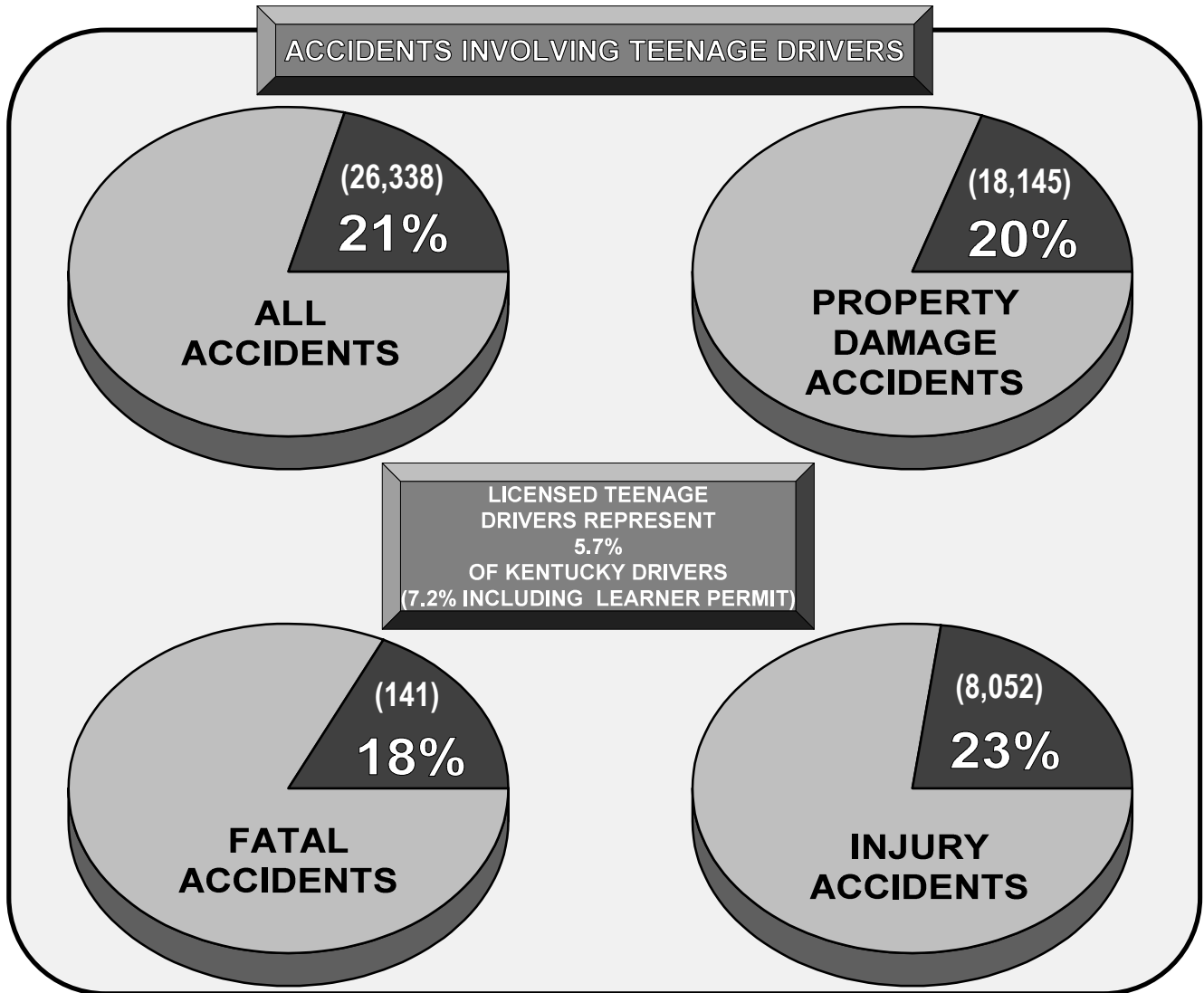
AGE OF DRIVER (FATAL ACCIDENTS)

The chart below groups the ages of 1,186 drivers involved in 1998 fatal accidents (for which age information was available). It should be noted that the drivers were not necessarily killed in the fatal accident. The number of drivers involved in fatal accidents exceeded the total number of fatal accidents. Percentages are based on drivers involved in fatal accidents during 1998 and do not include 11 drivers whose ages were not stated on the accident report. The numbers of drivers involved in fatal accidents and licensed drivers are in parentheses. The percentage of the driving population within a given age category can be compared to the corresponding percentage of involvement in fatal accidents within this same age category. The largest difference is the over-representation of teenage drivers in fatal accidents (12%) compared to their percent of the driving population (5.7%). This percentage of teenage drivers increased to 7.2% when learner permits are included.



ACCIDENTS INVOLVING TEENAGE DRIVERS

The percentages of teenage drivers (16 to 19 years of age versus other groups) involved in 1998 accidents (by type) are shown below, irrespective of the driver at fault in the accidents reported. The numbers of accidents involving teenage drivers are also shown. This chart does not include Kentucky drivers with learner permits.



The number of teenage drivers involved in accidents, together with alcohol-related accidents, are shown below. It should be noted that tabulations for alcohol-related accidents were derived from the total number of drinking drivers as reported by the officer at the scene. Use of FARS would result in higher numbers. As shown, 644 teenage drivers were involved in alcohol-related accidents during 1998. There were 151 fatalities in accidents involving a teenage driver (74 of these fatalities were the teenage driver). There were 15 fatalities in alcohol-related accidents involving teenage drivers (7 of these fatalities were the teenage driver).

NUMBER OF TEENAGE DRIVERS INVOLVED IN:								
YEAR	ALL ACCIDENTS	FATAL ACCIDENTS	INJURY ACCIDENTS	PROPERTY DAMAGE	ALCOHOL RELATED ACCIDENTS			
					FATAL	INJURY	PROPERTY DAMAGE	TOTAL
1998	28,505	147	8,649	19,709	14	315	315	644
1997	30,145	149	8,961	21,035	19	404	351	774
1996	31,882	153	9,548	22,181	15	406	393	814
1995	31,009	154	9,713	21,142	14	385	337	736

ALCOHOL-RELATED ACCIDENTS

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

Alcohol-related accidents are listed by county beginning on page 34. The following information has been adjusted to agree with FARS statistics involving fatal accidents; therefore, these numbers may not agree with previously listed state totals.

ALL ACCIDENTS	FATAL ACCIDENTS	187
	INJURY ACCIDENTS	2,482
	PROPERTY DAMAGE ACCIDENTS	2,553
	TOTAL	5,222

PERSONS KILLED/INJURED	NUMBER KILLED	205
	NUMBER INJURED	3,882
	INCAPACITATING INJURIES	924
	NON-INCAPACITATING INJURIES	1,744
	POSSIBLE INJURIES	1,214

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

5,222 alcohol-related accidents were reported during 1998. Four (4) percent of the alcohol-related accidents were fatal, 48% were injury accidents, and 49% were property damage only.

Comparison with previous years

During 1998, alcohol-related accidents decreased by 14% from 1997. The 205 persons killed in 1998 reflect a decrease of 12% when compared with 234 persons killed in 1997. During 1998, there were 3,882 persons injured in alcohol-related accidents, a decrease of 30% from 1997 when 4,653 persons were injured.

Fatal accident data has been adjusted to reflect follow-up studies of drivers in the chart below. The 1994-1998 data have been adjusted to agree with FARS data and not state data which were shown in the 1993 and prior years publication.

YEAR	TOTAL ACCIDENTS (Alcohol Related)	% CHANGE FROM PREVIOUS YEAR	TOTAL KILLED	% +/-	TOTAL INJURED	% +/-
1998	5,222	-14%	205	-12%	3,882	-17%
1997	6,070	-1%	234	-9%	4,653	+0%
1996	6,150	-0%	256	-8%	4,637	-2%
1995	6,163	+3%	278	-3%	4,741	+5%
1994	5,995	-11%	287	-9%	4,536	-13%
1993	6,727	-3%	314	4%	5,228	+2%
1992	6,968	-5%	303	-17%	5,142	-6%

SAFETY RESTRAINTS

The chart below compares vehicle occupants with and without safety restraint devices over a five-year period. Clearly, more vehicle occupants are using restraints (from 78% in 1994 to 90% in 1998.) (Safety restraint devices include lap belt, harness, child safety seat, air bag, and other passive restraints. The numbers do not include occupants in vehicles that normally do not contain safety restraints, occupants where safety restraint usage was not indicated, occupants not in an appropriate position, or pedestrians and pedalcyclists. These occupants were included in the "NOT APPLICABLE" category.)

YEAR	RESTRAINED		NOT-RESTRAINED	
	NUMBER	% OF TOTAL	NUMBER	% OF TOTAL
1998	185,573	90%	19,926	10%
1997	197,342	90%	21,903	10%
1996	196,331	90%	22,894	10%
1995	183,331	88%	25,112	12%
1994	158,591	78%	44,108	22%

The above percentages are based on the reported usage of safety restraints in traffic accidents. Observational surveys have consistently found lower rates. For example, the 1998 statewide survey found a usage rate of 54% for drivers. (compared to 90% reported in traffic accidents.)

The chart below shows 1998 vehicle occupants by their injury status, and separates the occupants into categories of restraint used and restraint not used. Overall, 18% of all vehicle occupants were killed or injured. A breakdown into restraint usage shows only 14% of those restrained were killed or injured, compared to 37% of those not restrained. Comparing the percentages killed or injured in the "Restraint Used" and "Restraint Not Used" categories shows the benefit of wearing a safety belt. The "NOT APPLICABLE" category is described above.

INJURY STATUS	ALL OCCUPANTS		RESTRAINT USED		RESTRAINT NOT USED		NOT APPLICABLE	
	NUMBER	% OF TOTAL	NUMBER	% OF TOTAL	NUMBER	% OF TOTAL	NUMBER	% OF TOTAL
KILLED	871	0.3%	186	0.1%	345	1.7%	340	0.4%
INCAPACITATING INJURY	7,962	2.6%	3,176	1.7%	1,721	8.6%	3,065	3.2%
NON-INCAPACITATING INJURY	19,222	6.4%	8,853	4.8%	2,944	14.8%	7,425	7.8%
POSSIBLE INJURY	25,767	8.6%	13,545	7.3%	2,412	12.1%	9,810	10.3%
NOT INJURED	239,955	79.7%	159,748	86.1%	12,483	62.6%	67,724	70.8%
UNKNOWN	7,402	2.5%	65	0.0%	21	0.1%	7,316	7.6%
TOTAL	301,179	100.0%	185,573	100.0%	19,926	100.0%	95,680	100.0%



CONTRIBUTING FACTORS

CONTRIBUTING FACTORS

A variety of factors and conditions can contribute to an accident. 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 accident. This table gives the number of accidents in which a given factor was listed at least once. Accumulations were made only once for each factor coded in an accident, even if the factor was coded for more than one driver or vehicle. Therefore, the percentages give the percent of accidents in which a given factor is listed. Some factors, which were listed only a few times, are not listed.

ACCIDENT FACTORS	ALL ACCIDENTS	PERCENT OF TOTAL	FATAL ACCIDENTS	PERCENT OF TOTAL
Driver Inattention	43,024	34.23	147	18.94
Failure To Yield	19,353	15.40	133	17.14
Unsafe Speed	9,099	7.24	190	24.48
Following Too Close	7,948	6.32	4	0.52
Alcohol Involvement	5,187	4.13	152	19.59
Disregard Traffic Control	3,943	3.14	31	3.99
Turning Improperly	2,982	2.37	6	0.77
Distraction	2,711	2.16	13	1.68
Fell Asleep	1,532	1.22	29	3.74
Improper Passing	1,370	1.09	7	0.90
Drug Involvement	535	0.43	13	1.68
Lost Consciousness	376	0.30	8	1.03
Physical Disability	299	0.24	3	0.39
Sick	208	0.17	7	0.90
VEHICULAR FACTORS	ALL ACCIDENTS	PERCENT OF TOTAL	FATAL ACCIDENTS	PERCENT OF TOTAL
Brakes Defective	1,878	1.49	9	1.16
Tire Failure / Inadequate	1,042	0.83	10	1.29
Steering Failure	374	0.30	0	0.00
Overloaded	270	0.21	3	0.39
Other Lighting Defect	241	0.19	1	0.13
Oversized Load	157	0.12	2	0.26
Tow Hitch Defective	123	0.10	0	0.00
Headlight Failure	63	0.05	1	0.13
ENVIRONMENTAL FACTORS	ALL ACCIDENTS	PERCENT OF TOTAL	FATAL ACCIDENTS	PERCENT OF TOTAL
Slippery Surface	12,731	10.13	61	7.86
Animal Action	5,435	4.32	5	0.64
View Obstructed	4,089	3.25	29	3.74
Water Pooling	1,301	1.04	6	0.77
Glare	1,014	0.81	5	0.64
Debris In Roadway	861	0.68	6	0.77
Roadway Construction	441	0.35	0	0.00
Improperly Parked Vehicle	349	0.28	2	0.26
Fixed Object(s)	297	0.24	4	0.52
Shoulder Defective	229	0.18	1	0.13
Hole/Deep Ruts/Bumps	166	0.13	0	0.00
Traffic Controls Not Working	145	0.12	2	0.26

CONTRIBUTING FACTORS

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

ACCIDENTS INVOLVING EMERGENCY VEHICLES	
TOTAL EMERGENCY VEHICLE ACCIDENTS	411
FATAL ACCIDENTS	4
INJURY ACCIDENTS	72
TOTAL KILLED	5
TOTAL INJURED	125

EMERGENCY VEHICLE ACCIDENTS				
DRIVER CONTRIBUTING FACTORS	ALL ACCIDENTS	PERCENT OF TOTAL	FATAL ACCIDENTS	PERCENT OF TOTAL
Unsafe Speed	19	4.62	1	25.00
Failed to Yield Right of Way	69	16.79	1	25.00
Following Too Close	19	4.62	0	0.00
Improper Passing	6	1.46	0	0.00
Disregard of Traffic Controls	8	1.95	0	0.00
Turning Improperly	10	2.43	0	0.00
Alcohol Involvement	13	3.16	0	0.00
Drug Involvement	1	0.24	0	0.00
Sick	0	0.00	0	0.00
Fell Asleep	5	1.22	0	0.00
Lost Consciousness	1	0.24	0	0.00
Driver Inattention	130	31.63	0	0.00
Distraction	7	1.70	0	0.00
Physical Disability	3	0.73	0	0.00

ACCIDENTS INVOLVING FARM EQUIPMENT	
TOTAL FARM EQUIPMENT ACCIDENTS	163
FATAL ACCIDENTS	3
INJURY ACCIDENTS	34
TOTAL KILLED	3
TOTAL INJURED	40

FARM EQUIPMENT ACCIDENTS				
DRIVER CONTRIBUTING FACTORS	ALL ACCIDENTS	PERCENT OF TOTAL	FATAL ACCIDENTS	PERCENT OF TOTAL
Unsafe Speed	10	6.13	0	0.00
Failed to Yield Right of Way	28	17.18	0	0.00
Following Too Close	2	1.23	0	0.00
Improper Passing	24	14.72	0	0.00
Disregard of Traffic Controls	0	0.00	0	0.00
Turning Improperly	2	1.23	0	0.00
Alcohol Involvement	2	1.23	0	0.00
Drug Involvement	0	0.00	0	0.00
Sick	0	0.00	0	0.00
Fell Asleep	1	0.61	0	0.00
Lost Consciousness	0	0.00	0	0.00
Driver Inattention	60	36.81	3	100.00
Distraction	1	0.61	0	0.00
Physical Disability	0	0.00	0	0.00

CONTRIBUTING FACTORS (cont'd)

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

ACCIDENTS INVOLVING SCHOOL BUSES	
TOTAL SCHOOL BUS ACCIDENTS	775
FATAL ACCIDENTS	4
INJURY ACCIDENTS	144
TOTAL KILLED	4
TOTAL INJURED	328

SCHOOL BUS ACCIDENTS				
DRIVER CONTRIBUTING FACTORS	ALL ACCIDENTS	PERCENT OF TOTAL	FATAL ACCIDENTS	PERCENT OF TOTAL
Unsafe Speed	54	6.96	0	0.00
Failed to Yield Right of Way	88	11.34	1	25.00
Following Too Close	32	4.12	0	0.00
Improper Passing	9	1.16	0	0.00
Disregard of Traffic Controls	15	1.93	1	25.00
Turning Improperly	23	2.96	0	0.00
Alcohol Involvement	9	1.16	0	0.00
Drug Involvement	3	0.39	0	0.00
Sick	2	0.26	0	0.00
Fell Asleep	5	0.64	0	0.00
Lost Consciousness	2	0.26	0	0.00
Driver Inattention	342	44.07	1	25.00
Distraction	17	2.19	0	0.00
Physical Disability	1	0.13	0	0.00

ACCIDENTS INVOLVING ELEMENTARY SCHOOL AGE CHILDREN	
TOTAL ELEM. SCHOOL AGE CHILDREN ACCIDENTS	8,520
FATAL ACCIDENTS	71
INJURY ACCIDENTS	3,378
TOTAL KILLED	
ALL AGES	93
6-12 YEARS OF AGE	30
TOTAL INJURED	
ALL AGES	7,175
6-12 YEARS OF AGE	2,399

ELEMENTARY SCHOOL AGE CHILDREN ACCIDENTS (6 TO 12 YEARS OF AGE)				
DRIVER CONTRIBUTING FACTORS	ALL ACCIDENTS	PERCENT OF TOTAL	FATAL ACCIDENTS	PERCENT OF TOTAL
Unsafe Speed	528	6.70	11	15.49
Failed to Yield Right of Way	1,548	19.64	17	23.94
Following Too Close	595	7.55	1	1.41
Improper Passing	104	1.32	1	1.41
Disregard of Traffic Controls	272	3.45	2	2.82
Turning Improperly	167	2.12	1	1.41
Alcohol Involvement	182	2.31	9	12.68
Drug Involvement	31	0.39	1	1.41
Sick	10	0.13	0	0.00
Fell Asleep	59	0.75	3	4.23
Lost Consciousness	17	0.22	1	1.41
Driver Inattention	3,424	43.44	11	15.49
Distraction	224	2.84	0	0.00
Physical Disability	17	0.22	1	1.41

ACCIDENTS INVOLVING PEDESTRIANS	
TOTAL PEDESTRIAN ACCIDENTS	1,077
FATAL ACCIDENTS	65
INJURY ACCIDENTS	966
TOTAL KILLED	67
TOTAL INJURED	1,059

PEDESTRIAN ACCIDENTS				
DRIVER CONTRIBUTING FACTORS	ALL ACCIDENTS	PERCENT OF TOTAL	FATAL ACCIDENTS	PERCENT OF TOTAL
Unsafe Speed	27	2.51	1	1.54
Failed to Yield Right of Way	66	6.13	2	3.08
Following Too Close	2	0.19	0	0.00
Improper Passing	5	0.46	0	0.00
Disregard of Traffic Controls	12	1.11	1	1.54
Turning Improperly	4	0.37	0	0.00
Alcohol Involvement	31	2.88	1	1.54
Drug Involvement	5	0.46	0	0.00
Sick	0	0.00	0	0.00
Fell Asleep	2	0.19	1	1.54
Lost Consciousness	0	0.00	0	0.00
Driver Inattention	200	18.57	4	6.15
Distraction	18	1.67	2	3.08
Physical Disability	3	0.28	0	0.00

CONTRIBUTING FACTORS (cont'd)

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

ACCIDENTS INVOLVING MOTORCYCLES	
TOTAL MOTORCYCLES ACCIDENTS	835
FATAL ACCIDENTS	26
INJURY ACCIDENTS	647
TOTAL KILLED	27
TOTAL INJURED	796

MOTORCYCLE ACCIDENTS				
DRIVER CONTRIBUTING FACTORS	ALL ACCIDENTS	PERCENT OF TOTAL	FATAL ACCIDENTS	PERCENT OF TOTAL
Unsafe Speed	153	18.32	5	19.23
Failed to Yield Right of Way	130	15.57	6	23.08
Following Too Close	30	3.59	2	7.69
Improper Passing	16	1.92	2	7.69
Disregard of Traffic Controls	8	0.96	0	0.00
Turning Improperly	13	1.56	0	0.00
Alcohol Involvement	66	7.90	8	30.77
Drug Involvement	4	0.48	0	0.00
Sick	0	0.00	0	0.00
Fell Asleep	3	0.36	0	0.00
Lost Consciousness	1	0.12	0	0.00
Driver Inattention	233	27.90	5	19.23
Distraction	17	2.04	0	0.00
Physical Disability	1	0.12	0	0.00

ACCIDENTS INVOLVING MOTOR SCOOTERS / MOTOR BIKES	
TOTAL MOTOR SCOOTER / MOTOR BIKE ACCIDENTS	54
FATAL ACCIDENTS	2
INJURY ACCIDENTS	39
TOTAL KILLED	2
TOTAL INJURED	45

MOTOR SCOOTER / MOTOR BIKE ACCIDENTS				
DRIVER CONTRIBUTING FACTORS	ALL ACCIDENTS	PERCENT OF TOTAL	FATAL ACCIDENTS	PERCENT OF TOTAL
Unsafe Speed	7	12.96	1	50.00
Failed to Yield Right of Way	10	18.52	0	0.00
Following Too Close	1	1.85	0	0.00
Improper Passing	0	0.00	0	0.00
Disregard of Traffic Controls	2	3.70	0	0.00
Turning Improperly	2	3.70	0	0.00
Alcohol Involvement	6	11.11	0	0.00
Drug Involvement	0	0.00	0	0.00
Sick	0	0.00	0	0.00
Fell Asleep	0	0.00	0	0.00
Lost Consciousness	0	0.00	0	0.00
Driver Inattention	14	25.93	1	50.00
Distraction	0	0.00	0	0.00
Physical Disability	0	0.00	0	0.00

ACCIDENTS INVOLVING BICYCLES	
TOTAL BICYCLE ACCIDENTS	587
FATAL ACCIDENTS	9
INJURY ACCIDENTS	480
TOTAL KILLED	10
TOTAL INJURED	493

BICYCLE ACCIDENTS				
DRIVER CONTRIBUTING FACTORS	ALL ACCIDENTS	PERCENT OF TOTAL	FATAL ACCIDENTS	PERCENT OF TOTAL
Unsafe Speed	8	1.36	1	11.11
Failed to Yield Right of Way	40	6.81	0	0.00
Following Too Close	3	0.51	0	0.00
Improper Passing	2	0.34	0	0.00
Disregard of Traffic Controls	5	0.85	0	0.00
Turning Improperly	2	0.34	0	0.00
Alcohol Involvement	4	0.68	0	0.00
Drug Involvement	0	0.00	0	0.00
Sick	0	0.00	0	0.00
Fell Asleep	3	0.51	0	0.00
Lost Consciousness	0	0.00	0	0.00
Driver Inattention	59	10.05	0	0.00
Distraction	2	0.34	0	0.00
Physical Disability	1	0.17	0	0.00

CONTRIBUTING FACTORS (cont'd)

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

ACCIDENTS INVOLVING TRUCKS	
TOTAL TRUCK ACCIDENTS	7,670
FATAL ACCIDENTS	95
INJURY ACCIDENTS	1,678
TOTAL KILLED	113
TOTAL INJURED	2,418

TRUCK ACCIDENTS				
DRIVER CONTRIBUTING FACTORS	ALL ACCIDENTS	PERCENT OF TOTAL	FATAL ACCIDENTS	PERCENT OF TOTAL
Unsafe Speed	476	6.21	16	16.84
Failed to Yield Right of Way	1,000	13.04	23	24.21
Following Too Close	403	5.25	1	1.05
Improper Passing	130	1.69	0	0.00
Disregard of Traffic Controls	183	2.39	11	11.58
Turning Improperly	283	3.69	3	3.16
Alcohol Involvement	96	1.25	4	4.21
Drug Involvement	15	0.20	1	1.05
Sick	7	0.09	1	1.05
Fell Asleep	107	1.40	3	3.16
Lost Consciousness	13	0.17	1	1.05
Driver Inattention	2,682	34.97	25	26.32
Distraction	144	1.88	1	1.05
Physical Disability	16	0.21	0	0.00

ACCIDENTS INVOLVING TRAINS	
TOTAL TRAIN ACCIDENTS	70
FATAL ACCIDENTS	3
INJURY ACCIDENTS	25
TOTAL KILLED	4
TOTAL INJURED	35

TRAIN ACCIDENTS				
DRIVER CONTRIBUTING FACTORS	ALL ACCIDENTS	PERCENT OF TOTAL	FATAL ACCIDENTS	PERCENT OF TOTAL
Unsafe Speed	1	1.39	0	0.00
Failed to Yield Right of Way	14	19.44	1	33.33
Following Too Close	0	0.00	0	0.00
Improper Passing	0	0.00	0	0.00
Disregard of Traffic Controls	13	18.06	1	33.33
Turning Improperly	1	1.39	0	0.00
Alcohol Involvement	7	9.72	0	0.00
Drug Involvement	0	0.00	0	0.00
Sick	0	0.00	0	0.00
Fell Asleep	2	2.78	1	33.33
Lost Consciousness	0	0.00	0	0.00
Driver Inattention	22	30.56	0	0.00
Distraction	0	0.00	0	0.00
Physical Disability	0	0.00	0	0.00

ACCIDENTS INVOLVING MULTIPLE FATALITIES	
TOTAL MULTIPLE FATALITY ACCIDENTS	75
FATAL ACCIDENTS	75
INJURY ACCIDENTS	0
TOTAL KILLED	168
TOTAL INJURED	123

MULTIPLE FATALITY ACCIDENTS				
DRIVER CONTRIBUTING FACTORS	ALL ACCIDENTS	PERCENT OF TOTAL	FATAL ACCIDENTS	PERCENT OF TOTAL
Unsafe Speed	20	26.67	20	26.67
Failed to Yield Right of Way	10	13.33	10	13.33
Following Too Close	0	0.00	0	0.00
Improper Passing	1	1.33	1	1.33
Disregard of Traffic Controls	4	5.33	4	5.33
Turning Improperly	1	1.33	1	1.33
Alcohol Involvement	14	18.67	14	18.67
Drug Involvement	2	2.67	2	2.67
Sick	0	0.00	0	0.00
Fell Asleep	3	4.00	3	4.00
Lost Consciousness	0	0.00	0	0.00
Driver Inattention	10	13.33	10	13.33
Distraction	1	1.33	1	1.33
Physical Disability	1	1.33	1	1.33



ACCIDENTS BY COUNTY

ACCIDENTS BY COUNTY

1997 VS 1998

COUNTY	ACCIDENTS								PERSONS			
	TOTAL		FATAL		NON-FATAL INJURY		PROPERTY DAMAGE		KILLED		INJURED	
	1997	1998	1997	1998	1997	1998	1997	1998	1997	1998	1997	1998
Adair	456	441	3	7	99	128	350	306	4	8	171	206
Allen	401	444	2	4	130	130	267	310	2	4	192	199
Anderson	485	442	7	8	139	145	338	289	10	11	195	232
Ballard	230	226	1	2	68	81	160	143	1	2	110	107
Barren	1,390	1,328	9	5	457	432	928	891	10	5	722	678
Bath	306	305	3	1	102	96	203	208	3	1	150	152
Bell	784	600	3	9	280	191	495	400	3	10	459	337
Boone	3,164	3,337	13	17	839	839	2,308	2,481	17	20	1,264	1,259
Bourbon	710	717	10	4	179	181	527	532	10	5	274	264
Boyd	2,062	2,009	3	5	501	535	1,556	1,469	3	5	768	835
Boyle	949	965	8	6	234	256	709	703	10	6	362	411
Bracken	250	250	3	3	72	72	175	175	3	3	122	102
Breathitt	404	429	7	6	189	189	209	234	7	7	316	328
Breckinridge	340	241	5	2	123	95	215	144	5	3	220	157
Bullitt	1,234	1,295	9	8	386	368	840	919	10	8	628	560
Butler	254	260	3	8	89	92	157	160	4	8	141	145
Caldwell	372	345	5	3	94	88	275	254	7	3	147	123
Calloway	501	408	6	6	177	148	318	254	7	6	254	225
Campbell	2,712	2,674	10	5	582	593	2,125	2,076	10	5	834	851
Carlisle	36	88	3	1	9	43	26	44	3	1	32	71
Carroll	460	401	2	1	125	100	334	300	3	1	204	153
Carter	719	741	11	7	232	232	480	502	11	8	376	394
Casey	267	169	7	5	91	56	171	108	7	5	148	110
Christian	2,068	1,888	8	10	549	587	1,509	1,291	9	11	824	885
Clark	1,215	1,162	8	8	278	245	929	909	9	10	422	382
Clay	440	478	11	8	176	168	256	302	15	8	315	263
Clinton	138	142	2	4	34	43	100	95	2	4	52	70
Crittenden	190	251	5	2	58	91	130	158	5	2	121	134
Cumberland	126	65	4	3	36	17	87	45	5	3	51	26
Daviess	3,397	3,442	15	9	826	789	2,562	2,644	16	9	1,269	1,177
Edmonson	232	220	4	1	86	74	145	145	4	1	134	114
Elliott	86	118	1	3	28	47	55	68	1	3	46	68
Estill	424	436	2	3	143	141	278	292	2	4	246	217
Fayette	12,730	12,219	18	38	2,976	2,792	9,716	9,389	19	41	4,304	4,113
Fleming	309	298	3	7	102	99	200	192	3	7	150	149
Floyd	1,080	1,086	14	15	482	491	583	580	17	18	801	823
Franklin	1,559	1,489	9	5	351	345	1,203	1,139	10	5	512	522
Fulton	204	221	3	4	64	68	136	149	4	4	104	100
Gallatin	215	230	1	1	76	83	138	146	1	1	102	133
Garrard	421	402	4	1	139	137	281	264	4	1	227	191

ACCIDENTS BY COUNTY

1997 VS 1998

COUNTY	ACCIDENTS								PERSONS			
	TOTAL		FATAL		NON-FATAL INJURY		PROPERTY DAMAGE		KILLED		INJURED	
	1997	1998	1997	1998	1997	1998	1997	1998	1997	1998	1997	1998
Grant	859	864	6	7	239	256	613	601	7	7	348	380
Graves	1,051	998	9	7	298	298	746	693	9	7	435	428
Grayson	398	459	6	9	166	215	223	235	6	10	218	334
Green	293	276	4	3	89	82	201	191	4	3	146	116
Greenup	844	750	7	6	260	234	578	510	9	6	396	376
Hancock	184	195	6	1	66	63	117	131	9	1	94	88
Hardin	2,769	2,558	11	11	688	637	2,070	1,910	11	13	1,172	1,026
Harlan	810	763	4	8	267	251	535	504	5	10	437	418
Harrison	568	544	5	1	151	144	416	399	5	1	204	204
Hart	326	428	9	6	100	140	220	282	11	6	186	199
Henderson	1,888	1,958	15	6	454	485	1,428	1,467	15	6	723	763
Henry	399	369	5	6	118	115	275	248	9	6	193	182
Hickman	120	96	3	1	37	33	82	62	3	1	58	48
Hopkins	1,696	1,749	7	6	431	382	1,259	1,361	7	7	710	560
Jackson	259	273	4	1	88	116	170	156	4	1	142	187
Jefferson	29,602	23,244	75	68	6,930	5,179	22,604	17,997	85	69	10,391	7,660
Jessamine	1,272	1,188	5	11	330	282	931	895	5	13	487	403
Johnson	507	561	6	3	230	254	274	304	6	3	372	430
Kenton	5,541	5,423	10	12	1,240	1,268	4,289	4,143	10	14	1,687	1,905
Knott	324	365	4	4	147	165	173	196	4	6	210	268
Knox	768	738	9	8	299	262	461	468	9	8	535	413
Larue	323	358	2	4	91	93	228	261	4	5	135	152
Laurel	1,667	1,669	15	17	528	521	1,122	1,131	17	23	871	883
Lawrence	283	310	4	5	90	100	188	205	4	6	135	171
Lee	126	116	5	2	44	37	80	77	5	2	79	70
Leslie	266	242	8	9	121	112	136	121	8	9	198	175
Letcher	573	590	8	4	243	238	326	348	8	4	393	361
Lewis	337	326	4	9	120	125	208	192	4	9	196	216
Lincoln	398	408	6	6	171	166	221	236	6	7	300	289
Livingston	180	219	1	1	68	87	111	131	1	1	104	129
Logan	708	668	8	4	195	201	509	463	8	5	304	319
Lyon	261	229	2	1	78	69	182	159	2	3	119	107
McCracken	2,922	2,637	12	7	837	741	2,078	1,889	12	7	1,284	1,127
McCreary	270	260	4	3	100	91	167	166	4	3	195	165
McLean	276	233	1	5	74	70	197	158	1	5	114	128
Madison	2,598	2,646	14	22	677	703	1,899	1,921	18	23	1,040	1,060
Magoffin	298	255	3	4	137	138	157	113	4	9	236	242
Marion	480	472	5	5	146	142	329	325	5	6	229	230
Marshall	756	777	11	10	223	242	523	525	11	10	359	375
Martin	224	303	2	4	92	109	128	190	4	4	156	182

ACCIDENTS BY COUNTY

1997 VS 1998

COUNTY	ACCIDENTS								PERSONS			
	TOTAL		FATAL		NON-FATAL INJURY		PROPERTY DAMAGE		KILLED		INJURED	
	1997	1998	1997	1998	1997	1998	1997	1998	1997	1998	1997	1998
Mason	824	806	3	7	176	200	641	599	3	8	266	303
Meade	485	522	2	3	153	172	329	347	2	3	237	261
Menifee	113	104	2	1	42	50	70	53	2	1	61	80
Mercer	654	662	1	3	186	214	465	445	1	3	278	321
Metcalfe	236	191	2	6	71	53	159	132	2	7	127	96
Monroe	145	161	3	3	42	53	100	105	3	4	90	79
Montgomery	720	706	10	4	189	209	527	493	11	4	295	314
Morgan	321	310	2	6	107	129	208	175	4	7	158	201
Muhlenberg	995	985	5	12	284	280	699	693	5	12	445	453
Nelson	1,074	1,007	15	8	303	274	763	725	15	8	470	432
Nicholas	176	163	1	2	54	49	120	112	1	2	84	76
Ohio	579	506	5	7	191	173	381	326	5	7	307	303
Oldham	889	915	5	2	239	253	648	660	5	3	358	379
Owen	268	231	1	1	90	82	177	148	1	1	133	132
Owsley	66	46	0	2	25	22	39	22	0	2	42	41
Pendleton	384	392	5	4	123	122	257	266	5	4	184	177
Perry	1,019	1,011	8	8	374	362	637	641	8	11	597	573
Pike	2,275	2,310	23	29	960	1,021	1,286	1,260	24	34	1,536	1,619
Powell	341	350	7	5	111	111	225	234	7	5	171	192
Pulaski	1,754	1,787	11	12	420	473	1,322	1,302	12	14	704	755
Robertson	17	9	0	0	12	1	5	8	0	0	14	1
Rockcastle	445	472	4	8	161	162	276	302	6	9	264	294
Rowan	816	794	1	4	231	212	581	578	1	4	377	333
Russell	337	297	2	1	99	100	237	196	2	1	147	170
Scott	1,386	1,248	11	5	393	332	988	911	11	5	583	475
Shelby	1,041	1,023	7	12	298	268	731	743	8	15	477	408
Simpson	540	570	5	5	137	156	398	409	6	5	206	239
Spencer	186	209	4	3	59	70	124	136	5	3	104	106
Taylor	796	722	2	2	200	155	594	565	2	2	310	246
Todd	271	270	2	4	91	94	176	172	2	6	131	146
Trigg	318	312	4	2	103	100	213	210	4	2	155	149
Trimble	209	202	1	1	70	59	138	142	2	1	104	82
Union	442	472	1	5	123	150	314	317	1	5	189	225
Warren	4,132	4,070	9	16	1,173	1,124	2,943	2,930	10	24	1,799	1,732
Washington	291	312	5	3	89	83	199	226	5	4	146	133
Wayne	465	465	3	7	137	167	321	291	3	12	217	280
Webster	395	425	5	2	124	138	269	285	7	2	193	201
Whitley	1,050	1,029	15	12	350	322	688	695	16	13	608	550
Wolfe	241	182	10	3	71	59	167	120	11	3	131	76
Woodford	715	671	10	4	191	188	520	479	12	7	284	284
TOTALS	134,155	125,698	782	776	36,516	34,395	96,863	90,527	865	869	56,342	52,952

ACCIDENTS INVOLVING DRINKING DRIVERS BY COUNTY 1997 VS 1998

COUNTY	ACCIDENTS								PERSONS			
	TOTAL		FATAL *		NON-FATAL INJURY		PROPERTY DAMAGE		KILLED *		INJURED	
	1997	1998	1997	1998	1997	1998	1997	1998	1997	1998	1997	1998
Adair	17	20	0	0	10	11	7	9	0	0	20	18
Allen	26	18	2	1	14	4	11	13	2	1	22	4
Anderson	26	26	2	1	10	14	15	11	4	2	14	16
Ballard	12	16	0	0	11	12	1	4	0	2	15	14
Barren	59	47	2	2	32	21	25	24	2	0	52	38
Bath	20	18	1	0	12	9	8	9	1	0	18	14
Bell	44	30	0	3	24	10	17	17	0	3	40	20
Boone	137	113	3	5	53	54	79	54	4	5	91	77
Bourbon	43	39	1	3	23	20	17	16	1	4	34	29
Boyd	74	65	0	2	31	38	41	25	0	2	46	52
Boyle	19	33	1	2	12	8	5	23	1	2	16	13
Bracken	9	10	1	0	4	4	5	6	1	0	5	5
Breathitt	26	24	3	1	17	16	8	7	3	1	24	20
Breckinridge	13	18	1	2	7	12	4	4	1	3	17	18
Bullitt	79	82	3	1	42	38	36	43	3	1	61	64
Butler	16	21	0	1	12	13	3	7	0	1	18	24
Caldwell	17	17	2	2	9	8	6	7	3	2	15	10
Calloway	27	25	2	1	17	12	9	12	3	1	28	14
Campbell	157	108	1	0	61	36	96	72	1	0	84	45
Carlisle	2	4	1	0	2	4	0	0	1	0	5	6
Carroll	27	25	0	0	15	10	12	15	0	0	26	16
Carter	34	44	0	1	20	18	13	25	0	1	36	26
Casey	18	18	5	2	10	9	6	7	5	2	17	15
Christian	100	81	2	2	51	39	47	40	2	3	75	73
Clark	54	50	2	1	23	16	30	33	2	1	37	34
Clay	24	32	2	2	15	16	7	14	3	2	34	25
Clinton	6	8	2	0	2	3	4	5	2	0	7	5
Crittenden	8	15	2	0	5	10	3	5	2	0	8	18
Cumberland	6	2	2	2	3	0	1	0	2	2	4	2
Daviess	130	153	5	2	51	66	77	85	5	2	76	95
Edmonson	9	9	1	0	6	6	3	3	1	0	11	8
Elliott	9	12	0	2	2	5	5	5	0	2	3	9
Estill	37	34	1	1	17	25	19	8	1	2	27	37
Fayette	526	461	4	10	229	180	287	271	4	12	360	284
Fleming	17	13	1	1	9	9	7	3	1	1	14	15
Floyd	47	71	4	5	30	44	12	22	7	5	52	74
Franklin	65	80	4	3	30	32	32	45	4	3	47	42
Fulton	11	9	0	0	8	7	3	2	0	0	14	9
Gallatin	11	16	0	0	7	8	4	8	0	0	9	11
Garrard	25	25	1	0	12	14	13	11	1	0	21	22

* Fatal accident data has been adjusted to reflect follow-up studies of drivers (from FARS).

ACCIDENTS INVOLVING DRINKING DRIVERS BY COUNTY 1997 VS 1998

COUNTY	ACCIDENTS								PERSONS			
	TOTAL		FATAL *		NON-FATAL INJURY		PROPERTY DAMAGE		KILLED *		INJURED	
	1997	1998	1997	1998	1997	1998	1997	1998	1997	1998	1997	1998
Grant	33	31	3	1	20	16	12	14	3	1	24	22
Graves	42	31	3	3	21	16	18	12	3	3	27	22
Grayson	17	27	1	2	11	18	4	7	1	2	14	22
Green	12	19	0	0	9	15	3	4	0	0	15	23
Greenup	49	42	1	2	25	17	22	23	1	2	40	35
Hancock	6	11	4	0	4	6	2	5	7	0	7	8
Hardin	85	73	1	2	40	34	43	37	1	2	59	52
Harlan	46	37	1	2	29	20	15	15	1	2	43	34
Harrison	24	22	0	0	9	12	15	10	0	0	10	16
Hart	11	21	3	1	7	12	3	8	5	1	17	13
Henderson	67	57	4	1	36	25	30	31	4	1	52	48
Henry	29	32	2	2	13	17	14	13	3	2	18	35
Hickman	6	7	0	0	4	3	2	4	0	0	5	4
Hopkins	52	43	3	1	23	18	28	24	3	1	35	23
Jackson	14	23	3	0	10	19	4	4	3	0	16	30
Jefferson	1,096	636	15	17	503	266	576	353	21	17	802	422
Jessamine	69	43	2	3	24	16	42	24	2	3	35	26
Johnson	34	37	1	1	20	26	13	10	1	1	31	43
Kenton	294	231	3	2	101	103	191	126	3	2	140	158
Knott	21	23	0	1	19	15	1	7	0	1	28	20
Knox	49	30	3	1	29	15	19	14	3	1	45	22
Larue	19	13	1	1	14	6	4	6	1	1	16	10
Laurel	58	68	6	4	29	34	25	30	6	4	52	65
Lawrence	18	14	2	0	10	7	8	7	2	0	11	10
Lee	9	8	1	2	3	4	4	2	1	2	8	11
Leslie	23	21	2	4	13	10	6	7	2	4	18	18
Letcher	50	28	1	2	33	18	15	8	1	2	65	26
Lewis	27	22	1	3	14	16	10	3	1	3	20	25
Lincoln	38	26	2	2	21	14	15	10	2	2	31	33
Livingston	16	13	1	0	8	10	8	3	1	0	12	13
Logan	30	36	1	1	13	21	16	14	1	1	21	27
Lyon	8	8	0	0	5	3	3	5	0	0	7	4
McCracken	110	94	1	1	54	36	55	57	1	1	82	50
McCreary	15	12	2	2	5	5	8	5	2	2	9	15
McLean	14	11	0	3	8	1	3	7	0	3	10	11
Madison	145	143	3	2	58	67	85	74	3	2	97	106
Magoffin	28	22	1	2	18	13	8	7	2	6	26	24
Marion	57	40	4	2	29	15	26	23	4	2	49	28
Marshall	29	42	2	1	15	19	13	22	2	1	21	31
Martin	16	14	0	0	9	11	7	3	0	0	17	22

* Fatal accident data has been adjusted to reflect follow-up studies of drivers (from FARS).

ACCIDENTS INVOLVING DRINKING DRIVERS BY COUNTY 1997 VS 1998

COUNTY	ACCIDENTS								PERSONS			
	TOTAL		FATAL *		NON-FATAL INJURY		PROPERTY DAMAGE		KILLED *		INJURED	
	1997	1998	1997	1998	1997	1998	1997	1998	1997	1998	1997	1998
Mason	42	35	1	1	23	18	18	16	1	1	37	21
Meade	28	27	0	2	15	11	11	14	0	2	18	18
Menifee	6	14	0	0	2	9	4	5	0	0	3	13
Mercer	30	36	1	0	16	18	14	18	1	0	23	27
Metcalfe	10	9	0	2	4	3	4	4	0	3	4	5
Monroe	9	8	1	0	6	4	3	4	1	0	13	4
Montgomery	39	40	4	0	19	20	20	20	5	0	33	22
Morgan	17	14	0	3	9	7	5	4	0	3	12	13
Muhlenberg	34	31	0	1	10	14	23	16	0	1	13	24
Nelson	59	54	3	2	32	32	25	20	3	2	53	53
Nicholas	18	13	1	1	9	8	8	4	1	1	10	12
Ohio	22	29	1	2	16	17	4	10	1	2	29	24
Oldham	32	34	0	0	19	21	13	13	0	0	23	29
Owen	19	18	0	0	7	12	12	6	0	0	10	19
Owsley	7	6	0	0	6	2	1	4	0	0	12	5
Pendleton	23	27	2	2	12	14	9	11	2	2	19	18
Perry	63	48	2	1	40	27	22	20	2	1	66	37
Pike	169	118	6	9	92	60	68	49	6	11	163	103
Powell	13	17	2	1	10	6	2	10	2	1	22	9
Pulaski	53	53	4	1	25	23	27	29	5	2	52	42
Robertson	2	0	0	0	2	0	0	0	0	0	2	0
Rockcastle	19	13	3	1	8	9	10	3	4	1	11	12
Rowan	27	30	0	2	10	12	15	16	0	2	15	17
Russell	25	19	2	0	20	13	5	6	2	0	26	17
Scott	53	47	1	1	22	19	30	27	1	1	43	28
Shelby	58	41	1	2	30	19	26	20	1	2	50	24
Simpson	25	26	1	3	10	11	12	12	1	3	13	19
Spencer	9	16	0	0	5	11	4	5	0	0	6	14
Taylor	33	28	1	1	15	10	17	17	1	1	25	27
Todd	19	11	1	2	10	6	7	3	1	3	12	11
Trigg	10	17	1	1	5	11	4	5	1	1	8	15
Trimble	11	12	1	0	10	7	1	5	2	0	19	8
Union	26	24	2	2	9	9	15	13	2	2	16	16
Warren	135	151	2	0	77	68	58	83	2	0	116	105
Washington	17	18	1	2	8	7	7	9	1	3	15	14
Wayne	19	12	2	0	11	7	8	5	2	0	21	7
Webster	12	20	0	0	8	13	4	7	0	0	11	17
Whitley	44	47	4	5	26	30	13	12	4	6	48	54
Wolfe	12	8	3	1	7	5	4	2	4	1	15	8
Woodford	49	48	4	1	20	29	28	18	5	1	28	43
TOTALS	6,051	5,222	206	187	2,949	2,482	2,915	2,553	234	205	4,653	3,882

* Fatal accident data has been adjusted to reflect follow-up studies of drivers (from FARS).

DRIVERS UNDER INFLUENCE OF DRUGS BY COUNTY

The following chart shows the number of drivers suspected of being under the influence of drugs involved in accidents, together with the number of persons or killed injured in those accidents. A total of 535 drivers were suspected of being under the influence of drugs based on preliminary investigation of the officer investigating the accident. Of this total, 13 drivers were involved in fatal accidents and 278 drivers were involved in injury accidents.

COUNTY	ALL ACCIDENTS	FATAL ACCIDENTS	INJURY ACCIDENTS	PERSONS KILLED	PERSONS INJURED
ADAIR	2	0	1	0	1
ALLEN	2	0	0	0	0
ANDERSON	1	0	1	0	1
BALLARD	2	0	1	0	3
BARREN	3	0	2	0	3
BATH	2	0	0	0	0
BELL	13	0	5	0	8
BOONE	6	0	1	0	3
BOURBON	5	0	2	0	2
BOYD	12	0	8	0	10
BOYLE	3	0	1	0	1
BRACKEN	0	0	0	0	0
BREATHITT	5	0	2	0	3
BRECKENRIDGE	0	0	0	0	0
BULLITT	6	0	2	0	2
BUTLER	2	0	2	0	4
CALDWELL	0	0	0	0	0
CALLOWAY	0	0	0	0	0
CAMPBELL	12	0	9	0	15
CARLISLE	0	0	0	0	0
CARROLL	2	0	1	0	2
CARTER	5	0	3	0	5
CASEY	2	0	1	0	1
CHRISTIAN	8	0	5	0	9
CLARK	9	0	4	0	8
CLAY	9	0	5	0	8
CLINTON	1	0	0	0	0
CRITTENDEN	4	0	2	0	6
CUMBERLAND	0	0	0	0	0
DAVISS	18	1	8	1	10
EDMONSON	2	0	2	0	4
ELLIOTT	0	0	0	0	0
ESTILL	4	0	2	0	3
FAYETTE	35	0	13	0	24
FLEMING	2	0	1	0	1
FLOYD	16	1	10	1	20
FRANKLIN	3	0	1	0	1
FULTON	1	0	1	0	1
GALLATIN	0	0	0	0	0

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

DRIVERS UNDER INFLUENCE OF DRUGS BY COUNTY

COUNTY	ALL ACCIDENTS	FATAL ACCIDENTS	INJURY ACCIDENTS	PERSONS KILLED	PERSONS INJURED
MARSHALL	7	0	3	0	8
MARTIN	7	0	2	0	4
MASON	2	0	2	0	2
MEADE	1	1	0	1	0
MENIFEE	1	0	1	0	1
MERCER	10	0	8	0	11
METCALFE	0	0	0	0	0
MONROE	1	0	0	0	0
MONTGOMERY	3	0	2	0	3
MORGAN	0	0	0	0	0
MUHLENBERG	13	1	7	1	10
NELSON	2	0	2	0	4
NICHOLAS	1	0	0	0	0
OHIO	2	0	0	0	0
OLDHAM	2	0	1	0	2
OWEN	0	0	0	0	0
OWSLEY	1	0	0	0	0
PENDLETON	1	0	0	0	0
PERRY	10	0	5	0	6
PIKE	18	2	12	4	20
POWELL	3	0	2	0	2
PULASKI	11	0	3	0	8

COUNTY	ALL ACCIDENTS	FATAL ACCIDENTS	INJURY ACCIDENTS	PERSONS KILLED	PERSONS INJURED
ROBERTSON	0	0	0	0	0
ROCKCASTLE	2	0	1	0	1
ROWAN	4	0	1	0	1
RUSSELL	2	0	2	0	6
SCOTT	0	0	0	0	0
SHELBY	0	0	0	0	0
SIMPSON	4	0	2	0	3
SPENCER	1	0	1	0	1
TAYLOR	3	1	0	1	5
TODD	3	0	2	0	2
TRIGG	2	0	2	0	2
TRIMBLE	3	0	3	0	5
UNION	2	0	1	0	1
WARREN	17	1	4	1	6
WASHINGTON	1	0	0	0	0
WAYNE	2	0	2	0	2
WEBSTER	2	0	1	0	1
WHITLEY	7	0	3	0	4
WOLFE	0	0	0	0	0
WOODFORD	0	0	0	0	0
TOTALS	535	13	278	27	454

ACCIDENTS BY AREA DEVELOPMENT DISTRICT

AREA DEVELOPMENT DISTRICT	TOTAL NUMBER REPORTED	TYPE ACCIDENT REPORTED		NUMBER PERSONS	
		FATAL	INJURY	KILLED	INJURED
Purchase	5,451	38	1,654	38	2,481
Pennyrite	6,248	41	1,778	47	2,686
Green River	7,231	35	1,868	35	2,885
Barren River	8,340	58	2,455	69	3,800
Lincoln Trail	5,929	45	1,711	52	2,725
KIPDA	27,257	100	6,312	105	9,377
Northern Kentucky	13,552	48	3,343	53	4,990
Buffalo Trace	1,689	26	497	27	771
Gateway	2,219	16	696	17	1,080
FIVCO	3,928	26	1,148	28	1,844
Big Sandy	4,515	55	2,013	68	3,296
Kentucky River	2,981	38	1,184	44	1,892
Cumberland Valley	6,022	71	1,993	82	3,345
Lake Cumberland	4,624	47	1,312	55	2,144
Bluegrass	25,712	132	6,431	149	9,636
STATE TOTALS	125,698	776	34,395	869	52,952

ALCOHOL RELATED ACCIDENTS BY AREA DEVELOPMENT DISTRICT

AREA DEVELOPMENT DISTRICT	TOTAL NUMBER REPORTED	TYPE ACCIDENT REPORTED		NUMBER PERSONS	
		FATAL *	INJURY	KILLED *	INJURED
Purchase	228	6	109	8	150
Pennyrite	236	9	119	11	191
Green River	305	10	137	10	219
Barren River	346	11	163	10	247
Lincoln Trail	270	15	135	17	215
KIPDA	853	22	379	22	596
Northern Kentucky	569	10	253	10	366
Buffalo Trace	80	5	47	5	66
Gateway	116	5	57	5	79
FIVCO	177	7	85	7	132
Big Sandy	262	17	154	23	266
Kentucky River	166	12	97	12	145
Cumberland Valley	280	18	153	19	262
Lake Cumberland	191	8	96	9	171
Bluegrass	1,143	32	498	37	777
STATE TOTALS	5,222	187	2,482	205	3,882

* Fatal accident data has been adjusted to reflect follow-up studies of drivers (FARS).

DRUG RELATED ACCIDENTS BY AREA DEVELOPMENT DISTRICT

AREA DEVELOPMENT DISTRICT	TOTAL NUMBER REPORTED	TYPE ACCIDENT REPORTED		NUMBER PERSONS	
		FATAL	INJURY	KILLED	INJURED
Purchase	25	1	13	1	25
Pennyrite	36	1	23	1	35
Green River	27	1	12	1	14
Barren River	38	1	16	1	27
Lincoln Trail	14	2	8	3	15
KIPDA	38	0	24	0	34
Northern Kentucky	35	0	17	0	30
Buffalo Trace	4	0	3	0	3
Gateway	10	0	4	0	5
FIVCO	25	0	14	2	19
Big Sandy	58	4	32	6	57
Kentucky River	32	1	16	11	28
Cumberland Valley	77	1	40	0	67
Lake Cumberland	25	1	11	1	28
Bluegrass	91	0	45	0	67
STATE TOTALS	535	13	278	27	454

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



FATALITY ANALYSIS REPORTING SYSTEM



FATALITY ANALYSIS REPORTING SYSTEM

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

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

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

DRIVERS INVOLVED IN FATAL ACCIDENTS - AGE AND ALCOHOL INVOLVEMENT

The chart below depicts the ages of all drivers in fatal accidents in 1998 vs. alcohol involved drivers in fatal accidents during the same time period and the percentages of involvement for various ages and age groups. The alcohol involved teenage driver (ages 13 through 19) represents 9% of the total number of drinking drivers involved in fatal accidents.

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

*Alcohol involved drivers refers to a driver suspected by the police to be drinking and who tested positive for alcohol in a subsequent test (.01 or higher).

AGE	Number of Drivers Involved	Alcohol Involved Drivers*	% Alcohol Involved
Under 16	7	0	0
16	16	0	0
17	48	8	17
18	45	7	16
19	37	2	5
20	30	10	33
21	32	6	19
22-24	92	18	20
25-34	240	50	21
35-44	242	55	23
45-54	167	21	13
55-64	96	7	7
65-74	56	4	7
Over 74	78	0	0
Unknown	0	0	0
TOTALS	1,186	188	16

ALCOHOL INVOLVEMENT BY AGE AND TEST RESULTS FOR DRIVERS INVOLVED IN 1998 FATAL ACCIDENTS

DURING 1998, THERE WERE 205 PERSONS KILLED IN FATAL ACCIDENTS INVOLVING A DRINKING DRIVER. THIS REPRESENTS 24% OF ALL PERSONS KILLED IN TRAFFIC ACCIDENTS IN KENTUCKY DURING 1998.

The chart below shows drinking drivers by age and alcohol test result. Seventy-nine (79) percent of the drinking drivers tested were found to have been legally intoxicated (0.10% or above) at the time of the accident.

AGE	NUMBER OF DRINKING DRIVERS*	TEST RESULTS			
		.01-.05	.06-.09	.10-.19	.20+
Under 16	0	0	0	0	0
16	0	0	0	0	0
17	8	2	0	5	1
18	7	4	2	1	0
19	2	0	0	0	2
20	10	2	2	4	2
21	6	0	3	2	1
22-24	18	1	2	11	4
25-34	50	3	6	24	17
35-44	55	2	5	24	24
45-54	21	1	1	5	14
55-64	7	1	1	2	3
65-74	4	1	0	2	1
75+	0	0	0	0	0
Unknown	0	0	0	0	0
TOTAL	188	17	22	80	69

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

DURING 1998, THIRTY-ONE (31) PERCENT OF THE FATALLY INJURED PEDESTRIANS OVER THE AGE OF 15 WERE DRINKING. THEIR AVERAGE ALCOHOL TEST WAS 0.20%

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

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

FATALLY INJURED PEDESTRIANS

AGE	TOTAL	NUMBER DRINKING	AVERAGE TEST RESULTS
0-5	7	0	0
6-10	0	0	0
11-15	3	0	0
16-20	4	2	0.17
21-25	2	1	0.26
26-30	3	1	0.11
31-40	13	6	0.21
41-50	12	4	0.14
51-60	5	2	0.29
61-70	4	0	0
71-80	4	0	0
81+	4	0	0
UNKNOWN	0	0	0
TOTAL	61	16	0.20

SAFETY RESTRAINTS AND EJECTION IN FATAL ACCIDENTS

The chart below plots overall results in fatal accidents when motorcycle helmets and other restraints (safety belts, harnesses, child restraints, etc.) are used. A comparison of "used" versus "not used" for 1998 FARS data strongly confirms both the lifesaving advantage as well as the reduction of serious injury when restraints are in place. SIXTY-FIVE (65) PERCENT OF THE VEHICLE OCCUPANTS KILLED DURING 1998 WERE NOT RESTRAINED. SIXTY-TWO (62) PERCENT OF THE VEHICLE OCCUPANTS SUFFERING INCAPACITATING INJURY WERE NOT RESTRAINED. FORTY (40) PERCENT OF THE OCCUPANTS SUFFERING NON-INCAPACITATING INJURY WERE NOT RESTRAINED. NON-MOTORISTS ARE NOT INCLUDED IN THE CHARTS BELOW.

Result	MOTORCYCLE HELMET			RESTRAINT			TOTAL
	Used	Not Used	Unknown	Used	Not Used	Unknown	
Fatal Injury	18	8	0	225	501	33	785
Incapacitating Injury	3	1	0	143	250	9	406
Non-Incapacitating Injury	0	0	0	177	120	5	302
Possible Injury	0	0	0	88	55	7	150
No Injury	0	0	0	269	86	9	364
Unknown If Injured	0	0	0	0	1	6	7
Injured, Severity Unknown	0	0	0	0	0	0	0
TOTAL	21	9	0	902	1,013	69	2,014

Of the 2,014 vehicle occupants involved in fatal accidents in 1998, only 923 were using safety restraints - an overall usage rate of 46% in fatal accidents.

EJECTION

Result	Total Ejection	Partial Ejection	No Ejection	Unknown	TOTAL
Fatal Injury	134	48	603	0	785
Incapacitating Injury	45	15	346	0	406
Non-Incapacitating Injury	10	2	290	0	302
Possible Injury	4	0	146	0	150
No Injury	0	0	364	0	364
Unknown If Injured	0	0	6	1	7
Injured, Severity Unknown	0	0	0	0	0
TOTAL	193	65	1,755	1	2,014

The above chart shows overall injuries in fatal accidents according to whether the vehicle occupant was ejected from the vehicle, partially ejected, or not ejected. SEVENTY-ONE (71) PERCENT OF VEHICLE OCCUPANTS WHO WERE EITHER TOTALLY OR PARTIALLY EJECTED WERE KILLED. This data also reaffirms the lifesaving advantage of using an active restraint, since the possibility of being ejected upon impact is significantly reduced.

CHILD RESTRAINTS IN FATAL ACCIDENTS

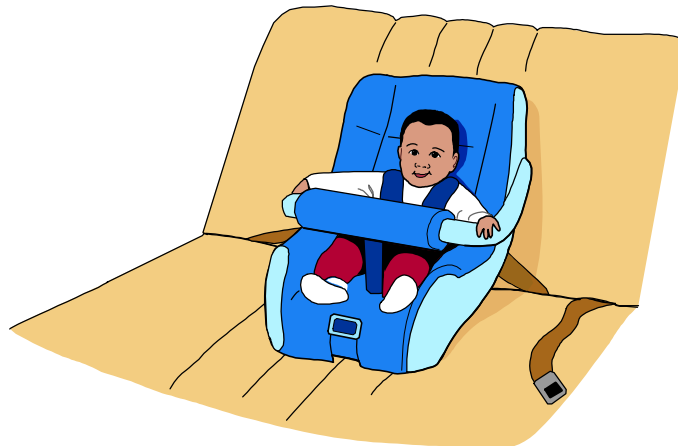
Kentucky's "child restraint law" (KRS 189.125) became effective July 15, 1982, and Subsection (3) requires that *"Any driver of a motor vehicle, when transporting a child of forty (40) inches in height or less in a motor vehicle operated on the roadways, streets, and highways of this state, shall have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

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

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

RESULT	Age 4 & Under Total	Child Restraint Used	Lap Belt &/or Harness Used	None Used	Unknown
Killed	20	3	2	15	0
Injured (Incapacitating)	12	3	3	6	0
Injured (Non-Incapacitating)	11	4	4	3	0
Injured (Possible)	18	13	2	3	0
Not Injured	20	10	6	4	0
TOTAL	81	33	17	31	0

Of the 81 child occupants (four years and under) involved in 1998 fatal accidents, only 33 children were secured in a child restraint. Of the 20 children killed, 15 had no restraint and only 3 were using child safety seats. This information confirms what other studies have suggested regarding the effectiveness of child restraints. An infant or small child's survival can depend on whether the child was properly secured.



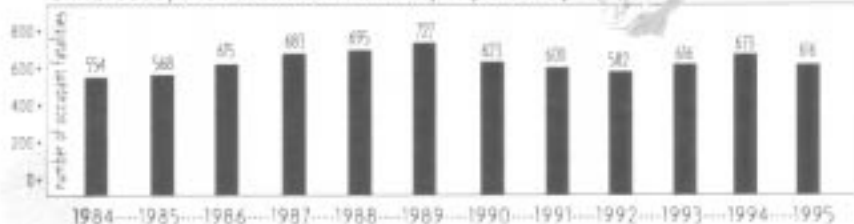
traffic safety outlook

child passenger safety

What is the Problem?

- Each year about 600 to 700 children, birth to 5 years of age, are killed and about 80,000 are injured as passengers in motor vehicle crashes.

Child Occupant Fatalities birth through 4 years of age



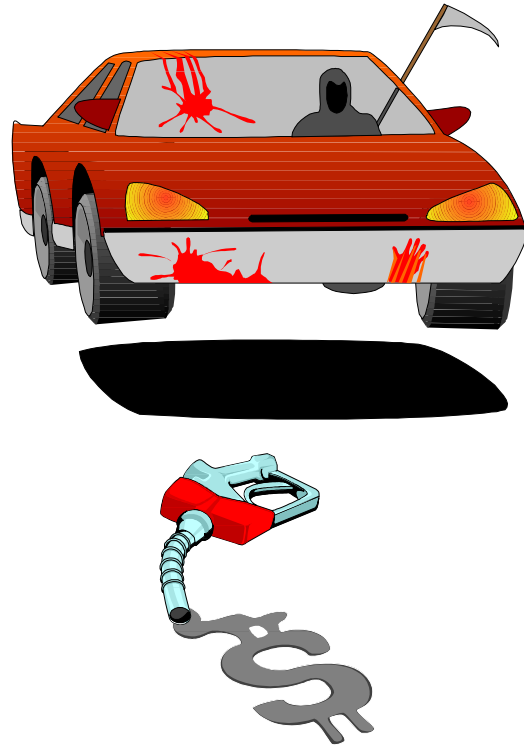
- The number of annual child passenger fatalities has fluctuated considerably over the past decade. Studies of factors that might contribute to these annual variations suggest that the overriding factor is travel exposure -- changes in the amount of time that children spend each year in motor vehicles. It appears that during the late 1980s, when child safety seat use increased rapidly, the positive effect of child safety seat use was overwhelmed by an increase in child travel exposure.
- In 1995, about 56 percent of those children who were killed were completely unrestrained at the time of the crash.
- Child safety seats could have saved most of those children who died unrestrained -- about 200 children could have been saved in 1995.
- As many as three-quarters of child safety seats are misused -- reducing their effectiveness in a crash. Frequent mistakes include failure to use a locking clip and/or chest clip where needed and improper use of the child seat harness straps.
- Not all child safety seats fit all cars. Compatibility problems can make it difficult or impossible to correctly install a child seat in some vehicles. Common compatibility problems include vehicle safety belts that cannot be made to tightly lock a child seat in place, and vehicle seat belt attachment points that are positioned so that the seat belt cannot hold the child seat securely.
- Passenger-side air bags are effective at saving adult lives, but present a deadly compatibility problem for children. Infants less than 1 year of age must never ride in the front seat in a rear-facing safety seat in a vehicle with a passenger air bag. In a crash, the deploying bag could strike the rear-facing infant seat very hard, seriously injuring or killing the infant. Older children who are improperly restrained are also at high risk. All children are safer in the back seat. Infants must ride in the rear seat, facing the rear of the car.

Who is Affected?

- The 1994 National Highway Traffic Safety Administration (NHTSA) National Occupant Protection Use Survey, found that about 88 percent of infants (less than 1 year of age) observed in traffic were seated in child safety seats. Use among toddlers (1 through 4 years) was considerably lower, at about 61 percent.

\$3.3 - \$5.2 BILLION

THE COST of KENTUCKY TRAFFIC ACCIDENTS



1998

The calculable costs (economic costs) of motor vehicle accidents include wage loss, medical expense, administration costs, property damage, and employer costs. Comprehensive costs include not only the economic cost components but also a measure of the value of lost quality of life associated with deaths and injuries. Estimated costs provided by the National Safety Council, considering both economic and comprehensive costs, were used to arrive at a cost range for traffic accidents in Kentucky during 1998.

The **economic cost** (\$3.3 billion) was derived from the following formula:

Cost per	X	Number Reported	=	Estimated Cost
Fatalities @ \$980,000	X	869	=	\$851,620,000
Non Fatal Disabling Injuries @ \$35,600	X	52,952	=	\$1,885,091,200
Property Damage (inc. Minor Injury) @ \$6,400	X	90,527	=	\$579,372,800
TOTAL, ECONOMIC COST ESTIMATE:				\$3,316,084,000

The **comprehensive cost** (\$5.2 billion) was derived from the following formula:

Cost per	X	Number Reported	=	Estimated Cost
Fatalities @ \$3,006,000	X	869	=	\$2,612,214,000
Incapacitating Injuries @ \$148,500	X	7,963	=	\$1,182,505,500
Non-Incapacitating Injuries @ \$38,200	X	19,222	=	\$734,280,400
Possible Injuries @ \$18,200	X	25,767	=	\$468,959,400
No Injury @ \$1,700	X	90,526	=	\$153,894,200
TOTAL COMPREHENSIVE COST ESTIMATE:				\$5,151,853,500

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