KENTUCKY TRAFFIC ACCIDENT FACTS 1977

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TRAFFIC ACCIDENT FACTS
1977

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OFFICE OF THE GOVERNOR

FRANKFORT, KENTUCKY 40601

JULIAN M. CARROLL
GOVERNOR

June 30, 1978

My Fellow Kentuckians:

The motor vehicle plays a vital role in our modern day society and is interlocked with serious problems which confront us all. These problems include death, critical injury, and property loss as a result of traffic accidents. The users of Kentucky highways pay a tremendous price each year for the continued use of the motor vehicle as our primary means of transportation.

This report on accidents in Kentucky during 1977 is only a statistical by-product of the accident problem. The report cannot express to any degree the human loss and the painful tragedy experienced by those involved and those who have lost their friends and loved ones.

As you review this report, remember that accident statistics consistently reveal that highway safety is largely dependent upon the human element. The combination of human courtesy and compliance with traffic regulations are major elements of any highway safety program.

Kentucky State Government is committed to provide an efficient highway transportation system, and I pledge an unrelenting effort toward making it the safest system possible. But, the assistance of all highway users is necessary for total success.

Sincerely,

Julian M. Carroll

FOREWORD

This is the second annual report on Kentucky Traffic Accident Facts. It is made possible by the statutory provision in KRS 189.635 which designates the Kentucky State Police as the centralized collecting agency for all accident reports in the State. The 1977 Report presents statistical data compiled from these reports.

The following comments represent a number of factors which have been revealed from the statewide accident reporting program.

1. The investigation and reporting of traffic accidents serve a very important public function.

2. This statistical product is tabulated from the collection of 147,647 reports.

3. Each of the three (3) major physical components which make up Kentucky's Highway Transportation Network play distinctive roles in the safety program; (1) HUMAN — driver and pedestrian, (2) VEHICLE — motorized and non-motorized, and (3) ENVIRONMENT — trafficway and weather conditions.

4. Accidents and their severity are caused by a combination of contributing factors that merge together at the same "time" and "place".

5. The 958 traffic deaths recorded in 1977 is a 10% increase over 1976.

6. The death rate of 3.5 per 100 million vehicle miles is a 6% increase over 1976.

7. A young male driver operating a high performance vehicle on a rural roadway with various fixed objects alongside the roadway continues to pose a very hazardous traffic situation in Kentucky.

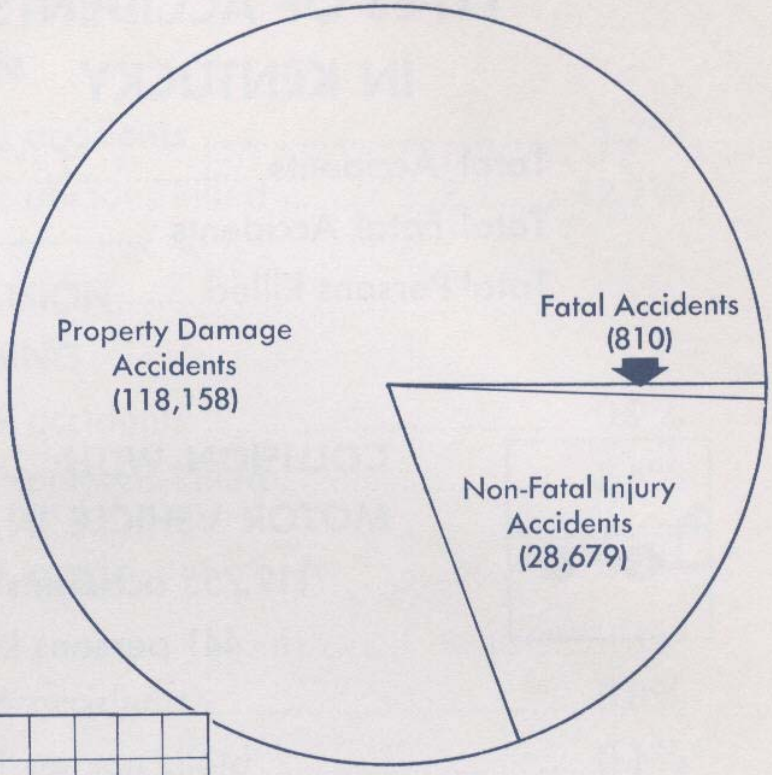
The Kentucky State Police and the Department of Justice wish to acknowledge and express appreciation to the Department of Transportation and all police agencies throughout the Commonwealth for their splendid cooperation and assistance.

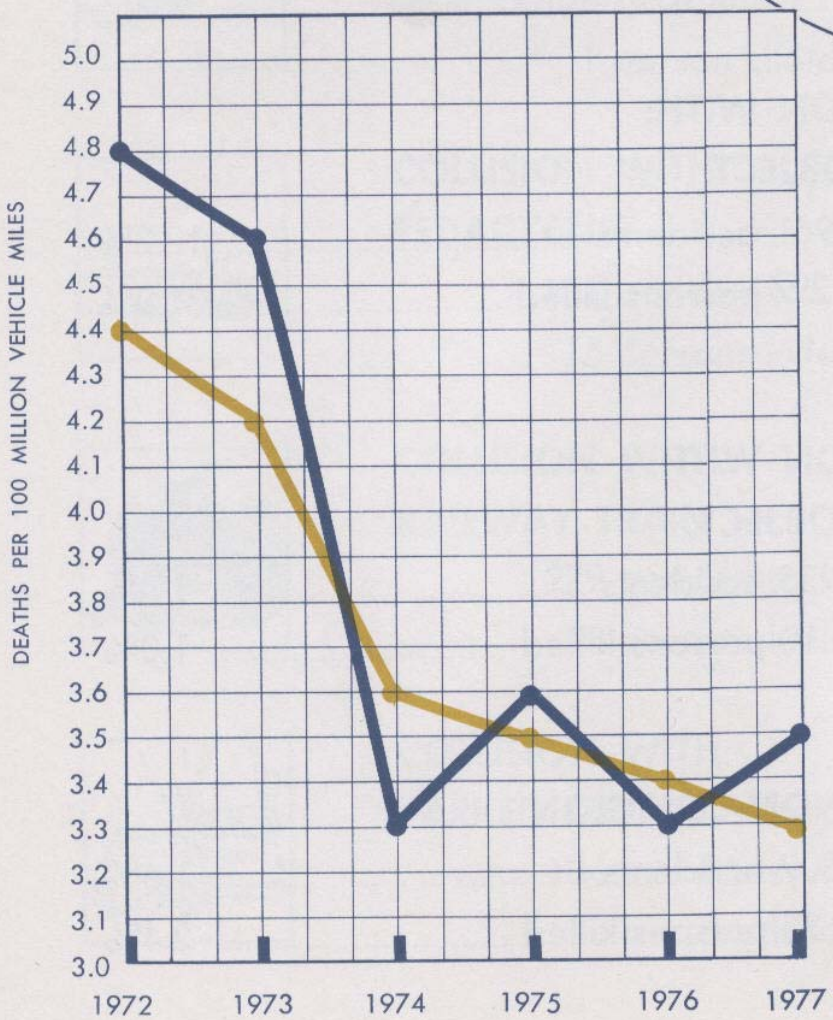
1976-1977 TRAFFIC ACCIDENTS AT A GLANCE

	1976	1977
DEATHS	874	958
INJURIES	43,171	43,957
TOTAL REPORTED ACCIDENTS	140,385	147,647
ANNUAL MOTOR VEHICLE MILEAGE	26,240,000,000	27,179,267,369
MOTOR VEHICLE REGISTRATION	2,426,053	2,482,694
DEATH RATE (FATALITIES PER 100,000,000 VEHICLE MILES)	3.3	3.5
INJURY PRODUCING ACCIDENTS:		
Fatal Accidents	764	810
Non-Fatal Injury Accidents	28,224	28,679
Percent of Total Accidents Which Were Fatal	0.54%	.55%
Percent of Total Accidents Causing Non-Fatal Injuries	20.10%	19.42%

1977 TOTAL REPORTED ACCIDENTS: 147,647

Although fatal accidents make up only a very thin slice of the accident "pie", the slice represents the needless loss of 958 lives on Kentucky's highways in 1977.



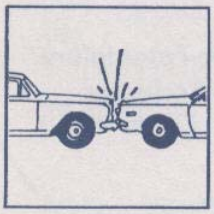


Indicates National Death Rate

Indicates Kentucky Death Rate

TYPES OF ACCIDENTS IN KENTUCKY

Total Accidents	147,647
Total Fatal Accidents	810
Total Persons Killed	958



COLLISION WITH:
MOTOR VEHICLE IN TRANSPORT

119,755 accidents	81.1%
441 persons killed	46.0%

COLLISION WITH:
FIXED OBJECT

17,961 accidents	12.2%
297 persons killed	31.0%

COLLISION WITH:
OTHER OBJECT

2,235 accidents	1.5%
10 persons killed	1.0%

OTHER NON-COLLISION:

2,309 accidents	1.6%
23 persons killed	2.4%

COLLISION WITH:
PEDESTRIAN

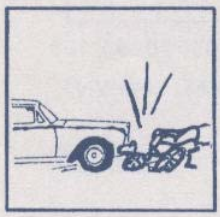
1,778 accidents 1.2%
117 persons killed 12.2%

NON-COLLISION:
OVERTURNING

1,369 accidents 0.9%
23 persons killed 2.4%

COLLISION WITH:
ANIMAL

1,126 accidents 0.8%
1 person killed 0.1%



COLLISION WITH:
PEDACYCLIST

731 accidents 0.6%
15 persons killed 1.6%

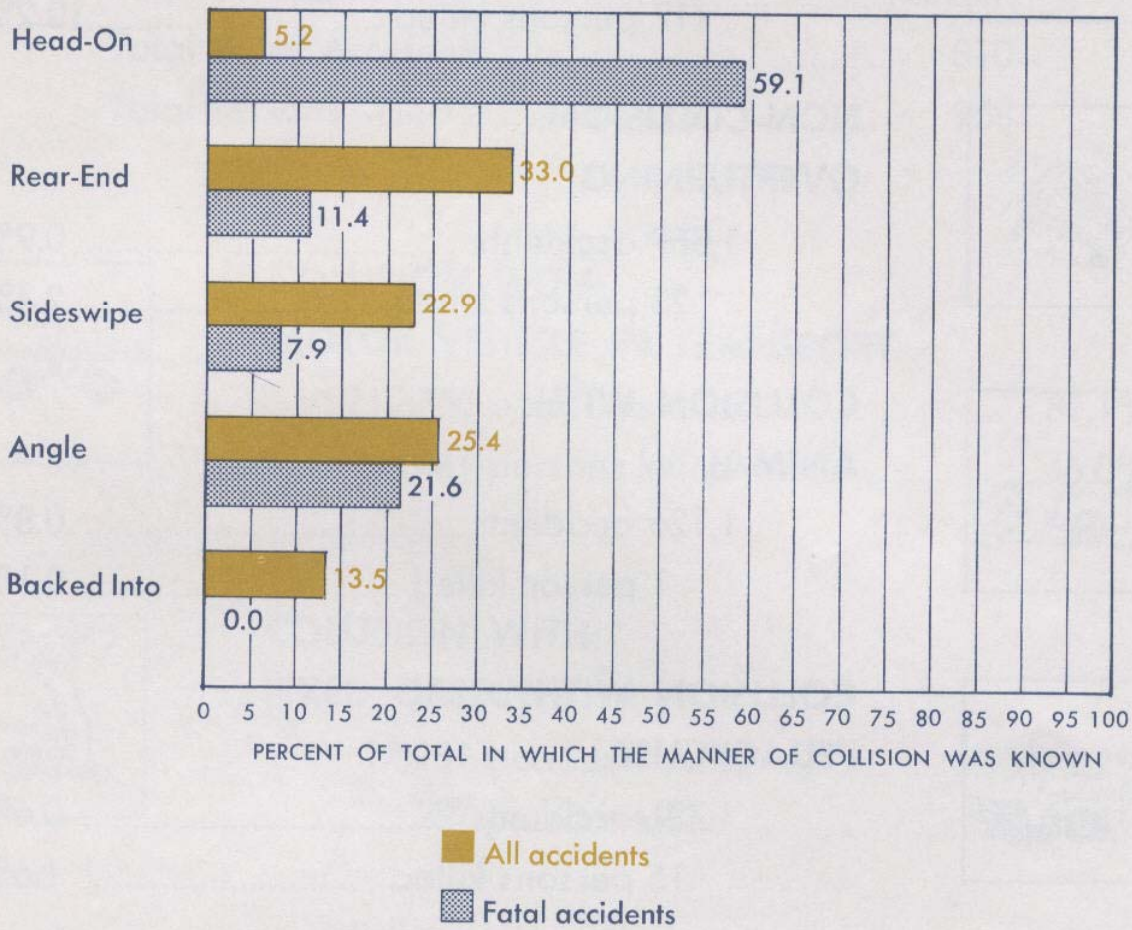
COLLISION WITH:
RAILWAY TRAIN

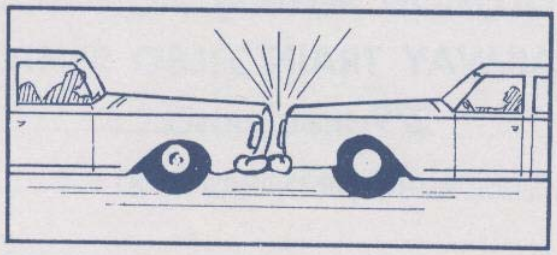
279 accidents 0.2%
18 persons killed 1.9%

COLLISION WITH:
PARKED MOTOR VEHICLE

104 accidents 0.1%
0 persons killed 0.0%

MANNER OF TWO-VEHICLE COLLISION

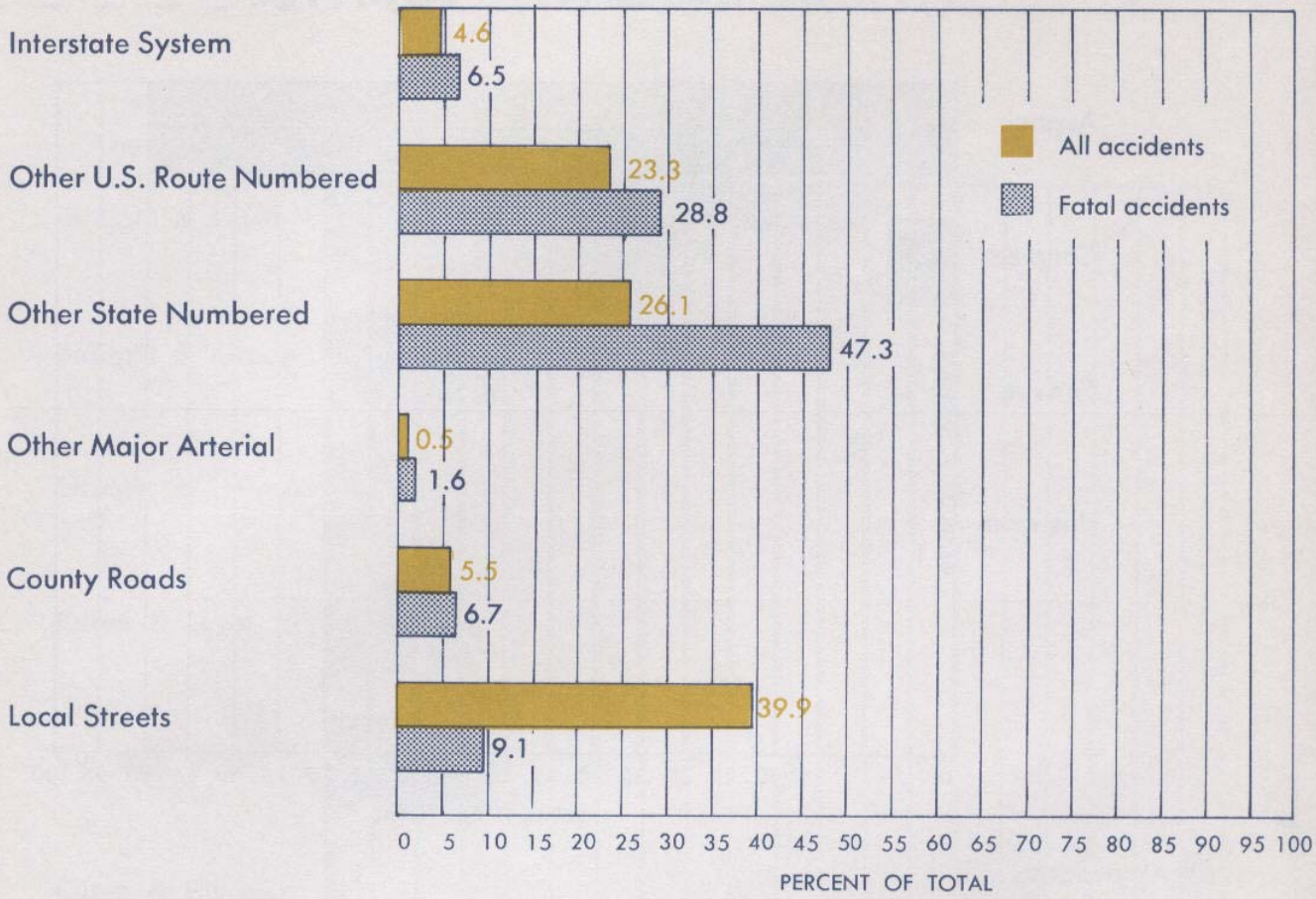




A total of 119,755 accidents or 81.1% of all accidents were collisions involving two motor vehicles. Of those accidents in which the manner of collision was reported, the rear-end collision represents the most frequent accident. However, the graph shows a fairly even distribution of collisions which were either rear-end, sideswipe, or angle. Head-on and backing accidents made up less than 19% of the total.

The fatal accident statistics paint quite a different picture. Head-on collisions account for over one-half of all two motor vehicle fatal accidents. Angle collisions account for less than 30% of the total. The additional accidents consisted of rear-end, sideswipe, and backing collisions.

CLASS OF TRAFFICWAY



INTERSTATE SYSTEM is any trafficway within the national system for interstate and defense trafficways.

OTHER U.S. ROUTE NUMBERED is any trafficway within the U.S. trafficway system, excluding interstate and other limited access trafficways.

OTHER STATE ROUTE NUMBERED is any trafficway within the state trafficway system, excluding other limited access trafficways.

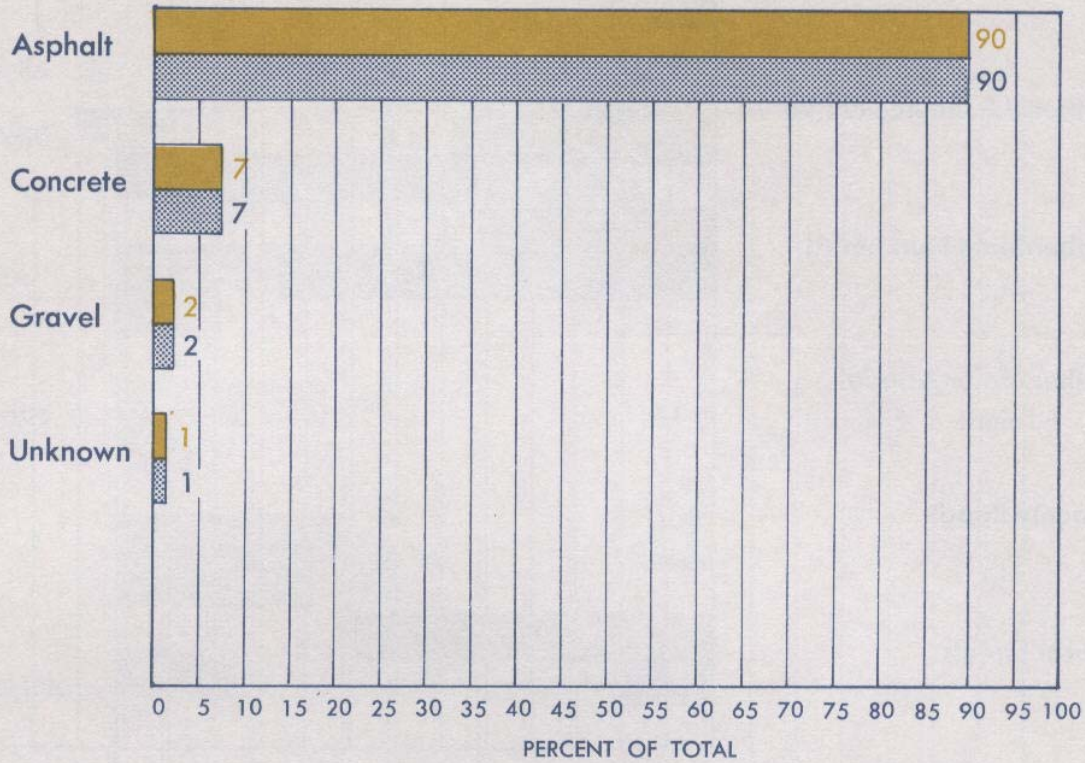
OTHER MAJOR ARTERIAL is any trafficway, usually city streets and county highways, for which cross traffic is required to stop.

COUNTY ROAD is any trafficway within a county trafficway system that does not fall within the interstate, other limited access, U.S. route numbered, state route numbered, or other major arterial system.

LOCAL STREET is any trafficway within a city trafficway system that does not fall within the interstate, other limited access, U.S. route numbered, state route numbered, or other major arterial system.

(DEFINITIONS PUBLISHED BY NATIONAL SAFETY COUNCIL)

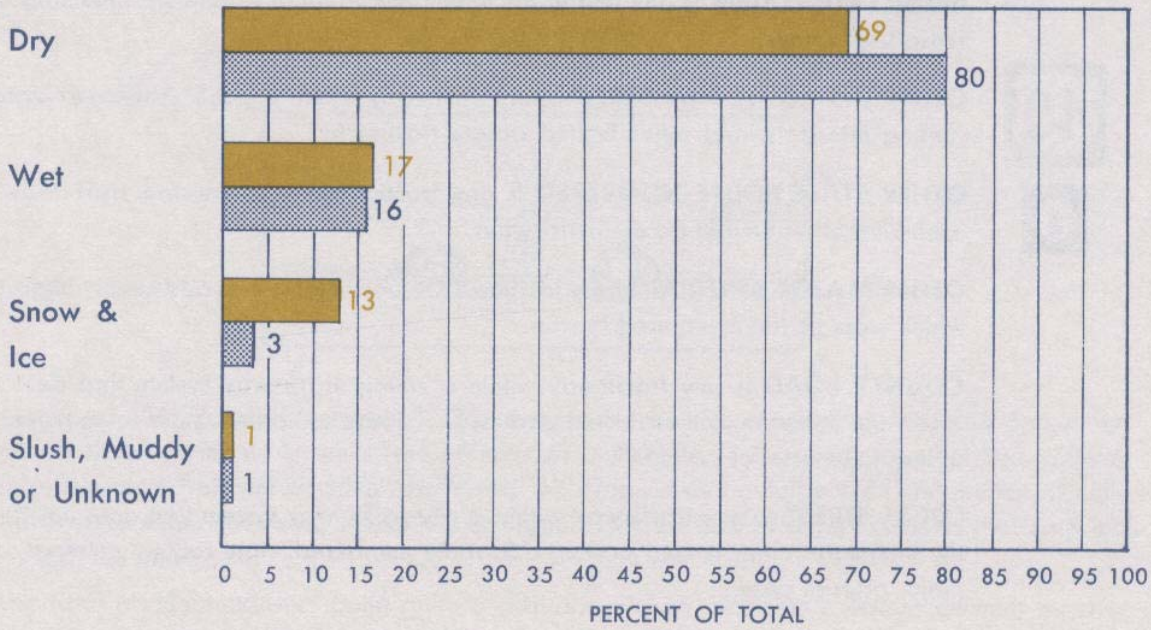
TYPE OF ROADWAY SURFACE



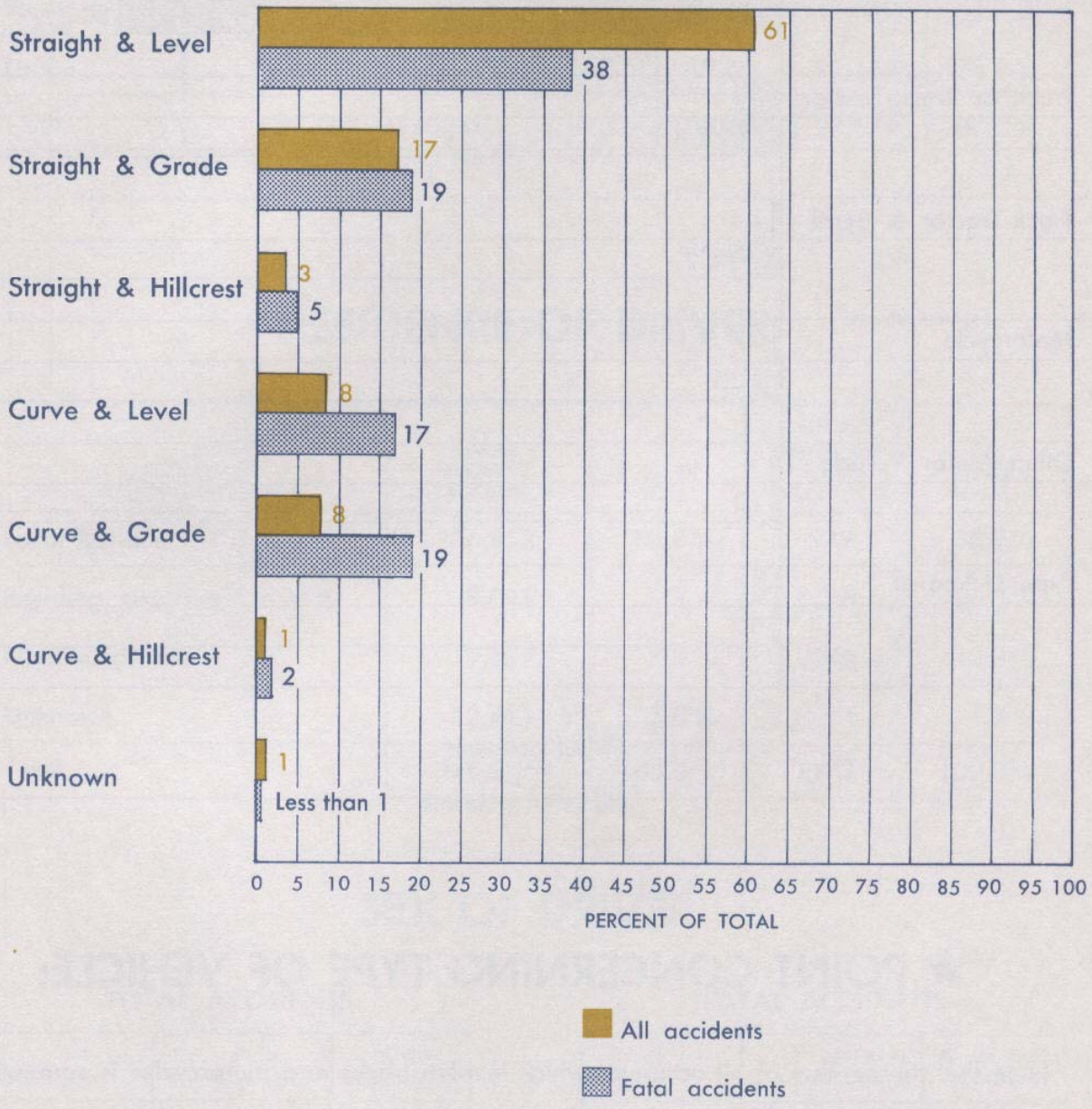
All accidents

Fatal accidents

CONDITION OF ROADWAY

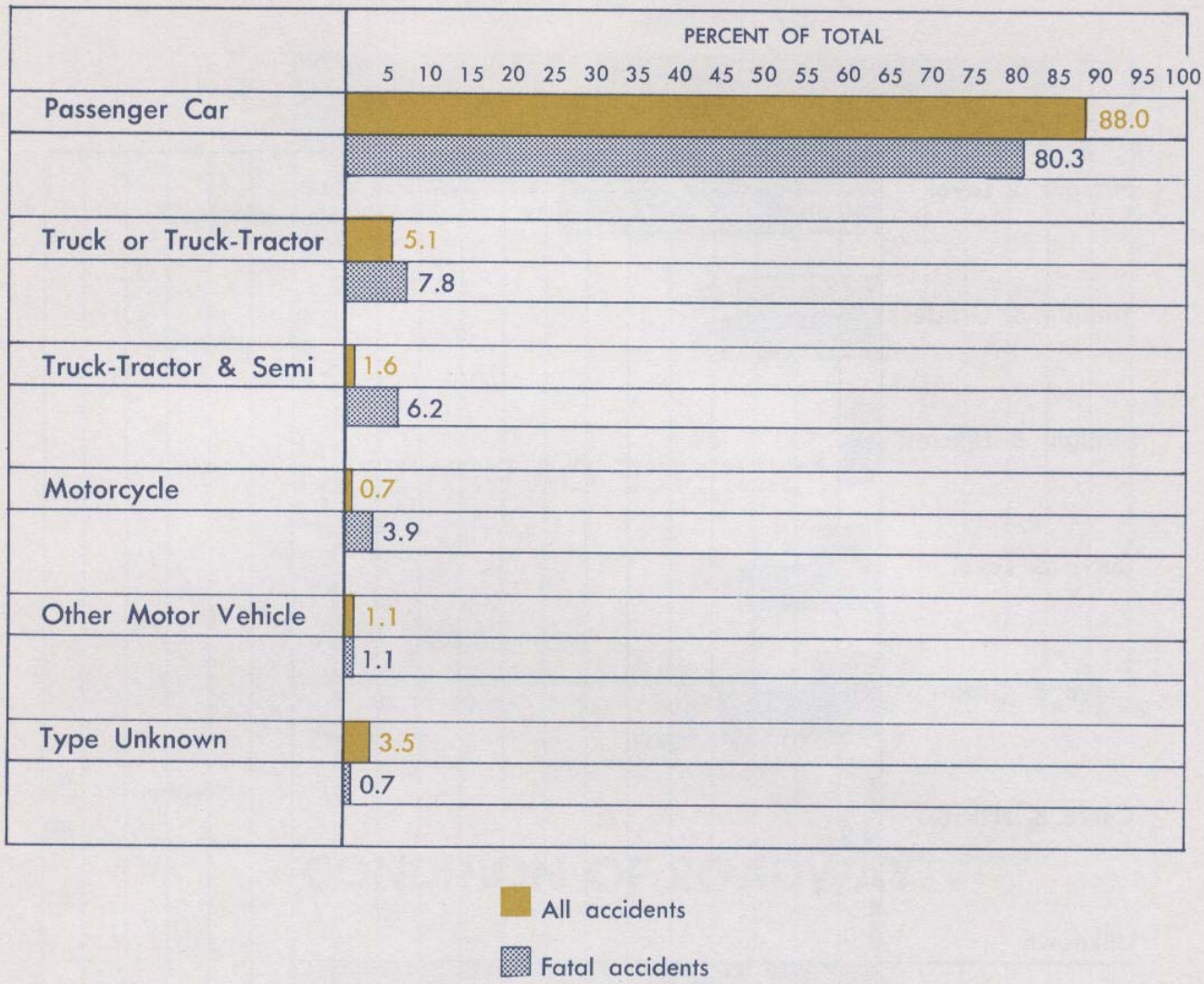


ROAD CHARACTER



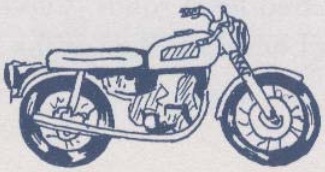
These percentages reveal the fact that a large portion of all accidents occur on straight and level roads. Curved roads seem to be a more prominent factor in fatal accidents than in the total of all accidents.

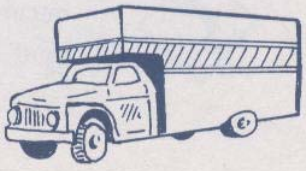
TYPE OF VEHICLE



★ POINT CONCERNING TYPE OF VEHICLE:

Note that the percent of all accidents which involve trucks and motorcycles is somewhat less than the percent of fatal accidents in the same categories.





LOCATIONS OF ACCIDENTS

AREA	NUMBER OF ACCIDENTS	PERCENT OF TOTAL	FATAL ACCIDENTS	PERCENT OF TOTAL	INJURY ACCIDENTS	PERCENT OF TOTAL
Rural	68,985	46.7%	653	80.6%	17,510	61.1%
Urban	78,662	53.3%	157	19.4%	11,169	38.9%
Total	147,647	100.0%	810	100.0%	28,679	100.0%

RESIDENCE OF DRIVER

RESIDENCE OF DRIVER	NUMBER INVOLVED IN ACCIDENTS	% OF TOTAL	NUMBER INVOLVED IN FATAL ACCIDENTS	% OF TOTAL
Local Resident	206,952	83.8%	949	80.2%
Residing elsewhere in state	8,095	3.3%	75	6.3%
Non-Resident	19,389	7.9%	145	12.3%
Unknown	12,411	5.0%	14	1.2%
Total	246,847	100.0%	1183	100.0%

SEX OF DRIVER

TOTAL ACCIDENTS

SEX	# IN ACCIDENTS	% IN ACCIDENTS
Male	161,269	69.4%
Female	71,185	30.6%
Total	232,454*	100.0%

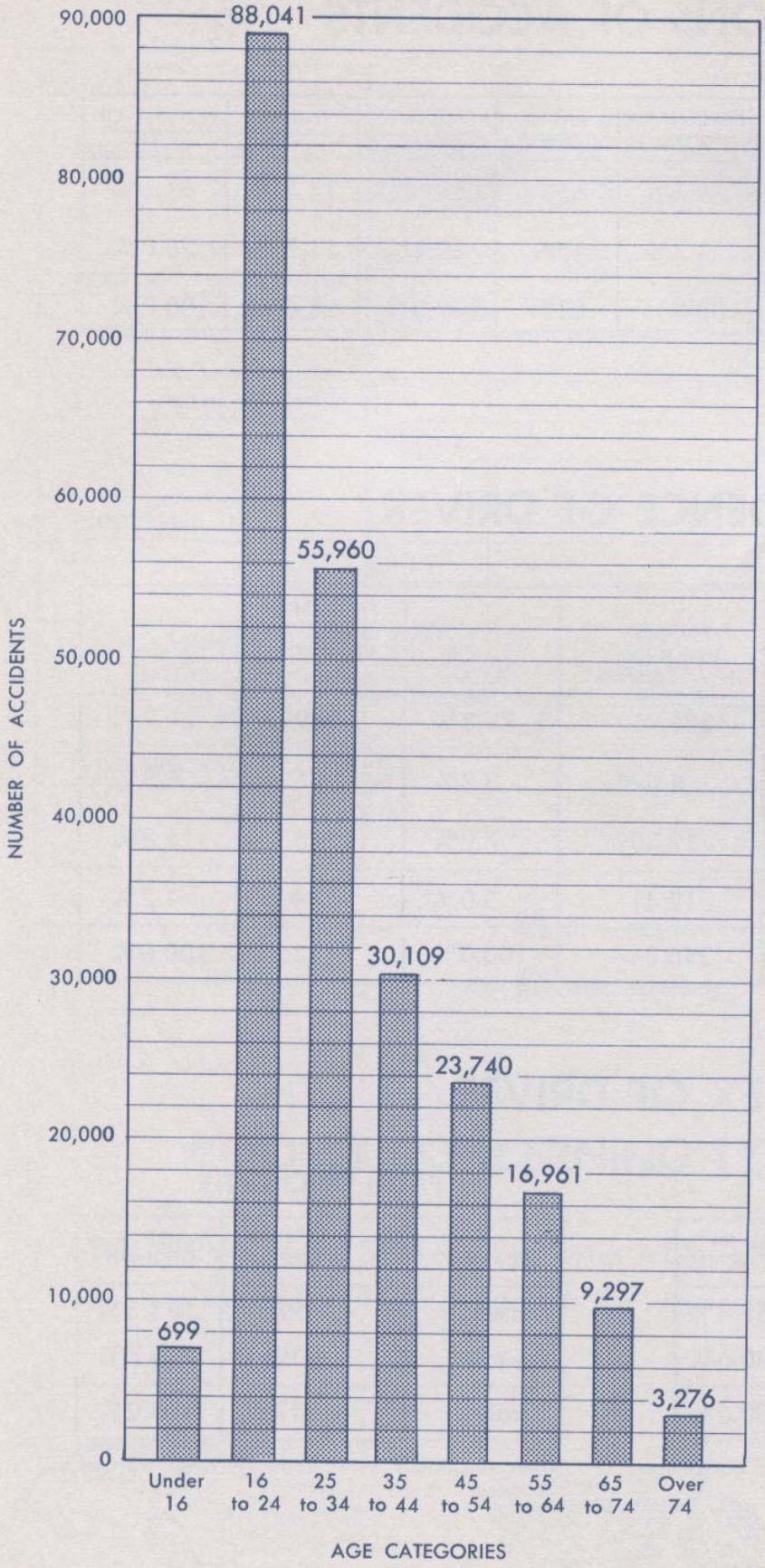
*Does not include 14,393 cases in which sex was not reported.

FATAL ACCIDENTS

SEX	# IN FATAL ACCIDENTS	% IN FATAL ACCIDENTS
Male	976	83.3%
Female	196	16.7%
Total	1172*	100.0%

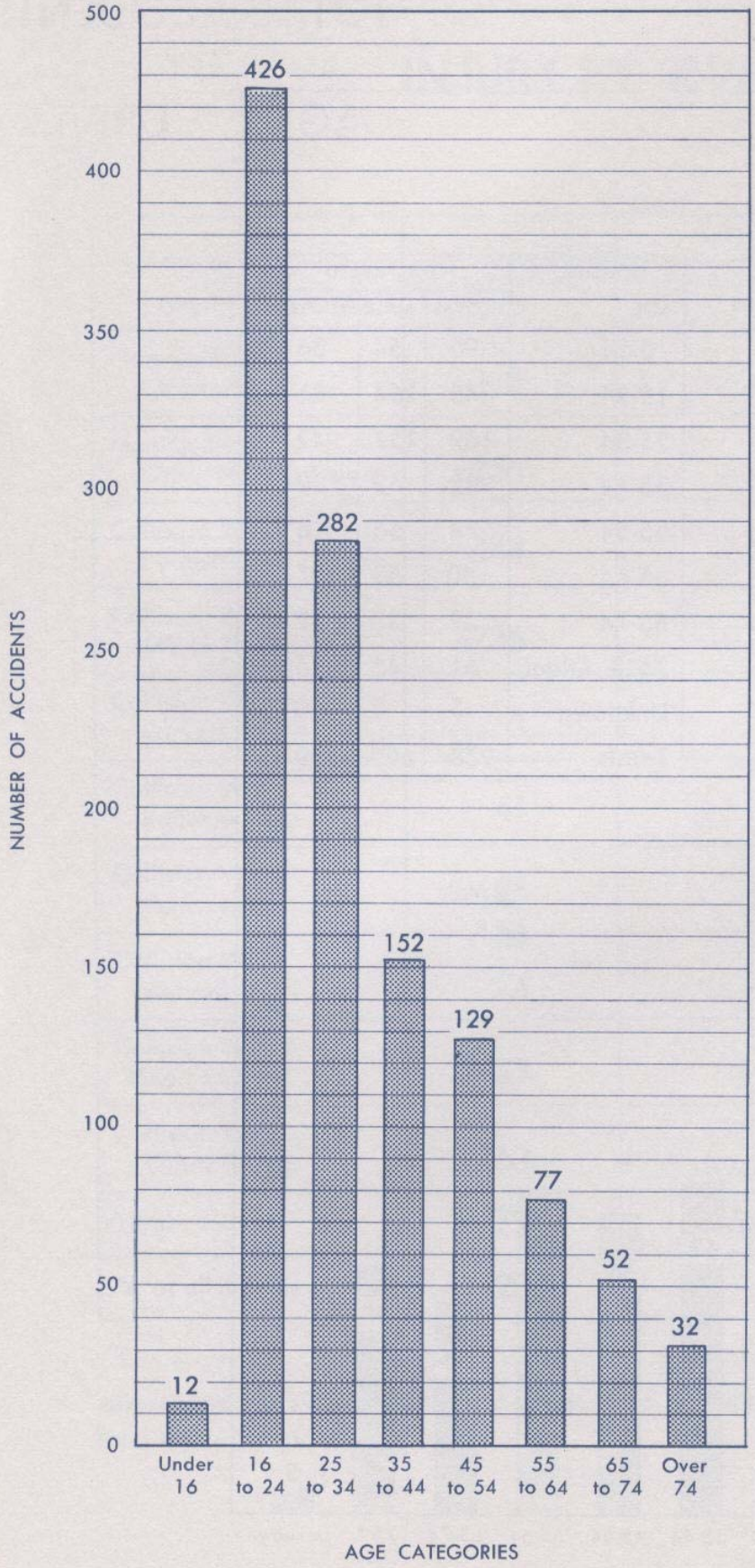
*Does not include 11 cases in which sex was not reported.

TOTAL ACCIDENTS BY AGE OF DRIVER



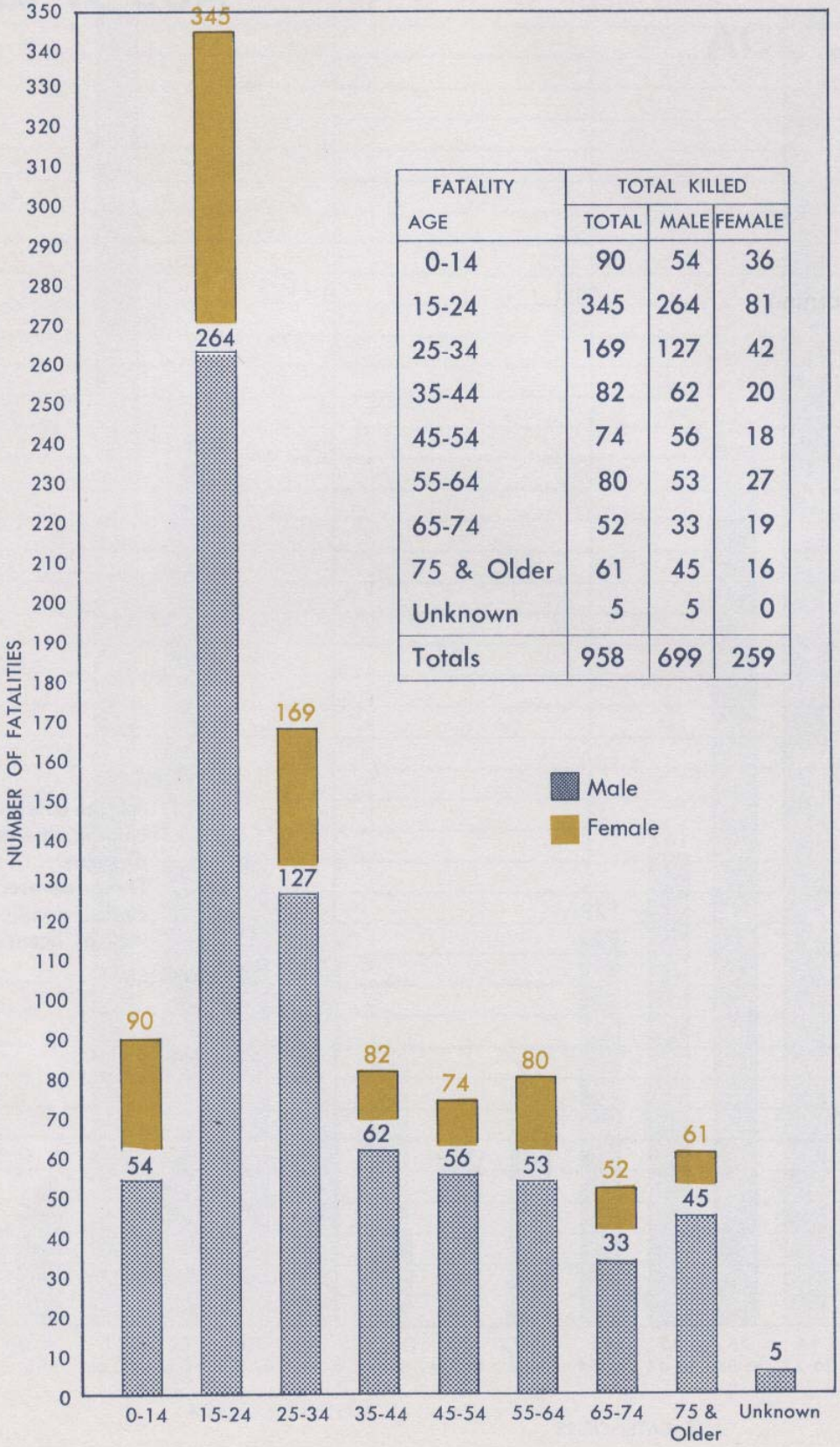
NOTE:
1. All age categories do not contain an equal number of years.
2. These representations include non-licensed as well as licensed drivers.

FATAL ACCIDENTS BY AGE OF DRIVER



NOTE:
1. All age categories do not contain an equal number of years.
2. These representations include non-licensed as well as licensed drivers.

FATALITIES BY AGE AND SEX



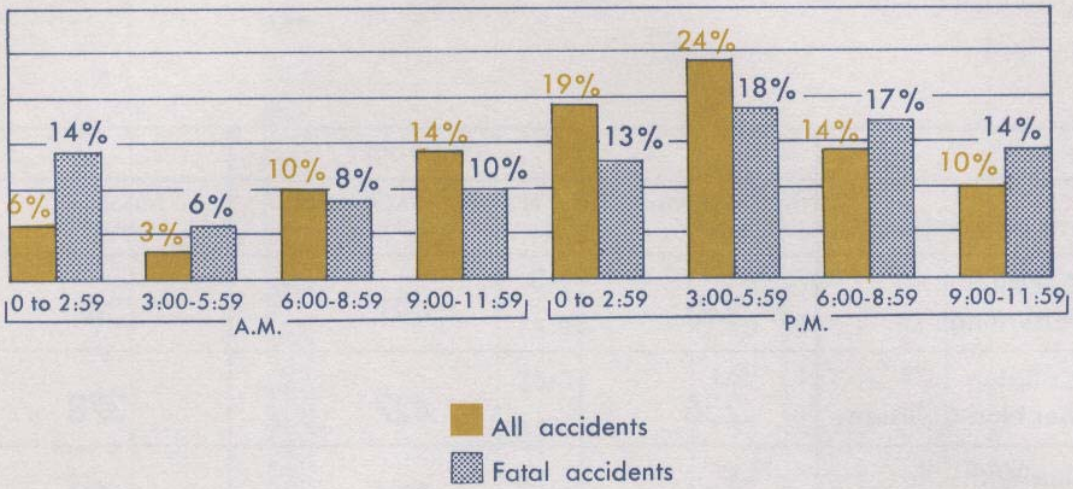
FATALITY AGE	TOTAL KILLED		
	TOTAL	MALE	FEMALE
0-14	90	54	36
15-24	345	264	81
25-34	169	127	42
35-44	82	62	20
45-54	74	56	18
55-64	80	53	27
65-74	52	33	19
75 & Older	61	45	16
Unknown	5	5	0
Totals	958	699	259

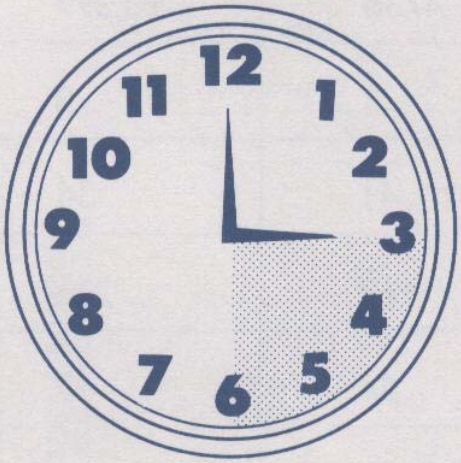
INJURY BY SEVERITY

		TYPE INJURY	
TYPE OF ACCIDENT	INCAPACITATING INJURY	NON-INCAPACITATING INJURY	POSSIBLE INJURY
Non-Collision Overturning	240	491	341
Non-Collision Other Non-Collision	256	427	378
Collision With Pedestrian	644	554	627
Collision With MV In Transport	4736	10,299	13,408
Collision With Parked MV	3	8	10
Collision With Railway Train	41	34	45
Collision With Pedacyclist	149	246	230
Collision With Animal	24	62	54
Collision With Fixed Object	2483	4463	3028
Collision With Other Object	153	266	257
Total	8729	16,850	18,378
% of all injuries	20%	38%	42%

Approximately 19% of all traffic accidents in Kentucky in 1977 were classified as non-fatal injury accidents.

HOUR OF OCCURRENCE





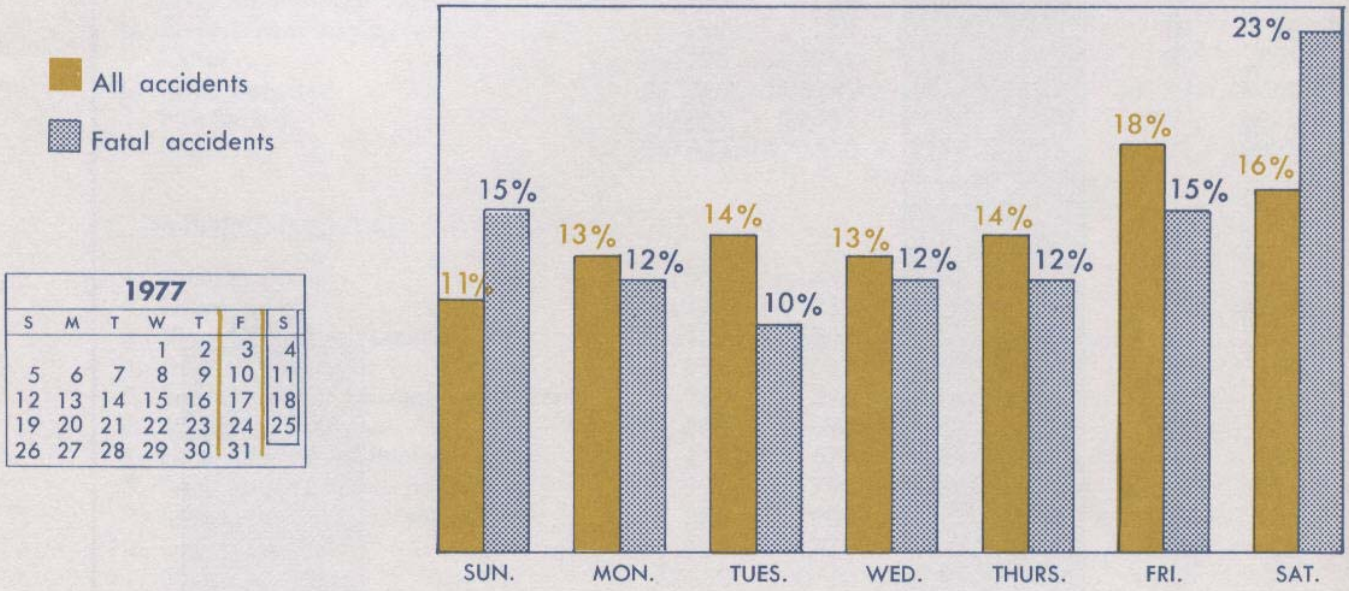
FACTS CONCERNING HOUR OF OCCURRENCE:

1. Peak hours for all accidents and fatal accidents are between 3:00 P.M. and 5:59 P.M.
2. Hours of the day which represented the lowest frequency of accidents were between 3:00 A.M. and 5:59 A.M.
3. The hours between noon and 2:59 P.M. represent the second highest category for all accidents, while the hours between 6:00 P.M. and 8:59 P.M. rate second for fatal accidents.
4. Graph does not include 1,482 cases in which the time of day was not reported.

POINTS OF INTEREST:

1. Friday represented the highest frequency of accidents, with a total of 26,702 accidents.
2. Saturday represented the highest frequency of fatal accidents with 190 of the 810 total fatal accidents. Friday and Sunday also had a relatively high frequency of fatal accidents, with 123 and 122 respectively.
3. The three day period of Friday, Saturday, and Sunday, represent a total of 45% of all accidents and 54% of the fatal accidents.

DAY OF OCCURRENCE

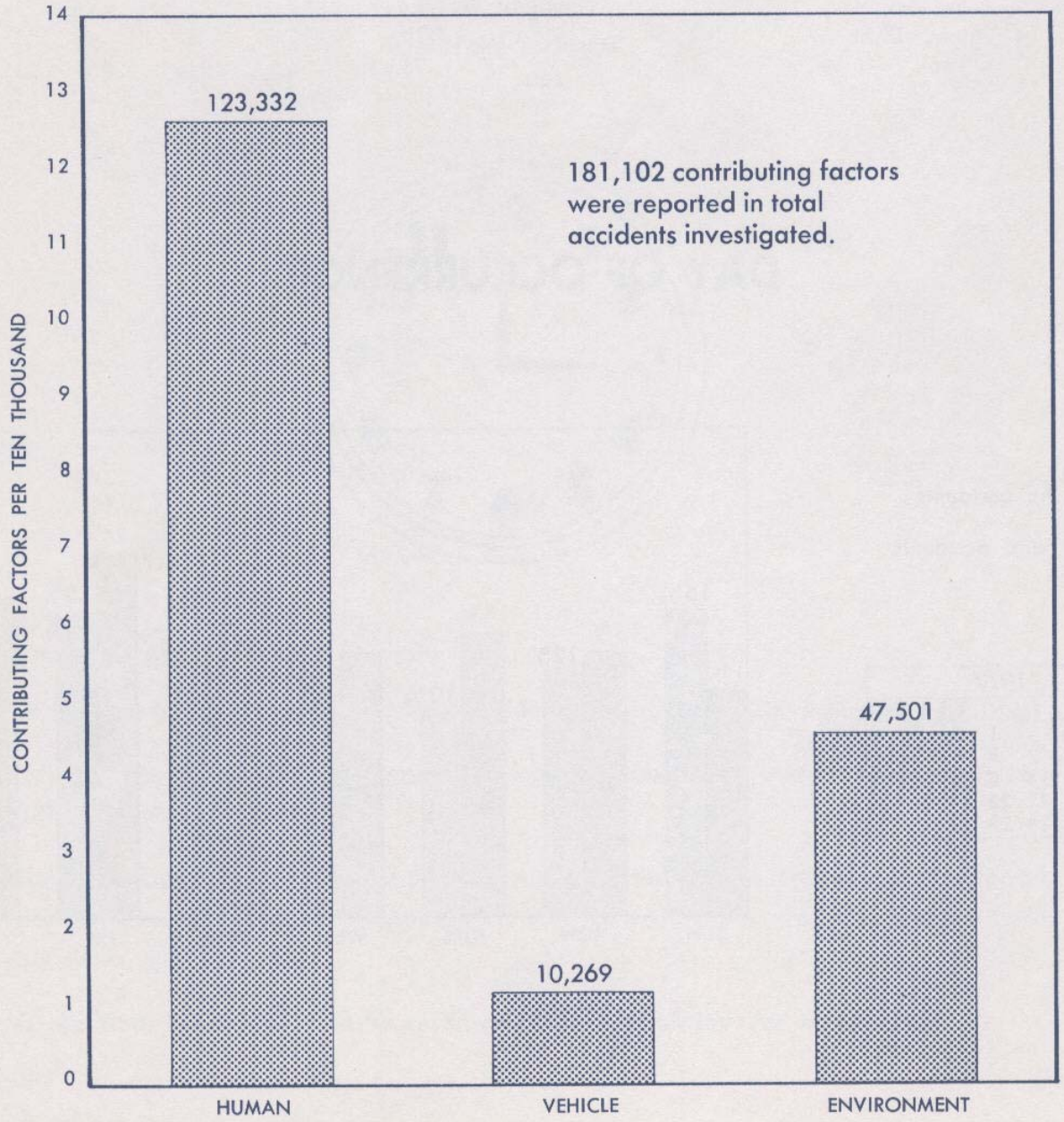


CONTRIBUTING FACTORS

The contributing factors were tabulated from a total of 147,647 police reported accidents. The accidents were investigated by more than 4,000 officers representing over 400 different agencies.

The summary will show that the total number of contributing factors do not coincide with the 147,647 accidents reported. The number of contributing factors will vary from accident to accident for various reasons; (1) investigative techniques applied, (2) evidence visibly available and (3) number of drivers and vehicles involved in the same accident.

RELATIONSHIP OF MAJOR FACTORS TO TOTAL CONTRIBUTING FACTORS REPORTED



CONTRIBUTING FACTORS RECORDED

A. HUMAN

	ALL ACCIDENTS		FATAL ACCIDENTS		NON-FATAL INJURY ACCIDENTS	
	1976	1977	1976	1977	1976	1977
1. Unsafe Speed	12442	14407	256	291	4834	5217
2. Failed To Yield Right Of Way	24968	25883	121	127	4983	5165
3. Following To Close	8412	7778	4	8	1495	1403
4. Improper Passing	2190	2116	15	23	427	382
5. Disregard Traffic Controls	3588	3517	37	30	1047	997
6. Turning Improperly	4217	4059	3	8	488	457
7. Alcohol Involvement	9285	9361	177	183	3641	3723
8. Drug Involvement	384	328	5	2	130	117
9. Sick	177	158	2	1	61	61
10. Fell Asleep	1319	1350	16	14	559	621
11. Lost Consciousness	303	311	3	2	166	181
12. Driver Inattention	31834	33628	89	94	4895	4965
13. Distraction	2268	2257	6	6	513	514
14. Physical Disability	301	266	5	4	79	70
15. Other	15217	17913	95	121	2859	3146
16. None Detected	135398	143045	428	478	22613	23226
17. Not Stated	17256	18779	39	45	1668	1715
Totals	269559	285156	1301	1437	50458	51960

B. VEHICULAR

1. Brakes Defective	3511	3265	11	8	821	776
2. Headlights Defective	102	95	2	1	30	44
3. Other Lighting Defects	391	441	2	5	109	108
4. Steering Failure	650	586	2	2	242	224
5. Tire Failure/Inadequate	1543	1380	24	24	622	504
6. Tow Hitch Defective	169	144	0	0	28	12
7. Over Or Improper Load	195	199	5	0	37	41
8. Oversized Load On Vehicle	139	178	1	0	19	26
9. Other	4126	3981	21	32	790	793
10. None Detected	233302	246742	1014	1122	43139	44455
11. Not Stated	17503	19539	36	38	1729	1842
Totals	261631	276550	1118	1232	47566	48825

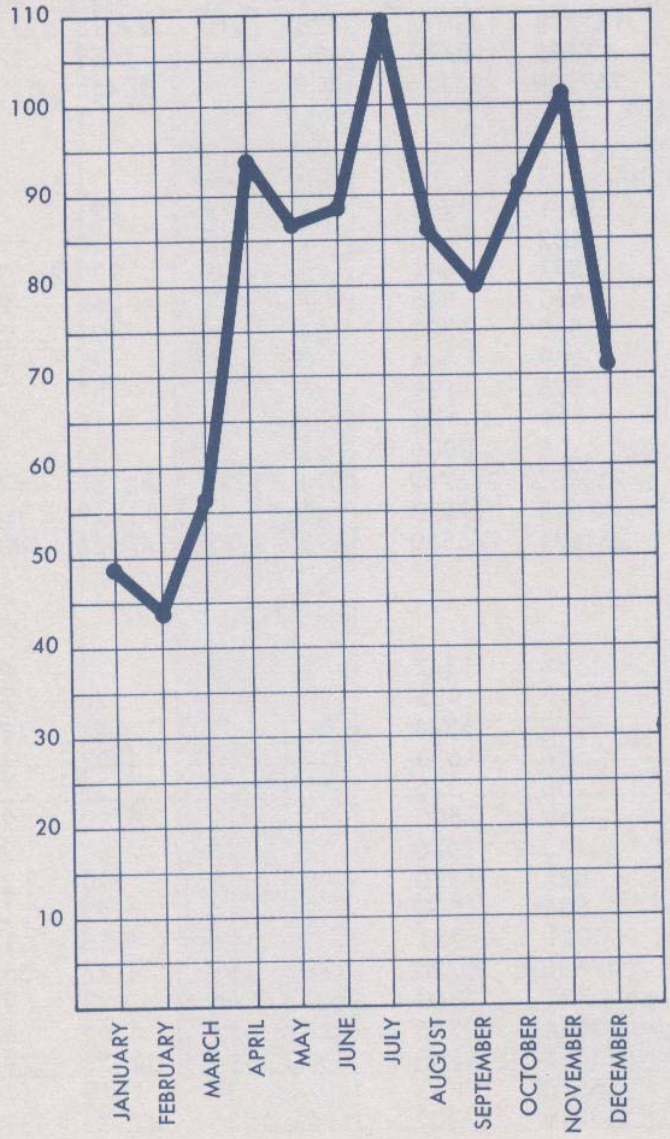
C. ENVIRONMENTAL

1. Animals Action	1551	1447	2	3	312	274
2. Glare	1299	932	9	3	326	234
3. View Obstructed/Limited	5109	5346	36	30	1158	1236
4. Debris In Roadway	537	633	3	4	137	164
5. Improper/Non-Working Traff. Cont.	250	326	2	1	61	82
6. Shoulders Defective	668	690	9	9	239	261
7. Holes/Deep Ruts/Bumps	473	676	2	5	151	200
8. Road Under Construction/Maint.	827	790	0	3	210	215
9. Improperly Parked Vehicle(s)	885	1008	3	4	153	133
10. Fixed Object(s)	841	731	7	4	136	139
11. Slippery Surface	17838	30726	88	99	4117	5579
12. Water Pooling	721	860	4	6	237	203
13. Other	3574	3336	23	24	763	671
14. None Detected	211106	211838	904	999	38053	37812
15. Not Stated	16540	17863	27	39	1679	1780
Totals	262219	277202	1119	1233	47732	48983

FATALITIES BY MONTH

JANUARY	FEBRUARY	MARCH	APRIL	MAY	JUNE
49	44	56	94	87	88

JULY	AUGUST	SEPTEMBER	OCTOBER	NOVEMBER	DECEMBER
110	87	80	91	101	71



In 1977, there were 958 motor vehicle fatalities in Kentucky. Over 38% of these occurred in the spring and summer months between May 1 and August 31. In July alone there were 110 fatalities, an average of little more than 3.5 fatalities per day. The lowest month was February with 44 fatalities, less than half the total for July.

FATALITY CALENDAR

JANUARY

S	M	T	W	T	F	S
						1 8
2 7	3 3	4 1	5 1	6 2	7 2	8 1
9 ★	10 ★	11 ★	12 5	13 1	14 1	15 ★
16 1	17 1	18 2	19 1	20 1	21 1	22 3
23 ★	24 1	25 ★	26 ★	27 ★	28 3	29 1
30 1	31 1					

FEBRUARY

S	M	T	W	T	F	S
		1 1	2 1	3 ★	4 2	5 ★
6 1	7 2	8 2	9 2	10 2	11 3	12 3
13 3	14 2	15 1	16 ★	17 ★	18 2	19 3
20 1	21 1	22 1	23 2	24 ★	25 ★	26 8
27 1	28 ★					

MARCH

S	M	T	W	T	F	S
		1 1	2 ★	3 4	4 3	5 ★
6 1	7 1	8 3	9 2	10 2	11 ★	12 1
13 2	14 1	15 1	16 3	17 1	18 2	19 3
20 ★	21 ★	22 3	23 1	24 6	25 4	26 2
27 1	28 3	29 1	30 1	31 3		

APRIL

S	M	T	W	T	F	S
					1 3	2 2
3 1	4 5	5 3	6 ★	7 2	8 1	9 2
10 6	11 1	12 1	13 3	14 3	15 6	16 5
17 4	18 4	19 1	20 ★	21 4	22 3	23 11
24 3	25 3	26 4	27 4	28 2	29 2	30 5

MAY

S	M	T	W	T	F	S
1 6	2 ★	3 5	4 4	5 4	6 3	7 3
8 5	9 2	10 2	11 1	12 3	13 1	14 6
15 3	16 1	17 1	18 4	19 1	20 6	21 4
22 2	23 1	24 5	25 1	26 4	27 ★	28 6
29 2	30 1	31 ★				

JUNE

S	M	T	W	T	F	S
			1 3	2 1	3 1	4 7
5 5	6 4	7 1	8 2	9 5	10 5	11 6
12 ★	13 3	14 ★	15 4	16 4	17 4	18 3
19 6	20 1	21 ★	22 2	23 3	24 1	25 7
26 2	27 2	28 2	29 3	30 1		

JULY

S	M	T	W	T	F	S
					1 3	2 9
3 4	4 3	5 4	6 7	7 4	8 ★	9 9
10 5	11 1	12 2	13 1	14 3	15 3	16 7
17 3	18 3	19 5	20 3	21 3	22 6	23 2
24 1	25 1	26 1	27 ★	28 3	29 ★	30 5
31 9						

AUGUST

S	M	T	W	T	F	S
	1 1	2 1	3 4	4 1	5 7	6 6
7 2	8 1	9 7	10 3	11 ★	12 3	13 3
14 5	15 3	16 4	17 2	18 2	19 4	20 6
21 2	22 1	23 1	24 4	25 ★	26 1	27 6
28 2	29 3	30 1	31 1			

SEPTEMBER

S	M	T	W	T	F	S
				1 2	2 1	3 3
4 4	5 2	6 1	7 3	8 ★	9 3	10 3
11 ★	12 2	13 1	14 1	15 1	16 4	17 5
18 4	19 6	20 1	21 2	22 2	23 2	24 9
25 6	26 4	27 1	28 3	29 3	30 1	

OCTOBER

S	M	T	W	T	F	S
						1 4
2 5	3 1	4 3	5 3	6 ★	7 1	8 2
9 1	10 4	11 2	12 9	13 ★	14 3	15 4
16 2	17 3	18 2	19 2	20 2	21 5	22 5
23 1	24 2	25 4	26 2	27 2	28 5	29 6
30 4	31 2					

NOVEMBER

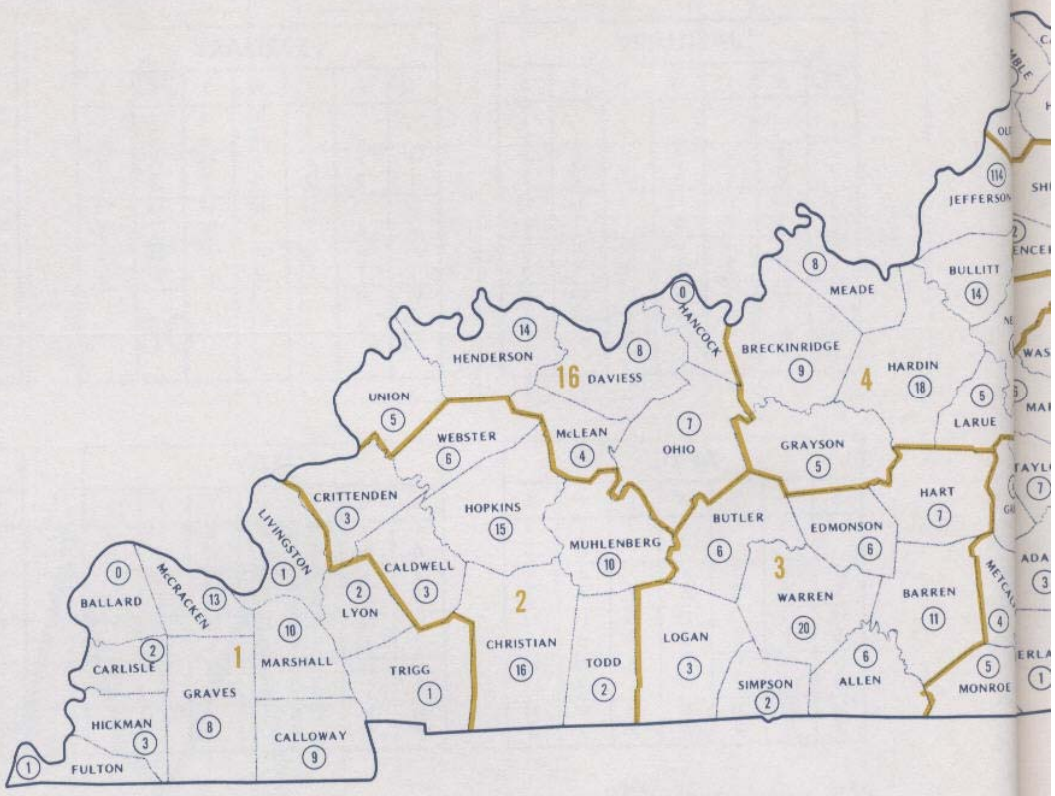
S	M	T	W	T	F	S
		1 5	2 2	3 3	4 4	5 4
6 2	7 6	8 ★	9 2	10 2	11 7	12 9
13 5	14 6	15 1	16 3	17 2	18 2	19 6
20 3	21 2	22 2	23 1	24 3	25 3	26 9
27 1	28 3	29 1	30 2			

DECEMBER

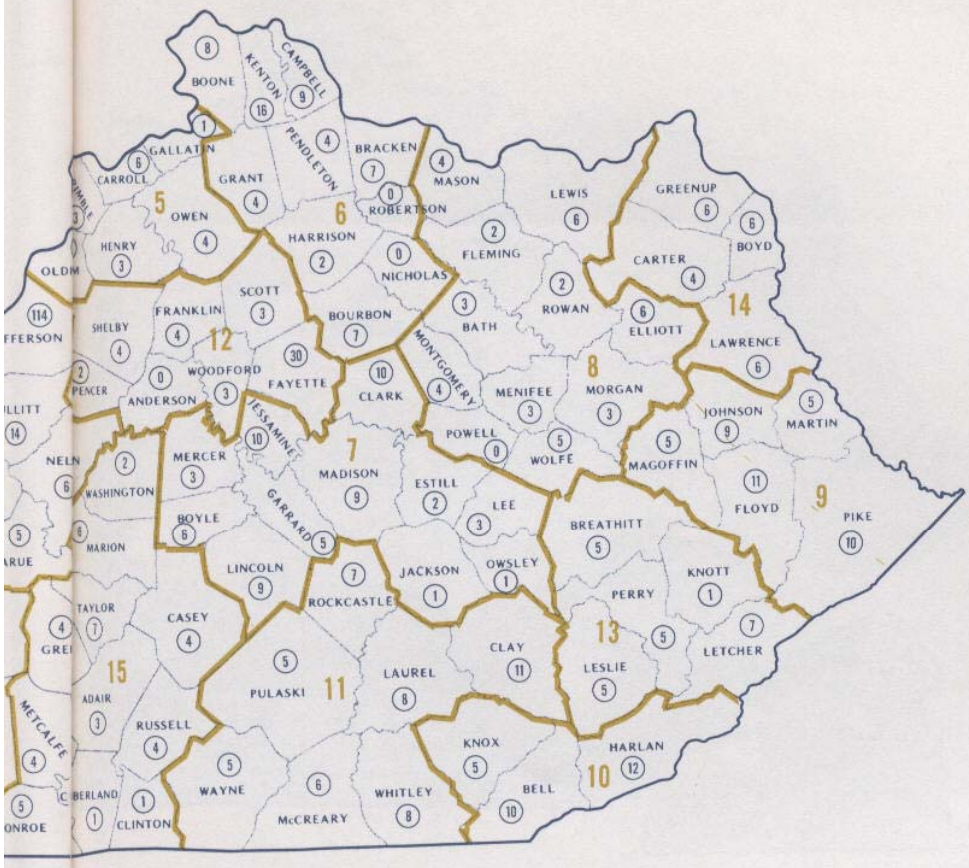
S	M	T	W	T	F	S
				1 2	2 1	3 3
4 3	5 ★	6 1	7 ★	8 3	9 3	10 4
11 4	12 1	13 2	14 3	15 ★	16 ★	17 6
18 4	19 ★	20 2	21 1	22 5	23 2	24 3
25 2	26 1	27 1	28 2	29 2	30 6	31 4

A ★ denotes no fatalities for that day.

FATAL ACCIDENTS BY COUNTY AND KENTUCKY STATE POLICE POST AREA



COMPARISON OF FATAL ACCIDENTS BY POST																	
POST	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	TOTAL
1976	58	59	53	149	17	59	53	28	38	21	50	58	29	24	26	42	764
1977	50	55	61	179	24	57	59	38	40	27	50	46	23	22	41	38	810



FATAL ACCIDENTS IN KENTUCKY IN 1977: 810
PEOPLE KILLED: 958

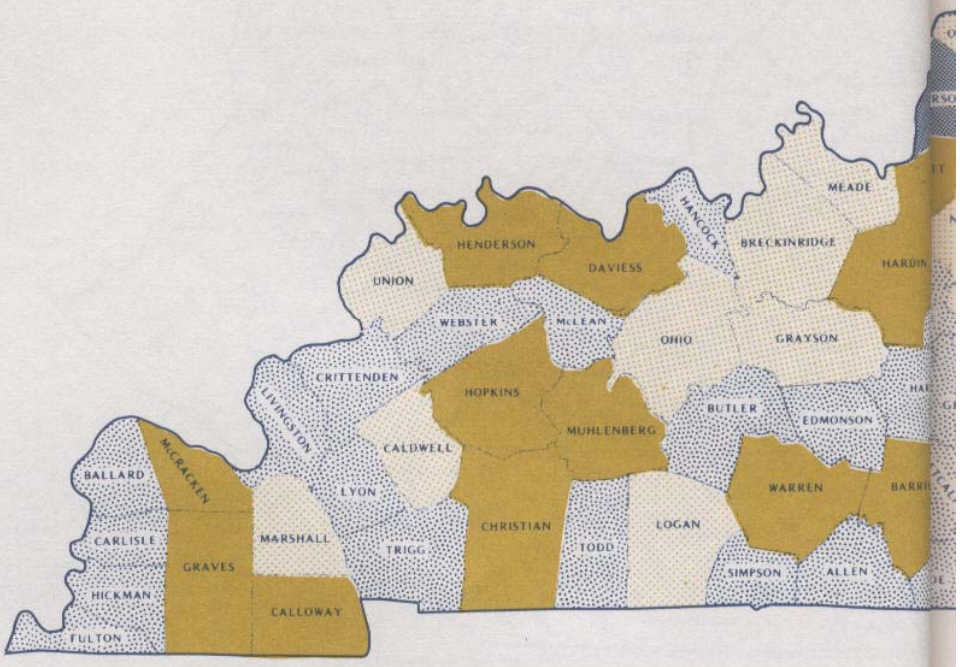
Counties having no fatal accidents:

COUNTY	POPULATION (1970 CENSUS)
*Robertson	2,163
Anderson	9,358
Ballard	8,276
Hancock	7,080
Nicholas	6,508
Powell	7,704

*Robertson county had no fatal accidents for the third consecutive year.

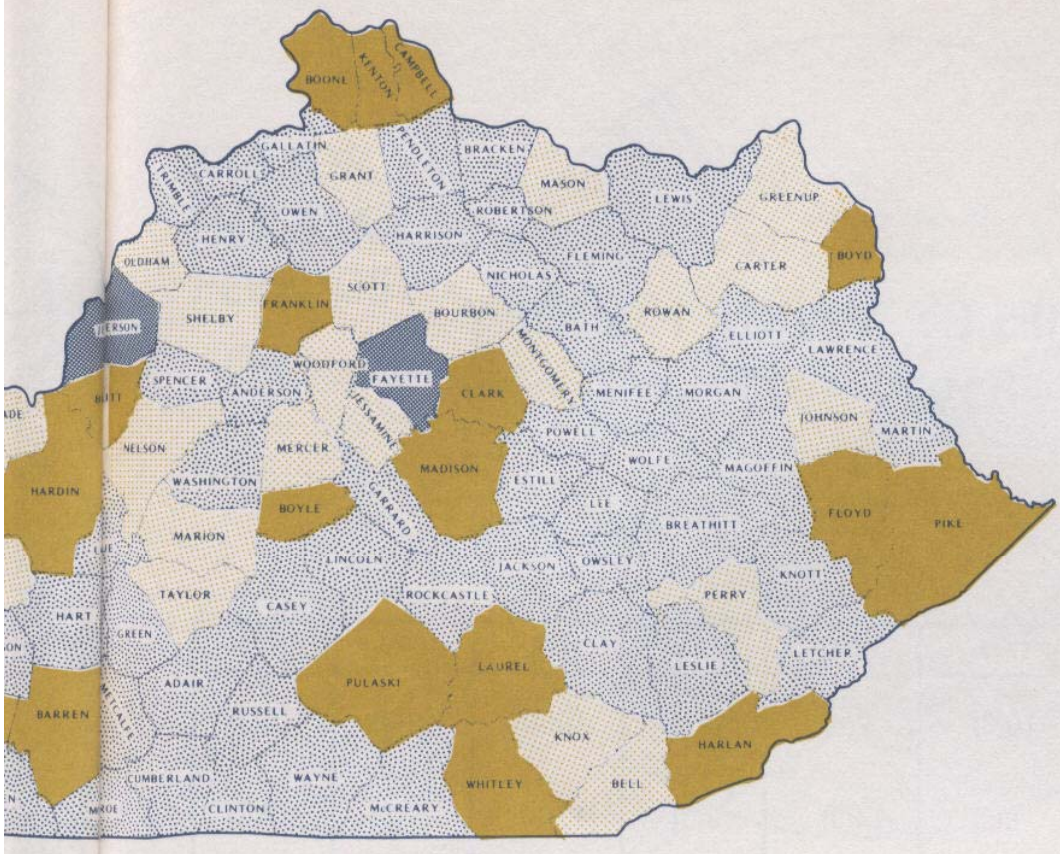
Counties having the most fatal accidents:

COUNTY	# FATAL ACCIDENTS	# KILLED	POPULATION
Jefferson	114	126	695,055
Fayette	30	33	174,323
Warren	20	25	57,432
Hardin	18	22	78,421
Kenton	16	16	129,440
Christian	16	17	56,224
Hopkins	15	21	38,167



TOTAL ACCIDENTS BY COUNTY

- Less than 500
- 500-1,000
- 1,001-10,000
- Over 10,000



TOTAL NUMBER ACCIDENTS IN KENTUCKY IN 1977: 147,647

Counties having the most accidents in 1977:

COUNTY	# ACCIDENTS	POPULATION (1970 CENSUS)
Jefferson	39,537	695,055
Fayette	11,605	174,323
Kenton	8,901	129,440
Daviess	4,780	79,486
Campbell	4,385	88,561
Warren	4,272	57,432

Counties having less than 100 accidents in 1977:

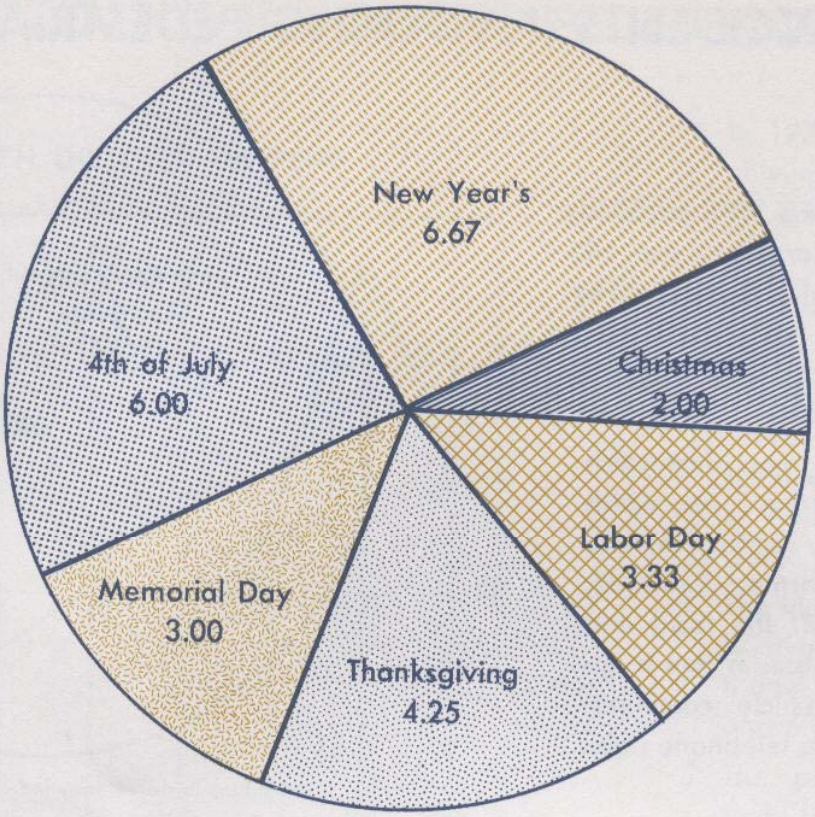
COUNTY	# ACCIDENTS	POPULATION (1970 CENSUS)
Robertson	30	2,163
Bracken	78	7,227
Owsley	84	5,023
Menifee	87	4,050
Cumberland	99	6,850
Spencer	99	5,488

FATALITIES BY MAJOR HOLIDAY
1972-1977

HOLIDAY	1972	1973	1974	1975	1976	1977
NEW YEAR'S total deaths	10(3)	9(4)	3(1)	10(4)	9(4)	20(3)
MEMORIAL DAY total deaths	8(3)	14(3)	3(3)	13(3)	9(3)	9(3)
FOURTH OF JULY total deaths	14(4)	5(1)	11(4)	19(3)	18(3)	18(3)
LABOR DAY total deaths	16(4)	10(3)	5(3)	4(3)	6(4)	10(3)
THANKSGIVING total deaths	13(4)	16(4)	7(4)	8(4)	11(4)	17(4)
CHRISTMAS total deaths	8(3)	8(4)	7(1)	10(4)	7(3)	6(3)

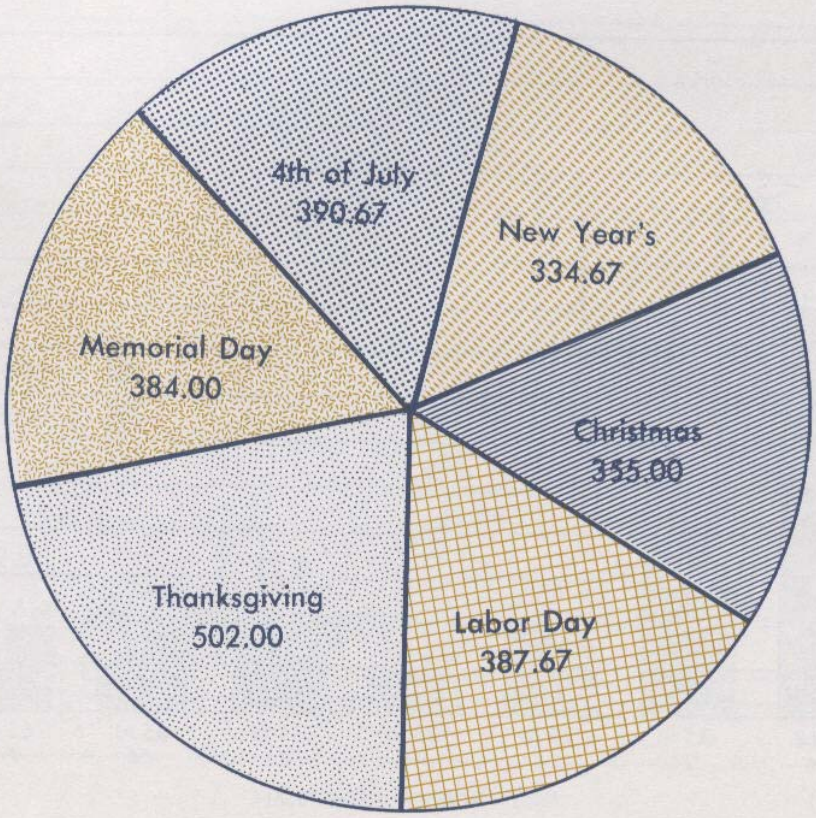
Figures in parenthesis show number of full days in each holiday period. Deaths are for these days plus the last six hours of the preceding day.

MAJOR HOLIDAY PERIODS



DEATHS PER DAY

MAJOR HOLIDAY PERIODS

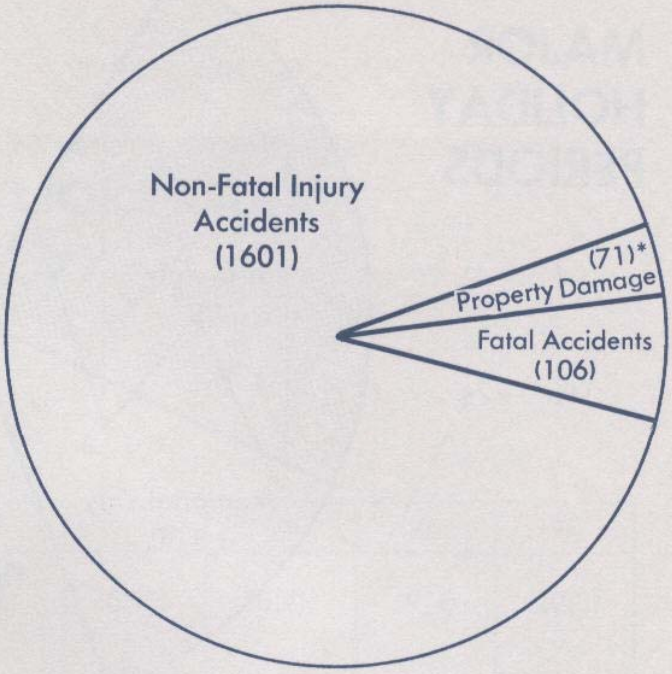


ACCIDENTS PER DAY

ACCIDENTS INVOLVING PEDESTRIANS

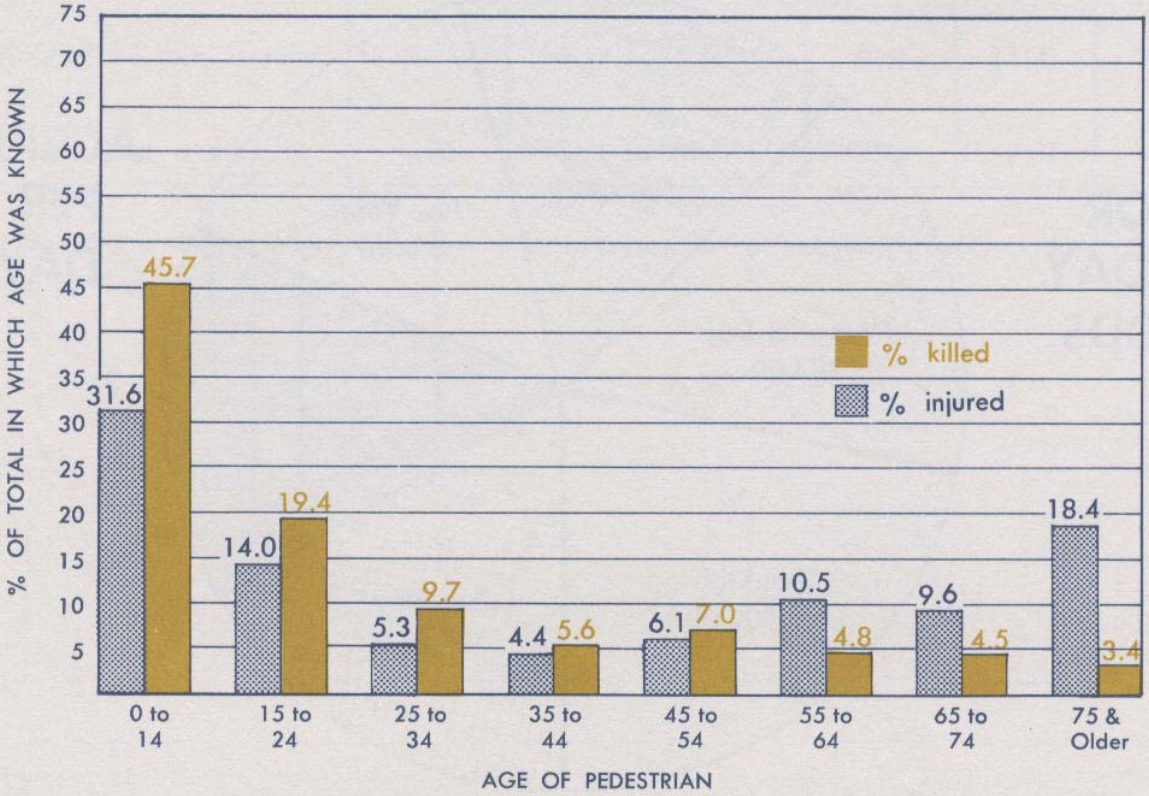
In 1977, there were 1778 accidents involving pedestrians. Of those, 106 (6.0%) were fatal accidents, killing 115 people. An additional 1692 people were injured in accidents involving pedestrians.

*A property damage accident which involves a pedestrian is one which results in property damage but the pedestrian is unharmed. Example: A car swerves off the road and hits a pedestrian (pedestrian is unharmed). The vehicle continues, and collides with a telephone pole.



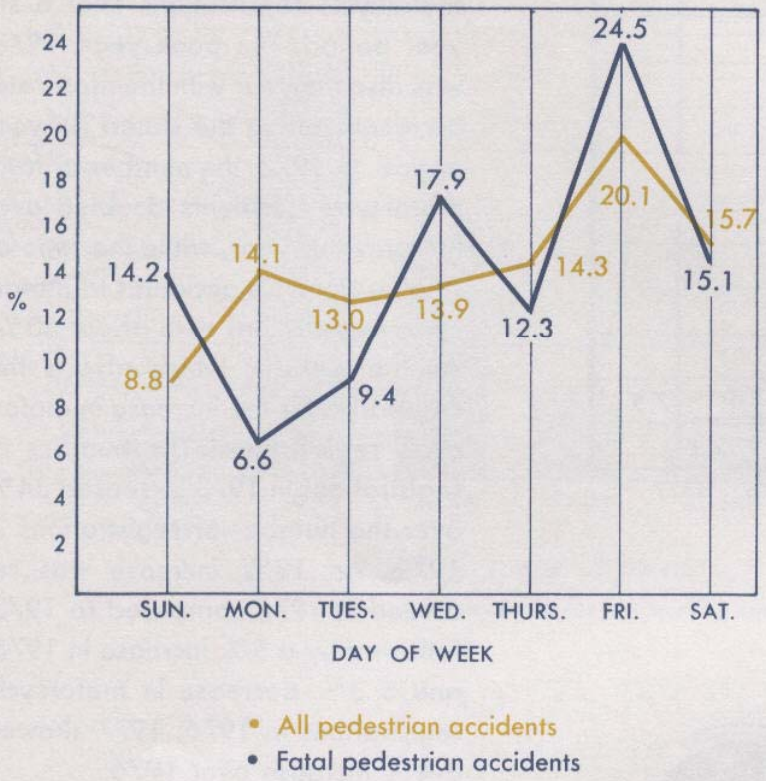
Numbers in parenthesis indicate number of accidents.

AGE OF PEDESTRIANS KILLED OR INJURED

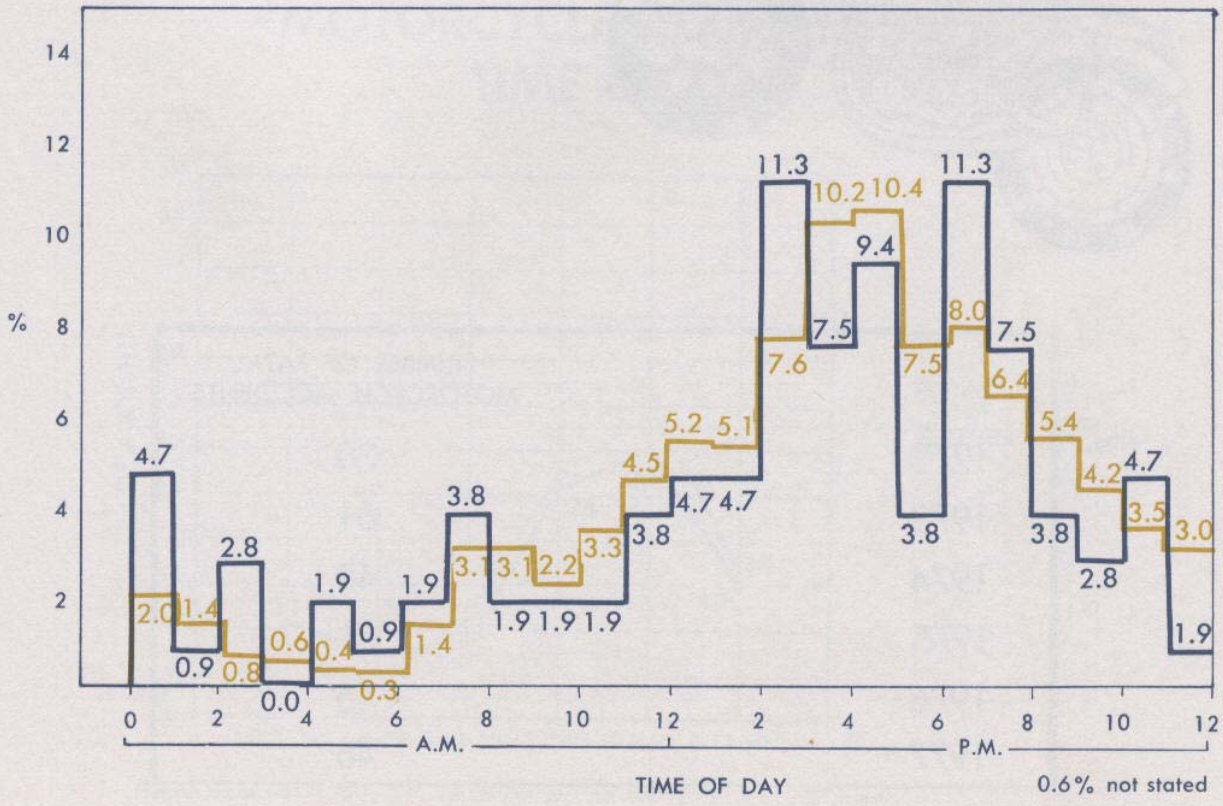


ACCIDENTS INVOLVING PEDESTRIANS

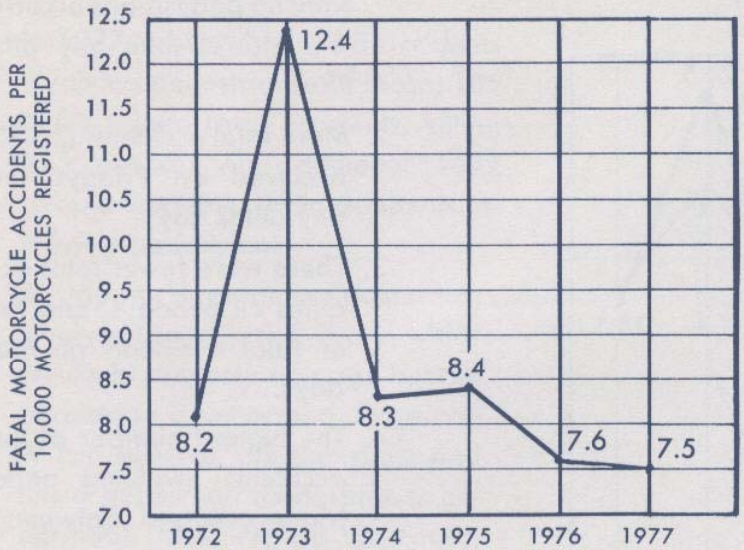
WHEN DO THEY HAPPEN?



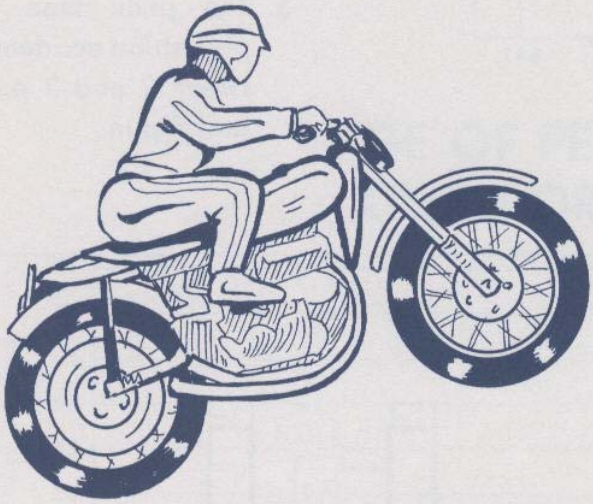
1. In 1977 more accidents involving pedestrians occurred on Fridays than any other day.
2. More fatal accidents (24.5%) occurred on Fridays than any other day.
3. There were fewer total accidents on Sundays, and fewer fatal accidents on Mondays.
4. The highest number of total accidents involving pedestrians occurred between 4 and 5 p.m.
5. The peak time for fatal pedestrian accidents was between 2 and 3 p.m. and 6 and 7 p.m.



MOTORCYCLE STATISTICS

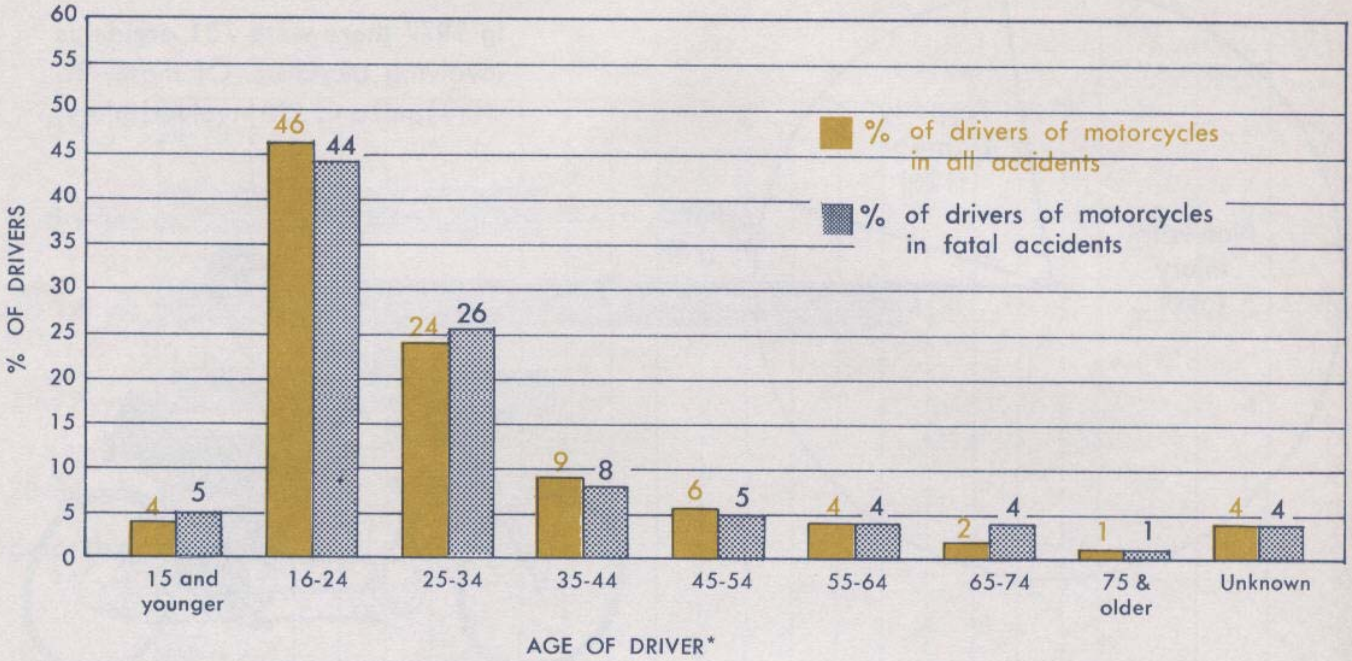


This graph represents a ratio of fatal motorcycle accidents compared to motorcycle registrations over a six year period. The peak year, 1973, was also the year with the most fatal accidents during the stated six year period. In 1973, the number of fatal motorcycle accidents doubled over the previous year, while the ratio of fatal motorcycle accidents to motorcycle registrations rose about 50%. Another statistic which affects this comparison is the increase in motorcycle registrations. The number of registrations in 1973 increased 34% over the number of registrations in 1972. An 18% increase was recorded in 1974 compared to 1973, followed by a 5% increase in 1975, and a 3% decrease in motorcycle registrations in 1976. 1977 showed a 4% increase over 1976.



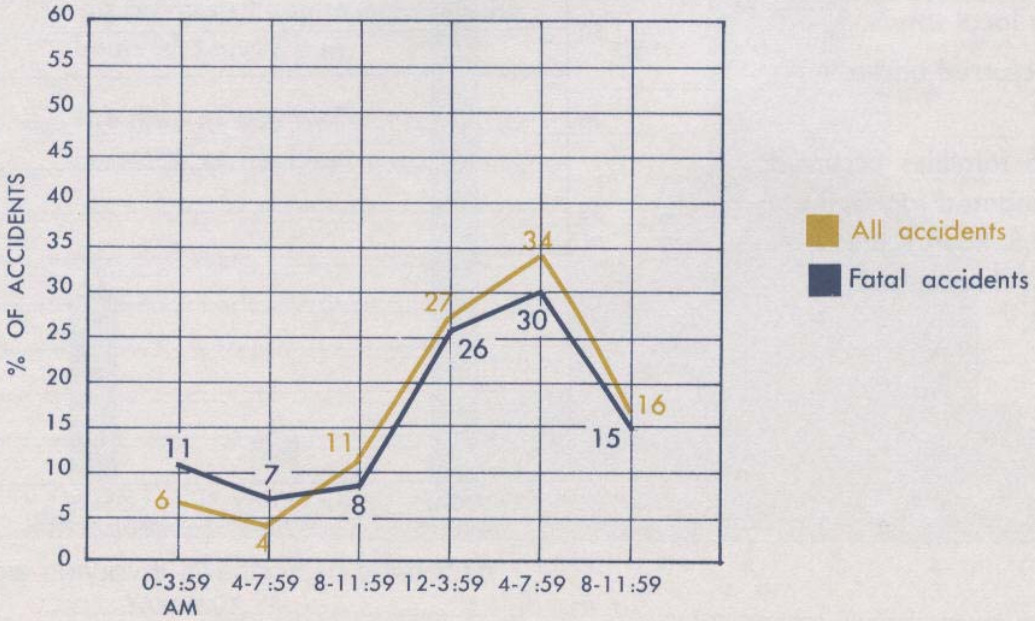
YEAR	NUMBER OF FATAL MOTORCYCLE ACCIDENTS
1972	30
1973	61
1974	48
1975	51
1976	45
1977	46

MOTORCYCLE ACCIDENTS BY AGE OF DRIVER



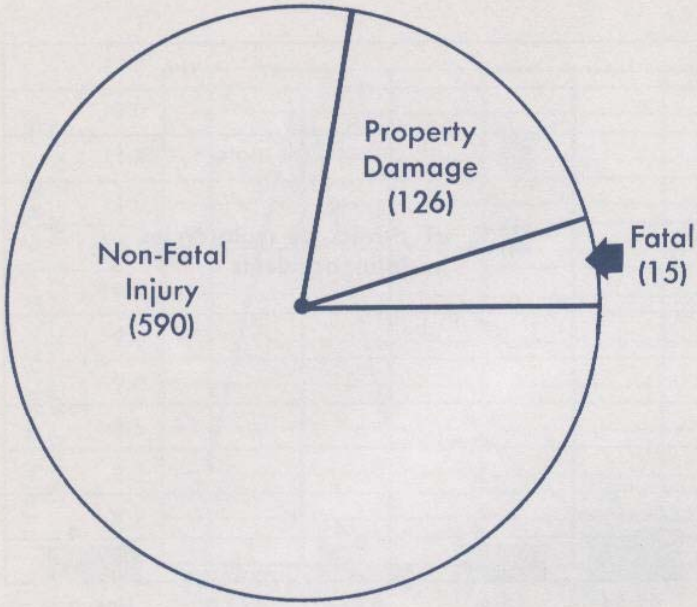
*Note that all age groups do not consist of an equal number of years.

MOTORCYCLE ACCIDENTS BY TIME OF DAY

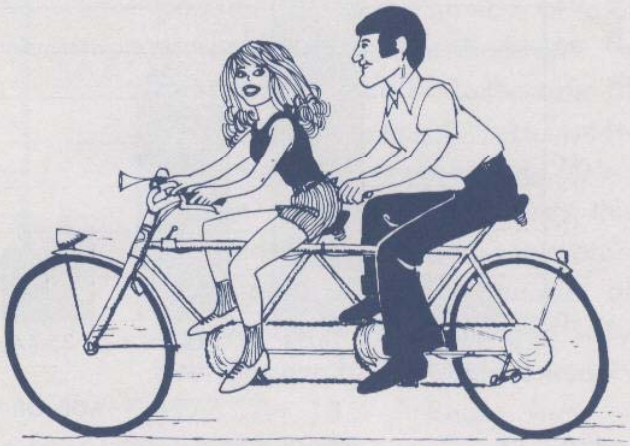


Graph does not include 1% of all motorcycle accidents or 2% of fatal motorcycle accidents where the time of day was not known.

ACCIDENTS INVOLVING BICYCLISTS



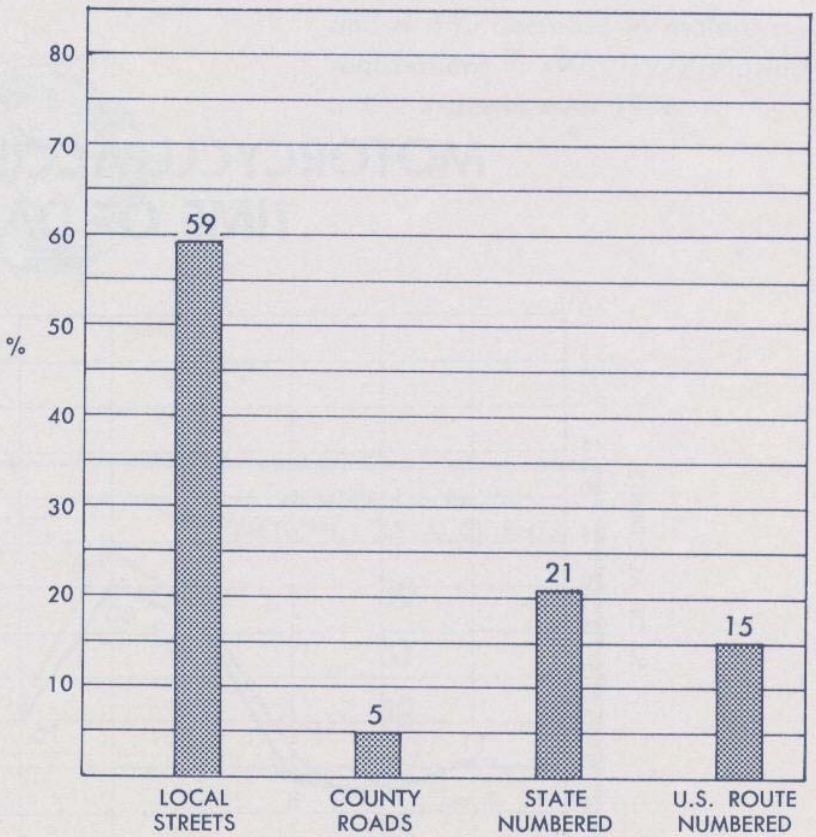
In 1977 there were 731 accidents involving bicyclists. Of these, 15 were fatal and 590 involved injury.



Almost 59% of these accidents occurred on local roads.

Only one occurred on an interstate.

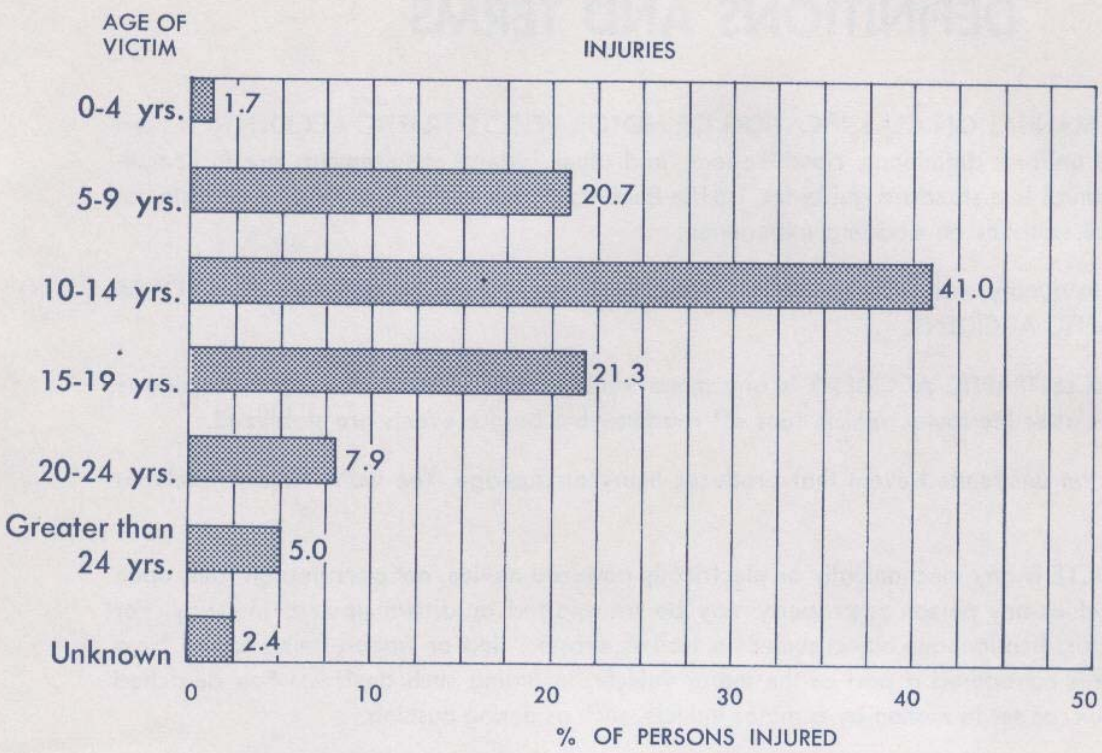
4 of the 15 fatalities occurred on state numbered roads, 3 occurred on U.S. Routes, and 7 on local roads. 1 occurred on a county road.



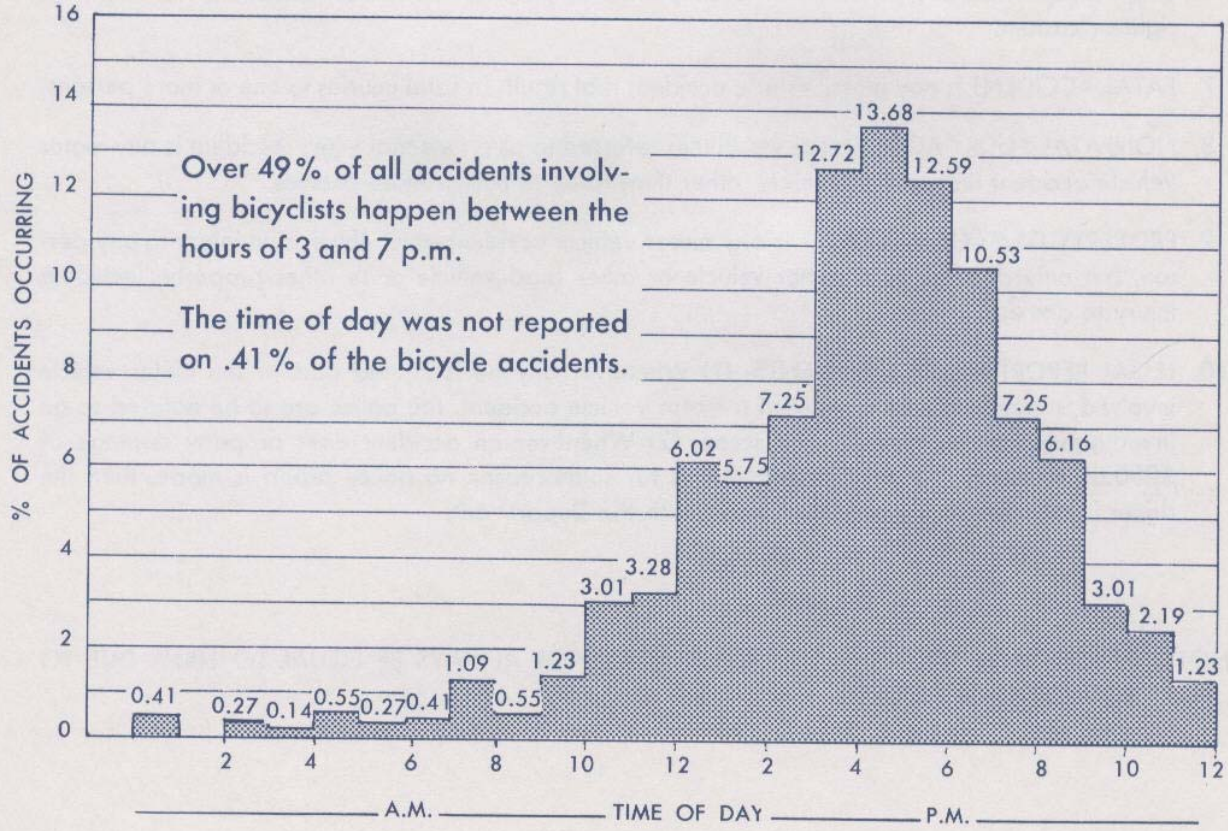
PERCENTAGE OF ACCIDENTS INVOLVING BICYCLISTS BY ROADWAY

ACCIDENTS INVOLVING BICYCLISTS

Over 63% of all motor vehicle injuries and 60% of the fatalities involving bicyclists occur in the age groups between 0-14 years old.



FATALITIES FEMALE	FATALITIES MALE
—	—
2	2
—	5
—	5
—	1
—	—
—	—
2	13



DEFINITIONS AND TERMS

1. The national MANUAL ON CLASSIFICATION OF MOTOR VEHICLE TRAFFIC ACCIDENTS is used to insure that uniform definitions, classifications, and other federal requirements are in compliance. The manual is a standard guide for Traffic Records to use in the classification of data for compilation of statistics on accident experience.

2. For a report to qualify under the current program regulations, it must be classified as a MOTOR VEHICLE TRAFFIC ACCIDENT.

3. MOTOR VEHICLE TRAFFIC ACCIDENT is any motor vehicle accident that occurs on a trafficway or that occurs after the motor vehicle runs off roadway but before events are stabilized.

4. ACCIDENT is an unintended event that produces injury or damage. The word "injury" includes "fatal injury".

5. MOTOR VEHICLE is any mechanically or electrically powered device, not operated on rails, upon which or by which any person or property may be transported or drawn upon a highway. For purposes of classification, any object such as a trailer, coaster, sled or wagon being towed by a motor vehicle is considered a part of the motor vehicle, including such devices when detached while in motion, or set in motion by a motor vehicle, such as during pushing.

6. TRAFFICWAY is 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 a matter of right or custom.

7. FATAL ACCIDENT is any motor vehicle accident that results in fatal injuries to one or more persons.

8. NONFATAL INJURY ACCIDENT or sometimes referred to as a Personal Injury Accident is any motor vehicle accident that results in injury, other than fatal, to one or more persons.

9. PROPERTY DAMAGE ACCIDENT is any motor vehicle accident which there is no injury to any person, but only damage to a motor vehicle or other road vehicle or to other property, including injury to domestic animals.

10. LEGAL REPORTING REQUIREMENTS: (1) Whenever anyone is injured and/or the motor vehicle involved is inoperable as a result of a motor vehicle accident, the police are to be notified so an investigation can be made at the scene. (2) Whenever an accident does property damage of $200.00 or more, or injury is involved and for some reason no police report is made, then the driver is required to file a written report with the Department.

NOTE: PERCENTAGE TOTALS IN THIS REPORT MAY NOT ALWAYS BE EQUAL TO 100% DUE TO ROUNDING OF FIGURES.

KENTUCKY STATE POLICE

Prepared by

Traffic Records Unit

BUREAU OF STATE POLICE