

Kentucky

Speed Limits: 1994 and 2004

State	Limited Access Rural Interstates		Limited Access Urban Interstates		Other Limited Access Roads		Truck Speed (Y or N)
	1994	2004	1994	2004	1994	2004	
Kentucky	65	65	65	65	65	65	N

Kentucky reported that the speed limits shown above only apply to interstates and state parkways. All other roads have a maximum speed limit of 55 mph. Trucks do not have a separate speed limit.

Speeding-related Data

Kentucky collects speeding-related crash data through exceeded stated speed limit, not under proper control and driving too fast for conditions data elements. Aggressive driving data is not collected and aggressive driving is not defined in state statute. However, reckless driving is defined by statute and relates to the safe operation of a vehicle: the operator of any vehicle upon a highway shall operate the vehicle in a careful manner, with regard for the safety and convenience of pedestrians and other vehicles upon the highway.

Data are not available on the proportion of fatal and injury crashes where speeding was a factor, as Kentucky law does not allow issuing a citation for a moving hazardous violation that does not occur in the officer's presence (with the exception of impaired driving laws).

Speeding-related citation data, however, is available from state police records. Kentucky reported 130,919 speeding citations were issued in 2001. The number was 129,124 in 2002, and 96,787 in 2003. Data was not available to identify or support conclusions of over representation by any specific geographic area, race, ethnic group, gender, age or other grouping.

Efforts to Reduce Excessive Speeding

Although Kentucky's state highway safety office places a priority on reducing speeding and speeding-related crashes, and includes speeding as an element in police traffic services grants, the grants address numerous unsafe driving behaviors, only one of which is speeding. Grant applications are scrutinized to ensure they are utilizing crash data to locate speeding-related high-crash locations. The Selective Traffic Enforcement Program (STEP) with the state police is also designed to curb unsafe driving behaviors, one of which is speeding. STEP utilizes unmarked vehicles to support the program.

Kentucky does not utilize state dollars for specific speeding-related activities. State funds are used for general enforcement activities, including speeding-related enforcement. The state highway safety office estimated 11.5 percent of funds were committed to reducing speed in 2003. That estimated percentage increased in 2004 to 15.4 percent. The estimate for 2005 expenditures was 14.9 percent.

Speed and/or aggressive driving efforts in Kentucky have been successful. For the five-year period (1999-2003), speeding-related crashes represented 7.0 percent of all crashes, 10.3 percent of injury crashes, and 22.0 percent of fatal crashes. The number of speeding-related fatal crashes decreased by 5.2 percent in 2003 compared to the previous four-year average.

Public Perception

Kentucky's state highway safety office felt a common perception is that motorists can travel under 10 miles over the posted limit and not receive a citation.