

# Kentucky's roadmap to safer highways



– strategic opportunities to reduce fatalities and serious injuries



Kentucky has lost 4,478 people in motor vehicle crashes in the past five years. The deaths and injuries from these crashes are a serious public health concern and are not conducive to the high quality of life expected in the Commonwealth of Kentucky.



September 2006



COMMONWEALTH OF KENTUCKY  
OFFICE OF THE GOVERNOR

ERNIE FLETCHER  
GOVERNOR

September 28, 2006

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FRANKFORT, KY 40601  
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Mr. Jose M. Sepulveda  
Division Administrator (HAD-KY)  
U.S. Department of Transportation  
Federal Highway Administration  
Frankfort, KY 40601

Dear Mr. Sepulveda:

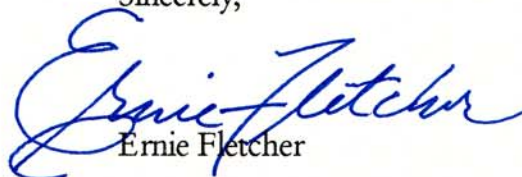
It is a pleasure to submit the Kentucky Strategic Highway Safety Plan, "Kentucky's Roadmap to Safer Highways," for your review and consideration. The plan is submitted to you as required by the Safe, Accountable, Flexible, Efficient Transportation Equity a Legacy for Users Act (SAFETEA-LU).

Since 2000, Kentucky has lost 4,478 people in motor vehicle crashes. In fact, 2005 was the most deadly year on Kentucky's roadways in over thirty years with 985 fatalities. To address this serious public health concern, my administration, through the Governor's Executive Committee on Highway Safety, developed "Kentucky's Roadmap to Safer Highways." The plan serves as an umbrella guide to increase coordination, communication and cooperation among state, federal and local agencies, non-profit organizations, and other highway safety advocates.

The overall goal seeks to reduce the number of highway fatalities to no more than 700 by December 31, 2008. To achieve this goal, the following emphasis areas have been identified: impaired driving, lane departure, Drive Smart safety corridors, aggressive driving, young drivers, occupant protection, incident management, commercial vehicle safety, traffic records, and legislative issues. With this strategic plan, Kentucky can reduce these preventable tragedies and provide a better quality of life for all Kentuckians.

Thank you for your consideration and continued support.

Sincerely,

  
Ernie Fletcher



U.S. Department  
of Transportation  
**Federal Highway  
Administration**

Kentucky Division Office  
Jose Sepulveda, Division Administrator

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Frankfort, KY 40601  
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September 29, 2006

Mr. William Nighbert, Secretary  
Kentucky Transportation Cabinet  
200 Mero Street, Room 613  
Frankfort, Kentucky 40622

**Subject: Kentucky Transportation Cabinet Strategic Highway Safety Plan**

Dear Mr. Nighbert:

This letter serves as the Federal Highway Administration's acceptance of the process Kentucky followed to develop and implement Kentucky Transportation Cabinet's SHSP. The process Kentucky followed is in compliance with the requirements set forth in SAFETEA-LU, Title 23, U.S.C. §148. Kentucky Transportation Cabinet is now eligible to obligate federal-aid safety apportionment under the terms of Title 23, U.S.C. §148 and will receive an annual increase in Kentucky's HSIP apportionment as granted by Congress starting in FY 2008. Acceptance of Kentucky's SHSP also positions the Department of Transportation to potentially take advantage of the flexibility Congress intended within SAFETEA-LU. This allows KYTC to use up to 10% of the HSIP apportionment on non-infrastructure safety improvement projects such as the Safety Circuit Rider and Drive Smart Programs.

Kentucky's consultation process was inclusive of the following key safety stakeholders that represent the Governor's Executive Committee on Highway Safety: Kentucky Transportation Cabinet, Cabinet for Health Services, Governor's Highway Safety Program, Kentucky State Police, Kentucky Vehicle Enforcement, University of Kentucky Transportation Research Center, Federal Highway Administration, Federal Motor Carrier Safety Administration, Kentucky Sheriff's Association, Kentucky Chiefs of Police Association, Mothers Against Drunk Driving, University of Kentucky Injury Prevention and Research Center, Board of Emergency Medical Services, Kentucky Office of Insurance, Kentucky Motor Transport Association, Administrative Office of the Courts, Alcoholic Beverage Commission, and the National Safety Council. Consultation with regional and metropolitan planning organizations and Operation Lifesaver were also included during the development of the plan.

In the development of the SHSP, the Transportation Cabinet's Traffic Safety Data Service conducted data analysis on all public roads and provided the data to the Executive Committee and the State Traffic Safety Administrator of the Department of Transportation Safety for identification and prioritization of emphasis areas. Emphasis Area Teams were formed by the



Executive Committee to address specific concerns for impaired driving, lane departure, safety corridors, aggressive driving, young drivers, incident management, occupant protection, commercial vehicle safety, traffic records, and legislative issues. These teams identified and developed strategies through the data-driven process and recommended performance-based action plans for each particular emphasis area. Each Emphasis Area Team strategies and implementation plans were submitted and approved by the Executive Committee.

The SHSP is intended to provide guiding direction for all of the State's transportation safety partners and to better align their safety efforts. The real work begins with implementation. As essential as the collaborative process is in the development of the SHSP, it is critical for the collaborative process to be sustained and expanded. Attention to the SHSP should not end with the initial development phase. Following through with the implementation of those programs and strategies identified in the SHSP will make the real difference.

We would like to commend you and your staff for the broad based participation and thoroughness of Kentucky's SHSP. Should you have any questions, do not hesitate to contact any of us or our FHWA Safety Specialist, Tony Young, at (502) 223-6751.

Sincerely yours,

  
for Jose Sepulveda  
Division Administrator

cc: Tim Hazlette, Commissioner of Transportation Safety  
Marc Williams, Commissioner of Highways  
Boyd Sigler, State Traffic Safety Administrator



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## Executive Summary

Kentucky has lost 4,478 people in motor vehicle crashes in the past five years, since 2000. The deaths and injuries from these crashes are a serious public health concern and are not conducive to the high quality of life expected in the Commonwealth of Kentucky.

The Governor's Executive Committee on Highway Safety was established to address this serious public health concern. The Governor's Executive Committee on Highway Safety is an executive level, multi-agency group of highway safety advocates who serve with "one voice" on Kentucky highway safety issues.

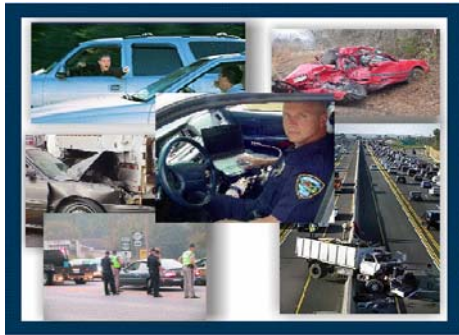
Kentucky is participating in a national effort to reduce these preventable tragedies. **Kentucky's Roadmap to Safer Highways** is a focused plan which outlines strategic opportunities to reduce fatalities and serious injuries on our roadways. This plan has been developed in partnership with the members of the agencies which make up the Governor's Executive Committee on Highway Safety.

Kentucky's Roadmap to Safer Highways will serve as an umbrella guide to increase coordination, communication and cooperation among state, federal and local agencies, non-profit organizations and other highway safety advocates. The Governor's Executive Committee on Highway Safety is charged with leading the statewide implementation effort and effectively deploying strategies outlined in the Roadmap.

Prior to the development of Kentucky's Roadmap to Safer Highways, the Governor's Executive Committee on Highway Safety reviewed highway safety data to identify major causes for these fatalities and injuries. The data revealed a number of opportunity areas for which further exploration and data mining was needed. These became the Emphasis Areas for which strategies, implementation plans and evaluation plans would be developed.

A web site outlining Kentucky's Integrated Safety Management Process and Kentucky's Roadmap to Safer Highways was created to inform stakeholders and the public of the progress toward reducing fatalities and injuries.

<http://highwaysafety.ky.gov>



## Governor's Executive Committee on Highway Safety

**Tim Hazlette, Chair**, Commissioner of Transportation Safety, Kentucky Transportation Cabinet

**Marc D. Williams, P.E.**, Commissioner of Highways, Kentucky Transportation Cabinet

**Roy Mundy**, Commissioner of Vehicle Regulation, Kentucky Transportation Cabinet

**Doug Hogan**, Executive Director of Public Affairs, Kentucky Transportation Cabinet

**Dan Barnett**, Director, Division of Traffic Safety Research & Education, Kentucky Transportation Cabinet

**Duane Thomas, P.E.**, Director, Division of Traffic Operations, Kentucky Transportation Cabinet

**Nancy Albright, P.E.**, Director, Division of Maintenance, Kentucky Transportation Cabinet

**Boyd T. Sigler**, State Traffic Safety Administrator, Kentucky Transportation Cabinet

**Greg Howard**, Commissioner, Kentucky Vehicle Enforcement

**Jack Adams**, Commissioner, Kentucky State Police

**Capt. Eric Walker**, Commander, Governor's Highway Safety Program

**Jose Sepulveda**, Division Administrator, Federal Highway Administration

**Pamela Rice**, Division Administrator, Federal Motor Carrier Safety Administration

**William D. Hacker, M.D.**, Commissioner, Department of Public Health

**Melinda Wheeler**, Director, Administrative Office of the Courts

**Paul Toussaint**, Director, University of Kentucky Transportation Center

**Sheriff Bruce Hampton**, President, Kentucky Sheriff's Association

**Craig Birdwhistell**, President, Kentucky Chiefs of Police Association

**Brian Bishop**, Executive Director, Kentucky Board of Emergency Medical Services

**Julie McPeak**, Executive Director, Kentucky Office of Insurance

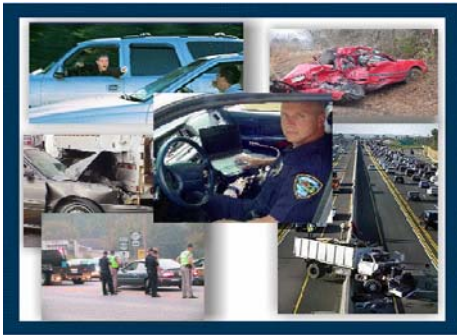
**Ned Sheehy**, President, Kentucky Motor Transport Association

**Angela Criswell**, State Executive Director, Mothers Against Drunk Driving

**Greg Conley**, Director, National Safety Council, Kentucky Office

**Julia Costich, PhD.**, Director, Kentucky Injury Prevention & Research Program

**Lavoyed Hudgins**, Executive Director, Kentucky Office of Alcoholic Beverage Control



## Mission, Vision, Goal

### Mission

To reduce Kentucky's highway fatalities and injuries

### Vision

Through public and private partnerships, achieve the most improved and sustainable downward trend in highway fatalities and injuries in the nation.

### Goal

To reduce the number of highway fatalities to no more than 700 by December 31, 2008

**On Kentucky's highways:**

**A fatality occurs every 9 hours.**

**An injury occurs every 11 minutes.**

**A crash occurs every 4 minutes.**

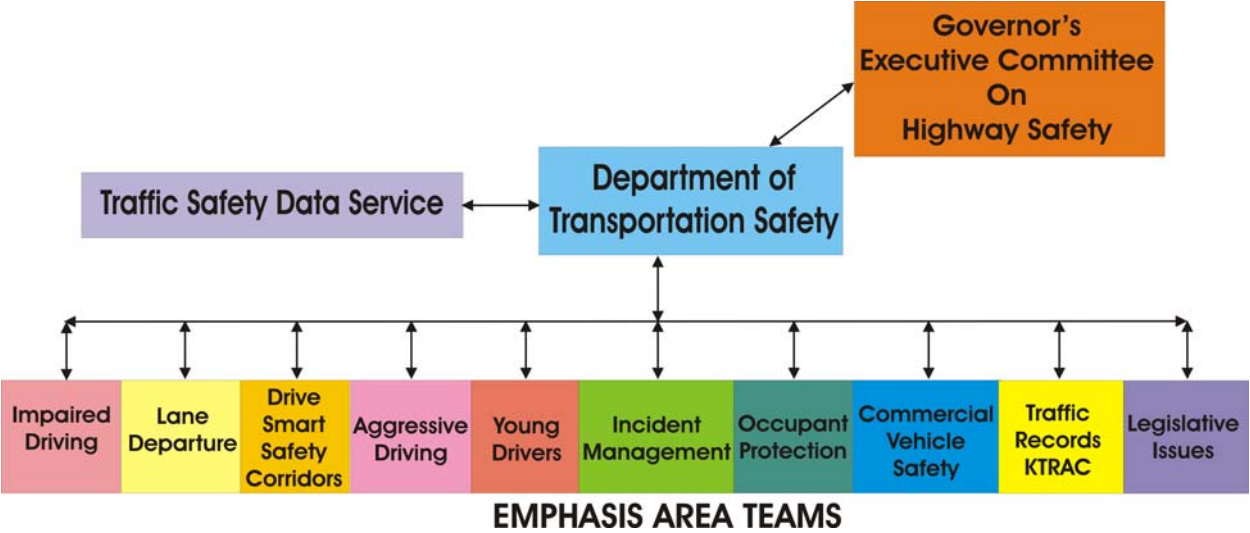






# Kentucky's Safety Management

Kentucky follows the Integrated Safety Management Process, and has the following relationship structure.



## Governor's Executive Committee on Highway Safety

To combat the epidemic of highway fatalities and injuries occurring on Kentucky's highways, the Governor's Executive Committee on Highway Safety was established. The Executive Committee has the responsibility to create an integrated and strategic highway safety management program that is data-driven and performance-based. The Executive Committee also coordinates the development and implementation of goals and supporting actions, facilitates the acquisition of needed resources and provides whatever additional support is needed.

## Department of Transportation Safety

The Department of Transportation Safety is responsible for the day-to-day operations of Kentucky's Highway Safety Management Program. The Department serves as the focal point and staff to the Executive Committee, provides requested information to the Executive Committee and the Emphasis Area Task Teams, manages the operation of the Traffic Safety Data Service, and manages and coordinates the Task Teams in the development of various strategies.

## Traffic Safety Data Service

The Department of Transportation Safety's Traffic Safety Data Service conducts data analysis and provides highway safety information to the Executive Committee and the Department for identification and prioritization of emphasis areas. The Traffic Safety Data Service also provides traffic safety data and information to the emphasis area teams for an informed data driven decision process and evaluation of implemented strategies.

## Emphasis Area Task Teams

Emphasis Area Teams are formed by the Executive Committee to address specific concerns for reducing fatalities and injuries on Kentucky's highways. These teams identify or develop innovative strategies, through the data-driven process, and recommend performance-based action plans to address the particular emphasis area. They work in concert with the Department of Transportation Safety and the Traffic Safety Data Service. Each Emphasis Area Team submits strategies and implementation plans to the Executive Committee for approval.

## Existing State Plans, Programs and Funding

Guidance to supplement SAFETEA-LU Requirements was prepared by the Federal Highway Administration in cooperation with NHTSA, FMCSA, FTA and FRA. The guidance provides that the Strategic Highway Safety Plan will be developed by the state Department of Transportation and should be based on components of existing state plans:

- Highway Safety Improvement Program (HSIP)(FHWA)
- Highway Safety Plan (HSP)(NHTSA)
- Motor Carrier Safety Assistance Program (MCSAP)(FMCSA)
- Commercial Vehicle Safety Plan (CVSP)(FMCSA)
- Traffic Records Coordinating Committee Strategic Plan for Data Improvement(KTRAC)
- Statewide and metropolitan long range transportation Plans

Funding sources from the above sources should be used to implement both the infrastructure and behavioral strategies and programs agreed upon in this plan, including funding sources associated with FMCSA, NHTSA and FHWA. The recommendations from Kentucky's Roadmap to Safety Highways should influence the priorities in the above mentioned plans.



## Shared Responsibility

Highway safety is shared responsibility.

Obtaining a license and access to the highway system is a privilege, not a right. It begins with the highway users who must assume the responsibility to operate their vehicles in a safe, law-abiding and courteous manner. In addition, they must use safety belts, child safety seats, approved motorcycle helmets, bicycle helmets and other personal protective equipment that help mitigate injuries in the event of a crash.

Each year many people die preventable deaths because they do not follow these basic principles.

### **PRINCIPLE #1:**

**Do not exceed posted speed limits nor drive too fast for road conditions.**

- Speed is a factor in almost 12 percent of all fatal crashes.

### **PRINCIPLE #2:**

**Do not drink and drive.**

- Alcohol use is involved in more than 22 percent of all fatal crashes.

### **PRINCIPLE #3:**

**Always wear safety belts and place children in properly installed child safety seats and booster seats.**

- 71 percent of those vehicle occupants killed in crashes were not wearing a safety belt.

Beyond the user, safe highways are a shared responsibility among the federal, state, county and local governments, as well as state and local elected officials. These responsibilities include highway planning and programming, design, operation, and maintenance; enforcement of laws; driver and vehicle licensing; development of state and local safety initiatives; enactment of safety laws; and the detection of, response to and management of the crash scene.

Key non-governmental organizations also play an important role in the development and delivery of safety programs.

This partnership between the user, federal, state, county and local governments and elected officials, along with non-governmental organizations, can make great strides in reducing fatalities and injuries on Kentucky's highways.

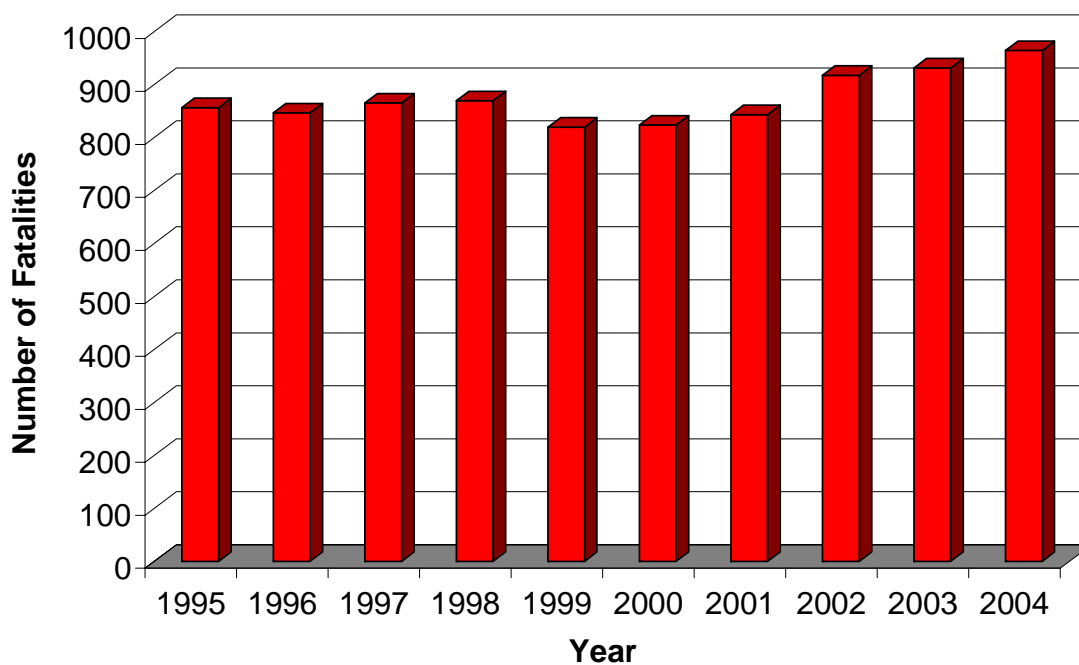
All partners agree, however, that clearly defined emphasis areas, adoption of target values in actions and activities and in specific crash type reductions, identification and implementation of selected strategies, and evaluation plans are now needed to achieve significant reductions in deaths and injuries for the benefit of the general public. The safety partners must now embrace the guidance provided by Kentucky's Roadmap to Safer Highways and commit to coordinate and integrate their planning, programs and, when appropriate, resources to achieve notable safety advances.

### Crash Data Overview

In 2004, Kentucky reported a total of 157,232 crashes, 964 fatalities and 44,986 injuries. Based on the National Safety Council estimates, the annual economic loss due to these traffic crashes in Kentucky was \$2.1 billion with a total comprehensive cost of over \$6 billion. Deaths and injuries from these traffic crashes are a serious public health concern.

From 1999 to 2004, there had been a steady increase in the number of fatal crashes with 819 fatal crashes in the 1999 to 964 in 2004.

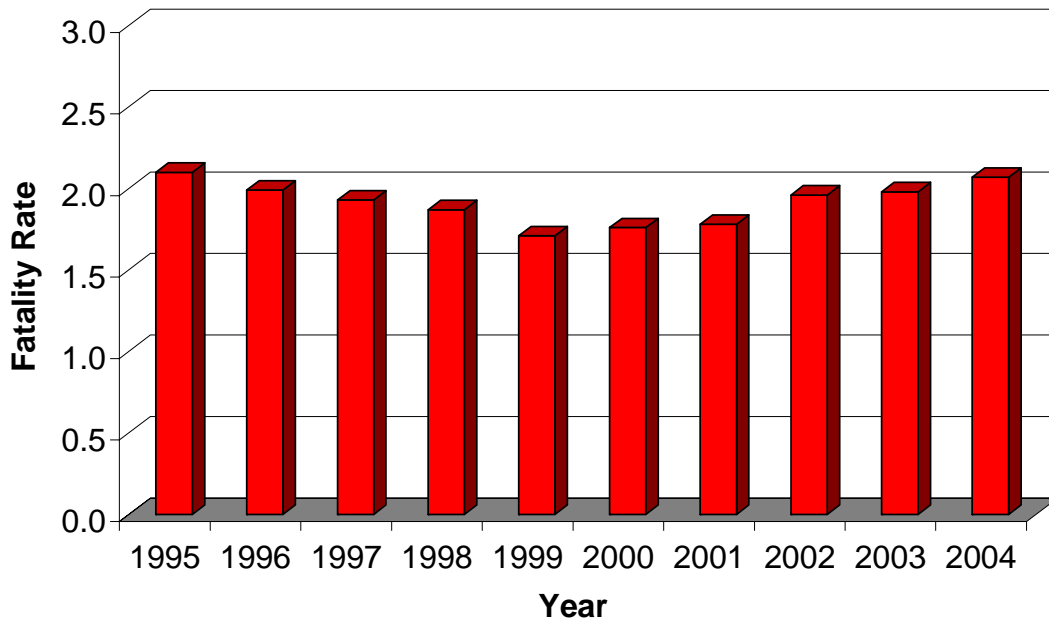
### Kentucky 10- Year Fatality Numbers



Source: Kentucky Transportation Cabinet, Traffic Safety Data Service

The first half of the last ten years shows a decline in Kentucky's fatality rate, going down to 1.71 fatalities per 100 million vehicle miles in 1999. However, the period from 2000-2004 shows a steady upward turn to the 2004 rate of 2.07 fatalities per 100 million vehicle miles.

### Kentucky 10- Year Fatality Rate Per Million Vehicle-Miles



Source: Kentucky Transportation Cabinet, Traffic Safety Data Service

A comparison of crash numbers indicate that the total crashes in 2004 increased by 1.8 percent as compared to the average crashes during the period 2000 to 2003. The number of fatal crashes in 2004 increased by 10.3 percent as compared to the average fatal crashes during the period 2000 to 2003.

	2000	2001	2002	2003	2000-2003	2004	% Change*
<b>Total Crashes</b>	135,079	130,190	130,347	129,828	131,361	133,718	1.8
<b>Fatal Crashes</b>	724	759	812	845	785	866	10.3
<b>Fatalities</b>	823	843	917	928	878	978	11.4
<b>Injury Crashes</b>	34,732	32,878	32,393	31,075	32,770	29,933	-8.7
<b>Injuries</b>	53,129	49,919	49,329	46,966	49,836	44,986	-9.7
<b>Fatal &amp; Injury Crashes</b>	35,456	33,637	33,205	31,920	33,555	30,799	-8.2
<b>Licensed Drivers (Millions)</b>	2.75	2.80	2.84	2.86	2.81	2.89	2.8
<b>Registered Vehicles (Millions)</b>	3.29	3.30	3.42	3.49	3.37	3.50	3.9
<b>Total Vehicle Miles (Billions)</b>	46.680	46.255	46.868	46.828	46.658	47.191	1.1
<b>Total Crashes/100 MVM</b>	289	281	278	277	282	283	0.5
<b>Fatal Crashes/100 MVM</b>	1.55	1.57	1.73	1.80	1.66	1.84	10.5
<b>Fatalities/100 MVM</b>	1.76	1.78	1.96	1.98	1.87	2.07	10.8
<b>Injuries/100 MVM</b>	114	108	105	100	107	95	-10.9

Source: University of Kentucky Transportation Center

\*Percent change from 2000-2003 average to 2004

## Fatal Crashes by Type of Roadway

In Kentucky, 49 percent of fatal crashes during the period 2000 to 2004 occurred on state routes, 25 percent occurred on U. S. routes and 9 percent occurred on interstate highways.

Type of Roadway *	2000	2001	2002	2003	2004	% of Total Crashes 2000-2004
Interstate	65	67	72	72	89	9
U.S. Route	162	200	195	214	225	25
State Route	375	364	394	414	414	49
Parkway	19	20	24	21	20	3
County Road	51	65	70	65	63	8
City Street	29	34	42	35	37	4
Other	10	9	13	24	6	2

**Source: Kentucky Transportation Cabinet, Traffic Safety Data Service**

\*Does not include crashes occurring on parking lots/ private properties.

## Fatalities by Rural vs. Urban

Number of fatalities in the rural areas was consistently higher than those in the urban areas over the years. During the period 2000 to 2004, 58 percent of total fatalities occurred in the rural road and 42 percent occurred on the urban roads.

Environment*	2000	2001	2002	2003	2004	%
Rural	470	484	530	560	559	58
Urban	340	359	385	368	405	42

**Source: Kentucky Transportation Cabinet, Traffic Safety Data Service**

\*Does not include crashes occurring on parking lots/ private properties.

**Impaired Driving**

**Lane Departure**

**Traffic Records**

**Kentucky's**

# **Emphasis Areas**

**Occupant Protection**

**Drive Smart Safety Corridors**

**Aggressive Driving**

**Young Drivers**

**Commercial Vehicle Safety**

**Incident Management**





## Emphasis Areas

**Kentucky's Roadmap to Safer Highways** focuses on targeted emphasis areas and the creation of teams to address each area. To achieve the primary goal of this strategic plan, the emphasis areas have been identified through a data-driven process. Each emphasis area includes comprehensive lists of strategies and initiatives which are coordinated among the providers of Engineering, Enforcement, Education and Emergency Response.

The following comprises the emphasis areas to be implemented during the next 3 to 5 years. Implementation of the emphasis areas will be guided by a set of identified strategies and action plans, and will be monitored by the Governor's Executive Committee on Highway Safety, the Department of Transportation Safety, and the Traffic Safety Data Service. This strategic plan has ten emphasis areas, which are:

- Impaired Driving
- Lane Departure
- Drive Smart Safety Corridors
- Aggressive Driving
- Young Drivers
- Occupant Protection
- Incident Management
- Commercial Vehicle Safety
- Traffic Records
- Legislative Issues

Each emphasis area is discussed in the body of this report in terms of overview, emphasis area goal, strategies, and performance measures. Overview gives the background condition information; goals are the set objectives to improve safety within the emphasis area, strategies are the measures taken to achieve the set goal and performance measures are metrics which are used to determine how well a strategy works to improve safety. Performance measures are used to evaluate the priority of proposed implementation plans and the effectiveness of the strategies.

# Impaired Driving

From 2000-2004, a total of 29,033 crashes were recorded as alcohol related, which resulted into 954 deaths and 19,482 injuries.



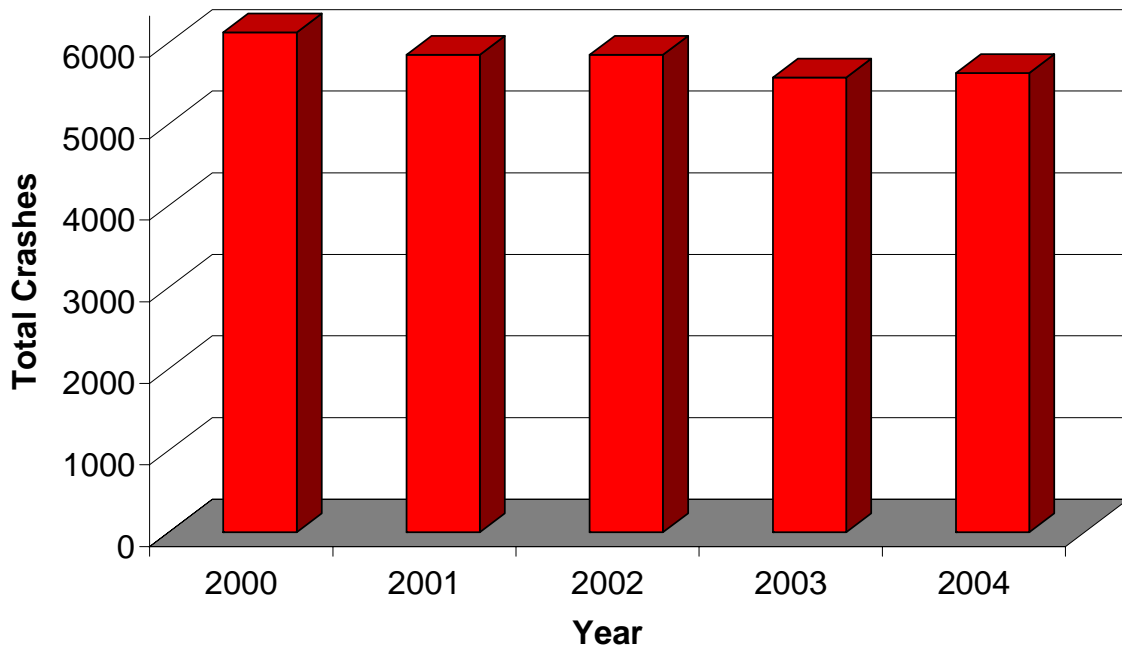


## Impaired Driving

### Overview

Impaired driving is recognized as driving a motor vehicle under the influence of alcohol or any other narcotics. From 2000-2004, a total of 29,033 crashes were recorded as alcohol related, which resulted into 954 deaths and 19,482 injuries.

### Alcohol Related Crashes



Source: Kentucky Transportation Cabinet, Traffic Safety Data Service

## Emphasis Area Goal

- To reduce the number of fatalities and serious injuries involving impaired driving by 10% per year.
- To reduce the number of impaired driving crashes through increased enforcement and legislative changes including Administrative License Revocation and lowering the High BAC to .15.
- To combat the increased drug impaired problem by increasing the number of Drug Recognition Experts in areas of the state identified as having the greatest problem.
- To reduce the growing underage drinking problem in Kentucky through legislative changes including social host, keg registration and mandatory server training.
- To improve the ability of the state's prosecutors to effectively prosecute DUI offenders through increased training.

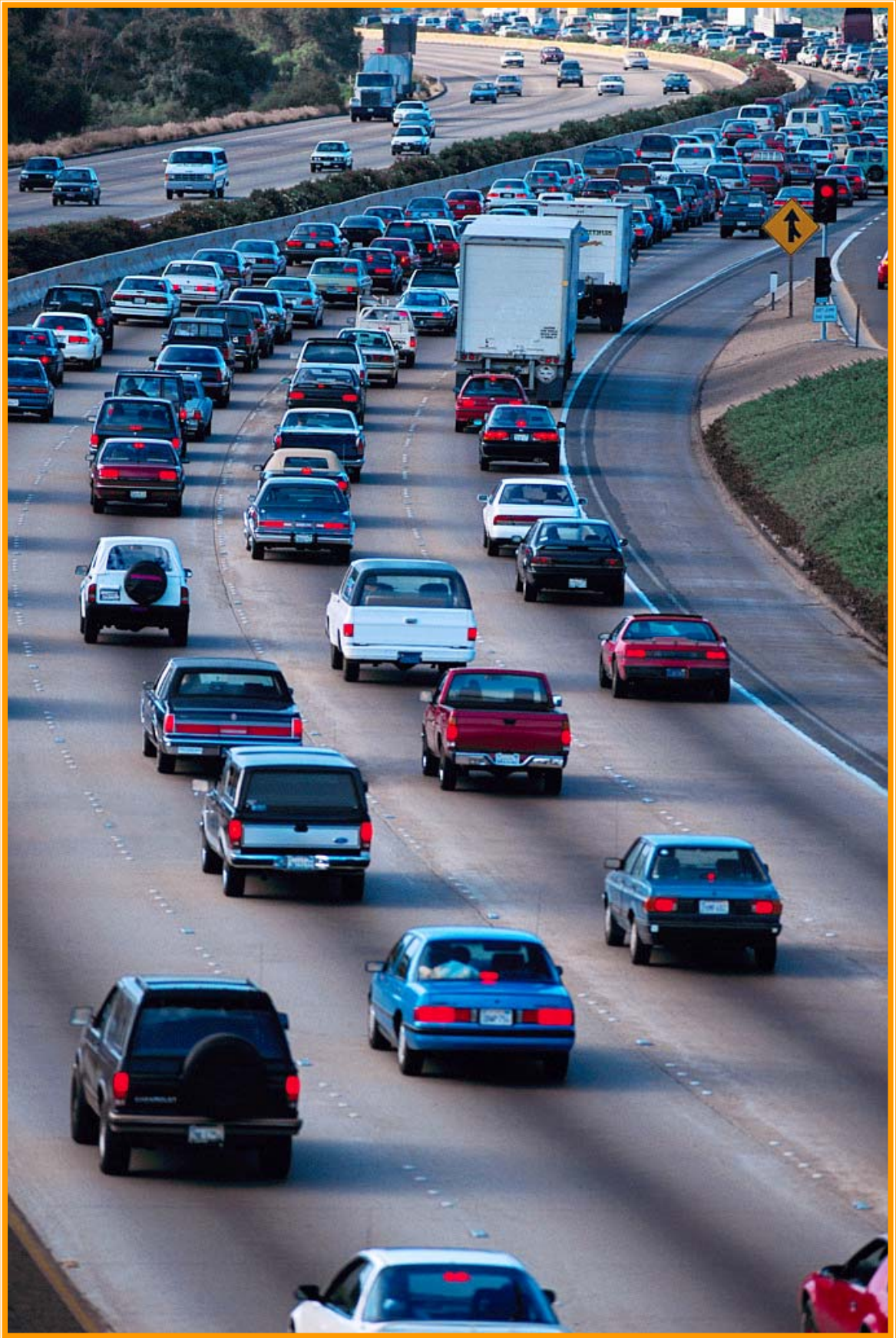
## Strategies

- Adopt drug evaluation and classification program (also referred to as Drug Recognition Expert Program).
- Implement cross-education of prosecutors/law enforcement in DUI procedures that involve standard field sobriety testing, DRE testimony and probable cause testimony.
- Coordinate state/local checkpoints.
- Implement data driven impaired driving enforcement.
- Coordinate with media.
- Lower BAC from 0.18 to 0.15 for DUI offenders to receive additional penalties that include a 1 year suspension of a driver's license.
- Implement Administrative License Revocation (ALR) for individuals who operate motor vehicles while under the influence of alcohol determined by chemical testing.
- Implement keg registration legislation that requires beer kegs to be tagged with id tags with purchaser's name, address and location where keg is used.
- Implement social host legislation that imposes liability on social hosts who allow minors to consume alcohol.
- Impose mandatory server training to curb underage purchases of alcohol and also curb over-service of alcohol to persons who are intoxicated.

## Performance Measures

- Number of injury/fatal/total crashes involving impaired driving
- Number of impaired driving arrests
- Number of driving licenses suspended
- Recidivism rate
- Number of prosecutors/law enforcement officers educated
- Number of times legislative bills are introduced

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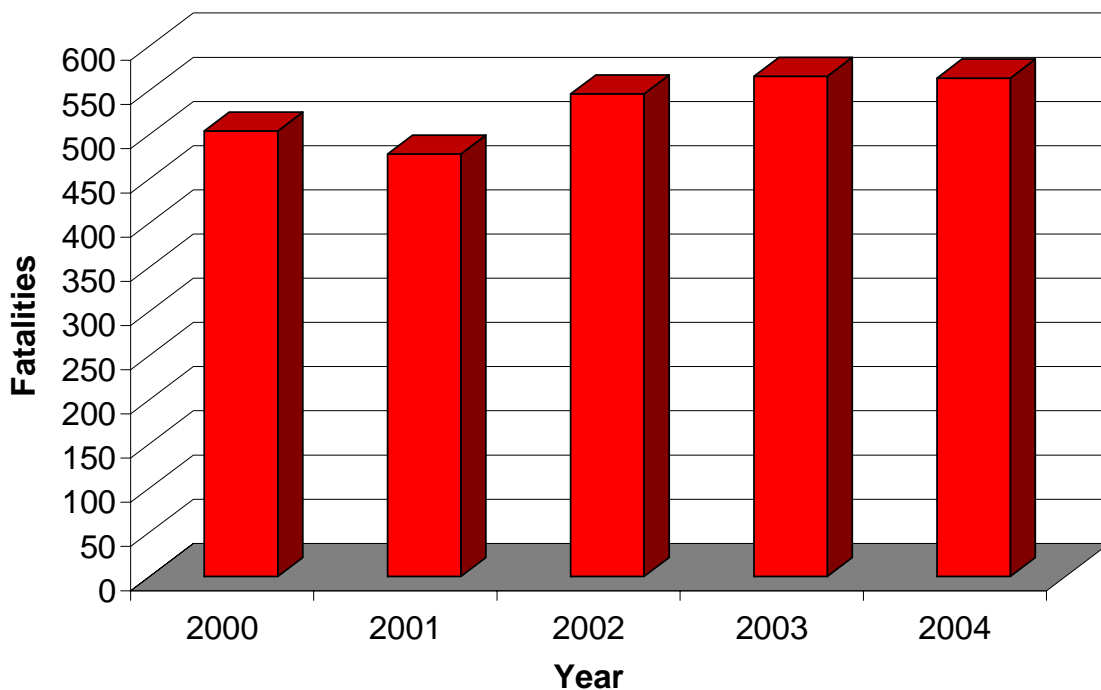


## Lane Departure

### Overview

From 2000-2004, lane departure crashes accounted for more than 2,500 deaths and 84,000 injuries. This is approximately 56% of all fatalities and 34% of all injuries occurring on Kentucky highways. The majority of these crashes occur on low traffic volume two lane roads, even though rural roads make up only 14% of Kentucky's traffic. Different types of crashes are grouped under lane departure - head-on, sideswipe, run-off-the-road and fixed object crashes. All tend to be severe and result most often in serious injury, or death.

### Kentucky Lane Departure Fatalities



Source: Kentucky Transportation Cabinet, Traffic Safety Data Service

## Emphasis Area Goal

To reduce statewide lane departure fatalities and serious injuries by 10% per year in a cost-effective manner that the vast majority of the state population will support

### Strategies

- Support primary seatbelt legislation.
- Develop data-driven low-cost safety improvement program.
- Create safety focus teams for resurfacing projects.
- Incorporate proven strategies into Programs and Policies.
- Develop directed patrol program, targeting lane departure high crash locations and more emphasis on two-lane roads.
- Encourage applications for grants through Governor's Highway Safety Office targeting LD safety issues.
- Encourage law enforcement participation in Highway Safety Audit Teams to identify and address LD issues.
- Continue support for driver education programs.
- Increase number of Child Safety Seat Technicians.
- Increase communications with local media to promote lane departure issues, programs, and results.

### Performance Measures

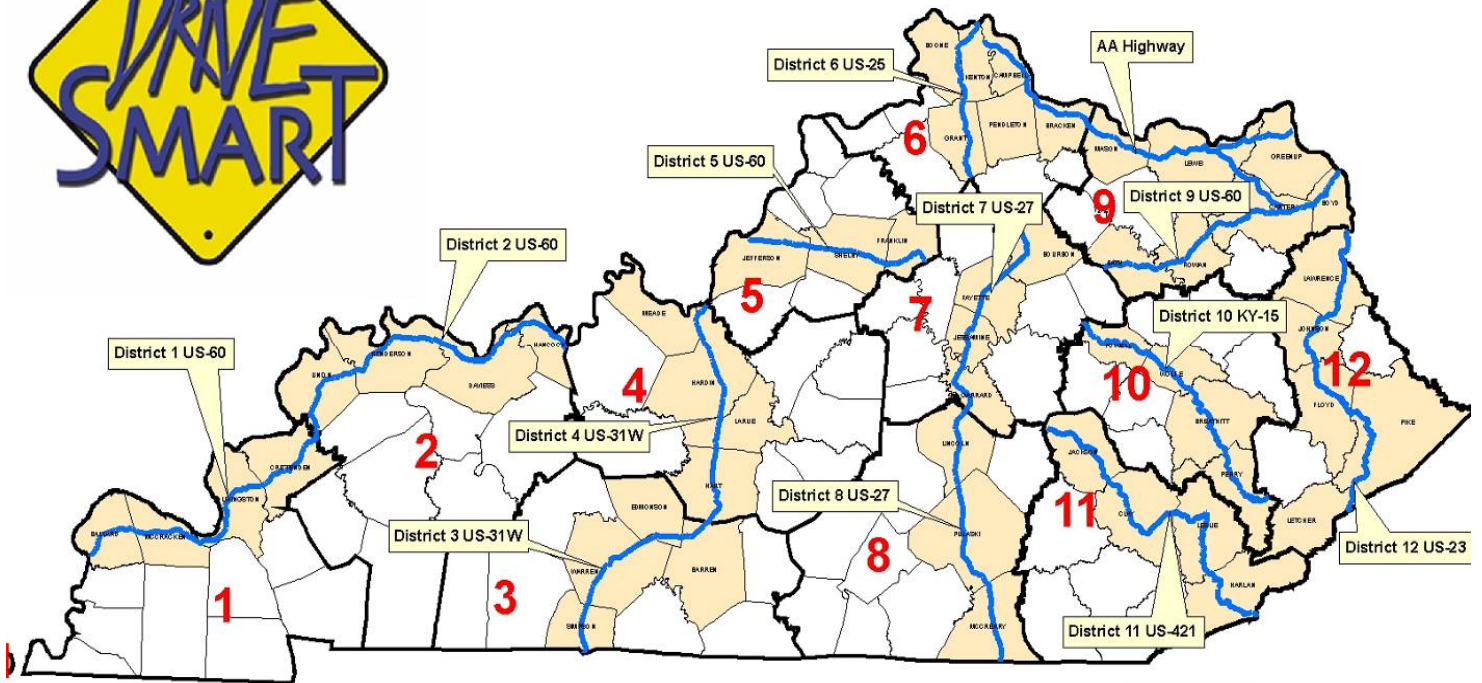
Conduct before/after analysis for each project to

- Estimate the collision reduction factors
- Estimate benefit/cost ratio



# Safety Corridor

Drive Smart Corridors and Counties



map created by  
Traffic Safety Data Service  
02-07-2006





## Drive Smart Safety Corridors

### Overview

Kentucky has identified highway corridors for increased law enforcement activities, education programs, and engineering improvements. Corridors have been identified in each of the 12 highway districts within the Kentucky Transportation Cabinet.

The corridors consist of routes extending through several counties with varying cross section, traffic volumes, and access control. It has been recognized that a more detailed method of selecting the corridors should be developed using criteria in addition to number of crashes. Also a procedure for conducting an analysis of crashes and characteristics of these corridors has been formulated. The procedure would result in determining the types of improvements and countermeasures, which could alleviate the number and severity of the crashes identified on the specific corridor.

### Emphasis Area Goal

To reduce the number of fatalities and serious injuries on identified Drive Smart Safety Corridors by 10% per year to significantly reduce the number and rate of fatalities and serious injuries on Kentucky highways.

### Strategies

- Support primary safety belt legislation to reduce fatalities and serious injuries along the corridors.
- Support and encourage active and cooperative participation of enforcement, engineering, education, emergency response and other traffic safety personnel in corridor team meetings and activities.
- Use multi-disciplinary teams to conduct road safety audits of the corridors to identify low-cost safety improvements.
- Support, fund, and implement low-cost safety improvements identified by road safety audits.
- Support and encourage participation in national, state and local mobilizations and other programs of agencies along the corridors.
- Encourage application and approval of law enforcement grants to KSP Highway Safety Office to be used specifically on corridor enforcement.
- Encourage all law enforcement agencies in counties along corridors to participate in Operation Drive Smart blitzes and increased patrols.

- Provide both funding and personnel resources for and implement cooperative traffic safety education programs in communities and schools in counties along the corridors
- Communicate cooperatively with local media to promote safety issues along the corridors.
- Create a full-time Drive Smart Coordinator in each highway district that will report directly to the Chief District Engineer and provide highway safety public information and education to corridors and counties within their district.
- Provide documented traffic records and other data for evaluation of corridor programs.

### Performance Measures

- Number of total crashes on the corridors
- Number of fatalities and injuries on the corridors
- Number of locations where infrastructure improvement was implemented
- Number of events organized to educate the public
- Number of law enforcement agencies participating in corridor activities
- Number of law enforcement agencies funded along the corridors
- Number of emergency response agencies participating in corridor activities
- Number of traffic safety blitzes conducted on corridors
- Funds spent on corridor education and improvement





## Aggressive Driving

### Overview

Aggressive driving is operating a motor vehicle in a selfish, pushy, or impatient manner often unsafely, that directly affects other drivers. Aggressive driving includes actions such as speed to include too fast for conditions, improper lane change, following too closely and disregarding traffic control devices.

### Emphasis Area Goal

To determine if aggressive driving was an issue for the Commonwealth and identify recommendations that would lessen aggressive driving in the areas of enforcement, education, and legislative issues.

To reduce aggressive driving fatalities and serious injuries by 10% per year.

### Strategies

#### Engineering

- Evaluate strategies to minimize delays in construction areas.
- Provide public with timely information in regards to construction delays and allows for a choice of routes.
- Review traffic control device timing in areas experiencing aggressive driving issues.
- Identify areas that may be in need of traffic control devices.

#### Directed Patrols

- Conduct patrols in collision areas based on data.
- Conduct patrols in areas based on citizen complaints.
- Conduct patrols in areas based on law enforcement knowledge.
- Focus on violations that demonstrate aggressive driving characteristics.
- Continue partnerships with law enforcement agencies, Drive Smart, Governor's Highway Safety Program, and other partners.

#### Legislative Actions

- Create an aggressive driving specific statute.
- Amend existing statues to address aggressive driving characteristics, such as, reckless driving statute.
- Enhance penalties both criminally and administratively for convictions.

## Performance Measures

- Number of citizen complaints recorded
- Number of traffic tickets issued
- Total / fatal and injury crashes



## Young Drivers





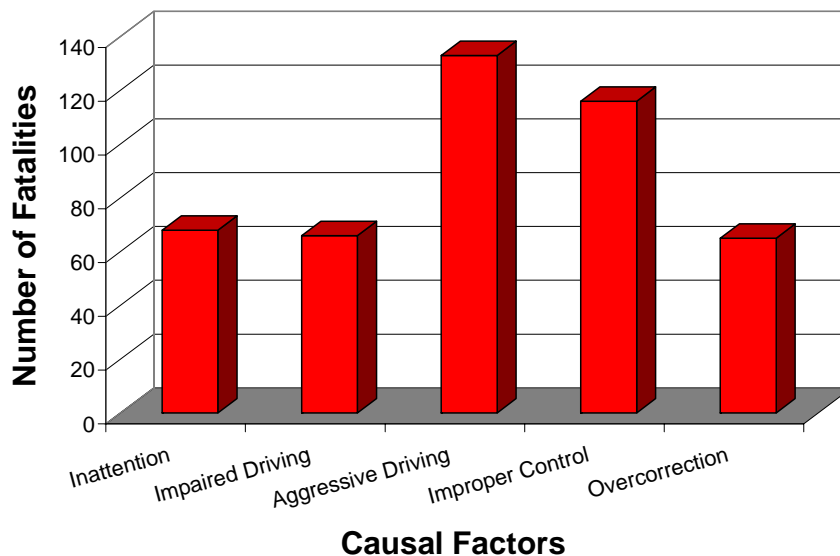
## Young Drivers

### Overview

The term young drivers usually refer to drivers under the age of 21. Teenage drivers represent 6% of Kentucky's driving population., Young drivers make up 20% of all collisions, 21% of all injury collisions, and 16% of all fatal collisions in Kentucky. According to the National Center for Statistics and Analysis, young drivers account for only 6.3 percent of licensed drivers but they account for 14 percent of drivers involved in fatal crashes.

Based upon Kentucky's collision statistics from 2003 to 2005 the factors that contribute to crashes include driver inattention, impaired driving (use of alcohol or drug, medication or fatigue), aggressive driving (speeding and poor judgment of road conditions), improper vehicle control and overcorrecting. Other factors such as misjudgment, cell phone usage, distraction, improper backing or passing, failure to yield to the right of way, and disregarding a traffic signal are also factors leading to young drivers involved in crashes.

### Kentucky Young Driver Fatalities (2003 - 2005)



Source: Kentucky Transportation Cabinet, Traffic Safety Data Service



## Emphasis Area Goal

To reduce by 10% per year the fatalities and serious injuries involving young drivers on Kentucky roadways through the implementation of strategies which target new drivers, teenage drivers, and parents of teenage drivers.

## Strategies

- Drivers under 18 years should stop receiving pre-payable traffic citations via mail and parent or guardian should accompany drivers under 18 years of age when paying pre-payable traffic citations or appearing before attending court for a traffic violation.
- Implement a ban on cell phone usage when driving for drivers under 18 years old.
- Amend existing statues to eliminate the immediate purge, following reinstatement of license, of 0.02 BAC or higher driving under the influence violations from the records of young drivers.
- Include traffic safety education in the Kentucky Core Content/Program Studies and make the teaching of highway safety mandatory in classrooms.
- Continue the partnership with Drive Smart which focuses on seatbelt usage in schools.
- Enhance drivers testing with emphasis on skills testing and test scenarios which simulate typical driving situations.
- Transfer the focus of training school referrals to driver rehabilitation from penalty avoidance. Revise the requirements of training schools to have a minimum program length of 8 hours, attendance once every two years from once annually, and an increase in the fees for a total of \$75.00.

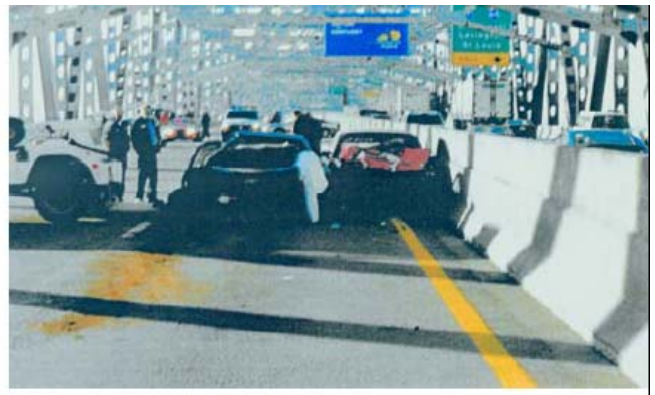
## Performance Measures

- Number of injury/fatal/total crashes involving young drivers
- Number of traffic related citations issued to young drivers
- Number of cell phone related crashes involving young drivers
- Number of young drivers impaired driving arrests
- Number of young drivers driving licenses suspended for driving under the influence
- Recidivism rate of young drivers toward driving under the influence
- Seatbelt compliance rate among young drivers
- Number of times legislative bills are introduced as a deterrence to young drivers driving under the influence





# Incident Management



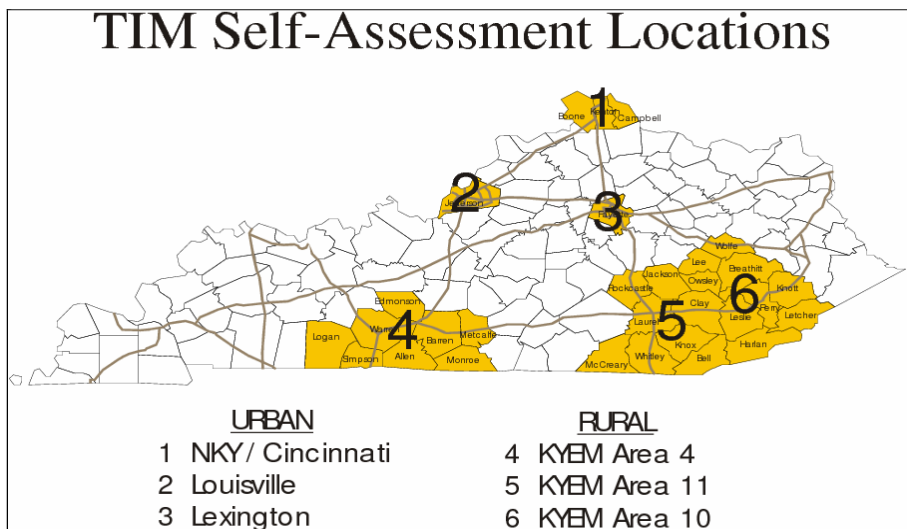


# Incident Management

## Overview

Highway incidents may include the incidents such as crashes, disabled or abandoned vehicles, debris on the road, work zones and other emergencies. These incidents often have substantial direct costs, including the deaths, injuries, and property damage that result from highway crashes. In addition, highway incidents may have large secondary costs. Traveler delay, reduced productivity, increased costs of goods and services, increased fuel consumption, increased air pollution, and secondary crashes can result from highway incidents. All of these secondary costs can be minimized through effective management of highway incidents.

Kentucky has recently completed a formal evaluation of the current state of highway incident management to assess achievements and identify needs. This evaluation was conducted using the Federal Highway Administration sponsored tool known as the "Traffic Incident Management (TIM) Self-Assessment" tool. The Northern Kentucky / Cincinnati region and the Lexington area scored above the national average with 3.0 and 2.7, respectively. The national average score reached 1.8 out of 4.0. Louisville was ranked next with 1.4, followed by Kentucky Emergency Management (KYEM) Area 4 with 1.3, KYEM Area 10 with 0.9, and KYEM Area 11 with 0.6.



Source: Kentucky Transportation Cabinet, Traffic Safety Data Service

## Emphasis Area Goal

The Kentucky Transportation Cabinet, Kentucky State Police, Kentucky Emergency Management, Federal Highway Administration, Transportation Research Board, Northrop Grumman, and Dunn Engineering Associates have recently collaborated to develop an overall plan for a systematic, statewide and multi-agency effort to improve the highway incident management. The four primary goals identified in the plan are:

- Improve safety of responders, highway workers and motorists
- Reduce traffic delay
- Improve motorist awareness
- Improve responder and highway worker preparedness

## Strategies

A stakeholder forum was conducted to identify and prioritize strategies related to highway incident management in Kentucky. The incident management strategies are organized as high, medium, or low priority. All of the strategies identified in the incident management plan are important and potentially beneficial, but, on a comparative basis, some of the strategies rank as higher priority than others.

## High Priority Action Strategies

- Initiate a public information campaign for motorists on the proper response to an incident.
- Develop and implement alternate route plans for all critical roadways.
- Implement emergency response vehicle parking plans.
- Implement a statewide policy concerning the cleanup of small fuel spills.
- Develop and implement hazardous material ordinances for every county.
- Implement quick clearance and vehicle removal laws that include clauses for limiting liability to responders.
- Implement a highway incident reporting hotline for motorists.
- Implement reference and ramp markers in high incident areas or on critical routes.
- Identify best practices with regard to communications interoperability and implement changes.
- Identify critical or "Decision Point" locations where ITS technology should be located to disseminate incident information.
- Identify the current problems with the 511 system and implement strategies for improving the system.
- Provide local interagency incident management training for all responding agencies.
- Develop a course on traffic control for emergency response personnel and train responders.
- Establish a statewide incident management task force to coordinate statewide efforts and provide leadership and direction for incident management on a statewide level.
- Establish or enhance local incident management teams and cultivate their development.
- Sponsor post incident debriefings for all major incidents.
- Share Kentucky's highway incident management strategic plan with responders and update the plan regularly.

## Medium Priority Action Strategies

- Develop emergency vehicle lighting guidelines and encourage responding agencies to adopt their own policy.
- Improve the warning system for the end of the traffic queue at major incidents and during construction or maintenance activities.
- Identify and address the delays and safety problems associated with work zones and maintenance activities.
- Implement push bumpers for responder vehicles.
- Perform a comparative analysis of crash reconstruction equipment and make recommendations for implementation.
- Implement an incident response team as a pilot project in a high incident area or on a critical route.
- Expand the freeway service patrols in urban areas and consider implementation on some rural corridors.
- Implement a pilot project that makes use of an on-scene traffic manager at all major incidents.
- Implement a towing incentive program as a pilot project and study the benefits.
- Change in policy or legislation regarding the removal of deceased victims.
- Implement barrier openings or emergency crossovers where needed.
- Enhance the capability of current traffic management centers and implement other centers, as needed.
- Identify and address the issues with providing timely incident information to the public.
- Partner with the media for incident information dissemination.
- Promote the use of the national incident management system.
- Enhance training for dispatchers.
- Incorporate incident management training into the basic training of all responders.
- Encourage and aid incident management teams in the development of an incident response manual.
- Establish a system for ranking the seriousness of incidents.

## Low Priority Action Strategies

- Investigate the use of portable barrier curtains and implement on a pilot project basis.
- Better understand the problem with secondary crashes in Kentucky and identify means to address these problems.
- Develop an open roads policy for interstates and parkways.
- Update the crash reporting form to encourage quick clearance.
- Identify crash investigation sites and educate responders in the benefits of moving the incident off the roadway.
- Implement a pilot project using automatic cargo identification technology on hazardous material vehicles.
- Evaluate automatic vehicle location and computer aided dispatch for response vehicles.
- Make use of equipment storage sites as a pilot project in one critical area
- Provide 24-hour incident response by all Kentucky Transportation Cabinet district offices.

### **Low Priority Action Strategies (continued)**

- Develop an architecture for sharing incident information among responding agencies, with the statewide Transportation Operation Center, and (where applicable) with local Traffic Management Centers.
- Sponsor the national highway institute course on incident management for responders.
- Incorporate a mock disaster exercise as part of the annual training for responders.
- Sponsor an annual statewide conference to encourage interaction among responders and promote new initiatives in highway incident management.

### Performance Measures

- Number of injury/fatal/total crashes involving incident management
- Average incident response time
- Average incident clearance time
- KYEM, TIM Self-Assessment score



# Occupant Protection



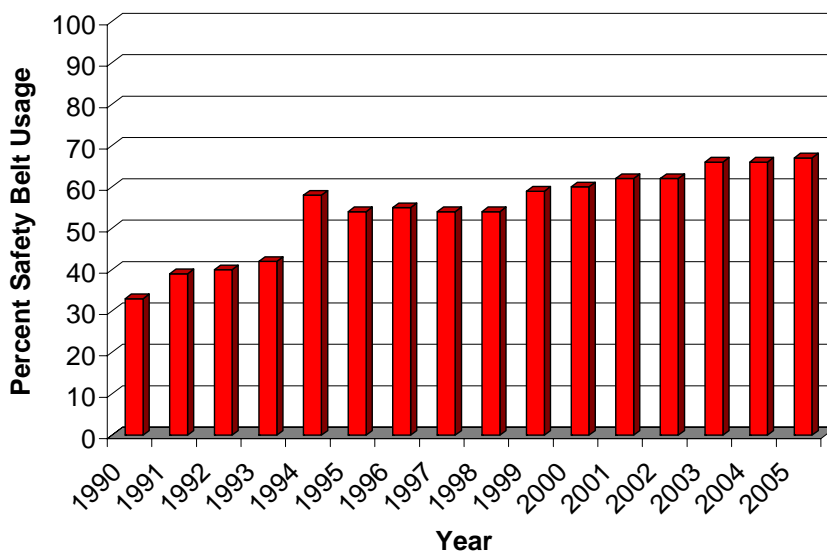
## Occupant Protection

### Overview

Improving occupant protection in Kentucky is the single most cost-effective emphasis area in terms of the potential number of lives that could be saved. The Kentucky Transportation Center estimates that approximately 279 lives could be saved each year if all drivers and passengers wore their safety belts. Currently only 66.7 percent of front seat occupants wear their safety belts, while the national average safety belt compliance amounts to 80 percent. In 2004, Kentucky was ranked 47th in safety belt use. The good news is that the percentage wearing of safety belts has shown a steady increase since 2000 when only 60 percent of front seat occupants wore seat belts.

As of 2005, Kentucky has yet to enact a primary enforcement safety belt law which would allow police to stop and ticket a driver for not wearing a safety belt, just like any other routine traffic violation. According to the NHTSA, the passage of primary safety belt law will result in an approximate increase of 11 percentage in safety belt usage which in turn would be expected to save 62 lives, prevent 740 serious injuries, and result in a cost saving of \$148 million per year. In other words, Kentucky would achieve approximately 20% of its state goal by enacting a primary safety belt law.

### Percent Wearing Safety Belts



Source: Kentucky Transportation Cabinet, Traffic Safety Data Service

## Emphasis Area Goal

To increase safety belt usage rate to 80% by 2008.

To reduce fatalities and serious injuries on Kentucky's highways by 10% per year.

### Strategies

#### **Maximize use of occupant restraints by all vehicle occupants.**

- Increase emphasis on highly publicized enforcement campaigns to maximize restraint use (Click It or Ticket).
- Continue and expand public information and education campaigns to educate the general public and target groups about the importance of occupant protection.

#### **Insure that restraints, especially child and booster restraints, are properly used.**

- Upgrade child restraint law to include booster seats.
- Aggressively enforce the primary child safety seat law.
- Educate parents, caregivers, and grandparents about proper selection and installation of child safety and booster seats.
- Conduct high-profile child restraint inspection events at multiple community locations.
- Continue public safety and health care training to check for proper child restraint use in all motorist encounters.

#### **Provide access to appropriate information, materials, and guidelines for those implementing programs to increase occupant restraint use.**

- Create state-level clearing houses for materials that offer guidance in implementing programs to increase restraint use.
- Create uniform, clear, and consistent occupant protection informational materials including Kentucky specific brochures, fact sheets, and posters on safety belts, child/booster seats; and strategically placed "buckle-up highway signs".

#### **Maximize use of occupant restraints by teen drivers and teen vehicle occupants.**

- Upgrade Graduated Driver License law to include primary safety belt component.
- Educate Graduated Driver License recipients about the mandatory safety belt use component of the law.
- Educate law enforcement about the primary use occupant protection component of Graduated Driver License.
- Aggressively enforce the primary use occupant protection component of the Graduated Driver License.



## Performance Measures

- Number of injury/fatal/total crashes involving insufficient child restraints
- Number of injury/fatal/total crashes involving nonuse of safety belts
- Safety belt usage rate
- Number citations issued with insufficient child restraints
- Number of citations/warnings issued
- Number of CPS experts trained
- Number child seats checked
- Number outreach programs in the communities with needs
- Number technicians trained
- Number seats checked



# Commercial Vehicle Safety



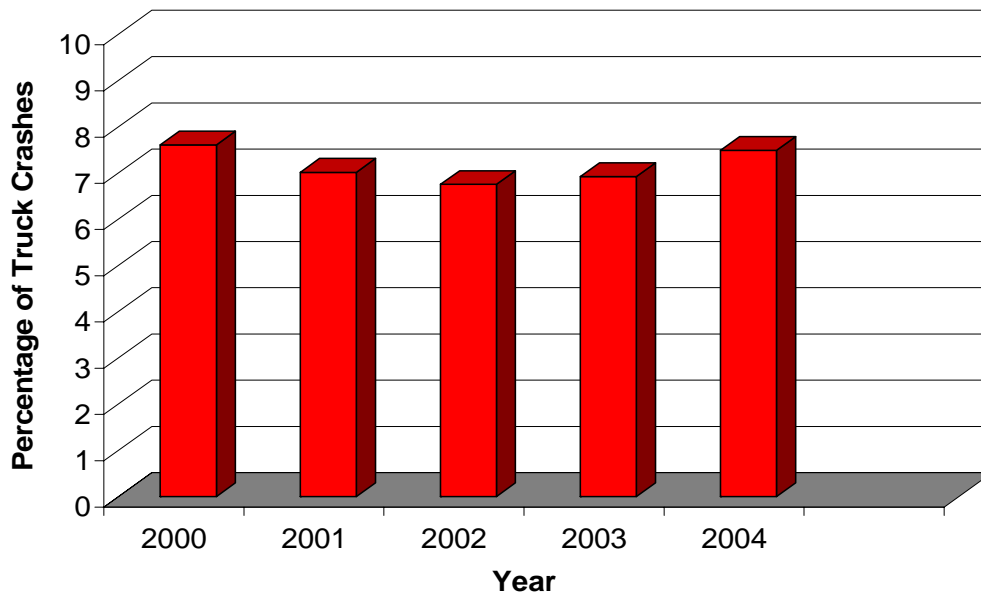


## Commercial Vehicle Safety

### Overview

A truck is defined as a vehicle with registered weight of 10,000 pounds or more. Truck crashes included both single unit and combination trucks. For the 2000 to 2004 period Kentucky recorded 659,162 total crashes. Trucks were involved in 47,218 crashes, which correspond to 7.2% of total crashes. In 2004, truck crashes represent 7.5% of all crashes, 6.4% of injury crashes and 14.1% of fatal crashes.

### Percentage of Truck Crashes



## Emphasis Area Goal

Reduce the fatality rate involving commercial motor vehicles by 12% over the 2003 rate of 1.88 fatalities per million truck vehicle-miles traveled.

### Strategies

- Increase police personnel assigned to traffic enforcement.
- Increase public perception of traffic enforcement efforts.
- Outfit a tractor and trailer display unit with educational displays concerning CMV safety.
- Disseminate the commercial safety information to the public through community events such as fairs and parades, and industry events such as the Mid-America Truck Show and the National Farm Machinery Show.
- Institute a regional Public Information Officer program to disseminate news of Kentucky Vehicle Enforcement programs and services in each of its ten Regions.
- Open weigh facilities for parking as a short term strategy and provide adequate rest haven parking as funding is available in the long term.

### Performance Measures

- Number of events organized for public education
- Number of weigh facilities opened for truck parking
- Number of total/fatal/injury crashes

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# Traffic Records



## Traffic Records

### Overview

A complete traffic records program is necessary for planning (problem identification), operational management or control, and evaluation of a State's highway safety activities. The statewide program should include, or provide for information for the entire State. This type of program is basic to the implementation of all highway safety countermeasures and is the key ingredient to their effective and efficient management.

The Traffic Records Assessment is a technical assistance tool that the NHTSA, the FMCSA and the FHWA offer to State agencies to allow management to review the State's traffic records program. NHTSA, FMCSA and FHWA have co-published a Highway Safety Program Advisory for Traffic Records which establishes criteria to guide State development and use of its highway safety information resources. The Traffic Records Assessment is a process for giving the State a snapshot of its status relative to that Advisory. This assessment report documents the State's traffic records activities as compared to the provisions in the Advisory, notes the State's traffic records strengths and accomplishments, and offers suggestions where improvements can be made.

The assessment process follows a "peer" review team approach. A team of individuals with demonstrated expertise in major highway safety program areas including: law enforcement, engineering, driver and vehicle services, injury surveillance systems, and general traffic records development, management, and use is selected. The State officials are interviewed during this assessment and throughout the assessment, NHTSA representatives served as observers.

## Emphasis Area Goals

- To provide timely access to traffic collision data and analyses reports from many highway safety and geographic information systems tools developed for the Kentucky Transportation Cabinet.
- To facilitate highway safety decision making for reducing fatalities and serious injury crashes.
- To provide effective presentation of traffic collision statistical information.
- To enhance public information and educational opportunities.

## Strategies

The peer review team recommended the strategies on how the goal of data management can best be achieved, based on the experience of team members and information provided, following strategies are proposed.

### Crash Information

- Make the unsecured data extract of CRASH information available via the KSP website for download. The KSP would encourage broader use of their data by making these data available, and it might even reduce the number of analytic requests it has to handle directly. Market the availability of the CRASH database and provide training in how to access and utilize it.
- Push aggressively for full implementation of ECRASH by all law enforcement agencies in the Commonwealth.
- Provide the laptop / MDCs and communications infrastructure necessary to support true at-the-scene data collection of crash information.
- Increase compliance with national guidelines and standards, e.g., MMUCC and ANSI D-16.1.
- Enforce compliance with the law regarding crash reporting thresholds.
- Require diagrams on all reportable crashes.
- Rewrite the extraction procedure to match exactly the reporting criteria used in MCMIS.
- Develop a simple location verification method for crashes.
- Ensure that local and State GIS street lists are current and compatible.
- Create year-end unsecured extracts of the CRASH data and make those available for downloading from the KSP website.
- Create specialized data extracts that meet the CODES project and injury prevention program needs for additional data describing the non-injured occupants of crash-involved vehicles.

### **Roadway Information**

- Establish a Subcommittee to oversee all agency highway safety information needs.
- Provide data, training, and analytic support to local agencies in using the HIS files for local safety programs, especially in the Area Development Districts.
- Provide direct access to the State's HIS for all qualified users.
- Train all qualified users in the use of the State's HIS.
- Jointly charge the KSP and the Transportation Cabinet with the responsibility to work with data providers to improve crash location data quality in cooperation with other traffic records information stakeholders.
- Establish a standard that determines the reference point for locating crashes.

### **Vehicle Information**

- Establish linkage with the CRASH system.

### **Driver Information**

- Become an active participant in Kentucky Traffic records Advisory Committee.
- Begin the process of translating and entering the conviction histories of prior States of record in a manner consistent with the CDLIS processes using the AAMVAnet coding dictionary.
- Coordinate plans for upgrading the driver file with those components of a comprehensive statewide traffic records system, especially those with electronic crash and citation data collection systems.
- Establish the procedures to capture and maintain convictions for serious offenses (as defined by AAMVA from previous States of record).
- Coordinate and become involved in any emerging planning process for developing a comprehensive statewide traffic records system.

### **Enforcement/Adjudication Information**

- Create a statewide tracking system for citations with the capability to monitor a citation from printing to final disposition and to better quantify the Commonwealth's traffic violation experience.
- Continue development of ECRIME and the RMS. Use these systems to create an automated citation/conviction file to include at a minimum the location of violation, original charge date and time of occurrence, the enforcement agency, court of jurisdiction, and final disposition. Ideally, this would be a function of the statewide tracking system.



- Design and implement a statewide automated citation/disposition file to include information which will track citations from printing to disposition. The file should include at a minimum the citation number, date, time, location, type of charge, violator, vehicle identifier, enforcement agency, adjudicating court, date of adjudication, and adjudicated action. The current AOC system would possibly be the logical backbone of this system, but AOC's voluntary isolation from other highway safety information stakeholders may rule out their involvement. Should the AOC system be ruled out, determine possibility of transfer of AOC funds to finance a useable system.
- Make all data from the recommended citation/disposition file available to all legitimate users where permissible by law. This can be accomplished through ad hoc reports, opening the file to users, or providing sanitized downloads.
- Provide for linkage between this citation/disposition file and other appropriate traffic record files.

### **Injury Surveillance System Information**

- Pursue rapid development and implementation of a computerized statewide EMS data collection system.
- Pursue eligible State and Federal highway traffic safety funding opportunities and citation surcharges.
- Forge partnerships with healthcare and highway safety constituents to coordinate and implement a statewide ISS. Include appropriate stakeholders specifically KBEMS in all deliberations concerning data integration and linkages.
- Fund and implement the Core State Injury Surveillance and Program Development Plan.
- Pursue the development and implementation of an inclusive statewide trauma registry
- Participate in cooperative efforts including those aimed at linking injury data with other traffic records information.

### **Other Information**

- Ensure that statewide GIS development efforts do not undermine the existing capabilities at the local government level.
- Implement map-based input and correction of crash location information as soon as possible.
- Make more use of the data on uninjured occupants in the CRASH system. For example, replace "date of birth" with "age" in the unsecured file.
- Use nationally accepted economic costs for a crash in cost/benefit analyses.
- Establish and maintain an inventory of traffic records data sources. A first step should be to list the data sources and contact personnel for each major Traffic Records System component. A more complete inventory should ultimately be created by compiling all the data definitions and file layouts (where applicable) for each of the components.

## **Management and Evaluation**

- Formalize KTRAC to include high level representation from all stakeholders.
- Assign KTRAC the task of developing a Strategic Plan to include the development of a comprehensive traffic records system.

## **Research and Program Development**

- Develop the analytic capabilities of all staff.
- Develop strategies to convince agencies of the value of sharing data resources with the broader highway safety community.

## **Policy Development**

- Persuade all safety stakeholders with custodial responsibility of any Traffic Records files to participate in KTRAC.

## **Private Sector and Public Requests**

- Identify all highway safety stakeholders, provide a forum for information exchange and market information and data availability among these stakeholders and the public.

## **Coordination**

- Institutionalize KTRAC by requiring that appointments be made by the executive level.
- Publicize the existence of KTRAC and seek involvement and input from other parties interested in improving the Commonwealth's traffic records.

## **Strategic Planning**

- Create KTRAC that takes its direction from the Governor's Executive Committee on Highway Safety.

## **Performance Measures**

- Number of electronically reported crashes
- Number of users accessing the state crash database
- Fund spent on crash record maintenance



# Legislative Issues





## Legislative Issues

### Overview

### Emphasis Area Goals

- To thoroughly vet all legislative recommendations and present a complete overview of each one to the Governor's Executive Committee on Highway Safety.
- To recommend legislative action on proposals that will support the goals and objectives of the Governor's Executive Committee on Highway Safety.
- To see all legislative proposals become law

### Strategies

- Amend primary safety belt law to allow law enforcement to pull over and fine those who are driving without a safety belt on.
- Extend protections of the current graduated drivers license (GDL) program by creating an intermediate license period of six months for teen drivers between the learner's permit and full license.
- Give emergency responders the authority to expeditiously remove accidents from the roadways by codifying a driver stop law, driver removal law, authority removal law, authority tow law, and hold harmless law.
- Authorize law enforcement to confiscate a driver's operating license immediately if the person is found to be driving under the influence.
- Implement multi-faceted package specific to coal trucks that includes several components for increasing safety such a fine for illegal loading, requirement to display a toll free number and the permit holder's DOT number and provision for improved visibility of trucks while hauling extended loads.

### Performance Measures

- Passing of the proposed legislative changes

## Next Steps

Kentucky's Roadmap to Safer Highways is only the first step in our journey to save lives. The Governor's Executive Committee on Highway Safety, along with the Department of Transportation Safety are now developing an action plan to implement the strategies described in this plan. Through cost-benefit analysis, crash reduction effectiveness calculations, and the input of our partners, strategies will be prioritized and selected for implementation. The prioritization of optimal strategies will involve the following steps:

- Identification of subsets of data that will provide information on emphasis areas and objectives identified. For each of these subsets, we are currently determining the crash frequency by severity for the crashes that could be affected by the proposed strategies.
- Analysis to determine potential benefits for a set of strategies for each objective of each emphasis area.
- Creation of budgets and schedules for the most effective combination of strategies and describing in detail the why, what, how, when, where, and who.
- Development of evaluation plans by our emphasis area task teams, the Governor's Executive Committee on Highway Safety, and the Operations Manager.

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## List of Acronyms

AAMVANet:	American Association of Motor Vehicle Administrators Telecommunications Network
AOC:	Administrative Office of Courts
CDLIS:	Commercial Driver License Information System
CMV:	Commercial Motor Vehicle
CODES:	Crash Outcomes Data Evaluation Systems
CPS:	Child Passenger Safety
CRASH:	Collision Report Analysis for Safer Highways
DOT:	Department of Transportation
ECRASH:	Electronic Collision Reporting and Analysis for Safer Highways
EMS:	Emergency Medical Service
FHWA:	Federal Highway Administration
FMCSA:	Federal Motor Carrier Safety Administration
GDL:	Graduated Drivers License
GIS:	Geographic Information System
HIS:	Highway Information System
HSB:	Highway Safety Branch
ISS:	Injury Surveillance Systems
KBEMS:	Kentucky Board of Emergency Medical Services
KSP:	Kentucky State Police
KTRAC:	Kentucky Traffic Records Advisory Committee
KYEM:	Kentucky Emergency Management
MCMIS:	Motor Carrier Management Information System
MDC:	Mobile Data Computers
MMUCC:	Model Minimum Uniform Crash Criteria
NHTSA:	National Highway Traffic Safety Administration
RMS:	Record Management System
TIM:	Traffic Incident Management
TRC:	Traffic Record Committee