



Toward ZERO Deaths



*Kentucky
Strategic Highway Safety Plan
2011—2014*

Table of Contents

Executive Summary	iii
Governor’s Executive Committee on Highway Safety	iv
Mission, Vision, Goal	v
Kentucky’s Safety Management	1
Background & Collision Data Overview	3
Emphasis Areas	8
Aggressive Driving.....	10
Commercial Vehicle Safety.....	13
Distracted Driving	16
Drive Smart Safety Corridors	19
Impaired Driving	23
Incident Management	27
Motorcycles	33
Occupant Protection.....	36
Roadway Departure	41
Traffic Records.....	46
Young Drivers	49
Legislative Issues.....	53
References	55

Table of Charts and Graphs

Kentucky's Safety Management	1
Background and Collision Data Overview	
Fatality Numbers 2000-2009.....	3
Fatality Rate Per Million Vehicle-Miles 2000-2009	4
Comparison of Crash Statistics 2005-2009	5
Fatal Crashes by Type of Roadway 2005-2009.....	6
Fatalities by Rural/Urban Environment 2005-2009.....	6
Seat Belt Use 2000-2009.....	7
Occupant Restraint Use By Injury Status 2009.....	7
Emphasis Area Statistics 2009.....	9
Kentucky Emphasis Area Statistics 2003-2009	
Aggressive Driving Statistics and Percentages	11
Commercial Vehicle Safety Statistics and Percentages	14
Distracted Driving Statistics and Percentages	17
Drive Smart Safety Corridors Statistics.....	20
Drive Smart Safety Corridors Map	20
Drive Smart Safety Corridors Percentages	21
Impaired Driving Statistics and Percentages	25
Incident Management Goals and Strategies	28
Incident Management Strategies and Rankings.....	28-32
Motorcycle Statistics 2003-2009.....	34
Motorcycle Percentages 2003-2009	35
Nationwide vs. Kentucky Seat Belt Usage Rate 2002-2009.....	37
Occupant Protection Rates Map 2009	38
Occupant Protection Usage Rates 2002-2009	39
Roadway Departure Statistics and Percentages 2003-2009.....	42
Young Drivers Statistics and Percentages 2003-2009.....	50

Executive Summary

Kentucky has lost 4,389 people in motor vehicle crashes in the five-year period 2005-2009. The deaths and injuries from these crashes are serious public health and safety concerns that require continuous and aggressive actions.

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

Kentucky is participating in a national effort to reduce preventable tragedies. The ***Kentucky Strategic Highway Safety Plan*** is a focused plan which outlines measurable strategic opportunities to reduce fatalities and serious injuries on our roadways. The first Strategic Highway Safety Plan in the state, published in 2006, described methods in which highway safety goals could be accomplished in 10 emphasis areas: Aggressive Driving, Commercial Vehicle Safety, Drive Smart Safety Corridors, Impaired Driving, Incident Management, Lane Departure, Occupant Protection, Young Drivers, Traffic Records, and Legislative Issues. Two new emphasis areas were added in 2010 (Distracted Driving and Motorcycles). Responsibility for highway safety in Kentucky resides in the Office of Highway Safety in the Kentucky Transportation Cabinet. This Office, in cooperation with many agencies across the state, has spearheaded several projects in engineering, education, enforcement, and emergency services in order to reduce the state's collisions, serious injuries, and fatalities. These efforts have produced measurable results.

From 2006 to 2009, progress was made in reducing fatalities and injuries on our roadways. Nationally, 37,261 people lost their lives in motor vehicle crashes in 2008 and an estimated 33,963 lost their lives in 2009, a decrease of 8.9 percent. In comparison, statewide, 913 were killed in 2006 and 791 were killed in 2009, a decrease of 13.4 percent. **Comparing 2009 Kentucky statistics to the 2005-2008 state average, total crashes increased 0.2 percent, fatal crashes decreased 10.9 percent, and injury crashes decreased 7.1 percent.** In the U.S., the fatality rate per 100M VMT decreased 18.3 percent from 1.42 in 2006 to 1.16 in 2009 and the injury rate decreased 4.4 percent from 90 to 86. Statewide, the fatality rate per 100M VMT decreased 12.5 percent from 1.92 in 2006 to 1.68 in 2009 and the injury rate decreased 5.5 percent from 91 in 2006 to 86 in 2009. One significant factor in the reduction in Kentucky's injury and fatalities was the passage of the primary enforcement seat belt law in 2006. However, year-to-year statistics involving crashes and injuries or both can be misleading due to the sporadic nature of crashes.

The primary goal of this new edition of the ***Kentucky Strategic Highway Safety Plan*** is to build on the success by establishing measurable goals and evaluating them consistently and comprehensively. This strategic plan will serve as an umbrella guide to increase coordination, communication, and cooperation among federal, state, 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 this 2011–2014 Plan.

Governor's Executive Committee on Highway Safety

Michael Hancock, Chair, Secretary, Kentucky Transportation Cabinet

Nancy Albright, Director, Division of Maintenance, Kentucky Transportation Cabinet

Greg Conley, Director, National Safety Council, Kentucky Chapter

Stan Lampe, President, Kentuckians for Better Transportation

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

Chuck Wolfe, Executive Director, Office of Public Affairs, Kentucky Transportation Cabinet

Thomas Zawacki, Commissioner, Department of Vehicle Regulation, Kentucky Transportation Cabinet

Pamela Rice, Division Administrator, Federal Motor Carrier Safety Administration

Jose Sepulveda, Division Administrator, Federal Highway Administration

Elizabeth Baker, PhD, Regional Administrator, National Highway Traffic Safety Administration

Boyd Sigler, Director, Office of Highway Safety, Kentucky Transportation Cabinet

Jeff Bibb, Director, Division of Incident Management, Kentucky Transportation Cabinet

Jeff Wolfe, Director, Division of Traffic Operations, Kentucky Transportation Cabinet

Jerry Pigman, Manager, Traffic & Safety Program, Kentucky Transportation Center, University of Kentucky

Mark Treesh, Executive Director, Insurance Institute of Kentucky

Vickie Boume, Executive Director, Office of Transportation Delivery, Kentucky Transportation Cabinet

Rodney Brewer, Commissioner, Kentucky State Police

Terry Bunn, Director, Kentucky Injury Prevention and Research Center, University of Kentucky

Tony Dehner, Commissioner, Alcoholic Beverage Control

Wayne Gentry, State Coordinator, Kentucky Operation Lifesaver

Bob Hammonds, Executive Director, Kentucky Board of Emergency Medical Services

Tom Haynes, Chief, Kentucky Association Chiefs of Police

Billie Johnson, Assistant Director, Office of Highway Safety, Kentucky Transportation Cabinet

William Swope, State Fire Marshall, Kentucky State Fire Marshall's Office

Troy Young, Sheriff, Kentucky Sheriff's Association

Lelia Haddle, Kentucky MADD (Mothers Against Drunk Driving)

Strategic Highway Safety Plan

PREFACE

This document, submitted on behalf of the Governor's Executive Committee on Highway Safety, serves as a plan to increase coordination, communication, and cooperation among state, federal, and local agencies, and other highway safety advocates.

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.

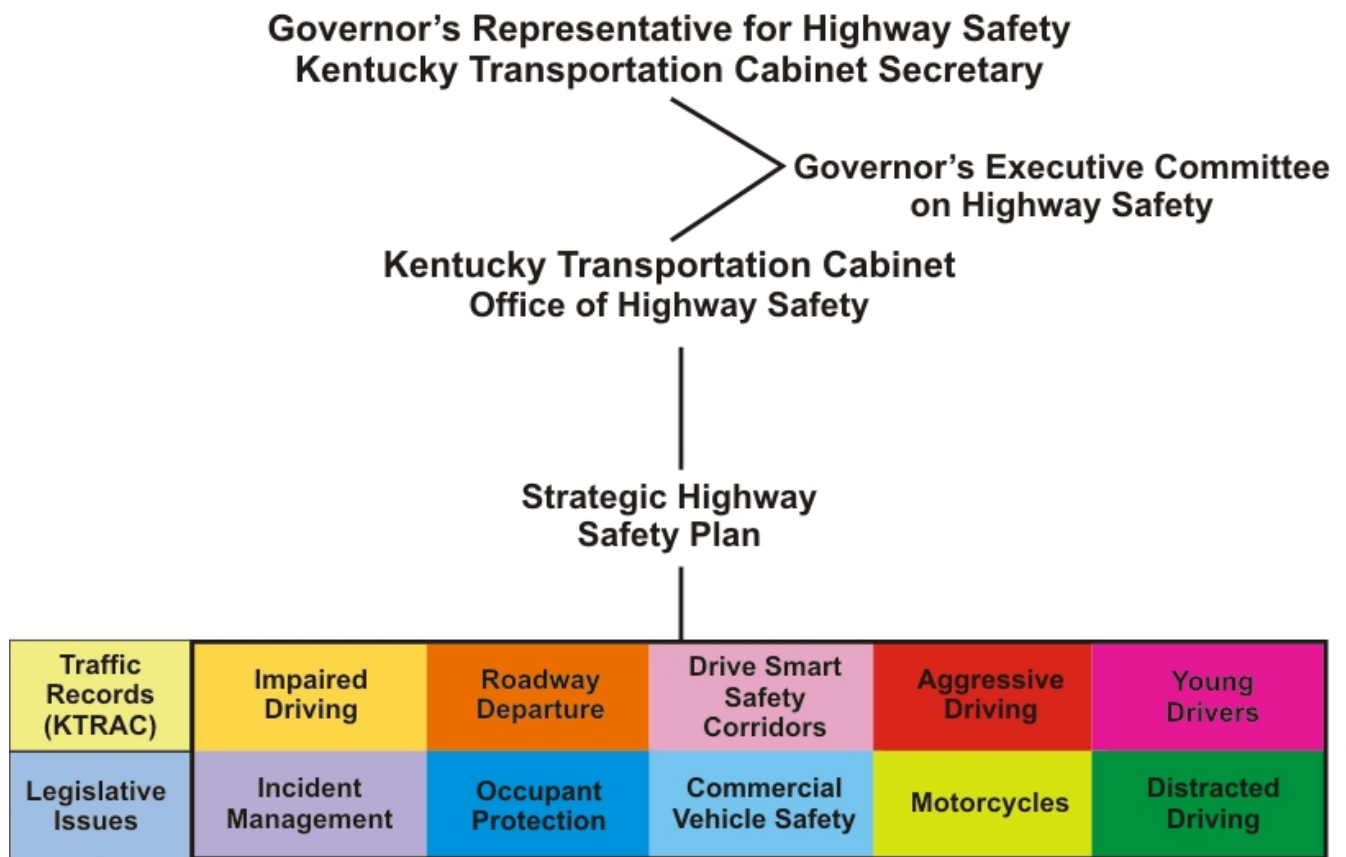
GOAL

To reduce the number of highway fatalities toward Zero by December 31, 2014.

Kentucky's Safety Management

Relationship Structure

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.

Kentucky Office of Highway Safety

The Kentucky Office of Highway Safety is responsible for the day-to-day operations of Kentucky's Highway Safety Management Program. The Office serves as the focal point and staff to the Executive Committee. Within the Office of Highway Safety are two divisions: Highway Safety Programs and Incident Management. The Division of Highway Safety Programs is responsible for the development, implementation, and evaluation of the Strategic Highway Safety Plan. This Division also manages the Safety Education Branch and the Grants Management Branch. The Office provides requested information to the Executive Committee and the Emphasis Area Task Teams and manages and coordinates the Task Teams in the development of various strategies. The Division of Highway Safety Programs focuses on education, outreach, and marketing activities as well as coordinating the Drive Smart Safety Corridors. The Division of Incident Management includes the Transportation Operations Center Branch and the Roadway Assistance Branch.

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 Office of Highway Safety. Each Emphasis Area Team submits strategies and implementation plans to the Executive Committee for approval. The Office of Highway Safety provides support and data analysis expertise to the Executive Committee for identification and prioritization of emphasis areas.

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

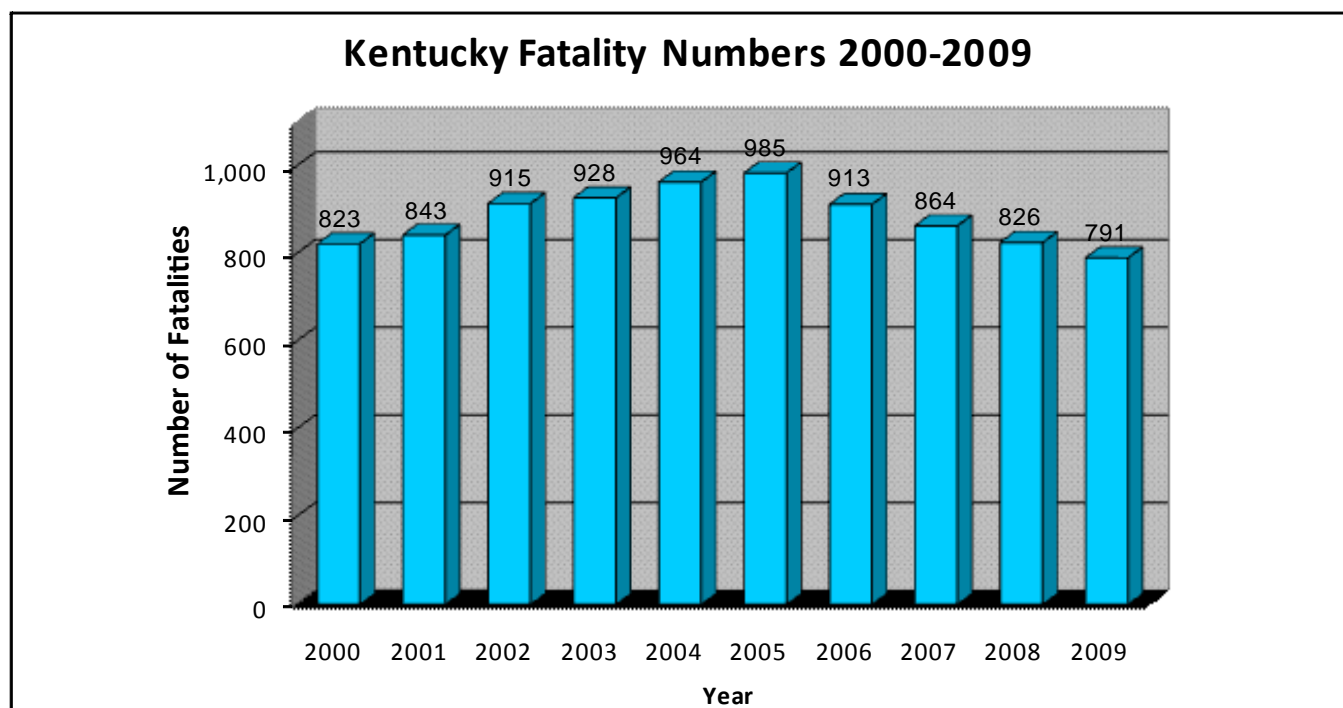
Funding from the above sources should be used to implement both the infrastructure and behavioral strategies and programs agreed upon in this plan. The recommendations from the ***Kentucky Strategic Highway Safety Plan*** should influence the priorities in the above mentioned plans.

Background & Collision Data Overview

All partners agree 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 embrace the guidance provided by the **Kentucky Strategic Highway Safety Plan** and commit to coordinate and integrate their planning, programs and, when appropriate, resources to achieve notable safety advances.

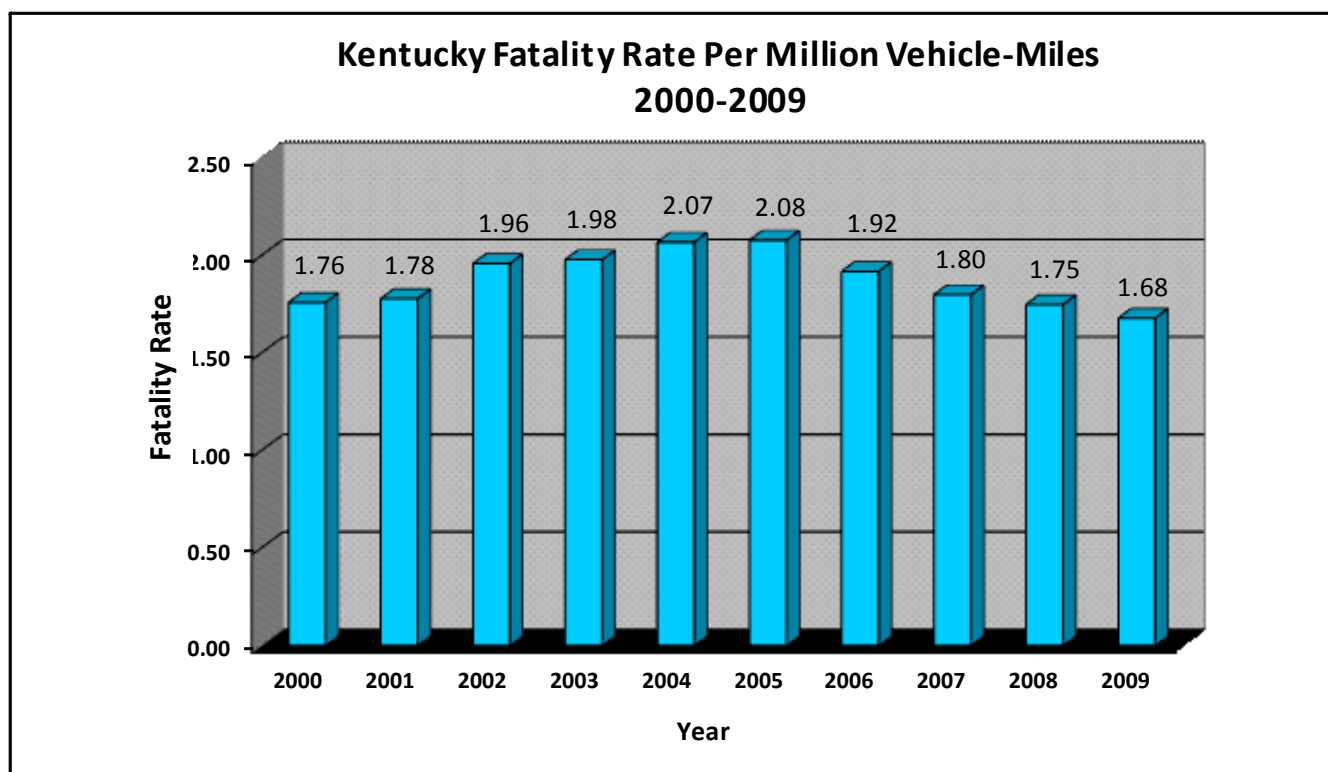
Collision Data Trends

In 2009, Kentucky reported a total of 126,237 collisions, 730 fatal collisions and 25,036 injury collisions. There was an increase of 2,707 collisions year to year (123,530 total in 2008), a **decrease of 22** fatal collisions (730 total), and a decrease of 76 injuries (37,366 total). There were also **declines** in fatalities and injuries in collisions from 2008 to 2009. In 2008, 826 people were killed and 37,491 people were injured, in 2009, 791 people were killed (-35) and 37,366 people were injured (-125). Based on National Safety Council estimates, the annual economic loss due to 2009 traffic crashes in Kentucky was \$2.1 billion with a total comprehensive cost of \$5.8 billion. Deaths and injuries from these traffic crashes are a serious public health concern.



Fatality Rates

The first half of the last ten years shows an increase in Kentucky’s fatality rate, rising to 2.08 fatalities per 100 million vehicle miles in 2005. However, the period from 2005-2009 showed a steady downward turn to 2009 with a 11.1 percent decrease in Kentucky’s fatality rate to 1.68 fatalities per 100 million vehicle miles in comparison to the 2005-2008 average of 1.89.



Demographics

In 2009 male drivers were involved in 55.5 percent of all collisions and 73.7 percent of all fatal collisions. Females were the drivers in 44.5 percent of all collisions and 26.3 percent of fatal collisions. By age, 25-34 year-old drivers were involved in the highest percentage of collisions: 21 percent of all collisions and 21 percent of all fatal collisions. Next, drivers 35-44 were involved in 18 percent of all collisions and 18 percent of all fatal collisions. In terms of teenage drivers (age 16-19), 18 percent of this age group were involved in all collisions and 14 percent in fatal collisions. It is important to note that teenage drivers are only 8 percent of the total population of licensed drivers in Kentucky, including those with a learner permit. There were 111 fatalities in collisions involving a teenage driver; 47 of these fatalities were the teen drivers themselves.

Trends in Crash Statistics

A comparison of crash numbers indicate that the total crashes in 2009 increased by 0.2 percent as compared to the average crashes during the period 2005 to 2008. The number of fatal crashes in 2009 decreased by 10.9 percent as compared to the average fatal crashes during the period 2005 to 2008. Injury crashes decreased over 7 percent in 2009 from the average crashes during 2005 to 2008.

Comparison of Crash Statistics 2005-2009							
	2005	2006	2007	2008	2005-2008	2009	% Change
Total Crashes	128,685	127,252	124,553	123,530	126,005	126,237	0.2%
Fatal Crashes	885	837	803	752	819	730	-10.9%
Fatalities	985	913	864	836	897	791	-11.8%
Injury Crashes	28,828	27,467	26,160	25,360	26,954	25,063	-7.0%
Injuries	43,295	41,044	38,786	37,491	40,154	37,398	-6.9%
Fatal & Injury Crashes	29,713	28,304	26,963	26,112	27,773	25,793	-7.1%
Licensed Drivers (Millions)	2.93	2.96	3.00	3.03	2.98	3.09	3.7%
Registered Vehicles (Millions)	3.54	3.71	3.76	3.78	3.70	3.74	1.1%
Total Vehicle Miles (Billions)	47.4	47.6	47.9	47.2	47.5	47.2	-0.6%
Total Crashes/100 MVM	272	267	260	262	265	267	0.8%
Fatal Crashes/100 MVM	1.87	1.76	1.68	1.59	1.72	1.55	-9.9%
Fatalities/100 MVM	2.08	1.92	1.80	1.75	1.89	1.67	-11.6%
Injuries/100 MVM	91	86	81	79	85	79	-7.1%

Fatal Crashes by Type and Area of Roadway

In Kentucky, 50 percent of fatal crashes during the period 2005 to 2009 occurred on state routes, 23 percent occurred on U. S. routes and 10 percent occurred on interstate highways. In addition, the number of fatalities in the rural areas was consistently higher than those in the urban areas over the years. During the period 2005 to 2009, 59 percent of total fatalities occurred on rural roads and 41 percent occurred on urban roads.

Kentucky Fatal Crashes by Type of Roadway 2005-2009						
Type of Roadway *	2005	2006	2007	2008	2009	% of Total Crashes 2005-2009
Interstate	78	74	85	75	75	10%
U.S. Route	203	192	202	167	173	23%
State Route	454	436	387	385	347	50%
Parkway	18	12	12	16	26	2%
County Road	75	69	76	71	67	9%
City Street	51	51	38	32	36	5%
Other	6	3	3	6	6	1%
Total	885	837	803	752	730	100%

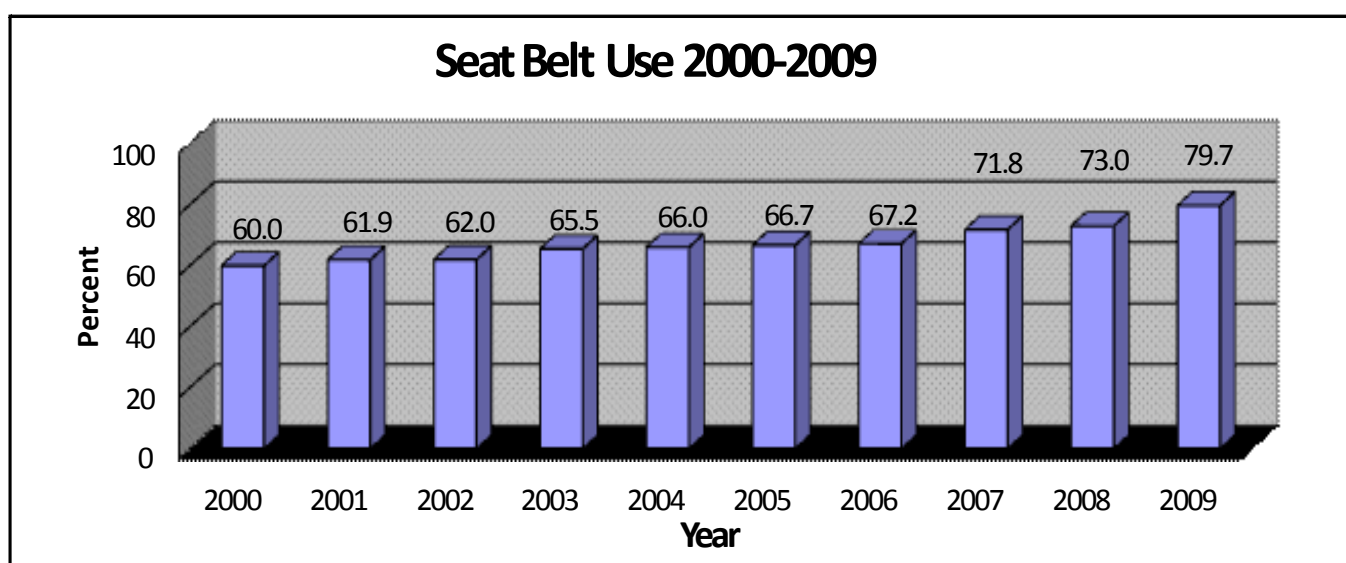
*Does not include crashes occurring on parking lots/private properties.

Fatalities by Rural/Urban Environment 2005-2009						
Environment*	2005	2006	2007	2008	2009	% of Total Crashes 2005-2009
Rural	575	518	525	483	473	59
Urban	410	395	339	343	318	41
TOTAL	985	913	864	826	791	100

*Does not include crashes occurring in parking lots/or private properties.

Occupant Protection

There has been a gradual increase in seat belt use in the last ten years. However, with the passage of the primary seat belt law in 2006 and the beginning of ticketed enforcement in 2007, the seat belt usage rate increased from 73.0 percent in 2008 to 79.7 percent in 2009. The 2009 data also suggests that occupants wearing a seat belt are increasingly unlikely to be injured or killed in a collision. Of those people killed in collisions, 35 percent were wearing a restraint while 45 percent were not wearing a restraint (20 percent were fatalities where a safety restraint was not available such as pedestrians, motorcyclists, and bicyclists). The table below demonstrates that restraint users are less likely to have injuries than non-restraint users.



2009 Kentucky Occupant Restraint Use By Injury Status

Injury Status	All Occupants (Applicable)	Restraint Used	Percentage	Restraint Not Used	Percentage
Killed	791	273	35%	356	45%
Incapacitating Injury	4,491	2,881	64%	886	20%
Non-Incapacitating Injury	12,906	10,013	78%	1,549	12%
Possible Injury	20,001	17,228	86%	1,494	7%
Not Injured	342,053	254,560	74%	4,360	1%



KENTUCKY'S EMPHASIS AREAS

Emphasis Areas

When first published in September 2006, *Kentucky's Roadmap to Safer Highways* focused on targeted emphasis areas and the creation of teams to address each area. Each emphasis area included lists of strategies and initiatives for the team to address. This strategic plan included twelve emphasis areas:

Aggressive Driving
Commercial Motor Vehicles
Distracted Driving
Drive Smart Safety Corridors
Impaired Driving
Incident Management

Motorcycles
Occupant Protection
Roadway Departure
Traffic Records
Young Drivers
Legislative Issues

The emphasis areas of Motorcycles and Distracted Driving were identified and teams were formed in 2009. Lane Departure has been replaced with Roadway Departure to be more comprehensive and consistent with national guidelines. Roadway Safety includes not only the safety of motorists, but also the safety of pedestrians and bicyclists that are part of the roadway users. These “special users” are involved in many of the current emphasis areas. Awareness of pedestrian and bicycle laws/safety is needed for both the motorist and non-motorist.

Kentucky Emphasis Area Statistics 2009														
	Collisions		Injury Collisions		Fatal Collisions									
	Number	% of Total	Number	% of Total	Number	% of Total								
TOTAL	126,237		25,063		730									
Measurable Emphasis Areas														
Aggressive Driving	33,389	26.4%	8,145	32.5%	258	35.3%								
Commercial Motor Vehicles	4,915	3.9%	192	0.8%	101	13.8%								
Distracted Driving	57,366	45.4%	10,535	42.0%	202	27.7%								
Drive Smart Corridors	10,631	8.4%	424	1.7%	56	7.7%								
Impaired Driving	4,984	3.9%	1,778	7.1%	132	18.1%								
Motorcycles	1,915	1.5%	1,240	5.0%	84	11.5%								
Roadway Departure	40,751	32.3%	10,919	43.6%	527	72.2%								
Young Drivers	23,680	18.8%	4,851	19.4%	108	14.8%								
Seat Belt Usage Rates	2003	66%	2004	66%	2005	67%	2006	67%	2007	72%	2008	73%	2009	80%



AGGRESSIVE DRIVING

Aggressive Driving

Emphasis Area Definition:

Aggressive driving is generally defined as actions by drivers that result in adverse safety effects on other drivers and contribute to crashes that are coded as follows: failure to yield right of way, following too close, too fast for conditions, disregarding traffic control, exceeding stated speed limit, improper passing, and weaving in traffic.

Emphasis Area Team Leader:

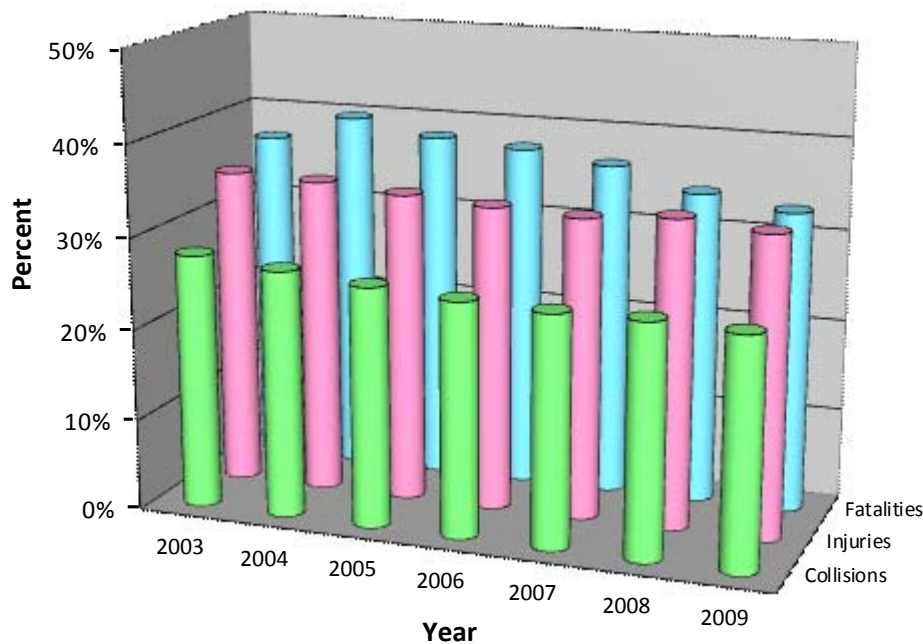
Lt. David Jude
Kentucky State Police

Emphasis Area Goal:

The goal is to determine the level of aggressive driving within Kentucky and implement strategies to address and reduce aggressive driving.

Year	Collisions			Persons	
	All	Injury	Fatal	Injuries	Fatalities
2003	36,172	10,013	302	16,344	342
2004	36,146	9,501	322	15,517	383
2005	33,728	9,062	331	14,649	376
2006	32,588	8,424	307	13,658	343
2007	31,499	7,903	274	12,753	301
2008	31,395	7,829	240	12,609	282
2009	31,649	7,576	227	12,285	260

Kentucky Aggressive Driving Percentages of Total 2003-2009



Aggressive Driving

Emphasis Area Objective:

Reduce the types of traffic collisions associated with aggressive driving by 5 percent per year by 2014.

Emphasis Area Strategies:

(Check marks illustrate implemented strategies)

- ✓ Strategy 4.2d: To continue to enhance and promote highly publicized and high-visibility enforcement programs.
- ✓ Strategy 4.2e: To conduct directed patrols in areas based on citizen complaints of aggressive driving.
- ✓ Strategy 4.2f: To conduct directed patrols in areas based on law enforcement knowledge of aggressive driving behaviors.
- ✓ Strategy 4.2g: To conduct directed patrols in areas based on collision data related to aggressive driving.
- Strategy 4.2h: Provide information sharing between state and local law enforcement agencies to address aggressive driving.

Emphasis Area Performance Measures:

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



COMMERCIAL VEHICLE SAFETY

Commercial Vehicle Safety

Emphasis Area Definition:

A commercial vehicle is a vehicle with a registered weight of 10,000 pounds or more.

Emphasis Area Team Leaders:

Lt. Colonel Jack Miniard, Kentucky State Police

Emphasis Area Goal:

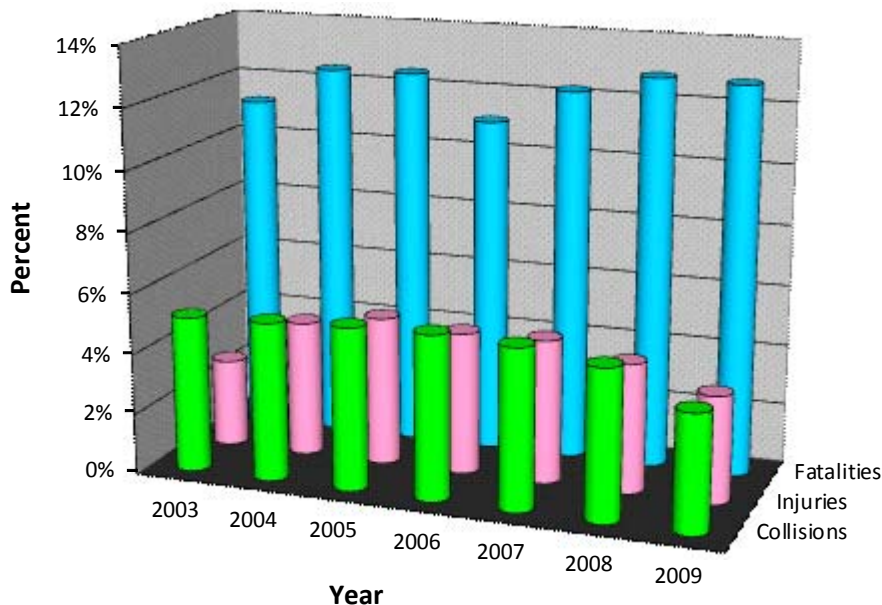
Reduce the number and severity of crashes involving commercial motor vehicles and hazardous materials incidents.

Emphasis Area Objective:

Reduce the fatality rate involving commercial motor vehicles in 2014 by 12% as compared to the 2008 rate of 1.59 fatalities per million truck vehicle-miles traveled.

Year	Collisions			Persons	
	All	Injury	Fatal	Injuries	Fatalities
2003	6,700	1,362	104	1,968	115
2004	7,032	1,382	106	2,022	120
2005	6,936	1,404	107	2,134	123
2006	6,931	1,320	90	1,929	101
2007	6,643	1,253	91	1,847	101
2008	6,168	1,088	89	1,605	106
2009	4,915	908	90	1,328	101

Kentucky Commercial Motor Vehicle Percentages of Total 2003-2009



Commercial Vehicle Safety

Emphasis Area Strategies:

(Check marks illustrate implemented strategies)

- Identify high crash corridors involving commercial vehicles and initiate appropriate engineering and enforcement interventions, where appropriate.
- Coordinating with the appropriate state entities regarding feasibility of using information boards and rest areas to post information on these high crash corridors.
- √ Promote the increase of space/parking capacity for commercial vehicles in interstate rest areas and rest havens.
- √ Educate roadway users, motor carriers, and the agriculture community on commercial vehicle performance, visibility, and regulations including the No-Zone Program, hazardous materials, etc.
- Implement national and state specific program elements:
 1. Driver/Vehicle Inspections
 2. Compliance Reviews
 3. Traffic Enforcement
 4. Public Education and Awareness
 5. Data Collection and Reporting
- Implement other strategies identified in Kentucky's annual Commercial Vehicle Safety Plan, which is part of the Motor Carrier Safety Assistance Program (MCSAP).

Emphasis Area Performance Measures:

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



DISTRACTED DRIVING

Distracted Driving

Year	Collisions			Persons	
	All	Injury	Fatal	Injuries	Fatalities
2003	53,206	11,471	168	17,667	187
2004	57,124	11,501	183	17,564	198
2005	55,842	11,132	205	17,136	233
2006	55,293	10,775	214	16,685	246
2007	53,078	10,083	177	15,514	189
2008	50,749	9,436	171	14,534	185
2009	54,435	9,846	189	15,280	203

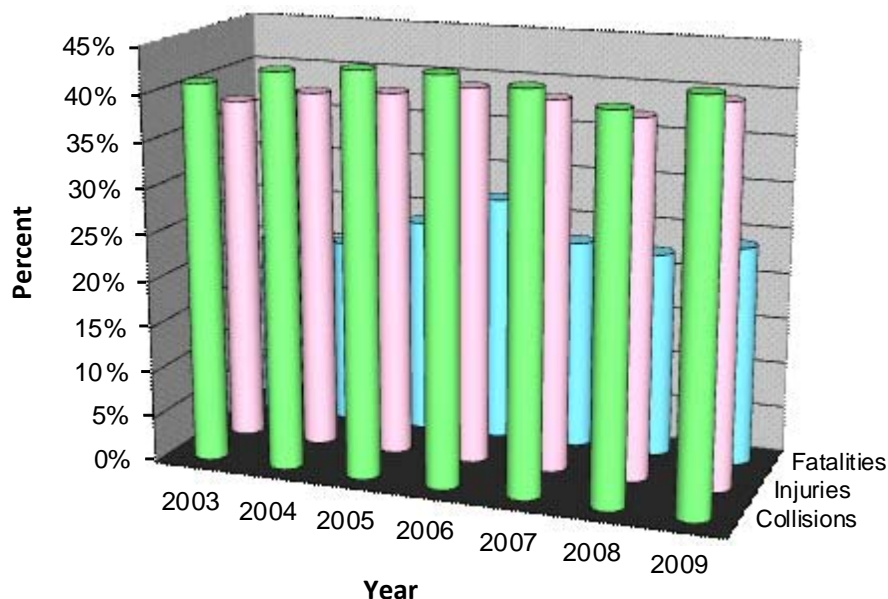
Emphasis Area Definition:

Distracted driving is any activity by the operator of a motor vehicle that has the potential to distract the operator from the primary task of driving, increasing the risk of crashing.

Overview of Legislation:

House Bill 415, signed into law on April 15, 2010, bans texting for drivers of all ages while the vehicle is in motion. **For drivers 18 and over**, it allows the use of global positioning devices and reading, selecting or entering a telephone number or name for the purpose of making a call. **For drivers under 18**, no use of personal communication devices such as cell phones and pagers is allowed while the vehicle

Kentucky Distracted Driving Percentages 2003-2009



Distracted Driving

is in motion. The use of a global positioning system is allowed, but manually entering information must be completed while the vehicle is stopped.

Emphasis Team Leader:

Boyd Sigler, Director of Highway Safety Programs, KOHS, KYTC

Emphasis Area Goal:

Reduce the number of crashes, injuries, and fatalities related to driver distractions.

Emphasis Area Objective:

Reduce the types of traffic collisions associated with distracted driving by 5 percent per year by 2014.

Emphasis Area Strategies:

- Provide information to the public on the recently passed legislation to ban texting
- Use the D2 Simulator in schools and community venues to demonstrate and reinforce the dangers of distracted driving
- Produce and disseminate public service announcements on distracted driving using UK and WKU coaches
- Encourage and support increased law enforcement activities to reduce distracted driving



DRIVE SMART SAFETY CORRIDORS

Drive Smart Safety Corridors

Emphasis Area Definition:

Highway corridors identified in each of the 12 highway districts based on frequency of crashes and need for safety improvements in the areas of engineering, enforcement, education, and emergency response.

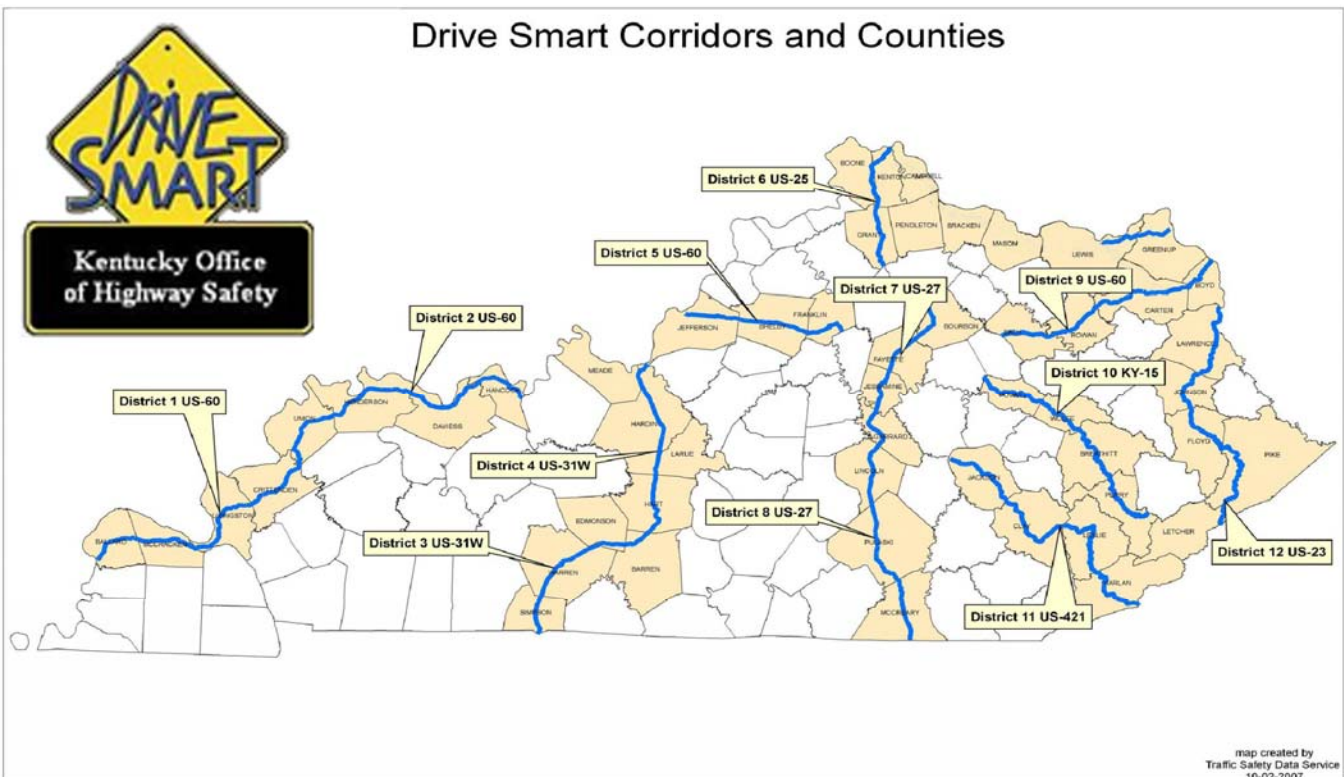
Emphasis Area Team Leader:

Dennis Gardner, Office of Highway Safety, KYTC

Emphasis Area Goal:

To reduce the number of fatalities and injuries on identified Drive Smart Safety Corridors by 10 percent per year by 2014.

YEAR	Collisions			Persons	
	All	Injury	Fatal	Injuries	Fatalities
2003	10,911	2,726	70	4,354	82
2004	10,548	2,508	72	4,114	83
2005	10,157	2,436	71	3,890	79
2006	10,630	2,425	74	3,889	83
2007	10,317	2,288	75	3,603	81
2008	10,478	2,261	51	3,526	57
2009	10,631	2,241	50	3,482	56

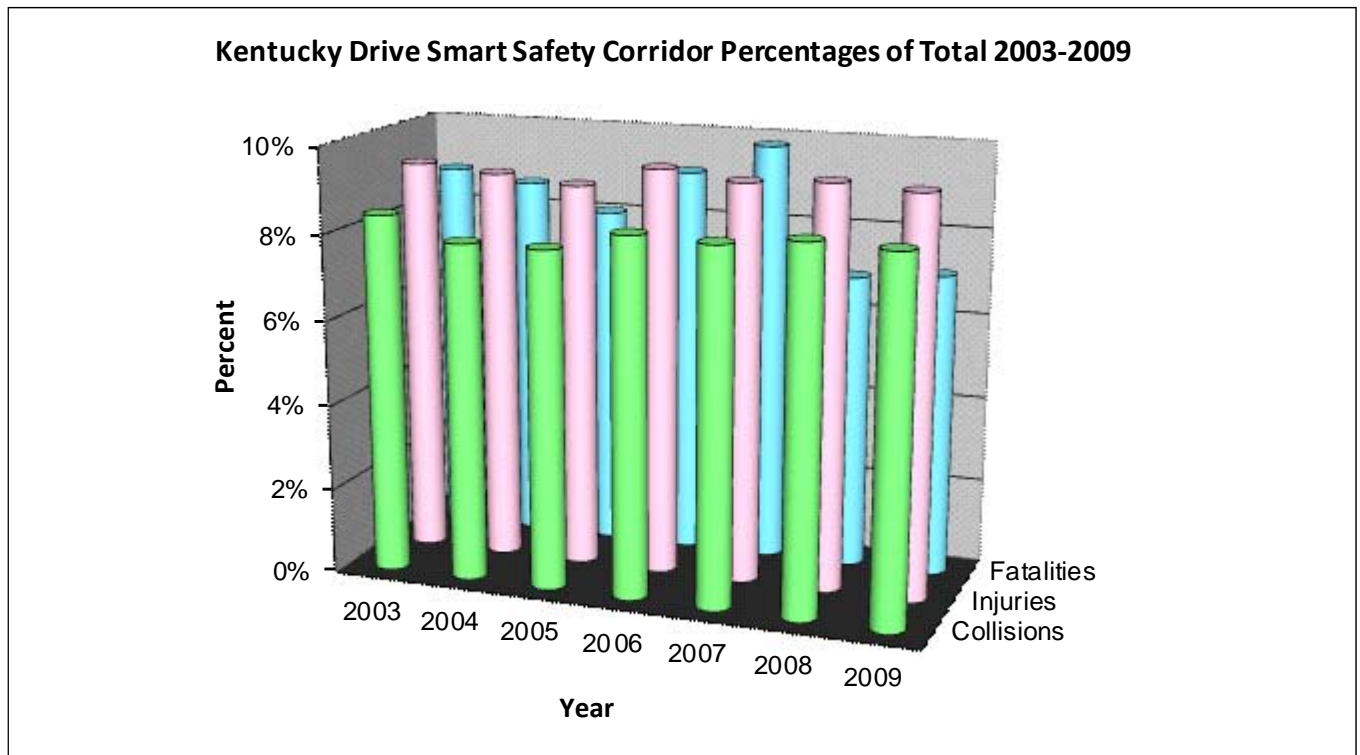


Drive Smart Safety Corridors

Emphasis Area Strategies:

(Check marks illustrate implemented 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 corridors.



Drive Smart Safety Corridors

Emphasis Area Strategies: (cont'd)

(Check marks illustrate implemented strategies)

- ✓ Encourage application and approval of law enforcement grants to the Kentucky Office of Highway Safety 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 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.

Emphasis Area 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



IMPAIRED DRIVING

Impaired Driving

Emphasis Area Definition:

Impaired driving is recognized as driving a motor vehicle under the influence of alcohol or narcotics.

Emphasis Area Team Leader:

Matt McCoy, Impaired Driving Team Leader, KOHS, KYTC

Emphasis Area Goals:

- To reduce the number of fatalities and serious injuries involving impaired driving by 5 percent per year by 2014.
- 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-impairment problem by increasing the number of Drug Recognition Experts in areas of the state identified as having the greatest problem.
- To continue to reduce the growing underage-drinking problem in Kentucky through legislative changes that mandate social host, keg registration and server training.
- To continue to improve the ability of prosecutors to effectively prosecute impaired driving offenders through increased training.

Emphasis Area Objective:

- To identify safety issues related to impaired driving and implement countermeasures to reduce the frequency and severity of related crashes.

Emphasis Area Strategies:

(Check marks illustrate implemented strategies)

- ✓ Expand upon the Drug Recognition Expert Program.
- ✓ Continue with educational programs that bring awareness to the drunk and drugged driving problem.
- ✓ Continue cross-education of prosecutors and law enforcement in impaired-driving procedures that involve standard field sobriety testing, DRE testimony and probable cause testimony.
- ✓ Continue to coordinate and expand state/local checkpoints.
- ✓ Continue to implement data driven impaired driving enforcement.
- ✓ Continue to coordinate with media outlets.

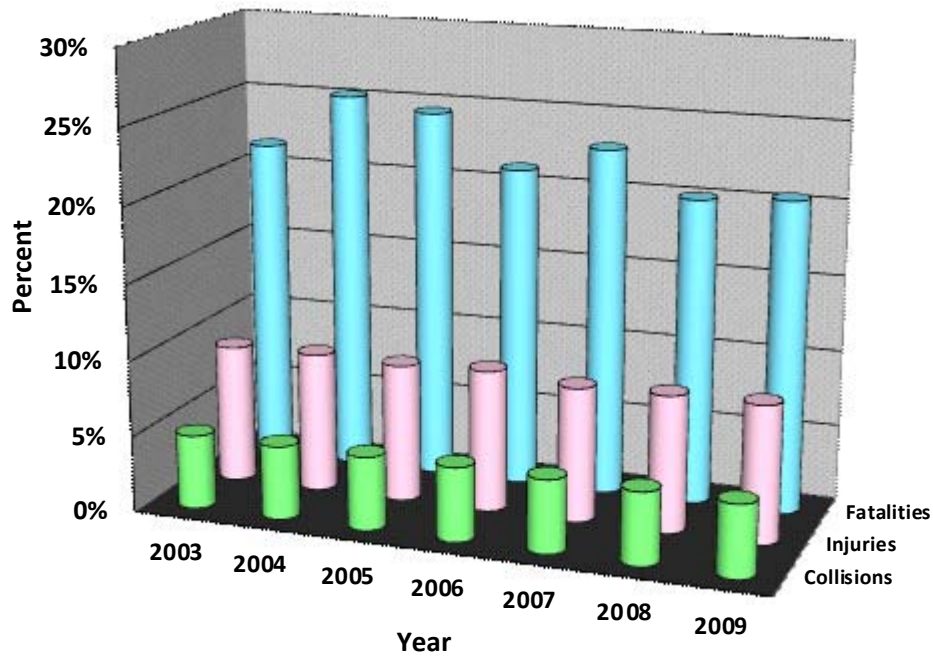
Impaired Driving

Kentucky Alcohol & Drug Statistics					
Year	Collisions			Persons	
	All	Injury	Fatal	Injuries	Fatalities
2003	6,330	2,780	179	4,286	200
2004	6,477	2,665	203	4,144	243
2005	6,239	2,579	217	3,931	241
2006	6,203	2,534	181	3,829	193
2007	5,996	2,345	179	3,431	189
2008	5,897	2,247	160	3,373	166
2009	5,992	2,236	148	3,348	162

Emphasis Area Strategies: (cont'd)

- ✓ Educate individuals and legislators about the benefits of lowering the High BAC from .18 to .15 through workshops using data-driven impaired-driving enforcement statistics and wet labs.
- Continue efforts to implement Administrative License Revocation (ALR) for operating motor vehicles while under the influence of alcohol determined by chemical testing.
- Continue to impose mandatory server training to reduce underage purchases of alcohol and reduce over-service of alcohol to persons who are intoxicated.

Kentucky Alcohol & Drug Percentages of Total 2003-2009



Impaired Driving

Emphasis Area Strategies: (cont'd)

- Continue to seek legislation that requires beer kegs to be tagged with purchaser's name, address and location where keg is used.
- Continue to seek legislation that imposes liability on social hosts who allow minors to consume alcohol.
- Increase awareness and enforcement of existing social host and mandatory server training ordinances.

Emphasis Area 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 bills related to impaired driving are introduced
- Number of citations issued by law enforcement in cities that have social host ordinances





INCIDENT MANAGEMENT

Incident Management

Emphasis Area Definition:

Incident management as related to highway transportation is the process of response to highway incidents to improve safety and reduce traveler delay.

Emphasis Area Team Leader:

Jeff Bibb, Office of Highway Safety, KYTC

Incident Management Emphasis Area Goals:

Four basic goals have been identified as the focus of Kentucky’s Highway Incident Management Strategic Plan. These goals reflect long-term, system-level aspirations and are based on the input of Kentucky’s stakeholders and other national, state, and regional plans.

GOALS OF KENTUCKY’S HIGHWAY INCIDENT MANAGEMENT STRATEGIC PLAN	
G1.	Improve Safety of Responders and Motorists
G2.	Reduce Traffic Delay
G3.	Improve Motorist Awareness
G4.	Improve Responder Preparedness

Emphasis Area Objective:

To improve safety and reduce traveler delay by implementing an effective, multi-agency incident management program.

Emphasis Area Strategies:

*For numerical value, 10 represents highest ranking and 1 represents lowest ranking

Bold text refers to strategies that have already been implemented

Incident Management Strategies and Rankings (High Ranking)		
Action Strategy	Ranking	Numerical Value*
A4: Improve the warning system for the end of the traffic queue at major incidents and during construction or maintenance activities	1	8.21
A36: Promote the use of the national incident management system	2	8.18
A41: Incorporate incident management training into the basic training of all responders.	3	8.12

Incident Management

Emphasis Area Strategies: (cont'd)

Incident Management Strategies and Rankings (High Ranking, cont'd)		
Action Strategy	Ranking	Numerical Value*
<u>A7</u>: Develop and implement alternate route plans for all critical roadways.	4	8.03
<u>A43</u>: Establish or enhance local incident management teams and cultivate their development.	5	8
<u>A25</u>: Implement barrier openings or emergency crossovers where needed.	6	7.97
<u>A3</u>: Better understand the problem with secondary crashes in Kentucky and identify means to address these problems.	7	7.88
<u>A38</u>: Provide local interagency incident management training for all responding agencies.	8	7.82
<u>A47</u>: Share Kentucky's highway incident management strategic plan with responders and update the plan regularly.	9	7.79
<u>A45</u>: Sponsor post-incident debriefings for all major incidents.	10	7.73
<u>A18</u>: Expand the freeway service patrols in urban areas and consider implementation on some rural corridors.	11	7.7
<u>A42</u>: Establish a statewide incident management task force to coordinate statewide efforts and provide leadership and direction for incident management on a statewide level.	12	7.64
<u>A37</u>: Sponsor the national highway institute course on incident management for responders.	13	7.58
<u>A12</u>: Implement quick clearance and vehicle removal laws that include clauses for limiting liability to responders.	14	7.58
<u>A39</u>: Develop a course on traffic control for emergency response personnel and train responders.	15	7.55
<u>A31</u>: Develop an architecture for sharing incident information among responding agencies, with the statewide Transportation Operation Center, and (where applicable) with local Traffic Management Centers.	16	7.48

Incident Management

Emphasis Area Strategies: (cont'd)

Incident Management Strategies and Rankings (Medium Ranking)		
Action Strategy	Ranking	Numerical Value*
A5: Identify and address the delays and safety problems associated with work zones and maintenance activities.	17	7.45
A40: Enhance training for dispatchers.	18	7.39
A32: Identify and address the issues by providing timely incident information to the public.	19	7.39
A29: Provide 24-hour incident response by all Kentucky Transportation Cabinet district offices.	20	7.3
A49: Sponsor an annual statewide conference to encourage interaction among responders and promote new initiatives in highway incident management.	21	7.27
A17: Implement an incident response team as a pilot project in a high incident area or on a critical route.	22	7.24
A30: Enhance the capability of current traffic management centers and implement other centers, as needed.	23	7.21
A10: Implement a statewide policy concerning the cleanup of small fuel spills.	24	7.12
A27: Identify best practices with regard to communications interoperability and implement changes.	25	7.09
A44: Encourage and aid incident management teams in the development of an incident response manual.	26	7.06
A33: Identify critical or "Decision Point" locations where ITS technology should be located to disseminate incident information.	27	7.06
A24: Implement reference and ramp markers in high incident areas or on critical routes.	28	6.97
A34: Partner with the media for incident information dissemination.	29	6.94
A6: Initiate a public information campaign for motorists on the proper response to an incident.	30	6.85
A23: Implement a pilot project using automatic cargo identification technology on hazardous material vehicles.	31	6.82

Incident Management

Emphasis Area Strategies: (cont'd)

Incident Management Strategies and Rankings (Medium Ranking, cont'd)		
Action Strategy	Ranking	Numerical Value*
<u>A19</u>: Implement a pilot project that makes use of an on-scene traffic manager at all major incidents.	32	6.82
<u>A9</u>: Develop an open roads policy for interstates and parkways.	33	6.76

Incident Management Strategies and Rankings (Low Ranking)		
Action Strategy	Ranking	Numerical Value*
<u>A35</u>: Identify the current problems with the 511 system and implement strategies for improving the system.	34	6.76
<u>A46</u>: Incorporate a mock disaster exercise as part of the annual training for responders.	35	6.76
<u>A8</u>: Implement emergency response vehicle parking plan.	36	6.61
<u>A48</u>: Establish a system for ranking the seriousness of incidents.	37	6.55
<u>A15</u>: Identify crash investigation sites and educate responders in the benefits of moving the incident off the roadway.	38	6.45
<u>A13</u>: Update the crash reporting form to encourage quick clearance.	39	6.3
<u>A28</u>: Make use of equipment storage sites as a pilot project in one critical area.	40	6.12
A11: Develop and implement hazardous material ordinances for every county.	41	6.03
<u>A22</u>: Implement a highway incident reporting hotline for motorists.	42	5.79
<u>A26</u>: Evaluate automatic vehicle location and computer aided dispatch for response vehicles.	43	5.76
A20: Implement a towing incentive program as a pilot project and study the benefits.	44	5.7
<u>A14</u>: Implement push bumpers for responder vehicles.	45	5.67

Incident Management

Emphasis Area Strategies: (cont'd)

Incident Management Strategies and Rankings (Low Ranking, cont'd)		
Action Strategy	Ranking	Numerical Value*
A16: Perform a comparative analysis of crash reconstruction equipment and make recommendations for implementation.	46	5.64
A1: Develop emergency vehicle lighting guidelines and encourage responding agencies to adopt their own policies.	47	5.52
A2: Investigate the use of portable barrier curtains and implement on a pilot project basis.	48	5.45
A21: Change in policy or legislation regarding the removal of deceased victims.	49	4.55

Emphasis Area Performance Measures:

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



MOTORCYCLES

Motorcycles

Emphasis Area Definition:

“Licensed motorcycle operator” refers to a licensed operator with either standard Kentucky operator’s license containing motorcycle endorsement, standard Kentucky license containing commercial and motorcycle endorsements or a motorcycle license only. Licensed operator refers to any issued Kentucky license excluding learner’s permits, intermediate or moped-only licenses.

Emphasis Area Team Leader:

John Dudinskie, Office of Highway Safety, KYTC

Emphasis Area Goals:

- To reduce by 15% (in 2014) fatality and alcohol related accidents involving motorcycles through implementation of strategies which target motorcycles and motor vehicle operators.
- To increase Motorcycle operators’ awareness of need to be visible .
- To increase awareness of motor vehicle operators of requirement to share the road with motorcycles.
- To increase use of D.O.T. certified helmets by motorcycle operators.

Emphasis Area Objective:

To identify safety issues related to motorcycles and implement programs to reduce the frequency and severity of crashes involving motorcycles.

Emphasis Area Strategies:

Driver Education

- Public service announcements focusing on the safety benefits of helmets.

- Billboards targeting the motoring public to promote safely sharing the road with motorcycles.
- Gas topper ads promoting helmet use and safely sharing the road.
- Partner with motorcycle establishments to display educational items for sober rides.
- Attend rides and rallies to distribute educational tip sheets.
- Contact permit motorcycle operators to encourage proper licensing.
- Continue partnership with the Kentucky Motorcycle Program at Eastern Kentucky University.
- Encourage the use of reflective materials and headlamp modulation systems through public service announcements and educational tip sheets.

Kentucky Motorcycle Statistics					
Year	Collisions			Persons	
	All	Injury	Fatal	Injuries	Fatalities
2003	1,438	994	56	1,200	58
2004	1,581	1,112	70	1,341	74
2005	1,777	1,185	83	1,412	90
2006	1,765	1,181	94	1,414	97
2007	2,087	1,395	112	1,642	116
2008	2,159	1,406	96	1,658	97
2009	1,915	1,238	84	1,472	88

Motorcycles

Emphasis Area Strategies: (cont'd)

Police Officer Education

- Work with the Department of Criminal Justice Training and Kentucky State Police Academy to educate officers in detection of impaired motorcyclists.

Directed Patrols

- Continue partnerships with law enforcement agencies, the Kentucky Office of Highway Safety Program, and other highway safety partners.

Promotional Outreach

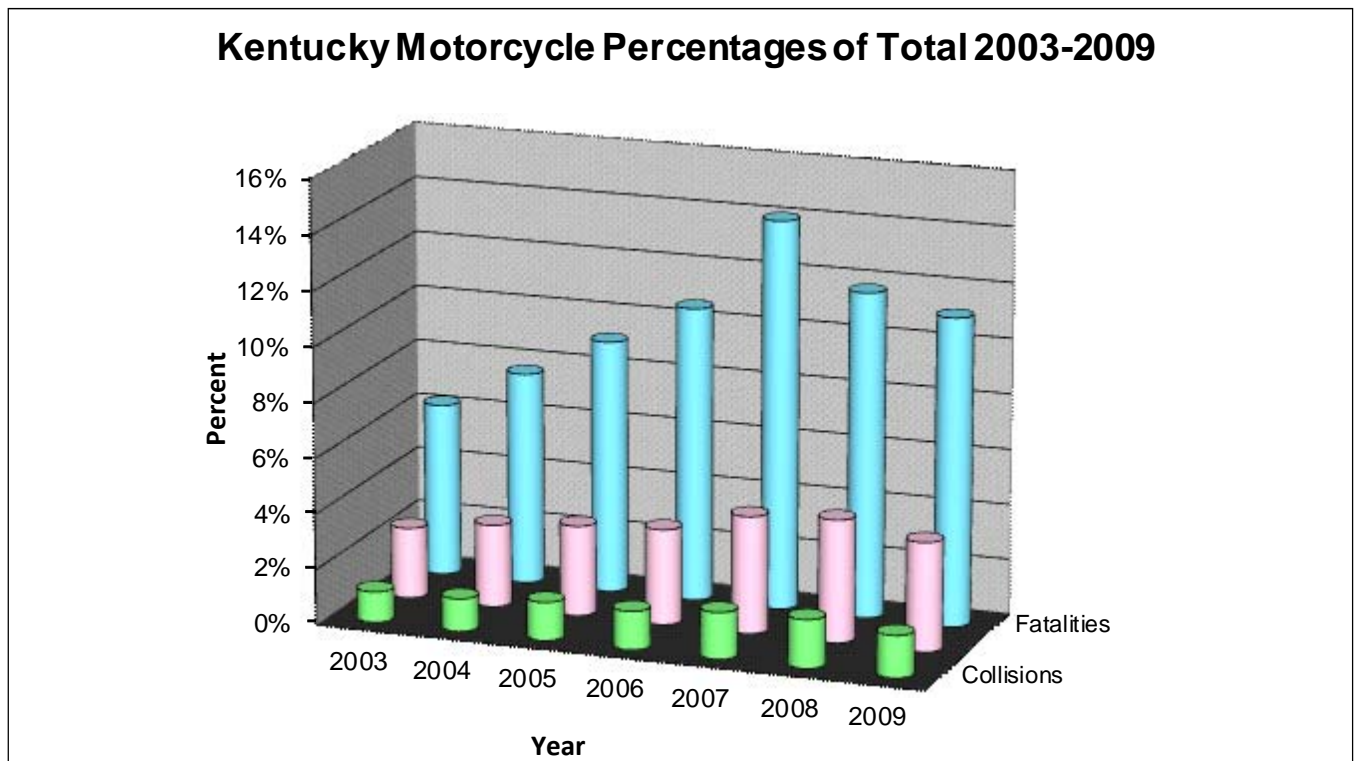
- Provide high visibility patches, tape, stickers and arm bands with safety messages to motorcycle riders.

Legislation

- Propose legislation for a mandatory helmet law.

Emphasis Area Performance Measures

- Monitor number of fatal and injury crashes involving motorcycles.
- Conduct statewide representative survey before and after implementation of strategies.





OCCUPANT PROTECTION

Occupant Protection

Emphasis Area Definition:

Occupant Protection is any protective device, including seat belt, airbag, child safety seat, booster seat, which prevents death and/or injury in motor vehicle crashes.

Emphasis Area Team Leaders:

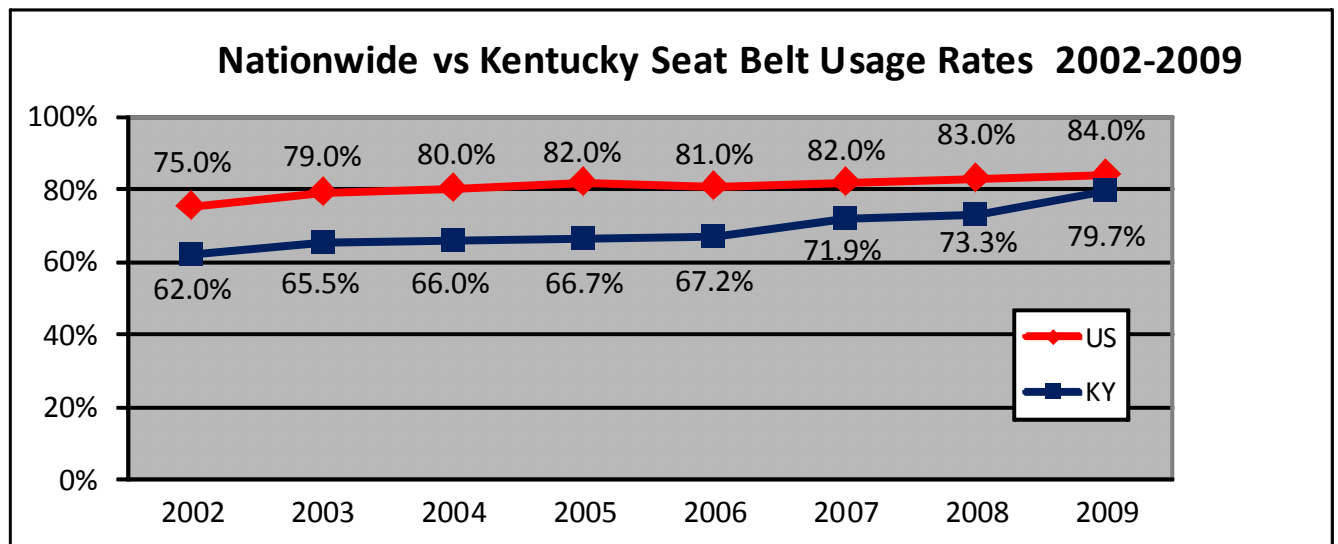
Billie Johnson, KOHS, KYTC, Co-Leader
 Tony Young, FHWA, Co-Leader

Occupant Protection Goals:

- Reduce motor vehicle fatalities and injuries 25% by December 31, 2014.
- Increase Kentucky’s seat belt usage rate to 90% by December 31, 2014.
- Decrease the number of unrestrained vehicle occupant fatalities by 15% by December 31, 2014.
- Increase the usage rate of unrestrained children age 7 and under to 100% by December 31, 2014.

Occupant Protection Objectives:

- Educate the public about the provisions of Kentucky’s primary seat belt law and the consequences of non-compliance.

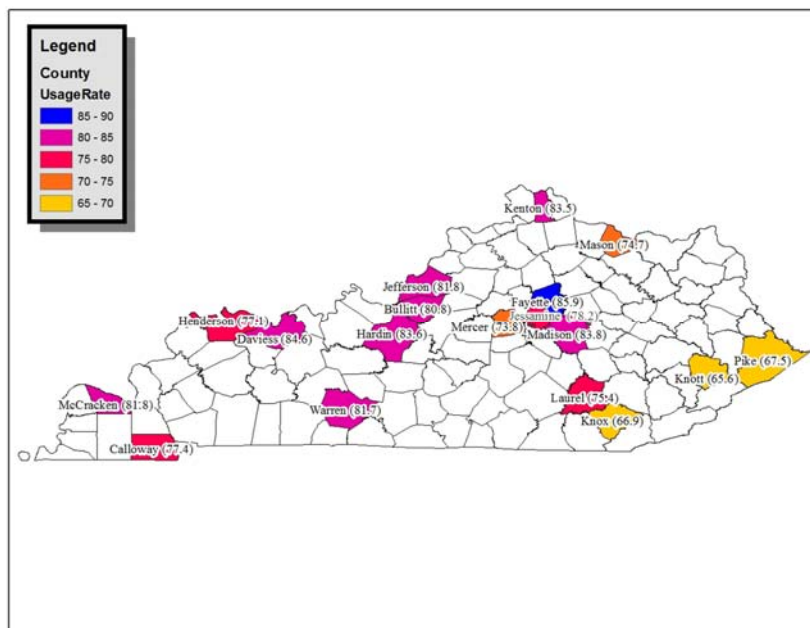


Occupant Protection

Occupant Protection Objectives: (cont'd)

- Encourage law enforcement agencies to aggressively enforce the primary seat belt law.
- Encourage law enforcement agencies to aggressively enforce the primary seat belt law during nighttime hours. (8 pm – 6 am)
- Coordinate at least one major statewide law enforcement mobilization focused on occupant protection during the year (*Click It or Ticket*).
- Continue to increase public awareness about the lifesaving benefits of seat belts, child safety seats and booster seats. Target messages to those segments of the population and to geographic areas with the lowest usage rates.
- Encourage the passage of stronger occupant protection laws for children (specifically, those over 40" tall, who are not adequately protected under the current child restraint law) by providing information and statistics about this topic to lawmakers, safety advocates and grassroots organizations.
- Educate more parents, childcare workers, emergency personnel, and others about how to correctly install child safety seats. Support making more fitting stations and CPS technicians available to the public.

Kentucky Occupant Protection Rates 2009



Occupant Protection

Occupant Protection Strategies:

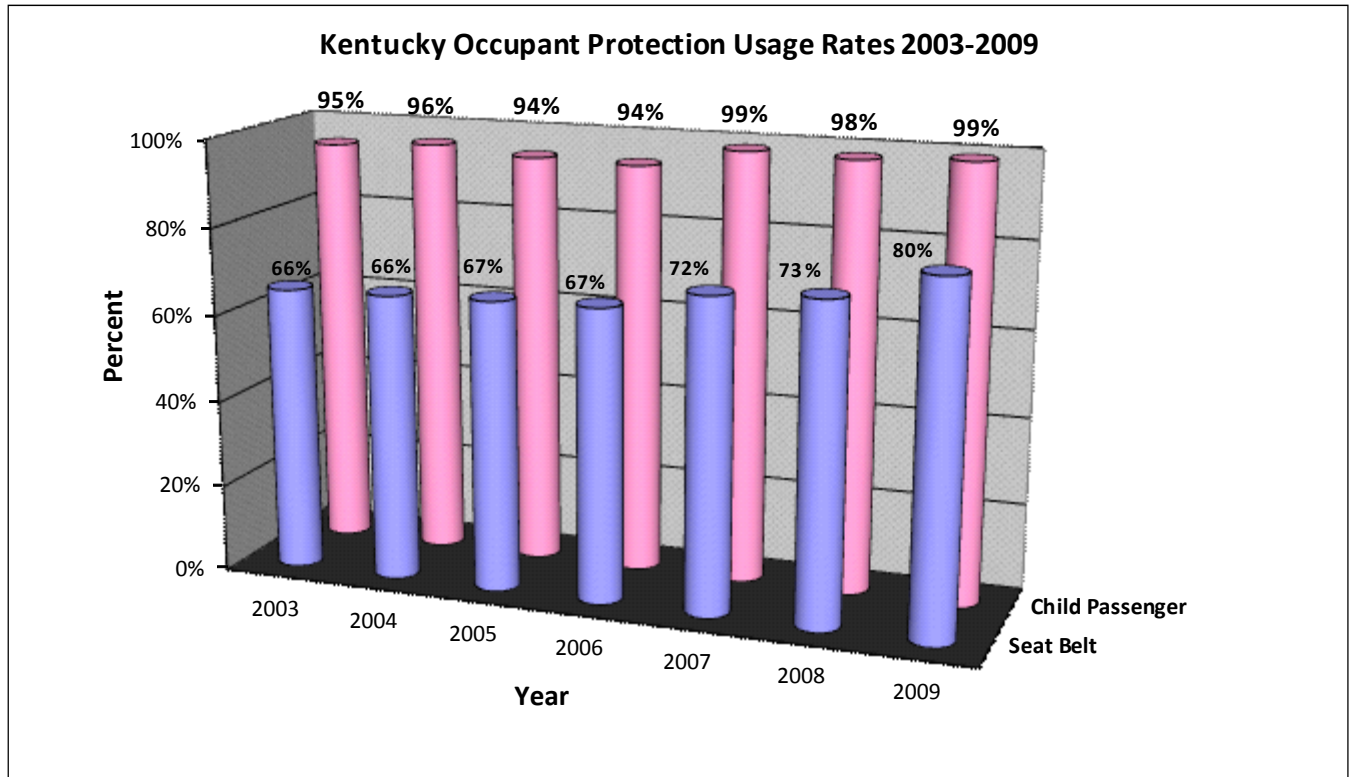
(Check marks illustrate implemented strategies)

Engineering

- √ Increase use of changeable message boards and signs that encourage restraint use.
- Increase permanent road signs in areas of low usage rates.
- Increase temporary “enforcement zone” signage in low usage areas.

Enforcement

- Use seat belt survey to target problem areas in rural parts of the state.
- Utilize corridor enforcements to sustain occupant protection use.
- Increase statewide enforcement in general.
- Restore “Click It or Ticket” law enforcement awards program.



Occupant Protection

Occupant Protection Strategies: (cont'd)

Education

- Initiate local seat belt coalitions.
- Continue to host Lifesavers Traffic Safety Conference with an emphasis on occupant protection and emphasis areas of Strategic Highway Safety Plan.
- Increase education on young seat belt usage, with a focus on teens and “Always Buckle Up Children in the Backseat” campaign.

Legislative Issues

- Encourage legislative changes to the safety belt law to include higher penalties.
- Upgrade booster seat law to comply with federal standards.
- Support legislation requiring helmets for all motorcycle riders.

Occupant Protection 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 of citations issued with insufficient child restraints
- Number of citations/warnings issued
- Number of CPS experts trained
- Number of child seats checked
- Number outreach programs in the communities with needs
- Number of technicians trained
- Number of seats checked



ROADWAY DEPARTURE

Roadway Departure

Kentucky Roadway Departure Statistics					
Year	Collisions			Persons	
	All	Injury	Fatal	Injuries	Fatalities
2003	40,386	12,380	569	18,212	632
2004	41,592	12,282	585	17,847	670
2005	39,799	12,210	620	17,743	700
2006	39,867	11,708	589	16,932	646
2007	39,240	11,144	568	15,958	618
2008	40,345	11,175	546	15,963	603
2009	40,751	10,919	527	15,526	575

Emphasis Area Definition:

The term roadway departure is defined as a non-intersection crash which occurs after a vehicle crosses an edge line, a centerline, or otherwise leaves the traveled way.

Emphasis Area Team Leader:

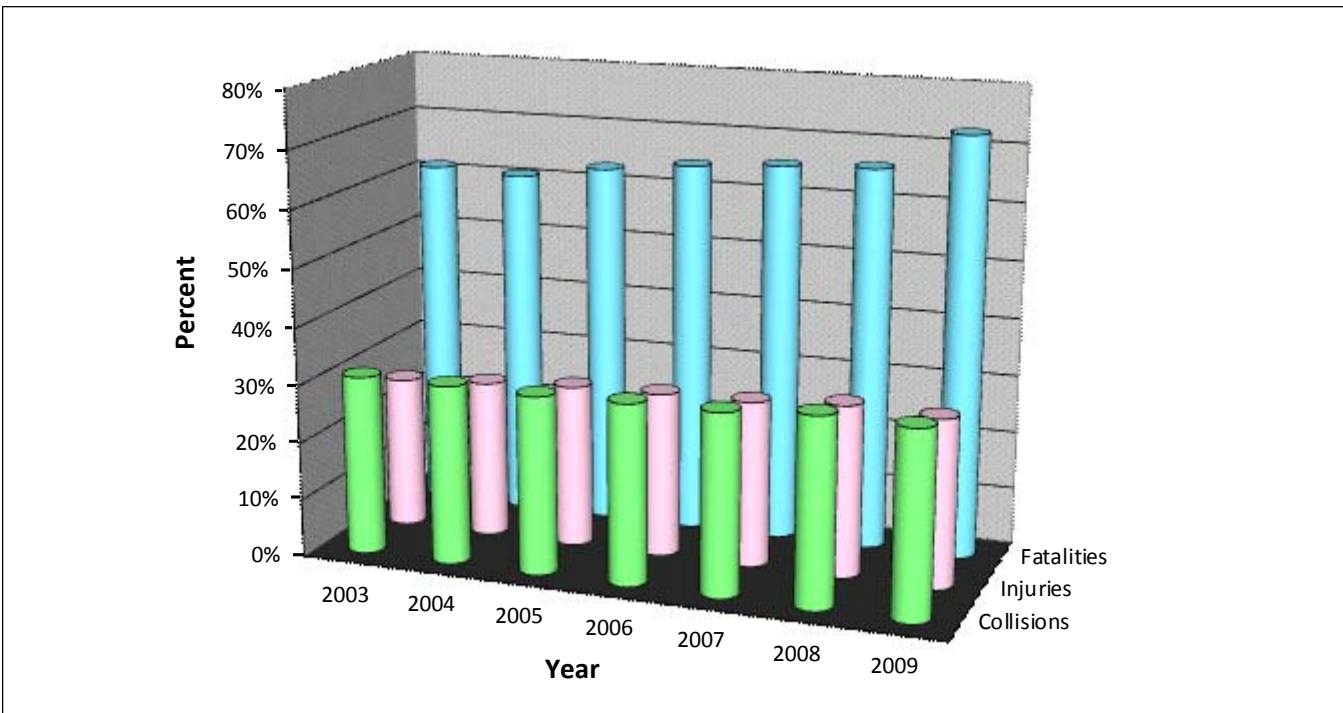
Jeff Wolfe, Traffic Operations, KYTC

Roadway Departure Emphasis Area

Goals:

- To reduce the number of annual roadway departure fatalities by 50 by December 31, 2014.

Kentucky Roadway Departure Percentages of Total 2003-2009



Roadway Departure

Roadway Departure Emphasis Area Goals: (cont'd)

- To reduce the number of annual roadway departure crashes involving incapacitating injuries by 125 by December 31, 2014.
- To have centerline rumble stripes installed on 1,300 miles of roadway by December 31, 2014.
- To have edge line rumble stripes installed on 1,000 miles of roadway by December 31, 2014.
- To have the Safety Edge concept adopted as a standard on the Kentucky Transportation Cabinet's paving operations by December 31, 2014.
- To have 350 miles of cable barrier installed by December 31, 2014

Roadway Departure Emphasis Area Objectives:

- To implement cost-effective countermeasures at acceptable deployment levels to achieve the planned reduction in roadway departure fatalities and incapacitating injury collisions.
- To advance new strategies and concepts that support reductions in roadway departure fatalities and incapacitating injuries.

Roadway Departure Emphasis Area Strategies:

Engineering

- Develop projects to enhance signs and markings in curves.
- Develop projects to install centerline rumble stripes.
- Develop projects to install edge line rumble stripes and shoulder rumble strips.
- Develop projects to improve roadway delineation.
- Develop projects to install high-friction surface treatments.
- Develop projects for the removal of fixed objects (trees, utility poles, etc.) along roadways.
- Develop projects for guardrail upgrades.
- Develop projects for shoulder widening.
- Develop median barrier projects.

Roadway Departure

Roadway Departure Emphasis Area Strategies: (cont'd)

- Develop projects to improve recovery areas.
- Upgrade sign sheeting for horizontal alignment warning signs to Type IX, fluorescent yellow material.
- Further advance the use of the safety edge concept along our roadways.
- Devote approximately 50% of annual HSIP funding to roadway departure initiatives.
- Incorporate proven countermeasures into policies and procedures.
- Reinstigate the Safety Circuit Rider Program to address safety issues (including roadway departure) on locally maintained highways.

Enforcement

- Support enhanced enforcement on roadways with high frequencies of roadway departure collisions.
- Encourage law enforcement participation in road safety audit activities.

Education

- Continue support for driver education programs.
- Increase communication with media, citizens, partners etc. regarding roadway departure issues and efforts.
- Have Safety Circuit Rider program include educational material about roadway departure issues for local officials.

Roadway Departure

Engineering, Enforcement, Emergency Response, and Education

- Support 4E efforts along corridors and in areas with a high frequency of roadway departure collisions.

Legislative Issues

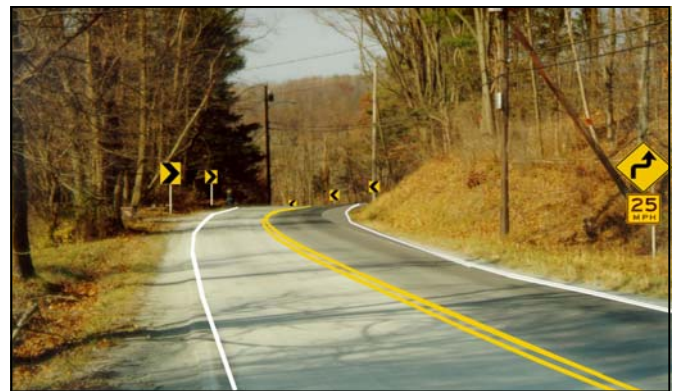
- Support enhancements to the primary seat-belt and booster seat laws.

Emphasis Area Performance Measures:

- Reduction in annual fatalities involving roadway departure collisions (3-year moving average).
- Reduction in annual roadway departure collisions involving incapacitating injuries (3-year moving average).
- Miles of centerline rumble stripes installed.
- Miles of edge line rumble stripes installed.
- Safety Edge as a standard for Kentucky Transportation Cabinet's paving operations (Pass/Fail).
- Miles of cable barrier installed



Before a Road Safety Audit Review



After a Road Safety Audit Review



TRAFFIC RECORDS

Traffic Records

Emphasis Area Definition:

Traffic records are data in various forms and formats that are used in safety programs to identify problem areas, support initiation of countermeasures, and serve to verify the effectiveness of programs or specific countermeasures.

Emphasis Area Team Leader:

Michael Singleton, Kentucky Injury Prevention and Research Center, UK
Dr. Terry Bunn, Co-leader

Emphasis Area Goals, Objectives, and Strategies:

Goal 1. Continually improve CRASH data quality, accessibility, and timeliness

Objective 1. Improve CRASH data accuracy beyond what is provided by automated edits

- Strategy 1. Invite local law enforcement agencies that submit electronic crash reports to apply for Section 408 funds for the purpose of improving quality control for crash reports.
- Strategy 2. Update the Police Officer Professional Standards (POPS) to include mandatory training for reviewers who approve crash reports, and for leadership on the importance of CRASH data for highway safety. No 408 funding would be required.

Objective 2. KyOPS E-Link Application

Objective 3. KyOPS Person, Vehicle and Location Copy Function

Objective 4. Cross Street Location Enhancement: Geo-coding Agencies

Objective 5. KSP E-Learning Application

Objective 6. Rewrite CRASH Application as a .NET Application

Goal 2. Continually improve Driver License data quality, accessibility, and timeliness

Goal 3. Continually improve Vehicle Registration data quality, accessibility, and timeliness

Goal 4. Continually improve Roadway data quality, accessibility, and timeliness

- Develop training for local safety personnel
- Purchase 12 computers to allow highway districts to do sign extractions
- Continue training on mapping technology

Traffic Records

Emphasis Area Goals, Objectives, and Strategies: (cont'd)

Goal 5. Continually improve Enforcement/Adjudication data quality, accessibility, and timeliness

Goal 6. Continually improve EMS and injury data quality, accessibility, and timeliness

Objective 1. Improve accessibility of EMS data for traffic safety applications by establishing a statewide computerized reporting system for EMS ambulance runs

- Strategy 1. Use Section 408 funds to support implementation of the Kentucky Emergency Medical Services Information System (KEMSIS)

Objective 2. Improve completeness and accuracy of external-cause-of-injury codes (E-codes) on hospital inpatient and outpatient databases, for patients involved in motor vehicle crashes

Goal 7. Continually improve integration of traffic records data systems

Objective 1. Establish the ability to link the CRASH and vehicle registration databases

- Strategy 1. Conduct a pilot project using Section 408 funds to link the CRASH and driver license databases for the most recent three available years.

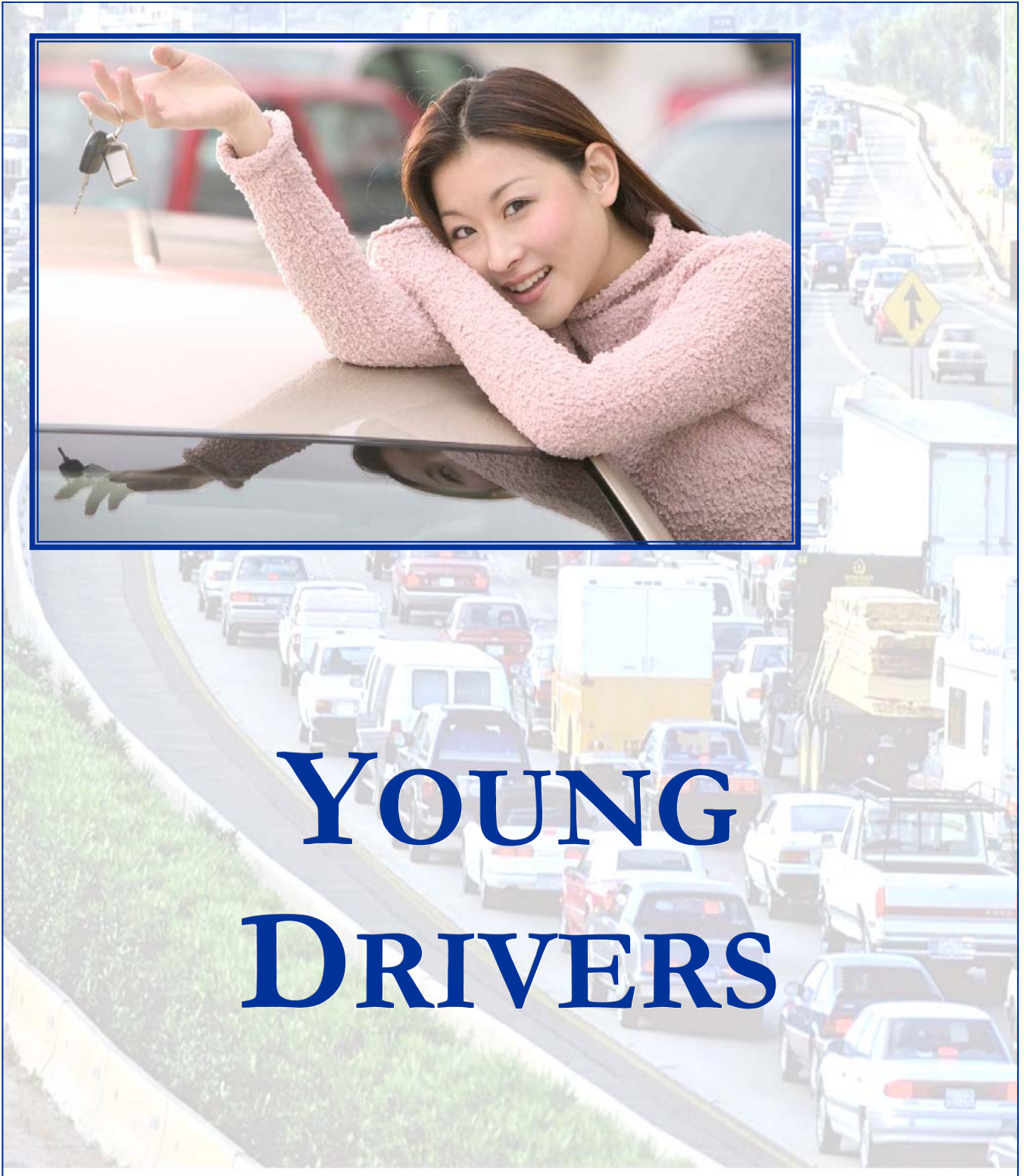
Objective 2. Establish the ability to link the CRASH and driver license databases

- Strategy 1. Conduct a pilot project using Section 408 funds to link the CRASH and vehicle registration databases for the most recent three available years.

Emphasis Area Performance

Measures:

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



YOUNG DRIVERS

Young Drivers

Kentucky Young Driver Statistics					
Year	Collisions			Persons	
	All	Injury	Fatal	Injuries	Fatalities
2003	31,875	8,222	145	13,134	159
2004	32,500	7,561	163	11,995	188
2005	30,811	7,366	158	11,665	179
2006	30,655	7,099	151	11,167	168
2007	28,579	6,264	128	9,833	136
2008	26,736	5,723	116	8,987	139
2009	27,769	5,737	121	9,127	132

Emphasis Area Definition:

Young drivers are those driver between the ages of 16 and 20.

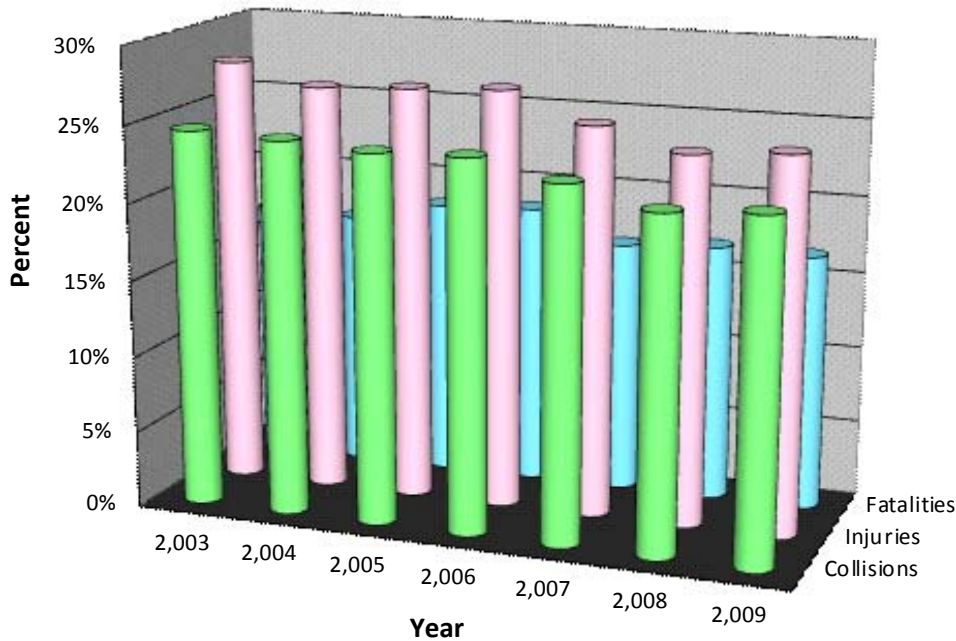
Emphasis Area Team Leader:

Brad Franklin, Young Drivers Team Leader, KOHS, KYTC

Emphasis Area Goals:

To reduce by 10 percent per year (by 2014) the fatalities and hospitalizations over 24 hours involving young drivers on Kentucky roadways through the implementation of strategies which target new drivers, teenage drivers, and parents of teenage drivers.

Kentucky Young Drivers Percentages of Total 2003-2009



Young Drivers

Emphasis Area Objective:

To identify safety issues related to young drivers and implement countermeasures to reduce the frequency and severity of these crashes.

Emphasis Area Strategies:

(Check marks illustrate implemented strategies)

- Drivers under 18 years should be subject to a mandatory court appearance for a traffic violation. Parent or guardian should be required to accompany young drivers to court for these violations.
- √ Implement a total ban on cell phone usage, to include text messaging, when driving for drivers under 18.
- Amend existing statutes 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.
- Revise the requirements of traffic schools to attendance once every two years from once annually, and require parent or guardian of drivers under 18 to attend traffic school with their child as a deterrent to further violations.
- Require parent or guardian of new drivers in the GDL (Graduated Driver Licensing) program to attend the GDL class that these new drivers must have before being allowed to have a full, unrestricted license.
- √ Continue the partnership with Drive Smart (Kentucky Office of Highway Safety Educational Programs), which focuses on seat-belt usage in schools. Also include graphic, real-life videos and photos (i.e. Red Asphalt series) to be used in educational programs when targeting teen drivers, as this is one of the most effective methods of reaching this demographic.
- Include graphic, real-life videos and photos (i.e. Red Asphalt series) in the GDL and Traffic School classes, as this is more of a deterrent to risky driving than materials currently used.
- Increase the fine for not wearing a seatbelt from \$25 to \$100.

Young Drivers

Emphasis Area 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 arrested for impaired driving
- Number of young drivers whose licenses are suspended for driving under the influence
- Recidivism rate of young drivers for driving under the influence
- Seatbelt compliance rate among young drivers
- Number of times legislative bills are introduced to deter young drivers from driving under the influence



LEGISLATIVE ISSUES

Legislative Issues

Emphasis Area Definition:

Legislative issues encompass highway safety matters that are considered and acted upon by the Kentucky Legislature.

Emphasis Area Team Leader:

Kim Jenkins, Legislative Liaison, KYTC

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.

Emphasis Area Objective:

To inform and advise the Governor's Executive Committee on Highway Safety relative to the legislative process and issues which may have an impact on reducing the frequency and severity of crashes in Kentucky.

Emphasis Area Strategies:

(Check marks illustrate implemented 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 driver's license (GDL) program by creating an intermediate license period of six month for teen drivers between the learner's permit and full license.

- ✓ Give emergency responders the authority to expeditiously clear 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 a multi-faceted package specific to coal trucks that includes several components for increasing safety such as a fine for illegal loading, requirement to display a toll free number and the permit holder's DOT number and provisions for improved visibility of trucks while hauling extended loads.

Emphasis Area Performance

Measures:

- Number and magnitude of legislative actions that positively influence highway safety

References

- Agent, K. R. and Green, E. R. (2010). "2009 Safety Belt Usage Survey in Kentucky." University of Kentucky, Lexington, Kentucky.
- Barrett, M. L., Crabtree, J. D., Pigman, J. G., and Walton, J. R. (2005). "Kentucky's Highway Incident Management Strategic Plan." University of Kentucky, Lexington, Kentucky.
- Green, E. R., Agent, K. R., and Pigman, J. G. (2010). "Analysis of Traffic Crash Data in Kentucky (2005 - 2009)." University of Kentucky, Lexington, Kentucky.
- Kentucky Transportation Cabinet, Governor's Executive Committee on Highway Safety (2006). "Kentucky's Roadmap to Safer Highways." Kentucky Transportation Cabinet, Frankfort, Kentucky.
- Kentucky Transportation Center, Kentucky State Police (2010). "Kentucky Traffic Collision Facts 2009." University of Kentucky, Lexington, Kentucky.



The *Kentucky Strategic Highway Safety Plan for 2011-2014* was developed in cooperation with the partners of the Governor's Executive Committee on Highway Safety.

Prepared by:

Kentucky Transportation Center

College of Engineering
University of Kentucky
176 Raymond Building
Lexington, Kentucky 40506-0281
www.ktc.uky.edu

Published by:

**Kentucky Transportation Cabinet
Office of Highway Safety**

200 Mero Street, Frankfort, Kentucky 40622
highwaysafety.ky.gov/

December 2010



