0:0:0.0 --> 0:0:0.250  
Harding, Ed H (KYTC)  
There.

0:0:0.0 --> 0:0:1.330  
Fisher, Ryan R (KYTC)  
So everybody knows.

0:0:2.920 --> 0:0:5.180  
Fisher, Ryan R (KYTC)  
But anyway, just to kind of get us started here.

0:0:6.340 --> 0:0:11.170  
Fisher, Ryan R (KYTC)  
Just want to call the meeting to order and hope did everybody get a chance to read through the Minutes.

0:0:12.330 --> 0:0:13.250  
Fisher, Ryan R (KYTC)  
From last meeting.

0:0:16.570 --> 0:0:16.860  
Lori Weaver Hawkins, AAA (Guest)  
Where?

0:0:14.530 --> 0:0:20.30  
Fisher, Ryan R (KYTC)  
OK, good deal. So I'll go ahead and approve those. And can I get some motion to 2nd?

0:0:21.490 --> 0:0:21.950  
Duvall, Tiffany L (KYTC)  
That OK.

0:0:25.580 --> 0:0:26.350  
Fisher, Ryan R (KYTC)  
All right. Thank you.

0:0:20.890 --> 0:0:26.460  
Lori Weaver Hawkins, AAA (Guest)  
Second, Laurie Weaver with AAA. Ohh, where is the trap box? Did someone find what?

0:0:34.820 --> 0:0:35.160  
Lori Weaver Hawkins, AAA (Guest)  
Uh-huh.

0:0:28.340 --> 0:0:40.10  
Fisher, Ryan R (KYTC)  
It is a if you, if you look at the top, uh, the toolbar, you see it. It'll say people chat reactions it's you just click on chat.

0:0:40.910 --> 0:0:43.560  
Lori Weaver Hawkins, AAA (Guest)  
Oh, I don't have that. I don't have anything at the top.

0:0:43.970 --> 0:0:48.390  
Dean, Nathan R (KYTC)  
There may be different if they don't have teams and they're joining just to the link.

0:0:50.320 --> 0:0:50.830  
Dean, Nathan R (KYTC)  
I don't know.

0:0:51.350 --> 0:0:53.580  
Duvall, Tiffany L (KYTC)  
In our previous task force meeting.

0:0:54.910 --> 0:1:0.180  
Duvall, Tiffany L (KYTC)  
Some of us just didn't have it, so I don't know if teams is having issues today or what.

0:1:1.380 --> 0:1:1.680  
Siwula, Jason J (KYTC)  
It.

0:1:1.0 --> 0:1:4.960  
Duvall, Tiffany L (KYTC)  
But I I didn't have a chat box in the previous meeting either.

0:1:3.710 --> 0:1:7.700  
Siwula, Jason J (KYTC)  
It may also be whether or not somebody's internal to the organization or not.

0:1:8.630 --> 0:1:9.20  
Fisher, Ryan R (KYTC)  
Yeah.

0:1:11.500 --> 0:1:12.30  
Lori Weaver Hawkins, AAA (Guest)  
OK.

0:1:11.950 --> 0:1:13.180  
Fisher, Ryan R (KYTC)  
All right. Well, let's.

0:1:14.450 --> 0:1:15.50  
Lori Weaver Hawkins, AAA (Guest)  
Thanks Stephen.

0:1:14.540 --> 0:1:19.580  
Fisher, Ryan R (KYTC)  
Go ahead and go ahead and get started here. First thing I wanted to do is.

0:1:20.900 --> 0:1:46.520  
Fisher, Ryan R (KYTC)  
All of you know Nate Dean. He was the occupant protection coordinator for the state of Kentucky, and he went and took another position within the office here about six months to a year ago. And so we now have the position filled with the Tiffany Devall. And I just want to give her a few minutes to to introduce herself and tell you a little bit about about her background. So, Tiffany.

0:1:47.990 --> 0:1:59.440  
Duvall, Tiffany L (KYTC)  
Sure. Thanks, Ryan. As he said, my name's Tiffany. Deval. Some of you guys, ladies I've worked with previously, I've been with the office of Hwy Safety for a little over 10 years now, so.

0:2:2.490 --> 0:2:4.140  
Duvall, Tiffany L (KYTC)  
I feel like I breathe highway safety.

0:2:5.400 --> 0:2:8.20  
Duvall, Tiffany L (KYTC)  
I'm excited to take on this new role and.

0:2:8.600 --> 0:2:23.100  
Duvall, Tiffany L (KYTC)  
A lot of faces of names, individuals I haven't worked with yet, and I look forward to meeting you all and working with you to see how we can combine our efforts to promote highway safety when it comes to occupant protection.

0:2:24.310 --> 0:2:40.0  
Duvall, Tiffany L (KYTC)  
I'm not going to take up a whole, whole lot of time. I've been no some of you all received communications from me as grantees. If we haven't talked, feel free to reach out. I feel like I have a lot to learn in this area and I'm open and excited to learn so.

0:2:41.380 --> 0:2:42.160  
Duvall, Tiffany L (KYTC)  
Thank you.

0:2:43.90 --> 0:2:44.320  
Fisher, Ryan R (KYTC)  
All right. Thanks Tiffany.

0:2:46.980 --> 0:2:47.450  
Fisher, Ryan R (KYTC)  
Sure.

0:2:43.490 --> 0:3:13.220  
Siwula, Jason J (KYTC)  
Hey, Ryan. Hey, Ryan. Can I hop in for just a second? I'll, I'll say that as as we've had folks in the office of Hwy. Safety take opportunities and other areas. I know Tiffany said that she feels like she breathes highway safety and I can say that, you know, from the perspective of the office of Hwy Safety, we have a lot of excellent staff who contributing a lot of different areas, whether they're, you know, the head of a particular thing or whether they just they work there and help out. So as.

0:3:13.390 --> 0:3:27.920  
Siwula, Jason J (KYTC)  
Brian mentioned that a lot of you probably did work with Tiffany and other other areas and and other things, and she brings that very same passion here to to the occupant protection world and the occupant protection task force. And you know, we're just, we're really excited for.

0:3:28.110 --> 0:3:38.560  
Siwula, Jason J (KYTC)  
And for all of the folks in the Highway Safety Office who have, you know, taken new roles and done and are doing new things. And so we just appreciate everybody's contributions.

0:3:40.830 --> 0:3:42.100  
Fisher, Ryan R (KYTC)  
Yep. Thanks Jason.

0:3:44.40 --> 0:3:53.190  
Fisher, Ryan R (KYTC)  
Next on the agenda, I wanna turn it over to Aaron. She's going to talk a little bit about the Kentucky Seat Belt survey. So, Aaron, it's all you.

0:3:54.330 --> 0:3:56.40  
Staats, Erin Lammers  
Alright, can I share my screen?

0:3:56.720 --> 0:3:57.180  
Fisher, Ryan R (KYTC)  
Sure.

0:3:59.830 --> 0:4:6.400  
Staats, Erin Lammers  
I figure some of these these seat belt usage trends are gonna be easier to see in graph form.

0:4:10.630 --> 0:4:15.960  
Staats, Erin Lammers  
All right. So I think you all are probably mostly familiar with the seatbelt study that we conduct.

0:4:17.30 --> 0:4:24.380  
Staats, Erin Lammers  
We do this annually and we need to establish a statewide seat belt usage rate for Kentucky.

0:4:25.140 --> 0:4:25.670  
Staats, Erin Lammers  
Umm.

0:4:26.910 --> 0:4:30.220  
Staats, Erin Lammers  
It says my video has stopped working. Can you all still see the PowerPoint?

0:4:30.610 --> 0:4:31.630  
Fisher, Ryan R (KYTC)  
Yes, it is a.

0:4:31.600 --> 0:4:31.920  
Dye, Troy (KYTC)  
Yes.

0:4:32.660 --> 0:4:34.20  
Staats, Erin Lammers  
OK, just checking.

0:4:34.480 --> 0:4:54.490  
Staats, Erin Lammers  
Umm, so we're required to do this survey annually and it's a really good metric for us and for you all to evaluate driver behavior and safety attitudes. We survey 15 counties, AT-150, intersections and the current sites that I'll show you in a minute have been used since 2018.

0:5:1.710 --> 0:5:22.450  
Staats, Erin Lammers  
We've been performing the survey since 1982 and when it started we were at a 4% usage rate. Since then we've seen it go up pretty steadily. This peak here is when they enforced a secondary enforcement law for seat belt usage and then in 2006 they enforced a primary law.

0:5:24.70 --> 0:5:30.660  
Staats, Erin Lammers  
The last several years, it's been very steady until this year and it has dropped significantly now.

0:5:31.970 --> 0:5:45.70  
Staats, Erin Lammers  
So we just finished the 2022 results and found that the overall usage rate for the data we collected this past summer was 86.72%.

0:5:45.770 --> 0:5:52.810  
Staats, Erin Lammers  
That is over a 3% decrease from last year's, which was 89.78%.

0:5:53.620 --> 0:6:0.480  
Staats, Erin Lammers  
UM and notably, our sample size is still pretty small. We're at about 66,000.

0:6:2.390 --> 0:6:7.370  
Staats, Erin Lammers  
And that is 1/3 lower than prepandemic usage rates.

0:6:8.120 --> 0:6:9.860  
Staats, Erin Lammers  
Or sample sizes.

0:6:12.640 --> 0:6:13.880  
Staats, Erin Lammers  
So we can analyze.

0:6:14.530 --> 0:6:15.190  
Staats, Erin Lammers  
The data.

0:6:15.970 --> 0:6:16.400  
Staats, Erin Lammers  
Yeah.

0:6:12.470 --> 0:6:22.20  
Siwula, Jason J (KYTC)  
Hey Aaron, just thought of Aaron, just out of curiosity, can you can you expound upon that a little bit about why those sample sizes are smaller? Is that due to?

0:6:22.800 --> 0:6:29.940  
Siwula, Jason J (KYTC)  
Just how many people were seeing in those areas during the survey times or is there some, some other generator of that?

0:6:30.810 --> 0:6:39.40  
Staats, Erin Lammers  
Umm, we're staying at the same locations for the same amount of times and usually the same time of day.

0:6:40.440 --> 0:6:46.930  
Staats, Erin Lammers  
So I think the the factor that's coming into play here is simply that there's fewer cars on the road.

0:6:48.920 --> 0:6:49.540  
Siwula, Jason J (KYTC)  
Great. Thank you.

0:6:50.430 --> 0:6:50.940  
Staats, Erin Lammers  
Mm-hmm.

0:6:52.350 --> 0:7:3.440  
Staats, Erin Lammers  
This is one of the graphs that we included in the report and it shows our usage rate divided based on the type of road and vehicle type.

0:7:4.900 --> 0:7:10.990  
Staats, Erin Lammers  
We always see the highest usage rate on limited access roads. This year it was 91.2%.

0:7:12.170 --> 0:7:27.440  
Staats, Erin Lammers  
And then when we look at the type of vehicle, SUV's usually have the highest usage rate and pickup trucks always have the lowest use of trade. And this year that dropped below 80% for pickup trucks.

0:7:30.960 --> 0:7:36.770  
Staats, Erin Lammers  
Looking at it by county, I think this is pretty useful for you all as well.

0:7:37.610 --> 0:7:44.690  
Staats, Erin Lammers  
Uh, expectedly, we see that the urban counties had the highest usage rate. Fayette, Jefferson and Kenton County.

0:7:45.910 --> 0:7:52.950  
Staats, Erin Lammers  
Two out of the three of those are above 90%, which is good. Usually all three of them are above 90% though.

0:7:54.490 --> 0:8:0.820  
Staats, Erin Lammers  
And then our lowest usage rates this year were in boil Bath and Floyd counties.

0:8:1.580 --> 0:8:2.140  
Staats, Erin Lammers  
Umm.

0:8:3.140 --> 0:8:13.810  
Staats, Erin Lammers  
Two out of these three are below 80% and this is the first time in four years that we saw any county have a usage rate less than 80%.

0:8:15.520 --> 0:8:24.70  
Staats, Erin Lammers  
Again, we're not serving every county, but this is a representative sample. 15 counties in the state. And these were the lowest.

0:8:26.240 --> 0:8:34.390  
Staats, Erin Lammers  
When we compared this year's survey to last year's, we saw that 14 out of these 15 counties had a lower usage rate this year than last year.

0:8:37.460 --> 0:8:48.760  
Staats, Erin Lammers  
So in the report that we just submitted, we provided some recommendations. We know that it's declining. We think this is probably another example of pandemic related behavior shifts.

0:8:50.420 --> 0:8:57.790  
Staats, Erin Lammers  
And of course, targeted educational campaigns, which I know are being done, we hope that continues to be helpful.

0:8:59.10 --> 0:9:4.320  
Staats, Erin Lammers  
And I can either pause here or we can talk about next year's redesign real quickly.

0:9:5.440 --> 0:9:10.330  
Fisher, Ryan R (KYTC)  
Uh, we can. I'd like to talk about next year's Readesign. If you're good with that.

0:9:10.710 --> 0:9:29.900  
Staats, Erin Lammers  
Yeah, so every five years we redesign this survey and we choose new counties, new intersections, and it's just sort of helps make sure that we're not collecting the same data over and over. Hopefully it's still a representative sample.

0:9:30.360 --> 0:9:34.170  
Staats, Erin Lammers  
Umm. And we do a bunch of statistical tests to ensure that it is.

0:9:34.860 --> 0:9:46.230  
Staats, Erin Lammers  
But for 2023, we have already selected the new counties and we are currently in the middle of this second step right now where we're selecting the exact roads.

0:9:48.780 --> 0:9:55.10  
Staats, Erin Lammers  
These are the counties that we have selected. I listed them here in order of the highway districts.

0:9:55.760 --> 0:10:2.560  
Staats, Erin Lammers  
And I want to draw attention to a few counties here just to start discussion.

0:10:3.240 --> 0:10:8.710  
Staats, Erin Lammers  
Bourbon County was randomly selected. I realized that that is a high 5 county.

0:10:10.130 --> 0:10:21.200  
Staats, Erin Lammers  
I don't think that's a good thing or bad thing. I just think that, you know, we should both be aware that this is going on and take that into account when we're analyzing the data.

0:10:22.150 --> 0:10:31.80  
Staats, Erin Lammers  
And then breathe it and lecture. Have both been selected for next summer as well. And I know those have been affected by flooding.

0:10:32.960 --> 0:10:38.950  
Staats, Erin Lammers  
Again, I not necessarily a good thing or a bad thing. It is representative of what's going on in our state right now.

0:10:40.130 --> 0:10:44.130  
Staats, Erin Lammers  
But just want to make sure that we're all aware of that coming up.

0:10:48.380 --> 0:10:48.970  
Siwula, Jason J (KYTC)  
Hey, Aaron.

0:10:47.350 --> 0:10:56.460  
Staats, Erin Lammers  
And the 2022 survey was just published. This is the link if you're interested, and then you can always contact me if you have specific questions as well.

0:10:58.510 --> 0:11:3.200  
Siwula, Jason J (KYTC)  
Hey, Aaron, just on that previous slide as a another point to make.

0:11:3.810 --> 0:11:4.280  
Staats, Erin Lammers  
OK.

0:11:4.940 --> 0:11:6.790  
Siwula, Jason J (KYTC)  
Our Graves and Hopkins County.

0:11:7.570 --> 0:11:19.390  
Siwula, Jason J (KYTC)  
Uh, we're also severely affected by this year's tornadoes. So as we're looking at different things of potential insights and things like that, that, that may also be something to look at.

0:11:20.410 --> 0:11:21.760  
Staats, Erin Lammers  
OK, good to know.

0:11:28.380 --> 0:11:31.710  
Fisher, Ryan R (KYTC)  
Alright. Does does anyone have any questions for Aaron?

0:11:37.920 --> 0:11:55.180  
Fisher, Ryan R (KYTC)  
No. OK, moving on. I've had the the privilege to work with the with Groove Child in, in, in on a new high 5 program that we are implementing in Kentucky and it's a it targets rural areas.

0:11:56.320 --> 0:12:1.810  
Fisher, Ryan R (KYTC)  
And it's to promote seat belt enforcement. So I've asked Drew if he would come and and.

0:12:2.580 --> 0:12:10.50  
Fisher, Ryan R (KYTC)  
Present and kind of go through and talk about how we selected those counties and all the details that go along with that. So Drew, I'll turn it over to you.

0:12:12.680 --> 0:12:14.850  
Drew PRG (Guest)  
Alright, thanks Ryan. Thanks everybody.

0:12:15.990 --> 0:12:20.80  
Drew PRG (Guest)  
It's actually uh, you know, there'd be a fair amount of people. Oh, there's a hand up we want to deal with that.

0:12:23.580 --> 0:12:25.10  
Naff, Bill (NHTSA)  
Hey, Ryan. Ryan, this is Bill.

0:12:22.820 --> 0:12:25.460  
Drew PRG (Guest)  
Is built. Hey, bill.

0:12:26.310 --> 0:12:30.150  
Naff, Bill (NHTSA)  
Yeah, sorry I couldn't unmute quick enough. You went through fast for me.

0:12:30.830 --> 0:12:53.480  
Naff, Bill (NHTSA)  
Umm on the the survey site selections just let them know that there's any issues getting into the site or submitting their proposed new locations. Try to get him in as early as you can because there's been a lot of back and forth between the contractor and the survey site selections. I think we had one state last year that went through the process one time.

0:12:54.230 --> 0:13:2.440  
Naff, Bill (NHTSA)  
There's a lot of back and forth going on, so in case there's some hiccups with the sites or whatever, I try to get in as soon as possible. If they have any issues getting into that site, just let us know.

0:13:3.160 --> 0:13:3.640  
Fisher, Ryan R (KYTC)  
OK.

0:13:4.770 --> 0:13:5.250  
Staats, Erin Lammers  
Thank you.

0:13:4.430 --> 0:13:5.740  
Fisher, Ryan R (KYTC)  
Alright, thanks for the update.

0:13:11.570 --> 0:13:13.250  
Fisher, Ryan R (KYTC)  
Any other questions or comments?

0:13:15.210 --> 0:13:16.280  
Fisher, Ryan R (KYTC)  
All right, drew.

0:13:16.530 --> 0:13:23.740  
Drew PRG (Guest)  
Alright. Well thanks Ryan. Thanks again. Uh, hold on. Let me before I share screens and mute my.

0:13:24.520 --> 0:13:41.470  
Drew PRG (Guest)  
Sounds on my computer, just in case anything else comes through here, that should be good. OK, so thank you very much. I'm gonna go ahead and try to share this PowerPoint presentation. So let's do the screen share and PowerPoint.

0:13:44.910 --> 0:13:46.320  
Drew PRG (Guest)  
We switch the two.

0:13:48.200 --> 0:13:52.810  
Drew PRG (Guest)  
OK. Is that share in the just the just the the the main title page?

0:13:54.150 --> 0:13:54.640  
Fisher, Ryan R (KYTC)  
Yes.

0:13:54.220 --> 0:13:56.100  
Dye, Troy (KYTC)  
Yes. Yep, you're good.

0:13:54.870 --> 0:14:24.330  
Drew PRG (Guest)  
Ohh cool. OK, I'm flying blind at this point. Everybody. I can't see any of your faces. I don't know if you can see mine, but I'm just gonna run through this. So if if Ryan or someone else wants to kind of keep track of any hands up, any questions? As far as I'm concerned, this can be a pretty comfortable conversation. If anybody has questions along the way, feel free to pop up with them. The way that I've got this PowerPoint presentation structured is the first half of it is the original presentation I gave to to the state of Kentucky when we were when we were recording your fine.

0:14:24.410 --> 0:14:54.260  
Drew PRG (Guest)  
Wait and then after that, the sort of follow up of what's happened once we once we made contact and begun the the program. So in short, thank you very much for for having me. I think this is a great program as many people on this call actually already know of more familiar faces than I expected on this call. So that's always a good thing. But this is the rural high five seat belt demonstration program. There's the the Nitza contract number. So this all has come to to us. So when I say us, I work for a company called Crozier Research Group.

0:14:55.130 --> 0:15:14.240  
Drew PRG (Guest)  
Where we have two offices, one in Connecticut and one in Mississippi, and we do Traffic Safety programs. We do a lot of the statewide asset. Let's just talking about and then we do a handful, maybe dozen at a time, contracts with NITZA obviously on the call as well. So I don't need to run through the acronym, but.

0:15:15.50 --> 0:15:32.940  
Drew PRG (Guest)  
This program is a really great program and it's the High 5 program, so I'm going to summarize it first, then explain how it came to us and then how it came to you find people. So the program itself, the High 5 program is a multidisciplinary effort with the 3E enforcement education and engineering.

0:15:34.690 --> 0:16:4.640  
Drew PRG (Guest)  
With the goal being to form a board that is focusing on rural counties to do a combination of seat belt enforcement, media events and educational outreach through schools Rd safety assessments and then some general networking within the community with the goal safety outcome being increased, belt uses reduce crashes and increased restraint use in the crashes. So how did this program come about? Where did it come from and how did it get to?

0:16:4.760 --> 0:16:36.310  
Drew PRG (Guest)  
Kentucky. So this the the short and long answer to that is the state of Iowa. So the state of Iowa, a man named Pat Hoy in their they have a the Governor's Safety Bureau. So they have a different name for the Highway Safety Office in Iowa, but they've seen they developed this program because they saw a disproportionate number of fatalities and serious injuries on rural roadways compared to the number of people living in rural locations. So what they decided to do about that was to set aside some money in the state budget.

0:16:37.170 --> 0:16:48.920  
Drew PRG (Guest)  
Pick 5 counties, hence the high 5 branding. Go to those counties and do a combination of enforcement and engineering assessment and some education, all of which are things we'll be talking about for the next half hour or so.

0:16:50.380 --> 0:17:19.770  
Drew PRG (Guest)  
And they claim after doing this program, I think three years, maybe four in a row, that they had positive results, they saw a decrease in crashes and increase in belt usage and and it was just overall a very positive program. So Nitza National Highway Traffic Safety Administration, here's this, they say that sounds like a really great program, but we need an actual study done to see if it is effective and to what extent it is effective so.

0:17:19.870 --> 0:17:23.600  
Drew PRG (Guest)  
That is where the company I work for, pros and Research Group, comes in.

0:17:24.520 --> 0:17:34.860  
Drew PRG (Guest)  
We have been contracted by Nitza to replicate the High 5 program in two different states. So those two states are Kentucky and Arkansas.

0:17:35.910 --> 0:18:6.950  
Drew PRG (Guest)  
PRG will provide technical assistance, conduct a comprehensive and objective evaluation to understand the effect of the program and then 100K in funding of to talk about a little bit more later also. So the way that this program runs, the, the the sort of character of it that developed in Iowa that we are then replicating in Kentucky and in Arkansas is centers around this. This board called the Rural Traffic Safety Advisory Board, a very hard set of words to to put into an acronym very effectively.

0:18:7.40 --> 0:18:37.930  
Drew PRG (Guest)  
The Ritz tabs what we got and they're really the lifeblood of the program. So that is the state level enforcement state police share with the LLC in Kentucky that are a huge help and those sort of help organize not only the the individual ease the the components of the campaign but also reach out to the people around the state because they have the existing relationships with people throughout the state. So the board in Iowa represented the agencies like Iowa State Patrol, County Sheriff's, local police, Iowa dot.

0:18:38.60 --> 0:18:43.730  
Drew PRG (Guest)  
Uh, Federal Highways Iowa State University was included, and that's the Governor's Traffic Safety Bureau that's there.

0:18:45.500 --> 0:18:48.120  
Drew PRG (Guest)  
They're they're named for their organization, so.

0:18:49.90 --> 0:18:57.100  
Drew PRG (Guest)  
At a glance, this is the process that went through in Iowa that we are then trying to apply in Kentucky and Arkansas. Step one, establish the board.

0:18:58.180 --> 0:19:11.430  
Drew PRG (Guest)  
Select counties for participation. Find local players the local you know stakeholders that will be helpful in the conducting of this program. Query data to present locally, which is to say find.

0:19:12.350 --> 0:19:19.960  
Drew PRG (Guest)  
Uh, justifications in the data for the program itself. Within the counties, we'll talk about that with specific counties in just a little bit. When I get to Kentucky.

0:19:21.230 --> 0:19:37.220  
Drew PRG (Guest)  
Develop program materials, then Step 2 meet with the high 5 counties. That's what we've been doing the past couple months. I've been traveling all over your great, great state. The Commonwealth with the with Ryan and a few others. So we're setting expectations, developing plans for the roadway assessment.

0:19:38.770 --> 0:20:8.910  
Drew PRG (Guest)  
All of those sorts of things, and now we're into as of whatever last week, I guess the program implementation, which is a 12 month implementation period, there are some monthly expectations and then some broader program expectations that include enforcement, education and engineering by way of the roadway assessments. And then the very last bullet on this whole slide, the seat belt observations, which is a very critical component of this and that is what our company provides a research group is doing which is using seat belt.

0:20:8.960 --> 0:20:11.810  
Drew PRG (Guest)  
Observations at the pre, mid and post.

0:20:13.100 --> 0:20:20.530  
Drew PRG (Guest)  
Stages in the implementation to see if this program is in fact raising seat belt usage. So to run through the 3E.

0:20:20.610 --> 0:20:22.670  
Drew PRG (Guest)  
This enforcement.

0:20:23.680 --> 0:20:27.970  
Drew PRG (Guest)  
Enforcement is a necessary element of the program, but it's not solely and enforcement program.

0:20:28.610 --> 0:20:55.580  
Drew PRG (Guest)  
Umm, we are reinforcing a safe communities approach, which is a way of saying there is no ticket quota on this. We'll get into the what we're really driving at with this program is the distribution of some educational materials. But of course writing tickets is part of the enforcement process, but it is fully as part of this program fully up to the discretion of the of the troopers, of the deputies of everybody on the law enforcement side of this. It's up to their discretion.

0:20:56.820 --> 0:21:5.290  
Drew PRG (Guest)  
Project includes 2 multijurisdictional enforcement projects. That means state police and Sheriff's Office working together twice a month to do some enforcement.

0:21:6.500 --> 0:21:15.230  
Drew PRG (Guest)  
Expectations include some county specific tactical approach, meaning Sheriff's Office and state police working together to establish how they wanna go about enforcing.

0:21:16.410 --> 0:21:48.160  
Drew PRG (Guest)  
Working together crash location data used to focus enforcement efforts, Ed. But I think it's actually on the call has some excellent maps that we're encouraging the enforcement of the law enforcement to use to, to prioritize specific roadways for enforcement. The idea being when you pull somebody over, not only is it a chance to talk to them about seat belt usage, but it's also an opportunity to talk to them about specific roadways in the county. You know, if we're in not counting, we can say the roadway you just drove down is one of the more dangerous in the county.

0:21:48.540 --> 0:22:2.640  
Drew PRG (Guest)  
I believe that is an effective bit of information to use to change behavior. There's monthly activity reporting and then some seat belt observations, which actually aren't monthly. As a project that's a typo from the original.

0:22:3.960 --> 0:22:28.450  
Drew PRG (Guest)  
Umm, OK. The education and outreach component I mentioned a moment ago about ticketing that what we're really driving at is the distribution of an informational card. Because remember, this is the presentation as it originally stood. We'll show you Kentucky's information card a little bit later, but this is what was used in Iowa and this is, I mean really the the lifeblood of the whole program is this informational handout.

0:22:29.380 --> 0:22:40.130  
Drew PRG (Guest)  
We're encouraging law enforcement just as it was encouraged in Iowa to distribute this handout at traffic stops, local events, any interaction with the public where it makes logical sense.

0:22:41.420 --> 0:23:4.20  
Drew PRG (Guest)  
Umm, there's also, you know, as a general educational outreach protocol, letters to local papers you can do school presentations, school presentations are actually a component of the program outright. But then person to person communication is sort of prioritized in this program more so than in other programs. The idea being that because we're going to rural counties.

0:23:5.560 --> 0:23:29.830  
Drew PRG (Guest)  
Those are communities that you know that are still close knit and in some cases, you know, moderately isolated by geographical reasons and things. So the idea being that some of these counties will not necessarily have had a strong history of enforcement in their counties. And so we're encouraging law enforcement to just communicate with people, to talk with them, to eat lunch and local establishments to find.

0:23:30.540 --> 0:23:36.240  
Drew PRG (Guest)  
Find excuses in ways in arenas to have conversations with the public that aren't just the interaction of the traffic stop.

0:23:37.260 --> 0:23:37.710  
Drew PRG (Guest)  
Umm.

0:23:38.550 --> 0:23:41.160  
Drew PRG (Guest)  
And then the third E of engineering.

0:23:42.490 --> 0:24:6.960  
Drew PRG (Guest)  
A. You'll notice that I'll just go ahead and mention the word audit at this point, the word audit runs throughout this program, but immediately when talking with with Kentucky, that was changed to assessment within the state of Kentucky. As you all are sort of an ongoing rebranding of removing the word audit and replacing it with assessment, which is something I really like because an audit is not the sort of thing anybody looks forward to, but it Rd safety assessment sounds like something we can just get done.

0:24:8.180 --> 0:24:29.230  
Drew PRG (Guest)  
But the goal of this road safety assessment is to find low cost, no cost engineering improvements to roadways. So you're talking about things like signage, cutting back brush strips, yeah, increase signage, bigger signs, more signs, those sorts of improvements to the roadways in hopes that we can not just have the enforcement of seat belts but actually work.

0:24:30.330 --> 0:24:36.670  
Drew PRG (Guest)  
At the county level with the roadways, or was with the the people who maintain the roadways to make them as safe as possible?

0:24:37.890 --> 0:24:56.500  
Drew PRG (Guest)  
So Grant funding for this, as I said in Iowa, is what's been what what we are replicating what's been tasked to us, which is $100,000, split 50,000 going to state police largely for enforcement. So there is some publicity and outreach component to that too. And then 10,000 each to the five counties.

0:24:58.120 --> 0:25:3.570  
Drew PRG (Guest)  
To be spent on time, both straight time or overtime for enforcement education outreach.

0:25:5.80 --> 0:25:32.830  
Drew PRG (Guest)  
We we've asked the deputies to do some some seat belt surveys. So it's these sorts of things. If you're spending time and energy on the high 5 program that, that, that the money to reimburse that and then any materials that would need to be used for the high 5 program, that there is a small cache of of cache to to use for that. So and I'm nearing sort of the end of the first half of this and we'll kind of summarize and catch up for a second and then we'll talk about Kentucky specifically because all this is just kind of.

0:25:34.40 --> 0:25:52.880  
Drew PRG (Guest)  
Top level idea, but we'll get into what we've actually done in Kentucky in just a second. But the expected outcomes would be higher belt use, both in our observations and in crash data. I don't know if we have that much time on this contract to really get into the crash data because of how long it takes for things to be processed, but ideally that would be an outcome.

0:25:53.930 --> 0:26:12.280  
Drew PRG (Guest)  
Increased awareness of rural roadway safety, engineering boost and broadly safer roadways. So this is that's my boss. I'm not mark. He's my boss. He's down the hall. But this is the original presentation. That's me. Drew Giles, research assistant. And that's my e-mail address. So I'm actually going to.

0:26:13.150 --> 0:26:15.200  
Drew PRG (Guest)  
Let's see. Can I like, how do I get out of this thing?

0:26:15.850 --> 0:26:19.920  
Drew PRG (Guest)  
Can I stop sharing for a second and just make sure we're all?

0:26:20.360 --> 0:26:21.40  
Drew PRG (Guest)  
Umm.

0:26:23.90 --> 0:26:23.750  
Fisher, Ryan R (KYTC)  
Yeah, sure.

0:26:21.850 --> 0:26:43.800  
Drew PRG (Guest)  
See everybody alright, is everybody is this does any questions so far was a lot of people in the room. Half of you are probably tired of hearing me talk about this and the others of you. This may be new information. So is this all OK? Or any questions so far? We're going to get into Kentucky specifically. But you know, it just kind of makes me. I'll feel a little better if I've gotten some verification. Does everyone everyone feel alright?

0:26:44.590 --> 0:26:45.720  
Drew PRG (Guest)  
Any questions so far?

0:26:48.550 --> 0:26:48.920  
Drew PRG (Guest)  
Sure.

0:26:46.420 --> 0:27:3.120  
Fisher, Ryan R (KYTC)  
You know one thing I'll add real quick. Drew is you know we got to actually go around with some of the road departments and and actually do some of these assessments in Kentucky as we were doing these kickoff events last week. And it's really, it's really amazing to see some of the.

0:27:3.780 --> 0:27:33.690  
Fisher, Ryan R (KYTC)  
The situations and some of the the places that you know little things can be done to make such a big difference, whether it be a tree being cut down or a flashing light or just the signage and it's the things that that you know I I learned a lot. It's the things that you don't really pay a whole lot of attention to just driving down the road but when you get in and you're talking with people from these areas roadway assessors and things like that it really.

0:27:33.780 --> 0:27:58.870  
Fisher, Ryan R (KYTC)  
It it it, it makes a huge difference. So like Drew said, a lot of this is, is is enforcement a whole lot of it is is education. But then the the engineering piece is really big and this as well because there's just so many little things that can be done out there on the roads that really are not, don't incur a whole lot of cost that they can make a big difference. So I just wanted to jump in and say that Drew.

0:27:59.780 --> 0:28:29.230  
Drew PRG (Guest)  
Yeah, absolutely. Right. And I'll get back to the presentation just a second. We'll talk specifically about Kentucky, but it is this, there is an undercurrent of this entire high 5 program where the idea is that we are even if you can't get as much done on the roadway assessment, the idea if there's not that much to do, maybe. But the idea would be that this high 5 program going on for a year is an excuse for the county Roads Department, the, the the dot transportation cabinet if they need safety.

0:28:29.360 --> 0:29:0.830  
Drew PRG (Guest)  
Your rider program HIP. This is an excuse for all of those people to be sort of made aware of each other. The idea being that moving forward, a rural county may or may not have the greatest of resources in the the the longest history of of of finding money at the state and federal level. But this program and underpinning theme of it is that the improvements to roadways moving forward and rural counties shouldn't be impeded by lack of knowledge or experience. How to get the money. So we're sort of helping to make sure that OK, if we've diagnosed, here's some roadway segments that could be improved in this way.

0:29:0.940 --> 0:29:6.870  
Drew PRG (Guest)  
Well, let's do our due diligence to try to track down some funding for those those small solutions and get them done so.

0:29:8.190 --> 0:29:35.10  
Drew PRG (Guest)  
Kentucky, I'll just say this outright, Kentucky's you guys are really doing a good job here, running a pretty tight ship. All the all the implications I've had of the trying to work multidisciplinary trying to get from the local to the state level, it's all gone better than I could have imagined. So thank you all, because it's really helping me do my job. But does anybody have any other questions about the general program before I jump back into here's what's happened in Kentucky in the past, say six months?

0:29:36.210 --> 0:29:56.510  
08d15856-ebaf-47ee-bf2e-869c2a068a60  
Yeah, I have a question. It's Sharon ringers on the CPS coordinator. Is there a portion of this project that has anything to do about the child occupant protection and seek and car seats and boosters and and that's that's gonna be part of the activities that is done in the county?

0:29:57.840 --> 0:30:28.110  
Drew PRG (Guest)  
It's it's definitely an adult based program, so it's not geared towards child seats. That said, it is an overall rural roadway safety program and so proper use of child seats on rural roadways is also well, properties of child seats in rural counties and then yeah, so while it's not expressly a component of this program, I don't think there's necessarily any reason to not or to to.

0:30:28.180 --> 0:30:39.830  
Drew PRG (Guest)  
To to keep them separate, I think certainly the conversation of one can include a conversation about the other, but the short answer is, is no. This isn't adult an adult drivers, an adult passengers program.

0:30:41.640 --> 0:30:41.830  
Drew PRG (Guest)  
Yeah.

0:30:47.620 --> 0:30:47.990  
Drew PRG (Guest)  
You.

0:30:41.200 --> 0:31:8.500  
Fisher, Ryan R (KYTC)  
And sharing if I could just add to that a little bit, a lot of this is geared towards the high schools. We're gonna be doing a lot of events there. And then there's gonna be a lot of Rd checks and that's gonna be, you know, state police in conjunction with the sheriff's offices at all of these locations. And so as they're doing Rd checks, checking the child seats to make sure that they are installed correctly and things like that is definitely going to be a component of it.

0:31:8.650 --> 0:31:9.790  
Drew PRG (Guest)  
Right, exactly.

0:31:11.930 --> 0:31:12.470  
08d15856-ebaf-47ee-bf2e-869c2a068a60  
OK.

0:31:11.550 --> 0:31:12.630  
Jordison, Lloyd (LHD-Madison Co)  
Drew, this is uh.

0:31:13.720 --> 0:31:14.190  
Jordison, Lloyd (LHD-Madison Co)  
Thanks.

0:31:13.250 --> 0:31:15.490  
08d15856-ebaf-47ee-bf2e-869c2a068a60  
Don't forget the young ones that I'm telling you.

0:31:15.390 --> 0:31:15.700  
Jordison, Lloyd (LHD-Madison Co)  
Sorry.

0:31:19.30 --> 0:31:19.350  
Drew PRG (Guest)  
Umm.

0:31:35.100 --> 0:31:35.390  
Drew PRG (Guest)  
Umm.

0:31:37.440 --> 0:31:37.810  
Drew PRG (Guest)  
Right.

0:31:17.190 --> 0:31:43.630  
Jordison, Lloyd (LHD-Madison Co)  
Stay on Sharon. This is Lloyd George. I'm at the Madison County Health Department and one of the things I have curiosity about is the how, what methodology are you going to use to collect seat belt data? I've collected seat belt data, a lot of different ways at the high schools and on the roads, and we just heard about how we're doing in the state. Is there a specific method that you all are proposing to use to collect the seat belt data?

0:31:43.450 --> 0:32:2.310  
Drew PRG (Guest)  
Mm-hmm. Sure. Uh, it sounds like it's very, very similar to what I think was Aaron was talking earlier about how so. OK, well, let me. My boss is the the PhD with the actual, you know, the chops on this. And but from what I can tell, we're doing it the same way we've done many other statewide. So we're.

0:32:3.420 --> 0:32:23.240  
Drew PRG (Guest)  
Uh, we send people to stand on the side of the road to to to count them. So we have a an observer form. And so we went through each county and we selected roadways by either ADT or VMT. I can't remember now which, but the higher volume roadways to make sure we could get an adequate in. And then we're doing 15 sites in each county.

0:32:25.290 --> 0:32:31.970  
Drew PRG (Guest)  
And same observers, same observers, same time of day, same day of week, pre, mid post and post post.

0:32:32.510 --> 0:32:36.50  
Drew PRG (Guest)  
Umm, does that answer or should like we want more detail?

0:32:36.790 --> 0:32:37.120  
Drew PRG (Guest)  
OK.

0:32:38.710 --> 0:32:39.10  
Drew PRG (Guest)  
Sure.

0:32:35.420 --> 0:32:46.210  
Jordison, Lloyd (LHD-Madison Co)  
It it does. The only question I have in this kind of ties with Sharon say is it are you just drivers are the only ones you're not doing. Is it just drivers getting measured or are you also drive doing passengers?

0:32:46.400 --> 0:32:47.500  
Drew PRG (Guest)  
Front seat passenger also.

0:32:49.150 --> 0:32:49.410  
Drew PRG (Guest)  
Yeah.

0:32:48.70 --> 0:32:51.40  
Jordison, Lloyd (LHD-Madison Co)  
Front seat passengers OK? Yeah, that answers my question. Thank you.

0:32:50.750 --> 0:32:52.320  
Drew PRG (Guest)  
Yeah. OK, cool. Yeah.

0:32:53.330 --> 0:33:17.980  
Siwula, Jason J (KYTC)  
One one other thing before we get off of that topic that that Sharon was mentioning. So this is this is an opportunity like Drew said with all of those different folks you know kind of gathering together that if we have you know Tiffany and Sharon, if we have you know deserts of places where we don't have texts or things like that. This is certainly a time where we can talk to those folks and address that and see if we can.

0:33:19.560 --> 0:33:39.300  
Siwula, Jason J (KYTC)  
See if we can mitigate those challenges as well. So like Drew said, from a programmatic standpoint, that's not necessarily the focus of what we're doing. However, all the right people will be gathered that we can talk about all of those different occupant protection things. So I would want to make sure that as we look at those high 5 counties, if there are not.

0:33:40.10 --> 0:33:53.170  
Siwula, Jason J (KYTC)  
You know, if those are counties where we don't have text and I think maybe one or two of them might be that there's an opportunity to open a dialogue there and and to potentially address that while we're doing these other things within the Community as well.

0:33:56.260 --> 0:34:0.980  
Drew PRG (Guest)  
Excellent. Thanks, Jason. And everybody else for your questions, Lloyd, etcetera.

0:34:2.120 --> 0:34:6.540  
Drew PRG (Guest)  
Alright. Are we OK? I'm gonna write into high five in Kentucky.

0:34:7.450 --> 0:34:7.710  
Drew PRG (Guest)  
Right.

0:34:11.920 --> 0:34:12.210  
Drew PRG (Guest)  
Umm.

0:34:22.710 --> 0:34:23.220  
Drew PRG (Guest)  
Ohh.

0:34:24.180 --> 0:34:25.260  
Drew PRG (Guest)  
That's what you're saying?

0:34:26.30 --> 0:34:26.610  
Drew PRG (Guest)  
Umm.

0:34:27.590 --> 0:34:28.660  
Drew PRG (Guest)  
Yeah. Umm.

0:34:35.410 --> 0:34:35.830  
Drew PRG (Guest)  
Right.

0:34:7.290 --> 0:34:39.350  
Fisher, Ryan R (KYTC)  
Yeah, I drew one other thing real quick. Whenever you go into talking about this next section, are you gonna, are you gonna hit on like, the the seat belt samples? I just wanted to kind of point out that Kentucky, I think we typically do just random 100 vehicle pulls or we do like you know you you count 100 cars and with this it's a little different it's it's it's a full hour and it doesn't matter if 50 cars come through in that hour or 500. It's. So I I just wanted to point that out as far as the data in.

0:34:39.450 --> 0:34:40.830  
Fisher, Ryan R (KYTC)  
In collection and all that stuff.

0:34:39.920 --> 0:35:9.190  
Drew PRG (Guest)  
Yet, right so the way that we and we being I've got to do this thing again, being PRD prior research group, we always do them by length of time. I believe as far as I know. And so yeah we do them for for a set length of time regardless of the number of of of cars that go by. And so one of the components of this program is asking deputies to also do.

0:35:9.420 --> 0:35:40.70  
Drew PRG (Guest)  
A sort of slightly modified version of the observations. And so yeah, we're asking them to do that the same. So it's not stand and do 200 cars, it's stand for length of time and then length of time hopefully getting us inadequate in which is why when we sampled roadways and we're going to rural counties. So necessarily we had to go to the the higher volume of VMA ADT roadways. But yes it's always length of time and the idea of being an impact on this program in particular we've got the same 3 observers there are three most.

0:35:40.160 --> 0:35:42.440  
Drew PRG (Guest)  
Experienced observers, they've combined on.

0:35:43.230 --> 0:35:56.860  
Drew PRG (Guest)  
Thousands, thousands of sites. And so they're doing it same day of week, same time of day, same location, standing at the same spot all the same thing. So we're trying to make it as a, you know, as consistent as possible.

0:35:58.900 --> 0:36:14.590  
Drew PRG (Guest)  
So high five in Kentucky. So the slides before this, everything I've just said was the introduction that we pitched to Kentucky. Since then, you'll be happy to know that they said yes and we have worked to develop a a ritza board, which I'm gonna show on the very next slide.

0:36:15.80 --> 0:36:25.790  
Drew PRG (Guest)  
UMAD, whose I believe on the call, ran some initial data. I've got some of his notes on the call or on the on the slide show coming up. We've worked with LL's who I think pretty much are all on the on the call right now.

0:36:26.350 --> 0:36:28.640  
Drew PRG (Guest)  
Uh counties and sheriffs.

0:36:29.760 --> 0:36:46.160  
Drew PRG (Guest)  
Are listed here, along with some some points that came out of the data that we used to help guide us there. And then. Since then, we've gone and we've met with the sheriff's offices and troopers from that troop a couple times each. We had to kick off just last week, though. It feels like it was a month ago already.

0:36:47.580 --> 0:36:57.620  
Drew PRG (Guest)  
And then timeline for the rest of the program and what this all is looking like, I'll just kind of shed some light on PR's into it on what we're doing, which we already talked a little bit about the observations but.

0:36:58.550 --> 0:37:16.550  
Drew PRG (Guest)  
So the RIT SAB. The rural Traffic Safety Advisory Board in Kentucky, is made-up of people from Transportation Cabinet Department, transportation off the highway safety, law enforcement liaison, state police, federal highways, including some contributions, especially on those initial meetings from HSIP.

0:37:16.630 --> 0:37:46.920  
Drew PRG (Guest)  
The public information officers, OB, University of Kentucky through the safety Circuit rider program and then PRG, which is me. So all of this is to say that the board moving this program forward, that's really helping to to find counties where it can, it can work to put forward the program to make sure the materials are good to use the data to find places, all that it's, it's using as many different and invested stakeholders at the state level.

0:37:47.280 --> 0:38:6.890  
Drew PRG (Guest)  
So the idea of being that through this program throughout the course of the month or the year long implementation, the county to the state and even on up to the to the Fed is in connection in lines of communication. So that it's in particular things like some funding for for low cost improvements that that those lines of communication have been opened.

0:38:8.510 --> 0:38:37.650  
Drew PRG (Guest)  
County selection, the process we went through in Kentucky, uh, these are actually pulled right from ads note. So if I get something wrong and don't hesitate to hop in and tell me I'm way off base. But he pulled from the highway information system looking at the there are four different classifications area types based on virality or urbanity. I guess being on your perspective, all roadways have these values assigned. And then he also compared fatalities and serious injuries per distance.

0:38:38.350 --> 0:38:46.110  
Drew PRG (Guest)  
The total mileage for each county and then the percentage of mileage in each of the urban area types so effectively.

0:38:46.790 --> 0:39:5.90  
Drew PRG (Guest)  
To get to the, to cut to the to the quick of it, we're looking for urban type one and two and if any county had greater than or equal to 75% of their roadways as classified one or two, they met the threshold to be considered a rural county for the sake of our program, so.

0:39:5.850 --> 0:39:12.240  
Drew PRG (Guest)  
He just he, he declared it as one meets the threshold in 50, does not let me see if I click on this.

0:39:13.60 --> 0:39:15.990  
Drew PRG (Guest)  
Will it go right to it?

0:39:17.630 --> 0:39:35.340  
Drew PRG (Guest)  
Don't think so. Well, I can show you the dashboard in just a few minutes, but I think it would be a few minutes of clicking out of this and then back into it. So I'll get to, I'll show you the dashboard and just a second, it's really fantastic, but for the sake of staying on top of this presentation, I'll just work through this and then we'll go back to the dashboard. But it is really great, Ed. So I hope it's OK to show it off.

0:39:37.340 --> 0:39:37.850  
Drew PRG (Guest)  
Umm.

0:39:38.700 --> 0:39:46.980  
Drew PRG (Guest)  
Where did we wind up? So ignoring anybody who may have some some color blindness issues, and if for that I am sorry but I.

0:39:48.490 --> 0:40:17.860  
Drew PRG (Guest)  
Colored out each troop for the counties to to try to figure out or to try to understand better the the the mechanism of of state police, and we wound up in the counties and the green and troop 13 over there you have Perry and knock counties right next to each other and then North and South of Lexington, north of Lexington. And the Purple Troop 6 is Bourbon County. And then in the white Troop 7 is Madison County. And then going just West of the time zone there in the, I guess that's orange. Grayson County.

0:40:18.970 --> 0:40:39.140  
Drew PRG (Guest)  
So those are the five we wound up in and there's their respective troops, as you can imagine, because of enforcement being such a component of this. We tried to let our site selector, our county selection process spread across the state as much as possible, so that it's not over overburdening 1 troop and also.

0:40:40.590 --> 0:41:0.890  
Drew PRG (Guest)  
Something to consider about rural roadways, you know, rural roadways doesn't just mean the counties with the fewest population and the largest land mass. By comparison. You know, if there's a lot of AG work, if there's you, it's Kentucky. There's horse country. There's a lot of moving of of large animals on roadways, they're combines.

0:41:2.130 --> 0:41:32.880  
Drew PRG (Guest)  
There's cattle, there's horses. There are a lot of things that can be on roadways that make them rural roadways. Even though the population may be fairly large maps, in particular things I'm so happy to be in Madison County because it does have a decent population because it's almost 90,000. But it helps to show the even, you know, rurality rural roadways. There's a certain complexity to that of what exactly that means, because you're very quickly going from, you know, small to mid size towns and suburbs.

0:41:33.280 --> 0:41:58.440  
Drew PRG (Guest)  
Into a roadway with with with a combine, or where there may not be, you know, particularly strong striping on an A local or neighborhood roadway. And anyways all that's to say that's kind of a long, rambling thing to say. We've got five different counties that I think represent some of the some of the complexity of rural life in a state like Kentucky or Commonwealth like Kentucky that does have strong geographical changes East to West.

0:41:59.190 --> 0:42:3.590  
Drew PRG (Guest)  
So that's where we wound up to talk about the counties in particular, all of these data points.

0:42:4.130 --> 0:42:8.760  
Drew PRG (Guest)  
Umm, we're pooled from from transportation cabinets data, so bourbon.

0:42:9.450 --> 0:42:39.880  
Drew PRG (Guest)  
Was ranked 10th for fatal and serious injury rate, Miles traveled ninth highest rate of unbelted fatalities and then despite being ranked 57 out of 120 counties for population, they ranked 31st in total fatalities. Which is Umm, you know, a pretty sizable movement up in the in the relative pecking order as it were. Grayson County is 21st in total fatalities, 32nd for total serious injuries and then still in the Top 40 for speed and impaired driving.

0:42:39.950 --> 0:43:8.910  
Drew PRG (Guest)  
Collisions, not county. This one, as I think quite interesting, 13th and percentage of fatalities that were unbelted. So a fairly low 81st and total fatality. So it's not that there's a very large end of fatalities. If not, it's just that the percentage of fatalities that were unbelted is very, very high which is I think just a way of saying if more people belt it up, sorry if more people felt up fewer people will die on the roadways.

0:43:10.320 --> 0:43:31.910  
Drew PRG (Guest)  
Madison is in the 11th for total serious injury, 16th for total fatalities, and then ranked 9th in total collisions and impaired driving. And then Perry County is actually first for the highest percentage of traffic fatalities on belted, not a good not a good statistic to find in your county, 14th for total fatalities in 24 for total serious injuries in Perry. So.

0:43:34.300 --> 0:43:48.20  
Drew PRG (Guest)  
High 5 just to talk about the different. So the idea behind high five, one of the things that will people have asked and has come up in conversations both in Arkansas and in Kentucky is oh, so you just go to the five worst counties well.

0:43:48.810 --> 0:44:19.640  
Drew PRG (Guest)  
No, in short, and if the question is well, why well, what does worst mean? Is it just percentage of unbelted fatalities? Is it for total? Is it relative to population? Is it serious? Injuries and fatalities? Is it all collisions? And then what happens? You know that that number is then skewed urban to rural sometimes. So it helps to remember one of the things with the high 5 program is the idea that it would be going on in perpetuity. So if it were five counties this year, 2022 to 2023, the idea would be.

0:44:19.730 --> 0:44:43.40  
Drew PRG (Guest)  
In theory you would get 5 new counties the next year, and then five new counties the year after that so that you're using data to drive decision making. But you don't need to have the highest 5 counties. The idea being especially in a state like, you know, Kentucky with 120 counties, there's no shortage shortage of rural roadways, rural counties, rural communities that could use some extra attention.

0:44:43.980 --> 0:44:55.340  
Drew PRG (Guest)  
Regarding Bella use, so these are the sorts of numbers you know. If you're in the top ten, top 20, even Top 40 for some of these as a rural county, I mean that's that's a pretty significant.

0:44:56.0 --> 0:45:25.30  
Drew PRG (Guest)  
Umm, there's a lot of room for improvement there. I guess is how I would say it. So those are some of those are the counties that were in in those are some of the numbers that led us there. You know we worked with the levels who were on the call. We worked with state police who were not on this call certainly on the board and that's where we wound up all of the sheriff's in these five counties have been exceptional. They've been great kickoff events, went very well. I'll show you that in just a second. But just as a note here, Perry County, it's worth considering.

0:45:25.430 --> 0:45:44.20  
Drew PRG (Guest)  
Did not have a kickoff. We've actually delayed the kickoff in Perry County until the start of the year due to well due to flooding. You all know why. And so we're hoping for Sheriff angle to actually, I think he's got an election to win, hopefully win an election and then hires a couple deputies and we can get down there in January.

0:45:44.800 --> 0:46:1.940  
Drew PRG (Guest)  
So those are the five counties that we're in. We went, I say we, I mean it was me and and Ryan and a whole bunch of people went and met with them each of the counties once and then went back twice and then went back for the kickoff last week. So the kickoff.

0:46:3.220 --> 0:46:22.660  
Drew PRG (Guest)  
Just some some smattering of pictures from some of the press that's happened. We held in person meetings, discussed the program and we planned the kick off event that was about three weeks ago. We touched base with all the sheriffs. I drove around the state and we said these are what we want these kickoff vents, you know, what do you all want them to look like? Sheriff, what does the sheriff want them to look like?

0:46:23.400 --> 0:46:24.480  
Drew PRG (Guest)  
So we wound up.

0:46:25.400 --> 0:46:55.410  
Drew PRG (Guest)  
With thought well, four different events in four of the five different counties cause Perry's waiting a bit. Just kind of in a little bit of inside baseball behind the scenes when we were in Arkansas, it the program just developed differently. They they they they pulled in their states, contracted ad ad company and so they wound up doing 1 centralized kickoff in Little Rock. So at the state Capitol, they got some of the the top.

0:46:55.500 --> 0:47:20.500  
Drew PRG (Guest)  
Press in somebody higher up from Nitza came and they did a big kick off at the state capital. We in in Kentucky and talking with everybody. All the sheriff's really felt comfortable posting them themselves. And so that's the the the the the method we went for in Kentucky, which is definitely what I'm in favor of especially because we want this program to feel like a local program. You know, a program in Kentucky so.

0:47:21.500 --> 0:47:27.250  
Drew PRG (Guest)  
These are some of the the snapshots. There's WYMT&WKYT in the Greater Lexington area.

0:47:28.710 --> 0:47:58.130  
Drew PRG (Guest)  
That's that's another one. I think that's EKU in top right, as it were. And then state police publish something about Grayson County. And so we're getting some press out there. There's some those, the, the, the two with Sheriff Asbury and the sheriff. Cool. Those are actually videos that air. So we weren't able to get some some some decent press coverage really I was really really happy about that. So we have now kicked off this program the sheriffs are on to it. The deputies are on to it the deputies and state.

0:47:58.210 --> 0:48:0.980  
Drew PRG (Guest)  
Please should be out doing enforcement one day this month.

0:48:2.120 --> 0:48:13.410  
Drew PRG (Guest)  
Discounts is a publicity and outreach event kickoff and so now everything is moving forward as far as they have calendars set up and we'll see what the follow through looks like, but I'm really optimistic.

0:48:14.660 --> 0:48:23.690  
Drew PRG (Guest)  
High five. Timeline. I'm gonna zoom in and just a second. So don't don't train your your your eyes trying to see this. This is the whole timeline. Just to give you an idea of how it looks.

0:48:24.360 --> 0:48:34.140  
Drew PRG (Guest)  
We are right now right here, October of 22. And so we're gonna zoom in on this in just a second. But this whole thing runs through October of next year.

0:48:34.800 --> 0:48:44.620  
Drew PRG (Guest)  
Umm, just to zoom in, this is all that, well, much of this has happened. We established the board, we pulled the initial data, selected counties.

0:48:45.880 --> 0:49:7.430  
Drew PRG (Guest)  
Develop the print materials went to the high 5 counties. We did our baseline observations and all the counties and now we're into the implementation period which is ongoing here. So these purple lines here, that's our baseline observation that's PRG cruisers, that's ours. We sent people out and did the baselines and then we'll send them back out to do the mid observations.

0:49:9.150 --> 0:49:10.440  
Drew PRG (Guest)  
Approximately February.

0:49:11.140 --> 0:49:16.590  
Drew PRG (Guest)  
And then the whole program runs through the through September.

0:49:17.250 --> 0:49:18.420  
Drew PRG (Guest)  
Roadway audits.

0:49:19.150 --> 0:49:45.790  
Drew PRG (Guest)  
And assessment solutions implemented, the idea being, hopefully we can get some no cost, low cost improvements that are submitted, you know within the first four to six months of the program. So that we've got some months to try to implement some of those and see if we could track down funding for anything or see if we can, you know implement any improvements. And then this is the post observation for PRG and this contract actually includes a post post so.

0:49:46.690 --> 0:50:0.910  
Drew PRG (Guest)  
Not only will we capture the belt usage just at the end of the program, but we'll come back three or four months later with no program having happened in between and see if there are lingering effects in belt usage moving forward.

0:50:1.950 --> 0:50:14.630  
Drew PRG (Guest)  
So that's the program as it looks for the next however many months, months. And then these are the materials we've developed. So this is the handout for Kentucky.

0:50:16.610 --> 0:50:47.780  
Drew PRG (Guest)  
May I don't know if I want to zoom in or not. Anyways I can send copies of this. We got him out there. And so this is the handout here and then this is the poster which we need to kind of wrap up and get get printed. Also the idea of being that this handout is used at every traffic stop possible at the County Fair at when they go to the high schools. You know this is a kind of the bread and butter of the whole affair which is to get this in people's hands in the county to talk to him about rural roadway safety talk to him about buckling up and then these are be poster size.

0:50:48.170 --> 0:50:56.440  
Drew PRG (Guest)  
You know, hung up at whatever County Courthouse, at Public Library at fire department, wherever, wherever they can get a poster hung up, you know.

0:50:57.960 --> 0:51:17.10  
Drew PRG (Guest)  
Pretty easily. So those are the materials I'm gonna wrap up my end of the presentation part of it. That's me. If anybody wants to reach out. Drew@prossergroup.com that, that's me. Reach out to any of the the you know, Ryan Elios. Anybody else here? Somebody on this on this call can get ahold of me if they need to.

0:51:18.360 --> 0:51:22.110  
Drew PRG (Guest)  
Umm, alright, so there's that.

0:51:24.400 --> 0:51:34.760  
Drew PRG (Guest)  
Yeah. So that's high five in a pretty sizable nutshell. We're being totally honest. I think it's going well. The kickoff is gone well, the sheriff's offices are enthusiastic.

0:51:36.280 --> 0:51:41.100  
Drew PRG (Guest)  
We got good media coverage, so we're starting to make a little bit of a splash on that end. People should be aware of it.

0:51:41.830 --> 0:52:10.10  
Drew PRG (Guest)  
I feel confident with the fact it's a 12 month implementation that gives us plenty of time to, you know, to change minds and patterns to change behaviors. You know, I'm sure all of everyone on the call, I'm sure, spent some time in rural locations across Kentucky, and I mean, belt usage is lower and it's the simplest solution to make everybody safer. It really is. So I'll. I'll feel any questions or comments if anybody has any. But I think unless I missed anything, Ryan, please don't hesitate to to tell me. I totally neglected something.

0:52:8.390 --> 0:52:40.100  
Fisher, Ryan R (KYTC)  
No, I don't think so. We we still have some time and I just wanted to give everybody an opportunity to ask any questions if you have any suggestions. While Drew's on here, some of the things that we could do in these counties to to help with this program, whether it be CPS, whether whatever it may be, feel free to, to reach, you know, to talk about it. And as a group, let's make some notes. And the idea is to to to do the the best that we can and get the usage rate up and and.

0:52:45.230 --> 0:52:45.900  
Drew PRG (Guest)  
Mm-hmm.

0:52:40.190 --> 0:52:50.180  
Fisher, Ryan R (KYTC)  
Whether that be just, you know, adults or children, we want everyone to be safe. So does anybody have any ideas or anything they'd like to talk about while we have drew on?

0:52:51.110 --> 0:52:52.760  
Jordison, Lloyd (LHD-Madison Co)  
This is Lloyd again.

0:52:51.610 --> 0:52:54.370  
Siwula, Jason J (KYTC)  
And I can I hop in for just I'm sorry. Go ahead, Lloyd.

0:52:55.850 --> 0:52:56.110  
Jordison, Lloyd (LHD-Madison Co)  
But.

0:52:53.590 --> 0:52:56.240  
Jordison, Lloyd (LHD-Madison Co)  
Ohh, go ahead Jason, you're fine. Go ahead.

0:52:57.50 --> 0:53:27.100  
Jordison, Lloyd (LHD-Madison Co)  
Well, a couple things. One is, I'm more on the education side of it and that's why I work with it being in high schools, every things like that and around a couple things. One is the baseline for Madison County. I would love to know what that baseline is, cause we've had struggle getting a seat belt data in Madison County during COVID that's been a challenge for us. So if you have the, I'd love to get that number. #2 is there one person who is kind of the lead in this in Madison County is that sheriff or is that somebody else and #3 is those.

0:53:42.360 --> 0:53:42.600  
Drew PRG (Guest)  
Sure.

0:53:56.20 --> 0:53:56.360  
Drew PRG (Guest)  
Umm.

0:53:27.460 --> 0:53:58.350  
Jordison, Lloyd (LHD-Madison Co)  
Educational materials that you have that you just showed there at the end are those on a PDF that can be printed off or something like that. So if I'm out somewhere, I can distribute those things and work with it from that end. So those are my questions. Oh, I did have one comment from the education side of it. Yeah, I mentioned seat belt surveys earlier and it's something we may do again. We we had some success on the education side of it, of doing seat belt surveys at high schools that is specific to high schoolers as they're coming out of the parking lots and things like that.

0:53:58.590 --> 0:54:14.620  
Jordison, Lloyd (LHD-Madison Co)  
And I don't know if that would figure study, but other counties it's very useful to do a pre and post activity seat belt surveys to get the schools involved with that doing that. But anyway that's just a a general thing that's worked well for us in the past.

0:54:15.320 --> 0:54:37.720  
Drew PRG (Guest)  
Sure. So OK, I think I remember all the questions. So the usage rate for Madison, I have the I have an unofficial hand count as in the data is currently being entered and then we'll run it through SSO to check for anomalies and all that stuff. But my quick run through of it, I think put it at 87 point something percent. I don't, I don't.

0:54:39.760 --> 0:55:2.40  
Drew PRG (Guest)  
There. I don't know if I'm able to just share our data, but I think we can. I mean, I don't think there's any reason that we can't just tell you, you know, at the end of this once we've actually run it through SPSS and the PHD's have confirmed what the actual number is, because I'm just looking, you know what I mean? I'm doing it really cursory. But yeah, the short answer is no problem. We definitely have one. I'm pretty sure it was in the I think we will find out it was around 87%.

0:55:3.440 --> 0:55:8.650  
Drew PRG (Guest)  
And if you want more information than that, I'm happy to pursue with my boss and get you anything we can.

0:55:9.890 --> 0:55:34.920  
Drew PRG (Guest)  
On that one. OK. So that's one the sampling of high schoolers. We are not doing that for this program, but we have done that for a number of other programs for other States and federal programs. So we have done child seat surveys and are doing child seat surveys in multiple States and we definitely have done that very thing you're talking about. But we're not prioritizing it for this program because it's an adult centered.

0:55:36.560 --> 0:55:58.190  
Drew PRG (Guest)  
Educational materials in PDF no problem that I can definitely get or I don't. Uh, you're in Madison County. Never mind. I do know that. So yeah, I can definitely just e-mail you those things. No problem. And I can once the once the poster is together from Madison County, I can get you that too, which we'll have some specifics, but I can get you the handout. Like, right after this. That's no problem.

0:55:59.350 --> 0:56:0.570  
Drew PRG (Guest)  
I think there was one other question.

0:56:3.940 --> 0:56:4.330  
Drew PRG (Guest)  
Right.

0:55:59.770 --> 0:56:8.280  
Fisher, Ryan R (KYTC)  
And I'll be having. I'll be having several others printed at the print shop, so I can I can bring some extra copies for you and we'll drop off.

0:56:13.0 --> 0:56:13.510  
Drew PRG (Guest)  
Ohh right.

0:56:8.740 --> 0:56:13.830  
Fisher, Ryan R (KYTC)  
Umm, but I think I think your other question was who's the lead in each county?

0:56:14.290 --> 0:56:14.710  
Jordison, Lloyd (LHD-Madison Co)  
Yeah.

0:56:14.560 --> 0:56:22.30  
Drew PRG (Guest)  
Right. So in Madison is it's not the chief deputy that was Tony Terry, it's Lieutenant.

0:56:23.410 --> 0:56:28.110  
Drew PRG (Guest)  
I have his name written. It's one of the lieutenants, and I can't. I'm drawing a blank on it right now.

0:56:28.650 --> 0:56:58.80  
Drew PRG (Guest)  
Umm. But so yeah, I can get his name. I can picture his face. He's the guy that sat outside the door when we had the kickoff, but I can't remember his name, but I can definitely when I I'll e-mail you the PDF of the thing and I will look up his name in between and include that. But I'm working with one of the lieutenants in the is a deputy. Sorry. One of the Lieutenant deputies as my main point of contact in the Sheriff's Office. And I would imagine he would be the right point of contact.

0:56:58.440 --> 0:56:59.460  
Jordison, Lloyd (LHD-Madison Co)  
That's good. Thank you.

0:57:3.110 --> 0:57:3.790  
Drew PRG (Guest)  
Ohh yeah right.

0:56:58.610 --> 0:57:4.110  
Fisher, Ryan R (KYTC)  
Uh, I think, Rod, I think Rob Ratliff is on this call, Rob, do you can you provide that name?

0:57:10.670 --> 0:57:12.380  
Fisher, Ryan R (KYTC)  
I believe that he was still on.

0:57:19.480 --> 0:57:19.850  
Drew PRG (Guest)  
Umm.

0:57:13.260 --> 0:57:32.750  
Fisher, Ryan R (KYTC)  
And he may, he may have had to get off, but anyway, we can get you the contact information for that individual. As far as state police goes, it's gonna be major Stapleton. He's on the call here. And if you need any resources or you have any questions for the Highway Safety Office, you can always reach out to me at any time. So.

0:57:35.320 --> 0:57:37.80  
Ratliff, Rob (KYTC)  
That was Lieutenant Derek Thomas.

0:57:39.220 --> 0:57:39.610  
Fisher, Ryan R (KYTC)  
Yeah.

0:57:37.670 --> 0:57:41.460  
Drew PRG (Guest)  
Stop that is it. Excellent. That's it. Thank you.

0:57:46.720 --> 0:57:47.190  
Fisher, Ryan R (KYTC)  
Sure.

0:57:44.330 --> 0:58:14.940  
Siwula, Jason J (KYTC)  
So, Ryan, I was gonna hop in for just a second, and I normally I would do this at the end of the meeting. But yeah, I know that probably towards the beginning of the call. You know, when Aaron was talking about our our seat belt survey information over you know, this past year that that might have been potentially discouraging to some of the folks here. But I wanna just take a second to explain that there's been a lot of states that have seen as much as a double digit drop in seatbelt usage from talking to some of our peers and.

0:58:15.700 --> 0:58:46.270  
Siwula, Jason J (KYTC)  
Umm, the work that you do really matters and it it's we even in the face of seeing some of those decreases, that doesn't mean that the work that you're doing is not impactful and it doesn't mean that without your work these you know we would be seeing much greater losses than we currently are. And so I just, I wanted to thank everybody for the work that you're doing in this area. Obviously this high five is something that we've been trying to get on board with and on online with since we learned about the opportunity.

0:58:46.350 --> 0:58:52.350  
Siwula, Jason J (KYTC)  
And this is just one of the one of the ways and strategies that we're looking at tackling this challenge in Kentucky.

0:58:53.510 --> 0:59:27.80  
Siwula, Jason J (KYTC)  
You know, looking at it from a practical standpoint, still over 50% this year of vehicle occupants who have died in crashes that have been reported thus far have been unrestrained. And so this work is critically important and we're making, we are making progress even sometimes when the data does not look like that. And so I just, I wanted to encourage everyone to keep up the good work to continue to look at this initiative and others and to really work together to see where we can move the needle and how we can make that work so.

0:59:27.200 --> 0:59:31.490  
Siwula, Jason J (KYTC)  
I just I I really, really appreciate everybody's hard work in this area. So thanks everybody.

0:59:33.220 --> 0:59:33.950  
Fisher, Ryan R (KYTC)  
Thanks Jackson.

0:59:34.220 --> 0:59:53.170  
Drew PRG (Guest)  
Yeah. And for what it's worth, just as an anecdotal working in the office I work in with the sort of work we do, he, Jason is 100% correct. This is the the the belt usage going down and fatalities going up and aggressive driving going up is that it's it's across the country and in every rural urban every way so.

0:59:57.10 --> 1:0:9.790  
Fisher, Ryan R (KYTC)  
All right. Is there any other questions for Drew? Again, we have Major Stapleton on for for KSP. If they're a huge part of this program, if there's any questions for him, I know Ed.

1:0:9.410 --> 1:0:12.220  
Fisher, Ryan R (KYTC)  
Right. He pulled the data he's on.

1:0:13.100 --> 1:0:16.380  
Fisher, Ryan R (KYTC)  
Anybody else? Any other ideas or comments?

1:0:20.460 --> 1:0:20.980  
Fisher, Ryan R (KYTC)  
All right.

1:0:21.790 --> 1:0:23.20  
Fisher, Ryan R (KYTC)  
Well, again, thank you, drew.

1:0:23.420 --> 1:0:33.280  
Drew PRG (Guest)  
Hey, thank you. And if anybody thinks of anything, if it comes up, run it up, run it up their respective flagpoles. Shoot me an e-mail in the blue, it'll all be fine. But yeah. Thank you all very much for your time. I really do appreciate it.

1:0:35.630 --> 1:0:48.360  
Fisher, Ryan R (KYTC)  
Alright, so uh, the the next I I guess just a quick announcement. I wanted to remind everybody about life savers that's coming up in April of this year and that's the 17th through the 20th, correct, Leslie.

1:0:52.610 --> 1:0:53.20  
Fisher, Ryan R (KYTC)  
OK.

1:0:53.990 --> 1:1:24.270  
Fisher, Ryan R (KYTC)  
Alright, just want to remind everybody of that and we traditionally tried to do these meetings, the impaired and the OP task force meetings on the same day and we talked a little bit this morning about transitioning back into like a A in person meeting or potentially a hybrid meeting. And so I think the idea is, I don't know if it will be next meeting, but if not, then the next meeting to try to do a hybrid option give people the opportunity that wanna come in.

1:1:24.340 --> 1:1:56.400  
Fisher, Ryan R (KYTC)  
To the office in person, you can do that, or our office is gonna have some equipment that we'll be able to set up in the middle of the room. And if you are hybrid or if you are doing the virtual option, it's going to pan around and it will actually show who's talking and things like that. So I know when a lot of people now, especially if you have travel time, a lot of things are virtual and on teams and people click from one meeting to the next and you don't have all that travel time built-in, so you'll be able to, even when we do, go to.

1:1:56.480 --> 1:2:14.400  
Fisher, Ryan R (KYTC)  
Is somewhat of an in person that it'll be able. You'll be able to attend either way, so I just I wanted to bring that up and at this time, I'll turn it over to Tiffany and and y'all can talk if you want to talk about when the next meeting date will be and things like that. So Tiffany.

1:2:15.180 --> 1:2:49.70  
Duvall, Tiffany L (KYTC)  
Yeah. So, like Ryan said, we're gonna, we're looking at options as far as to do the next one in person or there's also concerns about potential weather issues because we're looking at the third week of January for the impaired task force. And if we piggyback them like we have been, you know it here in Kentucky, it's kind of hit or missed at the end of January, what it's going to look like. So we could try to do one in person or you know, again we know availability is just kind of in general change to these days, so.

1:2:49.360 --> 1:3:5.460  
Duvall, Tiffany L (KYTC)  
You know, if we have some that want to be in person and some that may be easier to to do virtual due to weather or just scheduling, we may be able to do a hybrid option. How does the third week of January sound? You all does that sound?

1:3:6.340 --> 1:3:6.850  
Duvall, Tiffany L (KYTC)  
Umm.

1:3:9.140 --> 1:3:9.990  
Fisher, Ryan R (KYTC)  
Works for me.

1:3:10.320 --> 1:3:14.220  
Duvall, Tiffany L (KYTC)  
Like it wouldn't be a big conflict as of right now, if we go ahead and get it on the books.

1:3:17.910 --> 1:3:19.890  
Darren Stapleton (Guest)  
Yeah, I know. What no conflict with me at all.

1:3:20.670 --> 1:3:21.120  
Duvall, Tiffany L (KYTC)  
OK.

1:3:20.590 --> 1:3:21.610  
Lori Weaver Hawkins, AAA (Guest)  
Sounds good.

1:3:23.980 --> 1:3:25.380  
Duvall, Tiffany L (KYTC)  
As he chewy like.

1:3:25.840 --> 1:3:28.130  
Dye, Troy (KYTC)  
No, no, you said the third week is good.

1:3:28.930 --> 1:3:29.440  
Duvall, Tiffany L (KYTC)  
OK.

1:3:30.440 --> 1:3:31.210  
Duvall, Tiffany L (KYTC)  
OK, well.

1:3:32.930 --> 1:3:41.220  
Duvall, Tiffany L (KYTC)  
That works for me. Umm, we will. I'll get with Matt and see what time the OP or I'm sorry, the impaired.

1:3:42.730 --> 1:3:57.800  
Duvall, Tiffany L (KYTC)  
Is looking like it's gonna be scheduled for to see when we can do it and send out a communication to see if that works for everybody. And then we can just, I I feel like it would probably be best to go ahead and schedule it and then schedule.

1:3:59.220 --> 1:4:23.700  
Duvall, Tiffany L (KYTC)  
Electronic auction and then that way we put it on the calendar and you're able to attend in the way that works best for you. And if it looks like we have more people that may be online than in person, we may switch to online, we can kind of play that by ear from now, but we'll we'll look at that third week and send out send out communication to see how that works.

1:4:25.360 --> 1:4:33.530  
Duvall, Tiffany L (KYTC)  
Umm. Does anybody have anything else they would like to jump in and add anything that they're working on or?

1:4:34.880 --> 1:4:38.140  
Duvall, Tiffany L (KYTC)  
Any topics you want to talk about before we adjourn?

1:4:41.960 --> 1:4:42.660  
Duvall, Tiffany L (KYTC)  
From what?

1:4:41.690 --> 1:4:42.740  
Naff, Bill (NHTSA)  
At Tiffany's with Bill.

1:4:41.960 --> 1:4:42.790  
Fisher, Ryan R (KYTC)  
One thing is.

1:4:47.310 --> 1:4:47.630  
Duvall, Tiffany L (KYTC)  
Yeah.

1:5:10.760 --> 1:5:11.150  
Duvall, Tiffany L (KYTC)  
Yeah.

1:4:45.760 --> 1:5:13.0  
Fisher, Ryan R (KYTC)  
Uh, one thing real quick, Tiffany, if I if I could is if for the next meeting in the in the upcoming meetings, if anybody has any topics or ideas that they would like to discuss or presentations that they would like to see, please reach out to Tiffany and and she will do her best to try to get everything you know that she can put on those. So just reach out to her if you have any anything.

1:5:13.710 --> 1:5:42.60  
Duvall, Tiffany L (KYTC)  
And I'm even going to go out on a limb and say if you all have any like CPS or OP events coming up that you would like for us to, you know, put out to the group so everybody knows about it. I mean, I think that I think that this is a great opportunity to communicate, even if it's not to attend, if it's an idea to do something yourself. I think this is a great forum to discuss activities and stuff like that as well.

1:5:43.300 --> 1:5:46.290  
Duvall, Tiffany L (KYTC)  
So yeah, if you have anything going on, please let us know.

1:5:48.250 --> 1:5:48.830  
Naff, Bill (NHTSA)  
Hey, Tiffany.

1:5:49.620 --> 1:5:50.30  
Duvall, Tiffany L (KYTC)  
Yeah.

1:5:47.570 --> 1:5:50.170  
Jordison, Lloyd (LHD-Madison Co)  
Tiffany, this is Lloyd again. Ohh, go ahead.

1:5:54.390 --> 1:5:57.580  
Jordison, Lloyd (LHD-Madison Co)  
Somebody with this is Lloyd. Two things, one is.

1:5:58.940 --> 1:5:59.770  
Jordison, Lloyd (LHD-Madison Co)  
The.

1:6:0.680 --> 1:6:14.970  
Jordison, Lloyd (LHD-Madison Co)  
Link going out about the roadway planning and such like that, that the transportation aren't is anything we can do to get that out to people to put their two cents in I think is really good. Second question is just for.

1:6:15.390 --> 1:6:17.460  
Jordison, Lloyd (LHD-Madison Co)  
Kakasa off the highway safety.

1:6:18.700 --> 1:6:23.60  
Jordison, Lloyd (LHD-Madison Co)  
If there's any information, I'd like to just know about any of the vulnerable Rd user.

1:6:24.240 --> 1:6:37.420  
Jordison, Lloyd (LHD-Madison Co)  
Groups is there, is there anything else being done with that and a little bit of a personal and county that I live and we've had a couple deaths from vulnerable Rd users recently and I was just trying to find out if there's any more information about that.

1:6:40.430 --> 1:6:51.530  
Fisher, Ryan R (KYTC)  
Lord, if I could jump in real quick on the vulnerable Rd user, we're actually the office is hiring a position or a person for that position and that's gonna be their main focus.

1:6:52.50 --> 1:7:9.640  
Fisher, Ryan R (KYTC)  
Umm. And we've, we've had some struggles over the past year getting in its that have been selected to do this actually on board. However we just got done again with the interviews and so we're in hopes that we'll have somebody in that position very soon. I'm hoping within the next couple of months.

1:7:10.750 --> 1:7:30.230  
Fisher, Ryan R (KYTC)  
Umm, there's also the vulnerable Rd user task force and I think you're a member on that. If not, I we will certainly make sure you are and we've put the plan together. And so the next phase is to actually kick the meetings off again and we'll be holding those quarterly. So just so you know.

1:7:30.940 --> 1:7:35.570  
Jordison, Lloyd (LHD-Madison Co)  
I appreciate that and good luck hiring. That's that's everybody's challenge right now.

1:7:39.120 --> 1:7:40.320  
Naff, Bill (NHTSA)  
Hey Tiffany is a bill.

1:7:41.540 --> 1:7:42.290  
Duvall, Tiffany L (KYTC)  
Yes, bill.

1:7:42.370 --> 1:7:53.660  
Naff, Bill (NHTSA)  
Umm yeah, real quick if you could or even share a could maybe take a look at the nitzer website for the CPS locator just to make sure all the sites are still up and running and.

1:7:54.370 --> 1:7:59.190  
Naff, Bill (NHTSA)  
Not missing any. If you have any just let me know and send me that form and and I'll get those up on the site for you.

1:8:1.70 --> 1:8:1.600  
08d15856-ebaf-47ee-bf2e-869c2a068a60  
OK.

1:8:0.620 --> 1:8:1.770  
Naff, Bill (NHTSA)  
And if anything that.

1:8:2.890 --> 1:8:10.630  
Naff, Bill (NHTSA)  
Anything you did during CPS week that you haven't forwarded it there and on me yet, go ahead and get that to me and we'll see if we get that into our report as well.

1:8:12.610 --> 1:8:13.120  
08d15856-ebaf-47ee-bf2e-869c2a068a60  
OK.

1:8:14.980 --> 1:8:16.200  
Duvall, Tiffany L (KYTC)  
OK, great. Thanks bill.

1:8:25.230 --> 1:8:28.310  
Duvall, Tiffany L (KYTC)  
All right. We have any, any other comments or ideas?

1:8:31.580 --> 1:8:34.230  
Duvall, Tiffany L (KYTC)  
If not, it is 211.

1:8:34.870 --> 1:8:38.60  
Duvall, Tiffany L (KYTC)  
And we wanna make a move to adjourn.

1:8:41.290 --> 1:8:42.280  
Duvall, Tiffany L (KYTC)  
All right, Charlie.

1:8:43.300 --> 1:8:43.990  
Duvall, Tiffany L (KYTC)  
2nd.

1:8:43.270 --> 1:8:44.780  
Fisher, Ryan R (KYTC)  
They're all hands went up.

1:8:48.110 --> 1:9:3.660  
Duvall, Tiffany L (KYTC)  
Alright, but Sharon down as a second. Thank you all so much. Again, I'm super excited to get in here and get to work with everybody and we'll send out communication as soon as possible about scheduling our next meeting in January.

1:9:7.190 --> 1:9:8.50  
08d15856-ebaf-47ee-bf2e-869c2a068a60  
Sounds good.

1:9:7.530 --> 1:9:8.160  
Fisher, Ryan R (KYTC)  
To your.

1:9:7.450 --> 1:9:8.510  
Duvall, Tiffany L (KYTC)  
Right. You'll take care of your.

1:9:9.30 --> 1:9:9.490  
Dye, Troy (KYTC)  
Alrighty.

1:9:9.450 --> 1:9:10.90  
08d15856-ebaf-47ee-bf2e-869c2a068a60  
Thanks.

1:9:10.440 --> 1:9:10.750  
Dye, Troy (KYTC)  
Bye.

1:9:10.500 --> 1:9:11.40  
Duvall, Tiffany L (KYTC)  
Thanks.

1:9:10.410 --> 1:9:11.70  
Drew PRG (Guest)  
Thanks everybody.

1:9:11.980 --> 1:9:12.370  
08d15856-ebaf-47ee-bf2e-869c2a068a60  
Uh.

1:9:12.690 --> 1:9:13.360  
Naff, Bill (NHTSA)  
Thanks. Take care.

1:9:13.600 --> 1:9:14.50  
Ratliff, Rob (KYTC)  
Thanks.

1:21:18.540 --> 1:21:18.970  
08d15856-ebaf-47ee-bf2e-869c2a068a60  
Well.

1:22:27.100 --> 1:22:27.530  
08d15856-ebaf-47ee-bf2e-869c2a068a60  
See.

1:25:49.980 --> 1:25:50.540  
08d15856-ebaf-47ee-bf2e-869c2a068a60  
Ah.

1:27:55.280 --> 1:27:55.930  
08d15856-ebaf-47ee-bf2e-869c2a068a60  
Hello.

1:28:16.160 --> 1:28:17.180  
08d15856-ebaf-47ee-bf2e-869c2a068a60  
Wait a minute.