

What is KOHS?

The Kentucky Office of Highway Safety, housed in the KY Transportation Cabinet (KYTC)

Division of Highway Safety Programs

Impaired Driving efforts

- **Regular “Drive Sober or Get Pulled Over” NHTSA Campaign participation**
- **Law enforcement liaisons briefings with agencies**
- **Impaired driving grants awarded**
- **Drug recognition expert (DRE) program**
- **Advanced Roadside Impaired Driving Enforcement program**
- **Other LE training**

Choose Severity:

- Select all
- Fatality
- Serious Injury

Daily Fatality Summary - Overview

Below are the Year-To-Date (YTD) fatalities and/or serious injuries in Kentucky. Use the additional pages to go into more depth.



County: KSP Post: KYTC District:

2024 YTD

Monday, July 29, 2024

Goal Progress: Days Without Lives Lost

Number of Days

This dashboard pulls from a daily updated export from the Fatality Analysis Reporting System (FARS) to provide Year-To-Date counts for fatalities in Kentucky and the statewide collision database for serious injury data

390

People

Same Day Previous Years ...

2020 2021 2022 2023 2024

420 440 404 431 390

Number of Days

211

Total

Number of Days

170

With Lives Lost

41

Without Lives Lost

CMV Involvement YTD

CMVInvolvement	2020	2021	2022	2023	2024
Involved	49	61	51	48	34

Motorcyclists YTD Total

Motorcycle	2020	2021	2022	2023	2024
Motorcycle	44	46	55	55	46

Motorcyclists YTD No Helmet

Motorcycle	2020	2021	2022	2023	2024
Motorcycle	25	38	37	29	27

Non-Motorized Users YTD

Non-Motorized	2020	2021	2022	2023	2024
Non-Motorized	42	38	53	65	60

Alcohol Involvement YTD Comparison

CYEAR	2020		2021		2022		2023		2024	
Alcohol Involvement	People	%	People	%	People	%	People	%	People	%
No	352	83.81%	368	83.64%	337	83.42%	353	81.90%	327	83.85%
Unknown	2	0.48%					1	0.23%		
Yes	65	15.48%	72	16.36%	67	16.58%	76	17.63%	63	16.15%

Restraint Usage YTD Comparison

CYEAR	2020		2021		2022		2023		2024	
RestraintUsage	People	%	People	%	People	%	People	%	People	%
Belt In Use	139	42.51%	151	43.64%	130	44.98%	134	44.97%	140	51.47%
Belt Not In Use	186	56.88%	192	55.49%	158	54.67%	159	53.36%	126	46.32%
Child Restraint	2	0.61%	3	0.87%	1	0.35%	4	1.34%	3	1.10%
Unknown							1	0.34%	3	1.10%

Age Range YTD Comparison

AgeRange	2020	2021	2022	2023	2024
00-04	1	6	4	5	5
05-09	2	3	1	1	3
10-15	8	8	7	7	4
16-17	10	12	9	9	8
18-20	24	23	14	22	20
21-24	41	34	19	22	39
25-34	93	74	70	71	65
35-44	69	81	71	71	38
45-54	50	62	56	62	63
55-64	50	63	68	64	49
65-74	37	43	43	51	51
75-84	27	16	31	32	29
85+	8	15	10	13	16
UNKNOWN			1	1	

Overview

YearEnd

Alcohol Involvement

CMV Involvement

Collision Time

Motorcycle

Non-Motorized

Restraint Usage

Impaired Driving Data

- In 2022, Nationally 32% of fatalities involved impaired driving – Kentucky was 24%
- Nearly 70% of impaired driving fatalities in 2023 occurred between 1500 and 0300.
- During the weekends, 30% of fatalities involve impairment (versus 20% during the rest of the week).
- Collisions statistics
 - 4,324 impaired driving crashes in 2023 (slight increase from 4,136 in 2022)
 - 181 fatalities in 2023 (decrease from 192 in 2022)
 - 2,085 injured in 2023 (slight increase from 1,996 in 2022)

Ignition Interlock enhancement

An
Ignition
Interlock
Coalition was
created to
draft
Senate Bill 85

1. Makes IIDs available to all DUI offenders in Kentucky to increase program accessibility,
2. Provides Low Income Assistance to those at 200% of poverty or less to ensure affordability,
3. Lengthens license suspension period for offenders who forego IIDs to incentivize participation,
4. Requires a period of sober driving before exiting the interlock program to provide accountability,
5. Distinguishes an alcohol related DUI from a drug related DUI , and
6. Shifts program administration from the courts to the state transportation agency to ensure consistent application between counties.

Challenges and solutions

- Increase of drugged driving and marijuana legalization
 - Oral fluid grant
 - Phlebotomy program
- Funding
 - Looking for alternative sources such as GHSA/NAISD
- Personnel
 - This is improving - KSP and several agencies have gotten their numbers up, but some are still low

Coalitions and partners

- Kentucky Association of Chiefs of Police (KACP) to employ Law Enforcement Liaisons (LELs). These LELs make multiple visits to LEOs to inform our office regarding arising issues in impaired driving enforcement and provide resources (PBTs,etc).
- Traffic Safety Resource Prosecutor (TSRP) to help LEOs and prosecutors.
- Mothers Against Drunk Drivers (MADD) and Students Against Destructive Decisions (SADD) for education and court monitoring.
- Various other stakeholders attend regular meetings and support our activities
- Legislative members

Note: these coalitions led efforts to pass Booster Seat enhancement in 2015 and Ignition Interlock in 2019

Public Awareness

- KOHS has contracted with our media partner for the effectiveness of our campaigns
- The NHTSA publication “Countermeasures That Work” has some examples

Alcohol-Impaired Driving

- High-Visibility Saturation patrols - <https://www.nhtsa.gov/book/countermeasures-that-work/alcohol-impaired-driving/countermeasures/enforcement/high-visibility-saturation-patrols>
- Integrated Enforcement - <https://www.nhtsa.gov/book/countermeasures-that-work/alcohol-impaired-driving/countermeasures/enforcement/integrated-enforcement>
- Publicized Sobriety Checkpoints - <https://www.nhtsa.gov/book/countermeasures-that-work/alcohol-impaired-driving/countermeasures/enforcement/publicized-sobriety-checkpoints>

Drug-Impaired Driving

- Enforcement of Drug-Impaired Driving - <https://www.nhtsa.gov/book/countermeasures-that-work/drug-impaired-driving/countermeasures/enforcement/enforcement-drug-impaired-driving>

Thank You!

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