



FY 2022

HIGHWAY SAFETY PLAN

OCTOBER 1, 2021 - SEPTEMBER 30, 2022



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State of Delaware



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NATIONAL PRIORITY SAFETY PROGRAM INCENTIVE GRANTS

The State applied for the following incentive grants:

S. 405(b) Occupant Protection:	YES
S. 405(c) State Traffic Safety Information System Improvements:	YES
S. 405(d) Impaired Driving Countermeasures:	YES
S. 405(d) Alcohol-Ignition Interlock Law:	NO
S. 405(d) 24-7 Sobriety Programs:	NO
S. 405(e) Distracted Driving:	NO
S. 405(f) Motorcyclist Safety Grants:	YES
S. 405(g) State Graduated Driver Licensing Incentive:	NO
S. 405(h) Non-Motorized Safety:	YES
S. 1906 Racial Profiling Data Collection:	NO



HIGHWAY SAFETY PLANNING PROCESS



DATA SOURCES AND PROCESSES

Delaware's Office of Highway Safety (OHS) conducts an extensive problem identification process each year to determine the most effective and efficient plan for the use of federal highway safety funds. The process starts with the Grant Advisory Committee (GAC). OHS surveys each partner agency detailing the priority issues for the coming fiscal year. In house data analysis is also conducted. Additional data sources consulted include Delaware Department of Transportation Crash Analysis and Reporting System (CARS), Delaware Criminal Justice Information System (DELJIS) including E-Crash and E-ticket, FARS, Delaware State Police, Division of Motor Vehicle, Survey data, and various research data. This information is then used as follows:

- **Identify the data elements**
- **Identify the data sources**
- **Identify the data display options**
- **Analyze and interpret the data**
- **Establish decision rules**
- **Review the data and analyze further**
- **Coordinate efforts with the SHSP**
- **Develop a timeline for completion of HSP process**
- **Identify top priority areas based on problem identification results, and review who, what, when, where, and why**
- **FY 2022 the top priorities in Delaware are:**
 - Impaired driving
 - Occupant protection
 - Pedestrian safety
 - Speeding
 - Distracted driving
 - Motorcycle safety
 - Traffic records
- **Develop annual targets for each priority area**
- **Develop a comprehensive enforcement plan based on problem identification**

The problem identification process is the key to identifying law enforcement agencies to participate in enforcement efforts. Further, it enables OHS to identify the target violations, as well as which days of the week, which times of the day, and which months of the year the enforcement should be implemented. Beyond that, enforcement efforts are then directed to the most appropriate locations within each jurisdiction. OHS also uses the problem identification process to develop paid media concepts and determine the timing and placement of paid media campaigns to coincide with enforcement. The problem identification process ensures that the highway safety program addresses specific crash problems, provides the appropriate criteria for the designation of priorities, and creates benchmarks for administration and evaluation of the overall highway safety plan.

The OHS and GAC utilize the NHTSA problem identification process and guidelines outlined in the NHTSA Program Management Training manual. Our problem identification process for FY 2022 included:

- **Identify the data elements** - The OHS staff and the GAC began the analysis process by identifying the crash data elements to determine if a statewide or localized problem existed. We compiled that list, determined which pieces of information we had access to, which year's data we had access to, and prepared our specific data requests for the appropriate data manager. Some sample data elements included teen drivers, work zone related crashes, seat belt use crashes, ages of pedestrian fatalities, types of roadways, primary contributing circumstances, alcohol-related fatalities, and high crash locations. The list of data elements reviewed was extensive and focused on location and demographic data to determine which roadways to focus on and to determine the characteristics of our most risky drivers.
- **Identify the data sources** - Once the OHS staff and the GAC determined the data elements to focus on, the appropriate data sources from which to compile the information are determined. These included the Delaware State Police (DSP) Traffic Section (statewide crash data repository); Delaware FARS data; the Emergency Medical Services Data Information Network (Patient Care Reports); the Delaware Department of Transportation (DelDOT); Annual Observational Seat Belt Use Surveys; Delaware's 2021 Pedestrian and Bicycle Safety Program Assessment; Delaware's 2018 Occupant Protection Assessment; Delaware's 2015 Traffic Records Assessment; Delaware's 2012 Teen Driver Assessment; Delaware's 2011 Impaired Driving Assessment; crash report demographic data; child restraint misuse data; the Division of Motor Vehicle registration and licensed driver data; DelJIS citation data; the 2011 Impaired Driving Assessment Report; and DelDOT Highway Safety Improvement Plan data. The Office of Highway Safety also coordinates data analysis in conjunction with DelDOT's preparation of the Strategic Highway Safety Plan (SHSP). Although not used by OHS, DSP's mapping system OMEGA CrimeView, allows them to find locations for enforcements for the many different priority areas.
- **Identify data display options** - In addition to utilizing the paper and electronic reports prepared by the above data sources, the Office of Highway Safety relies heavily on the mapping capabilities provided by DelDOT's GIS-based crash analysis and mapping system, Crash Analysis Reporting System (CARS). All the identified priority area crashes are mapped to determine if there were any clustering or location consistencies for various types of crashes, including unrestrained fatalities, low seat belt use areas, speed-related fatal and injury crashes, impaired driving fatal and injury crashes, pedestrian fatal crashes, and motorcycle fatal crashes. All maps compare three to five years of crash data.

- **Analyze and interpret the data** – Since 2011, CARS has allowed for more comprehensive location analysis within the Office of Highway Safety than was previously available. In addition, in 2015 the Office of Highway Safety unveiled the enhanced DUI Tracking System to better track DUI offenders from arrest through treatment to re-licensure. In FY 2019, this system moved from OHS to the Division of Public Health, Division of Substance Abuse and Mental Health (DSAMH). Although OHS does not house any data systems, extensive partnerships have been established with numerous highway safety partners that provide access to raw data that is key to our problem identification process. Additionally, OHS identifies the target audience based on the analysis of the data using the following questions:
 - Who is involved in crashes more than would be expected given their proportion of the driving population?
 - What types of crashes are taking place?
 - Where are the crashes taking place in numbers greater than would be expected given the amount of travel in those locations?
 - When are the crashes taking place? Time of day? Day of the week? Month?
 - What are the major contributing factors to the crashes?
 - What other correlated characteristics of individuals in crashes be analyzed?

- **Establish decision rules** – From the information gathered, Delaware’s top highway safety priority areas were identified. As previously indicated, the FY 2022 priority areas were established and ranked:
 - Impaired Driving (Alcohol and Drugs)
 - Occupant Protection
 - Pedestrian Safety
 - Distracted Driving
 - Speed
 - Motorcycle Safety
 - Traffic Records

Based on data-driven problem identification, staff selected the projects and partners to participate in initiatives outlined in this FY 2022 Highway Safety Plan. OHS provides the identified agencies with specific program initiatives and goals to achieve based on their participation in the Highway Safety Plan. The problem identification process is imperative to establishing an effective Highway Safety Plan and the appropriate distribution of federal funds.

- **Review the data and analyze further** – OHS conducts additional analysis to review data in greater detail to further ensure that selected programming initiatives specifically target the identified problems, for example:
 - Day of the week/month
 - Time of day
 - Age and sex of driver/pedestrian by type of crash
 - Actions taken by drivers/pedestrians/bicyclists during a crash
 - High crash locations with an emphasis on fatality clusters
 - Environmental factors

It should also be understood that the characteristics of crashes that are reviewed will differ depending on which program area is being addressed. For example, the ambient and street lighting may be considered a top factor in a pedestrian crash but is not as important in other types of crashes. Following extensive review and analysis of the data, OHS developed targets for each of the identified priority areas. This process involves fatality and injury trends, evaluation of programming initiatives, goal achievement in the previous year, and pending legislation. Each of the established targets is specific, measurable, action-oriented, reasonable, time-framed and related to the identified problem.

To address emerging trends or unusual spikes in fatality crashes within a priority area, OHS conducts on-going analysis and monitors the effectiveness of enforcement activities to make ongoing adjustments as warranted by data. This can lead to adjustment of projects, adjustments to countermeasure strategies, or addition of projects, as indicated by the data and/or additional information from our partners.

PROCESSES PARTICIPANTS IN HSP DEVELOPMENT

In 1993, the Office of Highway Safety implemented a Grant Review Committee to assist with the selection of grantees for the coming grant year. The project selection process has evolved extensively over the last several years, and currently, the Grant Advisory Committee (GAC) assists the Office with problem identification and in establishing and ranking our priority areas, as well as providing approval of our project selection and draft Highway Safety Plan. The GAC meets twice in the spring of each year in preparation for the coming grant year. The FY 2022 Grant Advisory Committee (GAC) included the following members:

AGENCIES	REPRESENTATIVES
OFFICE OF HIGHWAY SAFETY	KIMBERLY CHESSER
NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION	DARREN THACKER
FEDERAL HIGHWAY ADMINISTRATION	CAROLINE TRUEMAN
REHOBOTH BEACH POLICE DEPARTMENT	LT. WILLIAM SULLIVAN
DEPARTMENT OF TRANSPORTATION - TRAFFIC SECTION	SCOTT NEIDERT
DEPARTMENT OF TRANSPORTATION - PLANNING SECTION	ANTHONY AGLIO/MARIA ANDAYA
DEPARTMENT OF JUSTICE	BARZILAI AXELROD
DELAWARE STATE POLICE	CAPT. MARK WINDSOR/LT. TRACY CONDON

In addition, other participants in the process include the Statewide Impaired Driving Prevention Task Force, Teen Driver Task Force, Injury Prevention Coalition, Safe Kids Coalition, DUI Court Steering Committee, Delaware Bicycle Council, The Traffic Records Coordinating Committee (TRCC), The Motorcycle Riders Education Advisory Committee, The Advisory Council on Walkability and Pedestrian Awareness, Corporate Partner Program, Autonomous Vehicle’s Subcommittee on Public and Highway Safety, Strategic Highway Safety Plan Committee, Trauma Systems Committee, Division of Alcohol and Tobacco Enforcement, AAA Mid-Atlantic, Department of Safety and Homeland Security Office of the Secretary, and Division of Forensic Sciences.

DESCRIPTION OF HIGHWAY SAFETY PROBLEMS

Delaware is the second smallest state in the nation in terms of landmass, Delaware ranks 49th in the nation with a total area of 1,982 square miles. The State is divided into three counties, as follows: New Castle County with 438 square miles, Kent County with 594 square miles, and Sussex County with 950 square miles. Delaware is 96 miles long and varies from 9 to 35 miles in width. There are 480.1 persons per square mile and DeIDOT maintains 89% of the 13,927.32 lane miles of roads in Delaware. The US Census Bureau reported that the 2020 population was 989,948. Of the three counties, Sussex County saw the largest percentage of population growth.

MOTOR VEHICLE DATA				
YEAR	LICENSED DRIVERS	LICENSED COMMERCIAL DRIVERS	REGISTERED MOTOR VEHICLES	MOTOR VEHICLE MILEAGE IN MILLIONS
2003	591,713	29,225	778,016	9,010
2004	604,124	30,138	803,942	9,263
2005	614,417	30,902	824,357	9,486
2006	620,433	31,829	841,620	9,407
2007	627,096	32,329	854,604	9,453
2008	634,358	36,628	850,138	8,959
2009	639,352	33,181	823,590	9,041
2010	648,125	33,468	819,898	8,948
2011	653,141	33,496	825,184	8,859
2012	658,395	34,895	831,496	9,147
2013	667,665	33,132	848,026	9,267
2014	674,869	29,821	867,438	9,450
2015	684,731	29,836	892,508	9,761
2016	697,077	30,241	909,609	10,151
2017	713,205	30,440	926,971	9,677
2018	726,904	30,532	928,760	9,383
2019	730,574	30,975	937,606	NOT YET AVAILABLE
2020	717,646	31,236	974,382	NOT YET AVAILABLE

Source - Delaware Division of Motor Vehicles

Delaware crash data identified a total of 24,156 reportable traffic crashes in 2020. Of those, there were 105 fatal crashes and 5,091 personal injury crashes. This resulted in 117 fatalities and 7,370 persons injured. For each person killed, there were 63 injured. In 2020, there were 25 pedestrian fatalities. For each pedestrian killed, there were 11.4 injured. There were 3 bicycle fatalities. Of the 75 vehicle occupants killed, 33 occupants (44%) were using occupant restraints. Impaired driving contributed to at least 47 of the crashes (45%). Speed was a contributing factor in 40 of the fatal crashes (35%). Of vehicle occupants killed, 63 were operators and 12 were passengers. Of motorcyclists killed, all 14 were the operators. 52% of fatal crashes occurred in New Castle County. Sussex County followed with 32% of the fatal crashes. Kent County had 16% of the fatal crashes. The days of the week had a more even distribution than usual for fatal crashes. Typically, Friday into Sunday morning trend highest for fatal crashes. In 2020, the highest was Wednesday (17) and lowest was Thursday (13). The reported time of fatal crashes also diverged from historical trends and lacked consistency. Typically, most fatal crashes occur between 8 PM - 3 AM. However in 2020, the highest time period was 3 PM - 4 PM (10), followed by 10 PM - 11 PM (9), 6 AM - 7 AM and 5 PM - 6 PM (8). Males accounted for 68% of fatalities, while females represented 31%. Continuing a growing trend, individuals aged 65+ (27%) were they most common fatality. Additional data analysis and identified problems are discussed at the beginning of each program area.

METHODS FOR PROJECT SELECTION

As part of the preparation of the Highway Safety Plan, OHS develops a comprehensive enforcement plan for the fiscal year. This plan includes mobilization initiatives funded with Section 402 funds as well as incentive grants. Identified law enforcement agencies are notified approximately one month before the start of each mobilization. Each agency must agree to the terms of the project agreement as outlined as well as sign the required certifications and assurances.

To implement each project, the assigned Program Manager and Law Enforcement Liaison (LEL) will draft a project agreement for each of the approved police agencies. Starting in FY 2020, all law enforcement agency projects actions are performed within the SmartSimple electronic grants system. The agreement contains the following:

- **Name of mobilization**
- **Agency receiving funds and their DUNS number**
- **Project number**
- **Funds provided for the enforcement, including amount, the FAIN number, Grant, and CFDA number**
- **Dates and times of expected activities**
- **Expected length of each activity**
- **Data related to the problem ID and OHS performance measure and target**
- **Acceptable locations, based on data-driven problem analysis**
- **Number of patrols, checkpoints, etc. assigned for each specific mobilization**
- **Rules and regulations for working OHS-funded enforcement including certs and assurances**
- **Coordinated local benefit paid media agreement statement**
- **Due dates for returning signed agreements, as well as reporting and requests for reimbursements**
- **Indirect cost rate is identified, and if the award is R&D**
- **A risk assessment completed by OHS**

Once the agency agrees to participate, signs the project agreement, and returns it to the LEL, the agency is officially included in the enforcement effort.

Once the enforcement is completed, the law enforcement agency point of contact will create reimbursement vouchers and review generated timesheets before submitting to the LEL. The LEL then reviews them for compliance with the signed project agreements. The LEL also reviews the hourly enforcement rates and ensures the total amount of the requested reimbursement is accurate. It is also compared to the amount originally allocated in the project agreement. Once reviewed and approved, the reimbursements are provided to the program manager, for a second review and to provide appropriate coding to ensure the project is funded from the correct CFDA number.

Non-law enforcement agencies and law enforcement agencies with special project requests beyond the planned enforcement described above that are interested in applying for funds are provided with a project proposal form. These proposals are accepted at any point during the fiscal year. The proposals require:

- **A clear link to one of OHS's identified priority areas**
- **Sufficient problem identification to clearly outline the program need**
- **A clear plan to address the problem, utilizing evidence-based solutions**
- **A list of project tasks, with timelines for completion**
- **A reasonable budget request, with clear links to the project tasks**

Once proposals are received by OHS, a review committee of the management staff convenes to review the proposal. When additional staff input is required, the Data Analyst or other relevant OHS staff may also attend these meetings. Proposals will be reviewed at least monthly but may be reviewed more frequently depending on the number received and staff availability. The management team will review the proposal, ensuring the proposal includes the necessary components outlined above and ensuring funding is available. In addition, projects will be reviewed to determine their overall traffic safety impact. Strategies with a limited impact, or those that cannot make an impact on identified performance targets, will not be considered for funding. If the project is deemed worthy of funding, the team will identify the most appropriate funding source.

OHS will conduct annual risk assessments of potential awardees. If the risk assessment is acceptable, and the project is data-driven and falls within one of Delaware's priority program areas, the project can be approved. Unanimous approval is required by the management team. Agencies will be notified within five business days of the proposal review meeting. Projects will be managed by the OHS Program Manager overseeing the priority area in which the proposal falls. A pre-award meeting will be scheduled with all new award recipients, outlining reporting requirements, fiscal requirements, and reviewing certifications and assurances.

OHS grants are reimbursable, meaning that the agency must first spend the funds and then request reimbursement from OHS. To be reimbursed for funds spent as part of the grant, grantees must submit a reimbursement voucher. This form indicates the amount of federal funding spent each month. Backup documentation must be attached to the reimbursement voucher. This documentation includes receipts, timesheets, etc. In addition, to be reimbursed monthly, the reimbursement voucher must accompany the monthly administrative report.

LIST OF INFORMATION AND DATA SOURCES

OHS collects information from each Grant Advisory Committee (GAC) partner agency detailing the priority issues they anticipate dealing within the coming fiscal year. In-house data analysis is also conducted. Additional data sources consulted include Delaware Department of Transportation Crash Analysis and Reporting System (CARS), Delaware Criminal Justice Information System (DELJIS) including E-Crash and E-ticket, FARS, Delaware State Police, Division of Motor Vehicle, Survey data, Paid and Social Media data and various research data.

DESCRIPTION OF OUTCOMES

In compliance with FHWA requirements for establishing performance measures, OHS and DeIDOT collaborated on the first three target measures of the Highway Safety Plan to match DeIDOT's Highway Safety Improvement Plan. During 2020, DeIDOT, OHS, and other safety partners throughout the state worked to develop the 2021-2025 Delaware Strategic Highway Safety Plan: Toward Zero Deaths, which provides a framework to reduce fatalities and serious injuries resulting from crashes on Delaware's roadways. The overall goal of the SHSP is to achieve a 15% reduction for fatalities and serious injuries over the life of the plan. DeIDOT and OHS performed extensive data and trend line analyses to identify potential methodologies for establishing Delaware's 2022 targets. DeIDOT and OHS met with FHWA and NHTSA representatives in April 2020 to review the data and potential methodologies for establishing targets.

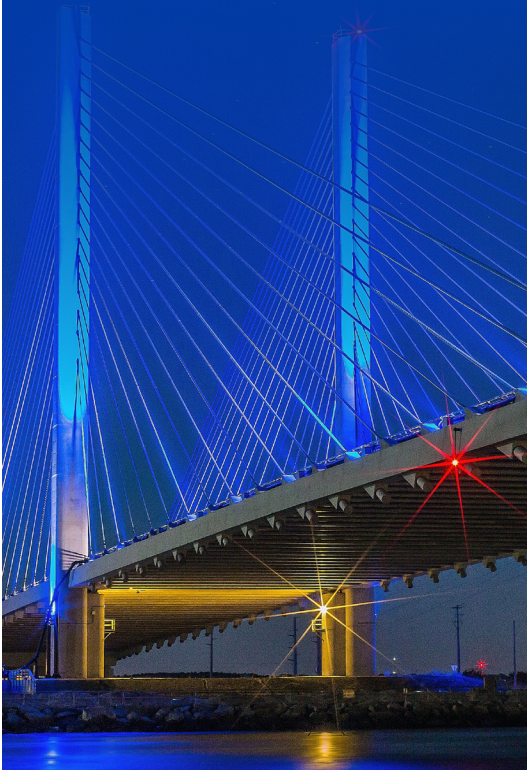
To maintain consistency with the 2021-2025 SHSP, DeIDOT and OHS agreed to use the annual targets included in Delaware's 2021-2025 SHSP as the basis for developing Delaware's 2022 five-year rolling average targets for each safety performance measure. Consistent methodologies were applied to establish the target values for the rate of fatalities, serious injuries, and fatality rates. The five-year average 2019 values were then averaged to calculate the 2022 rolling average target values. OHS then utilized this methodology using specific program targets within the SHSP to create goals for the remaining priority areas that did not need to match with DeIDOT.

OHS used program area problem identification data, including fatality, serious injury, enforcement, judicial, and survey data to establish performance targets and countermeasure strategies. Based on these performance targets and proven countermeasure strategies, OHS identified projects, and allocated funds accordingly. Additional data analysis and problems are discussed at the beginning of each program area.





PERFORMANCE REPORT



Progress towards meeting State performance targets from the FFY21 Highway Safety Plan.

2022 HIGHWAY SAFETY PLAN

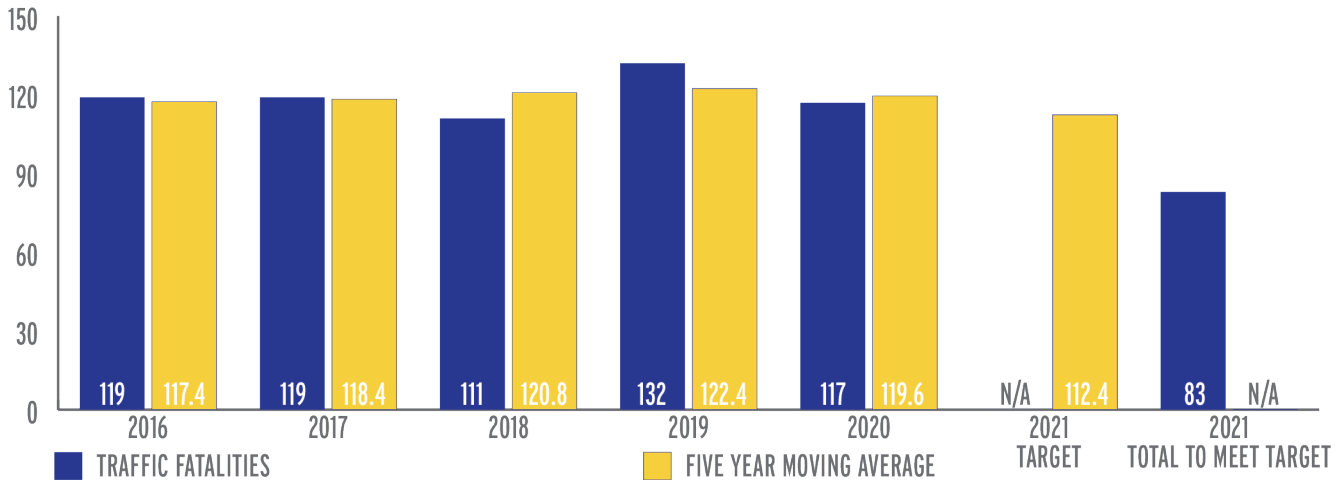
■ TARGET VALUE FY21 HSP ● NOT MET
■ DATA SOURCE/FY21 PROGRESS RESULTS ● IN PROGRESS



TARGET PERIOD	TARGET YEARS
5 YEARS	2017-2021

Included 2020 data is pending due to showing state data.

PERFORMANCE MEASURE: C 1) NUMBER OF TRAFFIC FATALITIES (FARS)

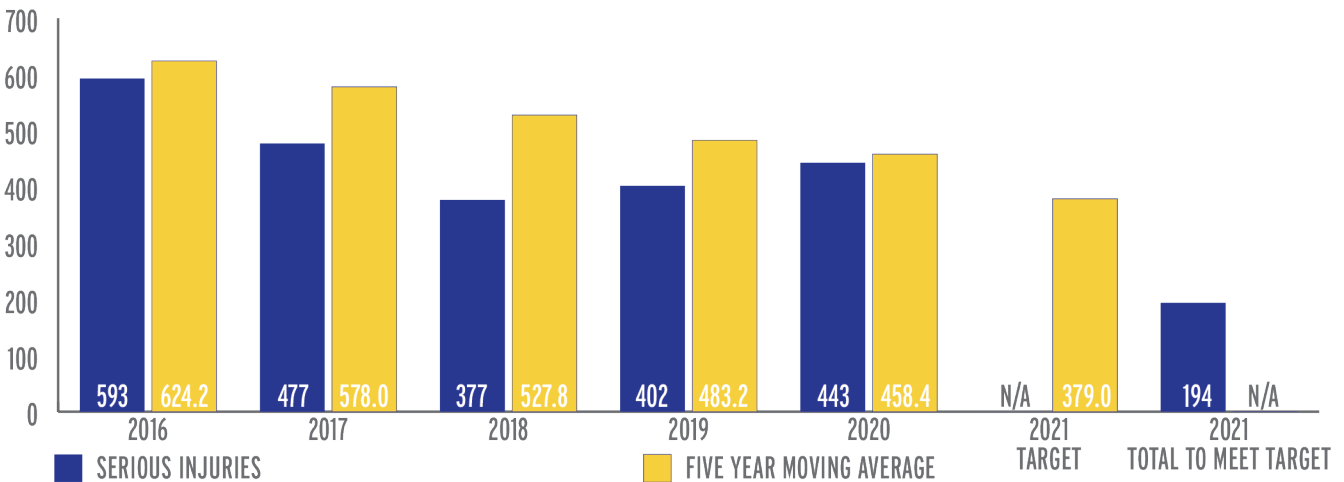


PROGRESS: IN PROGRESS

Program-Area-Level Report

For the FY 2021 HSP, Delaware set a target of 112.4 fatalities. This performance measure is set in coordination with the Delaware Department of Transportation and the 2015-2020 Strategic Highway Safety Plan and was a very aggressive target. Preliminary state data counted 117 traffic fatalities in 2020, which was down 11.3% from 2019. Despite this decrease, it is still very unlikely that the target will be achieved. However, with 118 fatalities in 2021, the five-year average will be lower than the 2019 baseline used to establish the target.

PERFORMANCE MEASURE: C 2) NUMBER OF SERIOUS INJURIES IN TRAFFIC CRASHES (STATE CRASH DATA FILES)

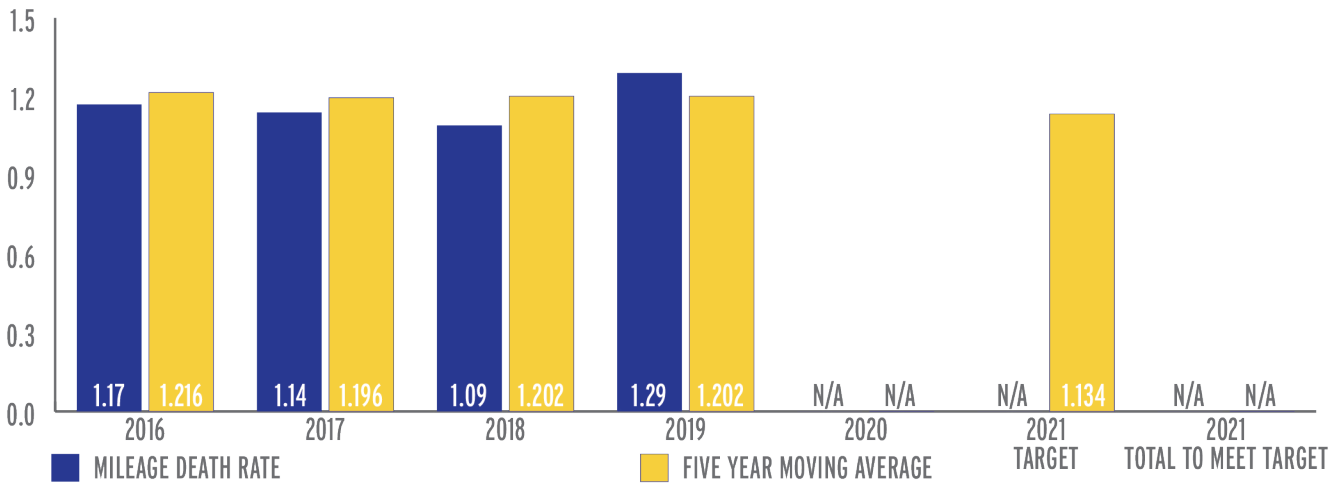


PROGRESS: IN PROGRESS

Program-Area-Level Report

For the FY 2021 HSP, Delaware set a target of 379 serious injuries. This performance measure was established in coordination with DelDOT and the 2015-2020 Strategic Highway Safety Plan and was a very aggressive target. Delaware also experienced unexpected variance with serious injuries reported in association with the MMUCC definition update in 2017, causing a significant drop in serious injuries. It is unlikely that this performance measure will be achieved. However, Delaware will be lower than the 2019 baseline used to establish this target, if serious injuries remain below 716.

PERFORMANCE MEASURE: C 3) FATALITIES/VMT (FARS, FHWA)

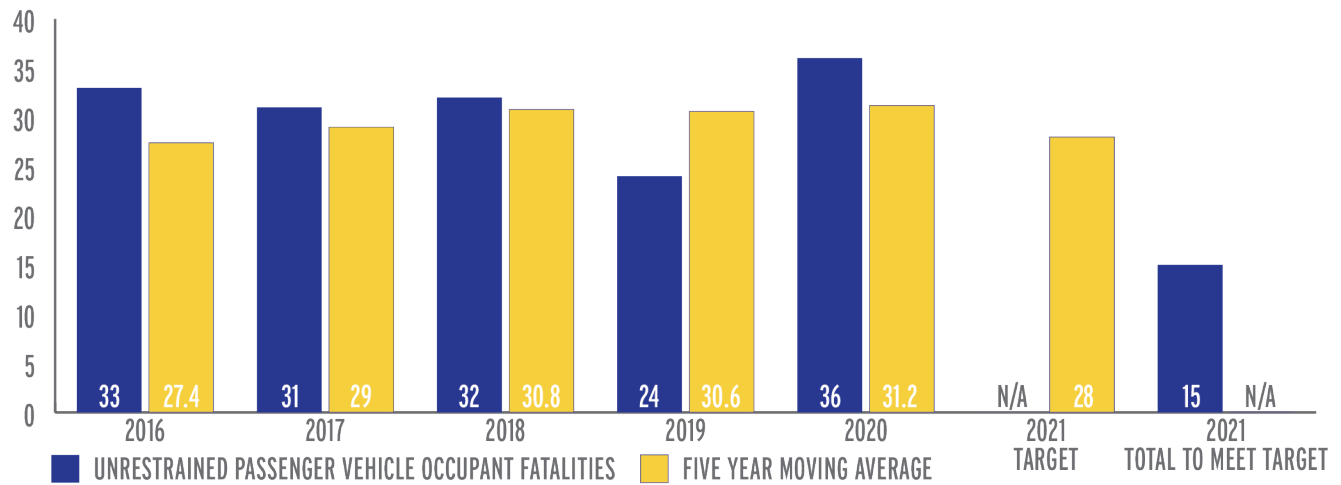


PROGRESS: IN PROGRESS

Program-Area-Level Report

For the FY 2021 HSP, Delaware set a target of 1.134 for the statewide mileage death rate. This performance measure was established in coordination with DeIDOT and the 2015-2020 Strategic Highway Safety Plan and was a very aggressive target. Despite the decrease in fatalities, it is unknown how much the DVMT decreased in 2020 due to the pandemic. It is unlikely that this performance measure will be achieved.

PERFORMANCE MEASURE: C-4) NUMBER OF UNRESTRAINED PASSENGER VEHICLE OCCUPANT FATALITIES, ALL SEAT POSITIONS (FARS)

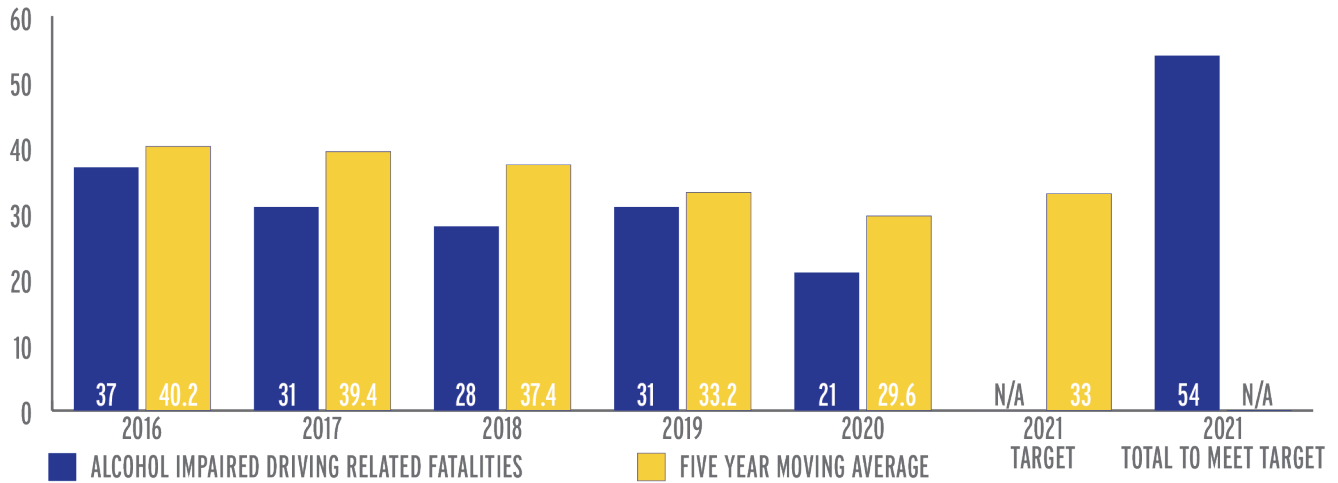


PROGRESS: IN PROGRESS

Program-Area-Level Report

For the FY 2021 HSP, Delaware set a target of five-year average of 28 unrestrained fatalities. Despite the increase in fatalities, 2019 saw a low percentage of unrestrained passengers. In 2020, unrestrained passenger vehicle occupants returned to previous year totals. Should there be 15 or less unrestrained fatalities, Delaware would achieve the FY 2021 target. It is unlikely this will be achieved. Should there be 28 or fewer, Delaware will be lower than the baseline to establish this performance measure.

PERFORMANCE MEASURE: C-5) NUMBER OF FATALITIES IN CRASHES INVOLVING A DRIVER OR MOTORCYCLE OPERATOR WITH A BAC OF .08 AND ABOVE (FARS)

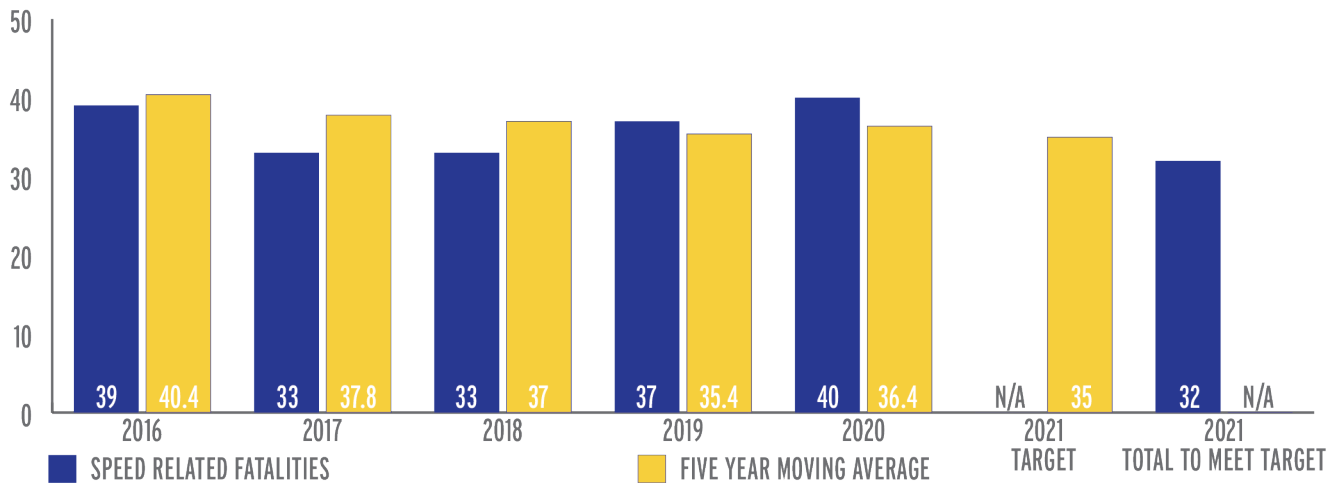


PROGRESS: IN PROGRESS

Program-Area-Level Report

For the FY 2021 HSP, Delaware set a target of a five-year average of 33 DUI-alcohol related fatalities. 2020 state data shows 21 DUI-alcohol related fatalities, although this number is likely incomplete. It is likely this target will be achieved. There has been a consistently decreasing trend for DUI-alcohol related fatalities, and it is unlikely that Delaware will reach the needed 54 to not achieve this target.

PERFORMANCE MEASURE: C-6) NUMBER OF SPEEDING-RELATED FATALITIES (FARS)

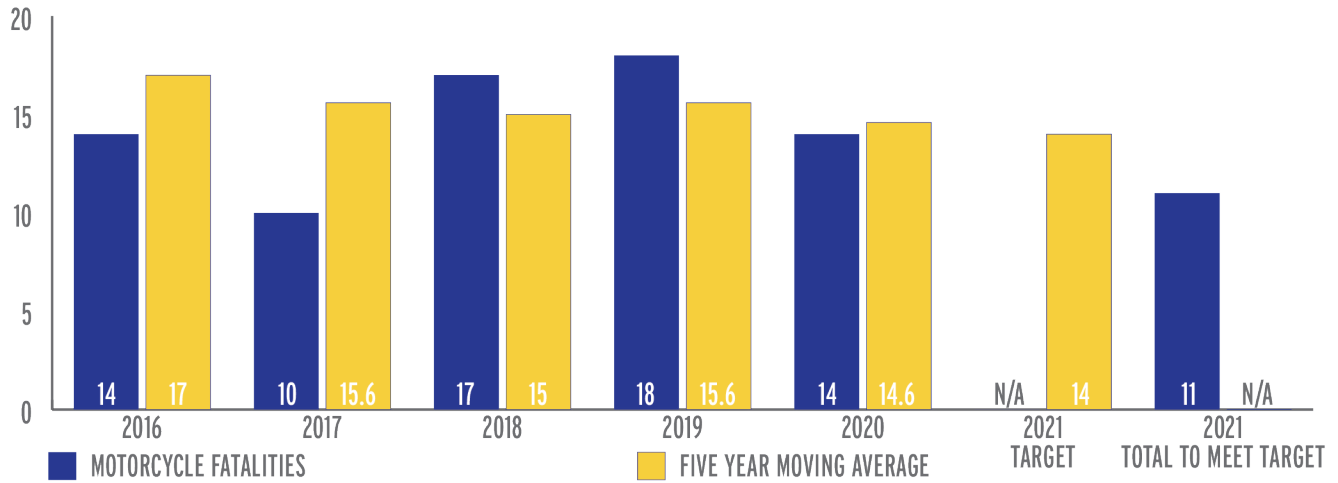


PROGRESS: IN PROGRESS

Program-Area-Level Report

For the FY 2021, Delaware set a target of five-year average of 35 speed related fatalities. Like most states, it is projected that 2020 had an increase in speed related fatalities. It is projected that should 32 or less speed related fatalities occur in 2021, the performance measure will be met. 32 would be the lowest total in the last ten years, but would not be considered an outlier.

PERFORMANCE MEASURE: C 7) NUMBER OF MOTORCYCLIST FATALITIES (FARS)

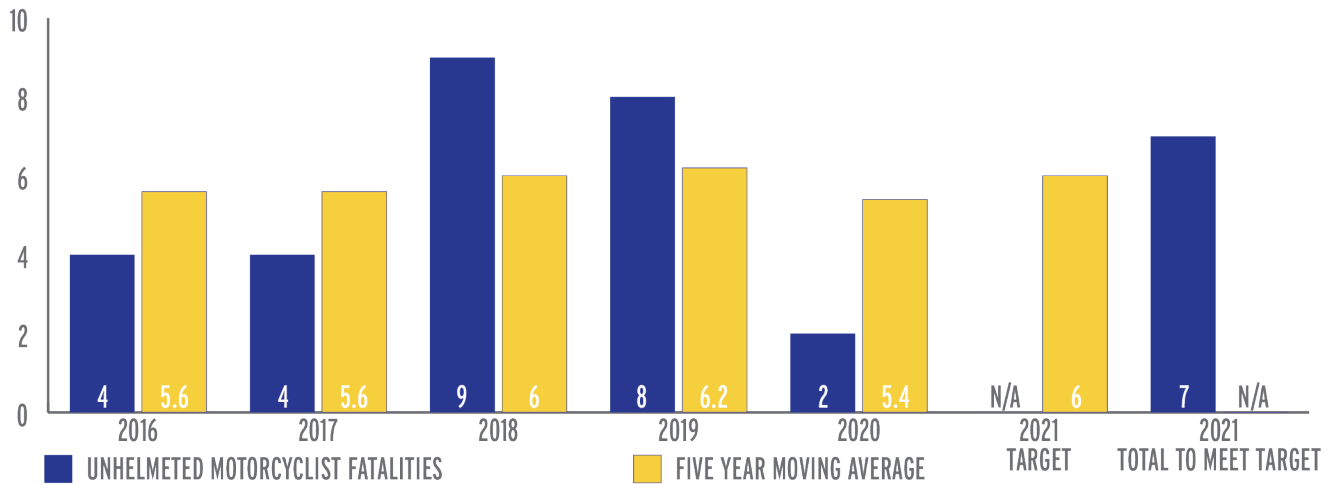


PROGRESS: IN PROGRESS

Program-Area-Level Report

For the FY 2021 HSP, Delaware set a target of a five year average of 14 motorcycle fatalities. After two years of higher than average motorcyclist fatalities, 2020 had 14. To achieve the performance measure, Delaware can have no more than 11 motorcyclist fatalities. It is unlikely that Delaware will be limited to this amount in 2021. Should 18 or fewer motorcyclist fatalities occur, the five-year average would be lower than the 2019 baseline used to establish this target.

PERFORMANCE MEASURE: C-8) NUMBER OF UNHELMETED MOTORCYCLIST FATALITIES (FARS)

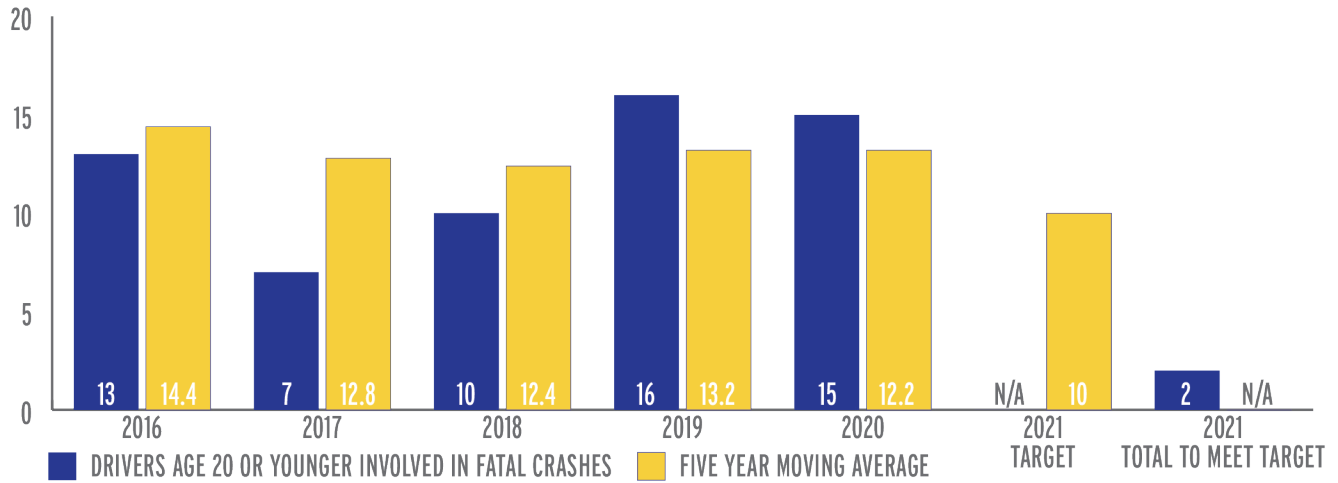


PROGRESS: IN PROGRESS

Program-Area-Level Report

For the FY 2021 HSP, Delaware set a target of 6 unhelmeted motorcyclist fatalities. Unhelmeted motorcyclist fatalities were high in 2019 (partially due to the high number of motorcycle fatalities), unhelmeted motorcycle fatalities, but offset by a lower-than-normal count in 2020. Because of the overall small amount of unhelmeted motorcyclist fatalities, any variance can cause a large shift, but this goal is likely to be achieved.

PERFORMANCE MEASURE: C-9) NUMBER OF DRIVERS AGE 20 OR YOUNGER INVOLVED IN FATAL CRASHES (FARS)

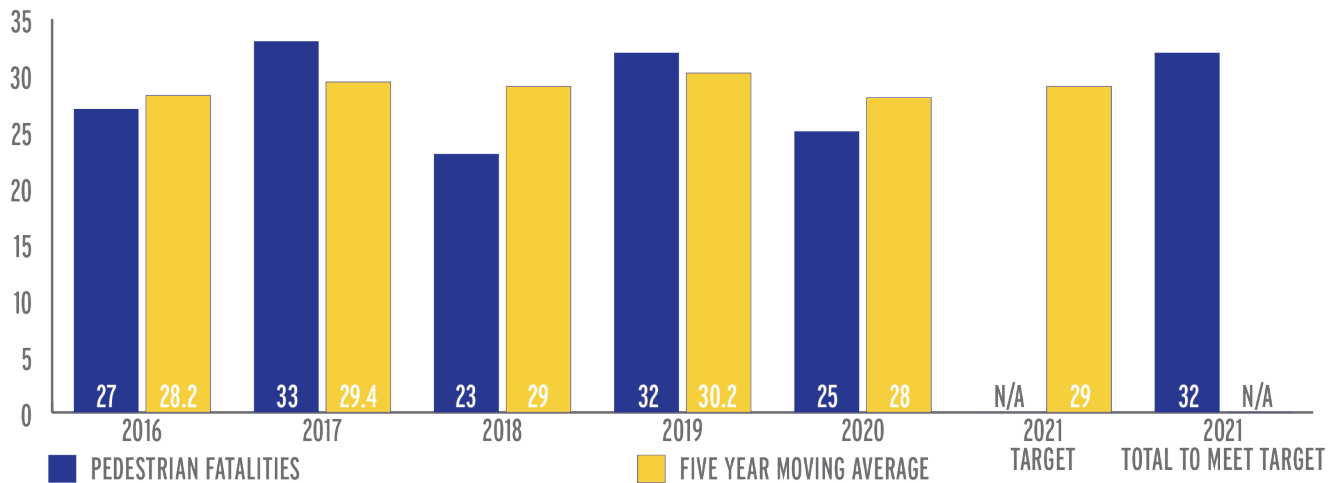


PROGRESS: IN PROGRESS

Program-Area-Level Report

For the FY 2021 HSP, Delaware set a target of 10 drivers aged 20 or younger involved in fatal crashes. Drivers age 20 or younger involvement in fatal crashes has increased in both 2019 and 2020 compared to previous years. Due to these increases, drivers aged 20 or younger involved in fatal crashes cannot exceed 2 in 2021 to achieve this performance measure. This target is unlikely to be achieved. Should there be 17 drivers or less aged 20 or younger involved in a fatal crash, the five-year average will be lower than the 2019 average used to establish this target.

PERFORMANCE MEASURE: C 10) NUMBER OF PEDESTRIAN FATALITIES (FARS)

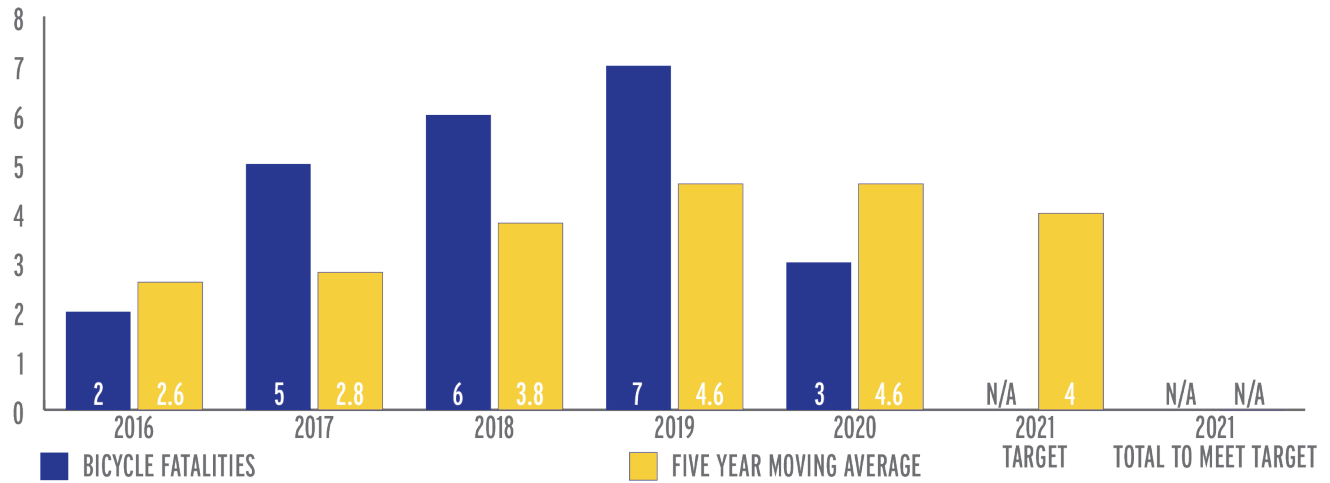


PROGRESS: IN PROGRESS

Program-Area-Level Report

For the FY 2021 HSP, Delaware set a target of five-year average of 29 pedestrian fatalities. Pedestrian fatalities are beginning to trend in a decreasing fashion after a long period of significant increase. It is likely that the performance measure will be achieved.

PERFORMANCE MEASURE: C 11) NUMBER OF BICYCLISTS FATALITIES (FARS)

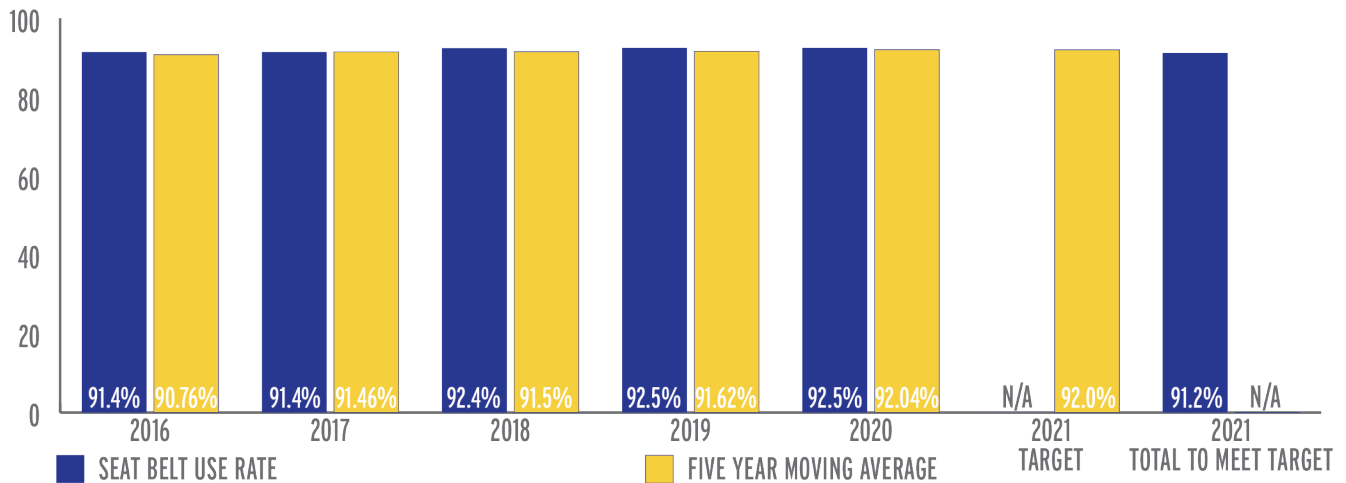


PROGRESS: MEASURE NOT MET

[Program-Area-Level Report](#)

For the FY 2021 HSP, Delaware set a target of five-year average of four bicycle fatalities. Bicycle fatalities were higher than usual in 2018 and 2019, before returning to the average in 2020. This target cannot be met, even if there were no bicycle fatalities in 2021. Should there be one fatality, the five-year average would be lower than the 2019 baseline used to establish this target.

PERFORMANCE MEASURE: B-1) OBSERVED SEAT BELT USE FOR PASSENGER VEHICLES, FRONT SEAT OUTBOARD OCCUPANTS (SURVEY)

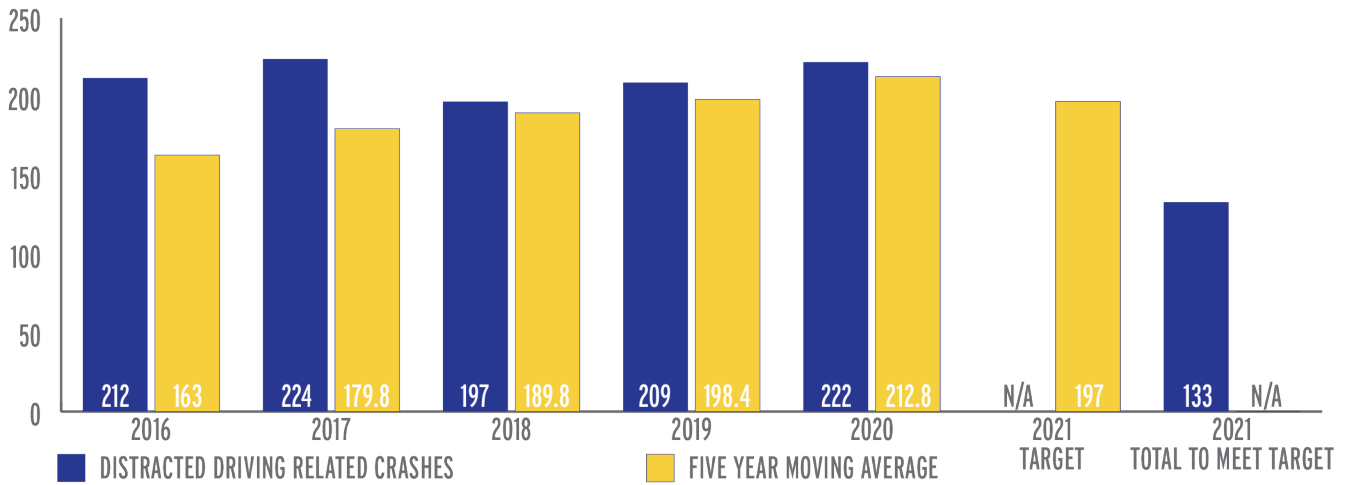


PROGRESS: IN PROGRESS

[Program-Area-Level Report](#)

For the FY 2021 HSP, Delaware set a target of 92% for seat belt use. The observational seat belt use survey planned for 2020 was not conducted pursuant to NHTSA’s April 9, 2020 waiver notice as a result of the COVID-19 public health emergency. As allowed by the NHTSA waiver, the 2019 seat belt use rate was used for 2020. As long as the observed seat belt use rate is 91.2% or above in 2021, this goal will be achieved.

PERFORMANCE MEASURE: DISTRACTED DRIVING RELATED CRASHES

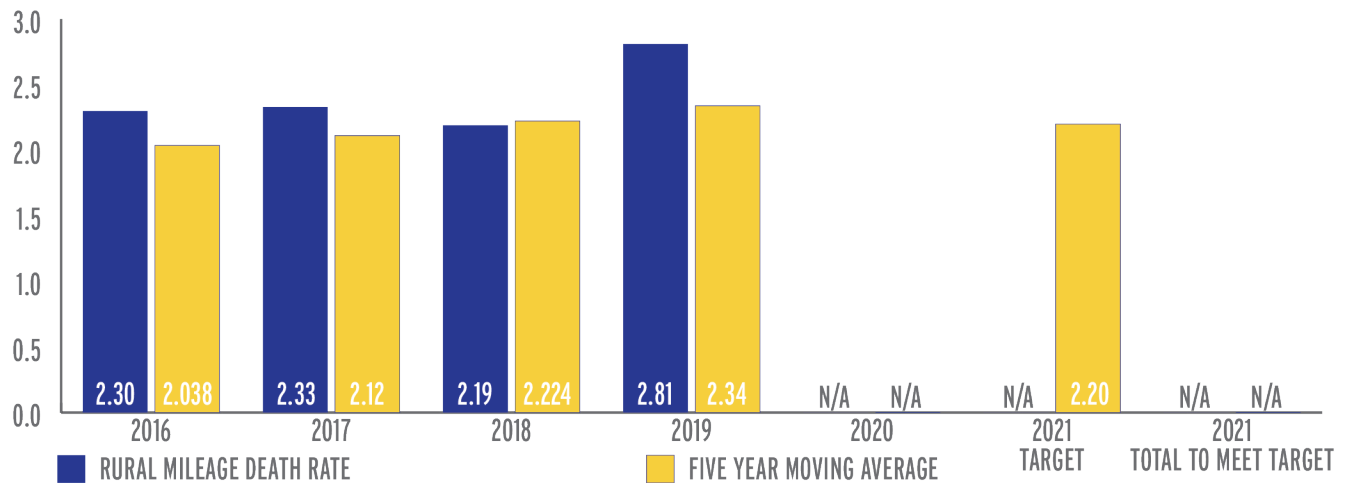


PROGRESS: IN PROGRESS

Program-Area-Level Report

For the FY 2021 HSP, Delaware set a target of 197 distracted driving crashes. This performance measure only incorporates crashes where the driver distraction was specifically marked as handheld cell phone or texting. Because of the severe underreporting of these crashes, which makes it difficult to assess the performance measure and analyzing data to be statistically insignificant, this performance measure will be modified to counting serious injuries and fatalities when any distraction is known beginning in FY 2022.

PERFORMANCE MEASURE: RURAL MILEAGE DEATH RATE

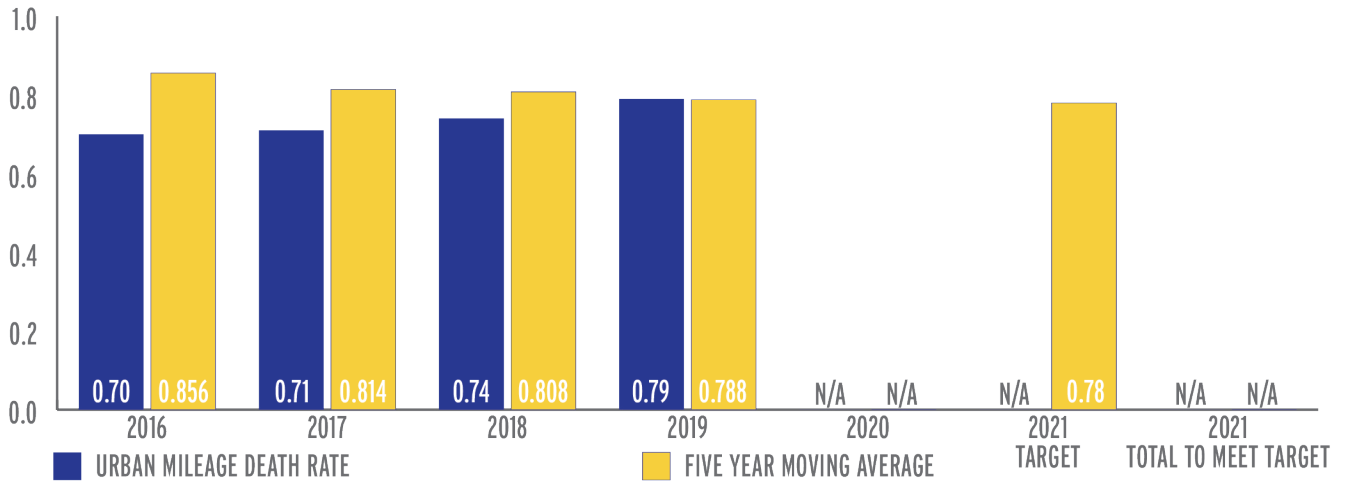


PROGRESS: IN PROGRESS

Program-Area-Level Report

For the FY 2021 HSP, Delaware set a rural mileage death rate target of 2.20. The Rural Mileage Death Rate has increased over the last five year, peaking so far in 2019 at 2.81. It is likely that this number will grow in 2020 due to a decrease in driving, but Delaware’s VMT data is not yet available. Considering the overall trend, it is unlikely this goal will be attained.

PERFORMANCE MEASURE: URBAN MILEAGE DEATH RATE



PROGRESS: IN PROGRESS

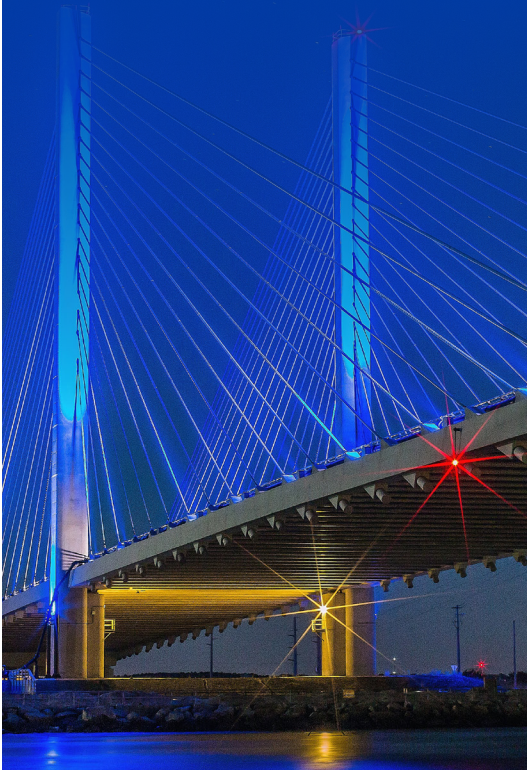
Program-Area-Level Report

For the FY 2021 HSP, Delaware set an urban mileage death rate target of .78. It is likely that this rate will increase in 2020 due to a decrease in driving, but Delaware’s VMT data is not yet available. It is unlikely that this goal will be attained.





PERFORMANCE PLAN



PERFORMANCE PLAN

PERFORMANCE MEASURE NAME	TARGET VALUE
C-1) NUMBER OF TRAFFIC FATALITIES (FARS)	1 111.8
C-2) NUMBER OF SERIOUS INJURIES IN TRAFFIC CRASHES (STATE CRASH DATA)	2 438.3
C-3) FATALITIES/VMT (FARS, FHWA)	3 1.074
C-4) NUMBER OF UNRESTRAINED PASSENGER VEHICLE OCCUPANT FATALITIES, ALL SEAT POSITIONS (FARS)	4 28.9
C-5) NUMBER OF FATALITIES IN CRASHES INVOLVING A DRIVER OR MOTORCYCLE OPERATOR WITH A BAC OF .08 AND ABOVE (FARS)	5 30.1
C-6) NUMBER OF SPEEDING-RELATED FATALITIES (FARS)	6 32.1
C-7) NUMBER OF MOTORCYCLIST FATALITIES (FARS)	7 14.2
C-8) NUMBER OF UNHELMETED MOTORCYCLIST FATALITIES (FARS)	8 5.6
C-9) NUMBER OF DRIVERS AGE 20 OR YOUNGER INVOLVED IN FATAL CRASHES (FARS)	9 12
C-10) NUMBER OF PEDESTRIAN FATALITIES (FARS)	10 27.4
C-11) NUMBER OF BICYCLISTS FATALITIES (FARS)	11 4.2
B-1) OBSERVED SEAT BELT USE FOR PASSENGER VEHICLES, FRONT SEAT OUTBOARD OCCUPANTS (SURVEY)	12 92.6%
DISTRACTED DRIVING RELATED SERIOUS INJURIES/FATALITIES (STATE CRASH DATA)	13 43.2

TARGET PERIOD	TARGET YEARS
5 YEARS	2018-2022

GENERAL METHODOLOGY

During 2020, DeIDOT and OHS and other statewide safety partners (including FHWA and NHTSA) collaborated to develop the 2021-2025 Delaware Strategic Highway Safety Plan: Toward Zero Deaths (2021-2025 SHSP), which provides a framework to reduce fatalities and serious injuries resulting from crashes on Delaware's roadways. As part of the plan's development, several trendlines were reviewed to establish an aggressive, yet achievable, overall objective. Through a comparison of these trendlines, the reduction of combined fatalities and serious injuries ranged from 2.6 to 4.4 percent annually or 12 to 20 percent over five years. Based on these historic trends, the 2021-2025 SHSP established a five-year overall objective to reduce fatalities and serious injuries by 15 percent (a 3.2 percent annual reduction) as measured from the 2015-2019 five-year rolling average.

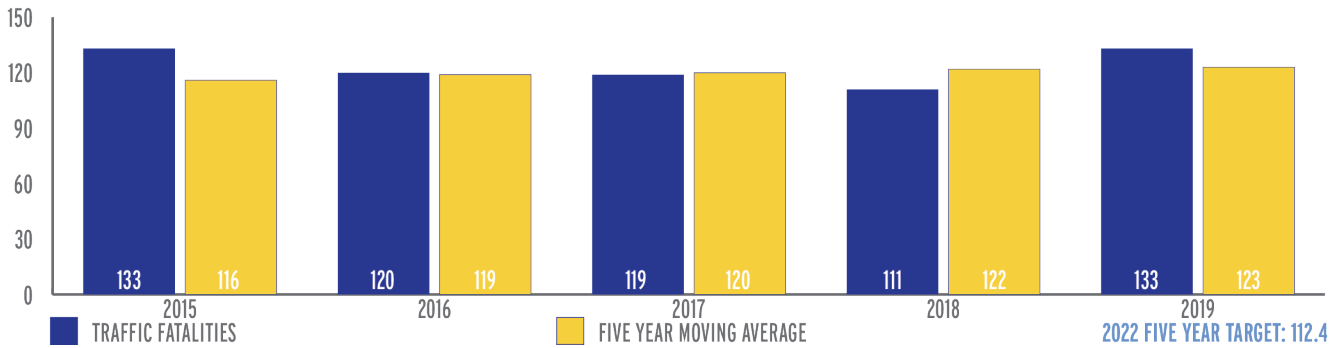
In Spring 2021, DeIDOT and OHS met to set Delaware's 2022 safety performance measure targets and agreed to align the annual SPM targets with the 2021-2025 SHSP's five-year overall objective. The objectives outlined in the 2021-2025 SHSP are frequency-based using five-year rolling averages; therefore, 2022 SPM targets were calculated using projections based on the 2021-2025 SHSP's objective to reduce fatalities and serious injuries by 15 percent over 5 years. Projected fatality and serious injury numbers were combined with projected vehicle miles traveled (VMT) to calculate rate-based SPM targets. While coordination was limited to the first three performance measures within the FY 2022 Highway Safety Plan, the SHSP methodology was used by OHS to determine the remaining performance targets, except for the Annual Seat Belt Use rate.

OVERALL OBJECTIVE

Delaware's 2021-2025 SHSP objective is to **reduce fatalities and serious injuries by 15% over the next five years** to ultimately reach the goal of zero fatalities and serious injuries on Delaware's roadways.



PERFORMANCE MEASURE: C 1) NUMBER OF TRAFFIC FATALITIES (FARS)

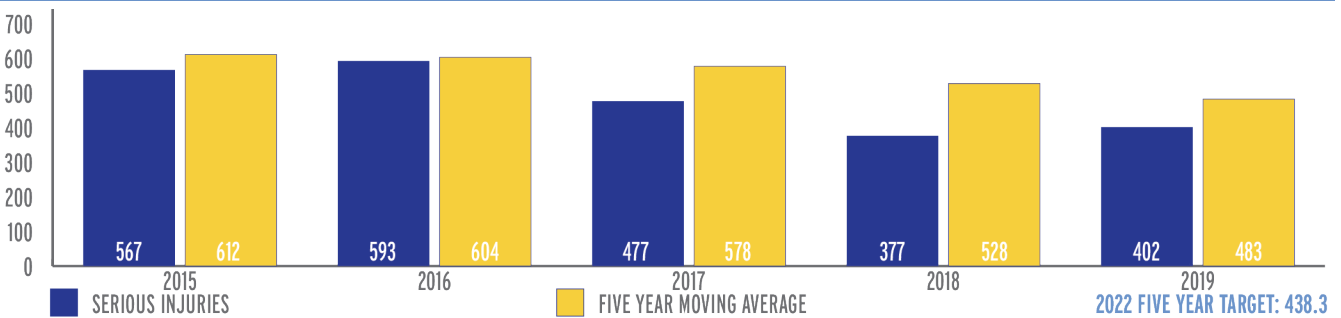


PERFORMANCE TARGET	TARGET METRIC TYPE	TARGET VALUE	TARGET PERIOD	TARGET START YEAR
C-1) NUMBER OF TRAFFIC FATALITIES (FARS)-2022	NUMERIC	111.8	5 YEAR	2018

Performance Target Justification

The 2021-2025 Delaware Strategic Highway Safety Plan (SHSP), developed in coordination with the Delaware Department of Transportation (DelDOT), Delaware State Police (DSP), the Office of Highway Safety (OHS), and other interested parties statewide, calls for a 15% reduction in fatalities over the five-year life of the plan starting with the 2019 five-year average. Mathematically, a 3.2% annual reduction, on average, is needed to meet the SHSP objective. Based on FARS data, Delaware’s 2015-2019 five-year average for the number of fatalities is 123. Applying the SHSP methodology described above, the 2018-2022 five-year average target for the number of fatalities is 111.8.

PERFORMANCE MEASURE: C 2) NUMBER OF SERIOUS INJURIES IN TRAFFIC CRASHES (STATE CRASH DATA FILES)

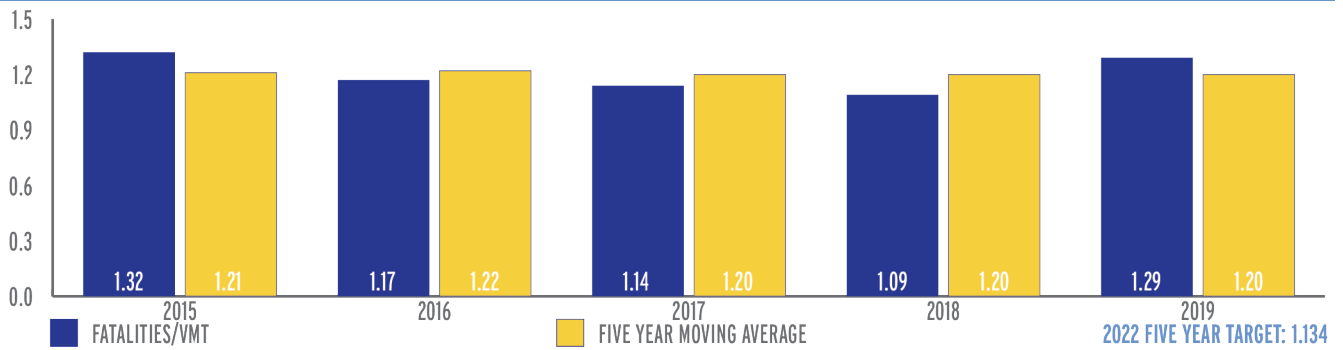


PERFORMANCE TARGET	TARGET METRIC TYPE	TARGET VALUE	TARGET PERIOD	TARGET START YEAR
C-2) NUMBER OF SERIOUS INJURIES IN TRAFFIC CRASHES (STATE CRASH DATA FILES)-2022	NUMERIC	438.3	5 YEAR	2018

Performance Target Justification

The 2021-2025 Delaware Strategic Highway Safety Plan (SHSP), developed in coordination with the Delaware Department of Transportation (DelDOT), Delaware State Police (DSP), the Office of Highway Safety (OHS), and other interested parties statewide, calls for a 15% reduction in fatalities over the five-year life of the plan starting with the 2019 five-year average. Mathematically, a 3.2% annual reduction, on average, is needed to meet the SHSP objective. Based on FARS data, Delaware’s 2015-2019 five-year average for the number of serious injuries is 483. Applying the SHSP methodology described above, the 2018-2022 five-year average target for the number of fatalities is 438.3.

PERFORMANCE MEASURE: C 3) FATALITIES/VMT (FARS, FHWA)



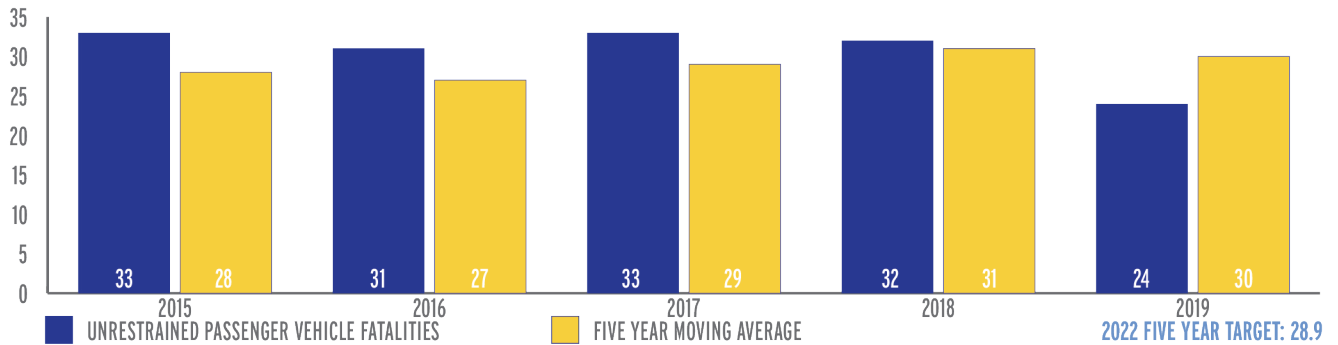
PERFORMANCE TARGET	TARGET METRIC TYPE	TARGET VALUE	TARGET PERIOD	TARGET START YEAR
C-3) FATALITIES/VMT (FARS, FHWA)-2022	NUMERIC	1.074	5 YEAR	2018

Performance Target Justification

The 2021-2025 Delaware Strategic Highway Safety Plan (SHSP), developed in coordination with the Delaware Department of Transportation (DelDOT), Delaware State Police (DSP), the Office of Highway Safety (OHS), and other interested parties statewide, calls for a 15% reduction in fatalities over the life of the plan starting with the 2019 five year average. This performance target measures the target number for fatalities vs the estimated VMT.



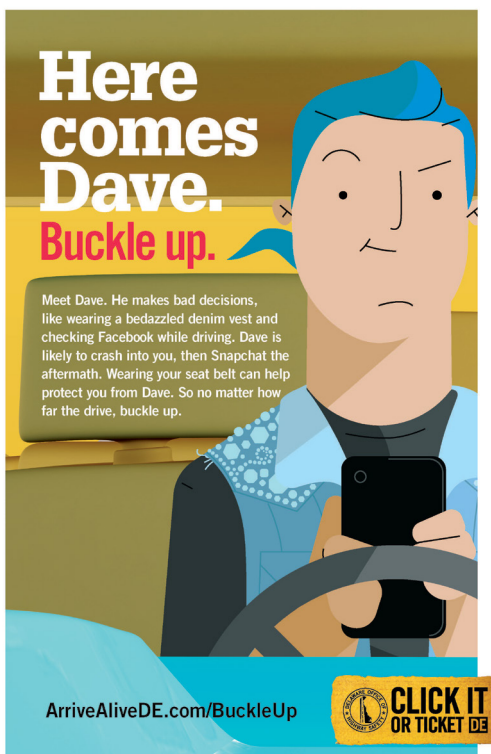
PERFORMANCE MEASURE: C-4) NUMBER OF UNRESTRAINED PASSENGER VEHICLE OCCUPANT FATALITIES, ALL SEAT POSITIONS (FARS)



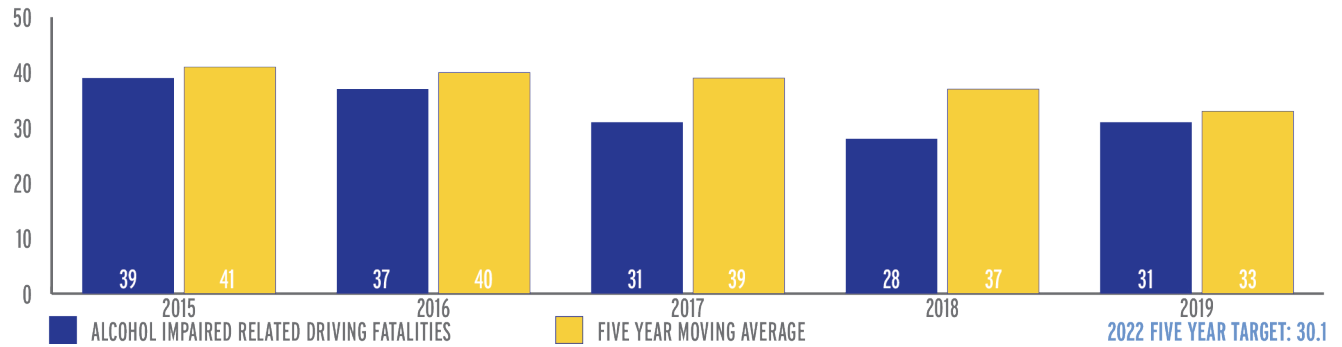
PERFORMANCE TARGET	TARGET METRIC TYPE	TARGET VALUE	TARGET PERIOD	TARGET START YEAR
C-4) NUMBER OF UNRESTRAINED PASSENGER VEHICLE OCCUPANT FATALITIES, ALL SEAT POSITIONS (FARS)-2022	NUMERIC	28.9	5 YEAR	2018

Performance Target Justification

The 2021-2025 Delaware Strategic Highway Safety Plan (SHSP), developed in coordination with the Delaware Department of Transportation (DelDOT), Delaware State Police (DSP), the Office of Highway Safety (OHS), and other interested parties statewide, calls for a 15% reduction in fatalities over the life of the plan starting with the 2019 five year average. Mathematically, a 3.2% annual reduction, on average, is needed to meet the SHSP objective. Based on FARS data, Delaware's 2015-2019 five-year average for the number of unrestrained passenger fatalities is 30. Applying the SHSP methodology described above, the 2018-2022 five-year average target is 28.9.



PERFORMANCE MEASURE: C-5) NUMBER OF FATALITIES IN CRASHES INVOLVING A DRIVER OR MOTORCYCLE OPERATOR WITH A BAC OF .08 AND ABOVE (FARS)



PERFORMANCE TARGET	TARGET METRIC TYPE	TARGET VALUE	TARGET PERIOD	TARGET START YEAR
C-5) NUMBER OF FATALITIES IN CRASHES INVOLVING A DRIVER OR MOTORCYCLE OPERATOR WITH A BAC OF .08 AND ABOVE (FARS)-2022	NUMERIC	30.1	5 YEAR	2018

Performance Target Justification

The 2021-2025 Delaware Strategic Highway Safety Plan (SHSP), developed in coordination with the Delaware Department of Transportation (DelDOT), Delaware State Police (DSP), the Office of Highway Safety (OHS), and other interested parties statewide, calls for a 15% reduction in fatalities over the life of the plan starting with the 2019 five year average. Mathematically, a 3.2% annual reduction, on average, is needed to meet the SHSP objective. Based on FARS data, Delaware’s 2015-2019 five-year average for the number of crashes involving a driver or motorcycle operator with a BAC of .08 or above is 33. Applying the SHSP methodology described above, the 2018-2022 five-year average target is 30.1.

[ABOUT HIGHWAY SAFETY](#)
[ROAD SAFETY](#)
[AMBASSADORS OF SAFETY](#)
[EVENTS](#)
[NEWS](#)

DUI-INVOLVED CRASHES IN DELAWARE

2015 - 2019

The *Arrive Alive DE Visualizer* is a first-of-its-kind interactive heat map tool that represents the hot spots of DUI-involved crashes in Delaware – with zoom in and out functionality. With this tool, the Delaware Office of Highway Safety is educating motorists on the dangers of driving under the influence of alcohol, illicit drugs and even legal prescriptions. If your plans include alcohol, be sure to line up a designated driver. And before you get behind the wheel, know the effects of drugs on your driving. Let's *Be Drug Aware* and *Drive Sober* so we can all Arrive Alive.

46% OF IMPAIRED-INVOLVED CRASHES OCCUR BETWEEN 9 P.M. AND 2 A.M.

45% OF TRAFFIC FATALITIES WERE RELATED TO IMPAIRMENT.

DRIVE SOBER. ARRIVE ALIVE

BE DRUG AWARE. ARRIVE ALIVE

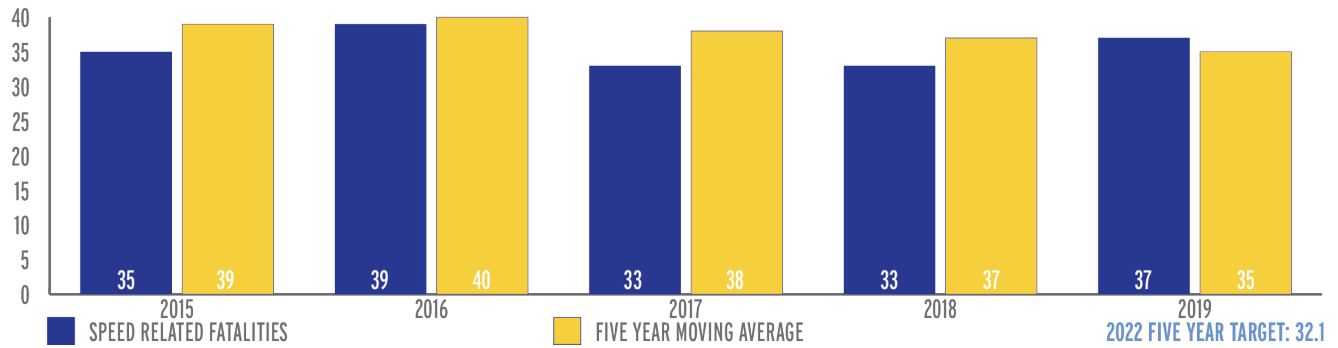
ARRIVE ALIVE DE VISUALIZER
 DUI-Involved Crash Tool

Zoom using the + and - controls, or with your thumb and forefinger.

fewer more

Leaflet | Map data © OpenStreetMap contributors, CC-BY-SA, Imagery © Mapbox
 Source: Delaware Office of Highway Safety, 2021.
 Data collection is provided by Delaware state and local police departments and is based on reported crashes from 2012 to 2019.

PERFORMANCE MEASURE: C-6) NUMBER OF SPEEDING-RELATED FATALITIES (FARS)

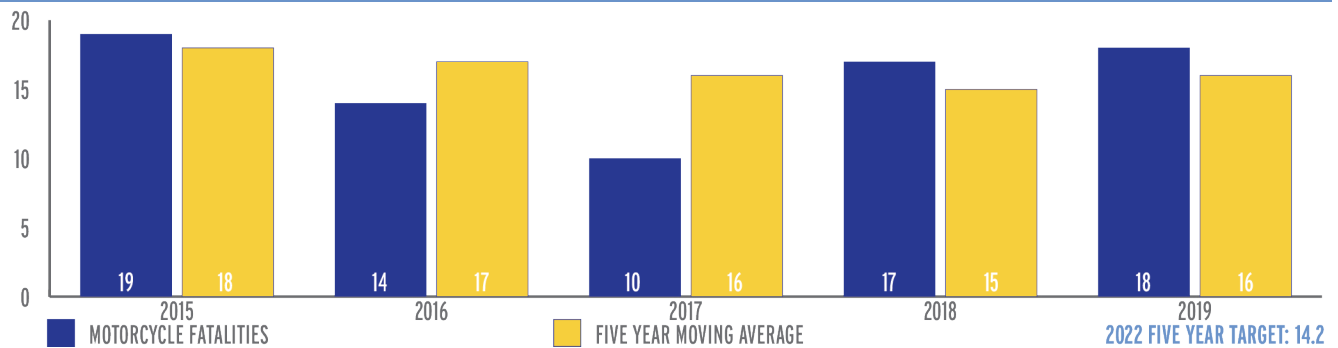


PERFORMANCE TARGET	TARGET METRIC TYPE	TARGET VALUE	TARGET PERIOD	TARGET START YEAR
C-6) NUMBER OF SPEEDING-RELATED FATALITIES (FARS)-2022	NUMERIC	32.1	5 YEAR	2018

Performance Target Justification

The 2021-2025 Delaware Strategic Highway Safety Plan (SHSP), developed in coordination with the Delaware Department of Transportation (DelDOT), Delaware State Police (DSP), the Office of Highway Safety (OHS), and other interested parties statewide, calls for a 15% reduction in fatalities over the life of the plan starting with the 2019 five year average. Mathematically, a 3.2% annual reduction, on average, is needed to meet the SHSP objective. Based on FARS data, Delaware’s 2015-2019 five-year average for the number of crashes involving speed above is 35. Applying the SHSP methodology described above, the 2018-2022 five-year average target is 32.1.

PERFORMANCE MEASURE: C 7) NUMBER OF MOTORCYCLIST FATALITIES (FARS)

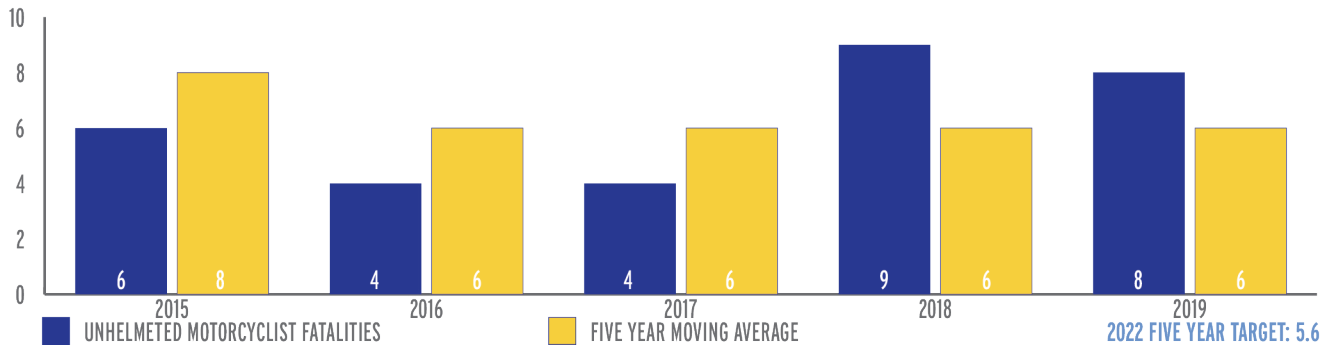


PERFORMANCE TARGET	TARGET METRIC TYPE	TARGET VALUE	TARGET PERIOD	TARGET START YEAR
C-7) NUMBER OF MOTORCYCLIST FATALITIES (FARS)-2022	NUMERIC	14.2	5 YEAR	2018

Performance Target Justification

The 2021-2025 Delaware Strategic Highway Safety Plan (SHSP), developed in coordination with the Delaware Department of Transportation (DelDOT), Delaware State Police (DSP), the Office of Highway Safety (OHS), and other interested parties statewide, calls for a 15% reduction in fatalities over the life of the plan starting with the 2019 five year average. Mathematically, a 3.2% annual reduction, on average, is needed to meet the SHSP objective. Based on FARS data, Delaware’s 2015-2019 five-year average for the number of motorcyclist fatalities is 16. Applying the SHSP methodology described above, the 2018-2022 five-year average target is 14.2.

PERFORMANCE MEASURE: C-8) NUMBER OF UNHELMETED MOTORCYCLIST FATALITIES (FARS)



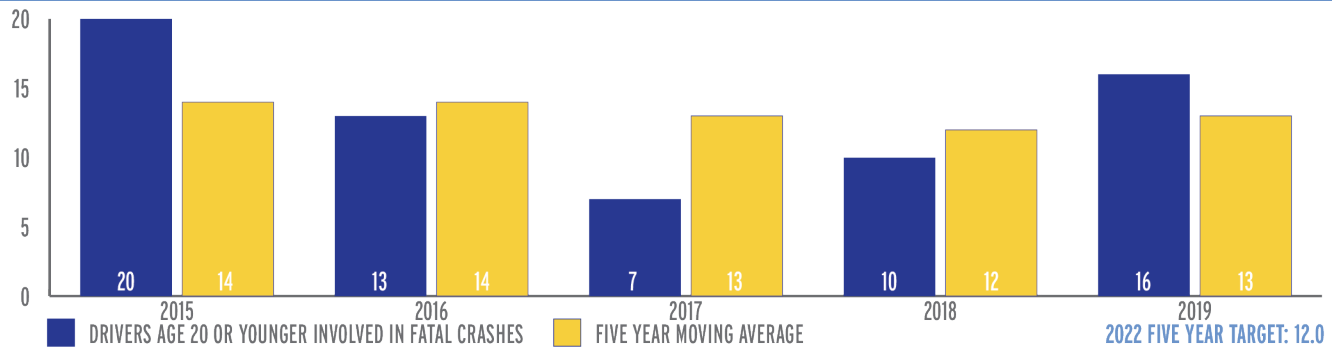
PERFORMANCE TARGET	TARGET METRIC TYPE	TARGET VALUE	TARGET PERIOD	TARGET START YEAR
C-8) NUMBER OF UNHELMETED MOTORCYCLIST FATALITIES (FARS)-2022	NUMERIC	5.6	5 YEAR	2018

Performance Target Justification

The 2021-2025 Delaware Strategic Highway Safety Plan (SHSP), developed in coordination with the Delaware Department of Transportation (DelDOT), Delaware State Police (DSP), the Office of Highway Safety (OHS), and other interested parties statewide, calls for a 15% reduction in fatalities over the life of the plan starting with the 2019 five year average. Mathematically, a 3.2% annual reduction, on average, is needed to meet the SHSP objective. Based on FARS data, Delaware’s 2015-2019 five-year average for the number of unhelmeted motorcyclist fatalities is 6. Applying the SHSP methodology described above, the 2018-2022 five-year average target is 5.6.



PERFORMANCE MEASURE: C-9) NUMBER OF DRIVERS AGE 20 OR YOUNGER INVOLVED IN FATAL CRASHES (FARS)



PERFORMANCE TARGET	TARGET METRIC TYPE	TARGET VALUE	TARGET PERIOD	TARGET START YEAR
C-9) NUMBER OF DRIVERS AGE 20 OR YOUNGER INVOLVED IN FATAL CRASHES (FARS)	NUMERIC	12.0	5 YEAR	2018

Performance Target Justification

The 2021-2025 Delaware Strategic Highway Safety Plan (SHSP), developed in coordination with the Delaware Department of Transportation (DelDOT), Delaware State Police (DSP), the Office of Highway Safety (OHS), and other interested parties statewide, calls for a 15% reduction in fatalities over the life of the plan starting with the 2019 five year average. Mathematically, a 3.2% annual reduction, on average, is needed to meet the SHSP objective. Based on FARS data, Delaware’s 2015-2019 five-year average for the number of crashes involving a driver aged 20 or younger is 13. Applying the SHSP methodology described above, the 2018-2022 five-year average target is 12.0.

BE THE DRIVING FORCE BEHIND YOUR TEEN'S VEHICLE SAFETY.

The more involved you are, the less likely your teen driver will have a fatal crash.

Take an hour and visit the Parent Orientation Program at <http://DE.gov/gdlpop> to get the tools you need to get involved.



Brought to you by the Delaware Office of Highway Safety


SECURE YOUR MOST PRECIOUS CARGO

Have your child safety seat fitted at the following OHS locations:

- Wilmington DMV:** Rt. 13 South, New Castle. Tuesday and Thursday, 9 a.m.–1 p.m.; Wednesday 4–8 p.m. By appointment only. Call (302) 434-3234.
- Dover DMV:** Rt. 113 South, Dover. Tuesday and Thursday, 9 a.m.–1 p.m.; Wednesday 5–8 p.m. By appointment only. Call (302) 744-2749 or (302) 387-2324.
- Delaware State Police Troop 7:** Rt. 1 S/B, Lewes. By appointment only. Call (302) 744-2749 or (302) 387-2324.

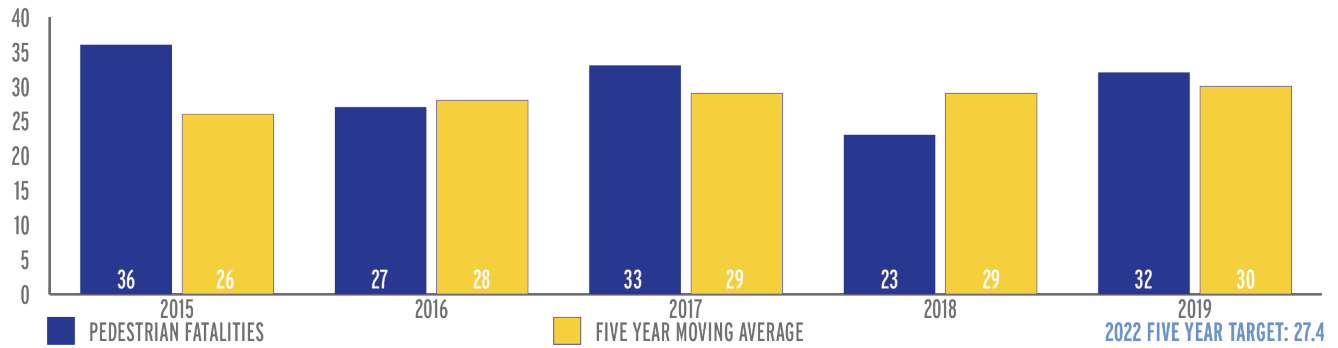
MORE FITTING STATIONS

- Nemours/Alfred I. duPont Hospital for Children's CPS Station** By appointment only. Call (302) 651-5437.
- Christiana Care's SAFE KIDS Fitting Station** Women's Health Care Building at Christiana Hospital Ogleton-Stanton Road, Newark. By appointment only (small fee). Call (302) 733-3360 to leave a message. Specify that you are calling to request an appointment for a car seat check.
- Mill Creek Fire Company's Fitting Station** Mill Creek Fire House, 3808 Kirkwood Highway, Wilmington. By appointment only (no charge for fittings). Email carseatcheck@millcreekfire.org with your name, address, phone number and the best time to contact you.
- Delaware State Police** All troops available for fittings. Call your local troop for an appointment.



This project was funded by the Delaware Office of Highway Safety in partnership with Safe Kids Delaware.

PERFORMANCE MEASURE: C 10) NUMBER OF PEDESTRIAN FATALITIES (FARS)

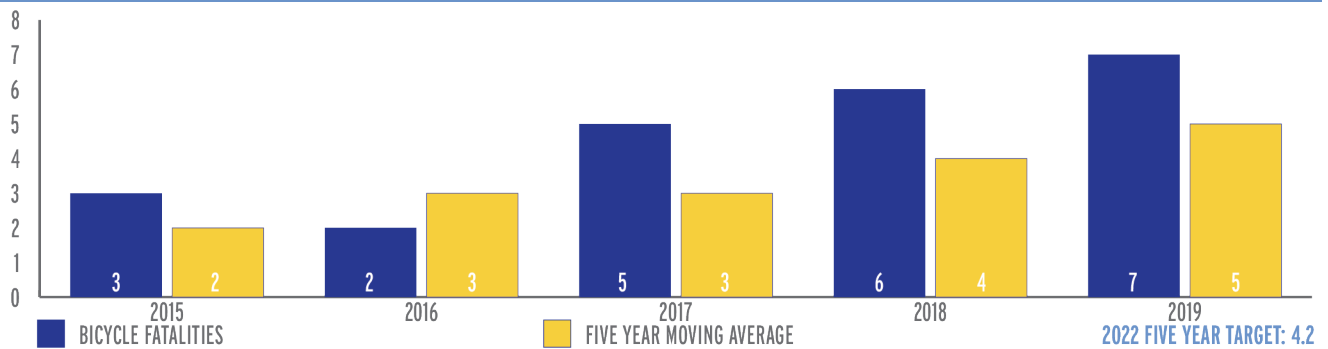


PERFORMANCE TARGET	TARGET METRIC TYPE	TARGET VALUE	TARGET PERIOD	TARGET START YEAR
C-10) NUMBER OF PEDESTRIAN FATALITIES (FARS)-2022	NUMERIC	27.4	5 YEAR	2018

Performance Target Justification

The 2021-2025 Delaware Strategic Highway Safety Plan (SHSP), developed in coordination with the Delaware Department of Transportation (DelDOT), Delaware State Police (DSP), the Office of Highway Safety (OHS), and other interested parties statewide, calls for a 15% reduction in fatalities over the life of the plan starting with the 2019 five year average. Mathematically, a 3.2% annual reduction, on average, is needed to meet the SHSP objective. Based on FARS data, Delaware’s 2015-2019 five-year average for the number of pedestrian fatalities is 30. Applying the SHSP methodology described above, the 2018-2022 five-year average target is 27.4.

PERFORMANCE MEASURE: C 11) NUMBER OF BICYCLISTS FATALITIES (FARS)

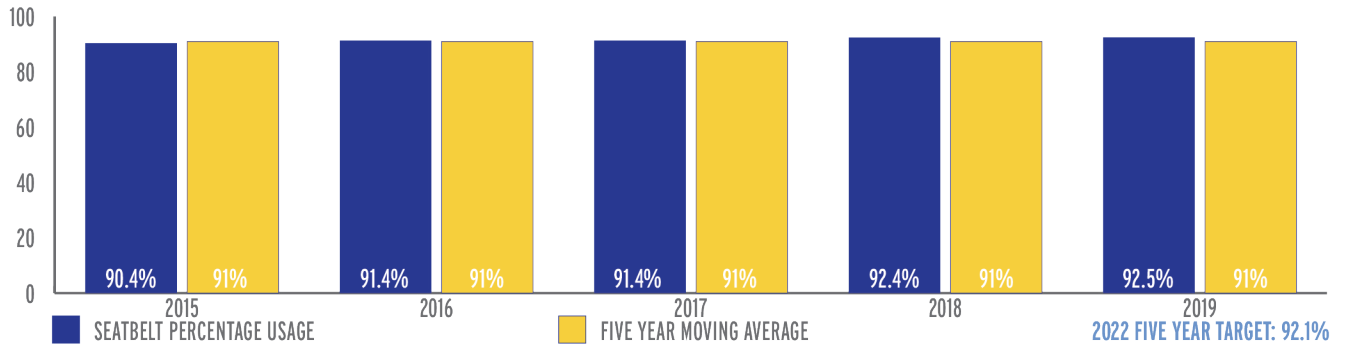


PERFORMANCE TARGET	TARGET METRIC TYPE	TARGET VALUE	TARGET PERIOD	TARGET START YEAR
C-11) NUMBER OF BICYCLISTS FATALITIES (FARS)-2022	NUMERIC	4.2	5 YEAR	2018

Performance Target Justification

The 2021-2025 Delaware Strategic Highway Safety Plan (SHSP), developed in coordination with the Delaware Department of Transportation (DelDOT), Delaware State Police (DSP), the Office of Highway Safety (OHS), and other interested parties statewide, calls for a 15% reduction in fatalities over the life of the plan starting with the 2019 five year average. Mathematically, a 3.2% annual reduction, on average, is needed to meet the SHSP objective. Based on FARS data, Delaware’s 2015-2019 five-year average for the number of bicyclist fatalities is 5. Applying the SHSP methodology described above, the 2018-2022 five-year average target is 4.2.

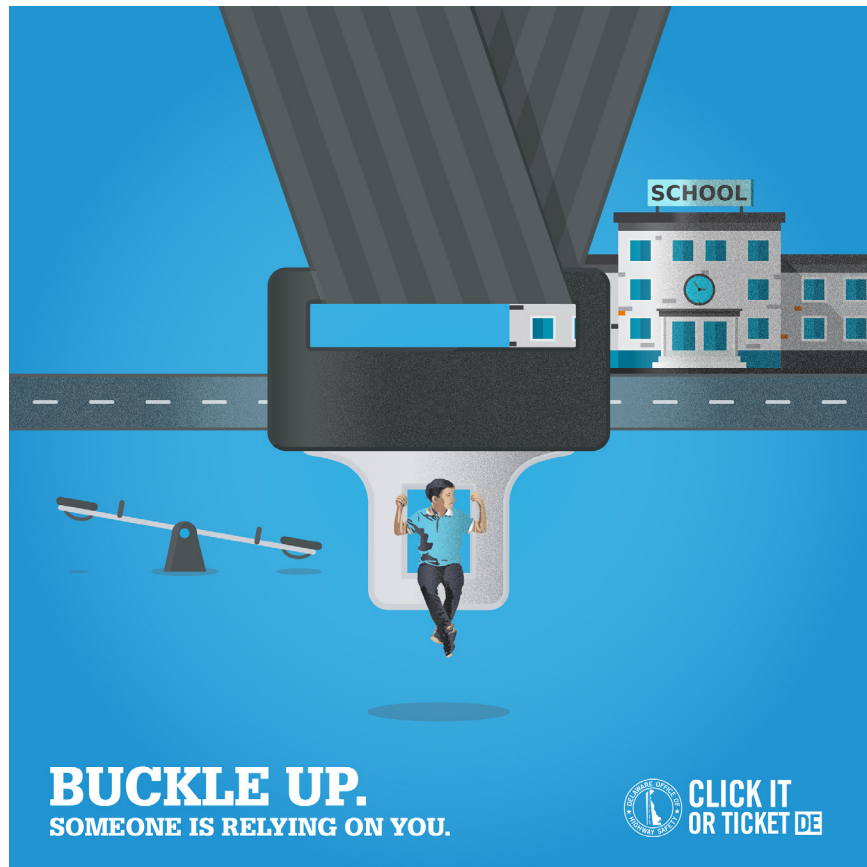
PERFORMANCE MEASURE: B-1) OBSERVED SEAT BELT USE FOR PASSENGER VEHICLES, FRONT SEAT OUTBOARD OCCUPANTS (SURVEY)



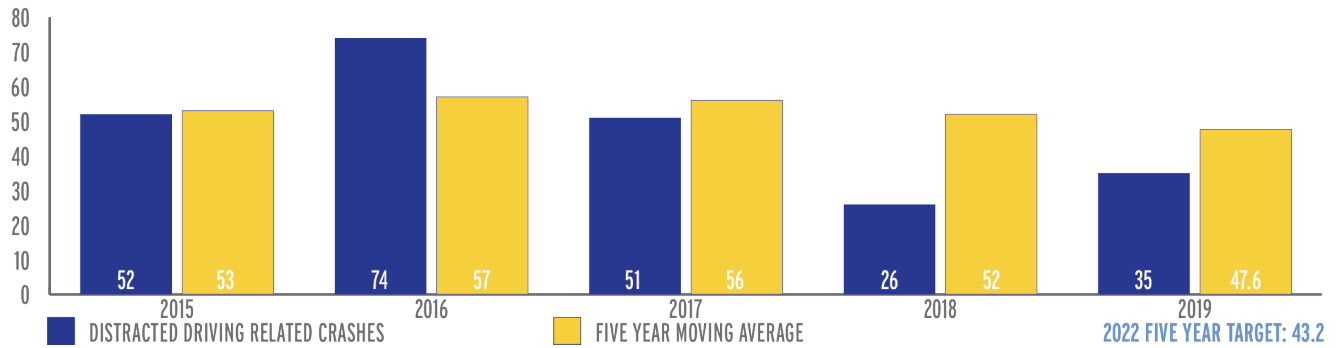
PERFORMANCE TARGET	TARGET METRIC TYPE	TARGET VALUE	TARGET PERIOD	TARGET START YEAR
B-1) OBSERVED SEAT BELT USE FOR PASSENGER VEHICLES, FRONT SEAT OUTBOARD OCCUPANTS (SURVEY)	PERCENTAGE	92%	5 YEAR	2018

Performance Target Justification

Based on a power model of the annual observed seat belt use rate from 2006-2019. This was modeled on the annual observed seat belt use rate as there was variation between 2007 and 2014 that was influencing the five-year moving average for long periods.



PERFORMANCE MEASURE: DISTRACTED DRIVING RELATED SERIOUS INJURIES AND FATALITIES



PERFORMANCE TARGET	TARGET METRIC TYPE	TARGET VALUE	TARGET PERIOD	TARGET START YEAR
DISTRACTED DRIVING RELATED SERIOUS INJURIES AND FATALITIES	NUMERIC	43.2	5 YEAR	2018

Performance Target Justification

This performance target has been changed for FY 2022. Previously, the performance measure was established using all reportable crashes where the driver distraction was specifically marked as using a cell phone or texting. Crashes were severely underreported in this area and it was determined to not be a suitable measure. The performance has been updated to measure serious injuries and fatalities where any known driver distraction is noted in the crash report. The 2021-2025 Delaware Strategic Highway Safety Plan (SHSP), developed in coordination with the Delaware Department of Transportation (DelDOT), Delaware State Police (DSP), the Office of Highway Safety (OHS), and other interested parties statewide, calls for a 15% reduction in fatalities over the life of the plan starting with the 2019 five year average. Mathematically, a 3.2% annual reduction, on average, is needed to meet the SHSP objective. Based on state data, Delaware’s 2015-2019 five-year average for the number of serious injuries and fatalities associated with distracted driving is 47.6. Applying the SHSP methodology described above, the 2018-2022 five-year average target is 43.2.

CERTIFICATION

State HSP performance targets are identical to the State DOT targets for common performance measures (fatality, fatality rate, and serious injuries) reported in the HSIP annual report, as coordinated through the State SHSP.

I certify: **Yes**

<p>A 1) Number of seat belt citations issued during grant funded enforcement activities*</p> <p>SEAT BELT CITATIONS 588 seat belt violations, 66 child restraint violations</p> <p>FISCAL YEAR 2020</p>	<p>A 2) Number of impaired driving arrests made during grant funded enforcement activities*</p> <p>IMPAIRED DRIVING ARRESTS 128</p> <p>FISCAL YEAR 2020</p>	<p>A 3) Number of speeding citations issued during grant funded enforcement activities*</p> <p>SPEEDING CITATIONS 4,243</p> <p>FISCAL YEAR 2020</p>
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PROGRAM AREA

COMPREHENSIVE TRAFFIC SAFETY



ASSOCIATED PERFORMANCE MEASURES

FISCAL YEAR	PERFORMANCE MEASURE NAME	TARGET END YEAR	TARGET PERIOD	TARGET VALUE
2022	C-1) Number Of Traffic Fatalities (Fars)	2022	5 Years	118.3
2022	C-9) Number of Drivers Aged 20 or Younger Involved in Fatal Crashes (FARS)	2022	5 Years	12.0

COUNTERMEASURE STRATEGIES IN PROGRAM AREA

- **Comprehensive Traffic Safety Programs**
- **Communications Campaign**
- **Highway Safety Staffing**

COMPREHENSIVE TRAFFIC SAFETY PROGRAMS

PROJECT SAFETY IMPACTS

We expect a reduction in our overall fatalities and serious injury crashes based on the implementation of countermeasure strategies and projects identified through data analysis.

LINKAGE BETWEEN PROGRAM AREA

Based on data-driven program area problem identification, and identified countermeasure strategies, OHS selects the planned activities and partners to participate in each planned activity to reduce crashes and achieve performance targets related to each program area. Planned activities are funded based on the guidelines for each grant, and the availability of funds for the planned activities.

RATIONALE

The countermeasure strategy was selected from proven countermeasure strategies from Countermeasures that Work, Uniform Highway Safety Program Guidelines, and NHTSA guidance. The funding allocation is based on the number of funds needed to complete the planned activity based on previous projects completed, or estimated expenses related to the planned activity.

PLANNED ACTIVITIES IN THIS SECTION

PROJECT CODES	PROJECT NAMES
OHGS22-01	ELECTRONIC GRANTS MANAGEMENT SYSTEM
OHOF22-01	CORPORATE PARTNER PROGRAM SUPPLIES
OHPP22-01	ANTICIPATED PROJECTS
HSPD22-01	FY 2022 ANNUAL REPORT & HSP DESIGN AND PUBLISHING
OHBB22-01	OHS CONFERENCE
TDRP22-01	FY 2022 TEEN DRIVER RESOURCE PROGRAM

PLANNED ACTIVITY

PROJECT: ELECTRONIC GRANTS MANAGEMENT SYSTEM					
PRIMARY COUNTER MEASURE STRATEGY: COMPREHENSIVE TRAFFIC SAFETY PROGRAM					
INTENDED SUBRECIPIENTS: OHS, DTI, SMARTSIMPLE					
PLANNED ACTIVITY DESCRIPTION: OHS WILL CONTRACT THROUGH OUR DEPARTMENT OF TECHNOLOGY AND INFORMATION (DTI) FOR THE MAINTENANCE AND CONTINUED DEVELOPMENT OF AN ELECTRONIC GRANTS SYSTEM. THIS SYSTEM ALLOWS GRANT SUB-RECIPIENTS TO CONDUCT THEIR TRANSACTIONS WITH OHS ELECTRONICALLY. IT ALSO REDUCES PAPERWORK AND CREATES EFFICIENCIES FOR OHS AND SUB-RECIPIENTS BY STREAMLINING PROCESSES AND PUTTING ALL FILES ELECTRONICALLY IN ONE SYSTEM. THIS SYSTEM ALSO ALLOWS FOR OFF SITE NHTSA REVIEWS. THESE FUNDS WILL BE ALLOCATED FOR MAINTENANCE AND LICENSING.					
PROJECT CODE	ESTIMATED FUNDING AMOUNT	FUNDING SOURCE	ELIGIBLE USE OF FUNDS	MATCH AMOUNT	LOCAL BENEFIT
OHGS22-01	\$15,000	FAST ACT NHTSA 402	COMMUNITY TRAFFIC SAFETY PROJECT (FAST)	\$3,750	\$0



PLANNED ACTIVITY

PROJECT: CORPORATE PARTNER PROGRAM SUPPLIES

PRIMARY COUNTER MEASURE STRATEGY: COMPREHENSIVE TRAFFIC SAFETY PROGRAM

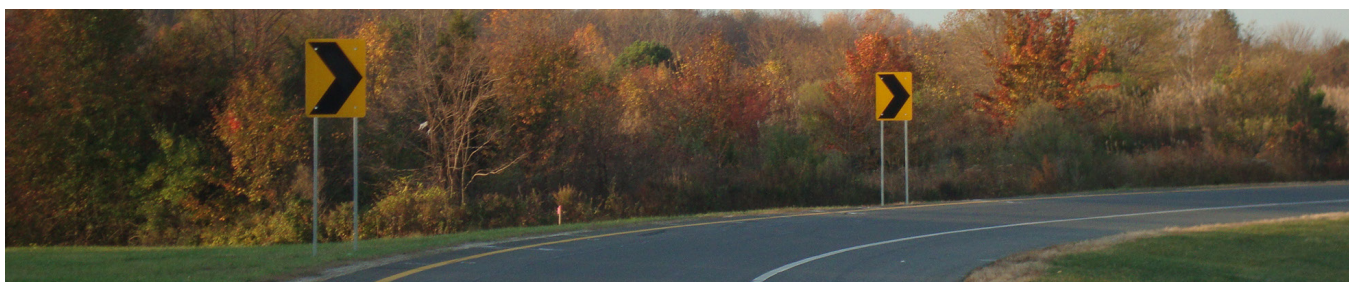
INTENDED SUBRECIPIENTS: OHS, VARIOUS APPROVED STATE VENDORS

PLANNED ACTIVITY DESCRIPTION: THE DELAWARE OFFICE OF HIGHWAY SAFETY REINSTATED ITS CORPORATE PARTNER OUTREACH PROGRAM IN FY 2020 TO REACH THE THOUSANDS OF DELAWAREANS EMPLOYED THROUGHOUT THE STATE WITH CONSISTENT HIGHWAY SAFETY MESSAGING. IN FY 2021, OVER 170 PUBLIC AND PRIVATE SECTOR CORPORATIONS, AS WELL AS SCHOOLS, STATE-RUN, AND NON-PROFIT AGENCIES PARTICIPATED IN THE PROGRAM. THE PROGRAM IS MANAGED BY THE CORPORATE PARTNER OUTREACH COORDINATOR AND REPORTS TO THE MARKETING SPECIALIST II/PUBLIC INFORMATION OFFICER. CORPORATE PARTNERS WORK CLOSELY WITH OHS TO EVALUATE THE EFFECTIVENESS OF OUTREACH EFFORTS, OFFER SUGGESTIONS, PARTICIPATE IN PLANNING EVENTS, AND DELIVER PROGRAM MESSAGING TO THEIR RESPECTIVE AUDIENCES. THIS PLANNING INCLUDES PROGRAM MEMBER SURVEYS, DIRECT COMMUNICATIONS, AND PROVIDING PROGRAM MATERIALS TO PARTNER ORGANIZATIONS. THE CORPORATE PARTNER OUTREACH COORDINATOR AND OHS COORDINATE BI-ANNUAL MEETINGS WITH THE CORPORATE PARTNERS FOR COLLABORATION, NETWORKING, AND INFORMATION SHARING.

A MONTHLY TRAFFIC SAFETY NEWSLETTER (TSN) IS CREATED AND DISTRIBUTED TO EACH OF THE CORPORATE PARTNERS ELECTRONICALLY VIA CONSTANT CONTACT AND/OR PHYSICALLY THROUGH USPS MAIL. PROGRAM MEMBERS ARE RECRUITED FOR PARTICIPATING IN PRIORITY AREA NEWSLETTERS RELEVANT TO THEIR WORK (I.E., TRAUMA PREVENTION COORDINATOR FOR CHRISTIANA CARE RECRUITED TO PROVIDE A SPOTLIGHT FOR THE IMPAIRED DRIVING NEWSLETTER, ETC.). EACH MONTH'S TSN INCLUDES DEVELOPING AND DISTRIBUTING COMMUNICATION TACTICS RELEVANT TO THE MONTH'S PRIORITY AREA SUCH AS POSTERS, FLYERS, TEAR-OFF PADS, ETC. THE CORPORATE PARTNER OUTREACH COORDINATOR DEVELOPS AND CONDUCTS TRAFFIC SAFETY PRESENTATIONS AND EVENTS FOR MEMBER ORGANIZATIONS ON-SITE OR ONLINE (I.E., MOCKTAIL PARTIES, TIPSY TRIKES, ETC.) TO ENGAGE WITH BUSINESS OR COMMUNITY PARTNERS AT WORKPLACES, ON-SITE EVENTS, AND CONFERENCES. THE CORPORATE PARTNER OUTREACH PROGRAM IS A VITAL COMPONENT OF THE OVERALL COMMUNICATIONS STRATEGY DEVELOPED BY OHS EVERY YEAR.

FUNDS WILL BE USED TO SUPPORT THE CORPORATE PARTNER PROGRAM, EXAMPLES INCLUDE SUPPLIES, CORPORATE PARTNER EVENTS, POSTAGE FOR MAILINGS, MARKETING MATERIALS, ETC.

PROJECT CODE	ESTIMATED FUNDING AMOUNT	FUNDING SOURCE	ELIGIBLE USE OF FUNDS	MATCH AMOUNT	LOCAL BENEFIT
OHOF22-01	\$15,000	FAST ACT NHTSA 402	COMMUNITY TRAFFIC SAFETY PROJECT (FAST)	\$3,750	\$10,000



PLANNED ACTIVITY

PROJECT: FY22 ANTICIPATED PROJECTS					
PRIMARY COUNTER MEASURE STRATEGY: COMPREHENSIVE TRAFFIC SAFETY PROGRAM					
INTENDED SUBRECIPIENTS: OHS					
PLANNED ACTIVITY DESCRIPTION: OHS USES A PROJECT PROPOSAL METHOD TO SOLICIT AND RECEIVE FUNDING REQUESTS THROUGHOUT THE YEAR. THE PROCESS IS OPEN-ENDED, AND PROPOSALS CAN BE SUBMITTED AT ANY TIME THROUGHOUT THE FISCAL YEAR. THESE REQUESTS ARE TYPICALLY NON-ENFORCEMENT, THOUGH SPECIAL ENFORCEMENT REQUESTS ARE CONSIDERED AS WELL. IT IS PARAMOUNT THAT FUNDS BE SET ASIDE AND AVAILABLE FOR THOSE PROPOSALS THAT ARE DATA-DRIVEN AND ASSIST IN REACHING IDENTIFIED TRAFFIC SAFETY TARGETS.					
PROJECT CODE	ESTIMATED FUNDING AMOUNT	FUNDING SOURCE	ELIGIBLE USE OF FUNDS	MATCH AMOUNT	LOCAL BENEFIT
OHP22-01	\$20,000	FAST ACT NHTSA 402	COMMUNITY TRAFFIC SAFETY PROJECT (FAST)	\$5,000	\$0

PLANNED ACTIVITY

PROJECT: FY22 ANNUAL REPORT & HSP DESIGN AND PUBLISHING					
PRIMARY COUNTER MEASURE STRATEGY: COMPREHENSIVE TRAFFIC SAFETY PROGRAM					
INTENDED SUBRECIPIENTS: OHS, WHITMAN REQUARDT & ASSOCIATES					
PLANNED ACTIVITY DESCRIPTION: OHS WILL WORK WITH WHITMAN, REQUARDT & ASSOCIATES (WR&A) FOR SUPPORT WITH THE FY 2022 ANNUAL REPORT AND FY 2023 HIGHWAY SAFETY PLAN. WR&A WILL PROVIDE PROFESSIONAL SERVICES TO PROOFREAD AND EDIT CONTENT AS NEEDED. WR&A WILL ALSO PROVIDE GRAPHIC DESIGN SERVICES TO SUPPORT PUBLISHING AND PUBLIC OUTREACH EFFORTS RELATED TO THESE DOCUMENTS.					
PROJECT CODE	ESTIMATED FUNDING AMOUNT	FUNDING SOURCE	ELIGIBLE USE OF FUNDS	MATCH AMOUNT	LOCAL BENEFIT
HSPD22-01	\$25,126	FAST ACT NHTSA 402	COMMUNITY TRAFFIC SAFETY PROJECT (FAST)	\$6,281.50	\$0



PLANNED ACTIVITY

PROJECT: OHS CONFERENCE					
PRIMARY COUNTER MEASURE STRATEGY: COMPREHENSIVE TRAFFIC SAFETY PROGRAM					
INTENDED SUBRECIPIENTS: OHS, ASSORTED VENDORS					
PLANNED ACTIVITY DESCRIPTION: OHS WILL PLAN TO HOST A HIGHWAY SAFETY CONFERENCE IN 2022 TO PROVIDE LAW ENFORCEMENT AND OTHER PARTNERS WITH CURRENT, RELEVANT TRAINING OPPORTUNITIES AND INFORMATIONAL SESSIONS. FUNDS WILL BE USED TO SUPPORT THE CONFERENCE INCLUDING INITIAL PLANNING COSTS SUCH AS A DEPOSIT ON THE FACILITY WHERE THE CONFERENCE WILL BE HELD, AS WELL AS SECURING SPEAKERS.					
PROJECT CODE	ESTIMATED FUNDING AMOUNT	FUNDING SOURCE	ELIGIBLE USE OF FUNDS	MATCH AMOUNT	LOCAL BENEFIT
OHBB22-01	\$150,000	FAST ACT NHTSA 402	COMMUNITY TRAFFIC SAFETY PROJECT (FAST)	\$37,500	\$150,000

PLANNED ACTIVITY

PROJECT: FY 2022 TEEN DRIVER RESOURCES PROGRAM					
PRIMARY COUNTER MEASURE STRATEGY: COMPREHENSIVE TRAFFIC SAFETY PROGRAM					
INTENDED SUBRECIPIENTS: OHS, DEPARTMENT OF EDUCATION, SMARTDRIVE FOUNDATION, AND OTHERS					
PLANNED ACTIVITY DESCRIPTION: OHS WILL ESTABLISH FUNDING TO SUPPORT PROGRAMMING WITH THE DELAWARE DEPARTMENT OF EDUCATION IN PROVIDING A GUIDE WITH RESOURCES FOR DELAWARE HIGH SCHOOL TEACHERS AND STAFF TO PROMOTE SAFE DRIVING MESSAGING, SCHOLARSHIP OPPORTUNITIES, AND PEER TO PEER ACTIVITIES. IN ADDITION, FUNDS MAY BE USED TO SUPPORT OTHER TEEN DRIVER FOCUSED PROGRAMMING AND ACTIVITIES.					
PROJECT CODE	ESTIMATED FUNDING AMOUNT	FUNDING SOURCE	ELIGIBLE USE OF FUNDS	MATCH AMOUNT	LOCAL BENEFIT
TDRP22-01	\$15,000	FAST ACT NHTSA 402	COMMUNITY TRAFFIC SAFETY PROJECT (FAST)	\$3,750	\$15,000



COUNTERMEASURE STRATEGY

COMMUNICATIONS CAMPAIGN

PROJECT SAFETY IMPACTS

We expect a reduction in our overall fatalities and serious injury crashes based on the implementation of countermeasure strategies and projects identified through data analysis.

LINKAGE BETWEEN PROGRAM AREA

Based on data-driven program area problem identification, and identified countermeasure strategies, OHS selects the planned activities and partners to participate in each planned activity to reduce crashes and achieve performance targets related to each program area. Planned activities are funded based on the guidelines for each grant, and the availability of funds for the planned activities.

RATIONALE

The countermeasure strategy was selected from proven countermeasure strategies from Countermeasures that Work, Uniform Highway Safety Program Guidelines, and NHTSA guidance. The funding allocation is based on the number of funds needed to complete the planned activity based on previous projects completed, or estimated expenses related to the planned activity.



PLANNED ACTIVITIES IN THIS SECTION

PROJECT CODES	PROJECT NAMES
OHVD22-01	AMBASSADORS OF SAFETY VIDEO PROJECT
OHWS22-01	ARRIVEALIVEDE.COM WEBSITE
SFAM22-01	FY 2022 SAFE FAMILY HOLIDAY PAID MEDIA
TEDR22-01	FY 2022 TEEN DRIVER PAID MEDIA

PLANNED ACTIVITY

PROJECT: AMBASSADORS OF SAFETY VIDEO PROJECT

PRIMARY COUNTER MEASURE STRATEGY: COMMUNICATIONS CAMPAIGN

INTENDED SUBRECIPIENTS: OHS, ALOYSIUS BUTLER & CLARK, DEARDORFF ASSOCIATES, AND OTHERS

PLANNED ACTIVITY DESCRIPTION: THE DELAWARE OFFICE OF HIGHWAY SAFETY INITIATED THE PILOT AMBASSADORS OF SAFETY VIDEO SERIES PROJECT IN FY 2020 WITH A SERIES OF SIX VIDEOS, 1:30 IN LENGTH WITH :15 TEASER VIDEOS FEATURING COMMUNITY MEMBERS FROM EACH OF THE THREE COUNTIES IN DELAWARE. THE VIDEO SERIES IS A COMMUNITY-CENTERED, MULTIMEDIA CAMPAIGN FEATURING DIFFERENT TRAFFIC SAFETY PARTNERS ADDRESSING HIGHWAY SAFETY ISSUES REGULARLY IN THEIR PROFESSION. OUR AMBASSADORS OF SAFETY HAVE ONE THING IN COMMON – THEY SHARE OUR DEDICATION TO PROTECTING THE DRIVERS AND VULNERABLE USERS ON DELAWARE ROADWAYS IN THEIR COMMUNITIES. THESE INSPIRING LOCAL HEROES DEDICATE THEIR LIVES TO PROVIDING SERVICES SUCH AS TEACHING PARENTS AND CAREGIVERS ABOUT PROPER CHILD PASSENGER SAFETY, EDUCATING THE PUBLIC ON INJURY AND TRAUMA PREVENTION, TESTING SPECIMENS IN A LABORATORY, WRITING TRAFFIC CITATIONS, AND RESCUING DRIVERS OR PEDESTRIANS ON ROADWAYS WHO HAVE BEEN INVOLVED IN CRASHES.

OHS CONTINUED THE AMBASSADORS OF SAFETY VIDEO PROJECT IN FY 2021 WITH AN ADDITIONAL 5 VIDEOS FOCUSED ON LAW ENFORCEMENT AND PUBLIC CITIZEN HIGHWAY SAFETY AMBASSADORS. EACH SUBJECT ADDRESSED A DESIGNATED PRIORITY AREA WITHIN DELAWARE TO DEMONSTRATE PROPER HIGHWAY SAFETY DRIVING/WALKING BEHAVIOR OR THE REPERCUSSIONS OF WHAT HAPPENS AFTER EXECUTING POOR CHOICES. THE VIDEO SERIES IS FEATURED ON THE ARRIVEALIVEDE.COM WEBSITE FOR OHS AND THE :15 TEASER VIDEOS ARE BEING SHARED THROUGH SOCIAL MEDIA'S ORGANIC REACH VIA FACEBOOK, TWITTER, INSTAGRAM, AND SNAPCHAT. WE HAVE ASKED OUR AMBASSADORS TO SHARE THESE SEGMENTS IN THEIR RESPECTIVE PLATFORMS, AND WE WILL ALSO THESE SEGMENTS AS SOCIAL MEDIA POSTS WITH DELAWARE STATE POLICE, DELDOT, DMV, AAA MID-ATLANTIC, AND OTHER PARTNERS.

OHS WILL CONTINUE DEVELOPING AND SHARING TWO MORE VIDEOS SLATED FOR FY 2022 FEATURING LAW ENFORCEMENT OFFICERS AND/OR PUBLIC CITIZEN HIGHWAY SAFETY AMBASSADORS.

PROJECT CODE	ESTIMATED FUNDING AMOUNT	FUNDING SOURCE	ELIGIBLE USE OF FUNDS	MATCH AMOUNT	LOCAL BENEFIT
OHVD22-01	\$40,000	FAST ACT NHTSA 402	COMMUNITY TRAFFIC SAFETY PROJECT (FAST)	\$10,000	\$40,000

PLANNED ACTIVITY

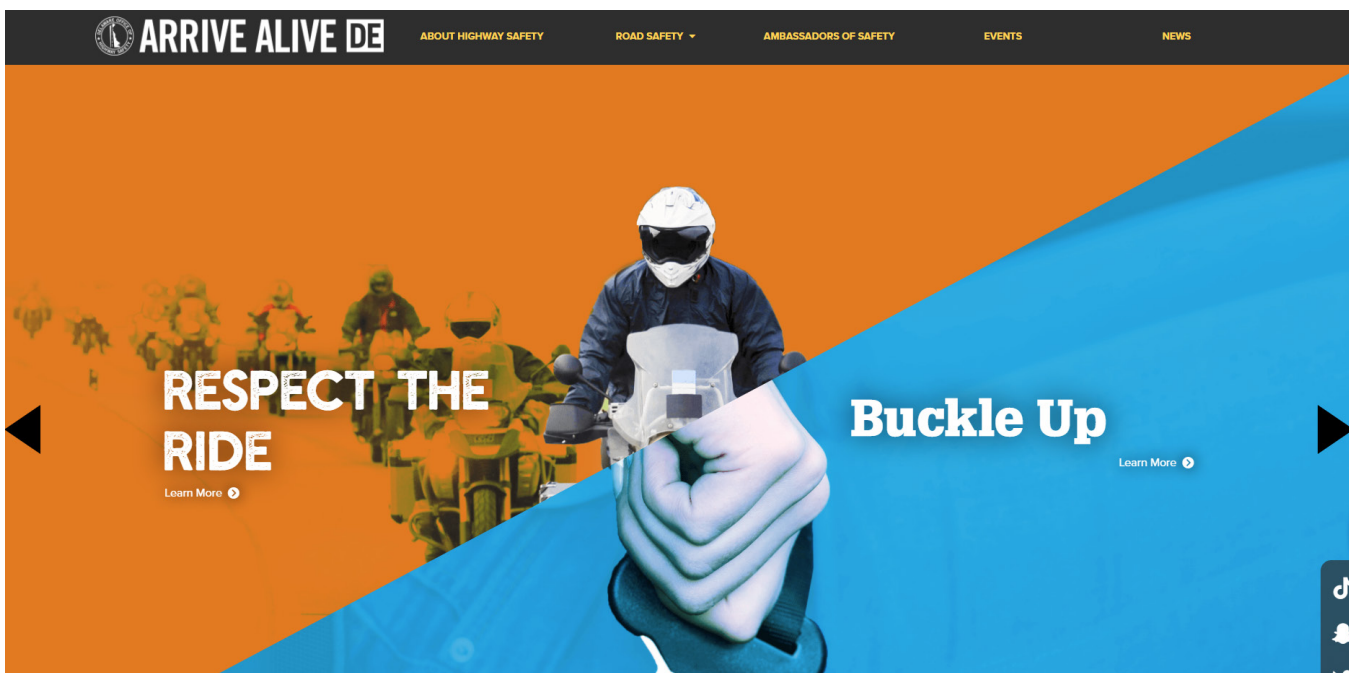
PROJECT: ARRIVEALIVEDE.COM WEBSITE

PRIMARY COUNTER MEASURE STRATEGY: COMMUNICATIONS CAMPAIGN

INTENDED SUBRECIPIENTS: OHS, DEARDORFF & ASSOCIATES, AND OTHERS

PLANNED ACTIVITY DESCRIPTION: THE ARRIVEALIVEDE.COM WEBSITE IS A COMPONENT OF OHS'S PAID MEDIA PROGRAM WHICH COVERS ALL HIGHWAY SAFETY PRIORITY AREAS. THE WEBSITE ENABLES OHS TO SHOWCASE VIDEOS AND PAID MEDIA COLLATERAL TO PROVIDE ENGAGEMENT TOOLS THAT ARE NOT AVAILABLE ON THE OFFICIAL STATE OF DELAWARE OHS WEBSITE. OHS PARTNERED WITH DEARDORFF ASSOCIATES TO TRANSITION THE WEBSITE FROM THE FORMER DESIGN TO THE REIMAGINED MODULAR CONTENT DISPLAY IN FY 2020. THE REDESIGNED WEBSITE CREATES A NEW ONLINE EXPERIENCE (MOBILE, TABLET, AND WEB) FOR OHS THAT PROVIDES A SINGLE PLATFORM FOR ALL THE AGENCY'S HIGHWAY SAFETY EFFORTS TO EXPAND THE CONVERSATION, BUILD AN ONLINE SAFETY COMMUNITY, AND CREATE SYNERGIES WITH SOCIAL MEDIA, ALL TO FURTHER COMPEL BEHAVIOR CHANGE. THE DYNAMIC WEBSITE PROVIDES A HIGHLY INTERACTIVE EXPERIENCE THAT MOVES BEYOND THE TRADITIONAL "ONE SIZE-FITS ALL" APPROACH TO DELIVERING AN EXPERIENCE BASED ON THE TARGET AUDIENCE'S SELF-IDENTIFIED USER ROLES AND THE RESOURCES THEY DESIRE MOST. THE ARRIVEALIVEDE.COM WEBSITE IS A CRITICAL COMPONENT OF THE OFFICE'S HIGHWAY SAFETY COMMUNICATIONS PROGRAM AND IS A COLLABORATIVE EFFORT BETWEEN THE OHS STAFF AND MULTIPLE MARKETING AGENCIES. IT IS DESIGNED TO BE A HIGHWAY SAFETY TOOL IN ADDITION TO PROVIDING VALUABLE RESOURCES AND GUIDANCE ON HIGHWAY SAFETY-RELATED BEHAVIORS IN DELAWARE. FUNDS WILL BE USED TO SUPPORT THE WEBSITE, EXAMPLES INCLUDE MAINTENANCE AND ENGINEERING COSTS.

PROJECT CODE	ESTIMATED FUNDING AMOUNT	FUNDING SOURCE	ELIGIBLE USE OF FUNDS	MATCH AMOUNT	LOCAL BENEFIT
OHWS22-01	\$85,800	FAST ACT NHTSA 402	COMMUNITY TRAFFIC SAFETY PROJECT (FAST)	\$21,450	\$0



PLANNED ACTIVITY

PROJECT: FY 2022 SAFE FAMILY HOLIDAY PAID MEDIA

PRIMARY COUNTER MEASURE STRATEGY: COMMUNICATIONS CAMPAIGN

INTENDED SUBRECIPIENTS: OHS, ALOYSIUS BUTLER & CLARK, DEARDORFF ASSOCIATES, AND OTHERS

PLANNED ACTIVITY DESCRIPTION: CRASH AND ARREST DATA DEMONSTRATE HIGHWAY SAFETY BEHAVIORAL ISSUES ACROSS EACH OF THE FOLLOWING PRIORITY AREAS DURING THE HOLIDAY SEASON: IMPAIRED DRIVING, OCCUPANT PROTECTION, DISTRACTED DRIVING, SPEED, AND PEDESTRIAN SAFETY. TO EDUCATE THE PUBLIC DURING THIS SEASON, OHS ACTIVATES NHTSA'S NATIONALLY RECOGNIZED SAFE FAMILY HOLIDAY CAMPAIGN ADDRESSING THESE PRIORITY AREAS FOR BOTH ENFORCEMENT AND EDUCATION. OHS WILL CONTRACT WITH OUR SELECTED PROFESSIONAL ADVERTISING AND OUTREACH FIRMS TO DEVELOP AND PLACE PERTINENT EDUCATIONAL MESSAGES. THE MEDIA CONTRACTORS WILL USE THE NHTSA TRAFFIC SAFETY CAMPAIGN RESOURCES IN COORDINATION WITH STATE-DEVELOPED PUBLIC EDUCATION MATERIALS. PAID TV AND RADIO ADVERTISEMENTS WILL BE RUN DURING THE NATIONAL MOBILIZATION USING EITHER NHTSA OR STATE-DEVELOPED ADVERTISING. THESE ADVERTISEMENTS WILL BE PLACED THROUGH OUR MEDIA CONTRACTOR(S). OHS WILL WORK WITH THE MEDIA CONTRACTOR(S) TO DETERMINE THE BEST MEANS TO REACH THE TARGET DEMOGRAPHICS.

IN ADDITION TO TRADITIONAL MEDIA BUYS, OHS WILL PRODUCE EARNED MEDIA THROUGH PRESS COVERAGE, DEPLOY COMMUNITY OUTREACH TEAMS TO TARGETED LOCATIONS BASED ON PRIORITY AREAS AND CRASH DATA, AND CONTINUE TO CAPITALIZE ON ITS SOCIAL MEDIA ORGANIC REACH THROUGH FACEBOOK, TWITTER, INSTAGRAM, AND SNAPCHAT TO REACH ITS LARGE FAN BASE WITH HIGHWAY SAFETY HOLIDAY MESSAGING. SOCIAL MEDIA POSTS WILL BE SHARED WITH DELAWARE STATE POLICE, DELDOT, DMV, AAA MID-ATLANTIC, AND OTHER PARTNERS TO CONTINUE BUILDING UPON THE RELATIONSHIPS BUILT THROUGHOUT FY 2021. FINALLY, THE OFFICE WILL CONTINUE TO FOSTER AND GROW THE 170-PLUS CORPORATE PARTNER PROGRAM TO FURTHER CIRCULATE THE HIGHWAY SAFETY MESSAGE TO THOUSANDS OF EMPLOYEES AND CLIENTELE.

PROJECT CODE	ESTIMATED FUNDING AMOUNT	FUNDING SOURCE	ELIGIBLE USE OF FUNDS	MATCH AMOUNT	LOCAL BENEFIT
SFAM22-01	\$104,608	FAST ACT NHTSA 402	COMMUNITY TRAFFIC SAFETY PROJECT (FAST)	\$26,152	\$104,608



PLANNED ACTIVITY

PROJECT: FY 2022 TEEN DRIVER PAID MEDIA

PRIMARY COUNTER MEASURE STRATEGY: COMMUNICATIONS CAMPAIGN

INTENDED SUBRECIPIENTS: OHS, ALOYSIUS BUTLER & CLARK, DEARDORFF & ASSOCIATES, AND OTHERS

PLANNED ACTIVITY DESCRIPTION: TO EDUCATE THE PUBLIC ON TEEN DRIVING SAFETY ISSUES IN FY 2022, THE DELAWARE OFFICE OF HIGHWAY SAFETY WILL CONTRACT WITH OUR SELECTED PROFESSIONAL ADVERTISING AND OUTREACH FIRMS TO DEVELOP AND PLACE PERTINENT EDUCATIONAL MESSAGES THROUGHOUT THE FISCAL YEAR WITH AN EMPHASIS ON TEEN DRIVER SAFETY WEEK IN OCTOBER 2021. THE MEDIA CONTRACTORS WILL USE SELECTED NHTSA TRAFFIC SAFETY CAMPAIGN RESOURCES IN COORDINATION WITH STATE-DEVELOPED PUBLIC EDUCATION MATERIALS. PAID TV AND RADIO ADVERTISEMENTS WILL BE RUN DURING TEEN DRIVER SAFETY WEEK USING EITHER NHTSA OR STATE-DEVELOPED ADVERTISING. THESE ADVERTISEMENTS WILL BE PLACED THROUGH OUR MEDIA CONTRACTOR(S). OHS WILL WORK WITH THE MEDIA CONTRACTOR(S) TO DETERMINE THE BEST MEANS TO REACH THE TARGET DEMOGRAPHICS. IN ADDITION TO TRADITIONAL MEDIA BUYS, OHS WILL FUND OUTREACH EVENTS, BOTH OF WHICH ARE A KEY COMPONENT TO MAINTAINING THE HIGH VISIBILITY MODEL.

OHS WILL CONTINUE TO AMPLIFY ITS SOCIAL MEDIA ORGANIC REACH THROUGH FACEBOOK, TWITTER, INSTAGRAM, AND SNAPCHAT, TIKTOK, SPOTIFY, AND OTHER PLATFORMS WHERE APPROPRIATE. SOCIAL MEDIA POSTS WILL BE SHARED WITH DELAWARE STATE POLICE, DELDOT, DMV, AAA MID-ATLANTIC, AND OTHER PARTNERS TO CONTINUE BUILDING UPON THE RELATIONSHIPS BUILT THROUGHOUT FY 2021. FINALLY, THE OFFICE WILL CONTINUE TO FOSTER AND GROW THE 170-PLUS CORPORATE PARTNER PROGRAM TO FURTHER CIRCULATE THE HIGHWAY SAFETY MESSAGE TO THOUSANDS OF EMPLOYEES AND CLIENTELE.

PROJECT CODE	ESTIMATED FUNDING AMOUNT	FUNDING SOURCE	ELIGIBLE USE OF FUNDS	MATCH AMOUNT	LOCAL BENEFIT
TEDR22-01	\$86,926.50	FAST ACT NHTSA 402	COMMUNITY TRAFFIC SAFETY PROJECT (FAST)	\$21,731.63	\$86,926.50

ARRIVE ALIVE DE ABOUT HIGHWAY SAFETY ROAD SAFETY AMBASSADORS OF SAFETY EVENTS NEWS

PROTECT TEEN DRIVERS

LEARNING TO DRIVE IS A FAMILY MATTER.

Working together, teen drivers and parents can help avoid fatal crashes.

KEEP TEENS SAFE. ARRIVE ALIVE DE

COUNTERMEASURE STRATEGY

HIGHWAY SAFETY STAFFING

PROJECT SAFETY IMPACTS

We expect a reduction in our overall fatalities and serious injury crashes based on the implementation of countermeasure strategies and projects identified through data analysis.

LINKAGE BETWEEN PROGRAM AREA

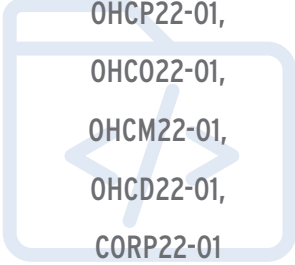

Based on data-driven program area problem identification, and identified countermeasure strategies, OHS selects the planned activities and partners to participate in each planned activity to reduce crashes and achieve performance targets related to each program area. Planned activities are funded based on the guidelines for each grant, and the availability of funds for the planned activities.

RATIONALE

The countermeasure strategy was selected from proven countermeasure strategies from Countermeasures that Work, Uniform Highway Safety Program Guidelines, and NHTSA guidance. The funding allocation is based on the number of funds needed to complete the planned activity based on previous projects completed, or estimated expenses related to the planned activity.



PLANNED ACTIVITIES IN THIS SECTION

PROJECT CODES	PROJECT NAMES
 <p>OHCP22-01, OHC022-01, OHCM22-01, OHCD22-01, CORP22-01</p>	 <p>FY 2022 SALARY/BENEFITS FOR STAFF</p>



PLANNED ACTIVITY

PROJECT: FY 2022 SALARY/BENEFITS FOR STAFF

PRIMARY COUNTER MEASURE STRATEGY: HIGHWAY SAFETY STAFFING

INTENDED SUBRECIPIENTS: OHS

PLANNED ACTIVITY DESCRIPTION: SALARIES AND BENEFITS WILL BE PROVIDED FOR STAFF MEMBERS OF OHS. THE FOLLOWING POSITIONS ARE FUNDED IN THIS PROJECT:

- DEPUTY DIRECTOR; RESPONSIBLE FOR MONITORING AND EVALUATION OF APPROVED HIGHWAY SAFETY PROJECTS, ADMINISTRATION, AND DISTRIBUTION OF FEDERAL FUNDS TO STATE, LOCAL, AND PRIVATE AGENCIES. DEPUTY DIRECTOR ALSO MANAGES TRAFFIC SAFETY PROGRAMS AS ASSIGNED
- MANAGEMENT ANALYST III (TWO POSITIONS); ACT AS PROGRAM MANAGER FOR VARIOUS TRAFFIC SAFETY PRIORITY PROGRAMS. THESE PROGRAMS INCLUDE BUT ARE NOT LIMITED TO; OCCUPANT PROTECTION, PEDESTRIAN SAFETY, SPEED, MOTORCYCLE SAFETY, DISTRACTED DRIVING, AND TEEN DRIVING.
- MARKETING SPECIALIST; MANAGES MEDIA RELATIONS CONTRACTS, AND AFFILIATED PAID/EARNED MEDIA FOR VARIOUS PROGRAMS.
- CORPORATE PARTNER OUTREACH COORDINATOR; MANAGES EFFORTS WITH VARIOUS CORPORATE PARTNERS THROUGHOUT DELAWARE.

***NOTE: THE OCCUPANT PROTECTION PROGRAM MANAGER POSITION IS FUNDED 50% FEDERALLY AND 50% BY THE STATE OF DELAWARE.**

PROJECT CODE	ESTIMATED FUNDING AMOUNT	FUNDING SOURCE	ELIGIBLE USE OF FUNDS	MATCH AMOUNT	LOCAL BENEFIT
OHCP22-01	\$79,000	FAST ACT NHTSA 402	COMMUNITY TRAFFIC SAFETY PROJECT (FAST)	\$19,750	\$0
OHC022-01	\$42,000	FAST ACT NHTSA 402	COMMUNITY TRAFFIC SAFETY PROJECT (FAST)	\$10,500	\$0
OHCM22-01	\$68,000	FAST ACT NHTSA 402	COMMUNITY TRAFFIC SAFETY PROJECT (FAST)	\$17,000	\$0
OHCD22-01	\$83,000	FAST ACT NHTSA 402	COMMUNITY TRAFFIC SAFETY PROJECT (FAST)	\$20,750	\$0
CORP22-01	\$26,000	FAST ACT NHTSA 402	COMMUNITY TRAFFIC SAFETY PROJECT (FAST)	\$6,500	\$0



PROGRAM AREA

DISTRACTED DRIVING

Distracted Driving is a complex issue to analyze though the use of crash data because it can be difficult to define, measure and observe. If an officer arrives at a crash, it may be up to the driver to self-report an incident involving distraction. In many cases, the driver will not admit to the usage of a cell phone because of the high fine associated with the violation. There may also be crashes that are strictly property damage, in which a report is not filed and would not be included in the data available. It is generally understood that cell phone-related crashes are severely underreported. Delaware has been collecting phone-related crash information since 2011. In 2011, 147 of all reportable crashes involved in hand-held cell phone use. In 2020, that number was 222. Delaware has a “hands-free” and “no-texting” cell phone law. OHS funds paid media efforts to promote the hands-free message and provides for targeted enforcement efforts of Delaware’s cell phone laws. In 2020, law enforcement made 7,475 cell phone arrests, as seen in the data chart on the following page.

Follow the road, not the feed.



DRIVING UNDER THE INFLUENCE

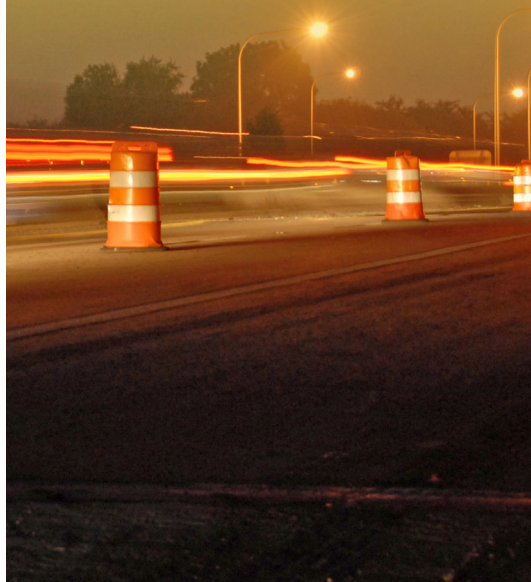
(OF THE DRIVE-THRU)

You don't drink and drive, so don't eat and drive.

Distracted driving is just as dangerous as drunk driving. Never drive distracted. Always keep your eyes on the road. It's that simple.



ArriveAliveDE.com/Be-Alert



REPORTABLE CRASHES INVOLVING CELL PHONES (2013-2020)

	2013	2014	2015	2016	2017	2018	2019	2020
Total Reportable Crashes	22,453	22,904	24,904	26,453	28,024	28,814	29,101	24,156
Total Cell Phone Involved	147	166	150	212	223	197	209	222
Percentage of Total	1%	1%	1%	0.80%	0.79%	0.68%	0.72%	0.91%

ASSOCIATED PERFORMANCE MEASURES

FISCAL YEAR	PERFORMANCE MEASURE NAME	TARGET END YEAR	TARGET PERIOD	TARGET VALUE
2022	Distracted Driving Serious Injuries/Fatalities	2022	5 Years	43.2

COUNTERMEASURE STRATEGIES IN PROGRAM AREA

- High Visibility Cellphone/Text Messaging Enforcement
- Distracted Driving Paid Media and Outreach

COUNTERMEASURE STRATEGY

HIGH VISIBILITY CELLPHONE/TEXT MESSAGING ENFORCEMENT

PROJECT SAFETY IMPACTS

We expect a reduction in our overall fatalities and serious injury crashes based on the implementation of countermeasure strategies and projects identified through data analysis.

LINKAGE BETWEEN PROGRAM AREA

Based on data-driven program area problem identification, and identified countermeasure strategies, OHS selects the planned activities and partners to participate in each planned activity to reduce crashes and achieve performance targets related to each program area. Planned activities are funded based on the guidelines for each grant, and the availability of funds for the planned activities.

RATIONALE

The countermeasure strategy was selected from proven countermeasure strategies from Countermeasures that Work, Uniform Highway Safety Program Guidelines, and NHTSA guidance. The funding allocation is based on the amount of funds needed to complete the planned activity based on previous projects completed, or estimated expenses related to the planned activity.

PLANNED ACTIVITIES IN THIS SECTION

PROJECT CODES	PROJECT NAMES
OHDA22-01	APRIL DISTRACTED DRIVING ENFORCEMENT

PLANNED ACTIVITY

PROJECT: APRIL DISTRACTED DRIVING ENFORCEMENT					
PRIMARY COUNTER MEASURE STRATEGY: HIGH VISIBILITY CELLPHONE/TEXT MESSAGING ENFORCEMENT					
INTENDED SUBRECIPIENTS: VARIOUS LAW ENFORCEMENT AGENCIES					
PLANNED ACTIVITY DESCRIPTION: APRIL IS NATIONAL DISTRACTED DRIVING AWARENESS MONTH. THIS IS AN OPPORTUNITY TO INCREASE VISIBILITY OF THE DISTRACTED DRIVING ISSUE WITH ADDITIONAL ENFORCEMENTS. THIS WILL ALSO INCLUDE PARTICIPATION IN NHTSA'S CONNECT 2 DISCONNECT ENFORCEMENT. THIS IS THE ONLY DISTRACTED DRIVING SPECIFIC ENFORCEMENT PLANNED FOR THE YEAR. THE REMAINING MOBILIZATIONS (DISCUSSED IN POLICE TRAFFIC SERVICES) WILL BE A COMBINATION OF OCCUPANT PROTECTION AND DISTRACTED DRIVING. THE ENFORCEMENT WILL INCLUDE 38 POLICE AGENCIES SCHEDULED TO PARTICIPATE TO CONDUCT 202 PATROLS, BETWEEN 7 AM AND 8 PM.					
PROJECT CODE	ESTIMATED FUNDING AMOUNT	FUNDING SOURCE	ELIGIBLE USE OF FUNDS	MATCH AMOUNT	LOCAL BENEFIT
OHDA22-01	\$55,400	FAST ACT NHTSA 402	DISTRACTED DRIVING (FAST)	\$13,850	\$33,000

COUNTERMEASURE STRATEGY

DISTRACTED DRIVING PAID MEDIA AND OUTREACH

PROJECT SAFETY IMPACTS

We expect a reduction in our overall fatalities and serious injury crashes based on the implementation of countermeasure strategies and projects identified through data analysis.

LINKAGE BETWEEN PROGRAM AREA

Based on data-driven program area problem identification, and identified countermeasure strategies, OHS selects the planned activities and partners to participate in each planned activity to reduce crashes and achieve performance targets related to each program area. Planned activities are funded based on the guidelines for each grant, and the availability of funds for the planned activities.

RATIONALE

The countermeasure strategy was selected from proven countermeasure strategies from Countermeasures that Work, Uniform Highway Safety Program Guidelines, and NHTSA guidance. The funding allocation is based on the amount of funds needed to complete the planned activity based on previous projects completed, or estimated expenses related to the planned activity.

PLANNED ACTIVITIES IN THIS SECTION

PROJECT CODES	PROJECT NAMES
PMDD22-01	DISTRACTED DRIVING PAID MEDIA OUTREACH

PLANNED ACTIVITY

PROJECT: DISTRACTED DRIVING PAID MEDIA OUTREACH


PRIMARY COUNTER MEASURE STRATEGY: COMMUNICATION CAMPAIGN

INTENDED SUBRECIPIENTS: ALOYSIUS BUTLER & CLARK, DEARDORFF ASSOCIATES, AND OTHERS

PLANNED ACTIVITY DESCRIPTION: TO EDUCATE THE PUBLIC ON DISTRACTED DRIVING ISSUES IN FY 2022, THE DELAWARE OFFICE OF HIGHWAY SAFETY WILL CONTRACT WITH OUR SELECTED PROFESSIONAL ADVERTISING AND OUTREACH FIRMS TO DEVELOP AND PLACE PERTINENT EDUCATIONAL MESSAGES. THE MEDIA CONTRACTORS WILL USE THE NHTSA FY 2022 COMMUNICATIONS CALENDAR AND SELECTED NHTSA TRAFFIC SAFETY CAMPAIGN RESOURCES IN COORDINATION WITH STATE-DEVELOPED PUBLIC EDUCATION MATERIALS. PAID TV AND RADIO ADVERTISEMENTS WILL BE RUN DURING THE NATIONAL MOBILIZATIONS USING EITHER NHTSA OR STATE-DEVELOPED ADVERTISING. THESE ADVERTISEMENTS WILL BE PLACED THROUGH OUR MEDIA CONTRACTOR(S). OHS WILL WORK WITH THE MEDIA CONTRACTOR(S) TO DETERMINE THE BEST MEANS TO REACH THE TARGET DEMOGRAPHICS. DISTRACTED DRIVING MESSAGING WILL BE SPLIT INTO BOTH ITS PRIORITY AREA AND/OR COMBINED WITH OCCUPANT PROTECTION, THE LATTER OF WHICH WAS DONE PREVIOUSLY IN YEARS FY 2019, FY 2020, AND FY 2021.

OHS WILL PARTICIPATE IN NHTSA'S NATIONALLY RECOGNIZED ENFORCEMENT/CAMPAIGN OF NATIONAL DISTRACTED DRIVING MONTH IN APRIL 2022 INCLUDING MEDIA BUYS, SOCIAL MEDIA ENGAGEMENT, AND PRESS COVERAGE. IN ADDITION TO MAGNIFYING THE OFFICE'S SOCIAL MEDIA ORGANIC REACH THROUGH FACEBOOK, TWITTER, INSTAGRAM, AND SNAPCHAT, SOCIAL MEDIA POSTS WILL BE SHARED WITH DELAWARE STATE POLICE, DELDOT, DMV, AAA MID-ATLANTIC, AND OTHER PARTNERS TO CONTINUE BUILDING UPON THE RELATIONSHIPS BUILT THROUGHOUT FY 2021. FINALLY, THE OFFICE WILL CONTINUE TO FOSTER AND GROW THE 170-PLUS CORPORATE PARTNER PROGRAM TO FURTHER CIRCULATE HIGHWAY SAFETY MESSAGING TO THOUSANDS OF EMPLOYEES AND CLIENTELE.

PROJECT CODE	ESTIMATED FUNDING AMOUNT	FUNDING SOURCE	ELIGIBLE USE OF FUNDS	MATCH AMOUNT	LOCAL BENEFIT
PMDD22-01	\$21,002	FAST ACT NHTSA 402	DISTRACTED DRIVING (FAST)	\$5,250.50	\$21,002



Be Alert

LIFE IS FULL OF DISTRACTIONS. DRIVING SHOULDN'T BE.

Distracted driving is now the leading cause of all crashes. Let's keep our eyes and minds on the road.

BE ALERT. ARRIVE ALIVE DE



PROGRAM AREA
**IMPAIRED DRIVING
(DRUG AND
ALCOHOL)**



DESCRIPTION OF HIGHWAY SAFETY PROBLEMS

Based on analysis through DeIDOT's CARS, impaired-related fatalities accounted for 53 of 117 fatalities in 2020. This shows a continuing decreasing trend over the last ten years of lower involvement of alcohol in fatal crashes.



**BEFORE YOU TAKE
DRUGS AND DRIVE,**

**think about what you could
take from someone else.**

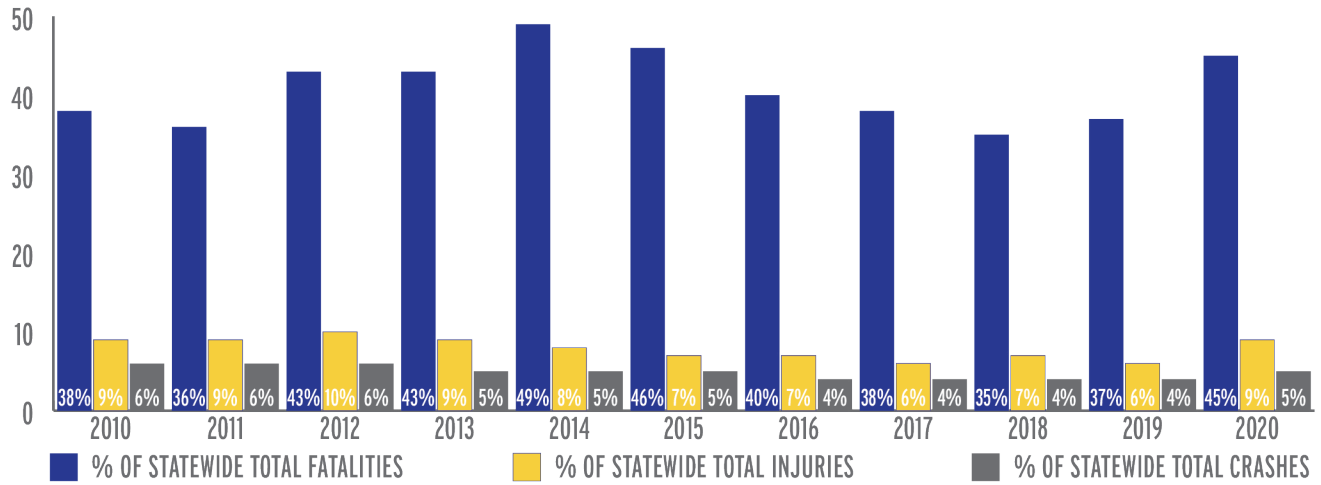
When you mix driving with certain prescriptions, you could lose a lot. And mixing different prescriptions can have side effects that put you and others in danger of injury or death. So do your research. Before you get behind the wheel, know what you've got in your system. People's lives depend on it.

ArriveAliveDE.com/Drive-Sober



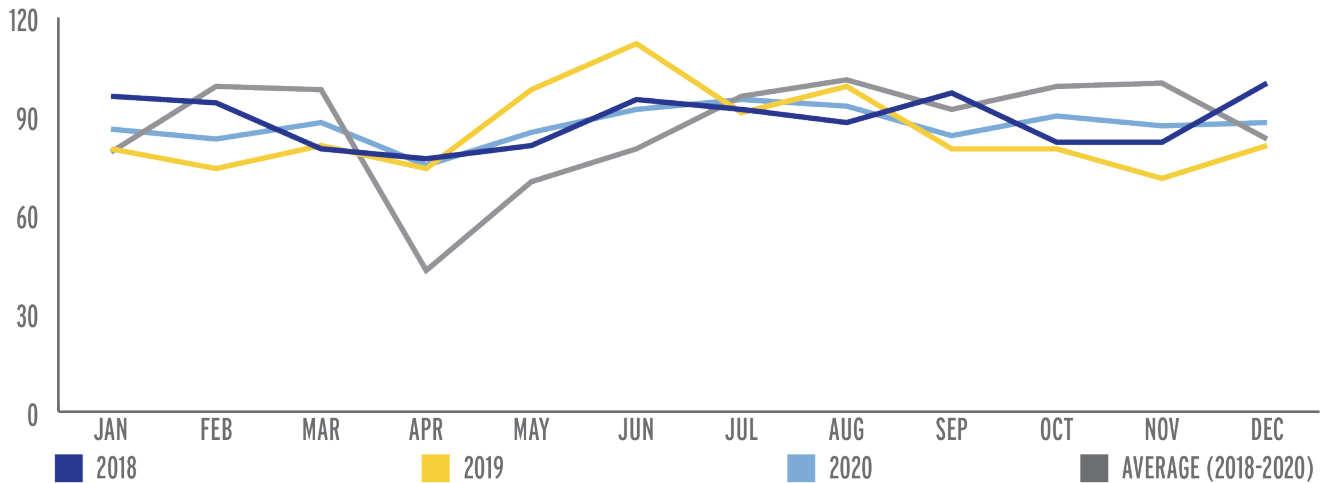
The data listed in the charts on the following page, between 2010 and 2020, is based on the Delaware State Police Annual Traffic Statistics Reports and CARS. The chart below provides a ten-year summary of fatalities, injuries, and total crashes attributed to alcohol-related crashes. This information was provided by Delaware State Police. Based on this information, the average number of fatalities is 46, which equates to 40% of all fatal crashes.

10 YEAR REVIEW OF IMPAIRED RELATED CRASHES

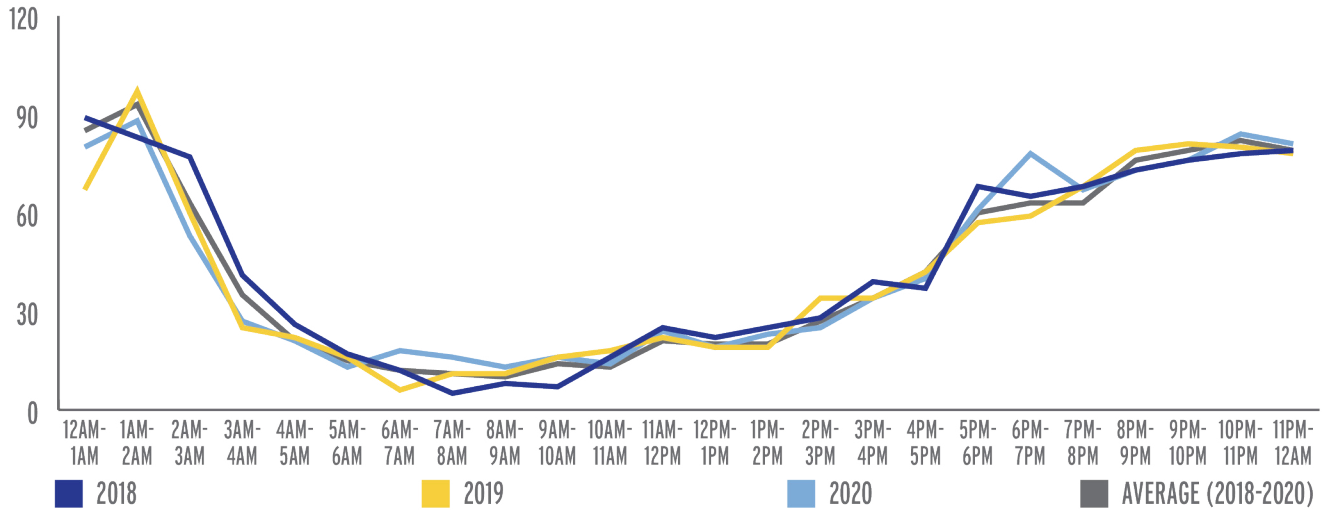


A review of impaired driving crash data from the last 5 years shows June - August are the highest months for crashes, although crashes tend to be evenly distributed across all months. 58% of impaired crashes occur on Friday, Saturday, or Sunday. 54% of the crashes occur between 8 PM-3 AM. In 2020, the time period between 7 PM - 9 PM was higher than usual, likely due to COVID-19 restrictions.

IMPAIRED DRIVING RELATED CRASHES BY MONTH, STATEWIDE (2018-2020)



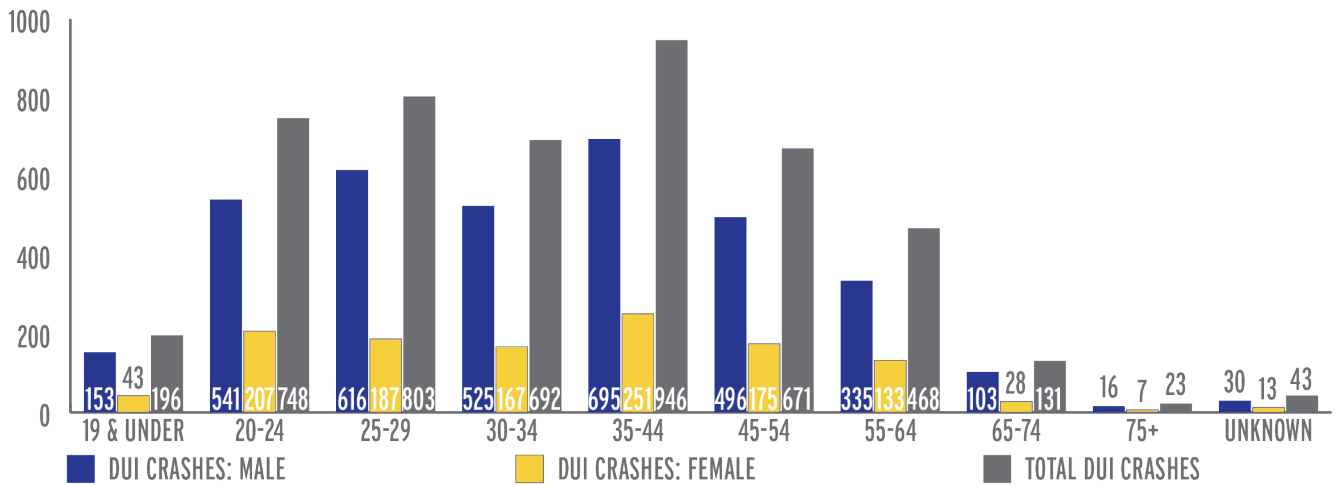
IMPAIRED DRIVING RELATED CRASHES BY HOUR, STATEWIDE (2018-2020)



It should also be noted that upticks in impaired crashes tend to start earlier in the day in Sussex County.

74% of the drivers in impaired driving crashes are male. Drivers aged 20-29, 35-44 are most associated with impaired driving-related crashes.

IMPAIRED DRIVING RELATED CRASHES BY AGE AND GENDER, STATEWIDE



Of Delaware's three counties, New Castle County had the most impaired-related crashes with 48%. Sussex County was lower with 31% of the impaired-related crashes. Kent County had 18%. Overall, ten-year trends show a consistent decrease in impaired-related crashes in New Castle and Kent Counties, while Sussex County has remained stagnant to slightly increasing.

Further crash analysis revealed that males are almost four times more likely to be killed and about one and a half times more likely to be injured in impaired driving crashes than females. Those aged 20-44 also represent 1.5 times as many impaired driving fatalities as other age groups. 3% of crashes have involved a driver age 19 or under. Delaware sees its highest DUI crash numbers at the weekday/time combinations of Sunday 12 AM-3 AM, Saturday 12 AM-3 AM, Friday 9 PM-12 AM, and Saturday 9 PM-12 AM.

IMPAIRED DRIVING RELATED CRASHES BY HOUR AND DAY OF THE WEEK

HOUR	12AM - 3AM	3AM - 6AM	6AM-9AM	9AM-12PM	12PM - 3PM	3PM - 6PM	6PM - 9PM	9PM - 12AM
SUNDAY	348	127	43	38	49	109	182	169
MONDAY	118	29	21	24	46	82	104	109
TUESDAY	81	22	9	30	38	79	117	135
WEDNESDAY	98	27	18	30	42	96	123	136
THURSDAY	113	34	23	34	47	79	115	149
FRIDAY	171	33	22	48	52	109	170	241
SATURDAY	286	87	33	40	64	131	205	268



ASSOCIATED PERFORMANCE MEASURES

FISCAL YEAR	PERFORMANCE MEASURE NAME	TARGET END YEAR	TARGET PERIOD	TARGET VALUE
2022	C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS)	2022	5 Years	30.1

COUNTERMEASURE STRATEGIES IN PROGRAM AREA

- **Anticipated Projects**
- **Communication Campaign**
- **Drug Recognition Expert Program**
- **DUI Enforcement Equipment**
- **DUI Courts**
- **High Visibility Enforcement**
- **Impaired Training/Travel**
- **Traffic Safety Resource Prosecutor Program**

COUNTERMEASURE STRATEGY

ANTICIPATED PROJECTS

PROJECT SAFETY IMPACTS

We expect a reduction in our overall fatalities and serious injury crashes based on the implementation of countermeasure strategies and projects identified through data analysis.

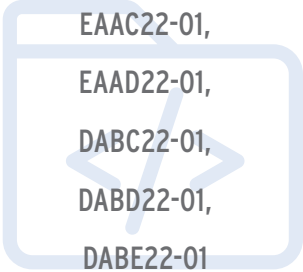

LINKAGE BETWEEN PROGRAM AREA

Based on data-driven program area problem identification, and identified countermeasure strategies, OHS selects the planned activities and partners to participate in each planned activity to reduce crashes and achieve performance targets related to each program area. Planned activities are funded based on the guidelines for each grant, and the availability of funds for the planned activities.

RATIONALE

The countermeasure strategy was selected from proven countermeasure strategies from Countermeasures that Work, Uniform Highway Safety Program Guidelines, and NHTSA guidance. The funding allocation is based on the number of funds needed to complete the planned activity based on previous projects completed, or estimated expenses related to the planned activity.

PLANNED ACTIVITIES IN THIS SECTION

PROJECT CODES	PROJECT NAMES
 <p>EAAC22-01, EAAD22-01, DABC22-01, DABD22-01, DABE22-01</p>	 <p>ANTICIPATED IMPAIRED DRIVING PROJECTS</p>

PLANNED ACTIVITY

PROJECT: ANTICIPATED IMPAIRED DRIVING PROJECTS					
PRIMARY COUNTER MEASURE STRATEGY: IMPAIRED DRIVING (DRUG AND ALCOHOL)					
INTENDED SUBRECIPIENTS: OHS, VARIOUS UNKNOWN SUB-RECIPIENTS					
PLANNED ACTIVITY DESCRIPTION: DUE TO THE NUMBER OF IMPAIRED DRIVING-RELATED PROJECT PROPOSAL FUNDING REQUESTS THAT ARE RECEIVED AND THE POTENTIAL FOR NEW PROJECTS THROUGHOUT THE FISCAL YEAR THAT OHS CANNOT PLAN FOR AT THIS TIME, ADDITIONAL FUNDING IS APPROPRIATED TO ENSURE CRITICAL IMPAIRED DRIVING PROJECTS HAVE THE OPPORTUNITY FOR IMPLEMENTATION. THESE FUNDS WILL BE ALLOCATED TO THOSE PROPOSALS THROUGH A DATA-DRIVEN REVIEW PROCESS AND WILL SUPPORT ADDITIONAL NEEDS THROUGH DELAWARE.					
PROJECT CODE	ESTIMATED FUNDING AMOUNT	FUNDING SOURCE	ELIGIBLE USE OF FUNDS	MATCH AMOUNT	LOCAL BENEFIT
EAAC22-01	\$385,566.26	FY21 FAST ACT 405D IMPAIRED DRIVING MID	405D IMPAIRED DRIVING MID (FAST)	N/A	\$0
EAAD22-01	\$1,140,566.26	FY22 FAST ACT 405D IMPAIRED DRIVING MID	405D IMPAIRED DRIVING MID (FAST)	N/A	\$0
DABC22-01	\$272,792.70	FY20 154 TRANSFER FUNDS - AL	154 ALCOHOL	\$68,198.18	N/A
DABD22-01	\$422,711	FY20 154 TRANSFER FUNDS - AL	154 ALCOHOL	\$105,677.75	N/A
DABE22-01	\$1,193,660	FY20 154 TRANSFER FUNDS - AL	154 ALCOHOL	\$298,415	N/A

COUNTERMEASURE STRATEGY

COMMUNICATION CAMPAIGN

PROJECT SAFETY IMPACTS

We expect a reduction in our overall fatalities and serious injury crashes based on the implementation of countermeasure strategies and projects identified through data analysis.

LINKAGE BETWEEN PROGRAM AREA

Based on data-driven program area problem identification, and identified countermeasure strategies, OHS selects the planned activities and partners to participate in each planned activity to reduce crashes and achieve performance targets related to each program area. Planned activities are funded based on the guidelines for each grant, and the availability of funds for the planned activities.

RATIONALE

The countermeasure strategy was selected from proven countermeasure strategies from Countermeasures that Work, Uniform Highway Safety Program Guidelines, and NHTSA guidance. The funding allocation is based on the number of funds needed to complete the planned activity based on previous projects completed, or estimated expenses related to the planned activity.

PLANNED ACTIVITIES IN THIS SECTION

PROJECT CODES	PROJECT NAMES
EAPM22-01, EAP022-01, DAPM22-01, DAPN22-01, DAPO22-01	DUI ALCOHOL PAID MEDIA
DRUA22-01, DRUB22-01	DUI DRUG PAID MEDIA



PLANNED ACTIVITY

PROJECT: DUI ALCOHOL PAID MEDIA

PRIMARY COUNTER MEASURE STRATEGY: COMMUNICATION CAMPAIGN

INTENDED SUBRECIPIENTS: OHS, ALOYSIUS BUTLER & CLARK, DEARDORFF ASSOCIATES, AND OTHERS

PLANNED ACTIVITY DESCRIPTION: TO EDUCATE THE PUBLIC ON IMPAIRED DRIVING ISSUES IN FY 2022, THE DELAWARE OFFICE OF HIGHWAY SAFETY WILL FUND PAID MEDIA AND OUTREACH OPPORTUNITIES TO COINCIDE WITH THE TWELVE PLANNED IMPAIRED DRIVING ENFORCEMENT MOBILIZATIONS, INCLUDING NHTSA'S NATIONALLY RECOGNIZED MOBILIZATION ENFORCEMENT/CAMPAIGNS OF SAFE FAMILY HOLIDAY AND DRIVE SOBER OR GET PULLED OVER. OHS WILL CONTRACT WITH OUR SELECTED PROFESSIONAL ADVERTISING AND OUTREACH FIRMS TO DEVELOP AND PLACE PERTINENT EDUCATIONAL MESSAGES. PAID TV AND RADIO ADVERTISEMENTS WILL BE RUN DURING THE NATIONAL MOBILIZATIONS USING EITHER NHTSA OR STATE-DEVELOPED ADVERTISING. THESE ADVERTISEMENTS WILL BE PLACED THROUGH OUR MEDIA CONTRACTOR(S). OHS WILL WORK WITH THE MEDIA CONTRACTOR(S) TO DETERMINE THE BEST MEANS TO REACH THE TARGET DEMOGRAPHICS. OHS WILL PURSUE AMPLE EARNED MEDIA OPPORTUNITIES FOR THE FIVE SCHEDULED IMPAIRED DRIVING CHECKPOINTS AS WELL AS HALLOWEEN, SAFE FAMILY HOLIDAY, SUPER BOWL, ST. PATRICK'S DAY, JUNE, SUMMER, AND DRIVE SOBER OR GET PULLED OVER DUI PATROLS.

OHS WILL CONTINUE BUILDING ITS SOCIAL MEDIA ORGANIC REACH THROUGH FACEBOOK, TWITTER, INSTAGRAM, AND SNAPCHAT. SOCIAL MEDIA POSTS WILL BE SHARED WITH DELAWARE STATE POLICE, DELDOT, DMV, AAA MID-ATLANTIC, AND OTHER PARTNERS TO CONTINUE BUILDING UPON THE RELATIONSHIPS BUILT THROUGHOUT FY 2021. ALSO, OHS PLANS TO PARTNER WITH THE JOHN R. ELLIOTT HERO CAMPAIGN FOR DESIGNATED DRIVERS, A NON-PROFIT ORGANIZATION DEDICATED TO PREVENTING DRUNK DRIVING IN HONOR OF JOHN R. ELLIOTT WHO WAS KILLED BY A DRUNK DRIVER IN JULY 2000. FINALLY, THE OFFICE WILL CONTINUE TO FOSTER AND GROW THE 170-PLUS CORPORATE PARTNER PROGRAM TO FURTHER CIRCULATE THE HIGHWAY SAFETY MESSAGE TO THOUSANDS OF EMPLOYEES AND CLIENTELE.

PROJECT CODE	ESTIMATED FUNDING AMOUNT	FUNDING SOURCE	ELIGIBLE USE OF FUNDS	MATCH AMOUNT	LOCAL BENEFIT
EAPM22-01	\$150,000	FY19 FAST ACT 405D IMPAIRED DRIVING MID	405D IMPAIRED DRIVING MID (FAST)	N/A	\$150,000
EAP022-01	\$150,000	FY21 FAST ACT 405D IMPAIRED DRIVING MID	405D IMPAIRED DRIVING MID (FAST)	N/A	\$150,000
DAPM22-01	\$201,870.39	FY20 154 TRANSFER FUNDS - AL	154 ALCOHOL	\$50,467.60	N/A
DAPN22-01	\$164,368	FY20 154 TRANSFER FUNDS - AL	154 ALCOHOL	\$41,092	N/A
DAP022-01	\$150,000	FY20 154 TRANSFER FUNDS - AL	154 ALCOHOL	\$37,500	N/A

PLANNED ACTIVITY

PROJECT: DUI DRUG PAID MEDIA

PRIMARY COUNTER MEASURE STRATEGY: COMMUNICATION CAMPAIGN

INTENDED SUBRECIPIENTS: OHS, ALOYSIUS BUTLER & CLARK, DEARDORFF ASSOCIATES, AND OTHERS

PLANNED ACTIVITY DESCRIPTION: TO EDUCATE THE PUBLIC ON DRUG-IMPAIRED DRIVING ISSUES IN FY 2022, THE DELAWARE OFFICE OF HIGHWAY SAFETY WILL CONTRACT WITH OUR SELECTED PROFESSIONAL ADVERTISING AND OUTREACH FIRMS TO DEVELOP AND PLACE PERTINENT EDUCATIONAL MESSAGES CREATED DURING FY 2020 AND FY 2021. THE MEDIA CONTRACTORS WILL USE THE NHTSA FY 2022 COMMUNICATIONS CALENDAR AND SELECTED NHTSA TRAFFIC SAFETY CAMPAIGN RESOURCES IN COORDINATION WITH STATE-DEVELOPED PUBLIC EDUCATION MATERIALS. PAID TV AND RADIO ADVERTISEMENTS WILL BE RUN DURING DESIGNATED MOBILIZATIONS USING EITHER NHTSA OR STATE-DEVELOPED ADVERTISING. THESE ADVERTISEMENTS WILL BE PLACED THROUGH OUR MEDIA CONTRACTOR(S). OHS WILL WORK WITH THE MEDIA CONTRACTOR(S) TO DETERMINE THE BEST MEANS TO REACH THE TARGET DEMOGRAPHICS.

OHS PLANS ON MAGNIFYING ITS DRUG-IMPAIRED MESSAGING THROUGH THE OFFICE'S SOCIAL MEDIA ORGANIC REACH THROUGH FACEBOOK, TWITTER, INSTAGRAM, AND SNAPCHAT. SOCIAL MEDIA POSTS WILL BE SHARED WITH DELAWARE STATE POLICE, DELDOT, DMV, AAA MID-ATLANTIC, AND OTHER PARTNERS TO CONTINUE BUILDING UPON THE RELATIONSHIPS BUILT THROUGHOUT FY 2021. FINALLY, THE OFFICE WILL CONTINUE TO FOSTER AND GROW THE 170-PLUS CORPORATE PARTNER PROGRAM TO FURTHER CIRCULATE THE HIGHWAY SAFETY MESSAGE TO THOUSANDS OF EMPLOYEES AND CLIENTELE.

PROJECT CODE	ESTIMATED FUNDING AMOUNT	FUNDING SOURCE	ELIGIBLE USE OF FUNDS	MATCH AMOUNT	LOCAL BENEFIT
DRUA22-01	\$50,000	FY19 FAST ACT 405D IMPAIRED DRIVING MID	405D IMPAIRED DRIVING MID (FAST)	\$12,500	N/A
DRUB22-01	\$80,000	FY20 FAST ACT 405D IMPAIRED DRIVING MID	405D IMPAIRED DRIVING MID (FAST)	\$20,000	N/A



COUNTERMEASURE STRATEGY

DRUG RECOGNITION EXPERT PROGRAM

PROJECT SAFETY IMPACTS

We expect a reduction in our overall fatalities and serious injury crashes based on the implementation of countermeasure strategies and projects identified through data analysis.

LINKAGE BETWEEN PROGRAM AREA

Based on data-driven program area problem identification, and identified countermeasure strategies, OHS selects the planned activities and partners to participate in each planned activity to reduce crashes and achieve performance targets related to each program area. Planned activities are funded based on the guidelines for each grant, and the availability of funds for the planned activities.

RATIONALE

The countermeasure strategy was selected from proven countermeasure strategies from Countermeasures that Work, Uniform Highway Safety Program Guidelines, and NHTSA guidance. The funding allocation is based on the number of funds needed to complete the planned activity based on previous projects completed, or estimated expenses related to the planned activity.

PLANNED ACTIVITIES IN THIS SECTION

PROJECT CODES	PROJECT NAMES
ADAC22-01	DRUG RECOGNITION EXPERT PROGRAM

PLANNED ACTIVITY

PROJECT: DRUG RECOGNITION EXPERT PROGRAM					
PRIMARY COUNTER MEASURE STRATEGY: DRUG RECOGNITION EXPERT PROGRAM					
INTENDED SUBRECIPIENTS: OHS, VARIOUS LAW ENFORCEMENT AGENCIES, OTHER ASSOCIATED VENDORS					
PLANNED ACTIVITY DESCRIPTION: FUNDS WILL BE USED TO SUPPORT ALL ASPECTS OF THE DRUG RECOGNITION EXPERT (DRE) PROGRAM. DELAWARE CURRENTLY HAS 49 TRAINED AND CERTIFIED DRES. DELAWARE WILL PLAN TO HOST ANOTHER DRE CERTIFICATION COURSE IN FALL 2021, BUT THE DATES ARE CURRENTLY UNCERTAIN. FUNDS WILL BE USED TO PROVIDE TRAINING FOR NEW AND CURRENT DRES TO MAINTAIN AND GROW THEIR SKILLS AND REMAIN CERTIFIED. OHS WILL SUPPORT OVERTIME FOR DRE CALLOUTS TO CONDUCT EVALUATIONS, TRAVEL AND TRAINING COSTS, EQUIPMENT TO ASSIST WITH ENFORCEMENT EVALUATIONS, DRE TABLETS AND LICENSING FEES FOR THE DRE DATABASE, AND OTHER ADMINISTRATIVE COSTS.					
PROJECT CODE	ESTIMATED FUNDING AMOUNT	FUNDING SOURCE	ELIGIBLE USE OF FUNDS	MATCH AMOUNT	LOCAL BENEFIT
ADAC22-01	\$150,000	FY20 FAST ACT 405D IMPAIRED DRIVING MID	405D IMPAIRED DRIVING MID (FAST)	\$37,500	N/A

COUNTERMEASURE STRATEGY

DUI ENFORCEMENT

PROJECT SAFETY IMPACTS

We expect a reduction in our overall fatalities and serious injury crashes based on the implementation of countermeasure strategies and projects identified through data analysis.

LINKAGE BETWEEN PROGRAM AREA

Based on data-driven program area problem identification, and identified countermeasure strategies, OHS selects the planned activities and partners to participate in each planned activity to reduce crashes and achieve performance targets related to each program area. Planned activities are funded based on the guidelines for each grant, and the availability of funds for the planned activities.


RATIONALE

The countermeasure strategy was selected from proven countermeasure strategies from Countermeasures that Work, Uniform Highway Safety Program Guidelines, and NHTSA guidance. The funding allocation is based on the number of funds needed to complete the planned activity based on previous projects completed, or estimated expenses related to the planned activity



PLANNED ACTIVITIES IN THIS SECTION

PROJECT CODES	PROJECT NAMES
EAQB22-01, DAAC22-01	DUI ENFORCEMENT EQUIPMENT
ACAC22-11	COLUMBUS DAY WEEKEND CHECKPOINT
ACAC22-12	HALLOWEEN DUI PATROLS
ACAC22-13	THANKSGIVING WEEKEND CHECKPOINT
ACAC22-14	SAFE FAMILY HOLIDAY DUI PATROLS
ACAC22-15	SUPER BOWL DUI PATROLS
ACAC22-16, ACAD22-01	ST. PATRICK'S DAY DUI PATROLS
ACAD22-02	MEMORIAL DAY WEEKEND CHECKPOINT
ACAD22-03	JUNE DUI PATROLS
ACAD22-04	JULY 4 WEEKEND CHECKPOINT
ACAD22-05	SUMMER DUI PATROLS
ACAD22-06	DRIVE SOBER OR GET PULLED OVER
ACAD22-07	LABOR DAY WEEKEND CHECKPOINT



Drive Sober

IMPAIRED DRIVERS PUT EVERYONE AT RISK.

Make the smart choice and plan for a sober ride home – before the party begins.

DRIVE SOBER. ARRIVE ALIVE 

PLANNED ACTIVITY

PROJECT: DUI ENFORCEMENT EQUIPMENT					
PRIMARY COUNTER MEASURE STRATEGY: IMPAIRED DRIVING ENFORCEMENT (DRUG AND ALCOHOL)					
INTENDED SUBRECIPIENTS: OHS, VARIOUS LAW ENFORCEMENT AGENCIES, OTHER ASSOCIATED VENDORS					
PLANNED ACTIVITY DESCRIPTION: OHS ROUTINELY FUNDS REQUESTS FOR IMPAIRED DRIVING ENFORCEMENT EQUIPMENT. THIS INCLUDES PBTS, CYLINDERS FOR PBT CALIBRATIONS, BLOOD DRAW KITS, INTOXILYZERS, ETC. OHS BELIEVES IT IS IMPERATIVE TO ENSURE OFFICERS ARE PROPERLY EQUIPPED WITH ACCURATE EQUIPMENT. IN ADDITION, FOR OFFICER SAFETY REASONS, EQUIPMENT FOR SOBRIETY CHECKPOINTS IS ALSO PROVIDED REGULARLY. THIS INCLUDES SIGNS, CONES, LIGHTS, VESTS, ETC. EQUIPMENT FOR DSP CRIME LAB AND DIVISION OF FORENSIC SCIENCES LAB. IMPAIRED DRIVING ENFORCEMENT/CONVICTION MAY ALSO BE PURCHASED WITH THESE FUNDS. EQUIPMENT PURCHASES ARE USED TO SUPPORT OHS ENFORCEMENT INITIATIVES AND LINKED WITH AN OHS ENFORCEMENT PROJECT.					
PROJECT CODE	ESTIMATED FUNDING AMOUNT	FUNDING SOURCE	ELIGIBLE USE OF FUNDS	MATCH AMOUNT	LOCAL BENEFIT
EAQB22-01	\$80,000	FY20 FAST ACT 405D IMPAIRED DRIVING MID	405D IMPAIRED DRIVING MID (FAST)	\$20,000	N/A
DAAC22-01	\$139,250	154 TRANSFER FUNDS - AL	154 ALCOHOL	N/A	\$20,000

PLANNED ACTIVITY

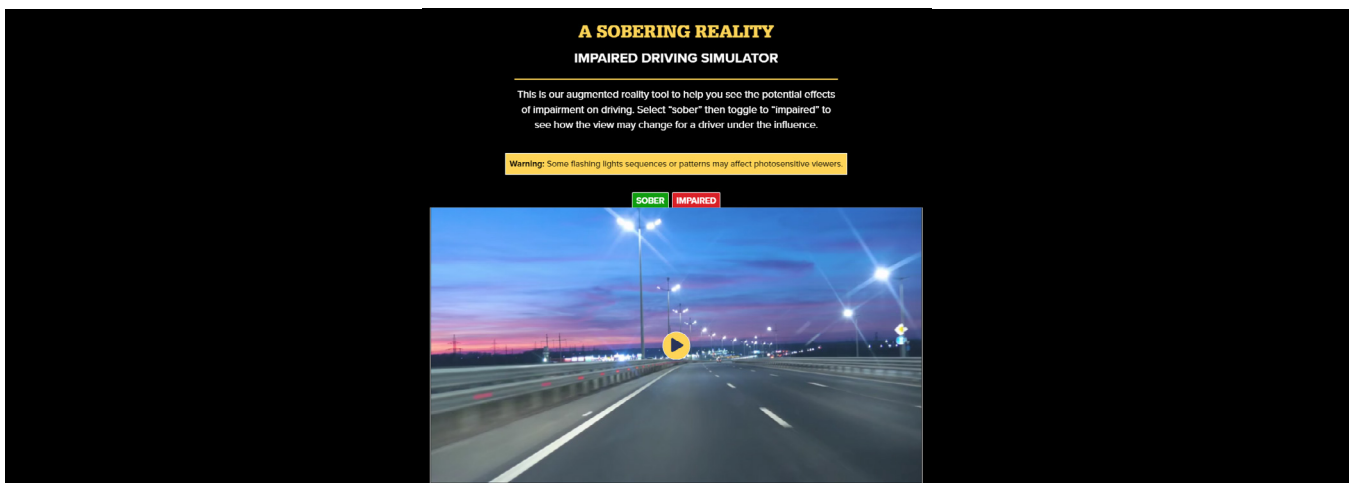
PROJECT: COLUMBUS DAY WEEKEND CHECKPOINT					
PRIMARY COUNTER MEASURE STRATEGY: IMPAIRED DRIVING ENFORCEMENT (DRUG AND ALCOHOL)					
INTENDED SUBRECIPIENTS: OHS, VARIOUS LAW ENFORCEMENT AGENCIES					
PLANNED ACTIVITY DESCRIPTION: AS PART OF THE REGIONAL CHECKPOINT STRIKEFORCE CAMPAIGN, THE COLUMBUS DAY WEEKEND CHECKPOINT IS SCHEDULED FOR OCTOBER 9, 2021. COLUMBUS DAY WEEKEND TRADITIONALLY RANKS HIGHLY FOR DUI CRASHES AND ARRESTS. OHS WILL PROVIDE FUNDING FOR LAW ENFORCEMENT TO COMBAT INCREASED IMPAIRED DRIVING DURING THIS TIME. ONE CHECKPOINT WILL BE SCHEDULED IN EACH COUNTY FROM 10 PM - 2 AM.					
PROJECT CODE	ESTIMATED FUNDING AMOUNT	FUNDING SOURCE	ELIGIBLE USE OF FUNDS	MATCH AMOUNT	LOCAL BENEFIT
ACAC22-11	\$30,500	154 TRANSFER FUNDS - AL	154 ALCOHOL	N/A	\$15,250

PLANNED ACTIVITY

PROJECT: HALLOWEEN DUI PATROLS					
PRIMARY COUNTER MEASURE STRATEGY: IMPAIRED DRIVING ENFORCEMENT (DRUG AND ALCOHOL)					
INTENDED SUBRECIPIENTS: OHS, VARIOUS LAW ENFORCEMENT AGENCIES					
PLANNED ACTIVITY DESCRIPTION: TO COMBAT INCREASES IN IMPAIRED DRIVING INCIDENTS AROUND HALLOWEEN, OHS WILL PROVIDE FUNDING TO LAW ENFORCEMENT STATEWIDE TO CONDUCT HIGH VISIBILITY DUI PATROLS FROM 10/29 - 10/31/2021. ENFORCEMENT WILL OCCUR WITH FOUR-HOUR BLOCKS BETWEEN 8 PM - 3 AM.					
PROJECT CODE	ESTIMATED FUNDING AMOUNT	FUNDING SOURCE	ELIGIBLE USE OF FUNDS	MATCH AMOUNT	LOCAL BENEFIT
ACAC22-12	\$30,260	154 TRANSFER FUNDS - AL	154 ALCOHOL	N/A	\$21,300

PLANNED ACTIVITY

PROJECT: THANKSGIVING WEEKEND CHECKPOINT					
PRIMARY COUNTER MEASURE STRATEGY: IMPAIRED DRIVING ENFORCEMENT (DRUG AND ALCOHOL)					
INTENDED SUBRECIPIENTS: OHS, VARIOUS LAW ENFORCEMENT AGENCIES					
PLANNED ACTIVITY DESCRIPTION: AS PART OF THE REGIONAL CHECKPOINT STRIKEFORCE CAMPAIGN, THE THANKSGIVING WEEKEND CHECKPOINT IS SCHEDULED FOR NOVEMBER 26, 2021. THANKSGIVING WEEKEND TRADITIONALLY RANKS HIGHLY FOR DUI CRASHES AND ARRESTS. OHS WILL PROVIDE FUNDING FOR LAW ENFORCEMENT TO COMBAT INCREASED IMPAIRED DRIVING DURING THIS TIME. ONE CHECKPOINT WILL BE SCHEDULED IN EACH COUNTY FROM 10 PM - 2 AM.					
PROJECT CODE	ESTIMATED FUNDING AMOUNT	FUNDING SOURCE	ELIGIBLE USE OF FUNDS	MATCH AMOUNT	LOCAL BENEFIT
ACAC22-13	\$30,500	FY20 154 TRANSFER FUNDS - AL	154 ALCOHOL	N/A	\$15,250



PLANNED ACTIVITY

PROJECT: SAFE FAMILY HOLIDAY DUI PATROLS					
PRIMARY COUNTER MEASURE STRATEGY: IMPAIRED DRIVING ENFORCEMENT (DRUG AND ALCOHOL)					
INTENDED SUBRECIPIENTS: OHS, VARIOUS LAW ENFORCEMENT AGENCIES					
PLANNED ACTIVITY DESCRIPTION: AS PART OF DELAWARE'S ANNUAL SAFE FAMILY HOLIDAY CAMPAIGN, OHS WILL PROVIDE FUNDING TO LAW ENFORCEMENT STATEWIDE TO CONDUCT HIGH VISIBILITY DUI PATROLS FROM 12/10 - 12/26/2021. ENFORCEMENT WILL OCCUR WITH FOUR-HOUR BLOCKS BETWEEN 8 PM - 3 AM.					
PROJECT CODE	ESTIMATED FUNDING AMOUNT	FUNDING SOURCE	ELIGIBLE USE OF FUNDS	MATCH AMOUNT	LOCAL BENEFIT
ACAC22-14	\$52,580	FY20 154 TRANSFER FUNDS - AL	154 ALCOHOL	N/A	\$39,140

PLANNED ACTIVITY

PROJECT: SUPER BOWL WEEKEND DUI PATROLS					
PRIMARY COUNTER MEASURE STRATEGY: IMPAIRED DRIVING ENFORCEMENT (DRUG AND ALCOHOL)					
INTENDED SUBRECIPIENTS: OHS, VARIOUS LAW ENFORCEMENT AGENCIES					
PLANNED ACTIVITY DESCRIPTION: TO COMBAT INCREASED INCIDENTS OF IMPAIRED DRIVING TIMED WITH THE SUPER BOWL, OHS WILL PROVIDE FUNDING TO LAW ENFORCEMENT STATEWIDE TO CONDUCT HIGH VISIBILITY DUI PATROLS FROM 2/11 - 2/13/2022. ENFORCEMENT WILL OCCUR WITH FOUR-HOUR BLOCKS BETWEEN 8 PM - 3 AM.					
PROJECT CODE	ESTIMATED FUNDING AMOUNT	FUNDING SOURCE	ELIGIBLE USE OF FUNDS	MATCH AMOUNT	LOCAL BENEFIT
ACAC22-15	\$23,720	FY20 154 TRANSFER FUNDS - AL	154 ALCOHOL	N/A	\$14,760



PLANNED ACTIVITY

PROJECT: ST. PATRICK'S DAY WEEKEND DUI PATROLS					
PRIMARY COUNTER MEASURE STRATEGY: IMPAIRED DRIVING ENFORCEMENT (DRUG AND ALCOHOL)					
INTENDED SUBRECIPIENTS: OHS, VARIOUS LAW ENFORCEMENT AGENCIES					
PLANNED ACTIVITY DESCRIPTION: TO COMBAT INCREASED INCIDENTS OF IMPAIRED DRIVING TIMED WITH ST. PATRICK'S DAY, OHS WILL PROVIDE FUNDING TO LAW ENFORCEMENT STATEWIDE TO CONDUCT HIGH VISIBILITY DUI PATROLS FROM 3/11 - 3/19/2022. ENFORCEMENT WILL OCCUR WITH FOUR-HOUR BLOCKS BETWEEN 8 PM - 3 AM.					
PROJECT CODE	ESTIMATED FUNDING AMOUNT	FUNDING SOURCE	ELIGIBLE USE OF FUNDS	MATCH AMOUNT	LOCAL BENEFIT
ACAC22-16	\$16,808	FY20 154 TRANSFER FUNDS - AL	154 ALCOHOL	N/A	\$16,808
ACAD22-01	\$14,792	FY21 154 TRANSFER FUNDS - AL	154 ALCOHOL	N/A	\$5,832

PLANNED ACTIVITY

PROJECT: MEMORIAL DAY WEEKEND CHECKPOINT					
PRIMARY COUNTER MEASURE STRATEGY: IMPAIRED DRIVING ENFORCEMENT (DRUG AND ALCOHOL)					
INTENDED SUBRECIPIENTS: OHS, VARIOUS LAW ENFORCEMENT AGENCIES					
PLANNED ACTIVITY DESCRIPTION: AS PART OF THE REGIONAL CHECKPOINT STRIKEFORCE CAMPAIGN, THE MEMORIAL DAY WEEKEND CHECKPOINT IS SCHEDULED FOR MAY 27, 2022. MEMORIAL DAY WEEKEND TRADITIONALLY RANKS HIGHLY FOR DUI CRASHES AND ARRESTS. OHS WILL PROVIDE FUNDING FOR LAW ENFORCEMENT TO COMBAT INCREASED IMPAIRED DRIVING DURING THIS TIME. ONE CHECKPOINT WILL BE SCHEDULED IN EACH COUNTY FROM 10 PM - 2 AM.					
PROJECT CODE	ESTIMATED FUNDING AMOUNT	FUNDING SOURCE	ELIGIBLE USE OF FUNDS	MATCH AMOUNT	LOCAL BENEFIT
ACAD22-02	\$30,500	FY21 154 TRANSFER FUNDS - AL	154 ALCOHOL	N/A	\$15,250

SIGN UP FOR DUI CHECKPOINT TEXT ALERTS

TO SIGN UP FOR TEXT ALERTS, ENTER YOUR MOBILE PHONE NUMBER (WITHOUT DASHES).

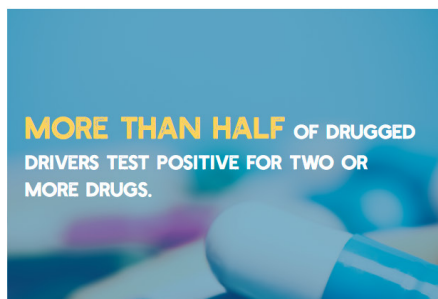
Standard text messaging rates apply. You can unsubscribe at any time.

PLANNED ACTIVITY

PROJECT: JUNE DUI PATROLS					
PRIMARY COUNTER MEASURE STRATEGY: IMPAIRED DRIVING ENFORCEMENT (DRUG AND ALCOHOL)					
INTENDED SUBRECIPIENTS: OHS, VARIOUS LAW ENFORCEMENT AGENCIES					
PLANNED ACTIVITY DESCRIPTION: OVER THE LAST FIVE YEARS, TRENDS WITH IMPAIRED DRIVING HAVE SHIFTED WITH THE SUMMER MONTHS BEING THE MOST COMMON. THIS COMBINED WITH INCREASED TOURISM INTO SUSSEX COUNTY HAS CAUSED INCREASING TRENDS IN IMPAIRED DRIVING CRASHES. TO COMBAT INCREASED INCIDENTS OF IMPAIRED DRIVING TIMED WITH THE SUMMER MONTHS, OHS WILL PROVIDE FUNDING TO LAW ENFORCEMENT STATEWIDE TO CONDUCT HIGH VISIBILITY DUI PATROLS FROM 6/3 - 6/25/2022. ENFORCEMENT WILL OCCUR WITH FOUR-HOUR BLOCKS BETWEEN 8 PM - 3 AM.					
PROJECT CODE	ESTIMATED FUNDING AMOUNT	FUNDING SOURCE	ELIGIBLE USE OF FUNDS	MATCH AMOUNT	LOCAL BENEFIT
ACAD22-03	\$44,800	FY21 154 TRANSFER FUNDS - AL	154 ALCOHOL	N/A	\$29,360

PLANNED ACTIVITY

PROJECT: JULY 4TH WEEKEND CHECKPOINT					
PRIMARY COUNTER MEASURE STRATEGY: IMPAIRED DRIVING ENFORCEMENT (DRUG AND ALCOHOL)					
INTENDED SUBRECIPIENTS: OHS, VARIOUS LAW ENFORCEMENT AGENCIES					
PLANNED ACTIVITY DESCRIPTION: AS PART OF THE REGIONAL CHECKPOINT STRIKEFORCE CAMPAIGN, THE MEMORIAL DAY WEEKEND CHECKPOINT IS SCHEDULED FOR JULY 1, 2022. JULY 4TH WEEKEND TRADITIONALLY RANKS HIGHLY FOR DUI CRASHES AND ARRESTS. OHS WILL PROVIDE FUNDING FOR LAW ENFORCEMENT TO COMBAT INCREASED IMPAIRED DRIVING DURING THIS TIME. ONE CHECKPOINT WILL BE SCHEDULED IN EACH COUNTY FROM 10 PM - 2 AM.					
PROJECT CODE	ESTIMATED FUNDING AMOUNT	FUNDING SOURCE	ELIGIBLE USE OF FUNDS	MATCH AMOUNT	LOCAL BENEFIT
ACAD22-04	\$30,500	FY21 154 TRANSFER FUNDS - AL	154 ALCOHOL	N/A	\$15,250



PLANNED ACTIVITY

PROJECT: SUMMER DUI PATROLS					
PRIMARY COUNTER MEASURE STRATEGY: IMPAIRED DRIVING ENFORCEMENT (DRUG AND ALCOHOL)					
INTENDED SUBRECIPIENTS: OHS, VARIOUS LAW ENFORCEMENT AGENCIES					
PLANNED ACTIVITY DESCRIPTION: OVER THE LAST FIVE YEARS, TRENDS WITH IMPAIRED DRIVING HAVE SHIFTED WITH THE SUMMER MONTHS BEING THE MOST COMMON. THIS COMBINED WITH INCREASED TOURISM INTO SUSSEX COUNTY HAS CAUSED INCREASING TRENDS IN IMPAIRED DRIVING CRASHES. TO COMBAT INCREASED INCIDENTS OF IMPAIRED DRIVING TIMED WITH THE SUMMER MONTHS, OHS WILL PROVIDE FUNDING TO LAW ENFORCEMENT STATEWIDE TO CONDUCT HIGH VISIBILITY DUI PATROLS FROM 7/15 - 8/6/2022. ENFORCEMENT WILL OCCUR WITH FOUR-HOUR BLOCKS BETWEEN 8 PM - 3 AM.					
PROJECT CODE	ESTIMATED FUNDING AMOUNT	FUNDING SOURCE	ELIGIBLE USE OF FUNDS	MATCH AMOUNT	LOCAL BENEFIT
ACAD22-05	\$34,460	FY21 154 TRANSFER FUNDS - AL	154 ALCOHOL	N/A	\$25,680

PLANNED ACTIVITY

PROJECT: DRIVE SOBER OR GET PULLED OVER PATROLS					
PRIMARY COUNTER MEASURE STRATEGY: IMPAIRED DRIVING ENFORCEMENT (DRUG AND ALCOHOL)					
INTENDED SUBRECIPIENTS: OHS, VARIOUS LAW ENFORCEMENT AGENCIES					
PLANNED ACTIVITY DESCRIPTION: IN FY 2022, DELAWARE WILL ONCE AGAIN PARTICIPATE IN THE NATIONAL DRIVE SOBER OR GET PULLED OVER CAMPAIGN. ADDITIONALLY, OVER THE LAST FIVE YEARS, TRENDS WITH IMPAIRED DRIVING HAVE SHIFTED WITH THE SUMMER MONTHS BEING THE MOST COMMON. THIS COMBINED WITH INCREASED TOURISM INTO SUSSEX COUNTY HAS CAUSED INCREASING TRENDS IN IMPAIRED DRIVING CRASHES. TO COMBAT INCREASED INCIDENTS OF IMPAIRED DRIVING TIMED WITH THE SUMMER MONTHS, OHS WILL PROVIDE FUNDING TO LAW ENFORCEMENT STATEWIDE TO CONDUCT HIGH VISIBILITY DUI PATROLS FROM 7/15 - 8/6/2022. ENFORCEMENT WILL OCCUR WITH FOUR-HOUR BLOCKS BETWEEN 8 PM - 3 AM.					
PROJECT CODE	ESTIMATED FUNDING AMOUNT	FUNDING SOURCE	ELIGIBLE USE OF FUNDS	MATCH AMOUNT	LOCAL BENEFIT
ACAD22-06	\$52,150	FY20 154 TRANSFER FUNDS - AL	154 ALCOHOL	N/A	\$38,680

PLANNED ACTIVITY

PROJECT: LABOR DAY WEEKEND CHECKPOINT					
PRIMARY COUNTER MEASURE STRATEGY: IMPAIRED DRIVING ENFORCEMENT (DRUG AND ALCOHOL)					
INTENDED SUBRECIPIENTS: OHS, VARIOUS LAW ENFORCEMENT AGENCIES					
PLANNED ACTIVITY DESCRIPTION: AS PART OF THE REGIONAL CHECKPOINT STRIKEFORCE AND IN COORDINATION WITH THE NATIONAL DRIVE SOBER OR GET PULLED OVER CAMPAIGN, THE LABOR DAY WEEKEND CHECKPOINT IS SCHEDULED FOR SEPTEMBER 3, 2022. LABOR DAY WEEKEND TRADITIONALLY RANKS HIGHLY FOR DUI CRASHES AND ARRESTS. OHS WILL PROVIDE FUNDING FOR LAW ENFORCEMENT TO COMBAT INCREASED IMPAIRED DRIVING DURING THIS TIME. ONE CHECKPOINT WILL BE SCHEDULED IN EACH COUNTY FROM 10 PM - 2 AM.					
PROJECT CODE	ESTIMATED FUNDING AMOUNT	FUNDING SOURCE	ELIGIBLE USE OF FUNDS	MATCH AMOUNT	LOCAL BENEFIT
ACAD22-07	\$30,500	FY21 154 TRANSFER FUNDS - AL	154 ALCOHOL	N/A	\$15,250

COUNTERMEASURE STRATEGY

IMPAIRED DRIVING TRAVEL/TRAINING

PROJECT SAFETY IMPACTS

We expect a reduction in our overall fatalities and serious injury crashes based on the implementation of countermeasure strategies and projects identified through data analysis.

LINKAGE BETWEEN PROGRAM AREA

Based on data-driven program area problem identification, and identified countermeasure strategies, OHS selects the planned activities and partners to participate in each planned activity to reduce crashes and achieve performance targets related to each program area. Planned activities are funded based on the guidelines for each grant, and the availability of funds for the planned activities.

RATIONALE

The countermeasure strategy was selected from proven countermeasure strategies from Countermeasures that Work, Uniform Highway Safety Program Guidelines, and NHTSA guidance. The funding allocation is based on the number of funds needed to complete the planned activity based on previous projects completed, or estimated expenses related to the planned activity.

PLANNED ACTIVITIES IN THIS SECTION

PROJECT CODES	PROJECT NAMES
AATS22-01, EDAH22-01	IMPAIRED DRIVING TRAVEL/TRAINING

PLANNED ACTIVITY

PROJECT: IMPAIRED DRIVING TRAVEL/TRAINING					
PRIMARY COUNTER MEASURE STRATEGY: IMPAIRED DRIVING ENFORCEMENT (DRUG AND ALCOHOL)					
INTENDED SUBRECIPIENTS: OHS, VARIOUS LAW ENFORCEMENT AGENCIES, OTHER ASSOCIATED VENDORS					
PLANNED ACTIVITY DESCRIPTION: FUNDS ARE SET ASIDE TO ALLOW OHS TO SUPPORT IMPAIRED DRIVING TRAINING AND TRAVEL, SUCH AS BREATH AND BLOOD ALCOHOL TESTING COURSES FOR THE STATE CRIME LAB, SFST AND SFST REFRESHER, ARIDE, AND OTHER IMPAIRED DRIVING TRAINING/CONFERENCES FOR LAW ENFORCEMENT, THE JUDICIARY, AND PROSECUTORS. FUNDS ALSO SUPPORT TRAINING MATERIALS USED FOR IMPAIRED DRIVING TRAINING COURSES.					
PROJECT CODE	ESTIMATED FUNDING AMOUNT	FUNDING SOURCE	ELIGIBLE USE OF FUNDS	MATCH AMOUNT	LOCAL BENEFIT
EDAH22-01	\$40,000	FY20 FAST ACT 405D IMPAIRED DRIVING MID	405D IMPAIRED DRIVING MID (FAST)	\$10,000	N/A
AATS	\$20,000	FY20 154 TRANSFER FUNDS - AL	154 ALCOHOL	N/A	\$8,000

COUNTERMEASURE STRATEGY

TRAFFIC SAFETY RESOURCE PROSECUTOR

PROJECT SAFETY IMPACTS

We expect a reduction in our overall fatalities and serious injury crashes based on the implementation of countermeasure strategies and projects identified through data analysis.

LINKAGE BETWEEN PROGRAM AREA

Based on data-driven program area problem identification, and identified countermeasure strategies, OHS selects the planned activities and partners to participate in each planned activity to reduce crashes and achieve performance targets related to each program area. Planned activities are funded based on the guidelines for each grant, and the availability of funds for the planned activities.

RATIONALE

The countermeasure strategy was selected from proven countermeasure strategies from Countermeasures that Work, Uniform Highway Safety Program Guidelines, and NHTSA guidance. The funding allocation is based on the number of funds needed to complete the planned activity based on previous projects completed, or estimated expenses related to the planned activity.

PLANNED ACTIVITIES IN THIS SECTION

PROJECT CODES	PROJECT NAMES
TSRD22-01	TRAFFIC SAFETY RESOURCE PROSECUTOR PROGRAM

PLANNED ACTIVITY

PROJECT: TRAFFIC SAFETY RESOURCE PROSECUTOR PROGRAM					
PRIMARY COUNTER MEASURE STRATEGY: IMPAIRED DRIVING ENFORCEMENT (DRUG AND ALCOHOL)					
INTENDED SUBRECIPIENTS: OHS, DELAWARE DEPARTMENT OF JUSTICE					
PLANNED ACTIVITY DESCRIPTION: DELAWARE’S TSRP PROGRAM INCLUDES A LEADER TSRP WITHIN DELAWARE’S DEPARTMENT OF JUSTICE, TWO ADDITIONAL ATTORNEYS (TWO PART TIME POSITIONS) TO ASSIST WITH ISSUES IN KENT AND SUSSEX COUNTIES. FURTHERMORE, TWO PARALEGAL POSITIONS ASSIST WITH ALL THE TSRP RESPONSIBILITIES AND INITIATIVES. ONE OF THE PARALEGAL POSITIONS IS FULLTIME. THE TSRP PROGRAM IS RESPONSIBLE FOR STATEWIDE OVERSIGHT OF THE PROSECUTION OF VEHICULAR CRIMES, IMPAIRED DRIVING PROSECUTION, DUI COURT, REVIEW OF POTENTIAL NEW LEGISLATION, REVIEW OF THE TRIAL AND APPELLATE DECISIONS, TRAINING FOR LAW ENFORCEMENT AND PROSECUTORS, AND ACTS AS A LIAISON BETWEEN OHS AND OTHER PARTNERS SUCH AS THE DIVISION OF FORENSIC SCIENCE, THE STATE POLICE CRIME LAB, THE JUDICIARY, AND OTHERS. FUNDING WILL SUPPORT THE TSRP POSITIONS THROUGH SALARY AND RELATED TRAVEL AND TRAINING COSTS.					
PROJECT CODE	ESTIMATED FUNDING AMOUNT	FUNDING SOURCE	ELIGIBLE USE OF FUNDS	MATCH AMOUNT	LOCAL BENEFIT
TSRD22-01	\$395,000	FY21 FAST ACT 405D IMPAIRED DRIVING MID	405D IMPAIRED DRIVING MID (FAST)	\$98,750	N/A



COUNTERMEASURE STRATEGY

DUI COURTS

PROJECT SAFETY IMPACTS

We expect a reduction in our overall fatalities and serious injury crashes based on the implementation of countermeasure strategies and projects identified through data analysis.

LINKAGE BETWEEN PROGRAM AREA

Based on data-driven program area problem identification, and identified countermeasure strategies, OHS selects the planned activities and partners to participate in each planned activity to reduce crashes and achieve performance targets related to each program area. Planned activities are funded based on the guidelines for each grant, and the availability of funds for the planned activities.

RATIONALE

The countermeasure strategy was selected from proven countermeasure strategies from Countermeasures that Work, Uniform Highway Safety Program Guidelines, and NHTSA guidance. The funding allocation is based on the number of funds needed to complete the planned activity based on previous projects completed, or estimated expenses related to the planned activity.

PLANNED ACTIVITIES IN THIS SECTION

PROJECT CODES	PROJECT NAMES
ECAC22-01	DUI COURT - SUSSEX COUNTY
TADE22-01	DUI COURT - ALCOHOL MONITORING

PLANNED ACTIVITY

PROJECT: DUI COURT - SUSSEX COUNTY					
PRIMARY COUNTER MEASURE STRATEGY: DUI COURTS					
INTENDED SUBRECIPIENTS: OHS, DELAWARE ADMINISTRATIVE OFFICE OF THE COURTS					
PLANNED ACTIVITY DESCRIPTION: FUNDS WILL BE USED TO COVER THE COSTS OF SUSTAINING DELAWARE'S DUI COURTS. THE ORIGINAL PILOT DUI COURT WAS LOCATED ONLY IN NEW CASTLE COUNTY, EXPANDED INTO KENT COUNTY, AND RECENTLY INTO SUSSEX COUNTY. FUNDS WILL BE USED TO SUPPORT THE DUI COURT COORDINATOR POSITION IN SUSSEX COUNTY AND TRAINING FOR THE DUI COURT TEAMS SUCH AS THE NADCP CONFERENCE AND NHTSA/NCDC TRAINING. ADDITIONALLY, FUNDS WILL SUPPORT RANT ASSESSMENTS FOR ALL THREE COUNTIES.					
PROJECT CODE	ESTIMATED FUNDING AMOUNT	FUNDING SOURCE	ELIGIBLE USE OF FUNDS	MATCH AMOUNT	LOCAL BENEFIT
ECAC22-01	\$60,000	FY21 FAST ACT 405D IMPAIRED DRIVING MID	405D IMPAIRED DRIVING MID (FAST)	\$15,000	N/A

PLANNED ACTIVITY

PROJECT: DUI COURT - ALCOHOL MONITORING					
PRIMARY COUNTER MEASURE STRATEGY: DUI COURTS					
INTENDED SUBRECIPIENTS: OHS, DELAWARE ADMINISTRATIVE OFFICE OF THE COURTS					
PLANNED ACTIVITY DESCRIPTION: TO SUPPORT THE NEEDS OF THE DUI COURT PROGRAM, OHS WILL PROVIDE FUNDS FOR THE LICENSING AGREEMENTS FOR ALCOHOL MONITORING SERVICES TO CLOSELY MONITOR OFFENDERS WHILE ENROLLED IN THE PROGRAM. CLOSE MONITORING WITH IMMEDIATE CONSEQUENCES IS A KEY COMPONENT OF A SUCCESSFUL DUI COURT.					
PROJECT CODE	ESTIMATED FUNDING AMOUNT	FUNDING SOURCE	ELIGIBLE USE OF FUNDS	MATCH AMOUNT	LOCAL BENEFIT
TADE22-01	\$60,000	FY21 154 TRANSFER FUNDS - AL	154 ALCOHOL	N/A	\$0

Don't rely on the luck of the Irish to get you home safely.



The Delaware Office of Highway Safety has partnered with Lyft this St. Patrick's Day to give you a sober ride home. **Text SoberLift to 99000 to get a \$15 discount code.***

The SoberLift code, active from 8 p.m. on March 13, 2020, to 2 a.m. on March 18, 2020, is available STATEWIDE.

*The number of daily codes available will be limited. One code/use per Lyft account.




A SPECIAL THANKS TO OUR SPONSORS FOR HELPING US MAKE THIS HAPPEN:



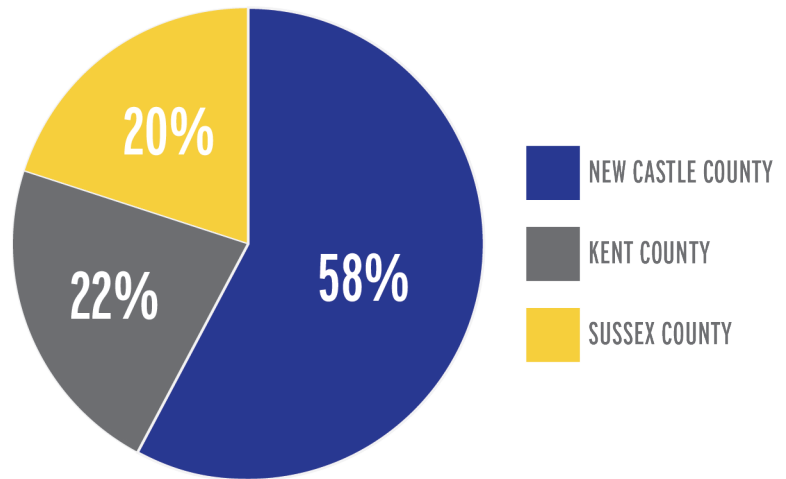


PROGRAM AREA MOTORCYCLE SAFETY

DESCRIPTION OF HIGHWAY SAFETY PROBLEMS

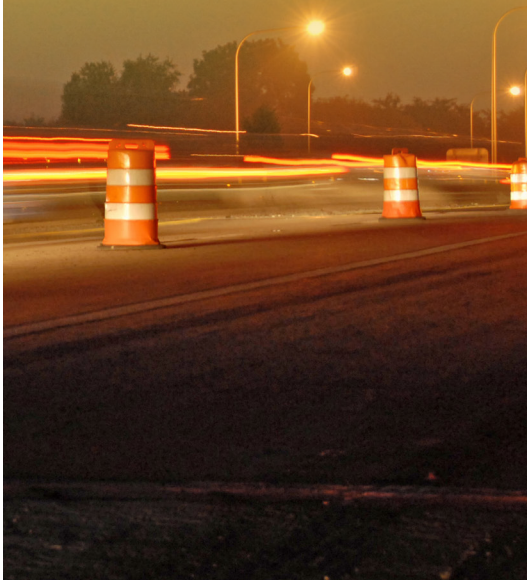
There were 14 motorcycle fatalities in 2020, and there was a total of 201 motorcycle crashes in 2020. Motorcycle fatalities accounted for 12% of all roadway fatalities in 2020. Of the 14 fatalities, eight were helmeted, two were unhelmeted and four were unknown. Multi-vehicle crashes were at 57%. Since 2016, injury crashes involved males ages 45-54, 20-24, and 55-64, as seen in the data chart on the following page.

COUNTY MOTORCYCLE-RELATED CRASHES SINCE 2016

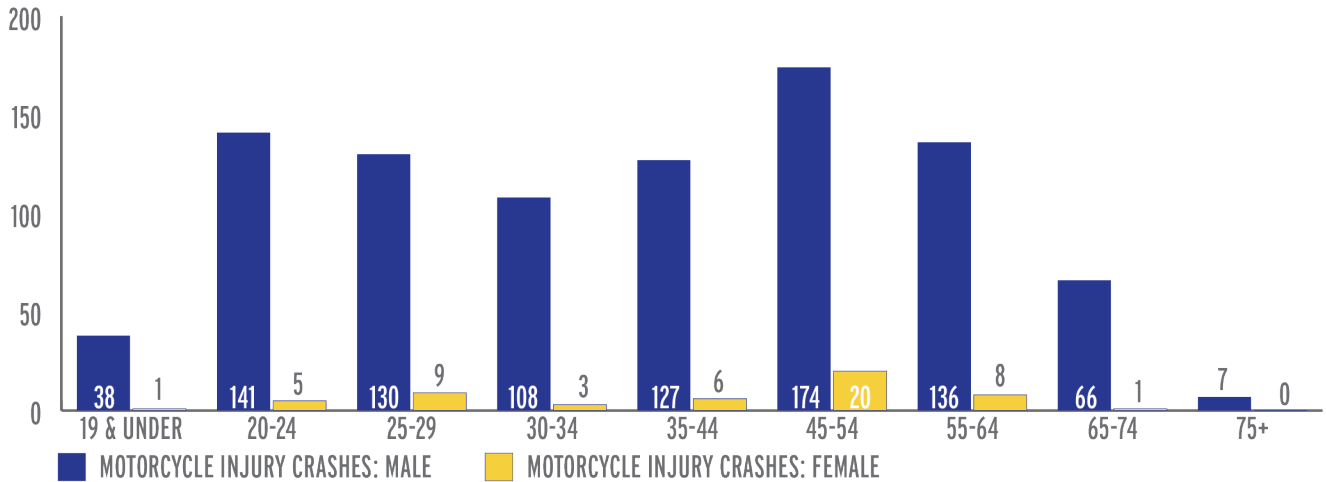


Delaware had 988 motorcycle crashes over the last 5 years, and 80% of crashes involved Delaware licensed drivers.

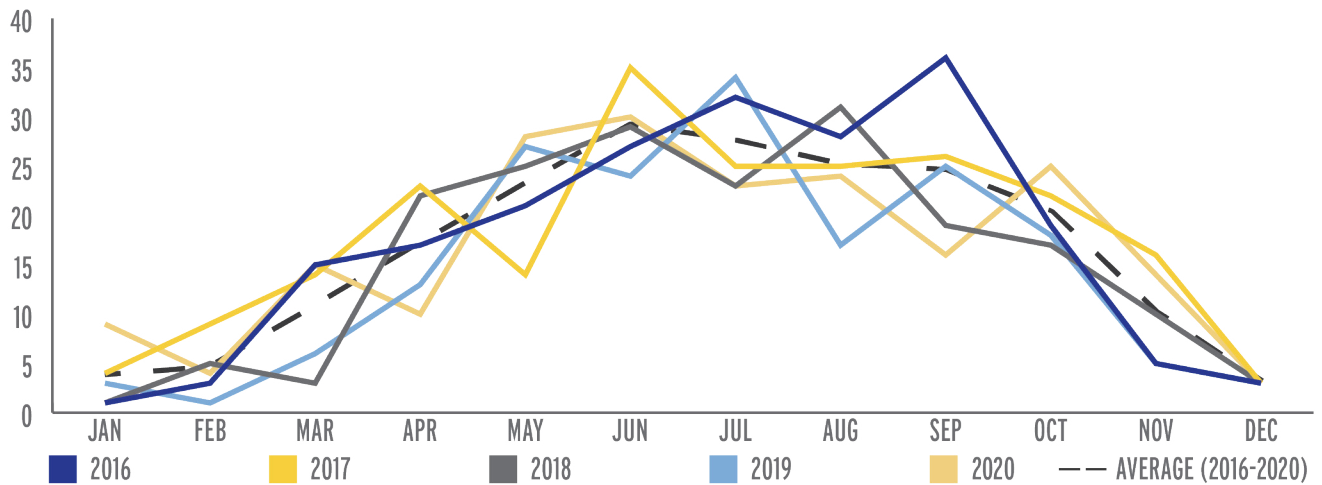
- 50% involved **Another Vehicle**
- 37.5% of crashes **Did Not** involve a **Contributing Factor** by the **Motorcyclist**
- 21.5% involved riders operating in an **Erratic, Reckless, Careless, Negligent, or Aggressive Manner**
- 8% were contributed to **Driver Impairment**



MOTORCYCLE INJURY RELATED CRASHES BY AGE AND GENDER, STATEWIDE TOTAL (2016-2020)

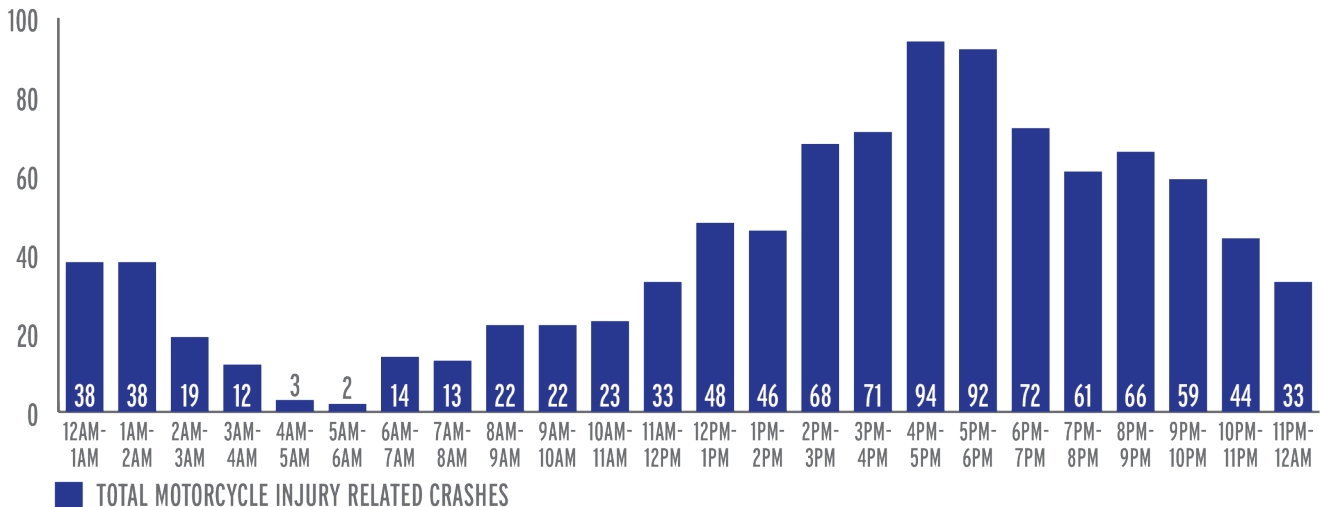


MOTORCYCLE INJURY RELATED CRASHES BY MONTH (2016-2020)



- The highest months for crashes were June, July, August, and September.

MOTORCYCLE INJURY RELATED CRASHES BY HOUR (2016-2020)



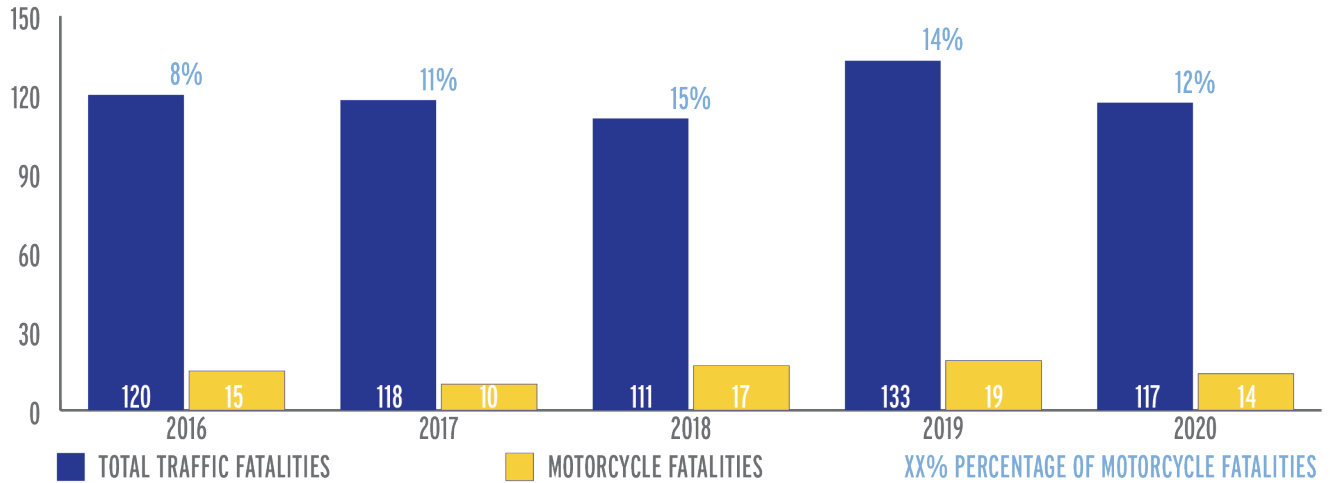
- Crashes peaked from 4 pm - 7 pm and occurred on Saturdays and Sundays.

MOTORCYCLE SAFETY

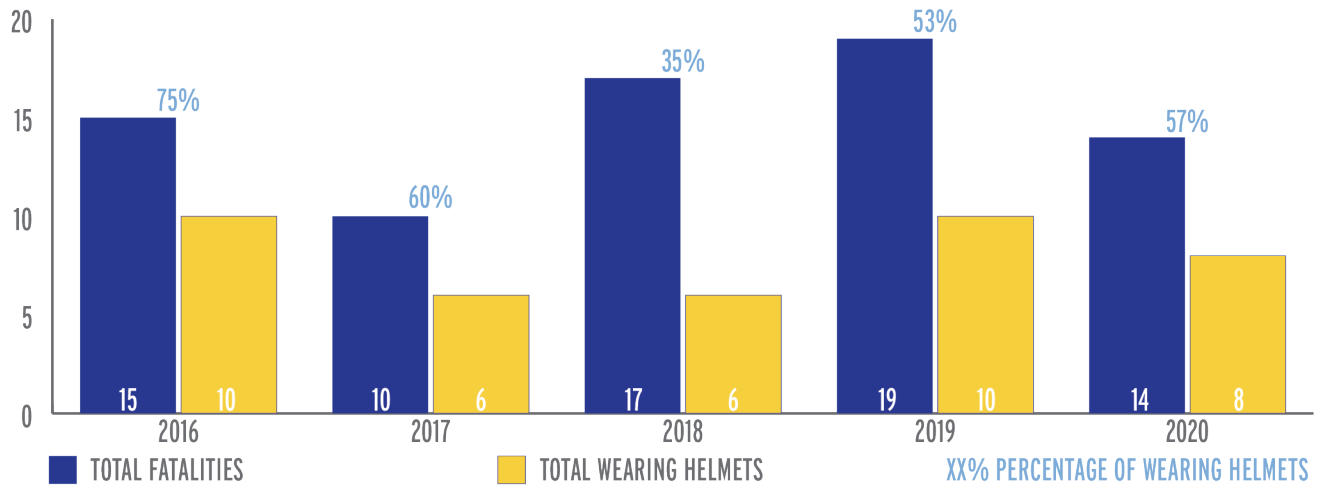
MOTORCYCLE TOTAL CRASHES BY DAY OF THE WEEK (2016-2020)

	2016	2017	2018	2019	2020	TOTAL (2016-2020)	5 YEAR PERCENTAGE	AVERAGE (2016-2020)
SUNDAY	39	35	20	32	37	163	16.5%	32.6
MONDAY	20	25	24	20	18	107	10.8%	21.4
TUESDAY	28	28	22	28	16	122	12.3%	24.4
WEDNESDAY	24	23	29	22	30	128	13.0%	25.6
THURSDAY	27	33	26	18	30	134	13.6%	26.8
FRIDAY	25	35	18	28	30	136	13.8%	27.2
SATURDAY	44	37	49	28	40	198	20.0%	39.6
TOTAL	207	216	188	176	201	988		197.6

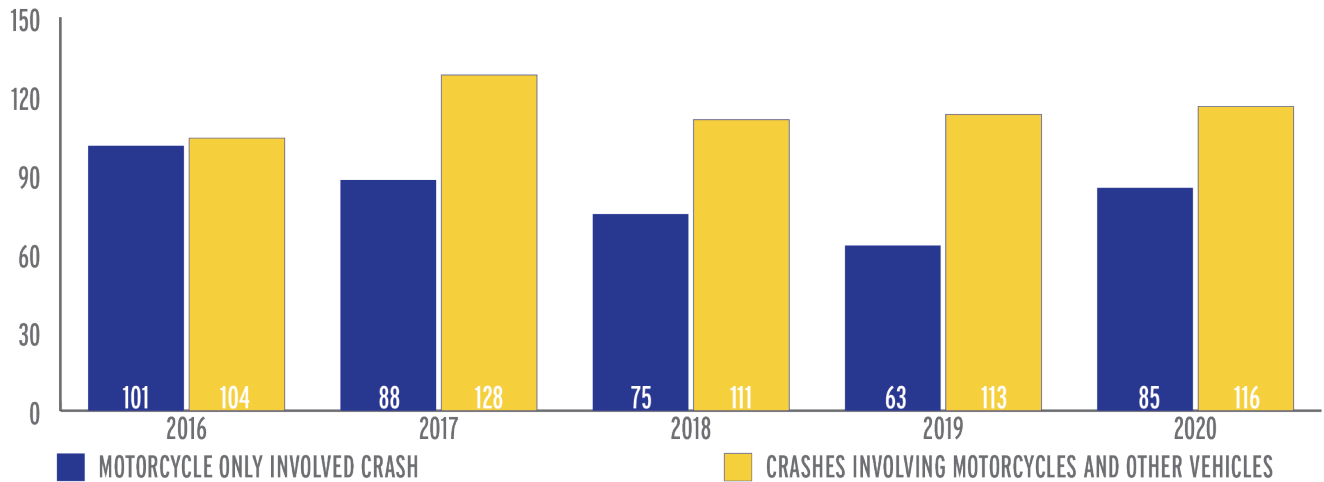
PERCENTAGE OF MOTORCYCLE FATALITIES



PERCENTAGE OF MOTORCYCLE FATALITIES WEARING HELMETS



NUMBER OF VEHICLES INVOLVED IN MOTORCYCLE CRASHES



ASSOCIATED PERFORMANCE MEASURES

FISCAL YEAR	PERFORMANCE MEASURE NAME	TARGET END YEAR	TARGET PERIOD	TARGET VALUE
2022	C-7) Number of motorcyclist fatalities (FARS)	2022	5 Years	14.2
2022	C-8) Number of unhelmeted motorcyclist fatalities (FARS)	2022	5 Years	5.6

COUNTERMEASURE STRATEGIES IN PROGRAM AREA

- High Visibility Enforcement
- Motorcycle Paid Media/Outreach

HOW TO GET YOUR MOTORCYCLE NOTICED

- WEAR COLORFUL PROTECTIVE GEAR.** Black may be badass, but it's harder to see.
- TAP YOUR BRAKES AT STOPLIGHTS OR STOP SIGNS.** You'll catch the eye of drivers coming up behind you with the pulsing red flash.
- ADD MORE LIGHTS, FRONT AND BACK.** This creates a brighter footprint for you and your bike.
- USE YOUR HORN WHEN NECESSARY.** It's the best way to quickly get attention.

HOW NOT TO GET YOUR MOTORCYCLE NOTICED

- AVOID LOUD PIPES.** The standard rationale, "They'll hear me coming," just doesn't stand up.
- CONSIDER WHERE THE SOUND GOES.** Your pipes are pointed backward, annoying the drivers behind you, instead of alerting the drivers you're approaching.
- SEE IT FROM THE DRIVER'S PERSPECTIVE.** Loud pipes are obnoxious and painful to listen to, and not the best way to make your presence known. That's what lights and horns are for.

COUNTERMEASURE STRATEGY

HIGH VISIBILITY ENFORCEMENT

PROJECT SAFETY IMPACTS

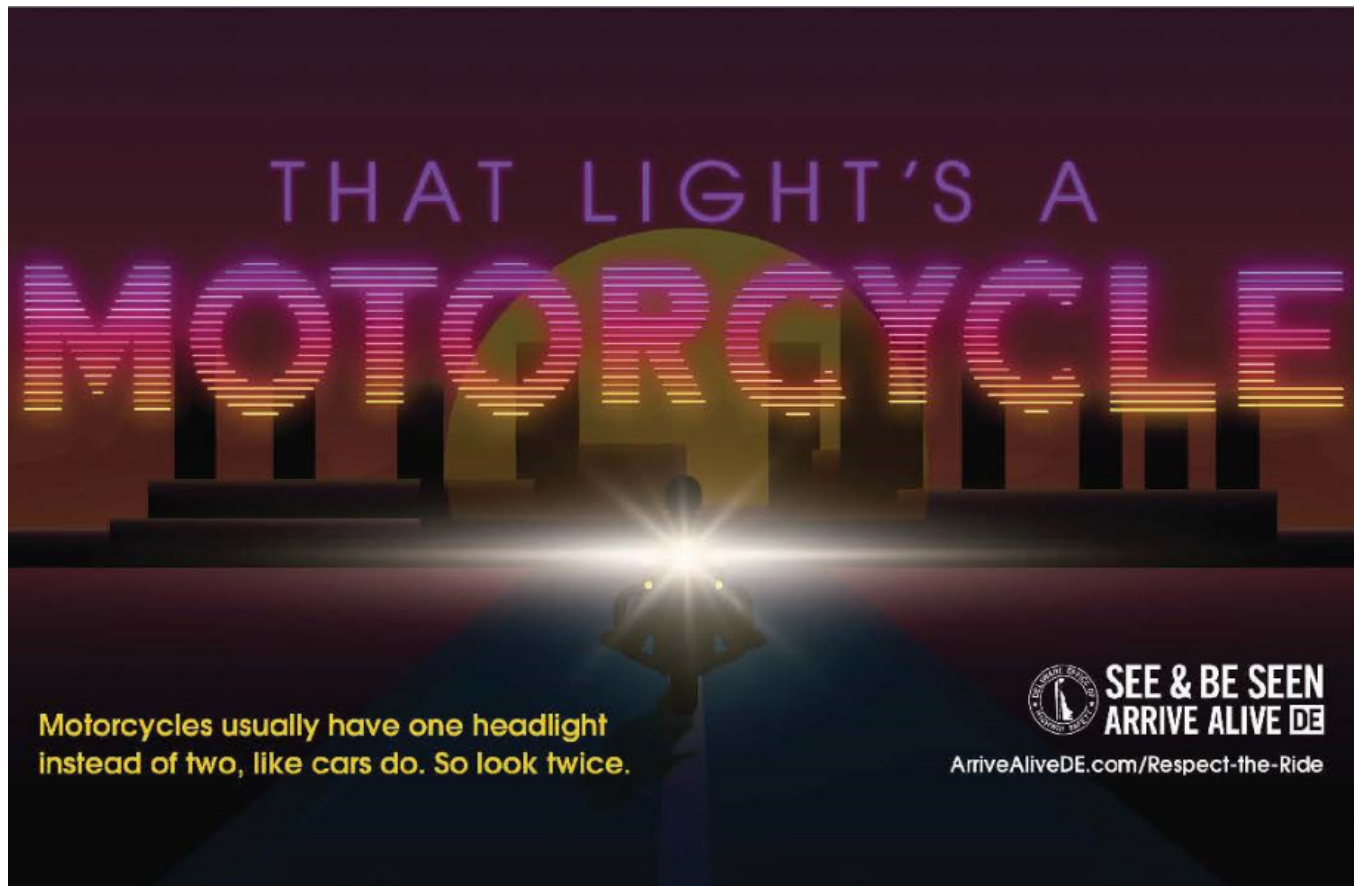
We expect a reduction in our overall fatalities and serious injury crashes based on the implementation of countermeasure strategies and projects identified through data analysis.

LINKAGE BETWEEN PROGRAM AREA

Based on data-driven program area problem identification, and identified countermeasure strategies, OHS selects the planned activities and partners to participate in each planned activity to reduce crashes and achieve performance targets related to each program area. Planned activities are funded based on the guidelines for each grant, and the availability of funds for the planned activities.

RATIONALE

The countermeasure strategy was selected from proven countermeasure strategies from Countermeasures that Work, Uniform Highway Safety Program Guidelines, and NHTSA guidance. The funding allocation is based on the number of funds needed to complete the planned activity based on previous projects completed, or estimated expenses related to the planned activity.



PLANNED ACTIVITIES IN THIS SECTION

PROJECT CODES	PROJECT NAMES
OHMB22-01	APRIL/MAY MOTORCYCLE ENFORCEMENT
OHMB22-02	DELMARVA BIKE WEEK MOTORCYCLE ENFORCEMENT

PLANNED ACTIVITY

PROJECT: APRIL/MAY MOTORCYCLE ENFORCEMENT					
PRIMARY COUNTER MEASURE STRATEGY: HIGH VISIBILITY ENFORCEMENT					
INTENDED SUBRECIPIENTS: OHS, VARIOUS LAW ENFORCEMENT AGENCIES					
PLANNED ACTIVITY DESCRIPTION: OHS WILL FUND HIGH VISIBILITY ENFORCEMENT WITH DELAWARE STATE POLICE AND OTHER LOCAL LAW ENFORCEMENT AGENCIES DURING APRIL/MAY IN COOPERATION WITH NHSTA'S MOTORCYCLE AWARENESS MONTH. AN OBSERVED INCREASE OF RIDERS BEING ON DELAWARE ROADWAYS AS THE ACTIVE RIDING SEASON BEGINS IN LATE APRIL AND RESULTS IN INCREASES OF MOTORCYCLE FATALITIES. THE ENFORCEMENT WILL FOCUS ON RIDERS AND MOTORISTS WHO VIOLATE THE DELAWARE CODE REGARDING TRAFFIC SAFETY IN ALL THREE COUNTIES OF THE STATE. NO FUNDS WILL BE USED TO SUPPORT HELMET CHECKPOINTS.					
PROJECT CODE	ESTIMATED FUNDING AMOUNT	FUNDING SOURCE	ELIGIBLE USE OF FUNDS	MATCH AMOUNT	LOCAL BENEFIT
OHMB22-01	\$17,920	FY2022 FAST ACT NHTSA 402	MOTORCYCLE SAFETY (FAST)	\$4,480	\$11,760

PLANNED ACTIVITY

PROJECT: DELMARVA BIKE WEEK MOTORCYCLE ENFORCEMENT					
PRIMARY COUNTER MEASURE STRATEGY: HIGH VISIBILITY ENFORCEMENT					
INTENDED SUBRECIPIENTS: OHS, VARIOUS LAW ENFORCEMENT AGENCIES					
PLANNED ACTIVITY DESCRIPTION: OHS WILL PROVIDE FUNDING TO THE DELAWARE STATE POLICE AND OTHER LOCAL LAW ENFORCEMENT AGENCIES TO CONDUCT ENFORCEMENT REGARDING DELMARVA BIKE WEEK. THE ENFORCEMENT WILL FOCUS ON RIDERS AND MOTORISTS WHO VIOLATE THE DELAWARE CODE REGARDING TRAFFIC SAFETY. NO FUNDS WILL BE USED TO SUPPORT HELMET CHECKPOINTS. THIS ENFORCEMENT PERIOD COINCIDES WITH OCEAN CITY BIKE WEEK IN SEPTEMBER. DELAWARE WILL SEE A LARGE INCREASE IN THE NUMBER OF MOTORCYCLES DURING THIS WEEKEND.					
PROJECT CODE	ESTIMATED FUNDING AMOUNT	FUNDING SOURCE	ELIGIBLE USE OF FUNDS	MATCH AMOUNT	LOCAL BENEFIT
OHMB22-02	\$15,520	FY2022 FAST ACT NHTSA 402	MOTORCYCLE SAFETY (FAST)	\$3,880	\$9,360

COUNTERMEASURE STRATEGY

MOTORCYCLE PAID MEDIA/OUTREACH

PROJECT SAFETY IMPACTS

We expect a reduction in our overall fatalities and serious injury crashes based on the implementation of countermeasure strategies and projects identified through data analysis.

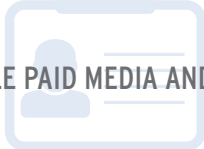
LINKAGE BETWEEN PROGRAM AREA

Based on data-driven program area problem identification, and identified countermeasure strategies, OHS selects the planned activities and partners to participate in each planned activity to reduce crashes and achieve performance targets related to each program area. Planned activities are funded based on the guidelines for each grant, and the availability of funds for the planned activities.

RATIONALE

The countermeasure strategy was selected from proven countermeasure strategies from Countermeasures that Work, Uniform Highway Safety Program Guidelines, and NHTSA guidance. The funding allocation is based on the number of funds needed to complete the planned activity based on previous projects completed, or estimated expenses related to the planned activity.

PLANNED ACTIVITIES IN THIS SECTION

PROJECT CODES	PROJECT NAMES
OHMM22-01, MCPD22-01, MCPE22-01	 MOTORCYCLE PAID MEDIA AND OUTREACH



PLANNED ACTIVITY

PROJECT: MOTORCYCLE PAID MEDIA AND OUTREACH

PRIMARY COUNTER MEASURE STRATEGY: COMMUNICATION CAMPAIGN

INTENDED SUBRECIPIENTS: OHS, ALOYSIUS BUTLER & CLARK, DEARDORFF ASSOCIATES, AND OTHERS

PLANNED ACTIVITY DESCRIPTION: TO EDUCATE THE PUBLIC ON MOTORCYCLE RIDER AND MOTORIST AWARENESS ISSUES IN FY 2022, THE DELAWARE OFFICE OF HIGHWAY SAFETY WILL CONTRACT WITH OUR SELECTED PROFESSIONAL ADVERTISING AND OUTREACH FIRMS TO DEVELOP AND PLACE PERTINENT EDUCATIONAL MESSAGES. THE MARKETING SPECIALIST II/PIO WILL WORK WITH THE MEDIA CONTRACTOR(S) TO DESIGNATE THE CAMPAIGNS COINCIDING WITH STATEWIDE MOBILIZATIONS AND DETERMINE THE BEST MEANS TO REACH THE TARGET DEMOGRAPHICS. THE MEDIA CONTRACTORS WILL USE NHTSA TRAFFIC SAFETY CAMPAIGN RESOURCES IN COORDINATION WITH STATE-DEVELOPED PUBLIC EDUCATION MATERIALS FOR PAID TRADITIONAL AND DIGITAL ADVERTISEMENTS.

OHS WILL FUND ENFORCEMENT FROM APRIL 23 - MAY 8, 2022, AND DURING DELMARVA BIKE WEEK, COINCIDING WITH OC BIKE FEST ACTIVITIES IN MARYLAND. DURING THIS ENFORCEMENT, OHS WILL ACTIVATE AN EDUCATIONAL AND OUTREACH EVENT TO BRING AWARENESS TO BOTH RIDERS AND MOTORISTS ON MOTORCYCLE RIDING SAFETY ISSUES.

ADDITIONALLY, OHS WILL ACTIVATE OUTREACH EVENTS THROUGHOUT THE SPRING, SUMMER, AND FALL SEASONS WITH PLANNED EVENTS INCLUDING MILES FOR MILITARY, RIDE TO THE TIDE, ETC. DISPLAY MATERIALS WILL BE PROVIDED FOR MOTORCYCLE CLUBS AND DEALERSHIPS THROUGHOUT THE STATE THROUGH VARIOUS HIGHWAY SAFETY PARTNERSHIPS, THE TIMING OF WHICH COINCIDES WITH THE MOTORCYCLE RIDING SEASON OF MAY THROUGH SEPTEMBER. OHS WILL CONTINUE TO MAGNIFY ITS SOCIAL MEDIA ORGANIC REACH THROUGH FACEBOOK, TWITTER, INSTAGRAM, AND SNAPCHAT. SOCIAL MEDIA POSTS WILL BE SHARED WITH THE DELAWARE MOTORCYCLE RIDER EDUCATION ADVISORY COMMITTEE, DELAWARE STATE POLICE, DELDOT, DMV, AAA MID-ATLANTIC, AND OTHER PARTNERS TO CONTINUE BUILDING UPON THE RELATIONSHIPS BUILT THROUGHOUT FY 2021. FINALLY, THE OFFICE WILL CONTINUE TO FOSTER AND GROW THE 170-PLUS CORPORATE PARTNER PROGRAM TO FURTHER CIRCULATE THE HIGHWAY SAFETY MESSAGE TO THOUSANDS OF EMPLOYEES AND CLIENTELE.

405F AND 402 FUNDS WILL SUPPORT MOTORIST EDUCATION. MOTORCYCLE RIDER EDUCATION WILL BE FUNDED FROM 402.

PROJECT CODE	ESTIMATED FUNDING AMOUNT	FUNDING SOURCE	ELIGIBLE USE OF FUNDS	MATCH AMOUNT	LOCAL BENEFIT
OHMM22-01	\$90,042.30	FY2022 FAST ACT NHTSA 402	MOTORCYCLE SAFETY (FAST)	\$22,510.58	\$90,042.30
MCPD22-01	\$5,168.70	FY2021 FAST ACT NHTSA 405F MOTORCYCLE PROGRAMS	405F MOTORISTS AWARENESS	\$1292.18	N/A
MCPE22-01	\$35,255.37	FY2022 FAST ACT NHTSA 405F MOTORCYCLE PROGRAMS	405F MOTORISTS AWARENESS	\$8,813.84	N/A



PROGRAM AREA
**NON-MOTORIZED
(PEDESTRIANS
AND BICYCLIST)**

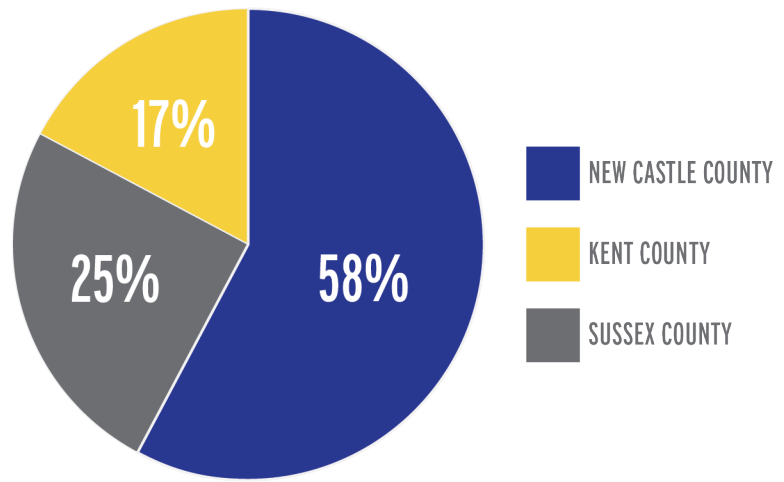


DESCRIPTION OF HIGHWAY SAFETY PROBLEMS

In 2020, 25 (21% of all fatalities) pedestrians were killed on Delaware's roadways. This was an improvement from 2019 when there were 32 pedestrian fatalities, which accounted for 24% of all fatalities.

The month of December, followed by October, has had the highest number of fatalities over the last five years. September and November had the highest number of pedestrian crashes.

COUNTY NON-MOTORIZED-RELATED FATALITIES



- Fatalities most often occurred between **8 PM - 10 PM, 5 PM - 6 PM** and another spike for **12 AM - 1:00 AM**. Overall pedestrian crashes occurred most often between **3 PM - 10 PM**.
- In 40% of pedestrian fatalities, the victims were **impaired by alcohol and/or drugs**.
- 85% of pedestrian crashes occurred on **roadways with a 35 MPH speed limit and higher**. Roadways tend to be high-speed multi-lane arterials with crosswalks spaced far apart.
- Pedestrians who are killed are generally **male** and **between the ages of 45-54, then 35-44 followed by 55-64**.
- 75% of fatal pedestrian crashes occurred in **dark conditions (lit & unlit)**.
- Over the last five years, the **largest percentage** of pedestrian crashes occurring by day was **Friday**. In 2020, **Thursday was most often with Friday being second most**.

ASSOCIATED PERFORMANCE MEASURES

FISCAL YEAR	PERFORMANCE MEASURE NAME	TARGET END YEAR	TARGET PERIOD	TARGET VALUE
2022	C-10) Number of pedestrian fatalities (FARS)	2022	5 Years	27.4
2022	C-11) Number of bicyclists fatalities (FARS)	2022	5 Years	4.2

COUNTERMEASURE STRATEGIES IN PROGRAM AREA

- **Pedestrian Enforcement/Education Outreach**
- **Pedestrian Paid Media/Outreach**

COUNTERMEASURE STRATEGY

PEDESTRIAN ENFORCEMENT/EDUCATION OUTREACH

PROJECT SAFETY IMPACTS

We expect a reduction in our overall fatalities and serious injury crashes based on the implementation of countermeasure strategies and projects identified through data analysis.

LINKAGE BETWEEN PROGRAM AREA

Based on data-driven program area problem identification, and identified countermeasure strategies, OHS selects the planned activities and partners to participate in each planned activity to reduce crashes and achieve performance targets related to each program area. Planned activities are funded based on the guidelines for each grant, and the availability of funds for the planned activities.

RATIONALE

The countermeasure strategy was selected from proven countermeasure strategies from Countermeasures that Work, Uniform Highway Safety Program Guidelines, and NHTSA guidance. The funding allocation is based on the number of funds needed to complete the planned activity based on previous projects completed, or estimated expenses related to the planned activity.



PLANNED ACTIVITIES IN THIS SECTION

PROJECT CODES	PROJECT NAMES
OHPA22-01	OCTOBER PEDESTRIAN ENFORCEMENT/EDUCATION OUTREACH
OHPA22-02	SAFE FAMILY HOLIDAY PEDESTRIAN ENFORCEMENT/ EDUCATION
OHPA22-03	JANUARY PEDESTRIAN ENFORCEMENT/EDUCATION OUTREACH
OHPJ22-01	SUMMER BEACH PEDESTRIAN ENFORCEMENT/ EDUCATION OUTREACH
OHPJ22-02	JUNE PEDESTRIAN ENFORCEMENT/EDUCATION OUTREACH
OHPJ22-03	AUGUST/SEPTEMBER PEDESTRIAN ENFORCEMENT/ EDUCATION OUTREACH

PLANNED ACTIVITY

PROJECT: OCTOBER PEDESTRIAN ENFORCEMENT/EDUCATION OUTREACH					
PRIMARY COUNTER MEASURE STRATEGY: PEDESTRIAN ENFORCEMENT/EDUCATION OUTREACH					
INTENDED SUBRECIPIENTS: OHS, VARIOUS LAW ENFORCEMENT AGENCIES					
PLANNED ACTIVITY DESCRIPTION: OHS WILL PROVIDE OVERTIME FUNDING TO VARIOUS LAW ENFORCEMENT AGENCIES TO SUPPORT ENFORCEMENT AND EDUCATION ACTIVITIES REGARDING PEDESTRIAN BEHAVIOR ON DELAWARE'S ROADWAYS. THE MOBILIZATION DATES ARE OCTOBER 2 17, 2021. MOBILIZATIONS WILL BE HELD BETWEEN 5 PM-2 AM TO FOCUS ON PEDESTRIANS WHO MAY BE WALKING AT NIGHT WHILE NOT BEING VISIBLE AND/OR UNDER THE INFLUENCE OF ALCOHOL/DRUGS. THIS MOBILIZATION WILL BE RUN IN CONJUNCTION WITH NHTSA'S PEDESTRIAN AWARENESS MONTH AND BASED ON THE DATA IS A HIGH CRASH/FATAL MONTH.					
PROJECT CODE	ESTIMATED FUNDING AMOUNT	FUNDING SOURCE	ELIGIBLE USE OF FUNDS	MATCH AMOUNT	LOCAL BENEFIT
OHPA22-01	\$33,960	FY2022 FAST ACT NHTSA 402	PEDESTRIAN SAFETY (FAST)	\$8,490	\$20,520

PLANNED ACTIVITY

PROJECT: SAFE FAMILY HOLIDAY PEDESTRIAN ENFORCEMENT/EDUCATION OUTREACH					
PRIMARY COUNTER MEASURE STRATEGY: PEDESTRIAN ENFORCEMENT/EDUCATION OUTREACH					
INTENDED SUBRECIPIENTS: OHS, VARIOUS LAW ENFORCEMENT AGENCIES					
PLANNED ACTIVITY DESCRIPTION: OHS WILL PROVIDE OVERTIME FUNDING TO VARIOUS LAW ENFORCEMENT AGENCIES TO SUPPORT ENFORCEMENT AND EDUCATION ACTIVITIES REGARDING PEDESTRIAN BEHAVIOR ON DELAWARE'S ROADWAYS. THE MOBILIZATION DATES ARE NOVEMBER 27-DECEMBER 19, 2021. MOBILIZATIONS WILL BE HELD BETWEEN 5 PM - 2 AM TO FOCUS ON PEDESTRIANS WHO MAY BE WALKING AT NIGHT WHILE NOT BEING VISIBLE AND/OR UNDER THE INFLUENCE OF ALCOHOL/DRUGS. THIS MOBILIZATION WILL BE RUN IN CONJUNCTION WITH OTHER SAFE FAMILY HOLIDAY MOBILIZATION DURING THE WINTER HOLIDAYS THAT HAVE HIGH CRASH/FATAL NUMBERS.					
PROJECT CODE	ESTIMATED FUNDING AMOUNT	FUNDING SOURCE	ELIGIBLE USE OF FUNDS	MATCH AMOUNT	LOCAL BENEFIT
OHPA22-02	\$35,000	FY2022 FAST ACT NHTSA 402	PEDESTRIAN SAFETY (FAST)	\$8,750	\$21,560

PLANNED ACTIVITY

PROJECT: JANUARY PEDESTRIAN ENFORCEMENT/EDUCATION OUTREACH					
PRIMARY COUNTER MEASURE STRATEGY: PEDESTRIAN ENFORCEMENT/EDUCATION OUTREACH					
INTENDED SUBRECIPIENTS: OHS, VARIOUS LAW ENFORCEMENT AGENCIES					
PLANNED ACTIVITY DESCRIPTION: OHS WILL PROVIDE OVERTIME FUNDING TO VARIOUS LAW ENFORCEMENT AGENCIES TO SUPPORT ENFORCEMENT AND EDUCATION ACTIVITIES REGARDING PEDESTRIAN BEHAVIOR ON DELAWARE'S ROADWAYS. THE MOBILIZATION DATES ARE JANUARY 16-30, 2022. MOBILIZATIONS WILL BE HELD BETWEEN 5 PM - 2 AM TO FOCUS ON PEDESTRIANS WHO MAY BE WALKING AT NIGHT WHILE NOT BEING VISIBLE AND/OR UNDER THE INFLUENCE OF ALCOHOL/DRUGS. THE FIVE YEAR DATA HAS SHOWN AN INCREASE IN FATALITIES/ CRASHES DURING JANUARY.					
PROJECT CODE	ESTIMATED FUNDING AMOUNT	FUNDING SOURCE	ELIGIBLE USE OF FUNDS	MATCH AMOUNT	LOCAL BENEFIT
OHPA22-03	\$33,440	FY2022 FAST ACT NHTSA 402	PEDESTRIAN SAFETY (FAST)	\$8,360	\$20,000

PLANNED ACTIVITY

PROJECT: SUMMER BEACH PEDESTRIAN ENFORCEMENT/EDUCATION OUTREACH					
PRIMARY COUNTER MEASURE STRATEGY: PEDESTRIAN ENFORCEMENT/EDUCATION OUTREACH					
INTENDED SUBRECIPIENTS: OHS, VARIOUS LAW ENFORCEMENT AGENCIES					
PLANNED ACTIVITY DESCRIPTION: OHS WILL PROVIDE OVERTIME FUNDING TO VARIOUS LAW ENFORCEMENT AGENCIES TO SUPPORT ENFORCEMENT AND EDUCATION ACTIVITIES REGARDING PEDESTRIAN BEHAVIOR ON DELAWARE'S ROADWAYS SPECIFIC TO BEACH COMMUNITIES FOR OFFICERS TO ENGAGE A LARGE AND CONSTANTLY OVERTURNING TOURIST POPULATION. THE MOBILIZATION WILL RUN FROM MEMORIAL DAY WEEKEND, MAY 28, 2022, THROUGH LABOR DAY WEEKEND, SEPTEMBER 5, 2022. MOBILIZATIONS WILL BE HELD BETWEEN 5 PM - 2 AM TO FOCUS ON PEDESTRIANS WHO MAY BE WALKING AT NIGHT WHILE NOT BEING VISIBLE AND/OR UNDER THE INFLUENCE OF ALCOHOL/DRUGS.					
PROJECT CODE	ESTIMATED FUNDING AMOUNT	FUNDING SOURCE	ELIGIBLE USE OF FUNDS	MATCH AMOUNT	LOCAL BENEFIT
OHPJ22-01	\$42,280	FY2022 FAST ACT 405H NON-MOTORIZED SAFETY	405H LAW ENFORCEMENT	\$10,570	N/A

PLANNED ACTIVITY

PROJECT: JUNE PEDESTRIAN ENFORCEMENT/EDUCATION OUTREACH					
PRIMARY COUNTER MEASURE STRATEGY: PEDESTRIAN ENFORCEMENT/EDUCATION OUTREACH					
INTENDED SUBRECIPIENTS: OHS, VARIOUS LAW ENFORCEMENT AGENCIES					
PLANNED ACTIVITY DESCRIPTION: OHS WILL PROVIDE OVERTIME FUNDING TO VARIOUS LAW ENFORCEMENT AGENCIES TO SUPPORT ENFORCEMENT AND EDUCATION ACTIVITIES REGARDING PEDESTRIAN BEHAVIOR ON DELAWARE'S ROADWAYS. THE MOBILIZATION DATES ARE JUNE 5-26, 2022. MOBILIZATIONS WILL BE HELD BETWEEN 5 PM 2 AM TO FOCUS ON PEDESTRIANS WHO MAY BE WALKING AT NIGHT WHILE NOT BEING VISIBLE AND/OR UNDER THE INFLUENCE OF ALCOHOL/DRUGS. THE FIVE YEAR DATA HAS SHOWN THAT JUNE HAS A HIGH OCCURRENCE OF FATALITIES/CRASHES.					
PROJECT CODE	ESTIMATED FUNDING AMOUNT	FUNDING SOURCE	ELIGIBLE USE OF FUNDS	MATCH AMOUNT	LOCAL BENEFIT
OHPI22-04	\$18,332.57	FY2022 FAST ACT 405H NON-MOTORIZED SAFETY	405H LAW ENFORCEMENT	\$4,583	N/A
OHPJ22-02	\$15,107.43	FY2022 FAST ACT 405H NON-MOTORIZED SAFETY	405H LAW ENFORCEMENT	\$3,777	N/A

PLANNED ACTIVITY

PROJECT: AUGUST/SEPTEMBER PEDESTRIAN ENFORCEMENT/EDUCATION OUTREACH					
PRIMARY COUNTER MEASURE STRATEGY: PEDESTRIAN ENFORCEMENT/EDUCATION OUTREACH					
INTENDED SUBRECIPIENTS: OHS, VARIOUS LAW ENFORCEMENT AGENCIES					
PLANNED ACTIVITY DESCRIPTION: OHS WILL PROVIDE OVERTIME FUNDING TO VARIOUS LAW ENFORCEMENT AGENCIES TO SUPPORT ENFORCEMENT AND EDUCATION ACTIVITIES REGARDING PEDESTRIAN BEHAVIOR ON DELAWARE’S ROADWAYS. THE MOBILIZATION DATES ARE AUGUST 14 – SEPTEMBER 18, 2022. MOBILIZATIONS WILL BE HELD BETWEEN 5 PM - 2 AM TO FOCUS ON PEDESTRIANS WHO MAY BE WALKING AT NIGHT WHILE NOT BEING VISIBLE AND/OR UNDER THE INFLUENCE OF ALCOHOL/DRUGS. THE FIVE YEAR DATA HAS SHOWN JUNE HAS A HIGH OCCURRENCE OF FATALITIES/CRASHES. THIS MOBILIZATION WILL BE SPREAD OVER THE LAST TWO WEEKS OF AUGUST AND THE BEGINNING 2 WEEKS OF SEPTEMBER AS BOTH MONTHS HAVE A HIGH INCIDENCE OF CRASHES/ FATALITIES.					
PROJECT CODE	ESTIMATED FUNDING AMOUNT	FUNDING SOURCE	ELIGIBLE USE OF FUNDS	MATCH AMOUNT	LOCAL BENEFIT
OHPJ22-03	\$36,040	FY2022 FAST ACT 405H NON-MOTORIZED SAFETY	405H LAW ENFORCEMENT	\$9,010	N/A

COUNTERMEASURE STRATEGY

PEDESTRIAN PAID MEDIA/OUTREACH

PROJECT SAFETY IMPACTS

We expect a reduction in our overall fatalities and serious injury crashes based on the implementation of countermeasure strategies and projects identified through data analysis.

LINKAGE BETWEEN PROGRAM AREA

Based on data-driven program area problem identification, and identified countermeasure strategies, OHS selects the planned activities and partners to participate in each planned activity to reduce crashes and achieve performance targets related to each program area. Planned activities are funded based on the guidelines for each grant, and the availability of funds for the planned activities.

RATIONALE

The countermeasure strategy was selected from proven countermeasure strategies from Countermeasures that Work, Uniform Highway Safety Program Guidelines, and NHTSA guidance. The funding allocation is based on the number of funds needed to complete the planned activity based on previous projects completed, or estimated expenses related to the planned activity

PLANNED ACTIVITIES IN THIS SECTION

PROJECT CODES	PROJECT NAMES
 <p>PEDN22-01, PEDQ22-01, PEDR22-01, OHPM22-01</p>	 <p>PEDESTRIAN PAID MEDIA AND OUTREACH</p>



PLANNED ACTIVITY

PROJECT: PEDESTRIAN PAID MEDIA AND OUTREACH

PRIMARY COUNTER MEASURE STRATEGY: PEDESTRIAN PAID MEDIA/OUTREACH

INTENDED SUBRECIPIENTS: OHS, ALOYSIUS BUTLER & CLARK, DEARDORFF ASSOCIATES

PLANNED ACTIVITY DESCRIPTION: PEDESTRIAN SAFETY CONTINUES TO TREND AS ONE OF DELAWARE’S MOST SIGNIFICANT CHALLENGES. TO EDUCATE THE PUBLIC ON PEDESTRIAN SAFETY AWARENESS AND DRIVING ISSUES IN FY 2022, THE DELAWARE OFFICE OF HIGHWAY SAFETY WILL CONTRACT WITH OUR SELECTED PROFESSIONAL ADVERTISING AND OUTREACH FIRMS TO DEVELOP AND PLACE PERTINENT EDUCATIONAL MESSAGES IN ADDITION TO PROVIDING PEDESTRIAN SAFETY STREET TEAMS DURING EACH OF THE SIX STATEWIDE ENFORCEMENT MOBILIZATIONS, INCLUDING SAFE FAMILY HOLIDAY, THROUGHOUT HIGH CRASH/FATALITY RATE AREAS IN DELAWARE TO PROMOTE PEDESTRIAN SAFETY AND EDUCATION. THE MEDIA CONTRACTORS WILL USE THE NHTSA FY 2022 COMMUNICATIONS CALENDAR AND SELECTED NHTSA TRAFFIC SAFETY CAMPAIGN RESOURCES IN COORDINATION WITH STATE DEVELOPED PUBLIC EDUCATION MATERIALS. PAID TV AND RADIO ADVERTISEMENTS WILL BE RUN DURING THE STATEWIDE MOBILIZATIONS USING EITHER NHTSA OR STATE-DEVELOPED ADVERTISING. THESE ADVERTISEMENTS WILL BE PLACED THROUGH OUR MEDIA CONTRACTOR(S). OHS WILL WORK WITH THE MEDIA CONTRACTOR(S) TO DETERMINE THE BEST MEANS TO REACH THE TARGET DEMOGRAPHICS.

THE OHS WILL PARTICIPATE IN NHTSA’S NATIONALLY RECOGNIZED ENFORCEMENT/CAMPAIGN OF PEDESTRIAN SAFETY MONTH IN OCTOBER 2021 INCLUDING MEDIA BUYS, SOCIAL MEDIA ENGAGEMENT, AND EARNED MEDIA THROUGH PRESS COVERAGE. OHS WILL ALSO IMPLEMENT PROGRESSIVE OUTREACH CAMPAIGNS FOCUSING ON ELEMENTARY AND MIDDLE SCHOOLS TO ESTABLISH SOCIAL NORMS AND SAFE PEDESTRIAN BEHAVIORS. THIS IS AN IMPORTANT SOCIAL GROUP TO MARKET TO AS NEARLY ONE THIRD OF ALL PEDESTRIAN CRASHES INVOLVE AN INDIVIDUAL AGED 18 AND UNDER.

OHS WILL CONTINUE TO AMPLIFY THE OFFICE’S SOCIAL MEDIA ORGANIC REACH THROUGH FACEBOOK, TWITTER, INSTAGRAM, AND SNAPCHAT. SOCIAL MEDIA POSTS WILL BE SHARED WITH DELAWARE STATE POLICE, DELDOT, DMV, AAA MID-ATLANTIC, AND OTHER PARTNERS TO CONTINUE BUILDING UPON THE RELATIONSHIPS BUILT THROUGHOUT FY 2021. FINALLY, THE OFFICE WILL CONTINUE TO FOSTER AND GROW THE 170-PLUS CORPORATE PARTNER PROGRAM TO FURTHER CIRCULATE THE HIGHWAY SAFETY MESSAGE TO THOUSANDS OF EMPLOYEES AND CLIENTELE.

PROJECT CODE	ESTIMATED FUNDING AMOUNT	FUNDING SOURCE	ELIGIBLE USE OF FUNDS	MATCH AMOUNT	LOCAL BENEFIT
PEDN22-01	\$18,223.99	FY2022 FAST ACT 405H NON-MOTORIZED SAFETY	405H PAID MEDIA	\$4,556.00	N/A
PEDQ22-01	\$49,878.00	FY2022 FAST ACT 405H NON-MOTORIZED SAFETY	405H PAID MEDIA	\$12,469.50	N/A
PEDR22-01	\$81,766.00	FY2022 FAST ACT 405H NON-MOTORIZED SAFETY	405H PAID MEDIA	\$20,441.50	N/A
OHPM22-01	\$126,585.00	FY2022 FAST ACT NHTSA 402	405H PAID MEDIA	\$31,646.25	\$126,585.00



PROGRAM AREA

**OCCUPANT
PROTECTION
(ADULT AND
CHILD PASSENGER
SAFETY)**



DESCRIPTION OF HIGHWAY SAFETY PROBLEMS

In 2020, there was a noticeable decrease of unrestrained fatalities with 45% (34). In 2019, 25% (19) of vehicle occupants killed as a result of being unrestrained in a crash. However, there was an increase in all unrestrained crashes between 2019 (232) and 2020 (346).

Over the last five years, unrestrained crashes are at their highest in the spring and summer, peaking in July. March- May account for 26% of unrestrained crashes and in expanding to the summer months, March through July represents 45% of all unrestrained crashes.

Friday and Saturday represent the most unrestrained crashes, with 35% of these crashes occurring on those days in the five year average.

The timeframe of 2pm-6pm accounts for 19% of all unrestrained crashes. There is another spike from 10pm-2am (23%). This may be related to crashes involving high risk drivers. The most common day hour combination is Friday from 3pm-6pm.

In reviewing the crash data by county, each county is roughly equal to its share of population and vehicle miles traveled. From the five year average, 56% of the unrestrained crashes occurred in New Castle County, 18% in Kent County and 28% in Sussex County.

Drivers under the age of 30 continue to remain the age group responsible for the most unrestrained occupants at 53%. Males are responsible for 61% of unrestrained occupants, with females at 39%.

Alcohol use is reported in 19% of unrestrained crashes, but has been dropping steadily since 2014, when it reached 32%.

The last Seat Belt Survey conducted in Delaware was in 2019 with a rate of 92.5%. The observational seat belt use survey planned for 2020 was not conducted pursuant to NHTSA's April 9, 2020 waiver notice as a result of the COVID-19 public health emergency. As allowed by the NHTSA waiver, the 2019 seat belt use rate was used for 2020. Delaware plans to conduct the survey in 2021 (FY 21).



CHILD PASSENGER SAFETY PROGRAM

Delaware maintains an active network of child restraint inspection stations. The Office of Highway Safety (OHS) maintains fitting stations in all three of Delaware’s counties.

These fitting stations are operated during posted working hours. OHS staffs 2 part-time nationally certified child passenger safety technicians to serve as fitting station coordinators. These positions are currently held by Shawn Rohe and Aubrey Klick. These positions are responsible for the coordination of the Office of Highway Safety’s Child Passenger Safety Fitting Stations, in cooperation with the Division of Motor Vehicles and the Delaware State Police. Each coordinator has successfully completed the 4 day child passenger safety technician’s course. The technicians must maintain their national certifications and they also participate in related training and conferences such as the Kidz in Motion (KIM) Conference. In addition, both technicians are certified child passenger safety technician instructors. The OHS locations listed below service the majority of the State’s population. OHS fitting technicians will also travel to the location of the client requesting a car seat fitting in situations where it is not practical for the client to come to the fitting station. In FY 20, OHS fitting stations were closed in March 2020 to in person appointments, with virtual sessions available until the stations were able to open back up in May 2021. Prior to the closures, the Fitting Station coordinators checked 391 seats at these locations, along with 106 virtual appointments by the end of 2020. All OHS fittings are free of charge.

OHS FITTING STATIONS

OHS FITTING STATION NEW CASTLE COUNTY	OHS FITTING STATION KENT COUNTY	OHS FITTING STATION SUSSEX COUNTY
WILMINGTON DMV	DOVER DMV	DSP TROOP 7 - LEWES
<p>BY APPOINTMENT ONLY</p> <p>Tuesdays & Thursdays 9:00 AM-1:00 PM Wednesdays 4:00 PM-8:00 PM</p> <p>2230 Hessler Blvd. Wilmington, DE 302.434.3234</p>	<p>BY APPOINTMENT ONLY</p> <p>Tuesdays & Thursdays 9:00 AM-1:00 PM Wednesdays 4:00 PM-8:00 PM</p> <p>303 Transportation Circle Dover, DE 302.744.2749</p>	<p>BY APPOINTMENT ONLY</p> <p>One Thursday per month</p> <p>1944 Mulberry Knoll Rd. Lewes, DE 302.744.2749</p>

In addition, OHS technicians pivoted and worked to provide education and outreach in a virtual format. These locations and events include: virtual presentations for New Castle County Head Start - all locations; Bundles for Babies at Dover Air Force Base (in person until March 2020, then one virtual session); Bundles for Babies at Dover Air Force Base; monthly training sessions with employees from the Division of Family Services (until March 2020) and an in-person presentation for the main office; monthly infant care classes and birth tours at Kent General Hospital (until March 2020); virtual presentations for Westside Health; virtual training for Dover Air Force Base childcare providers; education tables for Safe Kids Delaware events, and the New Directions Early Head Start Annual Health Fair. Before in-person car seat check events stopped in March 2020, OHS was able to participate in two seat checks, one in New Castle County and one in Sussex County. A total of 11 seats were checked at the events over the course of FY 2020.

IN ADDITION TO OHS FITTING STATIONS THERE ARE 3 ADDITIONAL FITTING STATIONS

ADDITIONAL FITTING STATIONS	LOCATION
MILLCREEK FIRE COMPANY	WILMINGTON, DE
A.I. DUPONT HOSPITAL FOR CHILDREN	WILMINGTON, DE
ST. FRANCIS HOSPITAL (SEASONAL)	WILMINGTON, DE

Delaware has three counties. There are inspection stations located in every county. OHS maintains a website that also includes these fitting stations. All six fitting stations meet the necessary requirements and are included on the NHTSA inspection station locator.

As a result of a grant that Delaware Health and Social Services (DHSS) received and their subsequent partnership with Delaware Safe Kids, OHS provided subsidized car seats and free installation/education of those car seats to low-income families. The seats are provided by DHSS through their grant funds. Families in need are sent to OHS with a voucher for a car seat and OHS car seat technicians install the seats for these families. In FY 2020, OHS distributed and installed 23 of these seats to families in need. Families who didn't qualify for a seat via the Safe Kids program but still needed a car seat were provided a seat through OHS' car seat program. OHS distributed 13 seats through this program in FY 2020. This is a significant decrease from FY 2019's programs, due to the COVID-19 Public Health Emergency. As of May 2021, the OHS Fitting Stations have reopened to in person appointments and the program will be able to resume.

According to 2019 Delaware population consortium, Delaware has a population of 973,770 people. New Castle County has the majority of the population with 558,765 people. Four of the fitting stations are located in New Castle County. This enables coverage of the entire county and multiple opportunities for parents and care givers to locate a fitting station.

Sussex County follows a distant second with a population of 234,226. There is 1 fitting station in Sussex County. This fitting station is located in Lewes. Given the relatively small size of Sussex County, this fitting station allows for service of the entire county. While not an official fitting station, Delaware State Police Troop 5 (located in the western part of the county) has one child passenger safety technician/instructor and several child passenger safety technicians who assist to serve this part of the county.

Kent County has the smallest population with 180,779. There is one fitting station centrally located in the county. This fitting station allows for service of the entire county.

Given the small population and small geographic size of Delaware, the 6 fitting stations located in Delaware are able to serve 100% of the population.

In addition, many of the law enforcement agencies and fire stations in Delaware have nationally certified CPS technicians and OHS maintains open communication with these technicians.

ASSOCIATED PERFORMANCE MEASURES

FISCAL YEAR	PERFORMANCE MEASURE NAME	TARGET END YEAR	TARGET PERIOD	TARGET VALUE
2022	Unrestrained Passenger Vehicle Occupant Fatalities	2022	5 Years	28.9
2022	Seat Belt Use Rate	2022	5 Years	92.6

COUNTERMEASURE STRATEGIES IN PROGRAM AREA

- **Communication Campaign**
- **CPS Program for Delaware**
- **Seat Belt Survey**
- **Short-term, High Visibility Seat Belt Law Enforcement**

COUNTERMEASURE STRATEGY

COMMUNICATIONS CAMPAIGN

PROJECT SAFETY IMPACTS

We expect a reduction in our overall fatalities and serious injury crashes based on the implementation of countermeasure strategies and projects identified through data analysis.

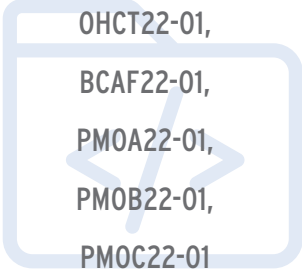
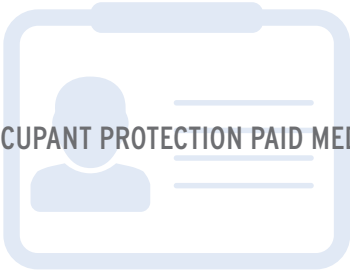
LINKAGE BETWEEN PROGRAM AREA

Based on data-driven program area problem identification, and identified countermeasure strategies, OHS selects the planned activities and partners to participate in each planned activity to reduce crashes and achieve performance targets related to each program area. Planned activities are funded based on the guidelines for each grant, and the availability of funds for the planned activities.

RATIONALE

The countermeasure strategy was selected from proven countermeasure strategies from Countermeasures that Work, Uniform Highway Safety Program Guidelines, and NHTSA guidance. The funding allocation is based on the amount of funds needed to complete the planned activity based on previous projects completed, or estimated expenses related to the planned activity.

PLANNED ACTIVITIES IN THIS SECTION

PROJECT CODES	PROJECT NAMES
 <p>OHCT22-01, BCAF22-01, PMOA22-01, PMOB22-01, PMOC22-01</p>	 <p>OCCUPANT PROTECTION PAID MEDIA</p>



PLANNED ACTIVITY

PROJECT: OCCUPANT PROTECTION PAID MEDIA AND OUTREACH

PRIMARY COUNTER MEASURE STRATEGY: COMMUNICATION CAMPAIGN

INTENDED SUBRECIPIENTS: ALOYSIUS BUTLER & CLARK, DEARDORFF ASSOCIATES AND OTHERS

PLANNED ACTIVITY DESCRIPTION: TO EDUCATE THE PUBLIC ON OCCUPANT PROTECTION AWARENESS IN FY 2022, THE DELAWARE OFFICE OF HIGHWAY SAFETY WILL CONTRACT WITH OUR SELECTED PROFESSIONAL ADVERTISING AND OUTREACH FIRMS TO DEVELOP AND PLACE PERTINENT COMBINED EDUCATIONAL MESSAGES. THE MEDIA CONTRACTORS WILL USE THE NHTSA FY 2022 COMMUNICATIONS CALENDAR AND SELECTED NHTSA TRAFFIC SAFETY CAMPAIGN RESOURCES IN COORDINATION WITH STATE-DEVELOPED PUBLIC EDUCATION MATERIALS. PAID TV AND RADIO ADVERTISEMENTS WILL BE RUN DURING THE NATIONAL MOBILIZATIONS USING EITHER NHTSA OR STATE DEVELOPED ADVERTISING. THESE ADVERTISEMENTS WILL BE PLACED THROUGH OUR MEDIA CONTRACTOR(S). THE MARKETING SPECIALIST II/PIO WILL WORK WITH THE MEDIA CONTRACTOR(S) TO DETERMINE THE BEST MEANS TO REACH THE TARGET DEMOGRAPHICS. THE FY 2022 STRATEGY WILL INCLUDE INCREASING OUR SOCIAL MEDIA ORGANIC REACH, PLUS INCREASING SCHOOL, AND COMMUNITY SPORTING EVENT(S) OUTREACH. PAID MEDIA AND OUTREACH OPPORTUNITIES WILL COINCIDE WITH THE FIVE PLANNED OCCUPANT PROTECTION/DISTRACTED DRIVING ENFORCEMENT MOBILIZATIONS.

THE OHS WILL PARTICIPATE IN NHTSA'S NATIONALLY RECOGNIZED ENFORCEMENT/CAMPAIGN OF MAY'S CLICK-IT-OR-TICKET (CIOT) IN MAY 2022, INCLUDING MEDIA BUYS, SOCIAL MEDIA ENGAGEMENT, AND EARNED MEDIA THROUGH PRESS COVERAGE. THE OFFICE WILL CONTINUE TO AMPLIFY ITS SOCIAL MEDIA ORGANIC REACH THROUGH FACEBOOK, TWITTER, INSTAGRAM, AND SNAPCHAT. SOCIAL MEDIA POSTS WILL BE SHARED WITH DELAWARE STATE POLICE, DELDOT, DMV, AAA MID-ATLANTIC, AND OTHER PARTNERS TO CONTINUE BUILDING UPON THE RELATIONSHIPS BUILT THROUGHOUT FY 2021. FINALLY, THE OFFICE WILL CONTINUE TO FOSTER AND GROW THE 170-PLUS CORPORATE PARTNER PROGRAM TO FURTHER CIRCULATE THE HIGHWAY SAFETY MESSAGE TO THOUSANDS OF EMPLOYEES AND CLIENTELE.

PROJECT CODE	ESTIMATED FUNDING AMOUNT	FUNDING SOURCE	ELIGIBLE USE OF FUNDS	MATCH AMOUNT	LOCAL BENEFIT
BCAF22-01	\$5,835.30	FY 19 FAST ACT 405B OP HIGH	405B HIGH TRAINING (FAST)	\$1,458.82	N/A
PM0A22-01	\$18,300.00	FY 20 FAST ACT 405B OP HIGH	405B HIGH TRAINING (FAST)	\$4,575.00	N/A
PM0B22-01	\$125,000.00	FY 21 FAST ACT 405B OP HIGH	405B HIGH TRAINING (FAST)	\$31,250.00	N/A
PM0C22-01	\$129,164.70	FY 22 FAST ACT 405B OP HIGH	405B HIGH TRAINING (FAST)	\$32,291.17	N/A
OHCT22-01	\$50,000.00	FY 22 FAST ACT NHTSA 402	OCCUPANT PROTECTION (FAST)	\$12,500.00	\$50,000.00

COUNTERMEASURE STRATEGY

CPS PROGRAM FOR DELAWARE

PROJECT SAFETY IMPACTS

We expect a reduction in our overall fatalities and serious injury crashes based on the implementation of countermeasure strategies and projects identified through data analysis.

LINKAGE BETWEEN PROGRAM AREA

Based on data-driven program area problem identification, and identified countermeasure strategies, OHS selects the planned activities and partners to participate in each planned activity to reduce crashes and achieve performance targets related to each program area. Planned activities are funded based on the guidelines for each grant, and the availability of funds for the planned activities.

RATIONALE

The countermeasure strategy was selected from proven countermeasure strategies from Countermeasures that Work, Uniform Highway Safety Program Guidelines, and NHTSA guidance. The funding allocation is based on the amount of funds needed to complete the planned activity based on previous projects completed, or estimated expenses related to the planned activity.

PLANNED ACTIVITIES IN THIS SECTION

PROJECT CODES	PROJECT NAMES
SALB22-01, SALC22-01	FITTING STATION COORDINATORS
TRAA22-01, TRAB22-01, TRAC22-01	OP/CPS TRAINING
SUPA22-01, SUPB22-01, SUPC22-01	FITTING STATION SUPPLIES

PLANNED ACTIVITY

PROJECT: FITTING STATION COORDINATORS					
PRIMARY COUNTER MEASURE STRATEGY: CPS PROGRAM FOR DELAWARE					
INTENDED SUBRECIPIENTS: OHS					
PLANNED ACTIVITY DESCRIPTION: OHS MAINTAINS FITTING STATIONS THROUGHOUT DELAWARE WHERE CAREGIVERS CAN BRING THEIR CHILD RESTRAINT SEATS TO BE INSPECTED AND LEARN ABOUT PROPER INSTALLATION AND USE. THESE STATIONS ARE STAFFED BY FITTING STATION COORDINATORS, WHO ARE CERTIFIED CPS TECHNICIANS/ INSTRUCTORS.					
PROJECT CODE	ESTIMATED FUNDING AMOUNT	FUNDING SOURCE	ELIGIBLE USE OF FUNDS	MATCH AMOUNT	LOCAL BENEFIT
SALB22-01	\$22,159.34	FY 20 FAST ACT 405B OP HIGH	405B HIGH COMMUNITY CPS SERVICES (FAST)	\$5,539.83	N/A
SALC22-01	\$60,000.00	FY 21 FAST ACT 405B OP HIGH	405B HIGH COMMUNITY CPS SERVICES (FAST)	\$15,000.00	N/A

PLANNED ACTIVITY

PROJECT: OP/CPS TRAINING					
PRIMARY COUNTER MEASURE STRATEGY: CPS PROGRAM FOR DELAWARE					
INTENDED SUBRECIPIENTS: OHS, VARIOUS VENDORS					
PLANNED ACTIVITY DESCRIPTION: OHS WILL SUPPORT TRAINING COSTS ASSOCIATED WITH CHILD PASSENGER SAFETY TECHNICIAN/INSTRUCTION FEES. OHS WILL PROVIDE FUNDING FOR BOTH CERTIFICATION, AND RECERTIFICATION AS NEEDED. THIS PROJECT WILL ALSO SUPPORT FURTHER TRAINING FOR CPS TECHNICIANS/INSTRUCTORS TO ATTEND THE KIDZ IN MOTION CONFERENCE, DELAWARE CPS TECHNICIAN UPDATE MEETINGS AND THE OCCUPANT PROTECTION COORDINATOR REGIONAL MEETINGS.					
PROJECT CODE	ESTIMATED FUNDING AMOUNT	FUNDING SOURCE	ELIGIBLE USE OF FUNDS	MATCH AMOUNT	LOCAL BENEFIT
TRAA22-01	\$3,243.40	FY 20 FAST ACT 405B OP HIGH	405B HIGH TRAINING (FAST)	\$810.85	N/A
TRAB22-01	\$15,000.00	FY 21 FAST ACT 405B OP HIGH	405B HIGH TRAINING (FAST)	\$3,750.00	N/A
TRAC22-01	\$5,500.00	FY 22 FAST ACT 405B OP HIGH	405B HIGH TRAINING (FAST)	\$1,375.00	N/A

PLANNED ACTIVITY

PROJECT: FITTING STATION SUPPLIES					
PRIMARY COUNTER MEASURE STRATEGY: CPS PROGRAM FOR DELAWARE					
INTENDED SUBRECIPIENTS: OHS, VARIOUS VENDORS					
PLANNED ACTIVITY DESCRIPTION: OHS PURCHASES SUPPLIES TO SUPPORT THE NEEDS OF THE FITTING STATIONS AND MAINTAIN THE CHILD PASSENGER SAFETY PROGRAMS. SUPPLIES INCLUDE: CHILD RESTRAINT SYSTEMS, TRAINING SUPPLIES, EDUCATION MATERIALS AND OTHER ITEMS AS NEEDED.					
PROJECT CODE	ESTIMATED FUNDING AMOUNT	FUNDING SOURCE	ELIGIBLE USE OF FUNDS	MATCH AMOUNT	LOCAL BENEFIT
SUPA22-01	\$5,000.00	FY 20 FAST ACT 405B OP HIGH	405B HIGH COMMUNITY CPS SERVICES (FAST)	\$1,250.00	N/A
SUPB22-01	\$14,257.44	FY 21 FAST ACT 405B OP HIGH	405B HIGH COMMUNITY CPS SERVICES (FAST)	\$3,564.36	N/A
SUPC22-01	\$5,500.00	FY 22 FAST ACT 405B OP HIGH	405B HIGH COMMUNITY CPS SERVICES (FAST)	\$1,375.00	N/A

COUNTERMEASURE STRATEGY

SEAT BELT SURVEY

PROJECT SAFETY IMPACTS

We expect a reduction in our overall fatalities and serious injury crashes based on the implementation of countermeasure strategies and projects identified through data analysis.


LINKAGE BETWEEN PROGRAM AREA

Based on data-driven program area problem identification, and identified countermeasure strategies, OHS selects the planned activities and partners to participate in each planned activity to reduce crashes and achieve performance targets related to each program area. Planned activities are funded based on the guidelines for each grant, and the availability of funds for the planned activities.

RATIONALE

The countermeasure strategy was selected from proven countermeasure strategies from Countermeasures that Work, Uniform Highway Safety Program Guidelines, and NHTSA guidance. The funding allocation is based on the amount of funds needed to complete the planned activity based on previous projects completed, or estimated expenses related to the planned activity.

PLANNED ACTIVITIES IN THIS SECTION

PROJECT CODES	PROJECT NAMES
SRVC22-01, SRVD22-01, SRVE22-01	 SEAT BELT SURVEY

PLANNED ACTIVITY

PROJECT: SEAT BELT SURVEY					
PRIMARY COUNTER MEASURE STRATEGY: SEAT BELT SURVEY					
INTENDED SUBRECIPIENTS: OHS, UNIVERSITY OF DELAWARE AND VENDORS					
<p>PLANNED ACTIVITY DESCRIPTION: OHS WILL PARTICIPATE IN THE ANNUAL STATEWIDE SEAT BELT USE SURVEY AS REQUIRED BY NHTSA. THIS SURVEY IS CONDUCTED IN JUNE OF EACH YEAR. FUNDING WILL BE USED TO SUPPORT THE EFFORTS OF THE SEAT BELT SURVEY. OHS HIRES CONTRACTORS TO CONDUCT THE SURVEY AND A STATISTICIAN TO REVIEW THE SURVEY RESULTS, PROVIDE THE ANNUAL SEAT BELT USE RATE FOR DELAWARE AND COMPILER A REPORT OF THE RESULTS. THE STATISTICIAN FOLLOWS ALL NHTSA GUIDELINES RELATED TO THE SURVEY. DELAWARE WILL NEED TO COMPLETE ITS RESELECTION FOR THE SURVEY SITES DURING FY 2022. THOSE COSTS WILL BE COVERED IN THIS PROJECT AS WELL.</p>					
PROJECT CODE	ESTIMATED FUNDING AMOUNT	FUNDING SOURCE	ELIGIBLE USE OF FUNDS	MATCH AMOUNT	LOCAL BENEFIT
SVRC22-01	\$9,123.95	FY 20 FAST ACT 405B OP HIGH	405B HIGH HVE (FAST)	\$2,280.99	N/A
SVRD22-01	\$25,000.00	FY 21 FAST ACT 405B OP HIGH	405B HIGH HVE (FAST)	\$6,250.00	N/A
SVRE22-01	\$68,773.71	FY 22 FAST ACT 405B OP HIGH	405B HIGH HVE (FAST)	\$17,193.43	N/A



COUNTERMEASURE STRATEGY

SHORT-TERM, HIGH VISIBILITY SEAT BELT LAW ENFORCEMENT

PROJECT SAFETY IMPACTS

We expect a reduction in our overall fatalities and serious injury crashes based on the implementation of countermeasure strategies and projects identified through data analysis.

LINKAGE BETWEEN PROGRAM AREA

Based on data-driven program area problem identification, and identified countermeasure strategies, OHS selects the planned activities and partners to participate in each planned activity to reduce crashes and achieve performance targets related to each program area. Planned activities are funded based on the guidelines for each grant, and the availability of funds for the planned activities.

RATIONALE

The countermeasure strategy was selected from proven countermeasure strategies from Countermeasures that Work, Uniform Highway Safety Program Guidelines, and NHTSA guidance. The funding allocation is based on the amount of funds needed to complete the planned activity based on previous projects completed, or estimated expenses related to the planned activity.

PLANNED ACTIVITIES IN THIS SECTION

PROJECT CODES	PROJECT NAMES
<p>CIEA22-01, CIEB22-01, CIEC22-01</p>	<p>CLICK IT OR TICKET</p>



PLANNED ACTIVITY

PROJECT: CLICK IT OR TICKET

PRIMARY COUNTER MEASURE STRATEGY: SHORT TERM, HIGH VISIBILITY SEAT BELT LAW ENFORCEMENT

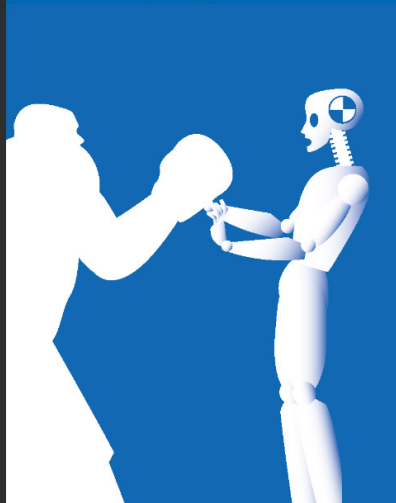
INTENDED SUBRECIPIENTS: VARIOUS LAW ENFORCEMENT AGENCIES

PLANNED ACTIVITY DESCRIPTION: DELAWARE WILL PARTICIPATE IN THE NATIONAL MOBILIZATION PERIOD OF "CLICK IT OR TICKET." OHS WILL ALSO PARTICIPATE IN THE BORDER 2 BORDER ENFORCEMENT, WHICH TAKES PLACE DURING THIS CAMPAIGN. IN FY 2022, ENFORCEMENT WILL BE FUNDED TO COINCIDE WITH THE NATIONAL CAMPAIGN, FROM 5/20/22 - 6/5/22, FROM 11 AM - 3 AM WITH 36 AGENCIES INCLUDED.

PROJECT CODE	ESTIMATED FUNDING AMOUNT	FUNDING SOURCE	ELIGIBLE USE OF FUNDS	MATCH AMOUNT	LOCAL BENEFIT
CIEA22-01	\$7,540.00	FY 20 FAST ACT 405B OP HIGH	405B HIGH HVE (FAST)	\$1,885.00	N/A
CIEB22-01	\$49,800.00	FY 21 FAST ACT 405B OP HIGH	405B HIGH HVE (FAST)	\$12,450.00	N/A
CIEC22-01	\$18,435.30	FY 22 FAST ACT 405B OP HIGH	405B HIGH HVE (FAST)	\$4,608.82	N/A

What does crashing unbuckled feel like?

At 20 MPH



Like a knockout punch from Mike Tyson

At 30 MPH



Like getting rammed by a 3.5-ton charging rhino

At 40 MPH



Like falling from a six-story building



PROGRAM AREA PLANNING AND ADMINISTRATION

HIGHWAY SAFETY PLANNING PROCESS

The use of Planning and Administration funds are for the direct costs that are attributable to the management of the Delaware Office of Highway Safety.

COUNTERMEASURE STRATEGIES IN PROGRAM AREA

- **Planning and Administration**

COUNTERMEASURE STRATEGY

PLANNING AND ADMINISTRATION

PROJECT SAFETY IMPACTS

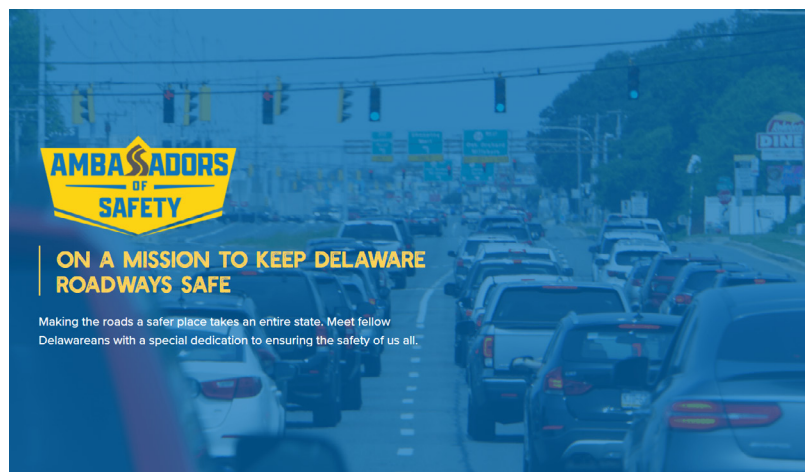
We expect a reduction in our overall fatalities and serious injury crashes based on the implementation of countermeasure strategies and projects identified through data analysis.

LINKAGE BETWEEN PROGRAM AREA

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RATIONALE

The countermeasure strategy was selected from proven countermeasure strategies from Countermeasures that Work, Uniform Highway Safety Program Guidelines, and NHTSA guidance. The funding allocation is based on the amount of funds needed to complete the planned activity based on previous projects completed, or estimated expenses related to the planned activity.



PLANNED ACTIVITIES IN THIS SECTION

PROJECT CODES	PROJECT NAMES
OHHD22-01	FY22 TRAVEL/TRAINING
OHHE22-01	FY22 OFFICE SUPPLIES
OHHG22-01	FY22 GENERAL OPERATING EXPENSES
OHHH22-01	FY22 TECHNOLOGY ENHANCEMENTS
OHHA22-01	FY22 AUDIT FEES
OHAA22-01	ADMINISTRATIVE SPECIALIST II SALARY
OHAB22-01	ACCOUNTANT SALARY

PLANNED ACTIVITY

PROJECT: FY22 TRAVEL/TRAINING					
PRIMARY COUNTER MEASURE STRATEGY: PLANNING AND ADMINISTRATION					
INTENDED SUBRECIPIENTS: OHS, VARIOUS VENDORS					
PLANNED ACTIVITY DESCRIPTION: OHS FUNDS TRAVEL AND TRAINING FOR OHS STAFF TO INCLUDE, LIFESAVERS, GHSA MEETINGS, NHTSA REGIONAL TRAINING ACTIVITIES AND MEETINGS, AND OTHER OPPORTUNITIES AS THEY ARE PRESENTED.					
PROJECT CODE	ESTIMATED FUNDING AMOUNT	FUNDING SOURCE	ELIGIBLE USE OF FUNDS	MATCH AMOUNT	LOCAL BENEFIT
OHHD22-01	\$40,000	FAST ACT NHTSA 402	FAST ACT NHTSA 402	\$10,000	\$0

PLANNED ACTIVITY

PROJECT: FY22 OFFICE SUPPLIES					
PRIMARY COUNTER MEASURE STRATEGY: PLANNING AND ADMINISTRATION					
INTENDED SUBRECIPIENTS: OHS, VARIOUS VENDORS					
PLANNED ACTIVITY DESCRIPTION: OHS ESTABLISHES FUNDING FOR THE PURCHASE OF NECESSARY SUPPLIES TO EFFECTIVELY RUN AN OFFICE. THESE SUPPLIES CAN INCLUDE COPY PAPER, PENCILS, INK/TONER, FILES/FOLDERS, ETC.					
PROJECT CODE	ESTIMATED FUNDING AMOUNT	FUNDING SOURCE	ELIGIBLE USE OF FUNDS	MATCH AMOUNT	LOCAL BENEFIT
OHHE22-01	\$10,000	FAST ACT NHTSA 402	FAST ACT NHTSA 402	\$2,500	\$0

PLANNED ACTIVITY

PROJECT: FY22 GENERAL OPERATING EXPENSES					
PRIMARY COUNTER MEASURE STRATEGY: PLANNING AND ADMINISTRATION					
INTENDED SUBRECIPIENTS: OHS, VARIOUS VENDORS					
PLANNED ACTIVITY DESCRIPTION: OHS ESTABLISHES FUNDING TO BE USED FOR THE COST OF OPERATING AN OFFICE. THIS INCLUDES COPIER RENTAL FEELS, PHONES SERVICES, NEWSPAPER SUBSCRIPTIONS, FLEET EXPENSES, ETC.					
PROJECT CODE	ESTIMATED FUNDING AMOUNT	FUNDING SOURCE	ELIGIBLE USE OF FUNDS	MATCH AMOUNT	LOCAL BENEFIT
OHHD22-01	\$35,000	FAST ACT NHTSA 402	FAST ACT NHTSA 402	\$8,750	\$0

PLANNED ACTIVITY

PROJECT: FY22 TECHNOLOGY ENHANCEMENTS					
PRIMARY COUNTER MEASURE STRATEGY: PLANNING AND ADMINISTRATION					
INTENDED SUBRECIPIENTS: OHS, VARIOUS VENDORS					
PLANNED ACTIVITY DESCRIPTION: OHS ESTABLISHES FUNDS FOR THE PURCHASE OF NEW TECHNOLOGY AND OFFICE EQUIPMENT.					
PROJECT CODE	ESTIMATED FUNDING AMOUNT	FUNDING SOURCE	ELIGIBLE USE OF FUNDS	MATCH AMOUNT	LOCAL BENEFIT
OHHD22-01	\$15,000	FAST ACT NHTSA 402	FAST ACT NHTSA 402	\$3,750	\$0

PLANNED ACTIVITY

PROJECT: FY22 AUDIT FEES					
PRIMARY COUNTER MEASURE STRATEGY: PLANNING AND ADMINISTRATION					
INTENDED SUBRECIPIENTS: OHS, VARIOUS VENDORS					
PLANNED ACTIVITY DESCRIPTION: OHS ESTABLISHES FUNDS FOR USE IF AN AUDIT WERE TO OCCUR.					
PROJECT CODE	ESTIMATED FUNDING AMOUNT	FUNDING SOURCE	ELIGIBLE USE OF FUNDS	MATCH AMOUNT	LOCAL BENEFIT
OHHA22-01	\$20,000	FAST ACT NHTSA 402	FAST ACT NHTSA 402	\$5,000	\$0

PLANNED ACTIVITY

PROJECT: FY22 ADMINISTRATIVE SPECIALIST II SALARY					
PRIMARY COUNTER MEASURE STRATEGY: PLANNING AND ADMINISTRATION					
INTENDED SUBRECIPIENTS: OHS					
PLANNED ACTIVITY DESCRIPTION: OHS ESTABLISHES FUNDS FOR THE ADMINISTRATIVE SPECIALIST III THIS POSITION IS PART TIME/CASUAL SEASONAL.					
PROJECT CODE	ESTIMATED FUNDING AMOUNT	FUNDING SOURCE	ELIGIBLE USE OF FUNDS	MATCH AMOUNT	LOCAL BENEFIT
OHHA22-01	\$40,000	FAST ACT NHTSA 402	FAST ACT NHTSA 402	\$10,000	\$0

PLANNED ACTIVITY

PROJECT: FY22 ACCOUNTANT SALARY					
PRIMARY COUNTER MEASURE STRATEGY: PLANNING AND ADMINISTRATION					
INTENDED SUBRECIPIENTS: OHS					
PLANNED ACTIVITY DESCRIPTION: OHS ESTABLISHES FUNDS FOR THE ACCOUNTANT POSITION. FEDERAL FUNDS ARE USED TO PAY FOR 50% OF THE SALARY/BENEFITS. STATE FUNDS ARE USED TO PAY FOR 50% OF THE SALARY/BENEFITS.					
PROJECT CODE	ESTIMATED FUNDING AMOUNT	FUNDING SOURCE	ELIGIBLE USE OF FUNDS	MATCH AMOUNT	LOCAL BENEFIT
OHHA22-01	\$35,000	FAST ACT NHTSA 402	FAST ACT NHTSA 402	\$8,750	\$0





PROGRAM AREA

POLICE TRAFFIC SERVICES



DESCRIPTION OF HIGHWAY SAFETY PROBLEMS

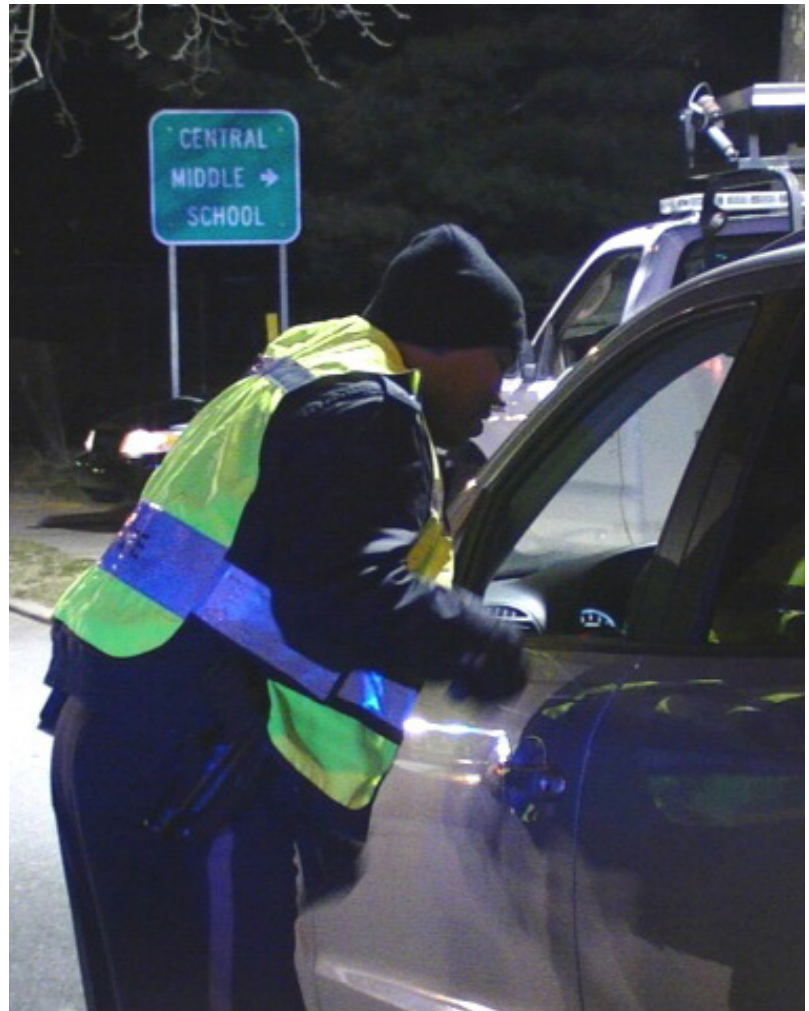
This section of the FY 2022 Highway Safety Plan will focus on projects that impact more than one area of traffic safety and are geared largely towards law enforcement. Problem ID has been established previously in the HSP through each program area section's problem id.

ASSOCIATED PERFORMANCE MEASURES

FISCAL YEAR	PERFORMANCE MEASURE NAME	TARGET END YEAR	TARGET PERIOD	TARGET VALUE
2022	C-1) Number Of Traffic Fatalities	2022	5 Years	N/A

COUNTERMEASURE STRATEGIES IN PROGRAM AREA

- **Occupant Protection/Distracted Driving Paid Media and Outreach**
- **Occupant Protection/Distracted Driving Enforcement**
- **Law Enforcement Liaison**



COUNTERMEASURE STRATEGY

OCCUPANT PROTECTION/DISTRACTED DRIVING PAID MEDIA AND OUTREACH

PROJECT SAFETY IMPACTS

We expect a reduction in our overall fatalities and serious injury crashes based on the implementation of countermeasure strategies and projects identified through data analysis.

LINKAGE BETWEEN PROGRAM AREA

Based on data-driven program area problem identification, and identified countermeasure strategies, OHS selects the planned activities and partners to participate in each planned activity to reduce crashes and achieve performance targets related to each program area. Planned activities are funded based on the guidelines for each grant, and the availability of funds for the planned activities.

RATIONALE

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PLANNED ACTIVITIES IN THIS SECTION

PROJECT CODES	PROJECT NAMES
OH0D22-01	OP/DISTRACTED DRIVING PAID MEDIA



PLANNED ACTIVITY

PROJECT: OP/DISTRACTED DRIVING PAID MEDIA

PRIMARY COUNTER MEASURE STRATEGY: COMMUNICATION CAMPAIGN

INTENDED SUBRECIPIENTS: OHS, ALOYSIUS BUTLER & CLARK, DEARDORFF & ASSOCIATES

PLANNED ACTIVITY DESCRIPTION: TO EDUCATE THE PUBLIC ON OCCUPANT PROTECTION AND DISTRACTED DRIVING ISSUES IN FY 2022, THE DELAWARE OFFICE OF HIGHWAY SAFETY WILL CONTRACT WITH OUR SELECTED PROFESSIONAL ADVERTISING AND OUTREACH FIRMS TO DEVELOP AND PLACE PERTINENT COMBINED EDUCATIONAL MESSAGES AND STAND-ALONE DISTRACTED DRIVING AND OCCUPANT PROTECTION MESSAGING DURING THE OP/DD CAMPAIGN TO PLACE A GREAT EMPHASIS ON EACH PRIORITY AREA. THE MEDIA CONTRACTORS WILL USE THE NHTSA FY 2022 COMMUNICATIONS CALENDAR AND SELECTED NHTSA TRAFFIC SAFETY CAMPAIGN RESOURCES IN COORDINATION WITH STATE-DEVELOPED PUBLIC EDUCATION MATERIALS. PAID TV AND RADIO ADVERTISEMENTS WILL BE RUN DURING THE NATIONAL MOBILIZATIONS USING EITHER NHTSA OR STATE-DEVELOPED ADVERTISING. THESE ADVERTISEMENTS WILL BE PLACED THROUGH OUR MEDIA CONTRACTOR(S). OHS WILL WORK WITH THE MEDIA CONTRACTOR(S) TO DETERMINE THE BEST MEANS TO REACH THE TARGET DEMOGRAPHICS. THE OCCUPANT PROTECTION/ DISTRACTED DRIVING PRIORITY AREAS WERE ORIGINALLY COMBINED IN FY 2019 TO BETTER ASSIST THE LAW ENFORCEMENT COMMUNITY IN ADDRESSING THESE BEHAVIORAL ISSUES SIMULTANEOUSLY ON THE ROAD AS THEY OFTEN COINCIDED. THE FY 2022 STRATEGY WILL INCLUDE INCREASING OUR SOCIAL MEDIA ORGANIC REACH, PLUS INCREASING SCHOOL, AND COMMUNITY SPORTING EVENT(S) OUTREACH. PAID MEDIA AND OUTREACH OPPORTUNITIES WILL COINCIDE WITH THE SIX PLANNED OCCUPANT PROTECTION AND DISTRACTED DRIVING ENFORCEMENT MOBILIZATIONS, INCLUDING APRIL'S DISTRACTED DRIVING AWARENESS MONTH AND THE MAY CLICK-IT-OR-TICKET (CIOT) STAND-ALONE NATIONAL ENFORCEMENT AND CAMPAIGN.

OHS WILL PARTICIPATE IN NHTSA'S NATIONALLY RECOGNIZED ENFORCEMENT/CAMPAIGN OF MAY'S CLICK-IT-OR-TICKET (CIOT) IN MAY 2022, AND NATIONAL DISTRACTED DRIVING MONTH IN APRIL 2022 INCLUDING MEDIA BUYS, SOCIAL MEDIA ENGAGEMENT, AND EARNED MEDIA THROUGH PRESS COVERAGE. THE OFFICE WILL CONTINUE TO AMPLIFY ITS SOCIAL MEDIA ORGANIC REACH THROUGH FACEBOOK, TWITTER, INSTAGRAM, AND SNAPCHAT. SOCIAL MEDIA POSTS WILL BE SHARED WITH DELAWARE STATE POLICE, DELDOT, DMV, AAA MID-ATLANTIC, AND OTHER PARTNERS TO CONTINUE BUILDING UPON THE RELATIONSHIPS BUILT THROUGHOUT FY 2020. FINALLY, THE OFFICE WILL CONTINUE TO FOSTER AND GROW THE 170-PLUS CORPORATE PARTNER PROGRAM TO FURTHER CIRCULATE THE HIGHWAY SAFETY MESSAGE TO THOUSANDS OF EMPLOYEES AND CLIENTELE.

PLACEMENT OF PAID MEDIA WILL BE DETERMINED BASED ON THE IDENTIFICATION OF HIGH CRASH LOCATIONS TO ALERT DRIVERS THAT ENFORCEMENT IS ONGOING AND REMIND THEM OF THE IMPORTANCE OF USING HANDS-FREE DEVICES AND NOT TEXTING WHILE DRIVING.

PROJECT CODE	ESTIMATED FUNDING AMOUNT	FUNDING SOURCE	ELIGIBLE USE OF FUNDS	MATCH AMOUNT	LOCAL BENEFIT
OH0D22-01	\$249,395	FAST ACT NHTSA 402	POLICE TRAFFIC SERVICES (FAST)	\$59,848.75	\$239,395

COUNTERMEASURE STRATEGY

OCCUPANT PROTECTION/DISTRACTED DRIVING ENFORCEMENT

PROJECT SAFETY IMPACTS

We expect a reduction in our overall fatalities and serious injury crashes based on the implementation of countermeasure strategies and projects identified through data analysis.

LINKAGE BETWEEN PROGRAM AREA

Based on data-driven program area problem identification, and identified countermeasure strategies, OHS selects the planned activities and partners to participate in each planned activity to reduce crashes and achieve performance targets related to each program area. Planned activities are funded based on the guidelines for each grant, and the availability of funds for the planned activities.

RATIONALE

The countermeasure strategy was selected from proven countermeasure strategies from Countermeasures that Work, Uniform Highway Safety Program Guidelines, and NHTSA guidance. The funding allocation is based on the amount of funds needed to complete the planned activity based on previous projects completed, or estimated expenses related to the planned activity.



PLANNED ACTIVITIES IN THIS SECTION

PROJECT CODES	PROJECT NAMES
OHOS22-01	FY22 FALL OP/DISTRACTED ENFORCEMENT
OHOS22-02	FY22 SAFE FAMILY HOLIDAY OP/DISTRACTED ENFORCEMENT
OHOS22-03	FY22 WINTER OP/DISTRACTED ENFORCEMENT
OHOS22-04	FY22 SUMMER OP/DISTRACTED ENFORCEMENT

PLANNED ACTIVITY

PROJECT: FALL OCCUPANT PROTECTION/DISTRACTED DRIVING ENFORCEMENT (10/3/21 - 10/23/21)					
PRIMARY COUNTER MEASURE STRATEGY: OCCUPANT PROTECTION - DISTRACTED DRIVING HVE					
INTENDED SUBRECIPIENTS: VARIOUS LAW ENFORCEMENT AGENCIES					
PLANNED ACTIVITY DESCRIPTION: OCTOBER CONTINUES AS ONE OF THE HIGHEST MONTHS OVER A 5 YEAR PERIOD FOR DISTRACTED DRIVING CRASHES IN DELAWARE. OHS WILL SUPPORTING FUNDING TO 36 AGENCIES AND THE DELAWARE STATE POLICE FOR A TOTAL OF 147 PATROLS. IN FOLLOWING A DATA DRIVEN STRATEGY FOR WHEN THESE TYPES OF CRASHES OCCUR, THE PATROL TIMEFRAME WILL COVER 12 PM - 8 PM.					
PROJECT CODE	ESTIMATED FUNDING AMOUNT	FUNDING SOURCE	ELIGIBLE USE OF FUNDS	MATCH AMOUNT	LOCAL BENEFIT
OHOS22-01	\$39,700.00	FAST ACT NHTSA 402	POLICE TRAFFIC SERVICES (FAST)	\$9,925.00	\$24,020.00

PLANNED ACTIVITY

PROJECT: SAFE FAMILY HOLIDAY OCCUPANT PROTECTION/DISTRACTED DRIVING ENFORCEMENT (11/21/21 - 12/17/21)					
PRIMARY COUNTER MEASURE STRATEGY: OCCUPANT PROTECTION - DISTRACTED DRIVING HVE					
INTENDED SUBRECIPIENTS: VARIOUS LAW ENFORCEMENT AGENCIES					
PLANNED ACTIVITY DESCRIPTION: WITH HEIGHTENED EMPHASIS ON HIGHWAY SAFETY DURING THE HOLIDAY SEASON OF LATE NOVEMBER AND EARLY DECEMBER, OHS CONDUCTS VARIOUS PRIORITY ENFORCEMENTS DURING THIS TIME PERIOD, CALLED SAFE FAMILY HOLIDAY. OHS WILL SUPPORT FUNDING OCCUPANT PROTECTION AND DISTRACTED DRIVING COMBINED TO 27 AGENCIES AND THE DELAWARE STATE POLICE WILL WORK A TOTAL OF 123 PATROLS, WORKING FROM 12 PM - 8 PM.					
PROJECT CODE	ESTIMATED FUNDING AMOUNT	FUNDING SOURCE	ELIGIBLE USE OF FUNDS	MATCH AMOUNT	LOCAL BENEFIT
OHOS22-02	\$33,400.00	FAST ACT NHTSA 402	POLICE TRAFFIC SERVICES (FAST)	\$8,350.00	\$17,720.00

PLANNED ACTIVITY

PROJECT: OCCUPANT PROTECTION/DISTRACTED DRIVING ENFORCEMENT (2/6/22 - 2/27/22)					
PRIMARY COUNTER MEASURE STRATEGY: OCCUPANT PROTECTION - DISTRACTED DRIVING HVE					
INTENDED SUBRECIPIENTS: VARIOUS LAW ENFORCEMENT AGENCIES					
PLANNED ACTIVITY DESCRIPTION: WITH STATISTICAL DATA AVAILABLE, FEBRUARY HAS STARTED TO TREND AS A HIGHER MONTH FOR CRASHES IN BOTH OCCUPANT PROTECTION AND DISTRACTED DRIVING. OHS WILL FUNDING AN ENFORCEMENT THAT WILL COVER THE MONTH. PARTICIPATION IS EXPECTED WITH 37 AGENCIES AND THE DELAWARE STATE POLICE CONDUCTING 187 PATROLS FROM 12 PM - 8 PM.					
PROJECT CODE	ESTIMATED FUNDING AMOUNT	FUNDING SOURCE	ELIGIBLE USE OF FUNDS	MATCH AMOUNT	LOCAL BENEFIT
OH0S22-03	\$50,640.00	FAST ACT NHTSA 402	POLICE TRAFFIC SERVICES (FAST)	\$12,660.00	\$28,240.00

PLANNED ACTIVITY

PROJECT: SUMMER OCCUPANT PROTECTION/DISTRACTED DRIVING ENFORCEMENT (7/17/22 - 8/13/22)					
PRIMARY COUNTER MEASURE STRATEGY: OCCUPANT PROTECTION - DISTRACTED DRIVING HVE					
INTENDED SUBRECIPIENTS: VARIOUS LAW ENFORCEMENT AGENCIES					
PLANNED ACTIVITY DESCRIPTION: AS DATA SHOWS THAT CRASHES RELATED TO OCCUPANT PROTECTION AND DISTRACTED DRIVING START TO INCREASE DURING THE SUMMER MONTHS. THIS ENFORCEMENT WILL SUPPORT FUNDING FOR 37 AGENCIES AND THE DELAWARE STATE POLICE CONDUCTING 221 PATROLS FROM 12 PM - 8 PM. THIS ENFORCEMENT ALSO INCLUDES ADDITIONAL FUNDING TO HARRINGTON POLICE TO CONDUCT ADDITIONAL ENFORCEMENT DURING THE DELAWARE STATE FAIR.					
PROJECT CODE	ESTIMATED FUNDING AMOUNT	FUNDING SOURCE	ELIGIBLE USE OF FUNDS	MATCH AMOUNT	LOCAL BENEFIT
OH0S22-04	\$59,600.00	FAST ACT NHTSA 402	POLICE TRAFFIC SERVICES (FAST)	\$14,900.00	\$37,200.00

COUNTERMEASURE STRATEGY

LAW ENFORCEMENT LIAISON

PROJECT SAFETY IMPACTS

We expect a reduction in our overall fatalities and serious injury crashes based on the implementation of countermeasure strategies and projects identified through data analysis.

LINKAGE BETWEEN PROGRAM AREA

Based on data-driven program area problem identification, and identified countermeasure strategies, OHS selects the planned activities and partners to participate in each planned activity to reduce crashes and achieve performance targets related to each program area. Planned activities are funded based on the guidelines for each grant, and the availability of funds for the planned activities.

RATIONALE

The countermeasure strategy was selected from proven countermeasure strategies from Countermeasures that Work, Uniform Highway Safety Program Guidelines, and NHTSA guidance. The funding allocation is based on the amount of funds needed to complete the planned activity based on previous projects completed, or estimated expenses related to the planned activity.

PLANNED ACTIVITIES IN THIS SECTION

PROJECT CODES	PROJECT NAMES
OHBL22-01	LAW ENFORCEMENT LIAISON SALARY

PLANNED ACTIVITY

PROJECT: LAW ENFORCEMENT LIAISON SALARY					
PRIMARY COUNTER MEASURE STRATEGY: POLICE TRAFFIC SERVICES					
INTENDED SUBRECIPIENTS: OHS					
PLANNED ACTIVITY DESCRIPTION: OHS WILL FUND THE SALARY OF A LAW ENFORCEMENT LIAISON WITHIN OHS TO ASSIST WITH THE IMPLEMENTATION OF ENFORCEMENT MOBILIZATIONS, ANSWER QUESTIONS FROM PARTICIPATING AGENCIES, PROVIDE TRAINING AS NEEDED, AND OTHER DUTIES AS ASSIGNED.					
PROJECT CODE	ESTIMATED FUNDING AMOUNT	FUNDING SOURCE	ELIGIBLE USE OF FUNDS	MATCH AMOUNT	LOCAL BENEFIT
OHBL22-01	\$40,000	FAST ACT NHTSA 402	POLICE TRAFFIC SERVICES (FAST)	\$10,000	\$0



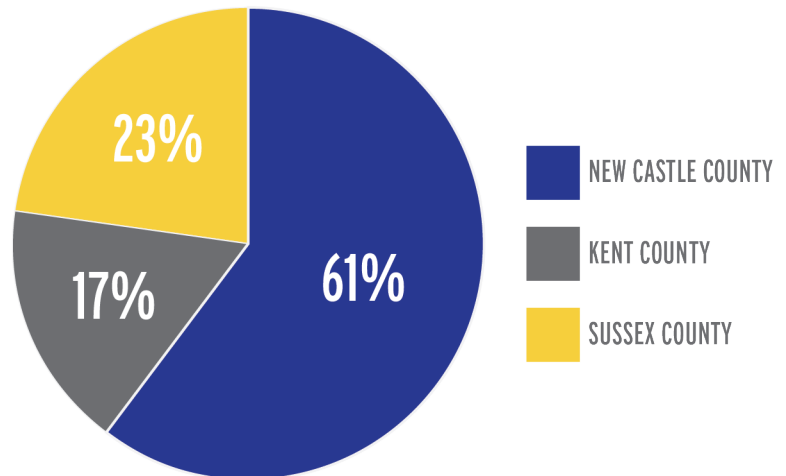
PROGRAM AREA
**SPEED
MANAGEMENT**



DESCRIPTION OF HIGHWAY SAFETY PROBLEMS

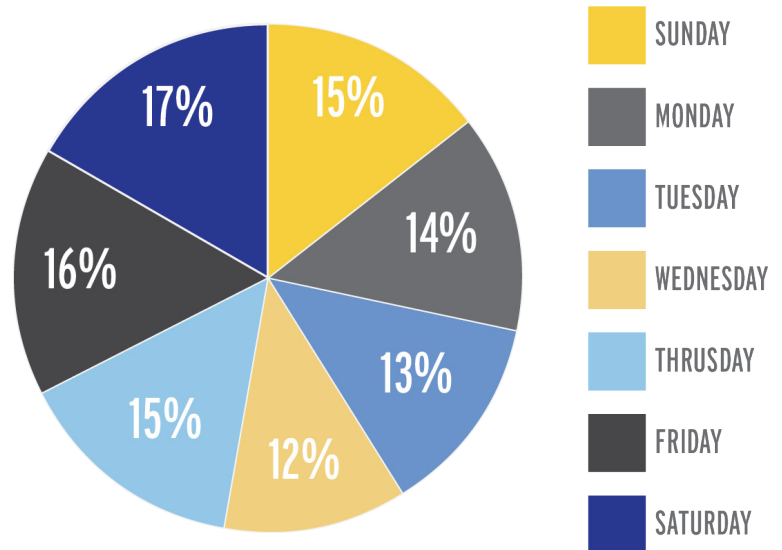
OHS has conducted data analysis on injury crashes where speeding was considered a primary factor. In 2020, it was reported that 40 (35%) of roadway fatalities were speed-related. This was an increase compared to 2019 in which 32% of fatalities were speed-related.

SPEED-RELATED CRASHES BY COUNTY (2016-2020)



Speed-related crashes and fatalities occur most frequently on Saturdays followed by Fridays.

SPEED-RELATED INJURY CRASHES BY DAY OF THE WEEK (2016-2020)

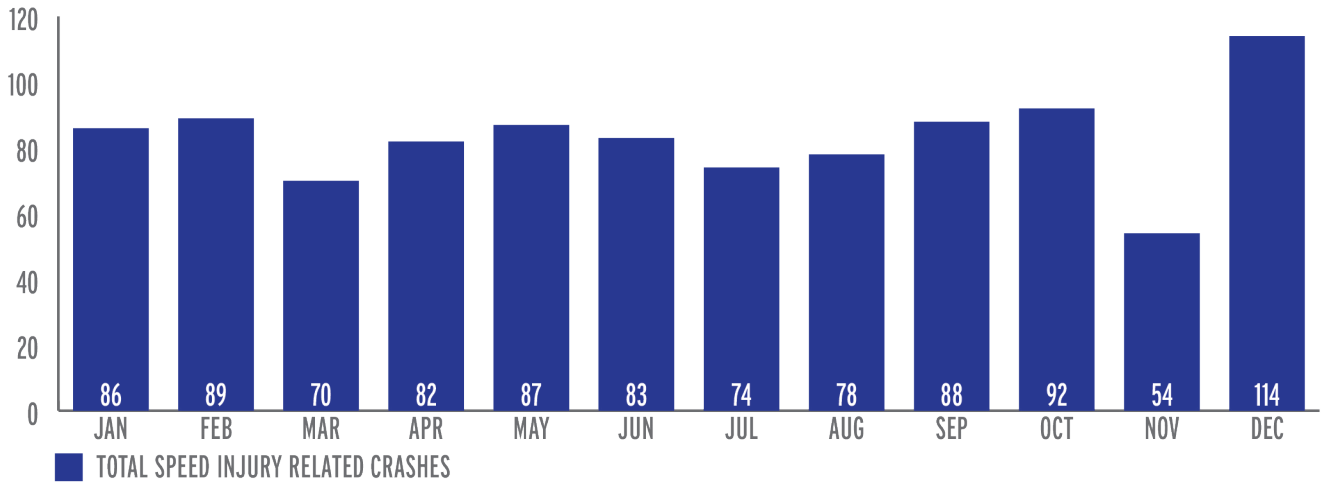


20-24 year-old males account for the highest number of speed-related crashes and under 19-year-old males are the next highest group.

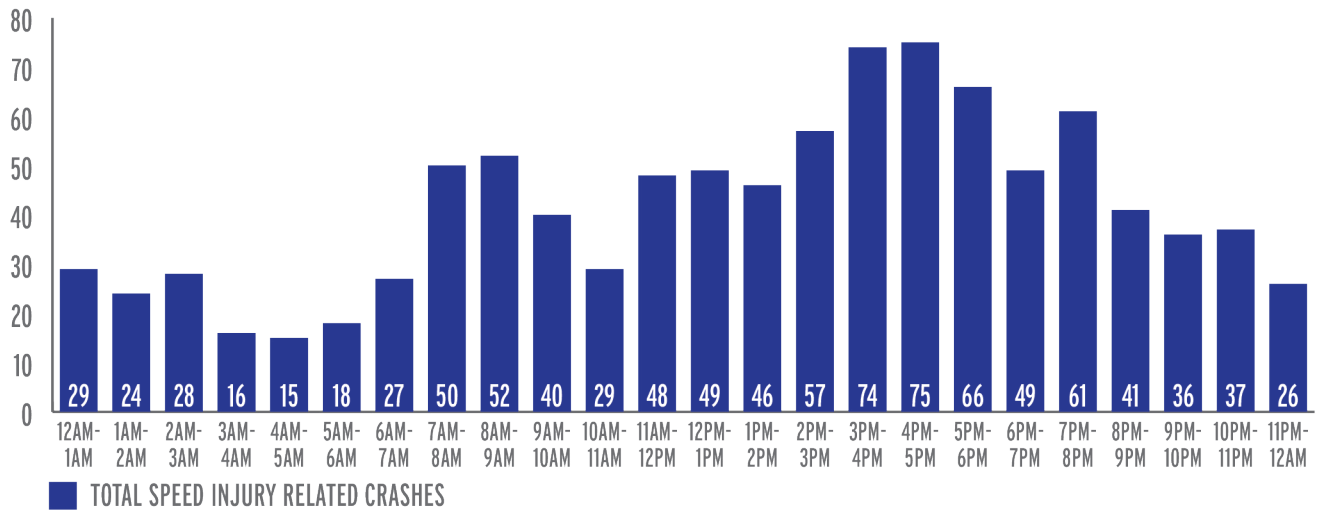
The highest month for speed-related crashes is December and followed by October. The highest month for speed-related fatalities is July, followed by September.

As viewed in the data charts on the following page.

SPEED-RELATED INJURY CRASHES BY MONTH (2016-2020)

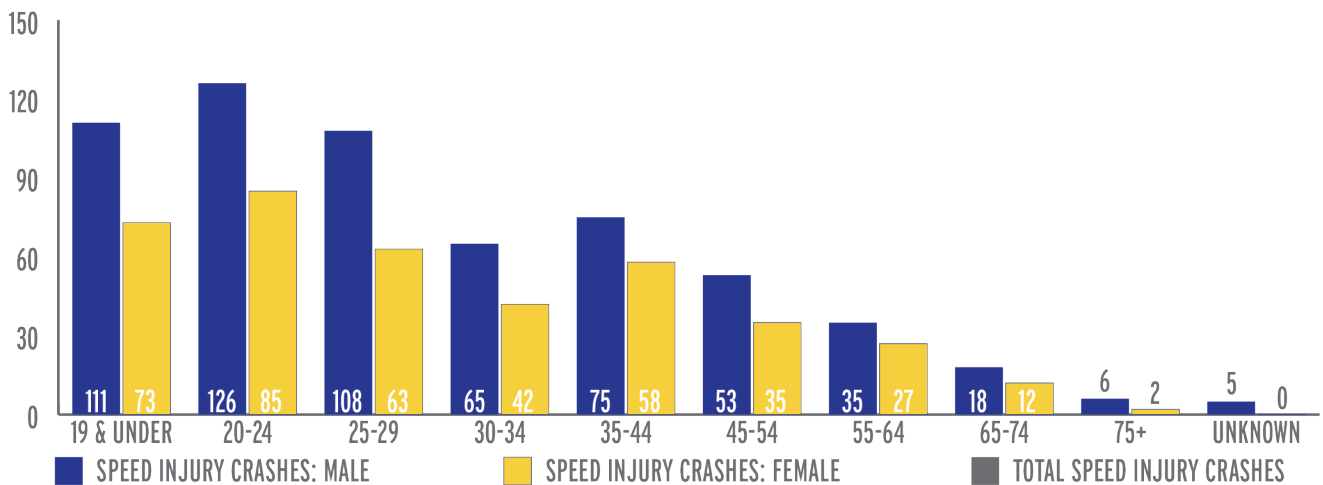


SPEED-RELATED INJURY CRASHES BY HOUR (2016-2020)



Crashes occur between 2:00 and 8:00 p.m. and 7:00 to 9:00 a.m., fatalities occur between 10:00 p.m. and 1:00 a.m. 23% of speed-related crashes occur on roadways where the speed limit is 50 mph.

SPEED-RELATED INJURY CRASHES BY AGE AND GENDER, STATEWIDE TOTAL (2016-2020)



ASSOCIATED PERFORMANCE MEASURES

FISCAL YEAR	PERFORMANCE MEASURE NAME	TARGET END YEAR	TARGET PERIOD	TARGET VALUE
2022	C-6) Number Of Speeding-Related Fatalities (FARS)	2022	5 Years	32.1

COUNTERMEASURE STRATEGIES IN PROGRAM AREA

- Speed High Visibility Enforcement
- Speed Paid Media and Outreach

COUNTERMEASURE STRATEGY

SPEED HIGH VISIBILITY ENFORCEMENT

PROJECT SAFETY IMPACTS

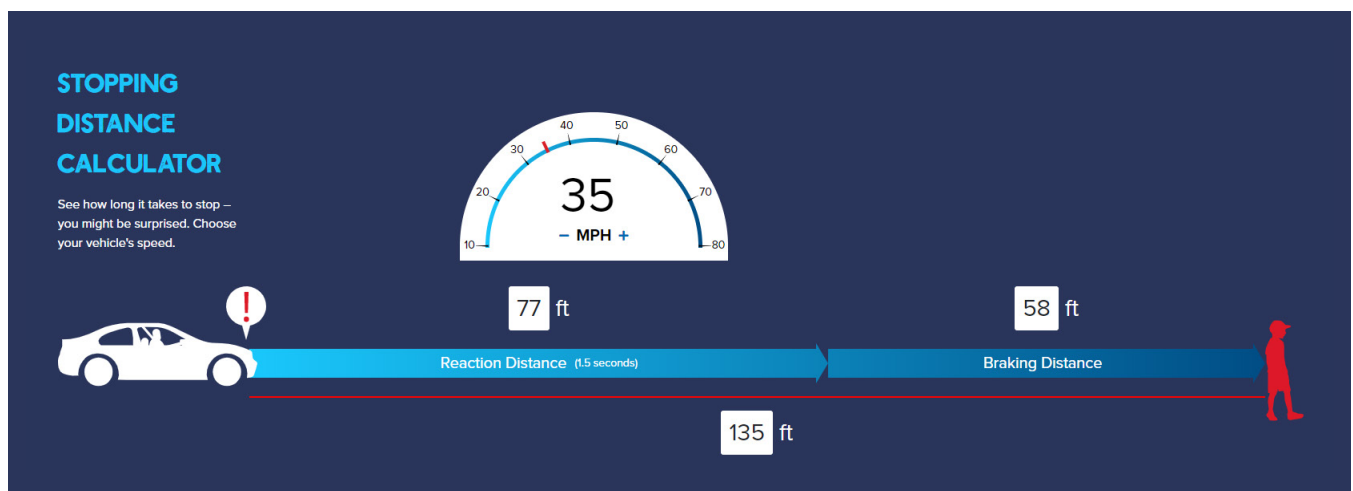
We expect a reduction in our overall fatalities and serious injury crashes based on the implementation of countermeasure strategies and projects identified through data analysis.

LINKAGE BETWEEN PROGRAM AREA

Based on data-driven program area problem identification, and identified countermeasure strategies, OHS selects the planned activities and partners to participate in each planned activity to reduce crashes and achieve performance targets related to each program area. Planned activities are funded based on the guidelines for each grant, and the availability of funds for the planned activities.

RATIONALE

The countermeasure strategy was selected from proven countermeasure strategies from Countermeasures that Work, Uniform Highway Safety Program Guidelines, and NHTSA guidance. The funding allocation is based on the number of funds needed to complete the planned activity based on previous projects completed, or estimated expenses related to the planned activity.



PLANNED ACTIVITIES IN THIS SECTION

PROJECT CODES	PROJECT NAMES
SPED22-01	NOVEMBER SPEED ENFORCEMENT
SPED22-02	MAY SPEED ENFORCEMENT
SPED22-03	JUNE SPEED ENFORCEMENT
SPED22-04	JULY SPEED ENFORCEMENT
SPED22-05	SEPTEMBER SPEED ENFORCEMENT

PLANNED ACTIVITY

PROJECT: NOVEMBER SPEED ENFORCEMENT

PRIMARY COUNTER MEASURE STRATEGY: SUSTAINED ENFORCEMENT

INTENDED SUBRECIPIENTS: OHS, VARIOUS LAW ENFORCEMENT AGENCIES

PLANNED ACTIVITY DESCRIPTION: OHS WILL PROVIDE FUNDING TO STATE AND MUNICIPAL LAW ENFORCEMENT AGENCIES TO ENFORCE SPEED LAWS. DATA ANALYSIS HAS BEEN COMPLETED TO DETERMINE THE CORRECT TIME PERIODS AND LOCATIONS FOR ENFORCEMENT. THE ENFORCEMENT WILL BE USED TO COMBAT SPEEDING BY DRIVERS ON DELAWARE'S ROADWAYS. THE DATES OF THE MOBILIZATION ARE OCTOBER 30, 2021-NOVEMBER 14, 2021. ENFORCEMENT TIME PERIODS WILL BE FROM 7 AM - 8 PM. DATA SHOWS THAT CRASH FREQUENCY BETWEEN OCTOBER-DECEMBER.

PROJECT CODE	ESTIMATED FUNDING AMOUNT	FUNDING SOURCE	ELIGIBLE USE OF FUNDS	MATCH AMOUNT	LOCAL BENEFIT
SPED22-01	\$20,720	FY2022 NHTSA 402	SPEED ENFORCEMENT	\$5,180	\$10,920



PLANNED ACTIVITY

PROJECT: MAY SPEED ENFORCEMENT					
PRIMARY COUNTER MEASURE STRATEGY: SUSTAINED ENFORCEMENT					
INTENDED SUBRECIPIENTS: OHS, VARIOUS LAW ENFORCEMENT AGENCIES					
PLANNED ACTIVITY DESCRIPTION: OHS WILL PROVIDE FUNDING TO STATE AND MUNICIPAL LAW ENFORCEMENT AGENCIES TO ENFORCE SPEED LAWS. DATA ANALYSIS HAS BEEN COMPLETED TO DETERMINE THE CORRECT TIME PERIODS AND LOCATIONS FOR ENFORCEMENT. THE ENFORCEMENT WILL BE USED TO COMBAT SPEEDING BY DRIVERS ON DELAWARE'S ROADWAYS. THE DATES OF THE MOBILIZATION ARE MAY 1 - MAY 15, 2022. ENFORCEMENT TIME PERIODS WILL BE FROM 7 AM-8 PM. DATA SHOWS THAT MAY HAS A HIGH OCCURRENCE OF FATALS, AND CRASHES ATTRIBUTED TO SPEED.					
PROJECT CODE	ESTIMATED FUNDING AMOUNT	FUNDING SOURCE	ELIGIBLE USE OF FUNDS	MATCH AMOUNT	LOCAL BENEFIT
SPED22-02	\$20,200	FY2022 NHTSA 402	SPEED ENFORCEMENT	\$5,050	\$10,400

PLANNED ACTIVITY

PROJECT: JUNE SPEED ENFORCEMENT					
PRIMARY COUNTER MEASURE STRATEGY: SUSTAINED ENFORCEMENT					
INTENDED SUBRECIPIENTS: OHS, VARIOUS LAW ENFORCEMENT AGENCIES					
PLANNED ACTIVITY DESCRIPTION: OHS WILL PROVIDE FUNDING TO STATE AND MUNICIPAL LAW ENFORCEMENT AGENCIES TO ENFORCE SPEED LAWS. DATA ANALYSIS HAS BEEN COMPLETED TO DETERMINE THE CORRECT TIME PERIODS AND LOCATIONS FOR ENFORCEMENT. THE ENFORCEMENT WILL BE USED TO COMBAT SPEEDING BY DRIVERS ON DELAWARE'S ROADWAYS. THE DATES OF THE MOBILIZATION ARE JUNE 12 25, 2022. ENFORCEMENT TIME PERIODS WILL BE FROM 7 AM - 8 PM. DATA SHOWS THAT JUNE HAS A HIGH OCCURRENCE OF FATALITIES AND CRASHES ATTRIBUTED TO SPEED.					
PROJECT CODE	ESTIMATED FUNDING AMOUNT	FUNDING SOURCE	ELIGIBLE USE OF FUNDS	MATCH AMOUNT	LOCAL BENEFIT
SPED22-03	\$22,280	FY2022 NHTSA 402	SPEED ENFORCEMENT	\$5,570	\$12,480



PLANNED ACTIVITY

PROJECT: JULY SPEED ENFORCEMENT					
PRIMARY COUNTER MEASURE STRATEGY: SUSTAINED ENFORCEMENT					
INTENDED SUBRECIPIENTS: OHS, VARIOUS LAW ENFORCEMENT AGENCIES					
PLANNED ACTIVITY DESCRIPTION: OHS WILL PROVIDE FUNDING TO STATE AND MUNICIPAL LAW ENFORCEMENT AGENCIES TO ENFORCE SPEED LAWS. DATA ANALYSIS HAS BEEN COMPLETED TO DETERMINE THE CORRECT TIME PERIODS AND LOCATIONS FOR ENFORCEMENT. THE ENFORCEMENT WILL BE USED TO COMBAT SPEEDING BY DRIVERS ON DELAWARE'S ROADWAYS. THE DATES OF THE MOBILIZATION ARE JULY 3 - 23, 2022. ENFORCEMENT TIME PERIODS WILL BE FROM 7 AM - 8 PM. DATA SHOWS THAT JULY HAS A HIGH OCCURRENCE OF FATALITIES AND CRASHES ATTRIBUTED TO SPEED.					
PROJECT CODE	ESTIMATED FUNDING AMOUNT	FUNDING SOURCE	ELIGIBLE USE OF FUNDS	MATCH AMOUNT	LOCAL BENEFIT
SPED22-04	\$21,760	FY2022 NHTSA 402	SPEED ENFORCEMENT	\$5,440	\$11,960

PLANNED ACTIVITY

PROJECT: SEPTEMBER SPEED ENFORCEMENT					
PRIMARY COUNTER MEASURE STRATEGY: SUSTAINED ENFORCEMENT					
INTENDED SUBRECIPIENTS: OHS, VARIOUS LAW ENFORCEMENT AGENCIES					
PLANNED ACTIVITY DESCRIPTION: OHS WILL PROVIDE FUNDING TO STATE AND MUNICIPAL LAW ENFORCEMENT AGENCIES TO ENFORCE SPEED LAWS. DATA ANALYSIS HAS BEEN COMPLETED TO DETERMINE THE CORRECT TIME PERIODS AND LOCATIONS FOR ENFORCEMENT. THE ENFORCEMENT WILL BE USED TO COMBAT SPEEDING BY DRIVERS ON DELAWARE'S ROADWAYS AND TO SUPPORT ANTICIPATED NEEDS AROUND THE H2OI WEEKEND IN OCEAN CITY, MD. THE DATES OF THE MOBILIZATION ARE SEPTEMBER 9 - 25, 2022. ENFORCEMENT TIME PERIODS WILL BE FROM 7 AM - 8 PM. SEPTEMBER DATA SHOWS A HIGH LEVEL OF FATALITIES AND CRASHES DURING THE MONTH.					
PROJECT CODE	ESTIMATED FUNDING AMOUNT	FUNDING SOURCE	ELIGIBLE USE OF FUNDS	MATCH AMOUNT	LOCAL BENEFIT
SPED22-05	\$42,080	FY2022 NHTSA 402	SPEED ENFORCEMENT	\$10,520	\$30,040

COUNTERMEASURE STRATEGY

SPEED PAID MEDIA AND OUTREACH

PROJECT SAFETY IMPACTS

We expect a reduction in our overall fatalities and serious injury crashes based on the implementation of countermeasure strategies and projects identified through data analysis.

LINKAGE BETWEEN PROGRAM AREA

Based on data-driven program area problem identification, and identified countermeasure strategies, OHS selects the planned activities and partners to participate in each planned activity to reduce crashes and achieve performance targets related to each program area. Planned activities are funded based on the guidelines for each grant, and the availability of funds for the planned activities.

RATIONALE

The countermeasure strategy was selected from proven countermeasure strategies from Countermeasures that Work, Uniform Highway Safety Program Guidelines, and NHTSA guidance. The funding allocation is based on the number of funds needed to complete the planned activity based on previous projects completed, or estimated expenses related to the planned activity.

**TAME YOUR INNER
SPEED
DEMON**

Tempted to let your inner Speed Demon out? Don't. Young adult males have the highest number of speed-related crashes in Delaware, and account for 75% of all speed fatalities. Don't risk getting fines, points, and hit with skyrocketing insurance rates. Or losing your license, your life—or someone else's—for a thrill ride.

[ArriveAliveDE.com/Slow-Down](https://www.arrivealivede.com/slow-down)    @HighwaySafetyDE

 **SLOW DOWN
ARRIVE ALIVE DE**

PLANNED ACTIVITIES IN THIS SECTION

PROJECT CODES	PROJECT NAMES
OHSP22-01	SPEED PAID MEDIA AND OUTREACH

PLANNED ACTIVITY

PROJECT: SPEED PAID MEDIA AND OUTREACH

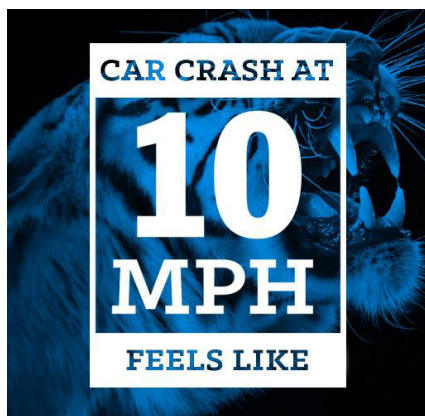
PRIMARY COUNTER MEASURE STRATEGY: PAID MEDIA AND OUTREACH

INTENDED SUBRECIPIENTS: OHS, ALOYSIUS BUTLER & CLARK, DEARDORFF ASSOCIATES, AND OTHERS

PLANNED ACTIVITY DESCRIPTION: TO EDUCATE THE PUBLIC ON SPEED SAFETY ISSUES IN FY 2022, THE DELAWARE OFFICE OF HIGHWAY SAFETY WILL CONTRACT WITH OUR SELECTED PROFESSIONAL ADVERTISING AND OUTREACH FIRMS TO DEVELOP AND PLACE PERTINENT EDUCATIONAL MESSAGES DURING THE FIVE SATURATION PATROL ENFORCEMENT MOBILIZATIONS SCHEDULED THROUGHOUT THE FISCAL YEAR. THE MEDIA CONTRACTORS WILL USE THE NHTSA FY 2022 COMMUNICATIONS CALENDAR AND SELECTED NHTSA TRAFFIC SAFETY CAMPAIGN RESOURCES IN COORDINATION WITH STATE-DEVELOPED PUBLIC EDUCATION MATERIALS. PAID TV AND RADIO ADVERTISEMENTS WILL BE RUN DURING THE NATIONAL MOBILIZATIONS USING EITHER NHTSA OR STATE-DEVELOPED ADVERTISING. THESE ADVERTISEMENTS WILL BE PLACED THROUGH OUR MEDIA CONTRACTOR(S). OHS WILL WORK WITH THE MEDIA CONTRACTOR(S) TO DETERMINE THE BEST MEANS TO REACH THE TARGET DEMOGRAPHICS. IN ADDITION TO TRADITIONAL MEDIA BUYS, OHS WILL FUND OUTREACH EVENTS, BOTH OF WHICH ARE A KEY COMPONENT TO MAINTAINING THE HIGH VISIBILITY ENFORCEMENT MODEL.

OHS WILL CONTINUE TO AMPLIFY ITS SOCIAL MEDIA ORGANIC REACH THROUGH FACEBOOK, TWITTER, INSTAGRAM, AND SNAPCHAT. SOCIAL MEDIA POSTS WILL BE SHARED WITH DELAWARE STATE POLICE, DELDOT, DMV, AAA MID-ATLANTIC, AND OTHER PARTNERS TO CONTINUE BUILDING UPON THE RELATIONSHIPS BUILT THROUGHOUT FY 2021. FINALLY, THE OFFICE WILL CONTINUE TO FOSTER AND GROW THE 170-PLUS CORPORATE PARTNER PROGRAM TO FURTHER CIRCULATE THE HIGHWAY SAFETY MESSAGE TO THOUSANDS OF EMPLOYEES AND CLIENTELE.

PROJECT CODE	ESTIMATED FUNDING AMOUNT	FUNDING SOURCE	ELIGIBLE USE OF FUNDS	MATCH AMOUNT	LOCAL BENEFIT
OHSP22-01	\$108,330.60	FY2022 NHTSA 402	SPEED ENFORCEMENT	\$27,082.65	\$108,330.60





PROGRAM AREA

TRAFFIC RECORDS

DESCRIPTION OF HIGHWAY SAFETY PROBLEMS

Accurate, complete, and timely traffic safety data is the cornerstone of the state's highway safety program. Efforts are currently underway to make improvements and upgrades to existing records systems to ensure that data that is captured and used in resource allocation decision making is as accurate as possible. OHS continues to work with various partners to provide improvements to various systems including the enhancement of the E-Crash system, the utilization of CARS (Crash Analysis Reporting System) to map crashes and the Quality Assurance/Quality Control (QA/QC) project to ensure quality data in the E-crash system. Problem identification remains a key function of the Office of Highway Safety. To ensure that the federal funds received by Delaware are allocated in an efficiently and effectively, it is critical to review as much highway safety data as possible to determine the types of crashes that are occurring, where and when they are occurring, and who is our target audience. Improving and monitoring the functions of traffic records and the programs associated is essential to the OHS planning process.

COUNTERMEASURE STRATEGIES IN PROGRAM AREA

- **Anticipated Projects**
- **Data Analyst**
- **Improving Accuracy of a Core Highway Safety Database**
- **Strengthen The TRCC's Abilities for Strategic Planning**



COUNTERMEASURE STRATEGY

ANTICIPATED PROJECTS

PROJECT SAFETY IMPACTS

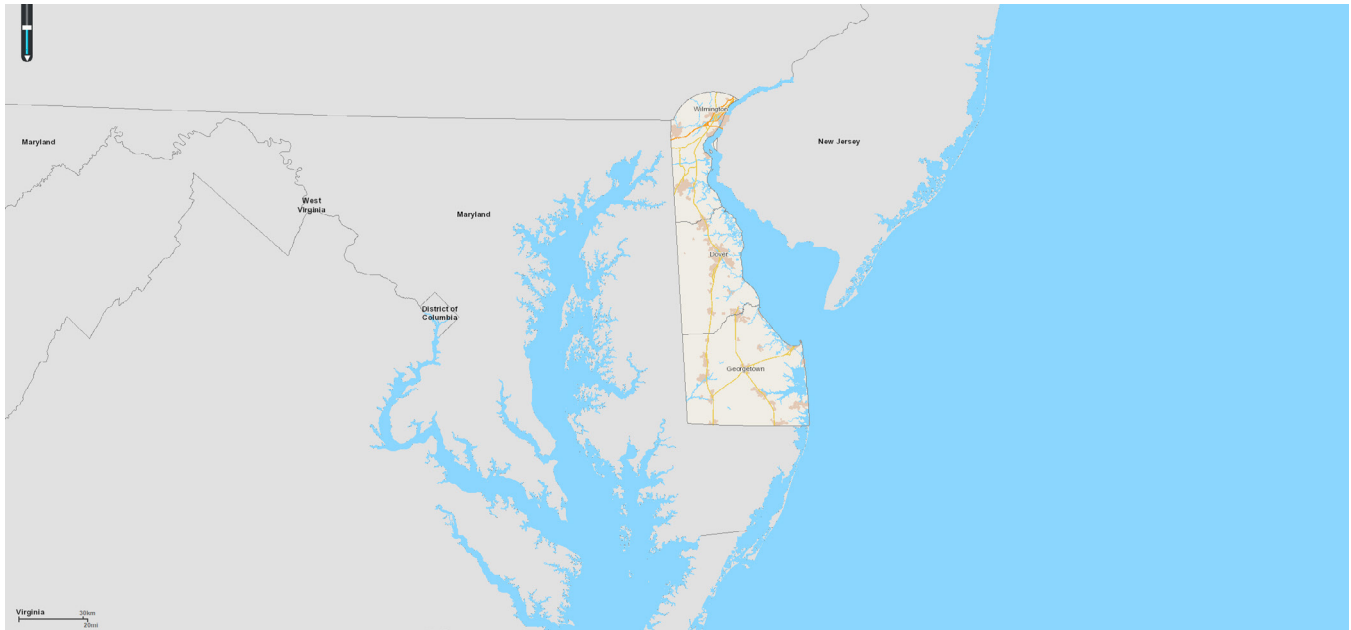
We expect a reduction in our overall fatalities and serious injury crashes based on the implementation of countermeasure strategies and projects identified through data analysis.

LINKAGE BETWEEN PROGRAM AREA

Based on data-driven program area problem identification, and identified countermeasure strategies, OHS selects the planned activities and partners to participate in each planned activity to reduce crashes and achieve performance targets related to each program area. Planned activities are funded based on the guidelines for each grant, and the availability of funds for the planned activities.

RATIONALE

The countermeasure strategy was selected from proven countermeasure strategies from Countermeasures that Work, Uniform Highway Safety Program Guidelines, and NHTSA guidance. The funding allocation is based on the amount of funds needed to complete the planned activity based on previous projects completed, or estimated expenses related to the planned activity.



PLANNED ACTIVITIES IN THIS SECTION

PROJECT CODES	PROJECT NAMES
<p>CBAC22-01, CBAD22-01, CBAE22-01</p>	<p>TRAFFIC RECORDS ANTICIPATED PROJECTS</p>

PLANNED ACTIVITY

PROJECT: ANTICIPATED PROJECTS					
PRIMARY COUNTER MEASURE STRATEGY: TRAFFIC RECORDS					
INTENDED SUBRECIPIENTS: OHS					
PLANNED ACTIVITY DESCRIPTION: FUNDS WILL BE MADE AVAILABLE FOR PROJECTS RELATED TO IMPROVING TRAFFIC RECORDS. THESE FUNDS WILL BE ALLOCATED WHEN THOSE PROJECTS ARE SUBMITTED AND APPROVED BY THE TRAFFIC RECORDS COORDINATING COMMITTEE AND OHS.					
PROJECT CODE	ESTIMATED FUNDING AMOUNT	FUNDING SOURCE	ELIGIBLE USE OF FUNDS	MATCH AMOUNT	LOCAL BENEFIT
CBAC22-01	\$69,407.49	FY20 FAST ACT 405C DATA PROGRAM	405C DATA PROGRAM (FAST)	\$17,357.87	N/A
CBAD22-01	\$78,888.46	FY21 FAST ACT 405C DATA PROGRAM	405C DATA PROGRAM (FAST)	\$19,722.12	N/A
CBAE22-01	\$113,888.46	FY22 FAST ACT 405C DATA PROGRAM	405C DATA PROGRAM (FAST)	\$28,472.12	N/A

COUNTERMEASURE STRATEGY

DATA ANALYST

PROJECT SAFETY IMPACTS

We expect a reduction in our overall fatalities and serious injury crashes based on the implementation of countermeasure strategies and projects identified through data analysis.


LINKAGE BETWEEN PROGRAM AREA

Based on data-driven program area problem identification, and identified countermeasure strategies, OHS selects the planned activities and partners to participate in each planned activity to reduce crashes and achieve performance targets related to each program area. Planned activities are funded based on the guidelines for each grant, and the availability of funds for the planned activities.

RATIONALE

The countermeasure strategy was selected from proven countermeasure strategies from Countermeasures that Work, Uniform Highway Safety Program Guidelines, and NHTSA guidance. The funding allocation is based on the amount of funds needed to complete the planned activity based on previous projects completed, or estimated expenses related to the planned activity.

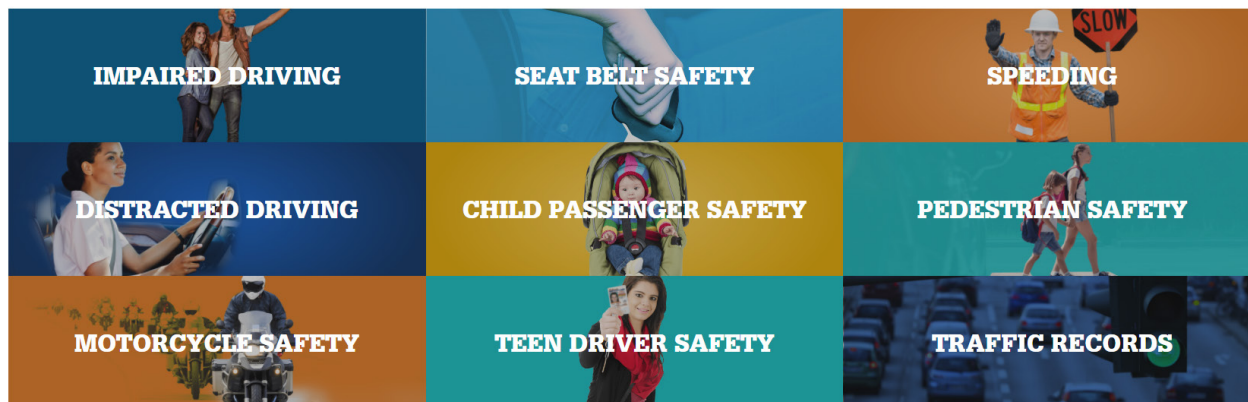
PLANNED ACTIVITIES IN THIS SECTION

PROJECT CODES	PROJECT NAMES
DATC22-01, DATD22-01, DATEE22-01	

PLANNED ACTIVITY

PROJECT: DATA ANALYST					
PRIMARY COUNTER MEASURE STRATEGY: TRAFFIC RECORDS					
INTENDED SUBRECIPIENTS: OHS, WHITMAN REQUARDT & ASSOCIATES					
PLANNED ACTIVITY DESCRIPTION: FUNDS ARE PROVIDED TO WHITMAN, REQUARDT, & ASSOCIATES FOR A CONTRACTUAL FULL TIME POSITION TO PROVIDE ON-SITE DATA ANALYSIS. THIS PERSON WILL BE RESPONSIBLE FOR DATA COLLECTION, ANALYSIS, AND PROBLEM IDENTIFICATION FOR ALL PRIORITY AREAS TO DIRECT PROGRAMMING AND PROJECT DEVELOPMENT.					
PROJECT CODE	ESTIMATED FUNDING AMOUNT	FUNDING SOURCE	ELIGIBLE USE OF FUNDS	MATCH AMOUNT	LOCAL BENEFIT
DATC22-01	\$30,000	FY20 FAST ACT 405C DATA PROGRAM	405C DATA PROGRAM (FAST)	\$7,500	N/A
CBAD22-01	\$80,000	FY21 FAST ACT 405C DATA PROGRAM	405C DATA PROGRAM (FAST)	\$20,000	N/A
CBAE22-01	\$80,000	FY22 FAST ACT 405C DATA PROGRAM	405C DATA PROGRAM (FAST)	\$20,000	N/A

PRIORITY AREAS



COUNTERMEASURE STRATEGY

IMPROVING ACCURACY OF A CORE HIGHWAY SAFETY DATABASE

PROJECT SAFETY IMPACTS

We expect a reduction in our overall fatalities and serious injury crashes based on the implementation of countermeasure strategies and projects identified through data analysis.

LINKAGE BETWEEN PROGRAM AREA

Based on data-driven program area problem identification, and identified countermeasure strategies, OHS selects the planned activities and partners to participate in each planned activity to reduce crashes and achieve performance targets related to each program area. Planned activities are funded based on the guidelines for each grant, and the availability of funds for the planned activities.

RATIONALE

The countermeasure strategy was selected from proven countermeasure strategies from Countermeasures that Work, Uniform Highway Safety Program Guidelines, and NHTSA guidance. The funding allocation is based on the amount of funds needed to complete the planned activity based on previous projects completed, or estimated expenses related to the planned activity.

PLANNED ACTIVITIES IN THIS SECTION

PROJECT CODES	PROJECT NAMES
<p>CABB22-01, CABC22-01, CABD22-01, CABE22-01</p>	<p>QA/QC E-CRASH/E-TICKET ASSESSMENT/CONTROL AND ENHANCEMENTS</p>



May 2021
Click It Or Ticket Traffic Safety Newsletter
[View as Webpage](#)

June 6, 2021
National Click It Or Ticket Awareness & Enforcement Mobilization

This year's National Click It Or Ticket campaign runs from May 24-June 6 and includes a Border to Border (B2B) kickoff event taking place on Monday, May 24 from 9 am-7 pm across all 8 counties. Statewide enforcement will run throughout the nationwide campaign in conjunction with occupant protection awareness messaging through paid media, social media, and public outreach. For more information and resources, visit us online at <https://www.delaware.gov/buckle-up/> or on social media.

Face the Facts

- The statewide seat belt use rate in 2019 was 92.8%, which is good - but we can do better. The other 7.2% still need to be reminded that seat belts save lives.
- 2020 saw a 33% increase from 2019 in unrestrained fatal and severe injury crashes in Delaware.

Delaware Governor John Carney demonstrates how to buckle up using the OHS Seat Belt Selfie Social Media Campaign this past winter.

Have you seen our latest Click It Or Ticket video?

PLANNED ACTIVITY

PROJECT: QA/QC E-CRASH/E TICKET ASSESSMENT/CONTROL AND ENHANCEMENTS

PRIMARY COUNTER MEASURE STRATEGY: TRAFFIC RECORDS


INTENDED SUBRECIPIENTS: DELAWARE JUSTICE INFORMATION SYSTEMS (DELJIS)

PLANNED ACTIVITY DESCRIPTION: FUNDS ARE PROVIDED TO THE DELAWARE JUSTICE INFORMATION SYSTEMS (DELJIS) TO EMPLOY TWO QUALITY ASSURANCE POSITIONS THAT REVIEW RECORDS WITHIN E-CRASH TO DETERMINE THE ACCURACY WITH CRASH REPORTS. RECURRENT INACCURACIES ARE ADDRESSED IN ONE OF TWO WAYS. THE PROGRAMMING TEAM IDENTIFIES NEEDED ENHANCEMENTS TO THE E-CRASH OR E TICKET SYSTEM OR TRAINING IS PROVIDED IN NECESSARY AREAS TO ENABLE OFFICERS TO MORE ACCURATELY COMPLETE THEIR RECORDS. SCHEDULED UPDATES AND IMPROVEMENTS ARE DIRECTLY IDENTIFIED THROUGH THE QUALIFY MONITORING PROVIDED.

PROJECT CODE	ESTIMATED FUNDING AMOUNT	FUNDING SOURCE	ELIGIBLE USE OF FUNDS	MATCH AMOUNT	LOCAL BENEFIT
CABB22-01	\$5,000	FY19 FAST ACT 405C DATA PROGRAM	405C DATA PROGRAM (FAST)	\$1,250	N/A
CABC22-01	\$150,000	FY20 FAST ACT 405C DATA PROGRAM	405C DATA PROGRAM (FAST)	\$37,500	N/A
CABD22-01	\$150,000	FY21 FAST ACT 405C DATA PROGRAM	405C DATA PROGRAM (FAST)	\$37,500	N/A
CABE22-01	\$120,000	FY22 FAST ACT 405C DATA PROGRAM	405C DATA PROGRAM (FAST)	\$30,000	N/A

I'm a DE...
Driver
Pedestrian
Motorcycle Rider
Parent
Teen Driver


IF THIS GUY'S DRINKING, HE'S NOT DRIVING. BE LIKE HIM.



[Learn about impaired driving >](#)

SEE HOW A TRAUMA NURSE IS HELPING PEOPLE PREVENT IMPAIRED DRIVING INJURIES.

Kathy Boyer, MSN, RN, Injury Prevention Coordinator, ChristianaCare



[Watch the video series >](#)

COUNTERMEASURE STRATEGY

STRENGTHEN THE TRCC'S ABILITIES FOR STRATEGIC PLANNING

PROJECT SAFETY IMPACTS

We expect a reduction in our overall fatalities and serious injury crashes based on the implementation of countermeasure strategies and projects identified through data analysis.

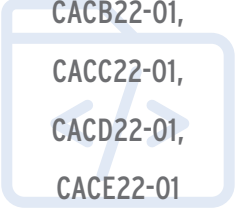

LINKAGE BETWEEN PROGRAM AREA

Based on data-driven program area problem identification, and identified countermeasure strategies, OHS selects the planned activities and partners to participate in each planned activity to reduce crashes and achieve performance targets related to each program area. Planned activities are funded based on the guidelines for each grant, and the availability of funds for the planned activities.

RATIONALE

The countermeasure strategy was selected from proven countermeasure strategies from Countermeasures that Work, Uniform Highway Safety Program Guidelines, and NHTSA guidance. The funding allocation is based on the amount of funds needed to complete the planned activity based on previous projects completed, or estimated expenses related to the planned activity.

PLANNED ACTIVITIES IN THIS SECTION

PROJECT CODES	PROJECT NAMES
 <p>CACB22-01, CACC22-01, CACD22-01, CACE22-01</p>	 <p>TRCC STRATEGIC PLAN IMPLEMENTATION</p>

PLANNED ACTIVITY

PROJECT: TRCC STRATEGIC PLAN IMPLEMENTATION					
PRIMARY COUNTER MEASURE STRATEGY: TRAFFIC RECORDS					
INTENDED SUBRECIPIENTS: OHS, WHITMAN REQUARDT & ASSOCIATES					
PLANNED ACTIVITY DESCRIPTION: FUNDS ARE PROVIDED TO WHITMAN, REQUARDT, & ASSOCIATES TO PROVIDE ASSISTANCE WITH THE TRAFFIC RECORDS COORDINATING COMMITTEE (TRCC), MEETINGS, COORDINATION OF THE TRAFFIC RECORDS ASSESSMENT, ASSIST THE TRCC COORDINATOR WITH THE DEVELOPMENT OF THE ANNUAL 405C GRANT APPLICATION, ANALYSIS OF PROJECT OUTCOMES, AND GUIDANCE WITH THE SELECTION OF APPROPRIATE PROJECTS. THIS PROJECT WILL GUIDE THE TRCC IN CONTINUING TO REVIEW AND UPDATE THE TRAFFIC RECORDS STRATEGIC PLAN AS NEEDED. THIS ONGOING PROCESS ALLOWS OHS TO TRACK PROGRESS AND TO SUPPORT CHANGING NEEDS AND EMERGING ISSUES.					
PROJECT CODE	ESTIMATED FUNDING AMOUNT	FUNDING SOURCE	ELIGIBLE USE OF FUNDS	MATCH AMOUNT	LOCAL BENEFIT
CACB22-01	\$5,000	FY19 FAST ACT 405C DATA PROGRAM	405C DATA PROGRAM (FAST)	\$1,250	N/A
CACC22-01	\$20,000	FY20 FAST ACT 405C DATA PROGRAM	405C DATA PROGRAM (FAST)	\$5,000	N/A
CACD22-01	\$10,000	FY21 FAST ACT 405C DATA PROGRAM	405C DATA PROGRAM (FAST)	\$2,500	N/A
CACE22-01	\$5,000	FY22 FAST ACT 405C DATA PROGRAM	405C DATA PROGRAM (FAST)	\$1,250	N/A



EVIDENCE-BASED TRAFFIC SAFETY ENFORCEMENT PROGRAM (TSEP)



Planned activities that collectively constitute an evidence-based traffic safety enforcement program (TSEP):

IMPAIRED DRIVING

PROJECT CODES	PROJECT NAMES
ACAC22-11	FY22 COLUMBUS DAY WEEKEND CHECKPOINT
ACAC22-12	FY22 HALLOWEEN DUI PATROLS
ACAC22-13	FY22 THANKSGIVING WEEKEND CHECKPOINT
ACAC22-14	FY22 SAFE FAMILY HOLIDAY DUI PATROLS
ACAC22-15	FY22 SUPER BOWL DUI PATROLS
ACAC22-16, ACAD22-01	FY22 ST. PATRICK'S DAY- DUI PATROLS
ACAD22-02	FY22 MEMORIAL DAY WEEKEND CHECKPOINT
ACAD22-03	FY22 JUNE DUI PATROLS
ACAD22-04	FY22 JULY 4 WEEKEND CHECKPOINT
ACAD22-05	FY22 SUMMER DUI PATROLS
ACAD22-06	FY22 DRIVE SOBER OR GET PULLED OVER
ACAD22-07	FY22 LABOR DAY WEEKEND CHECKPOINT

DISTRACTED DRIVING

PROJECT CODES	PROJECT NAMES
OHDA22-01	APRIL DISTRACTED DRIVING ENFORCEMENT

MOTORCYCLE

PROJECT CODES	PROJECT NAMES
OHMB22-01	APRIL/MAY MOTORCYCLE ENFORCEMENT
OHMB22-02	DELMARVA BIKE WEEK MOTORCYCLE ENFORCEMENT

OCCUPANT PROTECTION

PROJECT CODES	PROJECT NAMES
CIEA22-01, CIEB22-01, CIEC22-01	CLICK IT OR TICKET HIGH VISIBILITY ENFORCEMENT

PEDESTRIAN

PROJECT CODES	PROJECT NAMES
OHPA22-01	OCTOBER PEDESTRIAN ENFORCEMENT/EDUCATION OUTREACH
OHPA22-02	SAFE FAMILY HOLIDAY PEDESTRIAN ENFORCEMENT/ EDUCATION
OHPA22-03	JANUARY PEDESTRIAN ENFORCEMENT/EDUCATION OUTREACH
OHPJ22-01	SUMMER BEACH PEDESTRIAN ENFORCEMENT/ EDUCATION OUTREACH
OHPJ22-02	JUNE PEDESTRIAN ENFORCEMENT/EDUCATION OUTREACH
OHPJ22-03	AUGUST/SEPTEMBER PEDESTRIAN ENFORCEMENT/ EDUCATION OUTREACH

OCCUPANT PROTECTION/DISTRACTED DRIVING

PROJECT CODES	PROJECT NAMES
OHOS22-01	FY22 FALL OP/DISTRACTED ENFORCEMENT
OHOS22-02	FY22 SAFE FAMILY HOLIDAY OP/DISTRACTED ENFORCEMENT
OHOS22-03	FY22 WINTER OP/DISTRACTED ENFORCEMENT
OHOS22-04	FY22 SUMMER OP/DISTRACTED ENFORCEMENT

SPEED

PROJECT CODES	PROJECT NAMES
SPED22-01	NOVEMBER SPEED ENFORCEMENT
SPED22-02	MAY SPEED ENFORCEMENT
SPED22-03	JUNE SPEED ENFORCEMENT
SPED22-04	JULY SPEED ENFORCEMENT
SPED22-05	SEPTEMBER SPEED ENFORCEMENT

ANALYSIS OF CRASHES, CRASH FATALITIES, AND INJURIES IN AREAS OF HIGHEST RISK.

Crash Analysis

The problem identification process is the key to identifying law enforcement agencies to participate in evidence-based traffic safety enforcement programs (TSEP) to prevent traffic violations, crashes, and crash fatalities and injuries in areas most at risk for such incidents. Analysis of data by program area is explained in the problem identification section of each program area. In addition, the problem identification process enables OHS to identify the target violations, as well as which days of the week, which times of the day, and which months of the year the enforcement should be implemented. Beyond that, enforcement efforts are then directed to the most appropriate locations within each jurisdiction. OHS also uses the problem identification process to develop paid media concepts and determine the timing and placement of paid media campaigns to coincide with enforcement. The problem identification process ensures that the highway safety program addresses specific crash problems, provides the appropriate criteria for the designation of priorities, and creates benchmarks for administration and evaluation of the overall highway safety plan. Planned activities associated with a TSEP are identified in the HSP and include an analysis of crashes, crash fatalities, and injuries in areas of highest risk for each program area.

Deployment of Resources

Enforcement efforts and resources are directed to the most appropriate locations within each jurisdiction based on the analysis of crashes, crash fatalities, and injuries in areas of highest risk. OHS also uses the problem identification process to develop paid media concepts and determine the timing and placement of paid media campaigns to coincide with enforcement. The problem identification process ensures that the deployment of resources addresses specific crash problems. Following the model outlined in Countermeasures That Work, OHS pairs every enforcement activity period with a paid and/or earned media effort as well. The communication plan is developed in concert with our contracted public relations firms. The plan is developed by priority area, and implementation of billboard advertisements, radio ads, television ads, print ads, and various forms of electronic media are scheduled to coincide with each wave of enforcement. Beyond that, OHS issues press releases, conducts press events, and hosts special media opportunities when available, such as “ride-along” opportunities.

Summary of enforcement techniques and activities include the following in FY 2022:

- **Sobriety checkpoints** – conducted statewide throughout the year on selected dates identified by OHS. Multiple checkpoints are conducted on one date throughout the state.

- **Directed roving patrols** – one officer in one vehicle, patrolling assigned roadways (as identified by data).
- **Directed saturation patrols** – three or four officers in separate vehicles, patrolling the same assigned area (as identified by data), in tandem.
- **Team enforcement** – includes patrols with two officers in one vehicle, working together and may include the use of spotters.
- **Border to border enforcement** – jurisdictions bordering one another working the same type of enforcement on the same day and during the same time frames.
- **Foot patrols** – especially used to reach pedestrian and cyclists, also allows officers to provide educational information.
- **Combined enforcement** – specifically, combining distracted driving and seat belt enforcement efforts.

Effectiveness Monitoring

It should be noted that the original problem identification is completed months before the implementation of enforcement mobilizations. As a result, OHS conducts data reviews throughout the year and will make appropriate changes based on the newer data analysis and continuous monitoring of enforcement projects. OHS will monitor the effectiveness of enforcement activities by reviewing enforcement results from the grant-funded activities and conduct ongoing data analysis of crashes in each program area. OHS will make ongoing adjustments as warranted by data and update the countermeasure strategies and projects in the HSP as applicable.





HIGH-VISIBILITY ENFORCEMENT (HVE) STRATEGIES



Planned HVE strategies to support national mobilizations:

- **Distracted Driving Communication Campaign**
- **DUI Impaired Communication Campaign**
- **Click It or Ticket Communication Campaign**
- **April Distracted Driving Month Enforcement**
- **Drive Sober or Get Pulled Over Enforcement**
- **Click It or Ticket Enforcement**

HVE planned activities that demonstrate the State’s support and participation in the National HVE mobilizations to reduce alcohol-impaired or drug-impaired operation of motor vehicles and increase the use of seat belts by occupants of motor vehicles:

HVE PLANNED ACTIVITIES

PROJECT CODES	PROJECT NAMES
OHDA22-01	APRIL DISTRACTED DRIVING ENFORCEMENT
CIEA22-01, CIEB22-01, CIEC22-01	CLICK IT OR TICKET HIGH VISIBILITY ENFORCEMENT
ACAD22-06	DRIVE SOBER OR GET PULLED OVER





405(B) OCCUPANT PROTECTION GRANT



405(B) OCCUPANT PROTECTION GRANT

OCCUPANT PROTECTION PLAN

State occupant protection program area plan that identifies the safety problems to be addressed, performance measures and targets, and the countermeasure strategies and planned activities the State will implement to address those problems:

PROGRAM AREA NAME

OCCUPANT PROTECTION (ADULT AND CHILD PASSENGER SAFETY)

PARTICIPATION IN CLICK-IT-OR-TICKET (CIOT) NATIONAL MOBILIZATION

Agencies planning to participate in CIOT:

AGENCIES
BETHANY BEACH POLICE DEPARTMENT
BLADES POLICE DEPARTMENT
BRIDGEVILLE POLICE DEPARTMENT
CAMDEN POLICE DEPARTMENT
CAPITOL POLICE
CHESWOLD POLICE DEPARTMENT
CLAYTON POLICE DEPARTMENT
DAGSBORO POLICE DEPARTMENT
DELAWARE CITY POLICE DEPARTMENT
DELAWARE STATE POLICE
DELMAR POLICE DEPARTMENT
DEWEY BEACH POLICE DEPARTMENT
DOVER POLICE DEPARTMENT
ELLENDALE POLICE DEPARTMENT
ELSMERE POLICE DEPARTMENT
FELTON POLICE DEPARTMENT
FENWICK ISLAND POLICE DEPARTMENT
GEORGETOWN POLICE DEPARTMENT
GREENWOOD POLICE DEPARTMENT

Description of the State’s planned participation in the Click-it-or-Ticket national mobilization:

Planned Participation in Click-it-or-Ticket

2022 Click it or Ticket Occupant Protection Mobilization

Delaware will be participating in Click It or Ticket beginning May 20, 2022 and ending June 5, 2022. OHS will partner with 39 police agencies throughout Delaware for saturation patrols during this two week period. Special consideration will be given to nighttime enforcement. OHS will once again participate in Border to Border with the neighboring states of Pennsylvania and Maryland.

OHS will utilize other forms of paid media including; billboards, radio, print, and cable television. OHS will also have an expanded social media presence during this period with advertisements directed to Delaware’s citizens through various websites like Facebook, Twitter, YouTube, etc.

List of Tasks for Participants & Organizations

- Various law enforcement agencies in Delaware
- Child restraint inspection stations

Countermeasure strategies demonstrating an active network of child passenger safety inspection stations and/or inspection events:

AGENCIES
HARRINGTON POLICE DEPARTMENT
LAUREL POLICE DEPARTMENT
LEWES POLICE DEPARTMENT
MIDDLETOWN POLICE DEPARTMENT
MILFORD POLICE DEPARTMENT
MILLSBORO POLICE DEPARTMENT
MILTON POLICE DEPARTMENT
NEW CASTLE CITY POLICE DEPARTMENT
NEW CASTLE COUNTY POLICE DEPARTMENT
NEWARK POLICE DEPARTMENT
NEWPORT POLICE DEPARTMENT
OCEAN VIEW POLICE DEPARTMENT
REHOBOTH BEACH POLICE DEPARTMENT
SEAFORD POLICE DEPARTMENT
SELBYVILLE POLICE DEPARTMENT
SMYRNA POLICE DEPARTMENT
SOUTH BETHANY POLICE DEPARTMENT
UNIVERSITY OF DELAWARE POLICE DEPARTMENT
WILMINGTON POLICE DEPARTMENT
WYOMING POLICE DEPARTMENT

COUNTERMEASURE STRATEGIES

- **CPS Program for Delaware**

PLANNED ACTIVITIES DEMONSTRATING AN ACTIVE NETWORK OF CHILD PASSENGER SAFETY INSPECTION STATIONS AND/OR INSPECTION EVENTS:

UNIQUE IDENTIFIER	PLANNED ACTIVITY NAME
SALC	FITTING STATION COORDINATORS
SUPC	FITTING STATION SUPPLIES
PMOC	OP PAID MEDIA AND OUTREACH

Total number of planned inspection stations and/or events in the State: 18

Total number of planned inspection stations and/or events in the State serving each of the following population categories: urban, rural, and at-risk:

Populations served - urban: 18
 Populations served - rural: 18
 Populations served - at risk: 18

CERTIFICATION: The inspection stations/events are staffed with at least one current nationally Certified Child Passenger Safety Technician.

CHILD PASSENGER SAFETY TECHNICIANS

COUNTERMEASURE STRATEGIES

Countermeasure strategies for recruiting, training and maintaining a sufficient number of child passenger safety technicians:

- **CPS Program for Delaware**

PLANNED ACTIVITIES FOR RECRUITING, TRAINING AND MAINTAINING A SUFFICIENT NUMBER OF CHILD PASSENGER SAFETY TECHNICIANS:

UNIQUE IDENTIFIER	PLANNED ACTIVITY NAME
TRAC	CPS TRAINING
SALC	FITTING STATION COORDINATORS
SUPC	FITTING STATION SUPPLIES
PMOC	OP PAID MEDIA AND OUTREACH

Estimate of the total number of classes and the estimated total number of technicians to be trained in the upcoming fiscal year to ensure coverage of child passenger safety inspection stations and inspection events by nationally Certified Child Passenger Safety Technicians.

Estimated total number of classes: 3
 Estimated total number of technicians: 45

Maintenance of Effort

ASSURANCE: The lead State agency responsible for occupant protection programs shall maintain its aggregate expenditures for occupant protection programs at or above the level of such expenditures in fiscal year 2014 and 2015.



405(C) STATE TRAFFIC SAFETY INFORMATION SYSTEM IMPROVEMENTS GRANT

405(C) STATE TRAFFIC SAFETY INFORMATION SYSTEM IMPROVEMENTS GRANT

TRAFFIC RECORDS COORDINATING COMMITTEE (TRCC)

Meeting dates of the TRCC during the 12 months immediately preceding the application due date:

MEETING DATES
7/16/2020
2/25/2021
6/14/2021

NAME AND TITLE OF THE STATE'S TRAFFIC RECORDS COORDINATOR

Richard Klepner, Deputy Director

LIST OF TRCC MEMBERS

TRCC members by name, title, home organization and the core safety database represented:

EXECUTIVE COMMITTEE MEMBERSHIP		
NAME	TITLE	HOME ORGANIZATION
EARL MCCLOSKEY	EXECUTIVE DIRECTOR	DELAWARE JUSTICE INFORMATION SYSTEM
NICOLE MAJESKI	SECRETARY	DEPARTMENT OF TRANSPORTATION
MOLLY MAGARIK	SECRETARY	DEPARTMENT OF HEALTH AND SOCIAL SERVICES
KARYL RATTAY	DIRECTOR	DIVISION OF PUBLIC HEALTH
NATHANIEL MCQUEEN, JR.	SECRETARY	DEPARTMENT OF SAFETY AND HOMELAND SECURITY

CORE TEAM MEMBERSHIP		
NAME	TITLE	HOME ORGANIZATION
AMY ANTHONY	DEPUTY DIRECTOR	DELDOT - DIVISION OF MOTOR VEHICLES (<i>VEHICLE, DRIVER</i>)
JEANNE CARNEY	APPLICATION DEVELOPMENT MANAGER	DEPARTMENT OF TECHNOLOGY AND INFORMATION (<i>DRIVER, VEHICLE</i>)
KIM CHESSER	DIRECTOR	OFFICE OF HIGHWAY SAFETY (<i>CRASH, ENFORCEMENT/ADJUDICATION</i>)
TRACY CONDON	TRAFFIC SECTION	DELAWARE STATE POLICE (<i>CRASH, ENFORCEMENT/ADJUDICATION</i>)
DAVID ELWOOD	N/A	DELAWARE JUSTICE INFORMATION SYSTEM (<i>CRASH, ENFORCEMENT/ADJUDICATION</i>)
KARI GLANDEN	N/A	DELDOT - TRAFFIC SECTION (<i>CRASH</i>)
BRITANY HUSS	PARAMEDIC ADMINISTRATOR	DEPARTMENT OF HEALTH AND SOCIAL SERVICES (<i>INJURY SURVEILLANCE</i>)
TAMMY HYLAND	N/A	DELAWARE STATE POLICE (<i>CRASH</i>)
EARL (RUSTY) LEE	ASSISTANT PROFESSOR	UNIVERSITY OF DELAWARE - DEPARTMENT OF CIVIL AND ENVIRONMENTAL ENGINEERING (<i>CRASH</i>)
TORRIE JAMES	CHIEF OF POLICE	SMYRNA CHIEF OF POLICE (<i>CRASH, ENFORCEMENT/ADJUDICATION</i>)
STEPHANIE JOHNSON	N/A	DELDOT - PLANNING (<i>ROADWAY</i>)
RICHARD KLEPNER	DEPUTY DIRECTOR - TRCC COORDINATOR	OFFICE OF HIGHWAY SAFETY (<i>CRASH, ENFORCEMENT/ADJUDICATION</i>)
EARL MCCLOSKEY	EXECUTIVE DIRECTOR	DELAWARE JUSTICE INFORMATION SYSTEM (<i>CRASH, ENFORCEMENT/ADJUDICATION</i>)
SCOTT NEIDERT	TRAFFIC DESIGN RESOURCE ENGINEER	DELDOT - TRAFFIC (<i>CRASH, ROADWAY</i>)
MATTHEW NEUMANN	MANAGEMENT ANALYST III	DEPARTMENT OF HEALTH AND SOCIAL SERVICES (<i>INJURY SURVEILLANCE</i>)
PHILIP STROHM	STATE PROGRAMS SPECIALIST	FMCSA DELAWARE DIVISION (<i>CRASH</i>)
DARREN THACKER	REGIONAL PROGRAM MANAGER	NHTSA (<i>CRASH</i>)
CAROLINE TRUEMAN	PROJECT DELIVERY TEAM SUPERVISOR/AREA ENGINEER	FHWA DELAWARE DIVISION (<i>CRASH, ROADWAY</i>)
TERESA VANDER SCHEL	N/A	DEPARTMENT OF TECHNOLOGY AND INFORMATION (<i>DRIVER, VEHICLE</i>)

CORE TEAM MEMBERSHIP		
NAME	TITLE	HOME ORGANIZATION
PAUL WESTLAKE	SYSTEMS OF CARE COORDINATOR	DEPARTMENT OF HEALTH AND SOCIAL SERVICES <i>(INJURY SURVEILLANCE)</i>
MARK WINDSOR	N/A	DELAWARE STATE POLICE - TRAFFIC SECTION <i>(CRASH, ENFORCEMENT/ADJUDICATION)</i>

TRAFFIC RECORDS SYSTEM ASSESSMENT

The Traffic Records Assessment was completed in June 2021. The following is a summary of the recommendations.

TRCC

- None

STRATEGIC PLANNING

- Update the Strategic Plan to guide Delaware's traffic records improvement efforts.

CRASH

- Develop criteria and/or a memorandum of understanding specifying the timelines for crash report submission to the statewide crash database that is consistently applied across all law enforcement agencies statewide.
- Develop a crash data dictionary that documents all data elements, definitions, and attributes included in E-CRASH.
- See Data Use and Integration recommendations.

DRIVER

- None

VEHICLE

- None

ROADWAY

- None

CITATION/ADJUDICATION

- See Data Use and Integration recommendations.

INJURY SURVEILLANCE

- See Data Use and Integration recommendations.

DATA USE AND INTEGRATION

- Expand Delaware’s crash data system query tools to improve the efficiency and effectiveness of problem identification, priority setting and program evaluation.
- Investigate opportunities to integrate crash and injury surveillance data.
- Upgrade and expand the LEISS suite to allow for the integration of the crash system and the citation and adjudication systems (long-term project).

TRAFFIC RECORDS ASSESSMENT – LIST OF RECOMMENDATIONS TO BE ADDRESSED INCLUDING THE STATUS OF EACH RECOMMENDATION AND A PERFORMANCE MEASURES.

RECOMMENDATION	IMPLEMENT? (Y/N)	RESPONSE
UPDATE THE STRATEGIC PLAN TO GUIDE DELAWARE’S TRAFFIC RECORDS IMPROVEMENT EFFORTS.	Y	STATUS: NEW TRA RECOMMENDATION. THE TRCC WILL BEGIN A FULL UPDATE TO THE STRATEGIC PLAN.
		PERFORMANCE MEASURE: COMPLETION OF A STRATEGIC PLANNING DOCUMENT.
DEVELOP CRITERIA AND/OR A MEMORANDUM OF UNDERSTANDING SPECIFYING THE TIMELINES FOR CRASH REPORT SUBMISSION TO THE STATEWIDE CRASH DATABASE THAT IS CONSISTENTLY APPLIED ACROSS ALL LAW ENFORCEMENT AGENCIES STATEWIDE.	Y	STATUS: NEW TRA RECOMMENDATION. DELJIS AND DSP TO DISCUSS THE APPROPRIATE METHOD FOR IMPLEMENTING THIS RECOMMENDATION.
		PERFORMANCE MEASURE: THE AVERAGE NUMBER OF DAYS FROM OCCURRENCE OF A CRASH TO THE APPROVAL OF THE CRASH REPORT.
DEVELOP A CRASH DATA DICTIONARY THAT DOCUMENTS ALL DATA ELEMENTS, DEFINITIONS, AND ATTRIBUTES INCLUDED IN E-CRASH.	Y	STATUS: NEW TRA RECOMMENDATION. DELJIS WILL WORK WITH THE TRCC TO DEVELOP THE SCOPE FOR A CRASH DATA DICTIONARY.
		PERFORMANCE MEASURE: DELAWARE WILL ASSESS THE ACCESSIBILITY OF THE DATA DICTIONARY BY QUERYING PRINCIPAL USERS TO ACCESS THEIR ABILITY TO OBTAIN THE DATA DICTIONARY AND SATISFACTION WITH THE DATA DICTIONARY.
EXPAND DELAWARE’S CRASH DATA SYSTEM QUERY TOOLS TO IMPROVE THE EFFICIENCY AND EFFECTIVENESS OF PROBLEM IDENTIFICATION, PRIORITY SETTING AND PROGRAM EVALUATION.	Y	STATUS: NEW TRA RECOMMENDATION. DELDOT IS CURRENTLY IN THE PROCESS OF SOLICITING PROPOSALS FROM CONTRACTORS TO PROVIDE A NEW CRASH DATA ANALYSIS TOOL.
		PERFORMANCE MEASURE: DELAWARE WILL ASSESS THE ABILITY TO QUERY CRASH DATA AND WILL SURVEY PRINCIPAL USERS REGARDING THEIR SATISFACTION WITH THE NEW CRASH DATA ANALYSIS TOOL.

TRAFFIC RECORDS ASSESSMENT – LIST OF RECOMMENDATIONS TO BE ADDRESSED INCLUDING THE STATUS OF EACH RECOMMENDATION AND A PERFORMANCE MEASURES. *CONT.*

RECOMMENDATION	IMPLEMENT? (Y/N)	RESPONSE
INVESTIGATE OPPORTUNITIES TO INTEGRATE CRASH AND INJURY SURVEILLANCE DATA.	Y	STATUS: NEW TRA RECOMMENDATION. THE TRCC WILL INVESTIGATE OPPORTUNITIES TO INTEGRATE THESE TWO DATA SETS.
		PERFORMANCE MEASURE: ONCE THE SCOPE OF THE PROJECT IS DEVELOPED, PERFORMANCE MEASURES WILL BE DEVELOPED.
UPGRADE AND EXPAND THE LEISS SUITE TO ALLOW FOR THE INTEGRATION OF THE CRASH SYSTEM AND THE CITATION AND ADJUDICATION SYSTEMS (LONG-TERM PROJECT).	Y	STATUS: DELJIS HAS PLANS TO EXPAND THE LEISS SUITE TO ALLOW FOR THE INTEGRATION OF CRASH AND CITATION AND ADJUDICATION DATA BUT THIS PROJECT IS NOT YET FUNDED.
		PERFORMANCE MEASURE: PERCENTAGE OF CRASHES AND CITATIONS THAT ARE INTEGRATED IN THE LEISS SUITE.

TRAFFIC RECORDS FOR MODEL PERFORMANCE MEASURES

Traffic Safety Information System - Benchmarking and Goals

The TRCC Core Team has updated the status and goals/objectives of each of the six systems and identified additional deficiencies. Tables 1 through 6 contain the six data quality categories and a status for each quality category for each system. Baselines, goals/objectives and performance measures were identified for quality categories where projects were identified to address deficiencies. The goals identified are the TRCC’s priorities for improving the traffic records system over the next several years. The performance measures will be used to measure progress towards achieving the goals for each system.

TABLE 1 – CRASH SYSTEM

QUALITY CATEGORY	STATUS/BASELINE/ DEFICIENCY	GOAL/ OBJECTIVE	PERFORMANCE MEASURE		
TIMELINESS	E-CRASH REPORTS ARE APPROVED, ON AVERAGE, WITHIN 11 DAYS OF THE CRASH OCCURRENCE.	APPROVE CRASH REPORTS AND TRANSFER TO DELDOT, ON AVERAGE, WITHIN ONE WEEK FROM CRASH OCCURRENCE.	DECREASE THE AVERAGE AMOUNT OF TIME FROM THE CRASH OCCURRENCE TO TRANSFER OF THE CRASH REPORT TO DELDOT.		
			TIME PERIOD	ACTUAL	GOAL
			JAN - MAY 2010	21.55 DAYS	-
			AUG - DEC 2010	11.05 DAYS	1 WEEK
			PROJECT COMPLETE		

TABLE 1 – CRASH SYSTEM CONT.

QUALITY CATEGORY	STATUS/BASELINE/DEFICIENCY	GOAL/OBJECTIVE	PERFORMANCE MEASURE		
TIMELINESS	"APPROVED" E-CRASH DATA IS TRANSFERRED FROM DELJIS TO DELDOT'S CARS EVERY NIGHT.	WITH THE E-CRASH SYSTEM, ALLOW FOR DAILY TRANSFER OF DATA FROM E-CRASH TO DELDOT.	INCREASE FREQUENCY OF TRANSFERS OF APPROVED CRASH DATA TO DELDOT.		
			YEAR	ACTUAL	GOAL
			2007	90+ DAYS	-
			2008	30 DAYS	-
			2009	30 DAYS	-
			2010	DAILY	DAILY
			PROJECT COMPLETE		
	CRASH DATA IS PROCESS IMMEDIATELY UPON RECEIPT OF DATA FROM E-CRASH AND AVAILABLE FOR DATA ANALYSIS.	PROCESS CRASH DATA AND INSERT DATA IN DELDOT'S CRASH SYSTEM IMMEDIATELY FOLLOWING RECEIPT OF DATA FROM DELJIS.	INCREASE TIMELINESS OF CRASH DATA IN DELDOT'S CRASH SYSTEM FOLLOWING RECEIPT OF DATA FROM DELJIS.		
			YEAR	ACTUAL	GOAL
			2007	2 WEEKS+	-
			2008	2 WEEKS+	-
			2009	2 WEEKS+	-
			2010	REAL-TIME	REAL-TIME
			PROJECT COMPLETE		

TABLE 1 – CRASH SYSTEM CONT.

QUALITY CATEGORY	STATUS/BASELINE/DEFICIENCY	GOAL/OBJECTIVE	PERFORMANCE MEASURE		
TIMELINESS	THE IMPAIRED DRIVER REPORT (IDR) IS INCLUDED IN LEISS AND THERE IS A LINKAGE TO THE E-CRASH APPLICATION ALLOWING FOR REAL-TIME TRANSMISSION OF REPORTS TO COURTS FOR THE PROSECUTION OF CASES.	INCLUDE THE IDR REPORT WITHIN LEISS AND PROVIDE A LINKAGE TO E-CRASH TO IMPROVE THE TIMELINESS OF IDRS AND THE COMPLETENESS OF LEISS.	DECREASE THE AMOUNT OF TIME FROM THE IDR COMPLETION TO THE AVAILABILITY OF THE REPORT TO PROSECUTORS.		
			YEAR	ACTUAL	GOAL
			2011	N/A	-
			2012	REAL-TIME	REAL-TIME
			PROJECT COMPLETE		
CONSISTENCY	ALL CRASH DATA FOLLOWING JANUARY 1, 2007 IS SUBMITTED ELECTRONICALLY.				
COMPLETENESS	IN RESPONSE TO THE MMUCC SELF-ASSESSMENT TOOL DEVELOPED BY NHTSA, THE TRCC WILL REASSESS THE STATUS OF THE STATES' MMUCC COMPLIANCE AND IDENTIFY AREAS WHERE EITHER EXPANSION OR REDUCTION OF MMUCC ELEMENTS AND ATTRIBUTES WOULD IMPROVE THE COMPLETENESS AND QUALITY OF CRASH REPORTING. THIS WILL BE COMPLETED FOLLOWING THE UPCOMING RELEASE OF THE UPDATED MMUCC.	INCREASE % OF MMUCC ELEMENTS AND ATTRIBUTES INCLUDED (EITHER PARTIAL OR FULL) IN E-CRASH.	INCREASE % OF MMUCC ELEMENTS AND ATTRIBUTES INCLUDED (EITHER PARTIAL OR FULL) IN E-CRASH.		
			YEAR	ACTUAL	GOAL
			SPECIFIC GOALS WILL BE DEVELOPED BASED ON THE MMUCC SELF-ASSESSMENT OUTCOME WHICH WILL BE PERFORMED FOLLOWING THE NEW RELEASE OF MMUCC AND COMPLETION OF NHTSA MMUCC ASSESSMENT FOR DELAWARE.		

TABLE 1 – CRASH SYSTEM CONT.

QUALITY CATEGORY	STATUS/BASELINE/DEFICIENCY	GOAL/OBJECTIVE	PERFORMANCE MEASURE			
COMPLETENESS	81% OF THE ELEMENTS REQUIRED (EITHER PARTIAL OR FULL) BY SAFETYNET FOR REPORTING TO FMCSA ARE INCLUDED IN THE CRASH DATABASE.	INCREASE COMPLIANCE WITH FMCSA REPORTING REQUIREMENTS THROUGH THE DEVELOPMENT OF E-CRASH.	INCREASE % OF FMCSA ELEMENTS INCLUDED (EITHER PARTIAL OR FULL) IN E-CRASH.			
			YEAR	ACTUAL	GOAL	
			2007	81%	-	
			2008	81%	-	
				2009	81%	-
	WITH THE PRIOR TRACS SYSTEM, ALL FIELDS WERE NOT MANDATORY RESULTING IN MISSING DATA OR “UNKNOWN” CODES USED FOR SOME DATA ELEMENTS WHEN THERE IS A KNOWN VALUE. WITH THE E-CRASH SYSTEM, USERS ARE REQUIRED TO ENTER DATA IN FIELDS WHEN THERE IS A KNOWN VALUE.	DECREASE THE NUMBER OF FIELDS WITH MISSING DATA WHEN THERE IS A KNOWN VALUE.	DECREASE THE PERCENTAGE OF DRIVERS WITH AN UNKNOWN DATE OF BIRTH AND AGE (WHEN THERE IS AN AVAILABLE VALUE).			
			YEAR	ACTUAL	GOAL	
			2008	6%	-	
			2009	9%	-	
			2010 [1]	1.2%	4%	
			PROJECT COMPLETE			
			DECREASE THE PERCENTAGE OF CRASH REPORTS WITH BLANK “INJURY STATUS” FIELDS (WHEN THERE IS AN AVAILABLE VALUE).			
			YEAR	ACTUAL	GOAL	
			2008	27%	-	
2009			29%	-		
2010	10%	10%				
PROJECT COMPLETE						

TABLE 1 – CRASH SYSTEM CONT.

QUALITY CATEGORY	STATUS/BASELINE/DEFICIENCY	GOAL/OBJECTIVE	PERFORMANCE MEASURE		
COMPLETENESS	THE E-CRASH SYSTEM DID NOT INCLUDE A FIELD FOR OFFICERS TO PROVIDE THE ORIGIN-DESTINATION INFORMATION OF PEDESTRIANS.	IMPROVE PEDESTRIAN CRASH DATA FOR IMPROVED PROBLEM IDENTIFICATION AND STRATEGY IMPLEMENTATION BY COLLECTING DATA REGARDING THE ORIGINS AND DESTINATIONS OF PEDESTRIANS.	INCREASE THE PERCENTAGE OF CRASH REPORTS THAT INCLUDE ORIGIN AND DESTINATION INFORMATION.		
			YEAR	ACTUAL	GOAL
			APR 16 – MAR 17	11%	-
			APR 17 – MAR 18	64%	-
			APR 18 – MAR 19	93%	100%
ACCURACY	DELJIS QA/QC STAFF REVIEW E-CRASH REPORTS FOR ACCURACY AND TRACK AND DOCUMENT ERRORS TO IDENTIFY TRAINING NEEDS.	INCREASE THE ACCURACY OF E-CRASH DATA.	DECREASE THE PERCENTAGE OF CMV CRASH REPORTS THAT ARE REJECTED OR CORRECTED.		
			YEAR	ACTUAL	GOAL
			APR 11 – MAR 12	69%	-
			APR 12 – MAR 13	36%	-
			APR 13 – MAR 14	12%	25%
			PROJECT COMPLETE		
			DECREASE THE PERCENTAGE OF BUS CRASH REPORTS THAT ARE REJECTED OR CORRECTED.		
			YEAR	ACTUAL	GOAL
			APR 14 – MAR 15	45%	-
			APR 15 – MAR 16	38%	40%
PROJECT COMPLETE					

TABLE 1 – CRASH SYSTEM CONT.

QUALITY CATEGORY	STATUS/BASELINE/DEFICIENCY	GOAL/OBJECTIVE	PERFORMANCE MEASURE		
ACCURACY	THE E-CRASH SYSTEM DID NOT INCLUDE A FIELD FOR OFFICERS TO PROVIDE THE ORIGIN-DESTINATION INFORMATION OF PEDESTRIANS.	IMPROVE PEDESTRIAN CRASH DATA FOR IMPROVED PROBLEM IDENTIFICATION AND STRATEGY IMPLEMENTATION BY COLLECTING DATA REGARDING THE ORIGINS AND DESTINATIONS OF PEDESTRIANS.	DECREASE THE PERCENTAGE OF WORK ZONE CRASH REPORTS THAT ARE REJECTED OR CORRECTED.		
			YEAR	ACTUAL	GOAL
			APR 14 – MAR 15	79%	-
			APR 15 – MAR 16	54%	60%
			APR 16 – MAR 17	45%	50%
			PROJECT COMPLETE		
ACCESSIBILITY	DELDOT'S FORMER SDM SYSTEM DID NOT ALLOW USERS TO IDENTIFY HIGH CRASH RATE LOCATIONS BASED ON SPECIFIC CRASH CHARACTERISTICS (E.G., WET WEATHER, NIGHTTIME, FIXED OBJECT, RUN-OFF-THE-ROAD, ETC.). IN RESPONSE TO THE NEW E-CRASH SYSTEM, DELDOT IS DEVELOPING A NEW ANALYSIS TOOL TO SUPPORT THEIR SAFETY PROGRAMS THAT WILL ALLOW USERS TO IDENTIFY HIGH CRASH RATE LOCATIONS BASED ON SPECIFIC CRASH CHARACTERISTICS.	ALLOW USERS TO IDENTIFY HIGH CRASH RATES BASED ON USER-DEFINED CRASH CHARACTERISTICS.	ALLOW USERS TO IDENTIFY HIGH CRASH RATES BASED ON USER-DEFINED CRASH CHARACTERISTICS.		
			YEAR	ACTUAL	GOAL
			2008	0	-
			2009	1	-
			2010	0	-
			2011	0	-
			2012	0	-
			2013	0	-
			2014	0	-
			2015	0	-
			2016	0	-
			2012	0	5
			PROJECT ON HOLD		

TABLE 1 – CRASH SYSTEM CONT.

QUALITY CATEGORY	STATUS/BASELINE/DEFICIENCY	GOAL/OBJECTIVE	PERFORMANCE MEASURE		
ACCESSIBILITY	THE DATA DICTIONARY CURRENTLY AVAILABLE TO CRASH DATA USERS CONTAINS A LIST OF DATA ELEMENTS FOR THE CRASH DATA SYSTEM BUT IS NOT READILY AVAILABLE TO ALL DATA USERS. DELJIS IS CURRENTLY DEVELOPING A DATA DICTIONARY.	DEVELOP AN ACCESSIBLE AND USER-FRIENDLY CRASH DATA DICTIONARY AVAILABLE TO ALL CRASH DATA COLLECTORS AND USERS.	<p>IN ACCORDANCE WITH NHTSA'S MODEL PERFORMANCE MEASURES, THE FOLLOWING STEPS WILL BE TAKEN TO ASSESS THIS PROJECT:</p> <p>IDENTIFY THE PRINCIPAL USERS OF THE DATA DICTIONARY.</p> <p>QUERY THE PRINCIPAL USERS TO ASSESS (A) THEIR ABILITY TO OBTAIN THE DATA DICTIONARY AND (B) THEIR SATISFACTION WITH THE USEFULNESS OF THE DATA DICTIONARY.</p> <p>DOCUMENT THE METHOD OF DATA COLLECTION AND THE PRINCIPAL USERS' RESPONSES.</p>		
	NUMBER OF AD HOC REPORTS AND COGNOS QUERIES				
	IN JANUARY 2021, DELJIS DEPLOYED A NEW VERSION OF COGNOS (VERSION 11) THAT HAS INCREASED ACCESSIBILITY OF PRE-DEFINED QUERIES AS WELL AS AD HOC QUERIES.	INCREASE THE NUMBER OF AD HOC REPORTS AND COGNOS QUERIES	YEAR	ACTUAL	GOAL
			JULY 1, 2019 - JUNE 30, 2020 (STATE FY 2021)	202	-
JULY 1, 2020 - JUNE 14, 2021 (STATE FY 2022)			274	40%	
PROJECT COMPLETE					
DATA INTEGRATION	E-CRASH DOES NOT HAVE AN ACTIVE LINKAGE WITH MOTOR VEHICLE DATA, DRIVER HISTORY, OR EMERGENCY MEDICAL SERVICES DATA FOR DATA ANALYSIS.				

TABLE 2 - ROADWAY SYSTEM

QUALITY CATEGORY	STATUS/BASELINE/DEFICIENCY	GOAL/OBJECTIVE	PERFORMANCE MEASURE																
TIMELINESS	<p>DELDOT CONTINUOUSLY UPDATES THEIR ROAD INVENTORY AND USES TELEATLAS MAPPING PROVIDER TO UPDATE THEIR CENTERLINE FILE ON A QUARTERLY BASIS. AN UPDATED CENTERLINE FILE IS TRANSFERRED TO DSP ON A QUARTERLY BASIS.</p> <p>DELDOT PUBLISHES AN ANNUAL TRAFFIC SUMMARY THAT CONTAINS ADTS ON ALL STATE MAINTAINED ROADWAYS. A PORTION OF ROADWAYS ARE COUNTED EACH YEAR.</p>																		
	<p>DSP'S CENTERLINE FILE CONTAINED IN TRACS WAS NOT CURRENT OR UPDATED DUE TO THE NEED TO INSTALL UPDATES ON EVERY LAPTOP IN EVERY LAW ENFORCEMENT VEHICLE. THE E-CRASH SYSTEM ALLOWS FOR UPDATES TO THE CENTERLINE FILE AND LOCATOR TOOL THROUGH ELECTRONIC UPDATES.</p>	<p>UPDATE THE MAPPING TOOL CONTAINED IN THE CRASH REPORTING SYSTEM REGULARLY IN ORDER TO ALLOW FOR ACCURATE LOCATING OF CRASHES.</p>	<p>INCREASE FREQUENCY OF MAPPING UPDATES TO LOCATOR TOOL.</p> <table border="1"> <thead> <tr> <th>YEAR</th> <th>ACTUAL</th> <th>GOAL</th> </tr> </thead> <tbody> <tr> <td>2007</td> <td>1 YEARS+</td> <td>-</td> </tr> <tr> <td>2008</td> <td>2 YEARS+</td> <td>-</td> </tr> <tr> <td>2009</td> <td>3 YEARS+</td> <td>-</td> </tr> <tr> <td>2010</td> <td>QUARTERLY</td> <td>QUARTERLY</td> </tr> </tbody> </table>			YEAR	ACTUAL	GOAL	2007	1 YEARS+	-	2008	2 YEARS+	-	2009	3 YEARS+	-	2010	QUARTERLY
YEAR	ACTUAL	GOAL																	
2007	1 YEARS+	-																	
2008	2 YEARS+	-																	
2009	3 YEARS+	-																	
2010	QUARTERLY	QUARTERLY																	
PROJECT COMPLETE																			

TABLE 2 - ROADWAY SYSTEM CONT.

QUALITY CATEGORY	STATUS/BASELINE/DEFICIENCY	GOAL/OBJECTIVE	PERFORMANCE MEASURE		
CONSISTENCY	WITH THE E-CRASH SYSTEM, THE MILEPOINTS CORRESPONDING TO A CRASH ARE GENERATED BY THE LOCATOR TOOL CONTAINED WITHIN E-CRASH, ELIMINATING THE CONVERSION FROM X, Y COORDINATES TO MILEPOINTS BY DELDOT.	GENERATE MILEPOINTS IN E-CRASH, ELIMINATING THE NEED FOR DELDOT TO CONVERT X, Y COORDINATES TO MILEPOINTS.	INCREASE PERCENTAGE OF CRASH REPORTS WITH MILEPOINTS GENERATED BY E-CRASH, WHEN APPLICABLE.		
			YEAR	ACTUAL	GOAL
			2008	0%	-
			2009	0%	-
	2010	100%	90%		
	PROJECT COMPLETE				
	DELDOT MAINTAINS TWO MILEPOINT SYSTEMS (CONTINUOUS AND FORWARD/REVERSE). CRASH DATA IS AVAILABLE IN BOTH MILEPOINT SYSTEMS AS WELL AS IN LATITUDE/ LONGITUDE (X, Y) COORDINATES. IN THE FUTURE, ONE OF THE TWO MILEPOINT SYSTEMS WILL BE ELIMINATED.	MAINTAIN ONLY ONE MILEPOINT SYSTEM FOR ALL ROADWAY DATA STATEWIDE (LONG TERM GOAL). [2]			

TABLE 2 - ROADWAY SYSTEM CONT.

QUALITY CATEGORY	STATUS/BASELINE/DEFICIENCY	GOAL/OBJECTIVE	PERFORMANCE MEASURE		
COMPLETENESS	<p>DELDOT'S CENTERLINE FILE CONTAINS 100% OF PUBLIC ROADS STATEWIDE.</p> <p>DELDOT'S ROAD INVENTORY MANAGEMENT SYSTEM (RIMS) CURRENTLY DOES NOT INCLUDE SUFFICIENT DETAIL AND ACCURACY TO ALLOW FOR CRASH DATA ANALYSIS INCORPORATING ROADWAY FEATURES.</p> <p>DELDOT IS CURRENTLY IN THE DEVELOPMENT STAGES OF THEIR TRANSPORTATION SYSTEM DATA MANAGEMENT (TSDM) SYSTEM WHICH WILL INCORPORATE THE FDES. DATA COLLECTION TO PROVIDE FDES FOR STATE-MAINTAINED ROADS HAS OCCURRED AND WAS COMPLETED IN OCTOBER 2015.</p>	<p>COLLECT ROADWAY DATA ELEMENTS REQUIRED TO COMPLY WITH MAP-21 GUIDANCE ON STATE SAFETY DATA SYSTEMS, SPECIFICALLY THE REQUIREMENT TO COLLECT FUNDAMENTAL DATA ELEMENTS (FDE), WHICH IS A SUBSET OF MODEL INVENTORY OF ROADWAY ELEMENTS (MIRE).</p>	<p>INCREASE THE PERCENTAGE OF COMPLIANT MIRE FUNDAMENTAL DATA ELEMENTS (FDE) INCLUDED IN DELDOT'S INVENTORY FOR STATE MAINTAINED ROADWAYS.</p>		
			YEAR	ACTUAL	GOAL
			JUNE 2017	98% (50 OF 51)	-
			JUNE 2018	98% (50 OF 51)	100% (51 OF 51)
			<p>INCREASE THE PERCENTAGE OF COMPLIANT MIRE FUNDAMENTAL DATA ELEMENTS (FDE) INCLUDED IN DELDOT'S INVENTORY FOR NON-STATE MAINTAINED ROADWAYS.</p>		
			YEAR	ACTUAL	GOAL
			JUNE 2017	25% (13 OF 51)	-
			JUNE 2018	25% (13 OF 51)	35% (18 OF 51)
			JUNE 2019	-	45% (23 OF 51)
			JUNE 2020	-	55% (28 OF 51)
			<p>INCREASE THE PERCENTAGE OF COMPLIANT MIRE FUNDAMENTAL DATA ELEMENTS (FDE) ATTRIBUTE DEFINITIONS INCLUDED IN DELDOT'S INVENTORY.</p>		
			YEAR	ACTUAL	GOAL
			JUNE 2017	78% (40 OF 51)	-
			JUNE 2018	78% (40 OF 51)	82% (42 OF 51)
			JUNE 2019	-	86% (44 OF 51)
			JUNE 2020	-	90% (46 OF 51)

TABLE 2 - ROADWAY SYSTEM CONT.

QUALITY CATEGORY	STATUS/BASELINE/ DEFICIENCY	GOAL/ OBJECTIVE	PERFORMANCE MEASURE
ACCURACY	THE ACCURACY OF THE LOCATION OF CRASH DATA ON ROADWAY FILES IS WITHIN ONE-HUNDREDTH OF A MILE. THE E-CRASH LOCATOR TOOL ALLOWS OFFICERS TO LOCATE CRASHES IN 1-FT INCREMENTS, REFERENCED FROM NEARBY INTERSECTIONS.		
ACCESSIBILITY	ROADWAY INVENTORY FILES ARE ACCESSIBLE TO ALL DELDOT STAFF VIA THEIR INTRANET VIA RIMS. TRAFFIC COUNT DATA IS AVAILABLE TO ALL USERS VIA DELDOT'S WEBSITE.		
DATA INTEGRATION	ROADWAY AND PARTIAL CRASH DATA IS STORED BY DELDOT IN BOTH GIS AND LINEAR REFERENCING SYSTEMS ALLOWING INTEGRATION WITH OTHER TRANSPORTATION DATA. INFORM, DELDOT'S GIS TOOL INCLUDES VERY FEW CRASH DATA FIELDS, LIMITING ITS USE FOR DATA ANALYSIS. THE NEW LOCATOR TOOL CONTAINED WITHIN E-CRASH GENERATES BOTH X, Y COORDINATES AND MILEPOINTS, ALLOWING FOR INTEGRATION WITH ALL FORMS OF TRANSPORTATION DATA.		

TABLE 3 - DRIVER SYSTEM

QUALITY CATEGORY	STATUS/BASELINE/DEFICIENCY	GOAL/OBJECTIVE	PERFORMANCE MEASURE				
TIMELINESS	<p>THE DRIVER FILE IS CONTAINED WITHIN DMV'S MOTOR VEHICLE LICENSING SYSTEM (MVALS) AND IS UPDATED IN REAL-TIME FOR DRIVER LICENSING AND CONTROL TRANSACTIONS. CONVICTION INFORMATION IS RECEIVED ELECTRONICALLY FROM DELJIS WITHIN 24 HOURS, BUT ENTRY INTO THE DRIVER FILE IS SUSPENDED FOR 5 DAYS TO MINIMIZE UPDATES FROM CHANGES THAT MAY OCCUR WITHIN THE FIRST FEW DAYS FOLLOWING ADJUDICATION.</p> <p>DMV HAS PROVIDED DELJIS WITH REAL-TIME ACCESS TO THE DRIVER FILES TO ALLOW FOR QUERIES AND DATA ANALYSIS.</p>	<p>DECREASE THE AMOUNT OF TIME REQUIRED TO PERFORM QUERIES AND ANALYSIS OF DRIVER DATA CONTAINED IN MVAL BY CREATING A WEB-BASED APPLICATION.</p>	DECREASE THE AVERAGE TIME REQUIRED TO PERFORM QUERIES AND ANALYSIS OF DRIVER DATA CONTAINED IN MVALS.				
			YEAR	ACTUAL	GOAL		
			2008	90 MIN	-		
			2009	90 MIN	-		
			2010	90 MIN	-		
			2011	90 MIN	-		
			2012	-	15 MIN		
						PROJECT COMPLETE	
CONSISTENCY	<p>DMV'S DRIVER FILE MEETS ALL OF THE REQUIREMENTS OF THE PROBLEM DRIVER PROTECTION SYSTEM (PDPS), COMMERCIAL DRIVER LICENSE INFORMATION SYSTEM (CDLIS), AND OTHER APPLICATIONS OF AAMVANET.</p>						

TABLE 3 - DRIVER SYSTEM CONT.

QUALITY CATEGORY	STATUS/BASELINE/DEFICIENCY	GOAL/OBJECTIVE	PERFORMANCE MEASURE		
COMPLETENESS	DMV'S DRIVER FILE CONTAINS ALL OF THE ELEMENTS FOR ALL DRIVERS. CRASH INFORMATION IN E-CRASH IS NOT POSTED ON THE DRIVER FILE.				
ACCURACY	ACCURACY OF DMV'S DRIVER FILE IS GOOD. IN THE EVENT OF FILE UPDATES WHICH DO NOT EXCLUSIVELY AND FULLY MATCH A RECORD PRESUMED TO BE ON FILE, A "KICK FLAG" TRIGGERS A MANUAL SEARCH AND MATCH PROCESS TO IDENTIFY AND CORRECT ANY MATCH FAILURES.	DECREASE THE NUMBER OF POSSIBLE DUPLICATE DRIVER LICENSES THAT REQUIRE A MANUAL REVIEW TO RESOLVE THE DUPLICATE RECORDS.	DECREASE THE NUMBER OF POSSIBLE DUPLICATE DRIVER LICENSES THAT REQUIRE A MANUAL REVIEW TO RESOLVE THE DUPLICATE RECORDS.		
	THE DRIVERS' LICENSE FILE CLEANSING PROJECT AND THE IMPLEMENTATION OF THE SOCIAL SECURITY ONLINE VERIFICATION SYSTEM (SSOLV) HAS IMPROVED DATA ACCURACY.		YEAR	ACTUAL	GOAL
			APR 18 - MAR 19	6077	-
			APR 19 - MAR 20	3955	4000
			PROJECT COMPLETE		
ACCESSIBILITY	DMV'S DRIVER FILE IS ACCESSIBLE ONLINE FOR AUTHORIZED USERS, CONSISTENT WITH THE REQUIREMENTS OF THE DRIVER PRIVACY PROTECTION ACT (DPPA).				
DATA INTEGRATION	DMV'S DRIVER FILE IS ACTIVELY LINKED WITH THE VEHICLE FILE AND IS UPDATED ONLINE WITH DELJIS INFORMATION FROM COURT ADJUDICATION. LAW ENFORCEMENT OFFICERS CAN ACCESS MVALS TO AUTO-POPULATE AN E-CRASH REPORT WITH DRIVER INFORMATION. THERE IS NO SYSTEM OR PROCESS THAT LINK DMV'S DRIVER FILE TO E-CRASH DATA.				

TABLE 4 - VEHICLE SYSTEM

QUALITY CATEGORY	STATUS/BASELINE/DEFICIENCY	GOAL/OBJECTIVE	PERFORMANCE MEASURE		
TIMELINESS	<p>THE VEHICLE FILE IS CONTAINED WITHIN DMV'S MOTOR VEHICLE LICENSING SYSTEM (MVALS) AND IS UPDATED AND MAINTAINED IN REAL-TIME.</p> <p>DMV HAS PROVIDED DELJIS WITH REAL-TIME ACCESS TO THE VEHICLE FILES TO ALLOW FOR QUERIES AND DATA ANALYSIS.</p>	<p>DECREASE THE AMOUNT OF TIME REQUIRED TO PERFORM QUERIES AND ANALYSIS OF VEHICLE DATA CONTAINED IN MVALS BY CREATING A WEB-BASED APPLICATION.</p>	<p>DECREASE THE AVERAGE TIME REQUIRED TO PERFORM QUERIES AND ANALYSIS OF VEHICLE DATA CONTAINED IN MVALS.</p>		
			YEAR	ACTUAL	GOAL
			2008	90 MIN	-
			2009	90 MIN	-
			2010	90 MIN	-
			2011	90 MIN	-
			2012	-	15 MIN
			PROJECT COMPLETE		
CONSISTENCY	<p>DMV'S VEHICLE FILE CONTAINS ALL OF THE DATA CONTENT REQUIRED FOR AAMVANET SUPPORT.</p>				
COMPLETENESS	<p>DMV'S VEHICLE FILE CONTAINS ALL STANDARD DATA ELEMENTS. DATA ELEMENTS FOR VEHICLE COLOR AND TINT WAIVER INFORMATION ARE BEING ADDED TO THE FILE.</p>				

TABLE 4 - VEHICLE SYSTEM *CONT.*

QUALITY CATEGORY	STATUS/BASELINE/ DEFICIENCY	GOAL/ OBJECTIVE	PERFORMANCE MEASURE
ACCURACY	<p>DMV USES THE VINA PROGRAM TO ENHANCE THE ACCURACY OF VINS. DATA ACCURACY WILL BE ENHANCED WITH THE IMPLEMENTATION OF THE NATIONAL MOTOR VEHICLE TITLE INFORMATION SYSTEM (NMVTIS) PROGRAM THAT IS BEING IMPLEMENTED. THIS WILL ALLOW DMV TO VERIFY TITLE INFORMATION FROM A NATIONAL DATABASE OF VEHICLE INFORMATION.</p>		
ACCESSIBILITY	<p>DMV'S VEHICLE FILE INFORMATION IS ACCESSIBLE ONLINE FOR AUTHORIZED USERS, CONSISTENT WITH THE REQUIREMENTS OF THE DRIVER PRIVACY PROTECTION ACT (DPPA).</p>		
DATA INTEGRATION	<p>DMV'S VEHICLE FILE IS ACTIVELY LINKED WITH THE DRIVER FILE AND IS UPDATED ONLINE WITH INFORMATION ON STOLEN VEHICLES. LAW ENFORCEMENT OFFICERS CAN ACCESS MVALS TO AUTO-POPULATE AN E-CRASH REPORT WITH VEHICLE INFORMATION.</p>		

TABLE 5 - ENFORCEMENT/ADJUDICATION SYSTEM

QUALITY CATEGORY	STATUS/BASELINE/ DEFICIENCY	GOAL/ OBJECTIVE	PERFORMANCE MEASURE				
TIMELINESS	<p>COURTS ARE USING THE CRIMINAL JUSTICE INFORMATION SYSTEM (CJIS) TO FOLLOW CASES FROM THE POINT OF FILING THROUGH PROSECUTION TO DISPOSITION. ELECTRONIC CITATIONS ARE UPDATED IN THE CJIS SYSTEM REAL-TIME. COURTS ARE SUBMITTING CONVICTIONS ELECTRONICALLY TO DMV ONCE A DAY.</p> <p>DELJIS DEVELOPED AN AUTOMATED TRAFFIC TICKET MODULE (E-TICKET) WITHIN THE LAW ENFORCEMENT INVESTIGATIVE SUPPORT SYSTEM (LEISS) APPLICATION TO CAPTURE CITATION INFORMATION ELECTRONICALLY IN THE FIELD. THIS HAS SIGNIFICANTLY IMPROVED THE TIMELINESS OF DATA IN THE CJIS SYSTEM.</p>	<p>CAPTURE ALL CITATIONS USING E-TICKET TO IMPROVE THE TIMELINESS OF CITATION DATA IN CJIS.</p>	INCREASE THE TIMELINESS OF CITATION INFORMATION IN CJIS.				
			YEAR	ACTUAL	GOAL		
			PRIOR YEARS	7.5 DAYS	-		
			2007	5.4 DAYS	-		
			2008	1.7 DAYS	3 DAYS		
			2009	0.2 DAYS	1.5 DAYS		
			PROJECT COMPLETE				
CONSISTENCY	<p>ALL LAW ENFORCEMENT OFFICERS USE A STANDARDIZED ELECTRONIC CITATION FORM. IT CONTAINS DATA ELEMENTS TO IDENTIFY THE TYPE OF VIOLATION, LOCATION, DATE AND TIME, THE ENFORCEMENT AGENCY, AND COURT OF JURISDICTION. DMV'S VEHICLE FILE CONTAINS ALL OF THE DATA CONTENT REQUIRED FOR AAMVANET SUPPORT.</p>						

TABLE 5 - ENFORCEMENT/ADJUDICATION SYSTEM CONT.

QUALITY CATEGORY	STATUS/BASELINE/DEFICIENCY	GOAL/OBJECTIVE	PERFORMANCE MEASURE		
COMPLETENESS	<p>CJIS CONTAINS INFORMATION ABOUT ENFORCEMENT CHARGES AND DISPOSITIONS OF THE CRASH COMPONENT</p> <p>DSP VEHICLES CONTAIN GPS EQUIPMENT TO ELECTRONICALLY CAPTURE CITATION LOCATIONS. IN 2008, GPS EQUIPMENT AND MODEMS WERE PURCHASED FOR MUNICIPAL POLICE DEPARTMENTS TO ALLOW CITATION LOCATIONS TO BE CAPTURED ELECTRONICALLY.</p>	<p>INCREASE NUMBER OF CITATIONS WITH GPS COORDINATES TO ALLOW FOR ACCURATE LOCATING OF CITATIONS.</p>	<p>INCREASE # OF CITATIONS WITH GPS COORDINATES.</p>		
			YEAR	ACTUAL	GOAL
			2007	0	-
			2008	67,059	10,000
			2009	90,339	75,000
			PROJECT COMPLETE		
ACCURACY	<p>THE CJIS CASE MANAGEMENT APPLICATION CONTAINS QUALITY CONTROL PROCEDURES AND EDITS TO IDENTIFY ERRORS MADE BY LAW ENFORCEMENT OFFICERS AND DATA ENTRY PERSONNEL.</p>				

TABLE 5 - ENFORCEMENT/ADJUDICATION SYSTEM *CONT.*

QUALITY CATEGORY	STATUS/BASELINE/DEFICIENCY	GOAL/OBJECTIVE	PERFORMANCE MEASURE
ACCESSIBILITY	<p>INFORMATION ABOUT STATEWIDE VIOLATIONS AND CONVICTIONS IS ACCESSIBLE TO ALL AUTHORIZED USERS THROUGH CJIS. LAW ENFORCEMENT OFFICERS, PROSECUTORS, AND COURT PERSONNEL HAVE ACCESS TO COMPLETE INFORMATION ABOUT A DEFENDANT'S HISTORY REGARDING ANY OTHER PRIOR ACTIONS OR CASES THAT MAY BE PENDING IN ANOTHER COURT'S JURISDICTION. THE DELJIS COGNOS ANALYSIS TOOL ALLOWS ALL AUTHORIZED USERS TO CREATE AD HOC REPORTS FROM THE CJIS TRAFFIC CITATIONS/ DISPOSITION FILE. COGNOS INCLUDES ALL INCIDENT INFORMATION BUT LACKS CHARGE INFORMATION.</p>	<p>EXPAND AND UPGRADE COGNOS TO INCLUDE ALL TRAFFIC CITATION INFORMATION (<i>LONG RANGE GOAL</i>). [3]</p>	
	<p>DELJIS HAS A WELL-DOCUMENTED SYSTEM FOR DEVELOPERS TO UNDERSTAND THE LINKAGES USED WITHIN THE CODE; HOWEVER, THERE IS LITTLE DOCUMENTATION TO SHOW THESE LINKAGES FOR REVIEW BY DATA USERS AND MANAGERS.</p> <p>DELJIS IS CURRENTLY DEVELOPING A DATA DICTIONARY.</p>	<p>DEVELOP AN ACCESSIBLE AND USER-FRIENDLY DATA DICTIONARY AVAILABLE TO ALL DATA COLLECTORS AND USERS.</p>	<p>IN ACCORDANCE WITH NHTSA'S MODEL PERFORMANCE MEASURES, THE FOLLOWING STEPS WILL BE TAKEN TO ASSESS THIS PROJECT:</p> <p>IDENTIFY THE PRINCIPAL USERS OF THE DATA DICTIONARY.</p> <p>QUERY THE PRINCIPAL USERS TO ASSESS (A) THEIR ABILITY TO OBTAIN THE DATA DICTIONARY AND (B) THEIR SATISFACTION WITH THE USEFULNESS OF THE DATA DICTIONARY.</p> <p>DOCUMENT THE METHOD OF DATA COLLECTION AND THE PRINCIPAL USERS' RESPONSES.</p>

TABLE 5 - ENFORCEMENT/ADJUDICATION SYSTEM CONT.

QUALITY CATEGORY	STATUS/BASELINE/DEFICIENCY	GOAL/OBJECTIVE	PERFORMANCE MEASURE
DATA INTEGRATION	THE E-CRASH SYSTEM AUTOMATICALLY LINKS CITATION AND CRASH DATA VIA THE COMPLAINT NUMBER, WHEN APPLICABLE.		

TABLE 6 - INJURY SURVEILLANCE SYSTEM

QUALITY CATEGORY	STATUS/BASELINE/DEFICIENCY	GOAL/OBJECTIVE	PERFORMANCE MEASURE		
TIMELINESS	<p>EMS PROVIDERS PREVIOUSLY REPORTED ALL PRE-HOSPITAL PATIENT CARE REPORTS TO THE STATE DATA REPOSITORY USING THE DELAWARE ELECTRONIC EMS DATA SYSTEM (EDIN) WITHIN FOUR HOURS FROM THE TIME THE UNIT IS DISPATCHED. PRE-HOSPITAL PATIENT CARE REPORTS WERE THEN FAXED OR DELIVERED IN PAPER FORMAT TO THE HOSPITALS.</p> <p>DEMRS, WHICH WAS IMPLEMENTED IN MAY 2013 ALLOWS GREATER ACCESS TO INPUTTING DATA SINCE IT IS WEB-BASED AND ACCESSIBLE FROM ANY SITE WHERE PROVIDER CAN ACCESS THE INTERNET. IT ALLOWS EMS PROVIDERS TO E-MAIL PATIENT CARE REPORTS TO HOSPITALS.</p>	SUBMIT ALL EMS REPORTS ELECTRONICALLY TO HOSPITALS WITHIN 4 HOURS.	INCREASE % EMS REPORTS SENT ELECTRONICALLY TO HOSPITALS WITHIN 4 HOURS OF THE PATIENT ARRIVAL AT THE HOSPITAL.		
			YEAR	ACTUAL	GOAL
			2007	0%	-
			2008	0%	-
			2009	0%	-
			2010	0%	-
			2011	0%	-
			2012	0%	-
			2013	85%	60%
			2014	90%	90%

TABLE 6 - INJURY SURVEILLANCE SYSTEM CONT.

QUALITY CATEGORY	STATUS/BASELINE/ DEFICIENCY	GOAL/ OBJECTIVE	PERFORMANCE MEASURE		
TIMELINESS	<p>TRAUMA PATIENT CARE DATA ARE SUBMITTED ELECTRONICALLY TO THE DELAWARE TRAUMA REGISTRY (DTR) ON A QUARTERLY BASIS.</p> <p>ALL ACUTE CARE HOSPITALS SUBMIT UB92 PATIENT DATA TO THE DELAWARE HEALTH STATISTICS CENTER MONTHLY.</p>				
CONSISTENCY	<p>EDIN INCLUDES A COMPREHENSIVE PRE-HOSPITAL PATIENT CARE DATA DICTIONARY THAT INCLUDES DATA ELEMENTS FROM THE NEMIS DATA DICTIONARY. EDIN INCLUDES 100% OF THE PATIENT-CARE RELATED NEMIS FIELDS BUT LACKS SOME CONTACT INFORMATION FIELDS.</p> <p>DEMRS, WHICH WAS IMPLEMENTED IN MAY 2013, INCLUDES ALL NEMIS DATA ELEMENTS.</p>	EXPAND EDIN TO INCLUDE ALL NEMIS DATA ELEMENTS.	DECREASE # OF MISSING NEMIS DATA ELEMENTS.		
			YEAR	ACTUAL	GOAL
			2011	30	-
			2012	30	-
			2013	0	-
PROJECT COMPLETE					

TABLE 6 - INJURY SURVEILLANCE SYSTEM CONT.

QUALITY CATEGORY	STATUS/BASELINE/DEFICIENCY	GOAL/OBJECTIVE	PERFORMANCE MEASURE		
CONSISTENCY	<p>IN THE PAST, DIRECT TRANSFER OF DATA FROM EDIN TO NEMSIS NOT BEEN FEASIBLE DUE TO INCOMPATIBLE FILE FORMATS; HOWEVER, RECENT EDIN UPGRADES TO POWERBUILDER VERSION 10 WILL ENABLE TRANSFER OF DATA TO NEMSIS IN XML FORMAT.</p> <p>DEMRS, WHICH WAS IMPLEMENTED IN MAY 2013, ALLOWS FOR TRANSFER OF DATA TO NEMSIS IN XML FORMAT.</p> <p>CHANGES TO THE IMAGE TREND SYSTEM HAVE DELAYED THE FORWARDING OF DATA TO NEMSIS. FY 2017 MAY BE THE FIRST OPPORTUNITY POST IMPLEMENTATION OF CHANGES.</p>	TRANSFER DATA TO NEMSIS IN XML FORMAT.	INCREASE % EMS REPORTS TRANSFERRED TO NEMSIS IN XML FORMAT		
			YEAR	ACTUAL	GOAL
			2012	0%	-
			2013	0%	60%
			2014	0%	90%
			2015	0%	90%
			2016	NOT AVAILABLE	90%
			PROJECT COMPLETE		
COMPLETENESS	ALL EMS PROVIDERS ARE SUBMITTING DATA TO THE STATE DATA REPOSITORY. THERE ARE PENALTIES OR PUNITIVE ACTIONS THAT MAY BE LEVIED AGAINST EMS PROVIDERS NOT COMPLIANT WITH DATA REPORTING REQUIREMENTS. INCOMPLETE RECORDS ARE REJECTED AND NOT ALLOWED TO BE APPENDED TO EDIN.				
	PRE-HOSPITAL PATIENT CARE REPORTS ARE CURRENTLY FAXED OR DELIVERED IN PAPER FORMAT BY EMS PROVIDERS TO THE HOSPITALS RESULTING IN SOME INCOMPLETE DATA AND/OR MISSING RECORDS. A PROJECT IS UNDERWAY TO ALLOW EMS PROVIDERS TO E-MAIL PATIENT CARE REPORTS TO HOSPITALS.				

TABLE 6 - INJURY SURVEILLANCE SYSTEM CONT.

QUALITY CATEGORY	STATUS/BASELINE/DEFICIENCY	GOAL/OBJECTIVE	PERFORMANCE MEASURE		
COMPLETENESS	HOSPITAL DISCHARGE INFORMATION IS PROVIDED ONLY FOR PATIENTS WHO SPENT AT LEAST 24 HOURS AS AN INPATIENT BUT DO NOT INCLUDE PATIENTS WHO WERE RELEASED FROM THE EMERGENCY ROOM.				
ACCURACY	<p>THERE ARE EDIT CHECKS AND VALIDATION PROCESSES PERFORMED ON EMS DATA PRIOR TO INCLUSION IN EDIN. DATA QUALITY REPORTS ARE AVAILABLE TO PRE-HOSPITAL PROVIDERS. DTR SOFTWARE HAS EDIT AND LOGIC CHECKS THAT ARE PERFORMED PRIOR TO DATA SUBMISSION.</p> <p>PRE-HOSPITAL PATIENT CARE REPORTS ARE NOT CURRENTLY LINKED TO DISPATCH DATA. A PROJECT IS UNDERWAY TO DEVELOP A SYSTEM TO ELECTRONICALLY POPULATE PATIENT CARE REPORTS WITH DISPATCH DATA, THEREBY IMPROVING ACCURACY. LIVE XML FEEDS FROM CAD VENDORS ARE STILL NEEDED.</p> <p>THE VENDOR CONTRACT WAS SIGNED AND ONE COUNTY HAS DATA FOR TESTING PRESENTLY UNDERWAY.</p>	ELECTRONICALLY POPULATE PATIENT CARE REPORTS WITH PRE-HOSPITAL (DISPATCH) DATA.	INCREASE % OF EMS REPORTS ELECTRONICALLY POPULATED WITH DISPATCH DATA.		
			YEAR	ACTUAL	GOAL
			2012	0%	-
			2013	0%	-
			2014	0%	60%
			2015	-	75%
			2016	NOT AVAILABLE	75%
			PROJECT COMPLETE		

TABLE 6 - INJURY SURVEILLANCE SYSTEM CONT.

QUALITY CATEGORY	STATUS/BASELINE/ DEFICIENCY	GOAL/ OBJECTIVE	PERFORMANCE MEASURE
ACCESSIBILITY	<p>EMS PRE-HOSPITAL PROVIDER TRANSPORT ACTIVITIES ARE AVAILABLE UPON REQUEST FROM THE DELAWARE OEMS.</p> <p>TRAUMA PATIENT CARE REPORTS ARE SUBMITTED TO THE OEMS DTR AND ARE AVAILABLE FOR AGGREGATE STATISTICAL ANALYSIS AND REPORTS.</p> <p>THE HOSPITAL IN-PATIENT DATA ARE AVAILABLE UPON REQUEST IN A PUBLIC USE FILE THAT CONTAINS A VERY LIMITED NUMBER OF VARIABLES WITH THE CRUCIAL PATIENT INFORMATION REMOVED LEAVING IT LIMITED FOR STATISTICAL DATA ANALYSIS. THERE IS A COMPREHENSIVE RESEARCH FILE THAT MAY BE OBTAINED FOR STATISTICAL ANALYSIS, BUT THE DATA REQUEST MUST BE REVIEWED AND MUST MEET INTERNAL REVIEW BOARD REQUIREMENTS.</p>		
DATA INTEGRATION	<p>THE DELAWARE CRASH OUTCOME DATA EVALUATION SYSTEM (CODES) PROJECT COMBINES CRASH, PRE-HOSPITAL, AND HOSPITAL DISCHARGE DATA. THE COMBINED DATA FILES ARE USED FOR TRAFFIC SAFETY AND INJURY PREVENTION ACTIVITIES.</p> <p>THE CODES PROGRAM NO LONGER EXISTS IN DELAWARE.</p>		

- [1] PROGRESS REPORTED FOR DECEMBER 28, 2009 - MARCH 22, 2010.
- [2] NO PROJECT HAS BEEN SELECTED FOR IMPLEMENTATION TO ADDRESS THIS GOAL; THEREFORE, NO PERFORMANCE MEASURE HAS BEEN ESTABLISHED.
- [3] NO PROJECT HAS BEEN SELECTED FOR IMPLEMENTATION TO ADDRESS THIS GOAL; THEREFORE, NO PERFORMANCE MEASURE HAS BEEN ESTABLISHED.

QUANTITATIVE AND MEASURABLE IMPROVEMENT

File Location - **DE_FY22_405c_Performance Measure attachment**

STATE HIGHWAY SAFETY DATA AND TRAFFIC RECORDS SYSTEM ASSESSMENT

Delaware conducted a Traffic Records Assessment of the State's highway safety data and traffic records system in the most recent fiscal year and the assessment was completed on June 18, 2021 which is within the five years prior to the application due date.



405(D) IMPAIRED DRIVING COUNTERMEASURES GRANT



405(D) IMPAIRED DRIVING COUNTERMEASURES GRANT

IMPAIRED DRIVING ASSURANCES

Impaired driving qualification: **Mid-Range State**

ASSURANCE: The State shall use the funds awarded under 23 U.S.C. 405(d)(1) only for the implementation and enforcement of programs authorized in 23 C.F.R. 1300.23(j).

ASSURANCE: The lead State agency responsible for impaired driving programs shall maintain its aggregate expenditures for impaired driving programs at or above the average level of such expenditures in fiscal years 2014 and 2015.

IMPAIRED DRIVING PROGRAM ASSESSMENT

Date of the last NHTSA-facilitated assessment of the State's impaired driving program conducted: 2011

Date of Last NHTSA Assessment: **2011 for a Mid-Range State**

AUTHORITY TO OPERATE

Direct copy of the section of the statewide impaired driving plan that describes the authority and basis for the operation of the statewide impaired driving task force, including the process used to develop and approve the plan and date of approval.

AUTHORITY AND BASIS OF OPERATION

STATEWIDE IMPAIRED DRIVING PREVENTION TASK FORCE

- Delaware OHS convened a statewide impaired driving prevention task force to work cohesively and comprehensively on impaired driving issues. This task force is chaired by Delaware's Impaired Driving Coordinator and includes representatives from multiple disciplines.
- Please see the summary of selected projects in the executive summary, and the logic and reasoning behind each selection. In addition, an update for each project is included in the summary. (Pages 2-5)

MISSION

- The task force mission is: “Increase safety on Delaware roadways by focusing on reducing impaired driving crashes and the underlying causal factors.”

PURPOSE

- Guide the development and implementation of Delaware’s Impaired Driving Strategic Plan;
- Provide a forum for discussion and resolution of issues, as well as an opportunity for collaboration of efforts and the identification of available resources;
- Develop consensus and direction among the participating agencies, as well as identify other agencies that should be included in the planning process;
- Represent the interests of the agencies and organizations on the task force to outside agencies, where appropriate, and champion the interests to those entities; and
- Promote the development and implementation of new, promising strategies to deter impaired driving.

SCHEDULED MEETINGS

- In addition to a diverse group representing various disciplines, the group has agreed to meet quarterly.

MEETING AGENDAS AND MINUTES

- Please see ATTACHMENT 1 for agendas and minutes.

MEMBERSHIP

- Membership list on next page.

ROLES AND RESPONSIBILITIES OF MEMBERS

- Guide the development and implementation of the Statewide Strategic Plan;
- Provide leadership, technical direction, and oversight for the development and implementation of impaired driving prevention projects;
- Establish and participate on sub-committees as appropriate; and
- Provide regular briefings/updates to the Executive Committee.

TARGETS

- The task force agreed to adopt the targets identified by the Office of Highway Safety’s FY 2020 Highway Safety Plan. Therefore, the current target for this plan period is:
- Since FY 2018, OHS targets must now be a five-year average instead of a single calendar year target.

CORE OUTCOME BEHAVIORAL MEASURE TARGETS FOR FY21	2015	2016	2017	2018	2019	2022 5-YEAR TARGET
ALCOHOL IMPAIRED RELATED DRIVING FATALITIES	39	37	31	28	31	
5-YEAR MOVING AVERAGE	41	40	39	37	33	30.1

OBJECTIVES

- Identify current ongoing efforts to prevent impaired driving and to reduce recidivism among populations with prior impaired driving arrests.
- Develop a Statewide Impaired Driving Prevention Plan.
- Strive to ensure that projects supported by the task force will move forward on schedule and be implemented within budgetary constraints.

PLAN

- The plan is comprehensive, data-driven, and shares the measurable impaired driving goals outlined in Delaware's Highway Safety Plan.
- The plan follows the format of the Highway Safety Program Management Guideline #8. It includes program management, strategic planning, prevention, the criminal justice system, communication programs, alcohol, and other drug misuse, as well as program evaluation and data.

The FY 2020-FY 2022 Statewide Impaired Driving Strategic Plan was approved on **5/16/19**.

KEY STAKEHOLDERS

Delaware Statewide Impaired Driving Task Force Members

NAME	TITLE	AGENCY	DISCIPLINE
AXELROD, BARZILAI	TRAFFIC SAFETY RESOURCE PROSECUTOR	DEPARTMENT OF JUSTICE	PROSECUTION
BURTON, TAMARA	DEPUTY COURT ADMINISTRATOR	COURT OF COMMON PLEAS - NEW CASTLE COUNTY	PROBATION & PAROLE, MONITORING
CAVETT, CYNTHIA	MARKETING SPECIALIST II	DELAWARE OFFICE OF HIGHWAY SAFETY	OUTREACH
CESTA, RICK	CHIEF OF DRIVER SERVICES	DELAWARE DIVISION OF MOTOR VEHICLES	DRIVER LICENSING
CHESSER, KIMBERLY	DIRECTOR	OFFICE OF HIGHWAY SAFETY	OUTREACH
CHIDSEY, ANDREW	INVESTIGATOR	DOVER AIR FORCE BASE SECURITY FORCES	LAW ENFORCEMENT
CONDON, TRACY	LIEUTENANT	DELAWARE STATE POLICE	LAW ENFORCEMENT
CORDREY, JOHN	COMMISSIONER	OFFICE OF ALCOHOLIC BEVERAGE CONTROL COMMISSION	RETAIL LICENSING AND VIOLATION HEARINGS
FELDMANN, FRITZ	SERGEANT	NEW CASTLE COUNTY POLICE	LAW ENFORCEMENT

405(D) IMPAIRED DRIVING
COUNTERMEASURES GRANT

NAME	TITLE	AGENCY	DISCIPLINE
HOLLOWAY, SUSAN	DEPUTY DIRECTOR	DIVISION OF SUBSTANCE ABUSE & MENTAL HEALTH, DEPARTMENT OF HEALTH AND SOCIAL SERVICES	SUBSTANCE ABUSE EDUCATION AND TREATMENT, PUBLIC HEALTH
GRANT, KEN	MANAGER, PUBLIC AND GOVERNMENT AFFAIRS	AAA	PUBLIC EDUCATION
KLEPNER, RICHARD (CHAIR)	IMPAIRED DRIVING PROGRAM MANAGER	DELAWARE OFFICE OF HIGHWAY SAFETY	OUTREACH
KUNTZI, PAUL	LIEUTENANT	DOVER POLICE	LAW ENFORCEMENT
MCCLOSKEY, PATRICK	SERGEANT	UNIVERSITY OF DELAWARE POLICE	LAW ENFORCEMENT
ORTEGA, MILDRED	PREVENTION SPECIALIST	LATIN AMERICAN COMMUNITY CENTER	PUBLIC OUTREACH
NEIDERT, SCOTT	DESIGN RESOURCE ENGINEER	DELAWARE DEPARTMENT OF TRANSPORTATION	ENGINEERING SOLUTIONS
HINCA, CURTIS	CHIEF OF MILITARY	DOVER AIR FORCE BASE LEGAL OFFICE	PROSECUTION
PETERSON III, ALEXANDER	JUSTICE JUDGE	JUSTICE OF THE PEACE COURT	ADJUDICATION/SENTENCING
RICHMAN, MARC	BUREAU CHIEF - BUREAU OF HEALTH CARE SERVICES	DEPARTMENT OF CORRECTION	CORRECTIONS
RUBIN, ANDREW (DRE COORDINATOR)	LIEUTENANT	NEWARK POLICE	LAW ENFORCEMENT
SEBASTIAN, JOHN	DEPUTY CHIEF	BUREAU OF ADMINISTRATIVE SERVICES, DEPARTMENT OF CORRECTION SAFETY	PROBATION & PAROLE, MONITORING
SMALLS, ALEX	CHIEF JUDGE	COURT OF COMMON PLEAS, VEHICLES	ADJUDICATION/SENTENCING
SMITH, JESSICA	CHIEF FORENSIC TOXICOLOGIST	DIVISION OF FORENSIC SCIENCE	DUI BLOOD ANALYSIS
STARK, BONNIE	SENIOR PROBATION AND PAROLE OFFICER	PROBATION AND PAROLE	MONITORING
SWEET, WILLIAM	MAGISTRATE	JUSTICE OF THE PEACE COURT	ADJUDICATION/SENTENCING

NAME	TITLE	AGENCY	DISCIPLINE
TAYLOR, TERRA	DIRECTOR	PROBATION & PAROLE	MONITORING
UREY, RICHARD	DIRECTOR OF PROFESSIONAL SERVICES	DIVISION OF SUBSTANCE ABUSE AND MENTAL HEALTH	SUBSTANCE ABUSE EDUCATION AND TREATMENT, PUBLIC HEALTH
VALENTINE, GREG	DIRECTOR OF BEHAVIOR SERVICES	DELAWARE PSYCHIATRIC CENTER	PUBLIC HEALTH
VAN HORN, JEFF	SAFETY PROGRAMS MANAGER	DELAWARE DEPARTMENT OF TRANSPORTATION	ENGINEERING SOLUTIONS
WILLEY, JULIE	DIRECTOR	DELAWARE STATE POLICE CRIME LAB	BREATH AND BLOOD ANALYSIS
YEOMANS, JOHN	CHIEF	DELAWARE DIVISION OF ALCOHOL & TOBACCO ENFORCEMENT	UNDERAGE DRINKING PREVENTION/ENFORCEMENT, LICENSEE MONITORING

DATE THAT THE STATEWIDE IMPAIRED DRIVING PLAN WAS APPROVED BY THE STATE'S TASK FORCE

Date that the Statewide impaired driving plan was approved by the State's task force.

Date impaired driving plan approved by the task force: **5/16/2019**

STRATEGIC PLAN DETAILS

Continue to use the previously submitted plan: **Yes**

ASSURANCE: The State continues to use the previously submitted statewide impaired driving plan.

The following program areas are addressed on the listed pages provided:

Communication program: **PGs. 22-24**

Criminal justice system: **PGs. 15-21**

Program evaluation and data: **PG. 28**

Prevention: **PGs. 13-14**

Alcohol and other drug misuse, including screening, treatment, assessment, and rehabilitation: **PGs. 25-27**



405(F) MOTORCYCLIST SAFETY GRANT



405(F) MOTORCYCLIST SAFETY GRANT

MOTORCYCLE SAFETY INFORMATION

To qualify for a Motorcyclist Safety Grant in a fiscal year, a State shall submit as part of its HSP documentation demonstrating compliance with at least two of the following criteria:

Motorcycle rider training course:	Yes
Motorcyclist awareness program:	No
Reduction of fatalities and crashes:	No
Impaired driving program:	No
Reduction of impaired fatalities and accidents:	No
Use of fees collected from motorcyclists:	Yes

MOTORCYCLE RIDER TRAINING COURSE

Name and organization of the head of the designated State authority over motorcyclist safety issues:

State authority agency:	Delaware Department of Transportation - Division of Motor Vehicles
State authority name/title:	Jana Simpler/Division of Motor Vehicles Director

Introductory rider curricula that has been approved by the designated State authority and adopted by the State:

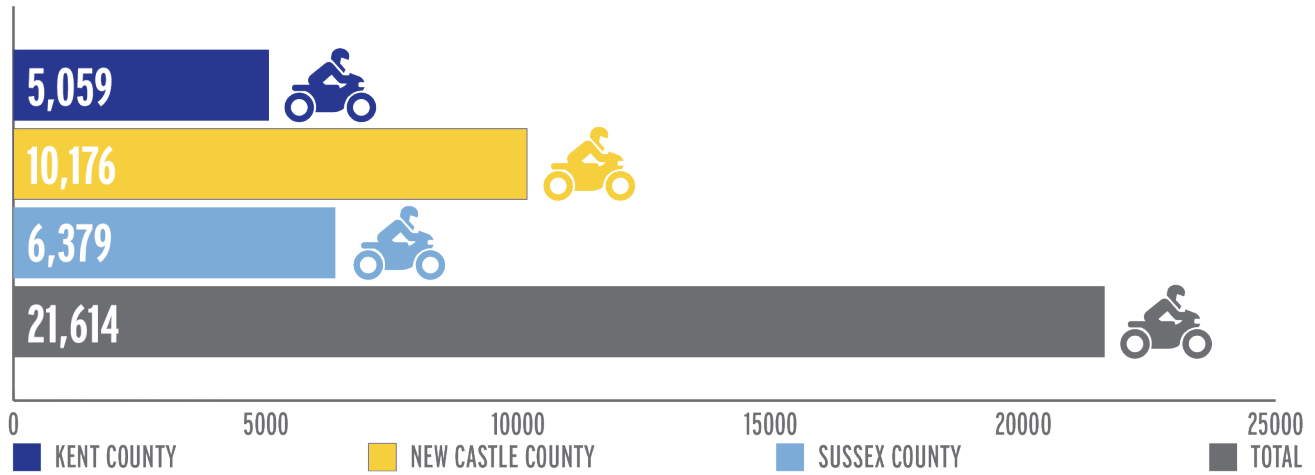
Approved curricula:	(i) Motorcycle Safety Foundation Basic Rider Course
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Other approved curricula:

CERTIFICATION: The head of the designated State authority over motorcyclist safety issues has approved and the State has adopted the selected introductory rider curricula.

Counties or political subdivisions in the State where motorcycle rider training courses will be conducted during the fiscal year of the grant and the number of registered motorcycles in each such county or political subdivision according to official State motor vehicle records, provided the State must offer at least one motorcycle rider training course in counties or political subdivisions that collectively account for a majority of the State's registered motorcycles.

NUMBER OF REGISTERED MOTORCYCLES PER COUNTY OR POLITICAL SUBDIVISION



Total number of registered motorcycles in State. Each DMV location offer motorcycle training courses. There are two locations in New Castle County and one each in Kent and Sussex counties. Because of Delaware’s small size, these locations cover 100% of Delaware’s population.

Total # of registered motorcycles in State: **21,614**

USE OF FEES COLLECTED FROM MOTORCYCLISTS FOR MOTORCYCLE PROGRAMS

Process under which all fees collected by the State from motorcyclists for the purposes of funding motorcycle training and safety programs are used for motorcycle training and safety programs.

Use of fees criterion: **Law State**

LEGAL CITATIONS FOR EACH LAW STATE CRITERIA

REQUIREMENT DESCRIPTION	STATE CITATION(S) CAPTURED
The State Law Or Regulation Requiring That All Fees Collected By The State From Motorcyclists For The Purpose Of Funding Motorcycle Training And Safety Programs Are To Be Used For Motorcycle Training And Safety Programs.	YES
The State law appropriating funds demonstrates that for the current fiscal year, for requiring all fees collected by the State from motorcyclists for the purpose of funding motorcycle training and safety programs are spent on motorcycle training and safety programs.	YES

Citations

The State law or regulation requiring that all fees collected by the State from motorcyclists for the purpose of funding motorcycle training and safety programs are to be used for motorcycle training and safety programs.

- **DE Code, Title 21, Section 2726 and Admin Code, Title 2, Sec 2219**
- **[Delaware Code Online](#)**

- [2219 Motorcycle Rider Education Courses Provider Requirements.fm \(delaware.gov\)](#)
- The State law appropriating funds demonstrates that for the current fiscal year, for requiring all fees collected by the State from motorcyclists for the purpose of funding motorcycle training and safety programs are spent on motorcycle training and safety programs.
- Fiscal Year 2022 Operating Budget - Page 44
- [FY22 GRB Operating Bill - HB 105 Final \(3\).pdf](#) (Recommended FY2022 budget and will not be expected to be in effect until 7/1/21)





405(H) NON-MOTORIZED SAFETY GRANT



FY 2022 HIGHWAY SAFETY PLAN

405(H) NON-MOTORIZED SAFETY GRANT

ASSURANCE

The state shall use the funds awarded under 23 U.S.C. 405(h) only for the authorized uses identified in § 1300.27(d).

CERTIFICATIONS AND ASSURANCES

Certifications and Assurances for 23 U.S.C. Chapter 4 and Section 1906 grants, signed by the Governor’s Representative for Highway Safety, certifying to the HSP application contents and performance conditions and providing assurances that the state will comply with applicable laws, and financial and programmatic requirements.

National Highway Traffic Safety Administration Regional Operations and Program Delivery Office of Grants Management and Operations				
FY 2022 Nonmotorized Safety Grants Eligibility (23 CFR 1300.27)				
MOTOR VEHICLE TRAFFIC FATALITIES, PEDESTRIAN & BICYCLIST FATALITIES AND FATALITY ANALYSIS REPORTING SYSTEM (FARS) 2018 FINAL				
State	Total Traffic Fatalities	Pedestrian & Bicyclist Fatalities		
		Number	Percentage of Total Traffic Fatalities	Eligibility
Delaware	111	29	26.13%	Eligible





CERTIFICATIONS AND ASSURANCES



Certifications and Assurances for 23 U.S.C. Chapter 4 and Section 1906 grants, signed by the Governor's Representative for Highway Safety, certifying to the HSP application contents and performance conditions and providing assurances that the state will comply with applicable laws, and financial and programmatic requirements.

Certifications and Assurances were submitted to NHTSA separately.

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FY 2022 HIGHWAY SAFETY PLAN
OCTOBER 1, 2021 - SEPTEMBER 30, 2022