



FY 2023

HIGHWAY SAFETY PLAN

OCTOBER 1, 2022 – SEPTEMBER 30, 2023



John Carney, Governor
State of Delaware



Nathaniel McQueen, Jr., Secretary
Dept. of Safety and Homeland Security



Kimberly Chesser, Director
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NATIONAL PRIORITY SAFETY PROGRAM INCENTIVE GRANTS

The State applied for the following incentive grants:

S. 405(b) Occupant Protection:	YES - High Belt Use
S. 405(c) State Traffic Safety Information System Improvements:	YES
S. 405(d) Impaired Driving Countermeasures:	YES - Low Rate
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 (DelDOT) 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**
- **Delaware's FY2023 priority area programs that include enforcement are:**
 - Impaired driving
 - Occupant protection
 - Pedestrian safety
 - Speeding
 - Distracted driving
 - Motorcycle safety
- **Delaware's FY2023 priority area programs that do not include enforcement are:**
 - Traffic records
 - Teen drivers
 - Aging (65+) drivers
- **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, 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.

Equity is a fundamental principle in transportation safety. The transportation system must be safe for all road users in all communities, for all modes of transportation, and for people of all incomes, races, ethnicities, ages, and abilities. OHS's data-driven safety initiatives are developed and administered to ensure our most vulnerable and underserved populations are prioritized. Understanding travel patterns, where fatal and serious injury crashes are occurring, and the disproportionate impacts on certain communities will allow us to identify targeted actions to address the underlying factors and causes and improve traffic safety. OHS is committed to taking a comprehensive, equitable, and inclusive approach to delivering education, enforcement, and outreach programs to save lives on Delaware roadways.

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 2023 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 exists. 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 2021 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; 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 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 2023 priority areas were established:
 - Impaired Driving (Alcohol and Drugs)
 - Occupant Protection
 - Pedestrian Safety
 - Speeding
 - Distracted Driving
 - Motorcycle Safety
 - Traffic Records
 - Teen drivers
 - Aging (65+) drivers

Based on data-driven problem identification, staff selected the projects and partners to participate in initiatives outlined in this FY 2023 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 crash 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
 - Racial equity and support for underserved communities

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 available 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 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.

In October 2021, OHS provided the first annual grant in-service training for law enforcement agencies who receive funding. Participation in this in-service training was mandatory to be eligible for funding. OHS presented on data, use of the electronic grant system, and had agencies break out into groups to discuss how improvements can be made to enforcement efforts. During this training, OHS provided crash data specific to each jurisdiction. Additionally, OHS surveyed all enforcement agencies, receiving 39 responses of the 43 surveyed. Questions asked related to the number of patrols provided and the traffic safety areas that agencies prioritize. These surveys assisted with the formation of the FY 2023 Enforcement Plan.

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 2023 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	LATONYA GILLIAM
WILMINGTON POLICE DEPARTMENT	M/CPL. JAMES PEIFFER
DEPARTMENT OF TRANSPORTATION – TRAFFIC SECTION	SCOTT NEIDERT
DEPARTMENT OF TRANSPORTATION – PLANNING SECTION	ANTHONY AGLIO
DEPARTMENT OF JUSTICE	BARZILAI AXELROD
DELAWARE STATE POLICE	CAPT. MARK WINDSOR/LT. LANCE SKINNER
DEPARTMENT OF HEALTH SOCIAL SERVICES – DIVISION OF PUBLIC HEALTH	PAUL WESTLAKE

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, Corporate Partner Program, 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 DelDOT 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	9,462
2020	717,646	31,236	974,382	7,487
2021	766,902	31,557	1,141,367	NOT YET AVAILABLE

Source - Delaware Division of Motor Vehicles



Delaware crash data identified a total of 28,473 reportable traffic crashes in 2021. Of those, there were 135 fatal crashes and 5,267 personal injury crashes. This resulted in 139 fatalities and 8,255 persons injured. For each person killed, there were 59 injured. In 2021, there were 29 pedestrian fatalities. For each pedestrian killed, there were 8.9 injured. There were two bicycle fatalities. Of the 84 vehicle occupants killed, 40 occupants (49%) were using occupant restraints. Impaired driving contributed to at least 40 of the crashes (30%)*. Speed was a contributing factor in 42 of the fatal crashes (32%). Of vehicle occupants killed, 62 were operators and 22 were passengers. Of motorcyclists killed, 23 were the operators while one was a passenger. Forty-nine percent (49%) of fatal crashes occurred in New Castle County. Kent County followed with 27% of the fatal crashes. Sussex County had 24% of the fatal crashes. Historically, Friday into Sunday morning trend highest for fatal crashes. In 2021, the highest was Sunday (25) and lowest was Thursday (13). The reported time of fatal crashes diverged from historical trends and lacked consistency. Typically, most fatal crashes occur between 8 PM – 3 AM. However, in 2021, the most frequent time was 5 PM – 6 PM (14), followed by 9 PM – 10 PM (11) and 6 PM – 7 PM (9). Males accounted for 66% of fatalities, while females represented 34%. Individuals aged 75 and over (15%) were the most common fatality, but individuals aged 19 & under observed a substantial increase, up 55% from 2020. Additional data analysis and identified problems are discussed at the beginning of each program area. All fatal crash data is preliminary and subject to change.

METHODS FOR PROJECT SELECTION

PROJECT AGREEMENTS

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 and 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 and 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 grant paperwork is performed within the SmartSimple electronic grants system. The agreement contains the following:

- **Name of mobilization**
- **Agency receiving funds and their UEI 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 certifications 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 officer's overtime rate 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.

PROJECT PROPOSALS

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 or other behavioral highway safety issue**
- **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**

OHS typically discusses possible projects with stakeholders before submission to confirm that projects are allowable. Assistance is provided by OHS to the applicant, if needed. This can include data analysis, help with SmartSimple, and technical assistance with the completion of the project proposal. 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.

Through our taskforces, coalitions, and Corporate Partner program, we share information about our open proposal process. For example, projects that are selected through the Traffic Records Coordinating Committee or Impaired Driving Prevention Taskforce are often funded with OHS funds through this process. OHS will make efforts to expand partnerships with community-based stakeholders and support those partners with effective projects.

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 (DelDOT) 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 DelDOT collaborated on the first three target measures of the Highway Safety Plan to match DelDOT's Highway Safety Improvement Plan. During 2020, DelDOT, 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. DelDOT and OHS performed extensive data and trend line analyses to identify potential methodologies for establishing Delaware's 2022 targets. DelDOT 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, DelDOT and OHS agreed to use the annual targets included in Delaware's 2021-2025 SHSP as the basis for developing Delaware's 2023 five-year rolling average targets for each safety performance measure. Consistent methodologies were applied to establish the target values for the number of fatalities, serious injuries, and fatality rates. Historical data through 2019 was then averaged to calculate the 2021-2025 rolling average target values. The FY 2023 targets are in line with this methodology. OHS then utilized this methodology using specific program targets within the HSP to create goals for the remaining priority areas that are not required to match with DelDOT.

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.



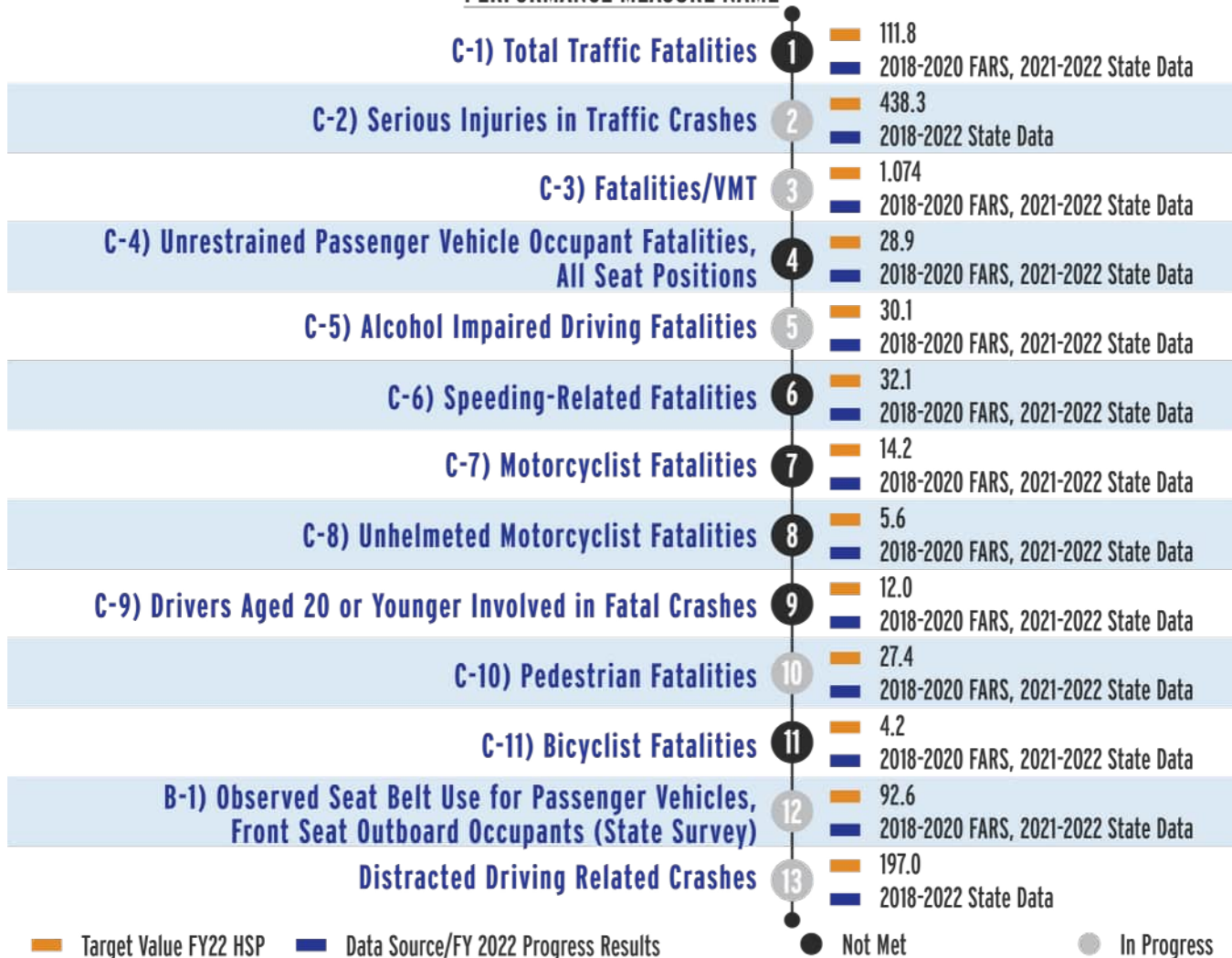


Performance Report

Progress towards meeting State performance targets from the FFY22 Highway Safety Plan¹.

2022 HIGHWAY SAFETY PLAN

PERFORMANCE MEASURE NAME

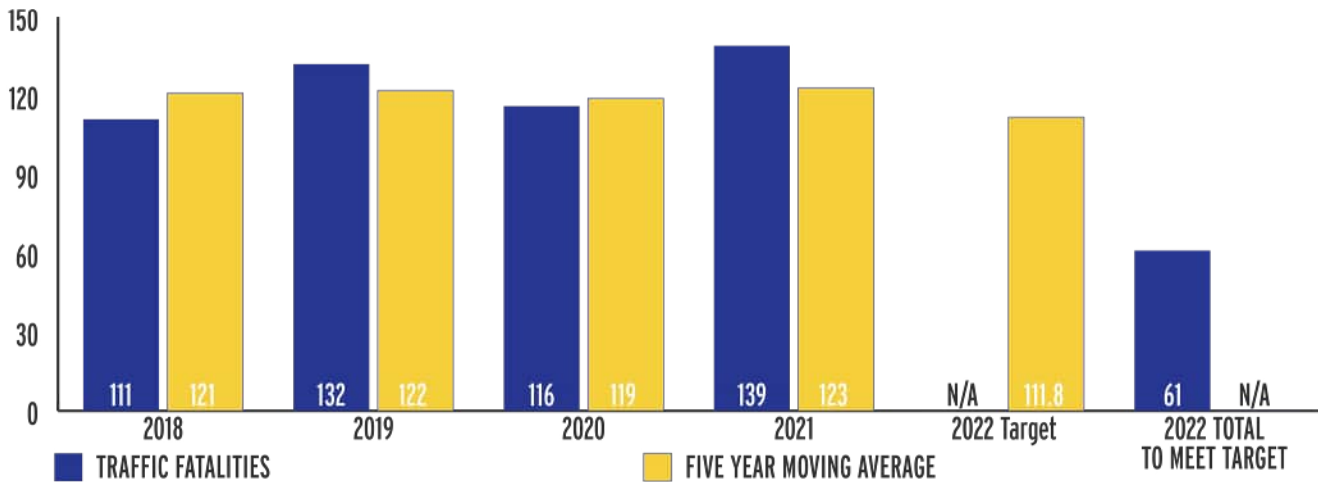


TARGET PERIOD	TARGET START YEAR	TARGET END YEAR
5 YEARS	2018	2022

¹Please note that 2021 data included in this section is preliminary state data and subject to change
 FY 2023 HIGHWAY SAFETY PLAN



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

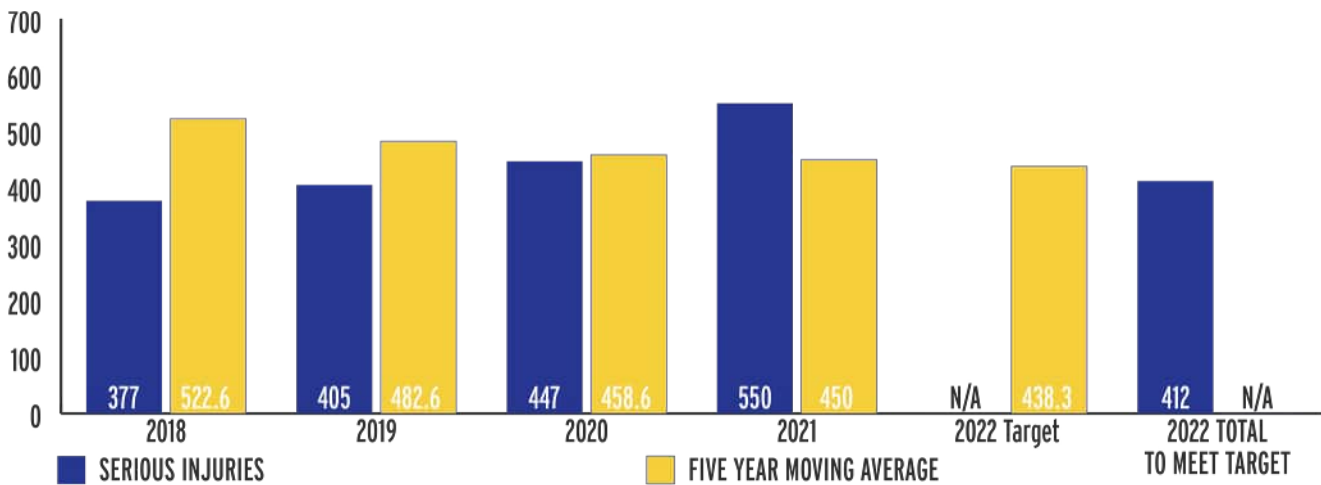


PROGRESS: MEASURE NOT MET

[Program-Area-Level Report](#)

For the FY 2022 HSP, Delaware set a target of 111.8 fatalities. As of June 3, 2022, this target will not be met. This performance measure is set in coordination with the Delaware Department of Transportation and the 2021-2025 Strategic Highway Safety Plan and was a very aggressive target. Preliminary state data counted 139 traffic fatalities in 2021, which was up 19.8% from 2020.

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



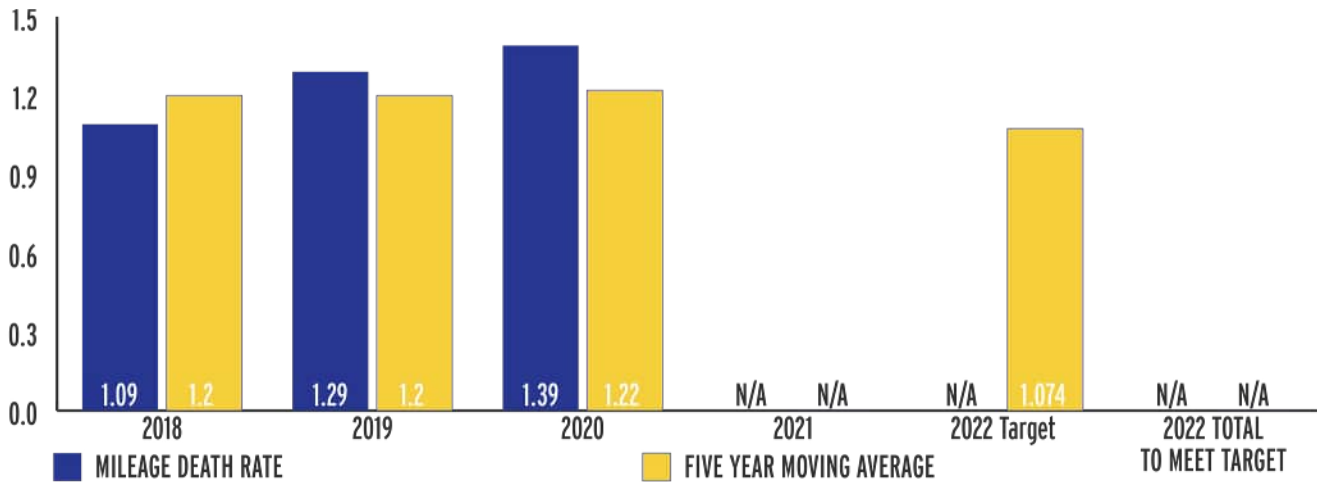
PROGRESS: IN PROGRESS

[Program-Area-Level Report](#)

For the FY 2022 HSP, Delaware set a target of 438.3 serious injuries. This performance measure was established in coordination with DelDOT and the 2021-2025 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. This unexpected variance in the data artificially lowered five-year averages used for target setting. It is unlikely that this performance measure will be achieved.



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

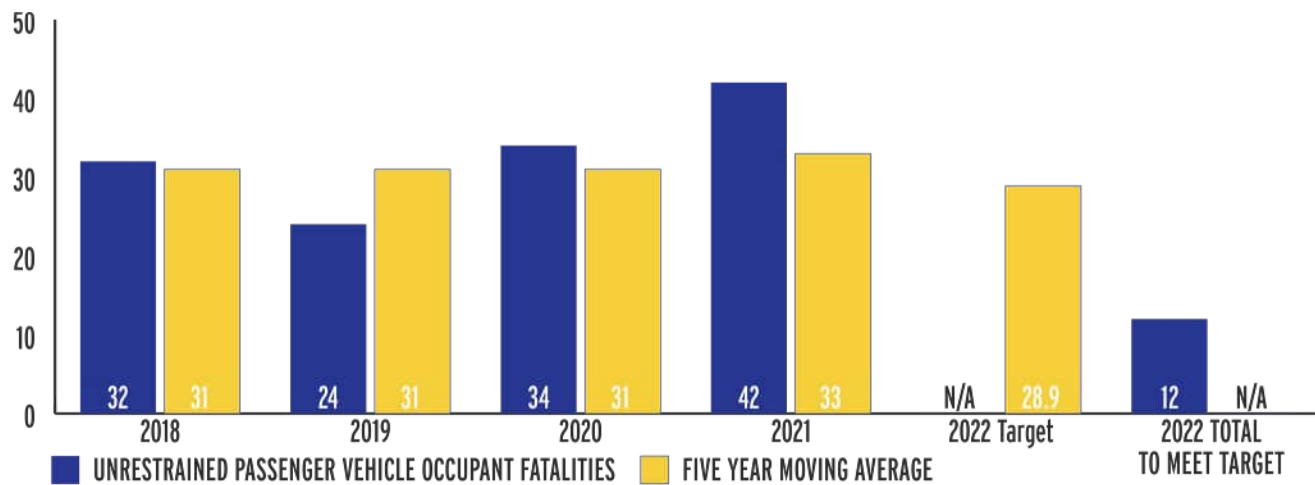


PROGRESS: IN PROGRESS

Program-Area-Level Report

For the FY 2022 HSP, Delaware set a target of 1.074 for the statewide mileage death rate. This performance measure was established in coordination with DelDOT and the 2021-2025 Strategic Highway Safety Plan and was a very aggressive target. Despite the decrease in fatalities, there was a significant decrease in VMT in 2020. Additionally, the significant increase in fatalities in 2021 makes it unlikely that this performance measure will be achieved.

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



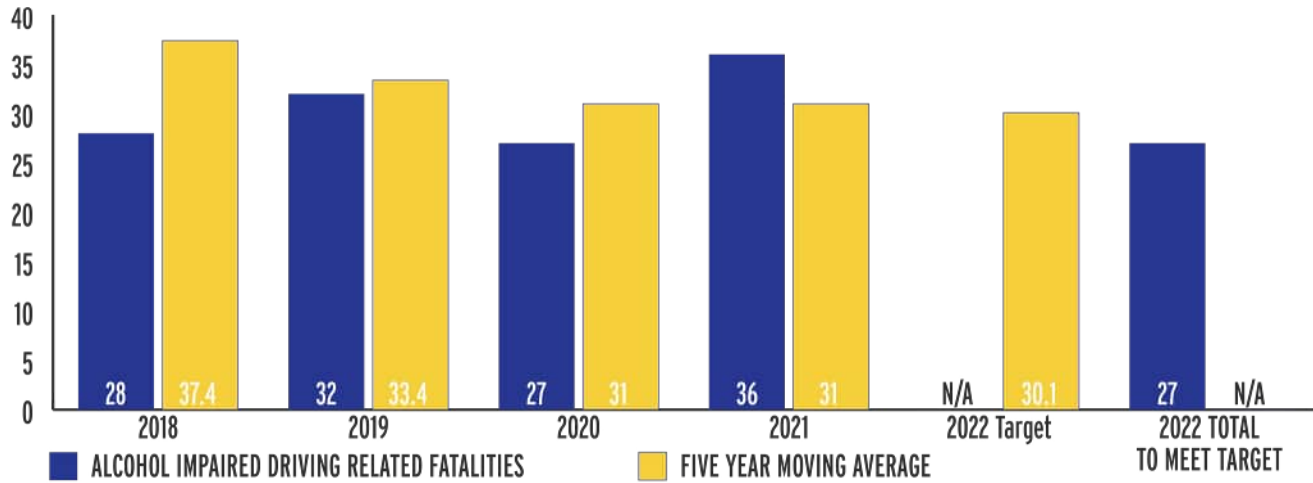
PROGRESS: MEASURE NOT MET

Program-Area-Level Report

For the FY 2022 HSP, Delaware set a target of five-year average of 28.9 unrestrained fatalities. This target has not been achieved. In 2021, the percentage of unrestrained vehicle occupants remained consistent with historical trends, but because of the overall increase in fatalities, unrestrained passenger vehicle occupants increased 24% from the previous year. There have been 17 unrestrained fatalities while the number to achieve the goal this year was 12 or less.



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

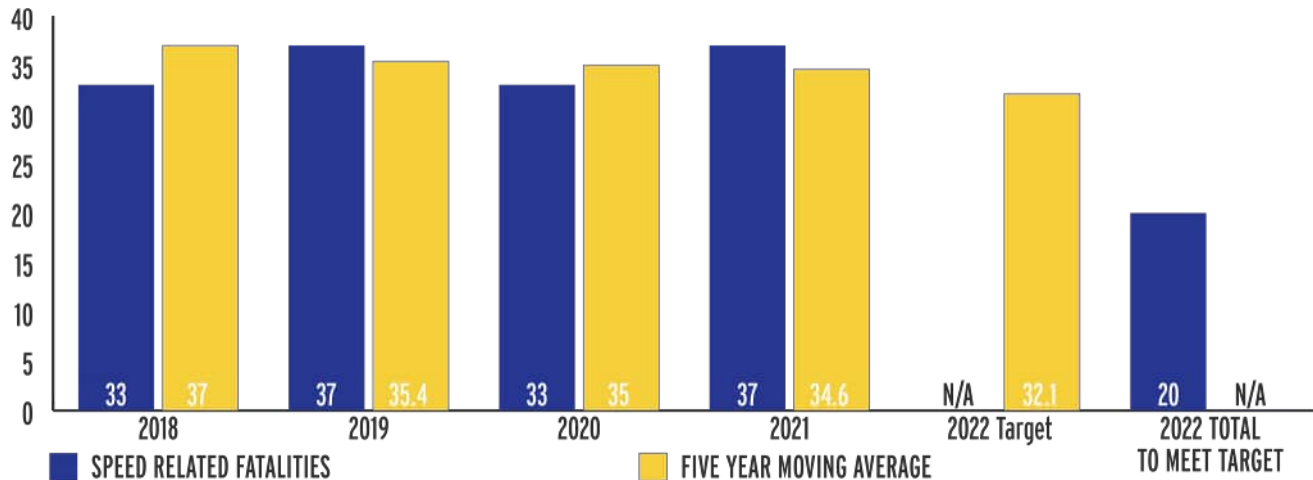


PROGRESS: IN PROGRESS

[Program-Area-Level Report](#)

For the FY 2022 HSP, Delaware set a target of a five-year average of 30.1 DUI-alcohol related fatalities. 2021 state data shows 36 DUI-alcohol related fatalities, although this number is likely incomplete. There has been an inconsistent trend for DUI-alcohol related fatalities, and it is possible that Delaware will reach the needed 27 to not achieve this target.

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



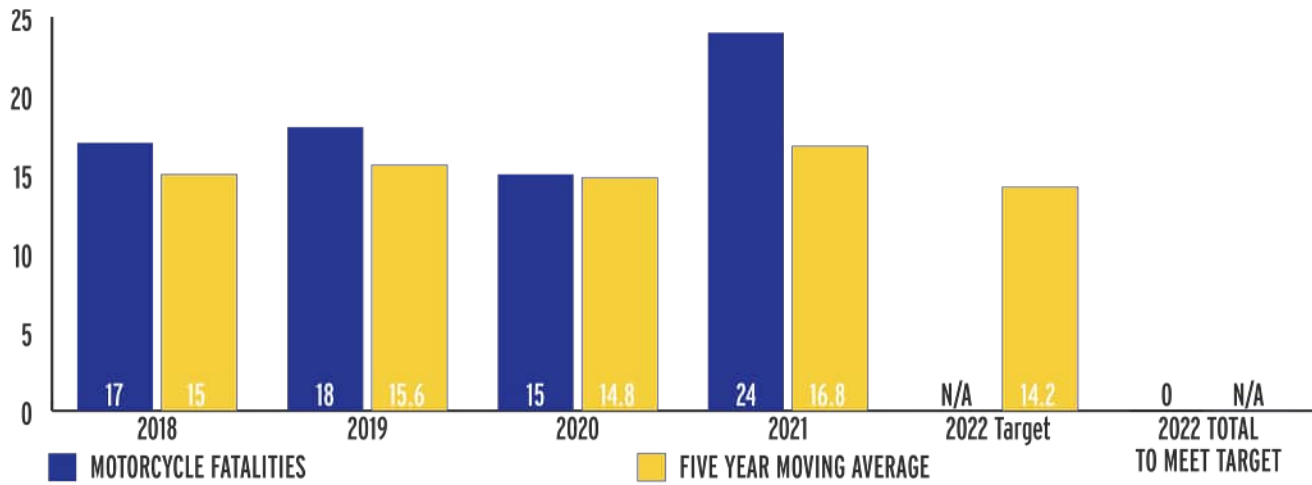
PROGRESS: MEASURE NOT MET

[Program-Area-Level Report](#)

For the FY 2022, Delaware set a target of five-year average of 32.1 speed related fatalities. Like most states, it is projected that 2021 had an increase in speed related fatalities. It was projected that should 20 or less speed related fatalities occur in 2022, the performance measure will be met. This performance measure was not met by May 28th this year.



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

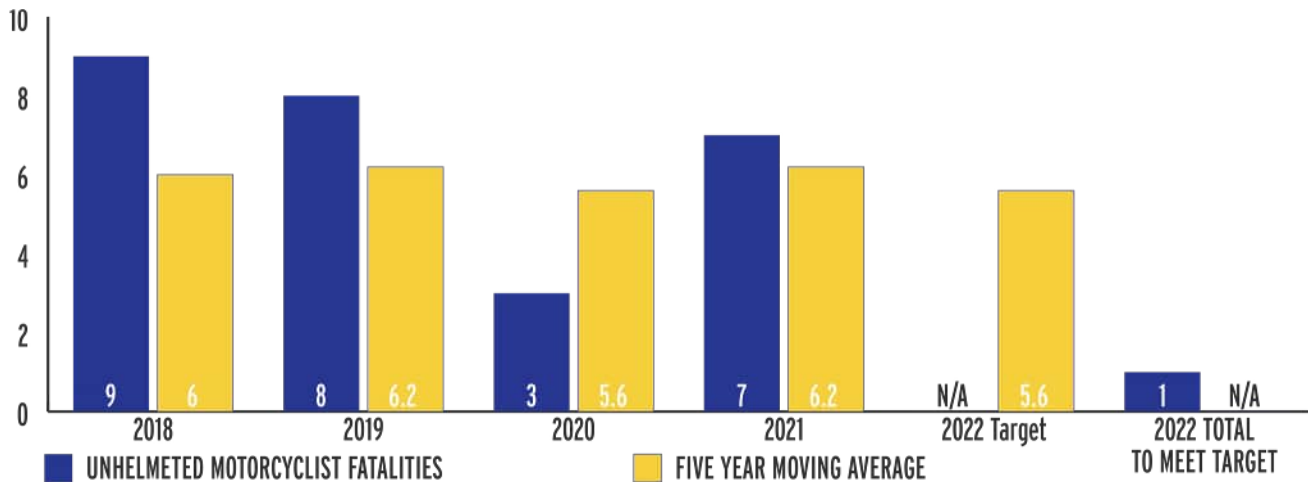


PROGRESS: MEASURE NOT MET

Program-Area-Level Report

For the FY 2022 HSP, Delaware set a target of a five-year average of 14.2 motorcycle fatalities. After two years of above average motorcyclist fatalities, 2020 had 15, and then a 60% jump to 24 in 2021. To achieve the performance measure in 2022, Delaware can have no motorcyclist fatalities. Delaware has already recorded at least one motorcycle fatality in 2022, thus this measure cannot be met.

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



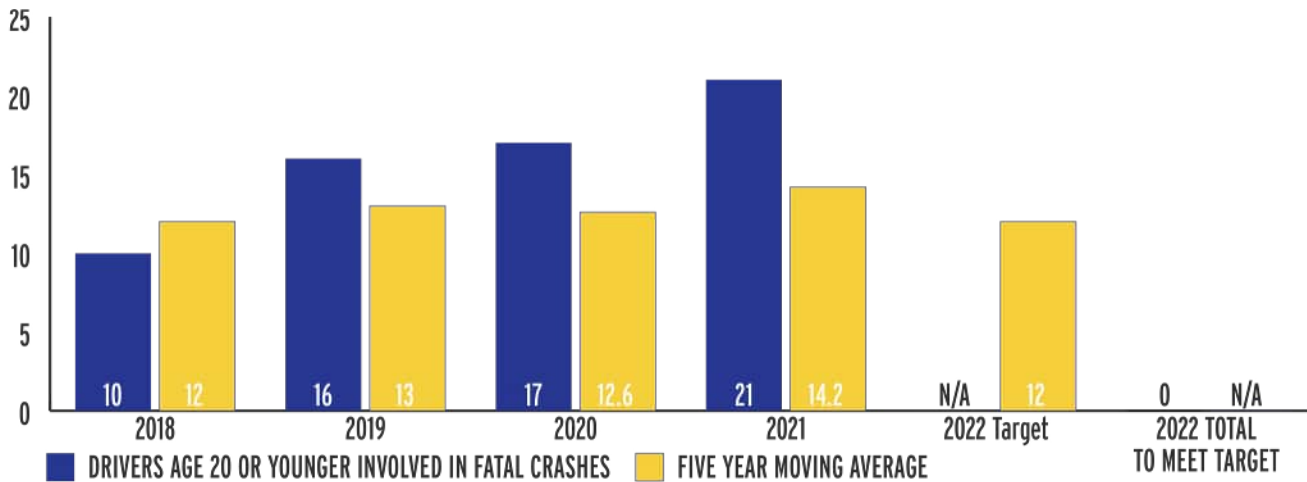
PROGRESS: MEASURE NOT MET

Program-Area-Level Report

For the FY 2022 HSP, Delaware set a target of 5.6 unhelmeted motorcyclist fatalities. Unhelmeted motorcyclist fatalities were high in 2021 (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 has not been achieved.



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

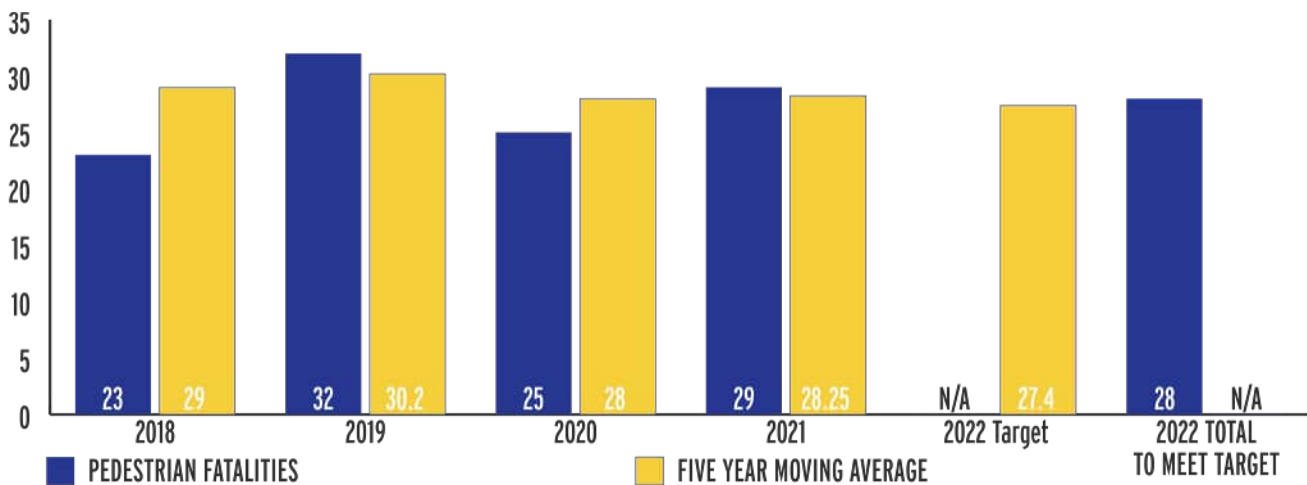


PROGRESS: MEASURE NOT MET

[Program-Area-Level Report](#)

For the FY 2022 HSP, Delaware set a target of 12 drivers aged 20 or younger involved in fatal crashes. Drivers age 20 or younger involvement in fatal crashes has increased in 2019, 2020 and 2021 compared to previous years. Delaware has already recorded at least one - 20 or younger driver involved in a fatal crash in 2022, thus this measure cannot be met.

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



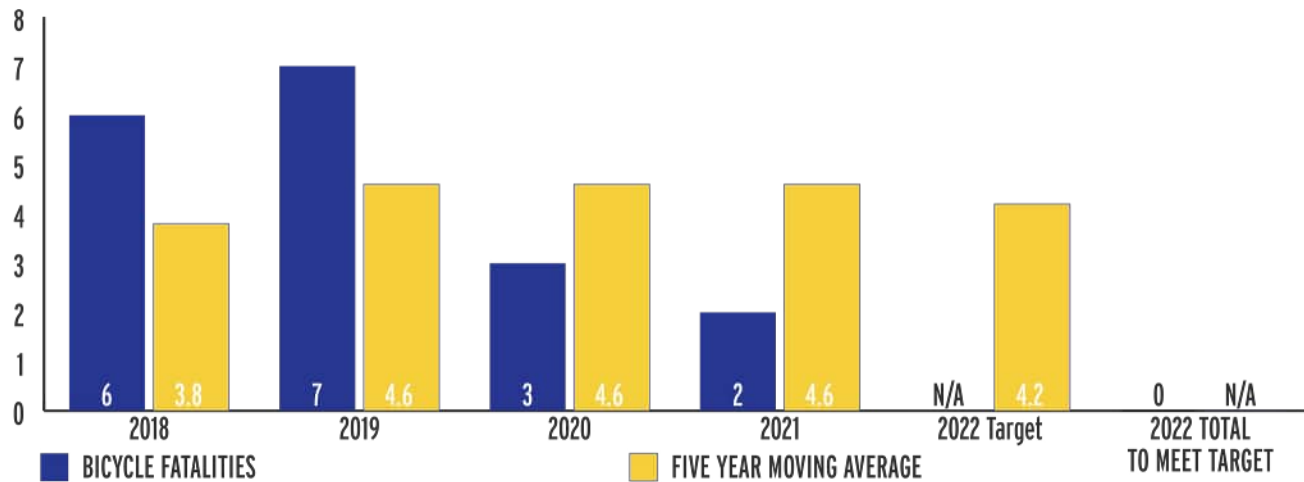
PROGRESS: IN PROGRESS

[Program-Area-Level Report](#)

For the FY 2022 HSP, Delaware set a target of five-year average of 27.4 pedestrian fatalities. Pedestrian fatalities are beginning to trend in a decreasing manner after a long period of significant increase but have been inconsistent the past few years. It is currently unknown if the performance measure will be achieved.



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

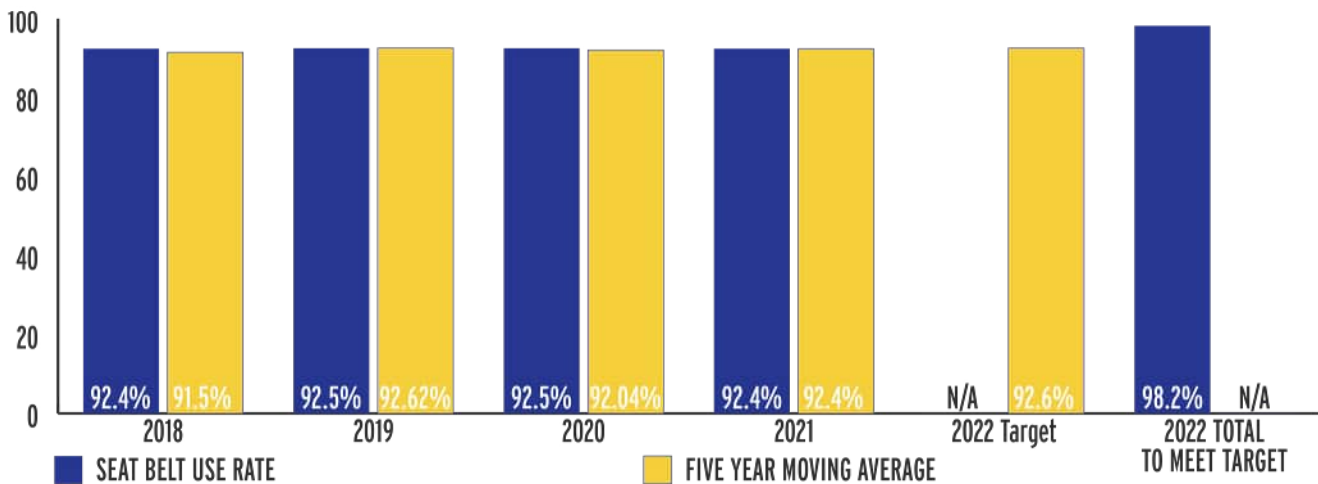


PROGRESS: MEASURE NOT MET

[Program-Area-Level Report](#)

For the FY 2022 HSP, Delaware set a target of five-year average of 4.2 bicycle fatalities. Bicycle fatalities were higher than usual in 2018 and 2019, before returning to the average in 2020. Delaware has already record at least one bicycle fatality in 2022, thus this measure cannot be met.

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



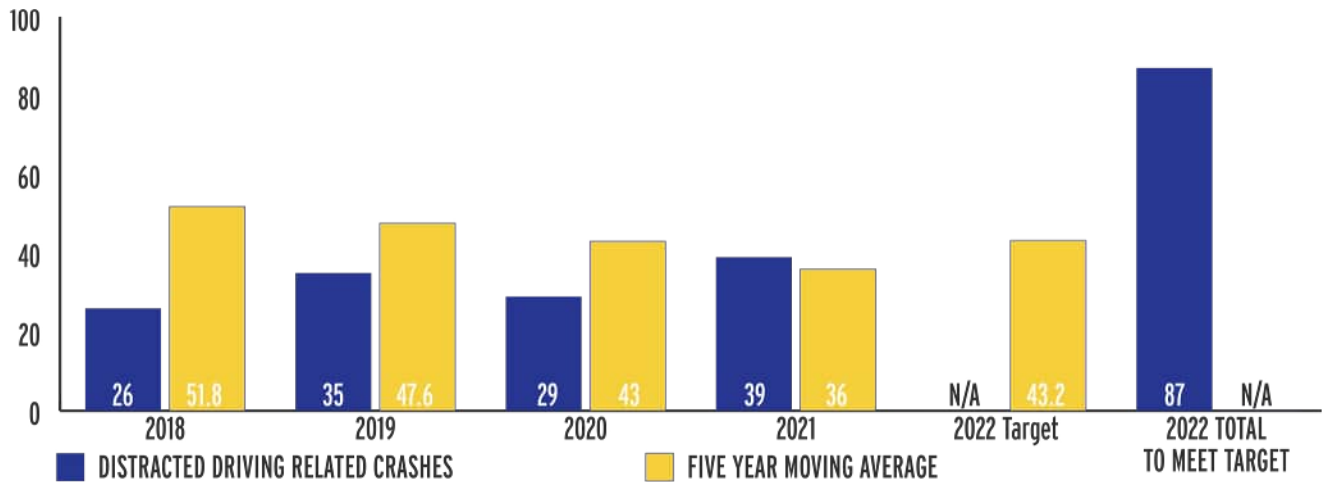
PROGRESS: IN PROGRESS

[Program-Area-Level Report](#)

For the FY 2022 HSP, Delaware set a target of 92.6% 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 93.2% or above in 2022, this goal will be achieved.



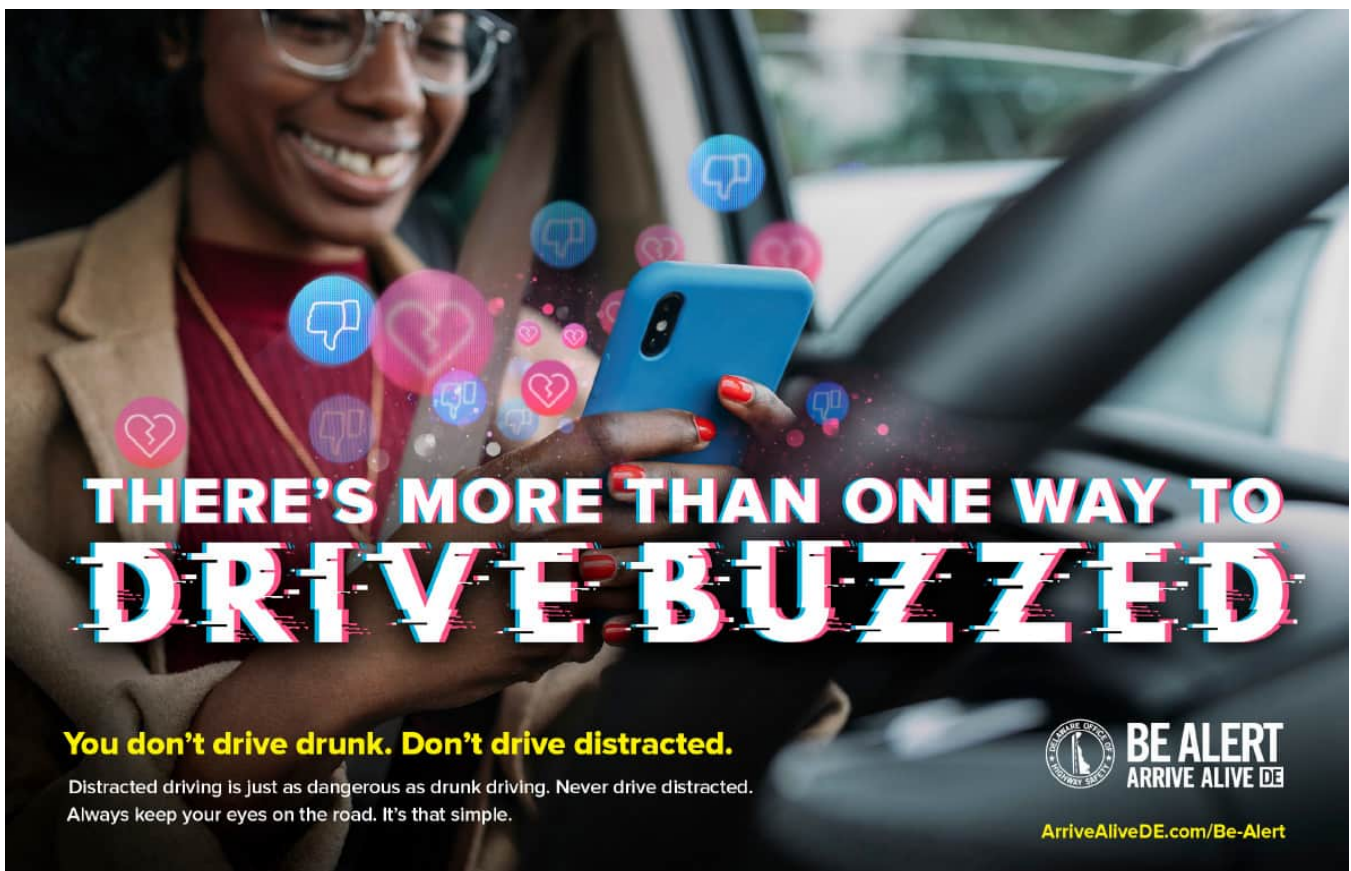
PERFORMANCE MEASURE: DISTRACTED DRIVING RELATED FATALITIES AND SERIOUS INJURIES



PROGRESS: IN PROGRESS

Program-Area-Level Report

For the FY 2022 HSP, Delaware set a target of 87 distracted driving related fatalities and serious injuries. This performance measure is now modified to count serious injuries and fatalities when any distraction is known as of FY 2022. Fatalities and serious injuries have significantly decreased in this program area over the last five years. Historical data used to establish this target was typically much higher. It is likely that the performance measure will be achieved.





Performance Plan

PERFORMANCE PLAN

PERFORMANCE MEASURE NAME	TARGET VALUE
C-1) Number of traffic fatalities (FARS)	1 108.2
C-2) Number of serious injuries in traffic crashes (State crash data)	2 424.3
C-3) Fatalities/VMT (FARS, FHWA)	3 1.108
C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS)	4 29.8
C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS)	5 30
C-6) Number of speeding-related fatalities (FARS)	6 33.9
C-7) Number of motorcyclist fatalities (FARS)	7 14.3
C-8) Number of unhelmeted motorcyclist fatalities (FARS)	8 5.4
C-9) Number of drivers age 20 or younger involved in fatal crashes (FARS)	9 12.2
C-10) Number of pedestrian fatalities (FARS)	10 27.1
C-11) Number of bicyclists fatalities (FARS)	11 4.5
B-1) Observed seat belt use for passenger vehicles, front seat outboard occupants (survey)	12 92.3%
Distracted Driving Related Serious Injuries/Fatalities (State crash data)	13 41.6
Vehicle Occupants aged 65 and Over Fatalities and Serious Injuries (State Crash Data)	14 59.4

TARGET PERIOD	TARGET START YEAR	TARGET END YEAR
5 YEARS	2019	2023

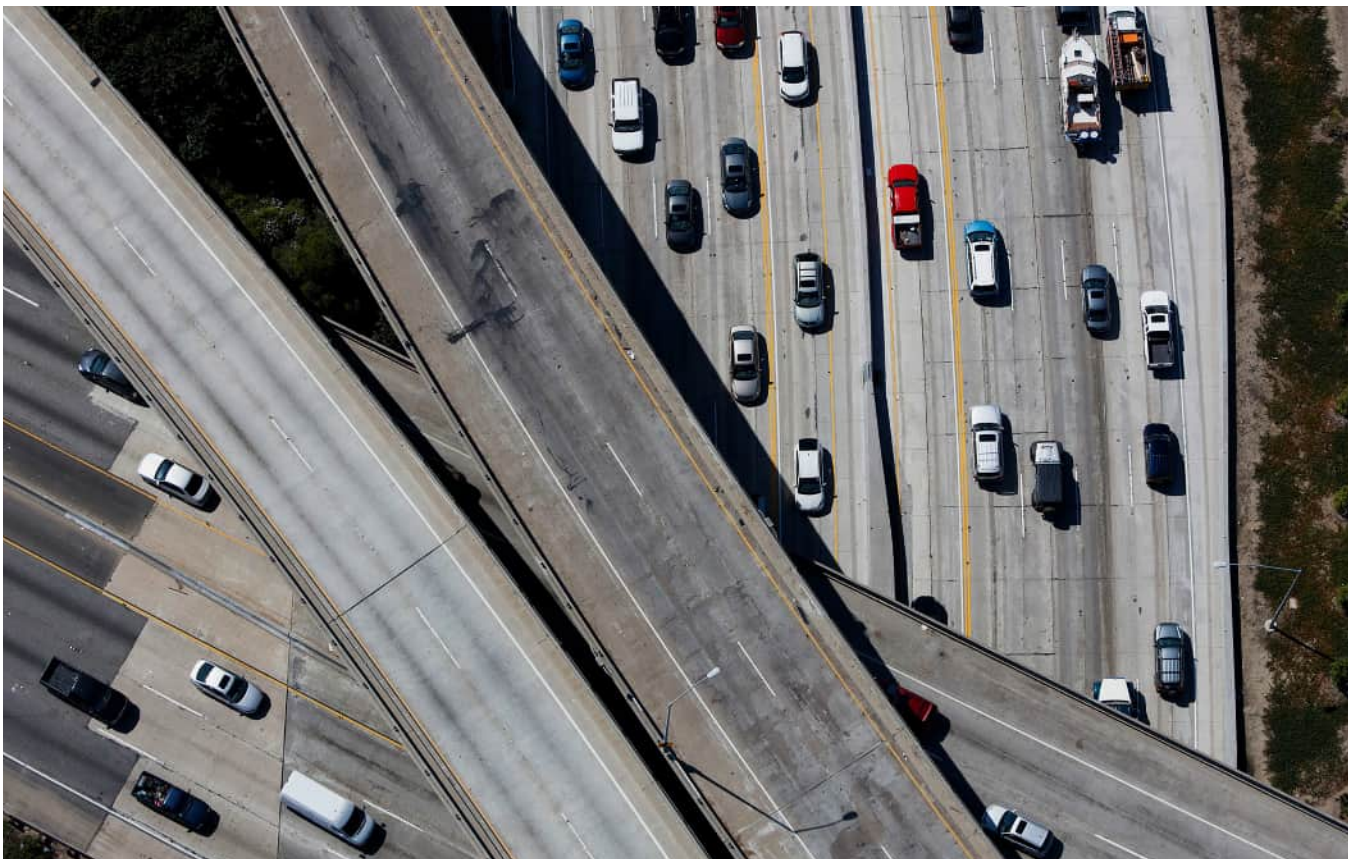
GENERAL METHODOLOGY

During 2020, DelDOT 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 2022, DelDOT and OHS met to set Delaware's 2023 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, 2023 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 2023 Highway Safety Plan, the SHSP methodology was used by OHS to determine the remaining performance targets, except for the Annual Seat Belt Use rate.

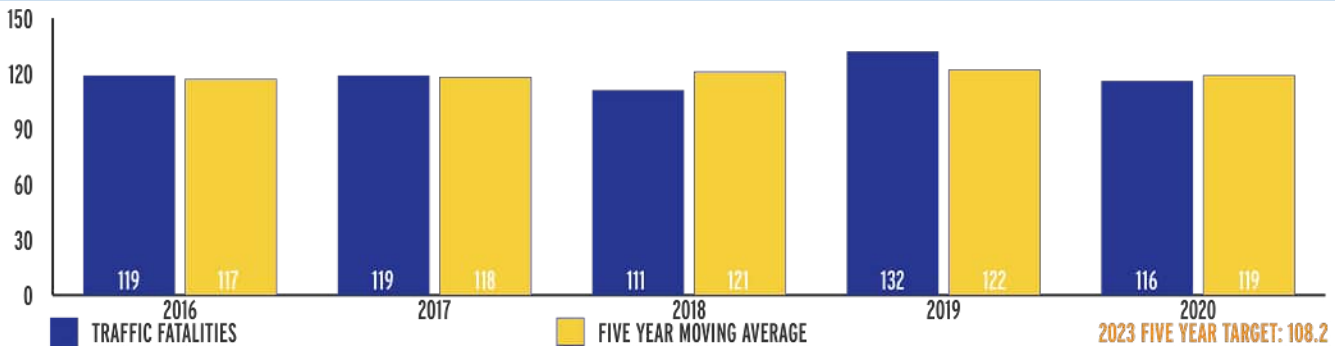
OVERALL OBJECTIVE

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)

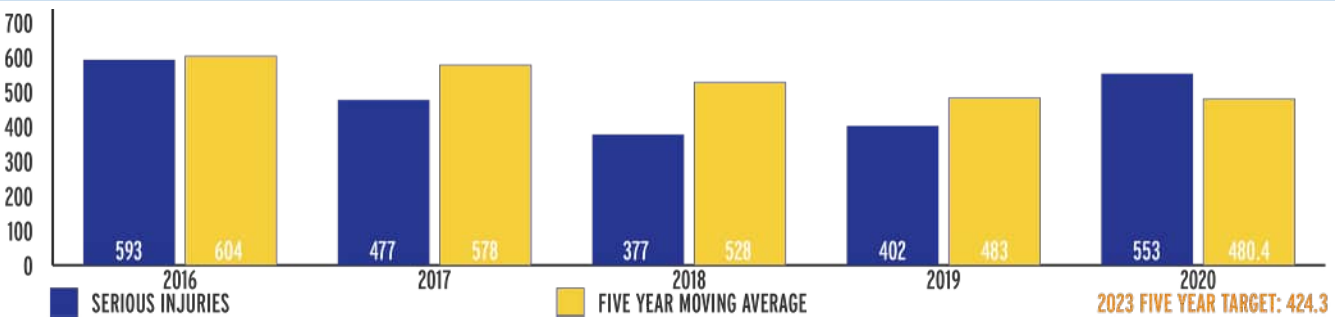


PERFORMANCE TARGET	TARGET METRIC TYPE	TARGET VALUE	TARGET PERIOD	TARGET START YEAR
C-1) NUMBER OF TRAFFIC FATALITIES (FARS)	NUMERIC	108.2	5 YEAR	2019

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 results in a 3.2% reduction per year to meet this target. In 2020, FARS indicates Delaware’s five-year average was 119. Following the SHSP reduction methodology, the five-year average target for 2023 is 108.2.

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



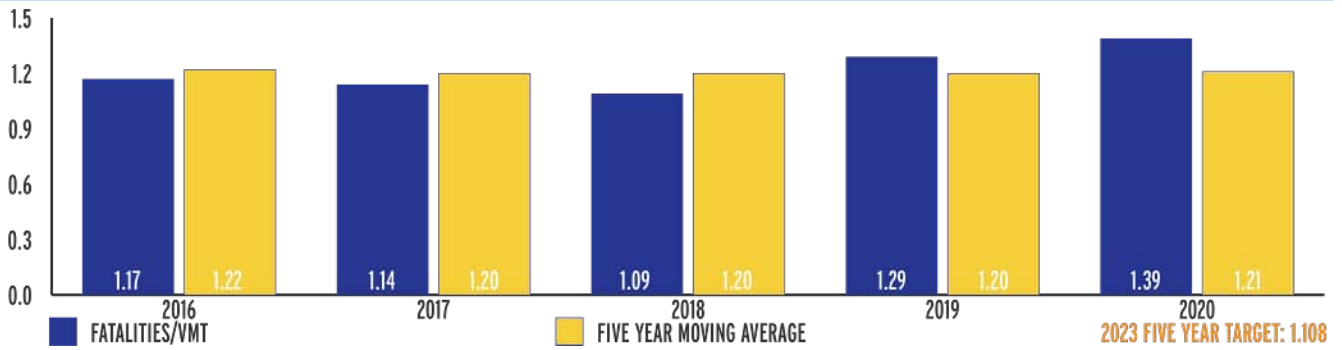
PERFORMANCE TARGET	TARGET METRIC TYPE	TARGET VALUE	TARGET PERIOD	TARGET START YEAR
C-2) NUMBER OF SERIOUS INJURIES IN TRAFFIC CRASHES (STATE CRASH DATA FILES)	NUMERIC	424.3	5 YEAR	2019

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 serious injuries over the life of the plan starting with the 2019 five year average. This results in a 3.2% reduction per year to meet this target. In 2020, state data indicates Delaware’s five-year average was 480.4. Following the SHSP reduction methodology, the five-year average target for 2023 is 424.3.



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)	NUMERIC	1.108	5 YEAR	2019

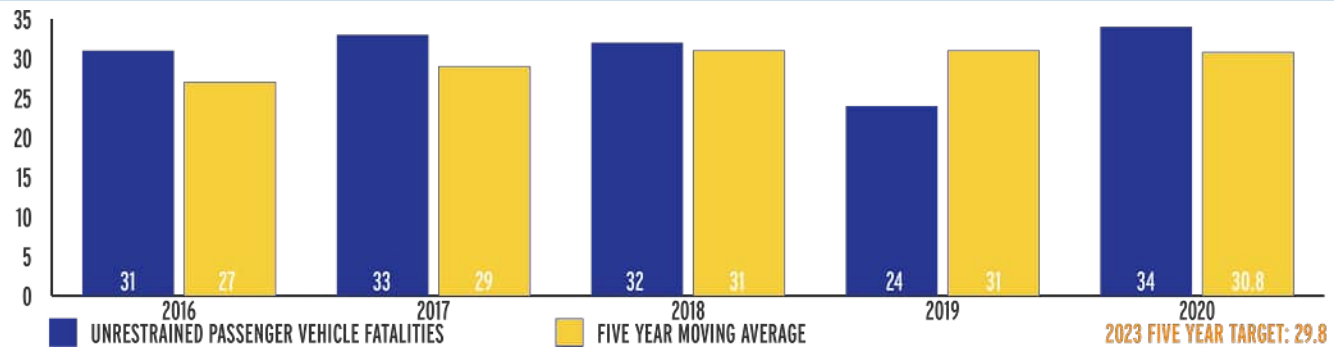
Performance Target Justification

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 versus the estimated VMT of the current goal year.





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)	NUMERIC	29.8	5 YEAR	2019

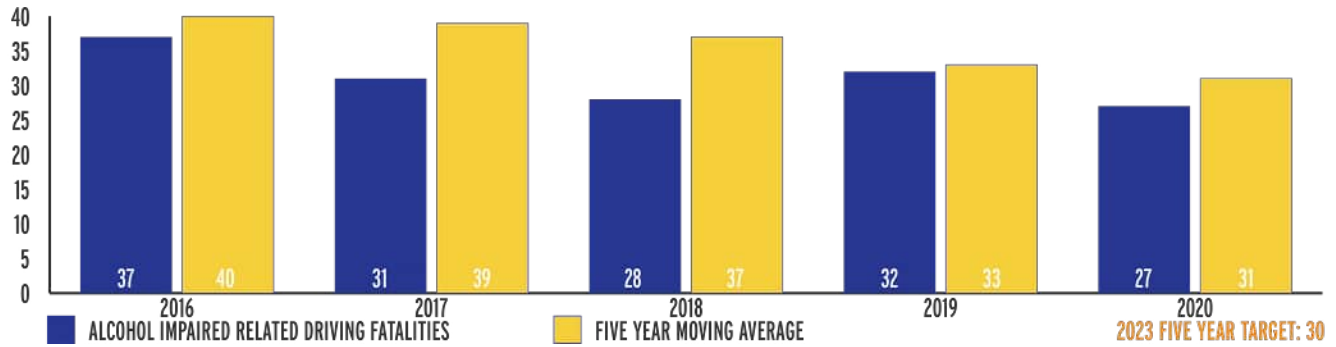
Performance Target Justification

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 results in a 3.2% reduction per year to meet this target. In 2020, FARS indicates Delaware’s five-year average was 30.8. Following the SHSP reduction methodology, the five-year average target for 2023 is 29.8.





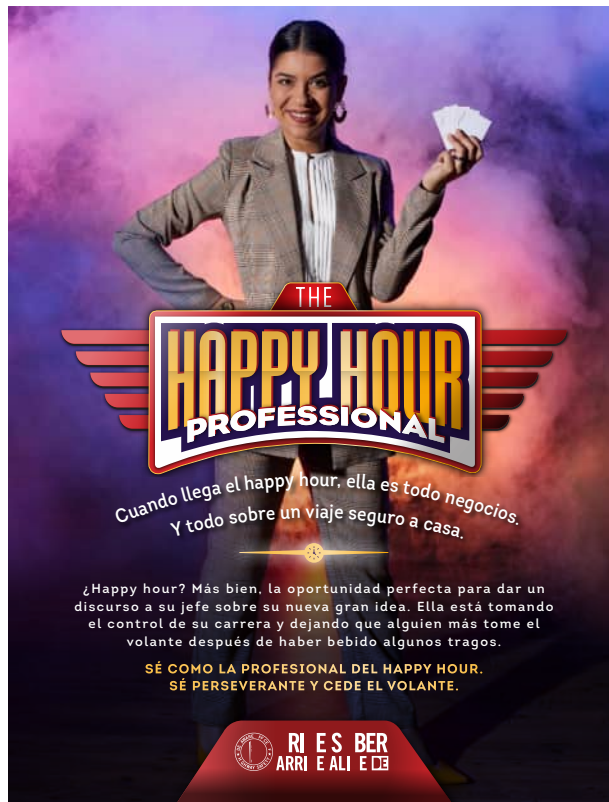
PERFORMANCE MEASURE: C-5) NUMBER OF FATALITIES IN CRASHES INVOLVING A DRIVER OR MOTORCYCLE OPERATOR WITH A BAC OF .08 AND ABOVE (FARS)



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)	NUMERIC	30	5 YEAR	2019

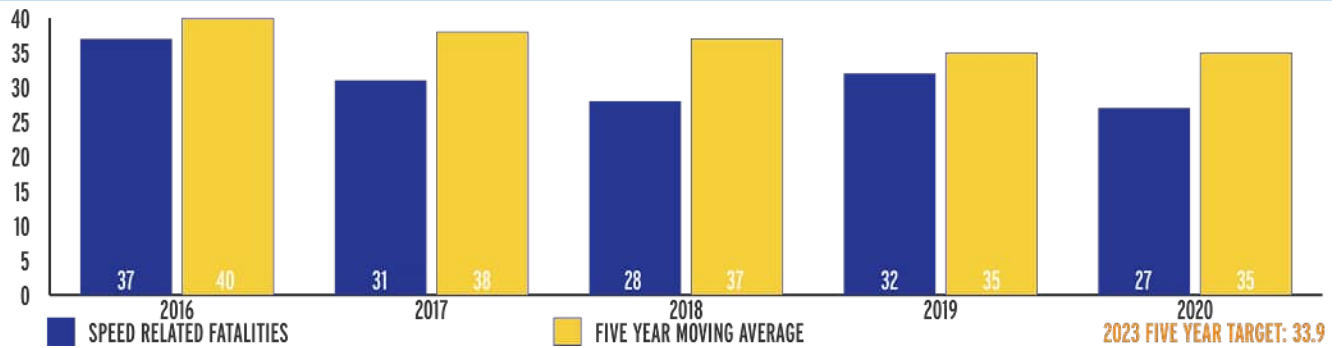
Performance Target Justification

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 results in a 3.2% reduction per year to meet this target. In 2020, FARS indicates Delaware’s five-year average was 31. Following the SHSP reduction methodology, the five-year average target for 2023 is 30.





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

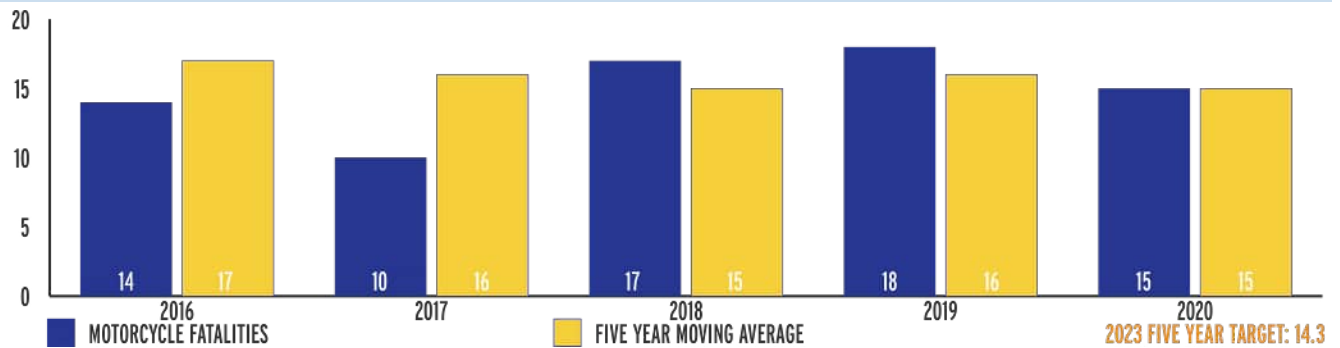


PERFORMANCE TARGET	TARGET METRIC TYPE	TARGET VALUE	TARGET PERIOD	TARGET START YEAR
C-6) NUMBER OF SPEEDING-RELATED FATALITIES (FARS)	NUMERIC	33.9	5 YEAR	2019

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 results in a 3.2% reduction per year to meet this target. In 2020, FARS indicates Delaware’s five-year average was 35. Following the SHSP reduction methodology, the five-year average target for 2023 is 33.9.

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



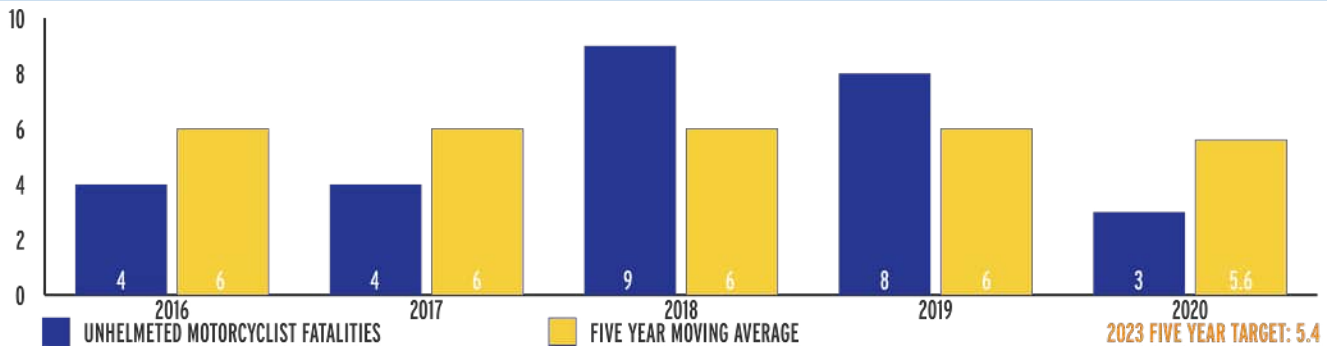
PERFORMANCE TARGET	TARGET METRIC TYPE	TARGET VALUE	TARGET PERIOD	TARGET START YEAR
C-7) NUMBER OF MOTORCYCLIST FATALITIES (FARS)	NUMERIC	14.3	5 YEAR	2019

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 results in a 3.2% reduction per year to meet this target. In 2020, FARS indicates Delaware’s five-year average was 15. Following the SHSP reduction methodology, the five-year average target for 2023 is 14.3.



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)	NUMERIC	5.4	5 YEAR	2019

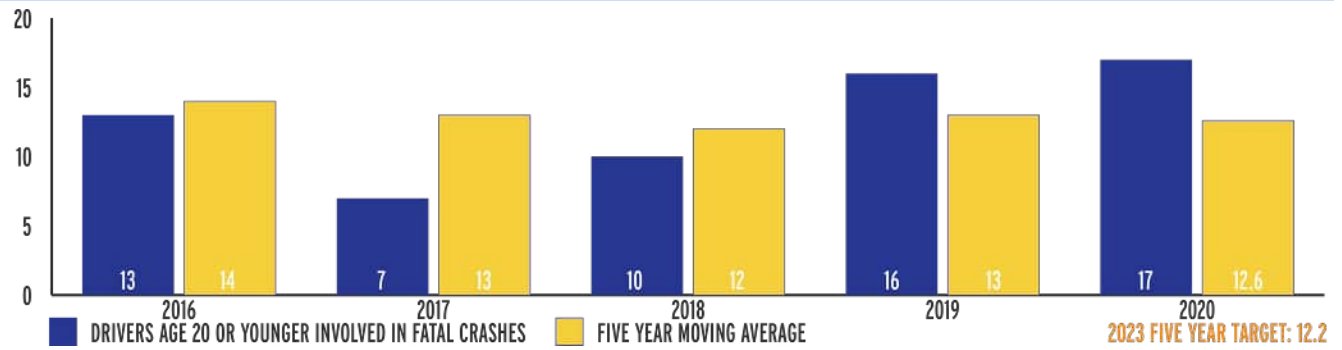
Performance Target Justification

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 results in a 3.2% reduction per year to meet this target. In 2020, FARS indicates Delaware’s five-year average was 5.6. Following the SHSP reduction methodology, the five-year average target for 2023 is 5.4.





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	12.2	5 YEAR	2019

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 results in a 3.2% reduction per year to meet this target. In 2020, FARS indicates Delaware’s five-year average was 12.6. Following the SHSP reduction methodology, the five-year average target for 2023 is 12.2.

**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.**

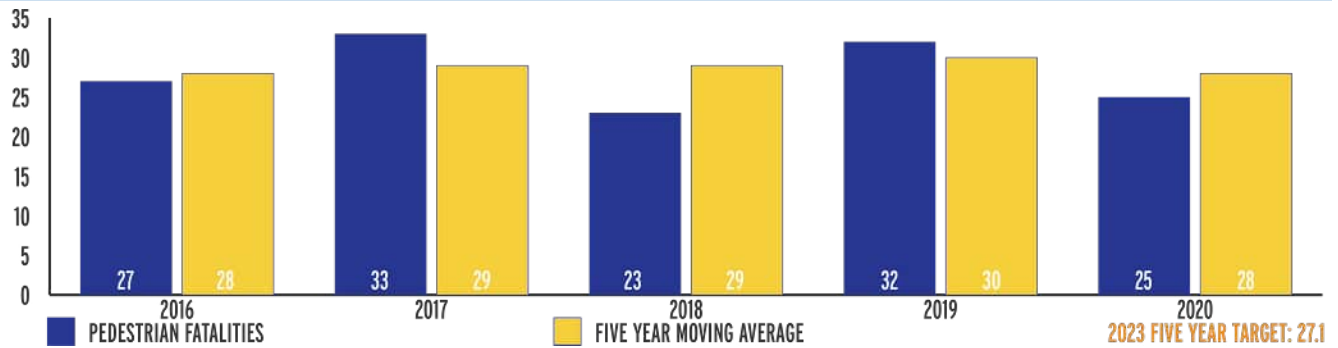
Take an hour and visit the Parent Orientation Program at <http://DE.gov/gdlpop> to get the tools you need to get involved.



Brought to you by the Delaware Office of Highway Safety



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

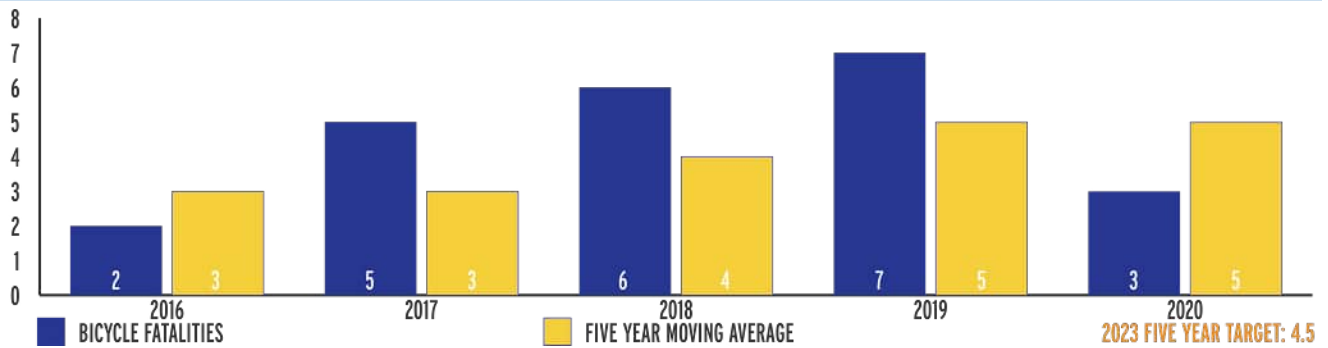


PERFORMANCE TARGET	TARGET METRIC TYPE	TARGET VALUE	TARGET PERIOD	TARGET START YEAR
C-10) NUMBER OF PEDESTRIAN FATALITIES (FARS)	NUMERIC	27.1	5 YEAR	2019

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 results in a 3.2% reduction per year to meet this target. In 2020, FARS indicates Delaware’s five-year average was 28. Following the SHSP reduction methodology, the five-year average target for 2023 is 27.1.

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



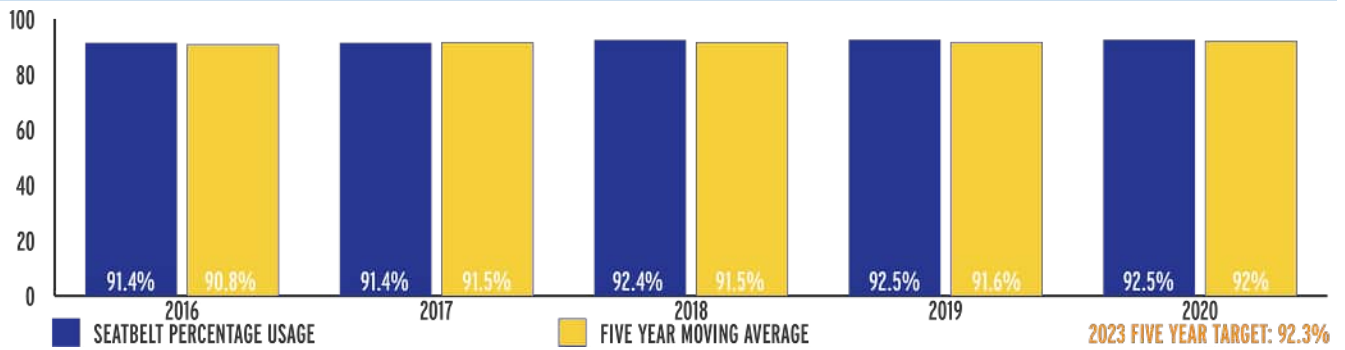
PERFORMANCE TARGET	TARGET METRIC TYPE	TARGET VALUE	TARGET PERIOD	TARGET START YEAR
C-11) NUMBER OF BICYCLISTS FATALITIES (FARS)	NUMERIC	4.5	5 YEAR	2019

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 results in a 3.2% reduction per year to meet this target. In 2020, FARS indicates Delaware’s five-year average was 5. Following the SHSP reduction methodology, the five-year average target for 2023 is 4.5.



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	92.3%	5 YEAR	2019

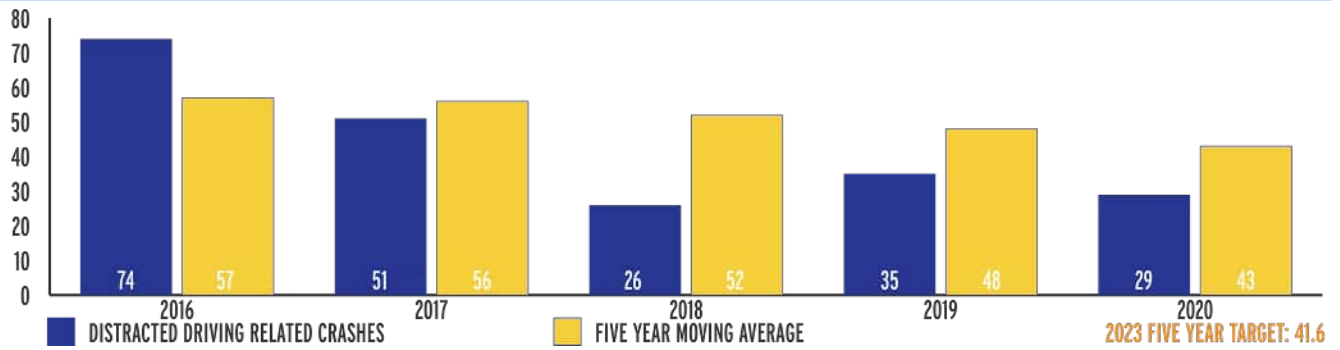
Performance Target Justification

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



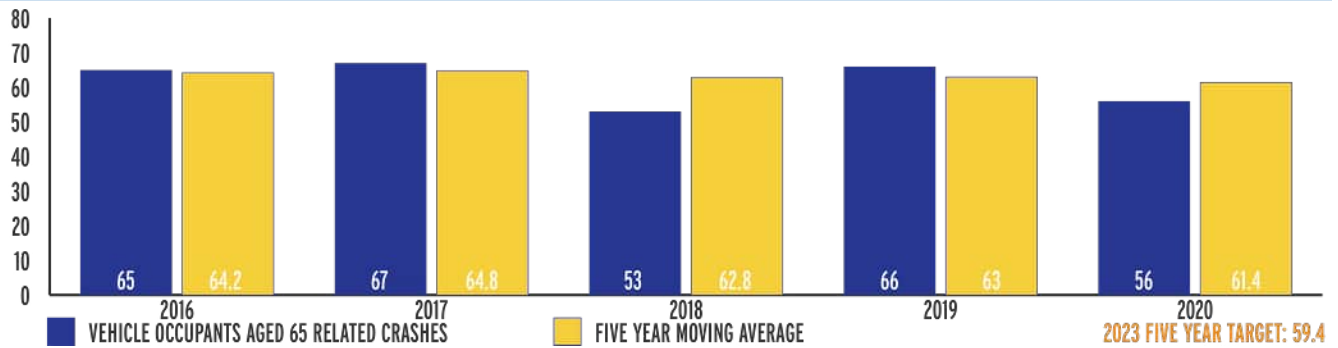
PERFORMANCE TARGET	TARGET METRIC TYPE	TARGET VALUE	TARGET PERIOD	TARGET START YEAR
DISTRACTED DRIVING RELATED SERIOUS INJURIES AND FATALITIES (STATE CRASH DATA FILES)	NUMERIC	41.6	5 YEAR	2019

Performance Target Justification

This performance target has been changed for FY 2023. 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 target 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 and serious injuries over the life of the plan starting with the 2019 five year average. This results in a 3.2% reduction per year to meet this target. In 2020, state data indicates Delaware’s five-year average was 43. Following the SHSP reduction methodology, the five-year average target for 2023 is 41.6.



PERFORMANCE MEASURE: VEHICLE OCCUPANTS AGED 65 AND OVER FATALITIES AND SERIOUS INJURIES (STATE CRASH DATA)



PERFORMANCE TARGET	TARGET METRIC TYPE	TARGET VALUE	TARGET PERIOD	TARGET START YEAR
VEHICLE OCCUPANTS AGED 65 AND OVER FATALITIES AND SERIOUS INJURIES (STATE CRASH DATA)	NUMERIC	59.4	5 YEAR	2019

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 serious injuries and fatalities over the life of the plan starting with the 2019 five year average. This results in a 3.2% reduction per year to meet this target. In 2020, state data indicates Delaware’s five-year average was 61.4. Following the SHSP reduction methodology, the five-year average target for 2023 is 59.4.

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>A-2) Number of impaired driving arrests made during grant-funded enforcement activities*</p>	<p>A-3) Number of speeding citations issued during grant-funded enforcement activities*</p>
 <p>SEAT BELT CITATIONS 1,932 seat belt violations, 102 child restraint violations</p>	 <p>IMPAIRED DRIVING ARRESTS 124</p>	 <p>SPEEDING CITATIONS 6,542</p>
 <p>FISCAL YEAR 2021</p>	 <p>FISCAL YEAR 2021</p>	 <p>FISCAL YEAR 2021</p>

Program Area



Comprehensive Traffic Safety

ASSOCIATED PERFORMANCE MEASURES

FISCAL YEAR	PERFORMANCE MEASURE NAME	TARGET END YEAR	TARGET PERIOD	TARGET VALUE
2023	C-1) Number of traffic fatalities (FARS)	2023	5 Years	108.2
2023	C-9) Number of drivers aged 20 or younger involved in fatal crashes	2023	5 Years	12.2
2023	Number of fatalities and serious injuries of individuals 65 and older	2023	5 Years	59.4

COUNTERMEASURE STRATEGIES IN PROGRAM AREA

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

COUNTERMEASURE STRATEGY

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 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
OHGS23-01	ELECTRONIC GRANTS MANAGEMENT SYSTEM
OHOF23-01	CORPORATE PARTNER PROGRAM SUPPLIES
OHPP23-01	ANTICIPATED PROJECTS
HSPD23-01	ANNUAL REPORT AND HSP DESIGN AND PUBLISHING
OHBB23-01	OHS CONFERENCE
TDRP23-01	TEEN DRIVER RESOURCE PROGRAM
TGDP23-01	GRADUATED DRIVER'S LICENSE POP UPDATE
TDTF23-01	TEEN DRIVER TASK FORCE SUPPORT SERVICES
GHSA23-01	OHS POLICY AND PROCEDURES MANUAL UPDATES

PLANNED ACTIVITIES

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. FUNDINGS WILL ALSO BE USED FOR THE DEVELOPMENT OF NEW FEATURES AND PROCESSES TO IMPROVE SYSTEM WORKFLOW.					
PROJECT CODE	ESTIMATED FUNDING AMOUNT	FUNDING SOURCE	ELIGIBLE USE OF FUNDS	MATCH AMOUNT	LOCAL BENEFIT
OHGS23-01	\$75,000	FY 2023 BIL NHTSA 402	BIL NHTSA 402 - COMMUNITY TRAFFIC SAFETY PROJECT	\$18,750	\$0

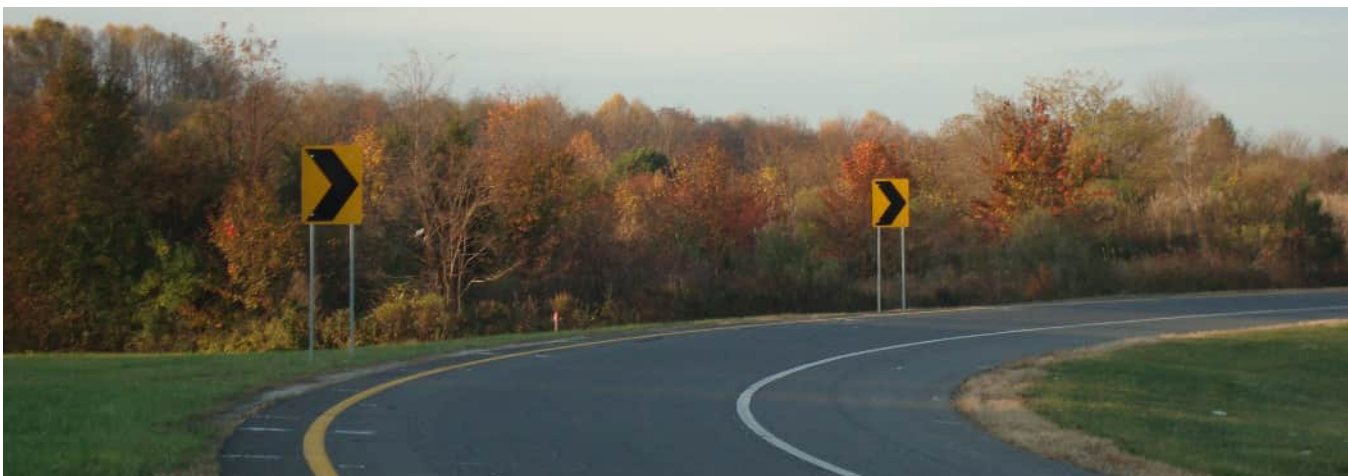


PLANNED ACTIVITIES

PROJECT: CORPORATE PARTNER PROGRAM SUPPLIES					
PRIMARY COUNTER MEASURE STRATEGY: COMPREHENSIVE TRAFFIC SAFETY PROGRAM					
INTENDED SUBRECIPIENTS: OHS, VARIOUS VENDORS					
PLANNED ACTIVITY DESCRIPTION: OHS HAS WORKED BOTH VIRTUALLY AND IN-PERSON OVER THE COURSE OF FY 2022 TO MAINTAIN AND INCREASE THE CORPORATE PARTNER PROGRAM. IN FY 2022, OVER 193 PUBLIC AND PRIVATE SECTOR CORPORATIONS, AS WELL AS SCHOOLS, STATE-RUN AND NON-PROFIT AGENCIES PARTICIPATED IN THE PROGRAM. THIS PROGRAM IS SUPPORTED BY THE CORPORATE PARTNER OUTREACH COORDINATOR. FUNDS WILL BE USED TO SUPPORT THE PROGRAM, INCLUDING 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
OHOF23-01	\$15,000	FY 2023 BIL NHTSA 402	BIL NHTSA 402 - COMMUNITY TRAFFIC SAFETY PROJECT	\$3,750	\$0

PLANNED ACTIVITIES

PROJECT: FY 2023 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. THESE REQUESTS ARE TYPICALLY NON-ENFORCEMENT, THOUGH SPECIAL ENFORCEMENT REQUESTS ARE CONSIDERED. 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
OHPP23-01	\$1,000,000	FY 2023 BIL NHTSA 402	BIL NHTSA 402 - COMMUNITY TRAFFIC SAFETY PROJECT	\$250,000	\$0





PLANNED ACTIVITIES

PROJECT: ANNUAL REPORT AND 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 2023 ANNUAL REPORT AND FY 2024 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
HSPD23-01	\$20,000	FY 2023 BIL NHTSA 402	BIL NHTSA 402 - COMMUNITY TRAFFIC SAFETY PROJECT	\$5,000	\$0

PLANNED ACTIVITIES

PROJECT: GRADUATED DRIVERS LICENSE POP UPDATE					
PRIMARY COUNTER MEASURE STRATEGY: COMPREHENSIVE TRAFFIC SAFETY PROGRAM					
INTENDED SUBRECIPIENTS: OHS, VARIOUS VENDORS					
PLANNED ACTIVITY DESCRIPTION: OHS WILL CONTINUE TO EDUCATE PARENTS ABOUT THE GRADUATED DRIVER LICENSE REQUIREMENTS AND TEEN DRIVER ISSUES THROUGH THE ONLINE GDL PARENT-ORIENTATION PROGRAM. FUNDS WILL SUPPORT CONTRACTUAL COSTS TO SUPPORT AN OVERHAUL OF THE PROGRAM TO MAKE IT MORE OF AN E-LEARNING FORMAT. THIS WILL INCLUDE ADDITIONAL LANGUAGE INFORMATION LIKE SPANISH AND CLOSED CAPTIONS.					
PROJECT CODE	ESTIMATED FUNDING AMOUNT	FUNDING SOURCE	ELIGIBLE USE OF FUNDS	MATCH AMOUNT	LOCAL BENEFIT
TGDP23-01	\$50,000	FY 2023 BIL NHTSA 402	BIL NHTSA 402 - TEEN SAFETY PROGRAM	\$12,500	\$0





PLANNED ACTIVITIES

PROJECT: TEEN DRIVER TASK FORCE SUPPORT SERVICES					
PRIMARY COUNTER MEASURE STRATEGY: COMPREHENSIVE TRAFFIC SAFETY PROGRAM					
INTENDED SUBRECIPIENTS: OHS, WHITMAN REQUARDT & ASSOCIATES					
PLANNED ACTIVITY DESCRIPTION: WRA WILL ASSIST OHS AND PROVIDE SUPPORT SERVICES FOR THE TEEN DRIVER TASK FORCE. SERVICES WILL INCLUDE ATTENDANCE AT TEEN DRIVER TASK FORCE MEETINGS INCLUDING, SCHEDULING MEETINGS AND DEVELOPMENT OF MEETING MATERIALS, AGENDA, AND MEETING MINUTES AS NEEDED. WRA WILL ASSIST OHS IN COORDINATING WITH VARIOUS STAKEHOLDERS AND IMPLEMENTATION ACTIVITIES AS NEEDED.					
PROJECT CODE	ESTIMATED FUNDING AMOUNT	FUNDING SOURCE	ELIGIBLE USE OF FUNDS	MATCH AMOUNT	LOCAL BENEFIT
TDTF23-01	\$10,000	FY 2023 BIL NHTSA 402	BIL NHTSA 402 - TEEN SAFETY PROGRAM	\$2,500	\$0

PLANNED ACTIVITIES

PROJECT: OHS POLICY AND PROCEDURES MANUAL UPDATES					
PRIMARY COUNTER MEASURE STRATEGY: COMPREHENSIVE TRAFFIC SAFETY PROGRAM					
INTENDED SUBRECIPIENTS: OHS, GHSA, CONSULTING SERVICES INITIATIVE (CSI)					
PLANNED ACTIVITY DESCRIPTION: OHS WILL WORK WITH GHSA AND THEIR CONSULTANT SERVICES (CSI) TO UPDATE THE POLICY AND PROCEDURES MANUAL. THESE SERVICES WILL ASSIST STAFF IN ADMINISTERING THE NHTSA TRAFFIC SAFETY GRANT PROGRAM IN COMPLIANCE WITH APPLICABLE STATE AND FEDERAL LAWS AND REGULATIONS.					
PROJECT CODE	ESTIMATED FUNDING AMOUNT	FUNDING SOURCE	ELIGIBLE USE OF FUNDS	MATCH AMOUNT	LOCAL BENEFIT
GHSA23-01	\$25,000	FY 2023 BIL NHTSA 402	BIL NHTSA 402 - COMPREHENSIVE TRAFFIC SAFETY PROGRAMS	\$6,250	\$0



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
OHVD23-01	AMBASSADORS OF SAFETY VIDEO PROJECT
OHWS23-01	ARRIVEALIVEDE.COM WEBSITE
SFAM23-01	SAFE FAMILY HOLIDAY PAID MEDIA
TEDR23-01	TEEN DRIVER PAID MEDIA
SENR23-01	SENIOR/AGING DRIVER PAID MEDIA
NEAP23-01	NON-EMPHASIS AREA PAID MEDIA





PLANNED ACTIVITIES

PROJECT: AMBASSADORS OF SAFETY VIDEO PROJECT					
PRIMARY COUNTER MEASURE STRATEGY: COMPREHENSIVE TRAFFIC SAFETY PROGRAM					
INTENDED SUBRECIPIENTS: OHS, ALOYSIUS BUTLER & CLARK, AND OTHERS					
PLANNED ACTIVITY DESCRIPTION: THIS VIDEO SERIES IS A COMMUNITY CENTERED, MULTIMEDIA CAMPAIGN FEATURING A VARIETY OF TRAFFIC SAFETY PARTNERS ADDRESSING SAFETY ISSUES REGULARLY ENCOUNTERED IN THEIR PROFESSION. THESE VIDEOS HIGHLIGHT THEIR SERVICES AND DEDICATION TO PROTECTING DRIVERS AND VULNERABLE USERS ON DELAWARE ROADWAYS AND IN COMMUNITIES. OHS WILL CONTINUE THIS PROGRAM, DEVELOPING THREE VIDEOS IN FY 2023 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
OHVD23-01	\$50,000	FY 2023 BIL NHTSA 402	NHTSA 402 BIL - PAID ADVERTISING	\$12,500	\$0

PLANNED ACTIVITIES

PROJECT: ARRIVEALIVEDE.COM WEBSITE					
PRIMARY COUNTER MEASURE STRATEGY: COMPREHENSIVE TRAFFIC SAFETY PROGRAM					
INTENDED SUBRECIPIENTS: OHS, DEARDORFF ASSOCIATES, AND OTHERS					
PLANNED ACTIVITY DESCRIPTION: THE ARRIVEALIVEDE.COM (HTTPS://WWW.ARRIVEALIVEDE.COM/) WEBSITE IS A COMPONENT OF OHS'S PAID MEDIA PROGRAM WHICH COVERS ALL HIGHWAY SAFETY PRIORITY AREAS. THE WEBSITE ALLOWS OHS TO SHOWCASE VIDEOS AND PAID MEDIA COLLATERAL TO DELAWAREANS AND PROVIDE ENGAGEMENT TOOLS THAT ARE NOT AVAILABLE THROUGH THE STATE-MAINTAINED WEBSITE. THE ARRIVEALIVEDE WEBSITE IS A CRITICAL COMPONENT OF THE COMMUNICATIONS DESIGNED TO PROVIDED VALUABLE RESOURCES AND GUIDANCE ON HIGHWAY SAFETY RELATED BEHAVIORS. FUNDS WILL BE USED TO SUPPORT THE WEBSITE THROUGH ADDITIONAL CONTENT CREATION, MAINTENANCE, AND ENGINEERING COSTS.					
PROJECT CODE	ESTIMATED FUNDING AMOUNT	FUNDING SOURCE	ELIGIBLE USE OF FUNDS	MATCH AMOUNT	LOCAL BENEFIT
OHWS23-01	\$150,000	FY 2023 BIL NHTSA 402	NHTSA 402 BIL - PAID ADVERTISING	\$32,500	\$0



PLANNED ACTIVITIES

PROJECT: SAFE FAMILY HOLIDAY PAID MEDIA					
PRIMARY COUNTER MEASURE STRATEGY: COMPREHENSIVE TRAFFIC SAFETY PROGRAM					
INTENDED SUBRECIPIENTS: OHS, ALOYSIUS BUTLER & CLARK, DEARDORFF ASSOCIATES, AND OTHERS					
PLANNED ACTIVITY DESCRIPTION: OHS WILL CONTINUE TO RUN THE ANNUAL SAFE FAMILY HOLIDAY CAMPAIGN IN FY 2023. THIS OUTREACH EFFORT WILL RUN FROM THANKSGIVING WEEKEND THROUGH NEW YEAR'S. SAFE FAMILY HOLIDAY COORDINATES THE FOLLOWING PRIORITY AREAS DURING THE HOLIDAY SEASON: IMPAIRED DRIVING, OCCUPANT PROTECTION, DISTRACTED DRIVING, SPEED, AND PEDESTRIAN SAFETY. OHS WILL WORK WITH CONTRACTED MEDIA VENDORS TO DEVELOP AND PLACE EDUCATION MESSAGES THROUGH PAID ADVERTISEMENTS, SOCIAL MEDIA, AND OTHER MEDIUMS DEEMED APPROPRIATE.					
PROJECT CODE	ESTIMATED FUNDING AMOUNT	FUNDING SOURCE	ELIGIBLE USE OF FUNDS	MATCH AMOUNT	LOCAL BENEFIT
SFAM23-01	\$100,000	FY 2023 BIL NHTSA 402	NHTSA 402 BIL - PAID ADVERTISING	\$25,000	\$100,000

PLANNED ACTIVITIES

PROJECT: TEEN DRIVER PAID MEDIA					
PRIMARY COUNTER MEASURE STRATEGY: COMPREHENSIVE TRAFFIC SAFETY PROGRAM					
INTENDED SUBRECIPIENTS: OHS, ALOYSIUS BUTLER & CLARK, DEARDORFF ASSOCIATES, AND OTHERS					
PLANNED ACTIVITY DESCRIPTION: OHS WILL WORK WITH CONTRACTED MARKETING PARTNERS TO EDUCATE THE PUBLIC ON TEEN DRIVER ISSUES. OHS WILL COORDINATE PAID MEDIA AND OUTREACH OPPORTUNITIES THROUGHOUT THE FISCAL YEAR AND TO COINCIDE WITH TEEN DRIVER SAFETY WEEK. OHS WILL WORK THESE PARTNERS TO DETERMINE THE BEST MEANS TO REACH TARGET DEMOGRAPHICS THROUGH DATA ANALYSIS. OHS WILL CONTINUE TO BUILD THE SOCIAL MEDIA REACH THROUGH FACEBOOK, TWITTER, INSTAGRAM, SNAPCHAT, AND TIKTOK. THE PROGRAM WILL ALSO WORK TO SUPPORT IN-SCHOOL SPEAKERS AND INNOVATIVE MARKETING TOWARDS A DIFFICULT TO REACH AUDIENCE.					
PROJECT CODE	ESTIMATED FUNDING AMOUNT	FUNDING SOURCE	ELIGIBLE USE OF FUNDS	MATCH AMOUNT	LOCAL BENEFIT
TEDR23-01	\$85,000	FY 2023 BIL NHTSA 402	NHTSA 402 BIL - PAID ADVERTISING	\$21,250	\$85,000



PLANNED ACTIVITIES

PROJECT: SENIOR/AGING DRIVER PAID MEDIA					
PRIMARY COUNTER MEASURE STRATEGY: COMPREHENSIVE TRAFFIC SAFETY PROGRAM					
INTENDED SUBRECIPIENTS: OHS, ALOYSIUS BUTLER & CLARK, DEARDORFF ASSOCIATES, AND OTHERS					
PLANNED ACTIVITY DESCRIPTION: THIS PROGRAM IS NEW FOR OHS IN FY 2023. BASED ON POPULATION DATA FROM THE DELAWARE DATA CONSORTIUM, THE NUMBER OF DELAWARE RESIDENTS AGED 65 AND UP WILL INCREASE OVER THE NEXT 10 YEARS BY 25%. COINCIDENTALLY, RESIDENTS AGED 50 – 64 WILL DECREASE BY 7 %. SINCE 2017, OF DRIVERS INVOLVED IN FATAL CRASHES, 15% WERE AGED 65 AND OLDER. ADDITIONALLY, 14% OF DRIVERS KILLED IN FATAL CRASHES WERE 65 AND OLDER. OHS WILL WORK WITH CONTRACTED MARKETING PARTNERS TO EDUCATE THE PUBLIC ON SENIOR/AGING DRIVING ISSUES. OHS WILL FUND PAID MEDIA AND OUTREACH OPPORTUNITIES THROUGHOUT THE YEAR. OHS WILL WORK WITH THESE PARTNERS TO DETERMINE THE BEST MEANS TO REACH TARGET DEMOGRAPHICS THROUGH DATA ANALYSIS. OHS WILL CONTINUE TO BUILD THE SOCIAL MEDIA REACH LIKE FACEBOOK. A SENIOR/AGING DRIVER SECTION WILL BE ADDED TO THE ARRIVEALIVEDE.COM SITE.					
PROJECT CODE	ESTIMATED FUNDING AMOUNT	FUNDING SOURCE	ELIGIBLE USE OF FUNDS	MATCH AMOUNT	LOCAL BENEFIT
SENR23-01	\$75,000	FY 2023 BIL NHTSA 402	NHTSA 402 BIL - PAID ADVERTISING	\$18,750	\$75,000

PLANNED ACTIVITIES

PROJECT: NON-EMPHASIS AREA PAID MEDIA					
PRIMARY COUNTER MEASURE STRATEGY: COMPREHENSIVE TRAFFIC SAFETY PROGRAM					
INTENDED SUBRECIPIENTS: OHS, ALOYSIUS BUTLER & CLARK, DEARDORFF ASSOCIATES, AND OTHERS					
PLANNED ACTIVITY DESCRIPTION: OHS WILL USE FUNDS TO ESTABLISH MEDIA CONTENT FOR SHORT TERM MESSAGING EFFORTS THAT ARE NOT INCLUDED WITHIN THE PRIORITY AREAS SPECIFIED WITHIN THIS HIGHWAY SAFETY PLAN. EFFORTS MAY INCLUDE TOPICS RELATED TO WORK ZONE SAFETY, MOVE OVER LAWS, "SECURE YOUR LOAD," COMMERCIAL MOTOR VEHICLES, WINTER DRIVING, ETC.					
PROJECT CODE	ESTIMATED FUNDING AMOUNT	FUNDING SOURCE	ELIGIBLE USE OF FUNDS	MATCH AMOUNT	LOCAL BENEFIT
NEAP23-01	\$25,000	FY 2023 BIL NHTSA 402	NHTSA 402 BIL - PAID ADVERTISING	\$6,250	\$0



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
OHC023-01, OHCM23-01, OHCP23-01, OHCD23-01, TSOC23-01, OHBL23-01, FSCP23-01	SALARY/BENEFITS FOR STAFF



PLANNED ACTIVITIES

PROJECT: 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. JOB DUTIES MAY CHANGE THROUGHOUT THE YEAR AS NEEDS ARISE. 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. THE DEPUTY DIRECTOR ALSO MANAGES TRAFFIC SAFETY PROGRAMS AS ASSIGNED, INCLUDING IMPAIRED DRIVING AND TRAFFIC RECORDS.
- PLANNER IV: ACTS AS THE PROGRAM MANAGER FOR A VARIETY OF TRAFFIC SAFETY PRIORITY PROGRAMS. THESE PROGRAMS INCLUDE BUT ARE NOT LIMITED TO; OCCUPANT PROTECTION, DISTRACTED DRIVING, TEEN DRIVING, AND SENIOR/AGING DRIVERS.
- MANAGEMENT ANALYST III: ACTS AS THE PROGRAM MANAGER FOR A VARIETY OF TRAFFIC SAFETY PRIORITY PROGRAMS. THESE PROGRAMS INCLUDE BUT ARE NOT LIMITED TO; PEDESTRIAN/NON-MOTORIZED SAFETY, MOTORCYCLE SAFETY, AND SPEED.
- MARKETING SPECIALIST: MANAGES MEDIA RELATIONS CONTRACTS, AND AFFILIATED PAID/EARNED MEDIA FOR VARIOUS PROGRAMS.
- FITTING STATION COORDINATOR/CORPORATE PARTNER OUTREACH COORDINATOR: MANAGES EFFORTS WITH VARIOUS CORPORATE PARTNERS THROUGHOUT DELAWARE. ALSO MANAGES THE KENT COUNTY FITTING STATION AND SERVES AS LEAD FITTING STATION COORDINATOR FOR OHS.
- TRAFFIC SAFETY OUTREACH COORDINATOR: WILL WORK WITH THE MARKETING SPECIALIST TO ESTABLISH PARTNERSHIPS WITH A VARIETY OF STAKEHOLDERS TO IMPROVE TRAFFIC SAFETY MESSAGING.

*NOTE: THE PLANNER IV 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
OHCD23-01	\$89,000	FY 2023 BIL NHTSA 402	BIL NHTSA 402 - COMMUNITY TRAFFIC SAFETY PROJECT	\$22,250	\$0
OHC023-01	\$53,500	FY 2023 BIL NHTSA 402	BIL NHTSA 402 - COMMUNITY TRAFFIC SAFETY PROJECT	\$13,375	\$0
OHCP23-01	\$85,000	FY 2023 BIL NHTSA 402	BIL NHTSA 402 - COMMUNITY TRAFFIC SAFETY PROJECT	\$21,250	\$0



PROJECT CODE	ESTIMATED FUNDING AMOUNT	FUNDING SOURCE	ELIGIBLE USE OF FUNDS	MATCH AMOUNT	LOCAL BENEFIT
OHCM23-01	\$73,000	FY 2023 BIL NHTSA 402	BIL NHTSA 402 - COMMUNITY TRAFFIC SAFETY PROJECT	\$18,250	\$0
FSCP23-01	\$40,000	FY 2023 BIL NHTSA 402	BIL NHTSA 402 - COMMUNITY TRAFFIC SAFETY PROJECT	\$10,000	\$0
TSOC23-01	\$60,000	FY 2023 BIL NHTSA 402	BIL NHTSA 402 - COMMUNITY TRAFFIC SAFETY PROJECT	\$15,000	\$0





Program Area

Distracted Driving

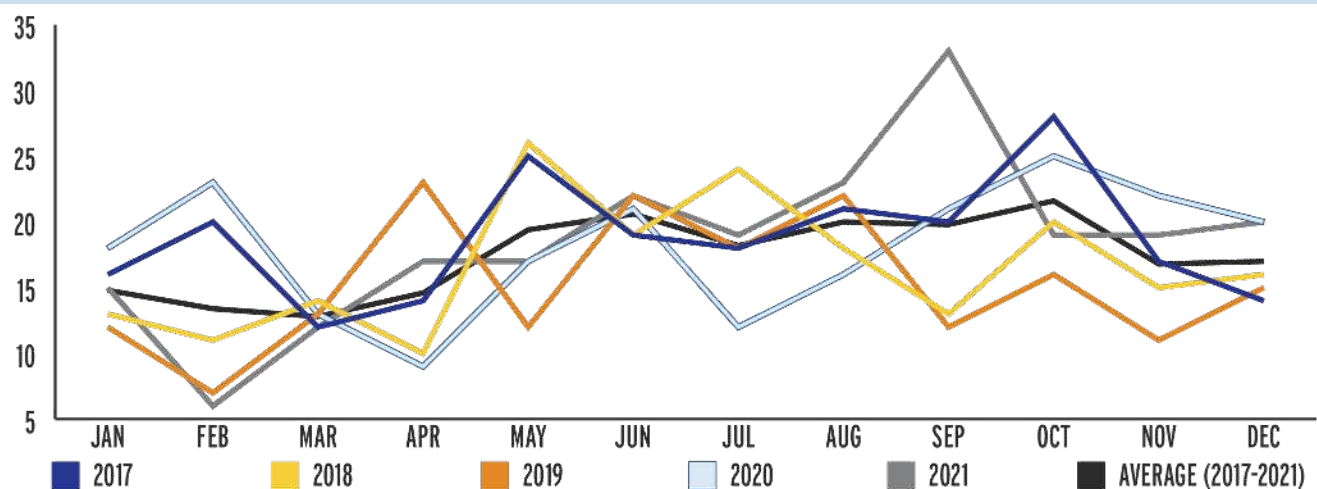
CELL PHONE CRASHES

Distracted Driving as it relates to cell phone use remains a complex issue that can be difficult to define, measure, and observe based on the limitations in the state law and issues involving self-reporting in non-fatal crashes. If a crash is strictly related to property damage, a crash report may not be filed and therefore would not be included in the data set. It is generally understood that cell phone-related crashes are severely underreported. Delaware has been collecting phone-related crash information since 2011. 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 2021, law enforcement made 6,938 cell phone arrests.

DATE/TIME

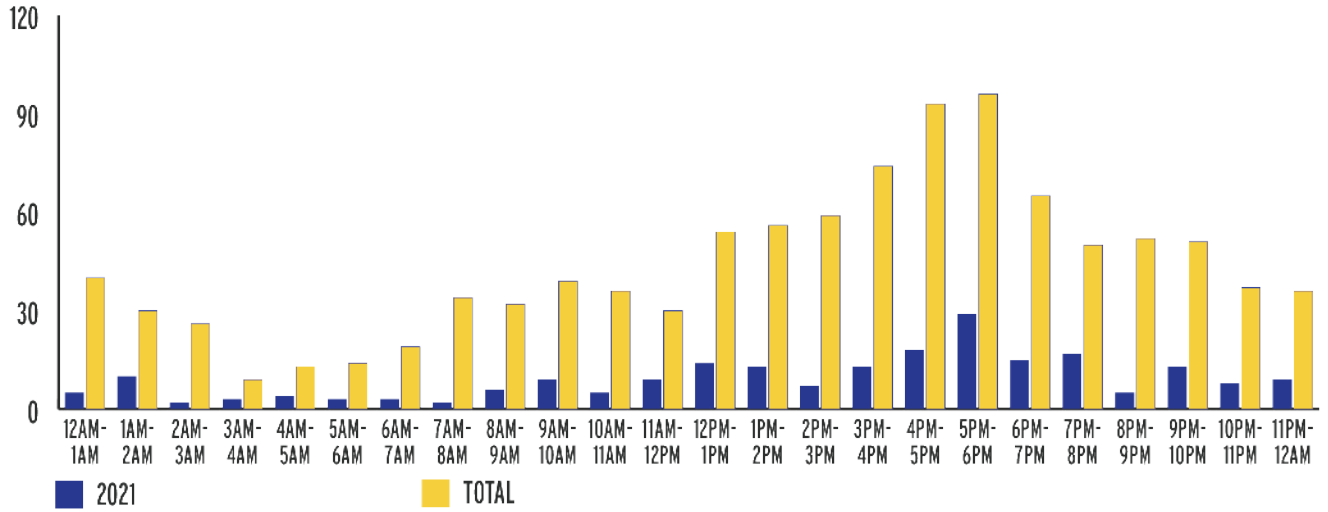
Cell phone crashes match typical data trends. While relatively stable throughout the year, the five-year average shows increased incidents through the summer months. Additionally, increases in crashes typically start at 7 AM and continue to increase through 6 PM, steadily decreasing until morning commute hours. Reported crashes attributed directly to cell phones are fairly even through the year with small increases during the summer months. An increase in summer months matches typical trends within Delaware crash data.

CELL PHONE CRASHES BY MONTH (2017-2021)





CELL PHONE CRASHES BY HOUR (2017-2021)



CELL PHONE CRASHES BY HOUR AND WEEKDAY (2017-2021)

	12AM - 3AM	3AM - 6AM	6AM - 9AM	9AM - 12PM	12PM - 3PM	3PM - 6PM	6PM - 9PM	9PM - 12AM	TOTAL
SUNDAY	24	10	5	7	21	18	23	9	117
MONDAY	11	2	7	16	17	33	20	8	114
TUESDAY	9	3	18	14	22	37	20	18	141
WEDNESDAY	7	5	15	12	20	44	26	20	149
THURSDAY	7	2	16	19	25	40	25	25	159
FRIDAY	13	3	16	15	34	58	27	23	189
SATURDAY	25	11	8	22	30	33	26	21	176
TOTAL	96	36	85	105	169	263	167	124	1,045

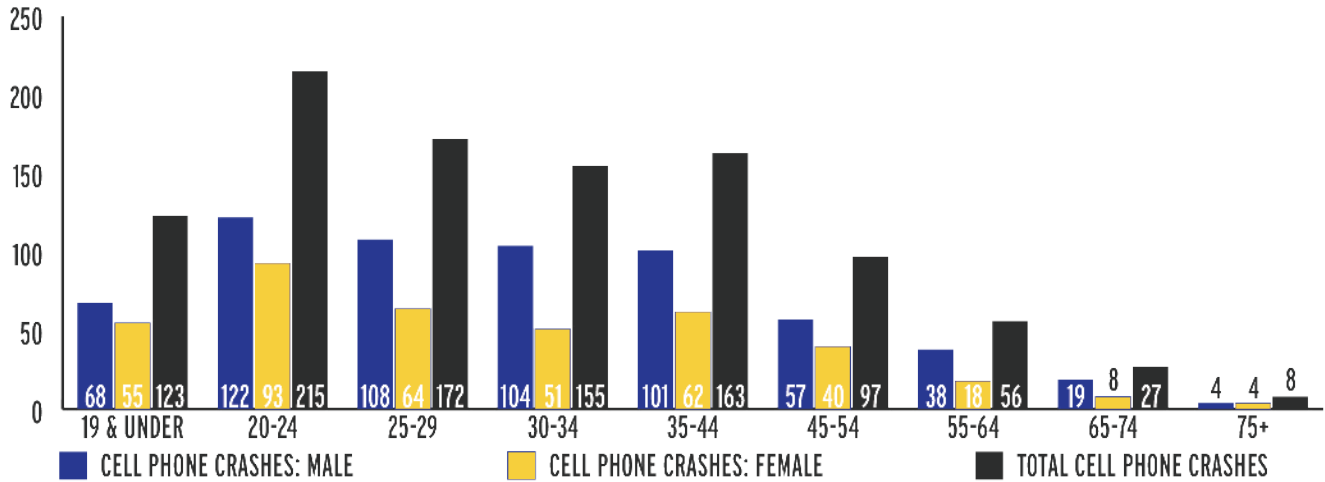




AGE/GENDER

The most common age groups associated with cell phone crashes are aged 20-29 (38%), 61% of drivers are male.

CELL PHONE CRASHES BY HOUR (2017-2021)



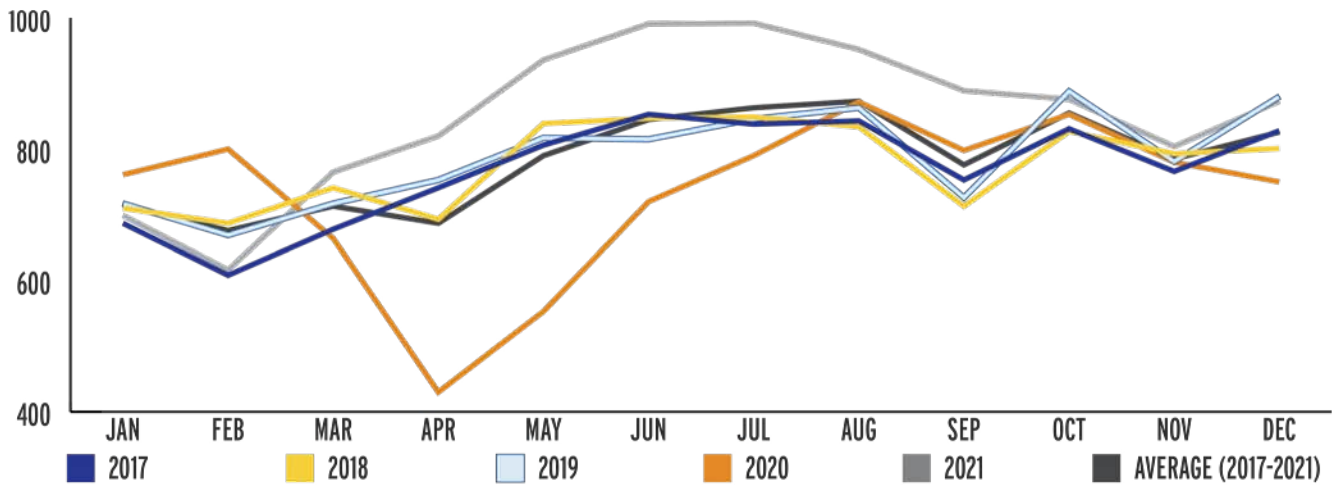
OTHER DISTRACTION RELATED CRASHES

To expand on this data, OHS also reviewed crash data where any distraction is suspected. These distractions include eating, using other electronic devices, or distraction from outside the vehicle as causation, applying makeup, etc. Like other crash types, these increased in frequency in 2021. OHS will continue to work with law enforcement to provide funds to enforce driver distraction and work with partners to increase outreach to necessary populations.

DATE/TIME

Distracted rashes are highest during the summer months and then increase again during the winter holiday period. The large decrease in 2020 coincides with the COVID-19 pandemic.

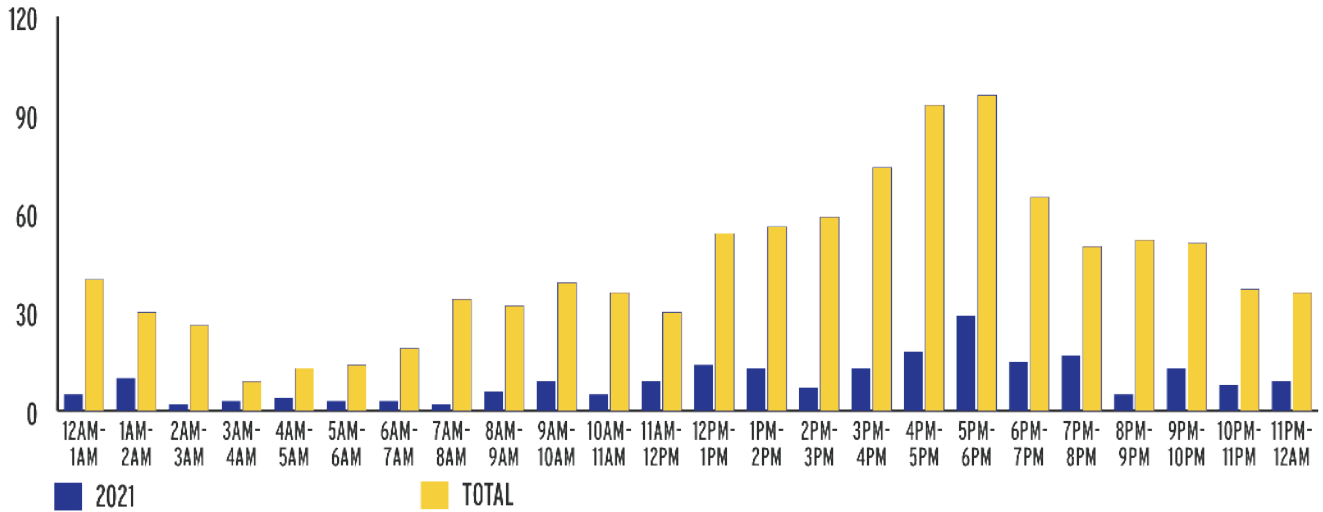
DISTRACTED DRIVING CRASHES BY MONTH (2017-2021)



Similar to cell phones, distraction crashes see a large increase during the morning commute at 7 AM and steadily increase until 6 PM, with a noticeable jump during the 3 PM – 6 PM timeframe and peak on Fridays.



DISTRACTED DRIVING CRASHES BY HOUR (2017-2021)



DISTRACTED DRIVING CRASHES BY HOUR AND WEEKDAY (2017-2021)

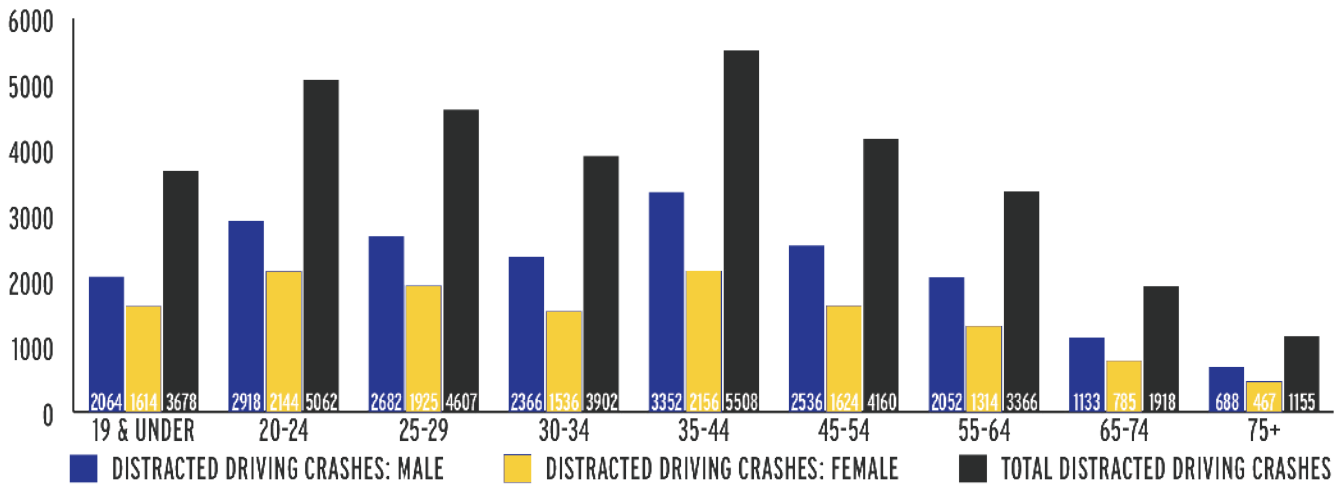
	12AM - 3AM	3AM - 6AM	6AM - 9AM	9AM - 12PM	12PM - 3PM	3PM - 6PM	6PM - 9PM	9PM - 12AM	TOTAL
SUNDAY	725	308	356	672	1,022	1,093	900	551	5,627
MONDAY	358	168	884	797	1,160	1,625	908	489	6,389
TUESDAY	322	186	971	871	1,172	1,697	967	534	6,720
WEDNESDAY	299	170	906	911	1,231	1,652	957	490	6,616
THURSDAY	362	155	887	901	1,204	1,710	1,051	586	6,856
FRIDAY	432	192	835	983	1,523	2,051	1,248	899	8,163
SATURDAY	662	285	441	938	1,205	1,226	1,046	848	6,651
TOTAL	3,160	1,464	5,280	6,073	8,517	11,054	7,077	4,397	47,022

With many of the crashes occurring during the same timeframes as cell phone only crashes, this demonstrates that overall distraction remains an issue that requires innovative paid media campaigns paired with enforcement to encourage drivers to maintain their focus on driving.

While drivers aged 35-44 crash most often, young drivers are heavily overrepresented when comparing to the total number of licensed drivers. Drivers aged 19 & under account for 11% of distraction crashes while account for 4% of the licensed population. Drivers aged 20-24 account for 15% of distraction crashes while being 7% of the driving population.



DISTRACTED DRIVING CRASHES BY HOUR (2017-2021)



ASSOCIATED PERFORMANCE MEASURES

FISCAL YEAR	PERFORMANCE MEASURE NAME	TARGET END YEAR	TARGET PERIOD	TARGET VALUE
2023	Distracted Driving Related Serious Injuries/ Fatalities (STATE CRASH DATA)	2023	5 Years	41.6

COUNTERMEASURE STRATEGIES IN PROGRAM AREA

- High Visibility Enforcement
- Communications Campaign
- Observational Survey

COUNTERMEASURE STRATEGY

HIGH VISIBILITY ENFORCEMENT

PROJECT SAFETY IMPACTS

We expect a reduction in our distracted driving related 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
OHDA23-01	APRIL DISTRACTED DRIVING ENFORCEMENT

PLANNED ACTIVITIES

PROJECT: APRIL DISTRACTED DRIVING ENFORCEMENT
PRIMARY COUNTER MEASURE STRATEGY: HIGH VISIBILITY ENFORCEMENT
INTENDED SUBRECIPIENTS: OHS, VARIOUS LAW ENFORCEMENT AGENCIES
PLANNED ACTIVITY DESCRIPTION: APRIL IS NATIONAL DISTRACTED DRIVING AWARENESS MONTH. THIS IS AN OPPORTUNITY TO INCREASE VISIBILITY OF ENFORCEMENT OF ILLEGAL CELL PHONE USAGE AND GENERAL DISTRACTED DRIVING. THIS MOBILIZATION 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 PERIOD WILL OCCUR 4/1/2023 - 4/30/2023 AND INCLUDE 39 POLICE AGENCIES SCHEDULED TO PARTICIPATE TO CONDUCT 213 PATROLS, BETWEEN 7 AM AND 8 PM.

PROJECT CODE	ESTIMATED FUNDING AMOUNT	FUNDING SOURCE	ELIGIBLE USE OF FUNDS	MATCH AMOUNT	LOCAL BENEFIT
OHDA23-01	\$57,440	FY 2023 BIL NHTSA 402	NHTSA 402 - DISTRACTED DRIVING (BIL)	\$14,360	\$32,680

COUNTERMEASURE STRATEGY

COMMUNICATIONS CAMPAIGN

PROJECT SAFETY IMPACTS

We expect a reduction in our distracted driving related 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
PMDD23-01	DISTRACTED DRIVING PAID MEDIA

PLANNED ACTIVITIES

PROJECT: DISTRACTED DRIVING PAID MEDIA					
PRIMARY COUNTER MEASURE STRATEGY: COMMUNICATIONS CAMPAIGN					
INTENDED SUBRECIPIENTS: OHS, ALOYSIUS BUTLER & CLARK, DEARDORFF ASSOCIATES, AND OTHERS					
PLANNED ACTIVITY DESCRIPTION: OHS WILL WORK WITH CONTRACTED MARKETING PARTNERS TO EDUCATE THE PUBLIC ON DISTRACTED DRIVING ISSUES. OHS WILL FUND PAID MEDIA AND OUTREACH OPPORTUNITIES THROUGHOUT THE FISCAL YEAR TO COINCIDE WITH ENFORCEMENT EFFORTS. OHS WILL WORK THESE PARTNERS TO DETERMINE THE BEST MEANS TO REACH TARGET DEMOGRAPHICS THROUGH DATA ANALYSIS. OHS WILL CONTINUE TO BUILD THE SOCIAL MEDIA REACH THROUGH FACEBOOK, TWITTER, INSTAGRAM, SNAPCHAT, AND TIKTOK.					
PROJECT CODE	ESTIMATED FUNDING AMOUNT	FUNDING SOURCE	ELIGIBLE USE OF FUNDS	MATCH AMOUNT	LOCAL BENEFIT
PMDD23-01	\$50,000	FY 2023 BIL NHTSA 402	NHTSA 402 - PAID ADVERTISING (BIL)	\$12,500	\$50,000

COUNTERMEASURE STRATEGY

OBSERVATIONAL SURVEY

PROJECT SAFETY IMPACTS

We expect a reduction in our distracted driving related 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
DSRV23-01	OBSERVATIONAL SURVEY FOR CELL PHONES

PLANNED ACTIVITIES

PROJECT: OBSERVATIONAL SURVEY FOR CELL PHONES					
PRIMARY COUNTER MEASURE STRATEGY: OBSERVATIONAL SURVEY					
INTENDED SUBRECIPIENTS: OHS, UNIVERSITY OF DELAWARE					
PLANNED ACTIVITY DESCRIPTION: DUE TO DIFFICULTIES INVESTIGATING CELL PHONE USE IN NON-FATAL CRASHES, IT IS OFTEN NOTED THAT CELL PHONE DISTRACTION IS AN UNDER-REPORTED ISSUE ON DELAWARE'S ROADWAYS. TO GAIN BETTER UNDERSTANDING OF ACTUAL USAGE RATES, OHS WILL WORK WITH THE UNIVERSITY OF DELAWARE TO DEVELOP A STATEWIDE OBSERVATIONAL DISTRACTED DRIVING SURVEY. THIS SURVEY WILL HELP DETERMINE WHAT DISTRACTION LOOKS LIKE IN DELAWARE AND SUPPORT COMMUNICATION CAMPAIGN EFFORTS TO ENCOURAGE DRIVERS TO FOCUS ON DRIVING.					
PROJECT CODE	ESTIMATED FUNDING AMOUNT	FUNDING SOURCE	ELIGIBLE USE OF FUNDS	MATCH AMOUNT	LOCAL BENEFIT
DSRV23-01	\$50,000	FY 2023 BIL NHTSA 402	NHTSA 402 - DISTRACTED DRIVING (BIL)	\$12,500	N/A



Program Area



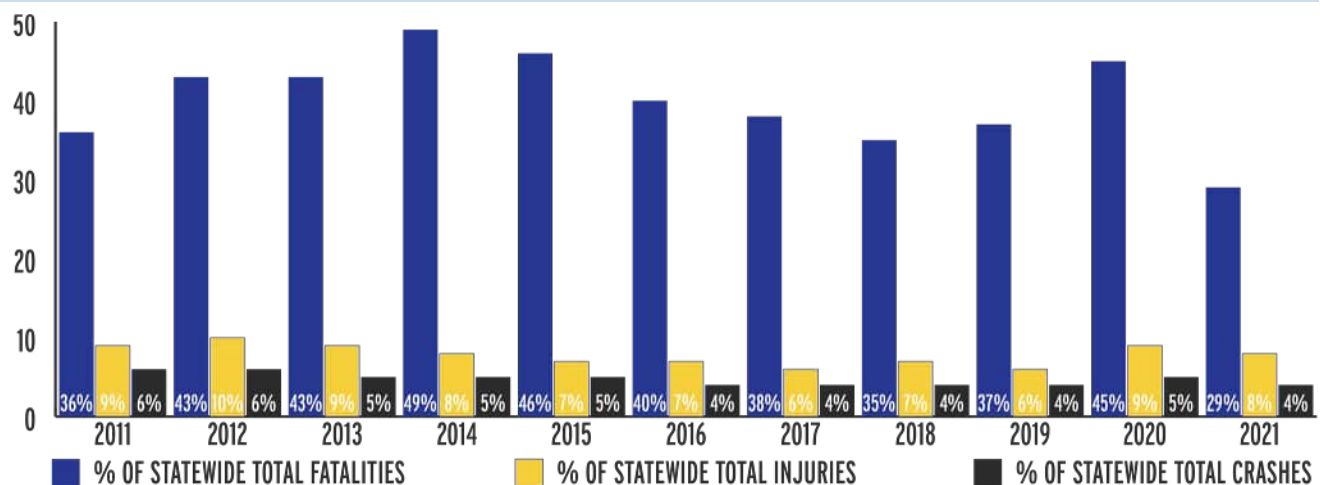
Impaired Driving (Drug And Alcohol)

DESCRIPTION OF HIGHWAY SAFETY PROBLEMS

Based on analysis through DelDOT's CARS, impaired-related fatalities accounted for 41 of 139 fatalities in 2021. It should be noted that this number is still preliminary and subject to change.

The data listed in the chart below, between 2011 and 2021, 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.

10 YEAR REVIEW OF IMPAIRED RELATED FATALITIES, INJURIES, AND CRASHES*



**Please note that this is still preliminary data and subject to change once crash investigations are completed*

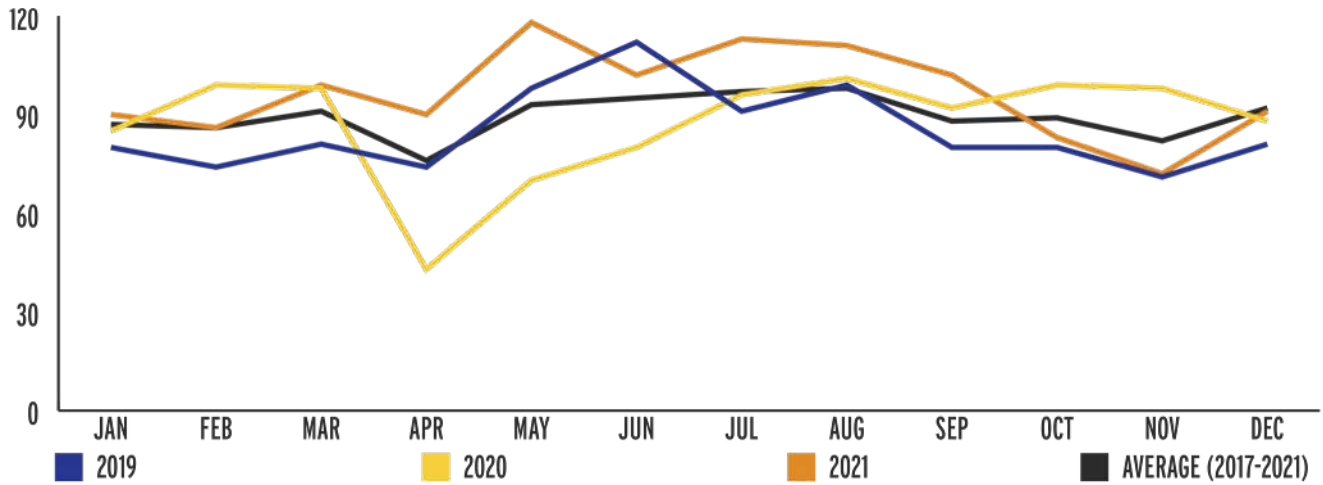
GENERAL STATEWIDE DATA

Data analysis of the last three years for all impaired crashes shows concerning trends. After many years of steadily decreasing rates, impairment is starting to show increased frequencies. Statewide, trends show increasing crashes over the last five years, with a large increase between comparable years 2019 (1,021 crashes) and 2021 (1,167 crashes).

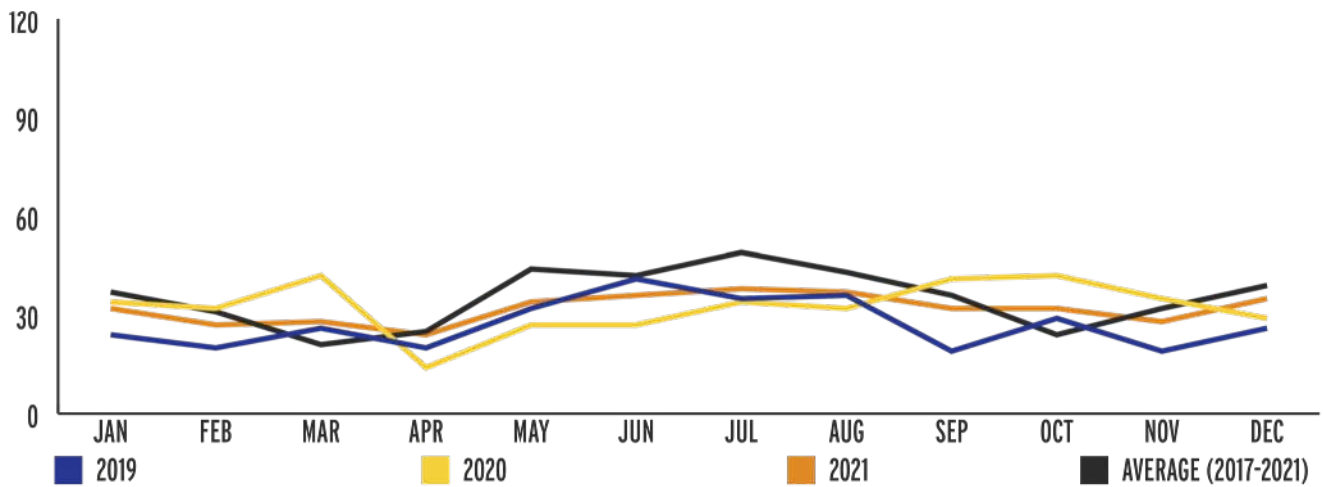


Averages tend to be slightly higher during summer months, with a large increase in Sussex County, likely due to increased tourism.

STATEWIDE DUI CRASHES BY MONTH



SUSSEX COUNTY DUI CRASHES BY MONTH

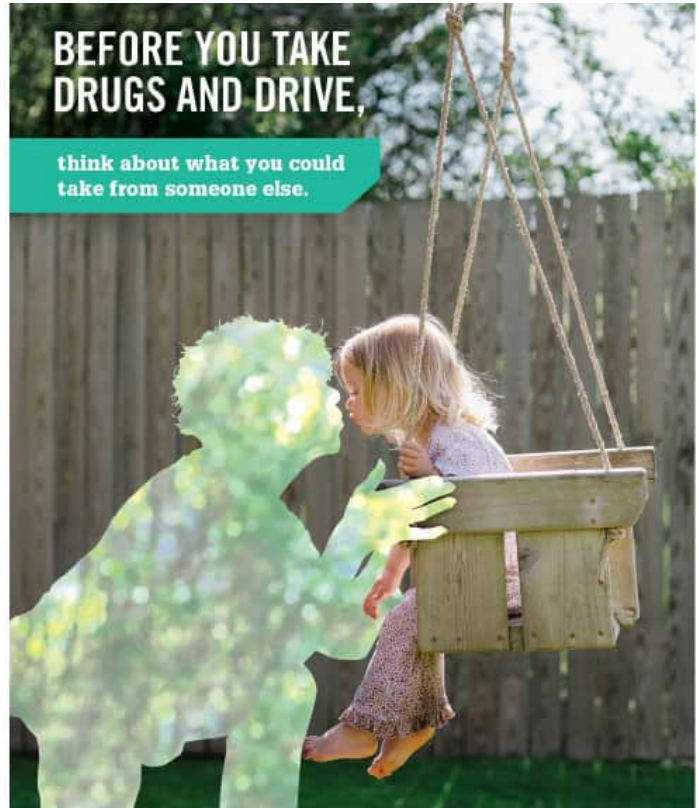
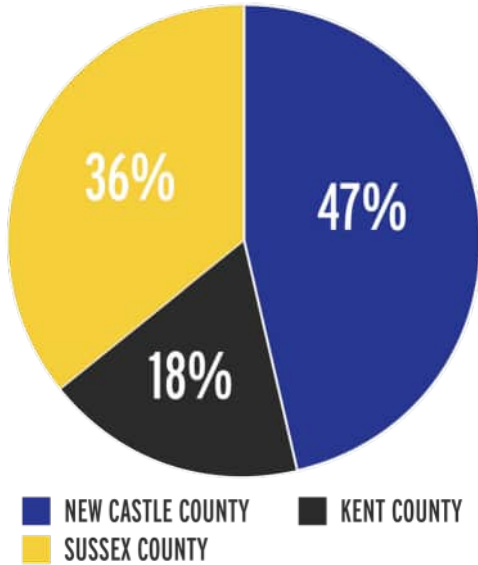




CRASHES BY COUNTY

Additionally, Sussex County shows significant overrepresentation with impaired crashes. Over the last five years, 36% of impaired crashes have occurred there.

IMPAIRED CRASHES BY COUNTY (2017-2021)



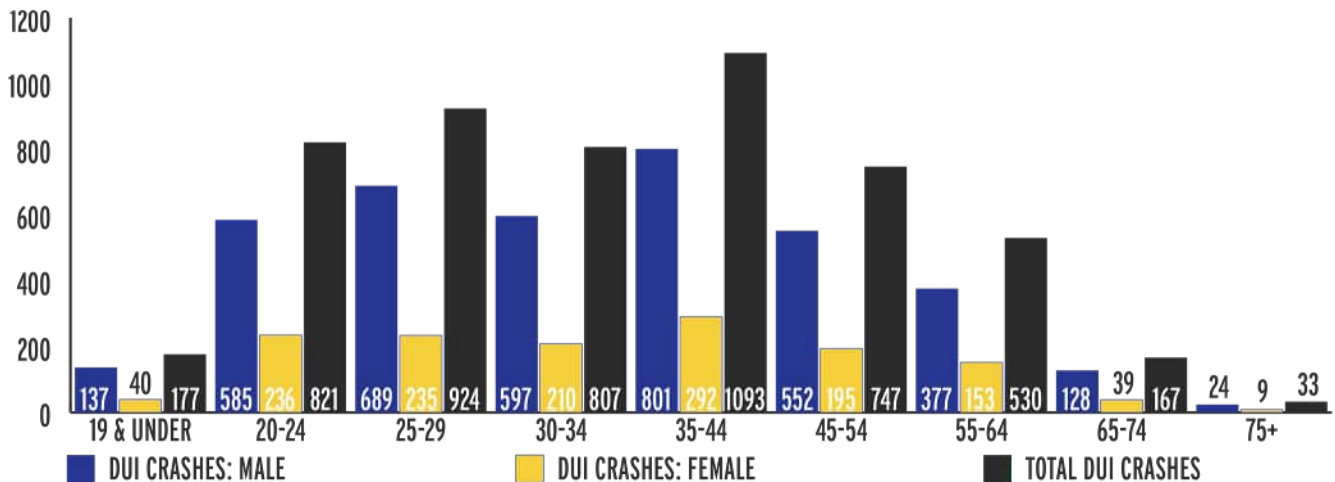
When you mix driving with certain prescriptions, you could lose a lot. And mixing different prescriptions can have side effects that put you and others in danger of injury or death. So do your research. Before you get behind the wheel, know what you've got in your system. People's lives depend on it.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



AGE/GENDER

69% of individuals impaired in crashes are aged 20-44. 73% are male. Additionally, between 2017 and 2021, impaired individuals aged 35-44 increased 28%, while impairment among those aged 45-54 decreased by 10%.

IMPAIRED CRASHES, DRIVERS (2017-2021)



DAY/TIME

58% of crashes occur on a Friday, Saturday or Sunday, mostly looking at hours between 9 PM and 3 AM.



10 YEAR REVIEW OF IMPAIRED RELATED FATALITIES, INJURIES, AND CRASHES*

	12AM - 3AM	3AM - 6AM	6AM - 9AM	9AM - 12PM	12PM - 3PM	3PM - 6PM	6PM - 9PM	9PM - 12AM	TOTAL
SUNDAY	355	135	42	35	59	110	181	182	1,099
MONDAY	109	31	22	28	46	86	113	120	555
TUESDAY	78	26	12	36	40	80	116	137	525
WEDNESDAY	102	26	20	33	46	87	123	127	564
THURSDAY	106	32	22	33	52	90	124	156	615
FRIDAY	166	32	24	50	54	121	180	235	862
SATURDAY	277	95	34	45	63	139	216	279	1,148
TOTAL	1,193	377	176	260	360	713	1,1053	1,236	5,368

ASSOCIATED PERFORMANCE MEASURES

FISCAL YEAR	PERFORMANCE MEASURE NAME	TARGET END YEAR	TARGET PERIOD	TARGET VALUE
2023	Number of Fatalities in Crashes Involving a Driver or Motorcycle Operator with a BAC of .08 and Above (FARS)	2023	5 Years	30.0

COUNTERMEASURE STRATEGIES IN PROGRAM AREA

- Anticipated Projects
- Communications Campaign
- Drug Recognition Expert Program
- DUI Enforcement Equipment
- DUI Courts
- High Visibility Enforcement
- Impaired Driving Related Travel/Training
- Traffic Safety Resource Prosecutor
- Highway Safety Staffing
- Impaired Driving Strategic Plan Implementation

COUNTERMEASURE STRATEGY

ANTICIPATED PROJECTS

PROJECT SAFETY IMPACTS

We expect a reduction in our impaired driving fatalities 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
EAAC23-01, EAAD23-01, EAAE23-01, DABD23-01, DABE23-01, DABF23-01	ANTICIPATED IMPAIRED DRIVING PROJECTS

PLANNED ACTIVITIES

PROJECT: ANTICIPATED IMPAIRED DRIVING PROJECTS					
PRIMARY COUNTER MEASURE STRATEGY: IMPAIRED DRIVING (DRUG AND ALCOHOL)					
INTENDED SUBRECIPIENTS: OHS					
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
EAAC23-01	\$77,660	FY 2021 FAST 405D IMPAIRED DRIVING MID	405D IMPAIRED DRIVING MID (FAST)	\$19,415	N/A
EAAD23-01	\$726,395.91	FY 2022 BIL 405D IMPAIRED DRIVING MID	405D IMPAIRED DRIVING MID (FAST)	\$203,608	N/A
EAAZ23-01	\$88,038.09	FY 2022 BIL SUP 405D IMPAIRED DRIVING MID	405D IMPAIRED DRIVING MID (BILSUP)	N/A	N/A
EAAE23-01	\$1,430,809	FY 2023 BIL 405D IMPAIRED DRIVING LOW	405D IMPAIRED DRIVING LOW (BIL)	\$357,702.25	N/A
DABD23-01	\$130,000	FY 2021 FAST 154 TRANSFER FUNDS	154 TRANSFER FUNDS	N/A	\$0



PROJECT CODE	ESTIMATED FUNDING AMOUNT	FUNDING SOURCE	ELIGIBLE USE OF FUNDS	MATCH AMOUNT	LOCAL BENEFIT
DABE23-01	\$781,357	FY 2022 BIL 154 TRANSFER FUNDS	154 TRANSFER FUNDS - FUNDS UNCOMMITTED TO PROJECTS	N/A	\$0
DABF23-01	\$1,426,127	FY 2023 BIL 154 TRANSFER FUNDS	154 TRANSFER FUNDS - FUNDS UNCOMMITTED TO PROJECTS	N/A	\$0

COUNTERMEASURE STRATEGY

COMMUNICATIONS CAMPAIGN

PROJECT SAFETY IMPACTS

We expect a reduction in our impaired driving fatalities 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
EAPN23-01, EAPP23-01, DAPO23-01, DAPP23-01	DUI ALCOHOL PAID MEDIA
DRUC23-01	DUI DRUG PAID MEDIA





PLANNED ACTIVITIES

PROJECT: DUI ALCOHOL PAID MEDIA					
PRIMARY COUNTER MEASURE STRATEGY: COMMUNICATION CAMPAIGN					
INTENDED SUBRECIPIENTS: OHS, ALOYSIUS BUTLER & CLARK, DEARDORFF ASSOCIATES, AND OTHERS					
PLANNED ACTIVITY DESCRIPTION: OHS WILL WORK WITH CONTRACTED MARKETING PARTNERS TO EDUCATION THE PUBLIC ON ALCOHOL IMPAIRED DRIVING ISSUES. OHS WILL COORDINATE PAID MEDIA AND OUTREACH OPPORTUNITIES THROUGHOUT THE FISCAL YEAR AND TO COINCIDE WITH ENFORCEMENT EFFORTS. OHS WILL WORK THESE PARTNERS TO DETERMINE THE BEST MEANS TO REACH TARGET DEMOGRAPHICS THROUGH DATA ANALYSIS. OHS WILL CONTINUE TO BUILD THE SOCIAL MEDIA REACH THROUGH FACEBOOK, TWITTER, INSTAGRAM, SNAPCHAT, AND TIKTOK.					
PROJECT CODE	ESTIMATED FUNDING AMOUNT	FUNDING SOURCE	ELIGIBLE USE OF FUNDS	MATCH AMOUNT	LOCAL BENEFIT
EAPN23-01	\$211,075	FY 2020 FAST ACT 405D IMPAIRED DRIVING MID	405D IMPAIRED DRIVING MID EARNED/PAID MEDIA (FAST)	\$52,768.75	N/A
EAPP23-01	\$308,925	FY 2022 BIL ACT 405D IMPAIRED DRIVING MID	405D IMPAIRED DRIVING MID EARNED/PAID MEDIA (BIL)	\$77,231.25	N/A
DAPO23-01	\$150,000	FY 2021 FAST 154 TRANSFER FUNDS	154 TRANSFER FUNDS - PAID MEDIA	N/A	\$150,000
DAPP23-01	\$150,000	FY 2022 BIL 154 TRANSFER FUNDS	154 TRANSFER FUNDS - ALCOHOL PAID MEDIA	N/A	\$150,000

PLANNED ACTIVITIES

PROJECT: DUI DRUG PAID MEDIA					
PRIMARY COUNTER MEASURE STRATEGY: COMMUNICATION CAMPAIGN					
INTENDED SUBRECIPIENTS: OHS, ALOYSIUS BUTLER & CLARK, DEARDORFF ASSOCIATES, AND OTHERS					
PLANNED ACTIVITY DESCRIPTION: OHS WILL WORK WITH CONTRACTED MARKETING PARTNERS TO EDUCATION THE PUBLIC ON DRUG IMPAIRED DRIVING ISSUES. OHS WILL CORRDIATE PAID MEDIA AND OUTREACH OPPORTUNITIES THROUGHOUT THE FISCAL YEAR AND TO COINCIDE WITH ENFORCEMENT EFFORTS. OHS WILL WORK THESE PARTNERS TO DETERMINE THE BEST MEANS TO REACH TARGET DEMOGRAPHICS THROUGH DATA ANALYSIS. OHS WILL CONTINUE TO BUILD THE SOCIAL MEDIA REACH THROUGH FACEBOOK, TWITTER, INSTAGRAM, SNAPCHAT, AND TIKTOK.					
PROJECT CODE	ESTIMATED FUNDING AMOUNT	FUNDING SOURCE	ELIGIBLE USE OF FUNDS	MATCH AMOUNT	LOCAL BENEFIT
DRUC23-01	\$150,000	FY 2021 FAST ACT 405D IMPAIRED DRIVING MID	405D IMPAIRED DRIVING MID EARNED/PAID MEDIA (FAST)	\$37,500	N/A



COUNTERMEASURE STRATEGY

DRUG RECOGNITION EXPERT PROGRAM

PROJECT SAFETY IMPACTS

We expect a reduction in our impaired driving fatalities 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
ADAE23-01	DRUG RECOGNITION EXPERT PROGRAM

PLANNED ACTIVITIES

PROJECT: DRUG RECOGNITION EXPERT PROGRAM					
PRIMARY COUNTER MEASURE STRATEGY: IMPAIRED DRIVING (DRUG AND ALCOHOL)					
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 42 TRAINED AND CERTIFIED DRES. DELAWARE WILL PLAN TO HOST ANOTHER DRE CERTIFICATION COURSE IN FALL 2022, 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
ADAE23-01	\$120,000	FY 2021 FAST ACT 405D IMPAIRED DRIVING MID	405D IMPAIRED DRIVING MID (FAST)	\$30,000	N/A



COUNTERMEASURE STRATEGY

DUI ENFORCEMENT EQUIPMENT

PROJECT SAFETY IMPACTS

We expect a reduction in our impaired driving fatalities 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
EAQC23-01, ENER23-01	DUI ENFORCEMENT EQUIPMENT

PLANNED ACTIVITIES

PROJECT: DUI ENFORCEMENT EQUIPMENT					
PRIMARY COUNTER MEASURE STRATEGY: IMPAIRED DRIVING (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 SUPPORTING. 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. 154 FUNDS ESTABLISHED IN THIS PROJECT WILL ONLY BE USED FOR ALCOHOL IMPAIRMENT EQUIPMENT.					
PROJECT CODE	ESTIMATED FUNDING AMOUNT	FUNDING SOURCE	ELIGIBLE USE OF FUNDS	MATCH AMOUNT	LOCAL BENEFIT
EAQC23-01	\$80,000	FY 2021 FAST ACT 405D IMPAIRED DRIVING MID	405D IMPAIRED DRIVING MID (FAST)	\$20,000	N/A
ENER23-01	\$40,000	FY 2022 BIL 154 TRANSFER FUNDS	154 TRANSFER FUNDS TOXICOLOGY SUPPORT (ALCOHOL ONLY)	N/A	\$0



COUNTERMEASURE STRATEGY

DUI COURTS

PROJECT SAFETY IMPACTS

We expect a reduction in our impaired driving fatalities 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
ECRA23-01	DUI COURT - SUSSEX
TADF23-01	DUI COURT - MONITORING DEVICES

PLANNED ACTIVITIES

PROJECT: DUI COURT - SUSSEX COUNTY					
PRIMARY COUNTER MEASURE STRATEGY: DUI COURTS					
INTENDED SUBRECIPIENTS: OHS, DELAWARE ADMINISTRATIVE OFFICE OF THE COURTS, OTHERS					
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, IT 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. THIS WILL BE THE THIRD YEAR OF A THREE-YEAR AGREEMENT TO SUPPORT THE SUSSEX COUNTY EXPANSION. 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
ECRA23-01	\$65,000	FY 2022 BIL 154 TRANSFER FUNDS	154 TRANSFER FUNDS DUI COURTS AND SUPPORT	N/A	\$0



PLANNED ACTIVITIES

PROJECT: DUI COURT – MONITORING DEVICES					
PRIMARY COUNTER MEASURE STRATEGY: DUI COURTS					
INTENDED SUBRECIPIENTS: OHS, DELAWARE ADMINISTRATIVE OFFICE OF THE COURTS, OTHERS, PROBATION AND PAROLÉ					
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
TADF23-01	\$90,000	FY 2022 BIL 154 TRANSFER FUNDS	154 TRANSFER FUNDS DUI COURTS AND SUPPORT	N/A	\$0

COUNTERMEASURE STRATEGY

HIGH VISIBILITY ENFORCEMENT

PROJECT SAFETY IMPACTS

We expect a reduction in our impaired driving fatalities 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
ACAD23-08	OCTOBER DUI PATROLS
ACAD23-09, ACAE23-01	SAFE FAMILY HOLIDAY DUI PATROLS
ACAD23-11, ACAE23-02	FEBRUARY/MARCH DUI PATROLS
ACAE23-03	SUMMER DUI PATROLS
ACAE23-04	DRIVE SOBER OR GET PULLED OVER



PLANNED ACTIVITIES

PROJECT: OCTOBER DUI PATROLS					
PRIMARY COUNTER MEASURE STRATEGY: HIGH VISIBILITY ENFORCEMENT					
INTENDED SUBRECIPIENTS: OHS, VARIOUS LAW ENFORCEMENT AGENCIES					
PLANNED ACTIVITY DESCRIPTION: WHILE DUI CRASH RATES ARE RELATIVELY STABLE THROUGHOUT THE YEAR, THE MONTH OF OCTOBER SHOWS ABOVE AVERAGE CRASH RATES IN KENT AND NEW CASTLE COUNTIES. ENFORCEMENT FUNDS WILL BE PROVIDED STATEWIDE, WITH AN EMPHASIS ON AREAS WHERE CRASH RATES INCREASE. THESE FUNDS WILL BE PROVIDED TO COVER SHIFTS UP TO SIX HOURS TO CONDUCT HIGH VISIBILITY DUI PATROLS BETWEEN 10/6 - 10/31, 2022. COLUMBUS DAY WEEKEND (10/6 - 10/9) AND HALLOWEEN (10/27-10/31) WILL SEE INCREASED SUPPORT WITH FUNDS SPECIFICALLY ALLOCATED FOR THOSE DATES. PATROLS WILL OCCUR BETWEEN 8 PM - 3 AM.					
PROJECT CODE	ESTIMATED FUNDING AMOUNT	FUNDING SOURCE	ELIGIBLE USE OF FUNDS	MATCH AMOUNT	LOCAL BENEFIT
ACAD23-08	\$63,390	FY 2021 FAST 154 TRANSFER FUNDS	154 TRANSFER FUNDS ALCOHOL ENFORCEMENT	N/A	\$37,050

PLANNED ACTIVITIES

PROJECT: SAFE FAMILY HOLIDAY DUI PATROLS					
PRIMARY COUNTER MEASURE STRATEGY: HIGH VISIBILITY ENFORCEMENT					
INTENDED SUBRECIPIENTS: OHS, VARIOUS LAW ENFORCEMENT AGENCIES					
PLANNED ACTIVITY DESCRIPTION: OVER THE LAST FIVE YEARS, THE MONTH OF DECEMBER RANKS AS ONE OF THE HIGHEST FOR DUI CRASHES STATEWIDE WITH ALL THREE COUNTIES SEEING CRASH INCREASES IN 2021. AS PART OF THE ANNUAL SAFE FAMILY HOLIDAY CAMPAIGN, FUNDS WILL BE PROVIDED TO COVER SHIFTS UP TO SIX HOURS TO CONDUCT HIGH VISIBILITY DUI PATROLS BETWEEN 11/23/2022 - 1/1/2023. THANKSGIVING WEEKEND (11/23-11/27) AND NEW YEAR'S WEEKEND (12/29 - 1/1) WILL SEE INCREASED SUPPORT WITH FUNDS SPECIFICALLY ALLOCATED FOR THOSE DATES. PATROLS WILL OCCUR BETWEEN 8 PM - 3 AM.					
PROJECT CODE	ESTIMATED FUNDING AMOUNT	FUNDING SOURCE	ELIGIBLE USE OF FUNDS	MATCH AMOUNT	LOCAL BENEFIT
ACAD23-09	\$37,050	FY 2021 FAST 154 TRANSFER FUNDS	154 TRANSFER FUNDS ALCOHOL ENFORCEMENT	N/A	\$37,050
ACAE23-01	\$26,880	FY 2022 BIL 154 TRANSFER FUNDS	154 TRANSFER FUNDS ALCOHOL ENFORCEMENT	N/A	\$0



PLANNED ACTIVITIES

PROJECT: FEBRUARY/MARCH DUI PATROLS					
PRIMARY COUNTER MEASURE STRATEGY: HIGH VISIBILITY ENFORCEMENT					
INTENDED SUBRECIPIENTS: OHS, VARIOUS LAW ENFORCEMENT AGENCIES					
PLANNED ACTIVITY DESCRIPTION: OVER THE LAST FIVE YEARS, DATA ANALYSIS SHOWS INCREASING RATES OF IMPAIRED DRIVING CRASHES DURING THE MONTHS OF FEBRUARY AND MARCH. ENFORCEMENT FUNDS WILL BE PROVIDED STATEWIDE, WITH AN EMPHASIS ON AREAS WHERE CRASH RATES INCREASE. THESE FUNDS WILL BE PROVIDED TO COVER SHIFTS UP TO SIX HOURS TO CONDUCT HIGH VISIBILITY DUI PATROLS BETWEEN 2/9 - 3/16, 2023. SUPER BOWL WEEKEND (2/9 - 2/12) AND ST. PATRICK'S DAY WEEKEND (3/16-3/19) WILL SEE INCREASED SUPPORT WITH FUNDS SPECIFICALLY ALLOCATED FOR THOSE DATES. PATROLS WILL OCCUR BETWEEN 8 PM - 3 AM.					
PROJECT CODE	ESTIMATED FUNDING AMOUNT	FUNDING SOURCE	ELIGIBLE USE OF FUNDS	MATCH AMOUNT	LOCAL BENEFIT
ACAD23-11	\$19,560	FY 2021 FAST 154 TRANSFER FUNDS	154 TRANSFER FUNDS	N/A	\$19,560
ACAE23-02	\$39,180	FY 2022 BIL 154 TRANSFER FUNDS	154 TRANSFER FUNDS ALCOHOL ENFORCEMENT	N/A	\$12,450

PLANNED ACTIVITIES

PROJECT: SUMMER DUI PATROLS					
PRIMARY COUNTER MEASURE STRATEGY: HIGH VISIBILITY ENFORCEMENT					
INTENDED SUBRECIPIENTS: OHS, VARIOUS LAW ENFORCEMENT AGENCIES					
PLANNED ACTIVITY DESCRIPTION: SUMMER MONTHS TREND HIGHEST FOR IMPAIRED CRASHES, ESPECIALLY IN SUSSEX COUNTY. ENFORCEMENT FUNDS WILL BE PROVIDED STATEWIDE, WITH AN EMPHASIS ON AREAS WHERE CRASH RATES INCREASE. THESE FUNDS WILL BE PROVIDED TO COVER SHIFTS UP TO SIX HOURS TO CONDUCT HIGH VISIBILITY DUI PATROLS BETWEEN 5/25 - 7/4, 2023. MEMORIAL DAY WEEKEND (5/25 - 5/28) AND INDEPENDENCE DAY WEEKEND (6/29-7/4) WILL SEE INCREASED SUPPORT WITH FUNDS SPECIFICALLY ALLOCATED FOR THOSE DATES. PATROLS WILL OCCUR BETWEEN 7 PM - 3 AM.					
PROJECT CODE	ESTIMATED FUNDING AMOUNT	FUNDING SOURCE	ELIGIBLE USE OF FUNDS	MATCH AMOUNT	LOCAL BENEFIT
ACAE23-03	\$69,150	FY 2022 BIL 154 TRANSFER FUNDS	154 TRANSFER FUNDS ALCOHOL ENFORCEMENT	N/A	\$42,630



PLANNED ACTIVITIES

PROJECT: FY 2023 DRIVE SOBER OR GET PULLED OVER					
PRIMARY COUNTER MEASURE STRATEGY: HIGH VISIBILITY ENFORCEMENT					
INTENDED SUBRECIPIENTS: OHS, VARIOUS LAW ENFORCEMENT AGENCIES					
PLANNED ACTIVITY DESCRIPTION: TO SUPPORT NHTSA'S NATIONAL DRIVE SOBER OR GET PULLED OVER CAMPAIGN, ENFORCEMENT FUNDS WILL BE PROVIDED STATEWIDE, WITH AN EMPHASIS ON AREAS WHERE CRASH RATES INCREASE. THESE FUNDS WILL BE PROVIDED TO COVER SHIFTS UP TO SIX HOURS TO CONDUCT HIGH VISIBILITY DUI PATROLS BETWEEN 8/18 - 9/4, 2023. LABOR DAY WEEKEND (9/1-/9/4) WILL SEE INCREASED SUPPORT WITH FUNDS SPECIFICALLY ALLOCATED FOR THOSE DATES. PATROLS WILL OCCUR BETWEEN 8 PM - 3 AM.					
PROJECT CODE	ESTIMATED FUNDING AMOUNT	FUNDING SOURCE	ELIGIBLE USE OF FUNDS	MATCH AMOUNT	LOCAL BENEFIT
ACAE23-04	\$59,430	FY 2022 BIL 154 TRANSFER FUNDS	154 TRANSFER FUNDS ALCOHOL ENFORCEMENT	N/A	\$39,270

COUNTERMEASURE STRATEGY

IMPAIRED DRIVING RELATED TRAVEL/TRAINING

PROJECT SAFETY IMPACTS

We expect a reduction in our alcohol impaired driving fatalities 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
EDAI230-01, AATT23-01	IMPAIRED DRIVING RELATED TRAVEL/TRAINING
SERW23-01	SAFE ALCOHOL SERVICE EVENTS



PLANNED ACTIVITIES

PROJECT: IMPAIRED DRIVING RELATED TRAVEL/TRAINING					
PRIMARY COUNTER MEASURE STRATEGY: IMPAIRED DRIVING RELATED TRAVEL/TRAINING					
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
EDAI23-01	\$20,000	FY 2021 FAST 405D IMPAIRED DRIVING MID	405D IMPAIRED DRIVING MID (FAST)	\$5,000	N/A
AATT23-01	\$20,000	FY 2022 BIL 154 TRANSFER FUNDS	154 TRANSFER FUNDS - ALCOHOL LAW ENFORCEMENT TRAINING	N/A	\$8,000

PLANNED ACTIVITIES

PROJECT: SAFE ALCOHOL SERVICE EVENTS AND COURSE UPDATES					
PRIMARY COUNTER MEASURE STRATEGY: IMPAIRED DRIVING RELATED TRAVEL/TRAINING					
INTENDED SUBRECIPIENTS: OHS, DELAWARE RESTAURANT ASSOCIATION					
PLANNED ACTIVITY DESCRIPTION: OVERSERVICE IS A CONSISTENT ISSUE LEADING TO CRASHES, INJURIES, AND FATALITIES ON ROADWAYS. OHS WILL PARTNER WITH THE DELAWARE RESTAURANT ASSOCIATION AND THE DIVISION OF ALCOHOL AND TOBACCO ENFORCEMENT (DATE) TO PROVIDE TWO IN-PERSON EVENTS TO TRAIN AND EDUCATE SERVERS ON HOW TO SELL ALCOHOLIC BEVERAGES IN A RESPONSIBLE MANNER. THE DELAWARE RESTAURANT ASSOCIATION IS PLANNING FOR TWO EVENTS IN FY 2023 SUPPORTING SUSSEX AND NEW CASTLE COUNTIES. FUNDING WOULD BE PROVIDED TO ASSIST WITH ADDITIONAL HOURS NEEDED TO PLAN AND HOST THE EVENTS, SECURE VENUES, AND TRAINING MATERIALS FOR ATTENDEES. FUNDS WOULD ALSO BE PROVIDED TO UPDATE THE ONLINE TRAINING COURSE AS NEEDED TO COVER ANY POSSIBLE MODIFICATION TO DELAWARE LAWS OR TO UPDATE BEST PRACTICES.					
PROJECT CODE	ESTIMATED FUNDING AMOUNT	FUNDING SOURCE	ELIGIBLE USE OF FUNDS	MATCH AMOUNT	LOCAL BENEFIT
SERW23-01	\$80,000	FY 2022 BIL 154 TRANSFER FUNDS	154 TRANSFER FUNDS - ALCOHOL NON-LAW ENFORCEMENT TRAINING	N/A	\$0



COUNTERMEASURE STRATEGY

TRAFFIC SAFETY RESOURCE PROSECUTOR

PROJECT SAFETY IMPACTS

We expect a reduction in our impaired driving fatalities 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
TSRE23-01	TRAFFIC SAFETY RESOURCE PROSECUTOR

PLANNED ACTIVITIES

PROJECT: TRAFFIC SAFETY RESOURCE PROSECUTOR					
PRIMARY COUNTER MEASURE STRATEGY: IMPAIRED DRIVING (DRUG AND ALCOHOL)					
INTENDED SUBRECIPIENTS: OHS, DELAWARE DEPARTMENT OF JUSTICE					
PLANNED ACTIVITY DESCRIPTION: DELAWARE'S TSRP PROGRAM INCLUDES A LEAD TSRP WITHIN DELAWARE'S DEPARTMENT OF JUSTICE, TWO ADDITIONAL ATTORNEYS (TWO PART-TIME POSITIONS) THAT ASSIST WITH ISSUES IN KENT AND SUSSEX COUNTIES, AND ONE PARALEGAL POSITION THAT ASSISTS WITH ALL THE TSRP RESPONSIBILITIES AND INITIATIVES. THE PARALEGAL POSITION IS FULL-TIME. 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
TSRE23-01	\$197,000	FY 2022 BIL ACT 405D IMPAIRED DRIVING MID	405D IMPAIRED DRIVING MID (BIL)	\$49,250	N/A



COUNTERMEASURE STRATEGY

HIGHWAY SAFETY STAFFING

PROJECT SAFETY IMPACTS

We expect a reduction in our impaired driving fatalities 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
COOA23-01	DRE/TRAINING COORDINATOR

PLANNED ACTIVITIES

PROJECT: DRE/TRAINING COORDINATOR

PRIMARY COUNTER MEASURE STRATEGY: HIGHWAY SAFETY STAFFING

INTENDED SUBRECIPIENTS: OHS

PLANNED ACTIVITY DESCRIPTION: THIS POSITION WILL PROVIDE SUPPORT TO TRAINING ACADEMIES STATEWIDE WITH SFST, ARIDE, AND OTHER IMPAIRED DRIVING RELATED TRAININGS. OTHER TRAINING OPPORTUNITIES INCLUDE DITEP, AND INTERACTING WITH DRIVER'S ED STUDENTS. THIS POSITION WILL ALSO FILL THE ROLE OF THE STATE DRE COORDINATOR RESPONSIBLE FOR ENSURING THE INTERNATIONAL STANDARDS OF DRUG AND EVALUATION AND CLASSIFICATION PROGRAM ARE FOLLOWED AND WILL OVERSEE THE TRAINING AND CERTIFICATION PROCEDURES OF THE PROGRAM. ADDITIONAL POSITION DUTIES MAY BE ASSIGNED AS THEY ARISE.

PROJECT CODE	ESTIMATED FUNDING AMOUNT	FUNDING SOURCE	ELIGIBLE USE OF FUNDS	MATCH AMOUNT	LOCAL BENEFIT
COOA23-01	\$80,000	FY 2022 BIL ACT 405D IMPAIRED DRIVING MID	405D IMPAIRED DRIVING MID (BIL)	\$20,000	N/A

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.



COUNTERMEASURE STRATEGY

IMPAIRED DRIVING STRATEGIC PLAN IMPLEMENTATION

PROJECT SAFETY IMPACTS

We expect a reduction in our impaired driving fatalities 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

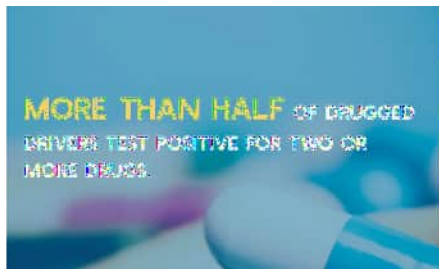
The countermeasure strategy was selected from proven countermeasure strategies from Countermeasures that Work, Uniform Highway Safety Program Guidelines, and NHTSA guidance. The funding allocation is based on the number of funds needed to complete the planned activity based on previous projects completed,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

PLANNED ACTIVITIES IN THIS SECTION

PROJECT CODES	PROJECT NAMES
IDSA23-01	IMPAIRED DRIVING TASK FORCE SUPPORT

PLANNED ACTIVITIES

PROJECT: IMPAIRED DRIVING TASK FORCE SUPPORT					
PRIMARY COUNTER MEASURE STRATEGY: IMPAIRED DRIVING STRATEGIC PLAN IMPLEMENTATION					
INTENDED SUBRECIPIENTS: OHS, WHITMAN REQUARDT & ASSOCIATES					
PLANNED ACTIVITY DESCRIPTION: WHITMAN REQUARDT & ASSOCIATES WILL ASSIST OHS AND PROVIDE SUPPORT FOR IMPLEMENTATION OF THE IMPAIRED DRIVING STRATEGIC PLAN AND THE IMPAIRED DRIVING TASK FORCE. SERVICES TO INCLUDE SUPPORT FOR ADMINISTRATIVE TASKS IN COORDINATING WITH VARIOUS STAKEHOLDERS AND ASSISTING IN SCHEDULING IMPAIRED DRIVING TASK FORCE MEETINGS.					
PROJECT CODE	ESTIMATED FUNDING AMOUNT	FUNDING SOURCE	ELIGIBLE USE OF FUNDS	MATCH AMOUNT	LOCAL BENEFIT
IDSA23-01	\$15,000	FY 2022 BIL ACT 405D IMPAIRED DRIVING MID	405D IMPAIRED DRIVING MID (BIL)	\$3,750	N/A





Program Area

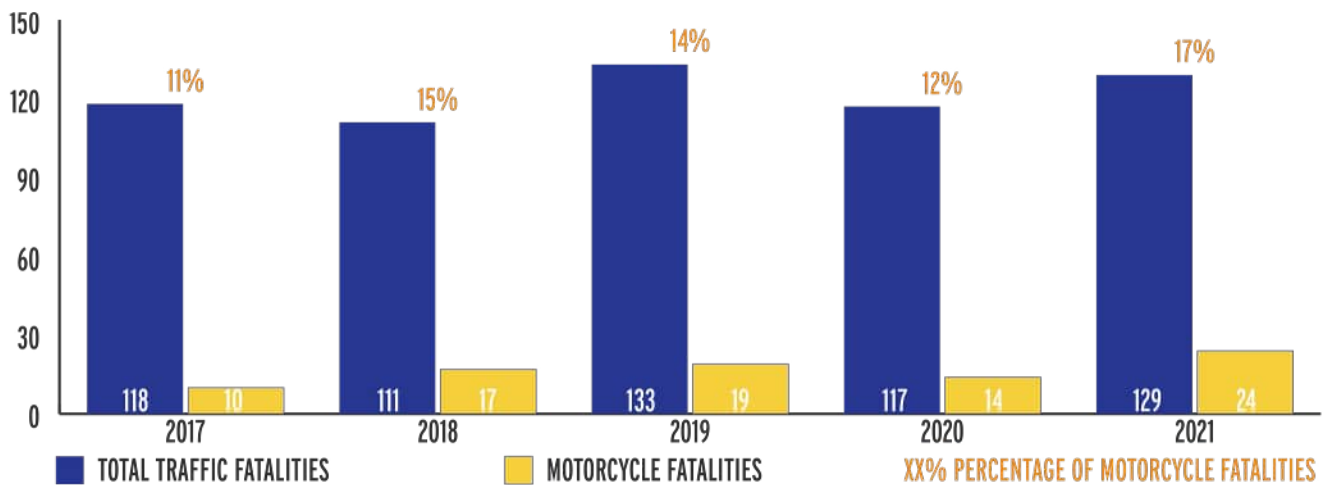
Motorcycle Safety

DESCRIPTION OF HIGHWAY SAFETY PROBLEMS

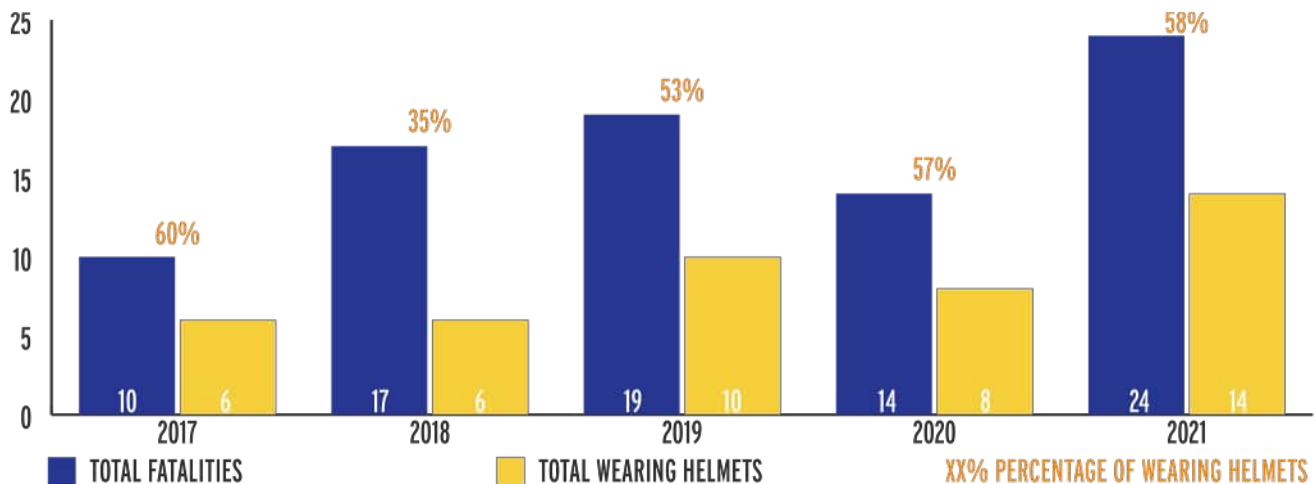
GENERAL FATALITY DATA

2021 saw a significant increase in motorcycle fatalities compared to previous years. The 24 fatalities were the highest on record. These accounted for 17.2% of all traffic fatalities. 14 motorcyclists were helmeted, 7 wear not wearing a helmet, and 3 were unknown.

PERCENTAGE OF MOTORCYCLE FATALITIES



PERCENTAGE OF MOTORCYCLE FATALITIES WEARING HELMETS

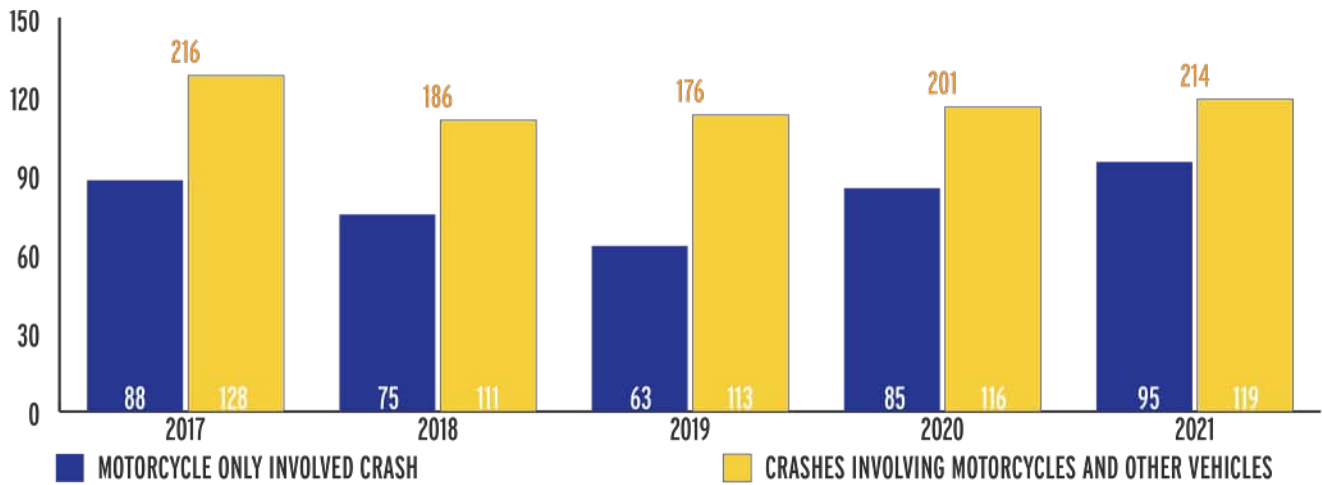




GENERAL DATA

- **Since 2017:**
 - 83.4% of crashes involved motorcyclists with a valid Delaware Driver's license.
 - Driver impairment was a factor in 7.5% of motorcycle crashes.
 - During crash investigations, the motorcyclist was determined to have a contribution action to the crash 61% of the time, with the most common action listed as "Operating a Vehicle in an Erratic, Reckless, Careless, Negligent, or Aggressive Manner" (22%). The motorcyclist was deemed to have No Contributing Action in 39% of crashes.
 - Motorcycle crashes tend to involve more than one vehicle

NUMBER OF VEHICLES IN MOTORCYCLE CRASHES



DATE/TIME

Motorcycles crashes follow warm weather months, peaking in the summer and rarely occurring during winter months. Fridays and Saturdays are the highest days of the week for motorcycle crashes since 2017.

MOTORCYCLE CRASHES BY MONTH (2017-2021)

	2017	2018	2019	2020	2021	TOTAL	PERCENTAGE %	5-YEAR AVERAGE
JANUARY	4	1	3	9	7	24	2.4%	4.8
FEBRUARY	9	5	1	4	3	22	2.2%	4.4
MARCH	14	3	6	15	11	49	4.9%	9.8
APRIL	23	22	13	10	22	90	9.0%	18.0
MAY	14	25	27	28	26	120	12.0%	24.0
JUNE	36	29	24	31	25	145	14.5%	29.0
JULY	25	23	34	23	31	136	13.6%	27.2
AUGUST	25	31	17	24	26	123	12.3%	24.6
SEPTEMBER	27	19	25	16	23	110	11.0%	22.0
OCTOBER	22	17	18	25	23	105	10.5%	21.0
NOVEMBER	17	10	5	14	11	57	5.7%	11.4
DECEMBER	3	3	3	3	6	18	1.8%	3.6
TOTAL	219	188	176	202	214	999		199.8

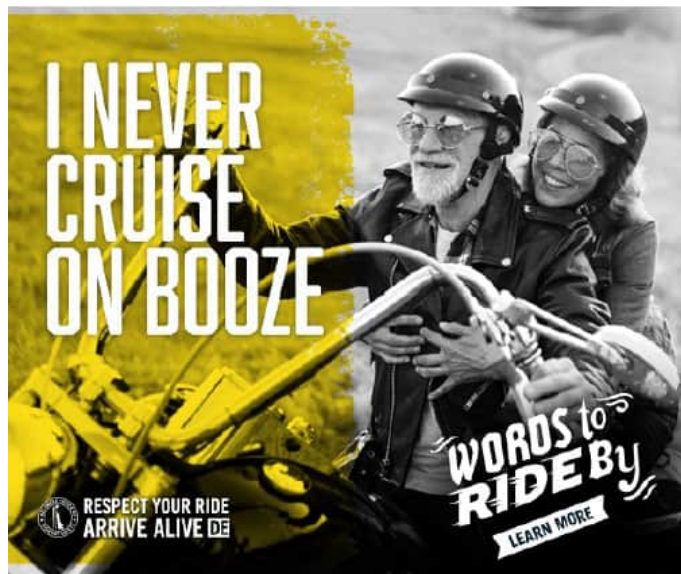
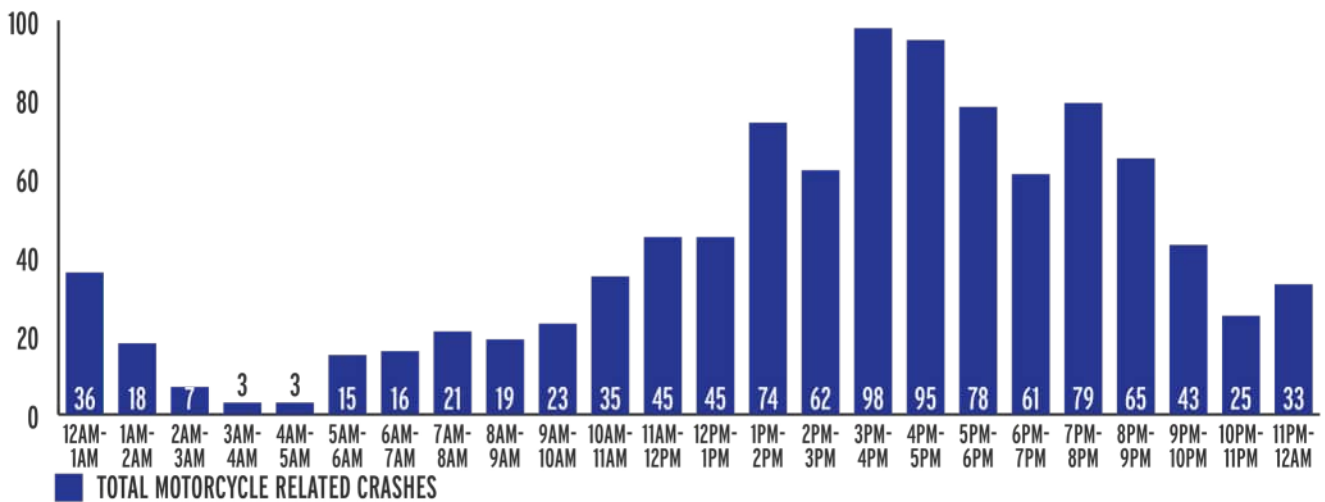


MOTORCYCLE CRASHES BY WEEKDAY (2017-2021)

	2017	2018	2019	2020	2021	TOTAL	PERCENTAGE %	5-YEAR AVERAGE
SUNDAY	35	20	32	37	37	111	11.1%	22.2
MONDAY	25	24	20	18	24	122	12.2%	24.4
TUESDAY	28	22	28	16	28	123	12.3%	24.6
WEDNESDAY	23	29	22	30	19	134	13.4%	26.8
THURSDAY	34	26	18	31	25	142	14.2%	28.4
FRIDAY	35	18	28	30	31	206	20.6%	41.2
SATURDAY	39	49	28	40	50	161	16.1%	32.2
TOTAL	219	188	176	202	214	999		199.8

These crashes occur most often between 1 PM – 9 PM with the highest spikes between 3 PM – 6 PM.

MOTORCYCLE CRASHES BY TIME

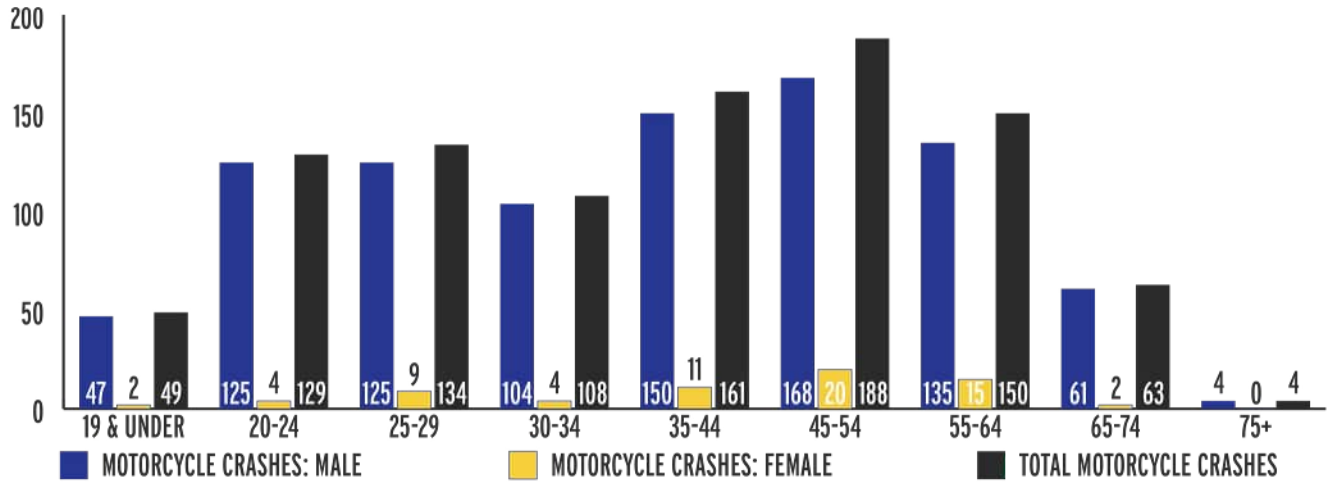




AGE/GENDER

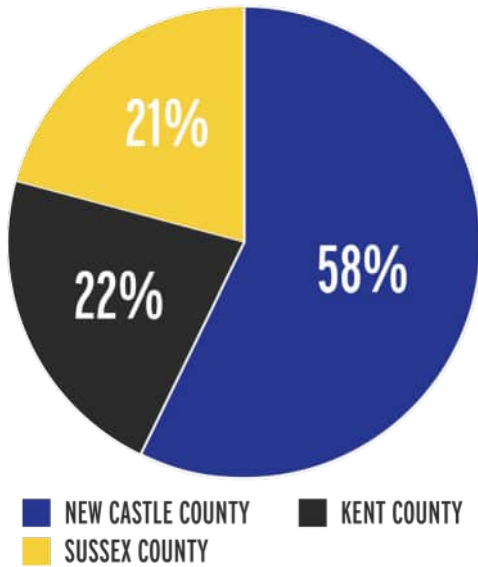
Age distribution is fairly consistent, with a small spike among motorcyclists aged 45-54.

MOTORCYCLE CRASHES BY AGE AND GENDER (2017-2021)

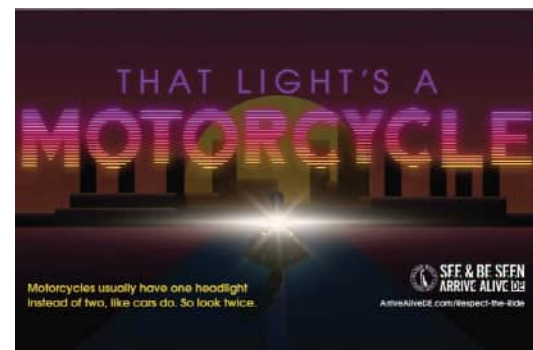


COUNTY

MOTORCYCLE CRASHES BY AGE AND GENDER (2017-2021)



Although Kent County has a much lower population, the number of crashes in Kent and Sussex County are similar. Motorcycle crashes seem to be one of the only areas where Kent County appears to contribute more crashes than Sussex County.



ASSOCIATED PERFORMANCE MEASURES

FISCAL YEAR	PERFORMANCE MEASURE NAME	TARGET END YEAR	TARGET PERIOD	TARGET VALUE
2023	C-7) Number of motorcyclist fatalities (FARS)	2023	5 Years	14.3
2023	C-8) Number of un-helmeted motorcyclist fatalities (FARS)	2023	5 Years	5.4



PROJECT SAFETY IMPACTS

We expect a reduction in our motorcycle fatalities and un-helmeted motorcycle fatalities 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.

COUNTERMEASURE STRATEGIES IN PROGRAM AREA

- **High Visibility Enforcement**
- **Communications Campaign**

COUNTERMEASURE STRATEGY

HIGH VISIBILITY ENFORCEMENT

PROJECT SAFETY IMPACTS

We expect a reduction in our motorcycle fatalities and un-helmeted motorcycle fatalities 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
OHMB23-01	APRIL/MAY MOTORCYCLE ENFORCEMENT
OHMB23-02	DELMARVA BIKE WEEK MOTORCYCLE ENFORCEMENT



PLANNED ACTIVITIES

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 AND TIMED WITH ANNUAL INCREASES OF MOTORCYCLE CRASHES ON DELAWARE ROADWAYS. THE ENFORCEMENT WILL FOCUS ON RIDERS AND MOTORISTS IN ALL THREE COUNTIES. THIS MOBILIZATION WILL OCCUR 4/29 - 5/7/2023. ENFORCEMENT TIME PERIODS WILL BE FROM 10 AM - 11 PM. NO FUNDS WILL BE USED TO SUPPORT HELMET CHECKPOINTS.					
PROJECT CODE	ESTIMATED FUNDING AMOUNT	FUNDING SOURCE	ELIGIBLE USE OF FUNDS	MATCH AMOUNT	LOCAL BENEFIT
OHMB23-01	\$12,260	FY2023 BIL NHTSA 402	BIL NHTSA 402- MOTORCYCLE SAFETY	\$3,065	\$6,100

PLANNED ACTIVITIES

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 DURING DELMARVA BIKE WEEK. THE ENFORCEMENT WILL FOCUS ON RIDERS AND MOTORISTS. NO FUNDS WILL BE USED TO SUPPORT HELMET CHECKPOINTS. DELMARVA BIKE WEEK IS HELD IN CONJUNCTION WITH OCEAN CITY BIKE WEEK IN SEPTEMBER. IT IS ANTICIPATED THAT DELAWARE WILL SEE A LARGE INCREASE IN THE NUMBER OF MOTORCYCLES DURING THE SEPTEMBER 2022 WEEKEND. THIS MOBILIZATION WILL OCCUR 9/14 - 9/17/2023. ENFORCEMENT TIME PERIODS WILL BE FROM 10 AM - 11 PM.					
PROJECT CODE	ESTIMATED FUNDING AMOUNT	FUNDING SOURCE	ELIGIBLE USE OF FUNDS	MATCH AMOUNT	LOCAL BENEFIT
OHMB23-02	\$11,280	FY2023 BIL NHTSA 402	BIL NHTSA 402- MOTORCYCLE SAFETY	\$2,820	\$6,800

COUNTERMEASURE STRATEGY

COMMUNICATIONS CAMPAIGN

PROJECT SAFETY IMPACTS

We expect a reduction in our motorcycle fatalities and un-helmeted motorcycle fatalities 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
OHMM23-01, MCPE23-01, MCPF23-01	MOTORCYCLE PAID MEDIA AND OUTREACH

PLANNED ACTIVITIES

PROJECT: MOTORCYCLE PAID MEDIA AND OUTREACH					
PRIMARY COUNTER MEASURE STRATEGY: COMMUNICATION CAMPAIGN					
INTENDED SUBRECIPIENTS: OHS, ALOYSIUS BUTLER & CLARK, DEARDORFF ASSOCIATES					
PLANNED ACTIVITY DESCRIPTION: OHS WILL WORK WITH CONTRACTED MARKETING PARTNERS TO EDUCATE THE PUBLIC ON MOTORCYCLE DRIVING ISSUES. OHS WILL COORDINATE PAID MEDIA AND OUTREACH OPPORTUNITIES THROUGHOUT THE FISCAL YEAR AND TO COINCIDE WITH ENFORCEMENT EFFORTS. OHS WILL WORK WITH THESE PARTNERS TO DETERMINE THE BEST MEANS TO REACH TARGET DEMOGRAPHICS THROUGH DATA ANALYSIS. OHS WILL CONTINUE TO BUILD THE SOCIAL MEDIA REACH THROUGH FACEBOOK, TWITTER, INSTAGRAM, SNAPCHAT, AND TIKTOK.					
MOTORIST EDUCATION EFFORTS WILL BE SUPPORTED WITH FUNDS FROM 402 AND 405F. MOTORCYCLE RIDER EDUCATION EFFORTS WILL ONLY BE FUNDED FROM 402.					
PROJECT CODE	ESTIMATED FUNDING AMOUNT	FUNDING SOURCE	ELIGIBLE USE OF FUNDS	MATCH AMOUNT	LOCAL BENEFIT
OHMM23-01	\$140,000	FY2023 BIL NHTSA 402	BIL NHTSA 402- PAID ADVERTISING	\$35,000	\$140,000
MCPE23-01	\$785.57	FY 2022 BIL NHTSA 405F MOTORCYCLE PROGRAMS	BIL 405F - SAFETY MOTORCYCLIST AWARENESS	N/A	N/A
MCPF23-01	\$39,214.43	FY 2023 BIL NHTSA 405F MOTORCYCLE PROGRAMS	BIL 405F - SAFETY MOTORCYCLIST AWARENESS	N/A	N/A



Program Area

Non-Motorized

(Pedestrians And Bicyclist)

DESCRIPTION OF HIGHWAY SAFETY PROBLEMS

Pedestrian safety continues to be a top priority of OHS. Due to the overall percentage of pedestrian fatalities and injuries in comparison to bicycle fatalities and injuries, OHS has determined that the use of limited non-motorized funds is best spent focusing on pedestrian safety. Project proposals relating to bicycle safety may be submitted throughout the fiscal year by highway safety partners and will be evaluated for implementation based on project goals and expected performance. OHS will continue to build on the partnership with DelDOT and their Bicycle Safety Program. OHS has made the determination through data analysis to focus on Pedestrian Safety and support DelDOT established initiatives as the lead in the state with a bicycle safety program as DelDOT has the resources, staffing and funding to support this. For the purpose of this Highway Safety Plan, the following data only relates to pedestrian crashes. In 2021, 29 pedestrians were killed on Delaware’s roadways. This accounted for 21% of all roadway fatalities. In 2020, there were 25 fatalities (also 21%) and in 2019 there were 32 pedestrian fatalities and accounted for 24% of all fatalities.

PEDESTRIAN FATAL CRASHES

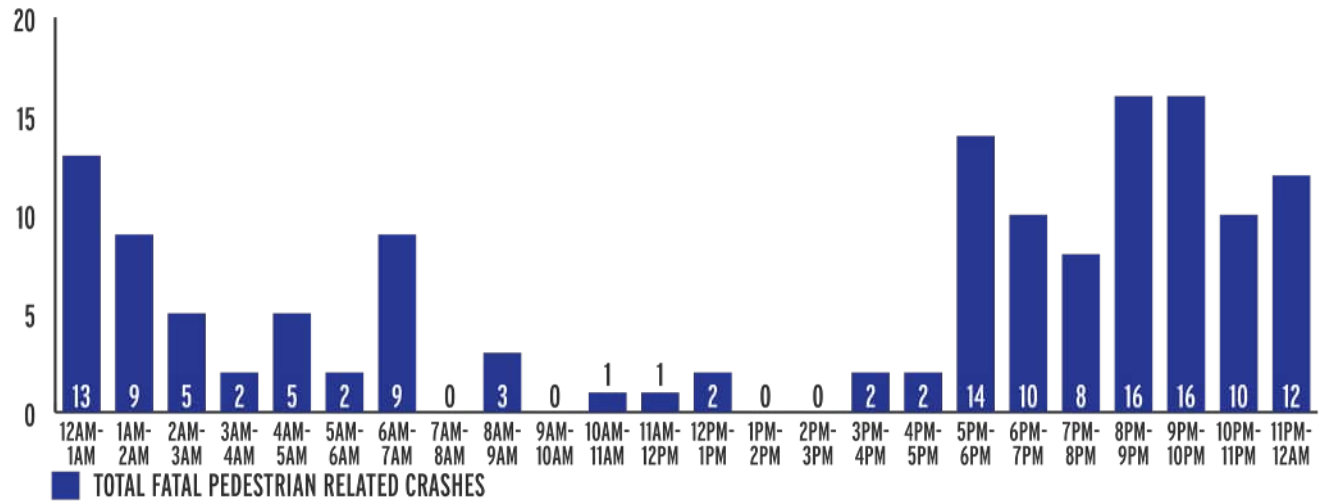
Pedestrian fatalities are highest during winter months coinciding with less sunlight. January and December accounting for 27% of pedestrian fatalities. Lack of lighting as a characteristic of pedestrian fatal crashes is demonstrated during hourly breakdowns. 76% of pedestrian fatalities occur between 5 PM – 2 AM. Breaking hourly rates down further, 54% of pedestrian fatalities occur between 8 PM - 2 AM. November and August had the highest number of pedestrian crashes. 86% of pedestrian fatalities occurred in dark conditions.

PEDESTRIAN FATALITIES BY MONTH (2017-2021)

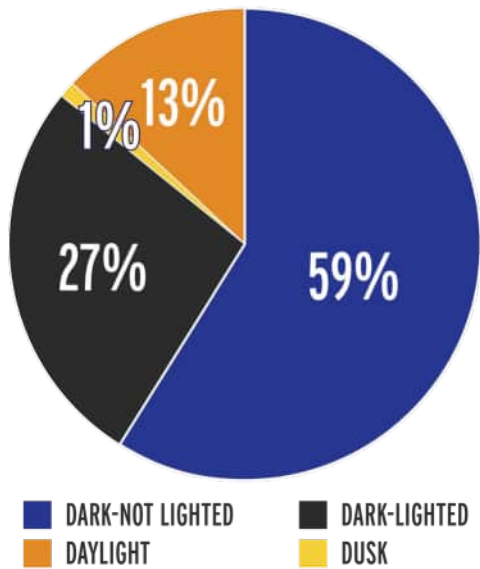
	2017		2018		2019		2020		2021		TOTAL	
JANUARY	5	15%	1	4%	2	6%	4	16%	2	7%	14	10%
FEBRUARY	2	6%	0	0%	3	9%	3	12%	0	0%	8	6%
MARCH	1	3%	1	4%	2	6%	1	4%	0	0%	5	3%
APRIL	3	9%	4	17%	1	3%	1	4%	3	10%	12	8%
MAY	2	6%	3	13%	4	13%	0	0%	2	7%	11	8%
JUNE	0	0%	1	4%	2	6%	2	8%	1	3%	6	4%
JULY	4	12%	3	13%	3	9%	2	8%	1	3%	13	9%
AUGUST	1	3%	2	8%	3	9%	3	12%	3	10%	12	8%
SEPTEMBER	2	6%	0	0%	2	6%	3	12%	5	17%	12	8%
OCTOBER	5	15%	1	4%	3	9%	0	0%	4	14%	13	9%
NOVEMBER	5	15%	1	4%	1	3%	4	16%	2	7%	13	9%
DECEMBER	3	9%	7	29%	6	19%	2	8%	6	21%	24	17%
TOTAL	33		24		32		25		29		143	



PEDESTRIAN FATALITIES BY HOUR (2017-2021)



LIGHTING CONDITION OF PEDESTRIAN FATALITIES (2017-2021)

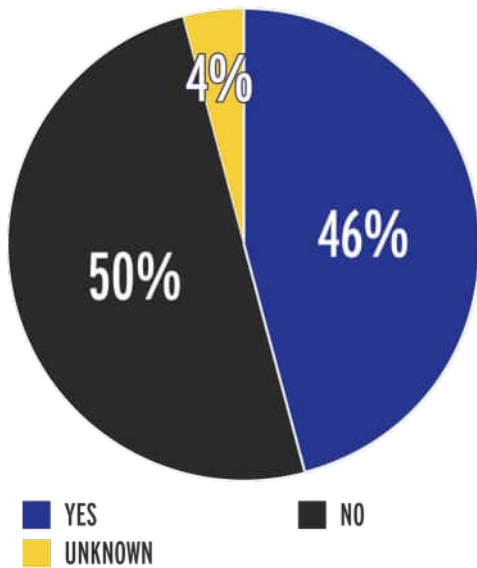




Comparing pedestrian fatalities by 2020 Census population counts, none of the counties show any significant overrepresentation.

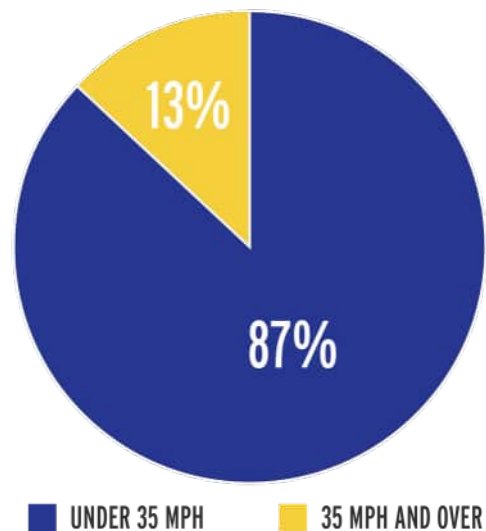
PEDESTRIAN FATALITIES BY COUNTY (2017-2021)													
	2017		2018		2019		2020		2021		TOTAL		2020 Census Population %
KENT	5	15%	7	29%	3	10%	3	12%	5	17%	23	16%	18%
NEW CASTLE	17	52%	12	50%	21	68%	13	52%	20	69%	83	58%	58%
SUSSEX	11	33%	5	21%	7	23%	9	36%	4	14%	36	25%	24%
TOTAL	33		24		31		25		29		142		

DUI PEDESTRIAN FATALITIES (2017-2021)



Impairment trends for pedestrians matches those of drivers in fatal crashes. Over the last five years, 46% of pedestrians killed were under the influence of drugs and/or alcohol.

PEDESTRIAN FATALITIES BY SPEED LIMIT (2017-2021)



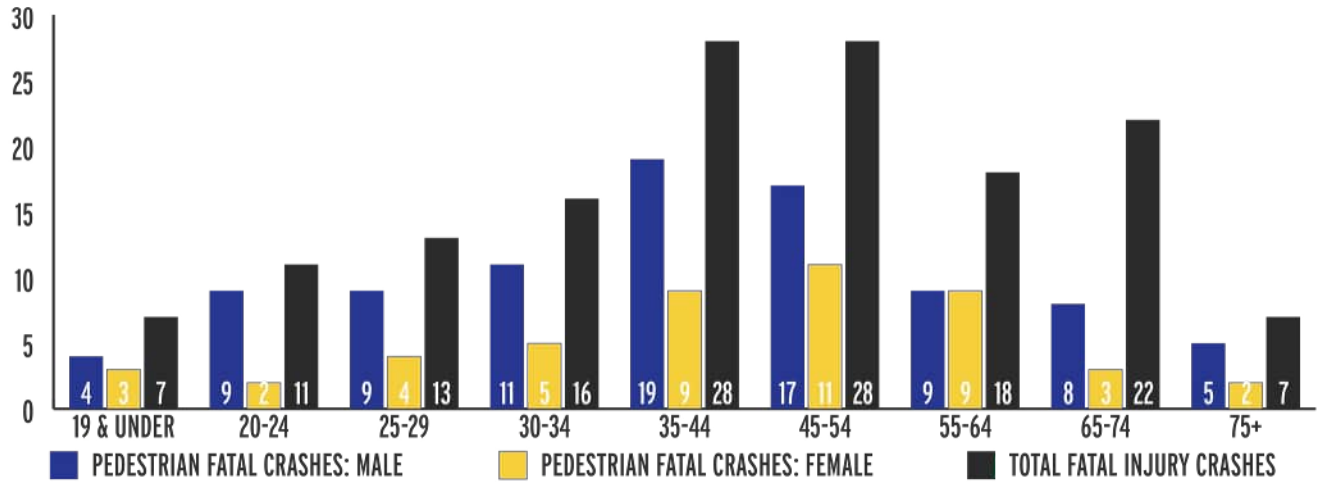
Studies show that as vehicle speed increases, the seriousness of injuries to pedestrians exponentially increases in kind. Pedestrian fatality data on Delaware roadways show to relationship. 87% of pedestrian fatal crashes occurred on roadways with a 35 MPH speed limit and higher. In addition, these roadways tend to be multi-lane arterials with crosswalks that are spaced far apart.



AGE/GENDER

Pedestrians who are killed tend to be male and between the age of 35-64.

PEDESTRIAN FATALITIES BY AGE AND GENDER (2017-2021)



PEDESTRIAN REPORTABLE AND INJURY CRASHES

Data trends are different when comparing pedestrian fatality crashes to overall pedestrian reportable and injury crashes. When looking at overall pedestrian crashes, a more even distribution is observed throughout the year, with slightly increased rates during the second half of the year. The slight skewing can be attributed to dramatically reduced crashes during the 2020 lockdown.

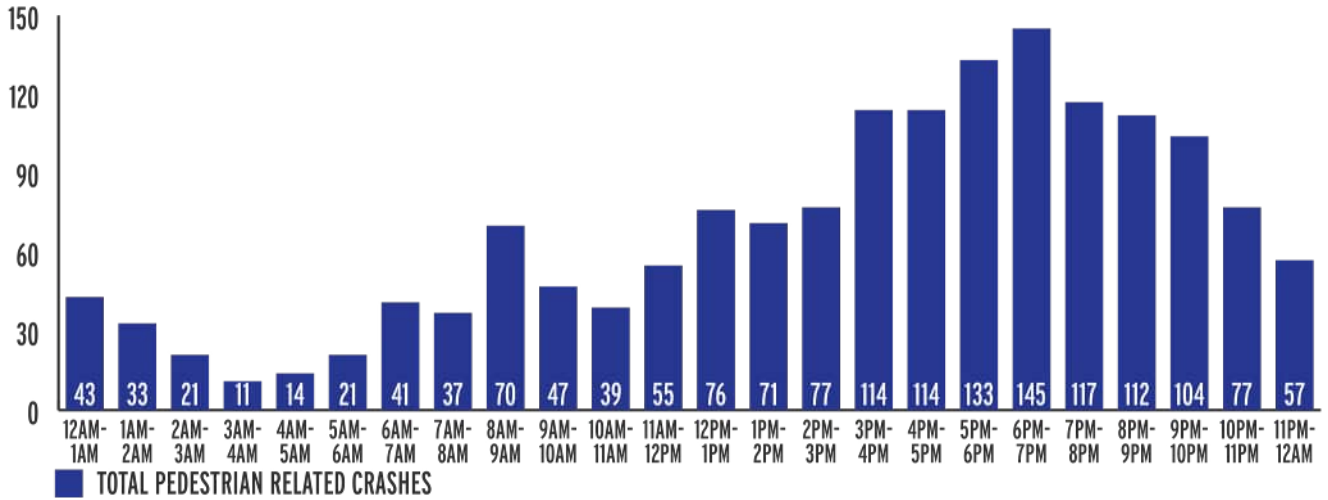
PEDESTRIAN CRASHES BY MONTH (2017-2021)

	2017	2018	2019	2020	2021	TOTAL	5-YEAR AVERAGE
JANUARY	29	22	29	32	21	133	27
FEBRUARY	19	15	39	29	18	120	24
MARCH	23	20	22	24	24	113	23
APRIL	30	29	29	13	26	127	25
MAY	18	27	38	19	33	135	27
JUNE	26	26	33	22	23	130	26
JULY	26	23	30	17	31	127	25
AUGUST	28	24	32	30	34	148	30
SEPTEMBER	44	28	24	23	21	140	28
OCTOBER	31	33	28	24	31	147	29
NOVEMBER	37	30	24	35	36	162	32
DECEMBER	32	47	29	16	23	147	29
TOTAL	343	324	357	284	321	1,629	326

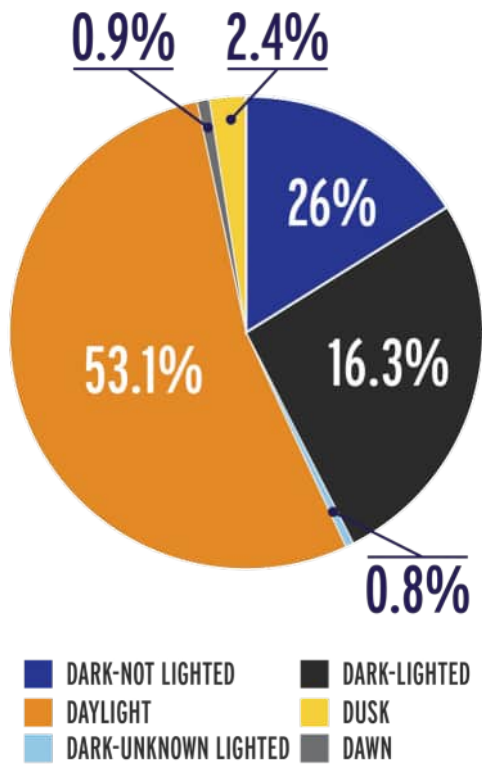


38% of crashes occur between 3 PM – 8 PM with 53% occurring during daylight hours.

PEDESTRIAN CRASHES BY HOUR (2017-2021)



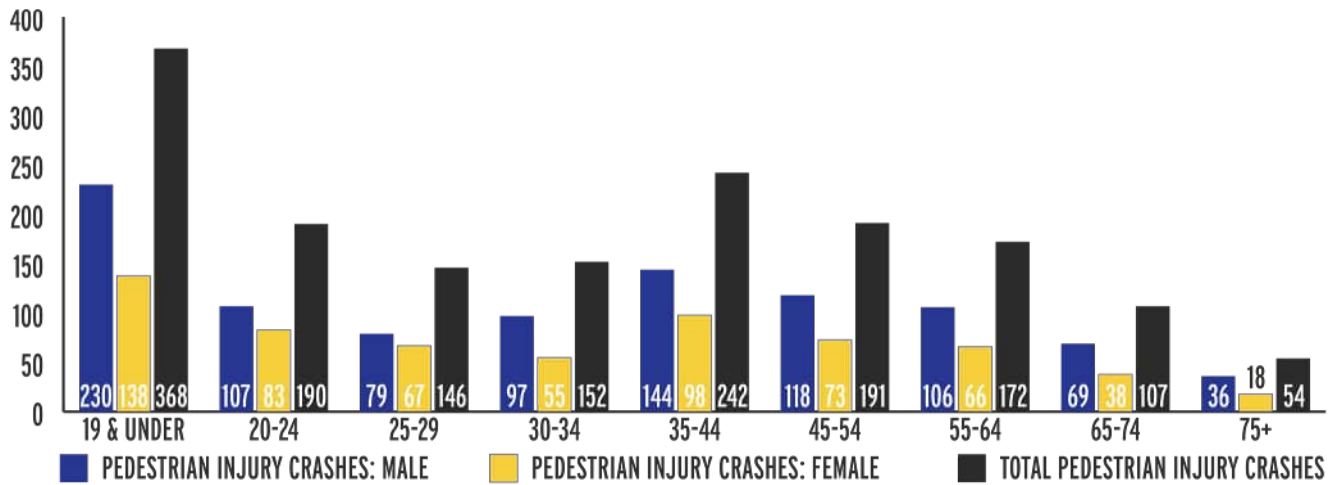
LIGHTING CONDITIONS OF PEDESTRIAN CRASHES (2017-2021)



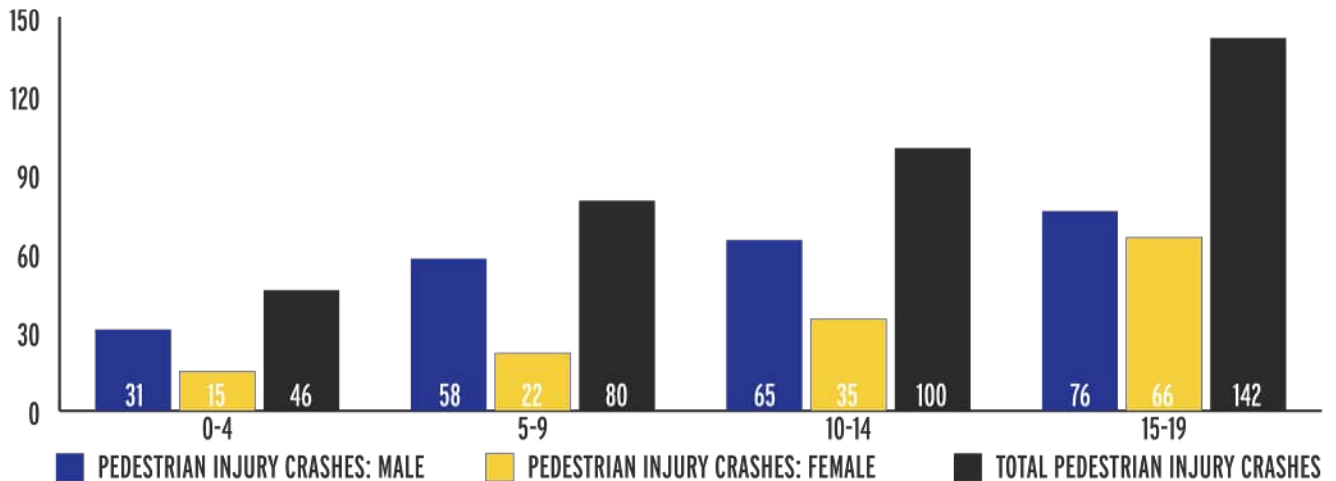


Individuals tend to be much younger in pedestrian crashes, 23% are aged 19 or younger. Further breakdowns show increased involvement as age increases.

PEDESTRIAN CRASHES BY AGE AND GENDER (2017-2021)



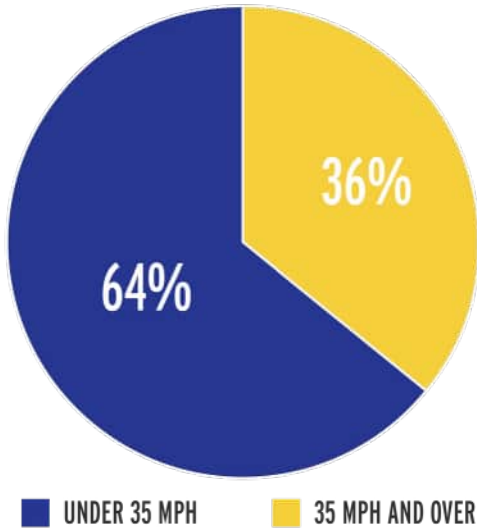
UNDER 20 PEDESTRIAN CRASHES BY AGE AND GENDER (2017-2021)





Nearly 2/3 of pedestrian crashes occur on roadways that have posted speed limits lower than 35 MPH.

PEDESTRIAN CRASHES BY SPEED LIMIT (2017-2021)



New Castle County does show overrepresentation when analyzing all reported pedestrian crashes.



ASSOCIATED PERFORMANCE MEASURES

FISCAL YEAR	PERFORMANCE MEASURE NAME	TARGET END YEAR	TARGET PERIOD	TARGET VALUE
2023	C-10) Number of pedestrian fatalities (FARS)	2023	5 Years	271
2023	C-11) Number of bicyclists fatalities (FARS)	2023	5 Years	4.5

COUNTERMEASURE STRATEGIES IN PROGRAM AREA

- Pedestrian Enforcement/Education Outreach
- Anticipated Projects
- Communications Campaign

COUNTERMEASURE STRATEGY

PEDESTRIAN ENFORCEMENT/EDUCATION OUTREACH

PROJECT SAFETY IMPACTS

We expect a reduction in our overall fatalities and serious injury crashes related to non-motorized roadway users 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
OHPA23-01	OCTOBER PEDESTRIAN ENFORCEMENT/EDUCATION OUTREACH
OHPA23-02	SAFE FAMILY HOLIDAY PEDESTRIAN ENFORCEMENT/EDUCATION
OHPA23-03	MARCH/APRIL PEDESTRIAN ENFORCEMENT/EDUCATION OUTREACH
OHPJ23-04, OHPK23-01	SUMMER BEACH PEDESTRIAN ENFORCEMENT/EDUCATION OUTREACH
OHPK23-02	AUGUST / SEPTEMBER PEDESTRIAN ENFORCEMENT/ EDUCATION OUTREACH

PLANNED ACTIVITIES

PROJECT: OCTOBER PEDESTRIAN ENFORCEMENT/EDUCATION OUTREACH					
PRIMARY COUNTER MEASURE STRATEGY: PEDESTRIAN ENFORCEMENT/EDUCATION OUTREACH					
INTENDED SUBRECIPIENTS: OHS, DELAWARE STATE POLICE AND LOCAL 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. THIS MOBILIZATION WILL OCCUR BETWEEN 10/1 - 10/16/2022. PATROLS WILL BE HELD BETWEEN 5 PM - 2 AM FOCUSING 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
OHPA23-01	\$26,200	FY2023 BIL NHTSA 402	BIL 402 - PEDESTRIAN/ BICYCLE SAFETY (BIL)	\$6,550	\$18,360





PLANNED ACTIVITIES

PROJECT: SAFE FAMILY HOLIDAY PEDESTRIAN ENFORCEMENT/EDUCATION OUTREACH					
PRIMARY COUNTER MEASURE STRATEGY: PEDESTRIAN ENFORCEMENT/EDUCATION OUTREACH					
INTENDED SUBRECIPIENTS: OHS, DELAWARE STATE POLICE AND LOCAL 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. THIS MOBILIZATION WILL OCCUR BETWEEN 11/20 - 12/18/2022. PATROLS 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
OHPA23-02	\$22,520	FY2023 BIL NHTSA 402	BIL 402 - PEDESTRIAN/ BICYCLE SAFETY (BIL)	\$5,630	\$14,680

PLANNED ACTIVITIES

PROJECT: MARCH/APRIL PEDESTRIAN ENFORCEMENT/EDUCATION OUTREACH					
PRIMARY COUNTER MEASURE STRATEGY: PEDESTRIAN ENFORCEMENT/EDUCATION OUTREACH					
INTENDED SUBRECIPIENTS: OHS, DELAWARE STATE POLICE AND LOCAL 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. THIS MOBILIZATION WILL OCCUR BETWEEN 3/24 - 4/16/2023. PATROLS 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
OHPA23-03	\$23,080	FY2023 BIL NHTSA 402	BIL 402 - PEDESTRIAN/ BICYCLE SAFETY (BIL)	\$5,770	\$15,240



PLANNED ACTIVITIES

PROJECT: SUMMER BEACH PEDESTRIAN ENFORCEMENT/EDUCATION OUTREACH					
PRIMARY COUNTER MEASURE STRATEGY: PEDESTRIAN ENFORCEMENT/EDUCATION OUTREACH					
INTENDED SUBRECIPIENTS: OHS, DELAWARE STATE POLICE AND LOCAL 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. THIS MOBILIZATION WILL OCCUR 5/27 (MEMORIAL DAY WEEKEND) – 9/4/2023 (LABOR DAY WEEKEND). THESE DATES COINCIDE WITH UNOFFICIAL START AND END TO THE DELAWARE BEACH TOURISM SEASON. PATROLS 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
OHPJ23-04	\$12,500	FY2022 BIL 405H NON-MOTORIZED SAFETY	BIL 405H - LAW ENFORCEMENT	\$3,125	N/A
OHPK23-01	\$26,540	FY2022 BIL 405H NON-MOTORIZED SAFETY	BIL 405H - LAW ENFORCEMENT	\$6,635	N/A

PLANNED ACTIVITIES

PROJECT: AUGUST / SEPTEMBER PEDESTRIAN ENFORCEMENT/EDUCATION OUTREACH					
PRIMARY COUNTER MEASURE STRATEGY: PEDESTRIAN ENFORCEMENT/EDUCATION OUTREACH					
INTENDED SUBRECIPIENTS: OHS, DELAWARE STATE POLICE AND LOCAL 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. THIS MOBILIZATION WILL OCCUR 8/19 – 9/10/2023. PATROLS WILL BE HELD BETWEEN 5 P.M.-2 A.M. 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
OHMB23-02	\$11,280	FY2023 BIL NHTSA 402	BIL 405 H - PEDESTRIAN/BICYCLE SAFETY (BIL)	\$2,820	\$6,800



COUNTERMEASURE STRATEGY

ANTICIPATED PROJECTS

PROJECT SAFETY IMPACTS

We expect a reduction in our overall fatalities and serious injury crashes related to non-motorized roadway users 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
OHPK23-03	ANTICIPATED NON-MOTORIZED (PEDESTRIANS AND BICYCLIST) PROJECTS

PLANNED ACTIVITIES

PROJECT: ANTICIPATED NON-MOTORIZED (PEDESTRIANS AND BICYCLIST) PROJECTS					
PRIMARY COUNTER MEASURE STRATEGY: PEDESTRIAN ENFORCEMENT/EDUCATION OUTREACH					
INTENDED SUBRECIPIENTS: OHS					
PLANNED ACTIVITY DESCRIPTION: FUNDS WILL BE MADE AVAILABLE FOR PROJECTS RELATED TO IMPROVING PEDESTRIAN SAFETY ON DELAWARE ROADWAYS. THESE FUNDS WILL BE ALLOCATED WHEN THOSE PROJECTS ARE SUBMITTED AND APPROVED BY THE OHS PROJECT PROPOSAL PROCESS.					
PROJECT CODE	ESTIMATED FUNDING AMOUNT	FUNDING SOURCE	ELIGIBLE USE OF FUNDS	MATCH AMOUNT	LOCAL BENEFIT
OHPK23-03	\$26,182	FY2023 BIL 405H NON-MOTORIZED SAFETY	BIL 405H - NON-MOTORIZED SAFETY	\$6,545.50	N/A



COUNTERMEASURE STRATEGY

COMMUNICATIONS CAMPAIGN

PROJECT SAFETY IMPACTS

We expect a reduction in our overall fatalities and serious injury crashes related to non-motorized roadway users 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
PEDR23-01, PEDS23-01, OHPM23-01	NON-MOTORIZED PAID MEDIA AND OUTREACH

PLANNED ACTIVITIES

PROJECT: NON-MOTORIZED PAID MEDIA AND OUTREACH					
PRIMARY COUNTER MEASURE STRATEGY: COMMUNICATION CAMPAIGN					
INTENDED SUBRECIPIENTS: OHS, ALOYSIUS BUTLER & CLARK, DEARDORFF ASSOCIATES					
PLANNED ACTIVITY DESCRIPTION: OHS WILL WORK WITH CONTRACTED MARKETING PARTNERS TO EDUCATE THE PUBLIC ON NON-MOTORIZED DRIVING ISSUES. OHS WILL COORDINATE PAID MEDIA AND OUTREACH OPPORTUNITIES THROUGHOUT THE FISCAL YEAR AND TO COINCIDE WITH EDUCATION AND ENFORCEMENT EFFORTS. OHS WILL WORK WITH THESE PARTNERS TO DETERMINE THE BEST MEANS TO REACH TARGET DEMOGRAPHICS THROUGH DATA ANALYSIS. OHS WILL CONTINUE TO BUILD THE SOCIAL MEDIA REACH THROUGH FACEBOOK, TWITTER, INSTAGRAM, SNAPCHAT, AND TIKTOK.					
PROJECT CODE	ESTIMATED FUNDING AMOUNT	FUNDING SOURCE	ELIGIBLE USE OF FUNDS	MATCH AMOUNT	LOCAL BENEFIT
PEDR23-01	\$12,500	FY2022 BIL 405H NON-MOTORIZED SAFETY	BIL 405H - PUBLIC EDUCATION	N/A	N/A
PEDS23-01	\$73,722	FY2023 BIL 405H NON-MOTORIZED SAFETY	BIL 405H - PUBLIC EDUCATION	N/A	N/A
OHPM23-01	\$220,000	FY2023 BIL NHTSA 402	BIL 402 - PAID ADVERTISING	\$55,000	\$220,000



Program Area

Occupant Protection

(Adult And Child Passenger Safety)

DESCRIPTION OF HIGHWAY SAFETY PROBLEMS/DATA SUMMARY

In 2021, there was a noticeable increase from prior years of vehicle occupant fatalities with 60% (84). In 2021, 48% (40) of vehicle occupants were killed while being unrestrained in a crash. This coincided with an increase in all unrestrained crashes between 2020 (351) and 2021 (406). This accounts for a 16% increase overall, and concerning, a 75% increase from 2019.

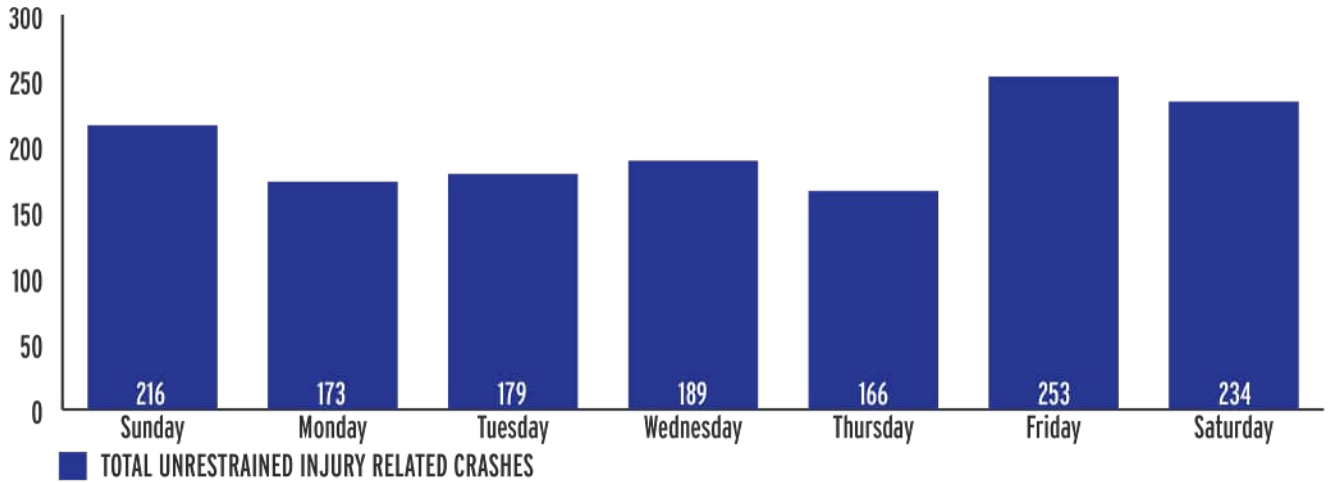
DATE/TIME												
UNRESTRAINED CRASHES BY MONTH (2017-2021)												
	2017		2018		2019		2020		2021		TOTAL	
JANUARY	8	4%	16	8%	16	7%	31	9%	30	7%	101	7%
FEBRUARY	17	8%	19	9%	7	3%	37	11%	21	5%	101	7%
MARCH	20	10%	19	9%	17	7%	25	7%	28	7%	109	8%
APRIL	21	10%	13	6%	20	9%	21	6%	45	11%	120	9%
MAY	20	10%	16	8%	24	10%	27	8%	39	10%	126	9%
JUNE	20	10%	18	8%	17	7%	34	10%	37	9%	126	9%
JULY	19	9%	25	12%	24	10%	37	11%	39	10%	144	10%
AUGUST	18	9%	10	5%	29	13%	25	7%	25	6%	107	8%
SEPTEMBER	18	9%	13	6%	19	8%	26	7%	43	11%	119	8%
OCTOBER	18	9%	20	9%	25	11%	44	13%	35	9%	142	10%
NOVEMBER	16	8%	26	12%	17	7%	27	8%	29	7%	115	8%
DECEMBER	13	6%	18	8%	17	7%	17	5%	35	9%	100	7%
TOTAL	208		213		232		351		406		1,410	

Over the last five years, unrestrained crashes are spread out evenly across months with all being between 7% - 10%. Higher months occur during the spring and early summer, peaking in July, before another peak in October. June to August account for 27% of unrestrained crashes and in expanding to the summer months, March through July represents 44% of all unrestrained crashes.



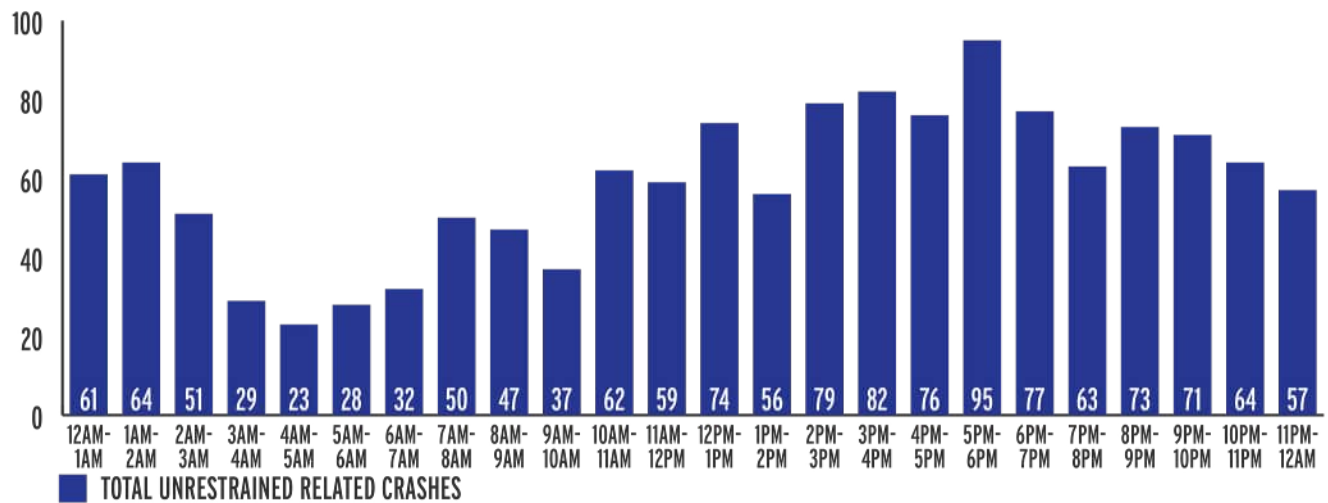


UNRESTRAINED CRASHES BY WEEKDAY (2017-2021)



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

UNRESTRAINED CRASHES BY HOUR (2017-2021)





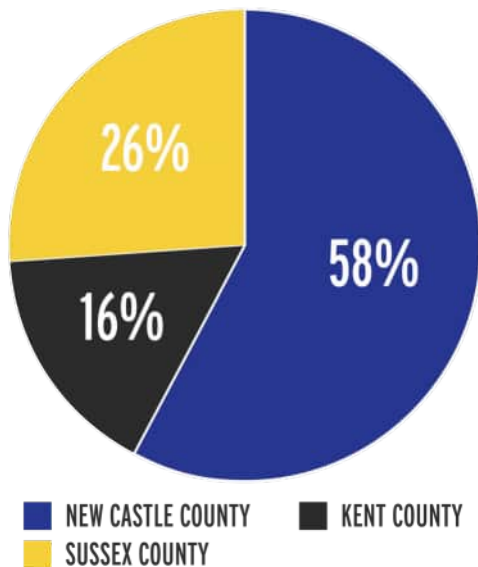
The evening commute from 3pm-6pm accounts for 18% of all unrestrained crashes. An additional spike occurs from 8 pm – 10 pm (10%). This may be related to crashes involving high risk drivers. There are several day/time combinations that stand out in terms of greatest number of unrestrained crashes: Sunday 12 am – 3 am, Friday 12 pm – 3 pm, and Saturday from 6 pm – 9 pm.

UNRESTRAINED CRASHES BY WEEKDAY AND HOUR GROUPING (2017-2021)

	12AM - 3AM	3AM - 6AM	6AM - 9AM	9AM - 12PM	12PM - 3PM	3PM - 6PM	6PM - 9PM	9PM - 12AM	TOTAL
SUNDAY	52	16	12	18	31	28	37	22	216
MONDAY	20	7	14	20	30	43	22	17	173
TUESDAY	13	7	28	22	25	37	21	26	179
WEDNESDAY	17	11	16	32	27	35	20	31	189
THURSDAY	19	7	25	19	18	33	26	19	166
FRIDAY	25	12	20	26	52	49	35	34	253
SATURDAY	30	20	14	21	26	28	52	43	234
TOTAL	176	80	129	158	209	253	213	192	1,410

COUNTY

UNRESTRAINED CRASHES BY COUNTY (2017-2021)



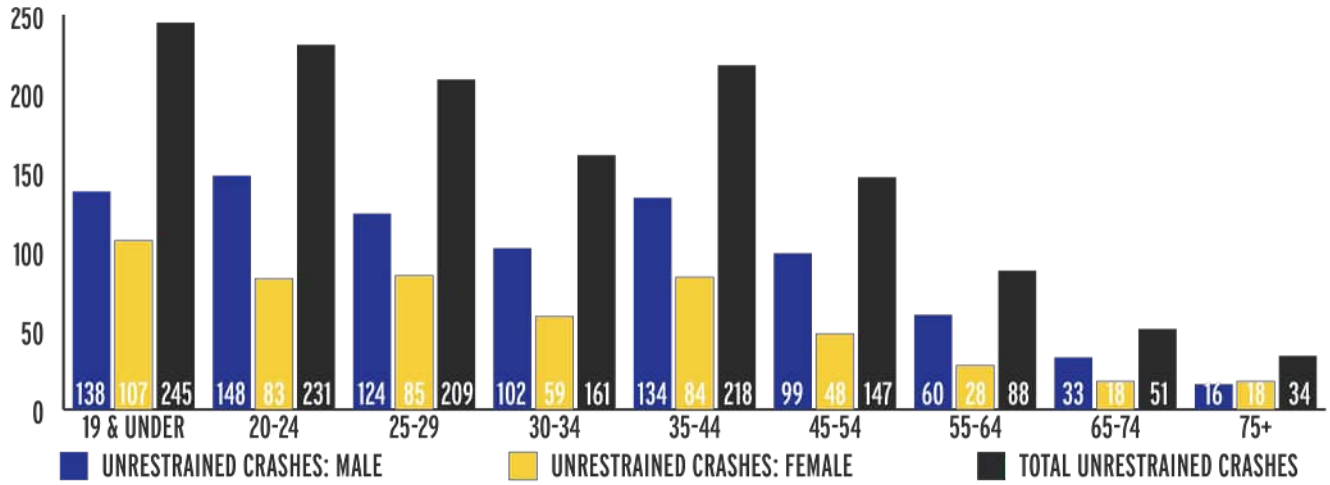
In reviewing the crash data by county, each county is roughly equal to its share of population and vehicle miles traveled. From the five year average, 58% of the unrestrained crashes occurred in New Castle County, 16% in Kent County and 26% in Sussex County.

OTHER FACTORS

Drivers under the age of 30 continue to remain the age group involved in the most unrestrained crashes at 49%. Males are responsible for 60% of unrestrained occupants, with females at 40%.

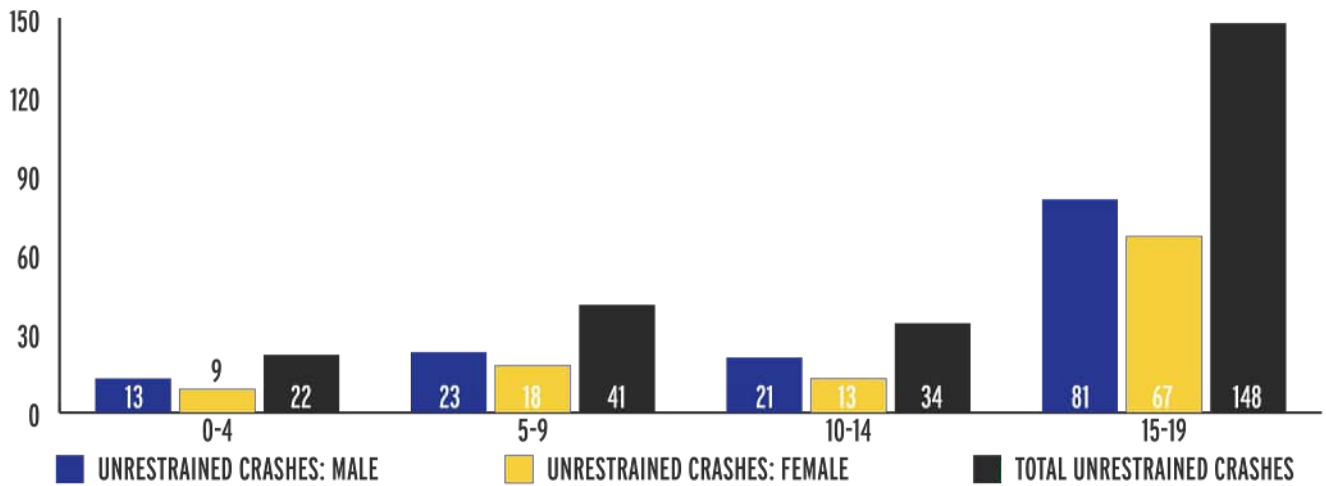


UNRESTRAINED INDIVIDUALS BY AGE AND GENDER (2017-2021)

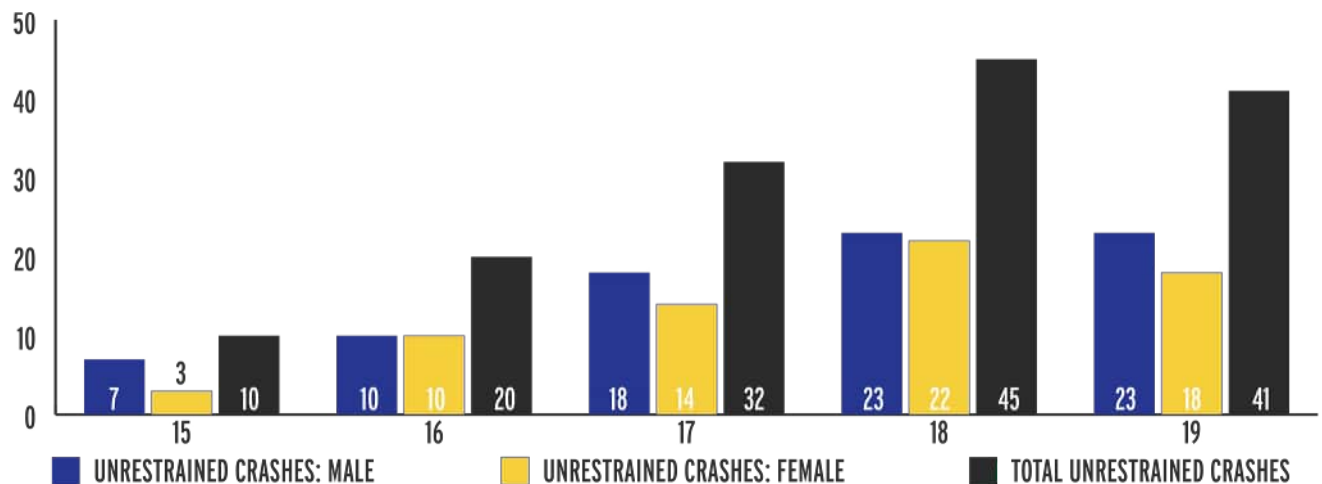


Additional breakdowns for those aged 19 and under shows additional skewing towards individuals that are 15-19 years old, especially 18-19.

UNDER 20 UNRESTRAINED CRASHES BY AGE AND GENDER (2017-2021)



AGE GROUP 15-19 UNRESTRAINED CRASHES BY AGE AND GENDER (2017-2021)





Additional breakdowns for those aged 19 and under shows additional skewing towards individuals that are 15-19 years old, Alcohol use is reported in 18% of unrestrained crashes, but has been dropping steadily since 2014, when it reached 32%.

ALCOHOL REPORTED IN UNRESTRAINED CRASHES (2017-2021)

	2017		2018		2019		2020		2021		TOTAL	
NO	158	76%	166	81%	188	83%	285	81%	347	85%	1,144	82%
YES	50	24%	38	19%	39	17%	66	19%	59	15%	252	18%
TOTAL	208		204		227		351		406		1,396	

The last Statewide Observational Seat Belt Use Survey conducted in Delaware was in 2021 with a seat belt usage rate of 92.4%. New sites will be reviewed and utilized for the 2022 survey.

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 three part-time nationally certified child passenger safety technicians to serve as fitting station coordinators. A new fitting station coordinator joined OHS in June 2022 to develop a greater presence and more availability in Sussex County. 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 four-day child passenger safety technician’s course. The technicians must maintain their national certification and they also participate in related training and conferences such as the Kidz in Motion (KIM) Conference. In addition, all technicians are certified child passenger safety technician instructors. Due to Delaware’s size, the OHS locations listed below service the State’s population. In FY 2022, OHS fitting stations were open for both in-person seat checks and virtual appointments as requested.

OHS FITTING STATION (NEW CASTLE COUNTY)	OHS FITTING STATION (KENT COUNTY)	OHS FITTING STATION (SUSSEX COUNTY)
WILMINGTON DMV	DOVER DMV	DSP TROOP 7 - LEWES
BY APPOINTMENT ONLY TUESDAYS & THURSDAYS 9:00 AM-1:00 PM WEDNESDAYS 4:00 PM-8:00 PM 2230 HESSLER BLVD. WILMINGTON, DE 302.434.3234	BY APPOINTMENT ONLY TUESDAYS & THURSDAYS 9:00 AM - 1:00 PM WEDNESDAYS 4:00-8:00 PM 303 TRANSPORTATION CIRCLE DOVER, DE 302.744.2749	BY APPOINTMENT ONLY AS NEEDED 19444 MULBERRY KNOLL RD. LEWES, DE 302.744-2749



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; monthly infant care classes and birth tours at Kent General Hospital; 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. The OHS Fitting Stations reopened in May 2021, after more than a year completing virtual appointments. From May to December, the OHS Fitting Stations checked 243 car seats in person, and conducted 113 virtual appointments. All car seat checks are free of charge.

IN ADDITION TO OHS FITTING STATIONS, THERE ARE TWO ADDITIONAL FITTING STATIONS:

ADDITIONAL FITTING STATIONS	LOCATION
MILLCREEK FIRE COMPANY	WILMINGTON, DE
A.I. DUPONT HOSPITAL FOR CHILDREN	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 five 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 2021, OHS distributed and installed five 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 ten seats through this program in FY 2021. This is a significant decrease from years prior, due to the COVID-19 Public Health Emergency. With the OHS Fitting Stations opened for the entire FY 2022 fiscal year, it's expected these numbers will increase.

The US Census Bureau reported that the 2020 population in Delaware was 989,948. New Castle County has the majority of the population with 570,719 people. Four of the fitting stations are 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 237,378. There is one fitting station in Sussex County in Lewes. However, OHS Fitting Station Coordinators will also meet in Georgetown to be more accessible to residents from all over the 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 181,851. There is one fitting station centrally located. This fitting station allows for service of the entire county. Given the small population and small geographic size of Delaware, the five fitting stations located in Delaware can serve 100% of the population.

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

Child Passenger Safety Technician courses were able to resume in FY 2022 with five scheduled courses to increase the certification rate and support community members and partners working with underserved populations who would benefit from car seat checks.



ASSOCIATED PERFORMANCE MEASURES

FISCAL YEAR	PERFORMANCE MEASURE NAME	TARGET END YEAR	TARGET PERIOD	TARGET VALUE
2023	Number of Unrestrained Passenger Vehicle Occupant Fatalities, All Seat Positions (FARS)	2023	5 Years	29.8
2023	Observed Seat Belt Use for Passenger Vehicles, Front Seat Outboard Occupants (Survey)	2023	5 Years	92.3%

COUNTERMEASURE STRATEGIES IN PROGRAM AREA

- **Communications Campaign**
- **Child Passenger Safety Program**
- **Seat Belt Survey**
- **High Visibility Enforcement**

COUNTERMEASURE STRATEGY

COMMUNICATION CAMPAIGN

PROJECT SAFETY IMPACTS

We expect a reduction in our unrestrained related 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
PMOA23-01, PMOC23-01, PMOX23-01, PMOD23-01, OHCT23-01	OCCUPANT PROTECTION PAID MEDIA



PLANNED ACTIVITIES

PROJECT: OCCUPANT PROTECTION PAID MEDIA					
PRIMARY COUNTER MEASURE STRATEGY: COMMUNICATION CAMPAIGN					
INTENDED SUBRECIPIENTS: OHS, ALOYSIUS BUTLER & CLARK, DEARDORFF ASSOCIATES AND OTHERS					
PLANNED ACTIVITY DESCRIPTION: OHS WILL WORK WITH CONTRACTED MARKETING PARTNERS TO EDUCATION THE PUBLIC ON OCCUPANT PROTECTION DRIVING ISSUES. OHS WILL FUND PAID MEDIA AND OUTREACH OPPORTUNITIES THROUGHOUT THE YEAR AND TO COINCIDE WITH ENFORCEMENT EFFORTS. OHS WILL WORK THESE PARTNERS TO DETERMINE THE BEST MEANS TO REACH TARGET DEMOGRAPHICS THROUGH DATA ANALYSIS. OHS WILL CONTINUE TO BUILD THE SOCIAL MEDIA REACH THROUGH FACEBOOK, TWITTER, INSTAGRAM, SNAPCHAT, AND TIKTOK.					
PROJECT CODE	ESTIMATED FUNDING AMOUNT	FUNDING SOURCE	ELIGIBLE USE OF FUNDS	MATCH AMOUNT	LOCAL BENEFIT
PMOA23-01	\$2,500	FY 2020 FAST ACT 405B OP HIGH	405B HIGH - PAID ADVERTISING (FAST)	\$625	N/A
PMOC23-01	\$116,500	FY 2022 BIL 405B OP HIGH	405B HIGH - PAID ADVERTISING (BIL)	\$29,125	N/A
PMOX23-01	\$22,170.54	FY 2022 BIL 405B OP HIGH SUP	405B HIGH - PAID ADVERTISING (BILSUP)	\$5,542.64	N/A
PMOD23-01	\$125,000	FY 2023 BIL NHTSA 405B	405B HIGH - PAID ADVERTISING (BIL)	\$31,250	N/A
OHCT23-01	\$50,000	FY 2023 NHTSA 402 BIL	BIL 402 - PAID ADVERTISING	\$12,500	\$50,000

COUNTERMEASURE STRATEGY

CHILD PASSENGER SAFETY PROGRAM

PROJECT SAFETY IMPACTS

We expect a reduction in our unrestrained related 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.

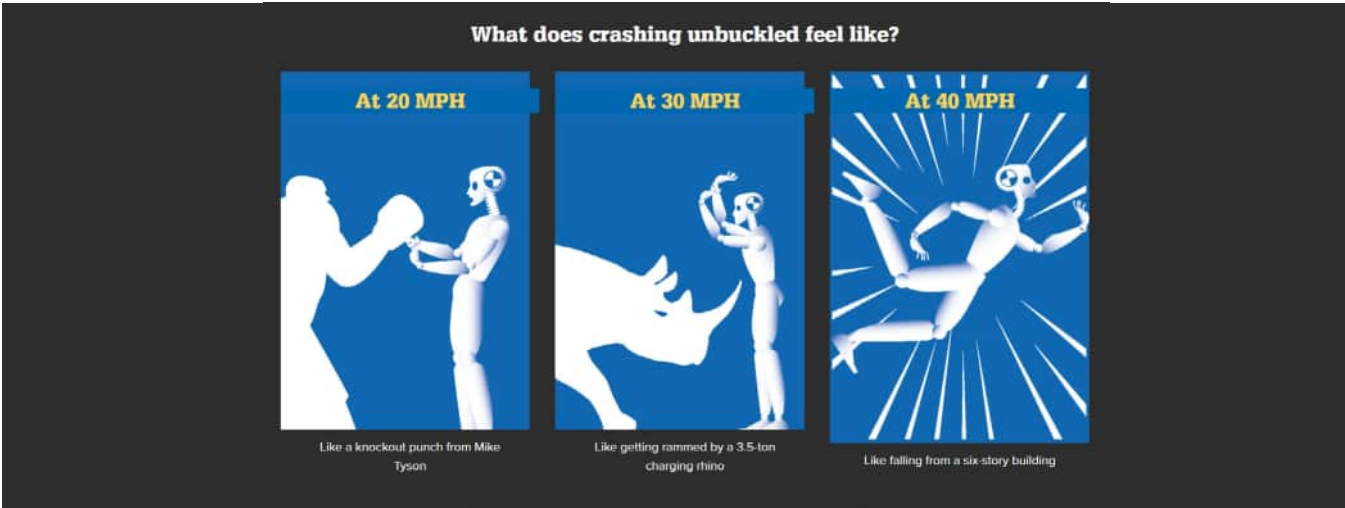
PLANNED ACTIVITIES IN THIS SECTION

PROJECT CODES	PROJECT NAMES
SALC23-01, SALD23-01	FITTING STATION COORDINATORS
TRAB23-01, TRAC23-01, TRAD23-01	OP/CPS TRAINING
SUPB23-01, SUPC23-01, SUPD23-01	FITTING STATION SUPPLIES

PLANNED ACTIVITIES

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. OHS WILL WORK IN FY 2023 TO PROMOTE THE SUSSEX COUNTY FITTING STATION TO FURTHER REACH UNDERSERVED AND NON-ENGLISH SPEAKING POPULATIONS.

PROJECT CODE	ESTIMATED FUNDING AMOUNT	FUNDING SOURCE	ELIGIBLE USE OF FUNDS	MATCH AMOUNT	LOCAL BENEFIT
SALC23-01	\$34,000	FY 2022 BIL 405B OP HIGH	405B HIGH - COMMUNITY CPS SERVICES (BIL)	\$8,500	N/A
SALD23-01	\$60,000	FY 2023 BIL 405B OP HIGH	405B HIGH - COMMUNITY CPS SERVICES (BIL)	\$15,000	N/A





PLANNED ACTIVITIES

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/INSTRUCTOR 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, OCCUPANT PROTECTION COORDINATOR REGIONAL MEETINGS, OR OTHER TRAINING AND TRAVEL COSTS AS NEEDED.					
PROJECT CODE	ESTIMATED FUNDING AMOUNT	FUNDING SOURCE	ELIGIBLE USE OF FUNDS	MATCH AMOUNT	LOCAL BENEFIT
TRAB23-01	\$9,500	FY 2021 FAST ACT 405B OP HIGH	405B HIGH - TRAINING (FAST)	\$2,375	N/A
TRAC23-01	\$5,500	FY 2022 BIL 405B OP HIGH	405B HIGH - TRAINING (BIL)	\$1,375	N/A
TRAD23-01	\$15,000	FY 2023 BIL 405B OP HIGH	405B HIGH - TRAINING (BIL)	\$3,750	N/A

PLANNED ACTIVITIES

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 OHS 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
SUPB23-01	\$2,500	FY 2021 FAST ACT 405B OP HIGH	405B HIGH COMMUNITY CPS SERVICES (FAST)	\$1,625	N/A
SUPC23-01	\$116,500	FY 2022 BIL 405B OP HIGH	405B HIGH - COMMUNITY CPS SERVICES (BIL)	\$1,375	N/A
SUPD23-01	\$22,170.54	FY 2023 BIL 405B OP HIGH	405B HIGH - COMMUNITY CPS SERVICES (BIL)	\$3,750	N/A



COUNTERMEASURE STRATEGY

SEAT BELT SURVEY

PROJECT SAFETY IMPACTS

We expect a reduction in our unrestrained related 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.

PLANNED ACTIVITIES IN THIS SECTION

PROJECT CODES	PROJECT NAMES
SRVE23-01, SRVF23-01	SEAT BELT SURVEY

PLANNED ACTIVITIES

PROJECT: SEAT BELT SURVEY					
PRIMARY COUNTER MEASURE STRATEGY: SEAT BELT SURVEY					
INTENDED SUBRECIPIENTS: OHS					
PLANNED ACTIVITY DESCRIPTION: OHS WILL PARTICIPATE IN THE ANNUAL STATEWIDE OBSERVATIONAL 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 COMPILE A REPORT OF THE RESULTS. THE STATISTICIAN FOLLOWS ALL NHTSA GUIDELINES RELATED TO THE SURVEY. FUNDS WILL ALSO SUPPORT APPLICATION SUPPORT AND TECHNOLOGY NEEDS FOR THE SURVEY.					
PROJECT CODE	ESTIMATED FUNDING AMOUNT	FUNDING SOURCE	ELIGIBLE USE OF FUNDS	MATCH AMOUNT	LOCAL BENEFIT
SRVE23-01	\$35,000	FY 2022 BIL 405B OP HIGH	405B HIGH - OP HIGH (BIL)	\$8,750	N/A
SRVF23-01	\$18,000	FY 2023 BIL 405B OP HIGH	405B HIGH HVE (BIL)	\$4,500	N/A



COUNTERMEASURE STRATEGY

HIGH VISIBILITY ENFORCEMENT

PROJECT SAFETY IMPACTS

We expect a reduction in our unrestrained related 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.

PLANNED ACTIVITIES IN THIS SECTION

PROJECT CODES	PROJECT NAMES
CIED23-01	CLICK IT OR TICKET HIGH VISIBILITY ENFORCEMENT

PLANNED ACTIVITIES

PROJECT: CLICK IT OR TICKET HIGH VISIBILITY ENFORCEMENT					
PRIMARY COUNTER MEASURE STRATEGY: HIGH VISIBILITY 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 2023, THE ENFORCEMENT WILL BE CONDUCTED 5/15/23 - 6/9/23, FROM 11 AM - 3 AM WITH 39 AGENCIES PARTICIPATING.					
PROJECT CODE	ESTIMATED FUNDING AMOUNT	FUNDING SOURCE	ELIGIBLE USE OF FUNDS	MATCH AMOUNT	LOCAL BENEFIT
CIED23-01	\$70,240	FY 2023 BIL 405B OP HIGH	405B HIGH - HVE (BIL)	\$17,560	N/A

Guidelines to buckle up safely:

- Shoulder belt should never be placed behind the back.
- Seat belt adjusters and extenders can help you get the best fit. Check your car manual for use of a seat belt extender or your vehicle.
- Lap belt should rest across the hips, not the stomach.
- Bulky coat should be removed or stripped so there's no gap between the strap and you.
- Shoulder belt should never be worn under the arm.
- Shoulder belt should be placed across the middle of chest, away from neck.



COUNTERMEASURE STRATEGY

COMMUNICATION CAMPAIGN/PUBLIC EDUCATION

PROJECT SAFETY IMPACTS

We expect a reduction in our unrestrained related 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.

PLANNED ACTIVITIES IN THIS SECTION

PROJECT CODES	PROJECT NAMES
CLID23-01	SMARTDRIVE "CLICK 4 LIFE"

PLANNED ACTIVITIES

PROJECT: SMARTDRIVE "CLICK 4 LIFE"					
PRIMARY COUNTER MEASURE STRATEGY: COMMUNICATION CAMPAIGN/PUBLIC EDUCATION					
INTENDED SUBRECIPIENTS: OHS, SMARTDRIVE FOUNDATION					
<p>PLANNED ACTIVITY DESCRIPTION: SMARTDRIVE'S "CLICK4LIFE" PROGRAM HAS EFFECTIVELY ADDRESSED SEAT BELT EDUCATION FOR SEVERAL YEARS. SMARTDRIVE WILL CONTINUE OFFERING THE PROGRAM IN THE 2022-2023 SCHOOL YEAR (FY 2023). "CLICK4LIFE IS A SEAT BELT PLEDGE AND MONITORING PROGRAM THAT INCLUDES PEER-TO-PEER LEARNING. SMARTDRIVE WORKS WITH SCHOOLS TO ASSIGN STUDENT LEADERS AS THE PRESENTERS AND ADMINISTRATORS OF THE PROGRAM. THE GROUPS EARN STIPENDS FOR SUCCESSFULLY COMPLETING THE PROGRAM. FEATURES OF THE PROGRAM INCLUDE EDUCATION CARDS GIVEN TO STUDENTS TO REMIND THEM OF THE LIFE-SAVING IMPORTANCE OF SEAT BELTS AND FOR EVERY PERSON IN THE VEHICLE TO BUCKLE UP EVERY TIME. THIS IS PARTICULARLY IMPORTANT IN 2022-2023 BECAUSE AUTHORITIES HAVE WITNESSED MORE PASSENGER INJURIES FROM LACK OF SEAT BELT USAGE.</p> <p>WHILE THE CLICK4LIFE PROGRAM CAN BE RUN AT ANY TIME OF YEAR, WE FOCUS ON TEEN DRIVER SAFETY MONTH (OCTOBER) AND TEEN DRIVER SAFETY WEEK, OCTOBER 16-22. SMARTDRIVE REPRESENTATIVES PLACE OUR MATERIALS IN EACH PARTICIPATING SCHOOL AND PROVIDE TRAINING TO STUDENT LEADERS INCLUDING; PRESENTING THE PROGRAM TO THEIR PEERS, DISTRIBUTING MATERIALS, MONITOR USAGE, AND EVALUATING RESULTS. OHS FUNDING WILL SUPPORT PROGRAM MATERIALS AND STAFFING HOURS</p>					
PROJECT CODE	ESTIMATED FUNDING AMOUNT	FUNDING SOURCE	ELIGIBLE USE OF FUNDS	MATCH AMOUNT	LOCAL BENEFIT
CLID23-01	\$6,000	FY 2021 FAST ACT 405B OP HIGH	405B HIGH COMMUNITY CPS SERVICES (FAST)	\$1,500	N/A



COUNTERMEASURE STRATEGY

OCCUPANT PROTECTION

PROJECT SAFETY IMPACTS

We expect a reduction in our unrestrained related 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.

PLANNED ACTIVITIES IN THIS SECTION

PROJECT CODES	PROJECT NAMES
ANTD23-01	ANTICIPATED PROJECTS

PLANNED ACTIVITIES

PROJECT: ANTICIPATED PROJECTS					
PRIMARY COUNTER MEASURE STRATEGY: OCCUPANT PROTECTION					
INTENDED SUBRECIPIENTS: OHS					
PLANNED ACTIVITY DESCRIPTION: FUNDS WILL BE MADE AVAILABLE FOR PROJECTS RELATED TO OCCUPANT PROTECTION. THESE FUNDS WILL BE ALLOCATED WHEN PROJECTS ARE SUBMITTED AND APPROVED BY OHS SENIOR STAFF.					
PROJECT CODE	ESTIMATED FUNDING AMOUNT	FUNDING SOURCE	ELIGIBLE USE OF FUNDS	MATCH AMOUNT	LOCAL BENEFIT
ANTD23-01	\$35,868.52	FY 2023 BIL 405B OP HIGH	405B HIGH - OP HIGH (BIL)	\$8,967.13	N/A



Program Area

Planning and Administration

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

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
OHHD23-01	TRAVEL/TRAINING
OHHE23-01	OFFICE SUPPLIES
OHHG23-01	GENERAL OPERATING EXPENSES
OHHH23-01	TECHNOLOGY ENHANCEMENTS
OHHA23-01	AUDIT FEES
OHAA23-01	ADMINISTRATIVE SPECIALIST POSITION
OHAB23-01	ACCOUNTANT POSITION



PLANNED ACTIVITIES

PROJECT: 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 CONFERENCES (EX. LIFESAVERS, GHSA MEETINGS), NHTSA REGIONAL TRAINING ACTIVITIES AND MEETINGS, AND OTHER TRAINING OPPORTUNITIES AS THEY ARE PRESENTED.					
PROJECT CODE	ESTIMATED FUNDING AMOUNT	FUNDING SOURCE	ELIGIBLE USE OF FUNDS	MATCH AMOUNT	LOCAL BENEFIT
OHHD23-01	\$40,000	FY 2023 BIL NHTSA 402	BIL 402 PLANNING AND ADMINISTRATION	\$10,000	\$0

PLANNED ACTIVITIES

PROJECT: 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/TONERS, FILES/FOLDERS, ETC.					
PROJECT CODE	ESTIMATED FUNDING AMOUNT	FUNDING SOURCE	ELIGIBLE USE OF FUNDS	MATCH AMOUNT	LOCAL BENEFIT
OHHE23-01	\$10,000	FY 2023 BIL NHTSA 402	BIL 402 PLANNING AND ADMINISTRATION	\$ 2,500	\$0

PLANNED ACTIVITIES

PROJECT: 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 FEES, PHONE SERVICES, MAIL, SUBSCRIPTION FEES, FLEET EXPENSES, ETC.					
PROJECT CODE	ESTIMATED FUNDING AMOUNT	FUNDING SOURCE	ELIGIBLE USE OF FUNDS	MATCH AMOUNT	LOCAL BENEFIT
OHHG23-01	\$35,000	FY 2023 BIL NHTSA 402	BIL 402 PLANNING AND ADMINISTRATION	\$8,750	\$0



PLANNED ACTIVITIES

PROJECT: 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
OHHH23-01	\$15,000	FY 2023 BIL NHTSA 402	BIL 402 PLANNING AND ADMINISTRATION	\$3,750	\$0

PLANNED ACTIVITIES

PROJECT: 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
OHHH23-01	\$20,000	FY 2023 BIL NHTSA 402	BIL 402 PLANNING AND ADMINISTRATION	\$ 5,000	\$0

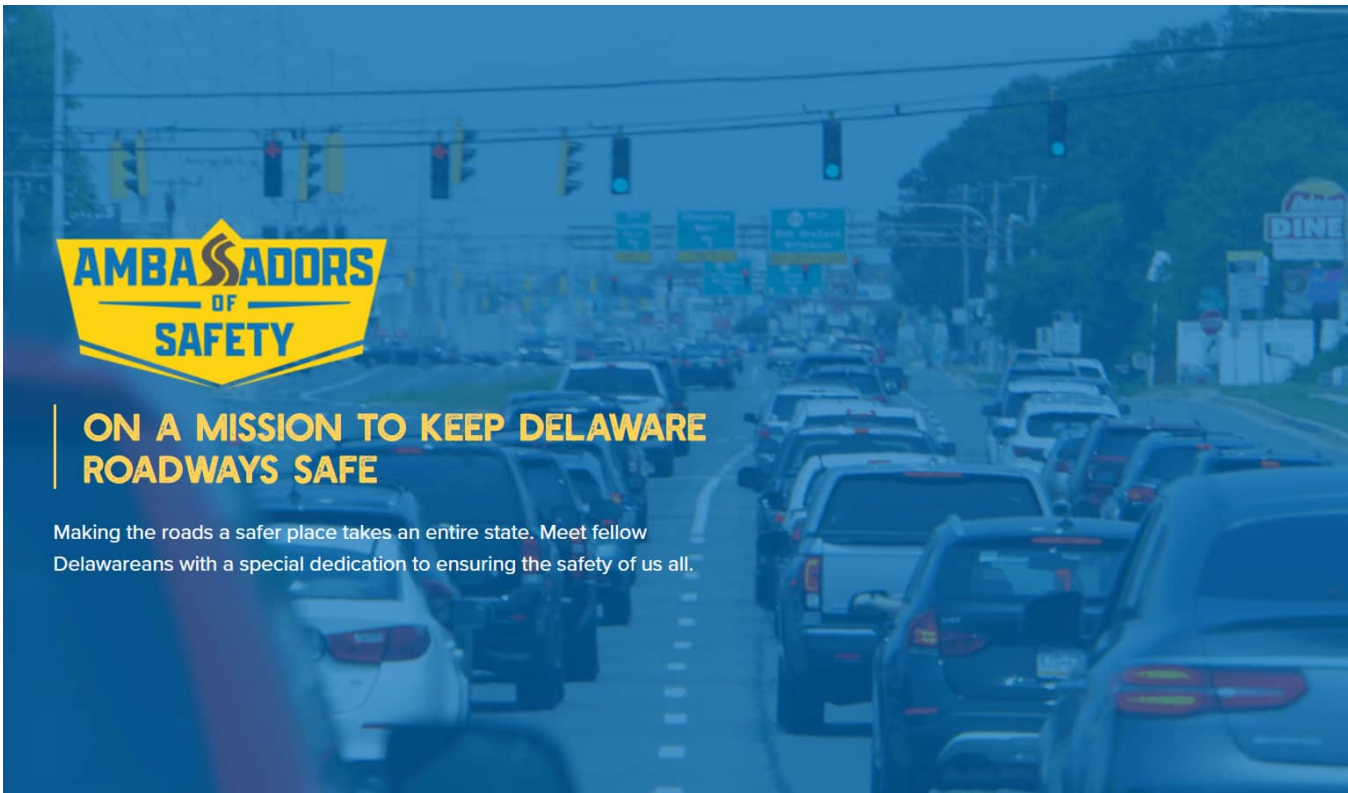
PLANNED ACTIVITIES

PROJECT: ADMINISTRATIVE SPECIALIST POSITION					
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
OHA23-01	\$46,000	FY 2023 BIL NHTSA 402	BIL 402 PLANNING AND ADMINISTRATION	\$11,500	\$0



PLANNED ACTIVITIES

PROJECT: ACCOUNTANT POSITION					
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
O HAB23-01	\$44,000	FY 2023 BIL NHTSA 402	BIL 402 PLANNING AND ADMINISTRATION	\$11,000	\$0





Program Area

Police Traffic Services

Note: Please see data analysis in the Distracted Driving and Occupant Protection sections as related to the enforcements and paid media projects listed in this section.

ASSOCIATED PERFORMANCE MEASURES

FISCAL YEAR	PERFORMANCE MEASURE NAME	TARGET END YEAR	TARGET PERIOD	TARGET VALUE
2023	C-1) Number of traffic fatalities	2023	5 Years	108.2
2023	C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS)	2023	5 Years	29.8
2023	Distracted Driving Related Serious Injuries/ Fatalities (State Crash Data)	2023	5 Years	41.6

COUNTERMEASURE STRATEGIES IN PROGRAM AREA

- **Occupant Protection/Distracted Driving Paid Media and Outreach**
- **Occupant Protection/Distracted Driving High Visibility 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, our number of unrestrained passenger vehicle occupant fatalities, and distracted driving related serious injuries and fatalities 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
OHOD23-01	OCCUPANT PROTECTION/DISTRACTED DRIVING PAID MEDIA AND OUTREACH

PLANNED ACTIVITIES

PROJECT: OCCUPANT PROTECTION/DISTRACTED DRIVING PAID MEDIA AND OUTREACH					
PRIMARY COUNTER MEASURE STRATEGY: COMMUNICATION CAMPAIGN					
INTENDED SUBRECIPIENTS: OHS, ALOYSIUS, BUTLER & CLARK, DEARDORFF & ASSOCIATES					
PLANNED ACTIVITY DESCRIPTION: OHS WILL WORK WITH CONTRACTED MARKETING PARTNERS TO EDUCATE THE PUBLIC ON OCCUPANT PROTECTION/DISTRACTED DRIVING ISSUES. OHS WILL COORDINATE PAID MEDIA AND OUTREACH OPPORTUNITIES THROUGHOUT THE FISCAL YEAR AND TO COINCIDE WITH ENFORCEMENT EFFORTS. OHS WILL WORK WITH THESE PARTNERS TO DETERMINE THE BEST MEANS TO REACH TARGET DEMOGRAPHICS THROUGH DATA ANALYSIS. OHS WILL CONTINUE TO BUILD THE SOCIAL MEDIA REACH THROUGH FACEBOOK, TWITTER, INSTAGRAM, SNAPCHAT, AND TIKTOK.					
PROJECT CODE	ESTIMATED FUNDING AMOUNT	FUNDING SOURCE	ELIGIBLE USE OF FUNDS	MATCH AMOUNT	LOCAL BENEFIT
OHOD23-01	\$307,688	FY 2023 BIL NHTSA 402	BIL NHTSA 402 - PAID ADVERTISING	\$76,922	\$307,688

COUNTERMEASURE STRATEGY

OCCUPANT PROTECTION/DISTRACTED DRIVING HIGH VISIBILITY ENFORCEMENT

PROJECT SAFETY IMPACTS

During four mobilizations in FY 2023, enforcement will be focused on the combination of Occupant Protection and Distracted Driving. As a result of working with law enforcement, it was suggested that we combine efforts for Occupant Protection and Distracted Driving as the same tactics are used to visualize the violation. Officers observe the same area of the vehicle to spot driver seat belt usage as they would to observe a driver using their cell phone.

The mobilizations will include saturation and team patrols. A portion of the funds may also be used to support subrecipients conducting enforcement while seated in or operating non-traditional vehicles.

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

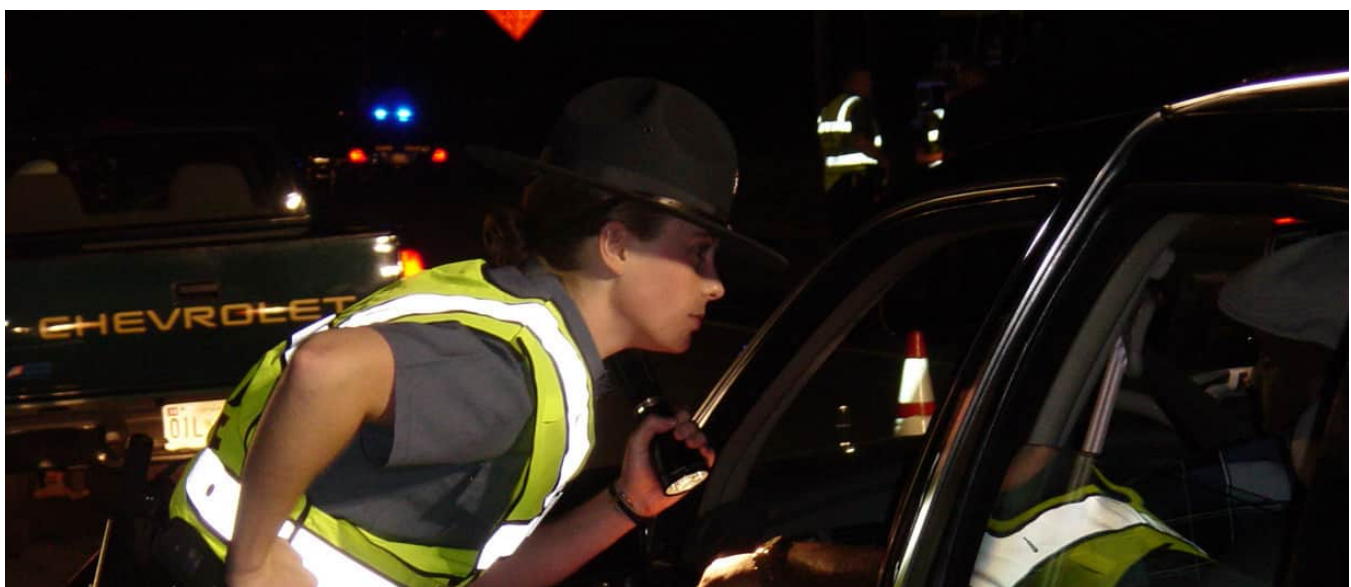
The countermeasure strategy was selected from proven countermeasure strategies from Countermeasures that Work, Uniform Highway Safety Program Guidelines, and NHTSA guidance. The funding allocation is based on the amount of funds needed to complete the planned activity based on previous projects completed,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

PLANNED ACTIVITIES IN THIS SECTION

PROJECT CODES	PROJECT NAMES
OHOS23-01	FALL OP/DISTRACTED ENFORCEMENT
OHOS23-02	SAFE FAMILY HOLIDAY OP/DISTRACTED ENFORCEMENT
OHOS23-03	WINTER OP/DISTRACTED ENFORCEMENT
OHOS23-04	SUMMER OP/DISTRACTED ENFORCEMENT

PLANNED ACTIVITIES

PROJECT: FALL OP/DISTRACTED ENFORCEMENT					
PRIMARY COUNTER MEASURE STRATEGY: HIGH VISIBILITY ENFORCEMENT					
INTENDED SUBRECIPIENTS: VARIOUS LAW ENFORCEMENT AGENCIES					
PLANNED ACTIVITY DESCRIPTION: OCTOBER TRENDS AS ONE OF THE HIGHEST MONTHS IN A FIVE-YEAR PERIOD FOR NOT ONLY OCCUPANT PROTECTION/DISTRACTED DRIVING CRASHES, BUT ALSO FOR FATAL CRASHES IN DELAWARE. OHS WILL SUPPORT FUNDING TO 38 MUNICIPAL AGENCIES AND THE DELAWARE STATE POLICE FOR A TOTAL OF 142 PATROLS FOLLOWING A DATA DRIVEN STRATEGY AND IN ACCORDANCE WITH PATROL SHIFTS TO MAXIMIZE OPTIONS FOR AGENCY PARTICIPATION. THIS MOBILIZATION PERIOD WILL BE 10/3 - 10/23/2022. PATROLS WILL OPERATE FROM 11 AM - 12 AM.					
PROJECT CODE	ESTIMATED FUNDING AMOUNT	FUNDING SOURCE	ELIGIBLE USE OF FUNDS	MATCH AMOUNT	LOCAL BENEFIT
OHOS23-01	\$38,360	FY 2023 BIL NHTSA 402	NHTSA BIL 402 - POLICE TRAFFIC SERVICES	\$9,950	\$25,760





PLANNED ACTIVITIES

PROJECT: SAFE FAMILY HOLIDAY OP/DISTRACTED ENFORCEMENT					
PRIMARY COUNTER MEASURE STRATEGY: HIGH VISIBILITY ENFORCEMENT					
INTENDED SUBRECIPIENTS: VARIOUS LAW ENFORCEMENT AGENCIES					
PLANNED ACTIVITY DESCRIPTION: WITH ADDITIONAL EMPHASIS PLACED ON HIGHWAY SAFETY DURING THE HOLIDAY SEASON OF NOVEMBER/DECEMBER, OHS CONDUCTS VARIOUS ENFORCEMENTS DURING THIS TIME PERIOD TO ENCOURAGE DRIVERS TO HAVE A SAFE FAMILY HOLIDAY. OHS WILL SUPPORT FUNDING OCCUPANT PROTECTION AND DISTRACTED DRIVING COMBINED TO 28 AGENCIES AND THE DELAWARE STATE POLICE, FUNDING A TOTAL OF 112 PATROLS. THIS MOBILIZATION PERIOD WILL BE 11/12 - 12/10/2022. PATROLS WILL OPERATE FROM 11 AM - 12 AM.					
PROJECT CODE	ESTIMATED FUNDING AMOUNT	FUNDING SOURCE	ELIGIBLE USE OF FUNDS	MATCH AMOUNT	LOCAL BENEFIT
OHOS23-02	\$30,200	FY 2023 BIL NHTSA 402	NHTSA BIL 402 - POLICE TRAFFIC SERVICES	\$7,550	\$ 18,440

PLANNED ACTIVITIES

PROJECT: WINTER OP/DISTRACTED ENFORCEMENT					
PRIMARY COUNTER MEASURE STRATEGY: HIGH VISIBILITY ENFORCEMENT					
INTENDED SUBRECIPIENTS: VARIOUS LAW ENFORCEMENT AGENCIES					
PLANNED ACTIVITY DESCRIPTION: WITH INCREASES SEEN IN CRASHES DURING THE WINTER MONTHS FOR OCCUPANT PROTECTION AND DISTRACTED DRIVING, OHS WILL FUND 28 MUNICIPAL AGENCIES AND THE DELAWARE STATE POLICE TO CONDUCT 148 PATROLS. THE MOBILIZATION PERIOD WILL BE 1/15 - 2/12/2023. PATROLS WILL OPERATE FROM 11 AM - 12 AM.					
PROJECT CODE	ESTIMATED FUNDING AMOUNT	FUNDING SOURCE	ELIGIBLE USE OF FUNDS	MATCH AMOUNT	LOCAL BENEFIT
OHOS23-03	\$40,940	FY 2023 BIL NHTSA 402	NHTSA BIL 402 - POLICE TRAFFIC SERVICES	\$10,235	\$17,700





PLANNED ACTIVITIES

PROJECT: SUMMER OP/DISTRACTED ENFORCEMENT					
PRIMARY COUNTER MEASURE STRATEGY: OCCUPANT PROTECTION – DISTRACTED DRIVING HVE					
INTENDED SUBRECIPIENTS: VARIOUS LAW ENFORCEMENT AGENCIES					
PLANNED ACTIVITY DESCRIPTION: DATA SHOWS THAT CRASHES RELATED TO OCCUPANT PROTECTION AND DISTRACTED DRIVING START TO STEADILY INCREASE IN THE SUMMER MONTHS. THIS ENFORCEMENT WILL SUPPORT FUNDING FOR 39 MUNICIPAL AGENCIES AND THE DELAWARE STATE POLICE TO CONDUCT 213 PATROLS. THE MOBILIZATION PERIOD WILL BE 7/16 – 8/19/2023. PATROLS WILL OPERATE FROM 11 AM – 12 AM. 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
OHOS23-04	\$51,980	FY 2023 BIL NHTSA 402	BIL 402 - POLICE TRAFFIC SERVICES	\$12,995	\$31,820

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
OHBL23-01	LAW ENFORCEMENT LIAISON SALARY



PLANNED ACTIVITIES

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
OHBL23-01	\$40,000	FY 2023 BIL NHTSA 402	NHTSA BIL 402 - POLICE TRAFFIC SERVICES	\$10,000	\$0



Program Area

Speed Management

DESCRIPTION OF HIGHWAY SAFETY PROBLEM

OHS conducts data analysis on speed considering multiple factors. Reporting of speeding in crashes is often underreported and difficult to collect. Speed is often determined not to be the primary factor in a crash but is a significant contributor to the severity of an injury sustained. For the purposes of this summary, OHS has collected data on injury crashes where the driver action in a crash report is marked as “Driving too fast for conditions” or “Exceeded the authorized speed limit.” OHS completed additional analysis with fatal crashes, reading narratives to determine if speed is a factor. Traditionally, one-third of fatal crashes are deemed to be speed related. In 2021, preliminary findings show 42 (31%) roadway fatalities were speed related.

SPEED-RELATED FATAL CRASHES

Speed-related fatal crashes occur more often during summer months with increases from May-September. No day of the week tends to have significant increases in frequency, but Thursdays are lower. Weekend nights tend to be highest, often combining contributing factors of speed and driving while impaired.

SPEED-RELATED FATAL CRASHES BY MONTH (2017-2021)

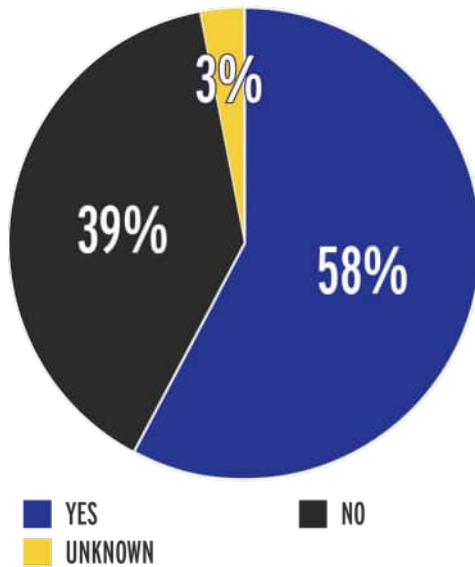
	2017	2018	2019	2020	2021	TOTAL	5-YEAR AVERAGE
JANUARY	1	3	0	3	2	9	1.8
FEBRUARY	5	1	2	5	2	15	3.0
MARCH	3	4	1	1	3	12	2.4
APRIL	1	1	0	2	1	5	1.0
MAY	1	5	7	3	8	24	4.8
JUNE	5	1	2	3	5	16	3.2
JULY	5	3	5	6	7	26	5.2
AUGUST	2	4	5	5	3	19	3.8
SEPTEMBER	5	2	6	6	4	23	4.6
OCTOBER	2	4	5	2	5	18	3.6
NOVEMBER	1	4	5	2	2	14	2.8
DECEMBER	3	2	1	1	0	7	1.4
TOTAL	34	34	39	39	42	188	38



SPEED-RELATED FATAL CRASHES BY WEEKDAY AND HOUR GROUPING (2017-2021)

	12AM - 3AM	3AM - 6AM	6AM - 9AM	9AM - 12PM	12PM - 3PM	3PM - 6PM	6PM - 9PM	9PM - 12AM	TOTAL
SUNDAY	15	4	2	2	2	3	2	3	33
MONDAY	4	1	1	2	5	2	5	3	23
TUESDAY	3	1	1	2	1	4	1	7	20
WEDNESDAY	0	2	1	1	4	5	4	7	24
THURSDAY	1	1	1	3	2	3	2	1	14
FRIDAY	6	1	3	3	5	6	7	7	38
SATURDAY	6	1	2	2	5	5	5	10	36
TOTAL	35	11	11	15	24	28	26	38	188

DUI IN SPEED-RELATED FATAL CRASHES (2017-2021)



These fatal crashes tend to occur on higher speed roadways. 68% of speed related fatal crashes occur on roads with a posted speed limit of 50 MPH or higher.

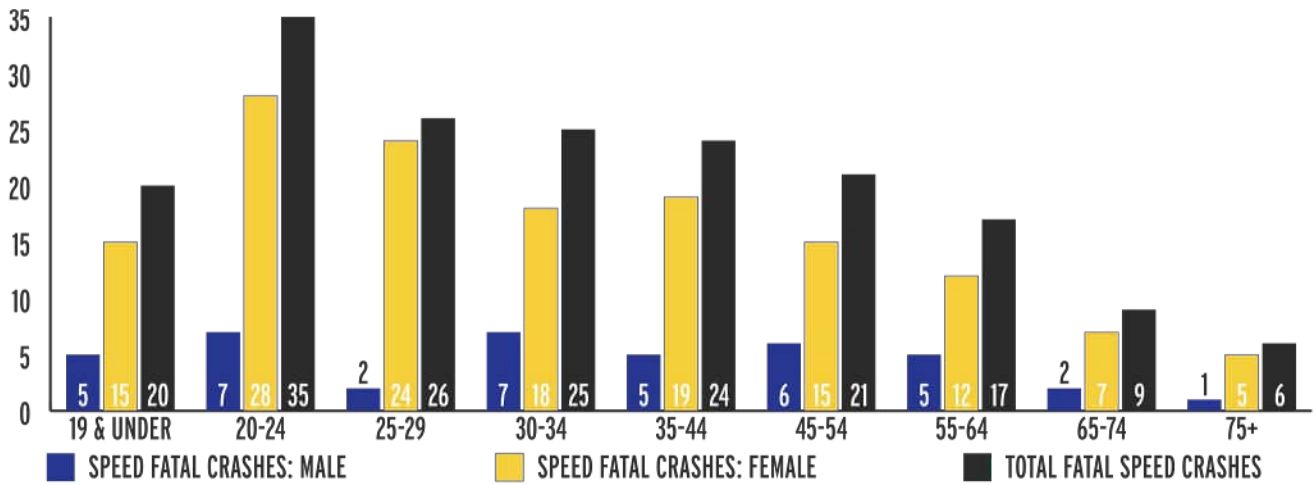
SPEED-RELATED FATAL CRASHES BY POSTED SPEED LIMIT (2017-2021)

	2017	2018	2019	2020	2021	TOTAL	PERCENTAGE %
<20	0	0	0	0	0	0	0%
25	3	1	4	2	2	12	6%
30	0	1	0	0	0	1	1%
35	4	2	3	3	2	14	7%
40	3	4	5	3	1	16	9%
45	6	2	5	3	2	18	10%
50	11	16	13	15	24	79	42%
55	6	5	6	7	8	32	17%
60	0	0	0	3	0	3	2%
65	1	3	3	3	3	13	7%
TOTAL	34	34	39	39	42	188	

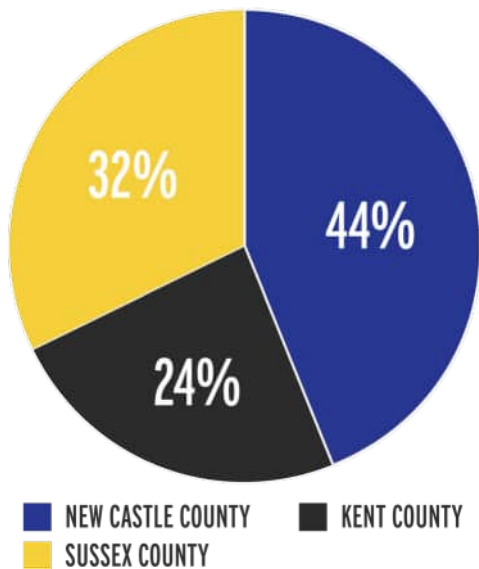


Younger drivers are highly overrepresented when breaking down by age group and gender. Data shows peaks for drivers 20-24 years old and a steady decline as a driver ages.

SPEED-RELATED FATAL CRASHES BY AGE AND GENDER (2017-2021)



SPEED-RELATED FATAL CRASHES BY COUNTY (2017-2021)



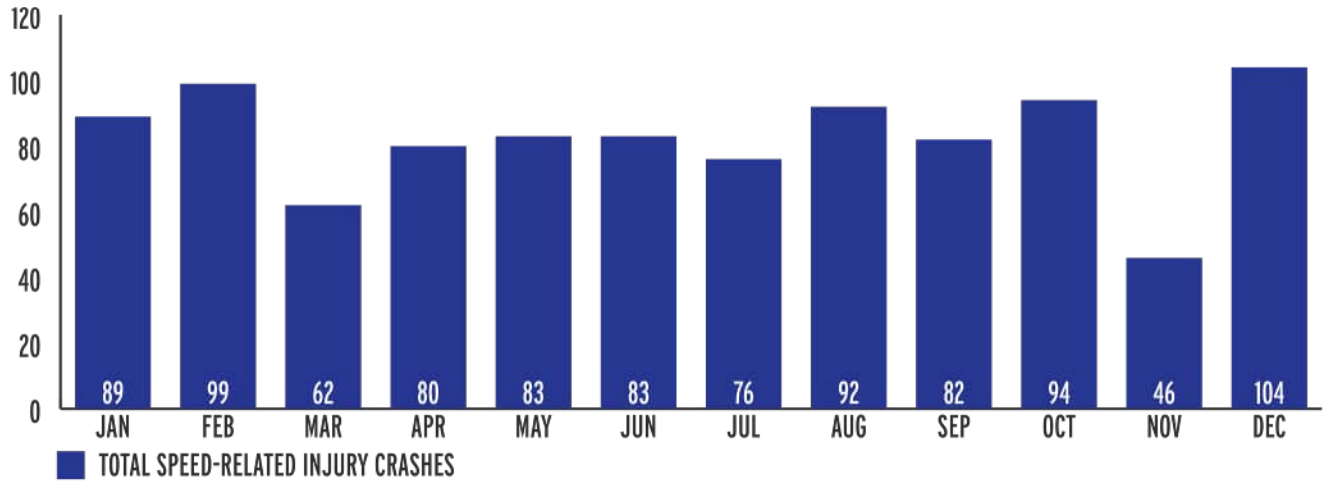
SPEED-RELATED INJURY CRASHES

Like fatal crashes, injury crashes tend to be evenly distributed throughout the year. There is a slight skew in winter months, mostly related to poorer weather conditions and "Driving too fast for conditions" being selected more often. Injury crashes occur more often during the commuting hours (7 AM - 9 AM), and then increasing again around lunch time through the end of the commuting day (11 AM - 8 PM). Injury crashes tend to be higher on Fridays and Saturdays.

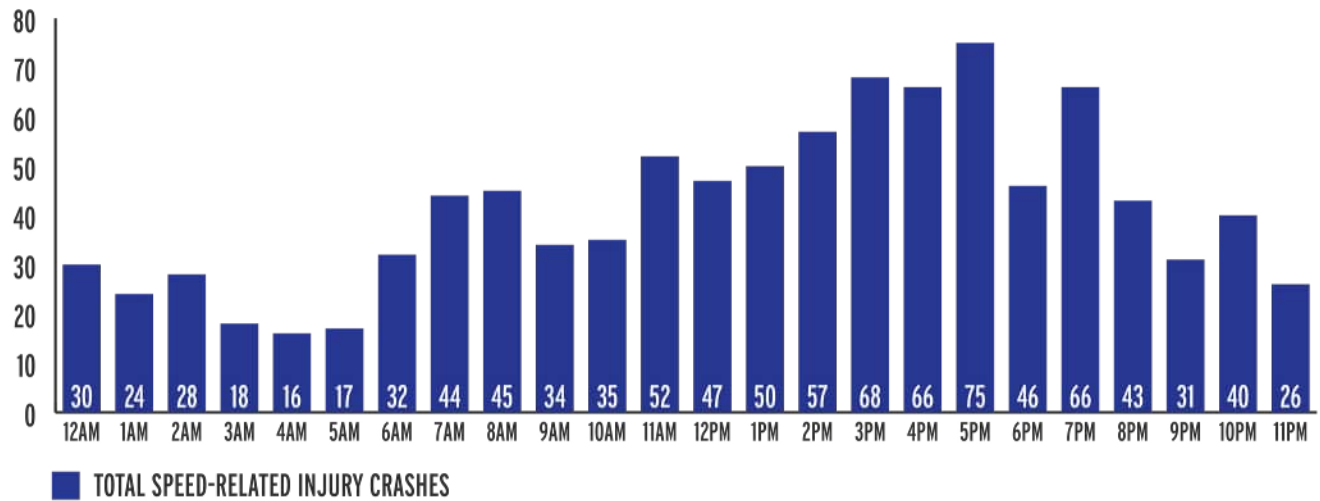




SPEED-RELATED INJURY CRASHES BY MONTH (2017-2021)



SPEED-RELATED INJURY CRASHES BY HOUR (2017-2021)



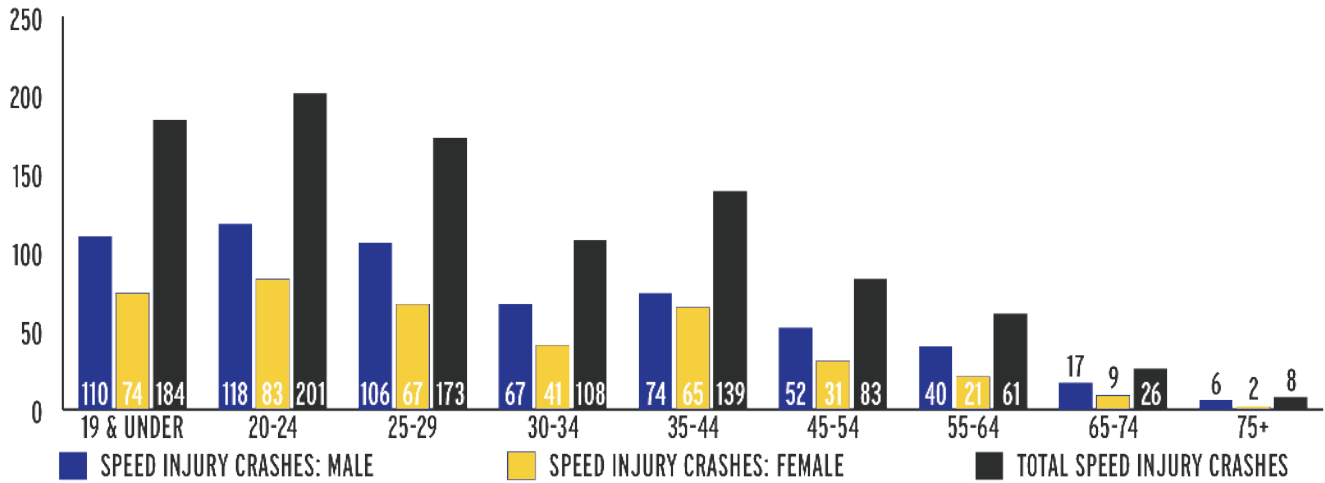
SPEED-RELATED INJURY CRASHES BY HOUR GROUPING

	12AM - 3AM	3AM - 6AM	6AM - 9AM	9AM - 12PM	12PM - 3PM	3PM - 6PM	6PM - 9PM	9PM - 12AM	TOTAL
SUNDAY	25	11	12	21	17	29	22	11	148
MONDAY	6	12	20	18	31	27	26	11	151
TUESDAY	6	5	21	17	16	26	16	15	122
WEDNESDAY	6	3	13	6	14	25	7	22	96
THURSDAY	4	6	19	21	23	27	36	8	144
FRIDAY	15	4	17	19	31	44	21	11	162
SATURDAY	20	10	19	19	22	31	27	19	167
TOTAL	82	51	121	121	154	209	155	97	990



In comparison to licensed drivers, individuals aged 16-29 are overrepresented and are more often noted as speeding during a crash. Males account for 60% of drivers.

SPEED-RELATED INJURY CRASHES BY AGE AND GENDER (2017-2021)



46% of speed-related injury crashes occur on roadways with a posted speed limit of 50 MPH or over. Crashes on roadways with speed limits of 25 MPH and 35 MPH roadways are significantly higher in injury crashes vs fatal crashes.

SPEED-RELATED INJURY CRASHES BY POSTED SPEED LIMIT (2017-2021)

	2017	2018	2019	2020	2021	TOTAL	PERCENTAGE %
<20	1	3	2	1	1	8	1%
25	39	35	32	32	31	169	17%
30	5	4	2	1	1	13	1%
35	36	24	21	25	33	139	14%
40	26	15	24	17	11	93	9%
45	26	17	17	22	27	109	11%
50	70	48	45	30	35	228	23%
55	33	25	23	26	22	129	13%
60	2	0	1	0	1	4	0%
65	20	29	13	16	20	98	10%
TOTAL	258	200	180	170	182	990	

ASSOCIATED PERFORMANCE MEASURES

FISCAL YEAR	PERFORMANCE MEASURE NAME	TARGET END YEAR	TARGET PERIOD	TARGET VALUE
2023	C-6) Number of speed-related fatalities (FARS)	2023	5 Years	33.9

COUNTERMEASURE STRATEGIES IN PROGRAM AREA

- **High Visibility Enforcement**
- **Communications Campaign**



COUNTERMEASURE STRATEGY

HIGH VISIBILITY ENFORCEMENT

PROJECT SAFETY IMPACTS

We expect a reduction in our speed-related fatalities and serious injury crashes relating to speeding 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
SPED23-01	SAFE FAMILY HOLIDAY SPEED ENFORCEMENT
SPED23-02	FEBRUARY/MARCH SPEED ENFORCEMENT
SPED23-03	APRIL/MAY SPEED ENFORCEMENT
SPED23-04	JUNE/JULY SPEED ENFORCEMENT
SPED23-05	SEPTEMBER SPEED ENFORCEMENT

PLANNED ACTIVITIES

PROJECT: SAFE FAMILY HOLIDAY 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 ADDRESS SPEEDING BY DRIVERS ON DELAWARE'S ROADWAYS. THIS MOBILIZATION WILL OCCUR 12/3/2022 – 1/1/2023. ENFORCEMENT TIME PERIODS WILL BE FROM 7 AM – 10 PM.					
PROJECT CODE	ESTIMATED FUNDING AMOUNT	FUNDING SOURCE	ELIGIBLE USE OF FUNDS	MATCH AMOUNT	LOCAL BENEFIT
SPED23-01	\$27,200	FY 2023 BIL NHTSA 402	BIL NHTSA 402- SPEED ENFORCEMENT	\$6,800	\$13,760



PLANNED ACTIVITIES

PROJECT: FEBRUARY/MARCH 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 ADDRESS SPEEDING BY DRIVERS ON DELAWARE'S ROADWAYS. THE MOBILIZATION WILL OCCUR 2/18 - 3/19/2023. ENFORCEMENT TIME PERIODS WILL BE FROM 7 AM - 10 PM.					
PROJECT CODE	ESTIMATED FUNDING AMOUNT	FUNDING SOURCE	ELIGIBLE USE OF FUNDS	MATCH AMOUNT	LOCAL BENEFIT
SPED23-02	\$30,840	FY 2023 BIL NHTSA 402	BIL NHTSA 402- SPEED ENFORCEMENT	\$7,710	\$17,400

PLANNED ACTIVITIES

PROJECT: APRIL/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 ADDRESS SPEEDING BY DRIVERS ON DELAWARE'S ROADWAYS. THIS MOBILIZATION WILL OCCUR 4/24 - 5/14/2023. ENFORCEMENT TIME PERIODS WILL BE FROM 7 AM - 10 PM.					
PROJECT CODE	ESTIMATED FUNDING AMOUNT	FUNDING SOURCE	ELIGIBLE USE OF FUNDS	MATCH AMOUNT	LOCAL BENEFIT
SPED23-03	\$31,620	FY 2023 BIL NHTSA 402	BIL NHTSA 402- SPEED ENFORCEMENT	\$7,905	\$18,180



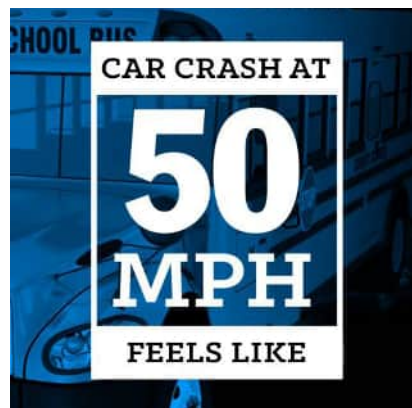


PLANNED ACTIVITIES

PROJECT: JUNE/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 ADDRESS SPEEDING BY DRIVERS ON DELAWARE'S ROADWAYS. THIS MOBILIZATION WILL OCCUR 6/18 - 7/17/2023. ENFORCEMENT TIME PERIODS WILL BE FROM 7 AM -10 PM.					
PROJECT CODE	ESTIMATED FUNDING AMOUNT	FUNDING SOURCE	ELIGIBLE USE OF FUNDS	MATCH AMOUNT	LOCAL BENEFIT
SPED23-04	\$46,840	FY 2023 BIL NHTSA 402	BIL NHTSA 402- SPEED ENFORCEMENT	\$11,710	\$28,920

PLANNED ACTIVITIES

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 ADDRESS SPEEDING BY DRIVERS ON DELAWARE'S ROADWAYS AND TO SUPPORT ANTICIPATED NEEDS AROUND THE H20I WEEKEND IN OCEAN CITY, MD. THIS MOBILIZATION WILL OCCUR 9/2 - 9/24/2023. ENFORCEMENT TIME PERIODS WILL BE FROM 7 AM -10 PM.					
PROJECT CODE	ESTIMATED FUNDING AMOUNT	FUNDING SOURCE	ELIGIBLE USE OF FUNDS	MATCH AMOUNT	LOCAL BENEFIT
SPED23-05	\$37,080	FY 2023 BIL NHTSA 402	BIL NHTSA 402- SPEED ENFORCEMENT	\$9,270	\$23,640





COUNTERMEASURE STRATEGY

COMMUNICATIONS CAMPAIGN

PROJECT SAFETY IMPACTS

We expect a reduction in our speed-related fatalities and serious injury crashes relating to speeding 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
OHSP23-01	SPEED PAID MEDIA AND OUTREACH

PLANNED ACTIVITIES

PROJECT: SPEED PAID MEDIA AND OUTREACH					
PRIMARY COUNTER MEASURE STRATEGY: COMMUNICATION CAMPAIGN					
INTENDED SUBRECIPIENTS: OHS, ALOYSIUS BUTLER & CLARK, DEARDORFF ASSOCIATES					
PLANNED ACTIVITY DESCRIPTION: OHS WILL WORK WITH CONTRACTED MARKETING PARTNERS TO EDUCATE THE PUBLIC ON SPEED-RELATED ISSUES. OHS WILL FUND PAID MEDIA AND OUTREACH OPPORTUNITIES THROUGHOUT THE FISCAL YEAR AND TO COINCIDE WITH EDUCATION AND ENFORCEMENT EFFORTS. OHS WILL WORK WITH THESE PARTNERS TO DETERMINE THE BEST MEANS TO REACH TARGET DEMOGRAPHICS THROUGH DATA ANALYSIS. OHS WILL CONTINUE TO BUILD THE SOCIAL MEDIA REACH THROUGH FACEBOOK, TWITTER, INSTAGRAM, SNAPCHAT, AND TIKTOK.					
PROJECT CODE	ESTIMATED FUNDING AMOUNT	FUNDING SOURCE	ELIGIBLE USE OF FUNDS	MATCH AMOUNT	LOCAL BENEFIT
OHSP23-01	\$180,000	FY 2023 BIL NHTSA 402	BIL NHTSA 402 - PAID ADVERTISING (BIL)	\$45,000	\$180,000





Program Area

Traffic Records

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 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
CBAC23-01, CBAD23-01, CBAE23-01, CBAX23-01, CBAF23-01	TRAFFIC RECORDS ANTICIPATED PROJECTS

PLANNED ACTIVITIES

PROJECT: TRAFFIC RECORDS 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
CBAC23-01	\$59,407.89	FY 2020 FAST ACT 405C DATA PROGRAM	405C DATA PROGRAM (FAST)	\$14,851.97	N/A
CBAD23-01	\$78,888.46	FY 2021 FAST ACT 405C DATA PROGRAM	405C DATA PROGRAM (FAST)	\$19,722.12	N/A
CBAE23-01	\$186,567.35	FY 2022 BIL 405C DATA PROGRAM	405C DATA PROGRAM (BIL)	\$46,641.84	N/A
CBAX23-01	\$25,600.25	FY 2022 BIL SUP 405C DATA PROGRAM	405C DATA PROGRAM (BIL SUP)	\$6,400.06	N/A
CBAF23-01	\$212,167.59	FY 2023 BIL 405C DATA PROGRAM	405C DATA PROGRAM (BIL)	\$53,041.90	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
DATD23-01, DATE23-01, DATF23-01	DATA ANALYST

PLANNED ACTIVITIES

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
DATD23-01	\$60,000	FY 2021 FAST ACT 405C DATA PROGRAM	405C DATA PROGRAM (FAST)	\$15,000	N/A
DATE23-01	\$80,000	FY 2022 BIL ACT 405C DATA PROGRAM	405C DATA PROGRAM (BIL)	\$20,000	N/A
DATF23-01	\$80,000	FY 2023 BIL ACT 405C DATA PROGRAM	405C DATA PROGRAM (BIL)	\$20,000	N/A

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
CABC23-01, CABD23-01, CABE23-01, CABF23-01	QA/QC E-CRASH/E-TICKET ASSESSMENT/CONTROL AND ENHANCEMENTS

PLANNED ACTIVITIES

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 QUALITY MONITORING PROVIDED.					
PROJECT CODE	ESTIMATED FUNDING AMOUNT	FUNDING SOURCE	ELIGIBLE USE OF FUNDS	MATCH AMOUNT	LOCAL BENEFIT
CABC23-01	\$75,000	FY 2020 FAST ACT 405C DATA PROGRAM	405C DATA PROGRAM (FAST)	\$18,750	N/A
CABD23-01	\$150,000	FY 2021 FAST ACT 405C DATA PROGRAM	405C DATA PROGRAM (FAST)	\$37,500	N/A
CABE23-01	\$120,000	FY 2022 BIL ACT 405C DATA PROGRAM	405C DATA PROGRAM (BIL)	\$30,000	N/A
CABF23-01	\$120,000	FY 2023 BIL ACT 405C DATA PROGRAM	405C DATA PROGRAM (BIL)	\$30,000	N/A

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
CACC23-01, CACD23-01, CACE23-01, CABF23-01	TRCC STRATEGIC PLAN IMPLEMENTATION SUPPORT

PLANNED ACTIVITIES

PROJECT: TRCC STRATEGIC PLAN IMPLEMENTATION SUPPORT					
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
CACC23-01	\$5,000	FY 2020 FAST ACT 405C DATA PROGRAM	405C DATA PROGRAM (FAST)	\$1,250	N/A
CACD23-01	\$10,000	FY 2021 FAST ACT 405C DATA PROGRAM	405C DATA PROGRAM (FAST)	\$2,500	N/A
CACE23-01	\$5,000	FY 2022 BIL ACT 405C DATA PROGRAM	405C DATA PROGRAM (BIL)	\$1,250	N/A
CABF23-01	\$5,000	FY 2023 BIL ACT 405C DATA PROGRAM	405C DATA PROGRAM (BIL)	\$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
ACAD23-08	OCTOBER DUI PATROLS
ACAD23-09, ACAE23-01	SAFE FAMILY HOLIDAY DUI PATROLS
ACAD23-11, ACAE23-02	FEBRUARY/MARCH DUI PATROLS
ACAE23-03	SUMMER DUI PATROLS
ACAE23-04	DRIVE SOBER OR GET PULLED OVER

DISTRACTED DRIVING	
PROJECT CODES	PROJECT NAMES
OHDA23-01	APRIL DISTRACTED DRIVING ENFORCEMENT

MOTORCYCLE	
PROJECT CODES	PROJECT NAMES
OHMB23-01	APRIL/MAY MOTORCYCLE ENFORCEMENT
OHMB23-02	DELMARVA BIKE WEEK MOTORCYCLE ENFORCEMENT

OCCUPANT PROTECTION	
PROJECT CODES	PROJECT NAMES
CIED23-01	CLICK IT OR TICKET HIGH VISIBILITY ENFORCEMENT

PEDESTRIAN	
PROJECT CODES	PROJECT NAMES
OHPA23-01	OCTOBER PEDESTRIAN ENFORCEMENT/EDUCATION OUTREACH
OHPA23-02	SAFE FAMILY HOLIDAY PEDESTRIAN ENFORCEMENT/EDUCATION
OHPA22-03	MARCH/APRIL PEDESTRIAN ENFORCEMENT/EDUCATION OUTREACH
OHPJ23-04, OHPK23-01	SUMMER BEACH PEDESTRIAN ENFORCEMENT/EDUCATION OUTREACH
OHPK22-02	JUNE PEDESTRIAN ENFORCEMENT/EDUCATION OUTREACH



OCCUPANT PROTECTION/DISTRACTED DRIVING

PROJECT CODES	PROJECT NAMES
OHOS23-01	FALL OP/DISTRACTED ENFORCEMENT
OHOS23-02	SAFE FAMILY HOLIDAY OP/DISTRACTED ENFORCEMENT
OHOS23-03	WINTER OP/DISTRACTED ENFORCEMENT
OHOS23-04	SUMMER OP/DISTRACTED ENFORCEMENT

SPEED

PROJECT CODES	PROJECT NAMES
SPED23-01	SAFE FAMILY HOLIDAY SPEED ENFORCEMENT
SPED23-02	FEBRUARY/MARCH SPEED ENFORCEMENT
SPED23-03	APRIL/MAY SPEED ENFORCEMENT
SPED23-04	JUNE/JULY SPEED ENFORCEMENT
SPED23-05	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 is striving to ensure racial equity and support for underserved communities disproportionately impacted by traffic crashes. For example, many pedestrian fatalities occur on transit routes and in low-income areas of the state. We are directing our resources, law enforcement pedestrian education, and roadway audits in these areas to provide underserved communities with more resources to address pedestrian safety. 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. In an effort for the agencies to direct their enforcement to the problem areas within their jurisdiction and understanding that agencies know their jurisdictions best, agencies have access to OMEGA Crime View which allows them to look at crash maps and DUI arrests. Agencies then direct their enforcement with this information. We allow law enforcement agencies to make the appropriate location determination, however, we have provided some guidance through project agreement parameters based on our data review. Each law enforcement agency receiving funding also receives a data summary from OHS at the beginning of the fiscal year which is specific to their jurisdiction. OHS does reserve the right to direct agencies to work specific locations if necessary.



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. We are continuing to work with our marketing agencies to focus outreach and education messages to diverse communities, and underserved communities as directed by data. 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 2023

- **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
- **Increased saturation weekends** – weekends with high rates of impaired crashes and arrests will have specified patrols
- **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 timeframes
- **Foot patrols** – especially used to reach pedestrians 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:

PLANNED ACTIVITIES IN THIS SECTION

PROJECT CODES	PROJECT NAMES
OHDA23-01	APRIL DISTRACTED DRIVING ENFORCEMENT
CIED230-01	CLICK IT OR TICKET HIGH VISIBILITY ENFORCEMENT
ACAE22-04	DRIVE SOBER OR GET PULLED OVER



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	ELSMERE POLICE DEPARTMENT
BLADES POLICE DEPARTMENT	FELTON POLICE DEPARTMENT
BRIDGEVILLE POLICE DEPARTMENT	FENWICK ISLAND POLICE DEPARTMENT
CAMDEN POLICE DEPARTMENT	GEORGETOWN POLICE DEPARTMENT
CHESWOLD POLICE DEPARTMENT	GREENWOOD POLICE DEPARTMENT
CLAYTON POLICE DEPARTMENT	HARRINGTON POLICE DEPARTMENT
DAGSBORO POLICE DEPARTMENT	LAUREL POLICE DEPARTMENT
DELAWARE CITY POLICE DEPARTMENT	LEWES POLICE DEPARTMENT
DELAWARE STATE POLICE	MIDDLETOWN POLICE DEPARTMENT
DELMAR POLICE DEPARTMENT	MILFORD POLICE DEPARTMENT
DEWEY BEACH POLICE DEPARTMENT	MILLSBORO POLICE DEPARTMENT
DOVER POLICE DEPARTMENT	MILTON POLICE DEPARTMENT
ELLENDALE POLICE DEPARTMENT	NEW CASTLE CITY POLICE DEPARTMENT



AGENCIES
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
TOWNSEND POLICE DEPARTMENT
UNIVERSITY OF DELAWARE POLICE DEPARTMENT
WILMINGTON POLICE DEPARTMENT
WYOMING POLICE DEPARTMENT

COUNTERMEASURE STRATEGIES

- **CPS Program for Delaware**

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

PLANNED PARTICIPATION IN CLICK-IT-OR-TICKET

2023 Click it or Ticket Occupant Protection Mobilization

Delaware will be participating in Click It or Ticket beginning May 15, 2023 and ending June 9, 2023. OHS will partner with 39 police agencies throughout Delaware for saturation patrols during this three 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 messaging 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:

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

UNIQUE IDENTIFIER	PLANNED ACTIVITY NAME
SALD23-01	FITTING STATION COORDINATORS
SUPD23-01	FITTING STATION SUPPLIES
PMOD23-01	OP PAID MEDIA AND OUTREACH

Total number of planned inspection stations and/or events in the State: 20

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: 20
 Populations served - rural: 20
 Populations served - at risk: 20

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



CHILD PASSENGER SAFETY TECHNICIANS

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

COUNTERMEASURE STRATEGIES

- **CPS Program for Delaware**

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

UNIQUE IDENTIFIER	PLANNED ACTIVITY NAME
TRAD23-01	CPS TRAINING
SALD23-01	FITTING STATION COORDINATORS
SUPD23-01	FITTING STATION SUPPLIES
PMOD23-01	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: 4

Estimated total number of technicians: 50

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

TRAFFIC RECORDS COORDINATING COMMITTEE (TRCC)

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

MEETING DATES
1/17/2022
4/20/2022
6/29/2022

NAME AND TITLE OF THE STATE'S TRAFFIC RECORDS COORDINATOR

Name of State's Traffic Records Coordinator: **Richard Klepner**
 Title of State's Traffic Records Coordinator: **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
SPENCER PRICE	EXECUTIVE DIRECTOR	DELAWARE JUSTICE INFORMATION SYSTEM
NICOLE MAJESKI	SECRETARY	DEPARTMENT OF TRANSPORTATION
MOLLY MAGARIK	SECRETARY	DEPARTMENT OF HEALTH AND SOCIAL SERVICES
KARYL RATTAY - VACANT	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>
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>
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>
SPENCER PRICE	EXECUTIVE DIRECTOR	DELAWARE JUSTICE INFORMATION SYSTEM <i>(CRASH, ENFORCEMENT/ADJUDICATION)</i>
LANCE SKINNER	LIEUTENANT	DELAWARE STATE POLICE <i>(CRASH, ENFORCEMENT/ADJUDICATION)</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	TRAFFIC SECTION CAPTAIN	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).



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	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 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	<p>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.</p> <p>DELJIS IS CURRENTLY DEVELOPING A DATA DICTIONARY.</p>	<p>DEVELOP AN ACCESSIBLE AND USER-FRIENDLY CRASH DATA DICTIONARY AVAILABLE TO ALL CRASH 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>		
	NUMBER OF AD HOC REPORTS AND COGNOS QUERIES				
	<p>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.</p>	<p>INCREASE THE NUMBER OF AD HOC REPORTS AND COGNOS QUERIES</p>	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					
<p style="text-align: center;">DATA INTEGRATION</p>	<p>E-CRASH DOES NOT HAVE AN ACTIVE LINKAGE WITH MOTOR VEHICLE DATA, DRIVER HISTORY, OR EMERGENCY MEDICAL SERVICES DATA FOR DATA ANALYSIS.</p>				



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" data-bbox="935 1205 1474 1570"> <thead> <tr> <th data-bbox="935 1205 1117 1255">YEAR</th> <th data-bbox="1117 1205 1297 1255">ACTUAL</th> <th data-bbox="1297 1205 1474 1255">GOAL</th> </tr> </thead> <tbody> <tr> <td data-bbox="935 1255 1117 1339">2007</td> <td data-bbox="1117 1255 1297 1339">1 YEARS+</td> <td data-bbox="1297 1255 1474 1339">-</td> </tr> <tr> <td data-bbox="935 1339 1117 1413">2008</td> <td data-bbox="1117 1339 1297 1413">2 YEARS+</td> <td data-bbox="1297 1339 1474 1413">-</td> </tr> <tr> <td data-bbox="935 1413 1117 1493">2009</td> <td data-bbox="1117 1413 1297 1493">3 YEARS+</td> <td data-bbox="1297 1413 1474 1493">-</td> </tr> <tr> <td data-bbox="935 1493 1117 1570">2010</td> <td data-bbox="1117 1493 1297 1570">QUARTERLY</td> <td data-bbox="1297 1493 1474 1570">QUARTERLY</td> </tr> </tbody> </table> <p>PROJECT COMPLETE</p>			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																	



TABLE 2 – ROADWAY SYSTEM *CONT.*

QUALITY CATEGORY	STATUS/BASELINE/ DEFICIENCY	GOAL/ OBJECTIVE	PERFORMANCE MEASURE			
CONSISTENCY	<p>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.</p>	<p>GENERATE MILEPOINTS IN E-CRASH, ELIMINATING THE NEED FOR DELDOT TO CONVERT X, Y COORDINATES TO MILEPOINTS.</p>	<p>INCREASE PERCENTAGE OF CRASH REPORTS WITH MILEPOINTS GENERATED BY E-CRASH, WHEN APPLICABLE.</p>			
				YEAR	ACTUAL	GOAL
				2008	0%	-
				2009	0%	-
				2010	100%	90%
				PROJECT COMPLETE		
	<p>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.</p>	<p>MAINTAIN ONLY ONE MILEPOINT SYSTEM FOR ALL ROADWAY DATA STATEWIDE (LONG TERM GOAL). [2]</p>				



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>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.				
	COMPLIANCE WITH THE ENTRY-LEVEL DRIVER TRAINING REQUIREMENTS WAS NOT PREVIOUSLY TRACKED.	COMPLIANCE WITH THE ENTRY-LEVEL DRIVER TRAINING REQUIREMENTS WAS NOT PREVIOUSLY TRACKED.	INCREASE NUMBER OF CDL DRIVERS WHERE THE STATUS OF ELDT REQUIREMENTS IS KNOWN.		
			YEAR	ACTUAL	GOAL
			JUNE 8, 2020 – JUNE 7, 2021	0	0
JUNE 8, 2021 – JUNE 7, 2022	178	178			
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					



TABLE 4 – VEHICLE SYSTEM

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



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				
<p>TIMELINESS</p>	<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>	<p>INCREASE THE TIMELINESS OF CITATION INFORMATION IN CJIS.</p>				
			<p>YEAR</p>	<p>ACTUAL</p>	<p>GOAL</p>		
			<p>PRIOR YEARS</p>	<p>7.5 DAYS</p>	<p>-</p>		
			<p>2007</p>	<p>5.4 DAYS</p>	<p>-</p>		
			<p>2008</p>	<p>1.7 DAYS</p>	<p>3 DAYS</p>		
			<p>2009</p>	<p>0.2 DAYS</p>	<p>1.5 DAYS</p>		
			<p>PROJECT COMPLETE</p>				
<p>CONSISTENCY</p>	<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	CJIS CONTAINS INFORMATION ABOUT ENFORCEMENT CHARGES AND DISPOSITIONS OF THE CRASH COMPONENT 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.	INCREASE NUMBER OF CITATIONS WITH GPS COORDINATES TO ALLOW FOR ACCURATE LOCATING OF CITATIONS.	INCREASE # OF CITATIONS WITH GPS COORDINATES.		
			YEAR	ACTUAL	GOAL
			2007	0	-
			2008	67,059	10,000
			2009	90,339	75,000
PROJECT COMPLETE					
ACCURACY	THE CJIS CASE MANAGEMENT APPLICATION CONTAINS QUALITY CONTROL PROCEDURES AND EDITS TO IDENTIFY ERRORS MADE BY LAW ENFORCEMENT OFFICERS AND DATA ENTRY PERSONNEL.				



TABLE 5 – ENFORCEMENT/ADJUDICATION SYSTEM *CONT.*

QUALITY CATEGORY	STATUS/BASELINE/ DEFICIENCY	GOAL/ OBJECTIVE	PERFORMANCE MEASURE
<p>ACCESSIBILITY</p>	<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%
			PROJECT COMPLETE		



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				
<p>CONSISTENCY</p>	<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>	<p>TRANSFER DATA TO NEMSIS IN XML FORMAT.</p>	<p>INCREASE % EMS REPORTS TRANSFERRED TO NEMSIS IN XML FORMAT</p>				
			<p>YEAR</p>	<p>ACTUAL</p>	<p>GOAL</p>		
			<p>2012</p>	<p>0%</p>	<p>-</p>		
			<p>2013</p>	<p>0%</p>	<p>60%</p>		
			<p>2014</p>	<p>0%</p>	<p>90%</p>		
			<p>2015</p>	<p>0%</p>	<p>90%</p>		
			<p>2016</p>	<p>NOT AVAILABLE</p>	<p>90%</p>		
						<p>PROJECT COMPLETE</p>	
<p>COMPLETENESS</p>	<p>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.</p>						
	<p>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.</p>						



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	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.	ELECTRONICALLY POPULATE PATIENT CARE REPORTS WITH PRE-HOSPITAL (DISPATCH) DATA.	INCREASE % OF EMS REPORTS ELECTRONICALLY POPULATED WITH DISPATCH DATA.		
	<table border="1"> <thead> <tr> <th data-bbox="935 688 1114 743">YEAR</th> <th data-bbox="1114 688 1292 743">ACTUAL</th> <th data-bbox="1292 688 1474 743">GOAL</th> </tr> </thead> </table>		YEAR	ACTUAL	GOAL
	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 - **PAGE 162**

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 and the assessment was completed on June 18, 2021 which is within the five years prior to the application due date.



Section 405(c) Progress Report

State: DelawareReport Date: 6/22/22Submitted by: Dana Trone

System to be Impacted	<u> </u> CRASH <u> X </u> DRIVER <u> </u> VEHICLE <u> </u> ROADWAY <u> </u> CITATION/ADJUDICATION <u> </u> EMS/INJURY OTHER specify:
Performance Area(s) to be Impacted	<u> </u> ACCURACY <u> </u> TIMELINESS <u> X </u> COMPLETENESS <u> </u> ACCESSIBILITY <u> </u> UNIFORMITY <u> </u> INTEGRATION OTHER specify:
Performance Measure used to track Improvement(s)	Narrative Description of the Measure Increase number of CDL drivers where the status of ELDT requirements is known
Improvement(s) Achieved or Anticipated	Narrative of the Improvement(s) Increase the number of CDL drivers where the status of ELDT requirements is known from 0 during the baseline period to 178 during the performance period.
Specification of how the Measure is calculated / estimated	Narrative Description of Calculation / Estimation Method On February 7, 2021, Delaware Department of Motor Vehicles (DMV) implemented a system to track compliance Entry-Level Driver Training Requirements (ELDT) for CDL Applicants. The system tracks the following: <ul style="list-style-type: none"> • Number of CDL applicants testing out of State • Number of CDL applicants passing of first attempt • Number of CDL applicants failing on first attempt and passing on second attempt • Number of CDL applicants failing twice and passing on third attempt • Number of CDL applicants that have not passed • Number of CDL applicants that have not yet tested <p>This system will allow DMV to track compliance with the ELDT requirements and provide a more complete driver data system. An increase in the number of applicants that are tracked is indicative of an improvement in the completeness of the driver system.</p>
Date and Baseline Value for the Measure	June 8, 2020 – June 7, 2021 – 0
Date and Current Value for the Measure	June 8, 2021 – June 7, 2022 – 178 (see sample dataset below)

Status	ELDT - Class A	ELDT - Class B	ELDT - 16+ Passengers	ELDT - School Bus	Total
Tested out of State	63	2	1	0	66
Passed on first attempt	29	13	15	6	63
Failed on first passed, on second attempt	8	1	0	0	9
Failed twice, then passed on third attempt	2	0	0	0	2
Failed, have not passed yet	2	1	0	0	3
Have not tested yet	9	16	10	0	35
Total	113	33	26	6	178



405(d) Impaired Driving Countermeasures Grant

IMPAIRED DRIVING ASSURANCES

Impaired driving qualification

Low-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.



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:

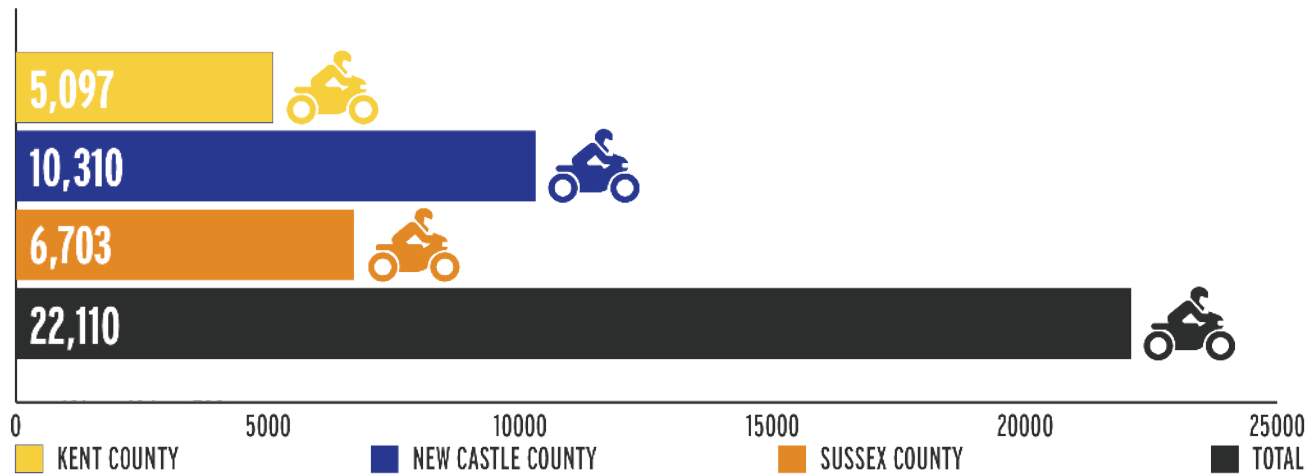
Approved curricula:	(i) Motorcycle Safety Foundation Basic Rider Course
Other approved curricula:	

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.

Total # of registered motorcycles in State: 22,110

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

PROJECT CODE	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

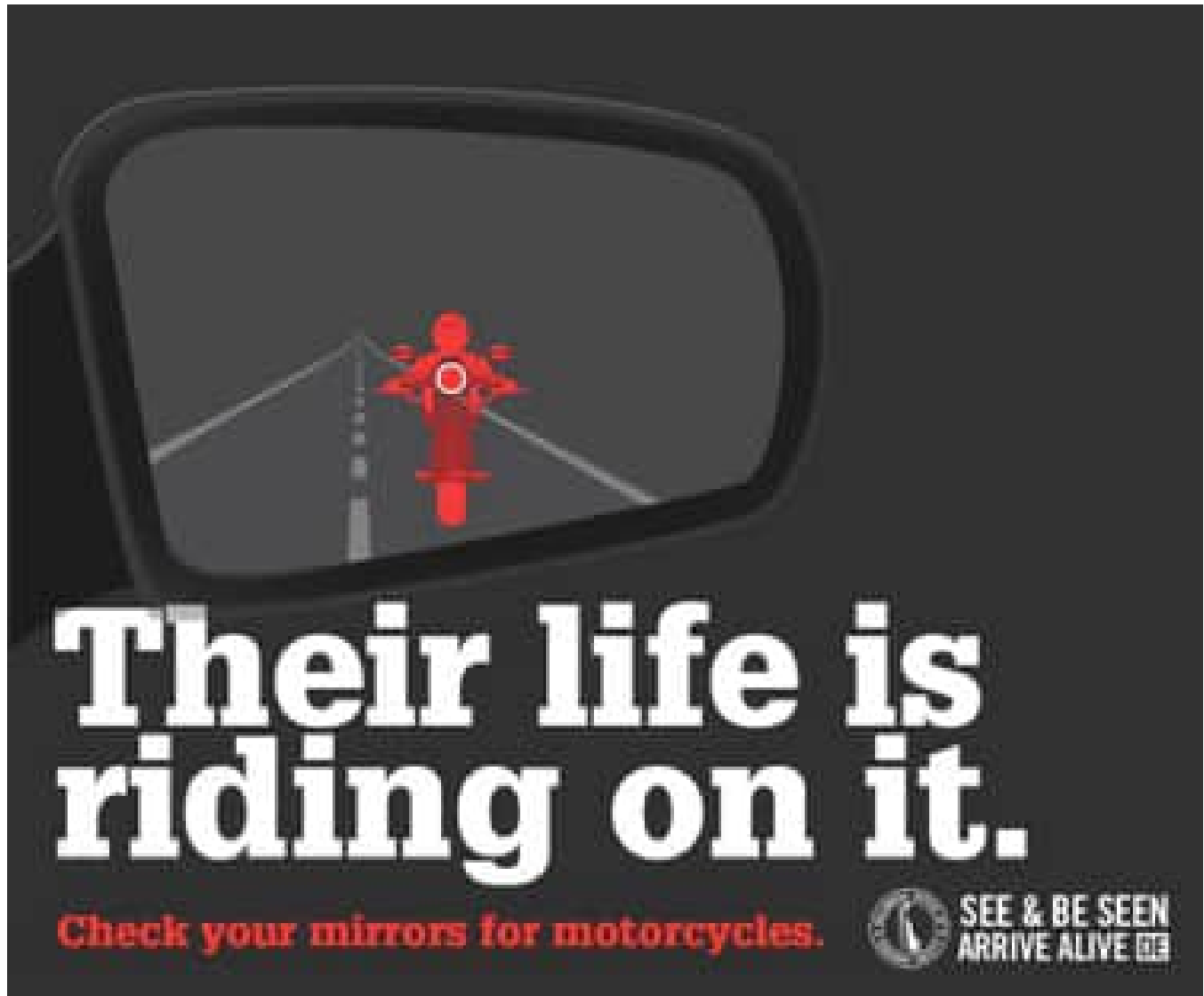
CITATIONS

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
- [FY23 GRB Operating Bill - SB 225 01.22.22](#) (Recommended FY2023 budget and will not be expected to be in effect until 7/1/22)





405(h) Non-Motorized Safety Grant

(23 CFR 1300.27)

The State affirms that it will use the funds awarded under 23 U.S.C. 405(h) only for the implementation of programs as provided in 23 CFR 1300.27(d).

FY 2023 Nonmotorized Safety Grants Eligibility (23 CFR 1300.27)

MOTOR VEHICLE TRAFFIC FATALITIES, PEDESTRIAN & BICYCLIST FATALITIES AND FATALITY ANALYSIS REPORTING SYSTEM (FARS) 2019 FINAL

State	Total Traffic Fatalities	Pedestrian & Bicyclist Fatalities		
		Number	Percentage of Total Traffic Fatalities	Eligibility
Delaware	132	39	29.55%	Eligible



Certifications and Assurances

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FY 2023 HIGHWAY SAFETY PLAN

OCTOBER 1, 2022 – SEPTEMBER 30, 2023