DELAWARE OFFICE OF HIGHWAY SAFETY

John Carney, Governor
State of Delaware

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Office of Highway Safety

FY24 • FY26

HIGHWAY

SAFETY PLAN

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HIGHWAY SAFETY PLANNING PROCESS AND COMMUNITY ENGAGEMENT

DATA SOURCES AND PROCESSES

The Delaware Office of Highway Safety (OHS) in coordination with Whitman, Requardt, & Associates (WRA) conducts an extensive problem identification process throughout the year to determine the most effective and efficient plan for the use of federal highway safety funds. This process starts with the Grant Advisory Committee (GAC). OHS surveys each partner agency detailing their highway safety priority issues to be considered for the upcoming Highway Safety Plan (HSP). Through provided priority issues, and previously established program areas, OHS conducts internal data analysis to identify necessary countermeasures for funding. Data sources include the Crash Analysis and Reporting System (CARS), Delaware Criminal Justice Information System (DelJIS) including E-Crash and E-Ticket, Fatal Analysis Reporting System (FARS), Delaware State Police Traffic Statistical Annual Reports, Car Seat Check data (OHS), Division of Motor Vehicles (DMV), Division of Public Health, U.S. Department of Transportation, Census data, survey data, and other various datasets.

Information from these sources is used as follows:

- Identifying, analyzing, and displaying the data
- Coordinating efforts with the Strategic Highway Safety Plan (SHSP)
- Developing a timeline for completion of the HSP
- Identify top priority areas based on problem identification. Review who, what, when, where, and why
- Develop measurable objectives
- Develop a comprehensive enforcement plan based on problem identification.

Based on this process, OHS has determined these priority areas for the FY 2024-2026 Highway Safety Plan:

- Impaired Driving (Alcohol and Drug)
- Occupant Protection
- Non-motorized Safety (Pedestrian and Bicycle)
- Speeding
- Distracted Driving
- Motorcyclist Safety
- Traffic Records
- Teen Drivers
- Aging Drivers (65+)

Additional program areas have been established based on regulation and new grant opportunities available to OHS:

- Commercial Motor Vehicle Safety

- Reducing roadside deaths (Move Over)
- Driver and officer education
- Unattended passenger program (heatstroke awareness)

The problem identification process is necessary to identify partners for project funding, specifically for law enforcement. This process enables OHS to identify target violations, days of the week, time of the day, and which months of the year enforcement programs should be implemented. Programs are directed to the most appropriate locations within each jurisdiction. OHS also uses problem identification to support and develop paid media concepts and determine the timing and placement of paid media campaigns and outreach to coincide with enforcement. Data provides the building block for problem identification to be supplemented by meaningful community engagement.

Based on data-driven problem identification, OHS staff in partnership with the GAC selects countermeasure strategies, projects, and planned subgrantees outlined in both the FY 2024-2026 Highway Safety Plan and FY 2024 Annual Grant Application. This process is imperative to establishing an effective Highway Safety Plan and appropriate distribution of federal funds. OHS conducts additional analysis to review data in greater detail to further ensure the selected programming initiatives impact identified problems.

Parameters that OHS uses to review data in greater detail include, but is not limited to:

- Calendar periods of increased crash frequencies within priority areas
- Hourly periods
- Age and gender of roadway users by type of crash
- Actions taken by roadway users during a crash
- High crash locations with an emphasis on fatality and serious injury clusters
- Environmental factors
- Racial equity and census data to support underserved communities

It is important to note that characteristics of crashes that are reviewed will differ depending on the program area. For example, ambient and street lighting may be considered a top factor in a non-motorized crash but not considered a factor for others.

Equity is a fundamental principle in transportation safety. The transportation system must provide fair access and 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. Data driven safety initiatives are developed and administered to ensure vulnerable and underserved populations are prioritized. Understanding trends where fatal and serious injury crashes occur at disproportionate rates on communities will allow us to identify actions and partners to address the underlying factors and causes to improve traffic safety. OHS is committed to a comprehensive, equitable, and inclusive approach to delivering enforcement, education, and outreach programs to save lives on Delaware roadways.

Following an extensive data review, OHS develops measurable 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, time-framed and related to the identified problem. To address emerging trends in fatality crashes

within a priority area, OHS conducts ongoing analysis and monitors the effectiveness of activities as warranted. This can lead to adjustments of projects, countermeasure strategies, or the addition of projects throughout the fiscal year.

PROCESS PARTICIPANTS IN HIGHWAY SAFETY PLAN DEVELOPMENT

In 1993, OHS implemented a Grant Review or Advisory Committee (GAC) to assist with the selection of grantees for the coming grant year. The project selection process has evolved extensively since then, and currently, the GAC assists OHS with problem identification and in establishing priority areas. OHS also provides overviews of anticipated projects that are known at the time of the meetings. The HSP always requires their approval to draft and submit to NHTSA. The GAC meets twice annually.

The FY 2024 GAC included the following members:

AGENCY	REPRESENTATIVE
Office of Highway Safety	Richard Klepner
National Highway Traffic Safety Administration	Frank Enko
Federal Highway Administration	LaTonya Gilliam
Delaware State Police	Capt. Rodney Layfield/Lt. Lance Skinner
Delaware Department of Transportation	Scott Neidert/Peter Haag
Department of Justice	Barzilai Axelrod
Department of Health Social Services – Division of Public Health	Paul Westlake
Milford Police Department (Municipal Police Department Representative)	Chief Cecilia Ashe
League of Local Governments	Chief Mark Farrall (Newark Police Department)

In addition, other participants in the planning process include the Statewide Impaired Driving Prevention Task Force, Teen Driver Task Force, Delaware Coalition for Injury Prevention, Safe Kids Coalition, Delaware Bicycle Council, the Traffic Records Coordinating Committee (TRCC), the Motorcycle Riders Education Advisory Committee, Corporate Partner Program, Strategic Highway Safety Plan Committee, among many others.

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	9,309
2022	753,948	32,196	997,616	Data Not Yet Available

Source – Delaware Division of Motor Vehicles, Delaware Department of Transportation Highway Performance Monitoring System

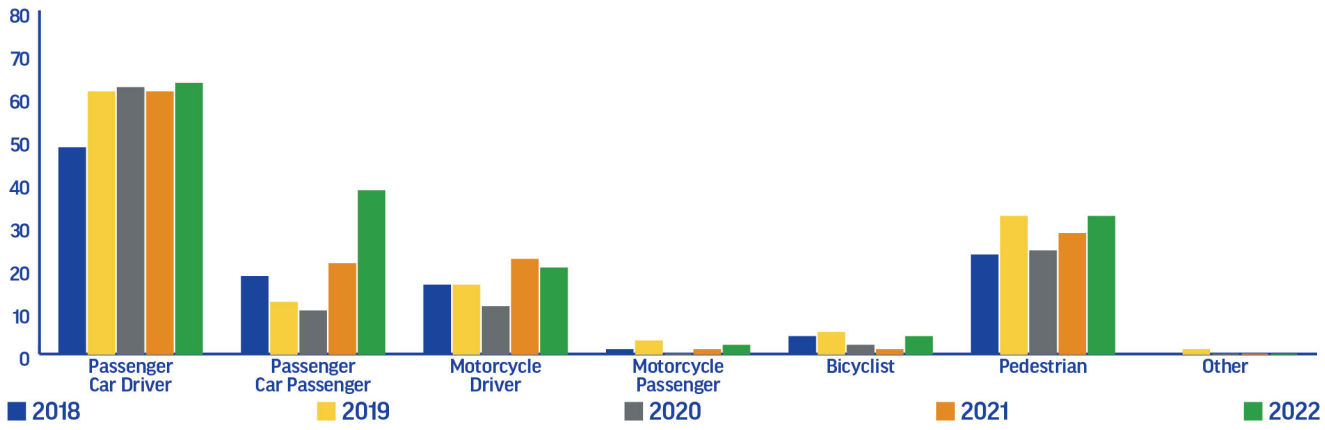
PROBLEM IDENTIFICATION

Delaware crash data identified a total of 27,830 reportable traffic crashes in 2022. Of those, there were 146 fatal crashes and 5,435 personal injury crashes. This resulted in 165 fatalities and 7,835 persons injured. For each person killed, there were 59 injured. In 2022, there were 33 pedestrian fatalities. For each pedestrian killed, there were 8.6 injured. There were seven bicycle fatalities. Of the 103 vehicle occupants killed, 58 occupants (56%) were using occupant restraints. Impaired driving contributed to at least 52 of the crashes (36%). Speed was a contributing factor in 47 of the fatal crashes (32%). Of vehicle occupants killed, 65 were operators and 38 were passengers. Of motorcyclists killed, 20 were the operators while two were a passenger. Fifty percent of fatal crashes occurred in New Castle County. Sussex County followed with 29% of the fatal

crashes. Kent County had 21% of the fatal crashes. Historically, Friday into Sunday morning trend highest for fatal crashes. In 2022, the highest was Friday (20%) and lowest was Monday (11%). The reported time of fatal crashes ran true to historical trends. Typically, most fatal crashes occur between 8 PM – 3 AM. In 2022, the most frequent time was 10 PM – 11 PM (14), followed by 6 PM – 7 PM (12) and 8 PM – 9 PM (12). Males accounted for 68% of fatalities, while females represented 32%. Individuals aged 35-44, 45-54 and 65-74 (all each approximately 15%) were the most common fatality, but individuals aged 19 & under observed a substantial increase, up 57% from 2020. Additional data analysis and identified problems are discussed at the beginning of each program area. It is also noted that there has been a significant increase in vehicle occupant passenger fatalities. All fatal crash data is preliminary and subject to change. In July 2022, the Department of Safety and Homeland Security, in Coordination with the Department of Technology & Information launched the Public Crash Data Portal[1].

Fatalities by Type 2018-2022

	2018	2019	2020	2021	2022	Total	%
Passenger Car Driver	47	61	63	62	65	298	45%
Passenger Car Passenger	17	13	12	22	38	102	15%
Motorcycle Driver	16	16	14	23	20	89	13%
Motorcycle Passenger	1	3	0	1	2	7	1%
Bicyclist	6	7	3	2	7	25	4%
Pedestrian	24	32	25	29	33	143	22%
Other	0	1	0	0	0	1	0%
Total	111	133	117	139	165	665	

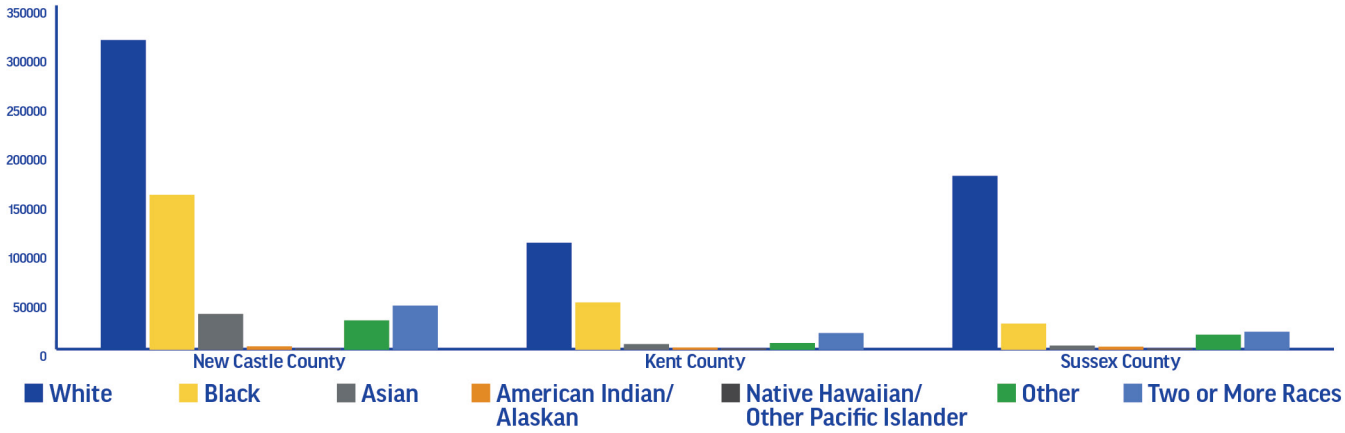


[1] Delaware Public Crash Data Portal: https://data.delaware.gov/Transportation/Public-Crash-Data/827n-m6xc

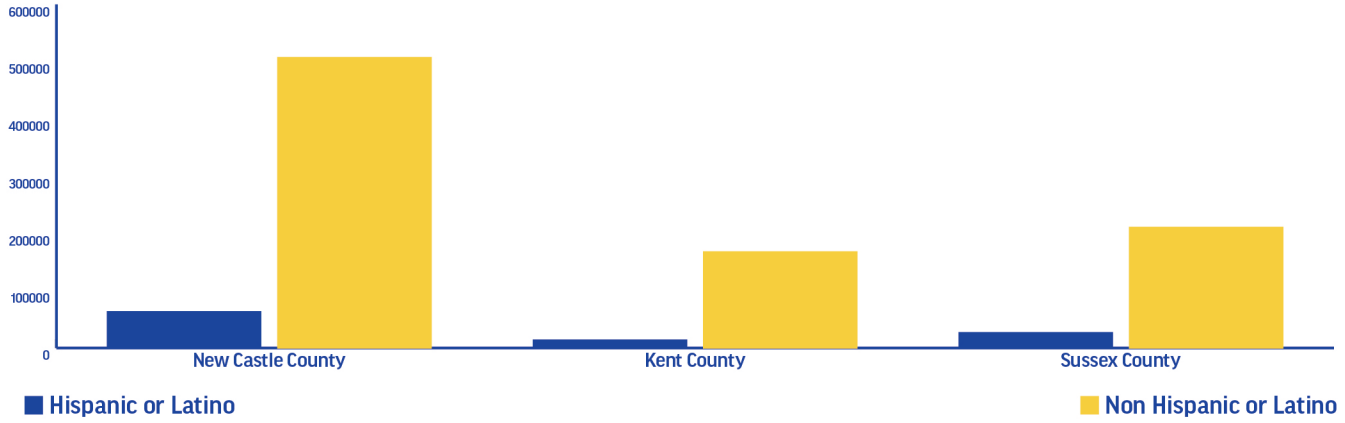
Delaware is the second smallest state in terms of landmass with a total area of 1,982 sq. miles. The State is divided into three counties: New Castle with 438 sq. miles, Kent County with 594 sq. miles, and Sussex County with 950 sq. miles. Delaware is 96 miles long and varies from 9 to 35 miles in width. The Delaware Population Consortium estimates that 1,013,736 people live in the State in 2023, with 837,658 people aged 15 or older. It is estimated that 90% of the eligible population of Delaware has a driver's license.

OHS conducts data analysis to identify communities or populations that are over-represented in crashes associated with the priority areas included in this plan. The following provides information regarding the overall population of Delaware.

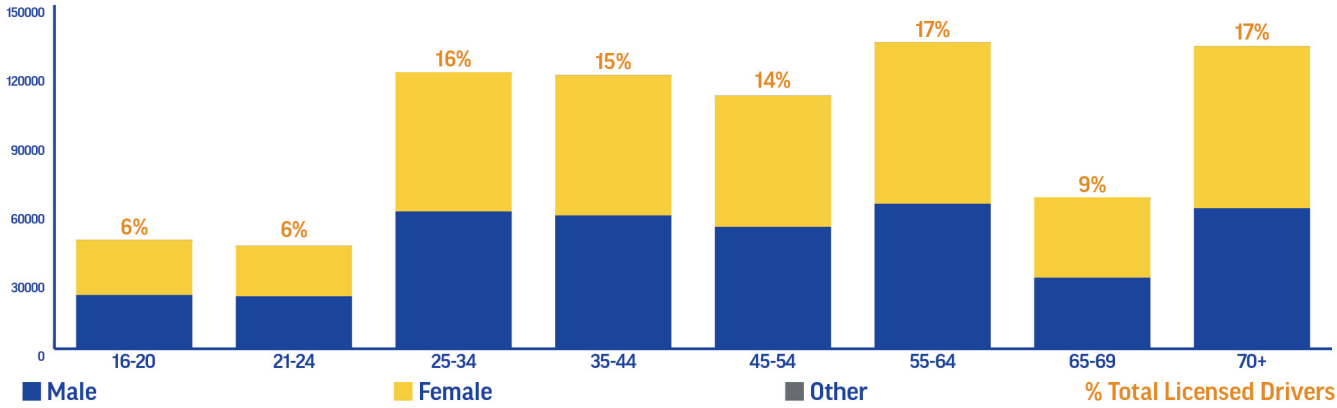
Delaware Population by County and Race



Delaware Population by County and Ethnicity



Delaware Licensed Drivers by Age Group and Gender



Source – 2022 Annual Traffic Statistical Report, Delaware State Police

METHODS FOR COUNTERMEASURE STRATEGY AND PROJECT SELECTION

As part of the preparation for the HSP, OHS evaluates prior year projects and strategies for effectiveness to achieve the goals and objectives. OHS engages in two processes for fund distribution. The first is a project agreement with law enforcement agencies. OHS develops a comprehensive enforcement plan covering the upcoming fiscal year. The enforcement plan is developed through detailed data analysis described above. Identified law enforcement agencies are notified approximately one month before the start of each mobilization. After accepting the initial invitation to participate, each agency may request revisions to the general project parameters before providing a signed project agreement. OHS also reserves the right to provide specific instructions to an agency if data/community outreach suggests a need. Before participating, each agency must agree to the terms of the project agreement provided by OHS and the required Certifications and Assurances.

The second process is completed through a submitted project proposal. Any organization eligible to receive federal funds may request project approval through submission of an application. Project proposals are accepted at any point during the fiscal year. Organizations are asked to submit at least one month in advance of the project start date to allow for OHS review and approval through NHTSA, if needed. Proposal applications require:

- A clear link to one of OHS's identified priority areas or other behavior highway safety issue.
- Sufficient problem identification to clearly outline the program need.
- Clear and concise measurable objectives and evaluation methods to address the problem utilizing evidence-based countermeasures.
- A list of project tasks with timelines for completion.
- A detailed and reasonable budget request, with clear links to project tasks

As part of the proposal process, OHS typically discusses proposed activities before submission to confirm that funding requests will be allowable. Additionally, OHS provides technical assistance as needed to ensure a promising project proposal is submitted with adequate data and problem identification. Once proposals

are received, management staff convenes to review. Proposals will be reviewed at least monthly but may be reviewed more frequently depending on the number of proposals received and staff availability. In review, OHS will ensure the proposal includes the necessary components outlined above, that funding is available, and determine the believed overall traffic safety impact. Through various task forces, coalitions, and other partnerships, OHS routinely shares information about our open proposal process. OHS continues to make efforts to expanding partnerships with community-based stakeholders and support partners with effective projects.

COMMUNITY OUTREACH, PUBLIC PARTICIPATION AND ENGAGEMENT

OVERALL OBJECTIVE

Consult and engage with local community organizations, citizens, and civic groups to identify highway safety concerns and solicit input for formulation of strategies and objectives in Delaware's Highway Safety Plans. Through the successful accomplishment of the Goals listed below, OHS will establish and exchange information and ideas which will allow community members to express their perspective, expectations, and concerns related to highway safety efforts as well as to obtain their 'buy-in' to the continued development of a Safe System Approach. Where feasible, collaborative approaches to behavioral safety efforts will be incorporated, allowing the communities to share in the development and implementation of safety programs.

OHS allows for the submission of project proposals throughout the fiscal year allowing for flexibility in priority areas and project spending. Community engagement and participation efforts will provide constant feedback to influence future programmatic efforts. Projects noting specific outreach to affected communities will be given priority.

IDENTIFICATION OF AFFECTED AND POTENTIALLY AFFECTED COMMUNITIES *(CRASH, INJURY, AND FATALITY DATA)*

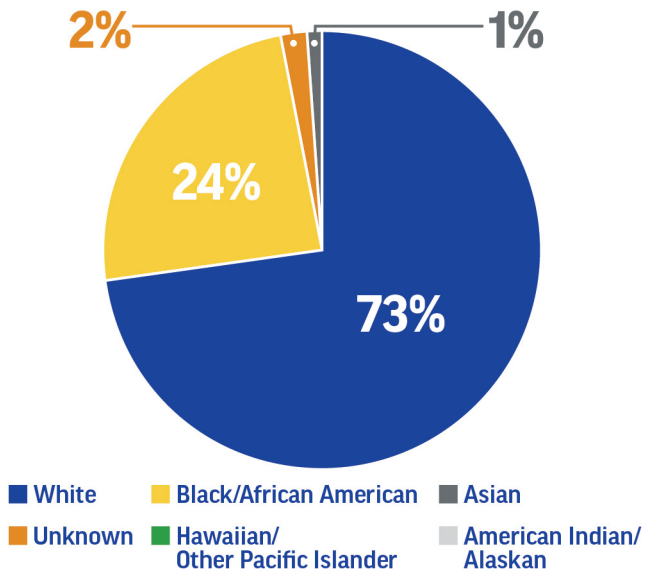
OHS reviewed crash data specific to each priority area to determine affected or potentially affected communities. During the review, OHS analyzed demographic information, including but not limited to age, gender, and race for both overall and injury-related crashes. Analysis was completed on crash locations, and home addresses of those involved. Additionally, OHS reviewed census data including but not limited to income level, and population projections[2]. Due to Delaware's small size and population, analysis was completed at a statewide level when localization was not feasible. Through mapping, geographic locations showing overrepresented communities were determined. The list below is intended to act as a starting point for the FY2024 – FY2026 Highway Safety Plan as data analysis is completed periodically throughout the next fiscal year.

[2] Population projects for Delaware for published by the Delaware Population Consortium: https://stateplanning.delaware.gov/demography/dpc.shtml

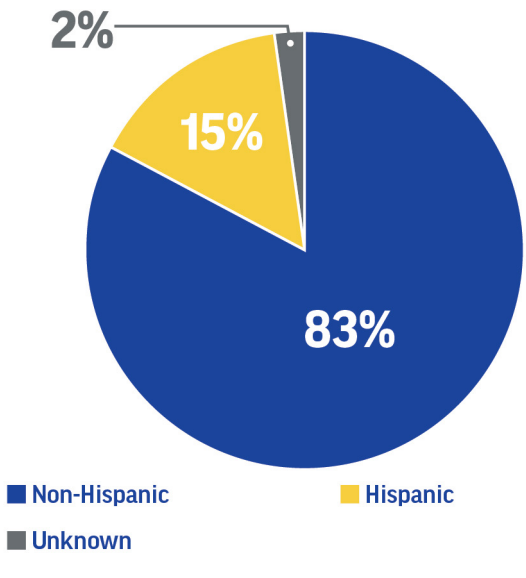
IMPAIRED DRIVING

An analysis of the race and ethnicity of impaired driving crashes in Delaware indicated individuals of Hispanic origin are overrepresented. Based on the 2020 Census, 10.5% of Delaware's population indicated they were of Hispanic origin, whereas this population accounted for 16% of impaired drivers in impaired driving crashes.

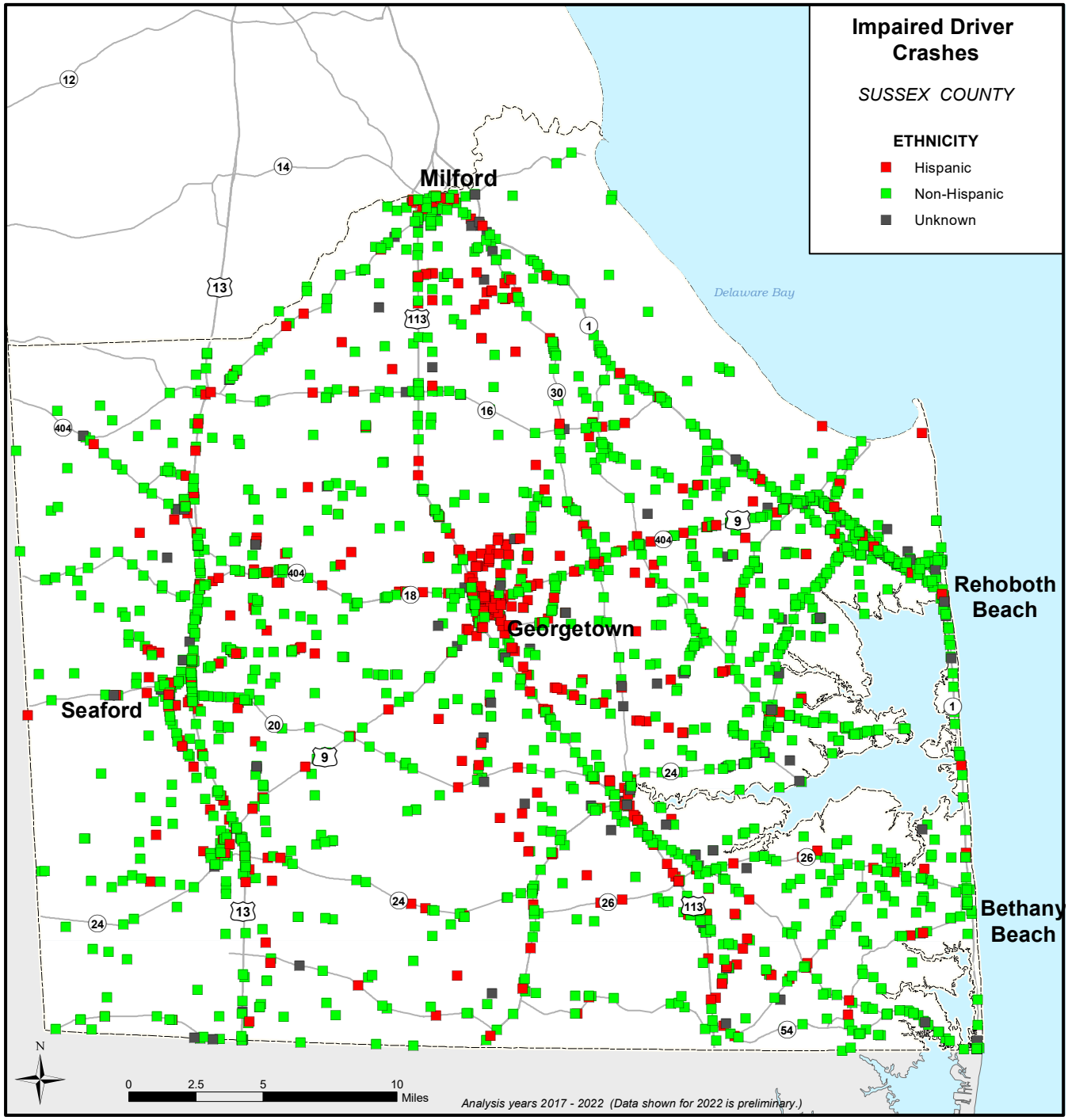
Race of Impaired Drivers



Ethnicity of Impaired Drivers



Furthermore, this population is being considered an affected community statewide. Mapping impaired driving crashes shows increased crash rates in Sussex County on Rt. 113. Crash rates are particularly high in areas around Georgetown, DE.

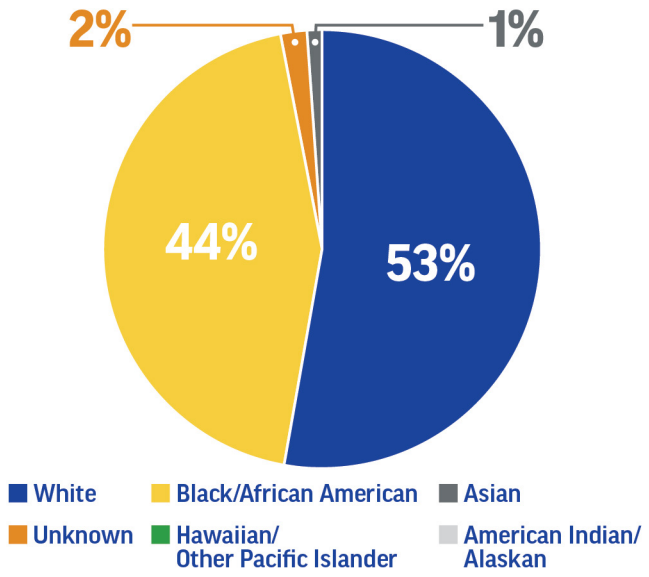

Impaired Driver Crashes
SUSSEX COUNTY
ETHNICITY
Hispanic
Non-Hispanic
Unknown
Delaware Bay
Milford
Georgetown
Seaford
Rehoboth Beach
Bethany Beach
N
0 2.5 5 10
Miles
Analysis years 2017 - 2022 (Data shown for 2022 is preliminary.)

OCCUPANT PROTECTION

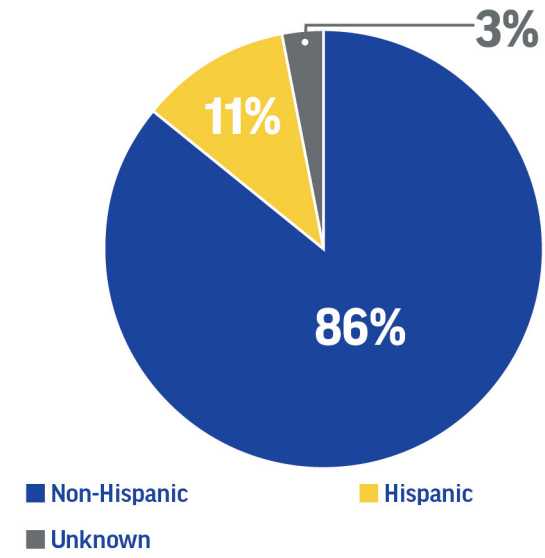
An analysis of race and ethnicity data involving individuals who were unbelted in crashes shows overrepresentation among Delaware's Black/African American and Sussex County Hispanic communities. Statewide, 44% of individuals not using a seat belt in a crash were Black/African American. This is double the expected percentage of 22%.

Sussex County has the highest percentage of people of Hispanic origin. The Hispanic community represents 11% of the total county population. Of unrestrained vehicle occupants in Sussex County, 15% were noted as Hispanic.

Race of Unrestrained Vehicle Occupants



Ethnicity of Unrestrained Vehicle Occupants



PEDESTRIANS

Between 2017 and 2022, pedestrians were involved in a significant percentage of fatal crashes.

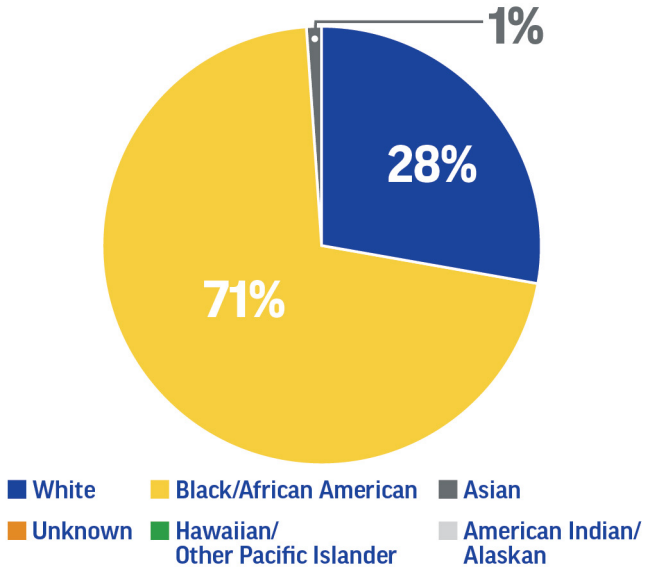
YEAR	TOTAL FATALITIES	PEDESTRIAN FATALITIES	PERCENTAGE OF FATALITIES
2017	119	34	29%
2018	111	24	22%
2019	133	32	23%
2020	117	25	21%
2021	139	29	21%
2022	165	33	20%

According to analysis completed by the Governor's Highway Safety Association, Delaware typically has one of the five highest rates of pedestrian fatalities per 100,000 people.

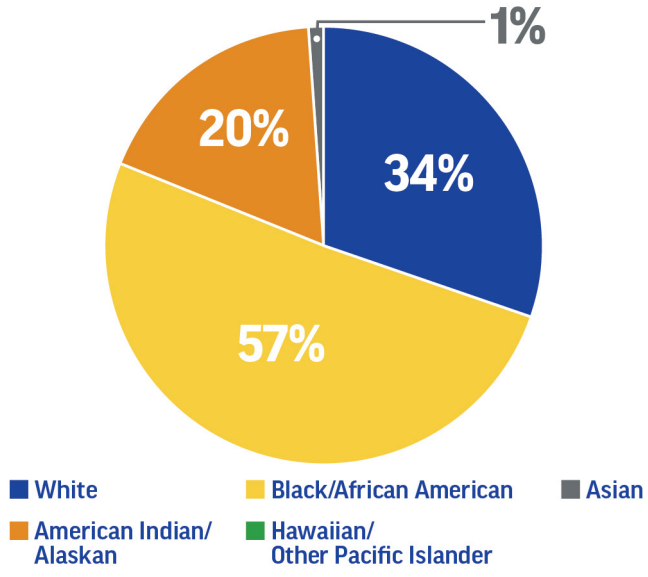
CITY OF WILMINGTON

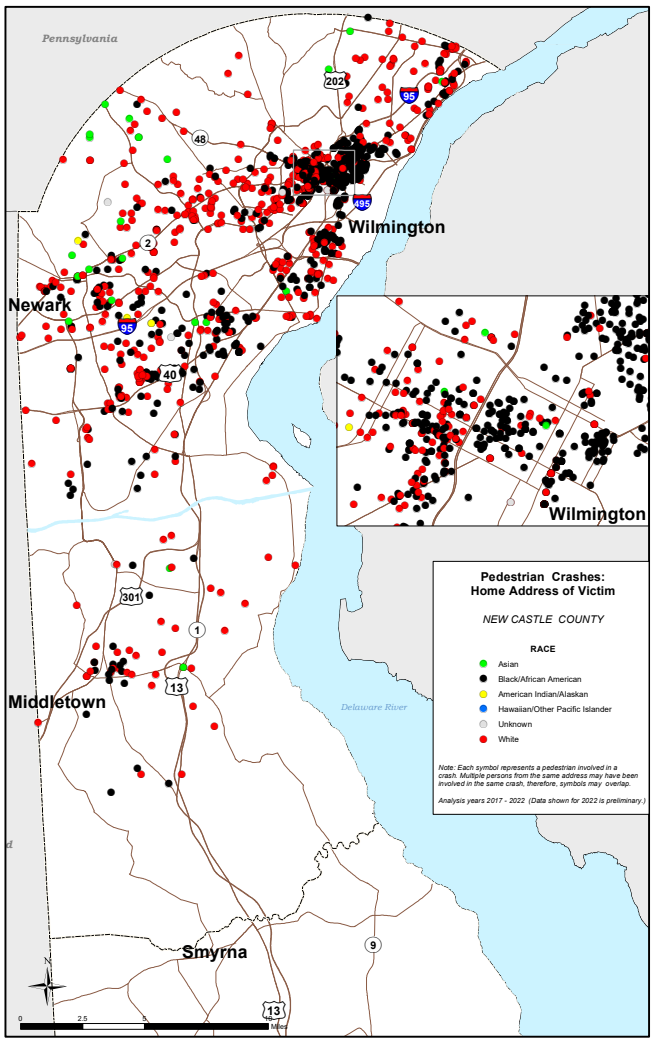
In total, between 2017-2022, there were 2,077 pedestrian crashes with 657 occurring in the City of Wilmington (32%). To further evaluate the community impact, crashes within Wilmington city limits were analyzed based on race involved. As shown, Black/African American pedestrians represented 71% of pedestrians involved in crashes, mostly living East of the Interstate 95 corridor that splits the city. Additionally, communities within census tracts with income levels under $30,000 and $30,000 - $60,000 are the most impacted.

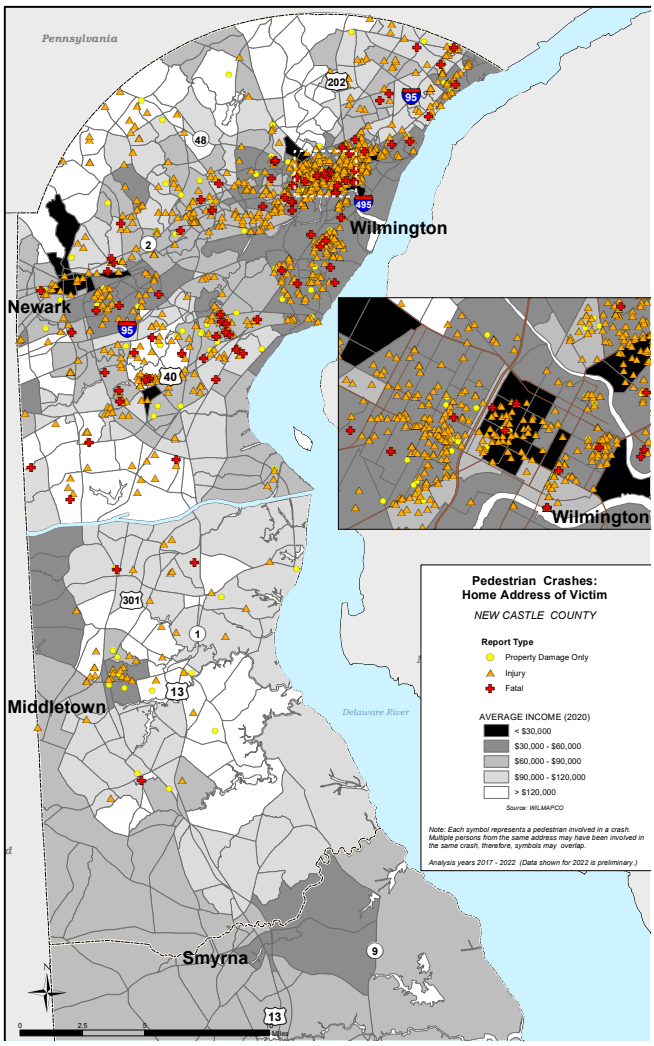
Pedestrian Crashes Wilmington, 2018-2022



2022 Census Population Projections




Pennsylvania
Wilmington
Newark
Middletown
Smyrna
Delaware River
Wilmington
Pedestrian Crashes:
Home Address of Victim
NEW CASTLE COUNTY
RACE
Asian
Black/African American
American Indian/Alaskan
Hawaiian/Other Pacific Islander
Unknown
White
Note: Each symbol represents a pedestrian involved in a crash. Multiple persons from the same address may have been involved in the same crash, therefore, symbols may overlap.
Analysis years 2017 - 2022 (Data shown for 2022 is preliminary.)


Pennsylvania
Wilmington
Newark
Middletown
Smyrna
Delaware River
Wilmington
Pedestrian Crashes:
Home Address of Victim
NEW CASTLE COUNTY
Report Type
Property Damage Only
Injury
Fatal
AVERAGE INCOME (2020)
< $30,000
$30,000 - $60,000
$60,000 - $90,000
$90,000 - $120,000
> $120,000
Source: WILMAPCO
Note: Each symbol represents a pedestrian involved in a crash. Multiple persons from the same address may have been involved in the same crash, therefore, symbols may overlap.
Analysis years 2017 - 2022 (Data shown for 2022 is preliminary.)


SLOW DOWN. CHILDREN CROSSING.
WALK SMART
ARRIVE ALIVE DE

SENIORS (65+)

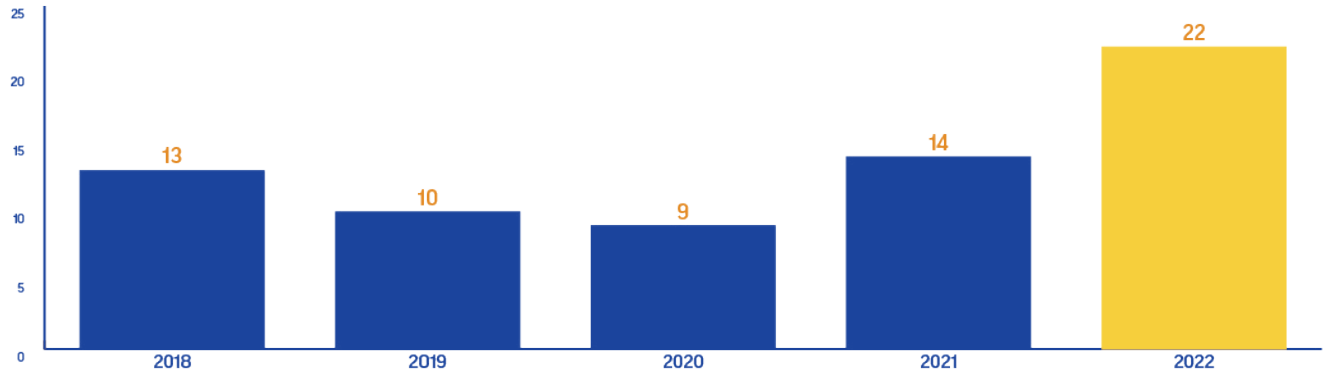
Delawareans aged 65+ are the state's fastest growing population. The Delaware Population Consortium estimates that the 65+ population will increase by 20% by 2030 and 29% by 2040. As this population grows, representation within fatal crashes continues to trend upward.

YEAR	TRAFFIC FATALITIES 65+	PERCENTAGE OF TRAFFIC FATALITIES
2018	22	20%
2019	31	24%
2020	32	27%
2021	32	23%
2022	36	22%

TEEN DRIVERS/VEHICLE OCCUPANTS

Teen drivers represent approximately four percent of licensed drivers in Delaware however account for 18% of unrestrained vehicle occupants, 18% of speeding crashes, and 12% of distracted driving crashes showing significant overrepresentation. 19 & Under fatalities increased 144% between 2020 – 2022.

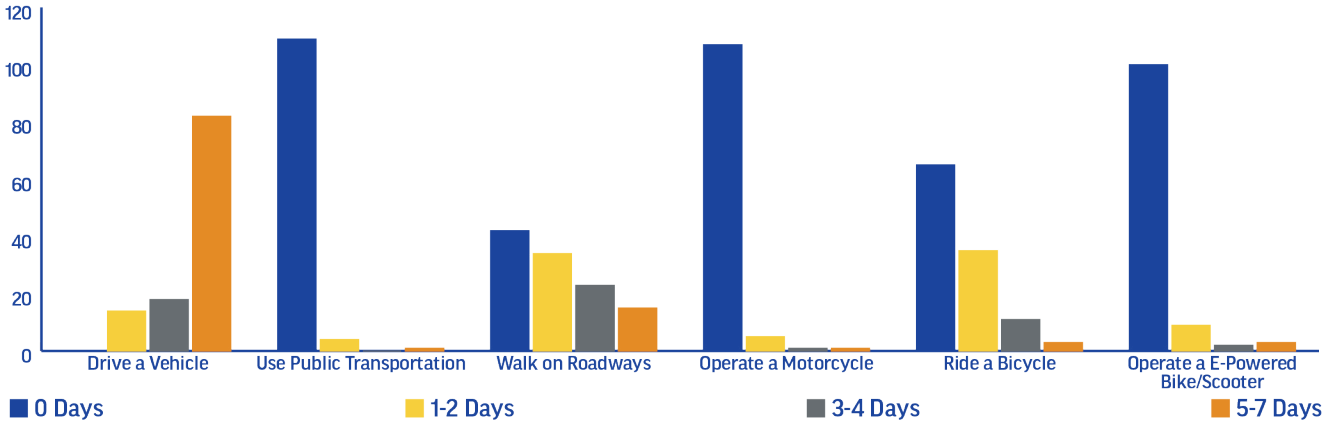
19 & Under Traffic Fatalities (2018-2022)



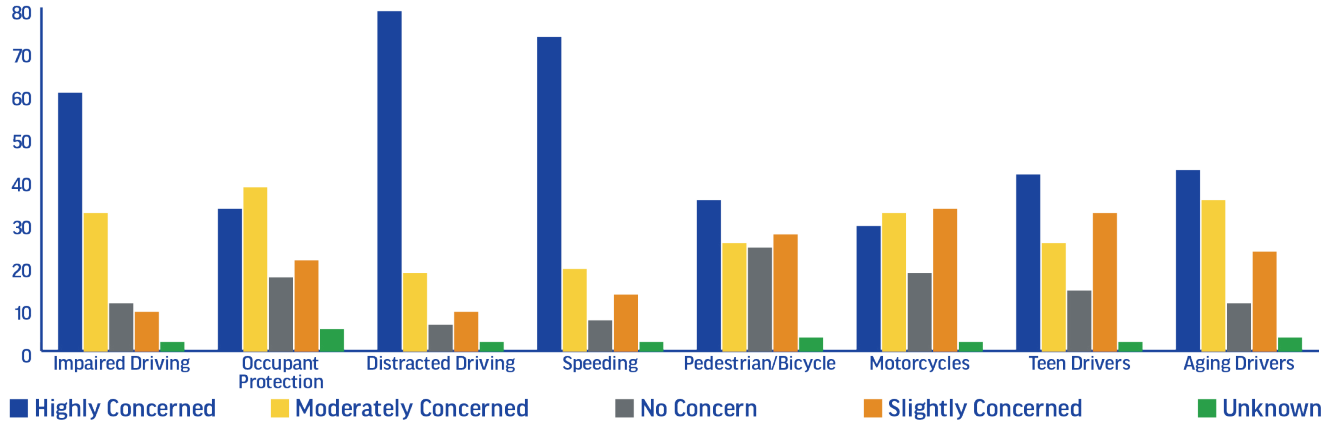
DRIVER ATTITUDES AND AWARENESS SURVEY

As part of community engagement efforts and to support the original goal of obtaining a high level of understanding of Delawarean's perceived highway safety issues, OHS developed a short survey for attendees to complete at various community events. These events included the "Everybody Gets Home Summit" organized by Bike Delaware, Dover Unity Day, OHS sponsored events at Frawley Stadium (Wilmington Blue Rocks) and Rehoboth Beach Boardwalk (Sussex County), Highmark Community Health Event (Wilmington) and the Dover/Kent County Metropolitan Planning Organization Equity Roundtable meeting. OHS also hosted virtual public workshops. All surveys were completed online through Google Forms. QR codes were provided to link directly to the survey on personal devices and OHS provided the survey through iPads at each event. The survey received 156 responses.

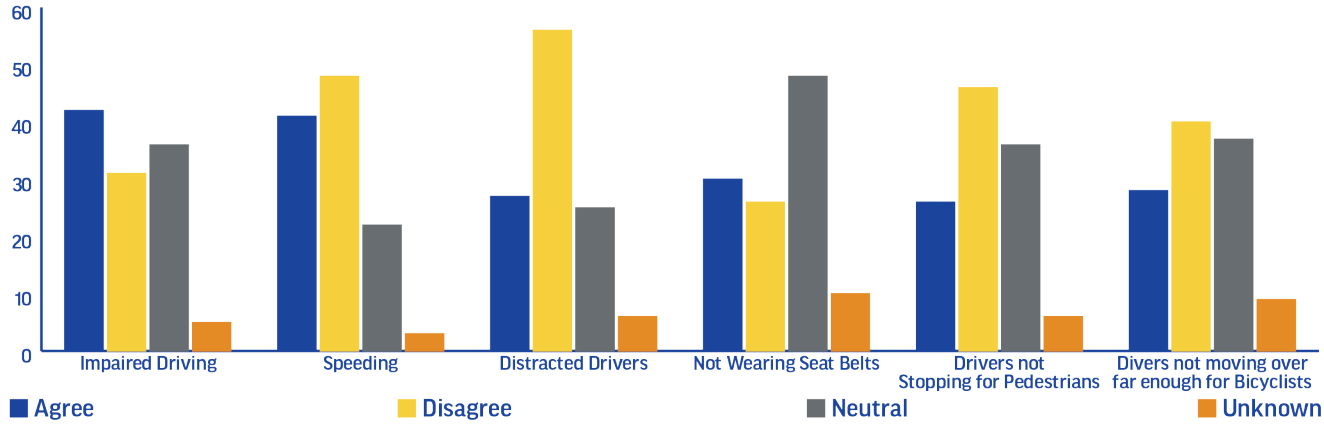
How Often Do You?



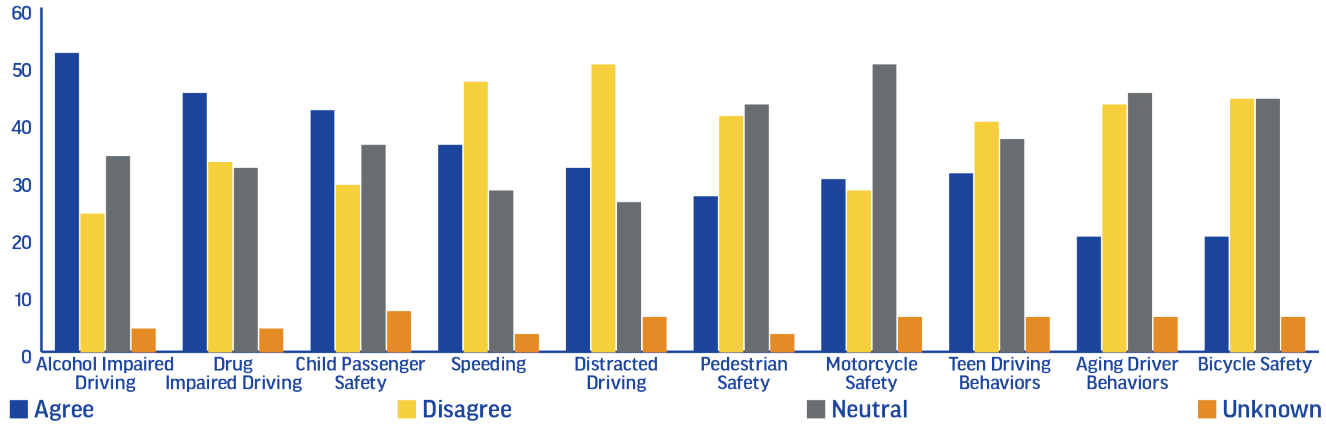
How concerned are you with?



Do you feel there is adequate enforcement addressing?



Do you agree there is adequate education and public awareness on?



TOWN HALL MEETINGS *(ENGAGEMENT OUTCOMES)*

Engagement/input will be a part of the long-range 3HSP Engagement. Activities conducted to date helped form programmatic decisions during our grant review process. At each event, OHS staff interact with the attendees to gauge their awareness of existing safety programs and messaging and provide an opportunity for individuals to express their individual concerns about highway safety and offer suggestions for better synergy with their community.

In September 2023, OHS hosted three town hall events with one occurring in each county. Through the data analysis process highlighting affected communities, OHS designed each town hall to discuss program areas specific to those areas. Each town hall provided options to attend in person or virtually. Meetings were scheduled during evening hours in hopes that working adults would have an increased ability to attend. Each session was designed to provide OHS with insights and feedback to help in the planning of overall highway safety initiatives and, more specifically, to shape behavior change communications campaigns.

SUSSEX COUNTY

Sept. 19, from 6 to 7:30 p.m., at Georgetown Public Library, Georgetown	Topics: Pedestrians, DUI, Speed	Attendance: 35 participants

Accessibility Measures Implemented: Buildings were ADA compliant, on street level, and in advance of each session, information was publicized locally offering special assistance for persons with disabilities, limited English proficiency, or the hearing impaired. Virtual sessions were offered in Spanish and English, and with closed captioning. Individuals registering for the in-person session received accessibility prompts while registering and were asked to provide any additional accessibility needs.

Description of Attendees and Participants: Seven Spanish-speaking and 28 English-speaking participants attended the event. Ages ranged from 35 to 75-plus, and every 10-year increment had at least two participants represented. This group skewed male to female at a ratio of 60-40 and included at least seven members of the Spanish-speaking community. The group had income levels ranging from $0 to $120,000-plus, with each range represented by at least two participants.

Summary of Issues Covered: During the meeting OHS leaders shared traffic safety issues, local road safety projects and concerns. The participants voiced concerns about the importance of educating the Hispanic community, especially youth, about roadway safety. They also gave feedback about utilizing messages that show the consequences of poor actions, continuing to share fatality statistics with the public, selecting ambassadors with real-life stories to tell and ensuring multiple dialects of Spanish are accounted for. They also stressed the need for continuing the current successful mix of social media and media relations and working with local employers to reach the Hispanic audience, which they described as underserved and overrepresented.

How Affected Communities' Comments Have Been Incorporated into the Development of the Triennial HSP: OHS will continue to reach a younger audience through social media and events and will place more of a focus on establishing relationships with local schools and organizations that reach both English and Spanish speakers. OHS will establish ongoing partnerships with large employers that reach the Spanish-speaking community and grow relationships with churches, barbershops, bars/restaurants and liquor stores. OHS will also look to expand pedestrian safety education by connecting with local libraries, schools and youth organizations. Finally, OHS will look to partner with victim-service groups to identify local members of the community willing to share their stories.

KENT COUNTY

Sept. 26, from 6 to 7:30 p.m., at the Modern Maturity Center, Dover	Topics: Senior Aging, Speed	Attendance: 21 participants

Accessibility Measures Implemented: Buildings were ADA compliant, on street level, and in advance of each session, information was publicized locally offering special assistance for persons with disabilities, or the hearing impaired. Virtual sessions were offered with closed captioning. Individuals registering for the in-person session received accessibility prompts while registering and were asked to provide any additional accessibility needs.

Description of Attendees and Participants: Ages ranged from 35 to 75-plus but skewed older, as 85% of participants were 55+, thus hitting the targeted audience for the senior aging topic. This group skewed male to female at a ratio of 80-20 and included four African Americans. The group had income levels ranging from $0 to $120,000-plus but with a higher percentage of participants from the $120,000-plus range.

Summary of Issues Covered: The importance of educating the aging senior community; sharing stories that revolve around personal experiences; targeting the public with real statistics and imagery about what crashes involving speed actually look like; even with a current mix of social media that is great, continuing to focus on Facebook for seniors; finding participants willing to share their phone numbers and email addresses to be contacted; partnering with gas and charging stations; reaching out to homeowners associations and clubs for seniors, like Elks, Moose Lodge and the Modern Maturity Center.

How Affected Communities' Comments Have Been Incorporated into the Development of the Triennial HSP: OHS will increase partnerships within the senior aging community and at locations where they can be reached, like clubs, lodges, grocery stores and doctor offices. OHS will continue to utilize the crashed car at events and will look to extend the idea of yard signs to more of the communities affected by speeding.

OHS will consider messaging for families who want to take away the keys from seniors and offer them alternatives to driving. Finally, OHS will look to accumulate phone numbers and email addresses of ambassadors who want to be more involved and have their voices continually heard.

NEW CASTLE COUNTY

Sept. 27, from 6 to 7:30 p.m., at the Route 9 Library & Innovation Center, New Castle	Topics: Pedestrians, Speed	Attendance: 18 participants

Accessibility Measures Implemented: Buildings were ADA compliant, on street level, and in advance of each session, information was publicized locally offering special assistance for persons with disabilities, or the hearing impaired. Virtual sessions were offered with closed captioning. Individuals registering for the in-person session received accessibility prompts while registering and were asked to provide any additional accessibility needs.

Description of Attendees and Participants: Ages ranged from 25 to 75-plus and included at least two participants per 10-year increment. This group skewed female to male at a ratio of 65-35 and included four African Americans. The group had income levels ranging from $0 to $120,000, and 50% of participants earned less than $60,000, thus reaching an important target.

Summary of Issues Covered: Continue to take advantage of community events but focus heavily on county parks; offer giveaways that can be used for safety; educate both kids and parents on pedestrian safety; target school track teams and running clubs for pedestrian safety; focus on professional drivers who utilize the roads most often; continue to focus on YMCAs, libraries and after-school programs for youth; share stories that revolve around personal experiences; continue to offer fatality and crash statistics.

How Affected Communities' Comments Have Been Incorporated into the Development of the Triennial HSP: OHS will work within guidelines to offer educational and safety-related items like reflectors to the public. OHS will grow partnerships with local schools and work to incorporate both kids and parents into their messaging. OHS will look further into professional organizations and large companies with fleets of drivers, to bring additional education and awareness to members of the public who drive for a living. Finally, OHS will look to partner with victim-service groups to identify local members of the community willing to share their stories and bring them to schools and youth organizations.

ONGOING GOALS FOR PUBLIC ENGAGEMENT EFFORTS

As part of the planning process for Delaware's 3HSP, while statewide community outreach and engagement was completed, these efforts should be continued and improved upon to allow affected communities to co-create traffic safety programs. OHS intends to continuously collect input from the public to assist in identifying traffic safety issues and suggestions to resolve them.

IDENTIFICATION OF AFFECTED OR POTENTIALLY AFFECTED COMMUNITIES

OHS will continue to identify overrepresented and underserved communities through continuous review of fatality and injury crash data. With crash and census data sets being the main data sources during this initial

review, additional research will be completed to find other useful identification tools. Where applicable, behavioral comments will be incorporated into relevant emphasis areas of Annual Grant Applications and HSPs. OHS will continue to engage with affected communities based on the ongoing use of data from multiple sources including demographic, population, geographic and community feedback, to name just a few. The DOHS will continue to consider public comments and feedback, and incorporate that feedback into projects, programs, and decision making.

PLANS AND GOALS TO REACH AND ENGAGE IDENTIFIED COMMUNITIES

- **Develop specialized surveys by program area** – Continue to partner with local groups, EMS, state partners, and stakeholders to engage communities through events. During these events, OHS will provide surveys and feedback options specifically related to program areas. Feedback from these surveys will be documented and considered in development of the AGA and 3HSP.
- **Continue Town Hall Series** – Continue to develop town halls to provide avenues for Delawareans to provide feedback on highway safety topics. OHS will continue to hold at least one town hall in each county per fiscal year, rotating discussion topics and locations based on crash data and availability. At all engagement events, OHS will continue to use interpreters (i.e. sign language, Spanish, Creole) for attendees that request them in order ensure that all members of the community can attend events. They will also continue to use facilities that are located within affected communities and have accommodations available for those with special needs.
- **Develop Focus Group Series** – Town halls can be a great avenue for discussion, but due to being available to anybody in the public, it can be difficult to engage with a specified affected community. OHS will work with partners to establish more intimate collaboration efforts with affected communities.
- **Improve community collaboration traffic enforcement** – Through the law enforcement liaison program, OHS will work with law enforcement agencies statewide on community collaboration efforts to direct funds towards specific locations within their jurisdiction. Law enforcement officers statewide routinely engage with community members to focus on enforcement on roadways overrepresented in crash data as well as constituent complaints. Nearly all law enforcement agencies receive NHSTA grant funding from OHS for traffic enforcement. Feedback from engagement activities will be collected and documented in Delaware's E-Grant System throughout the fiscal year.
- **Continue developing partnerships to improve meaningful engagement** – Improve partnerships with traffic safety partners to better engage affected communities through various Task Force Associations and additional efforts. For example, partnering with the Division of Substance Abuse and Mental Health to survey and receive feedback from low income/homeless communities regarding impaired driving and pedestrian safety.

INCORPORATION OF AFFECTED COMMUNITY COMMENTS AND VIEWS INTO DECISION-MAKING

DOHS will review comments and feedback obtained from the affected communities via the engagement process and determine which elements may be incorporated into the decision-making process. The nature of the feedback will determine the most applicable strategy for its incorporation, such as enforcement, media, or education; or if feedback needs to be forwarded to other entities, like DelDOT, for engineering and lighting issues.

PERFORMANCE REPORT

FY2023 Highway Safety Plan

PERFORMANCE MEASURE:	TARGET PERIOD	TARGET YEAR(S)	TARGET VALUE FY2023 HSP	DATA SOURCE/ FY2023 PROGRESS RESULTS	ON TRACK TO MEETING FY 2022 TARGET *(MET/NOT MET/IN PROGRESS)*
C-1) Total Traffic Fatalities	5 Year	2019-2023	108.2	2019-2021 FARS, 2022-2023 State Data	Not Met
C-2) Serious Injuries in Traffic Crashes	5 Year	2019-2023	424.3	2019-2023 State Data	Not Met
C-3) Fatalities/VMT	5 Year	2019-2023	1.108	2019-2021 FARS, 2022-2023 State Data	In Progress
C-4) Unrestrained Passenger Vehicle Occupant Fatalities, All Seat Positions	5 Year	2019-2023	29.8	2019-2021 FARS, 2022-2023 State Data	Not Met
C-5) Alcohol Impaired Driving Fatalities	5 Year	2019-2023	30	2019-2021 FARS, 2022-2023 State Data	In Progress
C-6) Speeding-Related Fatalities	5 Year	2019-2023	33.9	2019-2021 FARS, 2022-2023 State Data	Not Met
C-7) Motorcyclist Fatalities	5 Year	2019-2023	14.3	2019-2021 FARS, 2022-2023 State Data	Not Met
C-8) Unhelmeted Motorcyclist Fatalities	5 Year	2019-2023	5.4	2019-2021 FARS, 2022-2023 State Data	In Progress

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C-9) Drivers Aged 20 or Younger Involved in Fatal Crashes	5 Year	2019-2023	12.2	2019-2021 FARS, 2022-2023 State Data	Not Met
C-10) Pedestrian Fatalities	5 Year	2019-2023	27.1	2019-2021 FARS, 2022-2023 State Data	In Progress
C-11) Bicyclist Fatalities	5 Year	2019-2023	4.5	2019-2021 FARS, 2022-2023 State Data	In Progress
B-1) Observed Seat Belt Use for Passenger Vehicles, Front Seat Outboard Occupants (State Survey)	5 Year	2019-2023	92.3	2019-2021 FARS, 2022-2023 State Data	In Progress
Distracted Driving Related Crashes	5 Year	2019-2023	41.6	2019-2023 State Data	In Progress
Vehicle Occupants aged 65 and Over Fatalities and Serious Injuries	5 Year	2019-2023	59.4	2019-2023 State Data	In Progress

C-1) Number of traffic fatalities (FARS)

PROGRESS: Measure Not Met

Program-Area-Level Report: For the FY2023 HSP, Delaware set a target of 108.2 fatalities. As of June 6, 2023, 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 165 traffic fatalities in 2022, which was up 18.7% from 2021.

	2019	2020	2021	2022	2023 TARGET	2023 TOTAL TO MEET TARGET
Traffic Fatalities	132	116	139	165		0
Five Year Moving Average	122	119	123	132	108.2	

C-2) Number of serious injuries in traffic crashes (State crash data files)

PROGRESS: Measure Not Met

Program-Area-Level Report: For the FY2023 HSP, Delaware set a target of 424.3 serious injuries. This performance measure was established in coordination with DelDOT and the 2022-2026 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. As of June 6, 2023, this target will not be met.

	2019	2020	2021	2022	2023 TARGET	2023 TOTAL TO MEET TARGET
Serious Injuries	402	553	564	589		14
Five Year Moving Average	483	480.4	475	497	424.3	

C-3) Fatalities/VMT (FARS, FHWA)

PROGRESS: In Progress

Program-Area-Level Report: For the FY2023 HSP, Delaware set a target of 1.108 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. The significant increase in fatalities in 2021 and 2022 makes it is unlikely that this performance measure will be achieved.

	2019	2020	2021	2022	2023 TARGET	2023 TOTAL TO MEET TARGET
Mileage Death Rate	1.29	1.39	1.34	N/A		N/A
Five Year Moving Average	1.2	1.21	1.25	N/A	1.108	

C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS)

PROGRESS: Measure Not Met

Program-Area-Level Report: For the FY2023 HSP, Delaware set a target of five-year average of 29.8 unrestrained fatalities. In 2022, the percentage of unrestrained vehicle occupants dropped 10%. There have been 18 unrestrained fatalities while the max to achieve the goal this year was 13. As of June 6, 2023, this target will not be met.

	2019	2020	2021	2022	2023 TARGET	2023 TOTAL TO MEET TARGET
Unrestrained Passenger Vehicle Occupant Fatalities	24	34	40	36		13
Five Year Moving Average	31	30.8	32.6	33	29.8	

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 FY2023 HSP, Delaware set a target of a five-year average of 30 DUI-alcohol related fatalities. 2023 state data shows 3 DUI-alcohol related fatalities, although this number is incomplete and will surely increase when more reports are finalized. There has been an inconsistent trend for DUI-alcohol related fatalities, and it is possible that Delaware will reach the needed 21 to not achieve this target.

	2019	2020	2021	2022	2023 TARGET	2023 TOTAL TO MEET TARGET
Alcohol Impaired Driving Related Fatalities	32	30	34	30		29
Five Year Moving Average	33	31.6	31	31	30	

C-6) Number of speeding-related fatalities (FARS)

PROGRESS: Measure Not Met

Program-Area-Level Report: For the FY2023 HSP, Delaware set a target of five-year average of 33.9 speed related fatalities. Like most states, it is projected that 2023 had an increase in speed related fatalities. The projections show that should 4 or less speed related fatalities occur in 2023, the performance measure will be met. As of June 6, 2023, this target will not be met.

	2019	2020	2021	2022	2023 TARGET	2023 TOTAL TO MEET TARGET
Speed Related Fatalities	37	33	46	47		4
Five Year Moving Average	35.4	35	36.4	39	33.9	

C-7) Number of motorcyclist fatalities (FARS)

PROGRESS: Measure Not Met

Program-Area-Level Report: For the FY2023 HSP, Delaware set a target of a five-year average of 14.3 motorcycle fatalities. After one year of below average motorcyclist fatalities, 2021 had 23, and then a 4% decrease to 22 in 2022. To achieve the performance measure in 2023, Delaware can have no motorcyclist fatalities. Delaware has already record at least one motorcycle fatality in 2023, thus this measure cannot be met.

	2019	2020	2021	2022	2023 TARGET	2023 TOTAL TO MEET TARGET
Motorcycle Fatalities	18	14	23	22		0
Five Year Moving Average	16	14.6	16.4	19	14.3	

C-8) Number of unhelmeted motorcyclist fatalities (FARS)

PROGRESS: In Progress

Program-Area-Level Report: For the FY2023 HSP, Delaware set a target of 5.4 unhelmeted motorcyclist fatalities. Unhelmeted motorcyclist fatalities were high in 2022 (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 is likely not to be met in 2023 as the current total as of June 6th is 3 unhelmeted fatalities.

	2019	2020	2021	2022	2023 TARGET	2023 TOTAL TO MEET TARGET
Unhelmeted Motorcyclist Fatalities	8	2	4	9		4
Five Year Moving Average	6	5.4	5.4	6	5.4	

C-9) Number of drivers age 20 or younger involved in fatal crashes (FARS)

PROGRESS: Measure Not Met

Program-Area-Level Report: For the FY2023 HSP, Delaware set a target of 12.2 drivers aged 20 or younger involved in fatal crashes. Drivers aged 20 or younger involvement in fatal crashes has increased in 2019, 2020 and 2021 compared to previous years. Delaware has already recorded at least 1 - 20 or younger driver involved in a fatal crash in 2023, thus this measure cannot be met.

	2019	2020	2021	2022	2023 TARGET	2023 TOTAL TO MEET TARGET
Drivers Age 20 or Younger Involved in Fatal Crashes	16	17	25	24		0
Five Year Moving Average	13	12.6	15	18	12.2	

C-10) Number of pedestrian fatalities (FARS)

PROGRESS: In Progress

Program-Area-Level Report: For the FY2023 HSP, Delaware set a target of five-year average of 27.1 pedestrian fatalities. Pedestrian fatalities were beginning to trend in a decreasing fashion after a long period of significant increase but have been inconsistent the past few years. It is likely that the performance measure could be achieved as the current total as of June 6th is 10 fatalities.

	2019	2020	2021	2022	2023 TARGET	2023 TOTAL TO MEET TARGET
Pedestrian Fatalities	32	25	29	33		18
Five Year Moving Average	30	28	28	28	27.1	

C-11) Number of bicyclists fatalities (FARS)

PROGRESS: In Progress

Program-Area-Level Report: For the FY2023 HSP, Delaware set a target of five-year average of 4.5 bicycle fatalities. Bicycle fatalities were higher than usual in 2019, before returning to the average in 2020 and 2021. Delaware has already recorded at least 2 bicycle fatalities in 2023, and if one more occurs in 2023 the target will not be met.

	2019	2020	2021	2022	2023 TARGET	2023 TOTAL TO MEET TARGET
Bicycle Fatalities	7	3	2	7		3
Five Year Moving Average	5	5	4.6	5	4.5	

B-1) Observed seat belt use for passenger vehicles, front seat outboard occupants (survey)

PROGRESS: In Progress

Program-Area-Level Report: For the FY2023 HSP, Delaware set a target of 92.3% 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 93.5% or above in 2023, this goal will be achieved.

	2019	2020	2021	2022	2023 TARGET	2023 TOTAL TO MEET TARGET
Seat Belt Use Rate	92.5%	92.5%	92.4%	90%		93.5%
Five Year Moving Average	91.6%	92%	92.2%	92%	92.3%	

Distracted Driving Related Fatalities and Serious Injuries

PROGRESS: In Progress

Program-Area-Level Report: For the FY2023 HSP, Delaware set a target of 41.6 distracted driving fatalities and serious injuries. Fatalities and serious injuries have significantly increased 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 as the current total for 2023 is 12 fatalities or serious injuries.

	2019	2020	2021	2022	2023 TARGET	2023 TOTAL TO MEET TARGET
Distracted Driving Related Crashes	35	29	44	46		53
Five Year Moving Average	48	43	37	36	41.6	

Vehicle Occupants aged 65 and Over Fatalities and Serious Injuries (State Crash Data)

PROGRESS: In Progress

Program-Area-Level Report: For the FY2023 HSP, Delaware set a target of five-year average of 59.4 Vehicle Occupants aged 65 and Over Fatalities and Serious Injuries. Fatalities and serious injuries have been on the rise since 2020 with a 13% jump between 2021 and 2022. Delaware has already recorded at least 19 fatalities or serious injuries in 2023, and if seven more occur in 2023 the target will not be met.

	2019	2020	2021	2022	2023 TARGET	2023 TOTAL TO MEET TARGET
65 and Over Fatalities and Serious Injuries	66	56	70	79		26
Five Year Moving Average	63	61.4	62.4	65	59.4	

PERFORMANCE PLAN

PERFORMANCE PLAN

	PERFORMANCE MEASURE NAME	TARGET PERIOD	2020-2024 TARGET	2021-2025 TARGET	2022-2026 TARGET
1	C-1) Number of traffic fatalities (FARS)	5 Year	108.2	X	X
2	C-2) Number of serious injuries in traffic crashes (State crash data)	5 Year	424.3	X	X
3	C-3) Fatalities/VMT (FARS, FHWA)	5 Year	1.104	X	X
4	C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS)	5 Year	32.5	32	31.5
5	C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS)	5 Year	31.5	31	30.6
6	C-6) Number of speeding-related fatalities (FARS)	5 Year	40.4	39.8	39.2
7	C-7) Number of motorcyclist fatalities (FARS)	5 Year	18.7	18.4	18.2
8	C-8) Number of unhelmeted motorcyclist fatalities (FARS)	5 Year	6.9	6.8	6.7
9	C-9) Number of drivers age 20 or younger involved in fatal crashes (FARS)	5 Year	13.8	13.6	13.4
10	C-10) Number of pedestrian fatalities (FARS)	5 Year	27.6	27.2	26.8
11	C-11) Number of bicyclists fatalities (FARS)	5 Year	4.9	4.9	4.8

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12	B-1) Observed seat belt use for passenger vehicles, front seat outboard occupants (survey)	5 Year	92.28	92.43	92.58
13	(D-1) Distracted Driving Related Serious Injuries/ Fatalities (State crash data)	5 Year	35.5	34.9	34.4
14	(D-2) Vehicle Occupants aged 65 and Over Fatalities and Serious Injuries (State Crash Data)	5 Year	64	63.1	62.1
15	(D-3) Pedestrian Related Side of Road Fatalities	5 Year	1.77	1.75	1.75
16	(D-4) Work Zone Related Serious Injuries and Fatalities	5 Year	6.7	6.6	6.5

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.

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

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, 2022 SPM targets were calculated using projections based on the 2021-2025 SHSP's objective to reduce fatalities and serious injuries by 15 percent over 5 years. Projected fatality and serious injury numbers were combined with projected vehicle miles traveled (VMT) to calculate rate-based SPM targets. While coordination was limited to the first three performance measures within the FY2022 Highway Safety Plan, the SHSP methodology was used by OHS to determine the remaining performance targets, except for the Annual Seat Belt Use rate

C-1) Number of traffic fatalities (FARS)

Performance Target details

PERFORMANCE TARGET	TARGET METRIC TYPE	2020-2024 TARGET
C-1) Number of traffic fatalities (FARS)	Numeric	108.2

Performance Target Justification: The 2024-2026 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 2022, FARS has Delaware's five-year average was 123. Reductions in association with the SHSP methodology, the five-year average target for 2024 is 108.2.

Core Outcome Behavioral Measure

TARGETS FOR FY23	2018	2019	2020	2021	2022	2024 FIVE YEAR TARGET
Traffic Fatalities	111	132	116	136	165	
Five Year Moving Average	121	122	119	123	132	108.2

C-2) Number of serious injuries in traffic crashes (State crash data files)

Performance Target details

PERFORMANCE TARGET	TARGET METRIC TYPE	2020-2024 TARGET
C-2) Number of serious injuries in traffic crashes (State crash data files)	Numeric	424.3

Performance Target Justification: The 2024-2026 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 2022, state data has Delaware's five-year average was 476. Reductions in association with the SHSP methodology, the five-year average target for 2024 is 424.3.

Core Outcome Behavioral Measure

TARGETS FOR FY24-26	2018	2019	2020	2021	2022	2024 FIVE YEAR TARGET
Serious Traffic Injuries	377	403	448	564	588	
Five Year Moving Average	523	483	459	453	476	424.3

C-3) Fatalities/VMT (FARS, FHWA)

Performance Target details

PERFORMANCE TARGET	TARGET METRIC TYPE	2020-2024 TARGET
C-3) Fatalities/VMT (FARS, FHWA)	Numeric	1.104

Performance Target Justification: The 2024-2026 Delaware Strategic Highway Safety Plan (SHSP), developed in coordination with the Delaware Department of Transportation (DelDOT), Delaware State Police (DSP), the Office of Highway Safety (OHS), and other interested parties statewide, calls for a 15% reduction in fatalities over the life of the plan starting with the 2019 five-year average. This performance target measures the target number for fatalities vs the estimated VMT of the current goal year.

Core Outcome Behavioral Measure

TARGETS FOR FY24-26	2018	2019	2020	2021	2022	2024 FIVE YEAR TARGET
Fatalities/VMT	1.09	1.29	1.39	1.34	X	
Five Year Moving Average	1.20	1.20	1.22	1.25	1.28	1.104

C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS)

Performance Target details

PERFORMANCE TARGET	TARGET METRIC TYPE	2020-2024 TARGET	2021-2025 TARGET	2022-2026 TARGET
C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS)	Numeric	32.5	32	31.5

Performance Target Justification: The 2024-2026 Delaware Strategic Highway Safety Plan (SHSP), developed in coordination with the Office of Highway Safety (OHS), and Grant Advisory Committee, calls for a 1.5% reduction each year in fatalities over the life of the plan starting with the 2019 five-year average. In 2022, FARS has Delaware's five-year average was 33. Reductions in association with the SHSP methodology, the five-year average target for 2024 is 32.5, the 2025 target is 32 and the 2026 target is 31.5.

Core Outcome Behavioral Measure

TARGETS FOR FY24-26	2018	2019	2020	2021	2022	2024 FIVE YEAR TARGET	2025 FIVE YEAR TARGET	2026 FIVE YEAR TARGET
Unrestrained Passenger Vehicle Fatalities	32	24	34	40	37			
Five Year Moving Average	31	31	31	33	33	32.5	32	31.5

C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS)

Performance Target details

PERFORMANCE TARGET	TARGET METRIC TYPE	2020-2024 TARGET	2021-2025 TARGET	2022-2026 TARGET
C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS)	Numeric	31.5	31	30.6

Performance Target Justification: The 2024-2026 Delaware Strategic Highway Safety Plan (SHSP), developed in coordination with the Office of Highway Safety (OHS), and Grant Advisory Committee, calls for a 1.5% reduction each year in fatalities over the life of the plan starting with the 2019 five-year average. In 2022, FARS has Delaware's five-year average was 32. Reductions in association with the SHSP methodology, the five-year average target for 2024 is 31.5, the 2025 target is 31 and the 2026 target is 30.6.

Core Outcome Behavioral Measure

TARGETS FOR FY24-26	2018	2019	2020	2021	2022	2024 FIVE YEAR TARGET	2025 FIVE YEAR TARGET	2026 FIVE YEAR TARGET
Alcohol Impaired Related Driving Fatalities	28	32	30	34	38			
Five Year Moving Average	37	33	32	31	32	31.5	31	30.6

C-6) Number of speeding-related fatalities (FARS)

Performance Target details

PERFORMANCE TARGET	TARGET METRIC TYPE	2020-2024 TARGET	2021-2025 TARGET	2022-2026 TARGET
C-6) Number of speeding-related fatalities (FARS)	Numeric	40.4	39.8	39.2

Performance Target Justification: The 2024-2026 Delaware Strategic Highway Safety Plan (SHSP), developed in coordination with the Office of Highway Safety (OHS), and Grant Advisory Committee, calls for a 1.5% reduction each year in fatalities over the life of the plan starting with the 2019 five-year average. In 2022, FARS has Delaware's five-year average was 41. Reductions in association with the SHSP methodology, the five-year average target for 2024 is 40.4, the 2025 target is 39.8 and the 2026 target is 39.2.

Core Outcome Behavioral Measure

TARGETS FOR FY24-26	2018	2019	2020	2021	2022	2024 FIVE YEAR TARGET	2025 FIVE YEAR TARGET	2026 FIVE YEAR TARGET
Speed Related Fatalities	33	37	33	46	55			
Five Year Moving Average	37	35	35	36	41	40.4	39.8	39.2

C-7) Number of motorcyclist fatalities (FARS)

Performance Target details

PERFORMANCE TARGET	TARGET METRIC TYPE	2020-2024 TARGET	2021-2025 TARGET	2022-2026 TARGET
C-7) Number of motorcyclist fatalities (FARS)	Numeric	18.7	18.4	18.2

Performance Target Justification: The 2024-2026 Delaware Strategic Highway Safety Plan (SHSP), developed in coordination with the Office of Highway Safety (OHS), and Grant Advisory Committee, calls for a 1.5% reduction each year in fatalities over the life of the plan starting with the 2019 five-year average. In 2022, FARS has Delaware's five-year average was 19. Reductions in association with the SHSP methodology, the five-year average target for 2024 is 18.7, the 2025 target is 18.4 and the 2026 target is 18.2.

Core Outcome Behavioral Measure

TARGETS FOR FY24-26	2018	2019	2020	2021	2022	2024 FIVE YEAR TARGET	2025 FIVE YEAR TARGET	2026 FIVE YEAR TARGET
Motorcycle Fatalities	17	18	14	23	22			
Five Year Moving Average	15	16	15	16	19	18.7	18.4	18.2

C-8) Number of unhelmeted motorcyclist fatalities (FARS)

Performance Target details

PERFORMANCE TARGET	TARGET METRIC TYPE	2020-2024 TARGET	2021-2025 TARGET	2022-2026 TARGET
C-8) Number of unhelmeted motorcyclist fatalities (FARS)	Numeric	6.9	6.8	6.7

Performance Target Justification: The 2024-2026 Delaware Strategic Highway Safety Plan (SHSP), developed in coordination with the Office of Highway Safety (OHS), and Grant Advisory Committee, calls for a 1.5% reduction each year in fatalities over the life of the plan starting with the 2019 five-year average. In 2022, FARS has Delaware's five-year average was 7. Reductions in association with the SHSP methodology, the five-year average target for 2024 is 6.9, the 2025 target is 6.8 and the 2026 target is 6.7.

Core Outcome Behavioral Measure

TARGETS FOR FY24-26	2018	2019	2020	2021	2022	2024 FIVE YEAR TARGET	2025 FIVE YEAR TARGET	2026 FIVE YEAR TARGET
Unhelmeted Motorcycle Fatalities	9	8	2	4	10			
Five Year Moving Average	6	6	5	5	7	6.9	6.8	6.7

C-9) Number of drivers age 20 or younger involved in fatal crashes (FARS)

Performance Target details

PERFORMANCE TARGET	TARGET METRIC TYPE	2020-2024 TARGET	2021-2025 TARGET	2022-2026 TARGET
C-9) Number of drivers age 20 or younger involved in fatal crashes (FARS)	Numeric	13.8	13.6	13.4

Performance Target Justification: The 2024-2026 Delaware Strategic Highway Safety Plan (SHSP), developed in coordination with the Office of Highway Safety (OHS), and Grant Advisory Committee, calls for a 1.5% reduction each year in fatalities over the life of the plan starting with the 2019 five-year average. In 2022, FARS has Delaware's five-year average was 14. Reductions in association with the SHSP methodology, the five-year average target for 2024 is 13.8, the 2025 target is 13.6 and the 2026 target is 13.4.

Core Outcome Behavioral Measure

TARGETS FOR FY24-26	2018	2019	2020	2021	2022	2024 FIVE YEAR TARGET	2025 FIVE YEAR TARGET	2026 FIVE YEAR TARGET
Drivers Age 20 or Younger Involved in Fatal Crashes	5	6	8	25	24			
Five Year Moving Average	5	5	5	10	14	13.8	13.6	13.4

C-10) Number of pedestrian fatalities (FARS)

Performance Target details

PERFORMANCE TARGET	TARGET METRIC TYPE	2020-2024 TARGET	2021-2025 TARGET	2022-2026 TARGET
C-10) Number of pedestrian fatalities (FARS)	Numeric	27.6	27.2	26.8

Performance Target Justification: The 2024-2026 Delaware Strategic Highway Safety Plan (SHSP), developed in coordination with the Office of Highway Safety (OHS), and Grant Advisory Committee, calls for a 1.5% reduction each year in fatalities over the life of the plan starting with the 2019 five-year average. In 2022, FARS has Delaware's five-year average was 28. Reductions in association with the SHSP methodology, the five-year average target for 2024 is 27.6, the 2025 target is 27.2 and the 2026 target is 26.8.

Core Outcome Behavioral Measure

TARGETS FOR FY24-26	2018	2019	2020	2021	2022	2024 FIVE YEAR TARGET	2025 FIVE YEAR TARGET	2026 FIVE YEAR TARGET
Pedestrian Fatalities	23	32	25	29	33			
Five Year Moving Average	29	30	28	28	28	27.6	27.2	26.8

C-11) Number of bicyclists fatalities (FARS)

Performance Target details

PERFORMANCE TARGET	TARGET METRIC TYPE	2020-2024 TARGET	2021-2025 TARGET	2022-2026 TARGET
C-11) Number of bicyclists fatalities (FARS)	Numeric	4.9	4.9	4.8

Performance Target Justification: The 2024-2026 Delaware Strategic Highway Safety Plan (SHSP), developed in coordination with the Office of Highway Safety (OHS), and Grant Advisory Committee, calls for a 1.5% reduction each year in fatalities over the life of the plan starting with the 2019 five-year average. In 2022, FARS has Delaware's five-year average was 5. Reductions in association with the SHSP methodology, the five-year average target for 2024 is 4.9, the 2025 target is 4.9 and the 2026 target is 4.8.

Core Outcome Behavioral Measure

TARGETS FOR FY24-26	2018	2019	2020	2021	2022	2024 FIVE YEAR TARGET	2025 FIVE YEAR TARGET	2026 FIVE YEAR TARGET
Bicycle Fatalities	6	7	3	2	7			
Five Year Moving Average	4	5	5	5	5	4.9	4.9	4.8

B-1) Observed seat belt use for passenger vehicles, front seat outboard occupants (survey)

Performance Target details

PERFORMANCE TARGET	TARGET METRIC TYPE	2020-2024 TARGET	2021-2025 TARGET	2022-2026 TARGET
B-1) Observed seat belt use for passenger vehicles, front seat outboard occupants (survey)	Percentage	93.4	94.8	96.2

Performance Target Justification: Based on a power model of the annual observed seat belt use rate from 2010-2022. This was modeled on the annual observed seat belt use rate.

Core Outcome Behavioral Measure

TARGETS FOR FY24-26	2018	2019	2020	2021	2022	2024 FIVE YEAR TARGET	2025 FIVE YEAR TARGET	2026 FIVE YEAR TARGET
Seatbelt Percentage Usage	92.4%	92.5%	92.5%	92.4%	92%			
Five Year Moving Average	91.5%	91.6%	92%	92.2%	92%	92.28%	92.43%	92.58%

D-1) Distracted Driving Related Serious Injuries and Fatalities

Performance Target details

PERFORMANCE TARGET	TARGET METRIC TYPE	2020-2024 TARGET	2021-2025 TARGET	2022-2026 TARGET
Distracted Driving Related Serious Injuries and Fatalities (state crash data files)	Numeric	35.5	34.9	34.4

Performance Target Justification: The 2024-2026 Delaware Strategic Highway Safety Plan (SHSP), developed in coordination with the Office of Highway Safety (OHS), and Grant Advisory Committee, calls for a 1.5% reduction each year in fatalities and serious injuries over the life of the plan starting with the 2019 five-year average. In 2022, FARS has Delaware's five-year average was 36. Reductions in association with the SHSP methodology, the five-year average target for 2024 is 35.5, the 2025 target is 34.9 and the 2026 target is 34.4.

Core Outcome Behavioral Measure

TARGETS FOR FY24-26	2018	2019	2020	2021	2022	2024 FIVE YEAR TARGET	2025 FIVE YEAR TARGET	2026 FIVE YEAR TARGET
Distracted Driving Related Serious Injuries and Fatalities	26	35	29	44	46			
Five Year Moving Average	52	48	43	37	36	35.5	34.9	34.4

D-2) Vehicle Occupants aged 65 and Over Fatalities and Serious Injuries (State Crash Data)

Performance Target details

PERFORMANCE TARGET	TARGET METRIC TYPE	2020-2024 TARGET	2021-2025 TARGET	2022-2026 TARGET
Vehicle Occupants aged 65 and Over Fatalities and Serious Injuries (State Crash Data)	Numeric	64	63.1	62.1

Performance Target Justification: The 2024-2026 Delaware Strategic Highway Safety Plan (SHSP), developed in coordination with the Office of Highway Safety (OHS), and Grant Advisory Committee (GAC), calls for a 1.5% reduction each year in fatalities and serious injuries over the life of the plan starting with the 2019 five-year average. In 2022, FARS has Delaware's five-year average was 65. Reductions in association with the SHSP methodology, the five-year average target for 2024 is 64, the 2025 target is 63.1 and the 2026 target is 62.1.

Core Outcome Behavioral Measure

TARGETS FOR FY24-26	2018	2019	2020	2021	2022	2024 FIVE YEAR TARGET	2025 FIVE YEAR TARGET	2026 FIVE YEAR TARGET
Vehicle occupants aged 65 and over fatalities and serious injuries	53	66	56	71	80			
Five Year Moving Average	63	63	61	63	65	64	63.1	62.1

D-3) Pedestrian Related Side of Road Fatalities (State Crash Data)

Performance Target details

PERFORMANCE TARGET	TARGET METRIC TYPE	2020-2024 TARGET	2021-2025 TARGET	2022-2026 TARGET
Pedestrian Related Side of Road Fatalities (State Crash Data)	Numeric	1.77	1.75	1.72

Performance Target Justification: The 2024-2026 Delaware Strategic Highway Safety Plan (SHSP), developed in coordination with the Office of Highway Safety (OHS), and Grant Advisory Committee (GAC), calls for a 1.5% reduction each year in fatalities and serious injuries over the life of the plan starting with the 2019 five-year average. In 2022, state data has Delaware's five-year average was 1.8. Reductions in association with the SHSP methodology, the five-year average target for 2024 is 1.77, the 2025 target is 1.75 and the 2026 target is 1.72.

Core Outcome Behavioral Measure

TARGETS FOR FY24-26	2018	2019	2020	2021	2022	2024 FIVE YEAR TARGET	2025 FIVE YEAR TARGET	2026 FIVE YEAR TARGET
Vehicle occupants aged 65 and over fatalities and serious injuries	0	2	2	2	3			
Five Year Moving Average					1.8	1.77	1.75	1.72

D-4) Work Zone Related Serious Injuries and Fatalities (State Crash Data)

Performance Target details

PERFORMANCE TARGET	TARGET METRIC TYPE	2020-2024 TARGET	2021-2025 TARGET	2022-2026 TARGET
Work Zone Related Serious Injuries and Fatalities (State Crash Data)	Numeric	6.7	6.6	6.5

Performance Target Justification: The 2024-2026 Delaware Strategic Highway Safety Plan (SHSP), developed in coordination with the Office of Highway Safety (OHS), and Grant Advisory Committee (GAC), calls for a 1.5% reduction each year in fatalities and serious injuries over the life of the plan starting with the 2019 five-year average. In 2022, state data has Delaware's five-year average was 6.8. Reductions in association with the SHSP methodology, the five-year average target for 2024 is 6.7, the 2025 target is 6.6 and the 2026 target is 6.5.

Core Outcome Behavioral Measure

TARGETS FOR FY24-26	2018	2019	2020	2021	2022	2024 FIVE YEAR TARGET	2025 FIVE YEAR TARGET	2026 FIVE YEAR TARGET
Work Zone Related Serious Injuries and Fatalities	8	3	7	13	3			
Five Year Moving Average					6.8	6.7	6.6	6.5

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**

A-1) Number of seat belt citations issued during grant-funded enforcement activities*

Seat belt citations: **1,932 seat belt violations, 102 child restraint violations**
Fiscal Year: **2021**

A-2) Number of impaired driving arrests made during grant-funded enforcement activities*

Impaired driving arrests: **124**
Fiscal Year: **2021**

A-3) Number of speeding citations issued during grant-funded enforcement activities*

Speeding citations: **6,542**
Fiscal Year: **2021**

PROGRAM AREA

COMPREHENSIVE TRAFFIC SAFETY PROGRAMS

COMPREHENSIVE TRAFFIC SAFETY PROGRAMS

COUNTERMEASURE JUSTIFICATION:
Within the Countermeasures that Work, it is noted that law enforcement agencies need to have the proper training and equipment to be able to identify offenses. Providing training and opportunities for perspective grantees from nationally recognized speakers in the form of a biannual highway safety conference supports that training. Additional trainings may be provided as requested and needed by recipients.

Uniform Guidelines for State Highway Safety Programs: Traffic Records: III. Uses of a Traffic Record System. Delaware has been using the Smart Simple Grant Management Program since FY2020. This robust program serves not only to record program management documentation, but also tracks statistical data from enforcement worked in support of multiple priority areas. The program provides efficiency and eliminates paper records. This information is used to support problem identification and determine need for enforcement in specific jurisdictions. Highway Safety Program No. 21.

IDENTIFIED PROBLEM: As traffic fatalities and serious injuries increase, it is imperative to create proactive and innovative traffic safety programs. Delaware, in cooperation with traffic safety partners and political subdivisions should have a comprehensive roadway safety program. Increased travel post-COVID 19 places increased demands on roadway users. Programs must be established to provide critical information, training, reduce administrative burdens on grantees, and create effective travel networks.

MEASURABLE TARGET LINKED TO COUNTERMEASURE STRATEGY: All Performance Measures

ESTIMATED THREE YEAR FUNDING ALLOCATION: $200,000

FUNDING SOURCES: 402

CONSIDERATIONS FOR PROJECT FUNDING: OHS supports trainings and conference attendance to partners throughout the grant year. However, the opportunity to provide centralized training and continuing education credits in a program within the state can encourage higher attendance rates for those programs. OHS holds a biannual highway safety conference, focusing on breakout sessions in multiple priority area tracks along with nationally recognized law enforcement and highway safety keynote speakers. Promoting an interactive training environment fosters not only networking between attendees, but also create excitement and project brainstorming in support of the highway safety priorities.

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The Smart Simple Grant Management program is used by OHS to support program management from start to completion of a grant project. Users are provided with individualized training to promote success in the grant application process. These project proposals submitted to OHS must be based on their community needs or pilot innovative programs should data be provided stating the need. Project proposals submitted must show an identified problem with clear data linkages, how the project will impact affected communities, how community engagement effected the planning process, and methods for evaluation. Funding decisions will be based on the request from the agency, the availability of funds, and the agency's past performance.

SERIOUS CRASH RESPONSE, INVESTIGATION, AND REPORTING

COUNTERMEASURE JUSTIFICATION:
Highlighting the Safe System Approach, in particular Post-Crash Care, this countermeasure strategy looks to engage potential grantees with training, data collection, and equipment needs related to serious and fatal injury crashes. When a person is injured in a collision, they rely on emergency first responders to quickly locate them, stabilize their injury, and transport them to medical facilities. Post-crash care also includes forensic analysis at the crash site, traffic incident management, and other activities. First, providing training to Crash Reconstruction Units associated with various law enforcement agencies to improve data collection and accuracy. Accurate data relating to these types of crashes is imperative when developing additional countermeasure strategies. Additionally, funds will be allocated to improve emergency response time in relation to the "Golden Hour". This refers to the immediate one-hour period following a serious injury crash when chances of preventing fatal injuries is at its highest.

IDENTIFIED PROBLEM: As vehicle technology continues to evolve, it is necessary for crash reconstruction units and law enforcement to have the necessary training and equipment to provide proper data to traffic safety partners. Over the last five years, at least 49 fatal crashes have been classified as late deaths. These crashes indicate individuals who left the scene of a crash alive and died at a hospital or other location. Delaware has one Regional Level 1 Trauma Center located at Christiana Hospital, and one Pediatric Regional Level 1 Trauma Center at Nemours Children's Hospital, both located in Northern Delaware. NHTSA data shows that 20% of trauma deaths are preventable with optimal emergency and trauma care. Allowing emergency responders to quickly access and transport critically injured vehicle occupants and pedestrians is necessary.

MEASURABLE TARGET LINKED TO COUNTERMEASURE STRATEGY: Performance Plan C-1; Performance Plan C-3

ESTIMATED THREE YEAR FUNDING ALLOCATION: $250,000

FUNDING SOURCES: 402, 405c

CONSIDERATIONS FOR PROJECT FUNDING: Partners may submit project proposals to OHS based on their community needs or pilot innovative programs should data be provided stating the need. Project proposals submitted must show an identified problem with clear data linkages, how the project will impact affected communities, how community engagement effected the planning process, and methods for evaluation. Funding decisions will be based on the request from the agency, the availability of funds, and the agency's past performance. The Office of Highway Safety will continue with these efforts to achieve or surpass the performance measure goals by FY 2026.

HIGHWAY SAFETY STAFFING

COUNTERMEASURE JUSTIFICATION:
Highway Safety Program Guideline 21

IDENTIFIED PROBLEM: As stewards of NHTSA grant funding, OHS provides statewide administrative oversight for the Section 402 and 405 grants, and 154 transfer funds. OHS provides guidance on the identification and surveillance of crash locations, outreach programs, and evaluation.

MEASURABLE TARGET LINKED TO COUNTERMEASURE STRATEGY: All Performance Measures

ESTIMATED THREE YEAR FUNDING ALLOCATION: $900,000

FUNDING SOURCES: 402

CONSIDERATIONS FOR PROJECT FUNDING: Highway safety staffing is made up of approved state positions responsible for administering highway safety programs. Funds are used to support salary and benefit costs for internal OHS staff.

OCCUPANT PROTECTION/DISTRACTED DRIVING ENFORCEMENT

COUNTERMEASURE JUSTIFICATION:
Countermeasures That Work – 2.2.1 Short-Term, High-Visibility Seat Belt Law Enforcement, ★★★★★
Countermeasures That Work - 4.1.3 High-Visibility Cell Phone and Text Messaging Enforcement, ★★★★

IDENTIFIED PROBLEM: As shown within the data provided, Occupant Protection related crashes have continued to increase over the last five years. From 2017 – 2022, there were 2,003 occupant protection related crashes, with 9.5% of those crashes involving a fatality. 74% of those involved in occupant protection related crashes are under the age of 40. Men are injured in 55% of unrestrained crashes. October trends as the highest month for occupant protection crashes at 10% and Friday trends as the highest day at 18%. Delaware's Seat Belt Usage Rate decreased in 2022 to 90.4% from 92.4% in 2021. As shown within the data provided, Distracted Driving related crashes have continued to increase over the last five years. From 2017 – 2022, there were 12,052 crashes related to Distraction. Drivers aged 20-39 are involved in 51% of distracted driving related crashes. Women are injured in 54% of unrestrained crashes. There is an increase during the summer months for Distracted Driving crashes peaking at 38% during May – August. October accounts for 10% of Distracted Driving crashes as well and Friday trends as the highest day at 17%. Friday from 3 pm – 5 pm trends as the most common day and time for Distracted Driving crashes.

MEASURABLE TARGET LINKED TO COUNTERMEASURE STRATEGY: Performance Plan Goal D-1; Performance Plan Goal C-4; Performance Plan Goal B-1

ESTIMATED THREE YEAR FUNDING ALLOCATION: $531,300

FUNDING SOURCES: 402

CONSIDERATIONS FOR PROJECT FUNDING: High visibility enforcement is a proven countermeasure strategy that can improve seat belt usage in drivers and decrease distracted driving crashes combined with a media campaign and outreach events. With the number of unrestrained crashes an issue statewide, law enforcement agencies from each county will be invited to participate in multiple Occupant Protection and Distracted Driving combination enforcements.

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Considerations for funding law enforcement agencies will include the need for enforcement based on crash data, requests from law enforcement agencies for funding, past agency participation, and statistics and citations associated with previous participation.

Partners may also submit project proposals to OHS based on their community needs or pilot innovative programs should data be provided stating the need. Project proposals submitted must show an identified problem with clear data linkages, how the project will impact affected communities, how community engagement effected the planning process, and methods for evaluation. Funding decisions will be based on the request from the agency, the availability of funds, and the agency's past performance. The Office of Highway Safety will continue with these efforts to achieve or surpass the performance measure goals by FY 2026.

OCCUPANT PROTECTION/DISTRACTED DRIVING COMMUNICATIONS AND OUTREACH

COUNTERMEASURE JUSTIFICATION:
Uniform Guidelines for State Highway Programs: Occupant Protection: IV. Communication Program
Countermeasures That Work – 3.3.1 Supporting Enforcement, ★★★★★
Countermeasures That Work – 3.3.2 Strategies for Low-Belt-Use Groups, ★★★★
Countermeasures That Work – 6.6.1 Strategies for Older Children, ★★★
Countermeasures That Work – 6.6.2 Strategies for Child Restraint and Booster Seat Use, ★★★
Countermeasures That Work - 2.2.1 Communications and Outreach on Distracted Driving, ★
Uniform Guidelines for State Highway Safety Offices: Traffic Enforcement, V. Communication Program

IDENTIFIED PROBLEM: As shown within the data provided, Occupant Protection related crashes have continued to increase over the last five years. From 2017 – 2022, there were 2,003 occupant protection related crashes, with 9.5% of those crashes involving a fatality. 74% of those involved in occupant protection related crashes are under the age of 40. Men are injured in 55% of unrestrained crashes. October trends as the highest month for occupant protection crashes at 10% and Friday trends as the highest day at 18%. Delaware's Seat Belt Usage Rate decreased in 2022 to 90.4% from 92.4% in 2021.

As shown within the data provided, Distracted Driving related crashes have continued to increase over the last five years. From 2017 – 2022, there were 12,052 crashes related to Distraction. Drivers aged 20-39 are involved in 51% of distracted driving related crashes. Women are injured in 54% of unrestrained crashes. There is an increase during the summer months for Distracted Driving crashes peaking at 38% during May – August. October accounts for 10% of Distracted Driving crashes as well and Friday trends as the highest day at 17%. Friday from 3 pm – 5 pm trends as the most common day and time for Distracted Driving crashes.

MEASURABLE TARGET LINKED TO COUNTERMEASURE STRATEGY: Performance Plan Goal C-4; Performance Plan Goal B-1; Performance Plan Goal D-1

ESTIMATED THREE YEAR FUNDING ALLOCATION: $750,000

FUNDING SOURCES: 402

CONSIDERATIONS FOR PROJECT FUNDING: Within the Uniform Guidelines for State Highway Safety Programs, it is noted that states should use "a variety of media, including mass media, to improve public awareness and knowledge and to support enforcement efforts about seat belts, air bags, and child safety seats."

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OHS will leverage enforcement efforts for both Occupant Protection and Distracted Driving to develop communications messaging for both priority areas. OHS will fund communication in support of occupant protection and distracted driving based on the data in support of the program. There is a need particularly in underserved communities for seat belt and child safety seat messaging. Outreach will be focused on events for underserved communities and towards the demographics of the drivers involved in the highest number of occupant protection and distracted driving crashes.

Partners may also submit project proposals to OHS based on their community needs or pilot innovative programs should data be provided stating the need. Project proposals submitted must show an identified problem with clear data linkages, how the project will impact affected communities, how community engagement effected the planning process, and methods for evaluation. Funding decisions will be based on the request from the agency, the availability of funds, and the agency's past performance. The Office of Highway Safety will continue with these efforts to achieve or surpass the performance measure goals by FY 2026.

ANTICIPATED PROJECTS

COUNTERMEASURE JUSTIFICATION:
Projects under this countermeasure strategy work to increase grant management efficiencies, reducing paperwork

IDENTIFIED PROBLEM: This program only acts as a holding line for funds that are unallocated.

MEASURABLE TARGET LINKED TO COUNTERMEASURE STRATEGY: All performance measures

ESTIMATED THREE YEAR FUNDING ALLOCATION: $3,000,000

FUNDING SOURCES: 402

CONSIDERATIONS FOR PROJECT FUNDING: OHS establishes funding lines within each grant year to hold funds that are not allocated to specific projects. As OHS receives project proposals, funds will be moved out of these lines. No funds will be spent out on this countermeasure strategy. Project proposals submitted must show an identified problem with clear data linkages, how the project will impact affected communities, how community engagement effected the planning process, and methods for evaluation. Funding decisions will be based on the request from the agency, the availability of funds, and the agency's past performance.

COMMUNICATION PROGRAM

COUNTERMEASURE JUSTIFICATION:
Uniform Guidelines for State Highway Programs: Communications Programs for Motorcycle Safety, Driver Education, Impaired Driving, Older Driver Safety, Pedestrian and Bicycle Safety, Speed Management, and Occupant Protection

IDENTIFIED PROBLEM: As shown within the data provided throughout the Highway Safety Plan, there is identified need in each program area to support additional communications programs to reach employers in the State of Delaware.

MEASURABLE TARGET LINKED TO COUNTERMEASURE STRATEGY: Performance Plan Goal C-1

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ESTIMATED THREE YEAR FUNDING ALLOCATION: $45,000

FUNDING SOURCES: 402

CONSIDERATIONS FOR PROJECT FUNDING: Within the Uniform Guidelines for State Highway Safety Programs, it is noted that states "should consider a range of audiences, including families and friends of at-risk drivers. Communications should highlight and support specific policies and programs underway in the States and communities. The programs and materials should be culturally-relevant, multilingual as necessary, and appropriate to the target audience."

OHS will fund communication efforts in support of the Corporate Partners program. The calendar follows the NHTSA Communications Calendar in terms of national campaigns. Outreach is conducted as employers request on-site activities to promote safe driving behavior. Over 130 employers receive a monthly digital newsletter highlighting a specific priority area issue and quarterly posters/fliers to display at their locations. Additional meetings and activities will be held inviting these safety partners to participate in activities and provide data in support of the need for highway safety messaging to employees. Corporate partners may also directly request OHS to provide outreach efforts at their locations. Funding will include paid media printed items, mailing costs, and meeting/event costs. Additionally, collecting additional data in terms of population growth and evaluating the effectiveness of paid media/outreach will help to improve programmatic and messaging.

PAID MEDIA AND OUTREACH (MULTIPLE PRIORITY AREAS)

COUNTERMEASURE JUSTIFICATION:
Uniform Guidelines for State Highway Safety Programs 8.4, Communication Program

PRIMARY COUNTER MEASURE STRATEGY: Communication and Outreach

IDENTIFIED PROBLEM: As traffic fatalities and serious injuries increase, it is imperative to create proactive and innovative traffic safety programs. Delaware, in cooperation with traffic safety partners and political subdivisions should have a comprehensive roadway safety program. Increased travel post-COVID 19 places increased demands on roadway users. Programs must be established to provide critical information, training, reduce administrative burdens on grantees, and create effective networks.

MEASURABLE TARGET LINKED TO COUNTERMEASURE STRATEGY: Performance Plan Goal D-3; Performance Plan Goal D-4

ESTIMATED THREE YEAR FUNDING ALLOCATION: $900,000

FUNDING SOURCES: 402

CONSIDERATIONS FOR PROJECT FUNDING: Paid media campaigns paired with high visibility enforcement is a suggested countermeasure strategy within the Uniform Guidelines for State Highway Safety Programs. Projects selected within this countermeasure strategy will include programmatic efforts of multiple priority areas. Typical projects would include past efforts like Safe Family Holiday, ArriveAliveDE website, Ambassadors of Safety, AliveinDE video series among others. Communication Program projects should align with the countermeasure strategies within the 2021-2025 Strategic Highway Safety Plan and FY2023 – FY2025 Impaired Driving Prevention Strategic Plan. Based on data analysis, problem identification, community engagement efforts, anticipated effectiveness, and the ability of the grantee to complete the project.

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OHS works with state contracted vendors and stakeholders to develop a yearlong communication plan focusing on changing behaviors and attitudes towards impaired driving. Projects and programs will relate to educating on the dangers, laws, and attitudes on alcohol and drug impaired driving. Program and project proposals submitted must show an identified problem with clear data linkages, how the project will impact affected communities, how community engagement effected the planning process, and methods for evaluation.

PREVENTING ROADSIDE DEATHS

COUNTERMEASURE JUSTIFICATION:
Paid media campaigns paired with high visibility enforcement is a suggested countermeasure strategy that was selected from other programs within the Uniform Guidelines for State Highway Safety Programs

PRIMARY COUNTER MEASURE STRATEGY: Communication and Outreach

IDENTIFIED PROBLEM: In 2022, 13 individuals (7.8%) were killed in or approaching a vehicle that was stopped on the side of the road.

MEASURABLE TARGET LINKED TO COUNTERMEASURE STRATEGY: Performance Plan Goal D-3; Performance Plan Goal D-4

ESTIMATED THREE YEAR FUNDING ALLOCATION: $60,000

FUNDING SOURCES: 402, 405H

CONSIDERATIONS FOR PROJECT FUNDING: Paid media campaigns paired with high visibility enforcement is a suggested countermeasure strategy that was selected from other programs within the Uniform Guidelines for State Highway Safety Programs. In 2023, HB 92 updated Delaware's Move Over law, now requiring all drivers to change lanes or reduce their speed while approaching a stationary vehicle displaying warning signals, including vehicle hazard warning lights, road flares, traffic cones, cautions signs, or any non-vehicular warning signs. OHS will be implementing a communications and outreach program.

Preventing Roadside Deaths projects align with the countermeasure strategies within the 2021-2025 Strategic Highway Safety Plan, based on data analysis, problem identification, community engagement efforts, anticipated effectiveness, and the ability of the grantee to complete the project.

OHS selects partners to participate in preventing roadside deaths projects for communication and outreach projects. The projects are based on internal data analysis to determine the appropriate times for the communication and outreach activities. Partners and law enforcement agencies may select to agree to participate as the parameters are presented, provide feedback or revisions of the project parameters to align their community needs, or decline to participate. Should agencies decline to participate, funds may be reallocated to those already participating. Partners may also submit project proposals to OHS based on their community needs or pilot innovative programs should data be provided stating the need. Project proposals submitted must show an identified problem with clear data linkages, how the project will impact affected communities, how community engagement effected the planning process, and methods for evaluation. Funding decisions will be based on the request from the agency, the availability of funds, and the agency's past performance. The Office of Highway Safety will continue with these efforts to achieve or surpass the performance measure goals by FY2026.

PREVENTING ROADSIDE DEATHS

COUNTERMEASURE JUSTIFICATION:
Paid media campaigns paired with high visibility enforcement is a suggested countermeasure strategy that was selected from other programs within the Uniform Guidelines for State Highway Safety Programs

PRIMARY COUNTER MEASURE STRATEGY: High Visibility Patrols

IDENTIFIED PROBLEM: In 2022, 13 individuals (7.8%) were killed in or approaching a vehicle that was stopped on the side of the road.

MEASURABLE TARGET LINKED TO COUNTERMEASURE STRATEGY: Performance Plan Goal D-3; Performance Plan Goal D-4

ESTIMATED THREE YEAR FUNDING ALLOCATION: $60,000

FUNDING SOURCES: 402, 405H (Pending NHTSA approval of grant application.)

CONSIDERATIONS FOR PROJECT FUNDING: High Visibility Enforcement is a proven countermeasure strategy that was selected from other programs within the Uniform Guidelines for State Highway Safety Programs. The anticipated funding allocation is based on the number of funds needed to complete the planned activities based on previous projects completed, or estimated expenses related to the planned activity. Preventing Roadside Deaths projects should align with the countermeasure strategies within the 2021-2025 Strategic Highway Safety Plan based on data analysis, problem identification, community engagement efforts, anticipated effectiveness, and the ability of the grantee to complete the project.

OHS selects partners to participate in its annual enforcement plan. The enforcement plan is based on internal data analysis to determine the appropriate times for high visibility patrols. Agencies may select to agree to participate as the parameters are presented, provide feedback or revisions of the project parameters to align with their community needs, or decline to participate. Should agencies decline to participate, funds may be reallocated to those already participating. Partners may also submit project proposals to OHS based on their community needs or pilot innovative programs should data be provided stating the need. Project proposals submitted must show an identified problem with clear data linkages, how the project will impact affected communities, how community engagement effected the planning process, and methods for evaluation. Funding decisions will be based on the request from the agency, the availability of funds, and the agency's past performance. OHS will continue with these efforts to achieve or surpass the performance measure goals by FY2026.

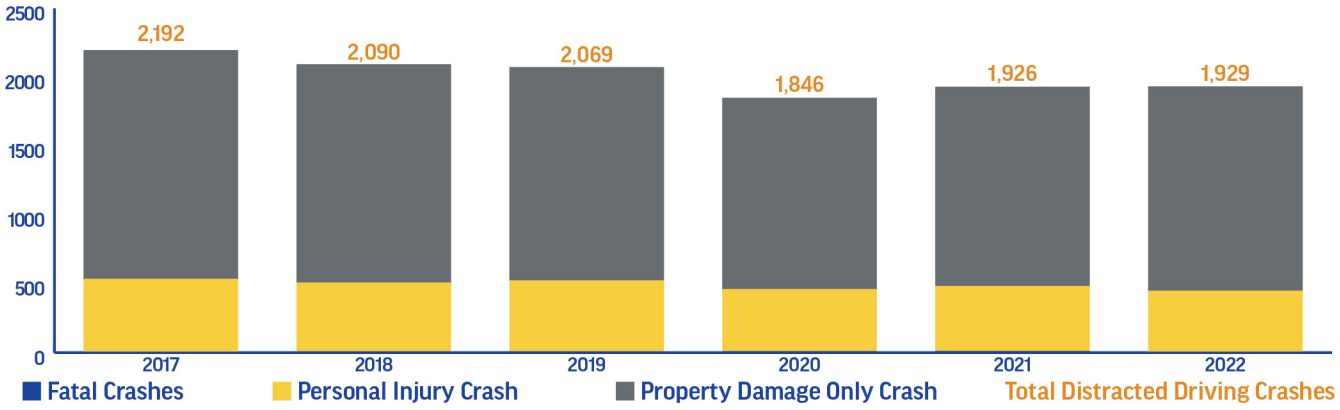
PROGRAM AREA

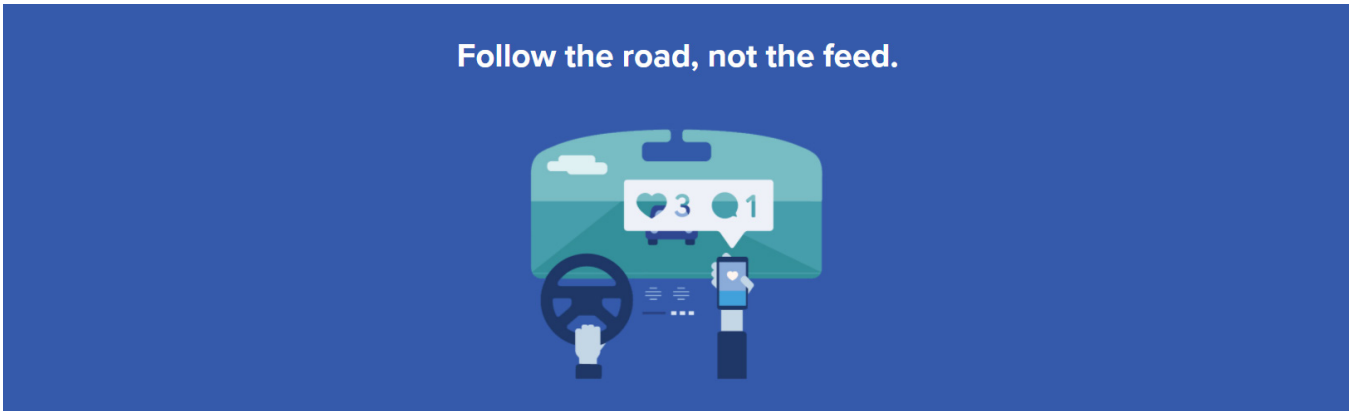
DISTRACTED DRIVING

PROBLEM IDENTIFICATION

Annual Distracted Driving Crashes

SEVERITY	2017	2018	2019	2020	2021	2022	TOTAL
Fatal Crash	2	5	5	6	7	2	27
Personal Injury Crash	530	500	515	451	473	444	2,913
PDO Crash	1,660	1,585	1,549	1,389	1,446	1,483	9,112
Total Crashes	2,192	2,090	2,069	1,846	1,926	1,929	12,052

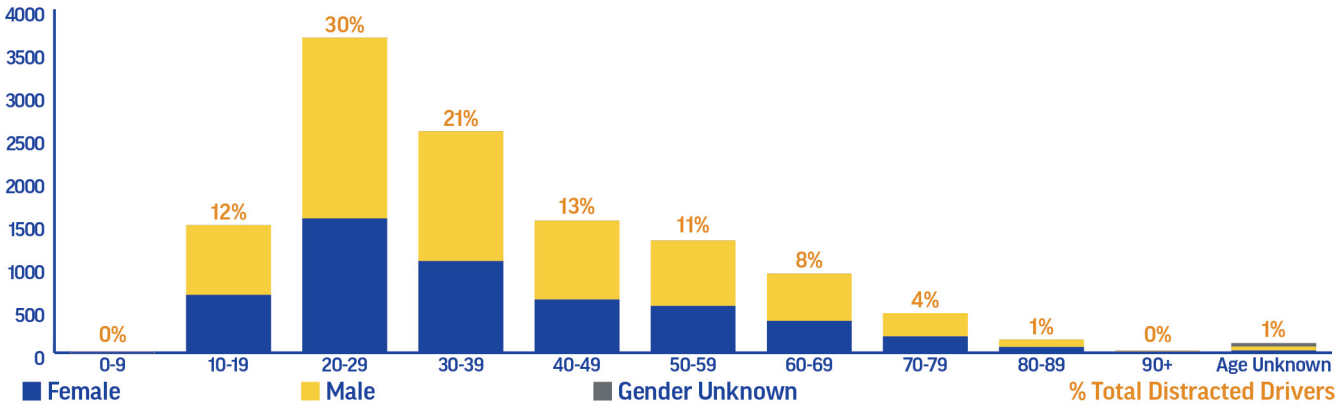




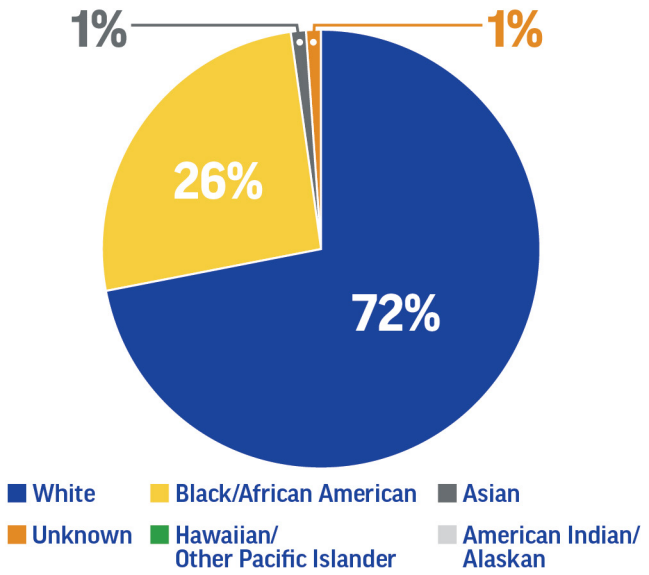
Distracted Driving Crashes: Who?

Age and Gender of Distracted Drivers

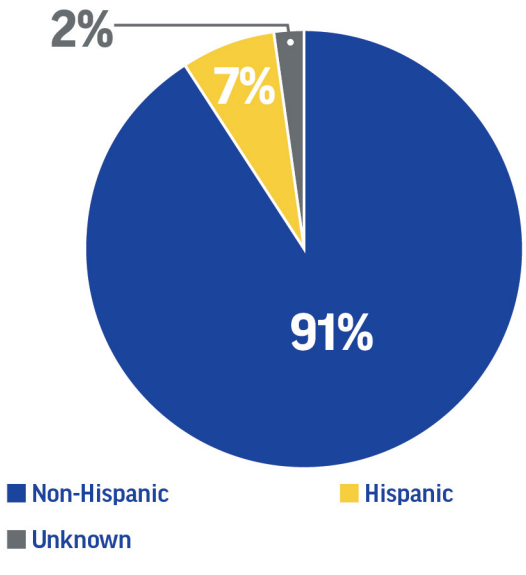
	0-9	10-19	20-29	30-39	40-49	50-59	60-69	70-79	80-89	90+	Age Unk.	Total
Female	0	667	1,557	1,060	613	537	365	183	60	7	18	5,067
Male	1	811	2,105	1,513	918	763	548	270	86	10	47	7,072
Unknown Gender	0	0	1	0	0	0	0	0	0	0	39	40
Total	1	1,478	3,663	2,573	1,531	1,300	913	453	146	17	104	12,179



Race of Distracted Drivers



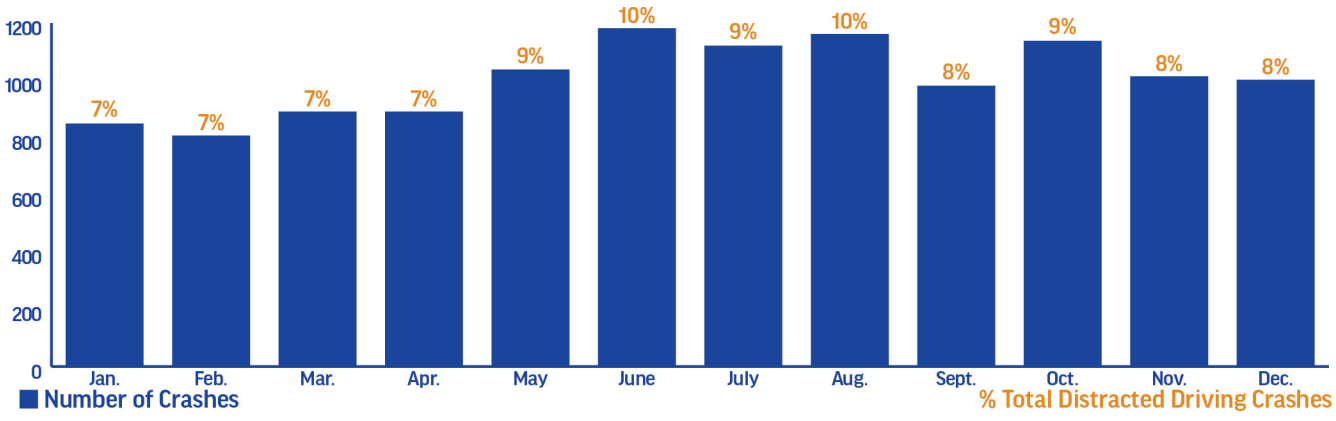
Ethnicity of Distracted Drivers



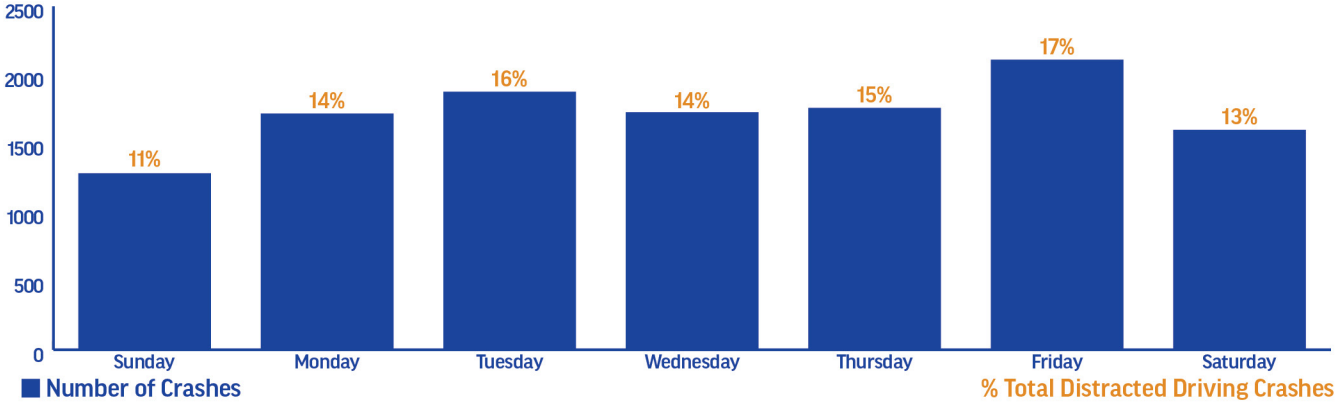
An analysis of the race and ethnicity of Delaware distracted drivers indicates that 26% of distracted drivers involved in crashes are black whereas the statewide population is made up of 22% people of color. This indicates a slight over-representation and community engagement efforts should focus on this vulnerable population.

Distracted Driving Crashes: When?

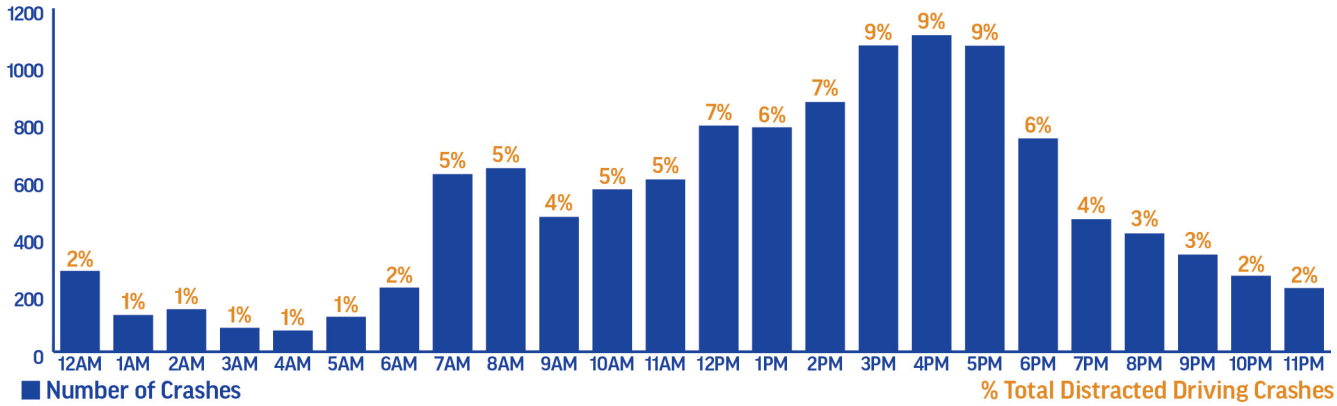
Distracted Driving Crashes by Month



Distracted Crashes by Day of Week



Distracted Driving Crashes by Time of Day



Distracted Driving Crashes by Time of Day and Day of Week

	12A	1A	2A	3A	4A	5A	6A	7A	8A	9A	10A	11A	12P	1P	2P	3P	4P	5P	6P	7P	8P	9P	10P	11P	Grand Total
Sunday	70	30	31	26	14	18	16	24	26	30	62	68	88	96	113	107	91	85	85	53	47	46	31	23	1280
Monday	28	19	16	9	6	15	38	103	124	73	78	90	95	101	122	163	179	148	106	63	52	35	34	18	1715
Tuesday	34	9	10	7	11	15	54	124	133	92	91	85	115	125	113	146	192	186	104	67	58	45	28	30	1874
Wednesday	24	7	12	11	11	17	24	107	125	59	86	88	121	92	125	137	152	181	132	53	55	46	36	23	1724
Thursday	40	17	12	5	4	18	29	121	94	81	83	71	112	105	127	158	166	166	116	65	55	44	37	30	1756
Friday	39	23	20	10	11	15	44	106	97	70	83	88	139	133	155	222	213	194	124	83	75	65	51	47	2107
Saturday	45	21	45	13	15	22	17	33	40	64	82	110	118	130	115	135	111	107	76	77	69	56	46	49	1596
Grand Total	**280**	**126**	**146**	**81**	**72**	**120**	**222**	**618**	**639**	**469**	**565**	**600**	**788**	**782**	**870**	**1068**	**1104**	**1067**	**743**	**461**	**411**	**337**	**263**	**220**	**12052**

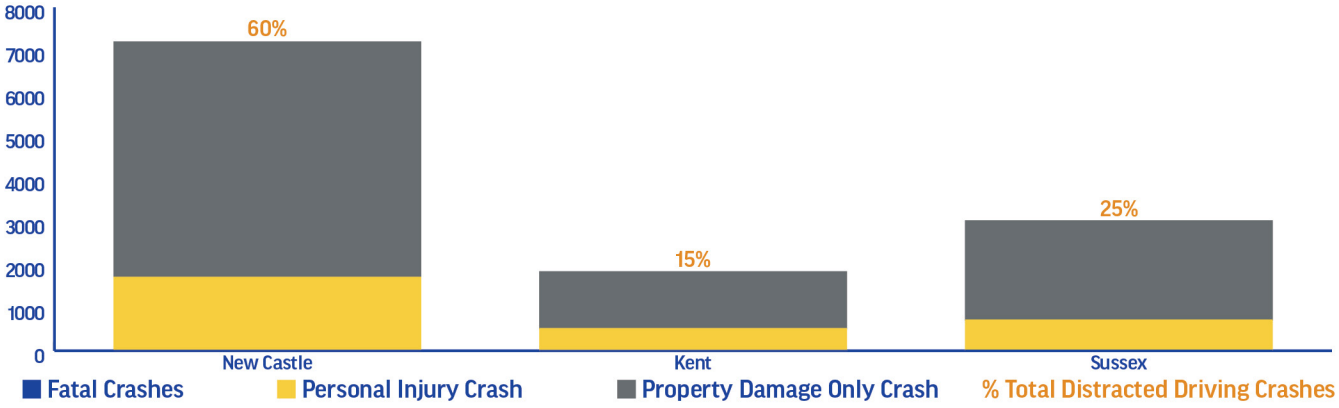
XX Distracted Driving Crashes during Day of Week and Hour of Day

Lower Frequency — **Higher Frequency**

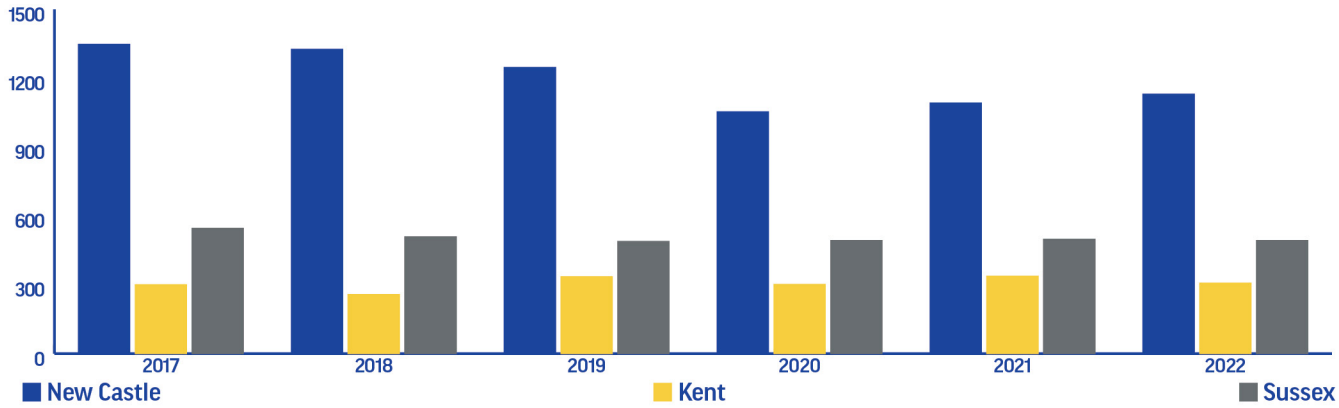
Distracted Driving Crashes: Where?

Distracted Driving Crashes by County and Severity

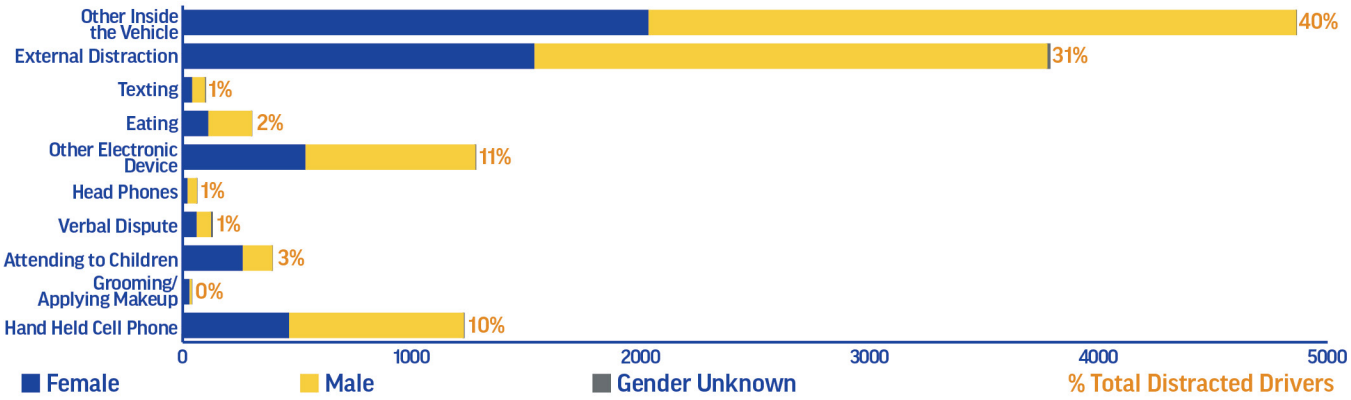
	NEW CASTLE	KENT	SUSSEX	TOTAL
Fatal Crash	9	5	13	27
Personal Injury Crash	1,701	512	700	2,913
PDO[1] Crash	5,482	1,320	2,310	9,112
Total Crashes	7,192	1,837	3,023	12,052



Distracted Driving Crashes by County and Year



Type of Distraction in Distracted Driving Crashes



PROPOSED COUNTERMEASURES

HIGH-VISIBILITY CELL PHONE AND TEXT MESSAGING ENFORCEMENT

COUNTERMEASURE JUSTIFICATION:
Countermeasures That Work: Distracted Driving - 1.1.3 High-Visibility Cell Phone and Text Messaging Enforcement, ★★★★

IDENTIFIED PROBLEM: As shown within the data provided, Distracted Driving related crashes have continued to increase over the last five years. From 2017 – 2022, there were 12,052 crashes related to Distraction. Drivers aged 20-39 are involved in 51% of distracted driving related crashes. Women are injured in 54% of distracted crashes. There is an increase during the summer months for distracted driving crashes peaking at 38% during May – August. October accounts for 10% of Distracted Driving crashes as well and Friday trends as the highest day at 17%. Friday from 3 pm – 5 pm trends as the most common day and time for Distracted Driving crashes.

MEASURABLE TARGET LINKED TO COUNTERMEASURE STRATEGY: Performance Plan Goal D-1

ESTIMATED THREE YEAR FUNDING ALLOCATION: $180,000

FUNDING SOURCES: 402, 405e[1]

CONSIDERATIONS FOR PROJECT FUNDING: High Visibility Enforcement is a proven countermeasure strategy that can decrease distracted driving crashes when combined with a media campaign and outreach events. With the number of distracted driving crashes an issue statewide, law enforcement agencies from each county will be invited to participate in distracted driving enforcements, including the national April Distracted Driving month campaign. Considerations for funding law enforcement agencies will include: need for enforcement based on crash data, requests from law enforcement agencies for funding, past agency participation, and statistics and citations in regards to participation.

Continued on the next page

[1] Use of 405E funds described in this program area are subject to approval of 405e application by NHTSA

Partners may also submit project proposals to OHS based on their community needs or pilot innovative programs should data be provided stating the need. Project proposals submitted must show an identified problem with clear data linkages, how the project will impact affected communities, how community engagement effected the planning process, and methods for evaluation. Funding decisions will be based on the request from the agency, the availability of funds, and the agency's past performance. The Office of Highway Safety will continue with these efforts to achieve or surpass the performance measure goals by FY 2026.

DISTRACTED DRIVING COMMUNICATIONS PROGRAM

COUNTERMEASURE JUSTIFICATION:
Countermeasures That Work - 2.2.1 Communications and Outreach on Distracted Driving, ★
Uniform Guidelines for State Highway Safety Offices: Traffic Enforcement, V. Communication Program

PRIMARY COUNTER MEASURE STRATEGY: Distracted Driving Communications and Outreach

IDENTIFIED PROBLEM: As shown within the data provided, Distracted Driving related crashes have continued to increase over the last five years. From 2017 – 2022, there were 12,052 crashes related to Distraction. Drivers age 20-39 are involved in 51% of distracted driving related crashes. Women are injured in 54% of distracted driving crashes. There is an increase during the summer months for Distracted Driving crashes peaking at 38% during May – August. October accounts for 10% of Distracted Driving crashes as well and Friday trends as the highest day at 17%. Friday from 3 pm – 5 pm trends as the most common day and time for Distracted Driving crashes.

MEASURABLE TARGET LINKED TO COUNTERMEASURE STRATEGY: Performance Plan Goal D-1

ESTIMATED THREE YEAR FUNDING ALLOCATION: $150,000

FUNDING SOURCES: 402, 405e

CONSIDERATIONS FOR PROJECT FUNDING: OHS will fund a paid media campaign to support both the High Visibility enforcement efforts for Distracted Driving and April as National Distracted Driving month. Pairing enforcement with a media campaign is a strategy suggested in the Uniform Guidance for State Highway Safety Programs. Outreach will be focused on events for underserved communities and towards the demographics of the drivers involved in the highest number of distracted driving crashes. Based on past performance and evaluation of public outreach, grass roots, and paid media, the Office of Highway Safety will continue with those efforts to achieve or surpass the performance measure of 34.4 or less distracted driving fatalities by FY 2026.

DISTRACTED DRIVING SURVEY

COUNTERMEASURE JUSTIFICATION:
Countermeasures That Work: Distracted Driving: 2.1 Communications and Outreach on Distracted Driving ★
Uniform Guidelines for State Highway Safety Offices: Traffic Enforcement, V. Communication Program

PRIMARY COUNTER MEASURE STRATEGY: Distracted Driving Observational Survey: Communications and Outreach

Continued on the next page

IDENTIFIED PROBLEM: Distracted Driving remains a complex issue that can be difficult to measure, define and observe. There are limitations within state law and issues regarding self-reporting for non-fatal crashes. Therefore, cell phone related crashes are severely underreported. Crash and citation data alone do not give the full picture of the issue. It can be difficult to identify where cell phone use is most common – be it stopped in traffic or while the vehicle is in motion.

MEASURABLE TARGET LINKED TO COUNTERMEASURE STRATEGY: Performance Plan Goal D-1

ESTIMATED THREE YEAR FUNDING ALLOCATION: $150,000

FUNDING SOURCES: 402, 405e

CONSIDERATIONS FOR PROJECT FUNDING: Within the Uniform Guidelines for State Highway Safety Programs, it is noted that "states should analyze reliable data sources for problem identification and program planning." OHS will fund a biannual observational distracted driving survey. The results captured in the survey will support the paid media campaign in messaging to specific driver demographics and specific locations in the state.

Considerations will include continuing to work with an accredited university to complete certification of the survey data. Monitoring visits by OHS will be conducted during the survey. Based on past performance and evaluation of public outreach, grass roots, and paid media, the Office of Highway Safety will continue with those efforts to achieve or surpass the performance measure of 34.4 or less distracted driving fatalities by FY 2026.

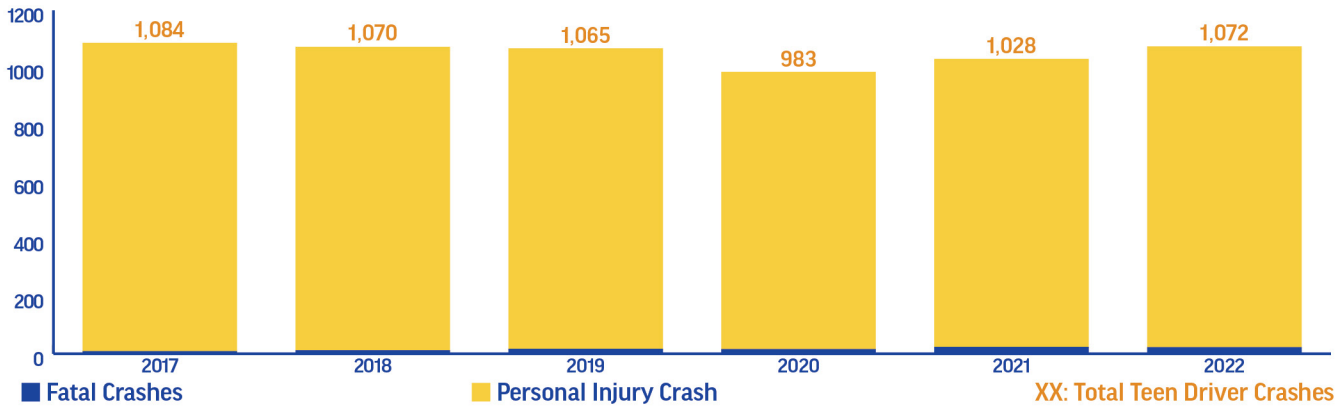
PROGRAM AREA

DRIVERS AGED 20 & YOUNGER

PROBLEM IDENTIFICATION

Annual Teen Driver Crashes

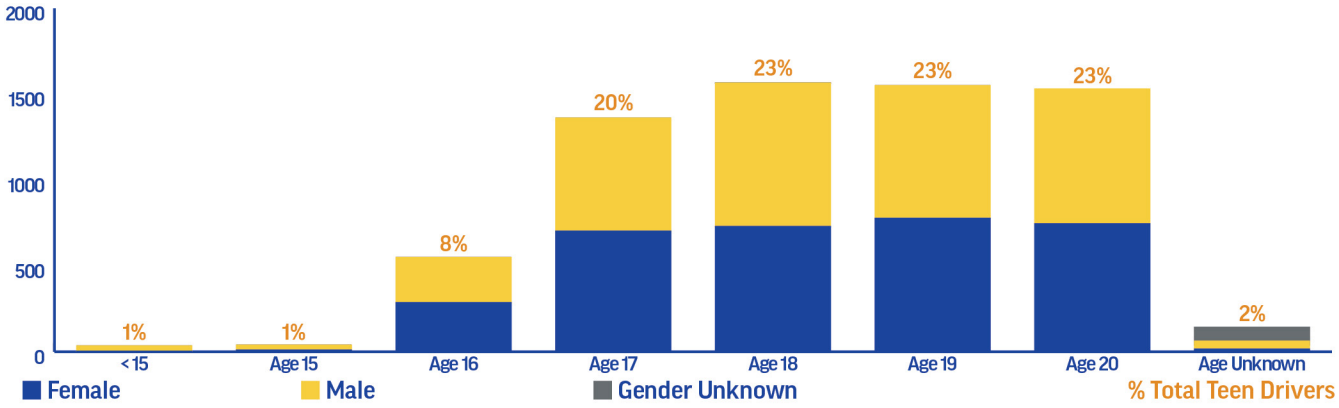
SEVERITY	2017	2018	2019	2020	2021	2022	TOTAL
Fatal Crash	7	10	15	14	22	21	89
Personal Injury Crash	1,077	1,060	1,050	969	1,006	1,051	6,213
Total Crashes	1,084	1,070	1,065	983	1,028	1,072	6,302



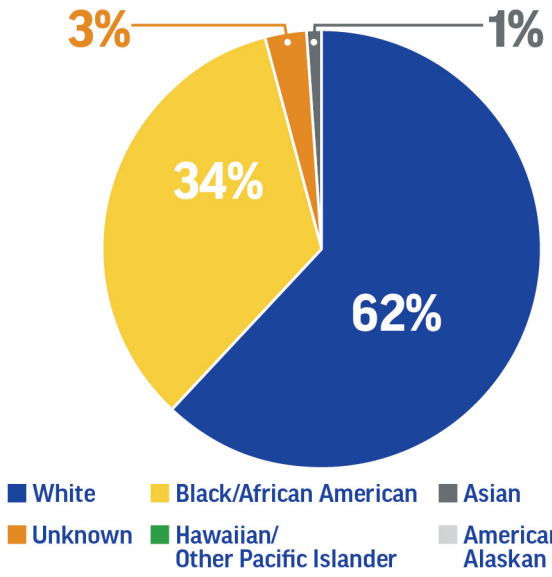
Teen Driver Crashes: Who?

Age and Gender of Teen Drivers in Teen Driving Crashes

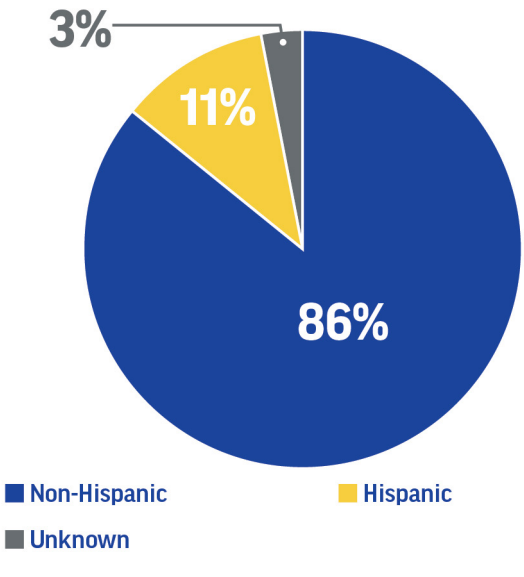
	< 15	15	16	17	18	19	20	Age Unk.	Total
Female	3	9	286	702	729	777	745	15	3,266
Male	31	29	263	659	835	772	785	47	3,421
Unknown Gender	0	0	0	0	1	0	0	103	104
Total	34	38	549	1,361	1,565	1,549	1,530	165	6,791



Race of Teen Drivers

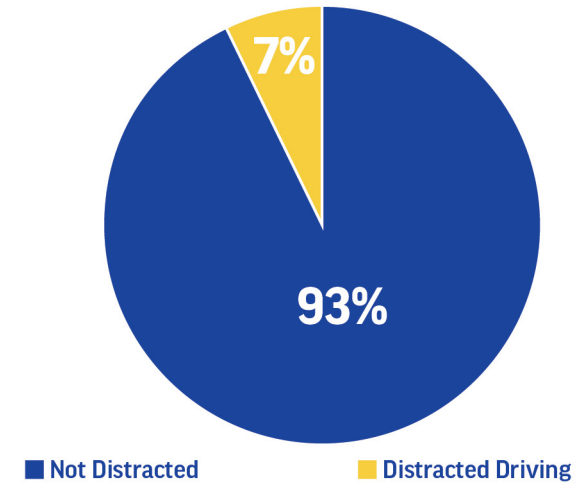


Ethnicity of Teen Drivers

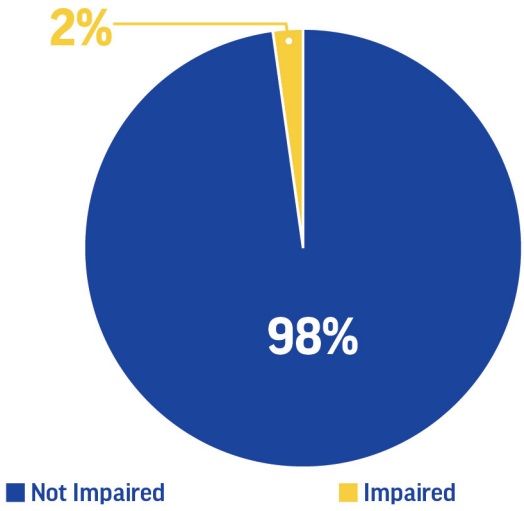


An analysis of the race of Delaware teen drivers indicates that teen drivers of color are over-represented in the crash data. People of color make up 22% of the Delaware population according to the 2020 Census, whereas, 34% of Delaware teen drivers are people of color. Community engagement opportunities should address this vulnerable population.

Teen Driver Crashes and Distraction



Teen Driver Crashes and Impairment

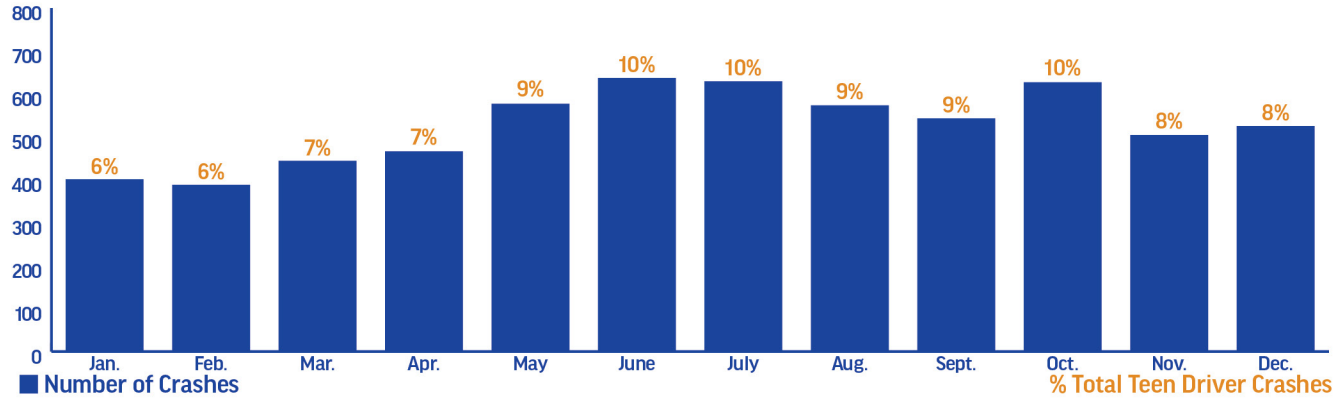


Get more safe driving tips and talking points at ArriveAliveDE.com/Teens.

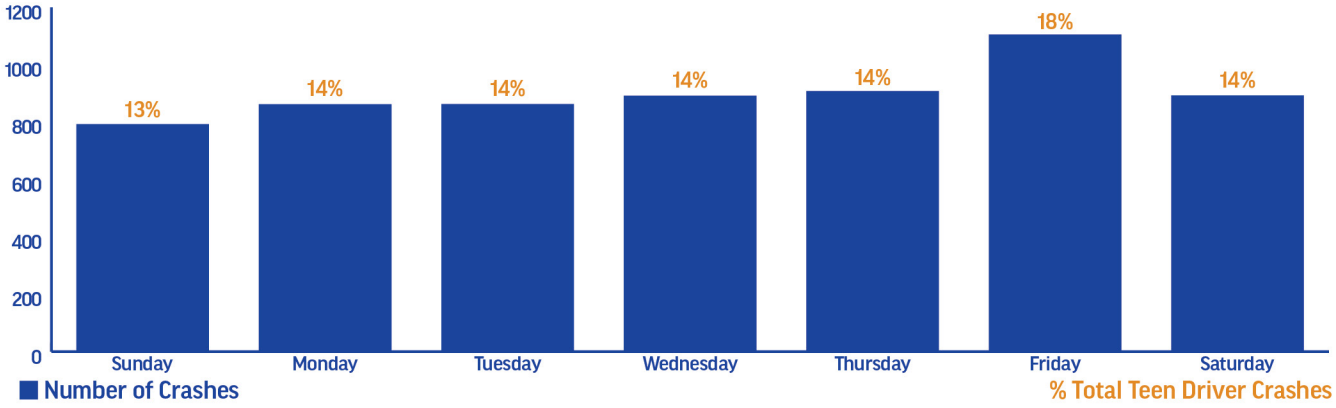
BUCKLE UP
ARRIVE ALIVE DE

Teen Driver Crashes: When?

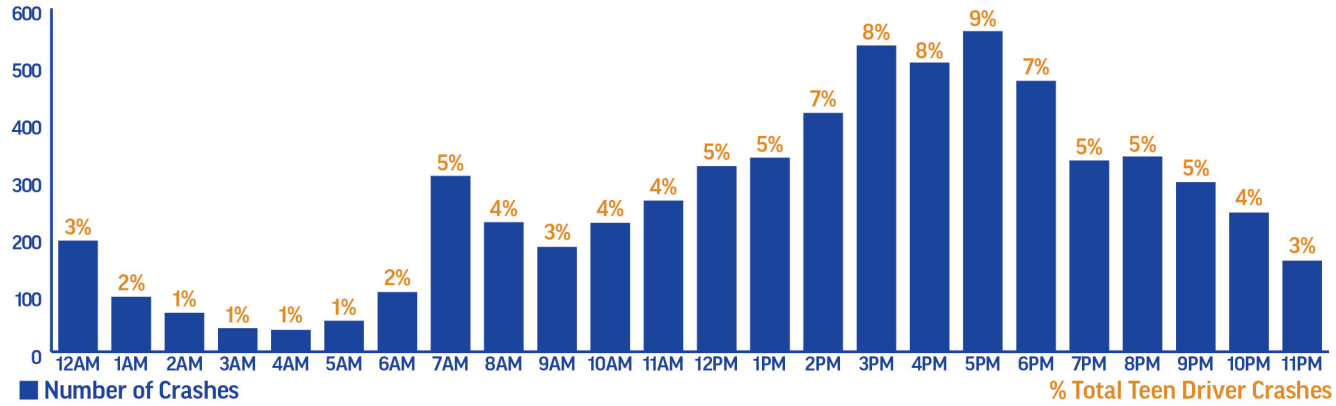
Teen Driver Crashes by Month



Teen Driver Crashes by Day of Week



Teen Driver Crashes by Time of Day



Teen Driver Crashes by Time of Day and Day of Week

	12A	1A	2A	3A	4A	5A	6A	7A	8A	9A	10A	11A	12P	1P	2P	3P	4P	5P	6P	7P	8P	9P	10P	11P	Grand Total
Sunday	45	31	21	8	6	10	13	11	14	18	35	32	43	49	50	61	51	61	57	50	51	34	27	13	791
Monday	21	10	6	2	4	7	11	53	39	29	28	38	46	46	50	73	84	87	65	37	49	36	21	18	860
Tuesday	23	5	8	4	3	6	19	63	38	22	24	43	45	44	48	78	75	71	72	46	52	36	16	20	861
Wednesday	18	8	4	4	4	10	22	66	42	29	36	36	37	33	61	91	64	79	60	39	52	41	38	16	890
Thursday	20	8	5	8	2	4	19	53	38	26	32	36	46	53	74	75	85	79	62	57	41	38	24	21	906
Friday	30	9	7	5	5	12	12	40	43	29	30	48	57	59	70	89	100	122	88	50	49	53	55	41	1103
Saturday	36	24	16	9	13	4	7	20	11	29	39	30	49	54	63	67	45	60	68	54	46	57	61	29	891
Grand Total	**193**	**95**	**67**	**40**	**37**	**53**	**103**	**306**	**225**	**182**	**224**	**263**	**323**	**338**	**416**	**534**	**504**	**559**	**472**	**333**	**340**	**295**	**242**	**158**	**6302**

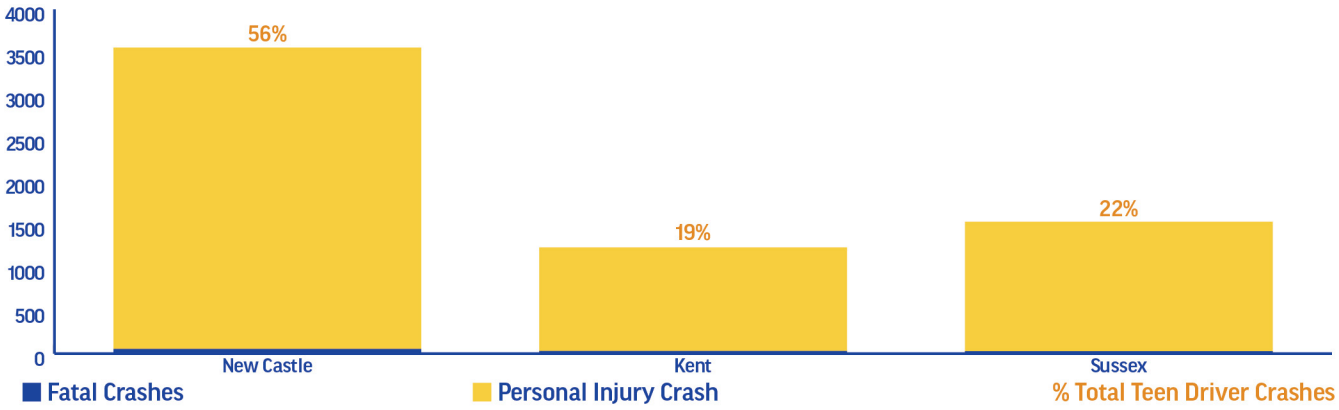
XX Teen Driver Crashes during Day of Week and Hour of Day

Lower Frequency — **Higher Frequency**

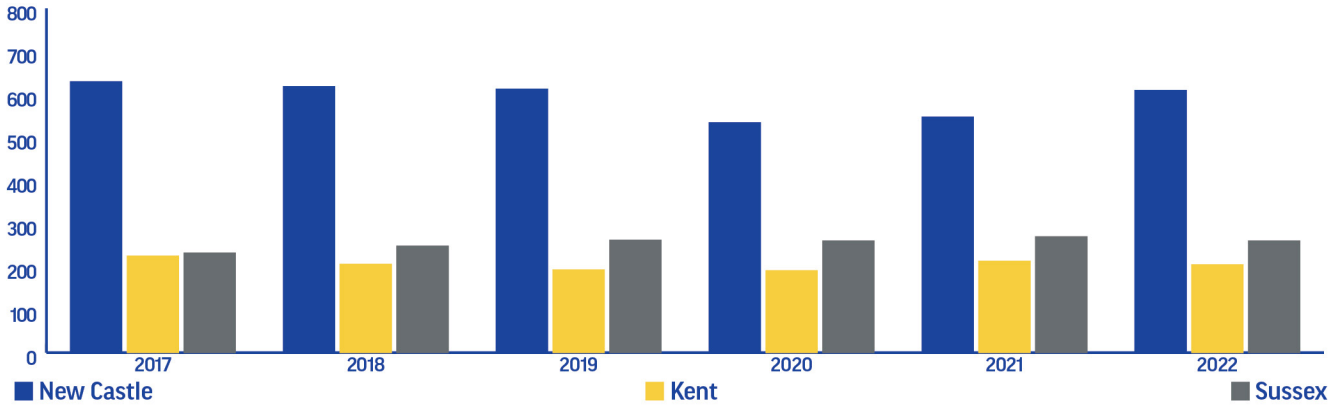
Teen Driver Crashes: Where?

Teen Driver Crashes by County and Severity

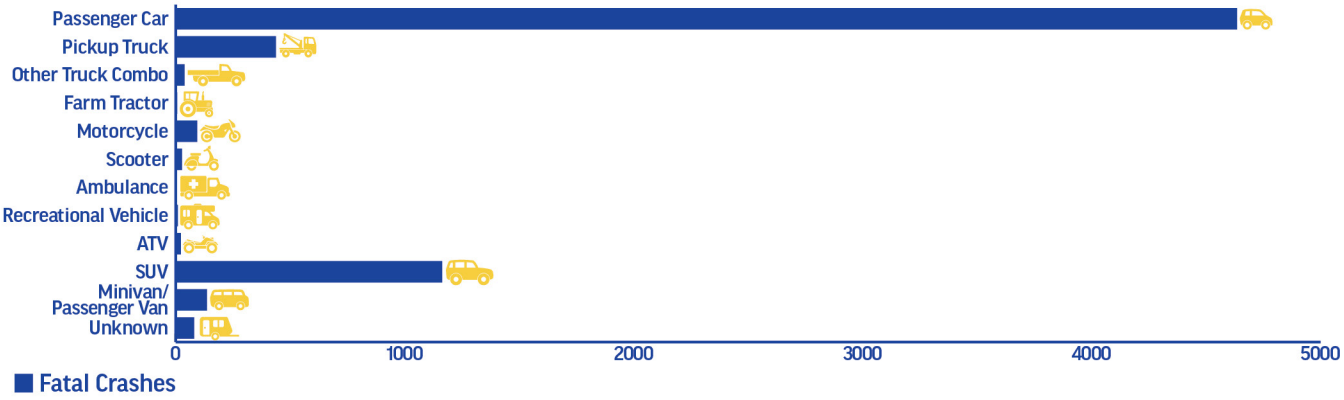
	NEW CASTLE	KENT	SUSSEX	TOTAL
Fatal Crash	47	22	20	89
Personal Injury Crash	3,502	1,205	1,506	6,213
Total Crashes	3,549	1,227	1,526	6,302



Teen Driver Crashes by County and Year



Vehicle Style of Teen Driver in Teen Driver Crashes



PROPOSED COUNTERMEASURES

TEEN DRIVERS COMMUNICATIONS PROGRAM

COUNTERMEASURE JUSTIFICATION:
Uniform Guidelines for State Highway Programs: Driver Education: V. Communication Program

PRIMARY COUNTER MEASURE STRATEGY: Driver Education Communication Program

IDENTIFIED PROBLEM: As shown within the data provided,teen driver related crashes have continued to increase over the last five years. Teen fatalities in Delaware crashes accounted for 12% of all traffic fatalities. Teen drivers ages 16-17 are involved in 28% of teen driver crashes. That number increases significantly to 45% for drivers ages 18-19. Males are involved in 50% of those crashes. Crashes involving teen drivers peak in the summer months, with 39% of crashes occurring May – August. The most common time of day and day of the week for crashes involving teen drivers is on Friday from 3 pm – 4 pm. In the county breakdown, teen drivers in New Castle County are involved in 56% of crashes, with 19% in Kent County and 24% in Sussex County.

MEASURABLE TARGET LINKED TO COUNTERMEASURE STRATEGY: Performance Plan Goal C-9

Continued on the next page

ESTIMATED THREE YEAR FUNDING ALLOCATION: $255,000

FUNDING SOURCES: 402

CONSIDERATIONS FOR PROJECT FUNDING: Within the Uniform Guidelines for State Highway Safety Programs, it is noted that states should "develop and implement communication strategies directed at supporting policy and program elements." OHS will fund paid media in support of young drivers both towards the driver and their families and GDL sponsor.

Considerations for funding will include working with subgrantees to provide outreach, including the Delaware Safety Council's SmartDrive Foundation programming. Outreach and messaging is needed especially for drivers who have aged out of the Graduated Driver's License program as that group is responsible for almost half of the crashes involving drivers under the age of 20. Additionally, collecting additional data in terms of population growth and evaluating the effectiveness of paid media/outreach will help to improve programmatic and messaging. Based on past performance and evaluation of public outreach, grass roots, and paid media, OHS will continue with those efforts to achieve or surpass the performance measure of 13.4 or less fatalities and serious injuries of drivers under the age of 20 by FY 2026.

TEEN DRIVERS TASK FORCE SUPPORT

COUNTERMEASURE JUSTIFICATION:
Uniform Guidelines for State Highway Programs: Driver Education: VI. Program Evaluation and Data

PRIMARY COUNTER MEASURE STRATEGY: Teen Driver Task Force Support: Driver Education

IDENTIFIED PROBLEM: As shown within the data provided, teen driver related crashes have continued to increase over the last five years. Teen fatalities in Delaware crashes accounted for 12% of all traffic fatalities. Teen drivers ages 16-17 are involved in 28% of teen driver crashes. That number increases significantly to 45% for drivers ages 18-19. Males are involved in 50% of those crashes. Crashes involving teen drivers peak in the summer months, with 39% of crashes occurring May – August. The most common time of day and day of the week for crashes involving teen drivers is on Friday from 3 pm – 4 pm. In the county breakdown, teen drivers in New Castle County are involved in 56% of crashes, with 19% in Kent County and 24% in Sussex County.

MEASURABLE TARGET LINKED TO COUNTERMEASURE STRATEGY: Performance Plan Goal C-9

ESTIMATED THREE YEAR FUNDING ALLOCATION: $35,000

FUNDING SOURCES: 402

CONSIDERATIONS FOR PROJECT FUNDING: Within the Uniform Guidelines for State Highway Safety Programs, it is noted that states should "develop a comprehensive evaluation program to measure progress toward established project goals and objectives and optimize the allocation of limited resources." OHS will fund project assistance with the Teen Driver Task Force.

Considerations for funding will include the development and implementation of a strategic plan for the task force to ensure that projects initiated benefit the demographics of the drivers affected in teen driver crashes. This will include current students in Driver's Education courses, but also those completing their GDL requirements as this is the group at risk in terms of increase of crashes. Several task force members have brought up including a teen member in the task force. This will be important to support the target demographic and get more peer-to-peer involvement. Based on past performance and evaluation of public outreach, grass roots, and paid media, OHS will continue with those efforts to achieve or surpass the performance measure of 13.4 or less fatalities and serious injuries of drivers under the age of 20 by FY 2026.

GDL PARENT ORIENTATION PROGRAM: DRIVER EDUCATION

COUNTERMEASURE JUSTIFICATION:
Uniform Guidelines for State Highway Programs: Driver Education: IV. Driver Education and Training Program

IDENTIFIED PROBLEM: As shown within the data provided, teen driver related crashes have continued to increase over the last five years. Teen fatalities in Delaware crashes accounted for 12% of all traffic fatalities. Teen drivers ages 16-17 are involved in 28% of teen driver crashes. That number increases significantly to 45% for drivers ages 18-19. Males are involved in 50% of those crashes. Crashes involving teen drivers peak in the summer months, with 39% of crashes occurring May – August. The most common time of day and day of the week for crashes involving teen drivers is on Friday from 3 pm – 4 pm. In the county breakdown, teen drivers in New Castle County are involved in 56% of crashes, with 19% in Kent County and 24% in Sussex County.

MEASURABLE TARGET LINKED TO COUNTERMEASURE STRATEGY: Performance Plan Goal C-9

ESTIMATED THREE YEAR FUNDING ALLOCATION: $100,000

FUNDING SOURCES: 402

CONSIDERATIONS FOR PROJECT FUNDING: Within the Uniform Guidelines for State Highway Safety Programs, it is noted that states should "engage parents and/or guardians in the driver education and GDL programs" OHS will work with a vendor to update content for the Graduated Driver's License Parent Orientation Program.Considerations for funding will include development of updated sections to align with current standards and practices. OHS will work with partners and subject matter experts to provide a comprehensive e-learning system that will teach parents/guardians about the GDL law, insurance components for new drivers, and after crash care. The Safe Systems Approach will be used to plan module sections. Per a request from Driver's Education teachers and the Department of Education, the course will be designed with closed captions and available in multiple languages like Spanish and Haitian-Creole. A demographic survey component will be considered as well. The program will also be designed with end user data to gather metrics and determine locations of highest participation to lowest in the state.

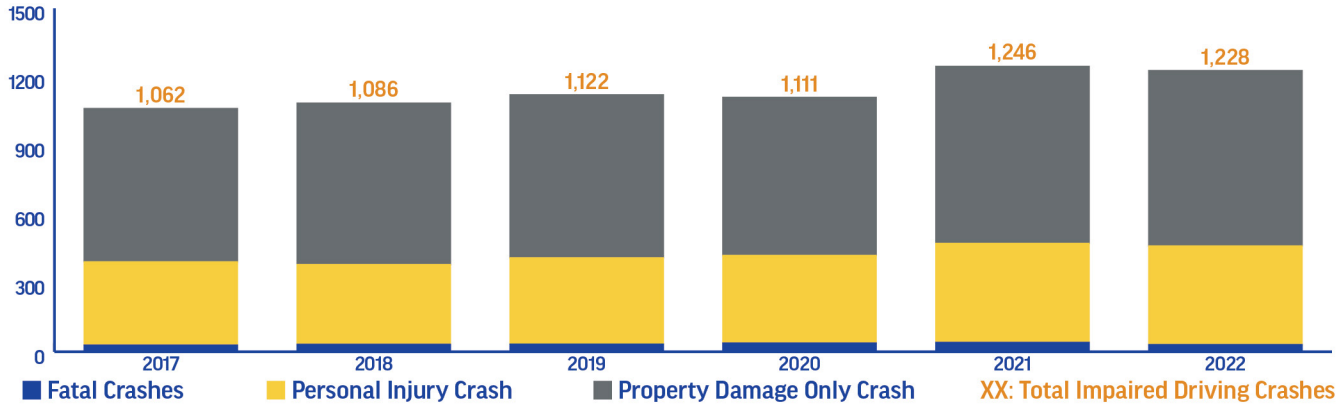
PROGRAM AREA

IMPAIRED DRIVING

PROBLEM IDENTIFICATION

Annual Impaired Driving Crashes

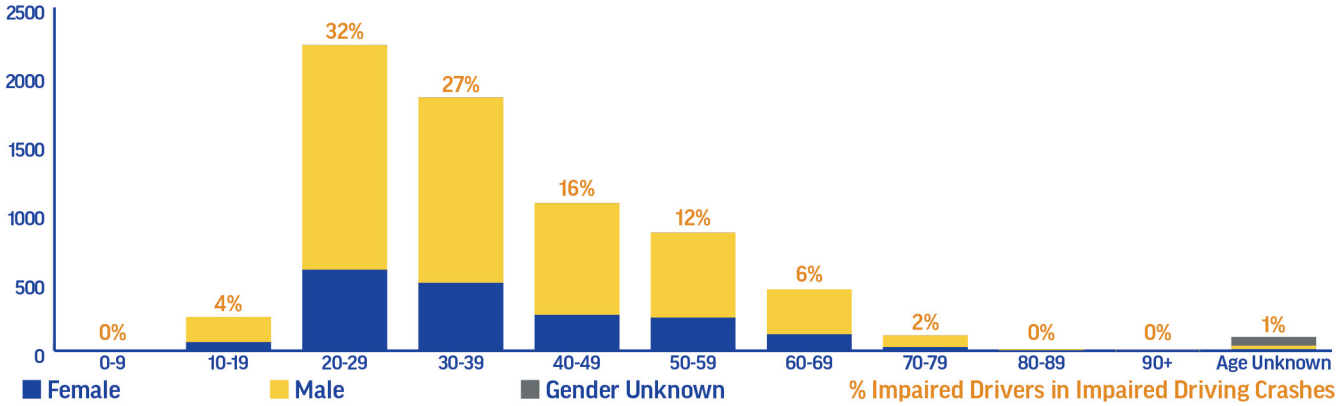
SEVERITY	2017	2018	2019	2020	2021	2022	TOTAL
Fatal Crash	29	32	33	38	41	31	204
Personal Injury Crash	364	349	377	383	432	431	2,336
PDO Crash	669	705	712	690	773	766	4,315
Total Crashes	1,062	1,086	1,122	1,111	1,246	1,228	6,855



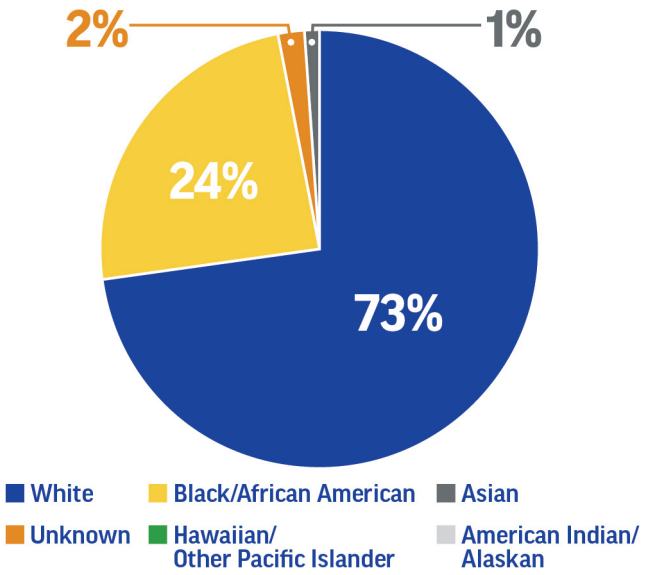
Impaired Driving Crashes: Who?

Age and Gender of Impaired Drivers Involved in Impaired Driving Crashes

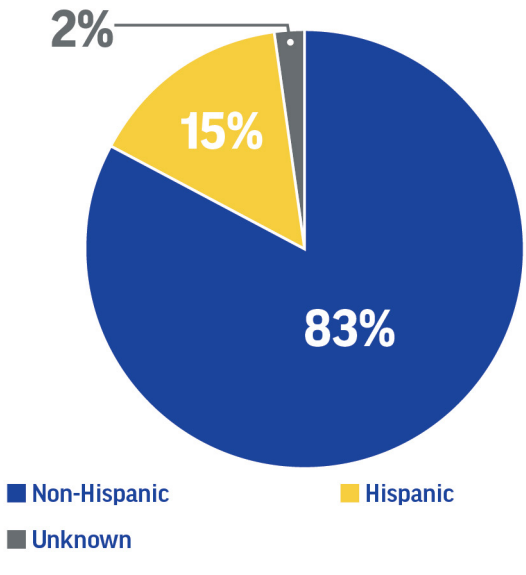
	0-9	10-19	20-29	30-39	40-49	50-59	60-69	70-79	80-89	90+	Age Unk.	Total
Female	0	59	586	491	257	238	116	23	1	0	8	1,779
Male	0	183	1,635	1,349	815	618	327	85	8	1	26	5,047
Unknown Gender	0	0	1	0	0	0	0	0	0	0	62	63
Total	0	242	2,222	1,840	1,072	856	443	108	9	1	96	6,889



Race of Impaired Drivers



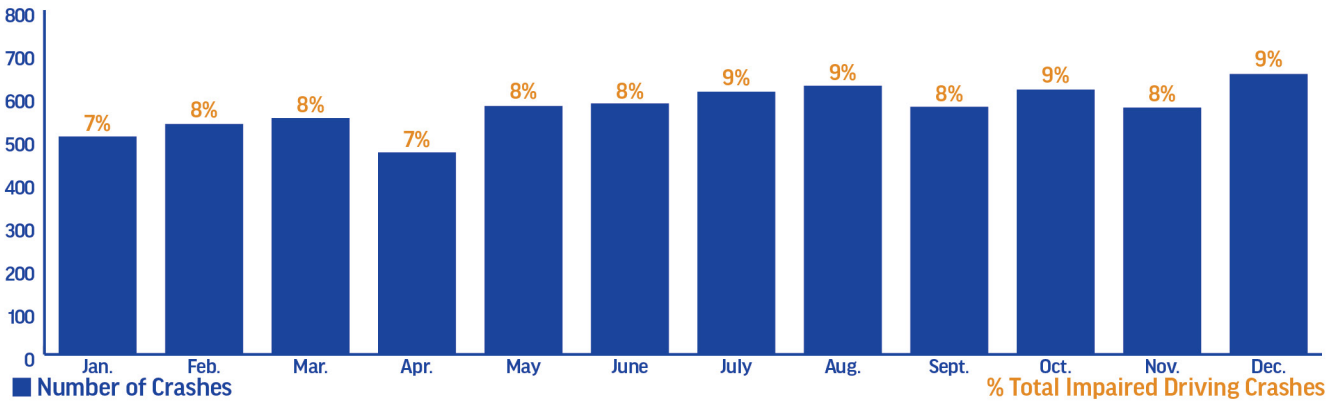
Ethnicity of Impaired Drivers



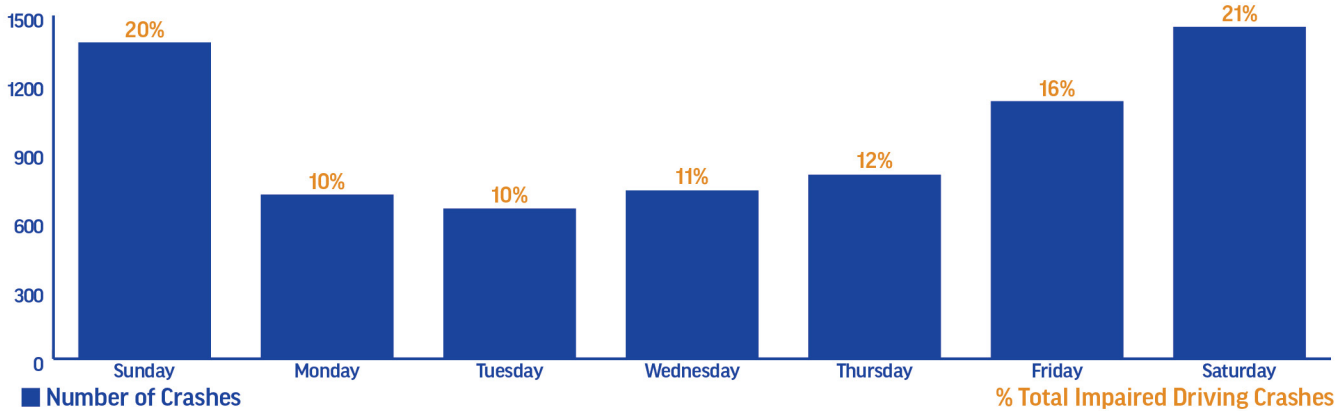
An analysis of the race and ethnicity of impaired drivers in Delaware indicate that people of color are slightly over-represented in the crash data. The bigger issue is that people of Hispanic origin are over-represented. Based on the 2020 Census, Delaware's population includes 10.5% people of Hispanic origin, whereas 16% of impaired drivers in impaired driving crashes are of Hispanic origin. Community engagement efforts should focus on this vulnerable population, including development of outreach materials in the Spanish language.

Impaired Driving Crashes: When?

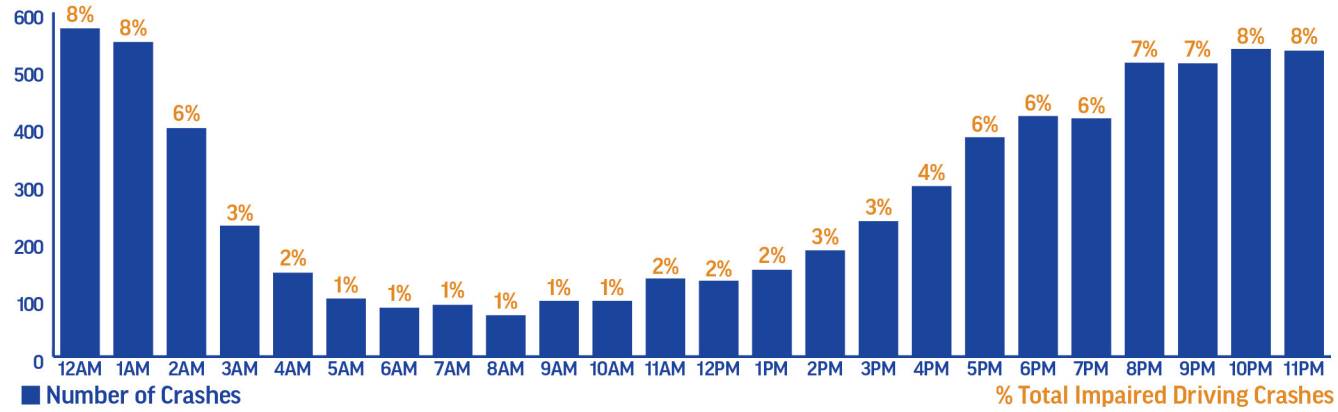
Impaired Driving Crashes by Month



Impaired Driving Crashes by Day of Week



Impaired Driving Crashes by Time of Day



Impaired Driving Crashes by Time of Day and Day of Week

	12A	1A	2A	3A	4A	5A	6A	7A	8A	9A	10A	11A	12P	1P	2P	3P	4P	5P	6P	7P	8P	9P	10P	11P	Grand Total
Sunday	152	165	126	83	52	35	25	23	11	12	15	16	24	19	31	32	52	54	70	76	85	78	82	62	1380
Monday	64	48	24	22	14	4	14	6	10	9	12	20	15	19	27	24	35	45	50	52	54	49	52	46	715
Tuesday	46	26	22	15	10	7	6	6	10	14	10	17	17	21	19	27	36	37	39	35	65	66	46	57	654
Wednesday	53	51	22	15	7	10	4	14	9	11	14	17	17	19	25	38	30	44	34	58	65	63	54	59	733
Thursday	58	42	34	19	10	10	8	11	7	12	12	14	16	29	24	31	38	51	57	55	56	71	65	72	802
Friday	88	77	55	21	12	10	10	13	10	18	21	27	23	14	27	44	45	74	76	64	89	85	111	109	1123
Saturday	110	138	114	52	40	24	17	16	14	20	12	24	19	29	31	39	60	76	92	74	97	98	125	127	1448
Grand Total	571	547	397	227	145	100	84	89	71	96	96	135	131	150	184	235	296	381	418	414	511	510	535	532	6855

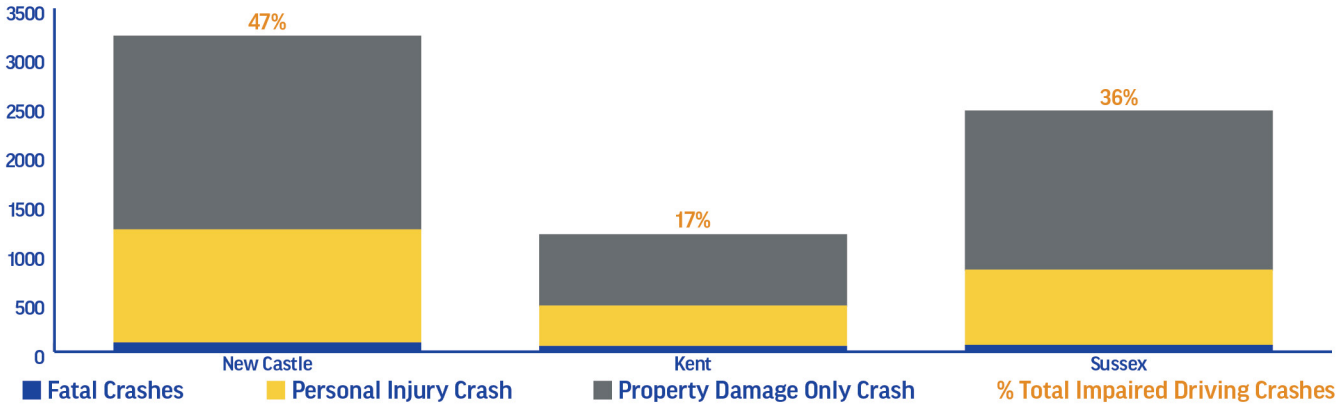
XX Impaired Driving Crashes during Day of Week and Hour of Day

Lower Frequency — Higher Frequency

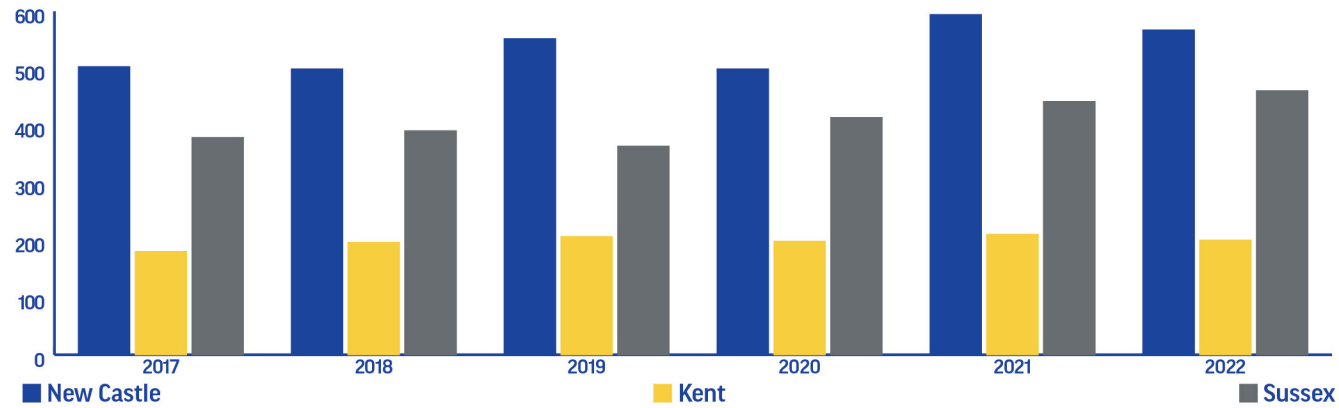
Impaired Driving Crashes: Where?

Impaired Driving Crashes by County and Severity

	NEW CASTLE	KENT	SUSSEX	TOTAL
Fatal Crash	88	52	64	204
Personal Injury Crash	1,154	414	768	2,336
PDO[2] Crash	1,972	724	1,619	4,315
Total Crashes	3,214	1,190	2,451	6,855



Impaired Driving Crashes by County and Year



PROPOSED COUNTERMEASURES

PUBLICIZED SOBRIETY CHECKPOINTS AND HIGH VISIBILITY SATURATION PATROLS

COUNTERMEASURE JUSTIFICATION:
Countermeasures That Work – 1.2.1, Publicized Sobriety Checkpoints, ★★★★★ Countermeasure
Countermeasures That Work – 1.2.2, High Visibility Saturation Patrols, ★★★★ Countermeasure
Countermeasures That Work – 1.7.1 Enforcement of Drug-Impaired Driving, ★★★ Countermeasure

IDENTIFIED PROBLEM: As shown within the data provided, impaired driving crashes have continued to increase over the last five years. Impaired driving crashes typically peak during summer months, especially during tourist season at Delaware Beaches. There are also noted increases during the winter holiday season. Demographic data shows overrepresentation of 20-29 and 30–39 year-old drivers, particularly male. Additionally, there is overrepresentation of Hispanic drivers. Timeframe data shows significant increases of impaired driving crashes on Friday, Saturday, and Sunday, between the times of 8 PM – 1 AM. Locations for enforcement are determined through the maps provided and updated throughout the year based on current crash trends.

MEASURABLE TARGET LINKED TO COUNTERMEASURE STRATEGY: Performance Plan Goal C-5

ESTIMATED THREE YEAR FUNDING ALLOCATION: $1,220,500

FUNDING SOURCES: 402, 405D, 154

CONSIDERATIONS FOR PROJECT FUNDING: Publicized sobriety checkpoints and high visibility saturation patrols are a proven countermeasure strategy as noted within NHTSA's Countermeasures That Work. Impaired Projects shall align with the countermeasure strategies within the FY2021 - FY2025 Delaware Strategic Highway Safety Plan and FY2023 – FY2025 Impaired Driving Prevention Strategic Plan. Project selection will be based on data analysis, problem identification, community engagement efforts, anticipated effectiveness, and the ability of the grantee to complete the project.

OHS selects partners to participate in its annual enforcement plan. The enforcement plan is based on internal data analysis to determine the appropriate times for high visibility saturation patrols and checkpoints. Agencies may select to agree to participate as the parameters are presented, provide feedback or revisions of the project parameters to align their community needs, or decline to participate. Should agencies decline to participate, funds may be reallocated to those already participating.

Law enforcement agencies may also submit project proposals to OHS based on their community needs or pilot innovative programs should data be provided stating the need. Project proposals submitted must show an identified problem with clear data linkages, how the project will impact affected communities, how community engagement affected the planning process, and methods for evaluation. Funding decisions will be based on the request from the agency, the availability of funds, and the agency's past performance.

COMMUNICATION PROGRAM

COUNTERMEASURE JUSTIFICATION:
Uniform Guidelines for State Highway Safety Programs 8.4, Communication Program

IDENTIFIED PROBLEM: As shown within the data provided, impaired driving crashes have continued to increase over the last five years. Impaired driving crashes typically peak during summer months, especially during tourist season at Delaware Beaches. There are also noted increases during the winter holiday season. Demographic data shows overrepresentation of 20-29 and 30–39 year-old drivers, particularly male. Additionally, there is overrepresentation of Hispanic drivers. Timeframe data shows significant increases of impaired driving crashes on Friday, Saturday, and Sunday, between the times of 8 PM – 1 AM. Locations for enforcement are determined through the maps provided and updated throughout the year based on current crash trends.

MEASURABLE TARGET LINKED TO COUNTERMEASURE STRATEGY: Performance Plan Goal C-5

ESTIMATED THREE YEAR FUNDING ALLOCATION: $2,880,000

FUNDING SOURCES: 402, 405D, 154

CONSIDERATIONS FOR PROJECT FUNDING: As noted in the Uniform Guidelines for State Highway Safety Programs, states should develop and implement a comprehensive communication program that supports priority policies and program efforts. Communication efforts include a year-round communication plan employing a strategy focused on increasing knowledge and awareness, changing attitudes, and influencing and sustaining appropriate behavior. Communication Program projects should align with the countermeasure strategies within the FY2021 - FY2025 Delaware Strategic Highway Safety Plan and FY2023 – FY2025 Impaired Driving Prevention Strategic Plan. Project selection will be based on data analysis, problem identification, community engagement efforts, anticipated effectiveness, and the ability of the grantee to complete the project.

OHS works with state contracted vendors and stakeholders to develop a yearlong communication plan focusing on changing behaviors and attitudes towards impaired driving. Projects and programs will relate to educating on the dangers, laws, and attitudes on alcohol and drug impaired driving. Program and project proposals submitted must show an identified problem with clear data linkages, how the project will impact affected communities, how community engagement effected the planning process, and methods for evaluation.

DRUG RECOGNITION EXPERT PROGRAM

COUNTERMEASURE JUSTIFICATION:
Countermeasures That Work – 1.7.1 Enforcement of Drug-Impaired Driving, ★★★ Countermeasure

IDENTIFIED PROBLEM: As shown within the data provided, impaired driving crashes have continued to increase over the last five years. Impaired driving crashes typically peak during summer months, especially during tourist season at Delaware Beaches. There are also noted increases during the winter holiday season. Demographic data shows overrepresentation of 20-29 and 30–39 year-old drivers, particularly male. Additionally, there is overrepresentation of Hispanic drivers. Timeframe data shows significant increases of impaired driving crashes on Friday, Saturday, and Sunday, between the times of 8 PM – 1 AM. Locations for enforcement are determined through the maps provided and updated throughout the year based on current crash trends.

Additionally, Delaware has seen significant increases in drug impaired driving over the last five years. The Delaware Division of Forensic Science has noted increases in drug impaired driving cases. Top drugs identified include cannabinoids, fentanyl, cocaine, and benzodiazepine. While medical marijuana has been legal for many years, recreational cannabis was legalized as of April 2023.

MEASURABLE TARGET LINKED TO COUNTERMEASURE STRATEGY: Performance Plan Goal C-5

ESTIMATED THREE YEAR FUNDING ALLOCATION: $500,000

FUNDING SOURCES: 402, 405D

CONSIDERATIONS FOR PROJECT FUNDING: Enforcement of drug impaired driving is a proven countermeasure strategy as noted within NHTSA's Countermeasures That Work. Impaired Projects should align with the countermeasure strategies within the FY2021 - FY2025 Delaware Strategic Highway Safety Plan and FY2023 – FY2025 Impaired Driving Prevention Strategic Plan. Project selection will be based on data analysis, problem identification, community engagement efforts, anticipated effectiveness, and the ability of the grantee to complete the project.

OHS will provide funding to agencies that have certified Drug Recognition Experts. Costs for funding may include; overtime funding for a DRE to assist with roadside evaluations, training for DRE certification and re-certification, equipment necessary for DREs, licensing costs related to the ITSMR DRE evaluation database, DREs to provide training to officers and general public on drug impaired driving issues, and other costs as necessary.

Law enforcement agencies may also submit project proposals to OHS based on their community needs or pilot innovative programs should data be provided stating the need. Project proposals submitted must show an identified problem with clear data linkages, how the project will impact affected communities, how community engagement affected the planning process, and methods for evaluation. Funding decisions will be based on the request from the agency, the availability of funds, and the agency's past performance.

IMPAIRED DRIVING ENFORCEMENT EQUIPMENT

COUNTERMEASURE JUSTIFICATION:
Countermeasures That Work – 1.2.3 Preliminary Breath Test Devices, ★★★★ Countermeasure
Countermeasures That Work – 1.2.4 Passive Alcohol Sensors, ★★★★ Countermeasure

Continued on the next page

IDENTIFIED PROBLEM: As shown within the data provided, impaired driving crashes have continued to increase over the last five years. Impaired driving crashes typically peak during summer months, especially during tourist season at Delaware Beaches. There are also noted increases during the winter holiday season. Demographic data shows overrepresentation of 20-29 and 30–39 year-old drivers, particularly male. Additionally, there is overrepresentation of Hispanic drivers. Timeframe data shows significant increases of impaired driving crashes on Friday, Saturday, and Sunday, between the times of 8 PM – 1 AM. Locations for enforcement are determined through the maps provided and updated throughout the year based on current crash trends.

MEASURABLE TARGET LINKED TO COUNTERMEASURE STRATEGY: Performance Plan Goal C-5

ESTIMATED THREE YEAR FUNDING ALLOCATION: $200,000

FUNDING SOURCES: 402, 405D, 154

CONSIDERATIONS FOR PROJECT FUNDING: Breath test devices and passive alcohol sensors are proven countermeasure strategies as noted within NHTSA's Countermeasures That Work. Impaired Projects should align with the countermeasure strategies within the FY2021 - FY2025 Delaware Strategic Highway Safety Plan and FY2023 – FY2025 Impaired Driving Prevention Strategic Plan. Project selection will be based on data analysis, problem identification, community engagement efforts, anticipated effectiveness, and the ability of the grantee to complete the project. It is necessary for law enforcement agencies, probation officers involved with DUI Court, and others to have up-to-date and accurate equipment for breath testing, blood testing, or other available testing options as technology allows.

Funds for equipment purchases may be allocated through two processes. First, as part of a pre-planned enforcement mobilization, OHS will proactively reach out to law enforcement agencies to survey their DUI related equipment needs. OHS will then provide funding based on needs and availability. Second, both law enforcement and non-law enforcement partners may submit project proposals to OHS. Project proposals must show a need for equipment purchases and how they impact other countermeasure strategy areas.

DUI COURTS

COUNTERMEASURE JUSTIFICATION:
Countermeasures That Work – 1.3.1 DWI Courts, ★★★★ Countermeasure

IDENTIFIED PROBLEM: As shown within the data provided, impaired driving crashes have continued to increase over the last five years. Impaired driving crashes typically peak during summer months, especially during tourist season at Delaware Beaches. There are also noted increases during the winter holiday season. Demographic data shows overrepresentation of 20-29 and 30–39 year-old drivers, particularly male. Additionally, there is overrepresentation of Hispanic drivers. Timeframe data shows significant increases of impaired driving crashes on Friday, Saturday, and Sunday, between the times of 8 PM – 1 AM. Locations for enforcement are determined through the maps provided and updated throughout the year based on current crash trends.

MEASURABLE TARGET LINKED TO COUNTERMEASURE STRATEGY: Performance Plan Goal C-5

ESTIMATED THREE YEAR FUNDING ALLOCATION: $100,000

FUNDING SOURCES: 405D, 154

Continued on the next page

CONSIDERATIONS FOR PROJECT FUNDING: DUI Courts are a proven countermeasure strategy as noted within NHTSA's Countermeasures That Work. Impaired Projects should align with the countermeasure strategies within the FY2021 - FY2025 Delaware Strategic Highway Safety Plan and FY2023 – FY2025 Impaired Driving Prevention Strategic Plan. Project selection will be based on data analysis, problem identification, community engagement efforts, anticipated effectiveness, and the ability of the grantee to complete the project.

Delaware currently has three DUI Courts managed by the Court of Common Pleas. Project proposals submitted must demonstrate an identified problem with clear data linkages, how the project will impact affected communities, how community engagement affected the planning process, and methods for evaluation. Funding decisions will be based on the request from the agency, the availability of funds, and the agency's past performance.

IMPAIRED DRIVING RELATED TRAVEL/TRAINING

COUNTERMEASURE JUSTIFICATION:
Highway Safety Program Guideline 15.3

IDENTIFIED PROBLEM: As shown within the data provided, impaired driving crashes have continued to increase over the last five years. Impaired driving crashes typically peak during summer months, especially during tourist season at Delaware Beaches. There are also noted increases during the winter holiday season. Demographic data shows overrepresentation of 20-29 and 30–39 year-old drivers, particularly male. Additionally, there is overrepresentation of Hispanic drivers. Timeframe data shows significant increases of impaired driving crashes on Friday, Saturday, and Sunday, between the times of 8 PM – 1 AM. Locations for enforcement are determined through the maps provided and updated throughout the year based on current crash trends.

MEASURABLE TARGET LINKED TO COUNTERMEASURE STRATEGY: Performance Plan Goal C-5

ESTIMATED THREE YEAR FUNDING ALLOCATION: $250,000

FUNDING SOURCES: 402, 405D, 154

CONSIDERATIONS FOR PROJECT FUNDING: As noted in the Uniform Guidelines for State Highway Safety Programs, training is essential to support traffic enforcement services and to prepare law enforcement officers to effectively perform their duties. Training accomplishes a wide variety of necessary goals and can be obtained through a variety of sources. Training projects should align with the countermeasure strategies within the FY2021 - FY2025 Delaware Strategic Highway Safety Plan and FY2023 – FY2025 Impaired Driving Prevention Strategic Plan. Project selection will be based on data analysis, problem identification, community engagement efforts, anticipated effectiveness, and the ability of the grantee to complete the project.

OHS may determine training opportunities for internal staff members, law enforcement, or the community as appropriate. Additionally, highway safety partners may submit project proposals for impaired driving related training. Project proposals submitted must show an identified problem with clear data linkages, why the training is necessary and how the project will impact affected communities. Funding decisions will be based on the request from the agency, the availability of funds, and the agency's past performance.

TRAFFIC SAFETY RESOURCE PROSECUTOR PROGRAM

COUNTERMEASURE JUSTIFICATION:
While not specifically mentioned in Countermeasures That Work or The Highway Safety Program Guidelines, the Traffic Safety Resource Prosecutor Program (TSRP) is essential to many activities that are recommended in those documents. This program is responsible for the statewide oversight of the prosecution of vehicular crimes, impaired driving prosecution, DUI Court, review of potential new legislation, and acts as a liaison to OHS and many traffic safety partners. DUI cases can be highly complex while often being assigned to less experienced prosecutors. TSRPs specialize in the prosecution of traffic crimes, with a particular specialization of DUI cases. The TSRP provides necessary training to law enforcement, prosecutors, and other community members.

IDENTIFIED PROBLEM: As shown within the data provided, impaired driving crashes have continued to increase over the last five years. Impaired driving crashes typically peak during summer months, especially during tourist season at Delaware Beaches. There are also noted increases during the winter holiday season. Demographic data shows overrepresentation of 20-29- and 30–39 year-old drivers, particularly male. Additionally, there is overrepresentation of Hispanic drivers. Timeframe data shows significant increases of impaired driving crashes on Friday, Saturday, and Sunday, between the times of 8 PM – 1 AM. Locations for enforcement are determined through the maps provided and updated throughout the year based on current crash trends.

MEASURABLE TARGET LINKED TO COUNTERMEASURE STRATEGY: Performance Plan Goal C-5

ESTIMATED THREE YEAR FUNDING ALLOCATION: $1,000,000

FUNDING SOURCES: 405D, 154

CONSIDERATIONS FOR PROJECT FUNDING: OHS partners with the Delaware Department of Justice to implement the Traffic Safety Resource Prosecutor Program. The Department of Justice will submit a project proposal each year to request funding. Project proposals submitted must show an identified problem with clear data linkages, why the TSRP is necessary and how the project will impact affected communities. Funding decisions will be based on the request from the agency, the availability of funds, and the agency's past performance.

HIGHWAY SAFETY STAFFING

COUNTERMEASURE JUSTIFICATION:
Highway Safety Program Guideline 15.3

IDENTIFIED PROBLEM: As shown within the data provided, impaired driving crashes have continued to increase over the last five years. Impaired driving crashes typically peak during summer months, especially during tourist season at Delaware Beaches. There are also noted increases during the winter holiday season. Demographic data shows overrepresentation of 20-29 and 30–39 year-old drivers, particularly male. Additionally, there is overrepresentation of Hispanic drivers. Timeframe data shows significant increases of impaired driving crashes on Friday, Saturday, and Sunday, between the times of 8 PM – 1 AM. Locations for enforcement are determined through the maps provided and updated throughout the year based on current crash trends.

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Additionally, Delaware has seen significant increases in drug impaired driving over the last five years. The Delaware Division of Forensic Science has noted increases in drug impaired driving cases. Top drugs identified include cannabinoids, fentanyl, cocaine, and benzodiazepine. While medical marijuana has been legal for many years, recreational cannabis was legalized as of April 2023.

MEASURABLE TARGET LINKED TO COUNTERMEASURE STRATEGY: Performance Plan Goal C-5

ESTIMATED THREE YEAR FUNDING ALLOCATION: $250,000

FUNDING SOURCES: 405D

CONSIDERATIONS FOR PROJECT FUNDING: This is an internal position to OHS. Officially titled Training/ Education Administrator I, this position acts as the Drug Recognition Expert Coordinator for Delaware and provides law enforcement and other traffic safety partners with up-to-date impaired driving training. Community members may engage with OHS to request specific training related to their field. Trainings may include Standard Field Sobriety Testing, Advanced Roadside Impaired Driving Evaluation, Drug Recognition Expert, or Drug Impaired Training for Educational Professionals. This position also provides guidance to Drug Recognition Experts on policies and procedures of the program.

IMPAIRED DRIVING STRATEGIC PLAN IMPLEMENTATION

COUNTERMEASURE JUSTIFICATION:
Highway Safety Program Guideline No. 8 – Impaired Driving

IDENTIFIED PROBLEM: As shown within the data provided, impaired driving crashes have continued to increase over the last five years. Impaired driving crashes typically peak during summer months, especially during tourist season at Delaware Beaches. There are also noted increases during the winter holiday season. Demographic data shows overrepresentation of 20-29- and 30–39-year-old drivers, particularly male. Additionally, there is overrepresentation of Hispanic drivers. Timeframe data shows significant increases of impaired driving crashes on Friday, Saturday, and Sunday, between the times of 8 PM – 1 AM. Locations for enforcement are determined through the maps provided and updated throughout the year based on current crash trends.

Additionally, Delaware has seen significant increases in drug impaired driving over the last five years. The Delaware Division of Forensic Science has noted increases in drug impaired driving cases. Top drugs identified include cannabinoids, fentanyl, cocaine, and benzodiazepine. While medical marijuana has been legal for many years, recreational cannabis was legalized as of April 2022.

MEASURABLE TARGET LINKED TO COUNTERMEASURE STRATEGY: Performance Plan Goal C-5

ESTIMATED THREE YEAR FUNDING ALLOCATION: $100,000

FUNDING SOURCES: 405D, 154

CONSIDERATIONS FOR PROJECT FUNDING: As noted in the Uniform Guidelines for State Highway Safety Programs, states should develop and implement a comprehensive highway safety program, reflective of State demographics, to achieve a significant reduction in traffic crashes, fatalities, and injuries on public roads. Task Forces foster leadership, commitment, and coordination among all parties interested in impaired driving issues, including both traditional and non-traditional partners. The Impaired Driving Prevention Task Force participates and approves the Impaired Driving Prevention Plan, which is updated every three years.

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OHS coordinates the Impaired Driving Prevention Task Force with support of contracted vendors. Vendors assist OHS in coordinating the development of the Impaired Driving Prevention Strategic Plan, implementation of the strategies, coordinate Task Force meetings, and other duties as necessary. The Task Force also provides assistance for soliciting project proposals and provides project recommendations based on community engagement and problem identification. Project proposals submitted must show an identified problem with clear data linkages, why the project is necessary and how the project will impact affected communities. Funding decisions will be based on the request from the agency, the availability of funds, and the agency's past performance.

ANTICIPATED PROJECTS

COUNTERMEASURE JUSTIFICATION:
This program only acts as a holding line for funds that are unallocated.

IDENTIFIED PROBLEM: As shown within the data provided, impaired driving crashes have continued to increase over the last five years. Impaired driving crashes typically peak during summer months, especially during tourist season at Delaware Beaches. There are also noted increases during the winter holiday season. Demographic data shows overrepresentation of 20-29 and 30–39 year-old drivers, particularly male. Additionally, there is overrepresentation of Hispanic drivers. Timeframe data shows significant increases of impaired driving crashes on Friday, Saturday, and Sunday, between the times of 8 PM – 1 AM. Locations for enforcement are determined through the maps provided and updated throughout the year based on current crash trends.

Additionally, Delaware has seen significant increases in drug impaired driving over the last five years. The Delaware Division of Forensic Science has noted increases in drug impaired driving cases. Top drugs identified include cannabinoids, fentanyl, cocaine, and benzodiazepine. While medical marijuana has been legal for many years, recreational cannabis was legalized as of April 2022.

MEASURABLE TARGET LINKED TO COUNTERMEASURE STRATEGY: Performance Plan Goal C-5

ESTIMATED THREE YEAR FUNDING ALLOCATION: $5,000,000

FUNDING SOURCES: 405D, 154

CONSIDERATIONS FOR PROJECT FUNDING: OHS establishes funding lines within each grant year to hold funds that are not allocated to specific projects. As OHS receives project proposals, funds will be moved out of these lines. No funds will be spent out on this countermeasure strategy. Project proposals submitted must show an identified problem with clear data linkages, how the project will impact affected communities, how community engagement affected the planning process, and methods for evaluation. Funding decisions will be based on the request from the agency, the availability of funds, and the agency's past performance.

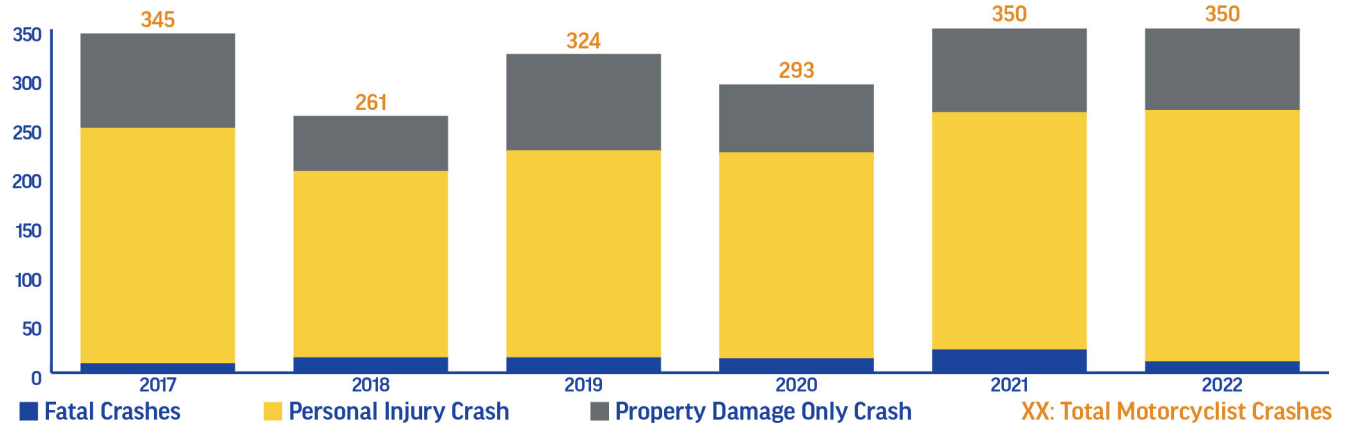
PROGRAM AREA

MOTORCYCLE SAFETY

PROBLEM IDENTIFICATION

Annual Motorcyclist Crashes

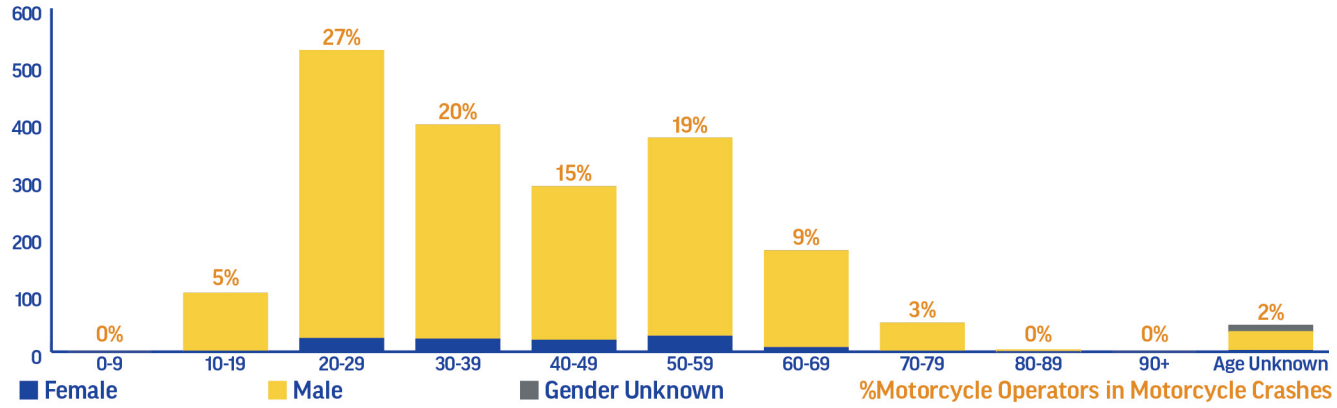
SEVERITY	2017	2018	2019	2020	2021	2022	TOTAL
Fatal Crash	9	15	15	14	23	11	87
Personal Injury Crash	240	190	211	210	242	256	1,349
PDO Crash	96	56	98	69	85	83	487
Total Crashes	345	261	324	293	650	350	1,923



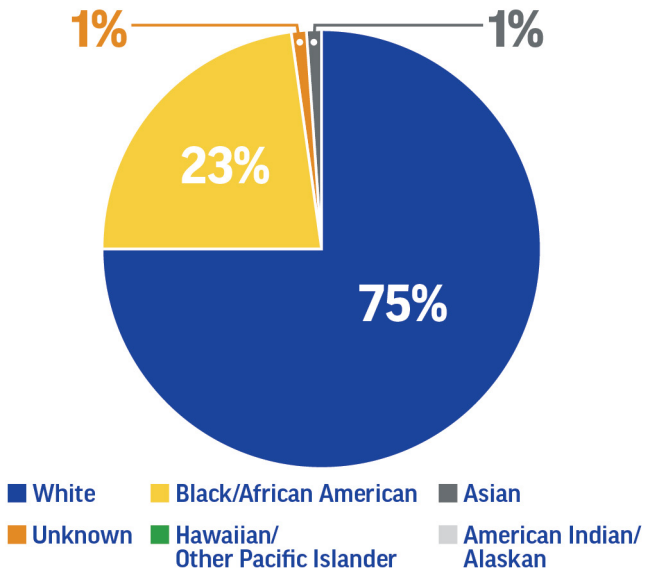
Motorcyclist Crashes: Who?

Age and Gender of Motorcycle Operators Involved in Motorcyclist Crashes

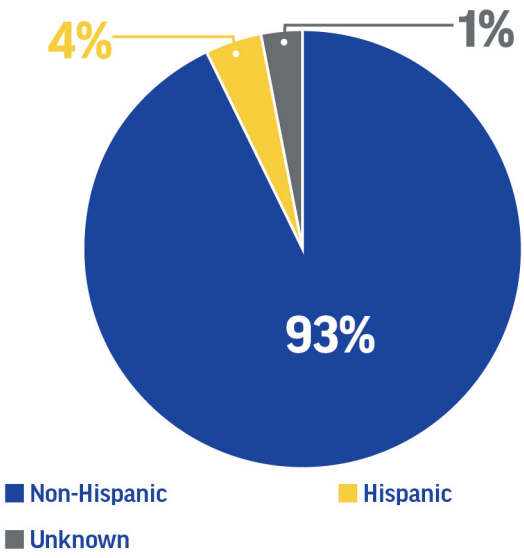
	0-9	10-19	20-29	30-39	40-49	50-59	60-69	70-79	80-89	90+	Age Unk.	Total
Female	0	1	23	22	20	27	7	1	0	0	2	103
Male	0	101	503	374	268	346	169	49	3	0	0	1,846
Unknown Gender	0	0	0	0	0	0	0	0	0	0	11	11
Total	0	102	526	396	288	373	176	50	3	0	46	1,960



Race of Motorcycle Operators

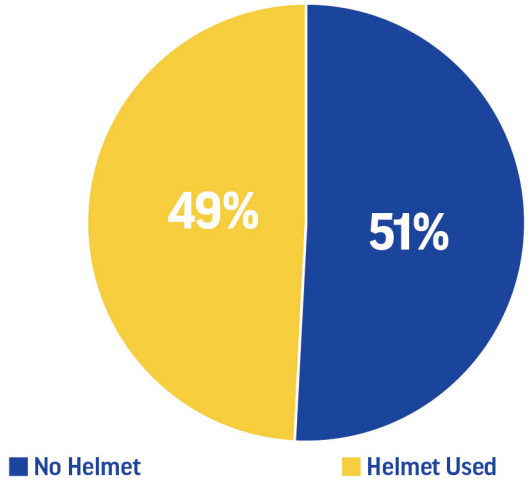


Ethnicity of Motorcycle Operators

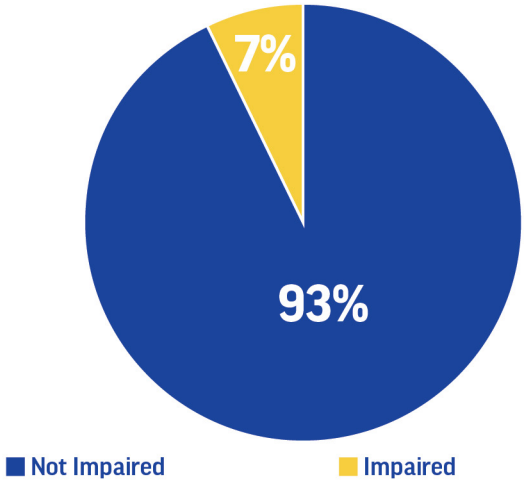


An analysis of the race and ethnicity of Delaware motorcycle operators involved in crashes indicate that the the black population is slightly over-represented statewide. People of color make up 22% of the statewide population and 24% of motorcycle operators involved in crashes were people of color. White motorcycle operators comprise 74% of motorcycle operators involved in crashes, however, the population of white people in Delaware comprises only 60% of the population.

Helmet Use by Motorcyclists

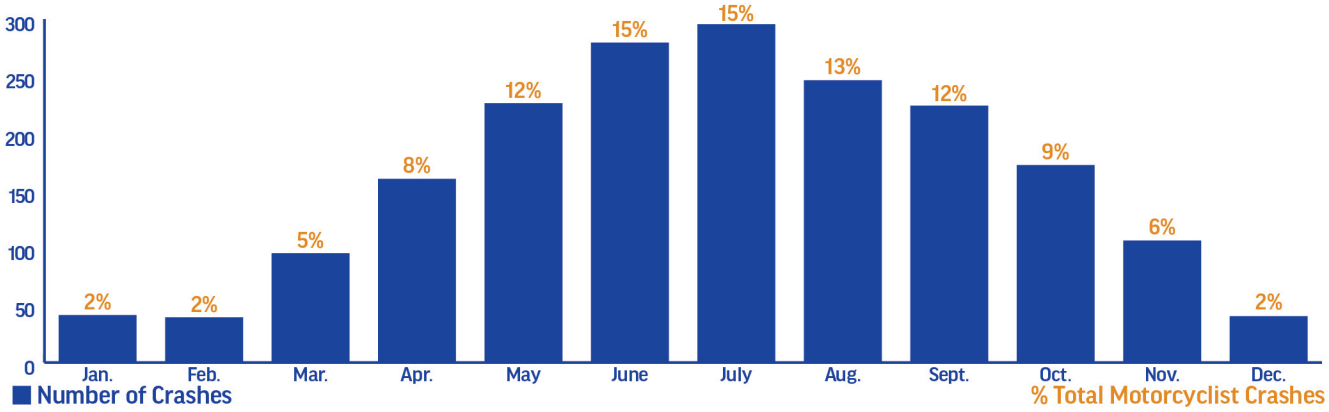


Impairment of Motorcycle Operators

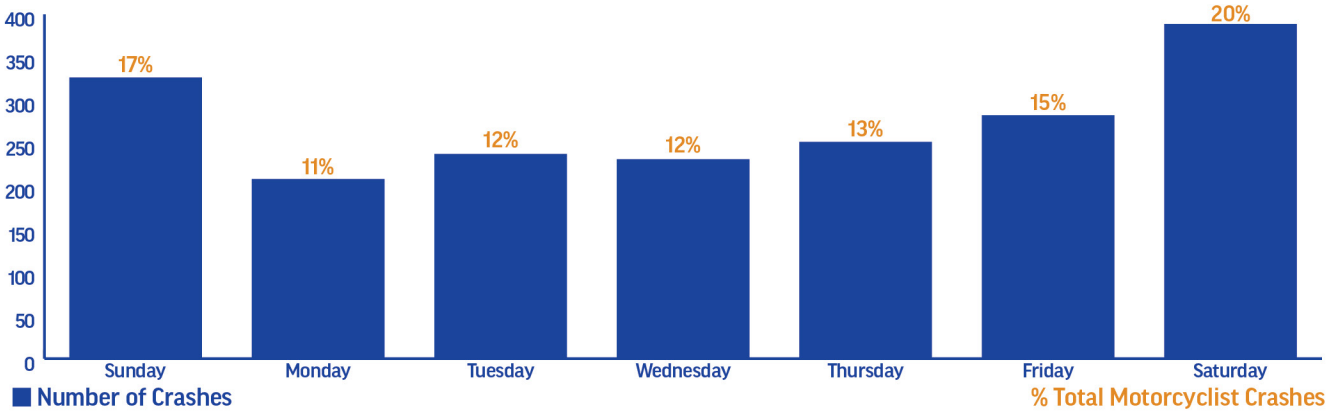


Motorcyclist Crashes: When?

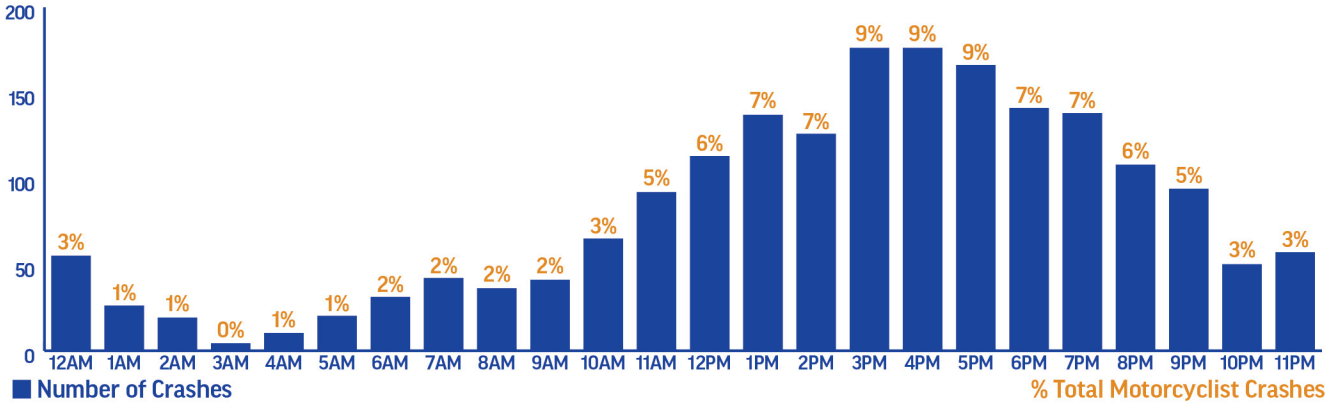
Motorcyclist Crashes by Month



Motorcyclist Crashes by Day of Week



Motorcyclist Crashes by Time of Day



Motorcyclist Crashes by Time of Day and Day of Week

	12A	1A	2A	3A	4A	5A	6A	7A	8A	9A	10A	11A	12P	1P	2P	3P	4P	5P	6P	7P	8P	9P	10P	11P	Grand Total
Sunday	13	7	6		3	1	3	3	2	7	10	15	18	29	22	32	30	30	26	19	18	17	6	9	326
Monday	8	3	1		1		3	10	5	7	5	7	21	10	8	24	22	14	14	9	10	7	12	7	208
Tuesday	3		2	1		5	8	11	5	3	6	15	8	18	21	16	18	18	24	19	18	11	6	1	237
Wednesday	6		2	1	1	2	3	5	5	1	4	10	11	14	12	22	22	28	21	17	14	18	4	8	231
Thursday	4	2	4	1	1	5	8	5	5	5	8	10	12	14	18	18	30	18	25	19	14	13	7	5	251
Friday	12	3	3		2	3	5	5	7	12	7	10	15	18	17	25	28	22	9	21	20	15	10	13	282
Saturday	9	11	1	1	2	4	1	3	7	6	25	25	28	34	28	39	26	36	22	34	14	13	5	14	388
Grand Total	**55**	**26**	**19**	**4**	**10**	**20**	**31**	**42**	**36**	**41**	**65**	**92**	**113**	**137**	**126**	**176**	**176**	**166**	**141**	**138**	**108**	**94**	**50**	**57**	**1923**

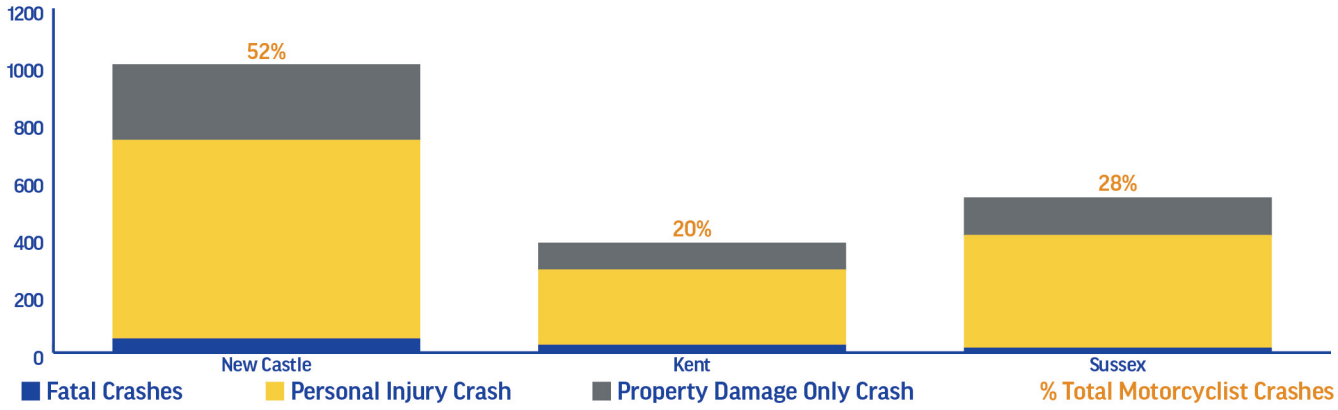
XX Motorcycle Crashes during Day of Week and Hour of Day

Lower Frequency — Higher Frequency

Motorcyclist Crashes: Where?

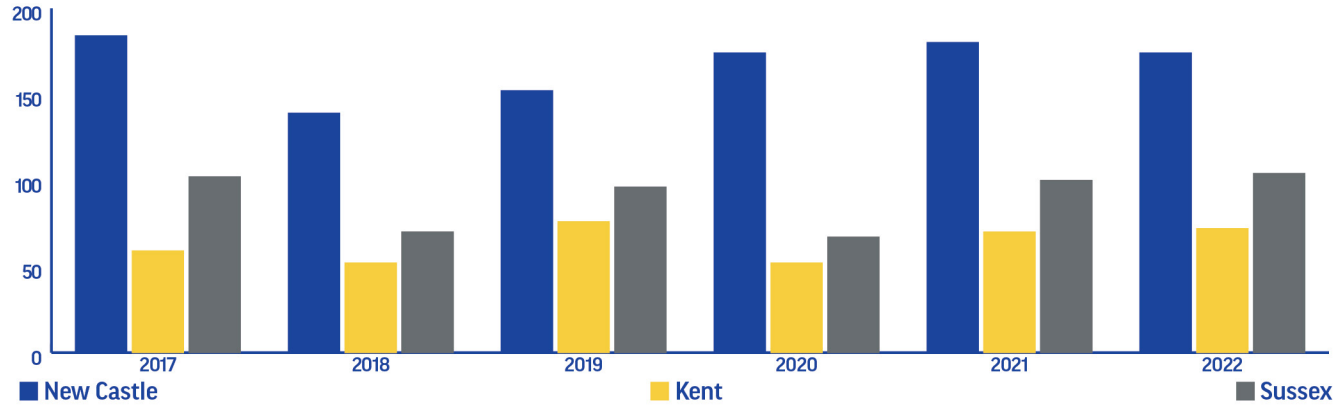
Motorcyclist Crashes by County and Severity

	NEW CASTLE	KENT	SUSSEX	TOTAL
Fatal Crash	47	25	15	87
Personal Injury Crash	693	263	393	1,349
PDO[3] Crash	263	93	131	487
Total Crashes	1,003	381	539	1,923



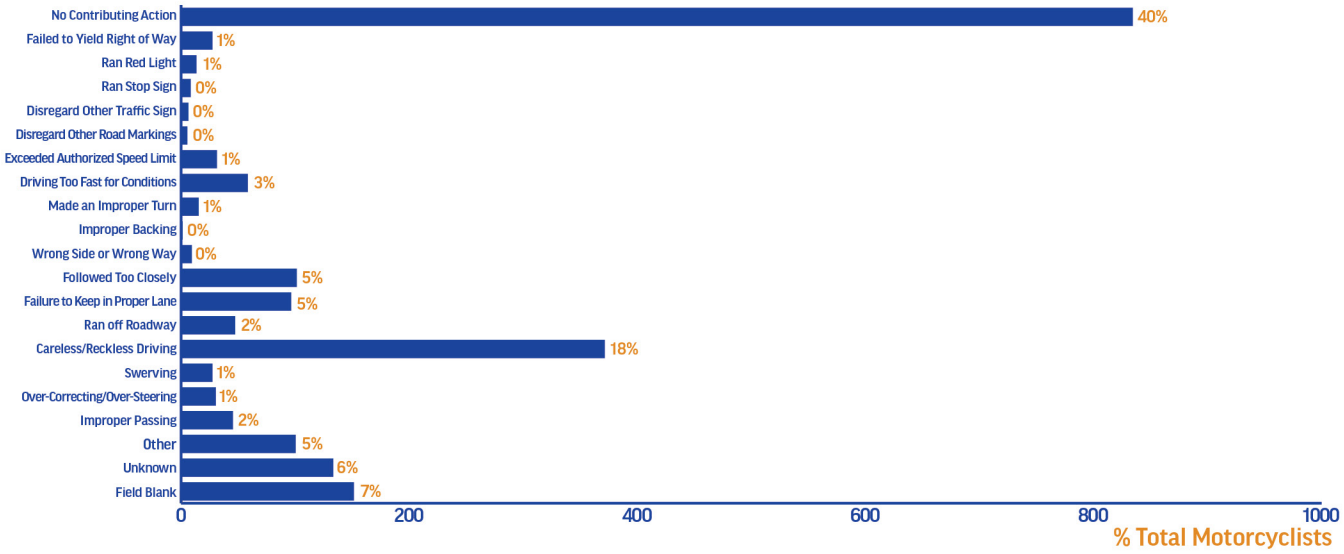
PDO[3] = Property Damage Only

Motorcyclist Crashes by County and Year

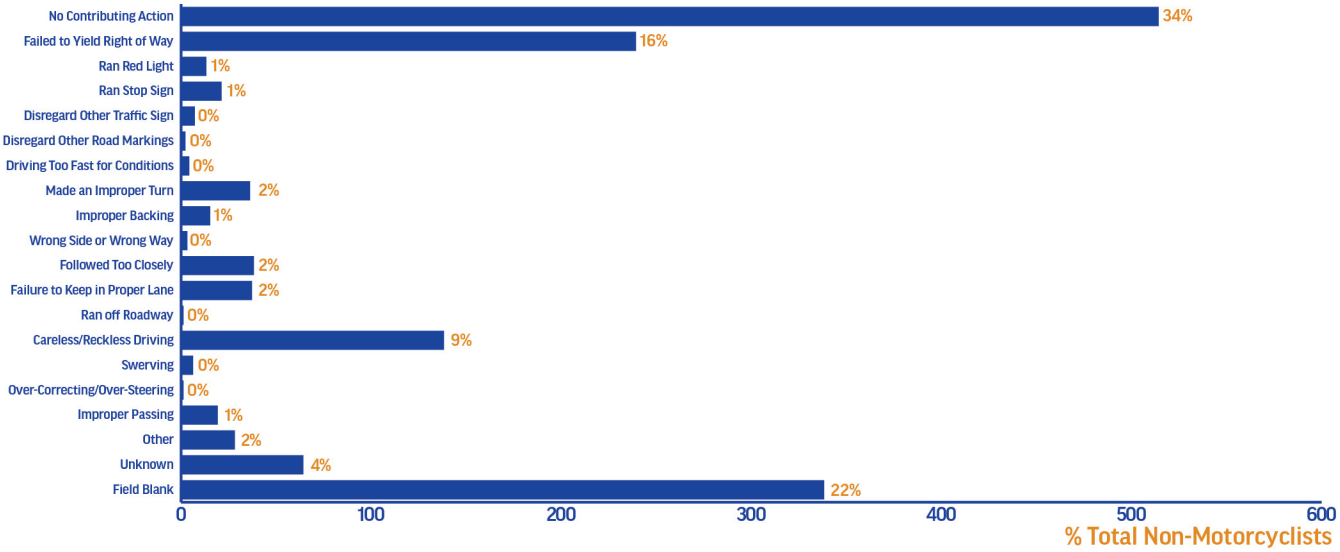


Motorcyclist Crashes: What?

Motorcyclist Crashes by Driver Action of Motorcycle Operator



Motorcyclist Crashes by Driver Action of Non-Motorcycle Operator



PROPOSED COUNTERMEASURES

COMMUNICATION AND OUTREACH

COUNTERMEASURE JUSTIFICATION:
Uniform Guidelines for State Highway Safety Programs Highway Safety Program: Motorcycle Safety: X. Communication Program.

IDENTIFIED PROBLEM: As shown within the data provided, motorcyclist fatalities and crashes have continued to increase over the last five years. In 2022, Delaware had 22 individuals (13%) killed in motorcycle crashes. 8% of motorcycle crashes were DUI involved. Seven of the 2022 fatalities were wearing a helmet. Males aged 35-54 are the most represented in motorcycle crashes. Over the last five years, 50% of victims had the motorcycle endorsement on their license and 27% of the victims had taken a Delaware rider course.

MEASURABLE TARGET LINKED TO COUNTERMEASURE STRATEGY: Performance Plan Goal C-7; Performance Plan Goal C-8

ESTIMATED THREE YEAR FUNDING ALLOCATION: $705,000

FUNDING SOURCES: 402, 405F

CONSIDERATIONS FOR PROJECT FUNDING: Paid media campaigns paired with high visibility enforcement is a suggested countermeasure strategy that was selected from the Uniform Guidelines for State Highway Safety Programs.

Motorcyclist safety projects align with the countermeasure strategies within the FY2021 - FY2025 Delaware Strategic Highway Safety Plan, based on data analysis, problem identification, community engagement efforts, anticipated effectiveness, and the ability of the grantee to complete the project.

Continued on the next page

OHS selects partners to participate in motorcyclist safety projects for communication and outreach projects. The projects are based on internal data analysis to determine the appropriate times for the communication and outreach activities. Partners and law enforcement agencies may select to agree to participate as the parameters are presented, provide feedback or revisions of the project parameters to align with their community needs, or decline to participate. Should agencies decline to participate, funds may be reallocated to those already participating.

Partners may also submit project proposals to OHS based on their community needs or pilot innovative programs should data be provided stating the need. Project proposals submitted must show an identified problem with clear data linkages, how the project will impact affected communities, how community engagement affected the planning process, and methods for evaluation. Funding decisions will be based on the request from the agency, the availability of funds, and the agency's past performance. OHS will continue with these efforts to achieve or surpass the performance measure goals by FY 2026.

HIGH VISIBILITY PATROLS

COUNTERMEASURE JUSTIFICATION:
Uniform Guidelines for State Highway Safety Programs Highway Safety Program: Motorcycle Safety: I. Program Management.

IDENTIFIED PROBLEM: As shown within the data provided, motorcyclist fatalities and crashes have continued to increase over the last five years. In 2022, Delaware had 22 individuals (13%) killed in motorcycle crashes. 8% of motorcycle crashes were DUI involved. Seven of the 2022 fatalities were wearing a helmet. Males aged 35-54 are the most represented in motorcycle crashes. Over the last five years, 50% of victims had the motorcycle endorsement on their license and 27% of the victims had taken a Delaware rider course.

MEASURABLE TARGET LINKED TO COUNTERMEASURE STRATEGY: Performance Plan Goal C-7; Performance Plan Goal C-8

ESTIMATED THREE YEAR FUNDING ALLOCATION: $35,640

FUNDING SOURCES: 402

CONSIDERATIONS FOR PROJECT FUNDING: High Visibility Enforcement is a proven countermeasure strategy that was selected from the Uniform Guidelines for State Highway Safety Programs. The anticipated funding allocation is based on the amount of funds needed to complete the planned activities based on previous projects completed, or estimated expenses related to the planned activity. Motorcyclist safety projects align with the countermeasure strategies within the FY2021 - FY2025 Delaware Strategic Highway Safety Plan based on data analysis, problem identification, community engagement efforts, anticipated effectiveness, and the ability of the grantee to complete the project.

OHS selects partners to participate in its annual enforcement plan. The enforcement plan is based on internal data analysis to determine the appropriate times for high visibility patrols. Agencies may select to agree to participate as the parameters are presented, provide feedback or revisions of the project parameters to align their community needs, or decline to participate. Should agencies decline to participate, funds may be reallocated to those already participating.

Continued on the next page

Partners may also submit project proposals to OHS based on their community needs or pilot innovative programs should data be provided stating the need. Project proposals submitted must show an identified problem with clear data linkages, how the project will impact affected communities, how community engagement affected the planning process, and methods for evaluation. Funding decisions will be based on the request from the agency, the availability of funds, and the agency's past performance. The Office of Highway Safety will continue with these efforts to achieve or surpass the performance measure goals by FY2026.

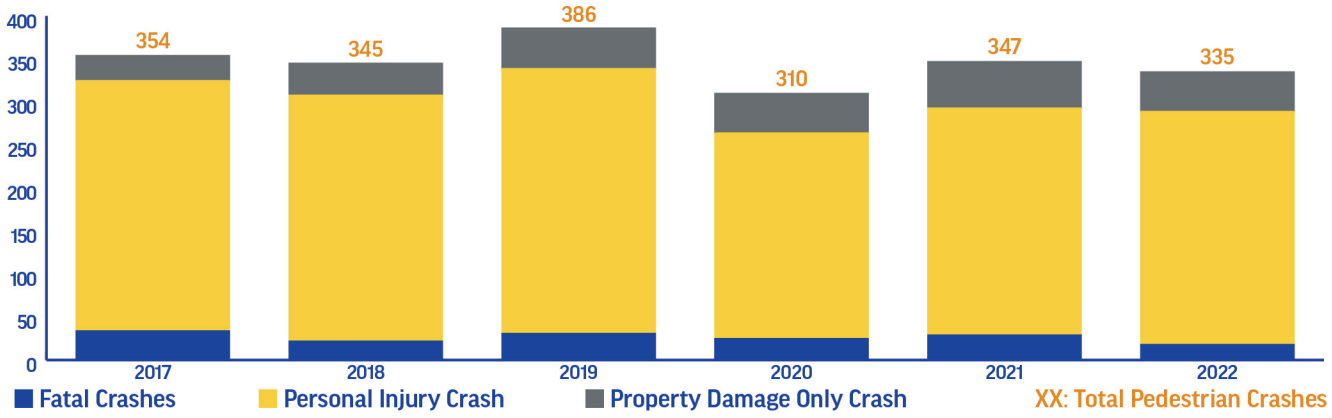
PROGRAM AREA

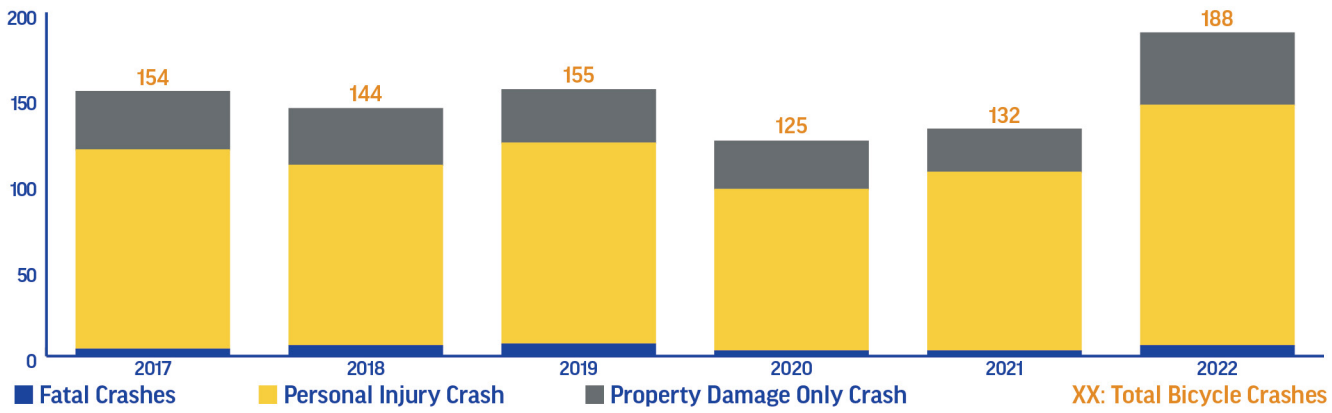
NON-MOTORIZED *(PEDESTRIANS AND BICYCLISTS)*

PROBLEM IDENTIFICATION

Annual Non-Motorized Crashes

SEVERITY	2017		2018		2019		2020		2021		2022		TOTAL	
	PED	BIKE	PED	BIKE	PED	BIKE	PED	BIKE	PED	BIKE	PED	BIKE	PED	BIKE
Fatal Crash	34	4	22	6	31	7	25	3	29	3	18	6	159	29
Personal Injury Crash	291	116	286	105	308	117	239	94	264	104	271	140	1,659	676
PDO Crash	29	34	37	33	47	31	46	28	54	25	46	42	259	193
Total Crashes	354	154	345	144	386	155	310	125	347	132	335	188	2,077	898

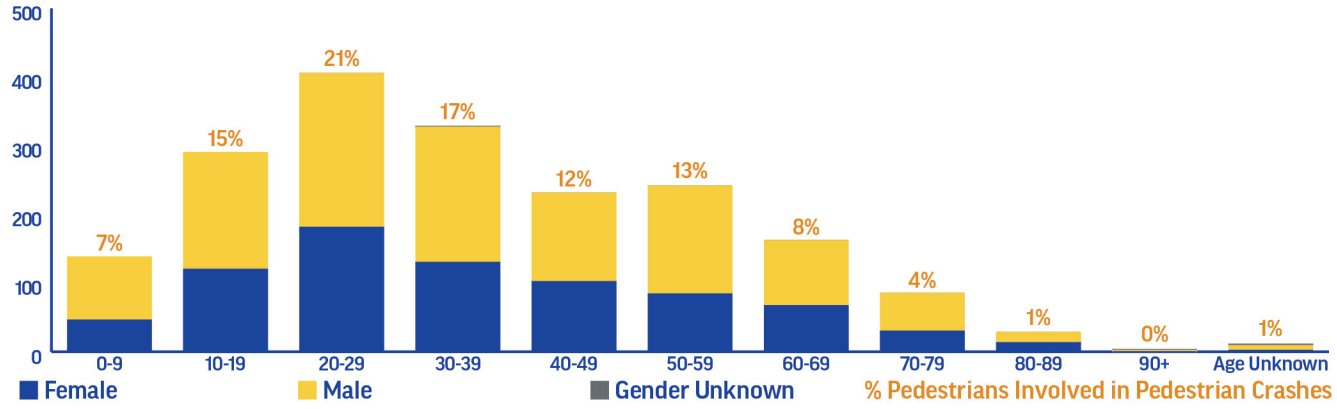


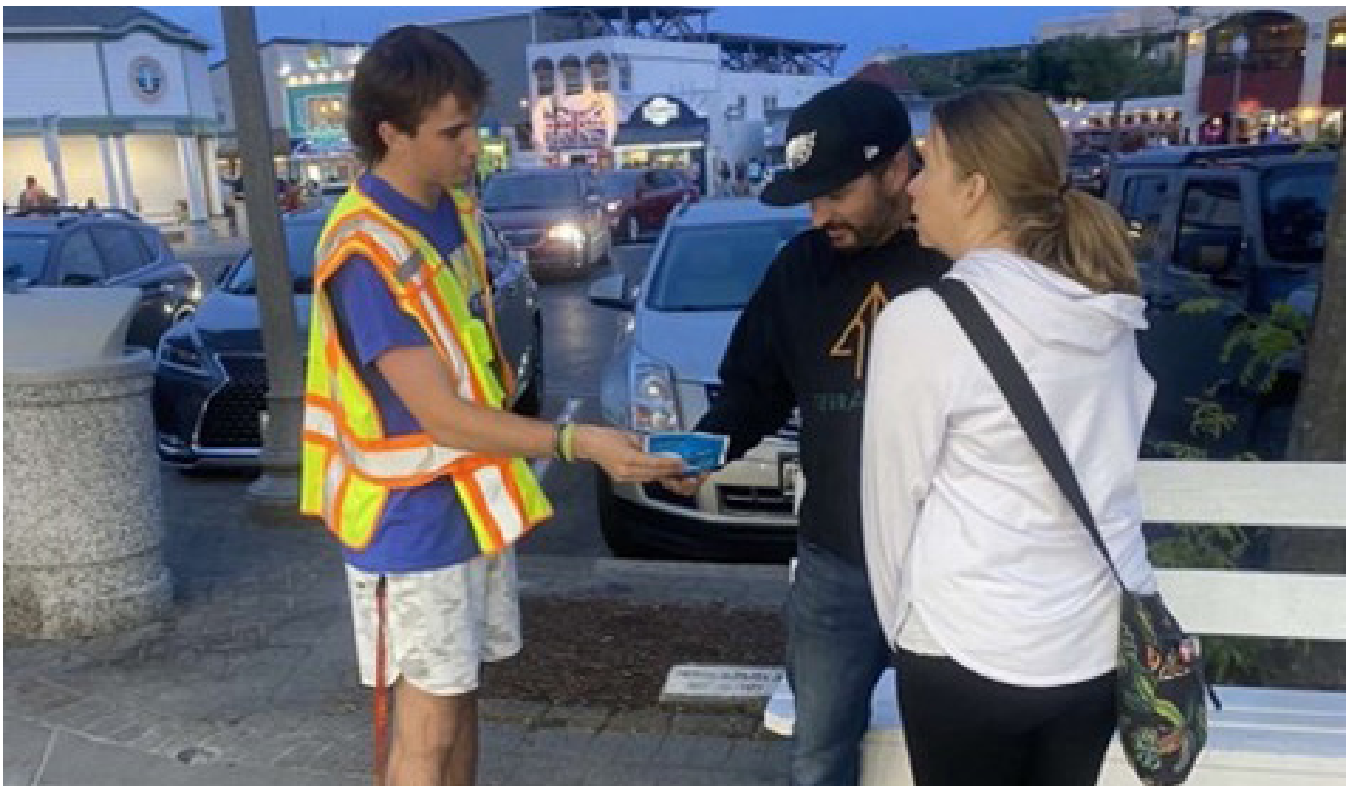


Pedestrian Crashes: Who?

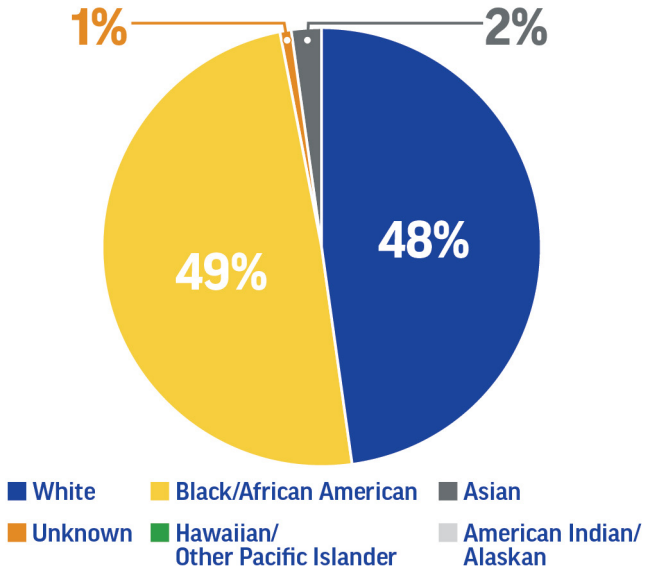
Age and Gender of Pedestrians Involved in Pedestrian Crashes

	0-9	10-19	20-29	30-39	40-49	50-59	60-69	70-79	80-89	90+	Age Unk.	Total
Female	46	120	181	130	102	84	67	30	13	0	2	775
Male	92	170	224	197	129	157	95	55	15	2	7	1,143
Unknown Gender	0	0	0	1	0	0	0	0	0	1	2	4
Total	138	290	405	328	231	241	162	85	28	3	11	1,922

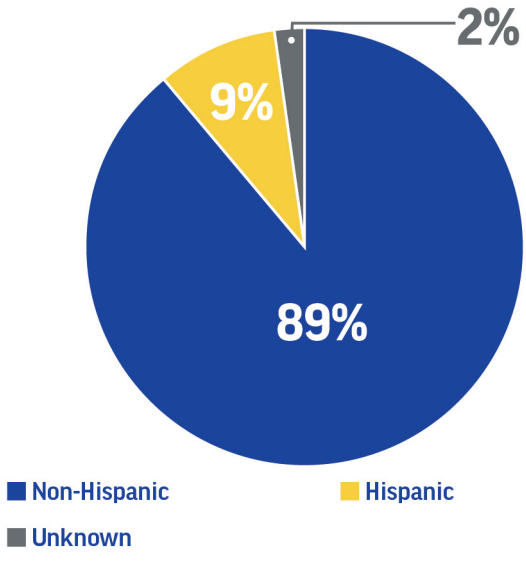




Race of Pedestrians Involved in Pedestrian Crashes

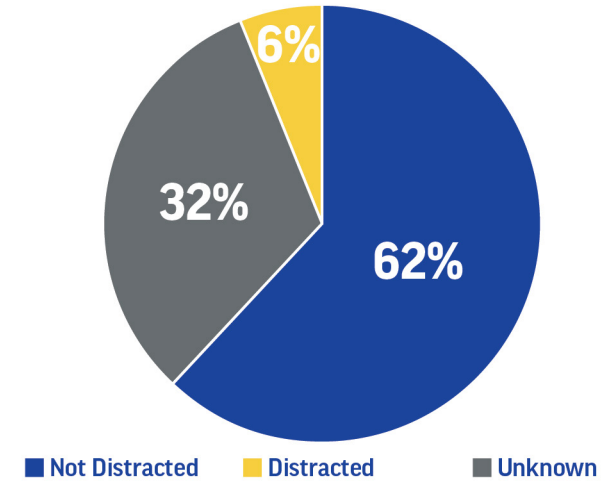


Ethnicity of Pedestrians Involved in Pedestrian Crashes

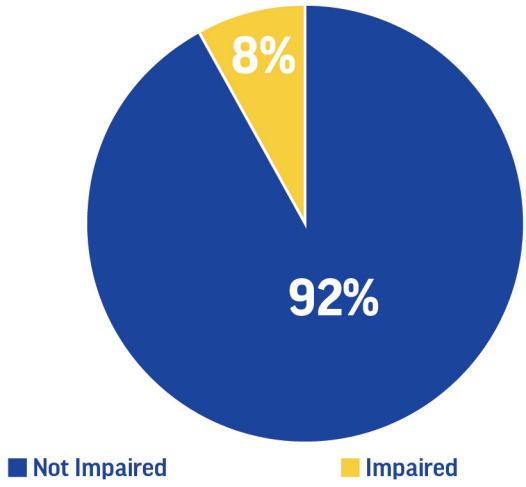


An analysis of the race of Delaware pedestrians involved in crashes indicates that black pedestrians are over-represented. Black pedestrians involved in crashes represent 49% of all pedestrians involved in crashes, whereas black people represent 22% of the total statewide population. Community engagement efforts will be focused in areas with high populations of people of color (i.e., City of Wilmington). The maps in the appendices depict this data as well.

Pedestrian Crashes and Driver Distraction



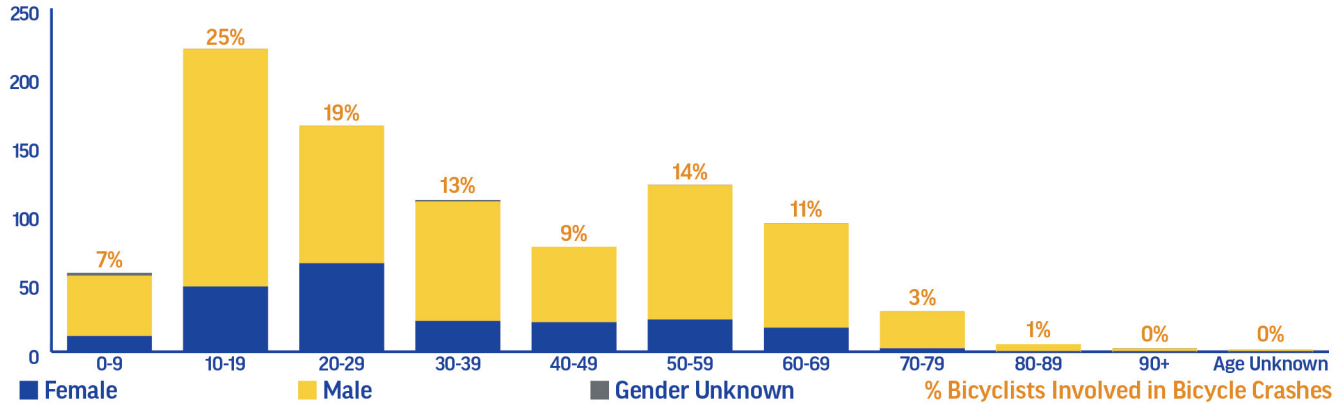
Pedestrian Impairment in Pedestrian Crashes



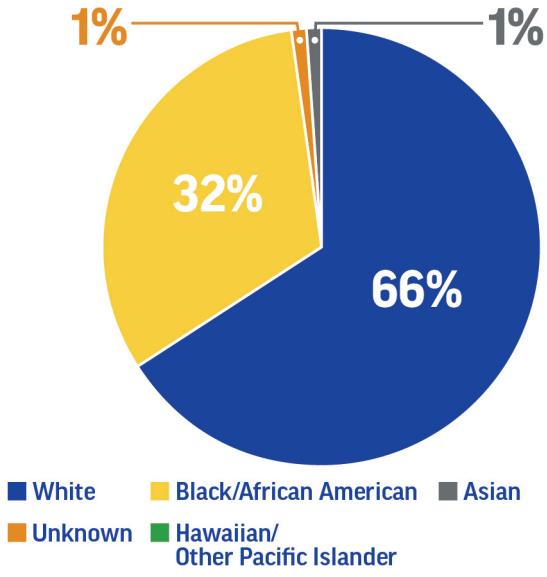
Bicycle Crashes: Who?

Age and Gender of Bicyclists Involved in Bicycle Crashes

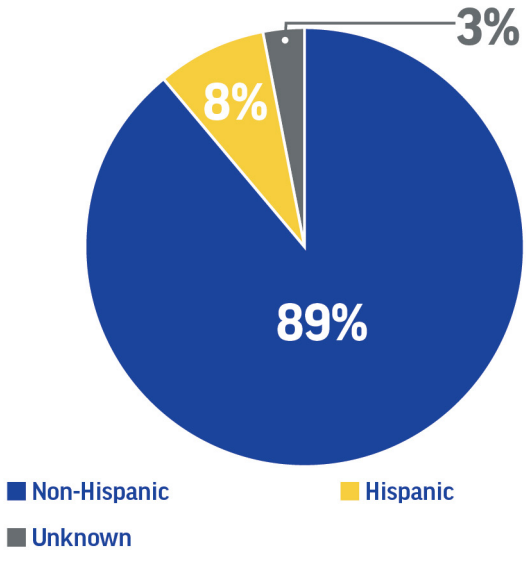
	0-9	10-19	20-29	30-39	40-49	50-59	60-69	70-79	80-89	90+	Age Unk.	Total
Female	11	47	64	22	21	23	17	2	0	0	0	207
Male	44	173	100	87	55	98	76	27	5	2	1	668
Unknown Gender	2	0	0	1	0	0	0	0	0	0	0	3
Total	57	220	164	110	76	121	93	29	5	2	1	878



Race of Bicyclists Involved in Bicycle Crashes

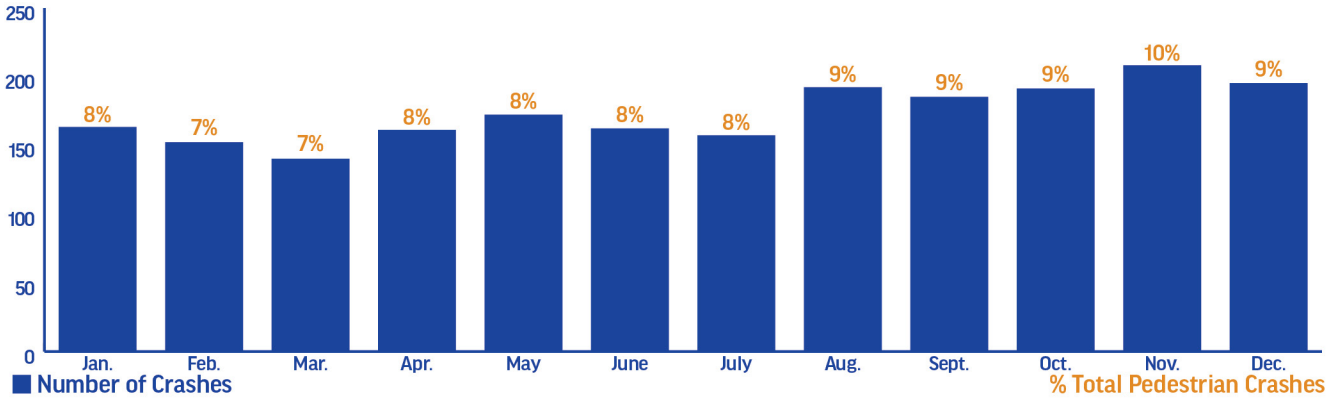


Ethnicity of Bicyclists Involved in Bicycle Crashes

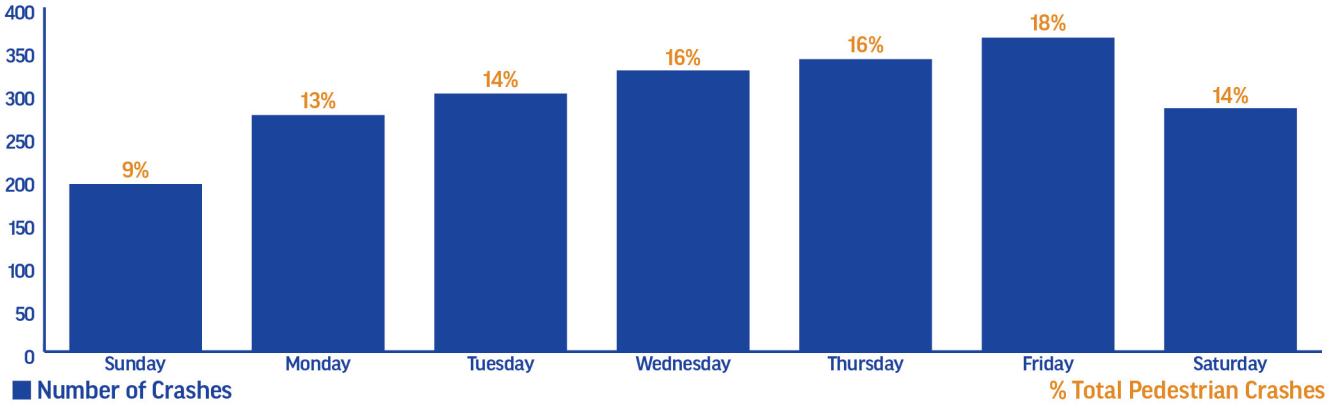


Pedestrian Crashes: When?

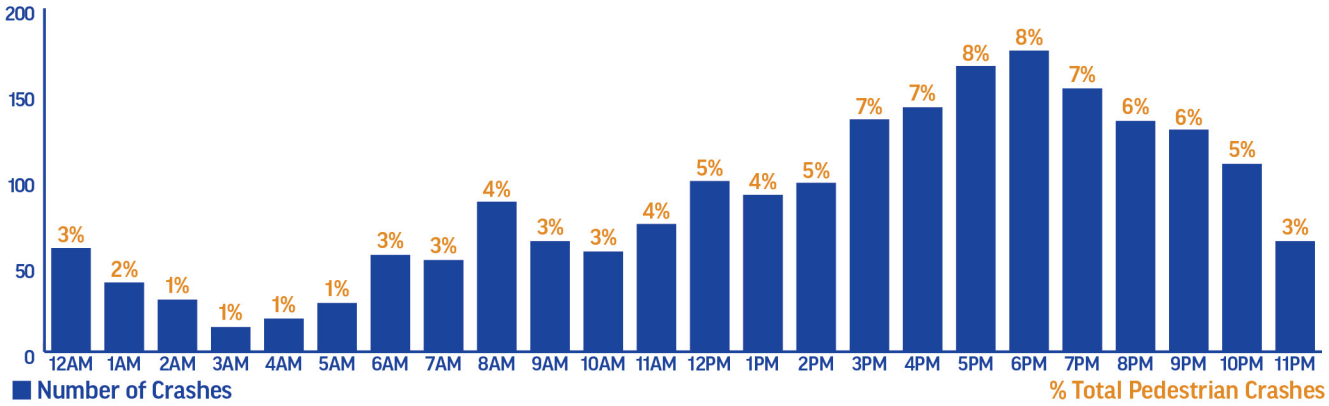
Pedestrian Crashes by Month



Pedestrian Crashes by Day of Week



Pedestrian Crashes by Time of Day



Pedestrian Crashes by Time of Day and Day of Week

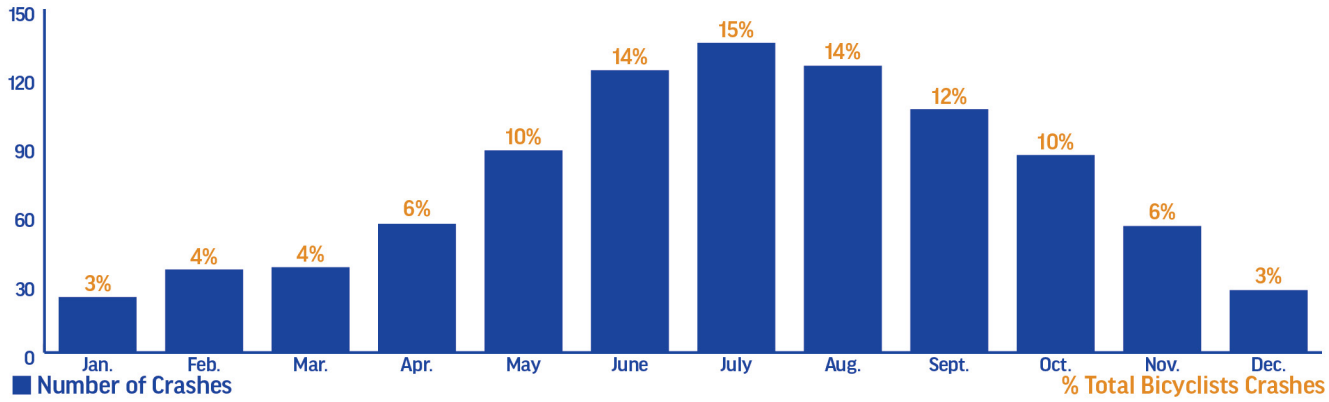
	12A	1A	2A	3A	4A	5A	6A	7A	8A	9A	10A	11A	12P	1P	2P	3P	4P	5P	6P	7P	8P	9P	10P	11P	Grand Total
Sunday	15	18	8	4	2		3	2	2	3	6	11	6	6	4	11	9	15	18	15	14	8	11	3	194
Monday	8	1	2	1	3	5	5	6	13	10	5	11	14	12	19	17	26	24	24	17	16	15	15	5	274
Tuesday	8	8	2	1	2	6	9	9	15	9	18	11	10	13	10	21	25	34	16	16	17	18	9	12	299
Wednesday	5		2	1	6	4	11	12	20	13	6	10	12	17	11	25	26	30	26	30	17	15	16	11	326
Thursday	8	4	3	2	4	5	16	15	15	11	7	14	20	13	26	17	19	24	30	27	18	15	16	10	339
Friday	6	1	6	3	1	6	10	8	17	14	8	9	25	15	18	29	22	21	32	23	25	31	23	11	364
Saturday	10	8	7	2	1	2	2	1	5	4	8	8	12	15	10	15	15	18	29	25	27	27	19	12	282
Grand Total	**60**	**40**	**30**	**14**	**19**	**28**	**56**	**53**	**87**	**64**	**58**	**74**	**99**	**91**	**98**	**135**	**142**	**166**	**175**	**153**	**134**	**129**	**109**	**64**	**2078**

XX Pedestrian Crashes during Day of Week and Hour of Day

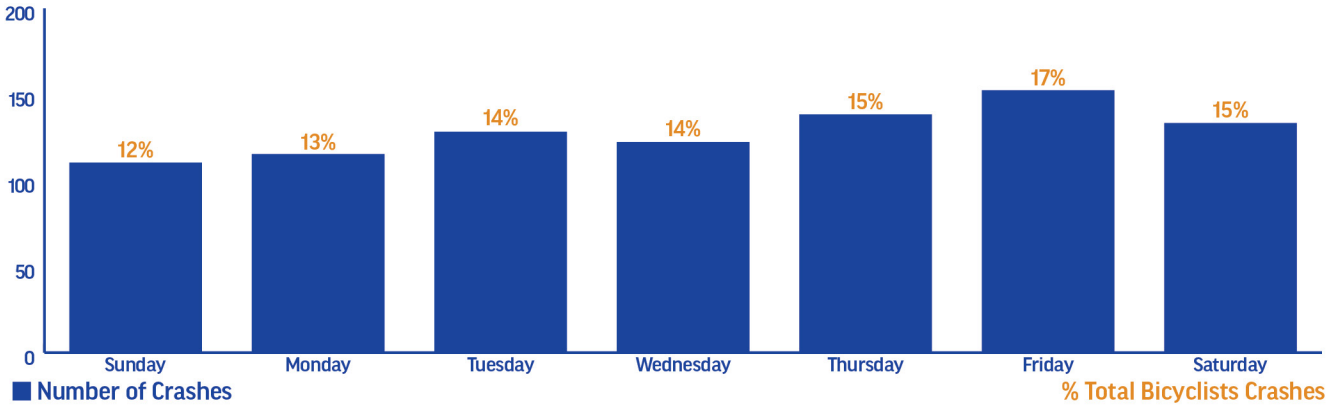
Lower Frequency — Higher Frequency

Bicyclist Crashes: When?

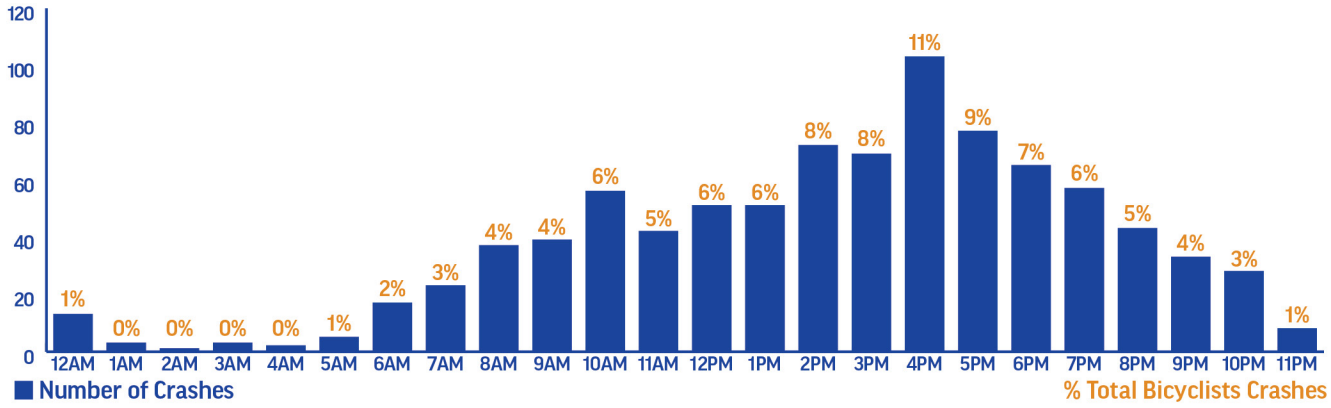
Bicyclist Crashes by Month



Bicyclist Crashes by Day of Week



Bicyclist Crashes by Time of Day



Bicyclist Crashes by Time of Day and Day of Week

	12A	1A	2A	3A	4A	5A	6A	7A	8A	9A	10A	11A	12A	1P	2P	3P	4P	5P	6P	7P	8P	9P	10P	11P	Grand Total
Sunday	2	2			1	1		3	1	8	5	8	3	7	6	5	10	6	8	11	10	5	6	2	110
Monday	3			1		1	2	4	7		8	8	6	10	11	6	19	9	5	8	1	4	2		115
Tuesday	1						2	4	5	5	8	3	10	6	8	14	12	20	9	8	7	4	2		128
Wednesday				1			5	2	5	6	2	4	7	6	15	13	19	10	11	5	4	3	4		122
Thursday	1	1				1	5	6	5	6	14	3	6	7	9	11	12	12	12	11	8	5	2	1	138
Friday	2				1	2	2	2	9	9	13	9	7	5	12	11	17	14	14	5	7	4	4	3	152
Saturday	4		1	1			1	2	5	5	6	7	12	10	11	9	14	6	6	9	6	8	8	2	133
Grand Total	**13**	**3**	**1**	**3**	**2**	**5**	**17**	**23**	**37**	**39**	**56**	**42**	**51**	**51**	**72**	**69**	**103**	**77**	**65**	**57**	**43**	**33**	**28**	**8**	**898**

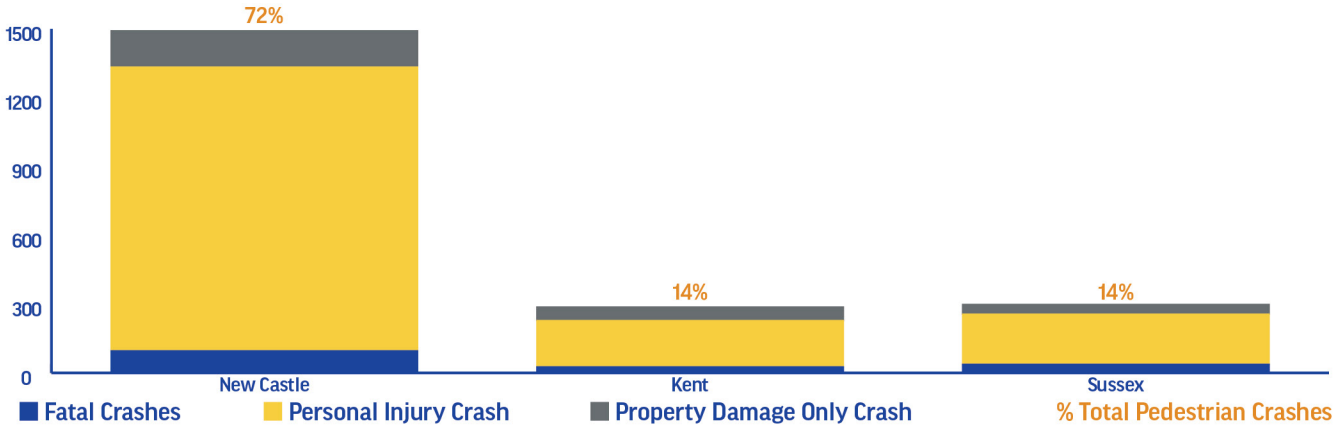
XX Bicyclist Crashes during Day of Week and Hour of Day

Lower Frequency — Higher Frequency

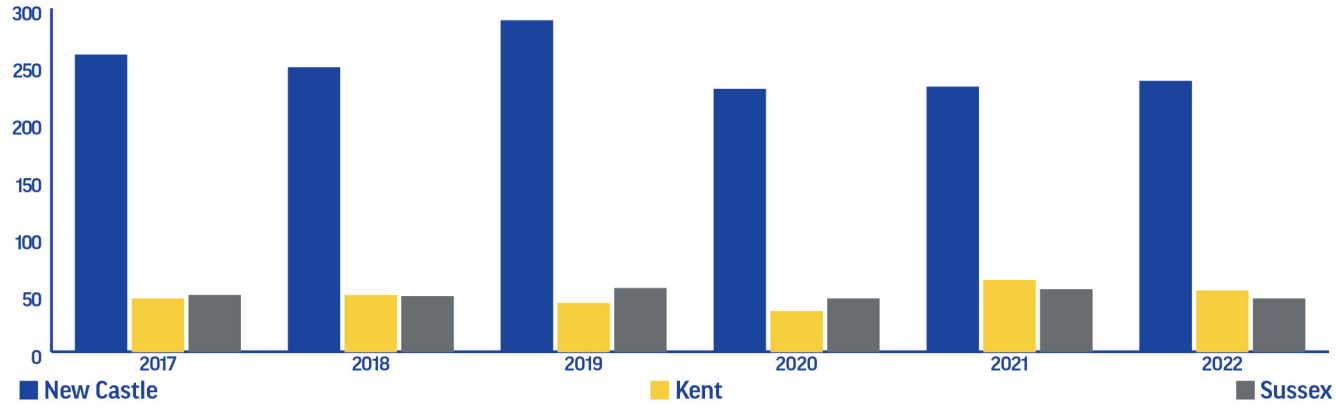
Pedestrian Crashes: Where?

Pedestrian Crashes by County and Severity

	NEW CASTLE	KENT	SUSSEX	TOTAL
Fatal Crash	96	26	37	159
Personal Injury Crash	1,238	202	219	1,659
PDO[4] Crash	158	59	42	259
Total Crashes	1,492	287	298	2,077



Pedestrian Crashes by County and Year

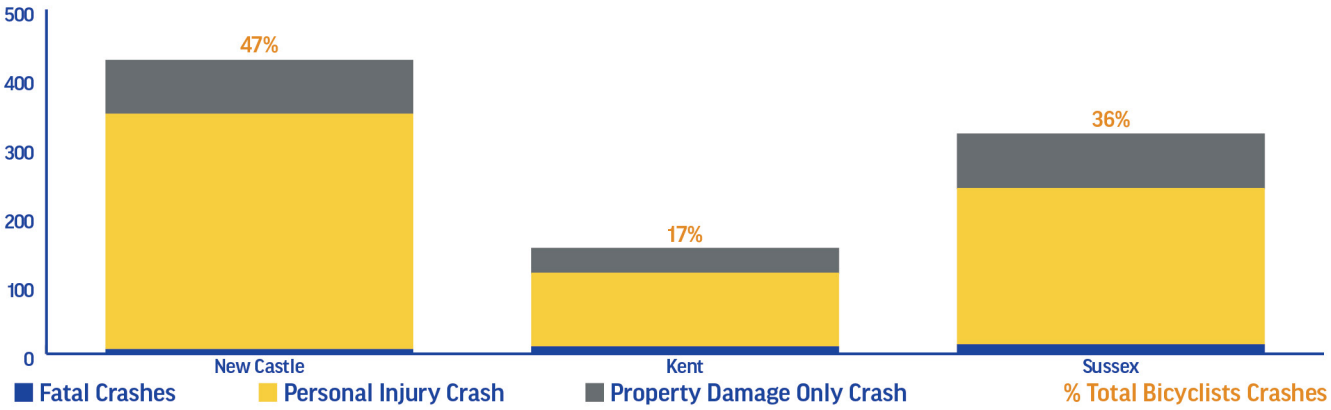


PDO[4] = Property Damage Only

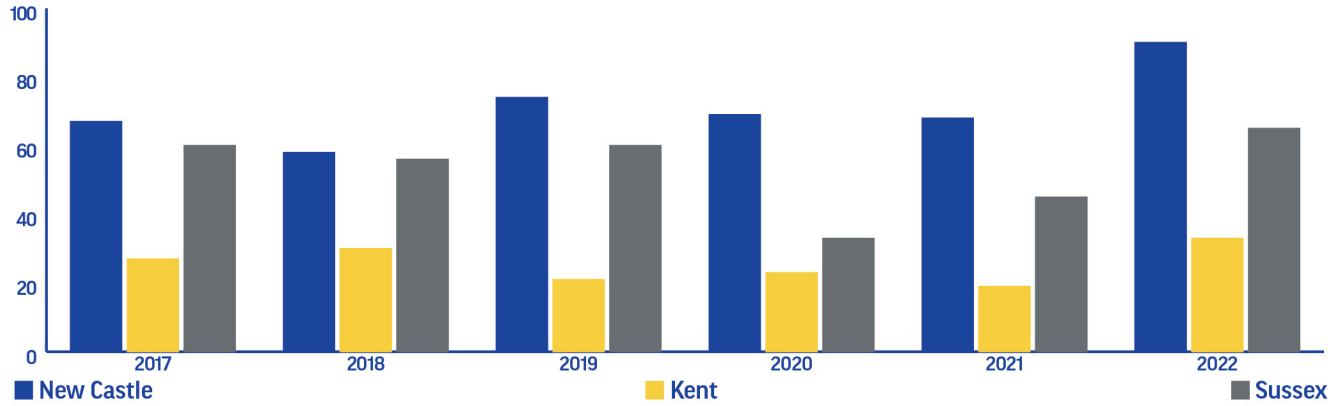
Bicyclist Crashes: Where?

Bicyclist Crashes by County and Severity

	NEW CASTLE	KENT	SUSSEX	TOTAL
Fatal Crash	6	10	13	29
Personal Injury Crash	342	107	227	676
PDO[5] Crash	78	36	79	193
Total Crashes	426	153	319	898



Bicyclist Crashes by County and Year



PDO[5] = Property Damage Only

PROPOSED COUNTERMEASURES

COMMUNICATION AND OUTREACH

COUNTERMEASURE JUSTIFICATION:
Uniform Guidelines for State Highway Safety: Pedestrian and Bicycle Safety: VI. Communication Program.

IDENTIFIED PROBLEM: As shown within the data provided, non-motorized fatalities and crashes have continued to increase over the last five years. In 2022, Delaware had 33 individuals (20%) killed in pedestrian crashes and seven bicyclist fatalities (4%). Males aged 35-54 is the highest representation of pedestrian fatalities. Fatalities are evenly distributed throughout all days of the week. In 57% of the fatal pedestrian crashes, reports described the conditions as Dark – Not Lighted. Under 19 yr. old and male account for the highest age group for pedestrian crashes. Crashes over the five years have been evenly distributed over days of the week. The majority of pedestrian fatalities (87.5%) occur on roadways with posted speed limits above 35 mph. Conversely, 64% of all pedestrian crashes happen along roadways with a posted speed limit of 35 mph or less.

MEASURABLE TARGET LINKED TO COUNTERMEASURE STRATEGY: Performance Plan Goal C-10; Performance Plan Goal C-11

ESTIMATED THREE YEAR FUNDING ALLOCATION: $789,000

FUNDING SOURCES: 402, 405G, 405H (2021-2023)

CONSIDERATIONS FOR PROJECT FUNDING: Paid media campaigns paired with high visibility education and enforcement is a suggested countermeasure strategy that was selected from the November 2006 Uniform Guidelines for State Highway Safety Programs.

Non-motorized safety projects align with the countermeasure strategies within the FY2021 - FY2025 Delaware Strategic Highway Safety Plan, based on data analysis, problem identification, community engagement efforts, anticipated effectiveness, and the ability of the grantee to complete the project.

OHS selects partners to participate in non-motorized safety projects for communication and outreach projects. The projects are based on internal data analysis to determine the appropriate times for the communication and outreach activities. Partners and law enforcement agencies may select to agree to participate as the parameters are presented, provide feedback or revisions of the project parameters to align their community needs, or decline to participate. Should agencies decline to participate, funds may be reallocated to those already participating.

Partners may also submit project proposals to OHS based on their community needs or pilot innovative programs should data be provided stating the need. Project proposals submitted must show an identified problem with clear data linkages, how the project will impact affected communities, how community engagement affected the planning process, and methods for evaluation. Funding decisions will be based on the request from the agency, the availability of funds, and the agency's past performance. OHS will continue with these efforts to achieve or surpass the performance measure goals by FY2026.

HIGH VISIBILITY PATROLS

COUNTERMEASURE JUSTIFICATION:
Countermeasures That Work – 4.4.4 All Pedestrian Enforcement Strategies, ★★★
Uniform Guidelines for State Highway Safety: Pedestrian and Bicycle Safety: IV. Law Enforcement.

IDENTIFIED PROBLEM: As shown within the data provided, non-motorized fatalities and crashes have continued to increase over the last five years. In 2022, Delaware had 33 individuals (20%) killed in pedestrian crashes and seven bicyclist fatalities (4%). Males aged 19 and younger account for the highest age group for overall pedestrian crashes, however, males aged 35-54 account for the majority of pedestrian fatalities. Pedestrian crashes as well as fatalities over the 5 years have been evenly distributed over days of the week. In 57% of the fatal pedestrian crashes, reports described the conditions as Dark – Not Lighted. The majority of pedestrian fatalities (87.5%) occur on roadways with posted speed limits above 35 mph. Conversely, 64% of all pedestrian crashes occur on roadways with a posted speed limit of 35 mph or less. In 2022, 7% of the pedestrians killed were under the influence.

MEASURABLE TARGET LINKED TO COUNTERMEASURE STRATEGY: Performance Plan Goal C-10; Performance Plan Goal C-11

ESTIMATED THREE YEAR FUNDING ALLOCATION: $359,100

FUNDING SOURCES: 402, 405G, 405H (2021-2023)

CONSIDERATIONS FOR PROJECT FUNDING: Law enforcement performing high visibility education and enforcement is a proven countermeasure strategy that was selected from the November 2006 Uniform Guidelines for State Highway Safety Programs. The anticipated funding allocation is based on the number of funds needed to complete the planned activities based on previous projects completed, or estimated expenses related to the planned activity. Non-motorized safety projects should align with the countermeasure strategies within the FY2021 - FY2025 Delaware Strategic Highway Safety Plan based on data analysis, problem identification, community engagement efforts, anticipated effectiveness, and the ability of the grantee to complete the project.

OHS selects partners to participate in its annual enforcement plan. The enforcement plan is based on internal data analysis to determine the appropriate times for high visibility patrols. Agencies may select to agree to participate as the parameters are presented, provide feedback or revisions of the project parameters to align with their community needs, or decline to participate. Should agencies decline to participate, funds may be reallocated to those already participating.

Partners may also submit project proposals to OHS based on their community needs or pilot innovative programs should data be provided stating the need. Project proposals submitted must show an identified problem with clear data linkages, how the project will impact affected communities, how community engagement affected the planning process, and methods for evaluation. Funding decisions will be based on the request from the agency, the availability of funds, and the agency's past performance. The Office of Highway Safety will continue with these efforts to achieve or surpass the performance measure goals by FY2026.

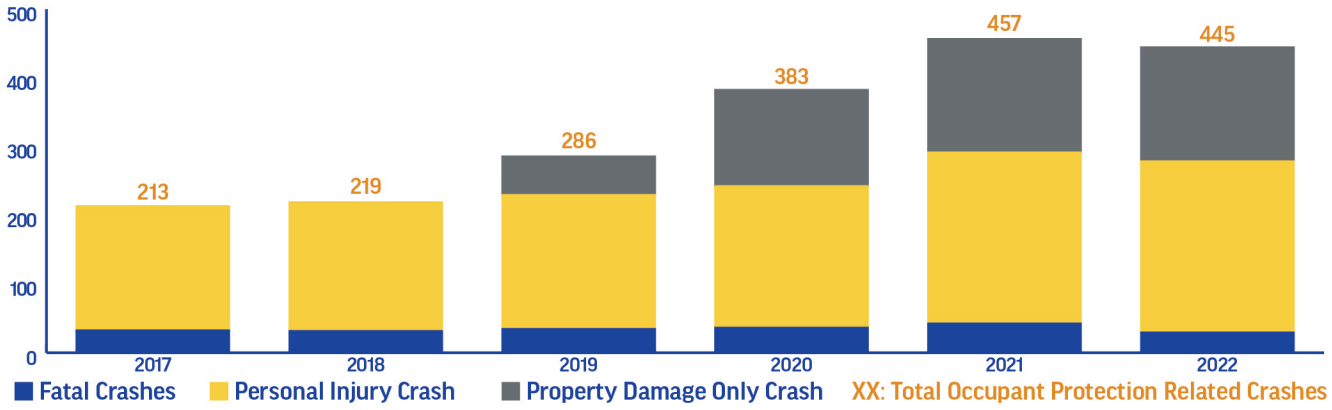
PROGRAM AREA

OCCUPANT PROTECTION

PROBLEM IDENTIFICATION

Annual Occupant Protection Related Crashes

SEVERITY	2017	2018	2019	2020	2021	2022	TOTAL
Fatal Crash	33	32	35	37	43	30	210
Personal Injury Crash	180	187	195	206	249	249	1,266
PDO Crash	0	0	56	140	165	166	527
Total Crashes	213	219	286	383	457	445	2,003

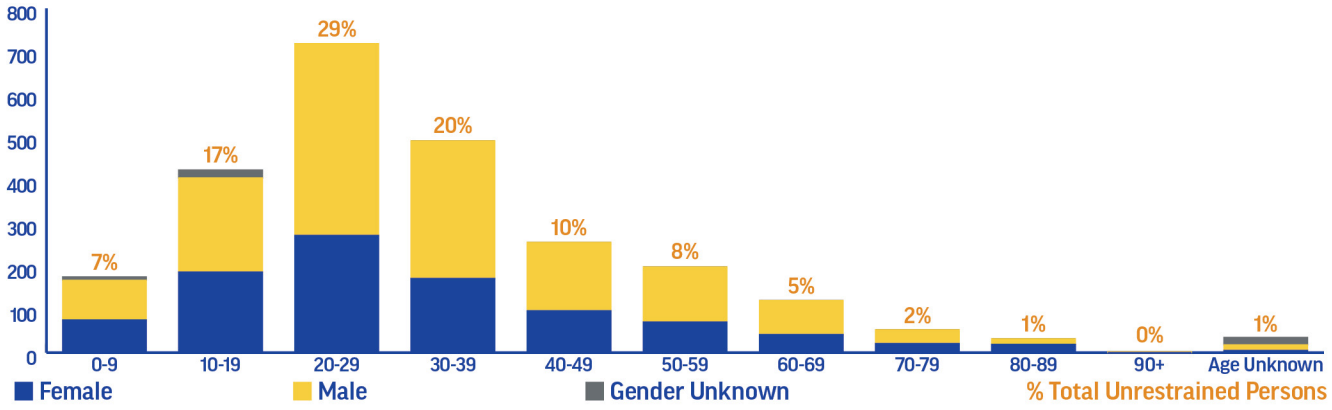


WHEN YOU FIND OUT CRASHING UNBUCKLED AT 40 MPH FEELS LIKE FALLING FROM A SIX-STORY BUILDING.

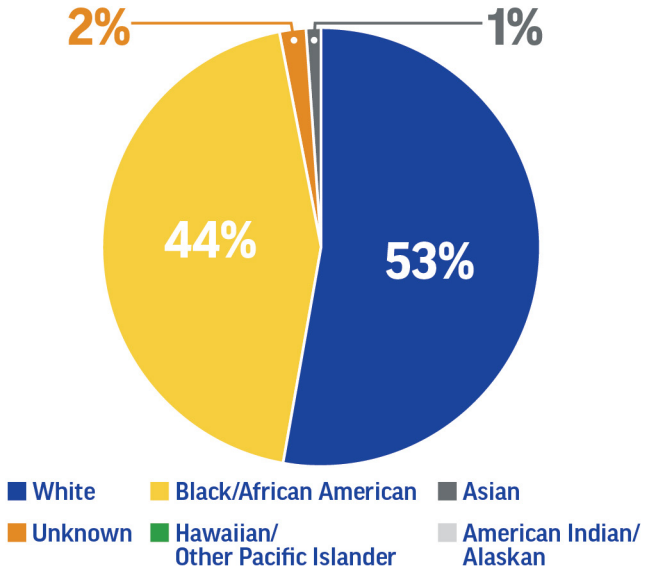
Occupant Protection Related Crashes: Who?

Age and Gender of Unrestrained Persons in Occupant Protection Related Crashes

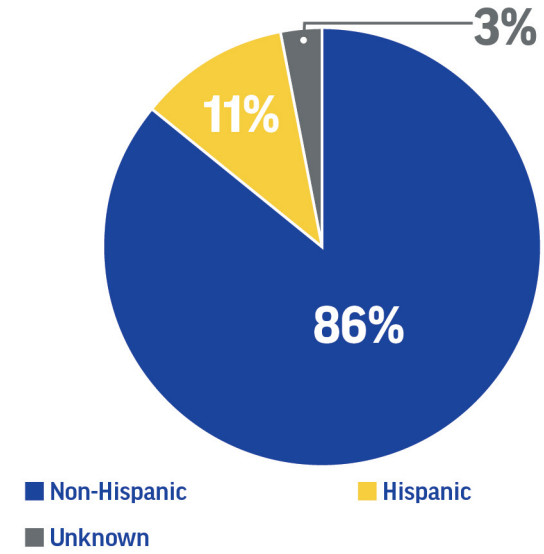
	0-9	10-19	20-29	30-39	40-49	50-59	60-69	70-79	80-89	90+	Age Unk.	Total
Female	76	187	272	172	97	71	42	21	19	0	5	962
Male	92	219	446	320	159	128	79	32	13	2	13	1,503
Unknown Gender	8	18	0	0	0	0	0	0	0	0	17	43
Total	176	424	718	492	256	199	121	53	32	2	35	2,508



Race of Unrestrained Persons

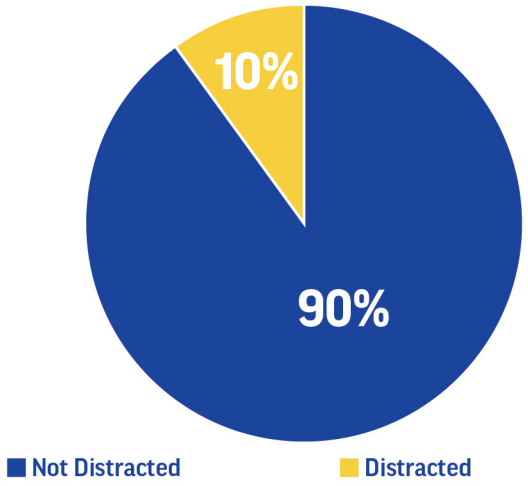


Ethnicity of Unrestrained Persons

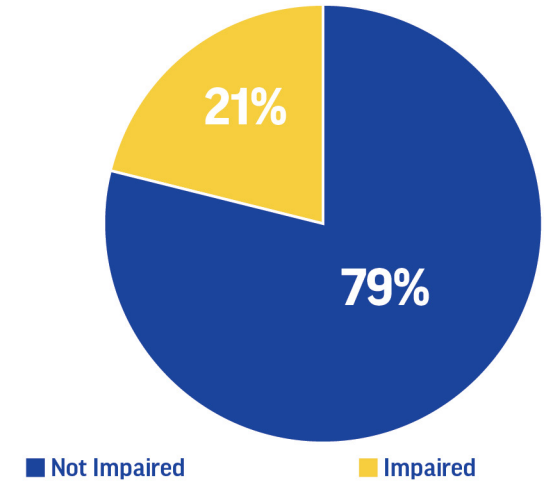


There is an over-representation of people of color in occupant protection related crashes. Statewide, 44% of those not using proper occupant protection were black, however, people of color represent 22% of the total statewide population. This over-representation is consistent across all three counties of the state. Community engagement efforts should focus on these underserved vulnerable populations.

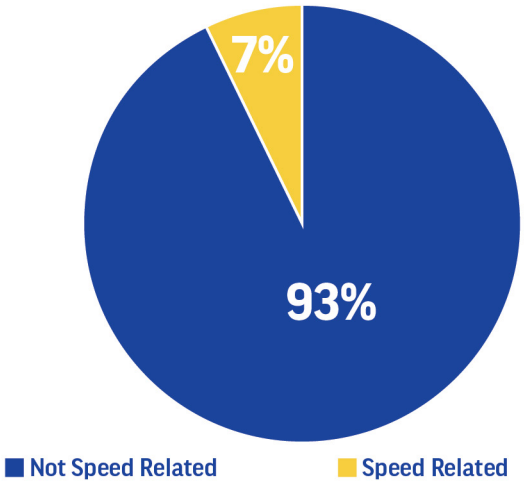
Occupant Protection Related Crashes and Distraction



Occupant Protection Related Crashes and Impairment

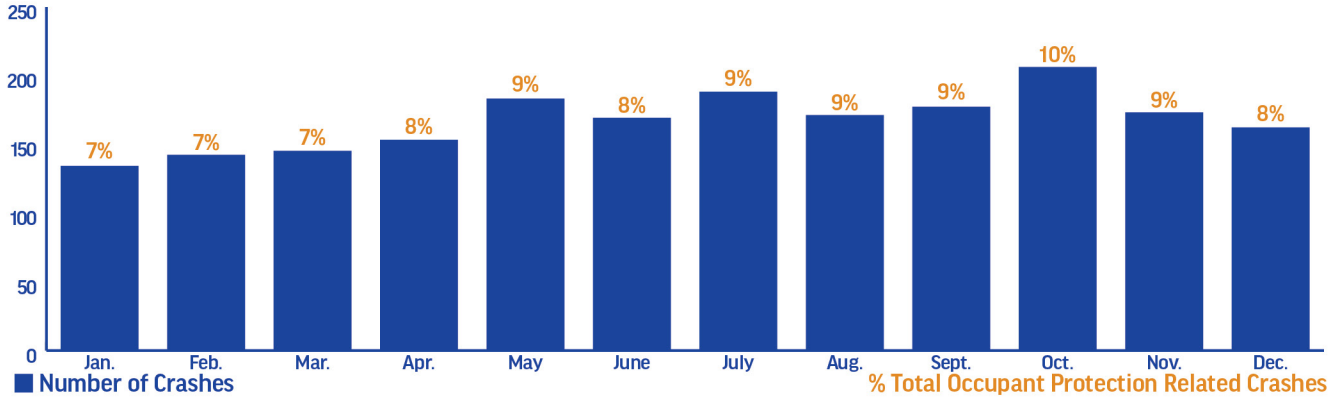


Occupant Protection Related Crashes and Speed

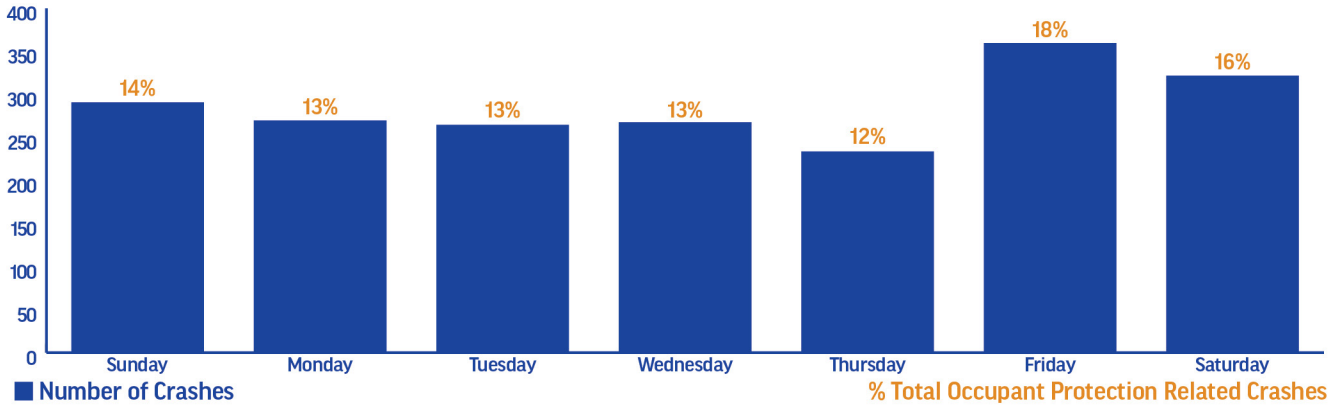


Occupant Protection Related Crashes: When?

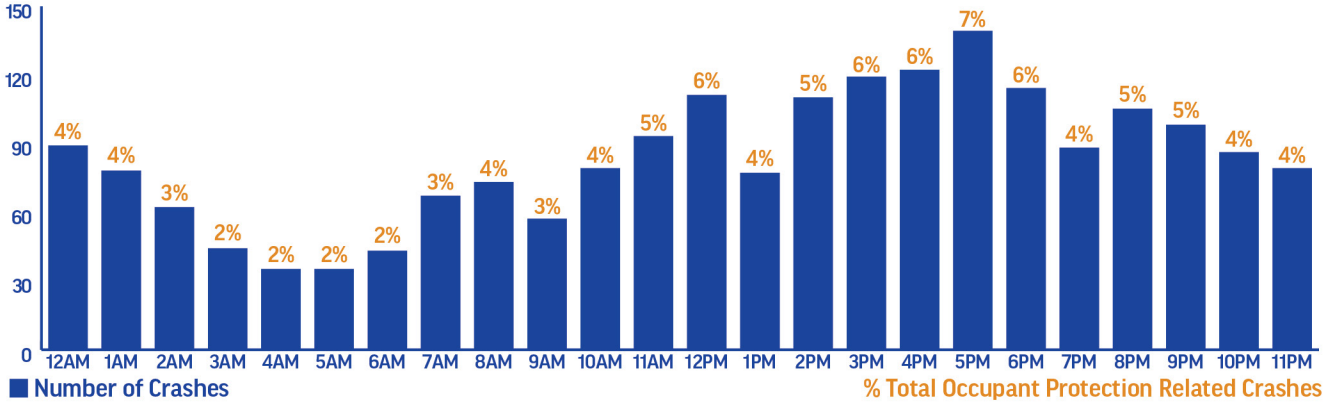
Occupant Protection Related Crashes by Month



Occupant Protection Related Crashes by Day of Week



Occupant Protection Related Crashes by Time of Day



Occupant Protection Related Crashes by Time of Day and Day of Week

	12A	1A	2A	3A	4A	5A	6A	7A	8A	9A	10A	11A	12P	1P	2P	3P	4P	5P	6P	7P	8P	9P	10P	11P	Grand Total
Sunday	19	21	20	9	11	3	5	6	6	8	8	11	18	13	11	13	15	13	16	17	15	11	10	11	290
Monday	12	12	4	5	4	3	3	9	14	10	11	11	14	13	14	18	26	22	17	12	13	9	8	5	269
Tuesday	9	3	4	4	2	5	14	11	12	14	5	15	14	6	19	19	21	15	15	6	14	16	11	10	264
Wednesday	9	8	1	6	3	7	4	9	9	5	15	18	12	9	18	20	12	23	16	12	11	15	11	14	267
Thursday	10	10	8	5	1	2	6	11	14	4	13	11	7	9	14	14	19	16	8	9	14	12	8	8	233
Friday	12	12	12	4	7	7	5	13	12	9	15	18	28	15	20	23	19	33	21	10	17	13	18	16	359
Saturday	18	12	13	11	7	8	6	8	6	7	12	9	18	12	14	12	10	17	21	22	21	22	20	15	321
Grand Total	**89**	**78**	**62**	**44**	**35**	**35**	**43**	**67**	**73**	**57**	**79**	**93**	**111**	**77**	**110**	**119**	**122**	**139**	**114**	**88**	**105**	**98**	**86**	**79**	**2003**

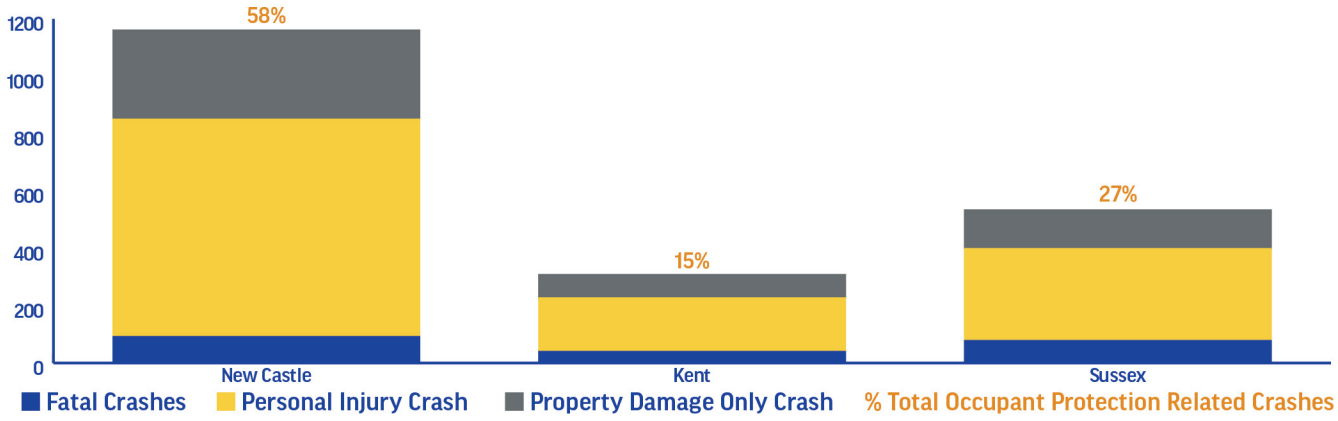
XX Occupant Related Crashes during Day of Week and Hour of Day

Lower Frequency — **Higher Frequency**

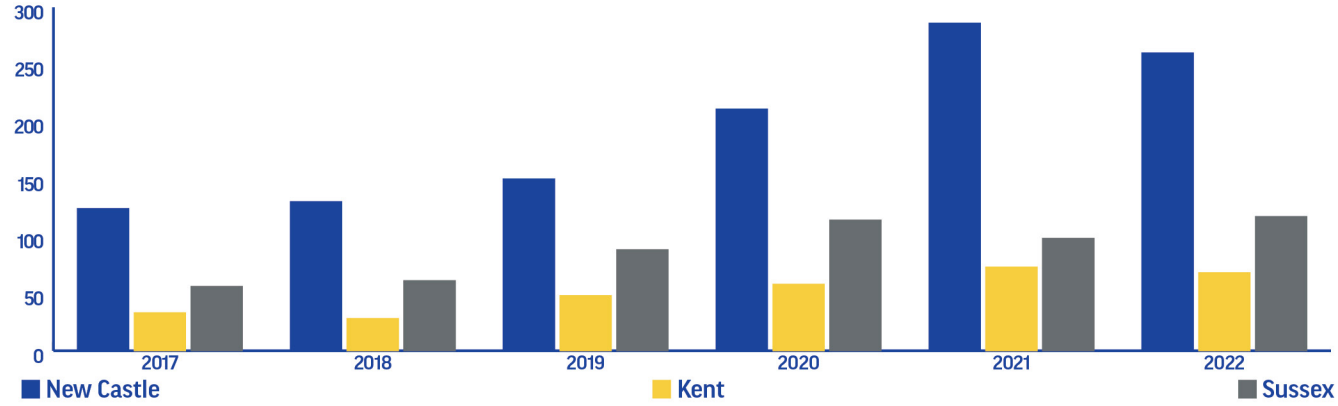
Occupant Protection Related Crashes: Where?

Occupant Protection Related Crashes by County and Severity

	NEW CASTLE	KENT	SUSSEX	TOTAL
Fatal Crash	92	40	78	210
Personal Injury Crash	758	187	321	1,266
PDO Crash	311	81	135	527
Total Crashes	1,161	308	534	2,003

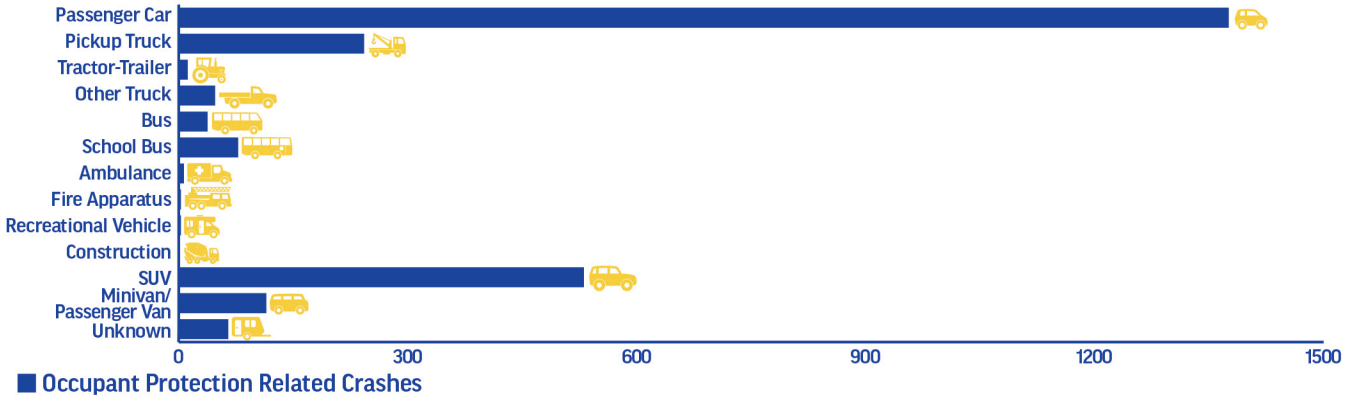


Occupant Protection Related by County and Year



Occupant Protection Related Crashes: What?

Vehicle Style of Unrestrained Motorist in Occupant Protection Related Crashes



PROPOSED COUNTERMEASURES

SHORT-TERM, HIGH-VISIBILITY SEAT BELT LAW ENFORCEMENT

COUNTERMEASURE JUSTIFICATION:
Countermeasures That Work – 2.2.1 Short-Term, High-Visibility Seat Belt Law Enforcement, ★★★★★

IDENTIFIED PROBLEM: As shown within the data provided, Occupant Protection related crashes have continued to increase over the last five years. From 2017 – 2022, there were 2,003 occupant protection related crashes, with 9.5% of those crashes involving a fatality. 74% of those involved in occupant protection related crashes are under the age of 40. Men are injured in 55% of unrestrained crashes. October trends as the highest month for occupant protection crashes at 10% and Friday trends as the highest day at 18%. Delaware's Seat Belt Usage Rate decreased in 2022 to 90.4% from 92.4% in 2021.

MEASURABLE TARGET LINKED TO COUNTERMEASURE STRATEGY: Performance Plan Goal C-4; Performance Plan Goal B-1

ESTIMATED THREE YEAR FUNDING ALLOCATION: $195,000

FUNDING SOURCES: 402, 405b

CONSIDERATIONS FOR PROJECT FUNDING: High Visibility Enforcement is a proven countermeasure strategy that can improve seat belt usage in drivers combined with a media campaign and outreach events. With the number of unrestrained crashes an issue statewide, law enforcement agencies from each county will be invited to participate in multiple Occupant Protection enforcements, including the national Click It or Ticket campaign. Considerations for funding law enforcement agencies will include: need for enforcement based on crash data, requests from law enforcement agencies for funding, past agency participation, and statistics and citations in regards to participation.

Continued on the next page

Partners may also submit project proposals to OHS based on their community needs or pilot innovative programs should data be provided stating the need. Project proposals submitted must show an identified problem with clear data linkages, how the project will impact affected communities, how community engagement effected the planning process, and methods for evaluation. Funding decisions will be based on the request from the agency, the availability of funds, and the agency's past performance. The Office of Highway Safety will continue with these efforts to achieve or surpass the performance measure goals by FY 2026.

OCCUPANT PROTECTION COMMUNICATIONS AND OUTREACH

COUNTERMEASURE JUSTIFICATION:
Uniform Guidelines for State Highway Programs: Occupant Protection: IV. Communication Program
Countermeasures That Work – 3.3.1 Supporting Enforcement,★★★★★
Countermeasures That Work – 3.3.2 Strategies for Low-Belt-Use Groups, ★★★★
Countermeasures That Work – 6.6.1 Strategies for Older Children, ★★★
Countermeasures That Work – 6.6.2 Strategies for Child Restraint and Booster Seat Use, ★★★

IDENTIFIED PROBLEM: As shown within the data provided, Occupant Protection related crashes have continued to increase over the last five years. From 2017 – 2022, there were 2,003 occupant protection related crashes, with 9.5% of those crashes involving a fatality. 74% of those involved in occupant protection related crashes are under the age of 40. Men are injured in 55% of unrestrained crashes. October trends as the highest month for occupant protection crashes at 10% and Friday trends as the highest day at 18%. Delaware's Seat Belt Usage Rate decreased in 2022 to 90.4% from 92.4% in 2021.

MEASURABLE TARGET LINKED TO COUNTERMEASURE STRATEGY: Performance Plan Goal C-4; Performance Plan Goal B-1

ESTIMATED THREE YEAR FUNDING ALLOCATION: $978,000

FUNDING SOURCES: 402, 405b

CONSIDERATIONS FOR PROJECT FUNDING: Within the Uniform Guidelines for State Highway Safety Programs, it is noted that states should use "a variety of media, including mass media, to improve public awareness and knowledge and to support enforcement efforts about seat belts, air bags, and child safety seats."

OHS will fund communication in support of occupant protection based on the data in support of the program. There is a need particularly in underserved communities for seat belt and child safety seat messaging. This will include older children who are booster age or ready to move to a seat belt. Paid media will be translated into languages like Spanish and Haitian-Creole to meet the needs of these communities. Outreach will be focused on events for underserved communities. The Car Seat Fitting Station Coordinators will partner with non profit and state agencies supporting these communities to provide resources for child passenger safety. Interpretation services will be contracted as well to engage and encourage caregivers.

Continued on the next page

With the expected passage of an updated Delaware Child Passenger Safety law in June 2023, OHS will be required to provide education regarding the changes leading up the law's effective date. Additional funds will be allocated to Child Passenger Safety public media and outreach to connect with caregivers and families and offer additional resources to assist with their compliance of the law. With the introduction of the Bipartisan Infrastructure Law regarding unattended passengers in vehicles, OHS will include communication and outreach regarding Heatstroke prevention.

Based on past performance and evaluation of public outreach, grass roots, and paid media, the Office of Highway Safety will continue with those efforts to achieve or surpass the performance measure of 31.5 or less unrestrained fatalities by FY 2026.

OCCUPANT PROTECTION FOR CHILDREN PROGRAM

COUNTERMEASURE JUSTIFICATION:
Uniform Guidelines for State Highway Programs: Occupant Protection: V. Occupant Protection for Children Program
Countermeasures That Work - 6.6.1 Strategies for Older Children, ★★★
Countermeasures That Work – 6.6.2 Strategies for Child Restraint and Booster Seat Use, ★★★
Countermeasures That Work – 7.7.2 Inspection Stations, ★★★

IDENTIFIED PROBLEM: As shown within the data provided, Occupant Protection related crashes have continued to increase over the last five years. From 2017 – 2022, there were 2,003 occupant protection related crashes, with 9.5% of those crashes involving a fatality. 74% of those involved in occupant protection related crashes are under the age of 40. Men are injured in 55% of unrestrained crashes. October trends as the highest month for occupant protection crashes at 10% and Friday trends as the highest day at 18%. Delaware's Seat Belt Usage Rate decreased in 2022 to 90.4% from 92.4% in 2021. Three out of every four car seat checked by OHS Fitting Stations show some form of misuse.

MEASURABLE TARGET LINKED TO COUNTERMEASURE STRATEGY: Performance Plan Goal C-4; Performance Plan Goal B-1

ESTIMATED THREE YEAR FUNDING ALLOCATION: $978,000

FUNDING SOURCES: 405b

CONSIDERATIONS FOR PROJECT FUNDING: OHS maintains three Fitting Stations to support a free car seat check program statewide. The three Fitting Station Coordinators are Certified Child Passenger Safety Technician/Instructors. OHS will support funding to salary the Fitting Station Coordinators, maintain supplies and offer training opportunities.

OHS will support additional attendance of events focused on underserved communities. OHS will seek out these events, but also respond to any request from the community or non profit organization requesting car seat check events to be held or education presentation support. Based on community feedback, Child Passenger Safety brochures have been translated into both Spanish and Haitian-Creole. Interpretation services will be contracted as well to engage, educate and encourage caregivers directly during community events.

Continued on the next page

Considerations for additional project support for training will include funding for individuals associated to traffic safety agencies/non profit agencies who want to become Certified Child Passenger Safety Technicians. Expanding the network of CPSTs and partnering with healthcare systems will also reach a wider audience of caregivers in need of car seat checks. OHS will continue to work Safe Kids Delaware to support their subsidized car seat program to families in need, while running a similar program with OHS funds to support families not covered in the Safe Kids program.

With the expected passage of an updated Delaware Child Passenger Safety law in June 2023, OHS will be required to provide education regarding the changes leading up the law's effective date. Additional funds will be allocated to Child Passenger Safety public media and outreach to connect with caregivers and families and offer additional resources to assist with their compliance of the law. A full time position will be established as the State CPS Coordinator. This position will serve to coordinate the program and oversee education, event planning and the CPST training and recertification program. Based on past performance and evaluation of public outreach, grass roots, and paid media, the Office of Highway Safety will continue with those efforts to achieve or surpass the performance measure of 31.5 or less unrestrained fatalities by FY 2026.

DATA PROGRAM AND EVALUATION

COUNTERMEASURE JUSTIFICATION:
Uniform Guidelines for State Highway Programs: Occupant Protection: VII. Data and Program Evaluation

IDENTIFIED PROBLEM: As shown within the data provided, Occupant Protection related crashes have continued to increase over the last five years. From 2017 – 2022, there were 2,003 occupant protection related crashes, with 9.5% of those crashes involving a fatality. 74% of those involved in occupant protection related crashes are under the age of 40. Men are injured in 55% of unrestrained crashes. October trends as the highest month for occupant protection crashes at 10% and Friday trends as the highest day at 18%. Delaware's Seat Belt Usage Rate decreased in 2022 to 90.4% from 92.4% in 2021.

MEASURABLE TARGET LINKED TO COUNTERMEASURE STRATEGY: Performance Plan Goal C-4; Performance Plan Goal B-1

ESTIMATED THREE YEAR FUNDING ALLOCATION: $156,000

FUNDING SOURCES: 405b

CONSIDERATIONS FOR PROJECT FUNDING: Within the Uniform Guidelines for State Highway Safety Programs, it is noted that "states should analyze reliable data sources for problem identification and program planning." This includes completing a statewide observational survey of seat belt usage.

Considerations will include continuing to work with an accredited university (the University of Delaware) to complete certification of the survey data collected by retired law enforcement contracted to OHS. Monitoring visits by OHS will be conducted during the survey. The Office of Highway Safety will continue with those efforts to achieve or surpass the performance measure of 96.2% of observed seat belt use by FY 2026.

ANTICIPATED PROJECTS HOLDING LINE *(NO FUNDS TO BE SPENT FROM THIS PROJECT)*

COUNTERMEASURE JUSTIFICATION: No funds to be spent from this project
IDENTIFIED PROBLEM: As shown within the data provided, Occupant Protection related crashes have continued to increase over the last five years. From 2017 – 2022, there were 2,003 occupant protection related crashes, with 9.5% of those crashes involving a fatality. 74% of those involved in occupant protection related crashes are under the age of 40. Men are injured in 55% of unrestrained crashes. October trends as the highest month for occupant protection crashes at 10% and Friday trends as the highest day at 18%. Delaware's Seat Belt Usage Rate decreased in 2022 to 90.4% from 92.4% in 2021.
MEASURABLE TARGET LINKED TO COUNTERMEASURE STRATEGY: Performance Plan Goal C-4; Performance Plan Goal B-1
ESTIMATED THREE YEAR FUNDING ALLOCATION: $$250,000
FUNDING SOURCES: 405b
CONSIDERATIONS FOR PROJECT FUNDING: This funding line will serve as a holding line for anticipated occupant protection projects. No direct spending will come from this line.

PROGRAM AREA

PLANNING AND ADMINISTRATION

PROPOSED COUNTERMEASURES

PLANNING AND ADMINISTRATION

COUNTERMEASURE JUSTIFICATION:
Funding is established for costs necessary for office functionality. Costs include updated trainings for OHS staff, updated technology, and highway safety plan implementation.

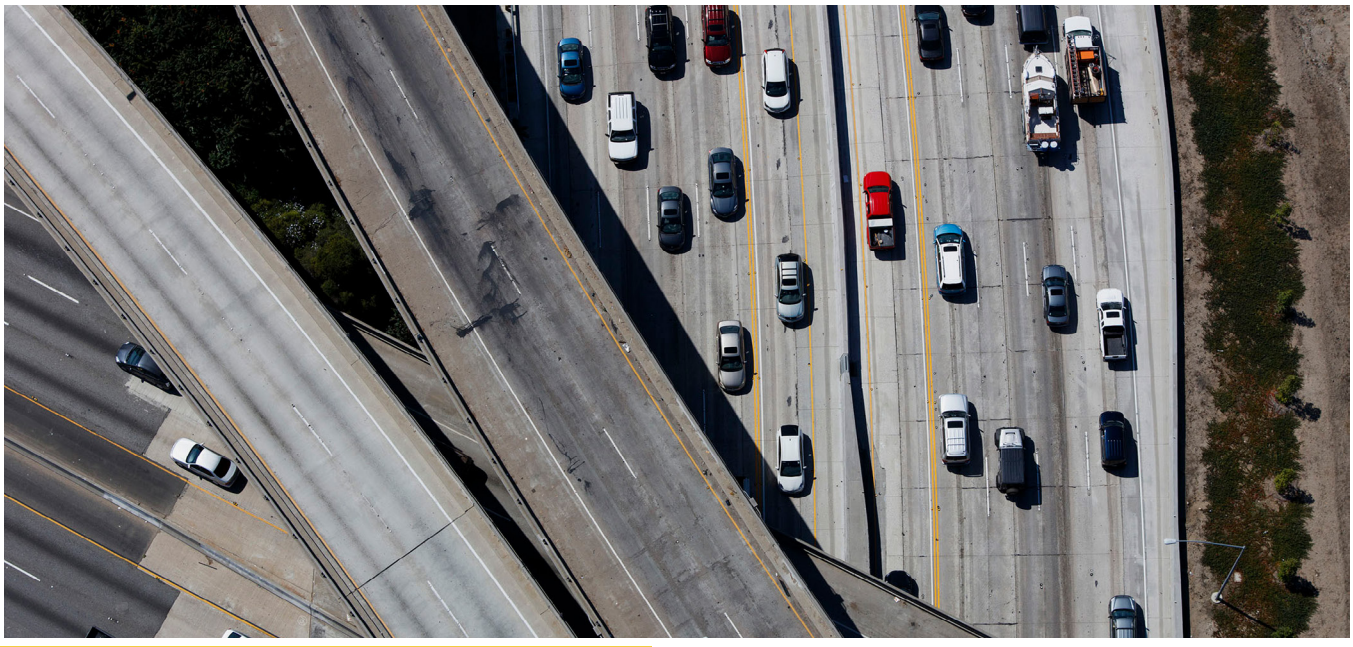
IDENTIFIED PROBLEM: As traffic fatalities and serious injuries increase in Delaware, it is imperative to provide training to OHS staff and access to needed technology enhancements. Due to additional requirements related to meaningful community engagement, OHS will need assistance to establish implementation programs related to these efforts.

MEASURABLE TARGET LINKED TO COUNTERMEASURE STRATEGY: Performance Plan Goal C-1; Performance Plan Goal C-3

ESTIMATED THREE YEAR FUNDING ALLOCATION: $800,000

FUNDING SOURCES: 402

CONSIDERATIONS FOR PROJECT FUNDING: Planning and Administration funds are used for necessary functions of the office. Projects include travel and training for OHS staff, office supplies, technology needs, audit fees (as needed), administrative staff salaries, HSP planning and implementation costs, and other general operating expenses.



PROGRAM AREA

POLICE TRAFFIC SERVICES

PROPOSED COUNTERMEASURES

HIGHWAY SAFETY STAFFING

COUNTERMEASURE JUSTIFICATION:
The Law Enforcement Liaison (LEL) provides a vital link between OHS and Delaware's law enforcement agencies. This position distributes vital information pertaining to OHS and NHTSA traffic safety goals. The LEL program strengthens communications, provides technical experience, and is tasked with increasing participation and productivity. The LEL also provides guidance to OHS staff on proper procedures when developing enforcement plans and activities.

IDENTIFIED PROBLEM: OHS works law enforcement agencies throughout Delaware to provide funding for overtime enforcement, equipment, training, and other needs. Technical and programmatic guidance is often needed to provide clear instructions on submitting proposals, agreements, and vouchers for OHS to process.

MEASURABLE TARGET LINKED TO COUNTERMEASURE STRATEGY: Performance Plan Goal C-1; Performance Plan Goal C-2

ESTIMATED THREE YEAR FUNDING ALLOCATION: $130,000

FUNDING SOURCES: 402

CONSIDERATIONS FOR PROJECT FUNDING: The LEL program is an internal staff member of OHS. This position is a casual/seasonal (part-time). Activities are determined yearly through state required performance plans. Activities will include assisting OHS with implementation of enforcement mobilizations, provide technical support on grants, provide training as needed, and other duties as assigned.

DRIVER EDUCATION COMMUNICATION PROGRAM

COUNTERMEASURE JUSTIFICATION:
Uniform Guidelines for State Highway Programs: Driver Education: V. Communication Program; Traffic Enforcement Services: III. Training, V. Communication Program.

IDENTIFIED PROBLEM: Within this new grant for the Bipartisan Infrastructure Law, there is a need for additional training for both new/novice drivers and officers regarding traffic stop education. In Delaware, Driver's Education courses as part of a high school education includes questions on the Driver's License test per state law covering interaction with a law enforcement officer as the result of a traffic stop. However, resources and education have been requested from the Department of Education to continue to support safety education between drivers and officers. There is also the possibility for law enforcement agencies to request additional training for officers for traffic stops.

MEASURABLE TARGET LINKED TO COUNTERMEASURE STRATEGY: Performance Plan Goal C-1; Performance Plan Goal C-2

ESTIMATED THREE YEAR FUNDING ALLOCATION: $120,000

FUNDING SOURCES: 405i (pending NHTSA approval of grant application)

CONSIDERATIONS FOR PROJECT FUNDING: Within the Uniform Guidelines for State Highway Safety Programs, it is noted that training can "improve compliance with established policies, foster cooperation and unity of purpose and motivate and enhance officer professionalism.

Considerations for funding will include the need for additional support in terms of training at the high school or driving school level – be it resources like a video or promotion of existing materials to providing training to School Resource Officers to conduct mock traffic stops. Positive interaction with law enforcement and understanding policy and procedures during a traffic stop would be a goal. Local law enforcement agencies could also request training of officers to support their work during traffic stops to encourage safe practices.

Additionally, collecting additional data in terms of school demographics and evaluating the effectiveness of the outreach will help to improve programmatic and messaging.

Partners may also submit project proposals to OHS based on their community needs or pilot innovative programs should be data driven stating the need. Project proposals submitted must show an identified problem with clear data linkages, how the project will impact affected communities, how community engagement affected the planning process, and methods for evaluation. Funding decisions will be based on the request from the agency, the availability of funds, and the agency's past performance. OHS will continue with these efforts to achieve or surpass the performance measures by FY 2026.

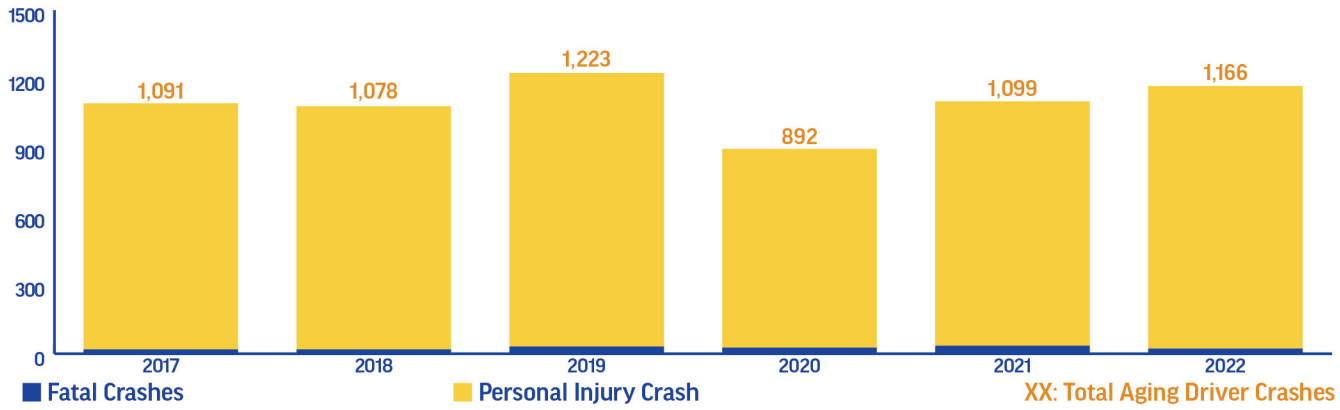
PROGRAM AREA

AGING DRIVERS

PROBLEM IDENTIFICATION

Annual Aging Driver Crashes

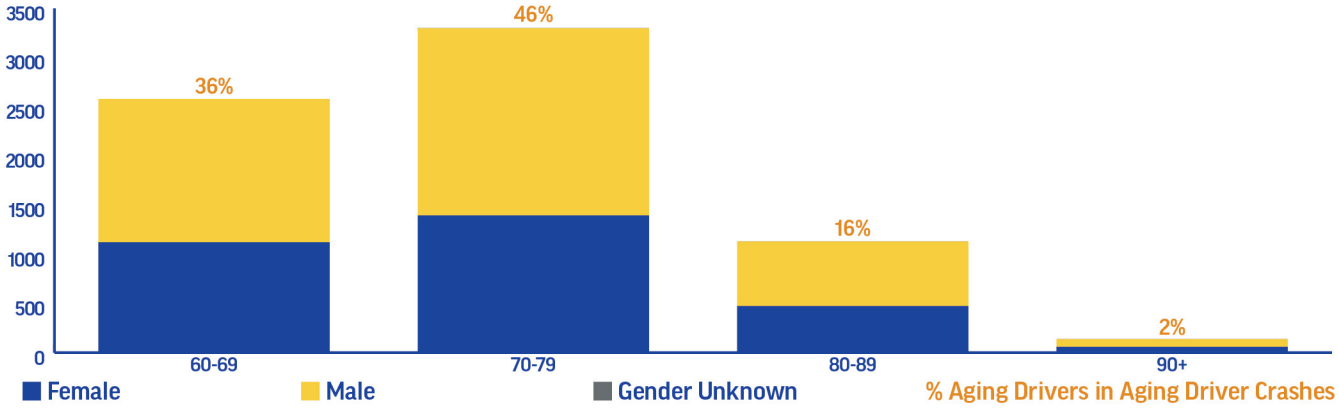
SEVERITY	2017	2018	2019	2020	2021	2022	TOTAL
Fatal Crash	16	16	29	24	32	20	137
Personal Injury Crash	1,075	1,062	1,194	868	1,067	1,146	6,412
Total Crashes	1,091	1,078	1,223	892	1,099	1,166	6,549

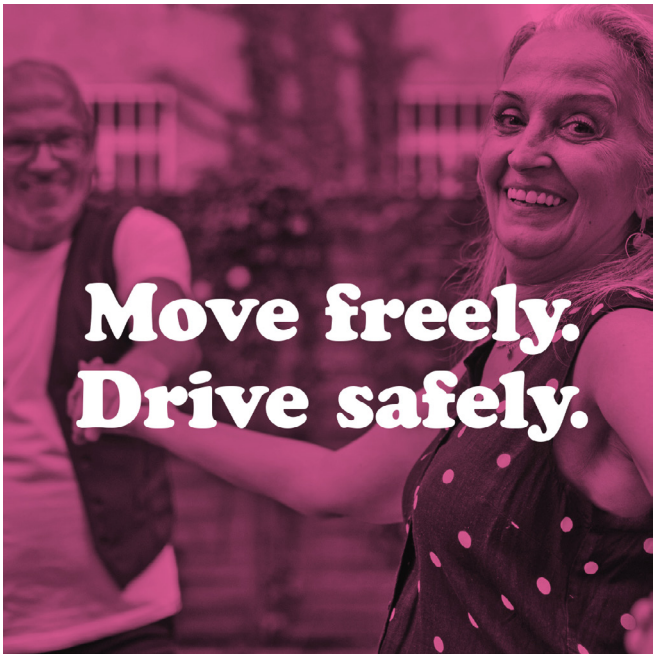


Aging Driver Crashes: Who?

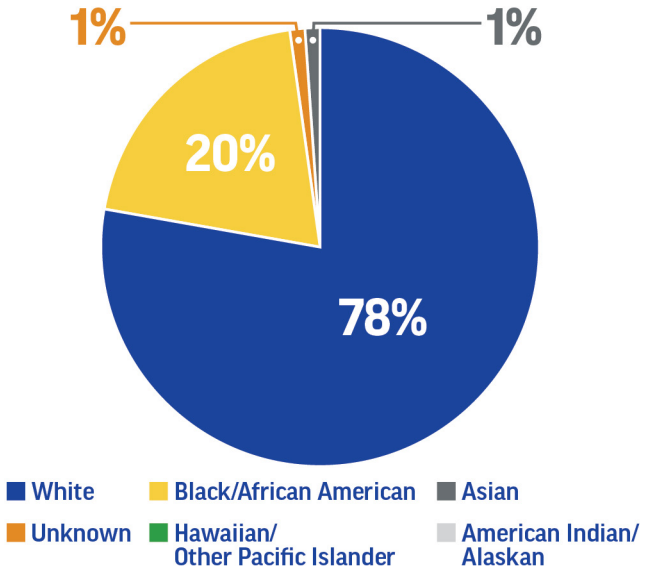
Age and Gender of Aging Drivers Involved in Aging Driver Crashes

	60-69	70-79	80-89	90+	Total
Female	1,115	1,389	468	52	3,024
Male	1,458	1,902	656	79	4,095
Unknown Gender	0	1	0	0	1
Total	2,573	3,292	1,124	131	7,120

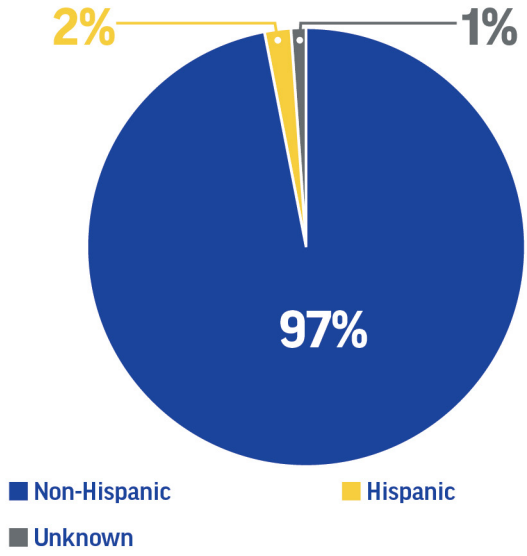




Race of Aging Drivers

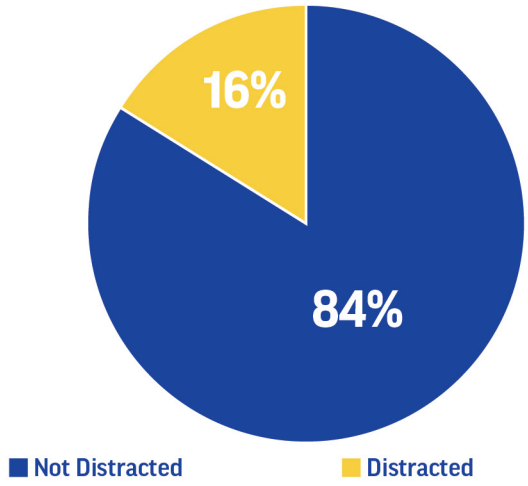


Ethnicity of Aging Drivers

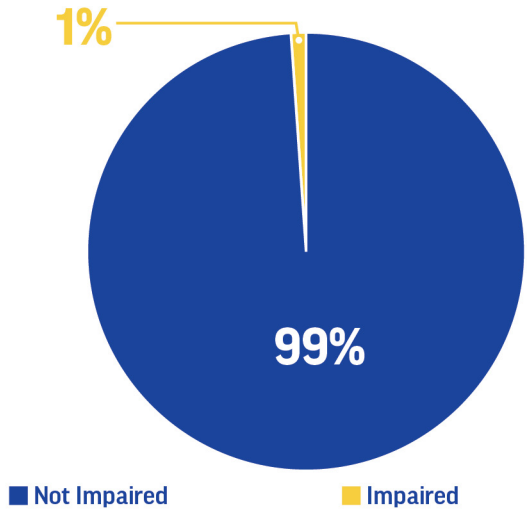


An analysis of the race of Delaware's aging drivers involved in crashes does not indicate an over-representation of underserved communities.

Aging Drivers and Distracted Driving

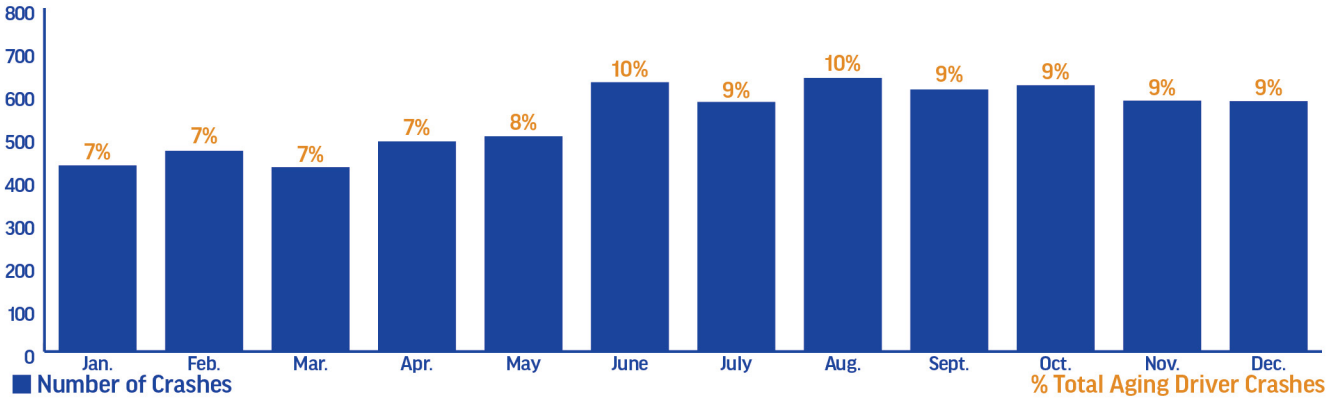


Aging Drivers and Impaired Driving

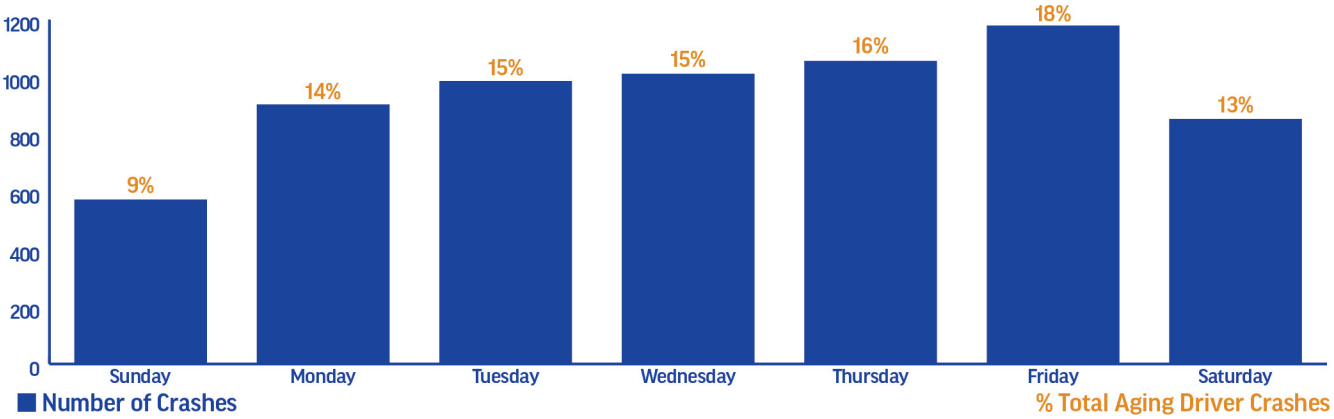


Aging Driver Crashes: When?

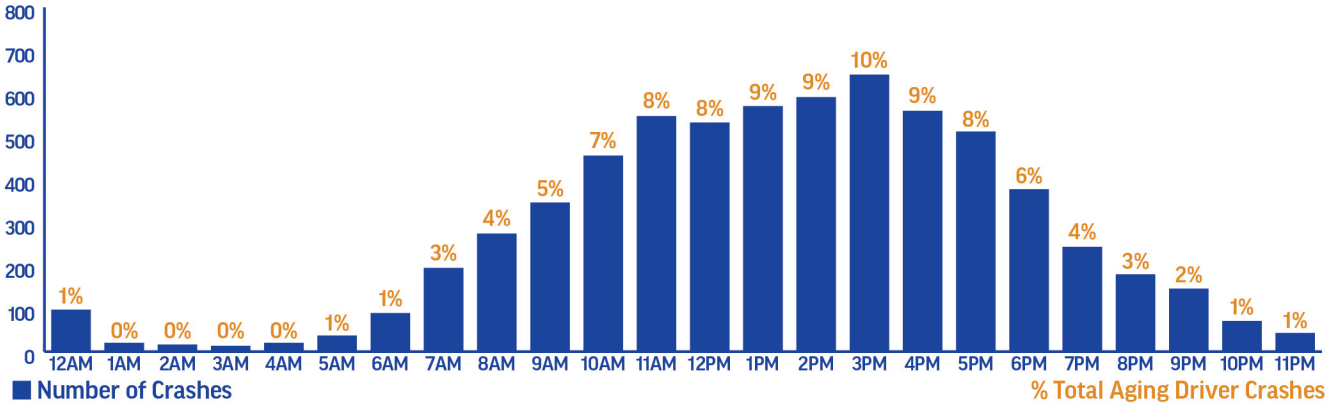
Aging Driver Crashes by Month



Aging Driver Crashes by Day of Week



Aging Driver Crashes by Time of Day



Aging Driver Crashes by Time of Day and Day of Week

	12A	1A	2A	3A	4A	5A	6A	7A	8A	9A	10A	11A	12P	1P	2P	3P	4P	5P	6P	7P	8P	9P	10P	11P	Grand Total
Sunday	11	7	1	1	1	2	6	4	10	25	40	47	52	50	55	52	55	42	41	25	19	14	5	6	571
Monday	15	3	4		4	4	21	33	50	47	56	77	79	77	73	98	81	63	42	23	27	15	6	4	902
Tuesday	12	2	1	2	3	10	19	38	43	51	66	74	75	82	80	100	105	77	44	34	32	20	11	3	984
Wednesday	13	1	3		2	5	18	35	58	68	67	84	82	86	74	103	85	75	61	36	23	16	11	3	1009
Thursday	16	1	1	3	6	4	10	42	51	60	79	75	69	84	115	101	89	95	57	35	21	28	7	5	1054
Friday	16	2	3	2	2	6	13	29	41	53	78	116	107	106	118	113	86	103	69	42	25	21	14	12	1177
Saturday	13	3	2	4	1	5	1	12	20	41	68	73	67	84	75	75	57	55	62	47	31	31	16	9	852
Grand Total	**96**	**19**	**15**	**12**	**19**	**36**	**88**	**193**	**273**	**345**	**454**	**546**	**531**	**569**	**590**	**642**	**558**	**510**	**376**	**242**	**178**	**145**	**70**	**42**	6549

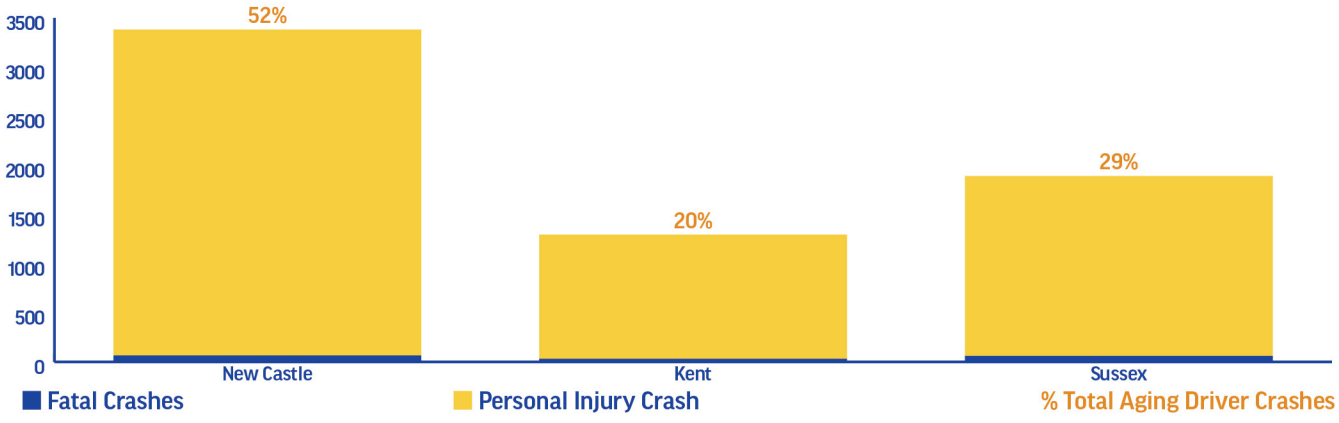
XX Aging Driver Crashes during Day of Week and Hour of Day

Lower Frequency — Higher Frequency

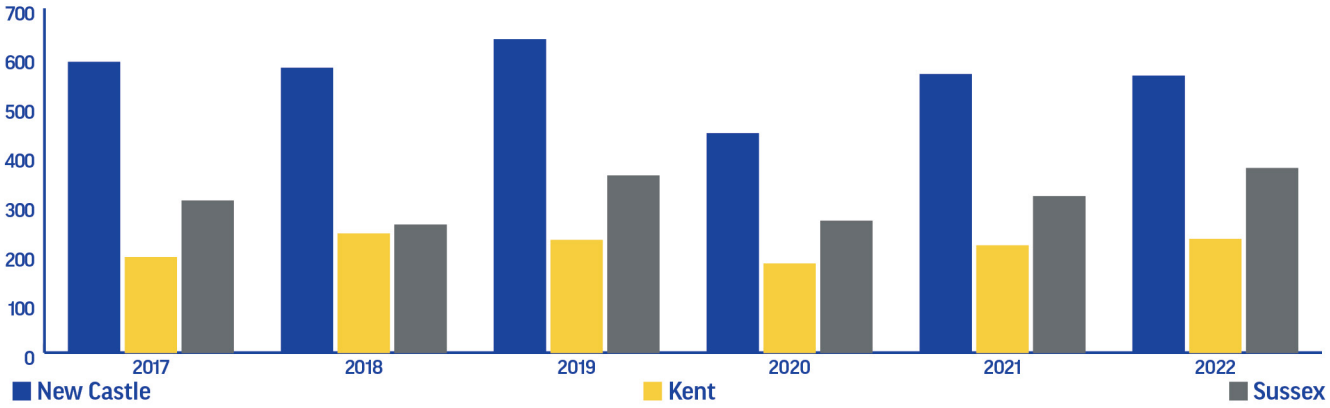
Aging Driver Crashes: Where?

Aging Driver Crashes by County and Severity

	NEW CASTLE	KENT	SUSSEX	TOTAL
Fatal Crash	59	24	54	137
Personal Injury Crash	3,317	1,265	1,830	6,412
Total Crashes	3,376	1,289	1,884	6,549



Aging Driver Crashes by County and Year



PROPOSED COUNTERMEASURES

AGING DRIVERS COMMUNICATIONS PROGRAM

COUNTERMEASURE JUSTIFICATION:
Uniform Guidelines for State Highway Programs: Older Drivers: VII. Communication Program; VIII. Program Evaluation and Data
Countermeasures That Work - 7.1.1.2 General Communications and Education, ★

PRIMARY COUNTER MEASURE STRATEGY: Communication Program

IDENTIFIED PROBLEM: As shown within the data provided, aging driver related crashes have continued to increase over the last five years. Drivers aged 60-79 are involved in 82% of crashes for those over the age of 60. Men are involved in 57% of those crashes. Aging drivers are found to be distracted in 16% of the crashes. Crashes involving aging drivers peak in June, with 29% of crashes occurring June – August. The most common time of day and day of the week for crashes involving aging drivers is on Friday from 11 am – 4 pm. In the county breakdown, aging drivers in New Castle County are involved in 51% of crashes, with 19% in Kent County and 28% in Sussex County.

MEASURABLE TARGET LINKED TO COUNTERMEASURE STRATEGY: Performance Plan Goal D-2

ESTIMATED THREE YEAR FUNDING ALLOCATION: $225,000

FUNDING SOURCES: 402

CONSIDERATIONS FOR PROJECT FUNDING: Within the Uniform Guidelines for State Highway Safety Programs, it is noted that states "should consider a range of audiences, including families and friends of at-risk drivers. Communications should highlight and support specific policies and programs underway in the States and communities. The programs and materials should be culturally-relevant, multilingual as necessary, and appropriate to the target audience."

OHS will fund communication efforts in support of aging drivers both towards the drivers and their caregivers and families regarding driving risk and decisions regarding licensing. Considerations for funding will include working with subgrantees to provide outreach, like AARP's CarFit program, which is still in its infancy after a hiatus in 2020.

Continued on the next page

Additionally, collecting additional data in terms of population growth and evaluating the effectiveness of paid media/outreach will help to improve programmatic and messaging. Based on past performance and evaluation of public outreach, grass roots, and paid media, OHS will continue with those efforts to achieve or surpass the performance measure of 62.1 or less fatalities and serious injuries of individuals 65 and older by FY 2026.

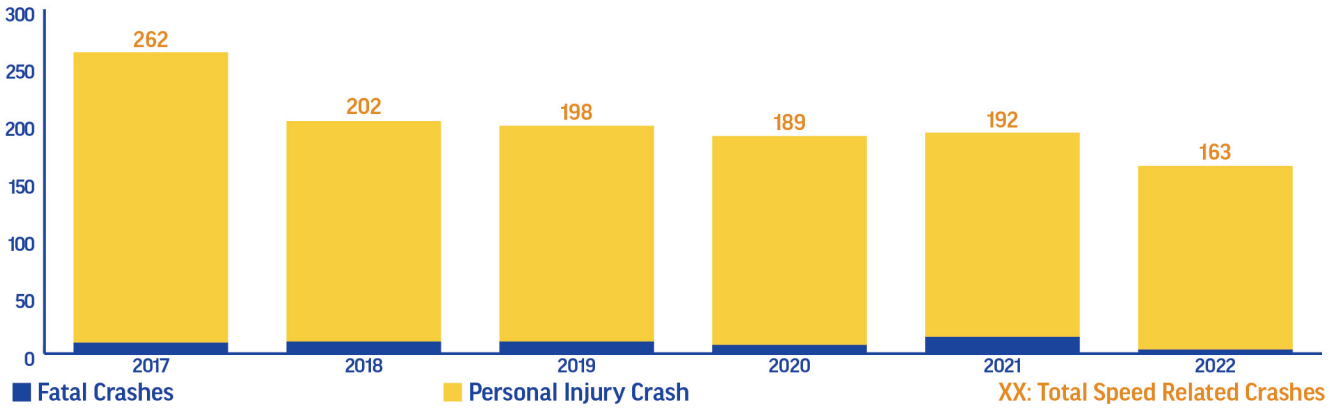
PROGRAM AREA

SPEED MANAGEMENT

PROBLEM IDENTIFICATION

Annual Speed Related Crashes

SEVERITY	2017	2018	2019	2020	2021	2022	TOTAL
Fatal Crash	9	10	10	7	14	3	53
Personal Injury Crash	253	192	188	182	178	160	1,153
Total Crashes	262	202	198	189	192	163	1,206

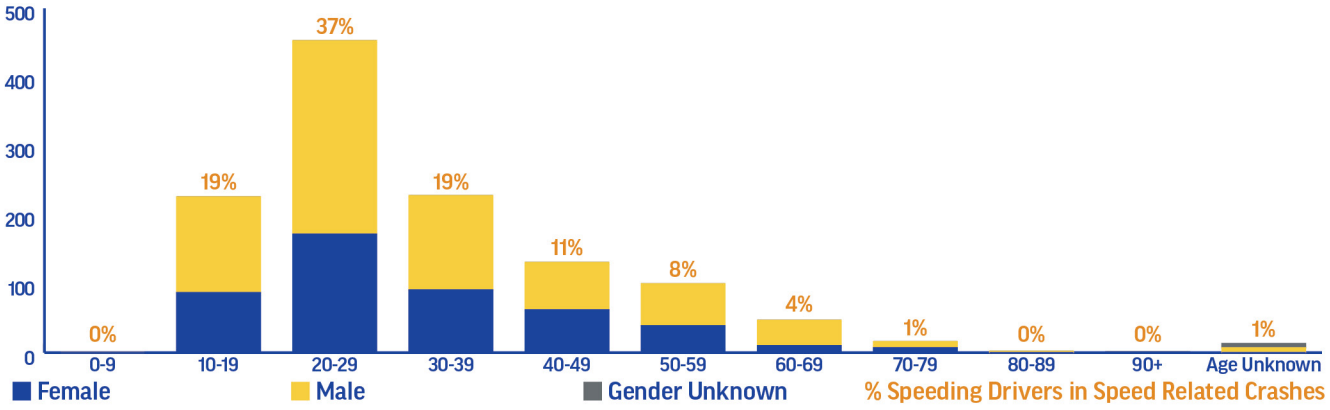


DRIVESAFE

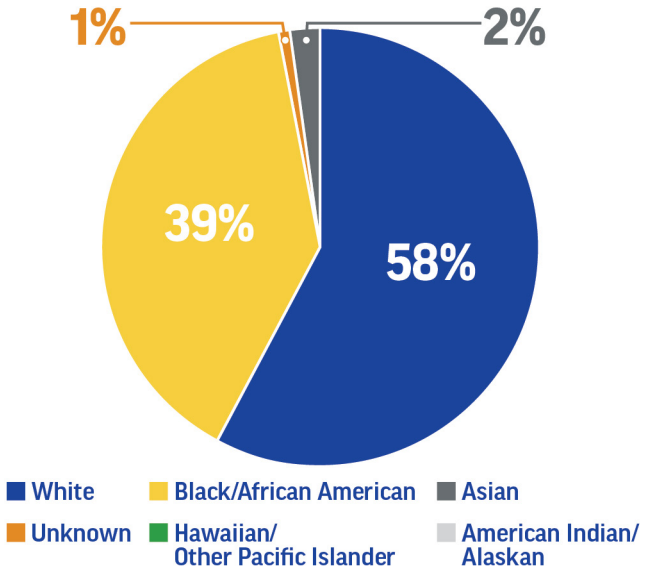
Speed Related Crashes: Who?

Age and Gender of Speeding Drivers Involved in Speed Related Crashes

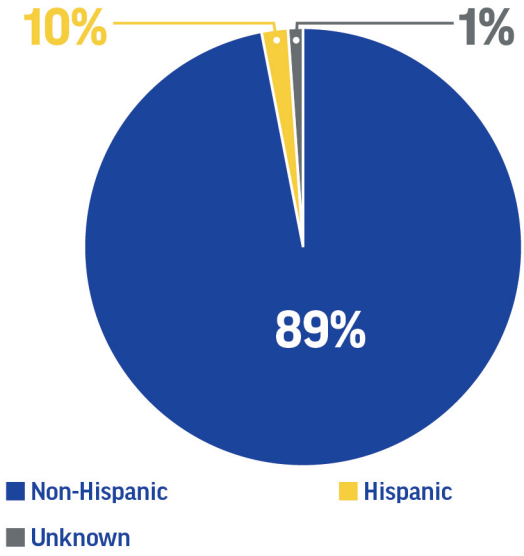
	0-9	10-19	20-29	30-39	40-49	50-59	60-69	70-79	80-89	90+	Age Unk.	Total
Female	0	87	172	91	62	39	10	7	0	1	0	469
Male	0	139	281	137	69	61	37	9	2	0	7	742
Unknown Gender	0	0	0	0	0	0	0	0	0	0	6	6
Total	0	226	453	228	131	100	47	16	2	1	13	1,217



Race of Speeding Drivers

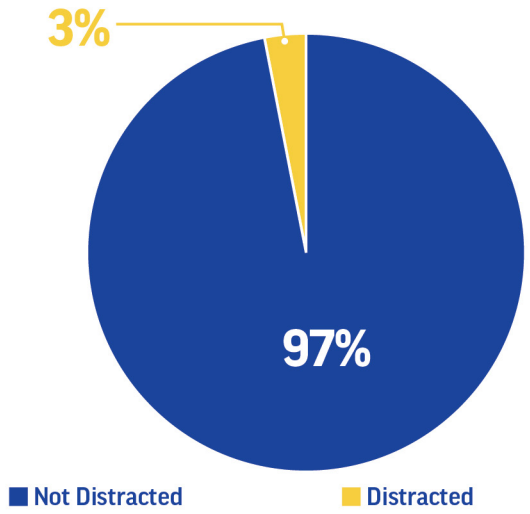


Ethnicity of Speeding Drivers

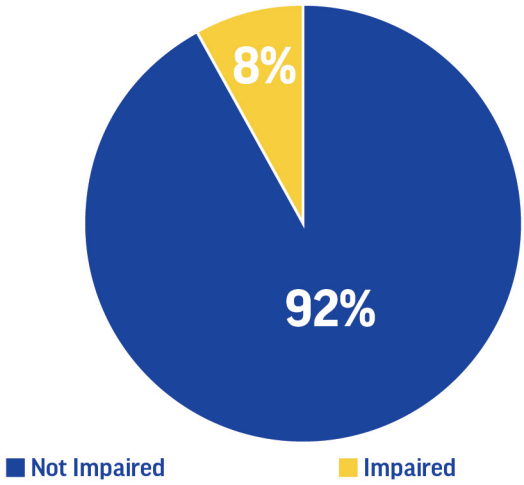


An analysis of the race of Delaware speeding drivers indicates that the black population is over-represented. Speeding drivers that are black were involved in 39% of speeding related crashes, whereas black people represent 22% of the total statewide population. This over-representation is much higher in Sussex County where 30% of the speeding drivers in Sussex County were black, however, black people only represent 11% of the county's population. Community engagement efforts will be focused in areas with high populations of people of color.

Speed Related Crashes and Distraction

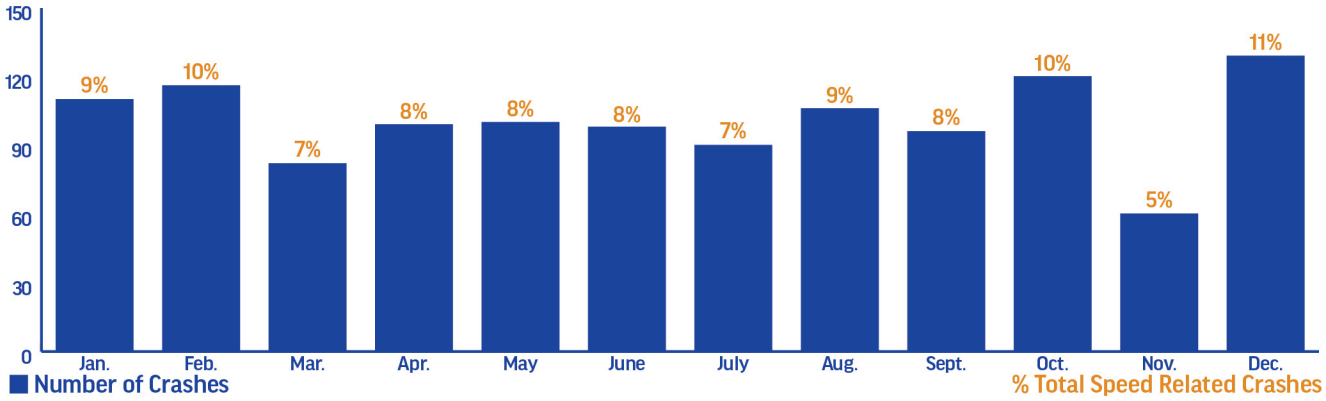


Speed Related Crashes and Impairment

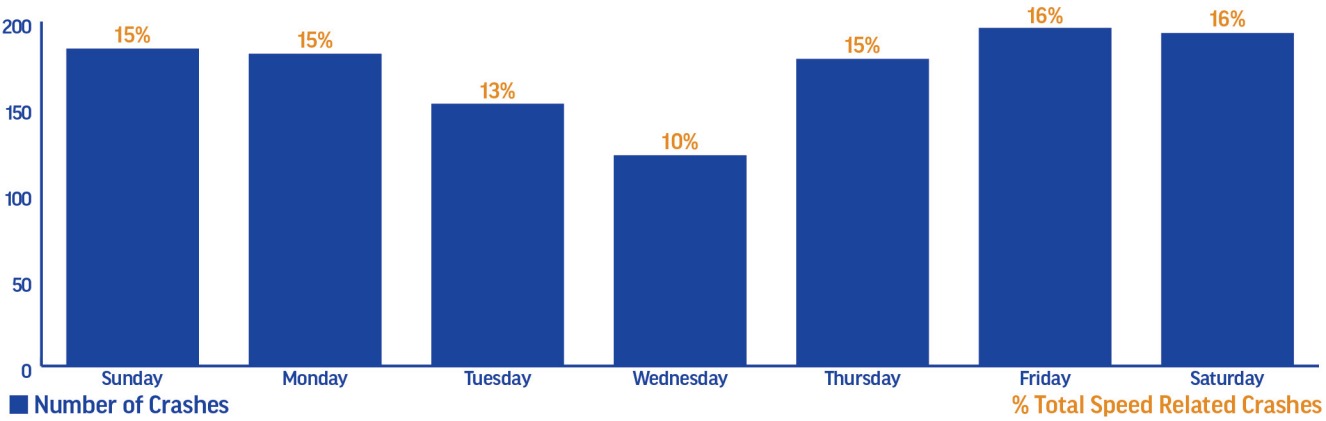


Speed Related Crashes: When?

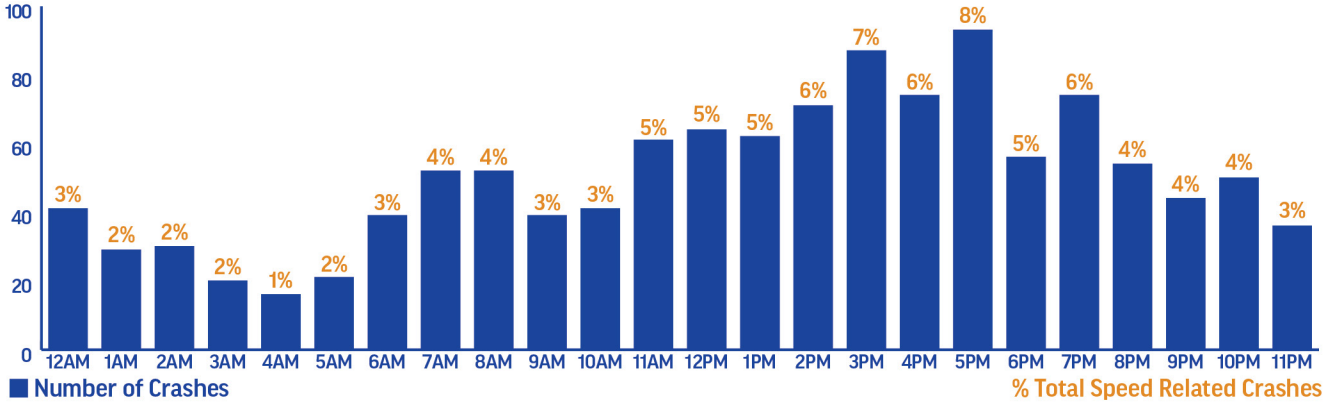
Speed Related Crashes by Month



Speed Related Crashes by Day of Week



Speed Related Crashes by Time of Day



Speed Related Crashes by Time of Day and Day of Week

	12A	1A	2A	3A	4A	5A	6A	7A	8A	9A	10A	11A	12P	1P	2P	3P	4P	5P	6P	7P	8P	9P	10P	11P	Grand Total
Sunday	11	7	11	4	4	4	1	5	7	5	10	8	14	8	4	12	9	13	9	14	8	5	7	4	184
Monday	5	4	2	4	4	4	8	7	7	7	3	12	7	12	18	15	9	11	9	12	9	5	2	5	181
Tuesday	2	2	3	2	2	3	5	12	11	5	3	13	8	5	7	12	9	11	4	7	8	4	8	6	152
Wednesday	4	1	1		1	2	4	6	6	3	3	3	9	4	10	11	11	8	4	2	3	7	12	7	122
Thursday	2	3	2	4	2	1	11	7	5	8	7	8	7	13	9	10	11	13	12	16	12	9	5	1	178
Friday	8	5	4	3		2	3	6	11	5	9	7	14	10	16	16	16	19	9	10	5	6	7	5	196
Saturday	9	7	7	3	3	5	7	9	5	6	6	10	5	10	7	11	9	18	9	13	9	8	9	8	193
Grand Total	41	29	30	20	16	21	39	52	52	39	41	61	64	62	71	87	74	93	56	74	54	44	50	36	1206

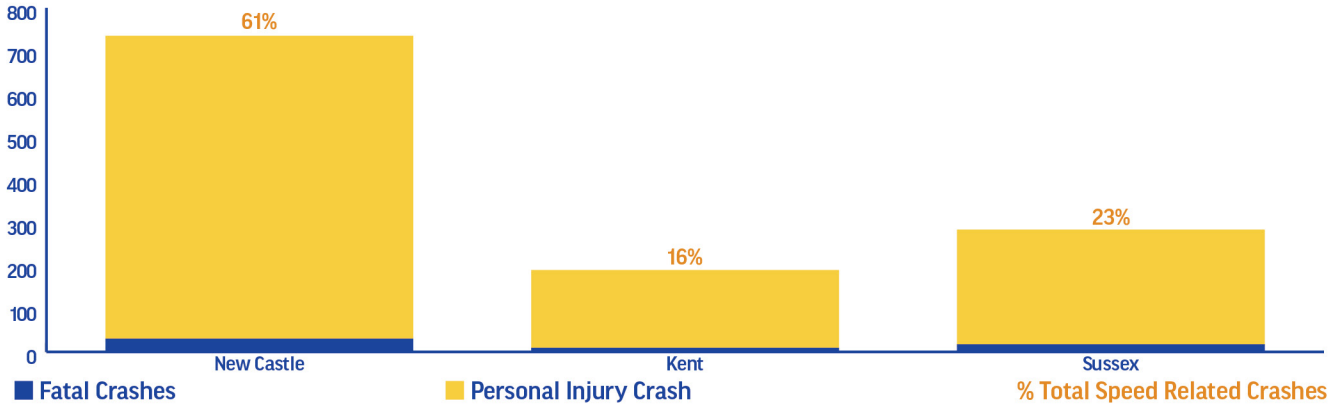
XX Speed Related Crashes during Day of Week and Hour of Day

Lower Frequency — Higher Frequency

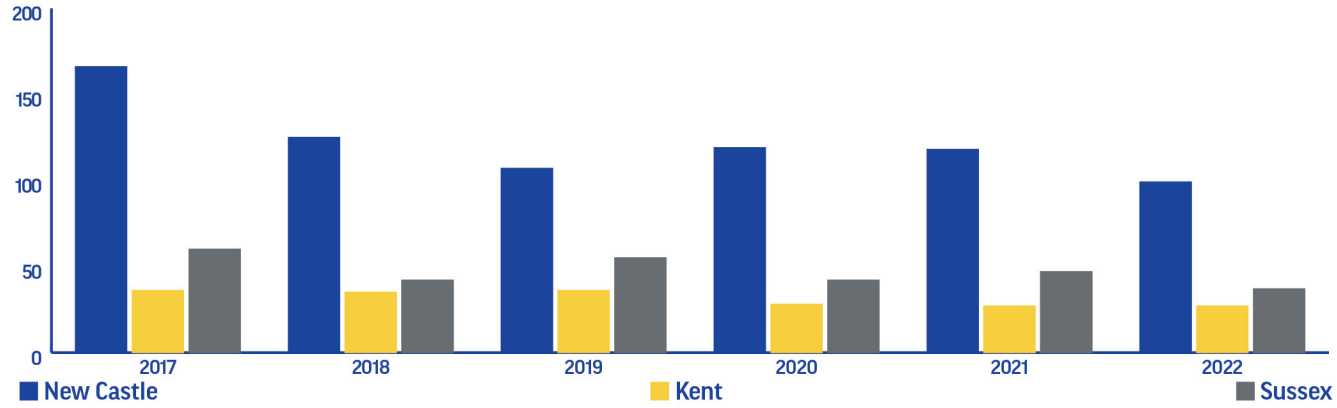
Speed Related Crashes: Where?

Speed Related Crashes by County and Severity

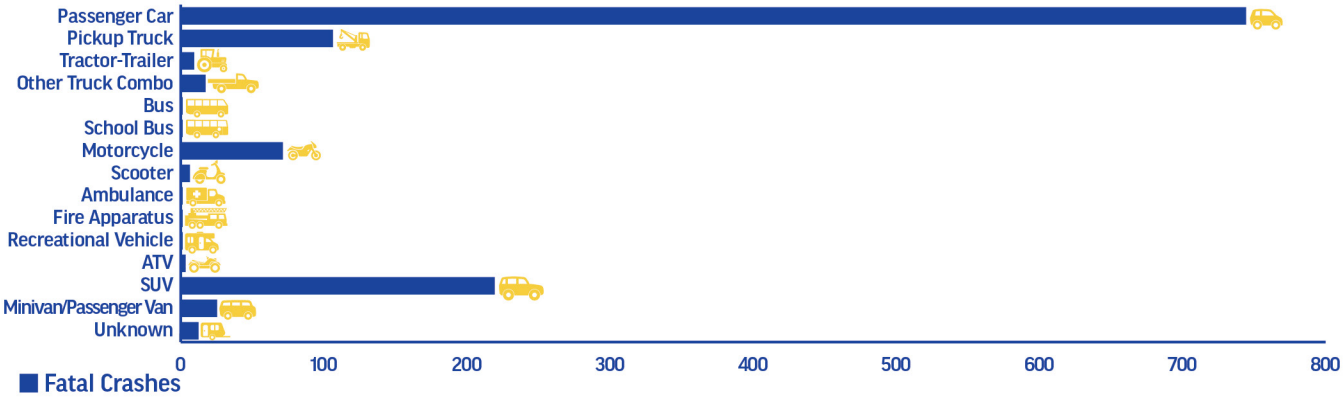
	NEW CASTLE	KENT	SUSSEX	TOTAL
Fatal Crash	29	8	16	53
Personal Injury Crash	705	181	267	1,153
Total Crashes	734	189	283	1,206



Speed Related Crashes by County and Year



Vehicle Style of Speeding Driver in Speed Related Crashes



PROPOSED COUNTERMEASURES

COMMUNICATION AND OUTREACH PROGRAM

COUNTERMEASURE JUSTIFICATION:
Countermeasures That Work - 4.4.1 Communications and Outreach Support Enforcement, ★★★
Uniform Guidelines for State Highway Safety Programs: Speed Management: IV. Communication Program.

IDENTIFIED PROBLEM: As shown within the data provided, speed related fatalities and crashes have continued to increase over the last five years. In 2022, Delaware had 47 individuals (28%) killed in speed related crashes. Over the last five years, approximately one-third of fatal crashes are speed related. Younger male drivers (particularly those under age 25) contribute the most to speed-related injury crashes. For 2022 and the five-year serious injury crashes, they are split evenly across days of the week with a range from 10%-18% over all days. 54% of speed related crashes were DUI involved.

MEASURABLE TARGET LINKED TO COUNTERMEASURE STRATEGY: Performance Plan Goal C-6

ESTIMATED THREE YEAR FUNDING ALLOCATION: $450,000

Continued on the next page

FUNDING SOURCES: 402

CONSIDERATIONS FOR PROJECT FUNDING: Paid media campaigns paired with high visibility enforcement is a suggested countermeasure strategy that was selected from the November 2006 Uniform Guidelines for State Highway Safety Programs.

Speed Management Safety projects align with the countermeasure strategies within the FY2021 – FY2025 State Highway Safety Plan, based on data analysis, problem identification, community engagement efforts, anticipated effectiveness, and the ability of the grantee to complete the project.

OHS selects partners to participate in speed management safety activities for communication and outreach projects. The projects are based on internal data analysis to determine the appropriate times for the communication and outreach activities. Partners and law enforcement agencies may select to agree to participate as the parameters are presented, provide feedback or revisions of the project parameters to align their community needs, or decline to participate. Should agencies decline to participate, funds may be reallocated to those already participating.

Partners may also submit project proposals to OHS based on their community needs or pilot innovative programs should data be provided stating the need. Project proposals submitted must show an identified problem with clear data linkages, how the project will impact affected communities, how community engagement affected the planning process, and methods for evaluation. Funding decisions will be based on the request from the agency, the availability of funds, and the agency's past performance. The Office of Highway Safety will continue with these efforts to achieve or surpass the performance measure goals by FY2026.

HIGH VISIBILITY PATROLS

COUNTERMEASURE JUSTIFICATION:
Uniform Guidelines for State Highway Safety Programs: Speed Management: V. Enforcement Countermeasures.

IDENTIFIED PROBLEM: As shown within the data provided, speed related fatalities and crashes have continued to increase over the last five years. In 2022, Delaware had 47 individuals (28%) killed in speed related crashes. Over the last five years, approximately one-third of fatal crashes are speed related. Younger male drivers, particularly those under age 25, contribute the most to speed-related injury crashes. For 2022 and the five-year serious injury crashes, they are split evenly across days of the week with a range from 10%-18% over all days. 54% of speed related crashes were DUI involved.

MEASURABLE TARGET LINKED TO COUNTERMEASURE STRATEGY: Performance Plan Goal C-6

ESTIMATED THREE YEAR FUNDING ALLOCATION: $873,240

FUNDING SOURCES: 402

Continued on the next page

CONSIDERATIONS FOR PROJECT FUNDING: Law enforcement performing high visibility enforcement is a proven countermeasure strategy that was selected from the November 2006 Uniform Guidelines for State Highway Safety Programs. The anticipated funding allocation is based on the number of funds needed to complete the planned activities based on previous projects completed, or estimated expenses related to the planned activity. Speed Management safety projects should align with the countermeasure strategies within the FY2021 – FY2025 State Highway Safety Plan based on data analysis, problem identification, community engagement efforts, anticipated effectiveness, and the ability of the grantee to complete the project.

OHS selects partners to participate in its annual enforcement plan. The enforcement plan is based on internal data analysis to determine the appropriate times for high visibility patrols. Agencies may select to agree to participate as the parameters are presented, provide feedback or revisions of the project parameters to align their community needs, or decline to participate. Should agencies decline to participate, funds may be reallocated to those already participating.

Partners may also submit project proposals to OHS based on their community needs or pilot innovative programs should data be provided stating the need. Project proposals submitted must show an identified problem with clear data linkages, how the project will impact affected communities, how community engagement affected the planning process, and methods for evaluation. Funding decisions will be based on the request from the agency, the availability of funds, and the agency's past performance. The Office of Highway Safety will continue with these efforts to achieve or surpass the performance measure goals by FY2026.

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-rash 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 OHS. 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 us our target audience. Improving and monitoring the functions of traffic records and the programs associated is essential to the OHS planning process.

PROPOSED COUNTERMEASURES

TRAFFIC RECORDS SYSTEM INFORMATION QUALITY

COUNTERMEASURE JUSTIFICATION:
Uniform Guidelines for State Highway Safety Programs Highway Safety Program Guideline. Traffic Records: II. Traffic Records System Information Quality

IDENTIFIED PROBLEM: High-quality State traffic records data is critical to effective safety programming, operational management, and strategic planning. Every State; in cooperation with its local, regional, and Federal partners; should maintain a traffic records system that supports the data-driven, science-based decision-making necessary to identify problems; develop, deploy, and evaluate countermeasures; and efficiently allocate resources. Functionally, a traffic records system includes the collection, management, and analysis of traffic safety data. It is comprised of six core data systems; crash, driver, vehicle, roadway, citation and adjudication, and injury surveillance; as well as the organizations and people responsible for them.[1]

MEASURABLE TARGET LINKED TO COUNTERMEASURE STRATEGY: Performance Plan Goal C-1; Performance Plan Goal C-2

ESTIMATED THREE YEAR FUNDING ALLOCATION: $270,918

FUNDING SOURCES: 405c

Continued on the next page

[1]Traffic Records Program Assessment Advisory, 2018 Edition

CONSIDERATIONS FOR PROJECT FUNDING: A State's traffic records information should be maintained in a form that is of high quality and readily accessible to users throughout the State. Performance-based measures should be quantifiable and should be established for each attribute of each component (e.g., the amount of elapsed time from initial data collection until entry in the traffic records system, the level of accuracy and completeness the data must meet in order to pass edit and validation checks during data entry, the level of adoption of various standards and guidelines, etc.).

Quality Assurance and Quality Control efforts are always 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. The anticipated funding allocation is based on the number of funds needed to complete the planned activities based on previous projects completed, or estimated expenses related to the planned activity.

Partners may also submit project proposals to OHS based on their community needs or pilot innovative programs should data be provided stating the need. Funding decisions will be based on the request from the agency, the availability of funds, and the agency's past performance. OHS will continue with these efforts to achieve or surpass the performance measure goals by FY2026.

USES OF A TRAFFIC RECORDS SYSTEM

COUNTERMEASURE JUSTIFICATION:
Uniform Guidelines for State Highway Safety Programs Highway Safety Program Guideline Traffic Records: III. Uses of a Traffic Record System

IDENTIFIED PROBLEM: High-quality State traffic records data is critical to effective safety programming, operational management, and strategic planning. Every State; in cooperation with its local, regional, and Federal partners;should maintain a traffic records system that supports the data-driven, science-based decision-making necessary to identify problems; develop, deploy, and evaluate countermeasures; and efficiently allocate resources. Functionally, a traffic records system includes the collection, management, and analysis of traffic safety data. It is comprised of six core data systems; crash, driver, vehicle, roadway, citation and adjudication, and injury surveillance; as well as the organizations and people responsible for them.[1]

MEASURABLE TARGET LINKED TO COUNTERMEASURE STRATEGY: Performance Plan Goal C-1; Performance Plan Goal C-2

ESTIMATED THREE YEAR FUNDING ALLOCATION: $240,000

FUNDING SOURCES: 405c

CONSIDERATIONS FOR PROJECT FUNDING: The purpose of a State's traffic records system is to establish a base of useful information and data. This includes operational personnel, program managers, program analysts, researchers, policy makers, and the public. To be of optimal value, the system should provide for the efficient flow of data to support a broad range of traffic safety and other activities. A full-time Data Analyst position is necessary to achieve the highest level of data accuracy. The anticipated funding allocation is based on the number of funds needed to complete the planned activities based on previous projects completed, or estimated expenses related to the planned activity. OHS will continue with these efforts to achieve or surpass the performance measure goals by FY2026.

[1]Traffic Records Program Assessment Advisory, 2018 Edition

TRAFFIC RECORDS SYSTEM MANAGEMENT

COUNTERMEASURE JUSTIFICATION:
Uniform Guidelines for State Highway Safety Programs Highway Safety Program Guideline Traffic Records: II. Traffic Records System Information Quality

IDENTIFIED PROBLEM: High-quality State traffic records data is critical to effective safety programming, operational management, and strategic planning. Every State; in cooperation with its local, regional, and Federal partners; should maintain a traffic records system that supports the data-driven, science-based decision-making necessary to identify problems; develop, deploy, and evaluate countermeasures; and efficiently allocate resources. Functionally, a traffic records system includes the collection, management, and analysis of traffic safety data. It is comprised of six core data systems; crash, driver, vehicle, roadway, citation and adjudication, and injury surveillance; as well as the organizations and people responsible for them.[1]

MEASURABLE TARGET LINKED TO COUNTERMEASURE STRATEGY: Performance Plan Goal C-1; Performance Plan Goal C-2

ESTIMATED THREE YEAR FUNDING ALLOCATION: $15,000

FUNDING SOURCES: 405c

CONSIDERATIONS FOR PROJECT FUNDING: The development and management of traffic safety programs is a systematic process with the goal of reducing the number and severity of traffic crashes. This data-driven process ensures that all opportunities to improve highway safety are identified and considered for implementation. This process can be achieved through the following initiatives: Traffic Records Coordinating Committee (TRCC). The State should form a TRCC whose membership includes, among others, managers, collectors, and users of traffic records and public health and injury control data systems. The TRCC should have the authority to approve the State's Strategic Plan for Traffic Records Improvements.

The Traffic Records System supports the traffic safety strategic planning process and helps State and local data owners identify and support their overall traffic safety program needs and addresses the changing needs for information over time.

The anticipated funding allocation is based on the number of funds needed to complete the planned activities based on previous projects completed, or estimated expenses related to the planned activity.

OHS will continue with these efforts to achieve or surpass the performance measure goals by FY2026.

[1]Traffic Records Program Assessment Advisory, 2018 Edition

ANTICIPATED PROJECTS

COUNTERMEASURE JUSTIFICATION:
This program only acts as a holding line for funds that are unallocated.

IDENTIFIED PROBLEM: High-quality State traffic records data is critical to effective safety programming, operational management, and strategic planning. Every State; in cooperation with its local, regional, and Federal partners; should maintain a traffic records system that supports the data-driven, science-based decision-making necessary to identify problems; develop, deploy, and evaluate countermeasures; and efficiently allocate resources. Functionally, a traffic records system includes the collection, management, and analysis of traffic safety data. It is comprised of six core data systems; crash, driver, vehicle, roadway, citation and adjudication, and injury surveillance; as well as the organizations and people responsible for them.[1]

MEASURABLE TARGET LINKED TO COUNTERMEASURE STRATEGY: Performance Plan Goal C-1; Performance Plan Goal C-2

ESTIMATED THREE YEAR FUNDING ALLOCATION: $636,503

FUNDING SOURCES: 405c

CONSIDERATIONS FOR PROJECT FUNDING: This funding line will serve as a holding line for anticipated traffic records projects. No direct spending will come from this line.

[1]Traffic Records Program Assessment Advisory, 2018 Edition

Appendices

FY24 • FY26 HIGHWAY SAFETY PLAN

DELAWARE OFFICE OF HIGHWAY SAFETY