September 2019

Highway Safety Plan
FY 2020
Delaware

Highway Safety Plan

NATIONAL PRIORITY SAFETY PROGRAM INCENTIVE GRANTS - The State applied for the following incentive grants:

S. 405(b) Occupant Protection: Yes

S. 405(e) Distracted Driving: No

S. 405(c) State Traffic Safety Information System Improvements: Yes

S. 405(f) Motorcyclist Safety Grants: Yes

S. 405(d) Impaired Driving Countermeasures: Yes

S. 405(g) State Graduated Driver Licensing Incentive: No

S. 405(d) Alcohol-Ignition Interlock Law: No

S. 405(h) Nonmotorized Safety: Yes

S. 405(d) 24-7 Sobriety Programs: No

S. 1906 Racial Profiling Data Collection: No

Highway safety planning process

Data Sources and Processes

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

Identify the data elements

Identify the data sources

Identify the data display options

Analyze and interpret the data

Establish decision rules

Review the data and analyze further

Coordinate efforts with the SHSP

Develop a timeline for completion of HSP process

Identify top priority areas based on problem identification results, and review who, what, when, where, and why – FY 2020 the top priorities in Delaware are:

Impaired driving

Occupant protection

Pedestrian safety

Speeding

Distracted driving

Motorcycle safety
Traffic records
Develop annual targets for each priority area
Develop comprehensive enforcement plan based on problem identification
The problem identification process is the key to identifying law enforcement agencies to participate in enforcement efforts. Further, it enables OHS to identify the target violations, as well as which days of the week, which times of the day and which months of the year the enforcement should be implemented. Beyond that, enforcement efforts are then directed to the most appropriate locations within each jurisdiction. OHS also uses the problem identification process to develop paid media concepts and determine the timing and placement of paid media campaigns to coincide with enforcement. The problem identification process ensures that the highway safety program addresses specific crash problems, provides the appropriate criteria for the designation of priorities, and creates benchmarks for administration and evaluation of the overall highway safety plan.
The OHS and GAC utilize the NHTSA problem identification process and guidelines outlined in the NHTSA Program Management Training manual. Our problem identification process for FY 2020 included:
Identify the data elements – The OHS staff and the GAC began the analysis process by identifying the crash data elements to determine if a statewide or localized problem existed. We compiled that list, determined which pieces of information we had access to, which year's data we had access to, and prepared our specific data requests for the appropriate data manager. Some sample data elements included teen drivers, work zone related crashes, seat belt use crashes, ages of pedestrian fatalities, types of roadways, primary contributing circumstances, alcohol-related fatalities, and high crash locations. The list of data elements reviewed was extensive and focused on location and demographic data to determine which roadways to focus on and to determine the profile of our most risky drivers.
Identify the data sources – Once the OHS staff and the GAC determined the data elements to focus on, the appropriate data sources from which to compile the information are determined. These included the Delaware State Police (DSP) Traffic Section (statewide crash data repository); Delaware FARS data; the Emergency Medical Services Data Information Network (Patient Care Reports); the Delaware Department of Transportation (DelDOT); Annual Observational Seat Belt Use Surveys; Delawareaposs 2018 Occupant Protection Assessment; Delaware's 2015 Traffic Records Assessment; crash report demographic data; child restraint misuse data; the Division of Motor Vehicle registration and licensed driver data; DelJIS citation data; the 2011 Impaired Driving Assessment Report; and DelDOT Highway Safety Improvement Plan data. The Office of Highway Safety also coordinates data analysis in conjunction with DelDOT's preparation of the Strategic Highway Safety Plan (SHSP). Although not used by OHS, DSP's mapping system OMEGA Crimeview, allows them to find locations for enforcements for the many different priority areas.
Identify data display options – In addition to utilizing the paper and electronic reports prepared by the above data sources, the Office of Highway Safety relies heavily on the mapping capabilities provided by DelDOT's GIS based crash analysis and mapping system, Crash Analysis Reporting System (CARS). All the identified priority area crashes are mapped to determine if there were any clustering or location consistencies for various types of crashes, including unrestrained fatalities, low seat belt

use areas, aggressive driving-related fatal and injury crashes, impaired driving fatal and injury crashes, pedestrian fatal crashes, and motorcycle fatal crashes. All maps compare three to five years of crash data.

Analyze and interpret the data – Since 2011, CARS has allowed for more comprehensive location analysis within the Office of Highway Safety than was previously available. In addition, in 2015 the Office of Highway Safety unveiled the enhanced DUI Tracking System to better track DUI offenders from arrest through treatment to re-licensure. In FY2019, this system moved from OHS to the Division of Public Health, Division of Substance Abuse and Mental Health (DSAMH). Although, OHS does not house any data systems, extensive partnerships have been established with numerous highway safety partners that provide access to raw data that is key to our problem identification process. Additionally, OHS identifies the target audience based on analysis of the data using the following questions:

Who is involved in crashes more than would be expected given their proportion of the driving population?

What types of crashes are taking place?

Where are the crashes taking place in numbers greater than would be expected given the amount of travel in those locations?

When are the crashes taking place? Time of day? Day of week? Month?

What are the major contributing factors to the crashes?

What other correlated characteristics of individuals in crashes be analyzed?

Establish decision rules – From the information gathered, Delaware‘s top highway safety priority areas were identified. As previously indicated, the FY 2020 priority areas were established and ranked:

Impaired Driving (Alcohol and Drugs)

Occupant Protection

Pedestrian Safety

Speeding

Distracted Driving

Motorcycle Safety

Traffic Records

Based on data driven problem identification, staff selected the project and partners to participate in initiatives outlined in this FY 2020 Highway Safety Plan. OHS provides the identified agencies with specific program initiatives and goals to achieve based on their participation in the Highway Safety Plan. The problem identification process is imperative to establishing an effective Highway Safety Plan and the appropriate distribution of federal funds.

Review the data and analyze further – OHS conducts additional analysis to review data in greater detail to further ensure that programming initiatives that are selected specifically target the identified problems, for example:

Day of the week/month

Time of day

Age and sex of driver/pedestrian by type of crash
Actions taken by drivers/pedestrians/bicyclists during a crash
High crash locations with an emphasis on fatality clusters
Environmental factors

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

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

Processes Participants

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

The FY 2020 Grant Advisory Committee (GAC) included the following members:

Agency	Representative
Office of Highway Safety	Christopher Klein
National Highway Traffic Safety Administration	Judy Dancy
Federal Highway Administration	Patrick Kennedy
Milford Police Department	Lt. David Wells
Department of Transportation	Scott Neidert
Department of Justice	Barzilai Axelrod
Delaware State Police	Capt. Glenn Dixon/Lt. Tracy Condon

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

Description of Highway Safety Problems

Delaware is the second smallest state in the nation in terms of land mass, Delaware ranks 49th in the nation with a total area of 1,982 square miles. The State is divided into three counties, as follows: New Castle County with 438 square miles, Kent County with 594 square miles, and Sussex County with 950 square miles. Delaware is 96 miles long and varies from 9 to 35 miles in width. There are 401.0 persons per square mile and DelDOT maintains 89% of the 13,562 lane miles of roads in Delaware.

The US Census Bureau reports that the 2018 population estimate was 967,171. Of the three counties, Sussex County saw the largest percentage of population growth. Females slightly edge out males, 51.6% to 48.4%. Lastly, 69.7% of the population is white, 22.8% are African-American, and 9.3% are of Hispanic or Latino origin.

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
20172017	713,205	30,440	926,971	10,467
2018	726,904	30,440	928,760	

Source – Delaware Division of Motor Vehicles

Delaware crash data identified a total of 28,814 reportable traffic crashes in 2018. Of those, there were 104 fatal crashes and 5,521 personal injury crashes. This resulted in 111 fatalities and 8,088 persons injured. For each person killed, there were 73 injured.

In 2018, there were 24 pedestrian fatalities. For each pedestrian killed, there were 12.5 injured. There were 6 bicycle fatalities. Of the 64 vehicle occupants killed, 29 occupants (45%) were using occupant restraints. Impaired driving contributed to 47 of the crashes (45%). Speed was a contributing factor in 37 of the fatal crashes (33%). Of vehicle occupants killed, 47 were operators and 17 were passengers. Of motorcyclists killed, 16 were operators and 1 was a passenger.

47% of fatal crashes occurred in New Castle County. Sussex County followed with 29% of the fatal crashes. Kent County had 24% of the fatal crashes.

Thursday and Friday had the largest numbers of fatal crashes. Friday had the largest number of overall crashes. Thursday had the least amount of fatal crashes and Sunday had the least amount of overall crashes. Saturday and Friday trend highest for fatal crashes.

Overall fatal crashes were highest from 8 pm – midnight (25 crashes) and 12 pm – 4 pm (19 crashes) in 2017. 15 crashes occurred from midnight – 4 am.

Male drivers accounted for 67%, while females represented 33% of fatalities in 2018. Individuals aged 35-44 and 55-64 represented 14% of fatalities respectively.

Additional data analysis and problems are discussed at the beginning of each program area.

Methods for Project Selection

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

To implement each of the mobilizations, Delaware's Law Enforcement Liaison (LEL) will draft a project agreement for each of the approved police agencies. The agreement contains the following:

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

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

Once the enforcement is completed, the agencies return their statistical forms and reimbursement vouchers to the LEL, who reviews them for compliance with the signed project agreements. The LEL also reviews the hourly enforcement rates and ensures the total amount of the requested reimbursement is accurate. It is also compared to the amount originally allocated in the project agreement. Once reviewed and approved, the reimbursements are provided to the program manager, for a second review and to provide appropriate coding to ensure the project is funded from the correct CFDA number.

Non-law enforcement agencies and law enforcement agencies with special project requests beyond the planned enforcement described above that are interested in applying for funds are provided with a project proposal form.

These proposals are accepted at any point during the fiscal year. The proposals require:

A clear link to one of OHS's identified priority areas

Sufficient problem identification to clearly outline the problem

A clear plan to address the problem, utilizing evidence-based solutions

A list of project tasks, with timelines for completion

A reasonable budget request, with clear links to the project tasks

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

OHS will conduct annual risk assessments of potential awardees. If the risk assessment is acceptable, and the project is data-driven and falls within one of Delaware's priority program areas, the project can be approved. Unanimous approval is required by the management team. Agencies will be notified within five business days of the proposal review meeting.

Projects will be managed by the OHS Program Manager overseeing the priority area in which the proposal falls. A pre-award meeting will be scheduled with all new award recipients, outlining reporting requirements, fiscal requirements, and reviewing certifications and assurances.

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

List of Information and Data Sources

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

Description of Outcomes

In compliance with FHWA requirements for establishing performance measures, OHS and DelDOT collaborated on the first three target measures of the Highway Safety Plan to match DelDOT's Highway Safety Improvement Plan. During 2015, DelDOT, OHS, and other safety partners throughout the state worked to develop the 2015 Delaware Strategic Highway Safety Plan: Toward Zero Deaths, which provides a framework

to reduce fatalities and serious injuries resulting from crashes on Delaware's roadways. The overall goal of the SHSP is to achieve annual target reductions for fatalities and serious injuries. DelDOT and OHS performed extensive data and trendline analyses to identify potential methodologies for establishing Delaware's 2019 targets. DelDOT and OHS met with FHWA and NHTSA representatives in April 2018 to review the data and potential methodologies for establishing targets.

In order to maintain consistency with the 2015 SHSP, DelDOT and OHS agreed to use the annual targets included in Delaware's 2015 SHSP as the basis for developing Delaware's 2019 five-year rolling average targets for each safety performance measure. Consistent methodologies were applied to establish the target values for the rate of fatalities, serious injuries, and fatality rate. The 2015 through 2019 values were then averaged to calculate the 2019 rolling average target values. OHS then utilized this methodology using specific program targets within the SHSP to create goals for the remaining priority areas that did not need to match with DelDOT.

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

Performance report

Progress towards meeting State performance targets from the previous fiscal year's HSP

Sort Order	Performance measure name	Progress
1	C-1) Number of traffic fatalities (FARS)	In Progress
2	C-2) Number of serious injuries in traffic crashes (State crash data files)	In Progress
3	C-3) Fatalities/VMT (FARS, FHWA)	In Progress
4	C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS)	In Progress
5	C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS)	In Progress
6	C-6) Number of speeding-related fatalities (FARS)	In Progress
7	C-7) Number of motorcyclist fatalities (FARS)	Not Met
8	C-8) Number of unhelmeted motorcyclist fatalities (FARS)	Not Met

9	C-9) Number of drivers age 20 or younger involved in fatal crashes (FARS)	In Progress
10	C-10) Number of pedestrian fatalities (FARS)	In Progress
11	C-11) Number of bicyclists fatalities (FARS)	Not Met
12	B-1) Observed seat belt use for passenger vehicles, front seat outboard occupants (survey)	In Progress
13	Distracted Driving Related Crashes	In Progress
13	Rural Mileage Death Rate	In Progress
13	Urban Mileage Death Rate	In Progress

Performance Measure: C-1) Number of traffic fatalities (FARS)

Progress: In Progress

Program-Area-Level Report

For the FY 2019 HSP, Delaware set a target of 119.0 fatalities. When this was set, it was anticipated that Delaware would need 112 fatalities or fewer in 2019 to meet the 5 year average target, but 2018 data was not final at that point.

Fatalities were relatively low in 2018, dropping from 119 to 111. This allows more clearance for OHS to meet its fatality target for 2019, with the projection showing that no more than 115 fatalities should occur in 2019 for OHS to meet its target.

	2014	2015	2016	2017	2018	2019 Target	2019 Adjusted
Traffic Fatalities	124	131	119	119	111		115
5 year moving average	107	113	117	118	121	119.0	

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

Progress: In Progress

Program-Area-Level Report

For the FY 2019 HSP, Delaware set a target of 507.4 serious injuries. When this was set, it was anticipated that we would need 444 serious injuries or fewer in 2019 to meet the 5 year average target, however the 2018 data was not final at that point.

Serious injuries were much lower than expected in 2018, so as long as Delaware has fewer than 524 in 2019, it will meet its 5-year average target. The current trend indicates that this is very possible.

	2014	2015	2016	2017	2018 1	2019 Target	2019 Projected

Serious Traffic Injuries	625	567	593	477	376		524
5 year moving average	643	612	604	578	528	507.4	

Performance Measure: C-3) Fatalities/VMT (FARS, FHWA)

Progress: In Progress

Program-Area-Level Report

For the FY 2019 HSP, Delaware set a target of 1.190 for the statewide mileage death rate. When this was set, it was anticipated that Delaware would need a mileage death rate of 1.10 or lower in 2019 to meet the 5 year average target, but 2018 data was not final at that point.

Due to fatalities being fairly low in 2018, it should be possible for Delaware to meet its anticipated 2019 mileage death rate of 1.10.

	2014	2015	2016	2017	2018	2019 Target	2019 Projected
Mileage Death Rate	1.29	1.32	1.17	1.23	1.13		1.10
5 year moving average	1.16	1.20	1.22	1.21	1.23	1.190	

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

Progress: In Progress

Program-Area-Level Report

For the FY 2019 HSP, Delaware set a target of 31 unrestrained fatalities. When this was set, it was anticipated that Delaware would need 26 unrestrained fatalities or fewer in 2019 to meet the 5 year average target, but 2018 data was not final at that point.

However, unrestrained fatalities continued to be higher than expected in 2018, so Delaware will need to try to meet a target of 24 unrestrained fatalities in 2019 to meet its target. Interestingly, Delaware has actually seen a very low number of unrestrained fatal crashes so far this year (3 as of June 4, compared to 13 at the same time in 2018), so meeting the 2019 5-year moving average target might be reasonable.

	2014	2015	2016	2017	2018	2019 Target	2019 Projected
Unrestrained Passenger Vehicle Occupant Fatalities	25	33	31	32	34		24

5 year moving average	25	28	27	29	31	31	

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

Progress: In Progress

Program-Area-Level Report

For the FY 2019 HSP, Delaware set a target of 35 DUI-alcohol related fatalities. When this was set, it was anticipated that Delaware would need 34 DUI-alcohol related fatalities or fewer in 2019 to meet the 5 year average target, but 2018 data was not final at that point.

Alcohol related driving fatalities were much lower than expected in 2018, so as long as Delaware has fewer than 40 alcohol related driving fatalities in 2019 (a level unseen since 2014), it will meet its 5-year average target.

	2014	2015	2016	2017	2018 1	2019 Target	2019 Projected
Alcohol Impaired Driving Related Fatalities	52	39	37	32	27		40
5 year moving average	41	41	40	40	37	35	

Performance Measure: C-6) Number of speeding-related fatalities (FARS)

Progress: In Progress

Program-Area-Level Report

For the FY 2019 HSP, Delaware set a target of 37 speeding-related fatalities. When this was set, it was anticipated that Delaware would need 38 speed-related fatalities in 2019 or fewer to meet the 5 year average target, but 2018 data was not final at that point.

Speeding related fatalities were about where they were expected in 2018, so Delaware will need to try to meet a target of 40 speeding related fatalities (close to what was originally planned) for the year of 2019 to meet its 5-year average target.

	2014	2015	2016	2017	2018 1	2019 Target	2019 Projected
Speed Related Fatalities	45	35	39	33	37		40
5 year moving average	41	39	40	38	38	37	

Performance Measure: C-7) Number of motorcyclist fatalities (FARS)

Progress: Not Met

Program-Area-Level Report

For the FY 2019 HSP, Delaware set a target of 12 motorcycle fatalities. When this was set, it was anticipated that Delaware would need 14 motorcycle fatalities in 2019 or fewer to meet the 5 year average target, but 2018 data was not final at that point.

Motorcycle fatalities were fairly high in 2018, at 17, so there is no way for Delaware to meet its 5-year average target. Calculations show that Delaware would have needed a nonsensical –1 motorcycle fatalities in 2019 to meet the target.

	2014	2015	2016	2017	2018	2019 Target	2019 Projected
Motorcycle Fatalities	15	19	14	10	17		-1
5 year moving average	16	18	17	16	15	12	

Performance Measure: C-8) Number of unhelmeted motorcyclist fatalities (FARS)

Progress: Not Met

Program-Area-Level Report

For the FY 2019 HSP, Delaware set a target of 5 unhelmeted motorcycle fatalities. When this was set, it was anticipated that Delaware would need 5 unhelmeted motorcycle fatalities or fewer in 2019 to meet the 5 year average target, but 2018 data was not final at that point.

Unhelmeted motorcycle fatalities were very high in 2018 (partially due to the high number of motorcycle fatalities), so Delaware will need to try to meet a target of 0 unhelmeted motorcycle fatalities for the year of 2019 to meet its 5-year average target. On June 4, Delaware saw its first unhelmeted motorcycle fatality of 2019, so that target will not be met.

	2014	2015	2016	2017	2018	2019 Target	2019 Projected
Unhelmeted Motorcyclist Fatalities	7	6	4	4	11		0
5 year moving average	7	8	6	6	6	5	

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

Progress: In Progress

Program-Area-Level Report

For the FY 2019 HSP, Delaware set a target of 14 drivers age 20 or younger involved in fatal crashes. When

this was set, it was anticipated that Delaware would need 12 drivers age 20 or younger involved in fatal crashes or fewer in 2019 to meet the 5 year average target, but 2018 data was not final at that point.
Drivers age 20 or younger involved in fatal crashes were lower than expected in 2018, meaning OHS should be able to meet its target in this area without issue.

	2014	2015	2016	2017	2018	2019 Target	2019 Projected
Drivers Age 20 or Younger Involved in Fatal Crashes	12	20	13	7	10		21
5 year moving average	13	14	14	13	12	14	

Performance Measure: C-10) Number of pedestrian fatalities (FARS)

Progress: In Progress

Program-Area-Level Report

For the FY 2019 HSP, Delaware set a target of 30 pedestrian fatalities. When this was set, it was anticipated that Delaware would need 29 pedestrian fatalities or fewer in 2019 to meet the 5 year average target, but 2018 data was not final at this point.
Pedestrian fatalities were relatively low in 2018, despite a large number of crashes occurring in December, meaning that Delaware is on track to meet its target for this priority area.

	2014	2015	2016	2017	2018 1	2019 Target	2019 Projected
Pedestrian Fatalities	26	36	27	33	24		30
5 year moving average	24	26	28	29	29	30	

Performance Measure: C-11) Number of bicyclists fatalities (FARS)

Progress: Not Met

Program-Area-Level Report

For the FY 2018 HSP, Delaware set a target of 3 bicycle fatalities. When this was set, it was anticipated that Delaware would need 2 bicycle fatalities or fewer to meet this target, but 2018 data was not final at that point. However, fatalities were higher than expected in 2017 and 2018 (note that in 2017-2018, all of the bicycle fatalities occurred in the southern 60% of the state), so Delaware will need to try to have no bicycle fatalities for the year of 2018 to meet its 5-year average target. This will not be possible, because there has already been 1 bicycle fatality.

	2014	2015	2016	2017	2018	2019 Target	2019 Projected

Bicycle Fatalities	3	3	2	5	6		0
5 year moving average	2	2	3	3	4	3	

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

Progress: In Progress

Program-Area-Level Report

For the FY 2019 HSP, Delaware set a target of 91.4% for seat belt use. When this was set, it was anticipated that Delaware would need a seat belt use rate of at least 93.0% to meet the 5 year average target, but 2018 data was not final at that point.

Seat belts were used at their expected level in 2018, so Delaware will need to try to boost to a 93% seat belt use rate for the year of 2019 to meet its 5-year average target. With unrestrained fatalities being relatively low so far in 2019, this could mean that seat belt use is up in Delaware this year.

	2014	2015	2016	2017	2018	2019 Target	2019 Projected
Seat Belt Use Rate	92%	90%	91%	91%	92%		92.8%
5 year moving average	91%	90%	91%	91%	91%	91.4%	

Performance Measure: Distracted Driving Related Crashes

Progress: In Progress

Program-Area-Level Report

For the FY 2019 HSP, Delaware set a target of 198 distracted driving crashes. When this was set, it was anticipated that Delaware would need 203 distracted crashes or fewer in 2019 to meet the 5 year average target, but 2018 data was not final at that point.

Distracted driving crashes in Delaware were about where they were expected to be in 2018, meaning that OHS can still meet its original target. Do note that distracted driving crashes tend to fluctuate (and measurement can be unreliable), as they depend heavily on witness statements or driver honesty.

	2014	2015	2016	2017	2018 1	2019 Target	2019 Projected
Distracted Driving Related Crashes	166	150	212	224	197		205
5 year moving average		150	163	180	190	198	

Performance Measure: Rural Mileage Death Rate

Progress: In Progress

Program-Area-Level Report

For the FY 2019 HSP, Delaware set a rural mileage death rate target of 2.11. When this was set, it was anticipated that Delaware would need a rural MDR of 1.95 or lower to meet the 5 year average target. However, now with 2018 data, 2019's rural mileage death rate would need to be 1.79 to meet the target, which would be a large decrease in the state's rural mileage death rate and could be difficult for OHS to attain.
It is difficult to say how many crashes will be classified as rural and urban at this time and this is based on historical data (estimated about 26% of vehicle miles traveled on rural roads and 56% of fatalities occurred on rural roads). Likewise, 2018 data was based on internal OHS estimates of the share of urban and rural crashes and MDR for 2018. This could be unclear due to the rapid development occurring in rural areas of the state.

	2014	2015	2016	2017	2018	2019 Target	2019 Projected
Rural Mileage Death Rate	2.23	2.07	2.3	2.33	2.06		1.79
5 year moving average	2.03	1.98	2.04	2.12	2.20	2.11	

Performance Measure: Urban Mileage Death Rate

Progress: In Progress

Program-Area-Level Report

For the FY 2019 HSP, Delaware set an urban mileage death rate target of 0.83. When this was set, it was anticipated that Delaware would need an urban MDR of 0.80 or lower to meet the 5 year average target. However, now with 2018 data, 2019's urban mileage death rate would need to be 0.97 or lower to meet the target.
It is difficult to say how many crashes will be classified as rural and urban at this time and this is based on historical data (estimated about 26% of vehicle miles traveled on rural roads and 56% of fatalities occurred on rural roads). Likewise, 2018 data was based on internal OHS estimates of the share of urban and rural crashes and MDR for 2018. This could be unclear due to the rapid development occurring in rural areas of the state.

	2014	2015	2016	2017	2018 1	2019 Target	2019 Projected
Urban Mileage Death Rate	0.89	1	0.70	0.71	0.79		0.97
5 year moving average	0.77	0.85	0.86	0.81	0.82	0.83	

Performance Plan

Sort Order	Performance measure name	Target Period	Target Start Year	Target End Year	Target Value
1	C-1) Number of traffic fatalities (FARS)	5 Year	2016	2020	112.4
2	C-2) Number of serious injuries in traffic crashes (State crash data files)	5 Year	2016	2020	430.6
3	C-3) Fatalities/VMT (FARS, FHWA)	5 Year	2016	2020	1.134
4	C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS)	5 Year	2016	2020	33
5	C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS)	5 Year	2016	2020	32
6	C-6) Number of speeding-related fatalities (FARS)	5 Year	2016	2020	35
7	C-7) Number of motorcyclist fatalities (FARS)	5 Year	2016	2020	14
8	C-8) Number of unhelmeted motorcyclist fatalities (FARS)	5 Year	2016	2020	6

9	C-9) Number of drivers age 20 or younger involved in fatal crashes (FARS)	5 Year	2016	2020	10
10	C-10) Number of pedestrian fatalities (FARS)	5 Year	2016	2020	28
11	C-11) Number of bicyclists fatalities (FARS)	5 Year	2016	2020	4
12	B-1) Observed seat belt use for passenger vehicles, front seat outboard occupants (survey)	5 Year	2016	2020	92
13	Distracted Driving Related Crashes	5 Year	2016	2020	209
14	Rural Mileage Death Rate	5 Year	2016	2020	2.13
15	Urban Mileage Death Rate	5 Year	2016	2020	0.74

Performance Measure: C-1) Number of traffic fatalities (FARS)

Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
C-1) Number of traffic fatalities (FARS)-2020	Numeric	112.4	5 Year	2016

Performance Target Justification

The 2015 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 consistent reduction in traffic fatalities: 3 per year. In 2018, Delaware had 111 traffic fatalities; the target is to reduce fatalities to 105 in 2020, which would place the 5-year moving average at 112.4 in 2020.

Performance Measure: C-2) Number of serious injuries in traffic crashes (State

CORE OUTCOME BEHAVIORAL MEASURES Targets for FY20		2014	2015	2016	2017	2018 1	2020 5 Year Average (Primary Goal)	2020 Calendar Year (Anticipated Number Needed to Achieve Goal)
1	Traffic Fatalities	124	131	119	119	111		105
	5 year moving average	**107**	**113**	**117**	**118**	**121**	**112.4**	

crash data files)

Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
C-2) Number of serious injuries in traffic crashes (State crash data files)-2020	Numeric	430.6	5 Year	2016

Performance Target Justification

The 2015 Delaware Strategic Highway Safety Plan (SHSP) calls for a consistent reduction in serious traffic injuries: 15 per year. In 2018, Delaware had 376 serious traffic injuries; the target is to reduce serious injuries to 346 in 2020, which would place the 5-year moving average at 430.6 in 2020.

CORE OUTCOME BEHAVIORAL MEASURES Targets for FY20		2014	2015	2016	2017	2018 1	2020 5 Year Average (Primary Goal)	2020 Calendar Year (Anticipated Number Needed to Achieve Goal)
2	Serious Traffic Injuries	625	567	593	477	376		346
	5 year moving average	**643**	**612**	**604**	**578**	**528**	**430.6**	

Performance Measure: C-3) Fatalities/VMT (FARS, FHWA)

Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
C-3) Fatalities/VMT (FARS, FHWA)-2020	Numeric	1.134	5 Year	2016

Performance Target Justification

Delaware's target for fatalities per 100 million vehicle miles traveled in 2020, for the 5-year moving average, will be 1.134. This is aligned and based on the target with the Strategic Highway Safety Plan for fatalities (C-1) and the estimated number of vehicle miles traveled in 2020.

CORE OUTCOME BEHAVIORAL MEASURES Targets for FY20		2014	2015	2016	2017	2018 1	2020 5 Year Average (Primary Goal)	2020 Calendar Year (Anticipated Number Needed to Achieve Goal)
3	Mileage Death Rate	1.29	1.32	1.17	1.23	*1.13*		1.05
	5 year moving average	**1.16**	**1.20**	**1.22**	**1.21**	***1.23***	**1.134**	

Performance Measure: C-4) Number of unrestrained passenger vehicle occupant

fatalities, all seat positions (FARS)

Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS)-2020	Numeric	33	5 Year	2016

Performance Target Justification

Based on a third order polynomial model of the annual number of unrestrained fatalities from 2006-2018. This model was considered because of the high amount of variation in the amount of unrestrained fatal crashes in earlier years, especially from 2006-2007, and 2008-2012. these variations have had considerable influence on the 5 year moving average for long periods, and cause difficulties in using linear models to obtain a suitable goal. In recent years, the number of unrestrained fatalities has been fairly steady. The reason that the 5 year average increases over this period is due to the loss of the low number of unrestrained fatalities in 2014 from the average.

CORE OUTCOME BEHAVIORAL MEASURES Targets for FY20		2014	2015	2016	2017	2018 1	2020 5 Year Average (Primary Goal)	2020 Calendar Year (Anticipated Number Needed to Achieve Goal)
4	Unrestrained Passenger Vehicle Occupant Fatalities	25	33	31	32	34		33
	5 year moving average	**25**	**28**	**27**	**29**	**31**	**33**	

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

Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS)-2020	Numeric	32	5 Year	2016

Performance Target Justification

Delaware has seen a decrease in the number of alcohol-impaired driving related fatalities over the past few years. The 2020 target was developed based on a linear model of the annual number of these types of fatalities. The annual fatality numbers were chosen because of the high variation influence of fatalities in 2014.

Attempting to use the trend analysis of the five year average, would create a non-aggressive goal.

CORE OUTCOME BEHAVIORAL MEASURES Targets for FY20		2014	2015	2016	2017	2018 1	2020 5 Year Average (Primary Goal)	2020 Calendar Year (Anticipated Number Needed to Achieve Goal)
5	Alcohol Impaired Driving Related Fatalities	52	39	37	32	27		31
	5 year moving average	**41**	**41**	**40**	**40**	**37**	**32**	

Performance Measure: C-6) Number of speeding-related fatalities (FARS)

Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
C-6) Number of speeding-related fatalities (FARS)-2020	Numeric	35	5 Year	2016

Performance Target Justification

Based on a third order polynomial model of the annual number of speed related fatalities from 2006-2018, which captures both the increase that occurred until 2011 and then the steady decline since. This was modeled on the annual number of speed related fatalities as there was high level of variation from 2007-2015 that was influencing the 5 year moving average for long periods. In recent years, speed related fatalities have remained relatively consistent.

CORE OUTCOME BEHAVIORAL MEASURES Targets for FY20		2014	2015	2016	2017	2018 1	2020 5 Year Average (Primary Goal)	2020 Calendar Year (Anticipated Number Needed to Achieve Goal)
6	Speed Related Fatalities	45	35	39	33	37		33
	5 year moving average	**41**	**39**	**40**	**38**	**38**	**35**	

Performance Measure: C-7) Number of motorcyclist fatalities (FARS)

Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
C-7) Number of motorcyclist fatalities (FARS)-2020	Numeric	14	5 Year	2016

Performance Target Justification

Based on a third order polynomial model of the 5 year moving average of motorcycle fatalities from 2006-2018. This was modeled on the 5 year moving average as there was a lot of variation in recent years, which would make modeling on the annual numbers less reliable. Additionally, Delaware has not had more than 20 motorcycle fatalities since at least 2006, meaning that any change in motorcycle fatalities can seem relatively large.

Performance Measure: C-8) Number of unhelmeted motorcyclist fatalities (FARS)

Performance Target details

CORE OUTCOME BEHAVIORAL MEASURES Targets for FY20		2014	2015	2016	2017	2018 1	2020 5 Year Average (Primary Goal)	2020 Calendar Year (Anticipated Number Needed to Achieve Goal)
7	Motorcycle Fatalities	15	19	14	10	17		14
	5 year moving average	**16**	**18**	**17**	**16**	**15**	**14**	

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
C-8) Number of unhelmeted motorcyclist fatalities (FARS)-2020	Numeric	6	5 Year	2016

Performance Target Justification

Analysis of motorcycle fatalities over the past 10 years shows that about 50% of fatally injured motorcyclists were unhelmeted. This target is related to the motorcycle target number (C-7). OHS estimates 14 motorcycle fatalities for 2019 and 2020, with 43% of those fatalities being unhelmeted. The 5 year average is expected to remain consistent.

CORE OUTCOME BEHAVIORAL MEASURES Targets for FY20		2014	2015	2016	2017	2018 1	2020 5 Year Average (Primary Goal)	2020 Calendar Year (Anticipated Number Needed to Achieve Goal)
8	Unhelmeted Motorcyclist Fatalities	7	6	4	4	11		6
	5 year moving average	**7**	**8**	**6**	**6**	**6**	**6**	

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

Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
C-9) Number of drivers age 20 or younger involved in fatal crashes (FARS)-2020	Numeric	10	5 Year	2016

Performance Target Justification

The FY20 target was established based on a third order polynomial model of the annual number of drivers aged 20 and under involved in fatal crashes. This type of model was used because of the influence of 2015. Attempting to use a model based on the five year average, the target number was determined to be non-aggressive.

CORE OUTCOME BEHAVIORAL MEASURES Targets for FY20		2014	2015	2016	2017	2018 1	2020 5 Year Average (Primary Goal)	2020 Calendar Year (Anticipated Number Needed to Achieve Goal)
9	Drivers Age 20 or Younger Involved in Fatal Crashes	12	20	13	7	10		9
	5 year moving average	**13**	**14**	**14**	**13**	**12**	**10**	

Performance Measure: C-10) Number of pedestrian fatalities (FARS)

Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
C-10) Number of pedestrian fatalities (FARS)-2020	Numeric	28	5 Year	2016

Performance Target Justification

This target is based on a power model of the annual number of pedestrian fatalities from 2006-2018. This was modeled on the annual number of pedestrian fatalities instead of the five year average because there was an increase in 2015. Because of how the five year average model is calculated, the high fatality number in 2015 can exaggerate future five year average targets. As the 2015 number expires from the data set, the influence of this data point would create unfavorable targets.

CORE OUTCOME BEHAVIORAL MEASURES Targets for FY20		2014	2015	2016	2017	2018 1	2020 5 Year Average (Primary Goal)	2020 Calendar Year (Anticipated Number Needed to Achieve Goal)
10	Pedestrian Fatalities	26	36	27	33	24		27
	5 year moving average	**24**	**26**	**28**	**29**	**29**	**28**	

Performance Measure: C-11) Number of bicyclists fatalities (FARS)

Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
C-11) Number of bicyclists fatalities (FARS)-2020	Numeric	4	5 Year	2016

Performance Target Justification

Based on a linear model of the annual number of bicycle fatalities from 2006-2018. In past years, OHS attempted to maintain a five year moving average of 3 bicycle fatalities, however due to recent increases in the fatalities in 2017 and 2018, a model was developed to incorporate the recent trends.

CORE OUTCOME BEHAVIORAL MEASURES Targets for FY20		2014	2015	2016	2017	2018 1	2020 5 Year Average (Primary Goal)	2020 Calendar Year (Anticipated Number Needed to Achieve Goal)
13	Bicycle Fatalities	3	3	2	5	6		4
	5 year moving average	**2**	**2**	**3**	**3**	**4**	**4**	

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

Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
B-1) Observed seat belt use for passenger vehicles, front seat outboard occupants (survey)-2020	Percentage	92	5 Year	2016

Performance Target Justification

Based on a power model of the annual observed seat belt use rate from 2006-2018. This was modeled on the annual observed seat belt use rate as there was variation between 2007 and 2014 that was influencing the five year moving average for long periods. In recent years, the seat belt use rate has started to match the five year moving average.

CORE OUTCOME BEHAVIORAL MEASURES Targets for FY20		2014	2015	2016	2017	2018 1	2020 5 Year Average (Primary Goal)	2020 Calendar Year (Anticipated Number Needed to Achieve Goal)
11	Seat Belt Use Rate	92%	90%	91%	91%	92%		92%
	5 year moving average	**91%**	**90%**	**91%**	**91%**	**91%**	**92%**	

Performance Measure: Distracted Driving Related Crashes

Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
Distracted Driving Related Crashes-2020	Numeric	209	5 Year	2016

Performance Target Justification

Based on a power model of the annual number of distracted driving crashes from 2011-2018. Due to limited data (only back to 2011) on distracted driving crashes, this model had to use the annual number of distracted driving crashes. The five year moving average target for 2020 is higher than the five year moving average for 2018, primarily due to a massive spike in reported distracted driving crashes in 2016 and 2017.

CORE OUTCOME BEHAVIORAL MEASURES Targets for FY20		2014	2015	2016	2017	2018 1	2020 5 Year Average (Primary Goal)	2020 Calendar Year (Anticipated Number Needed to Achieve Goal)
12	Distracted Driving Related Crashes	166	150	212	224	197		207
	5 year moving average		**150**	**163**	**180**	**190**	**209**	

Performance Measure: Rural Mileage Death Rate

Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
Rural Mileage Death Rate-2020	Numeric	2.13	5 Year	2016

Performance Target Justification

The five-year moving average target for Delaware's rural mileage death rate is 2.13 rural fatalities per 100 million rural VMT. The percentage of annual VMT in rural areas was estimated using linear regression based on DelDOT's daily VMT data from 2000-2002 and 2012-2017, showing that approximately 26% of VMT was in rural areas. The percentage of fatalities which occurred in rural areas was estimated based on FARS data from 2007-2017, showing that approximately 56% of fatals were in rural areas. These estimates were used to determine the urban and rural MDR for 2018-2020, using a similar procedure to that for the statewide MDR.

CORE OUTCOME BEHAVIORAL MEASURES Targets for FY20		2014	2015	2016	2017	2018 1	2020 5 Year Average (Primary Goal)	2020 Calendar Year (Anticipated Number Needed to Achieve Goal)
3a	Rural Mileage Death Rate	2.23	2.07	2.3	2.33	*2.06*		1.95
	5 year moving average	**2.03**	**1.98**	**2.04**	**2.12**	***2.20***	**2.13**	

Performance Measure: Urban Mileage Death Rate

Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
Urban Mileage Death Rate-2020	Numeric	0.74	5 Year	2016

Performance Target Justification

The five-year moving average target for Delaware's urban mileage death rate is 0.74 urban fatalities per 100 million urban VMT. The percentage of annual VMT in urban areas was estimated using linear regression based on DelDOT's daily VMT data from 2000-2002 and 2012-2017, showing that approximately 74% of VMT was in urban areas. The percentage of fatalities which occurred in urban areas was estimated based on FARS data from 2007-2017, showing that approximately 54% of fatals were in urban areas. These estimates were used to determine the urban and rural MDR for 2018-2020.

CORE OUTCOME BEHAVIORAL MEASURES Targets for FY20		2014	2015	2016	2017	2018 1	2020 5 Year Average (Primary Goal)	2020 Calendar Year (Anticipated Number Needed to Achieve Goal)
3b	Urban Mileage Death Rate	0.89	1	0.70	0.71	*0.79*		0.75
	5 year moving average	**0.77**	**0.85**	**0.86**	**0.81**	***0.82***	**0.74**	

CORE OUTCOME BEHAVIORAL MEASURES Targets for FY20		2014	2015	2016	2017	2018 1	2020 5 Year Average (Primary Goal)	2020 Calendar Year (Anticipated Number Needed to Achieve Goal)
3b	Urban Mileage Death Rate	0.89	1	0.70	0.71	*0.79*		0.75
	5 year moving average	**0.77**	**0.85**	**0.86**	**0.81**	***0.82***	**0.74**	

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: 2383

Fiscal Year A-1: 2018

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

Impaired driving arrests: 186

Fiscal Year A-2: 2018

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

Speeding citations: 6506

Fiscal Year A-3: 2018

Program areas

Program Area: Comprehensive Traffic Safety Programs

Description of Highway Safety Problems

Click or tap here to enter text.

Associated Performance Measures

Fiscal Year	Performance measure name	Target End Year	Target Period	Target Value
2020	C-1) Number of traffic fatalities (FARS)	2020	5 Year	112.4
2020	C-9) Number of drivers age 20 or younger involved in fatal crashes (FARS)	2020	5 Year	10

Countermeasure Strategies in Program Area

Countermeasure Strategy
comprehensive traffic safety
Highway Safety staffing

Countermeasure Strategy: comprehensive traffic safety

Program Area: Comprehensive Traffic Safety Programs

Project Safety Impacts

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

Linkage Between Program Area

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

Rationale

The countermeasure strategy was selected from proven countermeasure strategies from Countermeasures that Work, Uniform Highway Safety Program Guidelines, and NHTSA guidance. The funding allocation is based

on the amount of funds needed to complete the planned activity based on previous projects completed, or estimated expenses related to the planned activity.

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
OHGS	Electronic Grants Management System
OHOF	Corporate Partner Program
OHPP	Anticipated projects
OHVD	Safety Ambassadors Video Project
OHWS	Arrive Alive DE Website
PTOP	Peer to Peer Teen Program

Planned Activity: Electronic Grants Management System

Planned activity number: OHGS

Primary Countermeasure Strategy ID: comprehensive traffic safety

Planned Activity Description

OHS is contracting through our Department of Technology and Information (DTI) to create an electronic grants system. Starting with Delaware's law enforcement agencies, this system will allow grant sub-recipients to conduct their transactions with OHS electronically. It will also reduce paperwork and create efficiencies for OHS and sub-recipients by streamlining processes and putting all files electronically in one system.

Intended Subrecipients

OHS, DTI, Smart Simple

Countermeasure strategies

Countermeasure Strategy
comprehensive traffic safety

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act NHTSA 402	Community Traffic Safety Project (FAST)	$30,000.00	$7,500.00	$0.00

Planned Activity: Corporate Partner Program

Planned activity number: OHOF

Primary Countermeasure Strategy ID: comprehensive traffic safety

Planned Activity Description

OHS has a Corporate Outreach Program that is managed by the Corporate Partner Outreach Coordinator. The program works to reach the thousands of Delawareans employed throughout the state with traffic safety messaging. Corporate partners work closely with OHS to evaluate the effectiveness of outreach efforts, offer

suggestions, participate in planning events and deliver program messaging to their respective audience. OHS coordinates bi-annual meetings with our corporate partners for collaboration and information sharing.

Intended Subrecipients

OHS

Countermeasure strategies

Countermeasure Strategy
comprehensive traffic safety

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act NHTSA 402	Community Traffic Safety Project (FAST)	$10,000.00	$2,500.00	$10,000.00

Planned Activity: Anticipated projects

Planned activity number: OHPP

Primary Countermeasure Strategy ID: comprehensive traffic safety

Planned Activity Description

OHS uses a project proposal method to solicit and receive funding requests throughout the year. The process is open-ended, and proposals can be submitted at any time throughout the fiscal year. These requests are typically non-enforcement, though special enforcement requests are considered as well. It is paramount that funds be set aside and available for those proposals that are data-driven and assist in reaching identified traffic safety targets.

Intended Subrecipients

various subrecipients

Countermeasure strategies

Countermeasure Strategy
comprehensive traffic safety

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act NHTSA 402	Community Traffic Safety Project (FAST)	$20,000.00	$5,000.00	$0.00

Planned Activity: Safety Ambassadors Video Project

Planned activity number: OHVD

Primary Countermeasure Strategy ID: comprehensive traffic safety

Planned Activity Description

OHS will work with Deardorff Associates to create a series of videos highlighting best practices and acknowledging various partner/individual efforts that promote OHS priority areas. This series will launch in coordination and conjunction with the redesign of the ArriveAliveDE () website.

Intended Subrecipients

Deardorff Associates

Countermeasure strategies

Countermeasure Strategy
comprehensive traffic safety

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act NHTSA 402	Community Traffic Safety Project (FAST)	$75,000.00	$18,750.00	$0.00

Planned Activity: Arrive Alive DE Website

Planned activity number: OHWS

Primary Countermeasure Strategy ID: comprehensive traffic safety

Planned Activity Description

The ArriveAliveDE () website is a component of OHS' paid media program that covers all priority areas. The website enables OHS to showcase videos and paid media collateral to provide engagement tools that are not available on the official State of Delaware OHS website. OHS will be working with selected vendors to update the site and add more interactive features in support of the office mission.

Intended Subrecipients

AB&C, Deardorff Associates and others

Countermeasure strategies

Countermeasure Strategy
comprehensive traffic safety

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit

2020	FAST Act NHTSA 402	Community Traffic Safety Project (FAST)	$50,000.00	$12,500.00	$0.00

Planned Activity: Peer to Peer Teen Program

Planned activity number: PTOP

Primary Countermeasure Strategy ID: comprehensive traffic safety

Planned Activity Description

OHS will support a pilot program with 5 high schools (selected by the Department of Education) to establish peer to peer programs through the Teens in the Driver's Seat program from Texas A&M University. The program will focus on distracted driving and occupant protection priority areas. The funding will cover the program materials and support to the participants.

Intended Subrecipients

Countermeasure strategies

Countermeasure Strategy
comprehensive traffic safety

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act NHTSA 402	Community Traffic Safety Project (FAST)	$15,000.00	$3,750.00	$15,000.00

Countermeasure Strategy: Highway Safety staffing

Program Area: Comprehensive Traffic Safety Programs

Project Safety Impacts

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

Linkage Between Program Area

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

Rationale

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

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
OHS-Staff	Salary and Benefits for OHS Staff

Planned Activity: Salary and Benefits for OHS Staff

Planned activity number: OHS-Staff

Primary Countermeasure Strategy ID: Highway Safety staffing

Planned Activity Description

Salaries and benefits will be provided for staff members of OHS. The following positions are funded in this project:

Deputy Director responsible for monitoring and evaluation of approved highway safety projects, administration and distribution of federal funds to state, local, and private agencies. Deputy Director also manages traffic safety programs as assigned.

Management Analyst III (2 positions) which act as Program Managers for various traffic safety priority programs. These programs include but are not limited to; Impaired Driving, Occupant Protection, Pedestrian Safety, Speed, Traffic Records, and Motorcycle Safety.

Marketing Specialist, who manages media relations contracts, and all paid or earned media. Also serves as the agency spokesperson.

Corporate Partner Outreach Coordinator who manages efforts with various corporate partners throughout Delaware.

*Note: The Occupant Protection program manager position is funded 50% Federally and 50% by the State of Delaware.

Intended Subrecipients

OHS

Countermeasure strategies

Countermeasure Strategy
Highway Safety staffing

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act NHTSA 402	Safety Management (FAST)	$293,000.00	$73,250.00	$0.00

Program Area: Distracted Driving

Description of Highway Safety Problems

Distracted Driving is a complex issue to analyze though the use of crash data because it can be difficult to define, measure and even observe. If an officer arrives at a crash, it may be up to the driver to self-report an

incident involving distraction. In many cases, the driver will not admit to the usage of a cell phone because of the high fine associated with the violation. There may also be crashes that are strictly property damage, in which a report is not filed and would not be included in the data available. It is generally understood that cell phone-related crashes are severely underreported. Delaware has been collecting phone-related crash information since 2011. In 2011, 147 of all reportable crashes involved in hand-held cell phone use. In 2018, that number was 197. Delaware has a “hands-free” and “no-texting” cell phone law. OHS funds paid media efforts to promote the hands-free message and provides for targeted enforcement efforts of Delaware’s cell phone laws. In 2018, law enforcement made 11,404 cell phone arrests.

	2012	2013	2014	2015	2016	2017	2018
Total Reportable Crashes	21,197	22,453	22,904	24,904	26,453	28,024	28,814
Total Cell Phone Involved	140	147	166	150	212	223	197
Percentage of Total	1%	1%	1%	1%	.80%	.79%	.68%

Associated Performance Measures

Fiscal Year	Performance measure name	Target End Year	Target Period	Target Value
2020	Distracted Driving Related Crashes	2020	5 Year	209

Countermeasure Strategies in Program Area

Countermeasure Strategy
High Visibility Cellphone/Text Messaging Enforcement

Countermeasure Strategy: High Visibility Cellphone/Text Messaging Enforcement

Program Area: Distracted Driving

Project Safety Impacts

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

Linkage Between Program Area

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

Rationale

The countermeasure strategy was selected from proven countermeasure strategies from Countermeasures that Work, Uniform Highway Safety Program Guidelines, and NHTSA guidance. The funding allocation is based

on the amount of funds needed to complete the planned activity based on previous projects completed, or estimated expenses related to the planned activity.

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
OHDA	April Distracted Driving Enforcement

Planned Activity: April Distracted Driving Enforcement

Planned activity number: OHDA

Primary Countermeasure Strategy ID: High Visibility Cellphone/Text Messaging Enforcement

Planned Activity Description

April is National Distracted Driving Awareness month. This is an opportunity to increase visibility of the Distracted Driving issue with additional enforcements. This is the only Distracted Driving specific enforcement planned the for year. The remaining mobilizations (discussed in Police Traffic Services) will be a combination of Occupant Protection and Distracted Driving. The enforcement will include 38 police agencies scheduled to participate to conduct 149 patrols, between 7 am and 8 pm.

Intended Subrecipients

Various law enforcement agencies

Countermeasure strategies

Countermeasure Strategy
High Visibility Cellphone/Text Messaging Enforcement

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act NHTSA 402	Distracted Driving (FAST)	$39,320.00	$9,830.00	$28,120.00

Program Area: Impaired Driving (Drug and Alcohol)

Description of Highway Safety Problems

Based on analysis through DelDOT's CARS, alcohol driving-related fatalities accounted for 27 of the 118 total traffic crash fatalities (22%) in 2017. This is a drastic decrease from 2016 when 40% of these fatalities involved alcohol. Delaware law enforcement made 3,997 impaired driving arrests in 2017.

The data listed in the chart below, between 2008 and 2018, is based on the Delaware State Police Annual Traffic Statistics Reports and CARS. The chart below provides a ten year summary of fatalities, injuries, and total crashes attributed to alcohol related crashes. This information was provided by Delaware State Police. Based on this information, the average number of fatalities is 51, which equates to 40% of all fatal crashes over a 10 year period.

10 Year Review of Alcohol Related Crashes		2008	2009	2010	2011	2012	2013	2014	2015	2016	2017
2018	Overall Fatalities	122	118	103	103	116	101	124	133	120	118
111	Alcohol Related Fatalities	52	48	39	37	50	43	51	61	48	27
36	% of Total	43%	41%	38%	36%	43%	43%	49%	46%	40%	22%
32%	Overall Injuries	7200	7239	8001	7700	7704	7789	7537	8058	8527	8308
8088	Alcohol Related Injuries	782	686	733	728	738	677	591	587	560	477
544	% of Total	11%	9%	9%	9%	10%	9%	8%	7%	7%	6%
7%	All Crashes	19506	18927	20697	20867	21197	21378	22967	24066	26453	28020
28814	All Alcohol Related Crashes	1366	1268	1297	1198	1270	1146	1130	1133	1084	1001
1054	% of Total	7%	7%	6%	6%	6%	5%	5%	5%	4%	4%

Review of impaired driving crash data from the last 5 years shows July, August, and October are the highest months for crashes, although crashes are fairly evenly distributed across all months. 60% of alcohol related crashes occur on Friday, Saturday, or Sunday. 55% of the crashes occur between 8pm–3am. 75% of the drivers in impaired driving crashes are male.

Of Delaware's three counties, New Castle County had the most impaired related crashes with 47%. Sussex County was lower with 35% of the impaired related crashes. Kent County had 18%. During the last year, impaired driving crashes in Sussex County increased significantly.

Further crash analysis revealed that males are almost four times more likely to be killed and about one and a half times more likely to be injured in impaired driving crashes than females. Those aged 20-44 also represent 1½ times as many impaired driving fatalities as other age groups. 4% of crashes have involved a driver age 19 or under. Delaware sees its highest DUI crash numbers at the weekday-time combinations of Sunday 12am-3am, Saturday 12am-3am, Friday 9pm-12am, and Saturday 9pm-12am.

Associated Performance Measures

Fiscal Year	Performance measure name	Target End Year	Target Period	Target Value
2020	C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS)	2020	5 Year	32

Countermeasure Strategies in Program Area

Countermeasure Strategy
Alcohol Problem Assessment/Treatment
Anticipated Projects
Drug Recognition Expert Program
DUI enforcement
DWI Courts
High Visibility Enforcement
Impaired Driving Enforcement Recognition
Law Enforcement Training
Traffic Safety Resource Prosecutor Program

Countermeasure Strategy: Alcohol Problem Assessment/Treatment

Program Area: Impaired Driving (Drug and Alcohol)

Project Safety Impacts

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

Linkage Between Program Area

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

Rationale

The countermeasure strategy was selected from proven countermeasure strategies from Countermeasures that Work, Uniform Highway Safety Program Guidelines, and NHTSA guidance. The funding allocation is based

on the amount of funds needed to complete the planned activity based on previous projects completed, or estimated expenses related to the planned activity.

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
DUIS	DUI Specialist
DUIT	DUI Tracking System

Planned Activity: DUI Specialist

Planned activity number: DUIS

Primary Countermeasure Strategy ID:

Planned Activity Description

The DUI Specialist is a part-time position that assists in the mediation between a DUI offender and treatment programs and agencies. Originally created by OHS, the DUI Specialist covered a large number of phone calls, allowing the Impaired Driving Program Manager to focus on other issues. In FY19, this program was legislatively moved to the Division of Public Health, Division of Substance Abuse and Mental Health with OHS support. As part of this move, OHS agreed to temporarily assist in funding the position.

Intended Subrecipients

Division of Substance Abuse and Mental Health.

Countermeasure strategies

Countermeasure Strategy
Alcohol Problem Assessment/Treatment

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2017	FAST Act 405d Impaired Driving Mid	405d Impaired Driving Mid (FAST)	$15,000.00	$3,750.00	

Planned Activity: DUI Tracking System

Planned activity number: DUIT

Primary Countermeasure Strategy ID: Alcohol Problem Assessment/Treatment

Planned Activity Description

Delaware's DUI Tracking System provides tracking of impaired driving offenders from the point of conviction/finding (Court or DMV), through their completion of a legally mandated drug/alcohol education or therapeutic treatment program. This system has been in place since 2007 and requires a maintenance contract to ensure functionality and to oversee any system difficulties. Maintenance costs may change as a result. In FY19, this system was moved from OHS to the Division of Substance Abuse and Mental Health. OHS agreed

to temporarily assist with funding with a permanent source can be established.

Intended Subrecipients

Delaware Department of Technology and Information, Division of Substance Abuse and Mental Health

Countermeasure strategies

Countermeasure Strategy
Alcohol Problem Assessment/Treatment

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2017	FAST Act 405d Impaired Driving Mid	405d Impaired Driving Mid (FAST)	$5,000.00	$1,250.00	

Countermeasure Strategy: Anticipated Projects

Program Area: Impaired Driving (Drug and Alcohol)

Project Safety Impacts

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

Linkage Between Program Area

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

Rationale

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

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
ANTP	Anticipated Impaired Driving Projects

Planned Activity: Anticipated Impaired Driving Projects

Planned activity number: ANTP

Primary Countermeasure Strategy ID:

Planned Activity Description

Due to the number of impaired driving related project proposal funding requests we receive and the potential for

new impaired driving projects throughout the fiscal year that OHS cannot plan for at this time, additional funding is appropriate to ensure critical impaired driving projects have the opportunity for implementation. These funds will be allocated to those proposals with a data-driven impaired driving need in Delaware.

Intended Subrecipients

Various unknown sub-recipients

Countermeasure strategies

Countermeasure Strategy
Anticipated Projects

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	154 Transfer Funds-AL	154 Alcohol	$8,190.00		$0.00
2020	154 Transfer Funds-AL	154 Alcohol	$879,210.00		$0.00
2018	FAST Act 405d Impaired Driving Mid	405d Impaired Driving Mid (FAST)	$309,211.61	$77,302.90	
2019	FAST Act 405d Impaired Driving Mid	405d Impaired Driving Mid (FAST)	$395,983.22	$98,995.81	
2020	FAST Act 405d Impaired Driving Mid	405d Impaired Driving Mid (FAST)	$829,221.22	$207,305.31	

Countermeasure Strategy: Drug Recognition Expert Program

Program Area: Impaired Driving (Drug and Alcohol)

Project Safety Impacts

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

Linkage Between Program Area

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

Rationale

Based on data driven program area problem identification, and identified countermeasure strategies, OHS selects the planned activities and partners to participate in each planned activity with the objective of reducing

crashes and achieving performance targets related to each program area. Planned activities are funded based on the guidelines for each grant, and the availability of funds for the planned activities.

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
DRE	DRE Program

Planned Activity: DRE Program

Planned activity number: DRE

Primary Countermeasure Strategy ID: Drug Recognition Expert Program

Planned Activity Description

Funds will be used to support all aspects of the Drug Recognition Expert (DRE) program. Delaware currently has 34 trained and certified DREs. Delaware is hosting an in-state DRE class in September of FY2019 to add 15 more DREs. Funds will be used to conduct training of new DRE officers and provide current DRE officers training to maintain and grow their skills and remain certified. OHS supports overtime for DRE call-outs to conduct evaluations, travel and training costs, equipment to assist the DRE program with their enforcement evaluations, and DRE tablets and licensing fees for the DRE database and other administrative costs.

Intended Subrecipients

various law enforcement agencies and vendors

Countermeasure strategies

Countermeasure Strategy
Drug Recognition Expert Program

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2017	FAST Act 405d Impaired Driving Mid	405d Impaired Driving Mid (FAST)	$80,000.00	$20,000.00	
2018	FAST Act 405d Impaired Driving Mid	405d Impaired Driving Mid (FAST)	$80,000.00	$20,000.00	

Countermeasure Strategy: DUI enforcement

Program Area: Impaired Driving (Drug and Alcohol)

Project Safety Impacts

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

Linkage Between Program Area

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

Rationale

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

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
DUI - Mentor	DUI Enforcement Mentoring
DUI-Blood	DUI Blood Draw Program
DUI-EQ	DUI Enforcement Equipment

Planned Activity: DUI Enforcement Mentoring

Planned activity number: DUI - Mentor

Primary Countermeasure Strategy ID: DUI enforcement

Planned Activity Description

OHS will provide funding to Delaware State Police (DSP) to implement a DUI mentoring program. OHS will fund the overtime costs for experienced Troopers that are proficient in DUI investigations, arrests ,and prosecutions to work side by side with newer Troopers. Veteran Troopers will mentor younger Troopers passing on their knowledge and skills related to DUI investigations. This will encourage new Troopers to seek out DUI investigations as they become more comfortable and familiar with DUI process.

Intended Subrecipients

Delaware State Police

Countermeasure strategies

Countermeasure Strategy
DUI enforcement

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	154 Transfer Funds-AL	154 Alcohol	$20,000.00		$0.00

Planned Activity: DUI Blood Draw Program

Planned activity number: DUI-Blood

Primary Countermeasure Strategy ID: DUI enforcement

Planned Activity Description

Most law enforcement agencies in Delaware contract for blood draw services with a company that provides on-site blood draws for DUI investigations. Delaware law requires that blood draws be conducted by phlebotomists that are employed by a health care facilities. Many of the hospitals in DE will not do the blood draws for law enforcement. Therefore, OHS provides funding to support an on-call phlebotomist to conduct blood draws as requested. The reports are available in a timely manner and aid in securing convictions for impaired driving related offenses.

Intended Subrecipients

Delaware State Police, possibly other law enforcement agencies

Countermeasure strategies

Countermeasure Strategy
DUI enforcement

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2018	FAST Act 405d Impaired Driving Mid (MAP-21)	405d Impaired Driving Mid	$156,000.00	$39,000.00	

Planned Activity: DUI Enforcement Equipment

Planned activity number: DUI-EQ

Primary Countermeasure Strategy ID: DUI enforcement

Planned Activity Description

OHS routinely funds requests for impaired driving enforcement equipment. This includes PBTs, Cylinders for PBT calibrations, blood draw kits, Intoxilyzers, etc. OHS believes it is imperative to ensure officers are properly equipped with accurate equipment. In addition, for officer safety reasons, equipment for sobriety checkpoints is also provided regularly. This includes signs, cones, lights, vests, etc. Equipment for DSP crime lab impaired driving enforcement/conviction may also be purchased with these funds. Equipment purchases are used to support OHS enforcement initiatives.

Intended Subrecipients

various vendors and law enforcement

Countermeasure strategies

Countermeasure Strategy
DUI enforcement

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2017	154 Transfer Funds-AL	154 Alcohol	$28,190.00		$10,000.00
2019	154 Transfer Funds-AL	154 Alcohol	$99,250.00		$40,000.00
2018	FAST Act 405d Impaired Driving Mid	405d Impaired Driving Mid (FAST)	$134,400.00	$33,600.00	

Countermeasure Strategy: DWI Courts

Program Area: Impaired Driving (Drug and Alcohol)

Project Safety Impacts

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

Linkage Between Program Area

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

Rationale

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

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
DUIC	DUI Court
DUI-TAD	DUI Court - Alcohol monitoring

Planned Activity: DUI Court

Planned activity number: DUIC

Primary Countermeasure Strategy ID: DWI Courts

Planned Activity Description

Funds will be used to cover the costs of sustaining and possibly expanding Delaware's DUI Courts. The original pilot DUI court is located only in New Castle County and recently expanded to Kent County. Funds will be used to support the DUI Court Coordinator position in Kent County and training for the DUI Court teams such as the NADCP conference and NHTSA/NCDC training. The DUI Court Steering Committee is working towards expansion of DUI court in Sussex County, funds may be used to assist with implementation in Sussex County, or as other needs arise.

Intended Subrecipients

Delaware Administrative Office of the Courts, other vendors.

Countermeasure strategies

Countermeasure Strategy
DWI Courts

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act 405d Impaired Driving Mid	405d Mid Court Support (FAST)	$60,000.00	$15,000.00	

Planned Activity: DUI Court - Alcohol monitoring

Planned activity number: DUI-TAD

Primary Countermeasure Strategy ID: DWI Courts

Planned Activity Description

To support the needs of the DUI Court program, OHS will fund transdermal alcohol devices (TAD), to allow Probation and Parole to closely monitor offenders while enrolled in the program. In addition, OHS will fund the overtime costs of Probation and Parole officers to conduct Saturday urine screens on randomly selected DUI Court participants. Close monitoring with immediate consequences is a key component of a successful DUI Court.

Intended Subrecipients

Delaware Probation and Parole, various vendors

Countermeasure strategies

Countermeasure Strategy
DWI Courts

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2017	154 Transfer Funds-AL	154 Alcohol	$47,860.00		$0.00
2020	154 Transfer Funds-AL	154 Alcohol	$67,140.00		$0.00
2018	405 d - Impaired Driving		$50,000.00	$12,500.00	

Countermeasure Strategy: High Visibility Enforcement

Program Area: Impaired Driving (Drug and Alcohol)

Project Safety Impacts

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

Linkage Between Program Area

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

Rationale

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

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
ABHV	Impaired Driving High Visibility Enforcement

Planned Activity: Impaired Driving High Visibility Enforcement

Planned activity number: ABHV

Primary Countermeasure Strategy ID: High Visibility Enforcement

Planned Activity Description

Conduct high visibility enforcement for Impaired Driving during FY20.

Thirteen mobilizations will be conducted which will include saturation patrols, team patrols and checkpoints. OHS will participate in the National Safe Family Holiday campaign, the National Drive Sober or Get Pulled Over campaign and the regional Checkpoint Strikeforce campaign.

Five checkpoint mobilizations will occur on 10/26/19, 11/20/19, 12/21/19, 7/25/20, and 9/5/20. One checkpoint in each county will occur on the scheduled dates. Checkpoints will occur from 10 pm - 2 am.

Eight high visibility saturation/team patrols will occur as follows:

November 11/1 - 11/18/19, Safe Family Holiday 12/13/19 - 1/1/20, Superbowl Weekend Patrols 2/1 - 2/3/20, March 3/13 - 3/22/20, AprIl 4/17-4/21/20, May 5/22-5/25/20, July Patrols 7/2 - 7/5/20, and Drive Sober or Get Pulled Over 8/10 - 8/31/20.

Enforcement for saturation patrols and team patrols will occur from 8 pm - 2 am and be 4 hours each.

Intended Subrecipients

various law enforcement agencies

Countermeasure strategies

Countermeasure Strategy
High Visibility Enforcement

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2018	154 Transfer Funds-AL	154 Alcohol	$115,000.00		$89,070.00
2019	154 Transfer Funds-AL	154 Alcohol	$310,070.00		$252,955.00

Countermeasure Strategy: Impaired Driving Enforcement Recognition

Program Area: Impaired Driving (Drug and Alcohol)

Project Safety Impacts

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

Linkage Between Program Area

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

Rationale

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

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
DUI-Recognition	DUI Enforcement Recognition Ceremony

Planned Activity: DUI Enforcement Recognition Ceremony

Planned activity number: DUI-Recognition

Primary Countermeasure Strategy ID: Impaired Driving Enforcement Recognition

Planned Activity Description

To recognize and honor law enforcement who have demonstrated, based on data and evaluation, their exemplary efforts related to Impaired Driving Enforcement and their commitment to lead the charge with removing impaired drivers from Delaware roadways through OHS initiatives such as Checkpoint Strikeforce and other impaired driving enforcement efforts during the calendar year 2019, OHS will host a recognition ceremony in FY20. Funds will be used for awards, certificates, pins to recognize those who excelled through

participation and arrests during OHS DUI mobilizations. Additionally, OHS will fund other supplies needed for the ceremony (ex. facility costs, food, etc).

Intended Subrecipients

Various vendors

Countermeasure strategies

Countermeasure Strategy
Impaired Driving Enforcement Recognition

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2018	154 Transfer Funds-AL	154 Alcohol	$10,000.00		$0.00

Countermeasure Strategy: Law Enforcement Training

Program Area: Impaired Driving (Drug and Alcohol)

Project Safety Impacts

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

Linkage Between Program Area

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

Rationale

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

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
ID- Training	Impaired Driving Training/Travel

Planned Activity: Impaired Driving Training/Travel

Planned activity number: ID- Training

Primary Countermeasure Strategy ID: Law Enforcement Training

Planned Activity Description

Funds are set aside to allow OHS to support impaired driving training and travel, such as breath and blood

alcohol testing courses for the State Crime Lab, SFST and SFST Refresher, ARIDE, and other impaired driving training/conferences for law enforcement, the judiciary, and prosecutors. Funds also support training materials used for impaired training courses.

Intended Subrecipients

various vendors

Countermeasure strategies

Countermeasure Strategy
Law Enforcement Training

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2017	154 Transfer Funds-AL	154 Alcohol	$30,000.00		$0.00
2019	405d - Impaired Driving	405d Mid Drug and Alcohol Training (FAST)	$10,000.00	$2,500.00	

Countermeasure Strategy: Traffic Safety Resource Prosecutor Program

Program Area: Impaired Driving (Drug and Alcohol)

Project Safety Impacts

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

Linkage Between Program Area

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

Rationale

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

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
TSRP	TSRP Program

Planned Activity: TSRP Program

Planned activity number: TSRP

Primary Countermeasure Strategy ID: Traffic Safety Resource Prosecutor Program

Planned Activity Description

Delaware‘s TSRP Program includes a lead TSRP within Delaware’s Department of Justice, two additional attorneys (one part-time position, one full-time position – with no benefits) to help with issues in Kent and Sussex Counties, as well as assist in New Castle County. Further, there are two paralegal positions that assist with all the TSRP responsibilities and initiatives. The TSRP Program is responsible for oversight of the prosecution of vehicular crimes, Impaired Driving prosecution, DUI Court, review of potential new legislation, review of trial and appellate decisions, training for law enforcement and prosecutors, and to act as a liaison between OHS and other partners such as; the Division of Forensic Science, the State Police Crime Lab, the Judiciary, etc. Funding will support the TSRP positions through salary and related travel and training costs.

Intended Subrecipients

Delaware Department of Justice

Countermeasure strategies

Countermeasure Strategy
Traffic Safety Resource Prosecutor Program

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2018	FAST Act 405d Impaired Driving Mid (FAST)	405d Impaired Driving Mid	$380,000.00	$95,000.00	

Program Area: Motorcycle Safety

Description of Highway Safety Problems

There were 17 motorcycle fatalities in 2018, which was an increase from 10 in 2017. Motorcycle fatalities accounted for 15% of all roadway fatalities in 2018. Of the 17 fatalities, 35% (6) were wearing helmets. Impairment was a factor in 7% of motorcycle crashes. Males accounted for 16 of these fatalities. Between 2014-2018, 75 motorcyclists have been killed.

Over the last four years, Delaware averaged 218 crashes each year. Of those crashes, 50% involved another vehicle. The remaining crashes are the result of motorcycle rider error. 20% involved riders operating in an erratic, reckless, careless, negligent or aggressive manner. And in 40% of the crashes, there was no contributing factor.

The highest month for crashes is June (16%), followed by July, September and August. There is a steady increase starting at 10am for crashes with the peak from 3pm – 4pm.

Percentage of Motorcycle Fatalities

	2011	2012	2013	2014	2015	2016	2017	2018

Total Traffic Fatalities	103	116	101	118	133	120	118	111
Motorcycle Fatalities	18	17	20	15	20	15	10	17
% Motorcycle Fatalities	17%	15%	20%	13%	15%	8%	11%	15%

Percentage of Motorcycle Fatalities Wearing Helmets

	2011	2012	2013	2014	2015	2016	2017	2018
Total Motorcycle Fatalities	18	17	20	15	20	15	10	17
Total Wearing Helmets	8	12	12	6	14	10	6	6
% Wearing Helmets	44%	71%	65%	40%	70%	75%	60%	35%

Associated Performance Measures

Fiscal Year	Performance measure name	Target End Year	Target Period	Target Value
2020	C-7) Number of motorcyclist fatalities (FARS)	2020	5 Year	14
2020	C-8) Number of unhelmeted motorcyclist fatalities (FARS)	2020	5 Year	6

Countermeasure Strategies in Program Area

Countermeasure Strategy
Communication Campaign
High Visibility Enforcement

Countermeasure Strategy: Communication Campaign

Program Area: Motorcycle Safety

Project Safety Impacts

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

Linkage Between Program Area

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

Rationale

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

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
MCPB	Motorcycle Paid Media and Outreach

Planned Activity: Motorcycle Paid Media and Outreach

Planned activity number: MCPB

Primary Countermeasure Strategy ID: Communication Campaign

Planned Activity Description

Paid media efforts will focus on motorcycle rider and motorist awareness safety issues. OHS will fund enforcement during the Delmarva Bike Week which coincides with Maryland's OC Bike Week. OHS will activate outreach events during multiple motorcycle charity rides (Miles for Military, Ride to the Tide, etc.) to promote rider/motorist safety through strategy of direct engagement. Our messaging will include "Respect Your Ride," which aims to educate riders about the need to wear appropriate safety gear. In addition, paid media focused on motorist awareness of motorcycle riders will include "See and Be Seen" and "Share the Road" messages in an effort to remind motorists to look for and be aware of motorcycles. Social, digital and traditional paid media will be used to disseminate the various associated messages. We will also provide display materials for motorcycle clubs and dealerships. The timing of these efforts will coincide with the motorcycle riding season – May through September. We will share social media posts with Delaware State Police, DelDOT, DMV, AAA Mid-Atlantic, and other interested parties, to build upon the increased activity in FY 2019 in our social media platforms. Finally, we will continue to enlist support of our 150-plus corporate partners who will circulate our message to their employees and clientele.

405f and 402 funds will support motorist education. Motorcycle rider education will be funded from 402.

Intended Subrecipients

AB&C, Alliance Sports Marketing, Deardorff Associates, Motorcycle Rider Education Advisory Committee and others.

Countermeasure strategies

Countermeasure Strategy
Communication Campaign

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act 405f Motorcycle Programs	405F Motorist Awareness	$5,000.00	$1,250.00	
2020	FAST Act 405f Motorcycle Programs	405F Motorist Awareness	$35,855.00	$8,963.75	
2020	FAST Act NHTSA 402	Motorcycle Safety (FAST)	$22,491.00	$5,622.75	$22,491.00
2020	FAST Act NHTSA 402	Paid Advertising (FAST)	$77,556.00	$19,389.00	$77,556.00

Countermeasure Strategy: High Visibility Enforcement

Program Area: Motorcycle Safety

Project Safety Impacts

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

Linkage Between Program Area

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

Rationale

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

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
OHMA	Delmarva Bike Week Enforcement

Planned Activity: Delmarva Bike Week Enforcement

Planned activity number: OHMA

Primary Countermeasure Strategy ID: High Visibility Enforcement

Planned Activity Description

OHS will provide funding to the Delaware State Police to conduct enforcement in regards to Delmarva Bike

Week. The enforcement will focus on riders and motorists who are in violation of Delaware code in regards to traffic safety. No funds will be used to support helmet checkpoints. Delmarva Bike Week is held in conjunction with Ocean Bike Week in September. Delaware sees a large increase in the number of motorcycles during the September 12-15,2020 weekend. DSP will conduct 24 patrols from 7am - 10pm. Paid media efforts will promote the ”Share the Road” message as well.

Intended Subrecipients

Delaware State Police

Countermeasure strategies

Countermeasure Strategy
High Visibility Enforcement

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act NHTSA 402	Motorcycle Safety (FAST)	$6,720.00	$1,680.00	$0.00

Program Area: Non-motorized (Pedestrians and Bicyclist)

Description of Highway Safety Problems

In 2018, 24 pedestrians were killed on Delaware’s roadways. This was down 27% from 2017, when there were 33 pedestrian fatalities. Many of these fatal crashes share common characteristics;

Since 2014:

85% occurred on roadways that have a 35 MPH speed limit or higher

Roadways tend to be high speed multi-lane arterials with crosswalks spaced far apart.

81% occurred in dark conditions

Pedestrians who are killed are generally between the age of 35-64

52% of pedestrians were impaired by alcohol and/or drugs

Fatal crashes tend to occur between October-January, when daylight hours are lower.

Associated Performance Measures

Fiscal Year	Performance measure name	Target End Year	Target Period	Target Value
2020	C-10) Number of pedestrian fatalities (FARS)	2020	5 Year	28
2020	C-11) Number of bicyclists fatalities (FARS)	2020	5 Year	4

Countermeasure Strategies in Program Area

Countermeasure Strategy
Communication Campaign
Pedestrian Enforcement/Education Outreach

Countermeasure Strategy: Communication Campaign

Program Area: Non-motorized (Pedestrians and Bicyclist)

Project Safety Impacts

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

Linkage Between Program Area

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

Rationale

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

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
Ped - Media	Pedestrian Safety Paid Media and Outreach

Planned Activity: Pedestrian Safety Paid Media and Outreach

Planned activity number: Ped - Media

Primary Countermeasure Strategy ID: Communication Campaign

Planned Activity Description

OHS will refocus its marketing resources in FY2020 to include significant increases in community outreach and social media platforms, while a smaller traditional media footprint. Pedestrian safety continues to be one of the biggest challenges in terms of consistent messaging to an at-risk demographic. While we will continue to buy traditional and digital media, refreshed tactics will be used to increase our organic reach to Delawareans through OHS related social media platforms. We will also be implementing progressive outreach campaigns focusing on elementary and middle schools in order to establish social norms and safe pedestrian behaviors. This is an important social group to market to as nearly one third of all pedestrian crashes involve an individual aged 18 and under. Additionally, we will be implementing Pedestrian Safety Street Teams throughout high crash/fatality areas in Delaware to promote pedestrian safety and education.

Paid media opportunities will coincide with the six planned pedestrian safety enforcement mobilizations, including Safe Family Holiday. We will share social media posts with Delaware State Police, DelDOT, DMV, AAA Mid-Atlantic, and other interested partners, in order to build upon our FY2019 social media efforts. Finally, we will continue to coordinate with our 150-plus corporate partners who will circulate our message to

their employees and clientele.

Intended Subrecipients

Aloysius Butler & Clark, Deardorff Associates, Alliance Sports Marketing, and others

Countermeasure strategies

Countermeasure Strategy
Communication Campaign

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act 405h Nonmotorized Safety	405h Public Education	$77,044.00	$19,261.00	
2020	FAST Act 405h Nonmotorized Safety	405h Public Education	$100,000.00	$25,000.00	
2020	FAST Act NHTSA 402	Pedestrian Safety (FAST)	$92,554.00	$23,138.50	$92,554.00

Countermeasure Strategy: Pedestrian Enforcement/Education Outreach

Program Area: Non-motorized (Pedestrians and Bicyclist)

Project Safety Impacts

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

Linkage Between Program Area

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

Rationale

Over the last five years, similar to the rest of the United States, Delaware has experienced a significant increase in both pedestrian involved crashes and fatalities. This coupled with data showing that Delaware consistently been noted as a state with a high pedestrian death rate by population. This strategy is to specifically address and target these crashes to raise public awareness and improve roadway behavior.

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
OHPA	Pedestrian Enforcement/Education Outreach

Planned Activity: Pedestrian Enforcement/Education Outreach

Planned activity number: OHPA

Primary Countermeasure Strategy ID: Pedestrian Enforcement/Education Outreach

Planned Activity Description

OHS will provide overtime funding to various law enforcement agencies to support enforcement and education activities regarding pedestrian behavior on Delaware's roadways.

OHS will fund five statewide mobilizations. These mobilization dates are as follows: October 10/4 - 10/20/2019, Safe Family Holiday 12/6-12/22/2019, March/April Pedestrian 3/21-4/11/2020, June 6/7-6/23/2020, and September 9/6-9/20/2020.

OHS will also fund one mobilization specific to Delaware's Beach communities from Memorial Day weekend (5/25/2020) to Labor Day weekend (9/7/2020). This mobilization will allow for one patrol (two officers) to engage a large and constantly overturning tourist population once a week.

Mobilizations will be held between 5pm-2am to focus on pedestrians who may be walking at night while not being visible or under the influence of alcohol and/or drugs.

Intended Subrecipients

Various law enforcement agencies

Countermeasure strategies

Countermeasure Strategy
Pedestrian Enforcement/Education Outreach

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act 405h Nonmotorized Safety	405h Law Enforcement	$7,000.00	$1,750.00	
2020	FAST Act 405h Nonmotorized Safety	405h Law Enforcement	$115,000.00	$28,750.00	
2020	FAST Act NHTSA 402	Pedestrian Safety (FAST)	$97,200.00	$24,300.00	$56,880.00

Program Area: Occupant Protection (Adult and Child Passenger Safety)

Description of Highway Safety Problems

2018 saw an increase to 53% (34) vehicle occupants killed as the result of being unrestrained in a crash. This is up from 2017's rate of 50%. There was also an increase in serious injury crashes between 2017 (208) and 2018 (213).

Over the last five years, unrestrained crashes are at their highest in the spring months, peaking in April, which

represents 10% of these crashes. In expanding the surrounding months, March through July represents 49% of all unrestrained crashes.

Friday and Saturday represent the most unrestrained crashes, with 35% of these crashes occurring on those days. Including Sunday, this representation increases to 35%.

The timeframe of 2pm–6pm accounts for 25% of all unrestrained crashes. There is another spike from 10pm-2am (19%). This may be related to crashes involving high risk drivers. The most common day-hour combination is Friday from 3pm–6pm.

There is no specific trend concerning the percentage rates of unrestrained crashes in each county, with each county roughly equal to its share of population and vehicle miles traveled. 57% of the unrestrained crashes occurred in New Castle County, 16% in Kent County and 27% in Sussex County.

Drivers under the age of 30 continue to remain the age group responsible for the most unrestrained occupants at 53%. This is an increase to 2017's 44%. Males are responsible for 60% of unrestrained occupants, with females at 40%.

Alcohol use is reported in 25% of unrestrained crashes, but has been dropping steadily since 2014, when it reached 32%.

Delaware's seat belt use rate increased in 2018 to 92.4%, after two consecutive years (2016 and 2017) at 91.4%.

Associated Performance Measures

Fiscal Year	Performance measure name	Target End Year	Target Period	Target Value
2020	C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS)	2020	5 Year	33
2020	B-1) Observed seat belt use for passenger vehicles, front seat outboard occupants (survey)	2020	5 Year	92

Countermeasure Strategies in Program Area

Countermeasure Strategy
CPS Program for Delaware
Seat Belt Survey
Short-term, High Visibility Seat Belt Law Enforcement

Countermeasure Strategy: CPS Program for Delaware

Program Area: Occupant Protection (Adult and Child Passenger Safety)

Project Safety Impacts

We expect a reduction in our overall fatalities and serious injury crashes based on the implementation of

countermeasure strategies and projects identified through data analysis.

Linkage Between Program Area

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

Rationale

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

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
SALA	Fitting Station Coordinators
SUPA	Fitting Station Supplies
TRAA	CPS Training

Planned Activity: Fitting Station Coordinators

Planned activity number: SALA

Primary Countermeasure Strategy ID: CPS Program for Delaware

Planned Activity Description

OHS maintains fitting stations throughout Delaware where parents can bring their child restraint seats to be inspected and learn about proper installation and use. These stations are staffed by Fitting Station Coordinators, who are Certified CPS Technicians.

Intended Subrecipients

OHS

Countermeasure strategies

Countermeasure Strategy
CPS Program for Delaware

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act 405b OP High	405b High Community CPS Services (FAST)	$14,000.00	$3,500.00	

2020	FAST Act 405b OP High	405b High Community CPS Services (FAST)	$36,000.00	$9,000.00	

Planned Activity: Fitting Station Supplies

Planned activity number: SUPA

Primary Countermeasure Strategy ID: CPS Program for Delaware

Planned Activity Description

OHS purchases supplies to support the needs of the Fitting Stations and maintain the child passenger safety programs. Supplies include: child restraint systems, stryofoam noodles (or other items to help properly fit a car seat), LATCH manuals, training supplies, educational materials, other items as needed.

Intended Subrecipients

OHS

Countermeasure strategies

Countermeasure Strategy
CPS Program for Delaware

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2017	FAST Act 405b OP High	405b High Community CPS Services (FAST)	$2,000.00	$500.00	
2018	FAST Act 405b OP High	405b High Community CPS Services (FAST)	$14,419.48	$3,604.87	
2019	FAST Act 405b OP High	405b High Community CPS Services (FAST)	$4,214.48	$1,053.62	
2020	FAST Act 405b OP High	405b High Community CPS Services (FAST)	$5,500.00	$1,375.00	

Planned Activity: CPS Training

Planned activity number: TRAA

Primary Countermeasure Strategy ID: CPS Program for Delaware

Planned Activity Description

OHS will support training costs associated with Child Passenger Safety Technician/Instruction fees. OHS will provide funding for both certification, and recertification as needed. This project will also support further training for CPS Technicians/Instructors to attend the Kidz in Motion Conference, Delaware CPS Technician

update meetings, and the Occupant Protection Coordinator regional meetings.

Intended Subrecipients

OHS and various partners

Countermeasure strategies

Countermeasure Strategy
CPS Program for Delaware

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2017	FAST Act 405b OP High	405b High Training (FAST)	$4,000.00	$1,000.00	
2018	FAST Act 405b OP High	405b High Training (FAST)	$14,419.48	$3,604.87	
2019	FAST Act 405b OP High	405b High Training (FAST)	$4,214.48	$1,053.62	
2020	FAST Act 405b OP High	405b High Training (FAST)	$4,921.87	$1,230.47	

Countermeasure Strategy: Seat Belt Survey

Program Area: Occupant Protection (Adult and Child Passenger Safety)

Project Safety Impacts

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

Linkage Between Program Area

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

Rationale

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

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
SRVC	Seat Belt Survey

Planned Activity: Seat Belt Survey

Planned activity number: SRVC

Primary Countermeasure Strategy ID:

Planned Activity Description

OHS will participate in the Annual Statewide Seat Belt Use Survey as required by NHTSA. This survey is conducted in June of each year. Funding will be used to support the efforts of the Seat Belt Survey. OHS hires contractors to conduct the survey and a statistician to review the survey results, provide the annual seat belt use rate for Delaware and compile a report of the results. The statistician follows all NHTSA guidelines related to the survey.

Intended Subrecipients

OHS, University of Delaware and vendors

Countermeasure strategies

Countermeasure Strategy
Seat Belt Survey

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act 405b OP High	405b OP High (FAST)	$7,000.00	$1,750.00	
2020	FAST Act 405b OP High	405b OP High (FAST)	$36,000.00	$9,000.00	

Countermeasure Strategy: Short-term, High Visibility Seat Belt Law Enforcement

Program Area: Occupant Protection (Adult and Child Passenger Safety)

Project Safety Impacts

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

Linkage Between Program Area

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

Rationale

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

estimated expenses related to the planned activity.

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
CIEA	Click It or Ticket

Planned Activity: Click It or Ticket

Planned activity number: CIEA

Primary Countermeasure Strategy ID: Short-term, High Visibility Seat Belt Law Enforcement

Planned Activity Description

Delaware will participate in the national mobilization period of ”Click It or Ticket“. OHS will also participate in the Border 2 Border enforcement, which takes place during the campaign. During FY2020, ”Click It or Ticket” enforcement campaign will run 5/18-5/31/2020. Enforcements will occur between 11am-3am.

Intended Subrecipients

Various law enforcement agencies

Countermeasure strategies

Countermeasure Strategy
Short-term, High Visibility Seat Belt Law Enforcement

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act 405b OP High	405b High HVE (FAST)	$21,000.00	$5,250.00	
2020	FAST Act 405b OP High	405b High HVE (FAST)	$80,000.00	$20,000.00	

Program Area: Planning & Administration

Description of Highway Safety Problems

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

Associated Performance Measures

Planned Activities

Planned Activities in Program Area

Unique Identifier	Planned Activity Name	Primary Countermeasure Strategy ID
HSPA	Planning and Administration costs	Highway Safety Office Program Management

Planned Activity: Planning and Administration costs

Planned activity number: HSPA

Primary Countermeasure Strategy ID: Highway Safety Office Program Management

Planned Activity Description

OHS will fund the cost of Planning and Administration to include the following:

Travel and Training for OHS staff, to include Lifesavers Conference, GHSA meetings, NHTSA Regional training activities and meetings, and other training opportunities as they arise.

General Operating Expenses to cover the costs associated with managing an office. These costs include copier rental, telephone charges, storage rental, GHSA and other association dues, newspaper subscriptions, mailing services, Fleet rental, business cards, etc.

Office Supplies to cover the necessary supplies to effectively run an office. These include copy paper, pens/pencils, paper clips, ink/toner, file folders, staples, etc.

Audit fees In the event OHS is audited by either the State or Federal auditors, funds are allocated to cover the costs associated with those audits.

Technology Enhancements to cover the costs of any technology needs that may arise throughout the year. This could include the need for a new computer/laptop, payment of license fees, repair of existing machines, etc.

Administrative Staff salaries and benefits to cover the costs of salaries and benefits for administrative staff in the office. This includes the Administrative Specialist II, who acts as the office receptionist, sorts and distributes mail, formats and types various documents, and other duties as needed; and the Accountant, whose responsibilities include processing all accounts payable and receivable, tracking and paying utility bills, editing and preparing staff timesheets, and working with the fiscal office to ensure all financial matters are handled appropriately.

The Accountant position is funded 50% Federally and 50% by the State of Delaware.

Intended Subrecipients

OHS and various vendors that provide supplies and services.

Countermeasure strategies

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act NHTSA 402	Planning and Administration (FAST)	$185,000.00	$46,250.00	$0.00

Program Area: Police Traffic Services

Description of Highway Safety Problems

This section of the HSP will focus on projects that impact more than one area of traffic safety and are geared largely toward law enforcement. Problem ID has been established previously in the HSP through each Program Area Section's Problem ID.

Associated Performance Measures

Fiscal Year	Performance measure name	Target End Year	Target Period	Target Value
2020	C-1) Number of traffic fatalities (FARS)	2020	5 Year	112.4

Countermeasure Strategies in Program Area

Countermeasure Strategy
Law Enforcement Liaison
Law Enforcement Training - Highway Safety Conference
Occupant Protection - Distracted Driving HVE

Countermeasure Strategy: Law Enforcement Liaison

Program Area: Police Traffic Services

Project Safety Impacts

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

Linkage Between Program Area

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

Rationale

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

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
OHB5	Law Enforcement Liaison

Planned Activity: Law Enforcement Liaison

Planned activity number: OHB5

Primary Countermeasure Strategy ID: Law Enforcement Liaison

Planned Activity Description

OHS will fund the salary of a law enforcement liaison within OHS to assist with implementation of enforcement mobilizations, answer questions from participating agencies, provide training as needed, and other duties assigned.

Intended Subrecipients

OHS

Countermeasure strategies

Countermeasure Strategy
Law Enforcement Liaison

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act NHTSA 402	Police Traffic Services (FAST)	$40,000.00	$10,000.00	$0.00

Countermeasure Strategy: Law Enforcement Training - Highway Safety Conference

Program Area: Police Traffic Services

Project Safety Impacts

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

Linkage Between Program Area

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

Rationale

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

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
OHBB	DE OHS Highway Safety Conference

Planned Activity: DE OHS Highway Safety Conference

Planned activity number: OHBB

Primary Countermeasure Strategy ID: Law Enforcement Training - Highway Safety Conference

Planned Activity Description

OHS will host a highway safety conference in 2020 to provide law enforcement and other partners with current, relevant training opportunities and informational sessions. Funds will be used for initial planning costs such as a deposit on the facility where the conference will be held, as well as securing speakers.

Intended Subrecipients

various vendors

Countermeasure strategies

Countermeasure Strategy
Law Enforcement Training - Highway Safety Conference

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act NHTSA 402	Police Traffic Services (FAST)	$30,000.00	$7,500.00	$30,000.00

Countermeasure Strategy: Occupant Protection - Distracted Driving HVE

Program Area: Police Traffic Services

Project Safety Impacts

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

Linkage Between Program Area

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

Rationale

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

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
OHOS	OP/Distracted HVE

Planned Activity: OP/Distracted HVE

Planned activity number: OHOS

Primary Countermeasure Strategy ID:

Planned Activity Description

For four mobilizations in FY2020, enforcement will be focused on the combination of Occupant Protection and Distracted Driving. As a result of working with law enforcement, it was suggested that we combine efforts as the same tactics are used to visualize the violation. Officers look into the same area of the vehicle to spot driver

seat belt usage as they would to observe a driver using their cell phone.
The mobilizations will include saturation and team patrols. A portion of the funds may also be used to support subrecipients conducting enforcement while seated or operating non-traditional vehicles.
High Visibility Saturation patrols and team patrols will occur as follows:
October (Fall) 10/11 - 10/25/19, Safe Family Holiday 12/1 - 12/21/19, Winter 1/10 - 2/24/20, Summer 7/14 - 8/18/20.
OHS will participate in the NHTSA Region 3 Crash Reduction Initiative occurring Columbus Day Weekend. This event will occur during the October enforcement period.
Enforcement for saturation patrols and team patrols will occur from 12 pm - 8 pm

Intended Subrecipients

Various law enforcement agencies

Countermeasure strategies

Countermeasure Strategy
Occupant Protection - Distracted Driving HVE

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act NHTSA 402	Police Traffic Services (FAST)	$178,240.00	$44,560.00	$100,680.00

Program Area: Speed Management

Description of Highway Safety Problems

OHS has conducted in depth data analysis on crashes where speeding was considered a primary factor. In 2018, OHS estimates that 37 (33%) of roadway fatalities were speed related. This was an increase from 2017, when 33 (28%) speed related fatalities occurred. However, speed related injury crashes decreased from 2017 (258) to 2018 (198).
Over the last five years, 57% of drivers responsible for speed related injury crashes are aged 29 or younger. Additionally, another 24% are between the ages of 30-44. 60% of drivers responsible were male. 60% of speed related crashes occurred in New Castle County, 18% in Kent County, and 22% in Sussex County. Months of higher frequencies are typically harder to determine because poor winter weather leads to more crash reports be labelled as speed. However in 2018, January, July, and September had the highest amount of crashes. The highest time periods are between 7 AM- 9 AM, and 2 PM – 8 PM, with increased emphasis between 3 PM - 5 PM. Additionally, 45% of speed related crashes occur on roadways where the speed limit is 50 mph or higher.
Over the last five years of speed related fatality crashes, 41% of crashes occurred on a Saturday or Sunday. 57% of drivers responsible were aged 29 or younger, with 85% of drivers being male. The highest time periods for a speed related fatal crash is between 9 PM – 3 AM. Many of these drivers are under the influence of alcohol and/or drugs as well. Of these fatal crashes, 47% were in New Castle County, 31% where in Sussex

County, and 21% occurred in Kent County.

Associated Performance Measures

Fiscal Year	Performance measure name	Target End Year	Target Period	Target Value
2020	C-6) Number of speeding-related fatalities (FARS)	2020	5 Year	35

Countermeasure Strategies in Program Area

Countermeasure Strategy
Communication Campaign
Sustained Enforcement

Countermeasure Strategy: Communication Campaign

Program Area: Speed Management

Project Safety Impacts

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

Linkage Between Program Area

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

Rationale

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

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
Speed - Media	Speed Paid Media and Outreach

Planned Activity: Speed Paid Media and Outreach

Planned activity number: Speed - Media

Primary Countermeasure Strategy ID: Communication Campaign

Planned Activity Description

OHS will fund paid media to coincide with the five speed saturation patrol enforcement mobilizations. These monies will be used to fund traditional media buys and outreach events. Outreach will include the Choices Matter campaign targeting school–age drivers, as well as other paid media and outreach opportunities. Paid media is a key component to maintaining the high visibility enforcement model.

Additionally, social media will play a large role in promoting and supporting our messages as well as engaging our community. We will share social media posts with Delaware State Police, DelDOT, DMV. AAA Mid-Atlantic, and other partners in order to build upon the growth seen in FY2019 in our social media engagement. Finally, we will continue to coordinate with our 150-plus corporate partners who will circulate our message out to their employees and clientele.

Intended Subrecipients

Aloysius, Butler & Clark, Deardorff Associates, Alliance Sports Marketing, and others

Countermeasure strategies

Countermeasure Strategy
Communication Campaign

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act NHTSA 402	Speed Management (FAST)	$255,674.00	$63,918.50	$255,674.00

Countermeasure Strategy: Sustained Enforcement

Program Area: Speed Management

Project Safety Impacts

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

Linkage Between Program Area

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

Rationale

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

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
SPED	Speed Enforcement

Planned Activity: Speed Enforcement

Planned activity number: SPED

Primary Countermeasure Strategy ID: Sustained Enforcement

Planned Activity Description

OHS will provide funding to state and municipal law enforcement agencies to enforce speed laws. Data analysis has been completed to determine the correct time periods and locations for enforcement. These enforcements will be used to combat speeding by drivers on Delaware's roadways.
OHS will plan for five statewide mobilization/high visibility enforcement periods during FY2020.
The dates of these mobilizations are: Safe Family Holiday 12/1-12/15/2019, January/February 1/18-2/1/2020, March 3/16-3/30/2020, June/July 6/24-7/15/2020,and September 9/3-9/24/2020.
Enforcement time periods will be from 7am-8pm.

Intended Subrecipients

Various law enforcement agencies

Countermeasure strategies

Countermeasure Strategy
Sustained Enforcement

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	NHTSA 402	Speed Enforcement	$104,480.00	$26,120.00	$55,480.00

Program Area: Traffic Records

Description of Highway Safety Problems

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

Associated Performance Measures

Countermeasure Strategies in Program Area

Countermeasure Strategy
Anticipated Projects

Data Analyst
Improves accuracy of a core highway safety database
Strengthen the TRCC's abilities for strategic planning

Countermeasure Strategy: Anticipated Projects

Program Area: Traffic Records

Project Safety Impacts

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

Linkage Between Program Area

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

Rationale

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

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
APTRCC	Anticipated Projects

Planned Activity: Anticipated Projects

Planned activity number: APTRCC

Primary Countermeasure Strategy ID:

Planned Activity Description

Funds will be made available for projects related to improving Traffic Records. These funds will be distributed when those projects are submitted and approved.

Intended Subrecipients

Various partners

Countermeasure strategies

Countermeasure Strategy
Anticipated Projects

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit

2018	FAST Act 405c Data Program	405c Data Program (FAST)	$41,474.11	$10,368.53	
2019	FAST Act 405c Data Program	405c Data Program (FAST)	$87,559.73	$21,889.93	
2020	FAST Act 405c Data Program	405c Data Program (FAST)	$77,559.73	$19,389.93	

Countermeasure Strategy: Data Analyst

Program Area: Traffic Records

Project Safety Impacts

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

Linkage Between Program Area

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

Rationale

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

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
Analyst	Data Analyst Contract

Planned Activity: Data Analyst Contract

Planned activity number: Analyst

Primary Countermeasure Strategy ID:

Planned Activity Description

Funds are provided to Whitman, Requardt, & Associates for a contractual full-time position to provide on-site data collection and data analysis. This position is currently filled by Ian Peters. This person will be responsible for data analysis and problem identification for all priority areas to direct programming and project development.

Intended Subrecipients

Whitman, Requardt, & Associates

Countermeasure strategies

Countermeasure Strategy

Data Analyst

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2018	FAST Act 405c Data Program	405c Data Program (FAST)	$22,000.00	$5,500.00	
2019	FAST Act 405c Data Program	405c Data Program (FAST)	$80,000.00	$20,000.00	
2020	FAST Act 405c Data Program	405c Data Program (FAST)	$80,000.00	$20,000.00	

Countermeasure Strategy: Improves accuracy of a core highway safety database

Program Area: Traffic Records

Project Safety Impacts

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

Linkage Between Program Area

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

Rationale

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

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
CABB	QA/QC E-Crash Assessment/Control and Enhancements

Planned Activity: QA/QC E-Crash Assessment/Control and Enhancements

Planned activity number: CABB

Primary Countermeasure Strategy ID: Improves accuracy of a core highway safety database

Planned Activity Description

Funds are provided to the Delaware Justice Information Systems (DELJIS) to employ two quality assurance positions that review records within E-Crash to determine accuracy within crash reports. Recurrent inaccuracies are addressed in one of two ways: the programming team identifies needed enhancements to the

E-Crash or E-Ticket system or training is provided in the necessary areas to enable officers to more accurately complete their records. Scheduled updates and improvements are directly identified through the quality monitoring provided.

Intended Subrecipients

Delaware Justice Information Systems (DELJIS)

Countermeasure strategies

Countermeasure Strategy
Improves accuracy of a core highway safety database

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2018	FAST Act 405c Data Program	405c Data Program (FAST)	$71,000.00	$17,750.00	
2019	FAST Act 405c Data Program	405c Data Program (FAST)	$150,000.00	$37,500.00	
2020	FAST Act 405c Data Program	405c Data Program (FAST)	$150,000.00	$37,500.00	

Countermeasure Strategy: Strengthen the TRCC's abilities for strategic planning

Program Area: Traffic Records

Project Safety Impacts

Coordination between OHS and various partners will foster increased communications for implementing timely and accurate data collection and analysis.

Linkage Between Program Area

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

Rationale

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

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
CACB	TRCC Strategic Plan Implementation

Planned Activity: TRCC Strategic Plan Implementation

Planned activity number: CACB

Primary Countermeasure Strategy ID: Strengthen the TRCC's abilities for strategic planning

Planned Activity Description

Funds are provided to Whitman, Requardt, and Associates (WRA) to provide assistance with the Traffic Records Coordinating Committee (TRCC), meetings, to coordinate the Traffic Records Assessment, to assist the TRCC Coordinator with the development of the grant application, analysis of project outcomes, and guidance with the selection of appropriate projects. This position will guide the TRCC in continuing to review and update the strategic plan as needed. This ongoing process allows OHS to track progress and to support changing needs and emerging issues.

Intended Subrecipients

Whitman, Requardt, & Associates

Countermeasure strategies

Countermeasure Strategy
Strengthen the TRCC's abilities for strategic planning

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2017	FAST Act 405c Data Program	405c Data Program (FAST)	$15,000.00	$3,750.00	
2018	FAST Act 405c Data Program	405c Data Program (FAST)	$30,000.00	$7,500.00	
2019	FAST Act 405c Data Program	405c Data Program (FAST)	$10,000.00	$2,500.00	
2020	FAST Act 405c Data Program	405c Data Program (FAST)	$20,000.00	$5,000.00	

Evidence-based traffic safety enforcement program (TSEP)

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

Unique Identifier	Planned Activity Name
OHDA	April Distracted Driving Enforcement
CIEA	Click It or Ticket
OHMA	Delmarva Bike Week Enforcement
DUI - Mentor	DUI Enforcement Mentoring
ABHV	Impaired Driving High Visibility Enforcement

OHOS	OP/Distracted HVE
OHPA	Pedestrian Enforcement/Education Outreach
SPED	Speed Enforcement

Analysis of crashes, crash fatalities, and injuries in areas of highest risk.

Crash Analysis

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

Deployment of Resources

Enforcement efforts and resources are directed to the most appropriate locations within each jurisdiction based on the analysis of crashes, crash fatalities and injuries in areas of highest risk. OHS also uses the problem identification process to develop paid media concepts and determine the timing and placement of paid media campaigns to coincide with enforcement. The problem identification process ensures that the deployment of resources addresses specific crash problems. Following the model outlined in Countermeasures That Work, OHS pairs every enforcement activity period with a paid and/or earned media effort as well. The communication plan is developed in concert with our contracted public relations firm. The plan is developed by priority area, and implementation of billboard advertisements, radio ads, television ads, print ads, and various forms of electronic media are scheduled to coincide with each wave of enforcement. Beyond that, OHS issues press releases, conducts press events, and hosts special media opportunities, such as ride-alongs as appropriate.
Summary of enforcement techniques and activities include the following in FY2020:

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

Directed roving patrols – one officer in one vehicle, patrolling assigned roadways (as identified by data)

Directed saturation patrols – three or four officers in separate vehicles, patrolling the same assigned area (as identified by data), in tandem

Team enforcement – includes patrols with two officers in one vehicle, working together and the use of spotters

Border to border enforcement – jurisdictions bordering one another working the same type of

enforcement on the same day and during the same time frames
Foot patrols – especially to reach pedestrian and cyclists, allows officers to provide educational information
Combined enforcement – specifically, combining distracted driving and seat belt enforcement efforts

Effectiveness Monitoring

It should be noted that the original problem identification is completed up to one and one-half years prior to implementation of enforcement mobilizations. As a result, OHS will conduct a current data review prior to the start of a mobilization and will make appropriate changes based on the newer data analysis and continuous monitoring of enforcement projects.
OHS will monitor the effectiveness of enforcement activities by reviewing enforcement results from the grant funded activities and conduct ongoing data analysis of crashes in each program area. OHS will make ongoing adjustments as warranted by data and update the countermeasure strategies and projects in the HSP as applicable.

High-visibility enforcement (HVE) strategies

Planned HVE strategies to support national mobilizations:

Countermeasure Strategy
High Visibility Cellphone/Text Messaging Enforcement
High Visibility Enforcement
Short-term, High Visibility Seat Belt Law Enforcement

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

Unique Identifier	Planned Activity Name
ABHV	Impaired Driving High Visibility Enforcement
CIEA	Click It or Ticket
OHDA	April Distracted Driving Enforcement

405(b) Occupant protection grant

Occupant protection plan

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

Program Area Name
Occupant Protection (Adult and Child Passenger Safety)

Participation in Click-it-or-Ticket (CIOT) national mobilization

Agencies planning to participate in CIOT:

Agency
Cheswold Police Department
Clayton Police Department
Dagsboro Police Department
Delaware City Police Department
Delaware State Police
Dewey Beach Police Department
Dover Police Department
Ellendale Police Department
Elsmere Police Department
Felton Police Department
Fenwick Island Police Department
Georgetown Police Department
Greenwood Police Department
Harrington Police Department
Kenton Police Department
Laurel Police Department
Lewes Police Department
Middletown Police Department
Milford Police Department
Millsboro Police Department
Milton Police Department
New Castle City Police Department
New Castle County Police Department
Newark Police Department
Newport Police Department
Ocean View Police Department
Rehoboth Beach Police Department
Seaford Police Department
Selbyville Police Department
Smyrna Police Department
South Bethany Police Department
University of Delaware Police Department
Wilmington Police Department
Wyoming Police Department
Blades Police Department
Bridgeville Police Department
Camden Police Department
Capitol Police Department
Bethany Beach Police Department

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

Planned Participation in Click-it-or-Ticket

2019 Click it or Ticket Occupant Protection Mobilization

Delaware will be participating in Click It or Ticket beginning May 18, 2020 and ending May 31, 2020. OHS will partner with 39 police agencies throughout Delaware for saturation patrols during this two week period. Special consideration will be given to nighttime enforcement. OHS will once again participate in Border to Border with the neighboring states of Pennsylvania and Maryland.

OHS will also continue to have a strong media presence during this campaign. Dover International Speedway hosts a NASCAR race every May. OHS uses this race to market Click It or Ticket and seat belt use to a large audience over this three day period. OHS also partners with drivers for local events, such as elementary schools or with corporate partners.

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

List of Task for Participants & Organizations

Child restraint inspection stations

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

Countermeasure Strategy
CPS Program for Delaware

Planned activities demonstrating an active network of child passenger safety inspection stations and/or inspection events:

Unique Identifier	Planned Activity Name
SALA	Fitting Station Coordinators
SUPA	Fitting Station Supplies
PMOA	OP Paid Media and Outreach

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

Planned inspection stations and/or events: 18

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

Populations served - urban: 18

Populations served - rural: 18

Populations served - at risk: 18

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

Child passenger safety technicians

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

Countermeasure Strategy
CPS Program for Delaware

Planned activities for recruiting, training and maintaining a sufficient number of child passenger safety technicians:

Unique Identifier	Planned Activity Name
TRAA	CPS Training
SALA	Fitting Station Coordinators
SUPA	Fitting Station Supplies
PMOA	OP Paid Media and Outreach

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

Estimated total number of classes: 3

Estimated total number of technicians: 45

Maintenance of effort

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

405(c) State traffic safety information system improvements grant

Traffic records coordinating committee (TRCC)

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

Meeting Date
10/9/2018
1/29/2019
5/23/2019

Name and title of the State's Traffic Records Coordinator:

Name of State's Traffic Records Coordinator: Richard Klepner

Title of State's Traffic Records Coordinator: Management Analyst III

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

List of TRCC members

Executive Committee Membership

Earl McCloskey - Executive Director - Delaware Justice Information System

Jennifer Cohan - Secretary – Department of Transportation

Kara Walker - Secretary - Department of Health and Social Services

Karyl Rattay - Director - Division of Public Health

Robert Coupe - Secretary – Department of Safety and Homeland Security

Core Team Membership

Tracy Condon - Traffic Section – Delaware State Police (Crash, Enforcement/Adjudication)

Judy Dancy - Regional Program Manager – NHTSA (Crash)

Glen Dixon - Traffic Section - Delaware State Police (Crash, Enforcement/Adjudication)

David Elwood - Delaware Justice Information System (Crash, Enforcement/Adjudication)
Britany Huss - Paramedic Administrator - Department of Health and Social Services (Injury Surveillance)
Stephanie Johnson - DelDOT Planning (Roadway)
Pat Kennedy - Safety and Mobility Engineer – FHWA Delaware Division (Crash, Roadway)
Valerie Killinger - DelDOT - Division of Motor Vehicles (Vehicle, Driver)
Richard Klepner - Management Analyst III – Office of Highway Safety (Crash, Enforcement/Adjudication) – TRCC Coordinator
Earl McCloskey - Executive Director - Delaware Justice Information System (Crash, Enforcement/Adjudication)
Matthew Neumann – Management Analyst III - Department of Health and Social Services (Injury Surveillance)
Christopher Klein - Director - Office of Highway Safety (Crash, Enforcement/Adjudication)
Philip Strohm - State Programs Specialist - FMCSA Delaware Division (Crash)
Scott Neidert - Traffic Design Resource Engineer - DelDOT Traffic (Crash, Roadway)

Traffic Records System Assessment

Crash
Improve the data dictionary for the Crash data system that reflects best practices identified in the Traffic Records Program Assessment Advisory.
Improve the data quality control program for the Crash data system that reflects best practices identified in the Traffic Records Program Assessment Advisory.
Vehicle
Improve the procedures/ process flows for the Vehicle data system that reflects best practices identified in the Traffic Records Program Assessment Advisory.
Improve the data quality control program for the Vehicle data system that reflects best practices identified in the Traffic Records Program Assessment Advisory.
Driver
Improve the procedures/ process flows for the Driver data system that reflects best practices identified in the Traffic Records Program Assessment Advisory.
Improve the data quality control program for the Driver data system that reflects best practices identified in the Traffic Records Program Assessment Advisory.
Roadway
Improve the applicable guidelines for the Roadway data system that reflects best practices identified in the Traffic Records Program Assessment Advisory.
Improve the data dictionary for the Roadway data system that reflects best practices identified in the Traffic Records Program Assessment Advisory.
Improve the data quality control program for the Roadway data system that reflects best practices identified in the Traffic Records Program Assessment Advisory.
Citation Adjudication
Improve the data dictionary for the Citation and Adjudication systems that reflects best practices identified in the Traffic Records Program Assessment Advisory.
Improve the data quality control program for the Citation and Adjudication systems that reflects best practices identified in the Traffic Records Program Assessment Advisory.
EMS / Injury Surveillance

Improve the description and contents of the Injury Surveillance systems that reflect best practices identified in the Traffic Records Program Assessment Advisory.
Improve the data dictionary for the Injury Surveillance systems that reflects best practices identified in the Traffic Records Program Assessment Advisory.
Improve the interfaces with the Injury Surveillance systems that reflect best practices identified in the Traffic Records Program Assessment Advisory.
Improve the data quality control program for the Injury Surveillance systems that reflects best practices identified in the Traffic Records Program Assessment Advisory.
Data Use and Integration
Improve the traffic records systems capacity to integrate data that reflects best practices identified in the Traffic Records Program Assessment Advisory.

Traffic Records for Measurable Progress

Recommendation	Implement? (Y/N)	Response
Improve the data dictionary for the Crash data system that reflects best practices identified in the Traffic Records Program Assessment Advisory.	Y	Status: DelJIS and Delaware State Police are currently working on a new data dictionary including definitions of all elements on the crash report. The current version only includes the elements and attributes of the crash report.
		Performance Measure: Delaware will assess the accessibility of the data dictionary in accordance with NHTSA's Model Performance Measures document by querying principal users to access their ability to obtain the data dictionary and satisfaction with the data dictionary
Improve the data quality control program for the Crash data system that reflects best practices identified in the Traffic Records Program Assessment Advisory.	Y	Status: DelJIS developed a flow chart to document the rejection and resubmission of crash reports based on errors. DelJIS is investigating whether the date when a crash report is rejected is stored in E-Crash to facilitate the collection of data to document the performance measure.
		Performance Measure: The average number of days from rejection of a crash report to resubmission of a crash report

Improve the applicable guidelines for the Roadway data system that reflects best practices identified in the Traffic Records Program Assessment Advisory.	Y	Status: DelDOT is currently expanding their Roadway Inventory Management System (RIMS) to include MIRE Fundamental Data Elements (FDE).
		Performance Measure: Percentage of MIRE Fundamental Data Elements (FDE) included in RIMS
Improve the data dictionary for the Citation and Adjudication systems that reflects best practices identified in the Traffic Records Program Assessment Advisory.	Y	Status: DelJIS and Delaware State Police are currently working on a new data dictionary including definitions of all elements. The current version only includes the elements and attributes of the crash report.Status: DelJIS and Delaware State Police are currently working on a new data dictionary including definitions of all elements. The current version only includes the elements and attributes of the crash report.
		Performance Measure: Delaware will assess the accessibility of the data dictionary in accordance with NHTSA's Model Performance Measures document by querying principal users to access their ability to obtain the data dictionary and satisfaction with the data dictionary

Traffic Records Supporting Non-Implemented Recommendations

Recommendation	Implement? (Y/N)	Response
Improve the procedures/ process flows for the Vehicle data system that reflects best practices identified in the Traffic Records Program Assessment Advisory.	N	All of DMVs standard operating procedures (SOPs) are located in a central repository at DMV.
Improve the data quality control program for the Vehicle data system that reflects best practices identified in the Traffic Records Program Assessment Advisory.	N	Edit checks are currently incorporated into the Vehicle system and limited state-level correction is permitted.

Improve the procedures/ process flows for the Driver data system that reflects best practices identified in the Traffic Records Program Assessment Advisory.	N	All of DMVs standard operating procedures (SOPs) are located in a central repository at DMV.
Improve the data quality control program for the Driver data system that reflects best practices identified in the Traffic Records Program Assessment Advisory.	N	Edit checks are currently incorporated into the Driver system and limited state-level correction is permitted.
Improve the data dictionary for the Roadway data system that reflects best practices identified in the Traffic Records Program Assessment Advisory.	N	A data dictionary to be developed by DelDOT following the efforts to update the Roadway Inventory to include recommended MIRE elements, but is not a state priority at this time.
Improve the data quality control program for the Roadway data system that reflects best practices identified in the Traffic Records Program Assessment Advisory.	N	A data quality program will be implemented following the update/expansion of the Roadway Inventory to included additional MIRE elements, but is not a state priority at this time.
Improve the data quality control program for the Citation and Adjudication systems that reflects best practices identified in the Traffic Records Program Assessment Advisory.	N	In response to recommendations regarding the suggestion that the BAC is no always available immediately and is not required in the DUI tracking system, Delaware has determined that if the BAC exists at the time of the conviction, it will be sent over in the electronic data that is transmitted from the court to the DUI tracking system. However, there are times when there is no BAC – if the person refused or if the lab results are not yet completed. Therefore, the system cannot require a BAC or it would reject records without one.
Improve the description and contents of the Injury Surveillance systems that reflect best practices identified in the Traffic Records Program Assessment Advisory.	N	Delaware believes that the description and contents of the Injury Surveillance systems are satisfactory at this time.

Improve the data dictionary for the Injury Surveillance systems that reflects best practices identified in the Traffic Records Program Assessment Advisory.	N	Data dictionaries are available for injury surveillance system components that exit in Delaware; however, some are not publicly available and therefore were not shared as part of the TRA.
Improve the interfaces with the Injury Surveillance systems that reflect best practices identified in the Traffic Records Program Assessment Advisory.	N	The TRCC understands the potential benefits of integrating hospital discharge data and vital records data, but sees limited application by data users at this time compared to the cost that would be required to undertake such a project.
Improve the data quality control program for the Injury Surveillance systems that reflects best practices identified in the Traffic Records Program Assessment Advisory.	N	OEMS disagrees with recommendations to provide authority to correct errors in submitted reports because the correction of reports would violate the integrity of the report.
Improve the traffic records systems capacity to integrate data that reflects best practices identified in the Traffic Records Program Assessment Advisory.	N	The TRCC understands the potential benefits that a full integrated traffic records system can provide, but sees limited application by data users at this time compared to the cost that would be required to undertake such a project.

Traffic Records for Model Performance Measures

Traffic Safety Information System - Benchmarking and Goals

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

Table 1: Crash System

Quality Category	Status/Baseline/Deficiency	Goal/Objective	Performance Measure		

Timeliness	E-Crash reports are approved, on average, within 11 days of the crash occurrence.	Approve crash reports and transfer to DelDOT, on average, within one week from crash occurrence.	Decrease the average amount of time from the crash occurrence to transfer of the crash report to DelDOT		
			Time Period	Actual	Goal
			Jan – May 2010	21.55 days	-
			Aug – Dec 2010	11.05 days	1 week
			Project Complete		
	"Approved" E-Crash data is transferred from DelJIS to DelDOT's CARS every night.	With the E-Crash system, allow for daily transfer of data from E-Crash to DelDOT.	Increase frequency of transfers of approved crash data to DelDOT		
			Year	Actual	Goal
			2007	90+ days	-
			2008	30 days	-
			2009	30 days	-
			2010	Daily	Daily
			Project Complete		

Table 1: Crash System (continued)

Quality Category	Status/Baseline/Deficiency	Goal/Objective	Performance Measure		
Timeliness (continued)	Crash data is process immediately upon receipt of data from E-Crash and available for data analysis.	Process crash data and insert data in DelDOT's crash system immediately following receipt of data from DelJIS.Process crash data and insert data in DelDOT's crash system immediately following receipt of data from DelJIS.	Increase timeliness of crash data in DelDOT's crash system following receipt of data from DelJIS.		

			Year	Actual	Goal
			2007	2 weeks+	-
			2008	2 weeks+	-
			2009	2 weeks+	-
			2010	Real-time	Real-time
			Project Complete		
	The Impaired Driver Report (IDR) is included in LEISS and there is a linkage to the E-Crash application allowing for real-time transmission of reports to courts for the prosecution of cases.	Include the IDR report within LEISS and provide a linkage to E-Crash to improve the timeliness of IDRs and the completeness of LEISS	Decrease the amount of time from the IDR completion to the availability of the report to prosecutors		
			Year	Actual	Goal
			2011	N/A	-
			2012	Real-time	Real-time
			Project Complete		
Consistency	All crash data following January 1, 2007 is submitted electronically.				

Completeness	In response to the MMUCC Self Assessment Tool developed by NHTSA, the TRCC will reassess the status of the states' MMUCC compliance and identify areas where either expansion or reduction of MMUCC elements and attributes would improve the completeness and quality of crash reporting.This will be completed following the upcoming release of and updated MMUCC.In response to the MMUCC Self Assessment Tool developed by NHTSA, the TRCC will reassess the status of the states' MMUCC compliance and identify areas where either expansion or reduction of MMUCC elements and attributes would improve the completeness and quality of	Increase % of MMUCC elements and attributes included (either partial or full) in E-Crash Increase % of MMUCC elements and attributes included (either partial or full) in E-Crash Increase % of MMUCC elements and attributes included (either partial or full) in E-Crash	Increase % of MMUCC elements and attributes included (either partial or full) in E-Crash		

	crash reporting.This will be completed following the upcoming release of and updated MMUCC.In response to the MMUCC Self Assessment Tool developed by NHTSA, the TRCC will reassess the status of the states' MMUCC compliance and identify areas where either expansion or reduction of MMUCC elements and attributes would improve the completeness and quality of crash reporting.This will be completed following the upcoming release of and updated MMUCC.				
			Year	Actual	Goal

			Specific goals will be developed based on the MMUCC Self-Assessment outcome which will be performed following the new release of MMUCC and completion of NHTSA MMUCC Assessment for Delaware		

Table 1: Crash System (continued)

Quality Category	Status/Baseline/Deficiency	Goal/Objective	Performance Measure		
Completeness (continued)	81% of the elements required (either partial or full) by SAFETYNET for reporting to FMCSA are included in the crash database 81% of the elements required (either partial or full) by SAFETYNET for reporting to FMCSA are included in the crash database	Increase compliance with FMCSA reporting requirements through the development of E-Crash	Increase % of FMCSA elements included (either partial or full) in E-Crash		
			Year	Actual	Goal
			2007	81%	-
			2008	81%	-
			2009	81%	-

	With the prior TraCS system, all fields were not mandatory resulting in missing data or “unknown” codes used for some data elements when there is a known value. With the E-Crash system, users are required to enter data in fields when there is a known value.	Decrease the number of fields with missing data when there is a known valueDecrease the number of fields with missing data when there is a known valueDecrease the number of fields with missing data when there is a known valueDecrease the number of fields with missing data when there is a known valueDecrease the number of fields with missing data when there is a known valueDecrease the number of fields with missing data when there is a known valueDecrease the number of fields with missing data when there is a known valueDecrease the number of fields with missing data when there is a known valueDecrease the number of fields with missing data when there is	Decrease the percentage of drivers with an unknown date of birth and age (when there is an available value)		

		a known valueDecrease the number of fields with missing data when there is a known valueDecrease the number of fields with missing data when there is a known valueDecrease the number of fields with missing data when there is a known valueDecrease the number of fields with missing data when there is a known valueDecrease the number of fields with missing data when there is a known value			
			Year	Actual	Goal
			2008	6%	-
			2009	9%	-
			2010[1]	1.2%	4%
			Project Complete		
			Decrease the percentage of crash reports with blank “injury status” fields (when there is an available value)		
			Year	Actual	Goal
			2008	27%	-
			2009	29%	-

			2010	10%	10%
			Project Complete		
	The E-Crash system did not include a field for officers to provide the origin-destination information of pedestrians.	Improve pedestrian crash data for improved problem identification and strategy implementation by collecting data regarding the origins and destinations of pedestrians	Increase the percentage of crash reports that include origin and destination information		
			Year	Actual	Goal
			Apr 16 – Mar 17	11%	
			Apr 17 – Mar 18	64%	
			Apr 18 – Mar 19	93%	100%

Table 1: Crash System (continued)

Quality Category	Status/Baseline/Deficiency	Goal/Objective	Performance Measure		
AccuracyAccuracy	DelJIS QA/QC staff review E-Crash reports for accuracy and track and document errors to identify training needs	Increase the accuracy of E-Crash data	Decrease the percentage of CMV crash reports that are rejected or corrected		
			Year	Actual	Goal
			Apr 11 – Mar 12	69%	-
			Apr 12 – Mar 13	36%	-
			Apr 13 – Mar 14	12%	25%
			Project Complete		
			Decrease the percentage of bus crash reports that are rejected or corrected		

			Year	Actual	Goal
			Apr 14 – Mar 15	45%	-
			Apr 15 – Mar 16	38%	40%
			Project Complete		
			Decrease the percentage of work zone crash reports that are rejected or corrected		
			Year	Actual	Goal
			Apr 14 – Mar 15	79%	-
			Apr 15 – Mar 16	54%	60%
			Apr 16 – Mar 17	45%	50%
			Project Complete		

Table 1: Crash System (continued)

Quality Category	Status/Baseline/Deficiency	Goal/Objective	Performance Measure		

Accessibility	DelDOT's former SDM system did not allow users to identify high crash rate locations based on specific crash characteristics (e.g., wet weather, nighttime, fixed object, run-off-the-road, etc.). In response to the new E-Crash system, DelDOT is developing a new analysis tool to support their safety programs that will allow users to identify high crash rate locations based on specific crash characteristics.DelDOT's former SDM system did not allow users to identify high crash rate locations based on specific crash characteristics (e.g., wet weather, nighttime, fixed object, run-off-the-road, etc.). In response to the new E-Crash system, DelDOT is developing a new analysis tool to	Allow users to identify high crash rates based on user-defined crash characteristics	Increase number of crash queries that are run annually based on user-defined crash characteristics		

	support their safety programs that will allow users to identify high crash rate locations based on specific crash characteristics.				
			Year	Actual	Goal
			2008	0	-
			2009	1	-
			2010	0	-
			2011	0	-
			2012	0	-
			2013	0	-
			2014	0	-
			2015	0	-
			2016	0	-
			2017	0	5
			Project On Hold		

	The data dictionary currently available to crash data users contains a list of data elements for the crash data system but is not readily available to all data users.DelJIS is currently developing a data dictionary.The data dictionary currently available to crash data users contains a list of data elements for the crash data system but is not readily available to all data users.DelJIS is currently developing a data dictionary.The data dictionary currently available to crash data users contains a list of data elements for the crash data system but is not readily available to all data users.DelJIS is currently developing a data dictionary.	Develop an accessible and user-friendly crash data dictionary available to all crash data collectors and usersDevelop an accessible and user-friendly crash data dictionary available to all crash data collectors and users	In accordance with NHTSA's Model Performance Measures, the following steps will be taken to assess this project:Identify the principal users of the data dictionaryQuery the principal users to assess (a) their ability to obtain the data dictionary and (b) their satisfaction with the usefulness of the data dictionaryDocument the method of data collection and the principal users' responsesIn accordance with NHTSA's Model Performance Measures, the following steps will be taken to assess this project:Identify the principal users of the data dictionaryQuery the principal users to assess (a) their ability to obtain the		

			data dictionary and (b) their satisfaction with the usefulness of the data dictionaryDocument the method of data collection and the principal users' responsesIn accordance with NHTSA's Model Performance Measures, the following steps will be taken to assess this project:Identify the principal users of the data dictionaryQuery the principal users to assess (a) their ability to obtain the data dictionary and (b) their satisfaction with the usefulness of the data dictionaryDocument the method of data collection and the principal users' responsesIn accordance with NHTSA's Model Performance Measures, the following		

			steps will be taken to assess this project:Identify the principal users of the data dictionaryQuery the principal users to assess (a) their ability to obtain the data dictionary and (b) their satisfaction with the usefulness of the data dictionaryDocument the method of data collection and the principal users' responsesIn accordance with NHTSA's Model Performance Measures, the following steps will be taken to assess this project:Identify the principal users of the data dictionaryQuery the principal users to assess (a) their ability to obtain the data dictionary and (b) their satisfaction with the usefulness of the data		

			dictionaryDocument the method of data collection and the principal users’ responsesIn accordance with NHTSA’s Model Performance Measures, the following steps will be taken to assess this project:Identify the principal users of the data dictionaryQuery the principal users to assess (a) their ability to obtain the data dictionary and (b) their satisfaction with the usefulness of the data dictionaryDocument the method of data collection and the principal users’ responsesIn accordance with NHTSA’s Model Performance Measures, the following steps will be taken to assess this project:Identify the principal users of the		

			data dictionaryQuery the principal users to assess (a) their ability to obtain the data dictionary and (b) their satisfaction with the usefulness of the data dictionaryDocument the method of data collection and the principal users' responses		
Data Integration	E-Crash does not have an active linkage with motor vehicle data, driver history, or emergency medical services data for data analysis.				

Table 2: Roadway System

Quality Category	Status/Baseline/Deficiency	Goal/Objective	Performance Measure		

Timeliness	DelDOT continuously updates their road inventory and uses TeleAtlas mapping provider to update their centerline file on a quarterly basis. An updated centerline file is transferred to DSP on a quarterly basis.DelDOT publishes an annual Traffic Summary that contains ADTs on all state maintained roadways. A portion of roadways are counted each year.DelDOT continuously updates their road inventory and uses TeleAtlas mapping provider to update their centerline file on a quarterly basis. An updated centerline file is transferred to DSP on a quarterly basis.DelDOT publishes an annual Traffic Summary that contains ADTs on all state maintained roadways. A				

	portion of roadways are counted each year.DelDOT continuously updates their road inventory and uses TeleAtlas mapping provider to update their centerline file on a quarterly basis. An updated centerline file is transferred to DSP on a quarterly basis.DelDOT publishes an annual Traffic Summary that contains ADTs on all state maintained roadways. A portion of roadways are counted each year.				

	DSP's centerline file contained in TraCS was not current or updated due to the need to install updates on every laptop in every law enforcement vehicle. The E-Crash system allows for updates to the centerline file and locator tool through electronic updates.DSP's centerline file contained in TraCS was not current or updated due to the need to install updates on every laptop in every law enforcement vehicle. The E-Crash system allows for updates to the centerline file and locator tool through electronic updates.DSP's centerline file contained in TraCS was not current or updated due to the need to install updates on every laptop in every law enforcement vehicle. The E-Crash system allows for updates to the centerline	Update the mapping tool contained in the crash reporting system regularly in order to allow for accurate locating of crashes.	Increase frequency of mapping updates to locator tool.		

	file and locator tool through electronic updates.				
			Year	Actual	Goal
			2007	1 year+	-
			2008	2 years+	-
			2009	3 years+	-
			2010	Quarterly	Quarterly
			Project Complete		

Consistency	With the E-Crash system, the milepoints corresponding to a crash are generated by the locator tool contained within E-Crash, eliminating the conversion from X, Y coordinates to milepoints by DelDOT.With the E-Crash system, the milepoints corresponding to a crash are generated by the locator tool contained within E-Crash, eliminating the conversion from X, Y coordinates to milepoints by DelDOT.With the E-Crash system, the milepoints corresponding to a crash are generated by the locator tool contained within E-Crash, eliminating the conversion from X, Y coordinates to milepoints by DelDOT.	Generate milepoints in E-Crash, eliminating the need for DelDOT to convert X, Y coordinates to milepoints.	Increase percentage of crash reports with milepoints generated by E-Crash, when applicable.		
			Year	Actual	Goal
			2008	0%	-
			2009	0%	-

			2010	100%	90%
			Project Complete		
	DelDOT maintains two milepoint systems (continuous and forward/reverse). Crash data is available in both milepoint systems as well as in latitude/longitude (X,Y) coordinates. In the future, one of the two milepoint systems will be eliminated.	Maintain only one milepoint system for all roadway data statewide (long term goal).[2]			

Table 2: Roadway System (continued)

Quality Category	Status/Baseline/Deficiency	Goal/Objective	Performance Measure		

Completeness	DelDOT's centerline file contains 100% of public roads statewide. DelDOT's Road Inventory Management System (RIMS) currently does not include sufficient detail and accuracy to allow for crash data analysis incorporating roadway features.DelDOT is currently in the development stages of their Transportation System Data Management (TSDM) system which will incorporate the FDEs. Data collection to provide FDEs for state-maintained roads has occurred and was completed in October 2015. DelDOT's centerline file contains 100% of public roads statewide. DelDOT's Road Inventory Management	Collect roadway data elements required to comply with MAP-21 guidance on State safety data systems, specifically the requirement to collect Fundamental Data Elements (FDE), which is a subset of Model Inventory of Roadway Elements (MIRE).Collect roadway data elements required to comply with MAP-21 guidance on State safety data systems, specifically the requirement to collect Fundamental Data Elements (FDE), which is a subset of Model Inventory of Roadway Elements (MIRE).	Increase the percentage of compliant MIRE Fundamental Data Elements (FDE) included in DelDOT's Inventory for State Maintained Roadways		

	System (RIMS) currently does not include sufficient detail and accuracy to allow for crash data analysis incorporating roadway features.DelDOT is currently in the development stages of their Transportation System Data Management (TSDM) system which will incorporate the FDEs. Data collection to provide FDEs for state-maintained roads has occurred and was completed in October 2015. DelDOT's centerline file contains 100% of public roads statewide. DelDOT's Road Inventory Management System (RIMS) currently does not include sufficient detail and accuracy to allow for crash data				

	analysis incorporating roadway features.DelDOT is currently in the development stages of their Transportation System Data Management (TSDM) system which will incorporate the FDEs. Data collection to provide FDEs for state-maintained roads has occurred and was completed in October 2015. DelDOT's centerline file contains 100% of public roads statewide. DelDOT's Road Inventory Management System (RIMS) currently does not include sufficient detail and accuracy to allow for crash data analysis incorporating roadway features.DelDOT is currently in the development stages of their Transportatio				

	n System Data Management (TSDM) system which will incorporate the FDEs. Data collection to provide FDEs for state-maintained roads has occurred and was completed in October 2015.				
			Date	Actual	Goal
			June 2017	98% (50 of 51)	-
			June 2018	98% (50 of 51)	100% (51 of 51)
			Increase the percentage of compliant MIRE Fundamental Data Elements (FDE) included in DelDOT's Inventory for Non-State Maintained Roadways.		
			June 2017	25% (13 of 51)	-
			June 2018	25% (13 of 51)	35% (18 of 51)
			June 2019	-	45% (23 of 51)
			June 2020	-	55% (28 of 51)

			Increase the percentage of compliant MIRE Fundamental Data Elements (FDE) attribute definitions included in DelDOT's Inventory.		
			June 2017	78% (40 of 51)	-
			June 2018	78% (40 of 51)	82% (42 of 51)
			June 2019	-	86% (44 of 51)
			June 2020	-	90% (46 of 51)

Quality Category	Status/Baseline/Deficiency	Goal/Objective	Performance Measure
Accuracy	The accuracy of the location of crash data on roadway files is within one-hundredth of a mile. The E-Crash locator tool allows officers to locate crashes in 1-ft increments, referenced from nearby intersections.		
Accessibility	Roadway inventory files are accessible to all DelDOT staff via their Intranet via RIMS. Traffic count data is available to all users via DelDOT's website.		

Data Integration	Roadway and partial crash data is stored by DelDOT in both GIS and linear referencing systems allowing integration with other transportation data. INFORM, DelDOT's GIS tool, includes very few crash data fields, limiting its use for data analysis. The new locator tool contained within E-Crash generates both X,Y coordinates and milepoints, allowing for integration with all forms of transportation data.Roadway and partial crash data is stored by DelDOT in both GIS and linear referencing systems allowing integration with other transportation data. INFORM, DelDOT's GIS tool, includes very few crash data fields, limiting its use for data analysis. The new locator tool contained within E-Crash generates both X,Y coordinates and milepoints, allowing for integration with all forms of transportation data.				

Table 3: Driver System

Quality Category	Status/Baseline/Deficiency	Goal/Objective	Performance Measure		

Timeliness	The driver file is contained within DMV's Motor Vehicle Licensing System (MVALS) and is updated in real-time for driver licensing and control transactions. Conviction information is received electronically from DelJIS within 24 hours, but entry into the driver file is suspended for 5 days to minimize updates from changes that may occur within the first few days following adjudication. DMV has provided DelJIS with real-time access to the driver files to allow for queries and data analysis.The driver file is contained within DMV's Motor Vehicle Licensing System (MVALS) and is updated in real-time for driver	Decrease the amount of time required to perform queries and analysis of driver data contained in MVAL by creating a web-based application.	Decrease the average time required to perform queries and analysis of driver data contained in MVALS		

	licensing and control transactions. Conviction information is received electronically from DelJIS within 24 hours, but entry into the driver file is suspended for 5 days to minimize updates from changes that may occur within the first few days following adjudication. DMV has provided DelJIS with real-time access to the driver files to allow for queries and data analysis.				
			Year	Actual	Goal
			2008	90 min	-
			2009	90 min	-
			2010	90 min	-
			2011	90 min	-
			2012	-	15 min
			Project Complete		

Consistency	DMV's driver file meets all of the requirements of the Problem Driver Protection System (PDPS), Commercial Driver License Information System (CDLIS), and other applications of AAMVAnet.				
Completeness	DMV's driver file contains all of the elements for all drivers. Crash information in E-Crash is not posted on the driver file.				

Accuracy	Accuracy of DMV's driver file is good. In the event of file updates which do not exclusively and fully match a record presumed to be on file, a "kick flag" triggers a manual search and match process to identify and correct any match failures.The drivers' license file cleansing project and the implementation of the Social Security Online Verification System (SSOLV) has improved data accuracy.Accuracy of DMV's driver file is good. In the event of file updates which do not exclusively and fully match a record presumed to be on file, a "kick flag" triggers a manual search and match process to identify and				

	correct any match failures.The drivers' license file cleansing project and the implementation of the Social Security Online Verification System (SSOLV) has improved data accuracy.				

Table 3: Driver System (continued)

Quality Category	Status/Baseline/Deficiency	Goal/Objective	Performance Measure
Accessibility	DMV's driver file is accessible online for authorized users, consistent with the requirements of the Driver Privacy Protection Act (DPPA).DMV's driver file is accessible online for authorized users, consistent with the requirements of the Driver Privacy Protection Act (DPPA).		
Data Integration	DMV's driver file is actively linked with the vehicle file, and is updated online with DelJIS information from court adjudication. Law enforcement officers can access MVALS to auto-populate an E-Crash report with driver information. There is no system or process that link DMV's driver file to E-Crash data.		

Table 4: Vehicle System

Quality Category	Status/Baseline/Deficiency	Goal/Objective	Performance Measure		
Timeliness	The vehicle file is contained within DMV's Motor Vehicle Licensing System (MVALS) and is updated and maintained in real-time.DMV has provided DelJIS with real-time access to the vehicle files to allow for queries and data analysis.The vehicle file is contained within DMV's Motor Vehicle Licensing System (MVALS) and is updated and maintained in real-time.DMV has provided DelJIS with real-time access to the vehicle files to allow for queries and data analysis.	Decrease the amount of time required to perform queries and analysis of vehicle data contained in MVALS by creating a web-based application.	Decrease the average time required to perform queries and analysis of vehicle data contained in MVALS		
			Year	Actual	Goal
			2008	90 min	-
			2009	90 min	-
			2010	90 min	-
			2011	90 min	-
			2012	-	15 min

			Project Complete		
Consistency	DMV's vehicle file contains all of the data content required for AAMVAnet support.				
Completeness	DMV's vehicle file contains all standard data elements. Data elements for vehicle color and tint waiver information are being added to the file.				
Accuracy	DMV uses the VINA program to enhance the accuracy of VINs. Data accuracy will be enhanced with the implementation of the National Motor Vehicle Title Information System (NMVTIS) program that is being implemented. This will allow DMV to verify title information from a national database of vehicle information.				

Accessibility	DMV’s vehicle file information is accessible online for authorized users, consistent with the requirements of the Driver Privacy Protection Act (DPPA).DMV’s vehicle file information is accessible online for authorized users, consistent with the requirements of the Driver Privacy Protection Act (DPPA).				
Data Integration	DMV’s vehicle file is actively linked with the driver file, and is updated online with information on stolen vehicles. Law enforcement officers can access MVALS to auto-populate an E-Crash report with vehicle information.				

Table 5: Enforcement/Adjudication System

Quality Category	Status/Baseline/Deficiency	Goal/Objective	Performance Measure		

Timeliness	Courts are using the Criminal Justice Information System (CJIS) to follow cases from the point of filing through prosecution to disposition. Electronic citations are updated in the CJIS system real-time. Courts are submitting convictions electronically to DMV once a day. DelJIS developed an Automated Traffic Ticket module (E-Ticket) within the Law Enforcement Investigative Support System (LEISS) application to capture citation information electronically in the field. This has significantly improved the timeliness of data in the CJIS system.Courts are using the Criminal Justice Information System (CJIS) to follow cases from the point of filing	Capture all citations using E-Ticket to improve the timeliness of citation data in CJIS	Increase the timeliness of citation information in CJIS		

	through prosecution to disposition. Electronic citations are updated in the CJIS system real-time. Courts are submitting convictions electronically to DMV once a day. DelJIS developed an Automated Traffic Ticket module (E-Ticket) within the Law Enforcement Investigative Support System (LEISS) application to capture citation information electronically in the field. This has significantly improved the timeliness of data in the CJIS system.				
			Year	Actual	Goal
			Prior Years	7.5 days	-
			2007	5.4 days	-
			2008	1.7 days	3 days
			2009	0.2 days	1.5 days
			Project Complete		

Consistency	All law enforcement officers use a standardized electronic citation form. It contains data elements to identify the type of violation, location, date and time, the enforcement agency, and court of jurisdiction.				

Completeness	CJIS contains information about enforcement charges and dispositions of the crash component. DSP vehicles contain GPS equipment to electronically capture citation locations. In 2008, GPS equipment and modems were purchased for municipal police departments to allow citation locations to be captured electronically .CJIS contains information about enforcement charges and dispositions of the crash component. DSP vehicles contain GPS equipment to electronically capture citation locations. In 2008, GPS equipment and modems were purchased for municipal police departments to allow citation locations to be captured electronically .	Increase number of citations with GPS coordinates to allow for accurate locating of citations	Increase # of citations with GPS coordinates		
			Year	Actual	Goal

			2007	0	-
			2008	67,059	10,000
			2009	90,339	75,000
			Project Complete		

Table 5: Enforcement/Adjudication System (continued)

Quality Category	Status/Baseline/Deficiency	Goal/Objective	Performance Measure
Accuracy	The CJIS case management application contains quality control procedures and edits to identify errors made by law enforcement officers and data entry personnel.		
Accessibility	Information about statewide violations and convictions is accessible to all authorized users through CJIS. Law enforcement officers, prosecutors, and court personnel have access to complete information about a defendant's history regarding any other prior actions or cases that may be pending in another court's jurisdiction. The DELJIS COGNOS analysis tool allows all authorized users to create ad hoc reports from the CJIS traffic citations/ disposition file. COGNOS includes all incident information, but lacks charge information.	Expand and upgrade COGNOS to include all traffic citation information (long range goal).[3]	

	DelJIS has a well-documented system for developers to understand the linkages used within the code; however, there is little documentation to show these linkages for review by data users and managers. DelJIS is currently developing a data dictionary.DelJIS has a well-documented system for developers to understand the linkages used within the code; however, there is little documentation to show these linkages for review by data users and managers. DelJIS is currently developing a data dictionary.DelJIS has a well-documented system for developers to understand the linkages used within the code; however, there is little documentation to show these linkages for review by data users and managers. DelJIS is currently developing a data dictionary.	Develop an accessible and user-friendly data dictionary available to all data collectors and usersDevelop an accessible and user-friendly data dictionary available to all data collectors and users	In accordance with NHTSA’s Model Performance Measures, the following steps will be taken to assess this project:Identify the principal users of the data dictionaryQuery the principal users to assess (a) their ability to obtain the data dictionary and (b) their satisfaction with the usefulness of the data dictionaryDocument the method of data collection and the principal users’ responsesIn accordance with NHTSA’s Model Performance Measures, the following steps will be taken to assess this project:Identify the principal users of the data dictionaryQuery the principal users to assess (a) their ability to obtain the data dictionary and (b) their satisfaction with the usefulness of the data dictionaryDocument the method of data collection and the principal users’ responsesIn accordance with NHTSA’s Model Performance Measures, the following steps will be taken to assess this project:Identify the principal users of the data dictionaryQuery the principal users to assess (a) their ability to obtain the data dictionary and (b) their satisfaction

			with the usefulness of the data dictionaryDocument the method of data collection and the principal users' responsesIn accordance with NHTSA's Model Performance Measures, the following steps will be taken to assess this project:Identify the principal users of the data dictionaryQuery the principal users to assess (a) their ability to obtain the data dictionary and (b) their satisfaction with the usefulness of the data dictionaryDocument the method of data collection and the principal users' responsesIn accordance with NHTSA's Model Performance Measures, the following steps will be taken to assess this project:Identify the principal users of the data dictionaryQuery the principal users to assess (a) their ability to obtain the data dictionary and (b) their satisfaction with the usefulness of the data dictionaryDocument the method of data collection and the principal users' responsesIn accordance with NHTSA's Model Performance Measures, the following steps will be taken to assess this project:Identify the principal users of

			the data dictionaryQuery the principal users to assess (a) their ability to obtain the data dictionary and (b) their satisfaction with the usefulness of the data dictionaryDocument the method of data collection and the principal users' responses
Data Integration	The E-Crash system automatically links citation and crash data via the Complaint number, when applicable.The E-Crash system automatically links citation and crash data via the Complaint number, when applicable.		

Table 6: Injury Surveillance System

Quality Category	Status/Baseline/Deficiency	Goal/Objective	Performance Measure		

Timeliness	EMS providers previously reported all pre-hospital patient care reports to the state data repository using the Delaware Electronic EMS Data System (EDIN) within four hours from the time the unit is dispatched. Pre-hospital patient care reports were then faxed or delivered in paper format to the hospitals. DEMRS, which was implemented in May 2013 allows greater access to inputting data since it is web-based and accessible from any site where provider can access the internet. It allows EMS providers to e-mail patient care reports to hospitals EMS providers previously reported all pre-hospital patient care reports to the state data repository using the	Submit all EMS reports electronically to hospitals within 4 hours.Submit all EMS reports electronically to hospitals within 4 hours.	Increase % EMS reports sent electronically to hospitals within 4 hours of the patient arrival at the hospital		

	Delaware Electronic EMS Data System (EDIN) within four hours from the time the unit is dispatched. Pre-hospital patient care reports were then faxed or delivered in paper format to the hospitals. DEMRS, which was implemented in May 2013 allows greater access to inputting data since it is web-based and accessible from any site where provider can access the internet. It allows EMS providers to e-mail patient care reports to hospitals EMS providers previously reported all pre-hospital patient care reports to the state data repository using the Delaware Electronic EMS Data System (EDIN) within four hours from the time the unit is dispatched.				

	Pre-hospital patient care reports were then faxed or delivered in paper format to the hospitals. DEMRS, which was implemented in May 2013 allows greater access to inputting data since it is web-based and accessible from any site where provider can access the internet. It allows EMS providers to e-mail patient care reports to hospitals				
			Year	Actual	Goal
			2007	0%	-
			2008	0%	-
			2009	0%	-
			2010	0%	-
			2011	0%	-
			2012	0%	-
			2013	85%	60%
			2014	90%	90%
			Project Completed		

	Trauma patient care data are submitted electronically to the Delaware Trauma Registry (DTR) on a quarterly basis.All acute care hospitals submit UB92 patient data to the Delaware Health Statistics Center monthly. Trauma patient care data are submitted electronically to the Delaware Trauma Registry (DTR) on a quarterly basis.All acute care hospitals submit UB92 patient data to the Delaware Health Statistics Center monthly.				

Table 6: Injury Surveillance System (continued)

Quality Category	Status/Baseline/Deficiency	Goal/ Objective	Performance Measure		

Consistency	EDIN includes a comprehensive pre-hospital patient care data dictionary that includes data elements from the NEMSIS Data Dictionary. EDIN includes 100% of the patient-care related NEMSIS fields, but lacks some contact information fields. DEMRS, which was implemented in May 2013, includes all NEMSIS data elements.EDIN includes a comprehensive pre-hospital patient care data dictionary that includes data elements from the NEMSIS Data Dictionary. EDIN includes 100% of the patient-care related NEMSIS fields, but lacks some contact information fields. DEMRS, which was implemented in May 2013, includes all	Expand EDIN to include all NEMSIS data elements.	Decrease # of missing NEMSIS data elements.		

	NEMSIS data elements.EDIN includes a comprehensive pre-hospital patient care data dictionary that includes data elements from the NEMSIS Data Dictionary. EDIN includes 100% of the patient-care related NEMSIS fields, but lacks some contact information fields. DEMRS, which was implemented in May 2013, includes all NEMSIS data elements.EDIN includes a comprehensive pre-hospital patient care data dictionary that includes data elements from the NEMSIS Data Dictionary. EDIN includes 100% of the patient-care related NEMSIS fields, but lacks some contact information fields. DEMRS, which was implemented in May 2013,				

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			Year	Actual	Goal
			2011	30	-
			2012	30	-
			2013	0	0
			Project Complete		

	In the past, direct transfer of data from EDIN to NEMSIS not been feasible due to incompatible file formats; however, recent EDIN upgrades to PowerBuilder Version 10 will enable transfer of data to NEMSIS in XML format. DEMRS, which was implemented in May 2013, allows for transfer of data to NEMSIS in XML format.Changes to the Image Trend System have delayed the forwarding of data to NEMSIS. FY 2017 may be the first opportunity post implementation of changes.In the past, direct transfer of data from EDIN to NEMSIS not been feasible due to incompatible file formats; however, recent EDIN upgrades to PowerBuilder Version 10 will enable transfer of	Transfer data to NEMSIS in XML format.	Increase % EMS reports transferred to NEMSIS in XML format		

	data to NEMSIS in XML format. DEMRS, which was implemented in May 2013, allows for transfer of data to NEMSIS in XML format.Changes to the Image Trend System have delayed the forwarding of data to NEMSIS. FY 2017 may be the first opportunity post implementation of changes.In the past, direct transfer of data from EDIN to NEMSIS not been feasible due to incompatible file formats; however, recent EDIN upgrades to PowerBuilder Version 10 will enable transfer of data to NEMSIS in XML format. DEMRS, which was implemented in May 2013, allows for transfer of data to NEMSIS in XML format.Changes to the Image Trend System have				

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	implemented in May 2013, allows for transfer of data to NEMSIS in XML format.Changes to the Image Trend System have delayed the forwarding of data to NEMSIS. FY 2017 may be the first opportunity post implementation of changes.				
			Year	Actual	Goal
			2012	0%	-
			2013	0%	60%
			2014	0%	90%
			2015	0%	90%
			2016	Not available	90%
			Project Complete		

Table 6: Injury Surveillance System (continued)

Quality Category	Status/Baseline/Deficiency	Goal/ Objective	Performance Measure
Completeness	All EMS providers are submitting data to the state data repository. There are penalties or punitive actions that may be levied against EMS providers not compliant with data reporting requirements. Incomplete records are rejected and not allowed to be appended to EDIN.		

	Pre-hospital patient care reports are currently faxed or delivered in paper format by EMS providers to the hospitals resulting in some incomplete data and/or missing records. A project is underway to allow EMS providers to e-mail patient care reports to hospitals.		
	Hospital discharge information is provided only for patients who spent at least 24 hours as an inpatient but do not include patients who were released from the emergency room.		

Table 6: Injury Surveillance System (continued)

Quality Category	Status/Baseline/Deficiency	Goal/Objective	Performance Measure		

Accuracy	There are edit checks and validation processes performed on EMS data prior to inclusion in EDIN. Data quality reports are available to pre-hospital providers. DTR software has edit and logic checks that are performed prior to data submission. Pre-hospital patient care reports are not currently linked to dispatch data. A project is underway to develop a system to electronically populate patient care reports with dispatch data, thereby improving accuracy. Live XML feeds from CAD vendors are still needed.The vendor contract was signed and one County has data for testing presently underway.There are edit checks and validation processes performed on EMS data prior to	Electronically populate patient care reports with pre-hospital (dispatch) data.	Increase % of EMS reports electronically populated with dispatch data		

	inclusion in EDIN. Data quality reports are available to pre-hospital providers. DTR software has edit and logic checks that are performed prior to data submission. Pre-hospital patient care reports are not currently linked to dispatch data. A project is underway to develop a system to electronically populate patient care reports with dispatch data, thereby improving accuracy. Live XML feeds from CAD vendors are still needed.The vendor contract was signed and one County has data for testing presently underway.There are edit checks and validation processes performed on EMS data prior to inclusion in EDIN. Data quality reports are available to pre-hospital providers.				

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	underway to develop a system to electronically populate patient care reports with dispatch data, thereby improving accuracy. Live XML feeds from CAD vendors are still needed.The vendor contract was signed and one County has data for testing presently underway.				
			Year	Actual	Goal
			2012	0%	-
			2013	0%	-
			2014	0%	60%
			2015	-	75%
			2016	Not available	75%
			Project Complete		

Accessibility	EMS pre-hospital provider transport activities are available upon request from the Delaware OEMS. Trauma patient care reports are submitted to the OEMS DTR and are available for aggregate statistical analysis and reports. The hospital in-patient data are available upon request in a public use file that contains a very limited number of variables with the crucial patient information removed leaving it limited for statistical data analysis. There is a comprehensive research file that may be obtained for statistical analysis, but the data request must be reviewed and must meet Internal Review Board requirements. EMS pre-hospital provider transport activities are				

	available upon request from the Delaware OEMS. Trauma patient care reports are submitted to the OEMS DTR and are available for aggregate statistical analysis and reports. The hospital in-patient data are available upon request in a public use file that contains a very limited number of variables with the crucial patient information removed leaving it limited for statistical data analysis. There is a comprehensive research file that may be obtained for statistical analysis, but the data request must be reviewed and must meet Internal Review Board requirements. EMS pre-hospital provider transport activities are available upon request from the Delaware OEMS.				

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Data Integration	The Delaware Crash Outcome Data Evaluation System (CODES) project combines crash, pre-hospital, and hospital discharge data. The combined data files are used for traffic safety and injury prevention activities. The CODES program no longer exists in Delaware.The Delaware Crash Outcome Data Evaluation System (CODES) project combines crash, pre-hospital, and hospital discharge data. The combined data files are used for traffic safety and injury prevention activities. The CODES program no longer exists in Delaware.The Delaware Crash Outcome Data Evaluation System (CODES)				

	project combines crash, pre-hospital, and hospital discharge data. The combined data files are used for traffic safety and injury prevention activities. The CODES program no longer exists in Delaware.				

[1] Progress reported for December 28, 2009 – March 22, 2010.

[2] No project has been selected for implementation to address this goal; therefore, no performance measure has been established.

[3] No project has been selected for implementation to address this goal; therefore, no performance measure has been established.

State traffic records strategic plan

Strategic Plan, approved by the TRCC, that— (i) Describes specific, quantifiable and measurable improvements that are anticipated in the State's core safety databases (ii) Includes a list of all recommendations from its most recent highway safety data and traffic records system assessment; (iii) Identifies which recommendations the State intends to address in the fiscal year, the countermeasure strategies and planned activities that implement each recommendation, and the performance measures to be used to demonstrate quantifiable and measurable progress; and (iv) Identifies which recommendations the State does not intend to address in the fiscal year and explains the reason for not implementing the recommendations:

Supporting Documents
TRCC FY 2020 Perf Measures.pdf
FY 2020 TRCC members.doc
FY 2020 Perf Measures.doc
FY 2020 Strategic Plan Updates - Systems.doc
FY 2020 Traffic Records Assessment - Status of Recommendations.doc

Planned activities that implement recommendations:

Unique Identifier	Planned Activity Name
APTRCC	Anticipated Projects
Analyst	Data Analyst Contract
CABB	QA/QC E-Crash Assessment/Control and Enhancements
CACB	TRCC Strategic Plan Implementation

Quantitative and Measurable Improvement

Supporting documentation covering a contiguous 12-month performance period starting no earlier than April 1 of the calendar year prior to the application due date, that demonstrates quantitative improvement when compared to the comparable 12-month baseline period.

Supporting Documents
TRCC FY 2020 Perf Measures.pdf
FY 2020 TRCC members.doc
FY 2020 Perf Measures.doc
FY 2020 Strategic Plan Updates - Systems.doc
FY 2020 Traffic Records Assessment - Status of Recommendations.doc

State Highway Safety Data and Traffic Records System Assessment

Date of the assessment of the State's highway safety data and traffic records system that was conducted or updated within the five years prior to the application due date:

Date of Assessment: 1/1/2015

Requirement for maintenance of effort

ASSURANCE: The lead State agency responsible for State traffic safety information system improvements programs shall maintain its aggregate expenditures for State traffic safety information system improvements programs at or above the average level of such expenditures in fiscal years 2014 and 2015

405(d) Impaired driving countermeasures grant

Impaired driving assurances

Impaired driving qualification: Mid-Range State

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

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

Impaired driving program assessment

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

Date of Last NHTSA Assessment:

Authority to operate

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

Authority and Basis of Operation

STATEWIDE IMPAIRED DRIVING PREVENTION TASKFORCE

Delaware OHS convened a statewide impaired driving prevention taskforce to work cohesively and comprehensively on impaired driving issues. This taskforce is chaired by Delaware's Impaired Driving Coordinator and includes representatives from multiple disciplines.

Please see the summary of selected projects in the executive summary, and the logic and reasoning

behind each selection. In addition, an update for each project is included in the summary. (Pages 2-5)

MISSION

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

PURPOSE

Guide the development and implementation of Delaware’s Impaired Driving Strategic Plan;

Provide a forum for discussion and resolution of issues, as well as an opportunity for collaboration of efforts and the identification of available resources;

Develop consensus and direction among the participating agencies, as well as identify other agencies that should be included in the planning process;

Represent the interests of the agencies and organizations on the taskforce to outside agencies, where appropriate, and champion the interests to those entities; and

Promote the development and implementation of new, promising strategies to deter impaired driving.

SCHEDULED MEETINGS

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

MEETING AGENDAS AND MINUTES

Please see ATTACHMENT 1 for agendas and minutes.

MEMBERSHIP

Please see ATTACHMENT 2 for Membership List.

ROLES AND RESPONSIBILITIES OF MEMBERS

Guide the development and implementation of the Statewide Strategic Plan;

Provide leadership, technical direction, and oversight for the development and implementation of impaired driving prevention projects;

Establish and participate on sub-committees as appropriate; and

Provide regular briefings/updates to the Executive Committee.

TARGETS

The taskforce agreed to adopt the targets identified by the Office of Highway Safety’s FY 2020 Highway Safety Plan. Therefore the current target for this plan period is:

Since FY18, OHS targets must now be a five year average instead of a single calendar year target.

CORE OUTCOME BEHAVIORAL MEASURES Targets for FY20	2014	2015	2016	2017	2018	2020 5 Year Average (Primary Goal)	2020 Calendar Year (Anticipated Number Needed To Achieve Goal)

Alcohol Impaired Driving Related Fatalities	52	39	37	32	27		31
5 Year Moving Average	41	41	40	40	37	32	

OBJECTIVES

Identify current ongoing efforts to prevent impaired driving and to reduce recidivism among populations with prior impaired driving arrests.

Develop a Statewide Impaired Driving Prevention Plan.

Strive to ensure that projects supported by the TASKFORCE will move forward on schedule and be implemented within budgetary constraints.

PLAN

The plan is comprehensive, data driven, and shares the measurable impaired driving goals outlined in Delaware's Highway Safety Plan.

The plan follows the format of the Highway Safety Program Management Guideline #8. It includes program management, strategic planning, prevention, the criminal justice system, communication programs, alcohol and other drug misuse, as well as program evaluation and data.

The FY2017-FY2019 Statewide Impaired Driving Strategic Plan was approved on 5/16/19.

Key Stakeholders

Delaware Statewide Impaired Driving Taskforce Members

NAME	TITLE	AGENCY	DISCIPLINE
ANTHONY, AMY	CHIEF OF DRIVER SERVICES	DELAWARE DIVISION OF MOTOR VEHICLES	DRIVER LICENSING
AXELROD, BARZILAI	TRAFFIC SAFETY RESOURCE PROSECUTOR	DEPARTMENT OF JUSTICE	PROSECUTION
BUCKALEW, MARK	SAFETY PROGRAMS MANAGER	DELAWARE DEPARTMENT OF TRANSPORTATIO N	ENGINEERING SOLUTIONS
BURTON, TAMARA	DEPUTY COURT ADMINISTRATOR	COURT OF COMMON PLEAS – NEW CASTLE COUNTY	PROBATION amp PAROLE, MONITORING
CAVETT, CYNTHIA	MARKETING SPECIALIST II	DELAWARE OFFICE OF HIGHWAY SAFETY	OUTREACH
CHESSER, KIMBERLY	DEPUTY DIRECTOR	DELAWARE DIVISION OF MOTOR VEHICLES	DRIVER LICENSING

CHIDSEY, ANDREW	INVESTIGATOR	DOVER AIR FORCE BASE SECURITY FORCES	LAW ENFORCEMENT
CONDON, TRACY	LIEUTENANT	DELAWARE STATE POLICE	ENFORCEMENT
CORDREY, JOHN	COMMISSIONER	OFFICE OF ALCOHOLIC BEVERAGE CONTROL COMMISSION	RETAIL LICENSING AND VIOLATION HEARINGS
FELDMANN, FRITZ	SARGEANT	NEW CASTLE COUNTY POLICE	LAW ENFORCEMENT
GRINSTEAD, ALAN (typically sends Sr. Probation Officer and Director of PampP)	BUREAU CHIEF	BUREAU OF COMMUNITY CORRECTIONS, DEPARTMENT OF CORRECTIONS	PROBATION amp PAROLE, MONITORING
HOLLOWAY, SUSAN	DEPUTY DIRECTOR	DIVISION OF SUBSTANCE ABUSE amp MENTAL HEALTH, DEPARTMENT OF HEALTH AND SOCIAL SERVICES	SUBSTANCE ABUSE EDUCATION AND TREATMENT, PUBLIC HEALTH
GRANT, KEN	MANAGER	PUBLIC AND GOVERNMENT AFFAIRS, AAA	PUBLIC EDUCATION
KLEPNER, RICHARD (CHAIR)	IMPAIRED DRIVING PROGRAM MANAGER	DELAWARE OFFICE OF HIGHWAY SAFETY	OUTREACH
KOBER, KEVIN	LIEUTENANT	DOVER POLICE	ENFORCEMENT
MCCLOSKEY, PATRICK	SARGEANT	UNIVERSITY OF DELAWARE POLICE	LAW ENFORCEMENT
ORTEGA, MILDRED	PREVENTION SPECIALIST	LATIN AMERICAN COMMUNITY CENTER	PUBLIC OUTREACH
NEIDERT, SCOTT	DESIGN RESOURCE ENGINEER	DELAWARE DEPARTMENT OF TRANSPORTATIO N	ENGINEERING SOLUTIONS
NEVINS, MARC	CHIEF OF MILITARY JUSTICE	DOVER AIR FORCE BASE LEGAL OFFICE	PROSECUTION
PETERSON III, ALEXANDER	JUDGE	JP COURT	ADJUDICATION/S ENTENCING
RICHMAN, MARC	BUREAU CHIEF – BUREAU OF HEALTH CARE SERVICES	DEPARTMENT OF CORRECTIONS	CORRECTIONS

RUBIN, ANDREW (DRE COORDINATOR)	LIEUTENANT	NEWARK POLICE	ENFORCEMENT
SEBASTIAN, JOHN	DEPUTY CHIEF	BUREAU OF ADMINSTRATIVE SERVICES, DEPARTMENT OF CORRECTIONS	PROBATION amp PAROLE, MONITORING
SMALLS, ALEX	CHIEF JUDGE	COURT OF COMMON PLEAS	ADJUDICATION/SENTENCING
SMITH, JESSICA	CHIEF FORENSIC TOXICOLOGIST	DIVISION OF FORENSIC SCIENCE	DUI BLOOD ANALYSIS
STARK, BONNIE	SENIOR PROBATION AND PAROLE OFFICER	PROBATION AND PAROLE	MONITORING
SWEET, WILLIAM	MAGISTRATE	JUSTICE OF THE PEACE COURT	ADJUDICATION/SENTENCING
TAYLOR, TERRA	DIRECTOR	PROBATION amp PAROLE	MONITORING
UREY, RICHARD	DIRECTOR OF PROFESSIONAL SERVICES	DIVISION OF SUBSTANCE ABUSE AND MENTAL HEALTH	SUBSTANCE ABUSE EDUCATION AND TREATMENT, PUBLIC HEALTH
VALENTINE, GREG	DIRECTOR OF BEHAVIOR SERVICES	DELAWARE PSYCHIATRIC CENTER	PUBLIC HEALTH
WALKER, MARCUS	CHIEF OF ADVERSE ACTIONS	DOVER AIR FORCE BASE LEGAL OFFICE	PROSECUTION
WILLEY, JULIE	DIRECTOR	DELAWARE STATE POLICE CRIME LAB	BREATH AND BLOOD ANALYSIS
YEOMANS, JOHN	CHIEF	DELAWARE DIVISION OF ALCOHOL amp TABACCO ENFORCEMENT	UNDERAGE DRINKING PREVENTION/ENFORCEMENT, LICENSEE MONITORING

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

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

Strategic plan details

State will use a previously submitted Statewide impaired driving plan that was developed and approved within three years prior to the application due date.

Continue to use previously submitted plan: No

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

Page number(s) from your impaired driving strategic plan that is based on the most recent version of Highway Safety Program Guideline No. 8 - Impaired Driving, which at a minimum covers the following:

Communication program: 22-24

Criminal justice system: 15-21
Program evaluation and data: 28
Prevention: 13-14
Alcohol and other drug misuse, including screening, treatment, assessment and rehabilitation: 25-27

405(f) Motorcyclist safety grant

Motorcycle safety information

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

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

Motorcycle rider training course

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

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

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

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

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

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

County or Political Subdivision	Number of registered motorcycles
Kent County	5,020
New Castle County	9,972
Sussex County	6,079

Total number of registered motorcycles in State.

Total # of registered motorcycles in State: 21,071

Use of fees collected from motorcyclists for motorcycle programs

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

Use of fees criterion: Law State

Legal citations for each law state criteria.

Requirement Description	State citation(s) captured
The State law or regulation requiring that all fees collected by the State from motorcyclists for the purpose of funding motorcycle training and safety programs are to be used for motorcycle training and safety programs.	Yes
The State law appropriating funds demonstrates that for the current fiscal year, for requiring all fees collected by the State from motorcyclists for the purpose of funding motorcycle training and safety programs are spent on motorcycle training and safety programs.	Yes

Citations

Legal Citation Requirement: The State law or regulation requiring that all fees collected by the State from motorcyclists for the purpose of funding motorcycle training and safety programs are to be used for motorcycle training and safety programs.
Legal Citation: DE Code, Title 21, Section 2726 and Admin Code, Title 2, Sec 2219
Amended Date:

Citations

Legal Citation Requirement: The State law or regulation requiring that all fees collected by the State from motorcyclists for the purpose of funding motorcycle training and safety programs are to be used for motorcycle training and safety programs.
Legal Citation: http://delcode.delaware.gov/sessionlaws/ga133/chp027.shtml#TopOfPage
Amended Date:

Citations

Legal Citation Requirement: The State law or regulation requiring that all fees collected by the State from motorcyclists for the purpose of funding motorcycle training and safety programs are to be used for motorcycle training and safety programs.
Legal Citation: http://delcode.delaware.gov/title21/c027/sc01/index.shtml
Amended Date:

Citations

Legal Citation Requirement: The State law appropriating funds demonstrates that for the current fiscal year, for requiring all fees collected by the State from motorcyclists for the purpose of funding motorcycle training and safety programs are spent on motorcycle training and safety programs.
Legal Citation: Fiscal Year 2019 Operating Budget – Page 44
Amended Date:

Citations

Legal Citation Requirement: The State law appropriating funds demonstrates that for the current fiscal year, for requiring all fees collected by the State from motorcyclists for the purpose of funding motorcycle training and

safety programs are spent on motorcycle training and safety programs.
Legal Citation: https://legis.delaware.gov/BillDetail?legislationId=26797
Amended Date:

405(h) Nonmotorized safety grant

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

Certifications, Assurances, and Highway Safety Plan PDFs

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

Supporting Documents
Cert and Assurances FY20.pdf
FY 2020 Highway Safety Plan.docx
corporate partner-6-05-2019 cmg.xlsx