



Triennial Highway Safety Plan FFY2024 - 2026

State of Ohio

FFY2024 - 2026 Highway Safety Plan

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Executive Summary

Mission Statement

The Ohio Traffic Safety Office (OTSO) mission is dedicated to saving lives and preventing injuries on Ohio's roads by using creative leadership, innovative education and comprehensive enforcement programs. OTSO strives to work in partnership with local, state, and federal entities to advance equity in highway safety programs, ensuring they benefit all road users in Ohio.

Highway Safety Office Program

The Federal Highway Safety Act of 1966 directed the U.S. Department of Transportation to administer various highway safety programs. This grant program provides federal funds administered through the Ohio Department of Public Safety (ODPS) / Ohio Traffic Safety Office (OTSO) to eligible entities to be used for such projects as traffic safety education, enforcement, and engineering. Funds are to be used for highway safety support, based on problem identification, with the intent of reducing overall fatal and injury crashes. This program operates on a reimbursement basis.

Housed under the Ohio Department of Public Safety (ODPS), the Ohio Traffic Safety Office (OTSO) administers Section 402 State and Community grants, Section 405 National Priority Safety Program grants, related National Highway Traffic Safety Administration (NHTSA) awards and initiatives and contracts for traffic safety activities.

Fatalities and Injuries

Preliminary state data shows 1,275 fatalities and 7,570 serious injuries in traffic crashes in 2022. The number of traffic fatalities in Ohio has increased 19.38 percent since 2018 and the number of injuries has decreased 0.68 percent in the same timeframe.

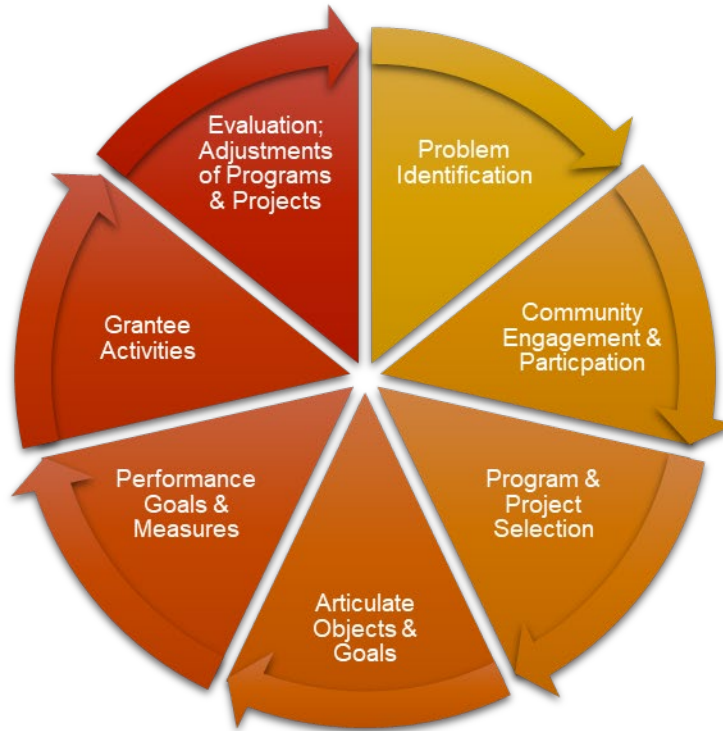
Top Priorities

Ohio has prioritized its problem areas as follows: Impaired Driving (alcohol and/or drugged), Occupant Protection, Speed, Motorcycles, Youthful Drivers, Aging Road Users, Distracted Driving, Traffic Records, Pedestrian, and Bicycle. This selection was determined based upon problem identification as it relates to the core measures. Ohio's impaired driving fatal crashes has increased and Ohio is now considered a mid-range state. Ohio's non-motorized fatalities have also increased and Ohio is now eligible for non-motorized funding.

Highway Safety Planning Process

At any given time during the year, staff may be working on previous, current, and upcoming fiscal year plans. While the planning process may be interrupted by unforeseen events and mandates, there is a general “rhythm” to putting the triennial plan together.

Please note that meetings with federal, state, local partners, and community members occur continuously throughout the year; these meetings assist in identifying traffic safety problems and infrastructure needs.



Ohio’s highway safety planning process includes all of the components of 23 C.F.R. 1300.11(a) which are:

- (1) Description of the data sources and processes used by the state to identify its highway safety problems, describe its highway safety performance measures, establish its performance targets, develop, and select evidence-based countermeasure strategies and projects to address its problems and achieve its performance targets
- (2) Identification of the participants in the processes (e.g., highway safety committees, program stakeholders, community, and constituent groups)
- (3) Description and analysis of the state's overall highway safety problems as identified through an analysis of data, including but not limited to fatality, injury, enforcement, and judicial data, to be used as a basis for setting performance targets and developing countermeasure strategies

- (4) Discussion of the methods for project selection (e.g., constituent outreach, public meetings, and solicitation of proposals)
- (5) List of information and data sources consulted
- (6) Description of the outcomes from the coordination of the HSP, data collection, and information systems with the SHSP.

Problem Identification Process

A variety of resources are used to determine and prioritize the state's traffic safety problems and traffic safety-related infrastructure needs. Federal priorities, past evaluations, and recommendations from resources such as the most recent NHTSA assessments (motorcycle, impaired driving, occupant protection, traffic records and EMS), *Countermeasures That Work* and results from annual observational seat belt surveys are reviewed to identify program direction.

Meetings with federal, state, and local partners throughout the year also assist in identifying problems and infrastructure needs. Examples of these meetings include but are not limited to the following partners: Ohio Traffic Safety Council (OTSC) meetings, SHSP planning committee and subcommittees, Traffic Records Coordinating Committee (TRCC), ODOT Office of Systems Planning and Program Management Section, ODH Alcohol and Drug Testing Section, ODH Injury Prevention Section, University of Akron, OVI Task Forces, Safe Communities, district traffic safety meetings, motorcycle safety strategic planning committee, Commercial Vehicle Strategic Plan planning committee, national and regional NHTSA meetings, the GHSA annual meeting, and the national LifeSavers conference. Strategic plans developed as a result of several of these meetings provide clear direction on prioritizing the state's identified problems and countermeasures that will be considered for funding. Sub-recipients and other stakeholders provide current traffic and demographic trends at the district traffic safety meetings.

The Planning and Administration staff compiled demographic, registration, driver license and crash data. The traffic crash data used for this analysis was from Fatality Analysis Reporting System (FARS) calendar years 2018, 2019, 2020, and 2021 and the Ohio Department of Public Safety (ODPS) Ohio crash data calendar years 2018, 2019, 2020, 2021, and preliminary 2022. The University of Akron and management staff analyzed and discussed traffic crash data, documents, and current trend data to identify and prioritize Ohio's traffic safety problems, and to target fatal crash locations for traffic safety programming. In addition to targeting locations, data is analyzed to determine the additional factors involved in targeting our resources on the problem, including the who, what, where, and why. This data is used to determine performance measures and to solicit additional grant programs and pilot projects to ensure traffic safety programming is equitable to all Ohio citizens, including the overrepresented and underserved.

Once the state's problems have been identified, the grant solicitation package is developed. The grant solicitation package identifies the types of grants that will be considered for review (e.g., Selective Traffic Enforcement Program (STEP), Impaired Driving Enforcement Program

(IDEP), OSHP High Visibility Enforcement Program, OVI Task Force, Safe Communities, and General).

Each year, the solicitation package is available online at <http://otso.intelligrants.com> and on OTSO's website at <https://ohiohighwaysafetyoffice.ohio.gov>. Depending on the type of grant, potential grantees identify required goals, project activities and evaluation measures as part of the application process.

Proposal guideline presentations were developed and released electronically for potential sub-recipients to review statewide goals, OTSO's expectations and to serve as a guide to submit the proposal using the online GRANTS Plus System. Sub-recipients are required to review the most recent version of *Countermeasures that Work* and their county crash profile provided by ODPS prior to submitting the proposal.

Ohio has prioritized its problem areas as follows: Impaired Driving (alcohol and/or drugged), Occupant Protection, Speed, Motorcycles, Youthful Drivers, Aging Road Users, Distracted Driving, Traffic Records, Pedestrian, and Bicycle. This selection was determined based upon problem identification as it relates to the core measures. Ohio's impaired driving fatal crashes has increased and Ohio is now considered a mid-range state. Ohio's non-motorized fatalities have also increased and Ohio is now eligible for non-motorized funding.

Data Sources

Data sources used include but are not limited to:

- National Highway Traffic Safety Administration (NHTSA) assessments
- *Countermeasures That Work*
- Annual observational seat belt surveys
- Fatality Analysis Reporting System (FARS): 2018, 2019, 2020, 2021
- Ohio Department of Public Safety (ODPS) crash data: 2018, 2019, 2020, 2021, and 2022
- U.S. Census Bureau
- OTSO community population surveys
- Feedback from federal, state, local partners as well as public feedback from communities throughout Ohio including overrepresented and underserved communities.

Participants

Ohio works closely with many partners throughout the year to assist in identifying problems and infrastructure needs. These partners include but are not limited to:

- National Highway Traffic Safety Administration (NHTSA)
- Federal Highway Administration (FHWA)
- Governor's Highway Safety Association (GHSA)
- Students Against Destructive Decisions (SADD)
- Recording Artists Against Drunk Driving (RADD)
- Family, Career and Community Leaders of America (FCCLA)
- Ford Driving Skills for Life

- Ohio Attorney General's Office
- Ohio Department of Transportation (ODOT)
- Ohio Department of Health (ODH)
- Ohio Department of Education (ODE)
- Public Utilities Commission of Ohio (PUCO)
- Buckeye State Sheriff's Association (BSSA)
- Ohio Association of Chiefs of Police (OACP)
- Ohio Turnpike Commission
- Ohio State Highway Patrol (OSHP)
- Ohio Bureau of Motor Vehicles (BMV)
- Ohio Emergency Medical Services (EMS)
- County Engineers Association of Ohio
- Mid-Ohio Regional Planning Commission (MORPC)
- American Motorcycle Association (AMA)
- Children's Hospital of Philadelphia (CHOP)
- University of Akron
- The Ohio State University
- Countywide OVI Task Forces
- Safe Communities
- Sub-recipients
- Public/Community
- Overrepresented and underserved communities

Ohio Demographics

The following Ohio-specific information is from the U.S. Census Bureau's *American Community Survey, 2021 5 - Year Estimates Survey*.

Population	
Male	5,800,004
Female	5,969,919
Total	11,769,923

Work Commute	
Drove Alone	79.8%
Car Pooled	7.5%
Walked	2.1%
Public Transportation (excluding Taxi)	1.3%
Bicycle	0.3%
Other Means	1.0%
Work at home	8.1%
Average Commute (in minutes)	23.7

Household Income	
Median household income (dollars)	\$61,938
Mean household income (dollars)	\$83,820

Poverty Levels	
Less than 50 percent of the poverty level	6.1%
Less than 100 percent of the poverty level	13.4%
Less than 150 percent of the poverty level	21.3%
Less than 200 percent of the poverty level	29.9%

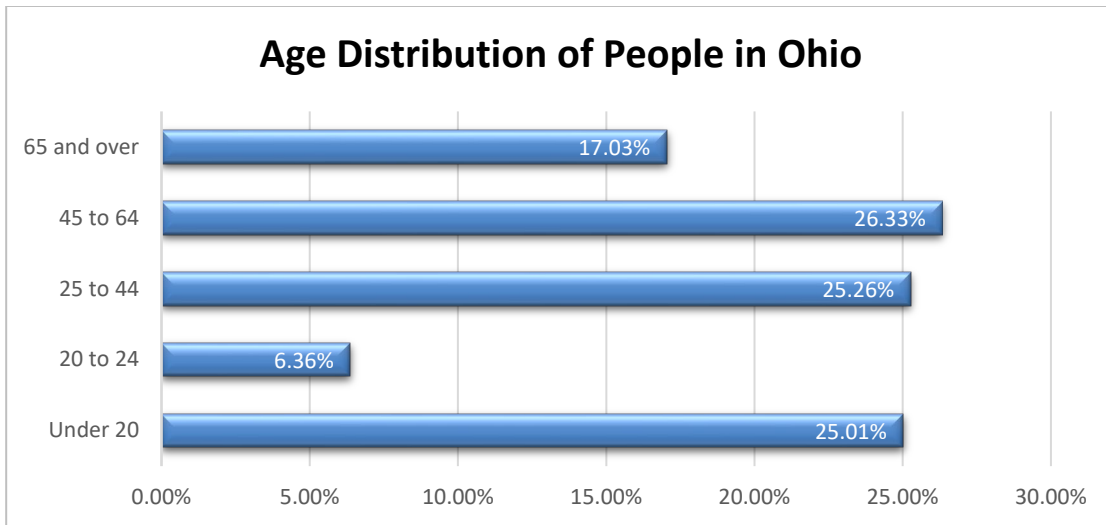
Race / Ethnicity	
White alone	77.76%
Black/African American alone	12.17%
Asian alone	2.33%
American Indian and Alaska Native alone	0.10%
Native Hawaiian and Other Pacific Islander alone	0.03%
Some other race alone	0.27%
Two or more races	3.25%
Hispanic or Latino	4.08%

Language Spoken at Home	
English Only	92.66%
Other Language	7.34%

Other Language Spoken at Home	
Spanish	2.3%
Other Indo-European Language	2.7%
Asian/Pacific Islander Language	1.3%
Other Language	1.0%
Speak English less than "very well"	2.5%

*Of population that speaks a language other than English.

Number of People in Families Living Below Poverty Level	
2 people	7.5%
3 or 4 people	10.2%
5 or 6 people	13.2%
7 or more people	22.2%



Ohio has 88 counties, 250 cities, 688 villages and 1,308 townships. There are 122,992 miles of public roads in Ohio. About 14.1 percent, or 17,376, miles are state maintained (IR, US, and SR) and 85.3 percent, or 104,942 miles, are local maintained. The remaining 674 miles are turnpike, state park roads, etc.

Climate

While Ohio’s winters range from cool to cold with moderate year-round precipitation, severe lake effect snowstorms are not uncommon in the area southeast of Lake Erie. Snow is not uncommon throughout the state between November and March (5 out of 12 months - 41.67 percent of the year). However, only 35.38 percent of fatal crashes and 34.00 percent of serious injury crashes (2017 - 2021) occurred November - March.

Media

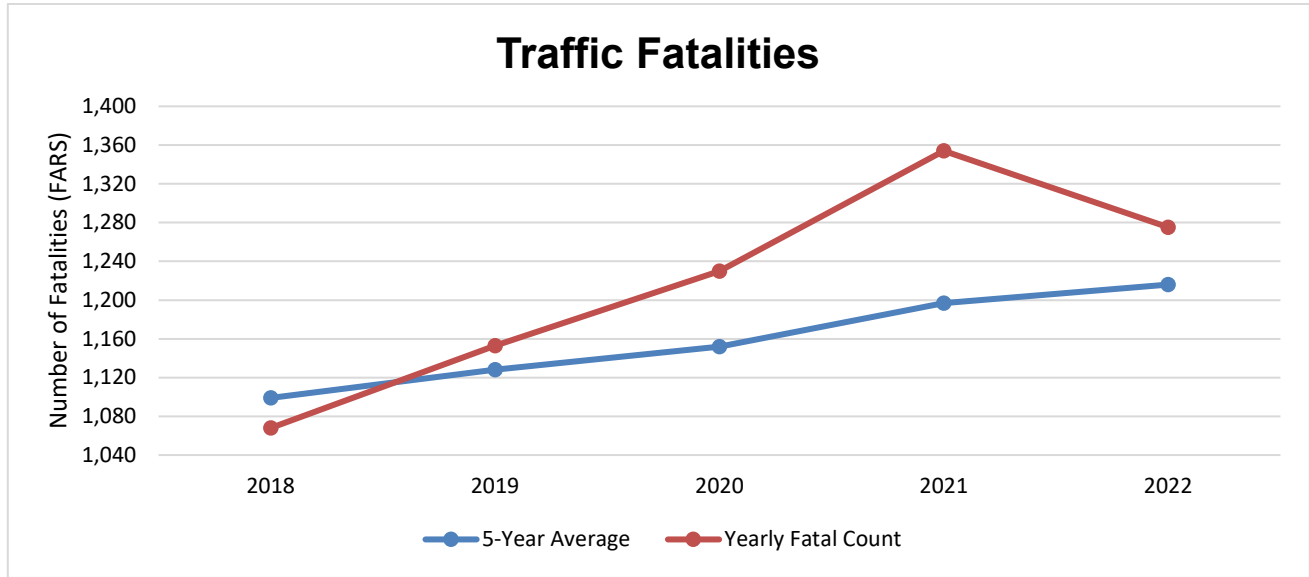
Ohio has 41 commercial TV stations, 386 commercial radio stations, 57 daily newspapers, 60 weekly newspapers and over 14,000 outdoor billboards. There are nine markets in Ohio and five of these markets cover areas in five (Indiana, Kentucky, Michigan, Pennsylvania, West Virginia) neighboring states.

Ohio Data Analysis and Identified Problem Areas

Official FARS Data is not available for 2022. Data listed for 2022 is preliminary State data.

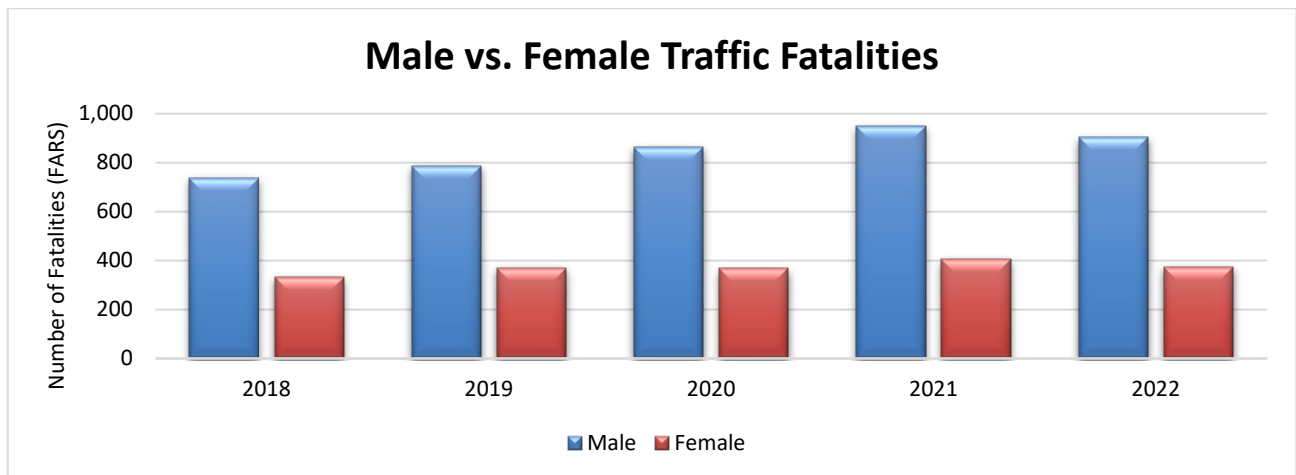
Fatality

Using preliminary 2022 data, the number of traffic fatalities has increased 19.38 percent over the five-year period (2018 - 2022). The five-year average has increased 10.65 percent since the 2014 – 2018 average.



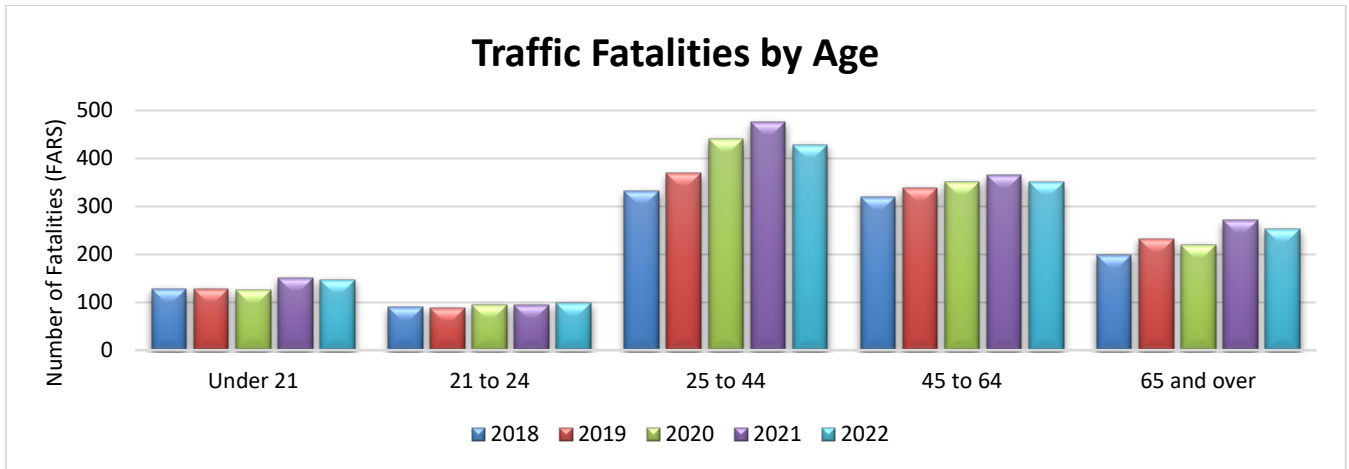
Traffic Fatalities	5-Year Average	Yearly Fatal Count
2018	1,099	1,068
2019	1,128	1,153
2020	1,152	1,230
2021	1,197	1,354
2022	1,216	1,275

Comparing the traffic fatalities of male and female drivers, the number of traffic fatalities involving males are on average 69.6 percent of traffic fatalities. Traffic fatalities involving males has increased 22.69 percent while the number of traffic fatalities involving females has increased 12.05 percent over a five-year period (2018 - 2022).



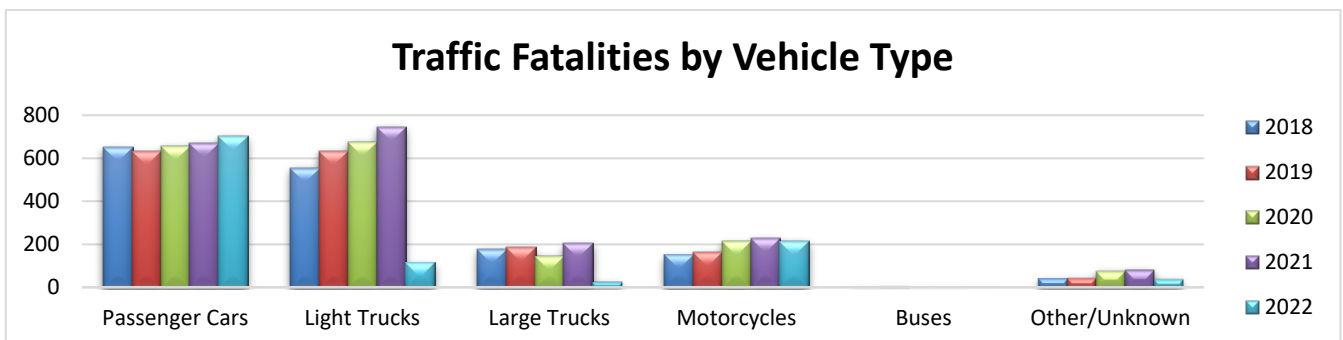
Male vs. Female Traffic Fatalities	Male	Female
2018	736	332
2019	785	368
2020	864	366
2021	948	405
2022	903	372

The number of traffic fatalities by age across all categories has increased 19.38 percent over the last five years (2018 - 2022). Fatalities under 21 has increased 14.84 percent, fatalities 21 to 24 increased 10 percent, fatalities 25 to 44 increased 28.61 percent, fatalities 45 to 64 increased 9.72 percent, and fatalities 65 and over increased 26.63 percent.



Traffic Fatalities by Age	Under 21	21 to 24	25 to 44	45 to 64	65 and over
2018	128	90	332	319	199
2019	127	88	368	338	232
2020	124	95	440	351	219
2021	150	95	475	364	270
2022	147	99	427	350	252

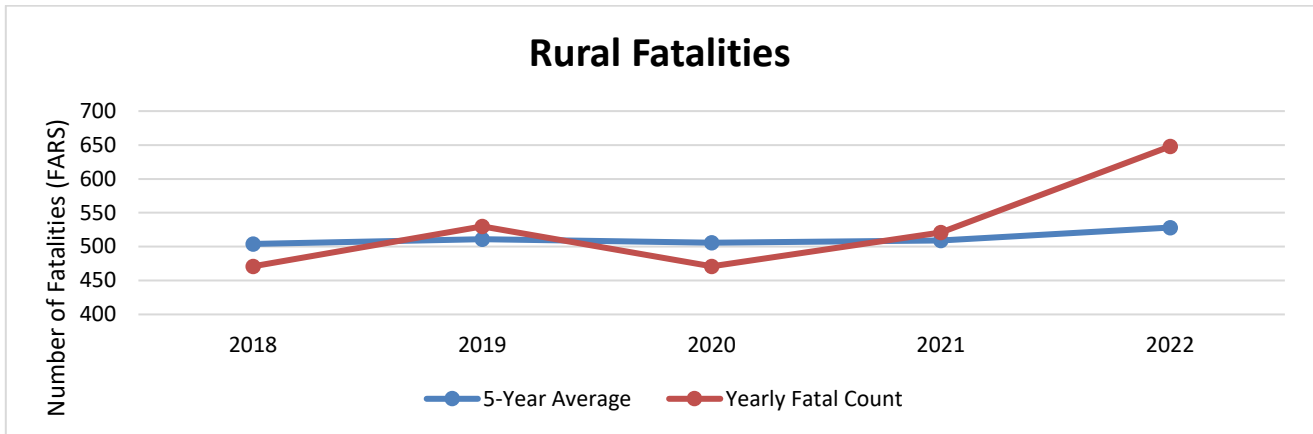
Comparing traffic fatalities by vehicle type, the categories of passenger cars and light trucks have the highest number of traffic fatalities over the five-year period (2018 - 2022). Passenger car fatalities have increased 8.15 percent, light truck fatalities have decreased 79.46 percent, large truck fatalities have decreased 85.88 percent, motorcycles fatalities have increased 41.72 percent, bus fatalities have decreased 100 percent, and other/unknown vehicle fatalities have decreased 10.26 percent.



Traffic Fatalities by Vehicle Type	Passenger Cars	Light Trucks	Large Trucks	Motorcycles	Buses	Other/Unknown
2018	650	555	177	151	4	39
2019	630	635	184	163	5	44
2020	655	677	145	212	3	74
2021	672	747	204	227	3	79
2022	703	114	25	214	0	35

Rural Fatalities

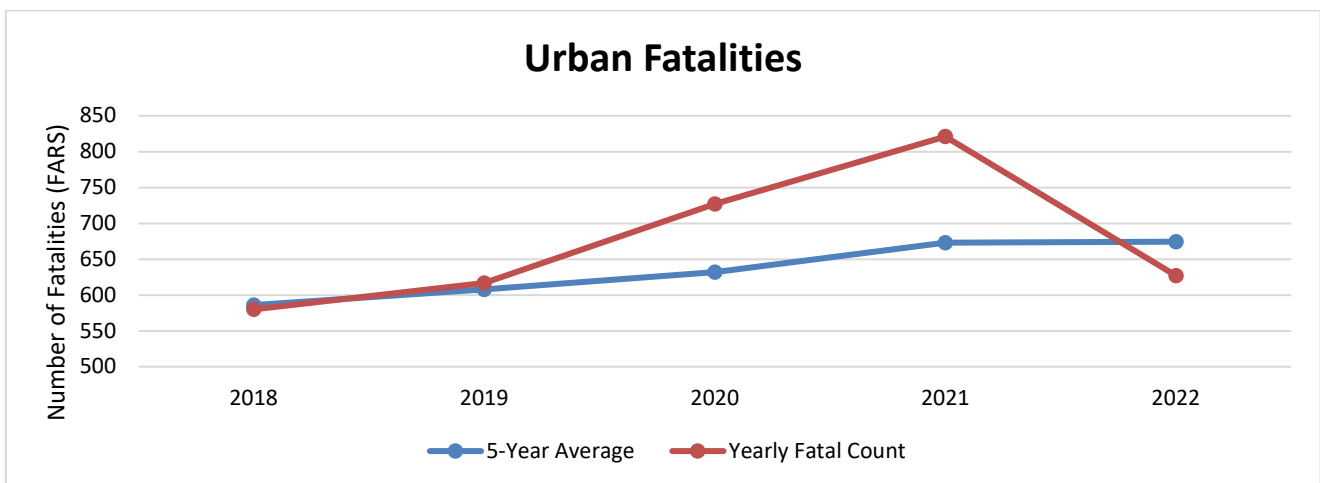
Using preliminary 2022 data, the number of fatalities in crashes in rural areas increased 37.58 percent over the five-year period (2018 - 2022). The five-year moving average has increased 4.80 percent.



Rural Fatalities	5-Year Average	Yearly Fatal Count
2018	504	471
2019	511	530
2020	506	471
2021	509	521
2022	528	648

Urban Fatalities

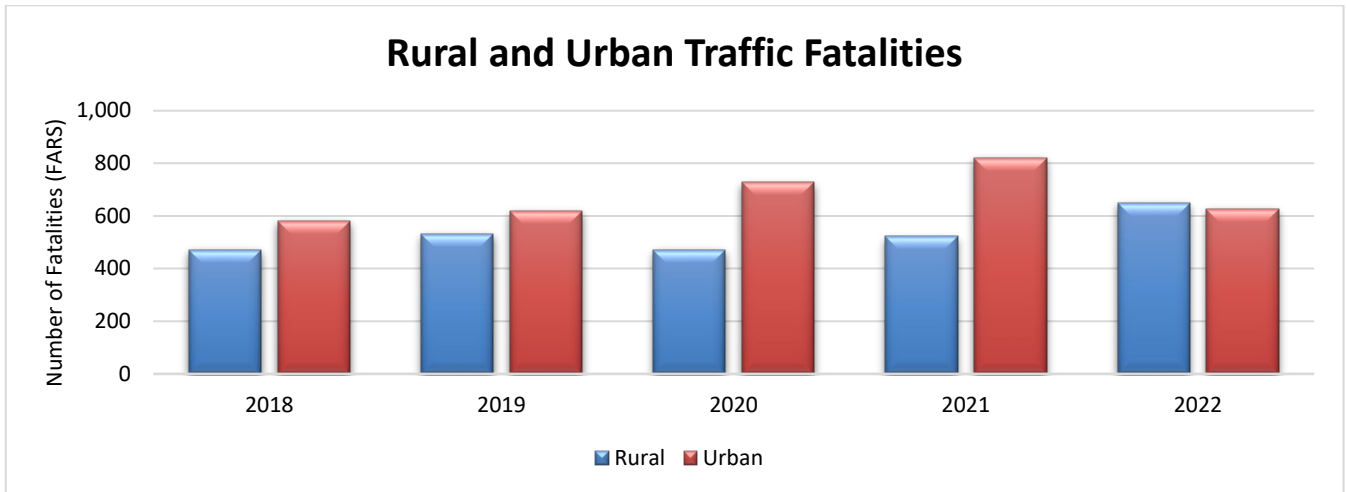
Using preliminary 2022 data, the number of fatalities in crashes in rural areas increased 8.10 percent over the five-year period (2018 - 2022). The five-year moving average, also, increased 15.09 percent.



Urban Fatalities	5-Year Average	Yearly Fatal Count
2018	586	580
2019	608	617
2020	632	727
2021	673	821
2022	674	627

Rural and Urban Area Comparison

Comparing traffic fatalities by rural and urban areas in the state of Ohio, fatalities in urban areas have a higher 5-year average than rural areas. Preliminary 2022 data shows that fatalities in rural areas rose above fatalities in urban areas at a yearly fatal count of 648.



Rural and Urban Traffic Fatalities	Rural	Urban
2018	471	580
2019	530	617
2020	471	727
2021	521	821
2022	648	627

Analysis

Fatalities decreased 5.83 percent from 1,354 in 2021 to 1,275 in 2022.

Comparing the traffic fatalities of male and female drivers, the number of traffic fatalities involving males are on average 69.6 percent of traffic fatalities. Traffic fatalities involving males has increased 22.69 percent while the number of traffic fatalities involving females has increased 12.05 percent over a five-year period (2018 - 2022).

The number of traffic fatalities by age across all categories has increased 19.38 percent over the last five years (2018 - 2022). Fatalities under 21 has increased 14.84 percent, fatalities 21 to 24 increased 10 percent, fatalities 25 to 44 increased 28.61 percent, fatalities 45 to 64 increased 9.72 percent, and fatalities 65 and over increased 26.63 percent.

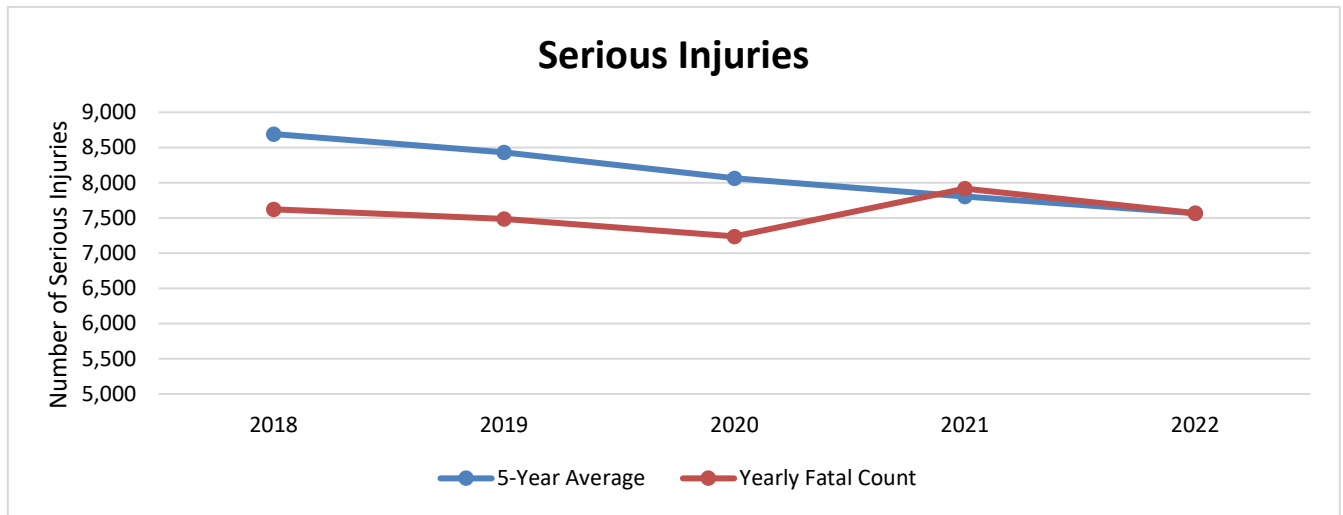
Comparing traffic fatalities by vehicle type, the categories of passenger cars and light trucks have the highest number of traffic fatalities over the five-year period (2018 - 2022).

The number of rural and urban fatalities have increased 4.80 and 15.09 percent, respectively, over the last five years. Fatalities in rural areas increased 37.58 percent and fatalities in urban areas increased 8.10 percent.

Ohio began new efforts in FFY2023 to impact the rise in fatalities. Ohio continues to base funding decisions on a three-year trend; however, current trends are monitored to ensure all possible countermeasures are being pursued to enable Ohio to continue towards the National goal of Toward Zero Deaths. Ohio will use the model (earned media [education/outreach], paid media, enforcement, and evaluation) to reach these segments of Ohio’s roadways.

Serious Injury

The number of serious injuries has decreased 0.68 percent over the five-year period (2018 - 2022). The five-year moving average has decreased 12.94 percent since the 2018 - 2012 average.



Serious Injuries	5-Year Average	Yearly Fatal Count
2018	8,691	7,622
2019	8,432	7,486
2020	8,064	7,238
2021	7,806	7,916
2022	7,566	7,570

Analysis

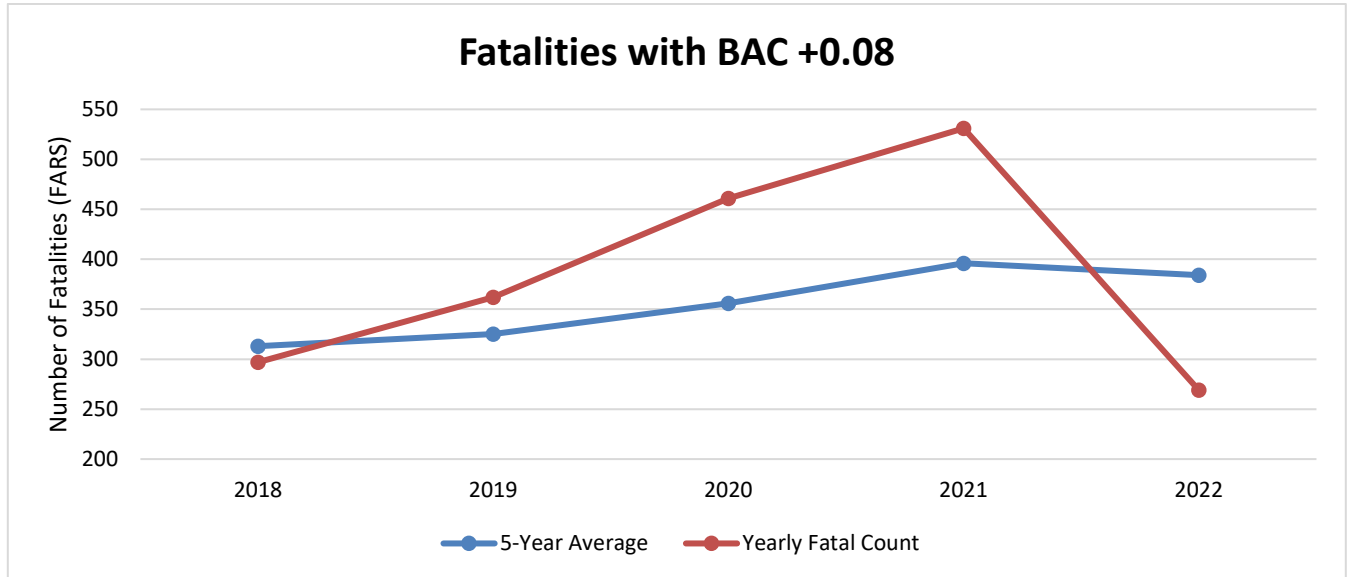
Ohio is showing a decrease of 0.68 percent in serious injuries over the last five years and a 4.37 percent decrease from 7,916 in 2021 to 7,570 in 2022.

Ohio will continue to monitor data on serious injuries to ensure this trend continues. Ohio will use the model (earned media [education/outreach], paid media, enforcement, and evaluation) to reach these segments of Ohio’s roadways.

Impaired Driving

Fatalities

Using preliminary 2022 data, the number of fatalities in crashes involving a driver or motorcycle operator with a blood alcohol concentration of .08 g/dL or higher has decreased 9.43 percent over the five-year period (2018 - 2022). The five-year moving average has increased 22.68 percent since the 2014 - 2018 average.

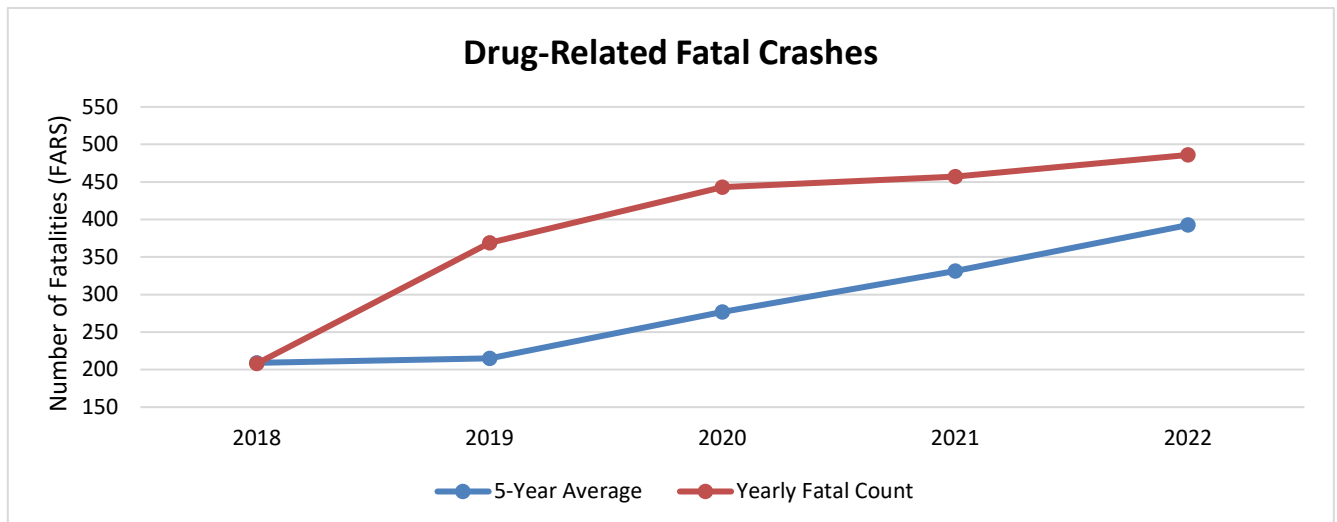


Fatalities with BAC +0.08	5-Year Average	Yearly Fatal Count
2018	313	297
2019	325	362
2020	356	461
2021	396	531
2022	384	269*

*State data was used for the yearly fatal count; this number will increase once FARS data is approved.

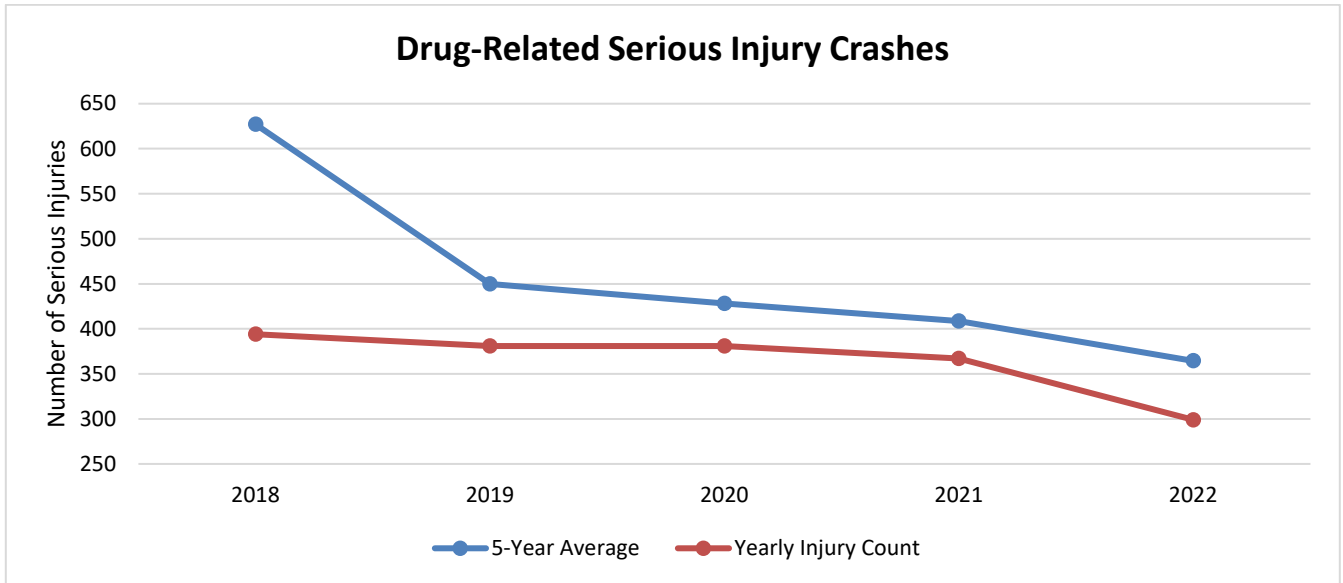
Crashes

The number of drugged driving fatal crashes has increased 133.65 percent over the five-year period (2018 - 2022). The five-year moving average has increased 87.85 percent since the 2014 - 2018 average.



Drug-Related Fatal Crashes	5-Year Average	Yearly Crash Count
2018	209	208
2019	215	369
2020	277	443
2021	331	457
2022	393	486

The number of drugged driving serious injury crashes has decreased 24.11 percent over the five-year period (2018 - 2022). The five-year moving average has decreased 41.88 percent since the 2014 - 2018 average.



Drug-Related Serious Injury Crashes	5-Year Average	Yearly Crash Count
2018	627	394
2019	450	381
2020	428	381
2021	409	367
2022	364	299

The percentage of Ohio’s fatal crashes that are alcohol related has increased 23.10 percent and the percentage of serious injury crashes has decreased 1.95 percent from 2018 to 2022.

ALCOHOL RELATED CRASHES						
Year	Fatal Crashes			Serious Injury Crashes		
	Total	Alcohol Related	Percent	Total	Alcohol Related	Percent
2018	996	266	26.71%	6,245	863	13.82%
2019	1,041	331	31.80%	5,982	875	14.63%
2020	1,154	384	33.28%	5,925	829	13.99%
2021	1,243	404	32.50%	6,405	895	13.97%
2022	1,180	388	32.88%	6,163	835	13.55%

The percentage of Ohio’s fatal crashes that are drug related has increased 97.27 percent and the percentage of serious injury crashes has decreased 23.13 percent from 2018 to 2022.

DRUG RELATED CRASHES						
Year	Fatal Crashes			Serious Injury Crashes		
	Total	Drug Related	Percent	Total	Drug Related	Percent
2018	996	208	20.88%	6,245	394	6.31%
2019	1,041	369	35.45%	5,982	381	6.37%
2020	1,154	443	38.39%	5,925	381	6.43%
2021	1,243	457	36.77%	6,405	367	5.73%
2022	1,180	486	41.19%	6,163	299	4.85%

Analysis

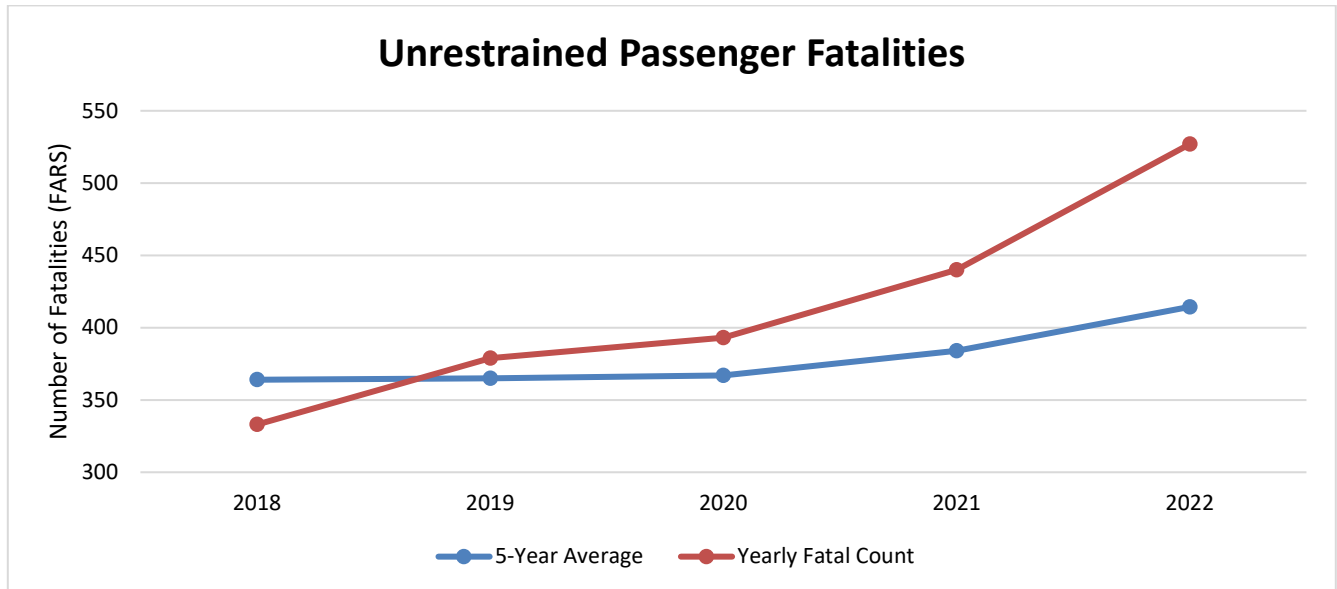
Ohio’s fatalities with a BAC of 0.08 and higher have steadily increased each year since 2018. Alcohol-related and drug-related fatal crashes have also steadily increased each year. Some of the increases in drug-related crashes could be attributed to advanced training and advances in testing for drugs. Due to the increase, Ohio has moved from a low-rate state to a mid-range state. Ohio will be starting an Impaired Driving Task Force in FFY2023 to discuss additional countermeasures and strategies Ohio can implement to reverse this trend. A formal action plan will be developed by August 2024.

Occupant Protection

Fatalities

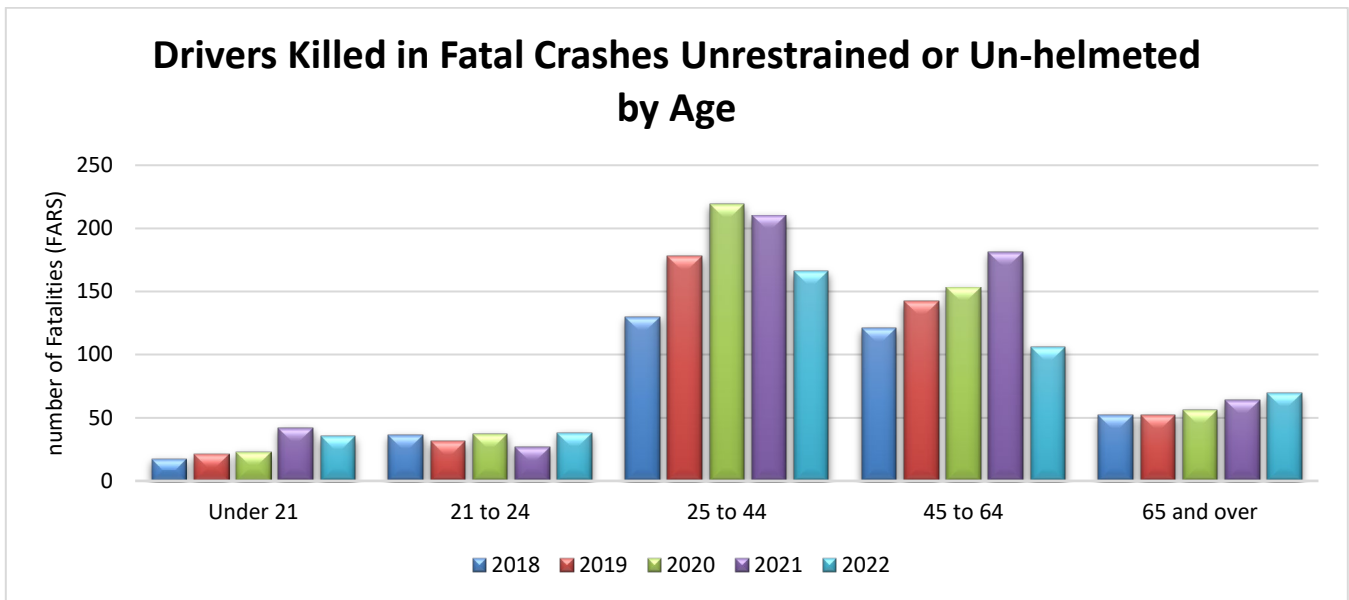
In 2022, Ohio reached an 80.8 percent observed seat belt use rate – a 3.3 percent decrease from 84.1 percent in 2021.

Using preliminary 2022 data, the number of unrestrained fatalities has increased 58.26 percent over the five-year period (2018 - 2022). The five-year average has increased 13.85 percent since the 2014 - 2018 average.



Unrestrained Passenger Fatalities	5-Year Average	Yearly Fatal Count
2018	364	333
2019	365	379
2020	367	393
2021	384	440
2022	414	527

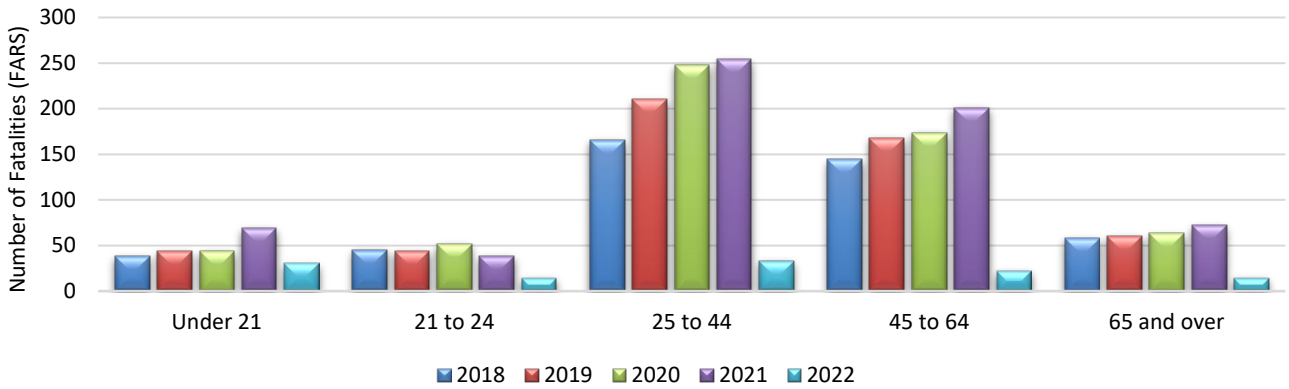
The number of drivers killed in fatal crashes unrestrained or un-helmeted by age has increased 16.29 percent over the last five years (2018 - 2022). Fatalities under 21 has increased 105.88 percent, fatalities 21 to 24 increased 5.56 percent, fatalities 25 to 44 increased 27.69 percent, fatalities 45 to 64 decreased 12.4 percent, and fatalities 65 and over increased 32.69 percent.



Drivers Killed in Fatal Crashes Unrestrained or Un-helmeted	Under 21	21 to 24	25 to 44	45 to 64	65 and over
2018	17	36	130	121	52
2019	21	31	178	142	52
2020	23	37	219	153	56
2021	42	27	210	181	64
2022	35	38	166	106	69

The number of occupants killed in fatal crashes unrestrained or un-helmeted by age has decreased 74.89 percent over the last five years (2018 - 2022). Fatalities under 21 has decreased 21.05 percent, fatalities 21 to 24 decreased 68.89 percent, fatalities 25 to 44 decreased 80 percent, fatalities 45 to 64 decreased 84.72 percent, and fatalities 65 and over decreased 75.86 percent.

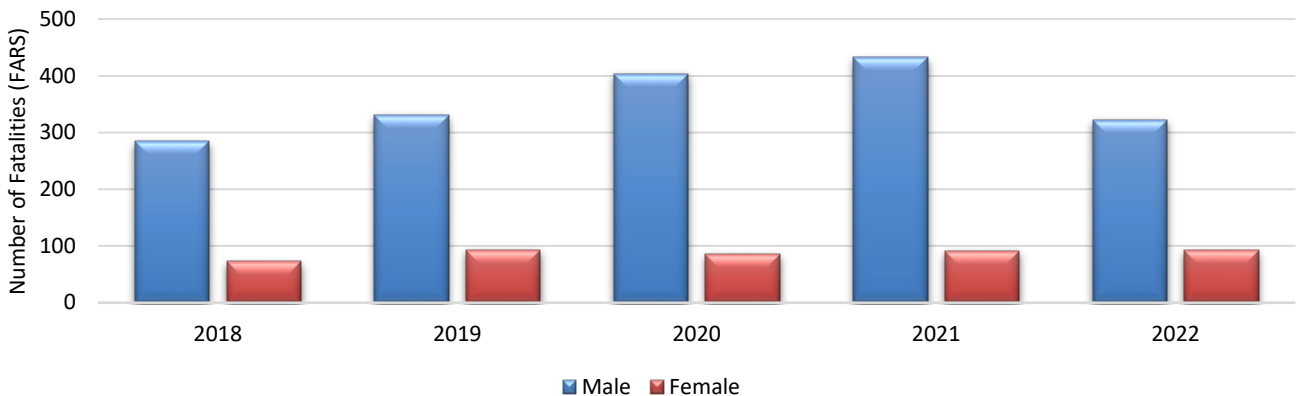
Occupants Killed in Fatal Crashes Unrestrained or Un-helmeted by Age



Occupants Killed in Fatal Crashes Unrestrained or Un-helmeted	Under 21	21 to 24	25 to 44	45 to 64	65 and over
2018	38	45	165	144	58
2019	44	44	210	168	60
2020	44	51	248	173	63
2021	69	38	254	201	72
2022	30	14	33	22	14

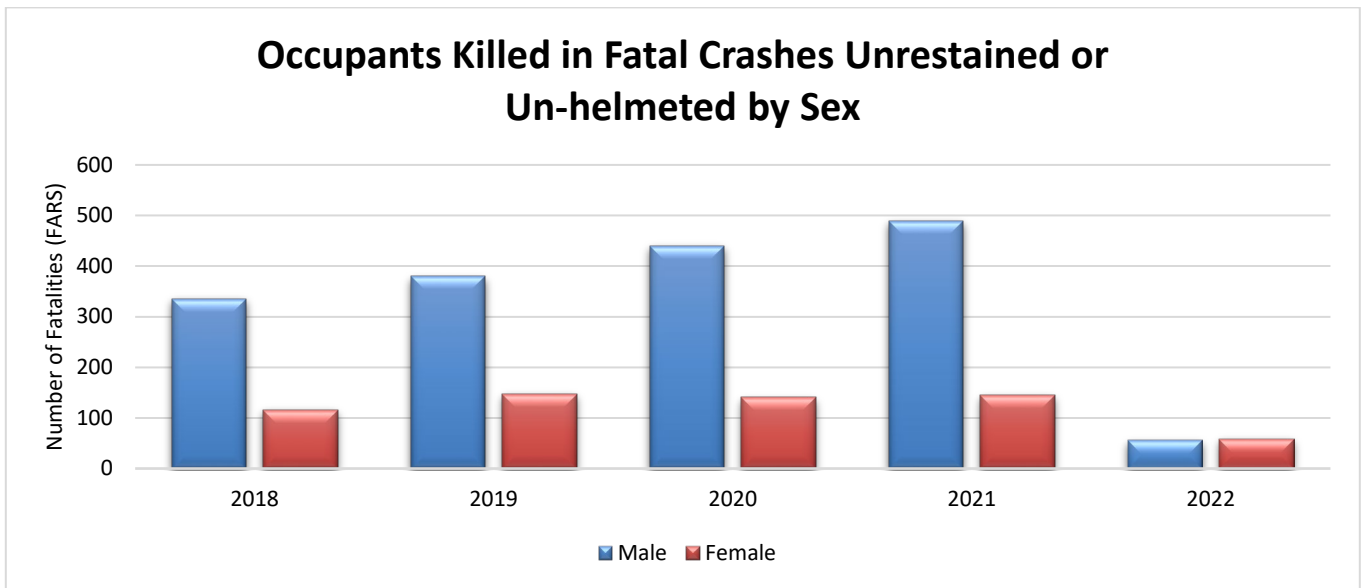
Comparing the traffic fatalities of male and female drivers who were unrestrained or un-helmeted, male drivers are on average 85.5 percent of unrestrained or un-helmeted traffic fatalities. Traffic fatalities involving males has increased 13.38 percent while the number of traffic fatalities involving females has increased 27.78 percent over a five-year period (2018 - 2022).

Drivers Killed in Fatal Crashes Unrestrained or Un-helmeted by Sex



Drivers Killed in Fatal Crashes Unrestrained or Un-helmeted	Male	Female
2018	284	72
2019	331	93
2020	403	85
2021	432	91
2022	322	92

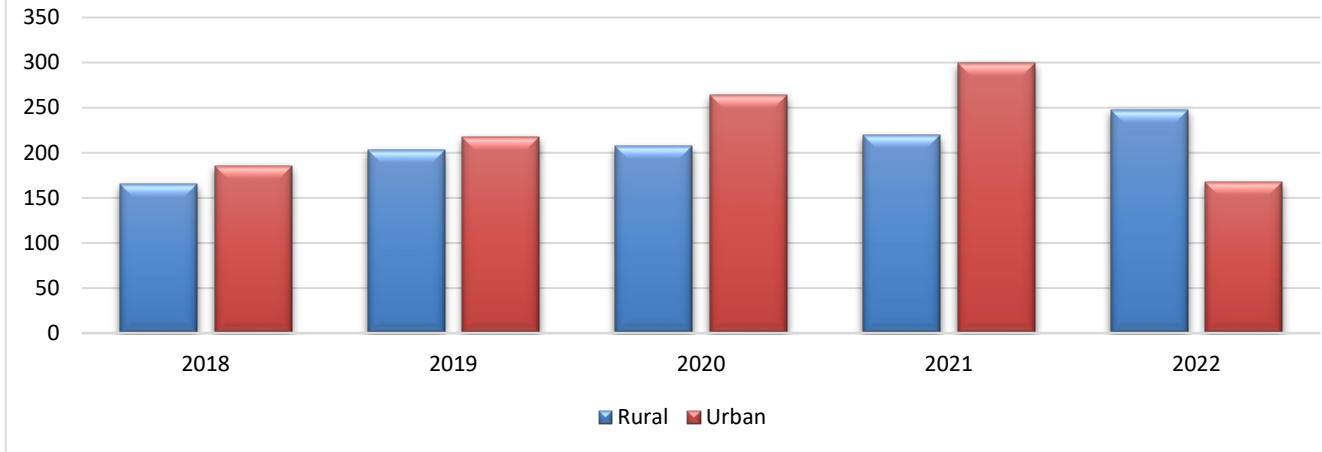
The number of occupants killed in fatal crashes unrestrained or un-helmeted by sex has decreased 74.89 percent over the last five years (2018 - 2022). Traffic fatalities involving males has decreased 83.6 percent while the number of traffic fatalities involving females has decreased 49.6 percent over a five-year period (2018 – 2022).



Occupants Killed in Fatal Crashes Unrestrained or Un-helmeted	Male	Female
2018	335	115
2019	379	147
2020	439	140
2021	489	144
2022	55	58

Comparing traffic fatalities of unrestrained or un-helmeted drivers by rural and urban areas in the state of Ohio, fatalities in urban areas decreased by 9.73 percent. Rural areas increased by 49.70 percent over a five-year period (2018 – 2022).

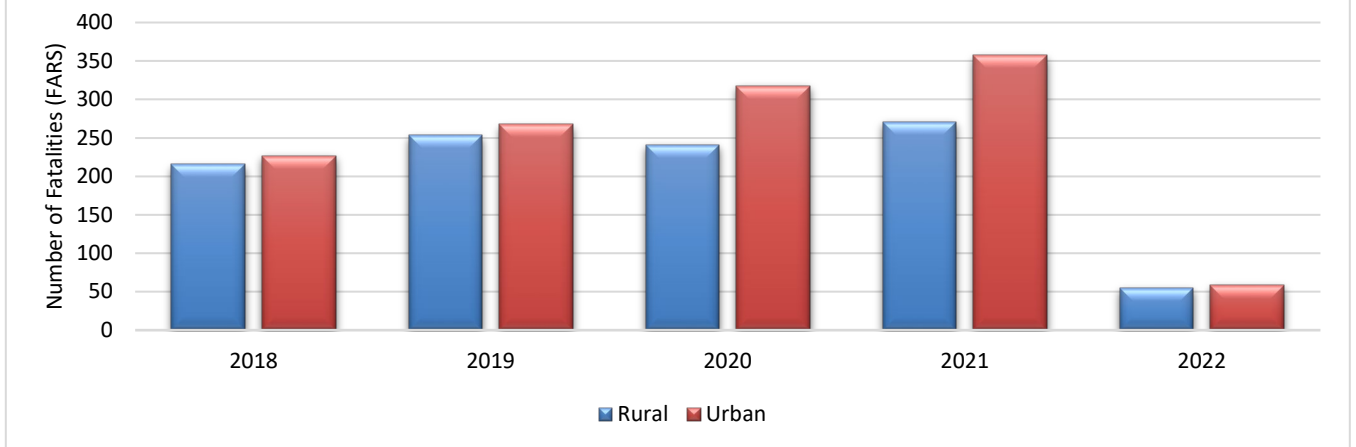
Drivers Killed in Fatal Crashes Unrestrained or Un-helmeted by Area



Drivers Killed in Fatal Crashes Unrestrained or Un-helmeted	Rural	Urban
2018	165	185
2019	203	217
2020	207	264
2021	219	299
2022	247	167

Comparing traffic fatalities of unrestrained or un-helmeted occupants by rural and urban areas in the state of Ohio, fatalities in urban areas decreased by 74.34 percent. Rural areas decreased by 74.42 percent over a five-year period (2018 – 2022).

Occupants Killed in Fatal Crashes Unrestrained or Un-helmeted by Area



Occupants Killed in Fatal Crashes Unrestrained or Un-helmeted	Rural	Urban
2018	215	226
2019	253	267
2020	241	317
2021	271	357
2022	55	58

Crashes

The percentage of Ohio's fatal crashes that are unbelted related has increased 6.91 percent and the percentage of serious injury crashes has increased 20.77 percent from 2018 to 2022.

UNBELTED RELATED CRASHES						
Year	Fatal Crashes			Serious Injury Crashes		
	Total	Unbelted Related	Percent	Total	Unbelted Related	Percent
2018	996	491	49.30%	6,245	1,897	30.38%
2019	1,041	551	52.93%	5,982	2,136	35.71%
2020	1,154	594	51.47%	5,925	2,254	38.04%
2021	1,243	654	52.61%	6,405	2,439	38.08%
2022	1,180	622	52.71%	6,163	2,261	36.69%

The percentage of Ohio's fatal crashes that are unbelted related and alcohol related has increased 26.91 percent and the percentage of serious injury increased 7.60 percent from 2018 to 2022.

UNBELTED RELATED & ALCOHOL RELATED CRASHES						
Year	Fatal Crashes			Serious Injury Crashes		
	Total	Unbelted & Alcohol Related	Percent	Total	Unbelted & Alcohol Related	Percent
2018	996	151	15.16%	6,245	419	6.71%
2019	1,041	195	18.73%	5,982	484	8.09%
2020	1,154	202	17.50%	5,925	453	7.65%
2021	1,243	237	19.06%	6,405	484	7.56%
2022	1,180	227	19.24%	6,163	445	7.22%

The percentage of Ohio's fatal crashes that are unbelted related and speed related has decreased 0.79 percent and the percentage of serious injury increased 10.47 percent from 2018 to 2022.

UNBELTED RELATED & SPEED RELATED CRASHES						
Year	Fatal Crashes			Serious Injury Crashes		
	Total	Unbelted & Speed Related	Percent	Total	Unbelted & Speed Related	Percent
2018	996	177	17.77%	6,245	591	9.46%
2019	1,041	176	16.91%	5,982	606	10.13%
2020	1,154	176	15.25%	5,925	690	11.65%
2021	1,243	214	17.22%	6,405	704	10.99%
2022	1,180	208	17.63%	6,163	644	10.45%

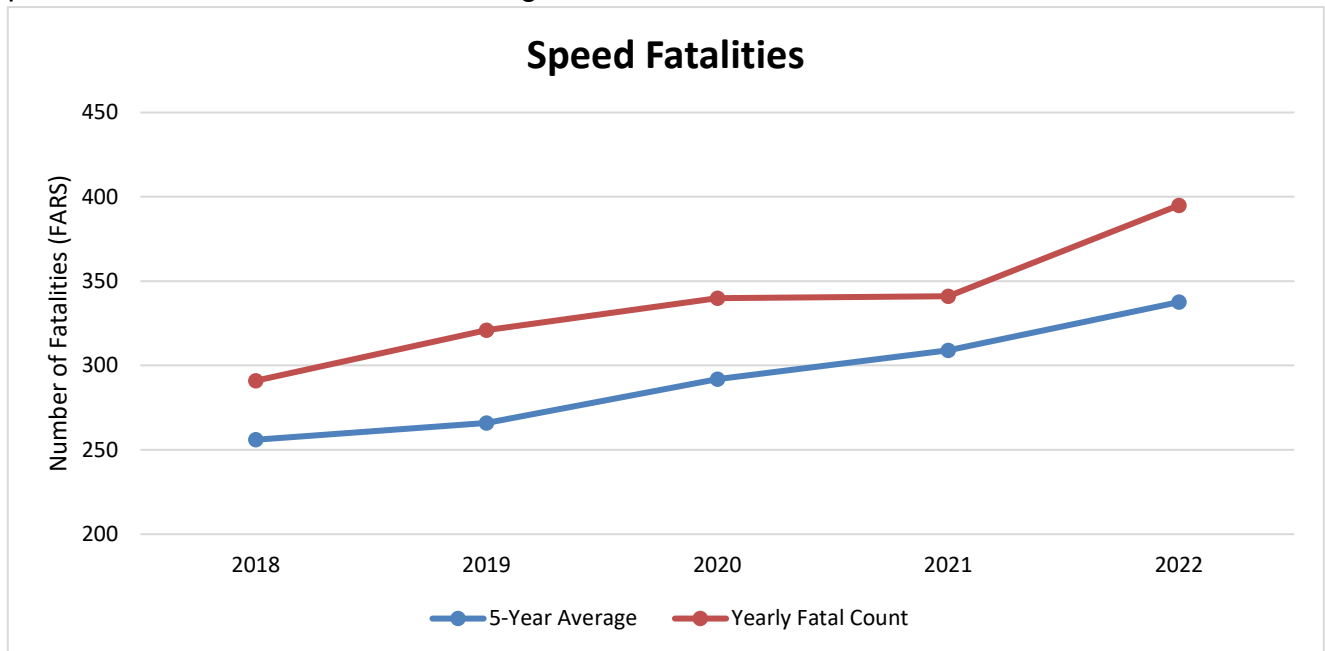
Analysis

Ohio’s observed seat belt usage rate decreased from 84.1 percent in 2021 to 80.8 percent in 2022. Unrestrained fatalities have increased 19.77 percent since 2018. Over 72 percent of unrestrained driver fatalities are in the 25 – 44 and 45 – 64 age groups and over 70 percent of unrestrained occupants were in the same age groups. Over 80 percent of unrestrained drivers and over 73 percent of unrestrained occupants were male. The percent of total fatal crashes and total serious injury crashes that are unrestrained related have increased 6.91 percent and 20.77 percent since 2018. The percent of unrestrained and alcohol related fatal and serious injury crashes has increased 26.91 percent and 7.60 percent. There has been a slight decrease (0.79 percent) in the percent of unrestrained and speed related fatal crashes, but the percent of serious injury crashes has increased 10.47 percent.

Ohio is currently looking into specifically addressing seat belts with the groups that are continually a low seat belt user, young drivers, males, African Americans, and pick-up truck drivers (rural). While specific messaging will differ between the groups, Ohio will continue to use the model (earned media [education/outreach], paid media, enforcement, and evaluation) to increase the observed seat belt usage rate among identified target audiences and to reduce the number of unrestrained fatalities.

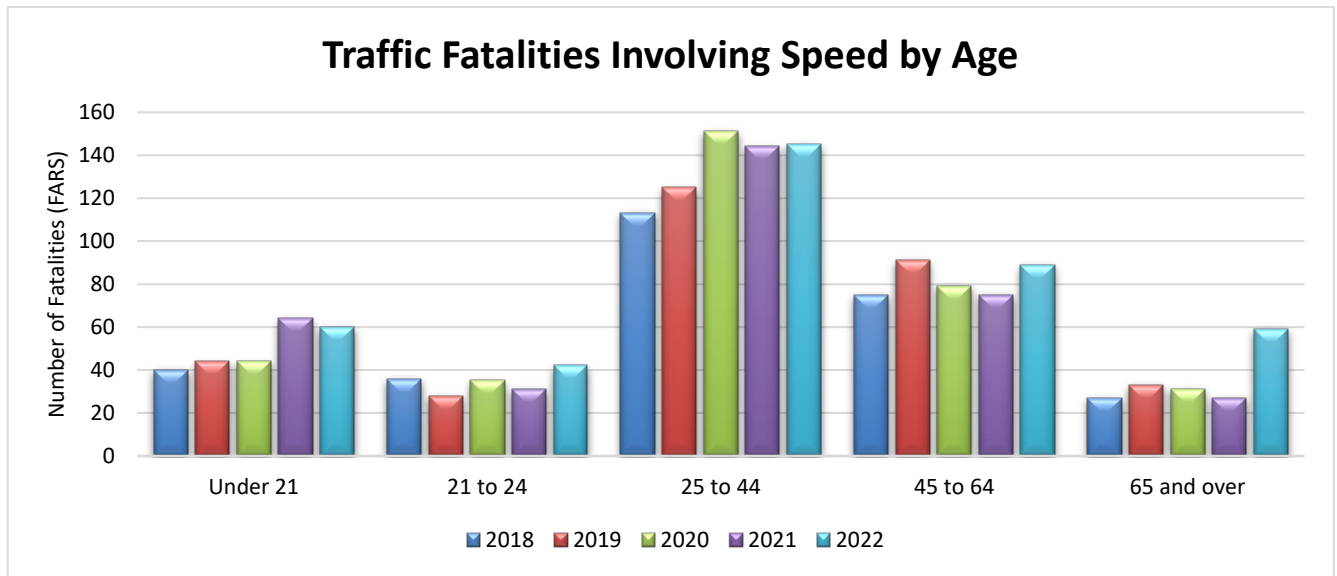
Speed Fatalities

Using preliminary 2022 data, the number of speed related fatalities has increased 35.74 percent over the five-year period (2018 - 2022). The five-year average has increased 31.88 percent since the 2014 - 2018 average.



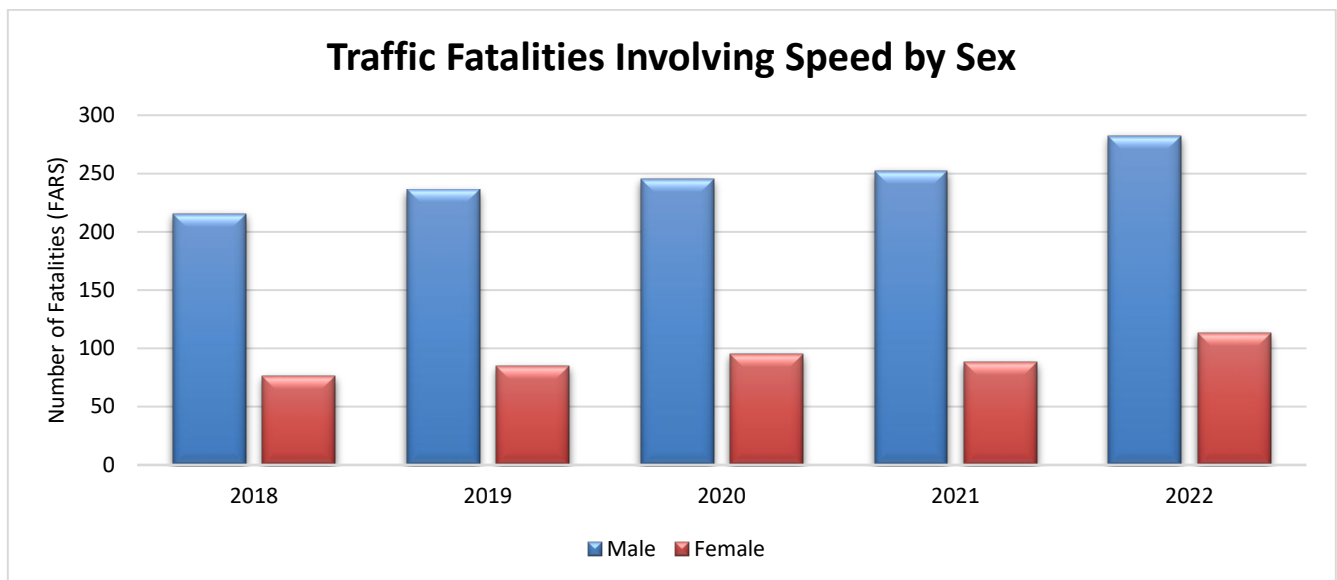
Speed Fatalities	5-Year Average	Yearly Fatal Count
2018	256	291
2019	266	321
2020	292	340
2021	309	341
2022	338	395

The number of traffic fatalities involving speed by age across all categories has increased 35.74 percent over the last five years (2018 - 2022). Fatalities under 21 has increased 50 percent, fatalities 21 to 24 increased 16.67 percent, fatalities 25 to 44 increased 28.32 percent, fatalities 45 to 64 increased 18.67 percent, and fatalities 65 and over increased 118.52 percent.



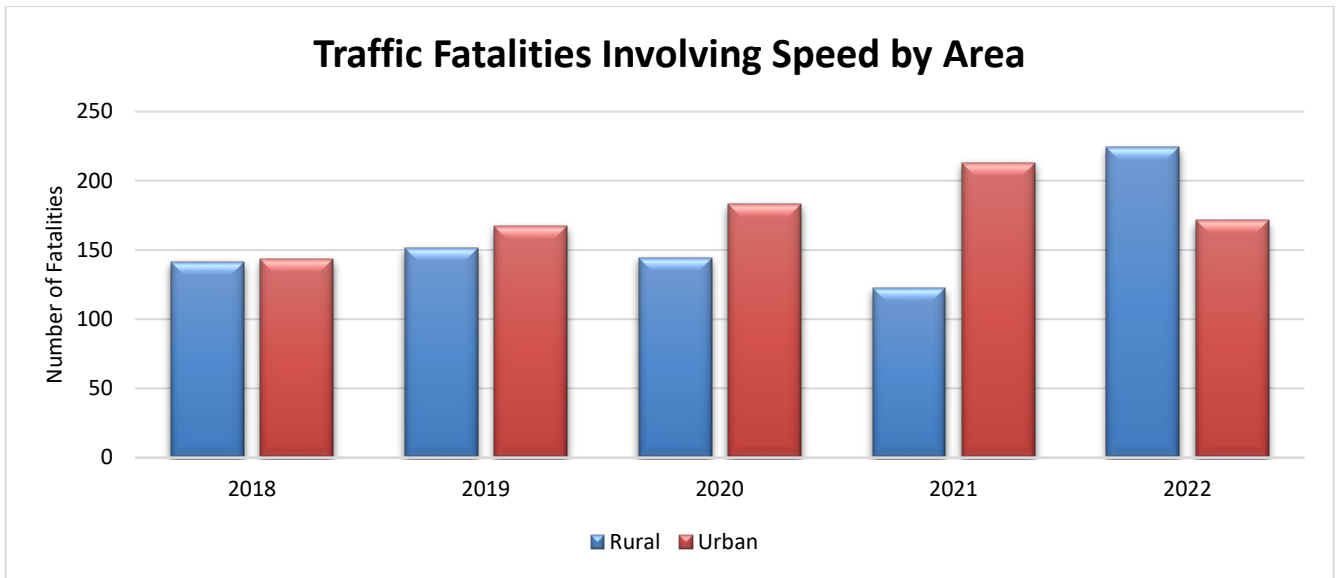
Traffic Fatalities Involving Speed by Age	Under 21	21 to 24	25 to 44	45 to 64	65 and over
2018	40	36	113	75	27
2019	44	28	125	91	33
2020	44	35	151	79	31
2021	64	31	144	75	27
2022	60	42	145	89	59

Comparing the traffic fatalities involving speed by sex, traffic fatalities involving males has increased 31.16 percent while the number of traffic fatalities involving females has increased 48.68 percent over a five-year period (2018 - 2022).



Traffic Fatalities Involving Speed by Sex	Male	Female
2018	215	76
2019	236	85
2020	245	95
2021	252	88
2022	282	113

Comparing the traffic fatalities involving speed by area, traffic fatalities involving rural areas has increased 58.87 percent while the number of traffic fatalities involving urban areas has increased 19.58 percent over a five-year period (2018 - 2022).



Traffic Fatalities Involving Speed by Area	Rural	Urban
2018	141	143
2019	151	167
2020	144	183
2021	122	213
2022	224	171

Crashes

The percentage of Ohio's fatal crashes that are speed related has increased 15.41 percent and the percentage of serious injury crashes has increased 4.36 percent from 2018 to 2022.

SPEED RELATED CRASHES						
Year	Fatal Crashes			Serious Injury Crashes		
	Total	Speed Related	Percent	Total	Speed Related	Percent
2018	996	305	30.62%	6,245	1,398	22.39%
2019	1,041	294	28.24%	5,982	1,367	22.85%
2020	1,154	337	29.20%	5,925	1,531	25.84%
2021	1,243	360	28.96%	6,405	1,550	24.20%
2022	1,180	352	29.83%	6,163	1,459	23.67%

The percentage of Ohio’s fatal crashes that are speed related and alcohol related has increased 23.98 percent and the percentage of serious injury crashes has decreased 7.46 percent from 2018 to 2022.

SPEED RELATED & ALCOHOL RELATED CRASHES						
Year	Fatal Crashes			Serious Injury Crashes		
	Total	Speed & Alcohol Related	Percent	Total	Speed & Alcohol Related	Percent
2018	996	98	9.84%	6,245	310	4.96%
2019	1,041	121	11.62%	5,982	329	5.50%
2020	1,154	136	11.79%	5,925	300	5.06%
2021	1,243	149	11.99%	6,405	278	4.34%
2022	1,180	144	12.20%	6,163	283	4.59%

The percentage of Ohio’s fatal crashes that are speed related and motorcycle related has increased 25.46 percent and the percentage of serious injury crashes has increased 58.05 percent from 2018 to 2022.

SPEED RELATED & MOTORCYCLE RELATED CRASHES						
Year	Fatal Crashes			Serious Injury Crashes		
	Total	Speed & Motorcycle Related	Percent	Total	Speed & Motorcycle Related	Percent
2018	996	43	4.32%	6,245	167	2.67%
2019	1,041	48	4.61%	5,982	197	3.29%
2020	1,154	78	6.76%	5,925	288	4.86%
2021	1,243	74	5.95%	6,405	275	4.29%
2022	1,180	64	5.42%	6,163	260	4.22%

Analysis

Speed-related fatalities have increased 35.74 percent from 2018 to 2022. The percent of total fatal crashes and total serious injury crashes that are speed related has increased since 2018. Between 2018 – 2022, 64.40 percent of speed fatalities occurred in the 25 – 44 and 45 – 64 age groups. Over 72 percent were male and preliminary 2022 data shows the number of urban speed fatalities is higher than the rural speed fatalities.

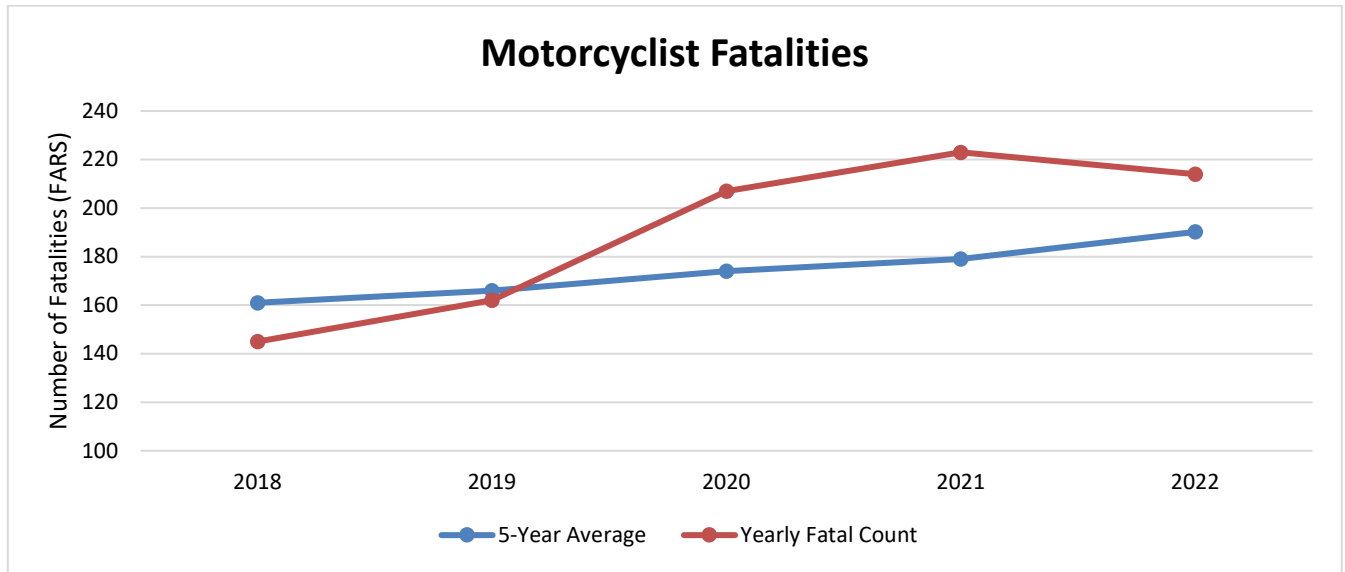
The percentage of fatal crashes that are speed and alcohol related has increased since 2018 and the percentage of speed and alcohol related serious injury crashes have decreased. The percent of fatal and serious injury crashes that are speed and motorcycle related have increased since 2018.

Ohio will continue to use the model (earned media [education/outreach], paid media, enforcement, and evaluation) based on problem identification to reduce the number of speed related fatalities, fatal crashes, and serious injury crashes.

Motorcycle Safety

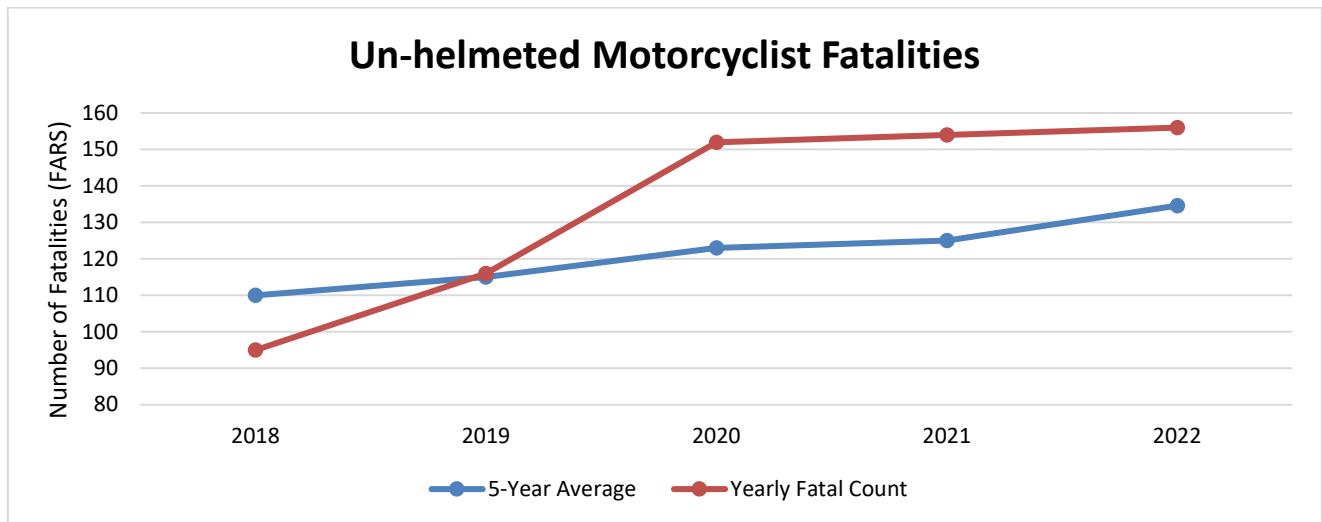
Fatalities

Using preliminary 2022 data, the number of motorcycle fatalities has increased 47.59 percent over the five-year period (2018 - 2022). The five-year average has increased 18.14 percent since the 2014 - 2018 average.



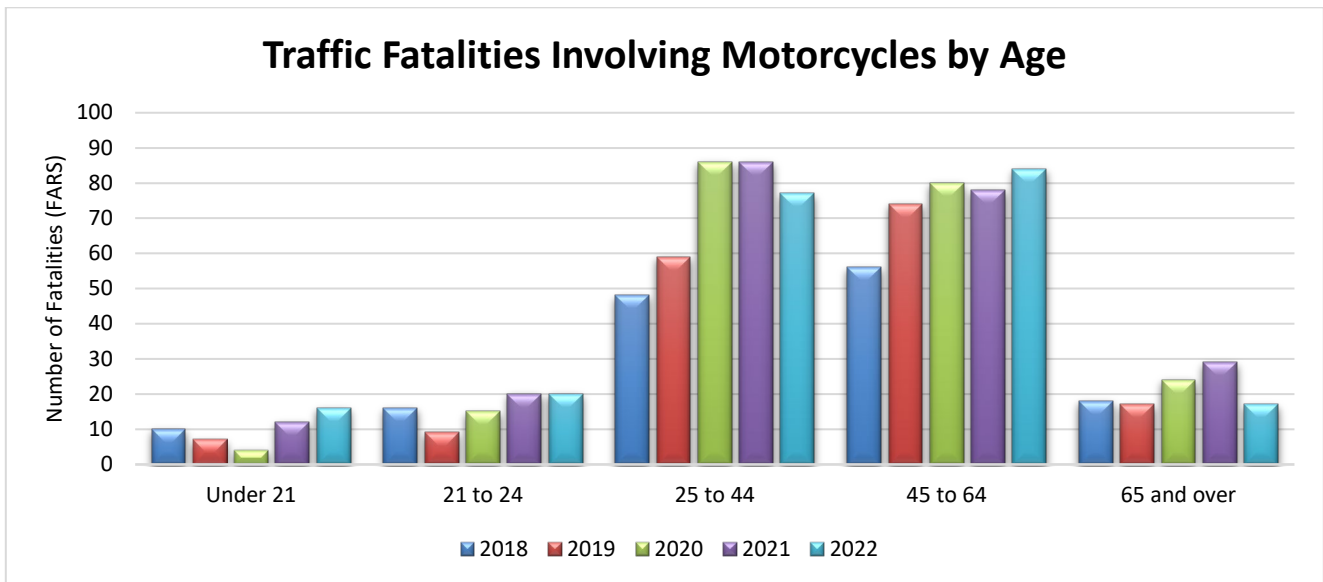
Motorcycle Fatalities	5-Year Average	Yearly Fatal Count
2018	161	145
2019	166	162
2020	174	207
2021	179	223
2022	190	214

Using preliminary 2022 data, the number of un-helmeted motorcycle fatalities has increased 64.21 percent over the five-year period (2018 - 2022). The five-year average has increased 22.36 percent since the 2014 – 2018 average.



Un-helmeted Motorcycle Fatalities	5-Year Average	Yearly Fatal Count
2018	110	95
2019	115	116
2020	123	152
2021	125	154
2022	135	156

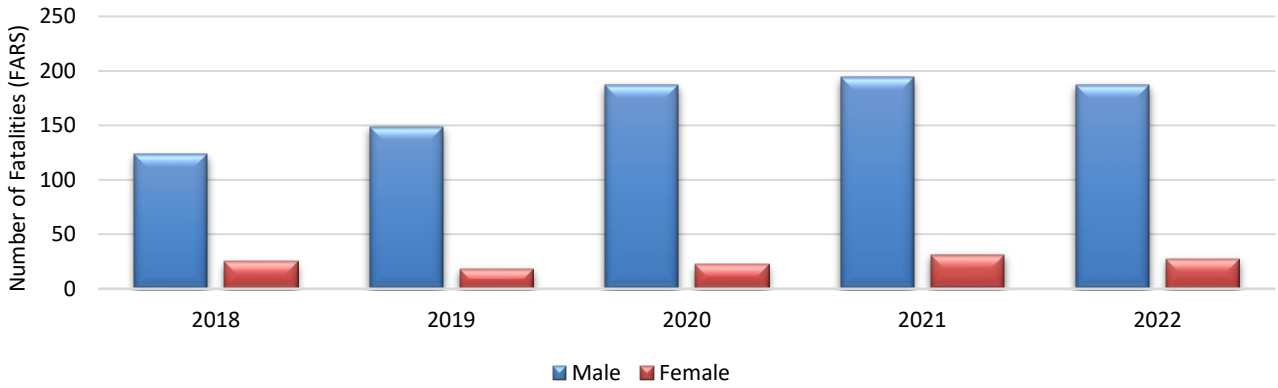
The number of traffic fatalities involving motorcycles by age across all categories has increased 44.59 percent over the last five years (2018 - 2022). Fatalities under 21 has increased 60 percent, fatalities 21 to 24 increased 25 percent, fatalities 25 to 44 increased 60.42 percent, fatalities 45 to 64 increased 50 percent, and fatalities 65 and over decreased 5.56 percent.



Traffic Fatalities Involving Motorcycles by Age	Under 21	21 to 24	25 to 44	45 to 64	65 and over
2018	10	16	48	56	18
2019	7	9	59	74	17
2020	4	15	86	80	24
2021	12	20	86	78	29
2022	16	20	77	84	17

Comparing the traffic fatalities involving motorcycles by sex, traffic fatalities involving males has increased 52.03 percent while the number of traffic fatalities involving females has increased 8 percent over a five-year period (2018 - 2022).

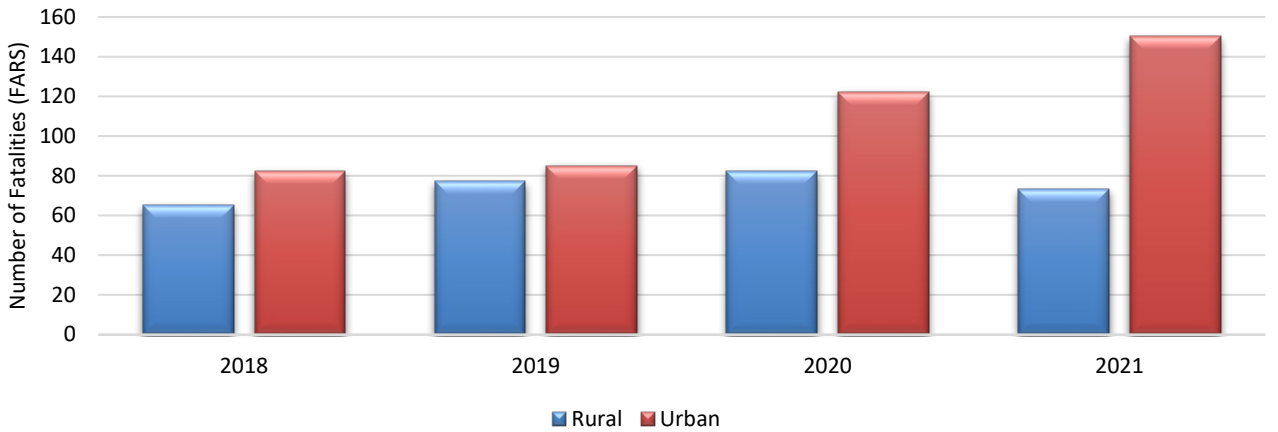
Traffic Fatalities Involving Motorcycles by Sex



Traffic Fatalities Involving Motorcycles by Sex	Male	Female
2018	123	25
2019	148	18
2020	187	22
2021	194	31
2022	187	27

Comparing the traffic fatalities involving motorcycles by area, traffic fatalities involving rural areas has increased 69.23 percent while the number of traffic fatalities involving urban areas has increased 1.22 percent over a five-year period (2018 - 2022).

Traffic Fatalities Involving Motorcycles by Area



Traffic Fatalities Involving Motorcycles by Area	Rural	Urban
2018	65	82
2019	77	85
2020	82	122
2021	73	150
2022	110	83

Crashes

The percentage of Ohio’s fatal crashes that are motorcycle related has increased 24.19 percent and the percentage of serious injury crashes has increased 56.17 percent from 2018 to 2022.

MOTORCYCLE RELATED CRASHES						
Year	Fatal Crashes			Serious Injury Crashes		
	Total	Motorcycle Related	Percent	Total	Motorcycle Related	Percent
2018	996	142	14.26%	6,245	714	11.43%
2019	1,041	156	14.99%	5,982	872	14.58%
2020	1,154	205	17.76%	5,925	1,085	18.31%
2021	1,243	215	17.30%	6,405	1,098	17.14%
2022	1,180	209	17.71%	6,163	1,100	17.85%

Analysis

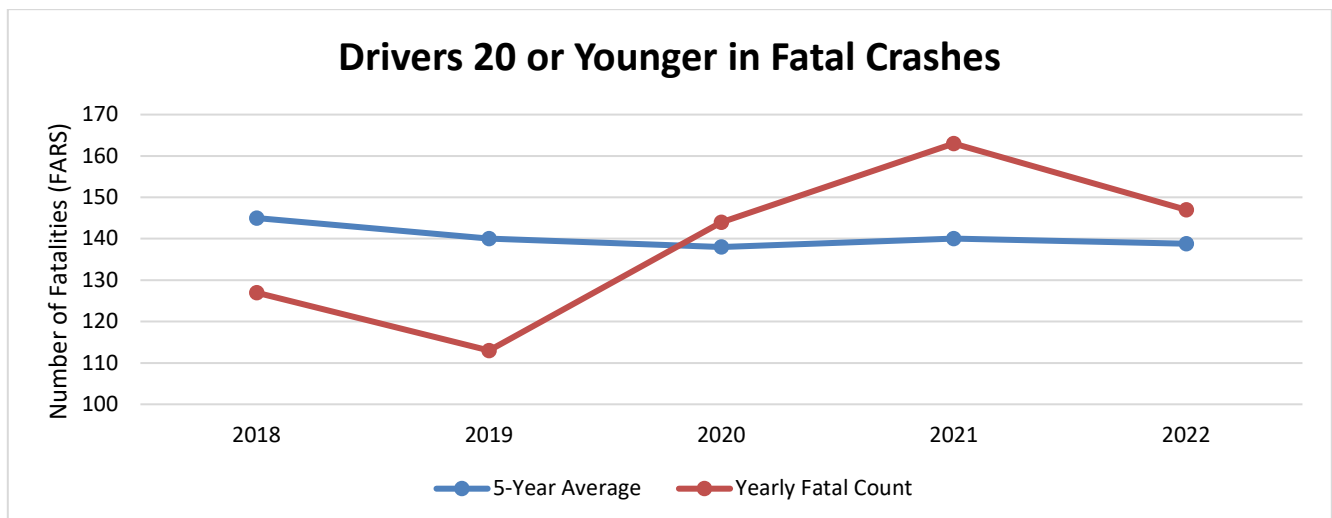
The number of motorcycle fatalities has increased 47.59 percent over the last five years. The number of un-helmeted motorcycle fatalities has increased 64.21 percent over the last five years. The percent of total fatal crashes and total serious injury crashes that are motorcycle related have increased since 2018. Over 75 percent of motorcycle fatalities are in the 25 – 44 and 45 – 64 age groups. Over 87 percent are male and slightly more than 56 percent occur in urban areas.

Ohio will continue to use the model (earned media [education/outreach], paid media, enforcement, and evaluation) to focus its efforts to reduce motorcyclist fatalities, increase helmet use, increase driver awareness of motorcyclists on the roadway, reduce motorcycle related fatal and serious injury crashes.

Youthful Driver

Fatalities

Using preliminary 2022 data, the number of young drivers (20 or younger) involved in fatal crashes has increased 15.75 percent over the five-year period (2018 - 2022). The five-year average has decreased 4.28 percent since the 2014 - 2018 average.



Drivers 20 or Younger in Fatal Crashes	5-Year Average	Yearly Fatal Count
2018	145	127
2019	140	113
2020	138	144
2021	140	163
2022	139	147

Crashes

The percentage of Ohio's fatal crashes that are youthful driver related has decreased 0.49 percent and the percentage of serious injury crashes has decreased 8.45 percent from 2018 to 2022.

YOUTHFUL DRIVER CRASHES (15 1/2 - 24)						
Year	Fatal Crashes			Serious Injury Crashes		
	Total	Youthful Driver Related	Percent	Total	Youthful Driver Related	Percent
2018	996	246	24.70%	6,245	1,877	30.06%
2019	1,041	234	22.48%	5,982	1,655	27.67%
2020	1,154	276	23.92%	5,925	1,709	28.84%
2021	1,243	295	23.73%	6,405	1,889	29.49%
2022	1,180	290	24.58%	6,163	1,696	27.52%

The percentage of Ohio's fatal crashes that are youthful driver related and unbelted related has increased 9.65 percent and the percentage of serious injury crashes has increased 10.29 percent from 2018 to 2022.

YOUTHFUL DRIVER (15 1/2 - 24) & UNBELTED RELATED CRASHES						
Year	Fatal Crashes			Serious Injury Crashes		
	Total	Youthful Driver Related	Percent	Total	Youthful Driver Related	Percent
2018	996	127	12.75%	6,245	601	9.62%
2019	1,041	138	13.26%	5,982	583	9.75%
2020	1,154	167	14.47%	5,925	700	11.81%
2021	1,243	159	12.79%	6,405	781	12.19%
2022	1,180	165	13.98%	6,163	654	10.61%

The percentage of Ohio's fatal crashes that are youthful driver related and speed related has increased 4.81 percent and the percentage of serious injury crashes has increased 0.52 percent from 2018 to 2022.

YOUTHFUL DRIVER (15 1/2 - 24) & SPEED RELATED CRASHES						
Year	Fatal Crashes			Serious Injury Crashes		
	Total	Youthful Driver & Speed Related	Percent	Total	Youthful Driver & Speed Related	Percent
2018	996	91	9.14%	6,245	484	7.75%
2019	1,041	84	8.07%	5,982	415	6.94%
2020	1,154	88	7.63%	5,925	522	8.81%
2021	1,243	116	9.33%	6,405	548	8.56%
2022	1,180	113	9.58%	6,163	480	7.79%

The percentage of Ohio’s fatal crashes that are motorcycle related and youth related has increased 33.23 percent and the percentage of serious injury crashes has increased 37.87 percent from 2018 to 2022.

MOTORCYCLE & YOUTHFUL DRIVER (15 ½ - 24) RELATED CRASHES						
Year	Fatal Crashes			Serious Injury Crashes		
	Total	Motorcycle & Youth Related	Percent	Total	Motorcycle & Youth Related	Percent
2018	996	33	3.31%	6,245	170	2.72%
2019	1,041	29	2.79%	5,982	190	3.18%
2020	1,154	30	2.60%	5,925	225	3.80%
2021	1,243	49	3.94%	6,405	251	3.92%
2022	1,180	52	4.41%	6,163	231	3.75%

Analysis

The number of drivers aged 20 or younger involved in fatal crashes has increased 15.75 percent over the last five years. The percent of total fatal crashes that are youthful driver related (ages 15 ½ - 24) has increased since 2018; however, the percent of total serious injury crashes that are youthful driver related (ages 15 ½ - 24) has decreased.

The percentage of fatal and serious injury crashes that are youth-related has decreased over the last 5 years; however, the percentages of fatal and serious injury crashes that are youth and unbelted related, youth and speed related, and youth and motorcycle related have all increased.

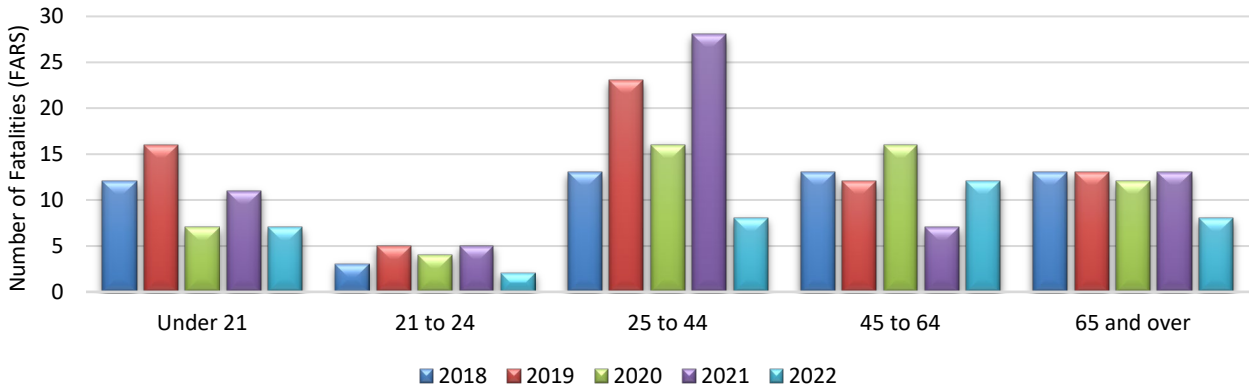
Ohio will continue to focus efforts towards this age group with an emphasis on seat belts, speed, impaired driving, motorcycle, and distracted driving. Ohio will continue to work with new partners to focus on reducing the number of youthful drivers involved in fatal crashes.

Distracted Driving

Fatalities

The number of traffic fatalities involving a distracted driver by age across all categories has decreased 31.48 percent over the last five years (2018 - 2022). Fatalities under 21 has decreased 41.67 percent, fatalities 21 to 24 decreased 33.33 percent, fatalities 25 to 44 decreased 38.46 percent, fatalities 45 to 64 decreased 7.69 percent, and fatalities 65 and over decreased 38.46 percent.

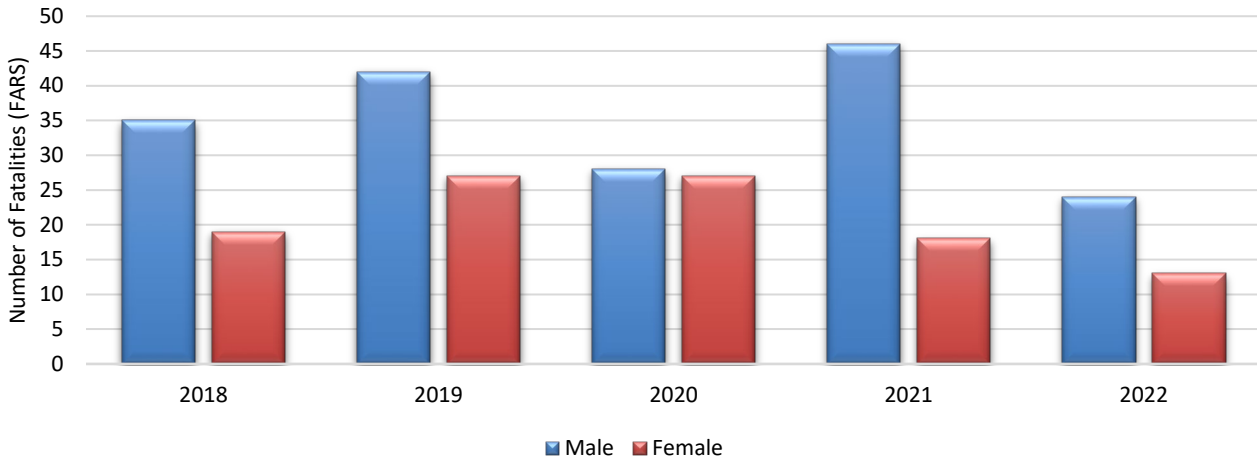
Traffic Fatalities Involving A Distracted Driver by Age



Traffic Fatalities Involving a Distracted Driver by Age	Under 21	21 to 24	25 to 44	45 to 64	65 and over
2018	12	3	13	13	13
2019	16	5	23	12	13
2020	7	4	16	16	12
2021	11	5	28	7	13
2022	7	2	8	12	8

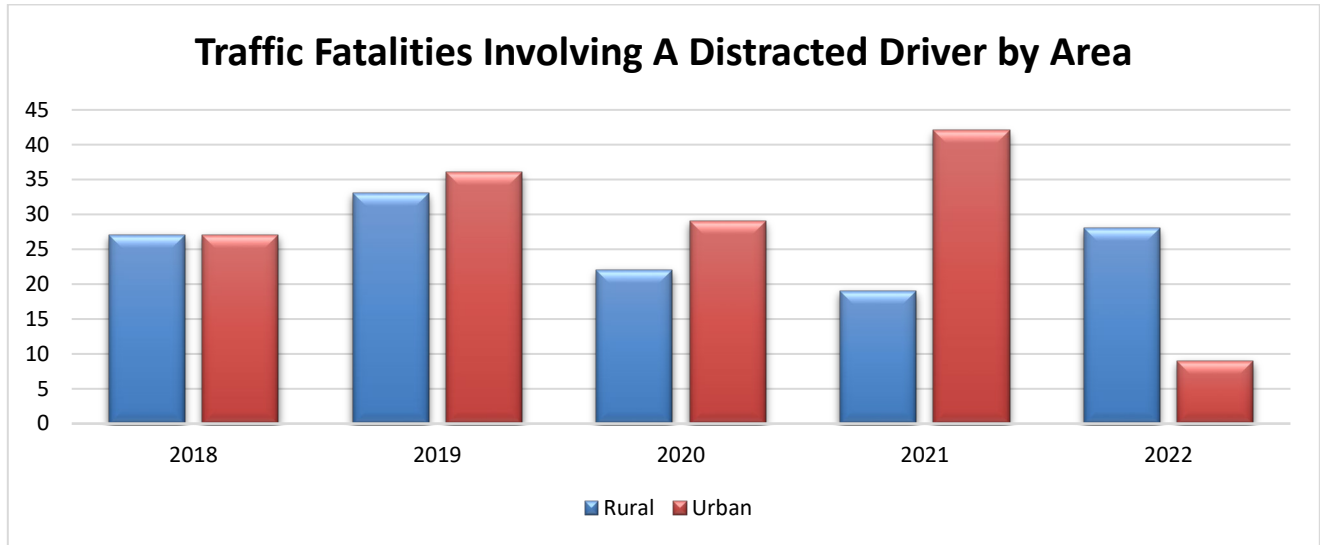
Comparing the traffic fatalities involving a distracted driver by sex, traffic fatalities involving males has decreased 31.43 percent while the number of traffic fatalities involving females has decreased 31.58 percent over a five-year period (2018 - 2022).

Traffic Fatalities Involving A Distracted Driver by Sex



Traffic Fatalities Involving a Distracted Driver by Sex	Male	Female
2018	35	19
2019	42	27
2020	28	27
2021	46	18
2022	24	13

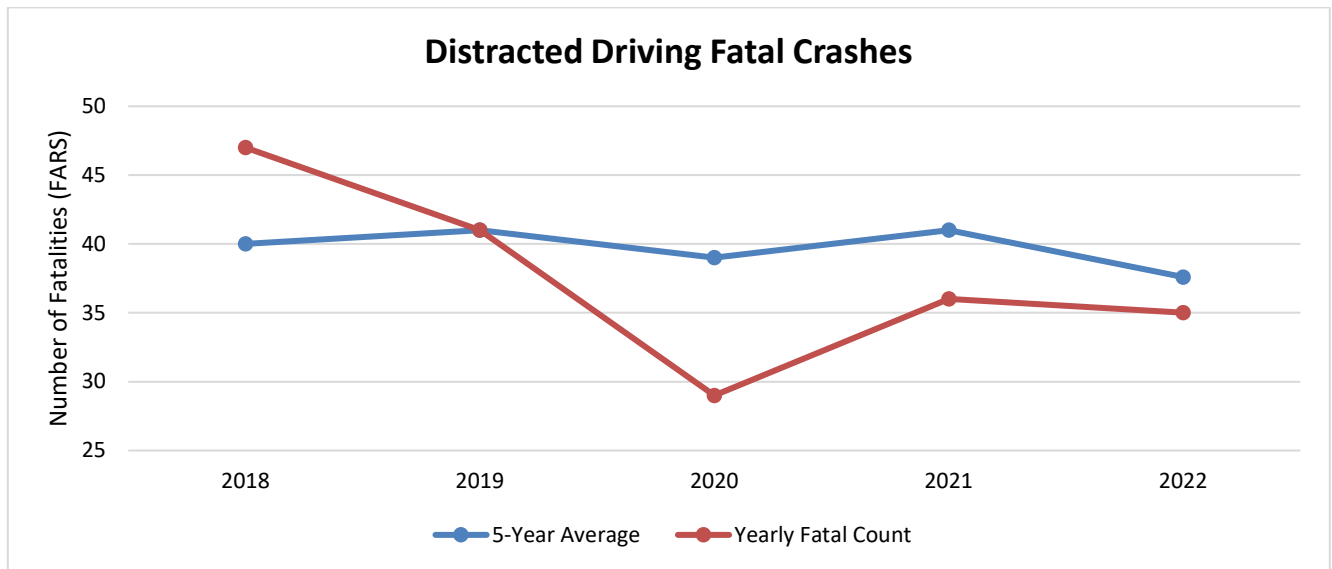
Comparing the traffic fatalities involving a distracted driver by area, traffic fatalities involving rural areas has increased 3.70 percent while the number of traffic fatalities involving urban areas has decreased 66.67 percent over a five-year period (2018 - 2022).



Traffic Fatalities Involving a Distracted Driver by Area	Rural	Urban
2018	27	27
2019	33	36
2020	22	29
2021	19	42
2022	28	9

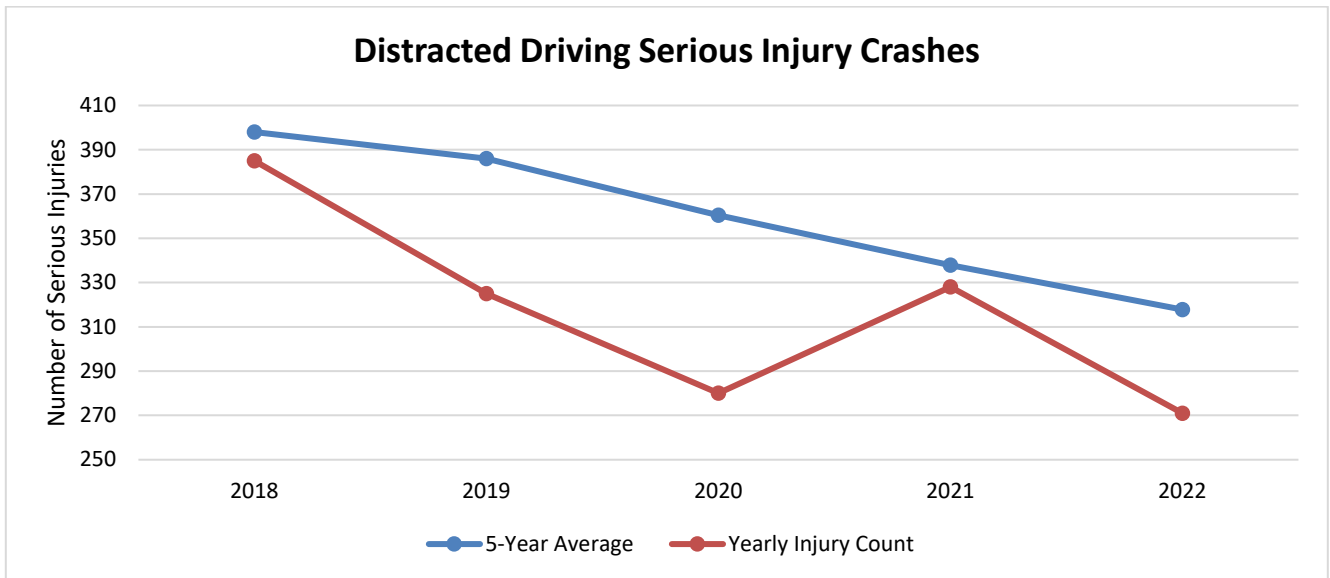
Crashes

The number of distracted driving fatal crashes has decreased 25.53 percent over the five-year period (2018 - 2022). The five-year average has decreased 6.00 percent since the 2014 – 2018 average.



Distracted Driving Fatal Crashes	5-Year Average	Yearly Crash Count
2018	40	47
2019	41	41
2020	39	29
2021	41	36
2022	38	35

The number of distracted driving serious injury crashes has decreased 29.61 percent over the five-year period (2018 - 2022). The five-year average has decreased 20.15 percent since the 2014 – 2018 average.



Distracted Driving Serious Injury Crashes	5-Year Average	Yearly Crash Count
2018	398	385
2019	386	325
2020	360	280
2021	338	328
2022	318	271

The percentage of Ohio’s fatal crashes that are distracted driver related has decreased 37.08 percent and the percentage of serious injury crashes has decreased 28.57 percent from 2018 to 2022.

DISTRACTED DRIVING CRASHES						
Year	Fatal Crashes			Serious Injury Crashes		
	Total	Distracted Related	Percent	Total	Distracted Related	Percent
2018	996	47	4.72%	6,245	385	6.16%
2019	1,041	41	3.94%	5,982	325	5.43%
2020	1,154	29	2.51%	5,925	280	4.73%
2021	1,243	36	2.90%	6,405	328	5.12%
2022	1,180	35	2.97%	6,163	271	4.40%

Analysis

Although the number of distracted driving fatal and serious injury crashes have decreased since 2018, distracted driving remains a concern in Ohio. A recent law has changed distracted driving from a secondary offense to a primary offense.

Over 53 percent of distracted driving fatalities are in the 25 – 44 and 45 – 64 age groups; over 62 percent are male; and over 52 percent occur in urban areas.

Ohio has continued to improve the collection of distracted driving related data and evaluate programming. Ohio continues to spend a small portion of the budget on distracted driving including earned media, outreach/education, paid media, and enforcement within the STEP grants, SHEP grants, DTEP grants, and the statewide distracted driving grant. In FFY2024, Ohio will continue with projects to reduce distracted driving fatal and serious crashes.

Older Road User

Fatalities

Breaking down Ohio’s fatalities, older road users (65 and over) are the third largest age group (Under 20, 21 – 24, 25 – 44, 45 – 64, over 65) in fatalities with the exception of speed where they are 4th. This age group is the 4th largest by population in the state.

	Percent	Rank
Total Fatalities	19.28	3 rd
Driver Unrestrained Fatalities	13.28	3 rd
Occupant Unrestrained Fatalities	11.60	3 rd
Speed Fatalities	10.49	4 th
Motorcycle Fatalities	10.91	3 rd
Distracted Driving Fatalities	21.15	3 rd
Pedestrian Fatalities	20.32	3 rd

Crashes

The percentage of Ohio’s fatal crashes that are mature driver related has decreased 5.08 percent and the percentage of serious injury crashes has decreased 3.28 percent from 2018 to 2022.

MATURE RELATED						
Year	Fatal Crashes			Serious Injury Crashes		
	Total	Mature Related	Percent	Total	Mature Related	Percent
2018	996	410	41.16%	6,245	2,268	36.32%
2019	1,041	429	41.21%	5,982	2,130	35.61%
2020	1,154	426	36.92%	5,925	1,934	32.64%
2021	1,243	480	38.62%	6,405	2,108	32.91%
2022	1,180	461	39.07%	6,163	2,165	35.13%

The percentage of Ohio's fatal crashes that are mature related and unbelted related has increased 0.23 percent and the percentage of serious injury crashes has increased 17.01 percent from 2018 to 2022.

MATURE RELATED & UNBELTED RELATED						
Year	Fatal Crashes			Serious Injury Crashes		
	Total	Mature & Unbelted Related	Percent	Total	Mature & Unbelted Related	Percent
2018	996	176	17.67%	6,245	518	8.29%
2019	1,041	194	18.64%	5,982	576	9.63%
2020	1,154	183	15.86%	5,925	545	9.20%
2021	1,243	212	17.06%	6,405	623	9.73%
2022	1,180	209	17.71%	6,163	598	9.70%

The percentage of Ohio's fatal crashes that are mature related and speed related has increased 9.04 percent and the percentage of serious injury crashes has increased 13.32 percent from 2018

MATURE RELATED & SPEED RELATED						
Year	Fatal Crashes			Serious Injury Crashes		
	Total	Mature & Speed Related	Percent	Total	Mature & Speed Related	Percent
2018	996	86	8.63%	6,245	342	5.48%
2019	1,041	78	7.49%	5,982	350	5.85%
2020	1,154	92	7.97%	5,925	320	5.40%
2021	1,243	110	8.85%	6,405	369	5.76%
2022	1,180	111	9.41%	6,163	383	6.21%

The percentage of Ohio's fatal crashes that are mature driver related and motorcycle related has increased 6.43 percent and the percentage of serious injury crashes has increased 50.83 percent from 2018 to 2022.

MATURE RELATED & MOTORCYCLE RELATED						
Year	Fatal Crashes			Serious Injury Crashes		
	Total	Mature & Motorcycle Related	Percent	Total	Mature & Motorcycle Related	Percent
2018	996	65	6.53%	6,245	264	4.23%
2019	1,041	68	6.53%	5,982	302	5.05%
2020	1,154	90	7.80%	5,925	382	6.45%
2021	1,243	84	6.76%	6,405	361	5.64%
2022	1,180	82	6.95%	6,163	393	6.38%

The percentage of Ohio’s fatal crashes that are mature driver related and pedestrian related has decreased 22.37 percent and the percentage of serious injury crashes has increased 24.00 percent from 2018 to 2022.

MATURE RELATED & PEDESTRIAN RELATED						
Year	Fatal Crashes			Serious Injury Crashes		
	Total	Mature & Pedestrian Related	Percent	Total	Mature & Pedestrian Related	Percent
2018	996	37	3.71%	6,245	109	1.75%
2019	1,041	43	4.13%	5,982	137	2.29%
2020	1,154	35	3.03%	5,925	111	1.87%
2021	1,243	37	2.98%	6,405	103	1.61%
2022	1,180	34	2.88%	6,163	134	2.17%

Analysis

The percentage of fatal and serious injury crashes that are mature driver related has decreased slightly over the last five years; however, the percentages of fatal and serious injury crashes that are mature and unbelted related, mature and speed related, and mature and motorcycle related have all increased. The percentage of serious injury crashes that are mature and pedestrian related has also increased.

Ohio will continue to focus efforts towards this age group with an emphasis on seat belts, speed, impaired driving, motorcycle, and distracted driving. Ohio will continue to work with new partners to focus on reducing the number of mature drivers involved in fatal crashes.

Traffic Records

In FFY2021, Ohio completed a Traffic Records Assessment. The report identified that overall improvements could be made in the following areas: Crash, Citation / Adjudication and EMS. Strategic Planning, Data Use and Integration, and TRCC Management. The TRCC meets at least once a quarter to review progress made in the areas mentioned in the assessment, update members on current projects, and propose new projects that will address the concerns highlighted in the most recent assessment.

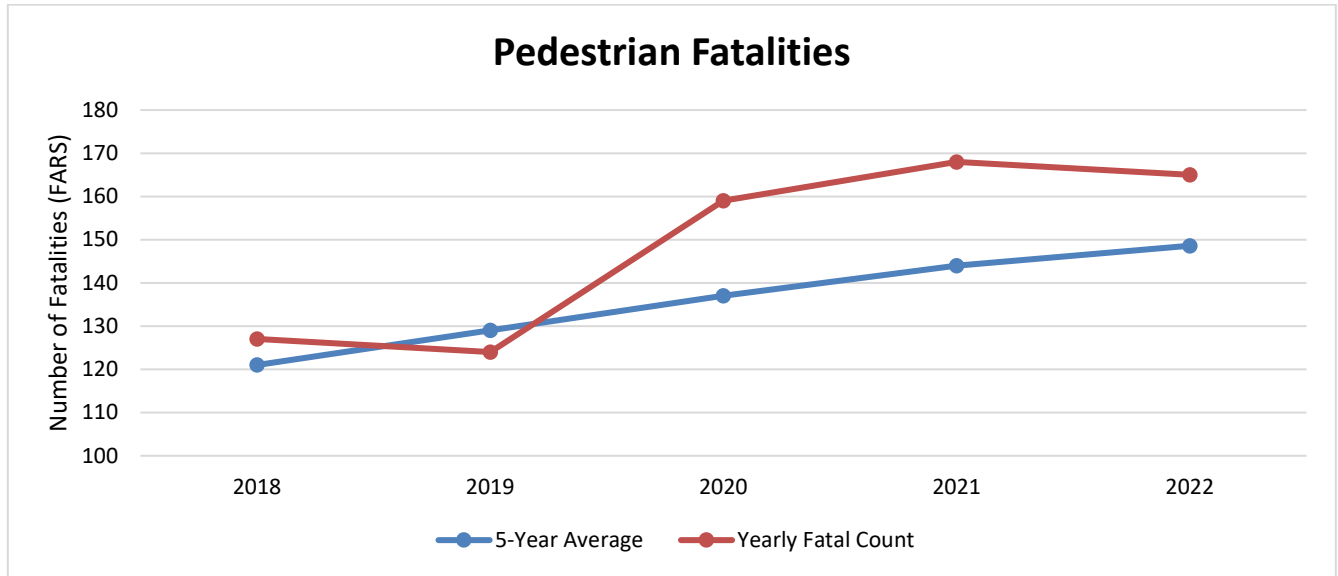
Analysis

Ohio will be working on the following projects this year: Court Case Management System updates, eCitation Interfaces, Crash Outcome Data Evaluation System (CODES), No Passing Zone Data Collection, and MIRE Roadway Segment Data Collection. These projects will improve the accuracy, timeliness, completeness, and accessibility of Citation/Adjudication, Crash, EMS/Injury Surveillance, and Roadway databases.

Pedestrian Safety

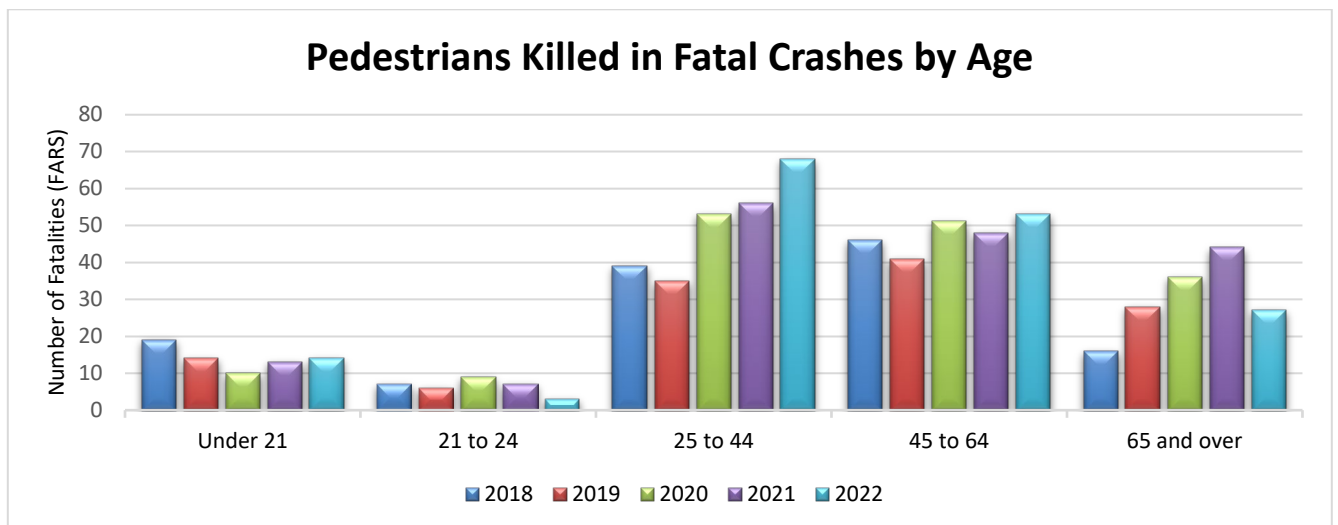
Fatalities

Using preliminary 2022 data, the number of pedestrian fatalities has increased 29.92 percent over the five-year period (2018 – 2022). The five-year average has increased 22.81 percent since the 2014 – 2018 average.



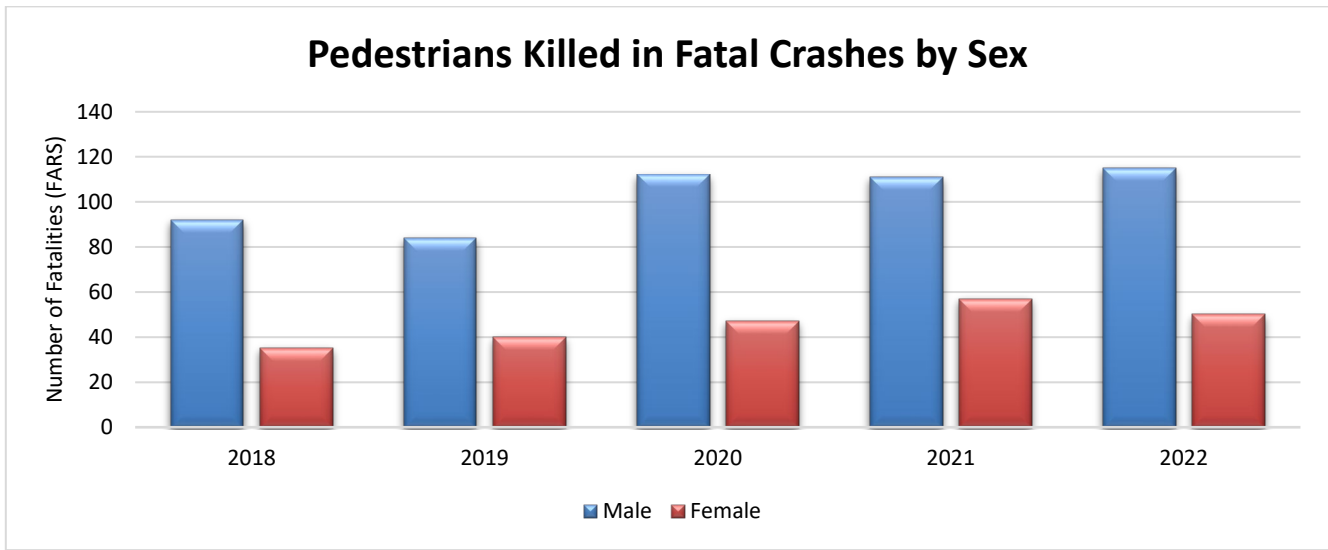
Pedestrian Fatalities	5-Year Average	Yearly Fatal Count
2018	121	127
2019	129	124
2020	137	159
2021	144	168
2022	149	165

The number of traffic fatalities involving pedestrians by age across all categories has increased 29.92 percent over the last five years (2018 - 2022). Fatalities under 21 has decreased 26.32 percent, fatalities 21 to 24 decreased 57.14 percent, fatalities 25 to 44 increased 74.36 percent, fatalities 45 to 64 increased 15.22 percent, and fatalities 65 and over increased 68.75 percent.



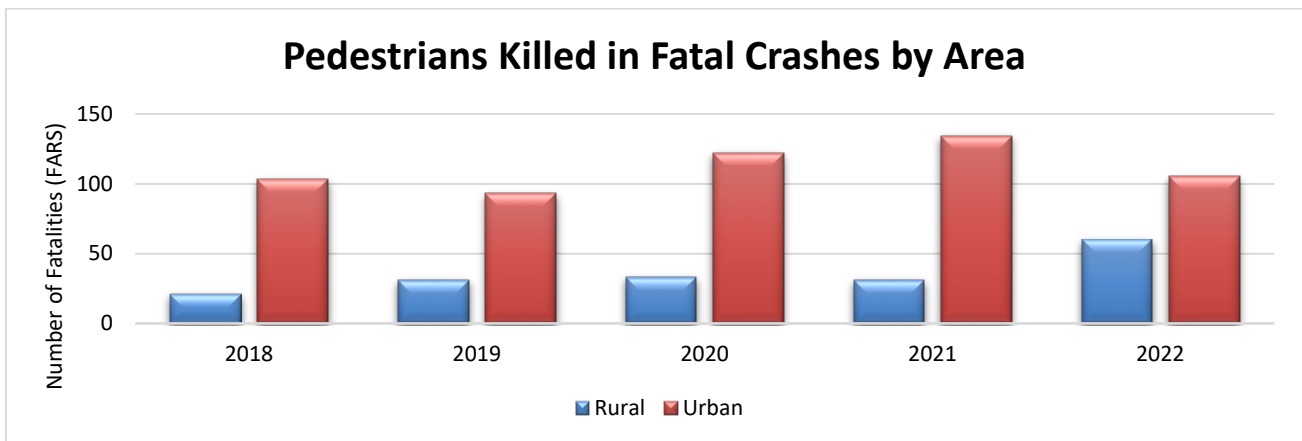
Pedestrians Killed in Fatal Crashes by Age	Under 21	21 to 24	25 to 44	45 to 64	65 and over
2018	19	7	39	46	16
2019	14	6	35	41	28
2020	10	9	53	51	36
2021	13	7	56	48	44
2022	14	3	68	53	27

Comparing the traffic fatalities involving a distracted driver by sex, traffic fatalities involving males has increased 25 percent while the number of traffic fatalities involving females has increased 42.86 percent over a five-year period (2018 - 2022).



Pedestrians Killed in Fatal Crashes by Sex	Male	Female
2018	92	35
2019	84	40
2020	112	47
2021	111	57
2022	115	50

Comparing the traffic fatalities involving pedestrians by area, traffic fatalities involving rural areas has increased 185.71 percent while the number of traffic fatalities involving urban areas has increased 1.94 percent over a five-year period (2018 - 2022).



Pedestrians Killed in Fatal Crashes by Area	Rural	Urban
2018	21	103
2019	31	93
2020	33	122
2021	31	134
2022	60	105

Crashes

The percentage of Ohio’s fatal crashes that are pedestrian related has increased 3.35 percent and the percentage of serious injury crashes has decreased 1.87 percent from 2018 to 2022.

PEDESTRIAN RELATED CRASHES						
Year	Fatal Crashes			Serious Injury Crashes		
	Total	Pedestrian Related	Percent	Total	Pedestrian Related	Percent
2018	996	134	13.45%	6,245	533	8.53%
2019	1,041	129	12.39%	5,982	506	8.46%
2020	1,154	167	14.47%	5,925	456	7.70%
2021	1,243	172	13.84%	6,405	525	8.20%
2022	1,180	164	13.90%	6,163	516	8.37%

The percentage of Ohio’s fatal crashes that are pedestrian and distracted related has decreased 16.66 percent and the percentage of serious injury crashes has decreased 33.33 percent from 2018 to 2022.

PEDESTRIAN AND DISTRACTED RELATED CRASHES						
Year	Fatal Crashes			Serious Injury Crashes		
	Total	Pedestrian & Distracted Related	Percent	Total	Pedestrian & Distracted Related	Percent
2018	996	3	0.30%	6,245	15	0.24%
2019	1,041	2	0.19%	5,982	9	0.15%
2020	1,154	4	0.35%	5,925	13	0.22%
2021	1,243	4	0.32%	6,405	14	0.22%
2022	1,180	3	0.25%	6,163	10	0.16%

The percentage of Ohio’s fatal crashes that are pedestrian related and alcohol related has decreased 2.43 percent and the percentage of serious injury crashes has decreased 42.31 percent from 2018 to 2022.

PEDESTRIAN AND ALCOHOL RELATED CRASHES						
Year	Fatal Crashes			Serious Injury Crashes		
	Total	Pedestrian & Alcohol Related	Percent	Total	Pedestrian & Alcohol Related	Percent
2018	996	45	4.52%	6,245	81	1.30%
2019	1,041	36	3.46%	5,982	61	1.02%
2020	1,154	57	4.94%	5,925	37	0.62%
2021	1,243	59	4.75%	6,405	54	0.84%
2022	1,180	52	4.41%	6,163	46	0.75%

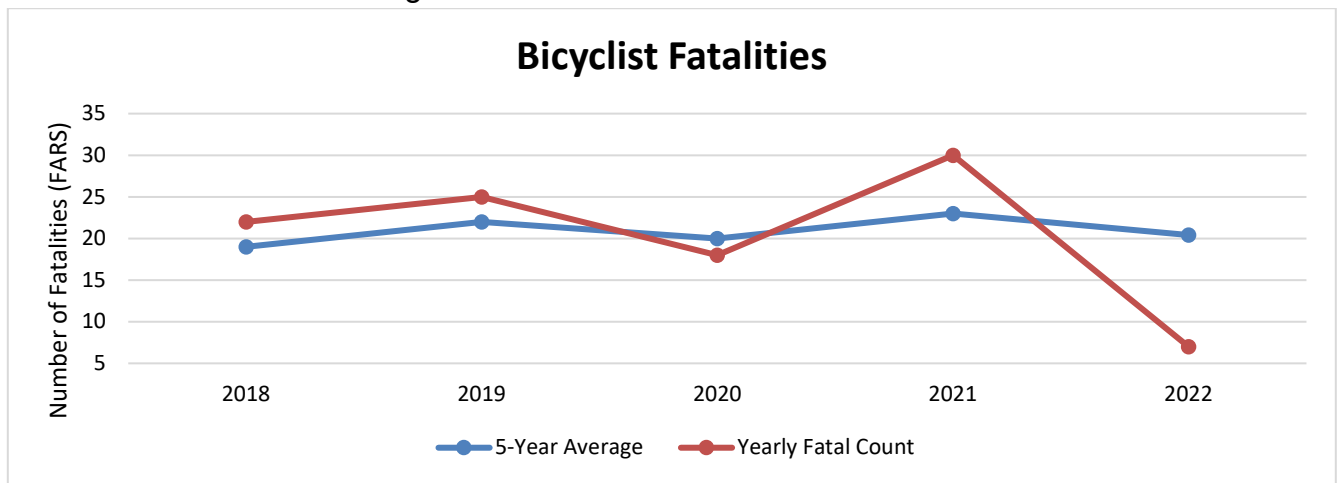
Analysis

Pedestrian fatalities continue to increase in Ohio; however, pedestrian related/distracted related fatal and serious injury crashes are decreasing. Pedestrian related/alcohol related fatal and serious injury crashes are also decreasing. Ohio will continue to narrow down to see exactly where pedestrian fatalities are occurring to determine projects that will have a statewide impact. In the meantime, Ohio will continue to fund local projects (Safe Communities) that have pedestrian fatality problems based on local problem identification. Ohio continues to address pedestrian issues through the SHSP.

Bicycle Safety

Fatalities

Using preliminary 2022 data, the number of bicycle fatalities has decreased 68.18 percent over the five-year period (2018 - 2022). The five-year average has increased 7.37 percent since the 2014 - 2018 average.



Bicyclist Fatalities	5-Year Average	Yearly Fatal Count
2018	19	22
2019	22	25
2020	20	18
2021	23	30
2022	20	7

Crashes

The percentage of Ohio's fatal crashes that are bicycle related has decreased 73.30 percent and the percentage of serious injury crashes has increased 25.64 percent from 2018 to 2022.

BICYCLE RELATED CRASHES						
Year	Fatal Crashes			Serious Injury Crashes		
	Total	Bicycle Related	Percent	Total	Bicycle Related	Percent
2018	996	22	2.21%	6,245	122	1.95%
2019	1,041	23	2.21%	5,982	120	2.01%
2020	1,154	16	1.39%	5,925	148	2.50%
2021	1,243	28	2.25%	6,405	152	2.37%
2022	1,180	7	0.59%	6,163	151	2.45%

The percentage of Ohio’s fatal crashes that are bicycle related and youthful driver related has decreased 75.71 percent and the percentage of serious injury crashes has increased 69.77 percent from 2018 to 2022.

BICYCLE AND YOUTHFUL DRIVER RELATED CRASHES						
Year	Fatal Crashes			Serious Injury Crashes		
	Total	Bicycle & Youthful Driver Related	Percent	Total	Bicycle & Youthful Driver Related	Percent
2018	996	7	0.70%	6,245	27	0.43%
2019	1,041	4	0.38%	5,982	36	0.60%
2020	1,154	6	0.52%	5,925	41	0.69%
2021	1,243	10	0.80%	6,405	46	0.72%
2022	1,180	2	0.17%	6,163	45	0.73%

Analysis

Bicycle fatalities continue to fluctuate in Ohio; preliminary 2022 state data shows a large reduction in fatalities with the five-year average being about normal. Similarly, bicycle related and youth related fatal crashes decreased and serious injury crashes increased. Ohio will continue to narrow down to see exactly where bicycle fatalities are occurring to determine projects that will have a statewide impact. In the meantime, Ohio will continue to fund local projects (Safe Communities) that have bicycle fatality problems based on local problem identification. Ohio continues to address bicycle issues through the SHSP.

Performance Measure and Target Setting

Historically, Ohio crash data, vehicle miles traveled (VMT), population and national / regional NHTSA priorities have been used to establish goals for priority areas including occupant protection, alcohol, speed, and motorcycle. OTSO analyzes the previous five years of data from FARS, state crash data, Ohio Statewide Observational Seat Belt Surveys and ODOT data to set goals for the upcoming fiscal year. In past years, when the average percent change in the 5-year average for a performance measure was larger than zero, the performance target was set to a 1.25 percent decrease. For example, the average percent change in the 5-year average for pedestrian fatalities was 5.44 percent increase for the FFY 2022 HSP. Because this was larger than zero, the performance target for pedestrian fatalities was set for a 1.25 percent reduction. This year, when possible, rather than using the average percent change in the 5-year rolling average, we use the linear projection of the 5-year rolling average to set performance targets. If there was a decreasing trend in the 5-year rolling average, this trend was used to set the performance target. The annual percent decrease in the rolling average is calculated based on the value that is projected two years into the future. If the linear trend was increasing, then a standard 1.25 percent decrease was set as the performance target. Due to the pandemic and increases in fatalities, it was decided to not project a decrease of more than 1.25 percent for the performance measures not coordinated with ODOT. The University of Akron and the OTSO Social Sciences Researcher will continue to analyze data throughout the year. OTSO met with the ODOT (SHSP chair, Highway Safety Improvement Program (HSIP) staff and SHSP Project Manager) to review the fatal, fatality rate and serious injury goals. The requirement that these performance measures are identical in the HSP and HSIP and feed into the SHSP was waived for this HSP. OTSO continues to use the mutually agreed upon two percent reduction for these measures.

Project Selection Process

Grant proposals are accepted and reviewed annually by OTSO, with funds awarded to traffic safety projects that will have the greatest impact on reducing fatal crashes or that significantly improve traffic safety systems. Since partnerships are critical to the long-term success of a project effort, applicants are encouraged to develop broad-based support and commitment by officials and constituent groups to address traffic safety concerns.

Each grant proposal must focus on one or more of these priority program areas: restraint use, impaired driving (alcohol and/or drugged), speed management, motorcycle safety, youthful driver, aging road user, distracted driving, traffic records/engineering, and/or non-motorized. In addition, grant proposals must include an evaluation strategy designed to assess the impact of proposed project activities on the selected priority area(s). Based on the proposed strategies, each grant proposal must show how the effectiveness of the proposed activities will be measured. Each proposal is compared to the *Countermeasures that Work* to ensure the projects selected for funding are evidence-based.

The FFY2024 grant process solicited grant proposals for highway safety activities from state agencies, non-profit organizations, colleges, universities, hospitals, and political subdivisions within Ohio counties and jurisdictions (based upon the number of fatal crashes). OTSO uses a targeted approach to ensure a statewide effort that will satisfy state highway safety goals

and that a minimum of 40 percent of federal funds are allocated to local jurisdictions. One hundred sixty-four grant proposals have been received for FFY2024. Federal funds have been tentatively allocated to 62 of Ohio's 88 counties representing 89.78 percent of Ohio's population (not including several grants that operate on a statewide basis).

The assigned regional Planner performed an initial review of the proposal, including the Risk Assessment questions. The Planner answered a series of questions on each submitted proposal then a review team completed the initial review and Risk Assessment for each grant proposal.

The review team determined if each proposal: met the submission requirements, addressed an identified problem, was likely to have an impact, clearly stated proposal activities, contained an adequate evaluation plan, and contained a cost-effective budget. Sub-recipients were required to review *Countermeasures that Work* and OTSO's new crash data dashboard. The dashboard allows users to filter crash data by County and by Federal Information Processing Standard (FIPS). Then the user can click on a variety of crash variables to get statistics by year and severity. In addition, data can be displayed as a bar chart or line graph. Dashboard views can be saved as an image, PDF file, or in PowerPoint format. The OTSO dashboard is updated weekly with the latest crash data. Users can also directly access a link to the main OSTATS dashboard to see more detailed statistics and maps, showing crashes by severity and crash density on a map at the county and NCIC level. Each proposal and its planned activities were compared to *Countermeasures that Work* and the OTSO dashboard to ensure the project and activities proposed was evidence-based and addressed the jurisdiction's problem identification.

The team reviewed the Risk Assessment questions. Management determined the proposal's Risk Level (High, Medium, or Low) based on the score from the answers. This Risk Level will determine the monitoring level if awarded a grant.

The Planning and Administration staff compiled a list of all proposals received. The list is submitted to the Traffic Safety Director with funding recommendations. The Traffic Safety Director and ODPS Director/Governor's Representative (GR) make the final decision on which proposals are funded.

Ohio focuses most of its grant funding toward counties and jurisdictions with the highest number of fatal crashes. Programming in these locations is likely to have the greatest impact on statewide goals. Throughout the year, grants are fiscally and programmatically monitored to ensure proper use of funds and that the grants are meeting required goals and activities.

SHSP Outcomes and Coordination

Many components of the FFY2024 HSP are reflected in Ohio's SHSP. The SHSP addresses Ohio's most problematic traffic safety issues and relies on a collaborative approach by the state's safety partners to implement effective programs that impact motor vehicle crashes on Ohio's roadways. The SHSP was developed in conjunction with various safety agencies and focuses on safety for all road users, including cars, trucks, trains, motorcycles, pedestrians, and bikes. The SHSP committee includes representatives from various local, state, and federal safety agencies. The committee meets quarterly to review crash trends and discuss key strategies being implemented across agencies to reduce crashes.

Ohio's SHSP identifies the state's most critical traffic safety issues and problems, countermeasures being implemented and partners contributing resources to impact those problems and issues. OTSO participates in the SHSP coordinating committee and chairs the High-Risk Behaviors/Drivers subcommittee. If warranted by fatal/serious injury crash problem identification, the OTSO considers projects identified through the SHSP for implementation in the HSP. For example, the ODOT statewide bicycle and pedestrian subcommittee is focused on advancing bicycle and pedestrian transport throughout Ohio. The goals of the program are to ensure the safety and security of non-motorized users on the transportation system within the statewide transportation planning process and advanced bicycle and pedestrian data collection and analyses with Metropolitan Planning Organizations (MPOs) and public transportation operators to support statewide transportation planning and programming priorities and decisions. ODOT lends support to local governments, governmental and non-governmental organizations, and private citizens to encourage, educate, plan, and design pedestrian and bicycle facilities. A statewide Active Transportation Committee has been formed. This committee has been reviewing crashes involving bicycles and pedestrians. The committee is finalizing an action plan that will become a part of Ohio's SHSP. ODOT also continues to fund Safe Routes to assist communities in developing and implementing projects and programs that encourage and enable children in grades K-8 to walk or bike to school safely. OTSO works with ODOT to make training available to state, county, and local engineers on roadway design that includes non-motorized users. OTSO also works with Safe Community programs that have non-motorized user problems identified by problem identification to conduct education/awareness programming in the county.

Public Engagement and Outreach Plan

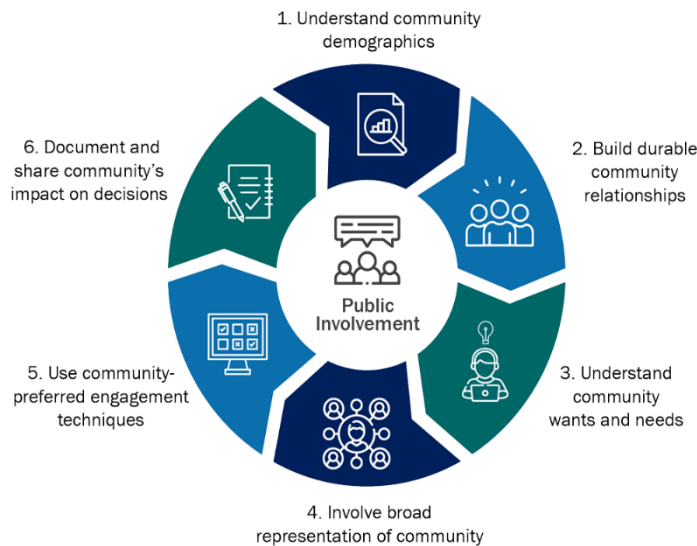
Starting Goals

Goals of outreach and engagement are to:

- (1) raise awareness of traffic safety in the Community.
- (2) educate the public and other organizations about the Highway Safety Plan and programs in the Community.
- (3) provide opportunities for input from the community at the various steps to ensure the active voice of the Community.
- (4) provide opportunities to influence decision-making of the Highway Safety Plan and Programs.

The rationale for each of these goals includes the following principles:

- **Awareness** – Stakeholders must be aware of the planning process before they can participate.
- **Education** – Stakeholders must be educated and knowledgeable about the Highway Safety Plan and Programs before they can participate effectively.
- **Input** – Stakeholders’ knowledge and perspectives help the planning team verify or expand on available information.
- **Decision-making** – Stakeholders and the Community are encouraged to engage in the decision-making process.
- **Open and public process**- The public has a right to participate, to offer ideas and concerns with in their communities.



- Identify African American communities/organizations in Cuyahoga, Franklin, and Hamilton counties to provide public participation for developing and implementing programs directed at reducing traffic-related fatalities and serious injuries in those communities.
- Identify Hispanic communities/organizations to provide public participation for developing and implementing programs directed at reducing traffic-related fatalities and serious injuries in those communities.

Affected and Potentially Affected Communities

Black or African American and Hispanic/Latino

In June 2021, the Governors Highway Safety Association (GHSA) published a [report](#) on relevant research and data that provide a better understanding of the impact of fatal traffic crashes on Black, Indigenous and People of Color (BIPOC) and identified actions states and communities can take to advance equity in traffic safety.

In an effort to examine whether BIPOC are disproportionately represented in fatal traffic crashes at the state level, analysis was conducted using FARS and Ohio population data to compute traffic fatalities per 100,000 population by race and ethnicity for the following categories of traffic deaths:

- Total traffic deaths
- Daytime total traffic deaths
- Nighttime total traffic deaths
- Speeding related traffic deaths
- Traffic deaths involving police pursuit
- Pedestrian deaths
- Pedestrian hit and run deaths
- Bicyclist deaths
- Nighttime bicyclist deaths

FARS data were obtained for the most recent five calendar years, 2016-2020. FARS reports race and ethnicity for fatal crash victims based on information obtained from death certificates. The following race categories are included in FARS using Office of Management and Budget guidelines:

- American Indian, Non-Hispanic/Unknown
- Asian, Non-Hispanic/Unknown
- Black, Non-Hispanic
- Hispanic
- Multiple Races, Non-Hispanic/Unknown
- Pacific Islander, Non-Hispanic/Unknown
- White, Non-Hispanic
- All Other Non-Hispanic or Race

*Note that persons of Hispanic origin may be of any race; all other racial/ethnic groups are considered non-Hispanic.

Population estimates for these same race/Hispanic origin categories were obtained from the Census Bureau's American Community Survey (ACS). The ACS data cover more than 97% of the total U.S. population reported by the Census Bureau. Population data were obtained for each year during the five-year period, 2016-2020, and averaged.

Figure 1 shows **Total Traffic Deaths** per 100,000 population by race and ethnicity.

- Compared with all other racial groups, Black or African American persons have the highest rate of persons killed in fatal crashes.
- White persons had the second highest per-capita rate of total traffic fatalities.
- Compared with all other racial groups, Asian persons had a substantially lower per-capita rate of total traffic deaths.

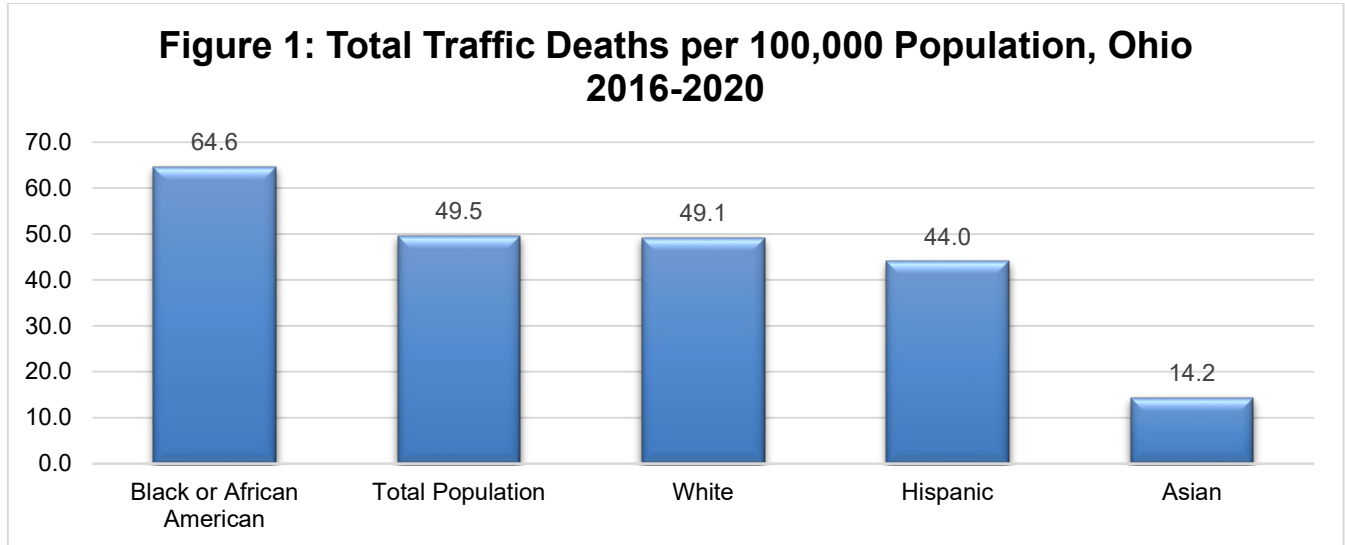


Figure 2 shows **Total Daytime Traffic Deaths** per 100,000 population by race and ethnicity.

- White persons had the highest per-capita rate of total daytime traffic fatalities compared with other racial groups.
- Black or African American persons had the second highest per-capita rate of total daytime traffic fatalities.
- Asian persons had a substantially lower per-capita rate of involvement for total daytime traffic deaths.

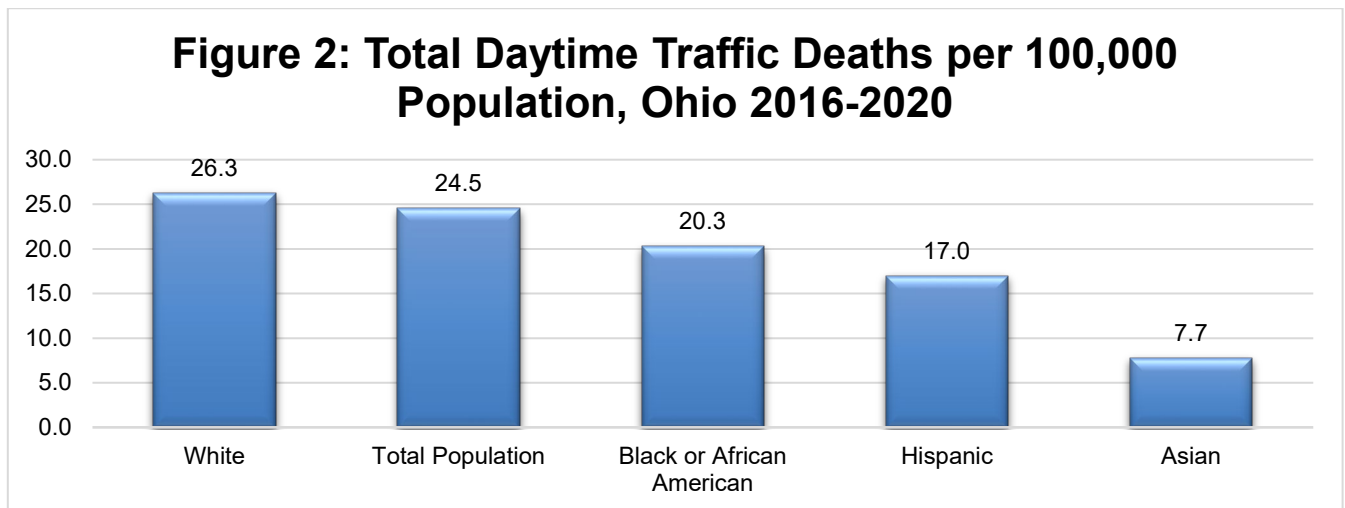


Figure 3 shows **Total Nighttime Traffic Deaths** per 100,000 population by race and ethnicity.

- As with total traffic deaths, Black or African American persons had a substantially higher per-capita rate of total nighttime traffic fatalities compared with all other racial groups.
- Hispanic persons had the second highest per-capita rate of total nighttime traffic fatalities.
- Asian persons had a substantially lower per-capita rate of involvement for total nighttime traffic deaths.

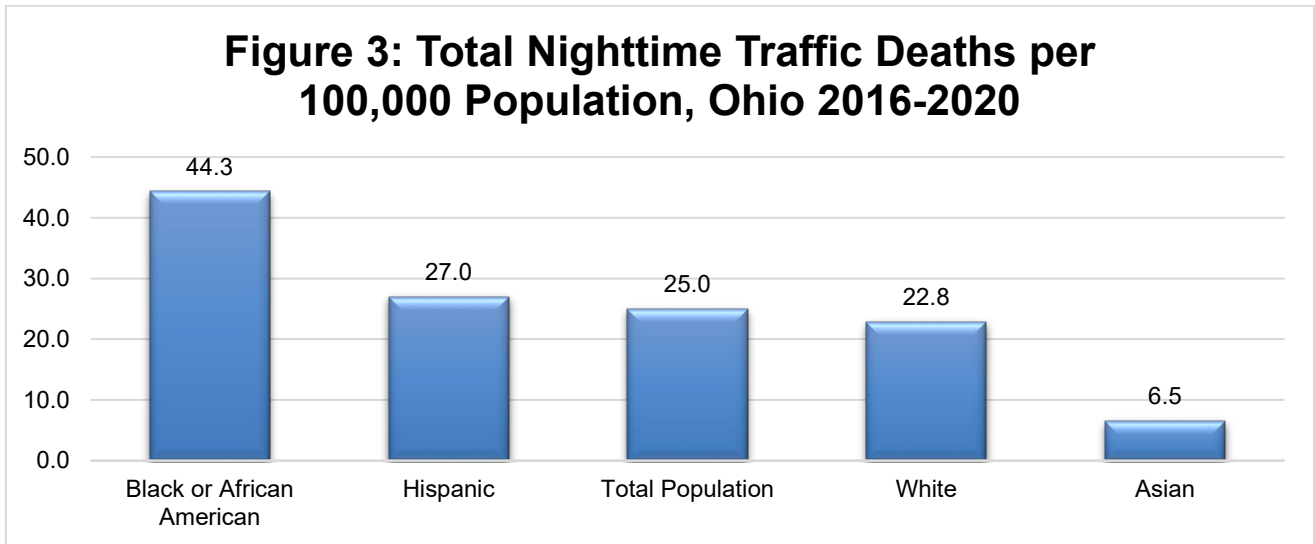


Figure 4 shows **Speeding Related Traffic Deaths** per 100,000 population by race and ethnicity.

- Black or African American persons had the highest per-capita rate of speeding related traffic fatalities compared with other racial groups.
- White persons had the second highest per-capita rate of speeding related traffic fatalities.
- Asian persons had a substantially lower per-capita rate of speeding related traffic deaths.

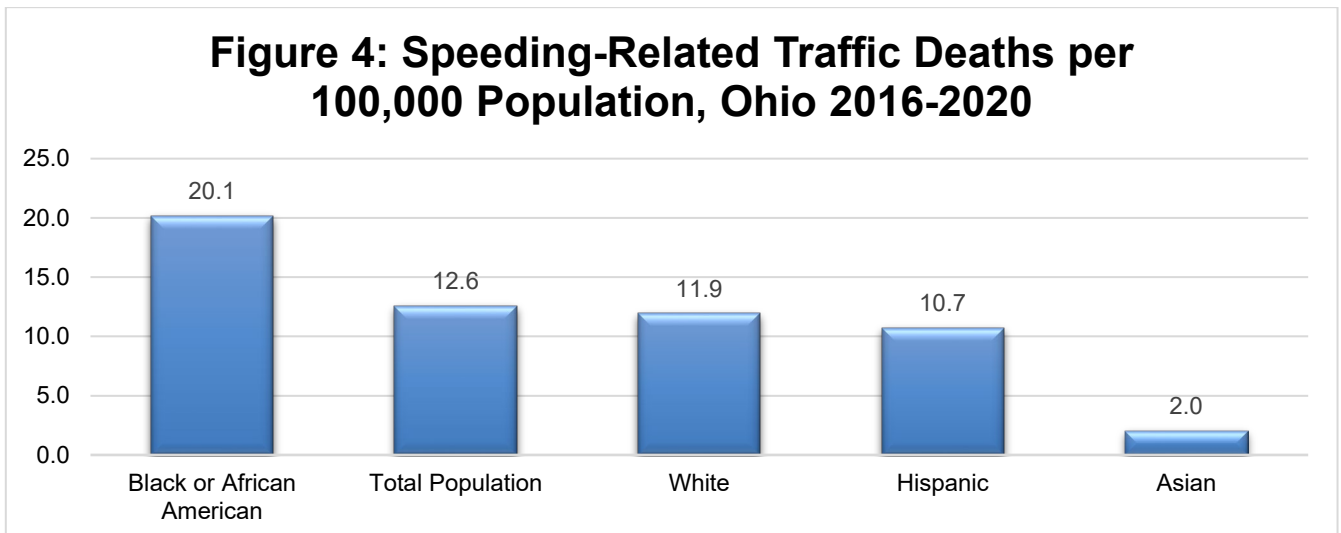


Figure 5 shows **Traffic Deaths Involving Police Pursuit** per 100,000 population by race and ethnicity. According to the [FARS User Manual Appendix C](#), traffic deaths involving police pursuit include the driver who is the subject of the pursuit, bystanders (other vehicle occupants, non-vehicle occupants) and occupants of police vehicles.

- Black or African American persons had the highest per-capita rate of traffic deaths involving police pursuit.
- Hispanic persons had the second highest per-capita rate of traffic deaths involving police pursuit.

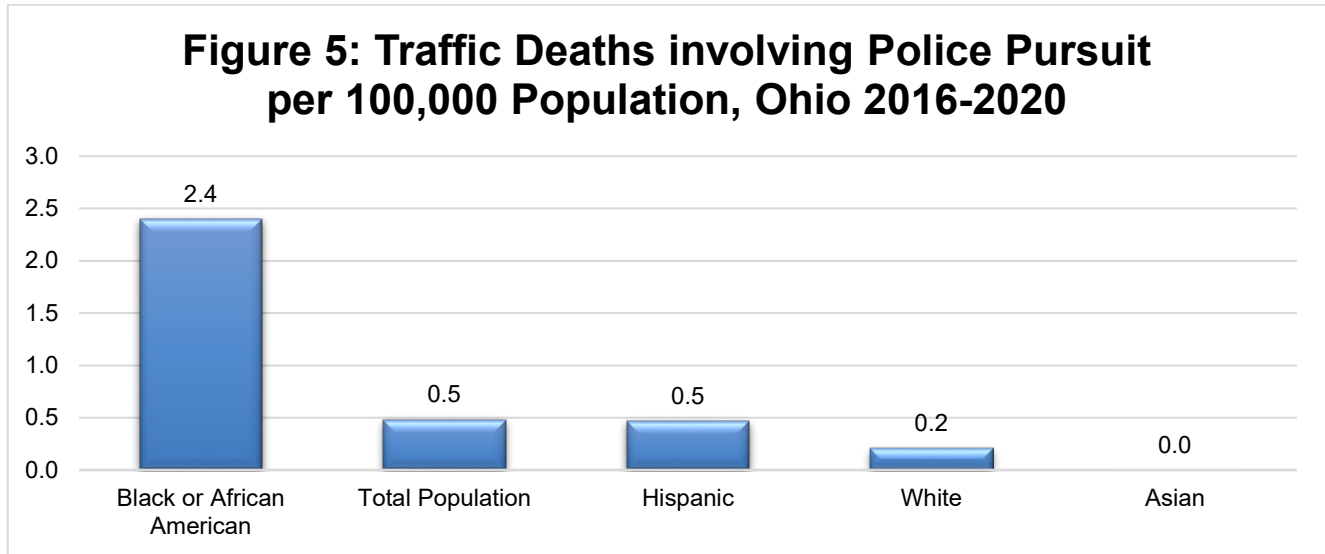


Figure 6 shows **Pedestrian Traffic Deaths** per 100,000 population by race and ethnicity.

- Black or African American persons had the highest per-capita rate of pedestrian traffic deaths.
- Hispanic persons had the second highest per-capita rate of pedestrian traffic deaths.

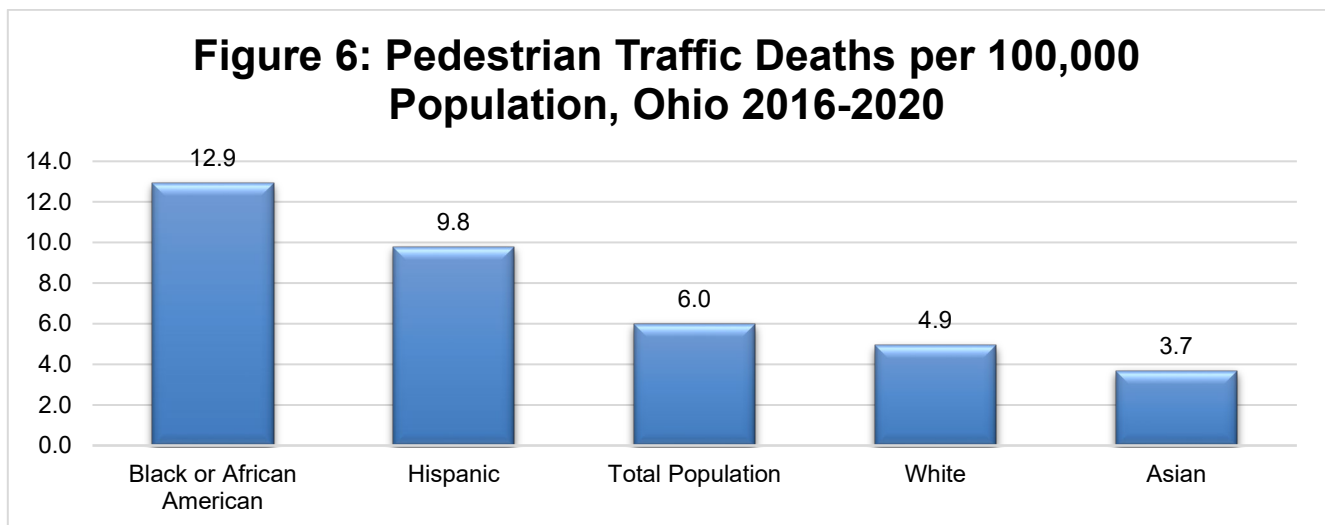


Figure 7 shows **Pedestrian Hit and Run Traffic Deaths** per 100,000 population by race and ethnicity.

- The rank order for pedestrian hit and run deaths by race was the same for all pedestrian traffic deaths with Black or African American persons having the highest per-capita rate.
- Hispanic persons had the second highest per-capita rate of pedestrian hit and run traffic deaths.

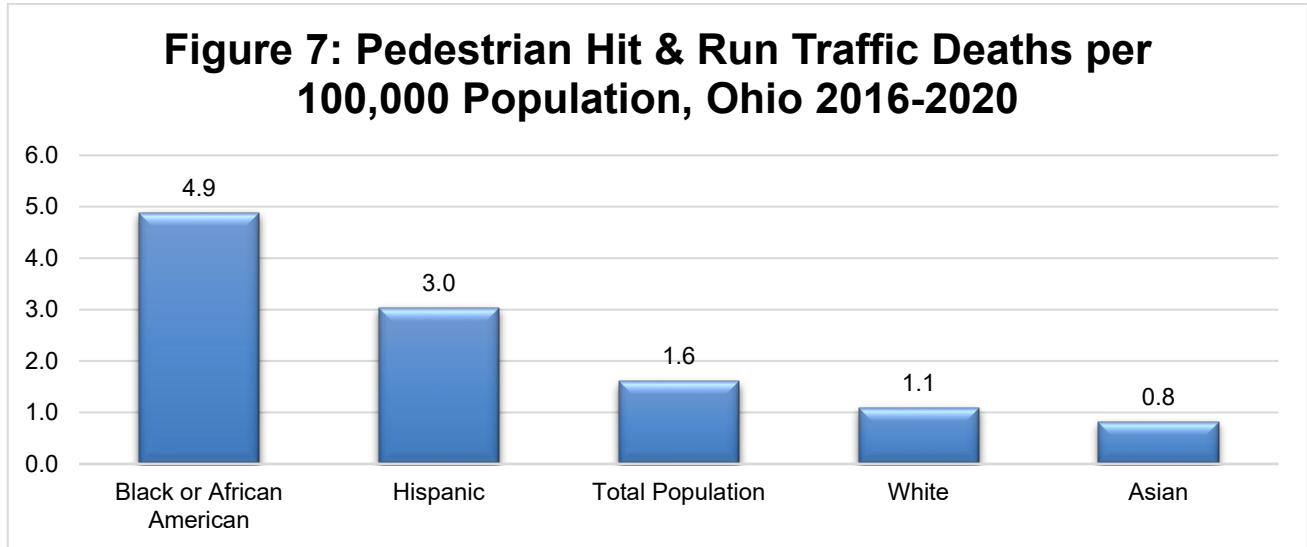


Figure 8 shows **Bicyclist Traffic Deaths** per 100,000 population by race and ethnicity.

- White persons had the highest per-capita rate of bicyclist fatalities.
- Black or African American persons had the second highest per-capita rate of bicyclist fatalities.
- Hispanic and Asian persons had similar per-capita rates of bicycle fatalities.

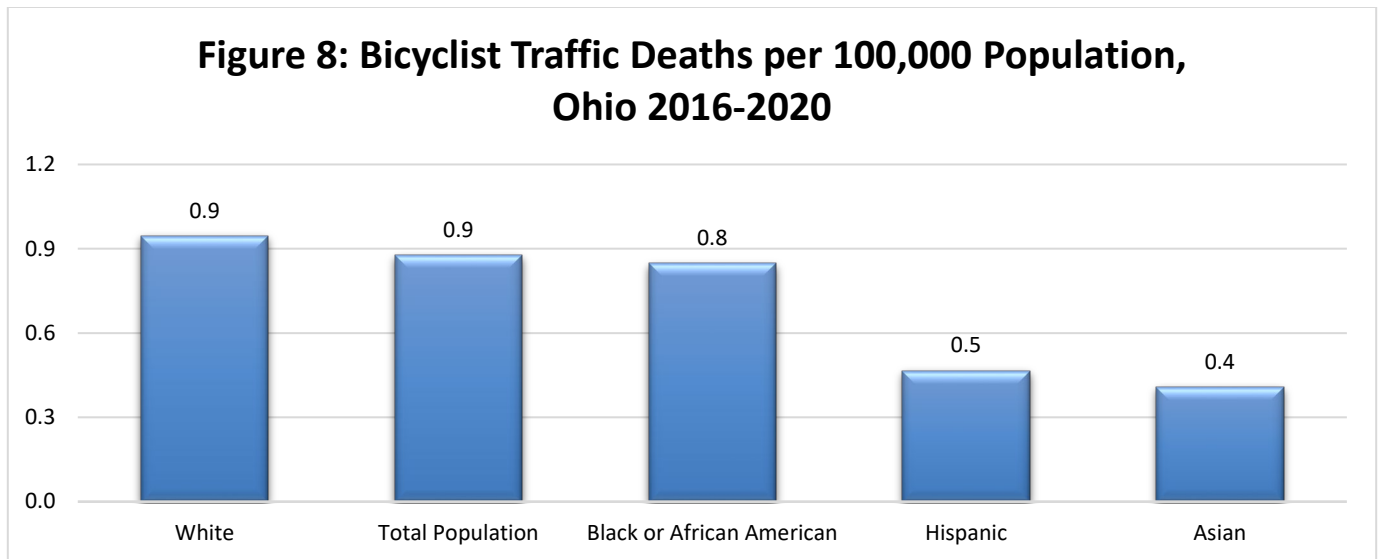
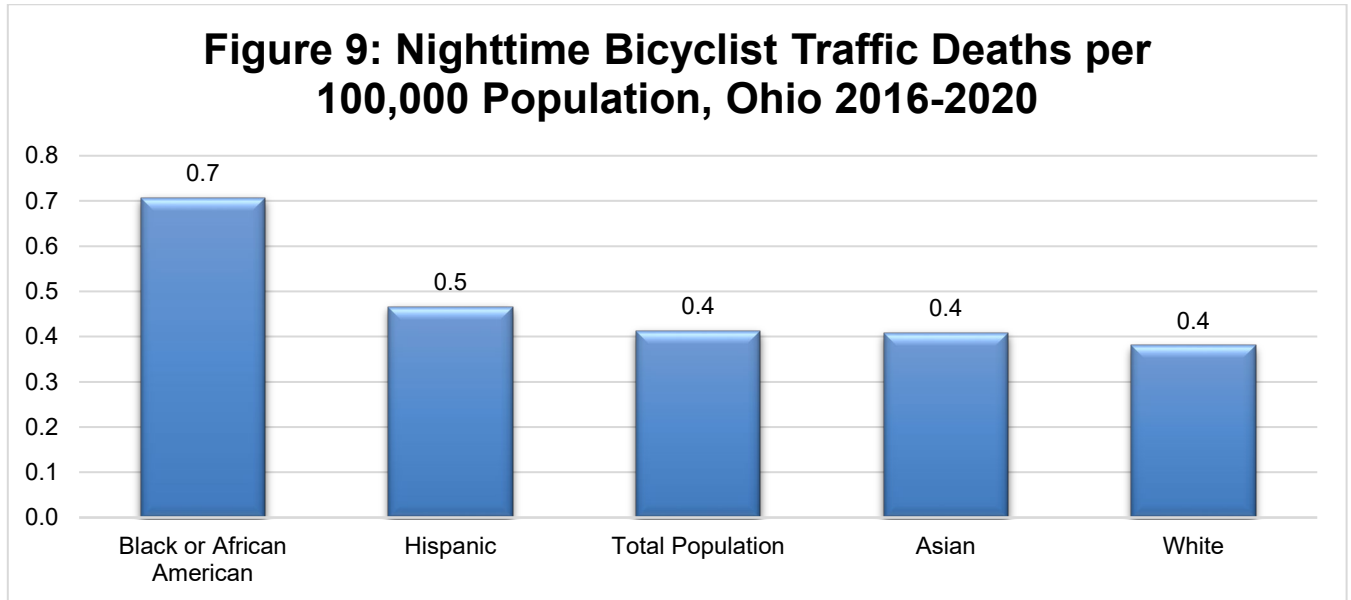


Figure 9 shows **Nighttime Bicyclist Traffic Deaths** per 100,000 population by race and ethnicity.

- Black or African American persons had the highest per-capita rate of nighttime bicyclist fatalities.
- Hispanic persons had the second highest per-capita rate of nighttime bicyclist deaths.
- Asian and White persons had similar per-capita rates of nighttime bicyclist fatalities.



CONCLUSIONS

It is clear from the review of the 2021 GHSA analysis of nationwide fatality data by race and from the analysis of 2016-2020 FARS data that BIPOC are disproportionately represented in fatal traffic crashes. This disproportionate representation is a significant health disparity and represents a chronic public health issue in minority communities. Key findings from the GHSA report indicate that:

- Compared with all other racial groups, American Indian/Alaskan Native persons had a substantially higher per-capita rate of total traffic fatalities nationwide.
- Black persons had the second highest rate of total traffic deaths nationwide. This was true for total traffic deaths, pedestrian traffic deaths and bicyclist traffic deaths.
- Asian persons had the lowest per-capita rate of involvement for virtually all categories of traffic deaths nationwide.
- White persons generally have lower traffic fatality rates than BIPOC. Motorcycle driver and passenger deaths were the exception to this overall finding.

Key findings from the analysis of 2016-2020 FARS data:

- Compared with all other racial groups, Black or African American persons had a substantially higher per-capita rate of total traffic fatalities in Ohio. This was true for total traffic deaths, nighttime traffic deaths, traffic deaths involving police pursuit, pedestrian traffic deaths, hit and run pedestrian deaths, and nighttime bicyclist traffic deaths.

- American Indian persons, though the second lowest race category in Ohio, had the third highest rate of total traffic deaths.
- White persons generally have lower traffic fatality rates than BIPOC. Daytime traffic deaths and bicycle traffic deaths were the exception to this overall finding.

When interpreting the disproportionate representation of BIPOC in motor vehicle crashes and traffic fatalities, it must be recognized that ethnicity and race, to a certain degree, is intertwined with other factors that affect crash risk, such as socioeconomic status and overall investments in crash prevention where people live. This includes roadway infrastructure, traffic enforcement, community engagement and traffic safety education.¹

Also, the response time and the quality of emergency medical care varies across communities in such a way that these factors could affect fatality outcomes for crashes of similar severity and be intertwined with race. Inequities in the health care system may contribute to the overrepresentation of BIPOC in fatal traffic crashes. Because FARS includes fatalities that occur within 30 days of a crash, residents of underserved communities that lack access to high-quality health care may be more likely than residents of more affluent communities to die within 30 days of a crash.²

Regarding the FARS analysis of pedestrian and bicyclist fatalities, race and ethnicity data for victims of these crashes should not be equated to race and ethnicity data for drivers that strike people on foot and bicycles. In addition, population estimates do not necessarily equate to exposure in terms of the traffic environment. People of different races may have differing exposure to traffic crashes as vehicle occupants, pedestrians and bicyclists. Therefore, population-based fatality rates do not account for different racial groups' actual exposure to traffic crashes.³

The overrepresentation of BIPOC in nighttime crashes could reflect disparities between the amount of streetlight illumination provided in underserved communities compared with more affluent areas. Additionally, findings that show overrepresentation of BIPOC in fatal crashes highlight the need for comprehensive efforts to address longstanding underlying inequities that contribute to this increased risk of fatal crashes.⁴

¹ Governors Highway Safety Association, 'An Analysis of Traffic Fatalities by Race and Ethnicity' (2021), pg. 19

² GHSA (2021), pg. 19

³ GHSA (2021), pg. 19

⁴ GHSA (2021), pg. 19

Observational Seat Belt Survey

Ohio's 2022 Observational Survey of Seat Belt Use shows a significantly lower usage rate for African Americans.

Race	Compliance
Caucasian	86.3%
African American	70.0%
Other	85.0%

Youthful Drivers

Using preliminary 2022 data, the number of young drivers (20 or younger) involved in fatal crashes has increased 15.75 percent over the five-year period (2018 - 2022). The five-year average has decreased 4.28 percent since the 2014 - 2018 average.

The percentage of Ohio's fatal crashes that are youthful driver related and unbelted related has increased 29.92 percent and the percentage of serious injury crashes has increased 8.82 percent from 2018 to 2022.

The percentage of Ohio's fatal crashes that are youthful driver related and speed related has increased 24.18 percent and the percentage of serious injury crashes has decreased 0.82 percent from 2018 to 2022.

The percentage of Ohio's fatal crashes that are motorcycle related and youth related has increased 57.58 percent and the percentage of serious injury crashes has increased 35.88 percent from 2018 to 2022.

Ohio's 2022 Observational Survey of Seat Belt Use shows a significantly lower usage rate for youth ages 15 – 25.

Age Range	Compliance
0-4	100.0%
5-14	93.1%
15-25	80.6%
24-64	85.1%
Over 64	89.6%

Additional Data Collection/Analysis

Safe Communities sub-recipients are required to conduct traffic safety programming to all communities in their respective counties. Per the Safe Communities grant requirement, each program is required to establish a countywide coalition and meet with the coalition at least quarterly (many coalitions meet every other month or every month) to discuss crash data and programming to address traffic safety issues within their communities. OTSO compiled race/ethnicity data from the 2020 U.S. Census by county. Each county represented by a Safe Communities program was sent a survey that included the U.S. census population data (White, Black or African American, American Indian, Asian, Native Hawaiian, "Other", More than 1 Race, and Hispanic). Each program was asked to provide any data that helped explain the "Other" and if they had populations that were not identified in the census.

OTSO received 38 out of 45 surveys back. The information we were able to collect was good. Many counties responded that many groups do not understand the U.S. Census breakdowns and simply select “Other”, while other communities provided estimated numbers on populations such as, Russian, Nepali, and Haitian. Ohio also has the second-largest population of Old Order Amish in the world, with 80,240 estimated members that we understand do not participate in the census. OTSO is still reaching out to get the information from counties that don’t have a grant-funded Safe Communities program. This effort will continue throughout this triennial HSP.

OTSO is using this information to identify public engagement opportunities including, but not limited to ensuring our traffic safety materials are culturally relevant and in the languages needed to reach all Ohioans.

In addition to the data supplied above identifying Black or African American, Hispanic, and youthful drivers, OTSO’s researcher continues to conduct a deeper data dive into crash data to discover the who, what, where, and why behind our crash numbers to determine how OTSO can better serve the overrepresented and underserved communities. The data analysis will continue to identify additional communities that are overrepresented and underserved.

Engagement Outcomes

OTSO used state/federal crash data and US Census data to determine the communities of interest at the state level. OTSO will utilize public participation and engagement to proactively seek full representation from communities and consider public comment and feedback. The information will be incorporated into planning, programming, and projects when possible.

Ohio began seeking engagement opportunities by reaching out to community leaders through contacts from the Governor’s office. Meetings with the selected community members will help OTSO build the necessary trust and relationships with the communities. If we had simply tried setting up round-tables without the support of someone in their community, we would have limited or no results. In order for the public participation and engagement opportunities to be successful and provide meaningful feedback, OTSO has to build the relationship correctly from the start. While the outcomes listed below may seem limited, they are evidence that we are growing the relationship with key leaders in the communities in order to have more effective long-term engagement with these communities.

OTSO continues to work with underserved and overrepresented communities across Ohio and will select appropriate community meeting tactics to engage the identified communities (i.e., one-on-one engagements, community meetings, and attending other forums).

Step Taken

Based on the data listed in the Affected and Potentially Affected Communities section beginning on page 47, the two communities that had traffic death rates higher than the total populations were the Black or African American community and the Hispanic/Latino community.

OTSO Director and Federal Administrator are working to get into these overrepresented and underserved communities. Meetings have taken place with the Ohio Department of Public Safety's Deputy Director of Special Projects to get contact information for different community leaders.

Black or African American Community

- Total Traffic Deaths per 100,000 population
- Total Nighttime Traffic Deaths per 100,000 population
- Speeding-Related Traffic Deaths per 100,000 population
- Traffic Deaths involving Police Pursuit per 100,000 population
- Pedestrian Traffic Deaths per 100,000 population
- Pedestrian Hit and Run Traffic Deaths per 100,000 population
- Nighttime Bicyclist Traffic Deaths per 100,000 population

The OTSO Director, Federal Administrator, and Social Sciences Research Specialist met with the Chief of Social Impact and Opportunity External Operations from the Ohio Department of Development. The Chief is the Governor's former Minority Outreach Director and is a well-known and respected member in the African American community statewide. The meeting was conducted at the Ohio Department of Development and accessibility measures were not needed.

Results

Topics covered included the data mentioned above covering fatalities, nighttime fatalities, speeding, pedestrian, and bicycle. In addition, impaired driving and seat belt use were discussed. The Chief shared his thoughts on the problems that need to be addressed, including the fact that he is on the state's re-entry commission. The Chief also shared that he would like to include the faith-based leaders in the communities as a way to reach the community. The Chief requested and was provided the information from the Affected and Potentially Affected Communities to share with community leaders. The Chief explained that in the African American community, not only do we need to be invited; we also need a community member to "vouch" for us. Plans were made for the Chief to reach out to community leaders in Franklin County to set up a round table. Initial timeline is July for the first meeting. The Chief is going to accompany OTSO to the round tables to introduce and vouch for OTSO. OTSO and the Chief will continue the round tables around the state after the first one has been completed. The Chief asked if funding is available to help get the programming to his community. We explained that we want to hear from the community what they need/want to address the traffic safety issues and that we are ready to review any project proposals that come out of the round tables or other community engagement opportunities.

Hispanic/Latino

- Total Nighttime Traffic Deaths per 100,000 population
- Traffic Deaths involving Police Pursuit per 100,000 population
- Pedestrian Traffic Deaths per 100,000 population
- Pedestrian Hit and Run Traffic Deaths per 100,000 population
- Nighttime Bicyclist Traffic Deaths per 100,000 population

The OTSO Director, Federal Administrator, and Social Sciences Research Specialist met with three members of the Hispanic/Latino community with ties to organizations in the Dayton area that are already working with this community. The participants also have ties statewide. This meeting was conducted virtually through Microsoft Teams to allow for all three community members to attend easily. All participants from the Hispanic/Latino community are bilingual and did not need additional accessibility options such as interpreters, captions, or sign language.

Results

This meeting was also very successful. The three people in the meeting are well-known and respected members of the Hispanic/Latino community. Topics discussed included the data mentioned above, nighttime traffic fatalities, pedestrian, and bicycle fatalities. In addition, impaired driving and seat belt use were discussed. The representatives of the Hispanic/Latino community agreed that all of these topics are a concern to their community. They provided additional insights on the community as a whole. Of concern was that even if our materials are offered in Spanish, they may not reach the people. They explained that there are many different dialects and Spanish would be a start, but it would not be exclusive. In addition to the language barrier, we learned that many in this community don't read or write in any language. Suggestions were made that we should start with materials that are pictorial to get our point across without words. These pieces could then be used across many different communities with language barriers. Additional concerns were addressed regarding government, especially law enforcement. Government and law enforcement are welcomed at events for children, but less welcome at other events due to concerns regarding deportation. Are three participants are tied to El Puente Educational Center in Dayton. OTSO is working with the center to set up a community meeting in July. There are concerns about OTSO staff (government) attending due to the language issue and trust issue. Details are being worked out to either translate our information for the meeting into the appropriate language for the group and OTSO be more of a "by-stander" or providing a translator and letting OTSO be more of an active participant. The community members and OTSO are open to either option, making sure it is the community's comfort level and choice. Many other opportunities were discussed including Hispanic/Latino festivals and other cultural festivals. Funding opportunities were also discussed and OTSO offered the same willingness to review any project proposals from the community.

After meeting with both of these groups, OTSO amended it's plan to hire one contractor to do community outreach, to hiring at least two contractors, one from each community. OTSO will start the contract process in July (the beginning of the state's fiscal year).

HSP Development

The overrepresentation of both Black or African Americans and Hispanic/Latino in both pedestrian and bicycle fatalities was discussed with both communities. Based on feedback from both communities, OTSO will adjust our communication plan to create culturally relevant messages for each community to address walking and biking safety.

OTSO will continue to analyze data to determine individual communities that have the highest vulnerable road user and other traffic safety related behaviors. As OTSO works with the identified Black or African American communities to hold roundtable discussions with the

Chief, faith-based leaders, and community members, OTSO will seek input to craft messaging that is culturally relevant to the community. Based on the data, OTSO is initially working with communities in Franklin County (Columbus, Ohio). Messaging will include pedestrian and bicycle safety, speeding, and seat belt use.

As OTSO works with the identified Hispanic/Latino communities to hold roundtable discussions with community leaders and community members, OTSO will seek input to craft messaging that is culturally relevant to the community. Currently Dayton is seeing a high number of pedestrian fatalities in their predominantly Hispanic communities. Based on the data and the willingness of the community, OTSO is initially working with communities served by the El Puente Educational Center in Dayton, Ohio. OTSO will work with El Puente to identify the specific communities in the Dayton area. While the center works with all Hispanic/Latino populations, due to the many different dialects, it may be better to address communities individually instead of in a large group to engage members and receive feedback. Based on our ongoing conversations with El Puente we are planning on hosting meetings that will include some in-person and some virtual roundtables. During these meetings we will be attempting to engage with affected members of the community as well as business owners and school officials.

Once OTSO's relationship has been developed in these communities, OTSO will work with the existing leaders to engage additional communities identified in the data. OTSO will work with each community to plan roundtables that work for the community. Plans include offering in-person and/or virtual roundtables to meet the needs of the community. Additional considerations include location, day of week, time of day, and ADA accommodations.

Feedback and input from these two community engagement opportunities indicated that even if invited by our traditional safe communities, their community members (and even some community leaders) would likely not attend or participate in these coalitions. This feedback resulted in OTSO setting additional funding aside for community programs outside of the traditional Safe Communities grant program for identified communities. Additionally, feedback and input from these two communities prompted OTSO to revise its current plan of soliciting one community outreach contractor to two. Feedback indicated that the needs of each community will be better served with a dedicated outreach coordinator.

In addition to seeking public participation and engagement through round tables, OTSO will continue to explore other ways to reach these communities and other underserved populations (like the re-entry commission).

Feedback Incorporated into the 2024 – 2026 HSP planning process:

The feedback from the community engagement opportunities were incorporated into the HSP through the selection of countermeasures and program areas in the following ways:

- Non-Motorized Program Area
 - Added Program Area to the HSP
 - Added countermeasures to address pedestrian fatalities and OTSO will work with the communities listed above (Black or African American and

- Hispanic/Latino) to develop educational materials that are culturally relevant to reduce pedestrian fatalities.
- Community Traffic Safety Program
 - While the countermeasures stayed the same, OTSO took the feedback and will create a new grant program (similar to Safe Communities), but specifically designed to reach the overrepresented and underserved communities. OTSO will work with the community leaders to determine grant activities and requirements.
- Communications (Paid Media and Educational Materials)
 - While we have traditionally had paid media and educational materials for the various program areas (Occupant Protection, Impaired Driving, Speed, Motorcycle, Youthful Driver, etc.), OTSO has taken the feedback from the community engagement meetings to specifically create paid media ads and educational materials that are culturally relevant to the overrepresented and underserved communities identified (Black or African American and Hispanic/Latino). OTSO will work directly with these communities to receive feedback on messages/materials.

Even if the feedback we received did not directly change or add a countermeasure, it did change estimated funding amounts submitted in the HSP. The feedback prompted OTSO to add/move funding around to fund projects based on the feedback. These projects will be included in the Annual Grant Application.

Step Taken

OTSO holds nine regional meetings with all sub-recipients (law enforcement overtime, OVI Task Forces, and Safe Communities) twice a year. One meeting in the fall to discuss current data trends, activities, programming and changes for the current grant year. One meeting in the spring to discuss current data trends, activities, programming, and changes for the upcoming grant cycle. The spring meeting this year included discussions with our Safe Communities program about including the public in their coalitions and coalition meetings to ensure members of the communities have the opportunity to provide input and feedback. Some of the communities have a higher number of people from the two identified communities (Black or African American and Hispanic/Latino). Additional measures will take place to ensure communities identified as having these overrepresented and underserved communities are providing opportunities for public participation and engagement. If these coalitions are unable to get into the communities for the reasons already mentioned (being from a government organization or not being a member of the community), OTSO will help from the top down by asking the community leaders for assistance is getting members to attend the coalition meetings. In reverse, some of our Safe Communities have been able to build trust and get access to the communities and OTSO will work with the Safe Communities to be introduced. In all cases, OTSO will capture the public participation and engagement. Discussions included asking for feedback, documentation, and accessibility. Accessibility discussion included ADA compliance, time of day/day of week to ensure working people could attend, using a mix of virtual and in-person to allow everyone the ability to attend if transportation or access to internet was an issue. Conversations also included moving the meeting(s) to locations within the communities such as libraries, laundromats, community centers, etc. to engage those with limited transportation and those that don't wish to go to a government building. The meetings are attended mostly by government employees.

Locations meet ADA guidelines and are either moved around or at centralized locations to ensure all are able to attend without travel restrictions. Virtual meetings have been considered, but the sub-recipients have expressed a desire to meet in person for the face-to-face networking.

Results

Discussions included asking for feedback, documentation, and accessibility. Feedback and documentation of the feedback were discussed to ensure the information is provided to OTSO for analysis and consideration. Accessibility discussion included ADA compliance, time of day/day of week to ensure working people could attend, using a mix of virtual and in-person to allow everyone the ability to attend if transportation or access to internet was an issue. Conversations also included moving the meeting(s) to locations within the communities such as libraries, laundromats, community centers, etc. to engage those with limited transportation and those that don't wish to go to a government building.

The meetings with our sub-recipients will continue into FFY2024, 2025, and 2026. Community participation and engagement will be discussed at each meeting to ensure OTSO's county wide coalitions are also actively seeking community participation and engagement in their grant required activities.

HSP Development

While not completely "public", comments and suggestions from our sub-recipients (some representatives of the Black or African Community and Hispanic/Latino communities) were (and will continue to be) incorporated into our HSP and grant development. Comments/suggestions from each group were shared with the next group to encourage "outside the box" thinking about getting into their respective communities. A specific Safe Community sub-recipient meeting is scheduled in July to provide additional resources/best practices as well as an opportunity for them to provide us with needs/wants of their communities.

Step Taken

A significant portion of our traffic fatalities being "youthful" and ages 15 – 25 are continually noted as a low use group in our observation seat belt survey. OTSO is in the process of reviewing all materials produced that are distributed statewide. During this review, it was observed that our current materials are not geared towards youthful drivers. OTSO through its work with Students Against Destructive Decision (SADD) and Family, Career, and Community Leaders of America (FCCLA) has heard that youth do not pay attention to our messaging. OTSO is not only a government agency, we are also seen as "old". Members from SADD and FCCLA have stated that they want messages that are directed specifically to young people. OTSO worked with both student groups to conduct a youth poster contest as a step towards this goal. The Black or African American and Hispanic/Latino communities have agreed to sit in on focus groups to ensure materials are in appropriate languages and are culturally relevant to their communities.

Results

The poster contest provided minimal results. OTSO anticipated receiving many entries, but only received ten. Out of the ten, OTSO selected 2 winners. These winners were recognized

at a Cincinnati Reds baseball game and the posters will be printed and made available with our materials that are available to order. We intend to conduct the contest again in FFY2024 with some modifications from the feedback we received from the participants. The feedback we received was that the timing was bad and there were many other competing projects occurring during our contest. We learned that we didn't provide enough guidance on what type of content we were looking for. In FFY2024, we are going to start earlier in the school year (giving them more time to design the content), give additional guidelines, and solicit other youth-oriented groups or schools for more entries.

HSP Development

Even though the youth poster contest didn't produce the results we were hoping for, the students that were able to submit a poster were very interested in expressing their take on traffic safety, so we are including that contest in the HSP. OTSO also decided to include youth-related surveys that will be distributed through our existing grants with SADD and FCCLA to allow for additional participation from students that do not participate in the poster contest, so as to provide additional suggestions on how we can improve our grant programming to reach more youthful drivers. Additional funding has been allocated to work with additional student groups outside of SADD and FCCLA. The meetings with the communities about our materials resulted in additional funding being allocated to develop new messages either in different languages or to make them more culturally relevant. Funding was also set aside for the production of additional materials (posters, fact sheets, rack cards, etc.) to ensure our messaging is reaching all Ohioans. Focus groups will be used to provide feedback/suggestions/approval.

Ongoing Engagement Planning

Goals

Goals of continued outreach and engagement are to:

- 1) Raise awareness of traffic safety in the Community.
- 2) Educate the public and other organizations about the Highway Safety Plan and programs in the Community.
- 3) Provide opportunities for input from the community at the various steps to ensure the active voice of the Community.
- 4) Provide opportunities to influence decision-making of the Highway Safety Plan and Programs.
- 5) Continue to analyze data to determine affected and potentially affected communities.
- 6) Continue relationships already established to determine programming.
- 7) Add additional projects in additional Black or African American and Hispanic communities once relationships are established.

OTSO will continue to analyze data to determine individual communities that have the highest vulnerable road user and other traffic safety related behaviors. As OTSO works with the identified Black or African American communities to hold roundtable discussions with the Chief, faith-based leaders, and community members, OTSO will seek input to craft messaging that is culturally relevant to the community. Based on the data, OTSO is initially

working with communities in Franklin County (Columbus, Ohio). Messaging will include pedestrian and bicycle safety, speeding, and seat belt use.

As OTSO works with the identified Hispanic/Latino communities to hold roundtable discussions with community leaders and community members, OTSO will seek input to craft messaging that is culturally relevant to the community. Currently Dayton is seeing a high number of pedestrian fatalities in their predominantly Hispanic communities. Based on the data and the willingness of the community, OTSO is initially working with communities served by the El Puente Educational Center in Dayton, Ohio. OTSO will work with El Puente to identify the specific communities in the Dayton area. While the center works with all Hispanic/Latino populations, due to the many different dialects, it may be better to address communities individually instead of in a large group to engage members and receive feedback. Based on our ongoing conversations with El Puente we are planning on hosting meetings that will include some in-person and some virtual roundtables. During these meeting we will be attempting to engage with affected members of the community as well as business owners and school officials.

Once OTSO's relationship has been developed in these communities, OTSO will work with the existing leaders to engage additional communities identified in the data. OTSO will work with each community to plan roundtables that work for the community. Plans include offering in-person and/or virtual roundtables to meet the needs of the community. Additional considerations include location, day of week, time of day, and ADA accommodations.

Feedback and input from these two community engagement opportunities indicated that even if invited by our traditional safe communities, their community members (and even some community leaders) would likely not attend or participate in these coalitions. This feedback resulted in OTSO setting additional funding aside for community programs outside of the traditional Safe Communities grant program for identified communities. Additionally, feedback and input from these two communities prompted OTSO to revise its current plan of soliciting one community outreach contractor to two. Feedback indicated that the needs of each community will be better served with a dedicated outreach coordinator.

Affected and Potentially Affected Communities

Ohio will continue to analyze state and federal crash data, US Census data, and Justice 40 Initiative data to determine other affected and potentially affected communities in addition to the Black or African American, Hispanic/Latino communities and youthful drivers (any race or ethnicity). Ohio will do a deeper drive into other populations that have been reported to us on our countywide population surveys, some that have not been identified on the U.S. Census (Amish, Haitian, Russian, etc.)

Steps Planned

Steps will be continuously monitored for additional opportunities/steps that can be taken to incorporate public participation and engagement into the HSP planning process and grant opportunities. Current planned steps include:

- Surveys
 - OTSO will continue collecting population surveys from counties to gather information on populations/communities that are not represented in the U.S. Census.
 - OTSO will continue to develop and provide surveys to community members (students, parents, general public and targeted communities determined through data analysis) to provide continued opportunities for the public to provide comments.
- Data Collection
 - OTSO will continue collecting and analyzing data to identify overrepresented and under-served communities in Ohio.
- Meetings with Sub-recipients
 - OTSO will continue bi-annual meetings with all sub-recipients to stress the importance of including public comment opportunities during grant required meetings and events. Results (including participants and suggestions/feedback/concerns) from these smaller public participation and engagement opportunities will be forwarded to the state for review and analysis for programming opportunities.
- Meetings with Overrepresented and Underserved Communities
 - OTSO will continue to work with the Black or African American and Hispanic/Latino communities that OTSO has established a connection and trust with to continue identifying underserved and overrepresented communities across Ohio. OTSO will select appropriate community meeting tactics to engage the identified communities (i.e., one-on-one engagements, community meetings, other forums). Virtual and in-person options will be considered to determine the best fit for the meeting to ensure accessibility. Location for in-person events will be selected based on accessibility of the affected community.
- Earned Media/Educational Materials
 - OTSO will continue to seek feedback from the affected and potentially affected communities on earned media and educational materials to ensure language barriers are met and that the materials are culturally relevant.

Performance Plan Chart

PERFORMANCE MEASURE		DATA	2018	2019	2020	2021	2022*	5-Yr Avg	2024	2025	2026	FFY2024-2026 HSP Target
C-1	Traffic Fatalities	FARS and State	1,068	1,153	1,230	1,354	1,275	1,216	1,192	1,168	1,144	1,144
Reduce traffic fatalities by 2.0 percent per year from the 2018 – 2022 average of 1,216 to 1,144 by December 31, 2026.												
C-2	Serious Injuries in Traffic Crashes	State	7,642	7,510	7,249	7,912	7,586	7,580	7,428	7,279	7,133	7,133
Reduce serious traffic injuries by 2.00 percent per year from the 2018 – 2022 average of 7,580 to 7,133 by December 31, 2026.												
C-3	Fatalities/100M VMT	FARS and State	0.933	1.005	1.196	1.196	1.17	1.10	1.08	1.06	1.04	1.04
Reduce the fatalities/100m VMT by 2.00 percent per year from the 2018 – 2022 average of 1.10 to 1.04 by December 31, 2026.												
C-4	Unrestrained Passenger Vehicle Occupant Fatalities, All Seat Positions	FARS and State	333	379	393	440	420	393	388	383	378	378
Reduce unrestrained passenger vehicle occupant fatalities in all seating positions by 1.25 percent per year from the 2018 – 2022 average of 393 to 378 by December 31, 2026.												
C-5	Alcohol Impaired Driving Fatalities	FARS and State	297	362	461	531	468**	424	419	414	409	409
Reduce alcohol impaired driving fatalities by 1.25 percent per year from the 2018 – 2022 average of 468 to 409 by December 31, 2026.												
C-6	Speeding Related Fatalities	FARS and State	291	321	340	341	399	338	334	330	326	326
Reduce speeding related fatalities by 1.25 percent per year from the 2018 – 2022 average of 338 to 326 by December 31, 2026.												
C-7	Motorcycle Fatalities	FARS and State	145	162	211	226	216	192	190	188	186	186
Reduce motorcycle fatalities by 1.25 percent per year from the 2018 – 2022 average of 192 to 186 by December 31, 2026.												
C-8	Un-helmeted Motorcycle Fatalities	FARS and State	95	116	152	154	137	131	129	127	125	125
Reduce un-helmeted motorcycle fatalities by 1.25 percent per year from the 2018 – 2022 average of 131 to 125 by December 31, 2026.												
C-9	Drivers 20 and younger involved in Fatal Crashes	FARS and State	127	113	144	163	138	137	135	133	131	131
Reduce drivers 20 and younger involved in fatal crashes by 1.25 percent per year from the 2018 – 2022 average of 137 to 131 by December 31, 2026.												
C-10	Pedestrian Fatalities	FARS and State	127	124	159	168	173	150	148	146	144	144
Reduce pedestrian fatalities by 1.25 percent per year from the 2018 – 2022 average of 150 to 144 by December 31, 2026.												
C-11	Bicycle Fatalities	FARS and State	22	25	18	30	8	21	20	19	18	18
Reduce bicycle fatalities by 1.25 percent per year from the 2018 – 2022 average of 21 to 18 by December 31, 2026.												
B-1	Observed Seatbelt Use for Front Occupants in Passenger Vehicles	State	84.9	85.9	85.9	84.1	80.8	84.3	84.7	85.1	85.5	85.5
Increase observed seatbelt use for front occupants in passenger vehicles by 0.5 percent per year from the 2018 – 2022 average of 84.3 to 85.5 by December 31, 2026.												
O-1	Distracted Driving Fatal Crashes	State	47	41	29	37	35	38	37	36	35	35
Reduce distracted driving fatal crashes by 1.25 percent per year from the 2018 – 2022 average of 38 to 35 by December 31, 2026.												

PERFORMANCE MEASURE		DATA	2018	2019	2020	2021	2022*	5-Yr Avg	2024	2025	2026	FFY2024-2026 HSP Target
O-2	Distracted Driving Serious Injury Crashes	State	385	325	280	328	271	318	314	310	306	306
Reduce distracted driving serious injury crashes 1.25 percent per year from the 2018 – 2022 average of 318 to 306 by December 31, 2026.												
O-3	Drugged Driving Fatal Crashes	State	206	369	442	457	486	392	387	382	377	377
Reduce drugged driving fatal crashes by 1.25 percent per year from the 2018 – 2022 average of 392 to 377 by December 31, 2026.												
O-4	Drugged Driving Serious Injury Crashes	State	394	381	378	367	299	364	359	355	351	351
Reduce drugged driving serious injury crashes 1.25 percent per year from the 2018 – 2022 average of 364 to 351 by December 31, 2026.												
O-5	65 and Older Traffic Fatalities	FARS and State	199	232	220	270	254	235	232	229	226	226
Reduce 65 and older fatalities 1.25 percent per year from the 2018 – 2022 average of 235 to 226 by December 31, 2026.												
O-6	Roadside Deaths	FARS	44	28	30	39	43	37	36	35	34	34
Reduce roadside deaths by 1.25 percent per year from the 2017 – 2021 average of 37 to 34 by December 31, 2026.												

*2022 data pulled from state database, 2022 FARS not available.

**State number inflated to account for increase once numbers are approved through FARS.

ACTIVITY PERFORMANCE MEASURES		2018	2019	2020	2021	2022
A-1	Number of seat belt citations (Ohio GRANTS)	53,383	38,559	10,263	11,373	11,330
A-2	Number of impaired driving arrests (Ohio GRANTS)	8,596	7,081	1,504	1,792	1,424
A-3	Number of speeding citations issued (Ohio GRANTS)	141,842	128,343	34,114	40,690	42,887

OHIO VEHICLE MILES OF TRAVEL	
2018	112,860,387,100 (Ohio Department of Transportation)
2019	114,694,000,000 (Ohio Department of Transportation)
2020	102,833,000,000 (Ohio Department of Transportation)
2021	113,170,100,550 (Ohio Department of Transportation)
2022	110,664,904,800 (Ohio Department of Transportation)

Community Traffic Safety Program

Problem

Fatality

Fatalities decreased 5.83 percent from 1,354 in 2021 to 1,275 in 2022.

Comparing the traffic fatalities of male and female drivers, the number of traffic fatalities involving males are on average 69.6 percent of traffic fatalities. Traffic fatalities involving males has increased 22.69 percent while the number of traffic fatalities involving females has increased 12.05 percent over a five-year period (2018 - 2022).

The number of traffic fatalities by age across all categories has increased 19.38 percent over the last five years (2018 - 2022). Fatalities under 21 has increased 14.84 percent, fatalities 21 to 24 increased 10 percent, fatalities 25 to 44 increased 28.61 percent, fatalities 45 to 64 increased 9.72 percent, and fatalities 65 and over increased 26.63 percent.

Comparing traffic fatalities by vehicle type, the categories of passenger cars and light trucks have the highest number of traffic fatalities over the five-year period (2018 - 2022).

The number of rural and urban fatalities have increased 4.80 and 15.09 percent, respectively, over the last five years. Fatalities in rural areas increased 37.58 percent and fatalities in urban areas increased 8.10 percent.

Serious Injury

Ohio is showing a decrease of 0.68 percent in serious injuries over the last five years and a 4.37 percent decrease from 7,916 in 2021 to 7,570 in 2022.

Impaired Driving

Ohio's fatalities with a BAC of 0.08 and higher have steadily increased each year since 2018. Alcohol-related and drug-related fatal crashes have also steadily increased yearly. Some of the increases in drug-related crashes could be attributed to advanced training and advances in testing for drugs. Due to the increase, Ohio has moved from a low-rate state to a mid-range state. Ohio will be starting an Impaired Driving Task Force in FFY2023 to discuss additional countermeasures and strategies Ohio can implement to reverse this trend. A formal action plan will be developed by August 2024.

Occupant Protection

Ohio's observed seat belt usage rate decreased from 84.1 percent in 2021 to 80.8 percent in 2022. Unrestrained fatalities have increased 19.77 percent since 2018. Over 72 percent of unrestrained driver fatalities are in the 25 – 44 and 45 – 64 age groups and over 70 percent of unrestrained occupants were in the same age groups. Over 80 percent of unrestrained drivers and over 73 percent of unrestrained occupants were male. The percent of total fatal crashes and total serious injury crashes that are unrestrained related have increased 6.91 percent and 20.77 percent since 2018. The percent of unrestrained and alcohol related fatal

and serious injury crashes has increased 26.91 percent and 7.60 percent. There has been a slight decrease (0.79 percent) in the percent of unrestrained and speed related fatal crashes, but the percent of serious injury crashes has increased 10.47 percent.

Ohio is currently looking into specifically addressing seat belts with the groups that are continually a low seat belt user, young drivers, males, African Americans, and pick-up truck drivers (rural). While specific messaging will differ between the groups, Ohio will continue to use the model (earned media [education/outreach], paid media, enforcement, and evaluation) to increase the observed seat belt usage rate among identified target audiences and to reduce the number of unrestrained fatalities.

Speed

Speed-related fatalities have increased 35.74 percent from 2018 to 2022. The percent of total fatal crashes and total serious injury crashes that are speed related has increased since 2018. Between 2018 – 2022, 64.40 percent of speed fatalities occurred in the 25 – 44 and 45 – 64 age groups. Over 72 percent were male and preliminary 2022 data shows the number of urban speed fatalities is higher than the rural speed fatalities.

The percentage of fatal crashes that are speed and alcohol related has increased since 2018 and the percentage of speed and alcohol related serious injury crashes have decreased. The percent of fatal and serious injury crashes that are speed and motorcycle related have increased since 2018.

Ohio will continue to use the model (earned media [education/outreach], paid media, enforcement, and evaluation) based on problem identification to reduce the number of speed related fatalities, fatal crashes, and serious injury crashes.

Motorcycle Safety

The number of motorcycle fatalities has increased 47.59 percent over the last five years. The number of un-helmeted motorcycle fatalities has increased 64.21 percent over the last five years. The percent of total fatal crashes and total serious injury crashes that are motorcycle related have increased since 2018. Over 75 percent of motorcycle fatalities are in the 25 – 44 and 45 – 64 age groups. Over 87 percent are male and slightly more than 56 percent occur in urban areas.

Ohio will continue to use the model (earned media [education/outreach], paid media, enforcement, and evaluation) to focus its efforts to reduce motorcyclist fatalities, increase helmet use, increase driver awareness of motorcyclists on the roadway, reduce motorcycle related fatal and serious injury crashes.

Youthful Driver

The number of drivers aged 20 or younger involved in fatal crashes has increased 15.75 percent over the last five years. The percent of total fatal crashes that are youthful driver related (ages 15 ½ - 24) has increased since 2018; however, the percent of total serious injury crashes that are youthful driver related (ages 15 ½ - 24) has decreased.

The percentage of fatal and serious injury crashes that are youth-related has decreased over the last 5 years; however, the percentages of fatal and serious injury crashes that are youth

and unbelted related, youth and speed related, and youth and motorcycle related have all increased.

Ohio will continue to focus efforts towards this age group with an emphasis on seat belts, speed, impaired driving, motorcycle, and distracted driving. Ohio will continue to work with new partners to focus on reducing the number of youthful drivers involved in fatal crashes.

Distracted Driving

Although the number of distracted driving fatal and serious injury crashes have decreased since 2018, distracted driving remains a concern in Ohio. A recent law has changed distracted driving from a secondary offense to a primary offense.

Over 53 percent of distracted driving fatalities are in the 25 – 44 and 45 – 64 age groups; over 62 percent are male; and over 52 percent occur in urban areas.

Ohio has continued to improve the collection of distracted driving related data and evaluate programming. Ohio continues to spend a small portion of the budget on distracted driving including earned media, outreach/education, paid media, and enforcement within the STEP grants, SHEP grants, DTEP grants, and the statewide distracted driving grant. In FFY2024, Ohio will continue with projects to reduce distracted driving fatal and serious crashes.

Older Road User

The percentage of fatal and serious injury crashes that are mature driver related has decreased slightly over the last five years; however, the percentages of fatal and serious injury crashes that are mature and unbelted related, mature and speed related, and mature and motorcycle related have all increased. The percentage of serious injury crashes that are mature and pedestrian related has also increased.

Ohio will continue to focus efforts towards this age group with an emphasis on seat belts, speed, impaired driving, motorcycle, and distracted driving. Ohio will continue to work with new partners to focus on reducing the number of mature drivers involved in fatal crashes.

Pedestrian Safety

Pedestrian fatalities continue to increase in Ohio; however, pedestrian related/distracted related fatal and serious injury crashes are decreasing. Pedestrian related/alcohol related fatal and serious injury crashes are also decreasing. Ohio will continue to narrow down to see exactly where pedestrian fatalities are occurring to determine projects that will have a statewide impact. In the meantime, Ohio will continue to fund local projects (Safe Communities) that have pedestrian fatality problems based on local problem identification. Ohio continues to address pedestrian issues through the SHSP.

Bicycle Safety

Bicycle fatalities continue to fluctuate in Ohio; preliminary 2022 state data shows a large reduction in fatalities with the five-year average being about normal. Similarly, bicycle related and youth related fatal crashes decreased and serious injury crashes increased. Ohio will continue to narrow down to see exactly where bicycle fatalities are occurring to determine projects that will have a statewide impact. In the meantime, Ohio will continue to fund local projects (Safe Communities) that have bicycle fatality problems based on local problem identification. Ohio continues to address bicycle issues through the SHSP.

Link between Problem ID and Countermeasures

Projects funded under the Community Traffic Safety Program section will be required to address the traffic safety concerns (based on problem identification) with residents in their respective county or community. The problem listed above will be addressed through prevention, intervention, communications, outreach, and education.

Countermeasures

Countermeasures That Work: A Highway Safety Countermeasure Guide for State Highway Safety Offices Tenth Edition, 2020

- Chapter 1. Alcohol and Drug Impaired Driving
 - 5. Prevention, Intervention, Communications and Outreach
 - 5.2 Mass Media Campaigns – 3 stars
- Chapter 2. Seat Belts and Child Restraints
 - 3. Communications and Outreach
 - 3.1 Supporting Enforcement – 5 stars
 - 3.2 Strategies for Low-Belt-Use Groups – 4 stars
 - 6. Communications and Outreach
 - 6.1 Communications and Outreach Strategies for Older Children – 3 stars
- Chapter 3. Speeding and Speed Management
 - 4. Communications and Outreach
 - 4.1 Communications and Outreach Supporting Enforcement – 3 stars
- Chapter 4. Distracted Driving
 - 2. Communications and Outreach
 - 2.1 Communications and Outreach on Distracted Driving – 1 star
- Chapter 5. Motorcycle Safety
 - 2. Alcohol Impairment
 - 2.2 Alcohol-Impaired Motorcyclists: Communications and Outreach – 1 star
 - 4. Communications and Outreach
 - 4.1 Conspicuity and Protective Clothing – 1 star
 - 4.2 Motorist Awareness of Motorcyclists – 1 star
- Chapter 7. Older Drivers
 - 1. Communications and Outreach
 - 1.1 Formal Courses for Older Drivers – 2 stars
 - 1.2 General Communications and Education – 1 star
- Chapter 8. Pedestrians
 - 3. Impaired Pedestrians
 - 3.1 Communications and Outreach Addressing Impaired Pedestrians – 2 Stars
 - 4. All Pedestrians
 - 4.1 Pedestrian Safety Zones – 4 stars
- Chapter 9. Bicycle Safety
 - 1. Children
 - 1.3 Bicycle Safety Education for Children – 2 stars
 - 3. All Bicyclists
 - 3.1 Active Lighting and Rider Conspicuity – 3 stars

- Chapter 10. Drowsy Driving
 - 2. Communications and Outreach
 - 2.1 Communications and Outreach on Drowsy Driving – 1 star

Communications and Outreach on Distracted Driving, Alcohol-Impaired Motorcyclists, Conspicuity and Protective Clothing, Motorist Awareness of Motorcyclists, Older Drivers, and Drowsy Driving all received one star in Countermeasures that Work and Communications and Outreach addressing Impaired Pedestrians received two stars; however, Communications and Outreach have been rated between three and five stars for other traffic safety behavior areas including young drivers, seat belts, and speeding. Ohio funds county-wide Safe Community coalitions to address all traffic safety behaviors in their counties based on problem identification with communication, outreach, and education. The other one-star programs listed above are used in conjunction with other activities for a wholistic traffic safety program, not stand-alone activities. Ohio will continue to update materials available to all communities in Ohio including adding NHTSA’s heatstroke messaging and employer specific safety materials/programming for traffic safety.

Formal Courses for Older Drivers and Communications received 2 stars; however, Ohio is partnering with Central Ohio Area Agency on Aging to formalize and centralize an Ohio CarFit program. CarFit is a joint effort between the American Occupational Therapy Association (AOTA), the American Automobile Association (AAA), and the American Association of Retired Persons (AARP). The CarFit program educates senior drivers on the importance of the proper use of seat belts, proper adjustment of mirrors to minimize blind spots, proper foot positioning for the gas and brake pedals, and the dangers of sitting too close to the steering wheel in order to reduce traffic related fatalities and serious injuries. CarFit piloted their program in 10 cities in 2005 with over 300 participants. Checklists show that 37 percent of participants had at least one critical safety issue, approximately 20 percent did not have a line of sight at least three inches above the steering wheel, and ten percent were sitting too close to the steering wheel. Follow-up surveys with the participants showed that a majority made a change to improve the fit of their vehicle, the use of safety features, and/or their willingness to discuss their driving with family and/or a health care provider. Safe Community programs with an older population fatal traffic crash problem may participate in CarFit, assist with educational opportunities with older road users, and distribute educational materials.

Performance Targets

Projects under OTSO’s Community Traffic Safety Program target the C1, C2, C3, C4, C5, C6, C7, C8, C9, C10, C11, O1, O2, O3, O4, O5, and B1 performance measures by educating the community on safe driving topics including but not limited to impaired driving (alcohol and/or drugged), occupant protection, speed, motorcycle safety, motorcycle awareness, pedestrian safety, bicycle safety, etc. to reduce traffic related fatalities and serious injuries.

Estimated Three-year Funding

\$10,700,000 – Section 402

Funding Considerations

Based on OTSO’s problem identification and on Uniform Guidelines for State Highway Safety Programs: Highway Safety Program Guideline No. 3, No. 4, No. 8, No. 13, No. 14, No. 15, No. 19, and No. 20, Ohio is implementing the countermeasures listed above through

partnerships to address the communication and outreach portion of the guidelines at a countywide/community level. Other partnerships address the problem identification, program management, evaluation, and enforcement components suggested in the guidelines. Additional considerations will be given to sociodemographic data, location, affected/potentially affected communities, and partnerships.

Program is in accordance with 23 U.S.C. 402(a)(2) under the following sections: (A)(i); (ii); (iii); (iv); (vi); (viii); (B)(i); and (C).

Distracted Driving

Problem

Distracted Driving

Although the number of distracted driving fatal and serious injury crashes have decreased since 2018, distracted driving remains a concern in Ohio. A recent law has changed distracted driving from a secondary offense to a primary offense.

Over 53 percent of distracted driving fatalities are in the 25 – 44 and 45 – 64 age groups; over 62 percent are male; and over 52 percent occur in urban areas.

Ohio has continued to improve the collection of distracted driving related data and evaluate programming. Ohio continues to spend a small portion of the budget on distracted driving including earned media, outreach/education, paid media, and enforcement within the STEP grants, SHEP grants, DTEP grants, and the statewide distracted driving grant. In FFY2024, Ohio will continue with projects to reduce distracted driving fatal and serious crashes.

Link between Problem ID and Countermeasures

Projects funded under the Distracted Driving section will be required to address Distracted Driving. The problems listed above will be addressed through enforcement, communications, and outreach.

Countermeasures

Countermeasures That Work: A Highway Safety Countermeasure Guide for State Highway Safety Offices Tenth Edition, 2020

- Chapter 4. Distracted Driving
 - 1. Laws and Enforcement
 - 1.3 High Visibility Cell Phone/Text Messaging Enforcement – 4 stars
 - 2. Communications and Outreach
 - 2.1 Communications and Outreach on Distracted Driving – 1 star

Communications and Outreach on Distracted Driving received one star; however, Mass Media Campaigns for Alcohol and Drug Impaired Driving and Communications and Outreach for Speeding received three stars. Ohio will use the model (earned media [education/outreach], paid media, enforcement, and evaluation) that is used for other enforcement campaigns that have been proven effective.

Performance Targets

Projects under OTSO's Distracted Driving program target the C1, C2, C3, C9, O1, O2, and O5 performance measures by enforcing traffic laws and educating the public on the importance of not driving distracted with both paid media and educational materials.

Estimated Three-year Funding

\$1,700,000 – Section 402

\$2,000,000 – Section 405(e)

Funding Considerations

Based on OTSO's problem identification and on Uniform Guidelines for State Highway Safety Programs: Highway Safety Program Guideline No. 15, Ohio is implementing the countermeasures listed above focusing on distracted driving (other program areas in the HSP address the other enforcement programs). These countermeasures address the law enforcement and communication program elements. The training component of Traffic Enforcement Services is covered in the Police Traffic Services section of this HSP.

Additional considerations will be given to sociodemographic data, location, affected/potentially affected communities, and partnerships.

Program is in accordance with 23 U.S.C. 402(a)(2) under the following sections: (A)(iv) and (vi) and Title 23 Chapter III Part 1300 Subpart C 1300.24(f)(1).

Driver and Officer Safety Education

Problem

Section 405 Driver and Officer Safety Education funds are awarded to states that enact and enforce a law or adopt and implement programs that include certain information on law enforcement practices during traffic stops in driver education and training courses or peace officer training programs. Ohio's Driver Training Education curriculum does not contain the following information:

- The role of law enforcement and the duties and responsibilities of peace officers;
- The legal rights of individuals concerning interactions with peace officers;
- Best practices for civilians and peace officers during those interactions;
- The consequences for failure of an individual or officer to comply with the law or program; and
- How and where to file a complaint against, or a compliment relating to, a peace officer.

Link between Problem ID and Countermeasures

Ohio is in the process of working with the Ohio Department of Education to implement the following information into the driver training curriculum:

- The role of law enforcement and the duties and responsibilities of peace officers;
- The legal rights of individuals concerning interactions with peace officers;
- Best practices for civilians and peace officers during those interactions;
- The consequences for failure of an individual or officer to comply with the law or program; and

- How and where to file a complaint against, or a compliment relating to, a peace officer.

Countermeasures

The Ohio Department of Education's curriculum is scheduled to be in place this summer, and then it will be adapted into the driver training curriculum in FFY2024. The Ohio Traffic Safety Office will incorporate the elements listed above into the Driver Training Education curriculum.

Performance Targets

Projects under OTSO's Driver and Officer Safety Education program will support the implementation and training required.

Estimated Three-year Funding

\$600,000 – Section 405(i)

Funding Considerations

Based on OTSO's problem identification and on Uniform Guidelines for State Highway Safety Programs: Highway Safety Program Guideline No. 4, Ohio is implementing the problem and countermeasures listed above. These countermeasures address the Driver Education and Training program. OTSO oversees the statewide wide driver training program that includes program management, legislation, regulation and policy, enforcement, and driver education and training. Communication is addressed under the Youthful Driver program area in the HSP. Additional considerations will be given to sociodemographic data, location, affected/potentially affected communities, and partnerships.

Program is in accordance with Title 23 Chapter III Part 1300 Subpart C 1300.28(h)(1) and (2).

Impaired Driving

Problem

Impaired Driving

Ohio's fatalities with a BAC of 0.08 and higher have steadily increased each year since 2018. Alcohol-related and drug-related fatal crashes have also steadily increased yearly. Some of the increases in drug-related crashes could be attributed to advanced training and advances in testing for drugs. Due to the increase, Ohio has moved from a low-rate state to a mid-range state. Ohio will be starting an Impaired Driving Task Force in FFY2023 to discuss additional countermeasures and strategies Ohio can implement to reverse this trend. A formal action plan will be developed by August 2024.

Link between Problem ID and Countermeasures

Projects funded under the Impaired Driving section will be required to address impaired driving, either in their community, county, or statewide. The problems listed above will be addressed through enforcement, deterrence, prevention, intervention, communications, and outreach.

Countermeasures

Countermeasures That Work: A Highway Safety Countermeasure Guide for State Highway Safety Offices Tenth Edition, 2020.

- Chapter 1. Alcohol and Drug Impaired Driving
 - 2. Deterrence: Enforcement
 - 2.1 Publicized Sobriety Checkpoints – 5 stars
 - 2.2 High Visibility Saturation Patrols – 4 stars
 - 2.3 Preliminary Breath Test Devices – 4 stars
 - 2.5 Integrated Enforcement – 3 stars
 - 4. Deterrence: DWI Offender Treatment, Monitoring, and Control
 - 4.2 Alcohol Ignition Interlocks – 5 stars
 - 5. Prevention, Intervention, Communications and Outreach
 - 5.2 Mass Media Campaigns – 3 stars
 - 6. Underage Drinking and Drinking and Driving
 - 6.5 Other Legal Minimum Drinking Age 21 Law Enforcement – 3 stars
 - 7. Drug-Impaired Driving
 - 7.1 Enforcement of Drug-Impaired Driving – 3 stars

Performance Targets

Projects under OTSO's Impaired Driving program target the C1, C2, C3, C5, O3, and O4 performance measures by educating the public, alcohol and drugged driving enforcement, and ignition interlock programming.

Estimated Three-year Funding

\$6,800,000 – Section 164

\$11,250,000 – Section 402

\$16,000,000 – Section 405(d)

Funding Considerations

Based on OTSO's problem identification and on Uniform Guidelines for State Highway Safety Programs: Highway Safety Program Guideline No. 8, Ohio is implementing countermeasures listed above. These countermeasures address the criminal justice, enforcement, publicized high visibility enforcement, and communication components of the guideline. Prevention and additional communication are addressed under the Youthful Driver program area in the HSP. Prosecution and adjudication are addressed under the Planning and Administration program area in the HSP with our Traffic Safety Resource Prosecutor (TSRP) and Judicial Outreach Liaison (JOL) programs. Additional considerations will be given to sociodemographic data, location, affected/potentially affected communities, and partnerships. Ohio will be creating an Impaired Driving Task Force in FFY2024 to develop an Impaired Driving Strategic plan to help determine/develop programming to reduce impaired driving fatalities and serious injuries.

Program is in accordance with 23 U.S.C. 402(a)(2)(A)(iii); 23 U.S.C. 164(B)(2)(B)(1); and Title 23 Chapter III Part 1300 Subpart C 1300.23 (j)(1)(i), (iii)(A)(B)(C), (iv), (v), (vi), (vii), (viii), and (xi)(A)(C).

Motorcycle Safety/Awareness

Problem

Motorcycle Safety

The number of motorcycle fatalities has increased 47.59 percent over the last five years. The number of un-helmeted motorcycle fatalities has increased 64.21 percent over the last five years. The percent of total fatal crashes and total serious injury crashes that are motorcycle related have increased since 2018. Over 75 percent of motorcycle fatalities are in the 25 – 44 and 45 – 64 age groups. Over 87 percent are male and slightly more than 56 percent occur in urban areas.

Ohio will continue to use the model (earned media [education/outreach], paid media, enforcement, and evaluation) to focus its efforts to reduce motorcyclist fatalities, increase helmet use, increase driver awareness of motorcyclists on the roadway, reduce motorcycle related fatal and serious injury crashes.

Link between Problem ID and Countermeasures

Projects funded under the Motorcycle Safety/Awareness section will be required to address motorcycle safety and/or motorcycle awareness, either in their community, county, or statewide. The problems listed above will be addressed through training, education, communications, and outreach.

Countermeasures

Countermeasures That Work: A Highway Safety Countermeasure Guide for State Highway Safety Offices Tenth Edition, 2020

- Chapter 5. Motorcycle Safety
 - 3. Motorcycle Rider Licensing and Training
 - 3.2 Motorcycle Rider Training – 2 Stars
 - 4. Communications and Outreach
 - 4.1 Conspicuity and Protective Clothing – 1 Star
 - 4.2 Motorist Awareness of Motorcyclists – 1 Star

Motorcycle Rider Training received two stars in Countermeasures That Work, because even though there has been some positive research, the evidence remains inconclusive. In Appendix 5, Countermeasures That Work states that conclusions about effectiveness could not be drawn due to the lack of quality data. It also states that the available data did suggest that mandatory pre-license training for motorcyclists could reduce crashes and offenses. While Ohio's training isn't mandatory, Ohio does offer a robust training program that includes an incentive to take the training. If a person takes and passes the motorcycle training course, the on-motorcycle skill test is waived during licensure. Ohio trains an average of 12,000 students a year in the various training classes. Ohio funds the Motorcycle Ohio training program through registration fees and charges fees for the courses. Minimal federal funds are used to support the training with educational materials that are used during the courses.

Communications and Outreach for Conspicuity and Protective Clothing and Motorist Awareness of Motorcyclists received one star each in Countermeasures that work due to lack of studies. Communications and Outreach strategies for other program areas receive three to five stars. Ohio incorporates paid media messages and earned media/education materials aimed at the motorcycle rider to ride “SMART” (Sober, Motorcycle endorsed, Alert, with the Right gear, and properly Trained) and to the motorists to be aware of motorcyclists on the road as it does for similar campaigns, Click It or Ticket, Drive Sober or Get Pulled Over, etc. Minimal federal funds are used to purchase paid media and earned media/educational materials.

Section 405(f) funds are limited to improvements to motorcyclist safety training curricula; improvements in program delivers of motorcycle training, measures designed to increase the recruitment or retention of motorcyclist safety training instructors, or public awareness, public service announcements, and other outreach programs to enhance driver awareness of motorcyclists.

Performance Targets

Projects under OTSO’s Motorcycle Safety/Awareness program target the C1, C2, C3, C5, C6, C7, and C8 performance measures by improving motorcyclists’ riding skills and increasing motorists’ awareness of motorcyclists on the roadways.

Estimated Three-year Funding

\$650,000 – Section 402

\$400,000 – Section 405(f)

Funding Considerations

Based on OTSO’s problem identification and on Uniform Guidelines for State Highway Safety Programs: Highway Safety Program Guideline No. 3, Ohio is implementing countermeasures listed above. These countermeasures address the motorcycle personal protective equipment (Ohio does not have a helmet law that covers everyone, but we include helmets in our messaging along with proper gear), motorcycle rider education and training, motorcycle operations under the influence of alcohol or other drugs (also included in our messaging), motorcycle rider conspicuity and motorist awareness programs, and the communication components of the guideline. Motorcycle Ohio is the state section that is responsible for program management, motorcycle rider education and training, and legislation and regulations components. OTSO oversees the Motorcycle Ohio section. Motorcycle Ohio works with the Bureau of Motor Vehicles (BMV) for licensing. Ohio’s SHSP includes Motorcycle as a priority and includes the BMV and ODOT (highway engineering). Law enforcement is addressed under the Police Traffic Services program area in the HSP. Additional considerations will be given to sociodemographic data, location, affected/potentially affected communities, and partnerships.

Program is in accordance with 23 U.S.C. 402(a)(2) under the following sections: (A)(i); (iv); (vi); and Title 23 Chapter III Part 1300 Subpart C 1300.25 (m)(1)(i), and (iv).

Non-Motorized

Problem

Section 405 Non-Motorized Safety grants are awarded to states that meet the eligibility requirements as determined by NHTSA.

Pedestrian Safety

Using preliminary 2022 data, the number of pedestrian fatalities has increased 29.92 percent over the five-year period (2018 – 2022). The five-year average has increased 22.81 percent since the 2014 – 2018 average.

Pedestrian fatalities continue to increase in Ohio; however, pedestrian related/distracted related fatal and serious injury crashes are decreasing. Pedestrian related/alcohol related fatal and serious injury crashes are also decreasing. Ohio will continue to narrow down to see exactly where pedestrian fatalities are occurring to determine projects that will have a statewide impact. In the meantime, Ohio will continue to fund local projects (Safe Communities) that have pedestrian fatality problems based on local problem identification. Ohio continues to address pedestrian issues through the SHSP.

Bicycle Safety

Using preliminary 2022 data, the number of bicycle fatalities has decreased 68.18 percent over the five-year period (2018 - 2022). The five-year average has increased 7.37 percent since the 2014 - 2018 average.

Bicycle fatalities continue to fluctuate in Ohio; preliminary 2022 state data shows a large reduction in fatalities with the five-year average being about normal. Similarly, bicycle related and youth related fatal crashes decreased and serious injury crashes increased. Ohio will continue to narrow down to see exactly where bicycle fatalities are occurring to determine projects that will have a statewide impact. In the meantime, Ohio will continue to fund local projects (Safe Communities) that have bicycle fatality problems based on local problem identification. Ohio continues to address bicycle issues through the SHSP.

Link between Problem ID and Countermeasures

Projects funded under the Non-Motorized section will be required to address non-motorized road users (pedestrian and/or bicycle), either in their community, county, or statewide based on problem identification. The problems listed above will be addressed through training, education, communications, outreach, and enforcement.

Countermeasures

Countermeasures That Work: A Highway Safety Countermeasure Guide for State Highway Safety Offices Tenth Edition, 2020

- Chapter 8. Pedestrian Safety
 - 2. School-Age Children
 - 2.1 Elementary-Age Child Pedestrian Training – 3 stars
 - 4. All Pedestrians

- 4.1 Pedestrian Safety Zones – 4 stars
 - Chapter 9. Bicycle Safety
 - 1. Children
 - 1.3 Bicycle Safety Education for Children – 2 stars
 - 3. All Bicyclists
 - 3.1 Active Lighting and Rider Conspicuity – 3 stars

Bicycle Safety Education for Children only received two stars; however, safety education for children will only be utilized if a community’s problem identification indicated that this is the appropriate countermeasure. Countermeasures that Works states that studies have found that bicycle safety education increases children’s knowledge of laws and safe behaviors, but is unclear if this changes behavior. It also states that providing training outside of school settings like through community-based programs are not only more feasible than traditional school settings, it also allows for more targeted education based on target groups. Ohio only intends to fund under this countermeasure and program area if bicycle education cannot be incorporated into life-long, comprehensive traffic safety education like programs that will be funded under the Community Traffic Safety Program section. Any stand-alone program will be completed as a pilot program with an evaluation to determine effectiveness.

Performance Targets

Projects under OTSO’s Nonmotorized program target the C10 and C11 performance measures by educating pedestrians and bicyclists and/or educating motorists.

Estimated Three-year Funding

\$2,100,000 – Section 405(g)

Funding Considerations

Based on OTSO’s problem identification and on Uniform Guidelines for State Highway Safety Programs: Highway Safety Program Guideline No. 14, Ohio is implementing countermeasures listed above. These countermeasures address the law enforcement, communication, and outreach components of the guideline. OTSO will continue working through the SHSP to ensure pedestrian and bicycle programming is addressed through a multi-disciplinary effort. Additional considerations will be given to sociodemographic data, location, affected/potentially affected communities, and partnerships.

Program is in accordance with Title 23 Chapter III Part 1300 Subpart C 1300.26 (e)(1), (2), and (3).

Occupant Protection

Problem

Occupant Protection

Ohio’s observed seat belt usage rate decreased from 84.1 percent in 2021 to 80.8 percent in 2022. Unrestrained fatalities have increased 19.77 percent since 2018. Over 72 percent of unrestrained driver fatalities are in the 25 – 44 and 45 – 64 age groups and over 70 percent of unrestrained occupants were in the same age groups. Over 80 percent of unrestrained

drivers and over 73 percent of unrestrained occupants were male. The percent of total fatal crashes and total serious injury crashes that are unrestrained related have increased 6.91 percent and 20.77 percent since 2018. The percent of unrestrained and alcohol related fatal and serious injury crashes has increased 26.91 percent and 7.60 percent. There has been a slight decrease (0.79 percent) in the percent of unrestrained and speed related fatal crashes, but the percent of serious injury crashes has increased 10.47 percent.

Ohio is currently looking into specifically addressing seat belts with the groups that are continually a low seat belt user, young drivers, males, African Americans, and pick-up truck drivers (rural). While specific messaging will differ between the groups, Ohio will continue to use the model (earned media [education/outreach], paid media, enforcement, and evaluation) to increase the observed seat belt usage rate among identified target audiences and to reduce the number of unrestrained fatalities.

Link between Problem ID and Countermeasures

Projects funded under the Occupant Protection section will be required to address occupant protection issues (car seats, booster seats, seat belts), either in their community, county, or statewide based on problem identification. The problems listed above will be addressed through enforcement, training, communications, and outreach.

Countermeasures

Countermeasures That Work: A Highway Safety Countermeasure Guide for State Highway Safety Offices Tenth Edition, 2020

- Chapter 2. Seat Belts and Child Restraints
 - 2. Seat Belt Law Enforcement
 - 2.1 Short-term, High Visibility Seat Belt Law Enforcement – 5 stars
 - 5. Child Restraint/Booster Seat Law Enforcement
 - 5.1 Short-term, High Visibility Child Restraint/Booster Law Enforcement – 5 stars
 - 6. Communications and Outreach
 - 6.1 Strategies for Older Children – 3 stars
 - 6.2 Strategies for Child Restraint and Booster Seat Use – 3 stars
 - 7. Other Strategies
 - 7.2 Inspection Stations – 3 stars

Performance Targets

Projects under OTSO's Occupant Protection program targets the C1, C2, C3, C4, and B1 performance measures enforcing seat belt and child restraint laws, providing car seats and booster seats to low-income families, educating the public (adults and children) on the importance of buckling up.

Estimated Three-year Funding

\$2,250,000 – Section 402

\$7,500,000 – Section 405(b)

Considerations

Based on OTSO's problem identification and on Uniform Guidelines for State Highway Safety Programs: Highway Safety Program Guideline No. 20, Ohio is implementing countermeasures listed above. These countermeasures address the program management, enforcement program, communication program, occupant protection for child program, and outreach program components of the guideline. Outreach is also addressed in the Community Traffic Safety program area of the HSP through countywide traffic safety coalitions, overrepresented and underserved community coalitions and employer programming. Outreach is also addressed in the Youthful Driver program area in the HSP. Additional considerations will be given to sociodemographic data, location, affected/potentially affected communities, and partnerships.

Program is in accordance with 23 U.S.C. 402(a)(2) under the following sections: (A)(ii) and Title 23 Chapter III Part 1300 Subpart C 1300.21 (g)(1)(i) and (v)(C).

Older Road Users

Problem

Older Road User

The percentage of Ohio's fatal crashes that are mature driver related has decreased 5.08 percent and the percentage of serious injury crashes has decreased 3.28 percent from 2018 to 2022.

The percentage of fatal and serious injury crashes that are mature driver related has decreased slightly over the last five years; however, the percentages of fatal and serious injury crashes that are mature and unbelted related, mature and speed related, and mature and motorcycle related have all increased. The percentage of serious injury crashes that are mature and pedestrian related has also increased.

Ohio will continue to focus efforts towards this age group with an emphasis on seat belts, speed, impaired driving, motorcycle, and distracted driving. Ohio will continue to work with new partners to focus on reducing the number of mature drivers involved in fatal crashes.

Link between Problem ID and Countermeasures

Projects funded under the Older Road User section will be required to address older road user issues (seat belts, speed, impaired, etc.) either in their community, county, or statewide based on problem identification. The problems listed above will be addressed through communications, education, and outreach.

Countermeasures

Countermeasures That Work: A Highway Safety Countermeasure Guide for State Highway Safety Offices Tenth Edition, 2020

- Chapter 7. Older Drivers
 - 1. Communications and Outreach
 - 1.1 Formal Courses for Older Drivers – 2 stars

- 1.2 General Communications and Education – 1 star

General Communications and Education under the Older Drivers chapter is only rated with a one star, however Communications and Outreach in Chapter six, Young Drivers is rated three stars for strategies for older children. Ohio is partnering with Central Ohio Area Agency on Aging to formalize and centralize an Ohio CarFit program. CarFit is a joint effort between the American Occupational Therapy Association (AOTA), the American Automobile Association (AAA), and the American Association of Retired Persons (AARP). The CarFit program educates senior drivers on the importance of the proper use of seat belts, proper adjustment of mirrors to minimize blind spots, proper foot positioning for the gas and brake pedals, and the dangers of sitting too close to the steering wheel in order to reduce traffic related fatalities and serious injuries. CarFit piloted their program in 10 cities in 2005 with over 300 participants. Checklists show that 37 percent of participants had at least one critical safety issue, approximately 20 percent did not have a line of sight at least three inches above the steering wheel, and ten percent were sitting too close to the steering wheel. Follow-up surveys with the participants showed that a majority made a change to improve the fit of their vehicle, the use of safety features, and/or their willingness to discuss their driving with family and/or a health care provider. In addition, OTSO plans to design, print, and distribute educational materials aimed at the aging road user.

Performance Targets

Projects under OTSO's Older Road Users program target the performance targets C1, C2, C3, C4, C5, C6, C7, C10, C11, O1, O2, O3, O4, O5, and B1 by improving aging road user's ability to safely operate their vehicles.

Estimated Three-year Funding

\$500,000 – Section 402

Funding Considerations

Based on OTSO's problem identification and on Uniform Guidelines for State Highway Safety Programs: Highway Safety Program Guideline No. 13, Ohio is implementing the countermeasures listed above in conjunction with our partnership with the Ohio Department of Transportation and the Strategic Highway Safety Plan (SHSP). The SHSP planning committee has developed an Aging Road User sub-committee to work with other agencies to address driver licensing, medical providers, and social and aging service providers. OTSO is working with a social and aging service provider to establish a centralized formal course for older drivers (CarFit) that includes communication and educational materials and resources statewide to reduce older road user traffic related fatalities and serious injuries. Additional considerations will be given to sociodemographic data, location, affected/potentially affected communities, and partnerships.

Program is in accordance with 23 U.S.C. 402(a) under the following sections: (2)(A)(ii); (iv); (vi); and (B)(i).

Planning and Administration

Planning and Administration projects were selected based upon the needs of the office to address problem identification and meet goals. Projects funded under this section include traffic safety office staff salaries and benefits, travel, administrative materials, costs for the online grant management system, two traffic safety resource prosecutors, one judicial outreach liaison, surveys/evaluations, and new community outreach coordinators to implement public participation and engagement.

Estimated Three-year Funding

\$9,600,000 – Section 402

Program is in accordance with 23 U.S.C. 402(b) Administrative Requirements.

Police Traffic Services

Problem

Impaired Driving

Ohio's fatalities with a BAC of 0.08 and higher have steadily increased each year since 2018. Alcohol-related and drug-related fatal crashes have also steadily increased yearly. Some of the increases in drug-related crashes could be attributed to advanced training and advances in testing for drugs. Due to the increase, Ohio has moved from a low-rate state to a mid-range state. Ohio will be starting an Impaired Driving Task Force in FFY2023 to discuss additional countermeasures and strategies Ohio can implement to reverse this trend. A formal action plan will be developed by August 2024.

Occupant Protection

Ohio's observed seat belt usage rate decreased from 84.1 percent in 2021 to 80.8 percent in 2022. Unrestrained fatalities have increased 19.77 percent since 2018. Over 72 percent of unrestrained driver fatalities are in the 25 – 44 and 45 – 64 age groups and over 70 percent of unrestrained occupants were in the same age groups. Over 80 percent of unrestrained drivers and over 73 percent of unrestrained occupants were male. The percent of total fatal crashes and total serious injury crashes that are unrestrained related have increased 6.91 percent and 20.77 percent since 2018. The percent of unrestrained and alcohol related fatal and serious injury crashes has increased 26.91 percent and 7.60 percent. There has been a slight decrease (0.79 percent) in the percent of unrestrained and speed related fatal crashes, but the percent of serious injury crashes has increased 10.47 percent.

Ohio is currently looking into specifically addressing seat belts with the groups that are continually a low seat belt user, young drivers, males, African Americans, and pick-up truck drivers (rural). While specific messaging will differ between the groups, Ohio will continue to use the model (earned media [education/outreach], paid media, enforcement, and evaluation)

to increase the observed seat belt usage rate among identified target audiences and to reduce the number of unrestrained fatalities.

Speed

Speed-related fatalities have increased 35.74 percent from 2018 to 2022. The percent of total fatal crashes and total serious injury crashes that are speed related has increased since 2018. Between 2018 – 2022, 64.40 percent of speed fatalities occurred in the 25 – 44 and 45 – 64 age groups. Over 72 percent were male and preliminary 2022 data shows the number of urban speed fatalities is higher than the rural speed fatalities.

The percentage of fatal crashes that are speed and alcohol related has increased since 2018 and the percentage of speed and alcohol related serious injury crashes have decreased. The percent of fatal and serious injury crashes that are speed and motorcycle related have increased since 2018.

Ohio will continue to use the model (earned media [education/outreach], paid media, enforcement, and evaluation) based on problem identification to reduce the number of speed related fatalities, fatal crashes, and serious injury crashes.

Motorcycle Safety

The number of motorcycle fatalities has increased 47.59 percent over the last five years. The number of un-helmeted motorcycle fatalities has increased 64.21 percent over the last five years. The percent of total fatal crashes and total serious injury crashes that are motorcycle related have increased since 2018. Over 75 percent of motorcycle fatalities are in the 25 – 44 and 45 – 64 age groups. Over 87 percent are male and slightly more than 56 percent occur in urban areas.

Ohio will continue to use the model (earned media [education/outreach], paid media, enforcement, and evaluation) to focus its efforts to reduce motorcyclist fatalities, increase helmet use, increase driver awareness of motorcyclists on the roadway, reduce motorcycle related fatal and serious injury crashes.

Youthful Driver

The number of drivers aged 20 or younger involved in fatal crashes has increased 15.75 percent over the last five years. The percent of total fatal crashes that are youthful driver related (ages 15 ½ - 24) has increased since 2018; however, the percent of total serious injury crashes that are youthful driver related (ages 15 ½ - 24) has decreased.

The percentage of fatal and serious injury crashes that are youth-related has decreased over the last 5 years; however, the percentage of fatal and serious injury crashes that are youth and unbelted related, youth and speed related, and youth and motorcycle related have all increased.

Ohio will continue to focus efforts towards this age group with an emphasis on seat belts, speed, impaired driving, motorcycle, and distracted driving. Ohio will continue to work with new partners to focus on reducing the number of youthful drivers involved in fatal crashes.

Distracted Driving

Although the number of distracted driving fatal and serious injury crashes have decreased since 2018, distracted driving remains a concern in Ohio. A recent law has changed distracted driving from a secondary offense to a primary offense.

Over 53 percent of distracted driving fatalities are in the 25 – 44 and 45 – 64 age groups; over 62 percent are male; and over 52 percent occur in urban areas.

Ohio has continued to improve the collection of distracted driving related data and evaluate programming. Ohio continues to spend a small portion of the budget on distracted driving including earned media, outreach/education, paid media, and enforcement within the STEP grants, SHEP grants, DTEP grants, and the statewide distracted driving grant. In FFY2024, Ohio will continue with projects to reduce distracted driving fatal and serious crashes.

Older Road User

The percentage of fatal and serious injury crashes that are mature driver related has decreased slightly over the last five years; however, the percentages of fatal and serious injury crashes that are mature and unbelted related, mature and speed related, and mature and motorcycle related have all increased. The percentage of serious injury crashes that are mature and pedestrian related has also increased.

Ohio will continue to focus efforts towards this age group with an emphasis on seat belts, speed, impaired driving, motorcycle, and distracted driving. Ohio will continue to work with new partners to focus on reducing the number of mature drivers involved in fatal crashes.

Pedestrian Safety

Pedestrian fatalities continue to increase in Ohio; however, pedestrian related/distracted related fatal and serious injury crashes are decreasing. Pedestrian related/alcohol related fatal and serious injury crashes are also decreasing. Ohio will continue to narrow down to see exactly where pedestrian fatalities are occurring to determine projects that will have a statewide impact. In the meantime, Ohio will continue to fund local projects (Safe Communities) that have pedestrian fatality problems based on local problem identification. Ohio continues to address pedestrian issues through the SHSP.

Bicycle Safety

Bicycle fatalities continue to fluctuate in Ohio; preliminary 2022 state data shows a large reduction in fatalities with the five-year average being about normal. Similarly, bicycle related and youth related fatal crashes decreased and serious injury crashes increased. Ohio will continue to narrow down to see exactly where bicycle fatalities are occurring to determine projects that will have a statewide impact. In the meantime, Ohio will continue to fund local projects (Safe Communities) that have bicycle fatality problems based on local problem identification. Ohio continues to address bicycle issues through the SHSP.

Link between Problem ID and Countermeasures

Projects funded under the Police Traffic Services section will be required to address all traffic related behaviors (based on problem identification), either in their community, county, or statewide based on problem identification. The problems listed above will be addressed through enforcement.

Countermeasures

Countermeasures That Work: A Highway Safety Countermeasure Guide for State Highway Safety Offices Tenth Edition, 2020

- Chapter 1. Alcohol and Drug Impaired Driving
 - 2. Deterrence: Enforcement
 - 2.1 Publicized Sobriety Checkpoints – 5 stars
 - 2.2 High Visibility Saturation Patrols – 4 stars
 - 2.5 Integrated Enforcement – 3 stars
 - 7. Drug-Impaired Driving
 - 7.1 Enforcement of Drug-Impaired Driving – 3 stars
- Chapter 2. Seat Belts and Child Restraints
 - 2. Seat Belt Law Enforcement
 - 2.1 Short-term, High Visibility seat Belt Law Enforcement – 5 stars
 - 5. Child Restraint/Booster Seat Law Enforcement
 - 5.1 Short High-Visibility CR Law Enforcement – 5 stars
- Chapter 3. Speeding and Speed Management
 - 2. Enforcement
 - 2.2 High-Visibility Enforcement – 2 stars
- Chapter 4. Distracted Driving
 - 1. Laws and Enforcement
 - 1.3 High-Visibility Cell Phone/Text Messaging Enforcement – 5 stars
- Chapter 5. Motorcycle Safety
 - 2. Alcohol Impairment
 - 2.1 Alcohol-Impaired Motorcyclists: Detection, Enforcement, and Sanctions – 3 stars
- Chapter 6. Young Drivers
 - 4. Traffic Law Enforcement
 - 4.1 Enforcement of GDL and Zero-Tolerance Laws – 3 stars
- Chapter 7. Older Drivers
 - 3. Traffic Law Enforcement
 - 3.1 Law Enforcement Roles – 3 stars
- Chapter 8. Pedestrian Safety
 - 4. All Pedestrians
 - 4.2 Reduce and Enforce Speed Limits – 3 stars
 - 4.4 Enforcement Strategies – 3 stars

High-Visibility Enforcement for speed received two stars; however, in other campaigns that follow the HVE Model, the high-visibility enforcement countermeasure received higher ratings. Ohio will use the model (earned media [education/outreach], paid media, enforcement, and evaluation) that is used for other enforcement campaigns to reduce speed-related fatal and serious crashes. Automated Speed Enforcement (countermeasure 2.1), received five stars. In the description Countermeasures that Work state that automated enforcement should be used to support traditional enforcement efforts or be deployed in locations where enforcement is unsafe or impractical. Per Ohio Revised Code Section 4511.093 Traffic law photo-monitoring devices, a local authority can use a traffic law photo-

monitoring device ONLY if a law enforcement officer is present at the location of the device and personally witnesses a traffic law violation to issue the ticket. Ohio must rely on traditional enforcement to combat increasing speed-related fatalities.

Performance Targets

Projects under OTSO's Police Traffic Services program targets the C1, C2, C3, C4, C5, C6, C7, C9, C10, C11, O1, O2, O3, O4, O5, and B1 performance measures providing training for law enforcement and enforcement of all traffic related violations.

Estimated Three-year Funding

\$15,625,000 – Section 402

Funding Considerations

Based on OTSO's problem identification and on Uniform Guidelines for State Highway Safety Programs: Highway Safety Program Guideline No. 3, No. 8, No. 13, No. 14, No. 15, No. 19, and No. 20, Ohio is implementing countermeasures listed above. These countermeasures address the law enforcement component (enforcement and training) of all the listed guidelines. Additional enforcement projects and communication programs are listed under the specific behavior program area (Distracted, Impaired, Occupant Protection, Speed, etc.). Additional considerations will be given to sociodemographic data, location, affected/potentially affected communities, and partnerships.

Program is in accordance with 23 U.S.C. 402(a)(2) under the following sections: (A)(i); (ii); (iii); (iv); and (vi).

Preventing Roadside Deaths

Problem

Section 405 Preventing Roadside Deaths grants are awarded to states that adopt and implement effective programs to prevent death and injury from crashes involving motor vehicles striking other vehicles and individuals stopped at the roadside. Ohio's roadside deaths have remained relatively consistent between 2017 and 2021, with the 2021 numbers showing a 2.27 percent decrease from 2017. Roadside Death crashes are approximately 3.33 percent of all fatal crashes in Ohio between 2017 and 2021.

Link between Problem ID and Countermeasures

Roadside death data will continue to be analyzed to determine exact messaging to use for earned media, educational materials and social media message for communication and outreach.

Countermeasures

OTSO will implement a public education campaign to increase awareness and dangers of roadside deaths. OTSO plans to expand its Move Over program to add additional earned media/educational materials to educate the public and increase social media messaging. OTSO is also exploring other programs to implement with this funding.

Performance Targets

Projects under OTSO's Preventing Roadside Deaths program target the C1, C2, C3, and O-6 performance measures by reducing roadside crashes.

Estimated Three-year Funding

\$450,000 – Section 405(h)

Funding Considerations

Based on problem identification, projects that help reduce roadside deaths will be given priority. Additional consideration will be given to sociodemographic data, location, affected/potentially affected communities, and partnerships.

Program is in accordance with Title 23 Chapter III Part 1300 Subpart C 1300.27 (e)(1), (2), (3), (4), and (5).

Roadway Safety

Problem

Fatality

Fatalities decreased 5.83 percent from 1,354 in 2021 to 1,275 in 2022.

Comparing the traffic fatalities of male and female drivers, the number of traffic fatalities involving males are on average 69.6 percent of traffic fatalities. Traffic fatalities involving males has increased 22.69 percent while the number of traffic fatalities involving females has increased 12.05 percent over a five-year period (2018 - 2022).

The number of traffic fatalities by age across all categories has increased 19.38 percent over the last five years (2018 - 2022). Fatalities under 21 has increased 14.84 percent, fatalities 21 to 24 increased 10 percent, fatalities 25 to 44 increased 28.61 percent, fatalities 45 to 64 increased 9.72 percent, and fatalities 65 and over increased 26.63 percent.

Comparing traffic fatalities by vehicle type, the categories of passenger cars and light trucks have the highest number of traffic fatalities over the five-year period (2018 - 2022).

The number of rural and urban fatalities have increased 4.80 and 15.09 percent, respectively, over the last five years. Fatalities in rural areas increased 37.58 percent and fatalities in urban areas increased 8.10 percent.

Serious Injury

Ohio is showing a decrease of 0.68 percent in serious injuries over the last five years and a 4.37 percent decrease from 7,916 in 2021 to 7,570 in 2022.

Impaired Driving

Ohio's fatalities with a BAC of 0.08 and higher have steadily increased each year since 2018. Alcohol-related and drug-related fatal crashes have also steadily increased yearly. Some of the increases in drug-related crashes could be attributed to advanced training and advances in testing for drugs. Due to the increase, Ohio has moved from a low-rate state to a mid-range state. Ohio will be starting an Impaired Driving Task Force in FFY2023 to discuss

additional countermeasures and strategies Ohio can implement to reverse this trend. A formal action plan will be developed by August 2024.

Occupant Protection

Ohio's observed seat belt usage rate decreased from 84.1 percent in 2021 to 80.8 percent in 2022. Unrestrained fatalities have increased 19.77 percent since 2018. Over 72 percent of unrestrained driver fatalities are in the 25 – 44 and 45 – 64 age groups and over 70 percent of unrestrained occupants were in the same age groups. Over 80 percent of unrestrained drivers and over 73 percent of unrestrained occupants were male. The percent of total fatal crashes and total serious injury crashes that are unrestrained related have increased 6.91 percent and 20.77 percent since 2018. The percent of unrestrained and alcohol related fatal and serious injury crashes has increased 26.91 percent and 7.60 percent. There has been a slight decrease (0.79 percent) in the percent of unrestrained and speed related fatal crashes, but the percent of serious injury crashes has increased 10.47 percent.

Ohio is currently looking into specifically addressing seat belts with the groups that are continually a low seat belt user, young drivers, males, African Americans, and pick-up truck drivers (rural). While specific messaging will differ between the groups, Ohio will continue to use the model (earned media [education/outreach], paid media, enforcement, and evaluation) to increase the observed seat belt usage rate among identified target audiences and to reduce the number of unrestrained fatalities.

Speed

Speed-related fatalities have increased 35.74 percent from 2018 to 2022. The percent of total fatal crashes and total serious injury crashes that are speed related has increased since 2018. Between 2018 – 2022, 64.40 percent of speed fatalities occurred in the 25 – 44 and 45 – 64 age groups. Over 72 percent were male and preliminary 2022 data shows the number of urban speed fatalities is higher than the rural speed fatalities.

The percentage of fatal crashes that are speed and alcohol related has increased since 2018 and the percentage of speed and alcohol related serious injury crashes have decreased. The percent of fatal and serious injury crashes that are speed and motorcycle related have increased since 2018.

Ohio will continue to use the model (earned media [education/outreach], paid media, enforcement, and evaluation) based on problem identification to reduce the number of speed related fatalities, fatal crashes, and serious injury crashes.

Motorcycle Safety

The number of motorcycle fatalities has increased 47.59 percent over the last five years. The number of un-helmeted motorcycle fatalities has increased 64.21 percent over the last five years. The percent of total fatal crashes and total serious injury crashes that are motorcycle related have increased since 2018. Over 75 percent of motorcycle fatalities are in the 25 – 44 and 45 – 64 age groups. Over 87 percent are male and slightly more than 56 percent occur in urban areas.

Ohio will continue to use the model (earned media [education/outreach], paid media, enforcement, and evaluation) to focus its efforts to reduce motorcyclist fatalities, increase

helmet use, increase driver awareness of motorcyclists on the roadway, reduce motorcycle related fatal and serious injury crashes.

Youthful Driver

The number of drivers aged 20 or younger involved in fatal crashes has increased 15.75 percent over the last five years. The percent of total fatal crashes that are youthful driver related (ages 15 ½ - 24) has increased since 2018; however, the percent of total serious injury crashes that are youthful driver related (ages 15 ½ - 24) has decreased.

The percentage of fatal and serious injury crashes that are youth-related has decreased over the last 5 years; however, the percentages of fatal and serious injury crashes that are youth and unbelted related, youth and speed related, and youth and motorcycle related have all increased.

Ohio will continue to focus efforts towards this age group with an emphasis on seat belts, speed, impaired driving, motorcycle, and distracted driving. Ohio will continue to work with new partners to focus on reducing the number of youthful drivers involved in fatal crashes.

Distracted Driving

Although the number of distracted driving fatal and serious injury crashes have decreased since 2018, distracted driving remains a concern in Ohio. A recent law has changed distracted driving from a secondary offense to a primary offense.

Over 53 percent of distracted driving fatalities are in the 25 – 44 and 45 – 64 age groups; over 62 percent are male; and over 52 percent occur in urban areas.

Ohio has continued to improve the collection of distracted driving related data and evaluate programming. Ohio continues to spend a small portion of the budget on distracted driving including earned media, outreach/education, paid media, and enforcement within the STEP grants, SHEP grants, DTEP grants, and the statewide distracted driving grant. In FFY2024, Ohio will continue with projects to reduce distracted driving fatal and serious crashes.

Older Road User

The percentage of fatal and serious injury crashes that are mature driver related has decreased slightly over the last five years; however, the percentages of fatal and serious injury crashes that are mature and unbelted related, mature and speed related, and mature and motorcycle related have all increased. The percentage of serious injury crashes that are mature and pedestrian related has also increased.

Ohio will continue to focus efforts towards this age group with an emphasis on seat belts, speed, impaired driving, motorcycle, and distracted driving. Ohio will continue to work with new partners to focus on reducing the number of mature drivers involved in fatal crashes.

Pedestrian Safety

Pedestrian fatalities continue to increase in Ohio; however, pedestrian related/distracted related fatal and serious injury crashes are decreasing. Pedestrian related/alcohol related fatal and serious injury crashes are also decreasing. Ohio will continue to narrow down to see exactly where pedestrian fatalities are occurring to determine projects that will have a statewide impact. In the meantime, Ohio will continue to fund local projects (Safe

Communities) that have pedestrian fatality problems based on local problem identification. Ohio continues to address pedestrian issues through the SHSP.

Bicycle Safety

Bicycle fatalities continue to fluctuate in Ohio; preliminary 2022 state data shows a large reduction in fatalities with the five-year average being about normal. Similarly, bicycle related and youth related fatal crashes decreased and serious injury crashes increased. Ohio will continue to narrow down to see exactly where bicycle fatalities are occurring to determine projects that will have a statewide impact. In the meantime, Ohio will continue to fund local projects (Safe Communities) that have bicycle fatality problems based on local problem identification. Ohio continues to address bicycle issues through the SHSP.

Link between Problem ID and Countermeasures

Projects funded under the Community Traffic Safety Program section will be required to address the traffic safety concerns (based on problem identification) with residents in their respective county or community. The problem listed above will be addressed through prevention, intervention, communications, outreach, and education.

Countermeasures

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- Chapter 1. Alcohol and Drug Impaired Driving
 - 5. Prevention, Intervention, Communications and Outreach
 - 5.2 Mass Media Campaigns – 3 stars
- Chapter 2. Seat Belts and Child Restraints
 - 3. Communications and Outreach
 - 3.1 Supporting Enforcement – 5 stars
 - 3.2 Strategies for Low-Belt-Use Groups – 4 stars
 - 6. Communications and Outreach
 - 6.1 Communications and Outreach Strategies for Older Children – 3 stars
- Chapter 3. Speeding and Speed Management
 - 4. Communications and Outreach
 - 4.1 Communications and Outreach Supporting Enforcement – 3 stars
- Chapter 4. Distracted Driving
 - 2. Communications and Outreach
 - 2.1 Communications and Outreach on Distracted Driving – 1 star
- Chapter 5. Motorcycle Safety
 - 2. Alcohol Impairment
 - 2.2 Alcohol-Impaired Motorcyclists: Communications and Outreach – 1 star
 - 4. Communications and Outreach
 - 4.1 Conspicuity and Protective Clothing – 1 star
 - 4.2 Motorist Awareness of Motorcyclists – 1 star
- Chapter 7. Older Drivers
 - 1. Communications and Outreach
 - 1.1 Formal Courses for Older Drivers – 2 stars
 - 1.2 General Communications and Education – 1 star
- Chapter 8. Pedestrians

- 3. Impaired Pedestrians
 - 3.1 Communications and Outreach Addressing Impaired Pedestrians – 2 Stars
- 4. All Pedestrians
 - 4.1 Pedestrian Safety Zones – 4 stars
- Chapter 9. Bicycle Safety
 - 1. Children
 - 1.3 Bicycle Safety Education for Children – 2 stars
 - 3. All Bicyclists
 - 3.1 Active Lighting and Rider Conspicuity – 3 stars
- Chapter 10. Drowsy Driving
 - 2. Communications and Outreach
 - 2.1 Communications and Outreach on Drowsy Driving – 1 star

Communications and Outreach on Distracted Driving, Alcohol-Impaired Motorcyclists, Conspicuity and Protective Clothing, Motorist Awareness of Motorcyclists, Older Drivers, and Drowsy Driving all received one star in Countermeasures that Work and Communications and Outreach addressing Impaired Pedestrians received two stars; however, Communications and Outreach have been rated between three and five stars for other traffic safety behavior areas including young drivers, seat belts, and speeding. Ohio funds county-wide Safe Community coalitions to address all traffic safety behaviors in their counties based on problem identification with communication, outreach, and education. The other one-star programs listed above are used in conjunction with other activities for a wholistic traffic safety program, not stand-alone activities. Ohio will continue to update materials available to all communities in Ohio including adding NHTSA’s heatstroke messaging and employer specific safety materials/programming for traffic safety.

Formal Courses for Older Drivers and Communications received 2 stars; however, Ohio is partnering with Central Ohio Area Agency on Aging to formalize and centralize an Ohio CarFit program. CarFit is a joint effort between the American Occupational Therapy Association (AOTA), the American Automobile Association (AAA), and the American Association of Retired Persons (AARP). The CarFit program educates senior drivers on the importance of the proper use of seat belts, proper adjustment of mirrors to minimize blind spots, proper foot positioning for the gas and brake pedals, and the dangers of sitting too close to the steering wheel in order to reduce traffic related fatalities and serious injuries. CarFit piloted their program in 10 cities in 2005 with over 300 participants. Checklists show that 37 percent of participants had at least one critical safety issue, approximately 20 percent did not have a line of sight at least three inches above the steering wheel, and ten percent were sitting too close to the steering wheel. Follow-up surveys with the participants showed that a majority made a change to improve the fit of their vehicle, the use of safety features, and/or their willingness to discuss their driving with family and/or a health care provider. Safe Community programs with an older population fatal traffic crash problem may participate in CarFit, assist with educational opportunities with older road users, and distribute educational materials.

Performance Targets

Projects under OTSO’s Roadway Safety program target the C1, C2, C3, C4, C5, C6, C7, C8, C9, C10, C11, O1, O2, O3, O4, O5, and B1 performance measures by training state, county, and local engineers on current methods to design roadways for all road users and educating

traffic safety partners on best practices to reduce traffic safety related fatalities and serious injuries in their communities.

Estimated Three-year Funding

\$500,000 – Section 402

Funding Considerations

Based on OTSO’s problem identification and on Uniform Guidelines for State Highway Safety Programs: Highway Safety Program Guideline No. 3, No. 4, No. 8, No. 13, No. 14, No. 15, No. 19, No. 20, and No. 21, Ohio is implementing the countermeasures listed above through partnerships to address the enforcement, communication, and outreach portion of the guidelines at a countywide/community level. OTSO is also addressing roadway design training for state, county, and local engineers to ensure engineers are trained on the most current design strategies aimed to improve roadway safety. Additional considerations will be given to sociodemographic data, location, affected/potentially affected communities, and partnerships.

Program is in accordance with 23 U.S.C. 402(a)(2) under the following sections: (C).

Speed Management

Problem

Speed

Speed-related fatalities have increased 35.74 percent from 2018 to 2022. The percent of total fatal crashes and total serious injury crashes that are speed related has increased since 2018. Between 2018 – 2022, 64.40 percent of speed fatalities occurred in the 25 – 44 and 45 – 64 age groups. Over 72 percent were male and preliminary 2022 data shows the number of urban speed fatalities is higher than the rural speed fatalities.

The percentage of fatal crashes that are speed and alcohol related has increased since 2018 and the percentage of speed and alcohol related serious injury crashes have decreased. The percent of fatal and serious injury crashes that are speed and motorcycle related have increased since 2018.

Ohio will continue to use the model (earned media [education/outreach], paid media, enforcement, and evaluation) based on problem identification to reduce the number of speed related fatalities, fatal crashes, and serious injury crashes.

Link between Problem ID and Countermeasures

Projects funded under the Speed Management section will be required to address speed with the residents in their respective county or community. The problem listed above will be addressed through enforcement, communications and outreach.

Countermeasures

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- Chapter 3. Speeding and Speed Management
 - 2. Enforcement
 - 2.2 High Visibility Enforcement – 2 stars
 - 4. Communications and Outreach
 - 4.1 Communications and Outreach Supporting Enforcement – 3 stars

High-Visibility Enforcement for speed received two stars; however, in other campaigns that follow the HVE Model, the high-visibility enforcement countermeasure received higher ratings. Ohio will use the model (earned media [education/outreach], paid media, enforcement, and evaluation) that is used for other enforcement campaigns to reduce speed-related fatal and serious crashes. Automated Speed Enforcement (countermeasure 2.1), received five stars. In the description Countermeasures that Work state that automated enforcement should be used to support traditional enforcement efforts or be deployed in locations where enforcement is unsafe or impractical. Per Ohio Revised Code Section 4511.093 Traffic law photo-monitoring devices, a local authority can use a traffic law photo-monitoring device ONLY if a law enforcement officer is present at the location of the device and personally witnesses a traffic law violation to issue the ticket. Ohio must rely on traditional enforcement to combat increasing speed-related fatalities.

Performance Targets

Projects under OTSO’s Speed Management program target the C1, C2, C3, and C6 performance measures by enforcing speed limits.

Estimated Three-year Funding

\$4,725,000 – Section 402

Funding Considerations

Based on OTSO’s problem identification and on Uniform Guidelines for State Highway Safety Programs: Highway Safety Program Guideline No. 19, Ohio is implementing countermeasures listed above. These countermeasures address the communication and enforcement components of the guideline. Additional considerations will be given to sociodemographic data, location, affected/potentially affected communities, and partnerships. Program is in accordance with 23 U.S.C. 402(a)(2) under the following sections: (A)(i).

Traffic Records

Problem

Section 405 State Traffic Safety Information System Improvements grants are awarded to states to develop and implement effective programs that improve the timeliness, accuracy, completeness, uniformity, integration, and accessibility of State safety data needed to identify priorities for Federal, State, and local highway and traffic safety programs; evaluate the effectiveness of such efforts; link State data systems, including traffic records and systems that contain medical, roadway, and economic data; improve the compatibility and interoperability of State data systems with national data systems and the data systems of other States, including the National EMS Information System; and enhance the agency’s

ability to observe and analyze national trends in crash occurrences, rates, outcomes, and circumstances.

Link between Problem ID and Countermeasures

The projects continue to address improvements from the 2021 Traffic Records Assessment and to improve accessibility, accuracy, completeness, integration, timeliness, and uniformity.

Countermeasures

- making data program improvements relating to quantifiable, measurable progress in the timeliness of data in a core highway safety database
- making data program improvements relating to quantifiable, measurable progress in the uniformity of data in a core highway safety database
- making data program improvements relating to quantifiable, measurable progress in the completeness of data in a core highway safety database
- making data program improvements relating to quantifiable, measurable progress in the accuracy of data in a core highway safety database
- making data program improvements relating to quantifiable, measurable progress in the accessibility of data in a core highway safety database
- making data program improvements relating to quantifiable, measurable progress in the integration of data between one or more core highway safety databases

Ohio's Traffic Records committee grant with the Ohio State Highway Patrol, has several different projects. Each project's performance measures and current baseline is detailed in the Annual Grant Application.

Performance Targets

OTSO's Traffic Records projects indirectly tie to all performance targets by improving our databases to ensure the most current, complete, and accurate traffic safety data is available for problem identification.

Estimated Three-year Funding

\$15,000,000 – Section 405(c)

Funding Considerations

Consideration for funding will be given to projects that address timeliness, uniformity, completeness, accuracy, accessibility, and/or integration of one or more core highway safety databases.

Program is in accordance with Title 23 Chapter III Part 1300 Subpart C 1300.22 (d)(1), (2), (3), (4), (5), (6), (7), (8), and (9).

Youthful Driver Safety Program

Problem

Youthful Driver

The number of drivers aged 20 or younger involved in fatal crashes has increased 15.75 percent over the last five years. The percent of total fatal crashes that are youthful driver

related (ages 15 ½ - 24) has increased since 2018; however, the percent of total serious injury crashes that are youthful driver related (ages 15 ½ - 24) has decreased.

The percentage of fatal and serious injury crashes that are youth-related has decreased over the last 5 years; however, the percentage of fatal and serious injury crashes that are youth and unbelted related, youth and speed related, and youth and motorcycle related have all increased.

Ohio will continue to focus efforts towards this age group with an emphasis on seat belts, speed, impaired driving, motorcycle, and distracted driving. Ohio will continue to work with new partners to focus on reducing the number of youthful drivers involved in fatal crashes.

Link between Problem ID and Countermeasures

Projects funded under the Youthful Driver Safety Program section will be required to address youthful driver related traffic safety behaviors with the residents in their respective county/community or statewide. The problems listed above will be addressed through enforcement, prevention, intervention, communications, education and outreach.

Countermeasures

Countermeasures That Work: A Highway Safety Countermeasure Guide for State Highway Safety Offices Tenth Edition, 2020

- Chapter 1. Alcohol and Drug Impaired Driving
 - 5. Prevention, Intervention, Communications and Outreach
 - 5.2 Mass Media Campaigns – 3 stars
 - 5.4 Alternative Transportation – 3 stars
 - 6. Underage Drinking and Drinking and Driving
 - 6.3 Alcohol Vendor Compliance Checks – 3 stars
 - 6.5 Youth Programs – 2 stars
- Chapter 2. Seat Belts and Child Restraints
 - 3. Communications and Outreach
 - 3.1 Supporting Enforcement – 5 stars
 - 3.2 Strategies for Low-Belt-Use Groups – 4 stars
 - 6. Communications and Outreach
 - 6.1 Strategies for Older Children – 3 stars
- Chapter 3. Speeding and Speed Management
 - 4. Communications and Outreach
 - 4.1 Communications and Outreach Supporting Enforcement – 3 stars
- Chapter 4. Distracted Driving
 - 2. Communications and Outreach
 - 2.1 Communications and Outreach on Distracted Driving – 1 star
- Chapter 6. Young Drivers
 - 2. Driver Education
 - 2.1 Pre-Licensure Driver Education – 2 stars
 - 3. Parents
 - 3.1 Parent Roles in Teaching and Managing Young Drivers – 2 stars
 - 3.2 Electronic Technology for Parental Monitoring – 3 stars

Youth Programs addressing underage drinking and drinking and driving received two stars; however, in Countermeasures that Work, it states that there have been some positive research findings, but the rest is inconclusive. It also states that students are most influenced by their parents' behavior, but they are also influenced by their peers. According to a study in 1995 by Leaf & Preusser, six schools with strong SADD programs located in Arizona, Ohio, and Wisconsin were matched with similar schools without programs. The results showed that students in schools with SADD programs were more likely to be opposed to drinking and driving and self-reported drinking and driving was slightly lower. Ohio is working with student groups across the state to introduce peer-to-peer education on traffic safety. These efforts include a focus on impaired driving. Ohio is currently working with SADD and Family, Community, and Career Leaders of America (FCCLA). SADD and FCCLA chapters are not in every school so OTSO is looking to partner with additional student groups in the upcoming years.

Communications and Outreach on Distracted Driving received one star; however, Mass Media Campaigns for Alcohol and Drug Impaired Driving and Communications and Outreach for Speeding received three stars. Ohio will use the model (earned media [education/outreach], paid media, enforcement, and evaluation) that is used for other enforcement campaigns.

Pre-Licensure Driver Education received two stars. Ohio has partnered with Children's Hospital of Philadelphia to analyze post-licensure crash data between drivers that received pre-licensure driver education and those that did not. According to this study, "Licensing Examination and Crash Outcomes Post Licensure in Young Drivers", drivers younger than 18 who were subjected to both Graduated Driver Licensing (GDL) and driver education, had lower crash rates in the first year after receiving their license than those that were not subject to GDL and driver education.

Parent Roles in Teaching and Managing Young Drivers received two stars; however, as stated above, students are most influenced by their parents' behavior. OTSO intends to involve parents during the GDL and driver education phase to increase positive influence on the young driver.

Performance Targets

Project under OTSO's Youthful Driver program target the C1, C2, C3, C4, C5, C6, C7, C8, C9, C10, C11, O1, O2, O3, O4, O5, and B1 performance measures by improving youthful driver's behaviors behind the wheel.

Estimated Three-year Funding

\$4,300,000 – Section 402

\$1,775,000 – Section 405(d)

Funding Considerations

Based on OTSO's problem identification and on Uniform Guidelines for State Highway Safety Programs: Highway Safety Program Guidelines No. 4, No. 8, No. 14, No. 19 and No. 20, Ohio is implementing the countermeasures listed above. These countermeasures address driver education and training, prevention, multidisciplinary involvement, communication and outreach, diverse populations and school components of the mentioned guidelines.

Additional funding considerations will be given to sociodemographic data, location, affected/potentially affected communities, and partnerships.

Program is in accordance with 23 U.S.C. 402(a)(2) under the following sections: (A)(i); (ii); (iii); (vi); (viii); (B)(i); (C) and Title 23 Chapter III Part 1300 Subpart C 1300.23 (j)(vi).

Performance Report

Performance Measure:	Target Period	Target Year(s)	Target Value FY23 HSP	Data Source*/ FY23 Progress Results*	On Track to Meet FY23 Target YES/NO/In-Progress
C-1) Total Traffic Fatalities	5-year	2019-2023	1,150	FARS/State 2018-2022 average is 1,216	No
<p>The preliminary 2018-2022 average shows a 1.9% increase from the previous 5-year average. This would indicate that Ohio is not on track to meet their goal set for the 2023 HSP based on the linear forecast of the last 5 years of data (using the preliminary 2022 data), the projected 5-year traffic fatality average is 1,252 for 2019-2023. With the current upward trend in the 5-year rolling average, Ohio will need to see a decrease in traffic fatalities rate to begin to see a downward trend in the average.</p> <p>Due to the increases in yearly traffic fatalities, Ohio drilled deeper into the data for the triennial HSP to target overrepresented and traditionally underserved communities. In addition, Ohio took a deeper look at the data to identify fatalities by age, sex, vehicle type, and urban/rural to identify more countermeasure strategies for additional targeted audiences. The additional countermeasures will help reduce fatalities.</p>					
C-2) Serious Injuries in Traffic Crashes	5-year	2019-2023	7,496	State 2018-2022 average is 7,580	Yes
<p>The preliminary 2018-2022 average shows a 3.0% decrease from the previous 5-year average. This would indicate that Ohio is going to meet the goal set for the 2023 HSP. Based on the linear forecast of the last 5 years of data (using the preliminary 2022 data), the projected 5-year serious injury average is 7,264 for 2019-2023. With the current downward trend in the 5-year rolling average, Ohio should be able to meet future goals set for the HSP.</p> <p>Even though Ohio's serious injuries are decreasing, the countermeasure strategies selected for additional targeted audiences to reduce traffic fatalities will help reduce serious injuries even more.</p>					
C-3a) Fatalities/VMT	5-year	2019-2023	1.04	FARS/State 2018-2022 average is 1.10	No
<p>The preliminary 2018-2022 average shows a 3.4% increase from the previous 5-year average. This would indicate that Ohio is not on track to meet their goal set for the 2023 HSP. Based on the linear forecast of the last 5 years of data (using the preliminary 2022 data), the projected 5-year average fatality/VMT rate is 1.142 for 2019-2023 Ohio will need to see a continued decrease in the fatality/VMT rate in order to meet the state's goals.</p> <p>Due to the increases in yearly traffic fatalities, Ohio drilled deeper into the data for the triennial HSP to target overrepresented and traditionally underserved communities. In addition, Ohio took a deeper look at the data to identify fatalities by age, sex, vehicle type, and urban/rural to identify more countermeasure strategies for additional targeted audiences. The additional countermeasures will help reduce fatalities/VMT.</p>					
C-3b) Rural Fatalities/VMT	5-year	2019-2023	1.378	FARS/State 2018-2022 average is 1.543	No
<p>The preliminary 2018-2022 average shows a 6.5% increase from the previous 5-year average. With the preliminary 2018-2022 5-year rolling average of 1.543, this would indicate that Ohio is not on track to meet their goal set for the 2023 HSP. Based on the linear forecast of the last 5 years of data (using the preliminary 2022 data), the projected 5-year average rural fatality/VMT rate is 1.536 for 2019-2023. Ohio is seeing an upward trend in the 5-year rolling average. Ohio will need to see a continued decrease the annual rural fatality/VMT rate, to meet future goals.</p> <p>Due to the increases in yearly traffic fatalities, Ohio drilled deeper into the data for the triennial HSP to target overrepresented and traditionally underserved communities. In addition, Ohio took a deeper look at the data to identify fatalities by age, sex, vehicle type, and urban/rural to identify more countermeasure strategies for additional targeted audiences. The additional countermeasures will help reduce rural fatalities/VMT.</p>					

C-3c) Urban Fatalities/VMT	5-year	2019-2023	0.826	FARS/State 2018-2022 average is 0.864	No
<p>The preliminary 2018-2022 average shows a 2.2% increase from the previous 5-year average. This would indicate that Ohio is not on track to meet their goal set for the 2023 HSP. Based on the linear forecast of the last 5 years of data (using the preliminary 2022 data), the projected 5-year average urban fatality/VMT rate is expected to increase to 0.919 for 2019-2023. With this increasing trend, Ohio will need to begin to see a decrease in the fatality/VMT rate to see a switch from an increasing trend in the 5-year rolling average to a decreasing trend.</p> <p>Due to the increases in yearly traffic fatalities, Ohio drilled deeper into the data for the triennial HSP to target overrepresented and traditionally underserved communities. In addition, Ohio took a deeper look at the data to identify fatalities by age, sex, vehicle type, and urban/rural to identify more countermeasure strategies for additional targeted audiences. The additional countermeasures will help reduce urban fatalities/VMT.</p>					
C-4) Unrestrained Passenger Vehicle Occupant Fatalities	5-year	2019-2023	370	FARS/State 2018-2022 average is 393	No
<p>The preliminary 2018-2022 average shows a 2.3% increase from the previous 5-year average (2017-2021). Based on the linear forecast for the last 5 years of data (using the preliminary 2022 data), the projected 5-year unrestrained fatality average is 398 for 2019-2023. With this increasing trend, Ohio will need to begin to see a decrease in the unrestrained passenger vehicle occupant fatalities rate to see a switch from an increasing trend in the 5-year rolling average to a decreasing trend.</p> <p>Due to the increases in yearly traffic fatalities, Ohio drilled deeper into the data for the triennial HSP to target overrepresented and traditionally underserved communities. In addition, Ohio took a deeper look at the data to identify fatalities by age, sex, vehicle type, and urban/rural to identify more countermeasure strategies for additional targeted audiences. The additional countermeasures will help reduce unrestrained fatalities.</p>					
C-5) Alcohol-Impaired Driving Fatalities	5-year	2019-2023	339	FARS/State 2018-2022 average is 386	No
<p>The preliminary 2018-2022 average shows a 2.5% decrease from the 2017-2021 5-year average. Based on the linear forecast for the last 5 years of data (using the preliminary 2022 data), the projected 5-year alcohol-impaired driving fatality average is 420 for 2019-2023. With this increasing trend, Ohio will need to begin to see a decrease in the alcohol-impaired driving fatalities rate to see a switch from an increasing trend in the 5-year rolling average to a decreasing trend.</p> <p>Due to the increases in yearly traffic fatalities, Ohio drilled deeper into the data for the triennial HSP to target overrepresented and traditionally underserved communities. In addition, Ohio took a deeper look at the data to identify fatalities by age, sex, vehicle type, and urban/rural to identify more countermeasure strategies for additional targeted audiences. The additional countermeasures will help reduce alcohol-impaired driving fatalities.</p>					
C-6) Speeding-Related Fatalities	5-year	2019-2023	315	FARS/State 2018-2022 average is 338	No
<p>The preliminary 2018-2022 average shows 9.4% increase from the previous 5-year average. Also, Ohio has seen an annual increase in the number of speed related fatalities since 2017. This would indicate that Ohio is not on track to meet the 2023 HSP goal. Based on the linear forecast for the last 5 years of data (using the preliminary 2022 data), the projected 5-year speed related fatality average is 355 for 2019-2023. With this upward trend, Ohio will need to see a decrease in the annual number of speeding related fatalities to see a decrease in speed related fatalities.</p> <p>Due to the increases in yearly traffic fatalities, Ohio drilled deeper into the data for the triennial HSP to target overrepresented and traditionally underserved communities. In addition, Ohio took a deeper look at the data to identify fatalities by age, sex, vehicle type, and urban/rural to identify more countermeasure strategies for additional targeted audiences. The additional countermeasures will help reduce speeding-related fatalities.</p>					
C-7) Motorcyclist Fatalities	5-year	2019-2023	173	FARS/State 2018-2022 average is 192	No
<p>The preliminary 2018-2022 average shows a 6.6% increase from the previous 5-year average. Also, Ohio has seen an annual increase in the number of motorcyclist fatalities since 2017. This would indicate that Ohio is not on track to meet the 2023 HSP goal. Based on the linear forecast for the last 5 years of data (using the preliminary 2022 data), the projected 5-year</p>					

motorcyclist fatality average is 198 for 2019-2023. With this upward trend, Ohio will need to see a decrease in the annual number of motorcyclist fatalities to see a decrease in motorcyclist related fatalities.

Due to the increases in yearly traffic fatalities, Ohio drilled deeper into the data for the triennial HSP to target overrepresented and traditionally underserved communities. In addition, Ohio took a deeper look at the data to identify fatalities by age, sex, vehicle type, and urban/rural to identify more countermeasure strategies for additional targeted audiences. The additional countermeasures will help reduce motorcyclist fatalities.

C-8) Un-helmeted Motorcyclist Fatalities	5-year	2019-2023	119	FARS/State 2018-2022 average is 131	No
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The preliminary 2018-2022 average shows a 4.8% increase from the previous 5-year average. Based on the linear forecast for the last 5 years of data (using the preliminary 2022 data), the projected 5-year un-helmeted motorcyclist fatality average is 136 for 2019-2023. With this upward trend, Ohio will need to see a decrease in the annual number of un-helmeted motorcyclist fatalities to meet their objectives.

Due to the increases in yearly traffic fatalities, Ohio drilled deeper into the data for the triennial HSP to target overrepresented and traditionally underserved communities. In addition, Ohio took a deeper look at the data to identify fatalities by age, sex, vehicle type, and urban/rural to identify more countermeasure strategies for additional targeted audiences. The additional countermeasures will help reduce un-helmeted motorcyclist fatalities.

C-9) Drivers Age 20 or Younger Involved in Fatal Crashes	5-year	2019-2023	132	FARS/State 2018-2022 average is 137	Yes
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The preliminary 2018-2022 average shows a 2.1% decrease from the 2017-2021 5-year average. Based on the linear forecast for the last 5 years of data (using the preliminary 2022 data), the projected 5-year average of drivers 20 or younger involved in a fatal crash is 135 for 2019-2023. If Ohio continues to reduce the number of fatal crashes involving a driver 20 years old or younger in 2023, they will meet their objectives.

Due to the increases in yearly traffic fatalities, Ohio drilled deeper into the data for the triennial HSP to target overrepresented and traditionally underserved communities. In addition, Ohio took a deeper look at the data to identify fatalities by age, sex, vehicle type, and urban/rural to identify more countermeasure strategies for additional targeted audiences. The additional countermeasures will help reduce youthful driver fatalities.

C-10) Pedestrian Fatalities	5-year	2019-2023	143	FARS/State 2018-2022 average is 150	No
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The preliminary 2018-2022 average shows a 4.2% increase from the 2017-2021 5-year average. Ohio has also seen an annual increase in the number of pedestrian fatalities since 2019. This indicates that Ohio will not meet the 2023 HSP goal. Based on the linear forecast of the last 5 years of data (using preliminary 2022 data), the projected pedestrian fatality average is 158 for 2019-2023. With this upward trend, Ohio will need to see a decrease in the annual number of pedestrian fatalities to meet their objectives.

Due to the increases in yearly traffic fatalities, Ohio drilled deeper into the data for the triennial HSP to target overrepresented and traditionally underserved communities. In addition, Ohio took a deeper look at the data to identify fatalities by age, sex, vehicle type, and urban/rural to identify more countermeasure strategies for additional targeted audiences. The additional countermeasures will help reduce pedestrian fatalities.

C-11) Bicyclist Fatalities	5-year	2019-2023	21	FARS/State 2018-2022 average is 21	Yes
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The Preliminary 2018-2022 average shows an 8.7% decrease from the previous 5-year average, suggesting that Ohio is on track to meet the 2023 HSP goal. Based on the linear forecast of the last 5 years of data (using preliminary 2022 data), the projected bicyclist fatality average is 23 for 2019-2023. With this slight downward trend, Ohio will continue to need a decrease in the number of bicyclist fatalities to meet future goals.

Due to the increases in yearly traffic fatalities, Ohio drilled deeper into the data for the triennial HSP to target overrepresented and traditionally underserved communities. In addition, Ohio took a deeper look at the data to identify fatalities by age, sex, vehicle type, and urban/rural to identify more countermeasure strategies for additional targeted audiences. The additional countermeasures will help reduce bicyclist fatalities.

B-1) Observed Seat Belt Use	Annual	2023	85.0	NHTSA Certified State Survey 80.8 percent for 2022	In Process
<p>Ohio is currently at 84.3 percent over the last five-year average. The 2023 observational survey is being conducted May – June 2023 and it is anticipated that Ohio will see an increase in seat belt use which means we may meet the goal.</p> <p>Due to the increases in yearly traffic fatalities, Ohio drilled deeper into the data for the triennial HSP to target overrepresented and traditionally underserved communities. In addition, Ohio took a deeper look at the data to identify fatalities by age, sex, vehicle type, and urban/rural to identify more countermeasure strategies for additional targeted audiences. The additional countermeasures will help increase observed seat belt use.</p>					
O-1) Distracted Driving Fatal Crashes	5-year	2019-2023	40	State 2018-2022 average is 38	Yes
<p>The preliminary 2018-2022 average shows a 7.3% decrease from the previous 5-year average. Based on the linear forecast of the last 5 years of data (using preliminary 2022 data), the projected distracted driving fatal crash average is 39 for 2019-2023. With this slight downward trend in the 5-year rolling average, Ohio may meet their objectives.</p> <p>Due to the increases in yearly traffic fatalities, Ohio drilled deeper into the data for the triennial HSP to target overrepresented and traditionally underserved communities. In addition, Ohio took a deeper look at the data to identify fatalities by age, sex, vehicle type, and urban/rural to identify more countermeasure strategies for additional targeted audiences. The additional countermeasures will help reduce distracted driving fatal crashes.</p>					
O-2) Distracted Driving Serious Injury Crashes	5-year	2019-2023	334	State 2018-2022 average is 318	Yes
<p>The preliminary 2018-2022 average shows a 5.9% decrease from the previous 5-year average. Ohio has seen a general decrease in the annual number of distracted driving fatal crashes since 2015. Based on this Ohio should be able to meet their goal for the 2023 HSP. Based on the linear forecast of the last 5 years of data (using preliminary 2022 data), the projected distracted driving serious injury crash average is 297 for 2019-2023. If Ohio continues to decrease the number of distracted driving serious injury crashes, they will continue to see a downward trend.</p> <p>Due to the increases in yearly traffic fatalities, Ohio drilled deeper into the data for the triennial HSP to target overrepresented and traditionally underserved communities. In addition, Ohio took a deeper look at the data to identify fatalities by age, sex, vehicle type, and urban/rural to identify more countermeasure strategies for additional targeted audiences. The additional countermeasures will help reduce distracted driving serious injury crashes.</p>					
O-3) Drugged Driving Fatal Crashes	5-year	2019-2023	323	State 2018-2022 average is 392	No
<p>The preliminary 2018-2022 average shows an 18.4% increase from the previous 5-year average. Ohio has also seen an annual increase in the number of drugged driving fatal crashes since 2017. Based on the linear forecast of the last 5 years of data (using preliminary 2022 data), the projected drugged driving fatal crash average is 429 for 2019-2023. With this increasing trend, Ohio will need to begin to see a decrease in the number of drugged driving fatal crashes to meet future goals.</p> <p>Due to the increases in yearly traffic fatalities, Ohio drilled deeper into the data for the triennial HSP to target overrepresented and traditionally underserved communities. In addition, Ohio took a deeper look at the data to identify fatalities by age, sex, vehicle type, and urban/rural to identify more countermeasure strategies for additional targeted audiences. The additional countermeasures will help reduce drugged driving fatal crashes.</p>					
O-4) Drugged Driving Serious Injury Crashes	5-year	2019-2023	403	State 2018-2022 average is 364	Yes
<p>The preliminary 2018-2022 average shows a 10.8% decrease from the previous 5-year average. Ohio has seen an annual decrease in the number of drugged driving serious injury crashes since 2017. Based on this, Ohio will be able to meet their goal for the 2023 HSP. Based on the linear forecast of the last 5 years of data (using preliminary 2022 data), the projected drugged driving serious injury crash average is 285 for 2019-2023. Ohio will need to continue to decrease the number of drugged driving serious injury crashes to continue to meet future goals.</p> <p>Due to the increases in yearly traffic fatalities, Ohio drilled deeper into the data for the triennial HSP to target overrepresented and traditionally underserved communities. In addition, Ohio took a deeper look at the data to identify fatalities by age, sex, vehicle type, and urban/rural to identify more countermeasure strategies for additional targeted audiences. The additional countermeasures will help reduce drugged driving serious injury crashes.</p>					

NOTE: FFY2023 HSP did not include a performance measure for O-5 or O-6. These are new for the FFY2024 – 2026 HSP, there is no progress to report.

Appendix A

Program Area	164	402	405b	405c	405d	405e	405f	405g	405h	405i
Community Traffic Safety		10,600,000								
Distracted Driving		1,650,000				1,950,000				
Driver and Officer Safety Ed.										600,000
Impaired Driving	6,800,000	11,250,000			15,500,000					
Motorcycle Safety		650,000					650,000			
Non-Motorized								2,100,000		
Occupant Protection		2,925,000	6,900,000							
Older Road Users		475,000								
Planning & Administration		9,600,000								
Police Traffic Services		15,625,000								
Preventing Roadside Deaths									450,000	
Roadway Safety		800,000								
Speed Management		4,725,000								
Traffic Records				15,000,000						
Youthful Driver		4,300,000				1,775,000				
Total Estimated Funding	6,800,000	62,600,000	6,900,000	15,000,000	17,275,000	1,980,000	650,000	2,100,000	450,000	600,000

Total 2024 – 2026 funding estimate: \$114,325,000