



SAFETY/SENSE

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Country Roads Take Us Home.

Roadway Fatalities, Rural Versus Urban. Pages 4-5



Message from Executive Director, Stacey Inglis

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Dear Members,

Sadly, only an hour into 2023 we had the first roadway fatality here in Delaware on I-495 near Edgemoor Road. The passenger was thrown from the vehicle. He went over a bridge and down a 50-foot embankment. Rescuers found him on railroad tracks where he was pronounced dead at the scene.

The fact that our first fatality was a passenger, brings into focus passenger safety. Wearing your seatbelt is not where passenger safety ends. ***National Passenger Safety Week*** is the week of January 22.

The National Road Safety Foundation launched ***National Passenger Safety Week*** and were joined by more than 50 other partners on a mission to empower passengers to speak up when in a car with an unsafe driver. Their hope is for passengers to exercise courage, advocate for themselves and to inform drivers of the necessity of focused and sober driving.

The NRSF believes that passengers need to play a more active role in their own safety and that passengers need to be empowered to speak up and have the courage to Intervene when their lives are threatened by an unsafe driver.

National Road Safety Foundation encourages passengers to take a **Courage to Intervene Promise**.

Be Safe,

Stacey





Fall Protection. Citations Rise Not Fall.

Looking back on 2022, OSHA continued to focus on a broad array of matters that should be of continuing concern in the construction industry. Notably, OSHA continues to point to the construction industry as accounting for more than half of all OSHA citations.

The actual breakdown of the most common causes of fatalities on construction sites was:

- *Falls to lower level: 351 (34.8%)*
- *Struck-by object: 153 (15.2%)*
- *Electrocutions: 53 (5.2%)*
- *Caught-in/between: 28 (2.7%)*

Violations of the fall protection standard (29 CFR §§ 1926.501-503) remain the most common citations. These violations account for approximately 25% of all citations and three times the number of any other group of violations. They also constitute an overwhelming number of the repeat and willful citations issued by the agency and four of the largest seven penalties issued so far this year.

To address fall protection hazards (and thus OSHA citations), contractors need to have a sufficient training program and ensure that workers are trained to understand and avoid the hazards of a fall.

Moreover, contractors should take steps to:

- ♦ *Cover floor holes*
- ♦ *Provide guardrails and toe boards around open-sided platforms*
- ♦ *Provide safety harnesses, nets and railings*

Ongoing training and education regarding a fall protection plan are just as necessary as the actual fall protection systems themselves. Simply making all workers and employers alike aware of the inherent risks and dangers in the construction site can go a long way in raising consciousness and interest around the topic of worksite safety and fall prevention.

These training courses can include class room instruction—especially for workers who regularly encounter fall hazards as a part of their daily work. In fall protection training, both employers and workers can learn invaluable skills and procedures for mitigating the risk of falls and thus fall-related injuries and deaths by extension.





Country Roads Take Us Home. Roadway Fatalities, Rural Versus Urban.

Almost half of all fatal crashes in the United States occur on rural roads — though only 19% of the U.S. population lives in rural areas. Every state has rural roads, and every state has citizens who die in crashes on those roads.

During the five-year period 2016-2020, 85,002 people lost their lives in rural road crashes. In fact, the risk of dying in a crash was 62% higher on a rural road than an urban road for the same trip length.

This September, the GHSTA and State Farm issued a report : *America's Rural Roads. Beautiful and Deadly*. This report takes a deep dive into rural road fatal crashes using Fatality Analysis Reporting System (FARS) data. The analysis examines where people crash on rural roads, who crashes and what

risky behaviors they are engaged in when they crash.

The high rate of crashes on rural roads are caused by a combination of factors, including lack of safety resources, simpler roadway infrastructure, poor emergency medical service and, to a significant extent, risky driver behaviors. Many fatal crashes happen on straight sections of road. Lack of seat belt use is the leading culprit; more than half (58%) of motor vehicle occupants killed in rural road crashes were unrestrained.

Other leading factors include the use of alcohol and other drugs, speeding and distraction. Fatal crashes that involve very high speeds tend to occur on rural roads rather than their urban counterparts — particularly speeds above 100 miles per hour.



The report also found that states with high maximum speed limits tend to have higher per capita rates of fatalities on rural roads than states with lower maximum speed limits.

Everyone is at risk on rural roads. Every age group, sex, race and ethnicity is represented in fatalities on these roadways. However, men are involved more than women (more than two to one), mirroring their overinvolvement in crashes of all types.

Young people are at particular risk on rural roads, and that risk does not dissipate when they turn 18 years old. Instead, they continue to crash and die on rural roads well into their twenties — and at exceptionally high rates, the highest of any age group. At the other end of the spectrum, adults 65 and older make up 19% of the rural population but account for 21% of rural road deaths.

The overrepresentation may seem small, but the graying of the U.S. rural population is reason for concern. Rural roads come with unique challenges — long distances, limited resources, culture. This report does not downplay the complexity of the barriers faced by rural communities. Instead, it offers concrete strategies to help the State Highway Safety Offices (SHSOs) that address behavioral highway safety issues work collaboratively with rural communities, local agencies, law enforcement and nontraditional safety partners to address rural road safety.

This report discusses proven countermeasures that have applicability to rural road safety. It also

presents promising practices that may spur novel ideas by innovative thinkers. Tactics for sharing resources and specialized training can help spread limited resources — funding, equipment and personnel — where they are most needed. Improvements to post-crash care can boost survival rates. And a broad menu of behavioral safety strategies can reduce risky behaviors.

Everyone is at risk on rural roads. Fortunately, every state can reduce that risk.

[Click here for full access GHSTA Report](#)

***DelDOT officials said
45 percent
of fatalities are
single-vehicle
accidents and
38 percent
of fatalities are due
to road or lane
departure.****



Source: Delaware Online November 29, 2022



The Need for Speed. Not So Fast!

History Corner

Since the days of the early automobile, there has been a debate about the freedom versus regulation in regards to speed limits. Some states, such as Montana and Nevada, have historically opposed restrictive speed limit laws and imposed minimal fines for noncompliance.

Connecticut was the first state to pass a speed limit law back in 1901. This law limited the legal speed of motor vehicles to 12 mph in cities and 15 mph on country roads. However, there were laws even before this that limited the speed of non-motorized vehicles. The colony of New Amsterdam (now New York) issued a law in 1652 stating that wagons, carts and sleighs cannot be run, rode or driven at a gallop. Violators faced a penalty that started at two pounds Flemish, which is about \$150 by today's standards. And in 1903, New York City introduced America's first comprehensive traffic code.

In 1995, the U.S. Congress handed speed limit laws back over to the individual states and allowed each state to decide its maximum speed to drive. Since then, 35 states increased their limits to 70 mph or higher.

The fastest road in America is a 40-mile stretch of a toll road between Austin and San Antonio that legally allows drivers to travel at 85 mph. Speed limits have shifted across America as cars have become faster and roads have become safer. Today, speed limits are complex, state-specific, and bound by law. The enforcement of speed limits and the politics that surrounds that enforcement are equally complex.

"People want to go fast," says Adrian Lund, President of the Insurance Institute for Highway Safety. "Cars are built to go fast and states increasingly want to raise their speed limits. Even if it means saving just two or three minutes during a trip, people want to go faster."

However, one thing has remained constant throughout the history of speed limits. Disobeying speed limit signs will always result in costly fines and an increased risk of accidents. To learn more about reducing points on your license from speeding ticket fines, check out our New York Online Defensive Driving Course and our other state-approved traffic school courses.





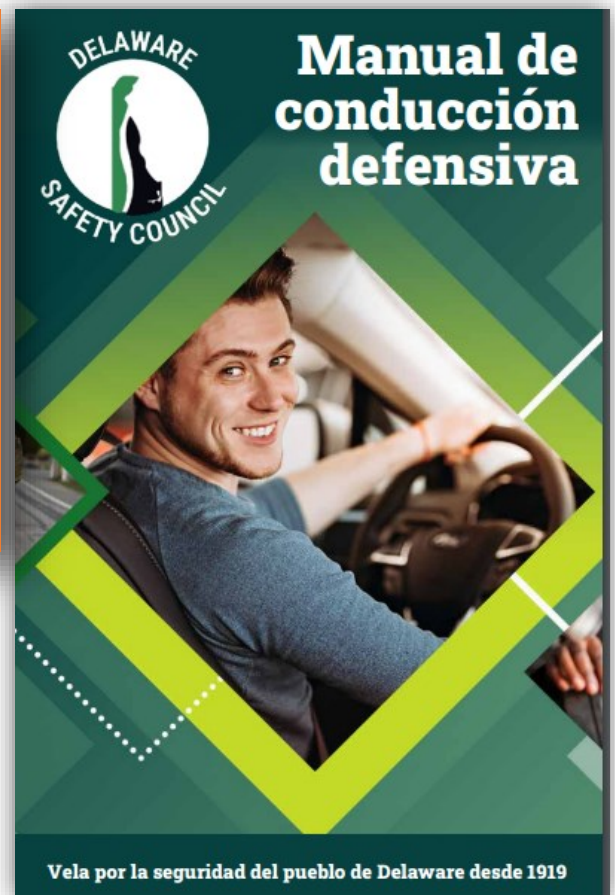
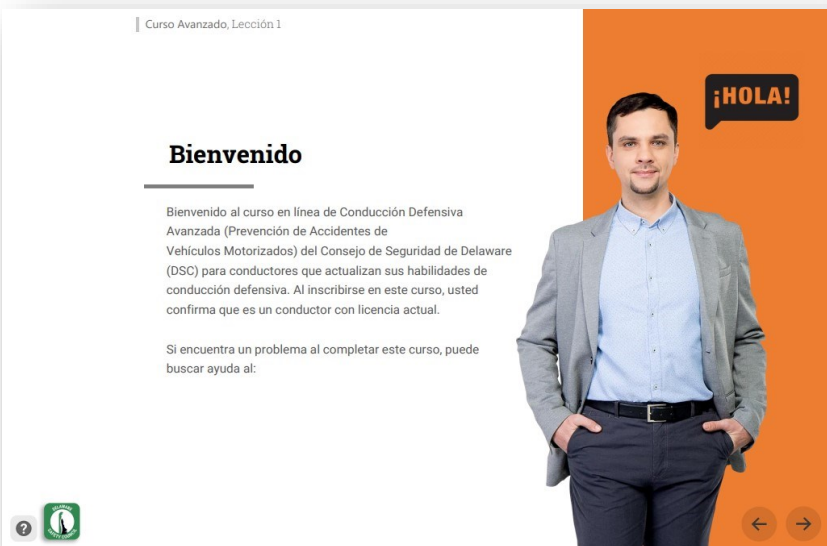
Se Lanza el Curso de Español en Línea!

Wednesday, January 4, 2023 Delaware Safety Council began offering its DMV-Approved, online Basic and Advanced Defensive Driving Classes in 100% Spanish language. DSC has worked with Leaders Insurance Group, LLC in Newport, DE to translate and organize these courses.

In addition to the online Spanish language offerings, two Spanish speaking instructors have been approved and certified by the Delaware DMV and we will begin scheduling in-person classes soon.

With Delaware public school enrollment being 18% Hispanic, Delaware Safety Council recognized a need to better represent this presently underserved community as it relates to safe driving classes.

[CLICK HERE](#)



ONLINE Basic and Advanced*

Introductory offer valid through March 31, 2023

~~\$24.99~~ \$19.99

*Valid for newly offered online Spanish language courses only.