



DELAWARE

2021-2025 Strategic Highway Safety Plan: Towards Zero Deaths



Delaware SHSP Briefing
Delaware Highway Safety Summit
April 17, 2024

Presented By:
Peter Haag, P.E., PTOE
Delaware Department of Transportation
Chief of Traffic Engineering



Excellence in Transportation **Every Trip.**

We strive to make every trip taken in Delaware safe, reliable and convenient for people and commerce.

Every Mode.

We provide safe choices for travelers in Delaware to access roads, rails, buses, airways, waterways, bike trails and walking paths.

Every Dollar.

We seek the best value for every dollar spent for the benefit of all.

Everyone.

We engage our customers and employees with respect and courtesy as we deliver our services.



Delaware Traffic Fatalities

2024 Delaware Traffic Fatalities as of 4/15/2024

	<u>2024</u>	<u>2023</u>		<u>2022</u>			
		Year-to-Date	Totals	Year-to-Date	Totals		
Fatalities	30	47	↓ -36%	137	42	↓ -29%	164
Delaware Residents	26	37	↓ -30%	110	32	↓ -19%	122
Person Types							
Vehicle Occupant	20	33	↓ -39%	89	29	↓ -31%	103
Pedestrian	6	9	↓ -33%	28	9	↓ -33%	32
Bicyclist	1	2	↓ -50%	5	1	0%	7
Motorcyclist	3	3	0%	15	3	0%	22
Crash Types							
Curve Related	3	8	↓ -63%	28	6	↓ -50%	19
Roadway Departure	11	23	↓ -52%	69	14	↓ -21%	55
Intersection Related	10	14	↓ -29%	37	14	↓ -29%	50
Median Crossover	0	3	↓ -100%	8	2	↓ -100%	8
Wrong Way	1	0	↑ N/A	1	2	↓ -50%	7
Work Zone	2	3	↓ -33%	9	0	↑ N/A	4



Presentation Overview

- SHSP Introduction
- SHSP Update Process
- 2021-2025 SHSP Goal and Objective
- 2021-2025 SHSP Emphasis Areas
- Strategy Implementation Status
- 2026-2030 SHSP Development





What is an SHSP?

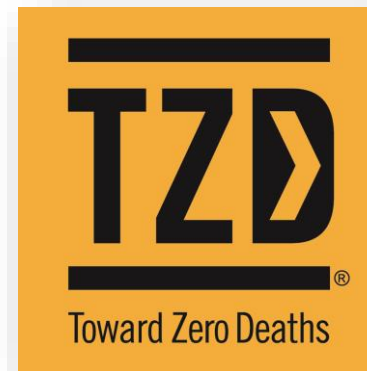
- Comprehensive, multi-year, **data driven** transportation safety plan with a goal of reducing highway **fatalities and serious injuries** on **all public roads**
- Establishes consistent statewide goals, objectives, emphasis areas, priorities, and countermeasures with stakeholders and other transportation plans
- Makes effective use of crash data to determines priorities
- Addresses **4 E's of Highway Safety**
 - Engineering
 - Education
 - Enforcement
 - Emergency Medical Services





SHSP History

- SAFETEA-LU, adopted in 2005, established requirements for each state to develop an SHSP
- Delaware implemented its first SHSP in 2006
- March 2015, the national Toward Zero Deaths vision was launched
 - Delaware adopted this vision in the 2015 SHSP update





2021-2025 SHSP Update Process

Plan Development...



Plan Implementation...





2021 – 2025 SHSP: Delaware SHSP Committee



STAKEHOLDER COMMITTEE

- City of Wilmington
- DART/DTC
- DE Department of Education
- DE Department of Health and Social Services
- DE Department of Justice
- DE Office of Highway Safety
- DE Office of Emergency Medical Services
- DE Police Chiefs' Council
- DE State Fire Chiefs' Association
- DE State Fire School
- Delaware State Police
- DeIDOT - Department of Motor Vehicles
- DeIDOT Planning
- DeIDOT Project Development
- DeIDOT Traffic
- DELJIS
- Dover/Kent County MPO
- DSP Truck Enforcement Unit
- FHWA
- FMCSA
- Kent County Department of Planning Services
- New Castle County Department of Land Use
- New Castle County PD
- NHTSA
- Salisbury/Wicomico MPO
- Sussex County
- UD T² / LTAP Center
- WILMAPCO



2021 – 2025 SHSP: Goal and Overall Objective

GOAL

The Delaware Strategic Highway Safety Plan: Towards Zero Deaths aims to eliminate fatalities and serious injuries on Delaware's roadways through a multi-agency approach that utilizes education, enforcement, engineering and emergency medical service strategies.

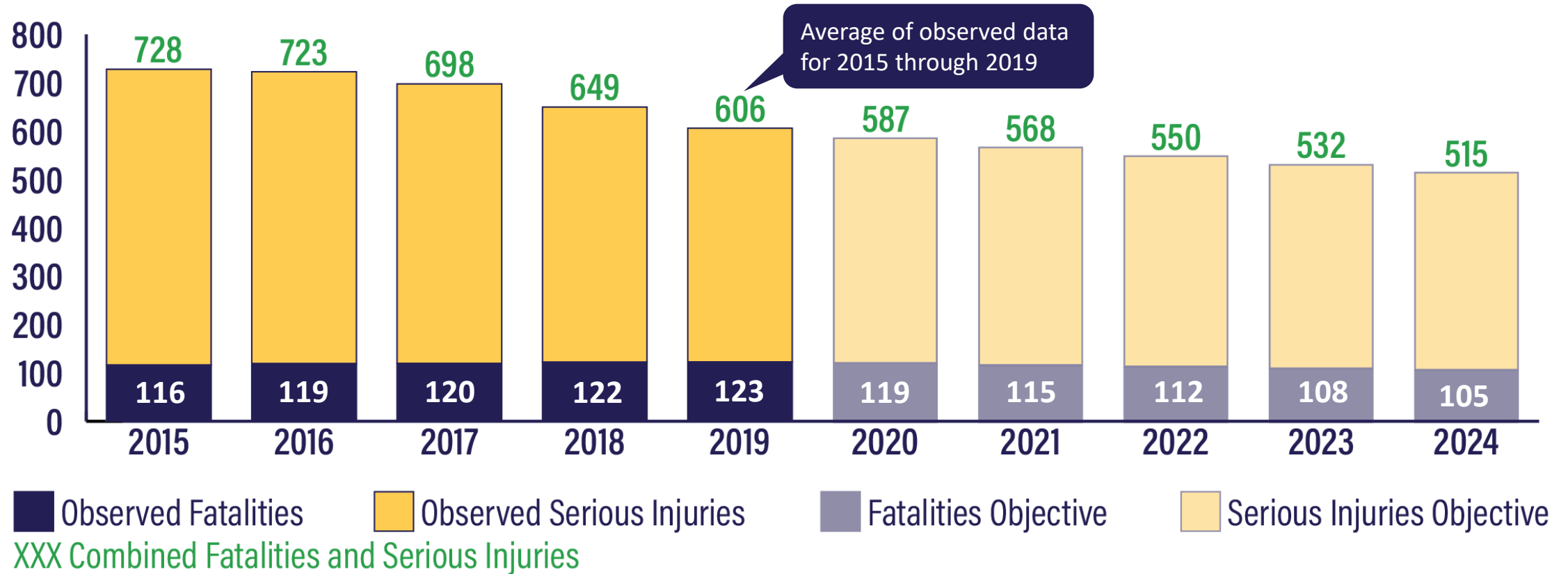
OVERALL OBJECTIVE

Delaware's 2021-2025 SHSP objective is to **reduce fatalities and serious injuries by 15% over the next five years** to ultimately reach the goal of zero fatalities and serious injuries on Delaware's roadways.



2021 – 2025 SHSP: Overall Objective

Statewide Fatalities and Serious Injuries (5-Year Rolling Averages)



- Five-year rolling average is the average of five, individual, consecutive points of data that provides a better understanding of the overall data over time without eliminating years with significant increases or decreases.



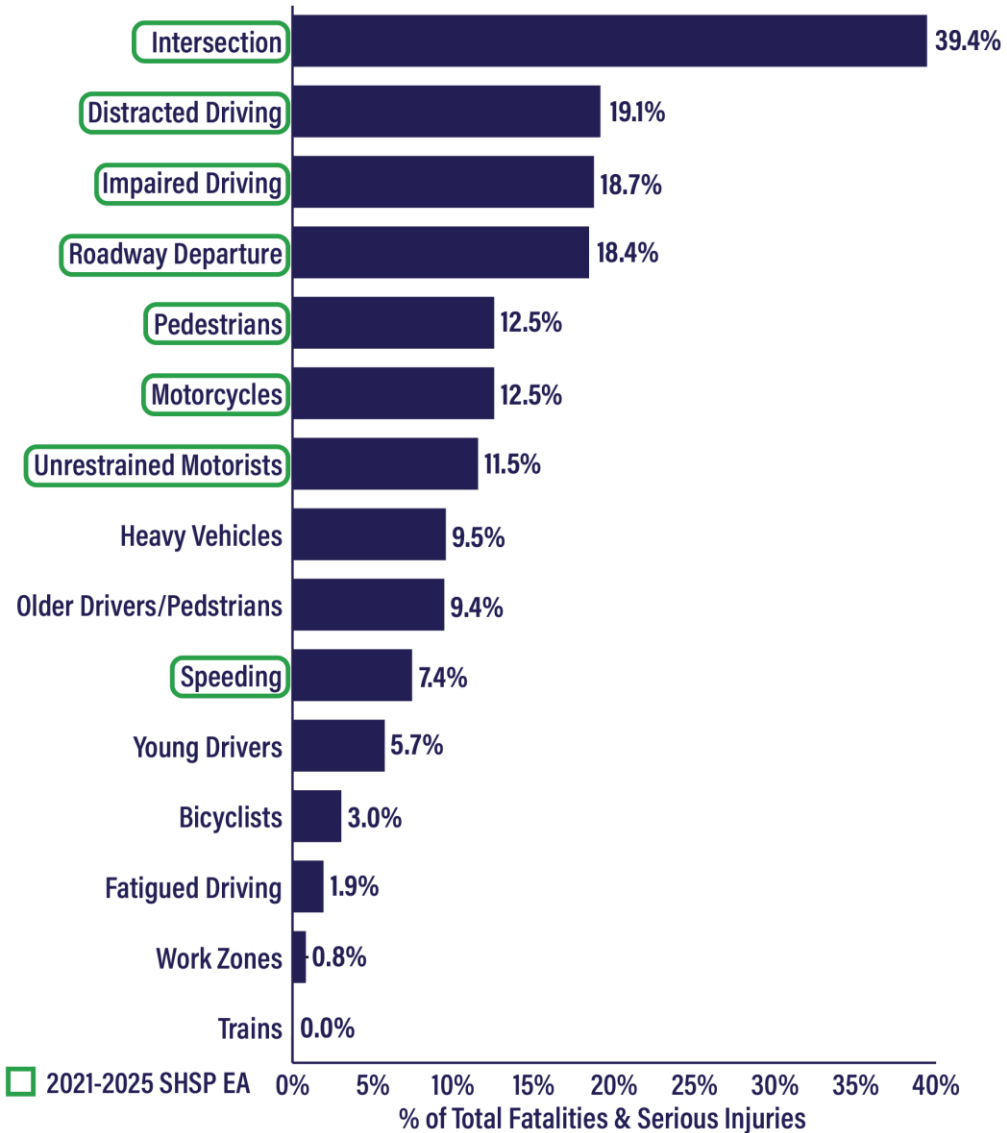
Development of Emphasis Areas

- Focus areas determined by crash characteristics or other data elements
 - Strategically direct safety resources to address the largest safety problems
 - Allows for a data driven approach for spending limited safety funds
- 22 potential emphasis areas for consideration by states





2021-2025 SHSP: Emphasis Areas



- Data-Driven EA's Account for
 - 94% of all fatalities
 - 85% of all serious injuries
- New EA: Distracted Driving

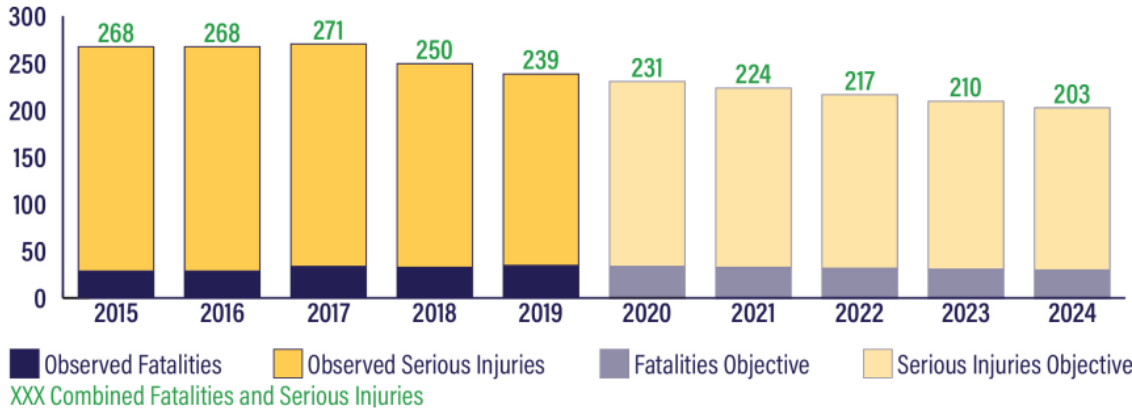
2021-2025 SHSP EMPHASIS AREAS

1. Intersections
2. Distracted Driving
3. Impaired Driving
4. Roadway Departure
5. Pedestrians
6. Motorcycles
7. Unrestrained Motorists
8. Speeding
9. Traffic Records

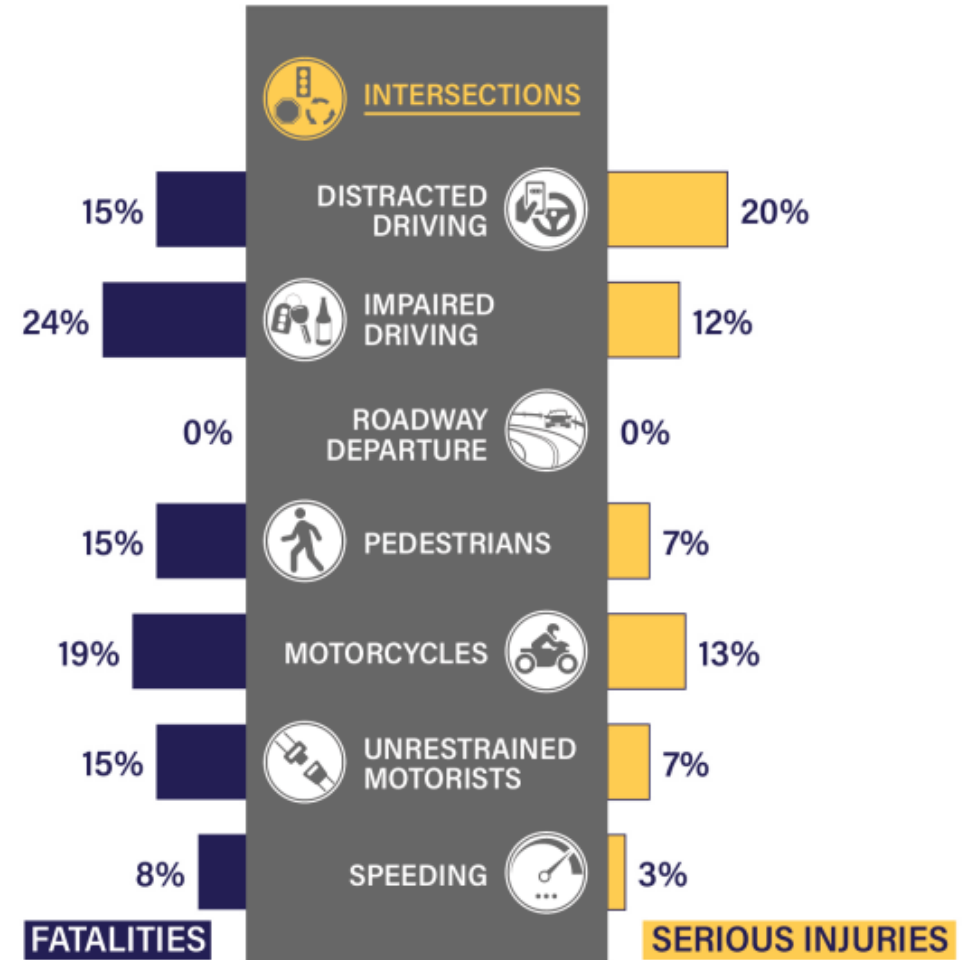


2021-2025 SHSP: Emphasis Area Example

Intersection Fatalities and Serious Injuries (5-Year Rolling Averages)



Intersection Emphasis Area Overlap with Other Emphasis Areas (2015-2019 Crashes)



2015 to 2019 Intersection Fatalities & Serious Injuries

- 74% occurred in urban areas
- 60% occurred between 1 PM and 10 PM
- 56% were male
- 53% were angle crashes
- 53% occurred in New Castle County
- 51% occurred at unsignalized intersections
- 47% occurred along divided roadways
- 36% occurred at unsignalized intersections along undivided roadways
- 35% occurred on principal arterial roadways
- 21% were 20 to 29 years old
- 13% occurred on wet/snowy/icy roadways
- 13% occurred during dark, unlit conditions





2021 – 2025 SHSP: Strategies and Actions

- Plan identified both strategies and actions
 - Best practices from FHWA, NHTSA, other states, etc.
 - Continuation of proven safety countermeasures
 - Core agency initiatives

Example Strategy/Action Sheet from 2021-2025 SHSP

Statewide Overall Strategies



Strategy 1: Implement statewide programs and policies that are aimed at improving funding, safety culture and agency practices in an effort to reduce fatalities and serious injuries.

- 1.1 Examine the feasibility of establishing a dedicated Highway Patrol.
- 1.2 Coordinate with municipalities to discuss the feasibility of developing Local Road Safety Plans.
- 1.3 Educate the public and legislators on various safety countermeasures, specific crash problems and transportation safety challenges.
- 1.4 Examine the feasibility of establishing a data-driven "Safety Corridor" program that provides for increased penalties for various moving violations targeted at driver behavioral improvements.



Strategy 2: Implement statewide programs and policies that provide for the development of infrastructure related to Connected and Autonomous Vehicles (CAV) and supports Cooperative Automated Transportation (CAT).

- 2.1 Begin implementing safety-related recommendations from the CAV Council to prepare for CAV in Delaware.
- 2.2 Review national strategies and best practices regarding CAV and CAT and begin implementation of those strategies that will have the most benefit on crash reduction and driver behavior improvements.
- 2.3 Research, and where appropriate, implement policies and/or adopt specifications for enhanced pavement markings to support the implementation of CAV.



Strategy 3: Improve linkages between land use and transportation to improve safety for all road users.

- 3.1 Support legislation that requires land use authorities to enter into agreements with DelDOT that link and comprehensively coordinate future land use and transportation decisions.



2021 – 2025 SHSP: Strategies and Actions

- Reduce the frequency and severity of intersection crashes through operational, geometric, and traffic control device improvements – *EA 1: Intersections*
- Strengthen impaired driving enforcement programs – *EA 3: Impaired Driving*
- Develop policies and guidelines to implement effective safety measures to reduce the frequency and severity of roadway departure crashes – *EA 4: Roadway Departure*
- Strengthen pedestrian safety laws and enforcement efforts – *EA 5: Pedestrians*
- Develop and distribute consistent public information messages to increase public awareness of the law and safety benefits related to seat belt usage and child-restraint systems – *EA 7: Unrestrained Motorists*



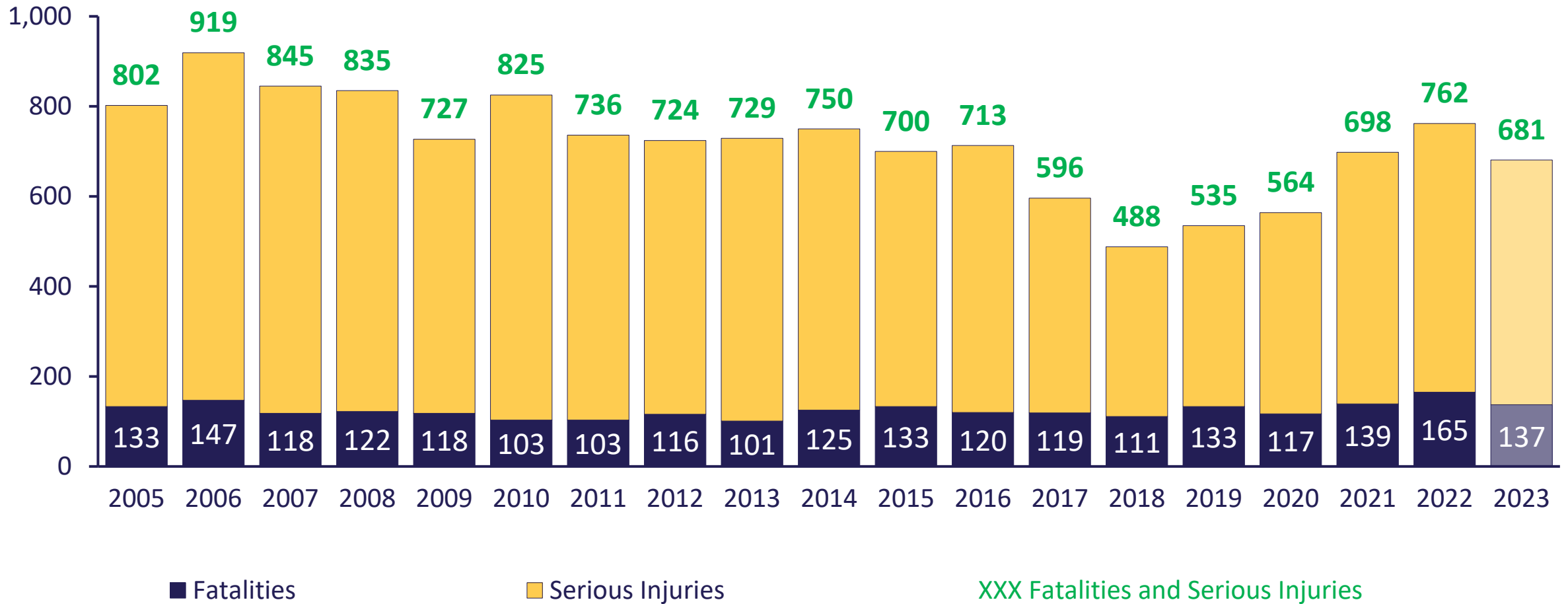
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Current Data Trends



Annual Delaware Traffic Fatalities & Serious Injuries

Annual Data



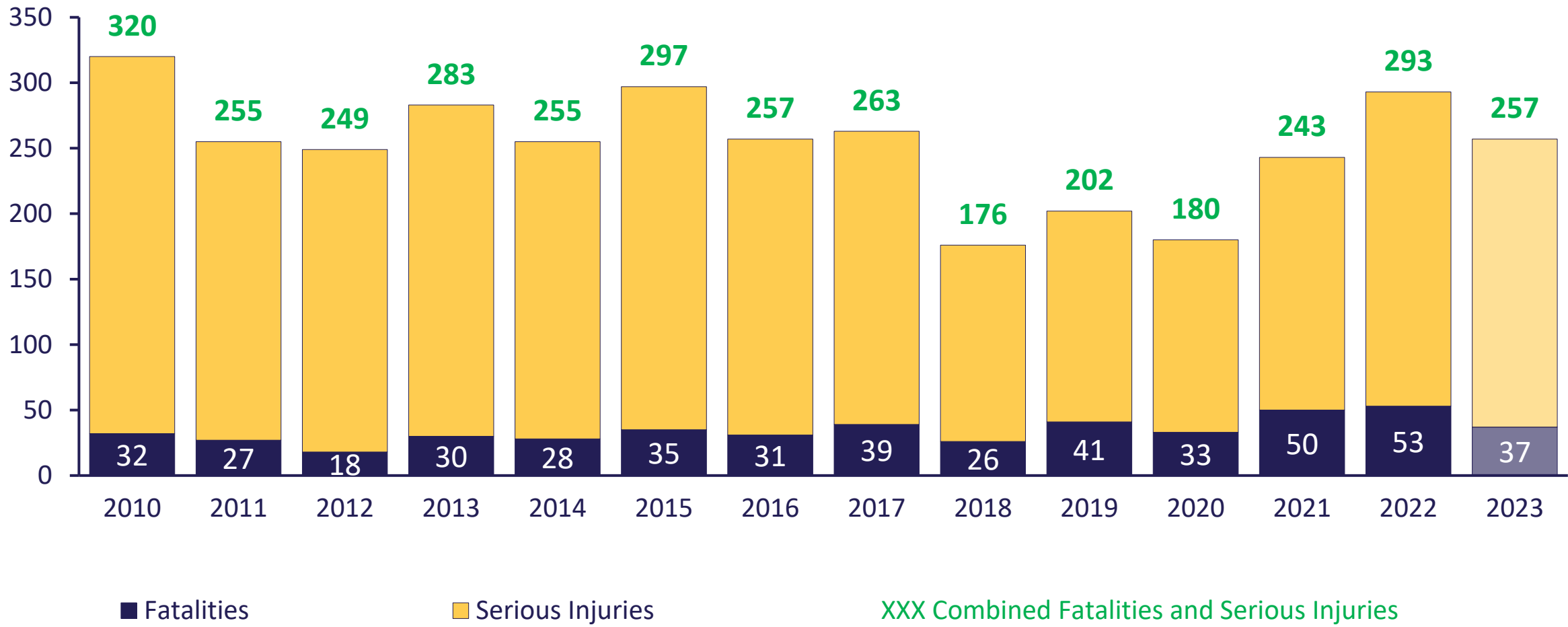
Note: 2023 data is preliminary. Data presented is from CARS, accessed 2/22/2024; however, total 2023 traffic fatalities are based on DeIDOT staff tracking data.



Annual Delaware Traffic Fatalities & Serious Injuries

EA 1: Intersections

Annual Data



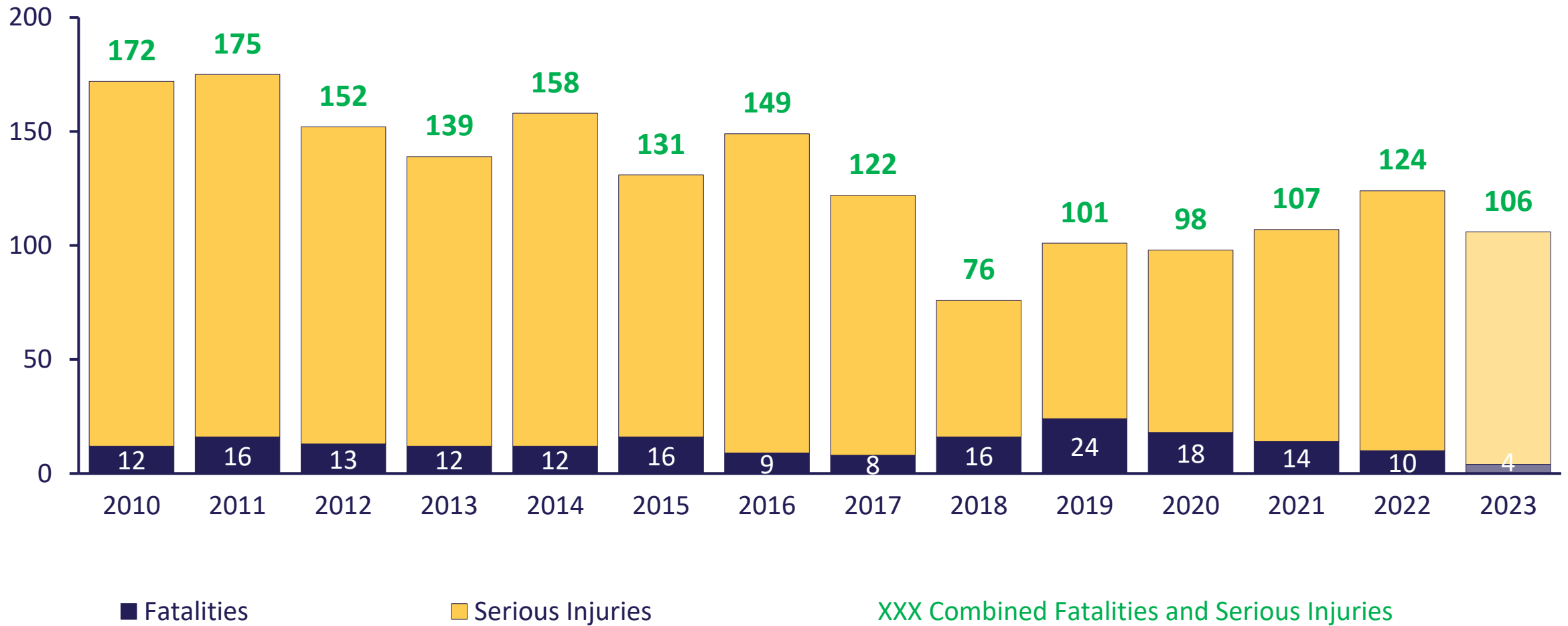
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Annual Delaware Traffic Fatalities & Serious Injuries

EA 2: Distracted Driving

Annual Data



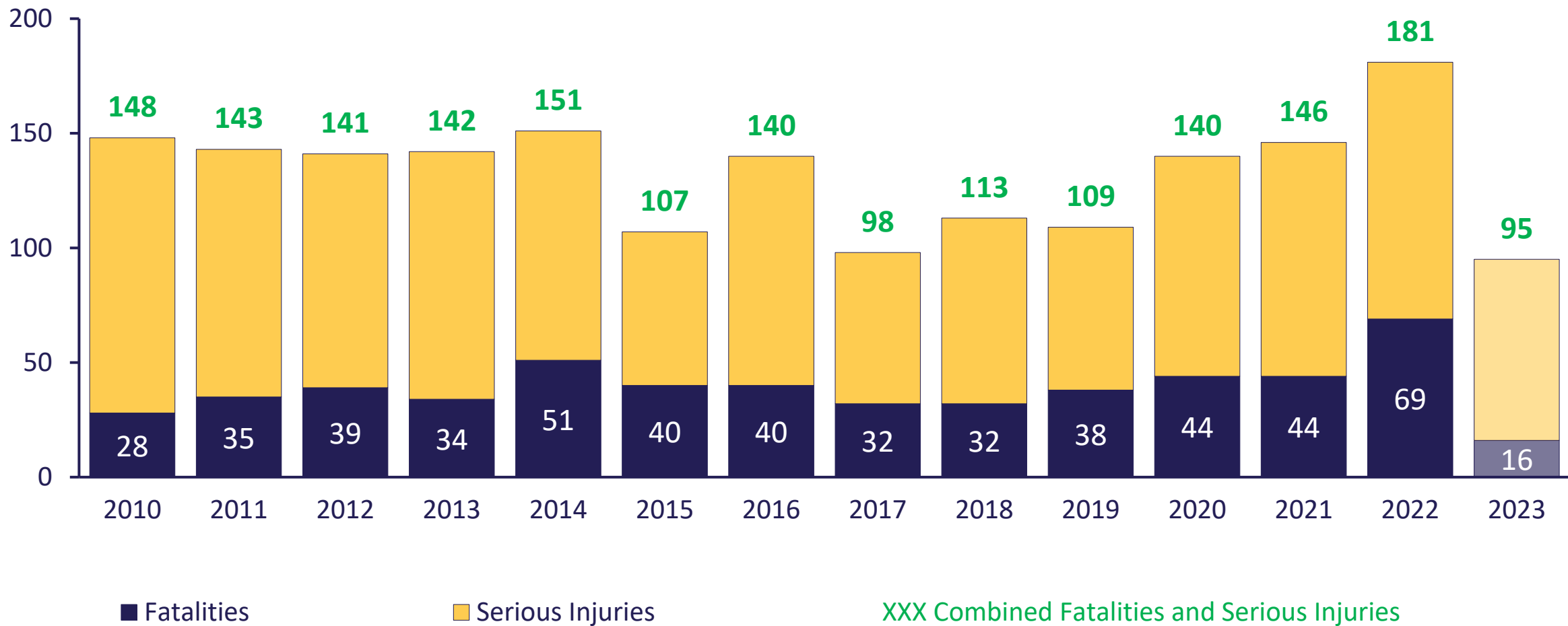
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Annual Delaware Traffic Fatalities & Serious Injuries

EA 3: Impaired Driving

Annual Data



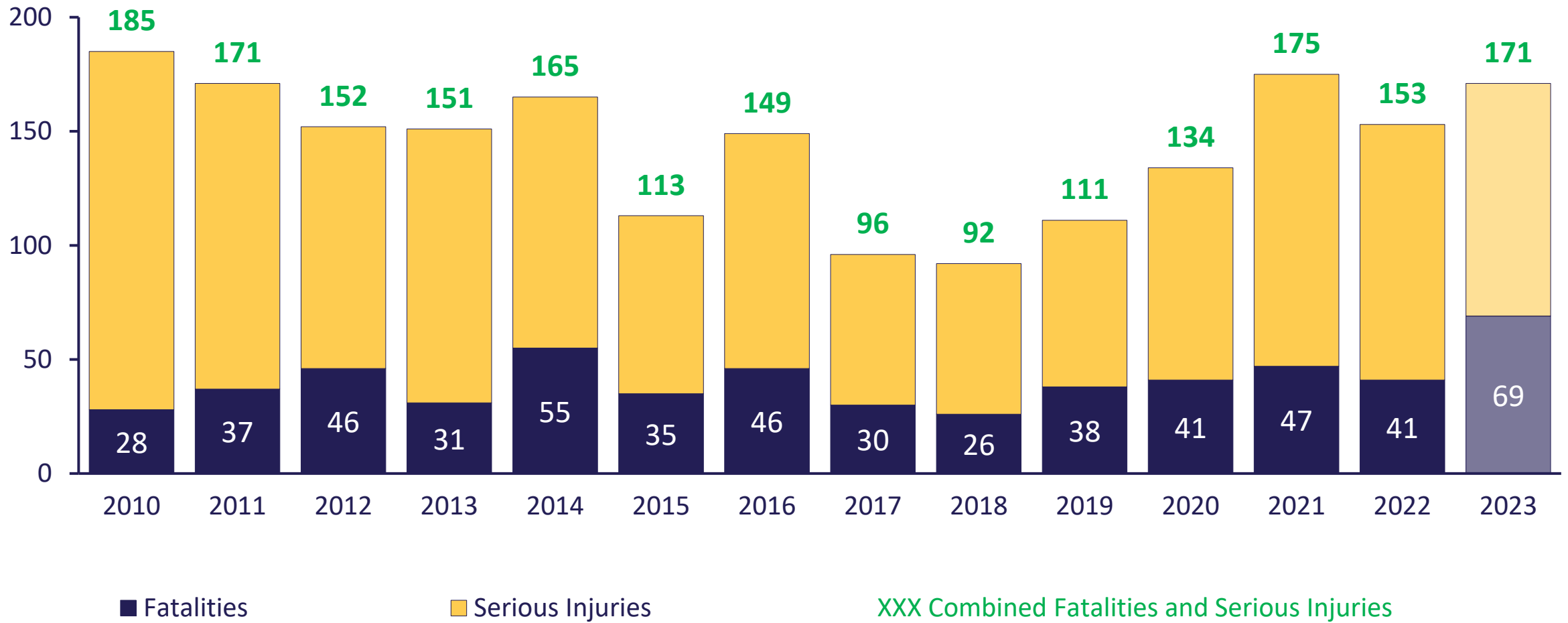
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Annual Delaware Traffic Fatalities & Serious Injuries

EA 4: Roadway Departure

Annual Data



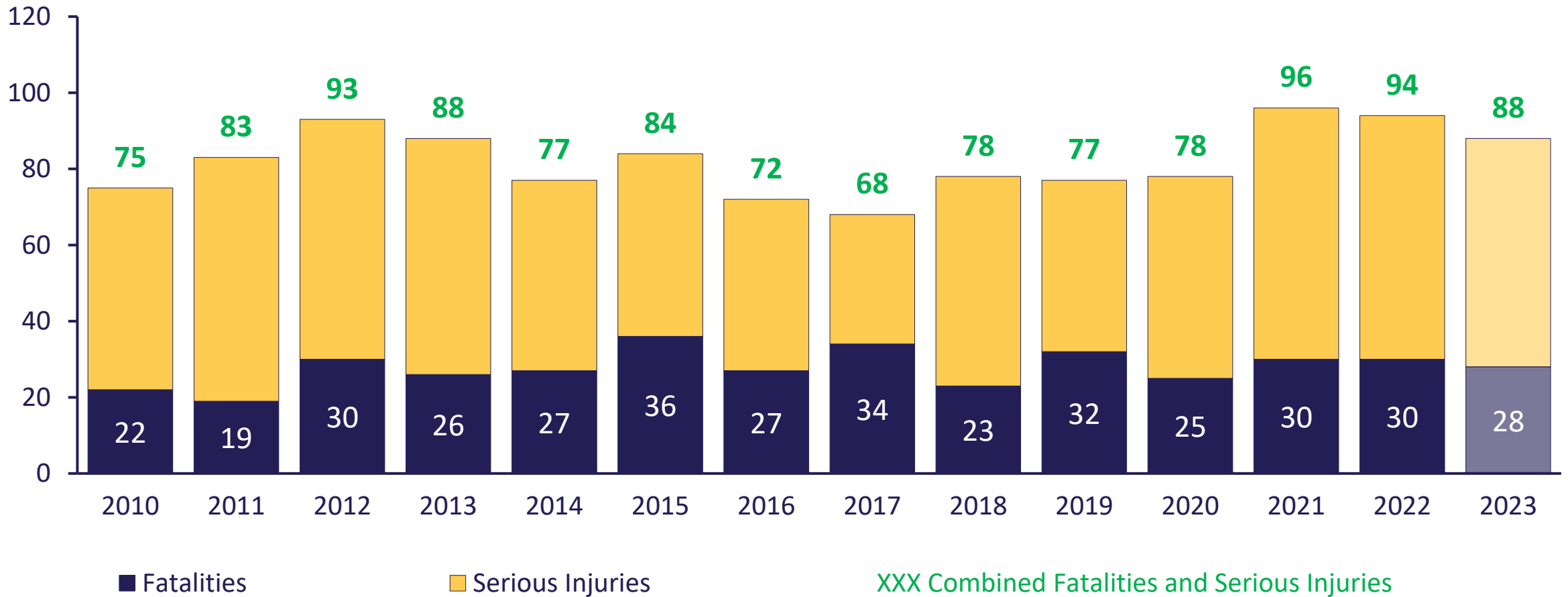
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Annual Delaware Traffic Fatalities & Serious Injuries

EA 5: Pedestrians

Annual Data



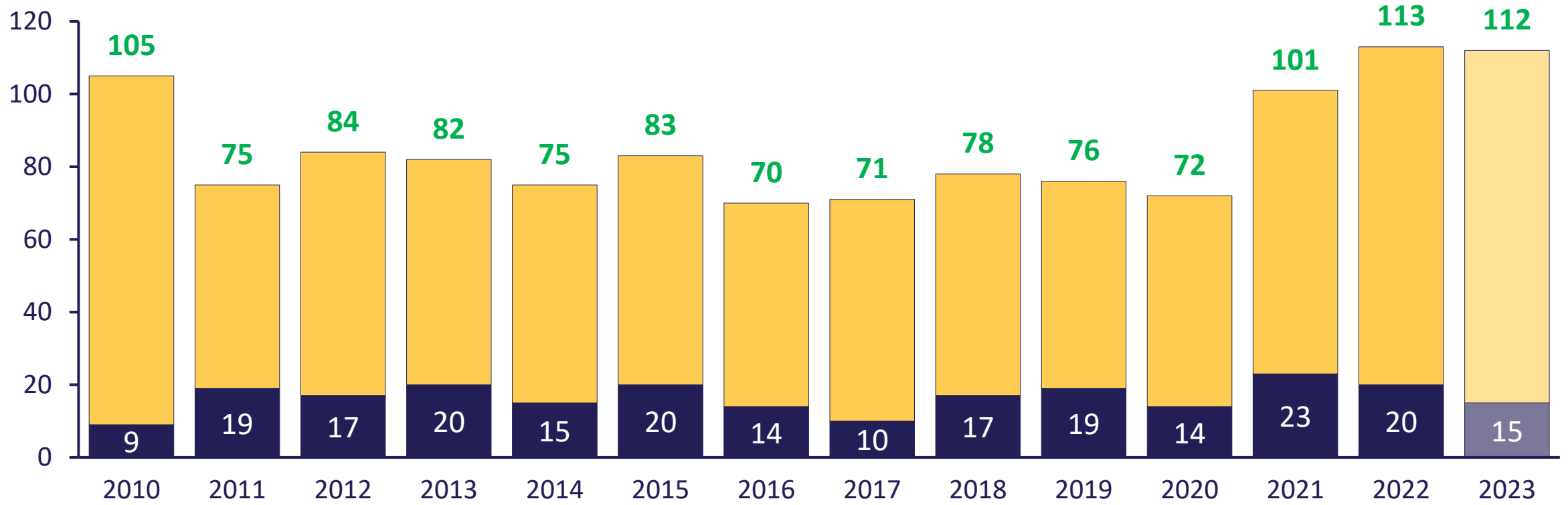
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Annual Delaware Traffic Fatalities & Serious Injuries

EA 6: Motorcycles

Annual Data



■ Fatalities

■ Serious Injuries

XXX Combined Fatalities and Serious Injuries

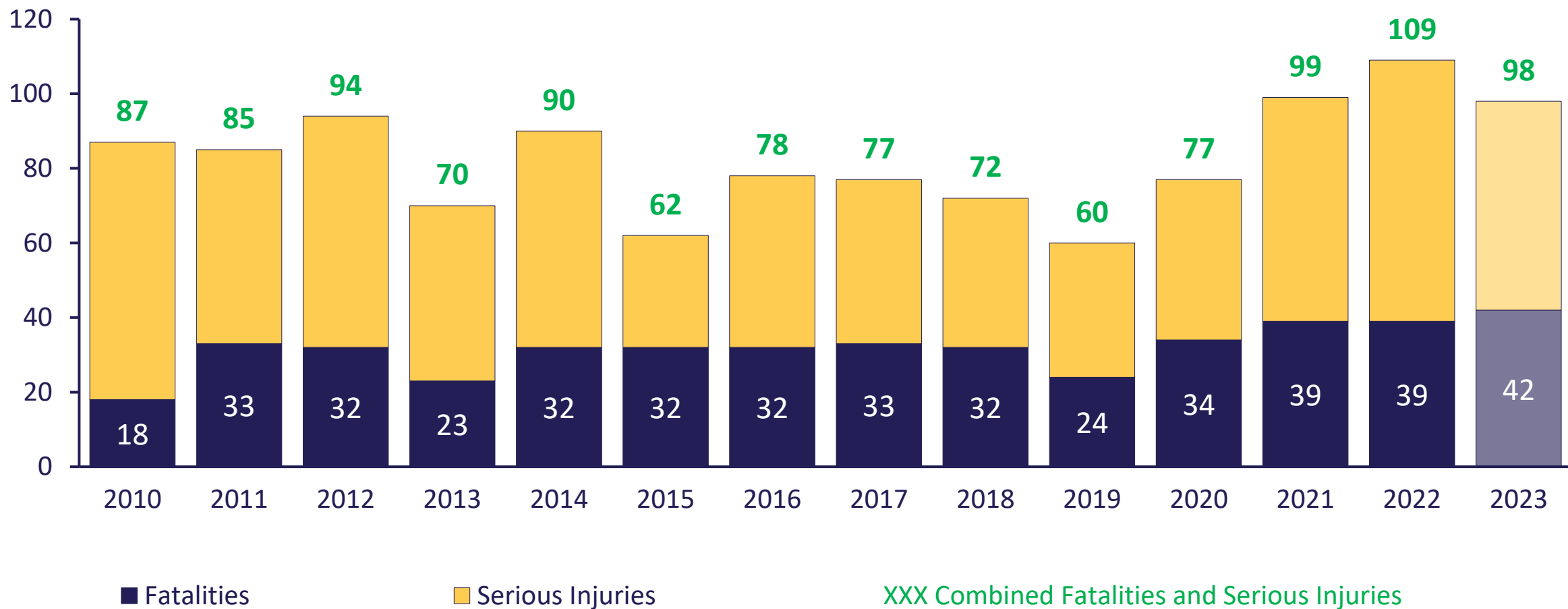
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Annual Delaware Traffic Fatalities & Serious Injuries

EA 7: Unrestrained Motorists

Annual Data



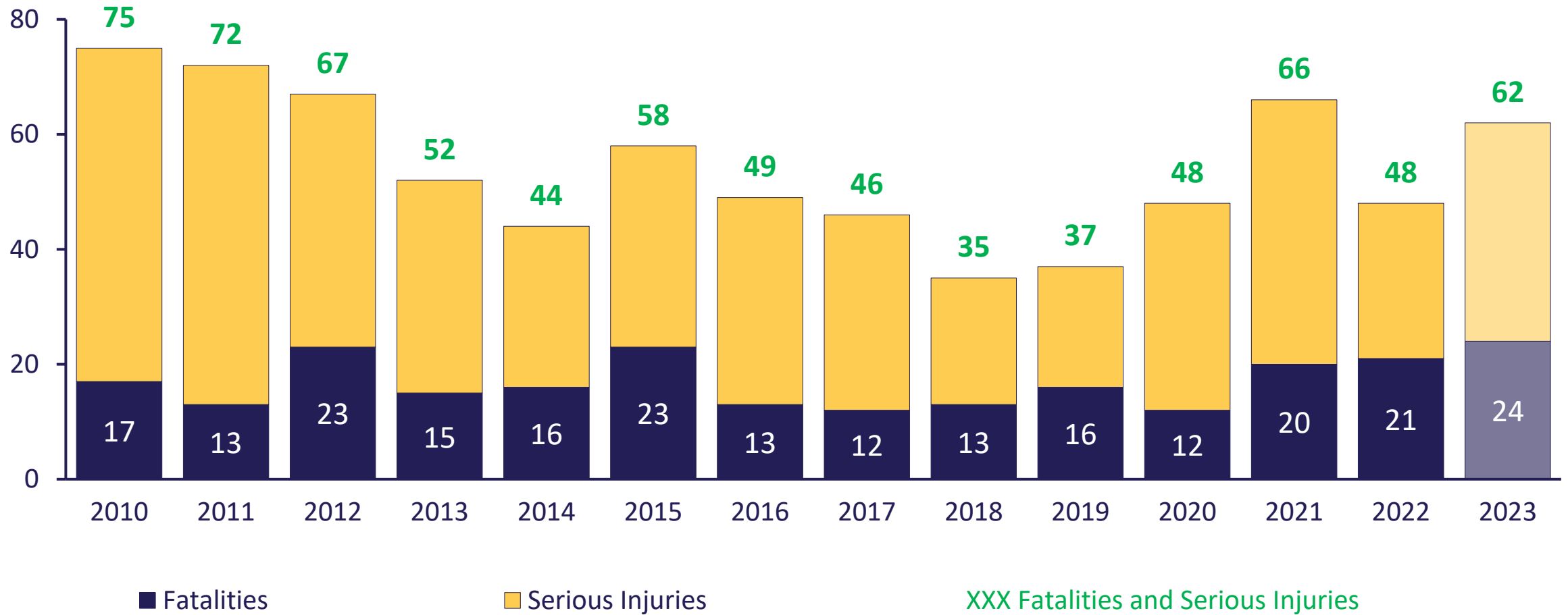
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Annual Delaware Traffic Fatalities & Serious Injuries

EA 8: Speeding

Annual Data



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2021 – 2025 SHSP: Accomplishments and Activities



2021 – 2025 SHSP: Completed SHSP Actions

- Worked with Delaware State Police to create the Highway Traffic Safety and Enforcement Unit
- Automated speed enforcement pilot project within I-95 Restore the Corridor project limits
- Received legislative approval for automated speed enforcement in work zones and residence districts in New Castle County or a municipality
- Installed two sets of dynamic chevron warning signage systems
- Completed design for median barrier along SR 1 between SR 9 and SR 30 (*currently in construction*)
- Implemented all-way stop controls at 25+ intersections since 2019
- Constructed RRFB signals at 25+ locations since 2020
- Completed project nomination for median barrier along US 13, US 113, and SR 1 in Kent and Sussex County
- Completed a city-wide pedestrian safety study and audit of several corridors and intersections
- Complete a pedestrian safety audit along Salem Church Road in Newark
- Completed a Vulnerable Road User Safety Assessment



2021 – 2025 SHSP: Ongoing Initiatives

- Continue installation of Rectangular Rapid Flashing Beacons
- Continue implementation of Flashing Red Arrow left-turn phasing
- Continue to support safety related legislation
- Continue implementation of all-way stop control at critical unsignalized intersections
- Initiate and support targeted public awareness campaigns to improve safety
- Design and construct median barrier along US 301
- Continue to design roadway lighting to support the Vulnerable Road User Safety Assessment
- Continue to design and construct proven safety countermeasures, such as roundabouts
- Implement the Electronic Speed Safety Program
- Expand the Electronic Red Light Safety Program by adding 30-40 cameras over the next two years





Developing the 2026-2030 Delaware SHSP



2026-2030 Delaware SHSP

- SHSP update is required every 5 years
- Process will begin this summer with completion by the end of 2025
- An update will likely include:
 - Review of traffic fatalities and serious injury data and development of emphasis areas
 - Incorporation of the Safe System Approach
 - Stakeholder outreach/public involvement
 - Development of data-driven strategies and actions
 - Revised goal and objective



2021-2025 Delaware SHSP

View the New Plan Here: deldot.gov/Programs/DSHSP/

GOAL

The Delaware Strategic Highway Safety Plan: Towards Zero Deaths aims to eliminate fatalities and serious injuries on Delaware's roadways through a multi-agency approach that utilizes education, enforcement, engineering and emergency medical service strategies.

Thank you for your time and interest in safety on Delaware's roadways.

Peter Haag, P.E., PTOE
Chief of Traffic Engineering
Peter.Haag@delaware.gov
(302) 659-4060

Scott Neidert, P.E., PTOE, RSP
HSIP Manager
Scott.Neidert@delaware.gov
(302) 659-4075

OVERALL OBJECTIVE

Delaware's 2021-2025 SHSP objective is to **reduce fatalities and serious injuries by 15% over the next five years** to ultimately reach the goal of zero fatalities and serious injuries on Delaware's roadways.

To Report a Road Condition: <https://deldot.gov/Traffic/ReportRoadCondition/index.shtml>