



DELAWARE
HIGHWAY SAFETY
SUMMIT

DelDOT Updates and Upcoming Initiatives



Presented by:
Peter Haag, Chief of Traffic Engineering, DelDOT

OUR MISSION – 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.



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Delaware Traffic Fatalities

2025 Delaware Total Fatalities									
as of 09/24/25									
	2025	2024			2023				
	Year-to-date	Year-to-Date		Total	Year-to-Date		Total		
Fatalities	81	96	↓	-16%	130	107	↓	-24%	137
Delaware Residents	60	80	↓	-25%	110	85	↓	-29%	110
Person Types									
Vehicle Occupant	41	49	↓	-16%	65	74	↓	-45%	89
Pedestrian	20	20		0%	34	16	↑	+25%	28
Bicyclist	3	3		0%	5	3		0%	5
Motorcyclist	16	19	↓	-16%	21	13	↑	+23%	14
Other Person Type	1	5	↓	-80%	5	1		0%	1
Crash Types									
Curve Related	11	17	↓	-35%	23	25	↓	-56%	28
Roadway Departure	36	33	↑	+9%	42	58	↓	-38%	69
Intersection Related	26	39	↓	-33%	48	27	↓	-4%	37
Median Crossover	1	0	↑	+100%	0	8	↓	-87%	8
Wrong Way	3	3		0%	4	1	↑	+200%	1
Work Zone	4	5	↓	-20%	5	8	↓	-50%	9



Safe System Approach

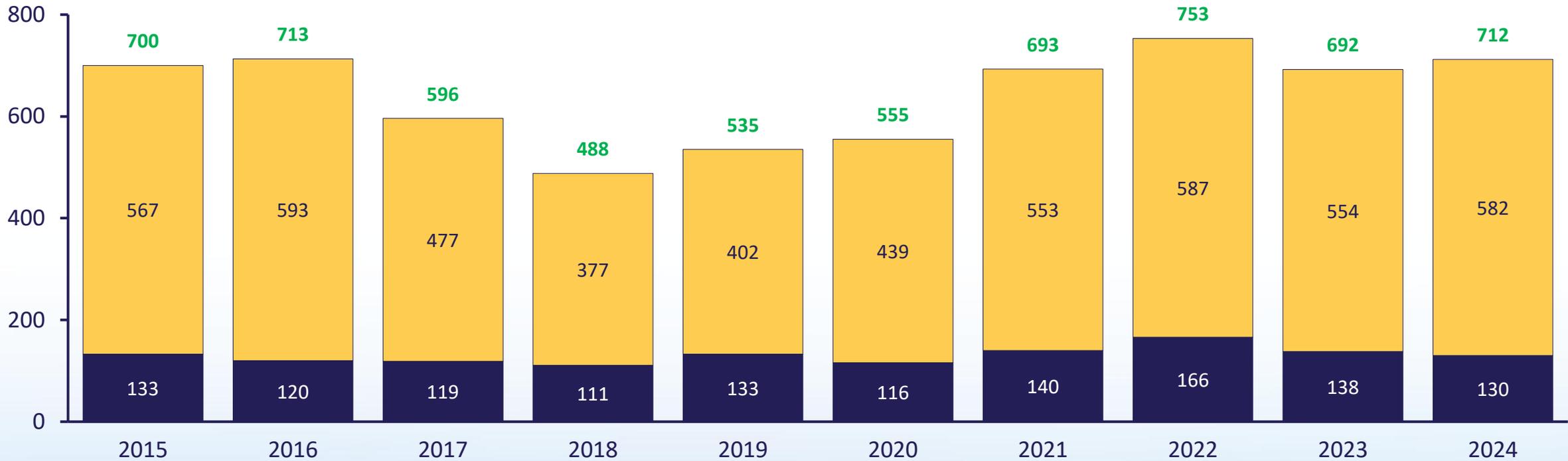
- The transportation profession is moving from a *reactive* to a *proactive* approach to safety – the Safe System Approach
- Principles around the circle
- Elements in the center
- Goal is to improve safety for EVERYONE



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Statewide Fatalities & Serious Injuries



■ Fatalities

■ Serious Injuries

XXX Fatalities and Serious Injuries

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Accomplishments and Ongoing Efforts

- Hosted the inaugural Delaware Highway Safety Summit in 2024
- Worked with Delaware State Police to form the Highway Safety Unit
- Implemented the Electronic Speed Safety Program in work zones
- Implemented all-way stop control at high-crash locations statewide
- Implemented improved horizontal curve warning signage at 51 locations statewide
- Completed updated design guidance memorandum regarding Roundabouts

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Accomplishments and Ongoing Efforts

- Adopted a Safe System Approach policy
- Completed the installation of median barrier along SR 1 from Trap Shooters Road to SR 30
- Completed installation of “Clankers” on Rehoboth Blvd, Milford and Telegraph Road
- Completed updated Traffic Calming Manual, including new vertical measures process
- Continued safety campaign messaging on message boards statewide

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Accomplishments and Ongoing Efforts

- Continue designs on additional wrong way prevention devices for ramps on freeways/expressways (I-495, I-95, SR 1, and I-295)
- Continue median barrier designs:
 - US 301
 - US 40
 - SR 1 from SR 30 to Cave Neck Road
 - US 13 from Walnut Shade Road to Jackson Ditch Road
 - US 113 from DE/MD line to SR 20/Dagsboro Road
- Continue implementing median crossover modifications on multilane divided highways (SR 1, US 113, and US 13)

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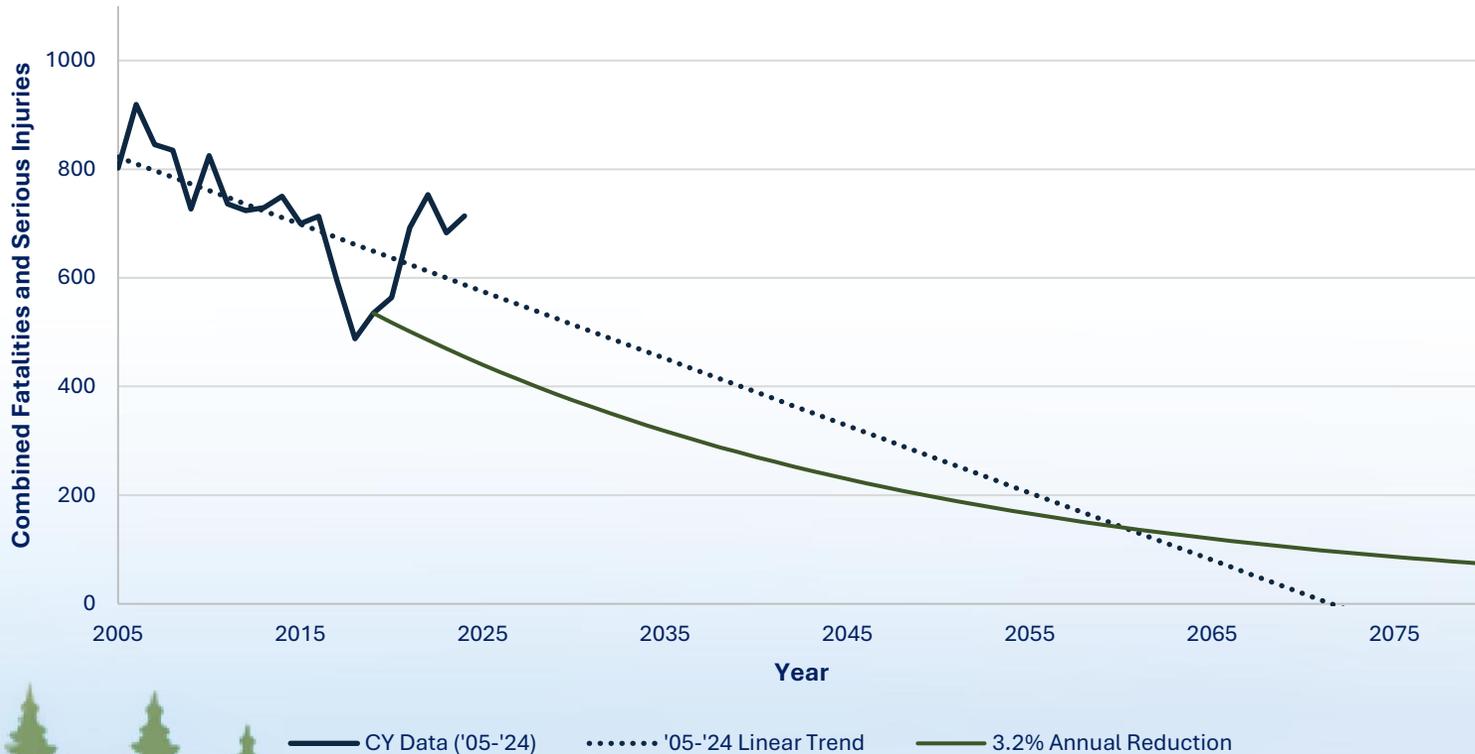
2026 – 2030 Delaware Strategic Highway Safety Plan

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Goal and Objective

Trendline Analysis: Combined Fatalities and Serious Injuries



2026-2030 SHSP 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 the Safe System Approach.

2026-2030 SHSP Objective:
Reduce fatalities and serious injuries by 15% over the next five years (3.2% annual reduction) to ultimately reach the goal of zero fatalities and serious injuries on Delaware's roadways.

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Incorporating the Safe System Approach

- Opportunities to align the Delaware SHSP with the Safe System Approach:
 - Organize the SHSP around the Safe System Approach principles and elements
 - Commit to a zero goal and establish performance management strategies
 - Refocus speeding on speed management and roadway design
 - Incorporation of Safer Land Use
 - Use proactive data collection and analysis approaches



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Incorporating the Safe System Approach

Potential Focus Areas

- **Safer Road Users**

- **Teen Drivers**
- Unlicensed Drivers
- **Older Drivers**
- **Impaired Driving**
- **Distracted Driving**
- Fatigued Driving
- **Unrestrained Motorists**
- **Pedestrians**
- **Bicycles**

- **Safer Roads**

- Roadway Departure
- Horizontal Curves
- Intersections
- Head-on collisions
- Work Zones
- Trees/Utility Poles
- Rail Crossing Crashes
- Wrong Way Movements

- **Post Crash Care**

- Emergency Response
- **Traffic Records**

- **Safer Speeds**

- **Speeding**
- Aggressive Driving

- **Safer Vehicles**

- Heavy Vehicles
- **Motorcycles**

- **Safer Land Use**

Legend:

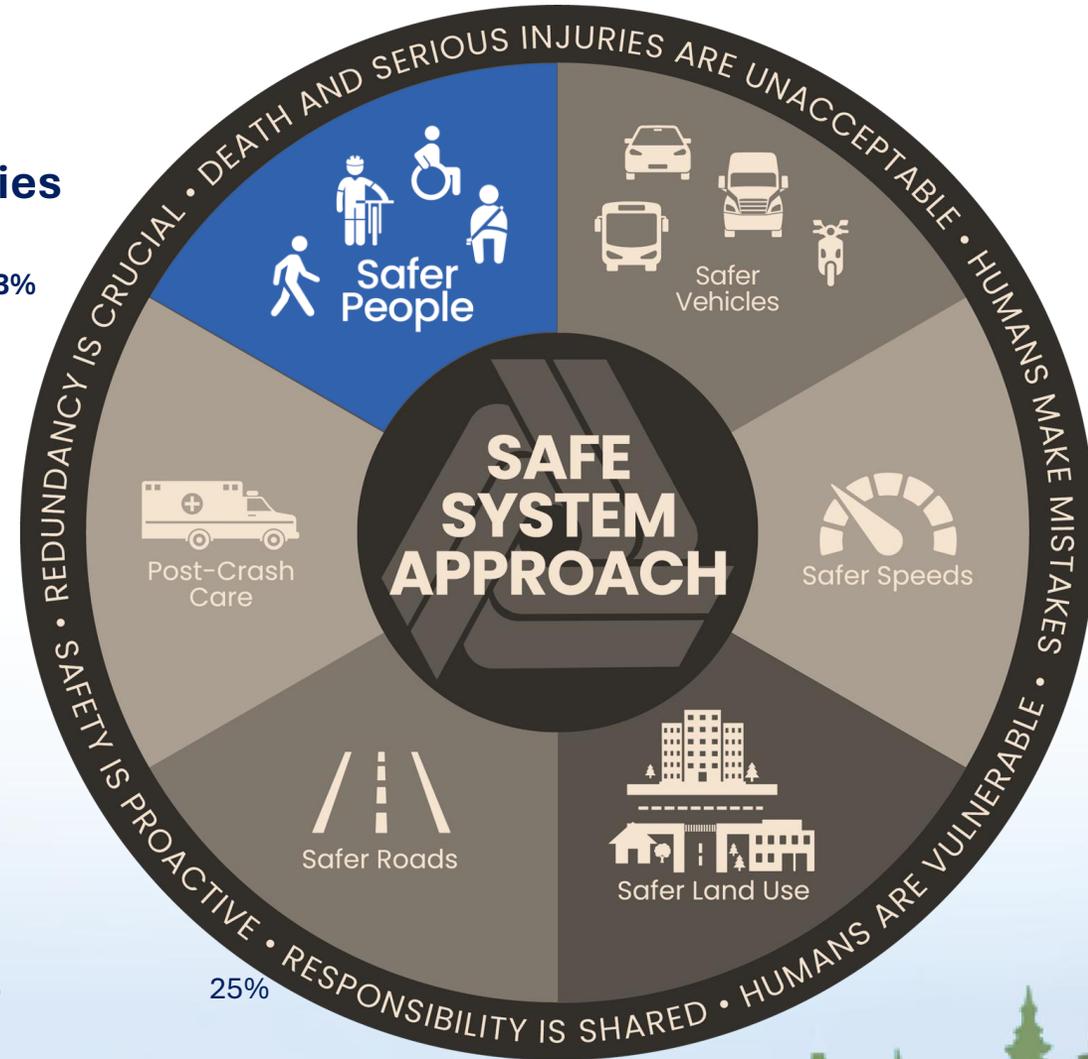
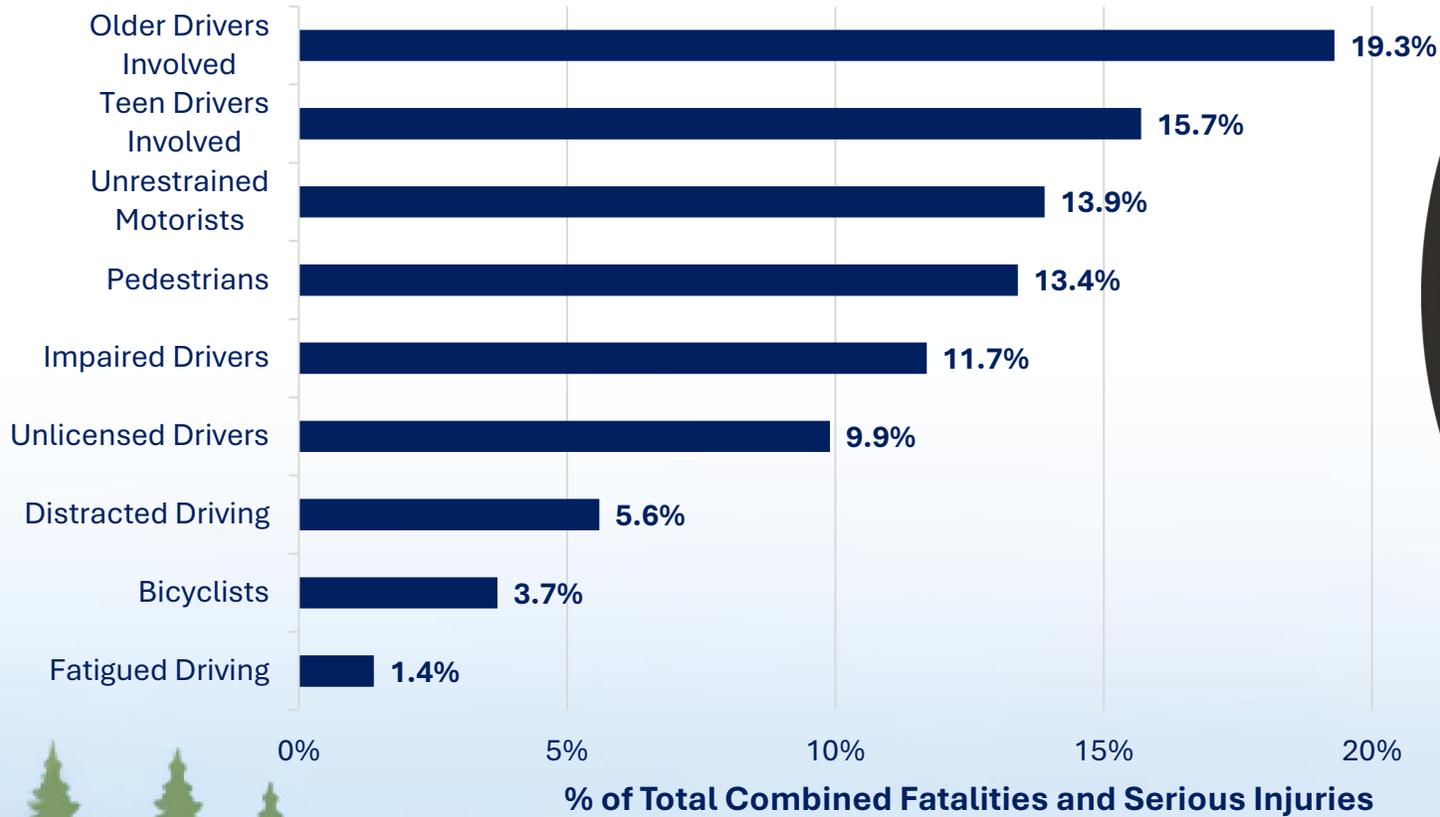
2021-2025 DE SHSP Emphasis Area
Triennial Highway Safety Plan Priority Area

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Safer People

Safer People – Combined Fatalities and Serious Injuries

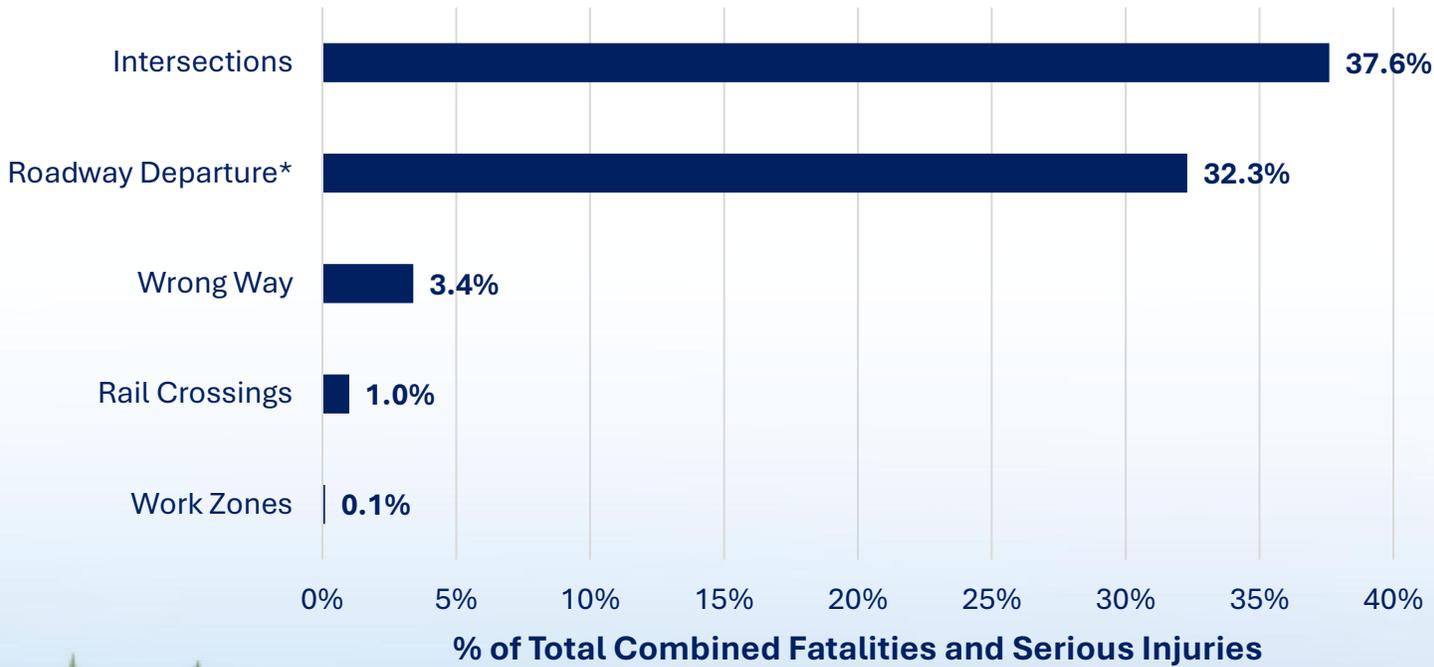


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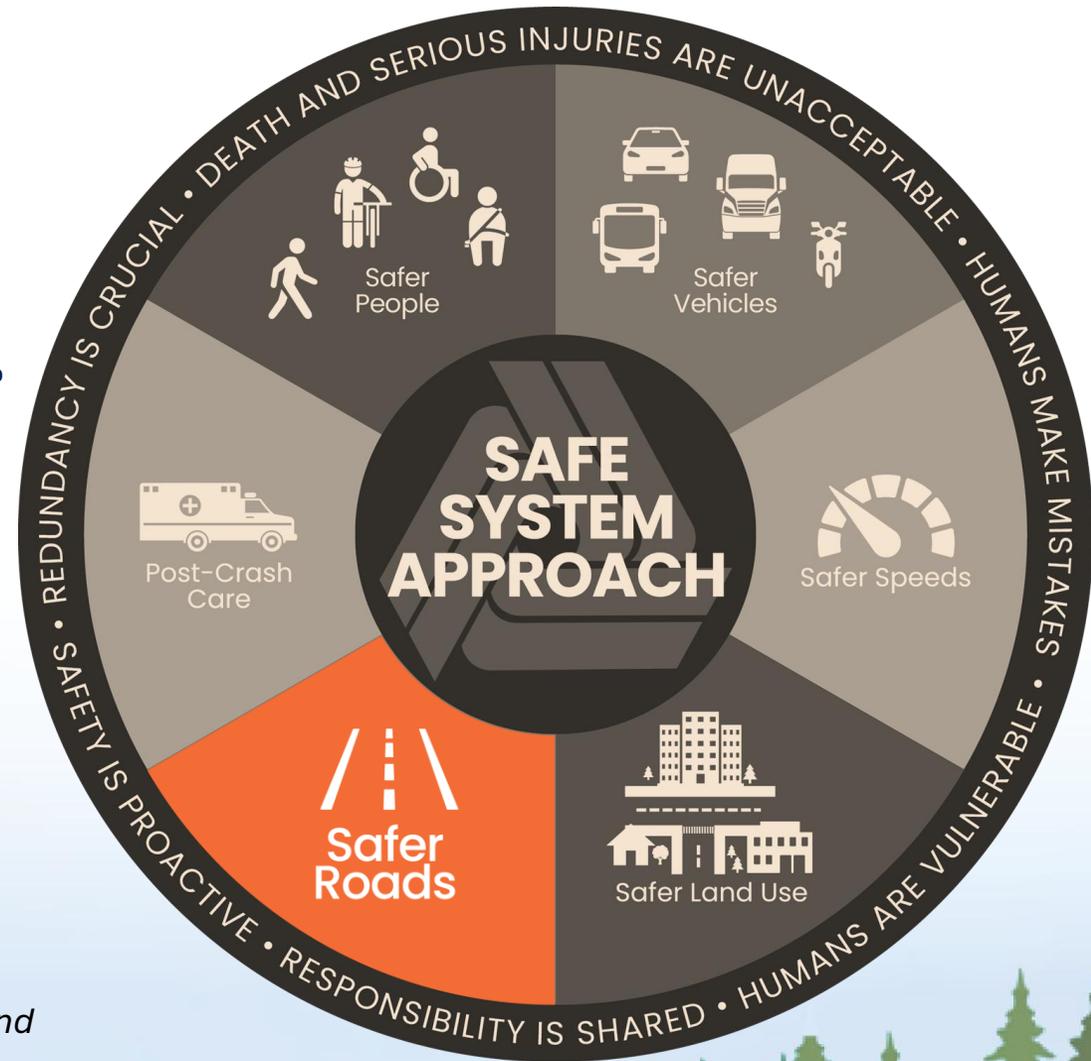


Safer Roads

Safer Roads – Combined Fatalities and Serious Injuries



**Includes horizontal curves, head-on collisions, and trees/utility poles*



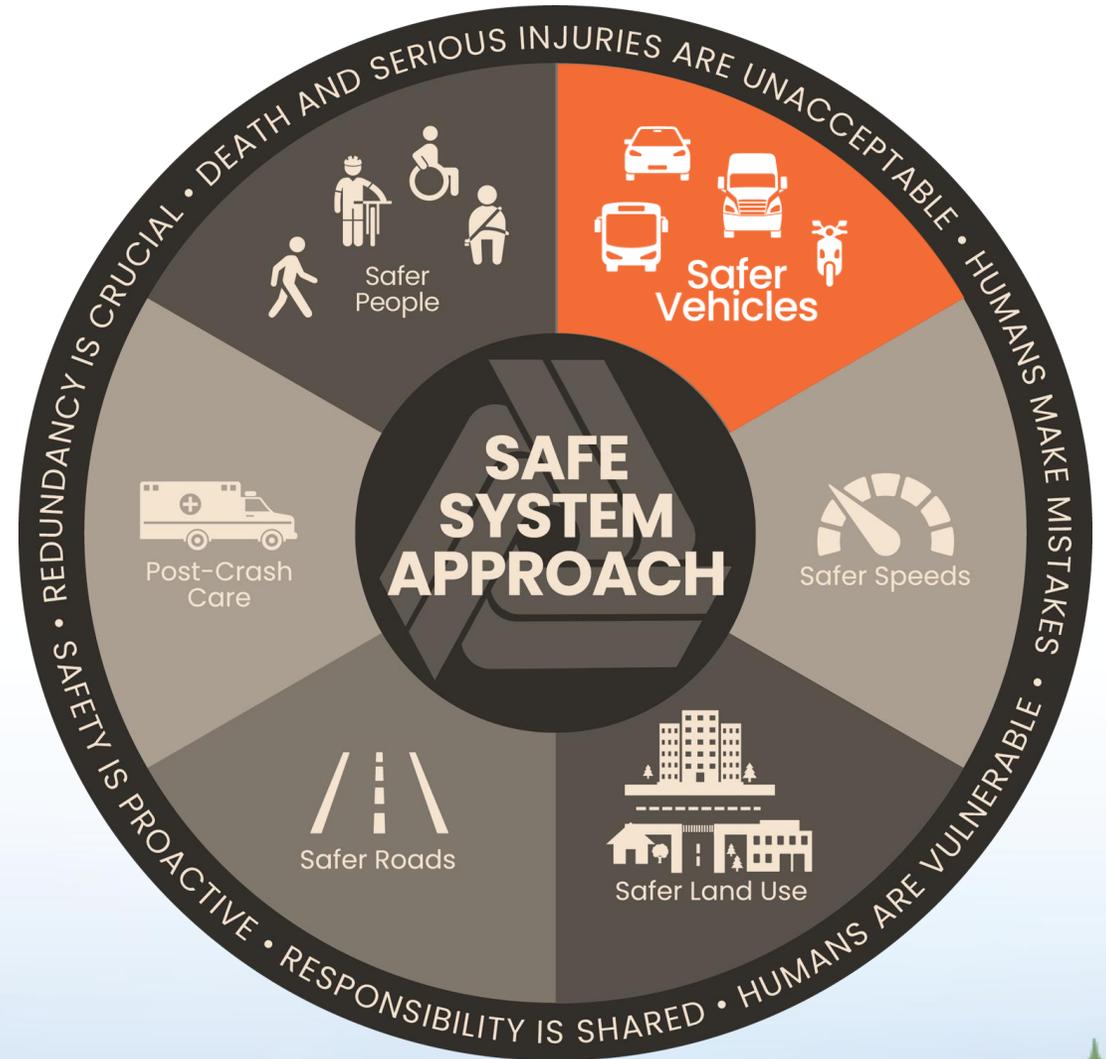
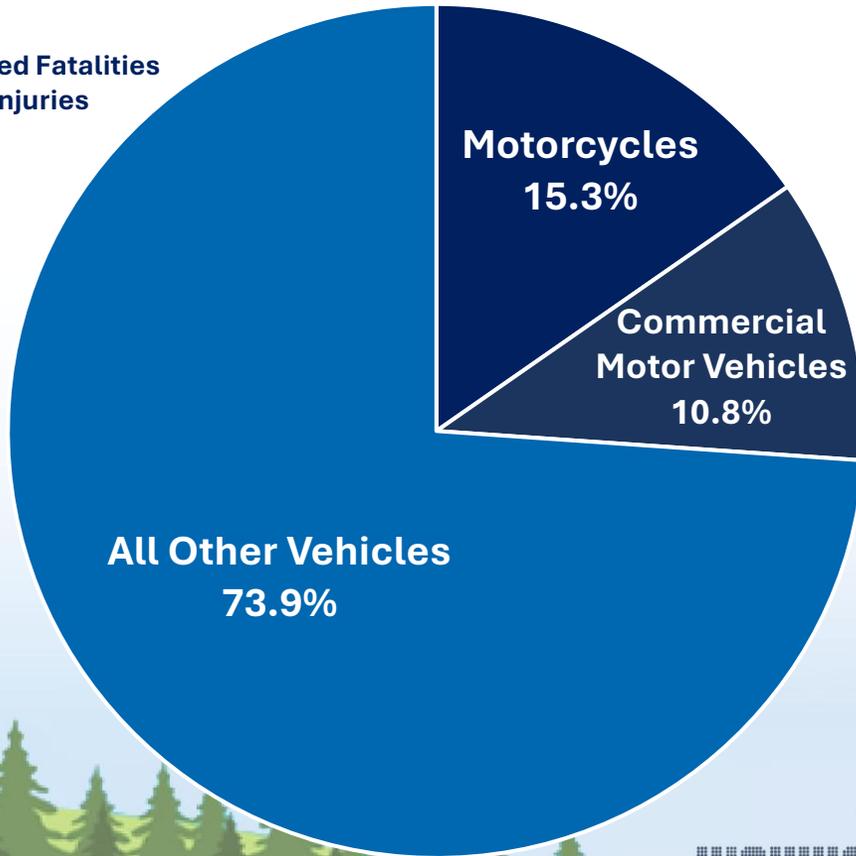
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Safer Vehicles

Safer Vehicles – Combined Fatalities and Serious Injuries

% of Total Combined Fatalities and Serious Injuries

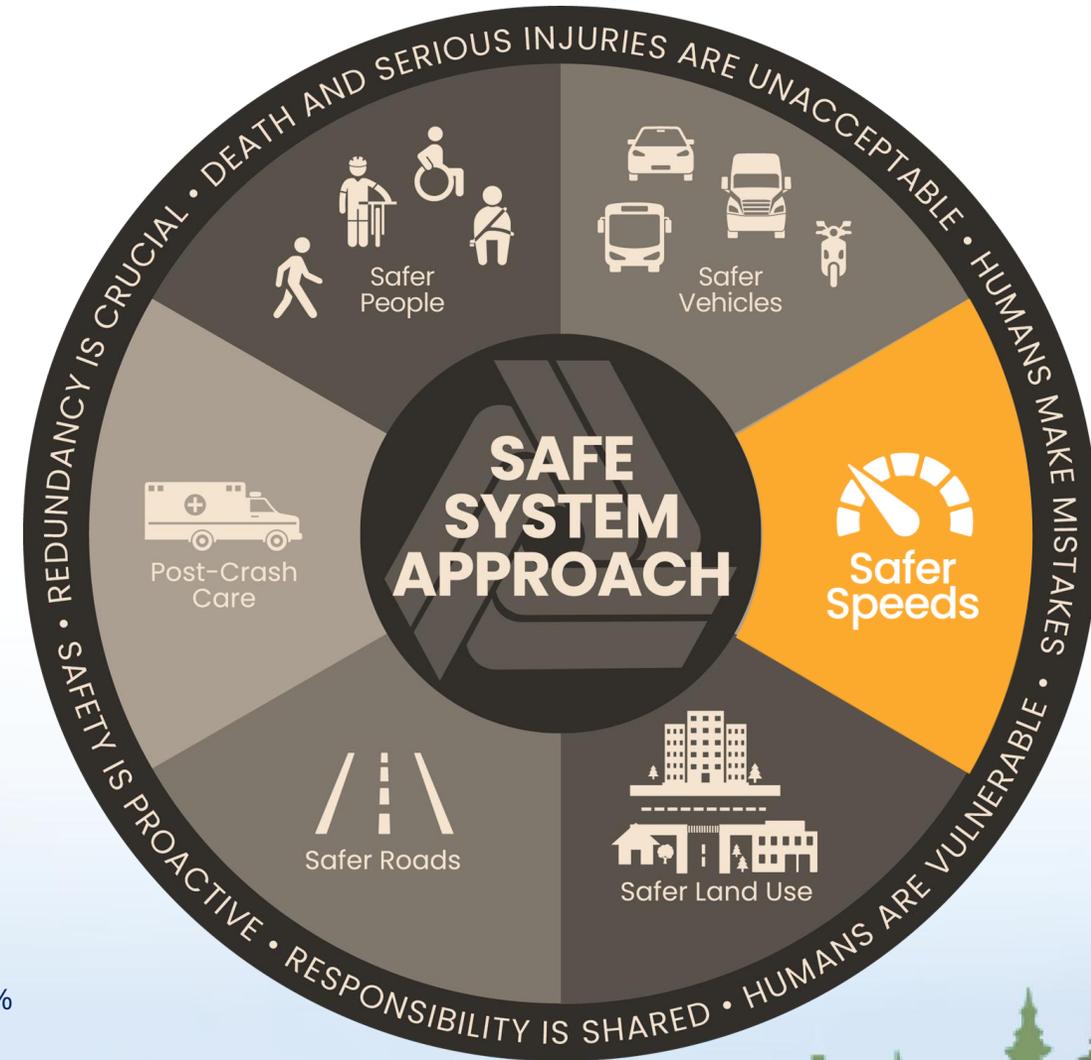
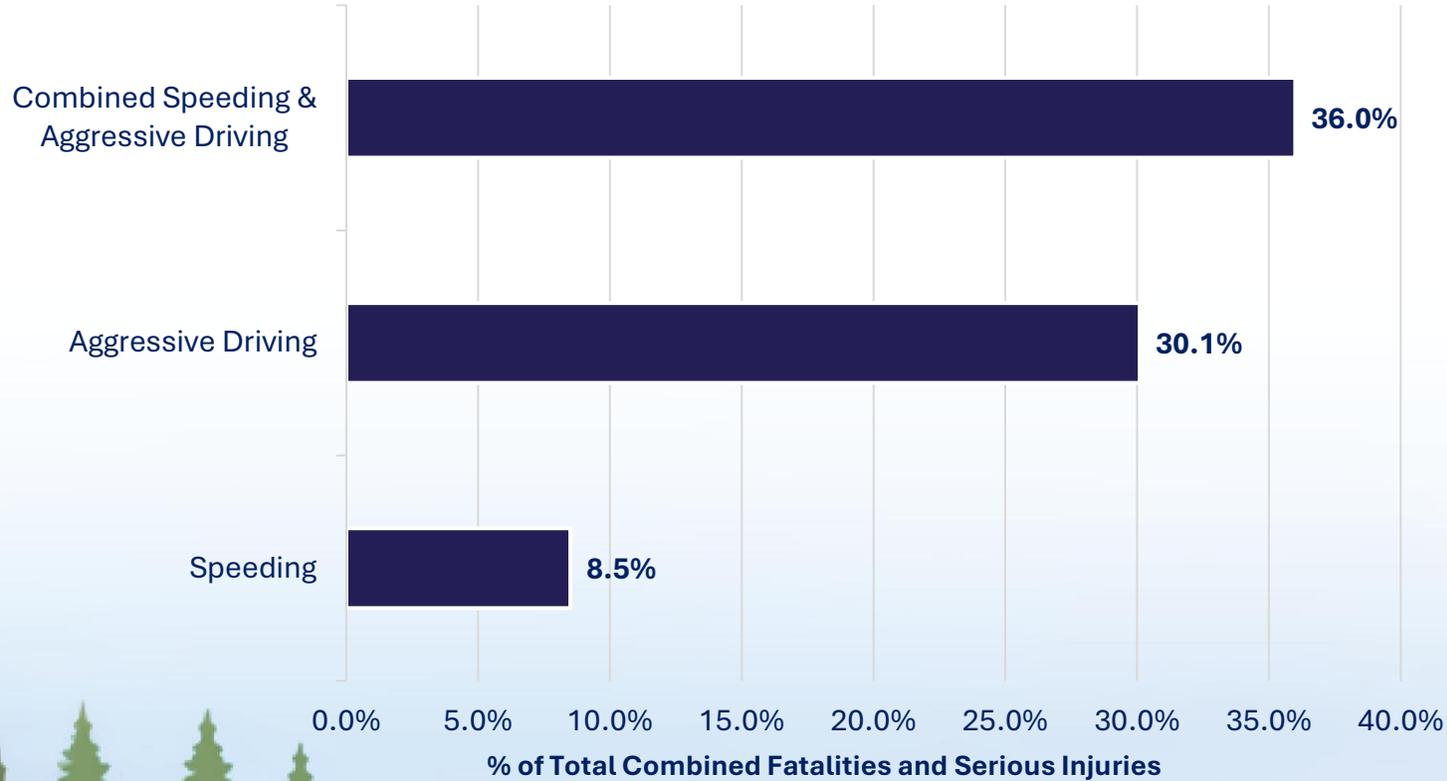


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Safer Speeds

Safer Speeds – Combined Fatalities and Serious Injuries

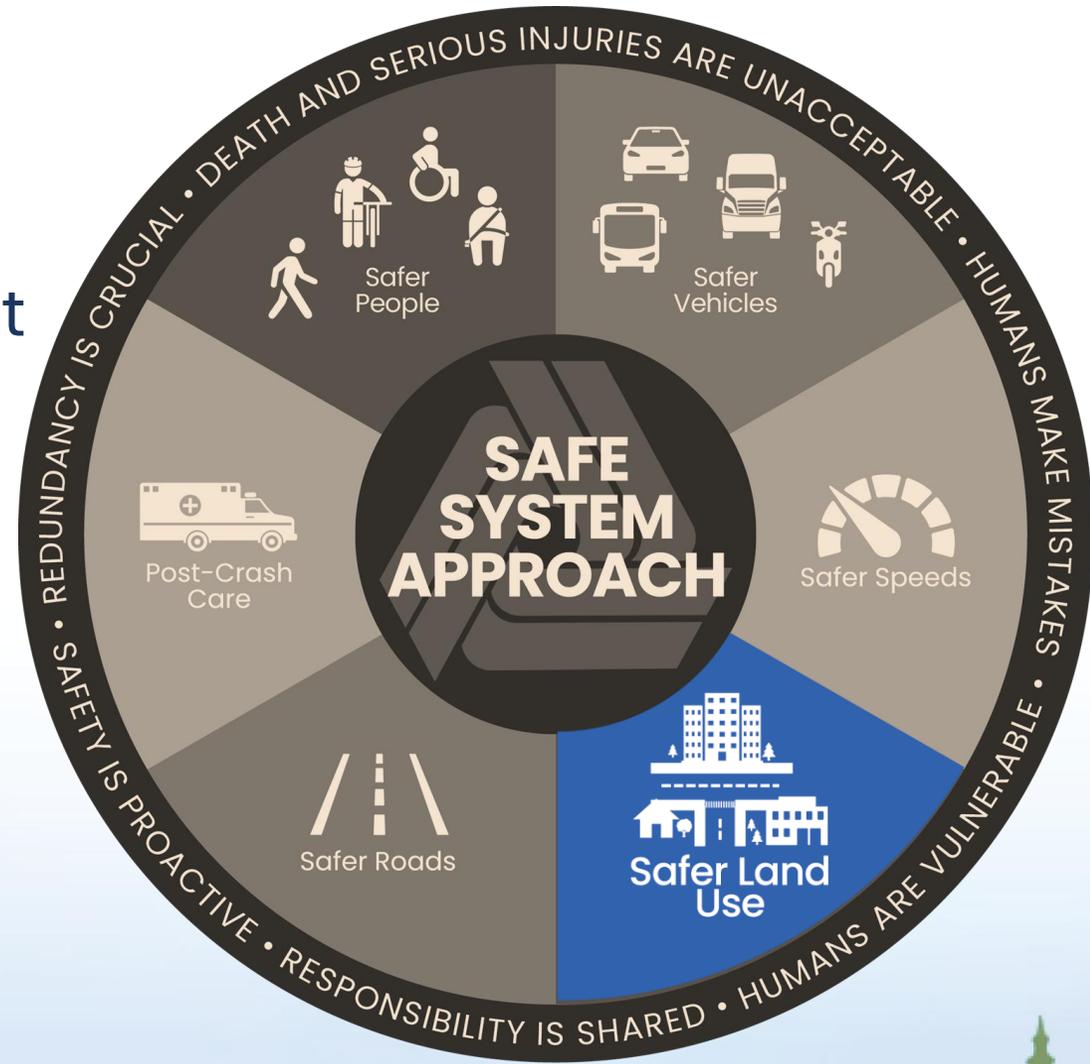


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Safer Land Use

- DelDOT added an additional component to the Safe System Approach
- Potential Strategies
 - Integration of transportation planning, safety for all road users, and land use coordination
 - Coordination with county and municipality comprehensive planning



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Post-Crash Care

- Potential Strategies
 - Traffic Incident Management
 - Secondary Incidents
 - Traffic Incident Management Training
 - Delaware's Whole Blood Program
 - Emergency response times
 - Traffic Records and Data Analysis
 - Recently completed Traffic Records Assessment
 - Future Traffic Records Strategic Plan Update



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Recommended Focus Areas

- **Safer Road Users**

- Teen Drivers
- Unlicensed Drivers
- Older Drivers
- Impaired Driving
- Distracted Driving
- Fatigued Driving
- Unrestrained Motorists
- Pedestrians
- Bicycles

**Includes horizontal curves, head-on collisions, and trees/utility poles*

- **Safer Roads**

- Intersections
- Roadway Departure*
- Work Zones
- Rail Crossings
- Wrong Way Movements

- **Post Crash Care**

- Emergency Response
- Traffic Records and Data Analysis
- Traffic Incident Management

- **Safer Speeds**

- Speeding
- Aggressive Driving

- **Safer Vehicles**

- Vehicle Safety
 - Commercial Motor Vehicles
 - Motorcycles
 - Vehicle Safety Equipment

- **Safer Land Use**

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Next Steps

- Draft SHSP
 - Complete Focus Area crash data analyses
 - Evaluation of citation, licensing, vehicle registration, population, and other data sources as needed
 - Identify general strategies for focus areas
- Schedule Core Team meeting for early October
 - Review draft SHSP
 - Coordinate with stakeholders
 - Conduct public outreach and solicit feedback (virtually)
- Finalize SHSP document based on comments received
- Governor (or designee) signatures
- **SHSP to FHWA by December 21, 2025**

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Final Thoughts

Safety Haiku

Many paths converge,
hands joined across disciplines,
lives saved, side by side.



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Questions?

Thank you!

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*Please scan the QR
code to access the
Safety Summit survey*

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