

Automated Safety Programs

2025 Update

Dustin Shane,
Automated Safety Program Coordinator



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.

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



Electronic Speed Safety Program (ESSP)



ESSP History

- House Substitute 1 for House Bill 94 signed June 30, 2023
 - Codified under Title 21, § 4170A of DE Code
 - Applies to work zones and residence districts
- Go-live date: **July 8, 2024** (21-day warning period)
...and then **July 30, 2024** for commencing fines
- To get the program started:
 - Coordinated with DSP, DelJIS, Courts, Elovate, Safety, PD North, Construction, Finance, Contract Admin, DMV, ...
 - **Procured & installed I-95 at SR 896 work zone speed cameras**
 - Couldn't interfere with major construction activities
 - Had to be safely accessible for Elovate maintenance
 - Fabricated & installed all regulatory and warning signs
 - Developed new business rules with Elovate



ESSP
Website

Impressive motorist behavioral changes...

NB	<u>Daily</u> 66+ MPH	Average Speed
Before Warning Period <i>July 2-7, 2024</i>	17,700	65.6 MPH
Warning Period <i>July 8-29, 2024</i>	8,800 -50%	61.8 MPH -5.8%
Citation Period <i>July 30, 2024 – July 27, 2025</i>	3,500 -80%	58.1 MPH -11.4%

SB	<u>Daily</u> 66+ MPH	Average Speed
Before Warning Period <i>July 2-7, 2024</i>	14,500	60.5 MPH
Warning Period <i>July 8-29, 2024</i>	6,400 -56%	56.9 MPH -6.0%
Citation Period <i>July 30, 2024 – July 27, 2025</i>	2,500 -83%	54.4 MPH -10.1%



...but still **6,000** daily speed events!



I-95/RT. 896 WORK ZONE ...
NEWARK, DEL.

- 21-Day Warning Period
- \$20 Base Violation + Extra for Each MPH Over + Fees
- 66 MPH in a 55 MPH Work Zone = \$118 Violation
- DelDOT: Crashes Down 46%

HAPPENING TODAY
SPEED CAMERA PROGRAM BEGINS



As of September 19, 2025:

- 73,000+** warnings mailed
- 241,000+** violations mailed
- 127,000+** violations paid
- 56,000+** late fee notices mailed
- 4,849** DMV registration holds
- 433** court appeals received

(140 adjudicated, **293** scheduled)

Violations by Speed

Most near 11 MPH threshold

Still ~40% exceeding posted speed by 15+ MPH

Nearly 2 million recorded speed events in one year

Top Speed Recorded: **157 MPH**



Total Events by Speed						
Speed	NB		SB		Total	
66	238,590	20%	156,063	20%	394,653	20%
67	194,488	17%	128,517	16%	323,005	17%
68	157,769	14%	105,258	13%	263,027	13%
69	127,749	11%	87,461	11%	215,210	11%
70	102,001	9%	68,963	9%	170,964	9%
71	79,468	7%	54,054	7%	133,522	7%
72	62,521	5%	43,241	5%	105,762	5%
73	49,071	4%	34,041	4%	83,112	4%
74	37,851	3%	27,159	3%	65,010	3%
75	29,228	3%	20,358	3%	49,586	3%
76	21,601	2%	15,219	2%	36,820	2%
77	16,504	1%	11,321	1%	27,825	1%
78	12,243	1%	8,726	1%	20,969	1%
79	9,288	1%	6,697	1%	15,985	1%
80	6,816	1%	4,762	1%	11,578	1%
81	4,972	0%	3,353	0%	8,325	0%
82	3,781	0%	2,557	0%	6,338	0%
83	2,729	0%	1,968	0%	4,697	0%
84	2,065	0%	1,420	0%	3,485	0%
85	1,520	0%	1,070	0%	2,590	0%
86	1,065	0%	833	0%	1,898	0%
87	852	0%	659	0%	1,511	0%
88	635	0%	524	0%	1,159	0%
89	469	0%	381	0%	850	0%
90	345	0%	286	0%	631	0%
Total	1,165,190		786,358		1,951,548	

61%
11-14 MPH over

28%
15-19 MPH over

11%
20+ MPH over



Safety Data

I-95 Northbound Crashes			
Year Pre-Construction			
May 1, 2022 - April 30, 2023			
	Property Damage	Personal Injury	Total
Total	46	11	57
Monthly Average Crash Rate	3.8	0.9	4.8

I-95 Northbound Crashes			
During Construction, Prior to Speed Limit Reduction			
May 1, 2023 - December 28, 2023			
	Property Damage	Personal Injury	Total
Total	46	9	55
Monthly Average Crash Rate	5.8	1.1	6.9

I-95 Northbound Crashes			
During Construction, Post Speed Limit Reduction			
December 29, 2023 - July 7, 2024			
	Property Damage	Personal Injury	Total
Total	31	6	37
Monthly Average Crash Rate	5.0	1.0	5.9

I-95 Northbound Crashes			
During Construction, ESSP Period			
July 8, 2024 - March 31, 2025			
	Property Damage	Personal Injury	Total
Total	37	4	41
Monthly Average Crash Rate	4.2	0.5	4.7

- Construction led to **+44%** monthly crash increase
- Work zone speed limit reduction did not reduce crash rate significantly
- ESSP resulted in **-20%** monthly crashes & **-50%** injury crashes

I-95 Southbound Crashes			
Year Pre-Construction			
May 1, 2022 - April 30, 2023			
	Property Damage	Personal Injury	Total
Total	59	8	67
Monthly Average Crash Rate	4.9	0.7	5.6

I-95 Southbound Crashes			
During Construction, Prior to Speed Limit Reduction			
May 1, 2023 - December 28, 2023			
	Property Damage	Personal Injury	Total
Total	70	9	79
Monthly Average Crash Rate	8.8	1.1	9.9

I-95 Southbound Crashes			
During Construction, Post Speed Limit Reduction			
December 29, 2023 - July 7, 2024			
	Property Damage	Personal Injury	Total
Total	67	8	75
Monthly Average Crash Rate	10.7	1.3	12.0

I-95 Southbound Crashes			
During Construction, ESSP Period			
July 8, 2024 - March 31, 2025			
	Property Damage	Personal Injury	Total
Total	70	11	81
Monthly Average Crash Rate	8.0	1.3	9.3



Safety Data

- Construction led to **+77%** monthly crash increase
- Crashes increased following work zone speed limit reduction
- ESSP resulted in **-23%** monthly crashes & **no change** to injury crashes

Monthly camera rental fee:

I-95 Wilmington Viaduct “pilot”: \$35,645 per camera

I-95 at SR 896: \$19,890 per camera

For operation and maintenance of “turnkey” program – since units are “portable,” this includes manual upload of data and battery change outs every other day by vendor technician

Fines COLLECTED:

I-95 Wilmington Viaduct “pilot”: **\$434,781**

April 17, 2022 – Nov. 4, 2022

I-95 at SR 896: **\$19,834,636**

July 30, 2024 – June 30, 2025



FIRST offense

Electronic Speed Safety Program
 WORK ZONE Automated Speed Enforcement
 Speed Violation Fine Matrix - **FIRST OFFENSE**

Recorded Speed Over Posted Work Zone Speed Limit (MPH)	Base Fine	Additional Fine for Speed Difference (21 Del. C. §4169(c))	Initial Speed Fine	Work Zone Fine - Doubled Fine Amount (21 Del. C. §4105(f))	TTF Surcharge - 50% Surcharge of Total Fine (11 Del C. 4101(g))	Fund to Combat Violent Crimes (\$15) (11 Del. C. 4101(h))	Volunteer Ambulance Company Fund (\$10) (11 Del C. 4101(j))	Total Fine
≤10 MPH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
11	\$20	\$11	\$31	\$31	\$31	\$15	\$10	\$118
12	\$20	\$12	\$32	\$32	\$32	\$15	\$10	\$121
13	\$20	\$13	\$33	\$33	\$33	\$15	\$10	\$124
14	\$20	\$14	\$34	\$34	\$34	\$15	\$10	\$127
15	\$20	\$15	\$35	\$35	\$35	\$15	\$10	\$130
16	\$20	\$32	\$52	\$52	\$52	\$15	\$10	\$181

- **\$20** base fine
- **\$1** per MPH over speed limit minimum

SUBSEQUENT offenses

Electronic Speed Safety Program
 WORK ZONE Automated Speed Enforcement
 Speed Violation Fine Matrix - **SUBSEQUENT OFFENSES**

Recorded Speed Over Posted Work Zone Speed Limit (MPH)	Base Fine	Additional Fine for Speed Difference (21 Del. C. §4169(c))	Initial Speed Fine	Work Zone Fine - Doubled Fine Amount (21 Del. C. §4105(f))	TTF Surcharge - 50% Surcharge of Total Fine (11 Del C. 4101(g))	Fund to Combat Violent Crimes (\$15) (11 Del. C. 4101(h))	Volunteer Ambulance Company Fund (\$10) (11 Del C. 4101(j))	Total Fine
≤10 MPH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
11	\$25	\$22	\$47	\$47	\$47	\$15	\$10	\$166
12	\$25	\$24	\$49	\$49	\$49	\$15	\$10	\$172
13	\$25	\$26	\$51	\$51	\$51	\$15	\$10	\$178
14	\$25	\$28	\$53	\$53	\$53	\$15	\$10	\$184
15	\$25	\$30	\$55	\$55	\$55	\$15	\$10	\$190
16	\$25	\$48	\$73	\$73	\$73	\$15	\$10	\$244

- **\$25** base fine
- **\$2** per MPH over speed limit minimum

Public Feedback

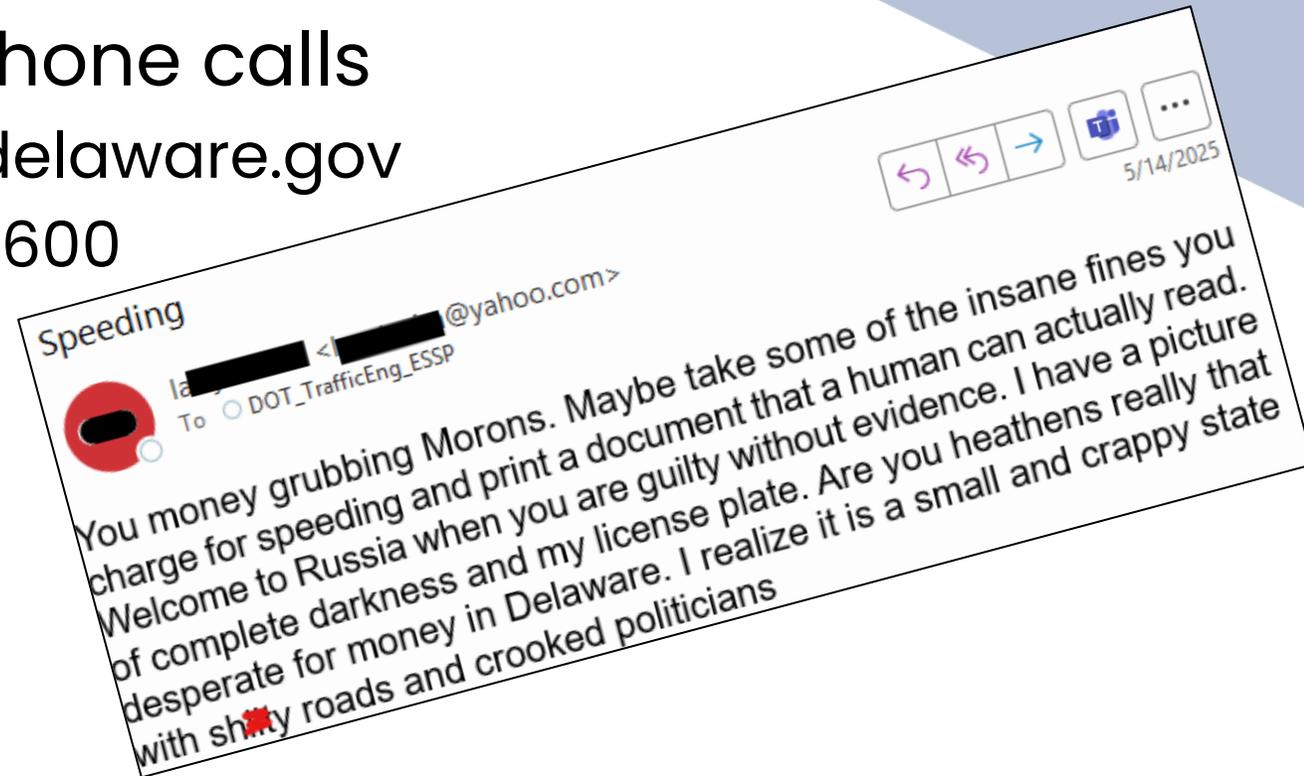
- Over **2,000** emails and **200** phone calls
 - Email: DOT_TrafficEng_ESSP@delaware.gov
 - Phone: 302.760.2080; 800.652.5600

Voicemail #1 – Very Small Infraction

Hi Good Morning ,

I hope you have a good day today . My name is [redacted] and I am [redacted] . I have received 2 citations for work zone speed monitoring. One from Maryland [redacted] at 6:38 am at 1-95 SB . I attached pictures . I also received one from Delaware at 6:27:08 at 1-95 SB . I spoke work with a customer service representative today in both states and want to know how can this be possible with in almost 9 minutes of difference I would get 2 tickets . This was in border of the 2 states ?? . I would like to know if you can explain to me how this works. Im going to a financial hardship right now and I can't pay 2 tickets . I do apologize for the inconvenience of my going that fast that day speacially at the work zone . [redacted]

With a distance traveled of 15.75 miles and a time frame of 11 minutes the average speed would be 85.9MPH.



Next Steps – Work Zones

- I-95 at SR 896 Work Zone
 - NB camera was moved ~0.25 mi upstream due to construction phase changes on August 6, 2025
 - SB camera will be moved ~0.20 mi upstream due to construction phase changes in the near future; advance signage and markings will also need to be updated
- A camera will be placed on SR 1 in Sussex County within the work zone for the ongoing Minos Conaway project



Next Steps – Residence Districts

- City of Newark
 - City Council approved a list of locations for monitoring in residence districts
 - City must run their own program via a “piggyback” agreement with DeLDOT’s vendor, Elovate
 - No monitoring is live yet

Slow down, Newark: The city is getting its own speed camera to deter fast drivers

These locations passed a study that found 85% of cars going above the speed limit. In a city council meeting on Jan. 13, members approved the following locations, according to city records:

1. Capitol Trail (both directions) between city limits and Cleveland Avenue
2. Paper Mill Road (southbound) between Wynclyff Lane and Old Paper Mill Road
3. Nottingham Road (eastbound) between Farmhouse and Casho Mill Road
4. New London Road (both directions) between city limits and Country Club
5. West Main Street (both directions) between West Cleveland and Bent Lane
6. Casho Mill Road (both directions) between Bent Lane and Church Road
7. Barksdale Road (both directions) between King William and Apple Road
8. Woodlawn Avenue (both directions) between Capitol Trail and Poplar Avenue
9. West Park Place (both directions) between South College and South Main Street
10. West Chestnut Hill Road (eastbound) between Cobblefield and Delgrove
11. West Chestnut Hill Road (eastbound) between Delgrove and South College Avenue
12. West Chestnut Hill Road (westbound) between South College and Art Lane
13. South College Avenue (both directions) between Holton Place and East Park Place
14. Hillside Road (both directions) between Sypherd Drive and West Main Street
15. West Cleveland Avenue (westbound) between North College Avenue and New London Road



Next Steps – “Bond Bill”

- Senate Bill 200, Signed July 1, 2025
 - Allows **City of Newark** to operate speed camera along **Main Street** and issue citations at **6 mph** or greater over the posted speed limit
 - Supersedes DE Code which does not allow cameras in business districts and does not allow citations below 11 mph over the posted speed limit
 - Allows **New Castle County** to operate speed cameras along **Milltown Road** and **McKennans Church Road** and issue citations at **6 mph** or greater over the posted speed limit
 - Supersedes DE Code which does not allow citations below 11 mph over the posted speed limit
- DelDOT is actively working to revise Administrative Code, Regulation 1207 to align with the new legislation



Electronic Red Light Safety Program (ERLSP)



ERLSP Background

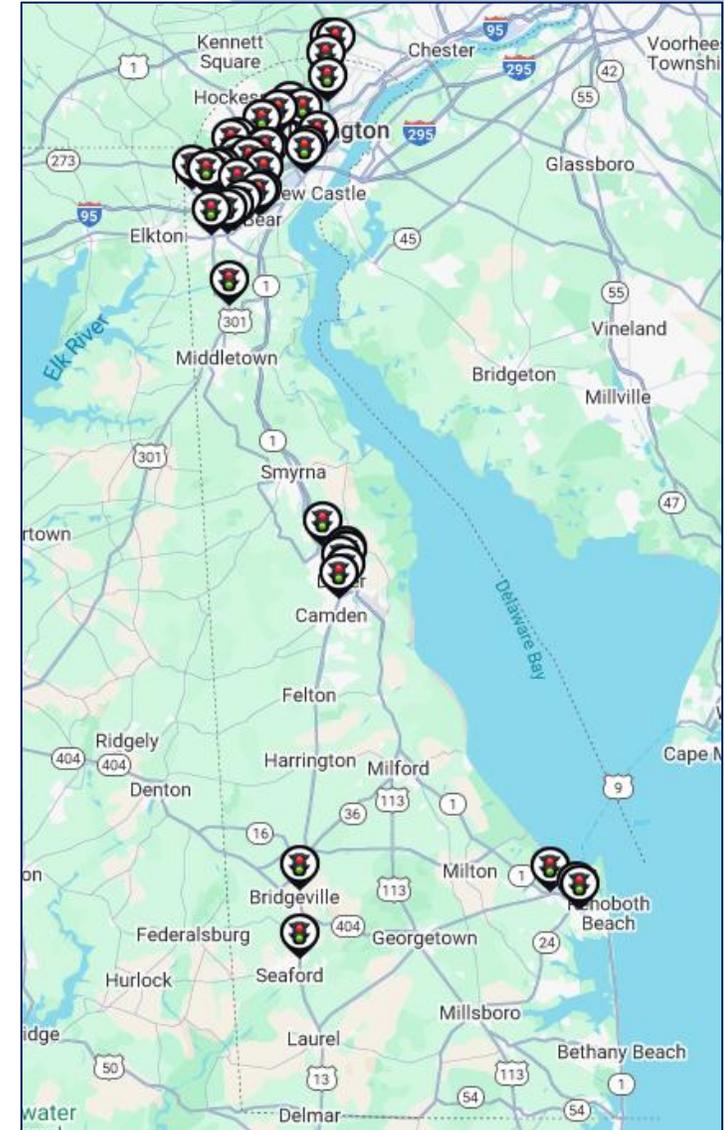
- Monitoring began at 20 intersections between 2004–2005
 - 10 intersections added in 2010
 - 16 intersections added in 2016–2017
 - US 113 at SR 20 decommissioned in 2024, signal removed for GSI
 - 16 intersections were selected in 2020–2021 and are currently in design/construction, to be added in 2025–2026 (1 pending additional study)
 - Various delays due to vendor contracting, equipment lead times, partner coordination, etc.
- Safety data driven program with sites selected based on crashes
- Published on DeIDOT's ERLSP website:
 - Annual reports
 - Site selection methodology and reports
 - FAQ



ERLSP
Website

ERLSP Locations

- DSP enforces all sites in unincorporated areas
- Current municipal partners:
 - City of Newark / Newark PD
 - Town of Elsmere / Elsmere PD
 - City of Dover / Dover PD
 - City of Seaford / Seaford PD
- Expanding municipal partners with upcoming sites:
 - Town of Newport / Newport PD
 - Town of Smyrna / Smyrna PD
 - Town of Camden / Camden PD
 - City of Milford / Milford PD



Safety Data

-41% angle crashes after monitoring

Angle crash rates down at **35** of 46 intersections

Crash Severity

“Before” crash severity information is available at most recent 16 intersections added to program

-62% Fatal Crashes and -69% serious injury crashes

PDO and Unknown Severity crashes **unchanged**



DELDOT
DELAWARE DEPARTMENT OF TRANSPORTATION

ERLSP Violation Examples



Delaware State Police
 Electronic Red Light Safety Program (ERLSP)
 PO Box 1783
 Baltimore, MD 21203
 Telephone: (844) 213-7033



NOTICE OF CIVIL VIOLATION ELECTRONIC RED LIGHT SAFETY PROGRAM (ERLSP)

No points will be assessed for this violation.
 It will be processed as a civil code violation.

NOTICE #: 04000472722
 PIN: 433327979
 View the Video and Images associated with this citation at: <https://usview.cite-web.com/>
 Payment is accepted by Visa or MasterCard at: <https://usview.cite-web.com/>

BUZZUTO BRANDY SHANE
 [REDACTED]
 CAMDEN WYOMING, DE 19934-2912

Fine Amount: \$75.00
 Other Delaware Code Mandated Fees: \$62.50
TOTAL AMOUNT DUE: \$137.50
 RESPONSE DATE: 12/26/2024

Registered Owner:			
BUZZUTO BRANDY SHANE			
Vehicle License Plate Number:	State:	VIN:	
246296	DE		
Year:	Make:	Model/Style:	Vehicle License Expiration Date:
2005	TOYT	CA	
Location of Violation:			
502 - U.S. 13 @ Kings Highway/White Oak Road - NB			
City/Town/County of Occurrence:			
City of Dover			
Date/Time of Violation			
10/31/2024	09:53 AM		
Complaint Officer	Employee ID Number		
Tyler Loomis	53247		
Traffic Code/Section			
21 Del. C. Section 4101 (d)			
Issue Date			
11/26/2024			



Note: The ERLSP program enables DMV to deny a vehicle a registration renewal when the registration record has been "flagged" for a red light violation. Registration "flagging" is a direct result of a vehicle owner being delinquent in paying the civil assessment indicated on the Notice. Vehicle owners should therefore ensure all Notices of Civil Violation for red light offenses are paid before attempting to register a cited vehicle at DMV.



Image 1: Vehicle not yet passed stop line, with red light displayed

Image 2: Vehicle fully across stop line, with red light displayed

ERLSP Violation Examples



City of Dover
Electronic Red Light Safety Program (ERLSP)
PO Box 1783
Baltimore, MD 21203
Telephone: (844) 213-7033



NOTICE OF CIVIL VIOLATION ELECTRONIC RED LIGHT SAFETY PROGRAM (ERLSP)

No points will be assessed for this violation.
It will be processed as a civil code violation.

NOTICE #: 04000081001
PIN: 433322828
View the Video and Images associated with this citation at: www.public.cite-web.com
Payment is accepted by Visa or MasterCard at: www.public.cite-web.com

JAKE AVERY SHANE
[REDACTED]
CAMDEN WYOMING, DE 19934

Fine Amount: \$75.00
Other Delaware Code Mandated Fees: \$62.50
TOTAL AMOUNT DUE: \$137.50
RESPONSE DATE: 08/18/2021

Registered Owner:			
JAKE AVERY SHANE			
Vehicle License Plate Number:	State:	VIN:	
PC486365	DE		
Year:	Make:	Model/Style:	Vehicle License Expiration Date:
0	TOYOT	SEDAN	
Location of Violation:			
US13@Kings Hwy/White Oak Rd-NB			
City of Occurrence:			
City of Dover			
Date/Time of Violation			
06/26/2021 5:27 AM			
Complaint Officer	Employee ID Number		
Ian Thompson	84245		
Traffic Code/Section			
21 Del. C. Section 4101 (d)			
Issue Date			
07/19/2021			



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Public Feedback

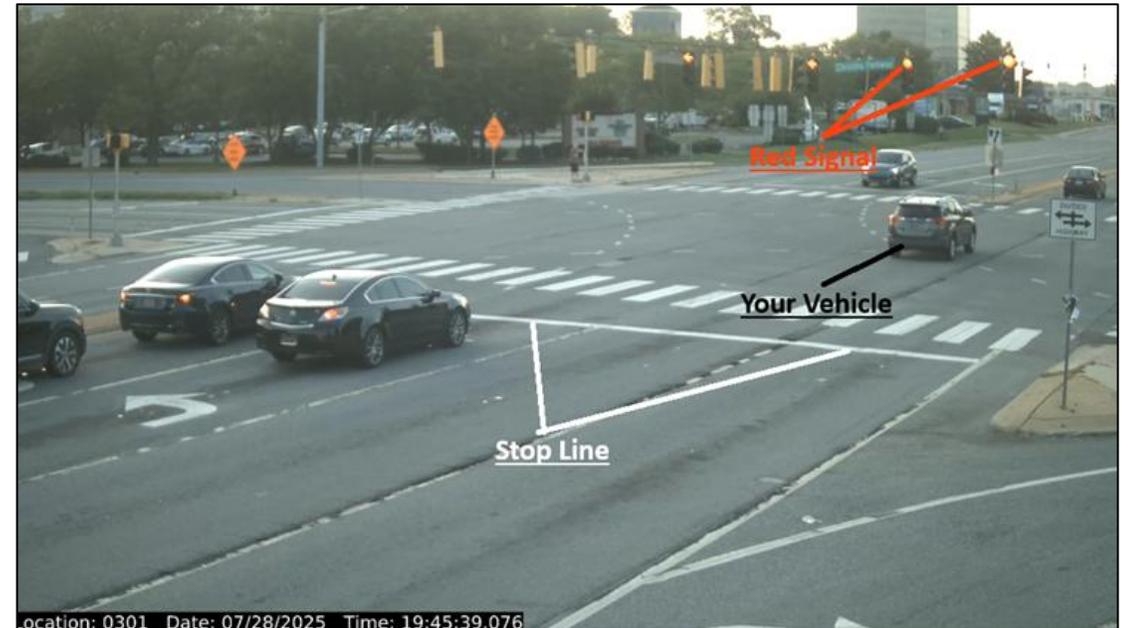
- Over **1,000** emails and **150** phone calls annually

The bottom-line: I didn't 'go thru a Red-Light on 7/28/2025—instead, I drove thru a Yellow light at 30MPH and followed a car going in front of my car: there was no Traffic (except few cars waiting to turn left at the traffic light). The Photo sent to me doesn't display represent the event accurately.

I am a 'retired Engineer/ Physicist, and as a volunteer discovered that the 'rising temperature or climate change is NOT due to "manmade CO2/gas"—the cause is "sun-star": I am spending every "minute" of time in persuading WH/ NASA/ UN-IPCC/ Nobel F + scientists to accept the Reality and "let us work to Fix the Problem !

Unfortunately, being on SS, I can't afford to waste my 'few \$---' or time on an issue like this citation which I know, I didn't go thru a 'Red-light'.

Thanks,



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Thanks,



9/4/2025

Thank you (**Sir/Madam**) for your prompt response and the Photos.

I have carefully reviewed the 3-Photos/ short video. These Photos made me to "recollect" that event precisely.

The "color of the traffic light (on the extreme right) was "Yellow" when I was driving at ~30 miles/ Hr.—so, I didn't put "sudden Brake to Stop my Car, instead I kept going (following the car in front my car)—that's the safest way to do (not make a sudden-Stop).

I agree with you—the colors in these Photos are misleading (Red and Yellow colors look almost identical)—but you must trust me, I have no reason (being 86 Yr. old) to go thru a Red light. I reside only 2 blocks away from this intersection.

Believe me, I have wasted (already) too much time on this Issue—hence, is there a simple way for you to 're-consider' and "void" the citation based on careful review of the Photos?
Thanks.

9/4/2025

Dear **Professor**:

You state "... the video and photographs show the vehicle approaching, entering, and traveling through the intersection while the signal is **red**."

It's incorrect. I was there and your interpretation of 'light colors **Red** v. **Yellow** based on your Photos can't be accurate'.

To me (with reading eye-glasses), the 2-lights (on the left side, which are meant to Stop the cars from turning left) look '**dark Brown or dark Yellow**'; and that 1-light (on the right side which is partially cut off in your Photo) looks as "**light Brown or light Yellow**" even on the 3rd Photo.

09/05/2025

Thank you, **dear expert at DOT/DE**:

May I request you to send your 3-Photos/ Video and your 'conclusions, and my explanations' (the emails) to the court/ judge along with the Citation etc.

Next Steps – Expansion

- 16 new intersections currently being added to program, enforcement starting to go live this Fall
- 2025 Site Selection process underway
 - Based on 2020–2024 crash data
 - Initial screening includes all crashes coded as “disregard traffic signal” and/or “ran red light”
 - Narratives are reviewed for sites with the most screened crashes to confirm red light running, find any additional red light running crashes not in initial screening, and identify the at-fault approach for each crash



Block the Box (BtB) Enforcement Updates



Block the Box Status

- “Electronic Traffic Monitoring for Vehicle Obstructions” System
 - Authorized by Title 21 of Delaware Code §4137
 - House Bill 490 of the 151st General Assembly was passed on June 30, 2022
 - Governor signed into law on October 21, 2022
 - May be installed on roadways with an Arterial functional classification
- DelDOT is actively working out how to implement the program
 - What monitoring technology to use – vendor is working to improve systems
 - Potential sites have been identified for monitoring based on a prioritization process
 - Deployment remains on hold; working out how to appropriately capture violations

Our unsung heroes don't wear capes...



Sheng Yang (DTI)
Liz Petrick (Courts)
Dominic Carretto (DELJIS)
Theresa Abad & Jacob Carey (DMV)
Amanda Giuttari (Finance)
Whitman, Requardt & Associates

Kathryn Owens & Crystal Crump
(Contract Admin)
Keith Hermann, James Spillan,
Henry Alfree, Jon Littlefield,
Greg Meyer, Mark Collender (DSP)
Kat Beasley & Robin Bryson (CR)
George Lees & Maria Kontis (DOJ)



**QUESTIONS &
COMMENTS**



THANK YOU!



<https://linktr.ee/delawaredot>