



DELAWARE HEALTH
AND SOCIAL SERVICES



DELAWARE

2026 - 2030 STRATEGIC HIGHWAY SAFETY PLAN



DECEMBER 2025

On behalf of the citizens of Delaware and dedicated transportation safety professionals, we are pleased to present the **2026 – 2030 Delaware Strategic Highway Safety Plan (SHSP)**. This SHSP incorporates the Safe System Approach, applying the following principles to transportation safety in Delaware:

Death and Serious Injuries are Unacceptable

Humans Make Mistakes

Humans Are Vulnerable

Responsibility Is Shared

Safety Is Proactive

Redundancy Is Critical

This SHSP sets the framework for achieving the overall goal of eliminating fatalities and serious injuries resulting from crashes on Delaware's transportation network. Ensuring the safety of all road users on our transportation system is a top priority of our agencies and critical to improving the quality of life for Delaware's residents and its many visitors.

This Plan was developed through multi-agency coordination and establishes a comprehensive data-driven and performance-based framework to reduce fatalities and serious injuries by 3.2 percent annually over the next five years. The development of this Plan is a testament to the existing partnerships that have been forged between multiple state and local agencies and is a continuation of the Safety Culture that has been instituted, **even one death or injury on our roadways is unacceptable**. Components of this Plan will be incorporated into other programs and safety initiatives should be prioritized based on their consistency with the SHSP goal and objective.

We, on behalf of Governor Matt Meyer, approve the **2026 – 2030 Delaware Strategic Highway Safety Plan**.




 **Shanté Hastings**
Secretary, Department of Transportation




 **Joshua Bushweller,**
Secretary, Department of Safety and Homeland Security




 **Christen Linke Young**
Secretary, Department of Health and Social Services




 **Colonel William D. Crotty**
Superintendent, Delaware State Police



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OVERVIEW

The 2026 – 2030 Delaware Strategic Highway Safety Plan (SHSP) is a document that provides a comprehensive framework for reducing fatalities and serious injuries on all public roads. The purpose of this Delaware SHSP is to build upon the success of previous plans, implement lessons learned and continue to move towards the ultimate goal of **ZERO fatalities and serious injuries** on Delaware's roadways. This plan will identify current transportation safety issues through a data-driven approach and will identify strategies to be implemented over the next 5 years and beyond to reach this ultimate goal.

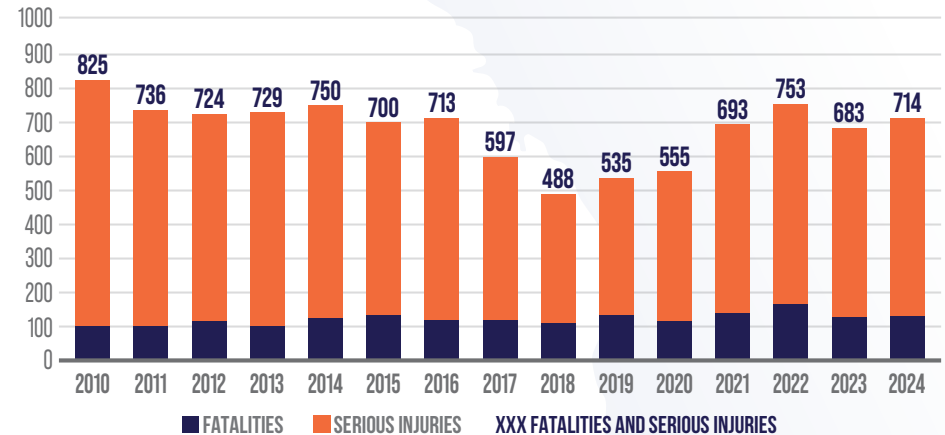
PURPOSE

As mandated by 23 U.S.C. §148 (c)(1), the SHSP is a federally required statewide, comprehensive safety plan that provides a coordinated framework around which safety stakeholders unite to reduce roadway fatalities and serious injuries on all public roads. Federal law requires the SHSP to be updated every five years.

Since 2010, over 1,800 people have died and over 8,000 people have been seriously injured as a result of crashes involving motor vehicles on Delaware's roadways. In 2022, Delaware experienced the highest number of fatalities (166) since 1988. Many of these crashes were preventable incidents resulting from a combination of behavioral, environmental, and infrastructure-related factors. Many of these factors are well-known within the transportation industry while other new challenges continue to emerge. To address these factors, a multi-agency approach that utilizes the Safe System Approach and implementation of enforcement, education, engineering, and emergency medical services strategies is essential to eliminating these crashes.

This plan will guide safety-related investment decisions and strategies that have the most potential to save lives and prevent injuries based on the plan's data-driven goals, objectives, and strategies. The plan provides strategic direction by:

STATEWIDE FATALITIES & SERIOUS INJURIES



- Establishing an overall goal to eliminate fatalities and serious injuries
- Creating a safety culture that even one death is too many
- Incorporating the Safe System Approach into the plan's proven strategies within each Target Area
- Establishing performance objectives for traffic-related fatalities and serious injuries
- Identifying Target Areas to direct resources to Delaware's most serious traffic safety problems
- Using a data-driven approach to identify critical infrastructure, behavioral, and enforcement needs that contribute to crashes and identifying potential solutions
- Monitoring process and performance to determine where Delaware is making progress and where more effort is needed

OVERVIEW

DELAWARE'S SHSP HISTORY



The SHSP is the overarching safety plan identifying traffic safety problems and effective solutions for Delaware. The Delaware SHSP Core Committee, comprised of the Delaware Department of Transportation (DelDOT), Delaware Office of Highway Safety (OHS), Delaware State Police (DSP) and Delaware Office of Emergency Medical Services (EMS) leads the SHSP with support from federal, state, regional, and local agencies, as well as advocacy stakeholders.

HISTORY OF THE DELAWARE SHSP

Delaware implemented its first SHSP in 2006 to fulfill the requirements under 23 U.S.C. §148 (c)(1). The plan was updated in 2008, 2010, and 2015. A complete revision of the plan was developed in 2020 resulting in the 2021 – 2025 Delaware SHSP. Since the first SHSP in 2006, the goal has been to eliminate fatalities and serious injuries on Delaware's roadways. The SHSP is required to be updated every five years and the goal will continue to remain the same.

SAFE SYSTEM APPROACH

Delaware adopted a Toward Zero Deaths approach to eliminating fatalities and serious injuries as part of the 2015 Delaware SHSP. The 2021 – 2025 Delaware SHSP maintained the goal of zero. The 2026 – 2030 SHSP adopts the principles of the Safe System Approach. In 2022, the United States Department of Transportation (USDOT) announced the new National Roadway Safety Strategy formally adopting the Safe System Approach to reach the goal of zero fatalities and serious injuries.

The Delaware SHSP and DelDOT Policy Implement adopts a slightly different Safe System Approach than that of the USDOT. The Delaware Safe System Approach consists of the same five elements as that of the USDOT version, but Delaware adopted a sixth element as shown in the figure to the right.

Delaware's Safe System Approach to road safety is holistic and based on six elements: *safer people*, *safer vehicles*, *safer speeds*, *safer roads*, *safer land use*, and *post-crash care*. Within these elements, the Safe System Approach applies the following principles:



OVERVIEW

1 DEATH AND SERIOUS INJURIES ARE UNACCEPTABLE:

A Safe System Approach prioritizes the elimination of crashes that result in death and serious injuries.

2 HUMANS MAKE MISTAKES:

People will inevitably make mistakes and decisions that can lead or contribute to crashes, but the transportation system can be designed and operated to accommodate many types and levels of human mistakes and avoid death and serious injuries when a crash occurs.

3 HUMANS ARE VULNERABLE:

Human bodies have physical limits for tolerating crash forces before death or serious injury occurs; therefore, it is critical to design and operate a transportation system that is human-centric and accommodates physical human vulnerabilities.

4 RESPONSIBILITY IS SHARED:

All stakeholders – including government at all levels, industry, non-profit/advocacy, researchers, and the general public – are vital to preventing fatalities and serious injuries on our roadways.

5 SAFETY IS PROACTIVE:

Proactive tools should be used to identify and address safety issues in the transportation system, rather than waiting for crashes to occur and reacting afterwards.

6 REDUNDANCY IS CRUCIAL:

Reducing risks requires that all parts of the transportation system be strengthened so that if one part fails, the other parts still protect people.

The Safe System Approach is how Delaware will reach the goal of zero fatalities and serious injuries and this will be done through all of our stakeholders and completed through the implementation of countermeasures that span the “4 Es of Traffic Safety”: Engineering, Education, Enforcement, and Emergency Medical Services.

TRADITIONAL APPROACH VS. SAFE SYSTEM APPROACH

PREVENT CRASHES	→	PREVENT DEATH AND SERIOUS INJURIES
IMPROVE HUMAN BEHAVIOR	→	DESIGN FOR HUMAN MISTAKES/LIMITATIONS
CONTROL SPEEDING	→	REDUCE SYSTEM KINETIC ENERGY
INDIVIDUALS ARE RESPONSIBLE	→	SHARE RESPONSIBILITY
REACT BASED ON CRASH HISTORY	→	PROACTIVELY IDENTIFY AND ADDRESS RISKS

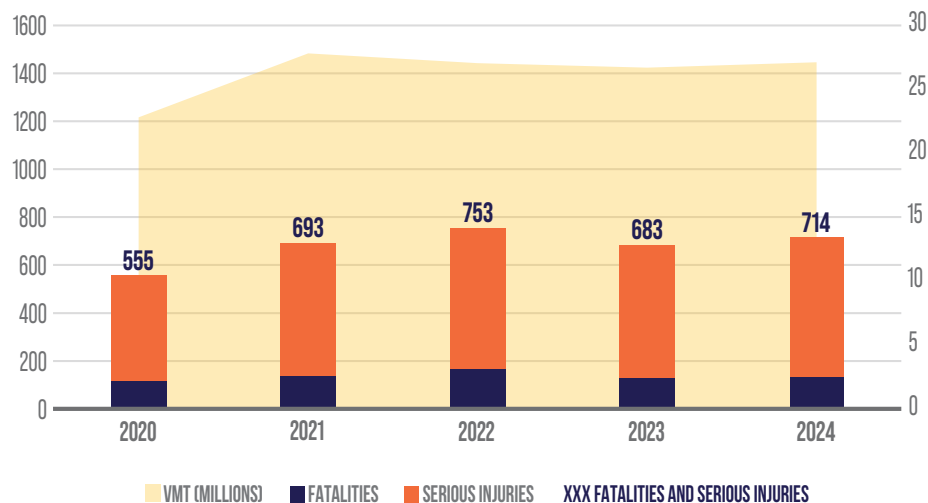


INTRODUCTION TO SAFETY IN DELAWARE

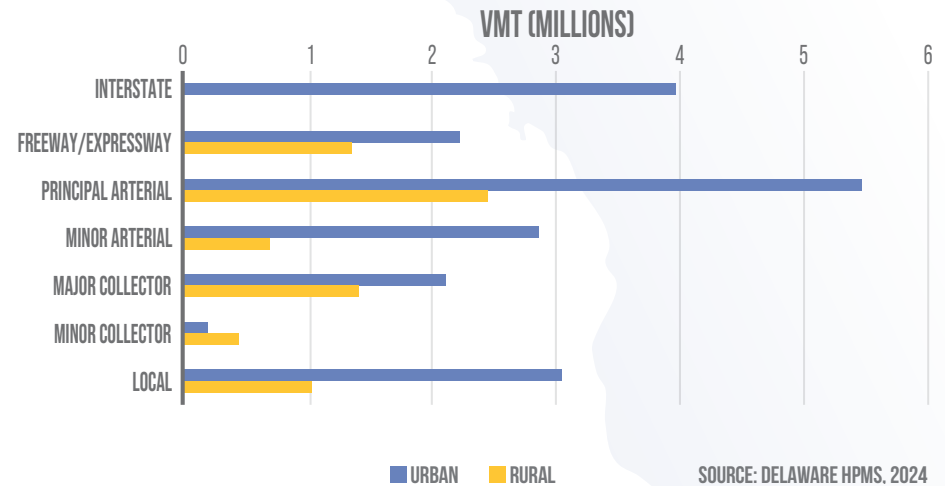
STATEWIDE SAFETY AND DEMOGRAPHIC STATISTICS

From 2020 through 2024, there have been over 140,000 total crashes on Delaware's roadways resulting in 683 people being killed and 2,715 people seriously injured with many more suffering minor injuries and property damage. During this same timeframe, overall vehicle-miles traveled (VMT) have increased 19 percent since 2020. Of those killed or seriously injured, 64 percent were drivers, 19 percent were vehicle passengers, 13 percent were pedestrians, and 3 percent were bicyclists. The projected 2025 population of Delaware is approximately 1,056,000 people, increasing 6 percent since 2020. Based on 2025 population estimates, the population of Delaware consists of approximately 12 percent of people 65 years of age and older. The following charts provide more information regarding fatalities and serious injuries from an overall statewide perspective.

ANNUAL OBSERVED FATALITIES AND SERIOUS INJURIES AND VMT

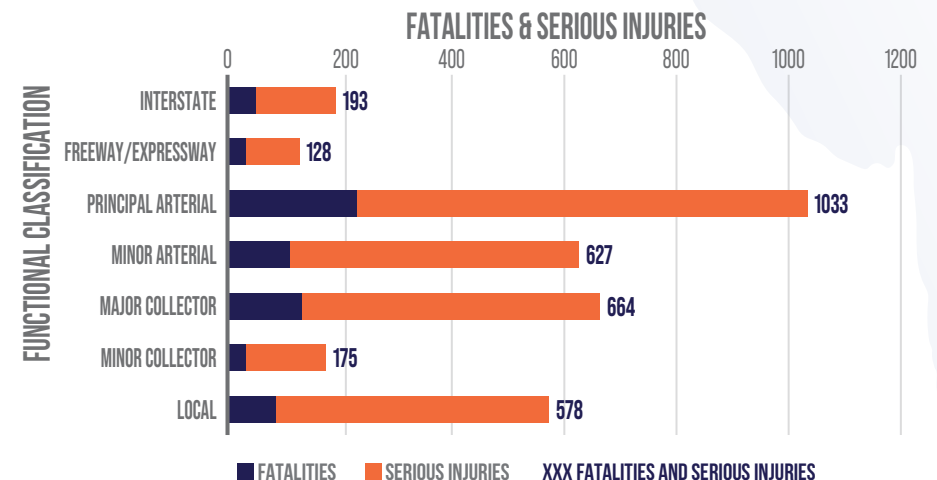


VMT BY FUNCTIONAL CLASSIFICATION



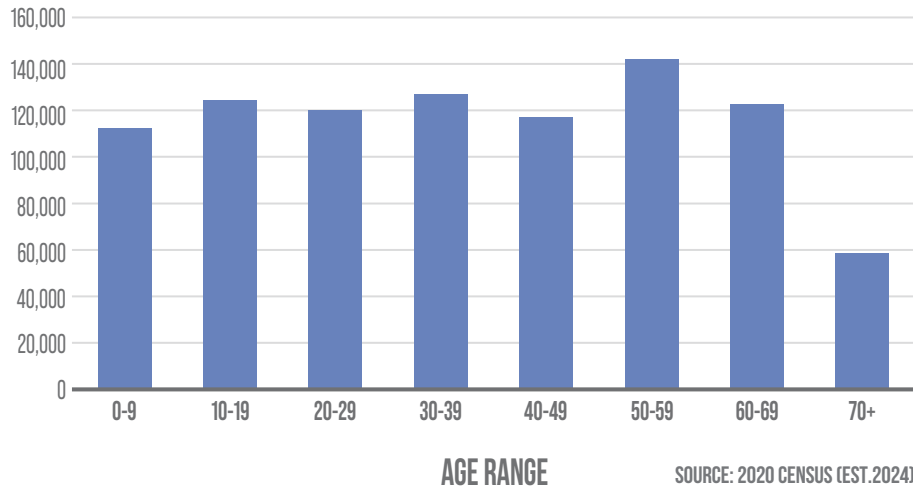
SOURCE: DELAWARE HPMS, 2024

STATEWIDE FATALITIES & SERIOUS INJURIES BY ROADWAY FUNCTIONAL CLASSIFICATION (2020 - 2024)

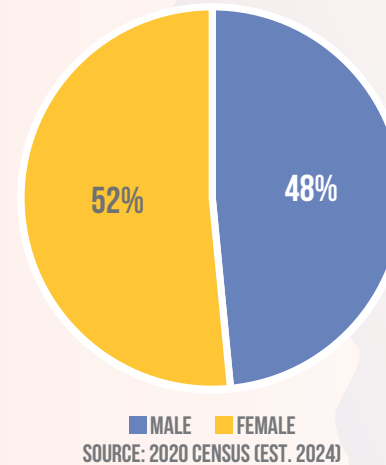


INTRODUCTION TO SAFETY IN DELAWARE

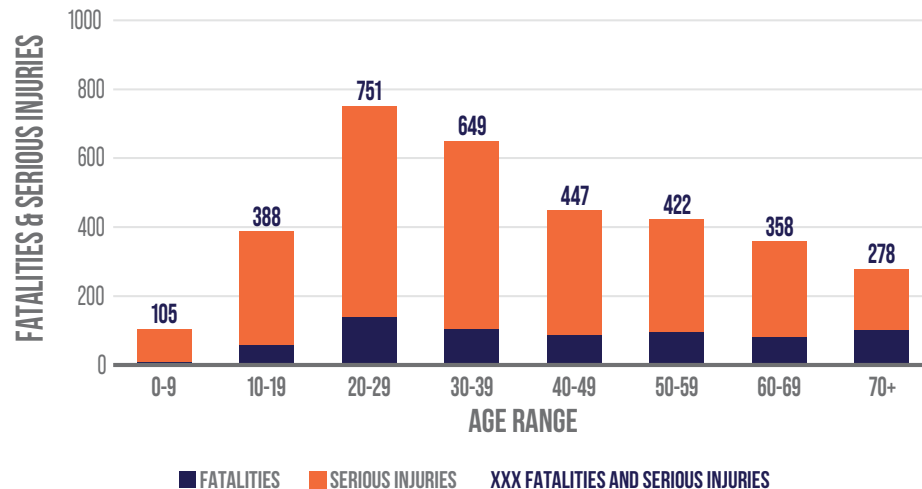
DELAWARE POPULATION BY AGE RANGE



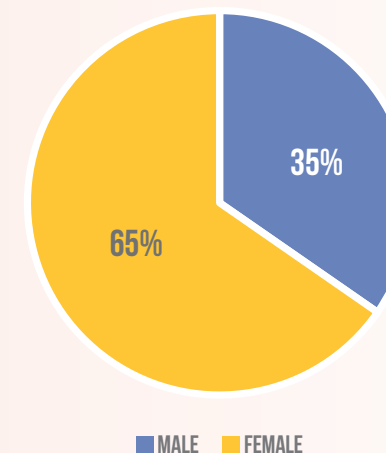
POPULATION BY GENDER



STATEWIDE FATALITIES & SERIOUS INJURIES BY AGE OF VICTIM (2020 - 2024)



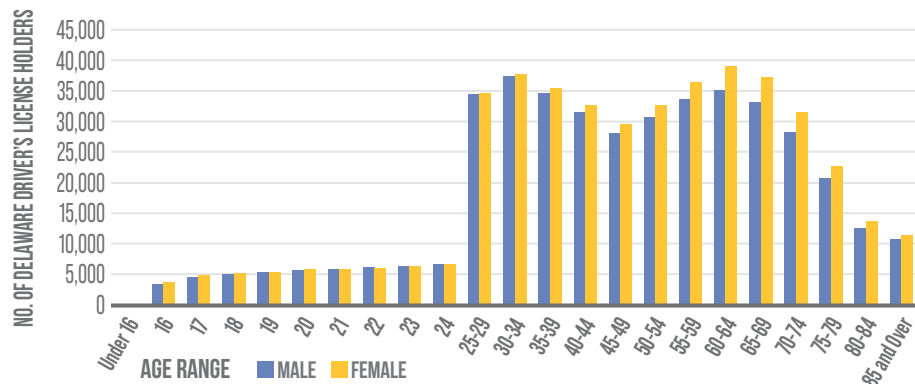
STATEWIDE FATALITIES & SERIOUS INJURIES BY GENDER OF VICTIM (2020 - 2024)



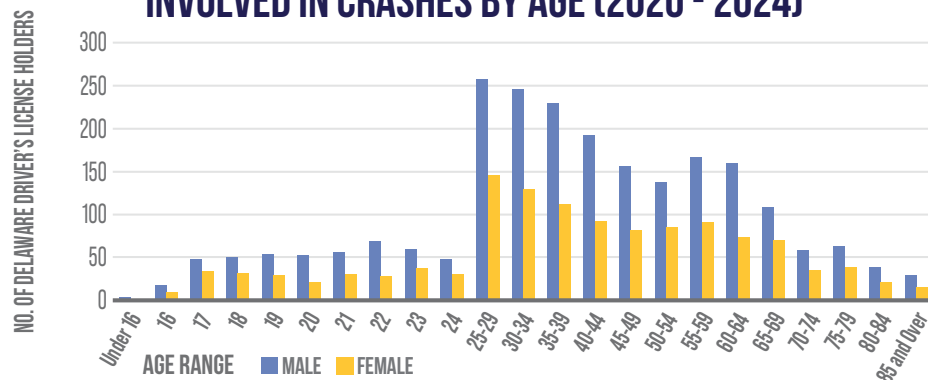
INTRODUCTION TO SAFETY IN DELAWARE

Based on data obtained from the Delaware Division of Motor Vehicles for 2020 through 2024, there are approximately 867,000 licensed drivers in the state of Delaware. Approximately 51 percent of the Delaware driver's license holders are female, approximately 25 percent of all license holders are between the ages of 25 and 39, and approximately 26 percent are aged 65 and over. Of the Delaware licensed drivers involved in fatality and serious injury crashes, 65 percent are males, approximately 50 percent are between the ages of 25 and 39, and approximately 21 percent are aged 65 and over.

DELAWARE DRIVER'S LICENSE HOLDERS BY AGE (2020 - 2024)



DELAWARE DRIVER'S LICENSE HOLDERS INVOLVED IN CRASHES BY AGE (2020 - 2024)

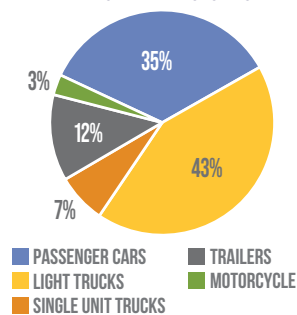


Data obtained from the Delaware Division of Motor Vehicles shows that between 2020 and 2024 there was an average of 1,240,000 vehicles registered in Delaware. Almost half of the vehicles registered in the state are registered to addresses in New Castle County with 32 percent registered to addresses in Sussex County. Thirty-five percent of vehicles registered in Delaware are passenger cars, 43 percent are light trucks which includes pick-up trucks, SUVs, and vans/ minivans, and 3 percent are motorcycles. An evaluation of the fatality and serious injury crash data, focusing on vehicles registered in Delaware, shows that of those vehicles, 46 percent were passenger cars, 39 percent were light trucks, and 10 percent were motorcycles.

DELAWARE VEHICLE REGISTRATIONS (2020 - 2024)

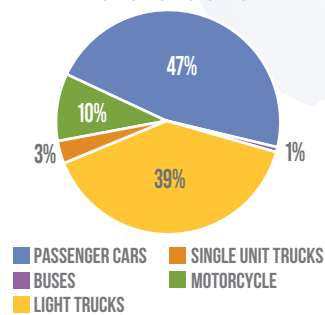


DELAWARE REGISTRATIONS BY VEHICLE TYPE (2020 - 2024)



Source: Delaware Division of Motor Vehicles Light Trucks includes Pick-ups, Vans/Minivans, and SUVs Motorcycles includes scooters and other motorized equipment

VEHICLE TYPES INVOLVED IN CRASHES (2020 - 2024)



Includes only vehicles involved in crashes that were registered in Delaware Light Trucks includes Pick-ups, Vans/Minivans, and SUVs Motorcycles includes scooters and other motorized equipment

INTRODUCTION TO SAFETY IN DELAWARE

ACCOMPLISHMENTS AND CHALLENGES

The 2021–2025 Delaware SHSP included many strategies and actions for implementation during the five year plan period. Some of these strategies and actions have been implemented, some are in various stages of implementation, and implementation of some actions have been met with challenges. The following are highlights of some of the successful safety initiatives that have been implemented over the last five years:

DelDOT and the Delaware State Police partnered to form a dedicated Highway Safety Unit. The unit was authorized by the Governor in June 2023 and its first member was assigned in 2024. Additional members have been added since the formation of the unit. Since the unit has been formed, there have been almost 10,000 traffic stops yielding over 12,000 violations and 1,400 warnings. Traffic violations have included speeding, driving under the influence, reckless and aggressive driving, seatbelt and child restraint violations, and cell phone use violations.

DelDOT was authorized to implement an Electronic Speed Safety Program in work zones. The first deployment was within the work zone for the I-95 and SR 896 interchange improvements. The use of automated speed enforcement led to a 10 percent reduction in work zone speeding and a 20 percent reduction in crashes per month including reducing injury crashes in the work zone by half.

To address roadway departure crashes, horizontal curve warning signs were implemented at 51 locations statewide.

DelDOT implemented an all-way stop program to reduce intersection related fatalities and serious injuries. This program has resulted in a 68 percent reduction in angle crashes and a 100 percent reduction in fatal crashes at the intersections where all-way stop control has been implemented.

Additional sections of median barrier have been implemented on freeways and other high-speed divided roadways throughout the state including 12 miles of high-tension cable barrier on SR 1 from Trap Shooters Road to SR 30. Additionally, 5 miles of barrier treatments were installed on US 13 from US 40 to Interstate 495 to minimize the frequency of uncontrolled mid block pedestrian crossings, also providing the benefit of reducing median crossover crashes.



DelDOT continued safety campaign messaging on message boards statewide. This program was recognized within several media outlets and has received accolades from the public.



To address several frequently struck low clearance bridges, DelDOT implemented an innovative overheight vehicle deterrence system termed "Clankers" that has been extremely successful in either eliminating these crashes or reducing them. The initial installation on Casho Mill Road in Newark has been the subject of media articles and social media posts. To date, "Clankers" exist at 3 locations statewide with additional locations planned.



DelDOT has continued to implement median crossover modifications to reduce conflict points at unsignalized intersections on multi-lane divided highways along SR 1, US 113, and US 13. These improvements have been implemented through the use of signing, pavement marking, and placement of delineators to minimize cost and allow for "quick-win" solutions to reduce crashes.

The Delaware Office of Highway Safety (OHS) has implemented a video series called the "Ambassadors of Safety" and has used this series to highlight various safety issues such as how to move over when emergency vehicles approach and the move over law.

Through the use of their Arrive Alive website, OHS has provided public outreach materials for various safety initiatives such as impaired driving, teen and elderly drivers, the move over law, and vulnerable road user safety.

The Office of EMS Preparedness has implemented a successful program to have whole blood on site at crash scenes and other traumatic events to treat patients who have experienced blood loss. Delaware is the first state with every 911 responding paramedic agency administering whole blood. The pilot program was so successful that the program was implemented statewide with all paramedic agencies, including the Delaware State Police aviation unit which has on-board paramedics. Evaluation of the impact to injury outcome is still under evaluation, but it is believed that this program has changed the injury outcome for many victims who may have died without whole blood administered on the scene of the crash.

INTRODUCTION TO SAFETY IN DELAWARE

Implementation of safety improvements and initiatives are sometimes met with challenges. The major challenge that the core committee agencies must overcome is funding availability, both at the Federal and state levels. More funding allows for the implementation of more safety projects and initiatives. There are challenges in implementation of projects and programs due to various legislative and regulatory requirements, some of which can delay the implementation of improvements and programs that are designed to reduce fatalities and serious injuries on our roadways. The 2026 – 2030 SHSP is being developed with those challenges in mind.

Additional challenges to overcome include:

- *Under-reporting of speeding as a primary contributing factor in crashes*
- *Under-reporting of distracted driving, specifically cell phone usage, as a primary contributing factor in crashes*
- *Lack of resources for all agencies, including law enforcement officers, testing staff for determination of drugs and alcohol for DUI related crashes, as well as other agencies involved in transportation safety*

COORDINATION WITH TRANSPORTATION AND SAFETY PLANS

Effective development and implementation of a Strategic Highway Safety Plan includes coordination with other transportation planning and programming activities and ensuring that these activities take into account the strategies contained in the SHSP. The various transportation planning and programming documents are listed below. Specific transportation safety related documents are developed to be consistent with the SHSP, including the Highway Safety Improvement Program (HSIP), the Triennial Highway Safety Plan (3HSP), and the Commercial Vehicle Safety Plan (CVSP).

MPO Regional
Transportation Plans

MPO Transportation
Improvement
Programs (TIPs)

Capital
Transportation
Program (CTP)

Comprehensive
Plans at the County
and Municipal Levels

The HSIP, developed by DelDOT, funds and implements various infrastructure safety projects such as, but not limited to, signing and pavement markings, signal and signal timing modifications, rumble strips, high-friction surface treatments, intersection improvements, and roundabouts. To qualify as an HSIP project, the location must be identified through a data-driven network screening process and the countermeasure must be related to one or more of the Target Areas and strategies of the SHSP. The 3HSP, developed by the Office of Highway Safety, funds behavioral safety programs such as Click It or Ticket, DUI Saturation Patrols and Checkpoints, Arrive Alive Delaware initiatives, and traffic records improvements through various grant funds provided by the National Highway Traffic Safety Administration (NHTSA). The CVSP, developed by the Delaware State Police, funds efforts targeting safety for commercial motor vehicles traveling Delaware's roadways. Strategies of the SHSP can align with the HSIP, 3HSP, and CVSP to ensure that the goals and objectives of each plan align with and include the overall goal of eliminating fatalities and serious injuries on our transportation system.



FRAMEWORK TO REDUCE FATALITIES AND SERIOUS INJURIES

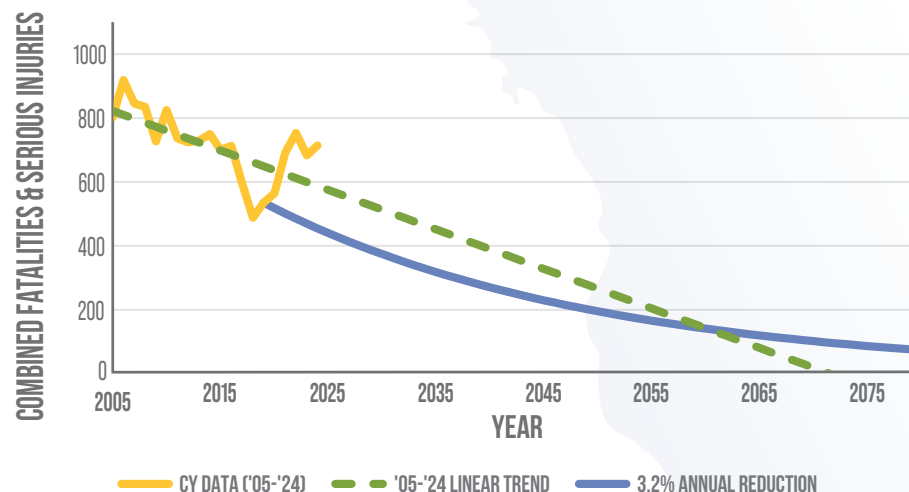
The 2026 – 2030 Delaware SHSP is built around the following framework that is intended to reduce fatalities and serious injuries on Delaware's roadways over the next five years. The overall goal and objective, selection of Emphasis and Target Areas, and determination of emphasis area strategies is provided within the following sections.

GOAL AND OBJECTIVE

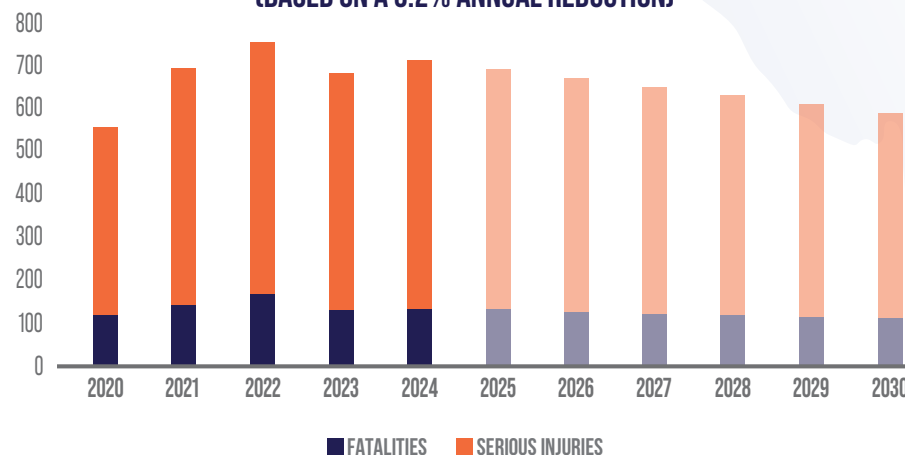
The 2026 – 2030 Delaware SHSP includes a goal and objective that is consistent with the USDOT National Road Safety Strategy and the Safe System Approach. The long-term goal of the Delaware SHSP has not changed and will remain to eliminate fatalities and serious injuries on Delaware's roadways. To achieve this goal, this SHSP establishes an objective of an annual performance measure to reduce fatalities and serious injuries 3.2 percent annually, equating to a 15 percent reduction over the next five years. The chart to the right provides the trend line analysis that was used to determine the annual reduction in fatalities and serious injuries. The chart below also depicts the statewide fatalities and serious injuries projected for the next five years based on the 3.2 percent annual reduction.



TRENDLINE ANALYSIS: COMBINED FATALITIES AND SERIOUS INJURIES



2026 - 2030 FATALITIES & SERIOUS INJURIES OBJECTIVE (BASED ON A 3.2% ANNUAL REDUCTION)

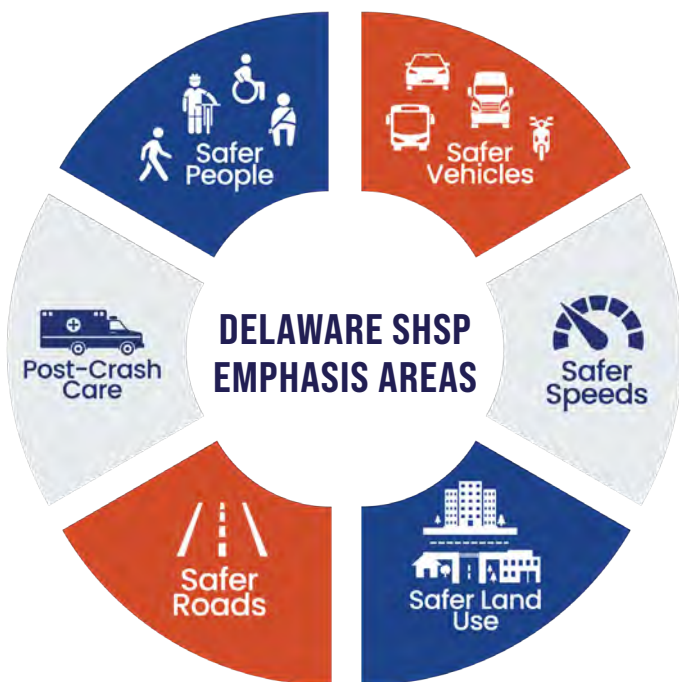


FRAMEWORK TO REDUCE FATALITIES AND SERIOUS INJURIES

EMPHASIS AREA AND TARGET AREA SELECTION PROCESS

Previous versions of the Delaware SHSP have focused on Emphasis Areas that are specific to the 4 Es of safety, engineering, education, enforcement, and emergency medical services. The 2021 – 2025 SHSP included 8 data-driven emphasis areas and one non-data driven emphasis area (see graphic). With the adoption of the Delaware Safe System Approach, the SHSP Core Committee agreed to expand the focus of the SHSP to address the six main elements of the Safe System Approach.

These six elements are considered the Emphasis Areas of the 2026 – 2030 SHSP. Under each of those elements (Emphasis Areas), specific Target Areas were identified that relate to the overall element.



2026 - 2030 DELAWARE SHSP TARGET AREAS

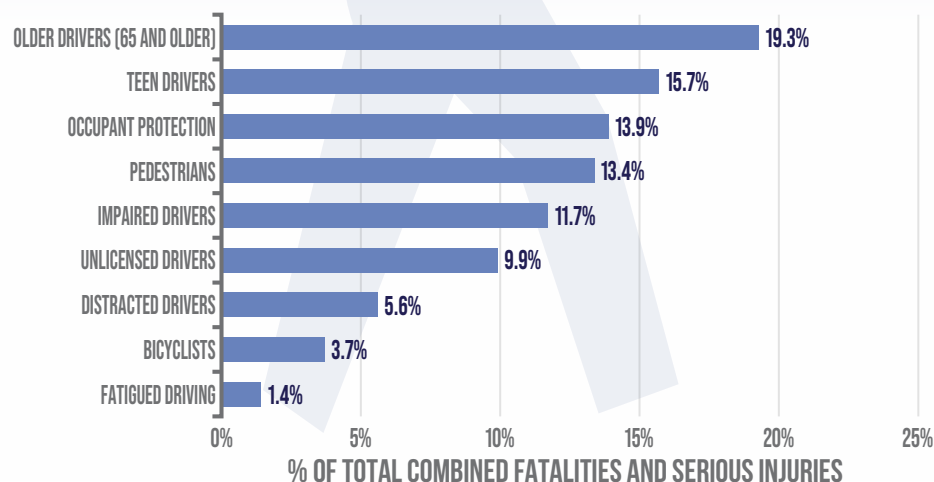


FRAMEWORK TO REDUCE FATALITIES AND SERIOUS INJURIES

Safer People

The Safer People Emphasis Area consists of eight Target Areas that concentrate on encouraging safe driving behaviors and ensuring pedestrians, bicyclists, and other active transportation users can safely navigate the transportation system while feeling comfortable using alternative modes of travel. Behaviors that this Emphasis Area considers are impaired, distracted and fatigued drivers, unrestrained vehicle occupants, and unlicensed drivers. This Emphasis Area focuses on novice drivers, older drivers, and our most vulnerable road users. The chart below provides the combined percentage of statewide fatalities and serious injuries involved in each of the Safer People Emphasis Areas. Strategies to address the Safer People Emphasis Area will concentrate on enforcement and education. Engineering related strategies can be implemented to improve the transportation system for vulnerable road users. Engineering strategies implemented in other Emphasis Areas can have an overlapping effect on the Safer People Emphasis Area as well.

SAFER PEOPLE - COMBINED FATALITIES AND SERIOUS INJURIES (2020 - 2024)



Older Drivers
(65 and older)



Teen Drivers



Occupant
Protection



Impaired
Drivers



Distracted Drivers



Unlicensed Drivers



Fatigued Driving



Vulnerable Road
Users (pedestrians
and bicyclists)

FRAMEWORK TO REDUCE FATALITIES AND SERIOUS INJURIES

Safer Vehicles

The Safer Vehicles Emphasis Area includes one overall Target Area of vehicle safety, concentrating primarily on motorcycles and commercial motor vehicles. The chart below provides the combined percentage of statewide fatalities and serious injuries for motorcycles and commercial motor vehicles. Strategies for improving safety related to these two vehicle types are included in the Plan. Consideration of the interaction between motorcycles and other classes of motor vehicles is important as motorcycles can operate at higher speeds but are less visible to other road users and offer minimal protection for their operators. Not using a helmet has been a factor in motorcycle fatalities and serious injuries. Previous Delaware laws only required that the helmet be in the possession of every adult operating or riding a motorcycle. In 2023 Senate Bill 86 was signed into law that now requires everyone who obtains a new motorcycle endorsement or anyone riding with that person to wear a helmet and eye protection for two years after receiving their motorcycle endorsement.

Additionally, the interaction between commercial motor vehicles and other classes of motor vehicles is important. Since commercial motor vehicles are much larger than passenger cars, SUVs and pick-up trucks, they require much longer stopping distances and longer acceleration times. There have been crashes associated with passenger cars cutting in front of commercial motor vehicles, then suddenly having to stop, leaving little to no space for the commercial motor vehicle to stop which can lead to a crash. Additionally, the training of commercial motor vehicle operators is essential to safety as well as ensuring that the commercial motor vehicle itself meets appropriate safety standards.

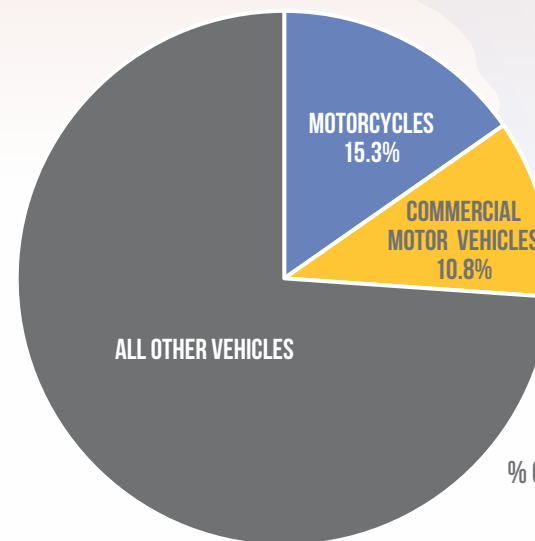
Strategies for this Emphasis Area will be consistent with the Triennial Highway Safety Plan and the Commercial Motor Vehicle Safety Plan, including enforcement, education, engineering, and emergency medical services strategies. The Safer Vehicles Emphasis Area will also consider strategies for overall vehicle safety, including the future of connected and autonomous vehicles.



Vehicle Safety

Commercial Motor Vehicles, Motorcycle, Vehicle Safety Equipment

SAFER VEHICLES - COMBINED FATALITIES AND SERIOUS INJURIES (2020 - 2024)



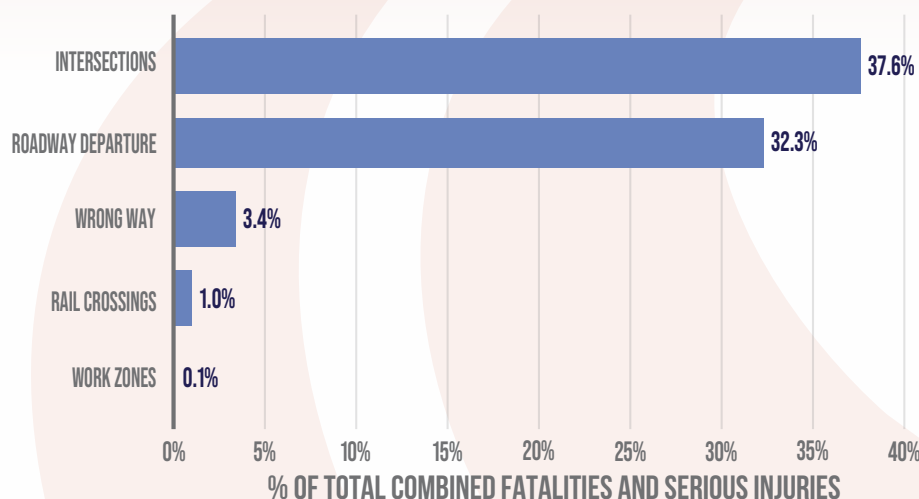
% OF TOTAL COMBINED FATALITIES AND SERIOUS INJURIES

FRAMEWORK TO REDUCE FATALITIES AND SERIOUS INJURIES

Safer Roads

The Safer Roads Emphasis Area consists of five Target Areas, primarily concentrating on roadway infrastructure, including intersections, roadway departures, wrong way movements, highway work zones, and highway-rail grade crossings. The chart below depicts the combined percentage of statewide fatalities and serious injuries of these five Target Areas. Strategies within the Safer Roads Emphasis Area may provide safety benefits to other Emphasis Areas within the Delaware Safe System Approach. Coordination with enforcement, education, and emergency medical services strategies is key to providing the overall Safe System Approach especially when considering that humans are vulnerable and make mistakes and that redundancy is critical. Many engineering solutions can be considered to reduce the injury severity to road users and can be implemented to provide system redundancy.

SAFER ROADS - COMBINED FATALITIES AND SERIOUS INJURIES (2020 - 2024)



FRAMEWORK TO REDUCE FATALITIES AND SERIOUS INJURIES

Safer Speeds

Higher vehicle speeds may be a contributing factor in many crashes on Delaware's roadways. Crashes involving higher speeds can increase the severity of the persons involved, hence the Safe System Approach principle indicating that humans are vulnerable. Speeding has become a socially accepted behavior, and in some cases, it can even be encouraged by one's peers. Speeding commonly overlaps with other adverse behaviors including impaired driving, distracted driving, and not being properly restrained. As a result of these overlapping contributing factors, speeding is often underreported in the crash data.

Factors involved in aggressive driving:

Disregarding traffic control devices
Passing on the right
Staying within a traffic lane
Following too closely
Yielding the right-of-way
Use of turn signals
Overtaking and passing school buses
Speeding

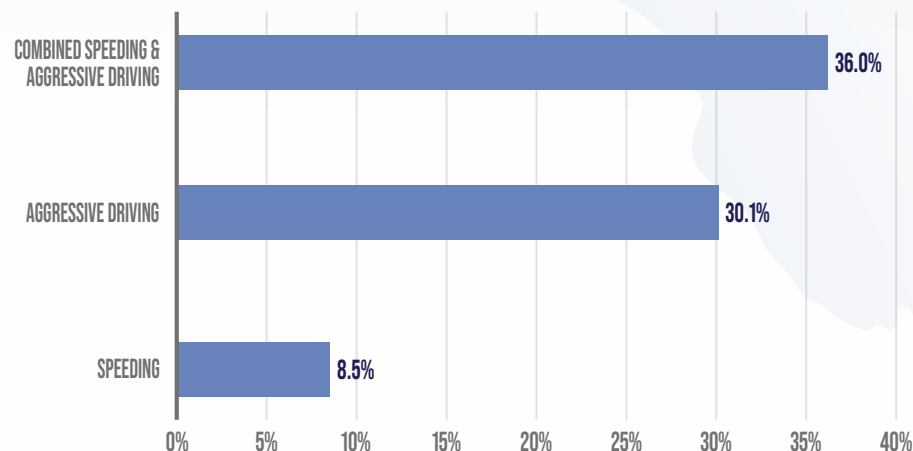
Aggressive driving is often coupled with operating a vehicle at higher speeds. Title 21, §4175A of the Delaware Code defines aggressive driving as having committed three or more traffic violations. However, the violations must be observed, so aggressive driving can also be underreported in the crash data, resulting in an incomplete picture of these types of crashes.

Speeding and aggressive driving are both often underreported and may be combined contributing factors in a crash. To ensure that the Safe System Approach is fully represented within this SHSP, the Core Committee evaluated fatalities and serious injuries involving both speeding and aggressive driving, as well as the combination of the two contributing factors, and decided to focus this Emphasis Area on both speeding and aggressive driving. The chart to the right depicts the combined percentage of statewide fatalities and serious injuries.



Speeding and Aggressive Driving

SAFER SPEEDS - COMBINED FATALITIES AND SERIOUS INJURIES (2020 - 2024)



FRAMEWORK TO REDUCE FATALITIES AND SERIOUS INJURIES

Safer Land Use

Reducing distances between destinations minimizes crash potential by making walking, biking, and transit safer and a viable alternative to driving. Managing access to the transportation system from residential and commercial land uses, can reduce conflict points which reduces crashes and improves traffic operational efficiency. Within this element of the Safe System Approach, appropriate planning of the interaction between land use and transportation is a key part of the implementation of this Emphasis Area. This means that local and county land use authorities and transportation officials must act in close consultation with one another. Comprehensive plans must include some level of consideration for a Safe System Approach, ensuring that land use decisions are appropriate for area context. Land use that integrates building setbacks and design principles for an active transportation system provide for more safe and efficient traffic operations, safe options for walking and biking, and transit opportunities. Proper spacing of access points and improvements in interconnectivity can lead to more efficient traffic operations and reduce conflict points which reduces the chances for crashes to occur.



Integration of Land Use and the Safe System Approach

FRAMEWORK TO REDUCE FATALITIES AND SERIOUS INJURIES

Post-Crash Care

The Post-Crash Care Emphasis Area of the Safe System Approach represents the integration of first responders and medical care into the transportation safety realm. This Emphasis Area also includes crash investigations, development and maintenance of traffic records and data analysis, and traffic incident management at crash scenes.

Emergency medical services is one of the four Es of traffic safety. Rapid and efficient emergency response and traffic incident management can often be the difference between a serious injury and a fatality. Effective management of an incident scene can minimize the risk of secondary crashes and improve first responder access to the crash scene, improving their ability to rapidly transport the injured persons to nearby medical facilities. Secondary crashes commonly occur within the impact area of the preceding crash and may contribute to increased congestion and restrict first responders' access to a crash scene.

From an emergency medical services standpoint, Delaware has been making strides to improve injury outcome for crash victims. The Office of EMS Preparedness has implemented a successful program to have whole blood on site at crash scenes and other traumatic events to treat patients who have experienced blood loss. Delaware is the first state with every 911 responding paramedic agency administering whole blood. The pilot program was so successful that the program was implemented statewide with all paramedic agencies, including the Delaware State Police aviation unit which includes on-board paramedics. Evaluation of the benefit to injury outcome is still under evaluation, but it is believed that this program has changed the injury outcome for many victims who may have died without whole blood administered on the scene of the crash.

Delaware has also been working to improve clearance times for crash scenes. Historically, it can take up to four hours to clear a fatal crash scene. This includes treatment and transport of injured persons, stabilizing and removing the vehicles involved, and overall crash investigation. Fatal crash scenes are considered crime scenes so the investigation is extremely detailed including identification of all vehicle related skid marks, vehicle locations, and debris locations. This has historically been done through the use of traditional survey equipment. More recently, law enforcement has been using drone technology to allow for more rapid data collection which can lead to clearance of the scene more quickly.



Emergency Response



Traffic Records and Data Analysis

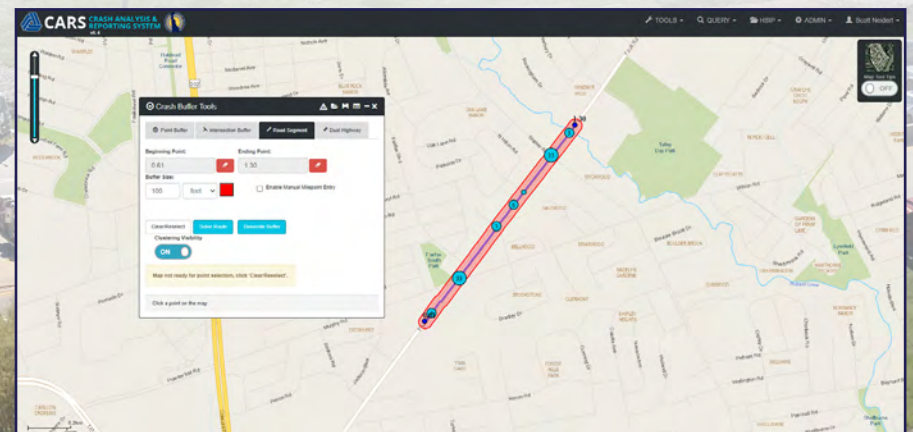
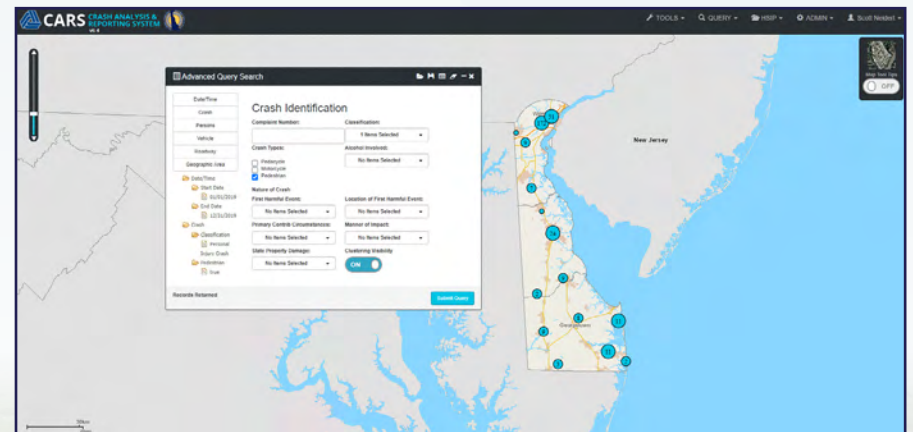


Traffic Incident Management

FRAMEWORK TO REDUCE FATALITIES AND SERIOUS INJURIES

Post-Crash Care

Another element of post-crash care is traffic records and data analysis. Traffic safety data is the primary source of information about the environment, human behavior, and vehicle actions in a crash; therefore, the availability of timely, accurate, complete, uniform, integrated, and accessible traffic safety data is required to address safety problems and program limited resources. The effectiveness of informed decision making requires sound research, programs and policies, and is directly dependent on data availability and quality. Delaware's Traffic Records Coordinating Committee (TRCC) is the primary point of leadership, planning, policy setting, and accountability for Delaware's safety data. The TRCC was established and continues to meet on a regular basis to coordinate actions among state agencies and to commit the resources necessary for the integration and sharing of safety-related data.



FRAMEWORK TO REDUCE FATALITIES AND SERIOUS INJURIES

STRATEGIES FOR REDUCING FATALITIES AND SERIOUS INJURIES

The reduction of fatalities and serious injuries requires efforts from the 4 Es of safety: engineering, education, enforcement, and emergency medical services. Strategies for the 2026 – 2030 SHSP will follow the Safe System Approach, whose principles indicate the following:

- 1 **Death and serious injuries are unacceptable**
- 2 **Humans make mistakes**
- 3 **Humans are vulnerable**
- 4 **Responsibility is shared**
- 5 **Safety is proactive**
- 6 **Redundancy is crucial**

Following the Safe System Approach principles, it is important to provide strategies that are broad so that the Core Committee can be proactive to address the critical Target Areas that are currently experiencing increases in fatalities and serious injuries. When Target Areas currently experiencing reductions in fatalities and serious injuries have unexpected increases, the strategies must be broad enough to allow for Core Committee agencies to re-focus efforts on new initiatives, avoiding prolonged upward trends. Actions that are taken from year-to-year may change based on the availability of financial and personnel resources, regulatory delays in getting projects and programs implemented, and changes in technology where newer technology that was not previously considered may prove to have a larger overall benefit on reducing fatalities and serious injuries.

For these reasons, this SHSP presents broad strategies that apply to the six Emphasis Areas and the underlying Target Areas, allowing the Core Committee agencies to pivot as needed and the ability to have flexibility in implementing robust safety programs that are consistent with the ultimate goal of zero fatalities and serious injuries on Delaware's roadways.



FRAMEWORK TO REDUCE FATALITIES AND SERIOUS INJURIES

THE 2026 – 2030 DELAWARE SHSP STRATEGIES ARE AS FOLLOWS:

Overall SHSP Strategies

Continue implementing the Safe System Approach to foster a safety culture that enforces the main principle that death and serious injuries are unacceptable.

Integrate the elements of the Safe System Approach into all planning, design, operations, educational, enforcement, and emergency medical services programs.

Update or establish design policies and guidance to foster design principles that accommodate human error and reduce crash forces.

Coordinate with county and local governments to incorporate the Safe System Approach into future comprehensive planning documents.

Coordinate with local land use agencies and metropolitan planning organizations to develop policies and guidelines to improve linkages between land use and transportation to improve safety for all road users.

Investigate and research roadside safety hardware best practices to reduce the severity of crashes involving roadside hardware.

Continue to design and implement low cost, high impact, data driven safety countermeasures across all Target Areas, including but not limited to horizontal curve signing and markings, all-way stop control, high-friction surface treatment, median barrier, and rumble strips through holistic programs.

Continue the transparent reporting of fatalities and serious injuries as well as accomplishments and challenges regarding implementation of the SHSP.

Utilize annual network screenings and the HSIP Implementation Plan to develop and prioritize engineering safety countermeasures at high-risk locations within all Target Areas.

Crash data used in these analyses are obtained from DelDOT's Crash Analysis and Reporting System (CARS) and evaluated using internally developed analytical tools including tables, charts, diagrams, and distribution trees to better understand contributing factors and patterns and identifies the most effective safety countermeasures. The Department analyzes key risk factors associated with fatal and serious injury crashes, including roadway functional classification, horizontal curvature, speeds, traffic volumes, urban versus rural setting, first harmful event, and intersection-related characteristics.

High-risk locations are identified through a systematic review of crash patterns and roadway characteristics. In the future, the countermeasure selection module within DelDOT's Crash Analysis and Reporting System (CARS) will further enhance this process by providing a more refined and automated approach to countermeasure evaluation and selection, both from an economic and effectiveness standpoint. Once its development is complete, it will serve as the Department's primary tool for analyzing the data and suggesting countermeasures.

The identification of prevalent risk factors enables the Department to determine which safety countermeasures are most appropriate for implementation. Potential countermeasures are then evaluated and prioritized using the high-risk location identification process and supporting safety analysis tools. Tools used to support this process include those found within the Highway Safety Manual (HSM), the Crash Modification Factors (CMF) Clearinghouse, Delaware-specific crash cost data, and benefit-cost analysis methodologies. Benefit-cost evaluations are performed to prioritize projects and locations that are expected to yield the greatest safety benefits relative to their implementation costs, and DelDOT has developed spreadsheet-based analytical tools to support these evaluations and ensure a consistent, data-driven approach to safety investment decisions.

Review and update existing processes for proposed safety projects supported by the SHSP to ensure efforts focus on known or proactively identified high-risk locations with fatal and serious injury crashes.

Continue working closely with the Delaware State Police's Highway Safety Unit to target law enforcement efforts within high-risk locations amongst SHSP Target Areas.

Develop educational safety programs that support Target Areas. Use social media and other media outlets to reach all audiences including those audiences that are disproportionately involved in crashes.

Implement the actions of the Traffic Records Strategic Plan to continue improvements to the timeliness, accuracy, completeness, uniformity, accessibility, and integration of traffic records data, for example, through the maintenance and improvements of DelDOT's Crash Analysis and Reporting System (CARS).

FRAMEWORK TO REDUCE FATALITIES AND SERIOUS INJURIES

Continue the development of improvements to on-scene care and injury surveillance to improve injury outcomes for the victims of crashes.		
Review programs and consider improvements to ensure that first responders are able to manage the safety of on-scene personnel, have appropriate resources to manage incident traffic control, and can monitor traffic impacts to improve first responder safety, improve incident clearance, and minimize secondary incidents.		
Support and develop legislation focused on reducing fatalities and serious injuries that influence Target Areas.		
Continue the implementation of innovative technology and automated practices at high-risk locations.		
Target Area Strategies		
OLDER DRIVERS	Implement public education and enforcement countermeasures and programs related to Aging Drivers identified in the Triennial Highway Safety Plan.	
	Evaluate the need for changes to driver's licensing testing requirements focusing on the proficiency of older drivers.	
	Implement proven engineering safety countermeasures such as, but not limited to, roadway lighting, enhanced traffic control devices, all-way stop control, rumble strips, pavement friction management, intersection safety countermeasures, median barriers, and safety edge at high-risk locations.	
TEEN DRIVERS	Implement public education and enforcement countermeasures and programs related to Drivers Aged 20 & Younger identified in the Triennial Highway Safety Plan.	
	Implement countermeasures and programs identified in the Teen Driver Strategic Plan produced by the Delaware Teen Driver Task Force.	
	Implement proven engineering safety countermeasures such as, but not limited to, roadway lighting, enhanced traffic control devices, all-way stop control, rumble strips, pavement friction management, intersection safety countermeasures, median barriers, and safety edge at high-risk locations.	
OCCUPANT PROTECTION	Implement public education and enforcement countermeasures and programs related to Occupant Protection identified in the Triennial Highway Safety Plan.	
	Utilize innovative enforcement programs, saturation patrols, and checkpoints as allowed by state law to enforce traffic laws regarding seat belts, impaired driving, distracted driving, and other moving violations to reduce fatalities and serious injuries.	
	Implement proven engineering safety countermeasures to minimize consequences of crashes involving unrestrained individuals, but not limited to, roadway lighting, enhanced traffic control devices, all-way stop control, rumble strips, pavement friction management, intersection safety countermeasures, median barriers, and safety edge at high-risk locations.	
IMPAIRED DRIVING	Implement public education and enforcement countermeasures and programs related to Impaired Driving identified in the Triennial Highway Safety Plan.	
	Implement countermeasures and programs identified in the Impaired Driving Strategic Plan produced by the Delaware Impaired Driving Task Force.	
	Utilize innovative enforcement programs, saturation patrols, and checkpoints as allowed by state law to enforce traffic laws regarding impaired driving and other moving violations to reduce fatalities and serious injuries.	
	Implement proven engineering safety countermeasures to prevent or minimize consequences of crashes involving impaired drivers such as, but not limited to, roadway lighting, enhanced traffic control devices, all-way stop control, rumble strips, pavement friction management, intersection safety countermeasures, median barriers, and safety edge at high-risk locations. For example:	
	Complete the adoption of sinusoidal rumble strip design guidance and implement the design on high-risk corridors.	Continue evaluation of horizontal curves for signing and pavement marking compliance in accordance with the network screening.
		Continue the installation of high-tension cable barrier and other median barrier treatments along high-risk corridors such as freeways, expressways, and principal arterials.

FRAMEWORK TO REDUCE FATALITIES AND SERIOUS INJURIES

DISTRACTED DRIVING	Implement public education and enforcement countermeasures and programs related to Distracted Driving identified in the Triennial Highway Safety Plan.		
	Utilize innovative enforcement programs, saturation patrols, and checkpoints as allowed by state law to enforce traffic laws regarding distracted driving and other moving violations to reduce fatalities and serious injuries.		
	Implement proven engineering safety countermeasures to minimize consequences of crashes involving distracted drivers, such as, but not limited to, shoulder and centerline rumble strips, enhanced traffic control devices, median barriers, and safety edge at high-risk locations. For example:		
	Complete the adoption of sinusoidal rumble strip design guidance and implement the design on high-risk corridors.	Continue evaluation of horizontal curves for signing and pavement marking compliance in accordance with the network screening.	Continue the installation of high-tension cable barrier and other median barrier treatments along high-risk corridors such as freeways, expressways, and principal arterials.
UNLICENSED DRIVERS	Implement targeted enforcement programs to enforce unlicensed driving laws on roadways that experience higher than average crashes involving unlicensed drivers, such as, but not limited to, principal arterials, minor arterials, and local roads.		
	Implement public education campaigns regarding the legal and safety risks of driving without a license.		
	Implement proven engineering safety countermeasures to prevent or minimize consequences of crashes involving unlicensed drivers such as, but not limited to, roadway lighting, enhanced traffic control devices, rumble strips, pavement friction management, intersection safety countermeasures, median barriers, and safety edge at high-risk locations.		
FATIGUED DRIVING	Implement targeted enforcement programs to enforce fatigued driving laws on roadways that experience higher than average crashes involving fatigued drivers, such as, but not limited to, freeways/expressways, principal arterials, and major collectors.		
	Implement public education campaigns regarding the risks of fatigued driving.		
	Implement proven engineering safety countermeasures to minimize consequences of crashes involving fatigued drivers, such as, but not limited to, shoulder and centerline rumble strips, enhanced traffic control devices, median barriers, and safety edge at high-risk locations. For example:		
	Complete the adoption of sinusoidal rumble strip design guidance and implement the design on high-risk corridors.	Continue evaluation of horizontal curves for signing and pavement marking compliance in accordance with the network screening.	Continue the installation of high-tension cable barrier and other median barrier treatments along high-risk corridors such as freeways, expressways, and principal arterials.
VULNERABLE ROAD USERS	Implement public education and enforcement countermeasures and programs related to Pedestrians and Bicyclists (Non-Motorized) identified in the Triennial Highway Safety Plan.		
	Implement the strategies of the Vulnerable Road User Safety Assessment (see Appendix E) and consider strategies and action items stemming from the Delaware Pedestrian and Bicycle Councils.		
	Continue the installation of high-tension cable barrier and other median barrier treatments along high-risk corridors such as freeways, expressways, and principal arterials.	Continue evaluating the high-risk network to install active pedestrian warning devices such as Rectangular Rapid Flash Beacons (RRFBs) at selected locations.	
	Implement education and engineering countermeasures that are consistent with reductions in fatalities and serious injuries to highway workers.		

FRAMEWORK TO REDUCE FATALITIES AND SERIOUS INJURIES

COMMERCIAL MOTOR VEHICLES	Implement public education and enforcement programs as outlined in Delaware's Commercial Motor Vehicle Safety Plan.		
	Continue working with Driver's Education instructors regarding the presentation of educational materials to young drivers about the hazards of traveling within commercial motor vehicle blind spots.		
	Continue to implement projects and programs that support safety improvements, improve education and enhance enforcement to support reduction in fatalities and serious injuries associated with commercial motor vehicle related crashes.		
	Implement proven engineering safety countermeasures to prevent or minimize consequences of crashes involving commercial vehicles such as, but not limited to, roadway lighting, enhanced traffic control devices, rumble strips, pavement friction management, intersection safety countermeasures, median barriers, and safety edge at high-risk locations.		
MOTORCYCLES	Implement public education and enforcement countermeasures and programs related to Motorcycles identified in the Triennial Highway Safety Plan.		
	Implement countermeasures, programs, or policies recommended by the Motorcycle Rider Education Advisory Committee.		
	Continue to implement projects and programs that support safety improvements, improve education and enhance enforcement to support reduction in fatalities and serious injuries associated with commercial motor vehicle related crashes.		
	Implement proven engineering safety countermeasures to prevent or minimize consequences of crashes involving unlicensed drivers such as, but not limited to, roadway lighting, enhanced traffic control devices, rumble strips, pavement friction management, intersection safety countermeasures, median barriers, and safety edge at high-risk locations.		
INTERSECTIONS	Implement intersection related proven engineering safety countermeasures such as, but not limited to, lighting, enhanced traffic control devices, intersection safety countermeasures, roundabouts, all-way stop control, connectivity enhancements, traffic calming measures, speed management, conflict point reduction, access management, and signal timing enhancements.		
	Continue the implementation of a proactive conflict point removal program focusing on median crossover closures, road vacations, and removal of redundant intersections.		
	Continue performing before/after studies to evaluate and identify the most effective treatments for a given crash type/location.		
	Implement public education and enforcement countermeasures and programs to reduce the likelihood of intersection related crashes.		
ROADWAY DEPARTURES	Implement roadway departure related proven engineering safety countermeasures such as, but not limited to, shoulder and centerline rumble strips, enhanced traffic control devices, median barriers, and safety edge at high-risk locations. For example:		
	Complete the adoption of sinusoidal rumble strip design guidance and implement the design on high-risk corridors.	Continue evaluation of horizontal curves for signing and pavement marking compliance in accordance with the network screening.	Continue the installation of high-tension cable barrier and other median barrier treatments along high-risk corridors such as freeways, expressways, and principal arterials.
	Continue performing before/after studies to evaluate and identify the most effective treatments for a given crash type and/or location.		
	Implement public education and enforcement countermeasures and programs to reduce the likelihood of roadway departure related crashes.		

FRAMEWORK TO REDUCE FATALITIES AND SERIOUS INJURIES

SPEEDING & AGGRESSIVE DRIVING	Implement speed management related proven engineering safety countermeasures such as, but not limited to, enhanced traffic control devices, intersection safety countermeasures, roundabouts, all-way stop control, connectivity enhancements, road reconfigurations, traffic calming measures, speed management, conflict point reduction, access management, and signal timing enhancements.
	Continue performing before/after studies to evaluate and identify the most effective treatments for a given crash type and/or location.
	Implement public education and enforcement countermeasures and programs related to Speed Management identified in the Triennial Highway Safety Plan.
	Align posted speed limits with the context and design of the roadway.
	Continue speeding and aggressive driving enforcement and education and coordinated speed enforcement/educational programs with local law enforcement agencies.
	Continue the implementation of Delaware's Automated Enforcement Safety Programs as enabling legislation permits.
WRONG WAY MOVEMENTS	Implement safety countermeasures to deter wrong way entries onto freeways or wrong way movements at intersections and median crossovers along divided highways.
	<i>Continue the statewide evaluation and implementation of enhanced signing and pavement marking improvements along vulnerable freeway offramps for the prevention of wrong way movements onto access-controlled facilities.</i>
	Implement public education and enforcement countermeasures and programs to reduce the likelihood of wrong way movement related crashes.
WORK ZONES	Implement public education and enforcement countermeasures and programs regarding work zone safe driving practices.
	Implement work zone safety management practices that are in accordance with FHWA's rules on Work Zone Safety and Mobility and Temporary Traffic Control Devices.
	Develop work zone training programs for DelDOT staff, contractors, consultants, and law enforcement that have responsibilities with work zone management.
RAIL CROSSINGS	Continue the implementation of safety improvements identified through the highway-rail grade crossing network screening process for DelDOT's Highway-Rail Grade Crossing Program in accordance with the Federal Rail-Highway Crossing Program.
	Implement public education campaigns regarding rail crossing safety.

IMPLEMENTATION AND EVALUATION

IMPLEMENTATION

Implementation of the 2026 – 2030 SHSP is expected to result in a continued reduction of fatalities and serious injuries on Delaware’s transportation network. Delaware’s relatively small size allows various opportunities for safety professionals from the Core Committee agencies of the SHSP to communicate regularly through numerous established committees and groups. These established and ongoing initiatives allow the agencies to identify current crash trends, identify strategies, and implement countermeasures throughout the year. Additionally, each of the Core Committee agencies monitors crash trends annually through the publication of their respective annual reports.



2026 - 2030 DELAWARE SHSP IMPLEMENTATION STRATEGY:

Existing committees that are representative of Target Areas within the six Emphasis Areas, such as the Impaired Driving Task Force, will be responsible for prioritizing and tracking the implementation of the strategies of this SHSP.

The Core Committee will conduct outreach annually to stakeholders to provide updates on implementation progress and share the latest trends and strategies being implemented toward reaching the Plan’s objective.

Implementation of the Plan will be reported annually through the Annual Reports developed for DelDOT’s HSIP and developed by the Delaware Office of Highway Safety and Delaware State Police.

The Core Committee will provide periodic updates to agency leadership, highlight current crash trends, progress towards achieving overall and Target Area objectives, highlight key accomplishments, identify implementation challenges, and request leadership assistance with necessary legislative actions or policy updates.

The Core Committee will continue to identify potential innovations to research and implement to provide additional tools for the reduction of fatalities and serious injuries.

Collaboration will continue through the Delaware Highway Safety Summit and other regional and statewide meetings and events to continue enforcing the safety culture that currently exists and drive the idea that fatalities and serious injuries are unacceptable.

IMPLEMENTATION AND EVALUATION

EVALUATION

Evaluating performance is a key component of an SHSP. Since adoption of Delaware's first SHSP, the Core Committee has regularly monitored progress towards meeting annual fatality and serious injury targets. The results of these evaluations are reported annually through DelDOT's HSIP Annual Report, OHS's Triennial Highway Safety Plan, Annual Grant Applications, and Annual Highway Safety Report; and through DSP's Annual Traffic Safety Statistical Report. The table below indicates the progress of meeting the annual targets for the 2021–2025 Delaware SHSP, both at the overall fatality and serious injury level and by Emphasis Area. As documented previously in this SHSP, there was a trend of increasing fatalities and serious injuries that can be attributed to several factors.

2021 - 2025 SHSP Performance Measure (based on a 3.2% annual reduction)		Annual Target Met?				
		2020	2021	2022	2023	2024
Overall Objective (Combined Fatalities & Serious Injuries)		X	X	X	X	X
Overall Fatalities		✓	X	X	X	X
Overall Serious Injuries		X	X	X	X	X
Emphasis Areas (Combined Fatalities & Serious Injuries)	Intersections	✓	X	X	X	X
	Distracted Driving	X	X	X	X	X
	Impaired Driving	X	X	X	X	X
	Roadway Departure	X	X	X	X	X
	Pedestrians	X	X	X	X	X
	Motorcycles	✓	X	X	X	X
	Unrestrained Motorists	X	X	X	X	X
	Speeding	X	X	X	X	X

Over the last two years, Delaware has experienced a downward trend in fatalities and serious injuries, and this SHSP documents a process toward continuing that trend, especially with the implementation of the Delaware Safe System Approach. As such, the Core Committee is committed to annual evaluations of statewide fatality and serious injuries and adjusting this plan to apply resources towards those areas that are experiencing data trending in the wrong direction. The Core Committee plans to document the following as part of the 2026–2030 Delaware SHSP evaluation process:

- *Evaluation of overall and Target Area specific fatality and serious injury crash trends and a comparison to the annual objective identified in this SHSP*
- *Highlight Core Committee and stakeholder accomplishments*
- *Evaluation of the Target Areas where progress is being made*
- *Evaluation of the Target Areas where progress is not being made and identification of needed resources for achieving progress in the next year*
- *Documentation of this evaluation in an annual report*
- *Publish maps of the locations of fatal crashes annually, as required by Delaware law*

IMPLEMENTATION AND EVALUATION

PERFORMANCE MEASURES

FHWA requires State Departments of Transportation and MPOs to establish and report the following five annual safety performance measure targets for all public roadways:

- *Number of fatalities*
- *Rate of Fatalities per 100 million Vehicle Miles Traveled (VMT)*
- *Number of serious injuries*
- *Rate of Serious Injuries per 100 million VMT*
- *Combined number of non-motorized Fatalities and Serious Injuries*

Under the previous SHSP and since the requirement for safety performance measures began, DelDOT, OHS, and DSP have met annually to establish these safety performance measure targets. These targets were intended to be consistent with the Delaware SHSP in place at the time of target setting. Delaware has not met or made significant progress towards meeting its safety performance measure targets in the last several years, specifically due to the increase of fatalities experienced in 2021 and 2022. Given that a new SHSP is being developed, Delaware is taking this opportunity to reset its safety performance measure targets that will be in place for the next five years. Following processes previously established by DelDOT, these performance measures will be set annually, based on the 3.2 percent annual reduction proposed in this SHSP and will be coordinated with the Core Committee and MPOs.



APPENDIX A - TARGET AREA FACT SHEETS





TARGET AREA FACT SHEETS

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SAFER PEOPLE OLDER DRIVERS

FACT SHEET | 2020 - 2024

INTRODUCTION

Older Drivers are defined as motorists 65 years of age and older. The Highway Safety Improvement Program has a “Special Rule” that requires a state to develop strategies within their SHSP if the rate of traffic fatalities and serious injuries per capita for drivers and pedestrians 65 years of age and older increases over a 2-year period. The Federal Highway Administration’s (FHWA) Office of Safety’s Older Road User Program addresses the engineering aspects of highway safety while considering differences in vision, fitness and flexibility, and reaction time. To encourage safe driving amongst older drivers, the State of Delaware, in conjunction with partnering organizations, has developed adult drivers’ education courses to provide older drivers a refresher which can provide increase safety and awareness for those taking the course.

From 2020 through 2024, 19 percent of the total statewide fatalities and serious injuries involved an older driver. In that same period, 146 people were killed and another 510 people were seriously injured in crashes involving older drivers.

Older Driver Crash Definition: Persons fatally or seriously injured in crashes involving a driver 65 years old or older. The injured person does not have to be the older driver, an older driver only has to be involved in the crash.

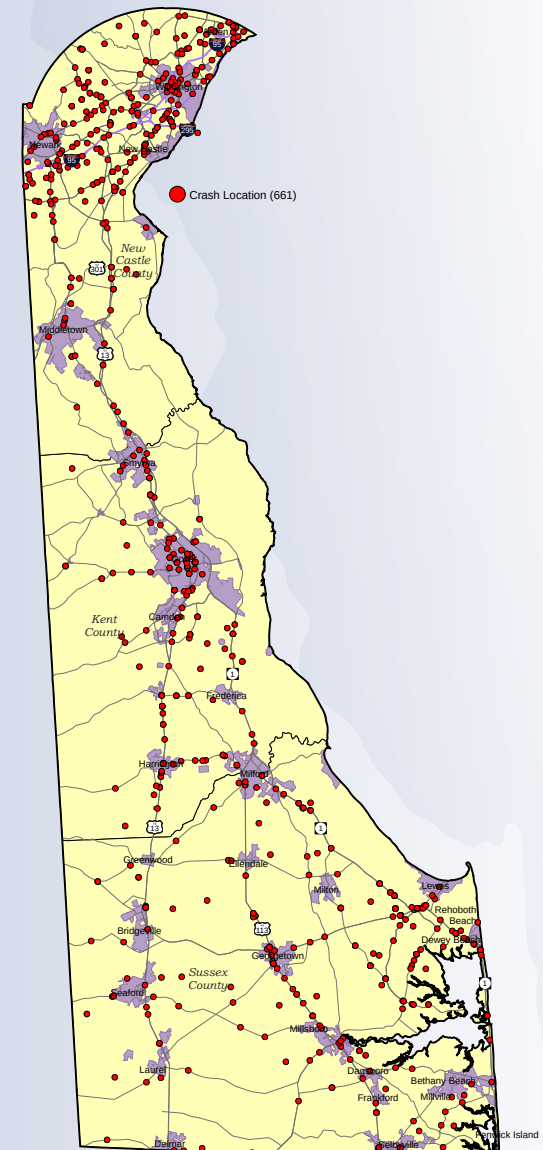
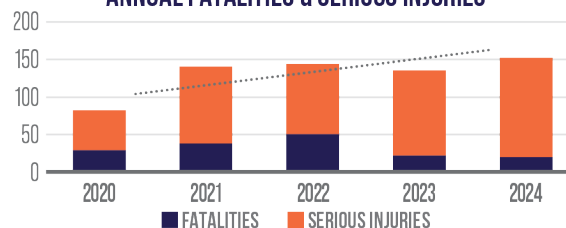
OBJECTIVE

REDUCE OLDER DRIVER RELATED
FATALITIES AND SERIOUS
INJURIES BY **3.2% PER YEAR**

30% OF OLDER DRIVER
CRASHES OCCURRED
BETWEEN AUGUST AND OCTOBER.

43% OF OLDER DRIVER FATALITY
& SERIOUS INJURY CRASHES
OCCURRED BETWEEN 1 – 5 PM.

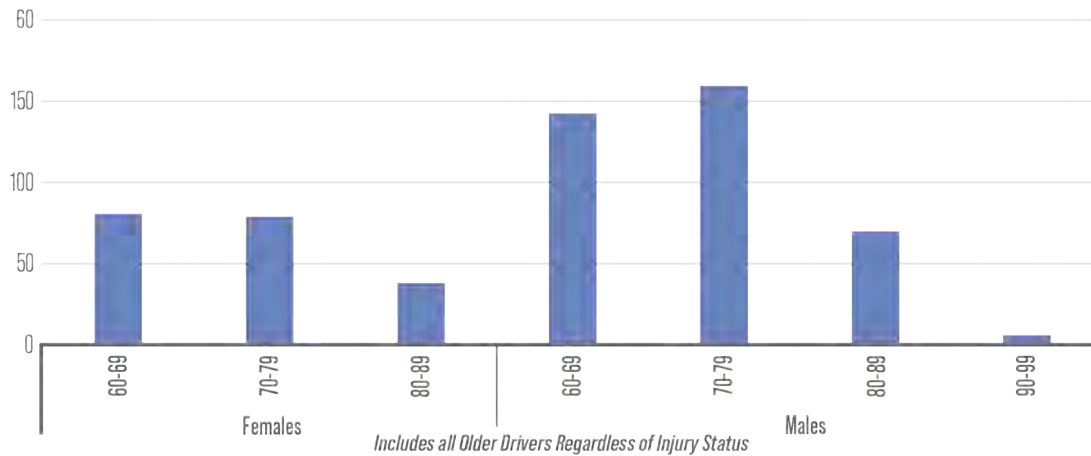
OLDER DRIVER CRASHES - ANNUAL FATALITIES & SERIOUS INJURIES



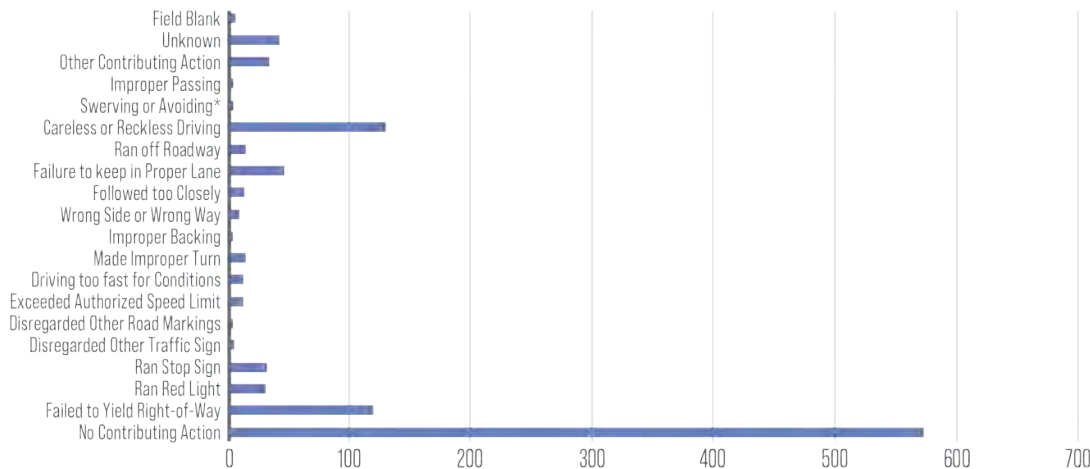


SAFER PEOPLE OLDER DRIVERS FACT SHEET | 2020 - 2024

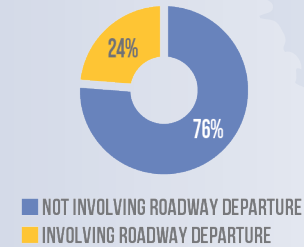
AGE AND GENDER OF OLDER DRIVERS



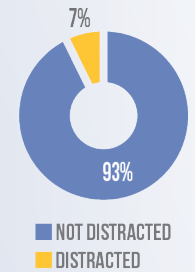
FATALITIES & SERIOUS INJURIES - OLDER DRIVER CRASHES BY PRIMARY CONTRIBUTING CIRCUMSTANCE



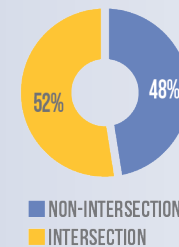
OLDER DRIVER CRASHES INVOLVING ROADWAY DEPARTURE



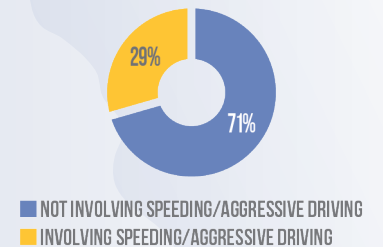
OLDER DRIVER CRASHES INVOLVING DISTRACTED DRIVERS



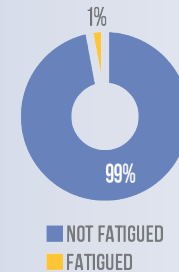
OLDER DRIVER CRASHES INVOLVING INTERSECTIONS



OLDER DRIVER CRASHES INVOLVING SPEEDING/AGGRESSIVE DRIVING



OLDER DRIVER CRASHES INVOLVING FATIGUED DRIVERS



OLDER DRIVER CRASHES BY RESTRAINED DRIVERS

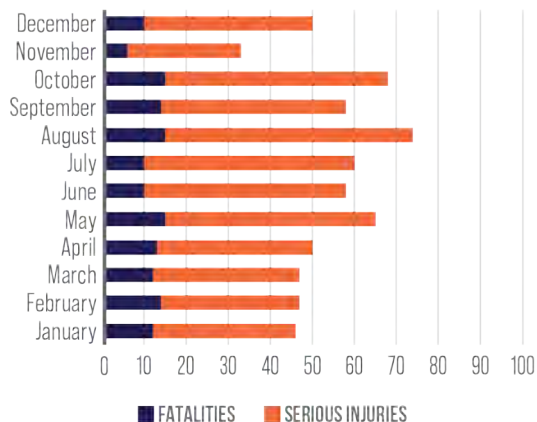




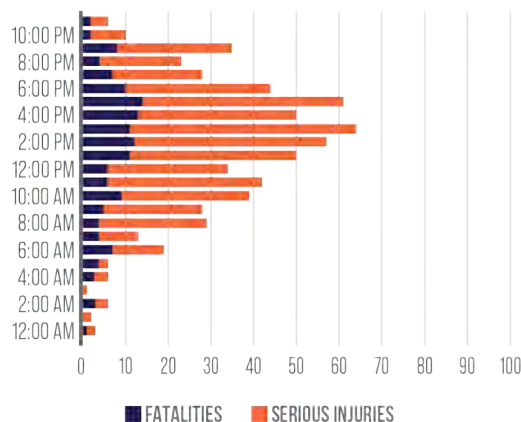
SAFER PEOPLE OLDER DRIVERS

FACT SHEET | 2020 - 2024

OLDER DRIVER FATALITIES & SERIOUS INJURIES BY MONTH



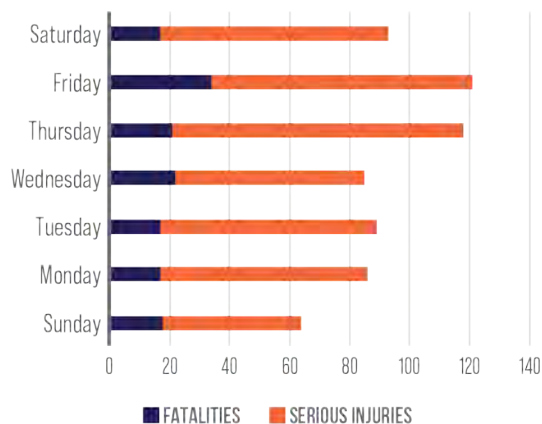
OLDER DRIVER FATALITIES & SERIOUS INJURIES BY TIME OF DAY



Fatalities/Serious Injuries by Day of Week and Month

	Jan.	Feb.	Mar.	Apr.	May	Jun.	Jul.	Aug.	Sept.	Oct.	Nov.	Dec.	Total
Sun.	6	2	4	5	5	8	13	4	6	6	3	2	64
Mon.	12	8	5	3	7	9	10	8	5	3	7	9	86
Tue.	6	2	8	7	9	4	6	15	6	16	6	4	89
Wed.	2	4	10	10	9	11	7	9	6	5	4	8	85
Thu.	9	10	12	5	16	6	8	12	17	10	3	10	118
Fri.	3	10	5	12	12	15	5	17	13	14	6	9	121
Sat.	8	11	3	8	7	5	11	9	5	14	4	8	93
Total	46	47	47	50	65	58	60	74	58	68	33	50	656

OLDER DRIVER FATALITIES & SERIOUS INJURIES BY DAY OF WEEK



Fatalities/Serious Injuries by Time of Day and Day of Week

	12 AM	1 AM	2 AM	3 AM	4 AM	5 AM	6 AM	7 AM	8 AM	9 AM	10 AM	11 AM	12 PM	1 PM	2 PM	3 PM	4 PM	5 PM	6 PM	7 PM	8 PM	9 PM	10 PM	11 PM	Total
Sun.	2		2		1	1	1	1	2	1	3	1	1	4	5	5	8	4	8	7	1	4	2		64
Mon.		2			1		3	1	3	5	6	5	3	8	5	8	6	7	5	2	6	7	3		86
Tue.						1	5		4	3	6	9	8	10	6	8	7	9	7	2	2	2			89
Wed.	1		1			1	1	3	3	6	5	6	4	7	6	10	8	10	5	2	3	2		1	85
Thu.				1	1	1	5	4	6	6	12	11	5	8	12	7	8	9	6	2	4	8		2	118
Fri.			3			2	2	2	5	6	6	6	7	6	13	11	3	11	10	9	5	7	4	3	121
Sat.					3		2	2	6	1	1	4	6	7	10	15	10	11	3	4	2	5	1		93
Total	3	2	6	1	6	6	19	13	29	28	39	42	34	50	57	64	50	61	44	28	23	35	10	6	656

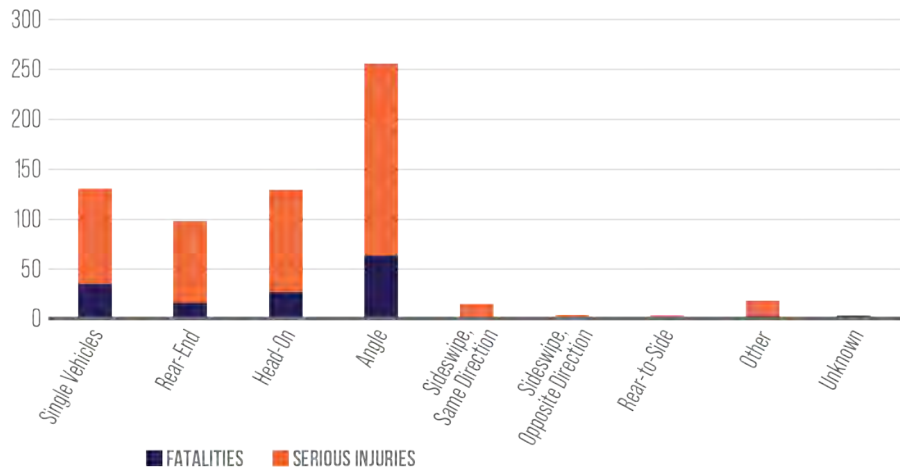
Lower Frequency

Higher Frequency

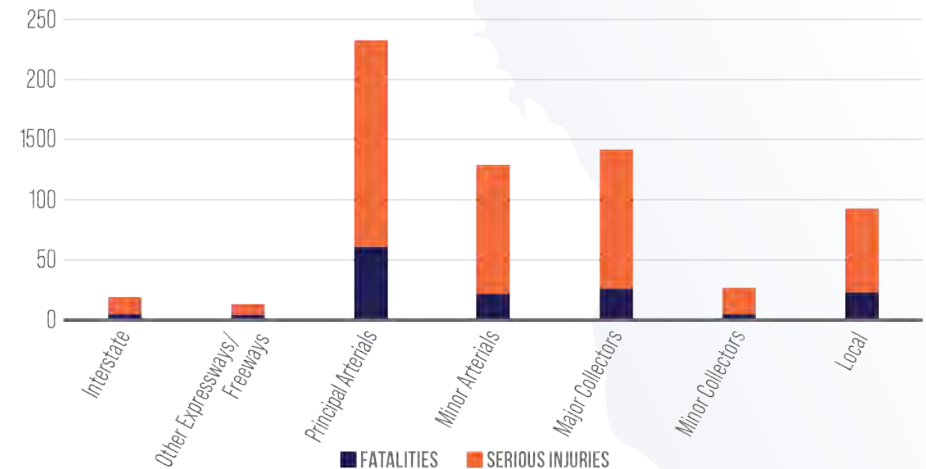


SAFER PEOPLE OLDER DRIVERS FACT SHEET | 2020 - 2024

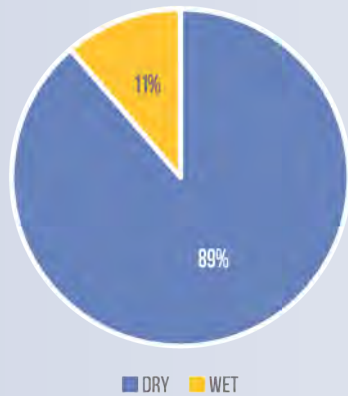
OLDER DRIVER CRASHES BY MANNER OF IMPACT



OLDER DRIVER CRASHES BY ROADWAY FUNCTIONAL CLASSIFICATION

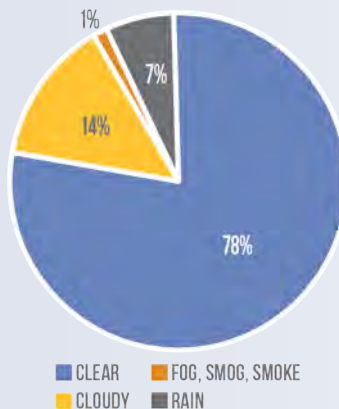


OLDER DRIVER CRASHES
BY SURFACE CONDITION



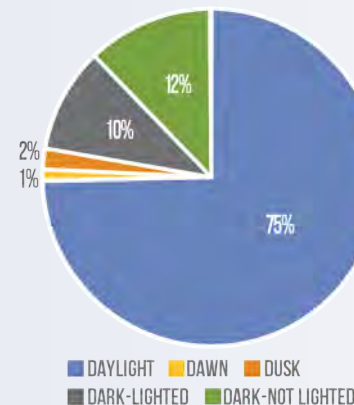
Combined Fatalities & Serious Injuries

OLDER DRIVER CRASHES
BY WEATHER CONDITION



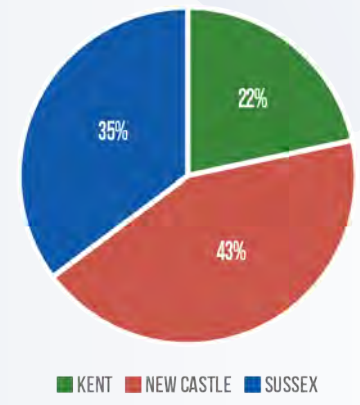
Combined Fatalities & Serious Injuries

OLDER DRIVER CRASHES
BY LIGHTING CONDITION



Combined Fatalities & Serious Injuries

OLDER DRIVER CRASHES
BY COUNTY



Combined Fatalities & Serious Injuries



SAFER PEOPLE TEEN DRIVERS

FACT SHEET | 2020 - 2024

INTRODUCTION

Delaware defines teen drivers as motorists between 15 and 21 years of age. This Target Area evaluates teen drivers involved in crashes regardless of their injury status (i.e., the teen driver does not need to be the fatality or serious injury, but they need to be a driver involved in the crash). Historically, younger drivers have higher crash rates than older drivers due to various factors such as distracted driving, lack of seatbelt use, and speeding/aggressive driving. The Federal Highway Administration has released various publications to assist parents and teen drivers to practice safe driving. In fact, the Delaware Division of Motor Vehicles offers a Teen Driving School to educate new drivers by providing information, resources and tips to promote safety in the driver's seat.

From 2020 through 2024, 16 percent of the total statewide fatalities and serious injuries involved a teen driver. During that same period, 112 people were killed and another 423 people were seriously injured in crashes involving teen drivers.

Teen Driver Crash Definition: Persons fatally or seriously injured in a crash involving a driver between the ages of 15 and 21. The injured person does not have to be the teen driver; a teen driver only has to be involved in the crash.

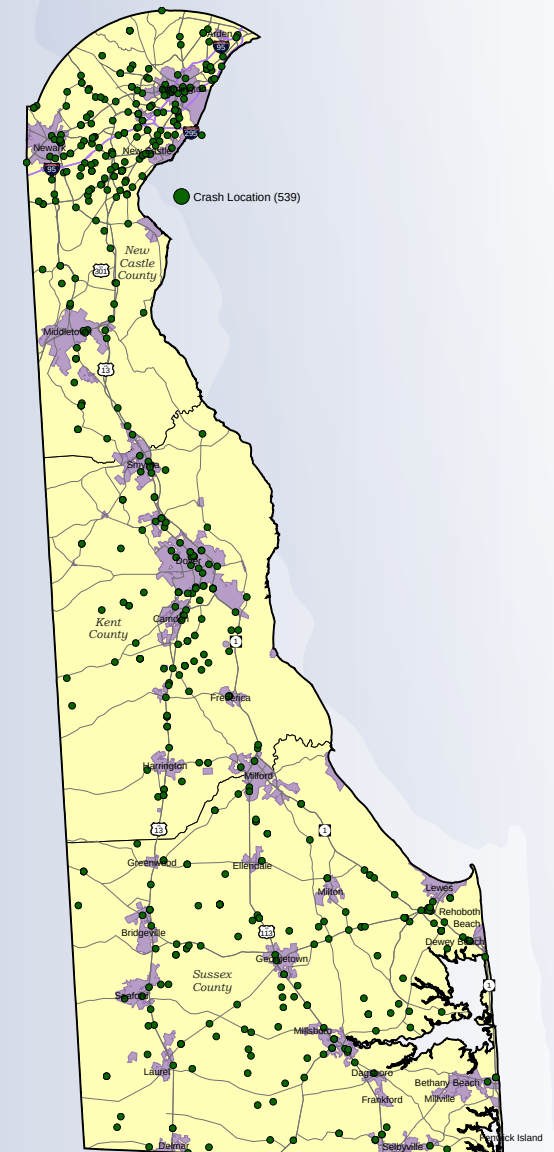
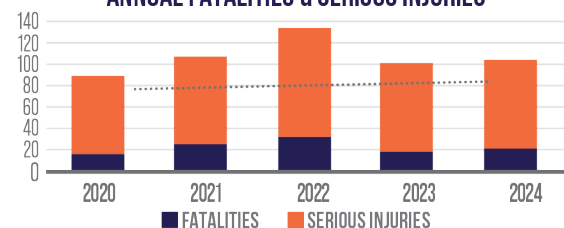
OBJECTIVE

REDUCE TEEN DRIVER RELATED FATALITIES & SERIOUS INJURIES BY 3.2% PER YEAR

34% OF TEEN DRIVER
CRASHES OCCURRED
BETWEEN JUNE AND AUGUST.

40% OF TEEN DRIVER FATALITY
& SERIOUS INJURY CRASHES
OCCURRED BETWEEN 6 PM - 12 AM.

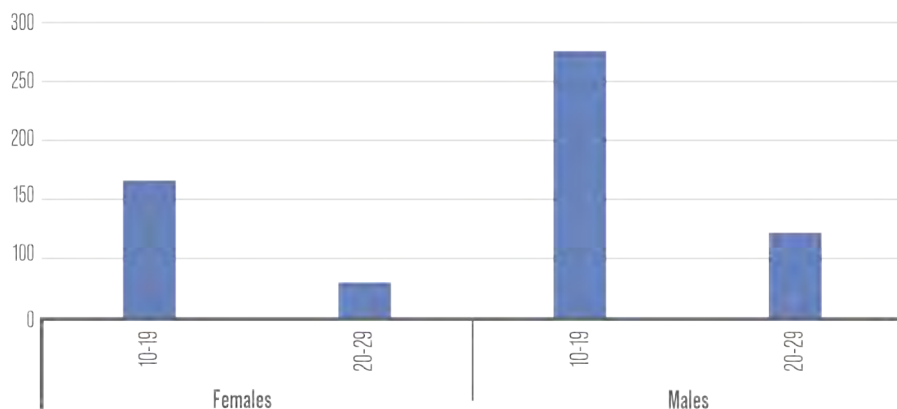
TEEN DRIVERS -
ANNUAL FATALITIES & SERIOUS INJURIES





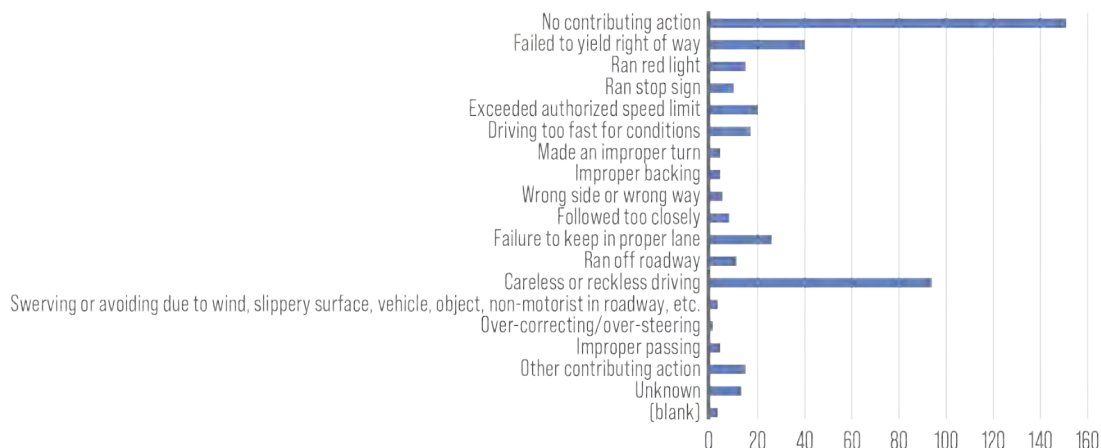
SAFER PEOPLE TEEN DRIVERS FACT SHEET | 2020 - 2024

TEEN DRIVER CRASHES BY AGE AND GENDER



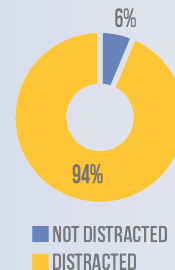
All Teen Drivers, regardless of injury status

TEEN DRIVER CRASHES BY PRIMARY CONTRIBUTING CIRCUMSTANCE

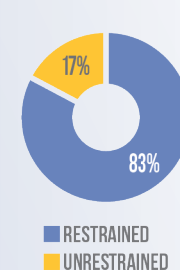


All Teen Drivers, regardless of injury status

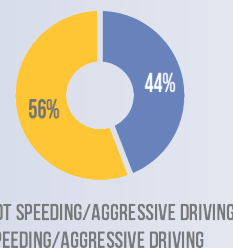
TEEN DRIVER CRASHES INVOLVING DISTRACTED DRIVER



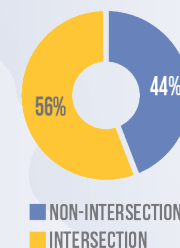
TEEN DRIVER CRASHES INVOLVING UNRESTRAINED MOTORISTS



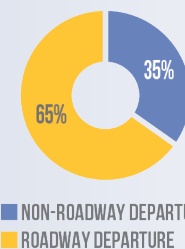
TEEN DRIVER CRASHES INVOLVING SPEEDING & AGGRESSIVE DRIVING



TEEN DRIVER CRASHES INVOLVING AN INTERSECTION



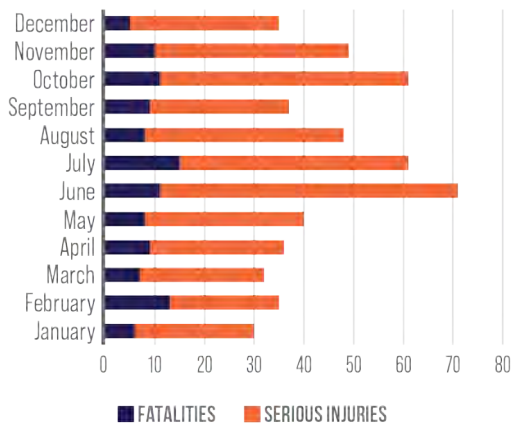
TEEN DRIVER CRASHES INVOLVING ROADWAY DEPARTURE



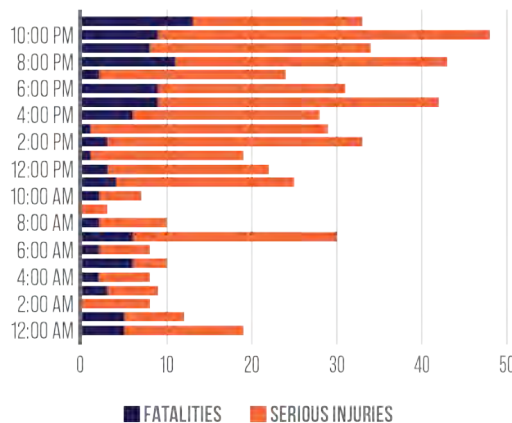


SAFER PEOPLE TEEN DRIVERS FACT SHEET | 2020 - 2024

TEEN DRIVER FATALITIES
& SERIOUS INJURIES BY MONTH



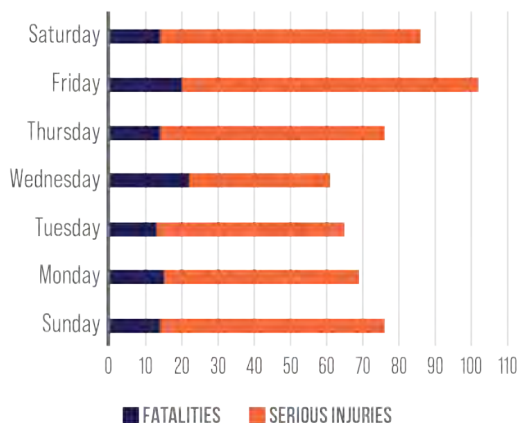
TEEN DRIVER FATALITIES
& SERIOUS INJURIES BY TIME OF DAY



Fatalities/Serious Injuries by Day of Week and Month

	Jan.	Feb.	Mar.	Apr.	May	Jun.	Jul.	Aug.	Sept.	Oct.	Nov.	Dec.	Total
Sun.	2	8	4	6	7	10	8	6	8	10	1	6	76
Mon.	6	3	1	4	11	6	9	9	3	8	6	3	69
Tue.	5	2	3	6	3	9	4	10	3	9	8	3	65
Wed.	4	1	5	3	5	8	7	6	3	6	8	5	61
Thu.	3	9	7	5	2	9	4	7	7	10	8	5	76
Fri.	5	6	7	11	6	16	12	6	7	7	10	9	102
Sat.	5	6	5	1	6	13	17	4	6	11	8	4	86
Total	30	35	32	36	40	71	61	48	37	61	49	35	535

TEEN DRIVER FATALITIES
& SERIOUS INJURIES BY DAY OF WEEK



Fatalities/Serious Injuries by Time of Day and Day of Week

	12 AM	1 AM	2 AM	3 AM	4 AM	5 AM	6 AM	7 AM	8 AM	9 AM	10 AM	11 AM	12 PM	1 PM	2 PM	3 PM	4 PM	5 PM	6 PM	7 PM	8 PM	9 PM	10 PM	11 PM	Total
Sun.	1	2	1	2	4	1	1	3	1	1	1	1	2	6	1	6	3	5	8	4	5	8	6	3	76
Mon.	4	1		2			6	5	2		1	1	3	5	3	6	2	7	2	4	7	3	1	4	69
Tue.	2		2		1	2		6	1		1	2	2	1	6	2	5	5	2	4	4	3	10	4	65
Wed.	2	2		1	1	1		4	3		2	2	3		1	1	2	14	2	3	3	6	3	5	61
Thu.	2	1	3	1		2	1	3		1		12	4	2	7	4	6	1	3	3	9	3	5	3	76
Fri.	4	2	1	3	2	3		4	1	1	2	4	5	1	9	2	5	5	6	4	9	1	18	10	102
Sat.	4	4	1			1		5	2			3	3	4	6	8	5	5	8	2	6	10	5	4	86
Total	19	12	8	9	8	10	8	30	10	3	7	25	22	19	33	29	28	42	31	24	43	34	48	33	535

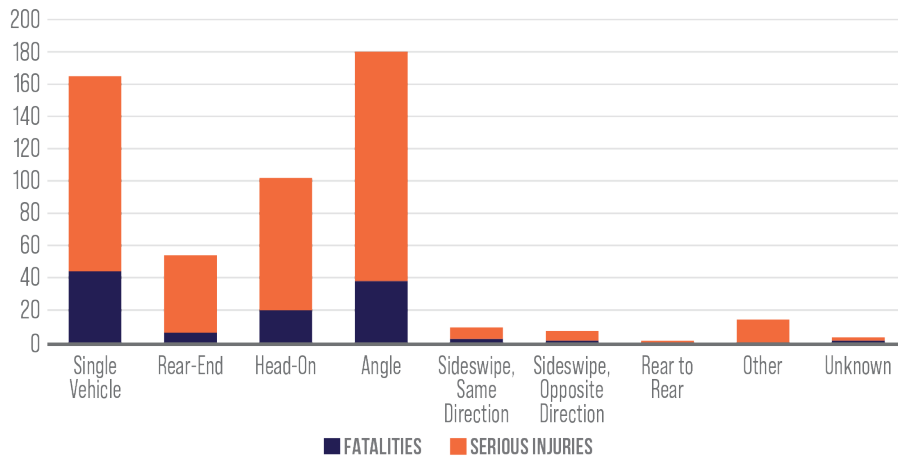
Lower Frequency

Higher Frequency

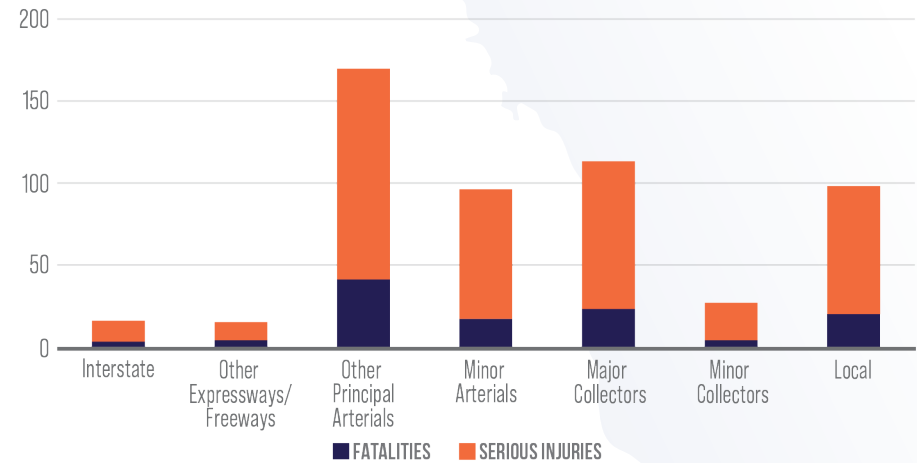


SAFER PEOPLE TEEN DRIVERS FACT SHEET | 2020 - 2024

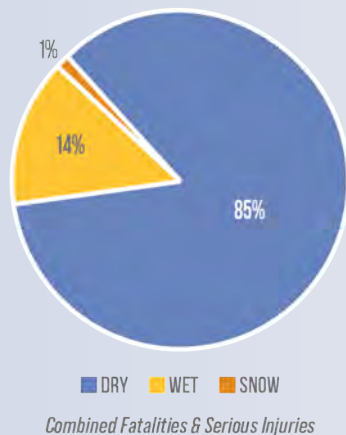
TEEN DRIVER FATALITIES & SERIOUS INJURIES BY MANNER OF IMPACT



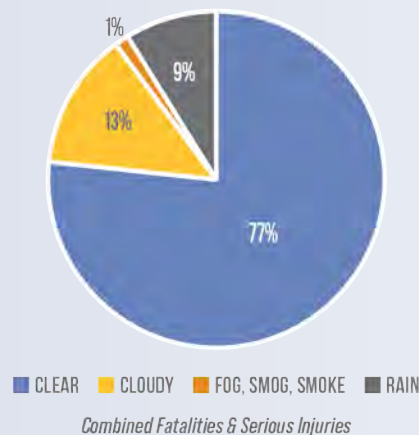
TEEN DRIVER FATALITIES & SERIOUS INJURIES BY FUNCTIONAL CLASSIFICATION



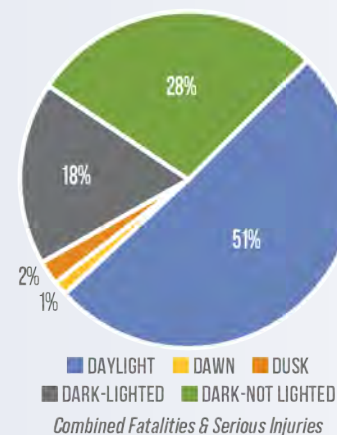
TEEN DRIVER CRASHES
BY SURFACE CONDITION



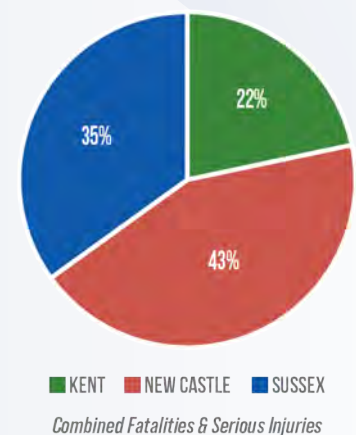
TEEN DRIVER CRASHES
BY WEATHER CONDITION



TEEN DRIVER CRASHES
BY LIGHTING CONDITION



TEEN DRIVER CRASHES
BY COUNTY





SAFER PEOPLE OCCUPANT PROTECTION FACT SHEET | 2020 - 2024

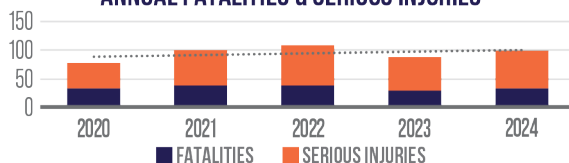
INTRODUCTION

Occupant protection plays a crucial role in the severity of motorist crashes. The Delaware Office of Highway Safety has various programs to support and encourage the use of seat belts and other safety restraints for babies, children, teens, and adults. States receive federal funding to implement and enforce occupant protection programs. Delaware Law requires all occupants of a motor vehicle to wear seatbelts. Additionally, children ages 2 and under must be placed in rear-facing car seats while children under 4 are required to use harness seats or booster seats. Delaware State Police and county/local patrol vehicles enforce occupant protection on Delaware's roadways.

From 2020 through 2024, 14 percent of the total statewide fatalities and serious injuries involved an unrestrained motorist. During that same period, 176 people were killed and another 298 people were seriously injured in crashes involving teen unrestrained motorists.

Occupant Protection Crash Definition: Drivers or passengers of motor vehicles not wearing a seatbelt or using a proper child restraint system, excluding those in the following vehicle styles: Farm Tractors, Motorcycles, Scooters, Snowmobiles, Horse and Buggies, and ATVs.

OCCUPANT PROTECTION -
ANNUAL FATALITIES & SERIOUS INJURIES



OBJECTIVE

REDUCE OCCUPANT PROTECTION-RELATED FATALITIES AND SERIOUS INJURIES BY **3.2% PER YEAR.**



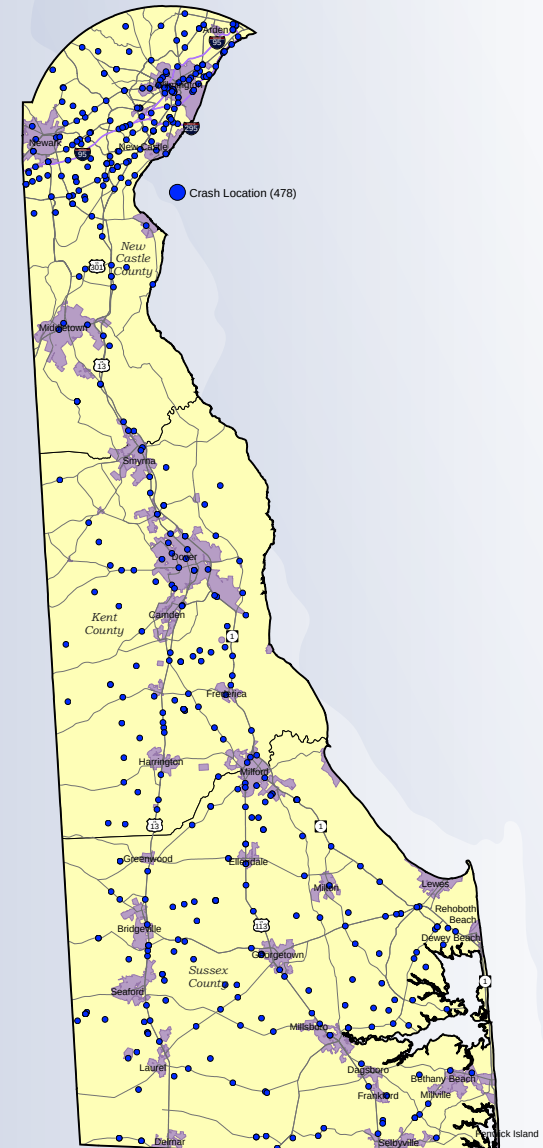
92.3% OF DELAWARE MOTORISTS USE A SEAT BELT, ACCORDING TO THE LATEST SEATBELT SURVEY CONDUCTED BY THE DELAWARE OFFICE OF HIGHWAY SAFETY.



28% OF OCCUPANT PROTECTION-RELATED CRASHES OCCURRED BETWEEN SEPTEMBER AND NOVEMBER.



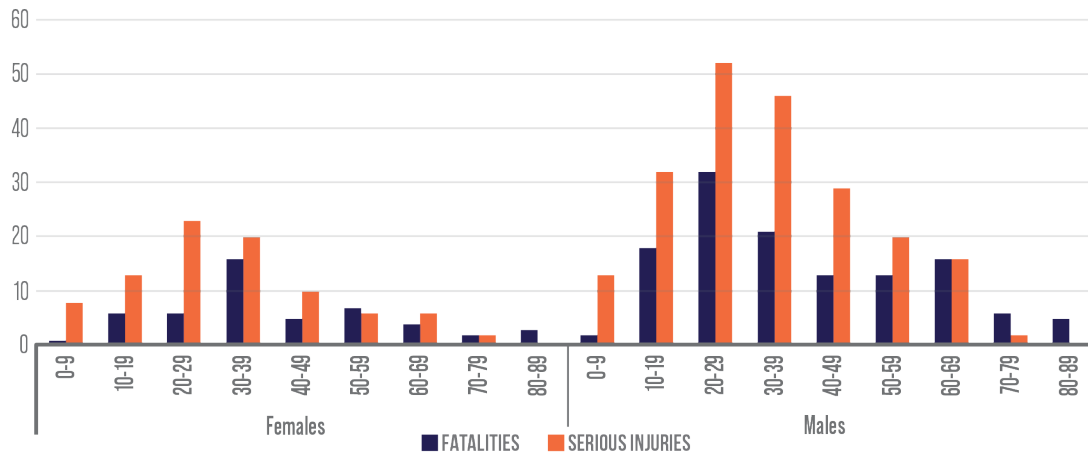
30% OF OCCUPANT PROTECTION FATALITY & SERIOUS INJURY CRASHES OCCURRED BETWEEN 7 PM - 12 AM.



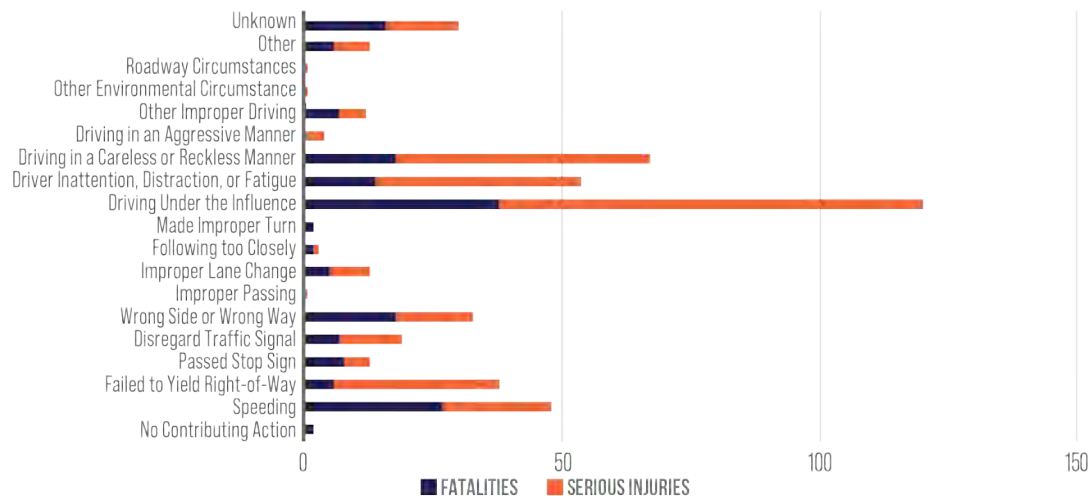


SAFER PEOPLE OCCUPANT PROTECTION FACT SHEET | 2020 - 2024

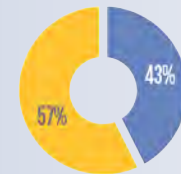
FATALITIES & SERIOUS INJURIES AGE AND GENDER OF UNRESTRAINED MOTORIST



FATALITIES & SERIOUS INJURIES - UNRESTRAINED MOTORIST CRASHES BY PRIMARY CONTRIBUTING CIRCUMSTANCE

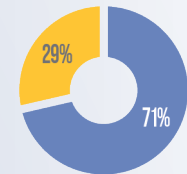


UNRESTRAINED MOTORIST CRASHES INVOLVING ROADWAY DEPARTURE



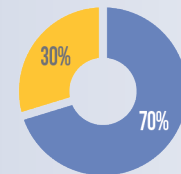
NOT INVOLVING ROADWAY DEPARTURE
INVOLVING ROADWAY DEPARTURE

UNRESTRAINED MOTORIST CRASHES INVOLVING IMPAIRED DRIVERS



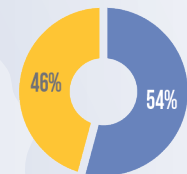
NOT IMPAIRED
IMPAIRED

UNRESTRAINED MOTORIST CRASHES INVOLVING INTERSECTIONS



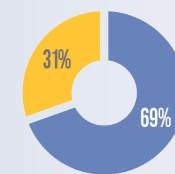
NON-INTERSECTION
INTERSECTION

UNRESTRAINED MOTORIST CRASHES INVOLVING SPEEDING/AGGRESSIVE DRIVING



NOT INVOLVING SPEEDING/AGGRESSIVE DRIVING
INVOLVING SPEEDING/AGGRESSIVE DRIVING

UNRESTRAINED MOTORIST CRASHES BY PERSON TYPE

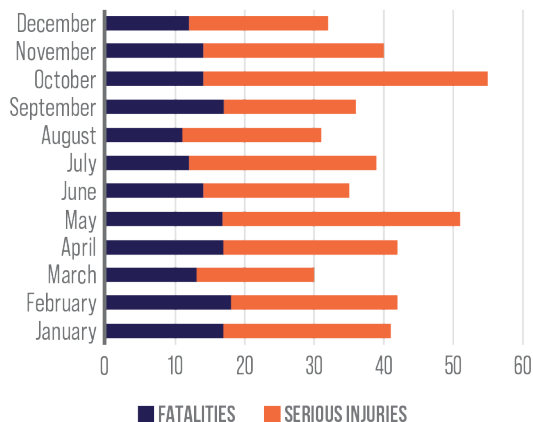


DRIVER
PASSENGER

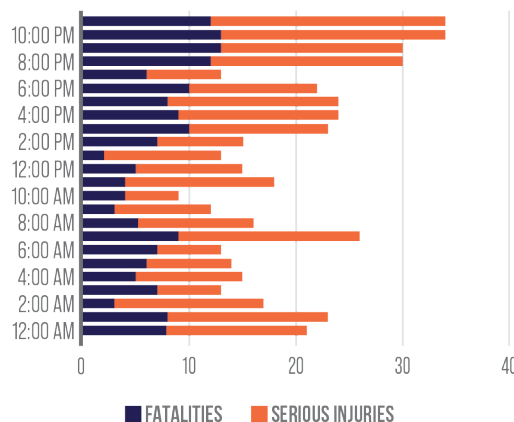


SAFER PEOPLE OCCUPANT PROTECTION FACT SHEET | 2020 - 2024

UNRESTRAINED MOTORIST FATALITIES & SERIOUS INJURIES BY MONTH



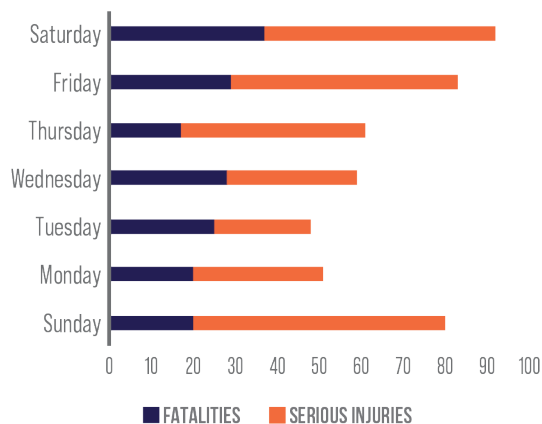
UNRESTRAINED MOTORIST FATALITIES & SERIOUS INJURIES BY TIME OF DAY



Fatalities/Serious Injuries by Day of Week and Month

	Jan.	Feb.	Mar.	Apr.	May	Jun.	Jul.	Aug.	Sept.	Oct.	Nov.	Dec.	Total
Sun.	12	5	3	2	13	3	6	8	9	14	3	2	80
Mon.	5	5	2	6	3	4	1	7	2	11	2	3	51
Tue.	4	4	4	7	3		2	7	4	3	8	2	48
Wed.	5	6	6	4	7	4	9	2	3	5	2	6	59
Thu.	4	8	5	2	9	5	1		4	7	6	10	61
Fri.	4	7	6	6	5	10	9	4	8	7	12	5	83
Sat.	7	7	4	15	11	9	11	3	6	8	7	4	92
Total	41	42	30	42	51	35	39	31	36	55	40	32	474

UNRESTRAINED MOTORIST FATALITIES & SERIOUS INJURIES BY DAY OF WEEK



Fatalities/Serious Injuries by Time of Day and Day of Week

	12 AM	1 AM	2 AM	3 AM	4 AM	5 AM	6 AM	7 AM	8 AM	9 AM	10 AM	11 AM	12 PM	1 PM	2 PM	3 PM	4 PM	5 PM	6 PM	7 PM	8 PM	9 PM	10 PM	11 PM	Total
Sun.	7	9	6	2	4	2	1	4	2	5		2	1	2	1	5	5	1	3	5	4	6	1	2	80
Mon.	1	3		1	1	1		2		2	2			2	1	2	6	7	4	1	7	1	4	3	51
Tue.		1			2	2	4	5	5	1		2	2	1	2	2	3	3	2	1	2	3	1	4	48
Wed.	2	3	1	1	4		1	3		3	2	2	6		2	3	1	6	3		3		4	9	59
Thu.	4	1	5	1		1	3	2	5		3	8		3	2	2	3	2		1	6	4	3	2	61
Fri.	2		3	2	1	5	2	2	2	1	2	2	4	3	3	6	4	3	6	2	6	8	10	4	83
Sat.	5	6	2	6	3	3	2	8	2			2	2	2	4	3	2	2	4	3	2	8	11	10	92
Total	21	23	17	13	15	14	13	26	16	12	9	18	15	13	15	23	24	24	22	13	30	30	34	34	474

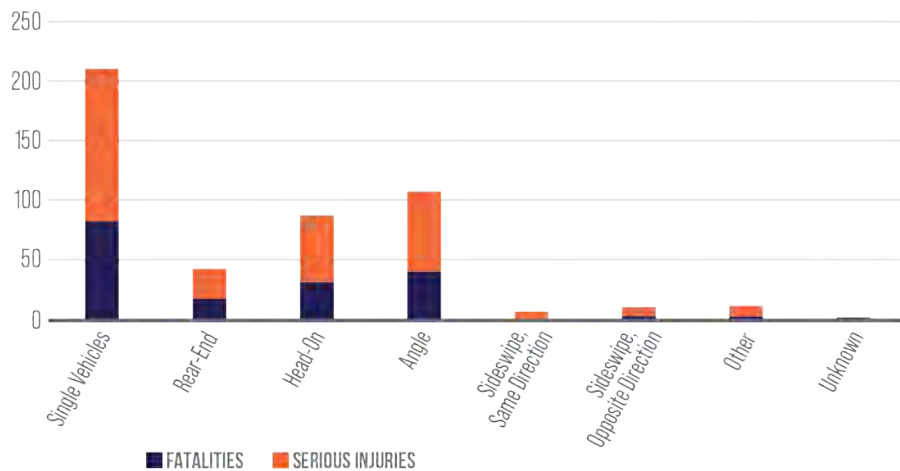
Lower Frequency

Higher Frequency

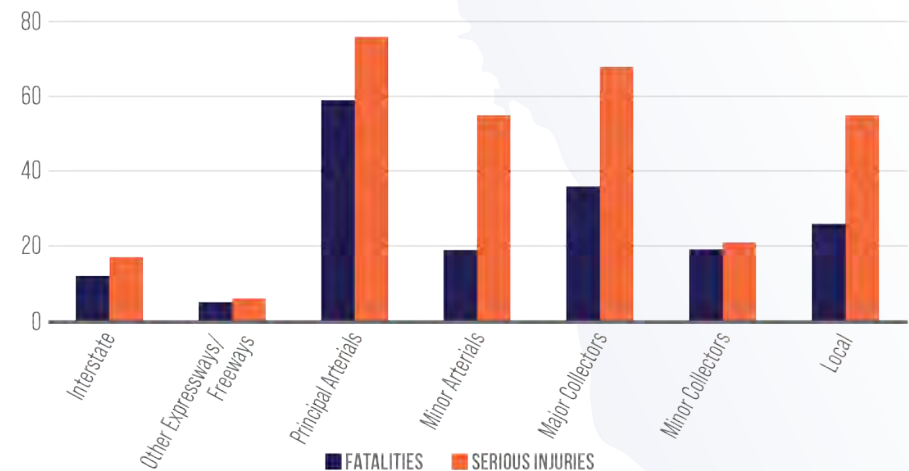


SAFER PEOPLE OCCUPANT PROTECTION FACT SHEET | 2020 - 2024

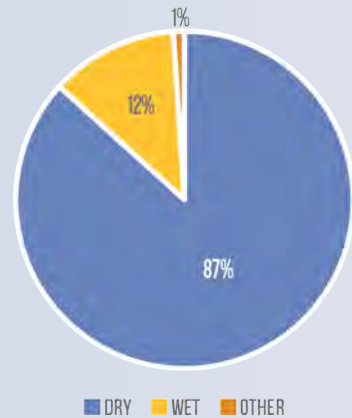
UNRESTRAINED MOTORIST CRASHES BY MANNER OF IMPACT



UNRESTRAINED MOTORIST CRASHES BY ROADWAY FUNCTIONAL CLASSIFICATION

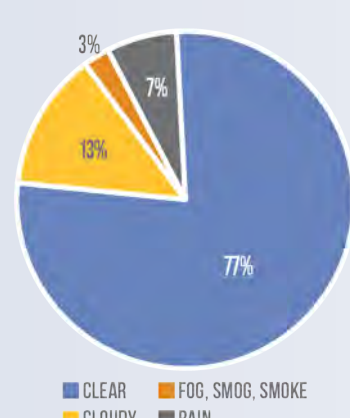


UNRESTRAINED MOTORIST CRASHES
BY SURFACE CONDITION



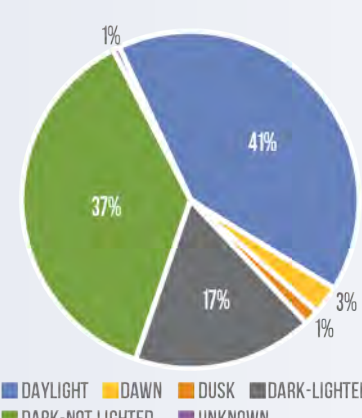
Combined Fatalities & Serious Injuries

UNRESTRAINED MOTORIST CRASHES
BY WEATHER CONDITION



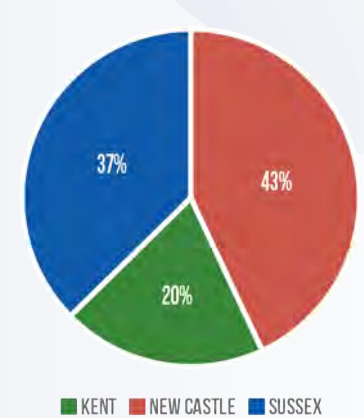
Combined Fatalities & Serious Injuries

UNRESTRAINED MOTORIST CRASHES
BY LIGHTING CONDITION



Combined Fatalities & Serious Injuries

UNRESTRAINED MOTORIST CRASHES
BY COUNTY



Combined Fatalities & Serious Injuries



SAFER PEOPLE IMPAIRED DRIVING FACT SHEET | 2020 - 2024

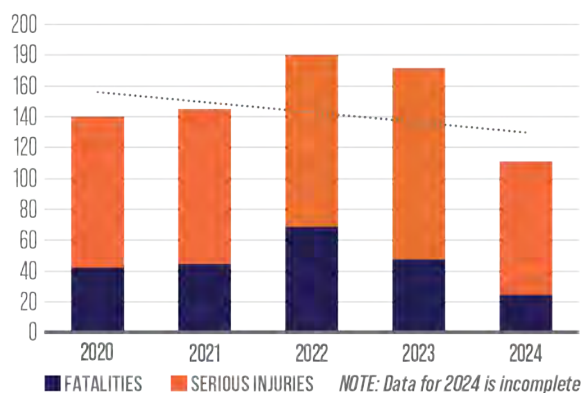
INTRODUCTION

Impaired Driving is defined as any crash involving a driver who is physically impaired, under the influence of medication or drugs, or driving with a blood alcohol concentration (BAC) of 0.08 or greater. Drug or alcohol impairment has major effects on the cognitive abilities of a driver.

From 2020 through 2024, 21 percent of the total statewide fatalities and serious injuries involved an impaired driver. During that same period, 231 people were killed and another 480 people were seriously injured in crashes involving impaired driving.

Impaired Driving Crash Definition: Persons fatally or seriously injured in a crash involving a driver impaired by alcohol and/or drugs.

IMPAIRED DRIVING -
ANNUAL FATALITIES & SERIOUS INJURIES



OBJECTIVE

REDUCE IMPAIRED DRIVING
FATALITIES AND SERIOUS
INJURIES BY **3.2% PER YEAR**



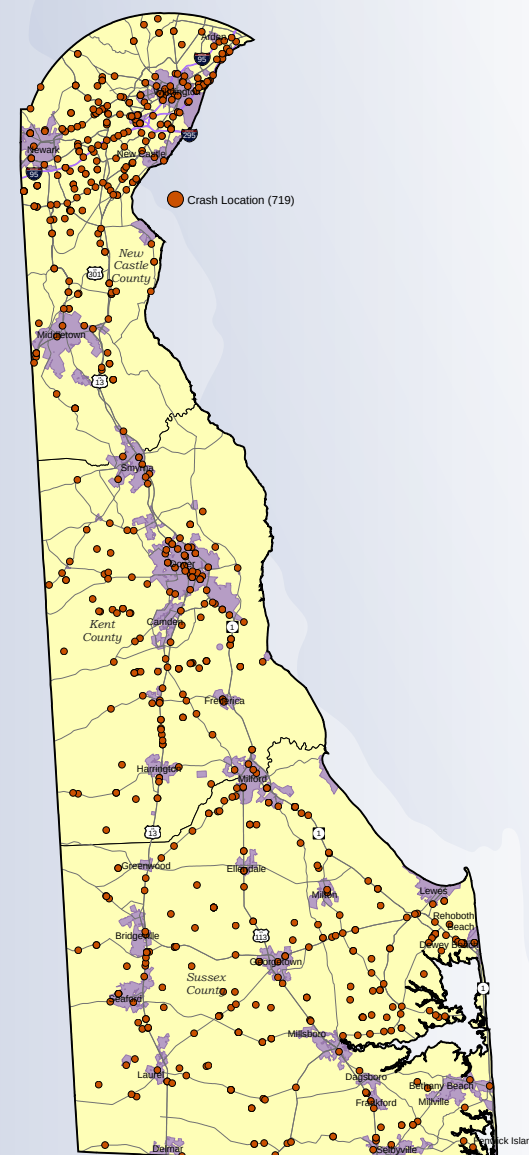
68% OF CRASHES
INVOLVING AN IMPAIRED
PEDESTRIAN OCCURRED IN
NEW CASTLE COUNTY.



56% OF FATALITIES
OR SERIOUS
INJURIES INVOLVED
UNRESTRAINED MOTORISTS.



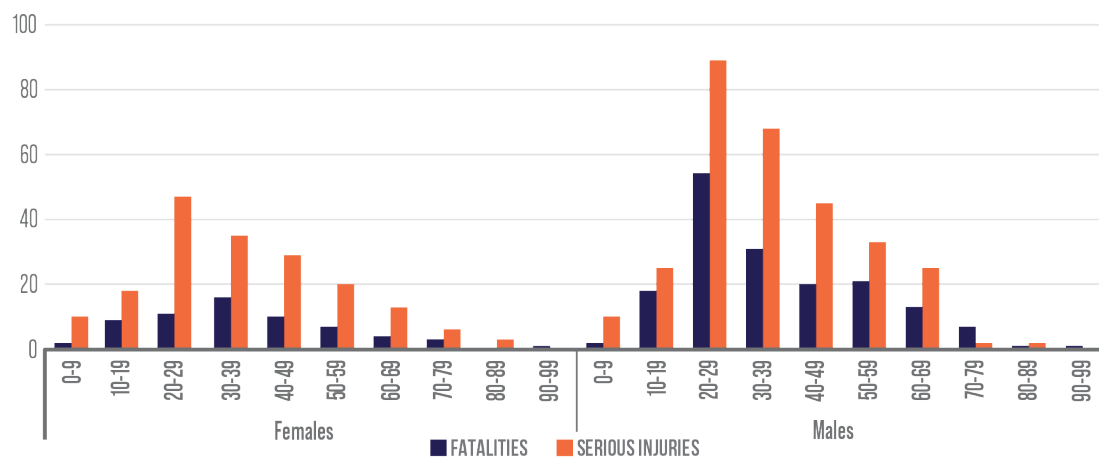
41% OF IMPAIRED DRIVING
CRASHES OCCURRED
IN JUNE, JULY, OCTOBER,
& NOVEMBER.



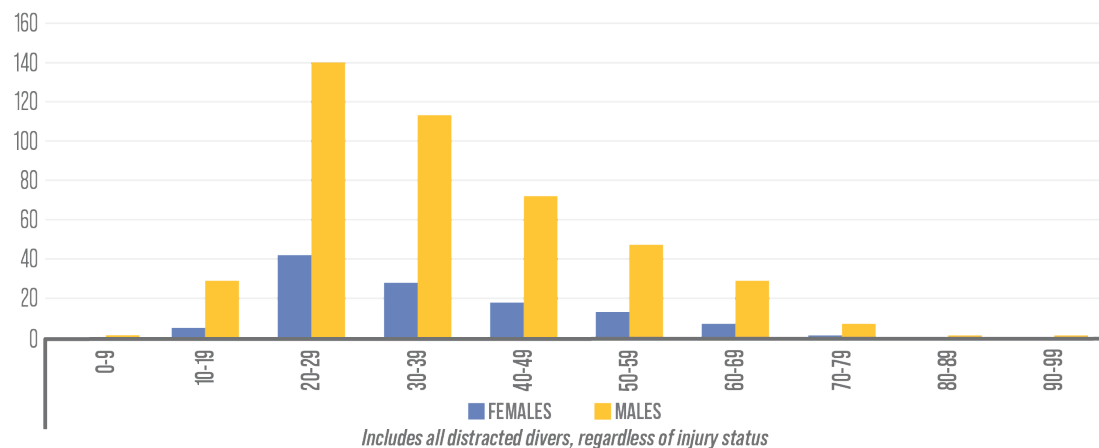


SAFER PEOPLE IMPAIRED DRIVING FACT SHEET | 2020 - 2024

FATALITIES & SERIOUS INJURIES AGE AND GENDER OF IMPAIRED DRIVING CRASH VICTIMS

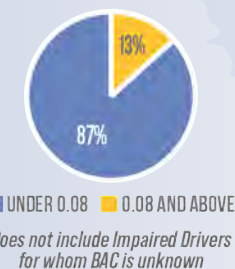


AGE AND GENDER OF IMPAIRED DRIVERS

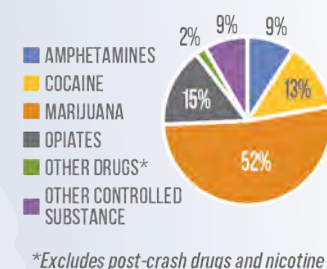


Includes all distracted drivers, regardless of injury status

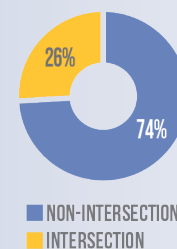
BLOOD ALCOHOL CONTENT OF IMPAIRED DRIVERS



DRUG TEST RESULTS OF IMPAIRED DRIVERS



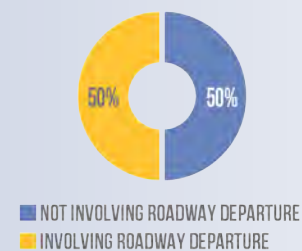
IMPAIRED DRIVER CRASHES INVOLVING INTERSECTIONS



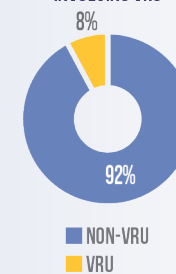
IMPAIRED DRIVER CRASHES INVOLVING UNRESTRAINED MOTORISTS



IMPAIRED DRIVER CRASHES INVOLVING ROADWAY DEPARTURE



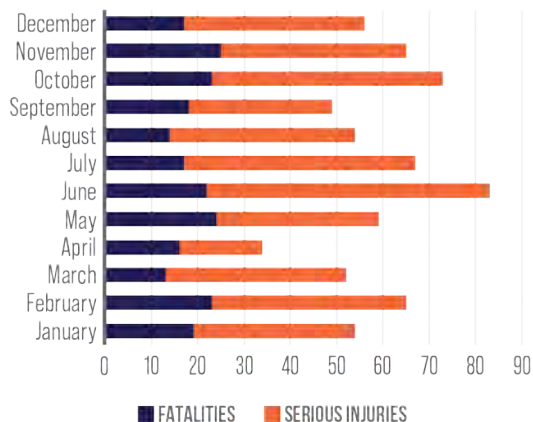
IMPAIRED DRIVER CRASHES INVOLVING VRU



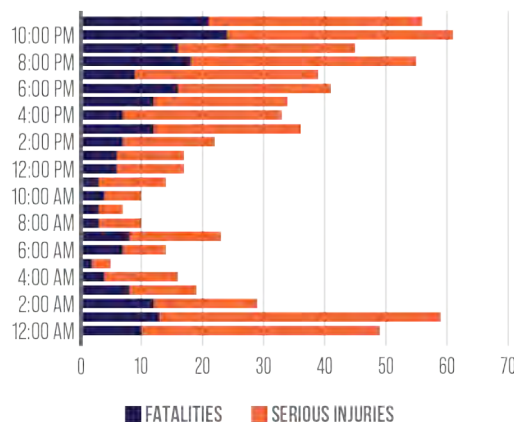


SAFER PEOPLE IMPAIRED DRIVING FACT SHEET | 2020 - 2024

IMPAIRED DRIVING FATALITIES & SERIOUS INJURIES BY MONTH



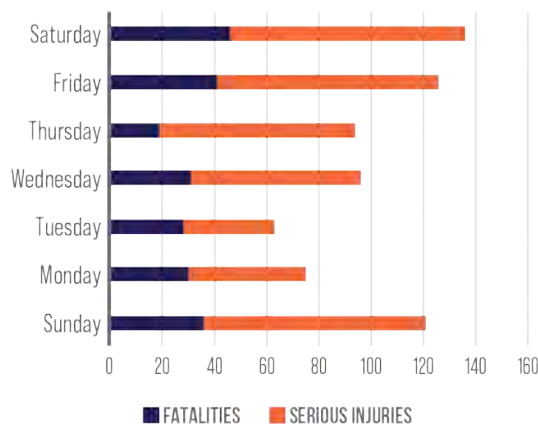
IMPAIRED DRIVING FATALITIES & SERIOUS INJURIES BY TIME OF DAY



Fatalities/Serious Injuries by Day of Week and Month

	Jan.	Feb.	Mar.	Apr.	May	Jun.	Jul.	Aug.	Sept.	Oct.	Nov.	Dec.	Total
Sun.	6	10	9	5	9	13	11	7	14	22	6	9	121
Mon.	13	4	5	2	4	6	8	7	6	7	6	7	75
Tue.	6	3	2	5	3	12	4	9	5		11	3	63
Wed.	10	8	7	5	12	14	6	9	2	3	11	9	96
Thu.	9	9	10	4	11	10	1	8	6	10	9	7	94
Fri.	3	15	7	4	9	14	16	4	10	16	12	16	126
Sat.	7	16	12	9	11	14	21	10	6	15	10	5	136
Total	54	65	52	34	59	83	67	54	49	73	65	56	711

IMPAIRED DRIVING FATALITIES & SERIOUS INJURIES BY DAY OF WEEK



Fatalities/Serious Injuries by Time of Day and Day of Week

	12 AM	1 AM	2 AM	3 AM	4 AM	5 AM	6 AM	7 AM	8 AM	9 AM	10 AM	11 AM	12 PM	1 PM	2 PM	3 PM	4 PM	5 PM	6 PM	7 PM	8 PM	9 PM	10 PM	11 PM	Total
Sun.	13	24	6	4	5	3	5	1	1	3		1	1	7	5	6	4	4	5	5	4	3	8	3	121
Mon.	6	3	1	5	1		1	1		2	2		1	1	2	4	4	6	6	4	13	3	2	7	75
Tue.		2	2	1		1	3	3	4		1	2	3	1	2	5	3	6	4	3	6	2	6	3	63
Wed.	2	5	1	1	3				6	3	1	2	2	1	2		5	3	4	3	12	14	5	5	96
Thu.	9	10	4	3			3	3			1	8	5	5	6	4	3	3	3	3	3	10	2	6	94
Fri.	11	3	5	2				5	1	1	4		3		2	9	7	7	12	10	8	10	19	7	126
Sat.	8	12	10	3	7	1	2	4	1			1	3	1	5	3	9	4	8	2	7	12	19	14	136
Total	49	59	29	19	16	5	14	23	10	7	10	14	17	17	22	36	33	34	41	39	55	45	61	56	711

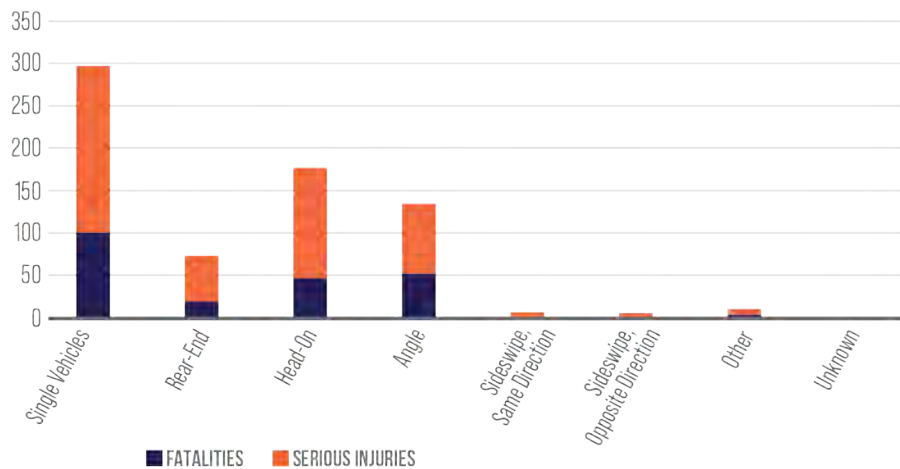
Lower Frequency

Higher Frequency

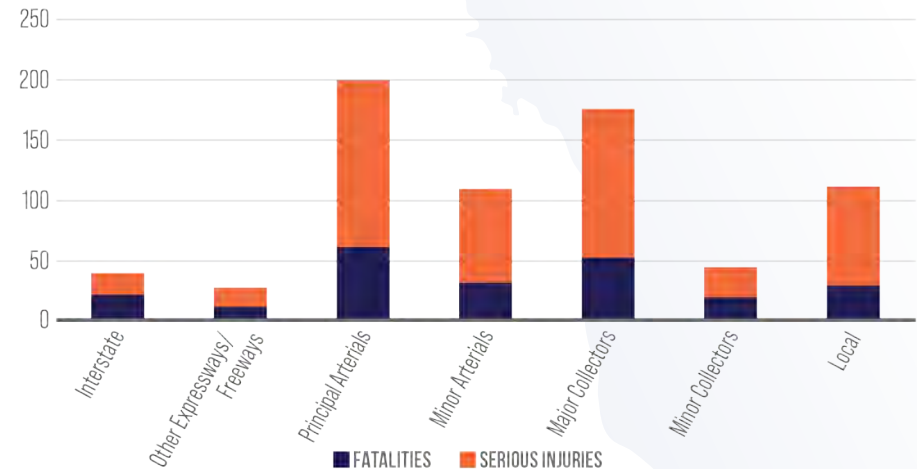


SAFER PEOPLE IMPAIRED DRIVING FACT SHEET | 2020 - 2024

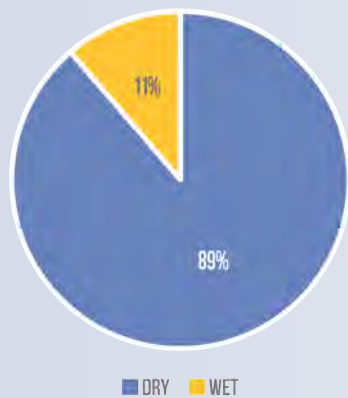
IMPAIRED DRIVING CRASHES BY MANNER OF IMPACT



IMPAIRED DRIVING CRASHES BY ROADWAY FUNCTIONAL CLASSIFICATION

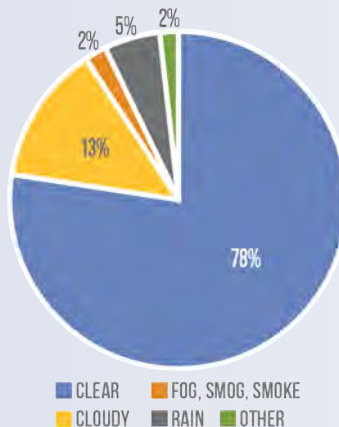


IMPAIRED DRIVING
CRASHES BY SURFACE CONDITION



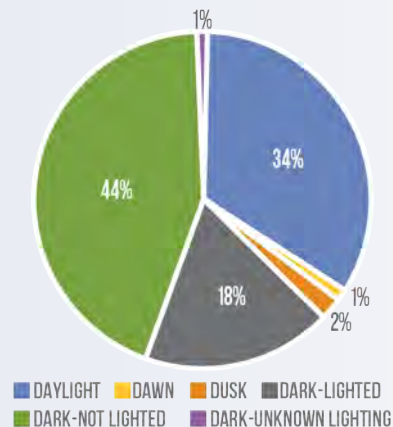
Combined Fatalities & Serious Injuries

IMPAIRED DRIVING
CRASHES BY WEATHER CONDITION



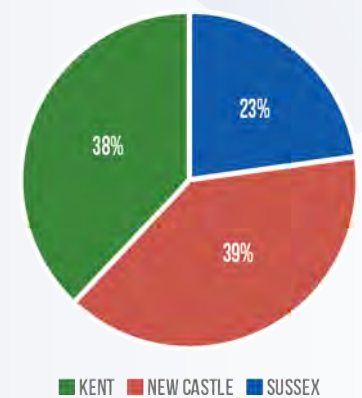
Combined Fatalities & Serious Injuries

IMPAIRED DRIVING
CRASHES BY LIGHTING CONDITION



Combined Fatalities & Serious Injuries

IMPAIRED DRIVING
CRASHES BY COUNTY



Combined Fatalities & Serious Injuries



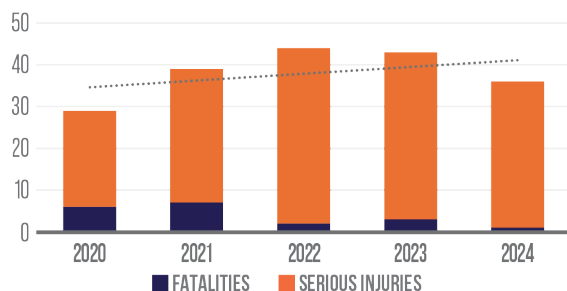
SAFER PEOPLE DISTRACTED DRIVING FACT SHEET | 2020 - 2024

INTRODUCTION

Distracted driving is frequently associated with talking or texting on a cell phone; however, distracted driving also includes other distractions such as eating or grooming while driving, or any distraction that takes the driver's attention away from the task of safe driving. Sending or reading a text takes your eyes off the road for 5 seconds, which equates to traveling the length of a football field with your eyes closed at 55 mph. Delaware's hands-free cell phone law went into effect on January 2, 2011; however, continued efforts are needed to fight this complex behavioral issue.

Distracted Driving Crash Definition: Persons fatally or seriously injured in a crash that involved distracted driving. Driver distraction includes use of cell phone/texting, grooming/ applying makeup, attending to children, having a verbal dispute, use of headphones, use of other electronic devices, eating, external distraction, or other inside the vehicle distraction.

**DISTRACTED DRIVING -
ANNUAL FATALITIES & SERIOUS INJURIES**

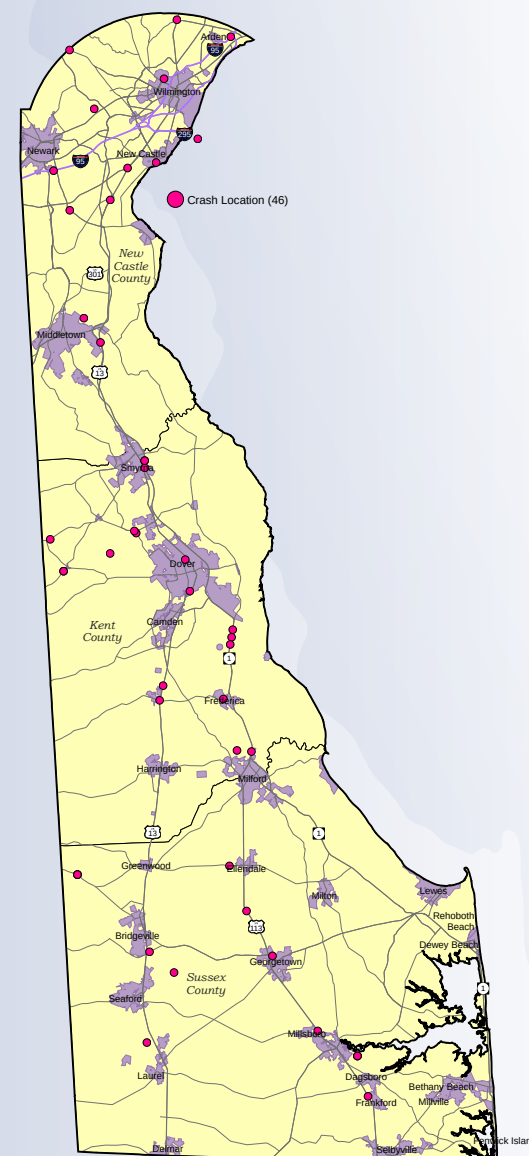


OBJECTIVE

**REDUCE DISTRACTED DRIVING
FATALITIES AND SERIOUS
INJURIES BY 3.2% PER YEAR**

2020-2024 DISTRACTED DRIVING FATALITIES AND SERIOUS INJURIES:

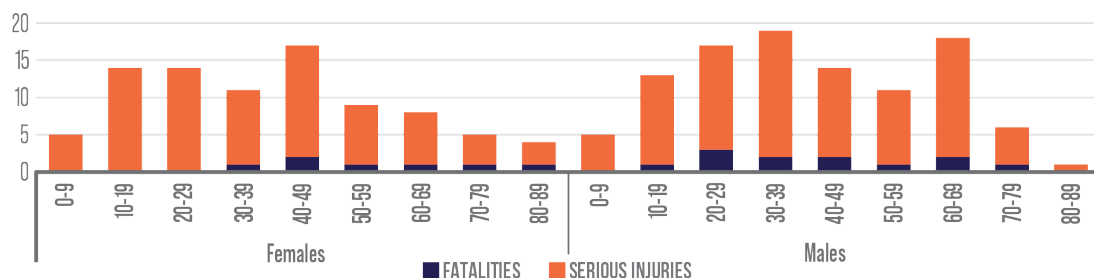
- 81% of distracted driving crashes were caused by distractions inside the vehicle (technology, passengers, eating, etc)
- 67% of distracted drivers were male
- 43% of distracted driving crashes were caused by distracted males between the ages of 20 to 49
- 59% of crashes occurred during daylight
- 39% occurred when it was dark
- 24% occurred on Friday
- 34% occurred between 3PM-7PM
- 45% occurred in June/July/Aug/Sept
- 19% occurred on Fri/Sat in June/July/Aug/Sept
- 59% occurred in urban areas



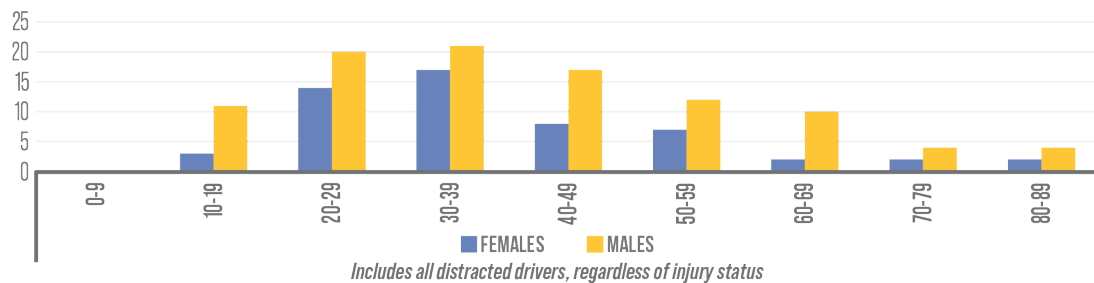


SAFER PEOPLE DISTRACTED DRIVING FACT SHEET | 2020 - 2024

FATALITIES & SERIOUS INJURIES AGE AND GENDER OF DISTRACTED DRIVING CRASH VICTIMS

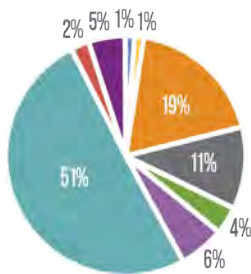


AGE AND GENDER OF DISTRACTED DRIVERS



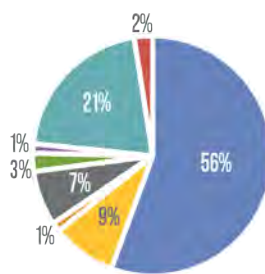
DISTRACTED DRIVER - DRIVER DISTRACTION

- Attending to Children
- Eating
- External Distraction (Outside the Vehicle)
- Hand Held Cell Phone
- Head Phones
- Other Electronic Device (navigation device, radio)
- Other Inside the Vehicle
- Texting
- Verbal Dispute

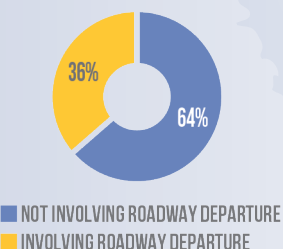


VEHICLE TYPE OF DISTRACTED DRIVER

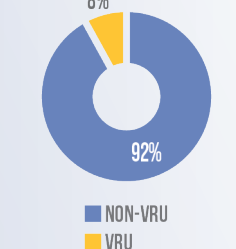
- Passenger Car
- Pickup Truck
- Other Truck Combo, Commercially Used Van
- Motorcycle
- Scooter
- Unknown
- SUV
- Minivan/Passenger Van



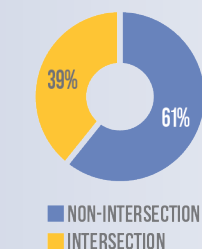
DISTRACTED DRIVER CRASHES INVOLVING ROADWAY DEPARTURES



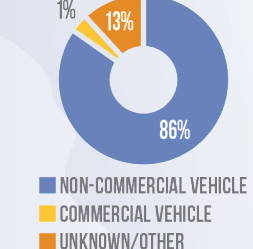
DISTRACTED DRIVER CRASHES INVOLVING VRU



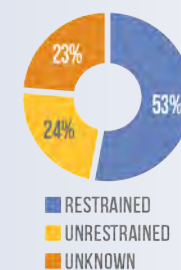
DISTRACTED DRIVER CRASHES INVOLVING INTERSECTIONS



DISTRACTED DRIVER CRASHES INVOLVING COMMERCIAL VEHICLES



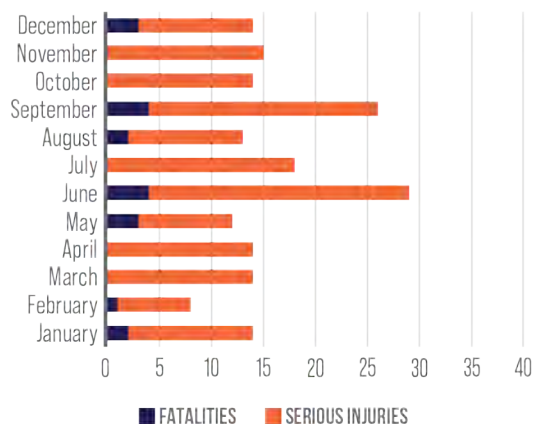
DISTRACTED DRIVER CRASHES INVOLVING UNRESTRAINED MOTORISTS



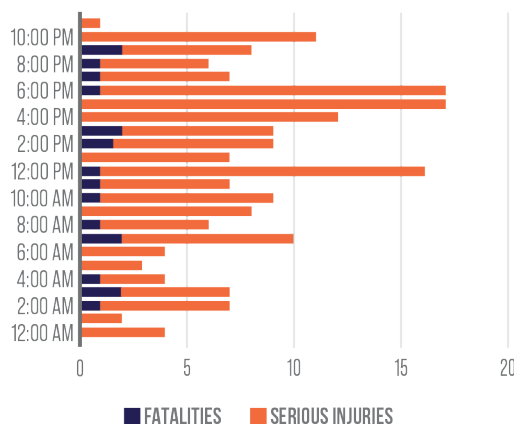


SAFER PEOPLE DISTRACTED DRIVING FACT SHEET | 2020 - 2024

DISTRACTED DRIVING FATALITIES & SERIOUS INJURIES BY MONTH



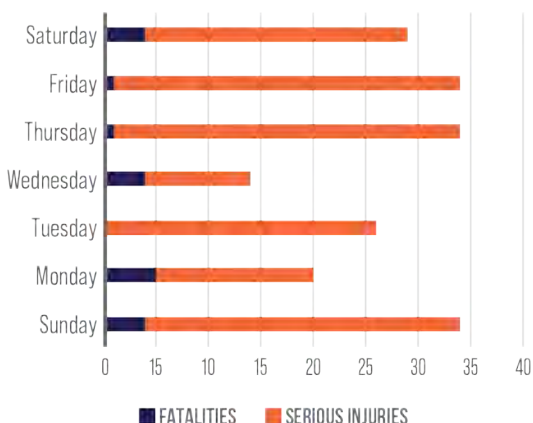
DISTRACTED DRIVING FATALITIES & SERIOUS INJURIES BY TIME OF DAY



Fatalities/Serious Injuries by Day of Week and Month

	Jan.	Feb.	Mar.	Apr.	May	Jun.	Jul.	Aug.	Sept.	Oct.	Nov.	Dec.	Total
Sun.	1	4	3	3	2	6	2	2	4	4	2	1	34
Mon.	2	2			1	3	1	3	1	1	3	3	20
Tue.	1	1	1		1	7	3	2	5	4	1		26
Wed.	2		1	1	1	4	2	1	1	1			14
Thu.	4		5	1	1	3		1	8	3	4	4	34
Fri.	1	1	1	3	3	5	5	2	6	1	5	1	34
Sat.	3		3	6	3	1	5	2	1			5	29
Total	14	8	14	14	12	29	18	13	26	14	15	14	191

DISTRACTED DRIVING FATALITIES & SERIOUS INJURIES BY DAY OF WEEK



Fatalities/Serious Injuries by Time of Day and Day of Week

	12 AM	1 AM	2 AM	3 AM	4 AM	5 AM	6 AM	7 AM	8 AM	9 AM	10 AM	11 AM	12 PM	1 PM	2 PM	3 PM	4 PM	5 PM	6 PM	7 PM	8 PM	9 PM	10 PM	11 PM	Total
Sun.	2	1		1	1				2	2	2	1		3	3	2	1	4	3	1		3	2		34
Mon.				3				2		1	1	1	1	1			2	3	2	2		1			20
Tue.			1			1		1		3	3		1	1			3	3	1	2			5	1	26
Wed.	1		1	1				1		1	1	2	1			2		1	1			1			14
Thu.		1	4	1		1	4				2	1	2	1	3	1	2	3	4		3	1			34
Fri.				1		1			3	1		1	7	1	2	2	6	3	4	2					34
Sat.	1		1		3			6	1			1	4		1	2		1	1		1	3	3		29
Total	4	2	7	7	4	3	4	10	6	8	9	7	16	7	9	9	12	17	17	7	6	8	11	1	191

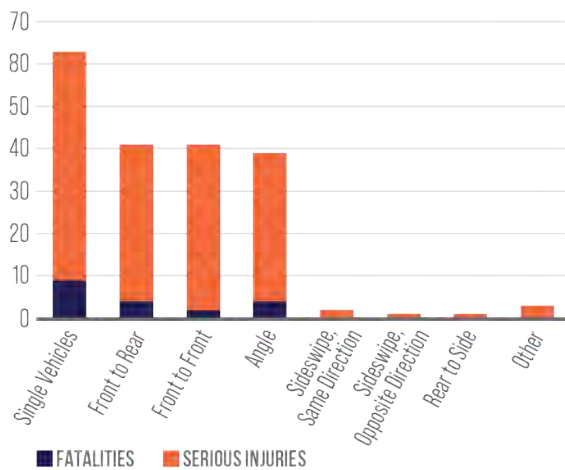
Lower Frequency

Higher Frequency

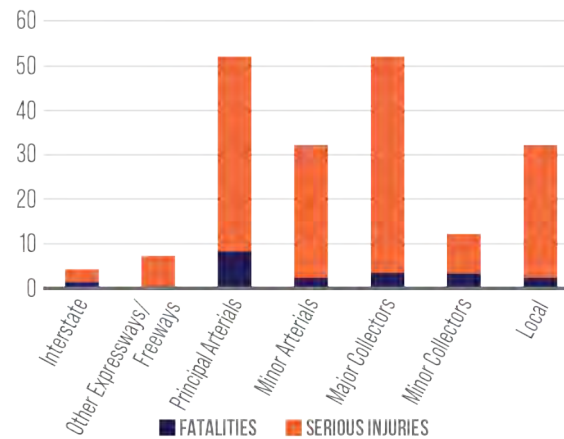


SAFER PEOPLE DISTRACTED DRIVING FACT SHEET | 2020 - 2024

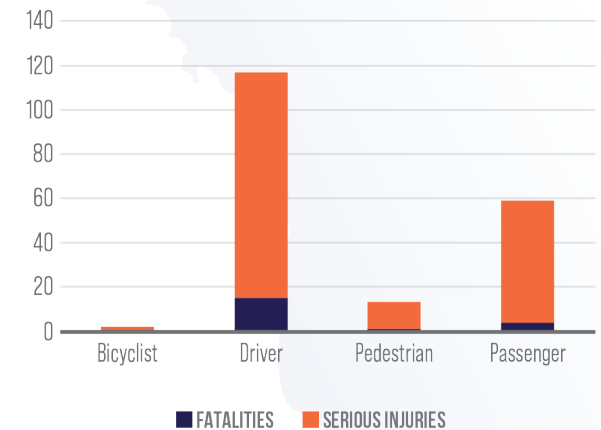
DISTRACTED DRIVING CRASHES BY MANNER OF IMPACT



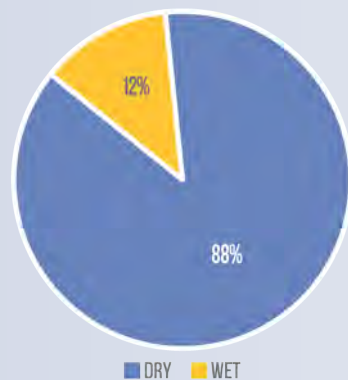
DISTRACTED DRIVING CRASHES BY
ROADWAY FUNCTIONAL CLASSIFICATION



DISTRACTED DRIVING FATALITIES/SERIOUS INJURIES
OF ALL INVOLVED PERSONS BY PERSON TYPE

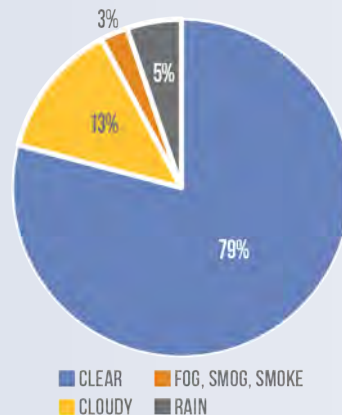


DISTRACTED DRIVING
CRASHES BY SURFACE CONDITION



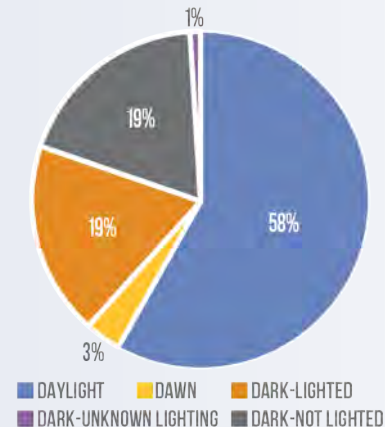
Combined Fatalities & Serious Injuries

DISTRACTED DRIVING
CRASHES BY WEATHER CONDITION



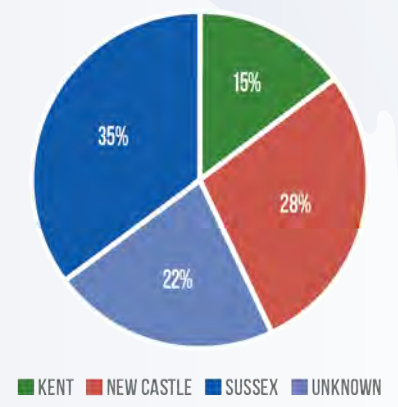
Combined Fatalities & Serious Injuries

DISTRACTED DRIVING
CRASHES BY LIGHTING CONDITION



Combined Fatalities & Serious Injuries

DISTRACTED DRIVING
CRASHES BY COUNTY



Combined Fatalities & Serious Injuries



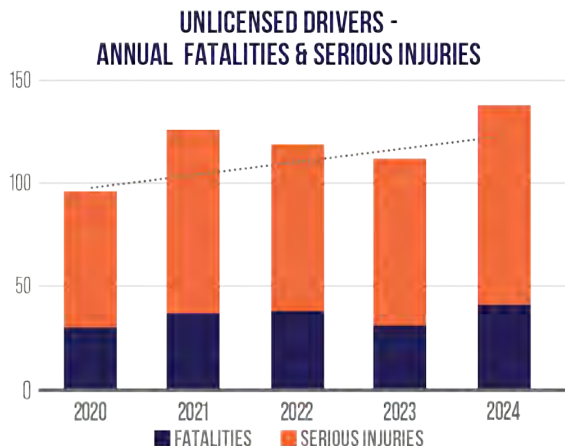
SAFER PEOPLE UNLICENSED DRIVERS FACT SHEET | 2020 - 2024

INTRODUCTION

Unlicensed driving is defined as any driver that has never possessed a valid drivers license, has an expired or suspended license, the wrong class of license, or is in violation of permit restrictions.

From 2020 through 2024, 10 percent of the total statewide fatalities and serious injuries involved an unlicensed driver. During that same period, 46 people were killed and another 291 people were seriously injured in crashes involving unlicensed driving.

Unlicensed Driver Crash Definition: Persons fatally or seriously injured in a crash involving a driver with a license status at time of crash of N/A, None, Unknown, Mexican ID, or No Valid License. The unlicensed driver does not have to be the person fatally or seriously injured.



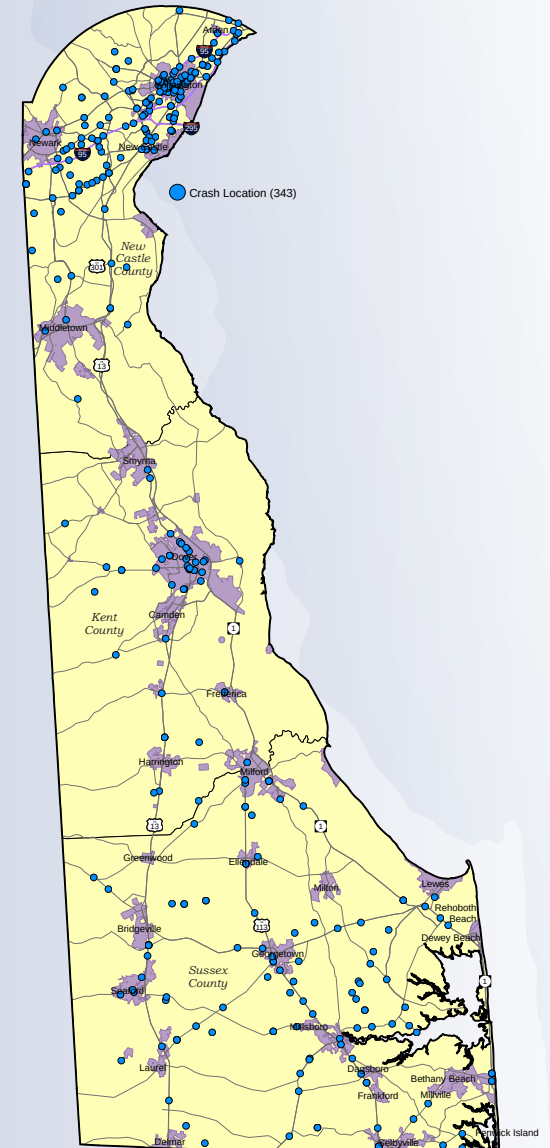
OBJECTIVE

REDUCE UNLICENSED DRIVER
RELATED FATALITIES AND SERIOUS
INJURIES BY **3.2% PER YEAR**

54% OF UNLICENSED
DRIVER-RELATED
FATALITIES OCCURRED IN
ROADWAY DEPARTURE CRASHES.

37% OF UNLICENSED
DRIVER-RELATED
FATALITIES INVOLVED
UNRESTRAINED MOTORISTS.

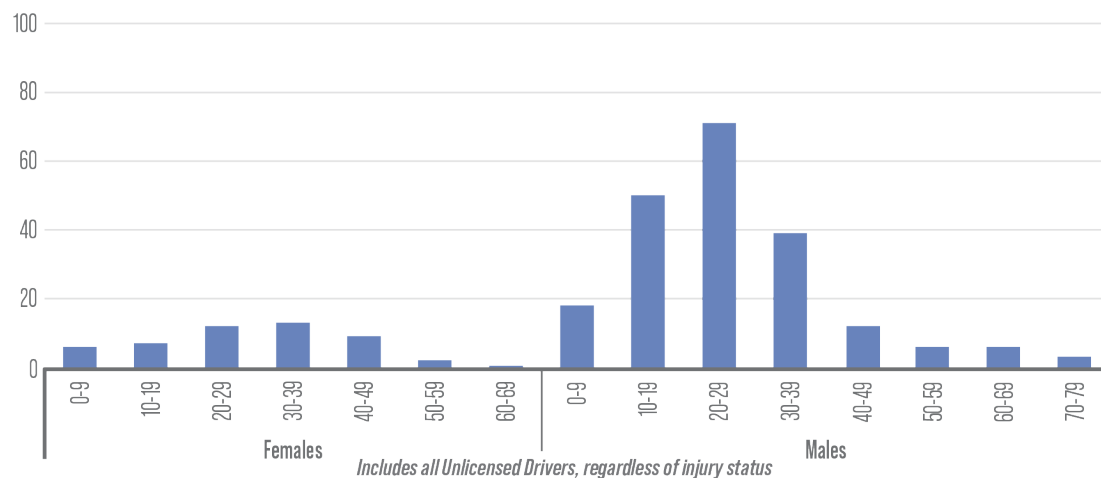
20% OF UNLICENSED DRIVER-
RELATED FATALITIES
OCCURRED DUE TO SPEEDING
OR AGGRESSIVE DRIVING.





SAFER PEOPLE UNLICENSED DRIVERS FACT SHEET | 2020 - 2024

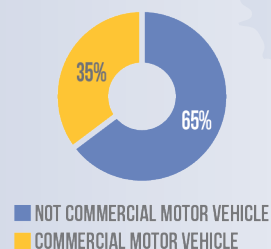
AGE AND GENDER OF UNLICENSED DRIVER CRASH VICTIMS



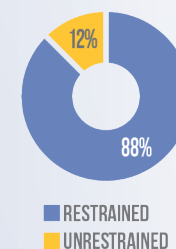
UNLICENSED DRIVER CRASHES BY PRIMARY CONTRIBUTING CIRCUMSTANCE



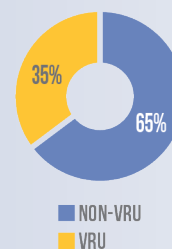
UNLICENSED DRIVER CRASHES INVOLVING COMMERCIAL MOTOR VEHICLES



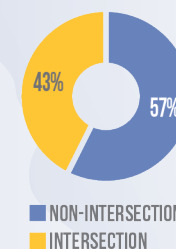
UNLICENSED DRIVER CRASHES INVOLVING UNRESTRAINED MOTORISTS



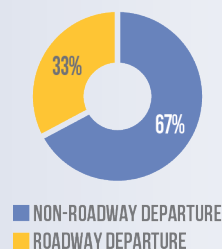
UNLICENSED DRIVER CRASHES INVOLVING VRU



UNLICENSED DRIVER CRASHES INVOLVING AN INTERSECTION



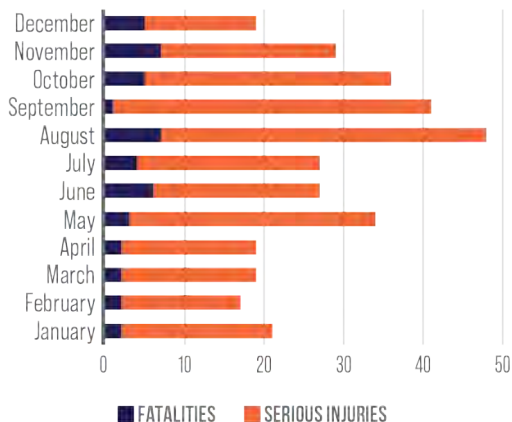
UNLICENSED DRIVER CRASHES INVOLVING ROADWAY DEPARTURE



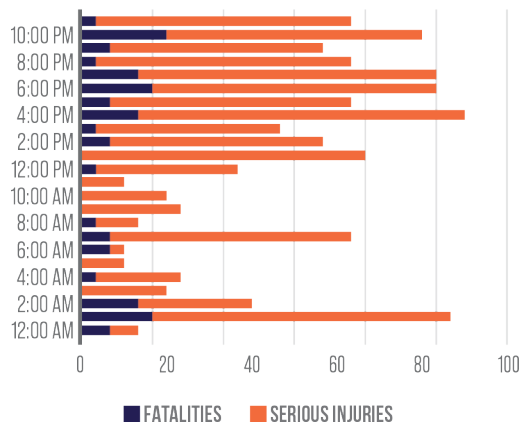


SAFER PEOPLE UNLICENSED DRIVERS FACT SHEET | 2020 - 2024

UNLICENSED DRIVER FATALITIES
& SERIOUS INJURIES BY MONTH



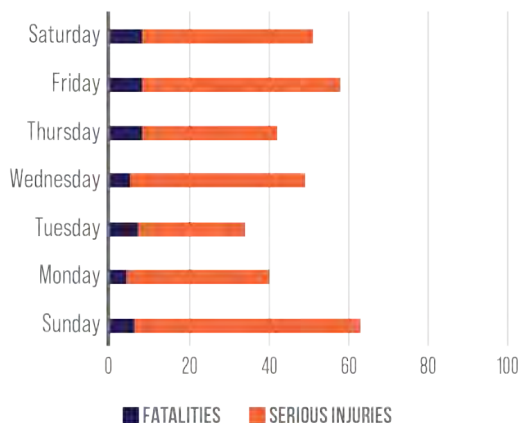
UNLICENSED DRIVER FATALITIES
& SERIOUS INJURIES BY TIME OF DAY



Fatalities/Serious Injuries by Day of Week and Month

	Jan.	Feb.	Mar.	Apr.	May	Jun.	Jul.	Aug.	Sept.	Oct.	Nov.	Dec.	Total
Sun.	4	2	4	3	5	5	5	10	12	8	4	1	63
Mon.	1	4		7	3		1	8	4	3	6	3	40
Tue.	2		2	1	3	5	2	8	1	8	1	1	34
Wed.	6	2	3		5	8	2	5	7	3	4	4	49
Thu.	4	2		3	4	1	3	6	7	3	4	5	42
Fri.	3	3	7	4	9	3	7	2	5	6	6	3	58
Sat.	1	4	3	1	5	5	7	9	5	5	4	2	51
Total	21	17	19	19	34	27	27	48	41	36	29	19	337

UNLICENSED DRIVER FATALITIES
& SERIOUS INJURIES BY DAY OF WEEK



Fatalities/Serious Injuries by Time of Day and Day of Week

	12 AM	1 AM	2 AM	3 AM	4 AM	5 AM	6 AM	7 AM	8 AM	9 AM	10 AM	11 AM	12 PM	1 PM	2 PM	3 PM	4 PM	5 PM	6 PM	7 PM	8 PM	9 PM	10 PM	11 PM	Total
Sun.		13	4	1		1	1	2		2		1	3	5	1	2	3	1	3	4	6	3	6	1	63
Mon.	1	1		4				3			4		1	3		1	6	6	2	2	2	1	2	1	40
Tue.	2	1	3		1	2		4	1				1	5		2	1			3	2	2	1	3	34
Wed.		2		1	5			5		1	1		2	1	5		4	5	4	3	3	4		3	49
Thu.		5			1			3	1				2		4	5	4	1	5	3	1	1	3	3	42
Fri.	1	2	1				1	1		4	1	1	1	2	5	3	7	4	2	4	4	4	5	5	58
Sat.		2	4				1	1	2			1	1	4	2	1	2	2	9	6	1	2	7	3	51
Total	4	26	12	6	7	3	3	19	4	7	6	3	11	20	17	14	27	19	25	25	19	17	24	19	337

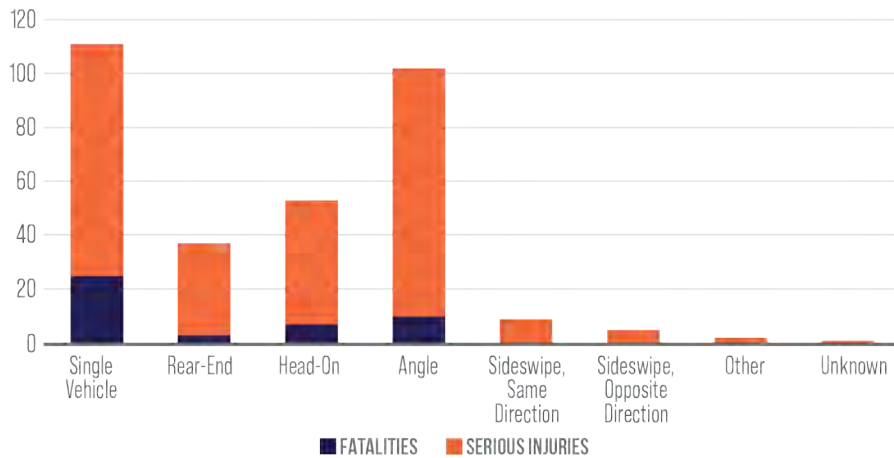
Lower Frequency

Higher Frequency

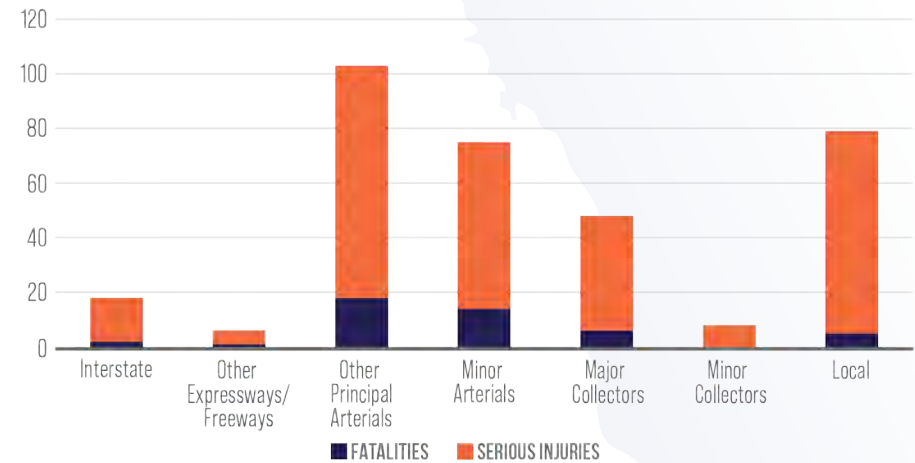


SAFER PEOPLE UNLICENSED DRIVERS FACT SHEET | 2020 - 2024

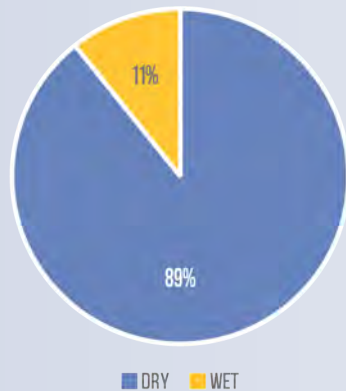
UNLICENSED DRIVER FATALITIES & SERIOUS INJURIES BY MANNER OF IMPACT



UNLICENSED DRIVER FATALITIES & SERIOUS INJURIES BY FUNCTIONAL CLASSIFICATION

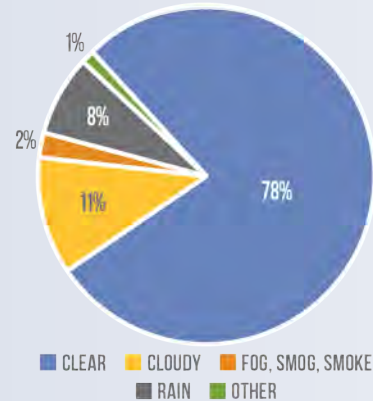


UNLICENSED DRIVER CRASHES
BY SURFACE CONDITION



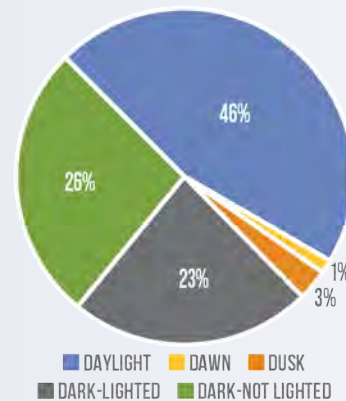
Combined Fatalities & Serious Injuries

UNLICENSED DRIVER CRASHES
BY WEATHER CONDITION



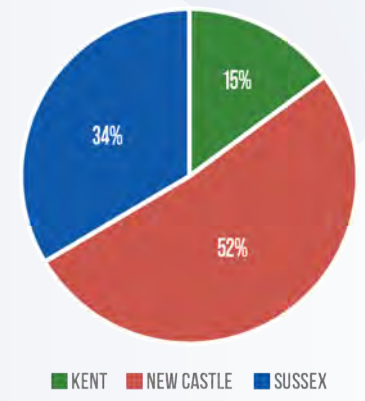
Combined Fatalities & Serious Injuries

UNLICENSED DRIVER CRASHES
BY LIGHTING CONDITION



Combined Fatalities & Serious Injuries

UNLICENSED DRIVER CRASHES
BY COUNTY



Combined Fatalities & Serious Injuries



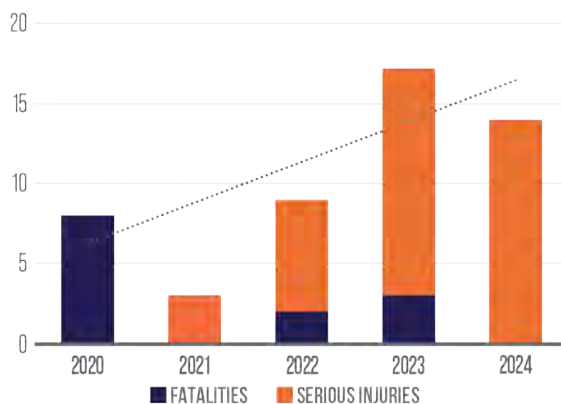
SAFER PEOPLE FATIGUED DRIVING FACT SHEET | 2020 - 2024

INTRODUCTION

Fatigued driving occurs when a person operates a motor vehicle when too tired to stay alert, making the driver less aware of their surroundings. After 17 consecutive hours awake, impairment is estimated to be equivalent to having a blood alcohol content (BAC) of 0.05 and after 24 hours awake, impairment is estimated to be equivalent to a BAC of 0.10. A survey of the U.S. workforce found that approximately 37 percent of workers get less than the recommended minimum of 7 hours of sleep per night which may contribute to their drowsiness. (OSHA)

Fatigued Driving Crash Definition: Persons fatally or seriously injured in a crash that involved a driver contributing circumstance of fatigued driving.

FATIGUED DRIVING -
ANNUAL FATALITIES & SERIOUS INJURIES



OBJECTIVE

REDUCE FATIGUED DRIVING FATALITIES AND SERIOUS INJURIES BY 3.2% PER YEAR



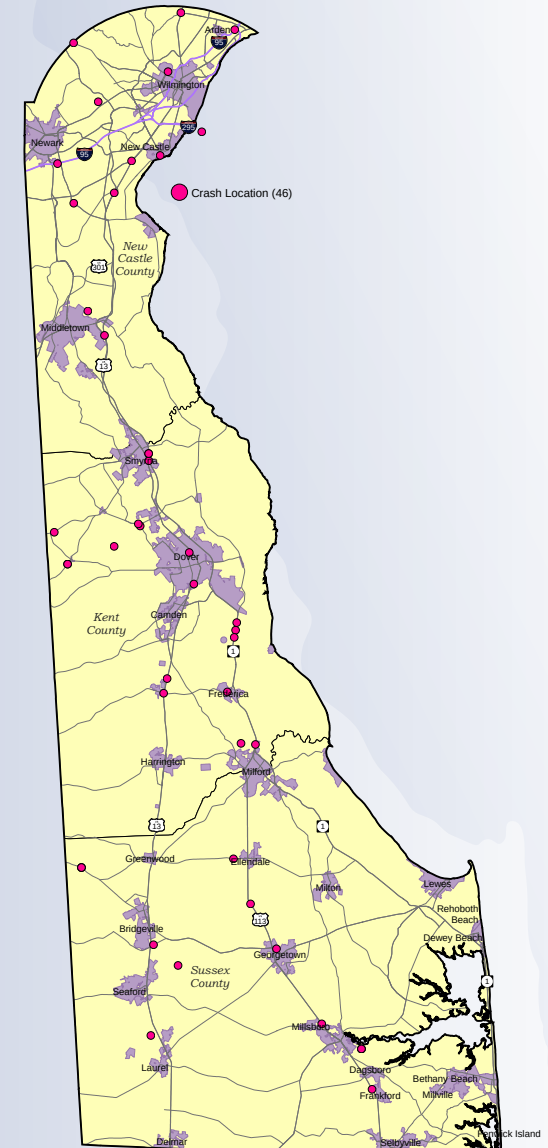
55% OF FATIGUED DRIVING
RELATED FATALITIES AND
SERIOUS INJURIES ALSO INVOLVED
AGGRESSIVE DRIVING.



68% OF FATIGUED DRIVING
RELATED FATALITIES AND
SERIOUS INJURIES OCCURRED IN
ROADWAY DEPARTURE CRASHES.



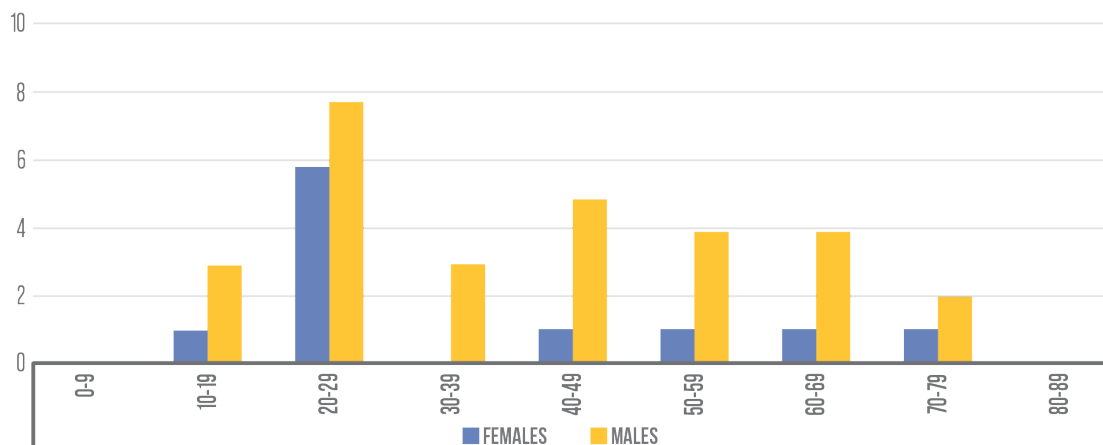
28% OF FATIGUED DRIVING
RELATED FATALITIES AND
SERIOUS INJURIES WERE
REAR-END CRASHES.





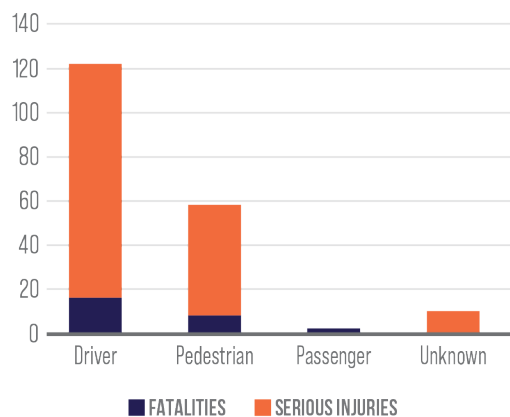
SAFER PEOPLE FATIGUED DRIVING FACT SHEET | 2020 - 2024

FATALITIES & SERIOUS INJURIES AGE AND GENDER OF FATIGUED DRIVING CRASH DRIVERS

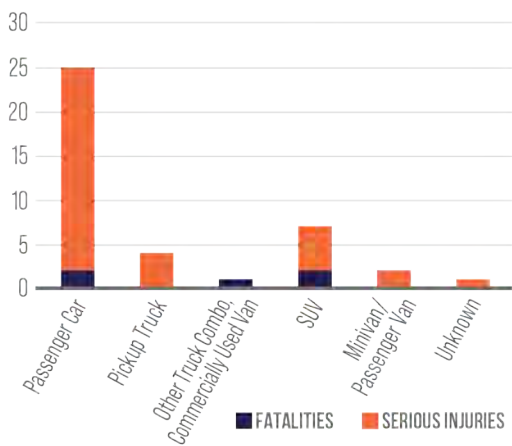


Includes all fatigued drivers, regardless of injury status

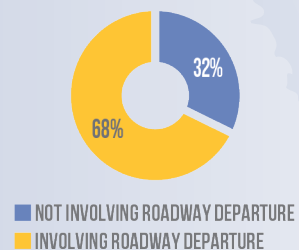
PERSON TYPES FATALLY OR SERIOUSLY INJURED IN FATIGUED DRIVER CRASHES



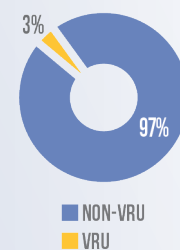
FATIGUED DRIVING CRASH BY VEHICLE TYPE



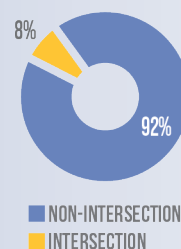
FATIGUED DRIVER CRASHES INVOLVING ROADWAY DEPARTURES



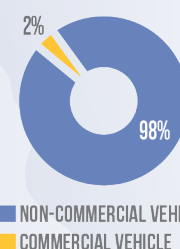
FATIGUED DRIVER CRASHES INVOLVING VULNERABLE ROAD USERS



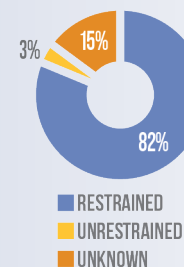
FATIGUED DRIVER CRASHES INVOLVING INTERSECTIONS



FATIGUED DRIVER CRASHES INVOLVING COMMERCIAL VEHICLES



FATIGUED DRIVER CRASHES INVOLVING UNRESTRAINED MOTORISTS



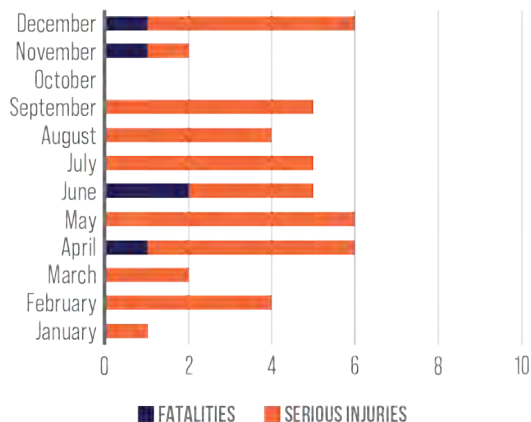


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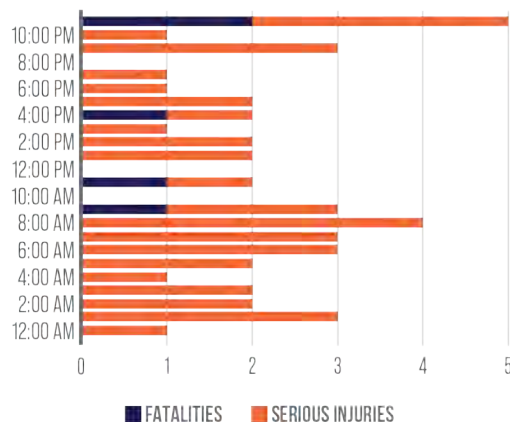
FATIGUED DRIVING

FACT SHEET | 2020 - 2024

FATIGUED DRIVING FATALITIES & SERIOUS INJURIES BY MONTH



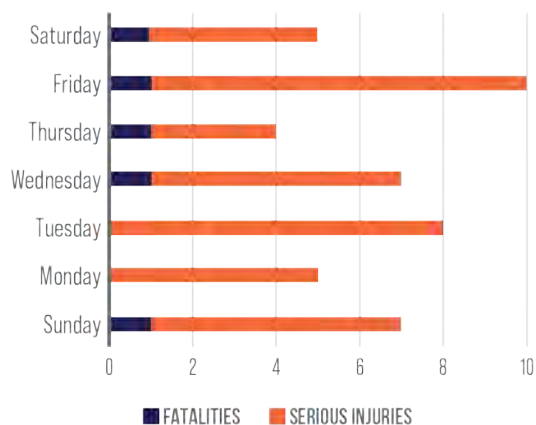
FATIGUED DRIVING FATALITIES & SERIOUS INJURIES BY TIME OF DAY



Fatalities/Serious Injuries by Day of Week and Month

	Jan.	Feb.	Mar.	Apr.	May	Jun.	Jul.	Aug.	Sept.	Oct.	Nov.	Dec.	Total
Sun.		1		1		1	1	1	2				7
Mon.		1	2						1			1	5
Tue.	1			1	4				1		1		8
Wed.				2	1		2					2	7
Thu.							1	2			1		4
Fri.				1	1	4	1	1				2	10
Sat.		2		1					1			1	5
Total	1	4	2	6	6	5	5	4	5		2	6	46

FATIGUED DRIVING FATALITIES & SERIOUS INJURIES BY DAY OF WEEK



Fatalities/Serious Injuries by Time of Day and Day of Week

	12 AM	1 AM	2 AM	3 AM	4 AM	5 AM	6 AM	7 AM	8 AM	9 AM	10 AM	11 AM	12 PM	1 PM	2 PM	3 PM	4 PM	5 PM	6 PM	7 PM	8 PM	9 PM	10 PM	11 PM	Total
Sun.		1		1			1							2			2								7
Mon.	1		1		1					1						1									5
Tue.			1				1		3						2						1				8
Wed.				1								2						2	1			1			7
Thu.						1	1																	2	4
Fri.						1		2	1											1		2		3	10
Sat.		2						1			2														5
Total	1	3	2	2	1	2	3	3	4	3		2		2	2	1	2	2	1	1		3	1	5	46

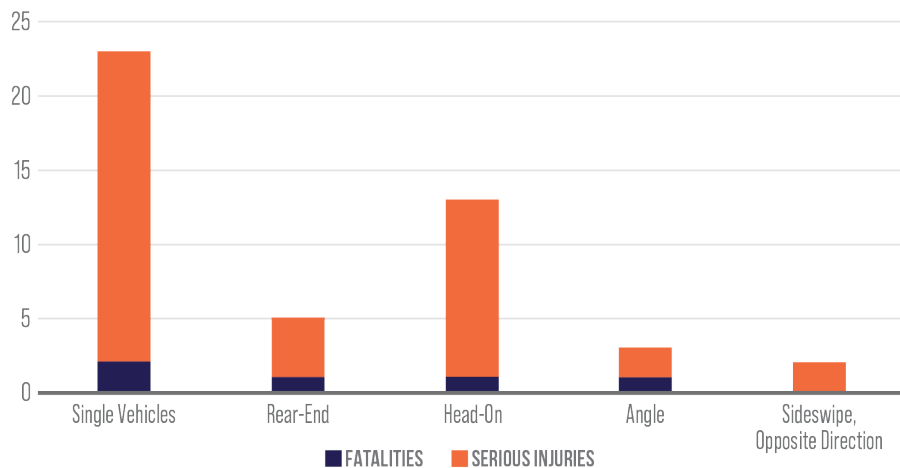
Lower Frequency

Higher Frequency

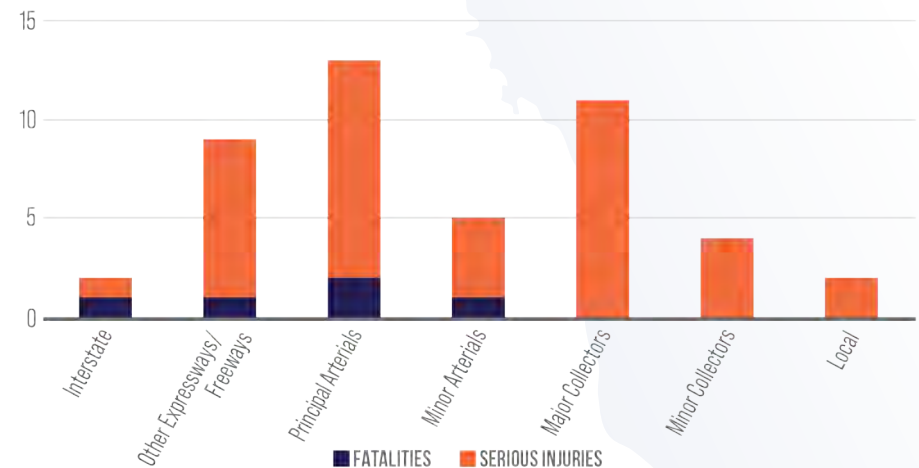


SAFER PEOPLE FATIGUED DRIVING FACT SHEET | 2020 - 2024

FATIGUED DRIVING CRASHES BY MANNER OF IMPACT



FATIGUED DRIVING CRASHES BY ROADWAY FUNCTIONAL CLASSIFICATION

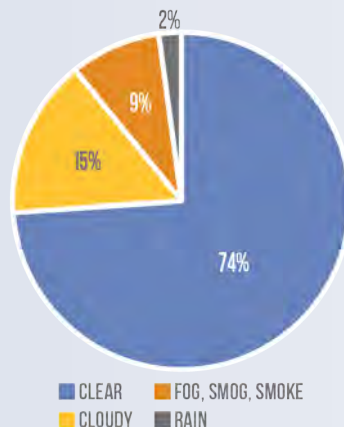


FATIGUED DRIVING
CRASHES BY SURFACE CONDITION



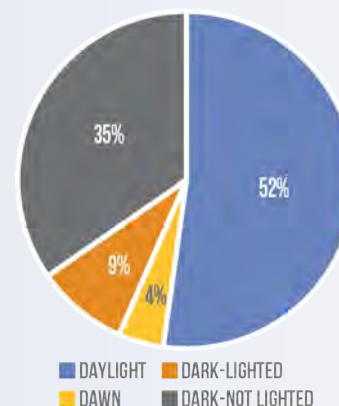
Combined Fatalities & Serious Injuries

FATIGUED DRIVING
CRASHES BY WEATHER CONDITION



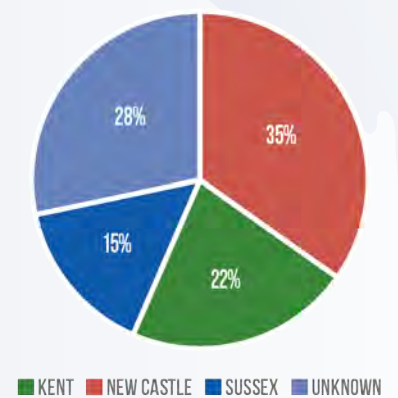
Combined Fatalities & Serious Injuries

FATIGUED DRIVING
CRASHES BY LIGHTING CONDITION



Combined Fatalities & Serious Injuries

FATIGUED DRIVING
CRASHES BY COUNTY



Combined Fatalities & Serious Injuries



SAFER PEOPLE VULNERABLE ROAD USERS FACT SHEET | 2020 - 2024

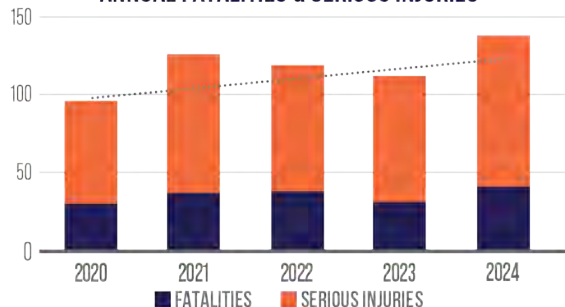
INTRODUCTION

Delaware's Vulnerable Road User Law includes pedestrians, highway workers, persons riding an animal or animal-drawn carriage, persons operating a farm tractor, skateboard, roller skates, inline skates, scooters, mopeds, bicycles, motorcycles, wheelchairs, or electric personal mobility devices. For the purposes of this Target Area, Vulnerable Road Users (VRUs) are defined as any non-motorist including pedestrians, cyclists, and workers in highway work zones.

From 2020 through 2024, 17 percent of the total statewide fatalities and serious injuries involved a vulnerable road user. During that same period, 172 people were killed and another 411 people were seriously injured in crashes involving vulnerable road users.

Vulnerable Road User Crash Definition: Pedestrian, cyclist, or highway worker in a work zone that is fatally or seriously injured in a crash.

VULNERABLE ROAD USERS -
ANNUAL FATALITIES & SERIOUS INJURIES

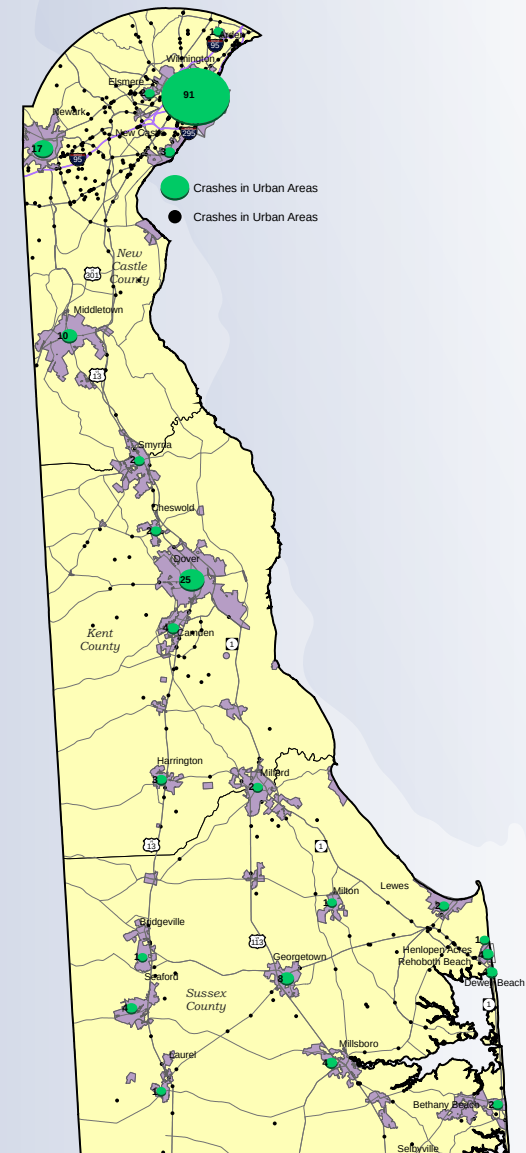


OBJECTIVE

REDUCE VULNERABLE ROAD USER
FATALITIES AND SERIOUS
INJURIES BY **3.2% PER YEAR**

33% OF VRU CRASHES
OCCURRED BETWEEN
AUGUST AND OCTOBER.

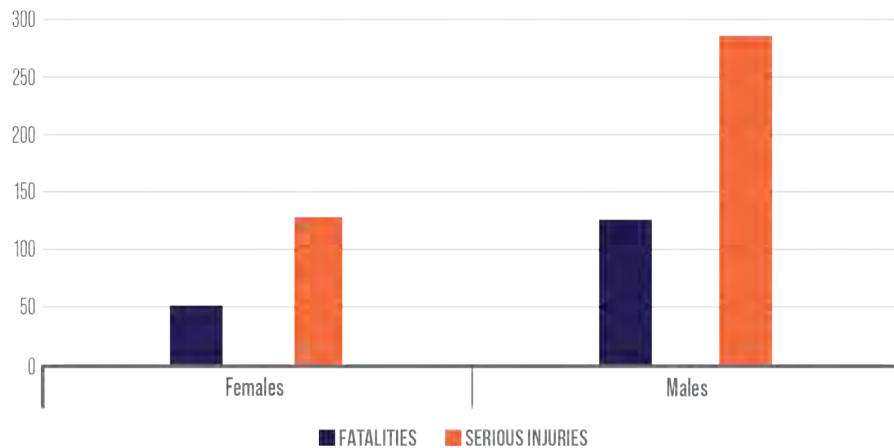
41% OF VRU FATALITY &
SERIOUS INJURY CRASHES
OCCURRED BETWEEN 5 PM - 10 PM.



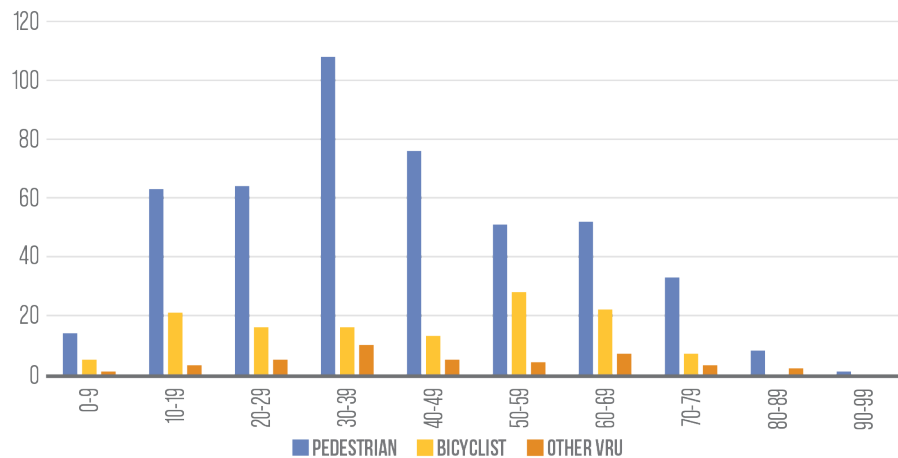


SAFER PEOPLE VULNERABLE ROAD USERS FACT SHEET | 2020 - 2024

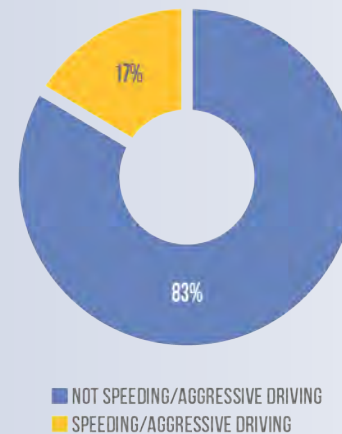
VULNERABLE ROAD USER FATALITIES & SERIOUS INJURIES BY GENDER



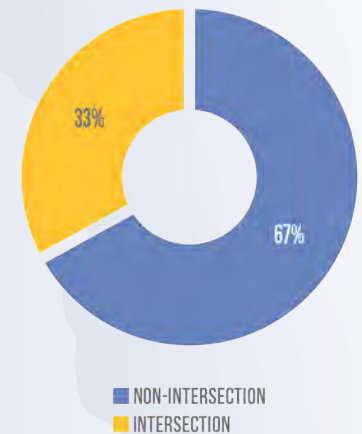
VULNERABLE ROAD USER BY AGE GROUP



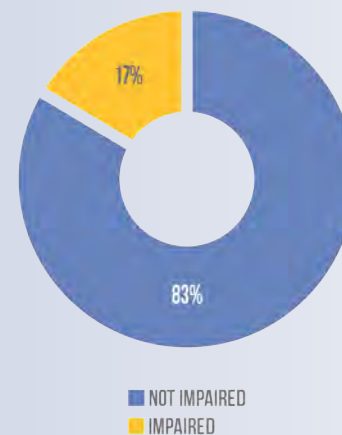
VULNERABLE ROAD USER CRASHES INVOLVING SPEEDING & AGGRESSIVE DRIVING



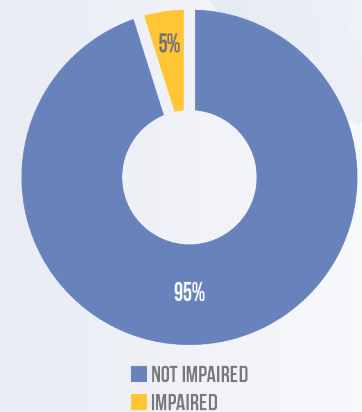
VULNERABLE ROAD USER CRASHES INVOLVING AN INTERSECTION



VULNERABLE ROAD USER CRASHES INVOLVING IMPAIRMENT OF VRU



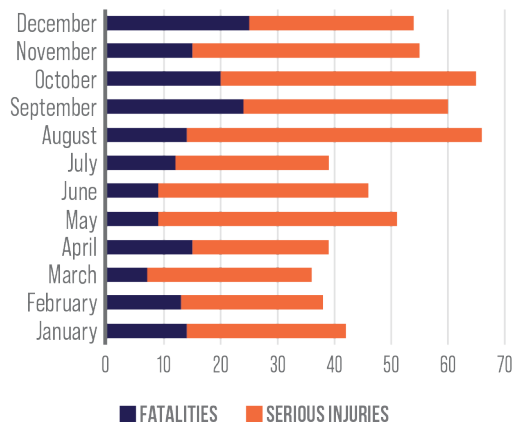
VULNERABLE ROAD USER CRASHES INVOLVING IMPAIRMENT OF DRIVER
(Regardless of Driver Injury Status)



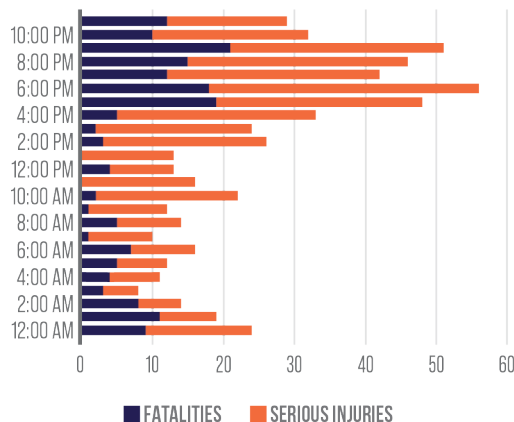


SAFER PEOPLE VULNERABLE ROAD USERS FACT SHEET | 2020 - 2024

**VULNERABLE ROAD USER FATALITIES
& SERIOUS INJURIES BY MONTH**



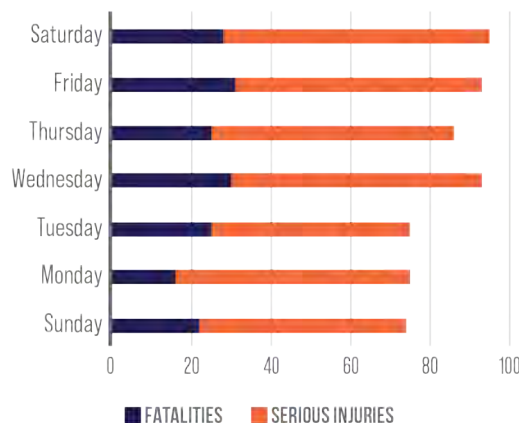
**VULNERABLE ROAD USER FATALITIES
& SERIOUS INJURIES BY TIME OF DAY**



Fatalities/Serious Injuries by Day of Week and Month

	Jan.	Feb.	Mar.	Apr.	May	Jun.	Jul.	Aug.	Sept.	Oct.	Nov.	Dec.	Total
Sun.	5	3	7	4	5	6	6	14	10	3	7	4	74
Mon.	8	9	5	2	8	5	5	6	6	6	10	5	75
Tue.	6	1	5	4	6	5	7	12	6	12	8	3	75
Wed.	11	3	5	9	8	9	7	3	10	7	10	11	93
Thu.	3	6	6	6	9	2	2	10	11	8	8	15	86
Fri.	6	11	6	6	6	10	5	11	9	17	1	5	93
Sat.	3	5	2	8	9	9	7	10	8	12	11	11	95
Total	42	38	36	39	51	46	39	66	60	65	55	54	591

**VULNERABLE ROAD USER FATALITIES
& SERIOUS INJURIES BY DAY OF WEEK**



Fatalities/Serious Injuries by Time of Day and Day of Week

	12 AM	1 AM	2 AM	3 AM	4 AM	5 AM	6 AM	7 AM	8 AM	9 AM	10 AM	11 AM	12 PM	1 PM	2 PM	3 PM	4 PM	5 PM	6 PM	7 PM	8 PM	9 PM	10 PM	11 PM	Total
Sun.	3	8	1	2	5	1	1	1	1	1	3		1		1	3	4	3	7	6	9	3	5	5	74
Mon.	4	3		2	1	2	3	1	2	1	2	2	1	6	4	3	7	3	7	4	4	5	6	2	75
Tue.	1	2	2		1	3	2	1	2	2	7	1	1	1	6	2	3	8	6	3	6	9	1	5	75
Wed.	5		1	3	4	2	4	2	2	3	1	4	2	1	5	5	7	10	7	5	8	6	3	3	93
Thu.	2	2	1			1	3	1	1	1		1	2	2	4	2	3	13	10	10	8	9	5	5	86
Fri.	5	1	3			2	2	3	3	2	5	5	3	1	5	7	5	7	6	7	5	6	8	2	93
Sat.	4	3	6	1		1	1	1	3	2	4	3	3	2	1	2	4	4	13	7	6	13	4	7	95
Total	24	19	14	8	11	12	16	10	14	12	22	16	13	13	26	24	33	48	56	42	46	51	32	29	591

Lower Frequency

Higher Frequency

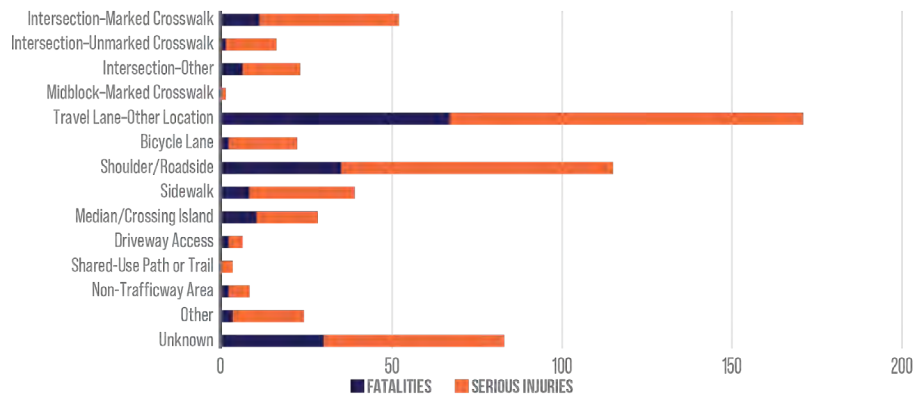


SAFER PEOPLE

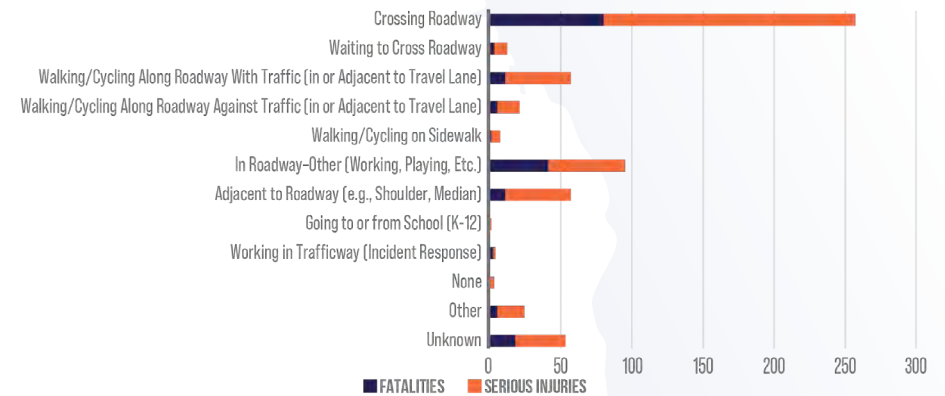
VULNERABLE ROAD USERS

FACT SHEET | 2020 - 2024

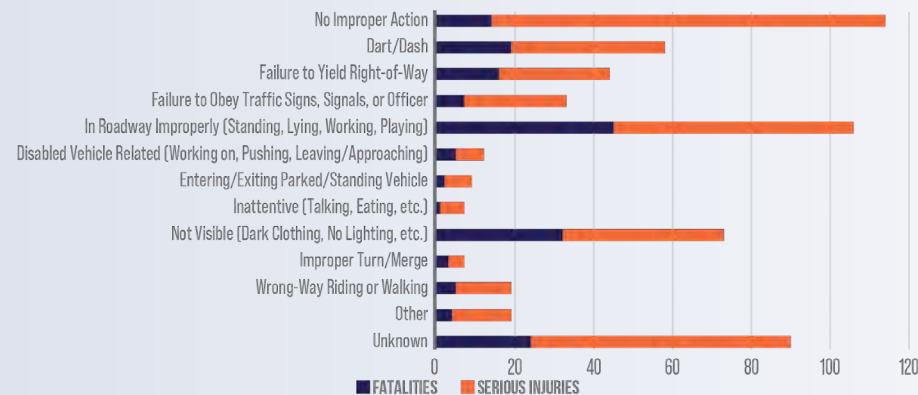
VULNERABLE ROAD USER FATALITIES & SERIOUS INJURIES BY LOCATION PRIOR TO CRASH



VULNERABLE ROAD USER FATALITIES & SERIOUS INJURIES BY ACTION PRIOR TO CRASH



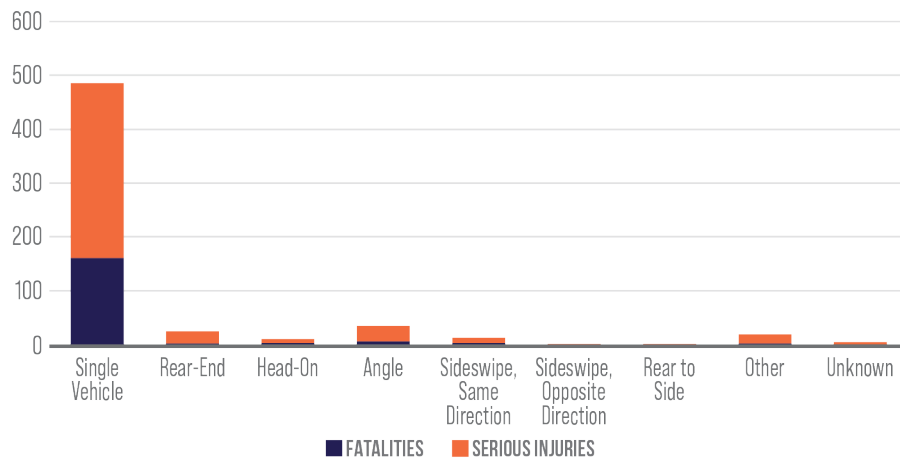
VULNERABLE ROAD USER FATALITIES & SERIOUS INJURIES BY ACTION AT TIME OF CRASH



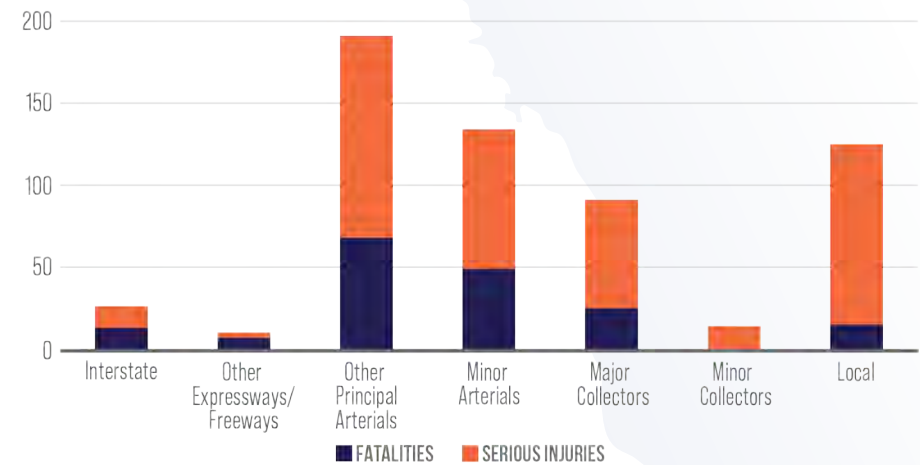


SAFER PEOPLE VULNERABLE ROAD USERS FACT SHEET | 2020 - 2024

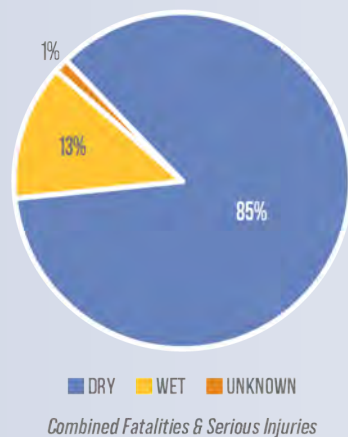
VULNERABLE ROAD USER FATALITIES & SERIOUS INJURIES BY MANNER OF IMPACT



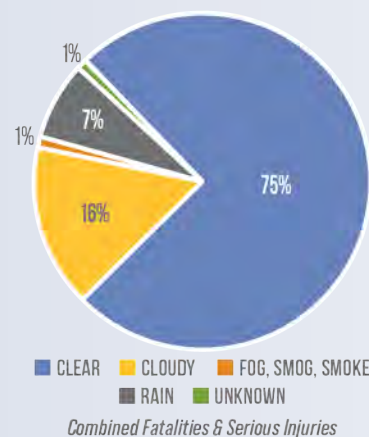
VULNERABLE ROAD USER FATALITIES & SERIOUS INJURIES BY FUNCTIONAL CLASSIFICATION



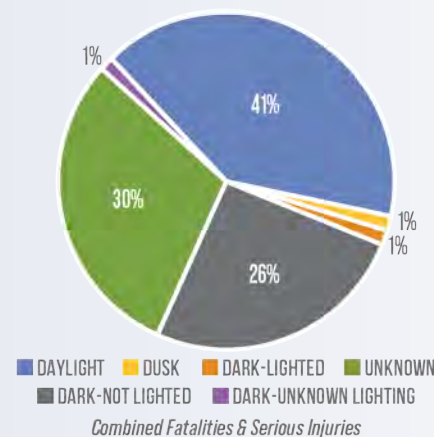
VULNERABLE ROAD USER CRASHES
BY SURFACE CONDITION



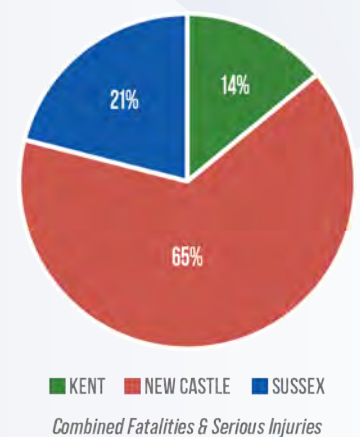
VULNERABLE ROAD USER CRASHES
BY WEATHER CONDITION



VULNERABLE ROAD USER CRASHES
BY LIGHTING CONDITION



VULNERABLE ROAD USER CRASHES
BY COUNTY





SAFER VEHICLES

COMMERCIAL MOTOR VEHICLES

FACT SHEET | 2020 - 2024

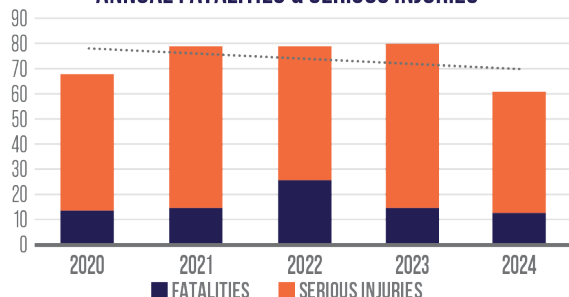
INTRODUCTION

Commercial motor vehicles are defined as any vehicle designed, used or maintained for the transportation of person or property for hire, compensation, or profit except taxicabs. For the purposes of this Target Area, commercial motor vehicles include school and private buses, tractor-trailers, and single unit trucks over 26,000 lbs. gross vehicle weight, including ambulances, fire apparatus, recreational vehicles, and construction vehicles.

From 2020 through 2024, almost 11 percent of the total statewide fatalities and serious injuries involved a commercial vehicle. During that same period, 83 people were killed and another 284 people were seriously injured in crashes involving commercial vehicles.

Commercial Motor Vehicle Crash Definition: Persons fatally or seriously injured in a crash involving a commercial motor vehicle.

COMMERCIAL MOTOR VEHICLE -
ANNUAL FATALITIES & SERIOUS INJURIES

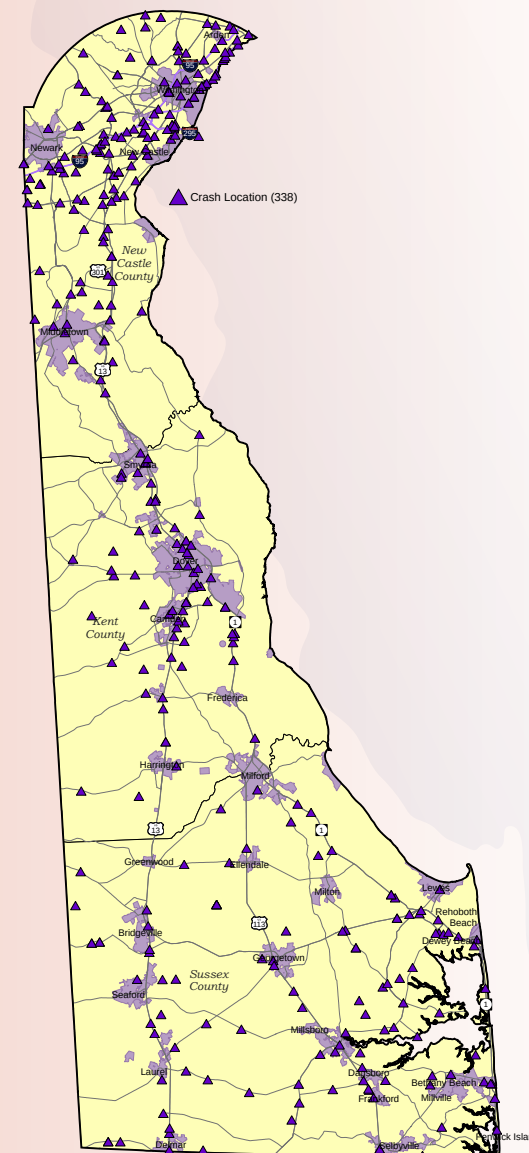


OBJECTIVE

REDUCE COMMERCIAL MOTOR
VEHICLE-RELATED FATALITIES AND
SERIOUS INJURIES BY **3.2% PER YEAR**

45% OF COMMERCIAL
MOTOR VEHICLE-RELATED
FATALITIES OCCURRED DURING NON-
DAYLIGHT CONDITIONS.

40% OF COMMERCIAL
MOTOR VEHICLE-RELATED
FATALITIES AND SERIOUS INJURIES
INVOLVED A ROADWAY
DEPARTURE CRASH.



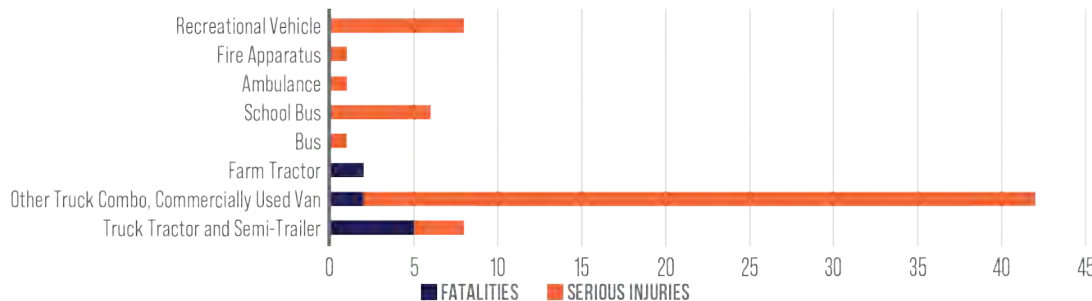


SAFER VEHICLES

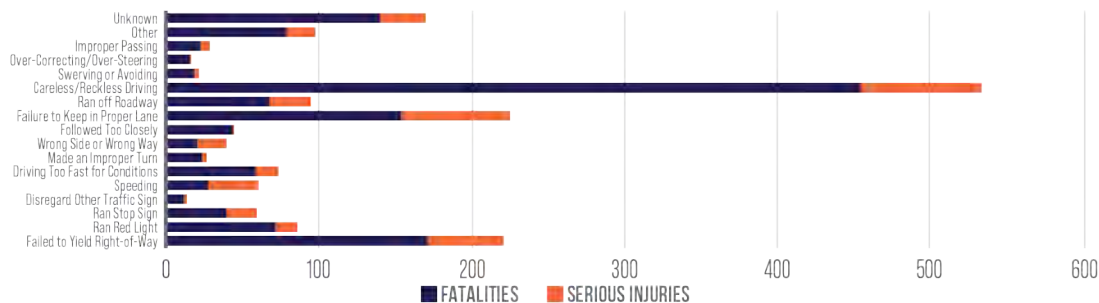
COMMERCIAL MOTOR VEHICLES

FACT SHEET | 2020 - 2024

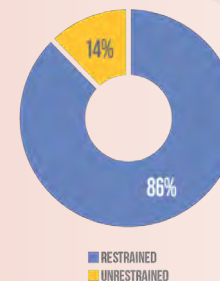
COMMERCIAL VEHICLE TYPES INVOLVED IN FATALITIES AND SERIOUS INJURIES



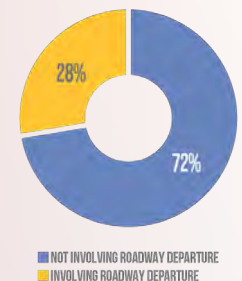
NON-CMV DRIVER CONTRIBUTING CIRCUMSTANCE IN COMMERCIAL MOTOR VEHICLE CRASHES



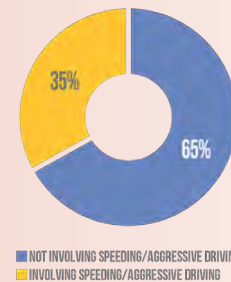
COMMERCIAL MOTOR VEHICLE CRASHES INVOLVING OCCUPANT PROTECTION



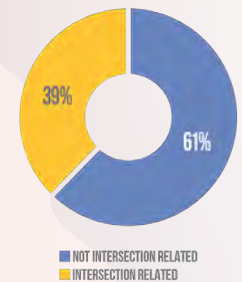
COMMERCIAL MOTOR VEHICLE CRASHES INVOLVING ROADWAY DEPARTURE



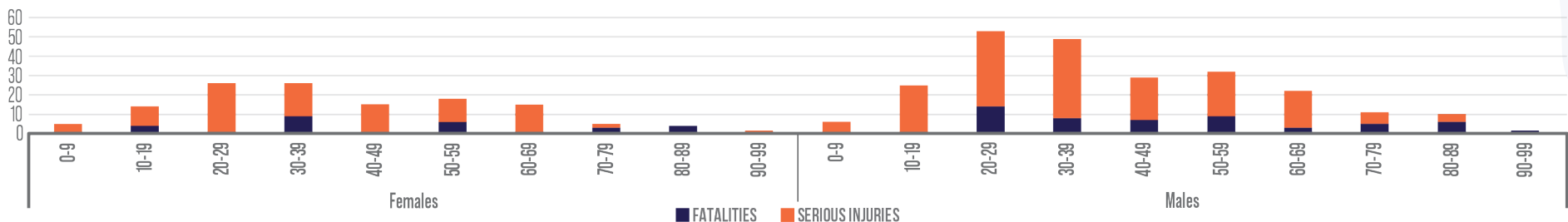
COMMERCIAL MOTOR VEHICLE CRASHES INVOLVING SPEEDING/AGGRESSIVE DRIVING



COMMERCIAL MOTOR VEHICLE INTERSECTION RELATED CRASHES



COMMERCIAL VEHICLE CRASHES BY AGE AND GENDER



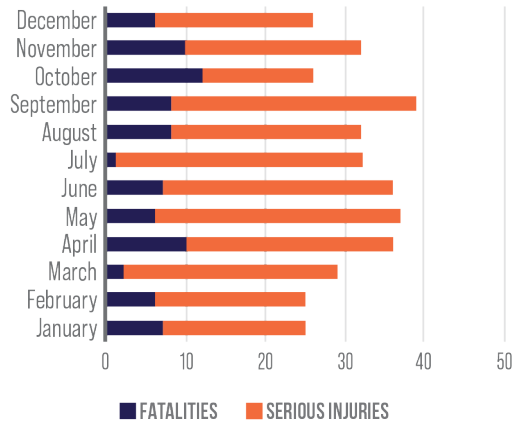


SAFER VEHICLES

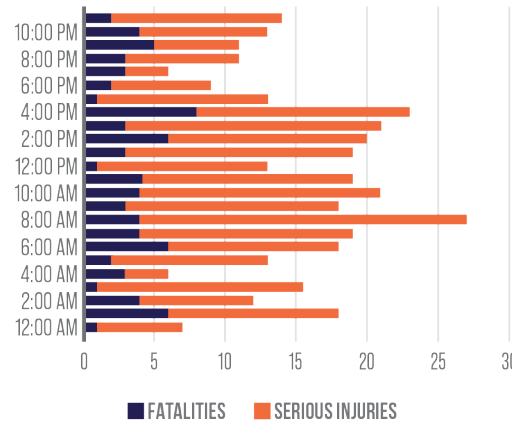
COMMERCIAL MOTOR VEHICLES

FACT SHEET | 2020 - 2024

COMMERCIAL MOTOR VEHICLE
CRASHES BY MONTH



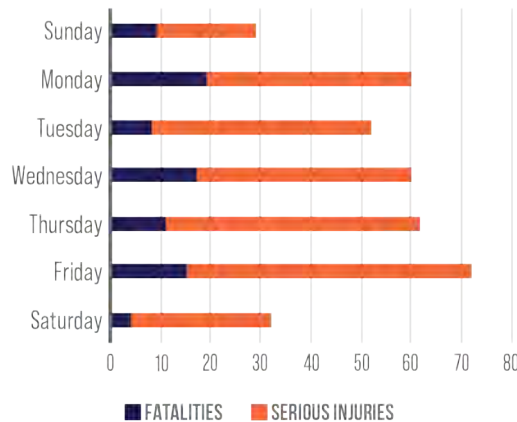
COMMERCIAL MOTOR VEHICLE
CRASHES BY TIME OF DAY



Fatalities/Serious Injuries by Day of Week and Month

	Jan.	Feb.	Mar.	Apr.	May	Jun.	Jul.	Aug.	Sept.	Oct.	Nov.	Dec.	Total
Sun.	4	2	1	2	4	3	1		4	7		1	29
Mon.	7	3	4	6	3	10	1	4	8	1	9	4	60
Tue.	4	1	3	6	6	5	5	8	5	3	4	2	52
Wed.	2	2	6	9	8	7	7	7	5	2	2	3	60
Thu.	4	3	5	6	7	3	5	4	11	6	5	3	62
Fri.	4	10	8	5	7	2	2	9	5	1	11	8	72
Sat.		4	2	2	2	6	3		1	6	1	5	32
Total	25	25	29	36	37	36	24	32	39	26	32	26	367

COMMERCIAL MOTOR VEHICLE
CRASHES BY DAY OF WEEK



Fatalities/Serious Injuries by Time of Day and Day of Week

	12 AM	1 AM	2 AM	3 AM	4 AM	5 AM	6 AM	7 AM	8 AM	9 AM	10 AM	11 AM	12 PM	1 PM	2 PM	3 PM	4 PM	5 PM	6 PM	7 PM	8 PM	9 PM	10 PM	11 PM	Total
Sun.		4	2	1	2		1		1						1		3		3	2	1	2	6		29
Mon.	3	1	1	3	1	3	2	2	5	4	4	1	2	8	3	6	3	5			1	1	1		60
Tue.	4	1		2	1	3	5	6	4	3	2	3	3	2	3	1	4	1	1		1	1	1		52
Wed.	1	2	1	2		1		4	1	4	6	5	7	4	4	5	4	2	2		2	2	1		60
Thu.	3	1	1	3		1	1	3	6	3	6	1	4	2	4	5	1	4	2	2		3	3	3	62
Fri.	1	1	5		1	1	1	6	1	5	1	1	3	4	2	10	2	3	3	1	11	1	5	3	72
Sat.	2	3	1		1		3	2	3	1		2		1	1		2	3	2	1		2	1	1	32
Total	14	13	11	11	6	9	13	23	21	20	19	13	19	21	18	27	19	18	13	6	16	12	18	7	367

Lower Frequency

Higher Frequency

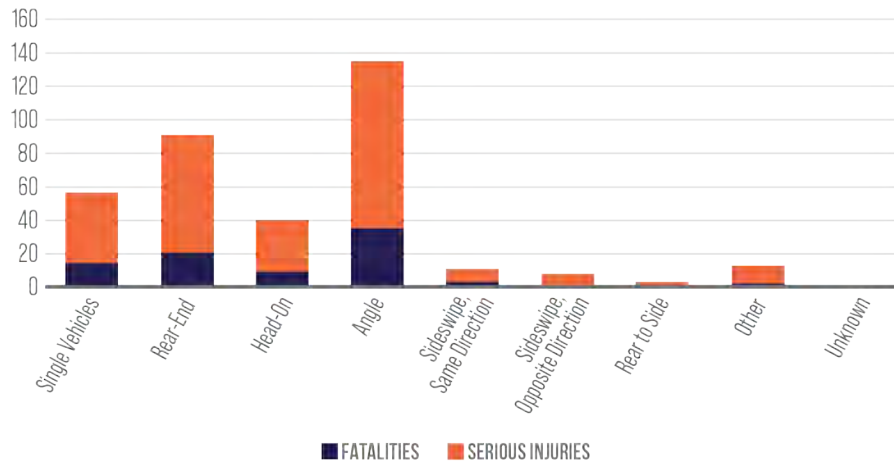


SAFER VEHICLES

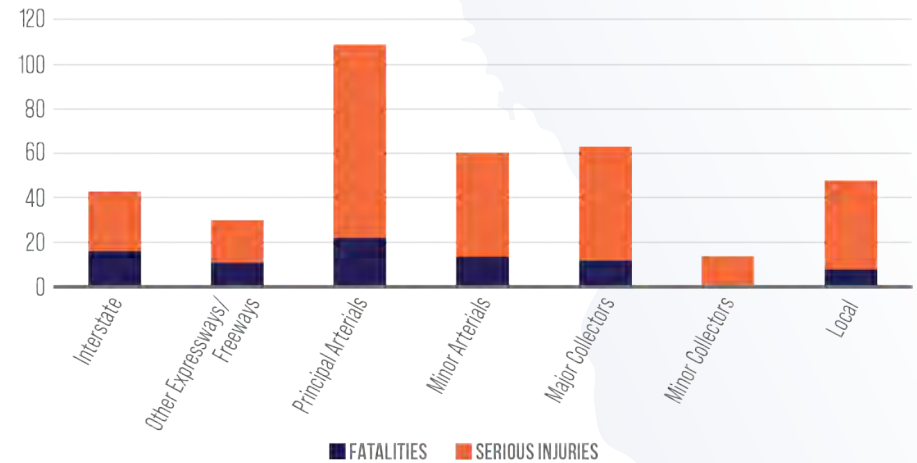
COMMERCIAL MOTOR VEHICLES

FACT SHEET | 2020 - 2024

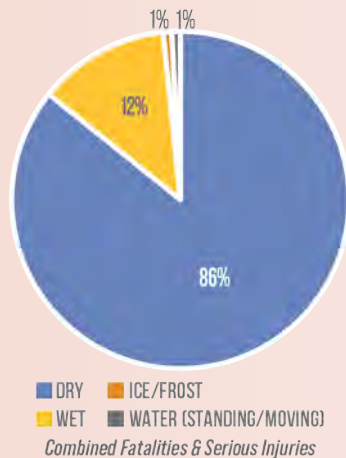
COMMERCIAL MOTOR VEHICLE CRASHES BY MANNER OF IMPACT



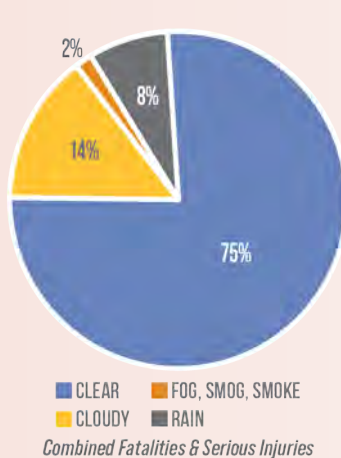
COMMERCIAL MOTOR VEHICLE CRASHES BY ROADWAY FUNCTIONAL CLASSIFICATION



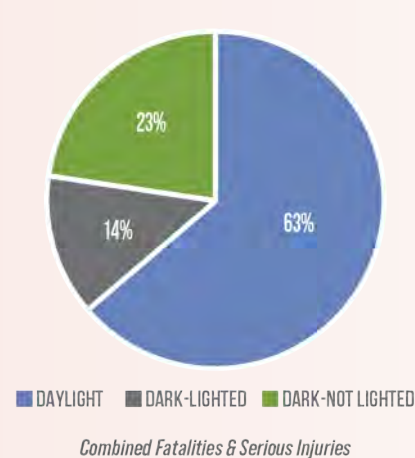
COMMERCIAL MOTOR VEHICLE CRASHES BY SURFACE CONDITION



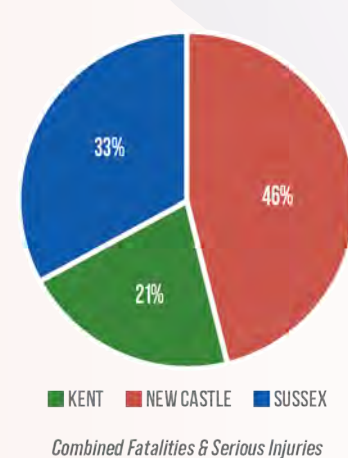
COMMERCIAL MOTOR VEHICLE CRASHES BY WEATHER CONDITION



COMMERCIAL MOTOR VEHICLE CRASHES BY LIGHTING CONDITION



COMMERCIAL MOTOR VEHICLE CRASHES BY COUNTY





SAFER VEHICLES MOTORCYCLES

FACT SHEET | 2020 - 2024

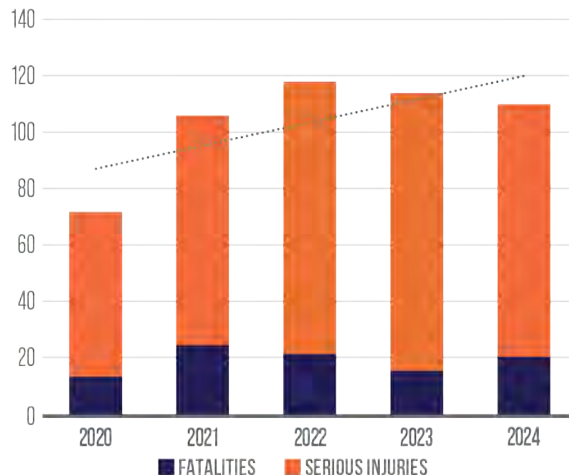
INTRODUCTION

Motorcycle crashes are defined as any crash involving a vehicle that is designed to travel on no more than three wheels, excluding tractors, electric personal mobility vehicles, and electric bikes.

From 2020 through 2024, 15 percent of the total statewide fatalities and serious injuries involved motorcycles. During that same period, 98 people were killed and another 422 people were seriously injured in crashes involving motorcycles.

Motorcycle Crash Definition: Persons fatally or seriously injured in crashes involving a motorcycle or a scooter.

**MOTORCYCLES -
ANNUAL FATALITIES & SERIOUS INJURIES**



OBJECTIVE

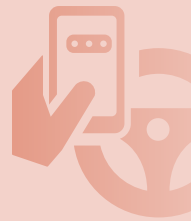
**REDUCE MOTORCYCLE-RELATED
FATALITIES AND SERIOUS
INJURIES BY 3.2% PER YEAR**



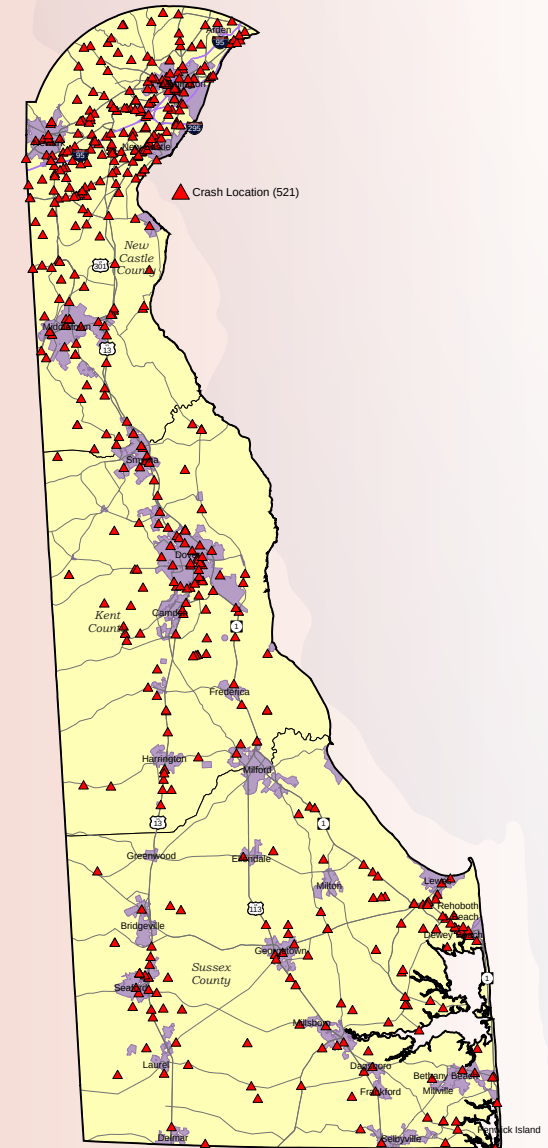
67% OF FATALITIES
OCCURRED
BETWEEN 1 PM - 9 PM.



38% OF FATALITIES AND
SERIOUS INJURIES
OCCURRED DURING NON-
DAYLIGHT PERIODS.



18% OF MOTORCYCLE-
RELATED FATALITIES
OCCURRED DUE TO RECKLESS
OR CARELESS DRIVING.

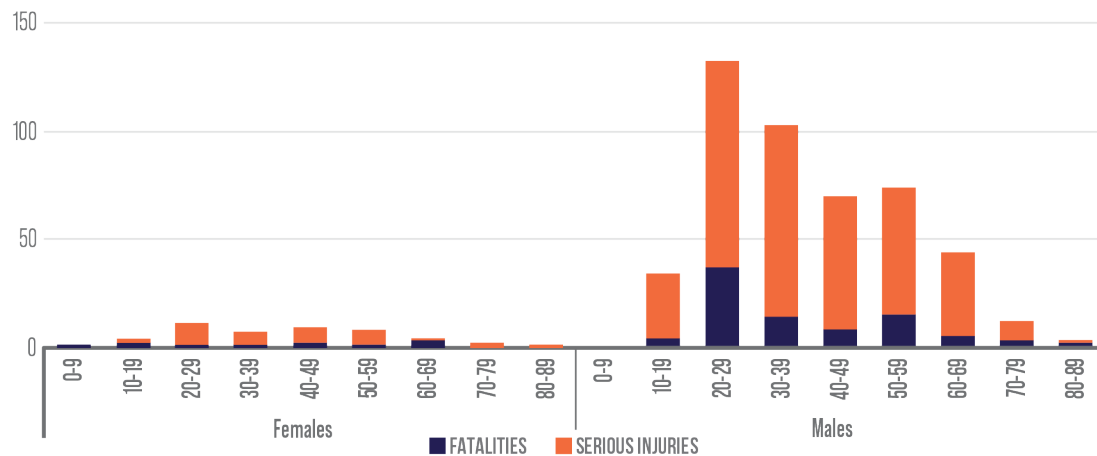




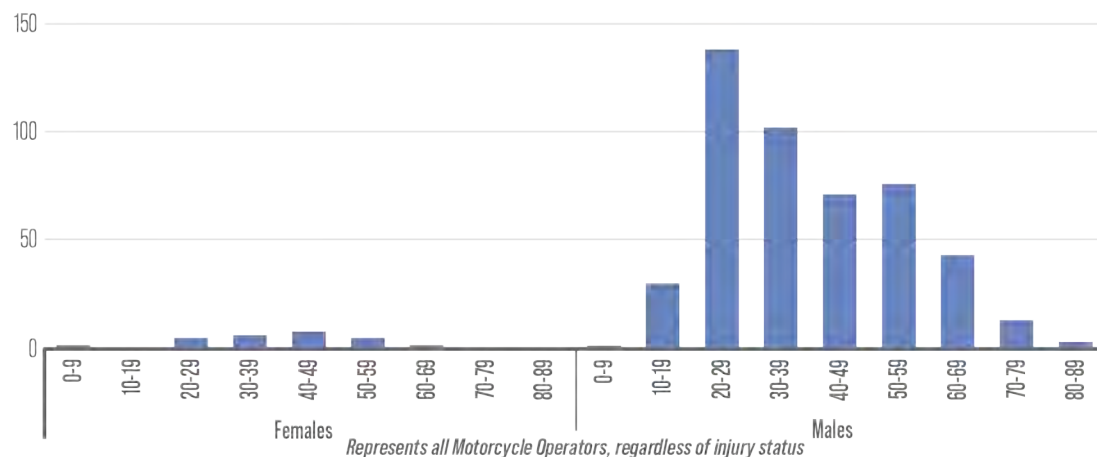
SAFER VEHICLES MOTORCYCLES

FACT SHEET | 2020 - 2024

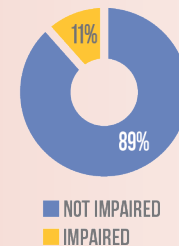
FATALITIES & SERIOUS INJURIES AGE AND GENDER OF MOTORCYCLE-RELATED CRASH VICTIMS



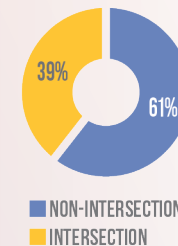
MOTORCYCLE OPERATOR AGE AND GENDER



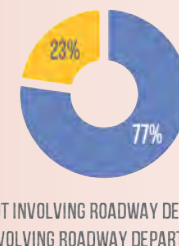
MOTORCYCLE CRASHES INVOLVING IMPAIRED DRIVERS



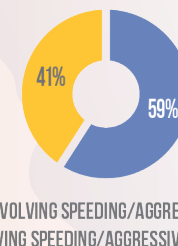
MOTORCYCLE CRASHES INVOLVING INTERSECTIONS



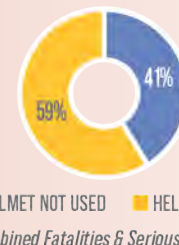
MOTORCYCLE CRASHES INVOLVING ROADWAY DEPARTURE



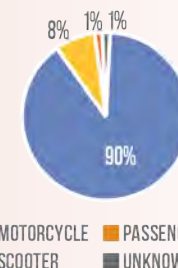
MOTORCYCLE CRASHES INVOLVING SPEEDING/AGGRESSIVE DRIVING



HELMET USE IN MOTORCYCLE CRASHES



VEHICLE STYLES IN MOTORCYCLE CRASHES

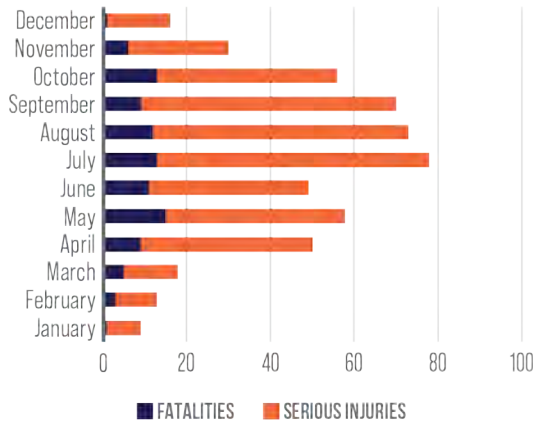




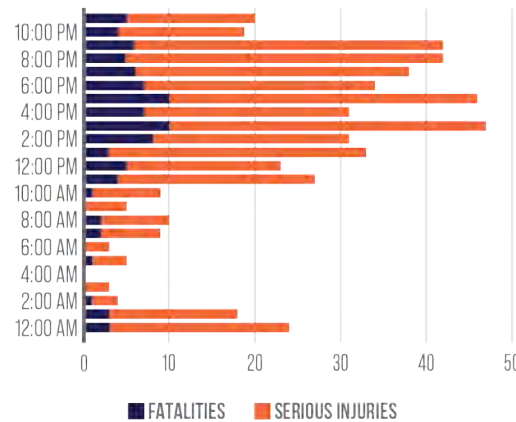
SAFER VEHICLES MOTORCYCLES

FACT SHEET | 2020 - 2024

MOTORCYCLE FATALITIES & SERIOUS INJURIES BY MONTH



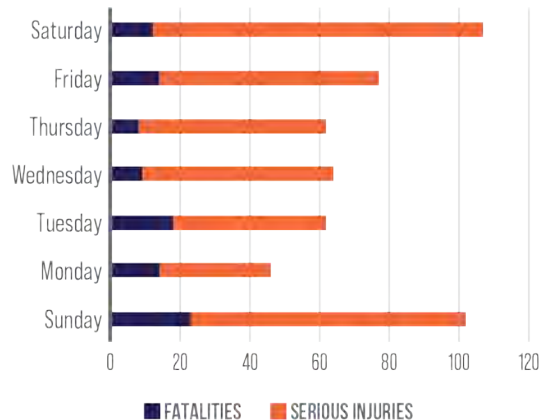
MOTORCYCLE FATALITIES & SERIOUS INJURIES BY TIME OF DAY



Fatalities/Serious Injuries by Day of Week and Month

	Jan.	Feb.	Mar.	Apr.	May	Jun.	Jul.	Aug.	Sept.	Oct.	Nov.	Dec.	Total
Sun.	1	3	4	12	6	8	17	16	16	11	4	4	102
Mon.			1	2	8	4	8	5	10	3	3	2	46
Tue.	1		2	9	8	10	6	13	4	6	3		62
Wed.	1	3	2	4	11	7	9	7	9	6	4	1	64
Thu.		1	1	9	8	5	12	8	7	5	5	1	62
Fri.	3	3	1	6	8	4	12	9	10	10	5	6	77
Sat.	3	3	7	8	9	11	14	15	14	15	6	2	107
Total	9	13	18	50	58	49	78	73	70	56	30	16	520

MOTORCYCLE FATALITIES & SERIOUS INJURIES BY DAY OF WEEK



Fatalities/Serious Injuries by Time of Day and Day of Week

	12 AM	1 AM	2 AM	3 AM	4 AM	5 AM	6 AM	7 AM	8 AM	9 AM	10 AM	11 AM	12 PM	1 PM	2 PM	3 PM	4 PM	5 PM	6 PM	7 PM	8 PM	9 PM	10 PM	11 PM	Total
Sun.	4	6	2	1				1		2	1	7	6	8	5	9	11	7	7	5	8	5	4	3	102
Mon.	1	3					1	1		1	1	2	3	1	2	4	3	2	2	4	6	6	1	2	46
Tue.	3			1		2			1		1	3	3	4	5	2	1	7	6	10	5	2	4	2	62
Wed.	3							1	3		1	3	3	6	3	5	2	3	3	6	6	12	1	3	64
Thu.	2	1	1			2		1	1		1	3	1	5	4	6	3	8	5	2	6	6	2	2	62
Fri.	6	2	1			1	1	3	2	1	1	3		1	4	9	6	9	3	6	7	2	4	5	77
Sat.	5	6		1			1	2	3	1	3	6	7	8	8	12	5	10	8	5	4	9		3	107
Total	24	18	4	3		5	3	9	10	5	9	27	23	33	31	47	31	46	34	38	42	42	16	20	520

Lower Frequency

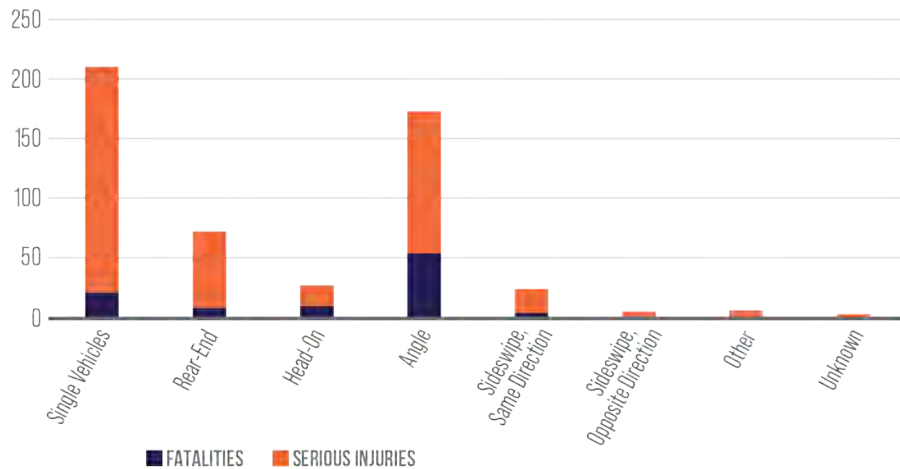
Higher Frequency



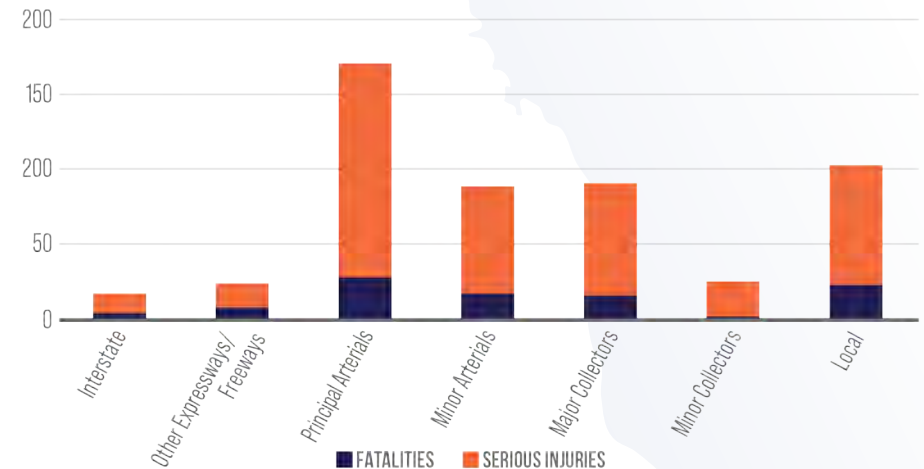
SAFER VEHICLES MOTORCYCLES

FACT SHEET | 2020 - 2024

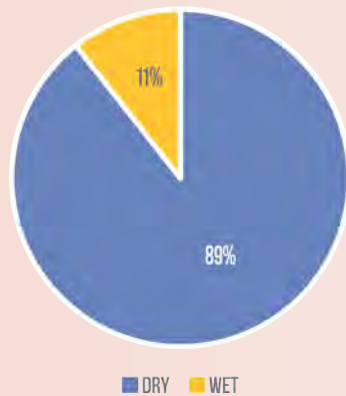
MOTORCYCLE CRASHES BY MANNER OF IMPACT



MOTORCYCLE CRASHES BY ROADWAY FUNCTIONAL CLASSIFICATION

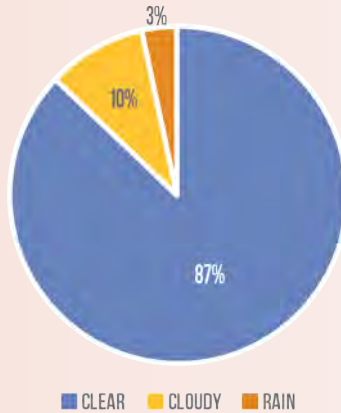


MOTORCYCLE CRASHES
BY SURFACE CONDITION



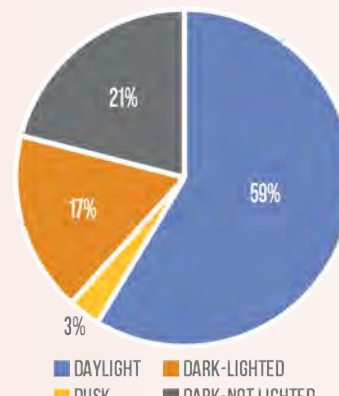
Combined Fatalities & Serious Injuries

MOTORCYCLE CRASHES
BY WEATHER CONDITION



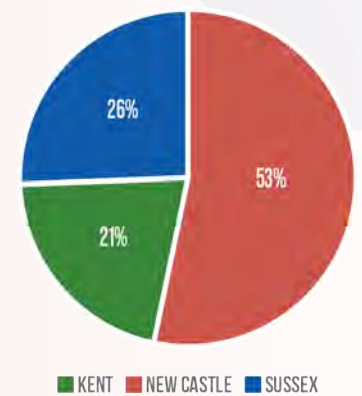
Combined Fatalities & Serious Injuries

MOTORCYCLE CRASHES
BY LIGHTING CONDITION



Combined Fatalities & Serious Injuries

MOTORCYCLE CRASHES
BY COUNTY



Combined Fatalities & Serious Injuries



SAFER ROADS INTERSECTIONS

FACT SHEET | 2020 - 2024

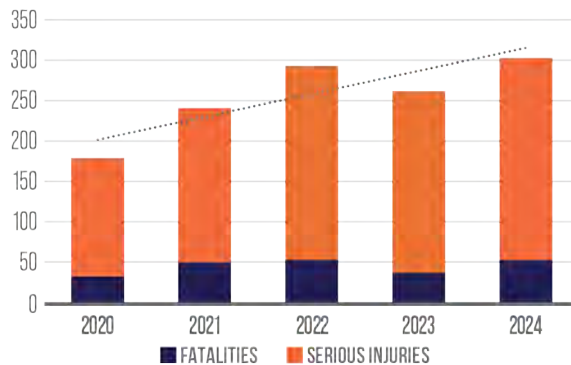
INTRODUCTION

Intersections involve multiple turning and crossing maneuvers that create numerous conflict points between vehicles, pedestrians, and bicyclists – making intersections one of the most complex traffic situations that road users encounter. Many factors can contribute to an intersection crash, many of which are identified as their own Emphasis Area within this Plan.

From 2020 through 2024, nearly 40 percent of fatalities and serious injuries occurred at an intersection, as determined by the reporting officer at the time of the crash.

Intersection Crash Definition: Persons fatally or seriously injured in crashes that occurred at an intersection or related to an intersection or crossover, as determined by the reporting officer at the time of the crash.

INTERSECTIONS -
ANNUAL FATALITIES & SERIOUS INJURIES



OBJECTIVE

REDUCE INTERSECTION-RELATED
FATALITIES AND SERIOUS
INJURIES BY **3.2% PER YEAR**



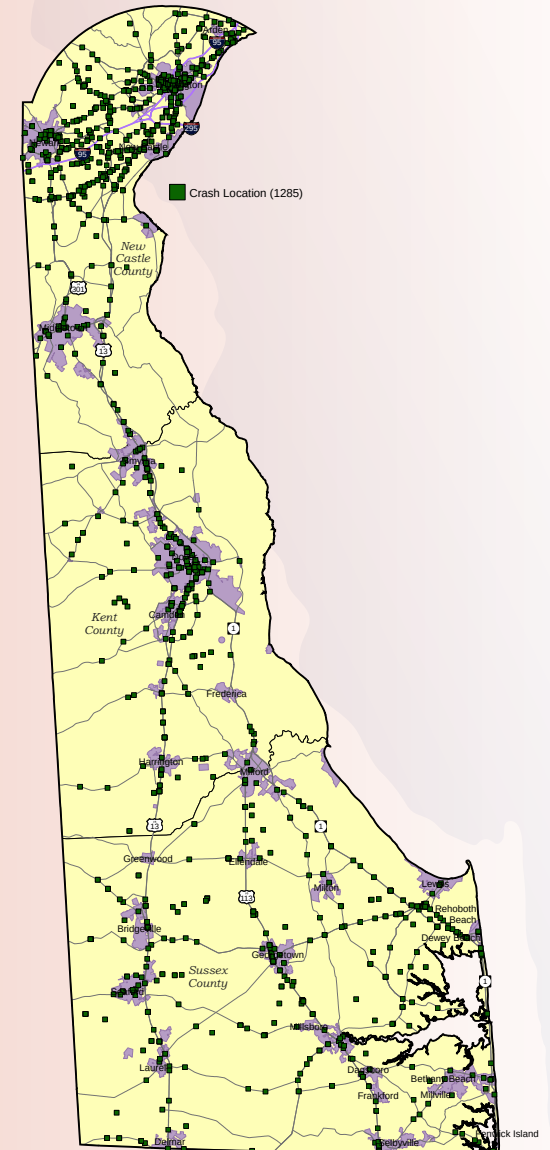
46% OF INTERSECTION-RELATED FATALITIES AND SERIOUS INJURIES OCCURRED AT SIGNALIZED INTERSECTIONS.



73% OF INTERSECTION-RELATED FATALITIES AND SERIOUS INJURIES OCCURRED IN URBAN AREAS.



22% OF INTERSECTION-RELATED FATALITIES AND SERIOUS INJURIES AT SIGNALIZED INTERSECTIONS INVOLVED RED-LIGHT RUNNING.

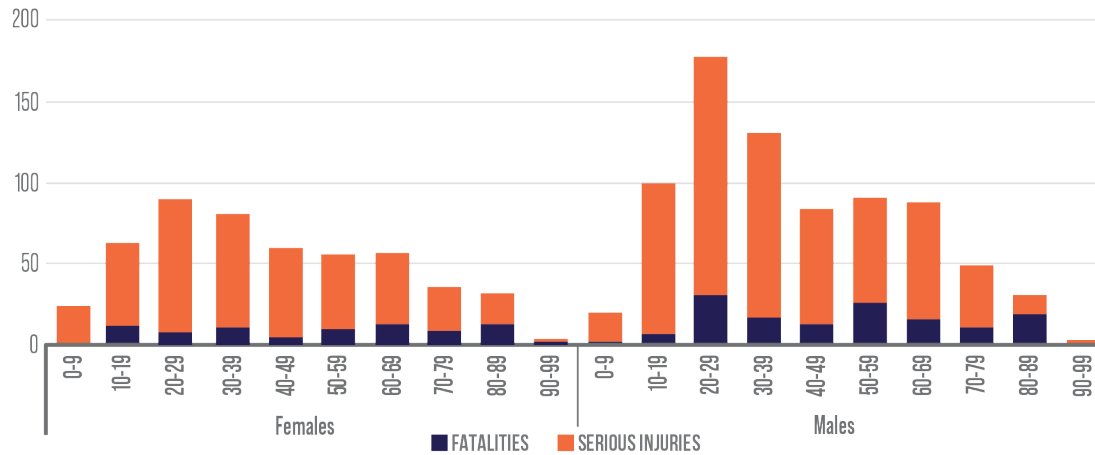




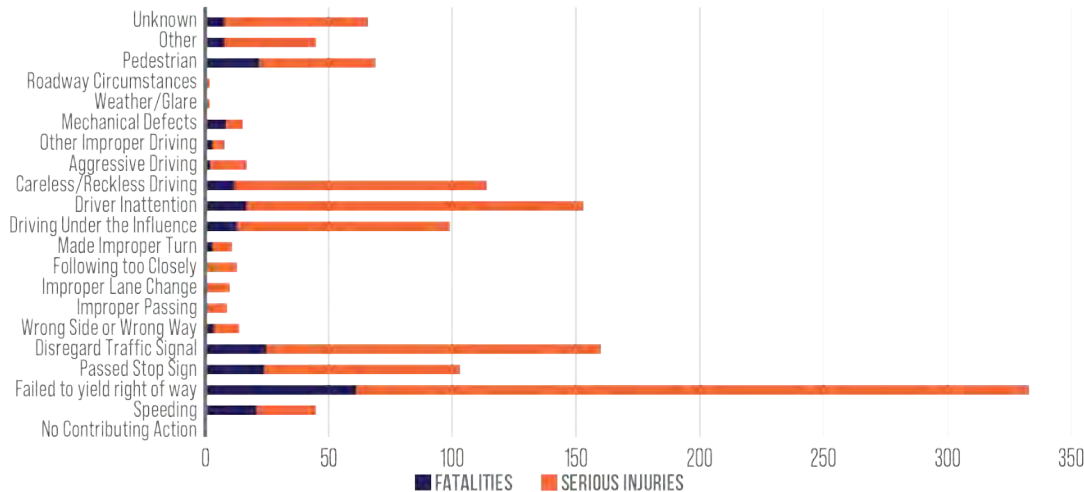
SAFER ROADS INTERSECTIONS

FACT SHEET | 2020 - 2024

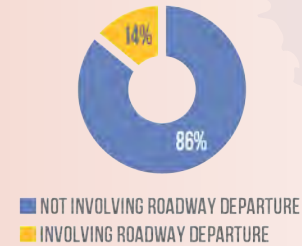
FATALITIES & SERIOUS INJURIES AGE AND GENDER OF INTERSECTION CRASH VICTIMS



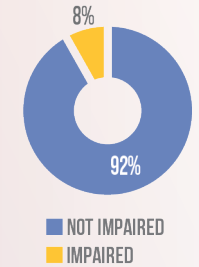
FATALITIES & SERIOUS INJURIES - INTERSECTION CRASHES BY PRIMARY CONTRIBUTING CIRCUMSTANCE



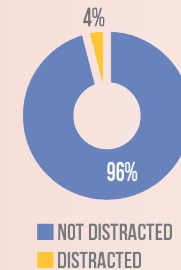
INTERSECTION CRASHES INVOLVING ROADWAY DEPARTURE



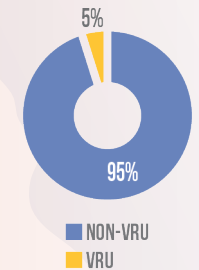
INTERSECTION CRASHES INVOLVING IMPAIRED DRIVERS



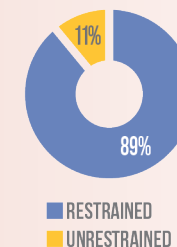
INTERSECTION CRASHES INVOLVING DISTRACTED DRIVERS



INTERSECTION CRASHES INVOLVING VRU



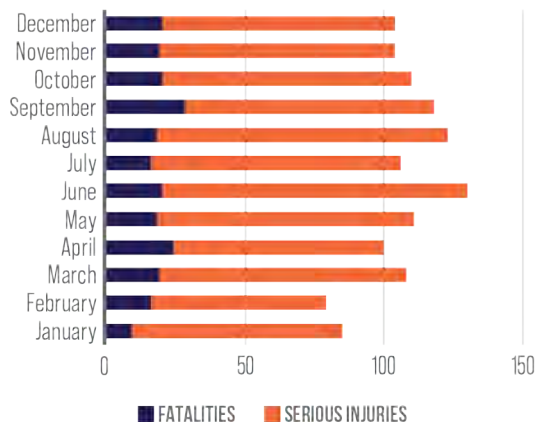
INTERSECTION CRASHES INVOLVING UNRESTRAINED MOTORISTS



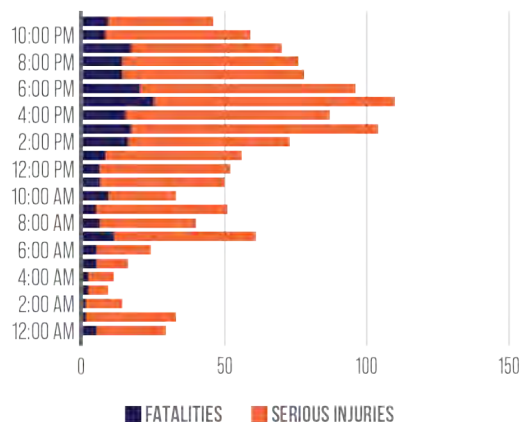


SAFER ROADS INTERSECTIONS FACT SHEET | 2020 - 2024

INTERSECTION FATALITIES & SERIOUS INJURIES BY MONTH



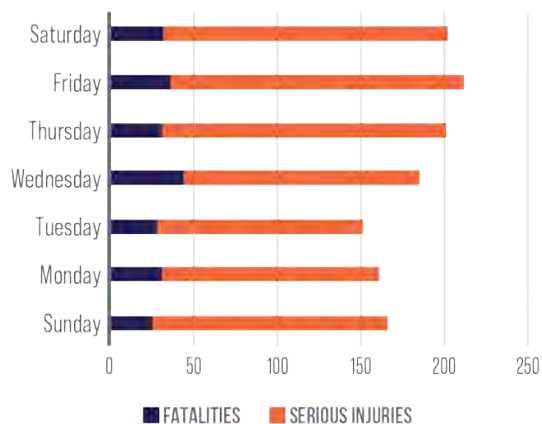
INTERSECTION FATALITIES & SERIOUS INJURIES BY TIME OF DAY



Fatalities/Serious Injuries by Day of Week and Month

	Jan.	Feb.	Mar.	Apr.	May	Jun.	Jul.	Aug.	Sept.	Oct.	Nov.	Dec.	Total
Sun.	17	3	12	16	9	21	21	15	15	18	10	9	166
Mon.	19	12	11	12	14	20	9	15	16	3	20	10	161
Tue.	9	7	19	12	15	15	12	20	10	11	11	10	151
Wed.	6	12	20	21	16	24	11	18	22	11	12	12	185
Thu.	13	20	18	10	22	14	16	14	22	15	15	22	201
Fri.	10	12	16	19	20	19	13	19	19	27	22	16	212
Sat.	11	13	12	10	15	17	24	22	14	25	14	25	202
Total	85	79	108	100	111	130	106	123	118	110	104	104	1278

INTERSECTION FATALITIES & SERIOUS INJURIES BY DAY OF WEEK



Fatalities/Serious Injuries by Time of Day and Day of Week

	12 AM	1 AM	2 AM	3 AM	4 AM	5 AM	6 AM	7 AM	8 AM	9 AM	10 AM	11 AM	12 PM	1 PM	2 PM	3 PM	4 PM	5 PM	6 PM	7 PM	8 PM	9 PM	10 PM	11 PM	Total
Sun.	7	9	7	4	3		1	4	6	7	2	6	6	8	7	13	11	6	13	13	11	8	6	8	166
Mon.	2	4		3		2	4	11	5	5	7	4	6	7	8	14	9	16	11	8	18	9	5	3	161
Tue.	2		1		2	4	5	9	6	7	4	8	8	12	13	9	8	12	12	12	4	5	5	3	151
Wed.	6	1		1	1	3	5	14	6	10	7	6	7	10	11	17	13	19	12	8	1	12	7	8	185
Thu.	3	5	3	1	1	1	4	13	8	4	3	13	6	5	15	15	15	28	16	10	13	8	6	5	201
Fri.	3	4	1			4	3	4	5	12	5	7	9	7	9	25	9	15	16	11	24	5	21	13	212
Sat.	6	10	2		4	2	2	6	4	6	5	6	10	7	10	11	22	14	16	16	5	23	9	6	202
Total	29	33	14	9	11	16	24	61	40	51	33	50	52	56	73	104	87	110	96	78	76	70	59	46	1278

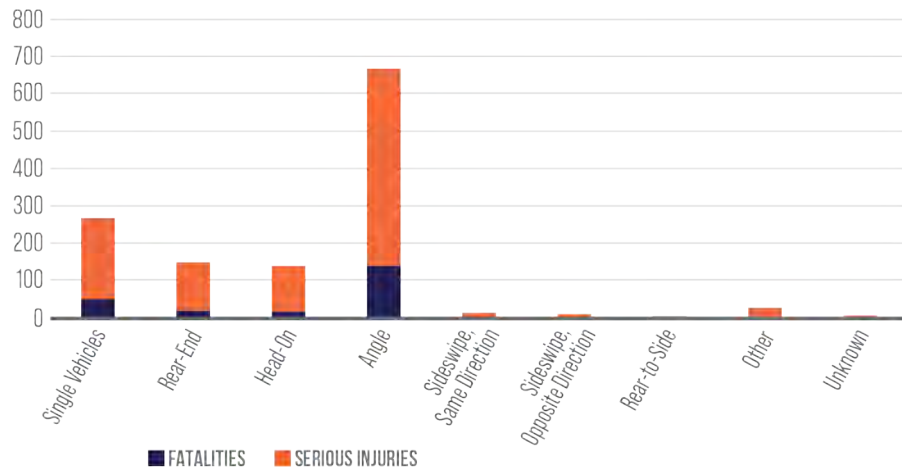
Lower Frequency

Higher Frequency

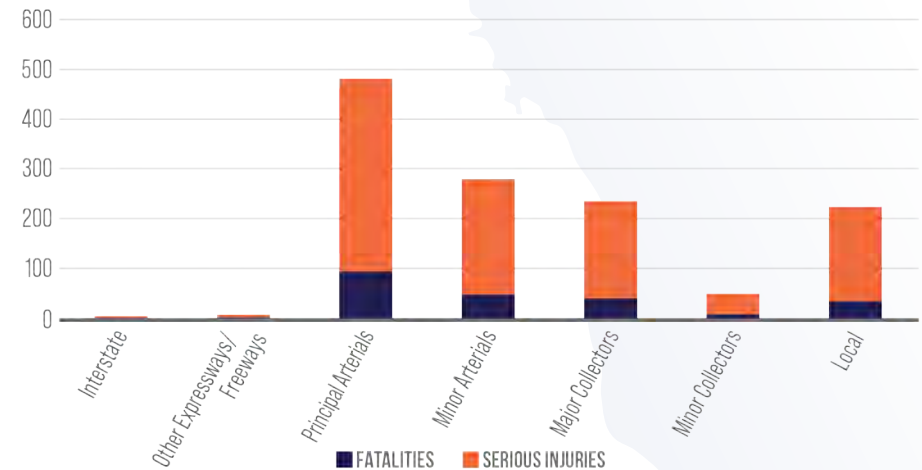


SAFER ROADS INTERSECTIONS FACT SHEET | 2020 - 2024

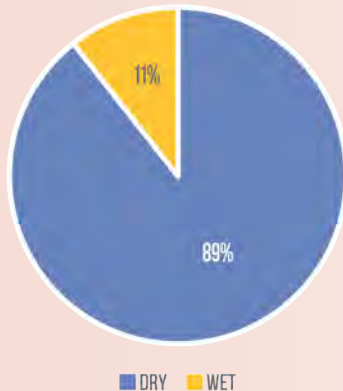
INTERSECTION CRASHES BY MANNER OF IMPACT



INTERSECTION CRASHES BY ROADWAY FUNCTIONAL CLASSIFICATION

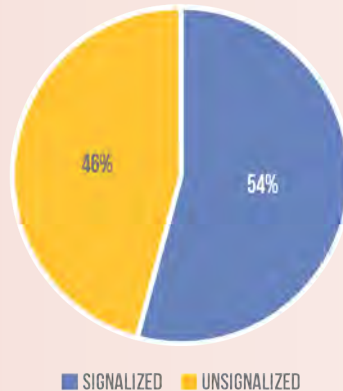


INTERSECTION CRASHES
BY SURFACE CONDITION



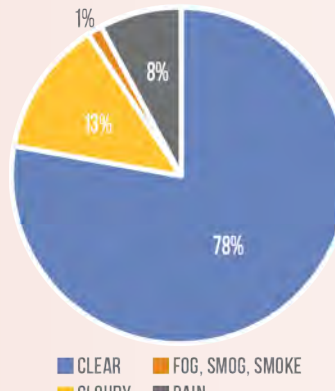
Combined Fatalities & Serious Injuries

INTERSECTION CRASHES
BY INTERSECTION TYPE



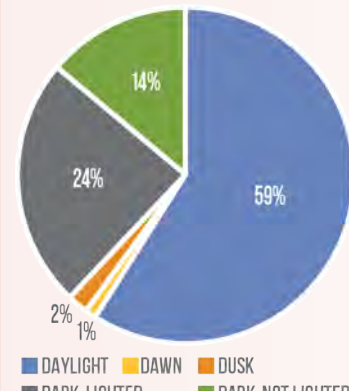
Combined Fatalities & Serious Injuries

INTERSECTION CRASHES
BY WEATHER CONDITION



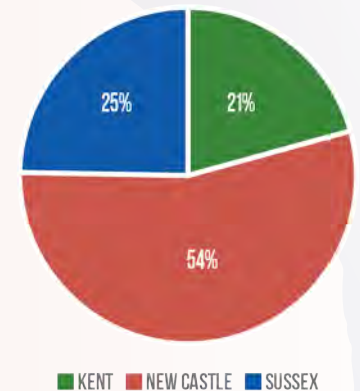
Combined Fatalities & Serious Injuries

INTERSECTION CRASHES
BY LIGHTING CONDITION



Combined Fatalities & Serious Injuries

INTERSECTION CRASHES
BY COUNTY



Combined Fatalities & Serious Injuries



SAFER ROADS

ROADWAY DEPARTURES

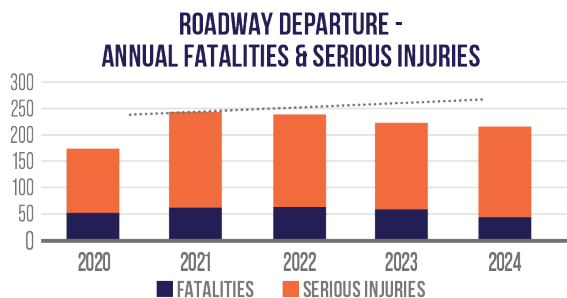
FACT SHEET | 2020 - 2024

INTRODUCTION

A roadway departure occurs when a vehicle crosses an edge line, a center line, or otherwise leaves the traveled way of any roadway and strikes another vehicle, one or more fixed objects located outside of the traveled way, overturns, or a combination of those actions. Often, roadway departure crashes involve a single vehicle; therefore, safety strategies typically first address keeping the vehicle on the roadway and secondly, address the consequences of leaving the roadway. Historically, roadway departure crashes in Delaware have represented a high percentage of fatalities and serious injuries.

From 2020 through 2024, nearly 41 percent of fatalities and 30 percent of serious injuries resulted from roadway departure crashes, which is an increase in fatalities and serious injuries from 2015 through 2019.

Roadway Departure Crash Definition: Persons fatally or seriously injured in crashes that involve a roadway departure as defined by FHWA's roadway departure definition.

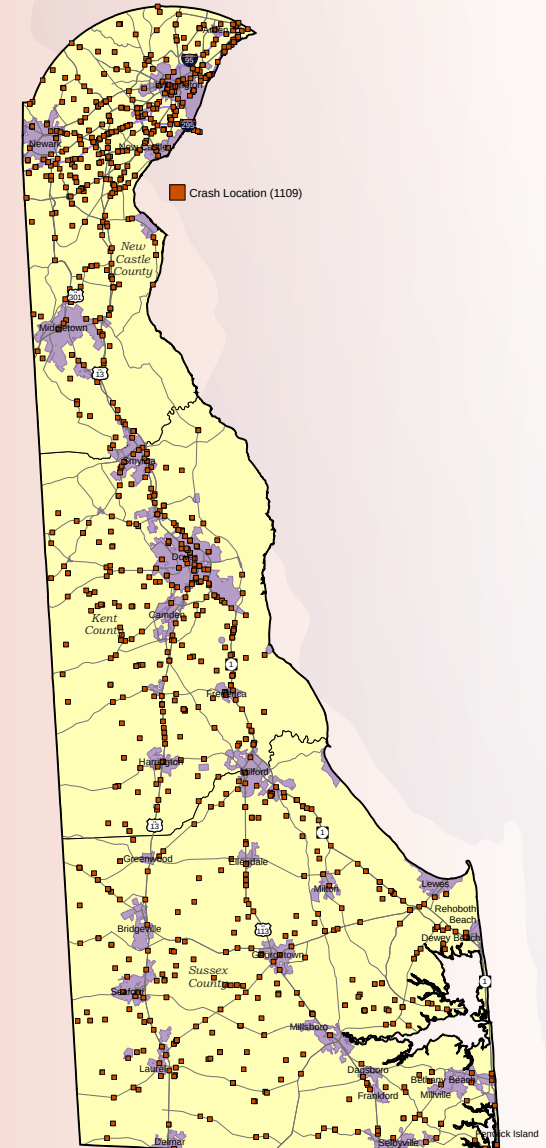


OBJECTIVE

REDUCE ROADWAY DEPARTURE
FATALITIES AND SERIOUS
INJURIES BY **3.2% PER YEAR**

30% OF ROADWAY
DEPARTURE CRASHES
OCCURRED BETWEEN
JUNE AND AUGUST.

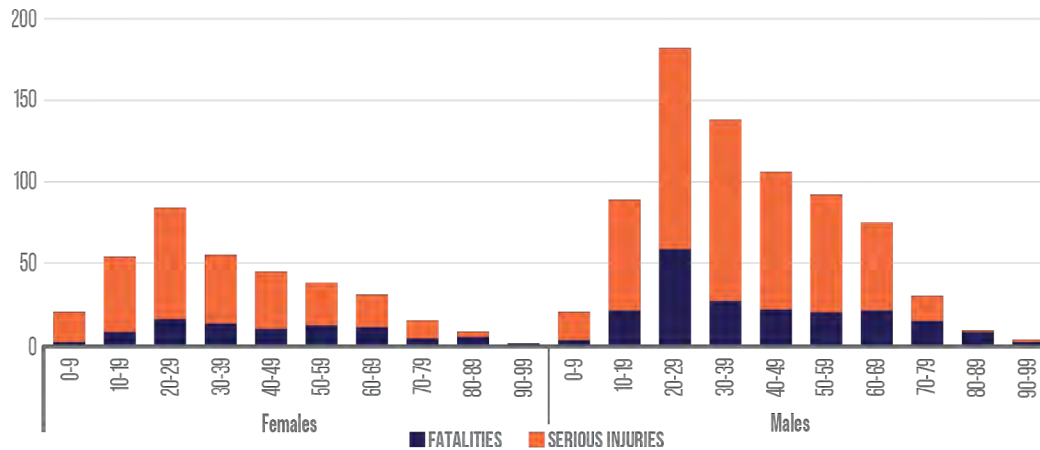
FHWA DEFINES A ROADWAY DEPARTURE CRASH AS ONE WHERE A VEHICLE CROSSES AN EDGE LINE OR CENTER LINE, OR OTHERWISE LEAVES THE TRAVELED WAY, OFTEN RESULTING IN SEVERE CRASHES, ROLLOVERS, OR STRIKING FIXED OBJECTS.



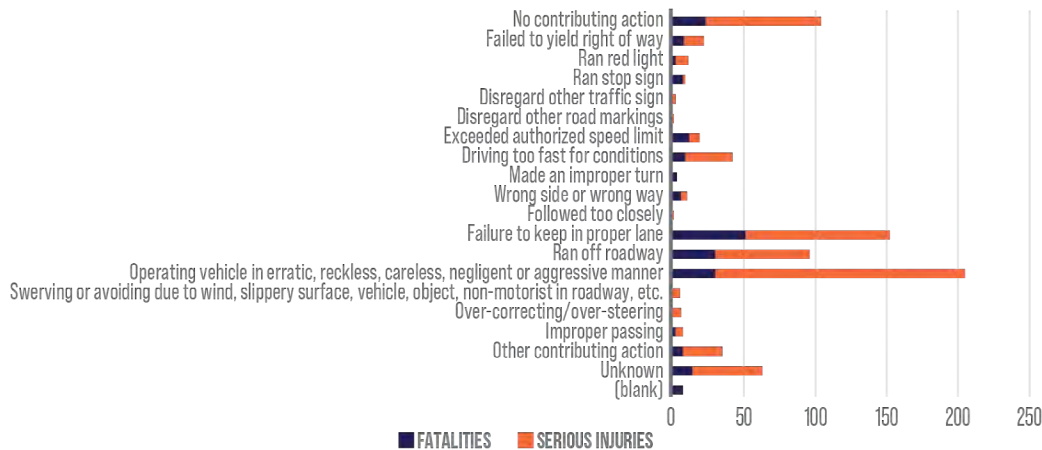


SAFER ROADS ROADWAY DEPARTURES FACT SHEET | 2020 - 2024

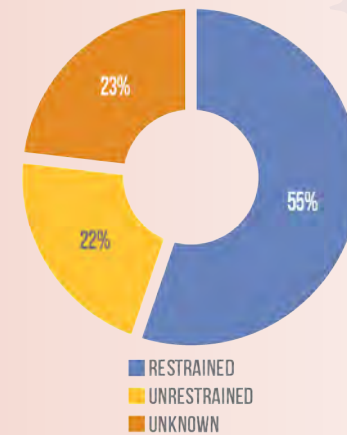
FATALITIES & SERIOUS INJURIES - AGE AND GENDER OF ROADWAY DEPARTURE CRASH VICTIMS



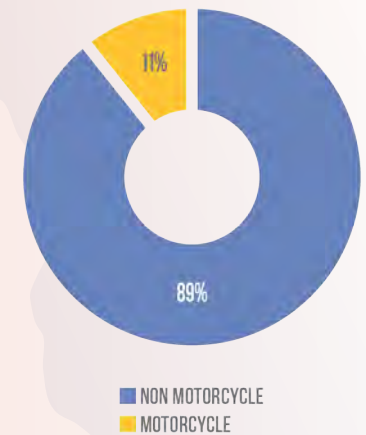
FATALITIES & SERIOUS INJURIES - ROADWAY DEPARTURE CRASHES BY PRIMARY CONTRIBUTING CIRCUMSTANCE



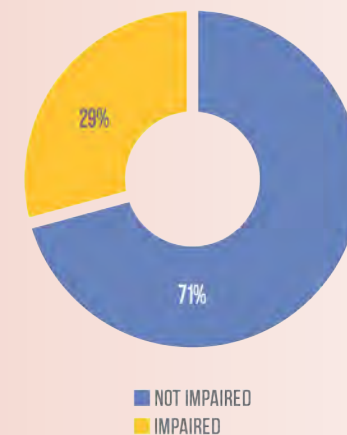
ROADWAY DEPARTURE CRASHES INVOLVING UNRESTRAINED MOTORISTS



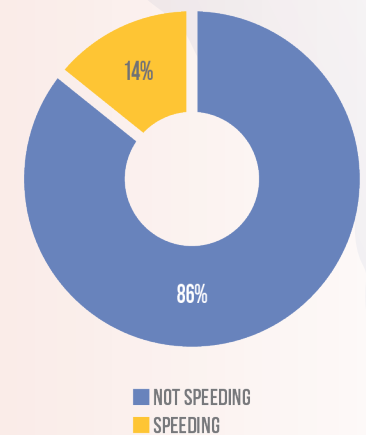
ROADWAY DEPARTURE CRASHES INVOLVING MOTORCYCLES



ROADWAY DEPARTURE CRASHES INVOLVING IMPAIRED DRIVER



ROADWAY DEPARTURE CRASHES INVOLVING SPEEDING



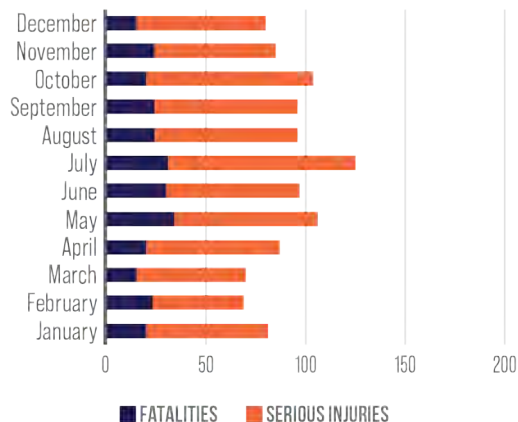


SAFER ROADS

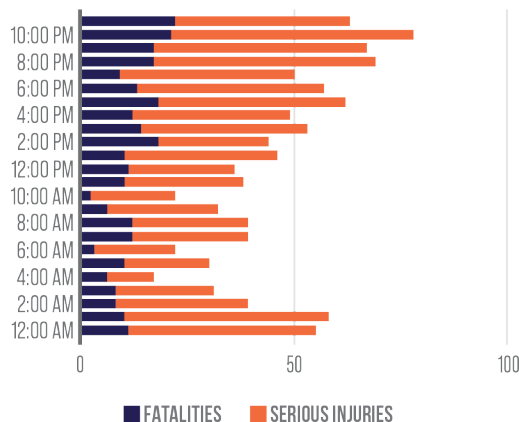
ROADWAY DEPARTURES

FACT SHEET | 2020 - 2024

ROADWAY DEPARTURE FATALITIES
& SERIOUS INJURIES BY MONTH



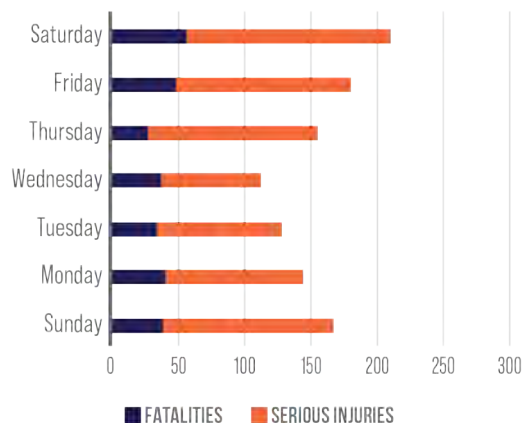
ROADWAY DEPARTURE FATALITIES
& SERIOUS INJURIES BY TIME OF DAY



Fatalities/Serious Injuries by Day of Week and Month

	Jan.	Feb.	Mar.	Apr.	May	Jun.	Jul.	Aug.	Sept.	Oct.	Nov.	Dec.	Total
Sun.	17	7	10	8	20	10	19	15	19	18	8	16	167
Mon.	14	7	7	7	16	14	16	9	12	15	12	15	144
Tue.	12	4	6	13	8	18	11	19	9	12	11	5	128
Wed.	9	7	10	14	13	11	13	10	5	5	7	8	112
Thu.	5	16	14	9	20	5	7	17	19	14	13	16	155
Fri.	10	16	12	14	8	23	24	10	17	13	19	14	180
Sat.	14	12	11	22	21	16	35	16	15	27	15	6	210
Total	81	69	70	87	110	97	125	96	96	104	85	80	1096

ROADWAY DEPARTURE FATALITIES
& SERIOUS INJURIES BY DAY OF WEEK



Fatalities/Serious Injuries by Time of Day and Day of Week

	12 AM	1 AM	2 AM	3 AM	4 AM	5 AM	6 AM	7 AM	8 AM	9 AM	10 AM	11 AM	12 PM	1 PM	2 PM	3 PM	4 PM	5 PM	6 PM	7 PM	8 PM	9 PM	10 PM	11 PM	Total
Sun.	13	20	11	4	1	6	4	4	5	3		6	2	10	3	9	4	6	9	10	12	8	13	4	167
Mon.	7	5	1	7	4	6	3	5	2	4	3	3	2	12	9	9	10	9	6	4	11	9	2	11	144
Tue.	2	2	6	4	2	3	8	9	6	3	3	3	6	2	5	5	5	12	7	7	6	4	14	4	128
Wed.	4	6	3	1	4	2	1	3	3	6	2	5	7	2	7	2	3	12	4	8	8	2	7	10	112
Thu.	8	6	7	2		5	3	4	6	4	8	7	5	9	4	14	11	4	6	5	9	14	3	11	155
Fri.	10	3	8	5		5	1	8	7	7	3	6	9	2	2	9	6	6	17	11	11	14	22	8	180
Sat.	11	16	3	8	6	3	2	6	10	5	3	8	5	9	14	5	10	13	8	5	12	16	17	15	210
Total	55	58	39	31	17	30	22	39	39	32	22	38	36	46	44	53	49	62	57	50	69	67	78	63	1096

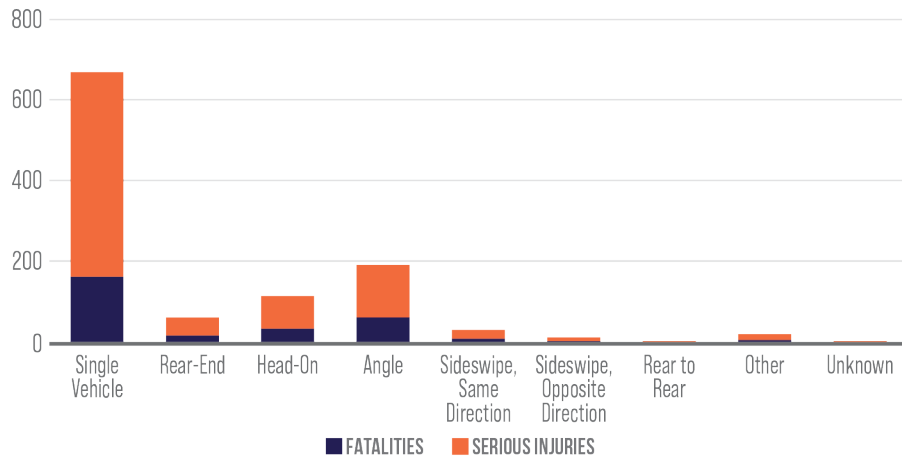
Lower Frequency

Higher Frequency

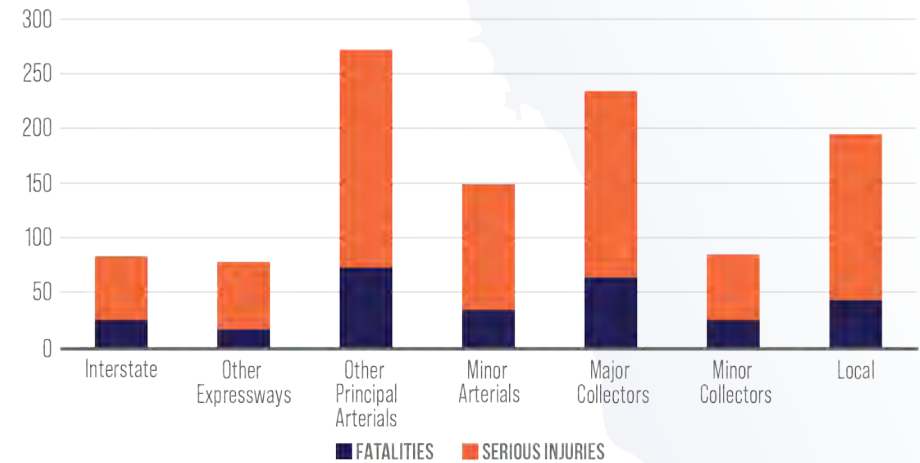


SAFER ROADS ROADWAY DEPARTURES FACT SHEET | 2020 - 2024

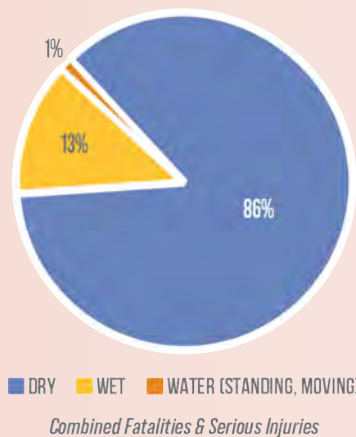
ROADWAY DEPARTURE FATALITIES & SERIOUS INJURIES BY MANNER OF IMPACT



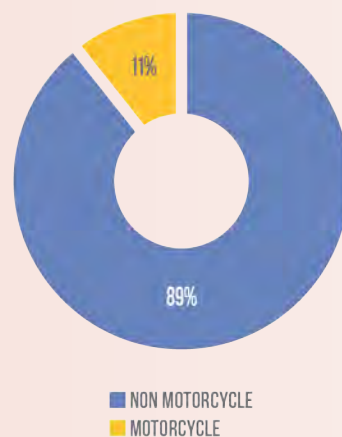
ROADWAY DEPARTURE FATALITIES & SERIOUS INJURIES BY FUNCTIONAL CLASSIFICATION



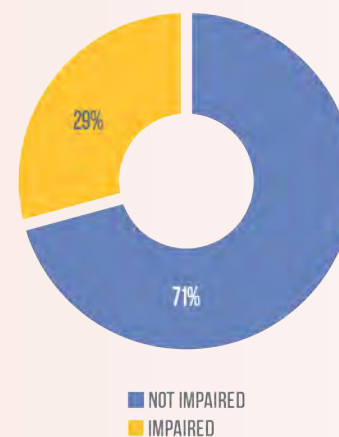
ROADWAY DEPARTURE CRASHES
BY SURFACE CONDITION



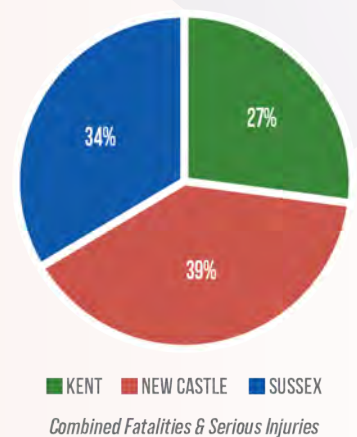
ROADWAY DEPARTURE CRASHES
INVOLVING MOTORCYCLES



ROADWAY DEPARTURE CRASHES
INVOLVING IMPAIRED DRIVER



ROADWAY DEPARTURE CRASHES
BY COUNTY





SAFER ROADS

WRONG WAY MOVEMENTS

FACT SHEET | 2020 - 2024

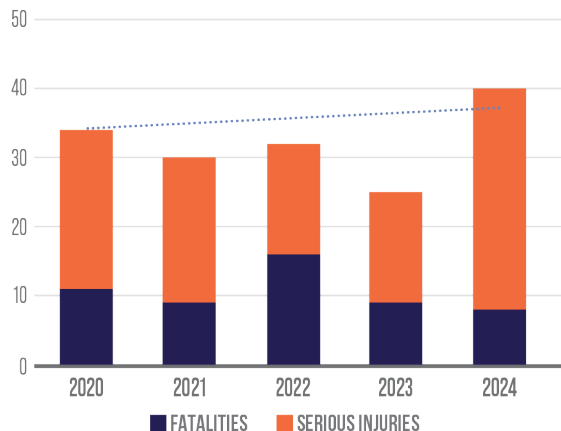
INTRODUCTION

Wrong Way Movement crashes are defined as any crash involving a vehicle performing a movement in the improper direction of traffic on a roadway. Wrong way movement crashes often result in fatalities or serious injuries due to head-on crashes between vehicles.

From 2020 through 2024, less than 1 percent of the total statewide fatalities and serious injuries involved a wrong way movement.

Wrong Way Movement Definition: Persons fatally or seriously injured in a crash that involved at least one vehicle traveling in the wrong direction on a divided highway.

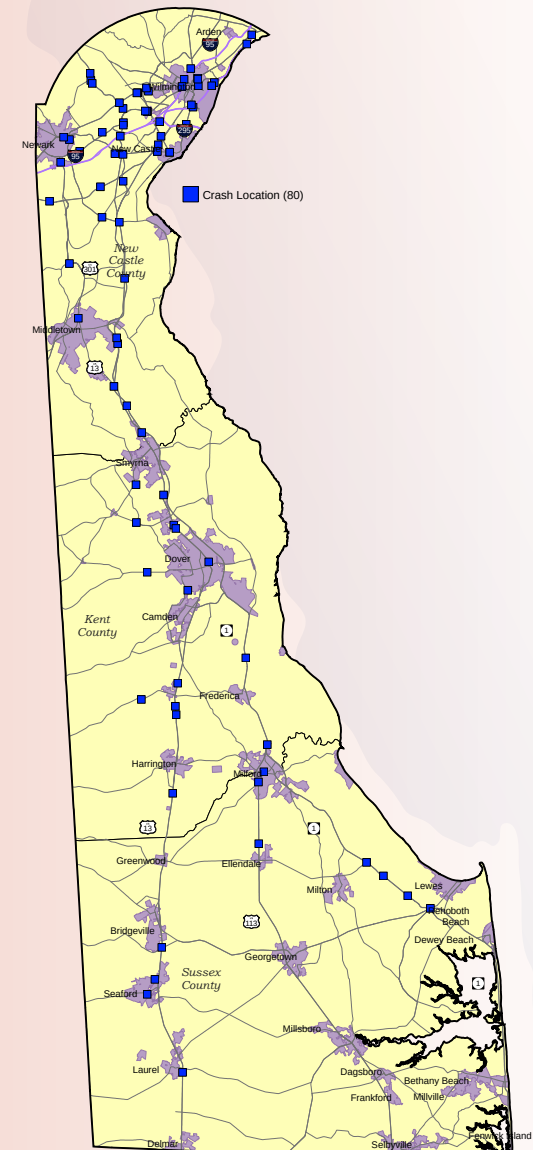
**WRONG WAY MOVEMENTS -
ANNUAL FATALITIES & SERIOUS INJURIES**



OBJECTIVE

**REDUCE WRONG WAY MOVEMENT
FATALITIES AND SERIOUS
INJURIES BY 3.2% PER YEAR**

30% OF WRONG WAY
MOVEMENT CRASHES
OCCURRED BETWEEN OCTOBER
AND DECEMBER.



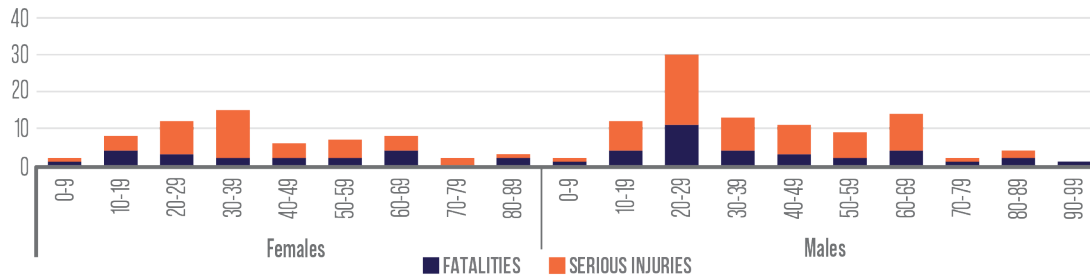


SAFER ROADS

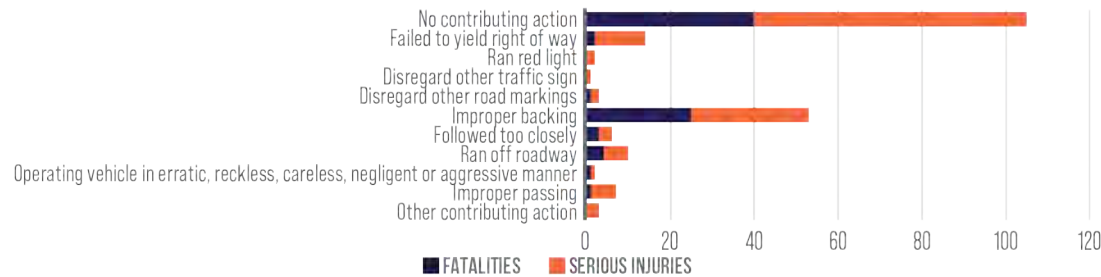
WRONG WAY MOVEMENTS

FACT SHEET | 2020 - 2024

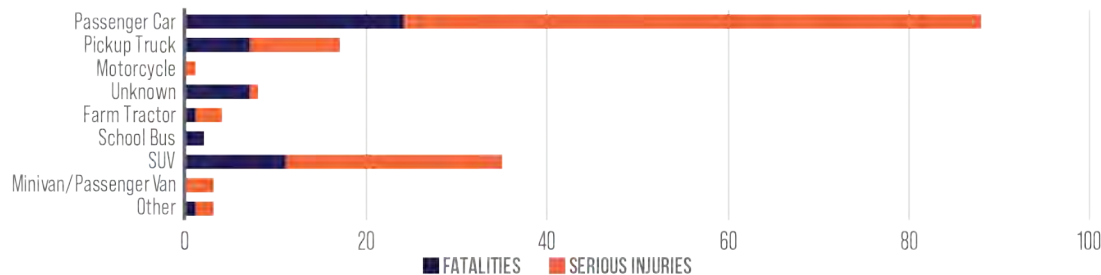
FATALITIES & SERIOUS INJURIES - AGE AND GENDER OF WRONG WAY MOVEMENT CRASH VICTIMS



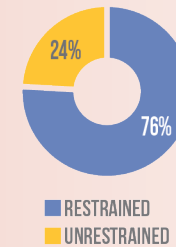
FATALITIES & SERIOUS INJURIES - WRONG WAY MOVEMENT CRASH BY PRIMARY CONTRIBUTING CIRCUMSTANCE



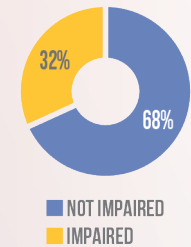
FATALITIES & SERIOUS INJURIES - VEHICLE STYLES INVOLVED IN WRONG WAY MOVEMENT CRASHES



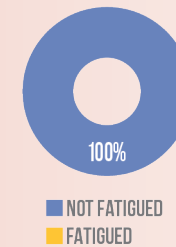
WRONG WAY MOVEMENT CRASHES INVOLVING UNRESTRAINED MOTORISTS



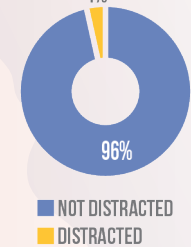
WRONG WAY MOVEMENT CRASHES INVOLVING IMPAIRED DRIVER



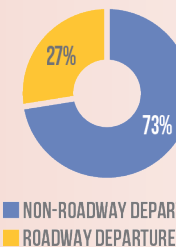
WORK ZONE CRASHES INVOLVING FATIGUED DRIVER



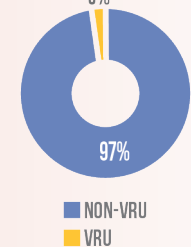
WRONG WAY MOVEMENT CRASHES INVOLVING DISTRACTED DRIVER



WRONG WAY MOVEMENT CRASHES INVOLVING ROADWAY DEPARTURE



WRONG WAY MOVEMENT CRASHES INVOLVING VRU



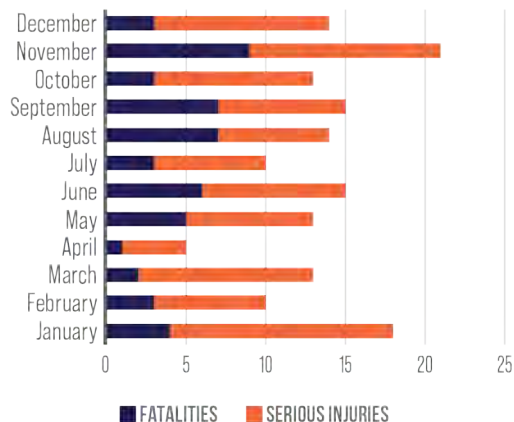


SAFER ROADS

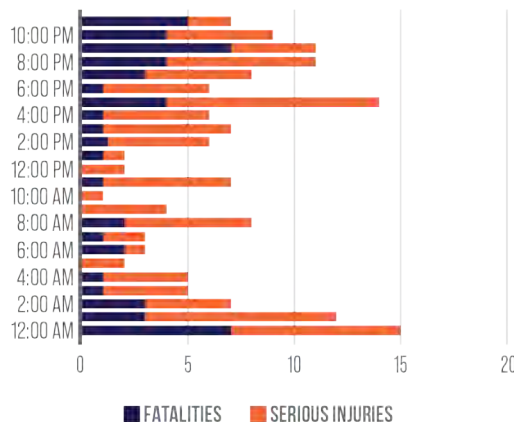
WRONG WAY MOVEMENTS

FACT SHEET | 2020 - 2024

WRONG WAY MOVEMENT FATALITIES & SERIOUS INJURIES BY MONTH



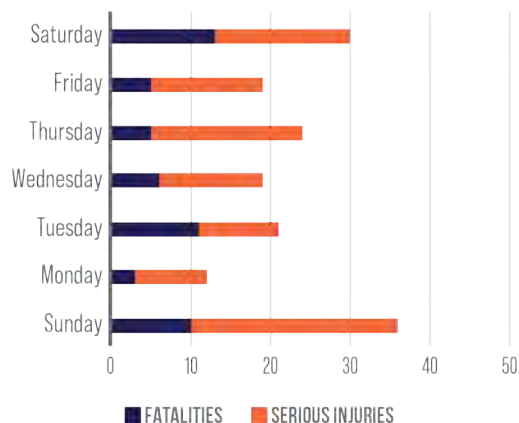
WRONG WAY MOVEMENT FATALITIES & SERIOUS INJURIES BY TIME OF DAY



Fatalities/Serious Injuries by Day of Week and Month

	Jan.	Feb.	Mar.	Apr.	May	Jun.	Jul.	Aug.	Sept.	Oct.	Nov.	Dec.	Total
Sun.	1	3	2		3	2	5	4	4	7	5		36
Mon.	3		1		2	1	2	1	1			1	12
Tue.	5			1		2		6		1	4	2	21
Wed.	2		2		4		2	1	1	1	6		19
Thu.	2	4	3			7	1			1	1	5	24
Fri.		3	1	1	1			1	5		2	5	19
Sat.	5		4	3	3	3		1	4	3	3	1	30
Total	18	10	13	5	13	15	10	14	15	13	21	14	161

WRONG WAY MOVEMENT FATALITIES & SERIOUS INJURIES BY DAY OF WEEK



Fatalities/Serious Injuries by Time of Day and Day of Week

	12 AM	1 AM	2 AM	3 AM	4 AM	5 AM	6 AM	7 AM	8 AM	9 AM	10 AM	11 AM	12 PM	1 PM	2 PM	3 PM	4 PM	5 PM	6 PM	7 PM	8 PM	9 PM	10 PM	11 PM	Total	
Sun.	7	7	2		2	2									3	2	3			5	1		2		36	
Mon.									1				1			2	1	2			2	2	1		12	
Tue.							2	1	1							3	1	5	1	2	3		2		21	
Wed.	3							2	1	3	1		1					2	1					5	19	
Thu.	3			1					1	1		7		2			1		3			3		2	24	
Fri.	1	1																5	1	1	4	2	4		19	
Sat.	1	4	5	4	3		1		4						3						1	4			30	
Total	15	12	7	5	5	2	3	3	8	4	1	7	2	2	6	7	6	14	6	8	11	11	9	7	161	
Lower Frequency Higher Frequency																										

Lower Frequency

Higher Frequency

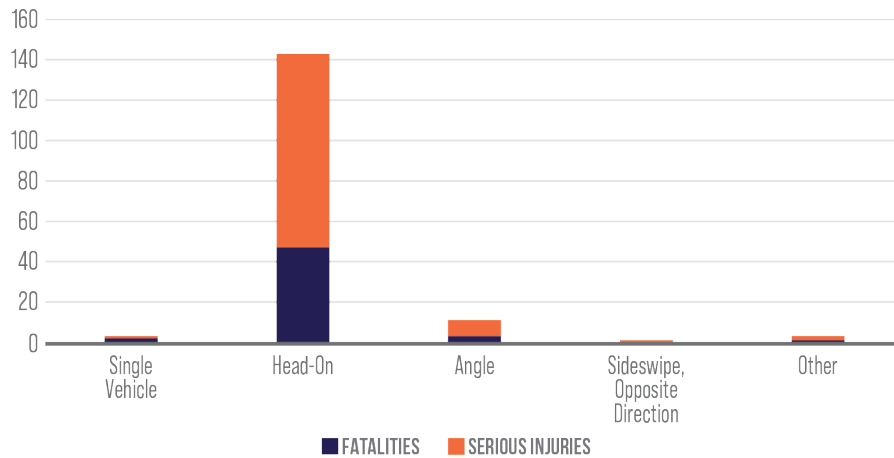


SAFER ROADS

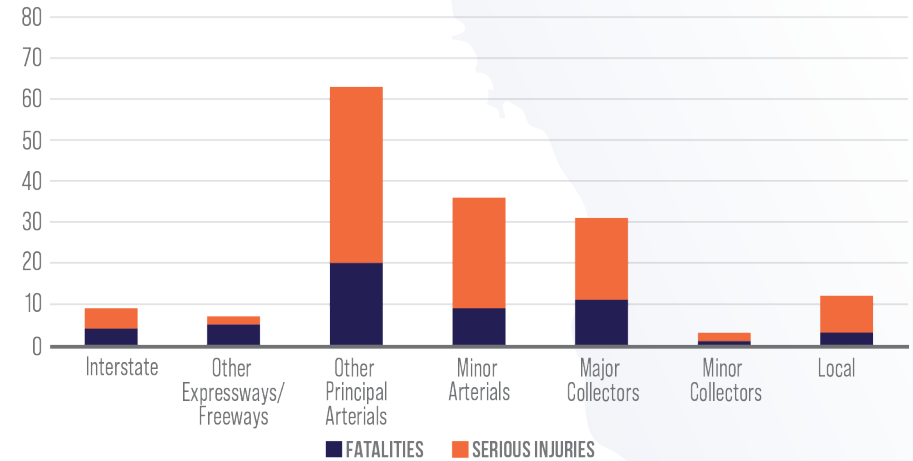
WRONG WAY MOVEMENTS

FACT SHEET | 2020 - 2024

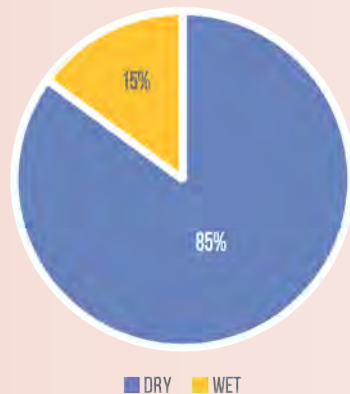
WRONG WAY MOVEMENT FATALITIES & SERIOUS INJURIES BY MANNER OF IMPACT



WRONG WAY MOVEMENT FATALITIES & SERIOUS INJURIES BY FUNCTIONAL CLASSIFICATION

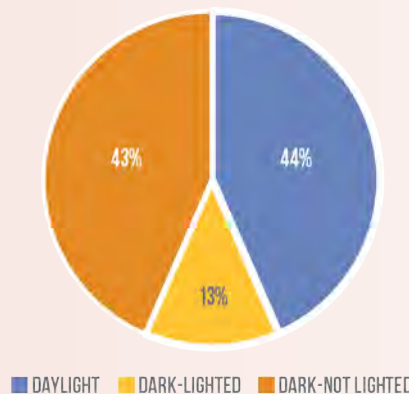


WRONG WAY MOVEMENT CRASHES BY SURFACE CONDITION



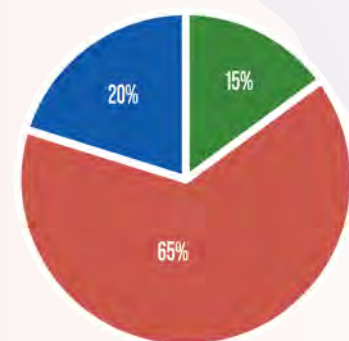
Combined Fatalities & Serious Injuries

WRONG WAY MOVEMENT CRASHES BY LIGHTING CONDITION



Combined Fatalities & Serious Injuries

WRONG WAY MOVEMENT CRASHES BY COUNTY



Combined Fatalities & Serious Injuries



SAFER ROADS WORK ZONES

FACT SHEET | 2020 - 2024

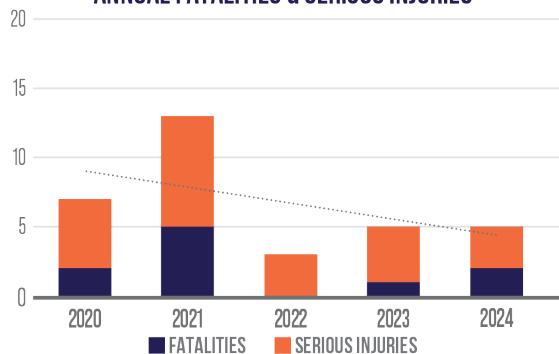
INTRODUCTION

Work Zone crashes are defined as any crash involving a driver who is traveling through a work zone regardless if workers are present or not. Work zones provide numerous hazards and abnormal complexities that can lead to a greater number of serious injury or fatality crashes.

From 2020 through 2024, 10 people were killed, and another 23 people were seriously injured in crashes involving work zone crashes, representing less than 1 percent of statewide fatalities and serious injuries.

Work Zone Crash Definition: Persons fatally or seriously injured in a work zone related crash. The work zone is defined to occur between the first advance warning sign and the end road work sign. These crashes can involve vehicles approaching and within the work zone as well as workers within the work zone.

WORK ZONE -
ANNUAL FATALITIES & SERIOUS INJURIES

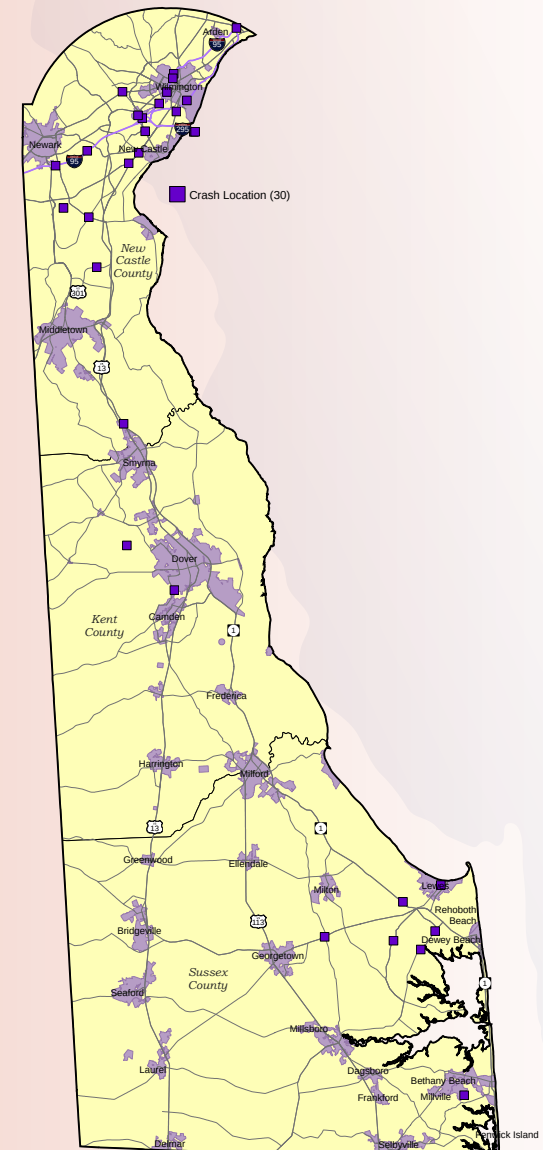


OBJECTIVE

REDUCE WORK ZONE FATALITIES & SERIOUS INJURIES BY **3.2% PER YEAR**

36% OF WORK ZONE
CRASHES OCCURRED
IN APRIL AND AUGUST.

27% OF WORK ZONE
CRASHES OCCURRED
BETWEEN 10 AM - 12 PM.

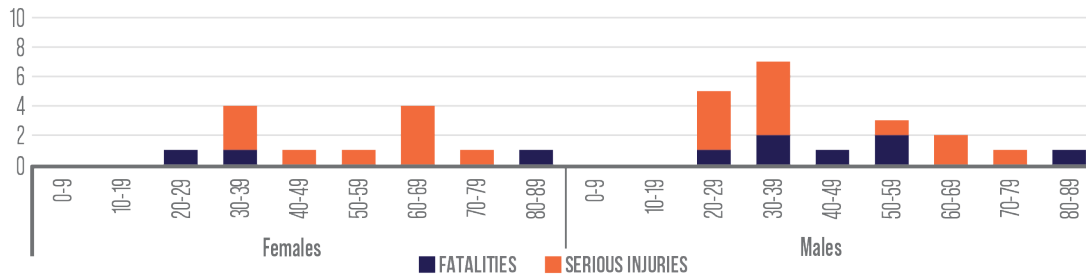




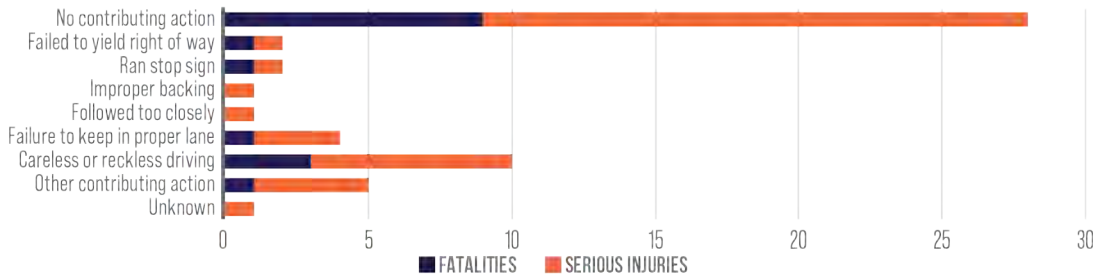
SAFER ROADS WORK ZONES

FACT SHEET | 2020 - 2024

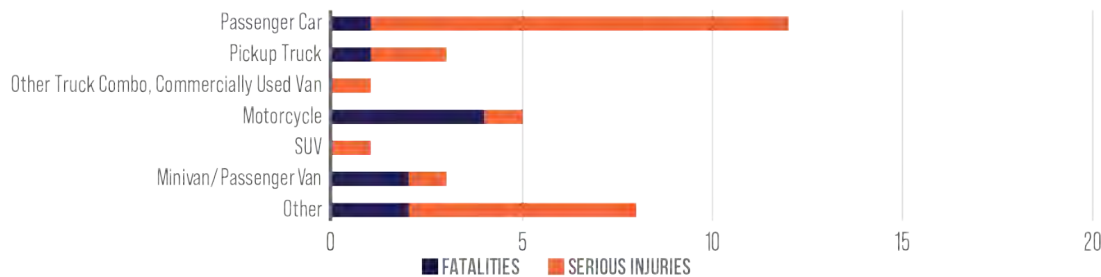
FATALITIES & SERIOUS INJURIES - AGE AND GENDER OF WORK ZONE CRASH VICTIMS



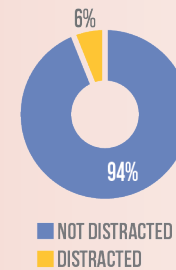
WORK ZONE CRASHES BY CONTRIBUTING CIRCUMSTANCE



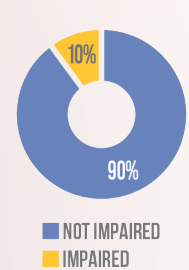
FATALITIES & SERIOUS INJURIES - VEHICLE STYLES INVOLVED IN WORK ZONE CRASHES



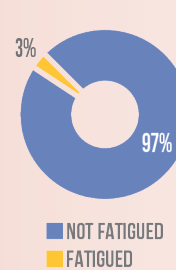
WORK ZONE CRASHES INVOLVING DISTRACTED DRIVER



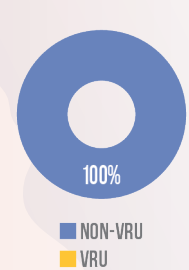
WORK ZONE CRASHES INVOLVING IMPAIRED DRIVER



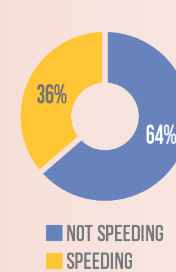
WORK ZONE CRASHES INVOLVING FATIGUED DRIVER



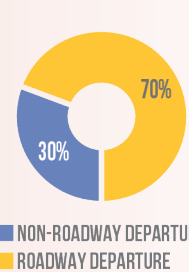
WORK ZONE CRASHES INVOLVING VRU



WORK ZONE CRASHES INVOLVING SPEEDING & AGGRESSIVE DRIVING



WORK ZONE CRASHES INVOLVING ROADWAY DEPARTURE

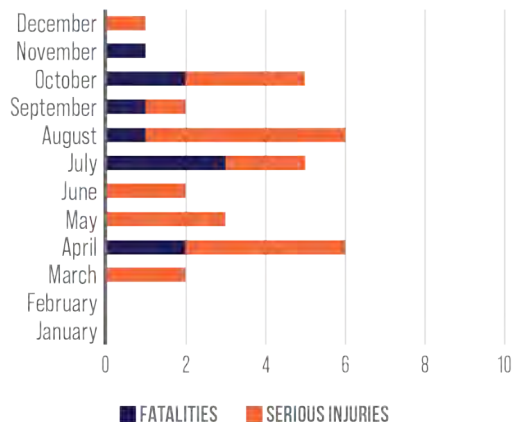




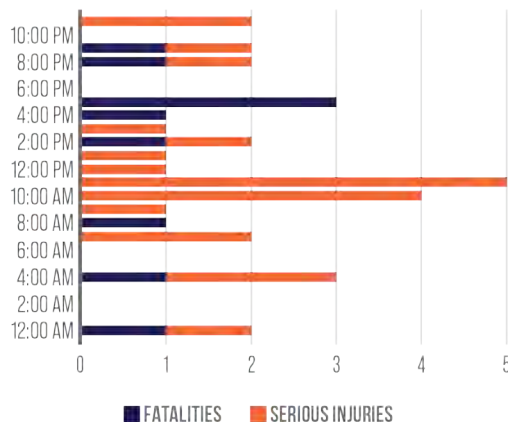
SAFER ROADS WORK ZONES

FACT SHEET | 2020 - 2024

WORK ZONE FATALITIES
& SERIOUS INJURIES BY MONTH



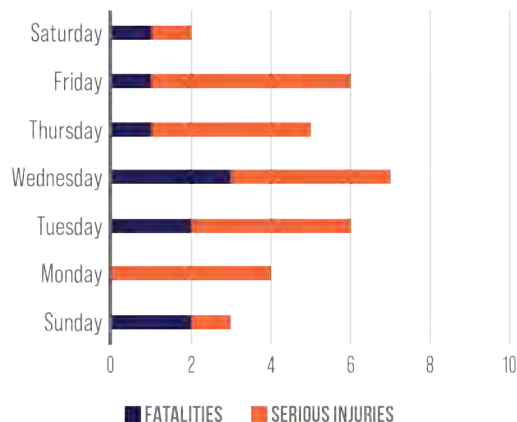
WORK ZONE FATALITIES
& SERIOUS INJURIES BY TIME OF DAY



Fatalities/Serious Injuries by Day of Week and Month

	Jan.	Feb.	Mar.	Apr.	May	Jun.	Jul.	Aug.	Sept.	Oct.	Nov.	Dec.	Total
Sun.				1				1		1			3
Mon.			1		1					1		1	4
Tue.							1	3		1	1		6
Wed.				2	1	1	2		1				7
Thu.			1	2			1			1			5
Fri.					2		1	2		1			6
Sat.				1					1				2
Total			2	6	3	2	5	6	2	5	1	1	33

WORK ZONE FATALITIES
& SERIOUS INJURIES BY DAY OF WEEK



Fatalities/Serious Injuries by Time of Day and Day of Week

	12 AM	1 AM	2 AM	3 AM	4 AM	5 AM	6 AM	7 AM	8 AM	9 AM	10 AM	11 AM	12 PM	1 PM	2 PM	3 PM	4 PM	5 PM	6 PM	7 PM	8 PM	9 PM	10 PM	11 PM	Total
Sun.					2												1								3
Mon.											2		1		1										4
Tue.				1				1		3				1											6
Wed.									1		2	1					3								7
Thu.	1														1					2			1		5
Fri.	1							2			1	1										1			6
Sat.																					1		1		2
Total	2				3			2	1	1	4	5	1	1	2	1	1	3		2	2		2		33

Lower Frequency

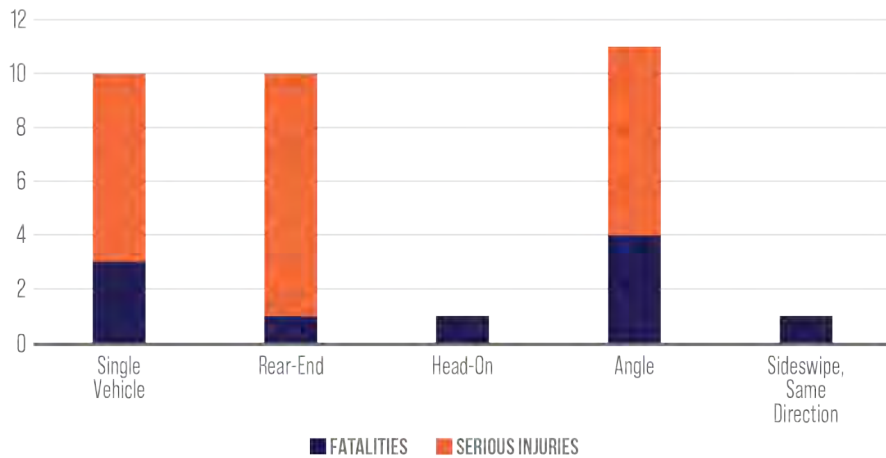
Higher Frequency



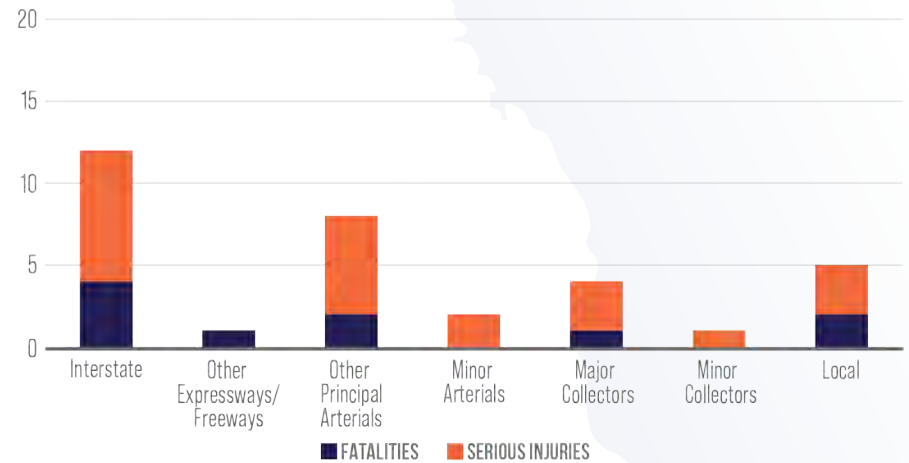
SAFER ROADS WORK ZONES

FACT SHEET | 2020 - 2024

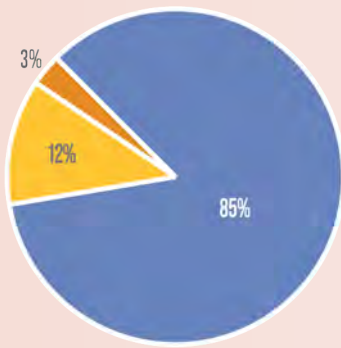
WORK ZONE FATALITIES & SERIOUS INJURIES BY MANNER OF IMPACT



WORK ZONE FATALITIES & SERIOUS INJURIES BY FUNCTIONAL CLASSIFICATION

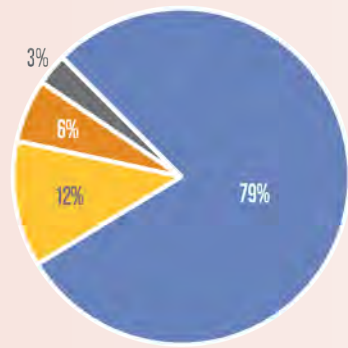


WORK ZONE CRASHES
BY SURFACE CONDITION



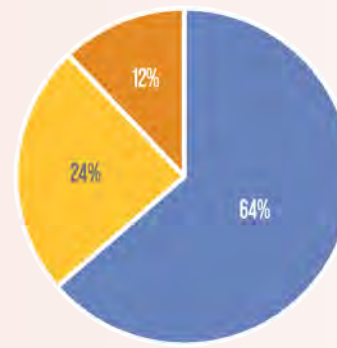
Combined Fatalities & Serious Injuries

WORK ZONE CRASHES
BY WEATHER CONDITION



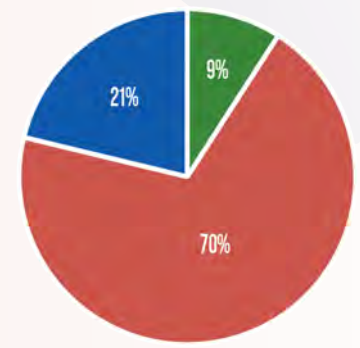
Combined Fatalities & Serious Injuries

WORK ZONE CRASHES
BY LIGHTING CONDITION



Combined Fatalities & Serious Injuries

WORK ZONE CRASHES
BY COUNTY



Combined Fatalities & Serious Injuries



SAFER ROADS

RAIL CROSSINGS

FACT SHEET | 2020 - 2024

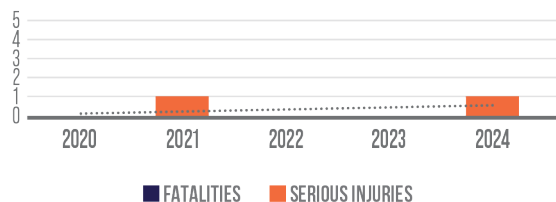
INTRODUCTION

Rail crossing crashes are defined as any crash involving a vehicle and train that collide at an at-grade intersection where railroad tracks cross a public roadway. These incidents often result from driver inattention, warning system malfunctions, or attempts by a driver to beat an oncoming train. Poor visibility, inadequate signage, and high-speed train approaches can further increase the risk of these crashes occurring.

From 2020 through 2024, there have been zero fatalities at railroad crossings and two people were seriously injured in train versus vehicle crashes. To continue this zero fatality trend, DelDOT continues to evaluate every at-grade railroad crossing through the Highway Railroad Grade Crossing (HRGX) Safety Program to identify those crossings where crashes have occurred in order to study them and recommend safety improvements to prevent these crashes from occurring.

Rail Crossing Crash Definition: Persons fatally or seriously injured in crashes involving a vehicle striking a train occurring at highway-rail grade crossing.

RAIL CROSSINGS - ANNUAL FATALITIES & SERIOUS INJURIES



CONTINUE IMPLEMENTING PROGRAMS THAT **MAINTAIN ZERO FATALITIES AND ELIMINATE SERIOUS INJURIES FOR CRASHES AT RAIL CROSSINGS.**



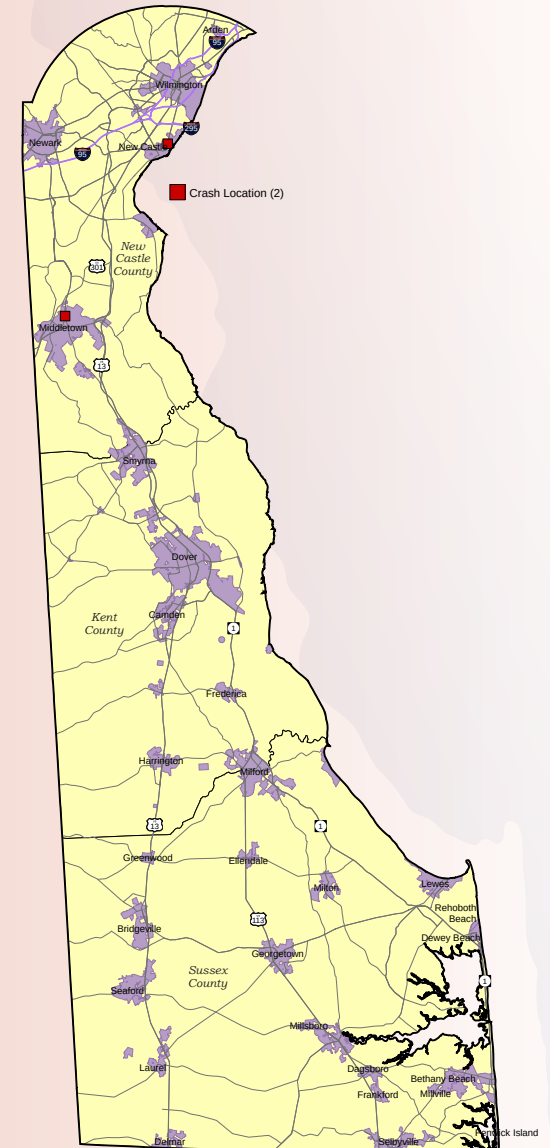
DELAWARE HAS **253** AT-GRADE RAILROAD CROSSINGS OF ROADWAYS AND **6** AT-GRADE RAILROAD CROSSINGS WITH PATHWAYS/TRAILS



BOTH RAIL CROSSING CRASHES INVOLVING SERIOUS INJURIES WERE REAR-END CRASHES



OF THE TWO RAIL CROSSING CRASHES INVOLVING SERIOUS INJURIES, ONE OCCURRED ON A **MINOR ARTERIAL ROADWAY** AND THE OTHER OCCURRED ON A **MAJOR COLLECTOR ROADWAY**



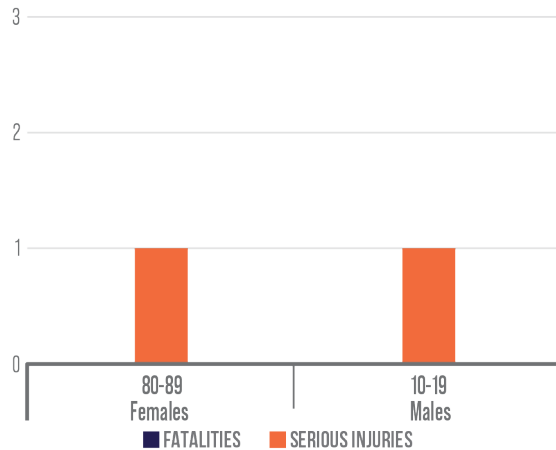


SAFER ROADS

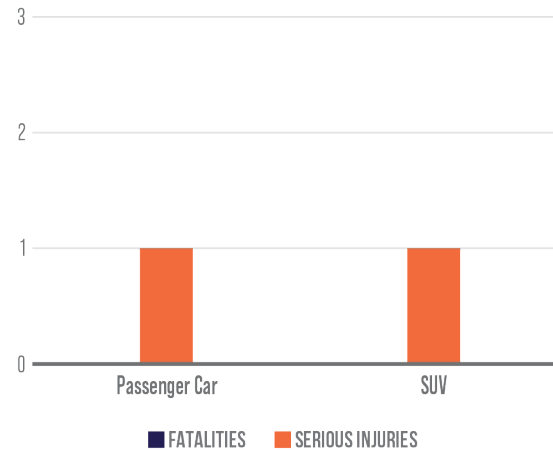
RAIL CROSSINGS

FACT SHEET | 2020 - 2024

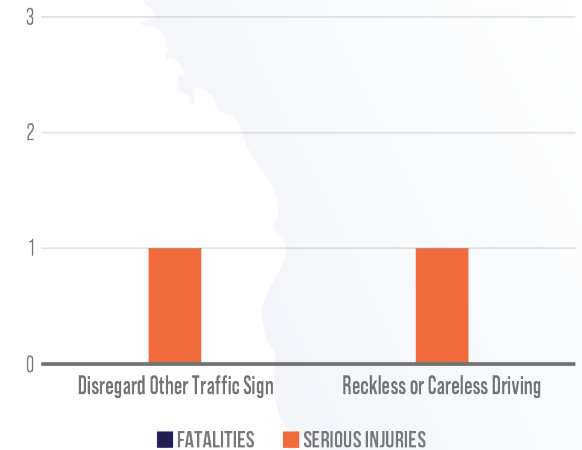
FATALITIES & SERIOUS INJURIES - AGE AND GENDER OF RAIL CROSSING CRASH VICTIMS



FATALITIES & SERIOUS INJURIES - VEHICLE TYPES INVOLVED IN RAIL CROSSING CRASHES



FATALITIES & SERIOUS INJURIES - RAIL CROSSING CRASHES BY PRIMARY CONTRIBUTING CIRCUMSTANCE



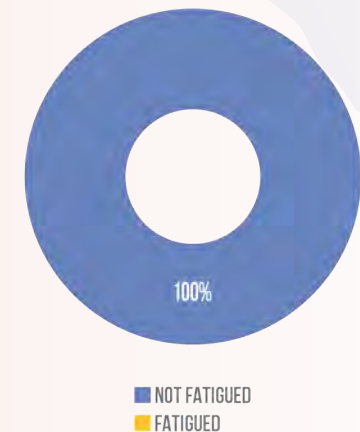
RAIL CROSSING CRASHES INVOLVING DISTRACTED DRIVER



RAIL CROSSING CRASHES INVOLVING IMPAIRED DRIVER



RAIL CROSSING CRASHES INVOLVING FATIGUED DRIVER



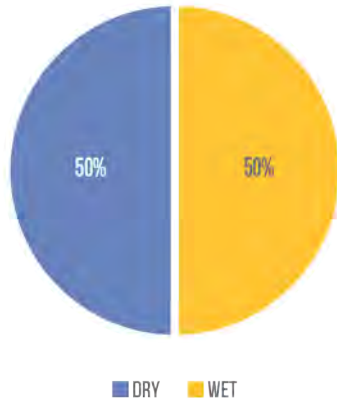


SAFER ROADS

RAIL CROSSINGS

FACT SHEET | 2020 - 2024

RAIL CROSSING CRASHES
BY SURFACE CONDITION



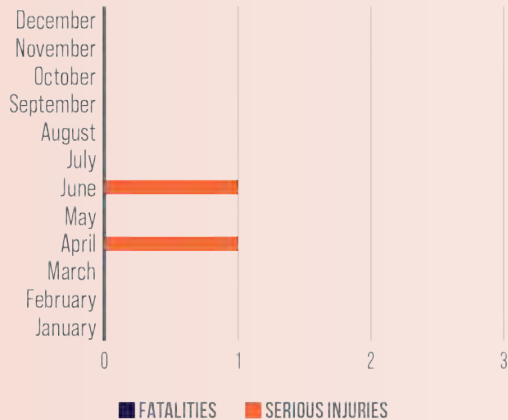
RAIL CROSSING CRASHES
BY LIGHTING CONDITION



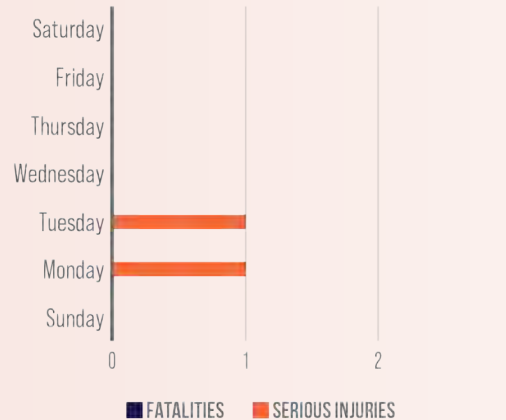
RAIL CROSSING CRASHES
BY COUNTY



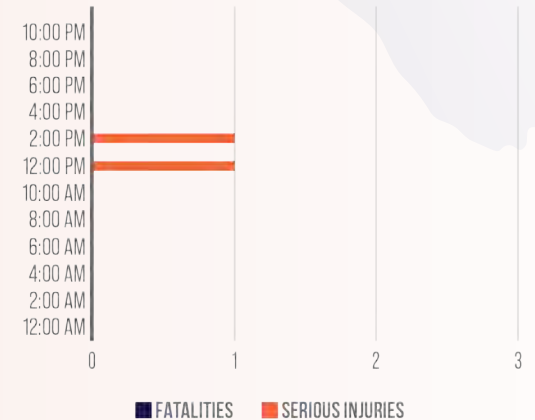
RAIL CROSSING FATALITIES
& SERIOUS INJURIES BY MONTH



RAIL CROSSING FATALITIES
& SERIOUS INJURIES BY DAY OF WEEK



RAIL CROSSING FATALITIES
& SERIOUS INJURIES BY TIME OF DAY



INTRODUCTION

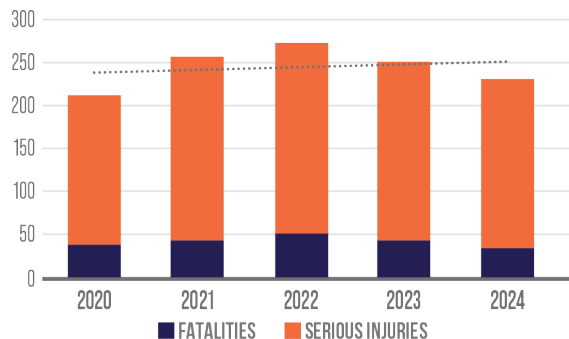
Speeding and aggressive driving is defined as any crash involving a vehicle traveling at a speed exceeding the posted speed limit or driving in an otherwise aggressive manner. Speeding and aggressive driving can be attributed to some of the leading causes of serious injury or fatality crashes.

From 2020 through 2024, 36 percent of the total statewide fatalities and serious injuries involved a speeding or aggressive driver. During that same period, 209 people were killed and another 1,015 people were seriously injured in crashes involving a speeding or aggressive driver.

Speeding and Aggressive Driving Crash Definition:

Persons fatally or seriously injured in a crash where the driver contributing circumstance or primary contributing circumstance is speeding or aggressive driving.

**SPEEDING & AGGRESSIVE DRIVING -
ANNUAL FATALITIES & SERIOUS INJURIES**

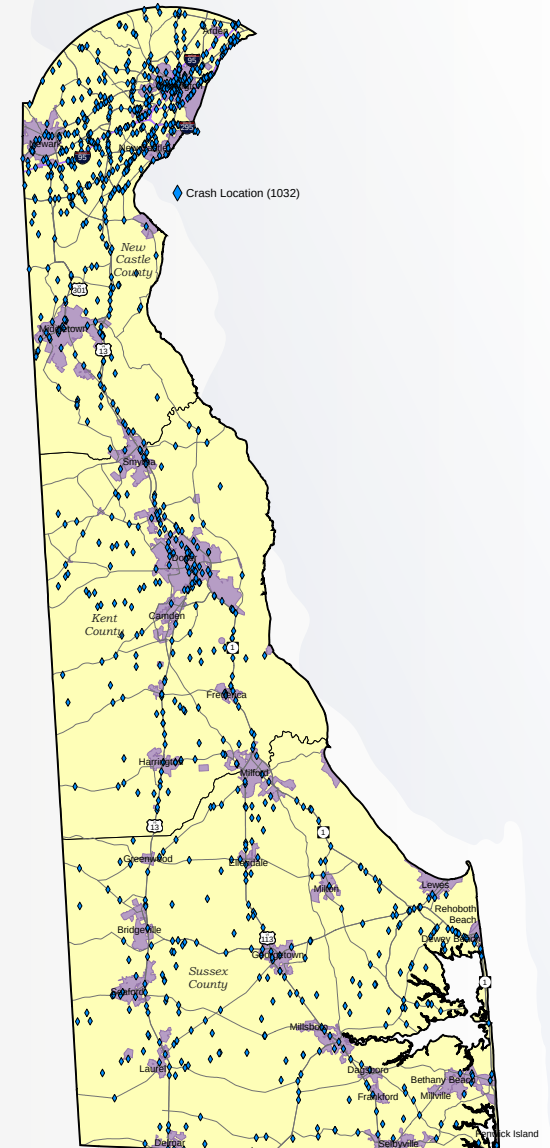


OBJECTIVE

REDUCE SPEEDING & AGGRESSIVE
DRIVING RELATED FATALITIES & SERIOUS
INJURIES BY **3.2% PER YEAR**

40% OF SPEEDING &
AGGRESSIVE DRIVING
CRASHES OCCURRED BETWEEN
JUNE AND SEPTEMBER.

29% OF SPEEDING AND
AGGRESSIVE DRIVING
CRASHES OCCURRED
BETWEEN 7 PM - 11 PM.



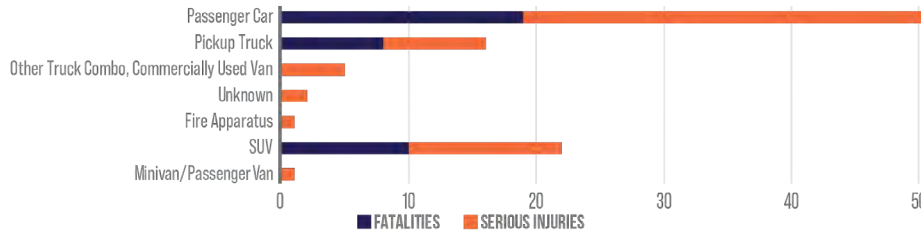


SAFER SPEEDS

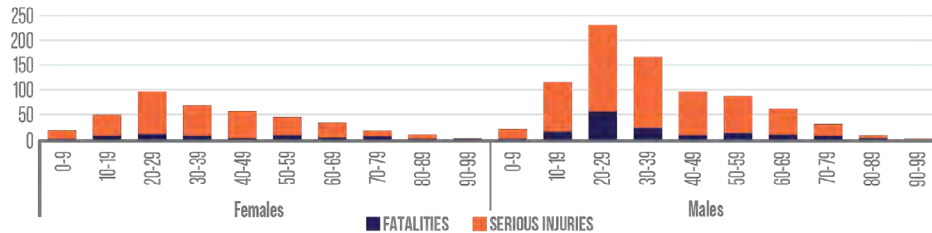
SPEEDING & AGGRESSIVE DRIVING

FACT SHEET | 2020 - 2024

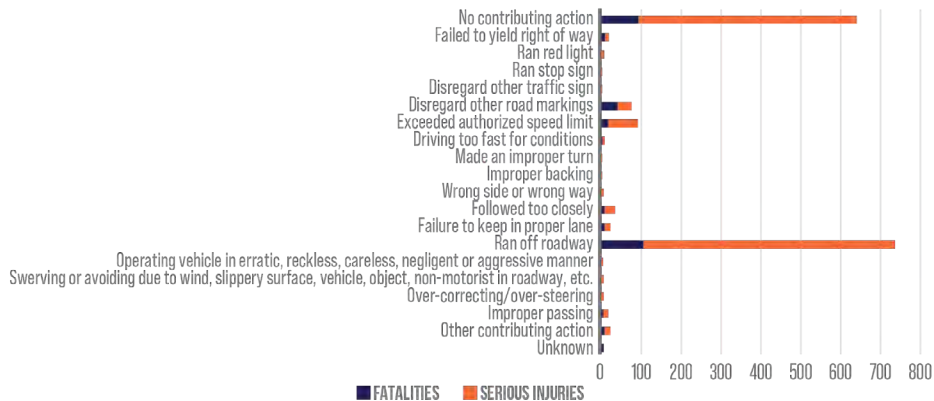
FATALITIES & SERIOUS INJURIES - VEHICLE STYLES INVOLVED IN SPEEDING & AGGRESSIVE DRIVING CRASHES



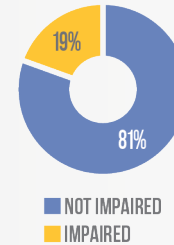
FATALITIES & SERIOUS INJURIES - AGE AND GENDER OF SPEEDING & AGGRESSIVE DRIVING CRASH VICTIMS



FATALITIES & SERIOUS INJURIES - SPEEDING & AGGRESSIVE DRIVING CRASHES BY PRIMARY CONTRIBUTING CIRCUMSTANCE



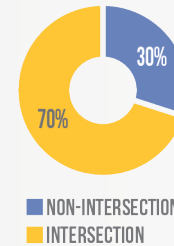
SPEEDING & AGGRESSIVE DRIVING CRASHES INVOLVING IMPAIRED DRIVER



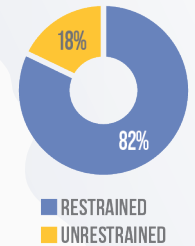
SPEEDING & AGGRESSIVE DRIVING CRASHES INVOLVING DISTRACTED DRIVER



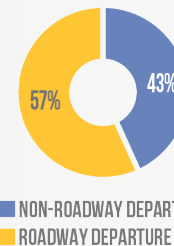
SPEEDING & AGGRESSIVE DRIVING CRASHES INVOLVING AN INTERSECTION



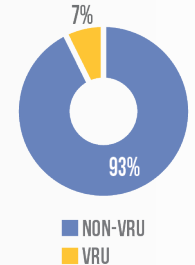
SPEEDING & AGGRESSIVE DRIVING CRASHES INVOLVING UNRESTRAINED MOTORISTS



SPEEDING & AGGRESSIVE DRIVING CRASHES INVOLVING ROADWAY DEPARTURE



SPEEDING & AGGRESSIVE DRIVING CRASHES INVOLVING VRU



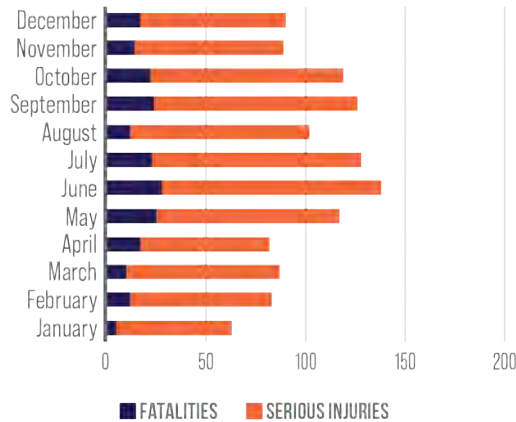


SAFER SPEEDS

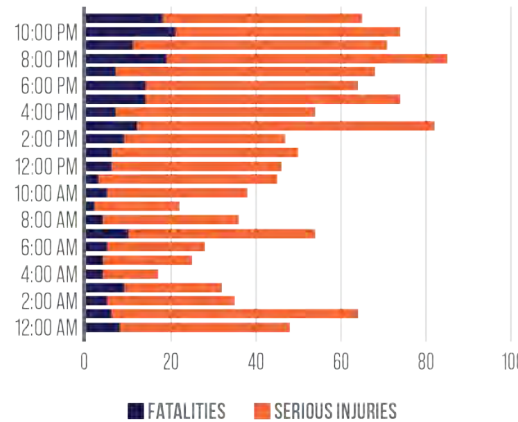
SPEEDING & AGGRESSIVE DRIVING

FACT SHEET | 2020 - 2024

SPEEDING & AGGRESSIVE DRIVING FATALITIES & SERIOUS INJURIES BY MONTH



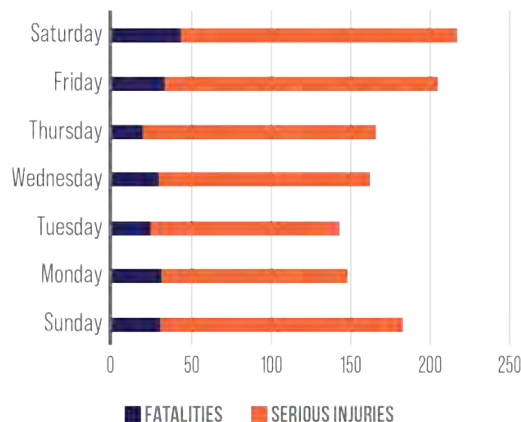
SPEEDING & AGGRESSIVE DRIVING FATALITIES & SERIOUS INJURIES BY TIME OF DAY



Fatalities/Serious Injuries by Day of Week and Month

	Jan.	Feb.	Mar.	Apr.	May	Jun.	Jul.	Aug.	Sept.	Oct.	Nov.	Dec.	Total
Sun.	14	10	15	10	21	20	15	13	22	25	6	12	183
Mon.	13	6	8	8	11	23	15	7	15	17	11	14	148
Tue.	9	9	9	15	9	15	11	17	13	15	14	7	143
Wed.	9	10	13	10	16	24	19	18	16	8	12	7	162
Thu.	3	12	10	12	23	13	13	18	22	12	17	11	166
Fri.	7	18	19	8	17	29	24	10	19	20	17	17	205
Sat.	8	18	13	19	20	14	31	19	19	22	12	22	217
Total	63	83	87	82	117	138	128	102	126	119	89	90	1224

SPEEDING & AGGRESSIVE DRIVING FATALITIES & SERIOUS INJURIES BY DAY OF WEEK



Fatalities/Serious Injuries by Time of Day and Day of Week

	12 AM	1 AM	2 AM	3 AM	4 AM	5 AM	6 AM	7 AM	8 AM	9 AM	10 AM	11 AM	12 PM	1 PM	2 PM	3 PM	4 PM	5 PM	6 PM	7 PM	8 PM	9 PM	10 PM	11 PM	Total
Sun.	8	18	12	5	4	3	3	2	5	4	8	4	7	8	7	10	10	8	10	8	16	11	7	5	183
Mon.	10	7	1	8		4	6	3	4	5	3	5	4	11	4	10	7	10	5	5	16	3	6	11	148
Tue.	3	3	4	3	2	4	8	11	5		8	2	7	6	4	7	7	11	7	12	4	8	12	5	143
Wed.	9	4	2	3	3	1	3	14	7	3	3	5	7	1	6	9	4	17	7	13	6	8	14	13	162
Thu.	3	13	7	4		7	1	8	4	4	7	11	4	9	9	12	6	11	8	6	11	10	4	7	166
Fri.	6	4	4	3	1	3	4	10	5	4	8	9	7	5	8	18	8	8	11	14	22	14	19	10	205
Sat.	9	15	5	6	7	3	3	6	6	2	1	9	10	10	9	16	12	9	16	10	10	17	12	14	217
Total	48	64	35	32	17	25	28	54	36	22	38	45	46	50	47	82	54	74	64	68	85	71	74	65	1224

Lower Frequency

Higher Frequency

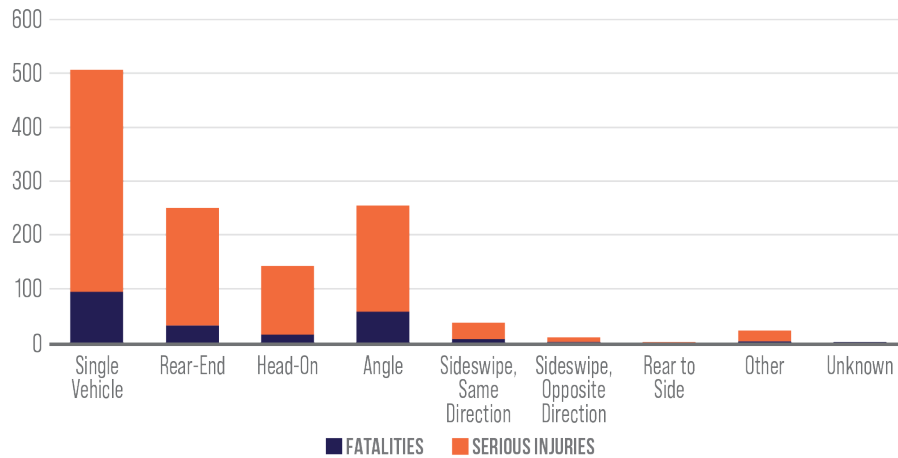


SAFER SPEEDS

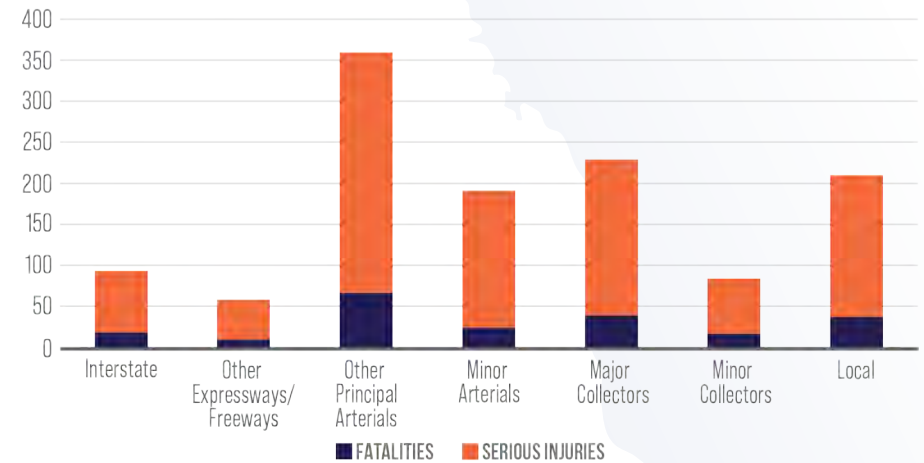
SPEEDING & AGGRESSIVE DRIVING

FACT SHEET | 2020 - 2024

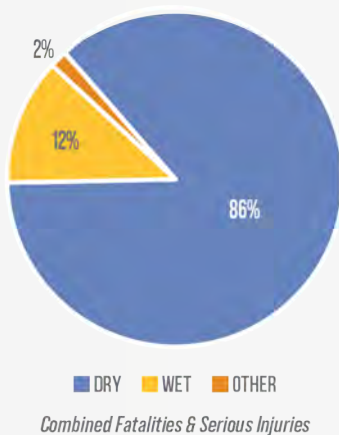
SPEEDING & AGGRESSIVE DRIVING FATALITIES & SERIOUS INJURIES BY MANNER OF IMPACT



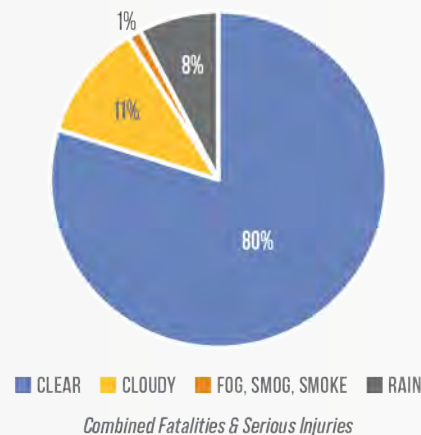
SPEEDING & AGGRESSIVE DRIVING FATALITIES & SERIOUS INJURIES BY FUNCTIONAL CLASSIFICATION



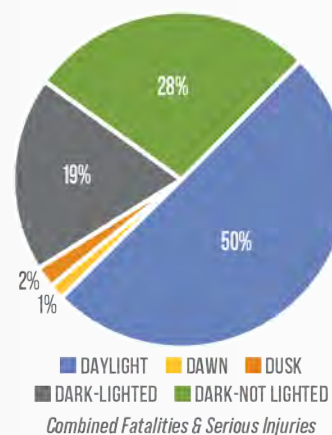
SPEEDING & AGGRESSIVE DRIVING CRASHES BY SURFACE CONDITION



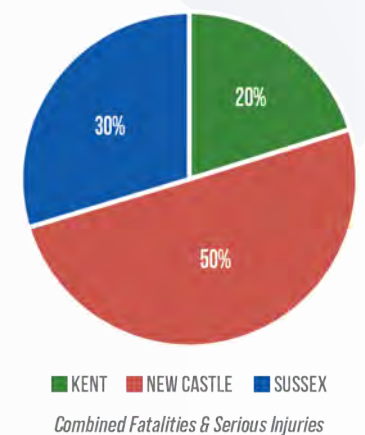
SPEEDING & AGGRESSIVE DRIVING CRASHES BY WEATHER CONDITION



SPEEDING & AGGRESSIVE DRIVING CRASHES BY LIGHTING CONDITION



SPEEDING & AGGRESSIVE DRIVING CRASHES BY COUNTY



APPENDIX B - SHSP UPDATE PROCESS





APPENDIX B - SHSP UPDATE PROCESS

The 2026 – 2030 Delaware Strategic Highway Safety Plan was developed in accordance with Federal requirements as described below and within the body of this document. This plan is effective for the next five years from 2026 through 2030.

The SHSP was developed by DelDOT in consultation with safety stakeholders. Initial consultation starts with the SHSP Core Committee which is comprised of:



Delaware Department of Transportation



Delaware Office of Highway Safety



Delaware State Police



Delaware Office of Emergency Medical Services

Additional safety stakeholders that are included in the SHSP update process are identified in Appendix C. These stakeholders were involved in the update process through two previously held Delaware Highway Safety Summits, one in April 2024 and one in September 2025. Through these Highway Safety Summits, information is presented to stakeholders regarding current trends in fatalities and serious injuries, status of the implementation of the strategies of the 2021 – 2025 Delaware SHSP, challenges that the Core Committee faces in the implementation of strategies, and the overall reduction in crashes on Delaware's roadways. Feedback from the stakeholders is sought through question and answer sessions and surveys from the Safety Summit attendees. More information regarding this feedback is provided in Appendix C.

The SHSP update process continued with Core Committee meetings where data trends were reviewed, proposed Emphasis and Target Areas were discussed, and potential strategies were considered. The following provides a summary of the overall update process:

- Consultation with stakeholders, advocacy groups, and the general public.
- Reviewed and analyzed fatality and serious injury, population, VMT, driver's licensing, and vehicle registration data to identify safety issues on all public roads within the state.
- Identified a zero-based overall goal and a specific annual objective to reduce fatalities and serious injuries.
- Identified Emphasis Areas based on the elements of the Safe System Approach and identified Target Areas within each of the Emphasis Areas that address all high-risk factors associated with fatalities and serious injuries.
- Identified strategies that can be implemented across all types of crashes to have a broad impact on fatalities and serious injuries allowing for flexibility to address ever-changing crash contributing factors and demographics of those involved in crashes.
- Employed a multi-disciplinary approach making full use of the 4 Es of transportation safety: engineering, education, enforcement, and emergency medical services.
- Coordinated the SHSP with other plans related to transportation improvements and transportation safety initiatives.
- Evaluated past performance.
- Considered special rules (see Appendix D).
- Obtained executive leadership support.

APPENDIX C - STAKEHOLDER ENGAGEMENT





APPENDIX C - STAKEHOLDER ENGAGEMENT

Throughout the development of the 2026 – 2030 Delaware SHSP, the SHSP Core Committee met several times to review data trends and the implementation of the 2021 – 2025 Delaware SHSP, discuss the goal and objective of the updated SHSP, discuss strategies, and determine how the Safe System Approach would be implemented. In addition, the Core Committee coordinates with various safety stakeholders through various task force and committee meetings and through two Delaware Highway Safety Summits. The stakeholders for the SHSP include the agencies listed to the right.

TASK FORCES AND COMMITTEES

The following is a list of the task forces and committees that are influential throughout the SHSP implementation period and as part of the SHSP development process:

- SHSP Core Committee
- OHS Grant Advisory Committee
- Impaired Driving Task Force
- Teen Driver Task Force
- Traffic Records Coordinating Committee
- Pedestrian Council

SHSP Stakeholders

AAA Mid-Atlantic	Department of Transportation
AARP Delaware	Division of Forensic Science
ACEC Delaware	Division of Substance Abuse and Mental Health
Bike Delaware	Dover/Kent County MPO
Delaware Alcohol & Tobacco Enforcement	Federal Highway Administration
Delaware Bicycle Council	Federal Motor Carrier Safety Administration
Delaware Contractor's Association	Federal Railroad Administration
Delaware Criminal Justice Information System	Fire Chiefs Association
Delaware Driver & Safety Education Association	Kent County
Delaware Emergency Management Agency	Local Law Enforcement
Delaware Greenways	Local Municipalities
Delaware Hispanic Commission	Mothers Against Drunk Driving
Delaware Motor Transport Association	National Highway Traffic Safety Administration
Delaware River & Bay Authority	New Castle County
Delaware Safety Council	Office of Alcohol Beverage Commission
Delaware State Fire School	Office of Highway Safety
Delaware State Police	Office of the Insurance Commissioner
Delaware T2 Center	Operation Lifesaver
Delaware Transit Corporation	OSHA
Department of Education	Police Chiefs Association
Department of Health and Social Services	Salisbury/Wicomico MPO
Department of Justice	Sussex Cyclists
Department of Natural Resources and Environmental Control	White Clay Bicycle Club
Department of Safety and Homeland and Security	Wilmington Area Planning Council

APPENDIX C - STAKEHOLDER ENGAGEMENT

DELAWARE HIGHWAY SAFETY SUMMIT

In April 2024, DelDOT, OHS, and the Delaware State Police hosted the inaugural Delaware Highway Safety Summit. This event brought together engineers, planners, highway safety education specialists, and law enforcement to learn about various safety initiatives occurring across Delaware and to continue the focus on reducing fatalities and serious injuries resulting from crashes on Delaware's roadways. Through this event, stakeholders received information regarding current and ongoing initiatives, updates on fatality and serious injury data trends, and information regarding future initiatives. Feedback from the stakeholders included their opinions regarding what information they would like to see at future summits. The agenda for the 2024 Delaware Highway Safety Summit is included at the end of this Appendix.



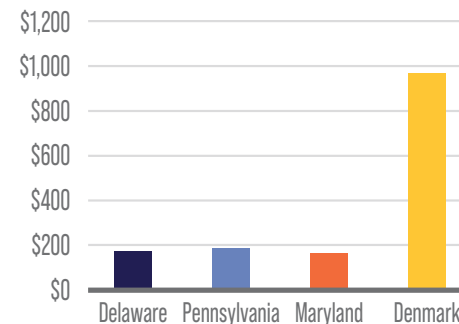
DelDOT, OHS, and the Delaware State Police hosted the second Delaware Highway Safety Summit in September 2025. Similar to the inaugural event, the summit attendees included stakeholders with backgrounds in engineering, planning, highway safety education, enforcement, emergency medical services, and advocacy. The summit included presentations about current and ongoing initiatives, updates on fatality and serious injury data, information regarding the SHSP update process, and future initiatives to improve safety. The summit also included a series of panel discussions. The purpose of the panel discussions were to review current programs related to specific safety topics and identify ideas for consideration to further implement the goal of zero fatalities and serious injuries. The panels discussed the need for more involvement by judges and legislators, looking at ways to improve adjudication of various violations as it relates to speeding and impaired driving, especially from a standpoint of impaired driving recidivism.



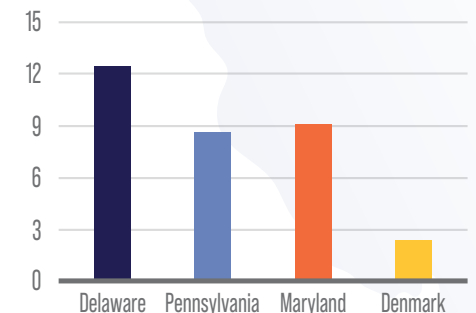
The panel related to speeding was held during the lunchtime session, as the keynote session of the summit. This was an interactive discussion with the audience that generated significant feedback regarding speeding concerns within Delaware. Some of the highlights included:

- When asked about how safe do you feel when driving, walking, or biking on Delaware's roads (on a scale of 1 to 5) the scores were all under 4 with walking at 2.79 and biking at 2.59.
- Suggestions for speeding campaigns should focus on schools/young drivers and social media.
- The presentation included a comparison of speeding fines and fatality rates (per 100K population) of Delaware, Maryland, Pennsylvania, and Denmark. Denmark was used because the fine for speeding is \$970 and loss of license. The data shows higher fines and zero tolerance can have a major impact on crashes.

SPEEDING FINES



FATALITY RATE (PER 100K POPULATION 2024 FATALITY DATA)



- Many of the attendees would support targeted police patrols for speed enforcement and many would also support the continued use of automated speed enforcement.
- The biggest takeaway from this panel session was the question about who has the biggest role to play in solving Delaware's speeding problem. Almost 75 percent of the responses indicated that drivers themselves have the biggest role to play.

APPENDIX C - STAKEHOLDER ENGAGEMENT

2024 DELAWARE HIGHWAY SAFETY SUMMIT AGENDA:

DELAWARE HIGHWAY SAFETY SUMMIT



On April 17, 2024, DelDOT, the Delaware Office of Highway Safety (OHS), and the Delaware State Police (DSP) hosted the first annual Delaware Highway Safety Summit at the Chase Center on the Riverfront in Wilmington, Delaware. This inaugural event brought together engineers, planners, highway safety education specialists, and law enforcement to learn about various safety initiatives occurring across Delaware and to continue the focus on reducing fatalities and serious injuries resulting from crashes on Delaware's roadways.

The following is the agenda from the 2024 Delaware Highway Safety Summit including the presentations that were provided during the Summit.

Event Registration: 7:00 AM – 10:00 AM	
Morning General Session	
Opening Remarks: 8:00 AM – 8:30 AM	Governor John Carney Secretary Nicole Majeski, Department of Transportation Secretary Nathaniel McQueen, Department of Safety and Homeland Security Delaware State Police Honor Guard
Delaware Strategic Highway Safety Plan Briefing: 8:30 AM – 9:00 AM	Peter Haag, Chief of Traffic Engineering, DelDOT
Delaware State Police General Updates and Upcoming Initiatives: 9:00 AM – 9:30 AM	Major Jason Sapp, North Operations Officer, Delaware State Police
Delaware Office of Highway Safety General Updates and Upcoming Initiatives: 9:30 AM – 10:00 AM	Sharon Bryson, Director, Delaware Office of Highway Safety
Breakout Session 1: 10:00 AM – 10:45 AM	
Delaware Highway Safety Improvement Program	Scott Neidert, HSIP Manager and Traffic Resource Engineer, DelDOT
Impaired/Drugged Driving	Roy Bryant, DRE Coordinator, Delaware Office of Highway Safety Frank Enko, Regional Program Manager, National Highway Traffic Safety Administration
EMS – 1st Responder Perspective <i>Fatigue – Why You Should be Concerned</i> <i>Electric Vehicle Emergencies</i>	John Campanella, Chairman of the Vehicle Operation Review Board, Mill Creek Fire Company Tucker Dempsey, State Fire Prevention Commission
Break and Vendor Tables – 10:45 AM – 11:00 AM	
Breakout Session 2: 11:00 AM – 11:45 AM	
Safety Projects <i>Safety Improvements on US 13 and SR 9 in New Castle County</i> <i>SR 54 at Hudson Road Roundabout Project</i>	Matt Vincent, Chief of Project Development North, DelDOT Bryan Behrens, Group Engineer, Project Development South, DelDOT Max Strong, Project Development South, DelDOT
Delaware State Police Crash Reconstruction Unit	Sgt. John Jefferson, Delaware State Police
Unrestrained Motorists/Seatbelt Usage	Jackie McDermott, Program Manager, Delaware Office of Highway Safety

	Aubrey Klick, Child Passenger Seat Coordinator, Delaware Office of Highway Safety
Lunch and Keynote Speaker – 11:45 AM – 12:00 PM	
Advancing Highway Safety through NTSB investigations and a Safe System Approach	Rob Molloy, Director, Office of Highway Safety, National Transportation Safety Board
Breakout Session 3: 1:15 PM – 2:00 PM	
DUIs: More than a Ticket	Barzilai Axelrod, Traffic Safety Resource Prosecutor, Department of Justice Lt. Andrew Rubin, Newark Police Department
MPO Initiatives <i>WILMAPCO</i> <i>Dover/Kent MPO</i>	Heather Dunigan, WILMAPCO Marilyn Smith, Dover/Kent MPO
Delaware's Vulnerable Road Users <i>Pedestrians</i> <i>Bicycles</i> <i>Motorcycles</i>	Maria Andaya, Planner IV, DelDOT Anthony Aglio, Planning Supervisor, DelDOT Peter Haag, Chief of Traffic Engineering, DelDOT
Breakout Session 4: 2:00 PM – 2:45 PM	
Work Zone Safety <i>Construction Perspective</i> <i>Maintenance Perspective</i> <i>Traffic Safety Perspective</i>	Mark Buckalew, Chief of Construction & Materials, DelDOT Brian Urbanek, Assistant Director, Maintenance & Operations, DelDOT Marvin Pedigo, DOT Safety & Training Administrator, Maintenance & Operations, DelDOT James Osborne, Traffic Safety Programs Manager, DelDOT
Local Police Initiatives <i>Bicycle Rodeo Program</i> <i>CORE Program</i>	Chief Brian Calloway, Millsboro PD Chief Richard McCabe, City of New Castle PD
Distracted Driving	Sgt. Michael McCann, Delaware State Police
Break and Vendor Tables: 2:45 PM – 3:00 PM	
Breakout Session 5: 3:00 PM – 3:45 PM	
Two Ends of the Spectrum: Teen and Elderly Drivers and the Importance of Preventative Education	Sgt. Nicholas DeMalto, Delaware State Police
Engineering Countermeasures	Peter Haag, Chief of Traffic Engineering, DelDOT
DelDOT's Innovative Traffic Operations and Safety Applications	Mark Luszc, Deputy Director of Operations, DelDOT
Closing Session: 3:45 PM – 4:00 PM	
Closing Remarks	Shante Hastings, DelDOT Deputy Secretary and Chief Engineer

APPENDIX C - STAKEHOLDER ENGAGEMENT

2025 DELAWARE HIGHWAY SAFETY SUMMIT AGENDA:

DELAWARE HIGHWAY SAFETY SUMMIT

On September 25, 2025, DelDOT, the Delaware Office of Highway Safety Summit (OHS), and the Delaware State Police (DSP) hosted the second annual Delaware Highway Safety Summit at the Chase Center on the Riverfront in Wilmington, Delaware. Like the inaugural event in 2024, this event brought together engineers, planners, highway safety education specialists, and law enforcement to learn about various safety initiatives occurring across Delaware to continue our efforts towards zero deaths and serious injuries resulting from crashes on Delaware's roadways. This year's event focused on the integration of the Safe System Approach.

The following is the agenda from the 2025 Delaware Highway Safety Summit including presentations that were provided in the opening session and the breakout sessions during the Summit.

Event Registration: 7:00 AM – 10:00 AM	
Morning General Session	
Opening Remarks: 8:00 AM – 8:30 AM	- Delaware State Police (DSP) Honor Guard - Governor Matt Meyer - Shanté Hastings, Secretary of Transportation
Delaware Department of Transportation: General Updates and Upcoming Initiatives: 8:30 AM – 9:00 AM	Peter Haag, Chief of Traffic Engineering, DelDOT
Delaware State Police General Updates and Upcoming Initiatives: 9:00 AM – 9:30 AM	Captain Michael Reader, Director of Traffic Operations, Delaware State Police
Delaware Office of Highway Safety General Updates and Upcoming Initiatives: 9:30 AM – 10:00 AM	Sharon Bryson, Director, Delaware Office of Highway Safety
Break and Vendor Interaction (10:00 AM – 10:15 AM)	
Breakout Session 1: 10:15 AM – 10:45 AM	
Session 1A: Safer Vehicles – Delaware Transit Corporation Battery Electric Bus Fire Safety	- Sean Finnerty, Safety and Security Manager, Delaware Transit Corporation - Burdon Tyson, Assistant Safety and Security Manager, Delaware Transit Corporation
Session 1B: Safer Roads – Automated Enforcement Programs	Dustin Shane, Automated Safety Program Coordinator, DelDOT
Session 1C: Safer Roads – Railroad Investigation and Safety Course (RISC) for Law Enforcement	- Baron Emery, Vice President and COO, Carload Express, Inc. - Carl Fiske, Delmarva Central Railroad, RISC Instructor for Operation Lifesaver, Inc.
Break and Vendor Tables – 10:45 AM – 11:00 AM	
Breakout Session 2: 11:00 AM – 12:00 PM	
Session 2A: Safer People – Workers and Work Zones	- Marvin Pedigo, DOT Safety and Training Administrator, DelDOT - James Osborne, Traffic Safety Programs Manager, DelDOT
Session 2B: Safer Speeds – Highway Safety Unit	Sgt. Mike McCann, Highway Safety Unit, Delaware State Police
Session 2C: Safer People – AAA Driver Education Programs	Dawn Brooks, Manager, Driver Education for AAA Club Alliance
Break and Vendor Tables – 11:30 AM – 11:45 AM	

DELAWARE HIGHWAY SAFETY SUMMIT

Lunch and Keynote Panel Discussion: 11:45 AM – 1:30 PM	
Safer Speeds – Speeding and Speed Management	
Moderated by Shanté Hastings, Secretary, Department of Transportation	
Engineering	- Sonya Lagrand, Traffic Studies Manager, DelDOT - Scott Neidert, Traffic Safety Engineering Manager, DelDOT - Breanna Kovach, Project Manager, Project Development, North I, DelDOT
Enforcement	- Cpl/1 Dusting Hamilton, Delaware State Police - Sgt. Mike McCann, Highway Safety Unit, Delaware State Police - Ofc. Corey Belk, Traffic Services Unit, New Castle County Police
Education	Jeffrey Horvath, Deputy Director, Office of Highway Safety
Break and Vendor Interaction – 1:30 PM – 1:45 PM	
Breakout Session 3A: 1:45 PM – 2:45 PM	
Post Crash Care – Delaware State Police Collision Reconstruction Unit	Sgt. John Jefference, Delaware State Police Collision Reconstruction Unit
Post Crash Care – Implementation of Whole Blood on EMS	Dr. Robert Rosenbaum, MD, FAEMS, FACEP, State EMS and Preparedness Section Medical Director, Delaware EMS and Preparedness Section
Panel Discussion Session 3B: 1:45 PM – 2:45 PM	
Safer People – Teen and Elderly Drivers	
Moderated by Emily Dolderer, Whitman, Reardon & Associates	
Engineering/Vehicles	Sherry Griffith, Motor Vehicle Program Manager, Division of Motor Vehicles
Enforcement	Sgt. Nicholas DeMalto, Community Engagement Unit, Delaware State Police
Education	- Stacey Ingless, Executive Director, Delaware Safety Council - Dawn Brooks, Manager, Driver Education for AAA Club Alliance - Jackie McDermott, Program Manager, Office of Highway Safety - Michael Wagner, Education Associate, Driver Education, Department of Education
Break and Vendor Interactions: 2:45 PM – 3:00 PM	
Panel Discussion Session 4A: 3:00 PM – 4:00 PM	
Safer People – Vulnerable Road Users	
Moderated by Leah Kacanda, Whitman, Reardon & Associates	
Engineering	- Kelly Valencik, Planning Supervisor, Active and Community Connections, DelDOT Division of Planning - Paul Moser, Program Manager I, Local Systems Improvement, DelDOT Division of Planning
Enforcement	- Sgt. Patrick McCloskey, University of Delaware Police - Sgt. Aaron Olicker, Drug Recognition Expert, Newark Police Department
Education	Sharon Bryson, Director, Office of Highway Safety
Emergency Medical Services	Dr. Robert Rosenbaum, Office of Delaware EMS and Preparedness Section, DHSS



APPENDIX D - HSIP SPECIAL RULES





APPENDIX D - HSIP SPECIAL RULES

Two Special Rules were established for the HSIP as part of MAP-21 and continued with the passing of the FAST Act: High Risk Rural Roads and Older Drivers and Pedestrians. A third Special Rule was established as part of the Infrastructure Investment and Jobs Act (IIJA), also known as the Bipartisan Infrastructure Law (BIL). This third Special Rule is called the Vulnerable Road User Safety Special Rule. Crash rates (as defined by the Rules) for each specific crash type are reviewed on an annual basis and additional mitigation efforts are required if rates increase compared to prior years.

HIGH RISK RURAL ROADS

MAP-21 eliminated set-aside funds from the HSIP for High Risk Rural Roads (HRRR) and implemented a Special Rule that now requires states with an increase in fatality rates on rural roads to obligate a specified amount of HSIP funds to HRRR. If a state's fatality crash rate on HRRR increases over the most recent two-year period, states must obligate 200 percent of the amount of HRRR funds obligated in Federal Fiscal Year 2009.

Federal legislation defines a high risk rural road as “any roadway functionally classified as a rural major or minor collector or a rural local road with significant safety risks, as defined by a State in accordance with an updated State SHSP”. As part of the SHSP update process, states must define its methodology to define a “significant safety risk”. Delaware defines a high risk rural road as **“any roadway functionally classified as a rural major or minor collector or a rural local road or an intersection that includes a rural collector or local road as one of the intersecting roads that experiences a high crash rate or crash frequency when compared to similarly classified road segments or intersections”**.

Since 2011, the HRRR Special Rule has only applied in Delaware one time, in FY2020. This was based on a comparison of 2017 and 2015 HRRR fatality rates. At that time, DelDOT obligated \$900,000 (twice the amount obligated for HRRR in FY2009) of HSIP funds towards projects on HRRR roadways to meet the requirements of this Special Rule. Those projects implemented intersection and roadway related safety countermeasures.

OLDER DRIVER AND PEDESTRIAN SPECIAL RULE

States are required to include strategies in their SHSP to improve safety for older drivers and pedestrians, defined as 65 years and older, if the state meets the Older Driver and Pedestrian Special Rule. This Special Rule was enacted as part of MAP-21 and continued with the passing of the FAST Act. According to FHWA's Older Driver and Pedestrian Rule, the Special Rule applies to the state if the rate of traffic fatalities and serious injuries per capita for drivers and pedestrians 65 years of age and older increases during the most recent two year period. In recent years, the crash rate for older drivers and pedestrians in Delaware, as defined by the Special Rule, has not increased and therefore this Special Rule has not applied. This SHSP includes a Target Area related to older drivers as well as one related to pedestrians (as part of the vulnerable road user Target Area) indicating a continued effort to address safety related to older drivers and pedestrians.

VULNERABLE ROAD USER SAFETY SPECIAL RULE

The IIJA, also known as BIL, incorporated a third Special Rule related to Vulnerable Road User Safety. This rule, called the Vulnerable Road User (VRU) Safety Special Rule, requires states to obligate not less than 15 percent of the State's HSIP funds for the next Fiscal Year to HSIP projects that address the safety of vulnerable road users if the total annual fatalities of vulnerable road users in the state represents 15 percent or more of the total annual crash fatalities. The Special Rule defines “vulnerable road user” as “a non-motorist with a Fatality Analysis Reporting System (FARS) person attribute code of Pedestrian, Bicyclist, Other Cyclist, and Person on Personal Conveyance.”

Application of the VRU Special Rule first applied in 2022 based on 2020 calendar year fatalities. The VRU Special Rule applies to the state of Delaware. DelDOT must obligate not less than 15 percent of its federal HSIP apportionment to HSIP projects that address the safety of vulnerable road users.



APPENDIX E - DELAWARE VULNERABLE ROAD USER ASSESSMENT





DELAWARE

2026-2030 STRATEGIC HIGHWAY SAFETY PLAN

2025 VULNERABLE ROAD USER SAFETY ASSESSMENT

An Appendix to Delaware's 2026-2030 Strategic Highway Safety Plan





EXECUTIVE SUMMARY

The Delaware Department of Transportation (DelDOT) has developed the 2025 Vulnerable Road User (VRU) Safety Assessment as required by the Federal Highway Administration (FHWA). Contained within this document is the following:

- VRU Safety Performance Assessment, which reviews VRU crash and demographic statistics including crash location, age and gender of persons involved, and crash circumstances. Maps are provided for pedestrian and bicycle crashes overlaid with data such as average income levels, functional classification of roadways, speed limits, and traffic volumes.
- Determination of high-risk areas for vulnerable road users. The data from the VRU Safety Performance Assessment was used to identify high-risk areas of the state for VRUs including roadway type, vulnerable populations, and roadway lighting conditions.
- Selection of strategies or projects to address VRU safety. DelDOT selected a series of strategies that can be incorporated into current and future projects to improve VRU safety. These strategies are consistent with the Safe System Approach and are also consistent with the 2026-2030 Delaware Strategic Highway Safety Plan.



GOVERNOR'S APPROVAL



On behalf of the Delaware Department of Transportation and through the authority delegated to me by Governor Matt Meyer, I hereby approve the 2025 Vulnerable Road User Safety Assessment contained herein.

Shanté Hastings, P.E.

Secretary of Transportation, State of Delaware



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• <i>ADA Transition Plan</i>	
• <i>Complete Streets and other programs</i>	
• <i>Strategy identification, incorporating the Safe System Approach</i>	



2025 VULNERABLE ROAD USER SAFETY ASSESSMENT

BACKGROUND



VULNERABLE ROAD USER DEFINED

Federal Definition:

A Vulnerable Road User (VRU) is a *non-motorist with a Fatality Analysis Reporting System (FARS) person attribute code for pedestrian, bicyclist, other cyclist, and person on personal conveyance or an injured person that is, or is equivalent to, a pedestrian or pedalcyclist as defined in the ANSI D16.1-2007 [see 23 U.S.C. 148(a)(15) and 23 CFR 490.205]*

- A VRU may include people walking, biking, or rolling
- Includes a highway worker on foot in a work zone, given they are considered a pedestrian
- **Does not include a motorcyclist**

Delaware Vulnerable Road User Law per [Title 21 §4176E]:

- Pedestrian
- Highway worker
- Person riding an animal or animal-drawn carriage (includes passengers)
- Person operating or passenger of a farm tractor, skateboard, roller skates, in-line skates, scooter, moped, bicycle, motorcycle, wheelchair, or electric personal mobility device

For the purposes of the Vulnerable Road User Safety Assessment, the Federal definition will be used



ENABLING LEGISLATION

23 U.S.C. 148(I), as amended by the Infrastructure Investment and Jobs Act (IIJA), also known as the Bipartisan Infrastructure Law (BIL) requires *all states to develop a Vulnerable Road User Safety Assessment as part of their Highway Safety Improvement Program (HSIP).*

- The initial Delaware VRU Safety Assessment was completed in November 2023 and was an addendum to the 2021-2025 Delaware SHSP
- This VRU Safety Assessment is included in the 2026 – 2030 Delaware SHSP as an appendix
- The VRU Safety Assessment is approved by the Governor or a responsible State agency official that is delegated by the Governor
- The VRU Safety Assessment will be posted to the State's website

Delaware is preparing the second VRU Safety Assessment as an appendix to the 2026-2030 Delaware Strategic Highway Safety Plan



VRU ASSESSMENT REQUIREMENTS

- Data Driven Process

- ✓ The State shall use a data-driven process to identify areas of high-risk for vulnerable road users.
- ✓ To assess the safety performance with respect to vulnerable road users, the State must perform a quantitative analysis of vulnerable road user fatalities and serious injuries.
- ✓ The quantitative analysis of vulnerable road user fatalities and serious injuries shall also consider the demographics of the locations of fatalities and serious injuries, including race, ethnicity, income, and age.
- ✓ Each State will identify high-risk areas based on the results of their quantitative analysis using the required data and demographics information, as well as consideration of the Safe System Approach. A high-risk area may be a geographic region, specific facility type, specific location, or other priority area.

- Consultation

- ✓ States are required to consult with local governments, MPOs, and regional transportation planning organizations that represent a high-risk area.

- Program of Projects or Strategies

- ✓ The VRU Safety Assessment shall include a program of projects or strategies to reduce safety risks to vulnerable road users in areas identified as high-risk. In developing the programs of projects or strategies, the State shall take into consideration:
 - ✓ The input from the consultation process
 - ✓ The Safe System Approach
 - ✓ The Complete Streets Design Model
 - ✓ Americans with Disabilities Act (ADA) transition plans

INCORPORATING THE SAFE SYSTEM APPROACH

- Safe System Approach
 - Paradigm shift
 - Improving safety culture
 - Accommodating human mistakes
 - Keeping impacts on the human body at tolerable levels



Separating users
in space



Separating users
in time



Increasing
attentiveness and
awareness





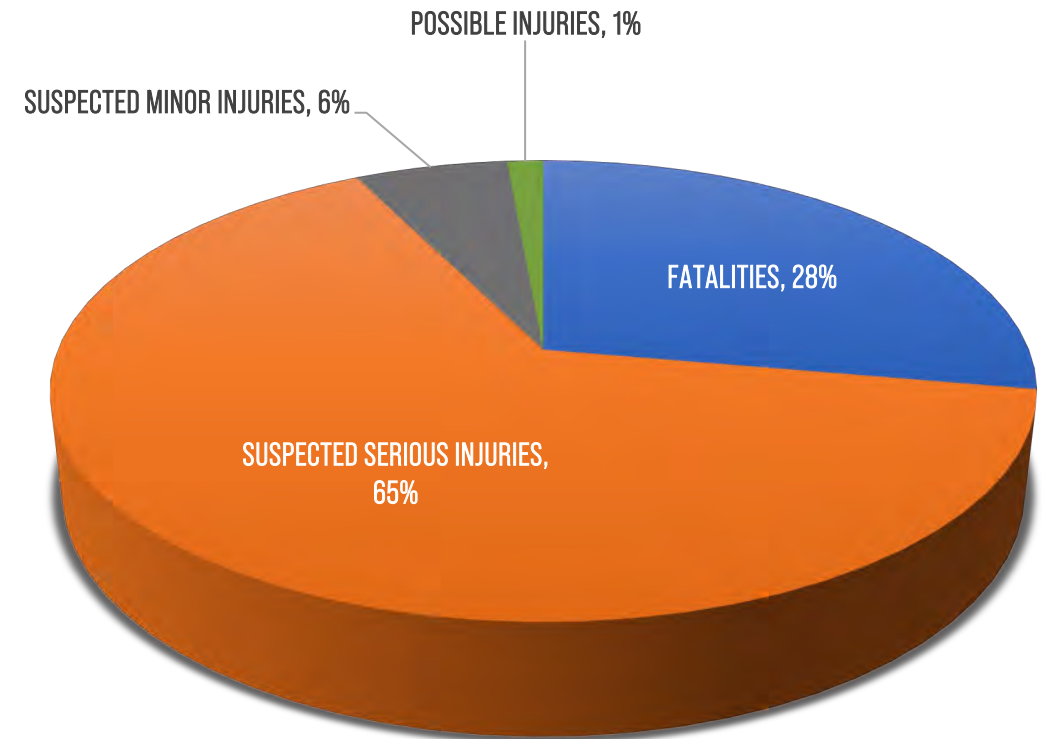
2025 VULNERABLE ROAD USER SAFETY ASSESSMENT

VRU SAFETY PERFORMANCE ASSESSMENT



VRU SAFETY PERFORMANCE ASSESSMENT

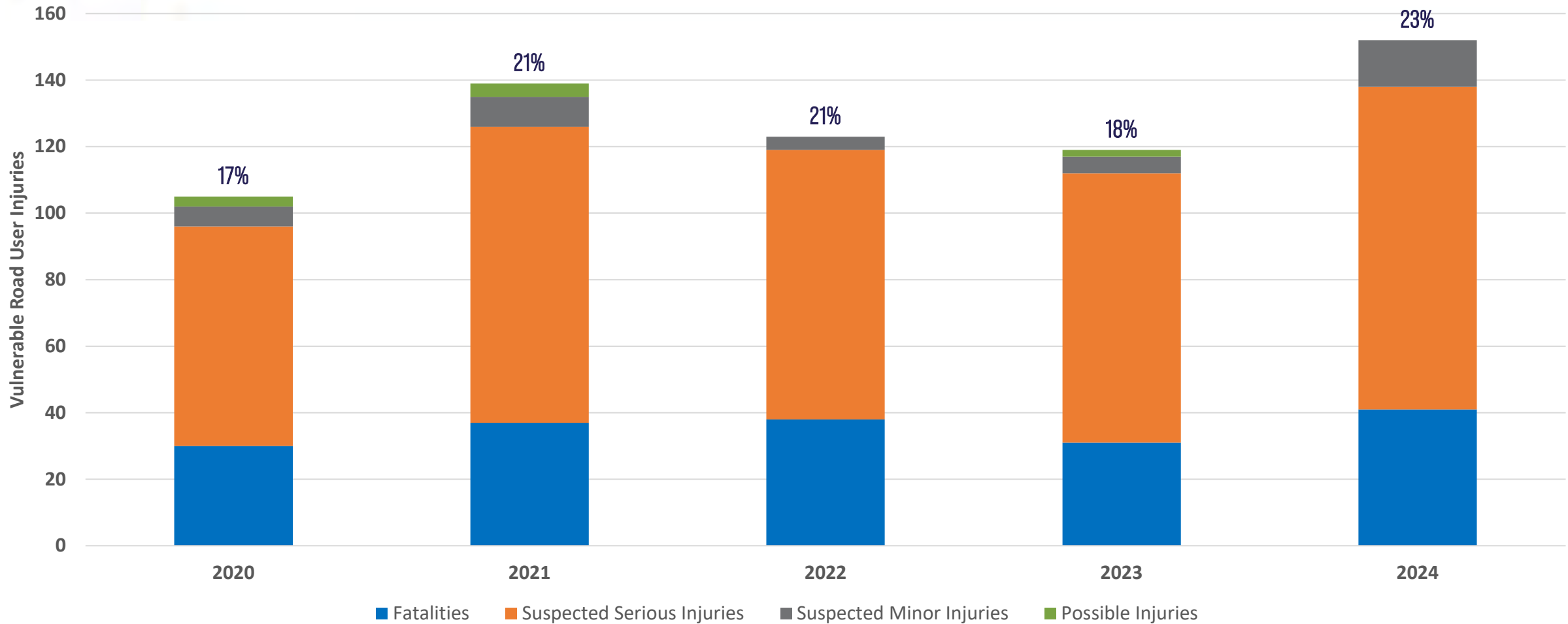
- Crash data: 2020 – 2024
 - 5 years of data
 - Source: DelDOT's Crash Analysis Reporting System
 - All injury severities
 - Fatalities
 - Suspected Serious Injuries
 - Suspected Minor Injuries
 - Possible Injuries
 - Person types
 - Pedestrians
 - Other pedestrian (wheelchair, skater, personal conveyance, etc.)
 - Bicyclists
 - Other cyclist
 - Occupant of a Non-Motor Vehicle Transportation Device
 - Unknown Type of Non-Motorist





VRU SAFETY PERFORMANCE ASSESSMENT

Vulnerable Road User Injuries by Year



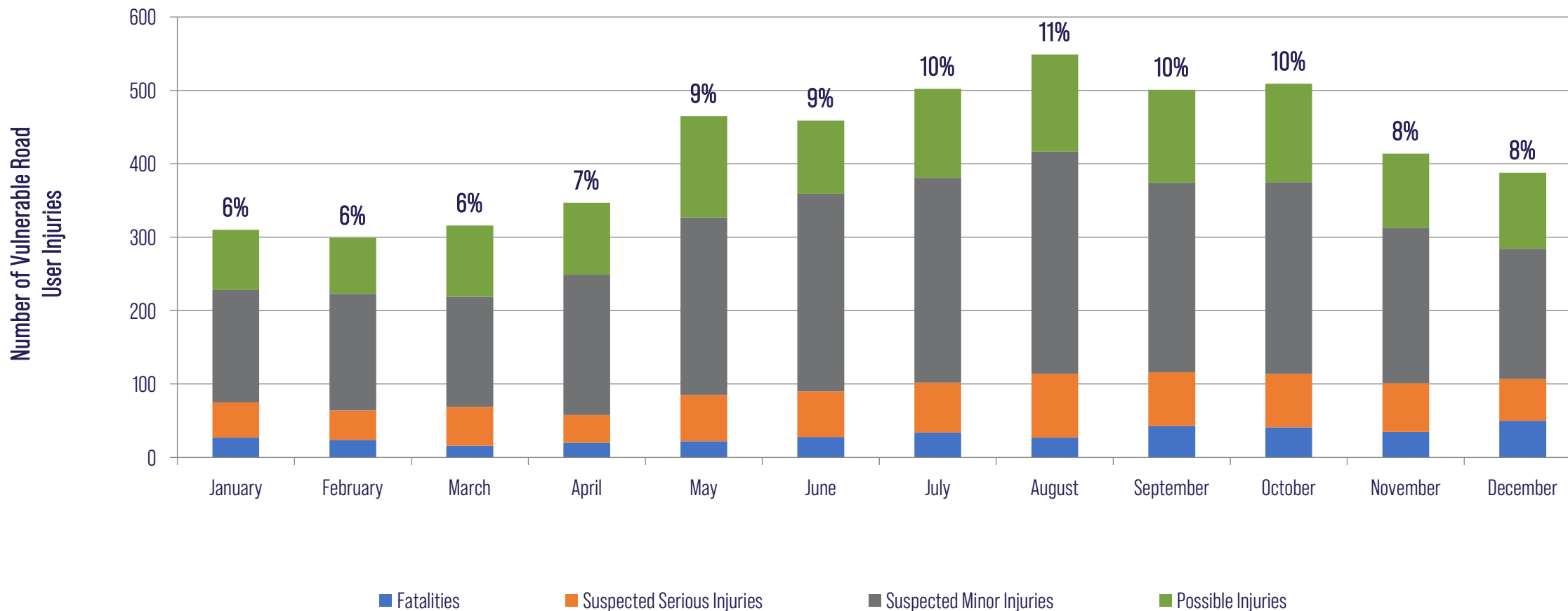
XX%: % of total statewide fatalities involving a Vulnerable Road User



VRU SAFETY PERFORMANCE ASSESSMENT

Vulnerable Road User Injuries by Month

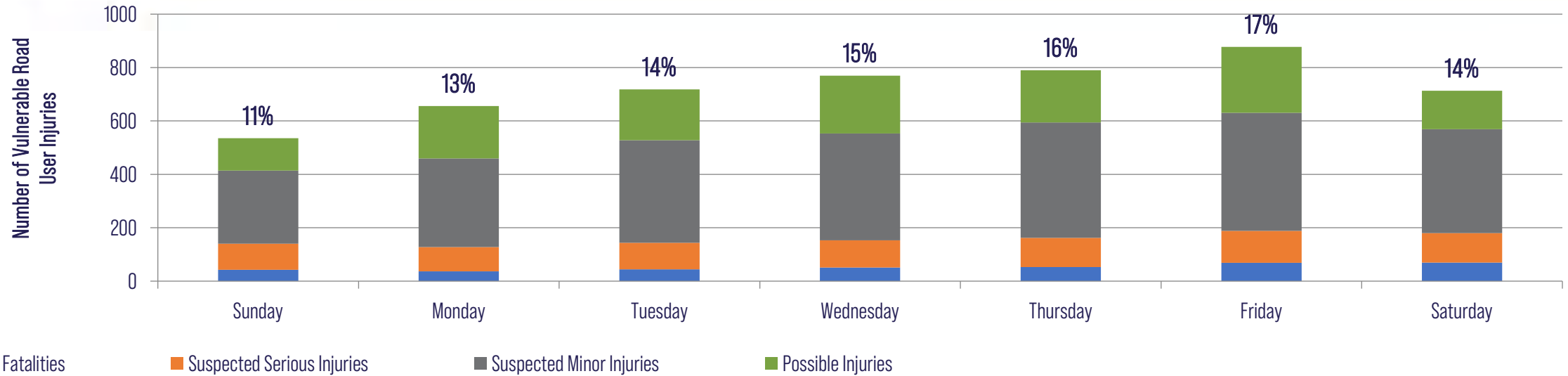
47% of all VRU injuries occurred August – December





VRU SAFETY PERFORMANCE ASSESSMENT

Vulnerable Road User Injuries by Day of Week



% Vulnerable Road User Injuries

	January	February	March	April	May	June	July	August	September	October	November	December	Total
Sunday	27	31	30	36	56	56	53	65	61	55	41	24	535
Monday	49	47	41	46	56	56	66	73	44	56	62	60	656
Tuesday	49	48	44	55	64	66	62	75	81	65	58	51	718
Wednesday	46	56	47	50	69	66	83	83	72	73	70	55	770
Thursday	57	28	52	60	72	62	73	81	76	89	68	72	790
Friday	49	49	57	61	77	82	71	98	103	98	61	71	877
Saturday	33	40	45	39	71	71	94	74	64	73	54	55	713
Total	310	299	316	347	465	459	502	549	501	509	414	388	5059

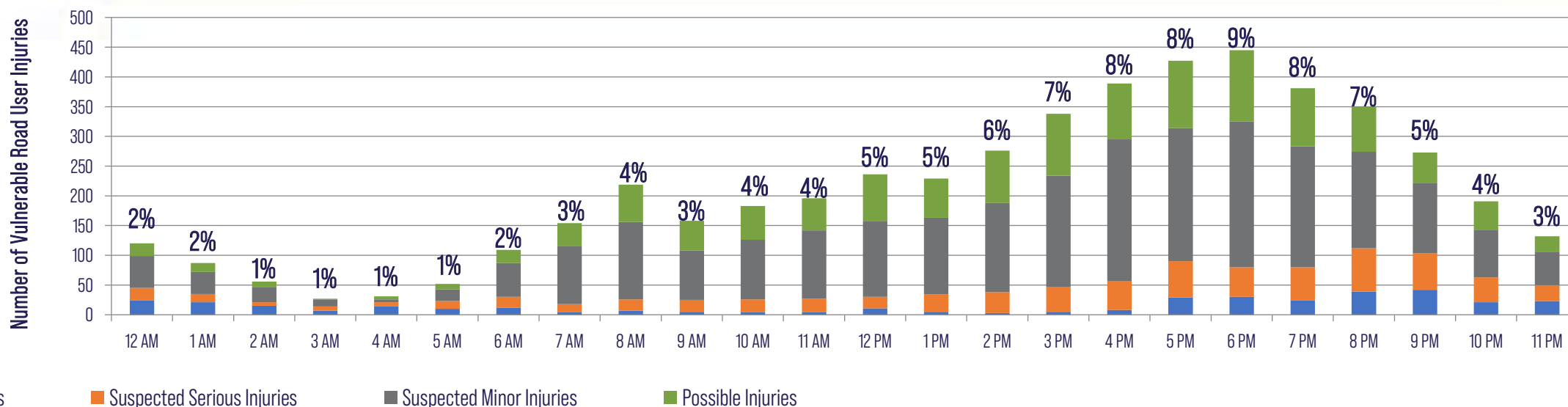
Lower Frequency

Higher Frequency



VRU SAFETY PERFORMANCE ASSESSMENT

Vulnerable Road User Injuries by Time of Day



% Vulnerable Road User Injuries

	12A	1A	2A	3A	4A	5A	6A	7A	8A	9A	10A	11A	12P	1P	2P	3P	4P	5P	6P	7P	8P	9P	10P	11P	Total
Sunday	23	42	15	5	5	4	4	7	7	16	25	29	20	21	24	20	30	46	54	43	39	26	19	11	535
Monday	10	6	2	5	6	9	15	25	40	21	22	21	25	37	42	43	54	68	54	52	39	33	20	7	656
Tuesday	17	10	3	2	1	6	16	29	31	18	32	30	33	32	35	56	65	70	67	42	55	32	20	16	718
Wednesday	8	1	9	5	9	8	24	26	44	26	14	29	30	44	36	59	67	69	66	54	53	38	31	20	770
Thursday	15	6	6	1	7	8	21	40	47	23	35	32	43	24	58	49	60	59	67	63	47	35	29	15	790
Friday	18	4	7	3	1	10	22	16	34	37	31	22	46	39	43	69	67	65	83	63	64	56	38	39	877
Saturday	29	18	14	6	2	7	7	11	16	17	24	33	39	32	38	42	46	50	54	64	53	53	34	24	713
Total	120	87	56	27	31	52	109	154	219	158	183	196	236	229	276	338	389	427	445	381	350	273	191	132	5059

Lower Frequency

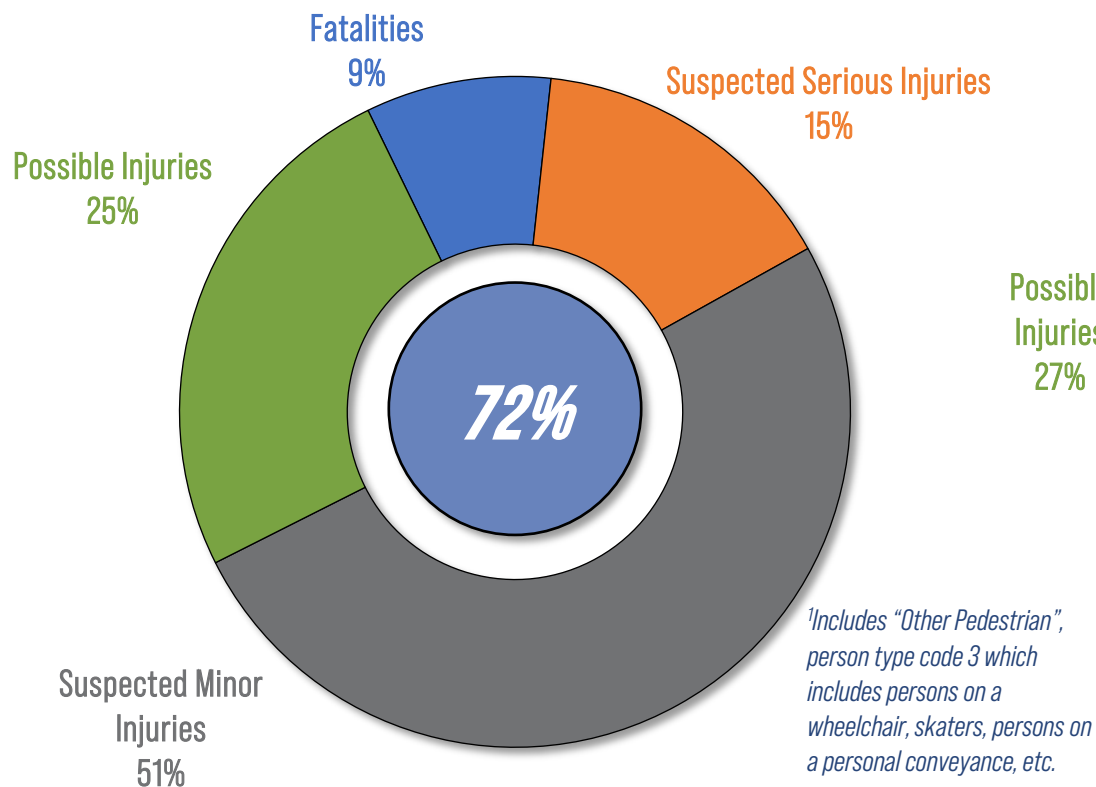
Higher Frequency



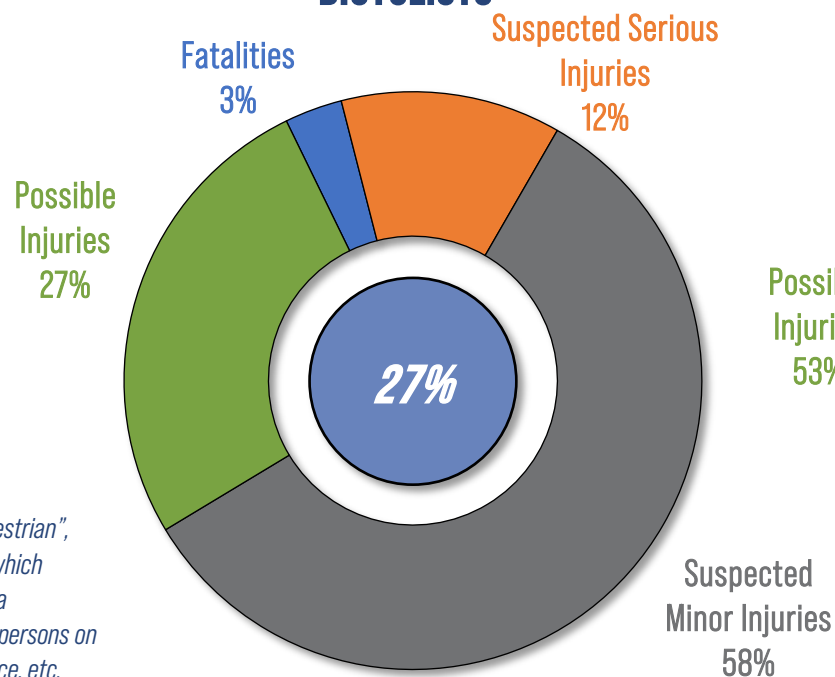
VRU SAFETY PERFORMANCE ASSESSMENT

Non-Motorist Person Type

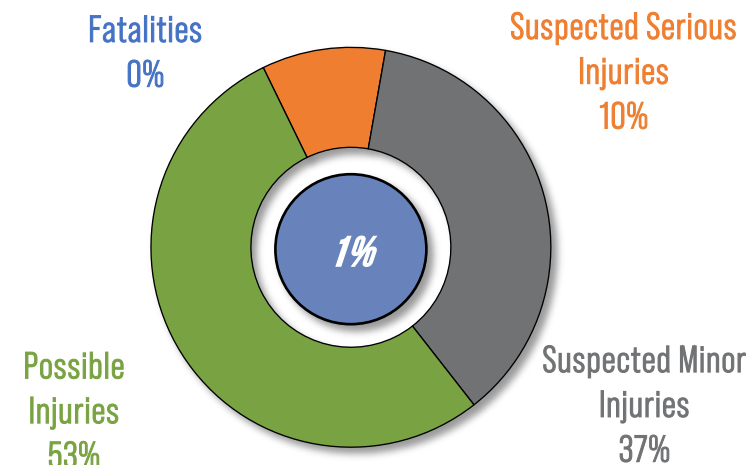
PEDESTRIANS¹



BICYCLISTS²



OTHER VRUs³



³Other VRUs include Occupants of a Non-Motor Vehicle Transportation Device and Unknown Type of Non-Motorists

XX% of
all VRUs

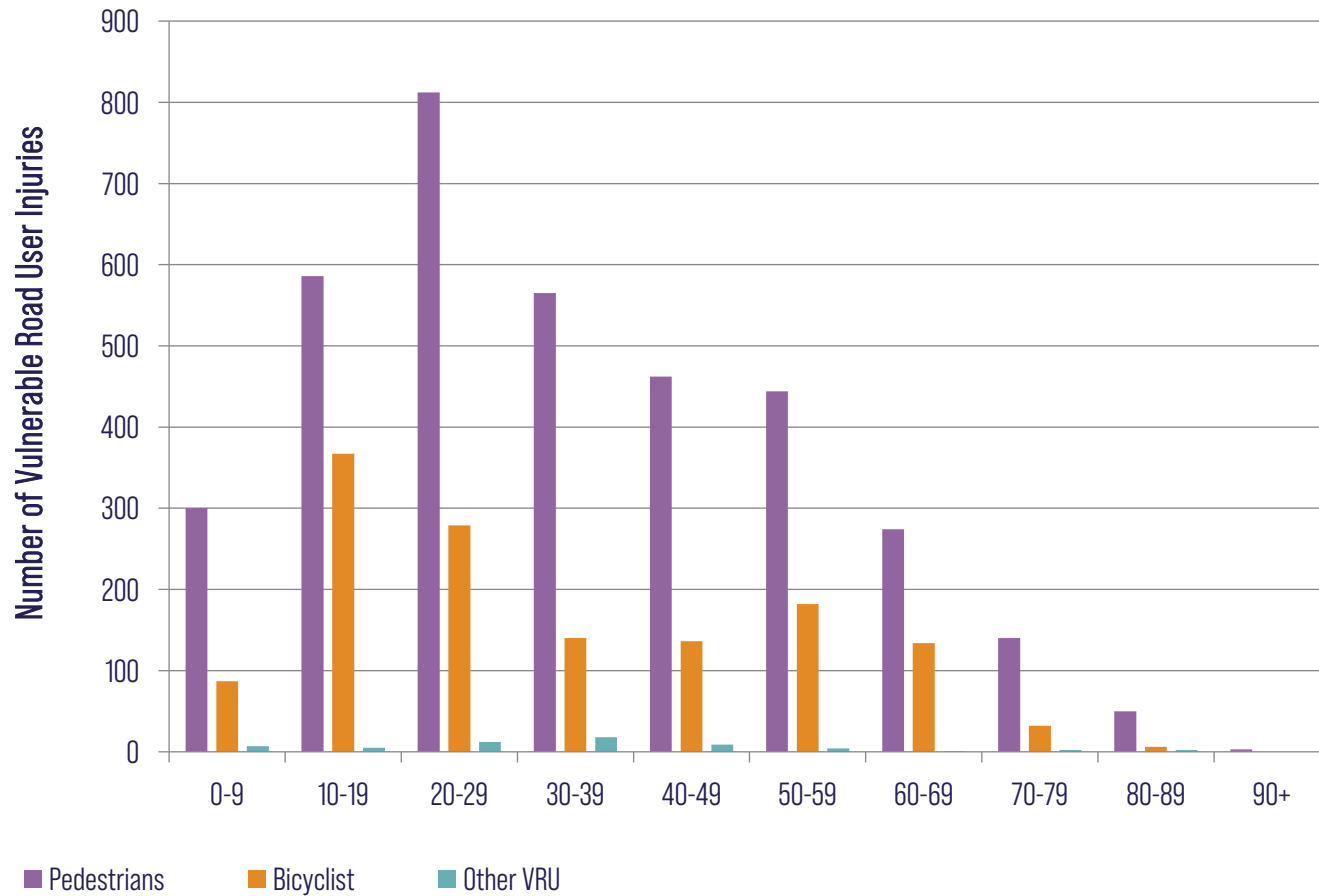
Based on this data analysis, determination of high-risk areas and further detailed crash analysis will be based on Pedestrians and Bicyclists



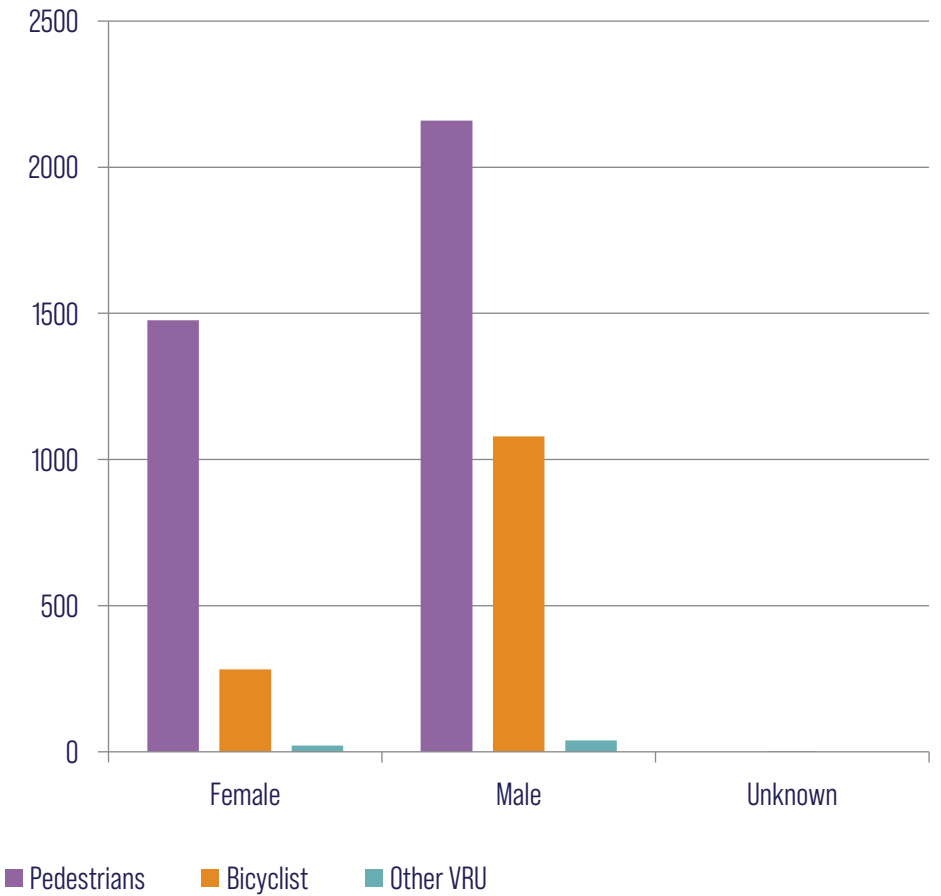
VRU SAFETY PERFORMANCE ASSESSMENT

Age and Gender of Vulnerable Road Users

VRU Age Group



VRU Gender



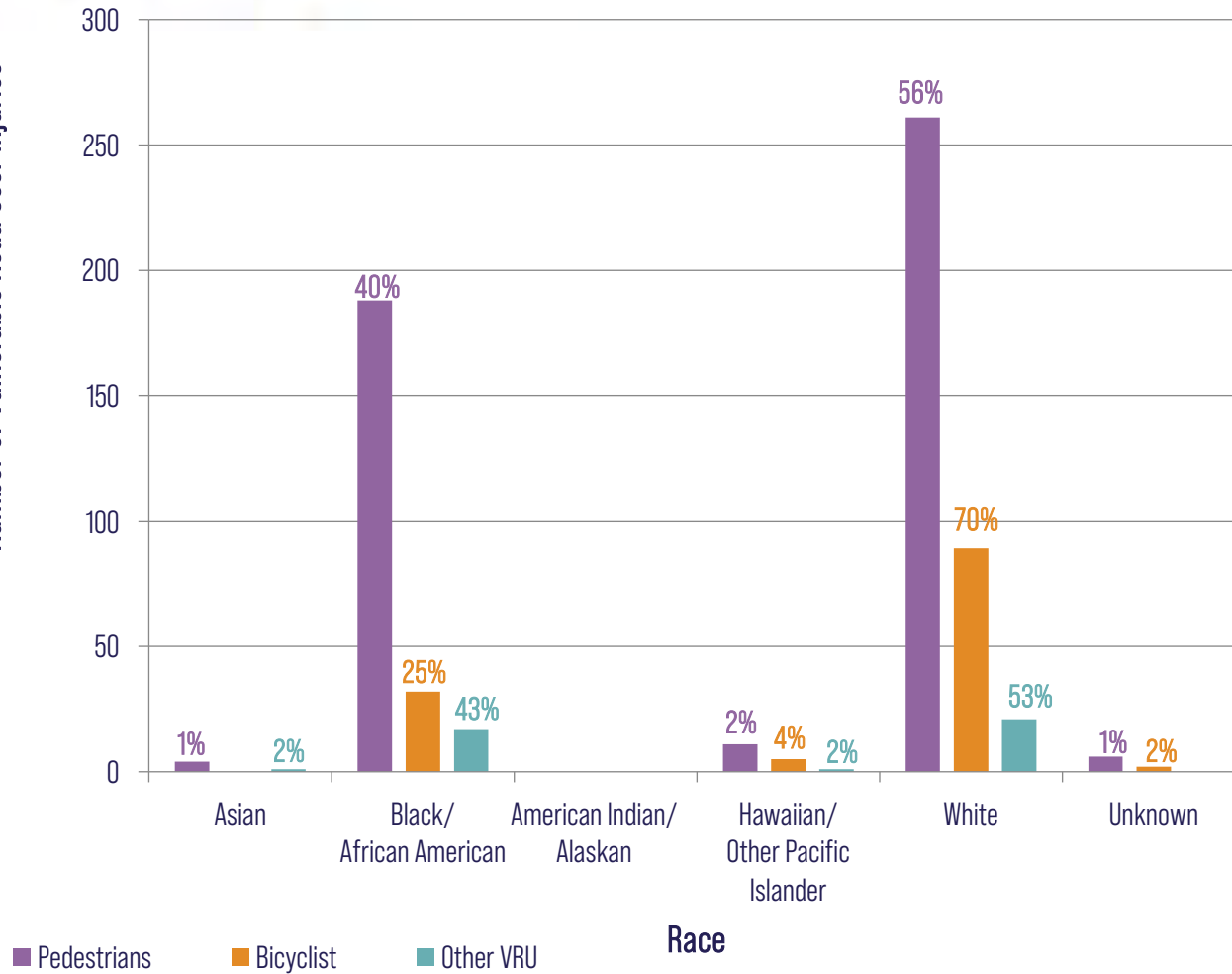
16% of Vulnerable Road Users involved in crashes were impaired by alcohol or drugs



VRU SAFETY PERFORMANCE ASSESSMENT

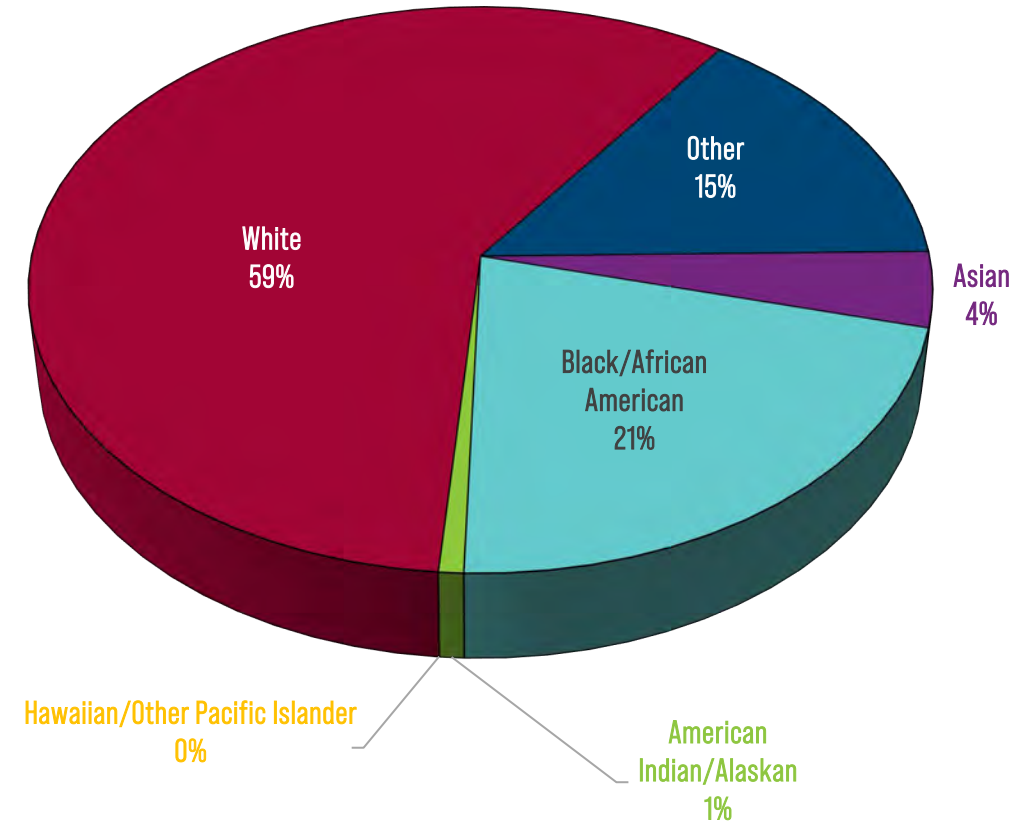
Race and Ethnicity Demographics of Vulnerable Road Users

Number of Vulnerable Road User Injuries



X%: Percentage of VRU type in race category

Delaware Population by Race



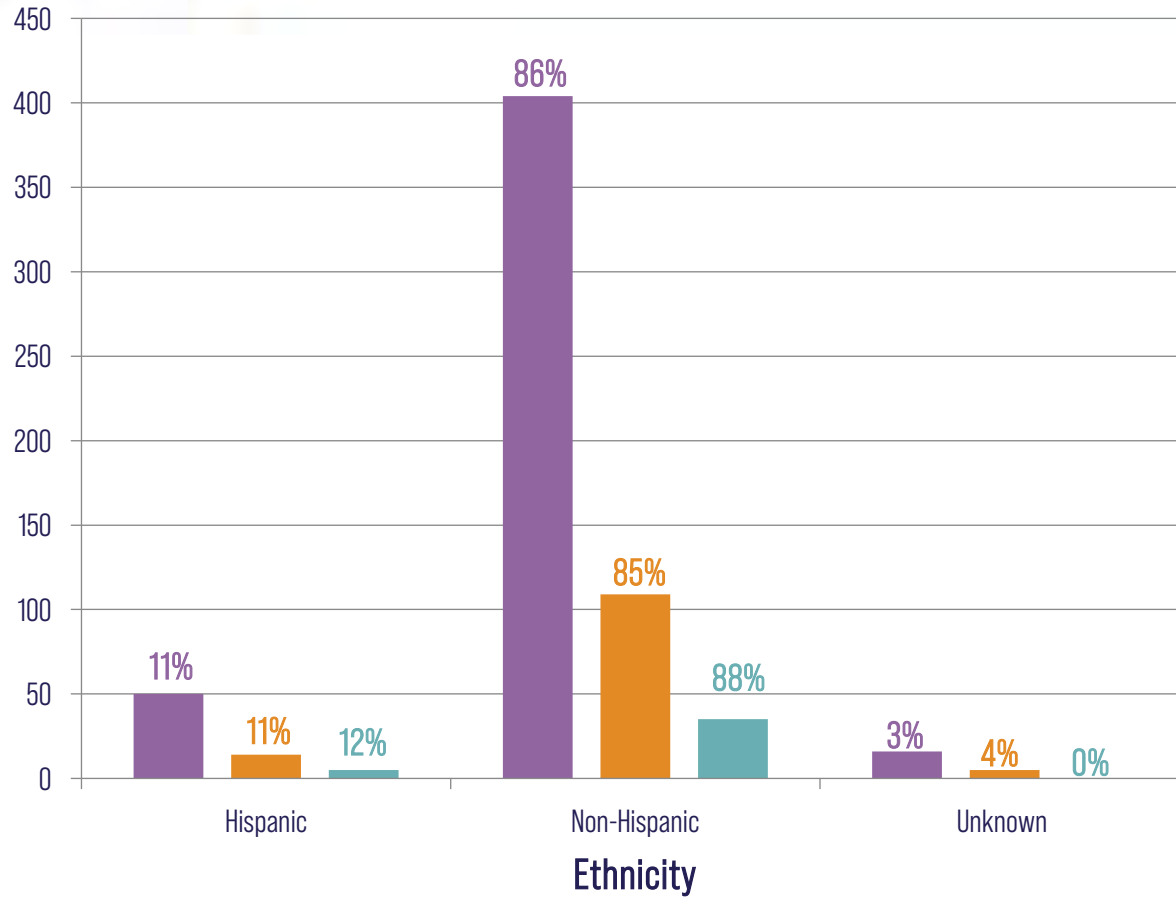
Source of Delaware Population Data: 2020 Census, www.census.gov



VRU SAFETY PERFORMANCE ASSESSMENT

Race and Ethnicity Demographics of Vulnerable Road Users

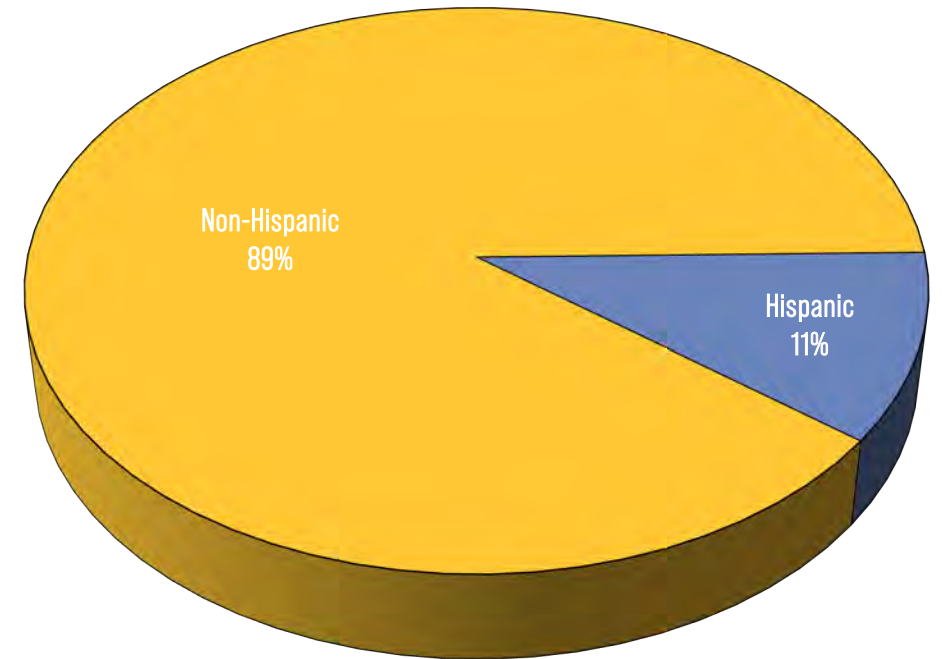
Number of Vulnerable Road User Injuries



■ Pedestrians ■ Bicyclist ■ Other VRU

X%: Percentage of VRU type in ethnicity category

Delaware Population by Ethnicity



Source of Delaware Population Data: 2020 Census, www.census.gov

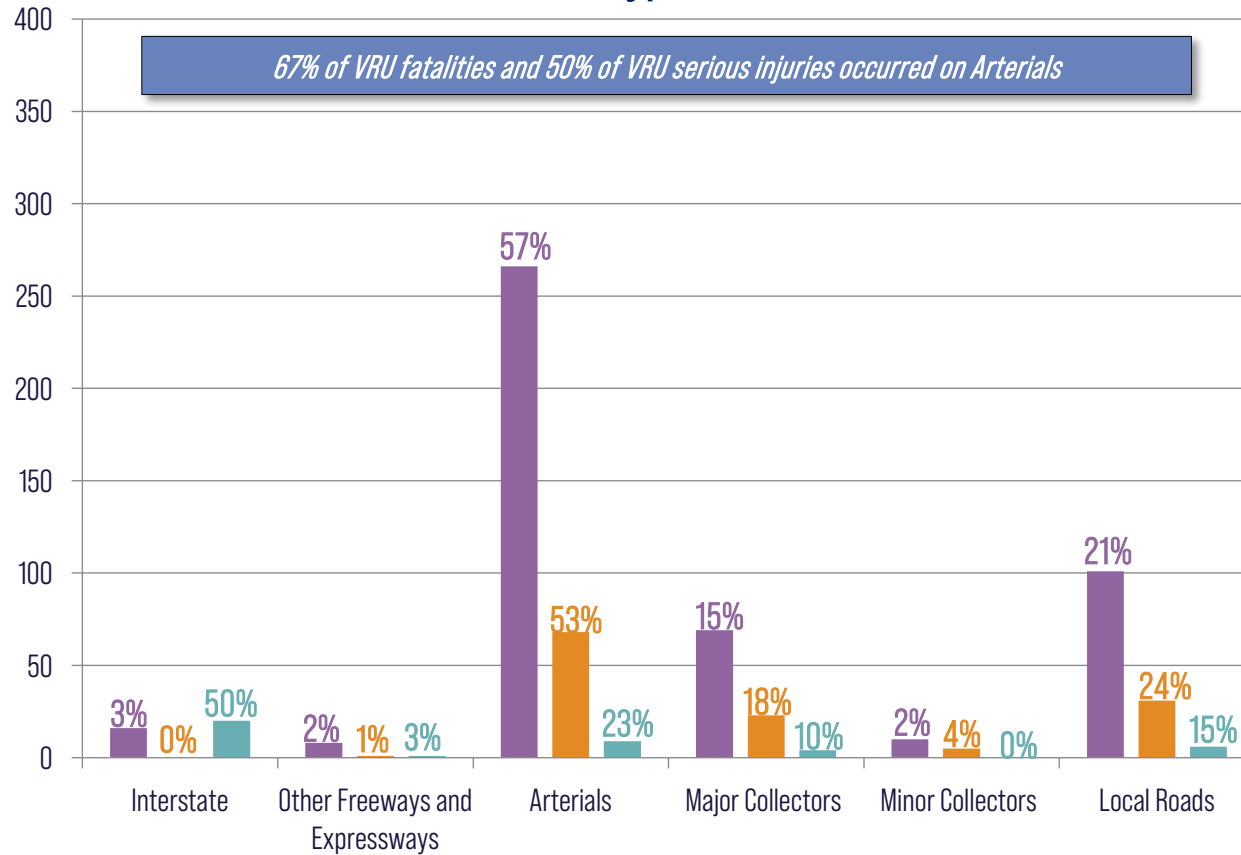


VRU SAFETY PERFORMANCE ASSESSMENT

Location of Vulnerable Road User Crashes

Number of Vulnerable Road User Injuries

Road Type

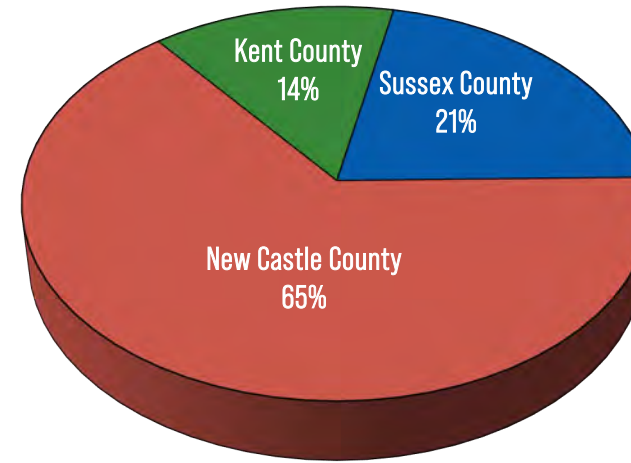


Functional Classification

■ Pedestrians ■ Bicyclist ■ Other VRU

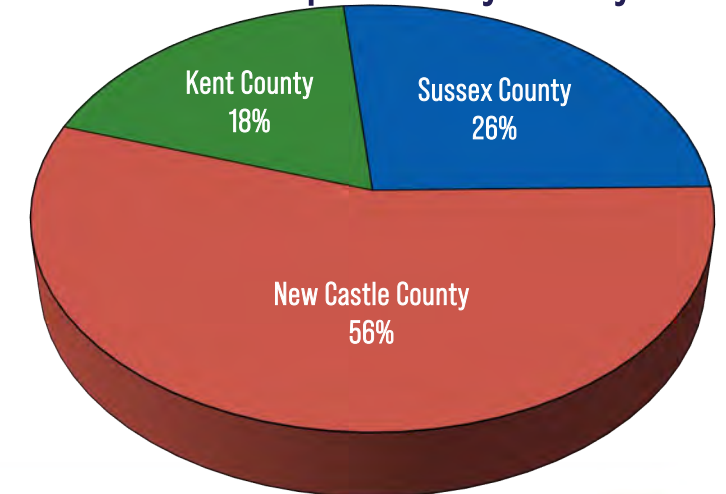
X%: Percentage of VRU type for roadway functional classification

VRU Crashes by County



Note: Crash data presented represents Vulnerable Road Users injured in crashes
Source of Delaware Population Data: 2020 Census, www.census.gov

Delaware Population by County



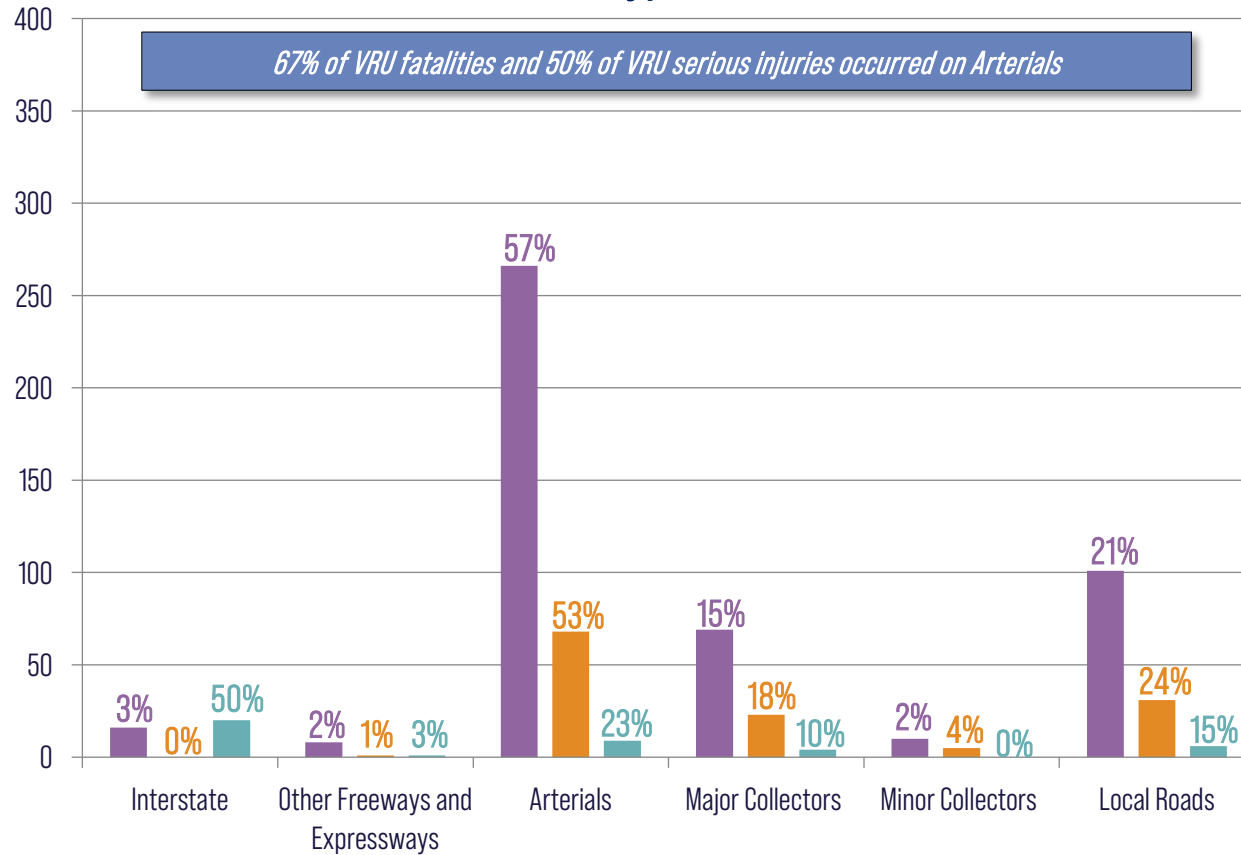


VRU SAFETY PERFORMANCE ASSESSMENT

Location of Vulnerable Road User Crashes

Number of Vulnerable Road User Injuries

Road Type

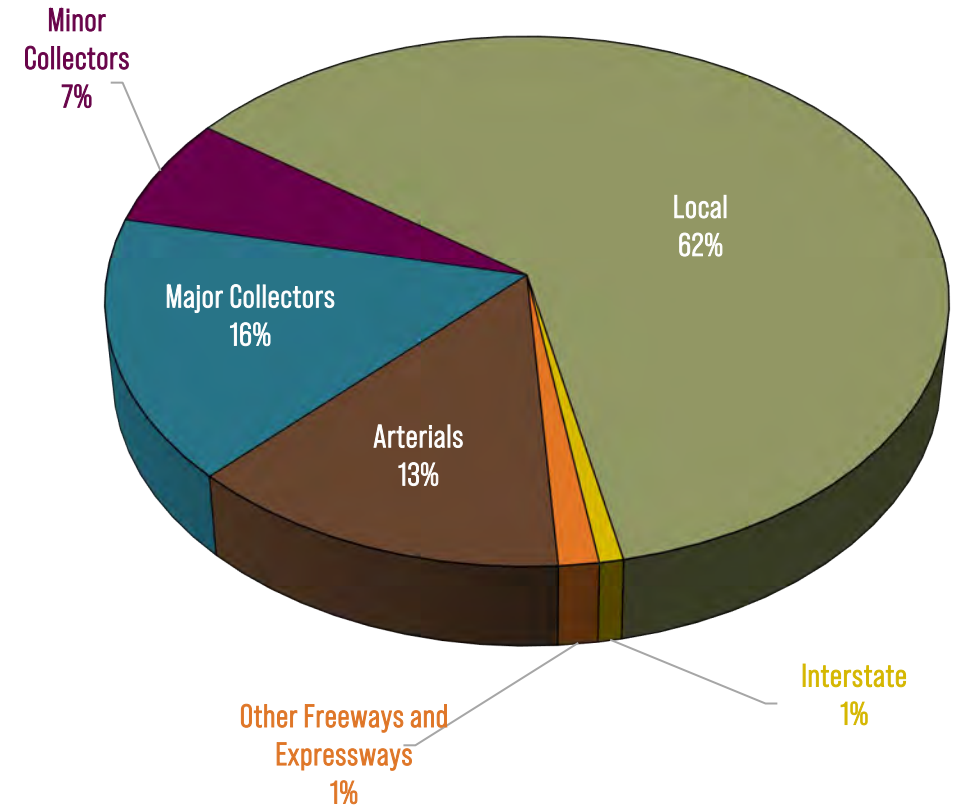


Functional Classification

■ Pedestrians ■ Bicyclist ■ Other VRU

X%: Percentage of VRU type for roadway functional classification

Statewide Centerline Miles by Functional Classification



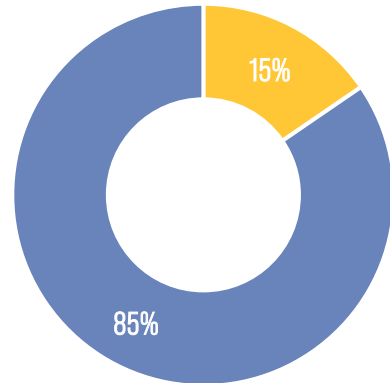
Source of Statewide Centerline Mileage: 2024 Highway Performance Monitoring System



VRU SAFETY PERFORMANCE ASSESSMENT

Location of Vulnerable Road User Crashes

Area Type

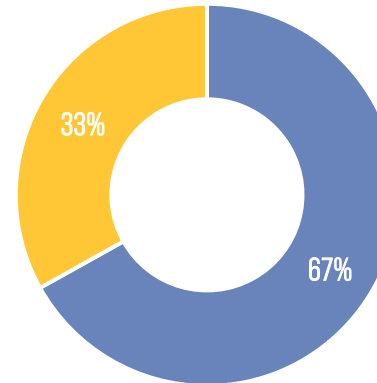


■ RURAL ■ URBAN

X%: Percentage of VRU crashes by Area Type

73% of Delaware's centerline miles are in urban areas

Intersection Related

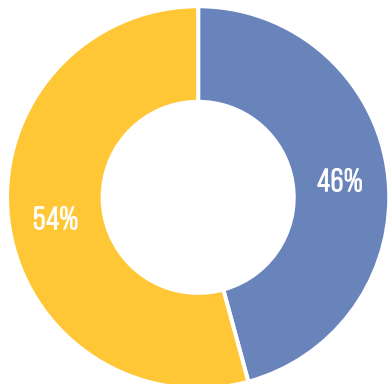


■ NON INTERSECTION ■ INTERSECTION

X%: Percentage of VRU crashes by relation to Intersection

There are over 22,000 intersections on the state's road network
• 5% of those are signalized intersections

Median Type

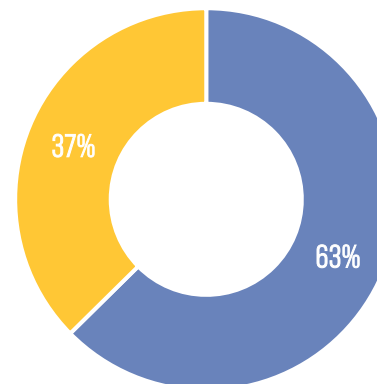


■ DIVIDED ■ UNDIVIDED

X%: Percentage of VRU crashes by Median Type

12% of Delaware's centerline miles are divided roadways

Intersection Type



■ SIGNALIZED ■ UNSIGNALIZED

X%: Percentage of VRU crashes by intersection type



VRU SAFETY PERFORMANCE ASSESSMENT

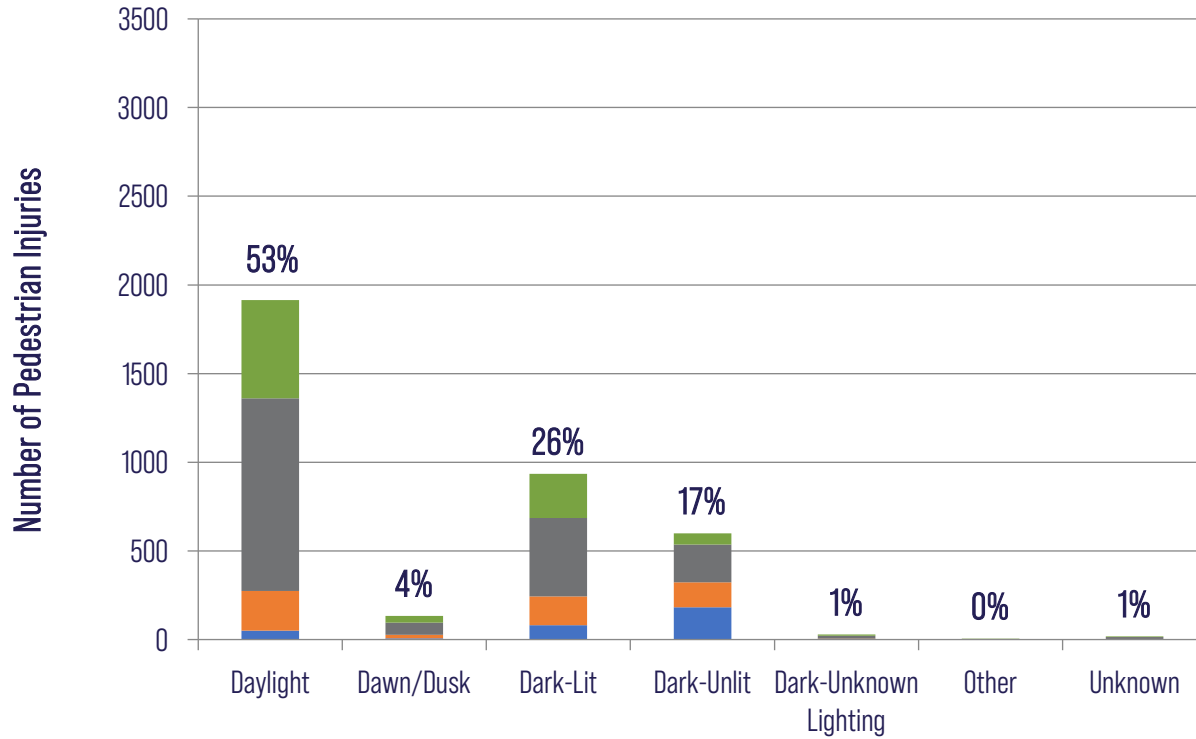
PEDESTRIANS



VRU SAFETY PERFORMANCE ASSESSMENT

Pedestrian-Related Crashes

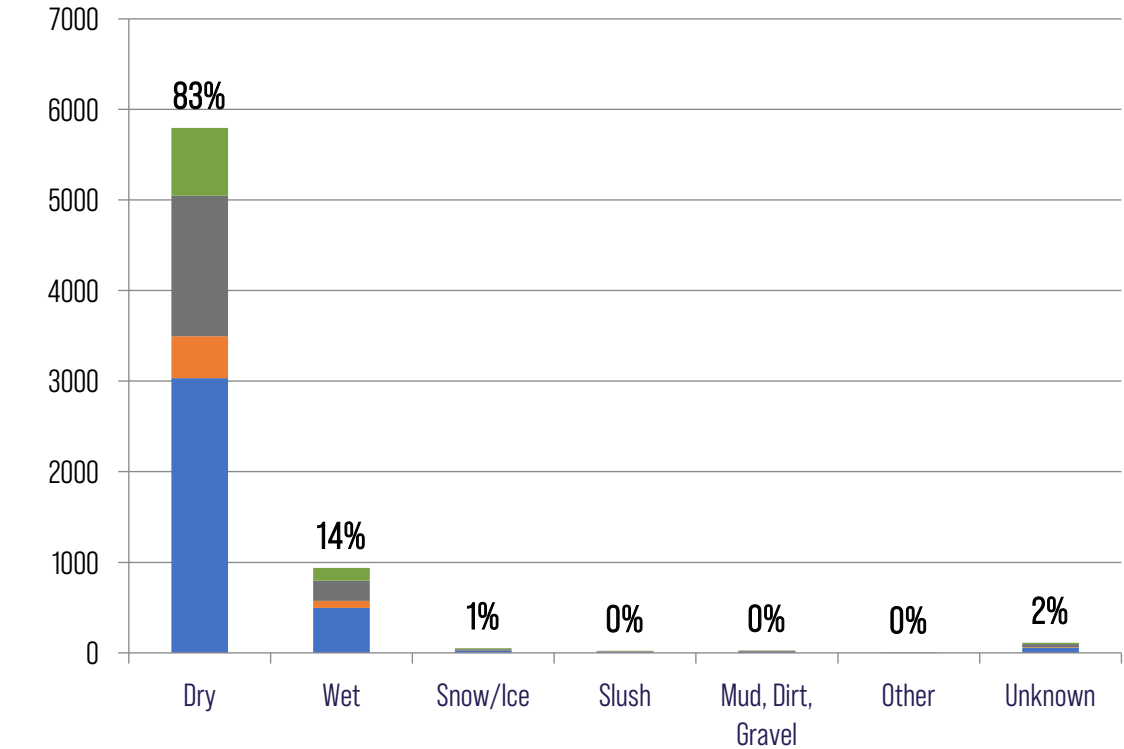
Lighting Condition



% Pedestrian injuries

Fatalities Suspected Serious Injuries Suspected Minor Injuries Possible Injuries

Road Surface Condition



% Pedestrian injuries

Fatalities Suspected Serious Injuries Suspected Minor Injuries Possible Injuries

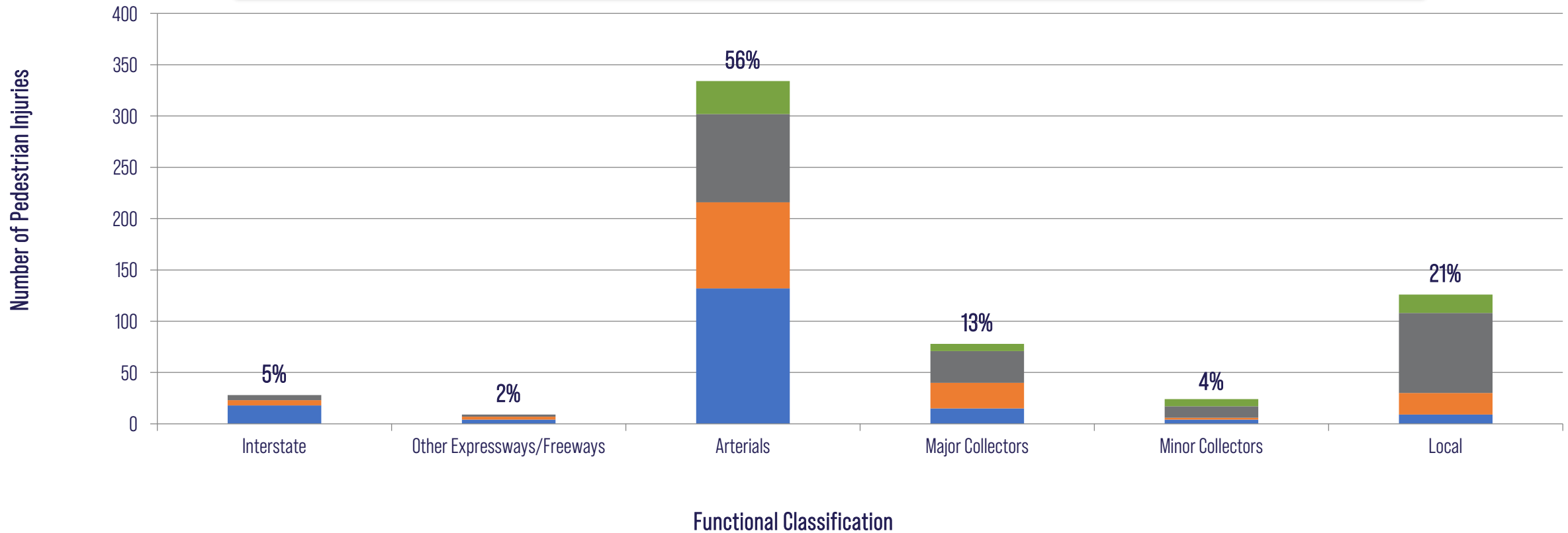


VRU SAFETY PERFORMANCE ASSESSMENT

Pedestrian-Related Crashes

Pedestrian Injuries under Dark-Unlit Conditions by Road Type

74% of pedestrian fatalities and 59% of pedestrian serious injuries occurred on arterials



% Pedestrian injuries under dark-unlit conditions

■ Fatalities

■ Suspected Serious Injuries

■ Suspected Minor Injuries

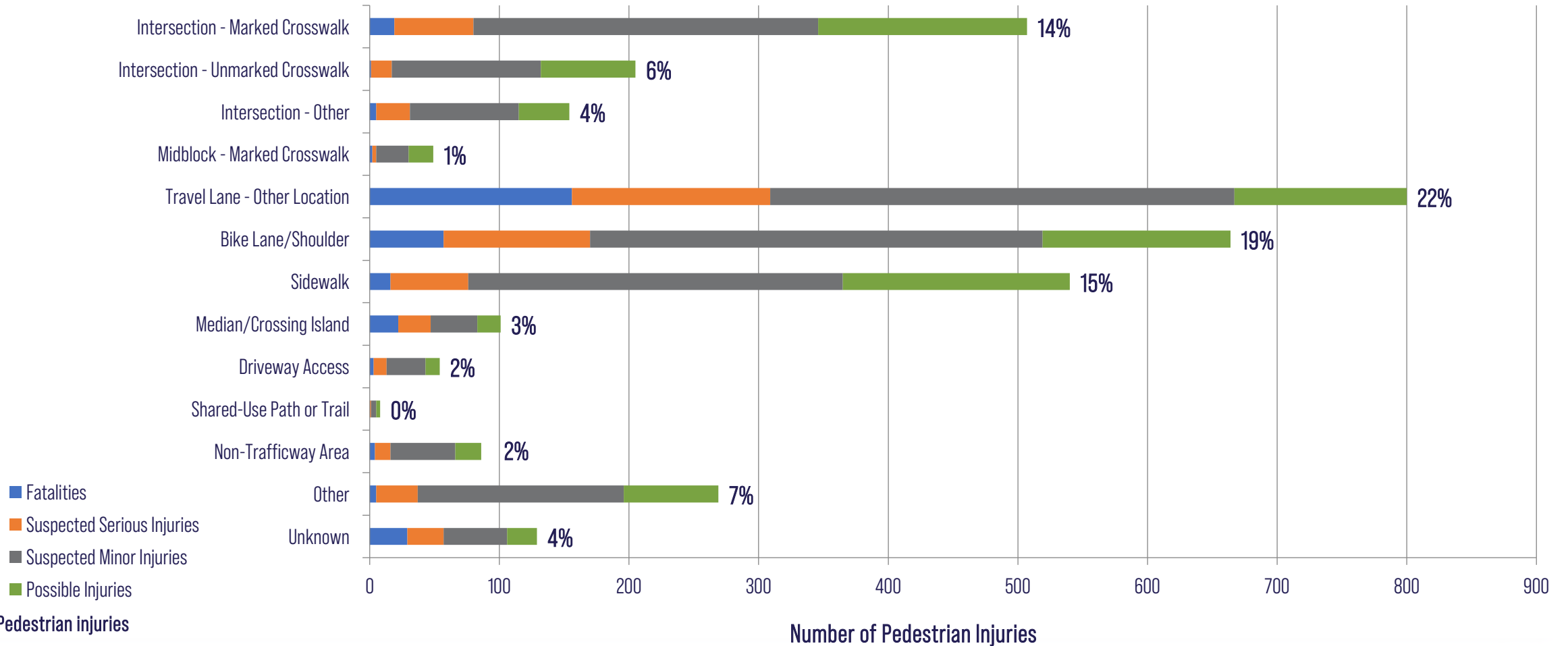
■ Possible Injuries



VRU SAFETY PERFORMANCE ASSESSMENT

Pedestrian-Related Crashes

Pedestrian Location Prior to Crash

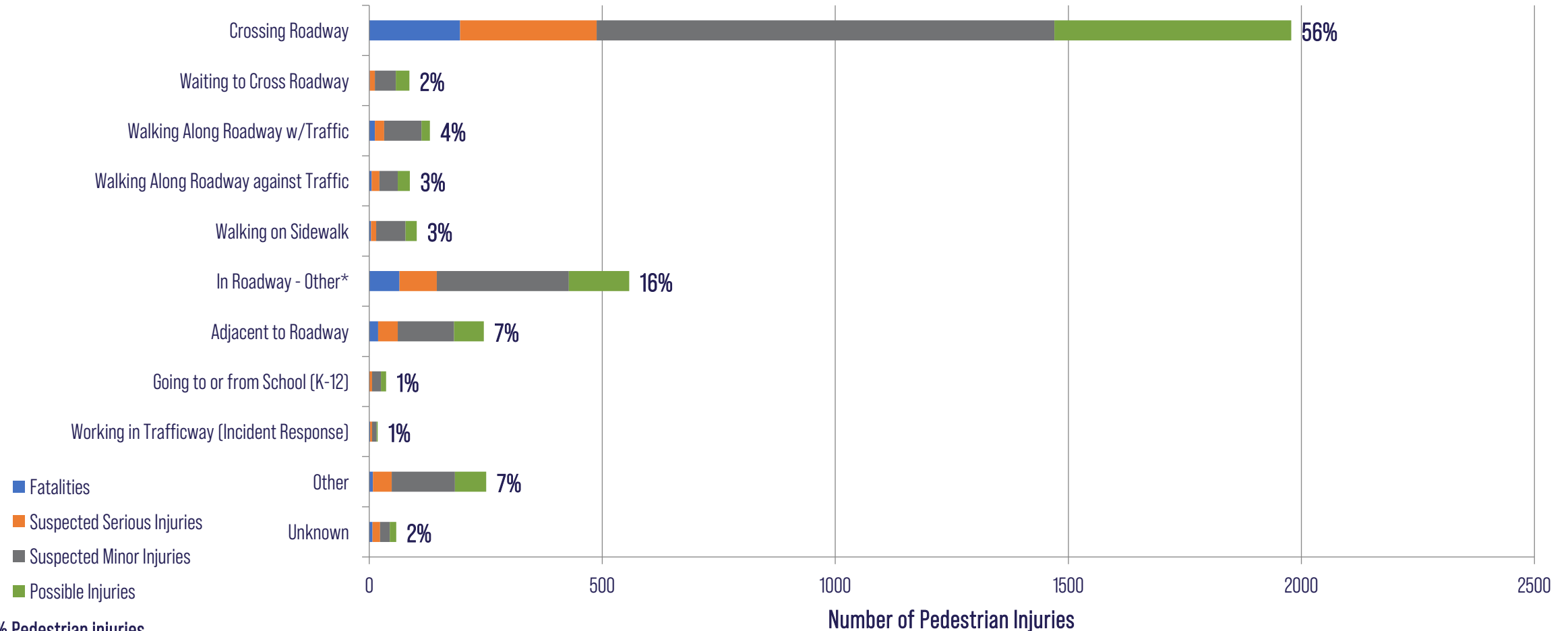




VRU SAFETY PERFORMANCE ASSESSMENT

Pedestrian-Related Crashes

Pedestrian Action Prior to Crash



% Pedestrian injuries

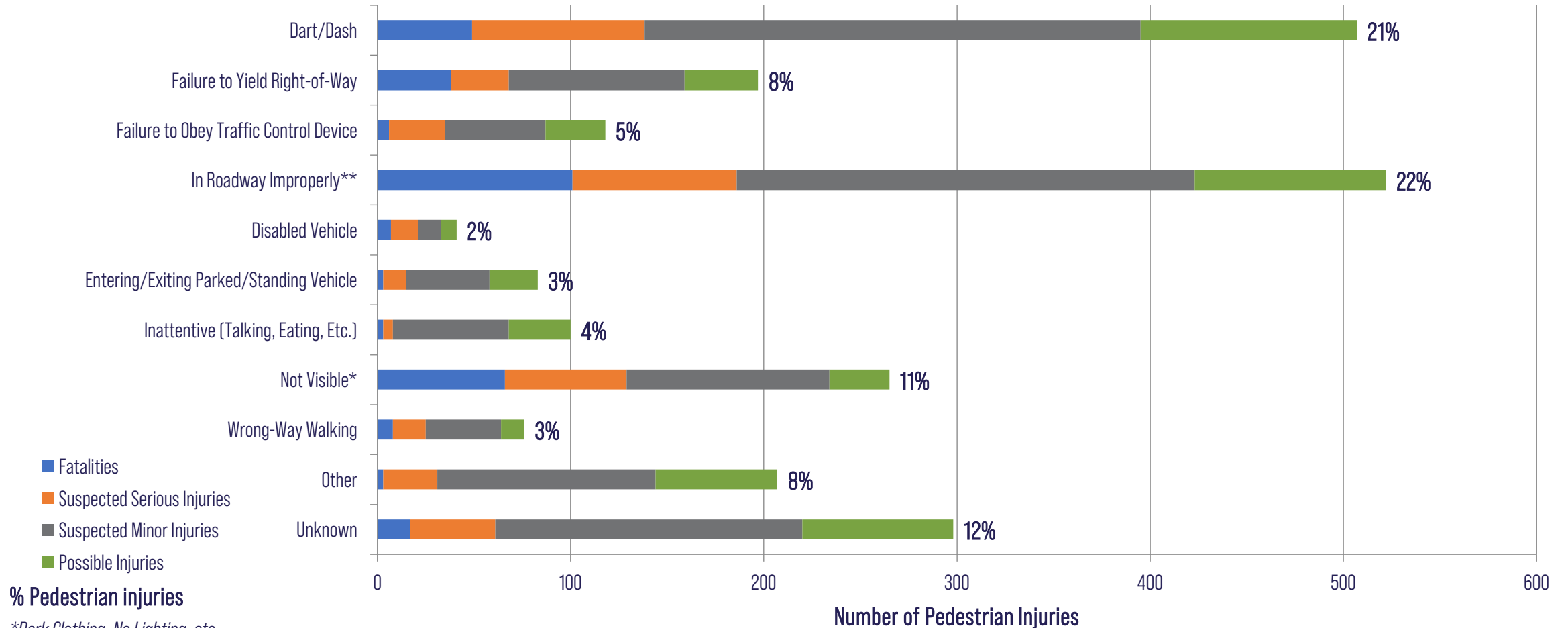
*Working, Playing, etc.



VRU SAFETY PERFORMANCE ASSESSMENT

Pedestrian-Related Crashes

Pedestrian Action at Time of Crash



% Pedestrian injuries

*Dark Clothing, No Lighting, etc.

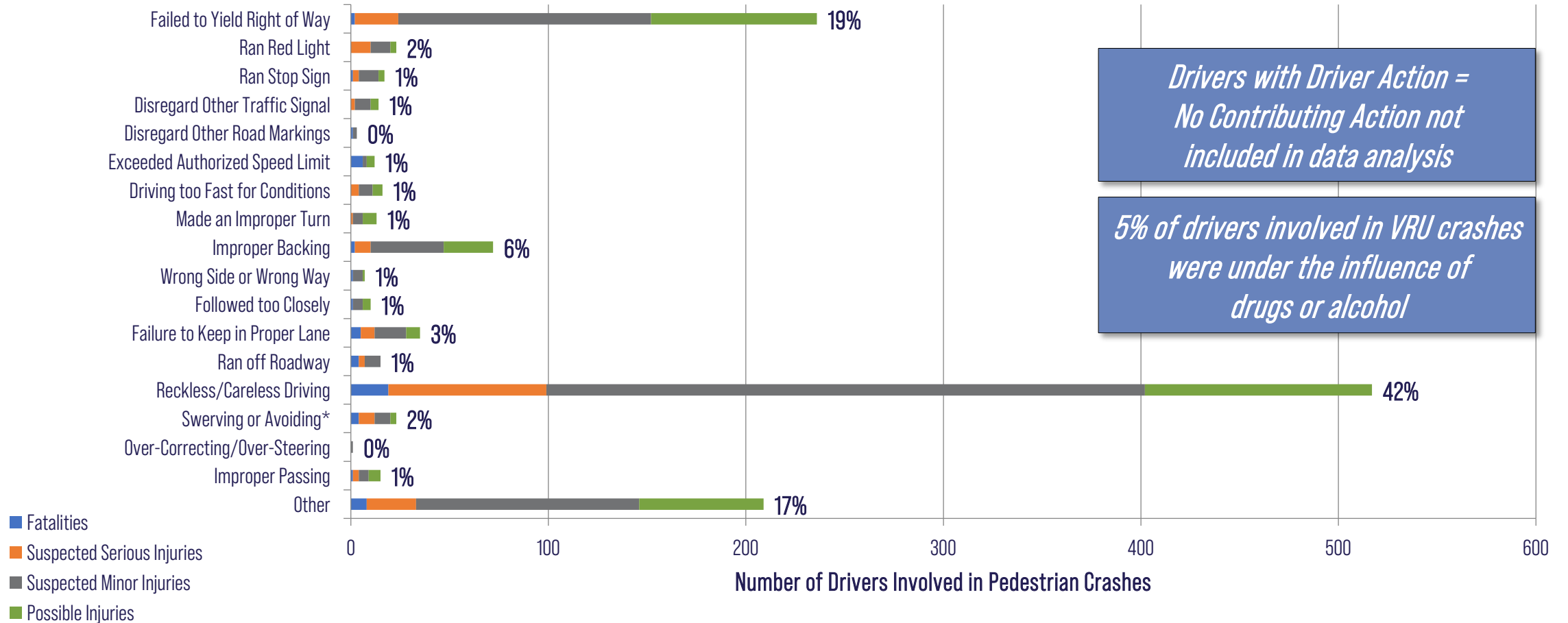
**Standing, Lying, Working, Playing



VRU SAFETY PERFORMANCE ASSESSMENT

Pedestrian-Related Crashes

Reported Driver Action in Pedestrian Crashes

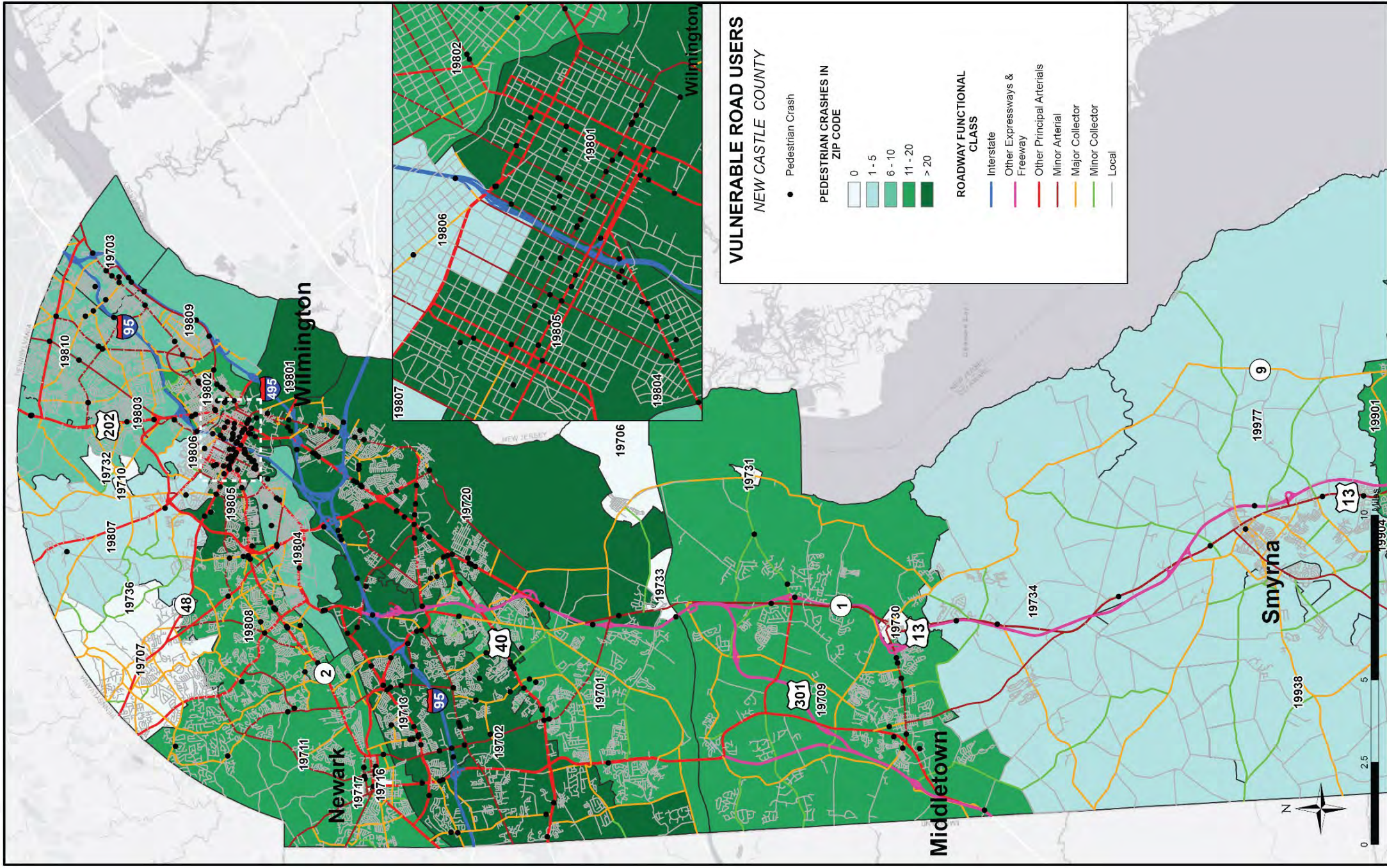


% Drivers involved in Pedestrian Crashes

*Swerving or avoiding due to wind, slippery surface, vehicle, object, non-motorist in roadway, etc.

VRU SAFETY PERFORMANCE ASSESSMENT

Pedestrian-Related Crashes by Zip Code

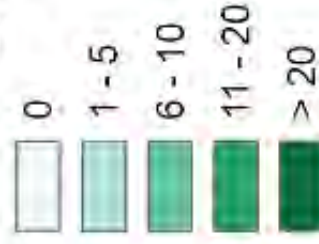


VRU SAFETY PERFORMANCE ASSESSMENT

Pedestrian-Related Crashes by Zip Code

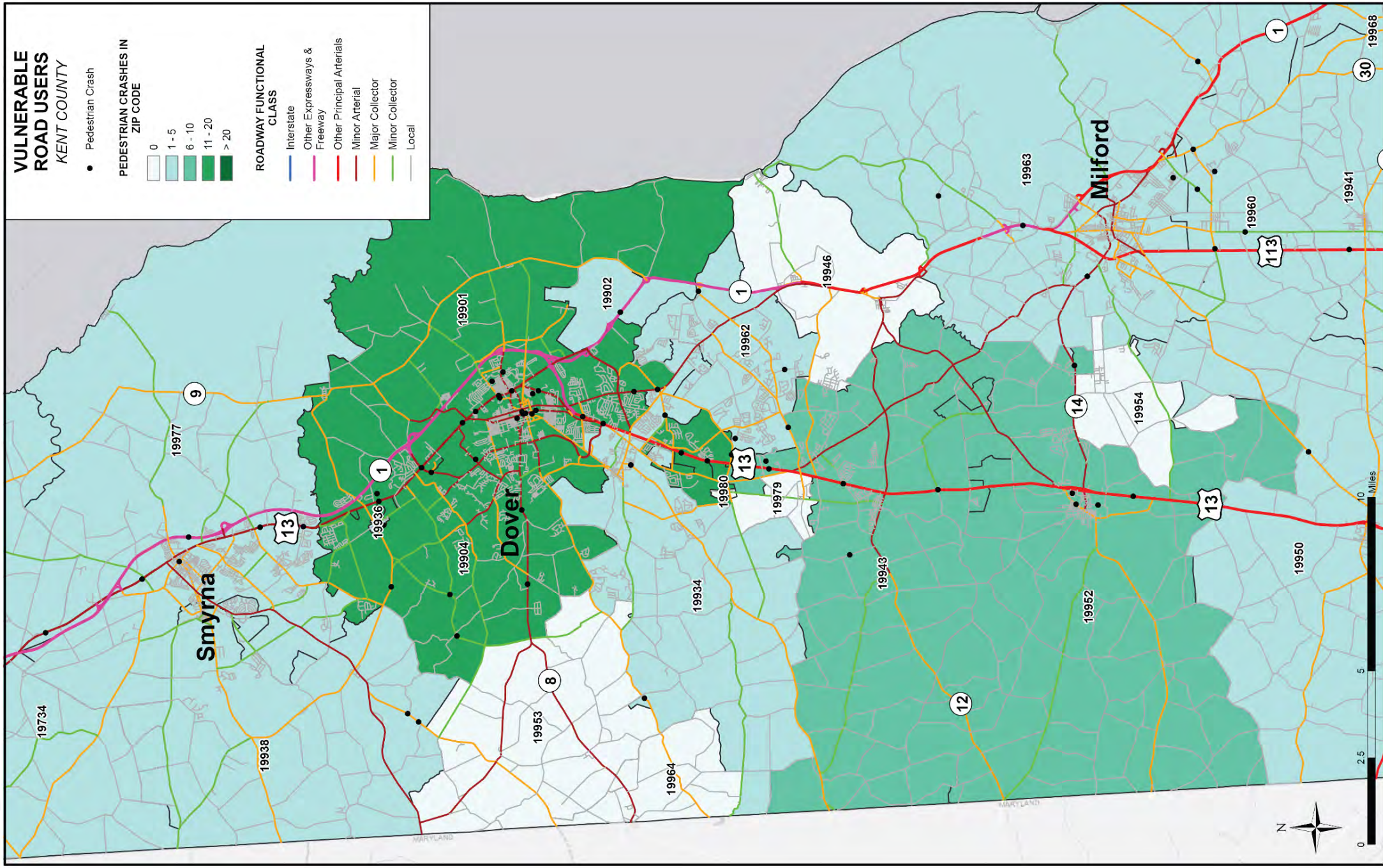
New Castle County			
Zip Code	City/Area	# of Ped Crashes	Population
19706	Delaware City	0	1926
19707	Hockessin	0	16870
19710	Montchanin	0	0
19716	Newark	0	1723
19717	Newark	0	1944
19730	Odessa	0	459
19731	Port Penn	0	145
19732	Rockland	0	175
19733	Saint Georges	0	475
19736	Yorklyn	0	69
19734	Townsend	3	15870
19807	Wilmington	3	8286
19806	Wilmington	4	10367
19803	Wilmington	7	22222
19809	Wilmington	8	14477
19703	Claymont	9	16041
19804	Wilmington	9	18249
19810	Wilmington	9	26130
19701	Bear	13	44094
19711	Newark	13	51223
19709	Middletown	14	55095
19808	Wilmington	16	38648
19802	Wilmington	17	26131
19702	Newark	25	55519
19713	Newark	28	31566
19801	Wilmington	33	16278
19805	Wilmington	38	40410
19720	New Castle	54	59759

PEDESTRIAN CRASHES IN ZIP CODE



VRU SAFETY PERFORMANCE ASSESSMENT

Pedestrian-Related Crashes by Zip Code

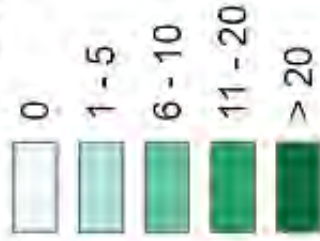


VRU SAFETY PERFORMANCE ASSESSMENT

Pedestrian-Related Crashes by Zip Code

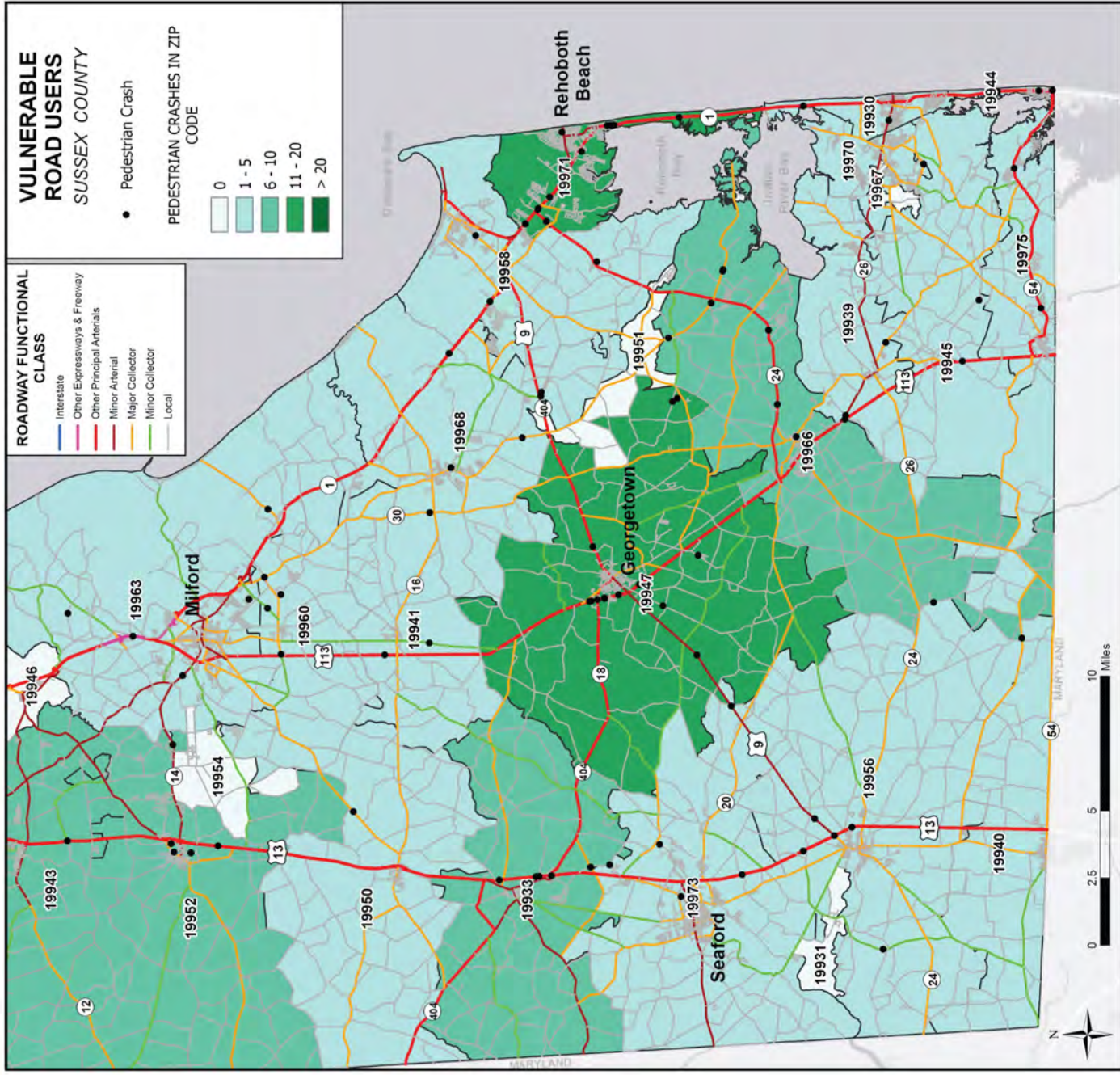
Kent County			
Zip Code	City/Area	# of Ped Crashes	Population
19946	Frederica	0	4850
19953	Hartly	0	4604
19954	Houston	0	1568
19964	Marydel	0	1357
19979	Viola	0	666
19980	Woodside	0	158
19902	Dover AFB	1	349
19936	Cheswold	1	320
19938	Clayton	2	11277
19962	Magnolia	3	14059
19934	Camden Wyoming	4	15285
19963	Milford	5	21865
19977	Smyrna	5	29361
19943	Felton	6	13467
19952	Harrington	6	10954
19904	Dover	13	39145
19901	Dover	20	35292

PEDESTRIAN CRASHES IN
ZIP CODE



VRU SAFETY PERFORMANCE ASSESSMENT

Pedestrian-Related Crashes by Zip Code



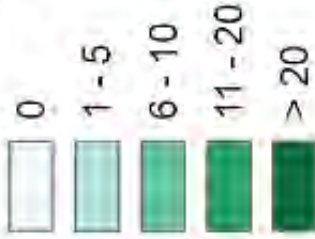


VRU SAFETY PERFORMANCE ASSESSMENT

Pedestrian-Related Crashes by Zip Code

Sussex County				
Zip Code	City/Area	# of Ped Crashes	Population	
19931	Bethel	0	530	
19951	Harbeson	0	2484	
19967	Millville	0	2001	
19950	Greenwood	1	6979	
19970	Ocean View	1	9622	
19930	Bethany Beach	2	2924	
19939	Dagsboro	2	7510	
19940	Delmar	2	6652	
19945	Frankford	2	9081	
19975	Selbyville	2	11427	
19941	Ellendale	3	3220	
19944	Fenwick Island	3	697	
19958	Lewes	4	31633	
19956	Laurel	5	16554	
19960	Lincoln	5	7219	
19968	Milton	5	15149	
19973	Seaford	5	26016	
19933	Bridgeville	6	10037	
19966	Millsboro	9	35854	
19971	Rehoboth Beach	11	15423	
19947	Georgetown	13	21547	

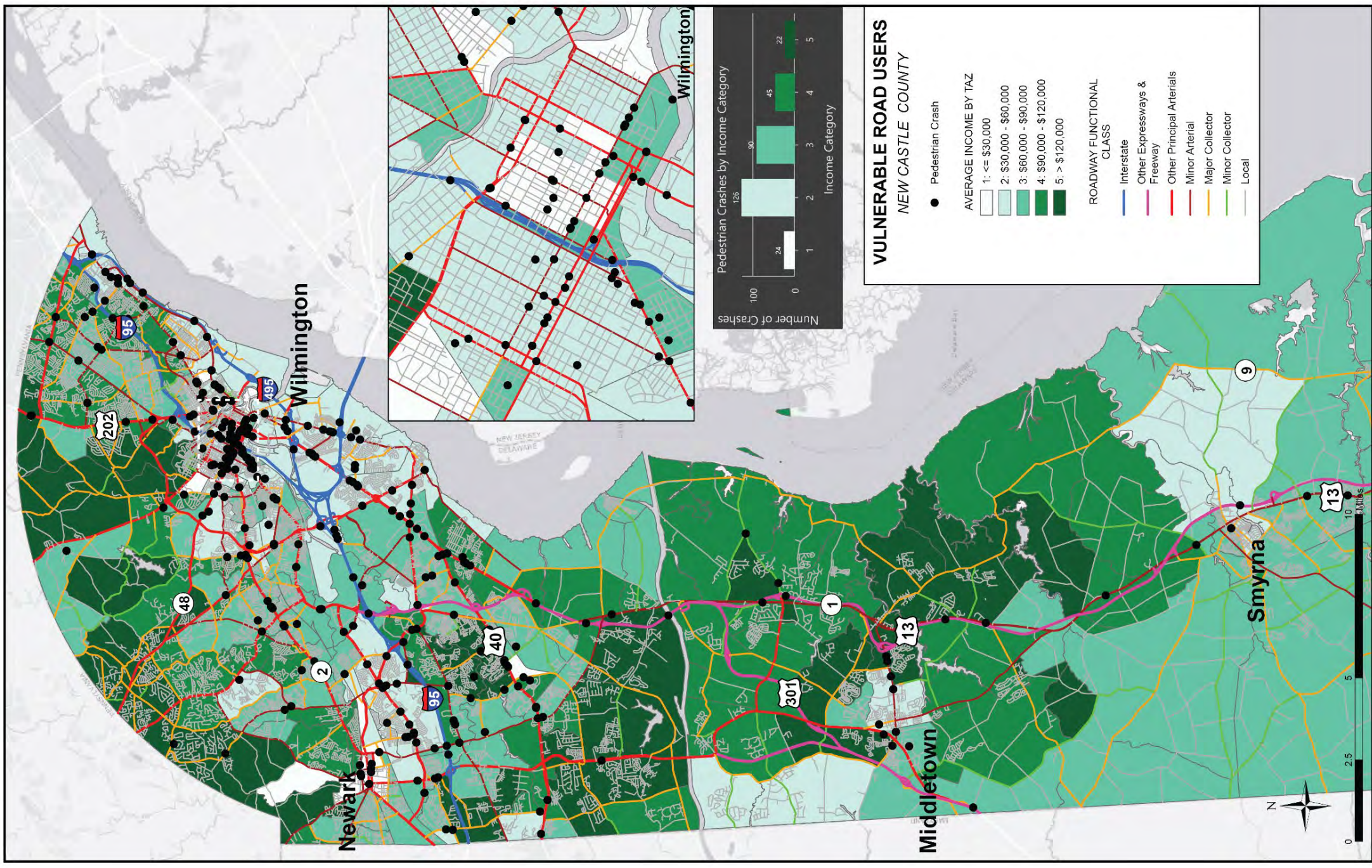
PEDESTRIAN CRASHES IN ZIP CODE



*Zip code 19971 includes both Rehoboth Beach and Dewey Beach. Dewey Beach does not have a separate zip code.

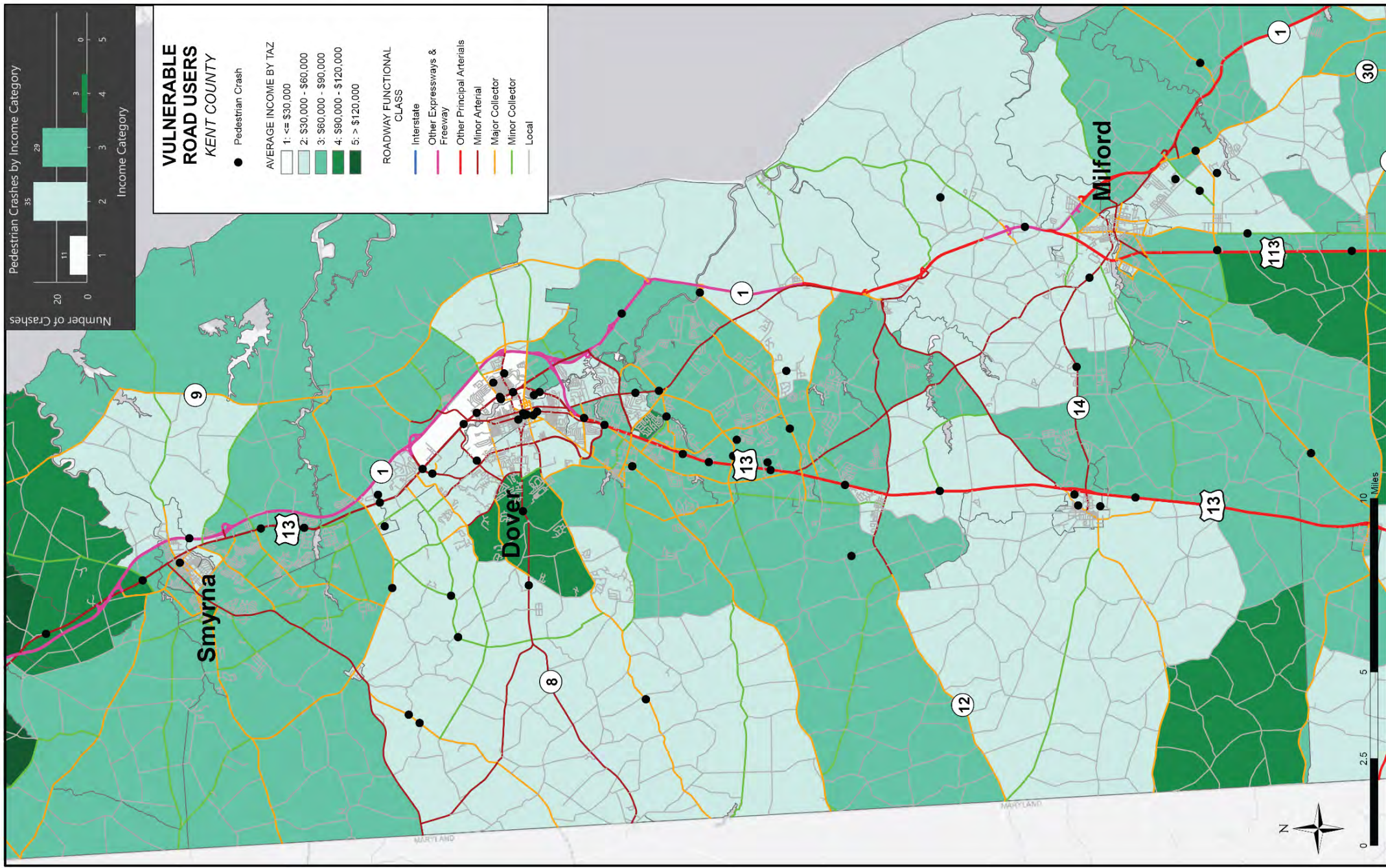
VRU SAFETY PERFORMANCE ASSESSMENT

Pedestrian-Related Crashes overlaid with
Average Income Levels by Traffic Analysis Zone



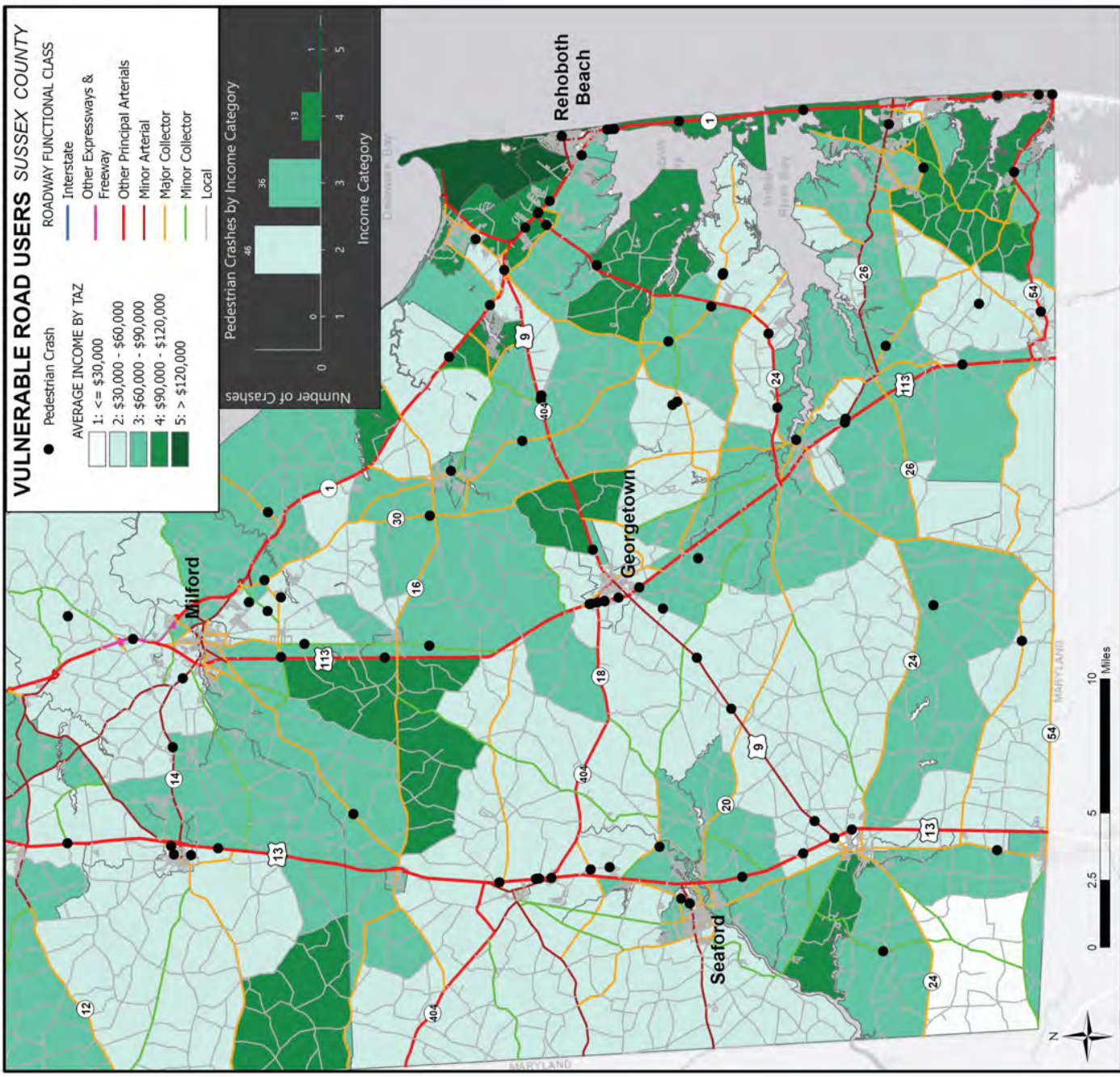
VRU SAFETY PERFORMANCE ASSESSMENT

Pedestrian-Related Crashes overlaid with
Average Income Levels by Traffic Analysis Zone



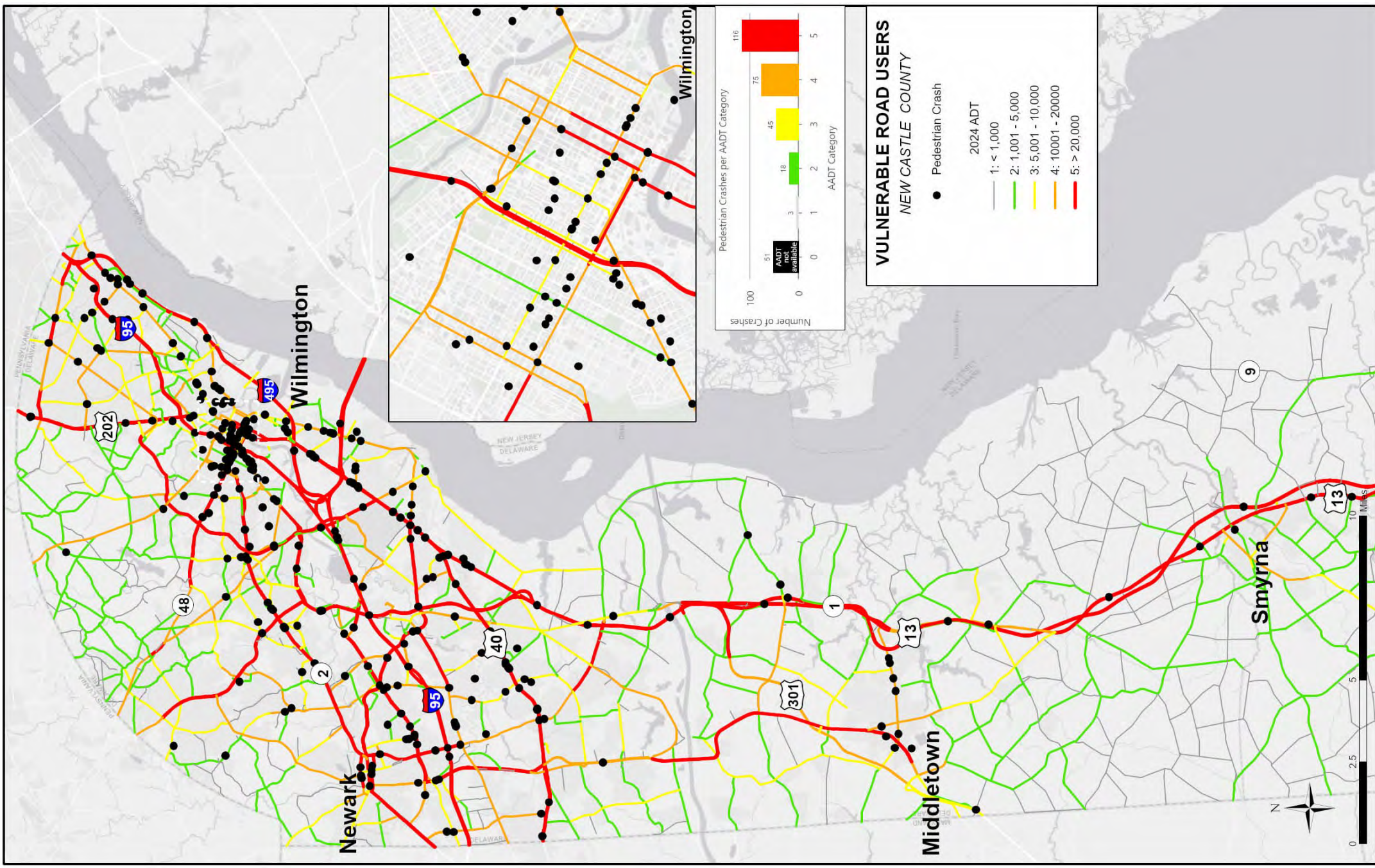
VRU SAFETY PERFORMANCE ASSESSMENT

Pedestrian-Related Crashes overlaid with
Average Income Levels by Traffic Analysis Zone



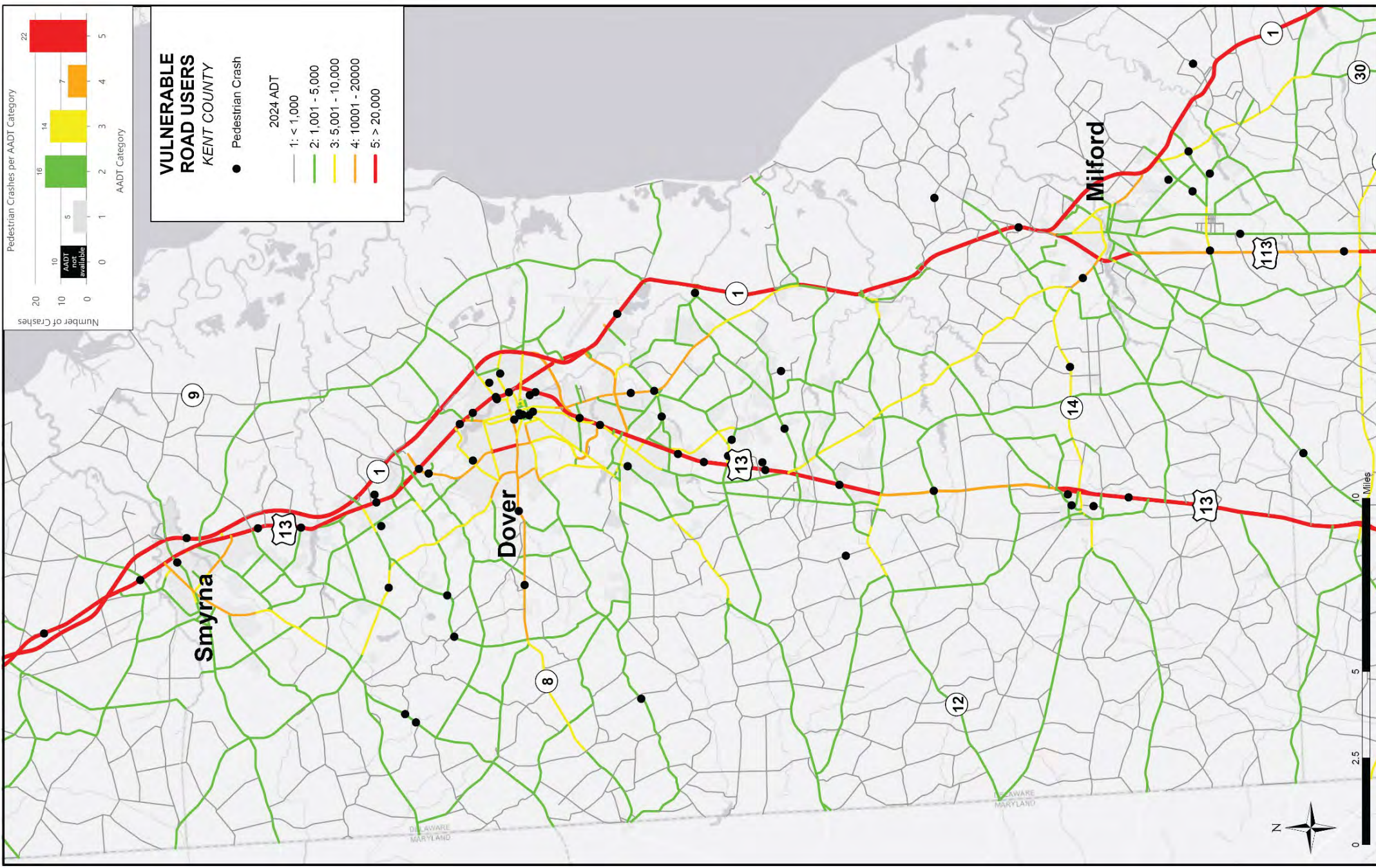
VRU SAFETY PERFORMANCE ASSESSMENT

Pedestrian-Related Crashes overlaid with
Roadway Annual Average Daily Traffic Volume



VRU SAFETY PERFORMANCE ASSESSMENT

Pedestrian-Related Crashes overlaid with
Roadway Annual Average Daily Traffic Volume



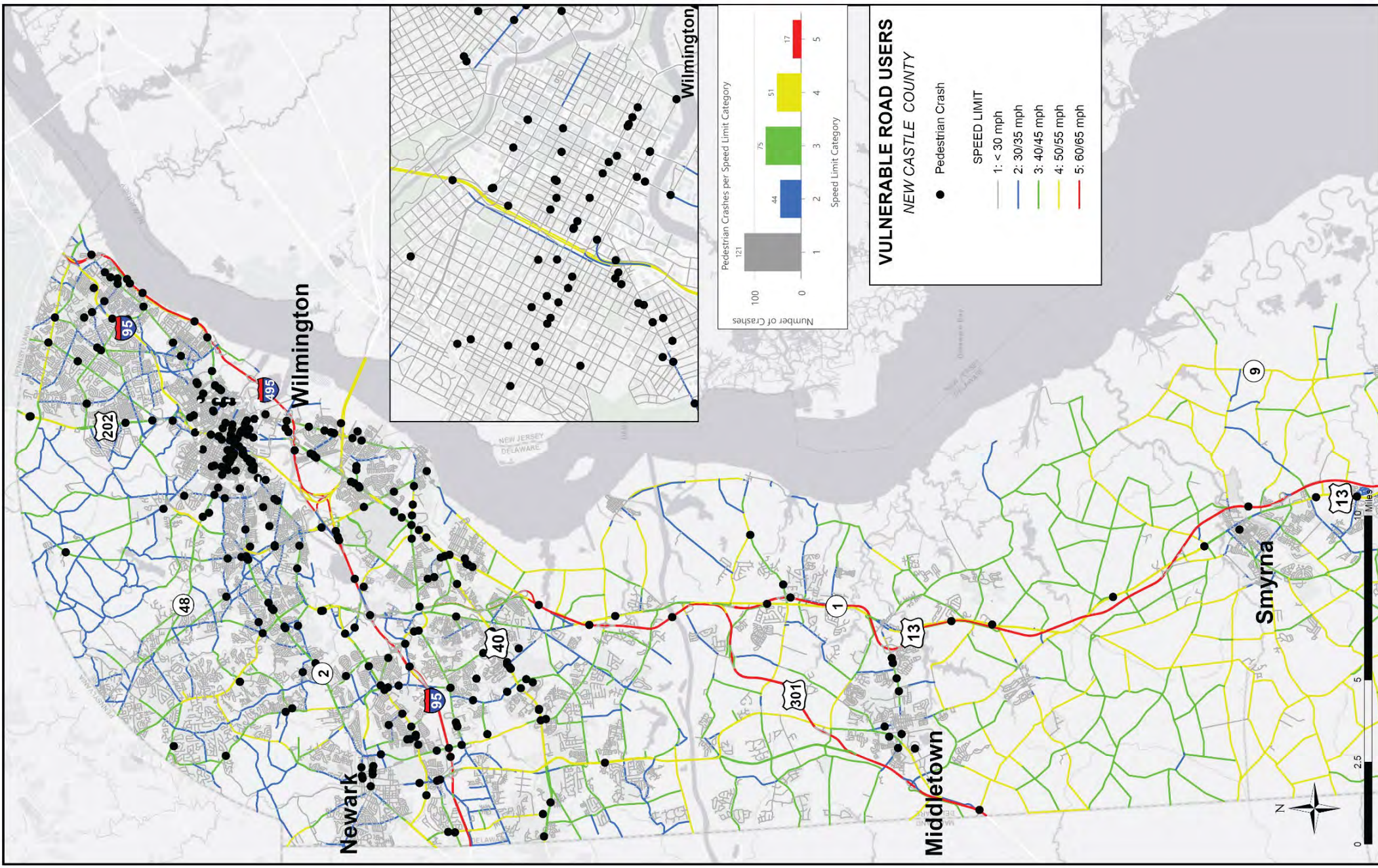


Pedestrian-Related Crashes overlaid with Roadway Annual Average Daily Traffic Volume



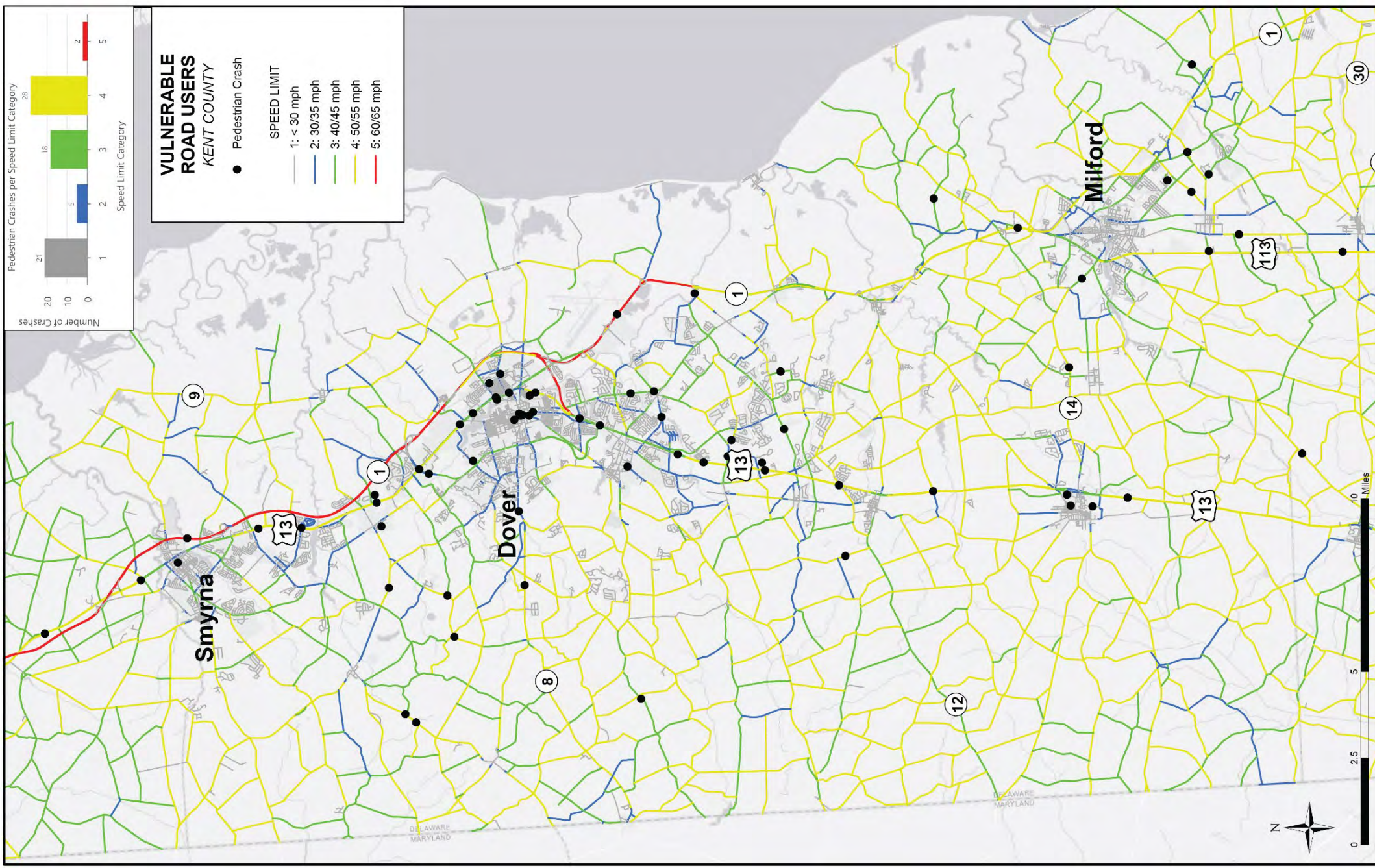
VRU SAFETY PERFORMANCE ASSESSMENT

Pedestrian-Related Crashes overlaid with Roadway Posted Speed Limit



VRU SAFETY PERFORMANCE ASSESSMENT

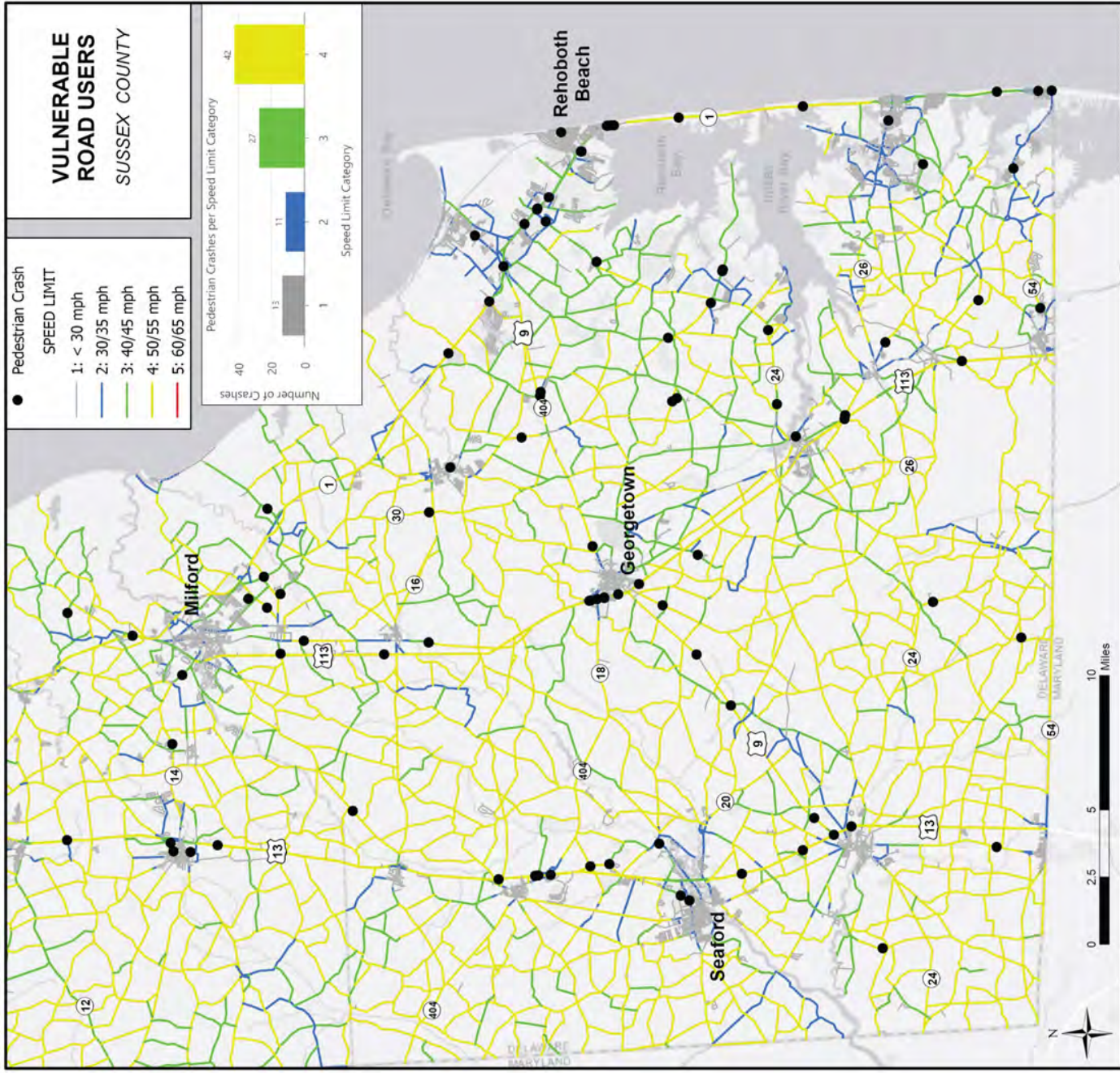
Pedestrian-Related Crashes overlaid with Roadway Posted Speed Limit





VRU SAFETY PERFORMANCE ASSESSMENT

Pedestrian-Related Crashes overlaid with Roadway Posted Speed Limit





VRU SAFETY PERFORMANCE ASSESSMENT

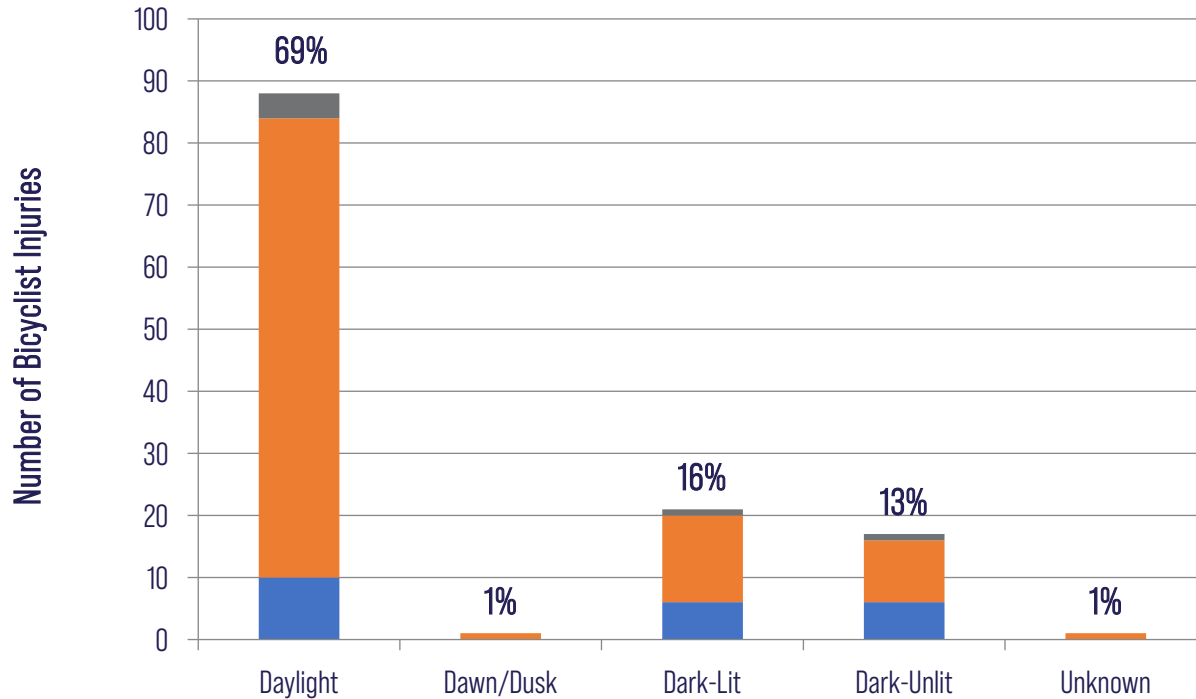
BICYCLES



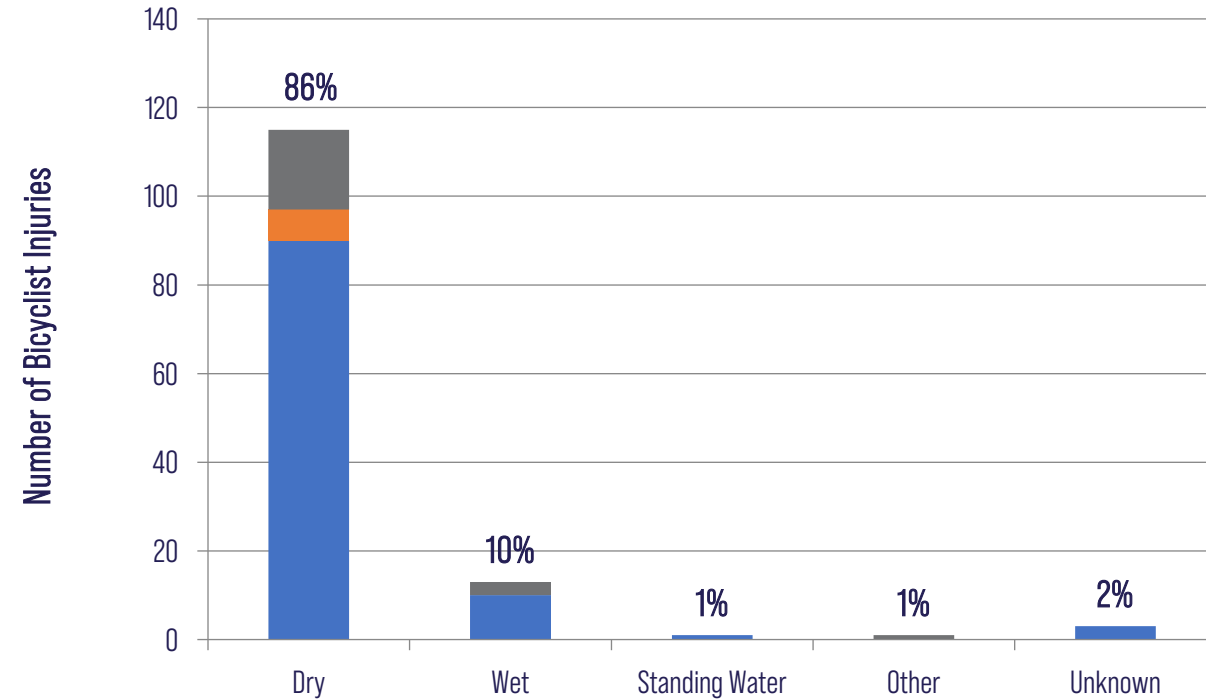
VRU SAFETY PERFORMANCE ASSESSMENT

BICYCLE-RELATED CRASHES

Lighting Condition



Surface Condition

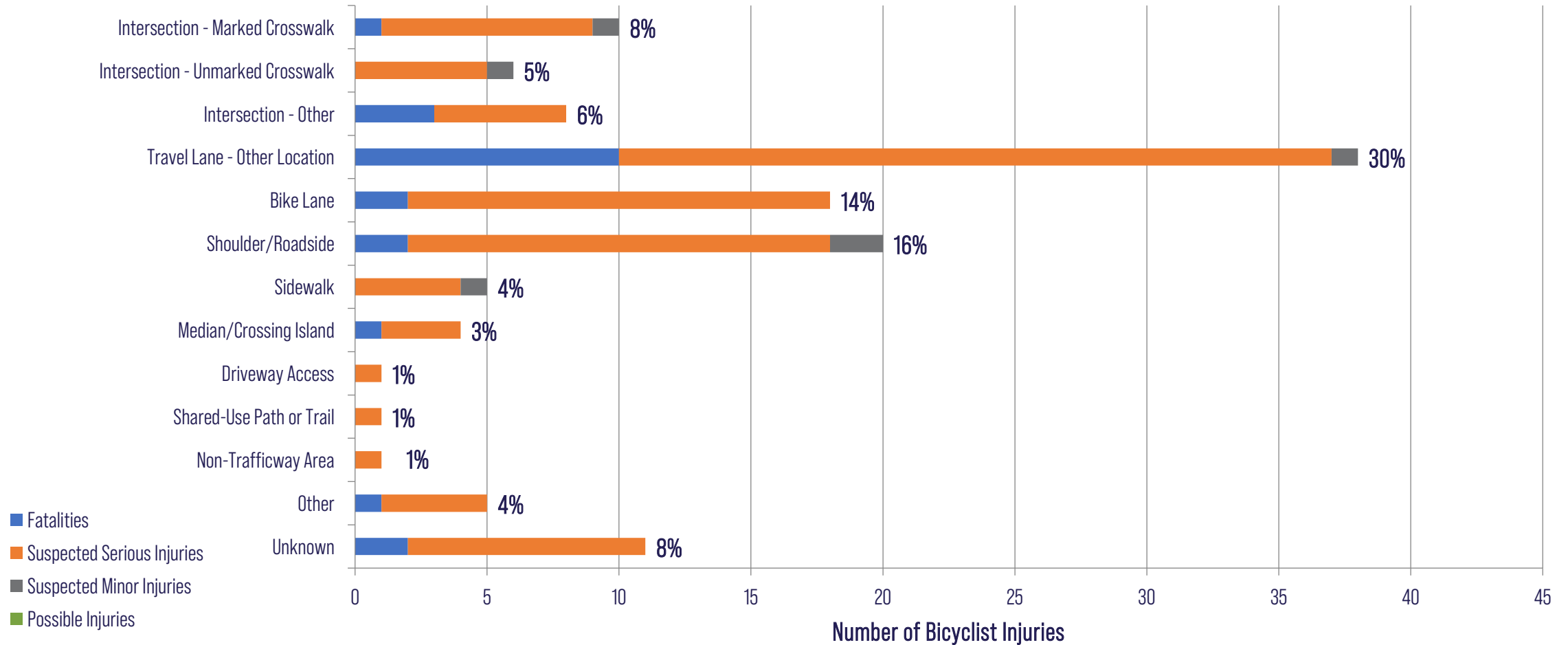




VRU SAFETY PERFORMANCE ASSESSMENT

BICYCLE-RELATED CRASHES

Bicyclist Location Prior to Crash



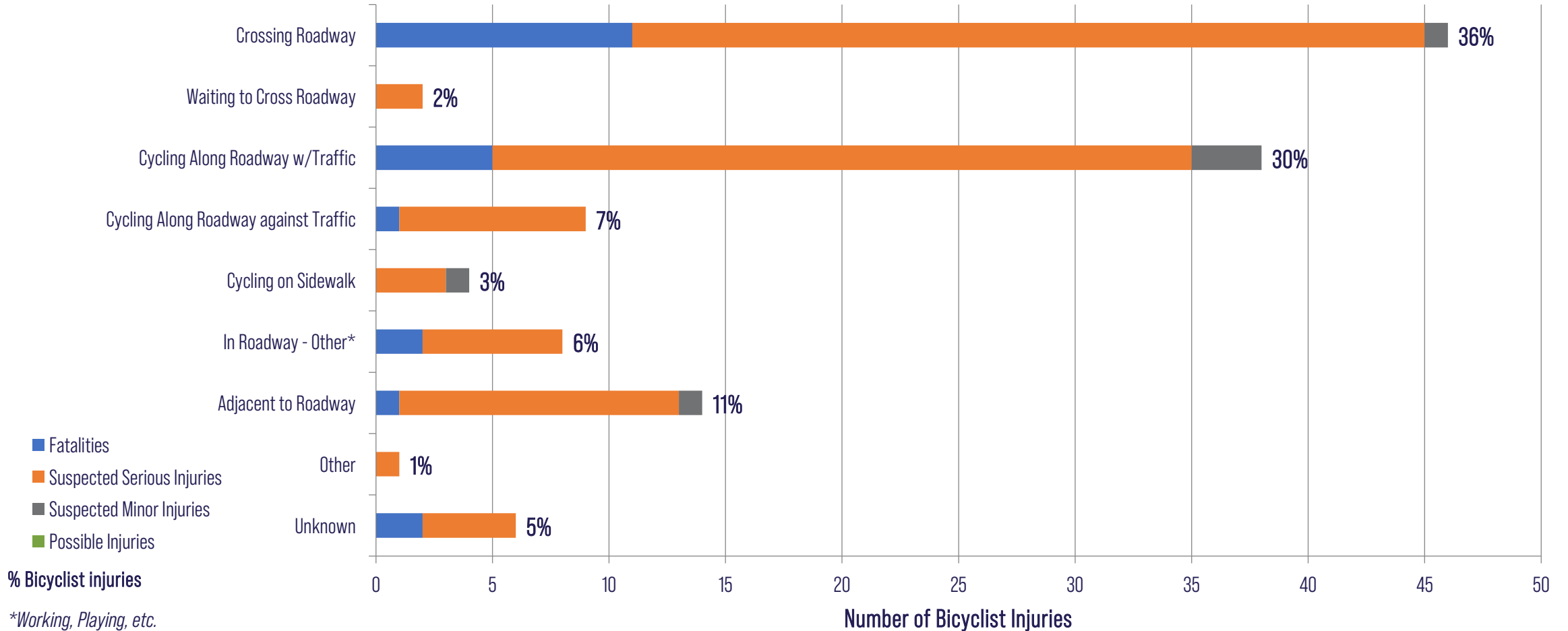
% Bicyclist injuries



VRU SAFETY PERFORMANCE ASSESSMENT

BICYCLE-RELATED CRASHES

Bicyclist Action Prior to Crash

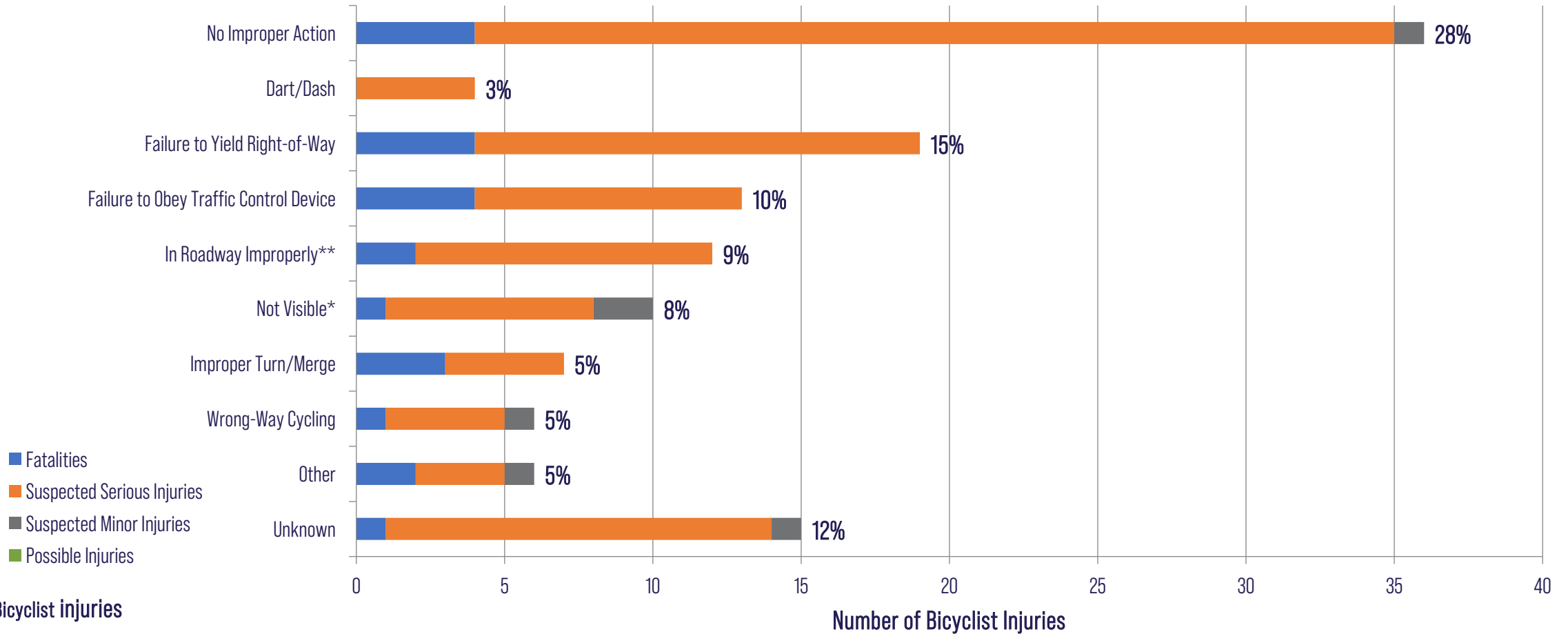




VRU SAFETY PERFORMANCE ASSESSMENT

BICYCLIST-RELATED CRASHES

Bicyclist Action at Time of Crash



% Bicyclist injuries

*Dark Clothing, No Lighting, etc.

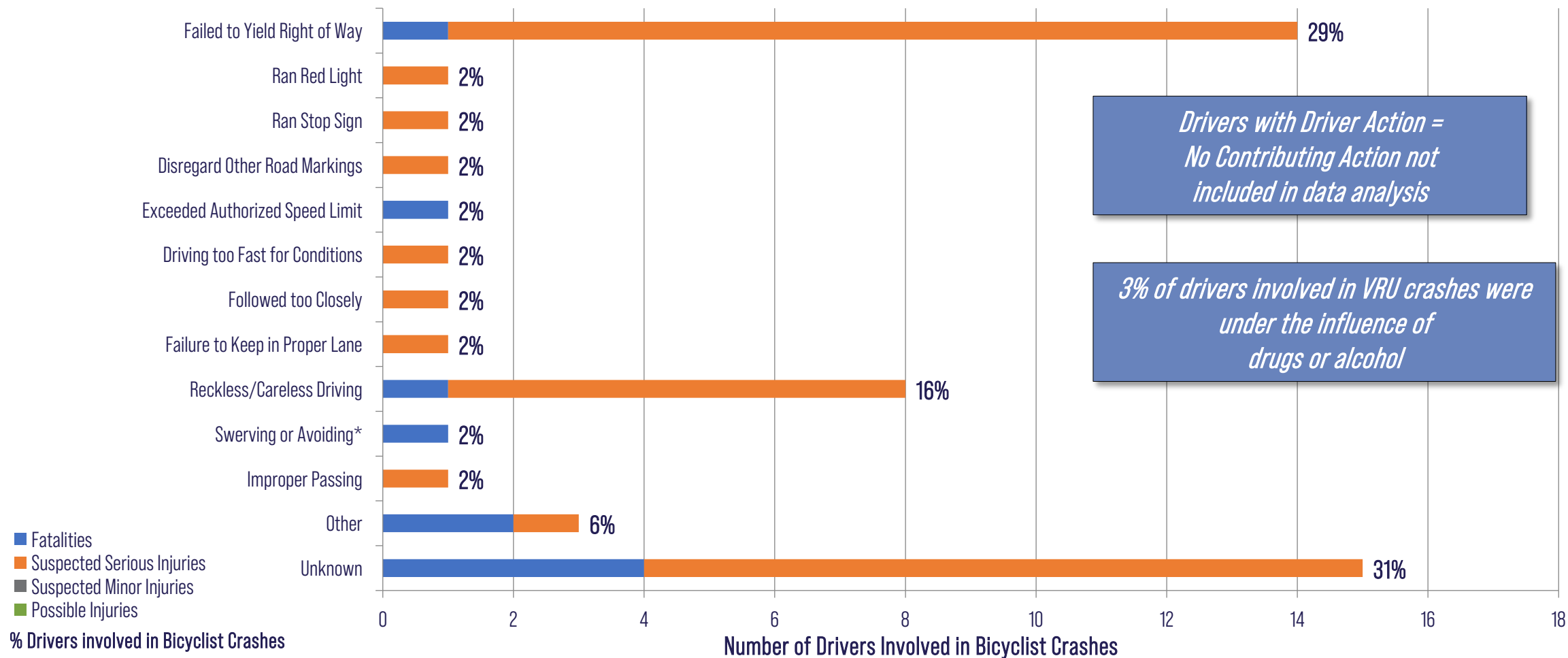
**Standing, Lying, Working, Playing



VRU SAFETY PERFORMANCE ASSESSMENT

BICYCLE-RELATED CRASHES

Reported Driver Action in Bicyclist Crashes

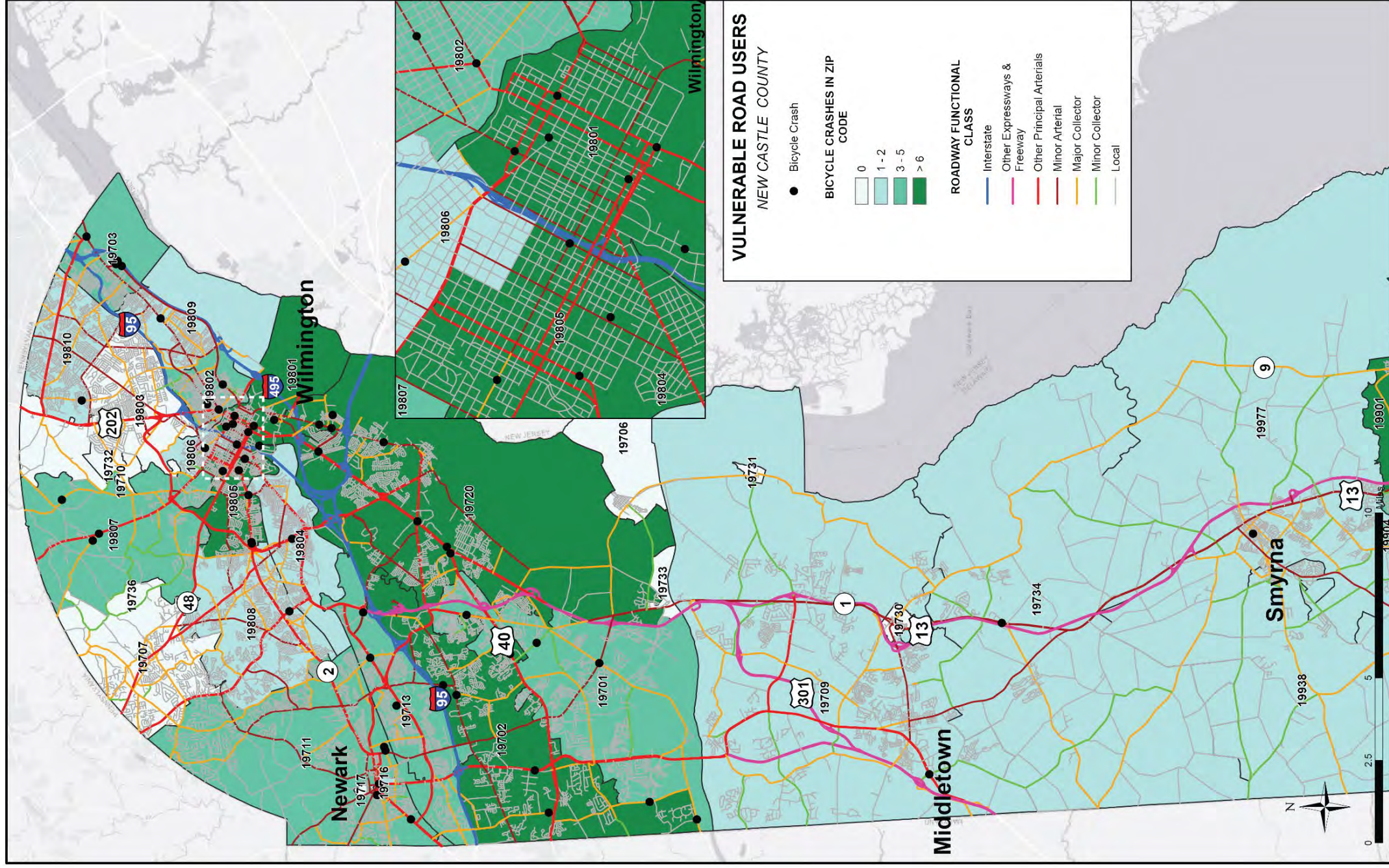


*Swerving or avoiding due to wind, slippery surface, vehicle, object, non-motorist in roadway, etc.



VRU SAFETY PERFORMANCE ASSESSMENT

Bicycle-Related Crashes by Zip Code

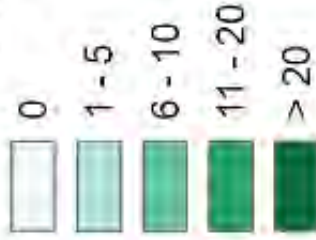


VRU SAFETY PERFORMANCE ASSESSMENT

Bicycle-Related Crashes by Zip Code

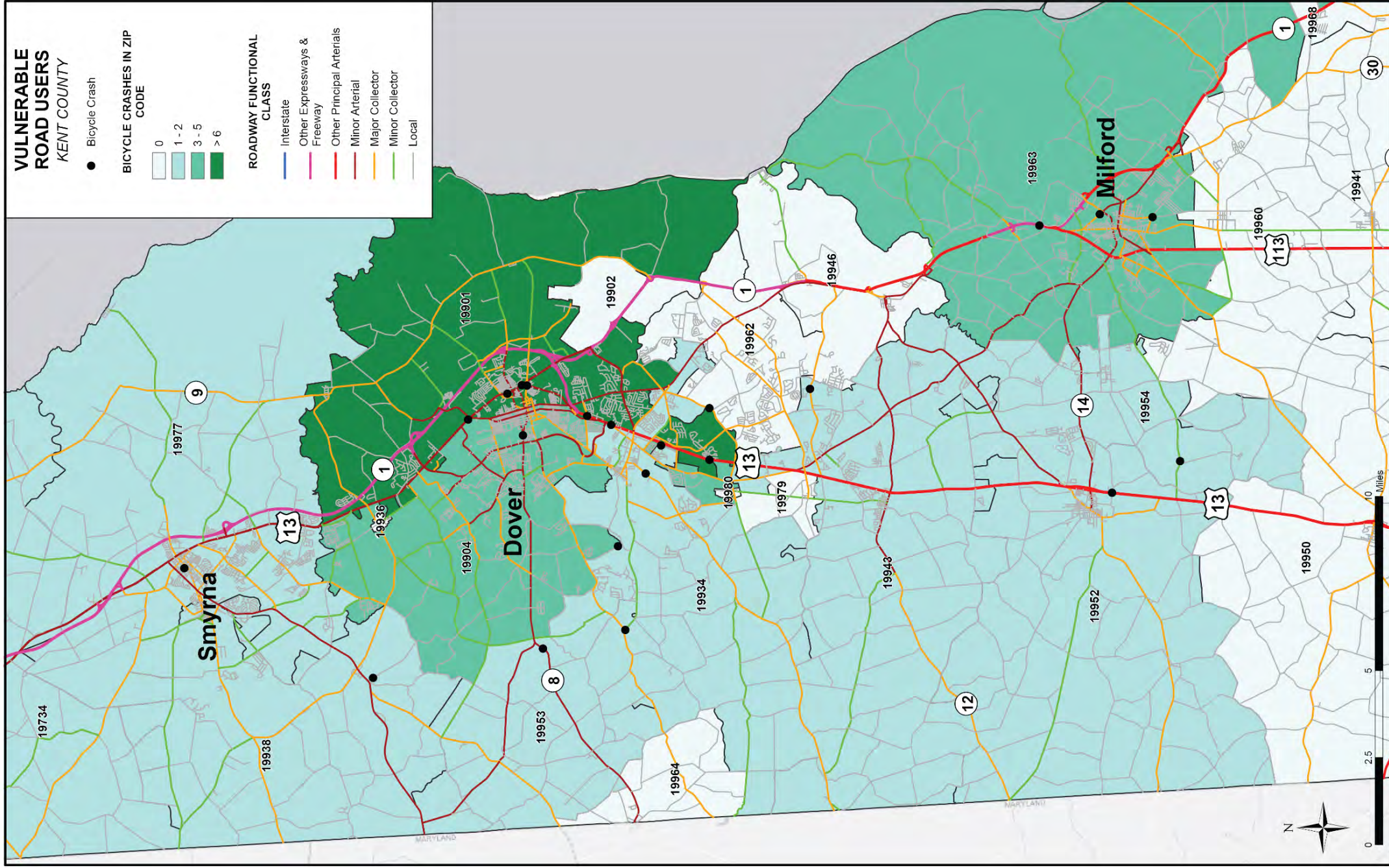
New Castle County			
Zip Code	City/Area	# of Bike Crashes	Population
19706	Delaware City	0	1926
19707	Hockessin	0	16870
19710	Montchanin	0	0
19717	Newark	0	1944
19730	Odessa	0	459
19731	Port Penn	0	145
19732	Rockland	0	175
19733	Saint Georges	0	475
19736	Yorklyn	0	69
19803	Wilmington	0	22222
19709	Middletown	1	55095
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19711	Newark	4	51223
19807	Wilmington	4	8286
19702	Newark	6	55519
19801	Wilmington	7	16278
19805	Wilmington	7	40410
19720	New Castle	8	59759

PEDESTRIAN CRASHES IN ZIP CODE



VRU SAFETY PERFORMANCE ASSESSMENT

Bicycle-Related Crashes by Zip Code

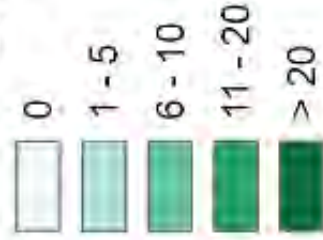


VRU SAFETY PERFORMANCE ASSESSMENT

Bicycle-Related Crashes by Zip Code

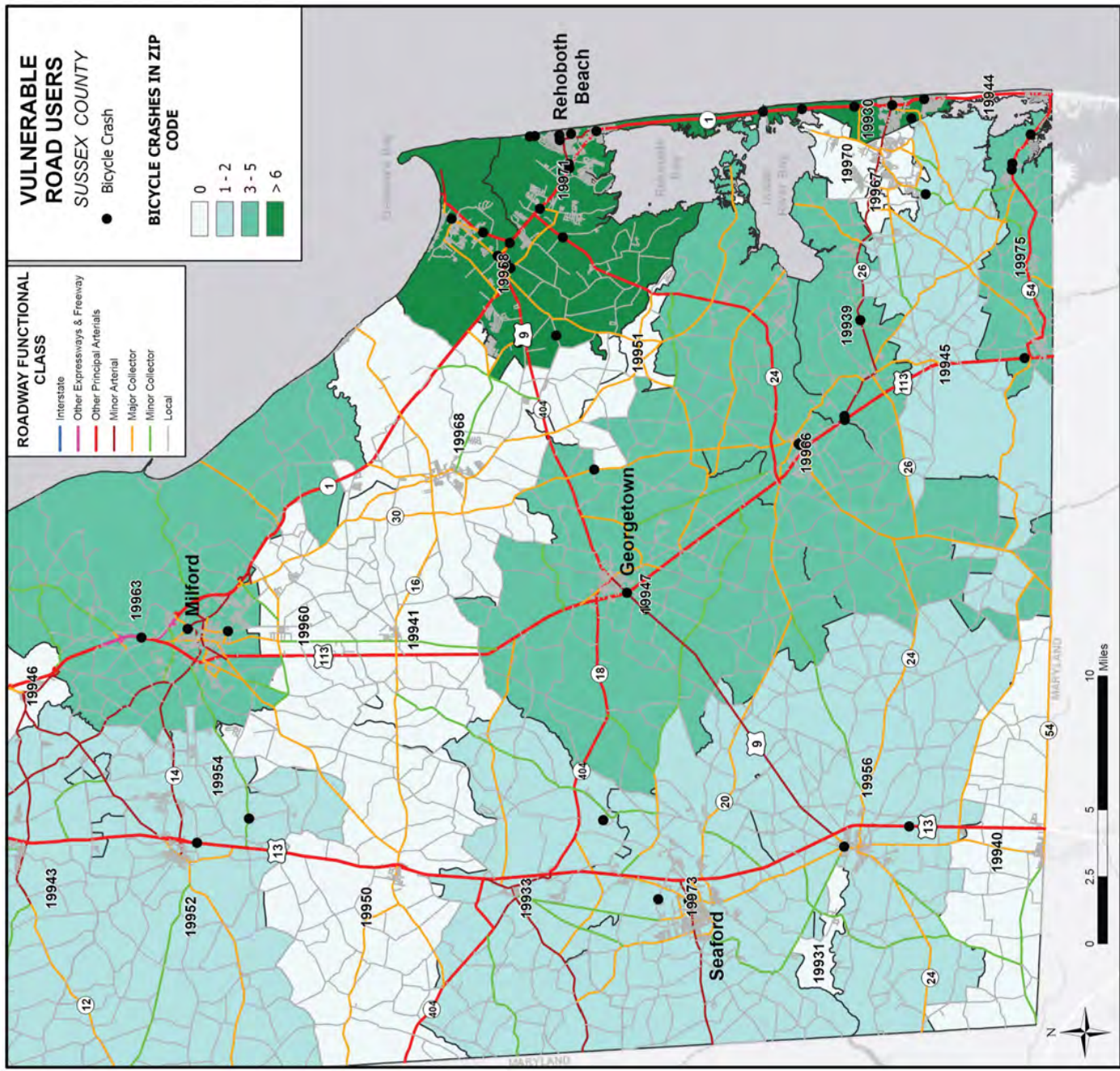
Kent County			
Zip Code	City/Area	# of Bike Crashes	Population
19902	Dover AFB	0	349
19936	Cheswold	0	320
19946	Frederica	0	4850
19962	Magnolia	0	14059
19964	Marydel	0	1357
19979	Viola	0	666
19980	Woodside	0	158
19938	Clayton	1	11277
19943	Felton	1	13467
19952	Harrington	1	10954
19954	Houston	1	1568
19977	Smyrna	1	29361
19934	Camden Wyoming	2	15285
19953	Hartly	2	4604
19963	Milford	3	21865
19904	Dover	4	39145
19901	Dover	6	35292

PEDESTRIAN CRASHES IN
ZIP CODE



VRU SAFETY PERFORMANCE ASSESSMENT

Bicycle-Related Crashes by Zip Code

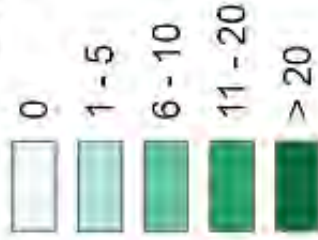


VRU SAFETY PERFORMANCE ASSESSMENT

Bicycle-Related Crashes by Zip Code

Sussex County				
Zip Code	City/Area	# of Bike Crashes	Population	
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19940	Delmar	0	6652	
19941	Ellendale	0	3220	
19944	Fenwick Island	0	697	
19950	Greenwood	0	6979	
19951	Harbeson	0	2484	
19960	Lincoln	0	7219	
19967	Millville	0	2001	
19968	Milton	0	15149	
19970	Ocean View	0	9622	
19933	Bridgeville	1	10037	
19945	Frankford	1	9081	
19956	Laurel	2	16554	
19973	Seaford	2	26016	
19939	Dagsboro	3	7510	
19947	Georgetown	3	21547	
19966	Millsboro	3	35854	
19975	Selbyville	4	11427	
19930	Bethany Beach	6	2924	
19958	Lewes	9	31633	
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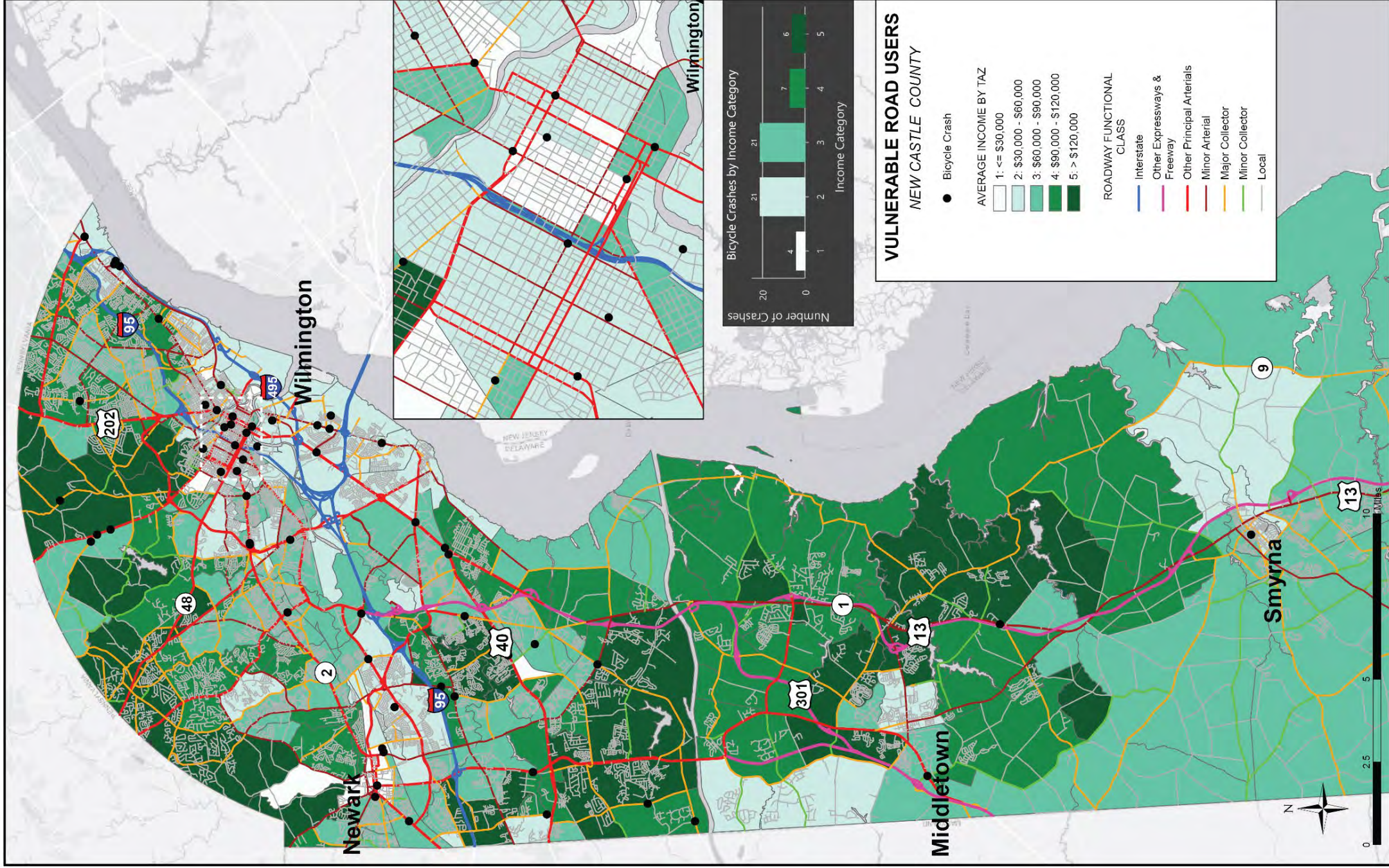
PEDESTRIAN CRASHES IN ZIP CODE



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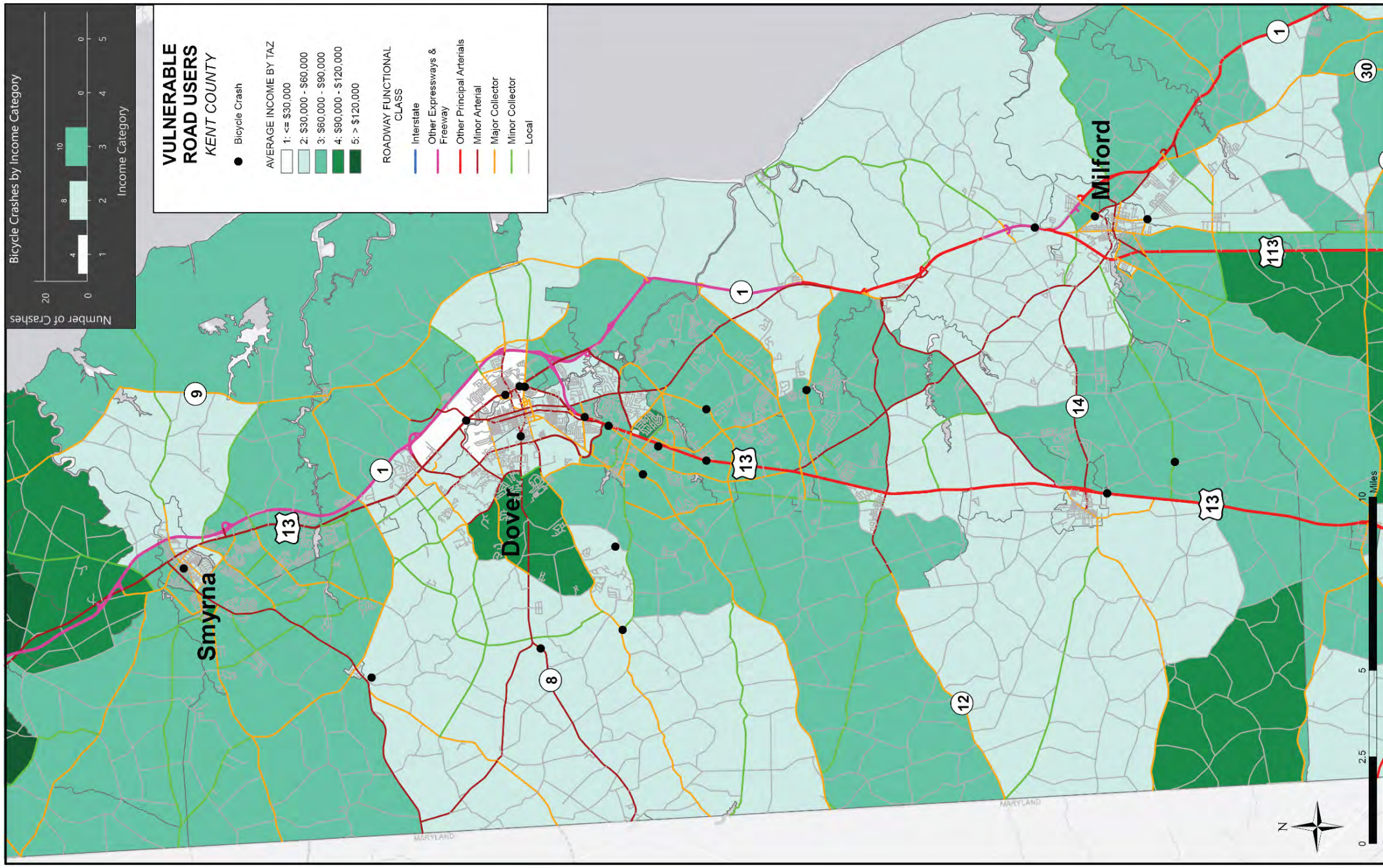
VRU SAFETY PERFORMANCE ASSESSMENT

Bicycle-Related Crashes overlaid with
Average Income Levels by Traffic Analysis Zone



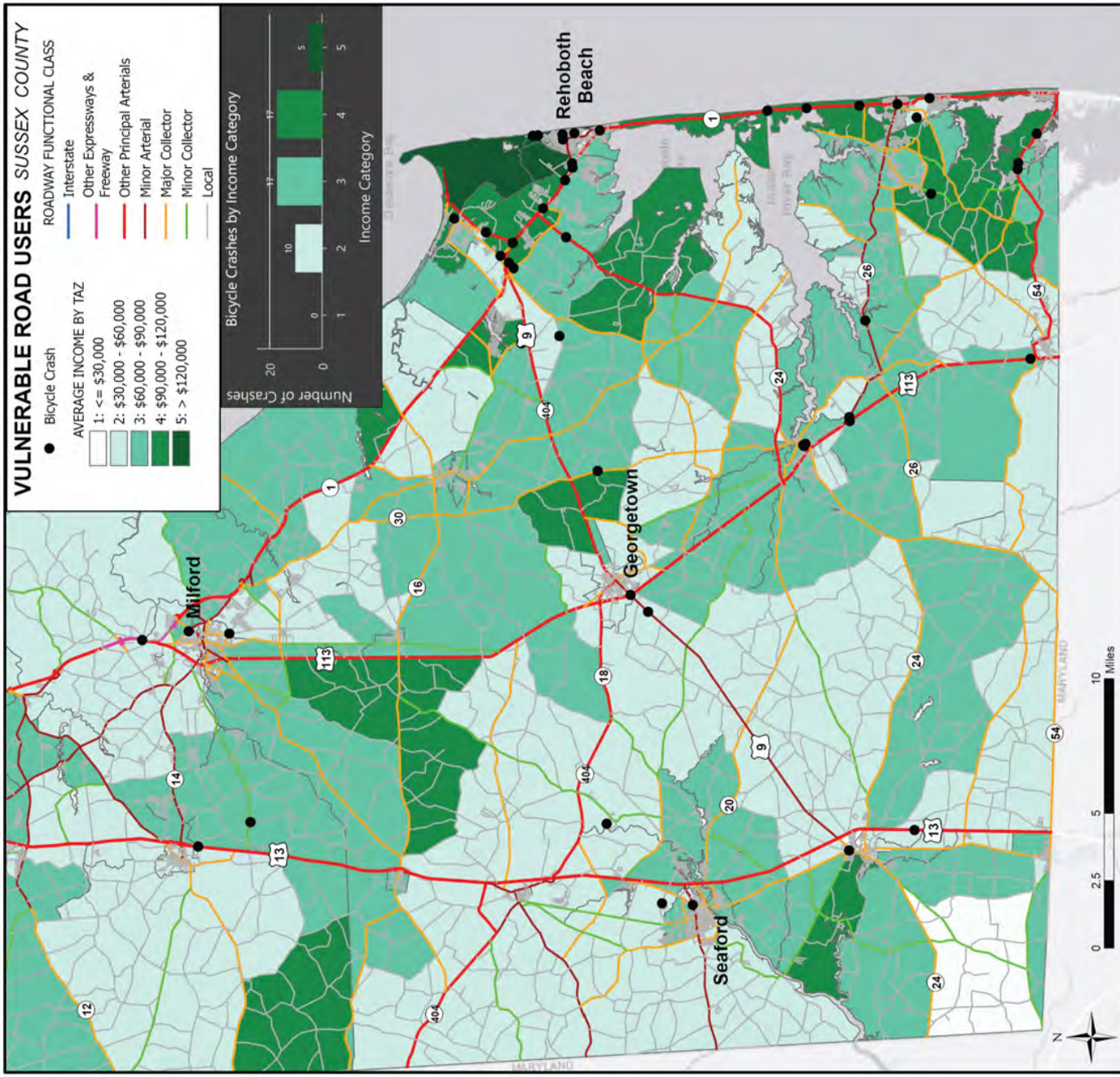
VRU SAFETY PERFORMANCE ASSESSMENT

Bicycle-Related Crashes overlaid with
Average Income Levels by Traffic Analysis Zone



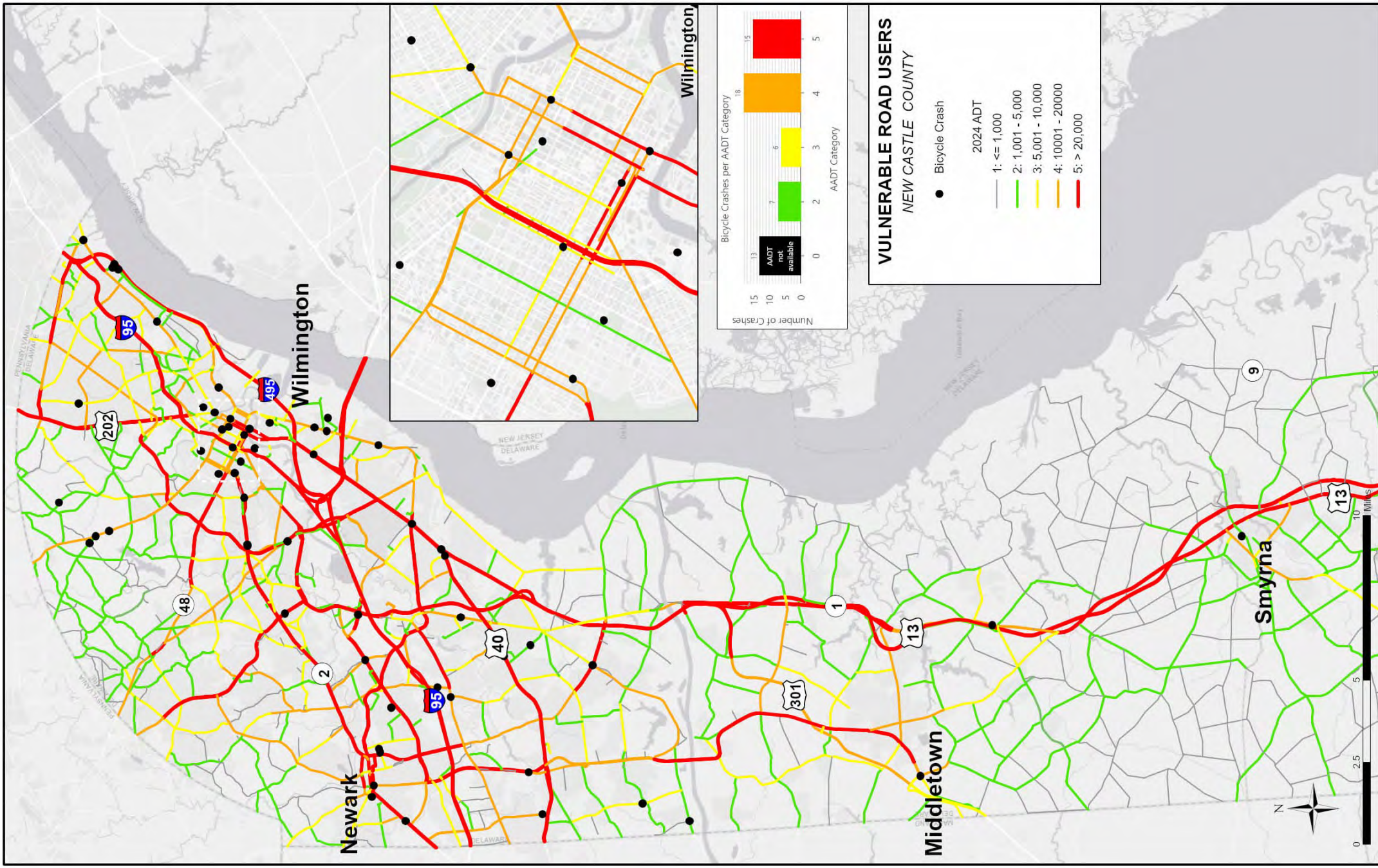
VRU SAFETY PERFORMANCE ASSESSMENT

Bicycle-Related Crashes overlaid with
Average Income Levels by Traffic Analysis Zone



VRU SAFETY PERFORMANCE ASSESSMENT

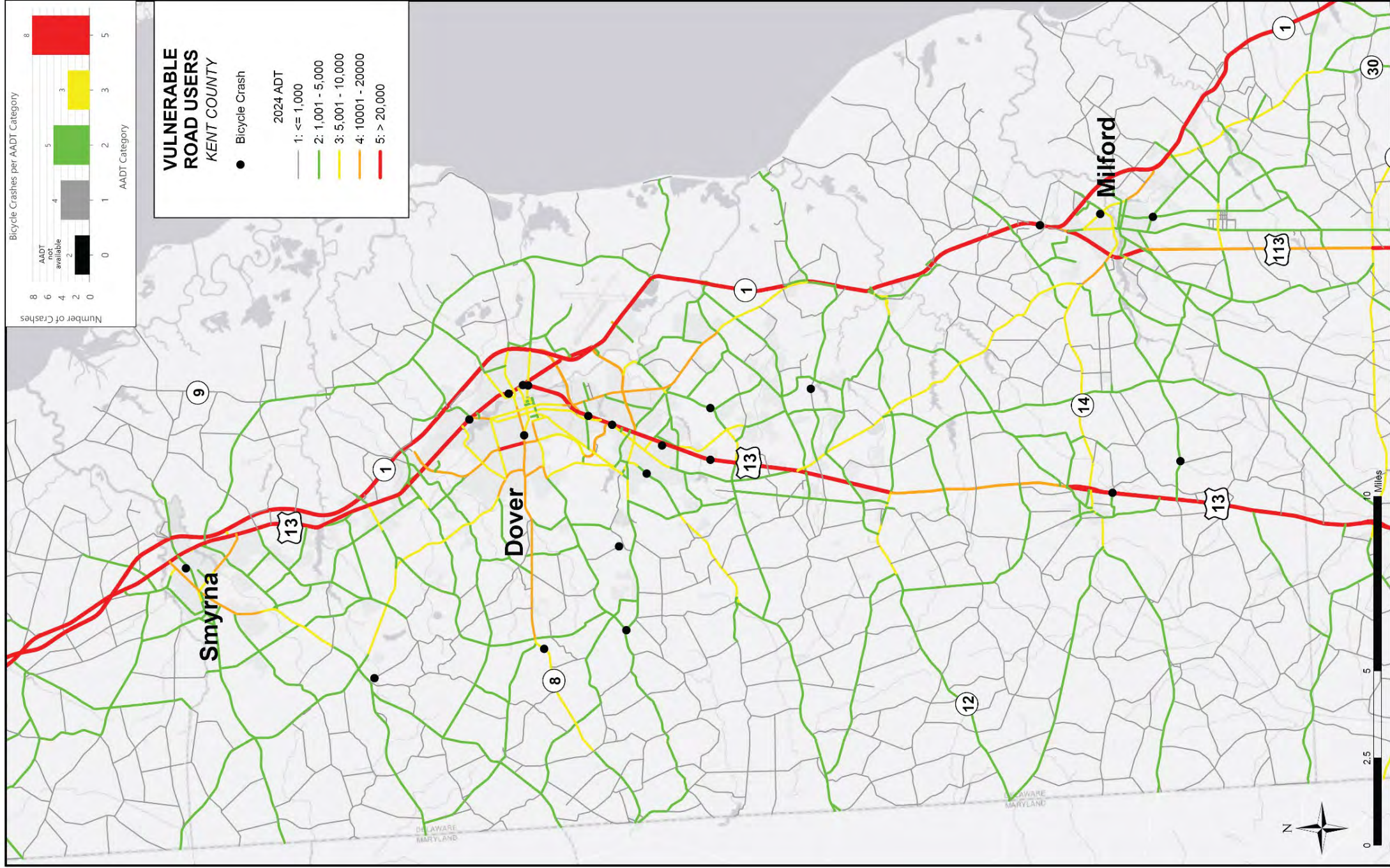
Bicycle-Related Crashes overlaid with
Roadway Annual Average Daily Traffic Volume





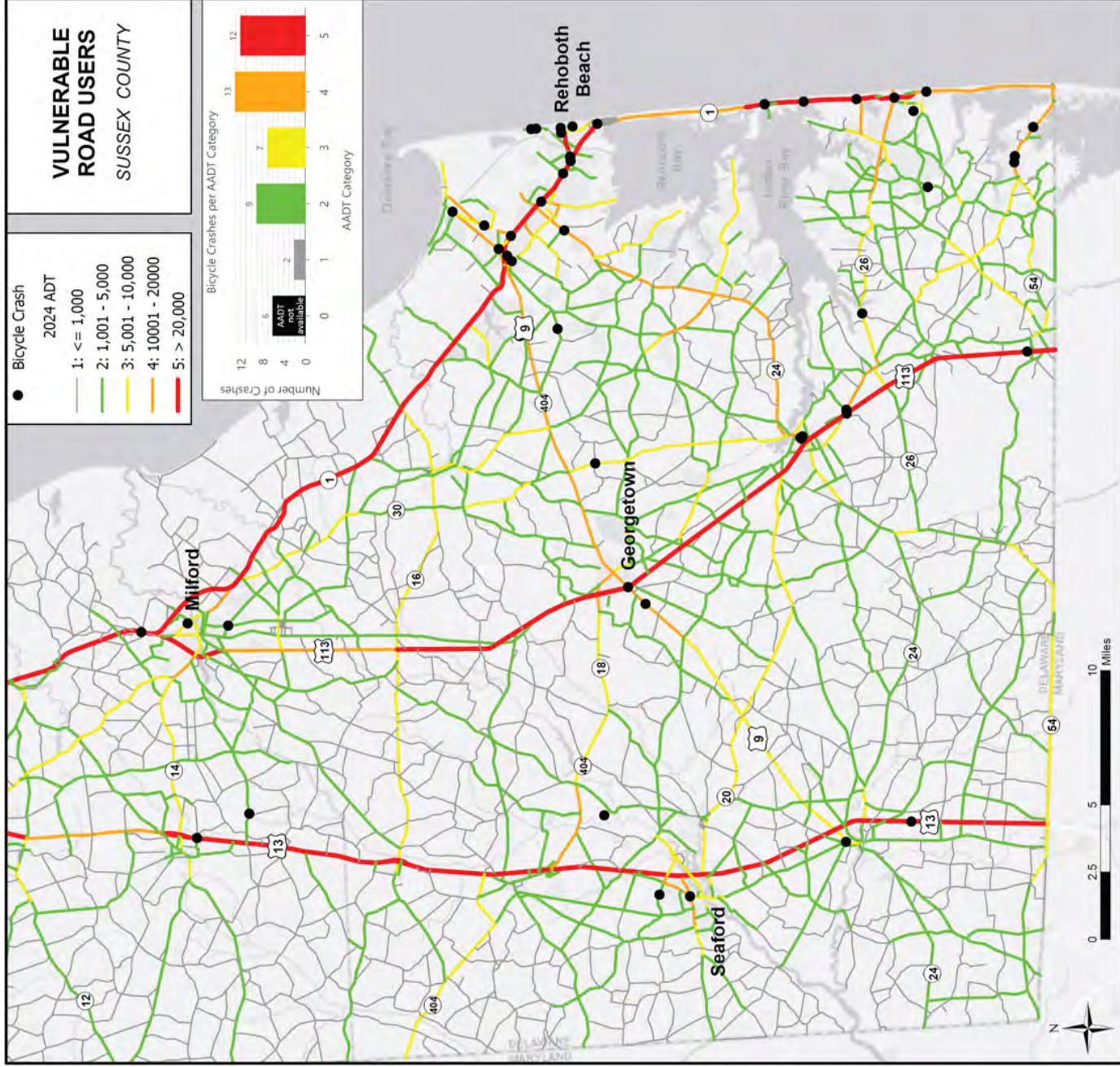
VRU SAFETY PERFORMANCE ASSESSMENT

Bicycle-Related Crashes overlaid with Roadway Annual Average Daily Traffic Volume



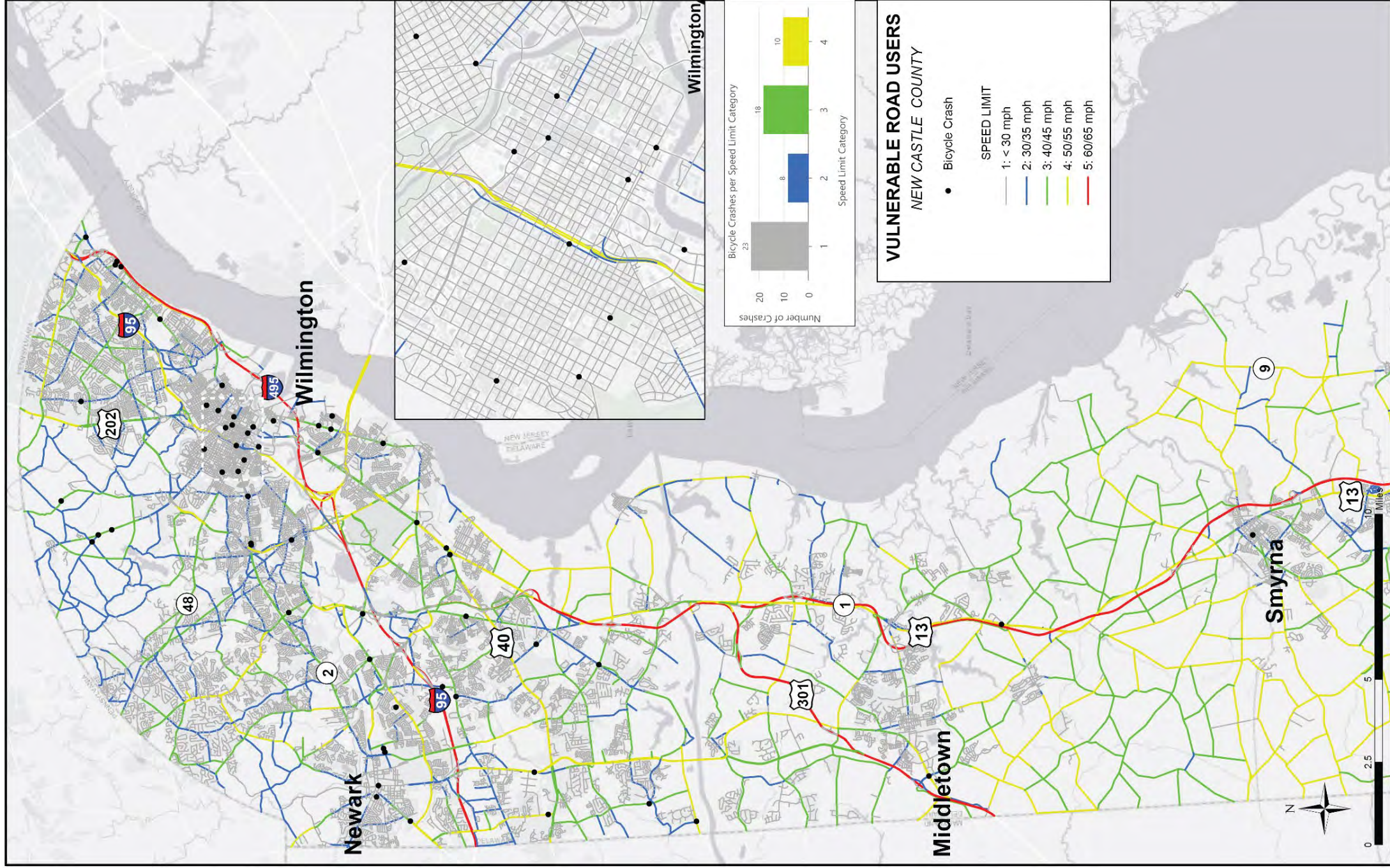
VRU SAFETY PERFORMANCE ASSESSMENT

Bicycle-Related Crashes overlaid with
Roadway Annual Average Daily Traffic Volume



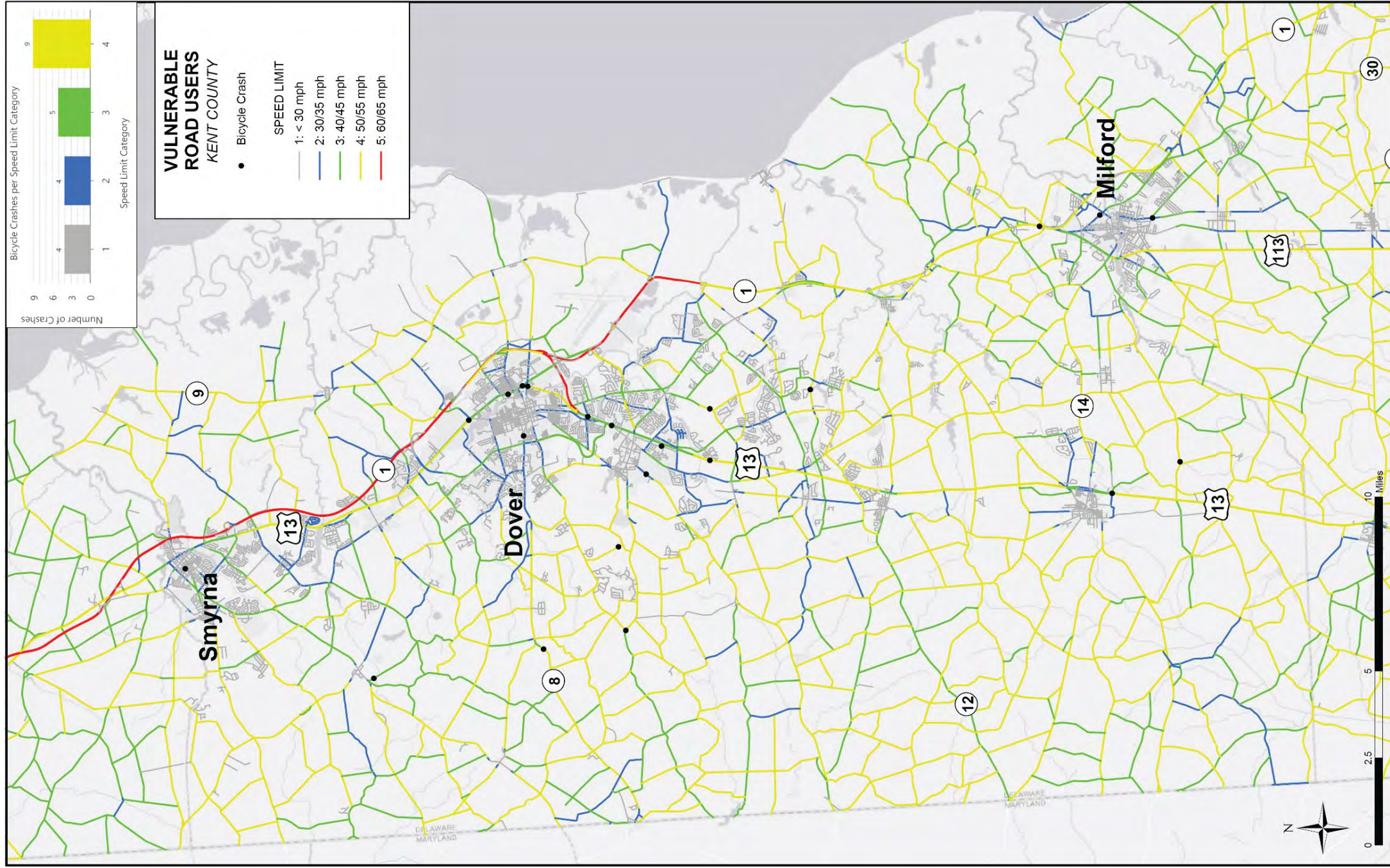
VRU SAFETY PERFORMANCE ASSESSMENT

Bicycle-Related Crashes overlaid with Roadway Posted Speed Limit



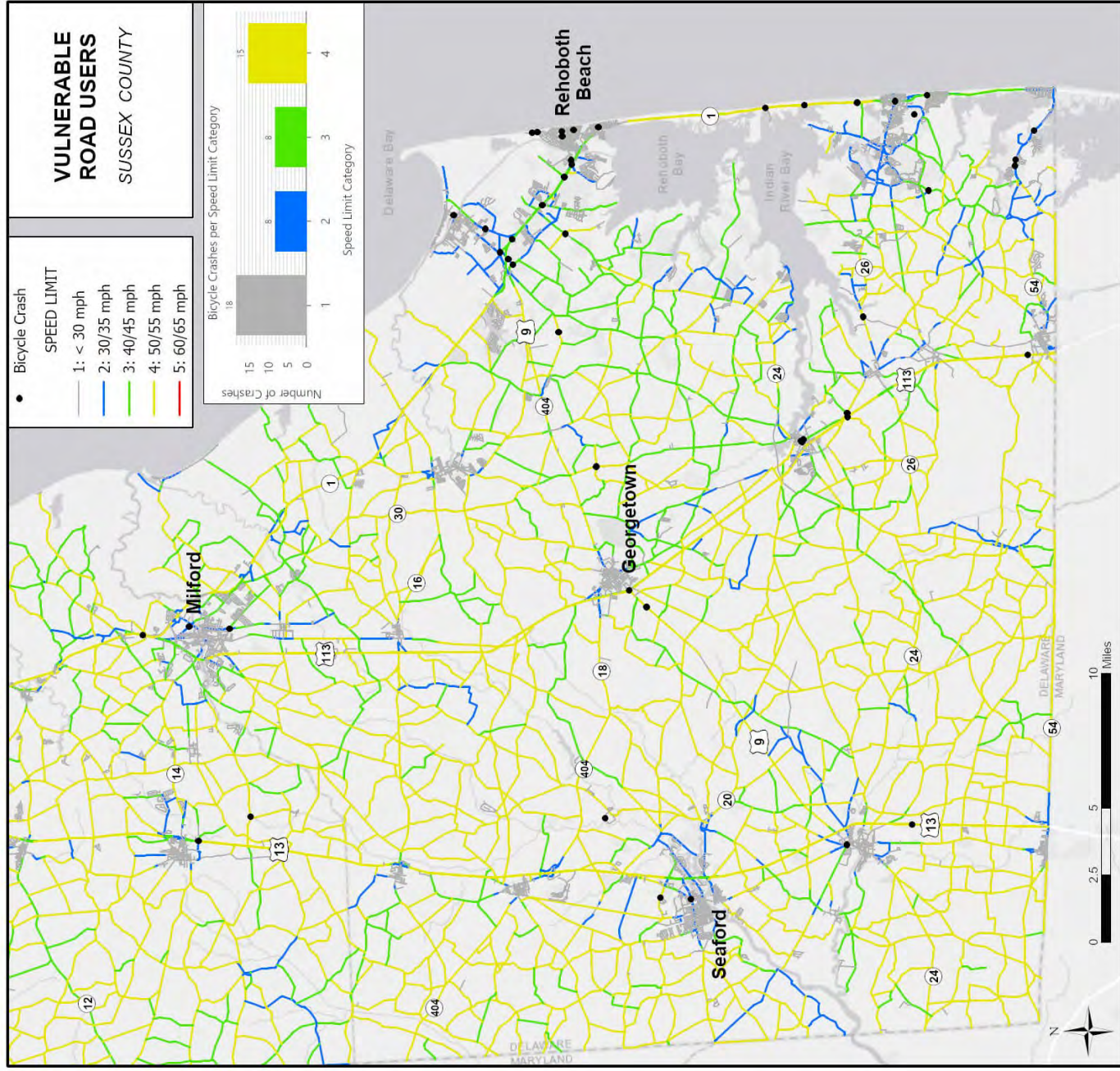
VRU SAFETY PERFORMANCE ASSESSMENT

Bicycle-Related Crashes overlaid with Roadway Posted Speed Limit



VRU SAFETY PERFORMANCE ASSESSMENT

Bicycle-Related Crashes overlaid with Roadway Posted Speed Limit





2025 VULNERABLE ROAD USER SAFETY ASSESSMENT

DETERMINATION OF HIGH-RISK AREAS



DETERMINATION OF HIGH-RISK AREAS

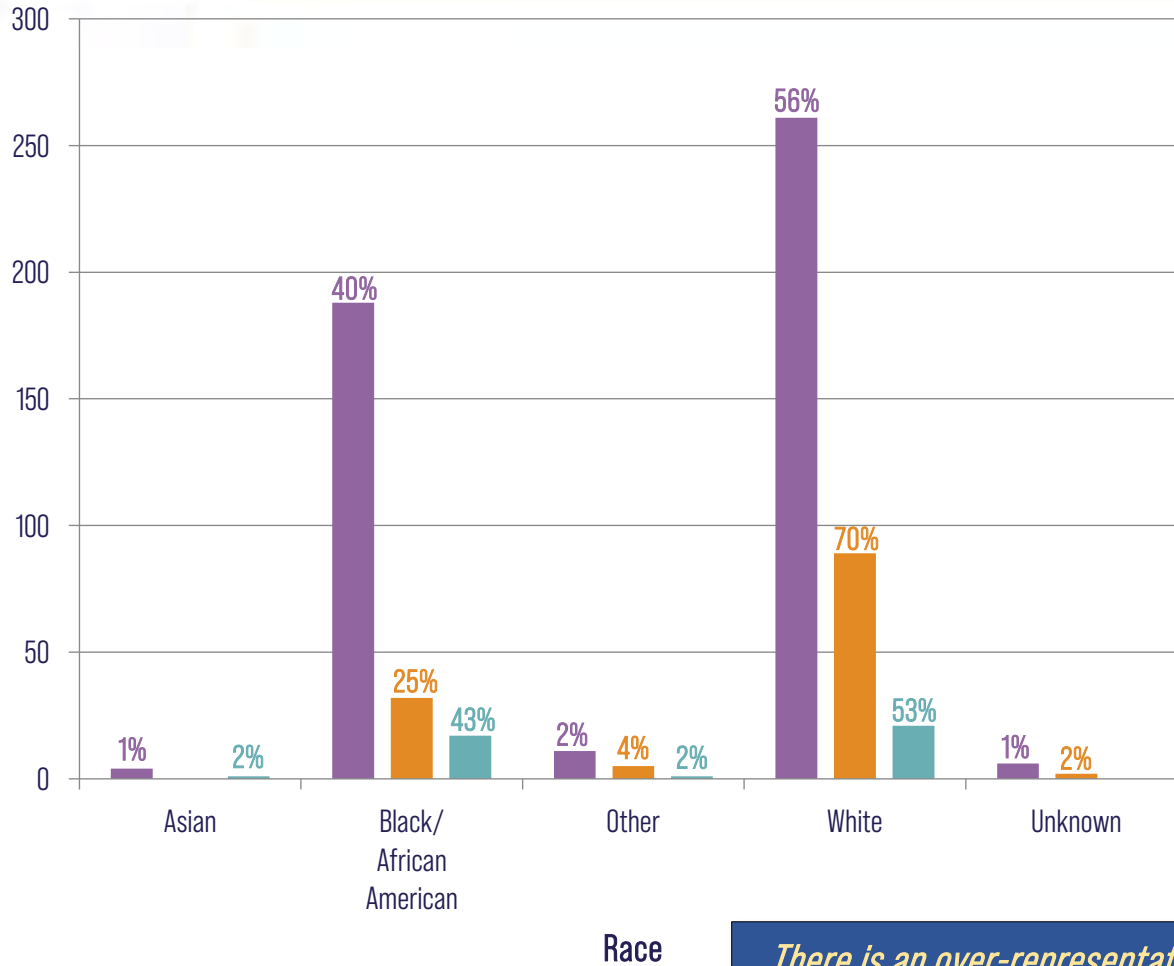
- Based on the VRU Safety Performance Assessment, analysis of demographic data, and the mapping analysis of pedestrian and bicycle crashes, the following considerations are used to determine the high-risk areas related to vulnerable road users
 - 93 percent of vulnerable road users involved in crashes were pedestrians (73 percent) and bicyclists (20 percent).
 - 65 percent of vulnerable road users crashes occurred in New Castle County. Further analysis should determine if this is over-represented based on population.
 - Further analysis of VRU crashes by road type, demographics, and other appropriate factors should determine if certain areas are over-represented based on a comparison of statewide or countywide distribution of road type mileage.



VRU SAFETY PERFORMANCE ASSESSMENT

Race and Ethnicity Demographics of Vulnerable Road Users

Number of Vulnerable Road User Injuries

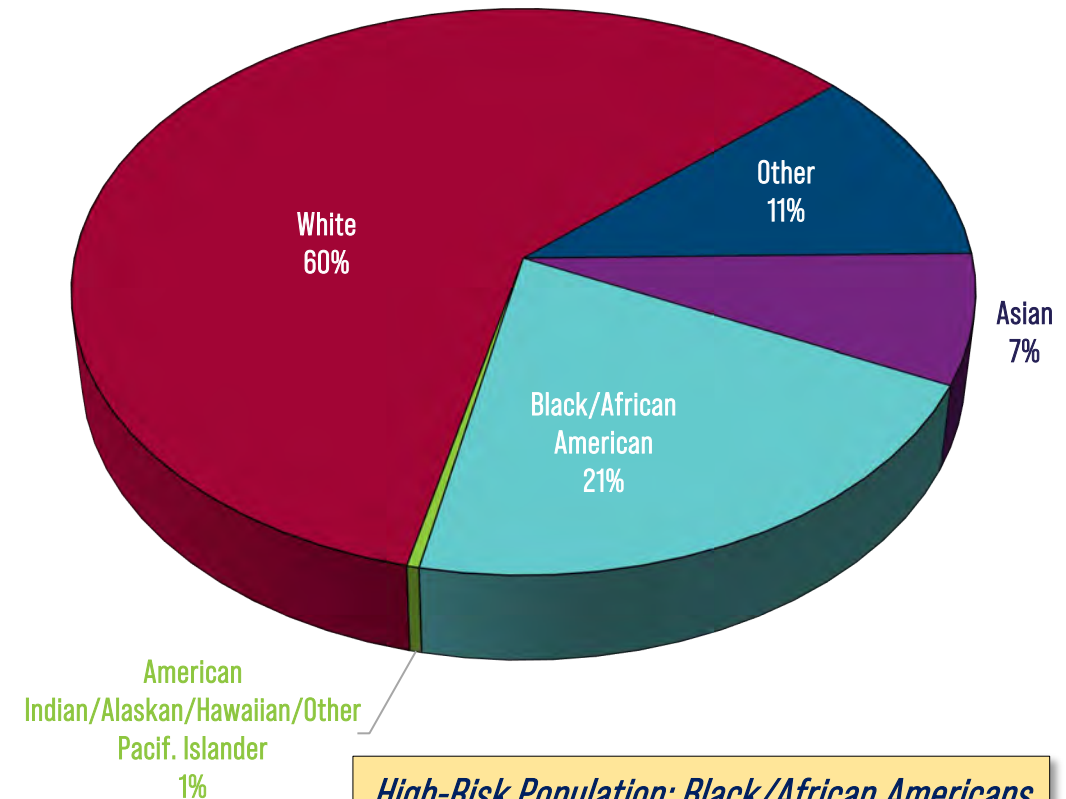


■ Pedestrians ■ Bicyclist ■ Other VRU

X%: Percentage of VRU type in race category

There is an over-representation of Black/African Americans involved in VRU crashes

Delaware Population by Race



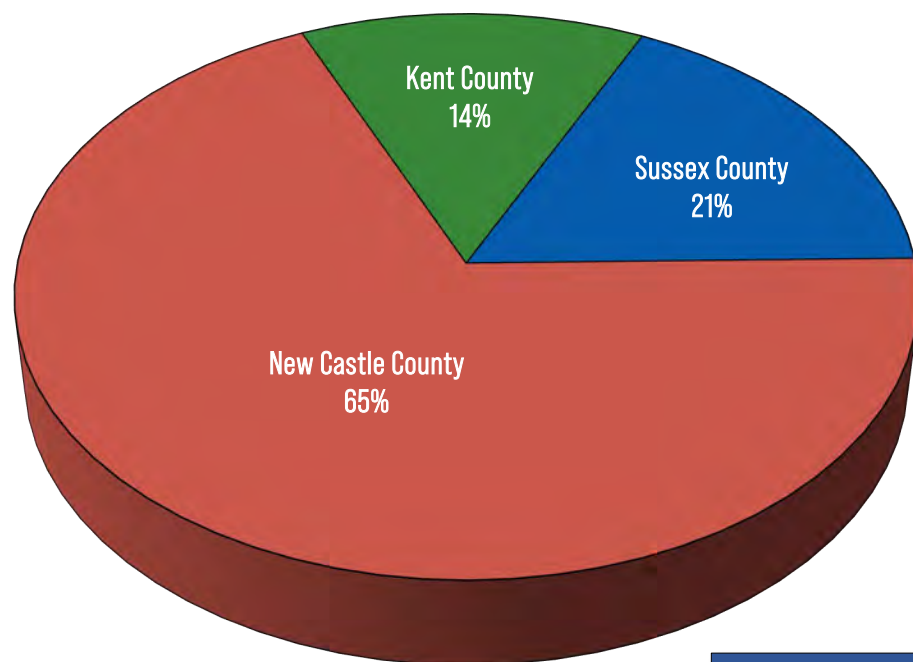
High-Risk Population: Black/African Americans

Source of Delaware Population Data: 2020 Census, www.census.gov

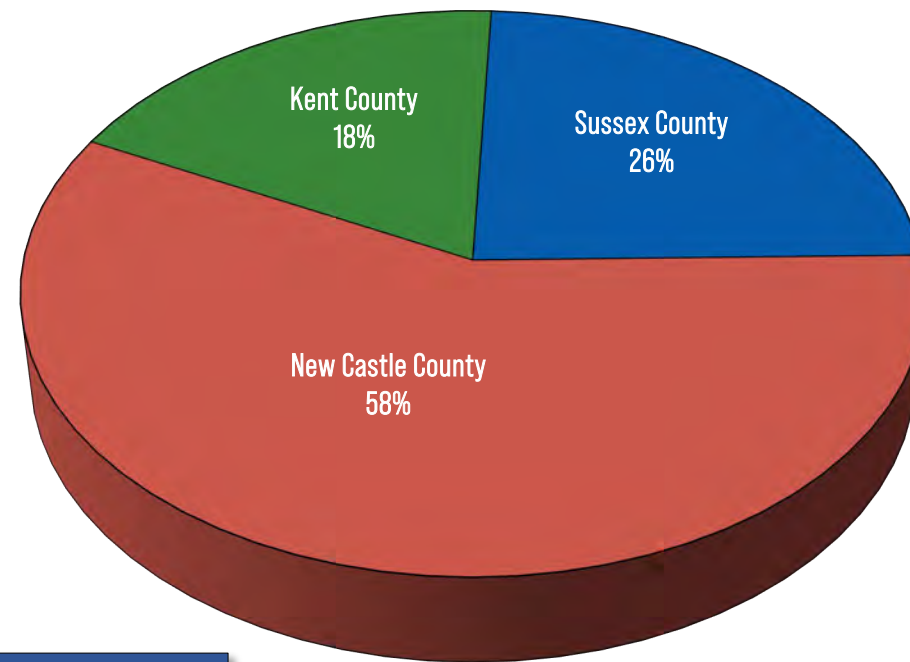
DETERMINATION OF HIGH-RISK AREAS

Location of Vulnerable Road User Crashes

VRU Crashes by County



Delaware Population by County



There is an over-representation of VRU crashes in New Castle County

High-Risk Factor: All locations in New Castle County

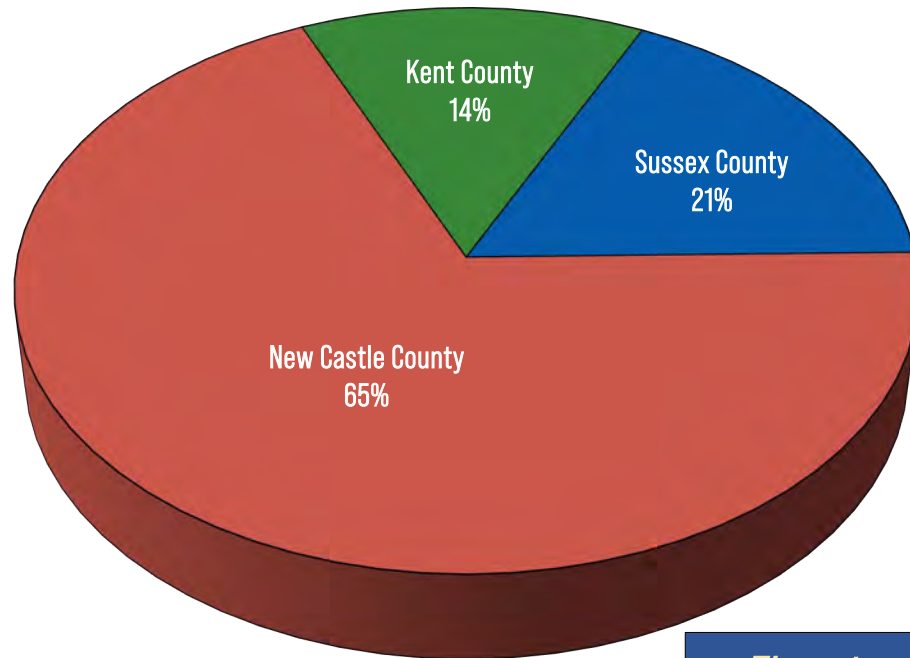
Note: Data presented represents Vulnerable Road Users injured in crashes

Source of Delaware Population Data: 2020 Census, www.census.gov

DETERMINATION OF HIGH-RISK AREAS

Location of Vulnerable Road User Crashes

VRU Crashes by County

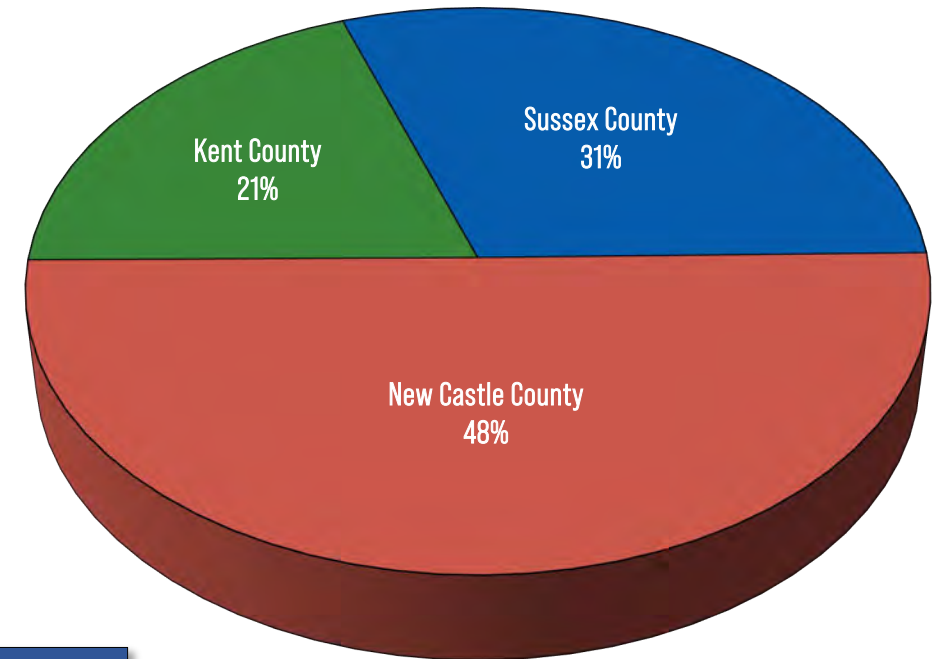


There is an over-representation of VRU crashes in New Castle County

High-Risk Factor: All locations in New Castle County

Note: Data presented represents Vulnerable Road Users injured in crashes

Delaware Crash-Related Injuries



The data presented on this chart includes all crash-related injuries and fatalities statewide from 2012 through 2022

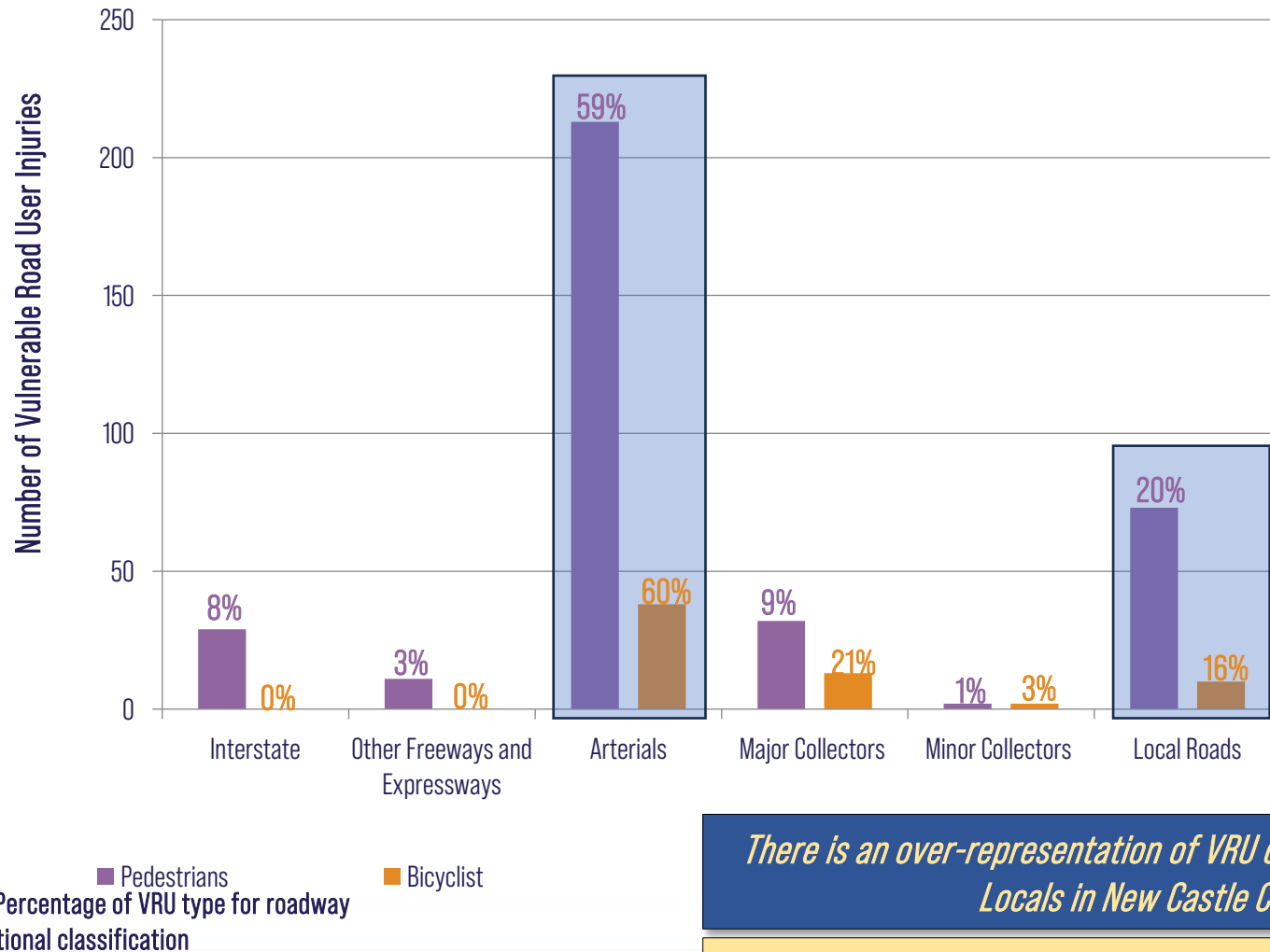
Source of Statewide Crash Data: Delaware State Police



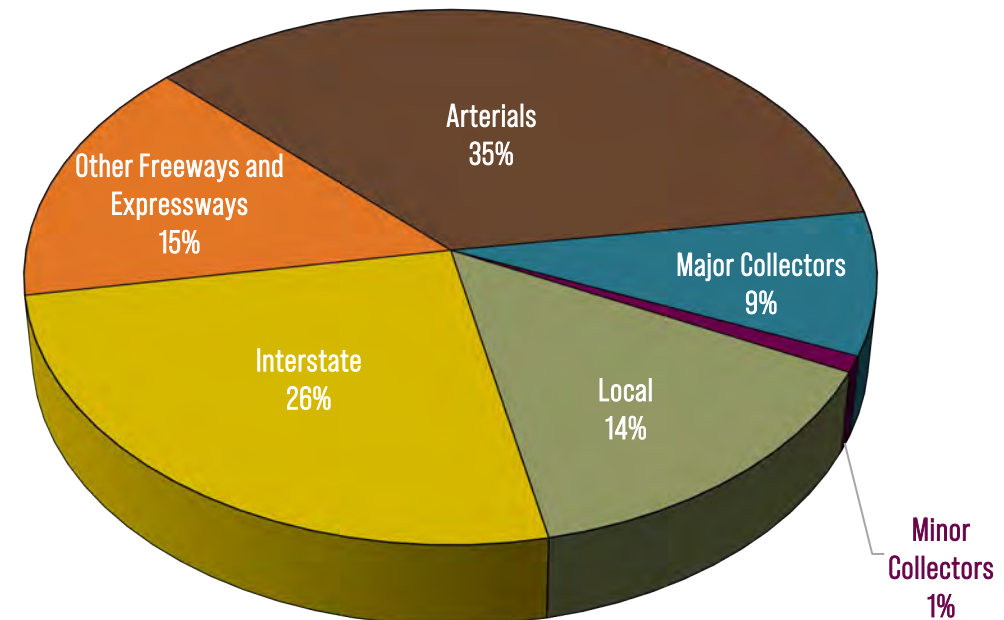
DETERMINATION OF HIGH-RISK AREAS

Location of Vulnerable Road User Crashes – New Castle County

VRU Crashes by Road Type – New Castle County



New Castle County Centerline Miles by Functional Classification



Source of Statewide Centerline Mileage: 2024 Highway Performance Monitoring System

There is an over-representation of VRU crashes on Arterials and Locals in New Castle County

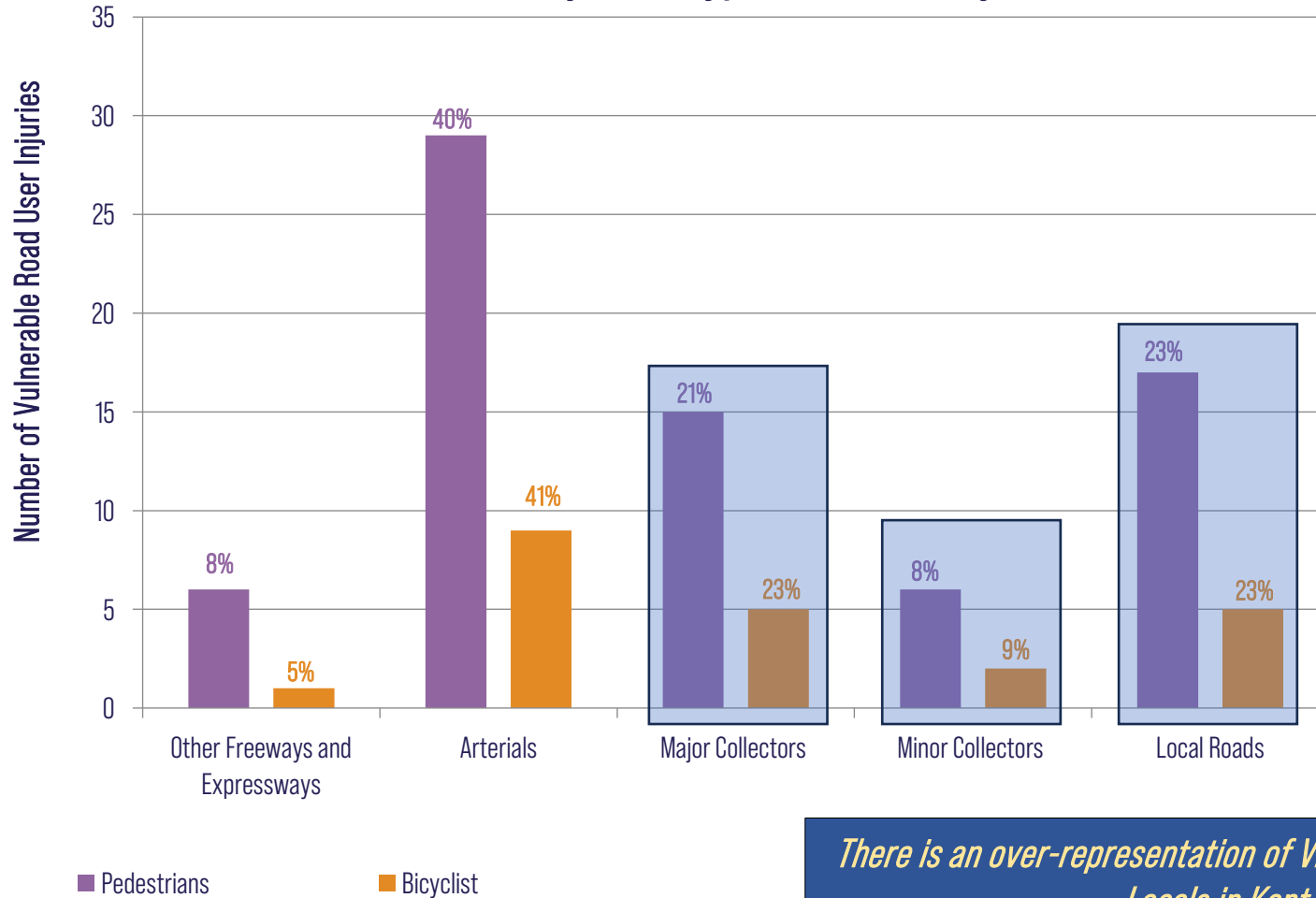
High-Risk Factor: Arterials and Locals in New Castle County



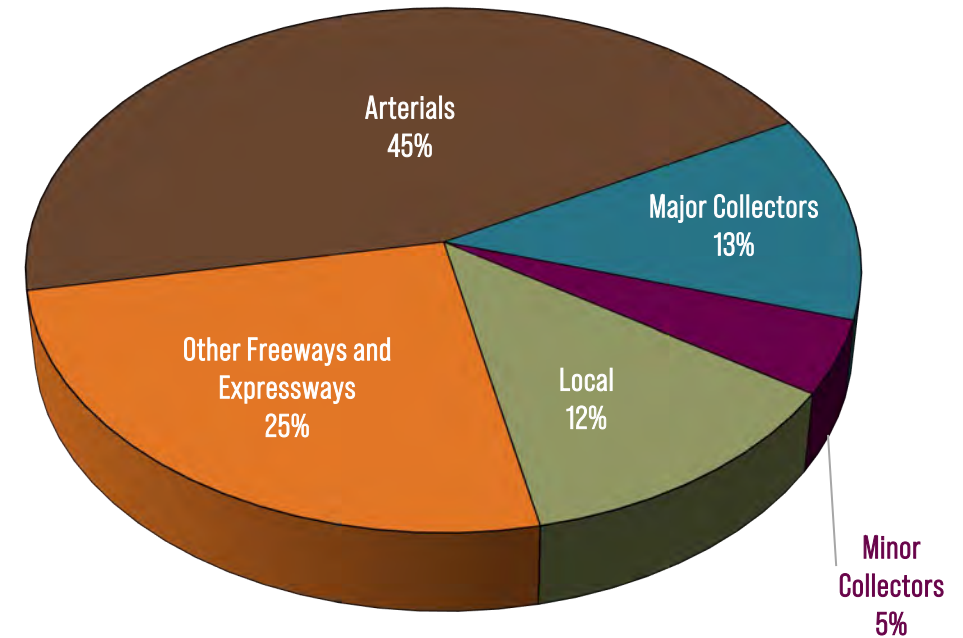
DETERMINATION OF HIGH-RISK AREAS

Location of Vulnerable Road User Crashes – Kent County

VRU Crashes by Road Type – Kent County



Kent County Centerline Miles by Functional Classification



There is an over-representation of VRU crashes on Collectors and Locals in Kent County

Source of Statewide Centerline Mileage: 2024 Highway Performance Monitoring System

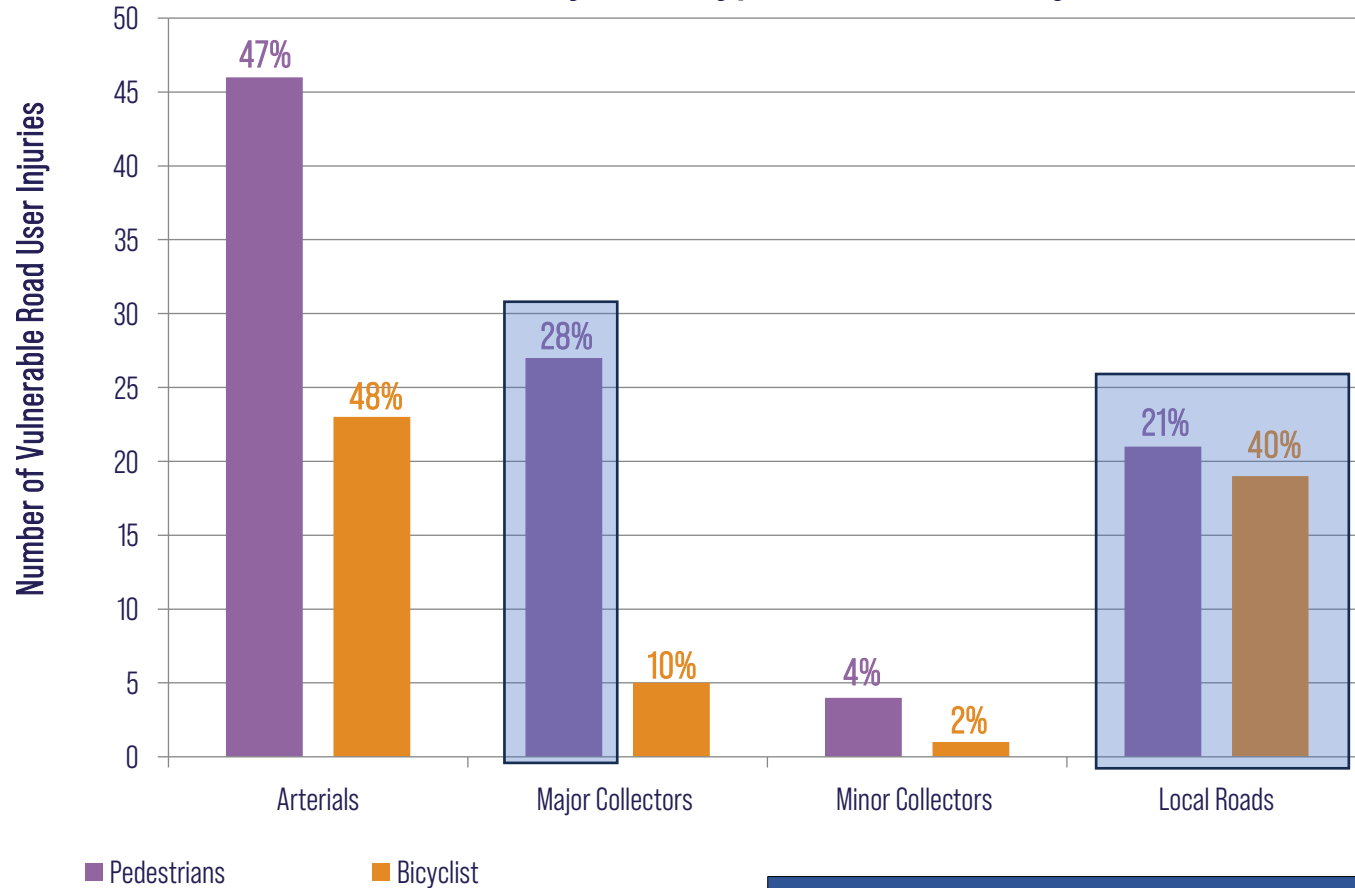
High-Risk Factor: Collectors and Locals in Kent County



DETERMINATION OF HIGH-RISK AREAS

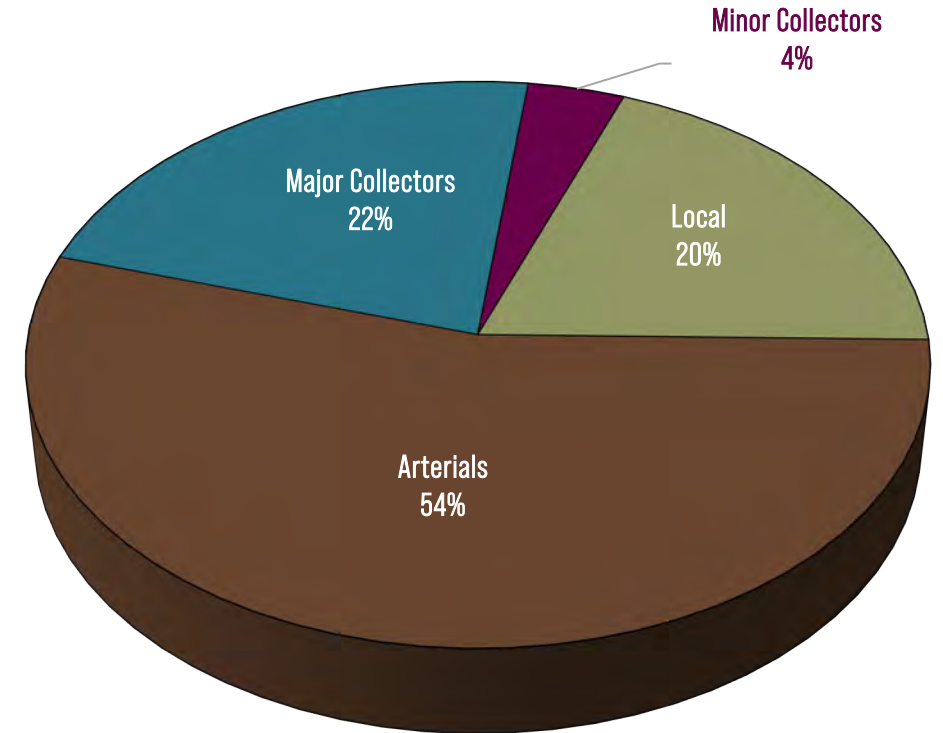
Location of Vulnerable Road User Crashes – Sussex County

VRU Crashes by Road Type – Sussex County



X%: Percentage of VRU type for roadway functional classification

Sussex County Centerline Miles by Functional Classification



Source of Statewide Centerline Mileage:
2024 Highway Performance Monitoring System

There is an over-representation of VRU crashes on Locals and Pedestrian crashes on Major Collectors in Sussex County

High-Risk Factor: Major Collectors and Locals in Sussex County

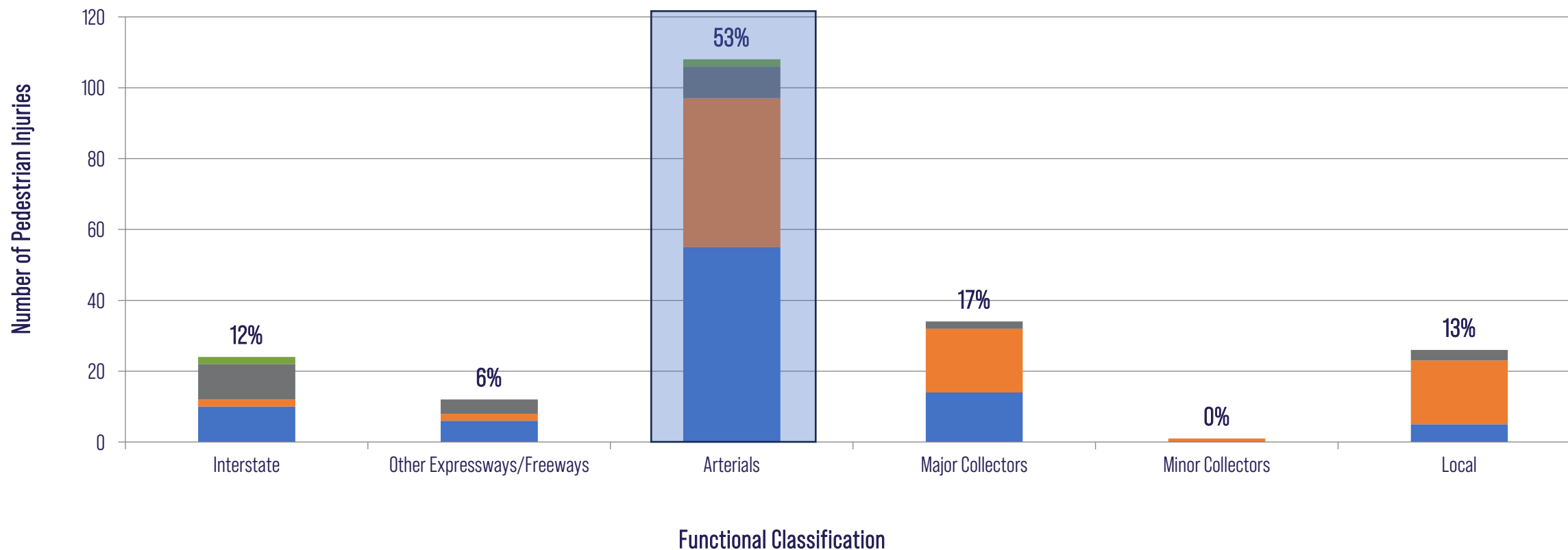


DETERMINATION OF HIGH-RISK AREAS

Location of Vulnerable Road User Crashes

Pedestrian Injuries under Dark-Unlit Conditions by Road Type

74% of pedestrian fatalities and 59% of pedestrian serious injuries occurred on arterials



% Pedestrian injuries under dark-unlit conditions

Fatalities

Suspected Serious Injuries

Suspected Minor Injuries

Possible Injuries

High-Risk Factor: Arterials with no roadway lighting



DETERMINATION OF HIGH-RISK AREAS

Location of Vulnerable Road User Crashes

- Summary of VRU crash location analysis
 - 65 percent occurred in New Castle County
 - 56 percent of statewide population is in New Castle County, indicating an over-representation of VRU crashes
 - New Castle County is considered a **high-risk area**
 - VRU Crashes by Road Type
 - 59 percent of pedestrian-related VRU crashes occur on arterials (principal and minor)
 - 60 percent of bicycle-related VRU crashes occur on arterials (principal and minor)
 - Breakdown of VRU crashes by road type and county:
 - New Castle County – arterials and local roads are over-represented in the VRU crash data
 - Further indication that New Castle County is a **high-risk area**
 - Kent County – major collectors are over-represented in the VRU crash data – **high-risk road type**
 - 21 percent pedestrians and 23 percent bicycles
 - Sussex County – local roads are over-represented in the VRU crash data – **high-risk road type**
 - 21 percent pedestrians and 40 percent bicycles
 - Further review of arterials indicates 53 percent of pedestrian-related crashes occurred in unlit areas of principal and minor arterials indicating a **high-risk factor**



DETERMINATION OF HIGH-RISK AREAS

Summary

- The following are considered high-risk for Vulnerable Road Users
 - New Castle County
 - Includes all areas and road types within the county (see pages 174 - 176)
 - Collectors and Locals – Kent County
 - Major Collectors and Local Roads – Sussex County
 - Arterials without roadway lighting are considered a high-risk factor statewide
 - High-risk population – 40 percent of pedestrians and 25 percent of bicyclists involved in VRU crashes were Black/African American
 - African Americans represent 21 percent of the statewide population, indicating an over-representation within VRU crashes



2025 VULNERABLE ROAD USER SAFETY ASSESSMENT CONSULTATION

CONSULTATION

- Based on the determination of high-risk areas, the following stakeholders have been identified for the consultation process:



Delaware Department
of Transportation



Delaware Transit
Corporation



Delaware Office of
Highway Safety



Delaware State Police



Wilmington Area
Planning Council



Dover/Kent County
Metropolitan Planning
Organization



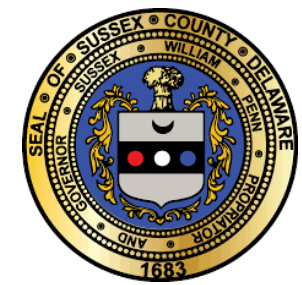
Salisbury/Wicomico County
Metropolitan Planning Organization



New Castle County



Kent County



Sussex County



CONSULTATION PROCESS

- Stakeholders were engaged through dissemination of the preliminary Vulnerable Road User Safety Assessment
 - Stakeholders received the preliminary Vulnerable Road User Safety Assessment and were asked to review the Assessment and provide feedback regarding the following questions:
 - Please identify challenges that your agency faces with implementing safety improvements related to Vulnerable Road Users
 - Please indicate any strategies that you would like DelDOT to consider for inclusion in this VRU Safety Assessment that your agency would like to see implemented to improve safety for Vulnerable Road Users
 - As DelDOT implements the strategies identified in this VRU Safety Assessment, what community engagement efforts would you like to see employed to better reach the vulnerable road user populations?
 - Stakeholders did not provide any additional feedback as part of the consultation process, which was completed as part of the overall SHSP consultation



2025 VULNERABLE ROAD USER SAFETY ASSESSMENT

PROGRAM OF PROJECTS OR STRATEGIES



PROGRAM OF PROJECTS OR STRATEGIES

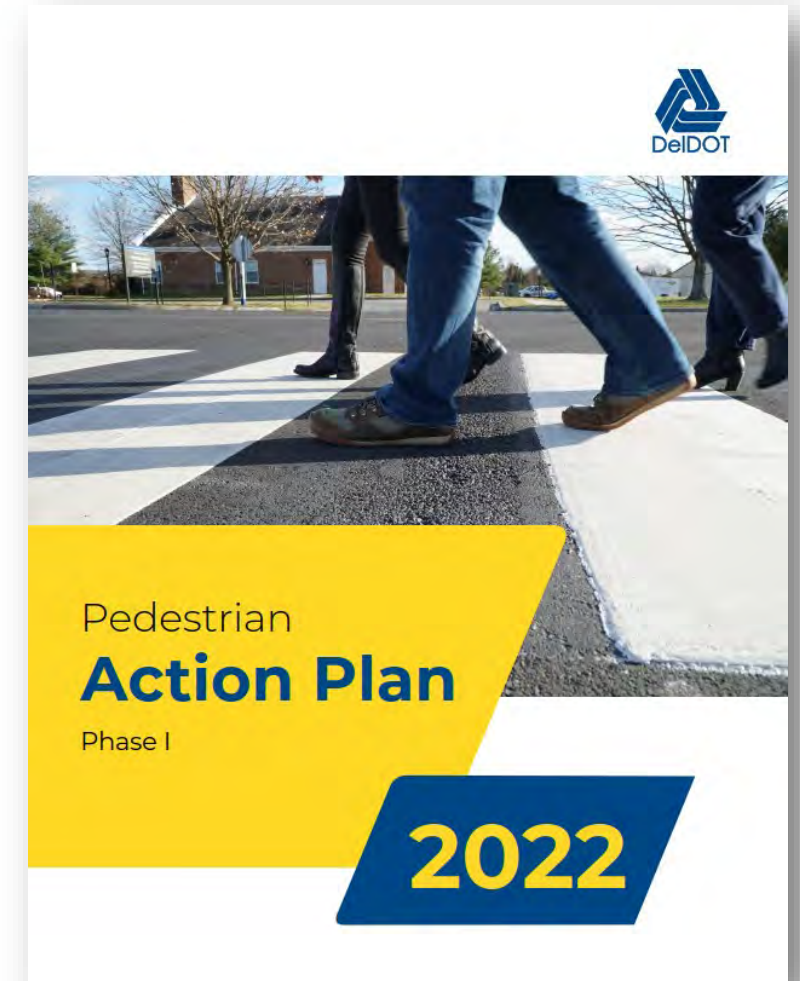
- Program of projects or strategies is based on the high-risk areas identified previously
- DelDOT has elected to provide a program of **strategies** as part of the 2025 VRU Safety Assessment and the 2026 – 2030 SHSP
 - Strategies can be implemented across all project types within the Department
 - Strategies can be incorporated into standard business practices
 - Complete Streets
 - ADA Transition Plan activities
 - Development Coordination activities
 - Maintenance activities
 - All project types
- Strategies are consistent with the 2026-2030 Delaware Strategic Highway Safety Plan
- Strategies are consistent with the Safe System Approach



OTHER STATEWIDE PROGRAMS AND PLANS

- Pedestrian Action Plan

- Highlights the work already underway at DelDOT to improve pedestrian safety, accessibility, connectivity, and equity
- Provides an actionable framework for DelDOT to continue working with planning partners and communities to improve pedestrian travel
- Three phase development approach
 - Phase 1 – Review existing plans, initial crash data analysis, and public engagement - COMPLETE
 - Phase 2 – Public engagement and internal DelDOT coordination
 - Phase 3 – Additional crash data analysis, public and stakeholder engagement, implementation plan, and evaluation

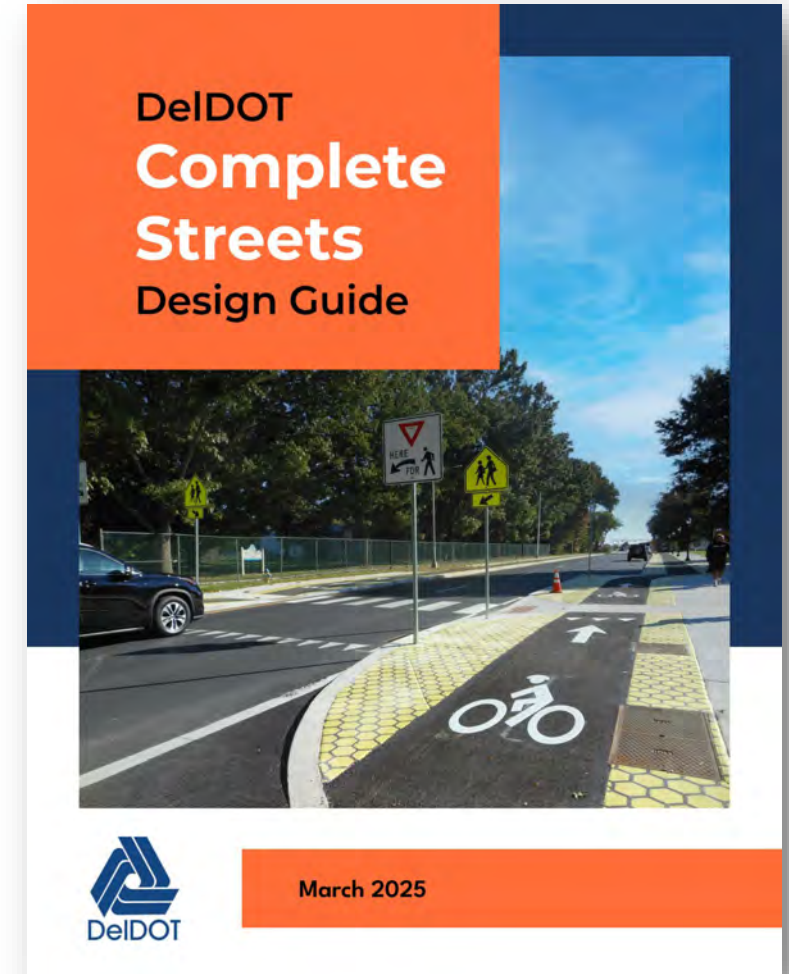
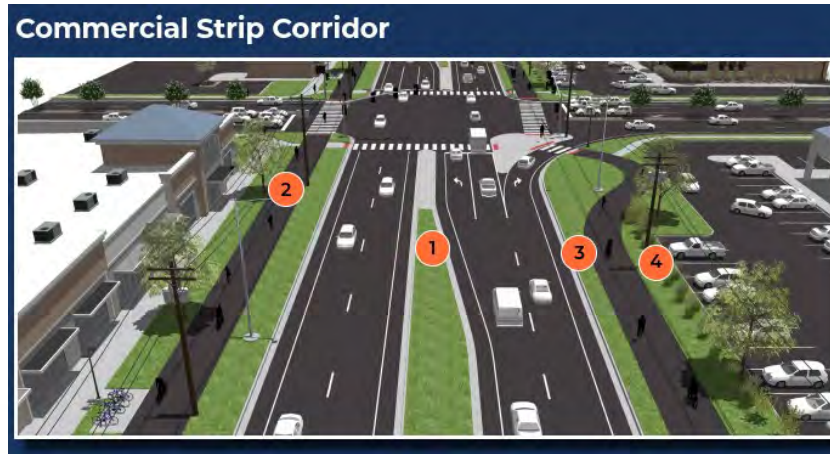




OTHER STATEWIDE PROGRAMS AND PLANS

- Complete Streets

- Complete Streets process first formalized in April 2009 with Executive Order 6
- DelDOT Complete Streets Policy became effective in January 2010
- Complete Streets Design Guide developed (finalized March 2025)
- Identifies street types and design solutions by zone





OTHER STATEWIDE PROGRAMS AND PLANS

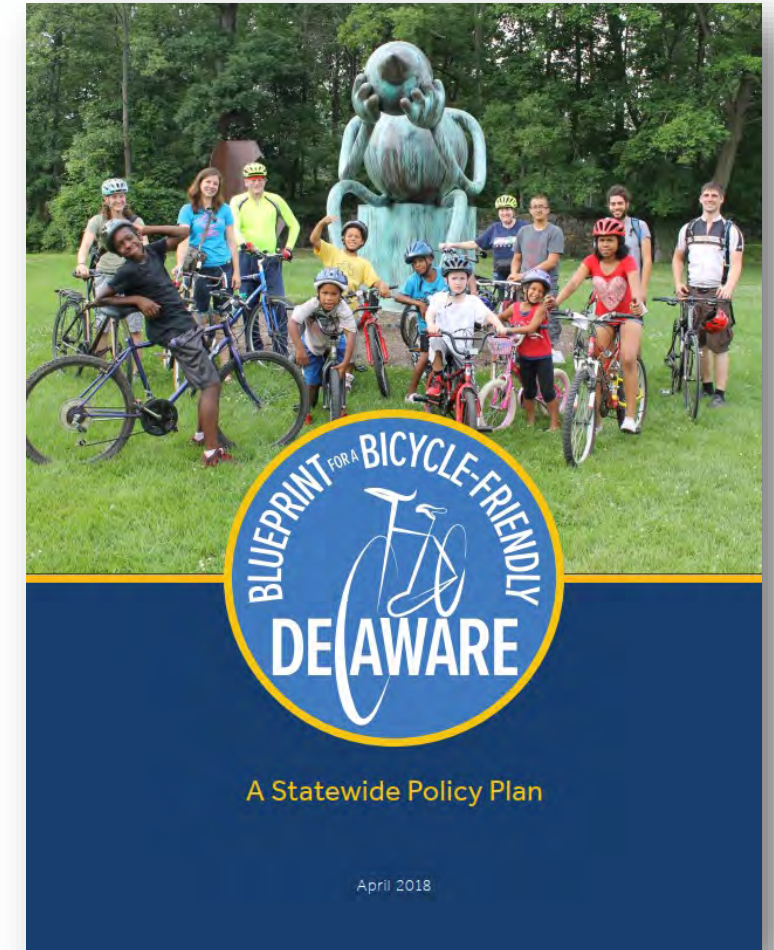
- ADA Transition Plan

- Presents DelDOT's Self Evaluation and identifies the actions that will be taken to transition the transportation system to be accessible in compliance with ADA requirements
 - DelDOT Pedestrian Access Route (PAR) program is actively addressing the Transition Plan by reconstructing non-compliant sidewalks and curb ramps, making them compliant and accessible for all users.
 - The program employs a PAR Prioritization tool to pinpoint work locations based on factors such as population, demographics, land use, transit ridership, and ADA compliance data (ADA Self-Evaluation)
- Obligations
 - Annual paving list – updated annually providing a forecasted goal for constructing and/or updating non-compliant curb ramps
 - Progress reports – annual review documenting the progress achieved toward having a fully accessible transportation system
- ADA Transition Plan Inventory
 - Contains data regarding the pedestrian facility inventory and ADA assessment of those facilities



OTHER STATEWIDE PROGRAMS AND PLANS

- [Blueprint for a Bicycle-Friendly Delaware](#) – Delaware's Bicycle Plan
 - Provides a series of strategies for planning, design, coordination, and communication tools to continue Delaware's implementation of bicycle facilities
 - Recommendations for implementation prioritize the following:
 - **Network Development:** create local plans that identify the desired bicycle network
 - **Project Prioritization and Funding:** Identify and prioritize projects that expand the low-stress bicycle network
 - **Project Development and Design Guidance:** Design and construct facilities that extend the bicycle network and produce a safer, more comfortable experience for bicyclists and other users





VRU ASSESSMENT STRATEGIES

- Continue implementing strategies related to Safer People as outlined in the 2026-2030 Delaware Strategic Highway Safety Plan
- Continue implementing strategies related to Safer Speeds as outlined in the 2026 – 2030 Delaware Strategic Highway Safety Plan
- Implement strategies outlined in the Pedestrian Action Plan when plan is complete

APPENDIX F - SHSP APPROVAL DELEGATION LETTER





STATE OF DELAWARE
DEPARTMENT OF TRANSPORTATION
800 BAY ROAD
P.O. Box 778
DOVER, DELAWARE 19903

SHANTÉ A. HASTINGS
SECRETARY

September 2, 2025

The Honorable Matthew Meyer
150 Martin Luther King Jr. Blvd. South
Dover, DE 19901

Dear Governor Meyer:

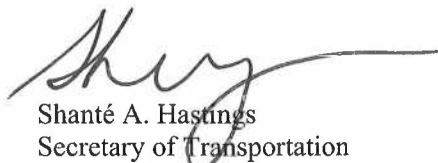
The Department of Transportation, Delaware State Police, and Office of Highway Safety are in the process of developing the 2026 – 2030 Delaware Strategic Highway Safety Plan (SHSP), which will replace the current 2021 – 2025 Delaware SHSP.

Title 23 U.S.C. 148(a)(11)(G) and 23 CFR 924.9(a)(3)(iv) requires that the SHSP is approved by the Governor of the State or a responsible State agency official that is delegated by the Governor.

I am requesting that the approval of the 2026 – 2030 Delaware Strategic Highway Safety Plan be delegated to the Secretary of Transportation, Secretary of Safety and Homeland Security, and the Superintendent of the Delaware State Police, as this delegation of approval authority was provided for the previous version of the SHSP.

Please indicate your concurrence by signing below. Should you have any questions, please let me know.

Sincerely,



Shanté A. Hastings
Secretary of Transportation



Concurrence

SAH:sn

Cc: The Honorable Joshua A. Bushweller, Secretary, Department of Safety and Homeland Security
Colonel William Crotty, Superintendent, Delaware State Police
Sharon Bryson, Director, Delaware Office of Highway Safety
Mark Luszczyk, Chief Engineer, DelDOT
Maureen Kelley, Deputy Director, Design, DelDOT
Peter Haag, Chief of Traffic Engineering, DelDOT
Scott Neidert, Traffic Safety Engineering Manager, DelDOT



