DELAWARE
STRATEGIC HIGHWAY SAFETY PLAN
TOWARD ZERO DEATHS

DELAWARE

2026 - 2030 STRATEGIC HIGHWAY SAFETY PLAN

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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.

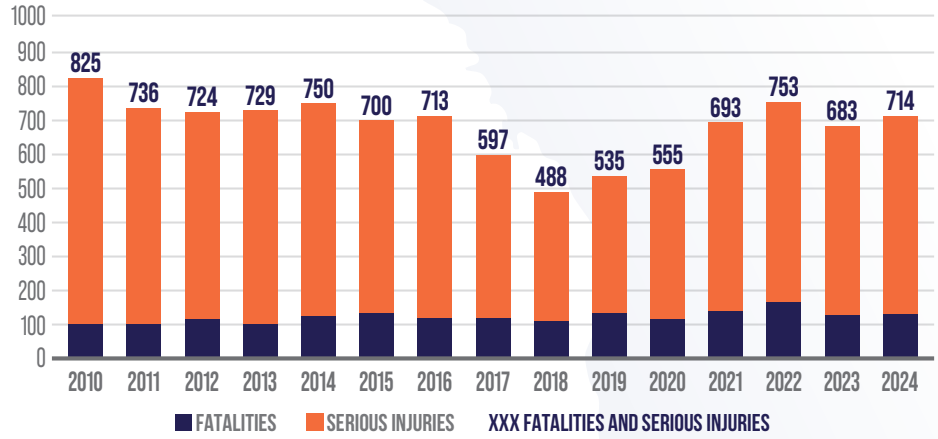
PURPOSE

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 objects 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 identification of potential solutions*
- *Monitoring process and performance to determine where Delaware is making progress and where more effort is needed*

OVERVIEW

DELAWARE'S SHSP HISTORY

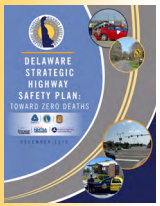
SAFETEA-LU (August 2005)

2006
First Plan Adopted

2008
First Plan Update

2010
New Plan Adopted

MAP-21 (July 2012)



2015
New Plan Adopted

FAST Act (Dec 2015)

2020
New Plan Adopted

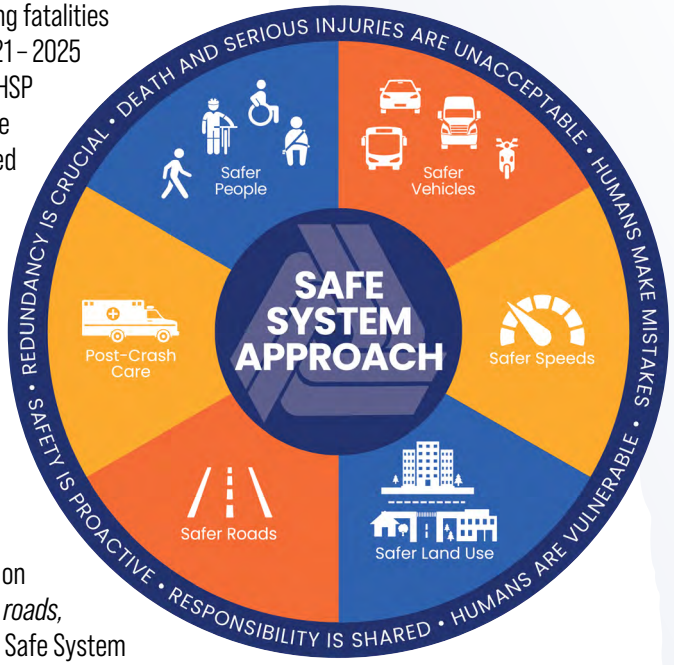
The SHSP is the overarching safety plan identifying traffic safety problems and effective solutions for Delaware. The Delaware SHSP Core Committee, comprised of the Delaware Department of Transportation (DelDOT), Delaware Office of Highway Safety (OHS), Delaware State Police (DSP) and Delaware Office of Emergency Medical Services (EMS) lead 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 adopted by 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.

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

OVERVIEW

DEATH AND SERIOUS INJURIES ARE UNACCEPTABLE:
A Safe System Approach prioritizes the elimination of crashes that result in death and serious injuries.

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 serous injuries when a crash occurs.

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.

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.

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.

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

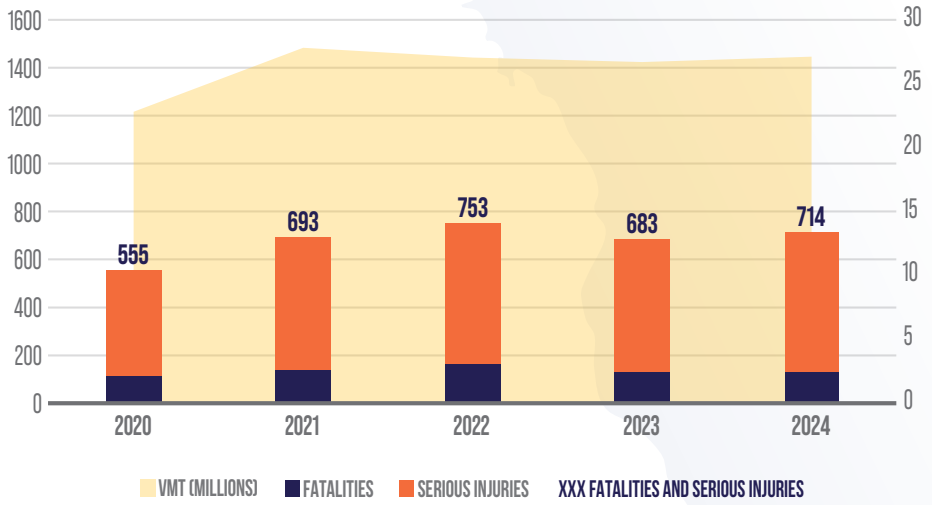
PREVENT CRASHES	→	PREVENT DEATH AND SERIOUS INJURIES
IMPROVE HUMAN BEHAVIOR	→	DESIGN FOR HUMAN MISTAKES/LIMITATIONS
CONTROL SPEEDING	→	REDUCE SYSTEM KINETIC ENERGY
INDIVIDUALS ARE RESPONSIBLE	→	SHARE RESPONSIBILITY
REACT BASED ON CRASH HISTORY	→	PROACTIVELY IDENTIFY AND ADDRESS RISKS

INTRODUCTION TO SAFETY IN DELAWARE

STATEWIDE SAFETY AND DEMOGRAPHIC STATISTICS

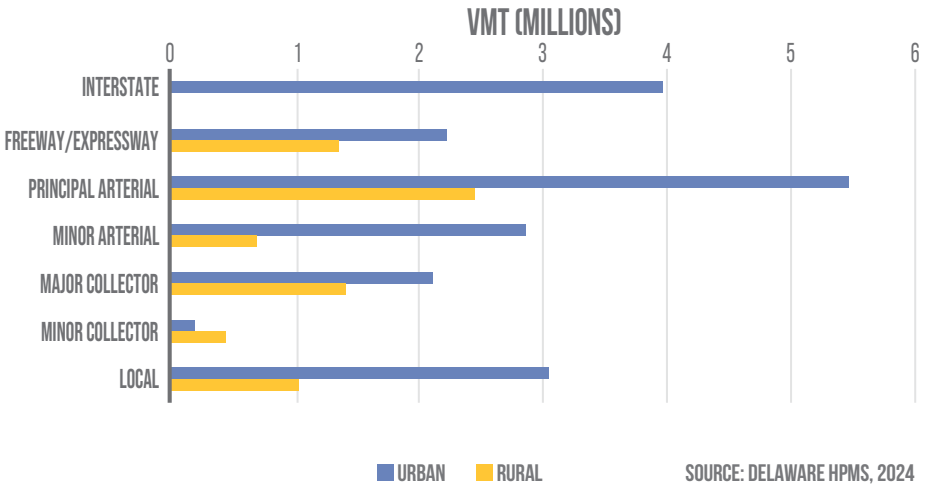
From 2020 through 2024, there have been over 140,000 total crashes on Delaware's roadways resulting in 683 people being killed and 2,715 people seriously injured with many more suffering minor injuries and property damage. During this same timeframe, overall vehicle-miles traveled (VMT) have increased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



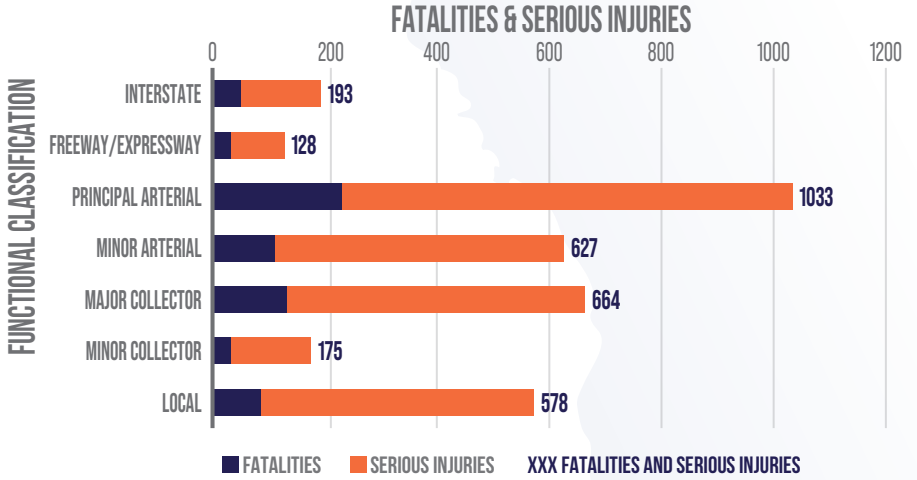
INTRODUCTION TO SAFETY IN DELAWARE

VMT BY FUNCTIONAL CLASSIFICATION

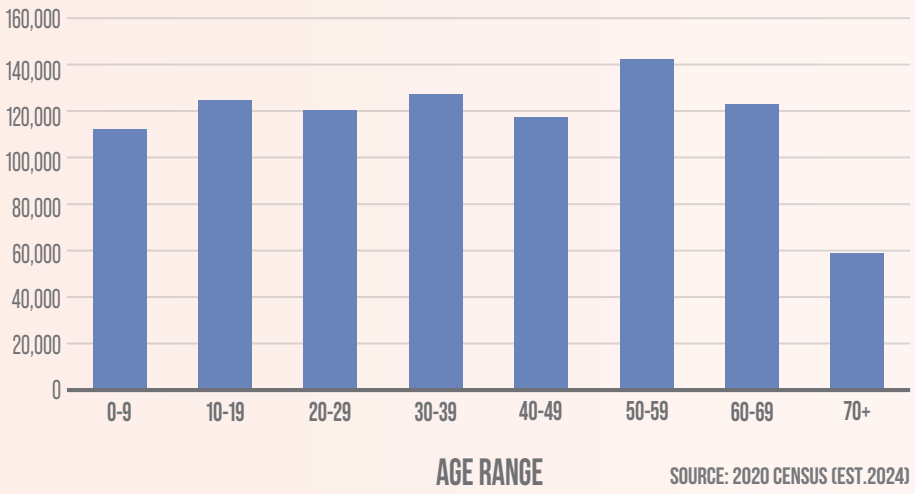


SOURCE: DELAWARE HPMS, 2024

STATEWIDE FATALITIES & SERIOUS INJURIES BY ROADWAY FUNCTIONAL CLASSIFICATION

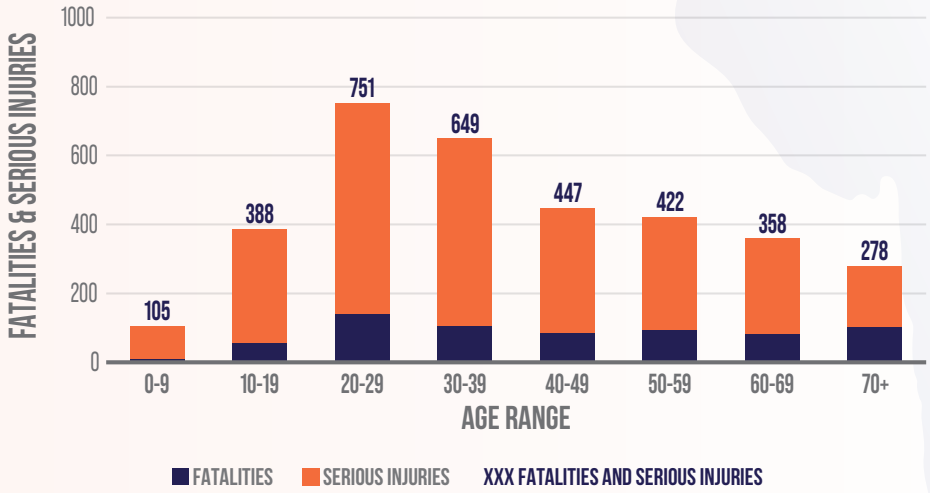


POPULATION AGE BY RANGE



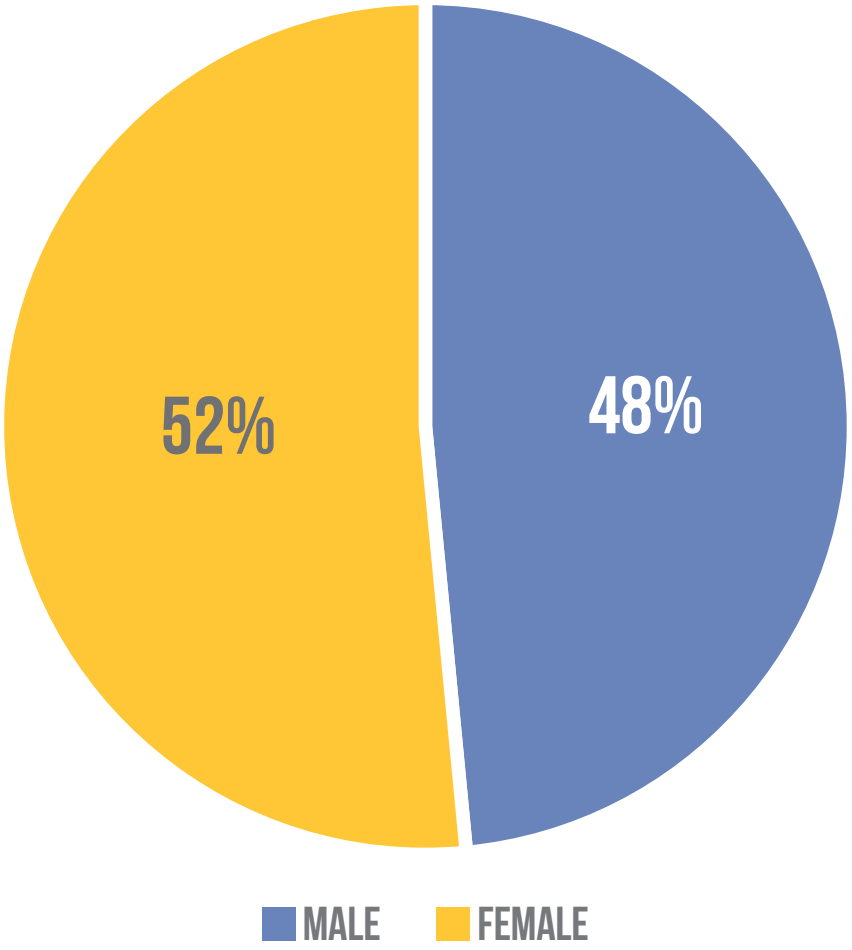
SOURCE: 2020 CENSUS (EST.2024)

STATEWIDE FATALITIES & SERIOUS INJURIES BY AGE OF VICTIM



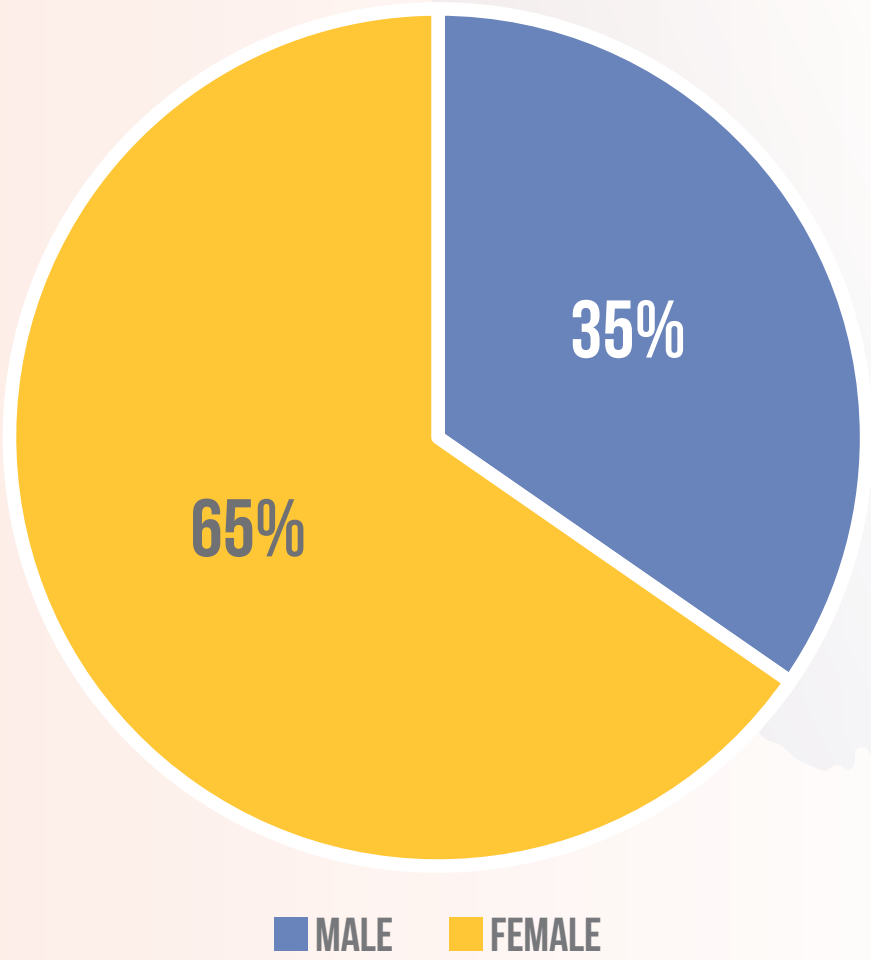
INTRODUCTION TO SAFETY IN DELAWARE

POPULATION BY GENDER



SOURCE: 2020 CENSUS (EST. 2024)

STATEWIDE FATALITIES & SERIOUS INJURIES BY GENDER OF VICTIM



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 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% reduction in work zone speeding and a 20% 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% reduction in angle crashes and a 100% 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 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 along 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 have 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 screen 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 initiative 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 the overall goal of eliminating fatalities and serious injuries on our transportation system.

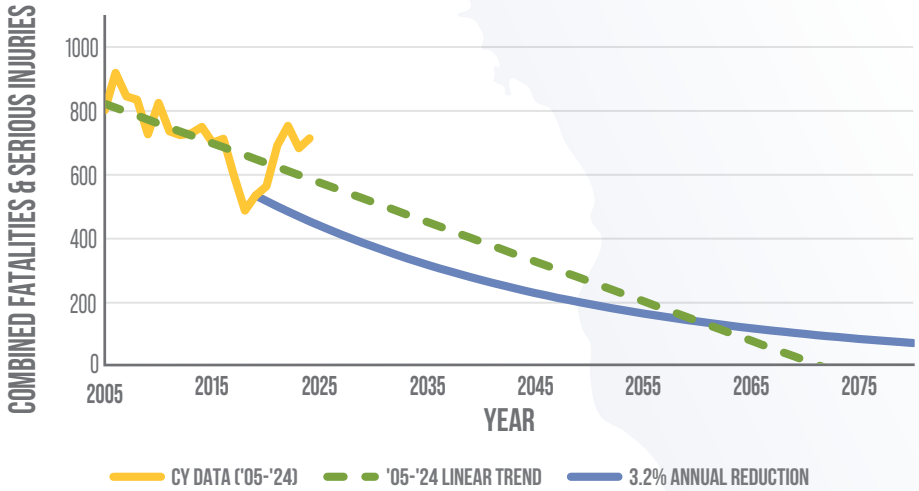
FRAMEWORK TO REDUCE FATALITIES AND SERIOUS INJURIES

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.

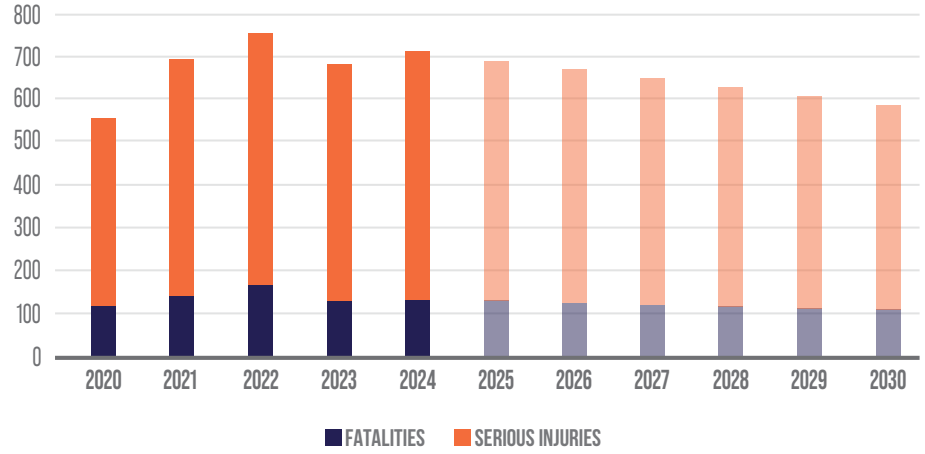
GOAL AND OBJECTIVE

The 2026 – 2030 Delaware SHSP includes a goal and objective that is consistent with the USDOT National Road Safety Strategy on 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, the 2026 – 2030 Delaware SHSP establishes an objective of an annual performance measure to reduce fatalities and serious injuries 3.2% annually, equating to a 15% 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% 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 focus 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.

2021-2025 SHSP EMPHASIS AREAS

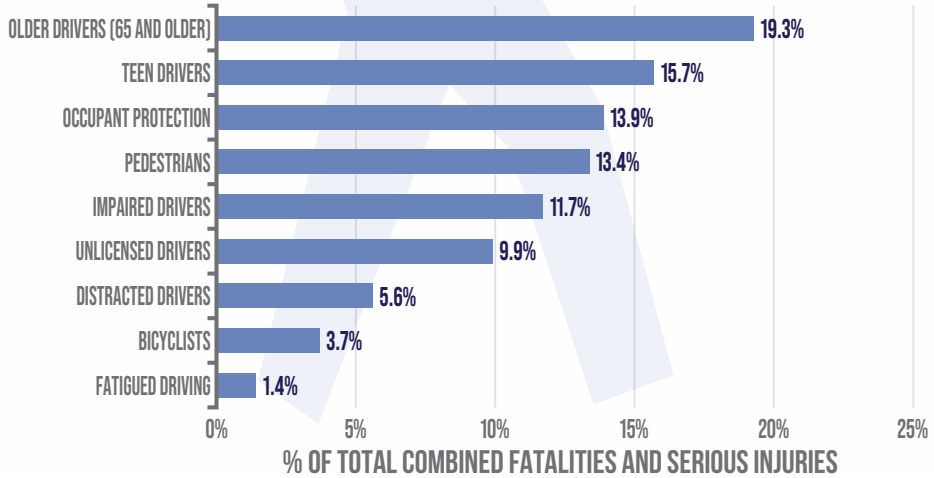
1. Intersections
2. Distracted Driving
3. Impaired Driving
4. Roadway Departure
5. Pedestrians
6. Motorcycles
7. Unrestrained Motorists
8. Speeding
9. Traffic Records

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



- Older Drivers (65 and older)
- Teen Drivers
- Occupant Protection
- Impaired Drivers
- Distracted Drivers
- Unlicensed Drivers
- Fatigued Driving
- Vulnerable Road Users (pedestrians and bicyclists)

Safer Vehicles

The Safer Vehicles Emphasis Area includes one overall Emphasis 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. This Emphasis Area includes strategies for improving safety related to these two vehicle types. 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.

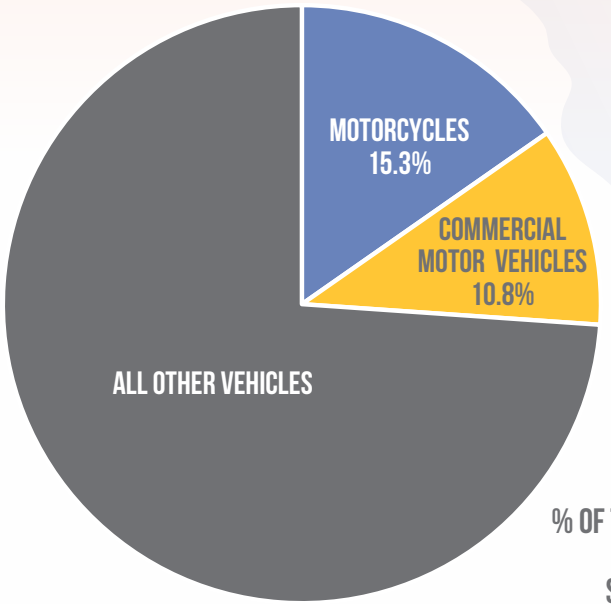
Additionally, the interaction between commercial motor vehicles and other classes of motor vehicles is important. Since commercial motor vehicles are much larger than passenger cars, SUVs and pick-up trucks, they require much longer stopping distances and longer acceleration times. There have been crashes 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. This 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

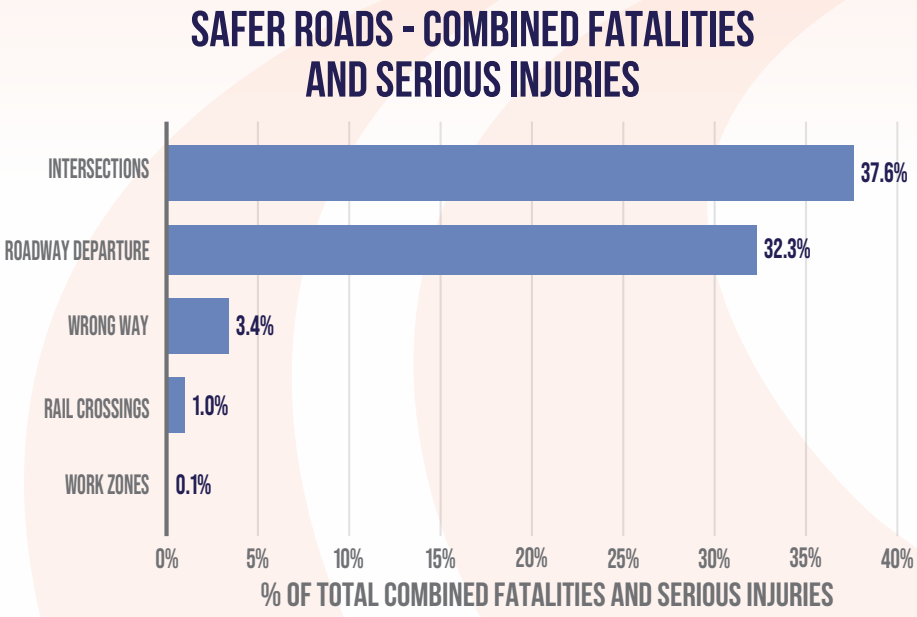


% OF TOTAL COMBINED FATALITIES AND SERIOUS INJURIES

FRAMEWORK TO REDUCE FATALITIES AND SERIOUS INJURIES

Safer Roads

The Safer Roads Emphasis Area consists of five Emphasis Areas, primarily concentrating on roadway infrastructure, including intersections, roadway departure, 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 Emphasis Areas. Strategies within this 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 a 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.



- Intersections
- Roadway Departures
- Wrong Way Movements
- Work Zones
- Rail Crossings

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.

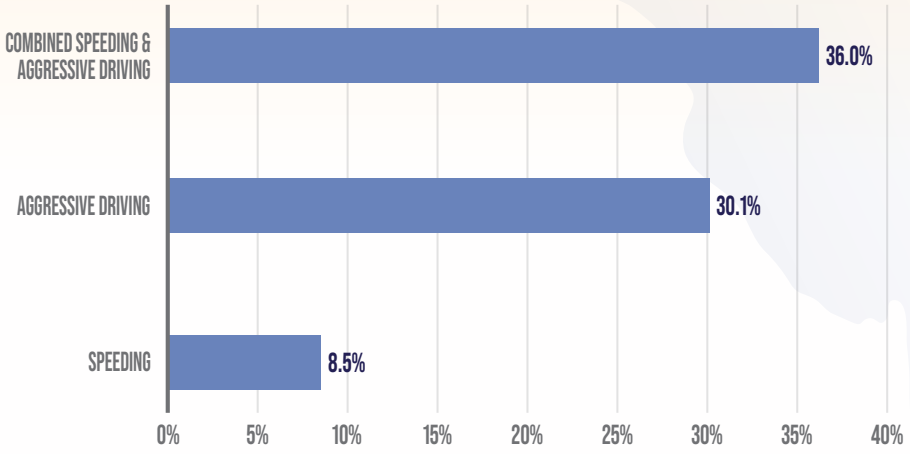
Factors involved in aggressive driving:
Disregarding traffic control devices
Passing on the right
Staying within a traffic lane
Following too closely
Yielding the right-of-way
Use of turn signals
Overtaking and passing school buses
Speeding

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.

Recognizing that speeding and aggressive driving are often underreported, 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 ROADS - COMBINED 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 use 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

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, as well as traffic incident management at crash scenes.

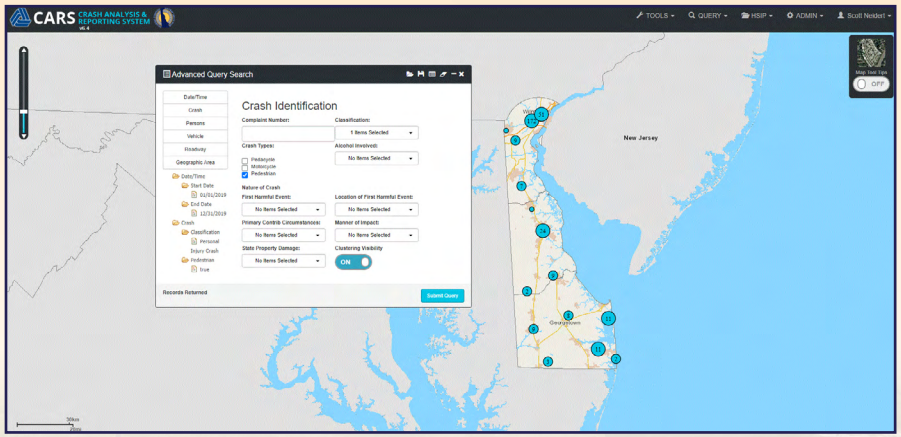
Emergency service is one of the four E's of traffic safety. Rapid and efficient emergency response and traffic incident management can often be the difference between a serious injury and a fatality. Quick clearance of a crash can minimize the risk of secondary crashes and improve first responder access 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.

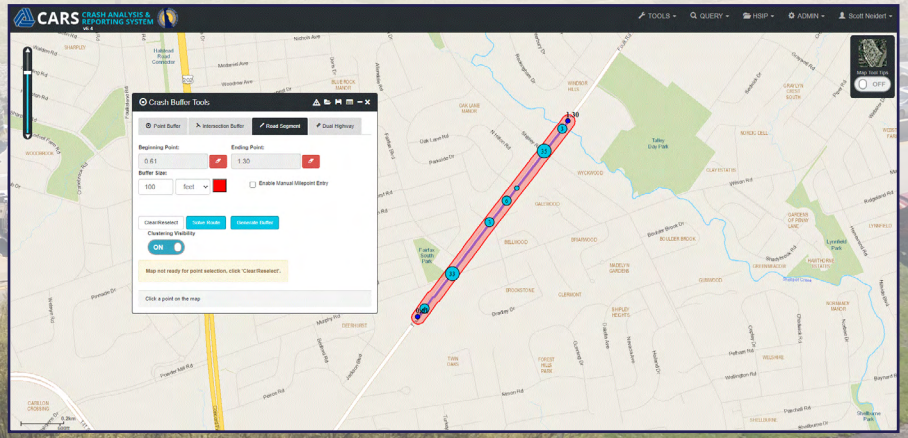
From an emergency medical services standpoint, Delaware has been making strides to improve injury outcome for crash victims. The Office of EMS Preparedness has implemented a successful program to have whole blood on site at crash scenes and other traumatic events to treat patients who have experienced 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 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.

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.

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 E's 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 are vulnerable**
3. **Humans make mistakes**
4. **Redundancy is crucial**
5. **Responsibility is shared**
6. **Safety is proactive**

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. The strategies must also be broad such that the Core Committee can also react when certain Target Areas that were trending downward experience an increase in fatalities and serious injuries from one year to the next to reduce the impact that increase may have on the overall goal of eliminating fatalities and serious injuries. 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 wasn't previously considered may prove to have a larger overall impact on reducing fatalities and serious injuries.

For these reasons, this SHSP presents broad strategies that apply to the six emphasis areas and the underlying focus 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.

The 2026 – 2030 Delaware SHSP strategies are as follows:

Leadership, Collaboration, and Accountability	Continue implementing the Safe System Approach to foster a Safety Culture that enforces the main principle that death and serious injuries are unacceptable.
	The Core Committee will integrate the elements of the Safe System Approach into all planning, design, operations, educational, and enforcement programs.
	Continue transparent reporting of fatalities and serious injuries and accomplishments and challenges regarding implementation of this SHSP.
Safer Roads	Update or establish design policies and guidance to foster design principles that accommodate human error and reduce crash forces.
	Implement projects to improve the transportation system that provide safety benefits for all road users, based on the functional classification of the roadway, surrounding land use, and future development.
	Implement proven safety countermeasures that are intended to reduce fatalities and serious injuries at locations identified through a data-driven analysis.
	Prioritize high-crash locations for diagnosis and investment.
Safer Speeds	Align posted speed limits with the context and design of the roadway.
	Continue the use of automated speed enforcement where appropriate and permitted by state law.
	Implement projects that provide self-enforcing road design features where appropriate to naturally slow vehicles.
	Continue speeding and aggressive driving enforcement and education and coordinate speed enforcement/ educational programs with local law enforcement agencies.
Safer Vehicles	Implement projects and programs that support the integration of connected and autonomous vehicle technologies.
	Continue to implement projects and programs that support safety improvements, improved education, and enhanced enforcement to support reduction in fatalities and serious injuries associated with commercial motor vehicle related crashes.
	Continue to implement projects and programs that support safety improvements, improved education, and enhanced enforcement to support reduction in fatalities and serious injuries associated with motorcycle related crashes.
Safer People	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.
	Develop educational safety programs that support safer people and each of the Target Areas this SHSP represents. Use social media and other media outlets to reach all audiences including those audiences that are disproportionately involved in crashes.
Safer Land Use	Coordinate with local land use agencies to develop policies and guidelines to improve linkages between land use and transportation to improve safety for all road users.
	Coordinate with county and local governments to incorporate the Safe System Approach into future comprehensive planning documents.
Post Crash Care	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.
	Continue the development of improvements to on-scene care and injury surveillance to improve injury outcomes for 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.

IMPLEMENTATION AND EVALUATION

IMPLEMENTATION

Implementation of the 2026 – 2030 SHSP is expected to result in 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.

Implementation of the 2026 – 2030 SHSP:

- 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, highlighting current crash trends, progress towards achieving overall and Target Area objectives, highlighting key accomplishments and requesting 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 2021 – 2025 SHSP, the Core Committee has regularly monitored progress towards meeting the annual fatality and serious injury targets outlined. The results of these evaluations are reported annually through DelDOT's HSIP Annual Report, the 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 focus area specific fatality and serious injury crash trends and a comparison to the annual objective identified in this SHSP*
- *Highlight of Core Committee and stakeholder accomplishments*
- *Evaluation of the focus areas where progress is being made*
- *Evaluation of the focus 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 that has been 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% annual reduction proposed in this SHSP and will be coordinated with the Core Committee and MPOs.

APPENDIX A - FACT SHEETS

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, the status of the implementation of the strategies of the 2021 – 2025 Delaware SHSP and the 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, and VMT 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 E's 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 INPUT

APPENDIX C - STAKEHOLDER INPUT

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 discuss 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 are a list of task forces and committees that are coordinated with throughout the SHSP implementation period and as part of the SHSP development process:

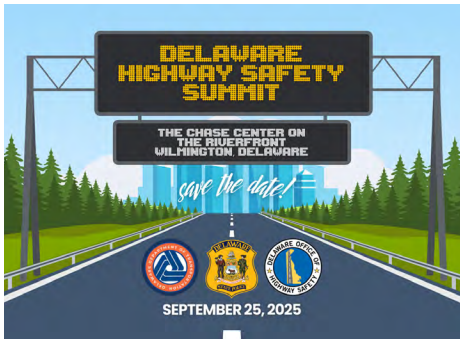
- SHSP Core Committee
- OHS Grant Advisory Committee
- Impaired Driving Task Force
- Teen Driver Task Force
- Traffic Records Coordinating Committee
- Pedestrian Council

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

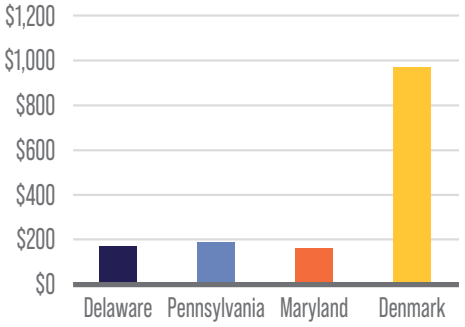


DelDOT, OHS, and the Delaware State Police hosted the second Delaware Highway Safety Summit in September 2025. Similar to the inaugural event, the summit attendees included stakeholders with backgrounds in engineering, planning, highway safety education, enforcement, and advocacy. The summit included 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.

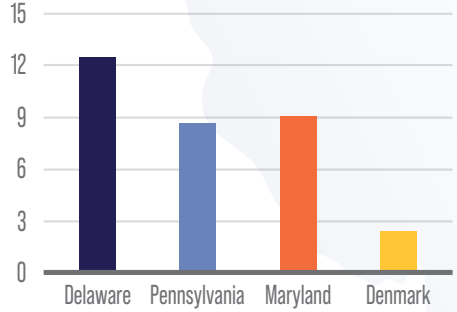
The panel related to speeding was held during the lunchtime session, as the keynote session of the summit. This was an interactive discussion with the audience that generated lots of feedback regarding speeding concerns within Delaware. Some of the highlights include:

- 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

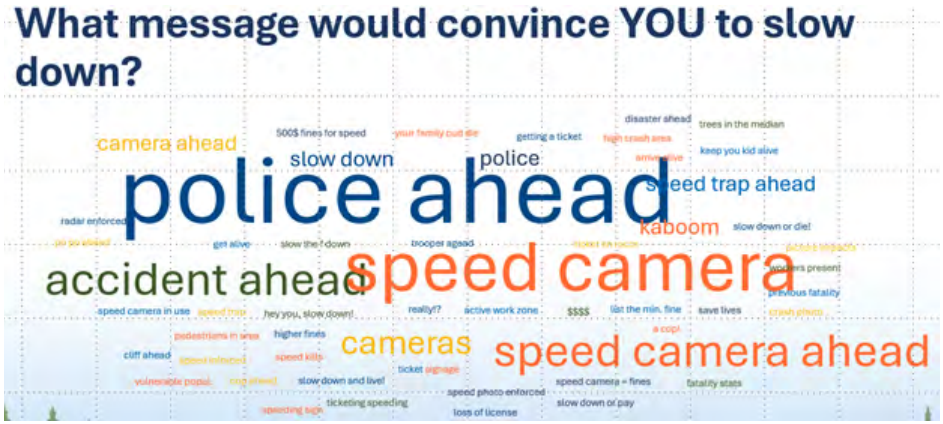


FATALITY RATE (PER 100K POPULATION 2024 FATALITY DATA)



- 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 the question about who has the biggest role to play in solving Delaware's speeding problem. Almost 75% of the responses indicated that drivers themselves have the biggest role to play.

APPENDIX C - STAKEHOLDER ENGAGEMENT



The stakeholder feedback from the panel sessions and the overall summit was used to help frame the development of this SHSP, especially in development of the focus areas and the strategies of this plan. The feedback is also helpful in terms of prioritizing programs, projects, enforcement strategies and other initiatives to implement over the next five years.

The agenda for the 2025 Delaware Highway Safety Summit is included at the end of this Appendix.

STAKEHOLDER AND PUBLIC FEEDBACK

The 2026 – 2030 Delaware SHSP was posted on the DelDOT projects website for two weeks to solicit stakeholder and public feedback. Notices were sent to the stakeholders via email and notices to the public were sent via press release. **This section to be updated upon completion of the stakeholder and public review time period.**

APPENDIX D - SPECIAL RULES

APPENDIX D - SPECIAL RULES

Two Special Rules were established 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, under the Highway Safety Improvement Program is called the Vulnerable Road User Safety Special Rule. Crash rates (as defined by the Rules) for these crash types 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 two-year period, states must obligate 200 percent of the amount of HRRR funds 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 Drivers and Pedestrians 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 Drivers and Pedestrians 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 2-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 focus area related to older drivers as well as one related to pedestrians (as part of the vulnerable road user focus area) indicating a continued effort to addressed 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% of the State's HSIP funds for the next fiscal year HSIP projects that address the safety of vulnerable road users if the total annual fatalities of vulnerable road users in the state represents 15% 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% of its federal HSIP apportionment to HSIP projects that address the safety of vulnerable road users.

APPENDIX E - DELAWARE VULNERABLE ROAD USE ASSESSMENT

DELAWARE
STRATEGIC HIGHWAY SAFETY PLAN
TOWARD ZERO DEATHS

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. 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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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(l), 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

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

- 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

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 Systems 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 Systems 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

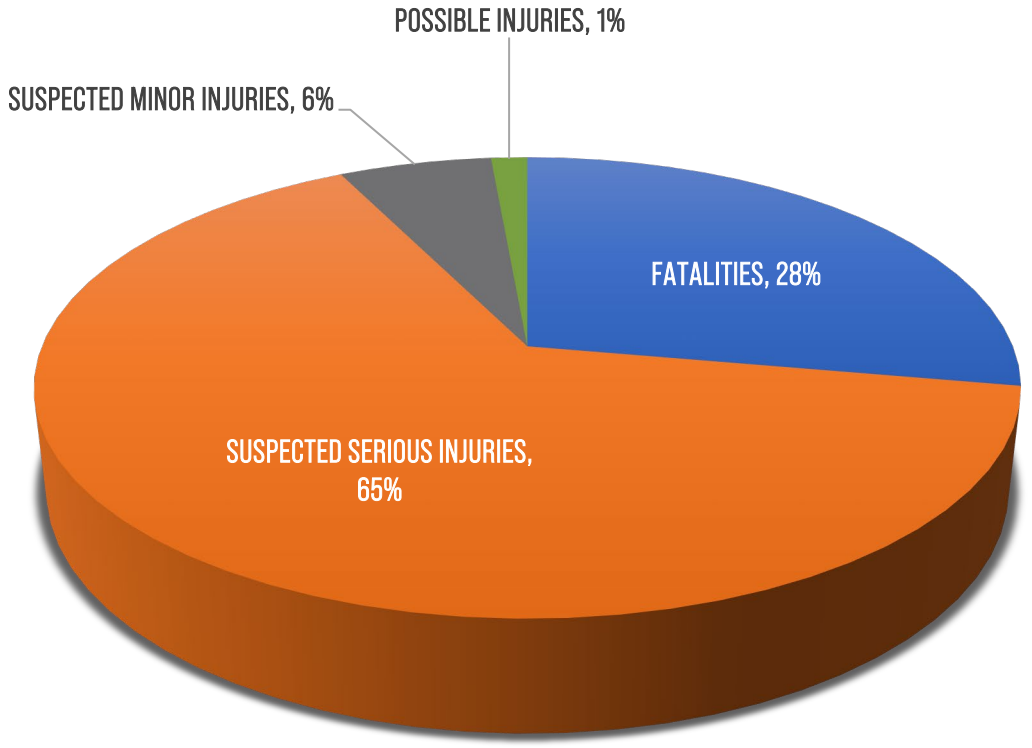
Increasing attentiveness and awareness

2025 VULNERABLE ROAD USER SAFETY ASSESSMENT

VRU SAFETY PERFORMANCE ASSESSMENT

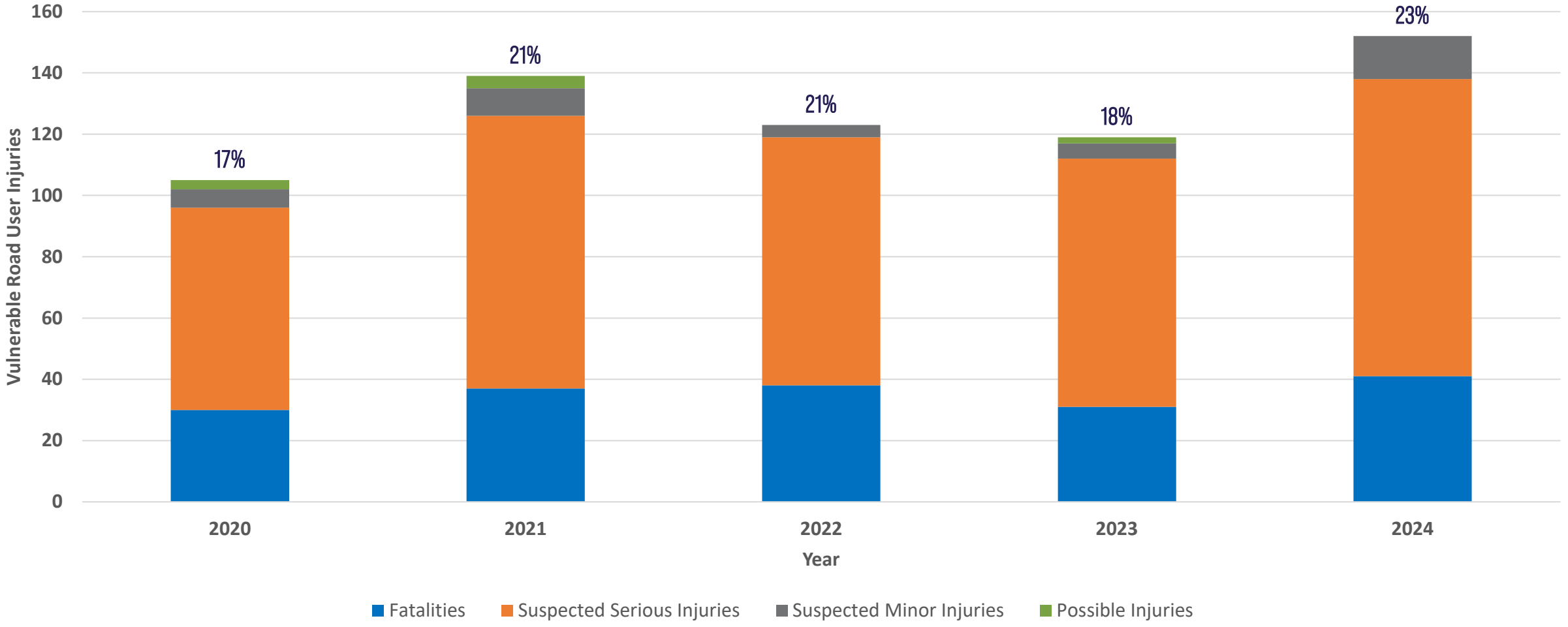
VRU SAFETY PERFORMANCE ASSESSMENT

- 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

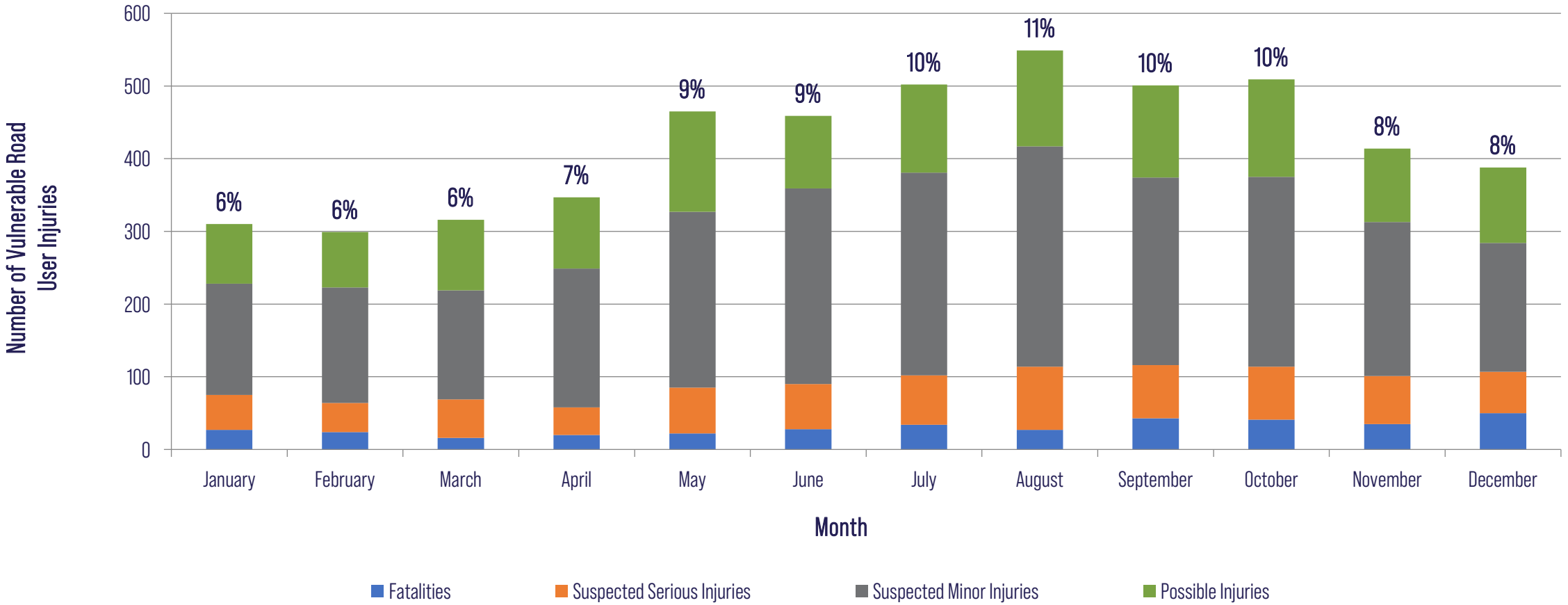


XX%: % of total statewide fatalities involving a Vulnerable Road User

VRU SAFETY PERFORMANCE ASSESSMENT

Vulnerable Road User Injuries by Month

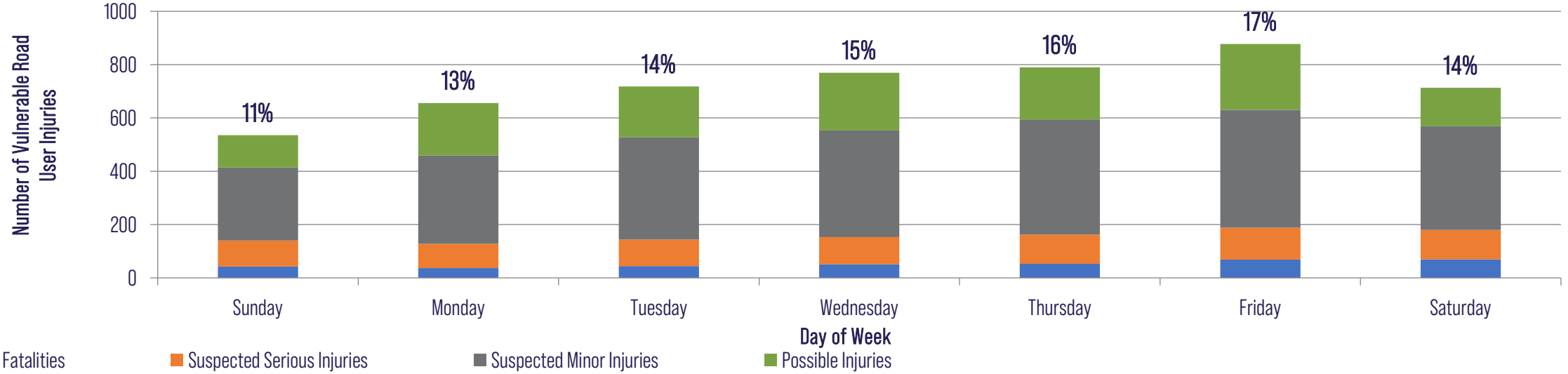
47% of VRU fatalities and 37% of VRU serious injuries occurred September – December
51% of all VRU injuries occurred August – December



% Vulnerable Road User Injuries

VRU SAFETY PERFORMANCE ASSESSMENT

Vulnerable Road User Injuries by Day of Week



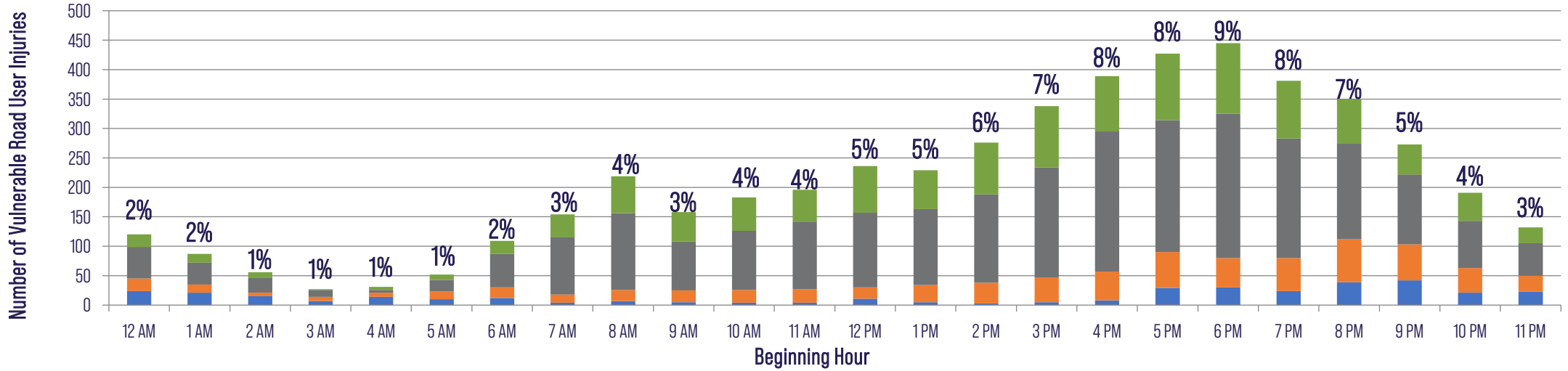
% Vulnerable Road User Injuries

	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

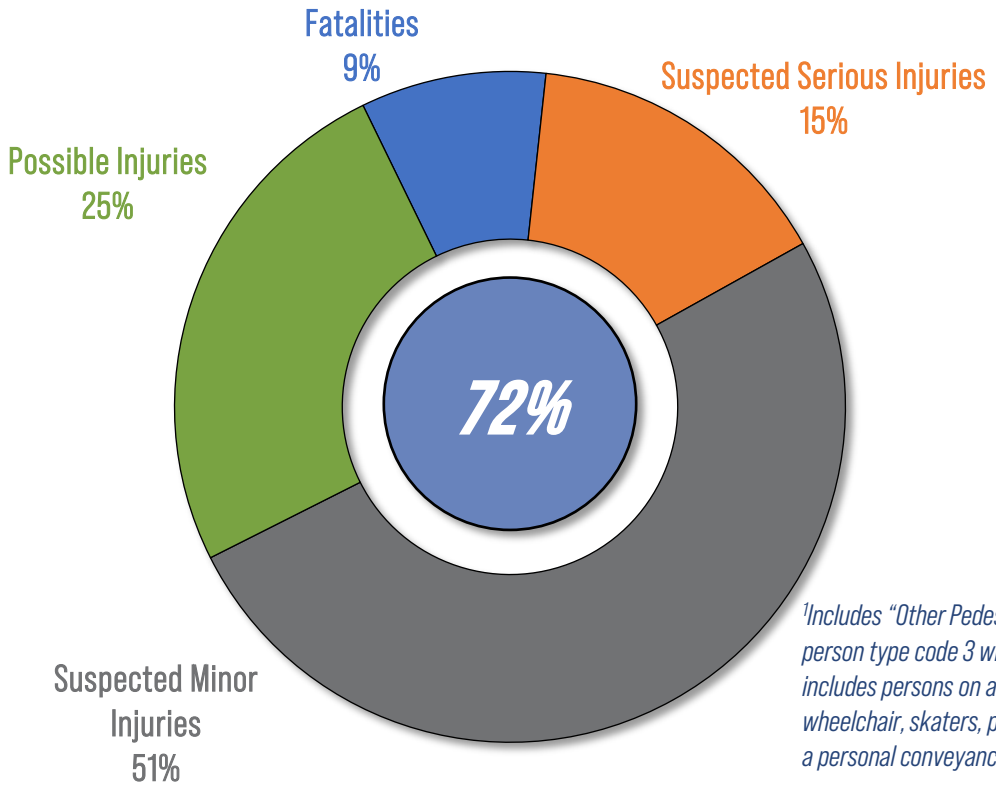
	12A	1A	2A	3A	4A	5A	6A	7A	8A	9A	10A	11A	12P	1P	2P	3P	4P	5P	6P	7P	8P	9P	10P	11P	Total
Sunday	23	42	15	5	5	4	4	7	7	16	25	29	20	21	24	20	30	46	54	43	39	26	19	11	535
Monday	10	6	2	5	6	9	15	25	40	21	22	21	25	37	42	43	54	68	54	52	39	33	20	7	656
Tuesday	17	10	3	2	1	6	16	29	31	18	32	30	33	32	35	56	65	70	67	42	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

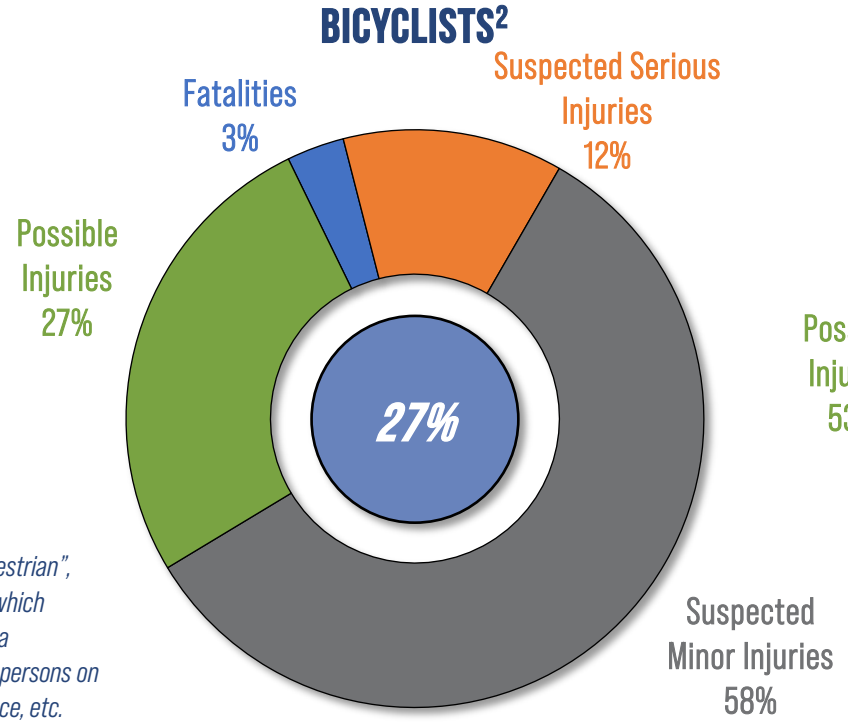
Non-Motorist Person Type

PEDESTRIANS[1]



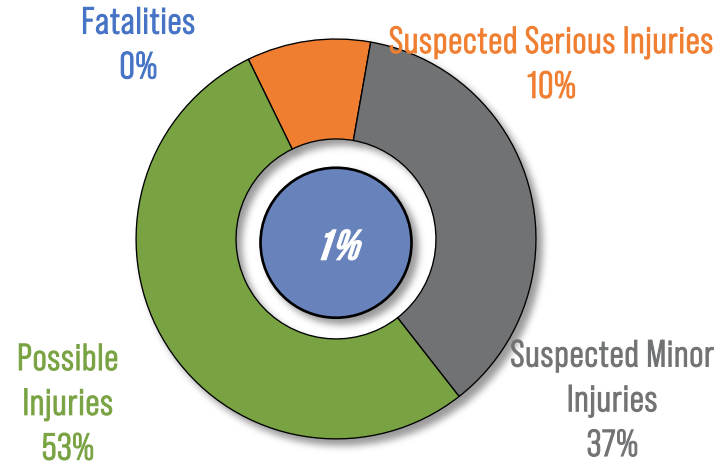
[1]Includes "Other Pedestrian", person type code 3 which includes persons on a wheelchair, skaters, persons on a personal conveyance, etc.

BICYCLISTS[2]



[2]Includes "Other Cyclist", person type code 5

OTHER VRUS[3]



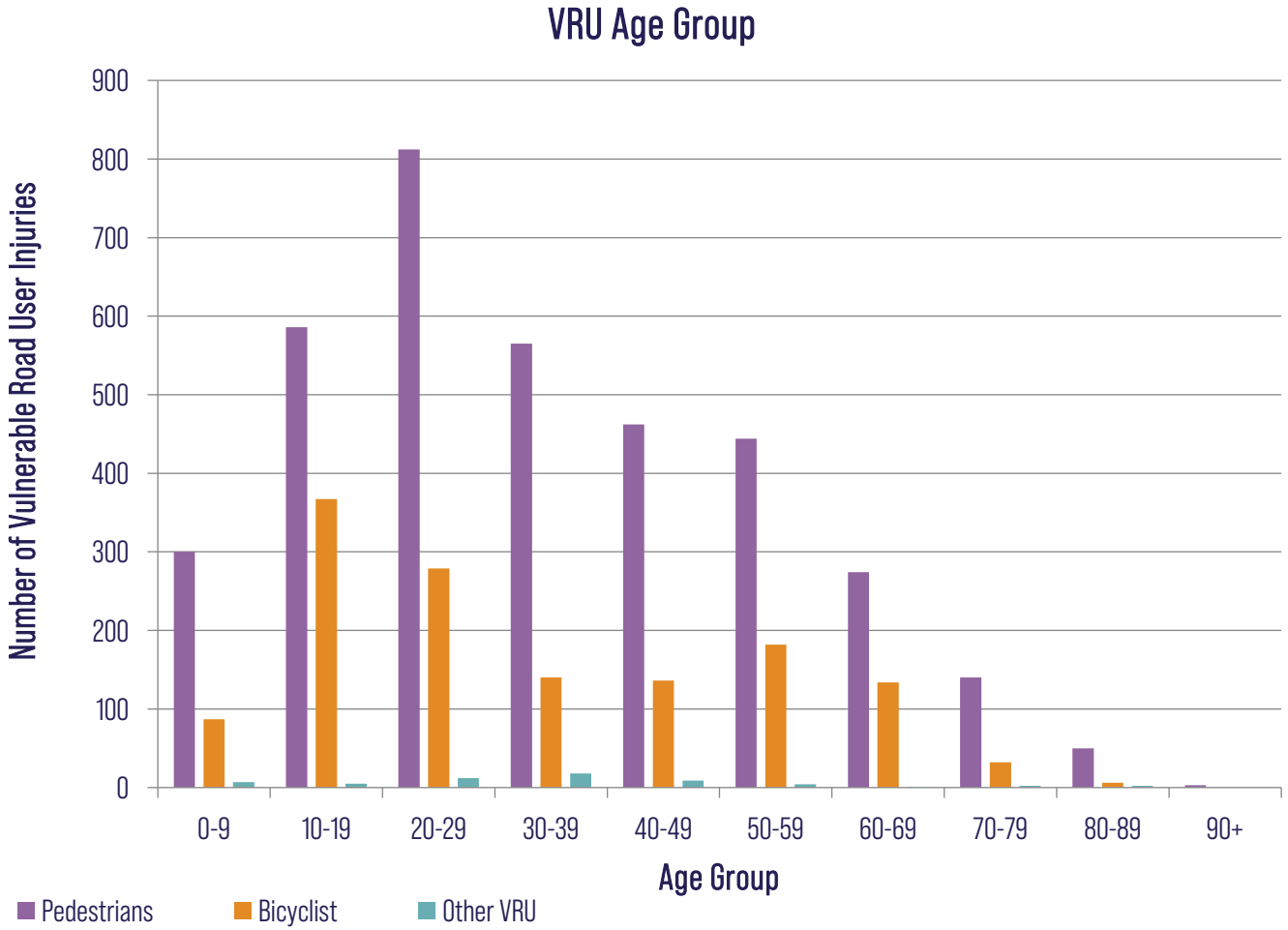
[3]Other VRUs include Occupants of a Non-Motor Vehicle Transportation Device and Unknown Type of Non-Motorists

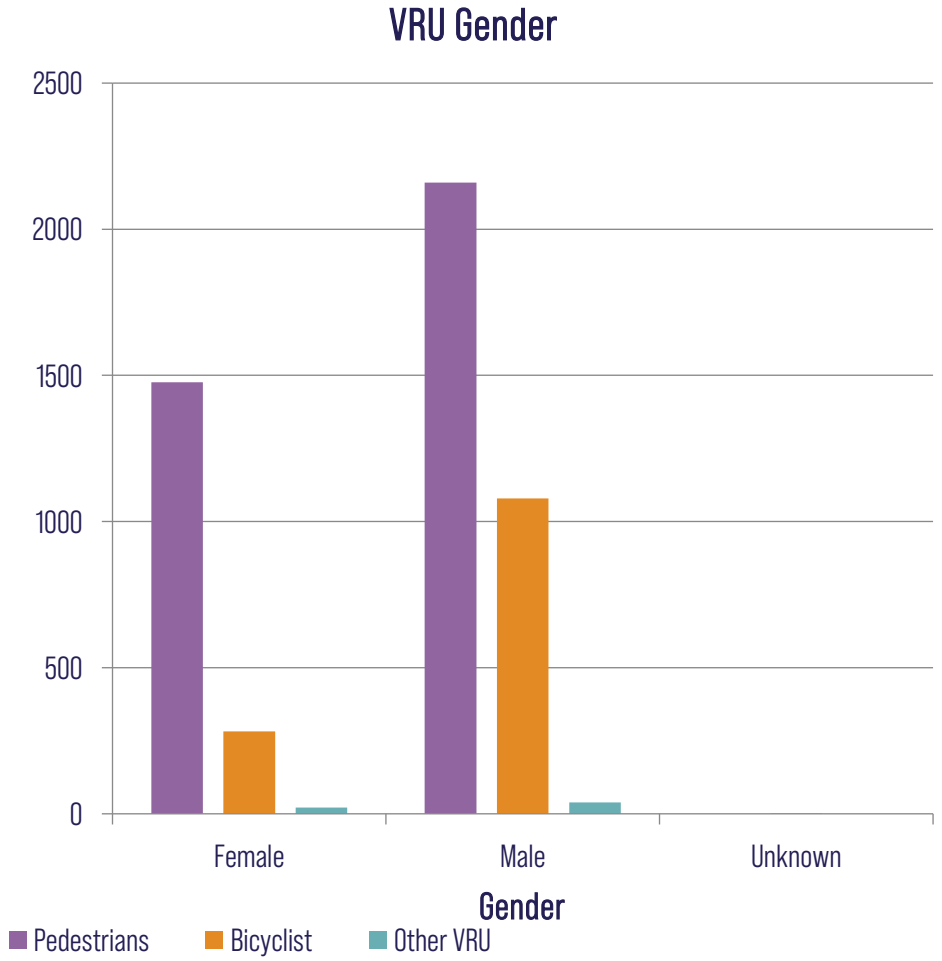
XX% of all VRUs

Based on this data analysis and the data presented in slides 16-19, 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

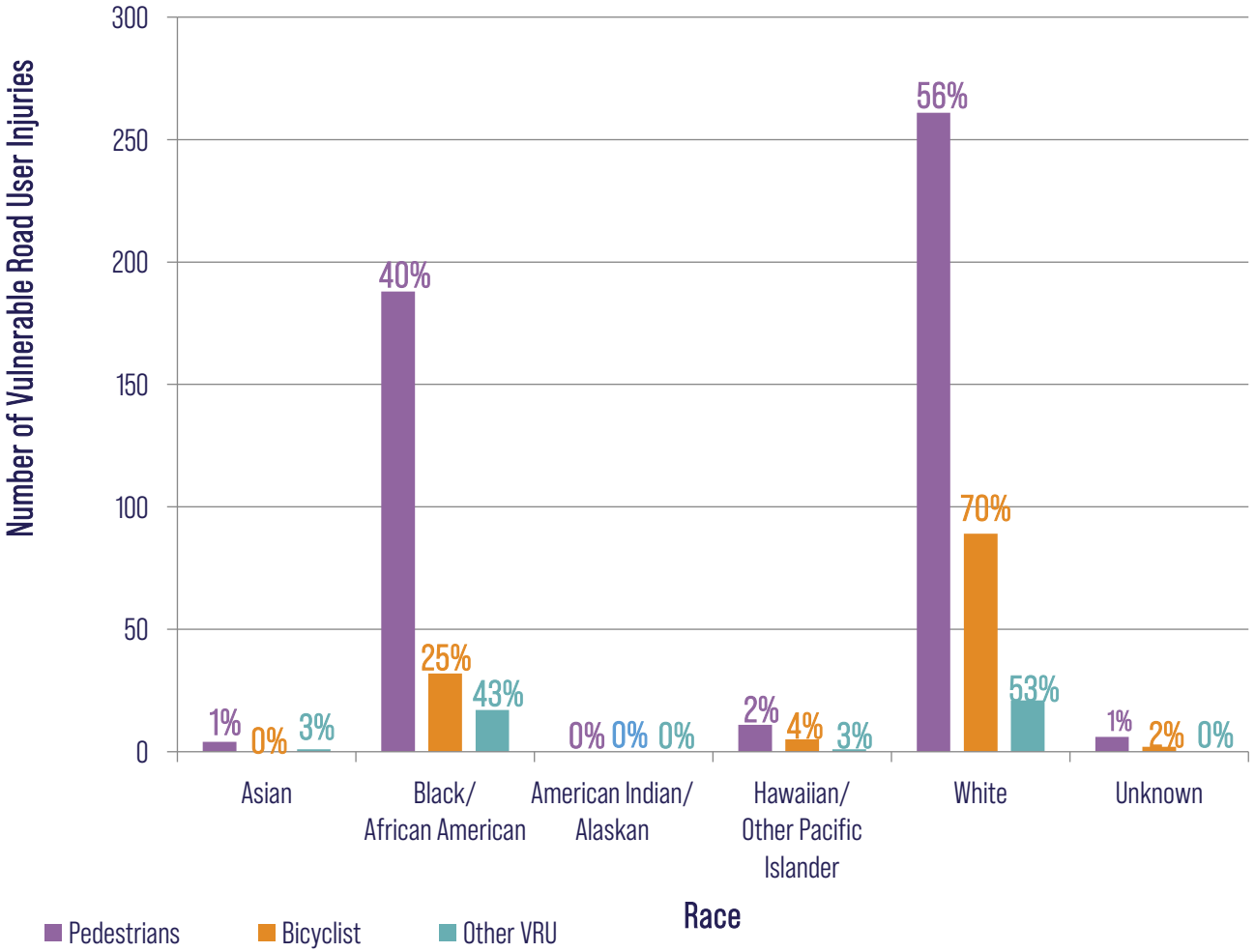




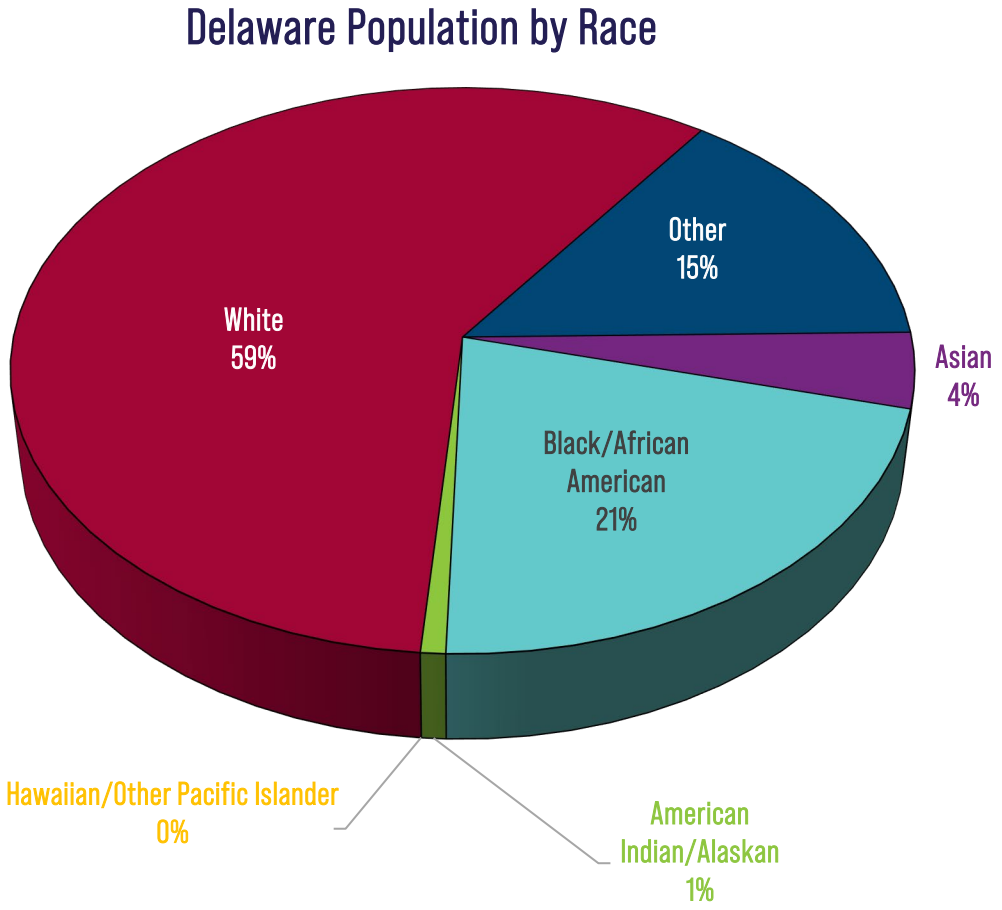
16% of Vulnerable Road Users involved in crashes were impaired by alcohol or drugs

VRU SAFETY PERFORMANCE ASSESSMENT

Race and Ethnicity Demographics of Vulnerable Road Users



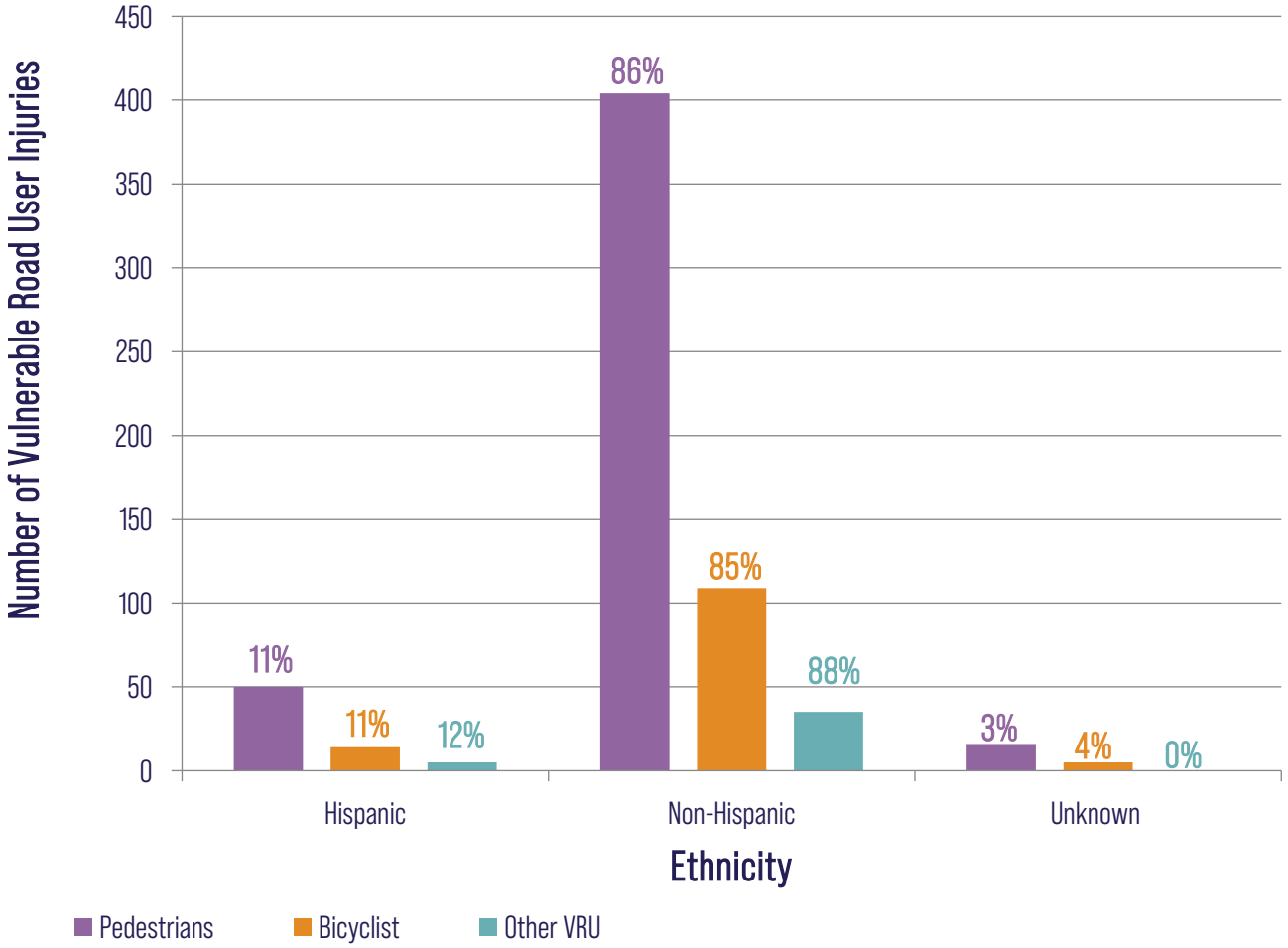
X%: Percentage of VRU type in race category



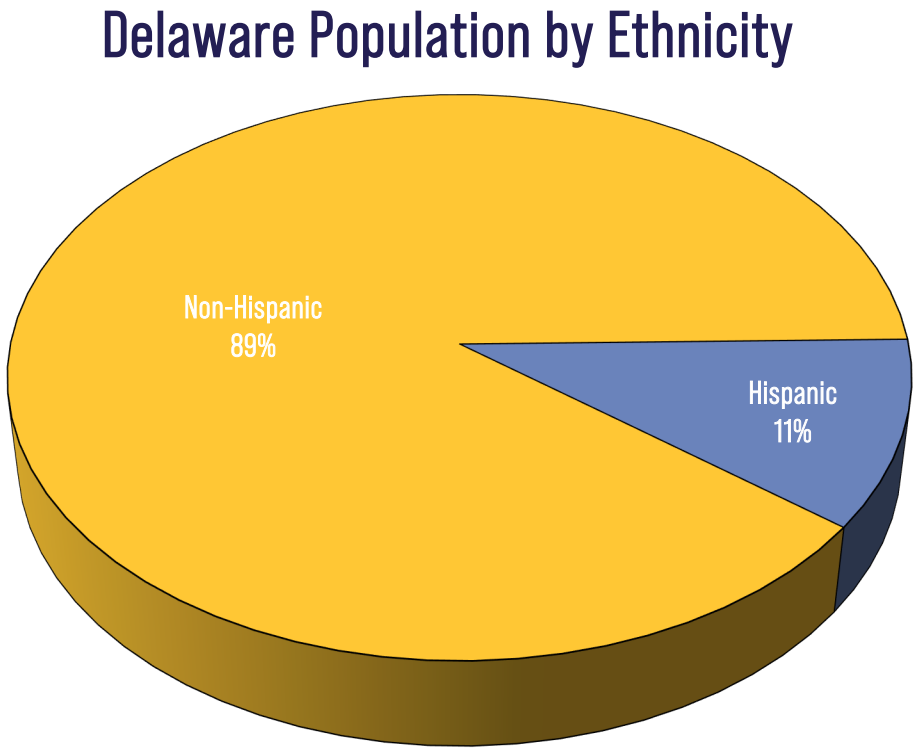
Source of Delaware Population Data: 2020 Census, www.census.gov

VRU SAFETY PERFORMANCE ASSESSMENT

Race and Ethnicity Demographics of Vulnerable Road Users



X%: Percentage of VRU type in ethnicity category

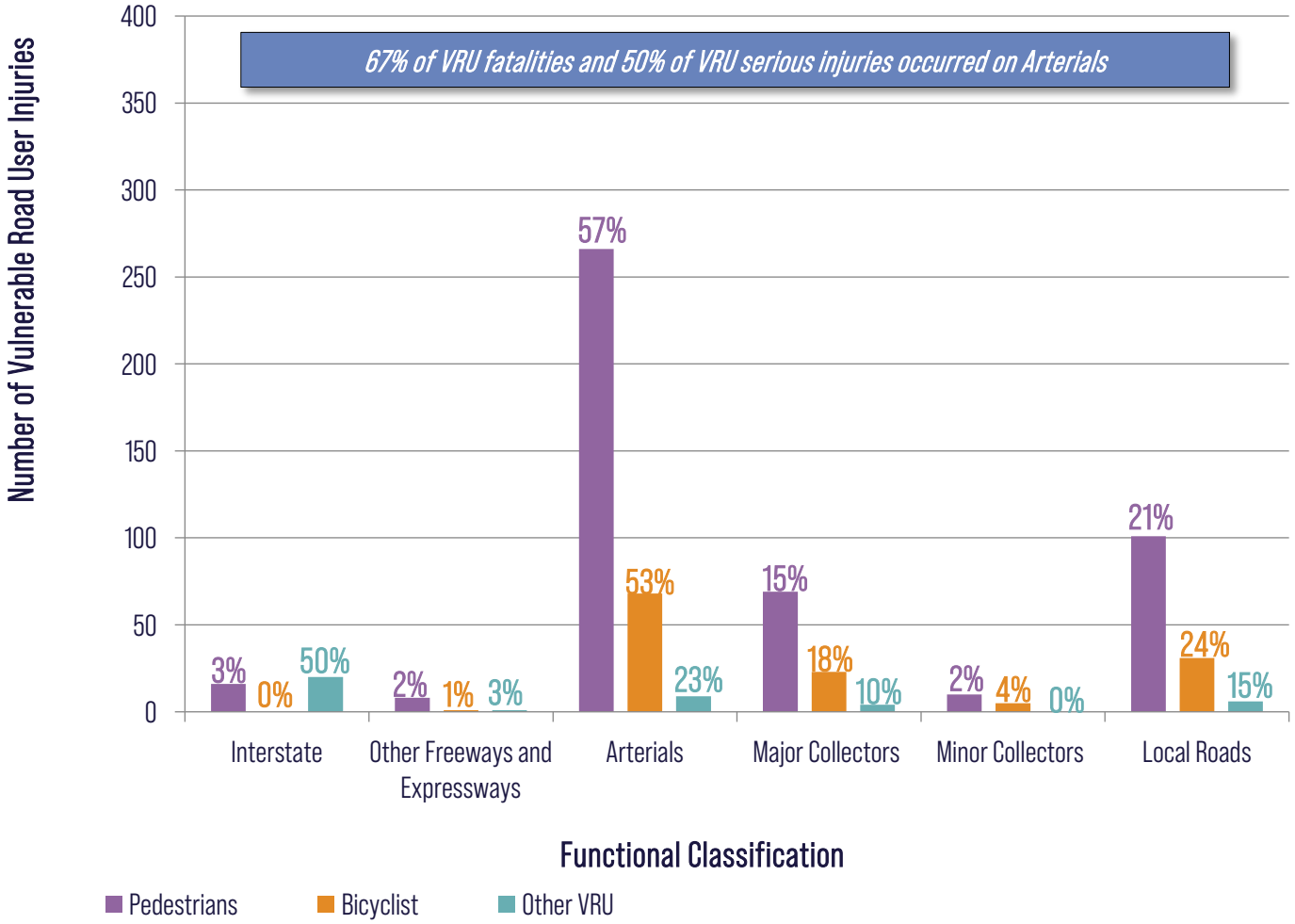


Source of Delaware Population Data: 2020 Census, www.census.gov

VRU SAFETY PERFORMANCE ASSESSMENT

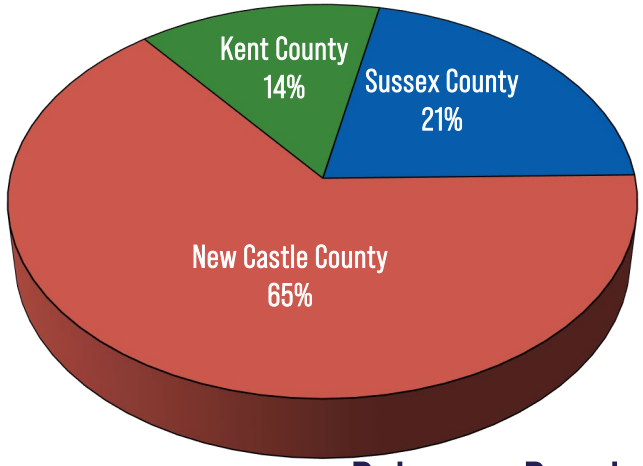
Location of Vulnerable Road User Crashes

Road Type



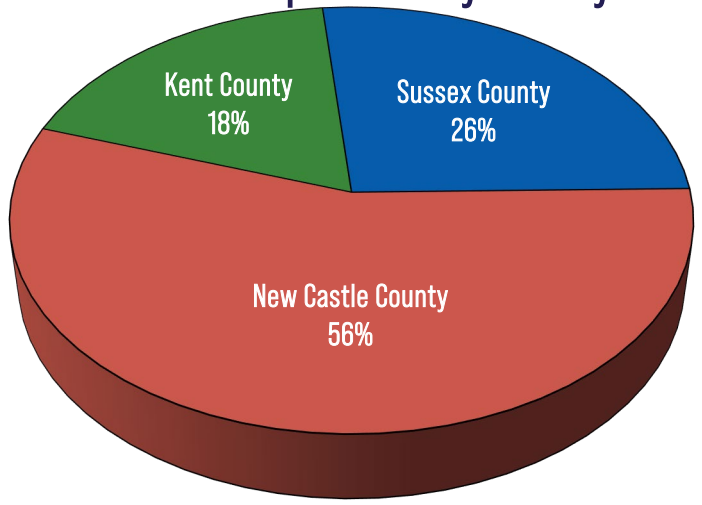
X%: Percentage of VRU type for roadway functional classification

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

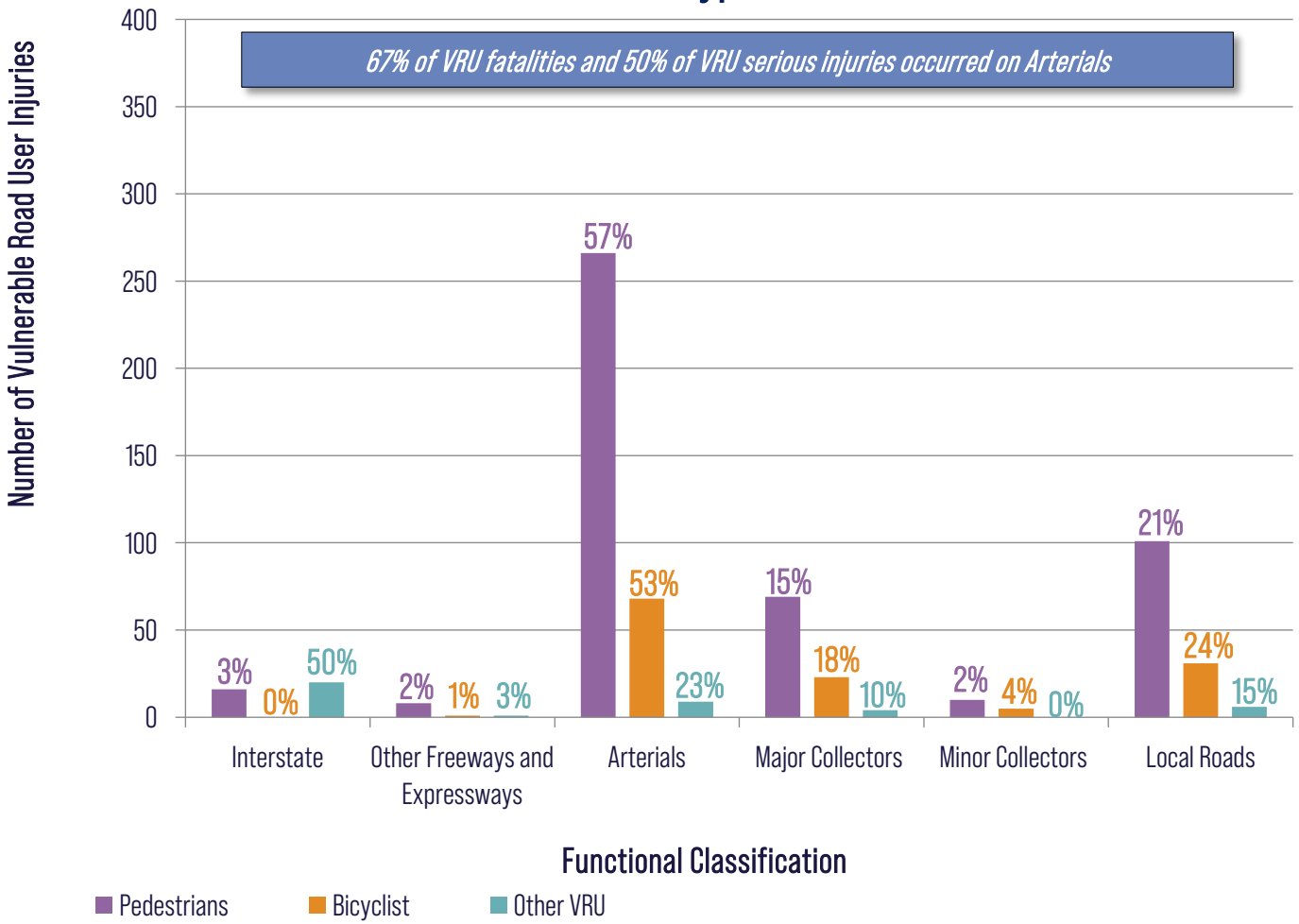
Delaware Population by County



VRU SAFETY PERFORMANCE ASSESSMENT

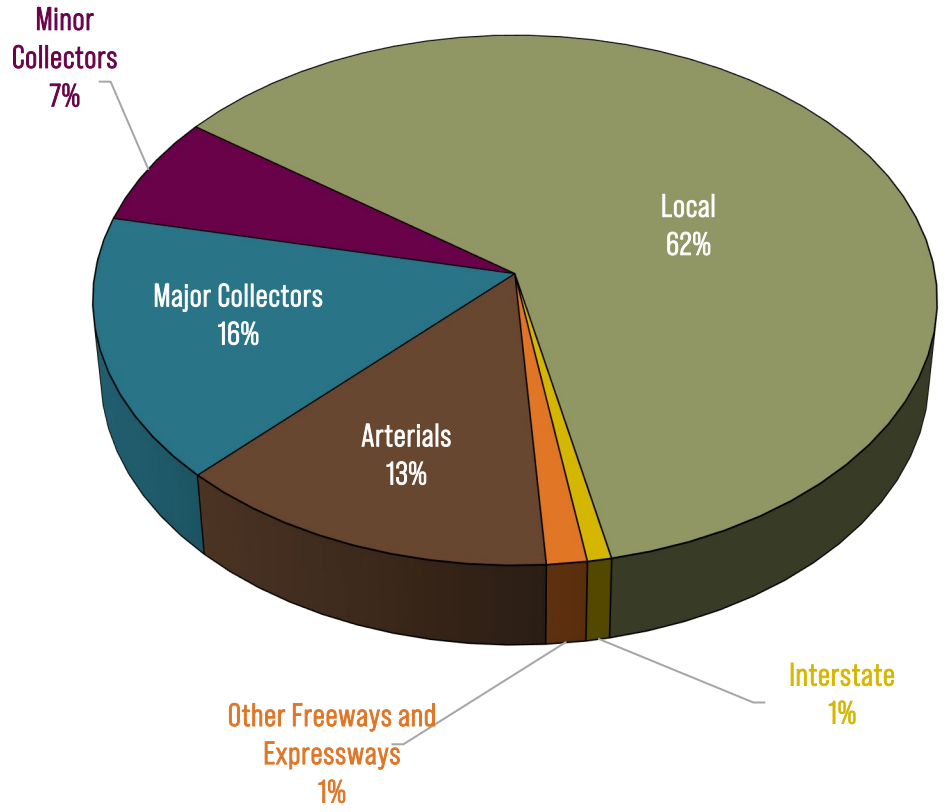
Location of Vulnerable Road User Crashes

Road Type



X%: Percentage of VRU type for roadway functional classification

Statewide Centerline Miles by Functional Classification

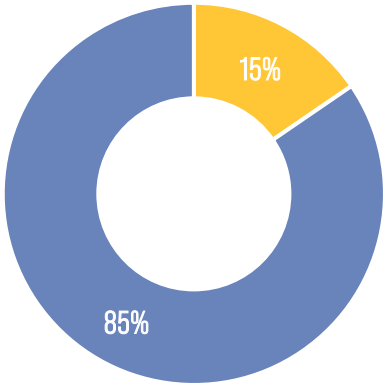


Source of Statewide Centerline Mileage: 2024 Highway Performance Monitoring System

VRU SAFETY PERFORMANCE ASSESSMENT

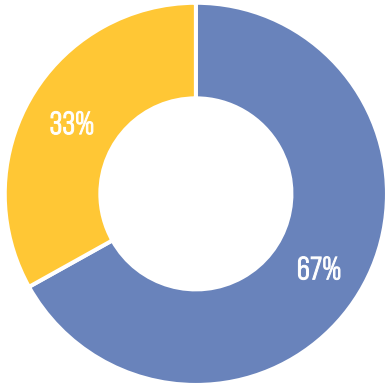
Location of Vulnerable Road User Crashes

Area Type



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

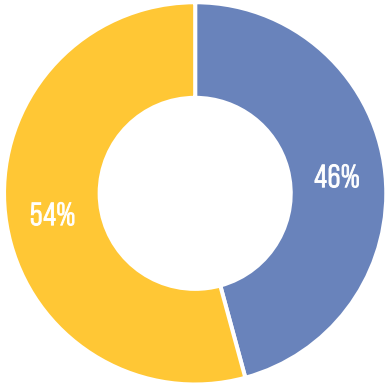
Intersection Related



There are over 22,000 intersections on the state's road network

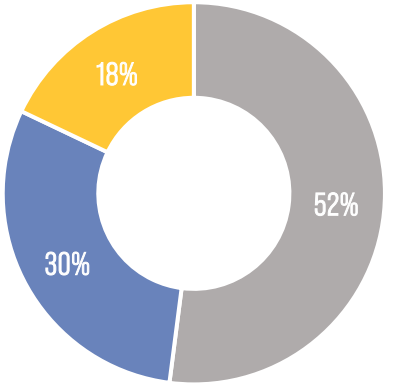
- *5% of those are signalized intersections*

Median Type



12% of Delaware's centerline miles are divided roadways

Intersection Type



DELAWARE STRATEGIC HIGHWAY SAFETY PLAN

TOWARD ZERO DEATHS

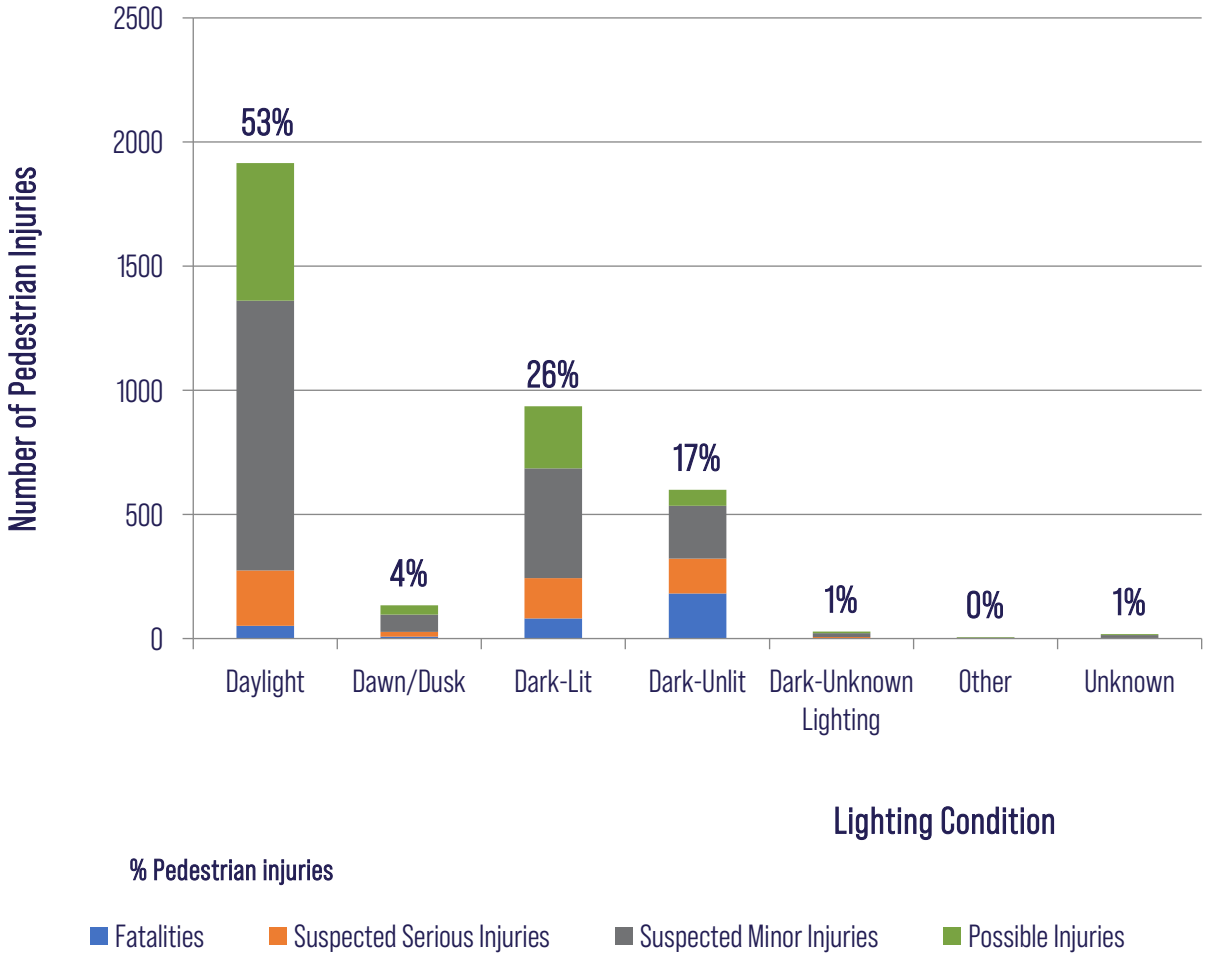
VRU SAFETY PERFORMANCE ASSESSMENT

PEDESTRIANS

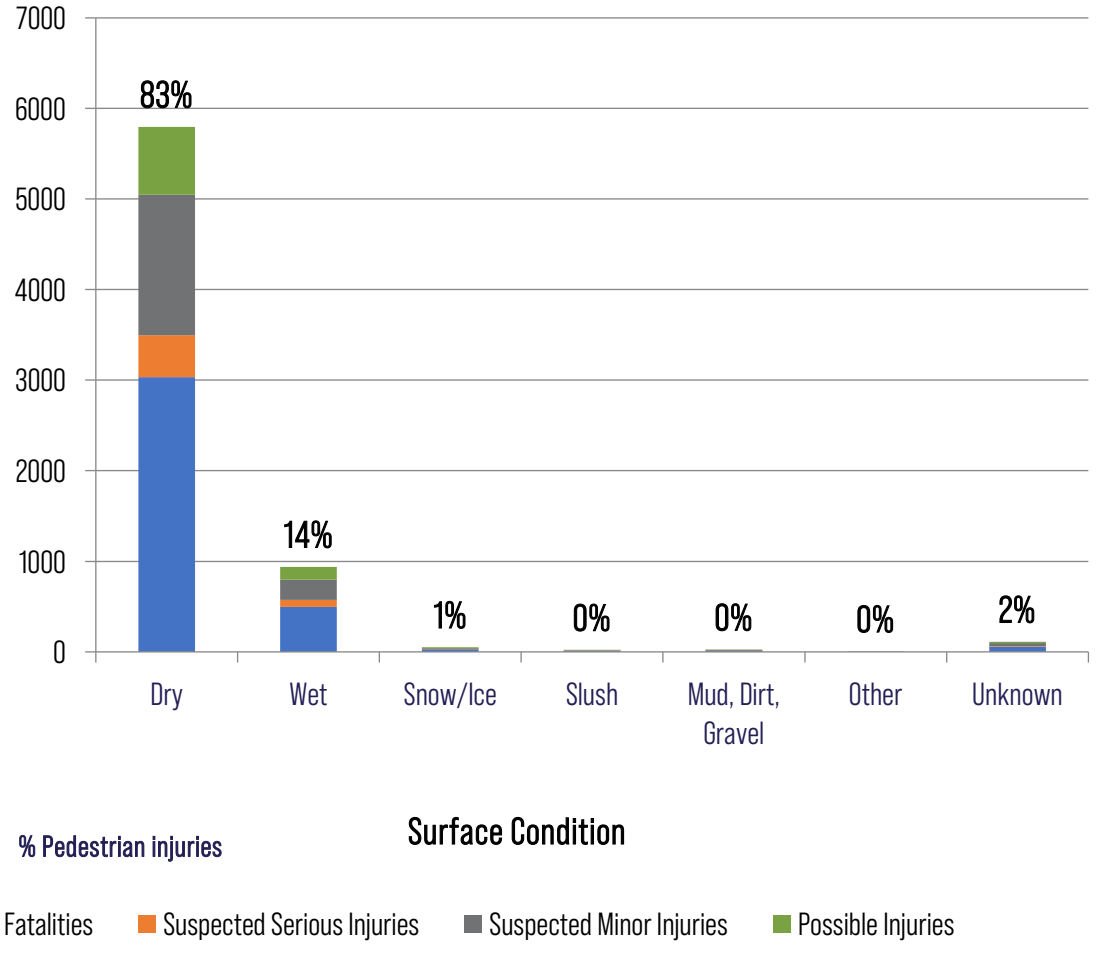
VRU SAFETY PERFORMANCE ASSESSMENT

Pedestrian-Related Crashes

Lighting Condition



Road Surface Condition

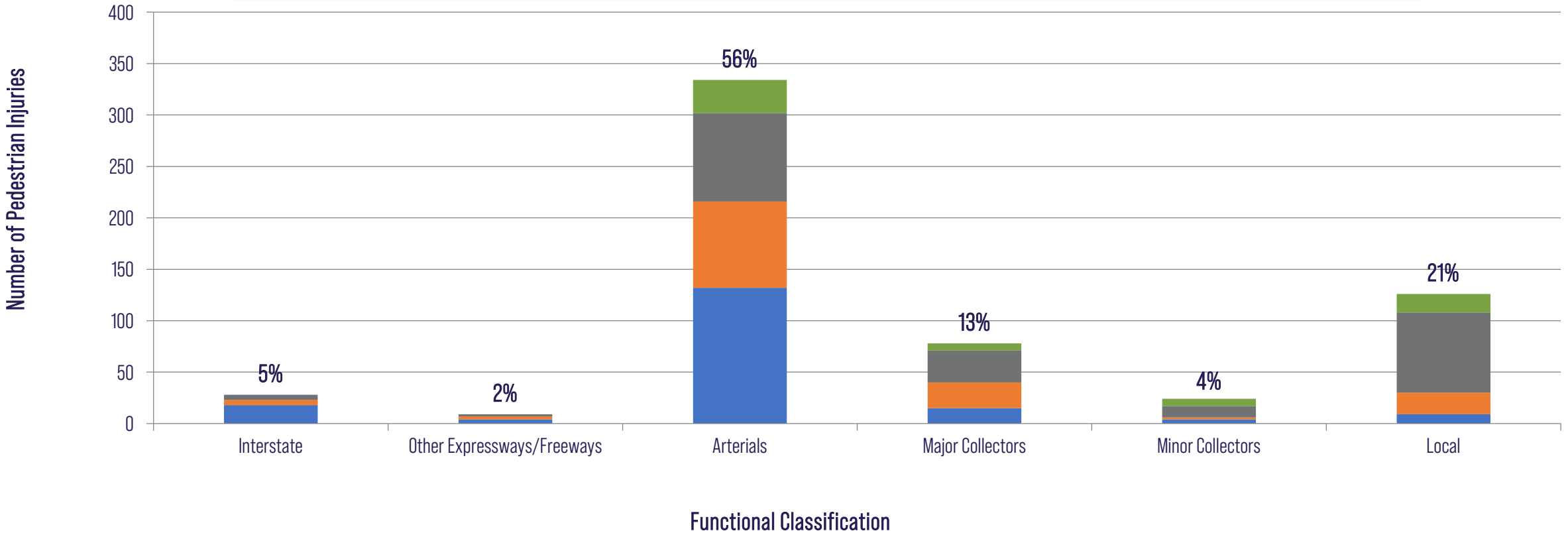


VRU SAFETY PERFORMANCE ASSESSMENT

Pedestrian-Related Crashes

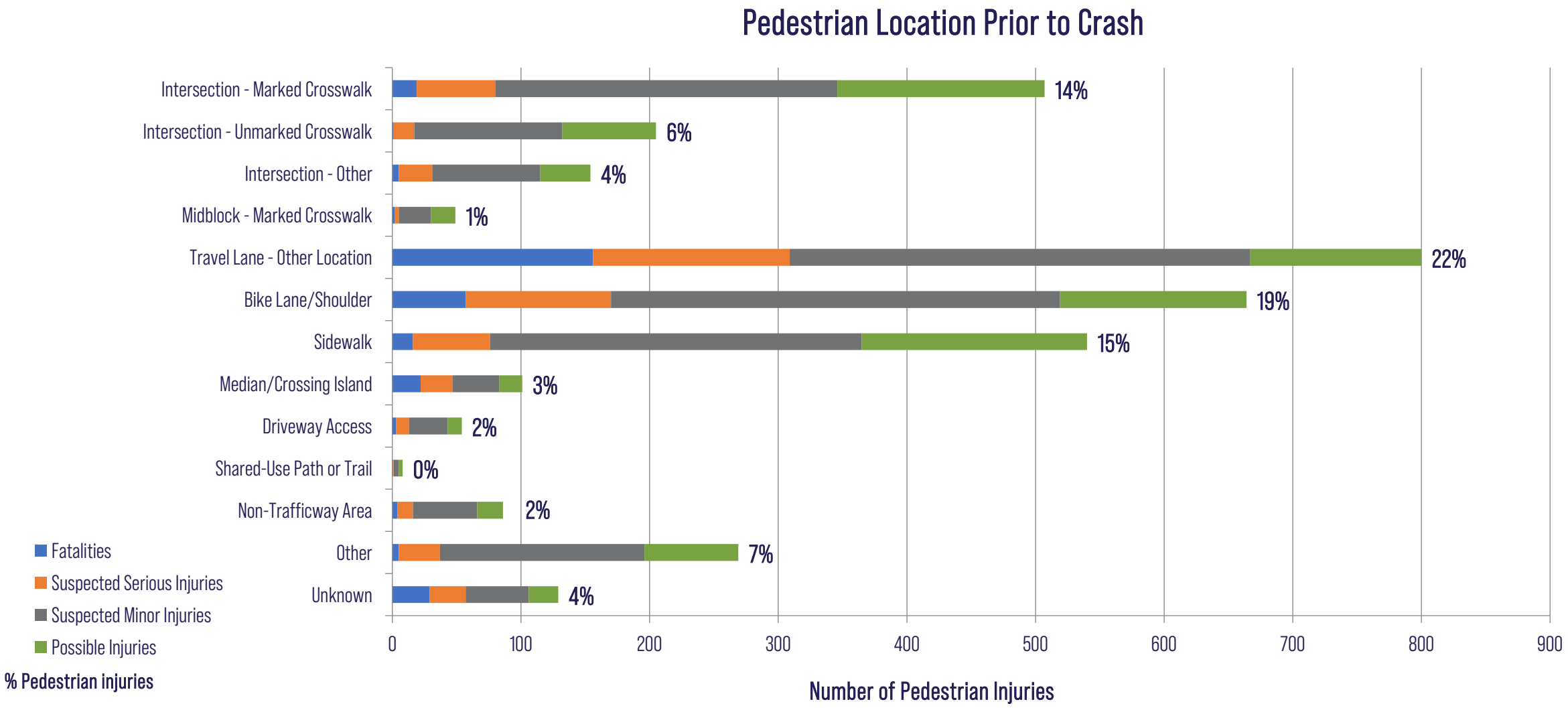
Pedestrian Injuries under Dark-Unlit Conditions by Road Type

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



VRU SAFETY PERFORMANCE ASSESSMENT

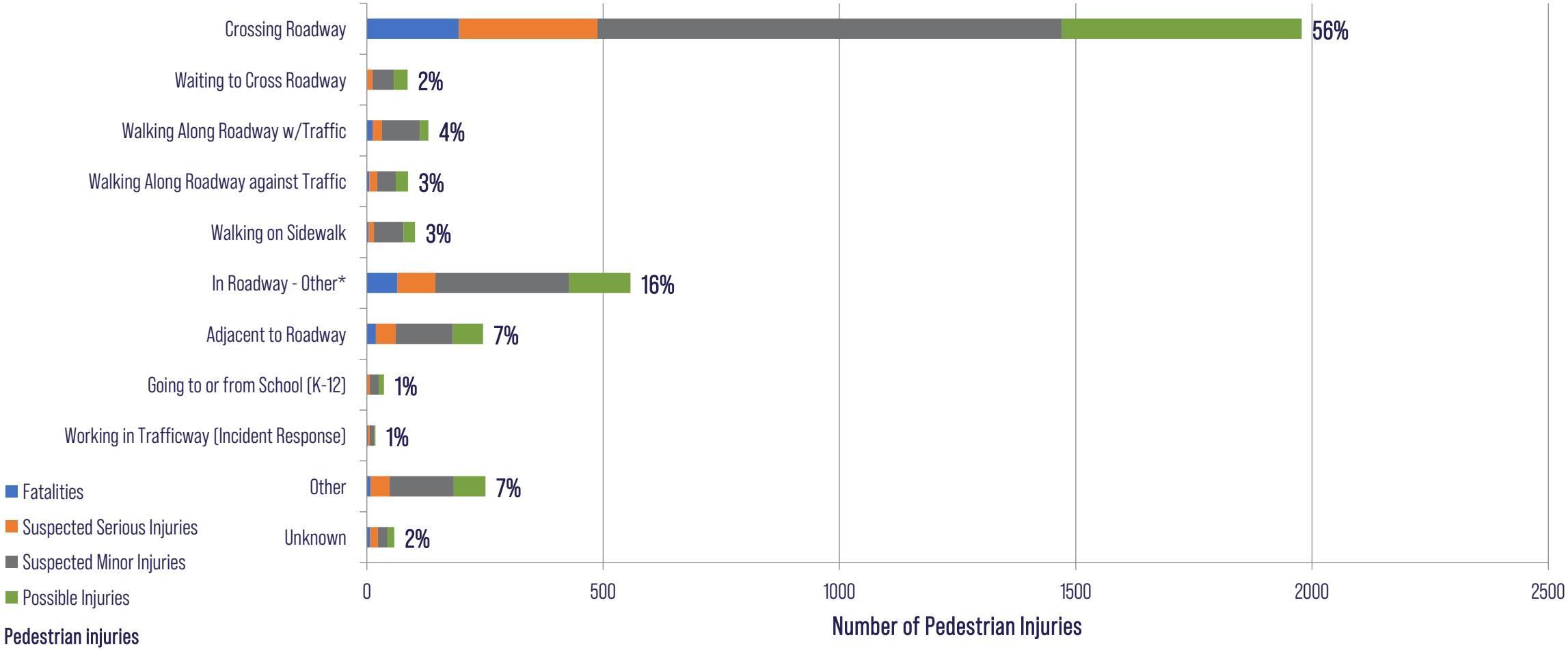
Pedestrian-Related Crashes



VRU SAFETY PERFORMANCE ASSESSMENT

Pedestrian-Related Crashes

Pedestrian Action Prior to Crash

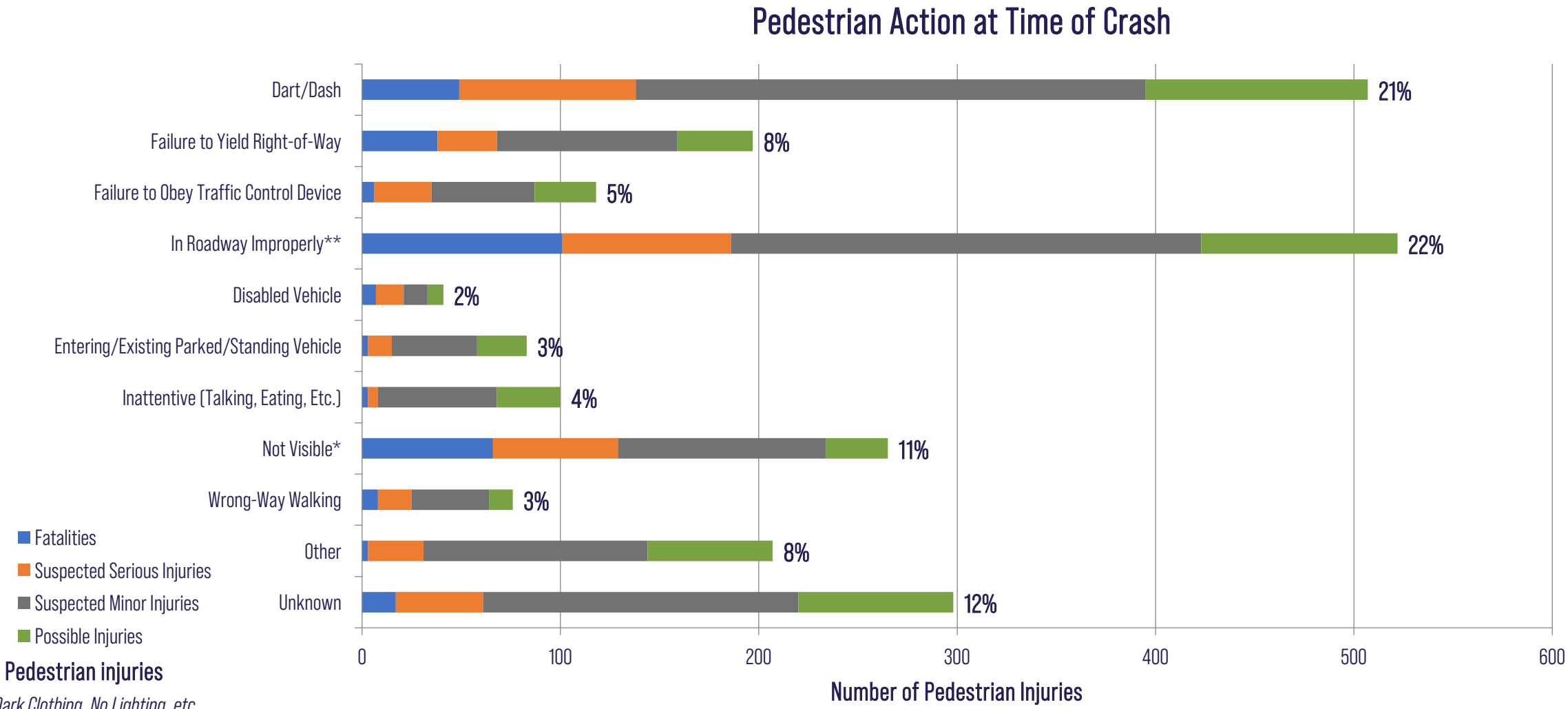


% Pedestrian injuries

**Working, Playing, etc.*

VRU SAFETY PERFORMANCE ASSESSMENT

Pedestrian-Related Crashes



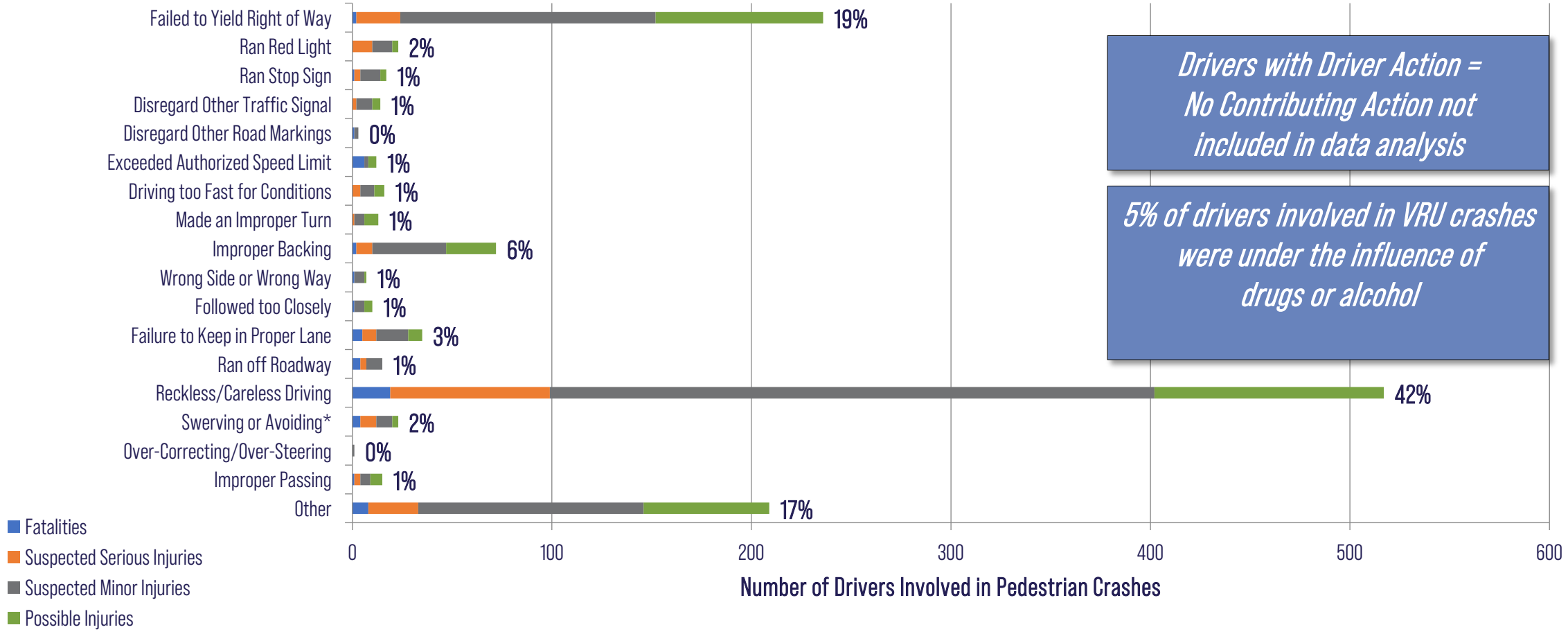
*Dark Clothing, No Lighting, etc.

**Standing, Lying, Working, Playing

VRU SAFETY PERFORMANCE ASSESSMENT

Pedestrian-Related Crashes

Reported Driver Action in Pedestrian Crashes



Drivers with Driver Action = No Contributing Action not included in data analysis

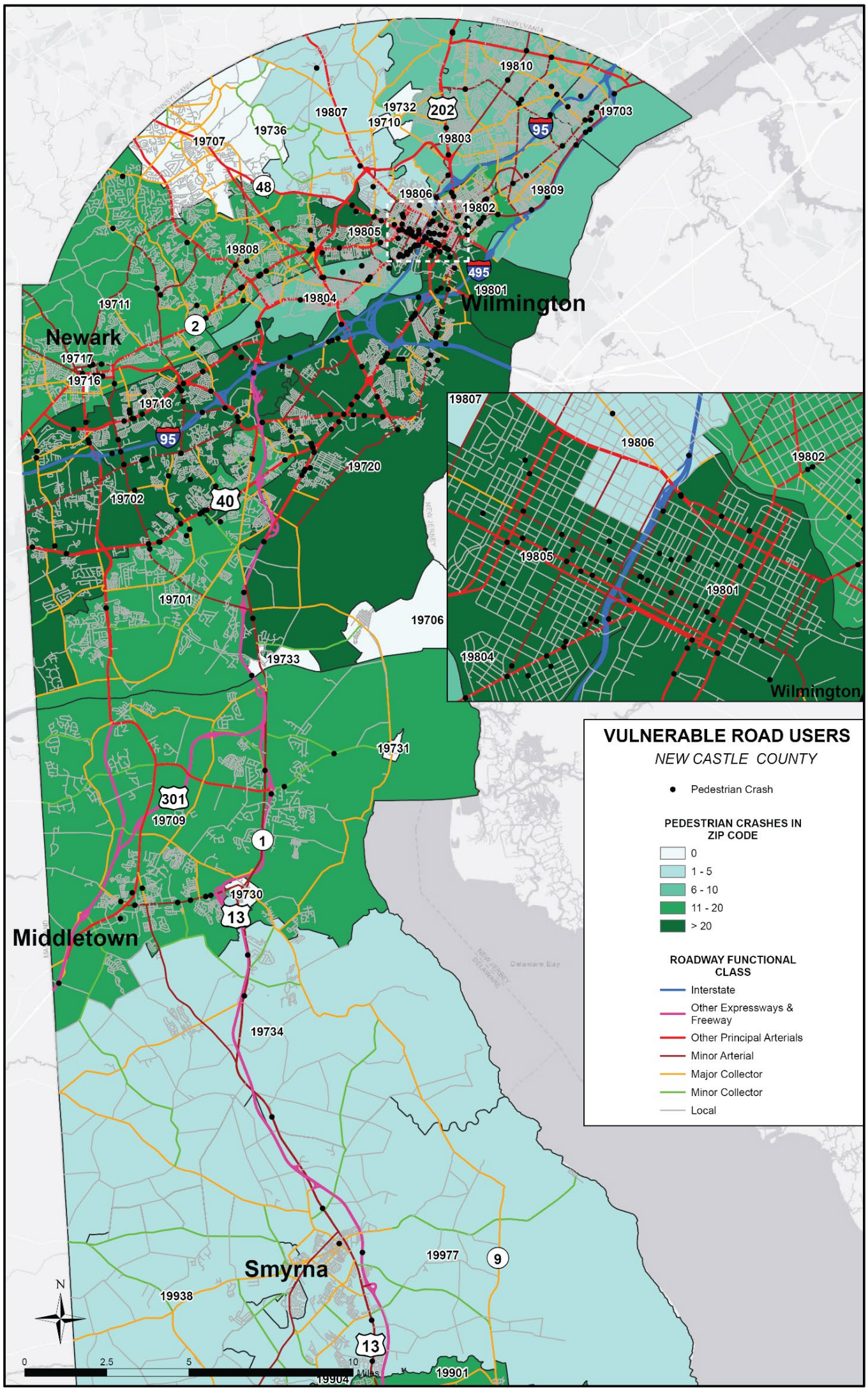
5% of drivers involved in VRU crashes were under the influence of drugs or alcohol

% Drivers involved in Pedestrian Crashes

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

VRU SAFETY PERFORMANCE ASSESSMENT

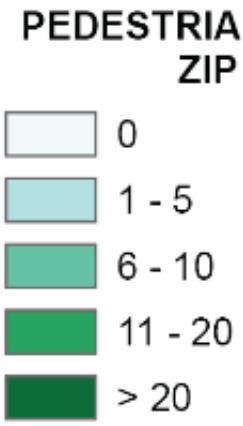
Pedestrian-Related Crashes by Zip Code



VRU SAFETY PERFORMANCE ASSESSMENT

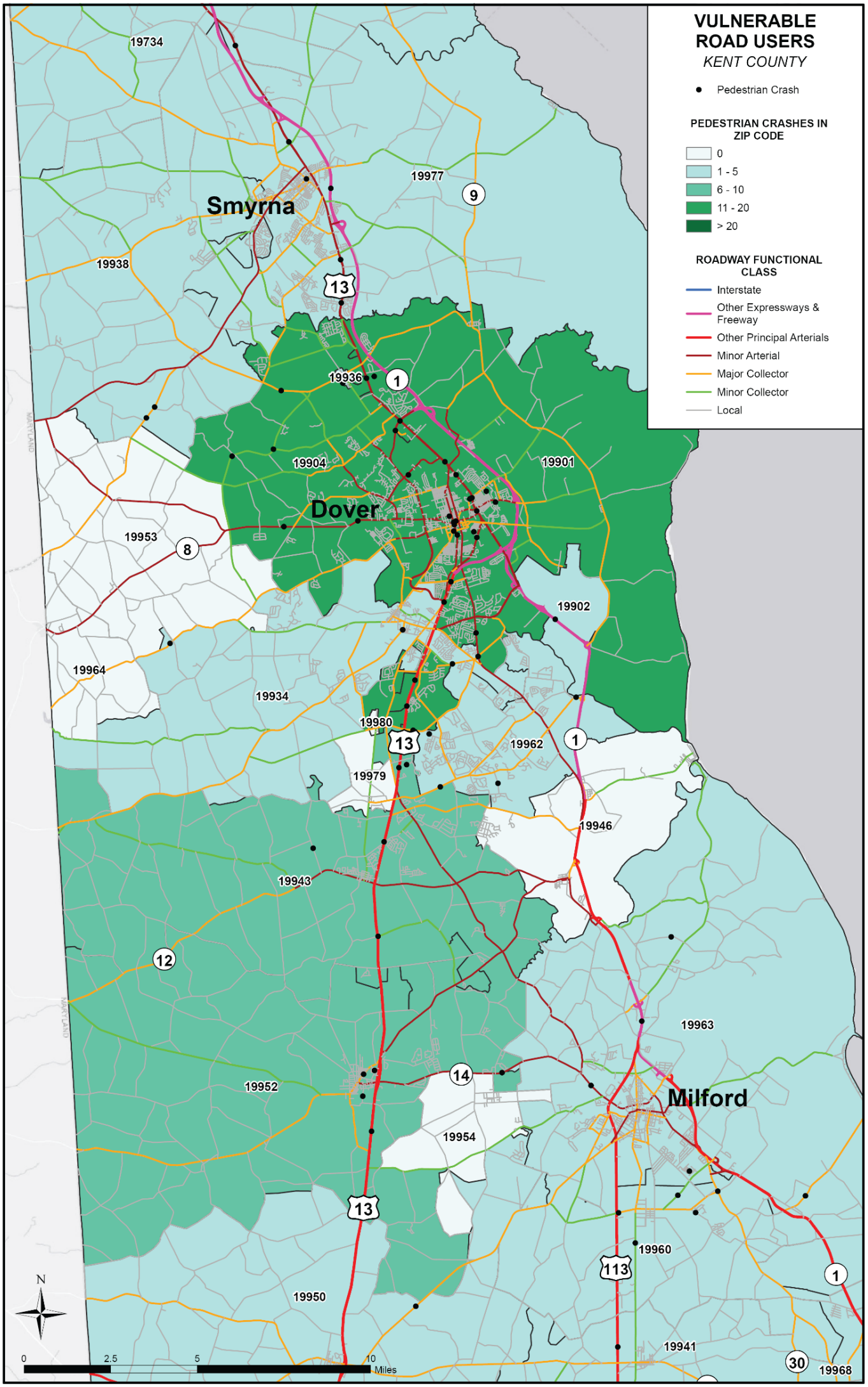
Pedestrian-Related Crashes by Zip Code

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



VRU SAFETY PERFORMANCE ASSESSMENT

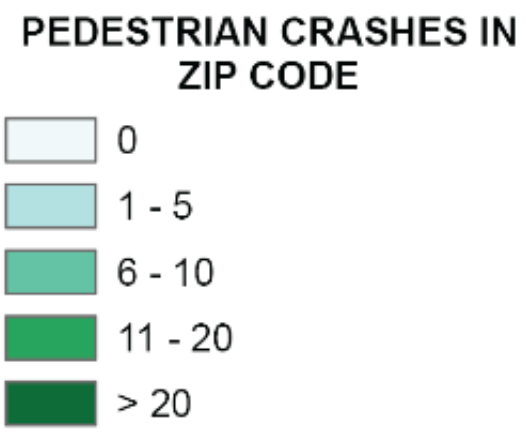
Pedestrian-Related Crashes by Zip Code



VRU SAFETY PERFORMANCE ASSESSMENT

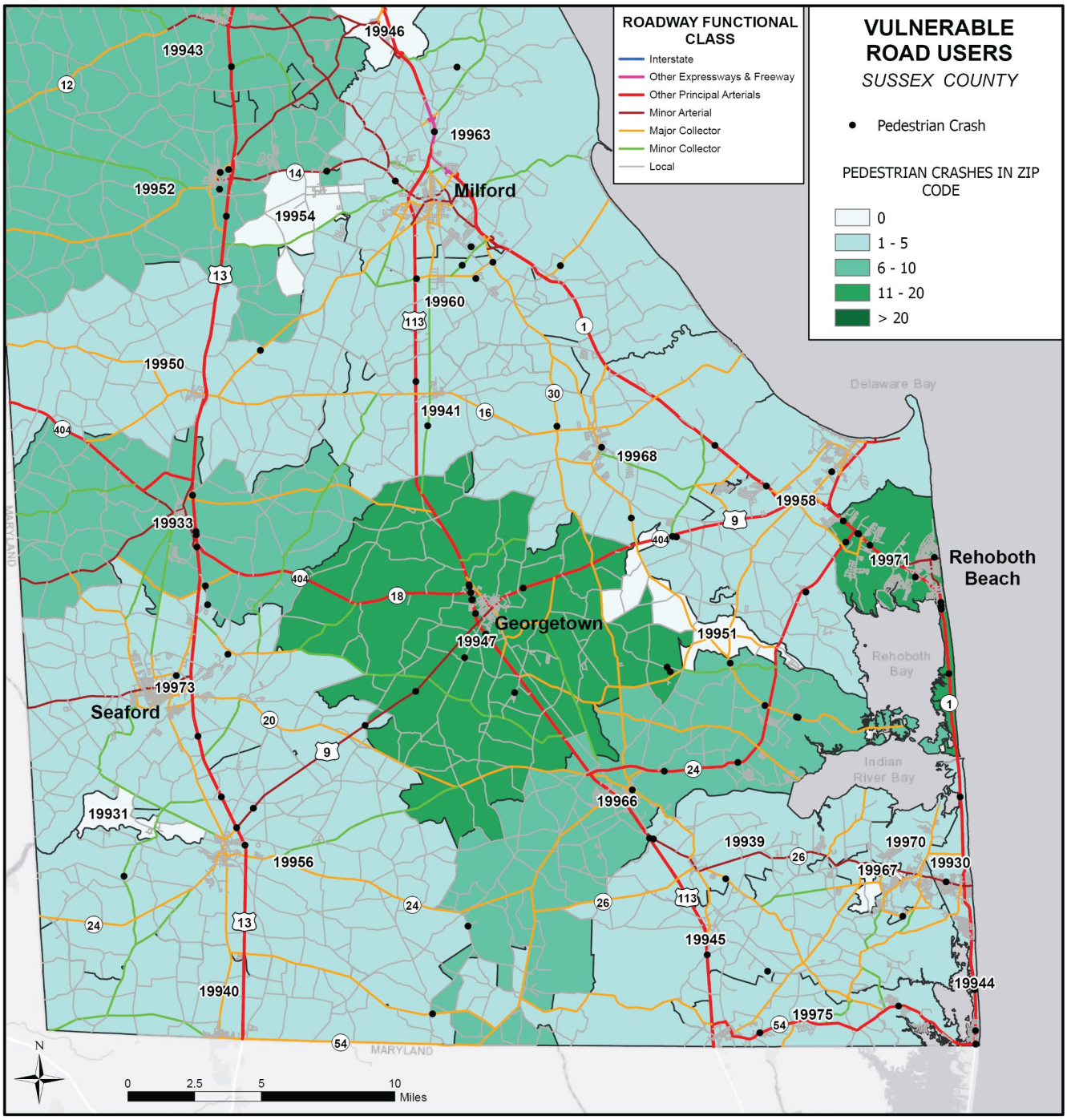
Pedestrian-Related Crashes by Zip Code

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



VRU SAFETY PERFORMANCE ASSESSMENT

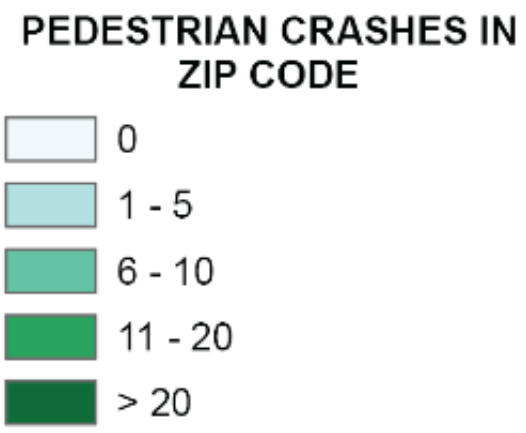
Pedestrian-Related Crashes by Zip Code



VRU SAFETY PERFORMANCE ASSESSMENT

Pedestrian-Related Crashes by Zip Code

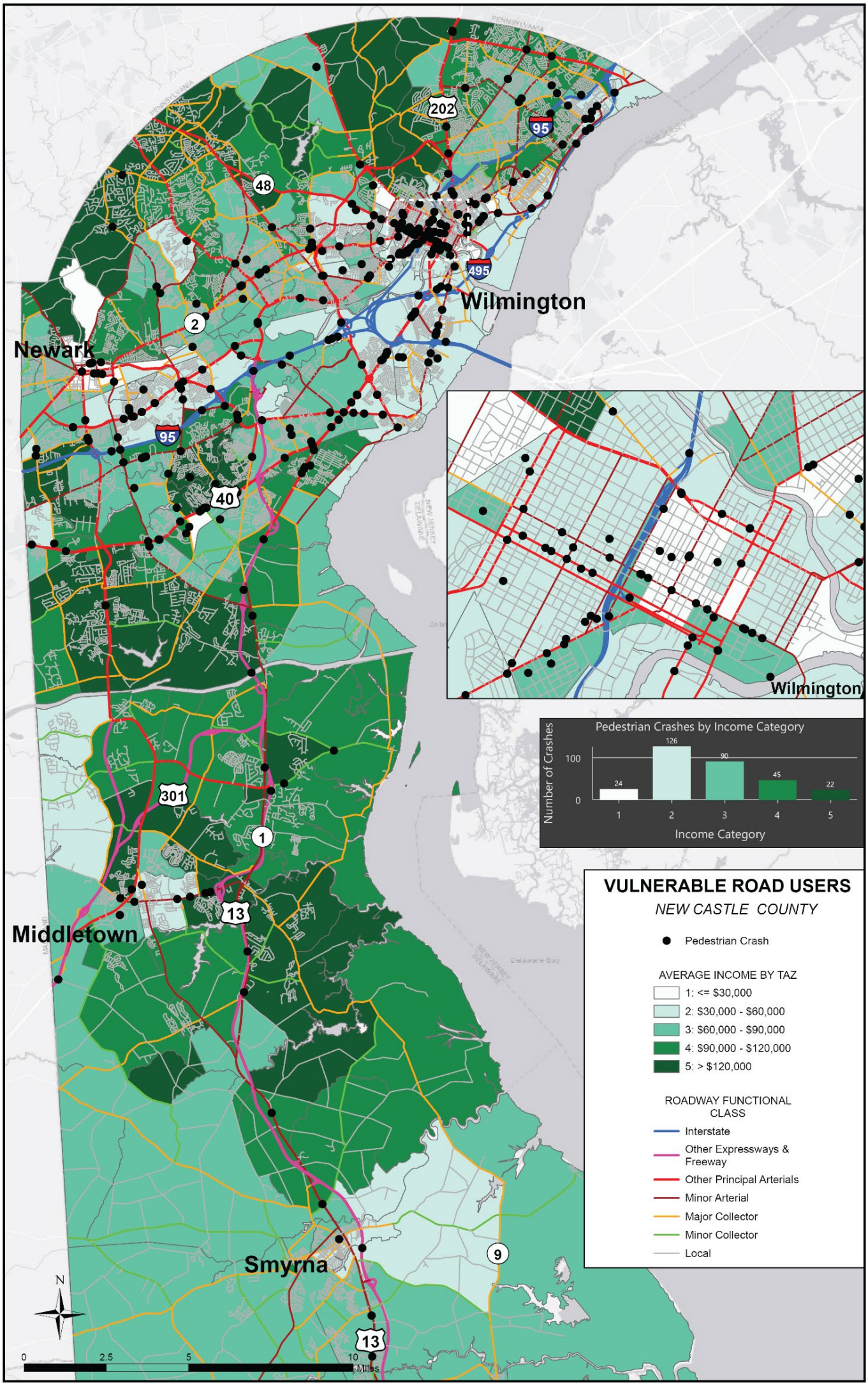
Sussex County			
Zip Code	**City/Area**	**# of Ped Crashes**	**Population**
19931	Bethel	0	530
19951	Harbeson	0	2484
19967	Millville	0	2001
19950	Greenwood	1	6979
19970	Ocean View	1	9622
19930	Bethany Beach	2	2924
19939	Dagsboro	2	7510
19940	Delmar	2	6652
19945	Frankford	2	9081
19975	Selbyville	2	11427
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



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

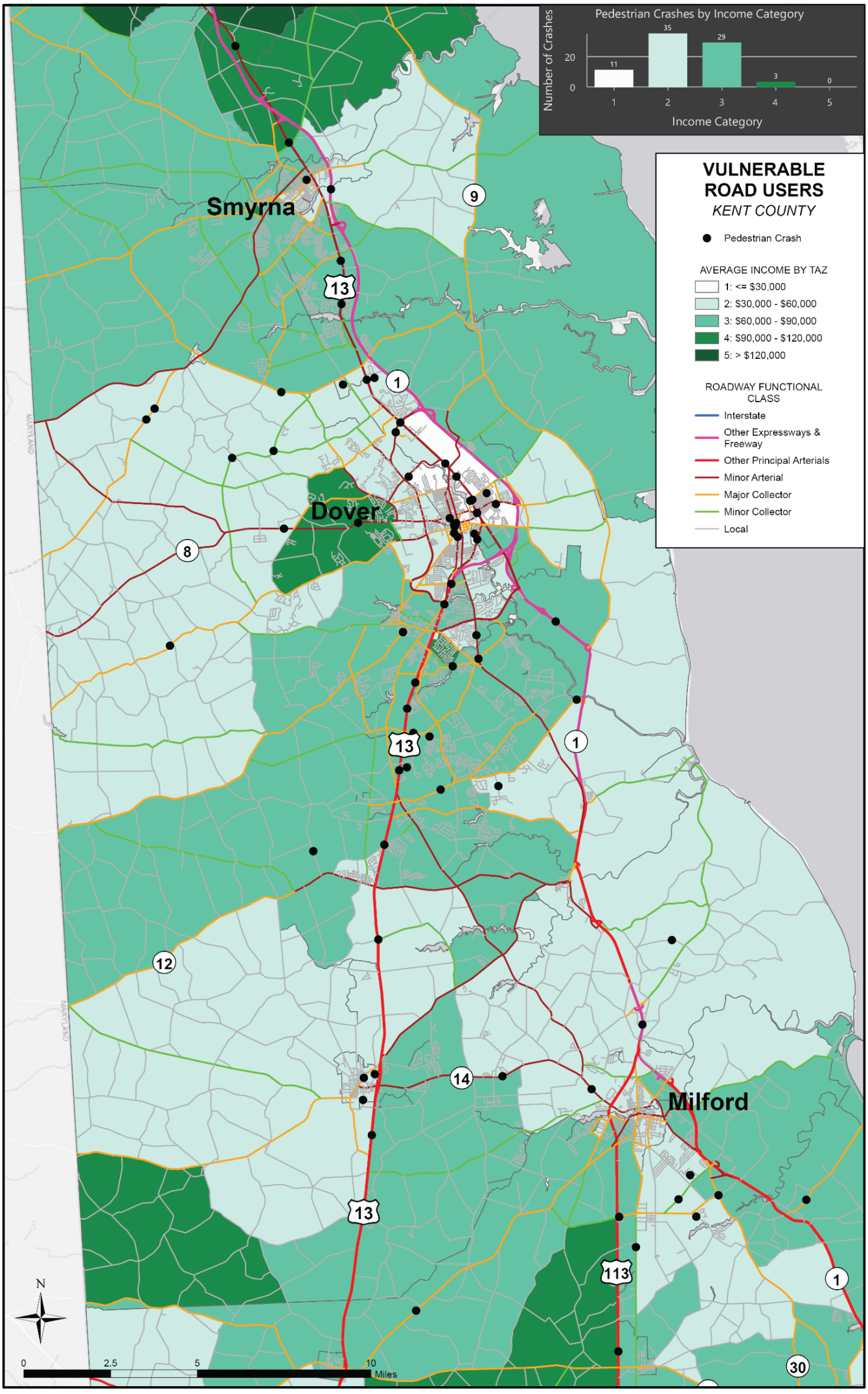
VRU SAFETY PERFORMANCE ASSESSMENT

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



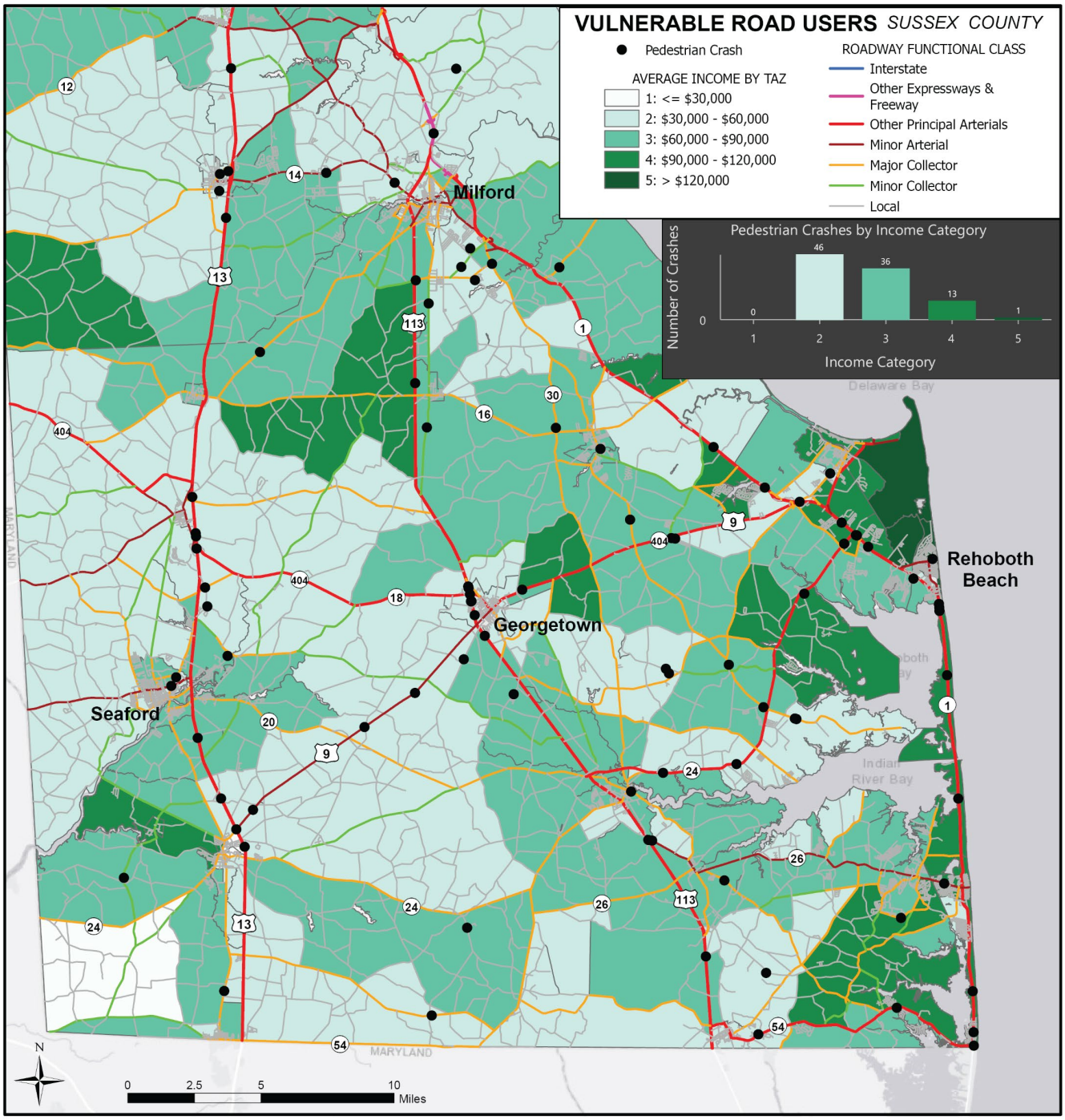
VRU SAFETY PERFORMANCE ASSESSMENT

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



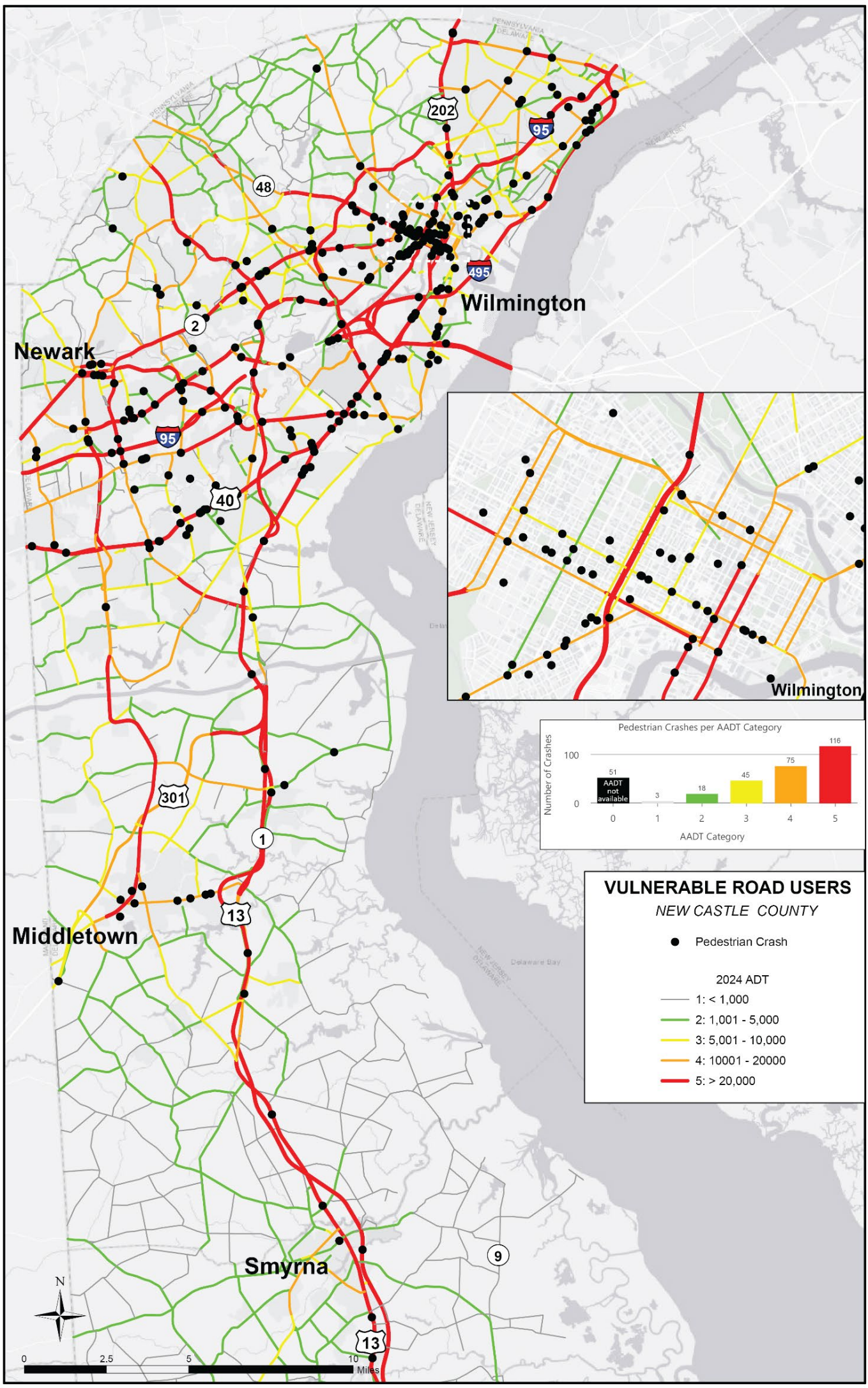
VRU SAFETY PERFORMANCE ASSESSMENT

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



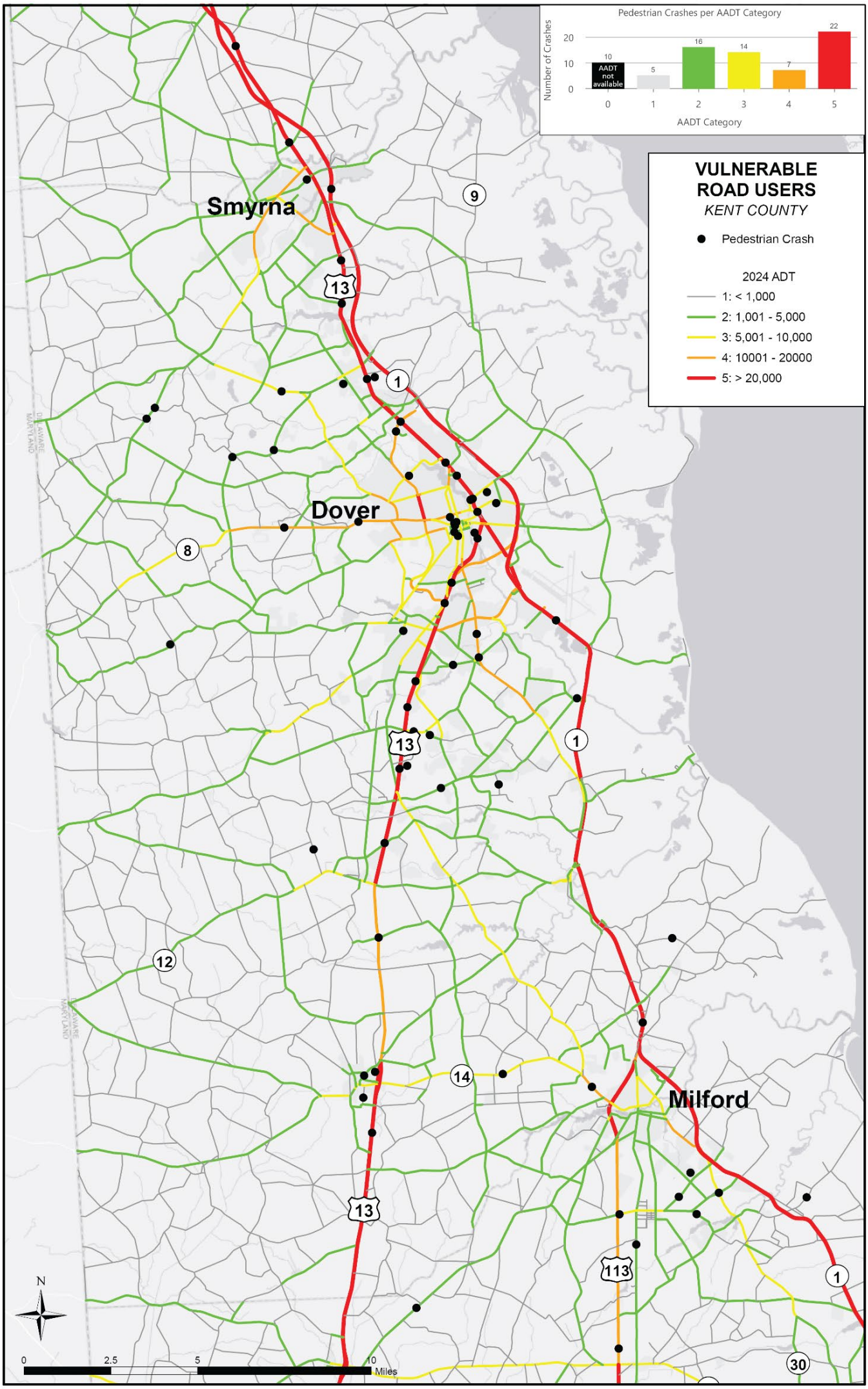
VRU SAFETY PERFORMANCE ASSESSMENT

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



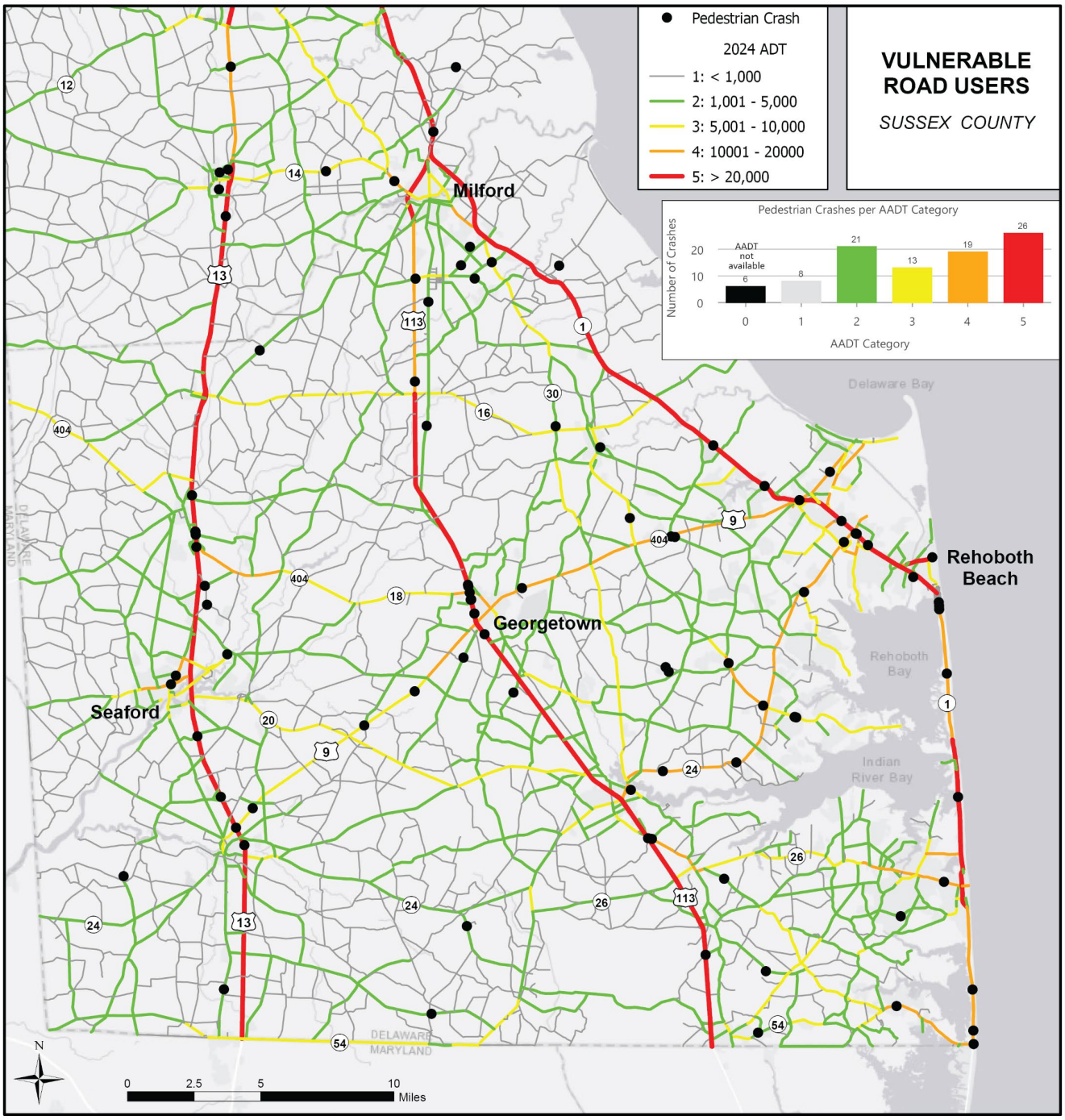
VRU SAFETY PERFORMANCE ASSESSMENT

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



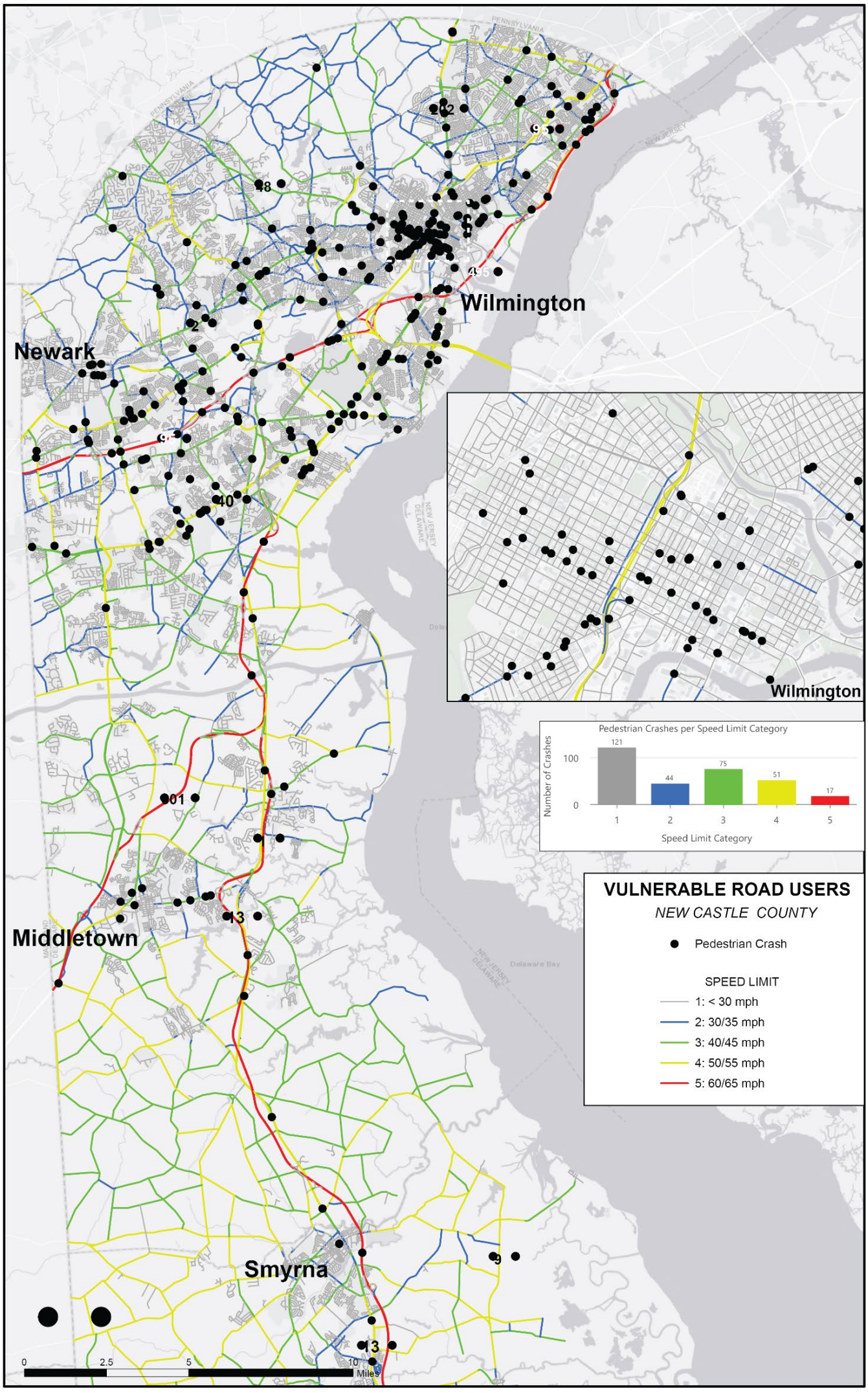
VRU SAFETY PERFORMANCE ASSESSMENT

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



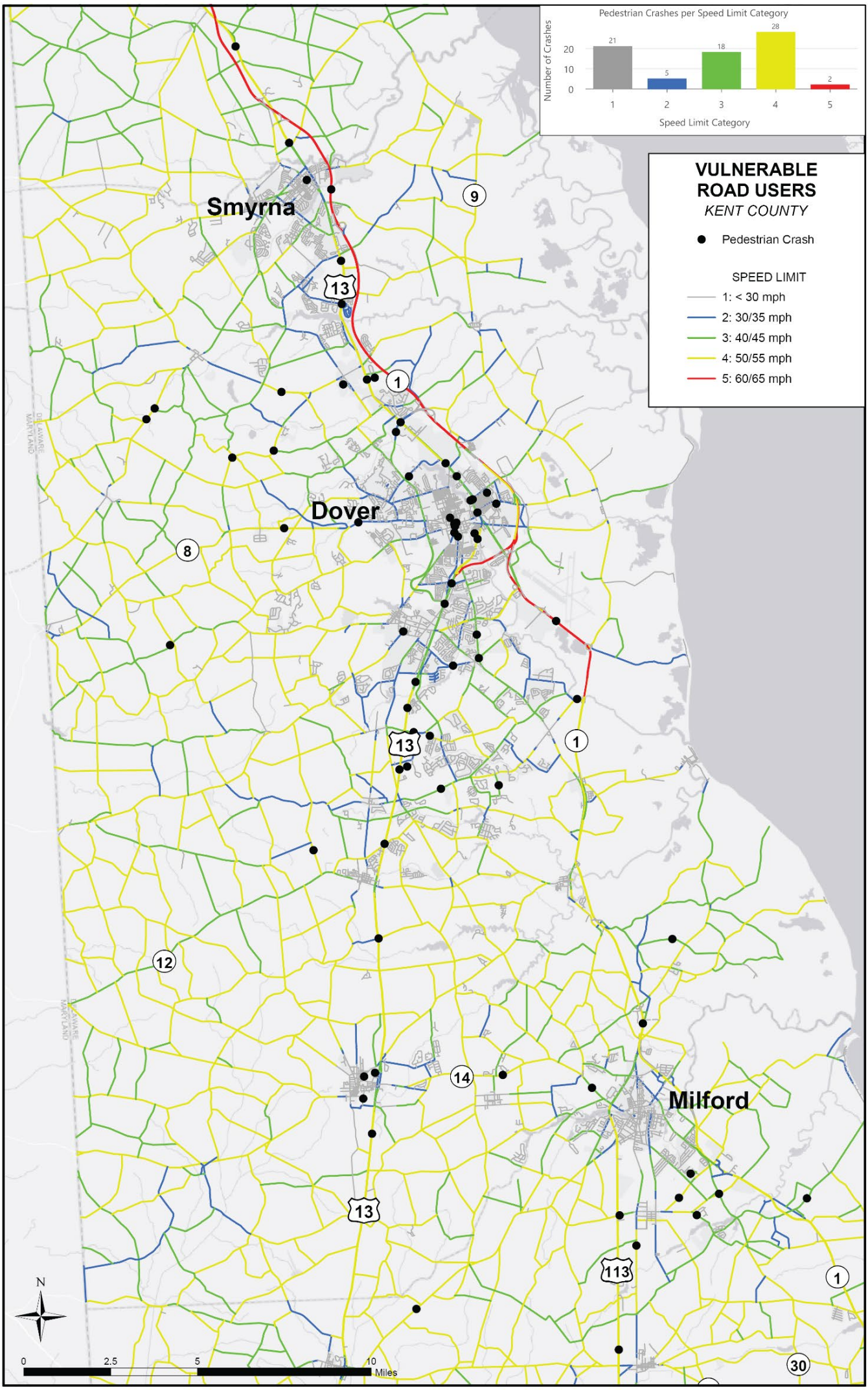
VRU SAFETY PERFORMANCE ASSESSMENT

Pedestrian-Related Crashes overlaid with Roadway Posted Speed Limit



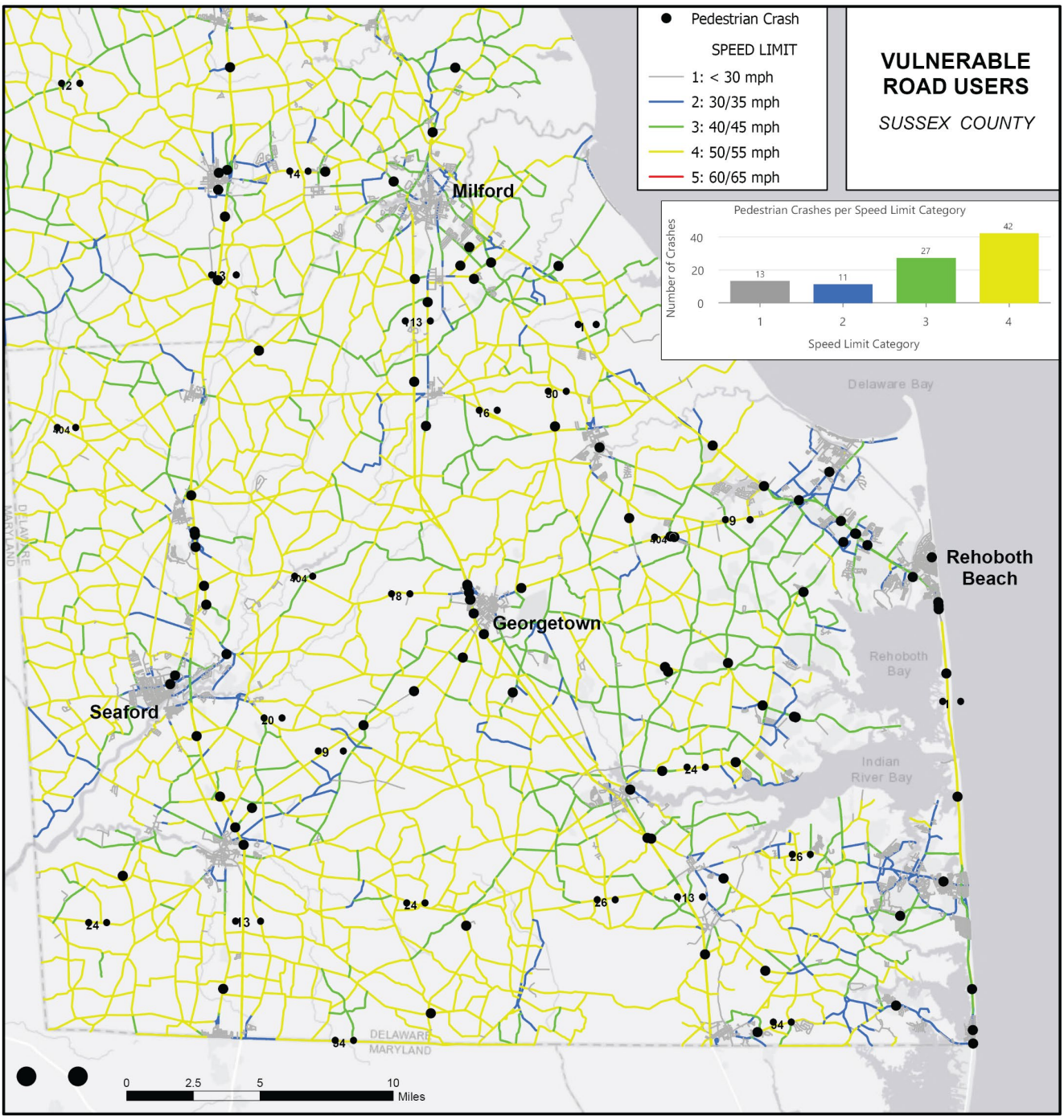
VRU SAFETY PERFORMANCE ASSESSMENT

Pedestrian-Related Crashes overlaid with Roadway Posted Speed Limit



VRU SAFETY PERFORMANCE ASSESSMENT

Pedestrian-Related Crashes overlaid with Roadway Posted Speed Limit

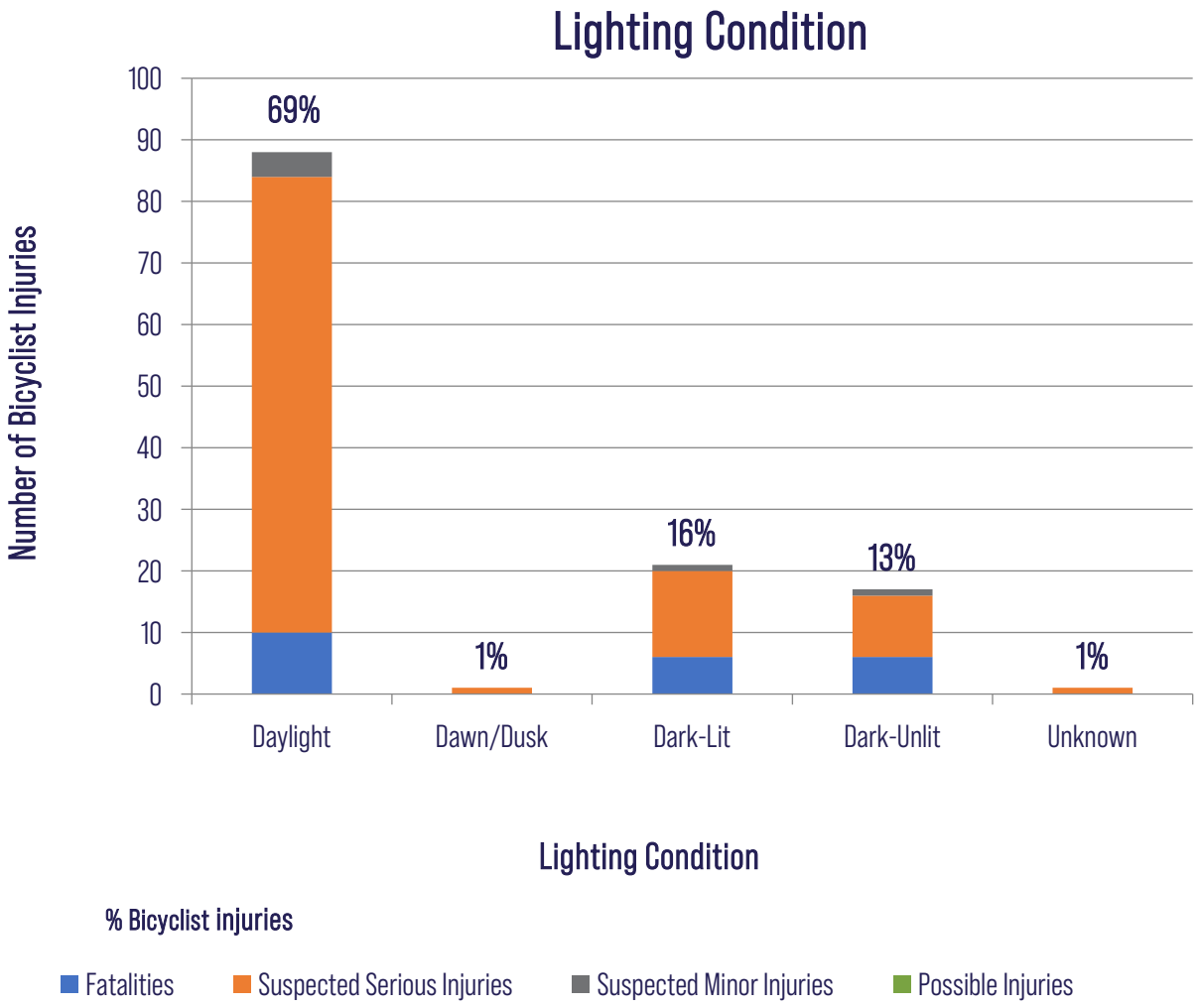


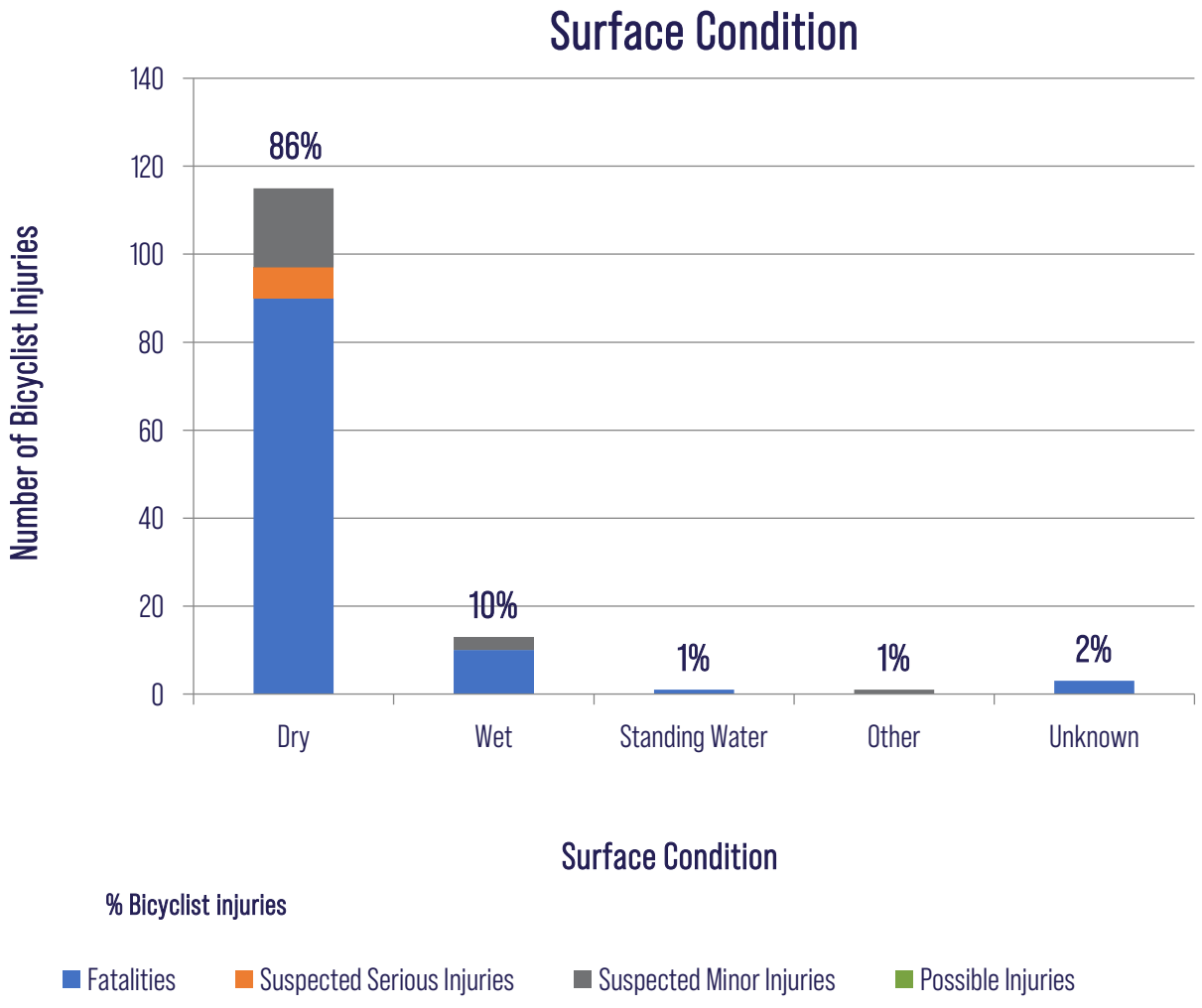
DELAWARE
STRATEGIC HIGHWAY SAFETY PLAN
TOWARD ZERO DEATHS

VRU SAFETY PERFORMANCE ASSESSMENT

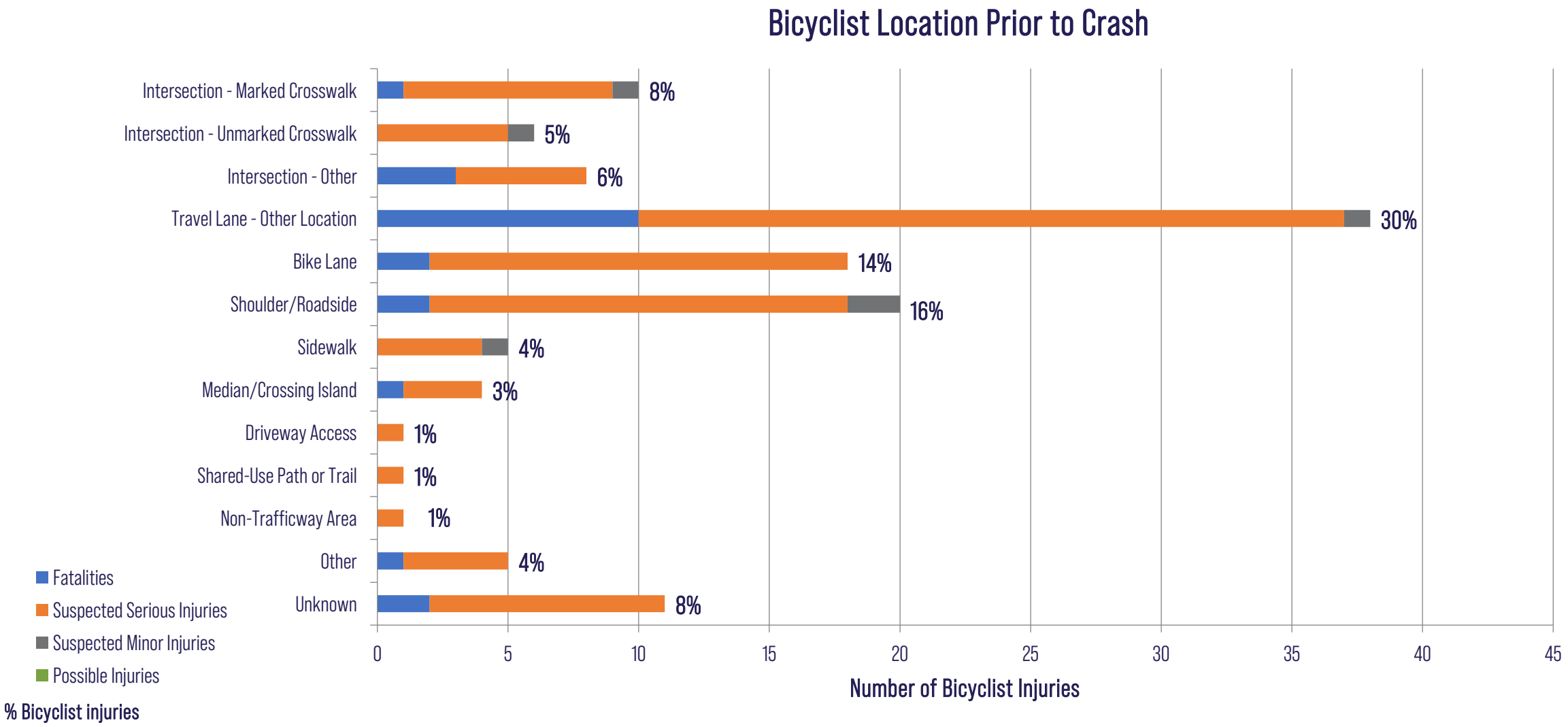
BICYCLES

VRU SAFETY PERFORMANCE ASSESSMENT
BICYCLE-RELATED CRASHES

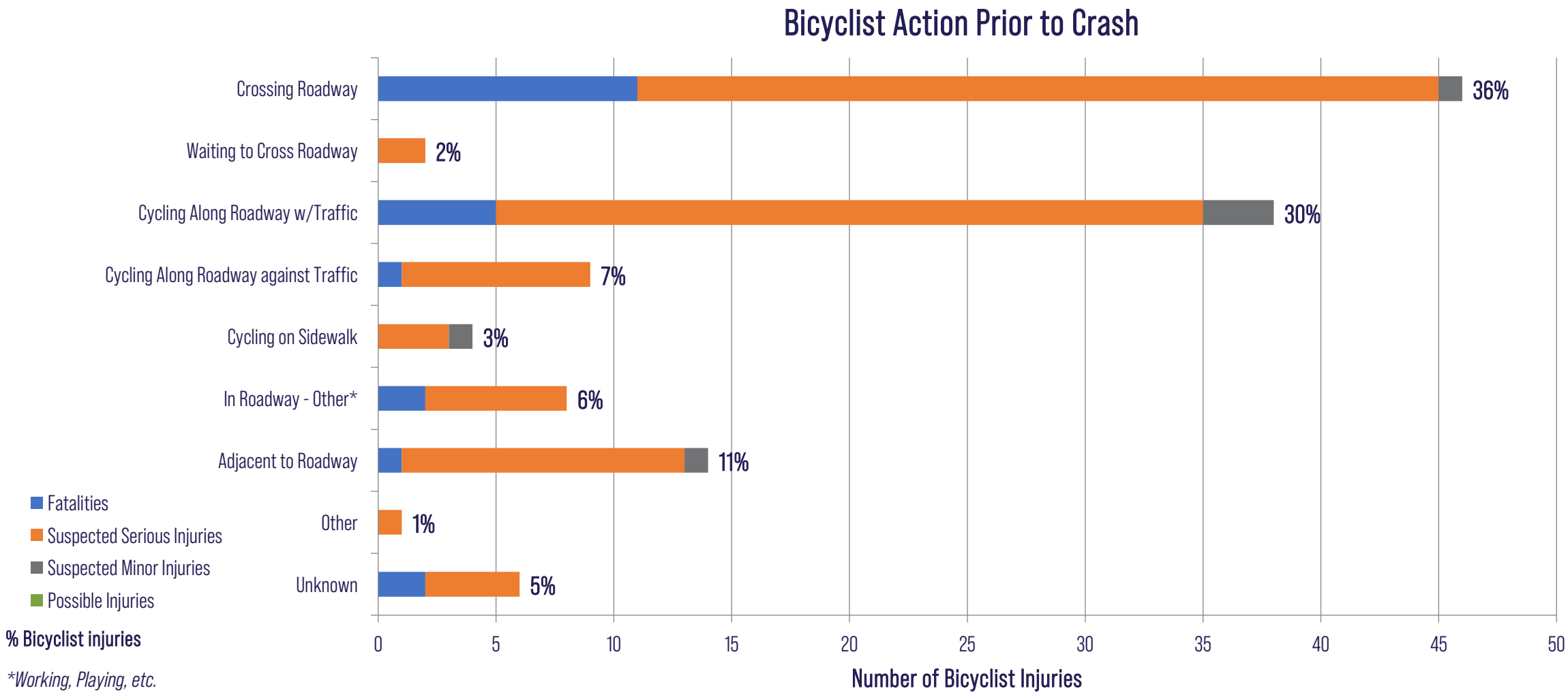




VRU SAFETY PERFORMANCE ASSESSMENT
BICYCLE-RELATED CRASHES

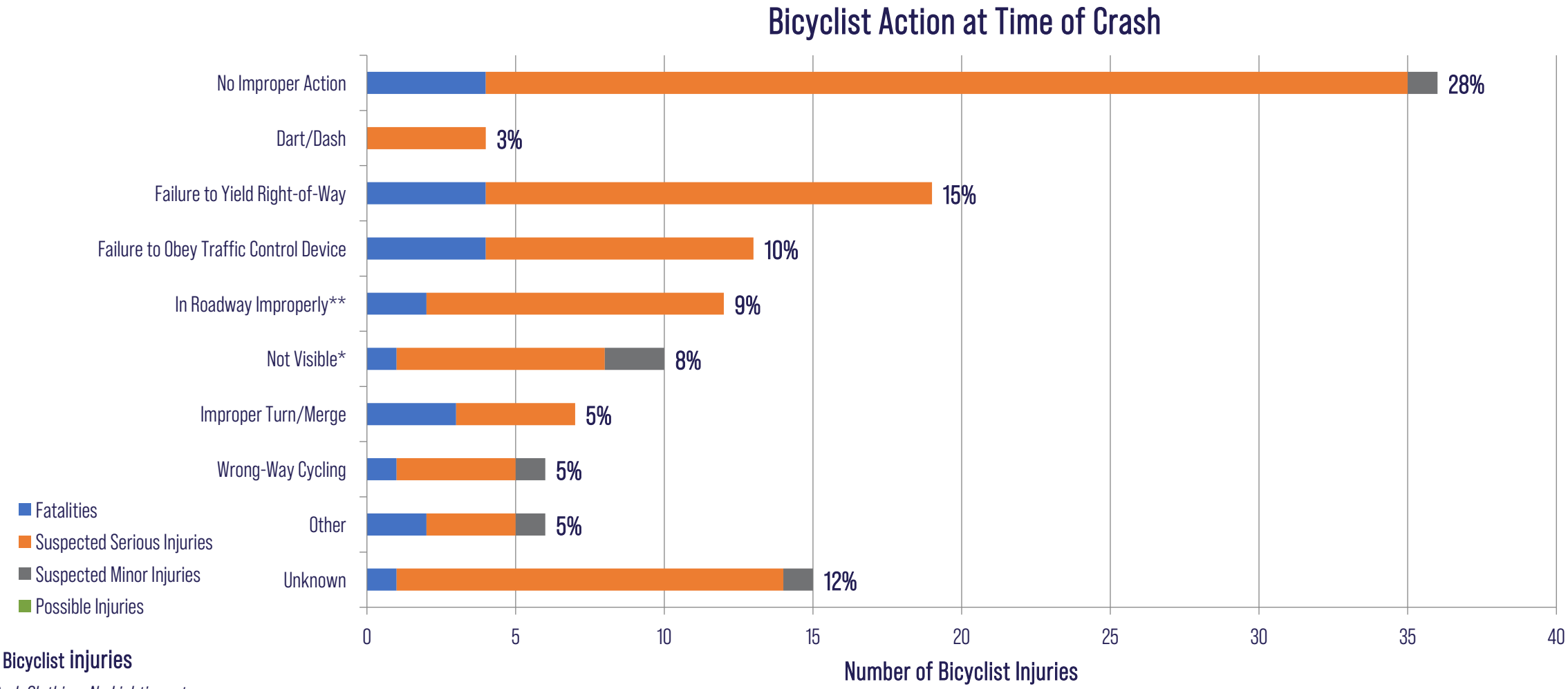


VRU SAFETY PERFORMANCE ASSESSMENT
BICYCLE-RELATED CRASHES



*Working, Playing, etc.

VRU SAFETY PERFORMANCE ASSESSMENT
BICYCLIST-RELATED CRASHES

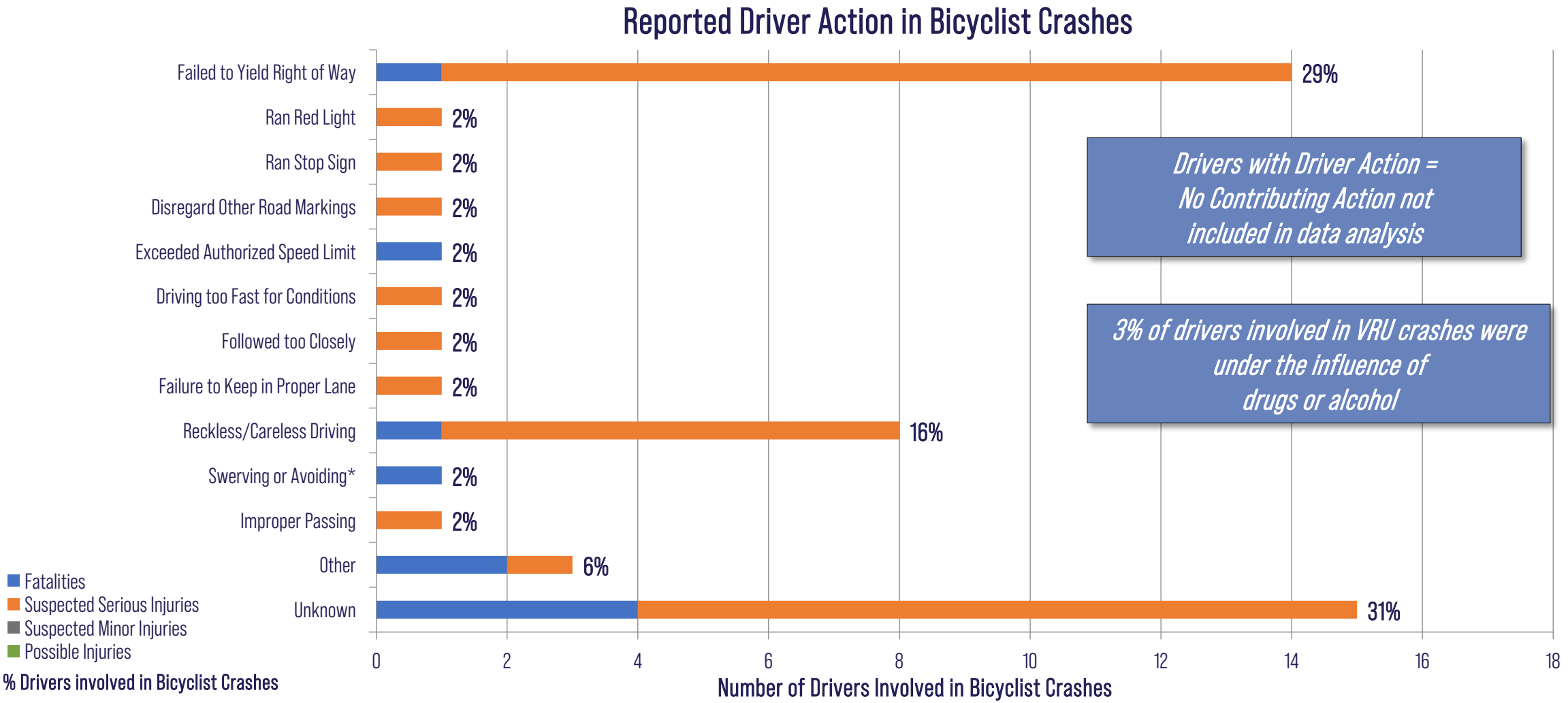


% Bicyclist injuries

**Dark Clothing, No Lighting, etc.*

***Standing, Lying, Working, Playing*

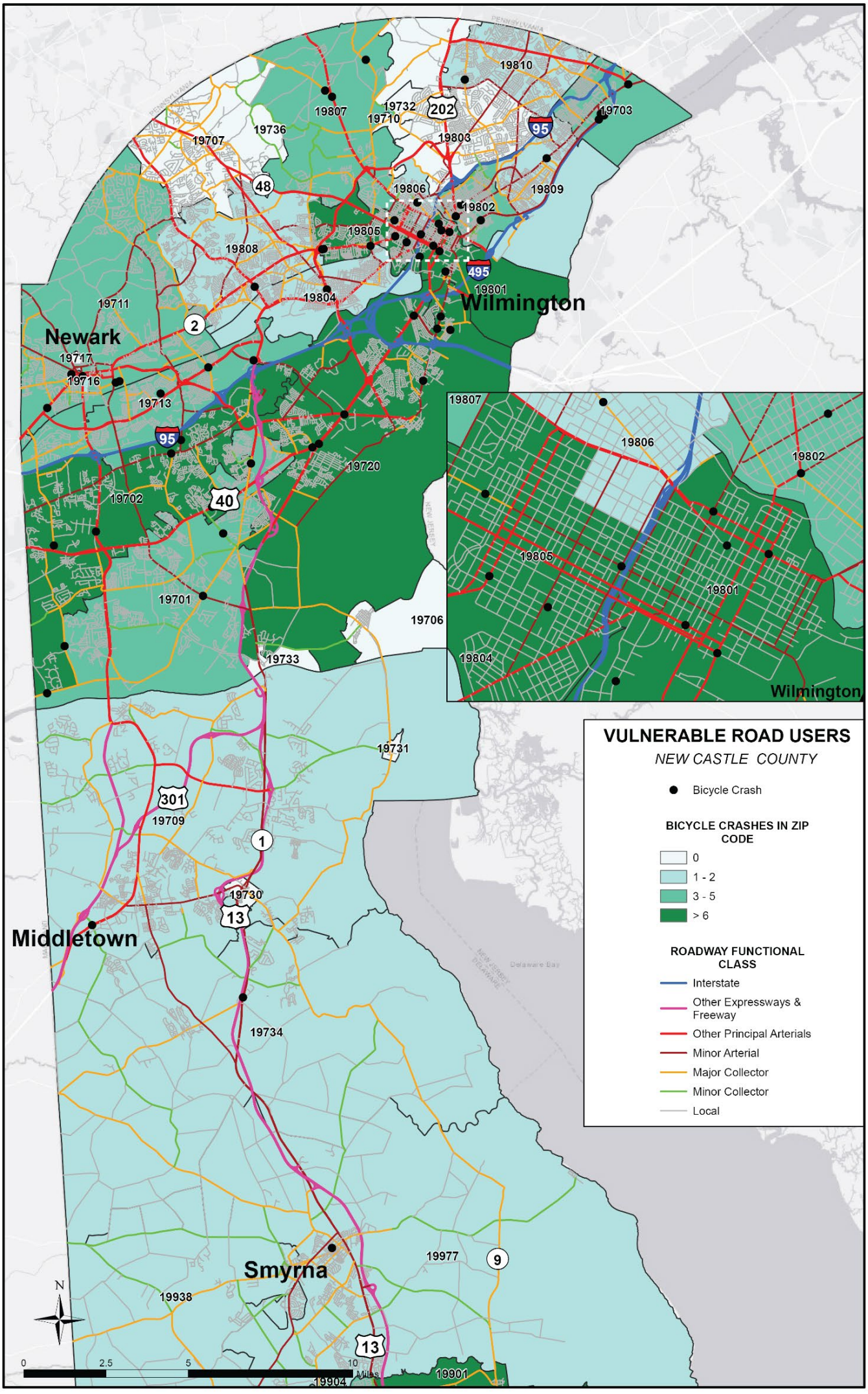
VRU SAFETY PERFORMANCE ASSESSMENT
BICYCLE-RELATED CRASHES



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

VRU SAFETY PERFORMANCE ASSESSMENT

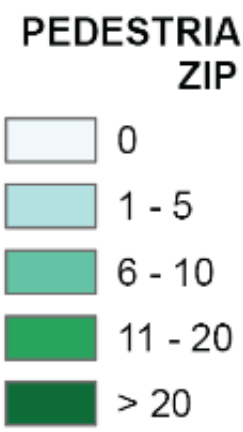
Bicycle-Related Crashes by Zip Code



VRU SAFETY PERFORMANCE ASSESSMENT

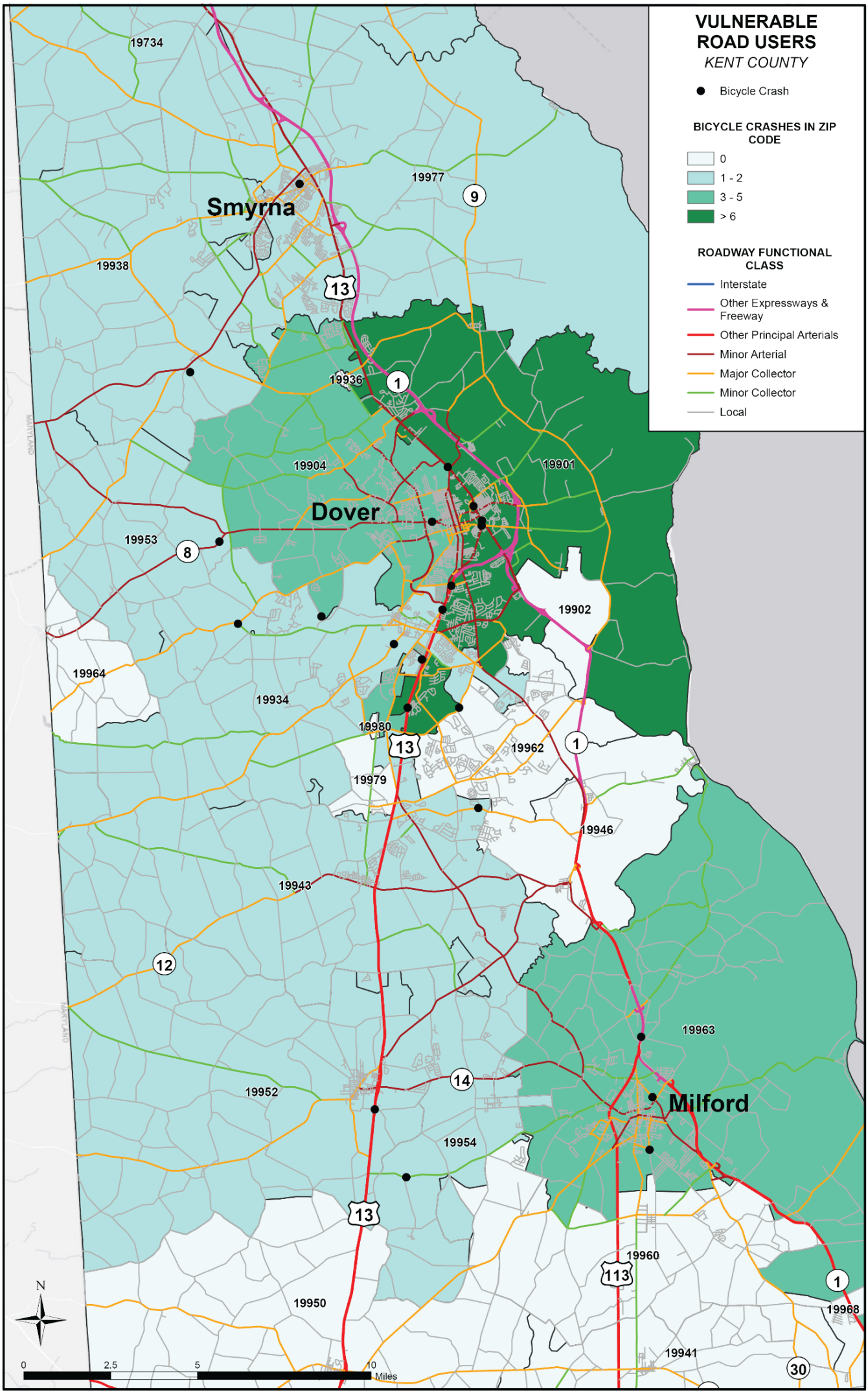
Bicycle-Related Crashes by Zip Code

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
19716	Newark	1	1723
19734	Townsend	1	15870
19804	Wilmington	1	18249
19806	Wilmington	1	10367
19808	Wilmington	1	38648
19809	Wilmington	1	14477
19810	Wilmington	1	26130
19713	Newark	3	31566
19802	Wilmington	3	26131
19701	Bear	4	44094
19703	Claymont	4	16041
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



VRU SAFETY PERFORMANCE ASSESSMENT

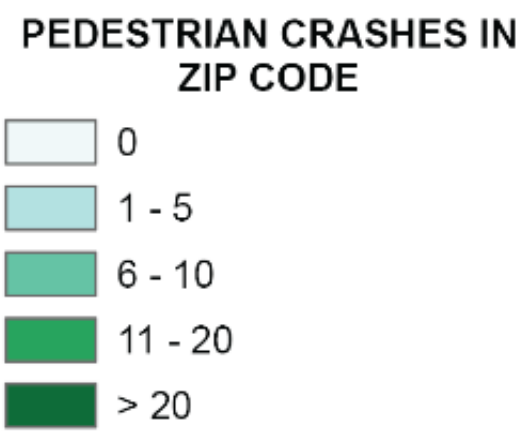
Bicycle-Related Crashes by Zip Code



VRU SAFETY PERFORMANCE ASSESSMENT

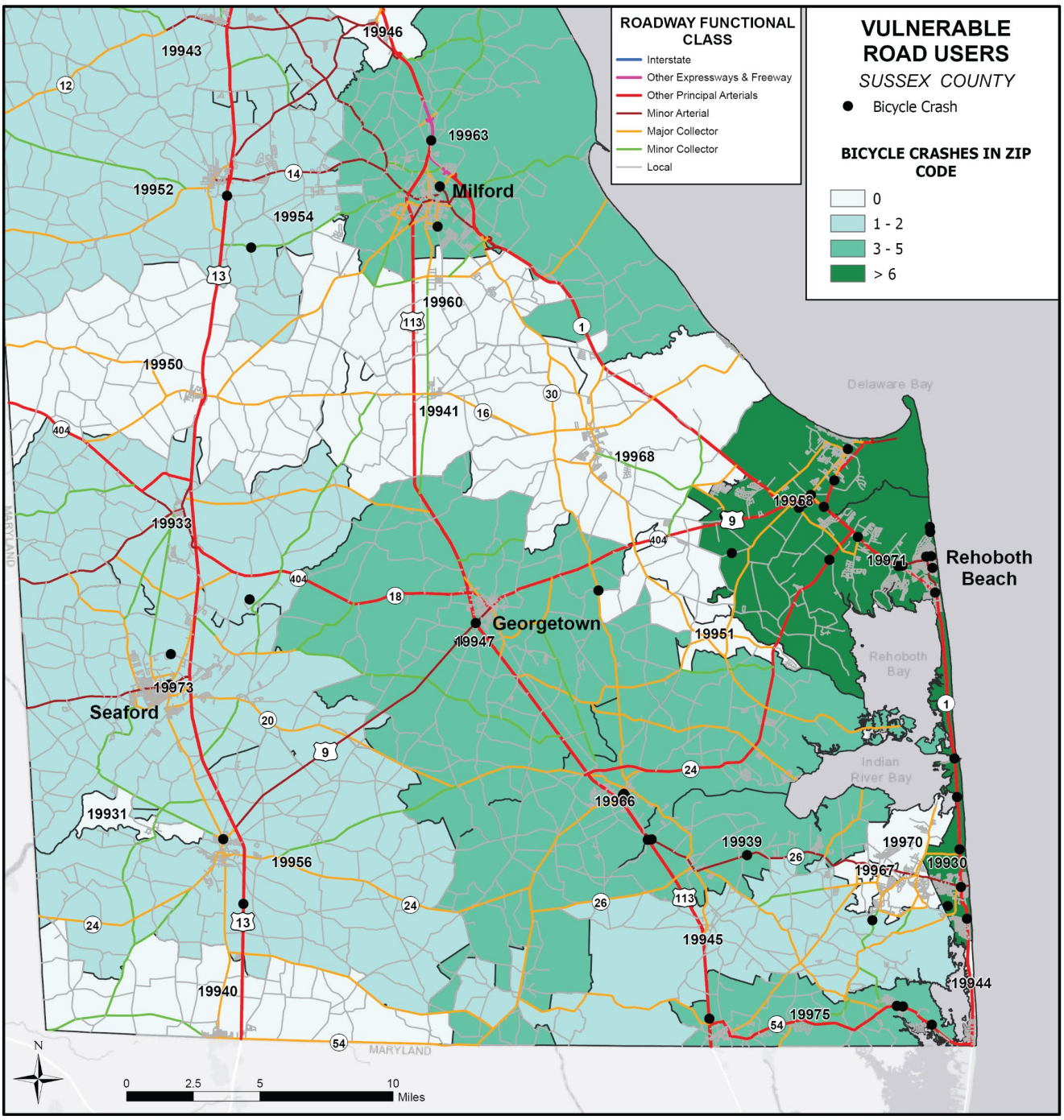
Bicycle-Related Crashes by Zip Code

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



VRU SAFETY PERFORMANCE ASSESSMENT

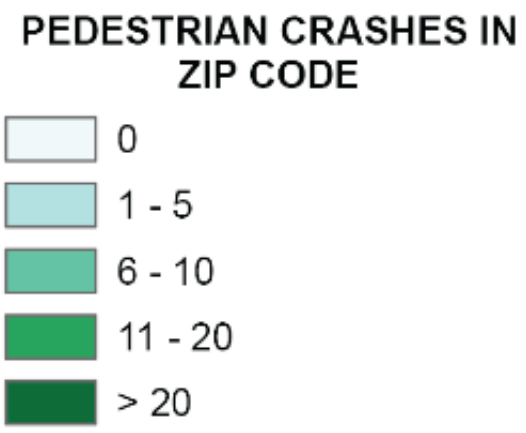
Bicycle-Related Crashes by Zip Code



VRU SAFETY PERFORMANCE ASSESSMENT

Bicycle-Related Crashes by Zip Code

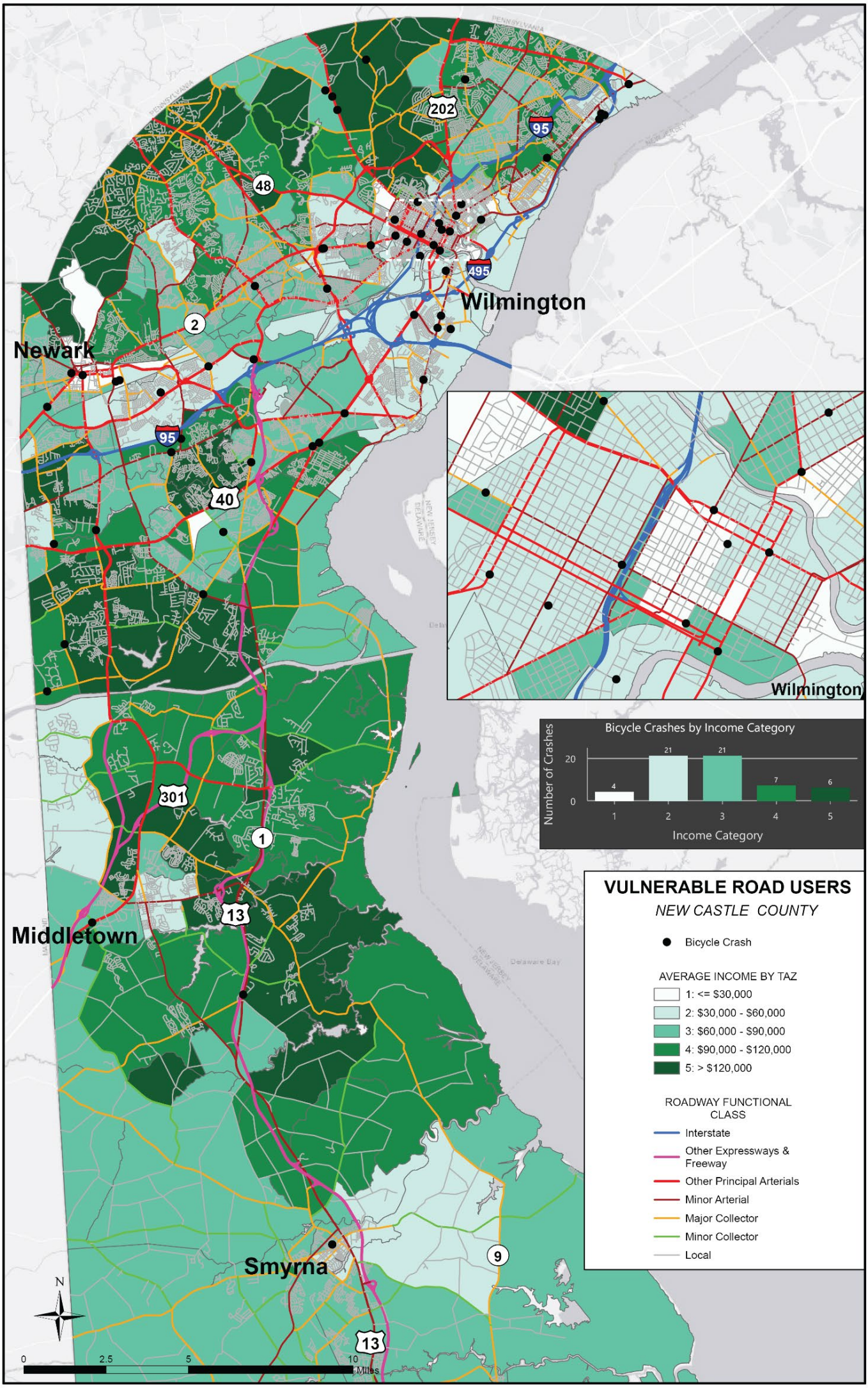
Sussex County			
Zip Code	**City/Area**	**# of Bike Crashes**	**Population**
19931	Bethel	0	530
19940	Delmar	0	6652
19941	Ellendale	0	3220
19944	Fenwick Island	0	697
19950	Greenwood	0	6979
19951	Harbeson	0	2484
19960	Lincoln	0	7219
19967	Millville	0	2001
19968	Milton	0	15149
19970	Ocean View	0	9622
19933	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
19971	Rehoboth Beach	10	15423



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

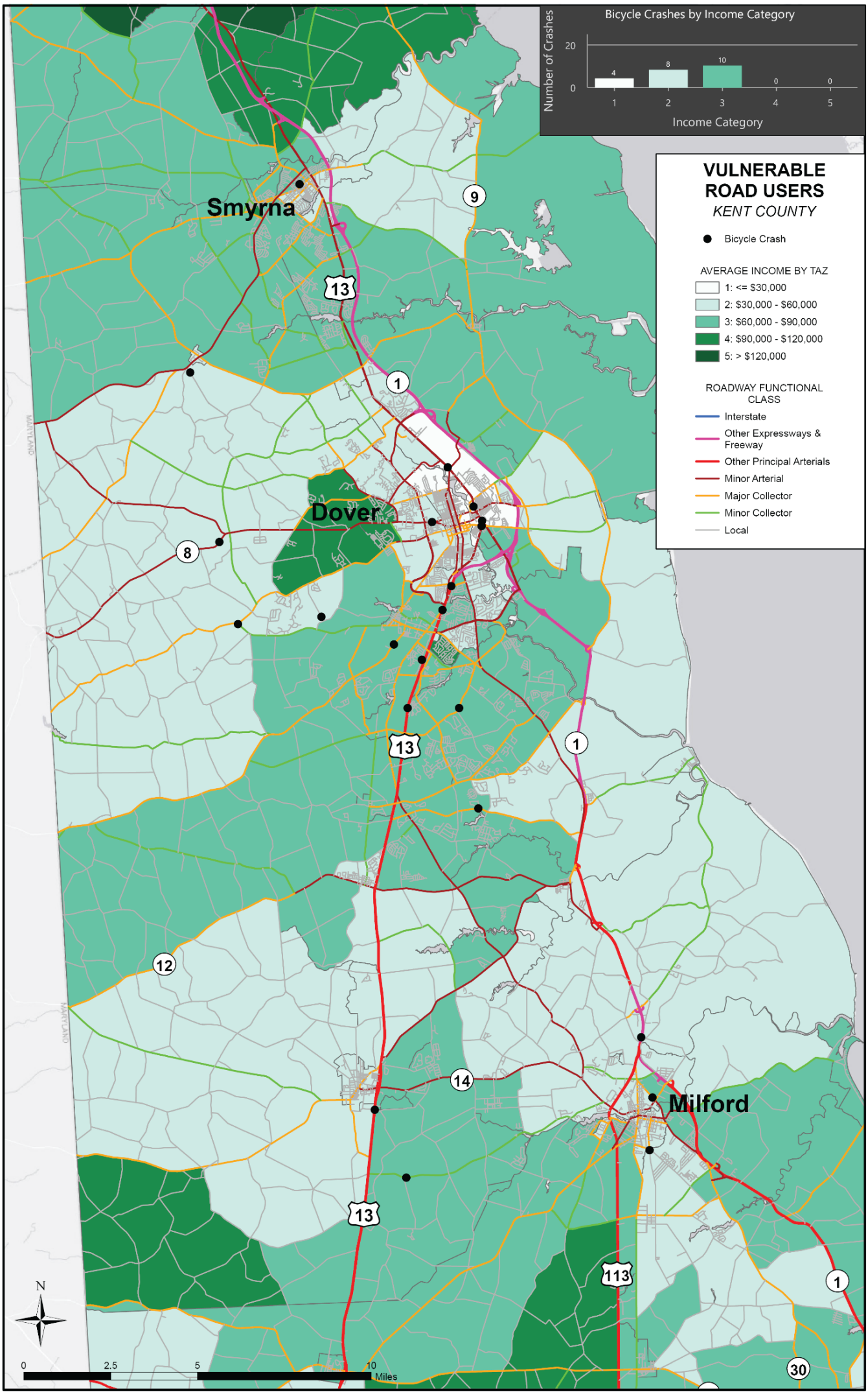
VRU SAFETY PERFORMANCE ASSESSMENT

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



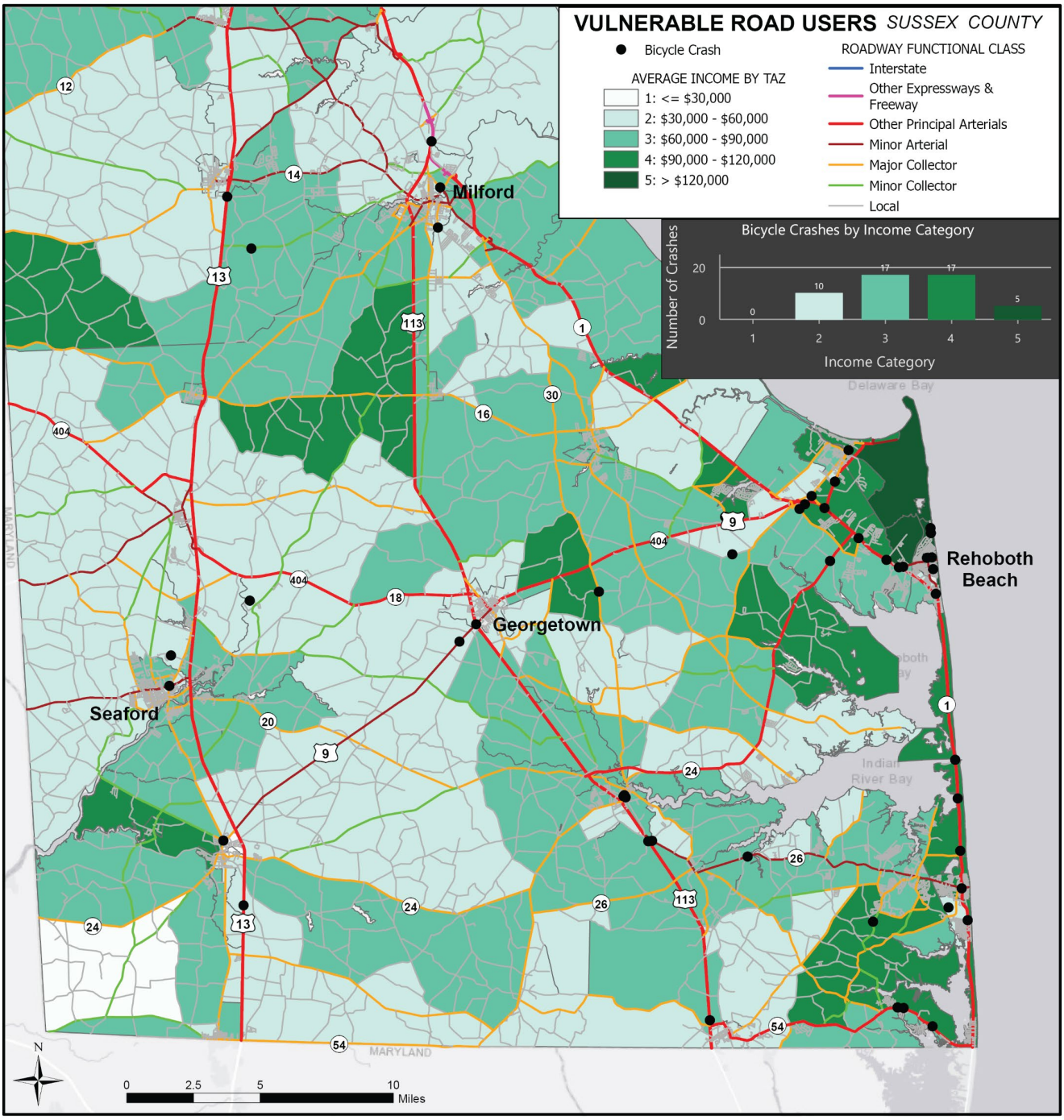
VRU SAFETY PERFORMANCE ASSESSMENT

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



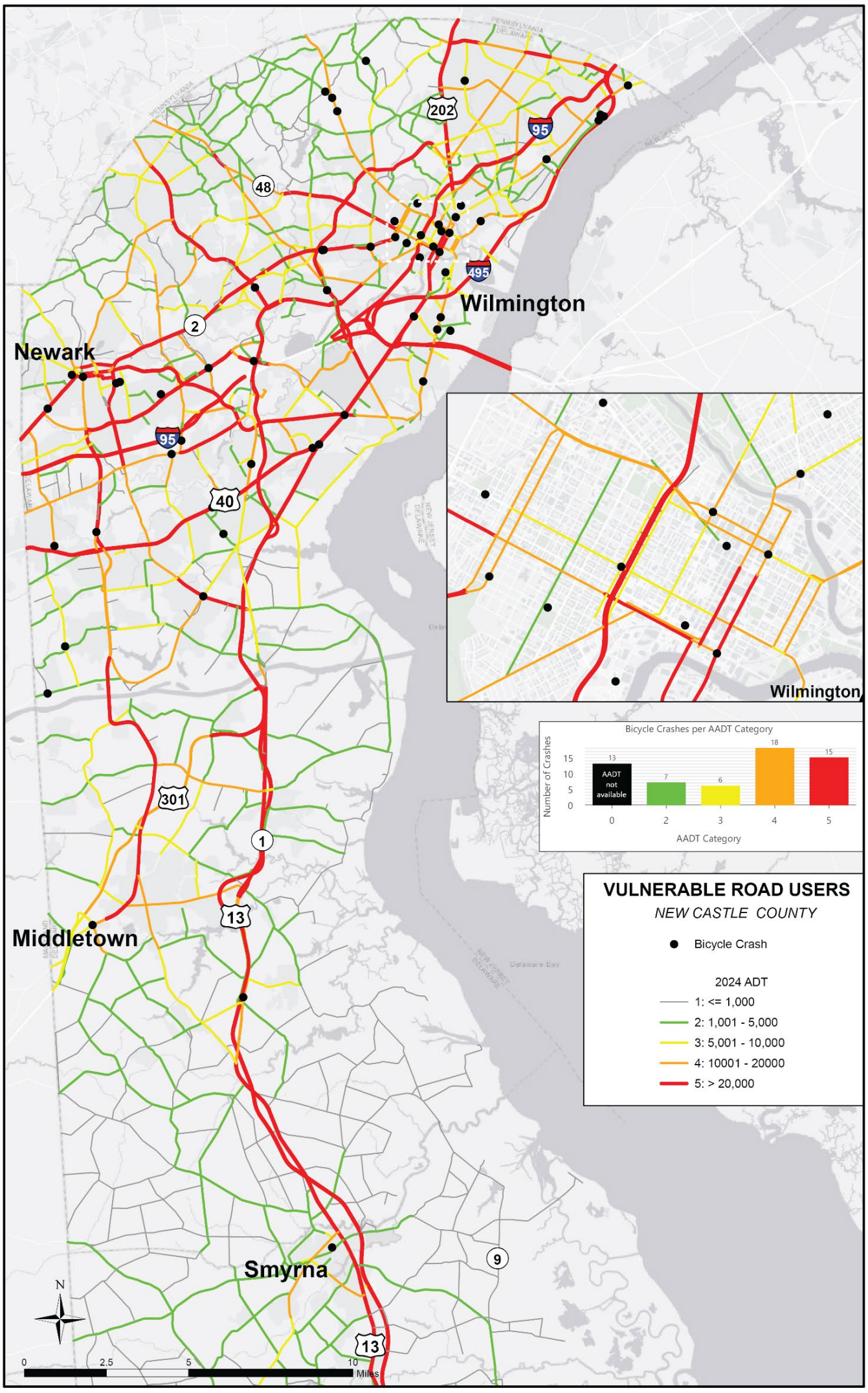
VRU SAFETY PERFORMANCE ASSESSMENT

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



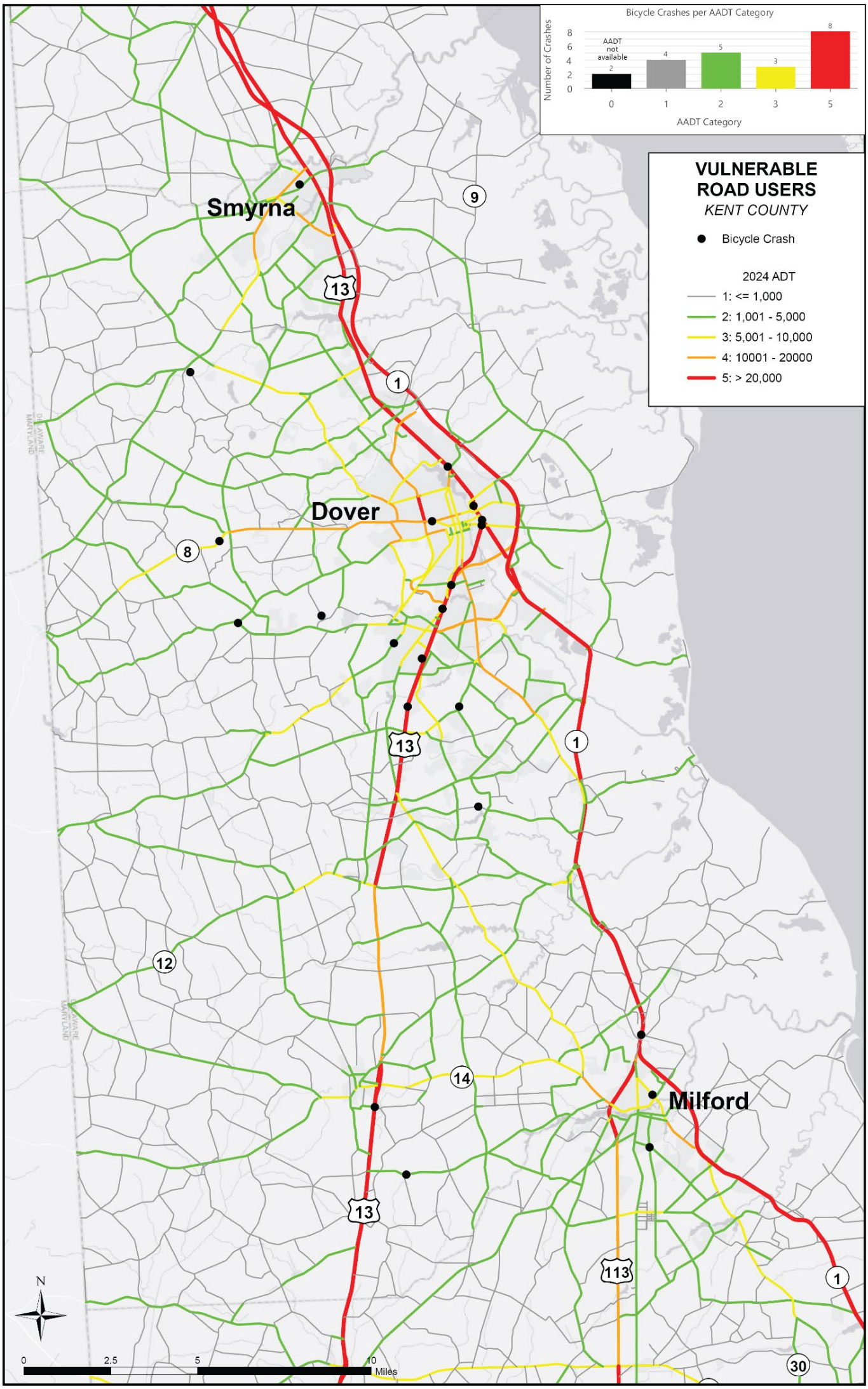
VRU SAFETY PERFORMANCE ASSESSMENT

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



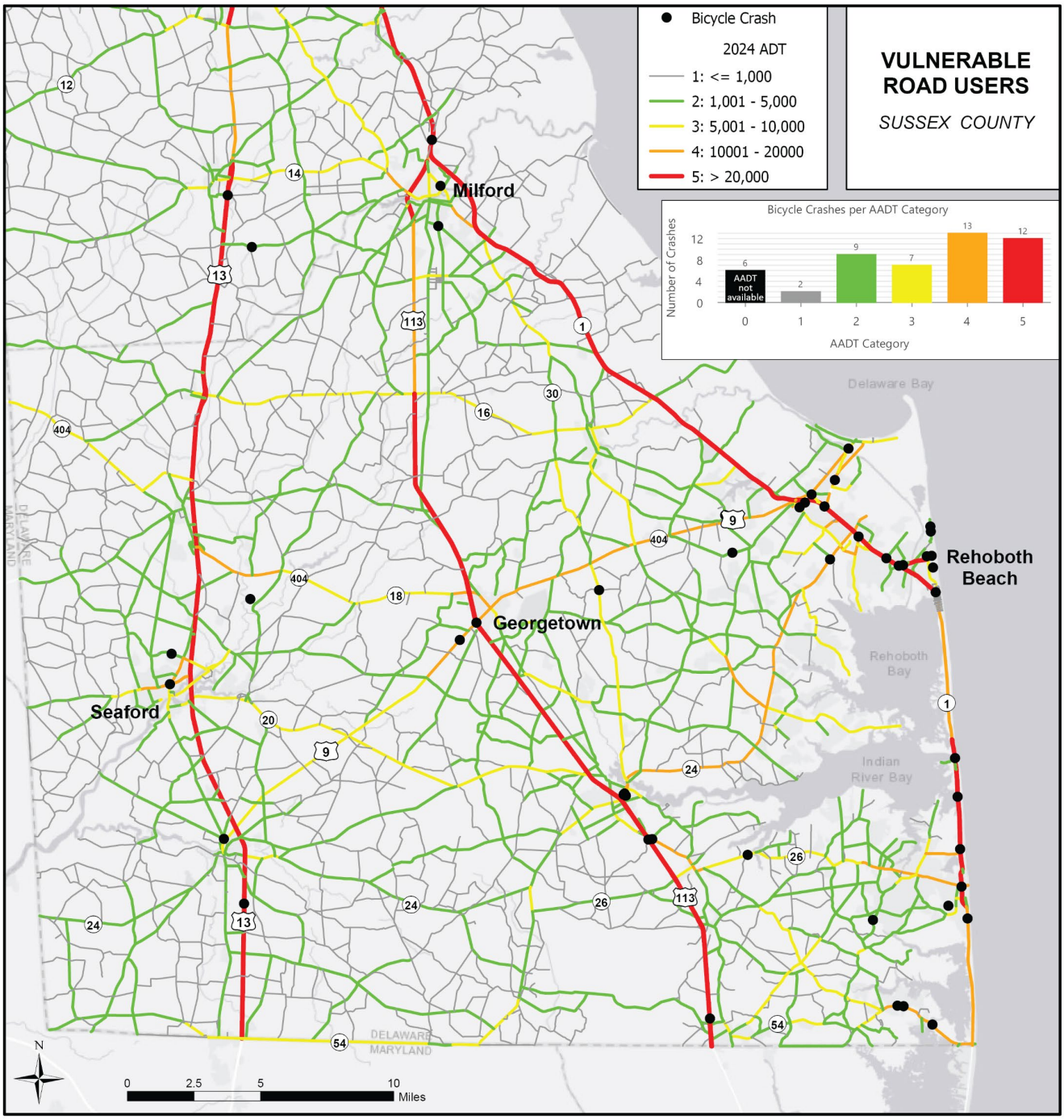
VRU SAFETY PERFORMANCE ASSESSMENT

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



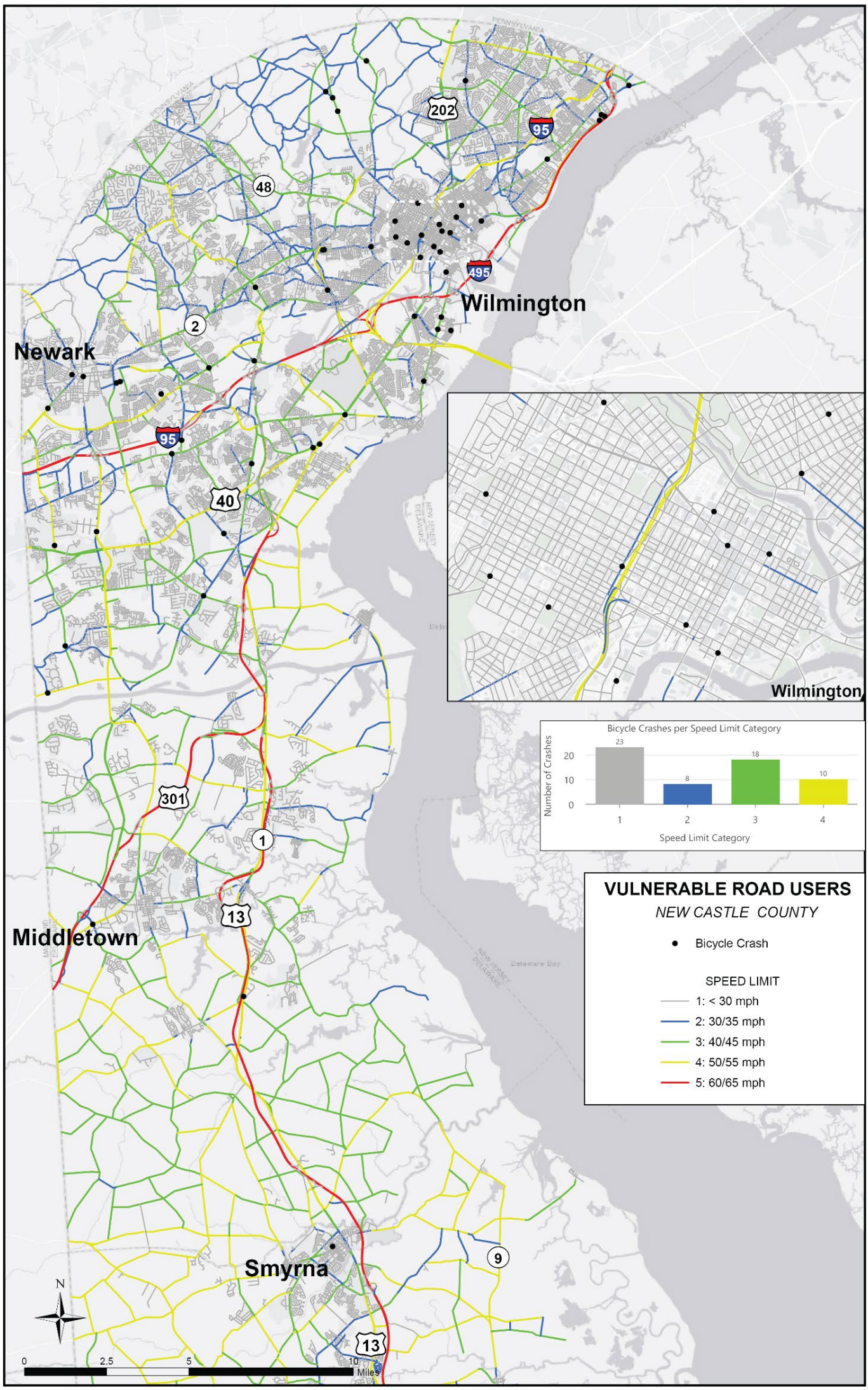
VRU SAFETY PERFORMANCE ASSESSMENT

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



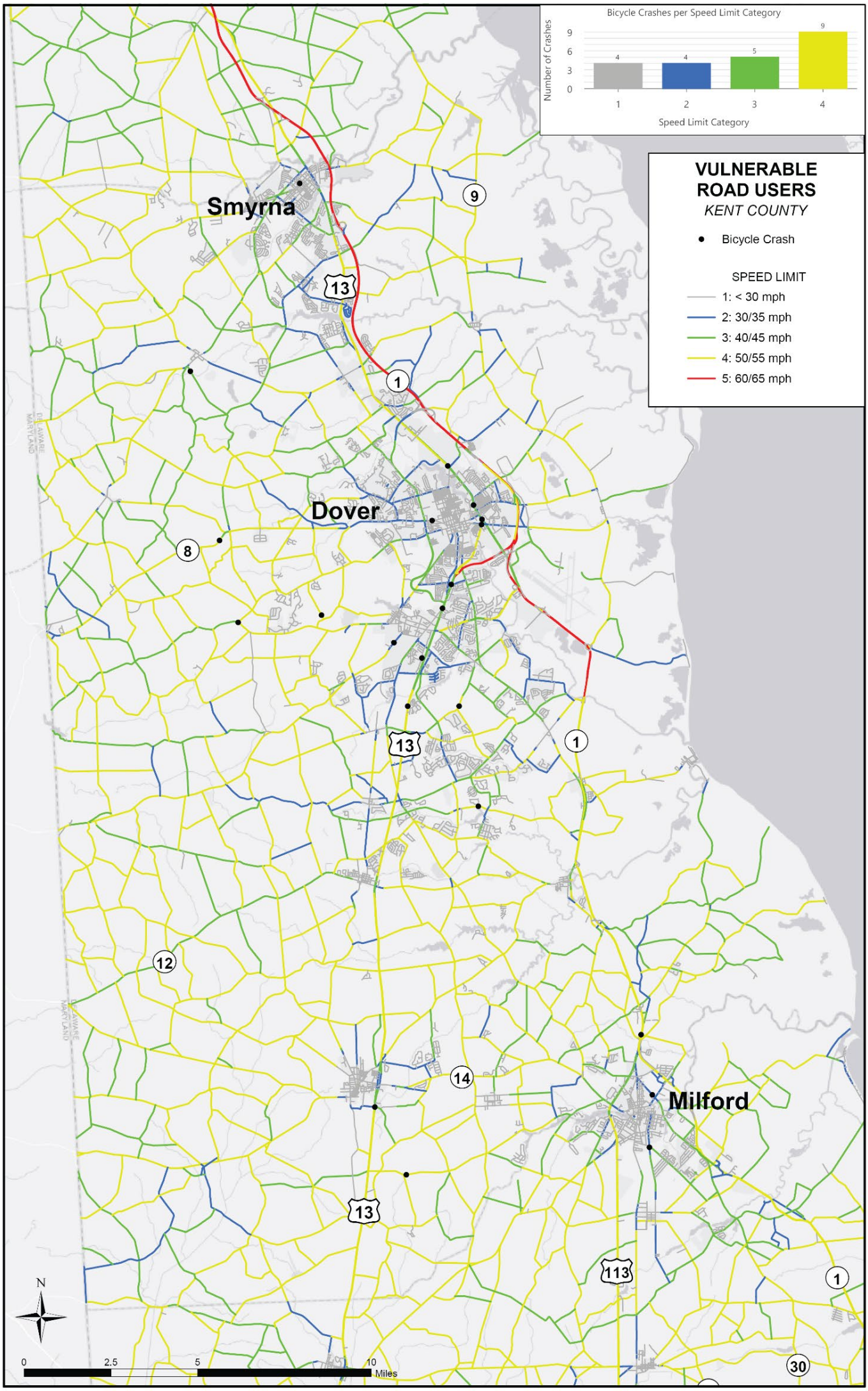
VRU SAFETY PERFORMANCE ASSESSMENT

Bicycle-Related Crashes overlaid with Roadway Posted Speed Limit



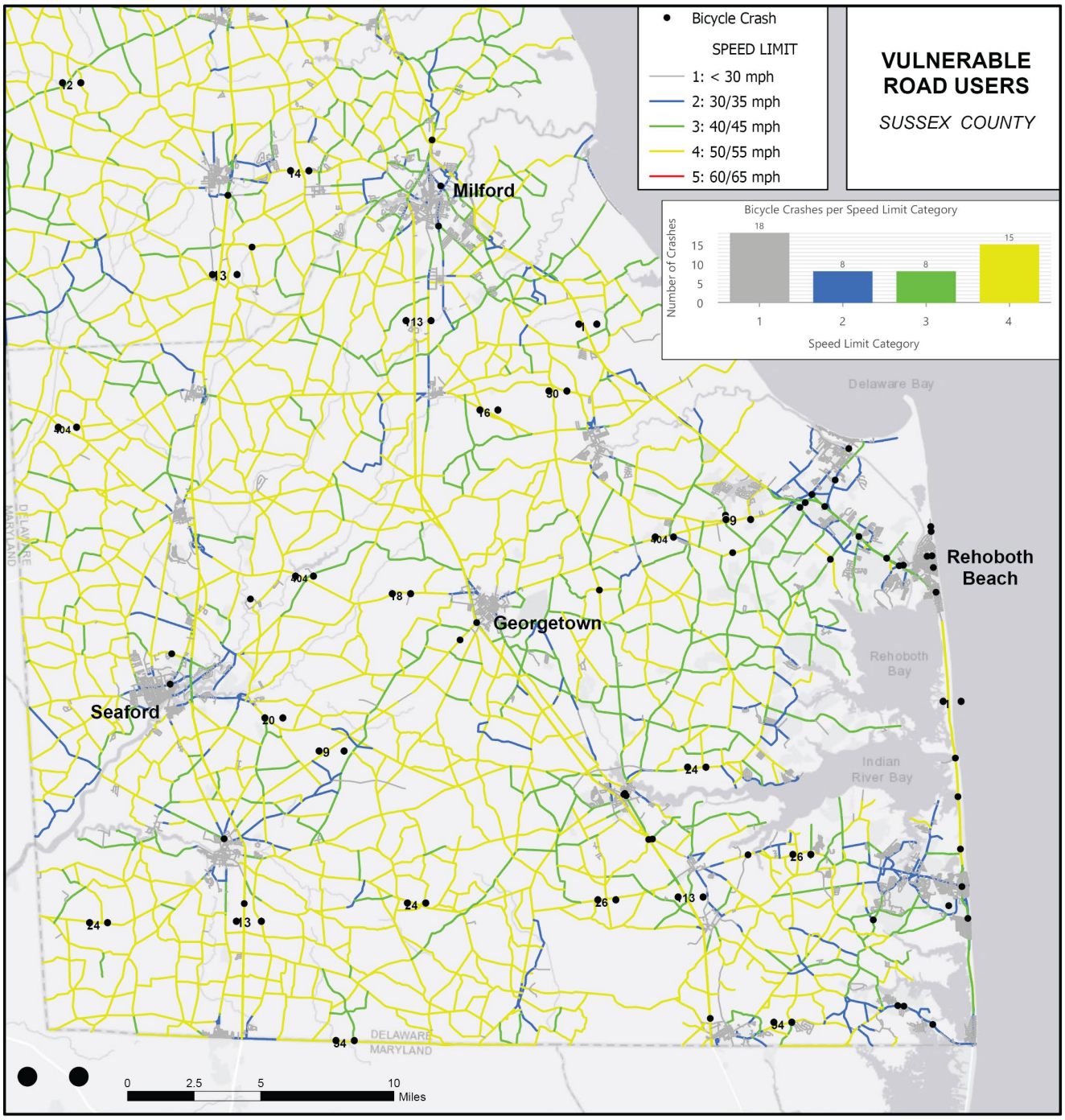
VRU SAFETY PERFORMANCE ASSESSMENT

Bicycle-Related Crashes overlaid with Roadway Posted Speed Limit



VRU SAFETY PERFORMANCE ASSESSMENT

Bicycle-Related Crashes overlaid with Roadway Posted Speed Limit



DELAWARE STRATEGIC HIGHWAY SAFETY PLAN

TOWARD ZERO DEATHS

2025 VULNERABLE ROAD USER SAFETY ASSESSMENT

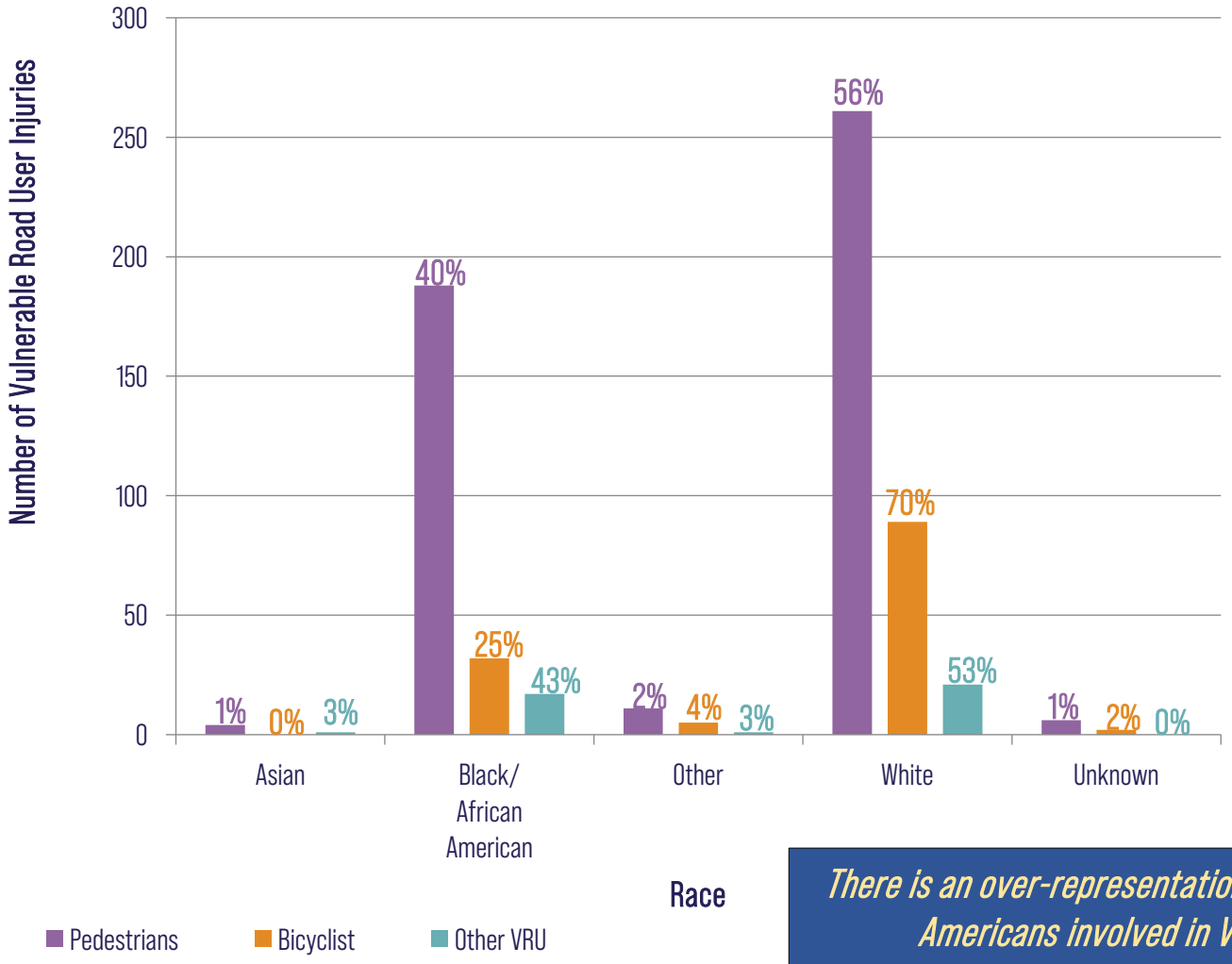
DETERMINATION OF HIGH-RISK AREAS

DETERMINATION OF HIGH-RISK AREAS

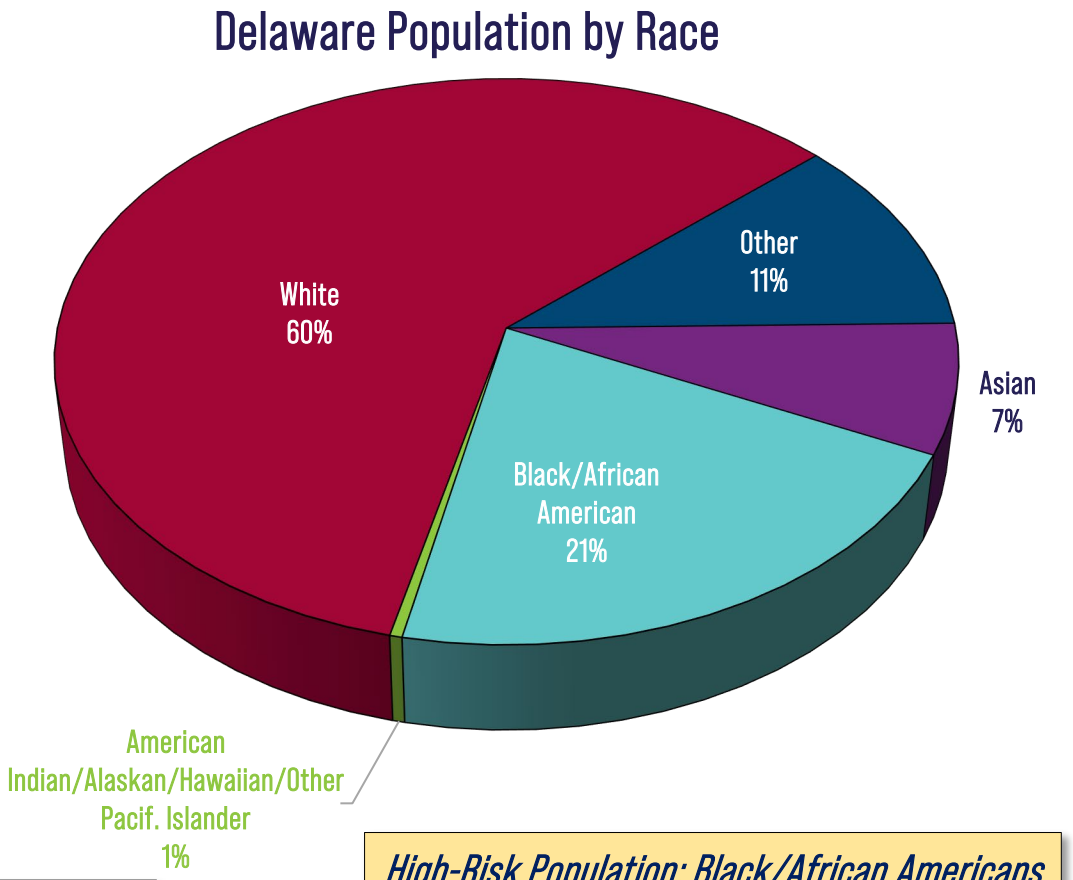
- Based on VRU Safety Performance Assessment, analysis of demographic data and the mapping analysis of pedestrian and bicycle crashes, the following considerations are made for determination of high-risk areas related to vulnerable road users
  - 93% of vulnerable road users involved in crashes were pedestrians (73%) and bicyclists (20%). See slide 16
  - 65% 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



X%: Percentage of VRU type in race category



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

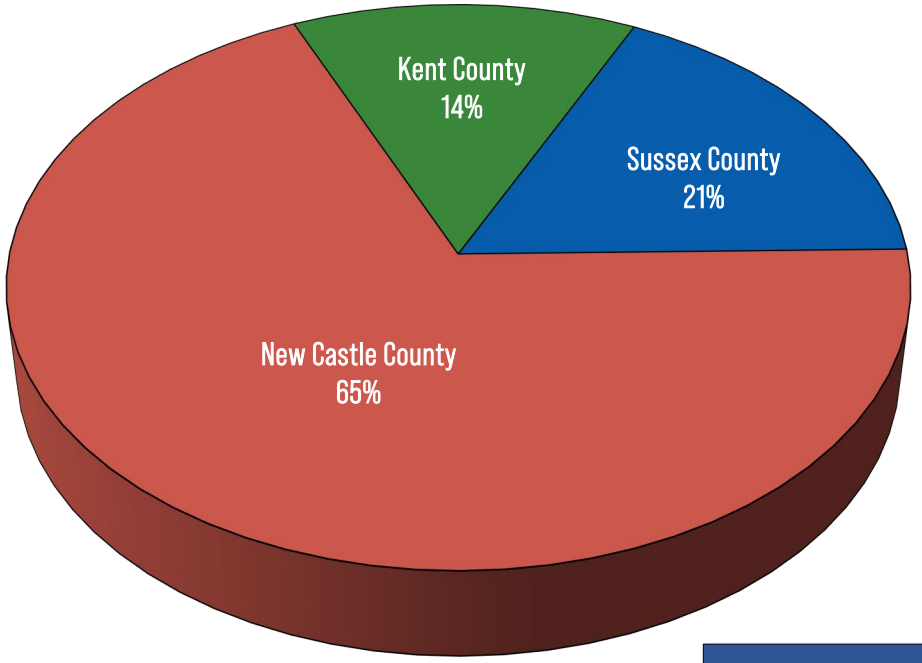
High-Risk Population: Black/African Americans

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

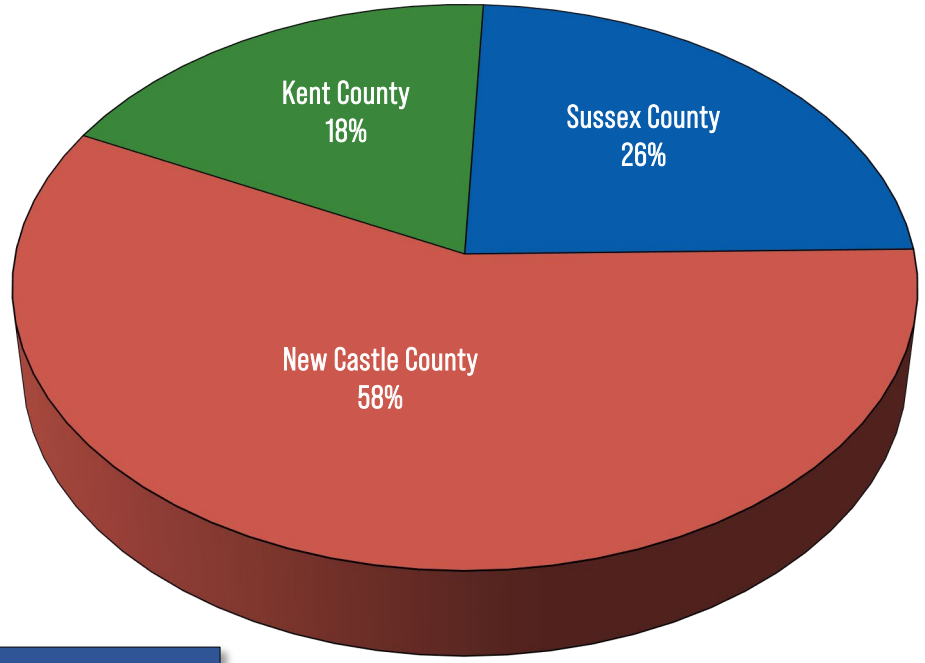
DETERMINATION OF HIGH-RISK AREAS

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

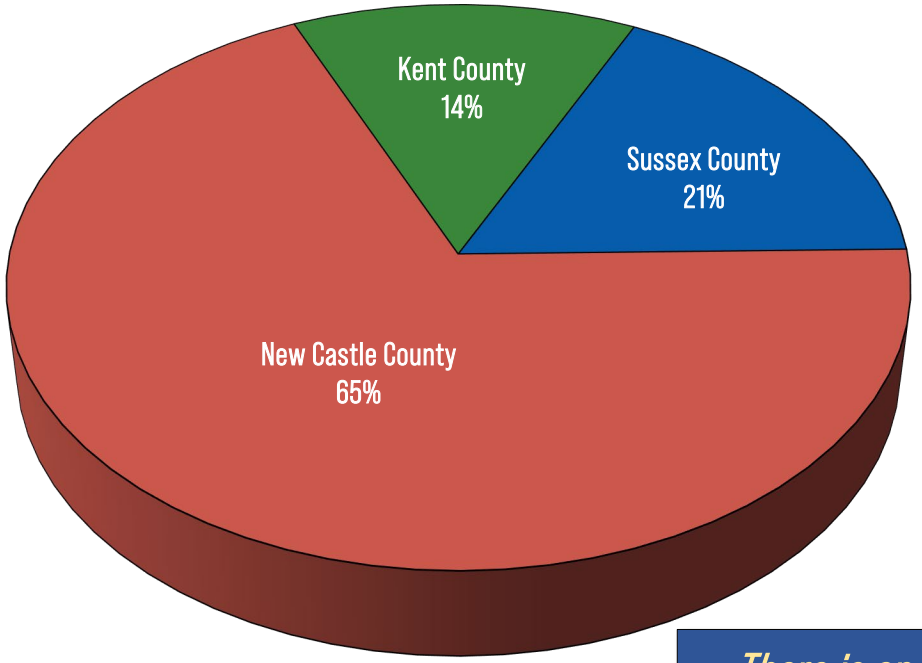
Note: Data presented represents Vulnerable Road Users injured in crashes

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

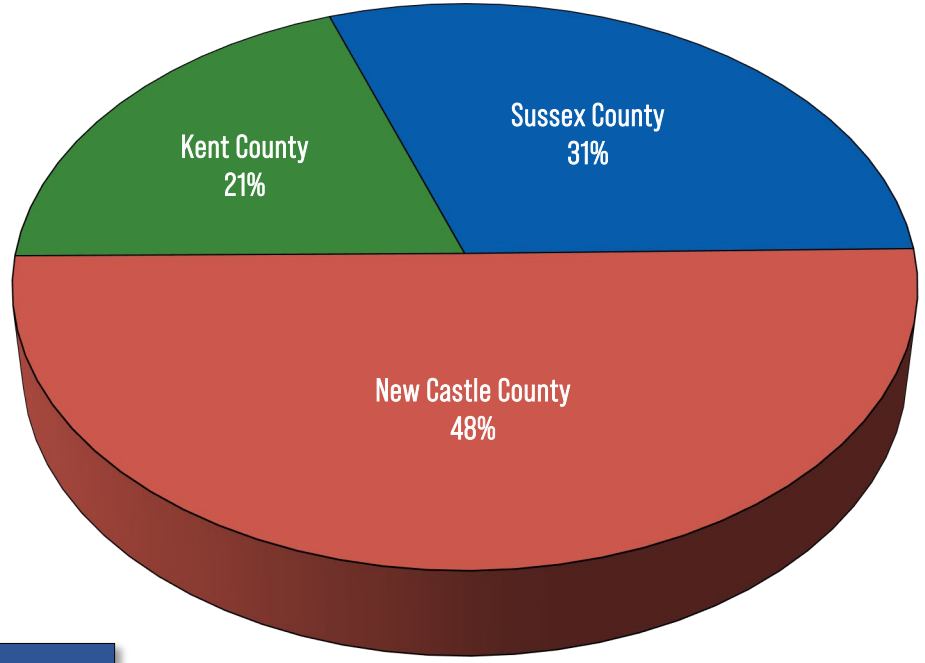
DETERMINATION OF HIGH-RISK AREAS

Location of Vulnerable Road User Crashes

VRU Crashes by County



Delaware Crash-Related Injuries



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

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

High-Risk Factor: All locations in New Castle County

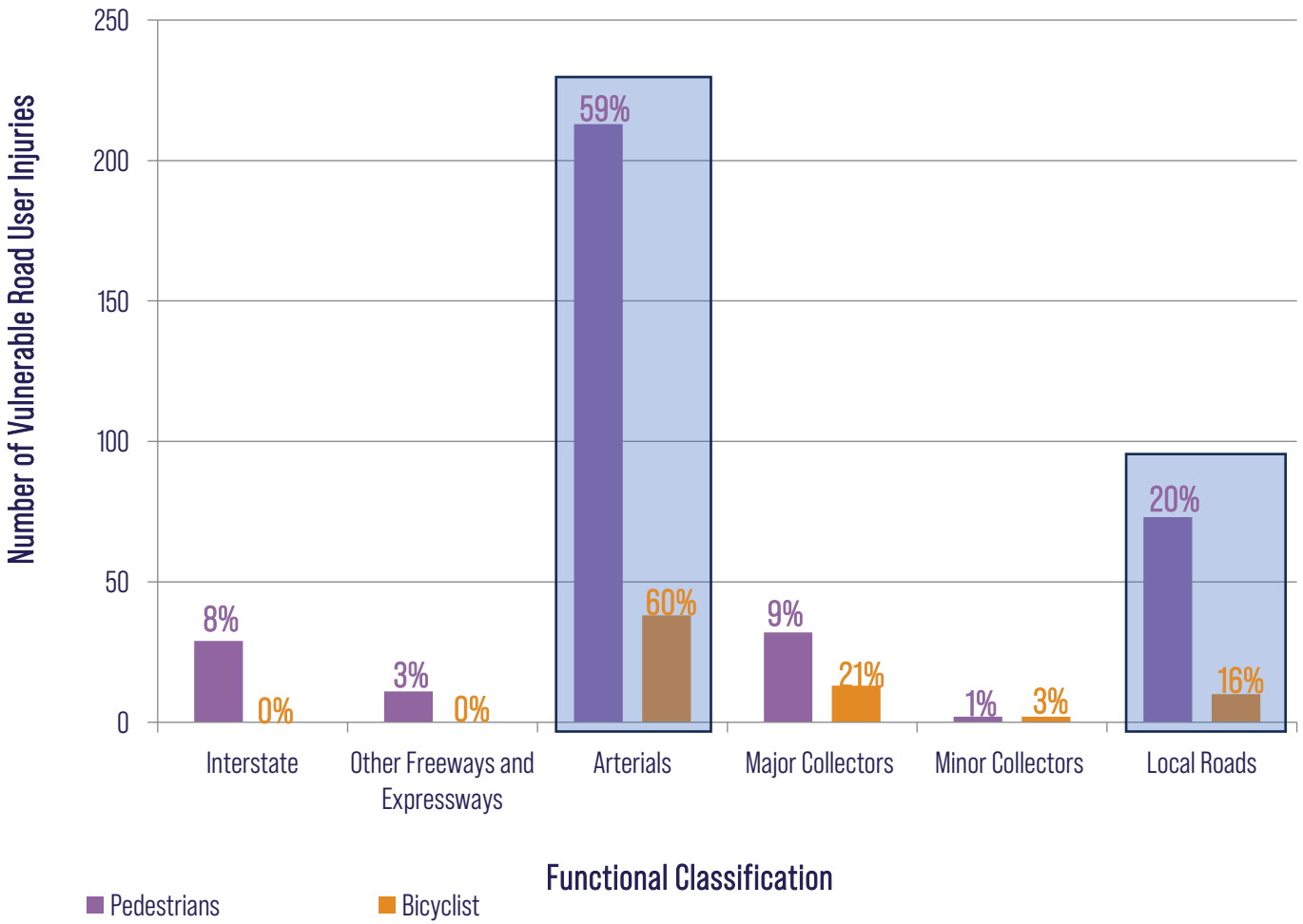
Note: Data presented represents Vulnerable Road Users injured in crashes

Source of Statewide Crash Data: Delaware State Police

DETERMINATION OF HIGH-RISK AREAS

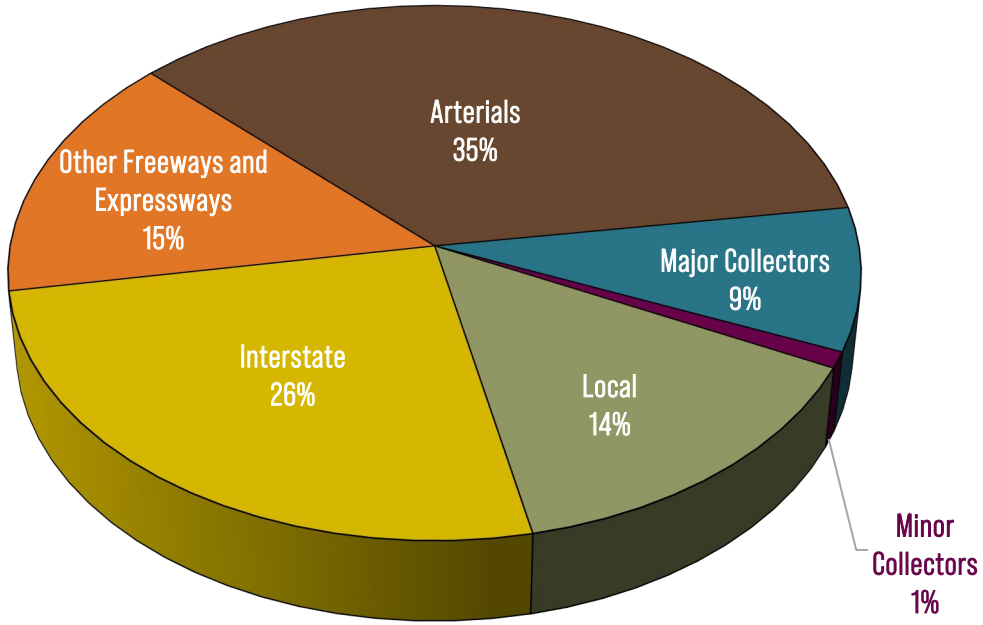
Location of Vulnerable Road User Crashes – New Castle County

VRU Crashes by Road Type – New Castle County



X%: Percentage of VRU type for roadway functional classification

New Castle County Centerline Miles by Functional Classification

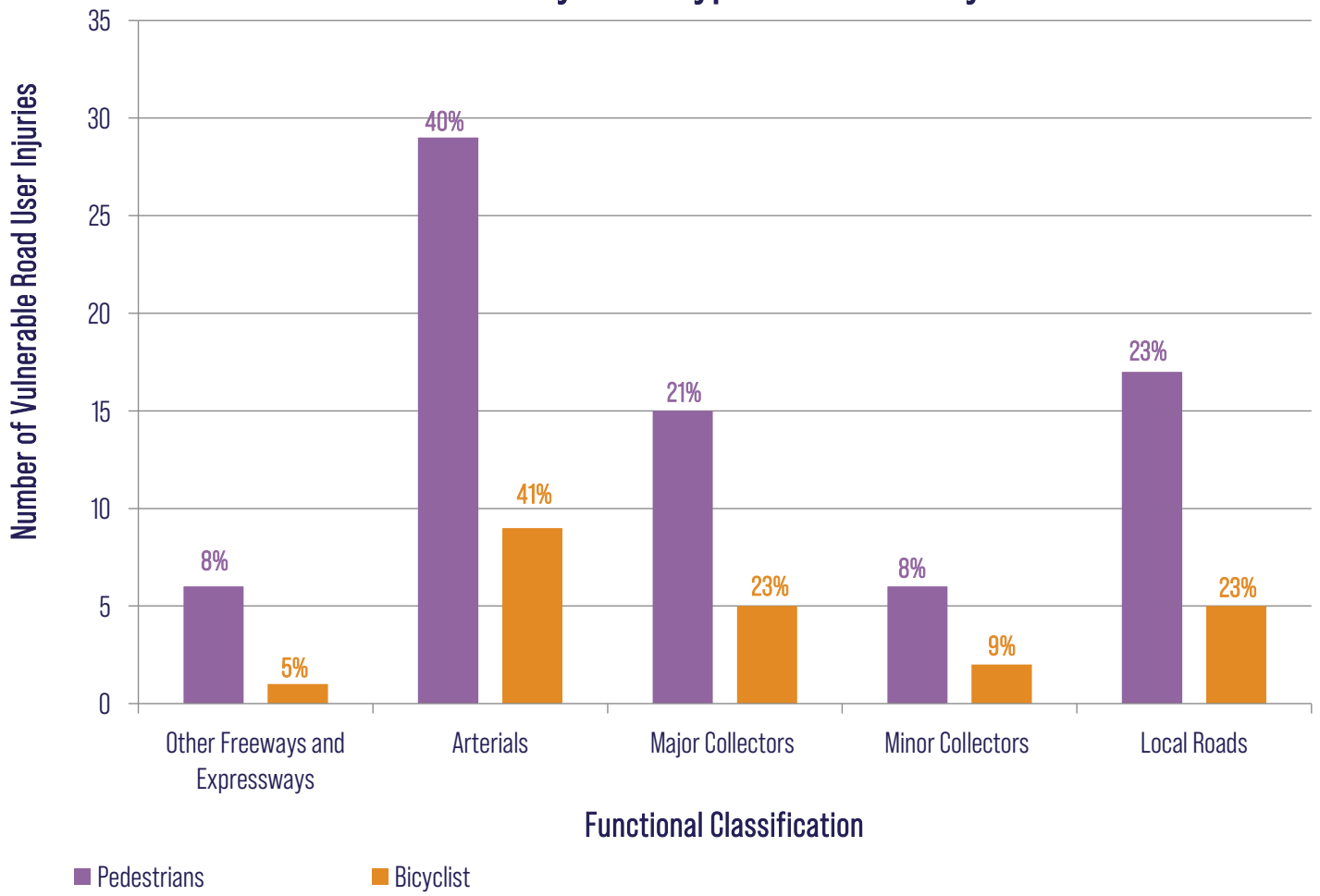


Source of Statewide Centerline Mileage: 2024 Highway Performance Monitoring System

DETERMINATION OF HIGH-RISK AREAS

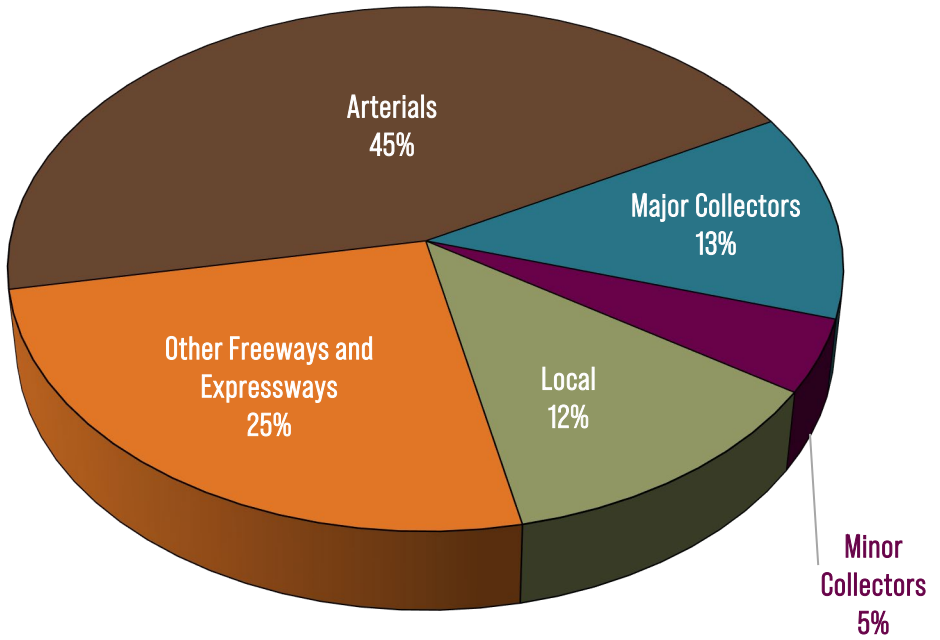
Location of Vulnerable Road User Crashes – Kent County

VRU Crashes by Road Type – Kent County



X%: Percentage of VRU type for roadway functional classification

Kent County Centerline Miles by Functional Classification

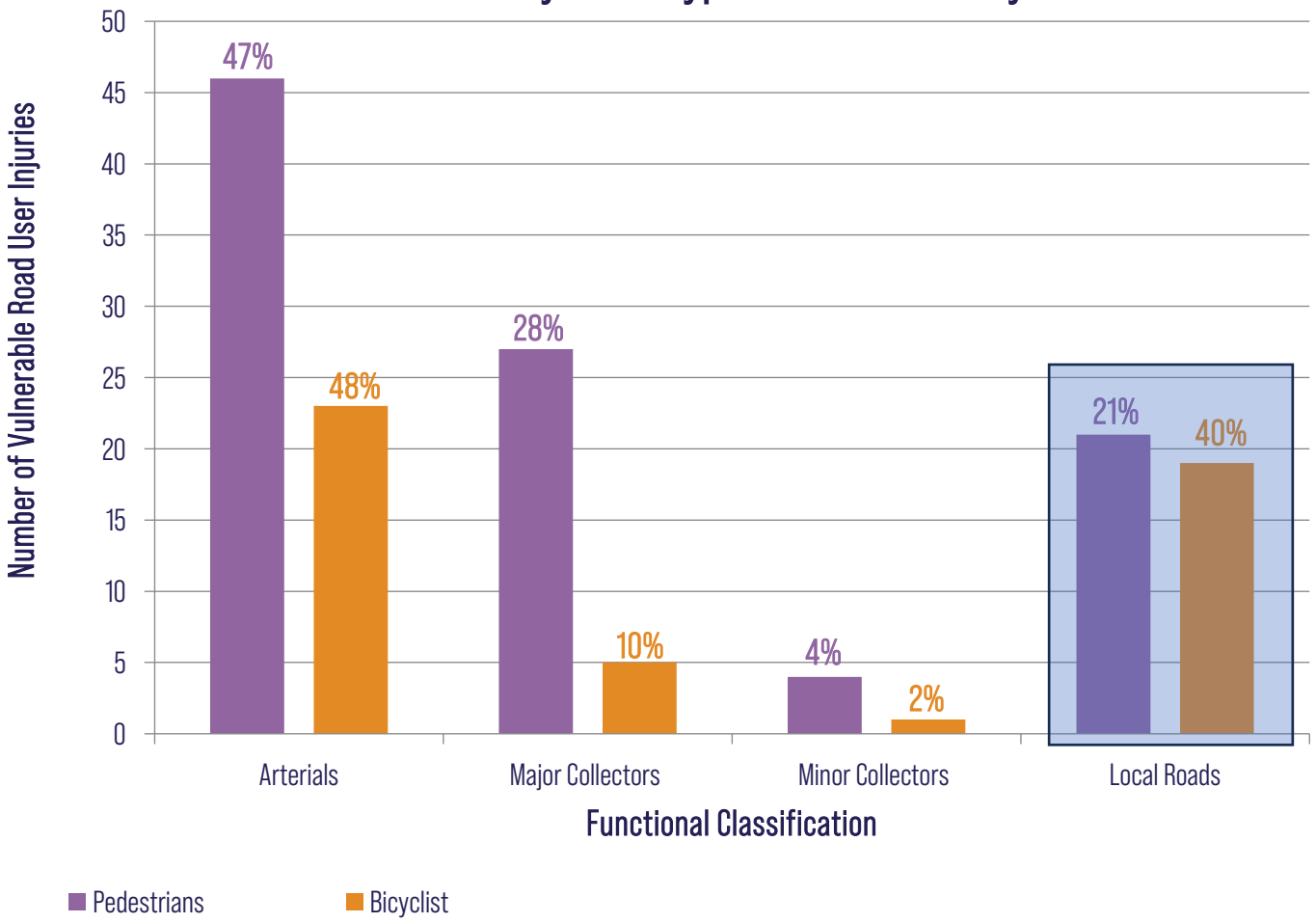


Source of Statewide Centerline Mileage: 2024 Highway Performance Monitoring System

DETERMINATION OF HIGH-RISK AREAS

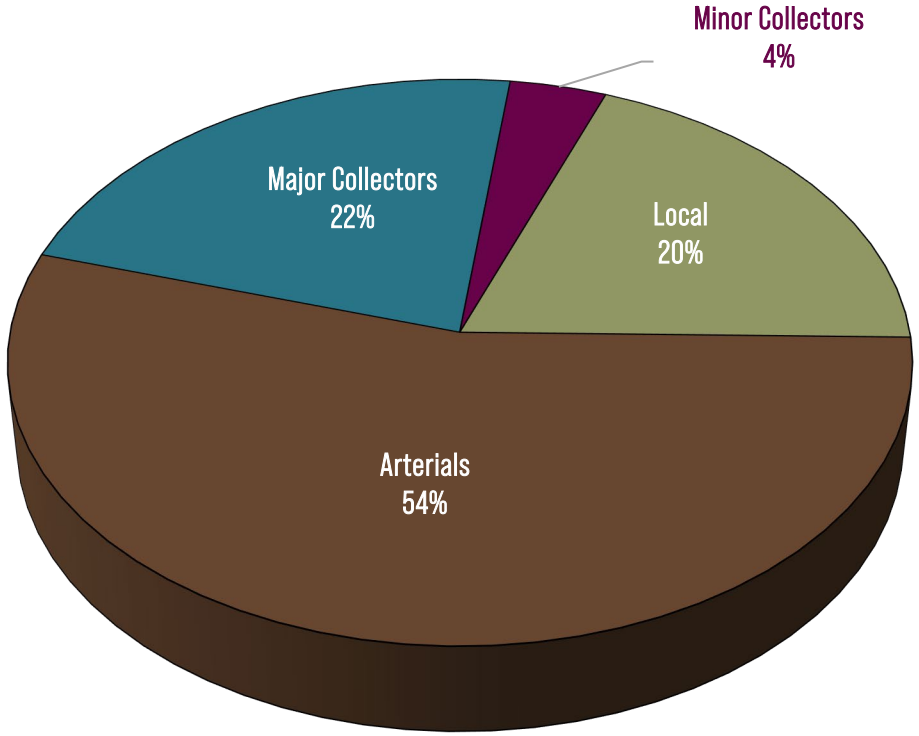
Location of Vulnerable Road User Crashes – Sussex County

VRU Crashes by Road Type – Sussex County



X%: Percentage of VRU type for roadway functional classification

Sussex County Centerline Miles by Functional Classification



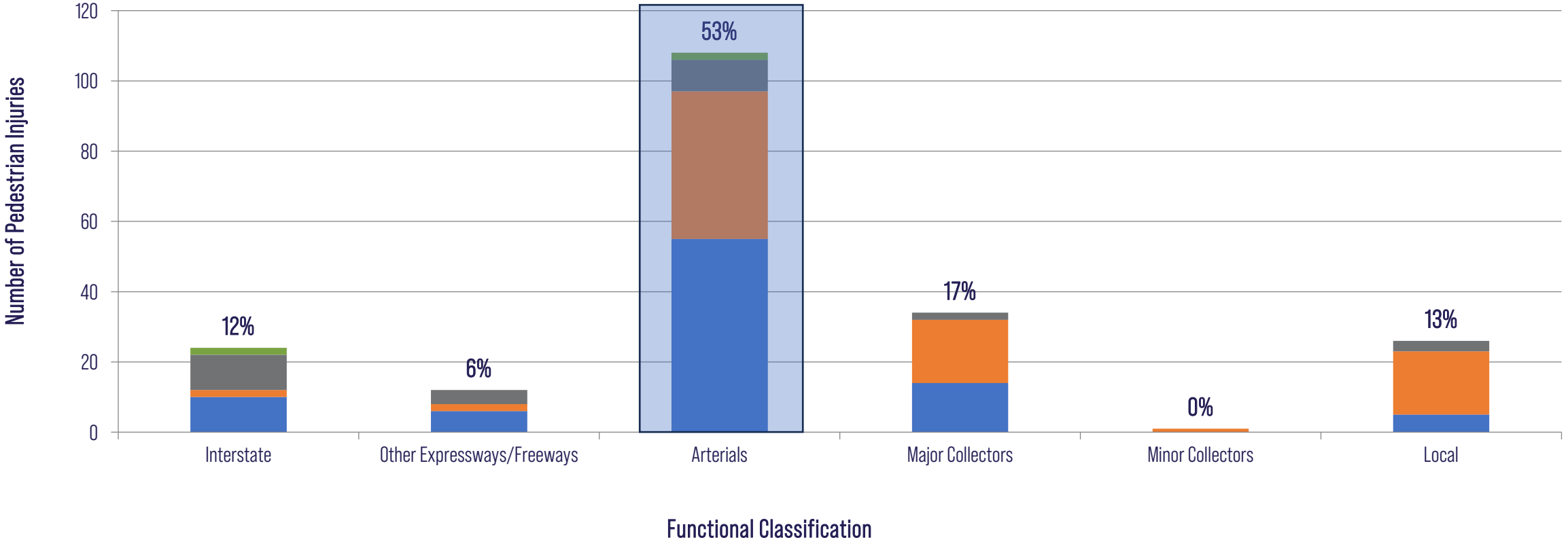
Source of Statewide Centerline Mileage: 2024 Highway Performance Monitoring System

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



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% occurred in New Castle County
    - 56% 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% of pedestrian-related VRU crashes occur on arterials (principal and minor)
    - 60% 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% pedestrians and 23% bicycles
      - Sussex County – local roads are over-represented in the VRU crash data – **high-risk road type**
        - 21% pedestrians and 40% bicycles
  - Further review of arterials indicates 53% 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 slide 67 and 71)
  - Major Collectors – Kent County
  - Local Roads – Sussex County
  - Arterials without roadway lighting are considered a high-risk factor statewide
  - High-risk population – 40% of pedestrians and 25% of bicyclists involved in VRU crashes were Black/African American
    - African Americans represent 21% of the statewide population, indicating an over-representation within VRU crashes

DELAWARE STRATEGIC HIGHWAY SAFETY PLAN

TOWARD ZERO DEATHS

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?

CONSULTATION FEEDBACK AND RESULTS

- Throughout the consultation process, the stakeholders provided the following feedback:
  - To be updated after review of SHSP and VRU Assessment

CONSULTATION FEEDBACK AND RESULTS

- Throughout the consultation process, the stakeholders provided the following feedback:

DELAWARE
STRATEGIC HIGHWAY SAFETY PLAN
TOWARD ZERO DEATHS

2025 VULNERABLE ROAD USER SAFETY ASSESSMENT

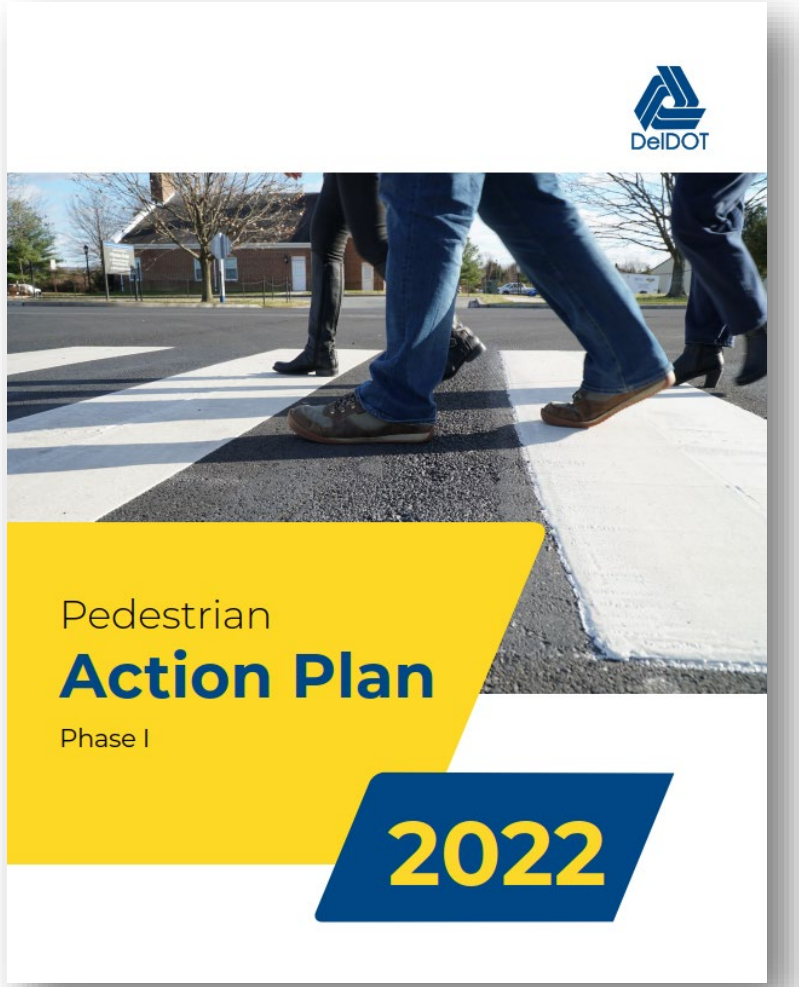
PROGRAM OF PROJECTS OR STRATEGIES

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 Systems Approach

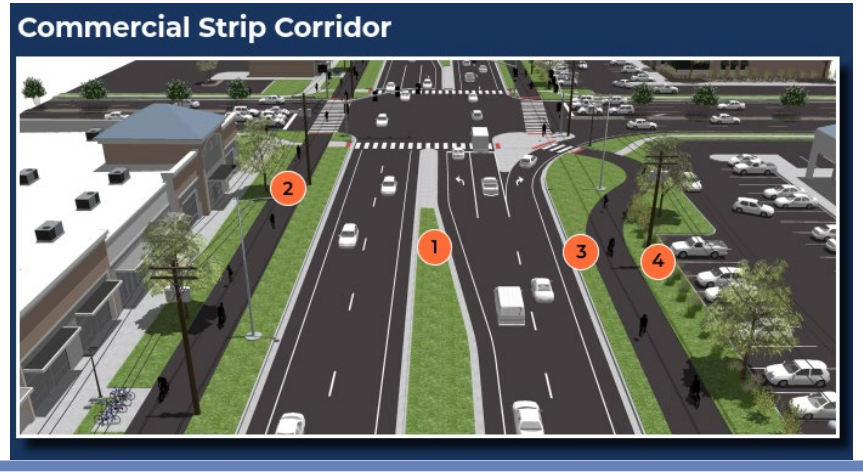
OTHER STATEWIDE PROGRAMS AND PLANS

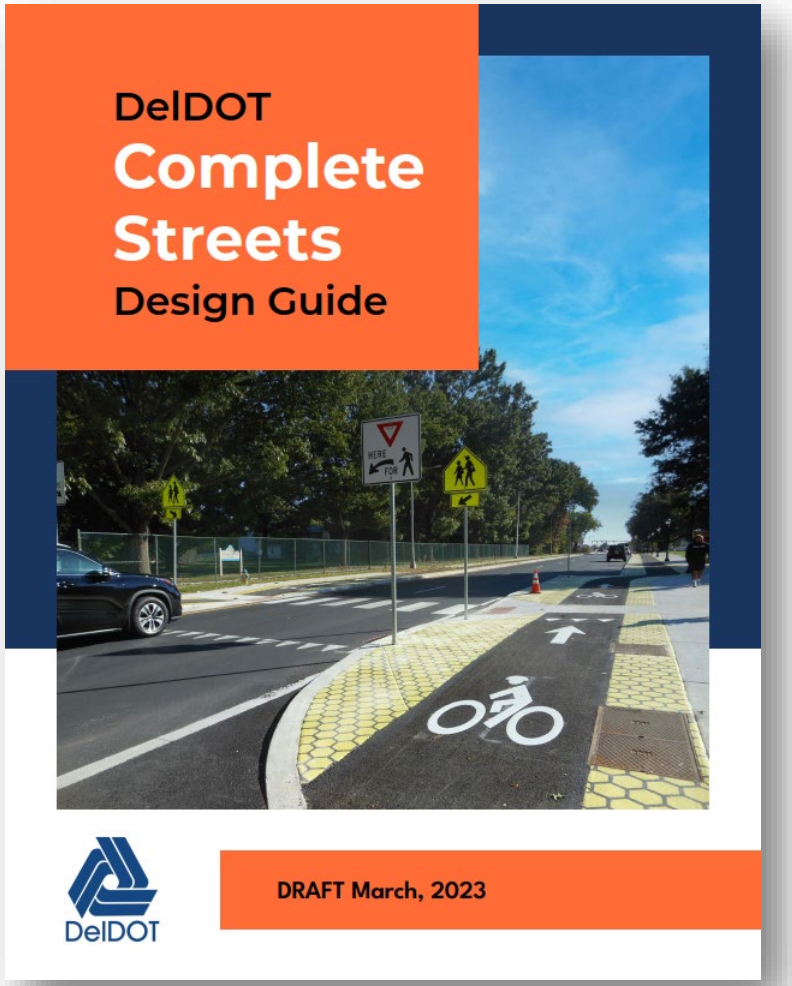
- Pedestrian Action Plan
  - Highlights the work already underway at DelDOT to improve pedestrian safety, accessibility, connectivity, and equity
  - Provides an actionable framework for DelDOT to continue working with planning partners and communities to improve pedestrian travel
  - Three phase development approach
    - Phase 1 – Review existing plans, Initial crash data analysis, public engagement - COMPLETE
    - Phase 2 – Public engagement, internal DelDOT coordination
    - Phase 3 – Additional crash data analysis, public and stakeholder engagement, implementation plan, 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
  - Draft Complete Streets Design Guide developed (to be finalized end of 2023)
  - Identifies street types and design solutions by zone



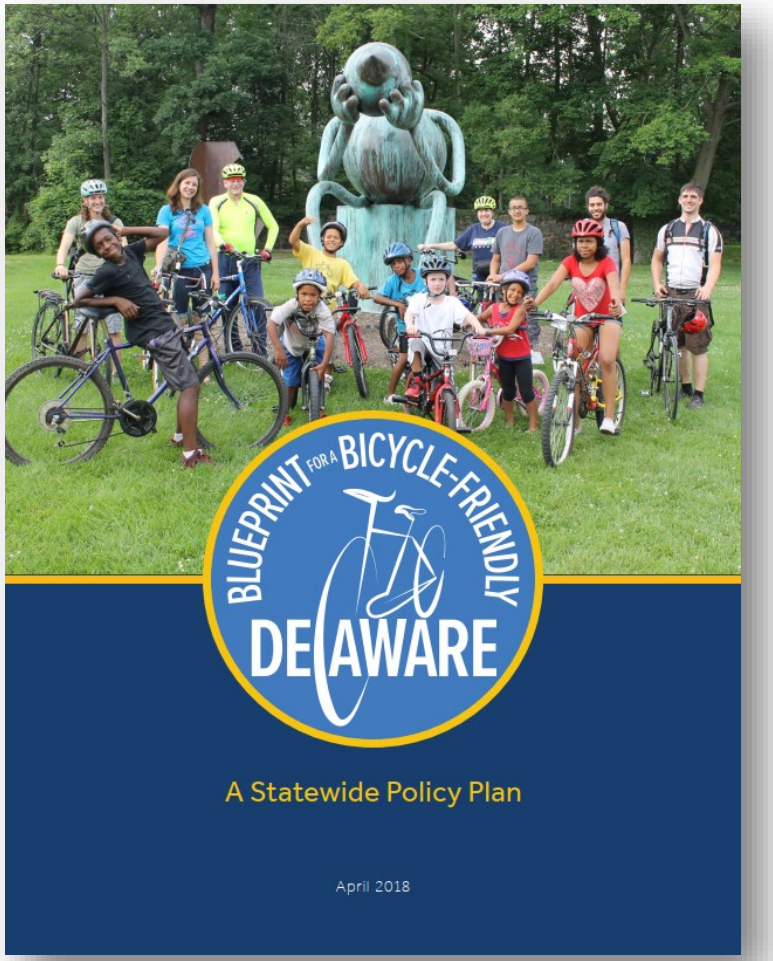


OTHER STATEWIDE PROGRAMS AND PLANS

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

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 Luszcz, Chief Engineer, DelDOT
Maureen Kelley, Deputy Director, Design, DelDOT
Peter Haag, Chief of Traffic Engineering, DelDOT
Scott Neidert, Traffic Safety Engineering Manager, DelDOT

DelDOT

DELAWARE STRATEGIC HIGHWAY SAFETY PLAN

TOWARD ZERO DEATHS