

# Delaware

## Speed Limits: 1994 and 2004

State	Limited Access Rural Interstates		Limited Access Urban Interstates		Other Limited Access Roads		Truck Speed (Y or N)
	1994	2004	1994	2004	1994	2004	
Delaware	55	65	55	65	55	55	N

The 2004 increased speed limits shown above apply to State Route 1 and Interstate 495 only. Trucks do not have a separate speed limit.

## Speeding-related Data

Delaware collects and identifies speeding-related crash data where the primary contributing circumstance for the crash is speeding too fast for conditions. The state also collects speeding-related citation data as well as aggressive driving data. Data collected and maintained for aggressive driving includes: primary contributing circumstance in crashes; aggressive driving violations; crash location; predominant times/days of the week/month; and gender.

Delaware has encoded aggressive driving in the state statutes as: Anyone who commits three targeted traffic offenses in a single incident (Delaware Code says “in continuous conduct”.) The targeted offenses include speeding, running red lights or stop signs, failure to yield right-of-way, making unsafe lane changes, passing on the shoulder, following too closely and passing stopped school buses.

## Proportion of Speeding-related Crashes

Year	Speeding-related Fatal Crashes	Speeding-related Injury Crashes	State Patrol Speeding Tickets
2003	22 (16%)	399 (7%)	44,551
2002	20 (17%)	407 (7%)	47,345
2001	22 (16%)	399 (7%)	44,551

Delaware analyzed speed data for over representation by any specific geographic area, race, ethnic group, gender, age or other grouping. Males were over-represented in aggressive driving related crashes in 2003. Males caused sixty-five percent of the aggressive driving crashes. Additionally, 16-24 year old drivers caused fifty-one percent of the aggressive driving crashes. Data related to race is not collected on the state’s motor vehicle crash report, although the state will begin collecting the information in 2005 with the statewide implementation of the state’s automated crash report form.

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## **Efforts to Reduce Excessive Speeding**

In 2004 the state highway safety office coordinated a six-week enforcement and education mobilization titled *Operation Slow It Down* specifically aimed at reducing speeding-related crashes. The initiative was in response to the escalating number of speeding-related fatal crashes the state was experiencing. In order to increase the impact of the campaign, the state's highway safety office partnered with the state's department of transportation, emergency medical services, law enforcement agencies and the Dover Air Force Base. The campaign included the following components:

- 13 police agencies were identified to participate based on locations of speeding-related crashes. Each agency was provided overtime funds for speeding enforcement activities in their respective jurisdiction.
- A kick-off press event, featuring speakers from each of the partnering disciplines.
- Recorded radio spots by EMS, law enforcement and highway safety personnel for airing throughout the state.
- Stepped-up speeding-related enforcement activities conducted on Dover Air Force Base, using speed trailers and displayed campaign messages on variable message boards.

Delaware's highway safety office reported no funds are directed specifically toward reducing incidences of speeding other than for the special enforcement campaign. However, the state does track the percentage of aggressive driving fund levels, including speeding. The state reported 8 percent of highway safety state funds were allocated to aggressive driving enforcement in 2003. In 2004, 17 percent of funds were allocated and in 2005, 19 percent of funds have been allocated for aggressive driving.

However, funding and programs have had minimal impact. In 2000, speeding attributed to 9 percent of the fatal crashes. The percentage has increased since 2000 to 16 percent in 2004, despite slight reductions between 2001 and 2003. The percentage of personal injury crashes that were attributed to speeding has remained fairly constant since 2000 at 6 percent.

## **Public Perception**

Delaware's state highway safety office felt the motoring public believes police give a 10 mph cushion in enforcing the posted speed limit.