

PROGRAM

Everyone Gets Home

May 3, 2022

8:00-8:45 AM

Check-In

8:45-9:20 AM

Welcome

Wendell Alfred, AARP

Dr. Karyl Rattay, Director, Delaware Division of Public Health

Matt Meyer, County Executive, New Castle County

Senator Elizabeth Lockman, Chair, Delaware Senate Transportation Committee

Nicole Majeski, Secretary, Delaware Department of Transportation

9:20-10:20 AM

The Crashes We Have To Solve

Intersections

Mark Luszcz, Deputy Director (Design), Division of Transportation Solutions, Delaware Department of Transportation

Collisions between two vehicles, or between a vehicle and a pedestrian, in intersections are Delaware's most common type of fatal crash. This session will discuss some of the common elements of these crashes, and will serve as an introduction to the afternoon session on roundabouts.

Single Vehicle Roadway Departures Crashes

Peter Haag, Chief Traffic Engineer, Delaware Department of Transportation

Roadway departures involving only a single vehicle are the most common type of fatal crash in rural areas in Delaware and the 2nd most common type of fatal crash statewide. This session will discuss some patterns of these crashes as well as available countermeasures including rumble strips, recoverable slopes and guard rails.

Mid-Block Pedestrian Crashes

Mark Luszcz, Deputy Director (Design), Division of Transportation Solutions, Delaware Department of Transportation

Some pedestrian fatalities occur in intersections but most happen at mid-block locations far from any signal or crosswalk. In recent years, Delaware has had the 2nd highest per capita pedestrian fatality rate among all 50 states (behind only Florida). This session will highlight the largest pedestrian safety project in Delaware history, a \$25 million effort that stretches along 7 miles of Dupont Highway through unincorporated suburban areas south of Wilmington.

Head-On Crashes Between Two Vehicles

Peter Haag, Chief Traffic Engineer, Delaware Department of Transportation

Although less common than intersection, run off the road or pedestrian crashes, horrific photos of head-on crashes can sometimes generate greater press coverage than any other type of crash. This session will outline and characterize the challenge of reducing this type of fatal crash.

10:20-10:45 AM

Networking Break

10:45-11:45 AM

A Safe Systems Approach to Intersection Analysis and Design

David Petrucci, Senior Safety Engineer, Federal Highway Administration

Applying the "Safe Systems" approach (see page 13 in this booklet) involves anticipating human mistakes by designing and managing road infrastructure to keep the risk of a mistake low; and when a mistake leads to a crash, the impact on the human body doesn't result in a fatality or serious injury. After a short general introduction, this session will focus mostly on the Safe Systems approach to analyzing intersections that can be applied at the project design level.

11:45-1:00PM

Lunch/Networking Break

Catering by La Baguette

Quiche Florentine (vegetarian)
Beef Bourguignon Sandwich
Chicken and Brie Sandwich
Green Salad
Potato Gratin

1:00 -2:00 PM

Better Roundabouts

David Petrucci, Senior Safety Engineer, Federal Highway Administration

By reducing the number of possible conflict points and lowering vehicle speeds, roundabouts reduce fatal crashes at intersections. This session will dive deep into the planning and analysis of roundabouts with the goal of identifying more design options.

2:00-2:10 PM

Networking Break

2:10 -3:10 PM

Safety and Speed: Beyond Roundabouts

Panel Discussion

Roundabouts are a proven safety countermeasure for reducing fatal crashes at intersections whose effectiveness is partly a result of reducing vehicle speeds. What other types of projects can we imagine that would reduce vehicle speeds, and therefore fatal crashes, on Delaware's roads?

3:10 PM

Closing
