



VA SAFETY PLANNING UPDATE

MWCOG Transportation Safety Subcommittee Meeting

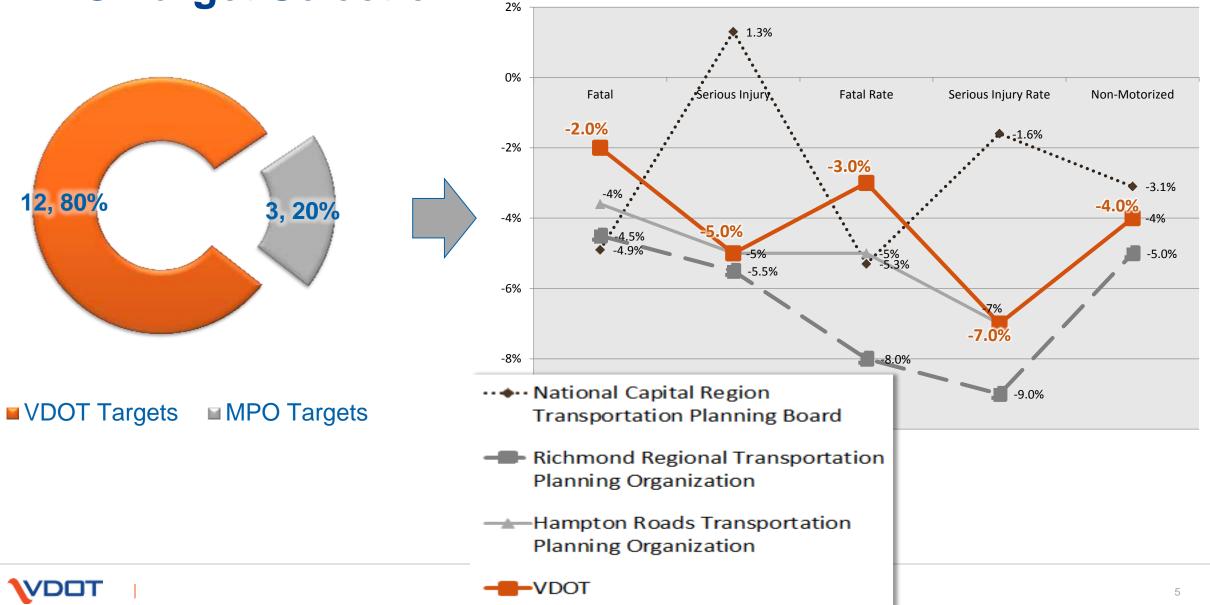
Stephen Read, P.E.

April 17, 2018

MPO Safety Performance Measure 2018 Targets

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MPO Target Selection



2017-21 Strategic Highway Safety Plan Implementation

VIrginia Department of Transportation

Virginia's 2017-21 SHSP is being implemented:

- Highway Safety is a priority for our new Administration and Commissioner
- Emphasis Area teams created and expanded
- Actions are being defined and tracked with projects and activities



Safety Messaging Concentration:

• April weekly emphasis area campaigns

- Vulnerable users
- Work Zones
- **O** Distracted Drivers
- **O Belts, Booze and Brakes**





New Towards Zero
 Deaths website is under construction

Bike and Ped

- Bicyclist and pedestrain crash detailed crash assessments (2012-16)
- Pedestrain Safety Action Plan



Pedestrian Safety Action Plan (PSAP)





Virginia Department of Transportation

Pedestrian Safety Action Plan

January 2018

<u>Goals</u>

- Understand safety issues
 - Infrastructure
 - Land use
 - Behavior
- Identify Potential Projects
- Recommend policy, procedure, and practice changes to better promote safe pedestrian travel

Crash and Data Analysis

Crash Clusters (HISTORICAL)

- smaller scale
- focus on crash types

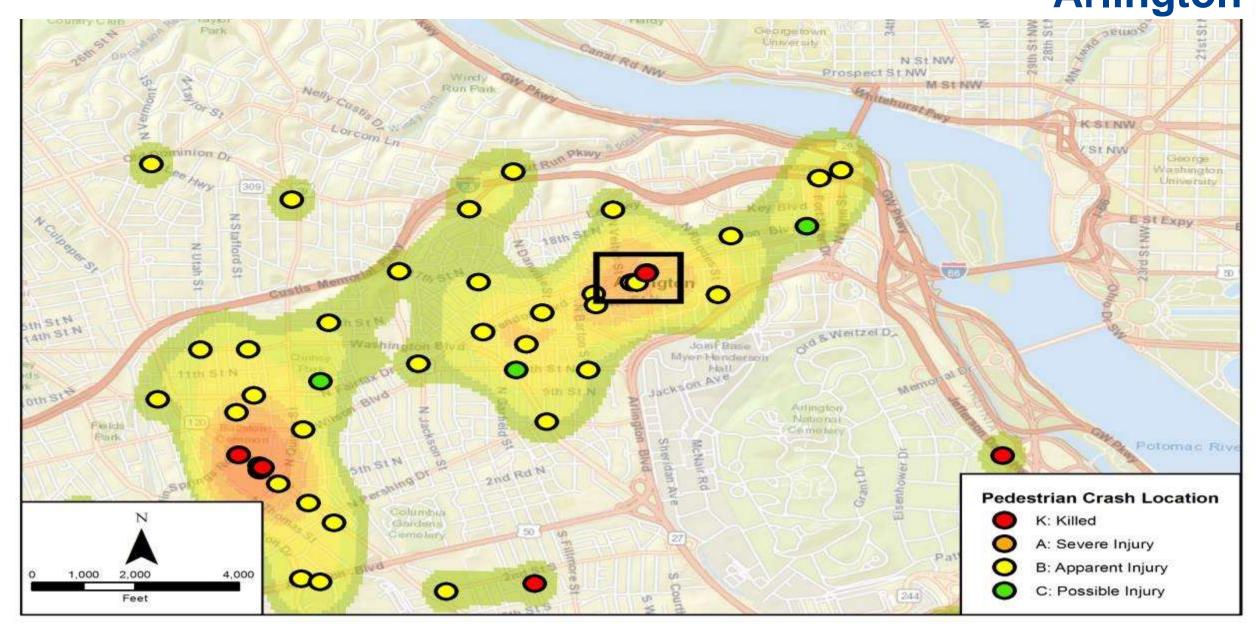


Priority Pedestrian Corridors (PREDICTIVE)

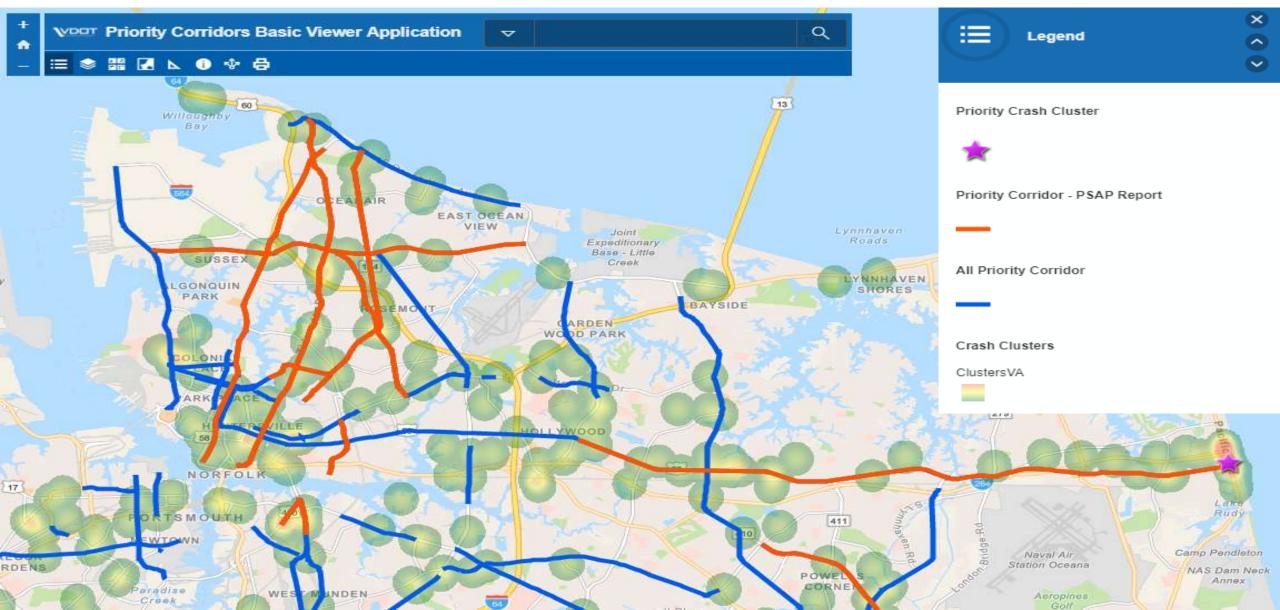
- Iarger scale
- selected per criteria evaluating risk/potential for crashes



Example Crash Clusters: Arlington



ArcGIS Online Maps



ArcGIS Online Maps

VDOT

Lafayette Boulevard (BUS 1 US 1) - Sheet 1 of 1



Community: Spotsylvania County VDOT District: 6 (Fredericksburg)

Corridor Description

 Segment 1: 2-lane turning lane median divided roadway with low density residential and commercial development. AADT: ~23,000; Speed Limit: 40

Recommended Countermeasures

Segment 1: Pedestrian signal heads and countdown signals at signalized intersections, high
visibility crosswalk materials and patterns at unsignalized intersections, and PHBs key at
midblock crossings.

Notes

 Segment 1: Limited pedestrian infrastructure (i.e. sidewalks) along corridor, minimal markings for crosswalks at currently marked locations, and few signalized intersections with pedestrian signal heads.

Intersections

- Signalized
 - Flashing Yellow Arrow, High Visabilty Back Plates
 - Procuring new controllers followed by signal system
- Unsignalized
 - Signal justification study now required (VJUST software)
 - Network Screening for priority intersections (expected Spring 2018)

Roadway Departure

- Rumble Strips
 - Deploying with shoulder widening as needed
 - Piloting new sinusoidal design for noise sensitive areas
- Pavement Friction
 - Updating High Friction Surface Treatment specifications
 - Beginning continuous friction monitoring test project

Traffic Incident Management and Emergency Response

- Statewide TIM committee is active
 - Training on best practices
 - Promoting internal and multi-agency reviews
- DOT
 - Expanding incident management plans to rural areas
 - New contract for Traffic Ops Centers and Safety Service Patrols

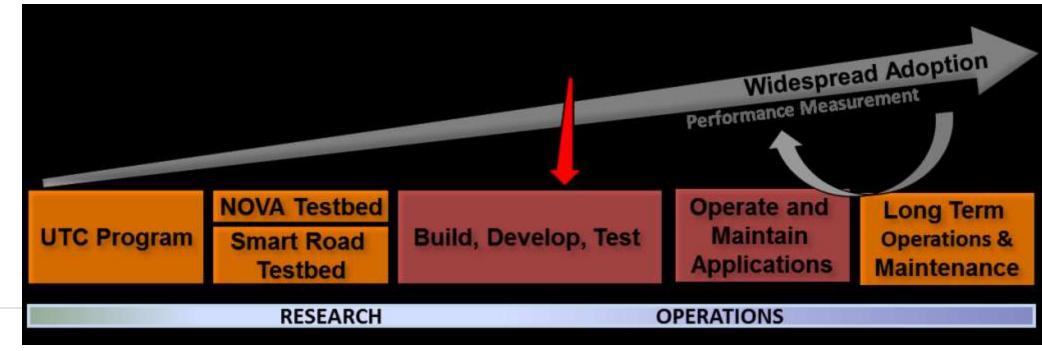
Connected and Automated Vehicles

Program Plan

VDOI

http://www.virginiadot.org/programs/resources/cav/Release_Final_VDOT_CAV_Program_Plan_Fall_2017.pdf

- VTTI Smart Road expansion and Va Connected Corridor activates
- Improving signing and markings; enhancing intersection operations



SMART SCALE Round 3 Safety Needs

VDDT Virginia Department of Transportation

VTRANS 2040 Safety Needs

- Expanded Safety Program Locations (2012-16 Potential for Safety Impr)
 - HSIP uses 3 of 5 years above average sites for Total and F+I crashes
 - SMART SCALE is using 2+ years and a F+I crash threshold

