

# HIGHWAY SAFETY UPDATE

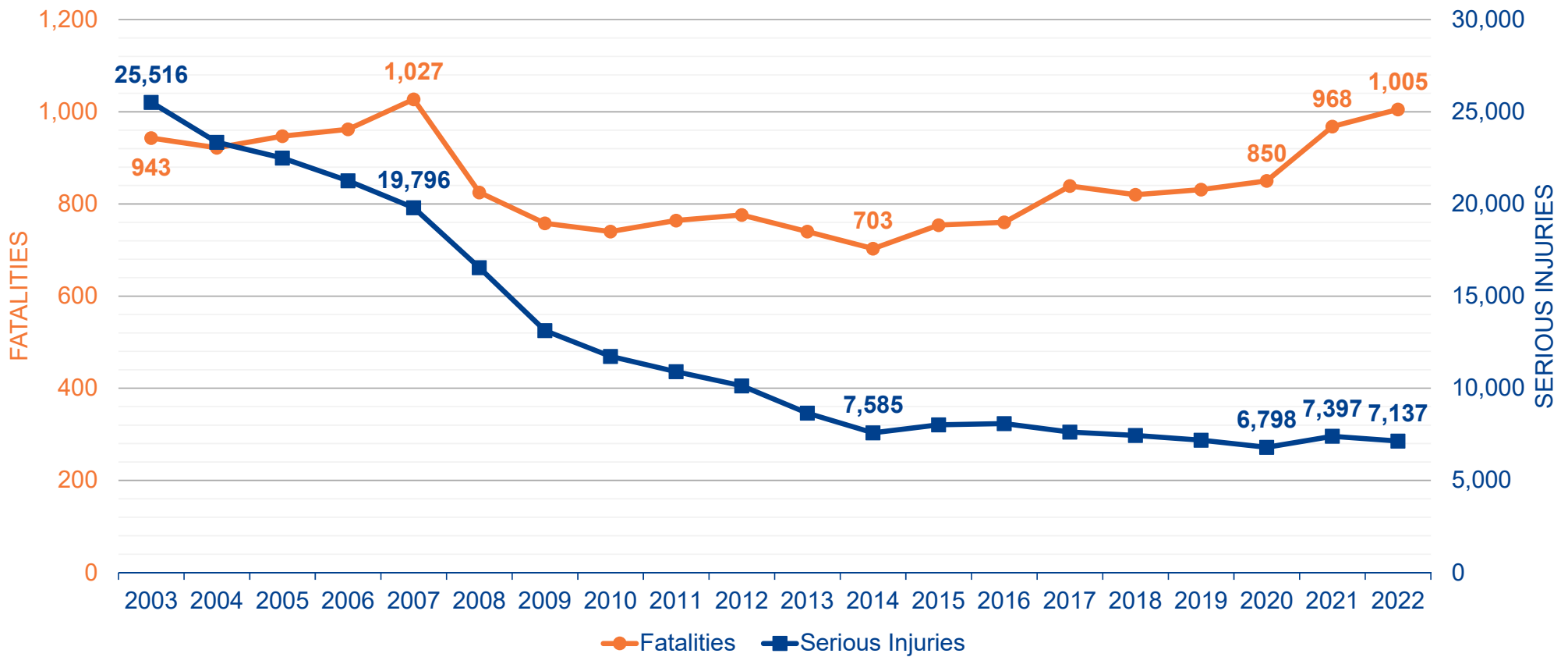
Mark Cole, PE, Virginia Department of Transportation  
Angelisa Jennings, Virginia Department of Motor Vehicles

March 29, 2023

## Purpose of Today's Update

- **Provide CTB members with 2022 calendar year-end crash results**
- **Provide awareness on:**
  - **Crash numbers and trends**
  - **Where crash types are occurring**
- **Provide background for upcoming discussions about highway safety performance setting in the spring**

# Statewide Summary of Fatalities and Serious Injuries



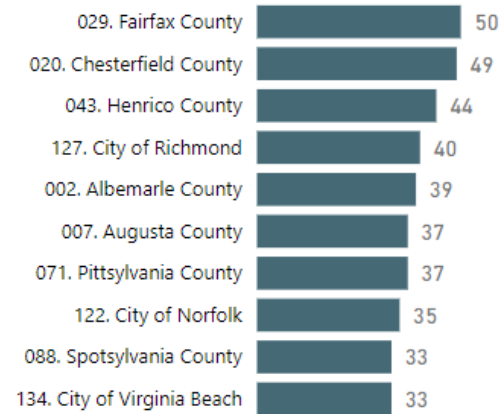
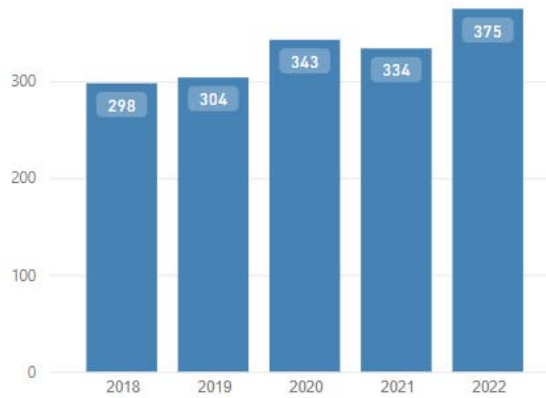
# Fatalities by Highway System

System	2017 - 2021 Annual Average	2021 Value	2022 Value
Interstate	130	168	144
VDOT Primary	334	379	398
VDOT Secondary	219	219	250
Locality Primary	96	116	111
Locality Secondary	82	86	102

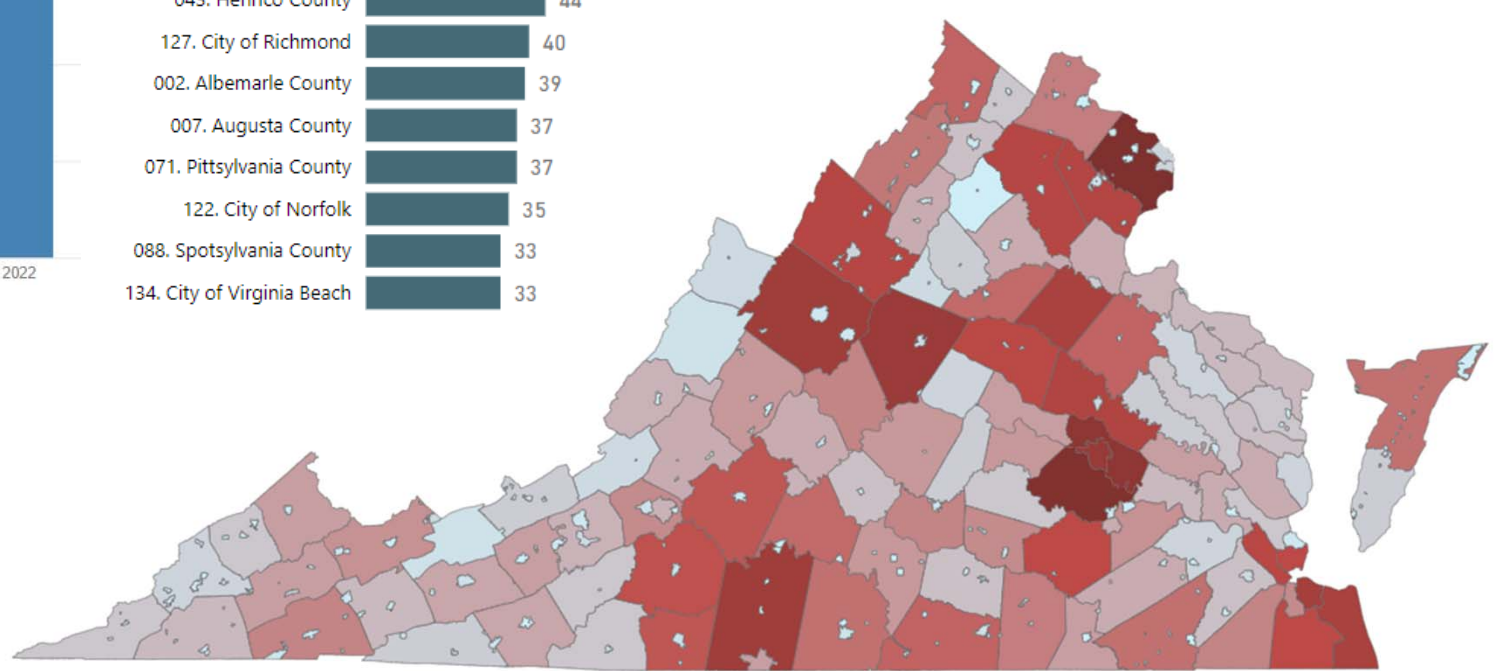
## Change in Fatalities by Emphasis Area

Emphasis Area	2017-2021 Average	2021 Value	2022 Value	Difference Vs. Average
Bicyclists	13	16	11	-2
Motorcyclists	95	102	111	+16
Young Driver Involved	96	122	117	+21
Heavy Vehicle Involved	115	126	139	+24
<b>Pedestrians</b>	120	125	171	<b>+51</b>
Aging Road User Involved	221	263	264	+43
<b>Intersections</b>	228	235	313	<b>+85</b>
<b>Unbelted</b>	317	334	375	<b>+58</b>
Alcohol Related	262	247	274	+12
<b>Speeding Related</b>	371	445	441	<b>+70</b>
Roadway Departures	458	539	476	+18

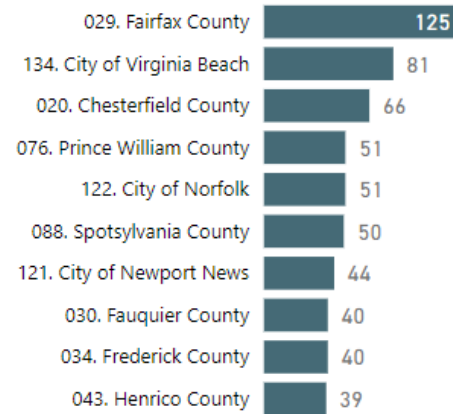
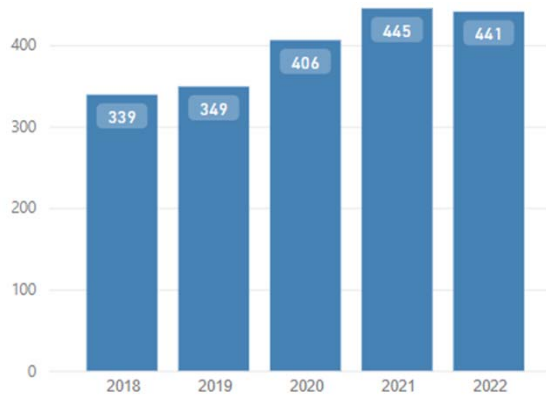
# 2018 - 2022 Unbelted Fatalities by Jurisdiction



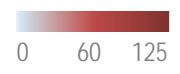
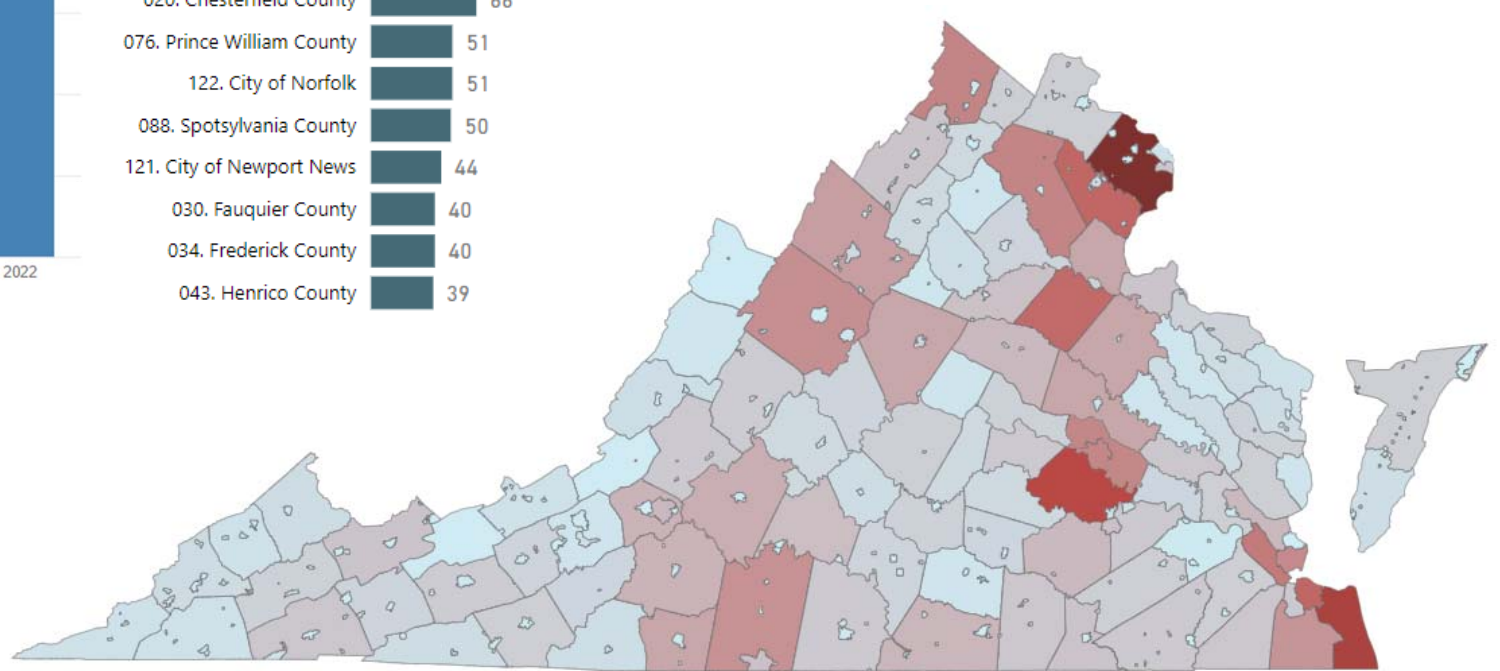
1654 Total



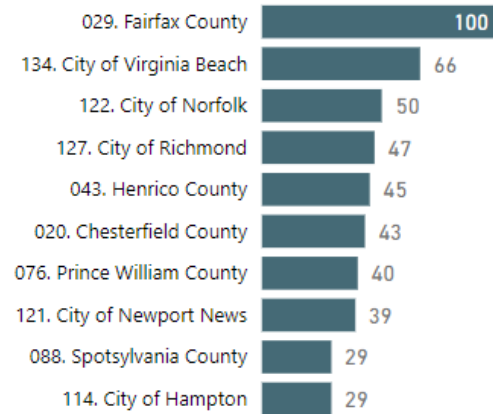
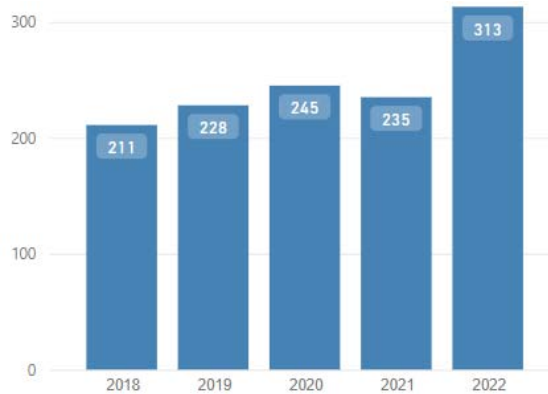
# 2018 - 2022 Speeding Related Fatalities by Jurisdiction



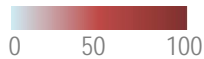
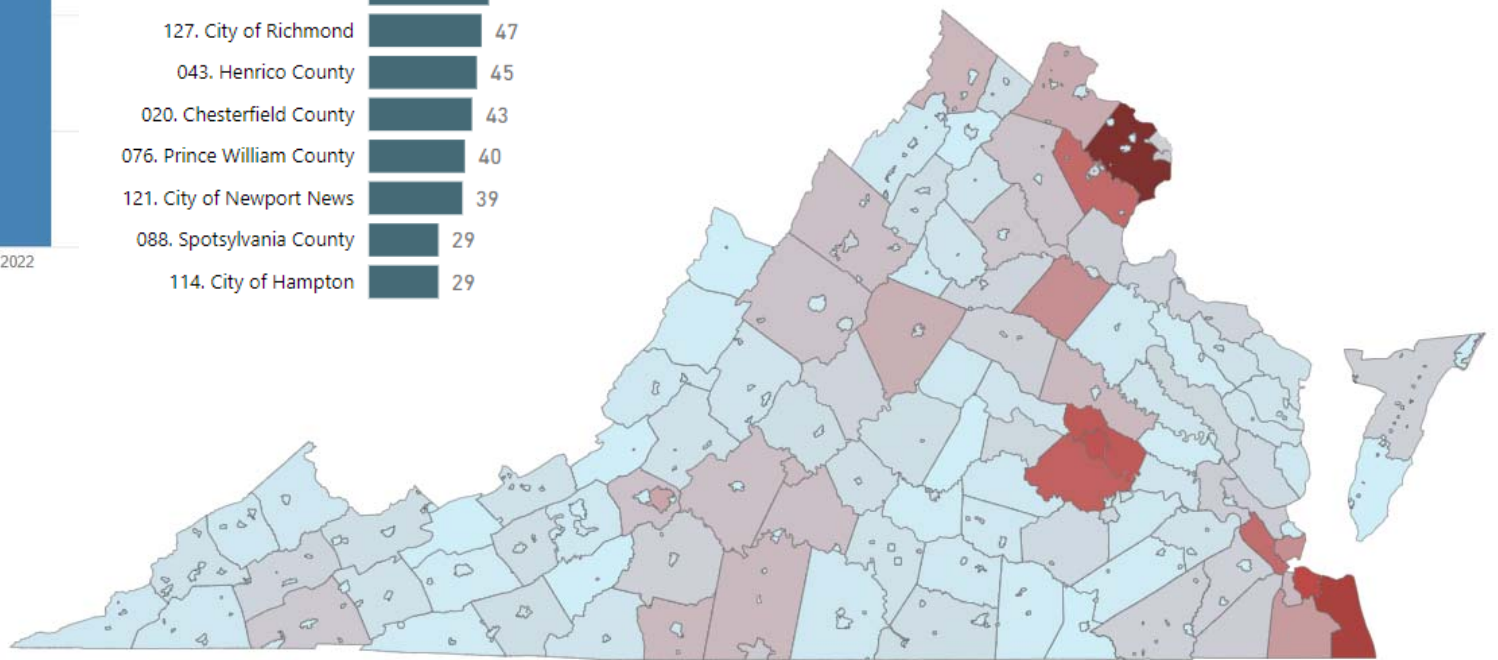
1980 Total



# 2018 - 2022 Intersection Fatalities by Jurisdiction

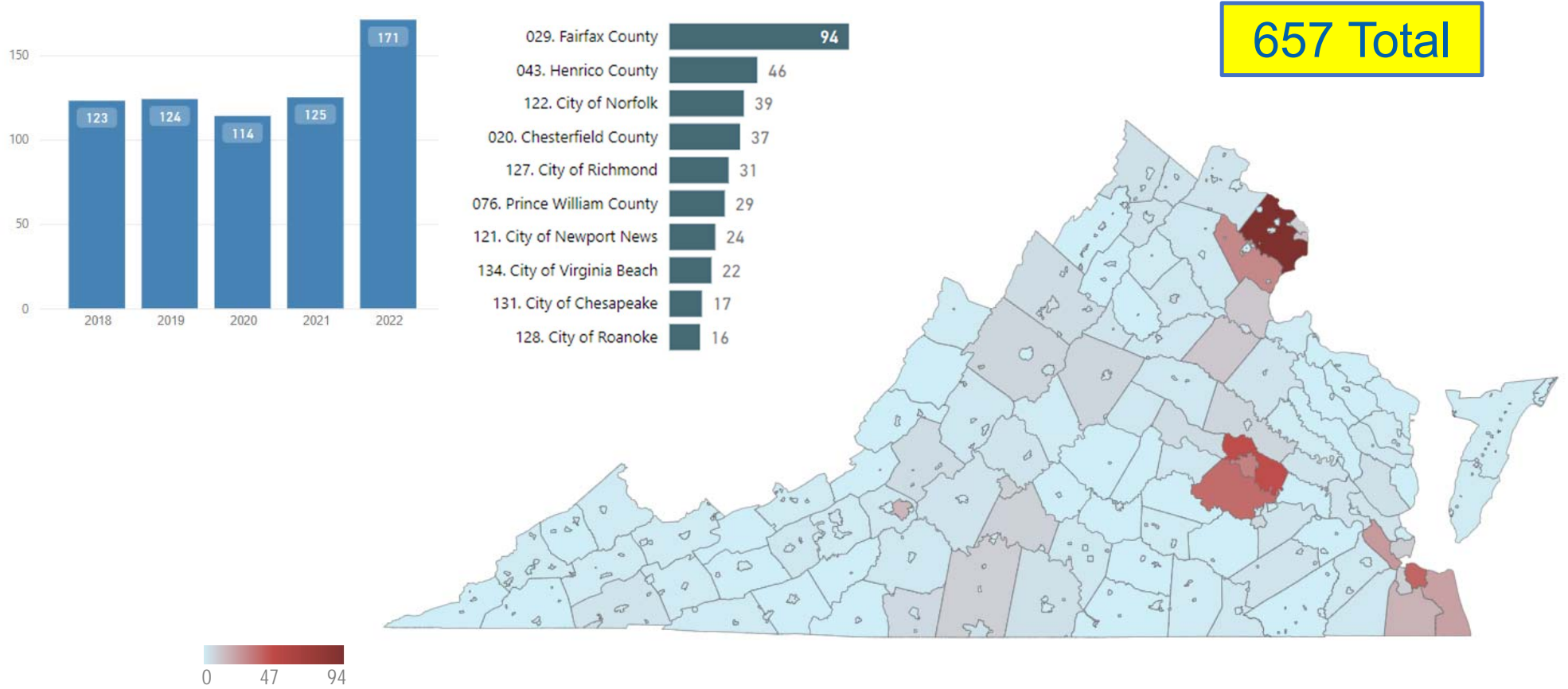


**1232 Total**



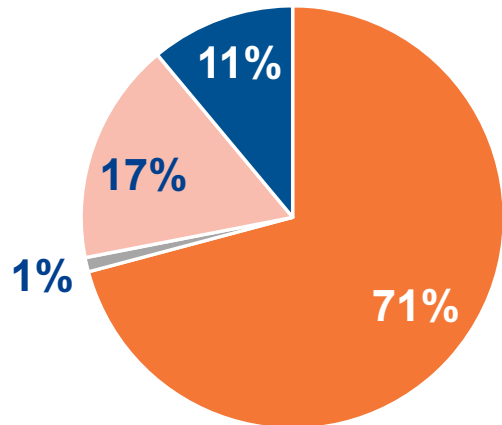


# 2018 - 2022 Pedestrian Fatalities by Jurisdiction



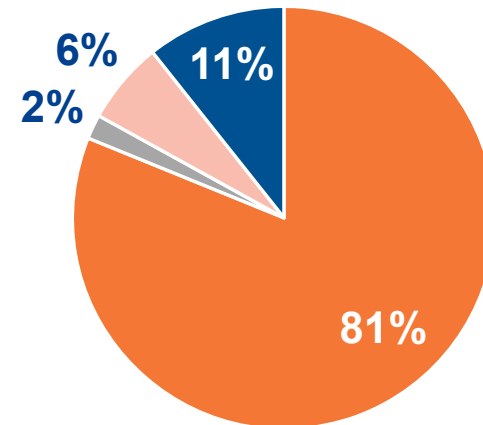
# Fatalities and Serious Injuries by Traveler Type

Percent Fatalities  
by Traveler Type (2022)



Motorists    Bicyclists  
Pedestrians    Motorcyclists

Percent Serious Injuries  
by Traveler Type (2022)



Motorists    Bicyclists  
Pedestrians    Motorcyclists

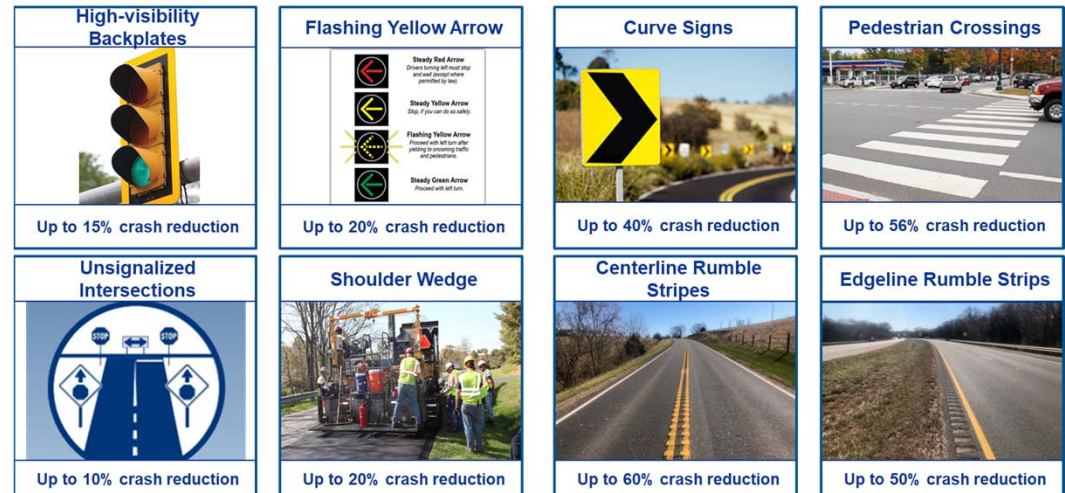
## **Vulnerable Road User (VRU) Rule – New Federal Bill**

- **VRU are defined as non-motorists: walking and cycling**
- **The special rule applies if the number of VRU fatalities is equal to or greater than 15 percent of the total fatalities in the same calendar year.**
- **State shall obligate not less than 15 percent of the Federal Fiscal Year (FFY) apportioned HSIP funds for vulnerable user projects.**
- **Each March FHWA provides rule determination.**
- **Based on the 2022 data, Virginia anticipates triggering the rule for FY 2025 HSIP projects.**

# Virginia HSIP Investment Strategy

- Focus on severe crashes dispersed over road network
- Apply low-cost countermeasures
- Wider benefit with more targeted safety investment

## Original VDOT Systemic Infrastructure Plan 8 Proven Safety Countermeasures



# VHSIP Pedestrian Safety Infrastructure Projects

## Fall 2019 – Systemic Pedestrian Crossings, Phase 1

- \$34 million approved for pedestrian crossings at traffic signals
- 2025 completion date - Currently 24% complete

## December 2021 – Systemic Pedestrian Crossings, Phase 2

- \$20 million for up to 200 crossings
- 2028 completion date

## February 2023 – Locality Systemic Funding

- Pedestrian projects ~\$40M



# VHSIP Intersection Infrastructure Projects

## Fall 2019 – Intersection Systemic Plan, Phase 1

- \$14.4 million for VDOT high visibility signal backplates - completed
- \$10.7 million for VDOT flashing yellow arrow signals - completed
- \$24.4 million for VDOT unsignalized intersection signing and marking upgrades – 30% completed

## December 2021 – Intersection Systemic Plan, Phase 2

- \$15.8 million for additional VDOT flashing yellow arrow signals
- Completed by 2026

## February 2023 – Locality Systemic Funding

- Intersection Improvements ~\$20M



# DMV Highway Safety Investment Plan March 2023

Emphasis Area	Type of Action	Highway Safety Improvement Action	\$FY2023	\$FY2023 Spending	\$FY2023 Obligated	\$FY2023 Remaining
Occupant Protection	Education & Outreach	Education, Outreach, Enforcement	\$3,400,000	\$6,500 2Q & 3Q (SFY2023)	\$1,122,150	\$2,271,350
Impaired Driving*	Education & Outreach	Education, Outreach, Enforcement	\$2,400,000	\$6,500 2Q & 3Q (SFY2023)	\$524,300	\$1,869,200
Speed	Education & Outreach	Education, Outreach, Enforcement	\$3,000,000	\$52,125 2Q, 3Q & 4Q (SFY2023)	\$1,662,150	\$1,285,725
Ped/Bike	Education & Outreach	Education, Outreach, Enforcement	\$1,200,000	\$6,500 2Q & 3Q (SFY2023)		\$1,193,500
<b>Total</b>			<b>\$10,000,000</b>	<b>\$71,625</b>	<b>\$3,308,600</b>	<b>\$6,619,775</b>

Note: 2023 SFY July 1, 2022 – June 30, 2023 (1Q-July-Sept, 2Q-Oct-Dec, 3Q-Jan-Mar, 4Q-Apr-June)

# DMV Investment Plan Status Updates

## Occupant Protection

- **Ding Ding Seat Belt Safety Campaign \$860,000.00 Obligated (March 2023)**
- **Safe Driving is Something We Can All Live With Campaign \$262,150.00 Obligated (March 2023)**
- **Social Media Message \$6,500.00 in Spending (November 2022-February 2023)**

## Impaired Driving (Distracted and Drunk Driving)

- **Safe Driving is Something We Can All Live With Campaign \$524,300 Obligated (March 2023)**
- **Social Media Message \$6,500.00 in Spending (November 2022-February 2023)**



# DMV Investment Plan Status Updates

## Prevention of speeding

- **New creatives and media buy- \$1,400,000.00 Obligated (Summer 2023)**
- **Speed focus group \$45,625.00 in Spending (February 2023)**
- **Safe Driving is Something We Can All Live With Campaign \$262,150.00 Obligated (March 2023)**
- **Social Media Message \$6,500.00 in Spending (November 2022-February 2023)**

## Pedestrian/Bike

- **Social Media Message \$6,500.00 in Spending (November 2022-February 2023)**

## Targeted News release (November 2022 – January 2023)

- **7 news releases covered by 19 media outlets**

# DMV Investment Plan Status Updates

**Total investment = \$3,380,225.00**

**Remaining balance = \$6,619,775.00**

**DMV will utilize the remaining funds to engage our media partner NDP to develop a creative strategy that continues to support the aforementioned SHSP goals and brings into the fold New SHSP goals related to young drivers and pedestrians.**

# Questions?