

Arriving Alive in Virginia – Moving Virginia Toward Zero Deaths



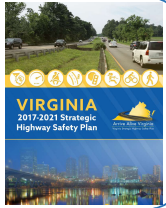
Virginia adopts the **VISION** of **Toward Zero Deaths.**

All roadway users should arrive **safely** at their destinations.

Many planning documents in Virginia address safety with the Strategic Highway Safety Plan (SHSP) being the umbrella, tying all the plans together.

Strategic Highway Safety Plan (SHSP)

- ❖ Coordinated by VDOT
- ❖ Updated every 5 years
- ❖ Infrastructure and behavioral countermeasures
- ❖ SHSP process approved by FHWA
- ❖ Requirement of HSIP



Statewide and Regional Plans and Implementation Programs

- ❖ VTrans and metropolitan transportation plans identify needs and future investment priorities
- ❖ SMART SCALE, HSIP, and other programs implement projects within the Six-Year Improvement Program

Highway Safety Improvement Program (HSIP)

- ❖ Developed by VDOT
- ❖ Infrastructure improvements
- ❖ Establishes annual targets

Highway Safety Plan (HSP)

- ❖ Developed by Department of Motor Vehicles (DMV)
- ❖ Behavioral programs
- ❖ Establishes annual targets

Policies, programs, and projects in these plans detail how Virginia will achieve its safety goals by focusing on the 4Es of safety:



Engineering



Emergency Response



Enforcement



Education

Safety solutions can be implemented by any of Virginia's agencies or stakeholders to address eight data-driven emphasis areas. A new tracking tool is in place to review annual progress on implementation activities.



IMPAIRED DRIVING



SPEEDING



OCCUPANT PROTECTION



ROADWAY DEPARTURE



INTERSECTIONS



YOUNG DRIVERS



BICYCLES



PEDESTRIANS

Leadership

Safety work is overseen by an Executive Committee comprised of the heads of VDOT, DMV, State Police, Departments of Health and Education, and the Police Chiefs Association.



Communications

WWW.TZDVA.ORG

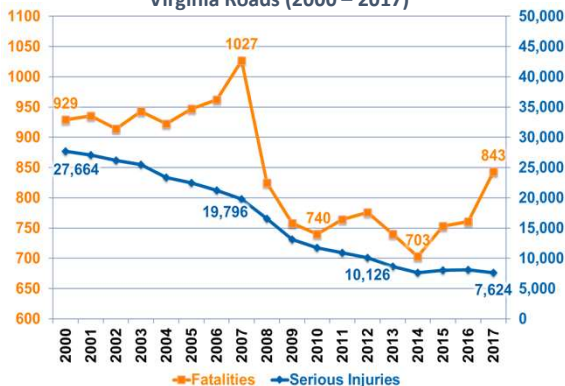
is a new website sharing information about Virginia's safety efforts.



Deaths on Virginia's highways and streets had been on a decline from 2007 to 2014. Due to factors such as distracted driving and growth in travel, fatalities have increased 19.9% between 2014 to 2017. Any transportation related fatality and serious injury is unacceptable.

Increasing vehicle miles traveled (VMT) and other socio-economic factors are shifting safety trends. To promote actions toward zero deaths, Virginia sets annual safety targets to evaluate progress toward fatality and serious injury reductions.

Annual Fatalities and Serious Injuries on Virginia Roads (2000 – 2017)



Safety Performance Targets

What do we measure?

- Number of fatalities
- Fatality rate (per 100 million VMT)
- Number of serious injuries
- Serious injury rate (per 100 million VMT)
- Number of non-motorized fatalities and serious injuries

How will we get there?

Most crashes are the result of one or more behavioral emphasis areas such as "Impaired Driving" or "Speeding". Improvements to infrastructure may prevent or reduce the severity of crashes.

VDOT is developing a data-driven process to inform target setting and investment decisions leading to better performance. This process will consider how real projects are reducing crashes and crash severity based on observed data, not just models.

From Planning to Implementation

- **Reduce conflicts and the severity of collisions** with innovative intersection designs and signal control.
- **Reduce lane departures and protect bicycles and pedestrians** through roadway widening, reconstruction, and better bicycle and pedestrian accommodations.
- **Install high visibility signals, signs, and markings** at critical locations such as intersections and curves to benefit all users.
- **Expand transit and TDM options** to reduce vehicle travel and crash potential.
- **Quick response and clearance of incidents** benefits the injured and reduces secondary crashes.
- **Education and enforcement** of appropriate and safer travel behavior such as *Share the Road, Drive Sober or Get Pulled Over*, and *Click-it or Ticket* campaigns are known to be effective.