

HRTPO REGIONAL SAFETY PLANNING EFFORTS



HAMPTON ROADS CERTIFICATION REVIEW
AUGUST 14, 2024

REGIONAL SAFETY PLANNING EFFORTS

- **Because of the impacts of crashes on the residents and visitors of Hampton Roads, roadway safety has been a priority in the HRTPO regional transportation planning process.**
 - **Project Prioritization Process**
 - **Statewide and Regional Committees (i.e. Virginia Strategic Highway Safety Plan Steering Committee)**
 - **Assisting Localities with their Safety Planning Efforts**
 - **Hampton Roads Regional Safety Study**
 - **Special Studies**

REGIONAL SAFETY STUDY

- HRTPO staff has recently completed the *Hampton Roads Regional Safety Study* update.
- Previous versions were released in 2004 and 2014.
- Assistance was provided by a working group of regional safety stakeholders.
- The plan was designed to comply with the federal Safe Streets and Roads for All (SS4A) Discretionary Grant Program.

REGIONAL SAFETY STUDY SECTIONS

- Introduction
- Vision, Mission, and Goals
- Regional Safety Trends
- Crash Characteristics
- Crash Locations
- Efforts to Improve Roadway Safety
- Equity Analysis
- General Crash Countermeasures
- High Crash Locations Analysis
- Safety Survey
- Next Steps

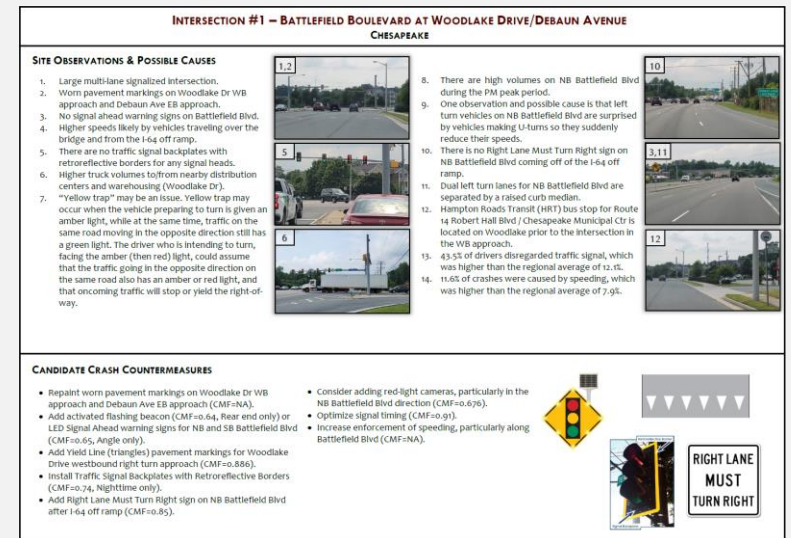
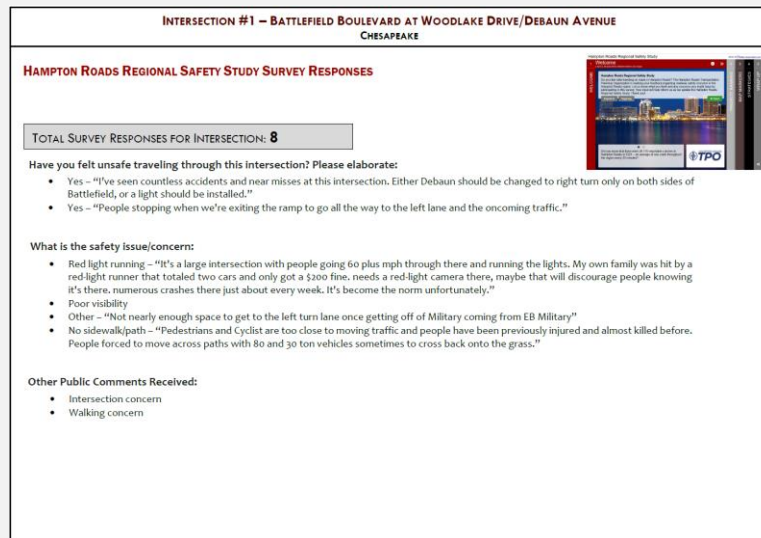
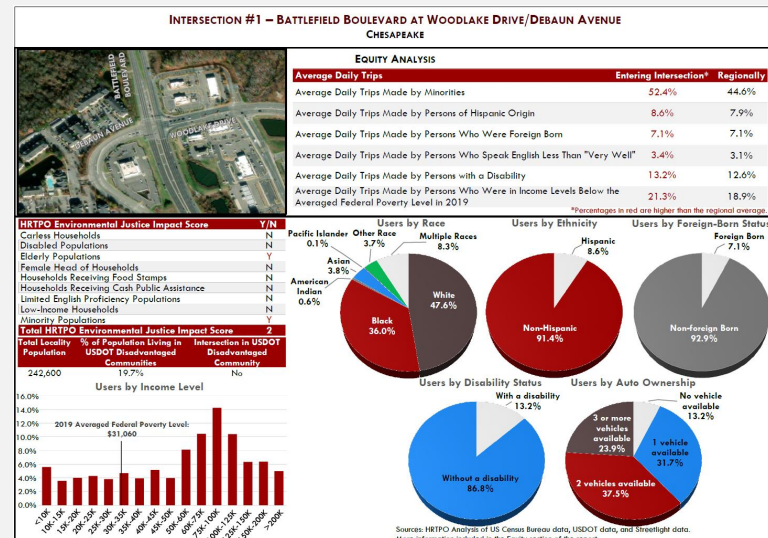
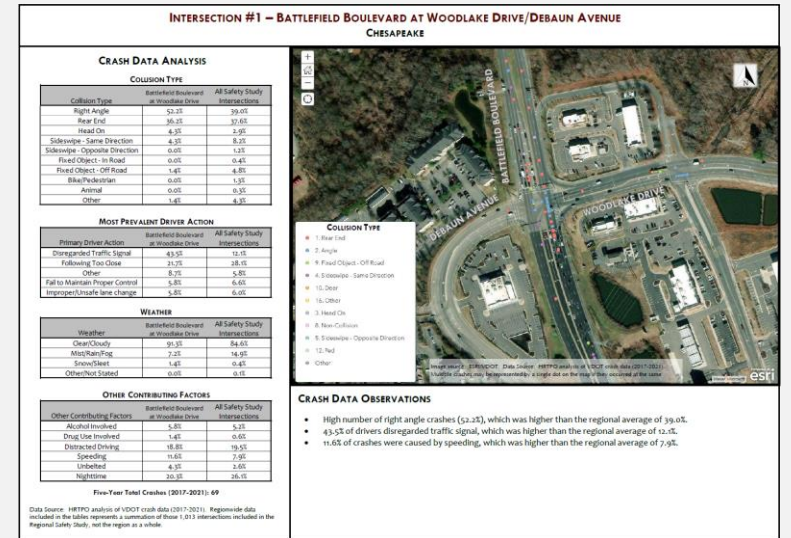
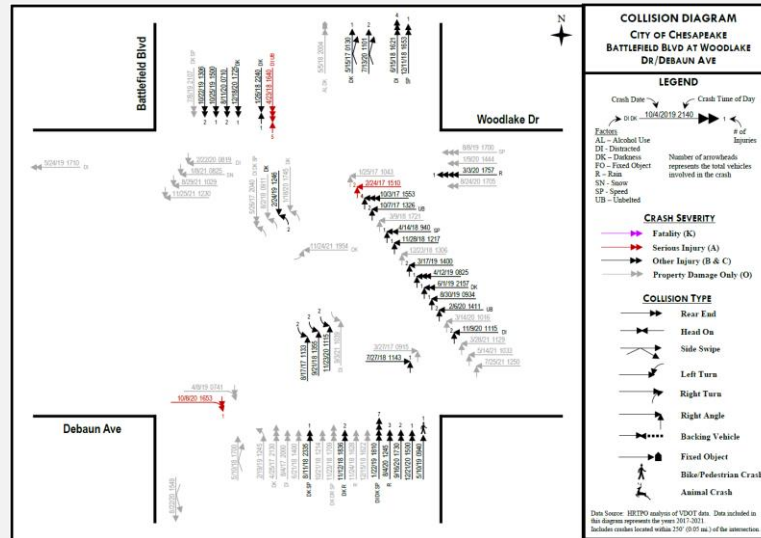
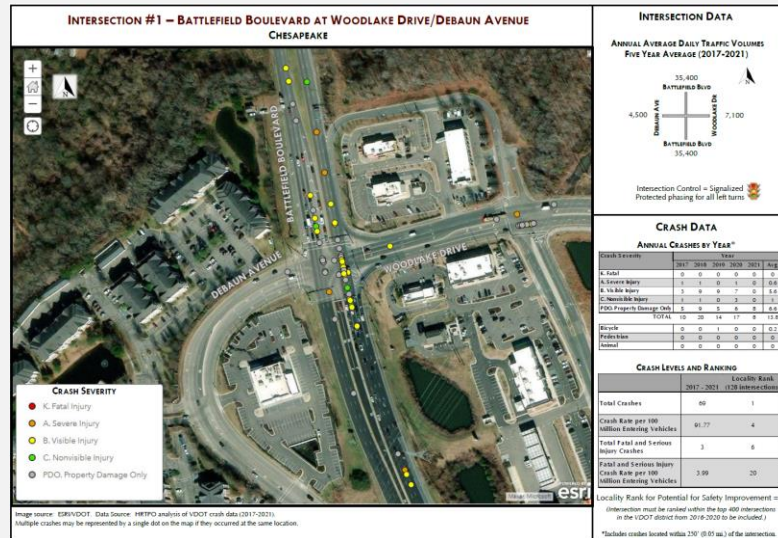
CRASH LOCATIONS

- Analyzed crash data for the entire freeway system and over 1,000 intersections throughout the region
 - Number of crashes
 - Crash rate
 - Number of fatal & serious injury crashes
 - Fatal & serious injury crash rate
 - Potential for safety improvement (PSI)
- Locality staff were asked to identify one high crash location based on the crash analysis for further study by HRTPO staff.

JURISDICTION	LOCATION
CHESAPEAKE	Battlefield Boulevard at Woodlake Drive/Debaun Avenue
FRANKLIN	Armory Drive at College Drive
GLOUCESTER	Route 198 at Route 606 (Harcum Road)
HAMPTON	N Armistead Avenue at LaSalle Avenue
ISLE OF WIGHT	Route 17 (Carrollton Boulevard) at Smiths Neck Road
JAMES CITY	Route 199 at Quarterpath Road/Mounts Bay Road
NEWPORT NEWS	39th Street at Roanoke Avenue
NORFOLK	Colley Avenue at 26th Street and 27th Street
POQUOSON	Wythe Creek Road at Victory Boulevard/Little Florida Road
PORTSMOUTH	High Street at Peninsula Avenue
SOUTHAMPTON	Route 58 at Route 308 (Three Creeks Road)
SUFFOLK	Portsmouth Boulevard at Nansemond Parkway/E. Washington Street
SURRY	Route 10 at Hog Island Road/Mount Ray Drive
VIRGINIA BEACH	Rosemont Road at Holland Road
WILLIAMSBURG	Route 132 (Henry Street) at Route 132Y/Visitor Center Drive
YORK	Hampton Highway at Yorktown Road/Theatre Road

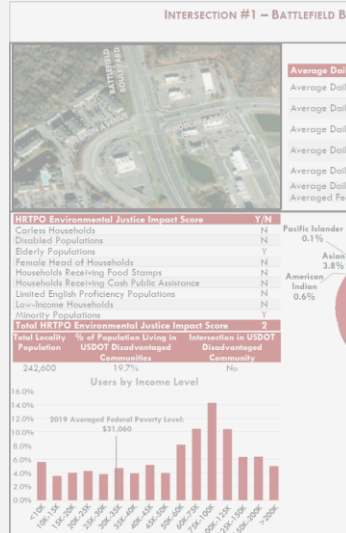
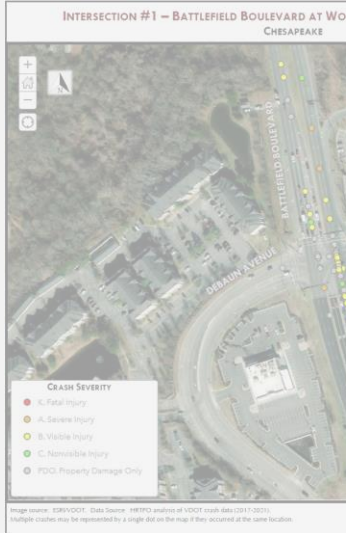
INTERSECTIONS ANALYZED IN REGIONAL SAFETY STUDY

HIGH CRASH LOCATIONS ANALYSIS

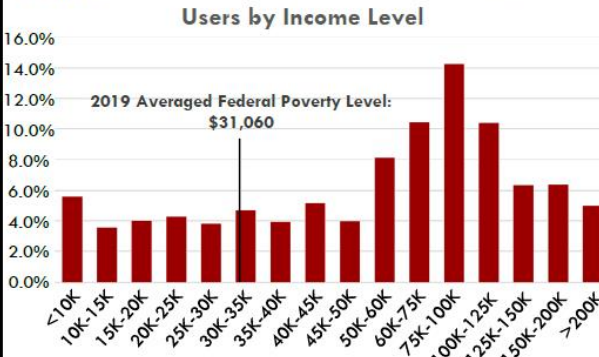


HIGH CRASH LOCATIONS ANALYSIS - EQUITY

INTERSECTION #1 – BATTLEFIELD BOULEVARD AT WOODLAKE DRIVE/DEBAUN AVENUE CHESAPEAKE

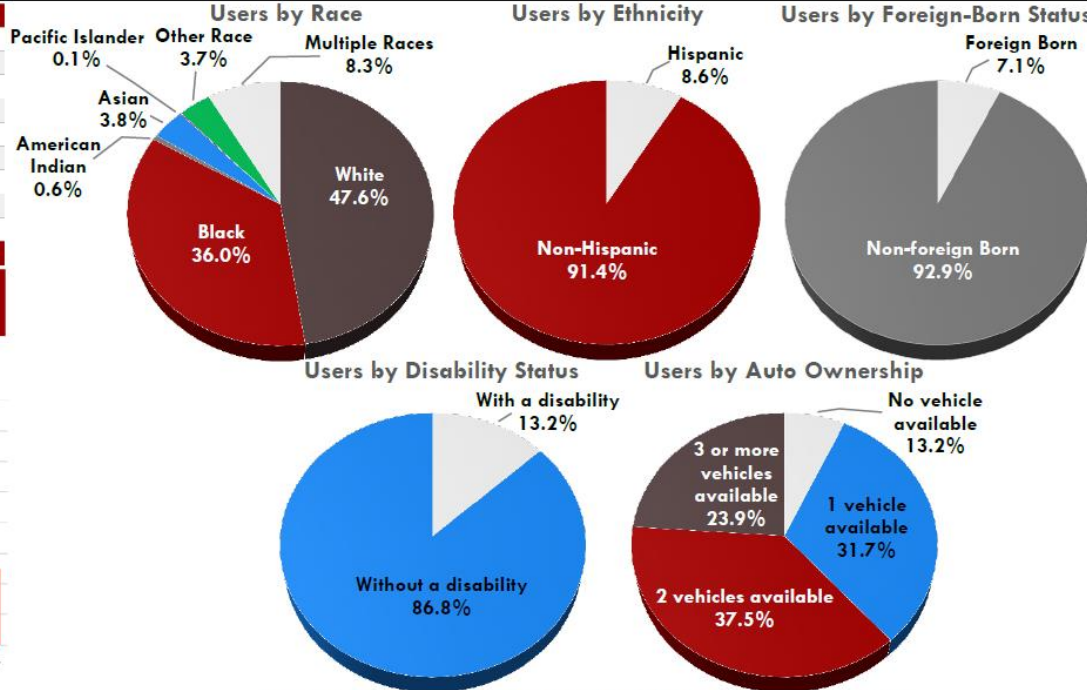


HRTPO Environmental Justice Impact Score		Y/N
Carless Households		N
Disabled Populations		N
Elderly Populations		Y
Female Head of Households		N
Households Receiving Food Stamps		N
Households Receiving Cash Public Assistance		N
Limited English Proficiency Populations		N
Low-Income Households		N
Minority Populations		Y
Total HRTPO Environmental Justice Impact Score		2
Total Locality Population	% of Population Living in USDOT Disadvantaged Communities	Intersection in USDOT Disadvantaged Community
242,600	19.7%	No

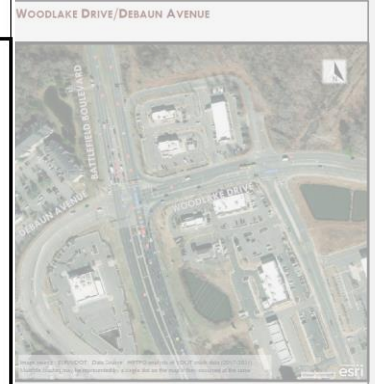


Average Daily Trips	Entering Intersection*	Regionally
Average Daily Trips Made by Minorities	52.4%	44.6%
Average Daily Trips Made by Persons of Hispanic Origin	8.6%	7.9%
Average Daily Trips Made by Persons Who Were Foreign Born	7.1%	7.1%
Average Daily Trips Made by Persons Who Speak English Less Than "Very Well"	3.4%	3.1%
Average Daily Trips Made by Persons with a Disability	13.2%	12.6%
Average Daily Trips Made by Persons Who Were in Income Levels Below the Averaged Federal Poverty Level in 2019	21.3%	18.9%

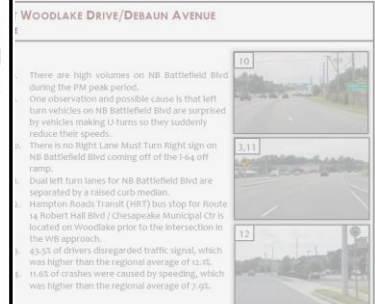
*Percentages in red are higher than the regional average.



Sources: HRTPO Analysis of US Census Bureau data, USDOT data, and Streetlight data. More information included in the Equity section of the report.

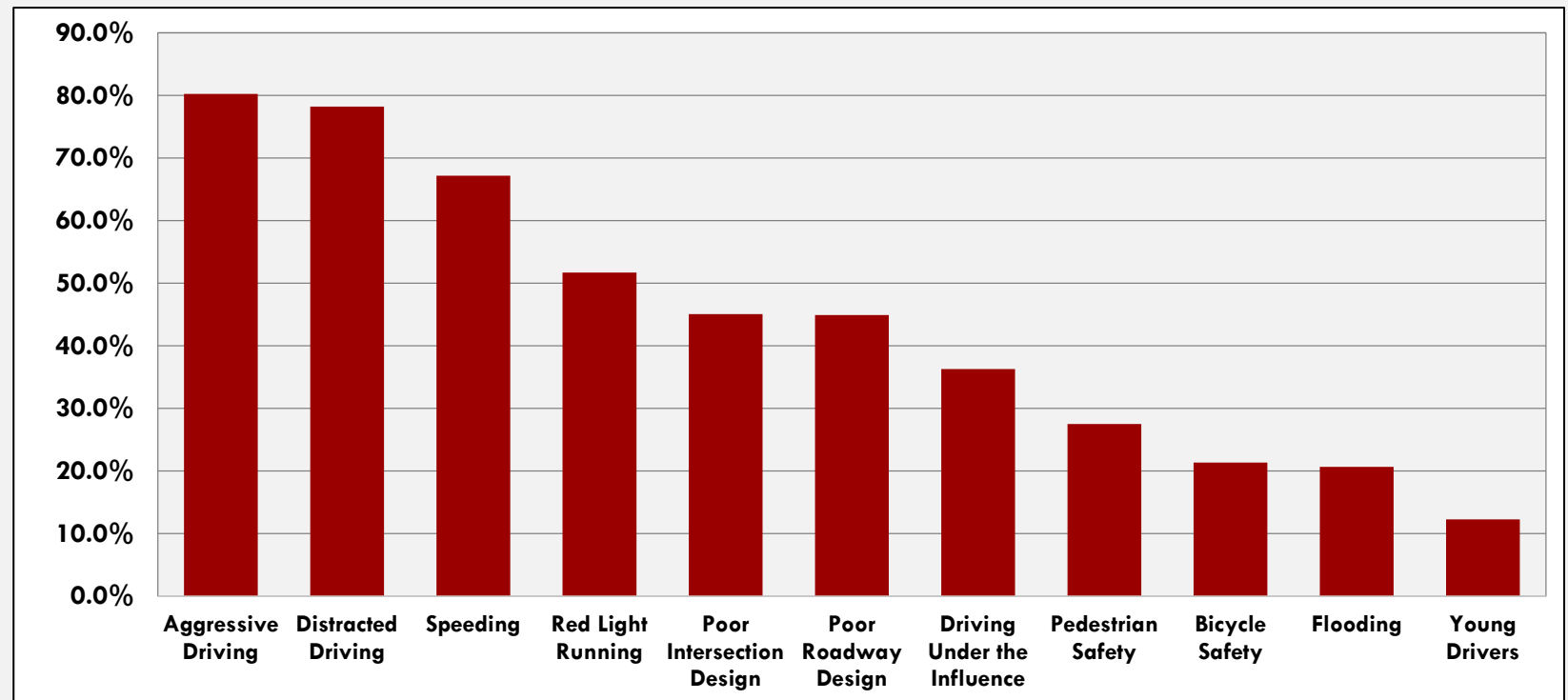


There are high volumes on NB Battlefield Blvd during the PM peak period. One observation and possible cause is that left turn vehicles on NB Battlefield Blvd are surprised by vehicles making U-turns so they suddenly reduce their speeds. There is no Right Lane Must Turn Right sign on NB Battlefield Blvd coming off of the I-64 off ramp. Dual left turn lanes for NB Battlefield Blvd are separated by a raised curb median. Hampton Roads Transit (HRT) bus stop for Route 14 Robert Hall Blvd / Chesapeake Municipal Ctr is located on Woodlake prior to the intersection in the WB approach. 45% of drivers disregarded traffic signal, which was higher than the regional average of 12.4%. 11.4% of crashes were caused by speeding, which was higher than the regional average of 7.9%.



REGIONAL SAFETY STUDY SURVEY

- In order to gather feedback on roadway safety concerns, HRTPO prepared and disseminated a public survey
 - Safety Concerns/
Priority Ranking
 - Crash Locations/
Map Markers
 - Strategies
- **1,485 responses**
- **2,596 locations**

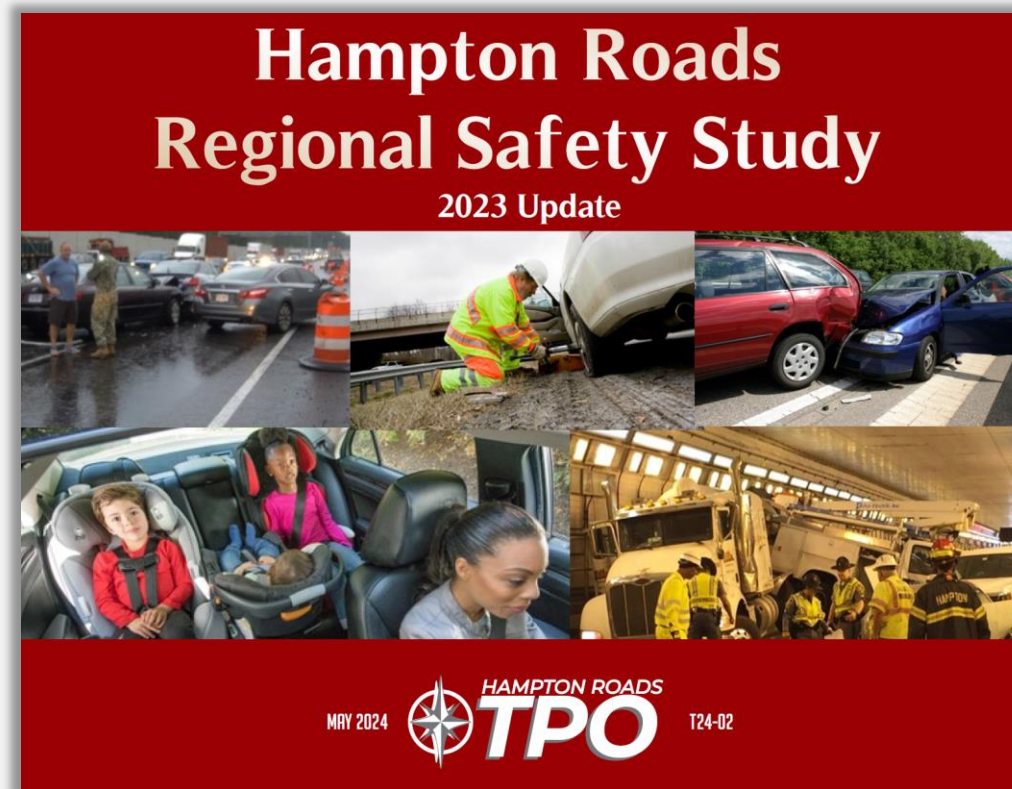


PERCENTAGE OF SURVEY RESPONSES WITH EACH SAFETY CONCERN IN THE TOP 5

Source: HRTPO.

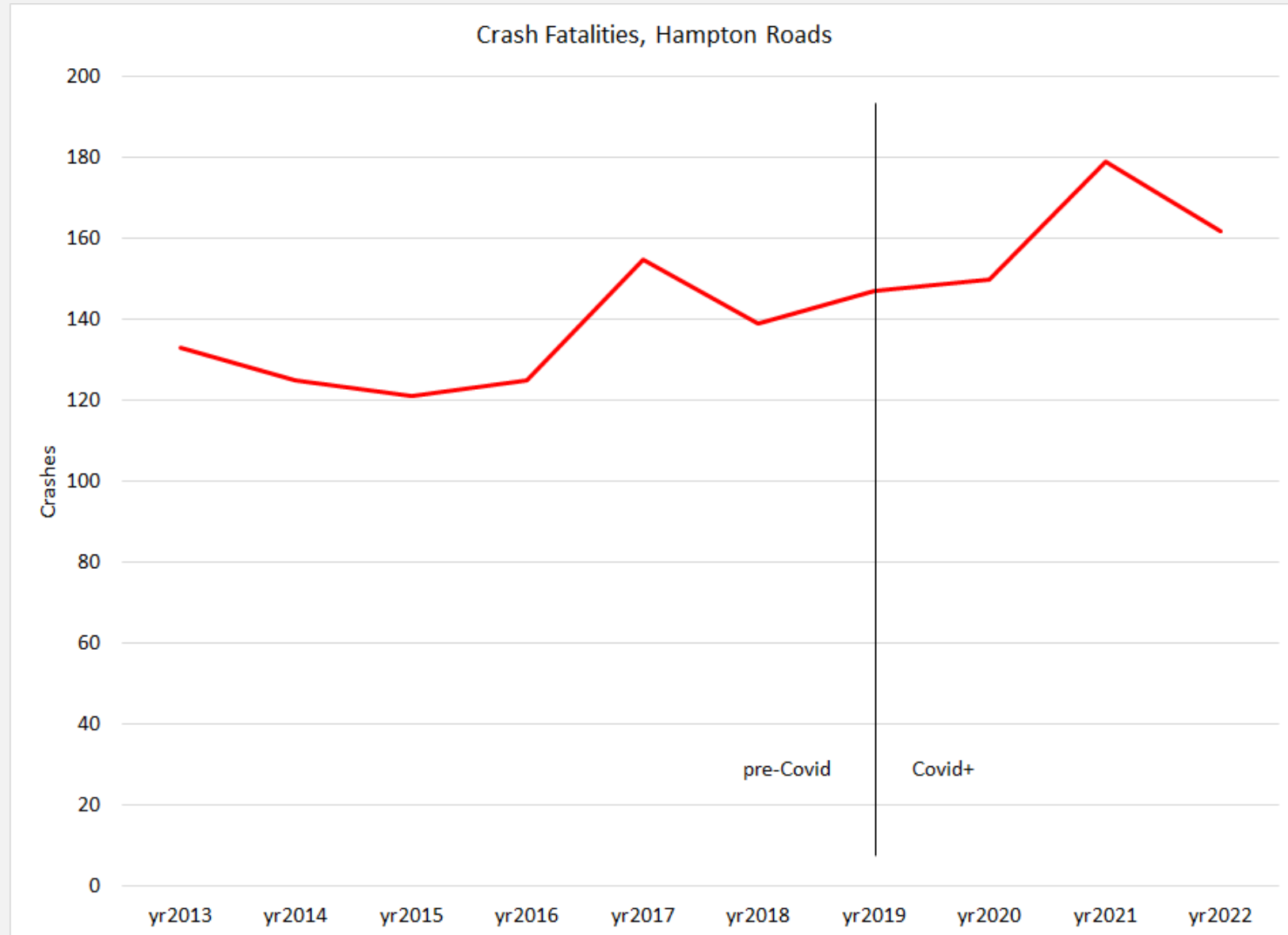
REGIONAL SAFETY STUDY REPORT

- The [Hampton Roads Regional Safety Study](#) was adopted by the HRTPO Board at their May 2024 meeting.



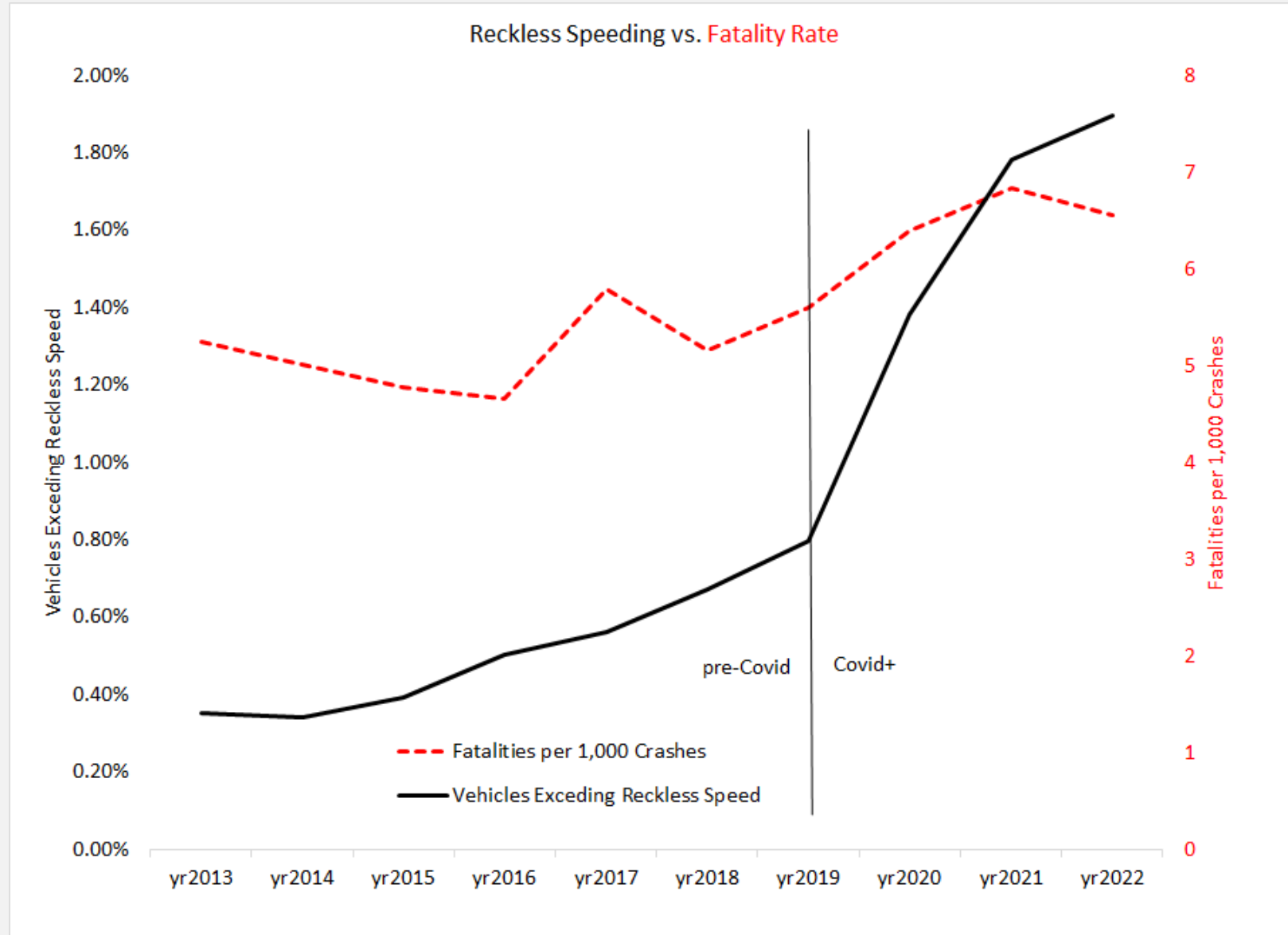
CRASH FATALITY INCREASE FACTORS - SPECIAL STUDY

- **HRTPO staff was asked to investigate “the factors contributing to the unexpected uptick in accidents/fatalities.”**
- **Staff investigated: “What is the primary cause of the 34% increase in fatalities over the 2015-2022 period?”**



CRASH FATALITY INCREASE FACTORS – SPECIAL STUDY

- Although crash numbers did not increase, crashes became more fatal.
- Staff looked at a number of factors:
 - Seatbelt usage
 - Speed data
- The increase in speeding may explain the increase in crash fatalness.



CRASH FATALITY INCREASE FACTORS – SPECIAL STUDY

- Staff examined speed enforcement, finding that decreased enforcement is likely the primary cause of the increase in reckless speeding, and the 34% increase in fatalities.

