Hampton Roads Regional Safety Study:
General Crash Data and Trends - 2011 Update

December 2011
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HAMPTON ROADS REGIONAL SAFETY STUDY:
GENERAL CRASH DATA AND TRENDS – 2011 UPDATE

PREPARED BY:

DECEMBER 2011
In 2001 the Hampton Roads Metropolitan Planning Organization initiated the Hampton Roads Regional Safety Study, a comprehensive analysis of highway safety throughout the region. This report, prepared by Hampton Roads Transportation Planning Organization (HRTPO) staff, updates the General Crash Data and Trends portion of the Hampton Roads Regional Safety Study. Trends are analyzed for crashes, injuries and fatalities on a regional and jurisdictional level. Comparisons are also made with statewide and national data.

ACKNOWLEDGMENTS

This report was prepared by the Hampton Roads Transportation Planning Organization (HRTPO) in cooperation with the U.S. Department of Transportation (USDOT), the Federal Highway Administration (FHWA), and the Virginia Department of Transportation (VDOT). The contents of this report reflect the views of the HRTPO. The HRTPO staff is responsible for the facts and accuracy of the data presented herein. The contents do not necessarily reflect the official views or policies of the FHWA or VDOT. This report does not constitute a standard, specification, or regulation. FHWA or VDOT acceptance of this planning study does not constitute endorsement/approval of the need for any recommended improvements nor does is constitute the approval of their location and design or a commitment to fund any such improvements. Additional project level environmental impact assessments and/or studies of alternative may be necessary.
In 2001 the Hampton Roads Metropolitan Planning Organization initiated a comprehensive study examining highway safety throughout the region. That effort, titled the Hampton Roads Regional Safety Study, analyzed general crash data and trends on a regional and jurisdictional level, the locations of crashes throughout the region, and crash countermeasures for high crash locations.

This report, prepared by Hampton Roads Transportation Planning Organization (HRTPO) staff, updates the General Crash Data and Trends portion of the Hampton Roads Regional Safety Study through the year 2010 where data is available. Similar to previous updates, trends are analyzed for crashes, injuries and fatalities on a regional and jurisdictional level for those localities within the Hampton Roads Planning District Commission (see map to the right). Comparisons are also made with regional, statewide and national crash data.
There were **23,142 crashes** in Hampton Roads in 2010. This comes out to an average of 63 crashes every day or one crash every 23 minutes.

The number of crashes in Hampton Roads has **decreased 30%** from the peak of 33,108 crashes in 2004.

There were **1.55 crashes per million vehicle-miles of travel** in Hampton Roads in 2010. This rate is down 29% from 2001.

The most common crash types in Hampton Roads were rear end, angle, and fixed objects off the roadway between 2008 and 2010.

The most common driver actions leading to crashes in Hampton Roads between 2008 and 2010 were following too closely, drivers being distracted and failing to maintain control of their vehicle, and failing to yield the right of way.

There were **1,643 crashes that involved alcohol** in Hampton Roads in 2010.

As mentioned above, the number of crashes in Hampton Roads peaked at 33,108 crashes in 2004 and has decreased significantly since then. In many of the following sections, boxes similar to the one on the left highlight the difference between the numbers seen in the peak in 2004 and the numbers seen in 2010.
There were 23,142 crashes in Hampton Roads in 2010, which is an average of 63 crashes every day, or one crash every 23 minutes. This level of crashes in Hampton Roads was lower than were experienced in any other year over the last decade.

The number of crashes in Hampton Roads has decreased every year since 2004 and there were 30% fewer crashes in the region in 2010 than in 2004. This decrease is higher than the statewide and national decrease, and is also a larger decrease than in the other Virginia metropolitan areas.

Of the sixteen Hampton Roads jurisdictions, only two experienced an increase in the number of traffic crashes between 2001 and 2010. James City County experienced the largest increase with 36% more crashes in 2010 than in 2001, and Surry County experienced a 26% increase. In both localities, this increase happened early in the decade; the number of crashes has decreased since 2005 in James City and Surry.

Ten of the sixteen jurisdictions experienced a decrease in the number of traffic crashes between 2001 and 2010 of greater than 20%, with Portsmouth, Poquoson, Isle of Wight County, and Southampton County experiencing the largest decreases.
Traffic Crash Rates in Hampton Roads, Virginia, and the United States, 2001 and 2010

There were 1.55 crashes per million vehicle-miles of travel (VMT) in Hampton Roads in 2010. This rate has decreased 29% from the number seen in 2001, and 32% since the number of crashes peaked in 2004.

In spite of the decrease, the crash rate in Hampton Roads is still higher than the statewide crash rate of 1.42. The decrease in the crash rate in Hampton Roads, however, was larger than the statewide and national decrease experienced over the last decade.

Traffic Crash Rates in Selected Virginia Planning Districts, 2010

The crash rate in Hampton Roads was comparable to other metropolitan areas in Virginia in 2010. At 1.55 crashes per million vehicle-miles of travel, Hampton Roads had a higher crash rate in 2010 than Northern Virginia (1.47), but a lower crash rate than the Roanoke Valley (1.59) and Richmond (1.60) areas.

All four of the largest metropolitan areas in the state had crash rates that were higher than the statewide rate of 1.42 crashes per million vehicle-miles of travel in 2010.

Surry County had the highest crash rate per amount of roadway travel of any Hampton Roads jurisdiction in 2010 at 2.32 crashes per million VMT. Other jurisdictions with the highest crash rates were the more urbanized areas of Franklin, Virginia Beach, Hampton, and Norfolk.

The jurisdictions with the lowest crash rates were Portsmouth and the more rural localities of Southampton, Isle of Wight, Gloucester, and York Counties. Rural areas typically have lower crash rates than urban areas due to fewer traffic conflicts (such as intersections, entrances to businesses, and driveways) and less congestion. However, this is not always the case as shown by the Surry County and Portsmouth crash rates.

The primary crash types in Hampton Roads between 2008 and 2010 were rear end crashes (37.5%), angle crashes (28.6%), and fixed objects off the roadway surface crashes (14.9%). Over four out of every five crashes in Hampton Roads during this period were one of these three crash types. Similar to Hampton Roads, the primary crash types statewide between 2008 and 2010 were rear end crashes (31.6%), angle crashes (25.9%), and fixed objects off the roadway surface crashes (20.1%).
Primary Driver Actions Leading to Traffic Crashes in Hampton Roads, 2008-2010

The most prevalent driver actions leading to crashes in Hampton Roads between 2008 and 2010 were following too closely (30.8%), driver distracted or failed to maintain control (19.5%), and failure to yield the right-of-way (17.6%).

The primary driver actions leading to crashes statewide between 2008 and 2010 were driver distracted or failed to maintain control (27.8%), following too closely (22.8%), and failure to yield the right-of-way (16.2%).

Crashes caused by drivers following too closely was the most prevalent driver action in both the Hampton Roads and Richmond areas between 2008 and 2010. In both areas, more than a quarter of all traffic crashes were due to drivers following too closely.

In the Northern Virginia and Roanoke areas, the most prevalent driver action preceding traffic crashes was driver distractions/failing to maintain control of their vehicle. In both of these areas more than 30% of all crashes between 2008 and 2010 were caused by distracted drivers, which is much higher than the 20% level experienced in Hampton Roads.

Data source: Virginia DMV. Includes only those crashes where an improper driver action was listed.
There were 1,643 traffic crashes in Hampton Roads that involved alcohol in 2010. Similar to the total number of crashes, the number of crashes involving alcohol has decreased every year since 2004. There were 941 fewer crashes involving alcohol in Hampton Roads in 2010 than in 2004.

Crashes that involved alcohol comprised 7.1% of all traffic crashes in the region in 2010. This rate has also decreased, down from 7.8% of all traffic crashes in Hampton Roads in 2001.

The percentage of crashes that involved alcohol in Hampton Roads between 2008 and 2010 was higher than the percentage experienced in the Richmond and Northern Virginia areas, but lower than the percentage in the Roanoke area.
HAMPTON ROADS QUICK INJURY FACTS

- There were **13,449 injuries** resulting from traffic crashes in Hampton Roads in 2010. This comes out to an average of 37 injuries every day throughout the region or one injury every 39 minutes.

- The number of injuries resulting from traffic crashes in Hampton Roads has **decreased 25%** from 2004, the year with the most crashes in the region.

- There were **0.90 injuries per million vehicle-miles of travel** in Hampton Roads in 2010. This rate is down 31% from 2001.

- The most common crash types leading to injuries in Hampton Roads between 2008 and 2010 were rear end, angle, and fixed objects off the roadway.

- There were **1,204 injuries that resulted from traffic crashes that involved alcohol** in Hampton Roads in 2010.
There were 13,449 injuries that resulted from traffic crashes in Hampton Roads in 2010, which is an average of 37 injuries every day, or one injury every 39 minutes. This level of injuries in Hampton Roads was lower than were experienced in any other year over the last decade.

The number of injuries in Hampton Roads has decreased every year since 2003 and there were 25% fewer injuries in the region in 2010 than in 2004, the year with the most crashes. This decrease is higher than the statewide, national, and other Virginia metropolitan area decreases.

Of the sixteen Hampton Roads jurisdictions, only James City County experienced an increase in the number of injuries resulting from traffic crashes between 2001 and 2010.

Eight of the sixteen jurisdictions had decreases in the number of injuries of greater than 20%, with Portsmouth, Isle of Wight County, Southampton County, Poquoson, and Chesapeake experiencing the largest decreases.

**2010 U.S. data not released at the time of the report. Data represents 2003-2009.**

* An injury traffic crash is defined by the Virginia Department of Motor Vehicles as any crash that involves at least one injury, but results in no fatalities within 30 days of the crash.

Data source: Virginia DMV.
Traffic Crash Injury Rates in Hampton Roads, Virginia, and the United States, 2001 and 2010

There were 0.90 injuries per million vehicle-miles of travel (VMT) in Hampton Roads in 2010. This rate has decreased 31% from the number seen in 2001, and 26% since the number of crashes peaked in 2004.

In spite of the decrease, the crash injury rate in Hampton Roads is higher than the statewide and national injury rates. The decrease in the injury rate in Hampton Roads, however, was larger than the statewide and national decrease experienced over the last decade.

Traffic Crash Injury Rates in Selected Virginia Planning Districts, 2010

Hampton Roads had a higher crash injury rate in 2010 than the Roanoke, Northern Virginia, and Richmond metropolitan areas. At 0.90 injuries per million vehicle-miles of travel, the injury rate in Hampton Roads was more than 10% higher than the rate experienced in the other three metropolitan areas.

The crash injury rate in Hampton Roads, however, decreased at a higher rate (26%) than it decreased in the Richmond (22%) and Roanoke (14%) areas between 2004 and 2010. Among these four metropolitan areas, only Roanoke had a lower injury rate in 2010 than the statewide average of 0.75.

Data sources: VDOT, Virginia DMV, FHWA, NHTSA.

**2010 U.S. data not released at the time of the report. Data represents 2003-2009.**
Similar to Hampton Roads, the primary crash types statewide that resulted in injuries between 2008 and 2010 were rear end crashes (32.5%), angle crashes (30.2%), and fixed objects off the roadway surface crashes (19.8%). These were also the three most prevalent crash types in Hampton Roads during this time period.

There were 1,204 injuries that resulted from traffic crashes that involved alcohol in Hampton Roads in 2010. Similar to the total number of crashes and injuries, the number of injuries in crashes involving alcohol has decreased since 2004. There were 614 fewer injuries that resulted from crashes involving alcohol in Hampton Roads in 2010 than in 2004, a 34% decrease.

Injuries resulting from crashes that involved alcohol comprised 9.0% of all traffic crash injuries in Hampton Roads in 2010. This rate is down from 10.2% of all injuries in 2004.
HAMPTON ROADS QUICK FATALITY FACTS

- There were **121 fatalities** resulting from traffic crashes in Hampton Roads in 2010. This comes out to an average of one fatality every three days throughout the region.

- The number of fatalities resulting from traffic crashes in Hampton Roads has **decreased 8%** from 2004, the year with the most crashes in the region.

- There were **0.89 fatalities per 100 million vehicle-miles of travel** in Hampton Roads in 2008-2010. This rate is down 13% from 1999-2001.

- The most common crash types leading to fatalities in Hampton Roads were fixed objects off the roadway and angle crashes between 2008 and 2010.

- The most common driver actions leading to fatal crashes in Hampton Roads between 2008 and 2010 were drivers being distracted/failing to maintain control of their vehicle and excessive speed.

- There were **45 fatalities that resulted from traffic crashes that involved alcohol** in Hampton Roads in 2010.
There were 121 fatalities that resulted from traffic crashes in Hampton Roads in 2010, which is an average of one fatality every three days. This level of fatalities in Hampton Roads was lower than were experienced in any other year over the last decade.

The number of fatalities in Hampton Roads varied throughout the 2000s, and there were 8% fewer fatalities in the region in 2010 than in 2004. This decrease, however, is lower than the statewide and national decrease, and is also lower than the decrease in the other Virginia metropolitan areas.

Of the sixteen Hampton Roads jurisdictions, five experienced an increase in the number of traffic crash fatalities between 2001 and 2010. Gloucester experienced the largest increase with six more fatalities in 2010 than in 2001, and Hampton had four more fatalities during this period.

The majority of Hampton Roads jurisdictions experienced a decrease in the number of fatalities resulting from traffic crashes between 2001 and 2010. Norfolk experienced the largest decrease with sixteen fewer fatalities in 2010 than in 2001, and Virginia Beach had twelve fewer fatalities over this period.

Data sources: VDOT, Virginia DMV, FHWA, NHTSA.

Change in Fatality Rates* 2004 to 2010

- Hampton Roads ▼ 10%
- Virginia ▼ 23%
- United States ▼ 24%
- Northern Virginia ▼ 38%
- Richmond ▼ 21%
- Roanoke ▼ 49%

There were 0.89 fatalities per 100 million vehicle-miles of travel (VMT) in Hampton Roads in the years 2008-2010. This rate decreased 13% from the rate seen in the years 1999-2001.

The fatality rate in Hampton Roads is lower than the Virginia and national fatality rates, but the fatality rate decrease over this period was lower in Hampton Roads than the national and statewide decrease.

At 0.89 fatalities per 100 million vehicle-miles of travel in the years 2008-2010, Hampton Roads had a crash fatality rate that was more than twice the rate experienced in the Northern Virginia area.

The crash fatality rate in Hampton Roads, however, was slightly higher than the fatality rate experienced in the Richmond area and slightly lower than the fatality rate experienced in the Roanoke area in 2008-2010.
The more rural areas of Hampton Roads experienced a higher crash fatality rate per amount of roadway travel than the more urban areas in 2008-2010. This is not unusual; rural areas typically have higher crash fatality rates than urban areas due to a variety of factors including higher travel speeds, more roadways with substandard designs, lower seat belt usage rates, etc.

The Hampton Roads jurisdictions with the highest fatality rates per 100 million vehicle-miles of travel in 2008-2010 were Gloucester County, Surry County, Southampton County, Isle of Wight County, and Suffolk. The lowest rates were seen in Franklin and Poquoson (which both experienced zero fatalities during this period), Williamsburg, Portsmouth, and Hampton.

There were 35 metropolitan areas throughout the United States with populations of between one and three million people in 2009. Of this total, 25 metropolitan areas have roadway travel data readily available. Among these 25 areas, Hampton Roads ranked 16th in terms of the fatality rate per 100 million vehicle-miles of travel in 2007-2009.

Many of the areas with higher fatality rates than Hampton Roads are located in areas with warm climates in the southwest and southeast, whereas many of the areas with lower fatality rates are older cities located in colder, more northern climates.
The most prevalent crash type resulting in fatalities in Hampton Roads between 2008 and 2010 was fixed object off the roadway surface crashes, causing more than two out of every five fatalities. This is despite only 15% of all crashes in Hampton Roads being fixed object crashes during this time period. Pedestrian/cyclist crashes are also highly represented, resulting in 9.2% of all fatalities in spite of comprising only 1.8% of all crashes.

Similar to Hampton Roads, fixed objects off the roadway surface crashes were the most prevalent crash type resulting in fatalities statewide between 2008 and 2010, causing 47.7% of all fatalities. Also similar to Hampton Roads, the next most prevalent crash types leading to fatalities statewide were angle crashes (16.2%), and head on crashes (10.8%).

The number of fatalities on motorcycles far outpaces the amount of travel they represent. Between 2008 and 2010, 57 people were killed in Hampton Roads in crashes on motorcycles. This represents 14.3% of all fatalities that occurred in Hampton Roads. This is despite only 0.4% of roadway travel in Hampton Roads occurring on motorcycles during this time period. The percentage of motorcycle fatalities in Hampton Roads was higher than the statewide rate, which was 9.9% of all fatalities between 2008 and 2010.

This fatality rate for motorcycles is much higher than the rate for other motorized vehicles. The motorcycle fatality rate was 35.8 fatalities per 100 million vehicle-miles of travel in Hampton Roads from 2008 to 2010, as compared to 0.89 fatalities per 100 million VMT for all travel.
Primary Driver Actions Leading to Traffic Fatalities in Hampton Roads, 2008-2010

- Driver distracted/fail to maintain control: 54.5%
- Exceeded speed limit/safe speed: 21.6%
- Disregarded traffic control device: 3.3%
- Failure to yield right-of-way: 7.5%
- Improper lane change: 4.2%
- All others: 8.5%
- Following too closely: 0.5%

The most prevalent driver action leading to fatalities in Hampton Roads between 2008 and 2010 was drivers being distracted or failing to maintain control of their vehicles, with more than half of all fatalities resulting from this. Speeding was the second most prevalent driver action at 21.6% of all fatalities.

Primary Driver Actions Leading to Traffic Fatalities in Selected Virginia Planning Districts, 2008-2010

- Driver distracted/fail to maintain control
- Exceed speed limit/safe speed
- Failure to yield right-of-way
- Disregarded traffic control device

Data source: Virginia DMV. Includes only those crashes where an improper driver action was listed.

Fatalities resulting from drivers being distracted or failing to maintain control of their vehicles was the most prevalent driver action in all four of the selected Virginia metropolitan areas between 2008 and 2010. Speeding was also the second most prevalent driver action leading to fatalities in all four areas.

Similar to Hampton Roads, drivers being distracted or failing to maintain control of their vehicles led to more than half of the fatalities in the Richmond and Roanoke areas. In Northern Virginia, the percentage of fatalities resulting from speeding was much higher than in Hampton Roads and the other two areas.
Of the 84 fatalities that occurred in motor vehicles in Hampton Roads in 2010, 48 (57%) of the persons killed were not wearing safety belts. This annual percentage varied between 35% and 63% in Hampton Roads over the last decade.

Statewide, 54% of the persons killed in motor vehicle crashes in 2010 were not wearing safety belts. Throughout the state and the nation, the number of people killed in motor vehicles that weren't wearing a seat belt has decreased over the last few years. This, however, is not the case in Hampton Roads.

There were 286 fatalities that occurred in motorized vehicles in Hampton Roads between 2008 and 2010. Of these 286 fatalities, 161 of the people killed (56%) were not wearing a safety belt.

This percentage in Hampton Roads was higher than the percentage experienced in Northern Virginia (49%) and Roanoke (45%), but was lower than the percentage seen in the Richmond area (59%).

There were 45 fatalities that resulted from traffic crashes involving alcohol in Hampton Roads in 2010. This number of fatalities resulting from crashes involving alcohol fluctuated over the last decade, from a low of 39 fatalities in 2006 to a high of 66 fatalities in 2003.

Fatalities resulting from crashes that involved alcohol comprised 37% of all traffic crash fatalities in the region in 2010. This rate has also fluctuated, between a low of 28% in 2006 to a high of 51% in 2003.

Between 2008 and 2010, more than 40% of all fatalities in Hampton Roads occurred in crashes that involved alcohol. This percentage of fatalities occurring in alcohol-related crashes was lower in Hampton Roads than in the Northern Virginia, Roanoke, and Richmond metropolitan areas. In Richmond, nearly half of all fatalities resulted from alcohol-related crashes between 2008 and 2010.
# APPENDICES

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<th>Appendix A - Safety Laws in Virginia</th>
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According to Advocates for Highway and Auto Safety, which is an alliance of consumer, insurance, and health and safety groups that aims to improve roadway safety throughout the country, there are fifteen traffic safety laws that help reduce motor vehicle deaths and injuries. This list of fifteen traffic safety laws was produced based on government and private research, crash data, and experiences among each state. These fifteen laws are grouped among those that regulate adult occupant protection, child passenger safety, teen driving, impaired driving, and distracted driving.

Of these fifteen laws that the group recommends, Virginia currently meets or exceeds only six of these laws. 46 states and the District of Columbia currently meet or exceed more of these safety laws than the State of Virginia. None of Virginia’s six neighboring states/districts meet or exceed fewer of these safety laws.

**SAFETY LAWS IN VIRGINIA**

According to Advocates for Highway and Auto Safety, which is an alliance of consumer, insurance, and health and safety groups that aims to improve roadway safety throughout the country, there are fifteen traffic safety laws that help reduce motor vehicle deaths and injuries. This list of fifteen traffic safety laws was produced based on government and private research, crash data, and experiences among each state. These fifteen laws are grouped among those that regulate adult occupant protection, child passenger safety, teen driving, impaired driving, and distracted driving.

Of these fifteen laws that the group recommends, Virginia currently meets or exceeds only six of these laws. 46 states and the District of Columbia currently meet or exceed more of these safety laws than the State of Virginia. None of Virginia’s six neighboring states/districts meet or exceed fewer of these safety laws.

### Safety Laws That Help Reduce Motor Vehicle Deaths/Injuries

**Source:** Advocates for Highway and Auto Safety

<table>
<thead>
<tr>
<th>Safety Law</th>
<th>Description</th>
<th>Law in VA?</th>
<th># states with law</th>
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<tbody>
<tr>
<td>Primary Enforcement Seat Belt Law</td>
<td>Allows law enforcement to stop and ticket someone when they see a violation of the seat belt law.</td>
<td>NO</td>
<td>32</td>
</tr>
<tr>
<td>All-Rider Motorcycle Helmet Law</td>
<td>Requires all motorcycle riders, regardless of age, to use a helmet.</td>
<td>YES</td>
<td>21</td>
</tr>
<tr>
<td>Booster Seat Law</td>
<td>Requires, at a minimum, that children ages 4 through 7 be placed in a child restraint system.</td>
<td>YES</td>
<td>28</td>
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<tr>
<td>Minimum Age 16 for Learner's Permit</td>
<td>A beginning teen driver must be a minimum of 16 years of age to receive a learner’s permit.</td>
<td>NO</td>
<td>9</td>
</tr>
<tr>
<td>Learner’s Stage: 6 Month Holding Period</td>
<td>A beginning teen driver must be supervised by an adult licensed driver at all times. If citation-free for 6 months, they can proceed to the intermediate stage.</td>
<td>YES</td>
<td>47</td>
</tr>
<tr>
<td>Learner's Stage: 30-50 Hours Supervised</td>
<td>A beginning teen driver must receive at least 30-50 hours of behind-the-wheel training with an adult licensed driver during the learner’s stage.</td>
<td>YES</td>
<td>39</td>
</tr>
<tr>
<td>Intermediate Stage: Nighttime Restriction</td>
<td>Prohibits unsupervised nighttime driving during the learner’s permit and intermediate stages.</td>
<td>NO</td>
<td>10</td>
</tr>
<tr>
<td>Intermediate Stage: Passenger Restriction</td>
<td>Limits the number of teenage passengers that can ride with a teen driver without adult supervision.</td>
<td>NO</td>
<td>30</td>
</tr>
<tr>
<td>Teen Cell Phone Restriction</td>
<td>Prohibits the use of all cellular devices except in an emergency during the learner’s permit and intermediate stages.</td>
<td>NO</td>
<td>22</td>
</tr>
<tr>
<td>Age 18 for Full Licensure</td>
<td>Teen drivers are prohibited from obtaining an unrestricted license before a minimum of 18 years of age.</td>
<td>YES</td>
<td>13</td>
</tr>
<tr>
<td>Ignition Interlock Devices</td>
<td>Mandates the installation of ignition interlock devices on the vehicles of all drunk driving offenders.</td>
<td>NO</td>
<td>13</td>
</tr>
<tr>
<td>Impaired Driving – Child Endangerment</td>
<td>Creates a separate offense or enhances an existing penalty for impaired driving that endangers a minor.</td>
<td>YES</td>
<td>46</td>
</tr>
<tr>
<td>Mandatory BAC Test for Drivers in Fatal Crashes</td>
<td>Requires any driver involved in a fatal crash (both those who were killed and those who survived) to have their Blood Alcohol Content (BAC) tested.</td>
<td>NO</td>
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<tr>
<td>Open Container Law</td>
<td>Prohibits open containers of alcoholic beverages in the passenger area of a motor vehicle.</td>
<td>NO</td>
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<tr>
<td>All-Driver Text Messaging Restriction</td>
<td>Restricts all drivers from text messaging except in an emergency and allows law enforcement to stop and ticket those in violation of this law (primary enforcement).</td>
<td>NO</td>
<td>27</td>
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</table>
The Strategic Highway Safety Plan is a statewide, coordinated safety plan that provides a comprehensive framework for reducing highway fatalities and serious injuries on all public roadways. Each state must have a Strategic Highway Safety Plan based on federal requirements that were created in the SAFETEA-LU legislation in 2005. Strategic Highway Safety Plans address the four E’s of transportation safety - Engineering, Education, Enforcement and Emergency Medical Services.

The first Virginia Strategic Highway Safety Plan was produced in 2006, and details efforts to improve traffic safety throughout Virginia. The plan instituted a statewide transportation safety charter and committee and established statewide goals for reducing annual deaths from motor vehicle crashes by 100 and annual injuries by 4,000 within five years.

The 2006 Strategic Highway Safety Plan identified the top measures to reduce injuries and fatalities in Virginia as:

- Focus on young drivers, aggressive drivers, impaired drivers and seat belt use through legislation, education, enforcement, and adjudication.
- Improve intersection safety for all users in congested areas.
- Keep drivers on the roadway and minimize consequences if they depart.
- Incorporate transportation safety planning into all levels of government.
- Improve the traffic records system to be more accurate and timely.

VDOT is currently updating the Virginia Strategic Highway Safety Plan with the assistance of various stakeholders, including the Department of Motor Vehicles, Department of Education, Department of Health, and State Police. The updated Strategic Highway Safety Plan is expected to be released early in 2012.

# Hampton Roads Crashes by Jurisdiction, 1994-2010

## Hampton Roads Fatalities by Jurisdiction, 1994-2010

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## Data sources:
- National Highway Traffic Safety Administration (NHTSA), Virginia DMV.
### Hampton Roads Injuries by Jurisdiction, 1994-2010

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**Hampton Roads Alcohol-Related Crashes by Jurisdiction, 1994-2010**

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**Hampton Roads**

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- United States: 3,266,000 to 3,465,000, 3,483,000, 3,348,000, 3,138,000, 2,963,000, 2,899,000, 2,788,000, 2,699,000, 2,573,000, 2,491,000, 2,346,000, 2,217,000.

**Data sources:** National Highway Traffic Safety Administration (NHTSA), Virginia DMV.
### Hampton Roads Alcohol-Related Fatalities by Jurisdiction, 1994-2010

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<td>1,714</td>
<td></td>
<td></td>
<td></td>
<td>-28.8%</td>
</tr>
<tr>
<td><strong>Virginia</strong></td>
<td>10,258</td>
<td>9,083</td>
<td>9,124</td>
<td>9,355</td>
<td>9,499</td>
<td>9,555</td>
<td>9,714</td>
<td>9,714</td>
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<td>9,714</td>
<td>9,714</td>
<td>9,714</td>
<td></td>
<td></td>
<td></td>
<td>-32.1%</td>
</tr>
<tr>
<td><strong>HR % of state</strong></td>
<td>24.8%</td>
<td>24.3%</td>
<td>24.8%</td>
<td>23.0%</td>
<td>22.0%</td>
<td>22.5%</td>
<td>20.8%</td>
<td>20.4%</td>
<td>21.0%</td>
<td>20.4%</td>
<td>23.0%</td>
<td>21.0%</td>
<td>19.4%</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>United States</strong></td>
<td>297,000</td>
<td>327,000</td>
<td>337,000</td>
<td>337,000</td>
<td>337,000</td>
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</tbody>
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**Data sources:** National Highway Traffic Safety Administration (NHTSA), Virginia DMV.