HAMPTON ROADS TRANSPORTATION PLANNING ORGANIZATION – VOTING MEMBERS

<table>
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<tr>
<th>CHESAPEAKE</th>
<th>JAMES CITY COUNTY</th>
<th>PORTSMOUTH</th>
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<tr>
<td>Alan P. Krasnoff</td>
<td>Bruce C. Goodson</td>
<td>Douglas L. Smith</td>
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<td>GLOUCESTER COUNTY</td>
<td>NEWPORT NEWS</td>
<td>SUFFOLK</td>
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<td>Christian D. Rilee</td>
<td>Joe S. Frank</td>
<td>Linda T. Johnson</td>
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<td>HAMPTON</td>
<td>NORFOLK</td>
<td>VIRGINIA BEACH</td>
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<td>Molly J. Ward</td>
<td>Paul D. Fraim</td>
<td>William D. Sessoms, Jr.</td>
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<td>ISLE OF WIGHT COUNTY</td>
<td>POQUOSON</td>
<td>WILLIAMSBURG</td>
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<tr>
<td>Stan D. Clark</td>
<td>Gordon C. Helsel, Jr.</td>
<td>Jeanne Zeidler</td>
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<td>YORK COUNTY</td>
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<td>Thomas G. Shepperd, Jr.</td>
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MEMBERS OF THE VIRGINIA SENATE
The Honorable John C. Miller
The Honorable Yvonne B. Miller

MEMBERS OF THE VIRGINIA HOUSE OF DELEGATES
The Honorable G. Glenn Oder
The Honorable John A. Cosgrove

TRANSPORTATION DISTRICT COMMISSION OF HAMPTON ROADS
Philip A. Shucet, President/Chief Executive Officer

WILLIAMSBURG AREA TRANSIT AUTHORITY
Mark D. Rickards, Executive Director

VIRGINIA DEPARTMENT OF TRANSPORTATION
Dennis W. Heuer, District Administrator – Hampton Roads District

VIRGINIA DEPARTMENT OF RAIL AND PUBLIC TRANSPORTATION
Corey W. Hill, Chief of Public Transportation

VIRGINIA PORT AUTHORITY
Jerry A. Bridges, Executive Director

Enclosure 3
HAMPTON ROADS TRANSPORTATION PLANNING ORGANIZATION – NON-VOTING MEMBERS

CHESAPEAKE
William E. Harrell

GLOUCESTER COUNTY
Brenda G. Garton

HAMPTON
Mary Bunting

ISLE OF WIGHT COUNTY
W. Douglas Caskey

JAMES CITY COUNTY
Sanford B. Wanner

NEWPORT NEWS
Neil A. Morgan

NORFOLK
Regina V.K. Williams

POQUOSON
J. Randall Wheeler

PORTSMOUTH
Kenneth L. Chandler

SUFFOLK
Selena Cuffee-Glenn

VIRGINIA BEACH
James K. Spore

WILLIAMSBURG
Jackson C. Tuttle

YORK COUNTY
James O. McReynolds

FEDERAL HIGHWAY ADMINISTRATION
Irene Rico, Division Administrator – Virginia Division

FEDERAL TRANSIT ADMINISTRATION
Letitia A. Thompson, Regional Administrator, Region 3

FEDERAL AVIATION ADMINISTRATION
Jeffrey W. Breeden, Airport Planner, Washington Airports District Office

VIRGINIA DEPARTMENT OF AVIATION
Randall P. Burdette, Director

PENINSULA AIRPORT COMMISSION
Ken Spirito, Executive Director

NORFOLK AIRPORT AUTHORITY
Wayne E. Shank, Executive Director

CHAIR – CITIZEN TRANSPORTATION ADVISORY COMMITTEE
William W. Harrison, Jr.

CHAIR – FREIGHT TRANSPORTATION ADVISORY COMMITTEE
To Be Determined

PROJECT STAFF
Dwight L. Farmer Executive Director/Secretary
Camelia Ravanbakht Deputy Executive Director
Rob Case Principal Transportation Engineer
Keith Nichols Senior Transportation Engineer
Michael Long Asst. General Services Manager
Christopher Vaigneur Reprographics Coordinator

Enclosure 3
ABSTRACT

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 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 Hampton Roads Transportation Planning Organization (TPO). The Hampton Roads TPO is responsible for the facts and the accuracy of the data presented herein. The contents do not necessarily reflect the official views or policies of the FHWA, VDOT, or HRTPO. This report does not constitute a standard, specification, or regulation. FHWA or VDOT acceptance of this report as evidence of fulfillment of the objectives of this planning study does not constitute endorsement/approval of the need for any recommended improvements nor does it 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 alternatives may be necessary.
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**TRAFFIC CRASH INJURIES**

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In Hampton Roads there were......

**27,599 traffic crashes** reported in 2008. This amounts to 75 crashes every day of the year, or one crash every 19 minutes.

**14,465 injuries** resulting from traffic crashes in 2008. This amounts to 40 injuries due to traffic crashes every day of the year, or one injury every 36 minutes.

**153 fatalities** resulting from traffic crashes in 2008. That is an average of one fatality every 2.4 days.

**2.03 crashes per million vehicle-miles of travel** between 2006 – 2008. This is down 12% from 2.30 crashes per million vehicle-miles of travel between 1997 – 1999.

**1.02 injuries per million vehicle-miles of travel** between 2006 – 2008. This is down 31% from 1.48 injuries per million vehicle-miles of travel between 1997 – 1999.

**1.01 fatalities per 100 million vehicle-miles of travel** between 2006 – 2008. This is down 11% from 1.15 fatalities per 100 million vehicle-miles of travel between 1997 – 1999.

**2,093 traffic crashes that involved alcohol** in 2008. This is one out of every 13 crashes.

**62 fatalities resulting from crashes that involved alcohol** in 2008. 35% of all traffic crash fatalities from 2006 to 2008 were the result of crashes that involved alcohol.
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 2008 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 HRPDC1 (see map to the right). Comparisons are also made with regional, statewide and national crash data.

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1 Although this study was prepared by HRTPO staff, funds from the Hampton Roads Planning District Commission were used to analyze those areas outside of the Metropolitan Planning Organization boundary.
TRAFFIC CRASHES

HAMPTON ROADS TRAFFIC CRASHES
TRAFFIC CRASHES BY JURISDICTION
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VIRGINIA ALCOHOL-RELATED CRASHES
VIRGINIA CRASHES - TRUCKS
There was an average of 75 crashes every day in Hampton Roads in 2008, or one crash every 19 minutes. The number of crashes in Hampton Roads has decreased every year since 2004 and there were 17% fewer crashes in the region in 2008 than in 2004. There were fewer crashes in Hampton Roads in 2008 than in any other year over the last decade.

The number of traffic crashes in Virginia actually increased between 1999 and 2008. However, similar to Hampton Roads the state has experienced a decrease in traffic crashes over the last few years and there were 12% fewer crashes in Virginia in 2008 than in 2004.

Of the sixteen Hampton Roads jurisdictions, six experienced an increase in the number of traffic crashes between 1999 and 2008. Suffolk experienced the largest increase with 20% more crashes in 2008 than in 1999. Isle of Wight, James City, and Surry Counties also experienced double digit increases in the percentage of crashes between 1999 and 2008.

Most Hampton Roads jurisdictions experienced a decrease in the number of traffic crashes between 1999 and 2008. Both Franklin and Portsmouth had decreases of greater than 50%, and Chesapeake, Gloucester, Norfolk, Poquoson, and Williamsburg also experienced double digit decreases in the percentage of crashes between 1999 and 2008.
There were 2.03 crashes per million vehicle-miles of travel (MVMT) in Hampton Roads in the years 2006-2008. This rate of traffic crashes in Hampton Roads decreased 12% from the end of last decade. In spite of the decrease, the crash rate in Hampton Roads is higher than the Virginia and national crash rates. The national crash rate has also decreased at a much higher pace than the crash rate in Hampton Roads.

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

Hampton Roads had a higher crash rate in terms of crashes per amount of travel than other metropolitan areas in Virginia. At 2.03 crashes per million vehicle-miles of travel in the years 2006-2008, Hampton Roads had a crash rate that was 4% higher than Richmond and Roanoke and 10% higher than Northern Virginia.

Data sources: VDOT, Virginia DMV.

All four of the largest metropolitan areas in the state had crash rates that were higher than the statewide rate of 1.76 crashes per million vehicle-miles of travel.
The City of Virginia Beach, which has the highest number of crashes of any jurisdiction in the region, also had the highest crash rate per amount of roadway travel of any Hampton Roads jurisdiction in 2006-2008 at 2.62 crashes per million VMT. Other jurisdictions with the highest crash rates were the more urbanized cities of Newport News, Norfolk, Hampton, and Williamsburg.

The Hampton Roads jurisdictions with the lowest crash rates were the more rural localities of Southampton, James City, Gloucester, Isle of Wight, and York Counties. This is not unusual; 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.

The primary crash types in Hampton Roads in 2006-2008 were rear end crashes (34.7%), angle crashes (29.2%), and fixed objects off the roadway surface crashes (14.8%). Over three out of every four crashes in Hampton Roads during this period were one of these three crash types.

Similar to Hampton Roads, the primary crash types statewide between 2006 and 2008 were rear end crashes (31.2%), angle crashes (23.2%), and fixed objects off the roadway surface crashes (20.8%).
The most prevalent driver actions leading to crashes in Hampton Roads from 2005–2007 were following too closely (24.7%), driver distracted or failed to maintain control (16.6%), and failure to yield the right-of-way (15.8%). Of those crashes due to driver distractions, only 2.8% listed cell phones as the cause of the distraction, although the actual number is likely much higher.

The primary driver actions leading to crashes statewide from 2005-2007 were driver distracted or failed to maintain control (24.1%), following too closely (18.4%), and failure to yield the right-of-way (14.9%).

Crashes caused by drivers following too closely was the most prevalent driver action in both the Hampton Roads and Richmond planning districts between 2005 and 2007. In both areas more than 20% of all traffic crashes were due to drivers following too closely.

In the Northern Virginia and Roanoke Valley-Alleghany planning districts, the most prevalent driver action preceding traffic crashes was driver distractions/failing to maintain control. In both of these areas more than 25% of all crashes between 2005 and 2007 were caused by distracted drivers.
There were a total of 921 crashes that occurred in work zones in Hampton Roads in 2008, comprising 3.3% of all traffic crashes in the region. The number of crashes in work zones has increased each year since 2006, although the level is lower than in 2004.

There were 3,569 crashes in work zones throughout the State of Virginia in 2008, up 10% from the number of such crashes in 2004. 2.6% of all traffic crashes in Virginia in 2008 occurred in work zones, a lower percentage than that experienced in Hampton Roads.

There were 2,093 traffic crashes in Hampton Roads that involved alcohol in 2008, comprising 7.6% of all crashes. This number has decreased every year since 2004, with nearly 500 fewer crashes involving alcohol in Hampton Roads in 2008 than in 2004. The percentage of all crashes that involve alcohol has also decreased slightly, down from 7.8% of all regional crashes in 2004.

7.6% of all traffic crashes in Virginia in 2008 involved alcohol, which is equal to the percentage experienced in Hampton Roads. The number of crashes involving alcohol decreased by 11% between 2004 and 2008, a decrease lower than the one experienced in Hampton Roads.

Data source: Virginia DMV.

* The Virginia Department of Motor Vehicles defines a traffic crash as being alcohol-related (or involving alcohol) when the police report indicates that a driver, pedestrian, or bicyclist had been drinking before the crash, regardless of the blood alcohol content (BAC).
At 7.7% the percentage of crashes that involved alcohol in Hampton Roads between 2006 and 2008 was higher than the percentage experienced in the Northern Virginia and Richmond planning districts, but lower than the percentage in the Roanoke area.

In 2007, 4.9% of all traffic crashes in Hampton Roads involved trucks, and 2.7% of all vehicles involved in traffic crashes in Hampton Roads were trucks. By comparison, 3.5% of all roadway travel in Hampton Roads in 2007 was truck travel.

The percentage of crashes that involved trucks was lower in Hampton Roads than in the Northern Virginia, Richmond, and Roanoke planning districts. Each of these areas also had a higher percentage of truck travel except for Northern Virginia.
TRAFFIC CRASH INJURIES

HAMPTON ROADS INJURIES
TRAFFIC CRASH INJURIES BY JURISDICTION
HAMPTON ROADS INJURY RATES
VIRGINIA INJURY RATES
HAMPTON ROADS INJURIES – CRASH TYPE
HAMPTON ROADS ALCOHOL-RELATED INJURIES
Hampton Roads Annual Traffic Crash Injuries*, 1999-2008

There were 14,465 injuries that resulted from traffic crashes in Hampton Roads in 2008, or one injury on average every 36 minutes. The number of injuries has decreased every year since 2003, with 20% fewer injuries in the region in 2008 than in 2003. The number of injuries per crash has also decreased in Hampton Roads, from 0.62 injuries per crash in 1999 down to 0.52 in 2008.

The number of injuries resulting from traffic crashes in Virginia decreased 12% from 2003 to 2008, which is well below the percentage decrease that was experienced in Hampton Roads during this time.

Of the sixteen Hampton Roads jurisdictions, only James City County experienced an increase in the number of injuries resulting from traffic crashes between 1999 and 2008. This occurred despite the fact that six jurisdictions saw an increase in the total number of traffic crashes during this time period.

Many Hampton Roads jurisdictions experienced large decreases in the number of injuries resulting from traffic crashes between 1999 and 2008. Eleven of the sixteen jurisdictions experienced a decrease of 20% or more, and both Franklin and Portsmouth had decreases of greater than 50%.
HAMPTON ROADS INJURY RATES


- Hampton Roads: 1.48 injuries/MVMT in 1997-1999, 1.02 injuries/MVMT in 2006-2008 (31% decrease)
- Virginia: 0.86 injuries/MVMT in 1997-1999, 0.83 injuries/MVMT in 2006-2008 (24% decrease)
- United States: 1.24 injuries/MVMT in 1997-1999, 0.83 injuries/MVMT in 2006-2008 (33% decrease)

In spite of the decrease, the crash injury rate in Hampton Roads is still higher than the Virginia and national injury rates. The injury rate has decreased faster in Hampton Roads than the Virginia rate, but not as fast as the nationwide injury rate.

VIRGINIA INJURY RATES

Traffic Crash Injury Rates in Selected Virginia Planning Districts, 2006-2008

- Roanoke Valley - Alleghany: 0.87 injuries/MVMT
- Northern Virginia: 0.88 injuries/MVMT
- Richmond Regional: 0.89 injuries/MVMT
- Hampton Roads: 1.02 injuries/MVMT

Hampton Roads had a higher crash injury rate between 2006 and 2008 than the Roanoke, Northern Virginia, and Richmond planning districts. At 1.02 injuries per million vehicle-miles of travel, the injury rate was about 15% higher in Hampton Roads than in the other three metropolitan areas.

All four of the largest metropolitan areas in the state had crash injury rates that were higher than the statewide rate of 0.86 injuries per million vehicle-miles of travel. This is not unusual since, similar to crash rates, rural areas typically have lower injury rates than urban areas.
Roads between 2006 and 2008 were angle crashes (35.1%), rear end crashes (34.0%), and fixed objects off the roadway surface crashes (13.7%). These were also the three most prevalent crash types in Hampton Roads during this time period.

Injuries Resulting from Traffic Crashes Involving Alcohol in Hampton Roads, 2006-2008

There were 1,401 injuries that resulted from alcohol-related traffic crashes in Hampton Roads in 2008, comprising 9.7% of all injuries. The number of injuries from crashes involving alcohol has decreased in recent years, with 400 fewer such injuries in Hampton Roads in 2008 than in 2004, a 23% decrease. The number of injuries per alcohol-related crash has also decreased, from 0.70 in 2004 down to 0.67 in 2008.

The number of injuries statewide that resulted from crashes involving alcohol decreased by 12% between 2004 and 2008, well below the 23% decrease experienced in Hampton Roads during this time. 10.1% of all traffic crash injuries throughout Virginia resulted from alcohol-related crashes in 2008, which is slightly higher than the Hampton Roads rate.

The primary crash types that resulted in injuries in Hampton Roads between 2006 and 2008 were angle crashes (35.1%), rear end crashes (34.0%), and fixed objects off the roadway surface crashes (13.7%). These were also the three most prevalent crash types in Hampton Roads during this time period.

Similar to Hampton Roads, the primary crash types statewide that resulted in injuries between 2006 and 2008 were rear end crashes (31.4%), angle crashes (28.6%), and fixed objects off the roadway surface crashes (21.8%).
TRAFFIC CRASH FATALITIES

HAMPTON ROADS FATALITIES
TRAFFIC CRASH FATALITIES BY JURISDICTION
HAMPTON ROADS FATALITY RATES
VIRGINIA FATALITY RATES
TRAFFIC CRASH FATALITY RATES BY JURISDICTION
NATIONWIDE FATALITY RATES
HAMPTON ROADS FATALITIES – VEHICLE TYPES
HAMPTON ROADS FATALITIES – CRASH TYPE
HAMPTON ROADS FATALITIES – DRIVER ACTION
VIRGINIA FATALITIES - DRIVER ACTION
HAMPTON ROADS FATALITIES – SAFETY BELTS
VIRGINIA FATALITIES – SAFETY BELTS
HAMPTON ROADS ALCOHOL-RELATED FATALITIES
HAMPTON ROADS FATALITIES BY BAC
VIRGINIA ALCOHOL-RELATED FATALITIES
VIRGINIA FATALITIES - TRUCKS
There were 153 fatalities that resulted from traffic crashes in Hampton Roads in 2008, which translates to a fatality on average once every 2.4 days. The number of fatalities in Hampton Roads has increased in recent years, with 24 more fatalities in Hampton Roads in 2008 than in 2003, a 19% increase. The number of fatalities per crash has also increased, from 3.9 fatalities per 1,000 crashes in 2003 up to 5.5 in 2008.

There were 821 fatalities that resulted from crashes statewide in 2008. Contrary to what has been experienced in Hampton Roads, the number of fatalities statewide has deceased in recent years, down from 942 fatalities in 2003 and a high of 1,026 fatalities in 2008. This discrepancy between fatality trends in Hampton Roads and those statewide are examined throughout this section.

Of the sixteen Hampton Roads jurisdictions, eight experienced an increase in the number of fatalities that resulted from traffic crashes between 1999 and 2008. Gloucester experienced the largest increase with ten more fatalities in 2008 than in 1999, and Virginia Beach had seven more fatalities during this period.

Five Hampton Roads jurisdictions experienced a decrease in fatalities from 1999 to 2008, with the City of Norfolk experiencing the largest decrease with five fewer fatalities. Three jurisdictions (Franklin, Poquoson, and Williamsburg) had no traffic crash fatalities in 2008.
There were 1.01 fatalities per 100 million vehicle-miles of travel (100 MVMT) in Hampton Roads in the years 2006-2008. This rate in Hampton Roads decreased 11% from the end of last decade. The fatality rate in Hampton Roads is lower than the Virginia and national fatality rates but the fatality rate decrease was lower in Hampton Roads than the national decrease. The national decrease has been attributed to fewer fatalities related to alcohol, speeding, and safety belt use.

At 1.01 fatalities per 100 million vehicle-miles of travel in the years 2006-2008, Hampton Roads had a crash fatality rate that was 68% higher than the rate in the Northern Virginia area.

The crash fatality rate in Hampton Roads was similar to the fatality rate in the Richmond area and was much lower than the fatality rate in the Roanoke Valley-Alleghany planning district.
The more rural areas of Hampton Roads experienced a higher crash fatality rate per amount of roadway travel than the more urban areas. 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, many roadways with substandard designs, lower seat belt usage rates, etc.

The Hampton Roads jurisdictions with the highest crash fatality rates per 100 million vehicle-miles of travel in 2006-2008 were Surry County, Gloucester County, Isle of Wight County, Suffolk, and Southampton County. Williamsburg and Poquoson (both of which experienced no fatalities during the three-year period), Portsmouth, Newport News, and Norfolk had the lowest rates.

36 metropolitan areas throughout the United States had a population of between one and three million people in 2008. Among 26 of these metropolitan areas with roadway travel data readily available, Hampton Roads ranked 17th highest at 1.01 fatalities per 100 million VMT in 2006 - 2008. Many of the areas with higher fatality rates than Hampton Roads were located in states with warm climates in the southwest and southeast. New Orleans, which had the highest fatality rate of the 26 metropolitan areas, had a fatality rate nearly twice as high as the Hampton Roads fatality rate.
Hampton Roads Fatalities by Vehicle Type, 2006-2008

- Motorized Vehicles (e.g. passenger car, truck, bus) - 72.4%
- Motorcycle - 13.2%
- Pedestrian - 10.9%
- Bicyclist - 1.8%
- Other Vehicles (e.g. ATV, moped, farm equipment) - 1.6%

Although fatalities occurring in motorized vehicles were the most common type of fatality in Hampton Roads in 2006-2008, motorcycle and pedestrian fatalities were also prevalent throughout the region. 13.2% of all fatalities in Hampton Roads in 2006-2008 occurred to people riding motorcycles, although only 0.3% of the travel in Hampton Roads during this time was motorcycle travel.

This translates to a much higher fatality rate for motorcycle riders than for people travelling in other motorized vehicles. The motorcycle fatality rate was 40.6 fatalities per 100 MVMT in Hampton Roads in 2006-2008 versus 1.01 fatalities per 100 MVMT for all travel.

Hampton Roads Fatalities by Crash Type, 2006-2008

- Fixed Object Off Road - 42.1%
- Rear End - 7.6%
- Head On - 9.0%
- Angle - 13.1%
- Sideswipe Opposite Dir. - 1.4%
- Sideswipe Same Dir. - 3.4%
- Backed Into - 0.7%
- Non-collision - 10.3%
- Fixed Object In Road - 2.1%

The most prevalent crash type resulting in fatalities in Hampton Roads between 2006-2008 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 being fixed object crashes during this time. Pedestrian crashes are also highly represented, causing 10.3% of all fatalities in spite of compromising only 1.7% of all crashes.

Similar to Hampton Roads, fixed objects off the roadway surface crashes were the most prevalent crash type statewide between 2006 and 2008 at 43.5% of all fatalities. The next most prevalent crash types leading to fatalities statewide were non-collision crashes (13.6%), and head on crashes (10.3%).
**HAMPTON ROADS FATALITIES – DRIVER ACTION**

**Primary Driver Actions Leading to Traffic Fatalities in Hampton Roads, 2005-2007**

- Driver distracted/fail to maintain control: 39.8%
- Exceeded speed limit/safe speed: 19.1%
- Disregarded traffic control device: 3.3%
- Hit-and-run: 3.8%
- Improper turning: 1.3%
- Improper lane change: 2.8%
- Following too closely: 0.3%
- All others: 12.5%
- No improper action listed: 8.4%

**VIRGINIA FATALITIES – DRIVER ACTION**

**Primary Driver Actions Leading to Traffic Fatalities in Selected Virginia Planning Districts, 2005-2007**

- Driver distracted/fail to maintain control: 48.8%
- Exceed speed limit/safe speed: 18.2%
- Disregarded traffic control device: 8.7%
- Failure to yield right-of-way: 8.7%
- Improper turning: 1.3%
- Improper lane change: 2.8%
- Following too closely: 0.3%
- Hit-and-run: 3.8%
- All others: 12.5%

Data source: VDOT.

The most prevalent driver actions leading to fatalities in Hampton Roads from 2005–2007 were drivers being distracted or failing to maintain control of their vehicles (39.8%) and speeding (19.1%).

Similar to Hampton Roads, the most prevalent driver actions that resulted in fatalities statewide between 2005 and 2007 were drivers being distracted or failing to maintain control crashes (48.8%) and speeding (18.2%).

Crashes caused by distracted drivers/drivers that failed to maintain control of their vehicles were the most prevalent driver action in all four of the selected Virginia planning districts between 2005 and 2007. Speeding was also the second most prevalent driver action leading to crashes in all four areas.

Similar to Hampton Roads, driver distractions/drivers failing to maintain control of their vehicle led to about 40% of the fatalities in the Northern Virginia and Richmond areas. In the Roanoke area the number was much higher at over 55% of all fatalities.
Of the 107 fatalities that occurred in motor vehicles in Hampton Roads in 2008, 68 (64%) of the persons killed were not wearing safety belts or sitting in a child safety seat. This number varied between 49% and 64% in Hampton Roads between 2001 and 2008.

60% of all persons killed in motor vehicles statewide in 2008 were not wearing safety belts or using child safety seats. Although this number decreased by 75 from 2001 to 2008, the percentage of persons killed has only varied between 56% and 62% during this time. By comparison, 79% of all travelers statewide used safety belts in 2008 according to the Virginia Transportation Research Council.

In Hampton Roads there were 323 fatalities that occurred in motorized vehicles (excluding motorcycles, ATVs, etc.) from 2006 to 2008. 190 of the 323 people killed in motor vehicle crashes (59%) were not wearing a safety belt or in a child safety seat.

This percentage in Hampton Roads (59%) is similar to the percentage that was experienced in the Richmond (58%) and Roanoke (58%) planning districts during this time period, but was higher than the percentage experienced in Northern Virginia (54%).
HAMPTON ROADS REGIONAL SAFETY STUDY

General Crash Data & Trends - 2010 Update

**Traffic Crash Fatalities**

**Hampton Roads Alcohol-Related Fatalities**

<table>
<thead>
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<th>Year</th>
<th>Fatalities</th>
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<td>2008</td>
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</table>

There were 62 fatalities that resulted from traffic crashes in Hampton Roads in 2008. This comprised 41% of all traffic crash fatalities in the region in 2008. The number of fatalities resulting from crashes involving alcohol fluctuated throughout the last decade between a low of 39 fatalities in 2006 and a high of 66 fatalities in 2003.

**Hampton Roads Fatalities by BAC**

- **0.01 - 0.07**: 17.8%
- **0.08 - 0.15**: 23.4%
- **0.16 +**: 58.9%

Most fatalities in Hampton Roads in 2006-2008 occurred in crashes where neither driver had a blood alcohol content (BAC) of above 0.00. However, the majority of fatalities that resulted from crashes involving alcohol occurred in crashes where at least one of the drivers had a BAC of 0.16 or higher, which is twice the legal limit in Virginia.

The statewide fatalities by BAC closely reflect the numbers seen in Hampton Roads. 58% of all fatalities in alcohol-related crashes statewide between 2006 and 2008 occurred in crashes where at least one driver had a BAC of 0.16 or higher.

Data source: Virginia DMV.

*The Virginia Department of Motor Vehicles defines a traffic crash as being alcohol-related (or involving alcohol) when the police report indicates that a driver, pedestrian, or bicyclist had been drinking before the crash, regardless of the blood alcohol content.

Data source: FARS.

Note: In some cases data in the FARS database differs from data in the VDOT and DMV databases.
Between 2006 and 2008 more than one third (35.4%) of all fatalities in Hampton Roads occurred in crashes that involved alcohol. This percentage has fluctuated over the last ten years, from a low of 28% of all fatalities in 2006 to a high of 51% of all fatalities in 2003. This percentage of fatalities occurring in alcohol-related crashes was lower in Hampton Roads than the percentage seen in the Northern Virginia (39.9%), Roanoke (41.1%), and Richmond (45.7%) planning districts during this time.

Of the 155 fatalities that occurred in Hampton Roads in 2007, 15 fatalities (9.7%) occurred in crashes that involved trucks. By comparison, trucks were involved in only 4.9% of all crashes in Hampton Roads in 2007.

The percentage of fatalities that occurred in crashes with trucks in Hampton Roads was comparable to the percentage experienced in the Richmond (9.5%) and Roanoke (9.8%) planning districts but was much lower than the percentage in Northern Virginia (17.9%).
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. 44 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.

# states

<table>
<thead>
<tr>
<th>Safety Law</th>
<th>Description</th>
<th>Law in VA?</th>
<th># states with law</th>
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<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>
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<td>All-Rider Motorcycle Helmet Law</td>
<td>Requires all motorcycle riders, regardless of age, to use a helmet.</td>
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<td>Booster Seat Law</td>
<td>Requires, at a minimum, that children ages 4 through 7 be placed in a child restraint system.</td>
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<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>
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<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>
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<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 over 21 years of age.</td>
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<td>Intermediate Stage: Passenger Restriction</td>
<td>Limits the number of teenage passengers that can ride with a teen driving without adult supervision.</td>
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<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>
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<td>Age 18 for Full Licensure</td>
<td>All restrictions on newly-licensed teen drivers are not lifted before a minimum of 18 years of age.</td>
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<td>Ignition Interlock Devices</td>
<td>Mandates the installation of ignition interlock devices on the vehicles of all drunk driving offenders.</td>
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<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>
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<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 BAC tested.</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>
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<tr>
<td>All-Driver Text Messaging Restriction</td>
<td>Restricts all drivers from text messaging and allows law enforcement to stop and ticket those in violation of this law (primary enforcement).</td>
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# Hampton Roads Regional Safety Study
## General Crash Data & Trends - 2010 Update

### APPENDIX B

#### Number of Crashes

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#### Data sources:
- National Highway Traffic Safety Administration (NHTSA), Virginia DMV.
### Hampton Roads Injuries by Jurisdiction, 1994-2008

#### Number of Injuries

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#### Data sources: National Highway Traffic Safety Administration (NHTSA), Virginia DMV.
Hampton Roads Alcohol-Related Fatalities by Jurisdiction, 1994-2008

Number of Alcohol Related Fatalities

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