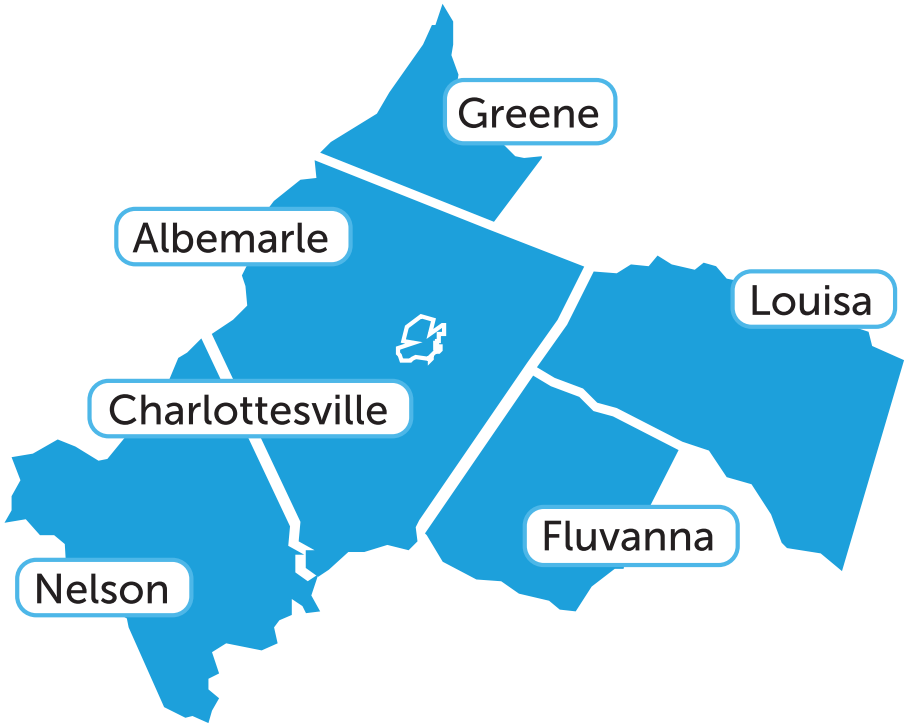
move SAFELY blue ridge



…the region's community driven plan to reduce roadway fatalities and serious injuries for all road users

Thomas Jefferson Planning District Commission

Safe Streets and Roads for All (SS4A)

- Bipartisan Infrastructure Law established SS4A discretionary program
- Supports USDOT National Roadway Safety Strategy
- Long-term goal of zero traffic fatalities using a Safe Systems Approach

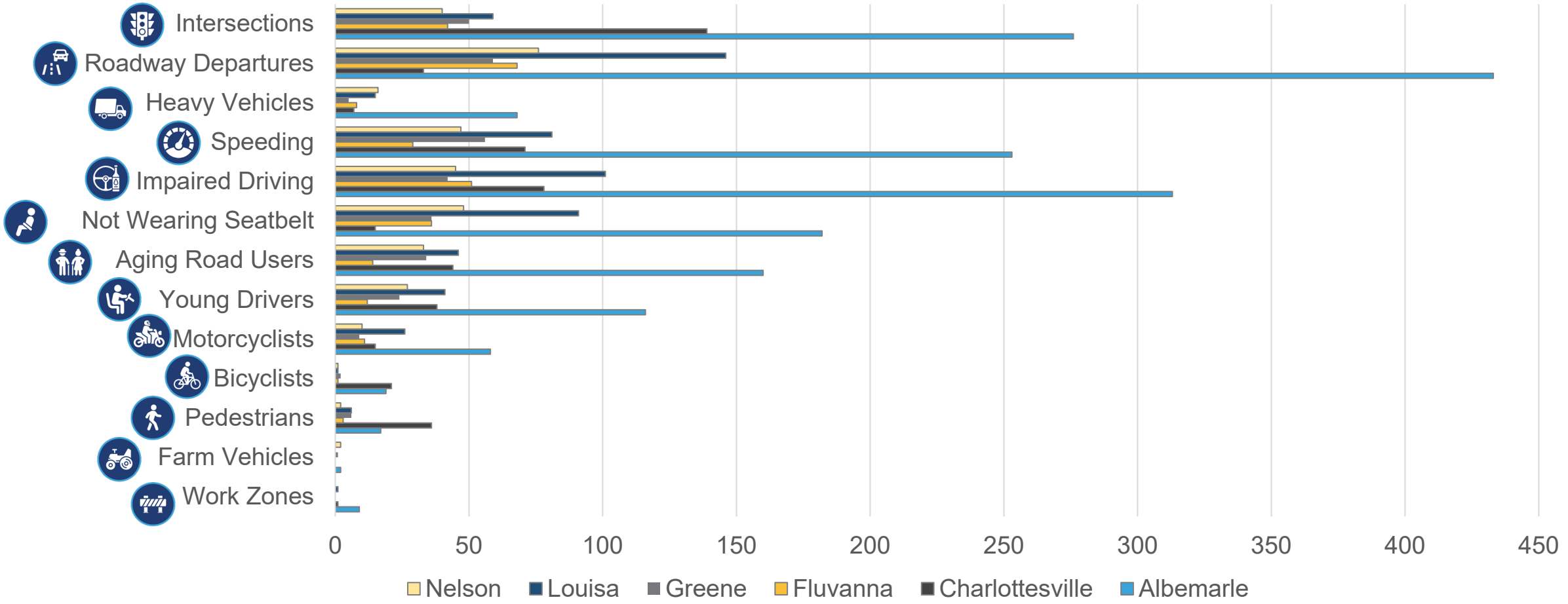
Emphasis Areas

- Evaluated trends and contributing factors to fatal and serious injury crashes within established emphasis areas
- Developed high injury network to identify intersections and roadway segments in need of safety improvement



- Emphasis area from SHSP
- New emphasis area for Move Safely Blue Ridge

Fatalities & Serious Injuries by Emphasis Areas, 2018 - 2022



Comprehensive Safety Action Plan Components

- Leadership commitment
- Oversight group to develop, implement, and monitor
- Comprehensive safety data analysis
- Robust public and stakeholder engagement
- Inclusive and representative process in the plan development
- Evaluation of processes and policies
- Comprehensive identification/prioritization of projects and strategies
- Ongoing monitoring and Reporting

Specific Components and Funding opportunities

- Locality contribution for regional components were assessed on a per capita basis

- Albemarle-specific Components: $84,000

- Charlottesville-specific Components: $205,000
  - $121,000 estimated for charrette and project design demonstration

- Fluvanna, Greene, Louisa and Nelson counites-specific components: $72,000
  - $33,000 for public engagement

- This Safety Action plan will enable future funding opportunities for roadway safety.

Countermeasure Identification

- Countermeasures and strategies will be focused on the 4 Es of roadway safety



ENGINEERING
Designing safer facilities for all users



EDUCATION
Building a culture of traffic safety

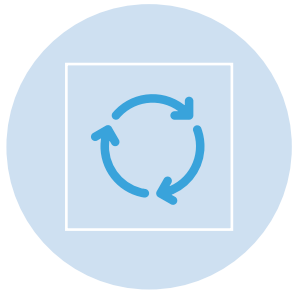


ENFORCEMENT
Reinforcing safe travel behaviors

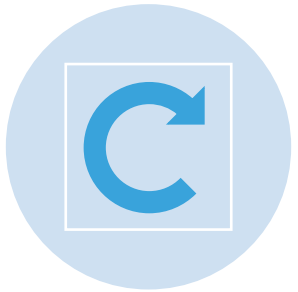


EMERGENCY RESPONSE
Saving lives through rapid response

Process Overview



Step 1: Identify Issues and Opportunities (Winter 2024/Spring 2024)



Step 2: Establish Priorities (Summer 2024/Fall 2024)



Step 3: Develop Strategies (Winter 2024)



Step 4: Plan Development and Review (Spring 2025)

Activities to Date

- **Project Coordination:**
  - Working group member meetings
  - Partner coordination meetings
- **Public Engagement – Round I:**
  - Six in-person public meetings (one in each jurisdiction)
  - One virtual meeting for all jurisdictions
  - 21 pop-up events across the TJPDC jurisdictions
- **HIN Site Visits:**
  - Project team conducted site visits in each of the six participating jurisdictions.

Survey Results Overview

- 300+ total responses – collected both online and on paper

- Driver behavior is a concern
  - Over 60% of respondents disagree or strongly disagree that “people drive safely” in the region

- Respondents want safe facilities for all road users
  - 46% of respondents mentioned a need for additional sidewalks and/or bike lanes in the survey

Survey Results Overview

- Road and street design is the most common concern for respondents when walking, biking, or rolling

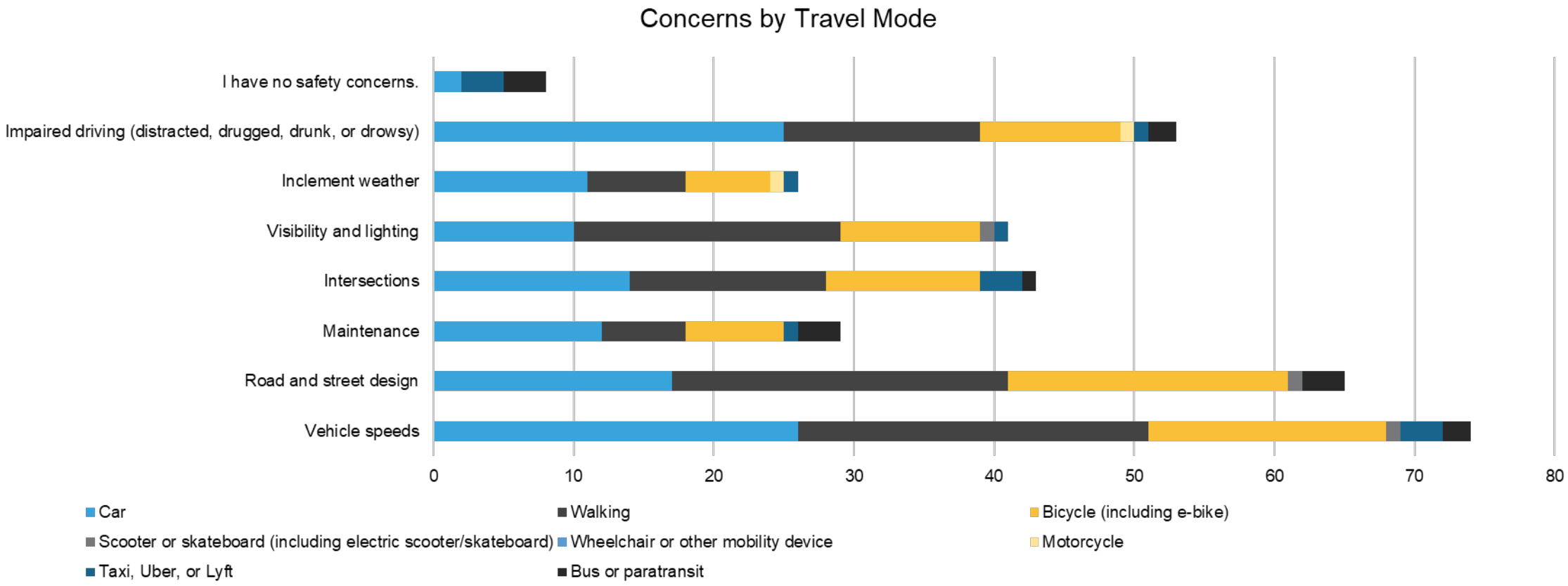
- Vehicle speeds are the most common concern for respondents when driving a car

- Impaired driving is the most common concern for respondents when driving a motorcycle

Survey Response Highlights - Albemarle

- Over 70% of respondents disagree or strongly disagree that "people drive safely."
- Over 60% of respondents disagree or strongly disagree that "I feel safe traveling on both urban and rural streets and roads."
- Top concerns include vehicle speeds, road & street design, and impaired driving, across users of different travel modes.

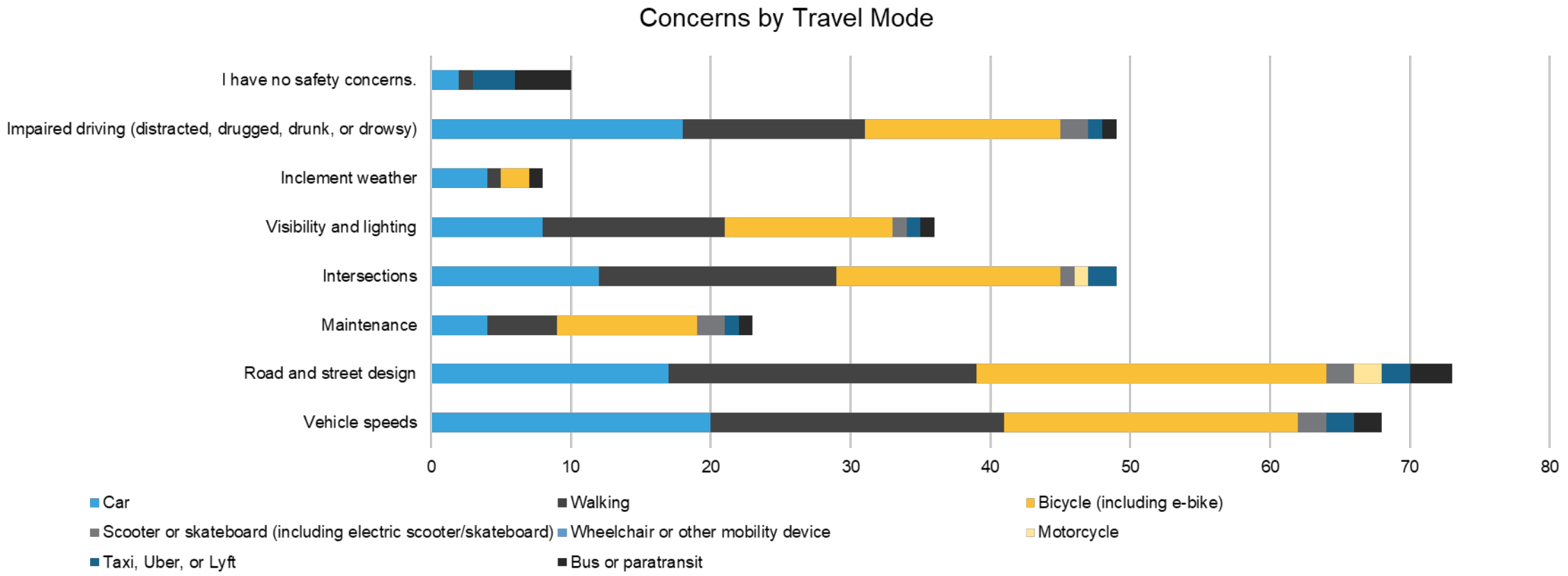
Survey Response Highlights - Albemarle



Survey Response Highlights - Charlottesville

- Over 70% of respondents disagree or strongly disagree that "people drive safely."
- Over 45% of respondents disagree or strongly disagree that "information about safe driving practices is readily available and easy to understand."
- Road and street design is a concern for respondents across travel modes, especially pedestrians and bicyclists.

Survey Response Highlights - Charlottesville

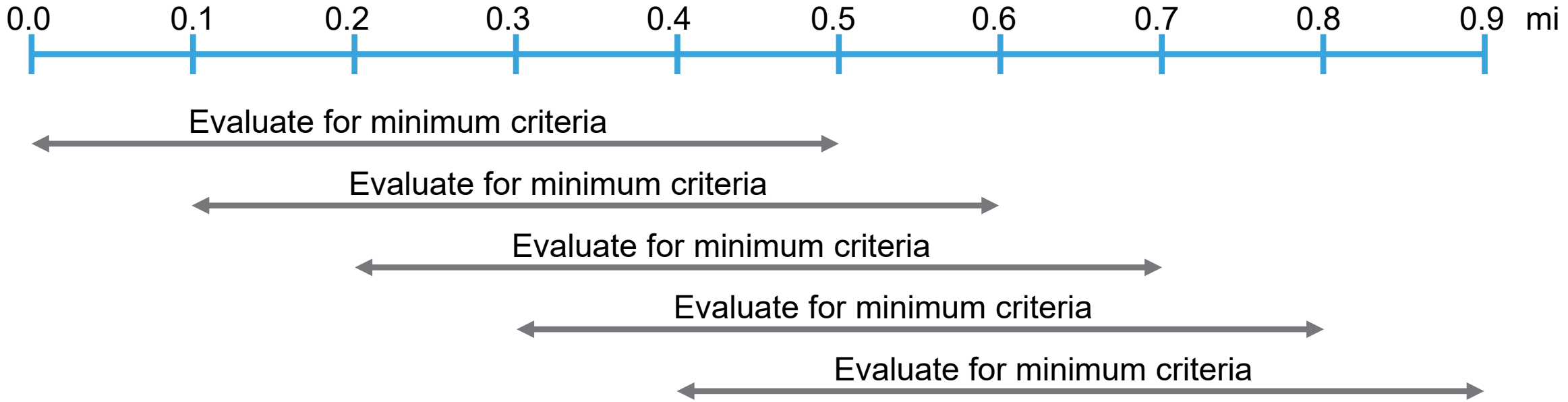


Ongoing Work

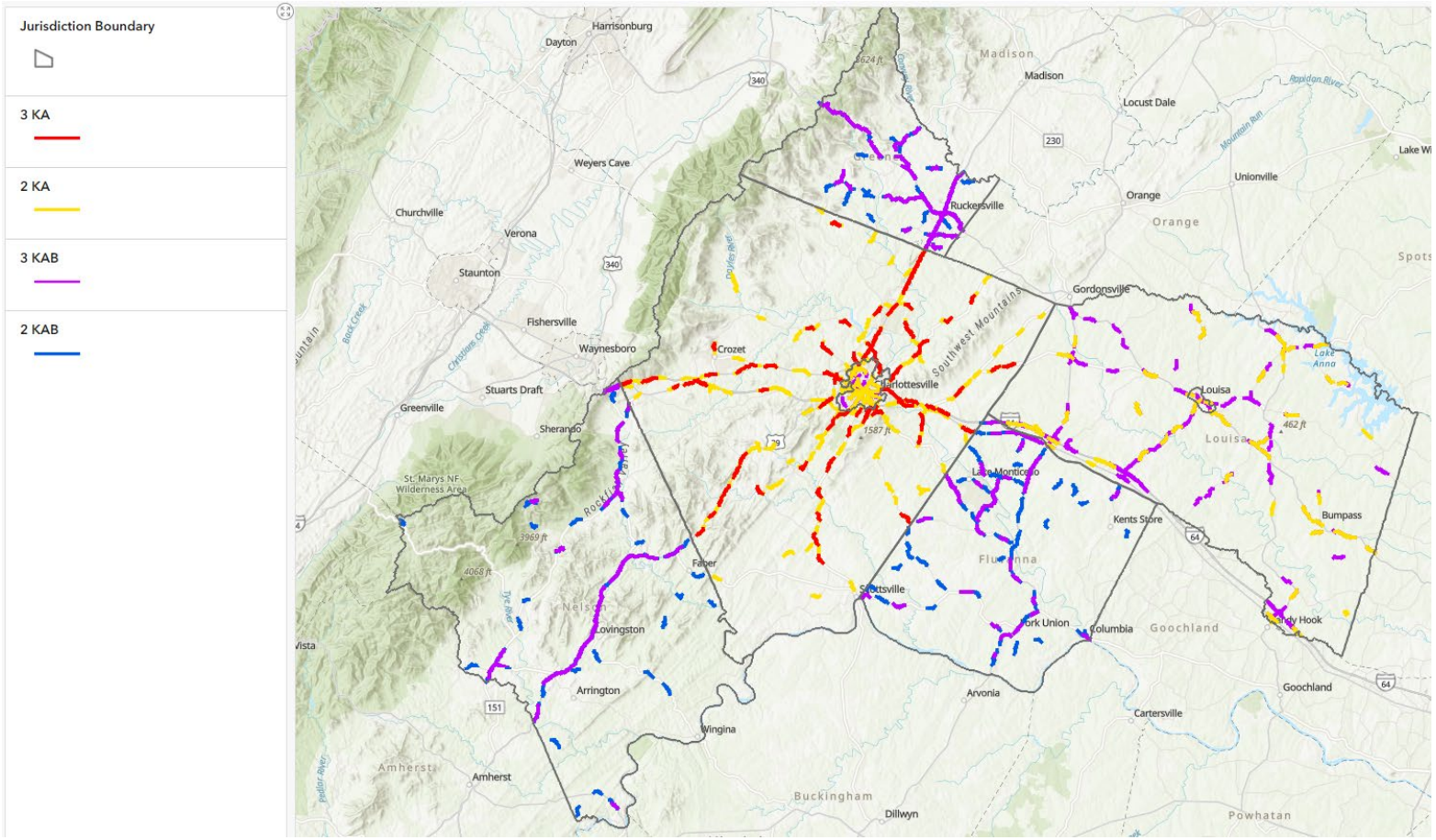
- Round II of public engagement
  - Presenting solutions by roadway type for feedback
    - Ex. Edge line rumble strips for rural roads, high visibility crosswalks
  - Project team holding “pop-ups” at events open to the public in each jurisdiction from November 11 to November 23.
  - Survey: The Survey is active from November 7 to December 6

HIN Methodology

- Roadway segments divided into 0.1-mile segments
- Sliding window analysis used to identify 0.5-mile segments that meet minimum crash criteria



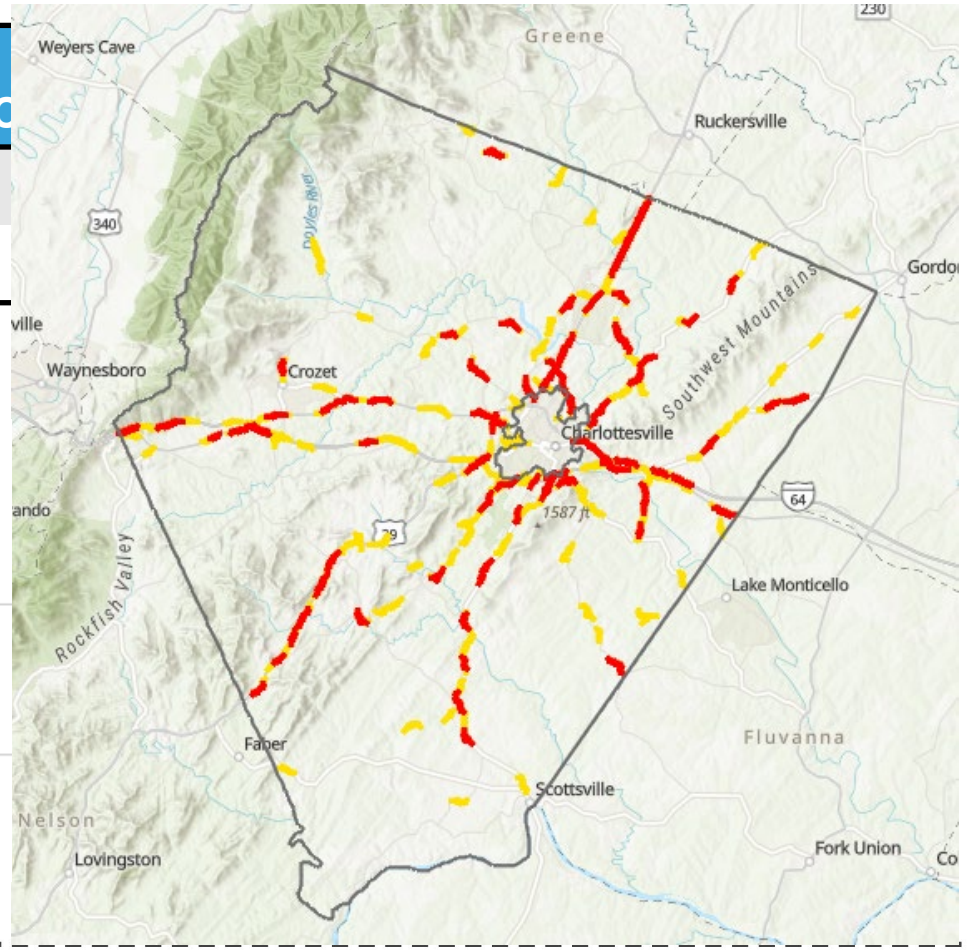
HIN Criteria Options



- Each jurisdiction using the larger network (ex. 2KA criteria for Albemarle) as the HIN for the purpose of funding applications, etc.
- Each jurisdiction prioritizing countermeasures on the smaller network (ex. 3KA criteria for Albemarle)

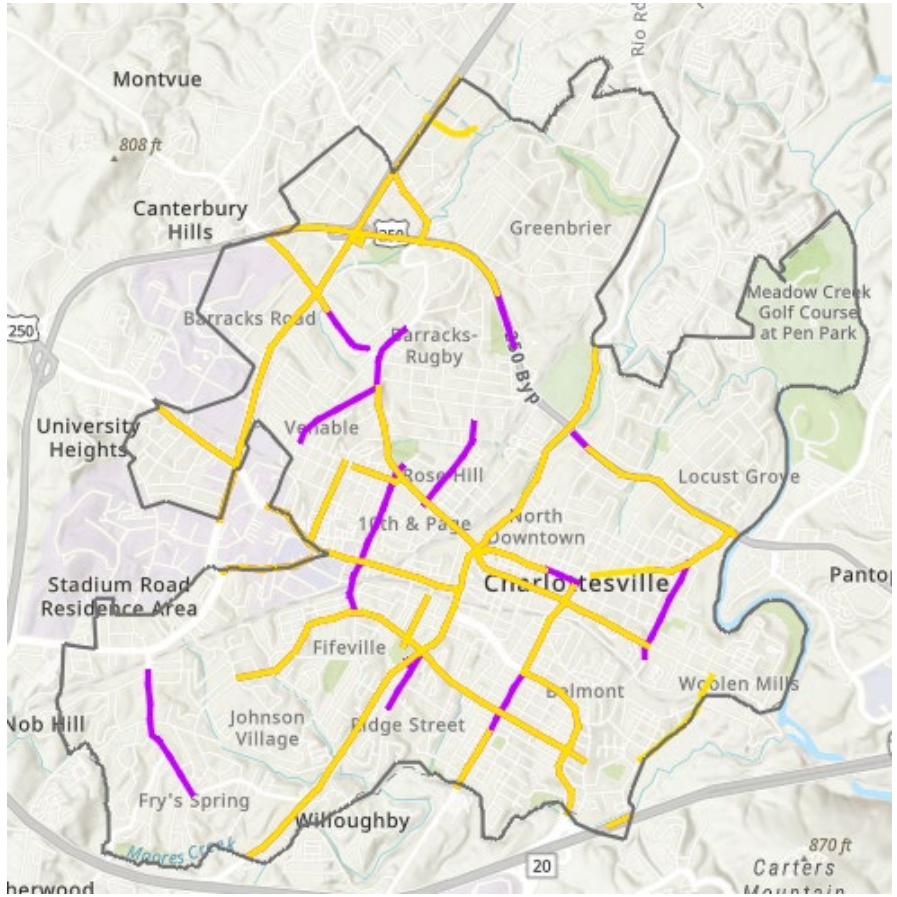
HIN Criteria Options – Albemarle

Albemarle Criteria	Segment Miles	% Miles	Crashes	C
2 KA Crashes	125	7%	560	
3 KA Crashes	56	3%	365	



HIN Criteria Options - Charlottesville

C'ville Criteria	Segment Miles	% Miles	Crashes	% Crashes
2 KA Crashes	22	14%	147	77%
3 KAB Crashes	26	17%	342	84%




Plan Development
Collect & Analyze Data
Visit Sites & Develop Countermeasures
Prioritize Strategies & Projects
Draft & Revise Safety Action Plan
Fall 2023
Spring 2024
Fall 2024
Spring 2025
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Safety Action Plan
Engagement
Round 1: Identify Values, Issues, and Opportunities
Round 2: Collaborate on Strategies & Priorities
Round 3: Provide Feedback on Safety Action Plan
Stakeholder Meetings
Regional Safety Summit
Virtual Meetings
Pop-Up Events
Public Survey

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Thank You