move SAFELY blue ridge

REGIONAL COMPREHENSIVE SAFETY ACTION PLAN

REVISED DRAFT APRIL 17, 2025

Thomas Jefferson Planning District Commission

County of Albemarle Virginia · Charlottesville Virginia 1762 · Fluvanna County Virginia 1777 · County of Greene Virginia Spotswood 1716 Golden Horseshoe 1838 · County of Louisa Virginia · Nelson County Virginia 1807


move
SAFELY
blue ridge
Move Safely Blue Ridge is the region's plan to reduce roadway fatalities and serious injuries for all road users.
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
Get Involved
The Move Safely Blue Ridge team is seeking your input. Visit www.movesafelyblueridge.com for engagement opportunities and email updates!
For more information, email: info@movesafelyblueridge.com
Thomas Jefferson Planning District Commission

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BACKGROUND

Safe Streets and Roads for All

The U.S. Department of Transportation (USDOT) established the Safe Streets and Roads for All (SS4A) Grant Program through the Bipartisan Infrastructure Act to fund regional, local, and Tribal initiatives to prevent roadway deaths and serious injuries. SS4A provides $5 billion over 5 years to prevent deaths and serious injuries on roadways. Through this program, USDOT supports agencies with developing a comprehensive safety action plan, which identifies the most significant safety concerns within a community and lays out strategies for implementing new safety measures to address existing concerns and prevent future crashes.

In 2023, the Thomas Jefferson Planning District Commission (TJPDC) was awarded SS4A grant funds to develop a regional comprehensive safety action plan to support the jurisdictions it represents. This plan, Move Safely Blue Ridge, aims to reduce roadway fatalities and serious injuries for all road users across the region. TJPDC—representing the City of Charlottesville and the Counties of Albemarle, Fluvanna, Greene, Louisa, and Nelson—is facilitating the planning process.

This comprehensive safety action plan contains the following key components:

- Analysis of historical crash trends to understand the frequency and severity of crashes
- Identification of emphasis areas, which are predominant factors that contribute to or result in fatalities and serious injuries
- Analysis of high-risk locations, particularly in underserved communities
- Engagement with the public and all relevant stakeholders
- Evaluation of policies and programs
- Guidance on implementation

Virginia Strategic Highway Safety Plan

A complementary effort that will support and inform the development of Move Safely Blue Ridge is Virginia's 2022–2026 Strategic Highway Safety Plan (SHSP). The Virginia Department of Transportation (VDOT) developed the SHSP to address the increase in traffic fatalities and serious injuries across the Commonwealth of Virginia. Through the SHSP, VDOT aims to reduce fatalities and serious injuries by 50% by 2045. Like the components of a safety action plan, the SHSP analyzed crashes throughout the state to identify emphasis areas on which to focus safety improvements and countermeasures. TJPDC used these emphasis areas as a starting point for the Move Safely Blue Ridge plan.

Safe System Approach

Move Safely Blue Ridge, SS4A, and the SHSP are guided by the Safe System Approach to roadway safety. This approach is grounded in the fact that humans make mistakes and are vulnerable to injury; thus, the transportation systems we build need to provide a layer of redundancy to accommodate mistakes and reduce the severity of crashes. Safe Systems include multiple layers of protection to minimize the harm caused to those involved in crashes and to prevent crashes from happening in the first place.

Safe System Approach (Source: USDOT)

Four Es (Engineering, Education, Enforcement, and Emergency Response) of Roadway Safety

To complement the Safe Systems Approach, TJPDC has integrated into this plan strategies across the four 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

Objectives of a Safe System Approach include:

Safer People – Encourage safe, responsible driving and behavior by people who use our roads and create conditions that prioritize their ability to reach their destination unharmed.

Safer Roads – Design roadway environments to mitigate human mistakes and account for injury tolerances, to encourage safer behaviors, and to facilitate safe travel by the most vulnerable users.

Safer Vehicles – Expand the availability of vehicle systems and features that help to prevent crashes and minimize the impact of crashes on both occupants and non-occupants.

Safer Speeds – Promote safer speeds in all roadway environments through a combination of thoughtful, equitable, context-appropriate roadway design; appropriate speed-limit setting; targeted education; outreach campaigns; and enforcement.

Post-Crash Care – Enhance the survivability of crashes through expedient access to emergency medical care while creating a safe working environment for vital first responders and preventing secondary crashes through robust traffic incident management practices.

TJPDC Jurisdictions

The TJPDC region consists of the City of Charlottesville and the Counties of Albemarle, Fluvanna, Greene, Louisa, and Nelson, as shown below.

Albemarle County

Albemarle County is located in Central Virginia and is surrounded by the Blue Ridge Mountains to the west. The county features a mix of rural and developed areas including the University of Virginia's campus. I-64 and U.S. Routes 29 and 250 traverse the county, providing vital regional connections. These corridors are essential for linking Albemarle's rural areas with larger metropolitan regions.

City of Charlottesville

The City of Charlottesville is located in Central Virginia and is entirely encompassed by Albemarle County. It features a mix of a dense downtown area and residential neighborhoods, with the University of Virginia extending into the city's western side. Charlottesville is regionally served by U.S. Routes 250 and 29, State Route 20, and I-64, which passes through its southeastern corner.

Fluvanna County

Strategically located in Central Virginia between the Cities of Charlottesville and Richmond, Fluvanna County is a rural community known for its natural beauty and outdoor activities. U.S. Route 15 runs directly through the center of the county, serving as the major regional connector for residents and visitors. I-64 and U.S. Route 250 pass through the northern corner, supported by various state and local roads that connect the county to larger highways and nearby metropolitan areas.

Greene County

Greene County is a small, rural community located north of Albemarle County, characterized by its mountains, forests, and open land on the western side. It serves as a gateway to the Blue Ridge Mountains and Shenandoah National Park. U.S. Routes 33 and 29 intersect in the county, providing access to the parks, mountains, and larger metropolitan areas like Charlottesville, Richmond, and Washington, DC.

Louisa County

Louisa County is largely rural and located to the east of Albemarle County. Only about 10% of the county is developed as urban, residential, or industrial—the rest encompasses 71% natural and planted forest lands; 16% crop, pasture, and open land; and 3% bodies of water. I-64 and U.S. Routes 250, 33, 15, and 522 facilitate essential regional connections to surrounding metropolitan areas, making these corridors vital for local commuting and regional travel.

Nelson County

Nelson County is southwest of Albemarle County and is a rural community known for its natural beauty and historic sites. It is bordered by the James River to the south and east and the Blue Ridge Mountains to the north and west, with a large portion of the western section in the George Washington National Forest. U.S. Route 29 runs through the county from north to south, I-64 passes through the northern corner, and U.S. Route 60 crosses the southern corner.

LEADERSHIP COMMITMENT

Letters of commitment are resolutions committing each of the jurisdictions within the TJPDC region to be active participants in the planning process of Move Safely Blue Ridge. Each jurisdiction reviewed historic crash data and trends to make an informed goal that aligns with their community's priorities. By providing these letters, the jurisdictions and TJPDC signal their agreement with the safety action plan goals that include setting a target date to reach zero roadway fatalities or setting one or more targets to achieve significant declines in roadway fatalities and serious injuries by a specific date. All six jurisdictions as well as TJPDC have committed to achieving the goals set out in Move Safely Blue Ridge. Each jurisdiction's unique resolution is included in the **Appendix**.

Albemarle County

Halve the total number of roadway fatalities and serious injuries by **2045**

City of Charlottesville

Eliminate roadway fatalities and reduce serious injuries by half by **2045**

Fluvanna County

Halve the total number of roadway fatalities and serious injuries by **2045**

Greene County

Halve the total number of roadway fatalities and serious injuries by **2045**

Louisa County

Halve the total number of roadway fatalities and serious injuries by **2040**

Nelson County

Halve the total number of roadway fatalities and serious injuries by **2045**


Education
Engineering
Enforcement
Thomas Jeffe
Planning

THE PLANNING PROCESS

Project Process

This project team aimed to enhance roadway safety by incorporating four essential components into the Move Safely Blue Ridge plan:

- **Identify Issues and Opportunities:** The initial step involved a thorough assessment of current roadway conditions to pinpoint existing safety issues and opportunities for improvement.
- **Establish Priorities:** Having identified issues and opportunities, the project team organized them based on factors such as severity, frequency, and potential impact, ensuring that the most critical safety concerns are identified.
- **Develop Strategies:** Following the prioritization, the project team formulated targeted strategies to address the identified issues, incorporating best practices, innovative solutions, and stakeholder input.
- **Develop the Plan:** The final component involved the creation of a detailed action plan, outlining specific measures, timeframes, and responsibilities for implementing the strategies and monitoring progress.

Public engagement initiatives provided the project team valuable insights into roadway safety issues and priority areas. TJPDC's approach to public engagement incorporated technical analyses, public feedback, stakeholder involvement, and collaboration with the jurisdictions for their unique insights and priorities .

Working Group

TJPDC established a Working Group to assist in the development of the safety action plan. County and city planners, public information officers, and TJPDC staff participated in six meetings, providing subject matter expertise and jurisdiction-specific perspectives throughout the development of Move Safely Blue Ridge. Each jurisdiction's community priorities were reflected in the plan as Working Group members guided local public engagement approaches, participated in engagement activities, attended site visits, and reviewed their jurisdiction's section of the safety action plan. TJPDC hosted six Working Group meetings at various critical stages of the planning process; the focus of each of these meetings is outlined below:

- **December 14, 2023 | Working Group Meeting #1:** Goals, Process, and Collaboration for Move Safely Blue Ridge
  - *Working Group members reviewed the study process and timeline, came to a consensus on the goals and impact of Move Safely Blue Ridge, established collaborative protocols, and provided input on regional safety priorities.*
- **May 2, 2024 | Working Group Meeting #2:** Updates, Strategies, and Outreach for Move Safely Blue Ridge
  - *Working Group members received project updates, confirmed roles, reviewed engagement plans, coordinated event staffing, and discussed communication best practices.*
- **July 11, 2024 | Working Group Meeting #3:** Round 1 Review and Preparation for Round 2
  - *Working Group members reviewed Round 1 public engagement and survey results, discussed the High-Injury Network, and prepared strategies for Round 2.*
- **October 17, 2024 | Working Group Meeting #4:** Jurisdictional Site Visits, Countermeasure Drafts, and Round 2 Engagement Strategy Review
  - *Working Group members reviewed jurisdictional site visits, discussed a draft list of potential countermeasures, and evaluated the Round 2 public engagement strategy.*
- **January 16, 2025 | Working Group Meeting #5**: High-Injury Network, Conditions, Engagement, and Framework Criteria
  - *Working Group members reviewed activities to date, recapped the High-Injury Network, discussed existing conditions, summarized Round 2 public engagement activities, and considered proposed framework criteria.*
- **February 20 – March 4, 2025 | Working Group Meeting #6:** Jurisdiction-Specific Existing Conditions, Project Prioritization, and Jurisdiction-Specific Projects
  - *Working Group members met one-on-one by jurisdiction to review their jurisdiction's specific existing conditions, discuss preferences for criteria to prioritize projects, and examine details related to their specific projects.*

EXISTING CONDITIONS

The project team assessed transportation, socioeconomic, and demographic trends within the TJPDC region to understand the current conditions in which residents and road users move within and through the region.

Review of Data Sources

The project team referenced the following sources, which provide data on transportation safety and demographics in the TJPDC region.

U.S. Census

The United States Census Bureau collects demographic data. The Census reports data at various levels, including state, county, tract, and block group. The project team used the block group or tract measurements because they provide more detail than county- and state-level data.

American Community Survey (ACS)

The ACS is an ongoing survey, working in partnership with the Decennial Census, that provides vital information on a yearly basis about our nation and its people (e.g., demographic, geographic, economic). The U.S. Census Bureau conducts the survey.

Climate and Economic Justice Screening Tool (CEJST)

As part of the Justive40 Initiative, the White House Council developed a national geospatial mapping tool that identifies census tracts where communities face significant burdens. A community qualifies as disadvantaged if it meets a certain threshold in any of eight burden categories or is within Federally Recognized Tribal boundaries.

Equitable Transportation Community (ETC) Index

As part of the Justive40 Initiative, USDOT developed an index that measures the level to which communities experience disadvantages related to transportation and other burdens.

VDOT Crash Data

VDOT maintains a statewide crash database that includes injury-related crashes and non-injury-related crashes where property damage resulted in costs of at least $1,500.

Google Maps

The project team used Google Street View imagery to understand existing conditions of roadways in the TJPDC region.

Transportation Conditions

Crash Data Overview

The project team analyzed 2018–2022 crash data from VDOT's Roadway Network System (RNS) to define the safety needs of the TJPDC region. **Table 1** summarizes the five crash severity types that comprise the KABCO scale. The remainder of the data summaries focus on fatal (K) and suspected serious injury (A) crashes, unless otherwise noted. Suspected serious injury crashes are referred to as serious injury crashes.

Table 1: *Crash Severity Scale*

Severity Code	Severity	Severity Description
K	Fatality	Any injury that results in death within 30 days after the crash in which the injury occurred. If the person did not die at the scene but died within 30 days of the crash in which the injury occurred, the injury classification will be changed to "Fatality."
A	Suspected Serious Injury	Any injury other than fatal that results in one or more of the following: » Severe laceration resulting in exposure of underlying tissues/muscle/organs or resulting in significant loss of blood » Broken or distorted extremity (arm or leg) » Crush injury » Suspected skull, chest, or abdominal injury other than bruises or minor lacerations » Significant burns (second- and third-degree burns over 10% or more of the body) » Unconsciousness when taken from the crash scene » Paralysis
B	Suspected Minor Injury	Any injury that is evident at the scene of the crash, other than fatal or serious injuries. Examples include a lump on the head, abrasion, bruise, and minor laceration (cut on the skin surface with minimal bleeding and no exposure of deeper tissue/muscle).
C	Possible Injury	Any injury reported or claimed that is not a fatal, suspected serious, or suspected minor injury. Examples include momentary loss of consciousness, claim of injury, limping, or complaint of pain or nausea. Possible injuries are those that are reported by the person or are indicated by his/her behavior, but no wounds or injuries are readily evident.
O	Property Damage Only (No Apparent Injury)	A situation where there is no reason to believe that the person received any bodily harm from the crash. There is no physical evidence of injury, and the person does not report any change in normal function, but the crash resulted in damage of at least $1,500 to the motor vehicle or other property. The threshold for a property-damage-only crash changed from $1,000 to $1,500 in July 2008.

Source: VDOT Crash Data Dictionary

Table 2 summarizes the number of fatal and serious injury crashes and the number of people killed or seriously injured in those crashes per jurisdiction. From 2018 to 2022, 194 people were killed and another 1,604 people were seriously injured in crashes within the TJPDC region. Almost 50% of the region's fatalities and serious injuries occurred in Albemarle County. Both Louisa County and Nelson County constituted a higher percentage of the region's fatalities (25% and 16%, respectively) than serious injuries (16% and 9%, respectively). Almost 50% of the region's fatalities and serious injuries occurred in Albemarle County, which has the most roadway miles and the largest population among the jurisdictions.

Table 2: *Summary of Fatal and Serious Injury Crashes by Jurisdiction, 2018–2022*

Jurisdiction	Fatal Crashes	Fatalities	Serious Injury Crashes	Serious Injuries	Fatalities + Serious Injuries
Albemarle County	72	77	708	798	875
City of Charlottesville	11	13	180	195	208
Fluvanna County	13	13	83	97	110
Greene County	10	10	97	116	126
Louisa County	46	49	203	257	306
Nelson County	31	32	104	141	173
TJPDC	**183**	**194**	**1,375**	**1,604**	**1,798**

Figure 1 summarizes fatalities and serious injuries within the TJPDC region per year. Fatalities increased each year from 2018 to 2021 before decreasing by 14% from 2021 to 2022. The City of Charlottesville with one fatality and Fluvanna County with zero fatalities both reached a record low point for fatalities in 2022. Across the TJPDC region, serious injuries fluctuated each year with a high point of 349 serious injuries in 2020.

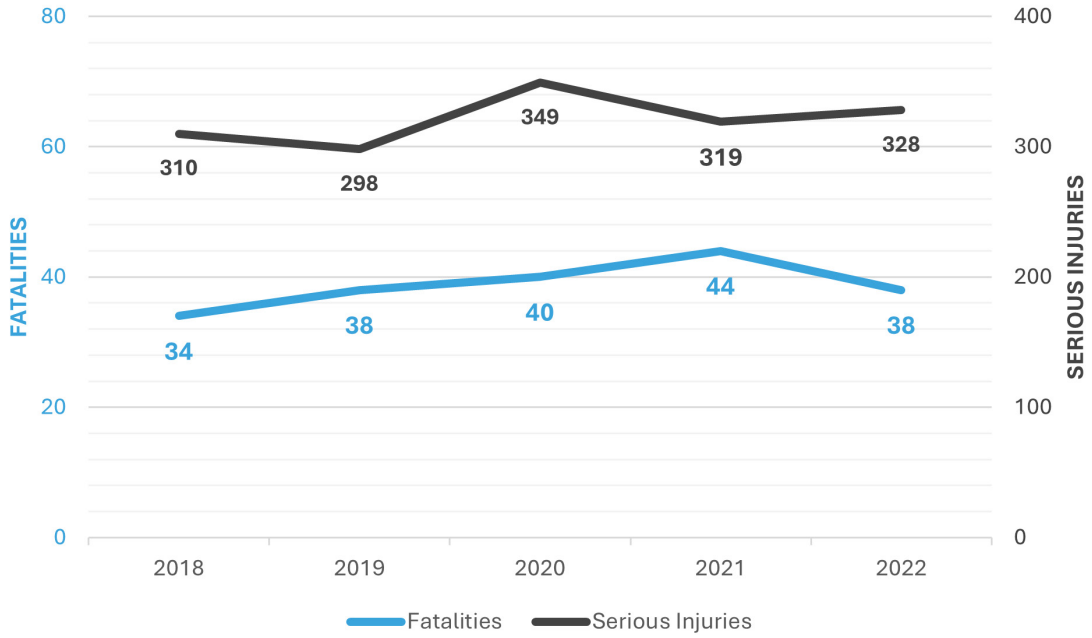


Figure 1: *TJPDC Fatal and Serious Injury Crashes by Year*

Statewide Network Screening Data

VDOT releases two statewide network screening datasets that can be used to identify safety needs.

Potential for Safety Improvement (PSI)

PSI measures how much crash frequency could be reduced at specific sites based on Highway Safety Manual (HSM) methodologies. PSI indicates an intersection or roadway segment that experienced more crashes than what is expected for a site of the same type (e.g., four-legged signalized intersection, six-lane arterial) with similar traffic volumes. VDOT annually updates the PSI analysis and ranks all intersections and roadway segments based on PSI value. VDOT then publishes a list of the top 100 intersections and the top 100 miles of roadway segments within each VDOT district. **Table 3** summarizes the number of intersections and the total number of segment miles within each jurisdiction that were included in VDOT's PSI list based on 2018 to 2022 crash data. Nelson County falls within VDOT's Lynchburg District while the other five jurisdictions fall within VDOT's Culpeper District. Of the 74 PSI intersections and 76 miles of PSI segments in the TJPDC region, Albemarle County accounts for 62% of the intersections and 50% of the segment miles.

Table 3: *TJPDC PSI Intersections and Segments*

Jurisdiction	# PSI Intersections	# Miles of PSI Segments
Albemarle County	46	38.3
City of Charlottesville	9	10.2
Fluvanna County	1	9.6
Greene County	5	3.9
Louisa County	7	5.4
Nelson County	6	8.7
TJPDC	**74**	**76.2**

Pedestrian and Bicyclist Safety Action Plan Priority Corridors (PBSAP)

In 2023, VDOT and stakeholder agencies prepared the Vulnerable Road User Safety Assessment (VRUSA) 2024–2026 report as a supplement to the Virginia SHSP. The VRUSA guided the PBSAP analysis, which identifies roadway segments in need of pedestrian or bicycle safety improvements, even if those segments do not have a significant history of pedestrian or bicyclist crashes. The PBSAP analysis includes an evaluation of various risk factors that comprise category scores for the roadway, built environment, community, and crashes. VDOT publishes a list of roadways with the top 1% and top 5% of PBSAP scores throughout the state.

Since PBSAP segments within the top 1% and 5% tend to fall within major urban areas, the project team coordinated with VDOT to develop a regional PBSAP analysis for this plan. The regional analysis followed the same methodology as the statewide PBSAP analysis but was limited to roadways within the TJPDC region. While the regional analysis does not change the tendency for high-ranking PBSAP segments to fall within major urban areas, the smaller starting network allowed for more segments to be identified in rural areas. **Table 4** summarizes the number of roadway miles identified within the top 1% and 5% of segments within each jurisdiction for both the regional and statewide PBSAP analyses.

Table 4: *PBSAP (4.0) Statewide vs Regional Comparison*

Jurisdiction	Statewide PBSAP Analysis		Regional PBSAP Analysis	
	Mileage in Top 1%	Mileage in Top 5%	Mileage in Top 1%	Mileage in Top 5%
Albemarle County	4.8	26.1	9.4	66.0
City of Charlottesville	4.8	10.3	8.5	27.0
Fluvanna County	0	0	0	10.4
Greene County	0	0.3	0	20.0
Louisa County	0	0	0	16.0
Nelson County	0	0	0	10.1
TJPDC	**9.6**	**36.7**	**17.9**	**149.5**

Emphasis Areas

The project team met with the Working Group to establish emphasis areas for the plan. The project team defined emphasis areas as predominant conditions or characteristics that directly correlate to fatal and serious injury crashes. By focusing on these emphasis areas, the project team could better analyze data to pinpoint the behaviors or roadway conditions that lead to crashes and develop targeted solutions to mitigate those issues. The project team and Working Group then selected 13 emphasis areas, as defined in **Table 5**. The data referenced in the remainder of this chapter focuses on the number of individuals killed or seriously injured in crashes, as opposed to crashes involving any fatalities or serious injuries.

Table 5: *Emphasis Area Definitions*

Emphasis Area	Definition
Bicyclists	All bicyclists killed or seriously injured in a crash. This does not include non-bicyclists killed or seriously injured in a crash involving a bicyclist.
Pedestrians	All pedestrians killed or seriously injured in a crash. This does not include non-pedestrians killed or seriously injured in a crash involving a pedestrian.
Motorcyclists	All motorcyclists killed or seriously injured in a crash. This does not include non-motorcyclists killed or seriously injured in a crash involving a motorcycle.
Heavy Vehicles	All people killed or seriously injured in a crash in which one or more vehicles involved was a commercial vehicle or had a heavy vehicle body type.
Aging Road Users	All people of any age who are killed or seriously injured in a crash where one or more drivers was age 65 or older plus the number of pedestrians aged 65 or older who are killed or seriously injured.
Young Drivers	All people of any age who are killed or seriously injured in a crash where one or more drivers were between the ages of 15 and 20.
Occupant Protection	All unrestrained (i.e., not wearing a seat belt) people killed or seriously injured in a crash in a passenger car, pickup truck, van, sport utility vehicle (SUV), motor home, recreational vehicle, emergency vehicle, single-unit truck, or tractor-trailer.
Speeding	All people killed or seriously injured in a crash where one or more drivers were driving faster than the posted speed limit or the maximum safe speed for conditions.
Impaired Driving	All people killed or seriously injured in a crash where one or more drivers were drunk, distracted, drowsy, or using drugs.
Intersections	All people killed or seriously injured in a crash that occurs within 250 feet of an intersection on a VDOT road or that was identified as occurring at an urban intersection on the crash report.
Roadway Departures	All people killed or seriously injured in a crash where one or more vehicles cross an edge line or centerline or otherwise leave the traveled way, excluding intersection crashes.
Farm Vehicles	All people killed or seriously injured in a crash involving farm machinery, regardless of whether those individuals were operating the farm machinery, were in other vehicles, or were pedestrians.
Work Zones	All people killed or seriously injured in a crash occurring within active work zones.

Figure 2 summarizes the number of fatalities and serious injuries attributed to each emphasis area from 2018 to 2022. Crashes where a vehicle departed the roadway resulted in the most fatalities and serious injuries. While the lack of seat belt use contributed to the fifth most serious injuries of all emphasis areas, it contributed to the second most fatalities. Fatalities and serious injuries involving farm equipment, work zones, bicyclists, and pedestrians occurred least frequently among all emphasis areas.

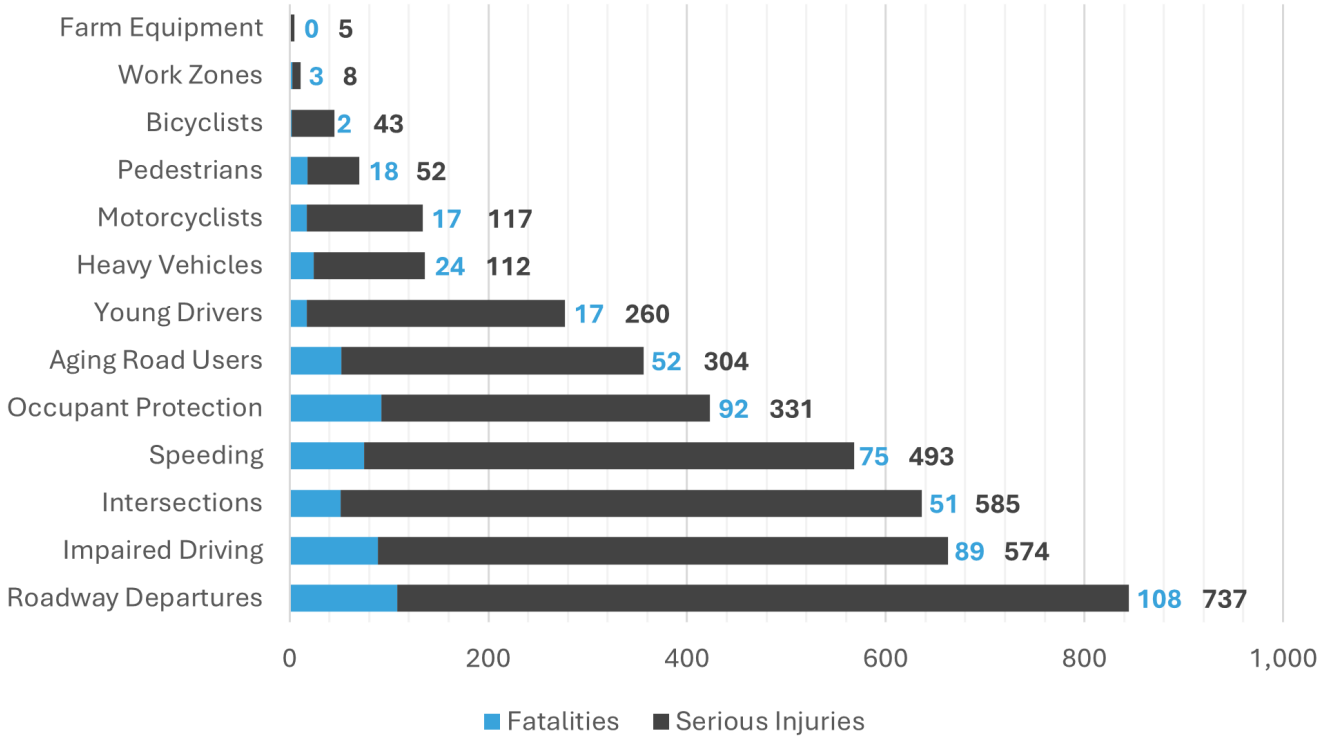


Figure 2: *2018–2022 Fatalities and Serious Injuries by Emphasis Area*

While **Figure 2** summarizes the number of fatalities and serious injuries within the TJPDC region for each emphasis area, it does not consider that many crashes involve more than one emphasis area. The correlation matrix shown in **Table 6** summarizes how often each emphasis area acts as a contributing factor to another emphasis area (e.g., how often a roadway departure crash involved a speeding vehicle). Each column in **Table 6** summarizes the total number of fatalities and serious injuries for an individual emphasis area. Each row in that column indicates how often another emphasis area contributed to that total. For example, 44% of roadway departure fatalities and serious injuries also involved an impaired driver.

Table 6 summarizes contributing factors on a crash level rather than a vehicle or driver level. For example, a correlation between speeding and impaired driving means that a crash involved a driver who was speeding and a driver (same or different) who was impaired. For that reason, it is easier to draw conclusions between a behavioral emphasis area and a roadway condition emphasis area than it is to draw conclusions between two behavioral emphasis areas.

Table 6: *Correlation Matrix: Emphasis Area KA Crashes*

	Impaired Driving	Speeding	Occupant Protection	Roadway Departure	Intersections	Young Drivers	Bicyclists	Pedestrians	Aging Road Users	Motorcyclists	Heavy Vehicles	Work Zones	Farm Equipment
Total	**663**	**568**	**423**	**845**	**636**	**277**	**45**	**70**	**356**	**134**	**136**	**11**	**5**
Impaired Driving	-	43%	51%	44%	30%	28%	18%	34%	24%	16%	26%	36%	40%
Speeding	37%	-	43%	39%	25%	39%	16%	6%	18%	35%	32%	55%	60%
Occupant Protection	35%	35%	-	35%	21%	23%	0%	0%	15%	0%	23%	18%	40%
Roadway Departure	56%	58%	66%	-	0%	45%	4%	1%	28%	34%	36%	36%	0%
Intersections	29%	28%	27%	0%	-	43%	58%	54%	51%	39%	26%	45%	20%
Young Drivers	12%	19%	13%	15%	19%	-	24%	10%	9%	7%	9%	18%	40%
Bicyclists	1%	1%	0%	0%	4%	4%	-	0%	3%	0%	1%	0%	0%
Pedestrians	4%	1%	0%	0%	6%	3%	0%		6%	0%	3%	0%	0%
Aging Road Users	13%	11%	12%	12%	28%	12%	20%	30%	-	22%	14%	9%	0%
Motorcyclists	3%	8%	0%	5%	8%	4%	0%	0%	8%	-	3%	9%	0%
Heavy Vehicles	5%	8%	7%	6%	6%	4%	2%	4%	5%	3%	-	9%	0%
Work Zones	1%	1%	0%	0%	1%	1%	0%	0%	0%	1%	1%	-	0%
Farm Equipment	0%	1%	0%	0%	0%	1%	0%	0%	0%	0%	0%	0%	-

LEGEND

EA Proportion by Column

Top 3 values

Minimum — Maximum

For the four emphasis areas with the most fatalities and serious injuries, the project team summarized additional statistics beyond those indicated in **Table 6**. **Table 7** through **Table 10** summarize these additional statistics.

Table 7: *Additional Roadway Departure Statistics*

Factor	Key Data Points
Pavement condition	76% dry 24% wet
Lighting	62% dawn, daylight, or dusk 4% dark with roadway lighting 34% dark without roadway lighting
Roadway curvature	55% straight 45% curve
Area type	14% urban 86% rural
Roadway departure direction	27% left 40% right 33% unknown

Table 8: *Additional Intersection Statistics*

Factor	Key Data Points
Intersection type	25% at signalized intersections 75% at unsignalized intersections
Crash type	41% angle 19% fixed object 15% rear end 7% head on 7% pedestrian 11 % other
Lighting	70% dawn, daylight, or dusk 10% dark with roadway lighting 20% dark without roadway lighting
Area type	50% urban 50% rural

Table 9: *Additional Impaired Driving Statistics*

Factor	Key Data Points
Type of impairment*	44% alcohol 5% drugs 58% distraction 15% drowsy
Area type	29% urban 71% rural
Lighting	55% dawn, daylight, or dusk 8% dark with roadway lighting 37% dark without roadway lighting

**Sum exceeds 100% because multiple impairments can be present in the same crash*

Table 10: *Additional Speeding Statistics*

Factor	Key Data Points
Crash type	15% angle 50% fixed object 12% rear end 11% head on 12 % other
Area type	27% urban 73% rural
Speed difference*	54% ≤10 mph 18%11–15 mph 9% 16–20 mph 11% 21–30 mph 9% >30 mph
Roadway curvature	64% straight 36% curve

**Difference between vehicle speed and the speed limit or maximum safe speed for conditions*

High-Injury Network

The High-Injury Network (HIN) represents the highest concentration of fatal and serious injury crashes on the TJPDC region roadway network. The project team developed the HIN by identifying 0.5-mile segments that meet a minimum crash criterion established for each jurisdiction.

Minimum Crash Criteria

The project team met with each jurisdiction to determine the minimum crash criterion that a 0.5-mile segment must meet to be included in the HIN, using 2018–2022 crash data. For jurisdictions with lower numbers of fatal (K) and serious injury (A) crashes or where those fatal and serious injury crashes were more spread throughout the jurisdiction, the project team selected a minimum crash criterion that also considered minor injury (B) crashes. **Table 11** summarizes the minimum crash criterion selected for each jurisdiction. The project team evaluated crash data separately for each direction of travel on limited-access facilities (e.g., interstates). On all other roadways, the project team evaluated crashes in both directions.

Table 11: *HIN Minimum Crash Criteria*

Jurisdiction	Minimum Crash Criteria
Albemarle County	2 KA crashes
City of Charlottesville	3 KAB crashes
Fluvanna County	2 KAB crashes
Greene County	2 KAB crashes
Louisa County	2 KAB crashes
Nelson County	2 KAB crashes

Sliding Window Analysis

The project team used a sliding window analysis to identify segments that met the minimum crash criteria for inclusion in the HIN. **Figure 3** illustrates the sliding window analysis methodology. The project team first evaluated the first 0.5-mile segment on a roadway to determine if the minimum crash criteria was met. The project team then shifted the 0.5-mile analysis window by 0.1-mile increment at a time and evaluated each new 0.5-mile segment. The project team repeated this process for the full roadway network. Any 0.5-mile segment that met the minimum criteria was included in the HIN, even if it overlapped with another qualifying segment. For any roadways shorter than 0.5 miles, the minimum crash criteria must have been met over the total length of the roadway for that roadway to be included in the HIN.

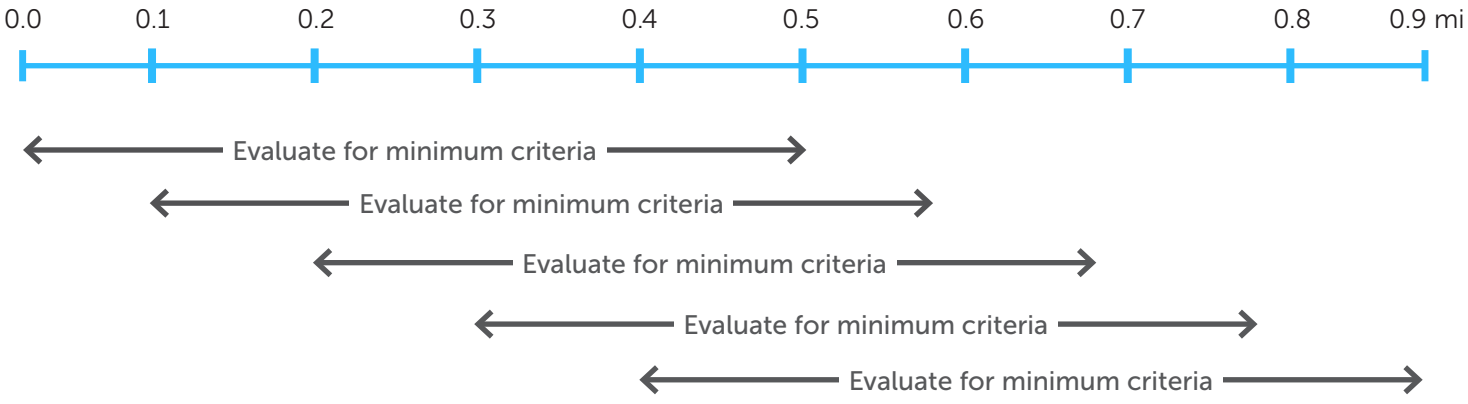


Figure 3: *Sliding Window Analysis Methodology*

HIN Segment Ranking

The project team calculated the crash cost per mile using all fatal and injury crashes for each HIN segment using VDOT's 2023 comprehensive crash costs shown in **Table 12**.

The project team then calculated a segment and mileage rank for each segment as follows:

- **Segment Rank:** The project team ranked segments from one to the total number of segments based on the crash cost per mile. For example, the 0.5-mile segment with the highest crash cost per mile was assigned rank one, and the 0.5-mile segment with the second-highest crash cost per mile was assigned rank two.
- **Mileage Rank:** The project team assigned segments a mileage rank based on the cumulative length of segments with a higher segment rank. For example, the top-ranked segment was assigned a mileage rank of 0.5 miles. The second-ranked segment was assigned a mileage rank of 1.0 mile, provided that it did not overlap with the top-ranked segment. If it overlapped with the top-ranked segment, the mileage rank increased from 0.5 miles by the length of the second-ranked segment that did not overlap.

The project team then categorized the segments into four tiers based on the mileage rank:

- **Tier 1:** Segments with a mileage rank less than or equal to 10 miles (i.e., the 10 miles of roadway segments with the highest crash cost per mile)
- **Tier 2:** Segments with a mileage rank between 10 and 25 miles
- **Tier 3:** Segments with a mileage rank between 25 and 50 miles
- **Tier 4:** Segments with a mileage rank higher than 50 miles

Table 12: *Crash Cost by Severity*

Crash Severity	Crash Cost
Fatality (K)	$15,446,715
Suspected Serious Injury (A)	$903,948
Suspected Minor Injury (B)	$297,620
Possible Injury (C)	$170,636

Results

The HIN comprises approximately 400 miles across the TJPDC region as shown in **Figure 4**. **Table 13** summarizes the number and percentage of the total roadway mileage within each jurisdiction included in the HIN and the number and percentage of crashes that occurred on HIN segments.

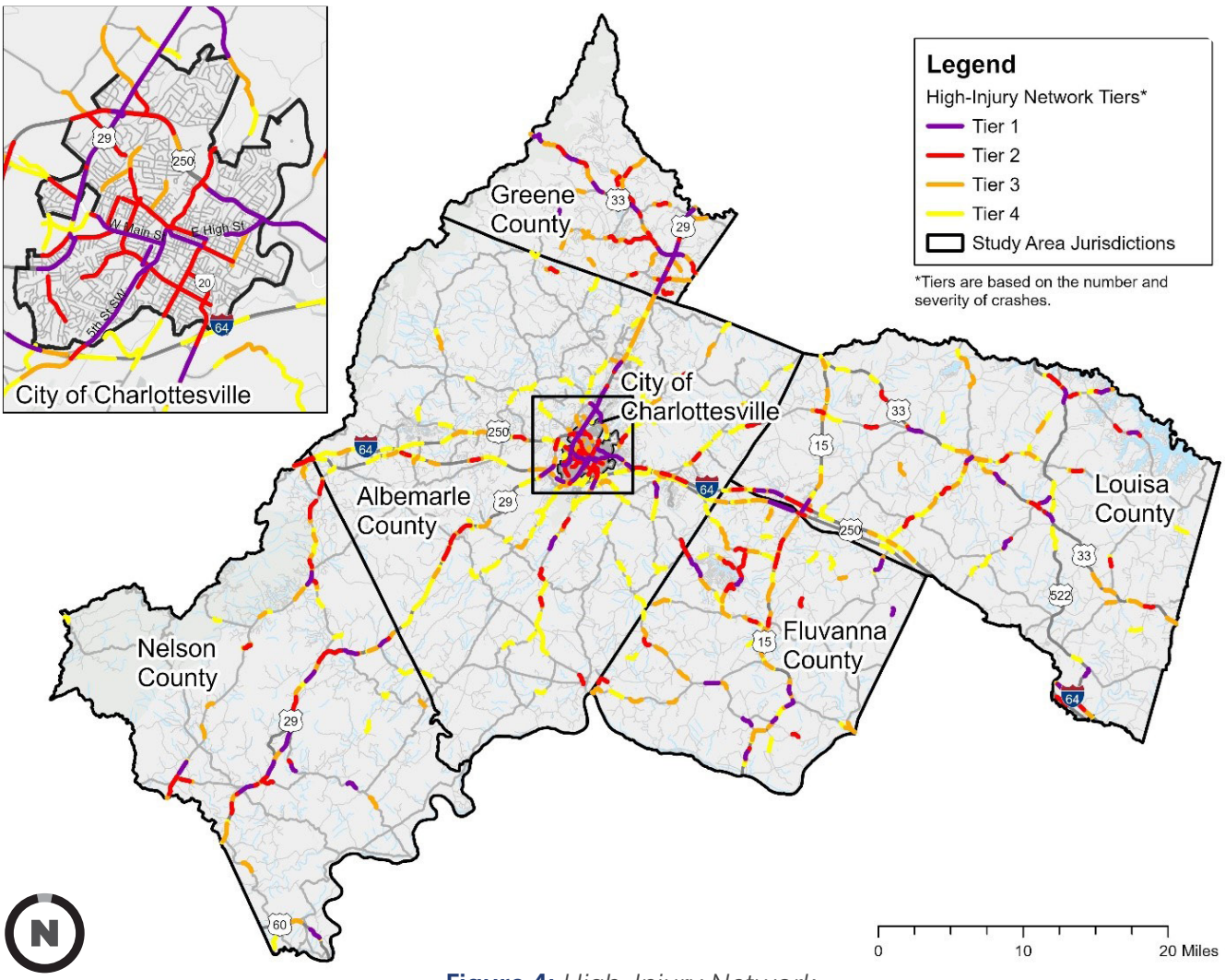


Figure 4: *High-Injury Network*

Table 13: *HIN Crashes and Segment Miles by Jurisdiction (2018–2022)*

Jurisdiction	Crash Severities Included	Segment Miles in HIN	% Miles	Crashes in HIN	% Crashes
Albemarle County	KA	125	7%	560	72%
City of Charlottesville	KAB	26	17%	342	84%
Fluvanna County	KAB	62	11%	250	74%
Greene County	KAB	46	12%	313	83%
Louisa County	KAB	71	8%	521	62%
Nelson County	KAB	53	7%	278	75%

Jurisdiction Crash Summaries

The project team compiled jurisdiction-specific crash summaries in the **Appendix**, including an HIN map, fatality and serious injury charts by emphasis area and year, and tables summarizing intersection and segment safety needs. The project team identified intersection safety needs as any intersection that ranked highly within the jurisdiction across the following categories using 2018–2022 crash data; the project team included any crash within 250 feet of each intersection:

- Total number of crashes
- Number of fatal and serious injury crashes
- Number of equivalent property damage only (EPDO) crashes; EPDO crashes are calculated using the following weights:
  - *K=160*
  - *A=160*
  - *B=20*
  - *C=10*
  - *O=1*
- PSI

The project team identified segment safety needs as any roadway segment that ranked highly within the jurisdiction across the following categories using 2018–2022 crash data:

- HIN
- PSI
- Regional PBSAP

Site Visits

The project team identified a preliminary list of locations in need of safety improvements based on the following considerations.

- Intersections with a high number of total crashes
- Intersections with a high number of fatalities or serious injuries
- High-ranking intersections or segments for PSI
- High-ranking segments for PBSAP
- Segments on the HIN
- Locations with multiple comments in public survey

The project team then met with the Working Group to refine the list based on local input about priorities and previously identified projects. The project team then visited each location listed in **Table 14** to observe geometric conditions and driver behavior and document potential countermeasures or improvements to be refined during the recommendations phase.

Table 14: *Site Visit Locations by Jurisdiction*

Jurisdiction	Site Visit Location
Albemarle County	» US 29 at I-64 interchange » US 29 at Greenbrier Drive » US 29 near Charlottesville Fashion Square » US 29 between Woodbrook Drive and Carrsbrook Drive » Proffit Road at Pritchett Lane
City of Charlottesville	» 5th Street SW between 5th Street Station and Harris Road » Cherry Avenue at 5th Street SW » *Includes crosswalks at Tonsler Park* » W Main Street between 14th Street and 10th Street » W Main Street at Ridge Street » E High Street between Locust Avenue and US 250
Fluvanna County	» US 250 at Diamond Road » S Boston Road between Route 53 and River Ridge Drive » Route 53 at Route 619 » Route 53 at Martin Kings Road
Greene County	» US 29 at Cedar Grove Road/Matthew Mill Road » Preddy Creek Road near Daniels Road » US 33 at US 29 » *Includes intersections to the west on US 33* » Amicus Road east of Swift Run Road and at US 33 » US 33 at Swift Run Road » US 33 east of Skyline Drive
Louisa County	» Route 22 east of US 15 » US 33 at Route 22 » US 33 at Route 208 » Route 208 south of Jack Jouett Road » *I-64 interchange at Zion Crossroads*
Nelson County	» US 60 near Horsley Lane » US 29 in Colleen » Route 151 at Route 56 » US 29 in Lovingston » US 29 at Route 6 » Route 151 in Nellysford and Brent Gap

Community Conditions

This section summarizes demographic, socioeconomic, and environmental justice data to understand the distribution of roadway users throughout the TJPDC region.

Disadvantaged Community Indicators

The project team identified and analyzed disadvantaged communities throughout the TJPDC regions using the CEJST as part of the Community Conditions section. The CEJST serves as the primary tool for federal agencies to identify eligible disadvantaged communities for programs under the Justice40 Initiative, which aims to deliver 40% of overall benefits from federal investments in climate and clean energy to these communities. It highlights communities that have historically been overburdened and underserved within eight categories and associated economic indicators. The eight categories of burden are listed below:

- **Climate Change:** Evaluates the likelihood of flooding events and their potential impact on communities and measures exposure to particulate matter from diesel exhaust, a significant pollutant.
- **Energy:** Assesses the financial burden of energy expenses on households and considers the distance to hazardous waste sites, which can affect living conditions and health.
- **Health:** Measures rates of asthma and chronic conditions within the community, influenced by environmental pollution and often exacerbated by environmental and socioeconomic factors.
- **Housing:** Identifies homes without adequate plumbing and the presence of lead-based paint, which can affect sanitation and pose serious health risks.
- **Legacy Pollution:** Indicates closeness to sites designated for cleanup due to hazardous contamination.
- **Transportation:** Evaluates exposure to traffic-related pollution and the burden of high traffic volumes.
- **Water and Wastewater:** Measures the impact of wastewater discharge on water quality in the community and considers the risks associated with leaks or releases from underground storage tanks.
- **Workforce Development:** Captures rates of unemployment in the community, which affects economic stability, along with levels of poverty and the prevalence of households where English is not the primary language, impacting access to resources and opportunities.

Communities are considered disadvantaged if they meet 90th percentile thresholds for any of categories and are "in the 65th percentile or above for number of households with income less than twice the federal poverty level." Further, all communities that are within Federally Recognized Tribes are classified as disadvantaged communities and all communities that are "completely surrounded by other disadvantaged communities and are at or above the 50th percentile for low-income as disadvantaged communities."

USDOT developed the ETC Index to support the CEJST. Its primary aim is to remedy decades of underinvestment in transportation infrastructure in communities nationwide. It allows every community to evaluate the transportation burdens they face and understand how investments can mitigate or reverse these issues. This tool highlights transportation-related burdens by census tract, identifying areas with:

- **Transportation Insecurity:** When residents in that census tract are more likely to be unable to reliably access transportation to meet the needs of their daily life (e.g., access to a vehicle)
- **Climate and Disaster Risk Burden:** Future and current risks to residents from climate and natural disasters (e.g., potential losses from climate and natural disasters)
- **Environmental Burden:** Residents' exposure to pollution and other harmful elements caused from the built environment
- **Health Vulnerability:** Prevalence of health conditions (e.g., asthma, cancer)
- **Social Vulnerability:** Populations at a higher risk due to social conditions (e.g., poverty, crowded housing)

The project team used CEJST as the primary tool for identifying disadvantaged communities within the TJPDC region, offering a comprehensive approach for assessment. All maps displaying disadvantaged communities were based on CEJST data. While the ETC was not used in the mapping process, it provided direct statistics and insights into the transportation burdens faced by each community.

Albemarle County

County Overview

Albemarle County features a mix of rural and urban development, encompasses a significant portion of the University of Virginia's campus, and provides access to the Blue Ridge Mountains to the west.

I-64 and U.S. Routes 29 and 250 traverse the county, providing vital regional connections. These corridors are essential for linking Albemarle's rural areas with larger metropolitan regions. The county's local roads serve both residential and rural areas. A map of Albemarle County is shown in **Figure 5** and a summary of demographic data is shown in **Table 15**.

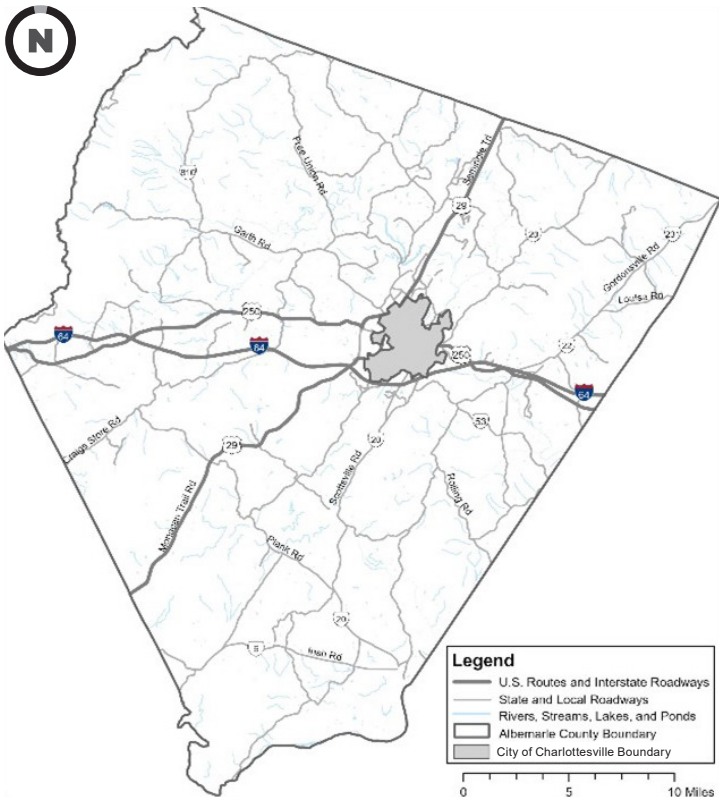


Figure 5: *Albemarle County*

Table 15: *Albemarle County At a Glance*

Albemarle County At a Glance	
2022 Estimated Population	112,513
Median Age	39.7
Percent of People of Color	21%
Racial Distribution	
White	79% (88,455)
Black or African American	9% (9,966)
American Indian and Alaska Native	<1% (125)
Asian	6% (6,319)
Native Hawaiian and Other Pacific Islander	<1% (34)
Some Other Race	1% (1,789)
Two or More Races	5% (5,825)
2022 Commute Mode	
Car, Truck, or Van – Drove Alone	68% (36,753)
Car, Truck, or Van – Carpooled	8% (4,134)
Public Transportation	2% (1,107)
Walk	3% (1,356)
Taxicab, Motorcycle, or Other Means	1% (771)
Work from Home	18% (9,716)
2022 Households	
Average Household Size	2.36
Percentage of Households Without Access to a Vehicle	5%
2022 Median Household Income	$97,708

Disadvantaged Communities

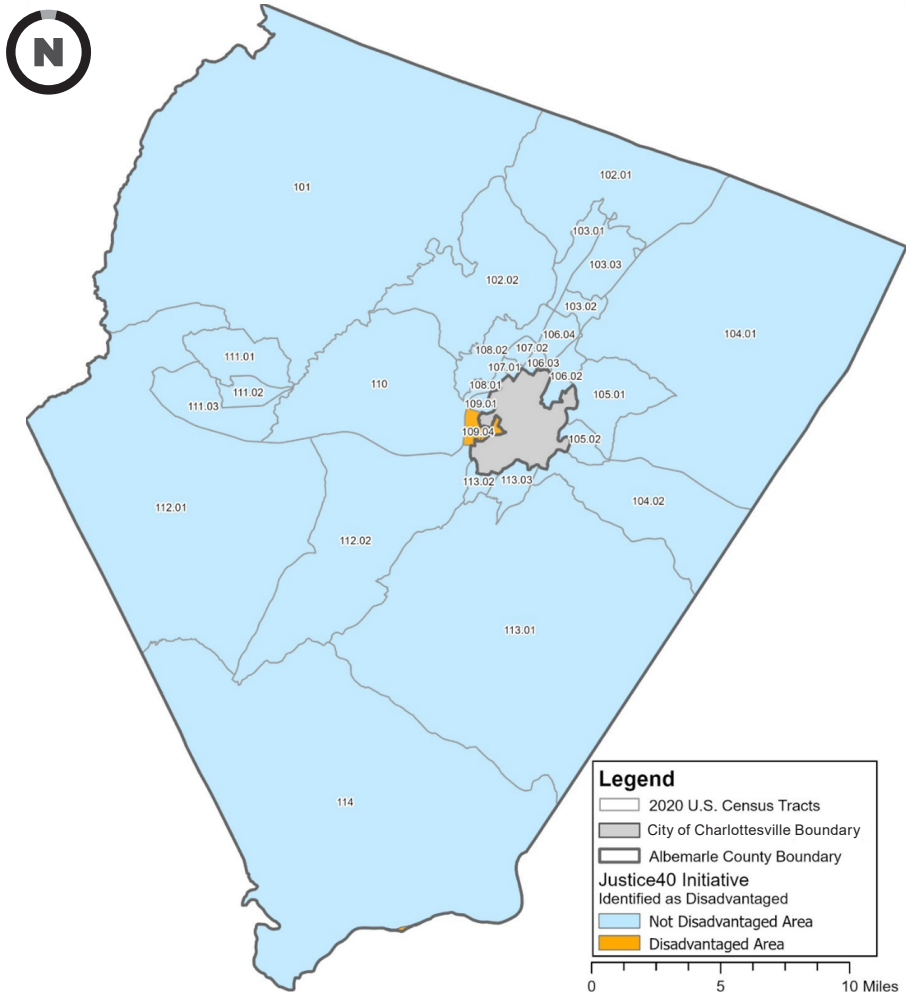
Albemarle County Transportation Vulnerability Per Justice40 ETC Census Tract Data

The ETC provided valuable insights into the transportation burdens faced by each community. In Albemarle County, ETC disadvantaged areas were ranked in the 93rd percentile for transportation cost burdens and the 22nd percentile for transportation access. On average, households in these areas spend 28% of their income on transportation. Additionally, an estimated 34% of households within these areas do not own vehicles.

- 6 | Total Percent of Population Living in Disadvantaged Areas
- 93rd | Percentile for Transportation Cost Burden
- 22nd | Percentile for Transportation Access

Albemarle County Disadvantaged Communities Per Justice40 CEJST Census Tract Data

Figure 6 shows the disadvantaged communities within Albemarle County at the census tract level, using the disadvantaged communities indicator of the CEJST. The CEJST provides a comprehensive approach to identifying disadvantaged communities, including indicators beyond transportation that the ETC does not consider. Based on the CEJST, Census Tract 109.04 is the only tract within the county that meets the criteria for a disadvantaged community.



2% of all serious injuries and fatalities resulting from crashes from 2018–2022 occurred in disadvantaged communities within Albemarle County.

Figure 6: *Albemarle County Disadvantaged Communities*

City of Charlottesville

City Overview

The City of Charlottesville, located within Albemarle County, is entirely independent of any county or political subdivision. It features a mix of a dense downtown area and residential neighborhoods, with the University of Virginia extending into the city's western side.

Charlottesville is regionally served by U.S. Routes 250 and 29, State Route 20, and I-64, which passes through its southeastern corner. Local roadways provide the main connections within the city. A map of the City of Charlottesville is shown in **Figure 7** and a summary of demographic data is shown in **Table 16**.

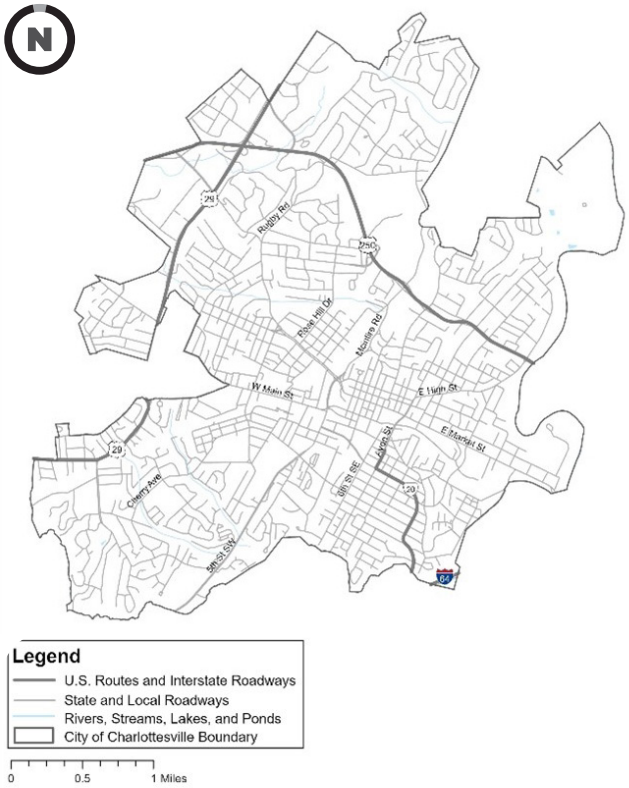


Figure 7: *City of Charlottesville*

Table 16: *City of Charlottesville At a Glance*

City of Charlottesville At a Glance	
2022 Estimated Population	46,289
Median Age	32.4
Percent of People of Color	31%
Racial Distribution	
White	69% (31,716)
Black or African American	17% (7,945)
American Indian and Alaska Native	<1% (70)
Asian	7% (3,237)
Native Hawaiian and Other Pacific Islander	-
Some Other Race	1% (577)
Two or More Races	% (62,744)
2022 Commute Mode	
Car, Truck, or Van – Drove Alone	54% (12,893)
Car, Truck, or Van – Carpooled	6% (1,359)
Public Transportation	5% (1,182)
Walk	13% (3,021)
Taxicab, Motorcycle, or Other Means	4% (933)
Work from Home	18% (4,282)
2022 Households	
Average Household Size	2.22
Percentage of Households Without Access to a Vehicle	12%
2022 Median Household Income	$67,177

Disadvantaged Communities

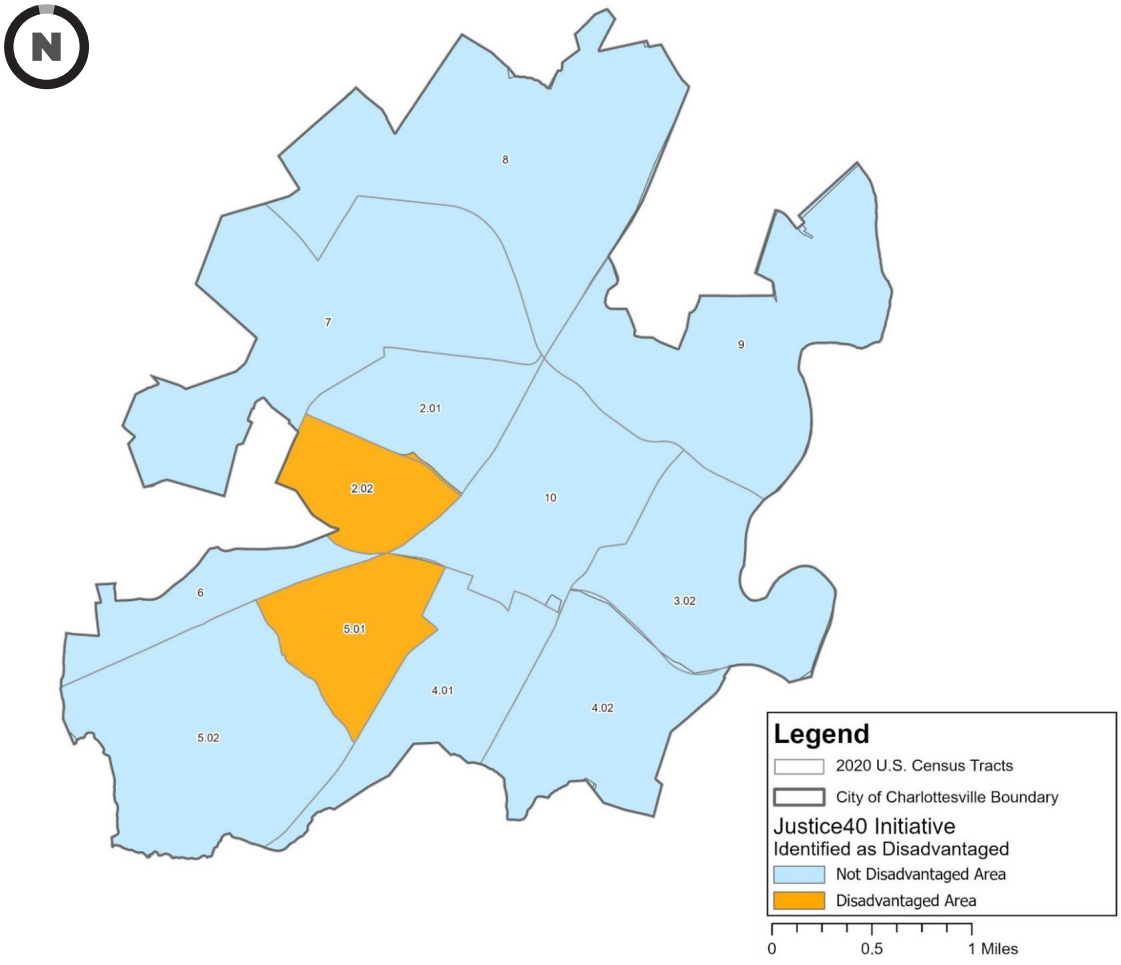
City of Charlottesville Transportation Vulnerability Per Justice40 ETC Census Tract Data

The ETC highlighted the transportation burdens faced by each community. In the City of Charlottesville, ETC disadvantaged areas ranked in the 56th percentile for transportation cost burden and the 32nd percentile for transportation access. On average, households in these areas spend 18% of their income on transportation. Additionally, an estimated 13% of households within these areas do not own vehicles. The City of Charlottesville's relatively lower percentile rankings could be attributed to the existing robust transit system.

- 16% | Total Percent of Population Living in Disadvantaged Areas
- 56th | Percentile for Transportation Cost Burden
- 32nd | Percentile for Transportation Access

City of Charlottesville Transportation Vulnerability Per Justice40 CEJST Census Tract Data

Figure 8 shows the disadvantaged communities within the City of Charlottesville at the census tract level, using the Disadvantaged Communities Indicator of the CEJST. The CEJST provides a comprehensive approach to identifying disadvantaged communities, including indicators beyond transportation that the ETC does not consider. Based on the CEJST, Census Tracts 2.02 and 5.01 are the only tracts within the city that meet the threshold for at least one of the CEJST's categories of burden, identifying it as a disadvantaged community.



17% of all serious injuries and fatalities resulting from crashes from 2018–2022 occurred in disadvantaged communities within City of Charlottesville.

Figure 8: *City of Charlottesville Disadvantaged Communities*

Louisa County

County Overview

Louisa County is largely rural and located to the east of Albemarle County. Only about 10% of the county is developed as urban, residential, or industrial. The rest encompasses 71% natural and planted forest lands; 16% crop, pasture, and open land; and 3% bodies of water.

I-64 and U.S. Routes 250, 33, 15, and 522 facilitate essential regional connections to surrounding metropolitan areas, making these corridors vital for local commuting and regional travel. A map of Louisa County is shown in **Figure 9** and a summary of demographic data is shown in **Table 17**.

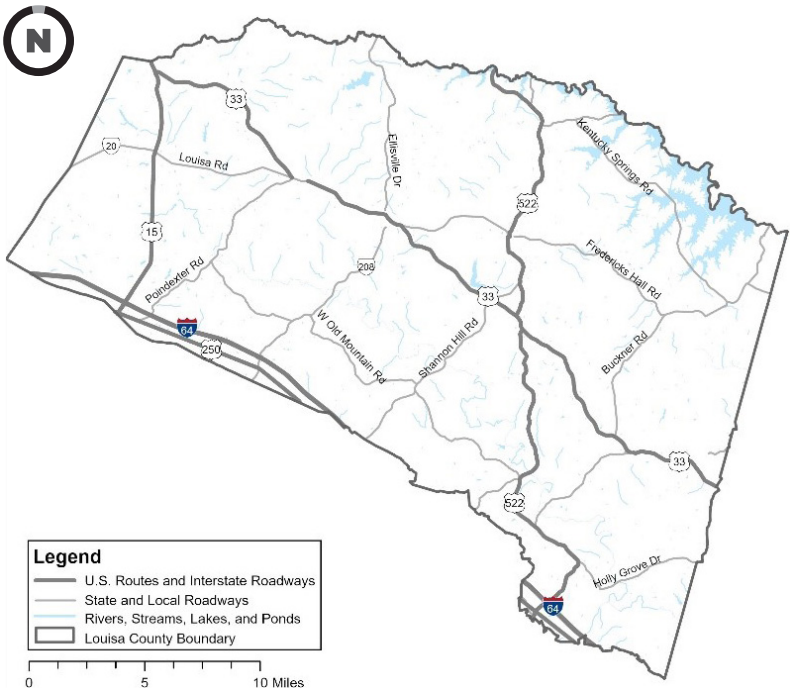


Figure 9: *Louisa County*

Table 17: *Louisa County At a Glance*

Louisa County At a Glance	
2022 Estimated Population	38,106
Median Age	45.0
Percent of People of Color	22%
Racial Distribution	
White	78% (29,805)
Black or African American	14% (5,130)
American Indian and Alaska Native	<1% (72)
Asian	1% (185)
Native Hawaiian and Other Pacific Islander	<1% (11)
Some Other Race	1% (510)
Two or More Races	6% (2,393)
2022 Commute Mode	
Car, Truck, or Van – Drove Alone	78% (13,670)
Car, Truck, or Van – Carpooled	10% (1,833)
Public Transportation	<1% (55)
Walk	<1% (85)
Taxicab, Motorcycle, or Other Means	1% (129)
Work from Home	11% (1,843)
2022 Households	
Average Household Size	2.59
Percentage of Households Without Access to a Vehicle	4%
2022 Median Household Income	$76,594

Disadvantaged Communities

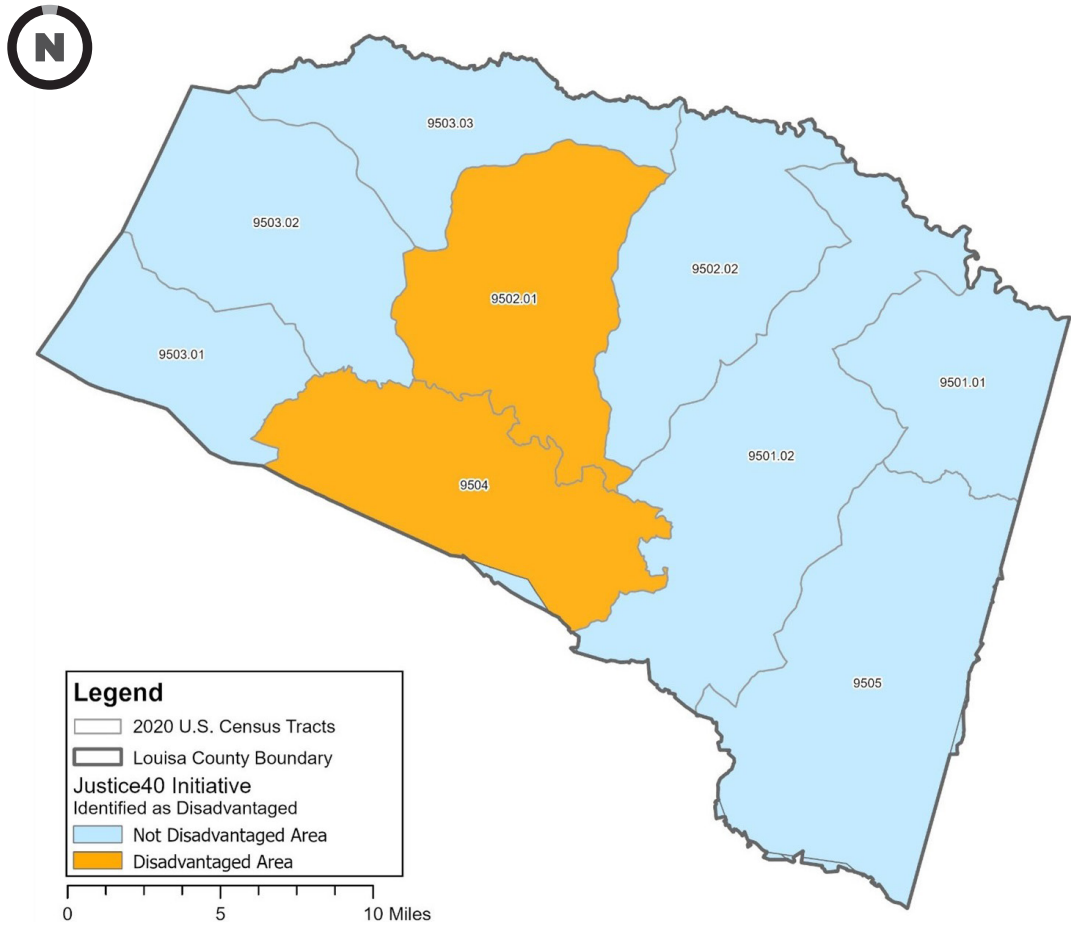
Louisa County Transportation Vulnerability Per Justice40 ETC Census Tract Data

The ETC highlighted the transportation burdens faced by each community. In Louisa County, ETC disadvantaged areas ranked in the 96th percentile for transportation access and the 93rd percentile for transportation insecurity. Transportation insecurity is the average of an area's transportation access, cost burden, and traffic safety rankings. On average, residents of disadvantaged areas in Louisa County must drive a minimum of 27 minutes to a park and approximately 16 minutes to a grocery store.

- 35% | Total Percent of Population Living in Disadvantaged Areas
- 96th | Percentile for Transportation Access
- 93rd | Percentile for Transportation Insecurity

Louisa County Disadvantaged Communities Per Justice40 CEJST Census Tract Data

Figure 10 shows the disadvantaged communities within Louisa County at the census tract level, using the Disadvantaged Communities Indicator of the CEJST. The CEJST provides a comprehensive approach to identifying disadvantaged communities, including indicators beyond transportation that the ETC does not consider. Based on the CEJST, Census Tracts 9502.01 and 9504 are the only tracts within the county that meet the threshold for at least one of the CEJST's categories of burden, identifying it as a disadvantaged community.



22% of all serious injuries and fatalities resulting from crashes from 2018–2022 occurred in disadvantaged communities within Louisa County.

Figure 10: *Louisa County Disadvantaged Communities*

Greene County

County Overview

Greene County is a small, rural community located north of Albemarle County, characterized by its mountains, forests, and open land on the western side. It serves as a gateway to the Blue Ridge Mountains and Shenandoah National Park.

U.S. Routes 33 and 29 intersect in the county, providing access to the parks, mountains, and larger metropolitan areas like Charlottesville, Richmond, and Washington, DC. A map of Greene County is shown in **Figure 11** and a summary of demographic data is shown in **Table 18**.

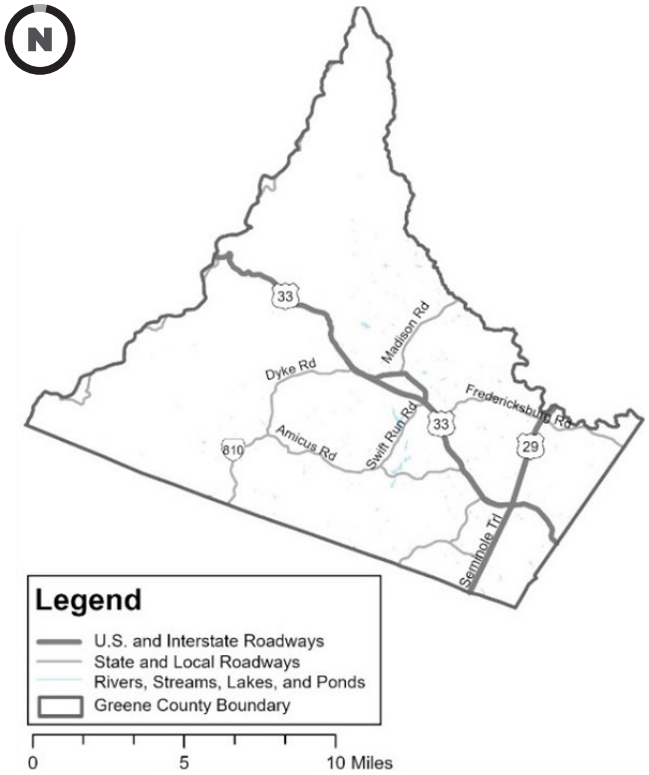


Figure 11: *Greene County*

Table 18: *Greene County At a Glance*

Greene County At a Glance	
2022 Estimated Population	20,631
Median Age	41.7
Percent of People of Color	19%
Racial Distribution	
White	81% (16,664)
Black or African American	7% (1,326)
American Indian and Alaska Native	<1% (18)
Asian	2% (481)
Native Hawaiian and Other Pacific Islander	<1% (15)
Some Other Race	5% (1,095)
Two or More Races	5% (1,032)
2022 Commute Mode	
Car, Truck, or Van – Drove Alone	72% (7,585)
Car, Truck, or Van – Carpooled	13% (1,402)
Public Transportation	1% (136)
Walk	1% (116)
Taxicab, Motorcycle, or Other Means	2% (145)
Work from Home	11% (1,173)
2022 Households	
Average Household Size	2.67
Percentage of Households Without Access to a Vehicle	2%
2022 Median Household Income	$81,338

Disadvantaged Communities

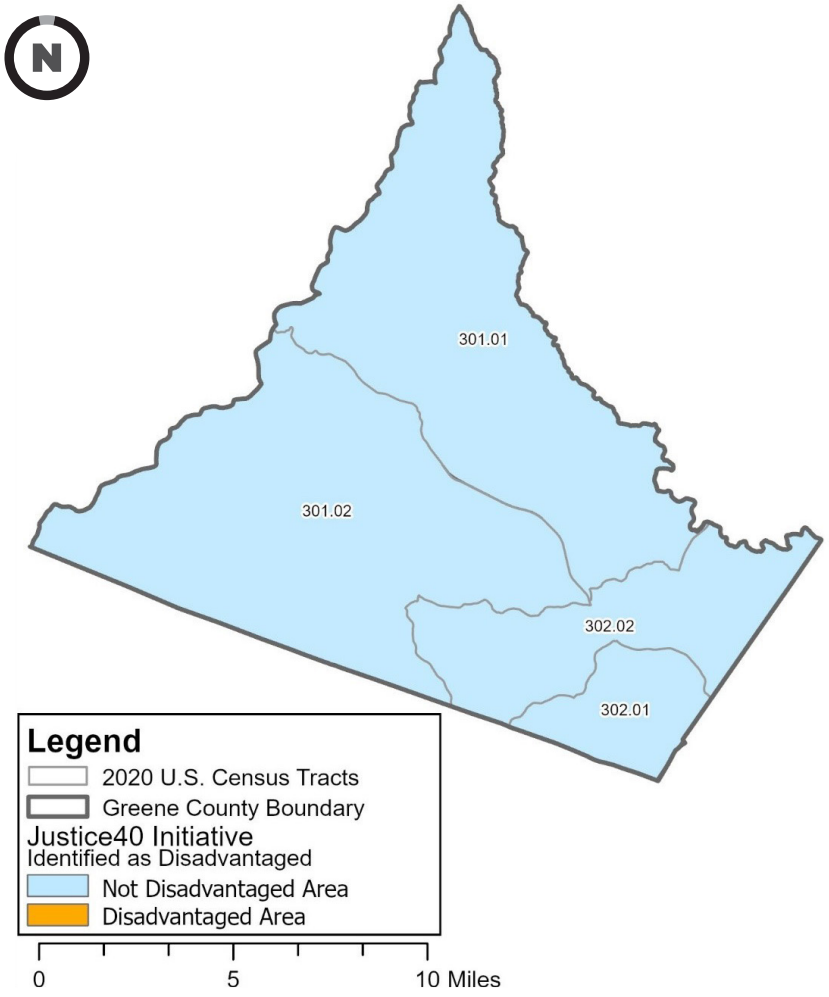
Greene County Transportation Vulnerability Per Justice40 ETC Census Tract Data

The ETC highlighted the transportation burdens faced by each community. In Greene County, about a quarter of the total population lives in ETC disadvantaged areas. These areas are ranked in the 76th percentile for transportation access and the 75th percentile for transportation insecurity. Transportation insecurity is the average of an area's transportation access, cost burden, and traffic safety rankings. On average, 5% of households within these areas do not own vehicles.

- 24% | Total Percent of Population Living in Disadvantaged Areas
- 76th | Percentile for Transportation Access
- 75th | Percentile for Transportation Insecurity

Greene County Transportation Vulnerability Per Justice40 CEJST Census Tract Data

Figure 12 shows the disadvantaged communities within Greene County at the census tract level, using the Disadvantaged Communities Indicator of the CEJST. The CEJST provides a comprehensive approach to identifying disadvantaged communities, including indicators beyond transportation that the ETC does not consider. No disadvantaged communities were identified by the CEJST.



No serious injuries and fatalities resulting from crashes from 2018–2022 occurred in disadvantaged communities within Greene County.

Figure 12: *Greene County Disadvantaged Communities*

Nelson County

County Overview

Nelson County is southwest of Albemarle County and is a rural community known for its natural beauty and historic sites. It is bordered by the James River to the south and east and the Blue Ridge Mountains to the north and west, with a large portion of the western section in the George Washington National Forest.

U.S. Route 29 runs through the county from north to south, I-64 passes through the northern corner, and U.S. Route 60 crosses the southern corner. A map of Nelson County is shown in **Figure 13** and a summary of demographic data is shown in **Table 19**.

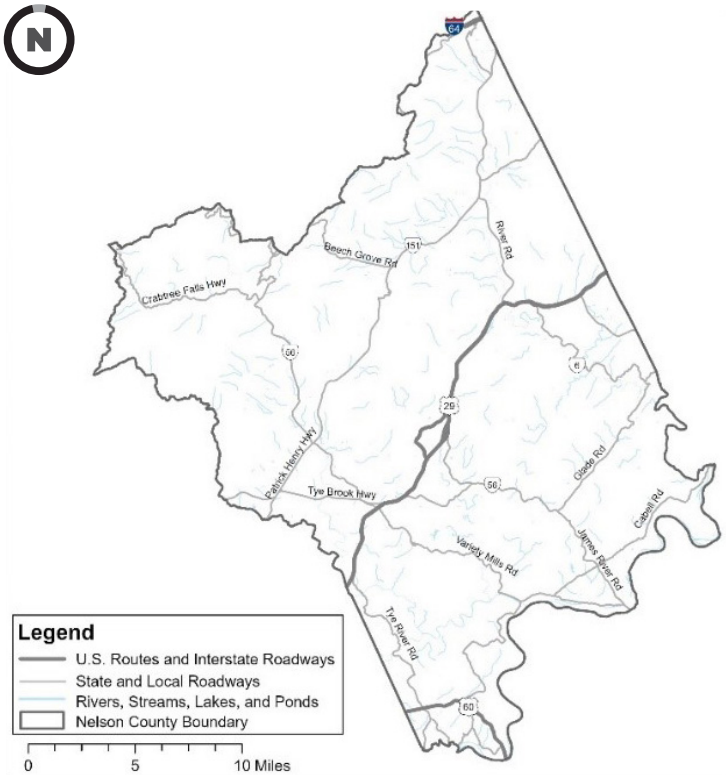


Figure 13: *Nelson County*

Table 19: *Nelson County At a Glance*

Nelson County At a Glance	
2022 Estimated Population	14,773
Median Age	50.7
Percent of People of Color	18%
Racial Distribution	
White	82% (12,160)
Black or African American	12% (1,830)
American Indian and Alaska Native	<1% (10)
Asian	<1% (29)
Native Hawaiian and Other Pacific Islander	-
Some Other Race	3% (367)
Two or More Races	3% (377)
2022 Commute Mode	
Car, Truck, or Van – Drove Alone	58% (93,762)
Car, Truck, or Van – Carpooled	15% (998)
Public Transportation	<1% (10)
Walk	2% (152)
Taxicab, Motorcycle, or Other Means	2% (92)
Work from Home	23% (1,481)
2022 Households	
Average Household Size	2.39
Percentage of Households Without Access to a Vehicle	6%
2022 Median Household Income	$64,028

Disadvantaged Communities

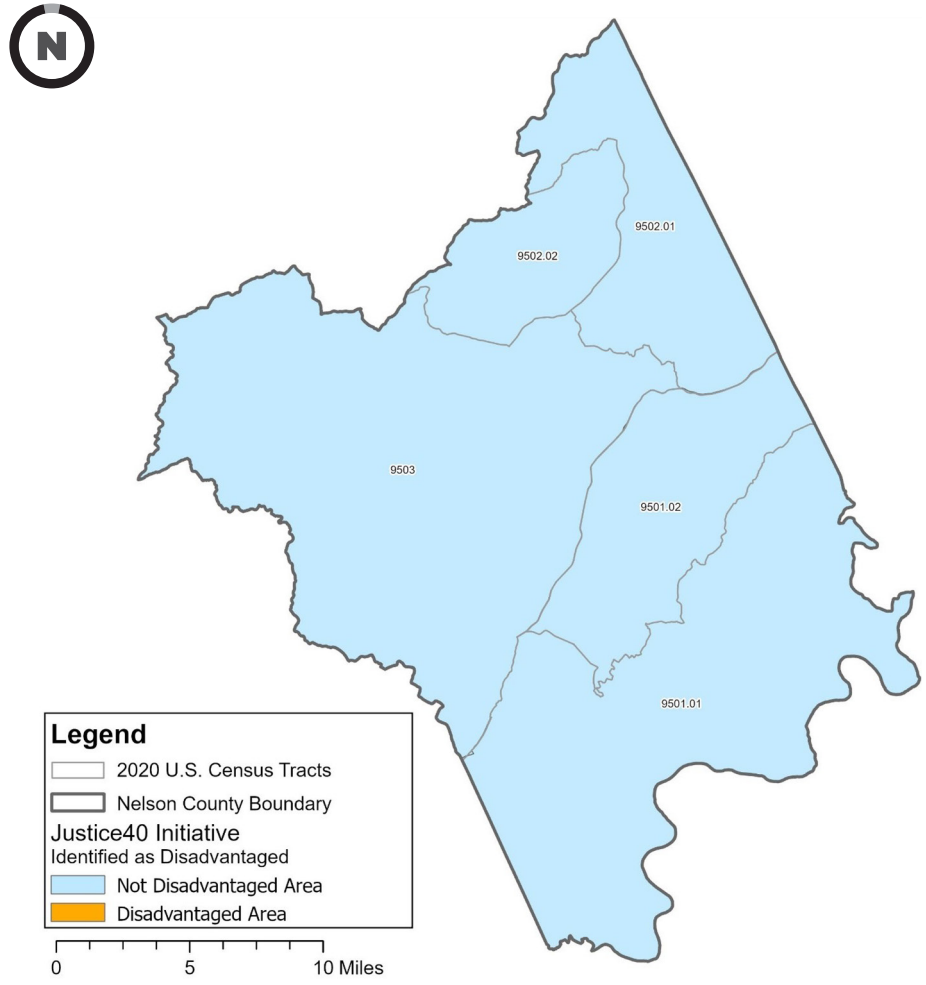
Nelson County Transportation Vulnerability Per Justice40 ETC Census Tract Data

The ETC highlighted the transportation burdens faced by each community. In Nelson County, close to 50% of the total population lives in ETC disadvantaged areas. These areas are ranked in the 94th percentile for transportation access and the 93rd percentile for transportation insecurity. Transportation insecurity is the average of an area's transportation access, cost burden, and traffic safety rankings. On average, 12% of households within these areas do not own vehicles.

- 44% | Total Percent of Population Living in Disadvantaged Area
- 94th | Percentile for Transportation Access
- 93rd | Percentile for Transportation Insecurity

Nelson County Transportation Vulnerability Per Justice40 CEJST Census Tract Data

Figure 14 shows the disadvantaged communities within Nelson County at the census tract level, using the Disadvantaged Communities Indicator of the CEJST. The CEJST provides a comprehensive approach to identifying disadvantaged communities, including indicators beyond transportation that the ETC does not consider. No disadvantaged communities were identified by the CEJST.



No serious injuries and fatalities resulting from crashes from 2018–2022 occurred in disadvantaged communities within Nelson County.

Figure 14: *Nelson County Disadvantaged Communities*

Fluvanna County

County Overview

Strategically located between the Cities of Charlottesville and Richmond, Fluvanna County is a rural community known for its natural beauty and outdoor activities.

U.S. Route 15 runs directly through the center of the county, serving as the major regional connector for residents and visitors. I-64 and U.S. Route 250 pass through the northern corner, supported by various state and local roads that connect the county to larger highways and nearby metropolitan areas. A map of Fluvanna County is shown in **Figure 15** and a summary of demographic data is shown in **Table 20**.

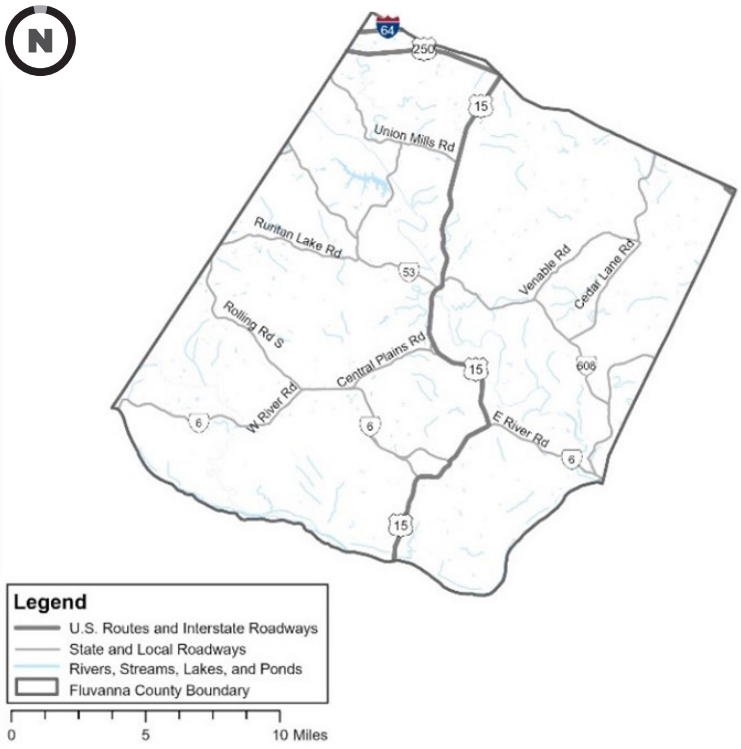


Figure 15: *Fluvanna County*

Table 20: *Fluvanna County At a Glance*

Fluvanna County At a Glance	
2022 Estimated Population	27,442
Median Age	43.1
Percent of People of Color	23%
Racial Distribution	
White	77% (21,205)
Black or African American	13% (3,559)
American Indian and Alaska Native	<1% (33)
Asian	2% (381)
Native Hawaiian and Other Pacific Islander	<1% (23)
Some Other Race	2% (529)
Two or More Races	6% (1,712)
2022 Commute Mode	
Car, Truck, or Van – Drove Alone	75% (9,963)
Car, Truck, or Van – Carpooled	9% (1,212)
Public Transportation	1% (90)
Walk	1% (120)
Taxicab, Motorcycle, or Other Means	2% (231)
Work from Home	12% (1,548)
2022 Households	
Average Household Size	2.57
Percentage of Households Without Access to a Vehicle	3%
2022 Median Household Income	$90,766

Disadvantaged Communities

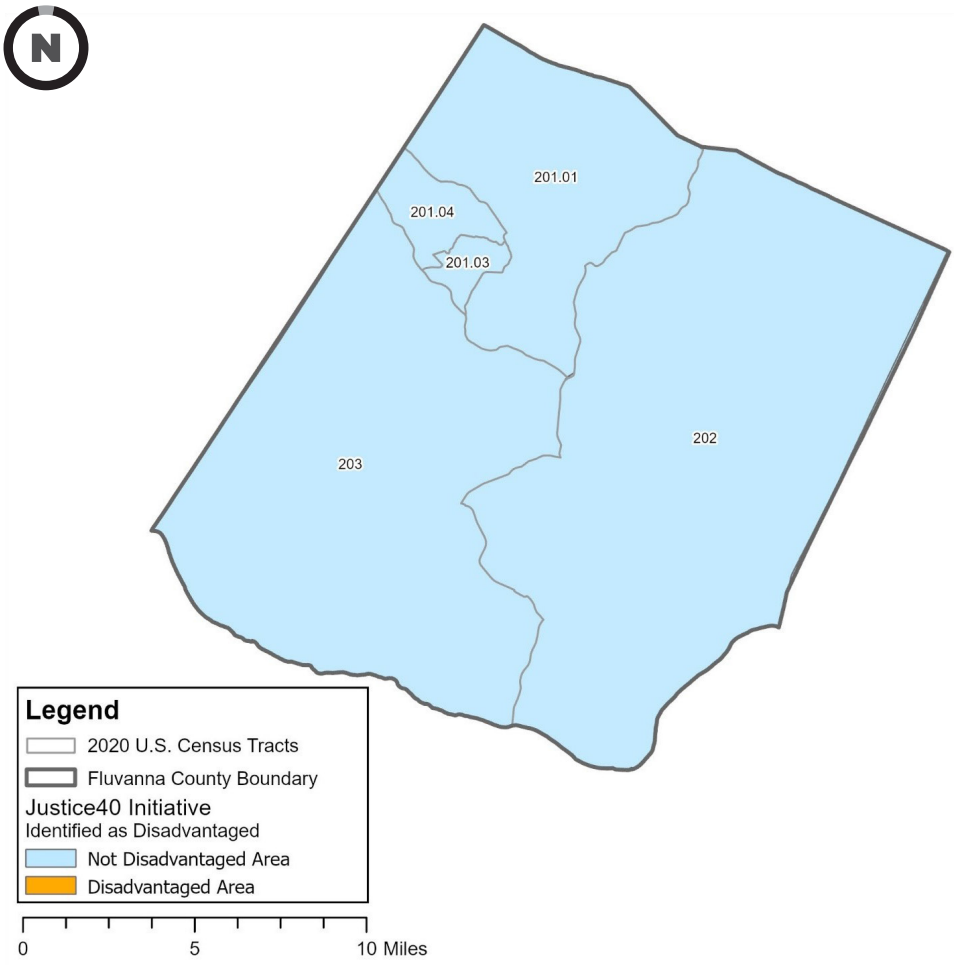
Fluvanna County Transportation Vulnerability Per Justice40 ETC Census Tract Data

The ETC highlighted the transportation burdens faced by each community. In Fluvanna County, about a quarter of the total population lives in ETC disadvantaged areas. These areas are ranked in the 84th percentile for transportation access and the 80th percentile for transportation insecurity. Transportation insecurity is the average of an area's transportation access, cost burden, and traffic safety rankings. On average, 4% of households within these areas do not own vehicles.

- 24% | Total Percent of Population Living in Disadvantaged Areas
- 84th | Percentile for Transportation Access
- 80th | Percentile for Transportation Insecurity

Fluvanna County Transportation Vulnerability Per Justice40 CEJST Census Tract Data

Figure 16 shows the disadvantaged communities within Fluvanna County at the census tract level, using the Disadvantaged Communities Indicator of the CEJST. The CEJST provides a comprehensive approach to identifying disadvantaged communities, including indicators beyond transportation that the ETC does not consider. No disadvantaged communities were identified by the CEJST.



No serious injuries and fatalities resulting from crashes from 2018–2022 occurred in disadvantaged communities within Fluvanna County.

Figure 16: *Fluvanna County Disadvantaged Communities*

PUBLIC ENGAGEMENT

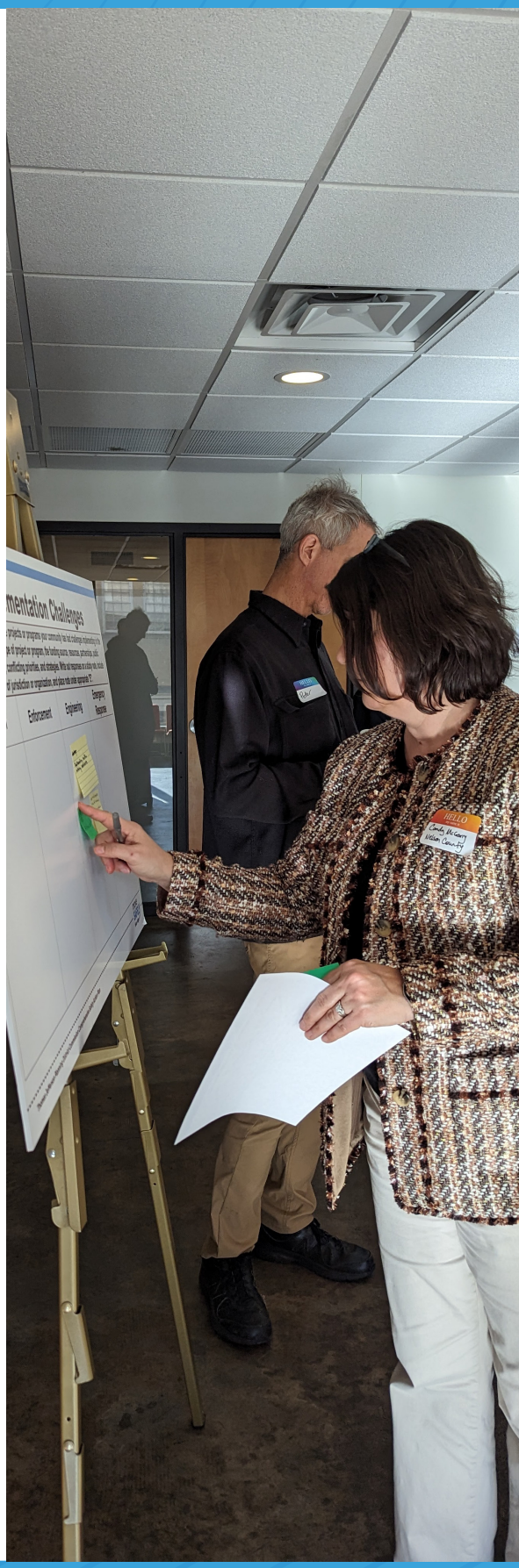
Overview of Engagement Rounds

Between December 2023 and June 2025, TJPDC conducted three rounds of public engagement to inform the development of Move Safely Blue Ridge. Stakeholders, including the general public, were asked to identify roadway safety concerns and potential solutions across six local jurisdictions in Virginia's Planning District 10. Through the engagement process, the project team aimed to ensure community priorities were reflected in the safety action plan, expand participation among historically underrepresented and underengaged groups, and foster support for the solutions and strategies outlined in the safety action plan. The focus of each round of engagement is outlined below:

- **Round 1:** Identifying the region's values, issues, and opportunities
- **Round 2:** Engaging on roadway safety solutions and priorities
- **Round 3:** Reviewing the safety action plan

Public Engagement Goals:

- Gather community input to inform safety priorities and solutions
- Collect data to shape actionable roadway safety strategies
- Engage stakeholders in a shared vision for roadway safety
- Conduct an inclusive and transparent outreach campaign
- Expand participation among historically underrepresented communities

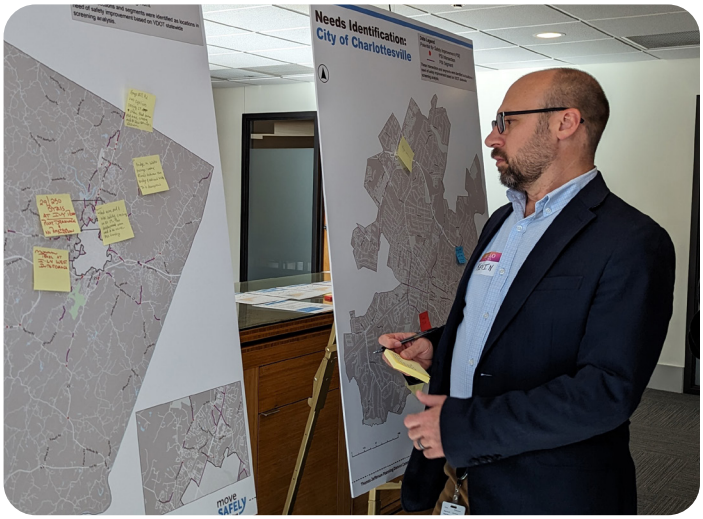


Stakeholders Engaged:

- Historically under engaged communities (low-income, minority, Limited English Proficiency, zero-car households, and rural)
- Local government officials, VDOT representatives, and staff
- Community organizations and faith-based organizations
- Monacan Indian Nation
- Farmers, ranchers, and foresters
- Educational institutions (K–12 schools, vocational institutions, campus communities)
- Advocacy groups, law enforcement, and first responders
- Transportation Citizens Advisory Committee
- General public
- Local businesses

Community Champions:

The project team engaged with nine Community Champions to expand outreach, build support, and increase awareness for the development of Move Safely Blue Ridge. These individuals, recommended by Working Group members and community leaders across the region, represented a diverse range of backgrounds, including faith-based leadership, the head of a rural food pantry, and a staff member from a local community health center. During **Round 1** of public engagement, these Community Champions helped raise awareness and mobilize support for the development of the safety action plan. In **Round 2**, these advocates played an essential role in obtaining community feedback on prioritizing solutions to be implemented within the plan.



Notable Contributions by Community Champions:

- Spearheaded outreach at Feeding Greene Pantry, engaging 81 individuals, the highest number of interactions at a single pop-up
- Digitally distributed partner toolkit via social media channels to 500+ residents
- Recorded a video testimonial highlighting the importance of roadway safety efforts

Project Website:

The *MoveSafelyBlueRidge.com* website served as a central hub for public engagement and project updates. The site featured:

- Regular updates on the engagement process and project milestones
- A sign-up portal for residents to receive newsletters and engagement opportunities
- A calendar of upcoming and past public meetings and pop-up events
- Resources on roadway safety, including tips for cyclists, pedestrians, and drivers

Snapshot of Outreach Strategies:

- Flyer distributions at local businesses
- Flyers placed on community bulletin boards
- Distribution of project materials via TJPDC's social media channels
- Jurisdiction newsletters (e.g., Louisa County Newsletter)
- Digital signage at government buildings
- Community digital calendars (e.g., Cville Calendar)

Public Engagement Activities

Round 1: Identifying the Region's Values, Issues, and Opportunities

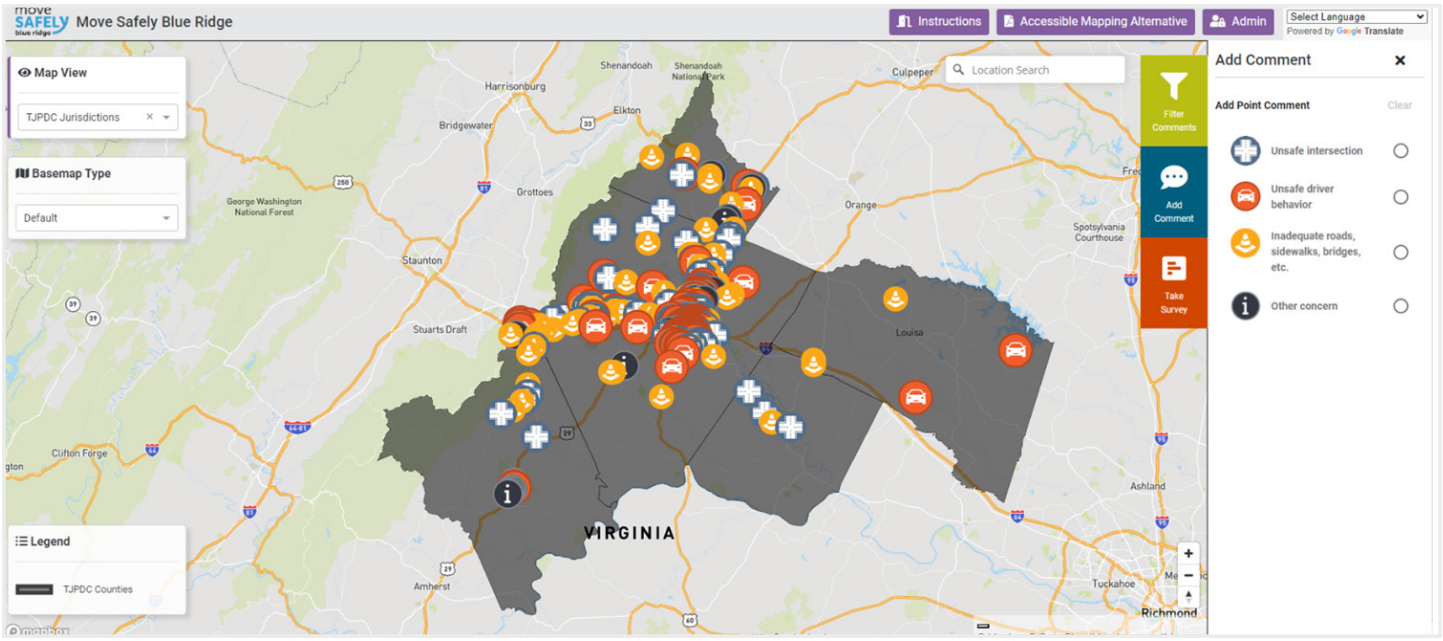
Regional Safety Summit
January 10, 2024

The Regional Safety Summit served as a foundational step in developing Move Safely Blue Ridge. Representatives from multiple jurisdictions, including VDOT and TJPDC staff and community members, gathered to establish a collective understanding of roadway safety challenges and solutions. At the summit, the project team introduced the SS4A program and the Safe System Approach, reinforcing that traffic fatalities and serious injuries are preventable through shared responsibility.

Participants engaged in discussions on the four Es of roadway safety—engineering, education, enforcement, and emergency response. Breakout sessions facilitated conversations on identifying unsafe intersections, high-traffic areas for outreach, and past safety improvement successes and challenges. These sessions helped shape priorities for the safety action plan, and participants closed the summit by reflecting on their motivations for involvement.

Online Interactive Survey
Between May 17, 2024, and June 30, 2024,

TJPDC invited the public to participate in an online survey, where they could pinpoint specific roadway safety concerns on an interactive map. Participants placed icons to indicate issues such as speeding, poor visibility, inadequate lighting, and dangerous intersections. The survey also gathered qualitative data on residents' general perceptions of roadway safety and their most pressing concerns. The collected responses helped the planning team identify regional hotspots for safety interventions and informed the selection of priority locations for targeted improvements. The planning team also provided the survey in Spanish and made it available in a paper format.



Snapshot of Round 1 Pop-Ups:

- Louisa County | Louisa County Sheriff's Office Special Needs & Autism Awareness Festival, June 1, 2024
- Louisa County | Jack Jouett Day Festival, June 8, 2024
- Fluvanna County | Farmers' Market, June 9, 2024
- Albemarle County | Rivanna RiverFest (Albemarle), May 19, 2024
- Albemarle County | Albemarle Farmers' Market, June 15, 2024
- Greene County | Greene Farmers' Market, June 15, 2024
- Nelson County | Village of Lovingston Farmers' Market, June 19, 2024
- Charlottesville | Farmers in the Park, June 26, 2024
- Albemarle County | Healthy Streets/Healthy People Fair, June 29, 2024
- Nelson County | Nelson County Pantry Food Distribution, June 29, 2024
- Albemarle County | Church of Our Savior Episcopal Food Pantry, June 28, 2024
- Greene County | Feeding Greene Pantry Food Distribution, June 18 and 25, 2024
- City of Charlottesville | Charlottesville City Market Pop-Up, June 22, 2024

Round 1 Public and Virtual Meetings:

- Greene County | Greene County Library, June 10, 2024
- Charlottesville | Carver Recreation Center, June 10, 2024
- Albemarle County | Albemarle County Office Building, June 11, 2024
- Louisa County | Betty Queen Center, June 11, 2024
- Fluvanna County | Fluvanna County Public Library, June 12, 2024
- Nelson County | Nelson Center, June 12, 2024
- Virtual Public Meeting, June 20, 2024

Round 2: Engaging on Roadway Safety Solutions

Interactive Public Survey/Activity

This engagement activity allowed participants to prioritize potential safety solutions. Each participant received five tokens to allocate across three categories: engineering, education, and enforcement. They then selected their preferred solutions within each category—such as enhanced crosswalks, traffic-calming measures, increased lighting, and additional signage—by placing stickers on their chosen options. TJPDC gave participants postcards with ways to stay safe on the roads and additional information on how to stay engaged with Move Safely Blue Ridge.

The project team made an interactive public activity available in both online and paper formats for community participation. A total of 686 community members completed the online survey.

Pop-Up Events

A total of 690 community members from all jurisdictions participated in Round 2's in-person activities, including the public engagement activity, to provide input on their preferred roadway safety solutions. Below is a list of pop-up events held during Round 2 engagement:

- Nelson County | Sheriff's Listening Session, November 7, 2024
- Louisa County | High School Football First Responders Appreciation Night, November 8, 2024
- Nelson County | Unity in Community Faith-Based Meeting, November 11, 2024
- Greene County | Feeding Greene, November 13, 2024
- Fluvanna County | Public Library, November 15, 2024
- Albemarle County | Northside Library, November 15, 2024
- Nelson County | First Responders 5K Race, November 16, 2024
- City of Charlottesville | City Market, November 16, 2024
- Albemarle County | Darden Towe Park, November 16, 2024
- City of Charlottesville | Central Library, November 18, 2024
- Albemarle County | Scottsville Library, November 18, 2024
- Louisa County | Louisa County Library, November 19, 2024
- Albemarle County | Crozet Library, November 20, 2024
- Fluvanna County | Fluvanna Hardware Store, November 20, 2024
- City of Charlottesville | The Center at Belvedere, November 25, 2024
- Virtual Webinar, December 11, 2024

Farmers and Ranchers Roundtable

TJPDC designed the Farmers and Ranchers Roundtable to address key issues affecting farm vehicle safety on rural roads. The event included farmers, ranchers, and foresters, along with a separate discussion with a wildlife-vehicle conflict expert. Its primary objectives included gathering input from the community to understand the challenges farmers and ranchers face regarding road safety. The planning team also aimed to increase awareness of specific intersections identified as having safety concerns that pose risks to roadway safety for the farming and ranching community. Additionally, the event fostered open discussions, promoting dialogue on potential safety solutions to address these challenges. Highlights from the conversation are below.

- **Roadway Safety Concerns:**
  - *Left-hand turn risks due to vehicles passing slow-moving farm equipment*
  - *Speeding and frequent violations of double yellow lines*
  - *Limited visibility from large equipment obstructing sightlines*
- **Roadway Design Issues:**
  - *Insufficient turning radii for large farm vehicles*
  - *Lack of safe pull-off areas for farm equipment*
  - *Newly paved roads encouraging unsafe speeds*
- **Coordination and Education Needs:**
  - *Frustration with VDOT coordination related to safety improvement requests.*
  - *Need for public awareness campaigns about safely sharing the road with farm equipment*
  - *Calls for integrating farm vehicle safety into drivers' education programs*
- **Potential Solutions:**
  - *Improved signage (e.g., "Tractor Crossing" warnings, flashing lights for slow-moving vehicles)*
  - *Consider seasonal signage during harvest season to warn other road users of increased farm vehicles*
  - *Adjustments to passing zones and additional speed display signs*
  - *Increased law enforcement presence in high-risk areas*
  - *Educate drivers on how to respond safely to wildlife on roadways to reduce swerving-related crashes and serious injuries*
  - *Increase public awareness about high-risk wildlife crossing areas and the effectiveness of underpasses and exclusionary fencing in preventing collisions*

East High Street Safety Demonstration Project

The City of Charlottesville and TJPDC partnered to improve safety at the East High Street and Meade Avenue intersection. As part of the effort, the project team held a public open house on February 25, 2025, where community members reviewed three potential redesigns. In addition to the open house, the project team conducted door-to-door outreach to surrounding businesses and residences to gather input. A survey conducted from mid-February 2025 to early March 2025 collected more than 350 responses, with community members giving their preference on which design the City should implement. This community feedback will inform a temporary improvement plan set to be tested in summer 2025, allowing residents to experience the proposed changes before permanent modifications are made.

Round 3: Reviewing the Safety Action Plan

The public engagement goal for Round 3 was to ensure a comprehensive review of the draft Safety Action Plan. The project team shared the draft plan with the Working Group and held meetings with each jurisdiction to gather valuable feedback about the proposed projects for each community. The project team then updated the draft plan to reflect this feedback and presented the final plan at each jurisdiction's board or council meeting. The aim of this engagement was to facilitate the adoption of the plan by each respective authority and the TJPDC governing body.


PERFORMANCE
A
B

SPOT AND SYSTEMIC IMPROVEMENTS

This section details proposed spot and systemic infrastructure countermeasures to address safety challenges in the TJPDC region. The project team identified improvements and countermeasures by analyzing input from various data sources, including the Working Group, stakeholders, the public, existing conditions analysis, historical crash data trends, and industry best practices.

Project Identification

The project team collaborated with each jurisdiction to examine documented safety needs identified in the existing conditions section. Based on these needs and feedback from jurisdiction staff, the project team conducted site visits to investigate safety concerns further at select locations. The project team visited select intersections and roadway segments within each jurisdiction to evaluate field conditions, observe roadway user behavior, and document geometric challenges and safety concerns. The **Appendix** contains a summary of the site visits carried out in each jurisdiction.

In addition to observing field conditions, the project team examined crash patterns to identify potential infrastructure improvements. Jurisdictions also provided existing comprehensive plans, master plans, and corridor and intersection studies for review and inclusion in the project location identification process. The existing documentation from prior efforts provided insights into previously-identified safety needs and potential unprogrammed safety improvements.

The project team categorized proposed improvement locations as spot (location-specific) improvements or systemic improvements.

- **Spot improvements or countermeasures** are targeted, location-specific improvements for an intersection or roadway segment where crash patterns can be attributed to intersection controls, land use context, or substandard roadway geometry. For instance, spot improvements may include adding or enhancing pedestrian infrastructure or upgrading the traffic signal to protected phasing.
- **Systemic improvements or countermeasures** are identified as a toolbox of countermeasures that are meant to enhance safety at multiple locations throughout the region. Systemic improvements may include advanced warning signage or rumble strips along longer roadway segments or a larger geographic area.

Prioritization Criteria for Spot Improvements

The project team reviewed and analyzed all potential spot improvements and developed a project prioritization matrix that ranks projects based on four categories informed by the Working Group. These categories include safety, demographics, implementation, and public need, and are described below. See **Appendix** for a prioritization scoring matrix legend.

Safety

The safety category focuses on ranking projects based on their ability to reduce crashes and their location on the high-injury network or an identified safety needs segment or intersection. Safety segments and intersections are identified within each jurisdiction and ranked.

Jurisdiction Safety Need Location

This subcategory checks if the project is on a high-injury network segment or if it is among the top three safety segment or intersection needs in the jurisdiction.

Max points = 30

Crash Reduction

The project team applied crash modification factors (CMFs) to the relevant crashes within the influence area of the proposed improvements to calculate the potential equivalent property damage only (EPDO) crash reduction.

Crash reduction scores are based on ranks within each jurisdiction. Max points = 30

Demographics

The demographics category focuses on ranking projects based on population and access data.

Disadvantaged Communities

This subcategory identifies if the project lies within a Climate & Economic Justice Screening Tool (CEJST)-identified census tract.

Max points = 5

Income

This subcategory identifies if the project lies within a census tract with an average household income less than the jurisdiction median household income.

Max points = 5

Non-Motorist Users

This subcategory identifies if the project lies within a census tract with median vehicle access below the median jurisdictional vehicle access and if the project is applicable to pedestrians and/or bicyclists.

Max points = 5

Implementation

The implementation category evaluates projects according to their projected costs and expected construction timelines once funding has been secured. This category assesses the readiness of a project for implementation and the resources required to complete it.

Cost

This subcategory identifies the projected cost related to all proposed improvements.

Max points = 10

Timeframe

This subcategory identifies the projected timeframe for all proposed improvements once funding is allocated.

Max points = 10

Public Need

The public need category assesses whether the proposed improvements are situated in locations where the public expressed safety concerns through the Move Safely Blue Ridge engagement efforts. Furthermore, it determines if the proposed improvements address previously-identified safety needs in prior documentation.

Identified Need

This subcategory identifies if the project addresses public safety concerns or previously identified safety concerns.

Max points = 5

Systemic Countermeasure Toolbox

The systemic countermeasure toolbox contains strategies to address specific traffic safety issues and challenges at multiple locations throughout the community. It provides transportation professionals with a range of options and resources to effectively mitigate risks, improve safety, and enhance the overall performance of roadways and transportation systems.

Jurisdiction-specific candidate locations for implementation are provided in the following section. The candidate locations are not an exhaustive list of eligible locations that may benefit from the proposed systemic countermeasure.

Edgeline Treatment

Edgeline treatment includes edgeline rumble strips or wider edge line markings. Edgeline rumble strips provide noise and vibration to alert drivers about to depart the roadway. They can be painted with a retroreflective coating to increase pavement edge visibility at night and during adverse weather conditions. Increasing the width of edgeline markings from the minimum normal line width of 4 inches to the maximum normal line width of 6 inches increases the visibility of roadway boundaries. Candidate locations for edgeline treatment consist of roads with sufficient shoulder space and higher speeds and traffic volumes (see VDOT IIM-LD-212 for more details). Installing edgeline treatment on non-freeway facilities has the potential to reduce road delineation crashes by up to 16%.

Cost: $

Sources: *VDOT IIM-LD-212*; *FHWA Rumble Strips;* *FHWA Wider Edge Lines*

Applicable Safety Emphasis Areas:

- Roadway Departures
- Distracted Driving

Centerline Rumble Strips

Centerline rumble strips provide noise and vibration to alert drivers who are about to enter opposing traffic. They can be painted with a retroreflective coating to increase pavement edge visibility at night and during extreme weather. Candidate locations consist of undivided roads with higher speeds and traffic volumes (see VDOT IIM-LD-212 for more details). Installing centerline rumble strips on non-freeway facilities has the potential to reduce head-on and sideswipe crashes by up to 24%.

Cost: $

Sources: *VDOT IIM-LD-212; FHWA Rumble Strips*

Applicable Safety Emphasis Areas:

- Roadway Departures
- Distracted Driving

Curve Delineation

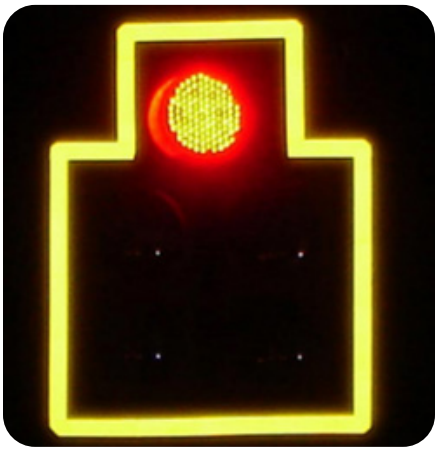
Curve delineation measures include signs and/or pavement markings that alert drivers to horizontal curves in the roadway. These markings consist of chevron signs, retroreflective plating, curve advisory signs, and flashing beacons. Speed advisory signs are required at curves with advisory speeds 15 mph below the speed limit and recommended at 10 mph below the speed limit. Applying chevrons has the potential to reduce nighttime crashes by 25%. Installing chevrons with flashing beacons has the potential to reduce nighttime crashes by 41%.

Cost: $$

Sources: *FHWA Curve Delineation; MUTCD 11th Edition Chapter 2C*

Applicable Safety Emphasis Areas:

» Roadway Departures



High-Visibility Backplates (HVSB)

Adding a 1-to-3-inch yellow retroreflective border to the backplates of traffic signals enhances their visibility, especially during dark or low-light conditions. This added visibility helps drivers more easily notice and interpret the signals, reducing the likelihood of running red lights and other traffic violations. Candidate locations consist of signalized intersections that do not possess any retroreflective back plating. Applying HVSB as a countermeasure has the potential to reduce all intersection crashes by 15%

Cost: $

Sources: *FHWA Backplates with Retroreflective boarder*

Applicable Safety Emphasis Areas:

» Intersections

High-Friction Surface Treatment

High-friction surface treatments added to existing pavement help ensure vehicles have solid contact with the road and reduce the potential for skidding. Candidate locations consist of horizontal curves and interchange ramps. Applying high-friction surface treatment has the potential to reduce crashes by 24%.

Cost: $$$

Sources: *FHWA Pavement Friction Management*

Applicable Safety Emphasis Areas:

» Roadway Departures

Advance Warning Signs and Pavement Marking

These signs or markings are designed to alert drivers that they are approaching an intersection and may be static, flashing, or dynamic. Candidate locations consist of stop-controlled intersections on high-speed roads, steep downgrades, or horizontal curves. Applying this countermeasure has the potential to reduce crashes within the intersection by 18%.

Cost: $$

Sources: *FHWA Systemic Application of Multiple Low-Cost Countermeasures at Stop-Controlled Intersections*

Applicable Safety Emphasis Areas:

» Intersections

Improved Signal Timing Strategies

Traffic signal coordination can promote progression through a corridor at or close to the posted speed limit. Proper clearance intervals can reduce red-light running. Adaptive signal control technologies can dynamically adjust timings in response to real-time traffic conditions to reduce congestion-related crashes. Candidate locations include roadways with multiple signalized intersections. The benefits of this countermeasure vary depending on the implementation strategies applied.

Cost: $

Sources: *FHWA Highway Safety Programs*

Applicable Safety Emphasis Areas:

» Speeding

» Intersections

Flashing Yellow Arrows (FYA)

FYAs can be used in traffic signals to mitigate left-turn confusion and enhance safety at locations with permissive or protected-permissive phasing. FYAs indicate a permissive left turn. These signals replace a green ball signal, which can be confused as a protected left turn. Candidate locations consist of intersections with a permissive or protected-permissive left-turn phase and dedicated left-turn lane. Applying this countermeasure has varied impacts on crashes based on the pre-existing signal phasing.

Cost: $

Sources: *VDOT FYA*

Applicable Safety Emphasis Areas:

» Intersections

Speed Limit Evaluations

Speed studies evaluate the viability of altering posted speeds limits to improve safety for roadways with multiple roadway users. If current speed limits are considered to be inappropriate, agencies often must implement other speed management strategies to encourage compliance with the new speed limit. Candidate locations consist of locations with speed compliance issues or with significant pedestrian activity. Applying this countermeasure has varied impacts on crashes depending on accompanying traffic calming countermeasures.

Cost: $$

Sources: *FHWA Appropriate Speed Limits for All Road Users*

Applicable Safety Emphasis Areas:

- » Speeding
- » Pedestrians

Leading Pedestrian Interval (LPI)

An LPI gives pedestrians the opportunity to enter the crosswalk at an intersection 3 to 7 seconds before vehicles are given a green indication. Pedestrians can better establish their presence in the crosswalk before vehicles have priority to turn right or left. Candidate locations consist of intersections with pre-existing pedestrian signal heads with a high rate of turning vehicles. Applying this countermeasure has the potential to reduce pedestrian crashes within the intersection by 59%.

Cost: $

Sources: *FHWA Leading Pedestrian Interval*

Applicable Safety Emphasis Areas:

- » Intersections
- » Pedestrians

Pedestrian Scramble

A pedestrian scramble allows pedestrians to traverse an intersection in all directions, including diagonally, during a dedicated signal phase while vehicular traffic on all approaches is stopped by a red signal. Candidate locations for implementation are signalized intersections with significant pedestrian crossing demand from multiple approaches. Pedestrian scrambles have the potential to reduce pedestrian crashes by 51%.

Cost: $

Sources: *NACTO*

Applicable Safety Emphasis Areas:

- » Intersections
- » Pedestrians

Improvements by Jurisdiction

The following sections present a comprehensive overview of spot improvements and candidate locations for systemic improvements, organized by jurisdiction. This detailed analysis helps identify where safety measures and enhancements can be effectively implemented to improve overall roadway conditions.

Albemarle County Improvements

Table 21 summarizes prioritized spot improvements for Albemarle County. **Table 22** summarizes candidate locations for systemic improvements within the county. **Figure 17** maps proposed spot improvements in Albemarle County.

Table 21: *Albemarle County Prioritized Spot Improvements*

Project ID	Location	Countermeasure	Safety		Demographics			Implementation		Public Need	Total Score	
			Jurisdiction Safety Need Location	Crash Reduction	Disadvantaged Communities	Income	Non-Motorist Users	Cost	Timeframe	Identified Need	Total Score	Rank
A-1	I-64 & US 29	• Close US 29 northbound left turn onto I-64 • Add warning flashers and transverse rumble strips • Conduct a speed study to create a reduced speed limit zone	30	30	0	5	0	4	10	5	84	2
A-2	US 29 & Greenbrier Dr	• Bring transit stops closer to pedestrian accommodations at intersection • Implement adaptive traffic signals • Add pedestrian accommodations across US 29	30	30	0	5	5	7	10	5	92	1
A-3	US 29 & Woodbrook Dr	• Re-mark eastern Woodbrook Dr to have two inbound lanes • Implement adaptive traffic signals • Add pedestrian accommodations across US 29	30	20	0	0	0	7	10	5	72	3

Project ID	Location	Countermeasure	Safety		Demographics			Implementation		Public Need	Total Score	
			Jurisdiction Safety Need Location	Crash Reduction	Disadvantaged Communities	Income	Non-Motorist Users	Cost	Timeframe	Identified Need	Total Score	Rank
A-4	US 29 from Woodson Store Ln to Rabbit Valley Rd	• Construct an RCUT at Plank Rd, Sutherland Rd/Rabbit Valley Rd, and Woodson Store Ln • Extend US 29 left-turn lanes • Extend northbound US 29 right-turn lane	20	30	0	5	0	0	5	5	65	4
A-5	US 29 & Airport Rd	• Implement adaptive traffic signals	10	10	0	0	0	7	10	5	42	7
A-6	Old Trail Drive & US-250	• Implement pedestrian phasing and add pedestrian signal heads; OR	10	10	0	5	5	10	10	5	55	6
		• Implement modular roundabout	10	20	0	5	5	4	10	5	59	5
A-7	Hydraulic Road & Lambs Road	• Upgrade existing crossings to high visibility • Implement leading pedestrian interval (LPI) phasing • Reduce turning radii • Implement No Turn on Red	0	10	0	5	5	7	10	5	42	7

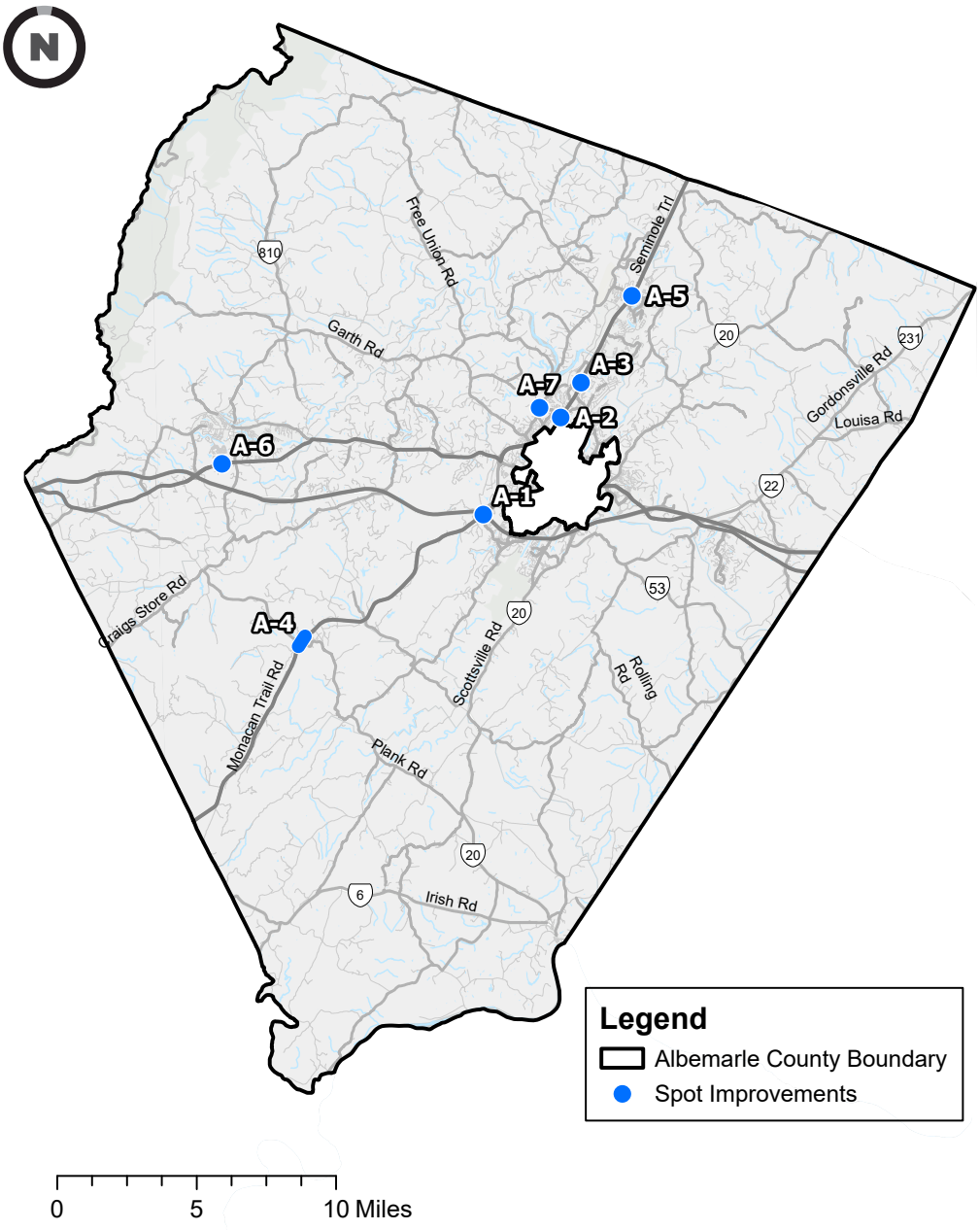


Figure 17: *Albemarle County Spot Improvements*

Table 22: *Albemarle County Systemic Improvements- Candidate Locations*

Countermeasure	Candidate Locations
Edgeline Treatment	Stony Point Rd from US 250 (Richmond Rd) to Stumblinn Farm
	Louisa Rd/Gordonsville Rd from US 250 (Richmond Rd) to Kloeckner Rd
	Scottsville Rd from I-64 to James River Rd
	Old Lynchburg Rd/5th St from I-64 to Plank Rd
	James Monroe Pkwy/Rolling Rd from Thomas Jefferson Pkwy to Ruritan Lake Rd
	Thomas Jefferson Pkwy from Scottsville Rd to Pennwood Farm
Centerline Rumble Strips	Old Lynchburg Rd/5th St from I-64 to Plank Rd
	James Monroe Pkwy/Rolling Rd from Thomas Jefferson Pkwy to Ruritan Lake Rd
Curve Delineation	Stony Point Rd & Rivanna Farm
	Scottsville Rd between Daniel Morris Ln and Camp Rd
	Earlysville Rd between Solace Ln & Milford Rd
	Scottsville Rd between James River Rd & Miller Creek
High- Friction Surface Treatment	US 250 (Richmond Rd) & I-64
	US 250/US 29 & US 250 BUS (Ivy Rd)
	Scottsville Rd & I-64
Advance Warning Signs & Pavement Marking	Thomas Jefferson Pkwy & Milton Rd
	5th St/Old Lynchburg Rd & Old Lynchburg Rd
	Scottsville Rd & Plank Rd/Coles Rolling Rd

Albemarle County is currently conducting the following studies to address existing safety issues:

- Hydraulic Road and U.S. 29 transportation improvements STARS Study
- I-64 Interchange (Exit 118) to North of Fontaine Avenue Interchange Project Pipeline Study

City of Charlottesville Improvements

Table 23 summarizes prioritized spot improvements for the City of Charlottesville.
Table 24 summarizes candidate locations for systemic improvements in the city.
Figure 18 maps proposed spot improvements in the City of Charlottesville.

Table 23: *City of Charlottesville Prioritized Spot Improvements*

Project ID	Location	Countermeasure	Safety		Demographics			Implementation		Public Need	Total Score	
			Jurisdiction Safety Need Location	Crash Reduction	Disadvantaged Communities	Income	Non-Motorist Users	Cost	Timeframe	Identified Need	Total Score	Rank
C-1	E High St & Meade Ave	• Eliminate one movement on or off of Meade Ave, redirecting traffic to the intersection of Stewart Ave and E High St to the west • Eliminate left turn from E High St onto Meade St	30	10	0	0	0	7	10	5	62	9
C-2	Ridge St/ Ridge McIntire Rd & US BUS 250 (W Main)/W Water St/ South St W	• Add LPIs to signals and extend pedestrian phase • Make crosswalks more perpendicular • Shrink footprint by removing a turn lane from the Water St approach • Shrink footprint by removing a lane from the Ridge McIntire northbound approach	30	30	0	0	5	7	10	5	87	2

Project ID	Location	Countermeasure	Safety		Demographics			Implementation		Public Need	Total Score	
			Jurisdiction Safety Need Location	Crash Reduction	Disadvantaged Communities	Income	Non-Motorist Users	Cost	Timeframe	Identified Need	Total Score	Rank
C-3	5th St & Cherry Ave	• Make crosswalk on southern leg more perpendicular • Transition bike lane through right lane on 5th St northbound with green pavement markings and add accompanying signage • Add speed humps or speed tables for first and last crosswalks in Tonsler Park area • Improve existing Rectangular Rapid Flashing Beacons (RRFB) on Cherry Ave and tighten existing lane widths to 11 feet	30	10	5	5	5	10	10	5	80	5
C-4	5th St & 5th St Station	• Add additional markings/signage on western approach • Implement future multimodal improvements as part of the Fifth St Hub and Trails Project • Add pedestrian signals for crosswalk and re-mark crosswalks perpendicular to Rd • Convert southbound lefts to protected phasing only	30	30	0	0	5	7	10	5	87	2
C-5	W Main St/ University Ave 10th to Rugby Rd	• Create a pedestrian scramble phase • Add porkchop island at the southern end of 13th St • Tie-in to future multiuse infrastructure	30	10	5	5	5	10	10	5	80	5

Project ID	Location	Countermeasure	Safety		Demographics			Implementation		Public Need	Total Score	
			Jurisdiction Safety Need Location	Crash Reduction	Disadvantaged Communities	Income	Non-Motorist Users	Cost	Timeframe	Identified Need	Total Score	Rank
C-6	5th St & Harris Rd	• Convert 5th St northbound left turn to protected phasing, either full-time or during PM peak • Add yield ahead or pedestrian ahead signage for 5th St southbound right-turn lane	30	30	0	0	5	10	10	5	90	1
C-7	E High St/ US 250/ River Rd	• Pull stop bar closer to crosswalk • Improve lane use signage for River Rd approach • Add yield to pedestrians signs to US 250	30	20	0	5	3	10	10	5	83	4
C-8	Preston Ave/ McIntire Rd/ Market St	• Convert to a roundabout • Shorten pedestrian crossing distance	30	20	0	0	5	0	5	5	65	8
C-9	10th St NW & Preston Ave	• Install comprehensive pedestrian upgrades (ramps, pedestrian signals, push buttons, crosswalks)	30	10	5	5	5	7	10	5	77	7

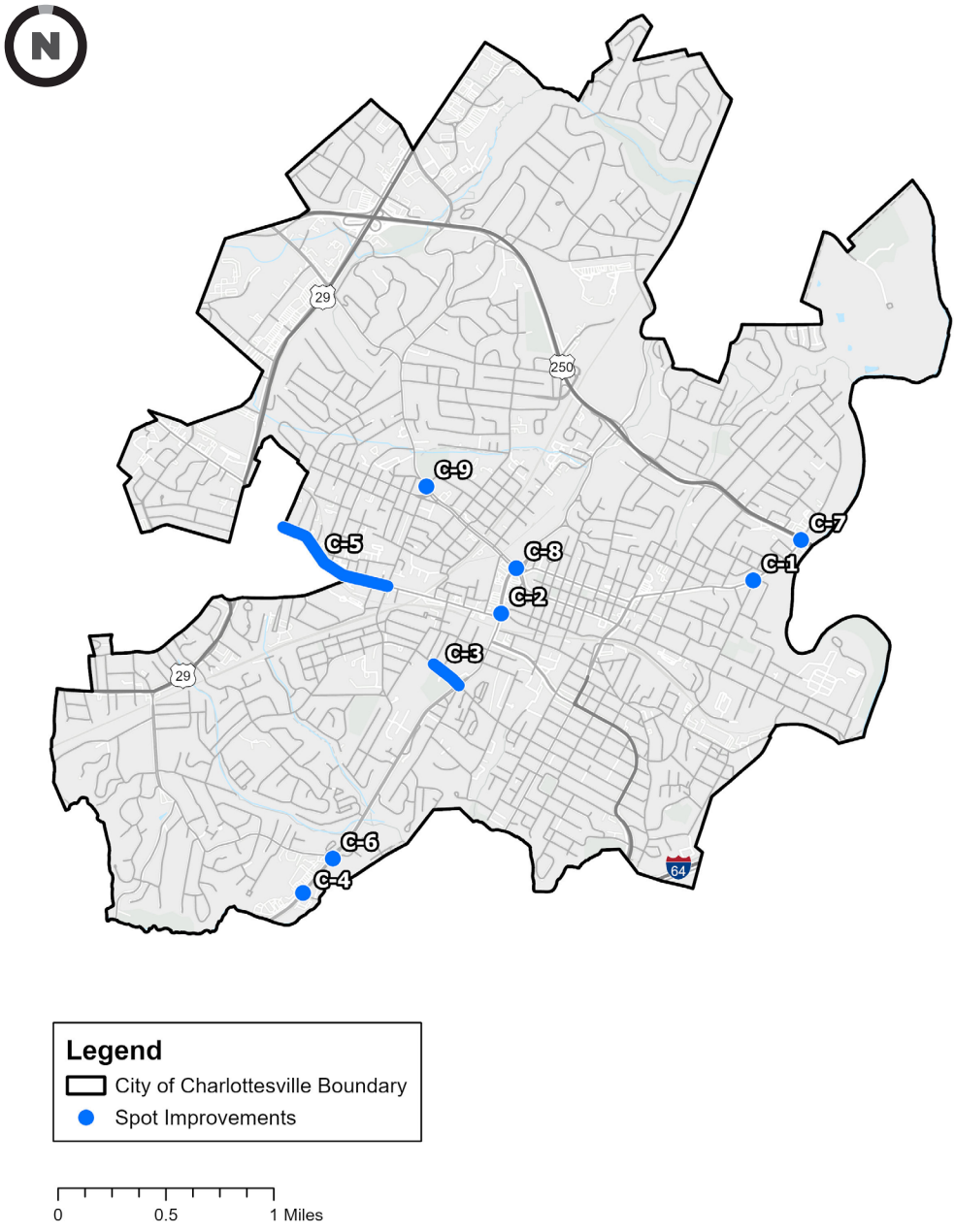


Figure 18: *City of Charlottesville Spot Improvements*

Table 24: *City of Charlottesville Systemic Improvements- Candidate Locations*

Countermeasure	Candidate Locations
High-Visibility Backplates (HVSB)	US 250 BYP & Hydraulic Rd/Rugby Rd
	Emmet St between Hydraulic Rd & US 250 (Ivy Rd)
	Roosevelt Brown Blvd/10th St & US 250 BUS (W Main St)
	Avon St & Elliott Ave
	Preston Ave & Rose Hill Dr
	Emmet St & Jefferson Park Ave
Improved Signal Timing Strategies	5th St & Harris Rd
	Emmet St between Hydraulic Rd & Barrack Rd
	9th St & E Market St
	Ridge St/Ridge Mcintyre Rd & US 250 BUS (W Main St)/Water St/South St W
	Roosevelt Brown Blvd/10th St & US 250 BUS (W Main St)
	Ridge St/5th St & Cherry Ave/Elliott Ave
Flashing Yellow Arrows (FYA)	5th St & 5th St Station Pkwy
	Ridge St/5th St & Cherry Ave/Elliott Ave
	Roosevelt Brown Blvd/10th St & US 250 BUS (W Main St)
	US 250 BYP (Richmond Rd) & River Rd
	Preston Ave & Mcintyre Rd
Speed Limit Evaluations	5th St from Harris Rd & US 250/Water St
	US 250 BYP from US 29 (Emmet St) to River Rd
	US 29 (Emmet St) from Hydraulic Rd to US 250 (Ivy Rd) & US 250 BUS (University Ave)
Leading Pedestrian Interval	Ridge St/Ridge McIntire Rd & US 250 BUS (W Main St)
	US 250 BUS (E Market St) & 9th St NE
	Ridge St & Monticello Ave

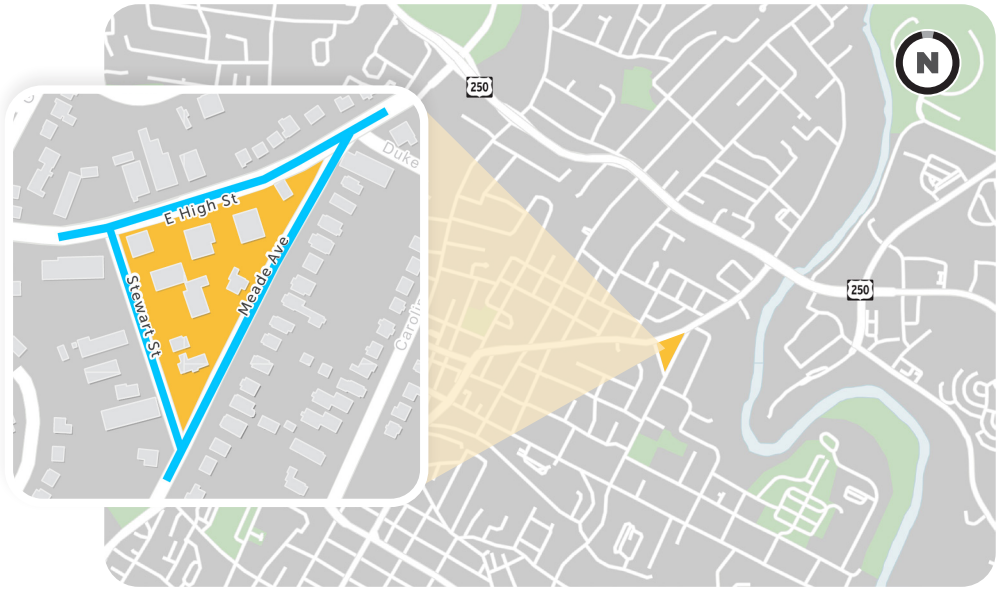
The City of Charlottesville has the following initiative and studies underway to address existing safety issues:

- City Sidewalk Prioritization Program (Fiscal Years 2026 through 2030)
- Ridge Street at W Main Street intersection STARS Study
- Hydraulic Road and U.S. 29 transportation improvements STARS Study


LEFT TURN
YIELD
ON GREEN
Cherry Av
Elliott Av
ONLY

East High Street Safety Demonstration Project

As part of the Move Safely Blue Ridge initiative, the City of Charlottesville plans to launch a safety improvement demonstration project along East High Street between Meade Avenue and Stewart Street to address safety concerns in spring 2025.



Safety Concerns

Between 2018 and 2022, five vehicle collisions occurred in this area that resulted in an injury, highlighting the need for improvements to address:

- Limited visibility for drivers at the East High Street and Meade Avenue intersection
- Inadequate sidewalks and crossings for pedestrians
- Poor access and infrastructure for people walking through this area

Southeast corner of East High Street and Meade Avenue intersection

Southwest corner of East High Street and Meade Avenue intersection

East High Street and Meade Avenue intersection facing north

Demonstration Project

The demonstration project will involve installing temporary, cost-effective materials to test how well changes work in real conditions. The project allows for evaluation and adjustments, if needed, and will inform decisions about permanent improvements.

Implementation

The City gathered community feedback on potential design improvements through a public survey and a meeting in February 2025. City staff will present a recommended design improvement to the City Council in April 2025 and finalize design plans for implementation in May 2025. In summer 2025, the City will implement recommended improvements and seek feedback from the public post-installation.

Fluvanna County Improvements

Table 25 summarizes prioritized spot improvements for Fluvanna County. **Table 26** summarizes candidate locations for systemic improvements in the county. **Figure 19** maps proposed spot improvements in Fluvanna County.

Table 25: *Fluvanna County Prioritized Spot Improvements*

Project ID	Location	Countermeasure	Safety		Demographics			Implementation		Public Need	Total Score	
			Jurisdiction Safety Need Location	Crash Reduction	Disadvantaged Communities	Income	Non-Motorist Users	Cost	Timeframe	Identified Need	Total Score	Rank
F-1	US 250/ Diamond Rd/Oliver Creek Rd	• Add stop bar on Diamond Rd • Improve visibility of stop signs • Add transverse rumble strips on US 250 • Widen to add turn lanes to US 250	10	30	0	5	0	4	5	0	54	4
F-2	South Boston Rd & Broken Island Rd	• Correct superelevation • Add safety wedge on outside of curve • Narrow approach of Broken Island Rd to facilitate correction of superelevation and allow more room for roadside warning signs	30	20	0	0	0	7	10	5	72	2
F-3	Route 53 & Ruritan Lake Rd	• Install a roundabout and address problematic vertical and horizontal geometry	10	30	0	0	0	0	5	5	50	5
F-4	Route 53 & Martin Kings Rd	• Add stop bar to Martin Kings Rd • Add dynamic intersection warning signage on Route 53 southbound • Add left-turn lane on Martin Kings Rd northbound	20	20	0	0	0	4	10	5	59	3
F-5	US-15 & VA-6	• Convert intersection to roundabout • Install advanced warning signs and flashing beacons	30	30	0	5	0	0	5	5	75	1

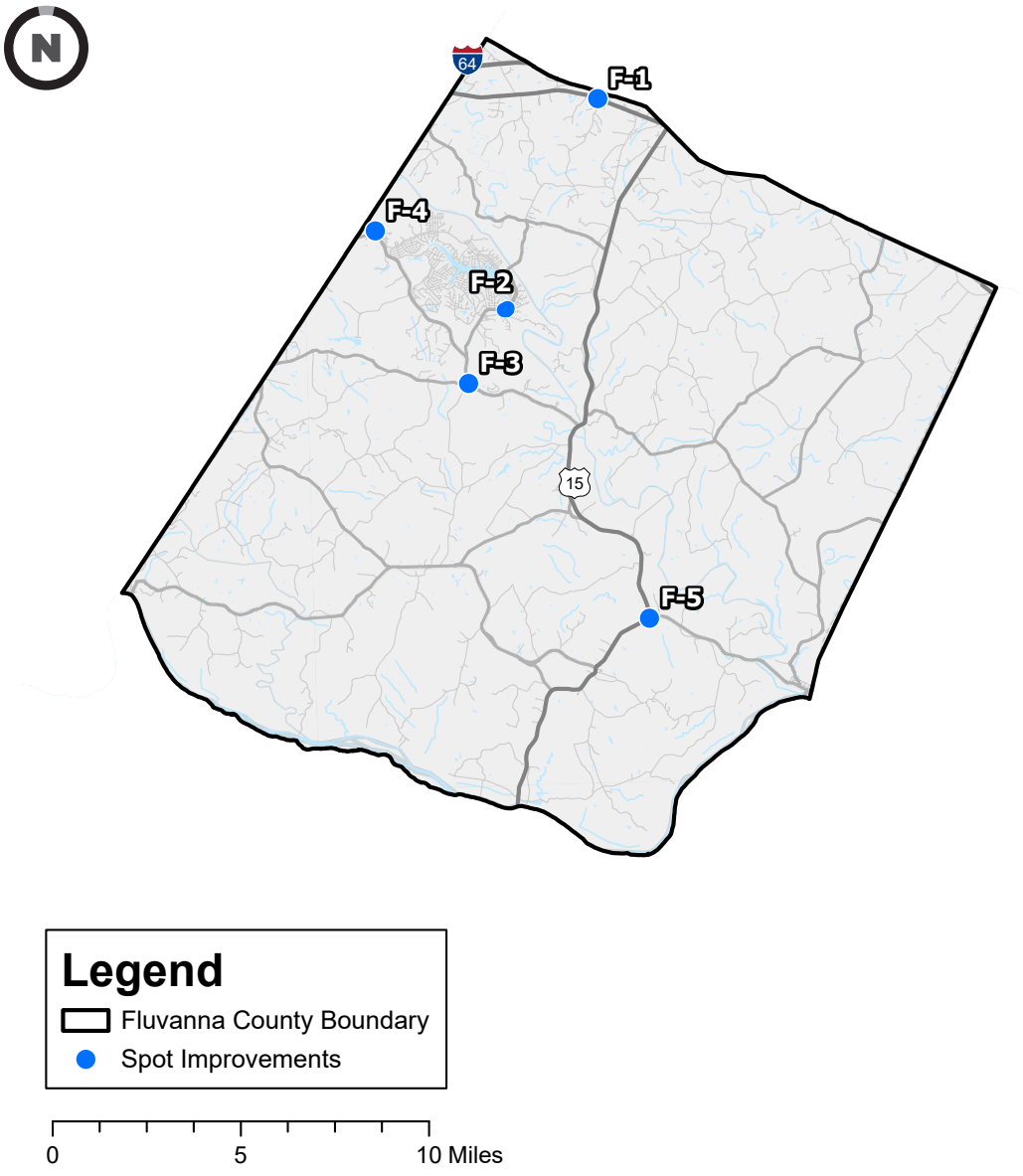


Figure 19: *Fluvanna County Spot Improvements*

Table 26: *Fluvanna County Systemic Improvements- Candidate Locations*

Countermeasure	Candidate Locations
Edgeline Treatment	Thomas Jefferson Pkwy from S Boston Rd to Lake Monticello Rd
	S Boston Rd from Union Mills Rd to Thomas Jefferson Pkwy
	W River Rd from US 15 (James Madison Hwy) to Valley St
	Union Mills Rd from US 15 (James Madison Hwy) to Martin Valley Farm
	Lake Monticello Rd from S Boston Rd to Thomas Jefferson Hwy
	US 15 (James Madison Hwy) from US 250 (Richmond Rd) to James River
	US 250 (Richmond Rd) from US 15 (James Madison Rd) to Warren Crescent Dr
Centerline Rumble Strips	W River Rd from US 15 (James Madison Hwy) to Valley St
Curve Delineation	Union Mills Rd between Oakl & Farm Way & Two Rivers Dr
	Kents Store Way between Four Winds Ln & Perkins Rd
	Bybee's Church Rd between Stanly Ln & Dogwood Dr
High- Friction Surface Treatment	S Boston Rd between Broken Isl& Rd & River Ridge Dr
	Union Mills Rd between Oakl& Farm Way & Two Rivers Dr
	Kents Store Way between Four Winds Ln & Perkins Rd

Greene County Improvements

Table 27 summarizes prioritized spot improvements for Greene County. **Table 28** summarizes candidate locations for systemic improvements in the county. **Figure 20** maps proposed spot improvements in Greene County.

Table 27: *Greene County Prioritized Spot Improvements*

Project ID	Location	Countermeasure	Safety		Demographics			Implementation		Public Need	Total Score	
			Jurisdiction Safety Need Location	Crash Reduction	Disadvantaged Communities	Income	Non-Motorist Users	Cost	Timeframe	Identified Need	Total Score	Rank
G-1	US 29/ Matthew Mill Rd/Cedar Grove Rd	• Close median crossover at Deerfield Drive or restrict movements to reduce conflicts	30	30	0	5	0	7	10	0	82	1
G-2	Preddy Creek Rd	• Add chevrons at standard spacing to improve visibility of curves • Add warning signs to hot-spot curves	10	10	0	0	0	10	10	0	40	9
G-3	US 29 & US 33	• Add sidewalk from Stoneridge to east of US 29 • Add crosswalks to Stoneridge and US 29 intersections • Add pedestrian signals to both intersections	30	30	0	5	5	0	5	5	80	2
G-4	US 33 & Swift Run Rd	• Convert FYA to protected green phase(s) • Install dynamic flashing signal ahead sign • Offset left turns to improve sight distance	30	30	0	5	0	4	10	0	79	3
G-5	Amicus Rd	• Bring chevrons to standard • Add edgeline rumble strips and/or safety edge	20	10	0	5	0	7	10	5	57	8

Project ID	Location	Countermeasure	Safety		Demographics			Implementation		Public Need	Total Score	
			Jurisdiction Safety Need Location	Crash Reduction	Disadvantaged Communities	Income	Non-Motorist Users	Cost	Timeframe	Identified Need	Total Score	Rank
G-6	US 33/ Advance Mills Rd/4 Seasons Dr	• Conduct a speed study to extend the reduced speed zone to cover these intersections • Construct RCUT	30	10	0	5	0	4	5	5	59	7
G-7	US 33 east of Skyline Dr	• Install additional signage immediately in advance of low-speed curve • Add transverse rumble strips; check for adverse effect on motorcycles	30	10	0	5	0	10	10	0	65	4
G-8	US 29 & Carpenters Mill Rd	• Construct RCUT at the intersection at US 29 & Carpenters Mill Rd and Commerce Dr • Convert Starks Ln to LI/RI/RO only as part of southern U-turn location for RCUT	30	20	0	5	0	0	5	5	65	4
G-9	US 29 & Fredericksburg Rd	• Extend left-turn lanes on US 29 • Construct permanent RCUT	30	10	0	5	0	4	10	5	64	6

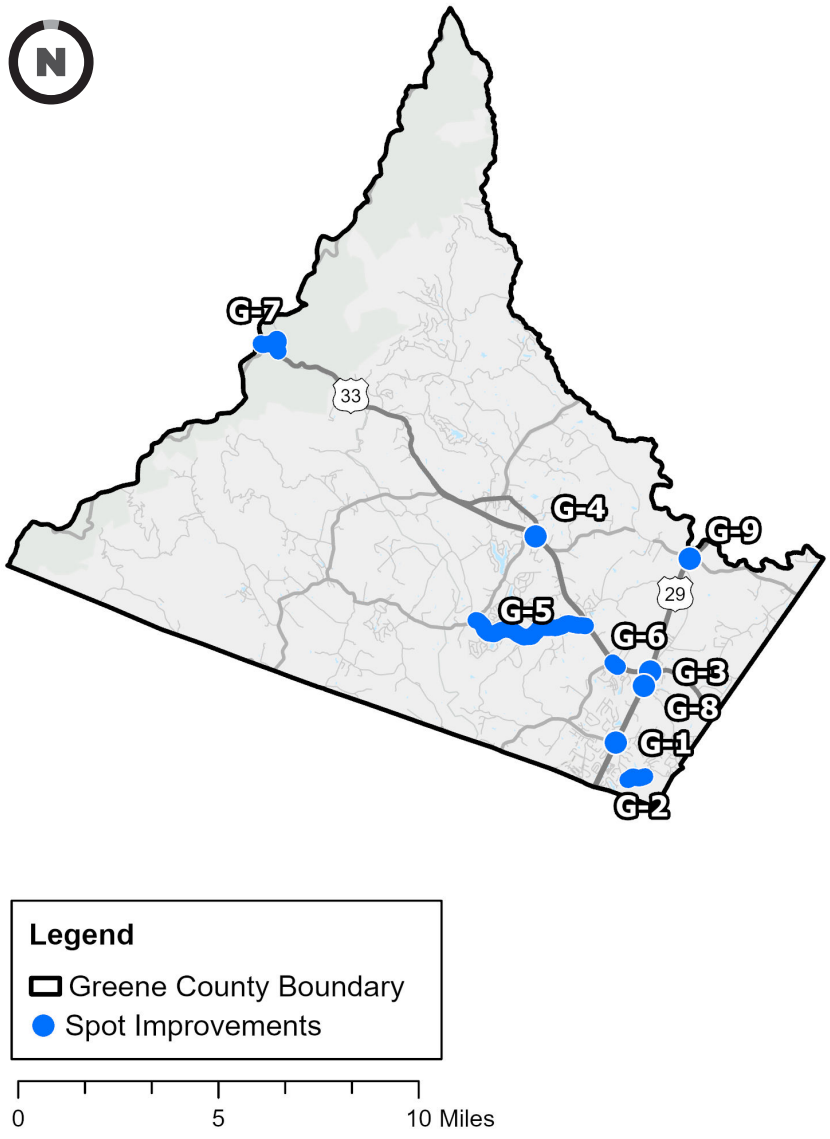


Figure 20: *Greene County Spot Improvements*

Table 28: *Greene County Systemic Improvements- Candidate Locations*

Countermeasure	Candidate Locations
Edgeline Treatment	Amicus Rd from US 33 (Spotswood Trl) to Bingham Mountain Rd
	Dyke Rd from US 33 (Spotswood Trl) to Church Ln
Centerline Rumble Strips	Amicus Rd from US 33 (Spotswood Trl) to Bingham Mountain Rd
	Dyke Rd from US 33 (Spotswood Trl) to Church Ln
Curve Delineation	US 33 (Spotswood Trl) between Skyline Dr & Big Bend Fire Rd
	Matthew Mill Rd between Carpenters Mill Rd & Cedar Dr
	Advance Mills Rd between Welsh Run Rd & Fray Mill Rd
High-Friction Surface Treatment	US 33 (Spotswood Trl) between Skyline Dr & Big Bend Fire Rd
	Amicus Rd between Welsh Run Rd & Rose Ln
	Matthew Mill Rd between Carpenters Mill Rd & Cedar Dr
Improved Signal Timing Strategies	US 33 (Spotswood Trl) & Stoneridge Dr
	US 29 (Seminole Trl) & US 33 (Spotswood Trl)
	US 29 (Seminole Trl) & Matthew Mill Rd/Cedar Grove Rd
	US 33 (Spotswood Trl) & US 33 BUS (Spotswood Trl)/ Swift Run Rd

Louisa County Improvements

Table 29 summarizes prioritized spot improvements for Louisa County. **Table 30** summarizes candidate locations for systemic improvements in the county. **Figure 21** maps proposed spot improvements in Louisa County.

Table 29: *Louisa County Prioritized Spot Improvements*

Project ID	Location	Countermeasure	Safety		Demographics			Implementation		Public Need	Total Score	
			Jurisdiction Safety Need Location	Crash Reduction	Disadvantaged Communities	Income	Non-Motorist Users	Cost	Timeframe	Identified Need	Total Score	Rank
L-1	US 33/ Waldrop Church Rd/ Range Rd	• Improve sight distance by clearing vegetation • Add turn lanes to US 33 • Realign Waldrop Church Rd to align with Range Rd	10	30	5	5	0	4	5	0	59	5
L-2	US 33 in Trevilians	• Conduct a speed study to reduce speed limit • Eliminate passing zone for US 33 eastbound • Widen US 33 to add Two-Way Left Turn Lane (TWLTL) and curb and gutter	30	30	5	5	0	0	5	0	75	2
L-3	US 33 & Route 22	• Conduct a speed study to reduce speed limit • T-up intersection based on road with higher traffic volume • Convert intersection to roundabout	30	20	5	5	0	0	5	0	65	4
L-4	US 33 & Oakland Rd	• Realign profile of US 33 to reduce crest curve • T-up intersection or convert to roundabout paired with one at west end of segment	30	20	5	5	0	4	5	0	69	3

Project ID	Location	Countermeasure	Safety		Demographics			Implementation		Public Need	Total Score	
			Jurisdiction Safety Need Location	Crash Reduction	Disadvantaged Communities	Income	Non-Motorist Users	Cost	Timeframe	Identified Need	Total Score	Rank
L-5	Route 22 near Nolting Rd	• Add edgeline rumble strips and safety wedge • Bring spacing of chevrons in line with standard • Increase superelevation on eastbound approach • Move utility pole away from edge of pavement in outside of curve	10	10	0	0	0	7	10	0	37	8
L-6	US 33 & Route 208	• Add pavement markings to better define gore area and travel lane on the US 33 northbound approach • Add pedestrian signals • Add flashing yellow arrow signs	10	10	5	5	5	7	10	0	52	6
L-7	Route 208 near Jack Jouett Rd	• Add recovery wedge on outside of curve • Add additional curve warning signs • Remove fixed objects within clear zone on curve	20	30	5	5	0	7	10	0	77	1
L-8	Route 208 & Jack Jouett Rd	• Add left-turn lane on Route 208 eastbound	10	10	5	5	0	4	5	0	39	7

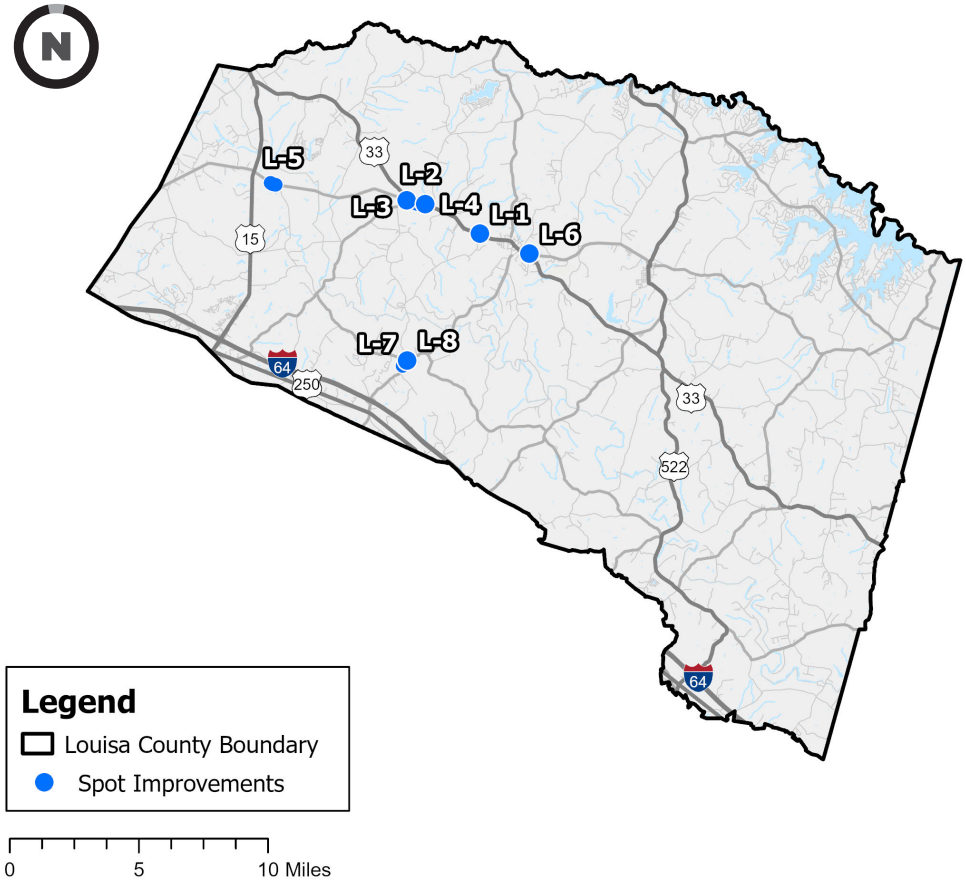


Figure 21: *Louisa County Spot Improvements*

Table 30: *Louisa County Systemic Improvements- Candidate Locations*

Countermeasure	Candidate Locations
Edgeline Treatment	208 (New Bridge Rd) from US 522 (Zachary Taylor Hwy) to The New Bridge
	US 522 (Cross Country Rd) from US 33 (Jefferson Hwy) to I-64
	Courthouse Rd from I-64 to E Main St
	Shannon Hill Rd/Willis Proffitt Rd from US 522 (Pendleton Rd) to I-64
	US 33 from US 15 (James Madison Hwy) to Jones Farm Rd
	Louisa Rd from Whitlock Rd to US 33 (Spotswood Trail)
Centerline Rumble Strips	Shannon Hill Rd/Willis Proffitt Rd from US 522 (Pendleton Rd) to I-64
Curve Delineation	US 33 (Jefferson Hwy) & Martin Rd
	US 15 (James Madison Hwy) & Camp Creek
High-Visibility Backplates (HVSB)	US 33 (E Main St) Fredericksburg Ave/Rosewood Ave
	Kentucky Springs Rd & Johnson Rd/Haley Dr
High- Friction Surface Treatment	208 (Courthouse Rd) by Bells Crossroads
	US 33 (Jefferson Hwy) & Martin Rd
	US 15 (James Madison Hwy) & Camp Creek
	US 33 (Louisa Rd) between Danne Rd & Oakland Rd
	Shannon Hill Rd between Mt Airy Rd & South Anna River

Nelson County Improvements

Table 31 summarizes prioritized spot improvements for Nelson County. **Table 32** summarizes candidate locations for systemic improvements in the county. **Figure 22** maps proposed spot improvements in Nelson County.

Table 31: *Nelson County Prioritized Spot Improvements*

Project ID	Location	Countermeasure	Safety		Demographics			Implementation		Public Need	Total Score	
			Jurisdiction Safety Need Location	Crash Reduction	Disadvantaged Communities	Income	Non-Motorist Users	Cost	Timeframe	Identified Need	Total Score	Rank
N-1	US 29 & Tye Brook Rd	• Construct RCUT	30	20	0	5	0	4	5	0	64	5
N-2	Route 151 & Lowesville Rd	• Improve advance warning on Lowesville Rd • Improve sight distance by clearing trees	20	20	0	5	0	10	10	0	65	4
N-3	US 29 in Colleen	• Improve pavement markings in the crossovers • Conduct a speed study to create a reduced speed limit zone • Extend turn lane onto Colleen Rd • Replace TWLTL with physical median	30	30	0	5	0	4	10	0	79	3
N-4	US 29 through Lovingston	• Close crossover at Main St • Construct RCUT at Northside Ln • Conduct a speed study to extend the reduced speed limit zone and include curb and gutter	30	30	0	5	5	0	5	5	80	2
N-5	US 29 & Route 6	• Offset left-turn lane off US 29 northbound to provide better sight distance • Construct RCUT • Consider Tidbit Trail as an alternative route for turning movements • Conduct a speed study to reduce speed limits on US 29	30	30	0	5	0	4	10	5	84	1

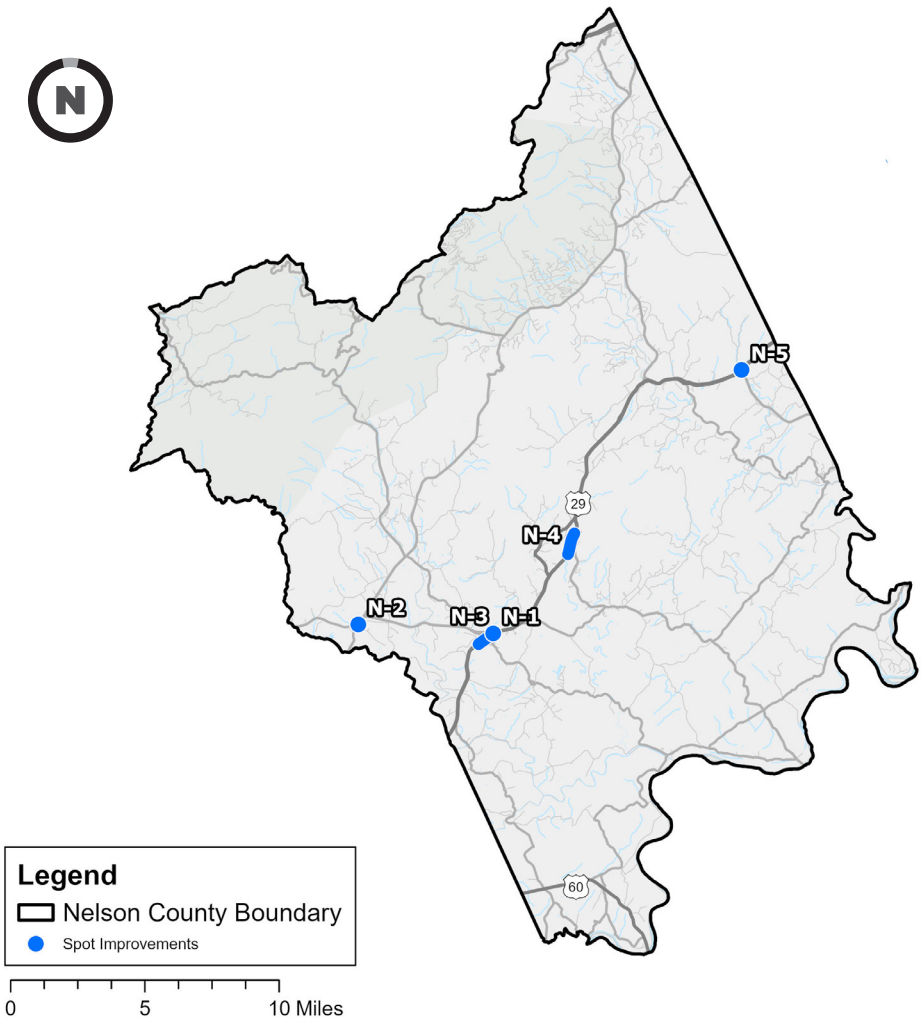


Figure 22: *Nelson County Spot Improvements*

Table 32: *Nelson County Systemic Improvements- Candidate Locations*

Countermeasure	Description
Edgeline Treatment	US 29 (Thomas Nelson Hwy) from Tidbit Trl to County Line
	Critzer Shop Rd/Rockfish Valley Hwy from County line to Beech Grove Rd/Glenthorne Loop
	Patrick Henry Hwy from County line to Beech Grove Rd/Glenthorne Loop
	James River Rd from Front St to Norwood Rd
Centerline Rumble Strips	US 29 (Thomas Nelson Hwy) from Tidbit Trl to County Line
	Critzer Shop Rd/Rockfish Valley Hwy from County line to Beech Grove Rd/Glenthorne Loop
	Patrick Henry Hwy from County line to Beech Grove Rd/Glenthorne Loop
	James River Rd from Front St to Norwood Rd
Advance Warning Signs & Pavement Marking	US 29 (Thomas Nelson Hwy) & Rockfish River Rd/Buck Creek Ln
	Rockfish Valley Hwy & River Rd
	US 29 (Thomas Nelson Hwy) & River Rd
	US 29 (Thomas Nelson Hwy) & Tye Brook Hwy
	Rockfish Valley Hwy & Blundell Hollow Rd

POLICIES AND PROGRAMS

This section outlines non-engineering strategies to address roadway safety needs within the TJPDC region by highlighting behavioral and systemic issues that lead to fatal and serious injury crashes. These solutions focus on policies and programs targeted at education, enforcement, design, and implementation efforts needed to develop effective strategies for improving roadway safety.

In January 2024, the project team held a regional safety summit with representatives from each jurisdiction within the TJPDC region. Participants provided input on the challenges and areas of importance within the region, and this input guided the prioritization of policies and programs for the Move Safely Blue Ridge project.

The project team used input from the safety summit participants, along with feedback from the public and Working Group, to develop the strategies outlined in the plan. Policies are divided into design improvement policies and implementation support policies. Programs are divided into education and engagement programs and implementation support programs.

Policies

- **Design Improvements:** Policy recommendations for design improvements may include design guidelines for incorporating traffic calming measures, such as roundabouts or speed humps, and standards for visibility at crosswalks and intersections. These recommendations are crucial for roadway safety as they help reduce the risk of crashes and enhance the overall safety for all road users.
- **Implementation Support:** Implementing policies to support safety efforts helps enforce best practices by ensuring coordinated efforts, resource allocation, and expert guidance. This collaboration enhances the effectiveness and sustainability of safety measures, leading to safer roadways for all users.

Programs

- **Education and Engagement:** Educational campaigns and engagement efforts can raise awareness about safe driving practices and the importance of following traffic laws. These initiatives help foster a culture of safety among all road users, reducing the likelihood of crashes and promoting a more responsible and informed community.
- **Implementation Support:** Implementing programs to support safety efforts helps enforce best practices by ensuring coordinated efforts, resource allocation, and expert guidance. This collaboration enhances the effectiveness and sustainability of safety measures, leading to safer roadways for all users.

Potential Partners

Jurisdictions may work with strategic partners to facilitate these actions. The project team identified potential partners to assist the jurisdictions and TJPDC with the implementation of actions and monitoring performance measures.

Tables 33 through 36 summarize the proposed programs and policies targeting education, enforcement, design, and implementation efforts to develop effective strategies for improving roadway safety in the TJPDC region and include potential partners and potential performance measures to track progress. **Table 37** provides a summary of proposed programs and policies by emphasis area.

Table 33: *Design Improvements – Policies*

Primary Emphasis Area	Counter measure	Area	Description	Reference Sources / Existing Program to Build Upon	Potential Partners	Performance Metric
All	Continue Jurisdiction Safety Audits	Regional	Jurisdiction safety audits involve systematic evaluations of road conditions, traffic patterns, and safety measures within the respective jurisdiction. These audits aim to identify potential hazards and recommend improvements to enhance overall traffic safety.		TJPDC	Comprehensive jurisdictional awareness of roadway safety conditions. Routine RSA with subsequent maintenance.
All	Update Emergency Vehicle Preemption	Regional	Emergency vehicle preemption involves improving EMS readiness and response times through signal prioritization and optimized routing strategies. By using technology to control traffic signals and prepare infrastructure, these initiatives facilitate quicker and safer passage for emergency vehicles, ultimately enhancing overall emergency response efficiency.	*08-CR9 | Virginia Transportation Research Council*	VDOT	Improved on-time performance for EMS trips.
All	Update or Develop Curb Management Policy	Regional	Amending the Curb Management Policy involves revising regulations and guidelines governing the use of curbside space to balance the needs of various users, including parking, deliveries, and passenger loading zones. This initiative aims to optimize curbside operations and enhance safety and efficiency in urban areas .	*Curb and Gutter Details - Charlottesville*		Reduction in crashes that involve curbside operations.

Primary Emphasis Area	Counter measure	Area	Description	Reference Sources / Existing Program to Build Upon	Potential Partners	Performance Metric
Bicyclists	Update Bike Lane Design Guidelines	Urban	This initiative involves updating standards and practices for designing and implementing bike lanes. The goal is to improve the safety, functionality, and accessibility of bike lanes, thereby better protecting cyclists and encouraging increased bicycle use.	*The 2015 Bicycle and Pedestrian Master Plan (Charlottesville)*	VDOT	Reduction in crashes involving cyclists.
Farm Vehicles	Update Farm Signage/Lane Markings	Rural	Conduct a rural sign inventory in agriculturally designated areas to understand what public signage is currently presented. Circulate more public information about lane markings and designated farm signage for public education.	*2025 Policies - Farm Bureau VA*	Virginia Farm Bureau	Regularly updated farm zone signage inventory.
Heavy Vehicles	Update Truck Restrictions	Regional	Implementing truck restrictions involves designating certain roads or areas off-limits to large trucks to enhance safety for other road users. This initiative aims to minimize the risks associated with heavy trucks in urban areas by conducting a Road Safety Audit (RSA).	*Truck restrictions | VDOT*	VDOT	Reduction of crashes involving trucks on certain roads.
Roadway Departures	Update Roadway Departures Policy	Regional	Advocate for the development of policies and guidance based on new and existing roadway departure research. Promote best practices and innovative solutions to state and local transportation agencies.	*Examination of Features Correlated w Roadway Departure Crashes on Rural Roads*	VDOT	Application of roadway departure measures.

Primary Emphasis Area	Counter measure	Area	Description	Reference Sources / Existing Program to Build Upon	Potential Partners	Performance Metric
Speeding	Update Appropriate Speed Limits for All Road Users	Regional	Appropriate Speed Limits for All Road Users involves reviewing and adjusting speed limits to ensure they are suitable for the safety of drivers, pedestrians, and cyclists through conducting a speed study. By aligning speed limits with current roadway conditions and usage patterns, this effort aims to enhance overall transportation safety.	*FHWA Proven Safety Counter measure*	VDOT	Reduction in crashes caused by speeding.
Work Zones	Application of Work Zone Policy and Work Zone Communication	Regional	General application of VDOT's work area protection manual and awareness of the work zone policy for all roadway users. Proactive communication about work zone locations by the PDC, MPO, and localities is crucial for road safety.	*"1. Work Area Protection Manual and Pocket Guide | Virginia Department of Transportation,* *2. https://www.vdot.virginia.gov/doing-business/technical-guidance-and-support/technical-guidance-documents/vdot-work-zone-pedestrian-and-bicycle-guidance/"*	VDOT	Public familiarity with the improvements made to temporary signage.

Table 34: *Education and Engagement – Programs*

Primary Emphasis Area	Counter measure	Area	Description	Reference Sources / Existing Program to Build Upon	Potential Partners	Performance Metric
Aging Road Users	Senior Travel-Ready Transit Training Program	Regional	The Senior Travel-Ready Transit Training Program is a collaborative effort between Charlottesville Area Transit (CAT) and Jaunt to provide comprehensive, travel-ready training sessions for seniors. This initiative aims to increase transit ridership among older adults by equipping them with the necessary skills and confidence to use public transportation effectively. This program may include promoting the existing MicroCAT program.	*Partnership for Accessible Transportation Help*	PATH	Training participation.
Aging Road Users	Senior Resource Awareness Campaign	Regional	Care Is There initiative is dedicated to increasing public awareness of the transportation options and resources available to seniors. These resources aim to better inform and support the senior community in accessing transportation services.	*Care Is There*	JABA	Public familiarity with senior-oriented resources.
All	Roadway Safety Education	Regional	Collaborating with major employers to educate employees on roadway safety is crucial due to the significant transient workforce population. This collaboration allows for more effective education and communication strategies within well-defined audiences and offers opportunities for incentive programs that promote safe driving behaviors, leading to a broader impact on reducing crashes and enhancing overall traffic safety in the community.	*Connecting VA - employee commuter benefits*	DRPT	Participation in conduct incentive programs to encourage safe driving behaviors.

Primary Emphasis Area	Counter measure	Area	Description	Reference Sources / Existing Program to Build Upon	Potential Partners	Performance Metric
Bicyclists	Bike School	Urban	Provide educational materials or provide training events focused on bicycle safety for grades K-6. Material may include a parent guide that provides ways in which they can support safe bicycling.	*Bicycle Safety | Virginia Department of Education*	Public Schools	Familiarity of safety skills and signs and signals.
Farm Vehicles	Farm Zone Educational Campaign	Rural	Provide educational materials to schools and major employers in and surrounding agriculturally designated areas focused on educating drivers on how to safely share the roadway with farm vehicles and the significance of farm zone signage.	*2025 Policies - Farm Bureau VA*	Virginia Farm Bureau	Public familiarity with farm zone signage.
Farm Vehicles	Wildlife Educational Campaign	Rural	Provide educational materials to schools and major employers in and surrounding agriculturally designated areas focused on educating drivers on how to respond safely to wildlife on roadways to reduce swerving-related crashes and serious injuries and increase public awareness about high-risk wildlife crossing areas and the effectiveness of underpasses and exclusionary fencing in preventing collisions. Engage local news outlets with this information for public reminder and education with seasonal updates to follow.	*Wildlife Center of Virginia*	Wildlife Virginia	A reduction in roadway crashes involving wildlife on the roadway and public familiarity with wildlife roadway protocol.

Primary Emphasis Area	Counter measure	Area	Description	Reference Sources / Existing Program to Build Upon	Potential Partners	Performance Metric
Impaired Driving	Impaired Driving Campaigns	Regional	Impaired driving awareness campaigns are vital for educating the public and deterring dangerous behaviors. By using a range of media channels such as radio, television, print, and social media, these campaigns effectively raise awareness, publicize preventative measures, and promote safe practices like using designated drivers, ultimately leading to a reduction in impaired driving incidents and saving lives.	*Virginia - 2024 Drive Sober or Get Pulled Over Campaign*	VDOT Virginia Department of Motor Vehicles	A reduction in the number of crashes per year that involved an impaired driver.
Motorcyclists	Motorcycle School or Motorcycle Education	Regional	This educational campaign is designed to enhance motorcycle safety by providing targeted content on issues like roadway departures, intersections, young riders, and speeding. Using online platforms and partnerships with motorcycle dealers, the campaign aims to disseminate essential safety information and encourage participation in the Virginia Rider Training Program for comprehensive training and resources.	*Virginia Rider Training Program | Virginia Department of Motor Vehicles*	VDOT	Pariticpation in the Virginia Rider Training Program.

Primary Emphasis Area	Counter measure	Area	Description	Reference Sources / Existing Program to Build Upon	Potential Partners	Performance Metric
Occupant Protection	Protected Occupants Campaign	Regional	This campaign would involve messaging including highly publicized enforcement of seatbelt laws, with designated checkpoints at which officers check for seatbelt compliance. An example of this type of campaign is "Click it or Ticket." This initiative aims to increase seatbelt usage through education and enforcement, thereby reducing fatalities and injuries in crashes. A car and booster seat use educational campaign would focus on informing parents and caregivers about the proper installation and use of car seats and booster seats for children.	*Click It or Ticket: Seat Belt Safety Awareness | NHTSA*	Police	Public familiarity with seatbelt laws.
Pedestrians	Pedestrian and Bicycle Safety Campaigns	Urban	Conducting a pedestrian and bicycle safety awareness campaign via social media and televised platforms educates both pedestrians and bicyclists on best practices and informs drivers on how to stay alert and proactive. These campaigns aim to reduce crashes involving pedestrians and bicyclists through targeted messaging and community outreach. Safe Routes to School (SRTS) is a specific program that is nationally funded. The initiative is designed to enhance the safety of students walking and biking to school while promoting these healthier activities.	*Print PSAs: National Pedestrian Safety Campaign | FHWA*	VDOT	Public familiarity on pedestrain and bicycle etiquitte when sharing the road space.

Primary Emphasis Area	Counter measure	Area	Description	Reference Sources / Existing Program to Build Upon	Potential Partners	Performance Metric
Roadway Departures	Roadway Departure Educational Campaign	Regional	This roadway departure educational campaign could raise awareness about the risks associated with leaving the roadway and teach drivers how to avoid such crashes. By promoting safe driving practices and providing essential information, the campaign aims to reduce the number of crashes and save lives.	*Examination of Features Correlated w Roadway Departure Crashes on Rural Roads*	VDOT	Public familiarity with roadway departure safety habits.
Young Drivers	Youth Roadway Safety Education	Regional	Roadway safety education at a young age can promote roadway safety by teaching young students about alcohol, impaired driving, and traffic safety. By embedding these crucial topics into school curricula, the program helps cultivate important safety habits and awareness from an early age, enabling students to make informed and safe choices throughout their lives. A guardian driver's education program or "Parent Seminars" targets parents and guardians of young drivers to encourage responsible driving behaviors.	*YOVASO – Youth of Virginia Speak Out About Traffic Safety*	Public Schools	Increased awareness of roadway safety habits.

Table 35: *Implementation Support – Policies*

Primary Emphasis Area	Counter measure	Area	Description	Reference Sources / Existing Program to Build Upon	Potential Partners	Performance Metric
All	Require Safety Analysis in Traffic Impact Analysis (TIA) for Sites Fronting the High Injury Network	Regional	Integrating safety analysis into TIAs for sites along the High-Injury Network is data-driven decision-making and ensures the implementation of effective mitigation strategies. This approach enhances community safety and quality of life by lowering the risk of traffic fatalities and severe injuries based on historical crash data.		TJPDC Rural Technical Advisory Committee	TIA policy update.
Bicyclists	Subsidize Helmets for Children	Regional	This initiative aims to promote safe riding practices by offering subsidized helmets to children. The goal is to reduce head injuries and enhance overall safety for young bicyclists.	*Cheap or Free Bicycle Helmets*	Public Schools	Familiarity of safety skills and signs and signals.
Intersections	Add Red Light Cameras at Intersections	Regional	Red light cameras are automated systems designed to document instances of vehicles running red lights. These cameras capture critical information, which is later reviewed by law enforcement and, if validated, violation notices are mailed to vehicle owners.	*Red Light Running Camera Engineering Safety Analsyis Guidelines (VDOT)*	VDOT	Reduction in red-light running roadway crashes.
Pedestrians	Coordinate with TJPDC Region Public Schools to Improve Circulation	Regional	Coordinate with TJPDC Region Public Schools to ensure traffic circulation plans are in place for each school will improve traffic operations and driver navigation during arrival and dismissal periods. This will improve safety for vehicular users and pedestrians.	*04D-Resolution-for-Cville-Safe-Routes-to-School.pdf*	VDOT	Public school community awareness of roadway safety practices during arrival and dismissal periods.

Primary Emphasis Area	Counter measure	Area	Description	Reference Sources / Existing Program to Build Upon	Potential Partners	Performance Metric
Speeding	Add Speed Monitoring Cameras	Regional	Advocate at the state level for the installation of speed cameras in areas outside of school and construction zones. This initiative seeks to expand the use of speed cameras to enhance traffic safety and deter speeding across a broader range of locations.	*§ 46.2-882.1. Use of photo speed monitoring devices in highway work zones, school crossing zones, and high-risk intersection segments; civil penalty*	TJPDC Rural Technical Advisory Committee	Reduction in roadway crahses beyond school zones and construction zones.

Table 36: *Implementation Support – Programs*

Primary Emphasis Area	Counter measure	Area	Description	Reference Sources / Existing Program to Build Upon	Potential Partners	Performance Metric
All	Develop Safety CIP Project List	Regional	Developing a Safety CIP Project List entails creating a prioritized list of infrastructure projects aimed at enhancing road safety. This initiative ensures that funding and efforts are strategically directed towards high-impact safety improvements.	*City of Charlottesville's Sidewalk Priorities Program*	MPO (CA-MPO)	CIP implementation and public awareness of the program.
Impaired Driving	High Visibility Saturation Patrol for Impaired Driving	Regional	A saturation patrol, or dedicated driving while intoxicated (DWI) patrol, involves law enforcement officers patrolling a specific area for a specific period to identify and arrest impaired drivers. The aim of these patrols is not only to apprehend impaired drivers but also to dissuade individuals from drinking and driving. For maximum effectiveness, saturation patrols should be widely publicized and conducted on a regular basis.	*High-Visibility Saturation Patrols | NHTSA*	Police	A reduction in the number of crashes per year that involved an impaired driver.
Impaired Driving	High Visibility Cell Phone Enforcement	Regional	This program would involve targeted enforcement campaigns where law enforcement officers actively monitor and penalize drivers for cell phone use while driving. These campaigns are highly visible to the public to deter distracted driving and promote safer road behaviors.	*High-Visibility Cell Phone Enforcement | NHTSA*	Police	A reduction in the number of crashes per year that involved an impaired driver who was distracted by the use of their cell phone.
Occupant Protection	Seatbelt Enforcement	Regional	Traffic safety checkpoints can reinforce seatbelt use and ensure that drivers and passengers are adhering to safety regulations. By consistently enforcing seatbelt laws, these checkpoints help reduce the severity of injuries.	*Seatbelt Enforcement | NHTSA*	Police	Reduction in tickets associated with drivers not using seatbelts.

Primary Emphasis Area	Counter measure	Area	Description	Reference Sources / Existing Program to Build Upon	Potential Partners	Performance Metric
Speeding	High-Visibility Speeding Enforcement	Regional	Speeding patrols are law enforcement initiatives dedicated to enforcing speed limits in areas identified as speeding hotspots, where crashes frequently occur due to excessive speed. By increasing police presence and conducting traffic stops in these high-risk zones, these patrols aim to deter speeding and enhance road safety.	*High Visibility Enforcement (HVE) Toolkit | NHTSA*	Police	Reduction in speed related crashes.
Work Zones	Automated Enforcement in Work Zones	Regional	In Virginia, state or local law enforcement agencies are permitted to install and use photo speed monitoring devices, such as cameras, in school zones and highway work zones to capture violations. Enforcing speed limits in these areas encourages drivers to reduce their speed, thereby decreasing the likelihood of crashes involving pedestrians, particularly students and workers in Work Zones.	*§ 46.2-882.1. Use of photo speed monitoring devices in highway work zones, school crossing zones, and high-risk intersection segments; civil penalty*	VDOT	Reduction in roadway crashes near work zones.
Young Drivers	Youth and Inexperienced Driver Enforcement	Regional	Implementing traffic safety checkpoints and enforcing Virginia laws for youth and inexperienced drivers aims to enhance road safety and compliance with traffic regulations. This initiative seeks to reduce crashes and promote responsible driving behavior among young and novice drivers by ensuring adherence to legal standards.	*Young Driver Countermeasures NHTSA*	Police	A reduction in the number of crashes per year that involved a young and/or impaired driver.

Table 37: *Policies and Programs by Emphasis Area*

Policy Or Program	Bicyclists	Pedestrians	Motorcyclists	Heavy Vehicles	Aging Road Users	Young Drivers	Occupant Protection	Speeding	Impaired Driving	Intersections	Roadway Departures	Farm Vehicles	Work Zones
Senior Travel-Ready Transit Training Program					X								
Senior Resource Awareness Campaign					X								
Roadway Safety Education	X	X	X	X	X	X	X	X	X	X	X	X	X
Require Safety Analysis in Traffic Impact Analysis (TIA) for Sites Fronting the High Injury Network	X	X	X	X	X	X	X	X	X	X	X	X	X
Develop Safety CIP Project List	X	X	X	X	X	X	X	X	X	X	X	X	X
Continue Jurisdiction Safety Audits	X	X	X	X	X	X	X	X	X	X	X	X	X
Bike School	X					X							
Subsidize Helmets for Children	X					X							
Update Bike Lane Design Guidelines	X												
Update Farm Signage/Lane Markings												X	
Farm Zone Educational Campaign								X				X	
Wildlife Educational Campaign								X				X	
Update Truck Restrictions				X				X				X	
Impaired Driving Campaigns									X				
High Visibility Saturation Patrol for Impaired Driving									X				
High Visibility Cell Phone Enforcement						X			X				
Add Red Light Cameras at Intersections								X	X				
Update Emergency Vehicle Preemption	X	X	X	X	X	X	X	X	X	X	X	X	X
Motorcycle School or Motorcycle Education			X										
Seatbelt Enforcement							X						
Protected Occupants Campaign							X						

Policy Or Program	Bicyclists	Pedestrians	Motorcyclists	Heavy Vehicles	Aging Road Users	Young Drivers	Occupant Protection	Speeding	Impaired Driving	Intersections	Roadway Departures	Farm Vehicles	Work Zones
Pedestrian and Bicycle Safety Campaigns	X	X											
Coordinate with TJPDC Region Public Schools to Improve Circulation		X											
Update Curb Management Policy	X	X	X	X	X	X	X	X	X	X	X	X	X
Update Roadway Departures Policy											X		
Roadway Departure Educational Campaign											X		
Add Speed Monitoring Cameras								X		X			X
High-Visibility Speeding Enforcement								X					
Update Appropriate Speed Limits for All Road Users								X					
Update Work Zone Policy								X					X
Automated Enforcement in Work Zones								X					X
Youth Roadway Safety Education						X							
Youth and Inexperienced Driver Enforcement						X							
Total	**10**	**8**	**7**	**7**	**8**	**11**	**8**	**15**	**10**	**7**	**8**	**10**	**9**

FUNDING OPPORTUNITIES

Competitive funding resources are available to assist in advancing and implementing the region's safety action plan. TJPDC and local jurisdictions should continue to seek available funding and grant opportunities from local, state, and federal resources to accelerate their ability to implement safety improvements throughout the region. This section introduces some of the main funding programs and grants to consider.

Safe Streets and Roads for All Implementation Grant

Safe Streets for All (SS4A) is a discretionary program that funds regional, local, and Tribal initiatives through grants to prevent roadway deaths and serious injuries. SS4A supports funding for Planning and Demonstration Grants and Implementation Grants. Planning and Demonstration Grants support the development, completion, or supplementation of action plans, such as Move Safely Blue Ridge. The goal of an action plan is to develop a holistic, well-defined strategy to prevent roadway fatalities and serious injuries in an area. Implementation Grants provide federal funds to implement projects and strategies identified in an action plan to address a roadway safety problem, which can include infrastructural, behavioral, or operational activity strategies.

SMART SCALE

SMART SCALE allocates funding from the construction District Grants Program (DGP) and High-Priority Projects Program (HPPP) to transportation projects based on a scoring process. The scoring process evaluates, scores, and ranks projects based on congestion mitigation, economic development, accessibility, safety, environmental quality, and land use factors. The location of the project determines the weight of each of these scoring factors in the calculation of the total score.

Revenue Sharing

Revenue Sharing is a program that provides a dollar-for-dollar state match to local funds for transportation projects. Projects eligible for Revenue Sharing funds include construction, reconstruction, improvement, and maintenance projects. All proposed spot improvement projects are candidate projects for Revenue Sharing.

Highway Safety Improvement Program (HSIP)

The HSIP is a federally funded, VDOT-managed program that apportions funding as a lump sum for each state, which is then divided among apportioned programs. These flexible funds can be used for projects to preserve or improve safety conditions and performance on any federal-aid highway, bridge projects on any public road, facilities for nonmotorized transportation, and other project types. Safety improvement projects eligible for this funding include:

- Curb extensions
- Pedestrian warning flashing beacons
- High-visibility crosswalks

Virginia's local HSIP focuses on infrastructure projects with nationally recognized crash-reduction factors. Typically, HSIP calls for projects are made at an interval of one to two years.


ive at reducing roadway
u spent a token.
enforcement, so I will pick one
edestrian &
yclist projects
ewalks, bike lanes,
red-use paths)
Reducing vehicle speeds
(e.g., speed tables, road diets)
Young & aging
drivers
Sharing road space
ement
red lights
Impaired (distracted, drunk, drugged,
and drowsy) driving, walking,
and biking
move
SAFEL
blue ridg
Move Safely
plan to red
serious inju
Thomas Jefferson
Planning District Commi

MONITORING AND TRANSPARENCY

Effective monitoring of the Move Safely Blue Ridge roadway safety action plan is essential for reducing fatal and serious injury crashes across all six jurisdictions. By implementing a monitoring system, TJPDC and the jurisdictions can track progress, identify trends, and adjust strategies as necessary. Annual assessment of crash data will provide valuable insights into the effectiveness of proposed solutions and demonstrate the project team's commitment to transparency and accountability to the communities.

To ensure all stakeholders and community members stay informed about our progress, TJPDC will maintain an annually updated website featuring the latest statistics on fatalities and serious injuries. For the most current information on TJPDC's safety initiatives and to monitor progress toward creating safer roadways for all users, please visit our dedicated Move Safely Blue Ridge website at *www.movesafelyblueridge.com*. Together, we can work toward our shared vision of reducing roadway fatalities and serious injuries in our communities.


move SAFELY blue ridge
Place a sticker on the option(s) that will be most effective at reducing roadway fatalities and serious injuries for each category that you spent a token.
I.e., I spent three tokens on engineering and two tokens on enforcement, so I will pick one option for engineering and one option for enforcement.
Engineering
High-crash intersections
(e.g., dedicated turn lanes, adjustments to traffic lights)
Rural roads
(e.g., rumble strips)
Education
Speeding
Seatbelt use
Enforcement
Running red lights
move SAFELY blue ridge
Engineering
Designing safer facilities for all users
Enforcement
Reinforcing safe travel behaviors

APPENDIX

A. Commitment Letters and Resolutions

B. Site Visit Notes

C. Jurisdiction Snapshots

D. Public Engagement Round 1 Summary

E. Public Engagement Round 2 Summary

F. Prioritization Criteria Scoring Matrix

A. COMMITMENT LETTERS AND RESOLUTIONS

A. Commitment Letters and Resolutions

Thomas Jefferson Planning District Commission

Regional Vision • Collaborative Leadership • Professional Service

THOMAS JEFFERSSON PLANNING DISTRICT COMMISSION
RESOLUTION OF COMMITMENT TO SUPPORTING ROADWAY SAFETY GOALS

WHEREAS, the Thomas Jefferson Planning District Commission (TJPDC) recognizes the critical importance of ensuring safe streets for all residents and visitors within its jurisdictions in Region 10, encompassing the City of Charlottesville, and the counties of Albemarle, Fluvanna, Nelson, Louisa, and Greene; and

WHEREAS, the TJPDC acknowledges the profound impact of roadway crashes, with 1,591 lives lost or seriously injured in its jurisdictions from 2018 to 2022, affecting individuals, families, and communities; and

WHEREAS, the Bipartisan Infrastructure Law establishes the Safe Streets and Roads for All (SS4A) discretionary program, providing crucial funding for regional, local, and Tribal initiatives aimed at preventing roadway fatalities and serious injuries; and

WHEREAS, in 2023 the TJPDC was awarded a United States Department of Transportation Safe Streets and Roads for All discretionary grant to develop a multi-jurisdictional safety action plan; and

WHEREAS, Move Safely Blue Ridge – the TJPDC's comprehensive safety action plan, is poised to identify and prioritize roadway safety improvements across the region; and

WHEREAS, the federal grant received by the TJPDC necessitates an official public commitment within its safety action plan to ambitiously reduce roadway fatalities and serious injuries, with the ultimate goal of eliminating such incidents; and

WHEREAS, the TJPDC is committed to the Virginia Strategic Highway Safety Plan (SHSP)'s vision of zero deaths and serious injuries and its goal to reduce roadway fatalities and serious injuries by half by 2045;

NOW, THEREFORE, BE IT RESOLVED, that the Thomas Jefferson Planning District Commission is committed to supporting its member jurisdictions in attaining the following safety targets approved by each member's governing board to include:

- Undertaking efforts to one day eliminate roadway fatalities and serious injuries and to reduce the combined number of roadway fatalities and serious injuries in Albemarle, Fluvanna, Greene, Louisa, and Nelson counties by 50 percent by 2045, and
- Undertaking efforts to eliminate roadway fatalities in the City of Charlottesville by 2045 and to reduce the combined number of roadway serious injuries by 50 percent by 2045.

ADOPTED by the Thomas Jefferson Planning District Commission at its monthly Commission meeting of April 4, 2024, in the City of Charlottesville, Virginia, a quorum being present.

Christine Jacobs, Executive Director
Thomas Jefferson Planning District Commission

4/4/24
Date

Ned Gallaway, Commission Chair
Thomas Jefferson Planning District Commission

4/4/2024
Date

City of Charlottesville · Albemarle County · Fluvanna County · Greene County · Louisa County · Nelson County

401 East Water Street • Post Office Box 1505 • Charlottesville, Virginia 22902-1505
Telephone (434) 979-7310 • **Fax** (434) 979 1597 • **Virginia Relay Users:** 711 (TDD) • **email:** info@tjpdc.org • **web:** www.tjpdc.org

RESOLUTION OF COMMITMENT TO ROADWAY SAFETY GOALS

WHEREAS, 875 people were killed or seriously injured in crashes that took place in Albemarle County from 2018 to 2022 and have lasting impacts on victims, loved ones, and communities at large; and

WHEREAS, to better comply with the Albemarle County Comprehensive Plan adopted in June 2015, reducing or eliminating roadway fatalities and serious injuries in Albemarle County will require collaboration among Albemarle residents and other jurisdictions, as well as regional, state, and federal organizations; and

WHEREAS, the Bipartisan Infrastructure Law established the Safe Streets and Roads for All (SS4A) discretionary program and funds regional, local, and Tribal initiatives through grants to prevent roadway fatalities and serious injuries; and

WHEREAS, Move Safely Blue Ridge—the safety action plan for the Thomas Jefferson Planning District Commission (TJPDC) —will identify and prioritize roadway safety improvements in the region; and

WHEREAS, the federal grant received by the TJPDC requires that this safety action plan contain an official public commitment to an ambitious percentage reduction of roadway fatalities and serious injuries by a specific date with an eventual goal of eliminating roadway fatalities and serious injuries; and

WHEREAS, Albemarle County is committed to the Virginia Strategic Highway Safety Plan (SHSP)'s vision of zero deaths and serious injuries and its goal to reduce roadway fatalities and serious injuries by half by 2045;

NOW, THEREFORE, BE IT RESOLVED, by the Board of Supervisors of Albemarle County that the County supports Move Safely Blue Ridge, will actively participate in the planning process, and will prioritize implementation of the recommended safety countermeasures, all with the eventual goal of zero roadway fatalities and serious injuries.

RESOLVED, that Albemarle County commits to undertake efforts to one day eliminate roadway fatalities and serious injuries; and,

RESOLVED, that Albemarle County commits to undertake efforts to reduce the combined number of roadway fatalities and serious injuries in the County by 50 percent by 2045.

I, Claudette K. Borgersen, do hereby certify that the foregoing writing is a true and correct copy of a Resolution duly adopted by the Board of Supervisors of Albemarle County by a vote of six to zero, as recorded below, at a meeting held on February 7, 2024.

Clerk, Board of County Supervisors

	Aye	Nay
Mr. Andrews	Y	___
Mr. Gallaway	Y	___
Ms. LaPisto-Kirtley	Y	___
Ms. Mallek	Y	___
Ms. McKeel	Y	___
Mr. Pruitt	Y	___

City of Charlottesville Safe Streets and Roads for All Commitment Letter

WHEREAS, 13 people were killed in crashes that took place in the City of Charlottesville from 2018 to 2022;

WHEREAS, 195 people were seriously injured in crashes that took place in City of Charlottesville from 2018 to 2022;

WHEREAS, roadway fatalities and serious injuries are preventable;

WHEREAS, roadway fatalities and serious injuries have lasting impacts on victims, loved ones, and communities at large;

WHEREAS, a goal of the 2045 Long Range Transportation Plan for the Charlottesville-Albemarle Metropolitan Planning Organization adopted in May 2019 is to "improve the geometric conditions and physical characteristics of the transportation network to reduce fatalities and serious injuries."

WHEREAS, reducing or eliminating roadway fatalities and serious injuries in City of Charlottesville will require collaboration among Charlottesville residents and other jurisdictions, as well as regional, state, and federal organizations;

WHEREAS, the Bipartisan Infrastructure Law established the Safe Streets and Roads for All (SS4A) discretionary program;

WHEREAS, the SS4A program funds regional, local, and Tribal initiatives through grants to prevent roadway fatalities and serious injuries**;**

WHEREAS, Move Safely Blue Ridge—the safety action plan for the Thomas Jefferson Planning District Commission—will identify and prioritize roadway safety improvements in the region;

WHEREAS, the Virginia Strategic Highway Safety Plan (SHSP) sets a vision of zero deaths and serious injuries and a goal to reduce roadway fatalities and serious injuries by half by 2045;

NOW, THEREFORE, BE IT RESOLVED, that the City of Charlottesville supports Move Safely Blue Ridge and will actively participate in the planning process and prioritize implementation of the safety countermeasures recommended in the safety action plan;

RESOLVED, that the City of Charlottesville commits to one day eliminate roadway fatalities and serious injuries;

RESOLVED, that the City of Charlottesville commits to eliminate roadway fatalities in the city by 2045; and,

RESOLVED, that the City of Charlottesville commits to reduce roadway serious injuries in the city by 50 percent by 2045.

Approved by Council
March 5, 2024

Kyna Thomas

Kyna Thomas, MMC
Clerk of Council

BOARD OF SUPERVISORS
County of Fluvanna
Palmyra, Virginia

RESOLUTION No. 03-2024

RESOLUTION OF COMMITMENT TO ROADWAY SAFETY GOALS

WHEREAS, 108 people were killed or seriously injured in crashes that took place in Fluvanna County from 2018 to 2022 and have lasting impacts on victims, loved ones, and communities at large; and

WHEREAS, achieving the goal indicated in the 2035 Thomas Jefferson Planning District Commission's Rural Long Range Transportation Plan, which is referenced in Fluvanna County's Comprehensive Plan adopted in 2015, of providing a safe and secure transportation system in Fluvanna County will require collaboration among Fluvanna residents and other jurisdictions, as well as regional, state, and federal organizations; and

WHEREAS, the Bipartisan Infrastructure Law established the Safe Streets and Roads for All (SS4A) discretionary program and funds regional, local, and Tribal initiatives through grants to prevent roadway fatalities and serious injuries; and

WHEREAS, Move Safely Blue Ridge—the safety action plan for the Thomas Jefferson Planning District Commission (TJPDC) —will identify and prioritize roadway safety improvements in the region; and

WHEREAS, the federal grant received by the TJPDC requires that this safety action plan contain an official public commitment to an ambitious percentage reduction of roadway fatalities and serious injuries by a specific date with an eventual goal of eliminating roadway fatalities and serious injuries; and

WHEREAS, Fluvanna County is committed to the Virginia Strategic Highway Safety Plan (SHSP)'s vision of zero deaths and serious injuries and its goal to reduce roadway fatalities and serious injuries by half by 2045;

NOW, THEREFORE, BE IT RESOLVED, by the Board of Supervisors of Fluvanna County that the County supports Move Safely Blue Ridge, will actively participate in the planning process, and will prioritize implementation of the recommended safety countermeasures, all with the eventual goal of zero roadway fatalities and serious injuries.

RESOLVED, that Fluvanna County commits to undertake efforts to one day eliminate roadway fatalities and serious injuries; and

RESOLVED, that Fluvanna County commits to undertake efforts to reduce the combined number of roadway fatalities and serious injuries in the County by 50 percent by 2045.

THE FOREGOING RESOLUTION WAS DULY AND REGULARLY ADOPTED by the Fluvanna County Board of Supervisors on this 7th day of February, 2024.

	AYE	NAY	ABSTAIN	ABSENT	MOTION	SECOND
Christopher Fairchild, Cunningham District	X					
D. Mike Goad, Fork Union District	X					X
Timothy M. Hodge, Palmyra District	X				X	
Anthony P. O'Brien, Rivanna District	X					
John M. Sheridan, Columbia District	X					

Attest:

Christopher S. Fairchild, Chair
Fluvanna County Board of Supervisors

RESOLUTION OF COMMITMENT TO ROADWAY SAFETY GOALS

WHEREAS, 125 people were killed or seriously injured in crashes that took place in Greene County from 2018 to 2022 and have lasting impacts on victims, loved ones, and communities at large; and

WHEREAS, achieving the goal indicated in Greene County's Comprehensive Plan adopted in 2023 of providing safe travel for pedestrians, bicyclists, and motorists will require collaboration among Greene residents and other jurisdictions, as well as regional, state, and federal organizations; and

WHEREAS, the Bipartisan Infrastructure Law established the Safe Streets and Roads for All (SS4A) discretionary program and funds regional, local, and Tribal initiatives through grants to prevent roadway fatalities and serious injuries; and

WHEREAS, Move Safely Blue Ridge—the safety action plan for the Thomas Jefferson Planning District Commission (TJPDC) —will identify and prioritize roadway safety improvements in the region; and

WHEREAS, the federal grant received by the TJPDC requires that this safety action plan contain an official public commitment to an ambitious percentage reduction of roadway fatalities and serious injuries by a specific date with an eventual goal of eliminating roadway fatalities and serious injuries; and

WHEREAS, Greene County is committed to the Virginia Strategic Highway Safety Plan (SHSP)'s vision of zero deaths and serious injuries and its goal to reduce roadway fatalities and serious injuries by half by 2045;

NOW, THEREFORE, BE IT RESOLVED, by the Board of Supervisors of Greene County that the County supports Move Safely Blue Ridge, will actively participate in the planning process, and will prioritize implementation of the recommended safety countermeasures, all with the eventual goal of zero roadway fatalities and serious injuries.

RESOLVED, that Greene County commits to undertake efforts to one day eliminate roadway fatalities and serious injuries; and

RESOLVED, that Greene County commits to undertake efforts to reduce the combined number of roadway fatalities and serious injuries in the County by 50 percent by 2045.

I, Kimberly Morris, do hereby certify that the foregoing writing is a true and correct copy of a Resolution duly adopted by the Board of Supervisors of Greene County by a vote of 5 to 0, as recorded below, at a meeting held on Feb. 13, 2024

Clerk, Board of County Supervisors

	Aye	Nay
Mr. Catalano	X	
Ms. Durrer	X	
Mr. Goolsby	X	
Mr. Lamb	X	
Mr. McGuigan	X	

RES-2024-62

BOARD OF SUPERVISORS
COUNTY OF LOUISA
RESOLUTION

At a regular meeting of the Board of Supervisors of the County of Louisa held in the Louisa County Public Meeting Room at 5:00 PM on the 18th day of March 2024, at which the following members were present, the following resolution was adopted by a majority of all members of the Board of Supervisors, the vote being recorded in the minutes of the meeting as shown below:

RESULT:	Passed
MOVER:	Board of Supervisors - Patrick Henry District Fitzgerald Barnes
SECONDER:	Board of Supervisors - Cuckoo District Christopher McCotter
AYES:	Duane Adams , Tommy Barlow , Rachel Jones , Fitzgerald Barnes , Manning Woodward, Christopher McCotter

A RESOLUTION TO PURSUE ROADWAY SAFETY GOALS

WHEREAS, 297 people were killed or seriously injured in crashes that took place in Louisa County from 2018 to 2022 and have lasting impacts on victims, loved ones, and communities at large; and

WHEREAS, achieving the goal of providing a safe and secure transportation system in Louisa County will require collaboration among Louisa residents and other jurisdictions, as well as regional, state, and federal organizations; and

WHEREAS, the Bipartisan Infrastructure Law established the Safe Streets and Roads for All (SS4A) discretionary program and funds regional, local, and Tribal initiatives through grants to prevent roadway fatalities and serious injuries; and

WHEREAS, Move Safely Blue Ridge—the safety action plan for the Thomas Jefferson Planning District Commission (TJPDC) —will identify and prioritize roadway safety improvements in the region; and

WHEREAS, the federal grant received by the TJPDC requires that this safety action plan contain an official public commitment to an ambitious percentage reduction of roadway fatalities and serious injuries by a specific date with an eventual goal of eliminating roadway fatalities and serious injuries; and

WHEREAS, Louisa County is committed to the Virginia Strategic Highway Safety Plan (SHSP)'s vision of zero deaths and serious injuries and its goal to reduce roadway fatalities and serious injuries by fifty percent (50%) by 2045;

NOW, THEREFORE, BE IT RESOLVED, by the Board of Supervisors of Louisa County that

RESOLUTION R2024-08
NELSON COUNTY BOARD OF SUPERVISORS
RESOLUTION OF COMMITMENT TO ROADWAY SAFETY GOALS

WHEREAS, 173 people were killed or seriously injured in crashes that took place in Nelson County from 2018 to 2022 and have lasting impacts on victims, loved ones, and communities at large; and

WHEREAS, achieving the goal of providing a safe and secure transportation system in Nelson County will require collaboration among Nelson residents and other jurisdictions, as well as regional, state, and federal organizations; and

WHEREAS, the Bipartisan Infrastructure Law established the Safe Streets and Roads for All (SS4A) discretionary program and funds regional, local, and Tribal initiatives through grants to prevent roadway fatalities and serious injuries; and

WHEREAS, Move Safely Blue Ridge—the safety action plan for the Thomas Jefferson Planning District Commission (TJPDC) —will identify and prioritize roadway safety improvements in the region; and

WHEREAS, the federal grant received by the TJPDC requires that this safety action plan contain an official public commitment to an ambitious percentage reduction of roadway fatalities and serious injuries by a specific date with an eventual goal of eliminating roadway fatalities and serious injuries; and

WHEREAS, Nelson County is committed to the Virginia Strategic Highway Safety Plan (SHSP)'s vision of zero deaths and serious injuries and its goal to reduce roadway fatalities and serious injuries by half by 2045;

NOW, THEREFORE, BE IT RESOLVED, by the Nelson County Board of Supervisors that the County supports Move Safely Blue Ridge, will actively participate in the planning process, and will prioritize implementation of the recommended safety countermeasures, all with the eventual goal of zero roadway fatalities and serious injuries.

RESOLVED, that Nelson County commits to undertake efforts to one day eliminate roadway fatalities and serious injuries; and

RESOLVED, that Nelson County commits to undertake efforts to reduce the combined number of roadway fatalities and serious injuries in the County by 50 percent by 2045.

Approved: February 13, 2024

Attest: Candice W. McGarry, Clerk
Nelson County Board of Supervisors

B. TJPDC SITE VISIT WRAP-UP

B. TJPDC Site Visit Wrap-Up

Site Visit Review

The project team met with each jurisdiction to discuss locations that should be prioritized for a site visit and location-specific improvements. The project team identified a preliminary list of locations based on the data analysis and refined the list with local input about priorities and previously identified projects. The project team conducted site visits on the following dates:

- Tuesday, September 3, 2024
  - *Fluvanna County*
  - *City of Charlottesville*
- Monday, September 9, 2024
  - *Nelson County*
  - *Albemarle County*
- Wednesday, September 11, 2024
  - *Greene County*
  - *Louisa County*

The project team visited each location to observe geometric conditions and driver behavior and documented potential countermeasures or improvements. Tables on the following pages summarize observations and potential recommendations for each location visited.

Fluvanna County Site Visit Summary

Location	Observations	Potential Recommendations
US-250 / Diamond Road / Oliver Creek Road 	» Crest on US-250 limits sight distance » High volume of right turns onto Oliver Creek Rd » Three of seven crashes occurred at night	» Add stop bar on Diamond Rd » Improve visibility of stop signs » Add transverse rumble strips on US-250 » Widen to add turn lanes
South Boston Road & Broken Island Road 	» 90-degree curve with inadequate superelevation on South Boston Rd » Fixed object crashes and a severe head-on crash	» Correct superelevation » Add safety wedge on high side of curve » Narrow approach of Broken Island Rd to facilitate correction of superelevation
Route 53 & Ruritan Lake Road 	» Sight distance left for turning off Ruritan Lake road is limited by a crest in the road » Congestion around time of school dismissal	» Repave segment to flatten out problematic crest » Long term, consider a roundabout at this intersection
Route 53 & Martin Kings Road 	» Poor sight distance to turn on Martin Kings Rd » Can't see signage on Kings Rd approach	» Add stop bar to Martin Kings Road » Add dynamic intersection warning signage on Route 53 southbound » Add left turn lane on Martin Kings Rd northbound

City of Charlottesville Site Visit Summary

Location	Observations	Potential Recommendations
E High Street & Meade Avenue  *Source: Google Maps (Sep 2023)*	» Southbound green almost always active unless pedestrian phase is activated » Angle of intersection between Meade Ave and E High St is very tight, making it difficult to check for conflicting traffic when turning right off Meade Ave	» Meade-E High Safety Demonstration Project » Eliminate one movement on or off of Meade Ave, redirecting traffic to the intersection of Stewart Ave and E High St to the west » Eliminating left turn off E High St onto Meade St would allow for removal or replacement of sign
5th-Ridge-Main-Water-South 	» Crossing times for pedestrians, are very short for the required crossing distance » Right turn lane eastbound off Main St has bad sight distance left due to statue pedestal	» Add leading pedestrian intervals (LPIs) to signals » Make crosswalks more perpendicular » Consider a full pedestrian "scramble" phase » Shrink footprint by removing a turn lane from the Water St approach and/or removing a lane from the Ridge McIntire southbound approach » Prohibit right turns on red for Main St slip lanes
5th Street & Cherry Avenue 	» High number of angle crashes » Southwest crosswalk has leading pedestrian interval (LPI) but it overly long/angled » Bike lane along 5th St jumps abruptly from curb to between lanes » Yield to pedestrians sign barely visible » Longer stopping distance along Cherry Ave due to series of crosswalks	» T-up southwest crosswalk » Transition bike lane through right lane on 5th St northbound with green pavement markings and add accompanying signage » Add speed humps or speed tables for first and last crosswalks in Tonsler Park area

Location	Observations	Potential Recommendations
5th Street at 5th Street Station  *Source: Google Maps (Aug 2023)*	» Angle crashes on 5th St, permissive lefts conflicting with though movements » Lane use signage not clear on all approaches » Pedestrian crossings faded	» Add additional signage on western approach » Re-mark crosswalks perpendicular to road » Add pedestrian signals for crosswalk » Consider setting southbound lefts to protected
W Main Street / 10th Street NW to 14th Street NW  *Source: Google Maps (Nov 2023)*	» At intersection of 10th St NW and Main St, green phase extends beyond pedestrian interval » Some movements prohibited on southern end of 13th St NW, but still geometrically possible	» Extremely limited opportunity to restrict movements or modify geometry » Create a pedestrian scramble phase » Add porkchop island the southern end of 13th St
5th Street & Harris Road 	» Crashes concentrated around PM peak hour » Angle crashes typically northbound vehicles turning left hitting though traffic on 5th St » Poor visibility for pedestrians on 5th St right turn	» Convert 5th St northbound left to protected, either full-time or during PM peak » Add yield ahead or pedestrian ahead signage in 5th St southbound right turn lane
E High Street / US-250 / River Road  *Source: Google Maps (Jul 2023)*	» River Rd approach has limited lane use signage » No reflective backplates on signals	» Pull stop bar closer to crosswalk » Improve lane use signage for River Rd approach » Add yield to pedestrian signs to US-250

Nelson County Site Visit Summary

Location	Observations	Potential Recommendations
US-29 & Front Street 	» See US-29 through Lovingston » Reduced speed limit zone (60 to 45) covers Front Street intersection	» Construct RCUT at Front St intersection » Extend reduced speed limit zone
US-29 & Tye Brook Road 	» See US-29 in Colleen	» Construct a RCUT for Tye Brook Rd
Route 151 & Lowesville Road 	» Route 151 high speed Lowesville Rd local » Speed limit reduced (55 to 45) through segment » Crashes due to turning onto Route 151	» Improve advance warning on Lowesville Rd » Improve sight distance by clearing trees
US-29 in Colleen 	» High number of serious angle crashes » Advance intersection warning signs on US-29 » High count of commercial merges onto US-29	» Improve pavement markings in the crossovers » Create a reduced speed limit zone » Extend turn lane onto Colleen Rd » Replace TWLTL with physical median

Location	Observations	Potential Recommendations
US-29 through Lovingston  *Source: Google Maps (Dec 2023)*	» Angle crashes at crossovers within segment (Front St, Main St, and Northside Ln) » Sight distance inadequate » Pedestrians conflict at Main St	» Close crossover or restrict turning movements » Eliminate left out of Northside Lane, northbound U-turn on US-29 » Add pedestrian protections on Main Street
US-29 & Route 6 	» Inadequate Sight distance between on Route 6 » Advance warning signs too close to intersection » Southbound right off Route 6 is yield-controlled, but many drivers stop before acceleration lane	» Offset left turn lane off US-29 northbound to provide better sight distance » Construct restricted crossing U-turn (RCUT) » Consider Tidbit Trail as an alternative route

Albemarle County Site Visit Summary

Location	Observations	Potential Recommendations
I-64 & US-29  *Source: Google Maps (Dec 2023)*	» Southern intersection on US-29 is signalized, despite recent interval increase, queuing occurs » US-29 southbound speed differential in lanes » US-29 northbound has flashing advance warning signs and rumble strips before intersection » Difficult for trucks without platooning gaps	» Separate US-29 southbound using HOT sticks » Close US-29 northbound left turn onto I-64
US-29 & Greenbrier Drive  *Source: Google Maps (Dec 2023)*	» Greenbrier Drive eastbound and westbound phases run concurrently with FYA » VDOT is installing a two-stage pedestrian crossing on US 29 soon	» Bring Transit stops closer to pedestrian accommodations at intersections
US-29 at Fashion Square  *Source: Google Maps (Jul 2023)*	» Steep downhill from Rio Road grade separation on US-29 southbound increases required breaking distance before signalized intersections » Existing LED lighting to improve visibility at intersection	» Pedestrian improvements across US-29 » Redevelopment opportunities
US-29 & Woodbrook Drive  *Source: Google Maps (Jan 2024)*	» Queue for elementary school on eastern Woodbrook Drive can extend to US-29 at peak	» Re-mark eastern Woodbrook Drive to have two inbound lanes to alleviate school congestion

Greene County Site Visit Summary

Location	Observations	Potential Recommendations
US-29 & US-33 	» Recently reconfigured intersection » Pedestrian-involved crashes west of intersection, near Stoneridge Drive	» Identify projects to facilitate pedestrian movements, extending to Stoneridge Drive
US-33 & Swift Run Road 	» Flashing yellow arrows for left turns off US-33 » Limited sight distance » Pattern of rear-end crashes	» Convert FYA to protected green phase(s) » Dynamic flashing signal ahead sign » Offset left turns to improve sight distance
US-29 / Matthew Mill Road / Cedar Grove Road 	» Significant amount of Angle crashes » Serious angle crashes at Deerfield Dr & US-29 » Sight distance poor due to vegetation and grade	» Close median crossover at Deerfield Dr or restrict movements to reduce conflicts » Revisit restricted crossing U-turn
Preddy Creek Road 	» Sharp reverse curves leading to fixed object crashes » Advance warning signs and transverse rumble strips present	» Add chevrons at standard spacing to improve visibility of curves

Location	Observations	Potential Recommendations
Amicus Road  *Source: Google Maps (Jul 2023)*	» Chevrons spaced incorrectly or missing » Shoulder drop off on high side of curve reverse curves leading to fixed object crashes	» Bring chevrons to standard » Add edge line rumble strips and/or safety edge along high side of curve
US-33 / Advance Mills Road / 4 Seasons Drive 	» Unusually wide median crossover at 4 Seasons Drive, leading to queues between US-33 eastbound and US-33 westbound » Pattern of angle crashes at crossovers » Limited sight distance right (SDR) from Advance Mills median crossover to the west » Reduced speed limit (55 mph down to 45 mph) east of 4 Seasons Drive, school zone west of Advance Mills Road	» Extend reduced speed zone to cover these intersections » Construct restricted crossing U-turn (RCUT)
US-33 east of Skyline Drive 	» Sharp and steep compound curve » Pattern of fixed object crashes, likely related to over or understeering curve » Crash pattern worse for motorcycles » Advance warning signage farther to the west, does not depict the severity of curve	» Add additional signage immediately in advance of this curve » Add transverse rumble strips, check for adverse effect on motorcycles

Louisa County Site Visit Summary

Location	Observations	Potential Recommendations
US-33 / Waldrop Church Road / Range Road  *Source: Google Maps (Sep 2023)*	» Sight distance from Waldrop Church Road low » At-grade railroad crossing on Range Road » Lots of signage around intersections	» Improve sight distance by clearing vegetation
US-33 in Trevilians 	» Speed limit 55 mph throughthe corridor » Major side streets intersecting at acute angles » Pattern of rear-end crashes along US-33	» Reduce speed limit to 45 mph on the west end » Eliminate passing zone for US-33 eastbound » Widen US-33 to add TWLTL and curb and gutter
US-33 & Route 22 	» US-33 and Rte. 22 are joined into single roadway » Poindexter Road intersects US-33 » Sight distance poor due to crest and vegetation	» Reduce speed limit (55 down to 45) » T-up intersection based on road with higher ADT » Convert intersection to roundabout(s)
US-33 & Oakland Road 	» Skewed intersection with rail X-ing to northeast » High volume of Fire and EMS vehicles » Crest leads to poor sight distance	» Repave US-33 to reduce crest curve » T-up intersection or convert to roundabout paired with one at west end of segment

Location	Observations	Potential Recommendations
Route 22 near Nolting Road 	» Horizontal curve with inadequate chevron » Advisory speed of 50 mph for curve » Utility pole inside clear zone	» Add edge rumble strips and safety wedge » Bring spacing of chevrons in line with standard » Increase superelevation on eastbound » Move utility pole away from edge of pavement
US-33 & Route 208 	» Primary concern is congestion » Two-way left turn lane west of intersection » Flashing yellow arrows (permissive) for all roads » Sight distance limited for Route 208 » Pedestrian crossings marked on north and west	» Gore out space on US-33 northbound approach » Add pedestrian signals » Confirm flashing yellow arrow signs are present
Route 208 near Jack Jouett Road 	» Road departure and fixed object crashe » Centerline rumble strips, chevrons, and advance warning signs present » Crest in road makes it difficult to see curve » Posted speed 50 mph, advisory speed 30 mph	» Flatten vertical geometry in advance of curve » Add recovery wedge on high side of curve » Remove fixed objects within clear zone on curve
Route 208 & Jack Jouett Road 	» Immediately north of sharp curve » Large turn volumes between Route 208 and Jack Jouett Road » Sight distances adequate » Handful of rear-end crashes	» Add left turn lane on Route 208 eastbound » Coordinate with potential improvements in curve

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C. JURISDICTION SNAPSHOTS

C. Jurisdiction Snapshots

Crash Data Snapshot: Albemarle

move SAFELY albemarle

HIGH-INJURY NETWORK

The high injury network (HIN) represents the highest concentration of fatal and serious injury crashes on the roadway network from 2018 to 2022.

10,116 Total Crashes

72 Fatal ***Crashes***

708 Serious Injury ***Crashes***

77 ***Fatalities***

798 ***Serious Injuries***

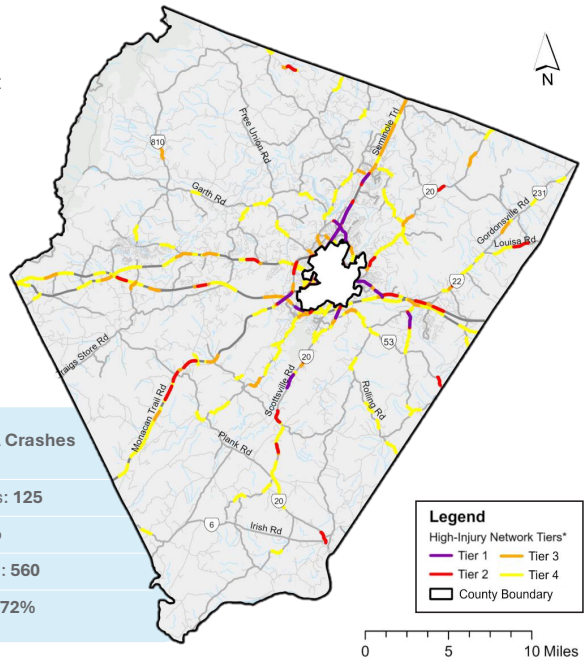
Criteria: **2+ KA Crashes over 0.5 Miles**

Segment Miles: **125**

% of Miles: **7%**

2+ KA Crashes: **560**

% of Crashes: **72%**



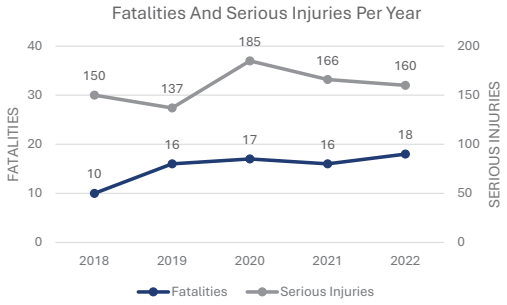
*Tiers are based on the number and severity of crashes

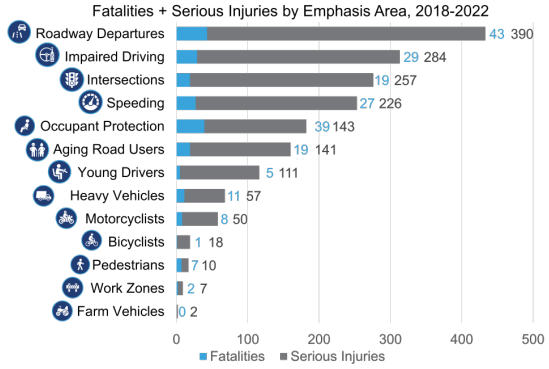
JURISDICTION SAFETY NEEDS

Segment Safety Needs	HIN Mileage Rank	HIN Tier	District PSI Rank	Jurisdiction PSI Rank	TJPDC PBSAP Rank	Jurisdiction PBSAP Rank
Rio Rd W/E from Nichols Ct/Woodburn Rd to Huntington Rd/Pine Haven Ct	0.5	1	11	6	16	4
US 29 from Teel Ln/Gold Eagle Dr to South of Fontaine Ave	1.2	1	7	4	566	347
US 250 from I 64 to Pantops Mountain Rd	2	1	2	1	107	60
Scottsville Rd from Sowell Branch Ln to South of Camp Rd	2.8	1	230	68	-	-
Milton Rd from Milton Village Ln to North of Milton Hills Dr	3.7	1	-	-	-	-
US 29 from Rio Rd to Hydraulic Rd	4.5	1	6	3	36	20
US 29 from Gardens Blvd to Seminole Ln	6	1	5	2	155	93
Hydraulic Rd from Lambs Rd/Whitewood Rd to Hydraulic Cir	7.5	1	108	31	47	29
Emmet St S from Stadium St to McCormick Rd	50.8	4	-	-	13	1
Seminole Tr from Hydraulic Rd to Seminole Ct	-	-	10	5	33	18

Values depict highest ranking present within segment limits

FATALITIES + SERIOUS INJURIES





Intersection Safety Needs	Total Crashes	Total Crash Rank	KA Crashes	KA Rank	EPDO Crashes	EPDO Crash Rank	District PSI Rank	Jurisdiction PSI Rank
US 29 & Hydraulic Rd	145	1	8	1	1965	1	1	1
US 29 & Greenbrier Dr	99	2	3	8	1025	4	2	2
US 250 & Route 20	92	3	0	-	474	25	4	4
US 29 & Woodbrook Dr	89	4	1	51	591	16	3	3
US 29 & Airport Rd	71	5	0	-	472	27	7	6
US 29 & Boulders Rd	60	6	2	20	635	14	6	5
US 250 & Peter Jefferson Pkwy	48	7	4	5	961	6	9	7
US 250 & Route 240	38	15	6	2	1110	3	13	10
US 29 & Fashion Square Dr	38	15	5	4	998	5	-	-
US 29 & Austin Dr	35	18	4	5	771	9	25	12
Route 20 & Route 53	33	19	3	8	657	11	28	13
Rio Rd E & Fashion Square Dr	31	23	6	2	1123	2	-	-
US 29 & Plank Rd	20	48	4	5	786	7	68	14

Crash Data Snapshot: Charlottesville

move SAFELY charlottesville

HIGH-INJURY NETWORK

The high injury network (HIN) represents the highest concentration of fatal and serious injury crashes on the roadway network from 2018 to 2022.

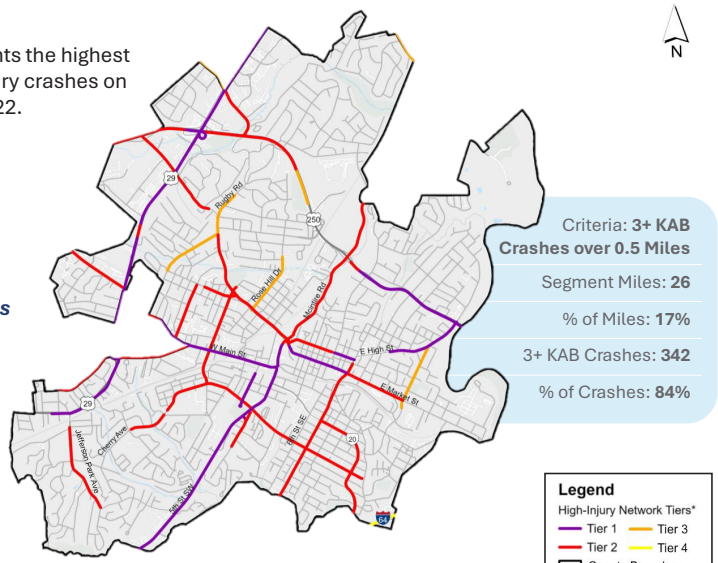
2,805 Total Crashes

11 Fatal ***Crashes***

180 Serious Injury ***Crashes***

13 ***Fatalities***

195 ***Serious Injuries***



Criteria: **3+ KAB Crashes over 0.5 Miles**

Segment Miles: **26**

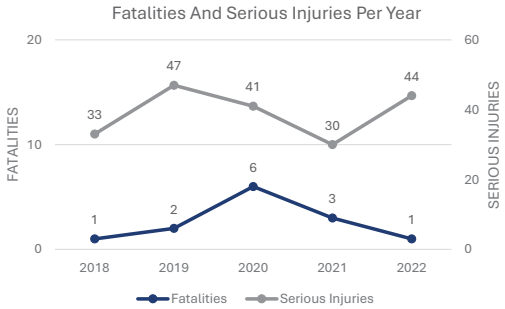
% of Miles: **17%**

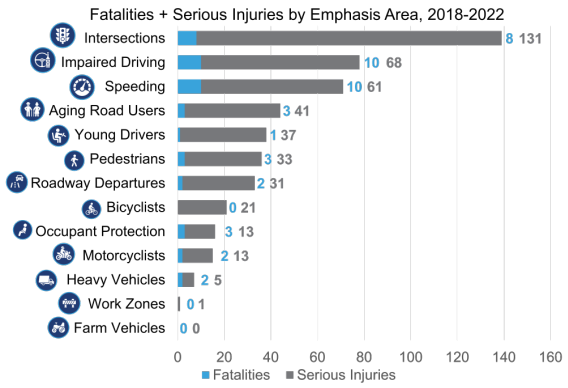
3+ KAB Crashes: **342**

% of Crashes: **84%**

**Tiers are based on the number and severity of crashes*

FATALITIES + SERIOUS INJURIES





JURISDICTION SAFETY NEEDS

Segment Safety Needs	HIN Mileage Rank	HIN Tier	District PSI Rank	Jurisdiction PSI Rank	TJPDC PBSAP Rank	Jurisdiction PBSAP Rank
5th St SW From W Main St to Cherry Ave	0.3	**1**	-	-	569	167
Emmet St NW from US 250 Byp to Greenbrier Dr	0.8	**1**	1	**1**	6	6
US 250 from Preston Ave to South of 5th St Station Pkwy	1.3	**1**	4	**2**	3	**3**
E High St from US 250 Byp to Grove Ave	1.4	**1**	111	29	299	20
Emmet St NW from US 250 Byp to Arlington Blvd	1.9	**1**	9	**3**	5	**5**
W Main St from Market St/Ridge St to Chancellor St	7.7	**1**	32	**4**	394	132
Emmet St S from Thomason Rd to University Gardens	8.3	**1**	50	7	68	36
Preston Ave from Ros Hill Dr to Grady Ave	11	2	-	-	2	**2**
Grady Ave from Preston Ave to 10th St NW	15.4	2	-	-	1	**1**

Values depict highest ranking present within segment limits

Intersection Safety Needs	Total Crashes	Total Crash Rank	KA Crashes	KA Rank	EPDO Crashes	EPDO Crash Rank	District PSI Rank	Jurisdiction PSI Rank
US 29 & Barracks Rd	37	**1**	4	**4**	764	5	-	-
US 250 & East High St	36	**2**	6	**1**	1174	**1**	-	-
US 250 & Roosevelt Brown Blvd	36	**2**	1	19	425	9	21	**2**
US 250 & 14th St NW	34	**4**	1	19	258	23	17	**1**
US 250 & US 29	33	**5**	5	**2**	957	**2**	81	6
US 250 Bypass & Hydraulic Rd	31	7	5	**2**	917	**3**	-	-
Ridge St & Cherry Ave	30	8	0	-	213	29	55	**3**
US 250 & Ridge St	28	9	4	**4**	782	**4**	88	7
5th St SW & Harris Rd	28	9	3	8	632	8	59	**4**
Route 20 & Elliot Ave	22	10	0	-	132	56	61	**5**
US 29 & US 250 Off-ramp	19	17	4	**4**	710	7	-	-
Preston Ave & Rose Hill Dr	15	23	4	**4**	735	6	-	-

Crash Data Snapshot: Fluvanna

HIGH-INJURY NETWORK

The high injury network (HIN) represents the highest concentration of fatal and serious injury crashes on the roadway network from 2018 to 2022.

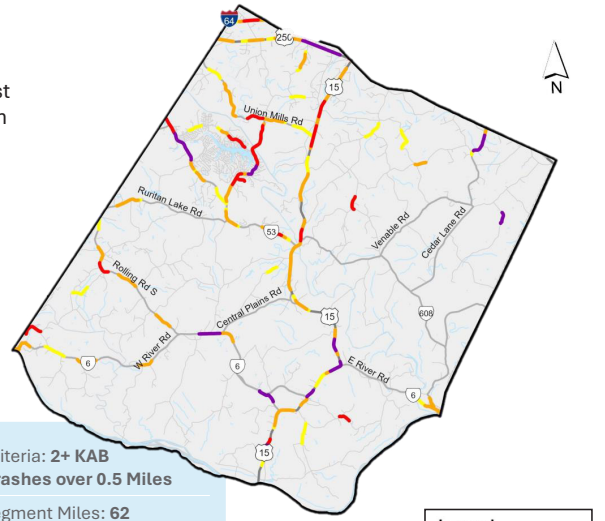
1,330 Total Crashes

13 Fatal ***Crashes***

83 Serious Injury ***Crashes***

13 ***Fatalities***

97 ***Serious Injuries***



Criteria: **2+ KAB Crashes over 0.5 Miles**

Segment Miles: **62**

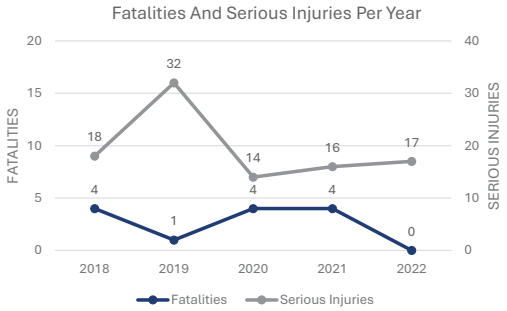
% of Miles: **11%**

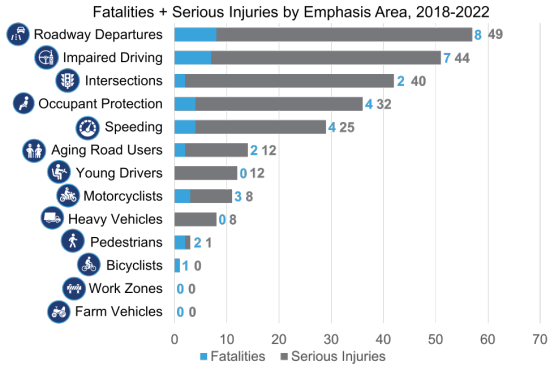
2+ KAB Crashes: **250**

% of Crashes: **74%**

**Tiers are based on the number and severity of crashes*

FATALITIES + SERIOUS INJURIES





JURISDICTION SAFETY NEEDS

Segment Safety Needs	HIN Mileage Rank	HIN Tier	District PSI Rank	Jurisdiction PSI Rank	TJPDC PBSAP Rank	Jurisdiction PBSAP Rank
US 250 from Blue Ridge Dr to Edgecomb Rd	0.5	1	-	-	-	-
Thomas Jefferson Pkwy from Lake Monticello Rd to South of Merry Oaks Ln	1.3	1	61	1	351	1
Kents Store Way from Waddy Creek Dr to Jordan Store Rd	3.4	1	-	-	-	-
Winsville Dr from W River Rd to North of Tepee Town Rd	3.4	1	-	-	-	-
Covered Bridge Rd from South of Venable Rd to North of Community House Rd	4.8	1	-	-	-	-
S Boston Rd from River Ridge Rd to Thomas Jefferson Pkwy	6.6	1	80	2	596	8
US 15 from Saylor Ln to Pine Ln	7.7	1	154	3	-	-
S Boston Rd from Lake Monticello Rd to Union Mills Rd	10.5	2	234	10	402	4
Thomas Jefferson Pkwy from from Double D Farm Tr to Commons Blvd	11.3	2	218	9	354	2
US 15 from Friendship Rd to Main St	16.4	2	-	-	499	5
Abby Rd/Lexie Ln	20.5	2	-	-	401	3
Union Mills Rd from S Boston Rd to US 15	37	3	162	4	-	-

Values depict highest ranking present within segment limits

Intersection Safety Needs	Total Crashes	Total Crash Rank	KA Crashes	KA Rank	EPDO Crashes	EPDO Crash Rank	District PSI Rank	Jurisdiction PSI Rank
S Boston Rd & Lake Monticello Rd	23	1	3	1	576	1	34	1
S Boston Rd & Broken Island Rd	21	2	1	4	180	10	-	-
Route 53 & Monish Dr	13	3	0	-	89	29	-	-
US 15 & Union Mills Rd	10	4	1	4	207	4	-	-
Route 53 & Martin Kings Rd	9	5	1	4	196	6	-	-
US 15 & Troy Rd	9	5	0	-	66	30	-	-
US 250 & Diamond Rd	7	9	1	4	185	7	-	-
US 250 & Troy Rd	6	12	3	1	502	2	-	-
Route 6 & Haden Martin Rd	6	12	1	4	203	5	-	-
Courthouse Rd & Carysbrook Rd	6	12	1	4	165	12	-	-
Abby Rd & Market St	3	35	1	4	181	8	-	-
The Cross Rd & Pat Dennis Rd	2	54	2	3	320	3	-	-

Crash Data Snapshot: Greene

move SAFELY greene

HIGH-INJURY NETWORK

The high injury network (HIN) represents the highest concentration of fatal and serious injury crashes on the roadway network from 2018 to 2022.

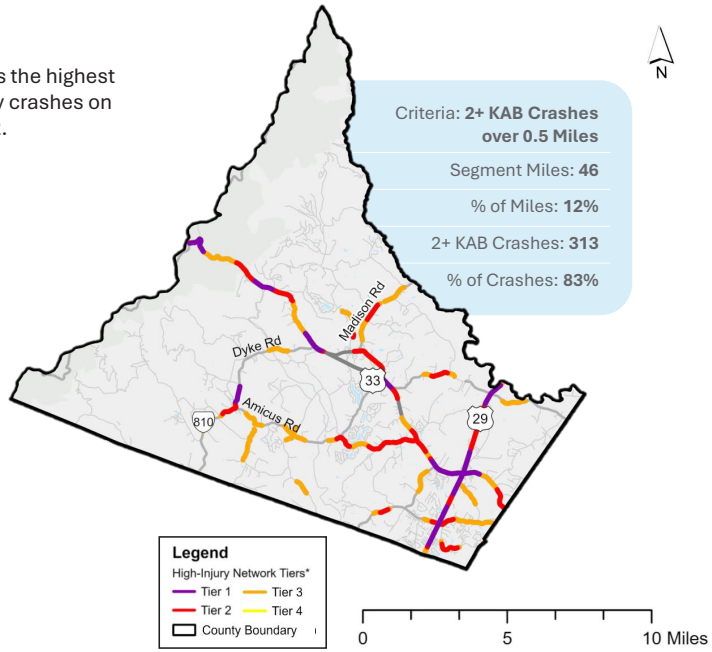
1,283 Total Crashes

10 Fatal ***Crashes***

97 Serious Injury ***Crashes***

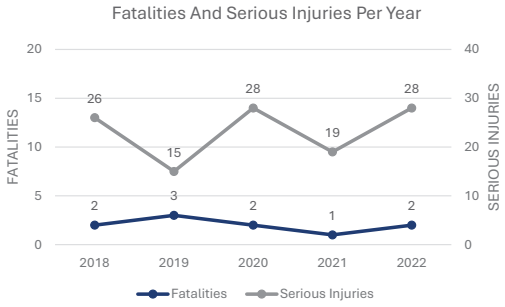
10 ***Fatalities***

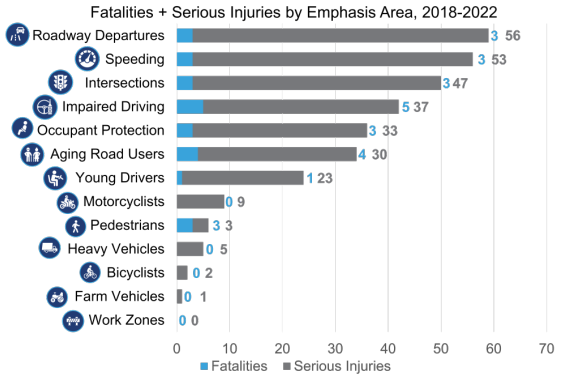
116 ***Serious Injuries***



*Tiers are based on the number and severity of crashes

FATALITIES + SERIOUS INJURIES





JURISDICTION SAFETY NEEDS

Segment Safety Needs	HIN Mileage Rank	HIN Tier	District PSI Rank	Jurisdiction PSI Rank	TJPDC PBSAP Rank	Jurisdiction PBSAP Rank
US 29 from Keleigh Ln to North of Buck Dr	0.7	1	34	1	356	16
US 33 from Sassafras Ln to Pinewood Ct	1.4	1	-	-	203	1
US 29 from Starks Ln to Luck Stone Rd	2	1	53	2	329	11
Dyke Rd from Rosebrook Rd to Haneytown Rd	3.7	1	-	-	-	-
US 33 from South of Blue Run Rd to North of Dyke Rd	3.7	1	-	-	-	-
US 33 from East of Skyline Dr to Big Bend Fire Rd	6.2	1	106	7	-	-
US 33 from US 33 to Fredericksburg Rd/Reva Ln	7.2	1	-	-	293	5
US 33 from Greencroft Blvd/New Life Dr to Amicus Dr	9.6	1	-	-	295	7

Values depict highest ranking present within segment limits

Intersection Safety Needs	Total Crashes	Total Crash Rank	KA Crashes	KA Rank	EPDO Crashes	EPDO Crash Rank	District PSI Rank	Jurisdiction PSI Rank
US 29 & Cedar Grove Rd	49	1	0	-	332	10	15	1
US 33 & New Life Dr	48	2	3	4	658	4	-	-
US 29 & Clore Dr	31	3	6	1	1051	2	-	-
US 33 & Stoneridge Dr	28	4	1	9	453	5	74	4
US 29 & Fredericksburg Rd	21	5	6	1	1098	1	64	3
US 29 & Carpenters Mill Rd	21	5	0	-	144	23	47	2
US 33 & Amicus Rd	16	7	2	5	391	7	-	-
US 33 & Swift Run Rd	14	8	4	3	688	3	-	-
US 33 & Advance Mills Rd	13	9	0	-	70	26	84	5
US 29 & Stoneridge Pl	10	12	2	5	423	6	-	-
US 33 & Greenecroft Blvd	9	13	2	5	384	8	-	-
US 33 & Dyke Rd	8	15	2	5	345	9	-	-

Crash Data Snapshot: Louisa

HIGH-INJURY NETWORK

The high injury network (HIN) represents the highest concentration of fatal and serious injury crashes on the roadway network from 2018 to 2022.

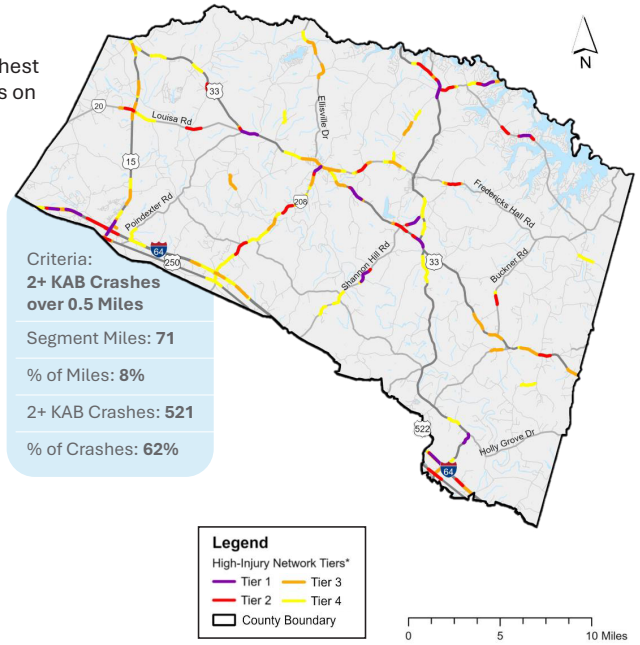
2,752 Total Crashes

46 Fatal ***Crashes***

203 Serious Injury ***Crashes***

49 ***Fatalities***

257 ***Serious Injuries***



*Tiers are based on the number and severity of crashes

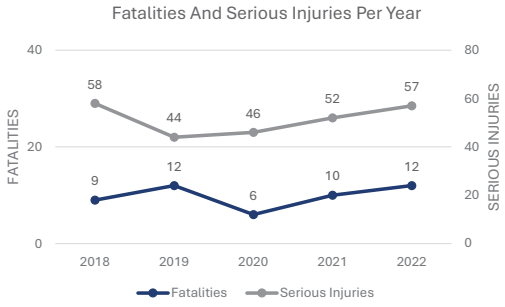
JURISDICTION SAFETY NEEDS

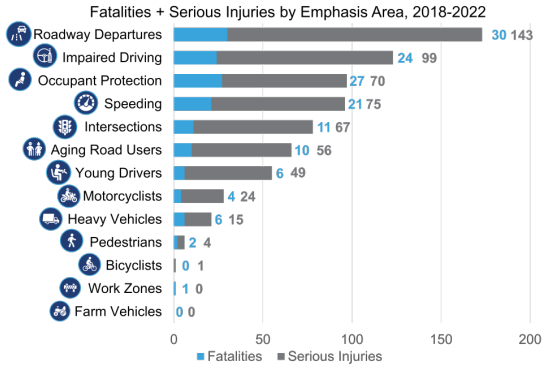
Segment Safety Needs	HIN Mileage Rank	HIN Tier	District PSI Rank	Jurisdiction PSI Rank	TJPDC PBSAP Rank	Jurisdiction PBSAP Rank
US 522 from South of Chopping Rd to North of New Bridge Rd	0.5	1	-	-	-	-
US 33 from North of US 522 to North of US 522	1.5	1	-	-	-	-
US 522 from J and R Dr to Owens Creek Rd	2.1	1	-	-	-	-
Louisa Rd from Poindexter Rd to East of Oakland Rd	2.6	1	137	3	-	-
I-64 from West of Zion Rd to East of Zion Rd	3.2	1	-	-	-	-
US 15 from US 250 to North of Freedom Dr	4.5	1	85	2	533	12
US 33 from Mt Airy Rd to Pendleton Rd	6	1	-	-	375	1
US 33 from US 15 to Louisa Rd	16.6	2	-	-	415	4
US 250 from Three Chopt Rd to East of US 522	19.7	2	77	1	-	-
Courthouse Rd from E Jack Jouett Rd to Deer Tail Ln	20.3	2	139	4	483	5
Davis Hwy from Chopping Rd to East of Bus Garage Rd	38	3	152	5	396	2

Values depict highest ranking present within segment limits

Intersection Safety Needs	Total Crashes	Total Crash Rank	KA Crashes	KA Rank	EPDO Crashes	EPDO Crash Rank	District PSI Rank	Jurisdiction PSI Rank
US 522 & US 250	38	1	4	1	977	1	-	-
US 15 & US 250	32	2	1	13	352	6	40	2
US 15 & Spring Creek Pkwy	30	3	0	-	162	32	32	1
US 15 & Route 22	26	4	2	4	458	4	48	4
US 33 & East Main St	25	5	1	13	250	15	-	-
US 522 & Route 208	20	6	4	1	713	2	43	3
US 33 & Shannon Hill Rd	17	8	1	13	327	9	69	5
US 33 & School Bus Rd	10	16	2	4	366	5	-	-
US 33 & Gardners Rd	7	20	3	3	522	3	-	-
Ellisville Dr & Blue Ridge Rd	6	28	2	4	343	7	-	-
US 33 & Willow Brook Rd	5	42	2	4	342	8	-	-
US 33 & US 522	3	65	2	4	321	11	-	-
Kentucky Springs Rd & Pottlesville Rd	3	65	2	4	321	11	-	-

FATALITIES + SERIOUS INJURIES





Crash Data Snapshot: Nelson

move SAFELY nelson

HIGH-INJURY NETWORK

The high injury network (HIN) represents the highest concentration of fatal and serious injury crashes on the roadway network from 2018 to 2022.

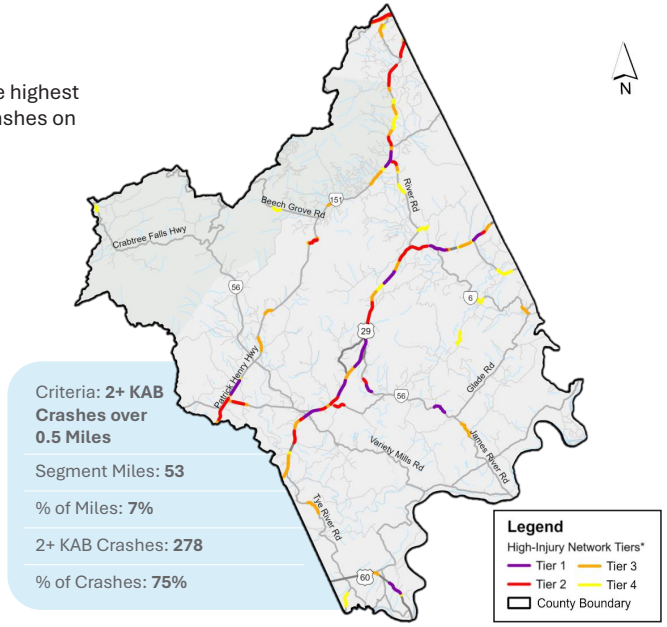
1,473 Total Crashes

31 Fatal ***Crashes***

104 Serious Injury ***Crashes***

32 ***Fatalities***

141 ***Serious Injuries***



Criteria: **2+ KAB Crashes over 0.5 Miles**

Segment Miles: **53**

% of Miles: **7%**

2+ KAB Crashes: **278**

% of Crashes: **75%**

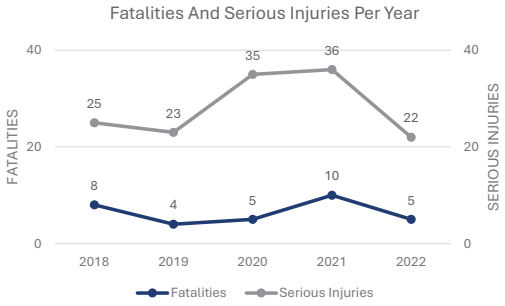
**Tiers are based on the number and severity of crashes*

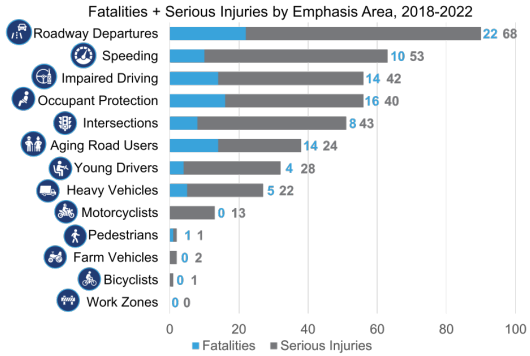
JURISDICTION SAFETY NEEDS

Segment Safety Needs	HIN Mileage Rank	HIN Tier	District PSI Rank	Jurisdiction PSI Rank	TJPDC PBSAP Rank	Jurisdiction PBSAP Rank
US 29 from Aistrop Ln to Twin Poplars Loop	0.5	**1**	379	7	-	-
US 29 from Irish Rd to North of Brent Manor Ln	1.1	**1**	-	-	-	-
James River Rd from Friendship Rd to South of Helena Ln	2.2	**1**	-	-	-	-
US 60 from Robertson Ln to Payne Pl	2.2	**1**	-	-	-	-
US 29 from Jerrys Way to Lena Rose Ln	2.7	**1**	-	-	-	-
Rockfish Valley Hwy from Stonegate Ln to Bland Wade Ln	3.6	**1**	-	-	522	**4**
US 29 from Mountain Cove Rd to Henrys Hill Ln	5.1	**1**	-	-	321	**1**
US 29 from Bowling Dr to Cooperative Way	13	2	303	**5**	-	-
US 29 from River View Ln to Tidbit Tr	14	2	23	**1**	-	-
I-64 from US 250 to East of Royal Orchard Rd	14.7	2	59	**2**	-	-
US 29 from Stagebridge Rd to Eades Ln	15.3	2	228	**4**	-	-
Patrick Henry Hwy from Beech Grove Rd to Brents Ln	24.6	2	71	**3**	-	-

Values depict highest ranking present within segment limits

FATALITIES + SERIOUS INJURIES





Intersection Safety Needs	Total Crashes	Total Crash Rank	KA Crashes	KA Rank	EPDO Crashes	EPDO Crash Rank	District PSI Rank	Jurisdiction PSI Rank
US 29 & Route 56	22	**1**	2	**4**	416	**4**	-	-
US 29 & Route 6	19	**2**	2	**4**	394	**5**	70	**3**
Route 151 & Route 6	18	**3**	4	**2**	749	**2**	38	**1**
US 29 & Arrington Rd	15	**4**	5	**1**	876	**1**	51	**2**
Route 151 & Mill Ln	13	**5**	1	7	181	11	-	-
US 29 & Route 56	10	6	3	**3**	563	**3**	149	6
US 29 & Main St	10	6	2	**4**	347	6	-	-
Route 6 & Tanbark Dr	10	6	1	7	245	7	115	**5**
US 29 & Eades Ln	9	9	1	7	206	8	107	**4**

D. PUBLIC ENGAGEMENT ROUND 1 SUMMARY

D. Public Engagement Round 1 Summary

The Thomas Jefferson Planning District Commission (TJPDC) conducted Round I of public engagement for Move Safely Blue Ridge to raise awareness of the project and identify issues and opportunities for transportation safety in the region. The project team used a multifaceted public engagement approach to reach a diverse group of the region's residents. Round I of public engagement included:

- In-person public meetings
- Virtual public meeting
- Pop-ups at community events
- Public survey
  - *Online in multiple languages*
  - *Paper copies in English and Spanish*

In-Person Public Meetings

The project team held one public meeting in each participating jurisdiction (six in total) to share information about Move Safely Blue Ridge. The project team encouraged members of the public to discuss their concerns and ask questions of the project team at the in-person public meetings. **Table 1** shows details on each public meeting.

Table 1: *Public Meeting Information*

Jurisdiction	Meeting Date & Time	Meeting Location	Number of Attendees
Albemarle County	June 11, 2024, 6:00–8:00 p.m.	Albemarle County Office Building 401 McIntire Road, Room 241 Charlottesville, VA 22902	3
City of Charlottesville	June 10, 2024, 5:30–7:30 p.m.	Carver Recreation Center 233 4th Street NW Charlottesville, VA 22903	11
Fluvanna County	June 12, 2024, 6:00–8:00 p.m.	Palmyra Library 214 Commons Blvd Palmyra, VA 22963	8
Greene County	June 10, 2024, 6:00–8:00 p.m.	Greene County Library 222 Main Street, Suite 101 Stanardsville, VA 22973	3
Louisa County	June 11, 2024, 6:00–8:00 p.m.	Betty Great Room 522 Industrial Drive Louisa, VA 23093	2
Nelson County	June 12, 2024, 6:00–8:00 p.m.	The Nelson Center 8445 Thomas Nelson Hwy Lovingston, VA 22949	2

Project Information Sharing

Public meeting attendees had the opportunity to learn more about Move Safely Blue Ridge and the Safe Streets and Roads for All (SS4A) program, visualize statistics on roadway fatalities and serious injuries in their jurisdiction, and share their experiences traveling throughout the region with the project team. Members of the project team guided attendees through several boards as shown in **Figure 1**. The project team provided attendees with Move Safely Blue Ridge factsheets and swag items to serve as a reminder of the project that could help prompt conversations with others.

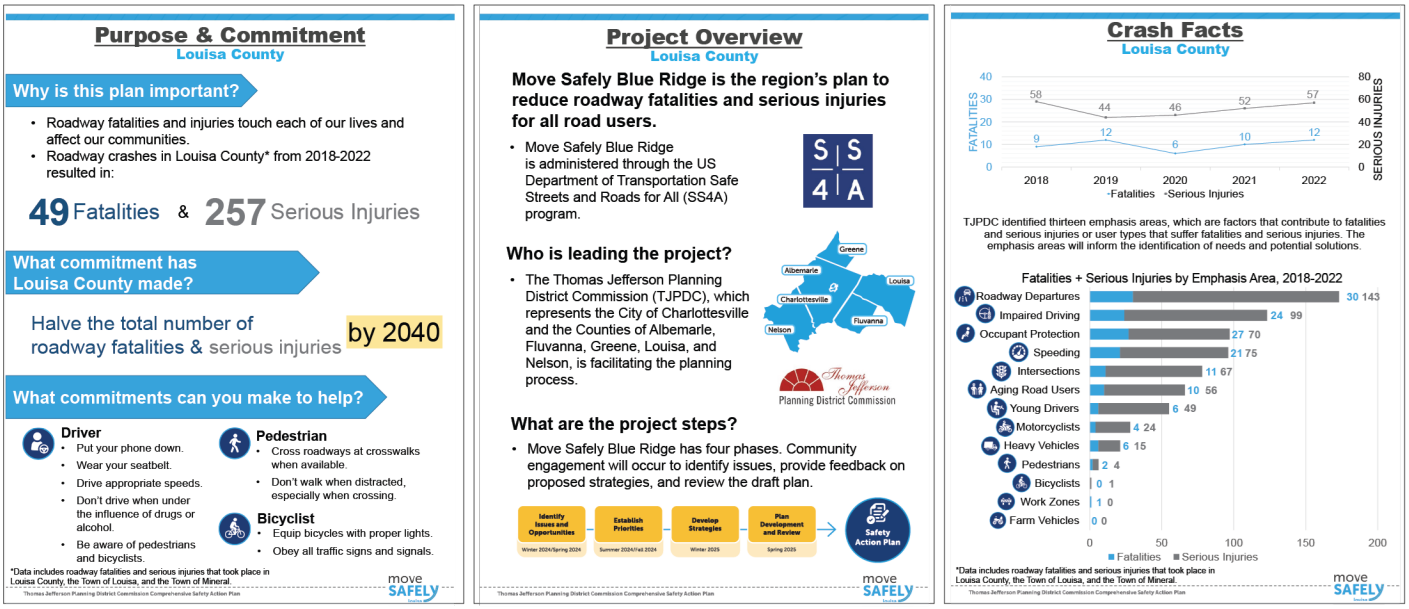
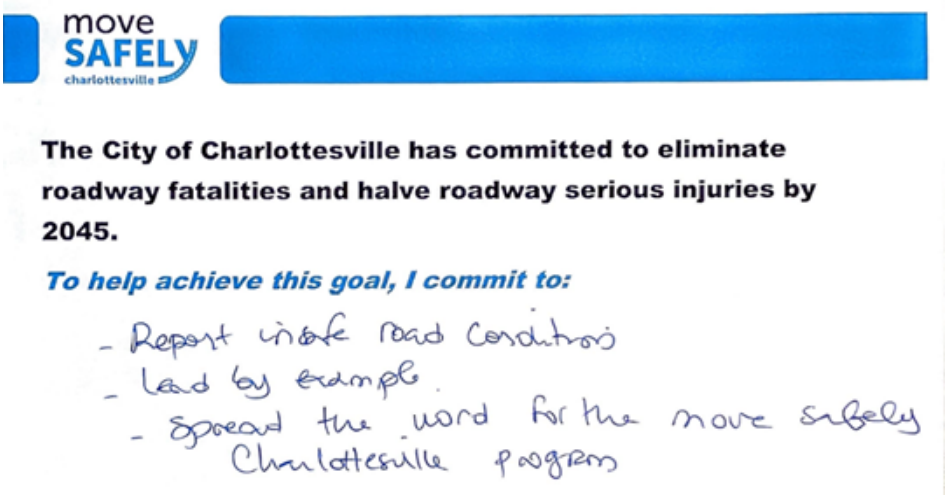


Figure 1: *Example of Boards Used in Public Meetings*

Figure 2: *TJPDC Staff Member Shares Project Information*

Commitments

After learning more about Move Safely Blue Ridge and roadway fatality and serious injury statistics, public meeting attendees had the opportunity to make a personal commitment of how they would help improve roadway safety. The project team also encouraged attendees to write suggestions for how the project team could lead a productive public process.


move SAFELY charlottesville

The City of Charlottesville has committed to eliminate roadway fatalities and halve roadway serious injuries by 2045.

To help achieve this goal, I commit to:

- Report unsafe road conditions
- Lead by example.
- Spread the word for the move safely Charlottesville program

Figure 3: *Example Commitment Made by a Public Meeting Attendee*

Media Coverage

TJPDC, which is the regional body administering Move Safely Blue Ridge, issued a media advisory for the Round I public meeting. Two local news stations, 29 News and CBS 19, covered the public meeting held in the City of Charlottesville.

Figure 4: *TJPDC Staff Member Participating in Interview during Public Meeting*

Virtual Public Meeting

The project team hosted a virtual public meeting via Zoom on June 20, 2024, to provide an additional opportunity for members of the public to learn about Move Safely Blue Ridge, ask questions, and discuss concerns. The project team provided a presentation that mirrored the content presented on boards at the in-person public meetings. Six community members attended the virtual public meeting.

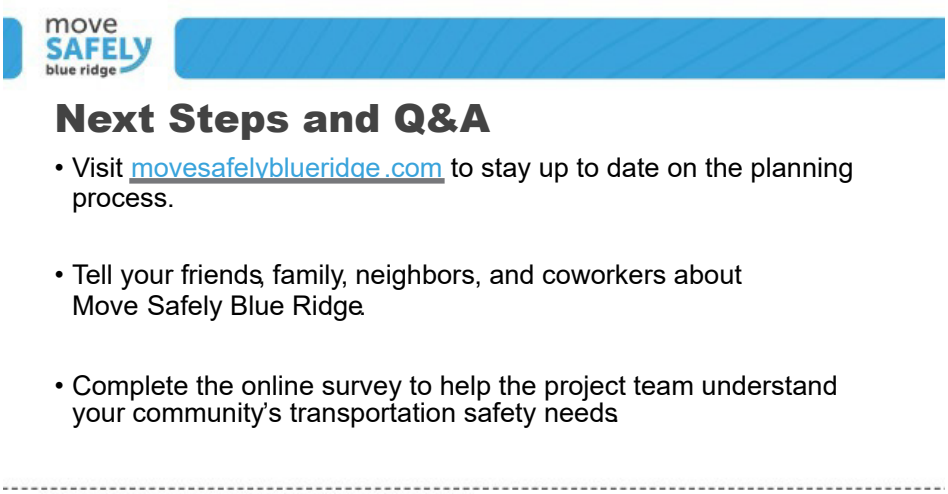


Figure 5: *Slide from the Virtual Public Meeting Presentation*

Pop-Ups at Community Events

The project team hosted more than 20 pop-ups at community events split between the six participating jurisdictions to solicit engagement with Move Safely Blue Ridge in May and June 2024 as outlined in **Table 2**. Pop-ups provided an opportunity for the project team to engage with members of the public who might not otherwise attend a public meeting or participate in the public process. The project team encouraged those present at pop-ups to complete the survey (either online or on paper) and discuss their transportation safety concerns in the region.

Figure 6: *Pop-Up at Palmyra Arts Fest in Fluvanna*

Figure 7: *Pop-Up at Jack Jouett Day in Louisa*

Table 2: *Pop-Up Event Details*

Event	Date	Location	Jurisdiction
Rivanna RiverFest	Sunday, May 19, 2024	1150 River Road Charlottesville, VA	Albemarle County
Albemarle Farmers Market	Saturday, June 1, 2024	Towncenter Shopping Center Towncenter Lane Charlottesville, VA	
	Saturday, June 15, 2024		
Church of Our Savior Episcopal Food Pantry	Friday, June 28, 2024	1165 Rio Road, East Charlottesville, VA	
Healthy Streets/Healthy People Fair	Saturday, June 29, 2024	Booker T. Washington Park 1001 Preston Avenue Charlottesville, VA	
Fridays After Five at Ting Pavilion	Friday, May 24, 2024	700 E Main Street Charlottesville, VA	City of Charlottesville
	Friday, May 31, 2024		
Charlottesville City Market	Saturday, June 22, 2024	100 E Water Street Charlottesville, VA	
Farmers in the Park	Wednesday, June 26, 2024	1300 Pen Park Road Charlottesville, VA	
Palmyra Arts Fest	Saturday, June 8, 2024	Stone Jail Street 28 Stone Jail Street Palmyra, VA	Fluvanna County
Fluvanna County Farmers Market	Sunday, June 9, 2024	Crofton Plaza Palmyra, VA	
	Sunday, June 23, 2024		
Feeding Greene Pantry Food Distribution	Thursday, June 13, 2024	81 Main Street Standardsville, VA	Greene County
Greene Farmers Market	Saturday, June 15, 2024	Greene Commons 40 Celt Road Stanardsville, VA	
Feeding Greene Pantry Food Distribution	Tuesday, June 18, 2024	81 Main Street Standardsville, VA	
	Tuesday, June 25, 2024		
LCSO Special Needs & Autism Awareness Festival	Saturday, June 1, 2024	Moss-Nuckols Elementary School 2055 Courthouse Road Louisa, VA	Louisa County
Jack Jouett Day Festival	Saturday, June 8, 2024	1100 E Jack Jouett Road Louisa, VA	
Village of Lovingston Farmers Market	Wednesday, May 22, 2024	562 Front Street Lovingston, VA	Nelson County
	Wednesday, June 5, 2024		
	Wednesday, June 12, 2024		
	Wednesday, June 19, 2024		
Nelson County Pantry Food Distribution	Saturday, June 29, 2024	9890 Thomas Nelson Highway Lovingston, VA 22949	

Public Survey

Survey Overview

The Move Safely Blue Ridge public survey helped the project team better understand public perceptions of transportation safety in the region and geographic areas with significant transportation safety concerns. The survey was open from May 17, 2024, to June 30, 2024. The project team distributed the survey in both a paper format and a digital format and advertised it through a community newsletter, community events, flyers, on the Move Safe Blue Ridge website, and on social media. The online survey was hosted on the Public Coordinate platform and was available in various languages. Paper surveys were available at several public locations, including public libraries, in both English and Spanish.

Survey Respondents

Locality of Residence

The project team received 303 survey responses in total. As shown in **Figure 8**, 142 respondents (47%) provided their locality of residence in the optional demographics question of the survey. Of respondents who provided their locality of residence, more than half reside in Albemarle County or the City of Charlottesville. The City of Charlottesville and Albemarle County are the most populous of the TJPDC member jurisdictions with communities who are highly engaged in public processes, particularly processes around transportation.

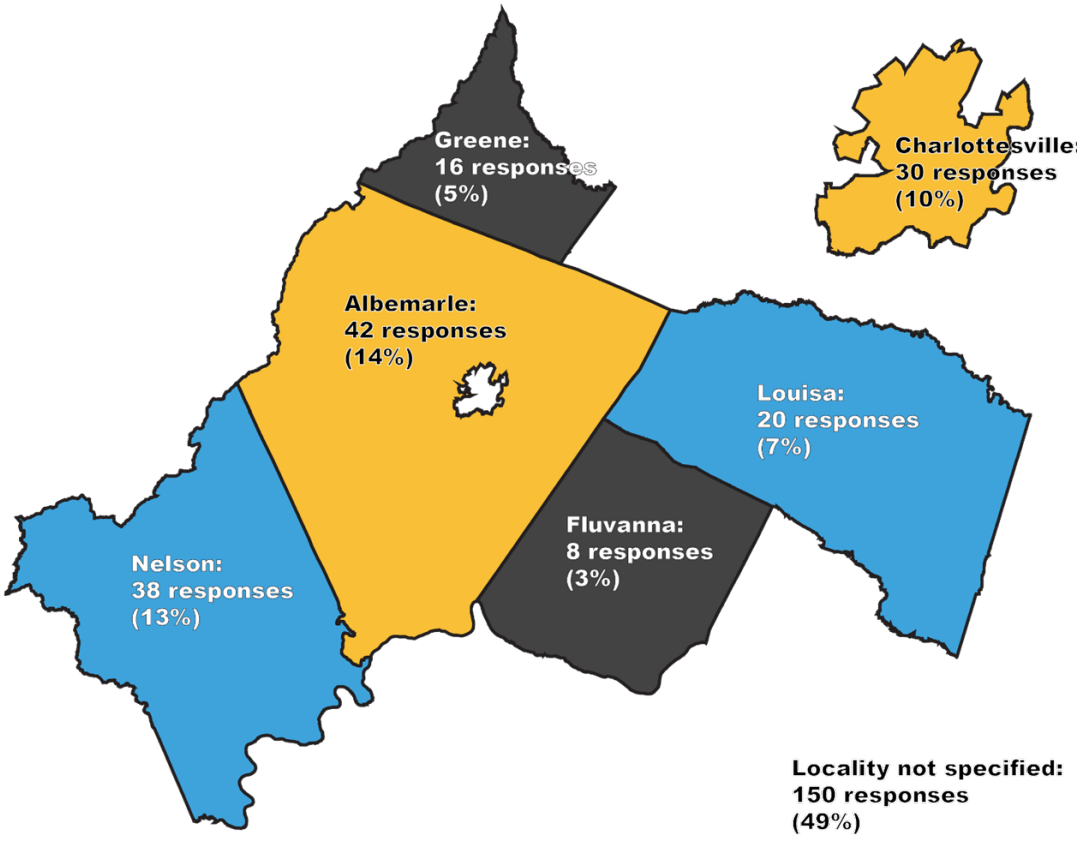


Figure 8: *Responses by Locality of Residence*

Race

The racial identity of respondents is summarized in **Figure 9**. Of respondents who answered optional demographic questions, the majority identified as White (81%). Respondents identifying as Black or African American followed at 9%, with others at 10% in total. The racial makeup of survey respondents roughly aligns with that of the region; however, there was a higher proportion of White respondents than exists in the region overall.

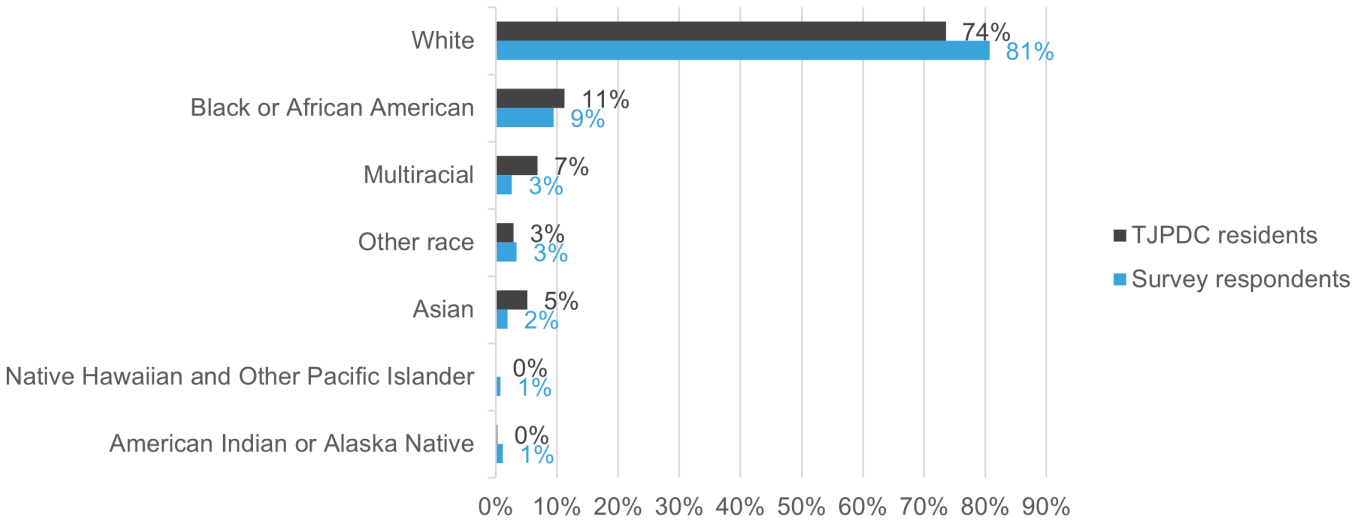


Figure 9: *Respondents by Racial Identity (Non-Responses Excluded)*

Age

As shown in **Figure 10**, most respondents (83%) were 40 years old or older. There were only three respondents between the ages of 18 and 25 years old and one respondent who was under 18 years old. Relative to the region, middle-aged and older residents were overrepresented among the survey respondents who reported their age.

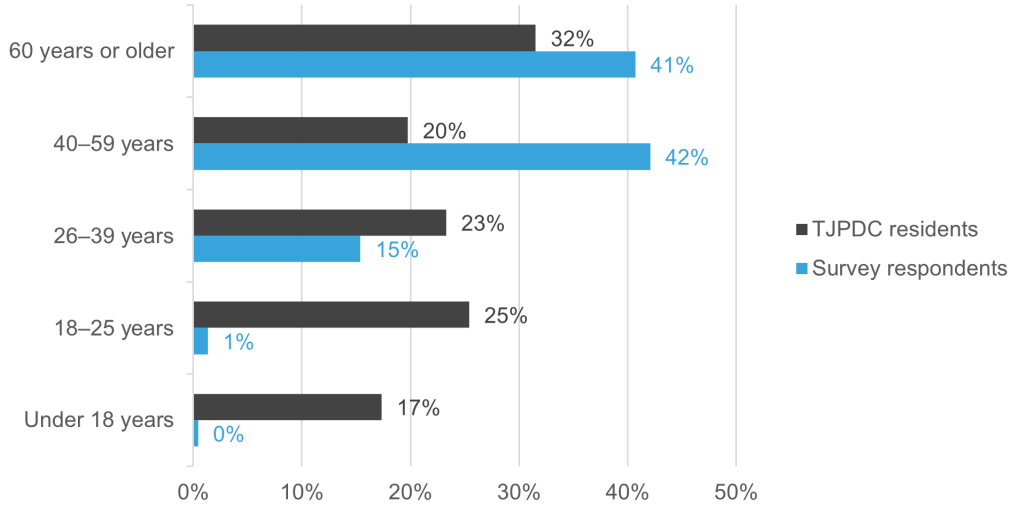


Figure 10: *Respondents by Age*

Household Income

As shown in **Figure 11**, more than half of respondents who answered the question have an annual household income of $75,000 or greater. This roughly aligns with the household income profiles reported by the 2022 American Community Survey (ACS) 5-Year Estimates for TJPDC jurisdictions. TJPDC residents with household incomes less than $35,000 are underrepresented in survey responses.

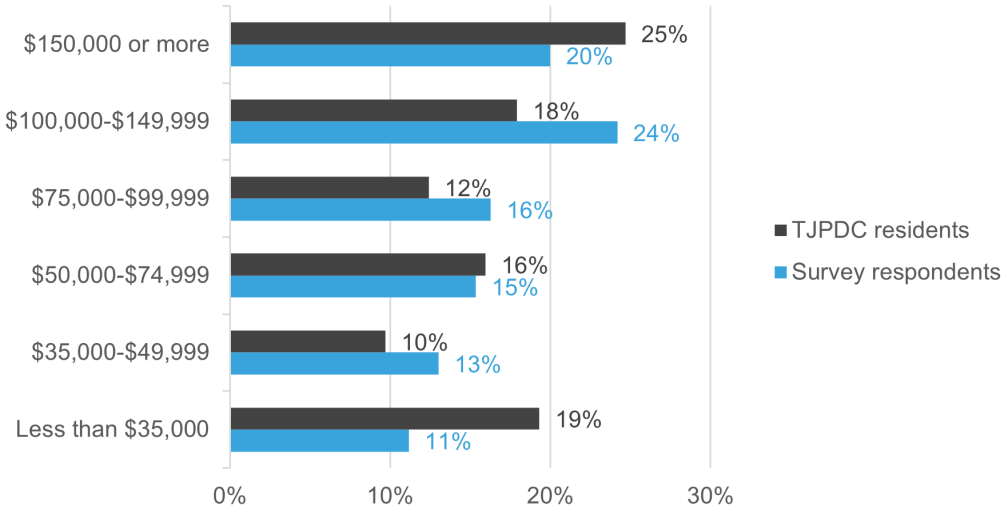


Figure 11: *Respondents by Household Income*

General Sentiment Regarding Transportation

At the beginning of the survey, the project team asked respondents to share their level of agreement with several statements related to the 4 Es of roadway safety: engineering, education, enforcement, and emergency response.

As shown in **Figure 12**, respondents were generally in agreement that the presence of law enforcement promotes safe driving behavior (53%), and that streets and roads are generally safe and well maintained (45%). A high percentage (61%) disagree with the statement that people drive safely. Nearly half (49%) disagree with feeling safe traveling on both urban and rural streets and roads. While 55% agree that they can rely on a rapid response from emergency services, a higher number of respondents reported being unsure.

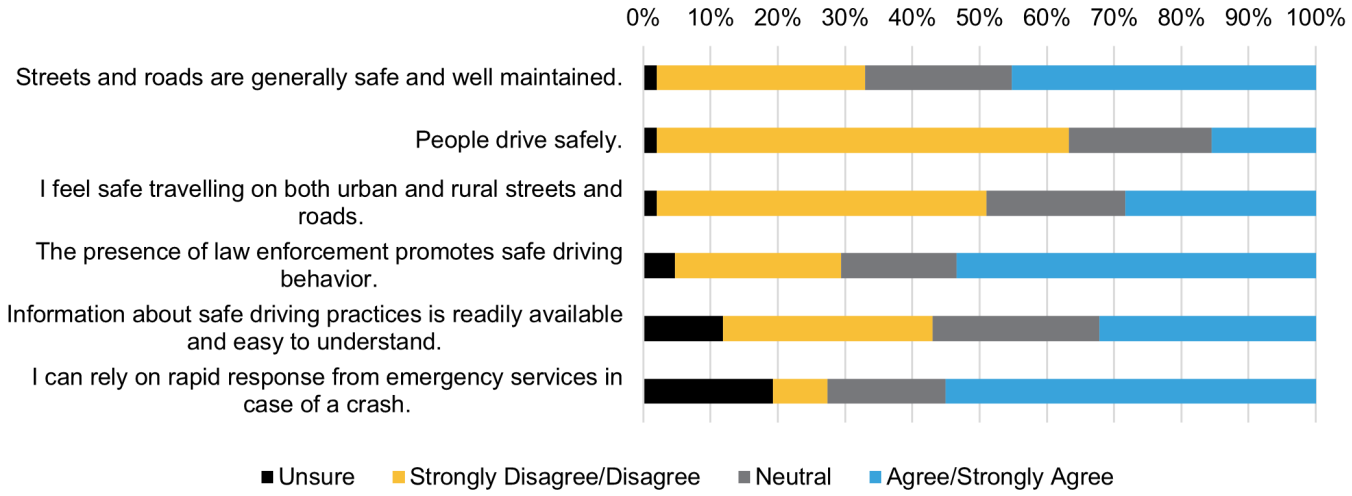


Figure 12: *Agreement with Statements on the 4 Es of Road Safety*

As shown in **Figure 13**, respondents who stated they were 60 years or older were much more likely to agree with the statement that law enforcement promotes safe driving behavior. While only 29% of those 26–39 years old and 48% of those 40–59 years old agreed/strongly agreed, 77% of those 60 years or older agreed/strongly agreed.

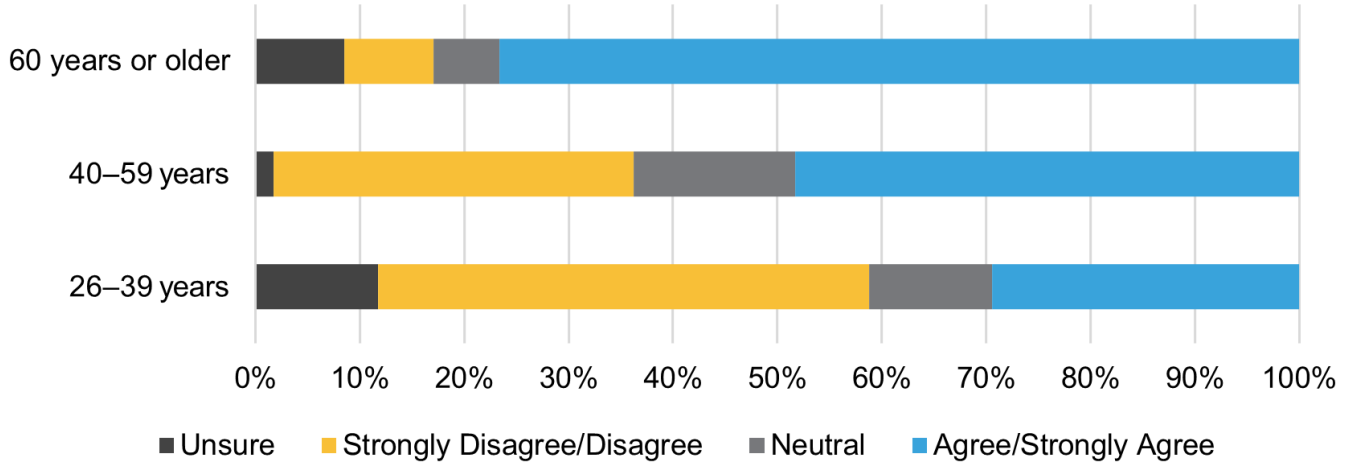


Figure 13: *Agreement with Statement Regarding Law Enforcement*

Mode of Transportation Used

The project team asked respondents to select their primary mode of transportation (how they get around most of the time) and any secondary modes of transportation (how they get around some of the time). The project team then asked respondents a series of questions regarding transportation safety as it pertains to each mode they use.

As shown in **Figure 14**, most respondents (82%) use a car as their primary mode of transportation. Of those who chose a secondary mode of transportation, 41% travel by walking and 21% travel by bicycle. While only two respondents use a bus, paratransit, taxi, Uber, or Lyft for their primary mode of transportation, 31% of respondents report using one of these as a secondary mode of transportation.

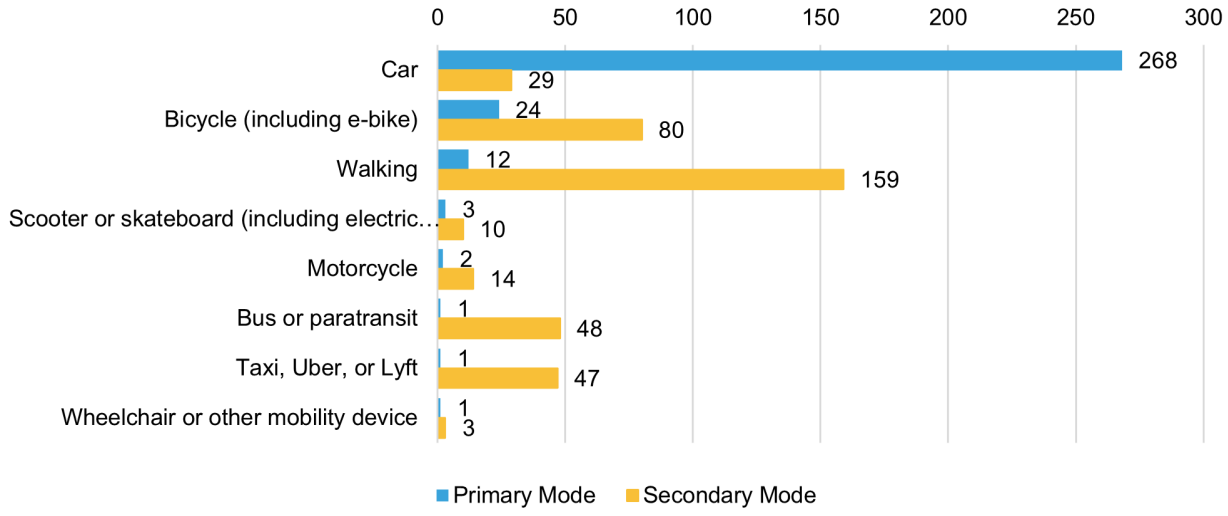


Figure 14: *Primary and Secondary Modes of Transportation for Respondents*

**Note: Some respondents chose more than one primary mode of transportation and/or more than one secondary mode of transportation. Therefore, the count total is higher than the number of respondents (303).*

The data in **Figure 15** represents all the transportation modes (one primary mode and as many secondary modes as desired) selected by respondents from each locality. Respondents from Albemarle County and the City of Charlottesville reported car usage at a lower rate than respondents who reside in the Counties of Fluvanna, Greene, Louisa, and Nelson. A relatively small portion of respondents who live in Nelson County reported walking as their primary or secondary mode of transportation.

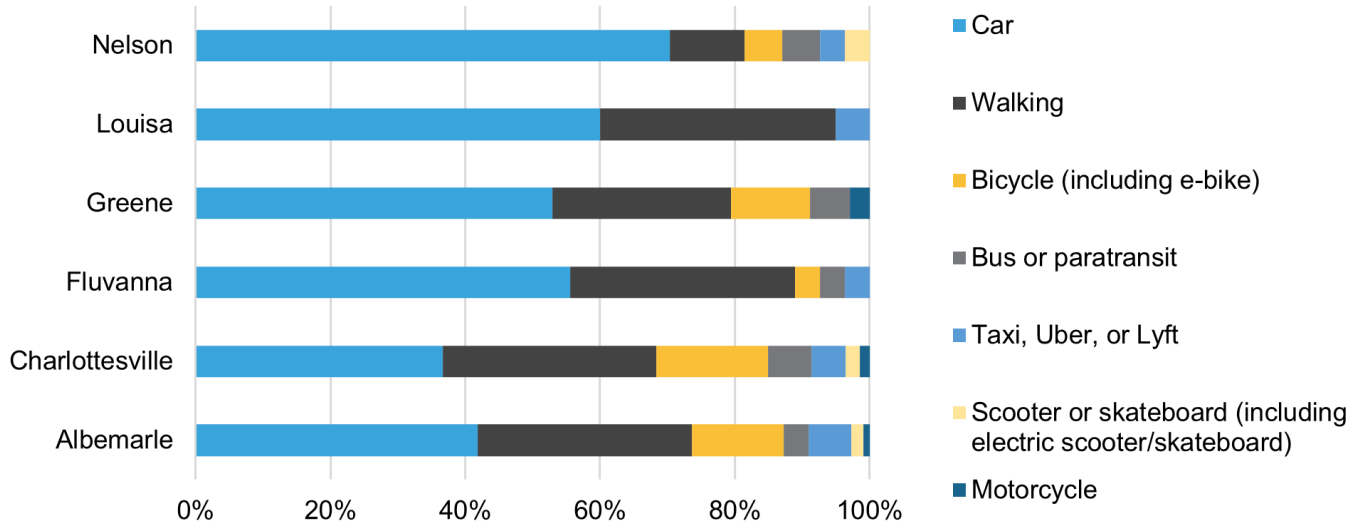


Figure 15: *Transportation Mode Choice (Primary and Secondary) by Jurisdiction*

Transportation Safety Concerns

As stated previously, the project team asked respondents a series of questions regarding transportation safety for each mode that they use. The project team then asked respondents to select up to three transportation safety concerns from a list for their primary transportation mode and any secondary transportation modes. The data in **Figure 16** represent the number of times each safety concerns was selected across all transportation modes. Note that the options for safety concerns were the same for each travel mode.

Vehicle speeds represented more than 20% of the total safety concern selections. Road and street design represented about 20% of concerns, and impaired driving represented about 15% of all concerns.

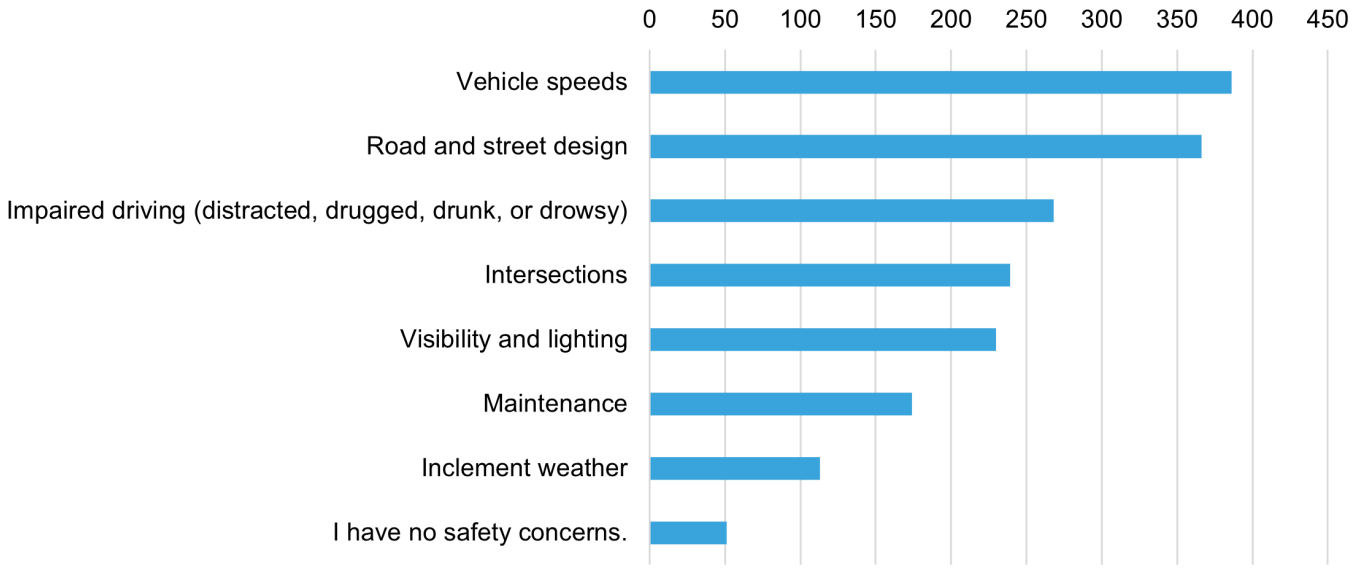


Figure 16: *Safety Concerns Across All Transportation Modes*

Safety Concerns by Transportation Mode

While investigating safety concerns by transportation mode, several trends emerged. As shown in **Figure 17**, vehicle speeds represent more than 20% of all concerns selected for trips by car, on foot, and by bicycle. Road and street design is a major concern for residents traveling on foot or by bicycle, representing more than 25% of concerns selected for both modes. Visibility and lighting represented more than 15% of concerns while traveling on foot.

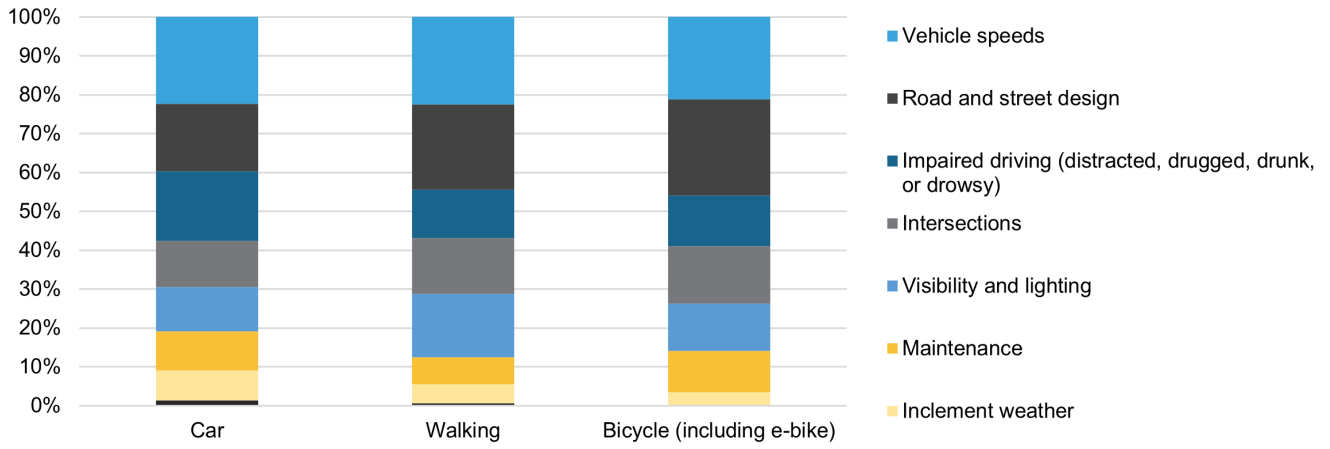


Figure 17: *Safety Concerns by Transportation Mode*

While not shown in the figure, maintenance and road and street design represent the most significant concerns for respondents while using mobility devices. Among motorcyclists, impaired driving is the most selected concern.

Map Pins

The public survey included an interactive mapping component in which respondents could drop a pin on the map to indicate a transportation safety concern in one of four categories: inadequate roads, sidewalks, bridges, etc.; unsafe driver behavior; unsafe intersection; or other concern.

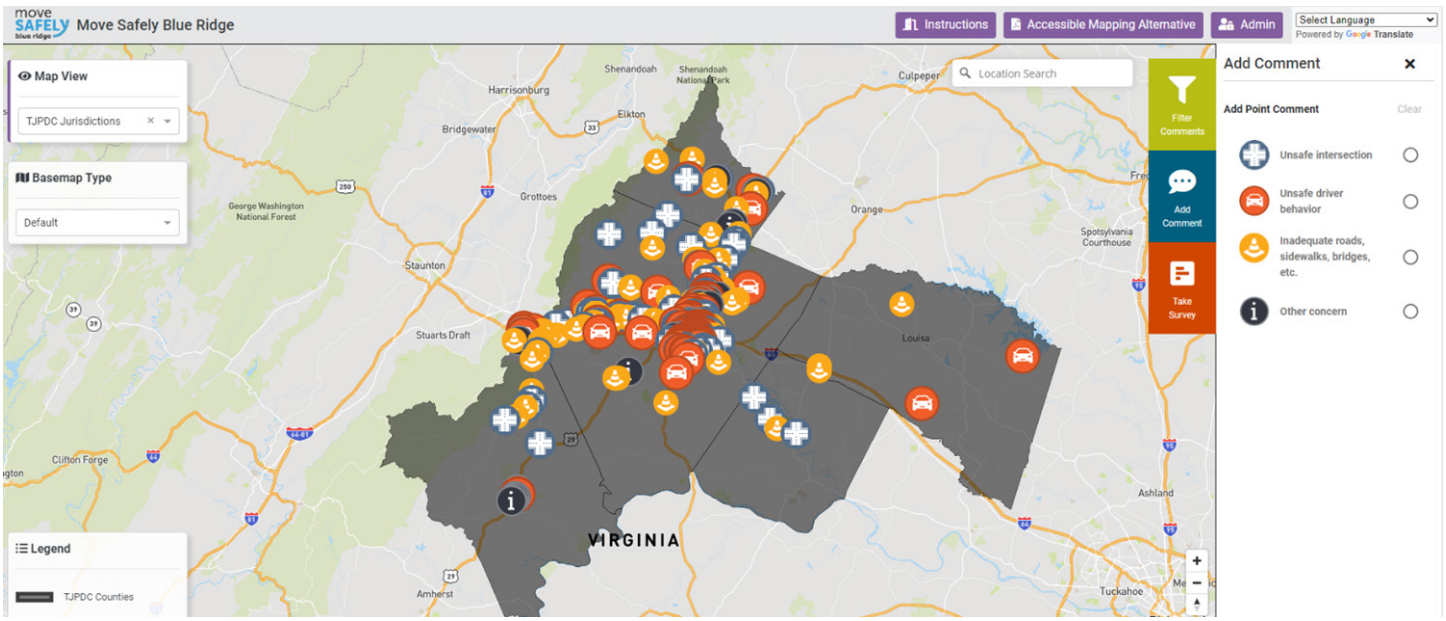


Figure 18: *Interactive Mapping Tool User Interface*

Respondents left more than 800 maps pins as part of the public survey. Note that respondents who used paper surveys had the opportunity to describe a location for their concerns in lieu of dropping a pin on the interactive map, and the project team mapped these points before processing data. Pins for unsafe intersections and inadequate roads, sidewalks, bridges, etc. each made up more than one-third of the total pins . While more than 60% of respondents disagreed or strongly disagreed that "people drive safely" in the survey questions, only 18% of maps pins were for unsafe driver behavior. Map pins placed in each jurisdiction are discussed further in the Existing Conditions section of this report.

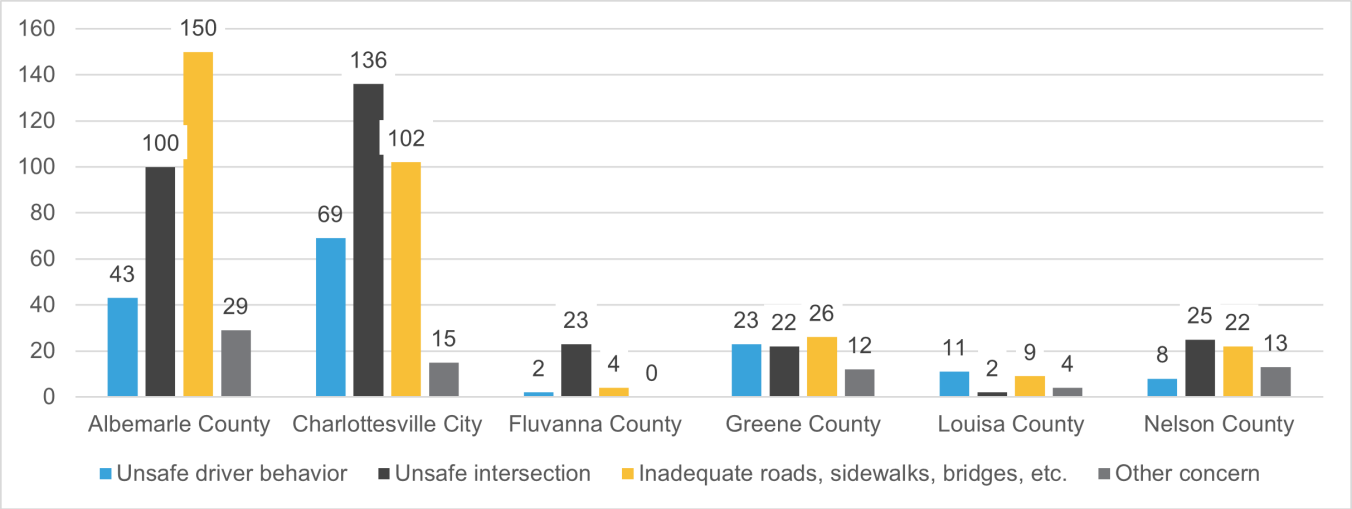


Figure 19: *Survey Map Pins by Jurisdiction and Category*

Overall Survey Findings

Survey responses represent the diverse transportation networks in jurisdictions participating in Move Safely Blue Ridge. Respondents across jurisdictions who use various transportation modes voiced significant concerns regarding driver behavior, especially regarding vehicle speeds throughout the survey questions. Respondents, especially non-motorized users, also have concerns regarding street and road design.

Key Takeaways and Next Steps

Residents expressed strong concerns over driver behavior (particularly speeding). Especially in the more urban areas, there is a desire for improved infrastructure for bicyclists and pedestrians. There also are concerns about the safety of two-lane rural roads with significant curvature, minimal recovery areas, and many heavy vehicles.

As Move Safely Blue Ridge progresses into the countermeasure identification phase, sentiments expressed in the public survey, along with crash data, will be used to identify key transportation safety needs at particular locations and across the regional transportation network.

Takeaways By Jurisdiction

The following section highlights several key takeaways from Round I of public engagement by jurisdiction. Note that survey responses by jurisdiction are based on responses to the optional self-identification of home jurisdiction question, rather than IP address.

Albemarle County

More than 70% of survey respondents who reside in Albemarle County disagree or strongly disagree with the statement that "people drive safely." Additionally, more than 60% of survey respondents from Albemarle County disagree or strongly disagree with the statement that "I feel safe traveling on both urban and rural streets and roads." Vehicle speeds and impaired driving are the most significant concerns when driving, while vehicle speeds and road and street design are the most significant concerns when walking or biking.

City of Charlottesville

Almost 70% of survey respondents who reside in the City of Charlottesville disagree or strongly disagree with the statement that "people drive safely." Additionally, 60% of survey respondents from the City of Charlottesville disagree or strongly disagree with the statement that "I feel safe traveling on both urban and rural streets and roads." These two statistics closely align with those from Albemarle County residents. Vehicle speeds and road and street design are top concerns among Charlottesville residents when driving, walking, or biking. Impaired driving is the third-most reported concern when driving, while intersections are the third-most reported concern when walking or biking.

Fluvanna County

All survey respondents from Fluvanna County disagree with the statement that "people drive safely." More than 60% of survey respondents from Fluvanna County agree or strongly agree with the statement that "the presence of law enforcement promotes safe driver behavior." Vehicle speeds are the top concerns when driving and walking, followed by visibility and lighting and impaired driving.

Greene County

Less than 45% of respondents from Greene County disagree or strongly disagree with the statement that "people drive safely," while more than 35% of respondents from Greene County were neutral to the statement. More than 80% of survey respondents from Greene County agree or strongly agree with the statement that "the presence of law enforcement promotes safe driver behavior." Vehicle speeds and road and street design are the most common concerns when driving, walking, or biking. Visibility and lighting and intersections also are common concerns across different travel modes.

Louisa County

Half of survey respondents who reside in Louisa County disagree or strongly disagree with the statement that "people drive safely." More than 65% of survey respondents from Louisa County agree or strongly agree with the statement that "the presence of law enforcement promotes safe driver behavior." Vehicle speeds and visibility and lighting are top concerns when driving and walking. Maintenance is another concern when driving, while impaired driving is a concern when driving and walking.

Nelson County

More than 50% of survey respondents who live in Nelson County disagree or strongly disagree with the statement that "people drive safely." Despite concerns with driver behavior, more than 55% of respondents who reside in Nelson County agree or strongly disagree with the statement that "I feel safe travelling on both urban and rural streets and roads." Respondents from Nelson County are relatively confident with law enforcement and emergency medical services (EMS) with more than 75% of respondents agreeing or strongly agreeing that "the presence of law enforcement promotes safe driver behavior" and more than 80% of respondents agreeing or strongly agreeing with the statement that "I can rely on rapid response from emergency services in case of a crash." Vehicle speeds and road and street design are top concerns across travel modes, followed by impaired driving.

E. PUBLIC ENGAGEMENT ROUND 2 SUMMARY

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Round 2 Engagement Summary

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Round 2 Engagement Tactics

- Local pop-up events
- Virtual webinars
- Partner toolkit for Community-Based Organizations
- Online survey

Activity Overview

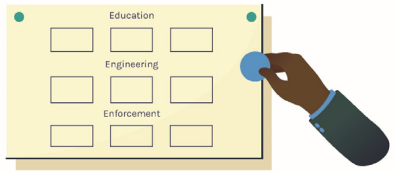
Step 1

Take **5** tokens. These represent investments or resources to spend on initiatives to improve roadway safety.

Step 2

Place your tokens in the bucket(s) based on how you'd like to distribute these resources to make your community's roads safer.

Step 3



Take **3** dot stickers. Under each question on the board, place **1** sticker to vote for the option you think is the most effective to enhance safety on the road in your region.

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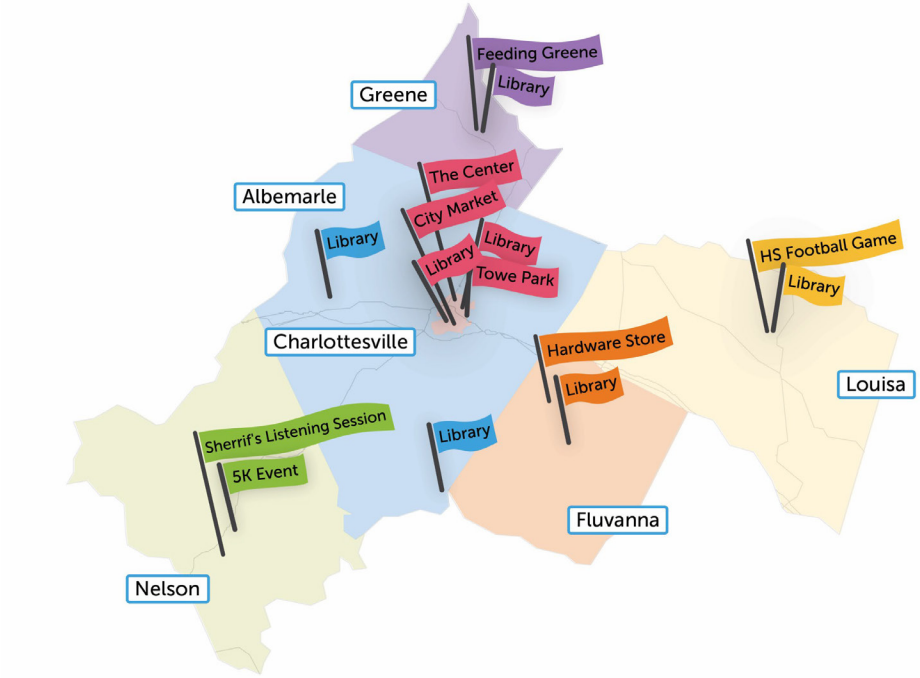
Round 2 Engagement Overview



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Round 2 Engagement

- **690 number of in-person interactions**
  - Participated in the activity
  - Took a flyer/postcard
  - Left a comment card
- **686 number of survey results**
- **35 participants at virtual public meeting**
- **Pop-ups were intended to gather community feedback and spread educational awareness on road safety**

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Number of Interactions by Jurisdiction

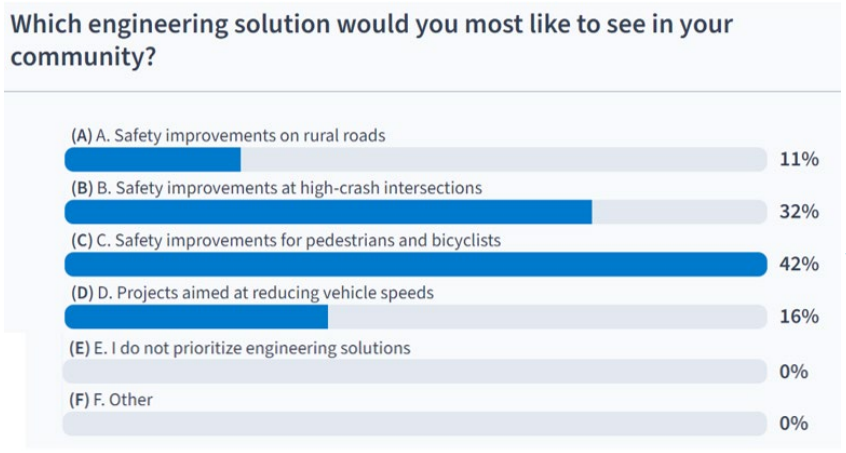
Jurisdiction	Pop-Up Locations	Total Interactions
Albemarle	• Crozet Library • Scottsville Library • Northside Library • Darden Towe Park • The Center at Belvedere	215
Charlottesville	• Charlottesville City Market • Central Library	107
Fluvanna	• Fluvanna Ace Hardware • Fluvanna County Library	50
Greene	• Feeding Greene • Greene County Library	133
Louisa	• Louisa County Library • Football Game First Responders Appreciation	124
Nelson	• Nelson County 5K Race • Nelson County Sherriff Listening Session	61

Community Outreach

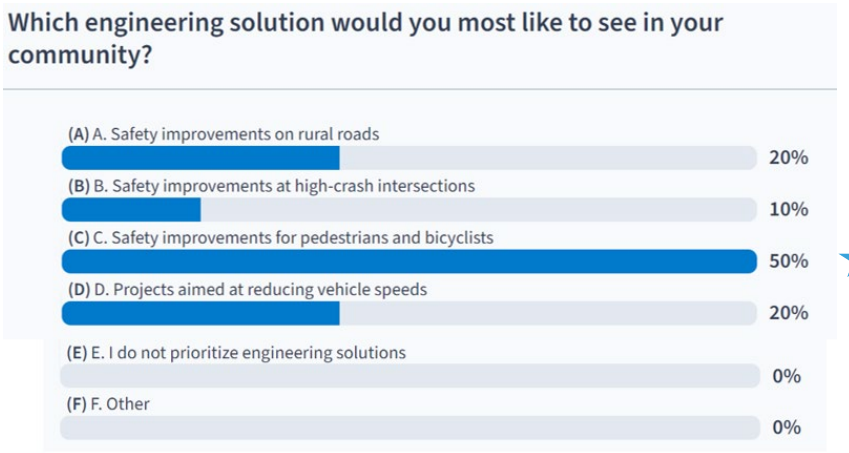
- Bilingual engagement with Hispanic population
- Largest number of youth participants
- Outreach to unhoused community
- Engagement with faith-based groups

Virtual Public Meeting

Engineering was the most favored safety approach in both live survey results during both meetings



Midday Meeting Live Survey Results for Engineering Countermeasures

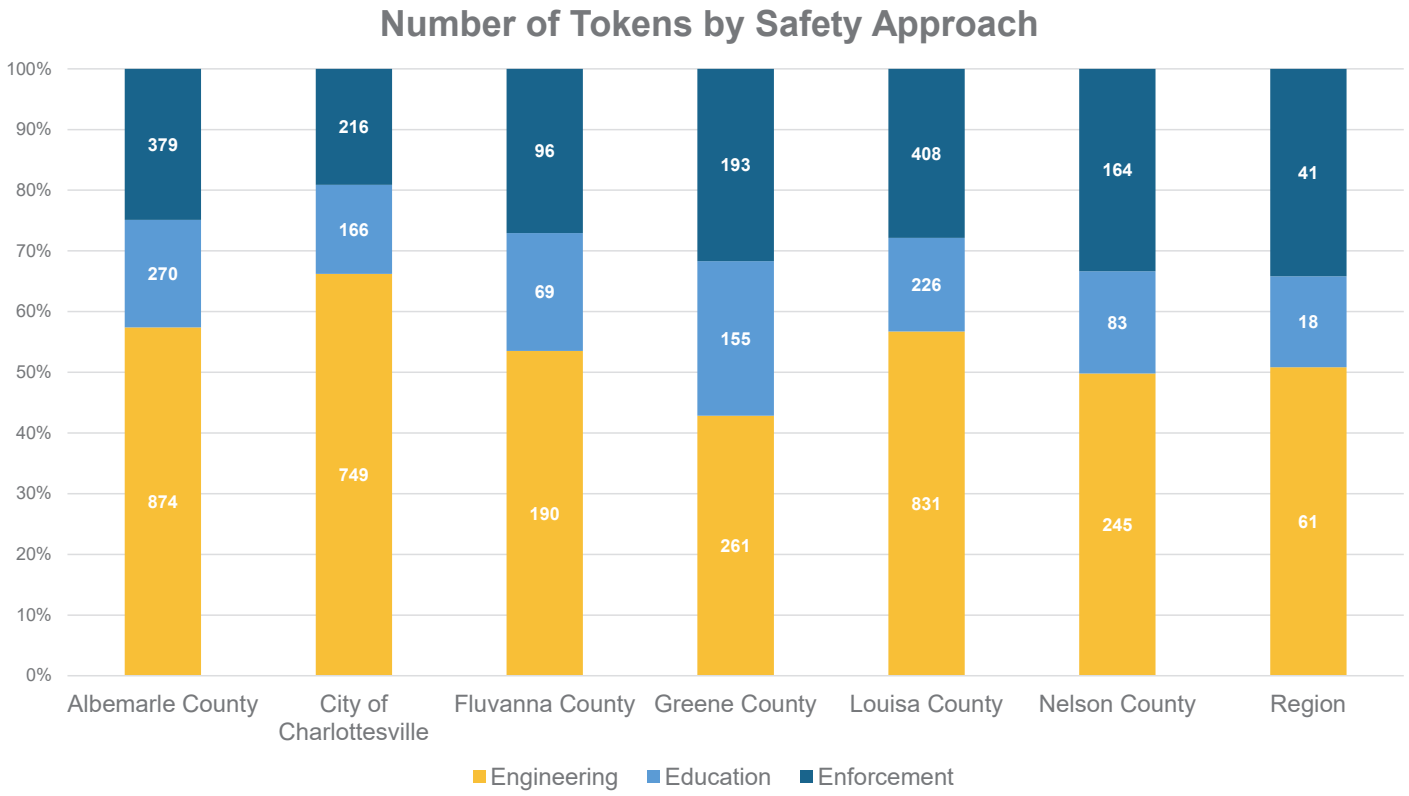


Evening Meeting Live Survey Results for Engineering Countermeasures

Results

Participants spent five tokens on strategies to address roadway fatalities and serious injuries

Engineering safety countermeasures were favored most



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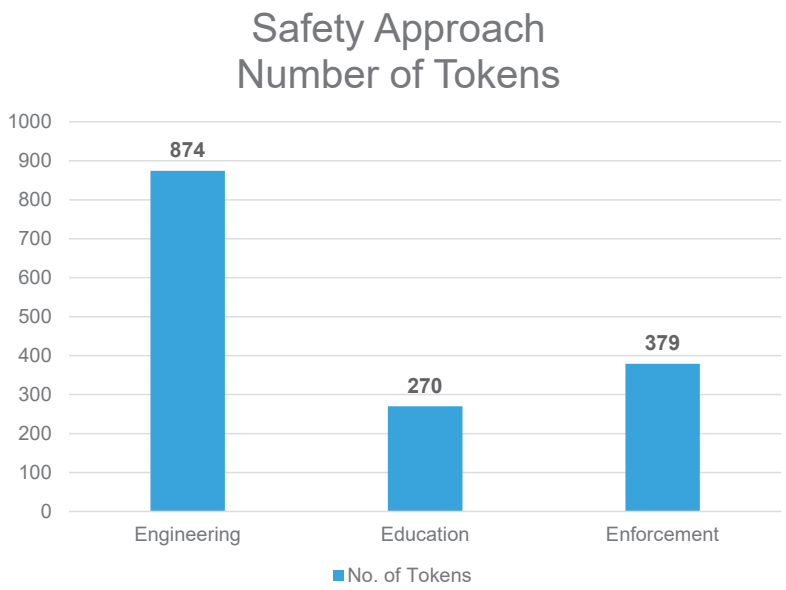
Jurisdiction Highlight

Albemarle County

148 survey responses
215 interactions



Safety Approach	Top Countermeasures
Engineering	Safety improvements for pedestrians and bicyclists
Education	Education for all user groups on sharing road space
Enforcement	Enforcement on speeding

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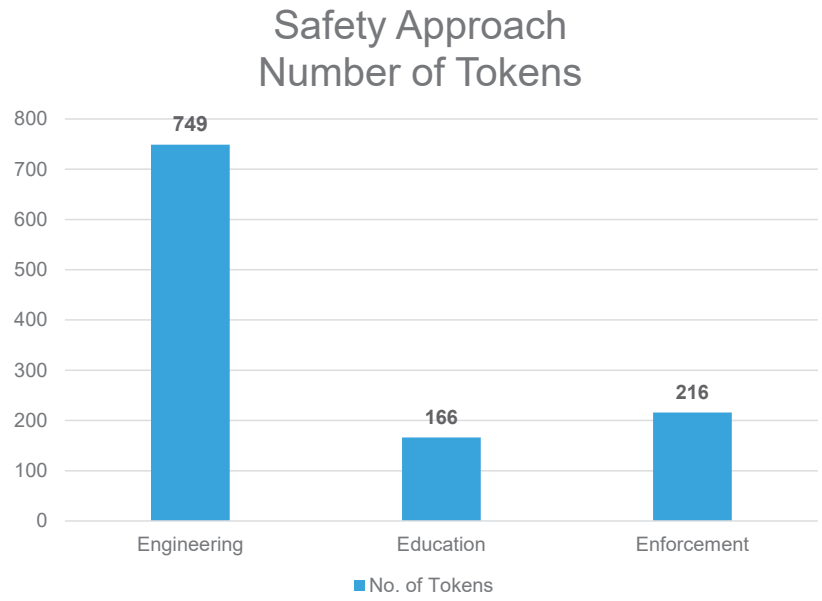
Jurisdiction Highlight

City of Charlottesville

168 survey responses
107 interactions



Safety Approach	Top Countermeasures
Engineering	Safety improvements for pedestrians and bicyclists
Education	Education for all user groups on sharing road space
Enforcement	Enforcement on speeding

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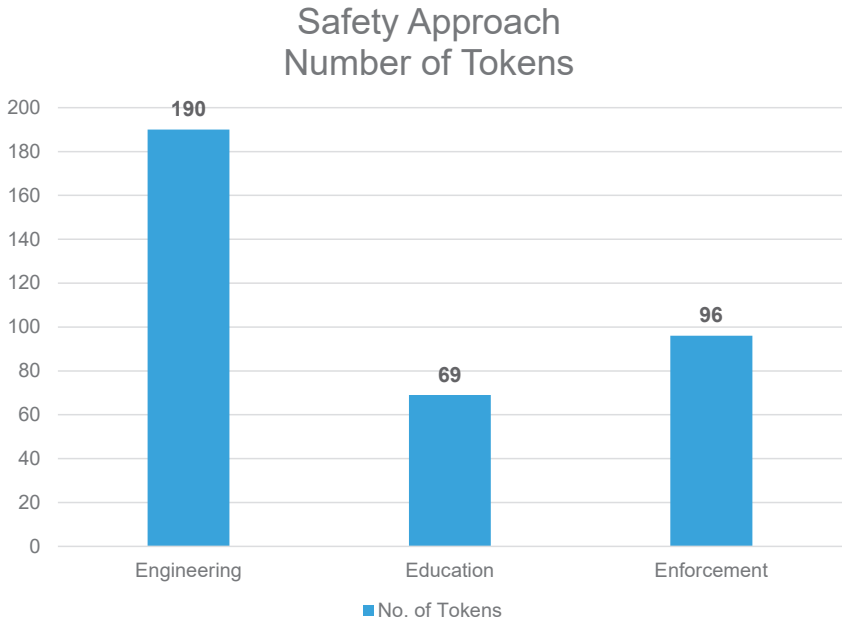
Jurisdiction Highlight

Fluvanna County

45 survey responses
50 interactions



Safety Approach	Top Countermeasures
Engineering	Safety improvements at high-crash intersections.
Education	Education on the dangers of speeding
Enforcement	Enforcement on speeding

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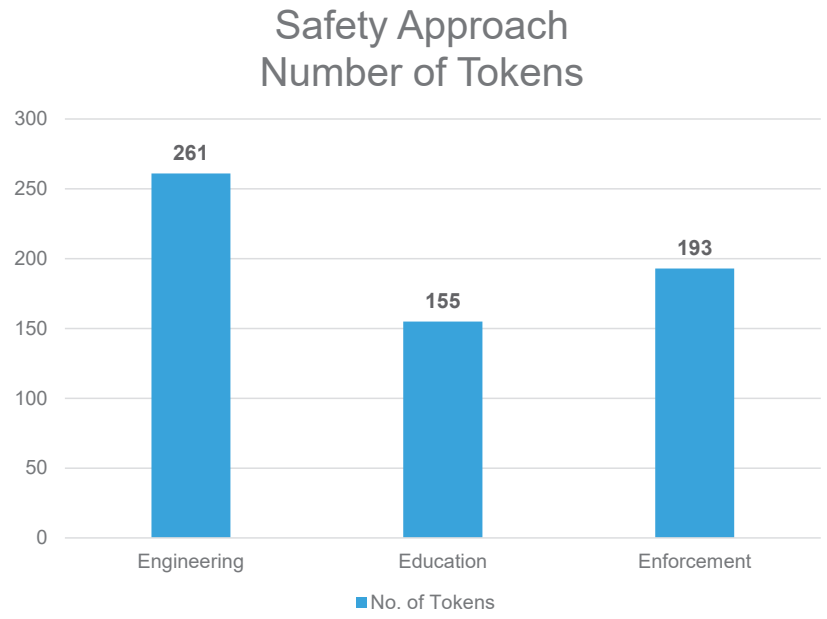
Jurisdiction Highlight

Greene County

14 survey responses
133 interactions



Safety Approach	Top Countermeasures
Engineering	Safety improvements at high-crash intersections.
Education	Education on the dangers of speeding
Enforcement	Enforcement on speeding

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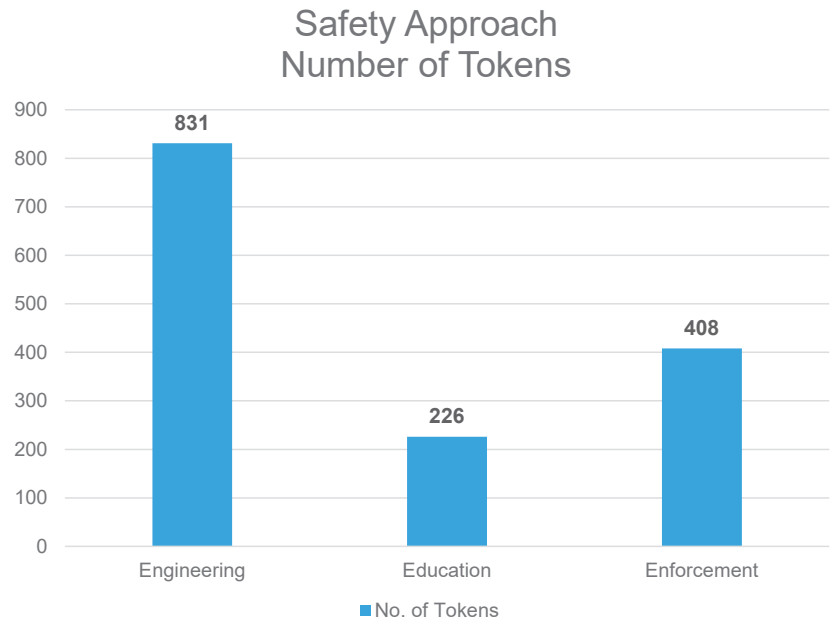
Jurisdiction Highlight

Louisa County

245 survey responses
124 interactions



Safety Approach	Top Countermeasures
Engineering	Safety improvements at high-crash intersections.
Education	Education for all user groups on sharing road space
Enforcement	Enforcement on speeding

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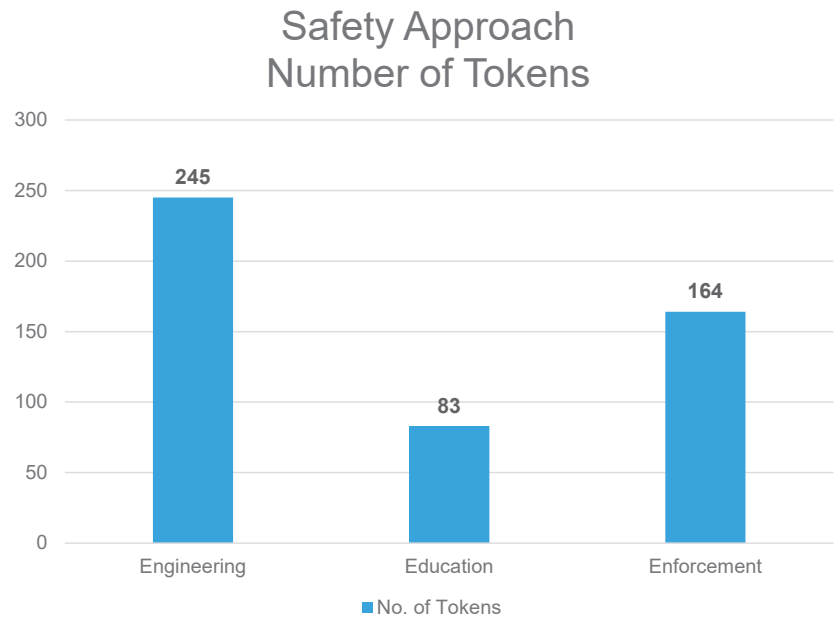
Jurisdiction Highlight

Nelson County

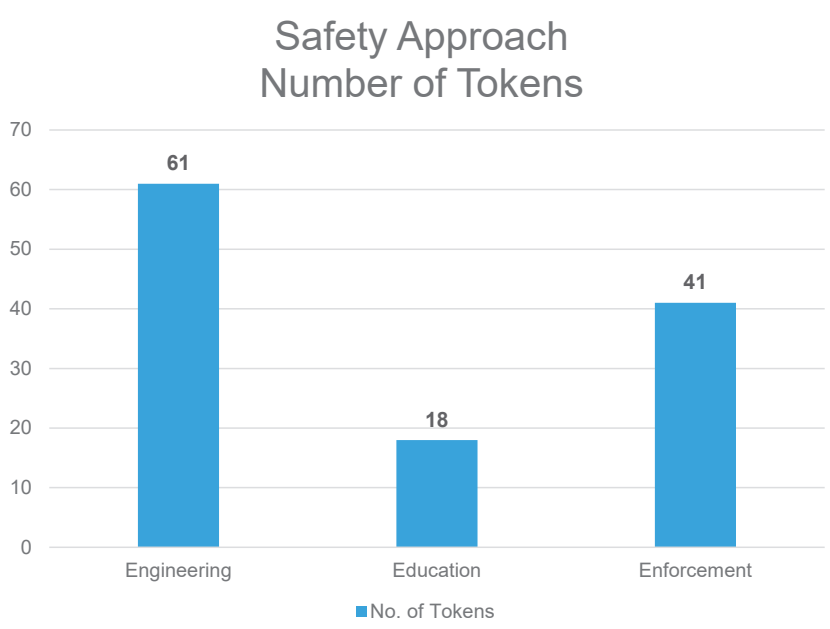
38 survey responses
61 interactions



Safety Approach	Top Countermeasures
Engineering	Safety improvements at high-crash intersections
Education	Education for all user groups on sharing road space
Enforcement	Enforcement on speeding

Regional Highlight

28 survey responses not for a specific jurisdiction



Safety Approach	Top Countermeasures
Engineering	Safety improvements at high-crash intersections.
Education	Education on the dangers of impaired (distracted, drunk, drugged, drowsy) driving, bicycling, or walking
Enforcement	Enforcement on impaired (distracted, drunk, drugged, or drowsy) driving, walking, and bicycling

Additional Round 2 Engagement

- Virtual public meeting
  - Two virtual community open houses
  - Feedback submitted via email and Q & A
  - Inclusion of community champion testimonial
  - 35 total community members

- Albemarle County podcast

- Charlottesville safety demonstration project

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F. PRIORITIZATION CRITERIA SCORING MATRIX

F. Prioritization Criteria Scoring Matrix

Category	Category Weight	Subcategory	Evaluation Metric	Points
Safety	**60**	Jurisdiction Safety Need Location	Project is located on Tier 1 HIN or ranks in Top 3 for other intersection or segment safety needs	30
			Project is located on Tier 2 HIN or ranks outside the top 3 for other intersection or segment safety needs	20
			Project is located on Tier 3 or 4 HIN	10
			Project is not located on HIN and does not rank for other intersection or segment safety needs	0
		Crash Reduction	Project ranks within the top 3 for projected crash reduction	30
			Project ranks within the top 5 for projected crash reduction	20
			Project ranks outside the top 5 for projected crash reduction	10
			Project is not projected to reduce any crashes	0
			Maximum Points Available =	60

**Tiered reduction categories (i.e. Top 3 or Top 5) will be finalized with a final list of projects to provide a fair assessment of projects*

Demographic	**15**	Disadvantaged Communities HDC = Historically Disadvantaged Community APP = Areas of Persistent Poverty	Project is located in a CEJST-identified census tract.	5
			Project is not located in a CEJST-identified census tract	0
		Income	Project is located within a tract with a median household income lower than the median jurisdictional household income	5
			Project is located within a tract with a median household income at or above the median jurisdictional household income	0
		Non-Motorist Users	Project is located within a tract where the median vehicle access is below the median jurisdictional vehicle access and is applicable to pedestrians and/or bicyclists	5
			Project is not located within a tract where the median vehicle access is below the median jurisdictional vehicle access and is applicable to pedestrians and/or bicyclists	3
			Project is not applicable to pedestrians and/or bicyclists	0
			Maximum Points Available =	15

Category	Category Weight	Subcategory	Evaluation Metric	Points
Implementation	**20**	Cost	Project is estimated to cost between 0 - 200k	10
			Project is estimated to cost between 200k - 1M	7
			Project is estimated to cost between 1M - 5M	4
			Project is estimated to cost over 5M	0
		Timeframe	Project is estimated to take between 0-3 Years	10
			Project is estimated to take between 3-5 Years	5
			Project is estimated to take over 5 years	0
			Maximum Points Available =	20
Public Need	**5**	Identified Need	Project addresses a need identified by the public as part of this or prior study	5
			Project does not address a need identified by the public or prior study	0
			Maximum Points Available =	5

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Thomas Jefferson Planning District Commission

County of Albemarle Virginia

Charlottesville Virginia 1762

Fluvanna County Virginia 1777

County of Greene Virginia Spotswood 1716 Golden Horseshoe 1838

County of Louisa Virginia

Nelson County Virginia 1807